



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH
MARCH 22, 2023 PUBLIC INFORMATION MEETING MINUTES
VIRTUAL MEETING BY ELECTRONIC PARTICIPATION
& IN-PERSON AT 23 BROCK RD S, PUSLINCH

MINUTES

DATE: March 22, 2023

TIME: 7:00 P.M.

The March 22, 2023 Public Information meeting was held on the above date and called to order at 7:07 p.m. via electronic participation and in-person at 23 Brock Rd. S. Puslinch.

1. CALL THE MEETING TO ORDER

2. ROLL CALL

ATTENDANCE:

Councillor Sara Bailey
Councillor Russel Hurst
Councillor Jessica Goyda
Councillor John Sepulis
Mayor James Seeley

STAFF IN ATTENDANCE:

Courtenay Hoytfox, Municipal Clerk
Justine Brotherston, Deputy Clerk
Zach Prince, Senior Planner, County of Wellington

3. DISCLOSURES OF CONFLICT OF INTEREST & THE GENERAL NATURE THEREFOR

None

4. PURPOSE OF PUBLIC MEETING

Mayor Seeley read the following statement regarding the purpose of the Public Information Meeting:

The purpose of this Public Meeting is to inform and provide the public with the opportunity to ask questions, or to express views with respect to development proposals. The Councillors are here to observe and listen to your comments; however, they will not make any decisions this evening.

The Township requests that you please notify by email Planning at planning@puslinch.ca or by phone at 519-763-1226 ext. 4 if you wish to be on record and would like to be notified of future hearings and decisions regarding these applications.

Please note the meeting is video and audio recorded and all electronic meetings are uploaded to the municipality's YouTube page. By registering to participate in the meeting by electronic means, you are consenting to have your likeness and comments recorded and posted on YouTube.

As the Chair, I am informing you that when Council makes a decision, should you disagree with that decision, the Planning Act provides you with an opportunity to appeal this application to the Ontario Land Tribunal for a hearing. Please note that if a person or public body does not make oral submissions at a public meeting or written submissions to the Township of Puslinch before the decision is made, the person or public body is not

entitled to appeal the decision of the Township of Puslinch to the Ontario Land Tribunal. In addition, if a person or public body does not make an oral submission at a public meeting, or make written comments to the Township of Puslinch before the decision is made, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Board, there are reasonable grounds to do so. You may wish to talk to Township staff regarding further information on the appeal process.

The Planning Act requires that at least one Public Meeting be held for each development proposal.

The format of this Public Meeting is as follows:

- The applicant or agent will present the purpose and details of the application and any further relevant information.
- Following this, the public can obtain clarification, ask questions and express their views on the proposal.
- Members of the public are permitted 10 minutes each to ask questions and express their views. This time limit is imposed to provide each member of the public an opportunity to speak.
- Council will then have an opportunity to ask any clarification questions

The applicant and County Planning staff will attempt to answer questions or respond to concerns this evening. If this is not possible, the applicant and/or staff will follow up and obtain this information. Responses will be provided when this matter is brought forward and evaluated by Council at a later date.

5. REPORTS/APPLICATIONS

5.1 Zoning By-law Application D14/WEL - 2795848 ONTARIO INC – Wellington Motor Freight - Concession 7 Concession 8 Part Lot; 24 Part Road known as 128 Brock Rd S., Township of Puslinch

Mayor Seeley read the following statement regarding the application being considered:

Zoning By-law Application D14/WEL - 2795848 ONTARIO INC – Wellington Motor Freight - Concession 7 Concession 8 Part Lot; 24 Part Road known as 128 Brock Rd S., Township of Puslinch

THE PURPOSE AND EFFECT of the proposed Zoning By-law Amendment is to amend the Township of Puslinch New Comprehensive Zoning By-law 23-2018 to rezone the lands from Highway Commercial (Special Provision 89) (HC 89) to Site Specific Industrial (IND-) Zone to permit all the uses within the zone including a warehouse and transportation terminal. Proposed uses include a warehouse building, office building, employee parking, tractor trailer parking, loading spaces and associated landscaping and buffer strip. The proposal includes entrances on Brock Road S and Gilmour Road and would be serviced by a private well and septic system.

Mayor Seeley asked Municipal Clerk Courtenay Hoytfox to have applicant/agent present their proposal.

Presentation:

Pierre Chauvin, MHBC, agent for the property owner, provided an overview of the proposed zoning amendment, including:

The Wellington Group of companies is a logistics company that manages the supply chain and the process solutions in terms of storing goods and moving goods and really it's the storing of the materials and moving throughout that system. They have got 11 locations throughout North America and they are based out of Puslinch and so they are local. They are currently located on McLean Road and they are looking to relocate here to and help to consolidate their operations and this will be their new headquarters. They are certainly a local company and they are employing a number of local employees and certainly looking to invest more into this community. Again, as I said they are looking to relocate here and it would increase their warehousing opportunities and provide a more state-of-the-art facility than some of their other operations.

So just a bit of background in terms of where we are, and I may approach the screen for those who are on virtually, but the address is 128 Brock Road. I'll call it the sort of Southeast corner of Gilmore which is running sort of east-west and north-south is Brock Road. This is the property identified in red it's an irregular shape property, it's sort of a flag-shaped property. It's got a lot of Frontage over 380 meters of Frontage along Brock Road and a bit of Frontage about 70 meters along Gilmore and all told there's about six hectares of land there. It's adjacent as you know to the settlement area of Aberfoyle which is outlined in yellow on this image, and also, sort of at the terminus of the existing industrial lands that you're all quite familiar with the long Rock Road.

So the reason why they're locating here is it's ideal access. Obviously everybody knows that Brock Road has immediate access to the 401 and with the trucking industry this is a perfect location for that. These lands have been sitting vacant for some time and albeit for Highway commercial uses. It's always been zoned for a number of years as Highway commercial. This is really an opportunity here to see these lands develop for this type of use.

Next Slide, so what we are proposing is a as a warehouse and a logistics hub for the transportation of freight. It'll include over a 200 square foot Warehouse area with a three-story office building that'll be connected by a sort of a cantilever or catwalk, across the main entrance.

The intent to employ over 170 employees here, sorry over 150 employees and there will be over 170 parking spaces and 123 tractor parking spaces as well. The operation is not shift work it, intends to operate currently at from seven to seven that is that will continue with this proposed operation. There may be and depending on how trucks travel as you know there's an unforeseen circumstances there may be the odd delivery after those hours and so sometimes there may be the odd truck that comes in after those hours and may have to leave late.

Just in terms of what this looks like. Again, here is Brock Road at the bottom of the image here. Gilmore on the top sort of left-hand side limits large Warehouse facility. There's the office here with a catwalk I referred to. The main truck entrance is off of Brock Road and this is only for truck entrance only. There will be no truck access off of Gilmore Road. The access that is proposed off in Gilmore Road is entirely for employees and along that stretch we've tried to minimize or push a lot of that parking area away from Gilmore to allow for a lot of landscaping and some screening of the parking not only along Gilmore but also eventually along Brock. Now there is limited opportunity for a lot of landscaping along Brock. We are looking at trying to work with the County, it is a County road, to a landscape within the right-of-way but that

requires their permission. And I say there's limited opportunity because we have our septic system located along Brock Road and the reason why it's located there is largely because of the soil conditions that we have on site and it's downgrading from most of the uses. This is going to be a tertiary septic system which if you're not familiar with that this is the higher level of septic system and has a higher affluent reduction rate than a typical conventional septic system. This will require the Province's approval at the end of the day to get that septic system design approved. So in terms of sort of the general layout of the site that's essentially how it's laid out. I should note that there's also a noise wall proposed along this boundary and which will wrap around here. I'll speak to this later but, we had had to complete a noise study and with that analysis they concluded that there's a need for a two meter wall to address the noise issues projected from the loading spaces from the warehouse facility as well as the parking traffic as well

This is just a rendering of what, an artistic rendering, of what we propose to build. This is a view looking from Brock Road, again this will be the warehouse component, what the cantilever and walkway connect in the warehouse to the three-story office. Which is where they'll have all their staffing and for the entire operation

So what we're asking for, right now these lands are within what is called a special policy area the Puslinch Economic Development Area. And that has a broad policy framework that essentially allows economic activity or employment opportunities and predominantly locations for businesses and industries. So the official plan, the County official plan provides the broad policy framework and essentially permits this use on a broad status. The zoning that's in place on these lands currently is a Highway Commercial Zone with Special Provisions this is that special 89. Which currently does not permit warehouses, it does permit things like conference rooms, meetings, professional office, garden centers, restaurants, a retail store, a specialty food store, recreational and entertainment facilities. So a pretty broad range of existing uses in that Highway Commercial, however not warehouse and what we're proposing. We are proposing to re-zone it industrial which will permit and the intent is to permit this proposed development. And so which again would implement the designation of this Economic Development Area Special Policy. I should note there is, and some of you may know, there is a small Wetland feature at the back of the property. So as part of this application we are not only rezoning for this particular use, but we will also be rezoning the Wetland feature and its setbacks as a Natural Heritage Zone to again protect that feature. Now if I'll just back up a bit, this is where that wetland is, and so you can see we've isolated that feature. And well that will be zoned uh a Natural Heritage Zone category

So as part of our application we had a pre-consultation meeting with the county in a Township and they've identified a number of studies that we need to prepare which this lists those, those various studies. These are still being reviewed some of which have been peer-reviewed and are still being reviewed. There's obviously our planning justification report, we prepared a conceptual site plan, that you see here today. And it's being revised as we speak, as we get new information, as we hear about comments. That even tonight there may be further changes as a result. We prepared an environmental impact study to address the Wetland issues I spoke of. A Servicing of Stormwater Management Report, a servicing report to deal with the septic in the water. A geotechnical investigation and a hydrogeological assessment to deal with the groundwater regime. A transportation impact study to address the impacts of the, this proposed development on the current infrastructure and road network. And I should say that as part of those conclusions of that traffic impact study the only improvement that was required is a northbound right turn lane into the truck entrance off of Brock Road. All other road intersections and traffic or the road networks were identified to be suitable and to accommodate this proposed development. Having said that that is still being reviewed by the County and we're certainly waiting to hear the comments back from the review agencies on that.

I mentioned we did a noise study, again that is being peer reviewed by the Township's consultants. We're working with those consultants as we speak to address those comments. Once we get through this zone change application process, there is now, there'll be, if it is approved we'll be then moving forward to a site plan application. And that is a process between the applicant and the Township and the County would be involved as well because the County road but that's when we'll deal more specifically in terms of lighting, landscaping, building materials. So really the details. So some of you may have questions about those things and I may say I just don't know yet because we're not there yet. Right now we're just trying to establish the land use through the zoning.

So we prepared a few slides here, these next few slides are based on the comments that we've received. And we've had, I tried to summarize this and they may not have captured all the comments but I tried to synthesize it as best we could. We heard a lot of comments about the increased traffic on Gilmore Road. As I've as I said the traffic impact study has concluded that you know the proposed future traffic patterns will be no impact on Gilmore Road as a result of this proposed development. We are only using this access...you may disagree about it but those are our consultants findings. And if we are only using Gilmore Road as an employee entrance and I understand that a lot of people are concerned that perhaps people are will be traveling northward or call it I'll call it North down Gilmore towards the residential subdivision where it's a gravel road. That is not the intent and in fact with the fact that this is a single owner in this property they will have the ability to be able to control where their employees come and go and direct them. Now I'm not going to say it's...

I'm not going to say that people aren't going to use that. But all I'm saying is that because it is a single proprietor here as opposed to, I'll use an example of the highway commercial uses that are permitted, retail uses where you would have multiple owners and no ability to control where various people are coming from. This is a single owner. They have the ability to control, where, how and when they have their employees come to the site. So there is, I'm not saying it's a foolproof measure but it's a lot better measure than and an alternative uses that could be permitted as a right today.

Noise, light and odor pollution. So as I mentioned we've done a noise study and this has assessed the overall impact of this development. And when they do these assessments they'll look at the worst case scenario. So if everything's operating all at once what is the noise produced. That includes the not only the ventilation and mechanical systems on the building but also the truck traffic, the parking traffic, etc. With all that modeling, they do the modeling they create noise decibel levels and there are certain thresholds that the Ministry provides in terms of what is an acceptable threshold provincially for that is considered acceptable. And in order for us to meet those acceptable levels from this operation the proposal is to have this noise wall, as I noted earlier on the plan along that sort of northern property boundary wrapping around a portion of the parking area.

With respect to lighting, again going back to site plan, that would be a site plan matter. That we will be required to do a lighting plan, a photometric plan, they call it. And we are not, we are through those studies. We're not allowed to cast light beyond our property boundaries. And so that would be something that will be required as part of the site plan address at that time.

Reduced water quality was another one I was raised. So we've prepared a number of technical reports, some of which the comments were related more towards the septic system and the impacts of that septic system may have on the groundwater. As I said this is a tertiary septic system. It is sort of the highest, it is the highest level of septic system. It will be required to be reviewed and approved by the Ministry. So a certificate will be required from the Ministry. As part of that certificate they are required to be inspected annually and monitored annually. So

that is this part of a protocol that is just required and it's sort of a higher level standard there's probably a lot of the septic systems that you folks live on already today.

I should be clear there are a lot of questions about whether they'll be truck washing here. There will be none of that here.

As I mentioned earlier in terms of the natural heritage feature. It will be protected. We are also downgrading of that, that feature. So meaning that the groundwater flows actually from the wetland towards Brock Road. And so any interference, if there were in the groundwater, it would not impact that feature. In fact what we have our studies have concluded is that that feature is supported by surface runoff from the north and beyond and so away from our site.

Increased traffic and safety concerns. Well the Wellington Group of Companies their site, will be a secure site. It will be fenced and it'll be gated and it'll be secure 24/7. So we believe this will be a very secure facility at the end of the day that shouldn't, no I'll leave it at that.

Storage of hazardous materials. A lot of people question what's going to be stored in here. And I, oh maybe Mark can speak to this later if it comes up in terms of what specific products they have been storing in their facilities. But I can assure you none of the products they store are hazardous materials. That is a fact.

The potential for expansion. This is a, I get that concern, and I understand where you're coming from but I think there is opportunity here within the zoning regulations that we've put forward to put some parameters on what we're proposing. And so that may be something that we have to consider as part of our application is sort of limiting range of uses or the scale to try to address that concern about this is going to expand beyond what we're proposing or is it going to change to something else. So that's something that we will certainly be working with the County Planning Staff to probably refine the range of uses and the scale of our operation.

Hours of operation, this isn't a 24-hour operation as I noted earlier. This is going to be operating from 7 a.m. to 7 p.m.. There's no shift work here. There's no overnight, evening shifts. There may be, as I mentioned earlier there may be the odd truck that had to arrive after hours for whatever reason there are delays in the 401 or whatnot. And again our noise study has taken that into account and has adjusted their recommendations with respect to the noise mitigation that they're proposing which is to accommodate those odd operating hours during the evening. But generally 7 a.m. to 7 p.m.

So just in closing is our submission that this is consistent with provincial policy and it does conform with your county plan. We think that this obviously represents certainly an intensification of this you this property that currently is vacant and is in a great location to the existing transportation network. I should note that much of the traffic, truck traffic, will be traveling to the south or towards the 401. Very little would be going towards Guelph and are not even using Gilmore Road.

Like I said earlier this is, we're intending to be how this facility is a state-of-the-art facility to showpiece for the Wellington Group of Companies. They want this to be their headquarters and a great place for themselves and their own employees to enjoy. We've designed this site and it will continue to design the site as we receive comments from the review agencies to address and mitigate the various environmental features on the property.

So with that those are my comments and I'll be happy to answer any questions right now the community or whether myself or Mark are here to answer any questions or we can come back and answer questions following the public comments.

Mayor Seeley

Thank you Pierre.

Mayor Seeley

Are there any persons in the gallery who have questions, require further clarification or information, or wish to present their views on the proposal?

Alastair McCluskey - 101 Aberfoyle Mill Crescent

Mr. Mayor, member of Council thank you very much. I think that the turnout today tells you that there's...

Mayor Seeley advised the gallery that when a person comes to make comments they need to state their name and address for the record.

I am Alastair McCluskey and this is Lisa Ross and between us we're going to lead you through a presentation that is representative of the conversation we've had across the whole of the Meadows of Aberfoyle Community. And we're going to lay out a lot of the issues and a lot of the concerns that we have. And some of them are you trying to address and we'll try to talk about some of those short Falls on that as well.

Lisa Ross - 101 Aberfoyle Mill Crescent

We are at 101 Aberfoyle Mill Crescent part of the Meadows of Aberfoyle Community.

Alastair McCluskey - 101 Aberfoyle Mill Crescent

We've been told that we have 10 minutes for the entire presentation so hopefully we can get through it all so hope there's a little bit of leeway there.

Okay I'm going to get through the first probably eight or nine is live very quickly just to give you a framework for some of the discussions we've had in some of the areas we have issues with. And starting off and then Lisa will take over and go through the exact concerns we had by different areas and categories of areas.

Starting off with who we are. This, here's the development on the board and we are 250 meters from the property, from the subject property we're talking about. We're also 100 meters from the employee entrance. And the subject that has been proposed is 300 meters from are well.

We represent 45, we have 45 Acres, 55 homes, and they shared common elements. We have an advanced system septic systems, 55 of them. We have annual inspections and testing. We have two wells we have a pump house. We have water treatment plant which is monitored weekly. We have storms water strategy that consists of retention pond, constructed wetlands, and natural wetlands. And the property is managed in such a way that it ensures the ongoing quality of the property and the community and the environment. And we're contending that this application is putting all that in jeopardy.

Our position and the planning act outlines some of the tests that that people have to put have to put applications against. As outlined here. Nature of the application, desirability for the appropriateness of the development, is it in keeping with the zoning by-law, is it in keeping with the intent of the Official Plan. Our submissions contends that this application attempts to justify

the proposed use of land, deviating significantly from the provincial policy statement and the official plan. And it doesn't take into account, into consideration, the proposed use of the land, being transportation and warehousing and the future direction of the hamlet of Aberfoyle. Where is Aberfoyle going to be in the in the future and it doesn't take into consideration the impact it would have on residence today and in the long term.

I'm not going to read all the words and all the slides here which you're probably happy about. Our opposition to rezoning, we are representing 100% of the members within Meadows of Aberfoyle. Although there are some people on holidays, so it, we didn't get every single resident. But we have 100% of respondents opposing the rezoning. There may be one or two people who wanted more additional information but in general 100% are opposed to rezoning. We did a walk up and down Gilmore and talked to as many as we could. Again some holidays and some homes were not occupied at the time. Overwhelmingly supported turning down this application.

In broad terms and Lisa will go into some of the details. In broad terms the concerns were around the actual request for the zoning change itself. The proposed industrial use naming transportation and warehousing. The deviations from the Official Plan and we have three documents which have been attached for members of Council that are outlining the deviations of the, to the Official Plan. The lack of commitment from the applicant to limit time of day operations and I know we heard some there's a variation on that today. The growth and lack of considerations the impact of surrounding communities. The current studies that are being done and are in process open the door to a lot of questions, that we have questions that we'll go through as well. And the potential precedent for continued rezoning of adjacent lands. Where does this stop. The ongoing requirement for operational oversight is going to be on an ongoing basis. Environmental impacts, the use of Gilmore Road and day-to-day disruptions. So and the inherent traffic and health safety risk impacts that will be created with the approvals. That's the last point on the slide it is not the least important.

Today's reality. The county of Washington Official Plan does a great job of delineating boundaries designated for residential and industrial growth as an effort to maintain the character and the principles of strong communities. A strong and healthy environment and economic growth for the long term. And over the last few years COVID has actually changed the dynamics of small town across Ontario. And there's been an influx of people from the large cities into small communities like ours. A recent Remax study showed that about 32 to 35 percent of people want to move out of the city and move into smaller communities and into rural communities. And we don't want to be one of them that if that happens and as the growth happens which was is not a problem we don't want to struggle to maintain the identity that we have today. So we need to get the opportunity to protect and enhance the attributes that make our community attractive in the first place.

The policy and plan deviations and again we have documents that back up, their extensive and we're not going to go through all the details. At this time we, also don't have the time. But policy, Provincial Policy Statements sets the foundation for regulating the development and use of land. And it provides for development while protecting resources, public health, and safety, and the quality of the natural, natural environment and strong communities like clean and healthy environment in a strong economy are inextricably linked. The Wellington Official Plan calls for the maintenance of a clear distinction between urban and rural areas. The application requests a zone change and the elimination of the added protection under 14.0 Site-Specific Special Provisions of the Puslinch Zoning By-law and the industrial zoning would not be industrial zoning shouldn't be near or beside an adjacent from the residential zone. So it's our opinion that Section 14 confirms the Township was trying to protect against the industrial encroachments into residential areas.

If you look at the Puslinch positioning statement, I'm not going to read it to you but basic it's trying to balance business and residential uses. Trying to balance and figure out how best to attract business and attract investment and maintain and offer residents an opportunity to have a safe and an enjoyable experience while they're here. So we understand that balance. We understand that attracting is a substantial tax base, maximizing the use of existing land, infrastructure, and making a viable community both now and in the future. We understand that balance. But it should also be done to enhance and not adversely impact the residents. So it's building the brand that Aberfoyle and Puslinch are trying to accomplish.

The application itself, not going to read it, but the Highway Commercial Act was identified, sorry the Highway Commercial Zoning intended to provide commercial uses, serving traveling public, and not considered compatible with a central business, Central Business District of Aberfoyle. And down the bottom, it says, the zoning by-law amendment is required in order to rezone the property to industrial to facilitate the proposed development. In our mind the way we're reading this, is that the zoning is being requested to facilitate the development. Not whether it's the right use of the land. And the applicant's submission justifies the reason because it's required to use the land in a manner not within the Official Plan. So it's self-fulfilling. Can't put it on there now, have to rezone it and then its now, it's part of the Official Plan. It's acceptable now. So it's a little bit circular. The application disregards the notion that the land should be compatible with the Central Business District of Aberfoyle. So the separation between residential and downtown business is disappearing.

From a community perspective, this is the last one for me, it removes and deprives the community of a potential small-scale commercial, institutional, and public service facility location. There are two of them, we, I believe, and I could be wrong. There are two of them in Aberfoyle. This is one of them, the other one is down, is north of us. And it removes the buffer between industrial and resident and the downtown commercial and urban rural and agricultural lands. That piece of property is the buffer between the industrial area. From the residence perspective, again 250 meters from the neighborhood, entrance and employees 100 meters nearest to the and the septic is 300 meters from our well. So the concerns divided by category, environmental, health and safety, traffic and road conditions, property values and future impacts.

Lisa Ross - 101 Aberfoyle Mill Crescent

So first concern from an environmental perspective. There's a few that we'd like to talk about. Water usage and quality, septic size and the orientation, as well as, the storm water management overall. It's great to hear that there's a tertiary septic that's what we what we all have in the Meadows of Aberfoyle. Every single one of us. We believe in the protection of our water. We commit to it. We work with our community and we would expect the same to you.

One thing that is a is a question and we can certainly talk about this further when we get this opportunity but it does not make sense why you're not being requested for to pursue a permit to take water. We as a community have to take have a permit to take water. Maple Leaf which is a warehouse, a smaller facility, with less imprint on the community and on the environment has to have a permit to take water. Why does this proposal not include permit to take water. Is it because it shifts it from a dry to an industrial, to a wet industrial. We would hope that that wouldn't be the case because you need to do the right thing for our community. This water is a direct access and this is great to hear that you're they're looking at protecting this. Because we expect and we do the same. We have, we actually build into our, as Alistair was saying, a retention pond or constructed wetlands, natural wetlands, vegetative swell, you go past those lovely little lovely horses. That's where there's an over an overflow if need be. We do not want it into the Aberfoyle Creek. With the Aberfoyle creek goes onto the Mill Creek Mill Creek goes

into the Grand River this is all part of our aquifer. You have one well, it does not make sense even if you decide to not use this well and to access the water then that will be sufficient that 50,000 liters a day will be sufficient for the needs of the size that we're looking at for your particular facility. You're going to have a gym and that's a lovely thing for your employees, but that takes water. Because I'm hoping they would take showers after. But there's even potable water. I mean how do you do that with the capacity. We're not able to do it as a community, Maple Leaf is not able to do it as a community as an industrial property. I do not understand. So we'd like some further details around that.

From a septic size, if you're not pursuing that permit to take water, which is a distinction of water size and talks about the estimated water and the septic capacity that you will need, if it appears to us that this is understated on your septic, so we'd like more information on this.

From a stormwater perspective, as I've talked about, we protect our stormwater significantly. We are very careful as to salting our roads. What do we do with all the runoff? We do not use chemicals. We have septic. We actually care about, the kind of toilet paper we use in our septic, even. We have to. So, what are your plans to do that? This is all of our water. The impact is significant, that one of us makes a mistake, one of us impacts our water, we all are impacted. Not just in the Meadows of Aberfoyle, all of us that live in this area right into the water of Guelph.

On to the next slide. I'm not going to, we've talked about, and it's great to hear that you're looking at noise and light pollution. The noise study does concern us. Where you're proposing that to two-meter wall, it's a high altitude. I'd like to, we'd like to understand what is the strategy around that because that does protect at certain levels, but our community is built on different levels. We have communities of along the back that have wonderful balconies that they sit out and enjoy a nice cocktail and face our community. That will, actually not have any impact on these communities that are at a higher altitude. So these are things that we all need to understand because we, this would significantly impact us as a community. The light pollution, we all, you know, we actually lived in Toronto. We moved to Guelph. We were downtown Guelph. We're part of a downtown committee advisory. We are actually involved in the Heritage. We're involved in the community. We wanted a smaller community, and we wanted to, we chose to move here because of a lot of reasons, and part of this is this community and the protection that it does of the water of the community and the identity of what this is.

From the next slide, from an air pollution perspective, I think we can all talk about for a long time over concerns around diesel and the pollution concerns that it causes. And do we have certainly expressed in writing our concerns that I will not pretend to be an expert, but I, as an individual and with children that are in our community, care about the air pollution that this will also, each truck brings further diesel and pollutants and particulates into our community.

From health and safety risk, this is good. We are very pleased to hear that you are not today planning to have any dangerous or toxic or materials on the property. I don't know what that next day looks like. As you look at expansion. If you decide to have other partners, what are our protections that this is not going to change? This, as we talk about your plans, is something that is obviously still evolving, and we need to understand that because this has a direct impact.

From a safety perspective, I struggle, I truly struggle to understand how on the traffic study that it looks at this, we've seen, it's a one-second impact. This doesn't make sense, and I would try to not have a visceral response when you said there would be no impact on Gilmore Road. We heard this from the community, as you said that. I don't understand how it won't have an impact on Gilmore Road. It's an unpaved Road. It is a road that has a very small runway to the roundabout. If people are using the roundabout, yeah, and I've heard now multiple numbers of

how many people. There's 123 parking spots, but now you're only doing a traffic study based on 15 cars. But we heard 49-59, there are questions. So we need details, because this doesn't make sense. There will be a significant impact if everyone comes to work, everyone leaves work. They will have to leave Gilmore and go to the east. It's an unpaved road that we love walking down as a community because it's a beautiful road, and there are beautiful homes that we all live in. We've chosen to live here, and this is, we moved here and this is a plan that we knew that there were commercial developments around us. We're not the NIMBY group; we are, Alistair and I, actually have MBAs; we have done big business for a long long time, but it's the right development, at the right time, that builds the foundational pieces, and this is what we're looking for.

So I will--you know we talked about that second--it just does not make sense how coming off the 401 with the traffic. I would venture every single one of us has had a challenge getting through the roundabout during traffic, other than the school buses are out in the morning and at night, the traffic is going to be an issue. At one second, I'd like to understand the one-second assessment because this does not make sense of the even if there were 15 employees coming in and leaving, which again just doesn't fit with the amount that you're building. And the roundabout. It is, as one of my neighbors likes to call it, a "Russian roulette." You have no--that would be the gentleman over there. We all love roundabouts. Alistair was raised in England; he's one of the experts, but it is a very difficult thing to do with trucks and cars, and in a community that is still learning roundabouts, you put on the blinker, and you still almost take your life in your hands. You're going to increase traffic, trucks that are leaving, whether it be on Brock going north, going through that roundabout the same time with the aggregate, same time as BlueTriton, same time as people that live in the community, and people that want to live in the community.

Next slide, so as we talk about the Gilmore Road, this really is something that just, is very close, obviously literally and figuratively, to our home. This will have a significant impact. I will just say, I do not understand how the traffic study will say there is absolutely no impact on Gilmore. There will be impacts. There will be cars. Every car will be an impact. We live here. We are concerned about this community. We love this community. We've chosen to be here based on the model, based on what we have all believed is the development of what this community is going to be.

Our property values will be impacted. When you consider not even, let's not even talk about if there is a water concern, if we have a water concern, all of our property values in our community are impacted. So again, we will ask from a water protection perspective, this is a significant concern. Why you are not doing a permit to take water where it can be monitored and controlled like all of us have committed to and living this in this community.

This is the last opportunity, one of two commercial opportunities, to create the vision of what was the Hamlet of Aberfoyle. We have a lovely Antique Market, we have a lovely Farmers Market, We have engage Puslinch the strategies that I love what you guys all do. This is critical. This is why we're here. This is moving industrial in and it is then taking the buffer of how do we define our community. You come into industrial, there will be no further buffer to where our community begins. It will be that beginning. It sets a precedent. It's not something that can be undone very easily. So this is really, you know, when we've heard concerns around, 'well, why would we want commercial?' or 'this is less impact than a strip mall' or 'why would we want these things because these are facilities that also continue to support our community.' Wouldn't it be great to have little restaurants or little great shops like a Market Fresh in our community? Those are things that will all go away if we remove that commercial opportunity, and when it's gone, it's gone. The plans look lovely, they're beautiful buildings. Not trying to say that they're not, but it is going to be something that will have an impact as you look at coming down. And these are homes that are not low-value homes, and this is a community that has

been a significant tax base from when you look at real estate odds. It's sorry, the details. It's lovely to be proud to be in an area that continues to develop and attract future development of beautiful homes in a beautiful community around us. This will remove the buffer. The residential properties will be impacted, not just for us in the Meadows of Aberfoyle, all the way down Gilmore, the residential areas on Brock, and potentially again if there's any water concerns or bugs, then we will all be impacted.

So, as I said, we would really like to just challenge all of us to think about who we are as a community. We have this concept of the Hamlet of Aberfoyle. We have looked at traffic-calming strategies. We have looked at engagement of how do we improve our Farmers Market. It is always going to be a blend of, we come from an agricultural area, and then there is this new concept of how do we evolve as a community? What does that look like when we become an industrial base? There will be less and less opportunities. There will be more for lease signs as we're already starting to see if we don't take a time to pause and to think about exactly what we want to be as a community because once this decision is made, if this decision is made, it's final. It changes the whole look and the feel on the blueprint of what Aberfoyle could be.

So definitively, we won't go into the concerns again. We'd love to talk about them, and certainly appreciate having the media here as well. This is a, you know, you talked about the community, and this is important, and we, we, this is the first opportunity for us to be involved and we thank you. It is discouraging, we'll put that aside, that this is our first opportunity. We found out from your lovely article about what was happening, and then the next day listening to council and listening to this proposal. One thing I will say is that spurred us all on and strengthened our community strength and the commitments that we feel towards this commitment of making sure that this is done with eyes open. As well as looking at who do we want to be as a community, all of us, not just this one opportunity that is a great opportunity for you guys, but we need to figure out how it makes sense as a community. So, appreciate the time, look forward to more questions, and I know there'll be quite a few people in this audience that I think would also want to ask questions. So, thank you for the opportunity, Mayor, Councillor, and thank you.

Mayor Seeley

Pierre do you want to address any of the questions from the presentation.

Pierre Chauvin, Agent

No, we are here to listen. If there are direct questions I will answer them.

Greg Cook - 19 Aberfoyle Mill Crescent

Obviously I'm a member of the Meadows of Aberfoyle. I think the things that struck me with the presentation, and we were involved in putting it together, the key elements to me are, I really believe traffic is going to be a seriously affected. Most of those trucks are going to try to come out onto Brock Road. They're not going to turn left; they're going to turn right because they won't be able to get across the road because there is so much traffic going. There are two lanes on each side. They're going to turn right and go up around the roundabout, and that's going to cause serious backups.

The other thing with traffic is that if you have 150 employees, and maybe they're not all leaving at the same time, but there's probably going to be 100 employees leaving and coming at night, and it's about, I believe the exit from the proposed site is about 50 or 60 feet from the roundabout. Those cars are going to be lined up, and it's going to take forever to get around, and in the morning when they come in, if a lot of them are coming from the south, they're going to

be lined up and blocking the whole roundabout because they're all just going to be lined up around the corner. It's going to be a serious traffic problem. Okay, very serious.

And again, I think one of the key elements is that getting into the proposal here. Is to change what has been in place in the master plan as a commercial and residential and rural area, and it's going to be changed. The only way you can put this in is to change the zoning, and as Lisa said, that buffer is in there right now separating the industrial area from the residential and downtown area, and that'll be gone.

So I'm also very concerned about the septic system, but also the whole water table. It covers probably about five or six kilometers in all directions, and that water table is going to be-- we're worried about the runoff from a roof of a 200,000 square foot building. I think the parking lot, the paved area, is going to be some 150,000 square feet, if I'm not mistaken. You're going to have a bunch of trucks in there. There's going to be grease and oil and everything else under the sun, and it's going to run off of that because it's covering all the land up, and it's going to go into the ditches, and it's going to go into the aquifer. That's where it's going to go, and we're not going to be protected from that. We don't have any of that kind of stuff going on right now in the area. That's all I have to say for now. Thank you.

Cameron McConnell - 97 Aberfoyle Mill Crescent

I'm the current president, and I'm also very involved day-to-day in the managing of our water plant and all of our environmental aspects. So, some of the areas I may have more experience with than even some of your consultants. I'm not going to cover all the stuff I've made notes of, but maybe some things that were incomplete or missing.

When the noise study was conducted, there was a solution put forth of a two-meter fence. Well, from my experience in designing acoustic barriers for highways, I can tell you a two-meter fence won't do it. When you've got an elevation difference in our back lots and then an elevated deck above that. You'd have to build a 30-meter fence to make that problem go away. With that first row of house. Those are the people that are going to get really hammered the worst. So, that noise study just doesn't add up to anything, because it didn't take into account the actual situation that we live with.

Now how we manage our water, boy, we manage the demand side with the permit, weekly, but almost as importantly, we have constructed wetlands. We have retention ponds. We take advantage of a natural wetland. And by the time any of our stormwater makes it into the watershed, it's already pre-treated. Plus, we don't have the contentment going in, so fewer contaminants and complete pre-treatment before it enters the watershed. I don't see any of that in this plan. It's going straight into the storm sewer and then straight into the local creeks. That's a big problem, because the aquifer under us is the same one under BlueTriton, which hasn't come up today at all, which is very concerning as well.

We were not really part of this consultation, and we really think we should have been, as close as we are and as important as we are to the community. Noise. Water. We don't know what's in the warehouse. It's not hazardous. Okay, cushions in your chairs are non-hazards. They're made out of polyurethane, and once subject to fire, hydrogen cyanide, the same chemical used in the death camps. But if there's nothing hazardous about them, until they're on fire. That the worst possible thing it could be and as a firefighter, you understand about polyurethane. That's just one thing. There's nothing in there we don't know anything. So a traffic circle. Yes, I'm the one that makes jokes about it. It is "Russian roulette". It's not in your survey. It just says one-second delayed.

Audio missing from recording from 58:22 to 59:42

I think maybe sometimes these studies just don't reflect the fact that they don't live here, and they just don't see it. And it's obvious because the noise study is completely irrelevant. How could it be? How could they miss the fact that we have elevated lots and elevated housing but nobody mentions it? I just, I just really don't. It makes it seem inadequate, and it makes me nervous about the rest of it. Thank you.

Martin Skretkowicz - 94 Aberfoyle Mill Crescent

I would like to ask a few questions other than what's been brought up so far. Has Wellington actually purchased the property?

Mayor Seeley

Would you like to answer that?

Pierre Chauvin, Agent

It is under offer.

Martin Skretkowicz - 94 Aberfoyle Mill Crescent

Is the Township providing any tax relief or tax incentives to Wellington for relocating?

Mayor Seeley

Not that I am aware of.

Martin Skretkowicz - 94 Aberfoyle Mill Crescent

In the diagram there's an extra Lane being put in for the truck traffic. Who is paying for that?

Pierre Chauvin, Agent

That will be the cost of the developer.

Martin Skretkowicz - 94 Aberfoyle Mill Crescent

Okay so the Township or the County is not putting in any money for any improvements for the benefit of the new company.

Mayor Seeley

That is correct.

Caroline Wish - 19 Aberfoyle Mill Crescent

Okay, so the only thing I have, like, a couple of questions and really, just kind of piggybacking on what Lisa said. I would love to get a little more involved in, well, what the brand is for Puslinch, and is there one? And what is the write-up and marketing plan for this area? Because I really think, as a team, we can figure out really productive things to do with that property. And I'm not suggesting what you've got isn't productive at all, but I just really want to have a better understanding and get more involved.

I also just wanted to state that I'm very disappointed in Puslinch for giving such poor notice, and we have no idea what's going on. And I guess we moved here for a reason because we thought it was a community, and I'm not getting that feel right now. And I could be totally wrong, sir, and I apologize if I am. And if there was a way I could have gotten more involved, shame on me.

Before him, um, so First Lady, um, at the end of the day, I think that's about all I want to say. I'm disappointed and not comfortable with where we're all sitting. And I think we should have some more dialogue and some more conversation because I'm not anti-putting something on that corner. What is the right thing? What is the right fit? What are the future plans? Is that articulated, and where do I find it, and how do I get involved? Thank you.

Mayor Seeley

Because I've heard a few times about concerns around notification, I'm going to ask Ms. Hoytfox to explain the process that we went through for notifying the community. One fact, one part of this fact, like it or lump it, is that we were only required to notify the properties within 120 meters. And I believe it was the recommendation of staff endorsed by this Council we notify your community, which was outside of that statutory requirement, so we did not have to. That was our understanding, so we recognized there are impacts, so we notified you. No, you get your 10 minutes up there, otherwise, this meeting will take us over tomorrow. Ms. Hoytfox if you can speak to the notification of properties.

Courtenay Hoytfox, Municipal Clerk

Certainly, and I thank you, Mr. Chair. So I'm not going to repeat what the mayor said about the notice and the notice requirements, but in addition, all statutory notices under the Planning Act are required to be in the newspaper, so this was also in the Wellington Advertiser as required. And then the township also takes it one step further and we have a web page that's dedicated to any active zoning applications on our website. So it is available there with all relevant studies for the public to have full and complete transparent access to. In addition to the statutory notice that we put out, we also put out a guide to help the community can get involved, which includes something like a QR code to contact staff or go directly to the webpage. So just a couple of different ways that we try to make the community involved.

Cameron McKenzie - 81 Aberfoyle Mill Crescent

My wife and I are long-time residents of Guelph, initially living in the city and then out in a rural property and then we downsized and we downsized to Meadows of Aberfoyle, seeing it as an ideal place to spend the rest of our lives. When people talk about property value, we don't see it as just a number that we can sell the property for, we're not in it for that gain. We see property value as the quality of the area we live in, and we're very happy with where we're at right now. And needless to say, our guard is up when something threatens to change that.

I'll be brief here, I not going to take 10 minutes. Traffic concerns are the big thing with my wife and I. Greg mentioned an interesting point in that trucks are going to be entering and exiting from Brock Road, but for a truck to get to the highway, essentially heading south. They have to turn out and go north first. Essentially all outbound traffic is going to go through the roundabout. One of the interesting things I've noticed in a roundabout if you have ever been behind a truck when they negotiate a roundabout, they slow down and put their flashers on because one of the features of a roundabout is that they obstruct both lanes. There has already been an accident in the roundabout involving a large truck that essentially cornered a car that was on the inside lane. And I saw that on my way to work and I thought, 'Well, trucks in a roundabout have to play nicely



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH
MARCH 22, 2023 PUBLIC INFORMATION MEETING MINUTES
VIRTUAL MEETING BY ELECTRONIC PARTICIPATION
& IN-PERSON AT 23 BROCK RD S, PUSLINCH

Page / 16

with traffic and vice versa, with more trucks there's going to be more situations like that.' So traffic concerns are our number one with us.

I'd like to ask the applicant why the employee entrance is off Gilmore, why not off Brock Rd?

Pierre Chauvin, Agent

That's a good questions, one of the, because we are fronting onto a County Road, they actually would like not to have any entrances on County Road, they want to move traffic, however they realize that this operation needs to have a truck entrance, so they're only allowing the truck entrance and by extension for employees that access has to be Gilmore.

I've been involved with the neighborhood group's in terms of their presentation so I won't belabor the points that they have made anymore. We have concerns about water, water quality and we will try to be present at every step of any future applications. And be consulting as that is bread and butter to us. Thank you.

Nancy Lennox - 78 Aberfoyle Mill Crescent

I appreciate the notice. It seems to be an issue. Is that my understanding from speaking to people in the community. Only a few of us got the notice. Can I see hands about who didn't get the notice. Many of them didn't, which resulted in us having to actually reach out to our neighbors to see if they got the information or not. So we appreciate that the Council took it, but it ended up that not a lot of people in our community got it, and we actually had to do a lot of door knocking to go around in terms of these concerns.

I reiterate a lot of the concerns that my neighbors have raised, and one question I really have is around the hours of operation. It seems to be a moving target. Before the planning council meeting, it was until 5 o'clock, and now it's extended to 7 o'clock. There were some comments made about depending on the nature of the business and the cosmos, and where they would have to go further beyond that. We know that Maple Leaf is a 24-hour industry in the industry that they run, and also the nature of the trucking business is not 9 to 5 or 7 to 5. Dispatch is likely 24/7. So there's much concern in terms of once this gets approved, the impacts it will have. Further around the hours of operation being much extended to what was originally anticipated.

Also, too once this is approved industrial, what's the future in terms of things changing at that point? Can there be hazardous materials? Can it be longer hours? Can it be more expansion, leasing out to other different owners at that point? So there's really not much control after this gets approved and so it's concerning in terms of what the future will look like. It's very much a market-driven business, and one of the markets will see in the demands, and what will the consumer response to that look like in the future? So that's my concern. Thank you.

Ed Koe - 78 Aberfoyle Mill Crescent

I haven't heard anybody say in the audience yet, but I am fully opposed to the rezoning of the property. That's no reflection on Wellington Freights. I understand that they are one of the top growth companies, and we certainly welcome them to remain in Puslinch. But have you explored any other properties within Puslinch? It's a Township that is land-rich, lots sale signs along the 401 that would allow for present, proposed and future growth plans, and would be more conducive to your needs and not at the expense of the residents of the Meadows of Aberfoyle. That's my question.

Mayor Seeley

Would you like to answer that?

Mark Lensoff - 2184 Sideroad 10

I'm a rural resident. So, I'm on a septic system and I'm on a well. I'm aware of your concerns. We are in a Puslinch, and we love this community. There's a bunch of us that do live in it. Everybody, all of our employees, are from Guelph or are from the area.

I want to say that I appreciate you guys coming out today, and I would love to say that you guys are fully supportive of it. But everything you are saying is valid concerns, and through this process, if it turns out that it's not the right facility, we're not going to ram this down your throat. To be honest, we want to be welcomed here. We designed this building with the thought that you guys can drive by and proudly. We are on McLean Road, and if it doesn't work out, I'm just, maybe I shouldn't say this or not, but if it doesn't work out, we're not going to be offended. All right? So, in the end, I'll take responsibility as the lead of this company that we should give in you better notice. This is the first time we did. The first time we purchased land, the first time we've gone down this road. Now, for sure, we should have come to you guys said, 'here's what we're

thinking.' We should have heard your voice earlier, but I don't think we're too late in the process to hear your voice. So, thanks for coming, and understand that in it, there's a right process in here. That the water, for sure, if we're not protecting the water, we'll be shut down 100%?

If we're not doing the right things, we're here to work with you. If that wall's not high enough for sound, we'll do it. I think the idea that they thought is that you drive in there and you won't hear the trucks. I'd like to speak to the trucks. We only use current equipment. How we do it is we lease our trucks. They're five years or newer. All trucks in early today have that fluid, so we don't have stinky, smelly trucks. We really don't. We don't own any trucks. We won't be repairing trucks. They're on full maintenance leases. I go back to the dealership that we purchased them from. They have to go mandatory there every three thousand kilometers. If there's any leak spills, anything, you name it, it's done, and then at five years, we're replaced the trucks so.

Brock Road. I can tell you whether we're talking about that is this property could be something else for you guys. Maybe if that's what you want, you want McDonald's. You want types of service that you like better. To the point of Gilmore Road. If that comes anybody go down that road, and I can assure you, as one of the partners here, I'm not the exclusive owner, but I remember saying I'm representing the Wellington Group of Companies, that we will restrict traffic down there. That's an easy no-brainer. I have a bunch of employees here, a bunch of VPs, president, here to support us, and that's really easy. That's a gravel road. Personally, I don't like driving on gravel roads. It makes my truck dirty, and call me particular on that. But that's a no brainer. I do come down your road once awhile. I come down slow. I see you guys walking around, and that's where we can do a restriction on it. We may have one or two employees doesn't do it, but that's really easy to say, 'Hey, you turn Left, you go to the roundabout.'

As far as the truck traffic, our drivers are professional. Northbound traffic, they will never go northbound. Like we can restrict that, there's no reason for them to go northbound. I am not trying to graze it. There is a light at McLean road, it's a red light, that stops traffic. Our drivers are professional. They will come out, they will take a left. We'll restrict them with a sign saying no right turns. We're here to work with you guys, and hear all the concerns you have. And again, I don't want to be seen as the enemy here. Wellington Group of Companies, we take pride to be here. We're part of your Christmas parade, we plan it here for the long term, so it means if we that if we have to stay at Mclean Road, or perhaps we look at another piece of land, perhaps we will, we're open to it.

But right now, the dream would become that we hear your concerns and we can satisfy them, and we have a year to be happy in your community and we can be happy being part of Puslinch. So, I don't know. Have we looked at over properties? Yes, there are different values and whatnot, but this seemed to make sense for what we're interested in. We actually thought this would be a perfect location for everybody from you guys. But again, let's just walk through the process, and we're prepared. We could have a conversation that after this, if you want to meet. We get together, and if you guys want to submit it, it doesn't have to happen overnight. We can talk through it and in the end hopefully we are all on the same page.

Michael Hoffbauer - 38 Gilmour Rd

We've lived here since about 1995. When we moved here, we moved here because we wanted a rural-type environment. We used to live downtown in Guelph, and it was a very lovely neighborhood. One of the things that I really did not like is that about a half a kilometer from our home, sometimes they would idle the GO locomotives, and you'd come out in the morning, and it really was extremely unpleasant to have that, something that you'd have to put up with. And now, those locomotives were being idled probably, I'm guessing, at least half a kilometer away.

With regard to noise, pollution, I am still concerned, in spite of the fact that you're going to put up some fences, etc. Part of the noise, and probably the major part of the noise, is generated by the exhaust system of trucks. And in a yard like that, you're going to be accelerating and decelerating short distances, and the exhaust part of the truck is definitely more than two meters. The other thing is, when we sit on our front porch and we can hear noise coming from the gravel pit, that is, I'm not sure exactly what it is, but it's definitely probably one and a half kilometers away, and when we have visitors, they say, "What's that noise, right?" Well, it's a gravel pit over there.

The other thing is the light. When we moved here, we didn't have, when the Schneider facility opened, we didn't have the GO facility that was open there. I used to be outside with the kids and on the picnic table, we'd set up a telescope and look at the stars and all this kind of stuff. That is much more difficult to do now. Furthermore, now we know we have grandchildren, and I think that looking at stars and through the telescope is going to be a thing of the past. And certainly, the light coming from the Schneider and the industrial area down there has had a noticeable impact on how we are able to use our properties.

I'm not going to get into water quality. I think that those issues were very well addressed. With regard to odor, odor is really truly nothing. The literature on diesel exhaust emissions is huge, absolutely huge. Now, I respect the fact that you've got your diesel exhaust fluid, a newer equipped trucks, but that is an improvement, but it still doesn't eliminate, let's say, the hazards associated with it.

In one of the papers here that I looked at, now this was published awhile ago, diesel exhaust contains more than 40 air toxic contaminants. The diesel exhaust fluid does not get rid of it all.

Seventy percent of all environmental pollution deaths are attributed to diesel exhaust emissions. The EPA has done a study, and they said that children growing up within a corridor of two miles on either side of an interstate are going to have a much higher chance of getting asthma.

And that is when you have trucks going down an interstate. When you have a yard, you're starting up and stopping, starting and stopping. The exhausts that come off that is very, very different and much bigger than let's say what's happening on the 401.

Something that hasn't been raised is that we've got Aberfoyle Public School. What distance is that from the proposed location? The staff and students are there eight hours a day, or six or seven, or whatever the case may be. Are we looking after protecting them? All the residents of Aberfoyle? And I personally have been, spent my entire career studying air quality, both in the environment and in the workplace. And there is so much literature on diesel exhaust and emissions and the problems associated with it, it is just too much. I'd like to just give these three that I photocopied for the Council. I'm just going to read here. This is from the Government of Canada, Human Health and Risk Assessment for Diesel Exhaust, a summary study. I'm not sure exactly when it was dated, but it identifies the health effects associated with diesel exhaust exposure, as well as a quantitative analysis of the population health impacts associated with the contribution of diesel exhaust to criteria air content concentrations in Canada.

There's a lot of things that I highlighted, but I don't want to go over everything. The evidence reviewed, this is a summary study by Health Canada. The evidence reviewed is suggestive of a causal relationship between diesel exhaust and adverse cardiovascular outcomes following chronic exposure, adverse reproductive and developmental effects, and central nervous system effects following acute exposure. Alright, so that's for environmental exposure. I would imagine that would take into account properties like not properties that we have in Aberfoyle Meadows and Aberfoyle Creek, but just in general, very broad. The exposure of the residents within a

kilometer that would definitely be impacted, at least a kilometer, probably two, according to the EPA study about children getting asthma from that.

I mean, here's another paper from the CCOHS, so the Canadian Centre for Occupational Health and Safety. So this would maybe be geared more to your workers, down there. They list all the contaminants that are in diesel exhaust, and there are many of them.

Diesel particulate matter is primarily made up of soot particulates, carbon, ash aromatic hydrocarbons, metallic abrasion particles, sulfates, and solids. Almost all particles emitted by diesel engines is respirable, and that mean, that they don't get stuck in the upper respiratory tract but go right down to the area where you don't want them. Again, there are many major health concerns, there are many, and it is a serious issue. And I won't get into the details of this one, but the amount of information available in scientifically peer-reviewed literature is very very much. Even if trucks are equipped with diesel exhaust fluid, that does not eliminate, it reduces it but doesn't eliminate it.

The amount of traffic that is presently on Broad Road definitely has an impact on the ability of cars to exit from Gilmore onto Brock. There's a lot of traffic going up north, north, north, and I'm happy for the roundabout because without it, it was much worse. That's when you really took your life into your hands. But when you go, so there is going to a lot of vehicles coming out, and then you hope that at McLean road you have a red light give us a break to get in between.

So what happens is if you have a truck going through there, they will always go slower, and I understand they need two lanes, and I always make sure I stay behind them so I don't get caught in there, but that will slow down that traffic moving up. So any truck that wants to, that needs to go either through the traffic circle or to the bottling plant they are going to slow things down. All the cars going through will slow things down and it will actually have an impact on the traffic there that the traffic circle was trying to mitigate. I noticed on your brochure here that you're installing a turning lane coming from the south, that's great.

You do Logistics and Transportation, if you have a customer who is bringing, who is let's say, you're transporting material for them and they happen to come from the north, well then when you're going southbound after the traffic circle, making the turn into the lot is going to be a lot more different as well.

All in all, I see that even considering this zoning change is something that, from an air pollution point of view, I wouldn't even touch. And I agree with previous comments too, that eliminating the buffer between residential and Maple Leaf and the industrial area down there is something that I never would expect, I never would have expected, and if Council did allow for that, I don't think it would be in the best interests of the residents of Puslinch or Aberfoyle were kept forefront. Thank you very much.

Mayor Seeley

Okay, so one thing I want to mention, we have lots of time left. If you have concerns around the traffic, the water, or any of these common concerns, I would appreciate it if you just mentioned that you agree with those concerns. We don't need to get into every detail of every traffic scenario with these, so we have a lot of people to ask if they want to attend the podium yet. I appreciate your consideration and any specific questions that can be asked of the applicant.

Jay Myers - 70 Aberfoyle Mill Crescent

First of all, I want to say how much we appreciate learning a little bit more about the development here tonight. Lots of questions and lots of concerns. And let me say that I agree with all of the concerns that have been expressed.

I have two questions. One is a procedural question, and it's about the studies that have been undertaken that are underway. I think a lot of the questions that we have come because we have not actually seen results of a lot of those studies. So, will those studies be made available, and will they be peer-reviewed? Maybe available for comment going forward?

Courtenay Hoytfox, Municipal Clerk

Through you Mr. Chair, so, there are initial submission documents available on our website. It's very accessible to the public. And then as we move forward through peer review, you'll see those subsequent submissions with the peer reviews available in the Council reports as well as on our active planning application.

Jay Myers - 70 Aberfoyle Mill Crescent

Okay, thank you. And when will the studies be complete? And how many of the studies are still underway?

Courtenay Hoytfox, Municipal Clerk

I guess, through you Mr. Chair, again, it looks a little bit different for each of each other. Essentially, there's a submission, and then there's a review period, and then there's an opportunity for a resubmission. So, it really just depends on the case of those studies and getting the work completed. And then we are under timeframe under of the Planning Act as well, but generally, it's cooperation and that work between the proponent and the Township to get those out as quickly we can.

Jay Myers - 70 Aberfoyle Mill Crescent

Yeah, so I guess we all have obligations to take a look and make sure that we know what the content of those studies are. And if we're, we have an opportunity to come back to the Council and provide Council our views on those of those studies when they are posted.

Second question, is a business question, which is that Wellington is a rapidly growin company here. And this is question more about the future, I guess, which we really haven't a discussed in terms of where the business is going. My question would be what capacity would the facility be working at when it is underway or when it's first built there and what sort of growth plan do you have in the future for the use of the facility.

Mark Lensoff - 2184 Sideroad 10

I joined Wellington as a partner about four years ago when we had an aspiration. We just talked in the office one time where we would go. My partner, Eric and I, we said, you know, we had done a three million dollar mark, we said, "How about 100 million?" That's a good number. It's a good number, that sounds like a good number. And let's aspire for that. When we hit there, let's be happy." How much money, how big do you have to grow? And then he came back to me about three weeks later, he said, "I don't like that number. I'm a very OCD guy. I think it has to be 120. It's 10 million dollars a month." And I said, "All right, I said that's sounds fair." So we just went and we surrounded ourselves with extremely professional people and great people, and we started creating that culture of a fun place to work and a place to enjoy. So we started enjoying this concept. We said then we started realizing we had an obligation to these people that were

coming to work for us to create a better place. And you know, if your business, you know if you're not growing, you're dying, so it just became kind of this entity that by all these wonderful people that we have attracted and we started growing. And we have had the accolades of being one of the fastest-growing companies in Canada. And it's, it's, because of our great leadership of our Derek our CEO.

So in this, we're just trying to be an, we're not trying to be the richest people in the world, it's become an entity that's become a life of its own, and we're just trying it right now because we're starting to learn. Just we're just trying to find a home, if its not in Puslinch we have, we right now currently have people working out of three or four different facilities. If we amalgamate them right now, we'd probably be up to about 75-80 people that work out of that facility, and not necessarily we're involved in our business. We're thinking about taking that Cambridge Warehouse here. I'll quickly speak about what we currently have as far as products. We store flowers.

Mayor Seeley

Can I interject, sorry, I apologize can you just...

Mark Lensoff - 2184 Sideroad 10

Answer the question?

Mayor Seeley

Yeah, as proposed what are you going to be at 25% of the potential capacity when you first open the doors? And your thoughts on it'll take to get to 100% potentially?

Mark Lensoff - 2184 Sideroad 10

Okay so about square footage we were dictating how many parking spaces we had to have, that is a requirement by by-law. So that is a 170, will we ever have 170 people? I don't know, and we don't really. We're trying to figure out where we're going to go, for the size of the company, but there's no, we don't plan to expand it there, then we hope to have enough for all our warehouse staff there and our office staff and to be a source of it. How would you like me to answer that question?

Mayor Seeley

Will it be 50% capacity when you open the door, or 80% capacity, or?

Mark Lensoff - 2184 Sideroad 10

We hope to have the warehouse completely full, because this we're investing a lot of money if that warehouse is not full then...

Mayor Seeley

Drivers, trucks.

Jay Myers - 70 Aberfoyle Mill Crescent

How many trucks to start, and how many trucks over time.

Mark Lensoff - 2184 Sideroad 10

Fair enough, fair enough, we are largely a brokerage company, so a lot of our truckers never come to the, the freight that we move will never come in, the only freight coming in and out is specifically to it. That will be filling the warehouse in and out. Generally, right now we have the Cambridge warehouse that is 145,000 square feet, we do have about 15 trucks in, and 15 trucks out a day and it depends what kind of storage you go into is how much. Do you store, are we storing from product that stays or do you have product that comes in and out. So we haven't completely identified what product we are putting in there, as far as hazmat we don't do the hazmat goods and certainly that's been loud and clear you don't want that and that's an easy no brainer there's a lot of fish in the sea as far as product we can put in there. Right now I would say we are going to be about 60% capacity when we come in there with the ability to fill it up over over the next couple of years to fill up the maximum office space we have. That answers it, yeah. And then maybe we have a few trucks that will be the domicile there on a regular basis. In general, our process is we don't store. All our trucks. They cost a lot of money, like a lot of money. So they're on the road. If they're sitting in our facility. That's not a good thing. If we have trailers not moving, it's not a good thing.

Michael Zelek - 66 William Street, Guelph

So I'm not, Puslinch, no Aberfoyle, but pretty close. I'm the VP of Human Resources at Wellington Motor Freight. I grew up in a small town about 30 minutes from here called, Glenn Williams, which has a lot of the same qualities as Puslinch does, so I appreciate that. I actually really admire the sense of community and passion that both parties are speaking with here. It's all been polite and professional, except maybe when we said there'd be zero impact on traffic on Gilmore Road. I chuckled a little at that one as well.

Alistair and Lisa, thanks for your presentation. It was concise, and it was to the point. I appreciate that you didn't read the entire by-laws. I've got a nine-week-old baby at home. I already missed bath time, maybe I can catch bedtime, probably not.

I also appreciate it seems like everyone here kind of agrees that Wellington is not a bad company. You guys are just worried about your sense of community, and I respect that a lot. One thing I want to point out, long before we ever had our eyes on expansion and moving here, we did a lot within the community from our current location. We won an award for best float at the Santa Claus Parade. We did the Coldest Night of the Year for Guelph Hope House. We do all sorts of fundraisers. We raised 25 grand for Colon Cancaer Canada last year. Like, we do a lot of good stuff.

100% in terms of trucking companies, if you guys have to pick one to move there, you won't find a better one than us. Again, you know, you might want one but considering all the options out there. We would be for sure the best there.

Sorry I got a few notes here on my phone, just typed in as I was going there. A couple of other things about us. We've won many awards from being one of the best fleets to drive for in North America, one of the top 6 in Canada and top 20 in Canada and the States. Lots of awards based on our company culture, our initiatives within the community. So again, lots of good stuff there.

A couple of questions, well, I'm not sure I can ask questions but I heard people talking about a sense of community a lot. Is that specific to the neighborhood off of Gilmore Road, or is that Aberfoyle as a whole? Because I see, you know, definitely concerns from that one neighborhood, but factoring other things like the creation of jobs and you know, all of our staff, you know, there's something at the Changing Pace restaurant called Wellington because we know they're so

frequently and support them. So you know, it could be good for the economy and in that way for sure.

And, again with the land there. Is it a trucking company specific that people don't like, or is it development in general where you know, whether it's us that buys it or someone else, you know, you kind of know what you're getting. If a car mechanic, a Temple, a theater who's in there is that much better, is that going to be much less traffic? You know, does that make a big difference to people? I don't know. I don't know how that process works, but it's something that came to mind. I thought I'd at least get it on your minds as well. It's specifically the industrial. So even with like the current zoning, again it could be a theater, a Template a mechanic, maybe those are better, maybe those are worse, I don't know and one question for Mark. Are employee's allow in the truck entrance or is that only trucks?

Mark Lensoff - 2184 Sideroad 10

Only trucks. Sorry, there is a bit of parking for people that work for the warehouse so maybe about 10 cars could park but everyone else will have to park at the other end.

Mayor Seeley

For clarity around the County and access to the County Roads. They mimic provincial rules, I would call them. So, the county will not permit an entrance off of their road if there's access off of a local road. So, we've had proposals at McLean and Brock that fell through because they weren't permitted an access off of Brock. This property has an existing entrance where the old train set and the greenhouses were, that's why they're permitted to use that one. And then the County, from what I am hearing the applicant has said, "Well, and you need to have a separate entrance for the employees." That is a County driven policy that is imposing that on these applicants.

Bert Roberts - 30 Gilmour Rd

That'll be a very dangerous road. Its paved partially and unpaved. But I am talking about the far end of Gilmore. Very dangerous. And if you're coming from Moffat you know where you come to a t-intersection on top of the hill with two blind entrance ways. You can't, you better not just do a double-take you better do a triple-take down there.

Will that road, I don't know if there is money in the budget for paving roads, that would affect Gilmore road and the traffic. So I don't know how many of your employees live in that area.

Gilmore road in that area, you use it as a shortcut. Any increase in Gilmore Road, Gilmore road is dangerous and its unpaved and right now its punched, its potholed, and the Township does their best to maintain it but its always in rough shape so that's all I have to say.

Mayor Seeley

The council is still funding and increasing funding to the Gravel Roads Improvement Reserve. We've done a study that highlighted potential roads and through criteria. Gilmore Road has received a lot of discussion. Challenges of Gilmore Road is the cedar trees and everything along the sides. There'd be a lot of impacts on neighborhood properties, right? None of those discussions have been discussed changing the elevation on Victoria Road at the intersection. So is Gilmore up for potential for upgrading and paving. I would say yes, just as other roads are in the Township. It has significant challenges for trees, it will have to be widened as well.

Bert Roberts - 30 Gilmour Rd

I think half the people on the road don't want it paved.

Mayor Seeley

Well, that's the flip side to paving a road.

Mayor Seeley

I may ask because it's nine o'clock if anybody has an urgency to leave maybe prioritize them if you have time to stay we'll just keep working through the same process.

Don McKay - 84 Queen St

I just wanted to...inaudible...I worked for Environment Canada, I was a Director of Research for a number of years and I also worked for...inaudible...company which did air quality and the gentlemen who had concerns about diesel fuel that I certainly fully agree with the presentation and understand the concern would be. We are near the 401 and the 401 is giving off a lot of air pollution as well. And we're going to increase that, and I agree they're going to have to go somewhere. And you're going to put the pollution somewhere as well. And I am just concerned that in that corner, in that area that the increase in air pollution that would be there. Somehow, greater time on either mitigate that and try to reduce it because with trucks coming out. If you know that area, and they are leaving in rush hour and back up XX. So I just wanted to re-emphasize the concern of air pollution in that area and I also want to say with regard to ground water...inaudible...and also trying to have that buffer in-between industrial and commercial and residents. They need to do that in order to maintain our community that I know people out here once had but I have been here ins 1984 and this area wants to keep that community as close as we thank. I thank you, I wish you well, I am just concerns with where this is going to be located.

Sue Stone - 42 Aberfoyle Mill Crescent

My first question is, I would like to know when all that was posted, paper or website, all the information, because my understanding is the first I've heard of it was through an article. So, we are reading the paper, so I'm not sure how it got missed. It's a shame on us if we missed it because I think we could have saved a lot of time, money, your money as well, by getting this much sooner.

Mayor Seeley

I will just interject, in today's world when Keagan attends he's a machine. He gets home or wherever he goes and that article is up within hours, right. So we can make a decision to notify you through mail and post it on a webpage and that guy beats us to the punch every time.

Sue Stone - 42 Aberfoyle Mill Crescent

So that I am saying it the ealierst we got notice was through that article.

Mayor Seeley

So that's a bit of the nature of things now. Because we just had a meeting earlier today about Boreham Park and I didn't even make it home and people were telling me about my picture online. So that's how fast it is happening.

Sue Stone - 42 Aberfoyle Mill Crescent

I am just saying that is the earliest we got notice. And we were reading the paper, so the other methods, obviously we've missed or they weren't up as soon as they could have been. Secondly, I might be off base, but is there not a plan to extend the Hanlon to avoid the crush on the 401 and the traffic, not only of trucks but cars? And now we're planning to invite trucks into this area. So I'm just wondering why it seemed, it seems like an oxymoron to me that we're doing that to avoid traffic, to lessen the traffic, you know, get it south of Morriston on the 6 South.

Mayor Seeley

So there's been a proposed Highway 6 Bypass for decades. We discussed it earlier today at our Council meeting. We discovered, this is a little bit down the rabbit hole, in an Auditor General's report that stated the Ministry's office of the MTO regarding some projects took some action and most of the bypass, in my opinion, is to divert not our traffic, but traffic that is transitioning through our community. So we have these lands and the employment lands and the road networks to support our traffic, we're trying and Councillor Sepulis and this Council made a delegation last term regarding the narrowing and lane markings in Aberfoyle trying to reduce traffic because of the traffic coming from outside of our community. So there is a little bit of a difference there. The bypass, if you look at the official releases from the government they are still supportive of it...

Sue Stone - 42 Aberfoyle Mill Crescent

But those wheels turn slowly. In lieu of that heavy traffic could be diverted up the Hanlon.

The other thing is, is the traffic. The impact of the traffic on Gilmore Road. One house built, one single-family house built on Gilmore will have an impact with the two-car family, so to say there's zero impact brings the rest of the studies under suspect. I hate to tell you, but it makes them all questionable when that comes out as the result.

The other thing is this the UGDSB (Upper Grand District School Board) has had a postman proposal for a high school at Victoria and Arkell. That was supposed to open, I believe, in 2022, and I'm hearing this from my son-in-law who wants to move there. So, this is information that I haven't confirmed. They are still delayed because of the multiple, multiple environmental studies, and it was supposed to open in 2022. So, I'm just wondering why our environmental studies are so quick and so limited. It seems, and I think that's it. Thank you.

Peter Dougan - 51 Gilmour Rd

We haven't talk about children. On Gilmore several houses have kids. My youngest is 14, there are a couple families with young kids. That walk up and down the street constantly. The traffic impact on Gilmore is already existing with speed... inaudible... the speed limit is 60 km/hr an hour I clock cars with a radar gun going 120 on my street now. I've had OPP call several times in the past and sit in my driveway and catch speeders... inaudible.. so a speeding problem on Gilmore already exists. Brock road has, without the roundabout has a different problem.. inaudible.. you're going north bound cars down slow down to go in the roundabout they speed up. They go through the Town of Aberfoyle at 80, 90km/hr,... inaudible.. the traffic issue already exists. You put an entrance on Gilmour you're going to create another traffic problem. You are going to force cars out of Aberfoyle Meadows to go the other way. So its just going to put more traffic onto Gilmore. How many people drive the speed limit and ...inaudible... and the 401 is nuts towards the access roads and Victoria. I've come down my road and it's a parking lot from one end to the

other it took 20 minutes to get to my house, half way down the street. So the traffic problem already exists... inaudible..

Mike Sherkin - 90 Gilmour Rd

I get emotional, when, I have been there since 1993, I own a house there, and we love it there. I am very fortunate now that I have 5 grandkids and I can't take my grandkids for a walk on the road because I am scared they are going to get hurt. Now, that's with the traffic right now. And I agree with everybody about the noise, too much noise, too much diesel fumes, all this kind of stuff. But what we need is yes, we think this is a good company that they have there but they should find another place.

Wayland Pulkkinen - 82 Gilmour Rd

My wife and I moved here more than two decades ago and raised our children here, so I'm not going to talk about traffic - you already know about that. When I spoke about the Morriston Bypass, which is a big issue, all these things have been brought up. I really do appreciate your company coming out and doing a presentation. Prior to this council Nestle wanted to have a well on Victoria Road and they wanted to do a pipeline from Victoria Road all the way back to where Schneiders is. And we were not in the 100-meter zone around the well, but we were more like 2 kilometers but we were in the protected area that could be affected. We were invited along with all the other members in that area, and they had a red area, an amber area, and then a green area to have a meter in our well to monitor the groundwater.

They did a presentation at Aberfoyle School, that didn't go through. I forget the name, Mister Mayor, you can help me - I forget the name of the company that came in. They wanted to build a huge parking lot where you take all the busted up cars. I forget the name of it - it was called cards something and it was an American-based company. They came here and did a presentation. Same situation, the exact same concerns were expressed in terms of pollution, water quality, traffic - all the same concerns. And they took it on the chin, but they ended up not doing it.

I too have heard great things about your organization, and I fully support the development that's going on here. But I live closer to Victoria and Gilmore, and if you think Gilmore is busy, you want to see Victoria - it's a racetrack, especially coming up to Gilmore. So, I'm not going to get into anything else other than that.

I do have one question. I'm really confused about protected wetlands because when we moved here in 2000 or 2001, we've got a managed forest of over 10 acres, which you have to have. So, we do our part to try to keep the ecosystem intact. We have a water filtration system, which is awesome, which I'm very proud of. Anytime you want to see it, come on over, and I'll show it to you. Can someone explain to me what protected wetlands are? Because my understanding, correctly or incorrectly, is that it's one of the reasons why Nestle didn't put the pipeline through was not only through community opposition, but it was violating the wetlands. I also believe that when we looked at the survey right behind the Aberfoyle Mill Restaurant, that whole area was protected wetlands but was rezoned. If I'm misunderstood, can someone please explain it to me? On how and when you go through changing those wetlands? I'm certainly not opposed to Meadows of Aberfoyle its a beautiful community, and they contribute a lot to what's going on. I think that's a sensible decision. I do remember the problems that the trailer, Mini Lakes, had with their septic system. Of which the Township then had to get involved and Sani Tech had to get involved with in terms of monitoring and going in there and costing all those measures out of their own pocket where they had to upgrade it. They just could not keep up with the flow of the raw sewage that was going into the groundwater. It actually affected my well. I have the evidence to prove it, because I had to test it. There was no livestock but there was ecoli in there.

So, if someone could explain to me about wetlands and how that protection works, I thought it meant and explained to me at the time many years ago before we purchased the lot that no construction couldn't go there because it's considered an environmentally safe area. Other than that, I agree with everything else that was presented. I want to thank the people of Meadows of Aberfoyle. You did come to our door and we would not know about it unless you put the notice in there. So thank you very much.

Pierre Chauvin, Agent

Thank you Mr. Mayor, great question, Wayland, and it's not an easy answer because every wetland, much like us in this room, we're different and function differently. This particular wetland that we have on the property, I don't know if you were here when I made my presentation, but it's at the back of the property and is being protected. We have an environmental consultant on our team who evaluated that wetland and recommended buffers, setbacks to it. So in this case, we have a 50-meter buffer, so nothing can happen within the limits of that wetland to help protect that feature.

So in this particular situation, there are many different classifications of wetlands, and some may be provincially significant, there may be locally significant or maybe unevaluated, so wetlands that people just don't know about them and no one has identified or regulated it by the conservation authorities. This wetland is considered a locally significant wetland and has been identified by the Grand River Conservation Authority. It is regulated, and we will need a permit from them.

The environmental study that we've done is being peer-reviewed by the Township's environmental consultant, and what we have found is some wetlands either get their water from their surface or groundwater based on flow... inauadble.. so how do you protect it. The idea of the pipe to protect is that you protect the source of water that is entering the wetland and so either through surface through or that ground water sources. Because its not the ground water and we are not drawing in groundwater, substantial groundwater we don't have that aspect. What we are trying to do with the buffers is maintain the catchment area, most of the flow is from the east, from the agricultural lands towards us, and as we maintain the agriculture those flows will remain towards us and in the future will be maintain and again I'm not an ecologist but that's just the cole's notes version of it and you are welcome review the environemtnal impact statement that's online on the Township's website. And as I said it is being peer-reviewed and we are working with the Township's consultants to answer their questions. They've had similar questions regarding setbacks and how to accommodate so hopefully we resolution on that aspect. Hopefully, that helps to answer your question.

Peter Scott - 56 Gilmour Rd

We have been there for 35-36 years now. It the property right next door to the original Aberfoyle Spring Water place. I agree with all the comments about traffic at Gilmore and Brock, but my concern is the traffic heading the other way toward Victoria. If the traffic is forced out of the Meadows to turn left and go that way, or any of the employees or the traffic in and out of this facility. That road is surprisingly a very well-used residential road. Pretty much any time of the day, or early morning or evening, you'll find people walking or jogging, families out, dogs get walked all the time. You said you saw someone walking a dog the other day, it might have been my dogs you saw walking.

I mean the people who organized the petition from The Meadows. That's where they found us one day. And any extra traffic - it's tough enough sometimes just to get off to the side of the road as it is, so that's my big concern. The other thing somebody just brought up about the protected

wetlands – aren't the wetlands protected already? We don't have to have this development to protect them.

That's really, really all I was going to say. The other thing is, I don't mean this to sound like I don't get all this, but I don't know - are you our Councillor in that area?

Councillor Hurst

We are all your Councillors.

Peter Scott - 56 Gilmour Rd

So it's an at large Council then?

Councillor Hurst

Yes.

Peter Scott - 56 Gilmour Rd

Thank you.

Barkley Knapp - 4402 Concession 11

Thank you very much Mayor and Council for this. I do enjoy these exchanges of ideas in our Community and having such opportunities like this. I understand potentially with Bill 23 we may not have as many of these so this is great to have and I appreciate that. I appreciate everyone giving their opinions as well. Mine is more comments than a question. I did have a change to look at the Comprehensive Zoning By-law and I see that to have a warehouse you have to be zoned industrial. Does the site specific, does it work that you can add certain things from other zoning classes?

Zachary Prince, Senior Planner, County of Wellington

Through the chair, usually it's an accessory or related use to the main use on the property. This use, or the property already has a wide variety of different uses. We don't typically do that these days, that zoning is quite old on that property but we can do things in the zoning like limit the scale, as Pierre mentioned. You can do things like require different setbacks, that sort of thing. So that's what makes it site-specific within the industrial zone. You're basically tailoring it to this site. Kind of thing.

Barkley Knapp - 4402 Concession 11

I'm just curious, because it is Highway Commercial now, if you are just able to have a site-specific for a warehouse to avoid it being industrial. Hypothetical.

Zachary Price, Senior Planner, County of Wellington

Through the chair, yes you could just add it as a use. In our mind a warehouse is an industrial use. So it's the same difference, either way.

Randy Moretti - 138 Aberfoyle Mill Crescent



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH
MARCH 22, 2023 PUBLIC INFORMATION MEETING MINUTES
VIRTUAL MEETING BY ELECTRONIC PARTICIPATION
& IN-PERSON AT 23 BROCK RD S, PUSLINCH

Page / 30

I'm trying to understand, if other trucking companies have looked at this property and they've approached the Township and they were told it will probably never go through.

Mayor Seeley

Is that the question?

Randy Moretti - 138 Aberfoyle Mill Crescent

Yes. And, so like, why is it all of a sudden being considered.

Mayor Seeley

I am going to take a stab at this and say I have never heard of another trucking company approaching about this particular property as of yet. I don't know if staff.. just let me finish. Staff, I will go to her in a second, she may or may not be able to disclose who has inquired about properties, but this is a true application for zoning. And this is the first time I have heard. Ms. Hoytfox?

Randy Moretti - 138 Aberfoyle Mill Crescent

I know they only approached the Town, they didn't put in an application.

Courtenay Hoytfox, Municipal Clerk

Through you Mr. Chair, we often get applications through our pre-consultation stage, again for a variety of uses. And sometimes what happens through that initial consultation is perhaps the developer didn't realize the scope of work that would be involved with getting the development permitted. So sometimes, the mere prospect of a planning application is required, outside of site-plan control, it can turn people away for other properties or different opportunities. So again, not knowing specifically what type of developments for this property over the years, it could just have been very well that they weren't up for the amount of work associated with getting a development developed on the property.

Randy Moretti - 138 Aberfoyle Mill Crescent

And the other thing, when you talked about the wetlands just think about what happened at the corner of the Hanlon and the 401, and we've seen how many years. What is it now, three years? They've been working there, trying to clean that up.

Mayor Seeley

They've been done for a while, but you guys don't haul... petroleum

Randy Moretti - 138 Aberfoyle Mill Crescent

If you drive by there they're still... in there sometimes though. So, I was just saying that we just have to protect our wetland.

Mayor Seeley

That was a big mess, I agree.

Mayor Seeley

Pierre, you wants to try and answer some of the questions.

Pierre Chauvin, Agent

Thank you, Mayor Seeley. I've got a lot of notes. I appreciate the comments that's what today is about, and certainly this is not the end of the process. For some of you who have't been engaged in the process and Mark hasn't been through this, and I do this stuff all the time, I must say that it's been a very open and frank dialogue and very cordial and I appreciate that Mayor Seeley who chaired very excellently, I think that and I hope that everyone had an opportunity to speak. When we were discussing this, Mark and I, during the presentations we are open to also adding another session, an informal session that we would host perhaps here to somewhere else and we would be happy to work with the Township staff to get that circulation list and to engage you and perhaps even invite some of our sub-consultants so you can ask questions directly with respect to the traffic, noise, environmental aspects. So this isn't the end of the road we're working with staff, Township staff, County staff, peer reviewers, as well as yourselves. So if there are things that come up, for sure we want to address those and as you have heard the Wellington Group of Companies is a good corporate citizen, they want to work Puslinch, they want to part of the community and not be adversarial. Not everyone will be happy, best we can do is compromise.

I just wanted to clarify a few things though. With respect to the water taking, I don't, I really don't know the volume of water that that is being taken. It's not a huge amount of water. We're not a water, there's no washing or truck washing going on. The operation itself is not taking a lot of water. However, if it gets to the volume that is required for a permit to take water, then obviously, of course we'll be getting a permit to take water.

With respect to the noise, just because we've done a noise study and we're proposing a wall, it doesn't mean that you won't hear it. It just means that we're controlling it within provincial standards. There are certain decibels that are acceptable, so when I say that a noise wall will be mitigating it, it is mitigating it to within what is acceptable.

The same thing with traffic. I should have qualified and I apologize if I was misleading in any way that there is no impact. It's not to say that there won't but traffic or there won't be a change in traffic. It's just that these roads are designed to accept a certain level of traffic based on acceptable standards and bases on the volumes of traffic projected as well as background growth. So these traffic studies aren't taken in isolation. They look at what has been projected in terms of growth and piling that in and saying based on their modeling analysis, and the roads will still function. It's not to say that you aren't going to see a change in traffic volumes, its just saying that the way the roads are designed, the way the roundabout is designed, it can handle this development without any changes. Except for that left turn lane or sorry right turn lane.

Last thing on water quality, just to clarify that we are not simply discharging stormwater off the property without any control. We can't do that, we are not allowed to do that. We are doing a few things, there is clean rain water, roof water we are intercepting and storing and infiltrating that back into the ground. That is clean water, its not going onto the asphalt or anywhere else. Its roof water directed into infiltration that we will have on site. In order to control the Stormwater from the parking lot and other areas we have underground storage tech and also a storm ceptor, which is an underground system that controls and takes out all those oils and grits. And lets it settle out before it discharges. There are best practices, acceptable practices that are applied across the engineering in the world.

So I just wanted to clarify these points, but again, we're open to continuing this dialogue and sharing some of this information. The reports are online but we will reach out to you and have another one off meeting. We don't need all of Council here we can do this amongst ourselves,

we can have all our consultants, you are welcome to attend but we would like to do that so that it helps you to at least understand about the proposed operation. So thank you for your time and I really appreciate everyone coming out this evening. It has been very helpful, thank you.

Michael Hoffbauer - 38 Gilmour Rd

Something that I think would be very constructive is before a study is done, to have other stakeholders, who let's say have an interest in this, some of the residents, to look at the planned study, what tests are being done, or how you're doing it.

Because sometimes these studies, they are, they are, they are commissioned, they are designed, but maybe there are some concerns by some of the residents around here that are not addressed by the design of the study that you're going to do. And I suggest that it would be very constructive to have maybe some other stakeholders actually involved in reviewing the test, the proposed testing. Thank you.

Lisa Ross - 101 Aberfoyle Mill Crescent

I have a few follow-up questions, one for Council, I'd like to understand what our next steps are. This is a community meeting, and I'd appreciate the opportunity for future discussions and we look to our elected officials to understand what the process is from here, so we can ask that, and then I'll ask my next question.

Courtenay Hoytfox, Municipal Clerk

Certainly, typically the next step would be that we work through the planning application and the submission and peer-reviewed, and then what would happen was, if you'd come to Council with the planning recommendation report for Council to review. There's nothing that precludes us from holding a second public meeting if required. The Planning Act only requires one, but again, nothing to preclude us from holding a second one. There's also nothing that would stop us from bringing more than one report to council, which just increases the public's opportunity to come and speak and address Council and look at the submission.

So again, normally it would be a planning recommendation report of Council once we're at that stage of the application, subsequent to that we have to go into that with making a decision, and if there was a bylaw to be passed, but we can add in steps throughout the process as we see fit.

Lisa Ross - 101 Aberfoyle Mill Crescent

Yes, question back to you, how do we assure that there are second discussions taking place, because there are, it's wonderful to hear that you're hearing our feedback, and there are adjustments being made potentially, or looking at what this is, but we still don't have the details. We still don't have a final plan, we still don't understand exactly what we what these are all commitments we need to see details. And so we'd like to see the details of the next meeting. So I would like to ask the Council, that we have a second opportunity to do so.

Courtenay Hoytfox, Municipal Clerk

So, through you Mr. Chair, I think that internally staff can have a discussion and we've certainly heard that, and I think it very well could warrant, that we do need to be cognizant of the time frame that the Planning Act lays out once we have deemed a planning application complete. It is

a short time frame, but again working with the developer and understanding the needs of the community, it's typically something we can make arrangements for. I think now I've heard that, and we're going to we would take that back.

Mayor Seeley

What you are referring to, is that the changes with Bill 23 where once you deem the application complete the applicant needs to receive a decisions or it can be appealed. Is that the time frame you are referencing?

Courtenay Hoytfox, Municipal Clerk

Yes, Mr. Chair, I think it was Bill 109 that actually implemented the time changes, I am fairly certain and there are some different changes within it but it really narrowed down the time that a municipality has to take an application from complete to getting that Council decision. But again that is contingent on working with the developer, there can be some flexibility in that and so I think we have heard that from the developer today so again I think that is something that staff can take back and look at scheduling.

Zachary Prince, Senior Planner, County of Wellington

Through the chair, one of the things staff is cognizant of is the changes...inaudible.

Lisa Ross - 101 Aberfoyle Mill Crescent

I am sorry, can you elaborate on what that means.

Zachary Prince, Senior Planner, County of Wellington

The province made changes where at certain time point municipalities need to return the application fee. So this if the first application submitted in Puslinch since that change...inaudible.

Lisa Ross - 101 Aberfoyle Mill Crescent

Since this is a new process for all of us, when did the clock start? And how long do we have.

Courtenay Hoytfox, Municipal Clerk

I believe February 8th, was when Council deemed the application complete. So I believe it is a date in May. But again those time frames are statutory but there is some flexibility in that, the refund is required but there are other aspects of the time such as an appeal by the applicant if there is a non decision if there is no decision by Council in the time frame. So there are a few thing we need to be cognizant of as we move forward with this, but again I think we have heard the request for more consultation so we will work the developer and staff to see how we can make that work.

Lisa Ross - 101 Aberfoyle Mill Crescent

I would look to this community to also respond, do you want a second meeting. Put up your hand please.

One other quick question, I expect others to ask further questions. I am not hearing the definitive number of the litres of water that will be required, and there are very clear dictions of what is

required up to the levels for a permit to take water. Again, we have to have that, Maple Lead a warehouse, smaller facility has to have that. We need details.

Mayor Seeley

I am going to ask Zach when a use requires a water taking permit and we determine on the dry use if they are under that, correct?

Zachary Prince, Senior Planner, County of Wellington

Correct, through the chair that what it is in the Township. We rely on information from others.

Mayor Seeley

So they provide information that is shows they require less than 50,000 metres per day then they are not required to get a water taking permit. So I don't know Ms. Hoytfox who reviews that.

Courtenay Hoytfox, Municipal Clerk

The Township has a hydrologists, as well as the County Source Water Protection Team, both are active peer reviewers on all of our files.

Mayor Seeley

So to give you some insights, I don't know exactly. Wellington County is building a road garage up in Arthur. Part of that construction process is what they described which is capturing rainwater, which is then used for washing. It's grey water, this reduces their water needs. So this where, I feel once he started mentioning it. As soon as they 50,000 mark, it requires a water taking permit.

Lisa Ross - 101 Aberfoyle Mill Crescent

But until there is a permit to take water it is not monitored. It has to be voluntary, so there is a concern. I look forward to the second meeting and I appreciate the opportunity.

Greg Cook - 19 Aberfoyle Mill Crescent

I have one question, and it's related to the stormseptor, which we have one of. Okay, so I know what it does. Our subdivisions, approximately that's about 15 acres, are the same size as the property you're looking at. We have a total sewer system running off our roads through 18 catch basins that direct everything to the stormseptor. Is that what you are planning on having? So like because you've got a great big pile of land there and just big water going to all directions, so do you have catch basins all around it that drive and take it to the stormseptor.

Pierre Chauvin

Great question. Through you, Mr. Mayor, absolutely. And I don't have a servicing plan with me but again it's online. And when you look at it, you'll see a network of storm sewers throughout the parking lot because of course we've got to capture that rain water at the parking lots and direct it to the stormceptor.

Cameron McConnell - 97 Aberfoyle Mill Crescent

A follow-up to Greg's point, yes, we have a stormceptor. My question is actually, where does the water go after it's been in the stormceptor? I appreciate you have rainwater collections, which is a better grade of water by a long shot, and it's going in an infiltration gallery that's in a different part of the lot. That's a real good thing but that's not the water problem. The water problem is the water on the lot and it going into a stormceptor doesn't begin to mitigate the problem of the water, where does it go after it goes into the underwater tanks but I know it goes into the watershed. I'm not concerned so much about the small wetland at the back of the lot, since it is actually in the opposite direction of the water flow, both groundwater and surface water, its on the other side. The rest of the watershed is in the other direction from the parking lot. Where does the water go after it's contaminated?

Pierre Chauvin

Through you Mr. Mayor, the water will outlet and eventually get to the roadside ditch on Brock Rd.

Mark Godding - 4 Gilmour Rd

Could I just get a clarification on when this proposal was first made public, not so much how, as to when?

Mayor Seeley

Public by the Township or in what sense.

Mark Godding - 4 Gilmour Rd

In any sense, and you'll understand my question in a second.

Mayor Seeley

When was the first meeting?

Courtenay Hoytfox, Municipal Clerk

Through you, Mr. Chair, I believe this was brought to Council on February 8th meeting, so that would have been in a staff report requesting that Council deem the application complete and that would have been the first time this would have been made publicly available.

Mark Godding - 4 Gilmour Rd

2023?

Courtenay Hoytfox, Municipal Clerk

Yes, 2023.

Mark Godding - 4 Gilmour Rd

I just wanted to make a comment, on what you said that I felt was very heartfelt that if you weren't welcomed here that you would probably reconsider. Had we known when we moved

here, my wife and I made a significant invest, as 4 Gilmore I am sure you can appreciate this, your driveway will be right across the road from our place. We wouldn't have bought it. We really wouldn't. It's that significant. I didn't want to come up for a personal reason, but I reconsidered. But I don't know if that helps you reflect on it, but thank you.

Mayor Seeley

Anyone else that would like to approach the podium.

Mayor Seeley

Does Council have any clarification questions regarding this application?

Is there further information which the applicant wishes to provide?

Adjournment:

Mayor Seeley

I declare this Public Meeting closed. Council will take no action on the proposal tonight. Staff will be reporting at a later date with a recommendation for Council's consideration.

If you wish to receive further notification of this proposal, please email or call planning@puslinch.ca or by phone at 519-763-1226 ext. 4, or contact Township staff during regular business hours. Only those persons who leave their names will be provided further notification. If you wish to speak to the proposal when it is brought before Council in the future, you must register as a delegation with the Township Clerk prior to the meeting.

The meeting adjourned at 9:45 PM.