



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING MINUTES

**DATE:** Tuesday, April 18, 2023

**TIME:** 7:00 p.m.

**PLACE:** Hybrid Public Information Meeting held in-person at the Puslinch Community Centre, 23 Brock Road south, and via Zoom Webinar

**FILE:** 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

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

**TOWNSHIP and COUNTY STAFF:** Municipal Clerk, Courtenay Hoytfox  
Deputy Clerk, Justine Brotherston  
Senior Planner, County of Wellington, Zach Prince  
Risk Management Official, Wellington Source Water Protection, Kyle Davis

The Chair called the meeting to order at 7:02 PM. 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.

**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**

### Overview:

Mayor Seeley provided an overview of the proposed zoning amendment, including:

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 the Municipal Clerk, Courtenay Hoytfox, to have applicant and agent present their proposal.

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

My name is Pierre Chauvin, I'm a partner and a planner at the planning consulting firm called MHBC Planning out in Kitchener. This evening with me, in addition to Mark Montague back to the last public meeting who's the vice president of the Wellington Motor Freight, we brought a number of our consultants, some of which are seated behind me somewhere in the audience



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 2

here. I'll just take my time to introduce some of them so you know who they are and what they're representing. I guess there's Dave Morlock who does CBDs on septic sort of side [inaudible]. From CBD is Sandy, he's with hydrogeology. Erica Bailey with Paradigm and Transportation. Andy and Andrew are from HGC they are noise consultants and then back in the blue sweater is Elaine with the NRSI the environmental consultants. Steve and Tom who are with Ameritech, they are the civil engineers on the project. So collectively, that is our project team and they prepared the plans that you see before you.

This evening as I mentioned in the last meeting, we offered the opportunity to meet with our consultants to answer any further questions. That's what this evening is really about is to answer hopefully answer your questions, either informally which was prior to the session but also in a formal sense so that it can be documented and heard by your council members. We certainly will be taking this information away and deciding how to respond and you will provide a response through the township and the county planners so that we can respond to the various comments that we've heard.

I can just provide you as an update with respect to the traffic side of things we have had our traffic report peer reviewed by the county and the peer reviewers from the county have, I'll call it signed off, on the traffic report. So that is something recently that we received in the last week or so as well from the environmental side similarly we had a long list shopping list of comments from the Township's peer reviewer as well we have also satisfied all your concerns with respect to the environmental aspects on this site. Then lastly, the noise that study as well has been peer reviewed by the Township's noise consultant. We have just today resubmitted the update to the noise study to address their latest round of comments and we hopefully believe that we can get their concurrence with the recommendations from the noise study. So that's really a brief update in terms of what we've been doing since then to but again as the mayor noted, this is another opportunity, a second opportunity, to hear your comments and we'll be taking that back and we will provide the response. Some of it may require some consultation with the county planner in terms of adjusting certain things with our by-law to maybe respond to your comments. But again, we need to hear all the comments. We have received some written comments. I haven't reviewed them all yet but that is part of this input that we're receiving and hopefully we can try to consolidate that and respond back to the Township in a timely fashion so that the Council can then make a decision. So I don't have a follow-up presentation. For those of you that were here at the last public meeting, that is my presentation which I believe is available online. But today is more about you folks and our consultants are here to answer specific questions if you have them directed at them, I can direct the specific traffic or noise or servicing question so that will include my comments and I'll turn it over to you Mr. Mayor.

Mayor Seeley then invited members of the public to provide comments.

### **Alastair McCluskey – 101 Aberfoyle Mill Crescent**

[Inaudible]. At the last meeting, you challenged our voices and our hearing and now it's the visual component, it's been a challenge. This presentation has got a lot of material in it. Can we put it on screen? Full screen please. A lot of material, we're not going to go through it all we're going to hit the highlights. Thank you for the opportunity again to come back and have a second meeting. I know this is unusual to have a second discussion. I think there's enough of the first one that sort of screwed this on so that's great. I also want to compliment staff and also you yourself and counselors. There's a lot of information out there. There's 500 pages or something and I lost count but there's a lot of information to go through and it's a lot of information that is the trouble. So I compliment you on the process of doing that and hopefully some of the information that we



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 3

give today will allow you to ask the questions if you need to ask or would like you to ask before this application is approved.

At the last meeting, we talked about a number of things and we talked about a lot of the government and [inaudible] and things we didn't agree with in terms of what this application and how it actually fit with the community. We're not going to do that again. This time we're going to talk about the consultant reports themselves and looking for the omissions in it and some of the assumptions that we're questioning. I don't know how we're going to do this because as there's lots of questions and we're not going to ask them one at a the time so maybe we'll take it away but en masse but I'm trying to figure out how to turn that around and make sure it is answered because it's very [inaudible].

So the community itself has voiced its concerns and we've gone through a number of communities, we've gone through the village of Aberfoyle, Morriston, Fox Run, Bridle Path, Mini Lakes, Gilmore Road residents and we've gone through all of Aberfoyle Mill Crescent. We put together a number of things. We put together a couple of petitions an electronic one online with a website. We know that municipalities don't like third-party apps petitions and quite often they're not accepted. So we put a second one together which was a door-to-door petition and some of it which you saw out the front today. In the first one, we had 223 registered petitions against the application. In the paper edition we had 177 and there's more being added all the time. So I think from a community perspective it's certainly telling you that there's some direct opposition from a large number of constituents. We also have done a number of things, wrote a lot of letters, which we're hoping and getting to the consultant so they can see what our issues are and then trying to get back with the answers. Some of them are protected in the peer reviews and the redone traffic studies and noise studies but there hasn't been any direct impact or any direct discussion with anyone about what's in the letters and/or what the resolution might be. At what time does that happen? I need to understand now. There are 11 articles that appeared in our newspapers one of the Wellington Advertiser whether it be Puslinch whether it be Elora or Fergus or whether it be Guelph and those are the list of them there and the letters and that sort of reflects the number of the letters if you've already got on file as well so I think. The public is certainly seeing that there's concern about the application, concerned about the zoning and I think there's a desire to see what the outcome will be from all the issues we're bringing forward.

So I'm going to go through a number of pieces and I'll be out of the boring part of it and Lisa is going to take you through a part on the transportation component and then we'll take a look at septic and noise. If that's okay with you? We'll keep it to the 10 minutes if possible maybe it's those chunks. The provincial policy statement and this is taking the first part of the justification report and it's saying here's how this rezoning is being justified. So we've gone through it and said what are you saying and then is the words reading the things that are justified or I guess words on paper. It's in the justification report it says, I guess we're comparing it to the provincial policy statement, it's saying that the development will diversify the economic base of the community or the County, and it promotes a scale and type of development appropriate to the neighborhood that will utilize existing infrastructure where possible to support the state and movement of people. Well the PPS or the provincial policy statement is talking about a healthy livable and safe community by promoting efficient development of land use patterns. So our opinion is exactly the opposite of that. It won't be diversifying the community it'll be actually adding to the hub, the Transportation Hub, that has already developed. So we disagree with that component. The attempts at rezoning and then within the PPS is word salad and it's trying to take the PPS and apply it to the application and saying it's justifying the application based on the words from the PPS. I think that's a backwards way of doing it. The grand scale of health, water, pollution is really not appropriate with the residential neighborhood although, it's suggested in justifications at that it is, and the same movement of people focuses on the Wellington Motor Freight employees and what's required for rezoning and it really isn't talking to the safety of the community. One of the questions that was asked and this is what was good about this piece was



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 4

in the traffic study where is it that talks about safety and the traffic study and you're told and correct me if I'm wrong, we're told that the safety component was not requested so there was no safety part of the consultant reviews and if we're talking about the safety of the community that should certainly be part.

In the introduction section, it's saying that generally the post-development is similar to existing and planned land uses in the immediate area. While the development is between industrial and residential and the buffer that was there was there for a purpose. So it's not really in a similar to existing in the area it's similar to the industrial component is not similar to the residential which is right across the street. It says that on the North side Gilmore Road is abuts the lands to the north on the opposite side of Gilmore Road is the hamlet of Aberfoyle and a small residential subdivision. Past the residential development is open space and the Mini Lakes community. To mention that Aberfoyle and Meadows of Aberfoyle is a small subdivision is a little bit understanding things it is the largest density along with Mini Lakes in the county. So I mean it just seems to undermine the fact that there's a large residential community right across the street. On the west on the opposite side of Brock Street South is industrial and aggregate land uses. Absolutely true but there's no mention that Blue Trident water bottling plant is across the road one of the counties biggest taxpayers and the most critical water monitored location and there's no mention of that at all. So hopefully on this that the Blue Trident concerns and issues are being addressed at the same time if it affects all of us not only around here but wherever the water does end up.

The proposed development it's expected the new facility will have 100 employees in the office of warehouse, 50 drivers so it's 150, one shift, 7:00 to 4:30 for the warehouse workers and then 8:00 to 5:00 for the office workers. 30 trucks per day. The number of employees traffic and noise studies account for 106 to 108 total trips but they don't show the impact of 150 people unless they're flying in somehow how do you get 108 trips with 150 people? The proposed development that doesn't account for any growth with parking of 170 people plus visitors and customers coming in. The trucks coming and going is inconsistent across the consultant reports. 30 trucks. In the traffic study it talks to five to six trucks at a busy hour while the noise study identifies 23 in the busy hour. Hours of operation of all studies ignore the fact or say that there's no night operation except in the noise study it indicates some night activity. Wellington Motor Freight representative declared in the February 14th planning meeting that he would not want to be restricted of the opportunity by any by-law to make money through the night. So we actually need to understand what the intention is what the requirement is during night and we have an idea the noise and we don't have a good handle on it. Business forecasting and growth the presentation by Wellington Motor Freight said growth was from 30 million to 112 million and I know you were pointing numbers and trying to figure that out and it was an interesting process. But how can you accomplish a growth of 30 to 112 without additional manpower, traffic and hours of operation? I understand that brokerage takes a percentage of that and they can increase that but how do you do that without that sort of growth? So growth has not been reflected like that in any of the consultant reports.

Wastewater. The proposed leaching bed will be located at down gradient property boundary and this will result in a high level of treatment to protect the groundwater receptors in the area and it includes up to 25 millimeters of rain or water during any event. So all water and snow will flow into the lowest part of the property the northwest corner which is right at Gilmore and Brock. The closest the residential homes and wells, the area where groundwater is closest to the surface land, pulling from all the reports the area where the current soil conditions exist, the area where run off from trucks and employee parking lots would end up and in the vicinity where the septic system has been proposed. Yet the report suggests that septic water will recharge itself before it will cause any issues. If all this water is heading down to one location how can the recharge of a septic system, which is still under debate because it hasn't got a permit and we haven't seen the details of it, how is it possible that the recharge would be sufficient and before it causes any issues? By the time it costs an issue we're all in trouble.



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 5

Could we reasonably expect significant ponding in the lower area of the property? Can the proposed storm management system handle the anticipated volumes and will it be able to filter contaminants associated with a major industrial facility? What happens when storm emits in excess of 25 millimeter happens? Who will monitor and mitigate the potential risks when spilled overall contamination?

The hydrological assessment. Groundwater receptors, basically the areas where all the water is going to end up where it's going to congregate, the three of them a shallow water cable aquifer which again is right at the corner of Gilmore and Brock, Northwest part of the property this groundwater ultimately recharged as private wells and supplies the area with and eventually discharges into Mill Creek. Mill Creek itself in the associated wetlands and the connected granular at Bedrock aquifer or the big aquifer where people like Blue Trident will pull their water from. Water ends up in ditches and it will end up eventually in Mill Creek aquifers, wetlands and private wells. The proposed development includes a 5.7 acre parking lot substantial amount of road salt would be have to be used for the parking itself, any de-icing involved and any alternatives including sand have some degree of salt in it but what's going to be used? Can the stormceptors manage the anticipated volume of water and what contaminants salt and variety of hydrocarbons can it filter? Our understanding is that it would capture primary oils and sheltered particles and again I'm sure there are different factors of stormceptors that handle different things but I'd like to understand that.

The dry facility. There's an existing well on site and the recommendation is that it will either be protected for a possible well backup is the in the documentation anyway what the decision is I don't know or it will be decommissioned. Is going to be an above average daily take of water 40 47 milliliters per minute and it's going to be easily attainable from the lower aquifer. So it's saying now that the lower aquifer is going to be used because of the volume and they're saying it that's similar to what happens with Blue trident, Maple Leaf and on that first well which is already in the lower aquifer and that any other disinfectness, hardness, natural stuff is going to be at the description tests and studies at the beginning of the discussion of Wellington Motor Freight. So the report is based on 150 employees again no growth, maximum capacity, no customers, no visitors, showering for kitchen facilities aren't mentioned but they are included in the flow spec engineering. So the poll I don't know how it works but the water doesn't come out but it's certainly going into the septic. So if it's in one report it should be in the other. The potential for above average workday isn't mentioned and there will be some nighttime activity. Wellington Motor Freight would be tapping into the main aquifer and the report states there will be no net groundwater removal from the property with treated wastewater ultimately returning the subsurface and that's without any monitoring. So all the water 47 liters a minute, I know it's not all day like that, 47 liters a minute will be coming up you're going to be going back exactly where it started off from without any monitoring. Comparisons are made with Blue Triton and Maple Leaf which have permits to take water and if that's the appropriate comparison then the same rules should apply to Wellington as it does to people that are comparing it.

Geotechnical evaluation and you'll be glad to hear that I think that's my last slide. The pavement drainage systems the groundwater itself fluctuates and it's seasonally and it's higher in major weather activities and events as higher elevations during the winter and summer and spring seasons. It's recommended to implement a drainage system within the asphalt paved area and the trailer storage to promote the longevity and integrity of the pavement structure and it's also making sure that the final payment surfaces are graded to a runoff away from buildings the sidewalks and other pertinent structures. So groundwater testing was done in November I think it was done prior to but I think the report was in November not the wettest month tp5 which is the closest drainage to the closest test site in near the drainage District northwest corner had the shallows groundwater test and apart from stormceptors who seemed to be little under filtering a polluted runoff from the truck parking area before it flows into catch basins and into the Northwest end of the site closest to residents' Wells and shallow table aquifer all considerations



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 6

is given in the pieces I read at the top there to protecting Wellington Motor Freight facilities but there's no mention of adding storm water retention Ponds or anything to mitigate issues and protecting the surrounding community.

So I'll turn it over to Lisa and she'll take you through the traffic [inaudible].

### **Lisa Ross – 101 Aberfoyle Mill Crescent**

Talking about Transportation. Traffic. It affects us all. We drive here. Unless there's a few of us that are lucky enough to walk over here. Alistair chose a different approach I think from an efficiency perspective I would appreciate being able to ask Erica she's here around the Traffic reports and the transportation report there's some assumptions that and some questions that I had and it makes sense just if you're okay with this that if I could just ask the questions directly about what's in the report?

I guess what I'll do is talk about what my assumptions are in the study and then I'll ask your clarification if these assumptions are correct. Then you can guide us Erica, appreciate it. So when I look through the transportation study what I saw is that there are three main intersections and that was the objective of the transportation study that you were engaged to do. Brock Road South, Wellington Rd 36 and Gilmore the roundabout Brock Road South at McLean at the signal and the proposed access connections to Brock Road and Gilmore Road is that a correct assumption have I made that?

### **Erica Bailey, Paradigm and Transportation**

Yes and if I can add to that the scope including the intersections is something that we submit at the start of our work for approval and we did receive support to perceive that was our direction was to proceed with that study area.

### **Lisa Ross – 101 Aberfoyle Mill Crescent**

Thank you. So what I do not believe is included so we'll go through this that based on the intersections and the scope that was defined you did not do any assessments on the traffic impacts on Gilmore Road going east, so the employees if anyone would turn right versus turning left.

### **Erica Bailey, Paradigm and Transportation**

That's correct we didn't evaluate an intersection to the east of the driveway the proposed connection on Gilmore.

### **Lisa Ross – 101 Aberfoyle Mill Crescent**

And is that because it was not included in scope?

### **Erica Bailey, Paradigm and Transportation**

That's correct we assume a scope we review it with staff and that what we produced in our report was what was read upon.

### **Lisa Ross – 101 Aberfoyle Mill Crescent**

Okay appreciate that thank you. We understand there was a lot of discussion around and Wellington Motor Freight even said like you know if they're if we're not wanted here and there's been lots of discussions around well what about the Schneider property? That isn't what I understand from, it's amazing what you can find online, is the Industrial Development that is proposed and that is underway [inaudible] 790 000 square foot Industrial Development and the old Schneider pond area. Was that impact from that traffic for other new trucks and employees and visitors included in the impacts to the traffic at this point?

### **Erica Bailey, Paradigm and Transportation**

And you might know this better than me because we all know about it better by the address.



# THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 7

**Lisa Ross – 101 Aberfoyle Mill Crescent**

It is 7475 McLean Road.

**Erica Bailey, Paradigm and Transportation**

Can I look at my notes or do you know if it's listed in my report?

**Lisa Ross – 101 Aberfoyle Mill Crescent**

Well I happen to, I do know [inaudible].

**Erica Bailey, Paradigm and Transportation**

Sorry, say that address again?

**Lisa Ross – 101 Aberfoyle Mill Crescent**

Absolutely, 7475 McLean Road

**Erica Bailey, Paradigm and Transportation**

Also, 7504 McLean Road is it the same property?

**Lisa Ross – 101 Aberfoyle Mill Crescent**

No

**Erica Bailey, Paradigm and Transportation**

No, okay. Then that would be okay. Again the background developments included in our report are another thing that's reviewed with staff. So we did include developments 7504 McLean Road commercial development on the northwest corner of Brock and McLean, 227 Brock Road a self-storage facility, an industrial development on the northwest corner of Brock and McLean and a truck distribution terminal at McLean Rd west which is I don't have an address for that one.

**Lisa Ross – 101 Aberfoyle Mill Crescent**

Okay appreciate it thank you.

**Erica Bailey, Paradigm and Transportation**

That's something that I can because they don't have a straight answer for you that's something I can double check and again to reiterate that that list of developments was again included in the scope that was reviewed by staff.

**Lisa Ross – 101 Aberfoyle Mill Crescent**

Okay thank you I appreciate that. And the reason why I bring out this particular one is I was looking at the the [inaudible] that has purchased this as a joint venture for this property and I won't bore you with this detail Erica but so just bear with me for two seconds because when I look at the impact, making assumptions, but I looked at a lot of their properties that they are and how they're developing them and this has nothing to do with Wellington Motor Freight so please indulge me for one second but it talks about the overall impact from a traffic perspective but I looked at various properties that they have already and how they've developed them and I looked at a non-property that's exact same scope 100 000 square feet and by default it was 100 employee parking spots. I looked at another property they developed in Oakville that's 172 000 square feet 160 employees parking spot. One can then assume again going on a limb here that the Puslinch property of 790 000 square feet would be potential for 500 to 800 parking spots. This is still being developed so this is not the discussion here but it does need to be brought out that this will be an impact that will compound the traffic that will be going down Brock and so we now know that it is still being developed completely understand but was not included in here. So if I can just go back to some of this discussions and what is not included as well then any traffic on northbound on Victoria so anything on Victoria at all the traffic.



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 8

**Erica Bailey, Paradigm and Transportation**

And that's to the east?

**Lisa Ross – 101 Aberfoyle Mill Crescent**

Correct.

**Erica Bailey, Paradigm and Transportation**

So when we did our trip assignment which is we forecast the trips generated by the development. You've read it you know how many that is that we're estimating and then we assign it to the road Network and then we do our operational review. That traffic is assigned to the road network, we do this in our industry we do this in a few different ways. One of the most common ways is to match the existing distribution especially in the type of facility is similar to things around it we have industrial on Brock. We have the residential developments the [inaudible] of the north that kind of thing so we know that distribution from the data that we collected in the area so we can see how people are traveling in this area. In this case we made the assumption that this traffic would follow that same pattern and that pattern reflected the majority of traffic going to the roundabout onto Brock.

**Lisa Ross – 101 Aberfoyle Mill Crescent**

Okay and thank you. Now the assumption too that the normal pattern and again you have to look at studies you look at Trends you look at assumptions and then a repeatable. One would wonder how many of the employees that are coming from the capital facility uh will would then go to the right because it moves that direction it's much easier to try to get in the back way instead of 401. But again, I understand that that was not a factored in. I just want to also confirm based on the scope there was no impact on the increase in traffic to the 401 the entrances and the by are the on ramps and off ramps at Morrison as well.

**Erica Bailey, Paradigm and Transportation**

The ramp terminals were not included in our scope, typically that would be MTO would be involved and there there's a whole it's a very big process for that if we're in their catchment area or if the development has flagged their interest MTO. There are many, many it would be a study three times this size to meet the requirements and so and they're tuned into all that kind of thing in this case it was not included in the scope and they decide case by case especially if it's out of the catchment area.

**Lisa Ross – 101 Aberfoyle Mill Crescent**

Okay appreciate it thank you. Then so when we look at the scope of the study again where the scope of this stops basically is the intersection the employee entrance to the left not to the right uh the assumption even then on Gilmore itself and the impact I understand and I've learned a lot about traffic so it's a complex industry by all means that this would be deemed a County Road and that it is not you know there's different levels of roads as well and you would look at the capacity of that road based on again that normal pattern?

**Erica Bailey, Paradigm and Transportation**

Yeah there's an intended function based on the classification of the road it would be designated in the official plan and based on that classification there are certain industry assumptions on how much traffic it should be expected to manage and based on that looking at these numbers and what I know for our industry standards we are within those limits.

**Lisa Ross – 101 Aberfoyle Mill Crescent**

Okay and understanding the classification of roads does not take into account whether it be a dirt road, unpaved, the condition of the roads these you know the incline of the road, geometry etc.

**Erica Bailey, Paradigm and Transportation**





## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 9

Yeah in that case when we're looking at the capacity there is the condition of the road is not considered that's kind of another piece of the puzzle. So within our scope of work we're looking explicitly at the traffic volumes and we are finding that they are below the maximum capacity for their designation strictly based on their classification.

### **Lisa Ross – 101 Aberfoyle Mill Crescent**

As well I believe when I look at the trip generation in that very little box that if anyone can read Kudos and but that the peak was and I'm just going to read through make sure that I don't say anything incorrectly 108 and that and am peak hours and 112 p.m being a peak hour yeah and so that that feels again a little incongruent with 170 parking spots. My question I guess to you would be that was the number that was given us the assessment of the hour or these cards or how does that work sure?

### **Erica Bailey, Paradigm and Transportation**

Sure, to explain we'll have a class on trip generation. So the way we forecast trip generation we use there's industry standard rates that we use that are published by The Institute for Transportation Engineers it's based on data collected across North America. Again what we do as Engineers there's different ways of doing things that's one of the most popular ways of doing things another way of doing things could be for example based on data provided by the client or if we're doing a project for Amazon they will tell us how many employees like that kind of thing. So in this case we did use the published rates, it's very common practice it's industry standard accepted and in this case we forecast based on the size of the development you can also forecast based on the number of employees it just depends on what kind of there's rates etc. plus it's varying amount. And so based on that it gives us an estimated trip generation for the am peak hour and then pm peak hour and the reason we look at those two hours is because they are again industry standard that you consider the two busiest hours of the day to look at any other of the day the assumption would be that we would really know what the problems are because there would be less traffic. So we look at those two peak hours and these numbers from the trip generation that's within that hour so that includes people who are you know things like working remotely for the day on vacation sick days etc. so these are averages across North America and that's how we get these numbers. Getting and for something like parking spaces it's not necessarily reflective that if you have 175 parking spaces you're going to have 175 employees that kind of thing. We can talk about parking too if you want. We do all want to get home eventually yes. So that's how we get those numbers so that's how you'll see a disconnect between the number of parking spaces and the trips generated.

### **Lisa Ross – 101 Aberfoyle Mill Crescent**

Okay appreciate it. See again we are learning so much thank you. Okay another question so being very close to Gilmore Road being in the Meadows of Aberfoyle and having spent a lot of time walking up and down Gilmore Road with these lovely folks. We wanted to understand again with the assumption and then we validated that is correct all traffic all employee traffic would go to the don't go south to the sort of go west down and then south on Brock so turning left not turning right trying to understand and you talk about there will be that delay for employees cars coming out. So we tried we actually did a lot of walking and looking at the space on estimate we are looking at about seven to ten car lengths from the employee entrance into the roundabout would that be I mean average size?

### **Erica Bailey, Paradigm and Transportation**

You've got it at and Pierre maybe you know this number it's 170 meters to the driveway. The spacing is not I can get away without that. So sorry what was your question on that?

### **Lisa Ross – 101 Aberfoyle Mill Crescent**

Approximately how many cars would be able to line up?

### **Erica Bailey, Paradigm and Transportation**



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 10

Stacking okay. So we assume generous stacking would be about six meters per car, so 69 degrees about 18 170 feet uh about 10 cars. Roughly.

**Lisa Ross – 101 Aberfoyle Mill Crescent**

And 106 peak cars?

**Erica Bailey, Paradigm and Transportation**

Yeah and then beyond that as Pierre said beyond that cue to stacking with be on site.

**Lisa Ross – 101 Aberfoyle Mill Crescent**

I don't know about you but I get a little frustrated I decided that I'm going to take a different route and I turn to the right and go down Gilmore so and that's I know not included [inaudible] so okay the other thing too so let's talk about trucks um the entrance off Brock Street yeah we understand that there is now going to be a right turn lane that makes a lot of sense.

**Erica Bailey, Paradigm and Transportation**

So let's get trucks off the roads right you can have the chance to slow down.

**Lisa Ross – 101 Aberfoyle Mill Crescent**

Yeah that's always a good thing. The trucks that are leaving facility going to the right going to the roundabout which is going to be a little bit of congestion there but that's the direction we would have if they can't turn left because that road can be very busy a lot of the days. I believe and correct me if I'm wrong the assumption is the trucks would then proceed through going to the right around the roundabout and then coming back out to 401?

**Erica Bailey, Paradigm and Transportation**

From what I'm understanding from talking to a few neighbors so that was when the assumptions we made in our work board but I understand that that may have been that Council may have said otherwise at the last meeting so I haven't had a chance.

**Lisa Ross – 101 Aberfoyle Mill Crescent**

Okay see we're all learning this is okay.

**Mayor James Seeley**

I'll maybe interject. We don't have mechanisms to prevent a left-hand turn out of the property for the transport trucks. We don't have a mechanism to dictate that they turn right or left coming out of the property so if you know the raising concerns about a left-hand turn through company policy you may be able to address that. It's not something municipality can release because it's a public road you have access to the public road as long as you do it safely you know you can turn right or left whichever way.

**Erica Bailey, Paradigm and Transportation**

Well yeah I mean there's geometry that you if you, we call it a pork chop have a driveway should force people to turn left or turn right for example. So there are options to kind of force those movements depending on how they want to be [inaudible].

**Pierre Chauvin, MHBC**

So if I could interject. I want to talk to my client here before making commitments [inaudible] talking to Erica to make sure it works but one option is to, Erica calls it a pork chop, will be designing the entrance so it's assembling the right end for a [inaudible] so forces people to turn left not and right.

**Mayor James Seeley**

So there's a triangular shaped median yeah in the middle [inaudible].



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 11

### **Pierre Chauvin, MHBC**

That's something that we will consider and see if that is an option to prevent that concern and people going that direction. Now people are creatures of habit, I can't control what people can do things illegally and what ideally if it's designed properly. We will look at that.

### **Lisa Ross – 101 Aberfoyle Mill Crescent**

One other quick question, the capacity of the roundabout. Last session, one of our neighbors loving refers to it as Russian Roulette as there are times and I think we've all experienced it where there is a lot of traffic or a truck is taking over the turning in both lanes or there are just people that want to move quickly and are not really as familiar with the roundabouts as we'd all like them to be. That was and I don't know if there's different sizes roundabouts and capacity of roundabouts was that included or assessed at all or can that be assessed?

### **Erica Bailey, Paradigm and Transportation**

The geometry of the roundabout the specific detailed design of the roundabout was not reviewed as part of this process. There is a certain assumption made that um that those are not issues, that the roundabout has been designed to standard and that what we're evaluating is just the operations assuming that part is fine. So the construction details of the roundabout I cannot speak to that.

### **Lisa Ross – 101 Aberfoyle Mill Crescent**

Okay, okay. I appreciate it.

### **Erica Bailey, Paradigm and Transportation**

We did assume that it was to industry standard for the sake of our work.

### **Lisa Ross – 101 Aberfoyle Mill Crescent**

I learned from you as well earlier on as well traffic studies do not necessarily mean safety traffic and that would be a different study that you were not engaged to do. Okay and I thank you so I think those are my questions to you Erica I appreciate it thank you. So what we have heard is the assumptions that we have we went into this so looking at this that there was the growth from the different areas. That we know that Wellington Motor was again at the static amount you know truck traffic turning right on Brock you know avoid traffic will actually turn on Gilmore. It will not be under proportion to the number of trucks and employees and yet the numbers don't equal what we're seeing on totals on parking and capacity and plans. So I won't bore you with another very, very tiny diagram but it is quite interesting the traffic study report and it's not boring so thank you Erica around how you read these things it's so small. But then you can see the numbers in out and again zero to the east and going right out of Gilmore. I guess so last the only thing I would ask around and this is something that I'm going to read because it is something that I don't want to call it different and use the incorrect terms but we have concerns around why is Gilmore being used and what makes the entrance off Gilmore for employees so critical? And we understand section 9.8.1 in areas designated industrial or commercial a maximum of one driveway per commercial or industrial access is permitted for each existing property with up to 100 meters frontage along the county road where access is acceptable and so only one access point will be provided to this development traffic impact study with the terms of reference. But what we don't understand is we are understanding that I don't understand what we're not understanding this is a policy. Why if there are concerns about traffic policies to me I'm being naive here but policies can be picked at, can be edited, can be updated and changed do not understand. The scope is defined by any study, so I appreciate Erica you know you helping us through what the scope is and what where the gaps are but we know Gilmore was not included in the traffic study. There is no data to refer to if this is actually going to be sufficient we know the runway distance from the exit of the property to Gilmore Road roundabout versus the number of cars is just not going to be sufficient. And there the impacts on residents coming and going from our lovely community the residents around Gilmore was not considered because again the scope to the right was not going east again on Gilmore was and Victoria was not



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 12

included at all. So we understand there is a special provision 89 and I'm very glad that you guys have to work on these things not us because it's very you know gets tricky with the words but this doesn't make sense. This is something that is a policy I would ask why is this being assumed that this would be sufficient as well so I would ask Council and the County to also think about that and to look at looking at the difference, a different way to solve this. We have problems on the traffic and this is just going to make it that much worse.

### **Erica Bailey, Paradigm and Transportation**

So regarding the neighborhood traffic so that traffic would have been captured in our data collection after the roundabout. Looking at I know there's a lot of concern for the traffic on Gilmore you're talking about people you know regardless of what we're assuming you're saying people are going to turn right into go East. Looking at the volumes the existing volumes of traffic on Gilmore and the existing and the forecast volumes on this site what would it look like for that to meet what you're looking for? What percent if you had to assume what percentage what would that be? So you know we're seeing our existing data just put just putting up actually just like ballpark what would that look like?

### **Lisa Ross – 101 Aberfoyle Mill Crescent**

I that's a really good question okay but I think you know we will take that away because it's hard to know and it's all traffic equal school buses there's three stops along Gilmore there are you know the traffic understanding the assumption of building in that two percent from the County and that's great but how do we make that assumption of what that number is when the new development of the 700 000 square feet is factored in and it compounds and this is where it is you know a great conversation with you and I had around how industry it will use the standards and the repeatability right if you show history shows you what it will be but you have to look at history and then compound what the future will be to then determine and that's where how do we do this?

### **Erica Bailey, Paradigm and Transportation**

Yeah so looking at you know it's certainly something that could be further explored to extend I mean I could extend the scope of our work indefinitely which I'm our client would [inaudible] but so you know to look at the impact on Gilmore I know the state of Gilmore talking about it gravel road all that kind of stuff. I will say looking at these numbers it's not the way we forecast traffic to see you know 50 percent of it going east that's not going to put it over its classification remember we talked about those thresholds? So I imagine that you know just thinking about this out loud it would be looking at how it functions given the state of the road as being a critical piece and then what the operations are at the other end. But this adding this amount of traffic going that way is you know unlikely to warrant improvements that kind of thing like turn lanes etc. So but it's certainly something to think about.

### **Lisa Ross – 101 Aberfoyle Mill Crescent**

Yeah and what I didn't realize again is that to your point about the classification local road is it doesn't look at the quality doesn't look at [inaudible].

### **Erica Bailey, Paradigm and Transportation**

There are ways of measuring that but it's not for the sake of the operations it's not included.

### **Lisa Ross – 101 Aberfoyle Mill Crescent**

Okay appreciate it thank you Erica. Yeah you have a question.

### **Mark, Wellington Motor Freight**

I do so I shall make a statement first okay classification of roads with my limited knowledge based on speed limit and volume and then so most of our road classifications are quite low due to volume. So you speak of the holding capacity of Gilmore Road so what I'm hearing is you have a concern about cars backed up at quitting time is that your primary concern?



# THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 13

**Lisa Ross – 101 Aberfoyle Mill Crescent**

It's one concern and that the traffic going [inaudible] on Gilmore.

**Mark, Wellington Motor Freight**

Okay so question to you then but not permitting cars to go right so then there isn't a backup be advantageous to limit your time stuck at the roundabout.

**Lisa Ross – 101 Aberfoyle Mill Crescent**

That is going to impact car and air pollution cars sitting there waiting and there's going to be noise there's going to be.

**Mayor James Seeley**

That's fine. I'm going to ask the consultants to bring it back to council. I'd like you to in your report when you bring it back to council indicate the impact on the residents if you can from the time the car leaves their property until it's past the subdivision. I'm not exactly sure how long we'll be on the road and impacted to them whether it be can you can you determine that? So what I'm trying to get at is I see a concern with cars being backed up in front of the homes that are existing on Gilmore. So they're not going to have access to their property if there's 10 cars packed up there. So what I want to know is that the car leaves your driveway how long it impacts that subdivision? So does it take 30 seconds to get past their property boundary within 10 seconds.

**Erica Bailey, Paradigm and Transportation**

They're turning left to the roundabout.

**Mayor James Seeley**

If they go right.

**Erica Bailey, Paradigm and Transportation**

If they go right.

**Mayor James Seeley**

Because I don't think it's a great scenario if we have 10 cars backed up at Gilmore blocking driveways of existent homes and I want to know the impact if for some reason people start going right so I want to know how long those cars are on that road passing that. If you can report back to Council.

**Erica Bailey, Paradigm and Transportation**

So it would be I can tell you off the top of my head it would be the width of the driveway times the assumed operating speed would give you the amount of time.

**Mayor James Seeley**

The cars start turning right because maybe it's an inconvenience to go left okay and the impacts on these people that live up on them. Then before you go anywhere the other gentleman made some statements that I felt with questions I'm not sure any of the consultants took notes or how answers from your presentation. One was I think you identified it was the discrepancy in the noise studying trap study and the amount of trips.

**Erica Bailey, Paradigm and Transportation**

The truck traffic in the traffic study and the noise study right yes so that's something that we'll have to review.

**Mayor James Seeley**

Okay was there any questions that the individual that first presented or this one okay?



# THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 14

**Pierre Chauvin, MHBC**

[inaudible]

**Mandy**

So in terms of the difference between the traffic impact study and the noise in terms of [inaudible] trucks going in and out of the facility but in our study we also accounted for movements within the facility so not just the five or six trucks going in but assuming you know a tractor coming in their [inaudible] they might move and go to the parking lot that actually accounts for two three movements and in our study that's considered worst case so we've assumed additional movements within the parking and loading area and that's why there's the number between five and six and 23 in our study.

**Mayor James Seeley**

Okay if that helps. Is there any other questions?

**Lisa Ross – 101 Aberfoyle Mill Crescent**

Not a question but I just want to say that that our concern is not just about our access into Meadows of Aberfoyle it's about Gilmore it's about access on the roundabout it's about our community. So I'm not just speaking on behalf of my own speaking on behalf of my community.

**Mayor James Seeley**

Was there parts of your presentation that you had questions for the consultants?

**Alastair McCluskey – 101 Aberfoyle Mill Crescent**

Yeah okay I'm gonna get you some of them some of them are you should

**Mayor James Seeley**

Maybe I'll ask you to come back up because you two are kind of the microphone bursts yeah so if you can ask them to be made and alleviate some duplication.

**Alastair McCluskey – 101 Aberfoyle Mill Crescent**

Okay Cam is going to talk about the yeah I guess you're going to talk about the noise study.

**Mayor James Seeley**

Okay well if you want to focus on traffic I thought you had two or three points or questions?

**Alastair McCluskey – 101 Aberfoyle Mill Crescent**

It was more the yes right it was the inconsistencies of the numbers on the traffic numbers so I've got an answer for that. The question I have I mean it's hard to compare because you've got total level of your trucks per day and you've got and now you're talking busy hours so how many is that equal to a day? I don't know. So it's just being consistency studies yeah on the traffic side.

**Mayor James Seeley**

Is there anything from the consultants because there was a bunch of questions and getting also on clarifying anything before I move on for the next member of the audience?

**Pierre Chauvin, MHBC**

I do want to clarify there was a question about the existing well whether we're going to use it, that will be the decommissioned. In accordance with the provincial standards to properly decommission the well. [Inaudible].

**Mayor James Seeley**

Name and address.

**Ben McConnell, 97 Aberfoyle Mill Crescent**



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 15

My name is Ben McConnell 97 Aberfoyle Mill Crescent. I brought the wrong glasses. I have one question just right off the top about the orientation of the property on the site. This is a no-brainer I think but is there a reason why the loading docks are all in grade at us as opposed to Maple Leaf oriented they're loading docks at 90 degrees. You can't hear that? Yeah okay sorry.

**Pierre Chauvin, MHBC**

The question was why we're directing all the loading docks to the references as opposed to reorienting it to the other side. It's a great question and largely it deals with the site grading on site and it made more sense to work with the grades and by doing that we're having to bring the box on that side it made more sense. I will turn it over to Steve our engineer, can explain that a lot better than I can but that's in a nutshell why it was oriented that way.

**Ben McConnell, 97 Aberfoyle Mill Crescent**

Is it inconceivable it could be reoriented so the docks weren't facing.

**Pierre Chauvin, MHBC**

I believe it is we've had a tremendous amount of costs and walls. The other aspect of it is directly the entrance opposite Blue Triton entrance so that otherwise if we had the trucks further south but the entrance further the south we're going to have offset entrances which is not limited [inaudible].

**Ben McConnell, 97 Aberfoyle Mill Crescent**

On that really just bringing the building over you're very narrow in that corner where the loading docks are it's actually really difficult to handle the truck in that area it's a little choke-like. What I was saying is just move the building over and put the docks on the other side where you'd have a lot more room but I don't understand why that wouldn't be considered since it sort of an obvious thing. It can't be considered you've considered it already what would you say? We can hear Maple Leaf now and there are another 700 meters beyond and they're oriented in the other direction so if you can imagine our concerns with your docks on this side and a third of the distance.

**Pierre Chauvin, MHBC**

I'll generally speak to it maybe Mandy can elaborate but I think right now the noise remain belief is pretty unobstructed there are no noise walls that I am aware of and it's pretty wide open so it's understandable we could probably hear that. With the way this building is oriented it will act as a shield wall.

**Ben McConnell, 97 Aberfoyle Mill Crescent**

I think you're missing my point.

**Pierre Chauvin, MHBC**

With respect the question on answering and that'll help on top of that we have our own wall which will help which is intended to mitigate to industry standards the harm so we're supposed too.

**Ben McConnell, 97 Aberfoyle Mill Crescent**

So our concern is not you mitigating Maple Leaf's lines our concern is the oriented as your buildings and its noise impact for us.

**Pierre Chauvin, MHBC**

And that's why we engaged the current HTC if you will undertake a noise study to evaluate the noise and projecting noise levels from this operation and provide recommendations on how to mitigate the noise from our facility and that's what they've done and they've made our recommendations and it's built for the genius site plan and the grading plans that are [inaudible].



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 16

### **Ben McConnell, 97 Aberfoyle Mill Crescent**

With respect to the sound barriers they have changed in length three times. They've changed in height a few times we don't know. We don't know what's proposed anymore. In fact we found out there's a new study on noise just being loaded up today that we haven't even seen so none of the sound barriers were sufficient height. According to even all of the peer reviews so the locations of the sound barriers weren't even in the right place they weren't opposite the loading dock in the original draft and they and they didn't cover any of the back of the property where all of the shunting goes on which there was no there was no acoustic barriers no noise barriers. So there's no clarity as yet on height of the barriers or location of the barriers or the orientation of the building.

### **Pierre Chauvin, MHBC**

Is that a question? Do you want me to answer that?

### **Ben McConnell, 97 Aberfoyle Mill Crescent**

Yes because you probably have information that was posted today that we are lacking. So, yes.

### **Pierre Chauvin, MHBC**

For sure we're responding real time much like you are in terms of the comments that you've seen from the agencies. In this case it's affirmed by the name of Valcoustics you know the Township has retained and we're responding to the comments as we've received them. They had specific comments that they identified perhaps some areas that our consultant overlooked or needed clarification on and we respond to that and there is yes a new noise study as I mentioned earlier that was just provided to the Township today and the noise wall has increased and in height as a result and with length. And Mandy do you want to explain it specifically rather than me paraphrasing it?

### **Ben McConnell, 97 Aberfoyle Mill Crescent**

And does it completely obstruct now the shunting area at the back of the building where the majority of the trailers would be parked?

### **Mandy**

Yeah so the length of it runs up across the wall of the building.

### **Ben McConnell, 97 Aberfoyle Mill Crescent**

As of today?

### **Mandy**

As of today's and even in the second version it should have been but in terms of the version of this day in response to some peer-reviewed comments some assumptions were modified and therefore the heights was increased.

### **Ben McConnell, 97 Aberfoyle Mill Crescent**

Okay don't go away. We've read a lot about snapping turtles and spring peepers but we have nothing against frogs. But it's the beepers not the peepers that we're concerned about. According to the National Society of engineering, noise pollution chips away at Public Health interfering with our immune system, our sleep, if it impacts our stress hormones and contributes to cardiovascular melody. If annoyance is any level of indication backup beepers may be one of the most harmful noises according to the National Academy of engineering. They cited backup beepers as one of six top noise sources people associated with behavioral and emotional consequences end quote. But backup beepers have a decibel level of 97 to 112 somewhere between a jackhammer and a rock band but they're not included in the noise study which boggles the mind. Would you care to comment on why backup beepers which are the bane of our existence would not be in a noise study?





## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 17

**Mandy**

So backup beepers are considered safety and so the provincial guidelines is safety features are not required to be assessed because it is a safety feature.

**Ben McConnell, 97 Aberfoyle Mill Crescent**

Now I did I did know the answers with that because I called Valcoustics today and I say so what? Basically you can't mitigate beepers at the source but my point is the way you mitigate beepers is by having a big buffer of land between the truck and the resident which is why we're here.

**Mandy**

I just want to make a comment about back beepers. There are better technology nowadays where there is something called Broadband beepers that are less intrusive that can be considered and belonged to [inaudible].

**Ben McConnell, 97 Aberfoyle Mill Crescent**

The other thing that wasn't included was nighttime operation as you know far better than us acoustics are very different at night. We have not had a clear answer about ours since I've looked in writing and on YouTube meetings and looked at all of the Town meetings. We have not had any consistency about business hours warehouse hours, office hours. I don't know how you conduct a noise study, well I know how you I know what terms you've given to conduct it but it doesn't include nighttime operation and it doesn't include the thing that's the most objectionable the backup beepers.

**Mandy**

So in terms of the revised study that was going out today, there is some consideration of nighttime.

**Ben McConnell, 97 Aberfoyle Mill Crescent**

Well what hours do you have because we don't have hours for nighttime.

**Mandy**

So when we say daytime evening and night time we're talking about the entire nighttime. When we assess a noise study we're looking at sort of the worst the busiest hour of operation so the busiest hour during the day busiest hour during the evening and busiest hour during the night

**Ben McConnell, 97 Aberfoyle Mill Crescent**

Then you know that the sound isn't mitigated enough by the measures you've taken at night so because that's what the report says.

**Mandy**

So at night the pressure is lower so [inaudible] and we designed the mitigations we're designing it to a lower criteria [inaudible].

**Ben McConnell, 97 Aberfoyle Mill Crescent**

And how many trucks did you have coming in at night because we don't know those numbers.

**Mandy**

We think we've included three

**Ben McConnell, 97 Aberfoyle Mill Crescent**

That will that will go directly to Wellington's desire to grow the business to 200 employees and a hundred and some million I don't think so. It's not credible it doesn't stand up to the sniff test for business and I certainly don't understand the sniff test for noise. Lynne Banks made a very good comment about there should be a restriction to prevent the existing and future operations of the



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 18

facility from occurring during the evening and at night. Councillor Sepulis said about the same thing but the response from the applicant was well we want to make as much money as we can and run at night. So I don't know what studies you're doing for noise or what you're building your business on but they're completely inconsistent.

**Mark Lunshof, Wellington Motor Freight**

I don't think I was quoted 100 percent accurate there.

**Ben McConnell, 97 Aberfoyle Mill Crescent**

I have the quote.

**Mark Lunshof, Wellington Motor Freight**

That's exactly what I say.

**Ben McConnell, 97 Aberfoyle Mill Crescent**

I have your quote we can tell you to administer.

**Mark Lunshof, Wellington Motor Freight**

Hey it does not. Thank you first of all for everybody coming last time I'm Mark from Wellington. As I said last time I didn't come here to be the enemy. We thought this would be formally received. We're a company that's been in Puslinch or just down the road and with all this ownership lives here and we're as proud of being in Puslinch as you are. We thought we were going to build something beautiful you guys should be proud to drive by but I understand your concerns for sure and that's why we're here today. I think the counselors and it's honored for having a second meeting so you guys have a chance to talk. We brought the all of the professionals here that you guys can ask the questions. So in that when I was asked about that I was asked what I do the first time I was asked would I do it by agree to a bylaw not to work at it I just said I'm in business if I had the opportunity I don't right now and that's what it's aside I can't do that's is what it is. I'm trying to I'm doing a business it costs a lot of money all right. So I'm not again not trying to be your guy's enemy. I answer the question loosely that's not what I do for a living by any means I'm in transportation I'm talking in front of people that aren't happy with what I'm proposing to do. So if I step or say someone in common I'm sorry bottom line I apologize for that but as far as that we've had no plans to be operating at night. We take pride in being like an eight to five facility we have something we are a brokerage primer we are in transportation trucks don't always arrive on time that's reality we all know what the impact is right it's not from lack of trying because we deal with a lot of conditions. So right now we do have no plans to be a 24-hour operation.

**Ben McConnell, 97 Aberfoyle Mill Crescent**

What are your plans and what is the township proposing or a bylaw throughout?

**Mark Lunshof, Wellington Motor Freight**

I have no plans as far as being able to check for hours now the [inaudible].

**Ben McConnell, 97 Aberfoyle Mill Crescent**

I only have your comments which are I prefer to go all night so I'm having trouble reconciling your actual comments with what you're saying now. Now about water I would say we have a good relationship with Blue Triton and they seem to us like a good corporate citizen and they've been a good neighbor. We've even done trail maintenance with them they also own property behind our property. We've even repaired a bridge over a trail collaboratively. To even monitor our groundwater with an internet enabled sensor that's pretty incredible really. But and my understanding is that one of the largest taxpayers in the county and in this area one of the most heavily monitored sites in the province. But my understanding also is that nobody's followed up in any other submitted concerns about the applicant not any consultants or any person from the



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 19

Township. But my question now is this in fact true to date and if there's a representative for Blue Trident here tonight perhaps they could comment on that.

### **Mayor James Seeley**

Is Kyle Davis still in the audience or did he leave. Kyle, can you come up please and so I'm gonna put you on the hot scene.

### **Kyle Davis, Wellington Source Water Protection**

So my name is Kyle Davis I work for the Township I also work for the other municipalities in the County of Wellington. I managed source protection program which is regarding Municipal Source Water protection. Mayor Seeley's asked me just to touch on some of the comments that we made in regards to this application and the conditions that we were looking for. So some of the conditions that we asked for consideration in the either the zoning approval or the site plan approval depending on where it goes is the submission of a trigonometrics disclosure report which would identify chemical handling and fuel liquid fuel handling as well as winter maintenance. So salt storage itself application we also we also looked for liquid fuel handling storage and soil response procedure for both construction and facility operation and I should have mentioned waste was also part of what we were looking for in terms of requirements. Along with the closer like what activities are actually being proposed for the site we're also looking for management plans. So these would be plans to identify how that liquid fuel or chemicals or waste and or winter maintenance result is handled and how it's managed. We also then provided comments and supported Township geologists [inaudible] into the water balance assessment as well as some of the well decommissioning of the existing wells and also looking at the installation of a flow meter on whatever is production well for the site to record water usage on the site and obtain records about water usage. And that would then tie into a wider study and wider work that's being done in regards to wellhead protection areas for municipal supply, specifically City of Guelph.

### **Mayor James Seeley**

So if you just touch a little more on the monitoring up there well because currently his proposed is under 50,000 liters per day and what's the intent of having this monitoring on that well?

### **Kyle Davis, Wellington Source Water Protection**

Yes, through you Mayor Seeley, absolutely so the intent there is under 50 000 liters a day so it does not require Ministry approval so the intent of having a flow meter on the well would be to record what the water usage actually is at the site to determine how much water is being used on a daily basis and overall on an average basis and that data can be used in some of the wider watershed or area-wide studies that are done. In looking at water usage and also it could be used in conjunctions with Blue Triton and other facilities that do the monitoring work Maple Leaf.

### **Mayor James Seeley**

If the suppose you succeeded the 50 000 meters per day what's the timeline that we would be able to use this term loosely catch that because that would trigger some changes or just you know zoning you know obviously the permit through MECP so that monitoring is a monthly? Is it weekly?

### **Kyle Davis, Wellington Source Water Protection**

Oh at this through you Mayor Seeley, at this point we didn't get into those details that's certainly something that we could provide comments in conjunctional with the Township hydrogeologists on what the appropriate frequency would be in order to catch that because you're right of the usage does exceed 50 000 liters a day that triggers not only the need for a minister permit to take water water but it also has zoning implications it turns to dry and the dry loose. So we could certainly provide some more detailed recommendations on what an appropriate treatment.

### **Mayor James Seeley**



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 20

Okay, thank you.

### **Ben McConnell, 97 Aberfoyle Mill Crescent**

I asked a question. Blue Triton, have they had any of their issues or addressed with respect to the septic. Is there a septic expert here? Okay. Okay so we're not we're not soil scientists or septic experts but we do manage 55 septic and we do have a water permit with weekly monitoring a great expense and it's very important to us. But we are very concerned about the discharge rates again, I don't have all the details on your building but I know how to work a calculator and so I just added up according to the Ontario building code number of water closets I estimated at 10, a count of the loading docks at 21 because that's in the proposal and I've looked at various expressions of employee numbers. And with just the building if you don't have any employees you're over 10,000 litres a day as soon as you have any employees if you get to 200 you're adding 25,000 liters a day. And so I when I look at the sizing of the septic I go what water estimates are they using to determine the size of this septic it doesn't seem to make any sense. Now I've talked to a septic expert and I'm not him but the size of the septic seems really limited given the potential flow that you could have based on the building permit on the Ontario building permit schedule for water it just doesn't add up. So we're concerned that those estimates are a very, very low.

### **Dave Morlock, FlowSpec Engineering**

I'm Dave Morlock I'm with FlowSpec Engineering and I've been retained to design the septic system. So I'll first address your question about calculation of the daily we call it daily design for the heat flow and that's based on the combination of numbers of office employees. So that number 150 is just in office like that's [inaudible] staff and a flow rate of 75 litres per day per employee is assigned to office employees. So that's the first part of that.

### **Ben McConnell, 97 Aberfoyle Mill Crescent**

Even when there's showers? Because in the building permit it said 125 litres per shower.

### **Dave Morlock, FlowSpec Engineering**

Yeah what we do with showers is we determine what's a reasonable estimate of shower use amongst the employees. We don't just simply take the entire employee load and apply the shower rate to it just because in our experience it's a very limited number of employees that would actually use the shower. So we'll typically take some kind of ratio there and we provided a safety factor on our designs well at this stage to accommodate some of those final design details that will get flushed out. So that that basically takes us up to about twelve thousand litres per day and the second part of that is because it's a warehousing facility there's additional flow assigned for the warehouse portion which is it's a bit of, it doesn't go strictly by the number of Staff it goes by the number of washers in the warehouse itself so not in the office but in the back section as well as the number of loading docks. And what that's intended to capture is the trucking traffic coming in and out of the building and there's not a perfect way to do that and so the building code is used loading docks and the washer and derivative of the metric calculating that flow. And so the intention there is that the trucks might come in and they may use the washroom while they're there so they're not necessarily a eight hour a day staff member but they'll they may use the washroom while they're there. That's a very conservative flow calculation so that adds another probably 10,000 liters to the flow and brings us up into the 22 thousands and so that so I just wanted to make it clear that there are two or three different metrics being used to calculate the wastewater flow here not just the 115 office employees and then the additional plow to bring it up to the 25 000 that you've probably seen. It's just simply a safety factor too account for some you know possible variations between now when we get to the final design stage. Does that help?

### **Ben McConnell, 97 Aberfoyle Mill Crescent**

Because if the applicant is referring to the potential of 200 employees shouldn't the septic be sized for 200 and not 150?



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 21

### **Dave Morlock, FlowSpec Engineering**

Well I would say that the septic is going to be sized if we think about it in equivalent terms it would be sized for definitely more than 150 if you were to take that number and divide it by 75 it'd be well over 300 but that's not the exact intention that's just simply taking the number and dividing by an eight hour shift. So there's definitely the system hasn't been capped at 150 there's certainly and it's not a statement of growth it's just simply these are the maximums that were presented. But I believe the population would be very conservative.

### **Ben McConnell, 97 Aberfoyle Mill Crescent**

So the soil percolation rate, were about 15 times better than ours for Blue Triton's so that's a red flag to us. Your employee numbers involved maybe it's 150 maybe it's 200 but it makes a big difference when you're sizing a septic and if your percolation rates are not really exact then your septic sizing is completely overlapped so I I don't know exactly what they are all I know is that your soil other septic's going in right now being built down by McLean don't have your percolation rate in their calculations we don't Blue Triton doesn't so you've got some pretty magic soil over there where you are and we're concerned.

### **Dave Morlock, FlowSpec Engineering**

Yeah that's an absolutely fair comment. A design systems in many systems in the Aberfoyle area and the predominant soil tends to be of a poorer percolation rate and but as you know when you get over on McLean road heading towards the 401 that changes pretty drastically and so there can be variations and in fact there is one that you approach the northern portion of this site and so the Southern portion tends to be that type of soil that you're referring to and I know exactly what you mean dealt with it many times over the years. When we got up to the northern portion of the site and there was a lot of testing done in the soil on this property we got into a more sandy soil deposit and the percolation time of that sand is much lower than what you would see in the typical glacial till deposits in Aberfoyle area. So that percolation time bears directly on the sides of the bed so and I don't want to get into the weeds too much of the numbers but the percolation time of a sand could be you know a third or less of what it might be in the till probably even more. There's variations there but it would result in a much lower sizing of the tile bed as a result of that. And so yes you might say it's luck. I say that to a lot of people because your neighbor can have poor soil and you can have good soil or the other way around.

### **Mayor James Seeley**

Can I interject? You can't just input your own percolation data. How do you come to those numbers? Is it you know consultant that digs a hole and tests it and then they're qualified or so I assume. Can you speak to that?

### **Dave Morlock, FlowSpec Engineering**

Yeah absolutely. Yeah so having test holes excavated and we collect samples of soil from those holes representative soils that deposits representative samples of the deposits that we encounter and then we do a laboratory test at our office. And what that does is it breaks down the soil what they call the texture the particle breakdown soil how much sand how much silt how much clay how much gravel. And using that data that's how we determine what the percolation time with soil is and there are different methods of doing that.

### **Ben McConnell, 97 Aberfoyle Mill Crescent**

So how many samples are taken in this in the field there inside the [inaudible]?

### **Dave Morlock, FlowSpec Engineering**

Well how many were collected or how many were tested?

### **Ben McConnell, 97 Aberfoyle Mill Crescent**

How many were tested?



# THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 22

**Dave Morlock, FlowSpec Engineering**

Probably about five.

**Ben McConnell, 97 Aberfoyle Mill Crescent**

Because what we know is that we have a really radical radically different percolation rates sometimes 50 meters and so having the adequate testing is going to be critical to that subject working.

**Mayor James Seeley**

You were speaking of that your flow estimates were conservative however, even with those conservative flow rates is it my understanding that you have redundancy built into the system because the proposal is 150 employees but you've stated with the 75 liter factor there was redundancy in the system. So it's conservative flow rates but redundancy or am I misinterpreting what you're stating?

**Dave Morlock, FlowSpec Engineering**

Well the 75 liters is conservative to begin with in my experience and the addition to that is the warehousing calculation which almost doubles that 150 flow and that's just based on the Ontario Building Code. And in my opinion those are quite excessive as to what I expect is going to be produced and I know there was some discussion earlier about monitoring the flows on the ministry approval does require daily measurements of flows going out of the septic system and so that's a ministry requirement on any.

**Ben McConnell, 97 Aberfoyle Mill Crescent**

Shouldn't the flows not be conservative but actually be the maximum expected? So then why are they conservative and it's conservative suggests understating the water demand and flow it should be the other way? It should be going I size everything for 200 employees because that's the maximum it could be on the site and then you and then you round up make sure your septic right don't round down to make it conservative.

**Dave Morlock, FlowSpec Engineering**

No we haven't rounded down the calculation is conservative but resize to the calculation from the Ontario Building Code and so that creates a conservatism in the design just by virtue of the fact that the rates that we're required to use are conservative. So I wouldn't say it's a redundancy necessarily as much as just a conservative in that warehousing calculation.

**Ben McConnell, 97 Aberfoyle Mill Crescent**

But that conservative makes me more nervous than before but thank you.

**Dave Morlock, FlowSpec Engineering**

Well yeah maybe just there's a misinterpretation here when I say conservative I mean safety factor.

**Mayor James Seeley**

What I'm hearing is that the 75 liters per employee is likely reasonable and we'll say that. The Building Code methodology of determining flow gives excess and flow than the reality is what you're stating?

**Dave Morlock, FlowSpec Engineering**

That's correct.

**Mayor James Seeley**

So then that builds in safety. Well I was interpreting similar to Cam that you're saying conservative that this system may be under serviced to the building and that's what I was trying



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 23

to get you to clarify. So if you can speak to it without using the word conservative that would be great, thank you.

### **Dave Morlock, FlowSpec Engineering**

The Ontario Building Code flow rates are excessive [inaudible].

### **Ben McConnell, 97 Aberfoyle Mill Crescent**

Summary of our major concerns that there seems to be a view towards rezoning first and figuring out the details later. If rezoning happens the land value will increase substantially and our research suggests maybe from 7 million to 40 million but we don't know we've yet to meet the owner of the land we've never engaged him we've heard at one meeting in February that Wellington purchased the land at the meeting in March Wellington said they had an offer on the land all the records say Sam Man owns the land again you might as well be barriers fence Heights because we don't really know who's doing what.

### **Mayor James Seeley**

If only stop you momentarily there and I'll let Mark explain as much as you wish on when you likely have an agreement to purchase the property with conditions so the individual that you're mentioning owns the land. I'm not going to speak right now .

### **Mark Lunshof, Wellington Motor Freight**

Yes you are correct, Sam Man is the owner of the property PR Adventure agreement with him it's conditional offer to purchase the property and that's based upon getting this zoning change to be able to do what we want to. Sam was amicable to make that arrangement we appreciate it because purchasing that land we couldn't build this and it's no value to us and we're not in the business of purchasing land so that's until Sam doesn't own it we do have an offer on it if additional offer based upon getting the zone changed.

### **Ben McConnell, 97 Aberfoyle Mill Crescent**

Be nice to see him well it's his last.

### **Mayor James Seeley**

Do you have specific questions for the owner?

### **Ben McConnell, 97 Aberfoyle Mill Crescent**

Oh yeah.

### **Mayor James Seeley**

So maybe you did I know the owner will be reviewing these videos so it'd be a great opportunity for you to ask those questions now if you're comfortable doing that.

### **Ben McConnell, 97 Aberfoyle Mill Crescent**

No I'm not ready now. If I had known he was going to be here, I would have been more ready for that. We wonder why the owner of the land isn't actually isn't actually here. The difficult we have and I think the Township is that we don't have all the details required to ensure the applied use of the land is appropriate and that the required permits will be granted the biggest one being the septic since I'm not entirely sure there isn't more groundwork to be done on the septic.

### **Mayor James Seeley**

Yeah can I pause you momentarily? I don't Ms. Hoytfox you can speak to this or maybe somebody in planning but if you have a proposal and then the septic can't be certified through the MECF what happens? Is the proposal is it done or the subject has to meet the requirements for the proposed building or the project essentially dead in the water, correct? Well can you speak to that? Thank you Zach.



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 24

### **Zachary Prince, Planner County of Wellington**

Through the Chair, so servicing is required, we'll have to do the private septic somehow, and maybe Dave can speak to that in some more detail. The realities of the zoning stage we look at it [inaudible] and then the site plan but really we're looking at it conceptually. Can a septic fit here? Can it work? And that's what we're relying on [inaudible] flow spec and the applicant and the Township's peer review as well too. And then at the detailed design stage when we get into the site plan details that location or the size of the septic may change a little bit but really what we're looking at the zoning stages can it work on site?

### **Mayor James Seeley**

So this might be getting too far into the weeds but maybe the septic expert in here looking back up but if we have a situation where there's a proposed septic I'm not sure it was km somebody mentioned the asphalt how many holes and test holes we need to buy. So I can give you an example I was digging a pool, I got a permit, you had to go down four feet. When I got to the deep and I was still on topsoil so the soil conditions change. So my question I guess and I'm sure the people in the audience would want clarity if they're starting to put this septic in or would it a) if they encounter a soil condition change what's the process and secondly I guess I would say is the proponent willing to do more sampling than the whole septic area so they have a more complete picture of a percolation rates of that soil?

### **Septic Consultant**

Okay well I'll answer the first question, during the construction and this is also a requirement by the ministry of environment for such an approval it requires some oversight and there needs to be a statement at the end of the construction of the septic system to say that the work was done according to the design and according to the permit. And so, what that requires us to do is the design engineer is to go out and review the construction at various points along the way. Probably the most important one of those reviews is when the beds opened up to expose those underlying soils and that's where we go down and inspect the soil to make sure that it's consistent with what our design assumptions were based on the holes that were excavated and there were quite a number of holes excavated. So I'm satisfied with the number of holes that were excavated but that obviously we can't open the entire area up when we're in the testing phase and so we dig as many holes as we think are necessary to give us confidence in those conditions. But at the time of construction we do actually go and review the entire open hole and if there was some kind of a difference we'd have to address it at that time.

### **Ben McConnell, 97 Aberfoyle Mill Crescent**

I mean the timing seems peculiar but because I mean you might find you know an Indian burial ground in there and then what happens to the zoning?

### **Mayor James Seeley**

Well there's I wish you hadn't have used that analogy you know if you find historical artifacts from the indigenous people. It's a very serious circumstance so I appreciate you're you know you're trying to be a bit humorous but that'll have significant implications for the township and the project [inaudible] through an indigenous site they would have to you know stop but so maybe if you had a different analogy for.

### **Ben McConnell, 97 Aberfoyle Mill Crescent**

How about water and soil just making sure what happens if when you open it up you find it's like the mayor's pool and there's variations? What happens to the zoning if the permitting for the septic doesn't work out? That might be not a question for you but you understand the question.

### **Septic Consultant**

I can't speak to the zoning specifically but let's just say well first of all from the perspective of water level that's something also that's investigated by these test holes and also there are a number of [inaudible] that have been solved here too. So the water level in this particular





## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

*Page / 25*

location is quite deep it's something [inaudible] meters so I'd be awfully surprised if that ever reached up to the level that we're that would be even close to the actual piping in the bed. But that I will say it just could satisfy your curiosity that you know we have had situations where you might have a you know a higher water table then what was encountered in the original test holes and we will adjust to accommodate that. So for example if there was a higher water table we would just simply lift the bed accordingly to achieve the separation we need.

**Ben McConnell, 97 Aberfoyle Mill Crescent**

My last question about septic.

**Mayor James Seeley**

Hold on a second [inaudible].

**Zachary Prince, Planner County of Wellington**

So through the chair, the question about zoning [inaudible] said you have to raise the bed or something like that but the zoning would be in place depending on council's decision here obviously and the design aspects of the site would come after the fact so that doesn't affect the zoning. The zoning is predetermining what could happen in that site, yes but when it comes to say the size of the bed or the height of the bed that happens at the detail of the design stage I think.

**Ben McConnell, 97 Aberfoyle Mill Crescent**

So is the zoning reversible? If the septic doesn't work out, is the zoning reversible?

**Zachary Prince, Planner County of Wellington**

Through the Chair, no it's in place and then in the future if someone else if it's determined that no septic could ever be built up there which I could not expect would be the case and obviously that would change what could be built on the site.

**Mayor James Seeley**

So the scope of the building and the uh admin Center will have to change if they can't well Zach you spoke to it is back to private services they have to be able to prove they can service their proposal.

**Ben McConnell, 97 Aberfoyle Mill Crescent**

So my last question on the septic I don't know who can answer it but on the February 14th planning meeting it was said by the applicant and applicant and or consultant I can't remember who said the location of the septic is was not great on as a its location on the site could you comment on what he meant?

**Mayor James Seeley**

He wasn't here. So who said that?

**Ben McConnell, 97 Aberfoyle Mill Crescent**

Well it was no it wasn't you sorry it was the applicant or.

**Mayor James Seeley**

I thought it was a comment from the audience?

**Ben McConnell, 97 Aberfoyle Mill Crescent**

No it was a February 14th planning meeting yeah I think it might have been you and you said you said this location that the septic is not great.

**Mayor James Seeley**

Hold on I'm going to let the individual that said they could be comfortable.



# THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 26

## **Councillor John Sepulis**

It was our Planning Development as far as the committee came to planning advisory committee for a comment to pass on to council for the question was or the comment was made by one of the applicants of the location of the septic bed it was not in the ideal place because of close proximity to [inaudible].

## **Ben McConnell, 97 Aberfoyle Mill Crescent**

But no they didn't finish the sentence which is why I'm asking they just said it wasn't in a very good place and my question is why did you say it wasn't in a good place?

## **Pierre Chauvin, MHBC**

I can't recall that line of questioning and answer but its location along the road I guess from a design a site design [inaudible] what do we deal with it should be located somewhere else because you know behind the building sure probably better but what could what has been found is that these are the soils that are right location from the septic system.

## **Ben McConnell, 97 Aberfoyle Mill Crescent**

But you come back and say whatever you actually meant when you said it wasn't in a good?

## **Pierre Chauvin, MHBC**

I don't recall.

## **Mayor James Seeley**

Does landscaping ring a bell?

## **Pierre Chauvin, MHBC**

I think there was a comment it was landscaping and there was a question about can we not provide more landscaping along the front? And that's [inaudible] well that's the problem, the septic is there and you can't put trees on top of that. However, we could look at putting trees against the right of way which the Town has agreed to allow us.

## **Ben McConnell, 97 Aberfoyle Mill Crescent**

I think it had to get that [inaudible] but maybe you could look into that.

## **Pierre Chauvin, MHBC**

[inaudible]

## **Ben McConnell, 97 Aberfoyle Mill Crescent**

And if your estimates were done on 150 employees will it be conservative enough to handle 200 employees which is what the applicant said it may be in the building?

## **Septic Consultant**

Yes, it will.

## **Ben McConnell, 97 Aberfoyle Mill Crescent**

And I believe. We've already asked can the zoning be reversed. How will cross-contamination of the aquifers be avoided?

## **Pierre Chauvin, MHBC**

[Inaudible]. I will direct to Sandy the geologist to answer that.

## **Ben McConnell, 97 Aberfoyle Mill Crescent**

[inaudible] contamination of the aquifer to be avoided good?



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 27

### **Sandy, Geologist**

Good question. The aquifers in the area consist of sand and gravel which is hydraulically connected to the element portion of the bedrock and within the bedrock which is going thick there is an adequate [inaudible] layer which is a lower permeability portion of the bedrock and then there's a deeper portion of the bedrock. So that's what you're I'm assuming you're referring to is how can we avoid that [inaudible] and this is a point that was also going on by [inaudible] hydrogeologists it is reviewed. One of the concerns he raised was the water supply well that I suggested might be viable for use it's an existing well on the property and he called into question that that particular well that already exists probably does not have [inaudible] seal to prevent cross-contamination as well and from the groundwater in the shallow part of the aquifer and the groundwater in the deeper part. So he's asked that either that well could be fixed in order to retrofit it in order to be used so it wouldn't allow cross-contamination or that it be decommissioned and a new well be put in. So we've discussed that point brought up by the Township and we decided that the existing water supply well which may not have enough a decent seal preventing that we will adequately decommission the well in accordance with the administrative environments decommissioning regulations. A new water supply well will be drawn for the facility and that well will only have it's it will be cased through the upper portion of the through the aquitard and then only a lot of [inaudible] appropriately in accordance with well regulations so that all of the water taken from the new well will only be from the deeper portion of the aquifer.

### **Mayor James Seeley**

I'm going to attempt to explain what we're a little clear what we're talking about here. so when you drill well it's not the encased and correct me if I'm wrong it's not encased in steel from the top right to the water taking point. So they will replace steel or maybe some other type of material at a certain depth and then it's just drilled through the material and that can allow permeability from other different aquifers. So you think of them as waves if you don't keep a steel pipe or some sort [inaudible] down in the very bottom then it can create water movement between the two aquifers. So it's my understanding that the new well would have to be encased from the top to the source whereas your own personal maybe not the one you're working off at and from my personal well at home only has steel casings so deep and it's just drilled through the bedrock. So this has been a component of our hydrogeologists concerns since this counts since I've taken office that there's a lot of them out there and I would suggest I'm getting a little off track here but the ERO postings of when people [inaudible] but changing rural growth and I submitted a comment to the ERO that any new consents can rule that the well be encased the entirely. So to help prevent that. So in layman's terms.

### **Sandy, Geologist**

So most domestic wells and indeed the well that exists on this development property which I had suggested could be used it doesn't have a case that goes far into the bedrock it only is cased to the bedrock. And technically one doesn't need to case a bedrock well because the hole stays open and it just means that water wherever it's available all those multiple water bearing zones you can shower and all of that water we got into the well. So this will be a special well. The new well casing will go much deeper and it will be appropriately sealed and the old well furthermore will be grouted and removed. It's located in one of the parking lots right now.

### **Ben McConnell, 97 Aberfoyle Mill Crescent**

And last statement is directed by Mark [inaudible] company that is we've met almost unanimous opposition. We everybody we talked to and we're still talking we signed up people



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 28

today that we hadn't talked to yet we're certainly going to be in the hundreds of our written petition. I can tell you they're not wanted here. I appreciate your investment you're interested investing in the community that I that I do appreciate. Relocating on that lot we don't appreciate it. We don't have support for it and you made the statement that if you're not wanted you won't be offended and you're quite fine to go look somewhere else. So I just want to know is your company does your company have integrity and are you a man of your word critical because there's too much opposition here for you to ignore. Thank you.

### **Mark Lunshof, Wellington Motor Freight**

I'm not going to lie, that hurt a little bit. [inaudible]. I appreciate you saying that I'm not wanted here it might not work my company's not wanted here. We already are here but we are on McLean Road and the majority of our employees are already there like we're not bringing mass people from elsewhere we have 50 employees currently just down the road that use Gilmore with [inaudible] they use Brock Road you have my shirt no problem with that you talk about that pork chop [inaudible] I get it now, T-bone. No problem, we will put that in, absolutely, you have my word. I've said that before. As far as [inaudible], I appreciate that. And this is just kind of shocking to us really and I appreciate that you're you guys are being honest we thought we would be welcomed here. We are here we are owners we live in this this country sorry we live in Aberfoyle [inaudible] we thought we would build something you guys be proud to drive by. We thought we could work with you guys be good corporate citizens and be a part of this. [inaudible]. When I said it but I was kind of thinking that what I meant to say is there we've hired all these professionals here to review all the concerns that you have and if they identified if it meets the concerns that have been peer-reviewed from the County that and if it's satisfied there would be no reason for us not to be here. And I just I don't want to be the enemy here for sure and I mean at some point this land will be developing if you guys created to be a bumper and you give something I if it's not us it may be somebody else and you might not like what you get. I mean we're going to be here to work with you guys and listen to you and to be a good corporate citizen that's what I can promise you. I promise you guys can meet with me come on another time and talk whatever you want but we want to be a proud part of this community and build something that you can be proud and if it's not us if that's what you guys are going to do like we want to be here we really do. We want to purchase the land we would have gone through this if we didn't want to be here and I guess that's what you guys start thinking it's not us it's gonna be someone else. As far as my integrity, it challenged that and maybe if I I'm not trying to go against it I do want to be here I really do our [inaudible] wants to be here we want to be here a long time and be a proud, proud corporate citizen here.

### **Mayor James Seeley**

All right so now we'll just go through the audience for people that want to speak so beside you Cam. Oh you want to go now or do you want to wait? Can you say your name?

### **Andreanne Simard, Natural Resource Manager, Blue Triton**

Yeah I'm Audrey and Simard, natural resource manager for Blue Triton also a resident here on Watson Road. We've submitted our comments when we heard about the proposal those were in the in the package and were also on Guelph Today. And I will say just for the record we haven't had a communication since we submitted our comments and we really look forward to having a meeting to kind of go through all our concerns so far we haven't that nobody has reached out to us and we're not far away so we're happy to engage.

### **Mayor James Seeley**



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 29

I don't recall the question that you posed to Andreeanne and I'm not going to expect you to answer it Andreeanne. I don't anyways I'll leave that up to your discretion but I'm going to ask him to repeat it which I don't remember what it was.

**Ben McConnell, 97 Aberfoyle Mill Crescent**

[inaudible].

**Andreeanne Simard, Natural Resource Manager, Blue Triton**

Mark and I spoke on the phone prior to us submitting our comments and we have not heard since from a company here that's you know community engagement is really important to us we were a bit I'm personally a bit surprised that we haven't engaged in those conversations yet and I'm important to it.

**Mark, Wellington Motor Freight**

Andreeanne, I just want to say we I as far as recall the conversation you spoke and we said we have open communication exchange emails as part you and I believe we have an open communication for you to contact me as far as a professional that's not my thing if they're not and spoke to you then maybe someone could speak?

**Andreeanne Simard, Natural Resource Manager, Blue Triton**

I just wanted to say I did see the table all how you guys addressed your comments in the package and it stated that you have been in touch with Blue Triton you're like I'm assuming that that was your team that said that. Nobody's been in touch with us.

**Mayor James Seeley**

That's an easy fix and I believe the comments I made during the first meeting because I'd appreciate that Blue Triton be consulted on the decommissioning of that well. I understand there's probably a MECP regulations they're very important corporate citizen and their input on the decommissioned of that well to protect their business interests is important to resolve at least.

**Caroline Moschetta, 97 Aberfoyle Mill Crescent**

Right thank you. Counsellors, Mayor, thank you so much for all coming here and it's very much appreciated. I just wanted one that means clarification from the Wellington Source Water protections individual. When we looked on your report we look at item number four it said the subject property is located in a draft Wellhead protection area WHPA/Q. What does that mean? Does it mean this will be passed before such time as this is a provision or again guessing.

**Mayor James Seeley**

Did Kyle leave? It's an acronym, well head protection area dash q.

**Caroline Moschetta, 97 Aberfoyle Mill Crescent**

Right so it is in the location of draft mode so I just want to know uh when that'll be out.

**Zachary Prince, Planner County of Wellington**

Through the chair, I'm not Kyle so I don't know all the details but it's unlikely that [inaudible] would be approved for this this would be true prior to [inaudible]. It's been drafted for quite some time.

**Caroline Moschetta, 97 Aberfoyle Mill Crescent**



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 30

Right, so if we know there's an issue with a draft wellhead protection area and this is in the area I'm not sure why we would proceed understanding that perhaps three months down the road we've actually built this thing and it would have been under a draft wellhead protection area.

### **Zachary Prince, Planner County of Wellington**

Right so through the chair, I think Kyle's comments actually reflect that draft and he's taking that into consideration in his comments that that tier three monitor green program that you just mentioned that's part of [inaudible] that too so he's saying that it's drafts so it's legally not required but if the applicant agrees that's something that he would like to see on the property.

### **Caroline Moschetta, 97 Aberfoyle Mill Crescent**

Okay so maybe we could get some clarity on that see if the applicant would agree to that yeah.

### **Courtenay Hoytfox, Municipal Clerk**

Through you Mr. Chair, so it is something as noted in the report that suggested if a holding provision was to be used it would be some language around those requirements and a holding provision applied to the zoning of the property.

### **Caroline Moschetta, 97 Aberfoyle Mill Crescent**

Okay awesome thanks so much. So this is more of a question for Council just to consider the CIP our Corridor Improvement Plan and the RMAP Road Master Action Plan it you know could Council take into consideration and you won't be able to provide it with them today because it's more of a question I know that I'm not going to get any feedback but how do the Township's plans for the infrastructure Economic Development and community enhancements for the future? How does a trucking hub align with that? Another trucking hub aligned with that right in the corridor. So our corridor that's supposed to be for bikes and all that kind of good stuff there's great planning in there I've read the document from one to the other and I'm just trying to understand how another trucking hub fits within that plan when there are other areas within Puslinch that I'm sure this company could be located.

### **Mayor James Seeley**

Thank you for those comments I'll speak briefly to the traffic. This Council, I believe Councillor Bailey was part of it, doesn't matter, you know we've made presentations to the county to try to put Aberfoyle on a road diet trying to push the traffic out of Aberfoyle and to me that's between the roundabouts. I'm trying to make that a walkable community and Councillor Sepulis made an excellent presentation to the county. It wasn't supported so we continue to advocate for that but again that's primarily the focus [inaudible] that's between the roundabouts to slow the traffic down. The reality is we have other terminals coming in up in the industrial area and if Brock Road from my understanding there's studies and reports out there that state it's not near capacity so we have challenges in you know restricting these uses if the road network can support it and I believe that's the case. However, there's a glimmer of light and I'm still speaking between the roundabouts and from our neighbor to the north if you want more [inaudible] the city of Guelph had their official plan approved and there's a component of that that states they need to work with their neighboring municipalities for transportation plan. So I can confidently say that this Council would be looking to move our neighbor's traffic away from our constituents but when we generate our own traffic we have to manage our own traffic and that includes Nestle, [inaudible] and so on. So I guess that's a bit of a preamble but I just know that's kind of where we're at with the Aberfoyle [inaudible] but again that was one [inaudible] but the Roads Master Action Plan it's coming it's not going to specifically deal with traffic volumes and it will look at some mitigation in some residential areas what is more of a policy driven thing for it's more for driving policy. But I hope that that helps.



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 31

### **Caroline Moschetta, 97 Aberfoyle Mill Crescent**

Yes it does. I just didn't I you know I want to see that Corridor put to the use that everybody's suggested that they wanted it to be used for what the actual CIP was set up for. And just to be super clear it's not that we don't want you in Puslinch at all it's just the area that you are looking at so close to residential and very close to where our schools are etc. And I know and thank you council I know you put a lot of safety things in, a crossing guardian at the corner of Old Brock Road so again thank you very much for that. Thank you for being aware of it. Can you please provide information and I know I won't get it right away on the fire safety plans and placements proposed trucking hub. It is located off the main water supply. Has the township coordinated with the fire department or other relevant authorities to ensure that an effective fire response to ensure the connected fire response. When will the plan be available to the public and are those plans given to them?

### **Courtenay Hoytfox, Municipal Clerk**

So I just want to make sure I'm understanding the question. Our fire department is circulated on our applications they provide comments. We'll put the zoning stage which is conceptual and then again at the site plan control stage which again is a lot more detailed and we'll look at the building's layout and we would get very detailed comments from fire at that time.

### **Mayor James Seeley**

Protection Systems I know is the Arctic Cat shop had to put in a big tank in an [inaudible].

### **Pierre Chauvin, MHBC**

Yeah just to add to that there is a 100 pound tank proposed for this development to form that purpose required prevention. So in addition to and I don't over know what the details are in terms of building sprinklers and whatnot but definitely there will be an underground storage tank for firefighting.

### **Caroline Moschetta, 97 Aberfoyle Mill Crescent**

and how big is that tank?

### **Pierre Chauvin, MHBC**

Off the top I don't know but it's been obviously designed based on the size of the building and that again will be reviewed and approved by the fire department in terms of [inaudible] requirements or the building department.

### **Caroline Moschetta, 97 Aberfoyle Mill Crescent**

All right that's awesome thanks so much. I would also like council's attention and willing to pray that they did inform the committee of adjustments planning and development that they are currently dedicated 50 000 square feet of storage space for baking flour. I know baking flour sounds very interesting in their current facilities along with paper products. Flour dust is highly combustible and is 35 times more combustible than coal dust. Flour dust is its substance with the potential to pose a fire hazard. I feel it is important for Council to consider the risk associated with storage and handling of flour within close proximity of a residential zone. And is pH Milling aware that their products will be stored within a close proximity of a residential community? So again I know it's flour and it is the dust when you're storing that much flour if anything can be a risk so I think we need to definitely review that and also having paper products in there. Okay, I think I will get down now because a lot of the questions have been answered. So thank you Council for your time; very much appreciated.

### **Randy Moretti, 138 Aberfoyle Mill Crescent**



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 32

[inaudible] Mr. Mayor you said it, I can't stop anybody from driving where they want to drive. And you can't. So you can't tell them where to drive and that's why I'm worried. I have nothing against all the planners all the people who have assessed this and everything. I know they're very smart at what they do but they do their numbers on what they're told to do their numbers on. They're not thinking of the traffic coming out. They're telling you we can handle the traffic going up and down. Yeah a lot of traffic will go up and down but when they pull out and they either got to go right or left and they're going to cut into traffic. And if they're going left I think there's going to be a major accident there I bet on it. We built two, the taxpayers paid for them, us all of us, two roundabouts and supposedly you can correct me if I'm wrong up there you know. The number one most dangerous road was Maltby Rd and Brock Road in Puslinch and in Guelph. I would understand that was the most dangerous corner and that's why you put a light there. I was there the other day the traffic was completely stopped and I have pictures on my phone all the way down to Damon Drive. That's how bad it is and it's every night if you go there. Every night. That's like a kilometer almost and the other thing is I don't know if anybody in this room is driven over to Kitchener and seen what Amazon did to that neighborhood over there but it's the scariest thing you've ever seen. It's like unbelievable and I worry that I hope Mark is very successful just not in our neighborhood but I would hate if he wasn't successful and somebody took it over and his plans would be thrown out the window and all of a sudden we end up with something like Amazon built. And as I say I don't know if you've seen it but the things like the size of Aberfoyle and it's right across from a subdivision that is beautiful subdivision and everybody went crazy about it even the judge got involved everything. I don't know how they ever got it through but that's all I'm not going to keep things up too long thank you.

### **Enzo Di Piazza, 153 Aberfoyle Mill Crescent**

I got two questions for the developer and all the guys in the back here, okay? any of you guys live right behind this plant here? You're in the Kitchener you guys in the back anybody live right there? Close by it? Nope. Are you getting are you guys getting paid for the what you're doing here? Two questions okay. One question is you live around this place? No. are you getting paid for this to develop this? Yes. I got no question for you guys. That's it. Right next question is for you guys okay. So the mayor lives in Morriston right? So okay a little bit far from that place right and we got let me see I'll pick it up because then we got Counsellor Russell uh live in the farm right?

### **Councillor Russel Hurst**

Concession 4, yeah.

### **Enzo Di Piazza, 153 Aberfoyle Mill Crescent**

There's a Farmland. I wish they could do this in apartment behind you they only bother you and not thousands of people. Jessica Goyda, we have a cafe it's far away from here it's on Aberfoyle, Arkell and Watson. I wish they put it right behind your restaurant will be kind of would like to see what the solution. Councillor John Sepulis where you live? [inaudible]. Far away. And Sara Bailey who lives in Badenoch. So none of these guys live around there. None of you guys are living right there okay. Second question is you guys are getting paid from these guys okay. You guys are getting paid to take care of your neighborhood your people here. That's what you're there for. You have voted from these guys here okay. Now this is going to determine in three years from now if you're gonna sit here I got a proposal from these guys. If this goes out I want you guys all out and you guys are gonna be out that's all I'm gonna say that's my question and that's a guarantee.





## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 33

### **Raymond Townsley, 59 Bridle Path**

I'm coming to the meeting late I didn't realize it was the first meeting so my first and thank you to the council and to you in there for putting this on together. My first question is why was all of Puslinch not invited to these meetings that is in a select area.

### **Mayor James Seeley**

So I can, Ms. Hoytfox answer but under the Planning Act there's a distance that is required to kind of be notified 120 meters correct? We recognize that [inaudible] specifically notified the numbers here that live in Aberfoyle Meadows but there's also [inaudible] initiatives on social media and I'll let her speak to that. But there's also a component that the public these are all public meetings they're posted. You have to take some responsibility to. I'm just going to let her speak to what they did above and beyond like.

### **Courtenay Hoytfox, Clerk**

So thank you so through you Mr. Chair so the Planning Act does require notification to individuals within a buffer 120 meters around the subject property. So that's a letter that would come straight to your home in addition to that it requires the municipality to post it in the local newspaper having distribution in the area so that would be the Wellington Advertiser. So that is intended to capture the rest of the community that might take interest in any development. So again notifying those people within that direct kind of catchment area around it is to notify them specifically because they may be the ones impacted by the development. Which is again why we have you state your name and address when you come up to speak so we can get a better idea of the proximity to it. In addition the Township takes some extra steps. Aberfoyle Meadows it was outside of that 120 meter catchment area so in a normal if we were to follow the legislation on the Planning Act [inaudible] would have received a letter in the mail. So that is something that this Council directed staff to do above and beyond and we also use social media as the mayor alluded to we use our website and we post it on our Council agendas as well just making sure anyone who's reading that will see the upcoming public meetings.

### **Raymond Townsley, 59 Bridle Path**

So I'm military 17 years ago from the west side of Galt. For 50 years the west side of Galt and all of the Cambridge tried to get their highways straight. One of the big reasons I moved was because the transportation was totally screwed up through downtown Galt you have tracks traveling well beyond the speed limit causing traffic jams and I would hate us to see this even though to Mark I would say you're the lifeblood of the economy of Canada being in the drinking business. My question here is can we not go to a broader scope? For example someone got up and said I've managed to give you my bank at work putting buildings up and across North America okay I've worked with Federal and provincial governments and U.S governments. Statistics mean nothing. What statistics are there for is to be monopolized now move them around what's the best stories for you and I respect them but I also respect things like nobody can tell you as an independent business person what your hours are going to give operation. You have to stay in business. But my big question is especially here you put in two roundabouts my traffic coming out of Aberfoyle where I live has tripled in trying to get out of and get in Aberfoyle. It is horrific. I appreciate the moves the traffic okay but I think you would appreciate most Canadians don't know how to drive in them. [Inaudible]. Somebody said oh Brock it reads all the you know it doesn't need any more expansion and stuff. Well is going to be much more dangerous in a trucking company shouldn't we look at that?

### **Mayor James Seeley**



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 34

I'll speak to that. This Council has had discussions around the Clair-Maltby expansion I don't know if you're in the room when I alluded to it earlier how we attended. But one of the concerns we've raised with our neighbour to the North was the traffic from the Clair Maltby expansion and the numbers person you'll be able to tell me how many residences they're planning to put in there 40, 50 000. And our ask was you know direct the traffic to the hanlon, direct traffic to the hanlon. That's where it should be going. We don't really have any teeth to implement that but this ERO posting that came out or no it was near it was their official plan now one component flips us a little bit of a glimmer of light that you know the city will have to work with us for the transportation network. And I can guarantee you this Council will be advocating for that traffic to be pushed somewhere other than Aberfoyle and we will still advocate for I keep looking this way I never look over these two but they're part they're part of that too. Advocating for making Aberfoyle between the roundabouts more inclusive community I mean there's been comparisons to you know St Jacobs and we get it the traffic stops even so much so as I've called counselors and they said why what do you think of putting more street lights in Aberfoyle you might not want to hear that if you live on Brock Road because it would be brighter. There's not a street light on every light post and it's dark. So if we can make it lighter we can make it more appealing to walk around. So unfortunately one of the questions that I learned quickly when I became mayor was that the wheels of change click slowly but we are with you on that part. I have more concerns but I shouldn't say I don't have I have major concerns with our neighbour's traffic coming through our community. Now the County's position is that the county road network primary role is to move goods so that it doesn't matter where it originates. And that's why Brock Road well it's planned to be turned into four lanes from Maltby down. And I've been pushing against that big time so the county road network is meant to move goods and keep the economy going. Brock Road is a part of that.

### **Raymond Townsley, 59 Bridle Path**

I think so you know you would acknowledge we have what? Six trucking companies we have the bus terminal you know it goes on we have the gravel tracks you don't need more traffic in this community you just don't. [Inaudible]. Don't take this as offense but [inaudible] I did it in business you know you go with the flow. But these people are not interested in Aberfoyle they're just not interested. And I empathize with all of you trying to get something done but don't know but don't rob Peter to pay Bob that's what you have to be careful about. It'll get worse anyway thank you again.

### **Mark and Kathy Godding, 4 Gilmour Road**

We're going to be uniquely inflicted by having Wellington but in the spirit of compromise and I think if nothing else you guys are willing to work with us and getting past all of the like you're not welcome and all that kind of stuff a number of the questions and issues that are brought up are solvable. Size and septic right protecting the water dealing with traffic in some fashion the [inaudible] shut off etc. The entrance off of Gilmore just doesn't make any sense and I think I understand County versus municipality and certainly not under your power but what has been done to address that and in the spirit of that if you were to eliminate that it's certainly takes a step in the direction of separation. I mean you're asking to be rezoned to industrial yet you have an entrance for your employees right in the middle of a residential houses three four houses like your people when they leave driving into my bedroom literally. And I understand it's a County issue right but from like from a resident from a personal standpoint I don't care who's stating that you can't have an entrance off of Brock Road and all that kind of stuff right. But it doesn't the spirit of it's being lost because by restricting that entrance off of Brock Road they're forcing an exit and entrance right in the middle of a residence. It doesn't make any sense. So I guess my question sorry is what has been done what more could you do because here's my point and I want you to answer that specific question but before you do by eliminating that it



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 35

allows you to take that side of the property put up a larger noise barrier putting up more trees doing extra stuff to add to that separation. Because honestly between the purchase of the property and the amount of money you're going to sink into that building you're well into or above [inaudible] million. It would be hard for any municipality not to take that seriously so I'm almost 60 I don't consider myself naive and when big money comes to town it's really hard to say no. So in the spirit of compromise what has been done what can more be done and would they be willing to commit to something further like what's in the works for that? Because that that to me is my biggest hurdle.

### **Mayor James Seeley**

Can I just answer your question? For the traffic study individual the entrance off of Brock Road it would have the capacity to serve both the trucks and the admin or what as the individuals I believe alluding to you're saying it. Can that one entrance [inaudible] means of the application if we can persuade the County to not require that in our road access.

### **Consultant**

So we haven't I can't speak to the operational analysis of that because we haven't done that analysis to determine what the capacity is. As far as the access I know that there's restrictions on access to Brock and perhaps City staff can address that. We have to like what basically what that would look like would be reassigning that traffic if we had a separate driveway for trucks and for vehicles what the spacing was what the spacing is from the roundabout is very critical. So it would that kind of analysis is absolutely we can do that. I can't speak to the results of the bill.

### **Mayor James Seeley**

I pose a question to you. What if the entrance on Gilmore was an in only versus it sounds like there was a lot of conversation with the out.

### **Mark and Kathy Godding, 4 Gilmour Road**

Okay for me specifically the out is the biggest issue way more concerned for me because especially if they turn right just for humor's sake because then then you're right in but is it an improvement? Yes. However, eliminating it takes care of a number of issues and guess what it won't encourage them to turn down Gilmore we're not already.

### **Zachary Prince, Planner County of Wellington**

Through the chair, we can't speak to the County Roads Department they're the ones that provide those types of comments. I do know from speaking to them their preferred routing would be straight off of Gilmore Road and having no access on the property. Which I understand your concerns. [Inaudible]. I'm just saying they're the County Roads Department that's their preference so that's something that we can take back and talk to them again about the options [inaudible].

### **Pierre Chauvin, MHBC**

We'll revisit that. Just to answer your question specifically being the portion in terms of what is the net effect of directing all the traffic to that one access assuming [inaudible] just so you have the answer. I said we will look at that well I've written that down and we'll look at that analysis and see if we can get if the County prevents us to direct all our traffic through the one access off of Brock. Right we'll look at that and see what the implications are first of all because we don't know whether there's a return lane required is there enough space there to provide a turn lane problem, roundabout [inaudible] there was a bit of analysis you got there. [Inaudible]. You've asked the question, we'll look into that.



# THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 36

## **Mayor James Seeley**

I did ask the County about a stop light at their proposed entrance the proximity to the roundabout. Initial response was having a controlled light there to help facilitate traffic [inaudible].

## **Mark and Kathy Godding, 4 Gilmour Road**

Until I heard the idea of the pork chop I mean trucker from a driver standpoint not necessarily a trigger far safer for them to turn right exiting because they're going to go into a controlled traffic circle in [inaudible]. How are they going to go across four lanes?

## **Mayor James Seeley**

I mean there could be an argument stated that the trucks taking up two lanes is traffic mitigation slowing down traffic through Aberfoyle so it's a huge [inaudible] education people for a lot of drivers like getting used to the trucks and still is right now but that's a good take away. Zach's going to go back and talk to the Roads Department. I'll chat with staff about the processing you know we have to have that access or it's a new access [inaudible] on the township well I don't know. We'll find out.

## **Jane Widdecombe, 64 Gilmour Road**

And I just want to thank all of my neighbors for all the hard work because I'm a little farther down Gilmour I'm not quite as impacted from the actual building but my concern is the safety on the road. I'm a frequent pedestrian on the road twice a day pretty much the time when your employees are coming in and out and I'm very, very concerned about the traffic [inaudible] pulling down Gilmour. Thanks for sharing that the road can handle the extra traffic but the residents can't. I think the dog walkers and the runners and the pedestrians and the children on the bikes and kids trying to get on buses will join me and say we don't have sidewalks which we don't want. We don't want to paved road because the drivers just go faster and we don't have shoulders on our road and have a very rolling road. Come and join us one morning at 7 A.M and dodge the trucks and the cars with me when I'm on my morning run. I've been told off by the speeders I've been told to get off the road and I know the dog walkers have done had the same thing and since the roundabout went in it's gotten way worse. The roundabout has made people discover Gilmour Road and this is just another added let's discover Gilmour Road as a thruway and I'm not sure what the plans are for the safety study if there is one. I please you to do one because the road is not wide it's got pretty [inaudible] on each side it gets pretty wet lots of puddles so it's really hard to move over and can be you know avoid being splashed when it rains. So I'm not sure I might figure what the plan is from a traffic study I know where there wasn't a safety part of that is there going to be one and if not please can I add that to our request?

## **Peter Scott, 56 Gilmore Road**

I just want to reinforce what the last two speakers have said I didn't actually know that [inaudible]. Gilmour Road is probably a surprisingly active one with people walking, jogging biking, walking their dogs, walking their grandchildren or children up and down. You don't need more traffic everybody else is stuck with the technical aspects of it the facility whatever. I'm more concerned about the road itself. And is there any way to have everything exiting and entering off of Brock Road. So that's been asked and I hope somebody looked into it but I think it's very important that is my big opposition to this.



# THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 37

## **Inaudible Name and Address**

[Inaudible]. I'm sorry about that maybe you understand my house located in corner to Brock Road and Gilmour. We live in six people yeah. What you feeling if you inside me every day 150 call going coming from to my house is nice this is too much if you inside me what you feeling? You don't like it you don't look at this you know? [Inaudible]. Thank you.

## **Patricia Hogge, 82 Aberfoyle Mill Crescent**

I've been walking down Gilmore Road for about six years now and it is a dirt road, it is not a gravel road. And I've met runners and dog walkers and grandchildren and bikers and wildlife but I want to say and for the people who turn right on Gilmour Road please go take a look at the end of Gilmour or Victoria crosses in front of Gilmour and look left and see nothing. It is a blind hill and for all those cars that are going to turn onto Gilmour Road and then turn left onto Victoria or even right onto Victoria that is a [inaudible] and I just pray that you guys take that into consideration. Thank you

## **Mario Biasini, 122 Aberfoyle Mill Crescent**

All right so listen what I've heard tonight and I can recap between a lot of assumptions a lot of people and a lot of potential. But the problem is you're changing our community. A lot of people have moved to this community to have some peace and quiet. If you lived under [inaudible] and third line very busy this is not what we want. We like you which we like you in Puslinch but we don't like it here. It's not the right place for your business and if you can't get that there's a problem and we're going to fight it because we all want to live in peace okay everybody understands that and I think we all have these [inaudible] what do you say?

## **Mark Lunshof, Wellington Motor Freight**

Did you ask me a question?

## **Mario Biasini, 122 Aberfoyle Mill Crescent**

Yeah what do you saying are we okay we're gonna you're gonna just let this go? Is that right? Are you gonna move on from this and make us live in peace? [Inaudible]. Have you driven around the Tim Hortons? We've took pictures. It's a garbage dump back there right we haven't even mentioned Purolator trucks we haven't mentioned garbage trucks we haven't mentioned the postman we haven't mentioned anything. You know what this is guys you know what this is what happens is this is like the city or the town saying we need we need a crosswalk here and nobody answers it we need a crosswalk here and then when somebody dies because of traffic they put the crosswalk there in memory of the person who died. That's what's gonna happen here. Let's switch it here.

## **Mark Lunshof, Wellington Motor Freight**

I gotta let these the professionals make decision whether we could be here or not like I'm hearing you guys for sure but we are in Puslinch.

## **Mario Biasini, 122 Aberfoyle Mill Crescent**

I'm but not listen you know what it is Mark? It's like this right it's location, location, location, right? You buy a house because you buy it at the right location you're buying at the right location but not but if we were in your backyard how would you feel? You feel the same way. The beep beep beep beep all this stuff is going to happen and we don't know what's going to happen because you're a businessman. I'm a business man I want to make money I don't care once I'm in there you know what I'm gonna get away with this get away with that and get away with this you.

## **Mark Lunshof, Wellington Motor Freight**



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 38

Just to finish for sure the powers would be if we are told we can go on Brock Road we were told we couldn't part if that's what the [inaudible] can be hey no problem [inaudible] but yeah I'm sure you we're going on Gilmour we'll put that pork chop in.

### **Mario Biasini, 122 Aberfoyle Mill Crescent**

Gilmour is a gravel road. You're gonna have to repave it it's going to be our money and when things happen and our insurance rates go up there's a lot of implications here you don't understand the invitations that you're causing it's just not the right business for that location thank you.

### **Sue Daniel, 85 Aberfoyle Mill Crescent**

I love living here from the moment I arrived 14 years ago when that subdivision was built and I appreciate the fact that you're already here in our community. I appreciate business you're in, I'm a director of food company I get it but this is not the right place for you to be. Where you are now and in the industrial areas where are already established that's something we accept and appreciate and you're neighbor in that regard. But when you come within 150 meters of where my grandchild plays of where we have our enjoyment out in our backyard and where we sit and enjoy our community I take great offense to that and I ask you to please ask yourself would you want to live with that in your backyard? Would you want to do it? If this happens would you want to buy my house after this happens? Because there are people sitting in this room that are saying if this happens they're out of here. These are people that have brought their futures here they have invested millions to locate their families here and this is serious business for us. So we need you to please be good to your word you said if you weren't wanted here that you would go and you would find somewhere else so please do that please. And I ask all of you please to consider I know where you all live I've heard a rundown too. Again the same question like I know this is not something you would want in your backyard either you would not want to hear the repeated beepers in the evening you would not want to have the tree frogs overshadowed by noises of trucks by constant noise coming through your window at night. So please let's take this in consideration. Aberfoyle is a beautiful place to live let's have the entrance to Aberfoyle continue to be a beautiful entry way. This on the right hand side driving into our town is going to be an eyesore. I'm sorry out of all respect the trucks we need them but please don't put them right in our base don't put them right at the at the pivotal point of entry to our beautiful town. We don't need it, we don't want it and we really just ask out of respect please for all these people don't do it like please don't do it.

### **Mayor James Seeley**

Is there any Council questions or clarifications?

### **Councillor Russel Hurst**

Thanks. One question I had is just the community safety plan and maybe this is an ask of the planning process but is there any indication on if that requirement's heard when we would be able to see that community safety plan as part of this zoning application process prior to a ultimate decision being made?

### **Zachary Prince, Planner County of Wellington**

There are so through the chair the traffic safety plan it's not something we normally ask for in an application. The County Roads Department has [inaudible] I can talk to Township staff because Township asked then that's a little bit different along Gilmour Road. But so we could get back to council on that. This would be now that we're the application has been circulated this is kind of like a new study coming to council you know later on but if this is a requirement



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 39

for Council to make the appropriate decision then maybe that's something we need to talk about at the recommendation meeting you.

### **Councillor Russel Hurst**

Thank you I'll just go through my list here. The next one I'm curious and maybe Mark if you can't answer this now I totally understand it but I would like to know you guys are sophisticated you know trucking logistics company and I heard tonight a truck keeper management plan and I'm just curious and forgive me for my lack of knowledge and the inner workings of this but can you maybe just explain to me and everybody here what you currently do or any technological advances? I think my view is that that you would be unaware but if you aren't if you could even just provide this after the fact what that may look like and I think I did hear legitimate concern tonight about sound management. Also you have to run a safe business too and I'm completely aware of that but if you can maybe speak to how you're currently managing your potential future options that would be helpful.

### **Erica Bailey, Paradigm and Transportation**

Yeah so and sort of I alluded to for in terms of new technologies that are out there there's a newer type of back beeper that is much more not intrusive so you know older technologies is much more tonal it's like anyone here in one [inaudible] but in terms of a newer technology [inaudible] broadband so there's less [inaudible] whereas so it's become less intrusive and that's one of the technologies that I just mentioned to Mark earlier about that can be considered as it has been [inaudible].

### **Mario Biasini, 122 Aberfoyle Mill Crescent**

Can we get a sound of that and we know what that sounds like? Can someone send us something to say.

### **Erica Bailey, Paradigm and Transportation**

[Inaudible].

### **Mark, Wellington Motor Freight**

Any future trucks that we purchase will have that feature.

### **Erica Bailey, Paradigm and Transportation**

And it's something that's used [inaudible].

### **Mayor James Seeley**

Do you know and the decibel reading of the Broadband versus the traditional backup beeper?

### **Erica Bailey, Paradigm and Transportation**

There's variations and because safety requirements there's different levels of [inaudible] so it all depend on [inaudible].

### **Councillor Russel Hurst**

I appreciate the explanation just it's a new concept for me so I think I just want to make sure that I understand it and how it impacts so I appreciate that. Is there any intention and maybe that I heard reference of it tonight and I just wanted some clarity is there is the intent to have sprinkler system within the warehouse operation and if so tonight or in the future can you maybe explain the Water Management plan that would encompass that sprinkler system? I just I didn't see that in any of the briefing so I'll just maybe stop there if it can be referenced either now or in the future that would be appreciated.

### **Pierre Chauvin, MHBC**

[Inaudible]. Respond to that in the future if you don't mind.



## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 40

### **Councillor Russel Hurst**

That's fair and that's a very technical thing to ask in this forum so I would appreciate that because I think that is a you know from a water management standpoint I think is an important piece to know. And my last question is just in the for the consultant on the noise how do you take into consideration this seasonal variability of foliage on the tree and you know from my aspect you know certainly in the winter sound echoes significant and more as opposed to the summer and I'm just curious can you can you just explain what goes into your calculations?

### **Erica Bailey, Paradigm and Transportation**

[Inaudible].

### **Councillor Russel Hurst**

Thank you I appreciate that that's all my questions thank you.

### **Councillor Jessica Goyda**

Thank you I just have a couple of questions in terms of the trucks is it anticipated that any of the trucks be refrigerated trucks?

### **Mark, Wellington Motor Freight**

As far as the trailers? Apparently we do not have trailers that we store on site that or have reefers we have probably about 75 reefers but they are all located in London and they are dedicated fleet. So currently in advance that is no we do not plan that many reefers.

### **Councillor Jessica Goyda**

When we visited the site there was I'm probably not going to describe where it is correctly but in sort of the back area to the left there is a what I would consider a berm there with some trees growing on it. Can you just explain what will that berm stay there? Can it stay there? Can it be extended and how does the fence the acoustic fence fit in? And I guess what I'm alluding to is we've heard that there's a sound barrier fence that's going to be I don't actually know what the end result is going to be in terms of height but where does that start from? Does that start from ground level, grade level? Does that start from what I'm suggesting is it would seem to me most appropriate to have a berm there that's already existing and carried on and a sound barrier but on top of that because the subdivision that all of these folks live in is uphill from where we're speaking. And I'm trying to understand I don't know but I'm trying to understand how that sound barrier and the height of it and the other things around are going to protect the subdivision who is the top hill and I don't know if you can answer that.

### **Pierre Chauvin, MHBC**

Sure. I'll try to direction of the specifics to [inaudible] also probably direct some of the grade questions with respect to the berm to Meritect and see that you speak to that right. On the wall it is I believe it's [inaudible] in height so it's about just under 12 feet and that'll be the entire length of the I'll call it the northern property lines and then there'll be another wall along the bottom side of [inaudible]. Not the entire distance but where there isn't one will be a board fence for just visual.

### **Mayor James Seeley**

So is that on top of the existing berm or what's on the grade?

### **Pierre Chauvin, MHBC**





## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 41

Height is measured from grade so whether it could be a combination of a berm and wall or just entire on the wall so really the intention is that it's a certain grade and this has been reviewed with their analysis was reviewed the grading plan as opposed to ensure that the height is the appropriate height to mitigated the noise and that's the height that they determine the fact that I would be in the form of a combination or a wall and berm before just entirely a wall. Steve I don't know if you want to speak to the grade or [inaudible]. This is Norm Litchfield from Meritech and he can speak to some of the grading [inaudible].

### **Norm Litchfield, Engineer Meritech**

Hello, so you referred to a berm on the left side so you're talking about the back of the property?

### **Mayor James Seeley**

The north property line starting at the [inaudible] the existing wells here it runs from that corner top up. So to the east right? Berm runs East and West right?

### **Norm Litchfield, Engineer Meritech**

Yeah so our preliminary grading worked with the site plan that had been proposed and there's you know in order the truck movements to go through there the edge of the paving kind of goes very opposed to that level. We propose a short wall that [inaudible] so we wouldn't have to change a lot of those grades. Yes [inaudible] so in terms of our ability to put that in with that type of wall we wouldn't be adjusting once there by much at all and we would be going slightly up I believe.

### **Councillor Jessica Goyda**

Okay thank you very much.

### **Pierre Chauvin, MHBC**

I can try to explain now. So in simpler terms, the grade at the property line is not going to change. [inaudible] there will be an area there [inaudible] to the parking and property line where there's a wall [inaudible]. Whatever elevation is there today will not change [inaudible].

### **Mayor James Seeley**

So that berm won't be altered drastically there will be a wall on top of that.

### **Councillor Jessica Goyda**

A question in terms of the hours of operation there have been some questions today about operating at night but I am not sure if anyone has posed a question about operating on weekend specifically on Sundays. Is there plans to operate on weekends?

### **Mark, Wellington Motor Freight**

On occasion on Saturday. We'd like to be a Monday to Friday operation and the hours of all [inaudible] on occasion Saturday mornings. Saturdays we they have to some trucks that came in late on Friday but we are never open on Sundays.

### **Councillor Jessica Goyda**

Just one last question, in terms of the noise study we heard tonight that the backup beepers are not included in the [inaudible] safety because there is safety I'm not sure of the language but because there's considered safety they are not required to be included in the noise study. My question is if we're asking for them to be could that be done?



# THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 42

[Inaudible]

**Councillor John Sepulis**

Yes, I hope you can hear me. That was our first question relates to the testing of the soil associated with the area of a septic bed. You mentioned you tested five you took five samples. How many holes are actually dug to validate the extent of the sandy soil?

**Dave Morlock, FlowSpec Engineering**

It is a combination of boreholes that were drilled by the geotechnical engineer.

**Councillor John Sepulis**

So how many of them? How many are there?

**Dave Morlock, FlowSpec Engineering**

Oh how many boreholes on site?

**Councillor John Sepulis**

Associated with a septic bed you said you did five tests. I assume you must have done more boreholes the [inaudible] extent of the sand in the area.

**Dave Morlock, FlowSpec Engineering**

Yeah there were about I use the boreholes that were in the proximity of where the septic system is going to be. So there are about three holes that I would say were in that zone not within the bed but within that proximity and then there were another five test bits that were excavated again around that area. And in order for us to have a good representation of what the soil conditions are in that area.

**Councillor John Sepulis**

Thank you. Follow up on the question associated with hours of operation I asked this at PDAC, are you willing to limit your hours legally by whatever mechanism would use and apart for the occasional nighttime and I appreciate that I'm talking for your operation you're saying its 7 to 7 or whatever it is.

**Mark, Wellington Motor Freight**

Just on occasion when we have trucks come [inaudible].

**Councillor John Sepulis**

I understand that yeah.

**Mark Lunshof, Wellington Motor Freight**

[Inaudible].

**Councillor John Sepulis**

Okay the next question is one of the residents talked about the flour in the building and being a explosive matter if it's loose. I know in flour mills you know they have all kinds of explosive fixtures explosive receptacles all that sort of thing. How do you store the flour in your warehouse [inaudible] does require any special care for exposure?

**Mark, Wellington Motor Freight**

You're talking about my customer ph milling?



# THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 43

## **Councillor John Sepulis**

Yes

## **Mark, Wellington Motor Freight**

We start the way they packed them facing [inaudible] and paper bags shaped grapples on skin that's working by [inaudible] and the only restrictions we have monitors to have a sprinkler system.

## **Mayor James Seeley**

I think what I've heard from Council is that we'd like a component of backup beepers included in another noise study prior to the coming back to Council that's important. I think that's a fair

## **Councillor Sara Bailey**

Just a follow-up question on the hours of operation and from a staffing component. We're hearing a lot of worry about a huge influx of staff coming in at you know start time and leaving. Is there opportunity for staff to be staggered in the mornings you say you know have the staff come in at 8 AM or whatever the start time is in the other half, half an hour later just to help with some of that traffic?

## **Mark, Wellington Motor Freight**

Yeah so that already exists but we're not a strict nine to five so we have some people that come in at eight o'clock we've got some people that come at nine o'clock. Some people do work from home but we're not hard and fast that you got to be on site at nine o'clock part of the operation trucking business sometimes people work extra hours at home so they come in. Liberties are coming at different times so we're certainly not like a factory where everybody shows up at 8 o'clock sharp or is a race to get in and a race to get out. It's just part of the nature of what we do. There's trucks on the road so [inaudible] if somebody might say you know like it's technically their shift from 5:00 and they stay until 5:45 somebody might technically work until 5:00 and they leave at 4:00 so there's certainly not a mad rush and due to cell phones as long as you guys this person has a cell phone and they're accessible they don't have to be in the office at a certain time with otherwise if there's a major problems. So we already are staggered and we would certainly communicate that to emphasize staggering and that's why I'm saying there's so much concern about Gilmour Road and we are told that we have got Gilmour Road and I'll put that in pork chop in and I'll force people not to turn left we'll put a [inaudible] across our employees and if anybody does take a right like if you guys see it going to my driveway please my cell phone number call me and tell me about the [inaudible].

## **Councillor John Sepulis**

I forgot to ask one question. It's regard to the noise barrier wall. The north section of the noise barrier wall stops roughly halfway along the truck spot across parking area why is that? Why doesn't it continue all the way across? No, I'm looking at the do you have the vehicular cars and in behind that you have your trucks parking and that wall according to the second iteration only goes along halfway on the north-south direction.

## **Erica Bailey, Paradigm and Transportation**

That's next to the employee parking okay section.

## **Councillor John Sepulis**

Yeah there's a employee parking and there's a tractor trailer receptacle area.

## **Erica Bailey, Paradigm and Transportation**

So just in the noise study we found that that area didn't require an extension.



# THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 44

## **Councillor John Sepulis**

It seems awfully odd it's closer to the residential area than the other areas that doesn't have any protection.

## **Erica Bailey, Paradigm and Transportation**

It is because most of the activities is located on the loading side and that's where most of the barrier is there is some tractor which we did include in the assessment. We did include movement into that area and it was found that additional extension of that noise barrier wasn't needed to [inaudible] movements.

## **Councillor John Sepulis**

So just a comment that if you're going to include the backup noise for the rest of the site I think you should look at this because I was very close to the residential.

## **Erica Bailey, Paradigm and Transportation**

So yes, when we are going to assess the back beepers, it will be including all areas where trucks will be active on site.

## **Mayor James Seeley**

What I think the counselor is trying to relay to you because even though it's for personal vehicles he'd like to see that fence across further [inaudible].

## **Councillor John Sepulis**

It's not for personal vehicles. Personal vehicles are here and that's I'm talking about.

## **Mayor James Seeley**

It sounds like they're trying to say that they're trucking impact would only go to where the fence goes to and your concern is that it may not [inaudible]. What the councillor is trying to say is and my understanding is if you'd like to see that noise barrier fence extended. [inaudible].

## **Councillor John Sepulis**

And the other question I have is the reconfiguration of the employee parking with the storage area for the tractor trailers. Is there a way to put all the parking sort of closer to get more and remove the trucking and move it in the place of the parking that was allocated for the workers? What I'm trying to do is you have a strip of employee parking you have a strip of truck parking. Is there a way you can take the truck parking put it here and take the car parking and put it here?

## **Pierre Chauvin, MHBC**

So internalize the truck parking so it's not on the property boundaries?

## **Councillor John Sepulis**

No it's basically reconfiguring instead of having the parking East-West have the say it's broken in half and the north half is car parking and [inaudible] truck parking in other words they take the section that's closest to the residence and you reallocate it closer to say the building. [Inaudible].

## **Pierre Chauvin, MHBC**

[Inaudible].



# THE CORPORATION OF THE TOWNSHIP OF PUSLINCH PUBLIC INFORMATION MEETING

Page / 45

## **Councillor John Sepulis**

What I'm trying to do is create as much noise buffer as possible by taking all the truck movements and moving it further south as much as possible.

## **Pierre Chauvin, MHBC**

So sometimes you know the site movement. [Inaudible].

## **Courtenay Hoytfox, Clerk**

Through you Mr. Chair we've heard some requests for some additional information tonight. So that will go back to the applicant and agents and they'll work on getting that information. It will come back to Township it will be peer-reviewed as required. At this point we are looking towards a May 3rd date to bring a report to council. That's our next scheduled meeting but again if that date's not realistic in terms of the request that we heard tonight and the peer review then we'll have to look at a pushing that meeting date out. Again we are working with legislated timelines under the planning act which are pretty quick turnaround time so that'll also have to be taken into account. But at this point we're looking for some further information that peer review and then working with the agent and applicant as well as our consultants and planning staff to figure out which is the date that it will come to council for a decision.

## **Pierre Chauvin, MHBC**

Just to add to that I mean we've heard a lot of great comments that I do want to thank you for coming out again and appreciate all the comments. We will certainly reach out to try and we'll certainly have that meeting. I've written a lot of comments down there are written comments. What I will promise you will do is certainly summarize those comments a lot of them who've heard similar comments or try to synthesize it in a way that it's comprehensive and provide our response. Some of that may include perhaps changing the access if we're looking at what we call this pork chop it's either a left in there's a lot right in left out I know to avoid that sort of easterly traffic down Gilmore. We've heard about perhaps looking at hours of operation and controlling that. I've [inaudible] my discussions whether we can just restrict the actual specific use in the zoning by-law that's something we will discuss with my client so that it's clear that this is the use that's being passed or nothing else nothing more nothing less. And so we will put that list together provide them to the township and I'm sure they can provide that online or whatnot so you can see our responses to those comments and with whatever supporting documents to support the [inaudible] to provide that as well. I think we heard about looking at some traffic analysis or perspective using Brock Road so we'll look at that as well. So those are some of the things that come off the top of it I do promise we will have a response of whether we need the May 3<sup>rd</sup> deadline or not. I'm really not as impressed about that personally I'd rather get this done right and get a response that is satisfactory to everybody so thank you.

## **Councillor John Sepulis**

Mr Mayor I think it's important that we have a quick understanding where the [inaudible].

## **Zachary Prince, Planner County of Wellington**

So yeah through the chair I'll talk to the road staff I'm sure yeah [inaudible].

There were no further questions from members of Council.

## **Adjournment:**

The meeting adjourned at 10:18 PM.