



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
July 12, 2023 COUNCIL MEETING  
VIRTUAL MEETING BY ELECTRONIC PARTICIPATION &  
IN-PERSON AT THE PUSLINCH COMMUNITY CENTRE –  
23 BROCK RD S, PUSLINCH

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## **A G E N D A ADDENDUM**

**DATE:** Wednesday July 12, 2023

**CLOSED MEETING:** Directly following Section 13 Announcements

**REGULAR MEETING:** 10:00 A.M.

### **Addendum**

**7.1.1 10:20 AM** Delegation by Alastair McCluskey regarding Report PD-2023-004 Zoning By-law Amendment Application Recommendation Report - 128 Brock Rd S)

**7.1.2 10:30 AM** Delegation by Cam McConnell regarding PD-2023-004 Zoning By-law Amendment Application Recommendation Report - 128 Brock Rd S)

**7.1.3 10:40 AM** Delegation by John McNie regarding Report ADM-2023-036 – Proposed Changes Regarding ERO Posting 019-6813 – Follow-up Report

**14.1 Confidential verbal report regarding personal matters about an identifiable individual, including municipal or local board employees and advice that is subject to solicitor-client privilege, including communications necessary for that purpose – Human Resources Matter**

**≠ Denotes resolution prepared**

1. **Call the Meeting to Order**



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2. **Roll Call**
3. **Moment of Reflection**
4. **Confirmation of the Agenda ≠**
5. **Disclosure of Pecuniary Interest & the General Nature Thereof**
6. **Consent Agenda ≠**
  - 6.1 Adoption and Receipt of the Minutes of the Previous Council and Committee Meetings:
    - 6.1.1 June 14, 2023 Council Meeting Minutes
    - 6.1.2 May 9, 2023 Committee of Adjustment Minutes
    - 6.1.3 May 9, 2023 Planning and Development Advisory Committee Minutes
    - 6.1.4 April 18, 2023 Public Information Meeting
  - 6.2 Ministry for Seniors and Accessibility - Seniors Active Living Centre Program Expansion for 2023-2024
  - 6.3 Grand River Conservation Authority - Summary of the General Membership Meeting - June 2023
  - 6.4 Grand River Conservation Authorities Resolution regarding Progress Report 5
  - 6.5 Dufferin Aggregates May 2023 Monthly Monitoring Report - Mill Creek Pit - License 5738
  - 6.6 Wellington Federation of Agriculture - June 2023 Press Release
  - 6.7 Town of Petrolia Resolution - Increase of Licensed Child Care Spaces
  - 6.8 Municipality of North Perth Resolution - Vacant Building Official Positions
  - 6.9 Township of South Stormont - Bill 97 and Draft Provincial Policy Statement
  - 6.10 Town of Bradford West Gwillimbury - Right to Repair Movement
  - 6.11 Township of Killaloe, Hagarty and Richards - Support of Bill 5
  - 6.12 Municipality of Mississippi Mills - Bill 5, Stopping Harassment and Abuse By Local Leaders Act
  - 6.13 Northumberland County - Stopping Harassment and Abuse by Local Leaders Act, 2022
  - 6.14 Town of Newmarket - Bill 5, Stopping Harassment and Abuse by Local Leaders Act
  - 6.15 Township of Lake of Bays - Support of Bill 5
  - 6.16 Township of Matachewan - Stopping Harassment and Abuse by Local Leaders Act
  - 6.17 Township of South Glengarry - Reducing Municipal Insurance Costs
  - 6.18 Municipality of Mississippi Mills - Reducing Municipal Insurance Costs
  - 6.19 Tay Valley Township - Reducing Municipal Insurance Costs
  - 6.20 Township of the Archipelago - Reinstatement of Legislation Permitting A Municipality to Retain Surplus Proceeds from Tax Sales



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- 6.21 Township of Matachewan - Retaining Surplus Proceeds from Tax Sales
- 6.22 Township of South Glengarry - Surplus Proceeds from Tax Sales
- 6.23 Township of Hamilton - School Bus Stop Sign Arm Cameras
- 6.24 Municipality of Mississippi Mills - School Bus Stop Arm Cameras
- 6.25 Township of Killaloe, Hagarty and Richards - Support of School Bus Stop Arm Cameras
- 6.26 Township of McGarry - School Bus Arm Cameras
- 6.27 Norfolk County - Requested Amendments to the Highway Traffic Act
- 6.28 Township of Cramahe - Highway Traffic Act Amendments
- 6.29 Township of Bonfield - Resolution of Support for the City of Cambridge - Amend the Highway Traffic Act
- 6.30 Township of Malahide - Highway Traffic Amendments
- 6.31 Township of Bonfield - Code of Conduct and Enforcement
- 6.32 Township of Cramahe - Legislative Amendments to Improve Municipal Codes of Conduct and Enforcement
- 6.33 Oxford County - Municipal Codes of Conduct
- 6.34 Municipality of Shuniah - Bill 3 - Special Powers and Duties of Heads of Council
- 6.35 Municipality of Mississippi Mills - Municipal Election Protecting Privacy of Candidates
- 6.36 Township of Killaloe, Hagarty and Richards - Future Accuracy of Permanent Registered Electors
- 6.37 Municipality of Mississippi Mills - Oath of Office
- 6.38 Township of Bonfield - Resolution of Support for the Town of Lincoln - Municipal Heritage Register
- 6.39 Township of Huron-Kinloss - Roadside Litter on 401
- 6.40 Township of Bonfield - Resolution of Support for the Corporation of the County of Prince Edward - Provincial Planning Statement
- 6.41 Municipality of North Perth - Proposed Provincial Policy Statement
- 6.42 Town of Essex - Local Emergency Response System and Gaps in Healthcare regarding Code Red
- 6.43 Township of Bonfield - Resolution of Support - Opioid Crisis
- 6.44 Township of Killaloe, Hagarty and Richards - Declaring Intimate Partner Violence & Violence Against Women an epidemic
- 6.45 City of Quinte West – “Renovictions” Support Request
- 6.46 Municipality of Mississippi Mills - Support Rural Education Funding
- 6.47 Municipality of West Grey - Support for Bell-Hydro Infrastructure
- 6.48 Selwyn Township - Short Term Rentals



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7. **Delegations ≠**

7.1 Specific Interest (Items Listed on the Meeting Agenda)

7.1.1 **10:20 AM** Delegation by Alastair McCluskey regarding Report PD-2023-004 Zoning By-law Amendment Application Recommendation Report - 128 Brock Rd S)

7.1.2 **10:30 AM** Delegation by Cam McConnell regarding PD-2023-004 Zoning By-law Amendment Application Recommendation Report - 128 Brock Rd S)

7.1.3 **10:40 AM** Delegation by John McNie regarding Report ADM-2023-036 – Proposed Changes Regarding ERO Posting 019-6813 – Follow-up Report

7.2 General Interest (Items Not Previously Listed on the Meeting Agenda)

7.2.1 **10:10 AM** Delegation by Robert Vosburgh and Bill Harrison regarding the Introduction of the Maltby Community Association

8. **Public Meetings**

8.1 None

9. **Reports ≠**

9.1 **Puslinch Fire and Rescue Services**

9.1.1 None

9.2 **Finance Department**

9.2.1 Report FIN-2023-024 - 2022 Commodity Price Hedging Agreements≠

9.3 **Administration Department**

9.3.1 Report ADM-2023-034 – Parking By-law Repeal and Replace≠

9.3.2 Report ADM-2023-035 – Proposed Changes to Aggregate Resources Act (ARA) – ERO Posting 019-6767≠

9.3.3 Report ADM-2023-036 – Proposed Changes Regarding ERO Posting 019-6813 – Follow-up Report≠  
(Circulated under separate cover)

9.4 **Planning and Building Department**

9.4.1 Report PD-2023-004 Zoning By-law Amendment Application Recommendation Report - 128 Brock Rd S)≠

9.5 **Emergency Management**

9.5.1 None

9.6 **Roads and Parks Department**

9.6.1 None

9.7 **Recreation Department**

9.7.1 None



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10. **Correspondence ≠**
  - 10.1 Ministry of Natural Resources and Forestry - Regulatory Amendments Under Public Lands Act to Address Floating Accommodations≠
  - 10.2 Hanlon Expressway Midblock Interchange Design-Build & Class EA Study – Notice of Completion DCR #2re≠
  
11. **Council reports ≠**
  - 11.1 Mayor' Updates
  - 11.2 Council Member Reports (verbal or written updates from members who sit on boards/committees)
    - 11.2.1 Written Council Report from Councillor Russel Hurst regarding attendance at 2023 Ontario Heritage Conference
  
12. **By-laws ≠**
  - 12.1 First, Second and Third Reading
    - 12.1.1 BL6000-23 – Being a by-law to regulate the parking or stopping of vehicles on highways, public parking lots and private property within the Township of Puslinch
    - 12.1.2 BL26-2023 - BL2023-026 – Being a by-law to amend By-law 023/18, as amended, being the Zoning By-law of the Township of Puslinch
  
13. **Announcements**
  - 13.1 **10:05 A.M.** Senior of the Year Award recipient Don McKay
  
14. **Closed Session – Pursuant to Section 239 of the Municipal Act, 2001**
  - 14.1 Confidential verbal report regarding personal matters about an identifiable individual, including municipal or local board employees and advice that is subject to solicitor-client privilege, including communications necessary for that purpose – Human Resources Matter
  
15. **Business Arising from Closed Session**
  
16. **Notice of Motion**
  
17. **New Business**
  
18. **Confirmatory By-law ≠**
  - 18.1 BL2023-033 Confirm By-law – July 12, 2023 ≠



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19. **Adjournment ≠**



## MINUTES

**DATE:** Wednesday June 14, 2023

**CLOSED MEETING:** Directly following section 13  
Announcements

**COUNCIL MEETING:** 10:00 A.M.

The Wednesday June 14, 2023 Council Meeting was held on the above date and called to order at 10:00 a.m. via electronic participation and in-person at 23 Brock Rd S, Puslinch.

### 1. CALL THE MEETING TO ORDER

### 2. ROLL CALL

#### ATTENDANCE:

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

#### STAFF IN ATTENDANCE:

1. Glenn Schwendinger, CAO - absent
2. Mike Fowler, Director of Public Works, Parks and Facilities
3. Mary Hasan, Director of Finance/Treasurer
4. Courtenay Hoytfox, Municipal Clerk
5. Justine Brotherston, Deputy Clerk
6. Mirela Oltean, Deputy Treasurer
7. Tom Mulvey, Fire Chief
8. Andrew Hartholt, Chief Building Official

### 3. MOMENT OF REFLECTION

### 4. CONFIRMATION OF THE AGENDA

#### Resolution No. 2023-193:

Moved by Councillor Hurst and  
Seconded by Councillor Bailey

**That Council approves the June 14, 2023 Agenda and Addendum as circulated; and**

**That Council approves the additions to the agenda as follows:**

**Consent Item 6.1.4 Questions received from Council seeking additional information and the corresponding responses provided by staff regarding the June 14, 2023 Council agenda.**

**CARRIED**

### 5. DISCLOSURE OF PECUNIARY INTEREST & THE GENERAL NATURE THEREOF:

None

### 6. CONSENT AGENDA

6.1 Adoption and Receipt of the Minutes of the Previous Council and Committee Meetings:

6.1.1 May 24, 2023 Council Meeting Minutes

6.1.2 February 21, 2023 Recreation Advisory Committee Minutes

6.1.3 May 1, 2023 Heritage Advisory Committee Minutes

6.1.4 Council questions and corresponding responses by staff regarding the June 14, 2023 agenda

- 6.2 Wellington County Police Services Board - Lake Road Speed changes and Enforcement May 2023
- 6.3 Grand River Conservation Authority - General Membership Meeting - May 26, 2023
- 6.4 City of Guelph - 220 Arkell Road - Notice of Revised Application
- 6.5 Ministry of Natural Resources and Forestry - Streamlining of Approvals under Aggregate Resources Act
- 6.6 Dufferin Aggregates Monthly Monitoring Report - Mill Creek Pit - License 5738
- 6.7 Municipality of Wawa - Stopping Harassment and Abuse by Local Leaders Act
- 6.8 Township of Woolwich - Support of Bill 5, Stopping the Harassment and Abuse by Local Leaders Act
- 6.9 Township of Johnson - Bill 5, Stopping Harassment and Abuse by Local Leaders Act
- 6.10 Township of Evanturel - Support Bill 5 - Stopping Harassment and Abuse by Local Leaders Act
- 6.11 Municipality of Casselman - Stopping Harassment and Abuse By Local Leaders Act
- 6.12 Municipality of Moonbeam - Stopping Harassment and Abuse by Local Leaders
- 6.13 Municipality of Wawa - School Bus Stop Arm Cameras
- 6.14 Municipality of West Grey - Support for School Bus Stop Arm Cameras
- 6.15 Township of Amaranth - School Bus Stop Arm Cameras
- 6.16 Township of Clearview - School Bus Stop Arm Cameras
- 6.17 Township of Evanturel - School Bus Stop Arm Cameras
- 6.18 Municipality of Huron Shores - School Board Elections
- 6.19 Municipality of Moonbeam - School Boards Elections
- 6.20 Town of Amherstburg - Support Highway Traffic Act Amendments
- 6.21 City of Port Colborne - Support Highway Traffic Act Amendments
- 6.22 Town of Cobourg - Support City of Cambridge - Highway Traffic Act Amendment
- 6.23 Township of Georgian Bay - Retaining Surplus Proceeds from Tax Sales
- 6.24 Town of Bancroft - Support Resolution for the Town of Essex - Retention of Surplus Tax Proceeds
- 6.25 Township of Limerick - Tax Sale Proceeds
- 6.26 Northumberland County - Reducing Municipal Insurance Costs
- 6.27 Township of Georgian Bay - Reducing Municipal Insurance Costs
- 6.28 Municipality of Huron Shores - Municipal Insurance Cost
- 6.29 Township of Limerick - Reducing Municipal Insurance Costs
- 6.30 Northumberland County - Municipal Oath of Office
- 6.31 Municipality of Wawa - Protecting Privacy of Candidates and Donors
- 6.32 Town of Coburg - Support for Removing Addresses on Municipal Election Forms
- 6.33 Town of Cobourg - Support for Municipal Heritage Register
- 6.34 Township of Limerick - Provincial Policy Statement
- 6.35 City of Pickering - Use of Long Term Care Funding to Support Community Care Services
- 6.36 Township of Clearview - Declaring Intimate Partner Violence an Epidemic
- 6.37 Township of Ryerson - Water Aerodrome
- 6.38 Town of Plympton-Wyoming -Bell-Hydro Infrastructure
- 6.39 Township of Enniskillen - Support Township of Puslinch Resolution Regarding Roadside Litter
- 6.40 County of Lanark - Letter of Support - Paramedic Safety
- 6.41 Town of Fort Francis - Response to Opioid Crisis
- 6.42 Township of Havelock-Belmont-Methuen - Cannabis Act Review
- 6.43 County of Wellington Committee Report – Paddock Bridge – B035087 Update

**Resolution No. 2023-194:**

Moved by Councillor Hurst and  
Seconded by Councillor Sepulis

**That the Consent Agenda items with the exception of items 6.5, 6.33, and 6.43 listed for JUNE 14, 2023 Council meeting be received for information.**

**CARRIED**

**Resolution No. 2023-195:**

Moved by Councillor Goyda and  
Seconded by Councillor Sepulis





**That the Consent Agenda item 6.5 listed for JUNE 14, 2023 Council meeting be considered and received together with Correspondence Item 10.1.**

**CARRIED**

**Resolution No. 2023-196:**

Moved by Councillor Sepulis and  
Seconded by Councillor Hurst

**That the Consent Agenda item 6.43 listed for JUNE 14, 2023 Council meeting be received for information; and**

**That Council direct staff to send correspondence to the County and MTO requesting that future road works projects be coordinated as much as possible to mitigate impacts and delays to traffic on local roads.**

**CARRIED**

**Resolution No. 2023-197:**

Moved by Councillor Bailey and  
Seconded by Councillor Goyda

**That the Consent Agenda item 6.33 listed for JUNE 14, 2023 Council meeting be received for information; and**

**Whereas Council supports the consent item 6.33 Town of Cobourg - Support for Municipal Heritage Register;**

**Therefore, Council direct staff to send a support resolution to the Premier and that staff include the Township of Puslinch Resolution regarding its objection to the revisions to the Heritage Act in respect to Bill 23.**

**CARRIED**

**7. DELEGATIONS:**

(a) Specific Interest (Items Listed on the Meeting Agenda)  
None

7.2 General Interest (Items Not Previously Listed on the Meeting Agenda)  
7.2.1 **10:05 AM** Delegation by Sarah Bowers-Peter Crime Stoppers Guelph Wellington (CSGW) regarding program update and request for partnership

**Resolution No. 2023-198**

Moved by Councillor Sepulis and  
Seconded by Councillor Bailey

**That Council receives the Delegation by Sarah Bowers-Peter Crime Stoppers Guelph Wellington (CSGW) regarding program update and request for partnership for information; and**

**That Council direct staff to connect Crime Stoppers with the Rotary Eradicating Human Trafficking Committee to collaborate on spreading awareness regarding human trafficking; and**

**That Council request that staff work with Crime Stoppers to arrange for a presentation to the Youth Advisory Committee; and**

**That Council direct staff to work with Crime Stoppers on the potential to include signage at the Township sports fields and/or arena boards; and**

**That Council direct staff to add Crime Stoppers information and presentation materials on the Township website.**

**CARRIED**



7.2.2 **10:15 AM** Delegation by Jana Burns, Wellington County Economic Development regarding economic development opportunities

**Resolution No. 2023-199:** Moved by Councillor Sepulis and  
Seconded by Councillor Goyda

**That Council receives the Delegation by Jana Burns, Wellington County Economic Development regarding economic development opportunities for information.**

**CARRIED**

8. **PUBLIC MEETINGS:**  
None

9. **REPORTS:**

**9.1 Puslinch Fire and Rescue Services**

9.1.1 None

**9.2 Finance Department**

9.2.1 None

**9.3 Administration Department**

9.3.1 Report ADM-2023-027 Outdoor Swimming Pool Enclosure By-law -Housekeeping Amendments and Set Fines

**Resolution No. 2023-200:** Moved by Councillor Sepulis and  
Seconded by Councillor Hurst

**That Report ADM-2023-027 regarding the Outdoor Swimming Pool Enclosure By-law – Housekeeping Amendments and Set Fines be received; and**

**That Council gives three readings to By-law 2023-30 being a By-law to amend the Township’s Outdoor Swimming Pool Enclosure By-law 2018/018, attached to this report as Schedule A.**

**CARRIED**

9.3.2 Report ADM-2023-028 Sign Variance Request - 21 Queen Street

**Resolution No. 2023-201:** Moved by Councillor Sepulis and  
Seconded by Councillor Goyda

**That Report ADM-2023-028 entitled Sign Variance Request for a special event at 21 Queen Street be received; and**

**That Council approve the one day request for relief from the Sign By-law 09/91 to permit a portable and illuminated sign for a special event at 21 Queen St subject to no concerns being received from the MTO.**

**CARRIED**

9.3.3 Report ADM-2023-029 2022-2026 Heritage Advisory Committee Goals and Objectives Report

**Resolution No. 2023-202:** Moved by Councillor Hurst and  
Seconded by Councillor Goyda

**That Report ADM-2023-029 entitled 2022-2026 Heritage Advisory Committee Goals and Objectives be received; and**

**That Council approve the 2022-2026 Heritage Advisory Committee Goals and Objectives as presented.**

**CARRIED**

9.3.4 Report ADM-2023-030 880 Victoria Rd S Expression of Interest

**Resolution No. 2023-203:**

Moved by Councillor Sepulis and  
Seconded by Councillor Hurst

**That Report ADM-2023-030 entitled City of Guelph Expression of Interest for the property 880 Victoria Rd S be received; and**

**That Council endorse the Heritage Committee comments and directs staff to submit those comments to the City of Guelph regarding the potential use of the property; and**

**That Councils direct staff to add 880 Victoria Rd S to the list of priority properties to designate in 2023/2024.**

**CARRIED**

9.3.5 Report ADM-2023-031 Proposed Community Guide & Business Directory and associated programs

**Resolution No. 2023-204:**

Moved by Councillor Goyda and  
Seconded by Councillor Hurst

**That Report ADM-2023-031 entitled Proposed Community Guide & Business Directory and associated programs be received; and**

**That Council direct staff to proceed with Option 3 as identified in report ADM-2023-031 and proceed with next steps as identified in the report; and**

**That Council direct staff to provide detailed costing during the 2024 budget process based on the option selected; and**

**That Council direct staff to engage with the County of Wellington requesting financial support for the program commencing in 2024 and requesting to participate in the BRNE; and**

**That Council direct staff to connect with the local photo club for local photos to utilize in the guide.**

**CARRIED**

9.3.6 Report ADM-2023-032 Proposed Changes Regarding ERO Posting 019-6813 - Follow Up Report

**Resolution No. 2023-205:**

Moved by Councillor Hurst and  
Seconded by Councillor Sepulis

**That Council approve the revision to the order of business to advance consideration of agenda item 9.3.6 to earlier in the meeting.**



**CARRIED**

**Resolution No. 2023-206:**

Moved by Councillor Goyda and  
Seconded by Councillor Bailey

**That Council direct staff to include the following statement in Council's formal comments to the Province regarding ERO Posting 019-6813:**

**While there are proposed changes that we welcome and support, there are some directions in the 2023 PPS that are of concern.**

**CARRIED**

**Resolution No. 2023-207:**

Moved by Councillor Goyda and  
Seconded by Councillor Sepulis

**That Report ADM-2023-032 entitled Proposed Changes Regarding ERO Posting 019-6813 – Follow up Report be received; and**

**That Council appoint a subcommittee of two members to review Council comments and assist in preparing a report for the July 12 Council meeting; and**

**That the subcommittee membership be as follows:**

**Councillor Hurst  
Councillor Goyda**

**CARRIED**

**Resolution No. 2023-208:**

Moved by Councillor Sepulis and  
Seconded by Councillor Hurst

**That Council further considered Report-2023-032 and specifically the concerns raised regarding improving the management of hauled sewage from private septic systems; and**

**Whereas septic management will become a greater issue if increased rural growth is approved through the revised PPS and Bill 97;**

**Therefore, Council direct staff to forward the portion of the report regarding septage to the County of Wellington Planning Committee and request that the Committee give consideration to potential solutions for septic management including the potential for County wide servicing for hauled sewage; and**

**That the County and Township engage with the Province regarding funding to support rural growth servicing as a result of the proposed changes to the PPS and Bill 97.**

**CARRIED**

**9.4 Planning and Building Department**

9.4.1 None

**9.5 Emergency Management**

9.5.1 None



**9.6 Roads and Parks Department**

9.6.1 None

**9.7 Recreation Department**

9.7.1 None

**10. CORRESPONDENCE:**

10.1 ERO Posting 019-6767 - Proposed changes to the Aggregate Resources Act

**Resolution No. 2023-209:**

Moved by Councillor Hurst and  
Seconded by Councillor Sepulis

**That Council receive correspondence item 10.1 ERO Posting 019-6767 - Proposed changes to the Aggregate Resources Act and consent agenda item 6.5; and**

**That Council direct staff to compile the comments received into a staff report for consideration at the July 12, 2023 Council meeting in order to submit comments by the July 13, 2023 deadline.**

**CARRIED**

10.2 Ministry of Natural Resources and Forestry response regarding request for exception under the Conservation Authorities Act

**Resolution No. 2023-210:**

Moved by Councillor Sepulis and  
Seconded by Councillor Goyda

**That Council receive correspondence item 10.2 Ministry of Natural Resources and Forestry response regarding request for exception under the Conservation Authorities Act; and**

**That Council appoint Councillor Bailey to the Halton Conservation Board of Directors for the remainder of the 2022-2026 term of Council; and**

**That Council direct staff to send a letter thanking Stephen Gilmour for his time spent as the Puslinch representative on the Halton Conservation Board of Directors.**

**CARRIED**

10.3 Ministry of Natural Resources and Forestry response regarding Council Resolution No. 2022-335 regarding CBM Aggregate Peer Review

**Resolution No. 2023-211:**

Moved by Councillor Goyda and  
Seconded by Councillor Sepulis

**That Council receive correspondence item 10.3 Ministry of Natural Resources and Forestry response regarding Council Resolution No. 2022-335 regarding CBM Aggregate Peer Review for information.**

**CARRIED**

**Resolution No. 2023-212:**

Moved by Councillor Goyda and  
Seconded by Councillor Hurst

**That Council approve the revision to the order of business to advance consideration of agenda item 11 to earlier in the meeting.**

**CARRIED**

**11. COUNCIL REPORTS:**

**11.1 Mayor' Updates**

11.1.1 Mayor Seeley gave an update on the Morriston By-pass and the correspondence regarding the Auditor General Report – Highway Projects. MPP Arnott requested a meeting at Queens Park with the Minister regarding this issue. Mayor Seeley remarked on the Land Use Task Force Meeting. Mayor Seeley updated Council regarding the TAPMO executive meeting and discussed the current ERO postings. Mayor Seeley provided an update that a joint City of Guelph/County meeting was held at the City of Guelph regarding paramedic stations. Mayor Seeley provide an update that he received an invitation to the taskforce around recycled aggregate working group. The taskforce would work through the ERO postings and provide comments to the Province. Mayor Seeley provided an update that he and Councillor Sepulis attended a meeting with economic development staff at the County.

**11.2 Council Member Reports**

11.2.1 Councillor Sepulis provided an update that his appointment to Wellington Source water committee was approved.

11.2.2 Councillor Bailey provided an update on the 2<sup>nd</sup> annual bike rodeo took place on June 3.

11.2.3 Councillor Hurst provided an update regarding the Heritage Committee Open House relating to the Heritage Designation process and that the Heritage summer student position has started and will continue over the summer months.

**Resolution No. 2023-213:**

Moved by Councillor Bailey and  
Seconded by Councillor Hurst

**That Council receive the Mayors and Council member updates for information.**

**CARRIED**

**12. BY-LAWS:**

12.1.1 BL2023-030 – Being a by-law to amend the Outdoor Swimming Pool Enclosure By-law

**Resolution No. 2023-214:**

Moved by Councillor Hurst and  
Seconded by Councillor Bailey

**That the following By-laws be taken as read three times and finally passed in open Council:**

**12.1.1 BL2023-030 – Being a by-law to amend the Outdoor Swimming Pool Enclosure By-law**

**CARRIED**

**13. ANNOUNCEMENTS:**

13.1 Councillor Bailey remarked that Canada Day celebrations are coming up.

13.2 Councillor Hurst mentioned that the Public Work signs relating to road works are well done and informative.

**Council recessed from 12:42pm to 1:00pm**

**Roll Call**

**Councillor Goyda  
Councillor Sepulis  
Councillor Bailey  
Councillor Hurst  
Mayor Seeley**



**14. CLOSED SESSION:**

Council was in closed session from 1:05 p.m. to 2:19 p.m.

The Clerk stopped the recording and removed all public attendees from the webinar. The webinar was then 'locked' so no new participants are able to join.

**Resolution No. 2023-215:**

Moved by Councillor Sepulis and  
Seconded by Councillor Goyda

**That Council shall go into closed session under Section 239 of the Municipal Act for the purpose of:**

**14.1 Confidential report regarding information that is subject to solicitor-client privilege, including communications necessary for that purpose –aggregate compliance issues**

**14.2 Confidential report regarding litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board – Planning Act application**

**14.3 Confidential report regarding personal matters about an identifiable individual, including municipal or local board employees – Human Resource matter**

**CARRIED**

**Resolution No. 2023-216:**

Moved by Councillor Sepulis and  
Seconded by Councillor Hurst

**THAT Council moves into open session at 2:19 pm**

**CARRIED**

Council resumed into open session at 2:19 p.m.

**Resolution No. 2023-217:**

Moved by Councillor Goyda and  
Seconded by Councillor Bailey

**That Council receives the:**

**14.1 Confidential report regarding information that is subject to solicitor-client privilege, including communications necessary for that purpose – Litigation relating to compliance issues;**

**14.2 Confidential report regarding litigation or potential litigation, including matters before administrative tribunals, affecting the municipality or local board – Planning Act application;**

**14.3 Confidential report regarding personal matters about an identifiable individual, including municipal or local board employees – Human Resource matter; and**

**Whereas the existing Township short/long term benefits program is not equitable for all employees;**

**That Council authorize staff to adjust weekly earnings for short/long term disability by providing 'top-up' payments to equal 75% of regular weekly earnings, retroactive to the start of the leave for applicable employees currently on leave; and further**

**That Council direct staff to investigate options to implement a policy or an adjustment to the Township benefit program that is more equitable to all employees on short/long term disability; and**

**That staff to proceed as directed.**

**CARRIED**

**15. BUSINESS ARISING FROM CLOSED SESSION:**



None

16. **NOTICE OF MOTION:**

None

17. **NEW BUSINESS:**

None

18. **CONFIRMATORY BY-LAW:**

(a) By-Law to confirm the proceedings of Council for the Corporation of the Township of Puslinch

**Resolution No. 2023-218:**

Moved by Councillor Goyda and  
Seconded by Councillor Sepulis

**That the following By-law be taken as read three times and finally passed in open Council:**

**By-Law 2023-031 being a by-law to confirm the proceedings of Council for the Corporation of the Township of Puslinch at its meeting held on the 14 day of June 2023.**

**CARRIED**

19. **ADJOURNMENT:**

**Resolution No. 2023-219:**

Moved by Councillor Hurst and  
Seconded by Councillor Bailey

**That Council hereby adjourns at 3:17 p.m.**

**CARRIED**

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James Seeley, Mayor

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Courtenay Hoytfox, Clerk





THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
MAY 9, 2023 COMMITTEE OF ADJUSTMENT MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

**MINUTES**

**DATE:** May 9, 2023

**MEETING:** 7:00 p.m.

The May 9, 2023 Committee of Adjustment Meeting was held on the above date and called to order at 7:00 p.m. via electronic participation and in-person at 23 Brock Rd S, Puslinch.

**1. CALL THE MEETING TO ORDER**

**2. ROLL CALL**

**ATTENDANCE:**

**PRESENT:**

Dennis O'Connor, Acting Chair  
Jeffrey Born  
Paul Sadhra

**ABSENT:**

Councillor John Sepulis  
Chris Pickard

**STAFF IN ATTENDANCE:**

Lynne Banks, Secretary/Treasurer  
Courtenay Hoytfox, Municipal Clerk  
Mary Hasan, Director of Finance  
Lisa Madden, Communications & Committee Coordinator  
Zachary Prince, Senior Planner, County of Wellington

**3. MOMENT OF REFLECTION**

**4. CONFIRMATION OF THE AGENDA**

**Resolution No. 2023-035:**

Moved by Committee Member Paul Sadhra and  
Seconded by Committee Member Jeff Born



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
MAY 9, 2023 COMMITTEE OF ADJUSTMENT MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

**That the Committee approves the May 9, 2023 Agenda as circulated.**

**CARRIED.**

**5. DISCLOSURE OF CONFLICT OF INTEREST:**

None

**6. CONSENT AGENDA**

**6.1 Approval of the Minutes**

6.1.1 April 11, 2023

**Resolution No. 2023-036:**

Moved by Committee Member Paul Sadhra and  
Seconded by Committee Member Jeff Born

**That the Committee of Adjustment approves the Minutes from the meeting held April 11, 2023.**

**CARRIED.**

**7. APPLICATIONS FOR MINOR VARIANCE OR PERMISSION** under section 45 of the Planning Act to be heard by the Committee this date:

**7.1 Minor Variance Application D13-TON – Louis Tonin c/o P. Willis and Lynn Brombal – 900 Watson Rd S, Concession 10, Front Part Lots 8 and 9, Township of Puslinch.**

Requesting relief of New Comprehensive Zoning By-Law #23-2018, as amended, from Section 4.16.1 a. MDS I – New Non Farm Uses to permit:

1. A reduced MDS I setback from a barn at 935 Watson Road to the Severed Parcel to be 105 m instead of 305 m as required.
2. A reduced MDS I setback from a barn at 930 Watson Road to the Severed Parcel to be 115 m instead of 176 m as required.
3. A reduced MDS I setback from a barn at 900 Watson Road to the Severed Parcel to be 85 m instead of 173 m as required.



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
MAY 9, 2023 COMMITTEE OF ADJUSTMENT MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

- Rob Stove, agent for the applicant, provided an overview of the application.
- There were no questions or comments from the public.
- Paul Sadhra asked if the Committee usually gets the MDS data sheets.
- Zachary Prince advised that the sheets were circulated to the Committee for the three properties.
- There were no further questions or comments from the Committee.

**Resolution No. 2023-037:**

Moved by Committee Member Paul Sadhra and  
Seconded by Committee Member Jeff Born

**That the Committee approve Minor Variance Application D13-TON with no conditions.**

**CARRIED.**

**7.2 Minor Variance Application D13-PAY – Jim Payne and Grace Stigter – 28 Badenoch St E, Plan 135, Lot 24 to 25, Part Lot 26, Township of Puslinch.**

Requesting relief of New Comprehensive Zoning By-Law #23-2018, as amended, from Section 4.4.2 Accessory Buildings and Structures, Table 4.1 to permit a garage to be 1m from the interior side yard rather than 2m as required.

- Jim Payne, owner, provided an overview of the application.
- There were no questions or comments from the public.
- There were no questions or comments from the Committee.

**Resolution No. 2023-038:**

Moved by Committee Member Paul Sadhra and  
Seconded by Committee Member Jeff Born

**That the Committee approve Minor Variance Application D13-PAY with the following conditions.**

1. That the setback of the driveway to the interior side yard is rectified for conformity with the Township Zoning By-law to the satisfaction of the Township;
2. That any concerns regarding servicing are addressed to the satisfaction of the Township Building Department; and
3. That the owner/applicant prepare and submit a grading and drainage plan to the satisfaction of the Township.

**CARRIED.**



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
MAY 9, 2023 COMMITTEE OF ADJUSTMENT MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

**8. NEW BUSINESS**

None

**8. ADJOURNMENT**

**Resolution No. 2023-039:**

Moved by Committee Member Paul Sadhra and  
Seconded by Committee Member Jeff Born

**That the Committee of Adjustment hereby adjourns at 7:18 p.m.**

**CARRIED.**



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
MAY 9, 2023 PLANNING AND DEVELOPMENT ADVISORY COMMITTEE MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

**MINUTES**

**DATE:** May 9, 2023  
**MEETING:** Following Committee of Adjustment

The May 9, 2023 Planning and Development Advisory Committee Meeting was held on the above date and called to order at 7:19 p.m. via electronic participation and in-person at 23 Brock Rd S, Puslinch.

**1. CALL THE MEETING TO ORDER**

**2. ROLL CALL**

**ATTENDANCE:**

**PRESENT:**

Dennis O'Connor, Acting Chair  
Paul Sadhra  
Jeffrey Born

**ABSENT:**

Councillor John Sepulis  
Chris Pickard

**STAFF IN ATTENDANCE:**

Lynne Banks, Secretary/Treasurer  
Courtenay Hoytfox, Municipal Clerk  
Lisa Madden, Communications & Committee Coordinator  
Zachary Prince, Senior Planner, County of Wellington

**3. MOMENT OF REFLECTION**

**4. CONFIRMATION OF THE AGENDA**

**Resolution No. 2023-040:**

Moved by Committee Member Paul Sadhra and



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
MAY 9, 2023 PLANNING AND DEVELOPMENT ADVISORY COMMITTEE MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

Seconded by Committee Member Jeff Born

**That the Committee approves the May 9, 2023 Agenda as circulated.**

**CARRIED.**

**5. DISCLOSURE OF CONFLICT OF INTEREST:**

None

**6. DELEGATIONS**

None

**7. CONSENT AGENDA**

**7.1 Approval of the Minutes**

7.1.1 April 11, 2023

**Resolution No. 2023-041:**

Moved by Committee Member Paul Sadhra and  
Seconded by Committee Member Jeff Born

**That the Planning and Development Advisory Committee approves the Minutes from the meeting held April 11, 2023**

**CARRIED.**

**7.2 Other Consent Items**

None

**8. NOTICE OF PUBLIC MEETINGS/HEARINGS**

None

**9. REPORTS**

**9.1. LAND DIVISION (CONSENTS)**



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
MAY 9, 2023 PLANNING AND DEVELOPMENT ADVISORY COMMITTEE MEETING  
IN-PERSON AND VIRTUAL MEETING BY ELECTRONIC PARTICIPATION

**9.1.1 Severance application B28-23 (D10-AUG) – Susan and Jerry Auger –** Part Lot 10, Concession 10, municipally known as 164 Hume Road, Township of Puslinch. Proposed severance is 1.2 hectares with 16m frontage, vacant land for proposed rural residential use.

Retained parcel is 6.4 hectares with 128m frontage, existing and proposed rural residential use with existing dwelling, septic and well.

- Hugh Handy, agent for the applicant, provided an overview of the application.
- Jeff Born noted that the entrance is narrow and asked if hydro and gas services would be difficult to get to the residence.
- Zachary Prince noted that it isn't too narrow for a driveway and would allow for hydro and gas services.
- Paul Sadhra noted that he would like to have assurance that there is safe entrance to the severed lands.

**Resolution No. 2023-042:**

Moved by Committee Member Paul Sadhra and  
Seconded by Committee Member Jeff Born

**That the Committee supports Severance Application B28-23 subject to the following conditions:**

1. That the Owner satisfy all the requirements of the Township of Puslinch, financial and otherwise (including taxes paid in full and Consent Review/Condition Clearance fee) which the Township may deem to be necessary at the time of issuance of the Certificate of Consent for the property and orderly development of the subject lands. Any fees incurred by the Township for the review of this application will be the responsibility of the applicant; and further that the Township of Puslinch file with the Secretary-Treasurer of the Planning and Land Division Committee a letter of clearance of this condition.
2. That safe access to the proposed severed lands can be accommodated to the satisfaction of the Township; and further that the Township file with the Secretary-Treasurer of the Planning and Land Division Committee a letter of clearance of this condition.
3. That the Owner obtain zoning compliance for the reduced lot frontage for the proposed severed parcel. ; and further that the Township file with the Secretary-Treasurer of the Planning and Land Division Committee a letter of clearance of this condition



THE CORPORATION OF THE TOWNSHIP OF PUSLINCH  
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4. That the Environmental Impact Study (EIS) provided by the owner be peer reviewed to the satisfaction of the Township of Puslinch and the County of Wellington, and that the owner shall be responsible for any Township costs associated with the review of the EIS; and further that Township of Puslinch file with the Secretary-Treasurer of the Planning and Land Division Committee a letter of clearance of this condition.
5. That the owner enters into a Development Agreement with the Township of Puslinch for the purpose of peer review of the Environmental Impact Study to ensure compliance with the EIS including cost recovery, ensuring the building envelope complies with the EIS mitigation for tree loss and other items deemed necessary by the Township; and further that the Township file with the Secretary-Treasurer of the Planning and Land Division Committee a letter of clearance of this condition.

**CARRIED**

**9.2 ZONING BY-LAW AMENDMENT APPLICATIONS**

None

**10. CORRESPONDENCE**

None

**11. NEW BUSINESS**

11.1 Report PDAC-2023-001 – Finance and Budget Training

- Mary Hasan, Director of Finance provided the Committee with an overview of the report.

**12. ADJOURNMENT**

**Resolution No. 2023-043:**

Moved by Committee Member Paul Sadhra and  
Seconded by Committee Member Jeff Born

**That the Planning and Development Advisory Committee hereby adjourns at 7:42 p.m.**

**CARRIED.**





## 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

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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

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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

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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.



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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



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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.



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**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.



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**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**





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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**



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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].



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### **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



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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?



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**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?



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**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**



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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].



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**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?





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**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



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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



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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**



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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?



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### **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?



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**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



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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 MECP 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.



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### **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





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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.



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## **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?



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### **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



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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**



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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**



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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.



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### **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**



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[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.





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### **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**



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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



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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.



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## **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.



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## **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**



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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



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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.



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### **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**





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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?



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[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?



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## **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.



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## **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].



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## **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.

**Ministry for  
Seniors  
and Accessibility**

**Ministère des Services  
aux aînés et de  
l'Accessibilité**



Minister

Ministre

College Park  
777 Bay Street  
5<sup>th</sup> Floor  
Toronto ON M7A 1S5

College Park  
777, rue Bay  
5<sup>e</sup> étage  
Toronto ON M7A 1S5

June 5, 2023

Re: Seniors Active Living Centres Program Expansion for 2023-2024

Dear Friends:

Ontario's Seniors Active Living Centre (SALC) programs offer a wide variety of activities for older adults in communities across this province. These include fitness, healthy lifestyle and wellness classes, recreation and social activities, and learning opportunities such as financial management, elder abuse prevention and volunteering.

I am very pleased to inform you that through a call for applications, our government is adding approximately 15 new SALC programs that respond to the diverse range of needs, cultural backgrounds, interests, and abilities of older adults.

Starting June 5, 2023, through [Transfer Payment Ontario](#) the province will be accepting applications from municipalities or organizations partnering with a municipality that do not have an existing SALC program to start a new program.

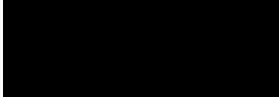
The deadline for submissions is Thursday, July 20, 2023, at 5PM EST.

To find out if your municipality has an existing SALC program, please visit [Find a Seniors Active Living Centre program near you | Ontario.ca](#).

There is currently a network of almost 300 SALC programs in place across the province. I encourage all interested applicants in the targeted areas to send in an application – so that, together, we can help more older adults in remote and underserved parts of Ontario, get the programs and services they need.

Lastly, I would like to let you know that [June is Seniors Month in Ontario](#), which is a time to celebrate older adults across the province, and I can think of no better way to celebrate Ontario's seniors than by helping them lead active, healthy and independent lives.

Thank you for your support.

  
Honourable Raymond Cho  
Minister for Seniors and Accessibility



## Grand River Conservation Authority

Summary of the General Membership Meeting – June 23, 2023

To GRCA/GRCF Boards and Grand River watershed municipalities - Please share as appropriate.

### Action Items

The Board approved the resolutions in the following reports as presented in the agenda:

- GM-06-23-47 - Progress Report #5 - Ontario Regulation 687/21
- GM-06-23-52 - Financial Summary
- GM-06-23-51 - Request for Proposal - Engineering Consulting Services, Permits and Plan Review
- GM-06-23-50 - Dunnville Two Zone Floodplain Policy and Mapping Update, County of Haldimand
- GM-06-23-54 - Foundation Member Appointments

### Information Items

The Board received the following reports as information:

- GM-06-23-49 - Capacity Measures and Operational Improvements at the Elora Quarry
- GM-06-23-48 - Cash and Investment Status
- GM-06-23-53 - Current Watershed Conditions

### Correspondence

The Board received the following correspondence:

- Rock climbers re: Unauthorized Activity at Rockwood Conservation Area
- Jennifer Saunders re: Wetlands Protection

### Delegations

There were no delegations.

### Source Protection Authority

The General Membership of the GRCA also acts as the Source Protection Authority Board. A meeting of the SPA was not held this month.

**Please note that the General Membership has no scheduled meetings in July.**

For full information, please refer to the [June 23 Agenda Package](#). Complete agenda packages and minutes of past meetings can be viewed on our [online calendar](#). The minutes of this meeting will be posted on our online calendar once they have been approved.

You are receiving this email as a GRCA board member, GRCF board member, or a Grand River watershed member municipality. If you do not wish to receive this monthly summary, please respond to this email with the word 'unsubscribe'.

---

**From:** Eowyn Spencer <espencer@grandriver.ca>  
**Sent:** Friday, June 23, 2023 12:37 PM  
**To:**  
**Subject:** Grand River CA Progress Report #5 - O.Reg 687/21 under the Conservation Authorities Act  
**Attachments:** GM-06-23-47 - Progress Report 5\_Requirement under OReg 6878\_21.pdf

Greetings Grand River watershed participating municipalities:

Please be advised that at the General Meeting held on June 23, 2023, the Grand River Conservation Authority (GRCA) General Membership passed the following motion:

*THAT Progress Report #5 be approved, circulated to all participating Grand River watershed municipalities, posted on the GRCA website, and submitted to the Ministry of Natural Resources and Forestry in accordance with Ontario Regulation 687/21.*

The Progress Report #4 is attached for your information. In accordance with O.Reg 687/21 under the *Conservation Authorities Act*, it will also be [posted on our website](#) and circulated separately as official submission to the Ministry of Natural Resources and Forestry.

Should you have any comments on the update and progress report please reach out directly to [Samantha Lawson](#).

Kind regards,

**Eowyn Spencer**  
Executive Assistant  
Grand River Conservation Authority



# Grand River Conservation Authority

**Report number:** GM-06-23-47

**Date:** June 23, 2023

**To:** Members of the Grand River Conservation Authority

**Subject:** Progress Report #5- Ontario Regulation 687/21

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## Recommendation:

THAT Progress Report #5 be approved, circulated to all participating Grand River watershed municipalities, posted on the Grand River Conservation Authority website, and submitted to the Ministry of Natural Resources and Forestry in accordance with Ontario Regulation 687/21.

## Summary:

Not applicable.

## Report:

As a requirement under *Ontario Regulation 687/21*, the Grand River Conservation Authority (GRCA) developed and approved a Transition Plan (December 17, 2021) and Inventory of Programs and Services (February 28, 2022). The Inventory of Programs and Services is based on the three categories identified in the Regulation. These categories include (1) Mandatory, (2) Municipally requested, and (3) Other (Authority determines are advisable).

As required under Ontario Regulation 687/21 and identified in GRCA's Transition Plan, the GRCA is providing its Progress Report. Under the Regulation the Progress Reports must include the following;

- Any comments or other feedback submitted by a municipality regarding the inventory.
- A summary of any changes that the Authority has made to the inventory to address comments or other feedback- including a copy of the changed inventory and a description of changes.
- An update on the progress of negotiations on agreements with participating municipalities
- Any difficulties that the Authority is experiencing that might affect the ability of the Authority to complete the transition plan milestones.

## Progress Report Details

- 1) Municipal Comments/Feedback:
  - At this time, staff have not received any formal comments or concerns from the participating municipalities regarding the Inventory of Programs and Services.
- 2) Summary of Changes to Inventory of Programs and Services:
  - No changes at this time.
- 3) Update on the Progress of Negotiations with Participating Municipalities on Category 2 Programs and Services:
  - At this time, the GRCA is on track with the schedule identified in the GRCA's Transition Plan.

- GRCA staff have met with and circulated to all participating municipalities a draft MOU agreement for Category 2 Programs and Services. Municipal comments are requested by the end of June.
  - GRCA staff will continue to work with neighbouring Conservation Authorities (where possible) to help streamline the process of negotiations with shared participating municipalities on Category 2 Programs and Services.
- 4) Difficulties Reaching Transition Plan Milestones:
- At this time, there have not been any difficulties identified in meeting transition plan milestones.

Once the Progress Report is approved, it will be circulated to all watershed municipalities and the Ministry of Natural Resources and Forestry. The Progress Report will also be posted on GRCA's website for public access.

**Financial Implications:**

Not applicable.

**Other Department Considerations:**

Not applicable.

**Submitted by:**

Samantha Lawson  
Chief Administrative Officer



Dufferin Aggregates  
2300 Steeles Ave W, 4<sup>th</sup> Floor  
Concord, ON L4K 5X6  
Canada

June 12th, 2023

Seana Richardson  
Aggregates Technical Specialist  
Ministry of Natural Resources and Forestry  
Guelph District  
1 Stone Road West  
Guelph, Ontario  
N1G 4Y2

Attention: Ms. Richardson

**Re: Monthly Monitoring Report – May 2023  
Mill Creek Pit, License #5738  
Township of Puslinch, Wellington County**

Please find enclosed the required monitoring data for the month of May 2023 for those monitoring wells that could be measured. There were no exceedances to report.

If you have any questions, please do not hesitate to call.

Sincerely,

  
Martin Bradley  
Site Manager

CC: Township of Puslinch  
Sonja Strynatka (GRCA)  
Kevin Mitchell (Dufferin Aggregates)  
University of Guelph

**RECEIVED**  
JUN 14 2023  
Township of Puslinch



Monthly Reporting  
Mill Creek Aggregates Pit  
May 2023

Date	DP21 (mASL)	Threshold Value (mASL)	Exceedance
5-May-23	305.90	305.60	NO
12-May-23	305.76	305.60	NO
17-May-23	305.78	305.60	NO
26-May-23	305.81	305.60	NO

Date	BH13 (mASL)	DP21 (mASL)	Head Difference (m)	Threshold Value (m)	Exceedance
5-May-23	306.23	305.90	0.33	0.11	NO
12-May-23	306.13	305.76	0.37	0.11	NO
17-May-23	306.14	305.78	0.36	0.11	NO
26-May-23	306.17	305.81	0.36	0.11	NO

Date	DP17 (mASL)	Threshold Value (mASL)	Exceedance
5-May-23	305.36	305.17	NO
12-May-23	305.29	305.17	NO
17-May-23	305.29	305.17	NO
26-May-23	305.30	305.17	NO

Date	BH92-12 (mASL)	DP17 (mASL)	Head Difference (m)	Threshold Value (m)	Exceedance
5-May-23	305.73	305.36	0.36	0.14	NO
12-May-23	305.50	305.29	0.21	0.14	NO
17-May-23	305.63	305.29	0.34	0.14	NO
26-May-23	305.66	305.30	0.36	0.14	NO

Date	DP3 (mASL)	Threshold Value (mASL)	Exceedance
5-May-23	304.92	304.54	NO
12-May-23	304.76	304.54	NO
17-May-23	304.75	304.54	NO
26-May-23	304.75	304.54	NO

Date	DP6 (mASL)	DP3 (mASL)	Head Difference (m)	Threshold Value (m)	Exceedance
5-May-23	305.77	304.92	0.85	0.73	NO
12-May-23	305.64	304.76	0.88	0.73	NO
17-May-23	305.67	304.75	0.92	0.73	NO
26-May-23	305.70	304.75	0.95	0.73	NO

Date	DP2 (mASL)	Threshold Value (mASL)	Exceedance
5-May-23	304.12	303.69	NO
12-May-23	304.08	303.69	NO
17-May-23	304.07	303.69	NO
26-May-23	304.04	303.69	NO

Date	BH92-27 (mASL)	DP2 (mASL)	Head Difference (m)	Threshold Value (m)	Exceedance
5-May-23	305.12	304.12	1.00	0.34	NO
12-May-23	304.99	304.08	0.91	0.34	NO
17-May-23	304.97	304.07	0.90	0.34	NO
26-May-23	304.83	304.04	0.79	0.34	NO

Date	DP1 (mASL)	Threshold Value (mASL)	Exceedance
5-May-23	304.46	303.97	NO
12-May-23	304.37	303.97	NO
17-May-23	304.38	303.97	NO
26-May-23	304.37	303.97	NO

Date	BH92-29 (mASL)	DP1 (mASL)	Head Difference (m)	Threshold Value (m)	Exceedance
5-May-23	305.11	304.46	0.65	0.17	NO
12-May-23	304.98	304.37	0.61	0.17	NO
17-May-23	305.02	304.38	0.64	0.17	NO
26-May-23	305.00	304.37	0.63	0.17	NO

Date	DP5CR (mASL)	Threshold Value (mASL)	Exceedance
5-May-23	303.48	302.86	NO
12-May-23	303.35	302.86	NO
17-May-23	303.36	302.86	NO
26-May-23	303.39	302.86	NO

Date	OW5-84 (mASL)	DP5CR (mASL)	Head Difference (m)	Threshold Value (m)	Exceedance
5-May-23	303.76	303.48	0.28	0.18	NO
12-May-23	303.63	303.35	0.28	0.18	NO
17-May-23	303.64	303.36	0.28	0.18	NO
26-May-23	303.67	303.39	0.28	0.18	NO

Note: No exceedances to report for the month of May.



Monthly Reporting  
 Mill Creek Aggregates Pit  
 May 2023

		Max. Allowable as per PTTW- Main Pond			Max. Allowable as per PTTW- Silt Pond			
		(Imperial Gallons)		(Litres)	(Imperial Gallons)		(Litres)	
Total Monthly Precipitation (mm):	47.0	Kitchener/Waterloo (Actual)	2,500	per minute	11,365	2,597	per minute	11,806
Total Monthly Normal Precipitation (mm):	82.3	Waterloo-Wellington A (30-year Normal)	1,800,000	per day	8,183,000	3,739,477	per day	17,000,000

Date	Below Water Table Extraction Phase 5	Below Water Table Extraction Phase 2	Water Pumped from Main Pond (gals)	Water Pumped from Active Silt Pond (gals)	Main Pond Level (mASL)	Exceedance Y/N (BELOW 305.5 mASL)	Phase 2 Pond Level (mASL)	Exceedance Y/N (BELOW 305.0 mASL)	Phase 3 Pond Level (mASL)	Exceedance Y/N (BELOW 303.85 mASL)	Phase 4 Pond Level (mASL)	Exceedance Y/N (BELOW 304.5 mASL)
1-May-23	0	3,600	1,320,255	0	306.33	N	305.78	N	305.11	N	305.81	N
2-May-23	0	3,600	1,741,936	0	306.33	N	305.77	N	305.11	N	305.81	N
3-May-23	0	2,850	1,736,657	0	306.33	N	305.75	N	305.11	N	305.85	N
4-May-23	0	3,300	1,756,015	0	306.34	N	305.75	N	305.16	N	305.82	N
5-May-23	0	2,400	1,765,473	0	306.34	N	305.75	N	305.16	N	305.84	N
6-May-23	-	-	-	-	-	-	-	-	-	-	-	-
7-May-23	-	-	-	-	-	-	-	-	-	-	-	-
8-May-23	0	0	1,780,211	0	306.33	N	305.81	N	305.16	N	305.85	N
9-May-23	0	3,300	1,754,915	0	306.35	N	305.80	N	305.18	N	305.87	N
10-May-23	0	3,300	1,757,334	0	306.33	N	305.79	N	305.18	N	305.88	N
11-May-23	0	3,300	1,766,353	0	306.35	N	305.80	N	305.18	N	305.89	N
12-May-23	0	2,400	1,655,049	0	306.34	N	305.80	N	305.15	N	305.90	N
13-May-23	-	-	-	-	-	-	-	-	-	-	-	-
14-May-23	-	-	-	-	-	-	-	-	-	-	-	-
15-May-23	0	3,300	1,765,033	0	306.34	N	305.80	N	305.13	N	305.93	N
16-May-23	0	0	1,730,718	0	306.34	N	305.80	N	305.13	N	305.92	N
17-May-23	0	0	1,764,593	0	306.34	N	305.80	N	305.12	N	305.92	N
18-May-23	0	-	1,760,854	0	306.33	N	305.80	N	305.10	N	305.92	N
19-May-23	0	0	1,762,614	0	306.33	N	305.80	N	305.09	N	305.92	N
20-May-23	-	-	-	-	-	-	-	-	-	-	-	-
21-May-23	-	-	-	-	-	-	-	-	-	-	-	-
22-May-23	-	-	-	-	-	-	-	-	-	-	-	-
23-May-23	0	0	1,776,692	0	306.37	N	305.83	N	305.10	N	305.98	N
24-May-23	0	0	1,740,617	0	306.37	N	305.84	N	305.10	N	305.99	N
25-May-23	0	0	1,774,492	0	306.36	N	305.85	N	305.10	N	305.99	N
26-May-23	0	0	1,446,078	0	306.36	N	305.84	N	305.06	N	305.98	N
27-May-23	-	-	-	-	-	-	-	-	-	-	-	-
28-May-23	-	-	-	-	-	-	-	-	-	-	-	-
29-May-23	0	0	1,740,177	0	306.35	N	305.84	N	305.04	N	305.98	N
30-May-23	0	0	1,768,773	0	306.35	N	305.84	N	305.04	N	305.98	N
31-May-23	0	0	1,766,793	0	306.34	N	305.82	N	305.04	N	305.98	N
<b>Total</b>	<b>0</b>	<b>31,350</b>	<b>36,064,838</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

Note: No exceedances to report. The Township of Puslinch pumped a total of approximately 79,494 L from Pond 4 this month.

## **Wellington County Emerges as an Agri-Food Powerhouse: Leading the Way in Crop and Livestock Production**

**Wellington County, June 23, 2023** – Wellington County's population is expected to increase by 61% by 2051 which will put notable pressure on area farmland. Understanding the impacts of the agri-food system is crucial to help balance the needs of Wellington County's population growth while continuing to strengthen the agrifood system.

The [Wellington Federation of Agriculture](#) (WFA) recently released a report that examines the agri-food system in the County. Wellington County's agri-food system contributes \$2.8 billion to Canada's GDP (Gross Domestic Product). The primary agriculture sector in Wellington County plays a crucial role in the economy by contributing \$841 million to Ontario's GDP and employing over 12,260 people. Wellington County accounts for a notable portion of the provincial agricultural supply chain, too, producing 5.8% of 2021 provincial farm cash receipts.

WFA recognizes the [Grand River Agricultural Society](#) as a valued partner in our shared mission of supporting the local agricultural industry and are thankful for the generous financial support towards this project. The Society's work demonstrates its deep commitment to protecting our valuable farmland and ensuring its sustainability for future generations.

The WFA collaborated with [Wilton Consulting Group](#) and [Serecon](#) to conduct the Agri-Food Systems Study. The team completed a literature and data review, an economic impact analysis, and several engagement activities. Here are some of the key takeaways.

Wellington County is home to some of Canada's most productive farmland. While Wellington County covers only 0.2% of total land area in Ontario, it supports 5% (418,296 acres) of the province's field crops. Farmers in Wellington County produce 4% of the province's soybeans and grain corn, and 7% of the province's winter wheat. The County's farmers are leaders in field crop production, growing:

- ✓ 10% of Ontario's acreage of corn silage
- ✓ 9% of Ontario's acreage of mixed grain
- ✓ 8% of Ontario's acreage of barley

Wellington County's agri-food system is also a powerhouse when it comes to livestock production and processing. The County is home to:

- ✓ 12% of Ontario's dairy farms
- ✓ 10% of Ontario's poultry and egg farms
- ✓ 8% of Ontario's hog and pig farms
- ✓ 7% of Ontario's equine farms

"The WFA board extends its gratitude to everyone involved in this project and eagerly anticipates the positive impact these results will have for our members, our stakeholders, and the broader community. The findings validate the undeniable importance of protecting and investing in farmland, recognizing it as a precious resource that holds the key to food sovereignty, economic prosperity, and environmental well-being."

- Janet Harrop, President of the WFA Board of Directors

As the County balances the needs of a growing population and a thriving agri-food system, three key priorities have been identified:

1. Leveraging the growing local consumer base and educating consumers about the sector.
2. Protecting prime agricultural land as the finite, and non-renewable resource it is.
3. Supporting entrepreneurship across the agri-food system.

"This report confirms our knowledge that the farmers in Wellington County are leading the way in agricultural production in Ontario. It also reinforces that our soils are a driving force behind the vibrant agri-food system in the County. As our County and province grows, we have a responsibility to protect and grow our agri-food system, not only for our future, but also for the future of those who depend on the food we produce."

- Andy Lennox, Warden, Wellington County

You can read the final report [HERE](#)

#### **About the Wellington Federation of Agriculture:**

The Wellington Federation of Agriculture (WFA) is the largest farm organization in the County of Wellington with almost 1,500 members advocating for primary producers and their business needs.

The WFA is a local county affiliate of the Ontario Federation of Agriculture (OFA), and liaises with the OFA to all levels of government, commodity and rural groups to meet member and stakeholder needs.

#### **About Wilton Consulting Group:**

Wilton Consulting Group (WCG) is based in Fergus, ON, and focuses on facilitating sustainability and innovation in agri-food and rural systems through a change management approach. WCG offers a specialized agri-food sector research consulting service with deep connections across the Canadian industry. WCG's research strengths draw upon a wide range of qualitative and quantitative methods and approaches. WCG has also supported such national clients as the Canadian Federation of Agriculture, Agriculture and Agri-Food Canada, and the Canadian Agri-Food Policy Institute.

#### **About Serecon:**

Serecon is a group of Valuations & Appraisal, Management Consulting, and Farm Advisory professionals who specialize in the agricultural industry. They provide independent agriculture, agri-food and land expertise to individuals and organizations who require agricultural advice. Whether that be for financing, planning, program analysis, litigation support, or any other needs.

June 29, 2023

Hon. Stephen Lecce  
Minister of Education  
[Stephen.Lecceco@pc.ola.org](mailto:Stephen.Lecceco@pc.ola.org)

***Via email***

RE: recommendation for amendment to the current regulations for licensed home-based childcare operators to increase allowable spaces.

Dear Minister Lecce,

During the June 26, 2023 regular meeting of council, council in response to recent publicly raised concern heard a report from staff in relation to the above, with the following resolution passed:

Moved: Liz Welsh

Seconded: Chad Hyatt

WHEREAS in response the Petrolia Childcare Advocacy Group's recent delegation to Council where they identified a shortage of child care spaces in the Town of Petrolia; and

WHEREAS through additional research undertaken by the Town Staff, and in consultation with the County of Lambton Social Services, it has been further identified that there is an extreme shortage of child care spaces not only across the County but the Province as a whole; and

WHEREAS in response to the identified need the County hosted a community information night to educate members of the public who may be able to offer a licensed home-based child care service;

NOW THEREFORE **the Council of the Town of Petrolia recommends to the Hon. Stephen Lecce, Minister of Education, that in time for the 2023 school year amendment to the current regulations be made to allow licensed home-based child care operators the ability to provide two (2) before and after school care spaces to school aged children, in addition the permitted six (6) full time child care spaces; and**

**THAT in an effort to attract and retain qualified early childhood educators, the Minister of Education, review the current wage bracket for early childhood educators with implementation of an increase to wages to align with the services provided; and**

**THAT the province provides more capital based funding sources for the construction of new centre-based facilities; and**

**THAT the province considers increasing the current goal of thirty-three percent (33%) access ratio, to align better with the current provincial situation and anticipated population growth over the next ten (10) years; and**

THAT these items be considered sooner rather than later, to assist in remedying the critical child care shortage experienced in Petrolia, Lambton, and across the province; and

Phone: (519)882-2350 • Fax: (519)882-3373 • Theatre: (800)717-7694

411 Greenfield Street, Petrolia, ON, N0N 1R0

[www.town.petrolia.on.ca](http://www.town.petrolia.on.ca)





THAT this recommendation be forwarded to Hon. Doug Ford, Premier of Ontario | Hon. Michael Parsa, Minister of Children, Community & Social Services | Mr. Bob Bailey, MPP of Sarnia-Lambton | Hon. Monte McNaughton, MPP of Lambton-Kent-Middlesex | Mr. Kevin Marriott, Warden of Lambton County | Municipalities of Ontario;

Carried

Kind regards,

*Original Signed*

Mandi Pearson  
Clerk/Operations Clerk

cc:

Hon. Doug Ford, Premier of Ontario [premier@ontario.ca](mailto:premier@ontario.ca) | Hon. Michael Parsa, Minister of Children, Community & Social Services [Michael.Parsaco@pc.ola.org](mailto:Michael.Parsaco@pc.ola.org) | Mr. Bob Bailey, MPP of Sarnia-Lambton [bob.bailey@pc.ola.org](mailto:bob.bailey@pc.ola.org) | Hon. Monte McNaughton, MPP of Lambton-Kent-Middlesex [Monte.McNaughtonco@pc.ola.org](mailto:Monte.McNaughtonco@pc.ola.org) | Mr. Kevin Marriott, Warden of Lambton County [Monte.McNaughtonco@pc.ola.org](mailto:Monte.McNaughtonco@pc.ola.org) | Municipalities of Ontario

Phone: (519)882-2350 • Fax: (519)882-3373 • Theatre: (800)717-7694

411 Greenfield Street, Petrolia, ON, N0N 1R0

[www.town.petrolia.on.ca](http://www.town.petrolia.on.ca)





June 26, 2023

The Honourable Doug Ford  
Premier of Ontario  
Legislative Building, Queen's Park  
Toronto, ON M7A 1A1  
Via Email: [premier@ontario.ca](mailto:premier@ontario.ca)

**RE: Vacant Building Official Positions**

Plensed be advised that the Council of the Municipality of North Perth passed the following resolution at their regular meeting held June 5, 2023 regarding vacant building official positions:

**Moved by** Councillor Rothwell **Seconded by** Councillor Duncan

**WHEREAS** building officials in Ontario examine building plans and inspect building construction to ensure compliance with the Ontario Building Code to ensure public safety;

**AND WHEREAS** in October 2022, Premier Doug Ford and the Ontario government announced their intent to build 1.5 million homes in the next ten years in an effort to generate enough supply to meet a high demand for now and in the future;

**AND WHEREAS** according to the Ontario Building Officials Association over 50 per cent of existing building officials are eligible to retire;

**AND WHEREAS** according to the Ontario Building Officials Association building officials are in high demand;

**AND WHEREAS** many municipalities across Ontario have job postings for building officials that remain unfilled;

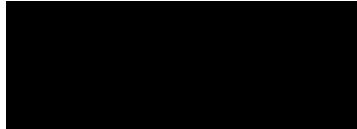
**NOW THEREFORE BE IT RESOLVED THAT** the Council of the Municipality of North Perth urges the Provincial Government to provide support to municipalities to fill vacant building official positions;

**AND FURTHER THAT** this resolution be circulated to Premier Doug Ford, Steve Clark, Minister of Municipal Affairs and Housing, Provincial opposition parties, Matthew Rea MPP, all municipalities in Ontario and AMO.

**CARRIED**

If you have any questions regarding the above resolution, please do not hesitate to contact me at [lcline@northperth.ca](mailto:lcline@northperth.ca).

Sincerely,



Lindsay Cline,  
Clerk/Legislative Services Supervisor  
Municipality of North Perth

cc.

Hon. Steve Clark, Minister of Municipal Affairs and Housing  
Provincial Opposition Parties  
Perth-Wellington MPP Matthew Rea  
Association of Municipalities of Ontario (AMO)  
All Ontario Municipalities

---

**From:** Ashley Sloan <ashley@southstormont.ca>  
**Sent:** Friday, June 02, 2023 10:56 AM  
**Cc:** Loriann Harbers  
**Subject:** South Stormont Resolution - Bill 97 and Draft Provincial Policy Statement

Good day,

Please be advised that Council of the Township of South Stormont passed the following resolution on May 24, 2023:

**Resolution No.: 125/2023**  
**Moved By: Councillor Reid McIntyre**  
**Seconded by: Deputy Mayor Andrew Guindon**

**That Council supports the United Counties of SDG and strongly urges the province to:**

- **Pause proposed changes to the Provincial Policy Statement, particularly regarding natural heritage and agricultural lands**
- **Reinvest trust in the local planning authority of all 444 municipalities, recognizing that each Ontario municipality has unique landscapes, different housing needs and differing vision for local planning matters;**

**And further that a copy of this resolution be sent to all 444 municipalities, the Premier of Ontario, Minister of Municipal Affairs and Housing, Minister of Agriculture, Food and Rural Affairs, Minister of Environment, Conservation and Parks, Member of Provincial Parliament, Association of Municipalities of Ontario, Rural Ontario Municipal Association, Federation of Canadian Municipalities and the Eastern Ontario Wardens Caucus.**

**Result: CARRIED**

Kind regards,



*Ashley Sloan, AMP*

Deputy Clerk  
Marriage Officiant

Email: [ashley@southstormont.ca](mailto:ashley@southstormont.ca)

Phone: 613-534-8889 ext. 204

2 Mille Roches Road, PO Box 84, Long Sault, ON K0C 1P0

[www.southstormont.ca](http://www.southstormont.ca)

*Office of the Mayor*

9 June 2023

VIA EMAIL

Hon. François-Philippe Champagne PC MP  
Minister of Innovation, Science and Economic Development  
Via email: [ministerofisi-ministredeisi@ised-isde.gc.ca](mailto:ministerofisi-ministredeisi@ised-isde.gc.ca)

Hon. Marie-Claude Bibeau PC MP  
Minister of Agriculture  
Via email: [Marie-Claude.Bibeau@parl.gc.ca](mailto:Marie-Claude.Bibeau@parl.gc.ca)

Dear Ministers:

On behalf of the Council of the Town of Bradford West Gwillimbury, we are writing to you pursuant to the enclosed motion to endorse the right-to-repair movement and to call on your government to expedite the promised consultations to enshrine this principle in consumer-protection law, with specific consultations and measures related to supporting the agricultural sector undertaken.

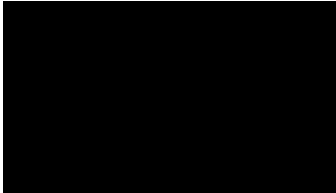
Right to Repair is a simple environmental and consumer protection measure: it ensures consumers are able to reasonably access repairs to electronic and other devices at a fair price, rather than creating a monopoly through technology companies only being able to repair their own products. This measure will also help reduce waste by combatting planned obsolescence, where companies make products that are only intended to last for a period of some years, and are not really repairable.

Further, farmers and growers are intimately familiar with the particular nuances of this issue when it comes to increasingly high-tech agricultural equipment. As the “soup and salad bowl of Canada”, Bradford West Gwillimbury is home to many farmers and growers, so we know firsthand how important an issue these consultations will be.

Our Council has shown in recent years that we are at the forefront of advocating for important environmental protections, including the Freshwater Action Fund, and we are grateful to our new Green Initiatives Committee for recommending this current piece of advocacy to protect the environment and consumers.

A copy of the motion is enclosed. We would be happy to meet with you or your representatives to discuss this further.

Sincerely yours,



James Leduc  
Mayor

CC: John Barlow, MP Foothills  
Rick Perkins, MP South Shore—St. Margarets  
Alistair MacGregor, MP Cowichan—Malahat—Langford  
Rachel Blaney, MP North Island—Powell River  
Scot Davidson, MP York—Simcoe  
Federation of Canadian Municipalities  
Association of Municipalities of Ontario  
Ontario's Municipal Councils  
Ontario's Conservation Authorities

At its Regular meeting of Council held on Tuesday, June 6, 2023, the Town of Bradford West Gwillimbury Council approved the following resolution:

**Resolution: 2023-199**

**Moved: Councillor Verkaik**

**Seconded: Councillor Harper**

Whereas the “right-to-repair” movement seeks to ensure consumers of electronic products, including mobile phones and computers, as well as agricultural equipment, are able to make routine fixes to damaged products without having to rely on the manufacturer and to affordably make such repairs; and

Whereas this movement and efforts against “planned obsolescence” seeks to ensure affordability for consumers and to protect our environment by reducing electronic waste; and

Whereas the agricultural sector has unique needs related to specialized electronic farm equipment and the ability to make repairs in a timely and affordable manner, especially during the growing season; and

Further to a commitment in the 2023 federal budget that “the government will work to implement a right to repair, with the aim of introducing a targeted framework for home appliances and electronics in 2024. The government will launch consultations this summer, including on the right to repair and the interoperability of farming equipment, and work closely with provinces and territories to advance the implementation of a right to repair” (p. 38); and

Be it therefore resolved that the committee recommend Council endorse the right-to-repair movement through a letter from the Mayor and Green Initiatives Committee Chair to call on the federal government to expedite the promised consultations to enshrine this principle in consumer-protection law, with specific consultations and measures related to supporting the agricultural sector undertaken; and

That a copy of this resolution and letter be shared with the Minister of Innovation, Science and Economic Development; the Minister of Agriculture and their critics; and the Member of Parliament for York—Simcoe; and to the Federation of Canadian Municipalities (FCM), the Association of Municipalities of Ontario (AMO) and Ontario’s Municipal Councils, with a request for their endorsement of same.

Result: CARRIED.



*Naturally Spirited*

**TOWNSHIP OF KILLALOE, HAGARTY AND RICHARDS**

**Date: May 16, 2023**

**Resolution No.:** 06

Moved by \_\_\_\_\_

Seconded by \_\_\_\_\_

THAT Council for the Township of Killaloe, Hagarty and Richards hereby supports the resolution from the Township of West Lincoln regarding the support of Bill 5 Stopping Harassment and Abuse by Local Leaders Act and further that this resolution be forwarded to the Honorable Doug Ford, the Premier of Ontario, the Ministry of Municipal Affairs and Housing, the Association of Municipalities of Ontario and local area MPP's.

Carried:

Not Carried:

Certified a true copy  
\_\_\_\_\_  
Tammy Gorgerat, CAO/Clerk-Treasurer  
Township of Killaloe, Hagarty and Richards





The Corporation of the  
Municipality of Mississippi Mills

Council Meeting

**Resolution Number** 160-23

**Title:** Item B - Town of Plympton-Wyoming resolution re: Bill 5 – Stopping Harassment and Abuse by Local Leaders Act

**Date:** Tuesday, May 9, 2023

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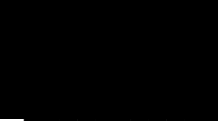
**Moved by** Councillor Holmes

**Seconded by** Councillor Souter

**THAT** Council supports the Town of Plympton-Wyoming's resolution re: Stopping Harassment and Abuse by Local Leaders Act.

**CARRIED**

I, Casey Munro, Deputy Clerk for the Corporation of the Municipality of Mississippi Mills, do hereby certify that the above is a true copy of a resolution enacted by Council.

  
\_\_\_\_\_  
Casey Munro, Deputy Clerk



The Honourable Doug Ford  
Premier of Ontario  
[premier@ontario.ca](mailto:premier@ontario.ca)

*DELIVERED VIA EMAIL*

March 31<sup>st</sup> 2023

**Re: Bill 5 – Stopping Harassment and Abuse by Local Leaders Act**

Dear Premier Ford,

Please be advised that at the Regular Council Meeting on March 29<sup>th</sup> 2023, the Town of Plympton-Wyoming Council passed the following motion, supporting the resolution from the Council of the Municipality of Chatham-Kent regarding *Bill 5 – Stopping Harassment and Abuse by Local Leaders Act*.

***Motion 13***

*Moved by Councillor Mike Vasey*

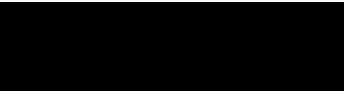
*Seconded by Councillor John van Klaveren*

*That Council support item 'M' of correspondence from the Municipality of Chatham-Kent regarding Bill 5 – Stopping Harassment and Abuse by Local Leaders Act.*

***Carried.***

If you have any questions regarding the above motion, please do not hesitate to contact me by phone or email at [dgiles@plympton-wyoming.ca](mailto:dgiles@plympton-wyoming.ca).

Sincerely,



Denny Giles  
Deputy Clerk  
Town of Plympton-Wyoming

cc: The Honourable Steve Clark – Minister of Municipal Affairs & Housing  
Stephen Blais – MPP, Orléans; Member, Standing Committee on Justice Policy  
Bob Bailey – MPP, Sarnia-Lambton  
Association of Municipalities of Ontario  
All Ontario Municipalities

March 6, 2023

The Honourable Doug Ford  
[Premier@ontario.ca](mailto:Premier@ontario.ca)

**Re: Support Bill 5 - Stopping Harassment and Abuse by Local Leaders Act**

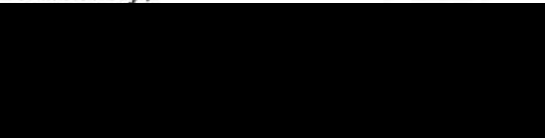
Please be advised the Council of the Municipality of Chatham-Kent, at its regular meeting held on March 6, 2023 passed the following resolution:

"That Chatham-Kent Council express its support for Bill 5 - Stopping Harassment and Abuse by Local Leaders Act which would require the code of conduct for municipal Councillors and members of local boards to include a requirement to comply with workplace violence and harassment policies and permit municipalities and local boards to direct the Integrity Commissioner to apply to the court to vacate a member's seat if the Commissioner's inquiry determines that the member has contravened this requirement;

And further that this resolution be circulated to the Honourable Doug Ford, Premier of Ontario; the Honourable Steve Clark, Minister of Municipal Affairs and Housing; the Honourable Stephen Blais, and local MPPs."

If you have any questions or comments, please contact Judy Smith at [ckclerk@chatham-kent.ca](mailto:ckclerk@chatham-kent.ca)

Sincerely,



Judy Smith, CMO  
Director Municipal Governance/Clerk

C

Minister of Municipal Affairs and Housing  
Local MPPs  
Ontario Municipalities



# Northumberland County Council Resolution

**SENT VIA EMAIL**

**June 26, 2023**

Hon. Doug Ford, Premier of Ontario  
Hon. Steve Clark, Minister of Municipal Affairs and Housing  
Hon. David Piccini, Minister of Environment, Conservation and Parks & MPP for  
Northumberland - Peterborough South  
All Ontario Municipalities

**Re: Northumberland County Resolution – ‘Bill 5, Stopping Harassment and Abuse  
by Local Leaders Act, 2022’**

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At a meeting held on June 21, 2023 Northumberland County Council approved the following Council Resolution # 2023-06-21-429 adopting the below recommendation from the June 6, 2023 Corporate Support Committee meeting.

**Moved by:** Deputy Warden Ostrander

**Seconded by:** Councillor Crate

"**That** the Corporate Support Committee, having considered correspondence from the Municipality of Shuniah, County of Oxford, Town of Cobourg, Town of Orangeville, Township of Lanark Highlands, Township of Wellington North and Concerned Citizens on behalf of 'The Women of Ontario Say No' regarding 'Bill 5, Stopping Harassment and Abuse by Local Leaders Act, 2022' recommend that County Council support the correspondence; and

**Further That** the Committee recommend that County Council direct staff to send a copy of this resolution to the Honourable Doug Ford (Premier of Ontario), the Honourable Steve Clark (Minister of Municipal Affairs and Housing), the Honourable David Piccini (Minister of the Environment, Conservation and Parks and MPP for Northumberland - Peterborough South), and to all municipalities in Ontario."

**Council Resolution # 2023-06-21-429**

**Carried**

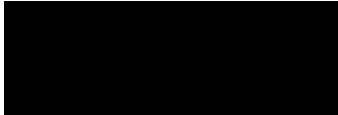


**The Corporation of the  
County of Northumberland**

555 Courthouse Road  
Cobourg, ON, K9A 5J6

If you have any questions regarding this matter, please do not hesitate to contact the undersigned at [matherm@northumberland.ca](mailto:matherm@northumberland.ca) or by telephone at 905-372-3329 ext. 2238.

Sincerely,  
Maddison Mather



Manager of Legislative Services / Clerk  
Northumberland County

# Council Resolution

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Moved By B. Ostrander

Agenda  
Item 10

Resolution Number  
2023-06-21 429

Seconded By R. Crate

Council Date: June 21, 2023

"That Council adopt all recommendations from the six Standing Committees, as contained within the Committee Minutes (meetings held June 5, 6, and 7, 2023), with the exception of the following items (referenced from the Standing Committee Minutes), that will be held for discussion:

Committee Name	Item #	Description	Held By
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- Economic Development, Tourism, & Land Use Planning, 8.d, 'Broadband Project Update - Verbal', held by Councillor Logel;
- Public Works Committee, 8.d, 'Report 2023-066 'Joint Fire Service and Public Works Communications Tower Update', held by Deputy Warden Ostrander

**And Further That** the items listed above and held for separate discussion each require a separate resolution."

Recorded Vote  
Requested by \_\_\_\_\_  
Councillor's Name

Carried

Warden's Signature

Deferred \_\_\_\_\_  
Warden's Signature

Defeated

Warden's Signature

**County Standing Committees' Recommendations to Council**  
**County Council Meeting June 26, 2023**

<b>Corporate Support Committee – June 6, 2023</b>			
<b>Committee Item</b>	<b>Business or Report # &amp; Title</b>	<b>Open / Closed</b>	<b>Committee Recommendations to Council (summarized)</b>
7.a	Correspondence, 'Bill 5, Stopping Harassment and Abuse by Local Leaders Act, 2022' <ul style="list-style-type: none"> <li>• Municipality of Shuniah</li> <li>• County of Oxford</li> <li>• Town of Cobourg</li> <li>• Town of Orangeville</li> <li>• Township of Lanark Highlands</li> <li>• Township of Wellington North</li> <li>• Concerned Citizens on behalf of 'The Women of Ontario Say No'</li> </ul>	Open	- Support the correspondence  -Direct staff to send a copy of this resolution to the Honourable Doug Ford (Premier of Ontario), the Honourable Steve Clark (Minister of Municipal Affairs and Housing), the Honourable David Piccini (Minister of the Environment, Conservation and Parks and MPP for Northumberland - Peterborough South), and to all municipalities in Ontario
7.b	Correspondence, Municipality of Wawa, Town of Fort Erie 'Municipal Oath of Office'	Open	Receive for information
7.c	Correspondence, Treasury Board Secretariat (Emergency Management Ontario) 'Northumberland County Compliance Results'	Open	Receive for information
8. a – d	Quarter 1, 2023 Financial Analysis <ul style="list-style-type: none"> <li>• Communications</li> <li>• Information Technology</li> <li>• Legal Services</li> <li>• Corporate Services</li> </ul>	Open	Receive for information
8.e	Report 2023-070, Corporate Services 'Adoption of Northumberland County's Emergency Management Plan 2023'	Open	-Adopt the revised 'Northumberland County Emergency Management Plan 2023'  -Enact a bylaw at the June 21, 2023 County Council meeting being a by-law to Formulate the 2023 Emergency Management Program and Plan

## Corporate Support Committee Resolution

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**Committee Meeting Date:** June 6, 2023

**Agenda Item:** 7.a

**Resolution Number:** 2023-06-06- 384

**Moved by:** M. Martin

**Seconded by:** S. Jibb

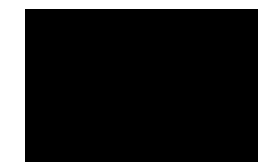
**Council Meeting Date:** June 21, 2023

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**"That** the Corporate Support Committee, having considered correspondence from the Municipality of Shuniah, County of Oxford, Town of Cobourg, Town of Orangeville, Township of Lanark Highlands, Township of Wellington North and Concerned Citizens on behalf of 'The Women of Ontario Say No' regarding 'Bill 5, Stopping Harassment and Abuse by Local Leaders Act, 2022' recommend that County Council support the correspondence; and

**Further That** the Committee recommend that County Council direct staff to send a copy of this resolution to the Honourable Doug Ford (Premier of Ontario), the Honourable Steve Clark (Minister of Municipal Affairs and Housing), the Honourable David Piccini (Minister of the Environment, Conservation and Parks and MPP for Northumberland – Peterborough South), and to all municipalities in Ontario."

**Carried**



\_\_\_\_\_  
Committee Chair's Signature

**Defeated**

\_\_\_\_\_  
Committee Chair's Signature

**Deferred**

\_\_\_\_\_  
Committee Chair's Signature





# COUNCIL RESOLUTION

Resolution No.: 181-23  
~~175-23~~

Date: May 9, 2023

Moved By: \_\_\_\_\_

Seconded By: \_\_\_\_\_

THAT Council support the resolutions from the City of Sault Ste Marie regarding Bill 5, Stopping Harassment and Abuse by Local Leaders Act;

AND THAT Council directs administration for forward this resolution to the Hon. Doug Ford, <sup>Premier</sup> Premier of Ontario, Lise Vaugeois, MPP, Kevin Holland, MPP, and the Association of Municipalities of Ontario and all municipalities in Ontario.

**Carried**

**Defeated**

**Amended**

**Deferred**

\_\_\_\_\_  
Signature

Municipality of Shuniah, 420 Leslie Avenue, Thunder Bay, Ontario, P7A 1X8

**Municipal Council of the County of Oxford  
Council Meeting - Oxford County**

**Date:** Wednesday, April 26, 2023

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**Moved By:** Bernia Wheaton

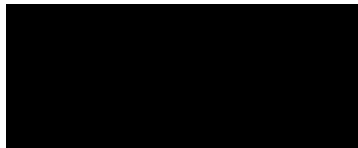
**Seconded By:** Phil Schaefer

That Oxford County Council expresses support for Bill 5 – Stopping Harassment and Abuse by Local Leaders Act, which would require the code of conduct for municipal Councillors and members of local boards to include a requirement to comply with workplace violence and harassment policies and permit municipalities to direct the Integrity Commissioner to apply to the court to vacate a member’s seat if the Commissioner’s inquiry determines that the member has contravened this requirement;

And further that this resolution be circulated to the municipalities represented by the Western Ontario Warden’s Caucus;

And further, that this resolution be circulated to the Honourable Doug Ford, Premier of Ontario; the Honourable Steve Clark, Minister of Municipal Affairs and Housing; the Honourable Ernie Hardeman, Oxford MPP, Stephen Blais, Orleans MPP and all Ontario municipalities.

DISPOSITION: Motion Carried





# THE CORPORATION OF THE TOWN OF COBOURG

The Corporation of the Town of Cobourg  
Legislative Services Department  
Victoria Hall  
55 King Street West  
Cobourg, ON K9A 2M2

**Brent Larmer**  
**Municipal Clerk/  
Director of Legislative Services**  
Telephone: (905) 372-4301 Ext. 4401  
Email: [blarmer@cobourg.ca](mailto:blarmer@cobourg.ca)  
Fax: (905) 372-7558

**SENT VIA EMAIL**

May 1, 2023

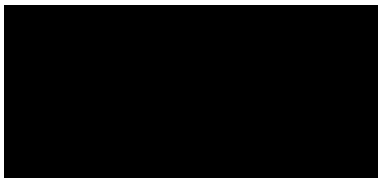
Minister of Municipal Affairs and Housing  
Premier Doug Ford  
MP Philip Lawrence  
MPP David Piccini  
All Ontario municipalities

## **Re: Bill 5 - Stopping Harassment and Abuse by Local Leaders Act 2022**

Please see attached Resolution adopted at the Cobourg Municipal Council meeting held on May 1, 2023.

If you have any questions regarding this matter, please do not hesitate to contact the undersigned at [blarmer@cobourg.ca](mailto:blarmer@cobourg.ca) or by telephone at (905)-372-4301 Ext. 4401.

Sincerely,



Brent Larmer  
Municipal Clerk/Director of Legislative Services  
Returning Officer  
Legislative Services Department





<b>Moved By</b>	<u>Councillor Adam Bureau</u>	<b>Resolution No.:</b>
<b>Last Name Printed</b>	BUREAU	145-23
<b>Seconded By</b>	<u>Councillor Miriam Mutton</u>	<b>Council Date:</b>
<b>Last Name Printed</b>	MUTTON	May 1, 2023

THAT Council receive the correspondence from the Municipality of Mulmar and Duffer for information purposes; and

FURTHER THAT Council endorse and support Bill 5 - Stopping Harassment and Abuse by Local Leaders Act 2022 was introduced in the Ontario Legislature by MPP Steven Blaze through a private member's bill on August 10 2022; and

FURTHER THAT the Town of Coburg and Council are committed to demonstrating good governance and greater accountability for its Code of Conduct and workplace policies; and

NOW THEREFORE BE RESOLVED THAT the Council and the Corporation of the Town of Cobourg endorses Bill 5 Stopping Harassment and Abuse by Local Leaders Act 2022 which would require the code of conduct for municipal councillors and members of local boards to include or requirement to comply with workplace violence and harassment policies and permit municipalities to direct the integrity commissioner to apply to the court to vacate a member seat if the commissioners inquiry determines that the member has contravened this requirement; and

FURTHER THAT Council expresses its support for Bill 5 by directing the Clerk to send a copy of this motion to the Premier of Ontario the Ontario, Minister of Municipal Affairs and Housing, the Minister of Municipal Affairs and Housing the local members of parliament MPs the local members of provincial department and MPPS and all Ontario municipalities.



758070 2<sup>nd</sup> Line E  
Mulmur, Ontario  
L9V 0G8

Local (705) 466-3341  
Toll Free from 519 only (866) 472-0417  
Fax (705) 466-2922

April 6, 2023

### **Bill 5—Stopping Harassment and Abuse by Local Leaders Act, 2022**

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At the meeting held on April 5, 2023, Council of the Township of Mulmur passed the following resolution in support of Bill 5 – Stopping Harassment and Abuse by Local Leaders Act, 2022

#### **Moved by Cunningham and Seconded by Clark**

WHEREAS Bill 5—Stopping Harassment and Abuse by Local Leaders Act, 2022 was introduced in the Ontario Legislature by MPP Stephen Blais through a Private Member's Bill on August 10, 2022;

AND WHEREAS the Township of Mulmur and Council are committed to demonstrating good governance and greater accountability to its Code of Conduct and workplace policies;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Township of Mulmur endorses Bill 5—Stopping Harassment and Abuse by Local Leaders Act, 2022 which would require the Code of Conduct for municipal Councillors and members of local boards to include a requirement to comply with workplace violence and harassment policies and permit municipalities to direct the Integrity Commissioner to apply to the court to vacate a member's seat if the Commissioner's Inquiry determines that the member has contravened this requirement;

AND THAT the Council of the Corporation of the Township of Mulmur expresses its support for Bill 5 by directing the Clerk to send this motion to the Premier of Ontario; the Ontario Minister of Municipal Affairs and Housing; the Association of Municipalities of Ontario (AMO); the local Members of Parliament (MP's); the local Members of Provincial Parliament (MPP's); and all Ontario Municipalities.

**CARRIED.**

Sincerely,

*Roseann Knechtel*

Roseann Knechtel, Deputy Clerk/Planning Coordinator

APR 20 2023  
Info # 6



April 17, 2023

Honourable Doug Ford  
Premier's Office Room 281  
Legislative Building, Queen's Park  
Toronto, ON M7A 1A1

At its regular meeting on April 13, 2023, Dufferin County Council passed the following resolution:

THAT Dufferin County Council supports Bill 5 – Stopping Harassment and Abuse by Local Leaders Act;

AND THAT this resolution be circulated to the Honourable Doug Ford, Premier of Ontario; the Honourable Steve Clark, Minister of Municipal Affairs and Housing; the Honourable Stephen Blais, and local MPPs.

Thank you,

*Michelle Hargrave*

Michelle Hargrave  
Administrative Support Specialist



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**From:** Lindsay Raftis <lraftis@orangeville.ca>

**Sent:** Monday, May 1, 2023 11:14 AM

**Subject:** Town of Orangeville - Response to Bill 5 - Stopping Harassment and Abuse by Local Leaders Act

You don't often get email from [lraftis@orangeville.ca](mailto:lraftis@orangeville.ca). [Learn why this is important](#)

**CAUTION:** External E-Mail

Good morning,

Please be advised that Bill 5 – Stopping Harassment and Abuse by Local Leaders Act, 2022 was considered by Council at its meeting held on April 17, 2023 and the Council adopted the following resolution:

**Whereas Bill 5—Stopping Harassment and Abuse by Local Leaders Act, 2022 was introduced in the Ontario Legislature by MPP Stephen Blais through a Private Member’s Bill on August 10, 2022;**

**Whereas the Town of Orangeville and Council are committed to demonstrating good governance and greater accountability to its Code of Conduct and workplace policies;**

**Now therefore be it resolved:**

**1. That Orangeville Council endorses Bill 5—Stopping Harassment and Abuse by Local Leaders Act, 2022 which would require the Code of Conduct for municipal Councillors and members of local boards to include a requirement to comply with workplace violence and harassment policies and permit municipalities to direct the Integrity Commissioner to apply to the court to vacate a member’s seat if the Commissioner’s Inquiry determines that the member has contravened this requirement.**

**2. That Orangeville Council expresses its support for Bill 5 by directing the Town of Orangeville Clerk to send this motion to the Premier of Ontario; the Ontario Minister of Municipal Affairs and Housing; the Association of Municipalities of Ontario (AMO); the local Members of Parliament (MP’s); the local Members of Provincial Parliament (MPP’s);**

**the Ontario Big Cities Mayors Caucus (OBCM); the Large Urban Mayors' Caucus of Ontario; the Small Urban GTHA Mayors as well as Dufferin County Municipalities.**

Thank you,

**Lindsay Raftis | Assistant Clerk | Corporate Services**

**Town of Orangeville | 87 Broadway | Orangeville, ON L9W 1K1**

519-941-0440 Ext. 2242 | Toll Free 1-866-941-0440 Ext. 2215

[lraftis@orangeville.ca](mailto:lraftis@orangeville.ca) | [www.orangeville.ca](http://www.orangeville.ca)





May 10<sup>th</sup>, 2023

Premier's Office  
Room 281  
Legislative Building, Queen's Park  
Toronto, ON M7A 1A1

**ATTENTION: Premier of Ontario**

Dear Premier Ford:

**RE: Resolution – Bill 5 - Stopping Harassment and Abuse by Local Leaders Act, 2022**

Please be advised that the Council of the Corporation of the Township of Lanark Highlands passed the following resolution at their regular meeting held April 25<sup>th</sup>, 2023:

*Moved by Councillor Kelso*

*Seconded by Councillor Summers*

**THAT**, Council supports the resolution from the Township of Mulmur regarding Bill 5 - Stopping Harassment and Abuse by Local Leaders Act, 2022;

**AND THAT**, this resolution of support be circulated to the Premier of Ontario, the Ontario Minister of Municipal Affairs and Housing, the Association of Municipalities of Ontario, the local Members of Parliament, the local Members of Provincial Parliament, and all Ontario Municipalities.

**Resolved**

Sincerely,



Amanda Noël,  
Clerk

Encls.

c.c. All Ontario Municipalities  
Local MP's and MPP's  
Association of Municipalities  
Ontario Minister of Municipal Affairs and Housing



758070 2<sup>nd</sup> Line E  
Mulmur, Ontario  
L9V 0G8

Local **(705) 466-3341**  
Toll Free from 519 only **(866) 472-0417**  
Fax **(705) 466-2922**

April 6, 2023

## **Bill 5—Stopping Harassment and Abuse by Local Leaders Act, 2022**

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At the meeting held on April 5, 2023, Council of the Township of Mulmur passed the following resolution in support of Bill 5 – Stopping Harassment and Abuse by Local Leaders Act, 2022

### **Moved by Cunningham and Seconded by Clark**

WHEREAS Bill 5—Stopping Harassment and Abuse by Local Leaders Act, 2022 was introduced in the Ontario Legislature by MPP Stephen Blais through a Private Member’s Bill on August 10, 2022;

AND WHEREAS the Township of Mulmur and Council are committed to demonstrating good governance and greater accountability to its Code of Conduct and workplace policies;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Township of Mulmur endorses Bill 5—Stopping Harassment and Abuse by Local Leaders Act, 2022 which would require the Code of Conduct for municipal Councillors and members of local boards to include a requirement to comply with workplace violence and harassment policies and permit municipalities to direct the Integrity Commissioner to apply to the court to vacate a member’s seat if the Commissioner’s Inquiry determines that the member has contravened this requirement;

AND THAT the Council of the Corporation of the Township of Mulmur expresses its support for Bill 5 by directing the Clerk to send this motion to the Premier of Ontario; the Ontario Minister of Municipal Affairs and Housing; the Association of Municipalities of Ontario (AMO); the local Members of Parliament (MP’s); the local Members of Provincial Parliament (MPP’s); and all Ontario Municipalities.

**CARRIED.**

Sincerely,

*Roseann Knechtel*

Roseann Knechtel, Deputy Clerk/Planning Coordinator



**WELLINGTON NORTH**  
SEMPER PORRO

May 10, 2023

To Premier Doug Ford:

Please be advised that the Council of the Corporation of the Township of Wellington North at its meeting held on May 8, 2023 adopted the following:

RESOLUTION: 2023-168

Moved: Councillor McCabe

Seconded: Councillor Burke

THAT the Council of the Corporation of the Township of Wellington North receive the resolution dated February 21, 2023 from Sault Ste. Marie regarding Support for Bill 5 – Stopping Harassment and Abuse by Local Leaders Act.

AND FURTHER THAT Council endorse their support for Bill 5 – Stopping Harassment and Abuse by Local Leaders Act.

CARRIED

Sincerely,

Cathy Conrad  
Deputy Clerk



## CITY COUNCIL RESOLUTION

### Regular Council Meeting

**Agenda Number:** 9.2.  
**Title:** Support for Bill 5 – Stopping Harassment and Abuse by Local Leaders Act  
**Date:** Tuesday, February 21, 2023

---

**Moved by:** Councillor A. Caputo  
**Seconded by:** Councillor L. Vezeau-Allen

Whereas municipally elected leaders do not have an appropriate accountability structure when it comes to perpetrating violence and harassment in the workplace; and

Whereas a fundamental, underlying principle of broadening diversity, equity and inclusion in politics rests on the assumption that the workplace is safe; and

Whereas Bill 5, the *Stopping Harassment and Abuse by Local Leaders Act* would require Councillors to comply with the workplace violence and harassment policies of the municipality they represent, permit municipalities to direct the Integrity Commissioner to apply to the court to vacate a member's seat for failing to comply with the municipality's workplace violence and harassment policies as well as restrict officials whose seat has been vacated from seeking immediate subsequent re-election; and

Whereas over 20 municipalities have formally endorsed and communicated public support for Bill 5; and

Whereas Bill 5 would both hold accountable and protect all municipal officials;

Now Therefore Be It Resolved that Sault Ste. Marie City Council express its support for Bill 5, *Stopping Harassment and Abuse by Local Leaders Act*;

Further that this resolution be circulated to the Hon. Doug Ford, Premier of Ontario, Ross Romano, MPP for Sault Ste. Marie, the Association of Municipalities of Ontario, and MPP Stephen Blais (Orleans).

Carried

  
Matthew Shoemaker

# #THEWOMENOFONTARIOSAYNO

## An Overview for Bill 5\*: The Stopping Harassment and Abuse by Local Leaders Act

### The Issue at Hand

Municipally elected leaders do not have an appropriate accountability structure when it comes to perpetrating violence and harassment in the workplace. In fact, if a claim of egregious (the most severe) harassment is substantiated; the maximum penalty that can be imposed is three months without pay. But the councillor can retain their position, return to the workplace and seek re-election.

This differs from any other workplace in the province, where not only are workplaces mandated to have violence and harassment in the workplace policies (Bill 168), these policies outline consequences for egregious violation which includes termination.

### Why this Bill is so important

The Bill was introduced as a private members bill, as a response to a sitting councillor in Ottawa who was able to seek re-election, even with outstanding claims of egregious sexual harassment (investigation by the integrity Commissioner was underway). Other instances of councillors perpetrating harassment include Brampton, Barrie and Mississauga. Since this advocacy effort has started, there are further instances cited in many other municipalities across the province of Ontario.

### What will the Bill do?

The Bill has three primary components:

1. Require councillors to comply with the workplace violence and harassment policies of the municipality they represent.
2. Permit municipalities to direct the Integrity Commissioner to apply to the court to vacate a member's seat for failing to comply with the municipality's workplace violence and harassment policies.
3. Restrict councillors—whose seat has been vacated—from seeking immediate subsequent re-election.

### The Consequences of Doing Nothing

When councillors are able to perpetrate harassment without being held to account, a toxic message is sent to the community.

It means that as an elected official:

1. You are immune to the communal standards of treatment we have come to expect from the population at large, and;
2. You can abuse your power, unchecked, and continue to have the privilege of serving the population that elected you.

A fundamental, underlying principle of broadening diversity, equity and inclusion in politics rests on the assumption that the workplace is SAFE. This is currently not the case. As such, despite the most recent municipal elections in October, 2022, councillors currently can perpetrate the most egregious acts of harassment and keep their jobs.

This has an immeasurably negative impact on communities.

1. Community members and/or municipal staff may not feel safe meeting with their local ward councillor.
2. If a person is harassed, they may not see the point of filing a complaint with the Integrity Commissioner—if suitable action cannot be taken.
3. There is no deterrent for councillors when it comes to perpetrating harassment when they know they can still keep their job.
4. It stifles diversity of voice at the local decision making table—when personal safety is at risk, quality people may be deterred from seeking election.
5. When councillors who have perpetrated harassment to staff or fellow councillors can retain their position, no matter how serious, it creates and protects toxic workplaces, which in turn has an adverse effect on mental health in the workplace and throughout the community.

To learn more check out:  
[thewomenofontariosayno.com](http://thewomenofontariosayno.com)



\* In reference to Bill 5, once passed, it will be applicable to ALL municipalities in Ontario at the same time.

6. Lack of accountability supports current systems of privilege and immunity of a certain segment of the population, which is not optimal for healthy communities.
7. It sends the message that if you have power, you are different, and superior to the average citizen.

## History of the Bill

Private Members' Bills do not often get passed. They usually deal with an issue of public interest. In this instance, the Bill has received all party support. It was introduced as Bill 260, then the legislature was prorogued when the Federal Election was called. It was then reintroduced as Bill 10, but died when the provincial election was called. It has since been introduced as Bill 5 and it is slated for its second reading in May, 2023. This Bill needs support from every avenue to become law.

## The Bill will amend:

1. *Municipal Act, 2001*
2. *The City of Toronto Act, 2006*

## How you can help:

1. **Share, Like and Follow** on Social Media: @womenofontariosayno.
2. **Deliver a presentation** to a municipal council in Ontario requesting support (materials provided). This is a unique approach to advocacy, but is appropriate to approach local councils, as it is their workplace.
3. **Provide social media content**- send us a video as to why you or your organization/business supports Bill 5. Better yet—capture the reaction of those who are unaware of this gap in legislation and see if they are comfortable providing their reaction on a video or a quote. It is hard to believe we need to advocate for this.
4. **Showcase your organization or community groups' logo** on our website to add credibility and legitimacy to the advocacy effort.
5. **Meet, write, or call your local MPP** and express that this legislation matters to you, your organization, and their constituents in the community.

6. **Share information** with your networks.
7. **Email the Ontario Human Rights Commission** and request a public inquiry into the issue:

[legal@ohrc.on.ca](mailto:legal@ohrc.on.ca)

8. Make a financial contribution to ensure **this never happens to another person in any community in Ontario ever again**. Check out the gofundme page to help support a full-time advocate to speak with all MPPs in the province.

[www.gofundme.com/f/basic-human-rights-in-ontario](http://www.gofundme.com/f/basic-human-rights-in-ontario)

9. Feel empowered to have the hard conversations. So much of grassroots change occurs at our dinner table, speaking with a neighbour, or your local councillor. Start talking about the issue. Express the change you want to see and never feel ashamed to advocate for basic human rights. We often feel we have to be experts in legislation to advocate for it. We are all experts in how we want to be treated. Let this be your guide.

## Be part of the change

Make sure your municipality is in support! Below is a growing list of municipalities since September 2022 that have formally endorsed and communicated public support for Bill 5:

- Town of Collingwood
- Town of Adjala-Tosoronto
- Township of Ramara
- Town of Midland
- Township of Oro-Medonte
- City of Woodstock
- Town of New Tecumseth
- Essa Township
- Township of Clearview
- City of Barrie
- Township of Springwater
- City of Ottawa
- Town of Wasaga Beach
- Township of Tiny
- Town of Bradford West Gwillimbury
- Town of Penetanguishene
- Township of the Archipelago
- City of Orillia
- Town of Midland
- City of London
- Municipality of Kincardine
- City of Kenora

To learn more check out:  
[thewomenofontariosayno.com](http://thewomenofontariosayno.com)



\* In reference to Bill 5, once passed, it will be applicable to ALL municipalities in Ontario at the same time.

**From:**  
**To:**



**Subject:** From Concerned Citizens - Bill 5 The Stopping Harassment and Abuse by Local Leaders Act  
**Date:** Thursday, May 4, 2023 10:44:08 PM  
**Attachments:** [Support for Bill 5- Sault Ste Marie motion.pdf](#)  
[Women of Ontario Say No- Info sheet.pdf](#)  
[Workforce Psychological Safety in the Workplace ENG 0 1.pdf](#)  
**Importance:** High

You don't often get email from [REDACTED] [Learn why this is important](#)

**CAUTION:** External E-Mail

**\*FAO Municipal Clerks: If your municipality has not already formally endorsed Bill 5 with a motion, please add this request to your next council meeting agenda and let us know the outcome. \*Otherwise, please disregard\***

**Bill 5 is now scheduled for a second reading in the Ontario Legislature on May 30, 2023\***

**Please follow us on Instagram and Facebook:** womenofontariosayno

**Dear Ontario Mayors and Councillors,**

As you are aware, there is growing **non-partisan advocacy** across this province calling for support of Bill 5- The Stopping Harassment and Abuse by Local Leaders Act - 'The Women of Ontario Say No'. This advocacy was borne out of a situation in Barrie, ON where a councillor was in litigation for sexual harassment while also running for Mayor, and Bill 5 itself is a result of the most appalling behaviour from a sitting councillor in Ottawa where council had no resource but to suspend pay for 90 days, four times.

There is an increasing number of municipalities in support (80 and growing DAILY), recognizing that this gap disproportionately affects women- and affects women in the most unconscionable ways. **Bill 5 was endorsed unanimously by the Ontario Big City Mayors a few weeks ago.** A list of current supporting municipalities can be found at the bottom of our home page [The Women of Ontario Support Bill 5 \(squarespace.com\)](#).

Workplace safety is the foundation to supporting diversity of voice at the decision-making

tables. **A working environment free of harassment for all is not a big 'ask' - it is a right.** You may recall the names of two Ontario women, Lori Dupont and Theresa Vince, detailed in this article [Ont. workplace harassment laws change | CBC News](#) Both were murdered in the workplace by co-workers. As a result, Bill 168 was passed to strengthen Occupational Health and Safety legislation. Bill 5 is a natural progression to ensure health & safety in municipal workplaces for both employees **and** elected officials.

The Canadian Medical Association says this about workplace harassment “Bullying can cause [stress](#), fatigue, presenteeism, anxiety, [burnout](#), [depression](#), substance abuse, broken [relationships](#), early retirement and even [suicide](#). It can affect performance, self-esteem/self-confidence, absenteeism and teamwork.” <https://www.cma.ca/bullying-workplace>

Employers have a legal obligation to ensure psychologically safe workplaces. “A perfect legal storm is brewing in the area of mental health protection at work. This storm brings with it a rising tide of liability for employers in connection with failure to provide or maintain a psychologically safe workplace.” Dr. Martin Shain [see PDF attachment Workforce Psychological Safety in the Workplace prepared for the Mental Health Commission of Canada.](#)

From an article published in the National Post, Sept 2022 [Workplace bullying should be treated as a public health issue | National Post](#) “Multiple high profile incidents of workplace bullying have been in the media over the past few years, from the alleged toxic workplace culture created by former Governor General Julie Payette and the suicide of a Canadian Armed Forces reservist linked to constant harassment by co-workers...” “Like other health issues, the impact of workplace bullying has measurable diagnostic implications and the clustering of adverse physical and psychological symptoms of bullying victims is definable. Multiple studies have shown that it can negatively impact a person’s mental health and can even lead to long-term psychological trauma..”

Multiple Ontario municipalities have learned the hard way about the lack of tools in the Municipal Act for holding councillors accountable for workplace harassment. Currently the most severe penalty that can be imposed on a municipal councillor is suspension of pay for 90 days. There is no process for removing councillors from office. This advocacy is not about upending our most sacred element of healthy societies- our democracy. **It about protecting the most basic of human rights for women, and all Ontarians. It is understood that that removal would only be pursued in the most egregious of circumstances, and even then, the courts would have to review the evidence and agree before removal would be enforced.** In fact, it is precisely the Bill's due process that has facilitated such rapid support.

There is discourse circulating that this legislation needs other elements. To that end, the legislation is in its infancy. Much of the worthy discussion on this will be captured in



Committee and incorporated into regulation, if it passes second reading.

We NEED legislation now to address this shortcoming by amending the Municipal Act & City of Toronto Act to ensure (at a minimum): 1) municipally elected officials are accountable to violence and harassment in the workplace policies 2) there is a process for removal and restriction on re-election in cases where egregious acts of harassment are substantiated.

YOU have been elected to lead in our provincial municipalities and to represent the public's best interest. We are asking you to do just that. Human rights and the fundamental rights of women to work in an environment free of harassment can't wait. We are counting on you.

Sincerely,

[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]

On Behalf of  
The Women of Ontario  
Say No

Sent from [Mail](#) for Windows



**Town of Newmarket Council Extract  
Council - Electronic**

**Title:** Resolution in Support of Bill 5 Stopping Harassment and Abuse by Local Leaders Act, 2022  
**Date:** Monday, June 5, 2023

---

**Moved by:** Councillor Kwapis  
**Seconded by:** Councillor Bisanz

Whereas Bill 5—Stopping Harassment and Abuse by Local Leaders Act, 2022 was introduced in the Ontario Legislature through a Private Member’s Bill on August 10, 2022; and,

And Whereas the Town of Newmarket and Council are committed to demonstrating good governance and greater accountability to its Code of Conduct and workplace policies.

Therefore be it resolved,

1. That the Council of the Town of Newmarket endorses Bill 5—Stopping Harassment and Abuse by Local Leaders Act, 2022 which would require the Code of Conduct for municipal Councillors and members of local boards to include a requirement to comply with workplace violence and harassment policies and permit municipalities to direct the Integrity Commissioner to apply to the court to vacate a member’s seat if the Commissioner’s Inquiry determines that the member has contravened this requirement; and,
2. And that the Council of the Town of Newmarket expresses its support for Bill 5 by directing the Clerk to send this resolution to the Premier of Ontario; the Ontario Minister of Municipal Affairs and Housing; the Association of Municipalities of Ontario (AMO); the local Members of Parliament (MP’s); the local Members of Provincial Parliament (MPP’s); Ontario Small Urban Municipalities (OSUM) and all Ontario Municipalities.

**Carried**

June 7, 2023

*Via email: [premier@ontario.ca](mailto:premier@ontario.ca)*

Ontario Premier's Office  
Attn: Premier Doug Ford  
Queens Park, Legislative Building  
Toronto, ON M7A 1A1

Dear Premier Ford,

**RE: Resolution of Support for Bill 5 – Stopping Harassment and Abuse by Local Leaders Act, 2022**

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On behalf of the Council of the Corporation of the Township of Lake of Bays, please be advised that a notice of motion regarding the above-noted was presented at the last regularly scheduled Council meeting on June 6, 2023, and the following resolution was passed:

**“Resolution TC-133-2023**

**WHEREAS** Bill 5—Stopping Harassment and Abuse by Local Leaders Act, 2022 was introduced in the Ontario Legislature by MPP Stephen Blais through a Private Member's Bill on August 10, 2022;

**AND WHEREAS** the Township of Lake of Bays and Council are committed to demonstrating good governance and greater accountability to its Code of Conduct and workplace policies;

**NOW THEREFORE BE IT RESOLVED THAT** the Council of the Corporation of the Township of Lake of Bays endorses Bill 5—Stopping Harassment and Abuse by Local Leaders Act, 2022 which would require the Code of Conduct for municipal Councillors and members of local boards to include a requirement to comply with workplace violence and harassment policies and permit municipalities to direct the Integrity Commissioner to apply to the court to vacate a member's seat if the Commissioner's Inquiry determines that the member has contravened this requirement;

**AND FURTHER THAT** Council direct staff to send this motion to the Premier of Ontario; the Ontario Minister of Municipal Affairs and Housing; the Association of Municipalities of Ontario (AMO); the local Member of Parliament (MP's); the local Member of Provincial Parliament (MPP's); and all Ontario municipalities.

**Carried.”**

Should you have any questions, please do not hesitate to contact our Municipal Office at 705-635-2272.

Sincerely,



Carrie Sykes, *Dipl. M.A., CMO, AOMC,*  
Director of Corporate Services/Clerk  
CS/lv

Copy to: Minister of Municipal Affairs and Housing, Steve Clark  
Association of Municipalities of Ontario (AMO)  
MP, Scott Aitchison  
MPP, Graydon Smith  
Ontario Municipalities



**MATACHEWAN**

PO Box 177 , Matachewan , Ontario , P0K 1M0  
Tel: 705-565-2274

May 31, 2023

**RESOLUTION**

**Resolution # 2023-163**

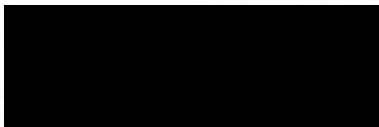
**Agenda Item # 7.1 Special Council Meeting**

**Moved By : Cheryl Drummond**

**Seconded By : Mike Young**

**THAT** we, the Council of the Corporation of the Township of Matachewan, support Resolution #145-23 of the Council of the Corporation of the Town of Cobourg.

**Carried**



Mark Stickel  
Mayor



Cheryl Swanson  
Clerk



# THE CORPORATION OF THE TOWN OF COBOURG

The Corporation of the Town of Cobourg  
Legislative Services Department  
Victoria Hall  
55 King Street West  
Cobourg, ON K9A 2M2

**Brent Larmer**  
Municipal Clerk/  
Director of Legislative Services  
Telephone: (905) 372-4301 Ext. 4401  
Email: [blarmer@cobourg.ca](mailto:blarmer@cobourg.ca)  
Fax: (905) 372-7558

**SENT VIA EMAIL**

May 1, 2023

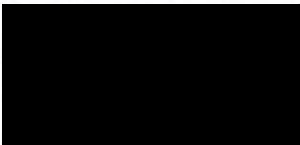
Minister of Municipal Affairs and Housing  
Premier Doug Ford  
MP Philip Lawrence  
MPP David Piccini  
All Ontario municipalities

## **Re: Bill 5 - Stopping Harassment and Abuse by Local Leaders Act 2022**

Please see attached Resolution adopted at the Cobourg Municipal Council meeting held on May 1, 2023.

If you have any questions regarding this matter, please do not hesitate to contact the undersigned at [blarmer@cobourg.ca](mailto:blarmer@cobourg.ca) or by telephone at (905)-372-4301 Ext. 4401.

Sincerely,



Brent Larmer  
Municipal Clerk/Director of Legislative Services  
Returning Officer  
Legislative Services Department





<b>Moved By</b>	<u>Councillor Adam Bureau</u>	<b>Resolution No.:</b>
<b>Last Name Printed</b>	BUREAU	145-23
<b>Seconded By</b>	<u>Councillor Miriam Mutton</u>	<b>Council Date:</b>
<b>Last Name Printed</b>	MUTTON	May 1, 2023

THAT Council receive the correspondence from the Municipality of Mulmar and Duffer for information purposes; and

FURTHER THAT Council endorse and support Bill 5 - Stopping Harassment and Abuse by Local Leaders Act 2022 was introduced in the Ontario Legislature by MPP Steven Blaze through a private member's bill on August 10 2022; and

FURTHER THAT the Town of Coburg and Council are committed to demonstrating good governance and greater accountability for its Code of Conduct and workplace policies; and

NOW THEREFORE BE RESOLVED THAT the Council and the Corporation of the Town of Cobourg endorses Bill 5 Stopping Harassment and Abuse by Local Leaders Act 2022 which would require the code of conduct for municipal councillors and members of local boards to include or requirement to comply with workplace violence and harassment policies and permit municipalities to direct the integrity commissioner to apply to the court to vacate a member seat if the commissioners inquiry determines that the member has contravened this requirement; and

FURTHER THAT Council expresses its support for Bill 5 by directing the Clerk to send a copy of this motion to the Premier of Ontario the Ontario, Minister of Municipal Affairs and Housing, the Minister of Municipal Affairs and Housing the local members of parliament MPs the local members of provincial department and MPPS and all Ontario municipalities.

# SOUTH GLENGARRY

*Ontario's Celtic Heartland*

## CORPORATION OF THE TOWNSHIP OF SOUTH GLENGARRY

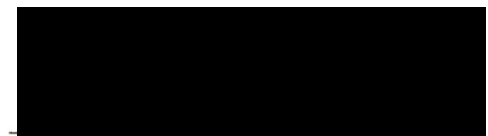
<b>MOVED BY</b>	Trevor Bougie	<b>RESOLUTION NO.</b>	195-2023
<b>SECONDED BY</b>	Sam McDonnell <i>ln</i>	<b>DATE</b>	June 19 2023

WHEREAS, the Council of the Township of South Glengarry received a resolution from the Municipality of Tweed for Reducing Municipal Insurance Costs.

NOW THEREFORE BE IT RESOLVED THAT, the Township of South Glengarry calls upon the Province to take action to reduce municipal insurance costs.

AND FURTHER, that this Resolution be forwarded to the Association of Municipalities of Ontario (AMO), the Minister of Finance, the Minister of Municipal Affairs and Housing, MPP Ric Bresee, and all Ontario Municipalities for support.

CARRIED     
  DEFEATED     
  POSTPONED



Mayor Lachlan McDonald

Recorded Vote:	Yes	No
Mayor McDonald	—	—
Deputy Lang	—	—
Councillor Jaworski	—	—
Councillor McDonell	—	—
Councillor Bougie	—	—





The Corporation of the  
Municipality of Mississippi Mills

Council Meeting

**Resolution Number** 161-23

**Title:** Item C - Town of Plympton-Wyoming Resolution re: Reducing Municipal Insurance Costs

**Date:** Tuesday, May 9, 2023

---


**Moved by** Councillor Holmes

**Seconded by** Councillor Souter

**THAT** Council supports the Town of Plympton-Wyoming's resolution re: Reducing Municipal Insurance Costs.

**CARRIED**

I, Casey Munro, Deputy Clerk for the Corporation of the Municipality of Mississippi Mills, do hereby certify that the above is a true copy of a resolution enacted by Council.

  
\_\_\_\_\_  
Casey Munro, Deputy Clerk



---

Judy Smith  
Director Municipal Governance/Clerk  
Municipality of Chatham-Kent  
[ckclerk@chatham-kent.ca](mailto:ckclerk@chatham-kent.ca)

*DELIVERED VIA EMAIL*

March 31<sup>st</sup> 2023

**Re: Reducing Municipal Insurance Costs**

Dear Ms. Smith,

Please be advised that at the Regular Council Meeting on March 29<sup>th</sup> 2023, the Town of Plympton-Wyoming Council passed the following motion, supporting the resolution from the Council of the Municipality of Chatham-Kent regarding Reducing Municipal Insurance Costs.

***Motion 12***

*Moved by Councillor Mike Vasey*

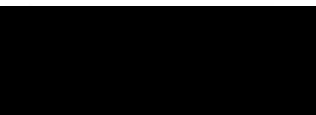
*Seconded by Deputy Mayor Netty McEwen*

*That Council support item 'L' of correspondence from the Municipality of Chatham-Kent regarding Reducing Municipal Insurance Costs.*

***Carried.***

If you have any questions regarding the above motion, please do not hesitate to contact me by phone or email at [dgiles@plympton-wyoming.ca](mailto:dgiles@plympton-wyoming.ca).

Sincerely,



Denny Giles  
Deputy Clerk  
Town of Plympton-Wyoming

cc: Association of Municipalities of Ontario  
All Ontario Municipalities

March 6, 2023

To All Ontario Municipalities

**Resolution re Reducing Municipal Insurance Costs**

Please be advised the Council of the Municipality of Chatham-Kent, at its regular meeting held on March 6, 2023 passed the following resolution:

"Whereas Chatham-Kent has faced multiple double digit increases to insurance premiums over the past years;

And Whereas the costs on insurance are having a significant impact on municipal budgets in Chatham-Kent and around the Province;

Now Therefore, Council direct administration to engage with other municipalities, the Association of Municipalities of Ontario, and any other relevant municipal associations, to determine what tools may be available to reduce insurance costs, including cooperative purchasing of insurance, creation of a municipal reciprocal insurance provider, or legislative changes to address insurance costs to municipalities.

And administration report back to Council regarding the result of this engagement and any recommended Council resolutions to support improvements to municipal insurance in Ontario.

Further that administration be directed to forward this motion to all other municipalities in Ontario seeking support and collaboration on this issue."

If you have any questions or comments, please contact Judy Smith at [ckclerk@chatham-kent.ca](mailto:ckclerk@chatham-kent.ca)

Sincerely,

  
Judy Smith, CMO  
Director Municipal Governance/Clerk

C AMO



June 21, 2023

Judy Smith, CMO  
Director Municipal Governance/Clerk  
315 King Street West  
P.O. Box 640  
Chatham, ON N7M 5K8  
Sent via email: [ckclerk@chatham-kent.ca](mailto:ckclerk@chatham-kent.ca)

Dear Judy Smith:

**RE: Reducing Municipal Insurance Costs**

The Council of the Corporation of Tay Valley Township at its Council meeting on June 20<sup>th</sup>, 2023, adopted the following resolution:

**RESOLUTION #C-2023-06-15**

**“WHEREAS**, escalating insurance costs are one of Tay Valley Township’s top financial concerns;

**AND WHEREAS**, the costs of insurance are having a significant impact on municipal budgets in Tay Valley Township and around the Province;

**NOW THEREFORE BE IT RESOLVED THAT**, the Council of the Corporation of Tay Valley Township supports the Municipality of Chatham-Kent’s resolution regarding the reduction of Municipal Insurance Costs;

**AND THAT**, a letter of support be sent to the Municipality of Chatham-Kent and all Ontario Municipalities.”

**ADOPTED**

If you require any further information, please do not hesitate to contact the undersigned at (613) 267-5353 ext. 123 or [cao@tayvalleytwop.ca](mailto:cao@tayvalleytwop.ca).

Sincerely,

  
Amanda Mabo, CAO/Clerk

cc: All Ontario Municipalities



**Municipality of Chatham-Kent**  
Corporate Services  
Municipal Governance  
315 King Street West, P.O. Box 640  
Chatham ON N7M 5K8

March 6, 2023

To All Ontario Municipalities

**Resolution re Reducing Municipal Insurance Costs**

Please be advised the Council of the Municipality of Chatham-Kent, at its regular meeting held on March 6, 2023 passed the following resolution:

"Whereas Chatham-Kent has faced multiple double digit increases to insurance premiums over the past years;

And Whereas the costs on insurance are having a significant impact on municipal budgets in Chatham-Kent and around the Province;

Now Therefore, Council direct administration to engage with other municipalities, the Association of Municipalities of Ontario, and any other relevant municipal associations, to determine what tools may be available to reduce insurance costs, including cooperative purchasing of insurance, creation of a municipal reciprocal insurance provider, or legislative changes to address insurance costs to municipalities.

And administration report back to Council regarding the result of this engagement and any recommended Council resolutions to support improvements to municipal insurance in Ontario.

Further that administration be directed to forward this motion to all other municipalities in Ontario seeking support and collaboration on this issue."

If you have any questions or comments, please contact Judy Smith at [ckclerk@chatham-kent.ca](mailto:ckclerk@chatham-kent.ca)

Sincerely,

  
Judy Smith, CMO  
Director Municipal Governance/Clerk

C AMO



**The Corporation of The Township of The Archipelago  
Council Meeting**

**Agenda Number:** 15.9.

**Resolution Number** 23-104

**Title:** Support of Tay Valley Township's Resolution Requesting the Reinstatement of Legislation Permitting A Municipality to Retain Surplus Proceeds from Tax Sales

**Date:** Friday, June 16, 2023

---

**Moved by:** Councillor Ashley

**Seconded by:** Councillor Frost

**WHEREAS** prior to being repealed by the Modernizing Ontario's Municipal Legislation Act, 2017, Section 380(6) of the Municipal Act, 2001 allowed for a municipality to retain surplus proceeds from tax sales within their jurisdiction;

**AND WHEREAS** the Public Tax Sale process is burdensome to a municipality who invest a considerable amount of time and money recovering these proceeds for the potential sole benefit of the Crown in Right of Ontario;

**NOW THEREFORE BE IT RESOLVED** that the Council for the Township of The Archipelago supports Tay Valley Township in the reinstatement of previous legislation that permitted municipalities to apply for and retain surplus proceeds from tax sales in their jurisdictions; and

**FURTHER BE IT RESOLVED** that Council hereby directs staff to circulate this resolution to the Ministry of Municipal Affairs and Housing (MMAH), the Ministry of Finance (MOF), the Ontario Municipal Tax & Revenue Association (OMTRA), the Association of Municipalities of Ontario (AMO), MPP Graydon Smith and all Ontario Municipalities.

**Carried**



**MATACHEWAN**

PO Box 177 , Matachewan , Ontario , P0K 1M0  
Tel: 705-565-2274

April 19, 2023

**RESOLUTION**

**Resolution # 2023-122**

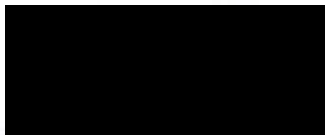
**Agenda Item # 12.1 Regular Council Meeting**

**Moved By : Dianne Gilbert**

**Seconded By : Mike Young**

**THAT** we, the Council of the Corporation of the Township of Matachewan, support the Town of Essex regarding reinstatement of legislation permitting a municipality to retain surplus proceeds from tax sales, as per there letter dated March 22, 2023.

**Carried**



Mark Stickel  
Mayor



Cheryl Swanson  
Clerk

# SOUTH GLENGARRY

*Ontario's Celtic Heartland*

## CORPORATION OF THE TOWNSHIP OF SOUTH GLENGARRY

<b>MOVED BY</b>	Stephanie Jaworski	<b>RESOLUTION NO.</b>	194-2023
<b>SECONDED BY</b>	Martin Lang Jm	<b>DATE</b>	June 19 2023

WHEREAS, the Council of the Township of South Glengarry received a resolution from the Tay Valley Township for the Minister of Municipal Affairs and Housing Letter to Retain Surplus Proceeds from Tax Sales.

NOW THEREFORE BE IT RESOLVED THAT, a letter be sent to all relevant taxation bodies, including the Ministry of Municipal Affairs and Housing, the Ministry of Finance, John Jordan, MPP, the Association of the Municipalities of Ontario and all other municipalities in Ontario urging them to re-instate previous legislation that permitted a Municipality to apply for and retain the surplus proceeds from a tax sale in their jurisdiction.

CARRIED     
  DEFEATED     
  POSTPONED



Mayor Lachlan McDonald

Recorded Vote:	Yes	No
Mayor McDonald	—	—
Deputy Lang	—	—
Councillor Jaworski	—	—
Councillor McDonell	—	—
Councillor Bougie	—	—





**The Corporation of the Township of Hamilton**

8285 Majestic Hills Drive

P.O. Box 1060, Cobourg, ON, K9A 4W5

905-342-2810 | [info@hamiltontownship.ca](mailto:info@hamiltontownship.ca) | [www.hamiltontownship.ca](http://www.hamiltontownship.ca)

---

June 1, 2023

**Re: Resolution of Support: Amendments to the Oath of Office**

To Whom it May Concern,

Please be advised that at its May 16, 2023 regular meeting, the Council of the Corporation of the Township of Hamilton passed the following resolution:

RES:2023-99

Moved by Deputy Mayor Larry Williamson, Seconded by Councillor Mark Lovshin

That the Township of Hamilton supports the resolution from Puslinch regarding making cameras on school bus stop sign arms mandatory and paid for by the Province.

CARRIED

Should you have any questions, please do not hesitate to contact me.

Kind regards,

Emily Cartlidge, MLIS, Dipl. MA, BA  
Deputy Clerk / Records Management Coordinator



The Corporation of the  
Municipality of Mississippi Mills

Council Meeting

Resolution Number 141-23

Title: Info Item B - Municipality of North Perth re: School Bus Stop Arm Cameras

Date: Tuesday, April 25, 2023

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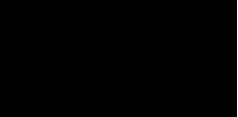
Moved by Councillor Torrance

Seconded by Councillor Ferguson

THAT Council support the Municipality of North Perth's motion re: School Bus Stop Arm Cameras.

**CARRIED**

I, Casey Munro, Deputy Clerk for the Corporation of the Municipality of Mississippi Mills, do hereby certify that the above is a true copy of a resolution enacted by Council.

  
\_\_\_\_\_  
Casey Munro, Deputy Clerk



March 14, 2023

The Honourable Doug Ford  
Premier of Ontario  
Legislative Building, Queen's Park  
Toronto, ON M7A 1A1  
Via Email: [premier@ontario.ca](mailto:premier@ontario.ca)

Dear Premier Ford:

**RE: School Bus Stop Arm Cameras**

Pleased be advised that the Council of the Municipality of North Perth passed the following resolution at their regular meeting held March 6, 2023:

**Moved by** Councillor Rothwell **Seconded by** Councillor Blazek

**WHEREAS** almost 824,000 students travel in about 16,000 school vehicles every school day in Ontario and according to the Ministry of Transportation's statistics the rate of vehicles blowing by stopped school buses is over 30,000 times every day;

**AND WHEREAS** the Province of Ontario passed the Safer School Zones Act in 2017 which authorized the use of Automated School Bus Stop Arm Camera Systems to detect incidents where vehicles failed to stop when the school bus was stopped and the stop-arm extended (O. Reg. 424/20);

**AND WHEREAS** the Association of Municipalities (AMO) working on behalf of all Ontario Municipalities made its submission to the Standing Committee on General Government on May 21, 2019 in support of Administrative Monetary Penalties (AMPs) to be used to collect fine revenue for school bus stop arm infractions and other applications, including Automated Speed Enforcement (ASE) technologies deployed in school and community safety zones;

**AND WHEREAS** police resources can not be spread any thinner to enforce Highway Traffic Act offences throughout municipalities;

**AND WHEREAS** the administrative and financial costs to establish the required municipal Administrative Penalty program under the Highway Traffic Act, and its regulations, are substantial and maybe out of reach for small or rural municipalities that have insufficient amounts of traffic to generate the required funds to offset the annual operational costs of a municipal Administrative Penalty program;

**NOW THEREFORE BE IT RESOLVED THAT** the Council of the Municipality of North Perth urges the Provincial Government to:

- a) Require all school buses to have stop arm cameras installed and paid for by the Province for the start of the 2023-2024 school year; and
- b) Underwrite the costs for the implementation and on-going annual costs for Administrative Monetary Penalties in small and rural municipalities;

**AND FURTHER THAT** this resolution be circulated to Premier Doug Ford, Attorney General Doug Downey, Minister of Education Stephen Lecce, Provincial opposition parties, Mathew Rae MPP, AMO and all municipalities in Ontario.

**CARRIED**

If you have any questions regarding the above resolution, please do not hesitate to contact me at [lcline@northperth.ca](mailto:lcline@northperth.ca).

Sincerely,



Lindsay Cline,  
Clerk/Legislative Services Supervisor  
Municipality of North Perth

cc.  
Hon. Doug Downey, Attorney General  
Hon. Stephen Lecce, Minister of Education  
Provincial Opposition Parties  
MPP Matthew Rea  
Association of Municipalities of Ontario (AMO)  
All Ontario Municipalities



Date: May 2, 2023

Resolution No.: 06

Moved by \_\_\_\_\_

Seconded by \_\_\_\_\_

WHEREAS the Corporation of the Township of Killaloe, Hagarty and Richards supports the motion brought forward by the Town of Bracebridge for School Bus Stop Arm Cameras.

NOW THEREFOR BE IT RESOLVED THAT the Council of the Township of Killaloe, Hagarty and Richards urges the Provincial Government to:

1. Require all school buses to have stop arm cameras installed and paid for by the Province for the start of the 2023-2024 school year; and
2. Underwrite the costs for the implementation and ongoing annual costs for Administrative Monetary Penalties in small and rural municipalities;

AND FURTHER THAT this resolution be circulated to Premier Doug Ford, Attorney General Doug Downey, Minister of Education Stephen Lecce, Minister of Natural Resources and Forestry and MPP for Parry Sound-Muskoka Graydon Smith, Provincial opposition parties, AMO, and all municipalities in Ontario.

Carried: ✓

Not Carried: \_\_\_\_\_

Certified a true copy ✓  
Tammy Gorgerat, CAO/Clerk-Treasurer  
Township of Killaloe, Hagarty and Richards

CORPORATION OF THE  
**TOWNSHIP OF McGARRY**

PHONE: (705) 834-2145 FAX: (705) 834-2700  
EMAIL: [kpelletier@mcgarry.ca](mailto:kpelletier@mcgarry.ca) WEBSITE: [www.mcgarry.ca](http://www.mcgarry.ca)

27 WEBSTER STREET  
P.O. BOX 99, VIRGINIATOWN, ONTARIO P0K 1X0



SENT VIA EMAIL

June 14, 2023

Hon. Doug Ford, Premier of Ontario  
Legislative Assembly of Ontario  
111 Wellesley St. W.  
Toronto, On  
M7A 1A1  
[doug.fordco@pc.ola.org](mailto:doug.fordco@pc.ola.org)

Dear Premier Ford,

**RE: Motion –School Bus Stop Arm Cameras**

At its Regular Council meeting of June 13, 2023, Council of the Corporation of the Township of McGarry passed the following Motion:

*“Moved by Bonita Culhane  
Seconded by Francine Plante*

***WHEREAS*** almost 824,000.00 students travel in about 16,000 school vehicles every single day in Ontario and according to the Ministry of Transportation’s statistics the rate of vehicles blowing by stopped school buses is over 30,000 times every day;

***AND WHEREAS*** the Province of Ontario passed the Safer School Zones Act in 2017 which authorized the use of Automated School Bus Stop Arm Camera Systems to detect incidents where vehicles failed to stop when the school bus was stopped, and the stop-arm extended (O.Reg. 424/20);

***AND WHEREAS*** the Association of Municipalities (AMO) working on behalf of all Ontario Municipalities made its submission to the Standing Committee on General Government on May 21, 2019 in support of Administrative Monetary Penalties (AMPs) to be used to collect fine revenue for school bus stop arm infractions and other applications, including Automated Speed Enforcement (ASE) technologies deployed in school and community safety zones;

***AND WHEREAS*** police resources can not be spread any thinner to enforce Highway Traffic Act offences throughout municipalities;

***AND WHEREAS*** the administrative and financial costs to establish the required municipal Administrative Penalty program under the Highway Traffic Act, and its regulations, are substantial

*and maybe out of reach for small and rural municipalities that have insufficient amounts of traffic to generate the required funds to offset the annual operational costs of a municipal Administrative Penalty program;*

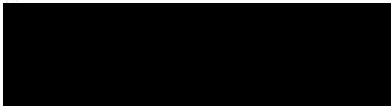
***NOW THEREFORE BE IT RESOLVED THAT*** the Council of the Corporation of the Township of McGarry urges the Provincial Government to:

- a) Require all school buses to have stop arm cameras installed and paid for by the Province for the start of the 2023-2024 school year; and*
- b) Underwrite the costs for the implementation and on-going annual costs for Administrative Monetary Penalties in small and rural municipalities;*

***AND FURTHER THAT*** this resolution be circulated to Premier Doug Ford, Attorney General Doug Downey, Minister of Education Stephen Lecce, Provincial opposition parties, MPP Cochrane-Timiskaming, MP Timmins-James Bay, AMO and all municipalities in Ontario.

**CARRIED”**

Sincerely,



Karine Pelletier  
Clerk-Treasurer

- cc. Hon. Doug Downey, Attorney General
- Hon. Stephen Lecce, Minister of Education
- Provincial Opposition Parties
- John Vanthof MPP Cochrane-Timiskaming
- Association of Municipalities of Ontario (AMO)
- All Ontario Municipalities



MUNICIPALITY OF

# North Perth

[www.northperth.ca](http://www.northperth.ca)

#10 (e)

A Community of Character

330 Wallace Ave. N., Listowel, ON N4W 1L3

Phone: 519-291-2950

Toll Free: 888-714-1993

March 14, 2023

The Honourable Doug Ford  
Premier of Ontario  
Legislative Building, Queen's Park  
Toronto, ON M7A 1A1  
Via Email: [premier@ontario.ca](mailto:premier@ontario.ca)

Dear Premier Ford:

**RE: School Bus Stop Arm Cameras**

Pleased be advised that the Council of the Municipality of North Perth passed the following resolution at their regular meeting held March 6, 2023:

**Moved by Councillor Rothwell Seconded by Councillor Blazek**

**WHEREAS** almost 824,000 students travel in about 16,000 school vehicles every school day in Ontario and according to the Ministry of Transportation's statistics the rate of vehicles blowing by stopped school buses is over 30,000 times every day;

**AND WHEREAS** the Province of Ontario passed the Safer School Zones Act in 2017 which authorized the use of Automated School Bus Stop Arm Camera Systems to detect incidents where vehicles failed to stop when the school bus was stopped and the stop-arm extended (O. Reg. 424/20);

**AND WHEREAS** the Association of Municipalities (AMO) working on behalf of all Ontario Municipalities made its submission to the Standing Committee on General Government on May 21, 2019 in support of Administrative Monetary Penalties (AMPs) to be used to collect fine revenue for school bus stop arm infractions and other applications, including Automated Speed Enforcement (ASE) technologies deployed in school and community safety zones;

**AND WHEREAS** police resources can not be spread any thinner to enforce Highway Traffic Act offences throughout municipalities;

**AND WHEREAS** the administrative and financial costs to establish the required municipal Administrative Penalty program under the Highway Traffic Act, and its regulations, are substantial and maybe out of reach for small or rural municipalities that have insufficient amounts of traffic to generate the required funds to offset the annual operational costs of a municipal Administrative Penalty program;



**NOW THEREFORE BE IT RESOLVED THAT** the Council of the Municipality of North Perth urges the Provincial Government to:

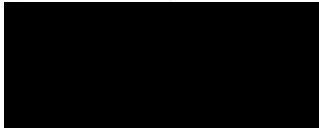
- a) Require all school buses to have stop arm cameras installed and paid for by the Province for the start of the 2023-2024 school year; and
- b) Underwrite the costs for the implementation and on-going annual costs for Administrative Monetary Penalties in small and rural municipalities;

**AND FURTHER THAT** this resolution be circulated to Premier Doug Ford, Attorney General Doug Downey, Minister of Education Stephen Lecce, Provincial opposition parties, Mathew Rae MPP, AMO and all municipalities in Ontario.

**CARRIED**

If you have any questions regarding the above resolution, please do not hesitate to contact me at [lcline@northperth.ca](mailto:lcline@northperth.ca).

Sincerely,



Lindsay Cline,  
Clerk/Legislative Services Supervisor  
Municipality of North Perth

cc.  
Hon. Doug Downey, Attorney General  
Hon. Stephen Lecce, Minister of Education  
Provincial Opposition Parties  
MPP Matthew Rea  
Association of Municipalities of Ontario (AMO)  
All Ontario Municipalities



## Clerks and Bylaw

June 21, 2023

The Honorable Caroline Mulroney  
Ontario Minister of Transportation  
777 Bay Street  
5<sup>th</sup> Floor  
Toronto, ON M7A 1Z8  
[minister@mto.ontario.ca](mailto:minister@mto.ontario.ca)

Dear Minister,

Please be advised that at the Council Meeting held on June 20<sup>th</sup>, 2023, Council endorsed the following resolution:

Whereas speeding on our roads is a major concern in our community; and

Whereas speeding can occur in all areas of our community; and

Whereas barriers and delays to enforcement pose a danger to our community; and

Whereas our municipality has limited resources to implement speed mitigation road design and re-design; and

Whereas our local police service has limited resources to undertake speed enforcement; and

Whereas s.205.1 of the Highway Traffic Act (HTA) provides that Automated Speed Enforcement systems (ASE) may only be placed in designated community safety zones and school safety zones;

Therefore be it resolved that Norfolk County requests that section 205.1 of the HTA be amended to permit municipalities to locate an ASE system permanently, or temporarily, on any roadway under the jurisdiction of the municipality, as determined by the municipality, beyond designated community and school safety zones; and

That a copy of this resolution be forwarded to the Ontario Minister of Transportation, the Ontario Minister of Municipal Affairs and Housing, local area MPPs, the Association of Municipalities of Ontario (AMO) and all Ontario Municipalities.

Please do not hesitate to contact me if you have any questions or concerns.

Sincerely,



Genevieve Scharback

County Clerk

Cc: The Honorable Steve Clark, Minister of Municipal Affairs and Housing  
Mrs. Bobbi Ann Brady, MPP Haldimand-Norfolk  
Association of Municipalities of Ontario  
Ontario Municipalities



## Cramahe Township Council Resolution

**June 29, 2023**

**Sent via Email**

Hon. Caroline Mulroney, Minister of Transportation and Francophone Affairs  
Hon. Steve Clark, Minister of Municipal Affairs and Housing  
Hon. David Piccini, Minister of Environment, Conservation and Parks & MPP for  
Northumberland - Peterborough South  
Association of Municipalities of Ontario (AMO)  
All Ontario Municipalities

### **RE: Amendments to the Highway Traffic Act**

---

Please be advised that the Council of the Township of Cramahe passed the following resolution at their regular meeting held June 20, 2023 regarding the Highway Traffic Act Amendments.

#### **Resolution No. 2023-213**

**Moved By: COUNCILLOR HAMILTON**

**Seconded By: DEPUTY MAYOR ARTHUR**

**BE IT RESOLVED THAT** Council support the City of Cambridge resolution; and  
**THAT** speeding on our roads is a major concern in our community; and  
**THAT** speeding can occur in all areas of our community; and  
**THAT** barriers and delays to enforcement pose a danger to our community; and  
**THAT** our municipality has limited resources to implement speed mitigation road design and re-design; and  
**THAT** our local police service has limited resources to undertake speed enforcement; and  
**THAT** s.205.1 of the Highway Traffic Act (HTA) provides that Automated Speed Enforcement systems (ASE) may only be placed in designated community safety zones and school safety zones; and

**THAT**, the Township of Cramahe request that the Ontario Government amend s.205.1 of the HTA to permit municipalities to locate an ASE system permanently or temporarily on any roadway under the jurisdiction of municipalities and as

**The Corporation of the Township of Cramahe**

1 Toronto Street, P.O. Box 357, ON K0K 1S0 •Tel 905-355-2821•www.cramahe.ca

determined by municipalities and not be restricted to only community safety zones and school safety zones; and

**THAT** a copy of this resolution be forwarded to the Ontario Minister of Transportation, the Ontario Minister of Municipal Affairs and Housing, local area MPPs, the Association of Municipalities of Ontario (AMO) and all Ontario Municipalities.

**CARRIED**

Attached please find a copy of the City of Cambridge Council Resolution, dated May 10, 2023.

If you have any questions regarding the above resolution, please do not hesitate to contact me at [nhamilton@cramahe.ca](mailto:nhamilton@cramahe.ca)

Sincerely,



Nicole Hamilton  
Municipal Deputy Clerk  
Township of Cramahe

**The Corporation of the City of Cambridge  
Corporate Services Department  
Clerk's Division  
The City of Cambridge  
50 Dickson Street, P.O. Box 669  
Cambridge ON N1R 5W8  
Tel: (519) 740-4680 ext. 4585  
[mantond@cambridge.ca](mailto:mantond@cambridge.ca)**

May 10, 2023

**Re: Highway Traffic Act Amendments**

Dear Ms. Mulronev,

At the Council Meeting of May 9, 2023, the Council of the Corporation of the City of Cambridge passed the following Motion:

**WHEREAS** speeding on our roads is a major concern in our community,

**AND WHEREAS** speeding can occur in all areas of our community,

**AND WHEREAS** barriers and delays to enforcement pose a danger to our community,

**AND WHEREAS** our municipality has limited resources to implement speed mitigation road design and re-design,

**AND WHEREAS** our local police service has limited resources to undertake speed enforcement,

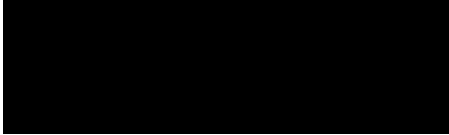
**AND WHEREAS** s.205.1 of the Highway Traffic Act (HTA) provides that Automated Speed Enforcement systems (ASE) may only be placed in designated community safety zones and school safety zones,

**THEREFORE BE IT RESOLVED THAT**, the City of Cambridge request that the Ontario Government amend s.205.1 of the HTA to permit municipalities to locate an ASE system permanently or temporarily on any roadway under the jurisdiction of municipalities and as determined by municipalities and not be restricted to only community safety zones and school safety zones;

**AND THAT** a copy of this resolution be forwarded to the Ontario Minister of Transportation, the Ontario Minister of Municipal Affairs and Housing, local area MPPs, the Association of Municipalities of Ontario (AMO) and all Ontario Municipalities.

Should you have any questions related to the approved resolution, please contact me.

Yours Truly,



Danielle Manton  
City Clerk

Cc: (via email)  
Steve Clark, Ontario Minister of Municipal Affairs and Housing  
Local Area MPPs  
Association of Municipalities of Ontario (AMO)  
All Ontario Municipalities



**BONFIELD TOWNSHIP  
OFFICE OF THE DEPUTY CLERK**

365 HIGHWAY 531

BONFIELD ON P0H 1E0

Telephone: 705-776-2641 Fax: 705-776-1154

Website: <http://www.bonfieldtownship.com>

Email: [deputyclerk@bonfieldtownship.com](mailto:deputyclerk@bonfieldtownship.com)

RESOLUTION OF COUNCIL

June 13<sup>th</sup>, 2023

No. 17

Moved by Councillor Featherstone

Seconded by Councillor Corbett

THAT the Council of the Township of Bonfield supports the City of Cambridge in requesting the Ontario Government to amend s.205.1 of the HTA to permit municipalities to locate an ASE system permanently or temporarily on any roadway under the jurisdiction of municipalities and as determined by municipalities and not be restricted to only community safety zones and school safety zones; AND THAT a copy of this resolution be forwarded to the Ontario Minister of Transportation, the Ontario Minister of Municipal Affairs and Housing, local area MPPs, the Association of Municipalities of Ontario (AMO) and all Ontario Municipalities.

Carried Narry Paquette

DIVISION VOTE

FOR

Donna Clark \_\_\_\_\_  
Jason Corbett \_\_\_\_\_  
Steve Featherstone \_\_\_\_\_  
Dan MacInnis \_\_\_\_\_  
Narry Paquette \_\_\_\_\_

AGAINST

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Declaration of Pecuniary Interest/Conflict of Interest

Declared interest, abstained from discussion, and did not vote on the question.

CERTIFIED to be a true copy of Resolution No. 17 of the Township of Bonfield's Regular Council Meeting of June 13<sup>th</sup>, 2023, and which Resolution is in full force and effect.

\_\_\_\_\_  
Andrée Gagné  
Deputy Clerk-Treasurer





June 21, 2023

The Honourable Caroline Mulroney  
Minister of Transportation  
5th Floor, 777 Bay Street  
Toronto, ON M7A Z8  
Email: [Caroline.Mulroney@pc.ola.org](mailto:Caroline.Mulroney@pc.ola.org)

**RE: Support for Highway Traffic Amendments**

Dear Ms. Mulroney,

Please be advised that during its regular meeting held on June 15, 2023 the Township of Malahide Council passed the following resolution:

THAT correspondence from the Town of Cobourg, Town of Amherstburg, City of Port Colborne, and Township of Puslinch supporting the City of Cambridge letter in regards to Highway Traffic Act Amendments be supported.

Please do not hesitate to contact me if you require any further information.

Respectfully,



Allison Adams,  
Manager of Legislative Services/Clerk

cc: Steve Clark, Ontario Minister of Municipal Affairs and Housing  
Rob Flack, MPP  
Association of Municipalities of Ontario (AMO)  
City of Cambridge  
Town of Cobourg,  
Town of Amherstburg,  
City of Port Colborne  
Township of Puslinch

attachment: City of Cambridge Resolution Letter

**The Corporation of the City of Cambridge  
Corporate Services Department  
Clerk's Division  
The City of Cambridge  
50 Dickson Street, P.O. Box 669  
Cambridge ON N1R 5W8  
Tel: (519) 740-4680 ext. 4585  
[mantond@cambridge.ca](mailto:mantond@cambridge.ca)**

May 10, 2023

**Re: Highway Traffic Act Amendments**

Dear Ms. Mulronev,

At the Council Meeting of May 9, 2023, the Council of the Corporation of the City of Cambridge passed the following Motion:

**WHEREAS** speeding on our roads is a major concern in our community,

**AND WHEREAS** speeding can occur in all areas of our community,

**AND WHEREAS** barriers and delays to enforcement pose a danger to our community,

**AND WHEREAS** our municipality has limited resources to implement speed mitigation road design and re-design,

**AND WHEREAS** our local police service has limited resources to undertake speed enforcement,

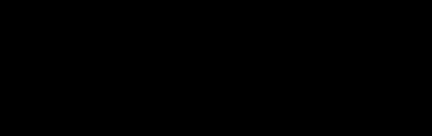
**AND WHEREAS** s.205.1 of the Highway Traffic Act (HTA) provides that Automated Speed Enforcement systems (ASE) may only be placed in designated community safety zones and school safety zones,

**THEREFORE BE IT RESOLVED THAT**, the City of Cambridge request that the Ontario Government amend s.205.1 of the HTA to permit municipalities to locate an ASE system permanently or temporarily on any roadway under the jurisdiction of municipalities and as determined by municipalities and not be restricted to only community safety zones and school safety zones;

**AND THAT** a copy of this resolution be forwarded to the Ontario Minister of Transportation, the Ontario Minister of Municipal Affairs and Housing, local area MPPs, the Association of Municipalities of Ontario (AMO) and all Ontario Municipalities.

Should you have any questions related to the approved resolution, please contact me.

Yours Truly,



Danielle Manton  
City Clerk

Cc: (via email)  
Steve Clark, Ontario Minister of Municipal Affairs and Housing  
Local Area MPPs  
Association of Municipalities of Ontario (AMO)  
All Ontario Municipalities



**BONFIELD TOWNSHIP  
OFFICE OF THE DEPUTY CLERK**

365 HIGHWAY 531

BONFIELD ON P0H 1E0

Telephone: 705-776-2641 Fax: 705-776-1154

Website: <http://www.bonfieldtownship.com>

Email: [deputyclerk@bonfieldtownship.com](mailto:deputyclerk@bonfieldtownship.com)

RESOLUTION OF COUNCIL  
June 13<sup>th</sup>, 2023

No. 16

Moved by Councillor Featherstone

Seconded by Councillor Clark

THAT the Council of the Township of Bonfield supports the Ontario Big City Mayor’s motion on legislative amendments to improve municipal Codes of Conduct and enforcement; AND THAT federal and provincial elected officials should take similar actions to hold themselves to account; AND THAT a copy of this motion be circulated to Right Honourable Justin Trudeau, Prime Minister of Canada, the Honourable Doug Ford, Premier of Ontario, the Honourable David Lametti, Minister of Justice, the Honourable Steve Clark, Minister of Municipal Affairs and Housing, Kate Manson-Smith, Deputy Minister of Municipal Affairs and Housing, Scott Pearce, Federation of Canadian Municipalities Acting President, Colin Best, President of the Association of Municipalities of Ontario, and all Ontario municipalities.

Carried Narry Paquette

DIVISION VOTE

FOR

Donna Clark \_\_\_\_\_  
Jason Corbett \_\_\_\_\_  
Steve Featherstone \_\_\_\_\_  
Dan MacInnis \_\_\_\_\_  
Narry Paquette \_\_\_\_\_

AGAINST

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Declaration of Pecuniary Interest/Conflict of Interest

Declared interest, abstained from discussion, and did not vote on the question.

CERTIFIED to be a true copy of Resolution No. 16 of the Township of Bonfield’s Regular Council Meeting of June 13<sup>th</sup>, 2023, and which Resolution is in full force and effect.

\_\_\_\_\_  
Andrée Gagné  
Deputy Clerk-Treasurer



**Cramahe Township  
Council Resolution**

**June 29, 2023**

**Sent via Email**

Hon. Doug Ford, Premier of Ontario  
Hon. David Piccini, Minister of Environment, Conservation and Parks & MPP for  
Northumberland - Peterborough South  
Hon. Steve Clark, Minister of Municipal Affairs and Housing  
Hon. Charmaine Williams, Associate Minister of Women's Social and Economic  
Opportunity  
Association of Municipalities of Ontario (AMO)  
All Ontario Municipalities  
The Women of Ontario Say No, Attn: Dianne Noble

**RE: The Women of Ontario Say No: Legislative Amendments to Improve  
Municipal Codes of Conduct and Enforcement**

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Please be advised that the Council of the Township of Cramahe passed the following resolution at their regular meeting held June 20, 2023 regarding Amendments to Improve Municipal Codes of Conduct and Enforcement.

**Resolution No. 2023-213**

**Moved By: COUNCILLOR VAN EGMOND**

**Seconded By: COUNCILLOR HAMILTON**

**BE IT RESOLVED THAT** Council receive the request for support from The Women of Ontario Say No; and  
**THAT** all Ontarians deserve and expect a safe and respectful workplace; and  
**THAT** municipal governments, as the democratic institutions most directly engaged with Ontarians need respectful discourse; and  
**THAT** several incidents in recent years of disrespectful behaviour and workplace harassment have occurred amongst members of municipal councils; and  
**THAT** these incidents seriously and negatively affect the people involved and lower public perceptions of local governments;  
**THAT** municipal Codes of Conduct are helpful tools to set expectations of council member behaviour; and  
**THAT** municipal governments do not have the necessary tools to adequately enforce compliance with municipal Codes of Conduct; and

**The Corporation of the Township of Cramahe**

1 Toronto Street, P.O. Box 357, ON K0K 1S0 •Tel 905-355-2821•www.cramahe.ca

**THAT** Cramahe Township Council supports the call of the Association of Municipalities of Ontario for the Government of Ontario to introduce legislation to strengthen municipal Codes of Conduct and compliance with them in consultation with municipal governments; and

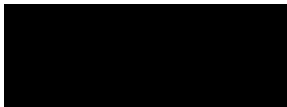
**THAT** the legislation encompass the Association of Municipalities of Ontario's recommendations for:

- Updating municipal Codes of Conduct to account for workplace safety and harassment
- Creating a flexible administrative penalty regime, adapted to the local economic and financial circumstances of municipalities across Ontario
- Increasing training of municipal Integrity Commissioners to enhance consistency of investigations and recommendations across the province
- Allowing municipalities to apply to a member of the judiciary to remove a sitting member if recommended through the report of a municipal Integrity Commissioner
- Prohibit a member so removed from sitting for election in the term of removal and the subsequent term of office

**CARRIED**

If you have any questions regarding the above resolution, please do not hesitate to contact me at [nhamilton@cramahe.ca](mailto:nhamilton@cramahe.ca)

Sincerely,



Nicole Hamilton  
Municipal Deputy Clerk  
Township of Cramahe

**Municipal Council of the County of Oxford  
Council Meeting - Oxford County**

**Date:** Wednesday, June 14, 2023

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**Moved By:** Bernia Wheaton

**Seconded By:** Phil Schaefer

Whereas, all Ontarians deserve and expect a safe and respectful workplace;

Whereas, municipal governments, as the democratic institutions most directly engaged with Ontarians need respectful discourse;

Whereas, several incidents in recent years of disrespectful behaviour and workplace harassment have occurred amongst members of municipal councils;

Whereas, these incidents seriously and negatively affect the people involved and lower public perceptions of local governments;

Whereas, municipal Codes of Conduct are helpful tools to set expectations of council member behaviour;

Whereas, municipal governments do not have the necessary tools to adequately enforce compliance with municipal Codes of Conduct;

Now, therefore be it resolved that the County of Oxford supports the call of the Association of Municipalities of Ontario for the Government of Ontario to introduce legislation to strengthen municipal Codes of Conduct and compliance with them in consultation with municipal governments;

Also be it resolved that the legislation encompass the Association of Municipalities of Ontario's recommendations for:

- Updating municipal Codes of Conduct to account for workplace safety and harassment
- Creating a flexible administrative penalty regime, adapted to the local economic and financial circumstances of municipalities across Ontario
- Increasing training of municipal Integrity Commissioners to enhance consistency of investigations and recommendations across the province
- Allowing municipalities to apply to a member of the judiciary to remove a sitting member if recommended through the report of a municipal Integrity Commissioner
- Prohibit a member so removed from sitting for election in the term of removal and the subsequent term of office.

And further that this resolution be circulated to the Honourable Doug Ford, Premier of Ontario; the Honourable Steve Clark, Ministry of Municipal Affairs and Housing; the Honourable Ernie Hardeman, Oxford MPP; Charmaine Williams, Associate Minister of Women's Social and Economic Opportunity; the Association of Municipalities of Ontario; and all Ontario Municipalities.

DISPOSITION: Motion Carried





# COUNCIL RESOLUTION

Date: Jun 20, 2023

Resolution No.: 232-23

Moved By: \_\_\_\_\_

Seconded By: \_\_\_\_\_

WHEREAS the Government of Ontario, through the Minister of Municipal Affairs and Housing, has introduced Bill 3 which is described as "An Act to amend various statutes with respect to special powers and duties of heads of council";

AND WHEREAS this Bill, if enacted, will give Mayors additional authority and powers, and correspondingly take away authority and powers from Councils and professional staff, and will include giving the Mayor the authority to propose and adopt the Municipal budget and to veto some decisions of Council;

AND WHEREAS this Bill, if enacted, will give authority over professional staff to the Mayor, including that of the Chief Administrative Officer;

AND WHEREAS these changes will result in a reduction of independence for professional staff including the CAO, who currently provide objective information to the Council and public and will now take direction from the Mayor alone when the Mayor so directs;

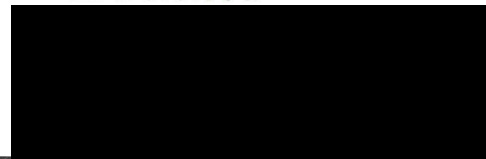
AND WHEREAS the Government of Ontario is proposing to expand the list of municipalities where the Head of Council has strong mayor powers and duties;

THEREFORE, this Municipality of Shuniah, passes this resolution to petition the Government of Ontario that:

1. These changes to the Municipal Act, 2001, are unnecessary and will negatively affect the Municipality of Shuniah;
2. That if the Ontario Government deems these changes necessary in large single-tier municipalities such as Toronto and Ottawa, that such changes should not be implemented in smaller municipalities;
3. That the Ontario Government should listen to concerns raised by Associations such as AMO and AMCTO;
4. That if the stated goal of this legislation is to construct more housing in Ontario that this can be accomplished through other means including amendment of the Planning Act and funding of more affordable housing.

Council further directs the Clerk to ensure that a copy of this resolution be provided to the Premier of Ontario, the Minister of Municipal Affairs and Housing, Thunder Bay MPP's, the Association of Municipalities of Ontario, and other Municipalities in Ontario."

Carried       Defeated       Amended       Deferred



Signature





The Corporation of the  
Municipality of Mississippi Mills

Council Meeting

**Resolution Number** 192-23

**Title:** Info List #09-23 Item B - Municipality of Waterloo re: Municipal Election Protecting Privacy of Candidates

**Date:** Tuesday, May 23, 2023

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**Moved by** Councillor Ferguson

**Seconded by** Councillor Holmes

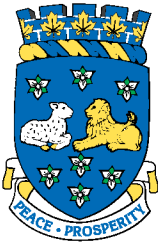
**THAT** Council supports the Municipality of Waterloo's resolution re: Municipal Election Protecting Privacy of Candidates.

**CARRIED**

I, Casey Munro, Deputy Clerk for the Corporation of the Municipality of Mississippi Mills, do hereby certify that the above is a true copy of a resolution enacted by Council.

---

Casey Munro, Deputy Clerk



April 24, 2023

Area Members of Provincial Parliament  
Sent via email

Dear Area Members of Provincial Parliament:

**Re: Councillor J. Erb Notice of Motion**

Please be advised that the Council of the Regional Municipality of Waterloo at their regular meeting held on April 19, 2023, approved the following motion:

**WHEREAS the Municipal Elections Act requires all individuals wishing to be a candidate in a municipal or school board election to file Nomination Paper - Form 1 with the municipal clerk;**

**AND WHEREAS the Municipal Elections Act requires all candidates who sought election to a municipal council or school board to file Financial Statement – Auditor’s Report Candidate – Form 4 with the municipal clerk;**

**AND WHEREAS Form 1 requires candidates to provide their qualifying address;**

**AND WHEREAS Form 4 requires candidates to list the name and home address of any donor contributing over \$100.00**

**AND WHEREAS the Municipal Elections Act specifies that these documents are not protected by the Municipal Freedom of Information and Protection of Privacy Act, and requires the municipal clerk to make Form 4 available on a website;**

**AND WHEREAS there has been concern expressed about those who hold public office and those who support them that they have been the subject of unnecessary attention and excessive scrutiny;**

**AND WHEREAS the requirement to publish the personal home address of donors to specific candidates may discourage individuals from**

engaging in the democratic process to elect municipal and school board politicians.

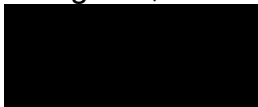
**THEREFORE, BE RESOVLED THAT the Regional Municipality of Waterloo calls on the Minister of Municipal Affairs and Housing for the Province of Ontario to protect the privacy of candidates and donors by removing the requirement for their street name, number and postal code to be listed on publicly available forms.**

**AND FURTHER THAT for verification purposes, the addresses of all candidates and all donors over \$100 be submitted to the municipal clerk on separate forms that are protected by the Municipal Freedom of Information and Protection of Privacy Act and will not be published.**

**AND FINALLY, that this resolution be forwarded to the Area Members of Provincial Parliament, the Association of Municipalities of Ontario, the Association of Municipal Clerks and Treasurers of Ontario, the Ontario Public School Boards' Association, the Ontario Catholic School Trustees' Association, and all Ontario municipalities.**

Please accept this letter for information purposes only. If you have any questions or require additional information, please contact Rebekah Harris, Research/Administrative Assistant to Council, at [RHarris@regionofwaterloo.ca](mailto:RHarris@regionofwaterloo.ca) or 519-575-4581.

Regards,



William Short  
Regional Clerk/Director, Council and Administrative Services

WS/hk

cc: Association of Municipalities of Ontario  
Association of Municipal Clerks and Treasurers of Ontario  
Ontario Public School Boards' Association  
Ontario Catholic School Trustees' Association  
Ontario municipalities

**RESOLUTION**  
**KILLALOE, HAGARTY AND RICHARDS TWP.**

Date  
April 4, 2003

Name of Organization  
Regular Council Mtg

Resolution Number  
05

Moved by: [Redacted]

Seconded by: [Redacted]

A motion for the township of Killaloe,  
Hagarty-Richards in support of the letter  
from the Township of Lucan Biddulph: Re. Resolution  
for future Accuracy of Permanent Register of Electors.  
CARRIED

Certified a true copy  
[Redacted]  
Tammy Gogerat, CAO/Clerk-Treasurer  
Township of Killaloe, Hagarty and Richards



The Corporation of the  
Municipality of Mississippi Mills

Council Meeting

Resolution Number 163-23

Title: Item G – Port Colborne Resolution re: Oath of Office

Date: Tuesday, May 9, 2023

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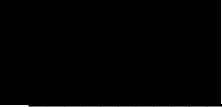
Moved by Councillor Holmes

Seconded by Councillor Souter

THAT Council supports Port Colborne's resolution re: Oath of Office.

**CARRIED**

I, Casey Munro, Deputy Clerk for the Corporation of the Municipality of Mississippi Mills, do hereby certify that the above is a true copy of a resolution enacted by Council.

  
\_\_\_\_\_  
Casey Munro, Deputy Clerk



760 Peterborough County Road 36, Trent Lakes, ON K0M 1A0 Tel 705-738-3800 Fax 705-738-3801

February 28, 2023

**Via email only**

To: The Honourable Steve Clark, Minister of Municipal Affairs and Housing  
[minister.mah@ontario.ca](mailto:minister.mah@ontario.ca)  
The Honourable Doug Ford, Premier of Ontario  
[doug.fordco@pc.ola.org](mailto:doug.fordco@pc.ola.org)  
The Honourable Dave Smith, MPP Peterborough-Kawartha  
[dave.smithco@pc.ola.org](mailto:dave.smithco@pc.ola.org)  
The Honourable Michelle Ferreri, MP Peterborough-Kawartha  
[michelle.ferreri@parl.gc.ca](mailto:michelle.ferreri@parl.gc.ca)  
Curve Lake First Nation  
[audreyp@curvelake.ca](mailto:audreyp@curvelake.ca)  
The Association of Municipalities Ontario  
[amo@amo.on.ca](mailto:amo@amo.on.ca)

**Re: Oath of Office**

Please be advised that during their Regular Council meeting held February 21, 2023, Council passed the following resolution:

Resolution No. **R2023-119**

Moved by Councillor Franzen  
Seconded by Deputy Mayor  
Armstrong

**Whereas** most municipalities in Ontario have a native land acknowledgement in their opening ceremony; and

**Whereas** a clear reference to the rights of Indigenous people is the aim of advancing Truth and Reconciliation; and

**Whereas** Call to Action 94 of the Truth and Reconciliation Commission of Canada called upon the Government of Canada to replace the wording of the Oath of Citizenship to include the recognition of the laws of Canada including Treaties with Indigenous Peoples; and

**Whereas** on June 21, 2021 an Act to amend The Citizenship Act received royal assent to include clear reference to the rights of Indigenous peoples aimed at advancing the Truth and Reconciliation Commission's Calls to Action within the broader reconciliation framework; and

**Whereas** the Truth and Reconciliation Commission of Canada outlines specific calls to action for municipal governments in Canada to act on, including education and collaboration;

**Therefore be it resolved that** Council request to the Minister of Municipal Affairs and Housing that the following changes be made to the municipal oath of office: I will be faithful and bear true allegiance to His Majesty King Charles III and that I will faithfully observe the laws of Canada including the Constitution, which recognizes and affirms the Aboriginal and treaty rights of First Nations, Inuit and Metis peoples; and further

**That** this resolution be forwarded to the Association of Municipalities of Ontario (AMO), all Ontario municipalities, MPP Dave Smith, MP Michelle Ferreri, Premier Doug Ford and Curve Lake First Nation.

Carried.

Sincerely,

Mayor and Council of the Municipality of Trent Lakes

Cc: All Ontario municipalities



**BONFIELD TOWNSHIP  
OFFICE OF THE DEPUTY CLERK**

365 HIGHWAY 531

BONFIELD ON P0H 1E0

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Website: <http://www.bonfieldtownship.com>

Email: [deputyclerk@bonfieldtownship.com](mailto:deputyclerk@bonfieldtownship.com)

RESOLUTION OF COUNCIL

June 13<sup>th</sup>, 2023

No. 18

Moved by Councillor Featherstone

Seconded by Councillor Clark

THAT the Council of the Township of Bonfield supports the Town of Lincoln affirming the importance of the Municipal Heritage Register and its role in preserving the cultural heritage of municipalities throughout the Province, and encouraging the government of the Province of Ontario to maintain the previous provisions of Section 27 of Ontario Heritage Act which promotes the retention and expansion of the Municipal Heritage Register, keeping listed properties on the registry indefinitely, rather than for a maximum of 2 years in order to provide adequate time for the municipality to consider the heritage value of properties and, if necessary, initiate the designation process, before they may be demolished; AND THAT a copy of this resolution be circulated to all Municipalities in Ontario.

Carried Narry Paquette

DIVISION VOTE

FOR

Donna Clark \_\_\_\_\_  
Jason Corbett \_\_\_\_\_  
Steve Featherstone \_\_\_\_\_  
Dan MacInnis \_\_\_\_\_  
Narry Paquette \_\_\_\_\_

AGAINST

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Declaration of Pecuniary Interest/Conflict of Interest

Declared interest, abstained from discussion, and did not vote on the question.

CERTIFIED to be a true copy of Resolution No. 18 of the Township of Bonfield's Regular Council Meeting of June 13<sup>th</sup>, 2023, and which Resolution is in full force and effect.

[Redacted Signature]

Andrée Gagné  
Deputy Clerk-Treasurer





**The Corporation of the Township of Huron-Kinloss**

---

P.O. Box 130  
21 Queen St.  
Ripley, Ontario  
N0G2R0

Phone: (519) 395-3735

Fax: (519) 395-4107

E-mail: [info@huronkinloss.com](mailto:info@huronkinloss.com)

Website: <http://www.huronkinloss.com>

Township of Puslinch  
7404 Wellington Road 34  
Puslinch, ON N0B 2J0

Via Email: [admin@puslinch.ca](mailto:admin@puslinch.ca)

June 12, 2023

Re: Copy of Resolution No. 06/05/2023-29

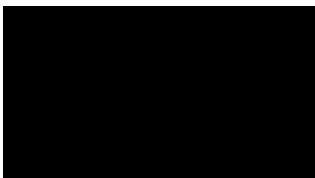
Motion No.: 06/05/2023-28

Moved by: Ed McGugan Seconded by: Carl Sloetjes

THAT the Township of Huron-Kinloss Committee of the Whole hereby support the Township of Puslinch in their request to the Ministry of Environment, Conservation and Parks that litter on the roadside of the 401 be cleaned up in accordance with the Ministry Initiative " Act on Litter Ontario"; AND FURTHER that Staff distribute as they see fit.

**Carried**

Sincerely,



Kelly Lush  
Deputy Clerk



**BONFIELD TOWNSHIP  
OFFICE OF THE DEPUTY CLERK**

365 HIGHWAY 531  
BONFIELD ON P0H 1E0

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Website: <http://www.bonfieldtownship.com>

Email: [deputyclerk@bonfieldtownship.com](mailto:deputyclerk@bonfieldtownship.com)

RESOLUTION OF COUNCIL

June 13<sup>th</sup>, 2023

No. 15

Moved by Councillor Featherstone

Seconded by Councillor Corbett

THAT the Council of the Township of Bonfield supports the Corporation of the County of Prince Edward in requesting the province to pause proposed changes to the PPS, particularly regarding natural heritage (section 4.1) and agricultural lands (sections 2.6 and 4.3), reinvest trust in the local planning authority of all 444 municipalities, recognizing that each Ontario municipality has unique landscapes, different housing needs and differing visions for local planning matters; AND THAT a copy of this resolution be sent to all municipalities, The Hon. Doug Ford, Premier of Ontario, The Hon. Steve Clark, Minister of Municipal Affairs and Housing; The Hon. Lisa Thompson, Ministry of Agriculture, Food and Rural Affairs, The Hon. David Piccini, Minister of Environment, Conservation and Parks, Nipissing MPP, Vic Fedeli, the Association of Municipalities of Ontario, the Federation of Canadian Municipalities.

Carried Narry Paquette

DIVISION VOTE

FOR

Donna Clark \_\_\_\_\_  
Jason Corbett \_\_\_\_\_  
Steve Featherstone \_\_\_\_\_  
Dan MacInnis \_\_\_\_\_  
Narry Paquette \_\_\_\_\_

AGAINST

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Declaration of Pecuniary Interest/Conflict of Interest

Declared interest, abstained from discussion, and did not vote on the question.

CERTIFIED to be a true copy of Resolution No. 15 of the Township of Bonfield's Regular Council Meeting of June 13<sup>th</sup>, 2023, and which Resolution is in full force and effect.

\_\_\_\_\_

Andrée Gagné  
Deputy Clerk-Treasurer



MUNICIPALITY OF  
**North Perth**  
www.northperth.ca

A Community of Character

330 Wallace Ave. N., Listowel, ON N4W 1L3

Phone: 519-291-2950

Toll Free: 888-714-1993

June 26, 2023

The Honourable Doug Ford  
Premier of Ontario  
Legislative Building, Queen's Park  
Toronto, ON M7A 1A1  
Via Email: [premier@ontario.ca](mailto:premier@ontario.ca)

**RE: Proposed New Provincial Policy Statement (PPS)**

Plensed be advised that the Council of the Municipality of North Perth passed the following resolution at their regular meeting held June 5, 2023 regarding the proposed new Provincial Policy Statement (PPS):

**Moved by** Councillor Rothwell **Seconded by** Councillor Blazek

**THAT:** The Council of the Municipality of North Perth supports consent agenda items 3.3 *Perth County Report – Perth County Comments on Proposed Provincial Policy Statement ERO Number 019-6813*, 3.4 *Perth County Report – Bill 97 (Helping Homebuyers, Protecting Tenants Act, 2023 and Draft Provincial Planning Statement April 6, 2023*, and 3.17 *United Counties of Stormont, Dundas & Glengarry Resolution re: Proposed Changes to the PPS*;

**AND THAT:** A copy of this resolution be sent to all 444 municipalities, The Hon. Doug Ford – Premier of Ontario, The Hon. Steve Clark – Minister of Municipal Affairs and Housing, The Hon. Lisa Thompson – Minister of Agriculture, Food and Rural Affairs, The Hon. David Piccini – Minister of Environment, Conservation and Parks, Perth-Wellington MPP – Matthew Rae, the Association of Municipalities of Ontario and the Rural Ontario Municipal Association.

**CARRIED**

Attached please find a copy of Perth County Reports – Comments on Proposed Provincial Policy Statement ERO Number 019-6813 and Bill 97 (Helping Homebuyers, Protecting Tenants Act, 2023) and Draft Provincial Planning Statement, April 6, 2023, and United Counties of Stormont, Dundas & Glengarry Resolution, dated May 15, 2023.

If you have any questions regarding the above resolution, please do not hesitate to contact me at [lcline@northperth.ca](mailto:lcline@northperth.ca).

Sincerely,



Lindsay Cline,  
Clerk/Legislative Services Supervisor  
Municipality of North Perth

cc.

Hon. Steve Clark, Minister of Municipal Affairs and Housing  
Hon. Lisa M. Thompson, Minister of Agriculture, Food and Rural Affairs  
Hon. David Piccini, Minister of the Environment, Conservation and  
Parks Perth-Wellington MPP Matthew Rea  
Association of Municipalities of Ontario (AMO)  
Rural Ontario Municipal Association (ROMA)  
All Ontario Municipalities

**To:** Warden Ehgoetz and Members of Council  
**Meeting Date:** June 1, 2023  
**Prepared By:**  
**Subject:** Perth County Comments on Proposed Provincial Policy Statement ERO Number 019-6813

---

**Recommended Action:**

THAT Council receives the “Perth County Comments on Proposed Provincial Policy Statement ERO Number 019-6813” report; and

THAT Council direct staff to submit the attached letter to ERO posting number 019-6813 prior to end of day June 5, 2023.

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**Background Information:**

As per Council's resolution on May 18, 2023 staff are providing a draft letter for their review at the June 1, 2023 Council meeting regarding changes proposed by the province to planning policy. It is proposed that the attached letter be submitted to ERO posting number 019-6813 by planning staff prior to end of day June 5th, 2023.

**Connection to Strategic Plan:**

Goal 1 – Growth & Economic Development  
Goal 2 – Regionalization & Service Effectiveness  
Goal 3 – Customer Service Excellence  
Goal 4 – Community Development & Planning

**Attachments:**

[draft PPS comments 2023](#)

**Reviewed By:**

Lori Wolfe, CAO

**To:** Warden Ehgoetz and Members of Council  
**Meeting Date:** May 18, 2023  
**Prepared By:** Sally McMullen, Manager of Planning Services  
**Subject:** Bill 97 (Helping Homebuyers, Protecting Tenants Act, 2023) and Draft Provincial Planning Statement, April 6, 2023.

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**Recommended Action:**

THAT Council receives the “Bill 97 (Helping Homebuyers, Protecting Tenants Act, 2023) and Draft Provincial Planning Statement, April 6, 2023.” report; and  
THAT Council direct staff to submit comments to the Ministry of Municipal Affairs and Housing on the Proposed changes to the Provincial Planning Statement, 2023 as outlined in the Comments Section of this report; and  
THAT the report be circulated to the Lower Tier Municipalities within Perth County for information.

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**Executive Summary:**

Proposed Changes to the Planning Act through Bill 97 and to the Provincial Policy Statement represent a significant change in policy-led land use planning for the Province of Ontario. This report summarizes the Bill 97 and the Provincial Planning Statement changes that are most relevant to Perth County. The report recommends comments for Perth County Council to submit to the ERO posting which closes on June 6, 2023.

Staff have participated in the development of comments being submitted by the Western Ontario Warden’s Caucus and the County Planning Directors Group.

**Background Information:**

On Thursday April 6, 2023, the Ontario Government introduced Bill 97 including changes to the Planning Act, revoked the Provincial Policy Statement (PPS, 2020) and introduced the Proposed Provincial Planning Statement (PPPS) which is a singular document to replace the former PPS and the Growth Plan for the Greater Golden Horseshoe (2019). These changes are part of an ongoing set of revisions to implement the Ontario Government’s “More Homes, More Choice Housing Supply Action Plan”.

The PPS can be viewed at the ERO posting (#019-6813) at the following link:  
<https://ero.ontario.ca/notice/019-6813>

The posting remains open until June 6, 2023 for comment, which is a 60-day commenting period. Indications are that the Province is looking to implement a final version of the PPS in the fall of 2023.

Planning authorities will not be required to update their OPs immediately. The 'Approach to Implementation' states that the new policies will be implemented at the time of the next Official Plan (OP) review, and through any planning decisions made following the in-effect date (which is still to be determined). Bill 97 may come into effect sooner.

### Bill 97

The Bill proposes amendments to 7 different Provincial Acts including the Building Code Act, Development Charges Act, Municipal Act and Planning Act which are most notable from a municipal government perspective. The Planning Act changes are summarized as follows:

1. Area of Employment: Re-defining employment areas to specifically exclude commercial and institutional uses in favour of strictly including manufacturing, warehousing and uses related to the movement of goods as well as any accessory or related uses. Requiring that if a municipality wishes to protect uses currently located in Employment Areas that do not fit the new definition it will need to amend its OP to specifically allow the use to continue.
2. Transitional Matters: Bill 97 gives the Minister authority to make regulations about when new policy – presumably the PPS would have an effect on planning applications in progress. Traditionally such a date is known well in advance and the intake of applications tends to slow prior to the effective date and the transition to new rules takes place with relatively few active files. Applications that are unfolding at the time the effective date is known will need to be re-evaluated to some degree.
3. Refunding application fees for zoning bylaw amendments and site plan control applications is further amended in the Planning Act (from Bill 109 in 2022). The refunding will now apply to applications received after July 1, 2023. There is also a proposal to exempt certain municipalities from this requirement but it is unclear which municipalities will be prescribed.
4. Orders by the Minister under Section 47 of the Planning Act (MZO) will be given expanded power to disregard policy statements. In addition, powers

will include the ability to impose agreements on developers and municipalities when a Provincial Land Development Facilitator (a new role that came into being in 2020) is engaged in the process. An MZO cannot be appealed. The Facilitator helps resolve planning and development issues either as an impartial mediator or negotiator on behalf of the Province.

5. Additional Residential Units – references to a “parcel of urban residential land” have been replaced by a “parcel of land” so as to permit a second residential unit (for a total of 3 units per lot – primary and two accessory units) on parcels in and out of urban or serviced areas. In other words, a third unit would be permitted on lots that permit residential uses in villages, hamlets and on farms.
6. Site Plan Control would be reinstated for developments of 10 residential units or less that are within 120m of a shoreline or 300m of a rail line. Site Plan Control Bylaws need to be updated for each lower tier to reflect changes made by Bill 23 and Bill 97.
7. Clarification is provided by the Bill regarding parking spaces for additional residential units, more specifically that municipalities could not require more than one parking space per unit as introduced in Bill 23. It is now clear that the restriction on municipalities does not apply to the primary dwelling, only the additional residential units.

### Proposed Provincial Planning Statement

The PPS was last updated in 2020 following intensive consultation and in 2014 prior to that. While many areas of the PPS are proposed to remain, there is a considerable amount of change. Not all sections of the new policy directions have been released yet for comment as the Natural Heritage Policies are still under review. The policies as they are proposed to date are summarized here:

1. Lot Creation in the Agricultural Area – Residential lot creation has traditionally been discouraged or prohibited except for surplus farm dwelling severances. It is now proposed to be expanded in a significant way. The new PPS would allow up to three residential lots to be created by Section 4.3.3 from farm lots existing on January 1, 2023 provided that:
  - a. Agriculture is the principal use of the existing lot
  - b. The residential uses are compatible with and not hinder surrounding agricultural operations
  - c. The new lots are:
    - i. Not in specialty crop areas - there aren't currently any specialty crop areas in Perth County.



- ii. Comply with Minimum Separation Distances – this offers protection for existing livestock operations and additional residences will introduce new restrictions for locating new livestock operations.
- iii. Are limited to the minimum size needed to accommodate the use including water and septic – by putting additional private wells and septic systems in proximity to each other the minimum lot size will need to be larger as determined by the site specific soil and groundwater circumstances.
- iv. Has access to a public road – this will require that new non-farm residential lots front roadways. This will have the effect of pushing livestock operations further back into farm lots. Locating new livestock housing back from roads is more expensive for farmers to put in laneways, hydro service, water services etc. and reduces the efficient use of agricultural land.
- v. Is adjacent to existing non-ag land uses or is primarily on lower priority agricultural lands –the Canadian Soil Classification System places all Perth County Soils in Class 1 2 or 3. Further research could be done to further analyze soil types in Perth County to identify any lower priority ag lands (Class 4 through 7).

There is a discussion in the planning community as to whether the policy allows three new lots or a total of three lots including the retained farm parcel. This remains uncertain at this time.

The proposed policy raises the question of will municipalities be able to adequately evaluate the potential impact of non-farm residential development on agricultural operations? And if they do will today's context be enough to prevent hindering future agricultural operations? Generally speaking more people without an agricultural background who moving to the countryside will increase conflict related to normal farm practices (odour, dust, pesticide use, flies, farm equipment, etc). This will make it ever more challenging for farmers to conduct their normal farm practices on a day to day basis.

The second important question is 'what adjacent non-farm uses' are being considered and what exactly will the County require to demonstrate 'lower priority ag lands' in order to satisfy the 5<sup>th</sup> criteria?

The new PPS does not allow municipalities to put provisions in their OP or zoning bylaws that are more restrictive than Section 4.3.3.1 listed above, but perhaps some control can be sought through the interpretation of

'adjacent non-farm uses' and 'lower priority ag lands' in the context of Perth County's highly productive farmland.

Perth County has been developing a growth plan for the New OP that accommodates the projected population growth for the next 25 years as directed by the 2020 PPS. The Watson and Associates Land Needs Assessment presented to Council on April 6, 2023 calculates that there will be demand for 290 new households per year for the next 25 years and that 238 hectares is needed in addition to our current inventory to accommodate that growth on public water and sanitary servicing.

Presumably demand for 290 households a year (as forecast by the 2023 Watson and Associate calculations) will largely be accommodated in the settlement areas but there will be interest in severing residential lots from farms and it is quite hard to estimate the impact of that in hectares or in the number of potential lots. It is an approximation, but assuming 1 hectare per new lot it is far less efficient land use than in serviced areas and comes with the addition of serious consequences for livestock farming and farming in general for Perth County farm operations.

Some other municipalities are simply taking the number of farm parcels and multiplying by 3 to get some scope on the issue. In Perth County that would be 8,080 farm parcels, with three new lots each being 24,240 lots at 1 ha each so the equivalent number of hectares. More realistically you would have to remove the lots that are smaller than 2 ha to begin with and consider the MDS calculations for all the existing livestock operations in order to have clarity about the long-term potential impact of the lot creation policies proposed by the new PPS in the County. What is easier to envision is that in each concession block there is probably 2 or 3 farm lots that could potentially meet the MDS criteria for new lot creation. Putting three new dwellings, plus any additional dwelling units on each new lot effectively sterilizes the block from having any new livestock operations and introduces upwards of 9 new lots and potential for 27 new dwelling units in that block at a maximum density of only 3 units per hectare if the soils are proven to be capable of dealing with the effluent from weeping beds, otherwise the units per hectare is further decreased.

2. Comprehensive Review and Settlement Boundary Expansions – The draft 2023PPS removes reference to a Comprehensive Review and instead allows for settlement boundary expansions, employment land conversions and the removal of Prime Agricultural Lands through an OP Amendment at any time. The Comprehensive Review has been a PPS requirement since 2005. The tests to be applied at the time of an OP Amendment are not as stringent as they were, but would still require consideration of adequate

servicing, phased progression of urban development, and impacts on agriculture including minimum distance separation through an Agricultural Impact Assessment.

These changes allow greater flexibility to manage settlement areas and consider changes in a more streamlined process. It requires greater intention and care from the municipalities to continue to focus the majority of growth to fully serviced areas while giving some flexibility for villages and hamlets.

3. Growth projections and land needs assessment remain critical tools for managing and planning for growth. The new PPS intends that municipalities continue to plan for and provide sufficient land to accommodate growth for at least 25-years instead of “up to” 25 years. Intensification targets would no longer be required while density targets are needed. County staff will need to consider revisions to the draft New OP in this regard and re-evaluate minimum density targets to include in the growth management policies.
4. References to affordability have been removed and replaced with ‘housing options’ which is a direction to incorporate a greater variety of dwelling types as well as variety in ownership and rental models. It is implied that greater ‘housing options’ is a suitable means to address affordability.
5. Employment Areas are being more strictly preserved for core industrial uses and prohibiting any mixing of commercial, recreational or institutional uses. Language continues to be present to ensure Planning Authorities are giving compatibility between employment uses and sensitive land uses adequate due diligence. While the policies are not specific about how employment areas should be updated it offers that at least a 25-year land supply is needed and planning for employment areas may go beyond this timeline. In addition, the conversion of employment lands for other uses would become easier without the requirement for a comprehensive review. The new PPS provides tests related to minimizing impacts on employment uses, adequate infrastructure and servicing for the proposed use and an identified need for the removal of the land over that of the need for the employment use.
6. The Natural Heritage (Natural Environment) policies and related definitions are still under consideration by the government and there are no indications what changes might be proposed or when they will be available for comment.

**Proposed Comments regarding Bill 97 (Helping Homebuyers, Protecting Tenants Act, 2023) and Draft Provincial Planning Statement, April 6, 2023 to be sent to the Province:**

Bill 97

1. Perth County is finalizing a draft new Official Plan (OP) prior to public engagement scheduled for later this year. The new OP provides many necessary updates in policy to accommodate growth, improve housing options and protect the agricultural, aggregate and natural environment resources. Much effort and many resources have been put into development of an OP that meets the needs of our community and thoughtfully plans for growth. The additional MZO powers proposed to be afforded to the Minister lack transparency and do not give sufficient certainty to the municipality or the public.

**Perth County requests that the new additional MZO powers be removed to ensure municipal planning authorities have the tools needed to right size the settlement areas, effectively plan for infrastructure, and protect our agricultural land base.**

2. Additional Residential Units on farms is an opportunity for affordable housing and for farm families to accommodate multiple generations on the farm within a minimum size footprint. **Perth County supports this direction.**

Proposed Provincial Planning Statement

1. Perth County is actively planning the accommodation of projected population growth and housing demand with clear intention to direct for that growth into settlement areas. Settlement areas are where complete communities are provided for the greatest amount of people and the most efficient use of land can be achieved. It is of utmost importance to Perth County to preserve highly productive farmland for food production and protect the limited natural heritage and aggregate resources found here.

The proposed Agricultural lot creation policies allowing the creation of three lots from a farm parcel undermines the growth management efforts of Perth County and Lower Tier Municipalities to be efficient with land consumption and maximizing investments in infrastructure.

Perth County is 90% Prime Agricultural Lands and has a diverse, robust agriculture industry which is necessary for the production of safe food and in providing food security locally and beyond. Agriculture in Perth County is an economic pillar both in primary agriculture and indirectly in services,

inputs, transportation, and business supports. The proposed non-farm residential lot creation policies introduce a serious threat to the continued success of our highly productive agricultural area.

**Perth County requests the new policies which allow for the creation non-farm residential lots be removed.**

2. Perth County Council supports the removal of the strict Comprehensive Review requirement in the 2020 PPS. Perth County Council also supports the requirements for agricultural impact assessments and efficient use of municipal infrastructure for settlement area boundary expansions.
3. The removal of the definition of affordable with respect to housing from the PPS allows municipalities flexibility to accommodate affordable housing definitions that may be aligned with funding and incentive opportunities available to developers. The removal of affordability targets and reference to housing and homelessness plans from the PPS makes the province's expectations for the planning authority related to affordable/attainable housing unclear.

**Perth County Council requests clarity regarding the planning authority's roles and responsibilities for the provision of affordable housing options in our communities.**

4. Perth County has 11% Natural Heritage cover on a total land area basis and is a largely agricultural community. The Natural Heritage System is incredibly important to the health of the landscape, water systems and in the prevention of soil erosion. The Natural Heritage Policies in the PPS are a significant tool which informs the County's ability to adequately evaluate development proposals and prevent adverse effect on the existing Natural Heritage System.

The County of Perth is currently engaged in an extensive consultation with landowners related to Natural Heritage Systems mapping and is also reviewing policy regarding Natural Heritage in a draft of a New OP for the County. **Perth County requests timely action by the province to share proposed Natural Heritage Policies.**

**Others Consulted:**

County Planning Directors Group, Western Ontario Wardens Caucus Planning Working Group, Dr. Wayne Caldwell

**Connection to Strategic Plan:**

Goal 1 – Growth & Economic Development

Goal 2 – Regionalization & Service Effectiveness

## Goal 4 – Community Development & Planning

### **Reviewed By:**

Lori Wolfe, CAO



*United Counties of*  
**Stormont, Dundas & Glengarry**

**RESOLUTION**

**MOVED BY Councillor Williams**

**RESOLUTION NO 2023- 98**

**SECONDED BY Councillor Lang**

**DATE May 15, 2023**

WHEREAS the goal of increasing housing supply and reducing barriers in planning processes as set out in the recent legislative, regulatory and policy changes, including new provisions from Bill 23, More Homes Built Faster Act, 2022 is welcomed; and

WHEREAS the proposed PPS (sections 2.6 and 4.3) would dramatically remove municipal power and renders aspects of the County's Official Plan, and other official plans throughout Ontario inoperative, terminating some local planning autonomy, and directly interfering with municipalities' ability to meet local variation and unique community needs; and

WHEREAS the proposed PPS changes that would allow proliferation of lots with protection restricted to specialty crop areas only diminishes the purpose, uses, and integrity of rural and agricultural lands, thereby removing protection and restricting future uses of those lands; and

WHEREAS the proposed PPS changes encourage sprawl and rural roadway strip development, rather than more fiscally and environmentally sustainable practices like intensification in established settlement areas; and

WHEREAS the province has announced changes will be proposed to natural heritage (section 4.1) that have yet to be published.

THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the United Counties of Stormont, Dundas, and Glengarry urges the province to:

- pause proposed changes to the PPS, particularly regarding natural heritage (section 4.1) and agricultural lands (sections 2.6 and 4.3)
- reinvest trust in the local planning authority of all 444 municipalities, recognizing that each Ontario municipality has unique landscapes, different housing needs and differing visions for local planning matters

AND THAT our fellow municipalities be urged to voice their concerns regarding the proposed undermining of local planning authority;

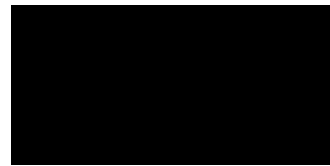
AND FURTHER THAT a copy of this resolution be sent to all 444 municipalities, The Hon. Doug Ford, Premier of Ontario, The Hon. Steve Clark, Minister of Municipal Affairs

and Housing; The Hon. Lisa Thompson, Ministry of Agriculture, Food and Rural Affairs, The Hon. David Piccini, Minister of Environment, Conservation and Parks, Stormont-Dundas-South Glengarry MPP Nolan Quinn, Glengarry-Prescott-Russell MPP Stéphane Sarrazin , the Association of Municipalities of Ontario, the Rural Ontario Municipal Association, the Federation of Canadian Municipalities, and the Eastern Ontario Wardens Caucus.

CARRIED

DEFEATED

DEFERRED



---

WARDEN





MUNICIPALITY OF  
**North Perth**  
www.northperth.ca

A Community of Character

330 Wallace Ave. N., Listowel, ON N4W 1L3

Phone: 519-291-2950

Toll Free: 888-714-1993

June 26, 2023

The Honourable Doug Ford  
Premier of Ontario  
Legislative Building, Queen's Park  
Toronto, ON M7A 1A1  
Via Email: [premier@ontario.ca](mailto:premier@ontario.ca)

**RE: Proposed New Provincial Policy Statement (PPS)**

Plensed be advised that the Council of the Municipality of North Perth passed the following resolution at their regular meeting held May 15, 2023 in support of the resolution from the County of Prince Edward regarding the proposed new Provincial Policy Statement (PPS):

**Moved by** Councillor Rothwell **Seconded by** Councillor Johnston

**THAT:** The Council of the Municipality of North Perth supports the resolution received from the County of Prince Edward;

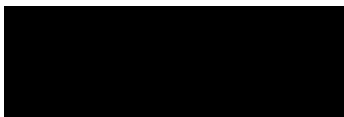
**AND THAT:** This resolution be sent to all municipalities in Ontario, the Premier of Ontario, the Minister of Municipal Affairs and Housing, the Ministry of Agriculture, Food and Rural Affairs, Minister of Environment, Perth-Wellington MPP Matthew Rae, the Association of Municipalities of Ontario and the Federation of Canadian Municipalities.

**CARRIED**

Attached please find a copy of the County of Prince Edward's resolution dated May 10, 2023.

If you have any questions regarding the above resolution, please do not hesitate to contact me at [lcline@northperth.ca](mailto:lcline@northperth.ca).

Sincerely,



Lindsay Cline,  
Clerk/Legislative Services Supervisor  
Municipality of North Perth

cc.

Hon. Steve Clark, Minister of Municipal Affairs and Housing

Hon. Lisa M. Thompson, Minister of Agriculture, Food and Rural Affairs

Hon. David Piccini, Minister of the Environment, Conservation and

Parks Perth-Wellington MPP Matthew Rea

Association of Municipalities of Ontario (AMO)

Federation of Canadian Municipalities (FCM)

All Ontario Municipalities

May 10, 2023

Please be advised that during the Regular Council meeting of May 9, 2023 the following resolution regarding the proposed new Provincial Planning Statement (PPS) was carried:

**RESOLUTION NO.** 2023-293

**DATE:** **May 9, 2023**

**MOVED BY:** **Councillor Hirsch**

**SECONDED BY:** **Councillor MacNaughton**

**WHEREAS** the goal of increasing housing supply and reducing barriers in planning processes as set out in the recent legislative, regulatory and policy changes, including new provisions from Bill 23, More Homes Built Faster Act, 2022 is welcomed;

**WHEREAS** the proposed PPS (sections 2.6 and 4.3) would dramatically remove municipal power and renders aspects of the County's Official Plan, and other official plans throughout Ontario inoperative, terminating some local planning autonomy, and directly interfering with municipalities' ability to meet local variation and unique community needs;

**WHEREAS** the proposed PPS changes that would allow proliferation of lots with protection restricted to specialty crop areas only diminishes the purpose, uses, and integrity of rural and agricultural lands, thereby removing protection and restricting future uses of those lands;

**WHEREAS** the proposed PPS changes encourage sprawl and rural roadway strip development, rather than more fiscally and environmentally sustainable practices like intensification in established settlement areas; and

**WHEREAS** the province has announced changes will be proposed to natural heritage (section 4.1) that have yet to be published;

**THEREFORE BE IT RESOLVED THAT** the Council of the Corporation of the County of Prince Edward urges the province to:

- pause proposed changes to the PPS, particularly regarding natural heritage (section 4.1) and agricultural lands (sections 2.6 and 4.3)

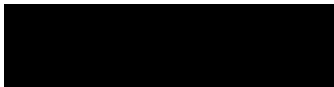
- reinvest trust in the local planning authority of all 444 municipalities, recognizing that each Ontario municipality has unique landscapes, different housing needs and differing visions for local planning matters;

**THAT** our fellow municipalities be urged to voice their concerns regarding the proposed undermining of local planning authority;

**AND FURTHER THAT** a copy of this resolution be sent to all 444 municipalities, The Hon. Doug Ford, Premier of Ontario, The Hon. Steve Clark, Minister of Municipal Affairs and Housing; The Hon. Lisa Thompson, Ministry of Agriculture, Food and Rural Affairs, The Hon. David Piccini, Minister of Environment, Conservation and Parks, Bay of Quinte MPP, Todd Smith, the Association of Municipalities of Ontario, the Federation of Canadian Municipalities, and the Eastern Ontario Wardens Caucus.

**CARRIED**

Yours truly,



Catalina Blumenberg, **CLERK**

cc: Mayor Ferguson, Councillor Hirsch, Councillor MacNaughton & Marcia Wallace, CAO





**CORPORATION OF THE TOWN OF ESSEX**

33 Talbot Street South, Essex, Ontario, N8M 1A8

p: 519.776.7336 f: 519.776.8811 | [essex.ca](http://essex.ca)

**Honourable Doug Ford**

Premier of Ontario  
Legislative Building, Queen's Park  
Toronto ON, M7A 1A1  
[premier@ontario.ca](mailto:premier@ontario.ca)

June 19, 2023

**BY EMAIL**

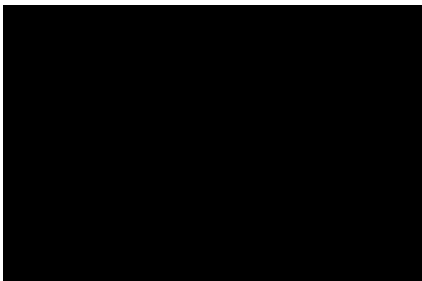
RE: Local Emergency Response System and Gaps in Healthcare regarding Code Red and Code Black Frequency

---

Dear Honourable Doug Ford,

Further to Town of Essex resolution number **R23-05-203** passed on May 15, 2023, we enclose a letter from Town of Essex Mayor Sherry Bondy for your review and consideration.

Yours truly,



**Joseph Malandrucolo**

Director, Legal and Legislative Services/Clerk  
[jmandrucolo@essex.ca](mailto:jmandrucolo@essex.ca)

**encl.**

**c.c.** Mary Birch, County of Essex

[mbirch@countyofessex.ca](mailto:mbirch@countyofessex.ca)

Anthony Leardi, MPP

[anthony.leardi@pc.ola.org](mailto:anthony.leardi@pc.ola.org)

Lisa Gretzky, MPP

[lgretzky-co@ndp.on.ca](mailto:lgretzky-co@ndp.on.ca)



**CORPORATION OF THE TOWN OF ESSEX**

33 Talbot Street South, Essex, Ontario, N8M 1A8

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Andrew Dowie, MPP  
[andrew.dowie@pc.ola.org](mailto:andrew.dowie@pc.ola.org)

Marit Stiles, MPP  
[Mstiles-op@ndp.on.ca](mailto:Mstiles-op@ndp.on.ca)

Chris Lewis, MP  
[chris.lewis@parl.gc.ca](mailto:chris.lewis@parl.gc.ca)

All other municipalities in Ontario



## CORPORATION OF THE TOWN OF ESSEX

33 Talbot Street South, Essex, Ontario, N8M 1A8

p: 519.776.7336 f: 519.776.8811 | [essex.ca](http://essex.ca)

Dear Honourable Doug Ford,

The Town of Essex Council hereby appeals to the province of Ontario to acknowledge the challenges faced by our local emergency response system and take decisive action to resolve the gaps in our healthcare. While we recognize that our situation is not unique, we believe that it is essential to draw attention to our persistent Code Red and Code Black conditions, which are primarily caused by an insufficient number of hospital beds, medical personnel, and resources.

Windsor and Essex County residents ought to have confidence that when they dial 911 it will elicit a prompt ambulance response for emergency situations. Local healthcare providers are engaging various initiatives such as a paramedic offload program, offload to the waiting room for assessment and triage of less severe medical matters, diversion to another hospital for low acuity cases, and the Essex-Windsor EMS paramedic patient navigator to monitor and manage dispatch. Nevertheless, these initiatives alone have been unable to curb the escalation of Code Red and Code Black frequency, signifying few or no ambulances available for emergencies.

In the year 2021, Windsor-Essex experienced a cumulative of 3253 minutes in Code Red and 791 minutes in Code Black. In 2022, the period subjected to Code Red increased significantly to 8086 minutes, whereas Code Black saw 2257 minutes. In March 2023, just three months into the year, the community has clocked 864 Code Red minutes already plus another 2257 Code Black minutes.

We implore the authorities to apply an immediate and comprehensive review of our hospital offload delays and staffing crisis in our front line. Ambulance offload processes and hospital volumes are merely two contributing factors, if nothing tangible is done, local families risk experiencing catastrophic consequences. Our former Warden, McNamara, declared an emergency on ambulance unavailability in October 2022 linked to hospital admission delays; to date, this emergency situation still holds with no decrease in Code Reds and Code Blacks.

We require a holistic solution to address our hospital deficiencies and healthcare shortcomings on an underlying basis. In addition, the Town of Essex Council request that the province of Ontario conduct a review of projected population growth and aging in Windsor – Essex and increase health care capacity to match our present and future needs.



**CORPORATION OF THE TOWN OF ESSEX**

33 Talbot Street South, Essex, Ontario, N8M 1A8

p: 519.776.7336 f: 519.776.8811 | [essex.ca](http://essex.ca)

Therefore, the Town of Essex Council requests that the province of Ontario recognize the dangerous strain facing our local emergency response infrastructure and urgently work to address these gaps in our healthcare system.

Sincerely,



**Sherry Bondy**

Mayor

Town of Essex





**BONFIELD TOWNSHIP  
OFFICE OF THE DEPUTY CLERK**

365 HIGHWAY 531

BONFIELD ON P0H 1E0

Telephone: 705-776-2641 Fax: 705-776-1154

Website: <http://www.bonfieldtownship.com>

Email: [deputyclerk@bonfieldtownship.com](mailto:deputyclerk@bonfieldtownship.com)

RESOLUTION OF COUNCIL

June 13<sup>th</sup>, 2023

No. 14

Moved by Councillor Featherstone

Seconded by Councillor Clark

THAT the Council of the Township of Bonfield supports the Town of Fort Frances in response to the opioid crisis and in advocating the province for additional resources to combat the opioid crisis; AND THAT a copy of this resolution be forwarded to all Municipalities in Ontario, local MPs and MPPs and the Association of Municipalities of Ontario (AMO).

Carried Narry Paquette

DIVISION VOTE

FOR

Donna Clark \_\_\_\_\_

Jason Corbett \_\_\_\_\_

Steve Featherstone \_\_\_\_\_

Dan MacInnis \_\_\_\_\_

Narry Paquette \_\_\_\_\_

AGAINST

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Declaration of Pecuniary Interest/Conflict of Interest

Declared interest, abstained from discussion, and did not vote on the question.

CERTIFIED to be a true copy of Resolution No. 14 of the Township of Bonfield's Regular Council Meeting of June 13<sup>th</sup>, 2023, and which Resolution is in full force and effect.

\_\_\_\_\_  
Andrée Gagné  
Deputy Clerk-Treasurer



*Naturally Spirited*

# KILLALOE-HAGARTY-RICHARDS

Date: April 4, 2023

Resolution No.: 07

Moved by \_\_\_\_\_

Seconded by \_\_\_\_\_

WHEREAS the Corporation of the Township of Killaloe, Hagarty and Richards supports the County of Renfrew's resolution declaring Intimate Partner Violence and Violence Against Women an epidemic.

Carried:

Not Carried: \_\_\_\_\_

Certified a true copy  
[Redacted Signature]  
Jammy Gogerat, CAO/Clerk-Treasurer  
Township of Killaloe, Hagarty and Richards

Moved by Councillor Donohue  
Seconded by Councillor Brose

WHEREAS the jury that adjudicated the Carol Culleton, Anastasia Kuzyk and Nathalie Warmerdam Inquest issued 86 recommendations on to the Province of Ontario on Intimate Partner Violence; and

WHEREAS every six days in Canada a woman is killed by her intimate partner; and

WHEREAS on any given night in Canada, over 6,000 women and children sleep in shelters because it is not safe for them at home; and

WHEREAS each year, over 40,000 arrests result from domestic violence, about 12% of all violent crime in Canada; and

WHEREAS the majority of victims of spousal abuse are female, accounting for 83% of all victims; and

WHEREAS one in five women experience some form of abuse in their intimate relationship; and

WHEREAS this past year in Ontario, 52 women or one every week, were victims of femicide; in Renfrew County, 2 women have been killed by men since December 2022; and

WHEREAS the cost of violence against women costs the national justice system, social assistance budgets and municipal budgets millions of dollars per year; and

WHEREAS municipalities are on the front lines in addressing gender-based violence in our communities and therefore are in a position to offer insights on the needs and possible directions for provincial and federal funding; and

WHEREAS a pebble mosaic was unveiled in Barry's Bay's Water Tower Park to honour Carol Culleton, Anastasia Kuzyk and Nathalie Warmerdam; and

WHEREAS each year, Renfrew County hosts a vigil in Petawawa at the Women's Monument to honour women who have been lost through femicide;

BE IT RESOLVED THAT the Council for the County of Renfrew recognizes the issues of violence against women in rural communities as serious to the health and wellness of local families; and

BE IT FURTHER RESOLVED THAT the Council for the County of Renfrew recognizes the rural Renfrew County Inquest as important to all rural communities; and

BE IT FURTHER RESOLVED THAT the Council for the County of Renfrew is committed to engaging with community partners to educate and support our residents about the seriousness and long-term danger of violence in our community; and

Based on the statistics of 4,815 crisis calls and service provision to 527 women and children in our local community, the Council for the County of Renfrew declares IPV (intimate partner violence)/VAW (violence against women) an epidemic as per recommendation #1 of the Renfrew County jury recommendations; and

AND FURTHER THAT this resolution be circulated to all municipalities in Ontario and the Association of Municipalities of Ontario. CARRIED.

P.O. Box 490  
7 Creswell Drive  
Trenton, Ontario K8V 5R6  
www.quintewest.ca



A Natural Attraction

Tel: 613-392-2841  
Toll Free: 1-866-485-2841  
Josh.machesney@quintewest.ca

Josh Machesney, City Clerk

---

June 2, 2023

The Honourable Doug Ford  
Premier of Ontario  
Premier's Office, Room 281  
Legislative Building  
Queen's Park, Toronto, ON M7A 1A1

**RE: Resolution – “Renovictions” Support Request**

Dear Premier Ford:

This letter will serve to advise that at a meeting of City of Quinte West Council held on May 31, 2023 Council passed the following resolution:

**Motion No 23-245 – Notice of Motion – Councillor McCue - Renovictions**

Moved by Councillor McCue  
Seconded by Councillor Card

WHEREAS renovictions, a practice by which landlords evict tenants from their homes by claiming they will complete major renovations, demolish or convert the unit to commercial use, has had a significant adverse impact on Quinte West residents in the past few months;

AND WHEREAS renovictions have been and continue to be a contributing factor in perpetuating the Provincial housing crisis by making rental housing less affordable for Ontarians, particularly for seniors, individuals with disabilities, single-parent families, and students;

AND WHEREAS municipalities in Ontario have no ability to protect their residents from renovictions;

AND WHEREAS the Ontario Provincial Government has tabled legislation: Bill 97, the Helping Homebuyers, Protecting Tenants Act, 2023, to protect tenants from “bad faith” renovictions and to add more resources to the Landlord Tenant Board;

AND WHEREAS Quinte West City Council passed Motion 23-300 directing staff to prepare a resolution for Council’s consideration on the matter;

NOW THEREFORE BE IT RESOLVED THAT the City of Quinte West Council urges the Province to:

- Pass Bill 97, the Helping Homebuyers, Protecting Tenants Act, 2023;
- Add regulations requiring landlords to provide renovation updates when they evict tenants to ensure tenants are updated when they can exercise their right of return in order to protect tenants from “bad faith” renovictions;
- Consider an increase in fines for landlords who are found to have undertaken “bad faith” renovictions;

AND THAT Ontario municipalities be urged to voice their concerns regarding “bad faith” renovictions;

AND FURTHER THAT a copy of this resolution be sent to all Ontario municipalities, the Hon. Doug Ford, Premier of Ontario, the Hon. Steve Clerk, Minister of Municipal Affairs and Housing; Todd Smith, Bay of Quinte MPP, the Association of Municipalities of Ontario (AMO), the Federation of Canadian Municipalities (FCM), and the Eastern Ontario Wardens Caucus. **Carried**

We trust that you will give favourable consideration to this request.

Yours truly,

CITY OF QUINTE WEST



Josh Machesney,  
City Clerk

cc: Hon. Steve Clark, Minister of Municipal Affairs and Housing  
Hon. Todd Smith, Minister of Energy, MPP, Bay of Quinte  
Carole Saab, CEO, Federation of Canadian Municipalities (FCM)  
Colin Best, President, Association of Municipalities of Ontario (AMO)  
Jim Pine, CAO, Eastern Ontario Wardens Caucus  
All Municipalities in Ontario



The Corporation of the  
Municipality of Mississippi Mills

Council Meeting

Resolution Number 162-23

Title: Item D- South Glengarry Resolution re: Rural Education Funding

Date: Tuesday, May 9, 2023

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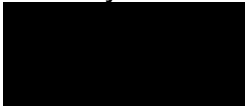
Moved by Councillor Holmes

Seconded by Councillor Souter

THAT Council supports South Glengarry's resolution re: Rural Education Funding.

**CARRIED**

I, Casey Munro, Deputy Clerk for the Corporation of the Municipality of Mississippi Mills, do hereby certify that the above is a true copy of a resolution enacted by Council.

  
\_\_\_\_\_  
Casey Munro, Deputy Clerk



**CORPORATION OF THE TOWNSHIP OF SOUTH GLENGARRY**

**MOVED BY** Stephanie Jaworski

**RESOLUTION NO** 119-2023

**SECONDED BY** Martin Lang

**DATE** April 3, 2023

WHEREAS an announcement was recently made by the Ontario Public School Boards' Association asking for the Government of Ontario to lift the moratorium on pupil accommodation reviews (and school closures) prior to the end of the 2022-2023 school year;

AND WHEREAS the Council of the Township of South Glengarry passed a resolution on June 20, 2022 in support of the Community Schools Alliance's Three Point Action Plan designed to improve access to public education in rural and northern communities; namely:

THAT the Province of Ontario increase the Rural and Northern Education Fund (RNEF) to \$50 million;

THAT should the moratorium be lifted, that the moratorium remain in place for schools that qualify for the RNEF until a thorough review of the education funding formula is completed;

THAT before templates required by the 2018 Pupil Accommodation Review Guideline are developed, there be consultation with school boards and community groups including the Community Schools Alliance;

AND WHEREAS the Province of Ontario, through the Minister of Education, has acknowledged the negative social and economic impact school closures have on Rural and Northern Ontario communities, and committed to a review of the process to better reflect the needs of Rural and Northern Ontario prior to the lifting of the moratorium,

NOW THEREFORE BE IT RESOLVED THAT the Council of the Township of South Glengarry hereby respectfully requests that the Province of Ontario, through the Minister of Education, provide an update on the status of any review <sup>of</sup> ~~to~~ rural education funding, including the RNEF and the 2018 Pupil Accommodation Review guidelines.

*ln*



AND FURTHERMORE that this resolution be forwarded to the Premier, the Minister of Education, MPP Nolan Quinn, AMO, ROMA, EOWC and all Ontario municipalities.

CARRIED

DEFEATED

POSTPONED



Mayor Lachlan McDonald

Recorded Vote:	Yes	No
Mayor McDonald	—	—
Deputy Lang	—	—
Councillor Jaworski	—	—
Councillor McDonell	—	—
Councillor Bougie	—	—





**Corporation of the  
Municipality of West Grey**

402813 Grey Road 4, RR 2 Durham, ON N0G 1R0  
519 369 2200

June 9, 2023

**RE: Bell-Hydro Infrastructure**

To whom it may concern,

Please be advised that at its meeting held on June 6, 2023, the council of the Municipality of West Grey considered the above-noted matter and passed Resolution No. R-230606-008 as follows:

**"THAT in consideration of correspondence received from the Municipality of Tweed respecting a resolution on Bell-Hydro Infrastructure, council supports the resolution and directs staff to forward a copy of the resolution to the Premier of Ontario, the Association of Municipalities of Ontario, MPP Rick Byers, and all Ontario municipalities."**

Council further supports that other providers in addition to Bell Canada and Hydro one work together to provide access for poles to better service the infrastructure needs of Ontarians.

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

Jamie Eckenswiller, AMP (he/him)  
Director of Legislative Services/Clerk  
Municipality of West Grey

Attachment: Municipality of Tweed – Proposed Resolution Re: Bell-Hydro Infrastructure

Cc. Honourable Doug Ford, Premier of Ontario  
Association of Municipalities of Ontario (AMO)  
Rick Byers, MPP Grey-Bruce -Owen Sound  
All Ontario Municipalities

Municipality of Tweed Council Meeting  
Council Meeting



Resolution No.

328.

Title:

Proposed Resolution Re: Bell-Hydro Infrastructure

Date:

Tuesday, May 9, 2023

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Moved by

J. Palmateer

Seconded by

J. DeMarsh

WHEREAS poles are essential for deployment of telecommunication and hydro networks across the Province of Ontario;

AND WHEREAS the coordination of pole infrastructure between stakeholders is necessary to limit duplication of servicing infrastructure;

AND WHEREAS the Canadian Radio-Television and Telecommunications Commission recently set expediated timelines for large telephone companies to provide competitors with access to poles to roll out networks more efficiently leading to more competition across Canada;

AND WHEREAS provincial and territorial government are being encouraged to coordinate with service providers and other stakeholders to facilitate sound network deployment;

NOW THEREFORE BE IT RESOLVED that the Municipality of Tweed calls on the Province of Ontario to facilitate, coordinate, and regulate pole deployment measures across the Province of Ontario to prevent unnecessary duplication of pole infrastructure;

AND FURTHER, that the Province of Ontario encourage Bell Canada and Hydro One to work together to provide access for poles to better service the infrastructure needs of Ontarians;

AND FURTHER, that this motion be circulated to the Premier of Ontario, the Association of Municipalities of Ontario (AMO), MPP Ric Bresee, all Ontario Municipalities for support, Bell Canada, Hydro One.

**Carried**

June 29, 2023

Hon. Doug Ford  
Premier of Ontario  
Room 4620  
99 Wellesley St. W.,  
Toronto, Ontario M7A 1A1

Via Email: [premier@ontario.ca](mailto:premier@ontario.ca)

Please be advised that at its meeting held on the 27th day of June 2023, the Council of the Township of Selwyn passed the following resolution:

**Resolution No. 2023 – 143 – Notice of Motion – Short-Term Rentals**

Councillor Brian Henry – Councillor John Boyko –

Whereas the demand for alternative accommodations has resulted in an increased prominence of residential properties being advertised for short term accommodations through third party companies such as Airbnb and VRBO; a shift from the ‘traditional’ cottage rental historically managed by a property owner; and

Whereas over the past decade a flood of properties have been removed from the ownership and long-term rental market (*Canada Research Chair in Urban Governance at McGill University*) contributing to housing shortages, increased housing demands and increased housing costs resulting in housing affordability issues, including affordable rentals; and

Whereas short term rentals (STR) can be beneficial, when operated appropriately, by providing solutions for the accommodation industry that supports local tourism and small businesses as well as providing an opportunity for property owners to generate income from their residence (permanent or seasonal) using a convenient third-party system; and

Whereas STR’s can create nuisances including noise, parking, high volumes of visitors attending a property, septic capacity and fire safety, for adjacent residential property owners who wish to experience quiet enjoyment of their property; and

Whereas research indicates that demand for STR’s is increasing, in part due to vacationers choosing domestic travel options as well as the financial benefits to property owners, demonstrating that STR’s are here to stay; and

**Mailing Address**  
PO Box 270  
Bridgenorth  
Ontario K0L 1H0

**Tel:** 705 292 9507  
**Fax:** 705 292 8964

Whereas there are no Provincial regulations in place governing third party STR companies resulting in a variety of regulations/guidelines being implemented at the local municipal level which creates inconsistencies, confusion and frustrations for both consumers and residents across the Province;

That the Township of Selwyn request that the Province move forward as soon as possible to legislate that all third party Short Term Rental brokerage companies, for example Airbnb and VRBO, appropriately manage and be responsible for their listings and to compel compliance that the Province establish the requirement for STR companies to require each rental listing to be registered and to pay an appropriate annual fee and that STR company provide this registry along with the collected fees to the municipality in which the STR properties are located which allows the municipality to be aware of all registered STR properties and to have access to funds for municipal expenses to enforce/respond to issues at a STR property; and further

That the Province require the STR company to de-list/remove the property from the company's listings so that the property cannot be rented where a municipality has identified and verified life, health and/or nuisance infractions including noise, fire safety, septic, etc...

That a copy of this resolution be sent to all Ontario municipalities for support as well as to Minister of Municipal Affairs and Housing Steve Clark, local M.P.P. Dave Smith and M.P. Michelle Ferreri.

Carried.

If you have any questions, please do not hesitate to contact us.

Sincerely,

*Megin Hunter*

Megin Hunter  
Office Assistant/Receptionist  
mhunter@selwyntownship.ca

cc: steve.clark@pc.ola.org  
michelle.ferreri@parl.gc.ca  
dave.smithco@pc.ola.org  
All Ontario Municipalities



TOWNSHIP OF  
**PUSLINCH**  
EST. 1850

**Township of Puslinch**  
7404 Wellington Road 34  
Puslinch, ON, N0B 2J0  
T: (519) 763 – 1226  
F: (519) 763 – 5846  
www.puslinch.ca

### Delegate Request

Meeting Date: Wed July 12 10am

#### Applicant Information

*on behalf of Meadows of Aberfoyle*

Applicant Name: ① Alastair McCluskey & ② Cam McConnell

Mailing Address: [REDACTED]

Email Address: [REDACTED]

Telephone Number: [REDACTED]

#### Purpose of delegation (state position taken on issue, if applicable):

Continued opposition to zoning change request for:  
128 Brock Rd S. Puslinch

\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_

*will be*  
I am submitting a formal presentation to accompany my delegation:

Yes:  No:

I will require the following audio-visual equipment:

PowerPoint:

**Note: delegations are permitted to speak for 10 minutes. Your form or letter must be received 24 hours before the preparation of the Council agenda. This usually means at least one week prior to the Council meeting.**

**Personal Information collected on this form is collected under the authority of the Municipal Act and will be used only for the purposes of sending correspondence relating to matters before Council and for creating a record that is available to the general public in a hard copy format and on the internet in an electronic format in accordance with the Municipal Freedom of Information and Protection of Privacy Act. Questions regarding the collection of this information may be directed to the Township Clerk's office.**

**The Township of Puslinch is committed to providing accessible formats and communication supports for people with a disability. If another format would work better for you, please contact the Township Clerk's office for assistance.**



Township of Puslinch  
Council Meeting  
July 12, 2023

Community Opposition to Rezoning:  
128 Brock Rd S

[aberfoylemeadows@gmail.com](mailto:aberfoylemeadows@gmail.com)

# Concerns Raised by Residents

- Land use compatibility
- Traffic volume, movements and safety
- Noise, light and air pollution
- Environmental concerns (species habitat)
- Protecting ground water resources (neighbouring wells and municipal well, including Blue Triton operations)
- Loss of potential commercial uses to buffer industrial and residential lands
- Decrease in property values
- Aberfoyle losing its' character and vision

**'Boxes are being ticked' and some mitigation has been proposed, but areas of concern remain...**



# Before the zoning decision we suggested

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## At a minimum:

- Wellington Motor Freight's land use assessments and reports should:
  - Use consistent and realistic data inputs
  - Cover the appropriate study areas and impacted residents
  - Aim for maximum protection and safety of water, residents, and the community (vs. minimal legal limits)



## To make an informed decision we collectively need:

- A comprehensive community study area in all assessment reports
- Confirmation and legal restrictions to time-of-day operations
- Growth forecasts and impacts on employees, trucks, and hours of operation
- A realistic assessment of traffic numbers and direction of travel
- A realistic review of employee access and egress on Gilmour Rd.



# Some concerns have been recognized

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- **Hours of Operation:**

- Main operating hours 7am to 7pm, Monday to Friday. Does not preclude unexpected activity on the subject property beyond these hours

- **Noise Pollution:**

- Site Plan approval dependant on provisions for the implementation of the Noise Impact Assessment with additional / higher fencing extended to Gilmour Rd
- By-law to include a buffer intended to be a visual screen from adjacent properties... may include sloping and berming where possible and is intended to include the frontage along Gilmour Rd.

- **Back-up beepers:**

- An additional noise barrier (2.5 metres in height) around the tractor parking area
- Wellington Motor Freight has also agreed to equip the trucks with broadband frequency backup alarms which are less sound intrusive compared to the tonal alarms typically used

- **Water:**

- Water balance to be addressed in the detailed design to the satisfaction of the Township
- Wellington Motor Freight will develop a Salt Management Plan and is committed to using alternative de-icing products
- The existing well will be properly decommissioned and a new well for the facility will be drilled and cased / sealed through the shallow Guelph Formation and into the intermediate-depth Eramosa Formation

- **Gilmour Rd. traffic volume and safety (i.e., potential conflicts with pedestrians):**

- Wellington Motor Freight agreed to site plan changes with a driveway designed to direct employees to turn west towards the roundabout
- Residents will be encouraged to contact Wellington Motor Freight should their employees use Gilmour Road

# Some concerns are still open

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## Traffic:

- ***“The Transportation Impact Study has determined that there will be an increase to traffic, however, this impact is minor and is not expected to significantly impact existing traffic conditions. Operations at the study area intersections were found to be acceptable based on analysis contained in the TIS. “***
  - The study area is limited - McLean Rd to Gilmour Rd only
  - Traffic volume assumptions are in question
  - There is no sensitivity to growth or accommodation for guests / clients
  - How can 150 employees generate only 59 in/out in am, and 61 in/out in pm, using the Gilmour Rd entrance?
  - How can a centralized distribution center with 21 loading docks and 123 tractor and trailer parking spaces equate to 15 trucks in and out per day?
- ***“Based on the analysis contained in the TIS, the roundabout at Brock & Gilmour is operating at acceptable levels of service. “***
  - The proposed Gilmour Rd. employee entrance is approx. 120 feet from the Brock Rd. crosswalk and 170 feet from the roundabout entrance
    - 150 employees coming and going in a space that can accommodate 7-10 vehicles
    - Employees would use Gilmour Rd East when facing an already busy roundabout

# Some concerns are still open (cont.)

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## Safety:

- ***“The warehouse will store dry goods. There will be no storage of hazardous materials.”***
  - We know what is being stored now but there appears no restriction to the materials stored in the warehouse or trucks in the future .
- ***“Brock Rd is identified by the County of Wellington as a ‘Major Roadway’ that is intended to serve high volumes of traffic, including truck traffic. No truck traffic associated with the development will occur on local roads in Aberfoyle.”***
  - We were under the belief that a Safety Study would be done including school bus implications along Gilmour and school zones in Aberfoyle, residents along Gilmour, traffic circles, entrance and egress onto Brock St.

## Water:

- ***“Review and approval of the wastewater treatment system design (and Septic Dilution) will fall completely under the purview of the MECP, pursuant to the Ontario Water Resources Act.”***
  - Will the township perspectives be reflected in that review?

## Property Values:

- ***“Property values are not land use planning consideration. Having said this, land planning tools try to ensure that ‘competing’ land uses are compatible and do not cause adverse impacts. ... Other matters that will be addressed through the site plan approval process (e.g., lighting, landscaping, building design) to ensure that others impacts from lighting or buffering are considered”***
  - Will we be consulted on possible “buffering proposals”?

# Some studies have not changed

Using the **same** parameters and the same assumptions isn't going to yield **different outcomes**



*“Operations at the study area intersections were found to be acceptable based on analysis contained in the TIS.”*

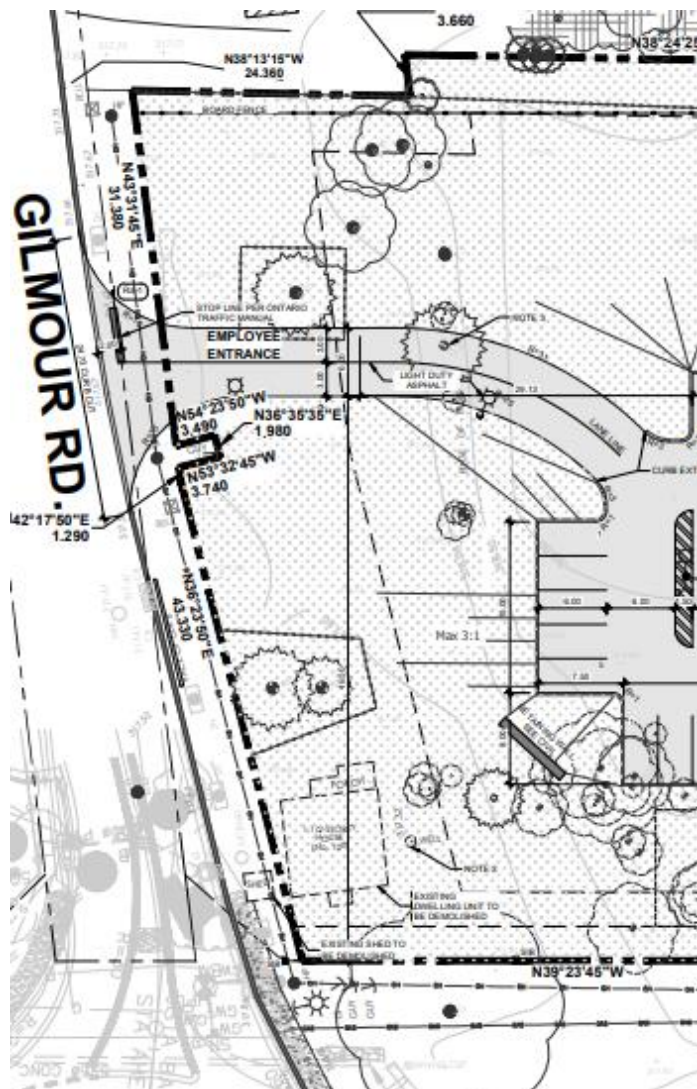
## The intersections assessed in the study include:

- Brock Rd S (Wellington Road 46) and Gilmour Rd (roundabout)
- Brock Rd S (Wellington Road 46) and McLean Rd (signalized)
- Proposed access connections to Brock Rd S and Gilmour Rd





## What is NOT included in the study:

- Any traffic impacts west on Gilmour Rd with 150 cars turning out of the facility towards the roundabout
- Any impact of the 790k ft industrial development planned for 7475 Mclean Rd (former Schneider property )
- Any impact on traffic northbound on Victoria Rd and west along Gilmour Rd with employees coming from Campbellville area
- Any impact on 401 access
- Any impact on Morriston and the rest of “the Corridor”

# What Happened to the CIP vision?



“For the purposes of this By-law the Buffer Strip described in Section 3 is intended to be a visual screen from adjacent properties, vegetated with coniferous and deciduous trees or shrubs, in conjunction with the Township’s Landscaping Guidelines. The buffer strip may include sloping and berming where possible and is intended to include the frontage along Gilmour Road.”

-  2.4m HIGH CHAINLINK PERIMETER FENCING TO OPSD 972.102, 972.130 AND 972.132
-  2.4m HIGH BOARD FENCING, SEE LANDSCAPING DRAWINGS
-  DECORATIVE FENCE, SEE LANDSCAPING DRAWINGS
-  WALL PACK LIGHTING FASTENED TO FACE OF BUILDING OR AT T/O PARAPET

WELLINGTON  
MOTOR FREIGHT  
3000 RAE PULASKI DRIVE

CONCEPTUAL  
SITE PLAN

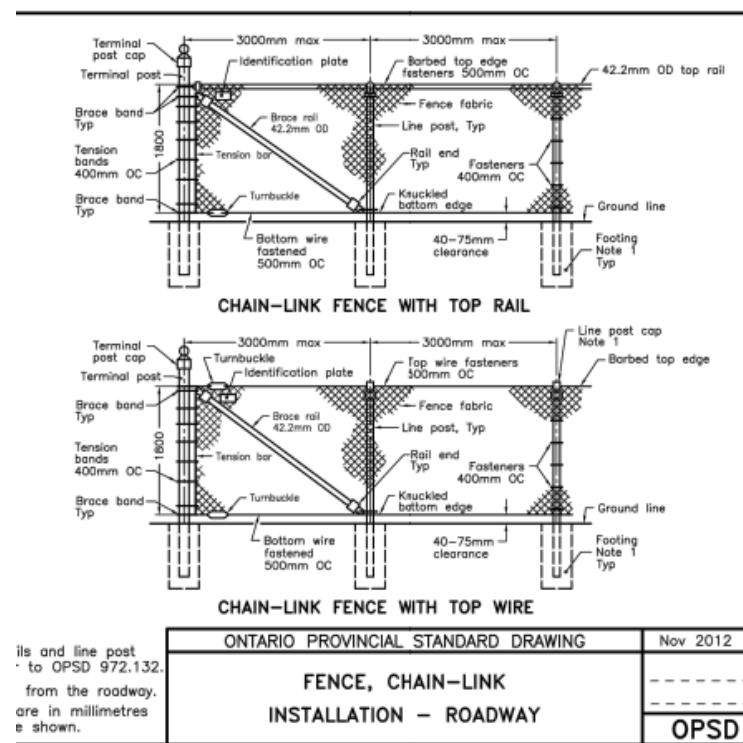
DATE: 12/11/2012 DRAWN: S. KILBAM

SP1

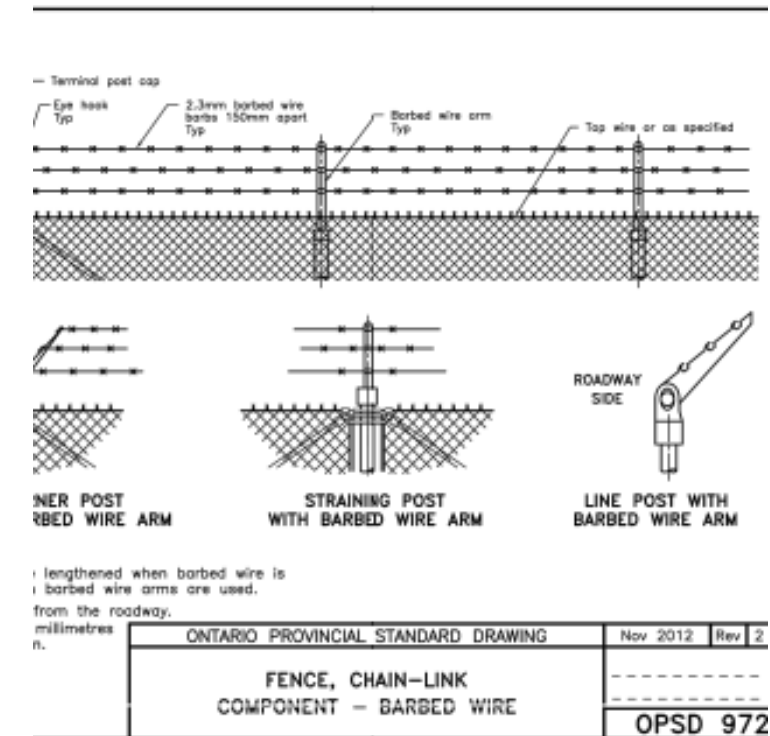
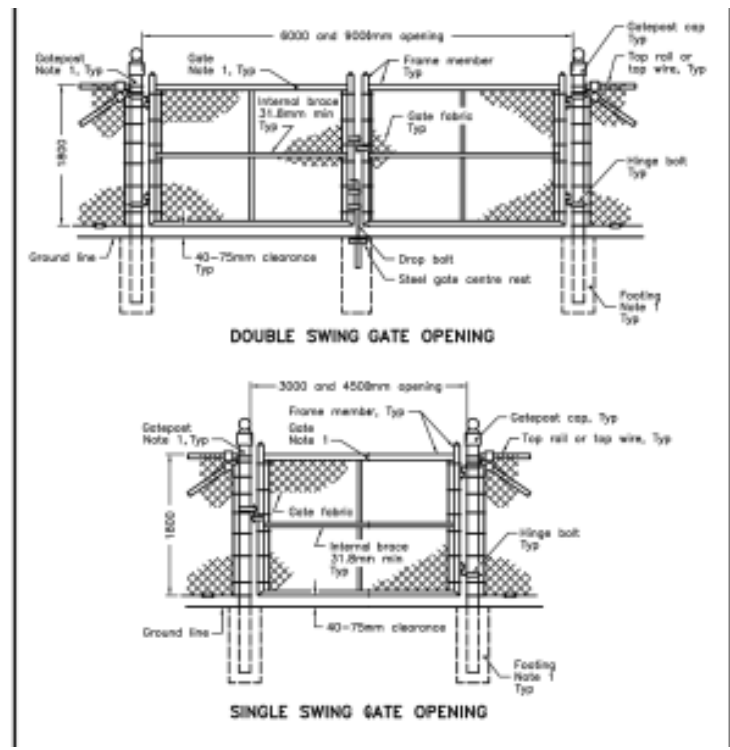
320

# Welcome to Aberfoyle

- This will be the new entrance to Aberfoyle
- This will be what residents will have to pass each day
- This certainly wasn't part of the vision behind 'The Corridor' Community Improvement Plan

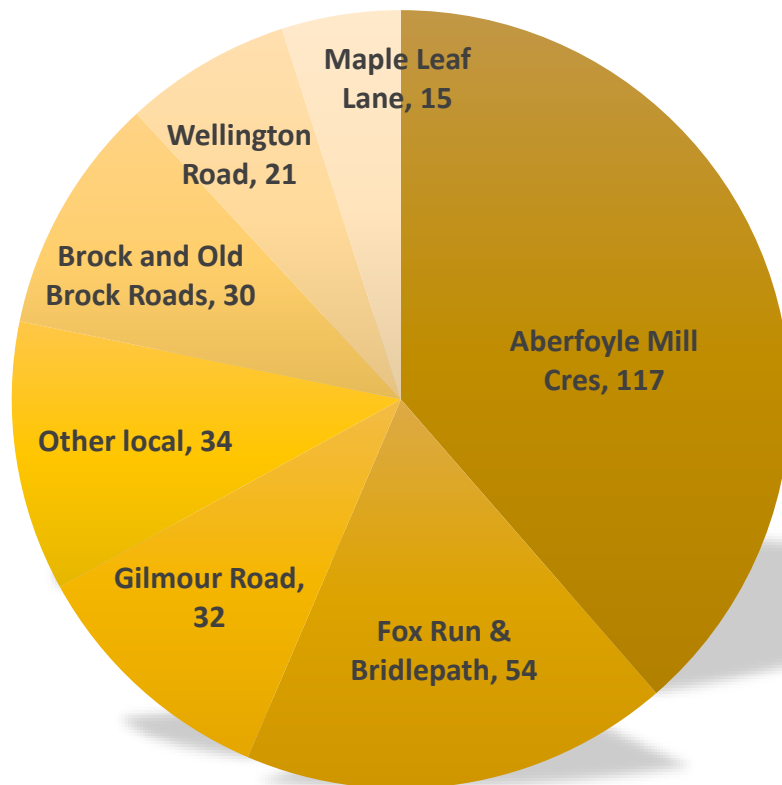


Dimensions and line post  
to OPSP 972.132.  
from the roadway.  
are in millimetres  
as shown.



# Our Community has voiced our concerns

## 303 'Paper' signatures say NO



- 3 presentations (plus numerous delegations) in opposition
- 19 Letters to the Editor:
  - 9 in the *Wellington Advertiser*
  - 6 in *Puslinch Today*
  - 4 in the *Elora Fergus Today*
- 2 petitions:
  - **Paper: 303 signatures**
  - **Electronic: 246 signatures**

**We have seen a willingness to mitigate our concerns, but our combined opinion hasn't changed.**



A '**holding by-law provision**' has been proposed to address site plan approval, additional well requirements and septic system requirements:

---

- 1) **Site Plan approval** has been approved and the site plan agreement, including provisions for the implementation of the Noise Impact Assessment, has been registered on title.
- 2) That the **existing deep well be decommissioned** and a new well drilled to the satisfaction of the Township.
- 3) That an agreement be entered in to between the owner and the Risk Management Official or Township to install **a flow meter to monitor water** quantity use on the site.
- 4) That the owner complete and submit **a Drinking Water Threats Disclosure Report** and associated Management Plans, including but not limited to winter maintenance activities, liquid fuel, chemical and waste handling/storage activities, to the satisfaction of the Risk Management Official.
- 5) That the owner provides **a liquid fuel handling/storage and spill response procedure** for the construction and operation of the facility to the satisfaction of the Risk Management Official.
- 6) That **a water balance assessment report** be submitted to the satisfaction of the Township's Hydrogeologist and the Risk Management Official.
- 7) That the applicant provide **the Environmental Compliance Approval (ECA) application** and supporting documentation for the proposed sewage works to the Township for review and that the applicant provide Township comments on the application and supporting documentation to the Ontario Ministry of the Environment, Conservation and Parks.

# Going forward

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## Regarding the staff recommendations:

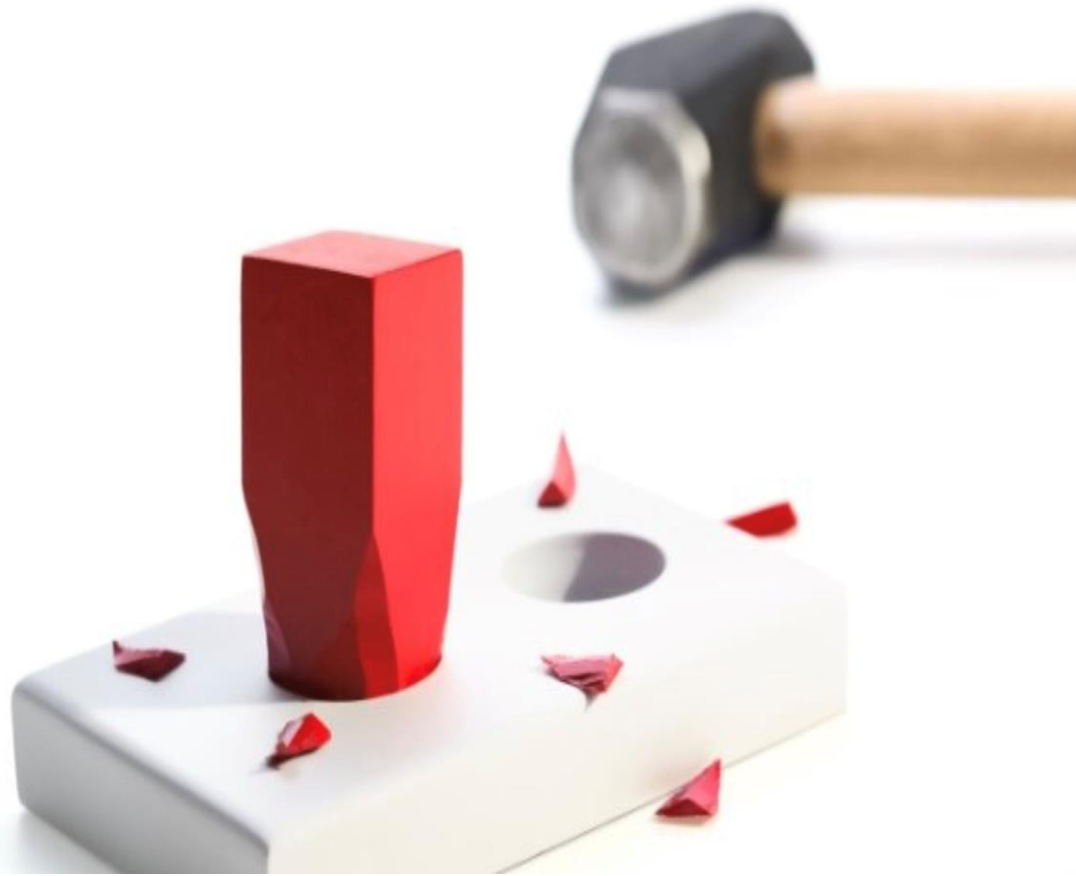
- *“The proponent will also be required to submit a Site Plan Application. This is required by the Township and will involve ongoing updates and communication between the Township, County and owner and will involve very detailed plans and designs of the proposed development. The Township has to be satisfied with all components of the development prior to issuing Site Plan approval and lifting the Holding provision of the proposed zoning”*
- *“Only Permitted uses: Transport Terminal, Warehouse Accessory Business or Professional Office.”*
- *“Further, staff are recommending that only the uses proposed by the applicant be permitted on the site. The existing zoning provisions include a variety of Highway Commercial uses which may not be appropriate on the site with the proposed uses. The By-law also prohibits certain types of uses that may not be appropriate or compatible including truck washing, repair, and fueling.”*

## We would like to also suggest:

- That all site plan changes and implications be built into any rezoning proposal to mitigate issues in the event of future severances / sale of property to new owners etc.
- That future storage restrictions ensure that no hazardous materials be stored on the property, given that it is directly adjacent to residential areas
- That you seriously consider how we greet people as they enter Aberfoyle

**The direction of  
Aberfoyle and the vision  
that we all have for it,  
will be influenced by  
incremental decisions,  
shaping what we will  
look like in the future...**

**This decision is one of them...**



## Community Opposition to Rezoning: 128 Brock Rd S

**Township of Puslinch  
Council Meeting  
July 12 , 2023**

[aberfoylemeadows@gmail.com](mailto:aberfoylemeadows@gmail.com)

OneAberfoyle.com

# People often say “why isn’t government run like a business?”

- But...the people that say that often don’t know much about either.
- Businesses frequently make poor decisions, as does government.
- Businesses and Government both employ people and people don’t always make the best decisions, for many reasons.
  - Perspective or cognitive bias: for example or “forest for trees”
- Here, I only see decent and dedicated people trying to do what they think is best for Township, their community or their Company.
- Nevertheless here we are...

# Ashtrays on Airplanes...

- Technical & Engineering...ticked the boxes
- Aircraft Manufacturers...ticked the boxes
- Airline Policy...ticked the boxes
- Regulatory Agencies...ticked the boxes

And yet we lived with smoke filled cabins for decades and every safety demonstration today still includes NO SMOKING warnings

# Tick the box “culture” everywhere

- Has become a dehumanizing decision making process (but good for amphibians)
- Is an overzealous focus on rules & regulations rather than issues and people
- Very good for consultants however...
- How is it that:
  - People subjected to noise became “receptors”
  - And trucking parking lots became the buffer to the trucking company itself
  - And that 120 meters is sufficient enough distance to notify “neighbors”
  - Back-up beepers are not required to be assessed because they are a safety feature (even though they are designed to be heard over a diesel engine)
  - A driver must sound his horn to pass his truck drivers test (also not part of noise study)
    - Lets not concern ourselves about braking noise either (brakes are part of safety)

# Tick the box “culture”

- How is another trucking company diversifying the tax base?
  - More trucking isn't an appropriate mix of land use. Its more of the same.
- “Brock road is intended to serve a high volume of traffic”
  - And yet Firefighters have to first fight traffic to get from Morriston to the Fire Hall, before they can get to any fire
  - Did any traffic consultants actually observe the off/on ramps at the 401?
    - Another example of not seeing the forest for trees
  - Community residents even now take the Hanlon to get to Aberfoyle because of traffic backed up a great distance at the 401
- “The roundabout is operating at acceptable levels of service”
  - 3 near accidents for just myself say otherwise (Service vs Safety)
  - Roundabouts are great for cars but poor for trucks/trailers



# Current State of the Trucking Industry

- The pandemic bubble has burst
- Rates down
- Shipment volumes declining
- Major consolidation of firms ahead
- Driver shortages
- Driver safety issues
- A challenging period lies ahead
- Existing trucking companies are not good neighbors now
  - Wellington remains to be seen...

# NIMBY?

- No Township planner or council member lives next to the lot in question.
  - No Wellington Group employee lives next to the lot in question.
  - No Consultant lives next to the lot in question.
- 
- We live next to the lot in question!

# The wrong decision can't be undone

- Keep the lot zoned commercial
  - Commercial zoning is the “buffer” we all support
- Wellington Freight will find a more acceptable site
- The land owner will move on and continue to develop commercial
  - And with more diversified commercial development
- Be strategic...and see the big picture
- Be visionary
- Be good stewards of the present and future

# What is next?

- What if Wellington Freight exit the deal?
  - What would be planned for the property?
  - How might it be developed?
  - Will a new buyer be held to similar conditions and improvements?
    - Business hour restrictions?
    - How will the township restrict and police business hours?
  - Will a new buyer build the same or similar infrastructure on the lot?
  - Could a new owner build a small office and fill the rest of the lot with tractors and trailers ??
- What reasonable commercial development is feasible given the County restrictions on Brock road access?

**From:** [Township of Puslinch](#)  
**To:** [Justine Brotherston](#)  
**Subject:** New Entry: Delegate Request  
**Date:** Sunday, June 25, 2023 12:25:25 PM

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**Type of Meeting**

Council

---

**Meeting Date**

July 12, 2023

---

**How many delegates are requesting to make this presentation?**

Two (2)

---

**Type of Delegation**

This is a request to delegate on a general topic

---

**Type of Presentation**

This request is to present a verbal delegation

---

**Type of Attendance**

In person

---

**Name of Delegate**

Robert Vosburgh

---

**Mailing Address of Delegate**

[REDACTED]

---

**Phone Number of Delegate**

[REDACTED]

---

**Email Address of Delegate**

[REDACTED]

---

**Name of Second Delegate**

Bill Harrison

---

**Mailing Address of Second Delegate**

[REDACTED]

---

**Phone Number of Second Delegate**

[REDACTED]

---

**Email Address of Second Delegate**

[REDACTED]

---

**Purpose of delegation (state position taken on issue, if applicable)**

Introduce Matby Community Association and discuss safety issues on Maltby Road. Discuss ways of calming traffic and eliminating heavy truck/transport use on Maltby corridor.

---

**A formal presentation is being submitted to accompany the delegation**

No

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**The delegation will require the use of audio-visual equipment (power point presentation)**

No

---

**Acknowledgement**

I (we) have read, understand and acknowledge the Rules and Procedures relating to Delegations as prescribed by the Procedural By-law 2022-046.

Sent from [Township of Puslinch](#)



## **REPORT FIN-2023-024**

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TO: Mayor and Members of Council

PREPARED BY: Mirela Oltean, Deputy Treasurer

PRESENTED BY: Mary Hasan, Director of Finance/Treasurer

MEETING DATE: July 12, 2023

SUBJECT: 2022 Commodity Price Hedging Agreements  
File No. A09 HED

---

### **RECOMMENDATIONS**

**That Report FIN-2023-024 entitled 2022 Commodity Price Hedging Agreements be received; and**

**That Council accepts the Treasurer's statement that based on the information supplied by Local Authority Services (LAS), all commodity price hedging agreements are consistent with the Township's statement of policies and goals related to the use of financial agreements to address commodity pricing and costs as outlined in Schedule A to Report FIN-2023-024.**

### **DISCUSSION**

#### **Purpose**

The purpose of this report is to comply with the Treasurer's reporting requirements as set out by Ontario Regulation 653/05 of the Municipal Act, 2001.

#### **Background**

Section 7(1) of Ontario Regulation 653/05, as amended states that if a municipality has commodity price hedging agreements in place, the Treasurer of the municipality must prepare and present to Council once every fiscal year a detailed report on all of those agreements. The report must contain the following information:



1. A statement about the status of the agreements during the period of the report, including a comparison of the expected and actual results of using the agreements.
2. A statement by the Treasurer that all of the agreements entered into during the period of the report are consistent with the municipality's statement of policies and goals related to the use of financial agreements to address commodity pricing and costs.

The Township entered into hedging agreements for natural gas and electricity procurement through Local Authority Services Limited (LAS), a wholly owned subsidiary of the Association of Municipalities of Ontario (AMO). These agreements are as follows:

- The Electricity Agency Appointment and Retainer Agreement dated September 19, 2012
- The Natural Gas Appointment and Retainer Agreement dated February 10, 2021

The Commodity Price Hedging Policy was approved by Council through adoption of By-law No. 56/12, attached as Schedule A to Report FIN-2023-024.

### **Natural Gas Procurement Program**

The LAS Natural Gas Procurement Program currently includes 170+ participating organizations. An annual price (per m<sup>3</sup>) for all natural gas consumption is determined by LAS and reflects LAS's completed gas purchases and expectations for spot market natural gas costs for the one-year period. LAS purchases physical natural gas and provides it to all enrolled municipalities based on their consumption requirements.

There is not a hedge percentage in the LAS Natural Gas Procurement Program. In situations when LAS over collects fees (ie. when spot market prices are lower than LAS's expectations), LAS provides the municipality with a rebate.

### **Electricity Procurement Program**

The LAS Electricity Procurement Program currently includes 130+ municipalities. LAS removes municipal accounts from government (default) pricing and instead purchases electricity forward price contracts for much of the municipality's consumption.

The Township hedges 50% of its electricity requirements while the remaining 50% is purchased at spot market prices. During 2022, due to economic conditions, electricity prices were elevated and LAS was not able to secure a hedge until October 1, 2022. LAS purchased a hedge based on 70% of total participating municipalities' volumes (100% prior to 2022). Therefore, the Township's hedge for 2022 was 35% (70% of 50%) with the balance of the volume (65%) on spot market rates.

There are no rebates for the electricity program as LAS purchases a financial hedge for each participating municipality at a negotiated cost (per/kWh) and settles, as retailer, along with the spot market cost of power.

**Purpose of Hedging**

The goal of hedging is not to speculate on the future price of a commodity, but rather to fix its price to an agreed amount. Volatile shifts in utility prices create significant challenges for municipalities in terms of meeting utility budgets. This uncertainty in energy pricing can impact decision making and cost control. The LAS programs offer more stable energy pricing. Utility costs are unpredictable. Therefore, in any given year there is the possibility that the hedged cost may be higher than the current spot market cost which would result in a higher cost to the Township.

**Financial Implications**

**Natural Gas**

The 2022 actual natural gas costs amounted to \$23,496 (2021 - \$21,730). The increase in costs from 2021 to 2022 is attributed to an increase in LAS commodity price rates. The consumption volume for 2022 (70,841m<sup>3</sup>) decreased slightly compared to 2021 (71,671 m<sup>3</sup>) but remained in line with pre-COVID levels (average consumption 71,604m<sup>3</sup>).

The LAS Program Fee remains unchanged from previous years at \$0.003789 cents/ m<sup>3</sup>. The Township utilized the LAS Natural Gas Procurement Program at the following rates:

<b>Time Period</b>	<b>Price per m<sup>3</sup> – includes LAS program fee</b>
Nov. 2020 to Oct. 2021	\$10.1 cents/ m <sup>3</sup>
Nov. 2021 to Oct. 2022	\$11.7 cents / m <sup>3</sup>
Nov. 2022 to Oct. 2023	\$14.1 cents / m <sup>3</sup>

The LAS natural gas rate was lower than the Enbridge Gas rates from January 2021 to present. If LAS collects more revenue through the set program rate than is required to run the program, an amount is rebated back to municipalities. The rebate provided is based on the quantity of natural gas consumed during the rebate period. In 2022, the Township received a rebate of \$534 for the period of November 1, 2020 to October 31, 2021. The rebate for the November 1, 2021 to October 31, 2022 period will be determined in 2023.

Schedule B to Report FIN-2023-024 includes the results of using the LAS Natural Gas Procurement Program for 2022 obtained from LAS. The Township’s total savings based on hedging the natural gas rates with the LAS program were \$5,146 in 2022 (2021 - \$3,301).

**Electricity**

The 2022 actual electricity costs excluding streetlight repair costs amounted to \$63,092 (2021 - \$55,687). The increase in costs from 2021 to 2022 is attributed to an increase in LAS commodity price rates per kWh and increase in consumption volume. The consumption volume for 2022 (591,699 kWh) increased compared to 2021 (482,620 kWh) but remained below pre-COVID levels (average consumption 675,391 kWh) as some COVID restrictions resulting in facility closures continued part-way through 2022.

The LAS Program Fee for all accounts excluding streetlights remains unchanged from previous years at \$0.15 cents/kWh. The LAS program fee for streetlight accounts remains unchanged from previous years at \$6 per month per account. The Township utilized the LAS Electricity Procurement Program at the following rates for 35% of the Township’s electricity for all accounts excluding streetlights:

Year	Price per kWh – includes LAS program fee
2021	\$2.464 cents/kWh
2022	\$7.147 cents/kWh

Schedule C to Report FIN-2023-024 includes the results of using the LAS Electricity Procurement Program for 2022 obtained from LAS. The Township’s total savings based on hedging the electricity rates with the LAS Program were \$2,009 or 5.65% in 2022 (2021 - savings of \$1,734 or 5.66%).

**Applicable Legislation and Requirements**

Ontario Regulation 653/05 of the Municipal Act, 2001

**Engagement Opportunities**

The Township posts its annual energy consumption reporting and its Five Year Energy Conservation and Demand Management Plan on the Energy Conservation page of the Township’s website on [Puslinch.ca/energy](https://puslinch.ca/energy)

**Attachments**

Schedule A – By-law No. 56/12 - Commodity Price Hedging Policy

Schedule B – LAS Natural Gas Procurement Program Results for 2022

Schedule C – LAS Electricity Procurement Program Results for 2022

**Respectfully submitted:**

**Mary Hasan**

**Director of Finance/Treasurer**

THE CORPORATION OF THE TOWNSHIP OF PUSLINCH

**BY-LAW NUMBER 56/12**

Being a by-law to authorize the Township of Puslinch to establish a policy respecting Commodity Price Hedging for the Township of Puslinch.

WHEREAS Council for the Corporation of the Township of Puslinch considers it desirable to establish a Commodity Price Hedging policy.

NOW THEREFORE BE IT RESOLVED THAT Council does hereby enact the following as a By-law;

1. THAT the Corporation of the Township of Puslinch does hereby adopt a policy respecting Commodity Price Hedging as attached hereto and marked as Schedule "A" to this By-law.
2. THAT this By-law shall take effect upon the date of passage.

READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS 19<sup>th</sup> DAY OF SEPTEMBER, 2012.

  
\_\_\_\_\_  
Mayor Dennis Lever

  
\_\_\_\_\_  
Brenda Law, CAO/Clerk-Treasurer

## APPENDIX A

### FINANCE POLICY

SUBJECT: COMMODITY PRICE HEDGING POLICY

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#### 1. Interpretation

This policy is to be interpreted and applied in accordance with the requirements of the *Municipal Act, 2001* ("the Act") and any regulations passed thereunder ("the regulations"). Terms used in the policy have the meanings applicable to those terms in the corresponding sections of the Act and the regulations.

#### 2. Purpose

The purpose of this policy is to adopt a statement of the municipality's commodity price hedging policies and goals. Section 6(1) of O. Reg. 653/05 requires the adoption of such a statement before the municipality may enter into commodity price hedging agreements.

#### 3. Statement of Commodity Price Hedging Policies and Goals

- (a) The Township of Puslinch will consider commodity price hedging agreements as a means of fixing, directly or indirectly, or enabling the municipality to fix, the price or range of prices to be paid by the municipality for the future delivery of some or all of the commodity or the future cost to the municipality of an equivalent quantity of the commodity, where it is advantageous for the municipality to do so.
- (b) In determining whether a particular commodity price hedging agreement is advantageous for the municipality, the following considerations will be taken into account:
  - (i) Any and all projects of the municipality are projects for which commodity price hedging agreements will be appropriate;
  - (ii) If, at the time, it is the opinion that fixed costs and estimated costs of the municipality will be reduced by virtue of the use of such an agreement;

- (iii) If, at the time, it is the opinion that the future price or cost to the municipality of the applicable commodity will be lower or more stable than it would be without the agreement;
- (iv) If, at the time, the project includes a detailed estimate of the expected result of using such an agreement;
- (v) If, at the time, it is the opinion that the financial and other risks to the municipality that would exist with the use of such an agreement will be lower than the financial and other risks to the municipality that would exist without such an agreement;
- (vi) If, at the time, it is the opinion that the agreement contains adequate risk control measures relating to such an agreement, such as,
  - (1) Limited credit exposure based on credit ratings and/or on the degree of regulatory oversight and/or on the regulatory capital of the other party to the agreement,
  - (2) a standard agreement,
  - (3) ongoing monitoring with respect to the agreement.

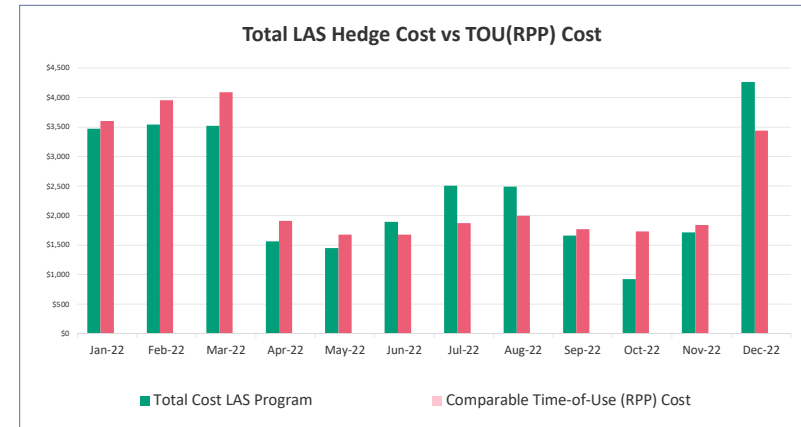
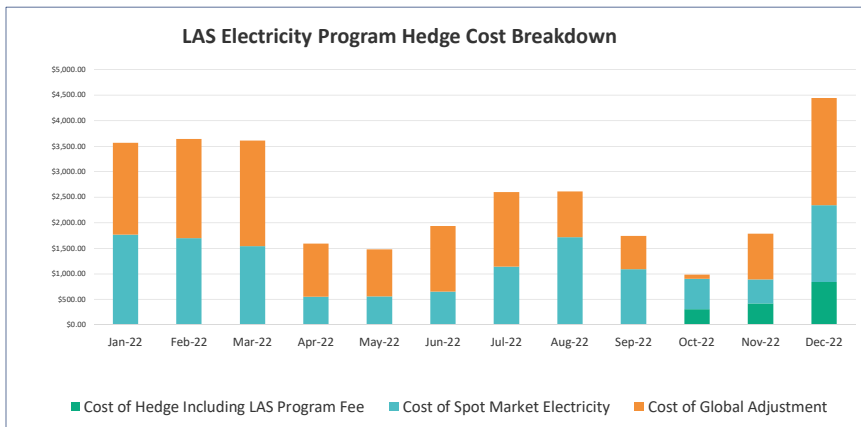
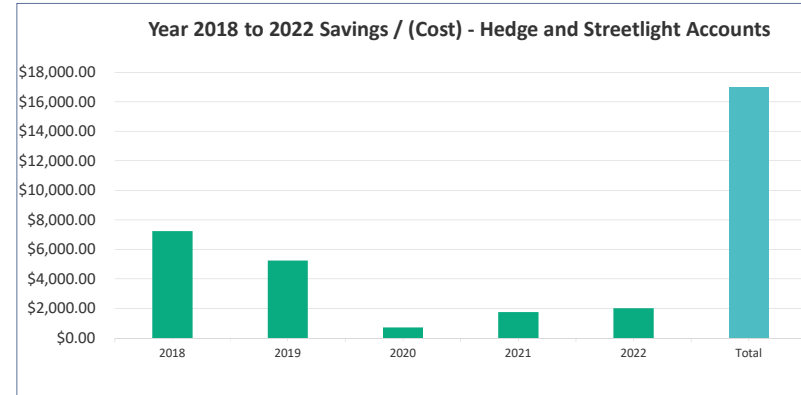
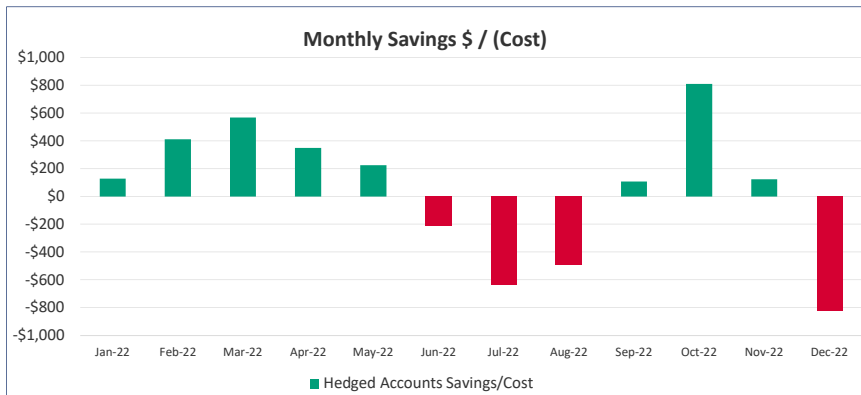




Hedged Accounts	
Hedge	
7%	\$1,564
Spot Market	
93%	\$13,299
Global Adjustment	\$15,130
Loss Amount	-\$1,161
<b>LAS Total</b>	<b>\$29,005</b>
RPP / TOU Total	\$29,561
<b>Annual Program Savings / (Cost)</b>	<b>\$557</b>

Streetlight Accounts	
Spot Market	
100%	\$1,998
Global Adjustment	\$2,694
Loss Amount	-\$169
<b>LAS Total</b>	<b>\$4,524</b>
RPP Total	\$5,977
<b>Annual Program Savings / (Cost)</b>	<b>\$1,453</b>

	2022	5 Year
<b>Total Savings %</b>	<b>6%</b>	<b>8%</b>
<b>Total Savings/Cost \$</b>	<b>\$2,009</b>	<b>\$16,974</b>





Township of Puslinch

		Total	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	
<b>Total Adjusted Usage (kWh) * See Note 1</b>		<b>\$307,869</b>	<b>40,001</b>	<b>41,584</b>	<b>40,363</b>	<b>19,070</b>	<b>16,746</b>	<b>16,820</b>	<b>18,801</b>	<b>20,036</b>	<b>17,722</b>	<b>17,468</b>	<b>20,637</b>	<b>38,621</b>	
Unadjusted / Metered Usage (kWh)		\$283,830	37,224	38,739	37,580	17,584	15,420	15,434	17,224	18,366	16,254	15,938	18,830	35,238	
Enrolled Accounts		591,699	12	12	12	12	12	12	12	12	12	12	12	12	
<b>Hedged Accounts</b>															
Hedge			\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0000	\$0.0715	\$0.0715	\$0.0715	
7%			0	0	0	0	0	0	0	0	0	4,270	5,886	11,727	
Cost of Hedge Including LAS Program Fee		\$1,564	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$305.19	\$420.70	\$838.16	
Spot Market			\$0.0443	\$0.0408	\$0.0382	\$0.0290	\$0.0332	\$0.0389	\$0.0606	\$0.0858	\$0.0616	\$0.0454	\$0.0320	\$0.0559	
93%			40,001	41,584	40,363	19,070	16,746	16,820	18,801	20,036	17,722	13,198	14,751	26,894	
Cost of Spot Market Electricity		\$13,299	\$1,770.06	\$1,697.86	\$1,543.49	\$553.59	\$555.96	\$654.96	\$1,138.99	\$1,718.25	\$1,091.86	\$599.70	\$471.44	\$1,503.08	
Global Adjustment			\$0.0483	\$0.0502	\$0.0550	\$0.0592	\$0.0597	\$0.0829	\$0.0848	\$0.0487	\$0.0401	\$0.0050	\$0.0474	\$0.0596	
Unadjusted / Metered Usage (kWh)			37,224	38,739	37,580	17,584	15,420	15,434	17,224	18,366	16,254	15,938	18,830	35,238	
Cost of Global Adjustment		\$15,130	\$1,797.91	\$1,944.70	\$2,066.91	\$1,040.95	\$920.57	\$1,279.44	\$1,460.61	\$894.41	\$651.80	\$79.69	\$892.52	\$2,100.20	
Loss Amount		-\$1,161	-\$110.73	-\$113.62	-\$104.61	-\$45.07	-\$39.00	-\$56.96	-\$105.92	-\$138.79	-\$97.77	-\$73.59	-\$83.66	-\$191.32	
LAS Total		\$29,005	\$3,472	\$3,543	\$3,520	\$1,564	\$1,452	\$1,892	\$2,508	\$2,488	\$1,660	\$925	\$1,715	\$4,265	
Avg LAS Price per kWh (incl. GA)			\$0.0868	\$0.0852	\$0.0872	\$0.0820	\$0.0867	\$0.1125	\$0.1334	\$0.1242	\$0.0937	\$0.0530	\$0.0831	\$0.1104	
RPP, Time-of-Use			\$0.10	\$0.10	\$0.11	\$0.11	\$0.11	\$0.11	\$0.11	\$0.11	\$0.11	\$0.11	\$0.10	\$0.10	
Unadjusted / Metered Usage (kWh)			37,224	38,739	37,580	17,584	15,420	15,434	17,224	18,366	16,254	15,938	18,830	35,238	
RPP / TOU Total		\$29,561	\$3,599	\$3,955	\$4,088	\$1,913	\$1,677	\$1,679	\$1,874	\$1,998	\$1,768	\$1,734	\$1,838	\$3,440	
Comparable Time-of-Use (RPP) Cost * See Note 2															
<b>Hedged Accounts</b>															
<b>Annual Program Savings / (Cost)</b>		<b>Monthly Savings / (Cost)</b>	<b>\$557</b>	<b>\$127</b>	<b>\$411</b>	<b>\$568</b>	<b>\$349</b>	<b>\$225</b>	<b>-\$213</b>	<b>-\$635</b>	<b>-\$491</b>	<b>\$108</b>	<b>\$808</b>	<b>\$123</b>	<b>-\$824</b>

Streetlight Accounts

<b>Total Usage (kWh)</b>		<b>\$55,192</b>	<b>4,772</b>	<b>4,409</b>	<b>4,613</b>	<b>4,598</b>	<b>4,731</b>	<b>4,465</b>	<b>4,751</b>	<b>4,703</b>	<b>4,339</b>	<b>4,772</b>	<b>4,660</b>	<b>4,377</b>	
Unadjusted / Metered Usage (kWh)			4,370	4,037	4,224	4,211	4,333	4,088	4,351	4,307	3,974	4,370	4,268	4,008	
Enrolled Accounts			2	2	2	2	2	2	2	2	2	2	2	2	
Spot Market			\$0.04	\$0.04	\$0.03	\$0.02	\$0.02	\$0.02	\$0.04	\$0.06	\$0.05	\$0.04	\$0.03	\$0.05	
Cost of Spot Purchase (Including LAS Program Fee)		\$1,998	\$191.98	\$158.67	\$156.99	\$102.60	\$85.64	\$92.50	\$209.13	\$272.62	\$205.99	\$184.64	\$130.66	\$206.94	
Global Adjustment			\$0.0483	\$0.0502	\$0.0550	\$0.0592	\$0.0597	\$0.0829	\$0.0848	\$0.0487	\$0.0401	\$0.0050	\$0.0474	\$0.0596	
Unadjusted / Metered Usage (kWh)			4,370	4,037	4,224	4,211	4,333	4,088	4,351	4,307	3,974	4,370	4,268	4,008	
Cost of Global Adjustment		\$2,694	\$211.09	\$202.67	\$232.33	\$249.27	\$258.67	\$338.93	\$368.96	\$209.76	\$159.35	\$21.85	\$202.29	\$238.89	
Loss Amount		-\$169	-\$15.72	-\$13.64	-\$12.95	-\$9.20	-\$7.34	-\$8.14	-\$17.61	-\$22.33	-\$17.41	-\$15.11	-\$12.38	-\$16.86	
LAS Total		\$4,524	\$387	\$348	\$376	\$343	\$337	\$423	\$560	\$460	\$348	\$191	\$321	\$429	
Avg LAS Price per kWh (incl. GA and LAS fee)			\$0.0812	\$0.0789	\$0.0816	\$0.0745	\$0.0712	\$0.0948	\$0.1180	\$0.0978	\$0.0802	\$0.0401	\$0.0688	\$0.0980	
RPP, Tiered			815	810	813	813	815	811	815	814	809	815	814	810	
RPP Usage - Lower Tier Price (kWh)			3,957	3,598	3,800	3,785	3,917	3,653	3,936	3,889	3,530	3,957	3,847	3,567	
RPP Usage - Higher Tier Price (kWh)			0.0908	0.0940	0.0980	0.0980	0.0980	0.0980	0.0980	0.0980	0.0980	0.0980	0.0870	0.0870	
Lower Tier Price (\$ per kWh)			0.1001	0.1068	0.1150	0.1150	0.1150	0.1150	0.1150	0.1150	0.1150	0.1150	0.1030	0.1030	
Higher Tier Price (\$ per kWh)															
RPP / Tiered Total		\$5,977	\$470	\$460	\$517	\$515	\$530	\$500	\$533	\$527	\$485	\$535	\$467	\$438	
Comparable RPP Cost * See Note 4															
<b>Streetlight Accounts</b>															
<b>Annual Program Savings / (Cost)</b>		<b>Monthly Savings / (Cost)</b>	<b>\$1,453</b>	<b>\$83</b>	<b>\$113</b>	<b>\$140</b>	<b>\$172</b>	<b>\$193</b>	<b>\$76</b>	<b>-\$28</b>	<b>\$67</b>	<b>\$137</b>	<b>\$344</b>	<b>\$146</b>	<b>\$9</b>
<b>Total Annual Program Savings / (Cost)</b>			<b>\$2,009</b>												

Notes

- 1) We have assumed that all accounts are RPP/TOU eligible (i.e. under 250,000kWh/year consumption)
- 2) Time-of-use (TOU) rates used for each month are based on the rates for that month with the following split: 55% off-peak, 22.5% mid-peak., and 22.5% on-peak.
- 3) This price represents the average HOEP
- 4) RPP rates for the period reviewed are: for January 01, 2022 to January 17, 2022 9.8/11.5 cents/kWh, for January, 18 2022 to February 07, 2022 8.2/8.2 cents/kWh, for February 08, 2022 to October 31, 2022 9.8/11.5 cents/kWh and for November 1, 2022 to December 31, 2022 8.7/10.3 cents/kWh



## **REPORT ADM-2023-034**

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TO: Mayor and Members of Council

PREPARED BY: Justine Brotherston, Deputy Clerk

PRESENTED BY: Justine Brotherston, Deputy Clerk

MEETING DATE: July 12, 2023

SUBJECT: Parking By-law Repeal and Replace

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### **RECOMMENDATION**

**That Report ADM-2023-034 entitled Parking By-law Repeal and Replace be received; and,**

**That Council gives three readings to By-law 6000-23 being a By-law to regulate parking or stopping of vehicles on highways, public parking lots and private property within the Township of Puslinch.**

### **Purpose**

The purpose of this report is to provide Council with a new proposed Parking By-law that is being considered for adoption in coordination with the County of Wellington and member municipalities and to enable staff to submit an application to the Ministry of the Attorney General Office (MAG) to introduce Set Fines under Part II of the Provincial Offences Act.

### **Background**

The County of Wellington and its member municipalities developed the Parking By-law in the year 2000. From time to time maintenance needs to be completed in the by-law to meet legislative or municipal requirements.

The following changes have been updated in the by-law:

- Authorized sign definition was added.
- Electric Vehicle definition was added.
- Electric Vehicle charging station was added.
- Occupant definition was added.
- Owner definition was added.
- Private Property definition was added.

- Section 4.2 Private Property Enforcement was added.
- Section 9.41 No person shall park a vehicle in an electric vehicle charging station that is identified by an authorized sign that satisfies the prescribed requirements unless the vehicle is an electric vehicle and the vehicle is attached to the station charging equipment.
- Section 9.42 No person shall park a vehicle on a highway in such position as will prevent the removal of any other vehicle previously parked.
- Section 9.43 No person shall park a vehicle on a highway on the inside or outside curve portion of an angle bend from the beginning of curve to the end of curve.
- Section 9.44 No person shall park or leave a vehicle on private property without the consent of the owner or occupant of the property.
- Section 10.7 No person shall stop a vehicle on or over a sidewalk.
- Fines have increased to \$35.00 early payment and Set fine of \$45.00 for all infractions excluding Section 9.32 No person shall park a vehicle upon a highway or on a municipal parking lot or on private property in an accessible parking space unless that vehicle is transporting persons with disabilities and also displays a valid accessible person parking permit issued by the Ontario Ministry of Transportation and Section 9.37 No person shall park a vehicle in a designated parking space unless that vehicle displays a current valid parking permit issued by the County of Wellington, , which remains at the Set Fine amount of \$300.00.

**Financial Implications**

None

**Applicable Legislation and Requirements**

Highway Traffic Act, R.S.O. 1990, c. H.8, as amended

Municipal Act, 2001, S.O. 2001, c. 25

Provincial Offences Act, R.S.O. 1990, Chapter P.33

**Engagement Opportunities**

None

**Attachments**

Schedule A – Draft By-law 6000-23

Respectfully submitted,

Reviewed by:

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Justine Brotherston,  
Deputy Clerk

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Courtenay Hoytfox,  
Municipal Clerk

## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH

### BY-LAW 6000-23

A by-law to regulate the parking or stopping of vehicles on highways, public parking lots and private property within the Township of Puslinch.

**Whereas** Section 11(3)(1) and (8) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, authorizes municipalities to pass bylaws respecting highways, including parking and traffic on highways, and parking on private property; and

**Whereas** Section 100 of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, states that, without limiting sections 9, 10 and 11, a local municipality may, in respect of land not owned or occupied by the municipality that is used as a parking lot, regulate or prohibit the parking or leaving of motor vehicles on that land without the consent of the owner of the land or regulate or prohibit traffic on that land if a sign is erected at each entrance to the land clearly indicating the regulation or prohibition; and

**Whereas** Section 101(1) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, states that, if a municipality passes a bylaw regulating or prohibiting the parking or leaving of a motor vehicle on land, it may provide for the removal and impounding or restraining and immobilizing of any vehicle, at the vehicle owner's expense, parked or left in contravention of the bylaw and subsection 170(15) of the *Highway Traffic Act*, R.S.O. 1990, c. H.8, as amended, applies with necessary modifications to the bylaw; and

**Whereas** Section 101(2) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, states that a municipality may enter on land at reasonable times for the purposes described in subsection 101(1); and

**Whereas** Section 101(3) of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, states that, if signs are erected on land specifying conditions on which a motor vehicle may be parked or left on the land or regulating or prohibiting the parking or leaving of a motor vehicle on the land, a motor vehicle parked or left on the land contrary to the conditions or prohibition shall be deemed to have been parked or left without consent.

**NOW THEREFORE** the Council of The Corporation of the Township of Puslinch enacts as follows:

#### **Definitions:**

**1. For the purposes of this by-law:**

“accessible parking space” means a parking space upon a highway or on a public parking lot or on private property where properly worded signs or pavement markings are on display indicating that the parking space is designated for the use of a vehicle transporting persons with a disability;

“accessible parking permit” means a parking permit issued by the Minister Of Transportation under the authority of Highway Traffic Act R.R.O. 1990 Regulation 581 Accessible Parking For Persons with Disabilities.

“angle park” or “angle parking” means the parking of a vehicle whether occupied or not at an angle indicated by pavement markings or properly worded signs for angle parking purposes, or if not indicated by such pavement markings or signs, at an angle of forty-five (45) degrees from the lateral curb line;

“angle parking zone” means an area on a highway where properly worded signs are on display, indicating that angle parking is permitted, as designated in Schedule “A” to this by-law;

“authorized sign” means any sign, pavement marking or other device which has been placed, installed or erected by the municipality, by another party acting under the direction or authority of the municipality or as required by this by-law, to designate, regulate and/or enforce the provisions of this By-law;

“boulevard” means that portion of every road allowance which is not used as a sidewalk, driveway, traveled roadway or shoulder including any area where grass is growing or is seeded, or where an earth surface exists.

“bus” means a vehicle designed for carrying ten or more passengers and used for the transportation of persons;

“bus stop” means an area on a highway where properly worded signs are on display indicating that the area is reserved for the parking of buses as designated in Schedule “B” to this by-law;

“by-law enforcement officer” means a duly authorized person appointed by the County of Wellington for the purpose of enforcing the parking or stopping provisions of this by-law;

“commercial motor vehicle”, unless otherwise defined by regulation, means a motor vehicle having attached to it a truck or delivery body and includes an ambulance, a hearse, a casket wagon, a fire apparatus, a bus and a tractor used for hauling purposes on a highway;

“crosswalk” means:

- a) that part of a highway at an intersection that is included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or in the absence of curbs from the edges if the roadway, or
- b) any portion of a highway at an intersection or elsewhere distinctly indicated for pedestrian crossing by signs or by lines or other markings upon the surface of that highway;

“designated parking space” means a parking space upon a highway or on a municipal parking lot or on municipal property where properly worded signs or pavement markings are on display indicating that the parking space is designated for the use of a vehicle displaying a currently valid parking permit issued by the County of Wellington as designated in Schedule “C” to this by-law;

“driveway” means an access from a highway to private or public property used by vehicles to enter or leave that highway;

“electric vehicle” means,

- (a) a battery electric vehicle that runs only on a battery and an electric drive train, or
- (b) a plug-in hybrid electric vehicle that runs on a battery and an electric drive train, and also uses an internal combustion engine;

“electric vehicle charging station” means a publicly or privately-owned parking space that provides access to equipment that supplies a source of electricity for charging electric vehicles.

“emergency vehicle” means,

- a) a fire department vehicle while responding to a fire alarm or other emergency call; or
- b) a vehicle while used by a person in the lawful performance of his or her duties as a police officer; or
- c) an ambulance while responding to an emergency call or being used to transport a patient or injured person in an emergency situation; or
- d) a cardiac arrest emergency vehicle operated by or under the authority of a hospital.

“fire route” means an area on a highway or on a public parking lot or on private property where properly worded signs are on display indicating that parking is prohibited in order to

provide fire department and other emergency vehicles unobstructed access to adjacent properties in the event of fire or other emergency or where a fire route is required to be established under a municipal site plan agreement or any municipal approval requiring the establishment of a fire route;

“highway” includes a common and public highway, street, avenue, parkway, driveway, square, place, bridge, laneway, viaduct or trestle any part of which is intended for or used by the general public for the passage of vehicles and includes the area between the lateral property lines thereof;

“intersection” means the area embraced within the prolongation or connection of the lateral curb lines or if none then of the lateral boundary lines of two or more highways that join one another at an angle whether or not one highway crosses the other;

“municipal parking lot” means an area not on a highway to which the public has access designated for the purpose of providing parking for vehicles as designated in Schedule “D” to this by-law;

“no parking zone” means an area on a highway where properly worded signs are on display indicating that parking is prohibited as designated in Schedule “E” to this by-law;

“no stopping zone” means an area on a highway where properly worded signs are on display indicating that stopping is prohibited as designated in Schedule “F” to this by-law;

“occupant” when used in relation to property, means:

- a) The tenant of the property or part thereof whose consent shall extend only to the control of the property of which he is tenant and any parking spaces allotted to him under his lease or tenancy agreement;
- b) The spouse of a tenant
- c) A person authorized by an occupant as defined in (a) or (b) above, to act on the occupants behalf for requesting enforcement under this by-law.

“one way street” means a highway where properly erected signs are on display indicating that traffic is to proceed in one direction only;

“owner” when used in relation to property means

- a) The registered owner of the property
- b) The registered owner of a condominium unit, whose consent shall extend only to the control of the unit or which he is owner and any parking spaces allotted to him by the condominium corporation or reserved for his exclusive use in the declaration or description of the property
- c) The spouse of a person as defined in (a) or (b) above;
- d) Where the property is included in a description registered under the Condominium Act the Board of Directors of the condominium corporation;
- e) A person authorized by the property owner as defined in (a), (b), (c) and (d) above to act on the owner’s behalf for requesting enforcement under this By-law;
- f) An occupant

“park” or “parking” means the standing of a vehicle whether occupied or not except when standing temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers;

“pedestrian crossover” means any portion of a roadway distinctly indicated for pedestrian crossing by signs on the highway and lines or other markings on the surface of the roadway as prescribed by the regulations;

“police officer” means a member of the Wellington County Ontario Provincial Police providing police services to the Corporation of the County of Wellington;

“private property” means legal designation for the ownership of property by non-governmental legal entities.

“roadway” means the part of the highway that is improved, designed or ordinarily used for vehicular traffic but does not include the shoulder and where a highway includes two or more separate roadways, the term “roadway” refers to any one roadway separately and not to all of the roadways collectively;

“school bus” means a bus that,

- a) is painted chrome yellow, and
- b) displays on the front and rear thereof the words “school bus” and on the rear thereof the words “do not pass when signals flashing”;

“school bus loading zone” means an area on a highway or on private property as designated by Schedule “G” to this by-law where properly worded signs are on display indicating that parking is prohibited in order to provide school bus(es) with the facility to load or discharge passengers;

“sidewalk” means a piece of public property whether paved or not, adjoining a highway intended for the use of pedestrians;

“shoulder” means that portion of every highway which abuts the roadway and which is designed and intended for passage and stopping of motor vehicles which extends no more than 3.6 metres in width from the limit of the roadway.

“stop” or “stopping”, when prohibited, means the halting of a vehicle, even momentarily, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or of a traffic control sign or signal;

“Taxicab” shall mean a motor vehicle which is used for the conveyance of Passengers with a seating capacity of no more than (9) nine but does not include a public vehicle as defined under the Public Vehicles Act, or successor legislation, or a Vehicle for Hire;”

“Taxicab and Vehicles for Hire stand” means an area on a highway as designated by Schedule “H” to this by-law where properly worded signs are on display indicating that parking is prohibited in order to provide taxicabs and Vehicle for Hire with the facility to load or discharge passengers;

“temporary no parking zone” means an area on a highway or on a public parking lot where properly worded signs are on display in accordance with the provisions of Section 2 of this by-law;

“time limited parking zone” means an area on a highway where properly worded signs are on display indicating that parking is restricted to certain times and days as designated in Schedule “I” to this by-law;

“traffic control device” means any sign and/or any highway, curb or sidewalk marking or other device whether temporary or not erected or placed under the authority of the municipality for the purpose of guiding or directing traffic;

“vehicle” includes a motor vehicle, trailer, traction engine, farm tractor, road-building machine, bicycle and any vehicle drawn, propelled or driven by any kind of power, including muscular power, but does not include a motorized snow vehicle or a street car;

“vehicle for hire” means a vehicle which provides transportation for a Vehicle for Hire Service;

“vehicle for hire service” shall mean the use of a Vehicle for Hire for the conveyance of Passengers arranged through a Vehicle for Hire Business;

“vehicle for hire business” means a business which, through an Electronic Platform, arranges transportation of Passengers by Drivers in a Vehicle for Hire, that is commenced within the boundaries of the County of Wellington for compensation, but does not include:

- (i) Any Taxicab Service or Accessible Taxicab service;



- (ii) Any bus transportation service;  
Any carpooling arrangement as defined in the Public Vehicles Act; or
- (iv) Any ambulance, fire truck or other emergency vehicle service;

## **General Provisions**

### **2. Erection of Temporary No Parking Signs**

The officer in charge of the Ontario Provincial Police providing police services to The Corporation of the County of Wellington or his/her designate shall be responsible for the erection and removal of temporary no parking signs for purposes of fire, disaster, crowd control and any other occurrence which is deemed to be an emergency within the County of Wellington.

### **3. Fire Routes**

- a) A fire route may be located upon a highway, public parking lot or private property where properly worded signs are erected.
- b) A fire route may be located upon private property that is subject to a municipally approved site plan agreement that designates such private property to be a fire route.
- c) A fire route may be located upon private property where the property owner has requested the designation of a fire route and that request has received municipal approval.

### **4.1 Enforcement and Penalty Provisions**

- a) The provisions of this by-law shall be enforced pursuant to the provisions set out in Part II of the Provincial Offences Act.
- b) Every person who contravenes any provision of this bylaw is guilty of an offence and upon conviction is liable to a fine as provided for by the Provincial Offences Act, R.S.O. 1990, Chapter P.33, as amended

### **4.2 Private Property Enforcement**

- a) No person shall park or leave any vehicle on private property without the consent of the Owner or Occupant of the property.
- b) A vehicle parked or left contrary to this section may be removed or impounded at the vehicle owner's expense. The driver or owner of the vehicle parked on private property is not liable to any penalty or to have the vehicle removed from such property or impounded to the provisions of this by-law except upon written complaint of the owner or occupant of the property given to a Police Officer, By-Law Enforcement Officer or other person appointed for the purpose of carrying out the provisions of this by-law.
- c) Where an owner or occupant of the property has posted signage stating conditions under which a vehicle may be parked or left on the property or that parking or leaving a vehicle is prohibited on the property, a vehicle parked contrary to such conditions or prohibition shall be deemed to have been parked without consent.
- d) To enforce this by-law on a particular property, a By-Law Enforcement Officer shall be deemed to have written authority of the owner or occupant of the property, and such By-Law Enforcement Officer is not required to receive a written complaint before authorizing the removal of a vehicle for the property.

### **5. Voluntary Payment of Fines**

- a) Voluntary payment of a fine for an offence committed under the provisions of this by-law may, upon presentation of the violation tag issued alleging the offence, pay out of Court within 15 days from the date of issuance of the said violation tag, the set fine described upon the face of the tag and upon such payment no further proceedings shall be taken in respect of the alleged offence.
- b) Voluntary payment of a fine may be made by mail, internet or phone.

### **6. Deemed Offence by Vehicle Owner**

Where a vehicle has been left parking or stopped in contravention of this by-law the owner of the vehicle even though the owner was not the driver of the vehicle at the time of the contravention of the by-law is guilty of an offence and is liable to the fine prescribed for the offence unless at the time of the offence, the vehicle was in the possession of some person other than the owner without the owner's consent.

## **7. Towing of Illegally Parked Vehicles**

Where a vehicle is found parked in contravention of any of the parking provisions of this by-law, a police officer may in addition to attaching a parking infractions notice to the vehicle, cause the vehicle to be taken to and placed or stored in a suitable place and all costs and charges for removing, care and storage thereof, if any, shall be a lien upon the vehicle which may be enforced in the manner provided in Part III of the Repair and Storage Liens Act.

## **8. Exemptions**

The provisions of this by-law shall not, if compliance therewith would be impractical, apply to:

- a) An emergency vehicle, or
- b) A vehicle registered to a municipal corporation or registered to a utility, while actually performing work on behalf of a municipal corporation within the County of Wellington; or while responding to an emergency, or
- c) When the driver or operator of a vehicle is in compliance with the direction of a police officer or of a traffic control device.

## **Parking Offences**

### **9. Within the County of Wellington,**

- 9.1 No person shall park a vehicle upon a highway or on a municipal parking lot in a no parking zone.
- 9.2 No person shall park a vehicle upon a highway less than 1 metre from either edge of a driveway.
- 9.3 No person shall park a vehicle upon a highway in front of the entrance to a driveway so as to prevent ingress to or egress from such driveway.
- 9.4 No person shall park a vehicle upon a highway or on a municipal parking lot or on private property, in a fire route.
- 9.5 No person shall park a vehicle upon a highway within 3 metres of a point on the curb or edge of a highway nearest to a fire hydrant.
- 9.6 No person shall park a vehicle upon a highway with its left wheels or runners as the case may be adjacent to the curb of the highway or where no curb exists the edge of the highway unless otherwise permitted by a traffic control device.
- 9.7 No person shall park a vehicle upon a highway or municipal lot in a time limited parking zone for a period of time in excess of the time designated in Schedule "I" to this by-law.
- 9.8 No person shall park a vehicle upon a highway or municipal lot in a time limited parking zone during a prohibited time as designated in Schedule "I" to this by-law.
- 9.9 No person shall park a vehicle upon a highway with the vehicles right side further than 0.15 metres from the curb of the highway or where no curb exists, the edge of the highway.
- 9.10 No person shall park a vehicle upon a highway or on a municipal parking lot between the hours of 2 and 6 am of any day during the months of November, December, January, February and March of any year.
- 9.11 No person shall park a vehicle upon a highway where painted guidelines exist for the purpose of facilitating parking except within such guide lines.
- 9.12 No person shall park a vehicle upon a highway where parking is permitted under the provisions of this by-law for an unreasonable length of time and in no case for a period longer than 24 consecutive hours.
- 9.13 No person shall park a vehicle on a municipal parking lot for an unreasonable length of time and in no case for a period longer than 24 consecutive hours.

- 9.14 No person shall park a vehicle upon a highway or on a municipal parking lot in a temporary no parking zone.
- 9.15 No offence shall be created if the vehicle described in Section 9.14 of this by-law was parked in the temporary no parking zone prior to the erection of temporary no parking signs unless the operator of the vehicle has been requested to move such vehicle by a police officer or by-law enforcement officer and has refused to do so.
- 9.16 No person shall park a vehicle on or over a sidewalk.
- 9.17 No person shall park a vehicle upon a highway within an intersection.
- 9.18 No person shall park a vehicle upon a highway within 9 metres of an intersection.
- 9.19 No person shall park a vehicle upon a highway in a taxicab stand.
- 9.20 No person shall park a vehicle other than a school bus upon a highway in a school bus loading zone.
- 9.21 No person shall park a vehicle upon a highway in a pedestrian crossover.
- 9.22 No person shall park a vehicle upon a highway within 9 metres of a pedestrian crossover.
- 9.23 No person shall park a vehicle upon a highway in a crosswalk.
- 9.24 No person shall park a vehicle upon a highway within 9 metres of a crosswalk.
- 9.25 Where boulevard parking is permitted no person shall park a vehicle upon the abutting highway or any part thereof.
- 9.26 No person shall park a vehicle upon a roadway in such a manner as to leave available less than 3 metres of the width of the roadway for free movement of vehicular traffic.
- 9.27 No person shall park a vehicle upon a highway on the roadway side of any vehicle stopped or parked at the edge or curb of the highway.
- 9.28 No person shall park a vehicle other than a bus upon a highway in a bus stop.
- 9.29 No person shall park a vehicle upon a highway for the purpose of repairing, washing or maintenance of the vehicle other than in an emergency.
- 9.30 No person shall park a vehicle upon a bridge unless otherwise permitted by a traffic control device.
- 9.31 No person shall park a vehicle upon a highway or on a municipal parking lot so as to obstruct an access ramp provided for the use of persons with disabilities.
- 9.32 No person shall park a vehicle upon a highway within an angle parking zone, except at the angle indicated by markings painted upon the highway for that purpose or as indicated by properly worded signs.
- 9.33 No person shall park a vehicle upon a highway or on a municipal parking lot or on private property in an accessible parking space unless that vehicle is transporting persons with disabilities and also displays a valid accessible parking permit issued by the Ontario Ministry of Transportation.
- 9.34 No person shall park a commercial motor vehicle upon a highway between the hours of 1 a.m. and 6 a.m. of the same day for a period of time longer than one hour other than upon a section of highway which is under construction.
- 9.35 No person shall park a commercial motor vehicle on a municipal parking lot unless otherwise permitted by a traffic control device.
- 9.36 No person shall park a vehicle upon a highway within 15 metres of any railroad crossing.
- 9.37 No person shall park a vehicle in a designated parking space unless that vehicle displays a currently valid parking permit issued by the County of Wellington.
- 9.38 No person shall park a vehicle upon a highway in such a manner as to interfere with the movement of traffic or the clearing of snow from the highway.
- 9.39 No person shall park a vehicle on a highway designated as a one-way street other than with the vehicle facing in the direction in which it is permitted to proceed.
- 9.40 Where parking is permitted on either or both sides of a highway designated as a one-way street the vehicle operator shall park the vehicle with its wheels or runners as the case may be no further than 0.15 metres from the curb of the highway or where no curb exists the edge of the highway.
- 9.41 No person shall park a vehicle on a boulevard.
- 9.42 No person shall park a vehicle in an electric vehicle charging station that is identified by a sign that satisfies the prescribed requirements of the Highway Traffic Act or is an authorized sign unless the vehicle is an electric vehicle and the vehicle is attached to the station charging equipment.
- 9.43 No person shall park a vehicle on a highway in such position as will prevent the removal of any other vehicle previously parked.

- 9.44 No person shall park a vehicle on a highway on the inside or outside curve portion of an angle bend from the beginning of curve to the end of curve.
- 9.45 No person shall park or leave a vehicle on private property without the consent of the owner or occupant of the property.

### **Stopping Offences**

#### **10. Within the County of Wellington,**

- 10.1 No person shall stop a vehicle upon a highway in a no stopping zone.
- 10.2 No person shall stop a vehicle upon a highway on the roadway side of any vehicle stopped or parked at the edge or curb of that highway.
- 10.3 No person shall stop a vehicle upon a highway within 9 metres of an intersection.
- 10.4 No person shall stop a vehicle other than a bus upon a highway in a bus stop.
- 10.5 No person shall stop a vehicle, other than a school bus upon a highway in a school bus loading zone.
- 10.6 No person shall stop a vehicle upon a highway with its left wheels or runners as the case may be adjacent to the curb of the highway or where no curb exists the edge of the highway unless otherwise permitted by a traffic control device.
- 10.7 No person shall stop a vehicle on or over a sidewalk.

### **Severability**

11. If a court of competent jurisdiction should declare any section or part of a section of this by-law to be invalid such section or part of a section shall not be construed as having persuaded or influenced Council to pass the remainder of the by-law and it is hereby declared that the remainder of the by-law shall be valid and shall remain in force.

### **Repeal of By-Laws**

12. By-Law number 5000-05 and all bylaws related thereto are hereby repealed on October 31, 2023.
13. This By-law shall come into force and effect on November 1, 2023 .

**READ A FIRST, SECOND AND THIRD TIME AND PASSED JULY 12, 2023.**

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James Seeley, Mayor

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Courtenay Hoytfox, Clerk

Township of Puslinch

By-law 6000-23

Schedule "A"

Angle Parking Zones

None

DRAFT

Township of Puslinch

By-law 6000-23

Schedule "B"

Bus Stops

None

DRAFT

Township of Puslinch

By-law 6000-23

Schedule "C"

Designated Parking Spaces

None

DRAFT

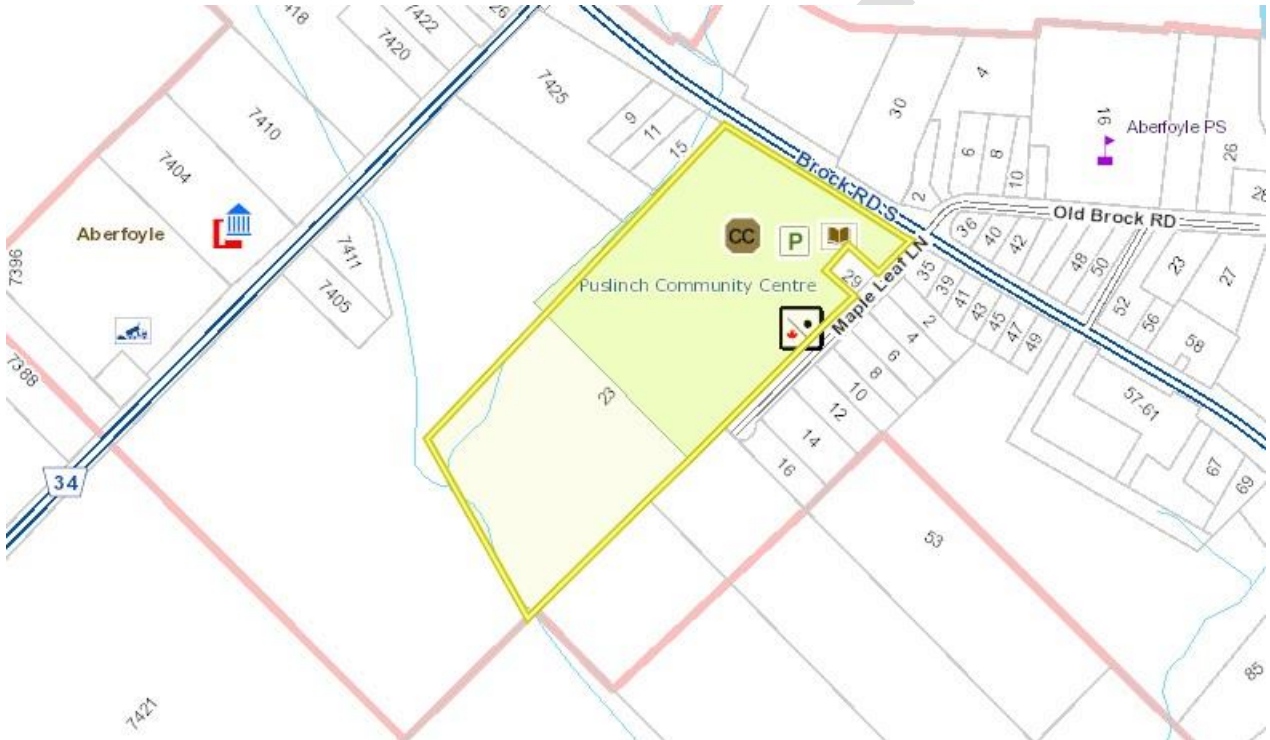
# Township of Puslinch

By-law 6000-23

Schedule "D"

Municipal Parking Lots

## 1. Puslinch Community Grounds Complex, 23 Brock Rd. South, Puslinch





Township of Puslinch

**2. Administration, Public Works, and Fire Department Facility, 7404 Wellington Rd. 34, Puslinch**



**3. Old Morriston Park, 9 Main Street, Morriston**



**4. Morriston Meadows Park (no municipal address; Block 50, Pan 784)**



5. Badenoch Soccer Park, 4227 Watson Rd South, Puslinch



TOWNSHIP OF PUSLINCH

By-law 6000-23

Schedule "E"

No Parking At Any Time – Signs On Display

Column 1 Highway(s)	Column 2 Location From	Column 3 Location To	Column 4 Side(s)
Arkell Rd	Starkey Hill Conservation Area entrance	A point 500 meters south west	Both sides
Arkell Rd	Starkey Hill Conservation Area entrance	A point 500 meters north east	Both Sides
Concession 7	Gore Rd	A point 600 meters north	Both Sides
Currie Dr	Highway 6	Wellington Rd 36	Both Sides
Liang Ct	Currie Dr	It's limit.	Both Sides
Ochs Dr	Currie Dr	Wellington Rd 36	Both Sides
Nicholas Beaver Rd.	Wellington Rd. 46	Tawse Pl.	Both sides
VictoriaSt	Church St.	Calfass Rd.	East side
Gore Rd	Lennon Rd.	Concession 7	North side
Concession 7	McLean Rd.	Concession 2A	West side
Concession 2	Sideroad 10	Wellington Rd 32	Both sides
Concession 1	McCormicks Lane	Townline Rd.	Both sides
Townline Rd.	Wellington Rd 34	Roszell Rd	Both sides
McLean Rd. E	Wellington Rd 46	Winer Rd.	Both sides
Niska Rd.	Whitelaw Rd.	Niska Bridge	Both sides
Calfass Rd.	VictoriaSt.	Concession 7	Both Sides
Telfer Glen St.	Brock Road S. (Hwy 6)	The western terminus of Telfer Glen St.	Both Sides
Settlers Ct.	Calfass Rd.	Telfer Glen St.	Both Sides
Winer Ct	Ochs Dr	It's limit	Both Sides
Watson Rd. S	Wellington Rd. 34	A point 900 meters north	East Side

No Parking Zones (Certain Times & Days)

Column 1 Highway(s)	Column 2 Side(s)	Column 3 Between	Column 4 Prohibited Times of Days
Old Brock Rd.	Both Sides	The West limit of the West driveway to the East Limit of East Driveway of Aberfoyle Public School.	8:00 a.m. to 9:00 am 2:30 PM to 3:30 PM Monday to Friday September 1 to June 30

TOWNSHIP OF PUSLINCH

By-law No. 6000-23

Schedule "F"

No Stopping At Any Time – Signs On Display

Column 1 Highway(s)	Column 2 Location From	Column 3 Location To	Column 4 Side(s)
Cockburn ST	Old Brock Rd	To a point 9 meters south of the intersection.	Both Sides
Cockburn ST	Brock Rd S	To a point 9 meters north of the intersection.	Both Sides
Old Brock Rd	Cockburn ST	To it's Eastern limit.	Both sides
Old Brock Rd	Brock RD S	A point 9 meters north of the intersection	Both sides
Old Brock Rd.	Cockburn St	To a point 9 meters west of the intersection.	Both Sides
Watson Rd. S	Wellington Rd. 34	A point 900 meters north	East Side

No Stopping Zones (Certain Times & Days)

Column 1 Highway(s)	Column 2 Side(s)	Column 3 Between	Column 4 Prohibited Times of Days
Old Brock Rd.	Both Sides	16 Old Brock Rd to its western limit.	8:00 a.m. to 9:00 am 2:30 PM to 3:30 PM Monday to Friday September 1 to June 30
Cockburn St	Both Sides	Old Brock Rd to Brock Rd S	8:00 a.m. to 9:00 am 2:30 PM to 3:30 PM Monday to Friday September 1 to June 30

Township of Puslinch

By-law 6000-23

Schedule "G"

School Bus Loading Zones

None

DRAFT

By-law 6000-23

Schedule "H"

Taxicab Stands

None

DRAFT



Township of Puslinch

By-law 6000-23

Schedule "I"

Time Limited Parking Zones

None

DRAFT



## **REPORT ADM-2023-035**

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TO: Mayor and Members of Council

PREPARED BY: Courtenay Hoytfox, Municipal Clerk (Interim CAO)

PRESENTED BY: Courtenay Hoytfox, Municipal Clerk (Interim CAO)

MEETING DATE: July 12, 2023

SUBJECT: Proposed Changes to the Aggregate Resources Act (ARA) - ERO Posting 019-6767

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### **RECOMMENDATION**

**That Report ADM-2023-035 entitled Proposed Changes to the Aggregate Resources Act (ARA) - ERO Posting 019-6767 be received; and**

**That Council direct staff to submit the comments outlined in the report as [presented/amended] by the deadline for comments.**

### **Purpose**

The purpose of this report is to provide Council with information and recommendations for comments to submit to the Province regarding ERO posting 019-6767 regarding the proposed Streamlining of Approvals under the Aggregate Resources Act - Proposed Changes to Regulations, Policies and Procedures Governing Aggregate Extraction in Ontario.

### **Background**

The proposed changes are summarized by the The Ministry of Natural Resources and Forestry as follows:

“Changes proposed to Ontario Regulation 244/97 under the Aggregate Resources Act to expand the list of changes that can be made to existing pit or quarry site plans without ministry approval, called self-filing changes (subject to conditions and eligibility), as well as seeking feedback on a new policy that provides direction for making changes to licences, permits and site plans that do require ministry approval. The ministry is proposing to expand the list of small or routine site plan changes to an existing pit or quarry that can be self-filed, provided they satisfy detailed eligibility requirements and specified conditions. If

approved, five additional site plan changes will be added to the list of self-filed amendments in the regulation. These are:

- Enabling recyclable aggregate material to be imported (concrete, asphalt, bricks, glass, or ceramics) to aggregate sites;
- Adding or relocating entrances or exits to aggregate sites when the operator can provide proof of the relevant road authority approval for the change;
- Adding, removing or changing portable processing equipment at aggregate sites (e.g., for crushing or screening aggregate material);
- Adding, removing or changing portable concrete or asphalt plants where required for public authority projects;
- Adding, removing or changing above-ground fuel storage at aggregate sites.

In addition, the ministry is proposing a new policy to clarify requirements including notification requirements when amendments are proposed to existing licenses, permits, or site plans that require ministry approval. The ministry is also outlining criteria or considerations to determine whether these changes are significant or not.

Amendment requests can include changes to site plans, conditions of a licence or permit, or any other information normally included on licences, permits, or wayside permits (e.g., name of operator, address, etc.). Amendment requests can vary in type and complexity ranging from small or administrative changes to significant changes to operations and rehabilitation.

Significant changes may require consultation and notification.”

Staff reviewed the proposed changes and incorporated comments provided by members of Township Council, Puslinch County Councillor, and the draft TAPMO comments in preparing the draft comments to the Province below:

Jennifer Keyes  
Director  
Resources Planning and Development Policy Branch  
Resources Development Section  
Ministry of Natural Resources and Forestry  
300 Water Street, 2nd Floor South  
Peterborough, ON  
K9J 3C7

**Re: Environmental Registry of Ontario (ERO) posting 019-6767 Streamlining of Approvals under the Aggregate Resources Act - Proposed Changes to Regulations, Policies and Procedures Governing Aggregate Extraction in Ontario**

TOARC (The Ontario Aggregate Resources Corporation) indicates that approximately 2500 permits and licenses are currently issued in Ontario. If the 2500 licenses and permits were evenly divided amongst the 444 Ontario municipalities, each municipality would have approximately 5 aggregate licences. The Township continues to be a key stakeholder in the aggregate industry in Ontario as it is host to approximately 37 aggregate license which accounts for approximately 12% of its land mass being dedicated to aggregate extraction.

The Township of Puslinch Council dedicates significant time and resources advocating for responsible and consistent industry standards that represent good land use planning, respect the environment and protect source water, and provide the appropriate consideration to the host municipality and all other applicable regulatory agencies having jurisdiction.

The Township of Puslinch agrees there may be merit in allowing some minor amendments to be handled through a self-filing process, there is a concern that these amendments may result in unintended consequences and will proceed without consideration of potential impacts. For example, changing an entrance/exit may alter haul routes and create community or traffic impacts beyond the road authority's jurisdiction (i.e. the road authority and host municipality may not be the same).

The conditions for eligibility of self-filing amendments under these new categories are detailed and need to be fully reviewed to ensure that potential issues that could arise from site plan amendments under the self-filing system are adequately addressed.

Until this detailed review is conducted, the Township of Puslinch is deeply concerned with providing the pit operators the ability to self declare additional changes to their respective operations.

The proposed changes to the Ministry's Policies and Procedures are significant and should also be fully understood and assessed. Again, unintended consequences need to be avoided. There are concerns that these new policies, procedures, and regulatory changes may not provide appropriate transparency and public engagement - which was one of the key themes heard through consultation process for the ARA review under the Ministry's Blueprint for Change initiative.

Appropriate and meaningful municipal and community input should not be sacrificed to establish a streamlining of administrative approvals.

Nevertheless in the brief time available and the concerns noted above herein are our comments;

#### Importation of Recyclable Material

- municipal zoning for the site specifically allows the recycling of aggregate materials (asphalt, concrete, brick, glass, or ceramics) or the zoning by-law allows for accessory uses such as recycling to occur on the site;
- general processing activities (e.g., crushing, screening of aggregate) are already approved (on the site plan) to occur at the site;
- where a processing area is identified on the approved site plan, the location of stockpiled material for recycling is limited to this area;
- asphalt will not be stored within 30 m of a water body or within 2 metres of the established ground water table and is not co-mingled with scrap material; and
- requirements are added to the site plan to specify that:
  1. once excavation of aggregate on the site has been completed there will be no further importation of recycled materials and rehabilitation will be completed,
  2. the quantity of recycled aggregate removed from the site each year shall count toward the total amount of aggregate that the licensee or permittee is entitled to remove from the site under the licence or permit with similar levies charged and;
  3. no more than 20,000 tonnes, or 10% of the annual production limit (whichever is less), of recycled material may be stored on the site at any time.

#### Entrances/Exits

Allow the addition or re-location of an entrance or exit to or from the site, provided:

- the road authority has approved the work and all prescribed operational standards related to entrances and exits are followed;
- the work will conform to all conditions of the approval from the road authority;
- the work will not harm or negatively impact existing features (e.g., natural/cultural heritage features, existing berms, etc.); and
- a copy of the approval from the road authority is provided with the submission form.

#### Portable Processing Equipment

Allow the addition, removal or re-location of portable processing equipment necessary for crushing, screening and processing aggregates, provided the following criteria are met:

- a mobile or site-specific Environmental Compliance Approval (ECA) has been obtained from the Ministry of the Environment, Conservation and Parks (note: if re-locating the equipment on the site, the ECA must allow for equipment to be moved);
- a copy of the mobile or site-specific ECA is provided with the submission form;
- use of the equipment is permitted as an accessory use in the municipal zoning for the property;
  1. there are no sensitive receptors situated:
  2. within 500 metres of the boundary of the site for a quarry, or
  3. within 150 metres of the boundary of the site for a pit;
  4. the equipment will not be located within 30 metres of the boundary of the site or within 90 metres of any part of the boundary of the site that abuts land in use for residential purposes;
  5. noise and dust mitigations currently required by the approved site plan, licence, or permit, continue to be implemented; and
  6. where a processing area is identified on the approved site plan, the operation of portable processing equipment is limited to this area.

#### Portable Concrete or Asphalt Plants

Allow the addition, removal or re-location of portable concrete or portable asphalt plants for public authority projects (e.g., road work), provided they will only remain on site for the duration of the project, and:

- “portable asphalt plant” and “portable concrete plant” have the same meanings as defined under the Provincial Policy Statement (PPS);
- a mobile or site-specific ECA has been obtained from the Ministry of the Environment, Conservation and Parks (note: if re-locating the plant on the site, the ECA must allow for plant to be moved);
- a copy of the mobile or site-specific ECA is provided with the submission form;

- the plant will not be located within 30 metres of the boundary of the site or within 90 metres of any part of the boundary of the site that abuts land in use for residential purposes;
- noise and dust mitigations currently required by the approved site plan, licence, or permit, continue to be implemented; and
- where a processing area is identified on the approved site plan, the operation of portable concrete/asphalt plants is limited to this area.

**Above-ground Fuel Storage**

Add, remove, or relocate an above ground fuel storage tank on the site, provided:

- fuel storage tanks are installed and maintained in accordance with the Liquid Fuel Handling Code as adopted under the Technical Standards and Safety Act, 2000;
- proposed fuel storage capacity does not exceed 5,000 litres;
- the location of fuel storage tanks is identified on the site plan;
- fuel storage tanks are not within a vulnerable area for the protection of drinking water sources where the handling and storage of fuel would be a significant drinking water threat, as defined in the Technical Rules under the Clean Water Act, 2006;
- fuel storage tanks are not within 30 metres of a waterbody and not within 2 metres of the established ground water table; and
- all other required approvals have been obtained (e.g., municipal, Niagara Escarpment Plan).

The Township endorses the statement “Any licencees or permittees proposing changes that do not meet all the eligibility criteria and conditions for self-filing must seek authorization from the ministry through a formal amendment process” prior to implementing the change.

With regard to the “3.3 Examples: changes that are not significant” and “Examples of Ministry/Agency/Municipality Notification Agency/Ministry” in the posting we submit the comments:

<b>Table 1 Rehabilitation changes Amendment</b>		
<b>Table: Rehabilitation changes Amendment</b>	<b>Circumstances</b>	<b>Comments for Council’s consideration</b>
Surrender of rehabilitated areas	Areas to be surrendered satisfy requirements of the rehabilitation plan.	Agree

Surrender of un-extracted and undisturbed areas	Areas to be surrendered have not been extracted or disturbed.	Agree
Changes to final slopes or grading	Changes will use material that originated onsite (e.g., overburden/ unmarketable material)	Disagree because ultimate use may be agriculture and therefore grading material must be suitable;  AND/OR  Should circulate to municipality since final rehabilitation plan would have been considered as part of the original municipal zoning and licensing process
Changes to a final rehabilitation plan to align with a final land use that is approved or will be approved by a planning authority (e.g., municipality, Niagara Escarpment Commission)	The applicant can demonstrate that the new final land use has or will be approved by the relevant land use planning authority. An example of this type of amendment is where the municipality has approved a plan of subdivision for an area that includes the pit/quarry.	Agree
Changes to vegetation cover or tree species	Provided that: <ul style="list-style-type: none"> <li>• Vegetation/tree species is compatible with proposed final land use</li> <li>• Vegetation/tree species were not originally chosen to address concerns raised during a prior application process</li> </ul>	Disagree. Municipality may have agreed/selected species for a particular reason. Consultation with municipality is required.  AND/OR  Should circulate to municipality to ensure that Vegetation/tree species is compatible with the proposed final land use and that the Vegetation/tree species were not originally chosen to address concerns raised during a prior application process including the municipal zoning process.
Administrative changes to information on licences or permits	Administrative changes described in policy A.R. 2.02.02.	No comment.



<p>Removing common setbacks between existing operations</p>	<p>Operators (and landowners, if different) have consented in writing.</p>	<p>Disagree. Municipality must be aware of this.</p> <p>AND/OR</p> <p>Municipality should be circulated since the removal of common setbacks between existing operations is in effect an increase in the area of extraction and may be proposed to occur in an area of the site that is not zoned for extraction.</p>
<p>Excavation within setbacks/buffers</p>	<p>Excavation will not be within the distances to certain features/hazards specified in 10.3(2) of O.Reg. 681/94 (<i>Environmental Bill of Rights</i>)</p>	<p>Require clarification before a comment can be made.</p> <p>AND/OR</p> <p>Municipality should be circulated since the excavation within setbacks/buffers is in effect an increase in the area of extraction and may be proposed to occur in an area of the site that is not zoned for extraction.</p>
<p>Excavation within 30 m of a road or highway</p>	<p>Provided the applicant can demonstrate that the relevant road authority supports the change.</p>	<p>Agree</p> <p>AND/OR</p> <p>The host municipality may not be the relevant road authority so the Host Municipality should be circulated since an amendment to allow excavation within 30 m of a road or highway is in effect an increase in the area of extraction and may be proposed to occur in an area of the site that is not zoned for extraction.</p>
<p>Increase to maximum annual tonnage of up to 5% of the original tonnage</p>	<p>Provided the maximum annual tonnage has not increased in the last 5 years. Note that for Class B licences the maximum tonnage cannot exceed 20,000 tonnes annually under any circumstance.</p>	<p>Township/County must be advised.</p> <p>AND/OR</p> <p>If haul route includes any lower tier roads than that lower tier municipality should be circulated.</p>

<p>Temporary increase to maximum annual tonnage</p>	<p>The increase is not more than 10% of maximum annual tonnage for the site, or 100,000 tonnes, whichever is less.          Duration - Where the increased tonnage will supply a contract for a municipal or provincial road project, the increase will be effective for the duration of the contract. Otherwise, the increase will be effective for a period of one year.          Applicants making repeated requests for temporary increases may be directed by the ministry to apply for a permanent tonnage increase.          Note - for Class B licences, the maximum tonnage cannot exceed 20,000 tonnes annually under any circumstance.</p>	<p>Township/County must be advised.           AND/OR           If haul route includes any lower tier roads than that lower tier municipality should be circulated.</p>
<p>Importation of aggregate for blending or resale</p>	<p>Amount of imported material is not more than 20,000 tonnes or 20% of maximum annual tonnage for the site, whichever is less.</p>	<p>Township/County must be advised.          Fees similar for extracted aggregate to be paid to Township/County, as there will be increased road usage.           AND/OR           If haul route includes any lower tier roads than that lower tier municipality should be circulated.</p>
<p>Importation of excess soil for required slope or grading</p>	<p>Provided it can be demonstrated that there is insufficient material available onsite. Where final slopes/grades requirements specified on the site plan are not specific (e.g., "minimum</p>	<p>Township/County must be advised.          Fees similar for extracted aggregate to be paid to Township as there will be increased road usage.           AND/OR</p>

	of”), sloping of 3:1 for pits and 2:1 for quarries will be assumed.	Local Municipality should be circulated since any operator that does not have sufficient material remaining on site is likely not in compliance with the approved site plans or commitments made to the local municipality as part of the zoning process. Site plans typically require that sufficient material is retained on site for proper rehabilitation. Therefore the requirement to bring in Excess Soils is either to address a non-compliance issue or to change the final rehabilitation plan. Neither of these should be considered as Minor amendments.
Lowering or removing berms	If the berm(s) are no longer needed for their intended purpose (e.g., noise attenuation or other impacts)	Disagree. Township/County must review and agree as unforeseen impacts may occur.  AND/OR  The only time when berms should be removed or reduced is when all extraction, processing, loading and shipping operations have ceased and the site is being rehabilitated.
Raising or creating new berms	If required to attenuate noise or other impacts and does not require importation of material for their construction.	Disagree. Township/County must review and agree as unforeseen impacts may occur.  AND/OR  Would support this as a minor amendment.
Removal of excess topsoil	Provided the applicant can demonstrate the topsoil is not required for site rehabilitation.	Disagree. Township/County must review and agree as unforeseen impacts may occur.  AND/OR  Would support this as an example of a minor amendment where the proposed after use has changed during the life of the pit from an agricultural use to a residential or industrial use and the applicant can demonstrate that the

		new final land use has or will be approved by the relevant land use planning authority.
Changes to gates/fencing	Changes conform with minimum fencing/gate requirements in O.Reg. 244/97 (Aggregate Resources Act)	Disagree for fencing along roadway. Township/County must review and agree as unforeseen impacts may occur.  AND/OR  Host municipality and relevant road authority should be circulated since fencing standard along road sides may have been added as part of initial approval to address a municipal concern.
Shrinking or reducing limits of extraction, including raising final extraction elevation	Provided the total extraction area decreases, no new extraction areas are added to the extraction limits and the rehabilitation plan is not substantially changed.	In principal agree but need to define what is substantially.  AND/OR  Support this as a minor amendment.
Reducing hours of operation	Provided the new operating hours do not start earlier or end later in the day than the current operating hours.	Agree
Increasing hours of operation, within limits established by municipal noise bylaw	The applicant demonstrates that the changes comply with the local municipal noise bylaws.	Should require circulation to municipality since hours of operations for many aggregate operations limit operations to 6pm or 7pm and many municipal noise bylaws do not take effect until 10pm or 11pm.  AND/OR  Sign-off required by Township Question to staff -Does current bylaw cover us?  A: The Township adopted the County-wide noise by-law which does not explicitly exempt properties with an ARA license. However, staff would seek a legal opinion prior to drafting

		<p>provision in a local by-law to regulate noise on properties with an ARA licences in accordance with sub-section 66 of the ARA as follows:</p> <p><b>Act overrides municipal by-laws, etc.</b></p> <p>66 (1) This Act, the regulations and the provisions of licenses and permits and site plans apply despite any municipal by-law, official plan or development agreement and, to the extent that a municipal by-law, official plan or development agreement deals with the same subject-matter as this Act, the regulations or the provisions of a licence or permit or a site plan, the by-law, official plan or development agreement is inoperative.</p>
<p>Installing portable asphalt or concrete plants or portable processing equipment</p>	<p>Provided that:</p> <ul style="list-style-type: none"> <li>• Equipment is for the beneficiation of onsite material</li> <li>• Environmental Compliance Approvals, if required, have been obtained</li> <li>• Permitted by municipal zoning for site (e.g., as an accessory use)</li> <li>• Use of portable equipment will cease if substantial amount of material has not been extracted in the last 5 years</li> </ul>	<p>Sign-off by Township required.</p> <p>Question to staff- does current zoning cover accessory use?</p> <p>A: The Township Zoning By-law states: “Unless otherwise prohibited or restricted in this By-law, accessory uses shall be permitted in all zones in accordance with the provisions of this Section.” The Extractive zone has a number of permitted uses and does not prohibit accessory uses, there are specific provisions that must be complied with.</p> <p>Has to be process in place to determine if portable equipment has not be used for 5 years.</p> <p>AND/OR</p> <p>Support this as a minor amendment provided the existing site plan permits processing on site and the temporary concrete or asphalt plants</p>

		operate within the processing area identified on the site plans.
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**Table 2 Examples of Ministry/Agency/Municipality Notification Agency/Ministry**

Table: Examples of Ministry/Agency/Municipality Notification Agency/Ministry	When notification may be required	Comments for Council’s consideration
Local and upper tier municipality where the site is located	Significant amendments that relate to municipal interests or jurisdiction, including but not limited to: <ul style="list-style-type: none"> <li>• planning and land use</li> <li>• traffic and haul routes</li> <li>• natural heritage</li> <li>• source water protection</li> <li>• community impacts</li> </ul>	Township/County must be notified
Ministry of the Environment, Conservation and Parks	Significant amendments with potential impacts related to: <ul style="list-style-type: none"> <li>• noise, dust, or vibration</li> <li>• surface or groundwater resources</li> <li>• endangered or threatened species</li> </ul> Significant amendments at an aggregate site within 120m of a provincial park or conservation reserve.	Township/County must be notified
Ministry of Transportation	Significant amendments that may have potential to impact provincial roads or highways.	Township/County must be advised as Emergency Services may be affected
Ministry of Tourism, Culture & Sport	Significant amendments that may have potential to impacts archaeological heritage, cultural heritage landscapes, or built heritage.	Township/County must be notified

<p>Ministry of Agriculture, Food &amp; Rural Affairs</p>	<p>Significant amendments to a rehabilitation plan that currently requires the site to be rehabilitated to an agricultural land use, if:</p> <ul style="list-style-type: none"> <li>i. the proposed amendments would change the final agricultural land use to a non-agricultural land use; or</li> <li>ii. the proposed amendments would result in the site not being restored to the same average soil quality or agricultural capability.</li> </ul>	<p>Township/County must be notified</p>
<p>Ministry of Mines</p>	<p>Significant amendments to aggregate permits that may have potential to impact rights holders under the <i>Mining Act</i>.</p>	<p>No comment</p>
<p>Conservation Authority with jurisdiction over the area Niagara Escarpment Commission</p>	<p>All amendments for sites within the Niagara Escarpment Planning Area, unless the Niagara Escarpment Commission has already approved the amendments.</p>	<p>No comment</p>
<p>Fisheries and Oceans Canada</p>	<p>Significant amendments with that may have potential to impact fish habitat.</p>	<p>Township must be notified</p>
<p>Utility owners</p>	<p>Significant amendments that may have potential to impact a utility corridor on or within 120m of the site.</p>	<p>Township must be advised as Fire Services may be affected</p>
<p>Other Crown land users or occupiers (aggregate permits only)</p>	<p>Significant amendments that may have potential to impact other uses/users or occupations/occupiers of Crown land.</p>	<p>No comment</p>

**Financial Implications**

None

**Applicable Legislation and Requirements**

*Aggregate Resources Act, R.S.O. 1990*

**Engagement Opportunities**

Environmental Registry of Ontario Public Feedback Portal

**Attachments**

None

Respectfully submitted,

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





## **REPORT ADM-2023-036**

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TO: Mayor and Members of Council

PREPARED BY: Courtenay Hoytfox, Municipal Clerk (Interim CAO)  
Council Sub-Committee (Councillor Hurst & Goyda)

PRESENTED BY: Courtenay Hoytfox, Municipal Clerk (Interim CAO)  
Council Sub-Committee (Councillor Hurst & Goyda)

MEETING DATE: July 12, 2023

SUBJECT: Proposed Changes to the Provincial Policy Statement and Bill 97

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### **RECOMMENDATION**

**That Report ADM-2023-036 entitled Proposed Changes to the Provincial Policy Statement and Bill 97 be received; and**

**That Council direct staff to submit the comments outlined in the report to the Province as [presented/amended].**

### **Purpose**

The purpose of this report is to provide Council with information and recommendations for comments to submit to the Province regarding ERO posting 019-6813 regarding the proposed Review of proposed policies adapted from A Place to Grow and Provincial Policy Statement to form a new provincial planning policy instrument.

### **Background**

Council has reviewed the proposed changes included in the ERO posting 019-6813 at a number of Council meetings and assigned a subcommittee to prepare draft comments for Council's consideration. The subcommittee, in consultation with staff, have utilized a number of documents when preparing the draft comments. The following draft comments are prepared for Council's consideration.

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Hon. Steve Clark  
Ministry of Municipal Affairs and Housing  
17th Floor 777 Bay St.  
Toronto, ON  
M7A 2J3

**Re: Environmental Registry of Ontario (ERO) posting 019-6813 A Place to Grow and Provincial Policy Statement to form a new provincial planning policy instrument**

Hon. Steve Clark,

The Township of Puslinch discussed in depth the Environmental Registry of Ontario (ERO) posting 019-6813 A Place to Grow and Provincial Policy Statement to form a new provincial planning policy instrument. While there are proposed changes that the Township welcomes and supports, there are some directions in the 2023 PPS that are of concern.

The Township recognizes there is a housing crisis in Ontario and acknowledges that the draft Provincial Planning Statement, if approved, makes significant changes to the land use planning policy framework with the clear goal of creating more housing in both urban and rural areas.

The Township notes that the proposed changes adds a much more flexible approach to intensification targets, density targets, and consideration of new and expanding settlement areas. The Township is generally supportive of a more flexible approach specifically in relation to the ability to expand its existing settlement areas. However, the Township has significant concerns with communal servicing options for wastewater and the burden placed on the municipality through maintenance agreements. Specific wording should be incorporated that requires upper tier municipality (if applicable) to assume the liability for communal wastewater systems through maintenance agreements. In respect to land use compatibility, Puslinch Council disagrees that sensitive areas (residential areas) should encroach at all on industrial areas where there is a risk to human health. Sensitive land uses should have an adequate set back from industrial areas in general, and the appropriateness of locating industrial uses in close proximity to residential uses should be prohibited where there is risk to human health. Despite a more flexible approach to housing, the proposed 2023 PPS looks to weaken Provincial direction specific to the creation of affordable and attainable housing through the removal of those definitions and targets. The

province should be using this opportunity to strengthen these policies to ensure effective and continuous delivery of these housing units across the province.

The Township notes the proposed policies regarding planning for employment. Employment areas are critical to support sustainable growth in communities. Employment areas should include commercial and institutional uses in order to support the concept of complete communities and areas that support the community's local employment and economic development.

The Province initially presented changes that would allow the creation of up to three (3) new lots on prime agricultural property. The Province has since [potentially] rescinded those provisions based on the feedback from the public and specifically the farming industry. The Township agrees that more consultation needs to occur in order to thoroughly understand the immediate and long-term impacts for allowing new lot creation on prime agricultural lands.

Should the Province reconsider allowing lot creation in the prime agricultural areas, a maximum lot size should be considered in order to limit the potential for subdividing the newly created lots in the future to protect the integrity of agricultural operations. The number of newly created lots and additional accessory units on subdivided lots as a cumulative total would be a concern to the Township. This potential scenario of clustered residential uses creates concern in regards to established livestock facilities and their ability to expand as well as creates concerns in relation to the potential for communal servicing. In addition, the requirement that all multi aquifer penetrating wells be cased adequately should be included in the proposed changes to limit contamination into the deep aquifer for all newly created lots. In general, should non-agricultural uses be permitted in prime agricultural areas, the draft policy should include the mandatory requirement for an agricultural assessment regardless of the circumstances.

In general, there are capacity and access concerns with the existing wastewater treatment facilities in the Province. The existing facilities do not have existing capacity to receive the additional septage that will be produced as a result of the Province's growth targets. This is a critical issue for both urban and rural growth. Rural areas depend on sewage haulers to properly and safely dispose of septage from septic systems. The Township remains concerned and suggests that consultation occur between the Province (specifically the MMAH and the MECP), the hauling industry, and the owners of the wastewater treatment facilities.

The Township offers its additional comments as follows:

The Township respectfully requests that a mechanism to resolve disagreement on planning matters between upper and lower tiers be included in the draft policy. Lower tiers have better local knowledge and understanding of the needs of their community.

In relation to section 4.5.2 Protection of Long-Term Resource Supply:

“Demonstration of need for mineral aggregate resources, including any type of supply/demand analysis, shall not be required, notwithstanding the availability, designation or licensing for extraction of mineral aggregate resources locally or elsewhere.”

This statement should not be included until such time that the Province completes a comprehensive study of supply of aggregate in order to determine how much aggregate is currently licensed and therefore subsequently required.

The minor changes to the existing term “agricultural condition” raise a concern about what the added term “enhanced” means as it relates to the rehabilitation of agricultural soil. The direction of “maintained” or “restored” seem to indicate that the pre-extraction soil conditions will be brought back once rehabilitated, but “enhanced” is an added term which could have a much broader meaning. Clarification on the meaning of this term is necessary.

Lastly, from a broader perspective, the softening of policies related to climate change in the proposed 2023 PPS are of concern. Municipalities are looking to initiate climate actions and introduce ways to adapt to significant impacts from extreme weather events. The Township is looking to the Province to lead and support municipal efforts on climate change.

In closing, the Township recognizes there is a housing shortage in Ontario and is confident that further consultation with key stakeholders will enable growth to occur responsibly and sustainably without compromising Ontario’s farming industry, source water, the local tax payer, and the environment. In terms of next steps, the Township respectfully suggests that the Government give municipalities’ sufficient time to understand and implement the final Provincial Planning Statement before introducing more planning policy and regulatory changes.

### **Financial Implications**

None

### **Applicable Legislation and Requirements**

*Planning Act, R.S.O 1990*

### **Engagement Opportunities**

Environmental Registry of Ontario Public Feedback Portal

### **Attachments**

Respectfully submitted,

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**Courtenay Hoytfox,**  
**Municipal Clerk (Interim CAO)**



## **REPORT PD-2023-004**

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TO: Mayor and Members of Council

PREPARED BY: Courtenay Hoytfox, Municipal Clerk (Interim CAO)

PRESENTED BY: Courtenay Hoytfox, Municipal Clerk (Interim CAO)

MEETING DATE: May 24, 2023

SUBJECT: Zoning By-law Amendment Application Recommendation Report – 128 Brock Rd S

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### **RECOMMENDATION**

**That Report PD-2023-004 entitled Zoning By-law Amendment Application Recommendation Report – 128 Brock Rd S be received; and**

**Whereas the community has expressed significant opposition and concern related to the proposed zoning by-law amendment; and**

**Whereas the applicant has addressed the concerns raised by the community in the revised submission materials to the satisfaction of the Township and has agreed to a number of revisions to the proposed zoning by-law amendment in relation to the concerns; and**

**Whereas the Township and its expert consultants are satisfied with the revised application to amend the zoning of the property 128 Brock Rd S through their comprehensive review of the submission materials; and**

**Whereas the Township's planning consultant has recommended the use of a holding provision that prohibits the construction of any new buildings structures or use of the property as detailed in the Draft By-law attached as Schedule "A" until all requirements identified in the holding provision have been completed to the satisfaction of the Township;**

**Therefore be it resolved,**

**That Council approves the Zoning By-law Amendment for the property 128 Brock Rd S; and**

**That Council give three readings to by-law 2023-026 as presented, being a by-law to amend by-law no. 2018-023, as amended, being the Zoning By-law of the Township of Puslinch.**

### Purpose

The purpose of this report is to provide Council with a recommendation relating to the Zoning By-law Amendment Application for the property 128 Brock Rd S. If approved, the zoning by-law amendment would remove the current Highway Commercial zoning and permitted uses on the property which include the following:

- Art gallery Conference or meeting facility;
- Personal service shop;
- Professional office;
- Public office;
- Garden centres or nurseries;
- Log cabin/model home display;
- Restaurant;
- Miniature golf;
- Refreshment room;
- Retail store engaged in the sale of gifts, antiques, tourist shop, furniture, home and garden or landscaping improvement supplies, farm produce, or domestic arts and crafts;
- Model railway;
- Specialty food store;
- Variety store;
- Outdoor activity area; and
- Recreational or entertainment facility

If approved, the zoning by-law amendment would permit the following site specific Industrial uses:

- Transport terminal;
- Warehouse; and
- Accessory business or professional office

The Draft By-law attached as Schedule “A” further details the site specific provisions for the proposed uses including the site specific prohibited uses, lot area requirements, required setbacks and buffers, maximum floor areas, and hours of operation. In accordance with the *Planning Act*, should Council approve the site specific zoning for this property, any further amendment or relief from the zoning by-law would require a *Planning Act* application and the applicable public consultation.

The Township’s planning consultant has recommended that a holding provision be applied to the property. The applicant will be required to complete all items identified in the holding provision to the satisfaction of the Township prior to Council lifting the holding provision. This ensures that no development shall take place until the items are adequately addressed/completed. The owner will be required to make an application to amend the zoning by-law in order to lift the holding provision. The application to lift the holding provision would be considered by Council at a meeting open to the public.

In addition to the information contained in the schedules to this report, at the second public meeting Council requested more information regarding the use of water flow meters. Source Water Protection staff have provided the following comments relating to Council's request:

*Staff have completed an initial review of potential water metering options for the subject property. There are a number of technologies available to measure water flow that provide varying levels of accuracy and abilities to conduct readings on the premise or remotely. At this time, staff are recommending a condition in the Holding Zone By-law to require a flow meter at the subject property with the details of the type of meter, level of accuracy and ability to conduct readings on premise or remotely, to be determined through the site plan application process.*

*During the April 18, 2023 public meeting, Council did raise questions about how the Township could monitor water takings and how the Township could identify if the subject property or other properties exceed 50,000 litres per day of water taking. Staff recommend that this matter be reviewed and reported back to Council at a later date on whether a water metering requirement for properties through a By-law is feasible and what technologies and cost would be required to implement this program.*

As noted in the holding provision, the owner will be required to install a flow meter to monitor water quantity use on the site. Should water quantity use exceed the threshold of 50,000 L/day, a zoning by-law amendment application for the property would be required in addition to applicable Provincial approvals.

Staff will continue to work with Source Water Protection staff to investigate the potential to enact a by-law that requires all significant water takers that do not require a permit to take water to install a flow meter in order to monitor water quantity use. This information will be presented to Council for consideration at a future meeting.

### **Process**

The Township processed the zoning by-law amendment application in accordance with the *Planning Act*. The following are the key dates and associated steps that were completed as part of the process:

- Pre-submission consultation was submitted on August 30, 2022;
- The formal application for re-zoning was circulated to the Township for initial review on January 17, 2023;



- Council received the staff report recommending the application to be deemed complete on February 8, 2023;
- The application was presented to the Township Planning and Development Advisory Committee for comments on February 14, 2023;
- Council directed staff to expand the circulation buffer area of 120 metres to include the Aberfoyle Meadows subdivision to ensure the subdivision residents each receive individual paper notice of the proposed zoning amendment and the statutory public meeting;
- The public notices were mailed on February 23, 2023 to all required properties, agencies, and the expanded residential properties as directed by Council;
- The statutory public meeting notice was published in the Wellington Advertiser on February 23, 2023 as required by the Planning Act to notify those who did not receive direct mailing notice. The property owner also installed the required signage on the subject lands;
- Additionally, the Township includes notice on the Township website under 'Public Notices' and on the Township's Active Planning Application page;
- The statutory public meeting was held on March 22, 2023 at the Puslinch Community Centre;
- Council and Township staff attended the property as a part of the open Council meeting on April 12, 2023 in order to better visualize the proposed development (no representatives for the applicant were in attendance during the site visit);
- The second non-statutory open house/public meeting was held on April 18, 2023;
- Final recommendation report and draft by-law is presented to Council for consideration at the May 24, 2023 Council meeting.

In accordance with recent changes to the Planning Act, the Township has 90 days to process a zoning by-law amendment application. The application was deemed to be complete on February 8, 2023 and therefore a decision is required no later than May 9, 2023 in order to meet legislative timelines. The prorated refund schedule associated with the legislated timelines does not come into effect until July 1, 2023 and therefore, the Township is not in a refund position with this file although the application process exceeded the 90 days. This application included two (2) public meetings which is not typical for the Township and goes beyond the statutory requirements. Staff continue to improve processes in order to meet the new legislative timelines.

Based on the feedback from Township departments and Township consultants, staff are satisfied with the draft by-law as presented as Schedule "A" and recommend that Council

approve the zoning by-law amendment application and give three readings to the draft by-law as presented.

### **Financial Implications**

None

### **Applicable Legislation and Requirements**

*Planning Act, R.S.O. 1990,*

### **Engagement Opportunities**

As outlined throughout the report.

### **Attachments**

Schedule "A" Draft Zoning By-law

Schedule "B" County Planning Recommendation Report and applicant responses from the public meeting

Schedule "C" HGC Engineering Noise Feasibility Study dated April 18, 2023

Schedule "D" Valcoustics (Township Engineer) Peer Review of April 18, 2023 Noise Study

Schedule "E" HGC Engineering Noise Study Addendum #1 – Assessment of Truck Back-up Alarms dated May 11, 2023

Schedule "F" Valcoustics (Township Engineer) Peer Review Addendum #1 – Assessment of Truck Back-up Alarms dated May 11, 2023

Schedule "G" HGC Engineering Noise Study Addendum #1 – Assessment of Truck Back-up Alarms clarification dated May 16, 2023

Schedule "H" Valcoustics (Township Engineer) Peer Review Addendum #1 – Assessment of Truck Back-up Alarms clarification dated May 16, 2023

Schedule "I" Wellington County Source Water Comments dated April 6, 2023

Schedule "J" County of Wellington Roads Department Comments dated April 6, 2023

Schedule "K" Dougan & Associates Ecological Consulting Comments dated April 6, 2023

Schedule "L" GM BluePlan Engineer Comments dated January 27, 2023

Schedule "M" Public comments received from April 18, 2023 – May 17, 2023

**Respectfully submitted,**

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**Courtenay Hoytfox,  
Municipal Clerk (Interim CAO)**

ZONING BY-LAW AMENDMENT to By-law 023/18

for

Wellington Group of Companies  
128 Brock Road S  
Puslinch

Township Rezoning Application D14/WEL

**THE CORPORATION OF THE TOWNSHIP OF PUSLINCH**

**BY-LAW NUMBER \_\_\_\_\_**

**A BY-LAW TO AMEND BY-LAW NUMBER 023/18, AS AMENDED,  
BEING THE ZONING BY-LAW OF THE TOWNSHIP OF PUSLINCH**

**WHEREAS**, the Council of the Corporation of the Township of Puslinch deem it appropriate and in the public interest to amend By-Law Number 023/18 pursuant to Sections 34 and 36 of the Planning Act, R.S.O. 1990 as amended;

**NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF PUSLINCH ENACTS AS FOLLOWS:**

1. That Schedule "A" of By-law 023/18 is hereby amended by rezoning Part Lot 24 Concession 7; Part Lot 24 Concession 8, municipally referred to as 126-128 Brock Road S, from **HIGHWAY COMMERCIAL SITE SPECIFIC ZONE (HC(sp89))**, and **NATURAL ENVIRONMENT ZONE (NE)** to an **INDUSTRIAL SITE SPECIFIC IND(sp89) ZONE** and **NATURAL ENVIRONMENT (NE) ZONE**, subject to **HOLDING PROVISION (h-11)** use provision, as shown on schedule "A" of this By-law.
2. That Schedule "B", "Map B-4" of By-law 023/18 is hereby amended by including the subject lands, as shown on Schedule "A" to this by-law, within the Industrial Design Overlay.
3. That Section 14 Site-Specific Special Provisions No.89 is amended by removing the existing wording and replacing as follows:

No.	Parent Zone	By-law	Additional Permitted Uses	Prohibited Uses	Site Specific Special Provisions
89	IND		<p>Only Permitted uses:</p> <p><b>Transport Terminal</b></p> <p><b>Warehouse</b></p> <p><b>Accessory Business or Professional Office</b></p>	<p>Truck repair, washing, servicing and fueling</p>	<p>Minimum <b>Lot Area</b>: 5.7 ha (14 ac)</p> <p>Minimum <b>Buffer</b>: 4m along all lot lines abutting existing Residential and Agricultural Zones, with the exception of lands zoned Natural Environment (NE).</p> <p>Minimum Setback: 70m from any loading bay to any <b>existing</b> dwelling as of the date of passing of this By-law and may include the minimum <b>Buffer</b>.</p> <p>Maximum <b>Gross Floor Area</b> for all combined uses: 25,000 m<sup>2</sup>. Any freestanding <b>Business or Professional Office</b> shall not exceed 4,000m<sup>2</sup>.</p> <p>Minimum <b>Gross Floor Area</b> for <b>Transport Terminal</b> and/or <b>Warehouse</b> uses: 3,000m<sup>2</sup></p> <p>Hours of Operation: Main operating hours 7am to 7pm, Monday to Friday. Does not preclude unexpected activity on the subject property beyond these hours.</p> <p>Encroachment: Notwithstanding Section 4.30, a non-structural architectural feature may extend 2.2 m into the front yard setback.</p>

3. That the subject land as shown on Schedule "A" to this By-Law shall be subject to all applicable regulations of Zoning By-Law 023/18, as amended.
4. That Section 14 Site-Specific Special Provisions No.89 is amended by removing the existing wording and replacing as follows:

No.	Parent Zone	Permitted Uses	Conditions for Removal	Date Enacted
11	IND (sp89)	Until the holding symbol 'h-11' is removed, no use, new buildings or structures shall be permitted	<ol style="list-style-type: none"> <li>i. Site Plan approval has been approved and the site plan agreement, including provisions for the implementation of the Noise Impact Assessment, has been registered on title.</li> <li>ii. That the existing deep well be decommissioned and a new well drilled to the satisfaction of the Township.</li> <li>iii. That an agreement be entered in to between the owner and the Risk Management Official or Township to install a flow meter to monitor water quantity use on the site.</li> <li>iv. That the owner complete and submit a Drinking Water Threats Disclosure Report and associated Management Plans, including but not limited to winter maintenance activities, liquid fuel, chemical and waste handling/storage activities, to the satisfaction of the Risk Management Official</li> <li>v. That the owner provides a liquid fuel handling/storage and spill response procedure for the construction and operation of the facility to the satisfaction of the Risk Management Official.</li> <li>vi. That a water balance assessment report be submitted to the satisfaction of the Township's Hydrogeologist and the Risk Management Official.</li> <li>vii. That the applicant provide the Environmental Compliance Approval (ECA) application and supporting documentation for the proposed sewage works to the Township for review and that the applicant provide Township comments on the application and supporting documentation to the Ontario Ministry of the Environment, Conservation and Parks.</li> </ol>	

4. This By-law shall become effective from the date of passage by Council and come into force in accordance with the requirements of the Planning Act, R.S.O. 1990, as amended.

READ A FIRST AND SECOND TIME THIS \_\_\_\_\_ OF \_\_\_\_\_, 2023.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

READ A THIRD TIME AND PASSED THIS \_\_\_\_\_ OF \_\_\_\_\_, 2023.

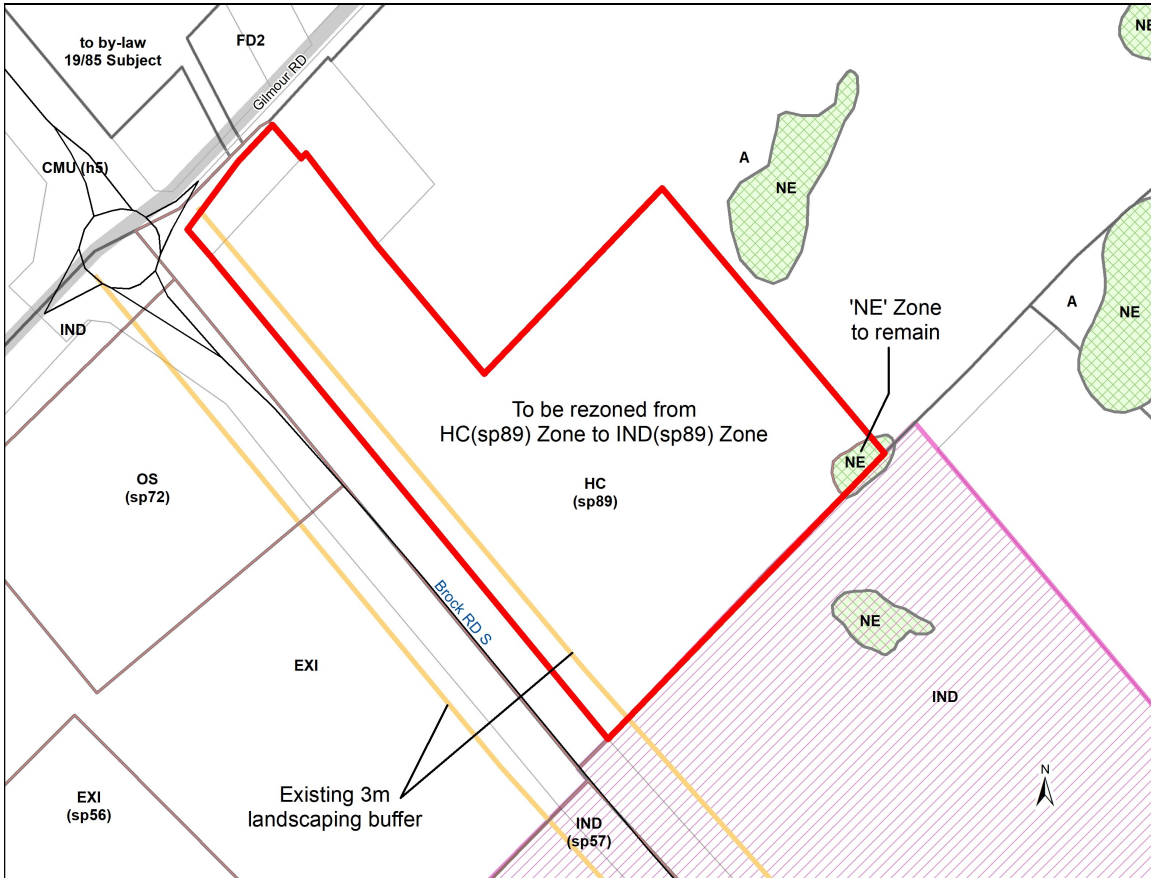
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MAYOR

\_\_\_\_\_  
CLERK

**THE CORPORATION OF THE TOWNSHIP OF PUSLINCH**

**BY-LAW NUMBER \_\_\_\_\_**

**Schedule "A"**



Highlighted area to be rezoned from:  
**HIGHWAY COMMERCIAL SITE SPECIFIC (HC(sp89)) ZONE to an INDUSTRIAL SITE SPECIFIC (IND(sp89)) ZONE with HOLDING PROVISION (h-11)**  
with a site specific special provision

This is Schedule "A" to By-law No. \_\_\_\_\_  
Passed this \_\_\_\_ day of \_\_\_\_\_, 2023.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

**THE CORPORATION OF THE TOWNSHIP OF PUSLINCH**

**EXPLANATION OF BY-LAW NO. \_\_\_\_\_**

By-law Number \_\_\_\_\_ amends the Township of Puslinch Zoning By-law 023/18 by rezoning Part Lot 24 Concession 7; Part Lot 24 Concession 8, municipally referred to as 126-128 Brock Road S, from Highway Commercial Site Specific (HC(sp89)) ZONE to an Industrial Site Specific (IND(sp89)) ZONE as shown on Schedule "A" of this By-law.

The purpose of the proposed zoning by-law amendment is to rezone the property from a Highway Commercial Zone to an Industrial Zone to permit a warehouse, office and transportation terminal on the lands. A holding by-law provision has been proposed to address site plan approval, additional well requirements and septic system requirements.

For the purposes of this By-law the Buffer Strip described in Section 3 is intended to be a visual screen from adjacent properties, vegetated with coniferous and deciduous trees or shrubs, in conjunction with the Township's Landscaping Guidelines. The buffer strip may include sloping and berming where possible and is intended to include the frontage along Gilmour Road.



## PLANNING REPORT for the TOWNSHIP OF PUSLINCH

Prepared by the County of Wellington Planning and Development Department

**MEETING DATE:** May 24<sup>th</sup>, 2023  
**TO:** Glenn Schwendinger, CAO  
Township of Puslinch  
**FROM:** Zach Prince, Senior Planner  
County of Wellington  
**SUBJECT:** **Recommendation Report – Wellington Motor Freight  
Zoning By-law Amendment D14/WEL  
128 Brock Road S**  
**ATTACHMENTS:** 1 – Subject Property Map  
2 – Applicant's responses to public comments  
3 – Draft Zoning By-law

### RECOMMENDATIONS:

- 1) That Council receive this Planning Report by the County of Wellington Planning and Development Department; and,
- 2) That Council adopt the proposed zoning by-law included in Attachment 3

### SUMMARY

The purpose of this application is to amend the Township of Puslinch Zoning By-Law 23-2018 to permit the development of a warehouse, transport terminal, and office. The operation includes a warehouse building, office building with surface parking for employees, tractor trailers and loading spaces. Access to the property is proposed from Gilmour Rd and Brock Rd S.

Planning staff are recommending that a Holding Provision be added to the proposed amendment to address concerns related to detailed design, provincial approvals for septic design and site plan approval. The proposed Holding By-law and Zoning By-law are included as **Attachment 3**.

This proposal is consistent with the Provincial Policy Statement (2020), the Provincial Growth Plan (2019) and conforms to the County of Wellington Official Plan. Staff have provided discussion in this report related to concerns raised by the public. It is recommended that this application be approved subject to the attached zoning by-law and holding provision.

### INTRODUCTION

The subject property is legally known as Puslinch Concession 7 Concession 8 Part Lot; 24 Part Road and municipally known as 126 and 128 Brock Road South within the Township of Puslinch. The site currently contains 2 vacant residential dwellings located on separate parcels under the same ownership.

Surrounding land uses consists primarily of agricultural, industrial and residential uses. The subject lands and immediate surrounding uses can be seen in an aerial map in **Attachment 1**. It is noted that the subject lands are in proximity to the Aberfoyle Hamlet area and the subject property is adjacent to additional lands that are within the Puslinch Economic Development area (PA7-1) designation as identified in the County of Wellington Official Plan.



This report is in addition to the Public Meeting Report presented to Township Council on March 22<sup>nd</sup>, 2023 and additional information memo provided to council for the second public meeting held on April 18<sup>th</sup>, 2023.

## **PROPOSAL**

The intent of the subject Zoning By-law Amendment is to amend the current Highway Commercial site specific zoning (HC(sp89)) on-site to an Industrial Site Specific (IND(sp89)) in order to facilitate a warehouse and transportation terminal. Details of the development proposal are summarized as follows:

- The proposed size of the warehouse building footprint is approximately 19,282 m<sup>2</sup> (207,550 ft<sup>2</sup>) and office connected via a causeway is proposed to be 2,790m<sup>2</sup> (30,031 ft<sup>2</sup>)
- The total proposed Gross Floor Area (GFA) is: 22,072 m<sup>2</sup> (237,281 ft<sup>2</sup>)
- Parking: 21 loading bays, 170 employee parking spaces, 71 tractor trailer parking spaces, 48 truck parking spaces
- The use is proposed to be serviced by private well and septic (septic will require MECP approval)
- Employee access is proposed via Gilmour Road and truck/trailer access is proposed via Brock Road S
- A noise wall is proposed to mitigate noise from the development to neighbouring residential uses
- The hours of operation for the use are proposed to be between 7am and 7pm, Monday to Friday with some trucks and employees entering the site when required or when trucks arrive unexpected
- A 30 m setback is proposed around the existing wetland and 10 m setback to an existing woodlot located off the subject property.

The applicant is proposing that the site would have secure access which will be required to meet the Township's Fortification By-law. Further, the proposed employee entrance and parking area would be separated from the transportation terminal. Since the public meeting, the applicant has submitted an updated site plan which includes a 30 m buffer from the wetland on the site, reconfigured parking and the proposed noise walls.

## **SITE DESCRIPTION AND HISTORY**

The site is located at the intersection of Gilmour and Brock Road and an irregular configuration. The site currently has a site specific zoning which permits a variety of uses. This initial site specific zoning was approved under the previous Puslinch zoning by-law (19/85) and reflected in the current zoning by-law. The lands have been included in Puslinch Official Plans since 1985. Prior to the County Official Plan in 1999, which amalgamated official plans across the County, the lands were designated as Industrial/Commercial. The former designation is reflected in the current County of Wellington Official Plan as the Puslinch Economic Development Area (PA7-1).

## **SUPPORTING DOCUMENTS**

In support of the subject zoning by-law amendment application, the following information and studies were submitted by the applicant:

- Cover Letter prepared by MHBC Limited, dated January 9<sup>th</sup>, 2023
- Planning Justification Report, prepared by MHBC Limited, dated January 2023
- Servicing and storm water management report, prepared by Meritech Engineering, dated December 21<sup>st</sup>, 2022
- Environmental Impact Study, prepared by Natural Resource Solutions Inc., dated January 5<sup>th</sup>, 2023
- 'Scoped' Hydrogeological Assessment prepared by Chung & Vander Doelen Engineering Ltd., dated December 22<sup>nd</sup>, 2022

- Geotechnical Investigation Report, prepared by Chung & Vander Doelen Engineering Ltd., dated December 20<sup>th</sup>, 2022
- Transportation impact study, prepared by Paradigm Transportation Solutions Limited, dated December 20<sup>th</sup>, 2023
- Site plan, prepared Tacoma Engineers, dated Dec 21<sup>st</sup>, 2022, *updated May 11<sup>th</sup>, 2023*
- Architectural elevations, prepared by Edge Architectural Ltd., dated Dec 15<sup>th</sup>, 2022
- Noise Report prepared by HGC, dated March 9<sup>th</sup>, 2023; *updated May 11<sup>th</sup>, 2023*

**PUBLIC CONSULTATION AND AGENCY COMMENTS:**

Planning staff had previously identified in the Public Meeting Report and Information Memo that there were outstanding technical concerns to be addressed prior to the zoning amendment and recommendation report being brought forward. Some of these concerns have been addressed and some can be addressed with the proposed zoning provisions and holding by-law.

A statutory public meeting for the development was held on March 22<sup>nd</sup>, 2023 and a number of comments were verbally received and written submissions were received before and during the meeting. A second public meeting and open house was held by the Township on April 18<sup>th</sup>, 2023 which additional comments were received. The concerns raised by the residents are summarized in the following categories:

- Land uses compatibility to existing uses
- Traffic volume, movements and safety
- Noise, light and air pollution
- Environmental concerns (species habitat)
- Protecting Ground water resources (neighbouring wells and municipal well, including Blue Triton operations)
- Decrease in property values
- Potential for commercial uses to buffer industrial and residential uses
- Loss of character of Aberfoyle

Additional comments were also received by the Township after the public meeting, which have been included in the Township’s report. The concerns raised after the public meeting are also included in the below planning analysis section.

The applicant has included responses to public concerns, included in this report as **Attachment 2**.

**POLICY ANALYSIS:**

**Provincial Policy – Provincial Policy Statement (PPS 2020)**

The Provincial Policy Statement (PPS) provides policy direction for all development within the Province of Ontario in part by building strong and healthy communities and managing and directing land uses and land uses patterns. Planning decisions must be in conformity with the PPS. The subject lands have been designated as Employment lands since 1986. Although not located within an identified Rural Employment Area designation, the Puslinch Economic Development Area (PA7-1) special policy area and rural employment uses form part of the County’s identified Rural System.

The subject lands are identified for employment uses due to the long standing land use designation (PA7-1). Planning staff have reviewed this proposal with respects to existing livestock facilities and are satisfied this development proposal will not impact any agricultural uses. The PPS further states that employment areas shall be protected and that Planning authorities shall promote economic development and competitiveness by providing an appropriate mix and range of employment, provide opportunities for a diversified economic base, encourage compact and mixed-use development that incorporates compatible employment uses. Further, employment areas planned for industrial uses should include an appropriate

transition to non-employment areas. The subject development proposal has proposed to introduce uses that are in keeping with the policies applicable to the subject lands. Land use compatibility and transitions have also been considered and are incorporated in the proposed by-law amendment and are further discussed below.

In regards to natural heritage, the PPS states that “natural features and areas shall be protected for the long term” and that development and site alteration within or adjacent to significant wetlands and woodlands is not permitted unless there are no negative impacts. No development is proposed within the existing features on the subject lands and the features identified on the eastern portion of the site. The applicant has completed an Environmental Impact Study which has been reviewed and approved by the Township’s peer reviewer. In addition, a minimum 30 m (98.4 feet) setback from these features is proposed by the applicant and further included in the Township’s zoning By-law (4.31).

### **Provincial Policy – Provincial Growth Plan (2020)**

Similar to the PPS, the Growth Plan directs growth to settlement areas, unless where otherwise permitted. The Growth Plan provides policies relative to employment areas that were in effect as of June 16, 2006, the subject lands have been designated as ‘Industrial/Commercial’ since the 1986 Puslinch Official Plan and subsequently PA7-1 since the 1999 County of Wellington Official Plan.

The Growth Plan directs major office uses to Urban Growth Centres and the Growth Plan defines major offices as greater than 4,000m<sup>2</sup>. The office space proposed is less than 4,000m<sup>2</sup> and would not be considered a major office use in the Growth Plan.

As mentioned in the PPS section, development and site alteration will need to maintain a 30 m (98.4 feet) setback from the key hydrological and natural features on the subject lands (located at the rear of the property), which aligns Natural Environment (NE) provisions in the Township Zoning By-law. No changes are proposed to the zoning provisions in this area.

### **County of Wellington Official Plan**

The subject lands are designated as SECONDARY AGRICULTURAL, SPECIAL POLICY AREA (PA7-1) and CORE GREENLANDS in the County Official Plan. The features protected by the Greenlands System policies (located at the rear of the property) are identified as wetland.

The County of Wellington Official Plan provides similar policies to the PPS regarding compatibility with surrounding uses including that sensitive uses are adequately separated from industrial uses (Section 6.8.3). The applicant has submitted studies related to compatibility to support the proposed use which is discussed further below in the Planning Analysis Section.

The Special Policy Area (PA7-1) allows for commercial and industrial uses. The Official Plan allows for dry industrial uses in the Rural Employment designation. Generally, dry industrial uses would exclude uses that have high water or septic requirements that may effect groundwater. The proposed uses on the site would not require water to be used in a manufacturing process and detailed studies regarding the possible effects to the groundwater have been submitted and peer reviewed.

A portion of the property is located in the Paris Galt Moraine Policy Area. Staff note the proposed septic location is located outside of this overlay; however, the Township’s Hydrogeologist has provided comments related to groundwater on the site and in the area. Further, a water balance, decommissioning the existing deep well and site plan requirements including installing a flow meter to measure water taking are proposed as holding by-law provisions.

Section 9.8.1 provides policies related to Wellington Road 46 (Brock Road S), these includes that where a site has frontage and access to a local township road new commercial or industrial access to Wellington Road 46 is not permitted.

The Official Plan provides policies relative to Source Water Protection that are applied County wide and generally intended to protect water resources for municipal wells in the County including those wells servicing communities not in the County (ie Guelph). The subject property is located in wellhead protection area Q1 and Q2. Section 4.9.5 of the OP describes the policies and protections in place that relate to the Clean Water Protection Act (2006). It is further noted that comments from Source Water Protection staff have identified that the use proposed is not a prohibited use, rather there are obligations under the Clean Water Act that will need to be demonstrated through the detailed technical review process (i.e. site plan). Planning staff have included Holding provisions based on recommendations from the Risk Management Official that would need to take place prior to construction on the site.

## **PLANNING ANALYSIS:**

### Land use compatibility

#### *Studies submitted and conclusions*

The applicant has submitted a noise impact assessment with recommendations to mitigate and reduce the impacts on surrounding uses, and a traffic impact study.

The noise assessment concludes that the largest noise emitter would be the loading bays and recommends an acoustic fence (Approximately 3.6 m high) to mitigate noise generated from this area. The report also includes employee traffic movements and internal truck turning movements. This study has been reviewed and accepted by the Township's noise consultant.

Following the public meeting and concerns raised by residents, the applicant has submitted a noise addendum which factors in the back up beepers for the transport vehicles. This has resulted in the requirement for 3 sections of noise wall – one section that is 3.6m high and 145m in length, a section that is 2.9m high and 55m in length, and a section that is 2.5 m high and 100 m long which would account for the proposed truck cab parking area. This mitigation recommendation will be implemented at the at the site plan stage which has not been initiated at this time but is included in the proposed Holding By-law.

The traffic assessment concludes that a right turn lane on Brock Road, entering the site, is required. Further, an employee entrance is proposed from Gilmour Road. The traffic assessment has been peer reviewed by the County's Traffic Consultant (Dillion) and study requirements including the intersections evaluated in the study have been accepted.

#### *Buffer and Transition between uses*

Comments have been provided regarding this property acting as a buffer from the industrial portions of the Puslinch and the Hamlet of Aberfoyle. The proposed parking area and location of the office building being located towards the Hamlet land and the proposed transportation terminal and warehouse located adjacent to the existing industrial uses provides a buffer between uses. Further, staff have proposed additional landscaping requirements along Gilmour Road which would including the intersection of Brock and Gilmour Road.

#### *Minimum Distance Separation (MDS) – Publication 853*

MDS has been reviewed with this application, there are no livestock facilities located within 500 m from the subject property. Guideline 10 further clarifies that MDS I setbacks are applied when a more sensitive land use is proposed. Planning Staff's opinion is that MDS is met for this application.

#### *Ministry of Environment (MOE) D Series Guidelines*

The Province of Ontario has published Land Use Compatibility Guidelines (D-Series Guidelines) which provides classifications and recommendations to separate sensitive and non-sensitive land uses. These Guidelines are often referenced in Zoning By-laws and considered with proposed amendments when there are sensitive uses in the area or a sensitive use is being proposed.

The applicant's consultant has identified this building as a Class II facility. Class II facilities have a potential influence area of approximately 300m and the Guidelines further recommends that a 70 m setback from sensitive land uses be applied for a Class II facility. It is noted that there are existing residential uses within 300m of the proposed building. The Guidelines allows mitigation measures, including buffering and noise attenuation, to mitigate adverse effects in the surrounding area. Due to the nature of the use, the potential off site impact is primarily related to potential noise impacts. The applicant's noise study has been peer reviewed and accepted by the Township's consultant (Valcoustics). Further, the proposed zoning By-law also seeks to engrain the setbacks identified in the Guidelines for Class II facilities by including the 70 m setback from the proposed warehouse and transport terminal building (loading bays) to any existing dwellings. These heightened zoning provisions, coupled with enhancement landscaping requirements, are intended to assist with mitigation for any potential off-site impacts to the existing residences.

#### *Draft Zoning By-law*

The zoning by-law proposes a minimum lot area. The minimum lot area allows the use on the lot as proposed and if the lot were to be severed or altered in the future the proposed permissions may not apply.

A 4m buffer strip is proposed along property lines abutting Agricultural (A) Zones. This proposed buffer is intended to be landscaped and include existing mature trees, where possible. The buffer may also include required grading, retaining walls and the proposed noise wall. This buffer differs from the existing buffer requirements along Brock Road S.

The requirement in the proposed by-law to locate the building 70 m from any existing dwellings, further separates the use from sensitive uses. The proposed zoning by-law also establishes a maximum Gross Floor Area on the site to address the scale of the building and future development.

Further, staff are recommending that only the uses proposed by the applicant be permitted on the site. The existing zoning provisions include a variety of Highway Commercial uses which may not be appropriate on the site with the proposed uses. The By-law also prohibits certain types of uses that may not be appropriate or compatible including truck washing, repair, and fueling.

#### *Holding Provision*

As part of the site plan review of the property a site plan in conformity with the required setbacks, lighting requirements, and an updated noise report will be required to be submitted and approved prior to lifting of the proposed Holding (H) on the property and any development on the site. In addition, there are some remaining geotechnical requirements, including the need for a water balance and threats disclosure report that are required to be reviewed and addressed prior to any development on the site. Planning

staff's opinion is that the proposed zoning By-law is in conformity with Provincial Policy and the County of Wellington Official Plan.

#### Environmental Concerns

As noted above, there is an area of the property identified as a wetland in the Grand River Conservation Authority mapping; designated as Core Greenlands in the County of Wellington Official plan; and subsequently zoned as Natural Environment (NE) in the Township's By-law. No development or changes to the NE zone are proposed with this application. In addition, the applicant's submitted an Environmental Impact Study (EIS) the assessment includes reviewing species at risk and species of concern. The EIS has been reviewed and accepted by the Township's peer reviewer (Dougan and Associates) and the Grand River Conservation Authority (GRCA). The Growth Plan requires all development to be setback 30 m (98 ft) from the identified wetland. This setback is included in the Township's zoning by-law and the applicant has acknowledged that the setback is required to be maintained when a site plan is applied for on the property.

#### Potential Impacts to groundwater

The applicant has provided a Hydrogeological Study which has been peer reviewed by the Township's consultants (Harden Environmental). Overall, the Township's hydrogeologist is satisfied provided some final items are addressed through a holding provision. A provision has been added to the Holding by-law that indicates that the deep well is to be decommissioned to reduce the risk of contamination between aquifers in the area. Further, a condition has been added indicating the need for an updated water balance to demonstrate the appropriate amount of infiltration that occur on the site.

Regarding the proposed septic system design, staff are proposing the design be reviewed by the Township prior to submission to the MOEE who is the approval authority for septic system of this size. Additionally, the Province has performance measures including monitoring and maintenance that do not typically apply to a residential septic system.

#### Traffic Concerns

To address concerns regarding traffic volume and safety (ie potential conflicts with pedestrians) on Gilmour Road, the applicant is proposing a revised entrance design to limit right turns leaving the site. This proposed revision would limit traffic travelling on Gilmour Road and only use the portion between the roundabout and the proposed entrance.

The technical recommendations provided in the Traffic Impact Study and mitigation measures will be incorporated into the future site plan application. The draft By-law includes a holding provision that requires site plan approval to be addressed prior to any development taking place.

#### Aberfoyle Character and Puslinch Urban Design Guidelines

The Township adopted Urban Design Guidelines in 2010 and the guidelines included the industrial areas of Puslinch and the Hamlet of Aberfoyle. The Township also included an Industrial Design Overlay in the updated Township zoning by-law which staff are proposing this property be added to. The design overlay in the zoning by law includes provisions related to screening and outdoor storage. The property is also subject to a required 3m landscaping strip along Brock Road S which is intended to provide trees and groundcover in front of the building and parking areas.

The subject property was included as Secondary Gateway in the Puslinch Urban Design Guidelines which recommends additional plantings and possibly an entry feature at the corner of Gilmour Road and Brock Road S. This intersection would include the existing 3m landscaping strip and the proposed 4m

landscaping strip in the zoning by-law. Staff will review specific plantings and possible design features at the site plan stage. It is further noted that the site plan stage will also address all design details including on-site lighting.

Further, the applicant and the County Roads Department have had discussions regarding possible landscaping within the Brock Road S right of way. Staff will review specific requirements at the site plan stage but there are opportunities for further landscaping that would add to the existing landscaping strip.

#### **PROPOSED ZONING BY LAW AMENDMENT**

The property is currently zoned Highway Commercial Site Specific (HC(sp89)) and Natural Environment (NE). The proposed use is located entirely in the HC(sp89) zone and no changes are proposed to the existing Natural Environment (NE) zone.

The proposed amendment seeks to rezone the lands to establish permissions and regulations for the proposed rural employment use. Planning staff have prepared a draft by-law for Council's consideration, which can be seen in **Attachment 5**. In planning staff's opinion, these additional regulations ensure the development proposal remains consistent with Provincial Policy direction and the County of Wellington Official Plan, including addressing land use compatibility. As such planning staff are proposing a by-law that seeks to:

- Provide a minimum lot area to prevent severances from the lot in the future
- Establish an enlarged landscaping buffer (4 m) along lot lines abutting Agricultural and Residential Zones
- Provide a maximum building cap based on gross floor area for the building to limit future expansions
- Include the lands in the Township's Industrial Design Overlay to address design considerations
- Clarify uses permitted in the transport terminal definition by eliminating some uses including truck maintenance, repair, washing and fueling
- Establish a minimum setback for residential dwellings based on MOE Guidelines
- Include hours of operation for the proposed use
- Include provision for architectural encroachment to add detail and interest to the building façade.

In addition, a Holding provision has been proposed to ensure that adequate phasing and technical concerns including the submission of updated reports and studies will be addressed prior to development of the site. Included in the holding provision are requirements for:

- Site Plan Approval and Agreement registered on title (including providing updated reports)
- Confirmation of MECP approval and allowance to the Township to review the proposed septic system
- That a drinking water threats disclosure report management plans be submitted to the satisfaction of the Risk Management Official
- That an agreement be entered in to between the Township or Risk Management Official to install a flow meter to monitor the quantity of water of water used on the site
- That a water balance addendum be submitted to the satisfaction of the Township and the Risk Management Official

#### **PLANNING RECOMMENDATION**

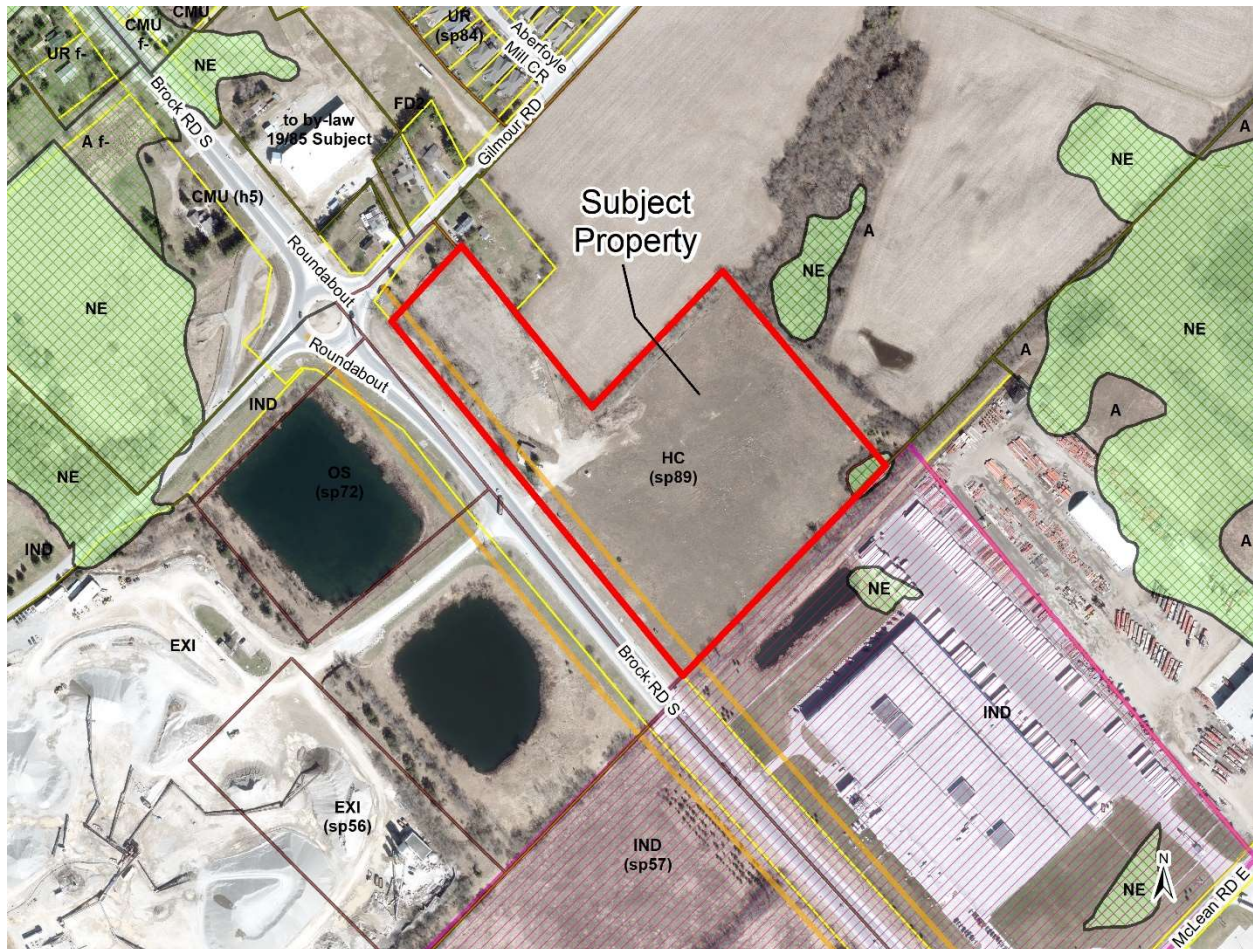
Planning staff are of the opinion that the subject development proposal and the proposed amending by-law are consistent with the Provincial Policy Statement (2020), in conformity with the Provincial Growth Plan (2020) and maintains the intent and purpose of the County of Wellington Official Plan and the Township Zoning By-law. Studies provided by the applicant have been peer reviewed by technical experts

and staff. The subject development proposal aligns with the County of Wellington's Official Plan policy direction and vision for the Rural Employment designation including representing a dry industrial use, and the amending By-law provisions and implementation of a Holding provision further seek to address public concerns including land use compatibility by providing additional setbacks and limiting the gross floor area of the building. Planning staff are further satisfied that the subject development proposal represents appropriate development that is compatible with the surrounding land uses, subject to the recommendations in the proposed By-law and Holding provision.

Respectfully submitted by  
County of Wellington Planning and Development Department

  
Zach Prince, RPP MCIP  
Senior Planner

### ATTACHMENT 1: Subject Property Map





Public Comments -Response Table

Public Comments	Response
<b>Transportation</b>	
Significant changes to the concentration of Trucking and Distribution companies creates a gauntlet for anyone coming to community and northbound through Morriston.	Brock Road is classified as a Major Roadway that is intended to serve high volumes of traffic, including truck traffic. Employment uses are located along Brock Rd for this purpose, as it is a key transportation corridor for the County. The subject lands are designated in the Official Plan as an Economic Development Area, which is designed for the proposed use and specifically designated as such given its location on Brock Rd.
This proposal changes traffic flow and directs it into our residential community and along Gilmour Road.	The driveway connection to Gilmour will be designed to deter vehicles from exiting the site and heading east on Gilmour Road. Traffic will be encouraged to head west towards the roundabout as much as possible. When exiting the parking lot, the driveway will direct employees so that they have to turn west towards the roundabout. This revised driveway configuration will eliminate vehicle traffic along the residential area on Gilmour Rd.
Aberfoyle is losing its identity – and we are losing it to Trucking and Distribution companies whose only concern is access to the 401. Limit industrial expansion and direct efforts towards building our community	The subject lands are not a buffer area and have never been designated or zoned by planning policy as such. The hamlet boundary of Aberfoyle begins north of Gilmour Rd. The subject lands are not part Aberfoyle. The subject lands are part of the broader Puslinch Township and have been designated for Employment uses given their location along a Major Roadway (Brock Rd). The proposed development is consistent with the Official Plan land use policies for the lands.
Concern about traffic interaction at Gilmour and Brock, an installment of traffic lights should be proposed on the Terminal's exit onto Gilmour.	Based on the analysis contained in the TIS, the roundabout at Brock & Gilmour is operating at acceptable levels of service. The County Traffic peer review has agreed with the findings of the applicant's TIS.

ATTACHMENT 2: Applicant's responses to Public Comments

Public Comments -Response Table

<p>Traffic increased with 21 loading docks, 123 tractors, and trailer parking spaces with over 150 employees. Typically on down Brock Street and the corresponding roundabout, decrease road capacity along Gilmour during shift changes, and exiting/entering the 401 thru Morriston.</p>	<p>The facility has been designed to accommodate 21 loading spaces, up to 123 tractors and trailer parking spaces and accommodate 150 employees. This is the maximum capacity of the facility and is by no means the standard operation expected. The Transportation Impact Study has determined that there will be an increase to traffic, however, this impact is minor and is not expected to significantly impact existing traffic conditions. Operations at the study area intersections were found to be acceptable based on analysis contained in the TIS. The County Traffic peer review has agreed with the findings of the applicant’s TIS.</p>
<p>Increase safety concerns down Brock, through the town of Aberfoyle, and the corresponding roundabouts.</p>	<p>Brock Rd is identified by the County of Wellington as a ‘Major Roadway’ that is intended to serve high volumes of traffic, including truck traffic. Brock Rd is not a local road, rather it serves as a key transportation corridor for the County. Transportation associated with the proposed development is encouraged to use Brock Rd. No truck traffic associated with the development will occur on local roads in Aberfoyle. Local employees of the company may utilize the local road network as they are residents of the Township and County. However, all efforts will be made by Wellington Motor Freight to advise their employees to not travel down Gilmour Road, east of the proposed site entrance. Residents will be encouraged to contact Wellington Motor Freight directly should it found that their employees are using Gilmour Road.</p>
<p>Concern about the increased traffic influx from north of Brock Rd, east off of Highway 7, west from Highway 7, and Wellington Side Road 34 to Brock Road S, which leads to longer driving time.</p>	<p>Operations at the study area intersections were found to be acceptable based on analysis contained in the TIS. The County Traffic peer review has agreed with the findings of the applicant’s TIS.</p>
<p><b>Environment</b></p>	

Public Comments -Response Table

<p>Oppose to the rezoning request as it would jeopardize water, increase noise pollution, and cause mental and physical health issues due to pollution and disruptions.</p>	<p>See comment below.</p>
<p>Concern about noise pollution, water table issues, and water contamination (how will road salt be handled? Will the existing well be decommissioned?)</p>	<p>A noise study has been completed by HGC Engineering. Noise mitigation measures such as noise barriers have been incorporated into the site such that the resultant sound levels at the receptors meet the applicable limits of the Ministry of Environment guidelines. The Township’s Noise peer reviewer has agreed with HGC’s recommendations.</p> <p>Wellington Motor Freight will develop a Salt Management Plan for the facility in consultation with County of Wellington Source Water Protection and is committed to using alternative de-icing products.</p> <p>The existing well will be properly decommissioned in accordance with Ontario Reg. 903 and a new well for the facility will be drilled into either: a) the shallow Guelph Formation or b) the deeper Goat Island / Gasport Formation. In the latter case, the new well would be cased and sealed through the shallow Guelph Formation and into the intermediate-depth Eramosa Formation.</p> <p>The water balance will be addressed through detailed design, during a Site Plan applications. The Township is proposing to apply a ‘Holding’ provision to the Zoning Amendment, which would mean that no development can occur on the lands until the ‘Holding’ provision is removed. The ‘Holding’ provision would require that the water balance be addressed to the satisfaction of the Township.</p>
<p>Concern with the sound of back-up beepers</p>	<p>Back-up beepers are considered safety measures and are therefore not required to be assessed under Ministry of the Environment guidelines; nor do the sound level limits include considerations of back-up beeper. However, additional analysis was conducted by HGC Engineering to consider sounds created from back-up beepers</p>

Public Comments -Response Table

	<p>and noise mitigation measures such as noise barriers have been incorporated into the site to reduce the audibility of the alarms at the receptors. To mitigate the sound of the back-up beepers, an additional noise barrier (2.5 metres in height) is required around the tractor parking area. All other barrier heights as previously shown on the site plan remain unchanged. Wellington Motor Freight has also agreed to equip the trucks with broadband frequency backup alarms which are less sound intrusive compared to the tonal alarms typically used.</p>
<p>Concern about the noise, air quality, light from loading docks, and additional traffic. Soil, water, and aquifer concerns with reduced permeability after paving over a sizable amount of land and the addition of a massive septic system</p>	<p>The proposal will operate between the hours of 7am and 7pm. The main component of the facility is for warehousing, with truck movements estimated to be about 15 in and 15 out per day. The noise study concluded that while noise will be generated, it will be minimal and can be mitigated against via noise walls. A noise study has been completed by HGC Engineering. Noise mitigation measures such as noise barriers have been incorporated into the site such that the resultant sound levels at the receptors meet the applicable limits of the Ministry of Environment guidelines. The Township’s Noise peer reviewer has agreed with HGC’s recommendations.</p> <p>Similarly, the Traffic Impact Study concludes that minimal impacts to traffic will occur. The County Traffic peer review has agreed with the findings of the applicant’s TIS.</p> <p>The lands are zoned for commercial use and are located within the Puslinch Economic Development Area. The intention of both the zoning and the Official Plan designation is to permit a range of commercial uses. There are a number of other businesses that can legally build on these lands.</p> <p>A number of technical studies have been completed which conclude that the development can safely and adequately be</p>

Public Comments -Response Table

	<p>serviced. It is the intent of these studies to assess servicing feasibility, provide recommendations and ensure that no significant impacts occur as a result of the development. These technical reports indicate that no significant impacts will occur as a result of the development.</p> <p>FlowSpec Engineering is currently working with the Ontario Ministry of the Environment, Conservation and Parks to establish emission requirements for the septic system in accordance with its strict standards, in order that appropriate technology be incorporated into the system to protect groundwater and surface-water. Enhanced groundwater recharge of clean roof-top runoff has been recommended to offset the lost recharge at paved areas and maintain a pre-post development water balance.</p> <p>The proponent will also be required to submit a Site Plan Application. This is required by the Township and will involve ongoing updates and communication between the Township, County and owner and will involve very detailed plans and designs of the proposed development. The Township has to be satisfied will all components of the development prior to issuing Site Plan approval and lifting the Holding provision of the proposed zoning</p>
<p>Why doesn't use require a Permit to Take Water</p>	<p>The proposed facility would require an average of about 15,000 L/day and occasionally up to 25,000 L/day. MECP considers groundwater takings that are less than 50,000 L/day to be low-risk and do not require a Permit To Take Water. Hydrogeological data (well records, pumping tests) in the area confirm that the proposed water taking is quite modest compared to aquifer bedrock capability. No impact to aquifer levels, and neighbouring private wells are predicted.</p>

**Public Comments -Response Table**

<p>Disappointing to see the loss of agricultural land to be rezoned for industrial use. Worry about the negative externalities induced by the trucking business, e.g. groundwater, increased roadsides garbage, chemical spill, and leakage of oil and antifreeze.</p>	<p>The subject lands are zoned Highway Commercial and designated Puslinch Economic Development Area. The lands are not in agricultural use and are not intended to be used for agriculture. This proposal is not removing agricultural lands.</p>
<p>Worry about the loss of buffer between Industrial and Residential areas.</p>	<p>The development will be oriented away from the residential area (as much as possible). Landscaped elements will be incorporated as well as fencing and noise wall.  The subject lands are zoned Highway Commercial and designated Puslinch Economic Development Area. They are not zoned or designated as open space or similar form of buffer.</p>
<p>Displacement of wildlife and forested area,</p>	<p>An Environmental Impact Study (EIS) has been completed. No major impacts to wildlife will occur. The proposal will protect natural features, including the wetland. The lands are relatively vacant of forested area. Trees will be conserved, and where trees are removed, compensation planting will occur. The Township’s Environmental peer review has agreed with the applicant’s EIS.</p>
<p><b>Economic &amp; Property Value</b></p>	
<p>Agree that a diversified tax base will make our community more resilient to economic downturns, but the current rezoning request is yet for another warehouse and transportation terminal.  Oppose rezoning and suggest that Wellington Motor and Freight should select another site within Puslinch.</p>	<p>Noted.  The subject lands are designated ‘Puslinch Economic Development Area’ and identified for this type of development. As previously noted, the subject lands are well located relative the established arterial and provincial road network and well suited for the proposed use from a locational perspective.</p>
<p>Loud, dirty, and busy truck locations decrease the value of the homes on Gilmour Road and the surrounding area.</p>	<p>Property values are not land use planning consideration. Having said this, land planning tools try to ensure that ‘competing’ land uses are compatible and do not cause adverse impacts. The Noise and traffic studies that were completed are intended to address some of</p>

Public Comments -Response Table

	those adverse impacts. Other matters that will be addressed through the site plan approval process (e.g. lighting, landscaping, building design) to ensure that others impacts from lighting or buffering are considered.
<b>Safety</b>	
Worry about residents using Gilmour as a walking route; school buses along rural, residential, and school zones; and security of the site and surrounding community.	The driveway access on Gilmour Rd has been changed. The driveway is now oriented towards Brock Rd (i.e. is curved). Employees will only be able to access the driveway by turning onto Gilmour from Brock Rd. Similarly, when exiting the parking lot, the driveway will direct employees so that they have to turn left towards Gilmour Rd. This revised driveway configuration will eliminate vehicle traffic along the residential area on Gilmour Rd.
The lack of knowledge of stored materials is a potential health and safety issue.	The warehouse will store dry goods. There will be no storage of hazardous materials. Currently, some of the existing items being stored at WGOC other locations include: <ul style="list-style-type: none"> <li>• Flour</li> <li>• Empty beer cans</li> <li>• Empty kegs</li> <li>• Empty liquor bottles</li> <li>• Mechanical parts</li> </ul>
The trucking depot is too close to the community and it is disturbing Aberfoyle Meadows.	The proposed layout of the site has situated the warehouse component as far away as possible from the residential area. Technical studies have been prepared including a Transportation Impact Assessment and Noise Study. These studies conclude that through appropriate mitigation measures (such as a noise wall) and traffic control measures (such as a truck turning late and westbound employee exit), that the proposed development will minimize impacts. These studies have been peer reviewed, and their findings are to the satisfaction of the peer reviewers.
Hinder pedestrian safety along Gilmour and Brock.	The driveway access on Gilmour Rd has been changed. The driveway is now oriented towards Brock Rd (i.e. is curved).

Public Comments -Response Table

	<p>Employees will only be able to access the driveway by turning onto Gilmour from Brock Rd. Similarly, when exiting the parking lot, the driveway will direct employees so that they have to turn left towards Gilmour Rd. This revised driveway configuration will eliminate vehicle traffic along the residential area on Gilmour Rd.</p> <p>In terms of Brock Rd, this is a major road in Wellington County intended for large traffic volumes and hauling. Brock Rd h is not meant for pedestrian use and discourages pedestrian use along this major roadway.</p>
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End



**ATTACHMENT 3: Draft Zoning By-law**

# **Noise Feasibility Study**

## **Proposed Industrial Development**

### **128 Brock Road South**

### **Puslinch, Ontario**

Prepared for:

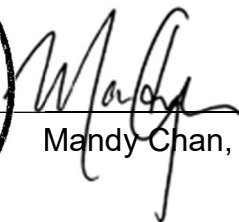
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April 18, 2023

HGC Project No. 02200716

# VERSION CONTROL

Noise Feasibility Study,  
128 Brock Road South,  
Puslinch, Ontario.

Ver.	Date	Version Description / Changelog	Prepared By
0	March 9, 2023	Noise Feasibility Study in support of a Zoning by-law amendment and Site Plan Approval.	A. Rogers/ M. Chan
1	March 20, 2023	Revisions to address peer review comments.	A. Rogers/ M. Chan
2	April 18, 2023	Updated based on latest site plan and to address peer review comments.	A. Rogers/ M. Chan

## Limitations

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ACOUSTICS



NOISE



VIBRATION

[www.hgcengineering.com](http://www.hgcengineering.com)

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**Figure 1: Key Plan**

**Figure 2: Proposed Site Plan**

**Figure 3: Predicted Daytime Hour Non-Impulsive Sources Sound Level Contours**

**Figure 4: Predicted Evening/Nighttime Hour Non-Impulsive Sources Sound Level Contours**

**Figure 5: Predicted Impulsive Sound Level Contours**

**Figure 6: Predicted Loading/Unloading Impulsive Sound Level Contours**

**Figure 7: Proposed Site Plan Showing Noise Barrier Locations**

**Figure 8: Predicted Impulsive Sound Level Contours with Mitigation**

**Figure 9: Predicted Loading/Unloading Impulsive Sound Level Contours with Mitigation**

**Appendix A – Acoustical Assessment Methods**

**Appendix B – Employee Vehicle Traffic Data**

**Appendix C – Calibration Stinson Output & Cadna/A Calculation Summary**

**Appendix D – Supporting Drawings**

**Appendix E – Response to Peer Review Comments**



ACOUSTICS



NOISE



VIBRATION

# 1 Introduction and Summary

Howe Gastmeier Chapnik Limited (HGC Engineering) was retained by Wellington Motor Freight to undertake a noise assessment for a proposed industrial development located at 128 Brock Street South in Puslinch, Ontario. The noise study is required by the municipality as part of the approvals process, specifically for a Zoning by-law amendment and Site Plan Approval. The study has been completed in accordance with the guidelines of the Municipality and the Ministry of Environment, Conservation and Parks (MECP).

This study has been updated to include a review of the updated site and grading plans prepared by Tacoma Engineers Inc. dated April 14, 2023 and Meritech Engineering dated April 12, 2023, respectively, included in Appendix D, and to include responses to peer review comments from Valcoustics Canada Ltd. dated April 4, 2023 in Appendix E.

An investigation of the potential noise impact from the proposed general industrial building onto the existing sensitive receptors was conducted. The analysis is based on information obtained from discussion with Wellington Motor Freight personnel, site visits, and HGC Engineering's past experience with similar facilities. The analysis includes assessment of the noise emissions of the anticipated trucking activities, rooftop mechanical equipment, and employee vehicle activities with respect to the closest existing residences. The results of the analysis indicate the development is feasible at the site and can be within the limits of the MECP guidelines with the inclusion of noise control measures. The reader is referred to the main body of the report for assumptions and results of the analysis.

The acoustic recommendations may be subject to modifications if the site plan is changed significantly, operating scenarios are significantly different to those assumed in the assessment or there is a significant increase in background sound levels.



## 2 Site Description

The site is located on the northeast side of Brock Road South, southeast of Gilmour Road in Puslinch, Ontario. Figure 1 shows a key plan of the area. One industrial building and one office building with parking areas, trucking routes, and loading areas are indicated on the site plan prepared by Tacoma Engineers Inc. dated April 14, 2023, and is attached as Figure 2.

HGC Engineering visited the site in November 2022 to confirm the locations of the existing sensitive receptors and observe the acoustical environment. The area surrounding the subject site is best categorized as a Class 2 (Semi-Urban) acoustical environment, under MECP noise assessment guidelines where the daytime sound levels are dominated by human activities and road traffic. The most potentially impacted residences are located to the north of the site, along Gilmour Road, and northwest of the site, on Brock Road South. East, south and west of the site are existing industrial facilities. There is significant grading in the area of and surrounding the site, sloping up to the south and east from the intersection of Brock Road South and Gilmour Road.

### 2.1 Noise Source Description

The primary sources of sound associated with the proposed buildings will be arriving, departing, and idling trucks and employee vehicles, and rooftop air conditioning condenser equipment. The facility will primarily operate during daytime hours; however, there may be limited arriving and idling trucks and loading/unloading during the evening and nighttime hours.

## 3 Noise Level Criteria

### 3.1 D1 – D6 Guidelines for Land Use Compatibility

The requirements for this study requested by the Municipality refers to determining if the proposed development is feasible and compatible with adjacent existing residential uses. The MECP D1 [1] and D6 [2] Guidelines address issues of compatibility between industrial and noise sensitive land uses in relation to land use changes.

For planning purposes for greenfield sites, the potential zone of influence of a Class I industrial use is 70 m and the minimum recommended distance setback is 20 m. The potential zone of influence of a Class II industry is 300 m and the minimum recommended distance setback is 70 m. For infill



projects or projects located in transitional areas the recommended minimum distance setbacks can be reduced, based on the results of technical studies such as this study.

For the size and use of the industrial building, the proposed development can be considered a Class II industrial use. Typically, the recommended minimum distance setbacks apply between the property lines of the facilities, but exceptions can be made if the property lines are adjoined and portions of the residential or industrial lands are reserved for non- noise related uses, such as driveways, snow storage, parking lots or earth berms. In this case, there is approximately 70 m between the nearest existing residence and the tractor parking area, between which are lands reserved for snow storage which can be included in the setback distance. This meets the minimum separation distance for a Class II industry. Furthermore, the results from the assessment in Section 5 indicated that the MECP limits can be met with the inclusion of noise controls.

### **3.2 Criteria Governing Stationary Noise Sources**

MECP Guideline NPC-300 [3] is the MECP guideline for use in investigating Land Use Compatibility issues with regard to noise. An industrial or commercial facility is classified in the MECP Guideline NPC-300 as a stationary source of sound (as compared to sources such as traffic or construction, for example) for noise assessment purposes. A stationary noise source encompasses the noise from all the activities and equipment within the property boundary of a facility including regular on-site truck traffic, material handling and mechanical equipment. Noise from these sources may potentially impact the existing sensitive receptors. In terms of background sound, the development is located in a semi-urban Class 2 acoustical environment which is characterized by an acoustical environment dominated by road traffic and human activity during the daytime hours.

#### *Non-Impulsive Sources*

NPC-300 is intended for use in the planning of both residential and commercial/industrial land uses and provides the acceptability limits for sound due to commercial operations in that regard. The façade of a residence (i.e., in the plane of a window), or any associated usable outdoor area (within 30 m of a dwelling façade) are considered the sensitive points of reception. NPC-300 stipulates that the exclusionary non-impulsive sound level limit for a stationary noise source in a semi-urban Class 2 area is taken to be 50 dBA during daytime/evening hours (07:00 to 23:00), and 45 dBA during nighttime hours (23:00 to 07:00) at the plane of the windows of noise sensitive spaces, and



50 dBA during daytime hours (07:00 to 19:00) and 45 dBA during the evening hours (19:00 to 23:00) at outdoor areas. If the background sound levels due to road traffic exceed the exclusionary limits, then that background sound level becomes the criterion. The background sound level is defined as the sound level that occurs when the source under consideration is not operating, and may include traffic noise and natural sounds.

Commercial activities such as the occasional movement of customer/employee vehicles and garbage collection are not of themselves considered to be significant noise sources in the MECP guidelines. However, the Town of Puslinch has indicated that employee vehicle activity should be considered in the assessment.

Thirteen existing residences near the site are considered to be the representative noise sensitive receptors (R1 to R13) in this study. R1, R2, R4 to R7 and R12 are 2-storey houses and R3, R8 to R11 and R13 are 1-storey houses. Receptor locations are shown on Figures 3, 4, 5, 6, 8, and 9.

#### *Impulsive Sources*

Acceptability limits for frequently occurring sounds that are impulsive in character (such as those from coupling and decoupling of trailers) are also provided in NPC-300. The limit is determined in a similar fashion to non-impulsive sounds and the same limits apply in this case with the exception of the evening limit in the OLA.

The table below summarizes the applicable sound level limits to which the operation of the proposed industrial facility is assessed.

**Table 1: Applicable Sound Level Limits, LEQ/LLM (dBA/dBAI)**

Receptor	Sound Level Limits		
	Day (07:00 to 19:00)	Evening (19:00 to 23:00)	Night (23:00 to 07:00)
R1 to façade/Facade	50	50	45
R1 to R13, OLA	50	45*	--

Note: \*For impulsive sources, the limit is 50 dBAI in the OLA during evening hours

Compliance with MECP criteria generally results in acceptable levels of sound at the sensitive receptors although there may be residual audibility during periods of low background sound.



## 4 Assessment Methodology

Predictive noise modelling was used to assess the potential noise impact of mechanical equipment, trucking activities, and employee vehicle activities at the residential receptors. Assumed operational information outlined below and surrounding building locations obtained from aerial photography were used as input to a predictive computer model (Cadna/A 2023 build: 195.5312), in order to estimate the sound levels from the proposed buildings at the existing receptors. Cadna/A is a computer implementation of ISO Standard 9613-2 [4] which considers attenuation due to distance (geometrical spreading), shielding by intervening structures (such as barriers), air attenuation and ground absorption. Additional information, including a figure showing the stationary noise source locations, is provided in Appendix A.

Topographical data obtained from Government of Canada's High Resolution Digital Elevation Model was used for the surrounding areas, along with proposed grading information on the grading plan provided by Meritech Engineers dated April 12, 2023. A Traffic Impact Study prepared by Paradigm Transportation Solutions Ltd. dated December 2022 was reviewed to assess the volume of trucks and employee vehicles arriving and departing the site during a peak hour (see Appendix B).

For general warehousing facilities, the building would typically be ventilated passively and only the office building would be provided with air conditioning.

The facility will primarily operate during daytime hours (7:00 – 17:00); however, there may be limited arriving and idling trucks and loading/unloading activities outside of those hours. In this impact assessment, we have considered the following worst-case (busiest hour) scenarios for the daytime, evening, and nighttime hours. It has been assumed truck engines will idle for 10 minutes out of each hour as outlined in the Guelph by-law Number (1998)-15945. Figures 3 and 4 show the location of the steady noise source locations and Figures 5, 6, 8, and 9 show the location of the impulsive noise source locations. Vehicles are also conservatively assumed to idle for 5 minutes in the employee parking area. Truck idling, car idling, rooftop HVAC units, and truck coupling/decoupling are shown as green crosses, truck pass-bys and car pass-bys are shown as a green line, and truck loading/unloading is shown as a green hatched area. Significant employee vehicle movements during the evening or nighttime hours are not expected.



***Assumed daytime worst-case hour scenario:***

- 23 trucking movements (includes trucks arriving and departing the facility, truck movements within the site or tractors in the parking area);
- Trucks are assumed to idle in the loading bay or parking area for 10 minutes;
- 106 employee cars arrive and depart the facility or park in the employee parking area;
- Employee cars are assumed to idle in the parking area for 5 minutes;
- Employee cars idling while waiting to exit the facility for a combined total of 15 minutes;
- All rooftop equipment operates at full capacity for the full hour.

***Assumed evening/nighttime worst-case hour scenario:***

- 3 trucks arrive at the facility and park at the loading bays or at the trailer parking areas;
- One truck is assumed to idle in the loading bay for 10 minutes;
- All rooftop equipment operates at full capacity for 15 minutes.

***Additional information and assumptions used in the analysis:***

- The height of the proposed building is 15 m;
- The facility is assumed to operate primarily during daytime hours, with limited operations during evening and nighttime hours;
- Rooftop HVAC units are assumed to be 1.5 m tall.

Sound emission data for the trucking activities, rooftop equipment, and employee vehicle activity was obtained from HGC Engineering project files which were measured from past similar projects. The employee vehicle movement noise source was included in the model as a line source producing equivalent sound pressure levels at a reference distance to those predicted by STAMSON 5.04, a computer algorithm developed by the MECP, based on the traffic volumes presented in the Traffic Impact Study. The calibration output from STAMSON is included in Appendix C. The sound power levels for non-impulsive and impulsive sources measured from similar facilities were used in our analysis and are summarized in Table 2.



**Table 2: Sound Power Levels Used in the Analysis [dB re 10-12 W]**

Source	Octave Band Centre Frequency [Hz]								A
	63	125	250	500	1k	2k	4k	8k	
HVAC Unit, 10-ton	91	89	86	84	84	78	76	67	88
Truck, traveling on truck route	101	100	94	96	97	95	91	86	101
Truck, idling	96	91	88	88	91	90	81	70	95
Car, idling	90	86	76	72	71	68	62	58	77
Car, traveling through parking area	90	90	88	90	85	86	79	71	92

Impulsive noises are assessed separately from the non-impulsive sound sources. Two types of impulsive sounds are expected to be emitted from the facility: loading/unloading of trailers by forklifts and coupling/decoupling of trucks to/from trailers. Truck coupling locations are shown as green crosses representing point sources with a referenced impulsive sound level of 117 dBAI. This was calculated based on measurements conducted by HGC Engineering for similar past projects. The green hatched area represents the impulses associated with forklifts entering and exiting docked trailers with a referenced impulsive sound level of 103 dBAI. Both impulsive sounds were assumed to be emitted during all daytime hours. While evening and nighttime activities are not expected, on the rare occasions that loading/unloading may be needed to complete a work order during these periods, loading/unloading impulses were also assessed separately.

## 5 Assessment Results and Recommendations

### *Non-Impulsive Sources*

The predicted sound levels due to the trucking and employee vehicle activities (arriving, idling and departing) and rooftop mechanical equipment at the representative receptors (R1 to R13) during a worst-case busiest hour operating scenario, are summarized in the following table and shown graphically in Figures 3 and 4. Cadna/A calculation summaries are also provided in Appendix C.

**Table 3: Predicted Non-Impulsive Source Sound Levels at Receptors during a Worst-case Operating Scenario hour (Without Mitigation), Leq (dBA)**

Receptor	Description	Daytime OLA	Daytime Facade	Evening OLA	Evening/Nighttime Facade
R1	95 Brock Road South	<40	41	<35	<35
R2	2 Gilmour Road	46	48	<35	<35
R3	4 Gilmour Road	46	45	<35	<35
R4	6 Gilmour Road	46	45	<35	<35
R5	5 Gilmour Road	49	50	<35	<35
R6	10 Aberfoyle Mill Crescent	44	45	<35	<35
R7	9 Aberfoyle Mill Crescent	43	45	<35	<35
R8	20 Gilmour Road	<40	41	<35	<35
R9	24 Gilmour Road	<40	41	<35	<35
R10	30 Gilmour Road	<40	<40	<35	<35
R11	34 Gilmour Road	<40	<40	<35	<35
R12	38 Gilmour Road	<40	<40	<35	<35
R13	37 Gilmour Road	<40	<40	<35	<35

*Impulsive Sources*

The predicted impulsive sound levels are provided in Figures 5 and 6, and also summarized in Tables 4 and 5.

**Table 4: Predicted Impulsive Sound Levels at Residential Receptors (Without Mitigation), L<sub>LM</sub> (dBAI)**

Receptor	Description	Predicted Impulsive Sound Levels, Façade (dBAI)	Predicted Impulsive Sound Levels, OLA (dBAI)
R1	95 Brock Road South	46	45
R2	2 Gilmour Road	53	49
R3	4 Gilmour Road	50	49
R4	6 Gilmour Road	52	52
R5	5 Gilmour Road	55	53
R6	10 Aberfoyle Mill Crescent	53	51
R7	9 Aberfoyle Mill Crescent	52	51
R8	20 Gilmour Road	49	46
R9	24 Gilmour Road	49	48
R10	30 Gilmour Road	48	47
R11	34 Gilmour Road	43	42
R12	38 Gilmour Road	40	40
R13	37 Gilmour Road	45	42

**Table 5: Predicted Loading/Unloading Impulsive Sound Levels at Residential Receptors (Without Mitigation), L<sub>LM</sub> (dBAI)**

Receptor	Description	Predicted Loading/Unloading Impulsive Sound Levels, Façade (dBAI)	Predicted Loading/Unloading Impulsive Sound Levels, OLA (dBAI)
R1	95 Brock Road South	39	37
R2	2 Gilmour Road	46	41
R3	4 Gilmour Road	42	43
R4	6 Gilmour Road	44	45
R5	5 Gilmour Road	47	47
R6	10 Aberfoyle Mill Crescent	45	44
R7	9 Aberfoyle Mill Crescent	44	43
R8	20 Gilmour Road	41	38
R9	24 Gilmour Road	41	41
R10	30 Gilmour Road	40	39
R11	34 Gilmour Road	35	<35
R12	38 Gilmour Road	<35	<35
R13	37 Gilmour Road	36	<35

The results of this analysis indicate that the predicted impulsive sound levels due to activities at the proposed facility are expected to exceed the applicable limits at the closest noise sensitive receptors to the facility during an assumed worst-case operational scenario. Noise control measures are required and provided in Section 5.1.

## 5.1 Recommendations

Calculations indicate that a 3.6 m high noise barrier (approximately 145 m in length), relative to proposed grade, northwest of the loading bays, and a 2.9 m high noise barrier (approximately 55 m in length), relative to proposed grade, northeast of the office building, as shown in Figure 7, will provide sufficient noise mitigation. The noise barrier is approximately 7 to 8 m in height relative to the grade of the receptors. A noise barrier can consist of an earth berm or a noise wall on top of an earth berm. The noise wall can be constructed from a variety of materials such as wood, metal, brick, pre-cast concrete or other concrete/wood composite systems provided that it is free of gaps or cracks and has a solid construction, with a surface density of no less than 20 kg/m<sup>2</sup>.

Coupling/decoupling activities shall not take place during the nighttime hours. The predicted impulsive sound levels with the inclusion of the noise barrier mentioned above are summarized in Tables 6 and 7 below, and shown graphically on Figures 8 and 9.

**Table 6: Predicted Impulsive Sound Levels at Residential Receptors  
 (With Mitigation), L<sub>LM</sub> (dBAI)**

Receptor	Description	Predicted Impulsive Sound Levels, Façade (dBAI)	Predicted Impulsive Sound Levels, OLA (dBAI)
R1	95 Brock Road South	45	44
R2	2 Gilmour Road	49	48
R3	4 Gilmour Road	45	45
R4	6 Gilmour Road	47	48
R5	5 Gilmour Road	49	49
R6	10 Aberfoyle Mill Crescent	48	47
R7	9 Aberfoyle Mill Crescent	48	48
R8	20 Gilmour Road	47	45
R9	24 Gilmour Road	46	45
R10	30 Gilmour Road	45	44
R11	34 Gilmour Road	43	41
R12	38 Gilmour Road	<40	40
R13	37 Gilmour Road	44	43

**Table 7: Predicted Loading/Unloading Impulsive Sound Levels at Residential Receptors (With Mitigation), L<sub>LM</sub> (dBAI)**

Receptor	Description	Predicted Loading/Unloading Impulsive Sound Levels, Façade (dBAI)	Predicted Loading/Unloading Impulsive Sound Levels, OLA (dBAI)
R1	95 Brock Road South	38	37
R2	2 Gilmour Road	43	41
R3	4 Gilmour Road	38	40
R4	6 Gilmour Road	40	41
R5	5 Gilmour Road	42	42
R6	10 Aberfoyle Mill Crescent	41	39
R7	9 Aberfoyle Mill Crescent	41	40
R8	20 Gilmour Road	38	37
R9	24 Gilmour Road	37	37
R10	30 Gilmour Road	36	36
R11	34 Gilmour Road	<35	<35
R12	38 Gilmour Road	<35	<35
R13	37 Gilmour Road	36	<35



## 6 Conclusions

The acoustical analysis indicates that sound levels predicted under worst case operating scenarios and incorporating the noise control measures recommended herein, are expected to comply with the applicable MECP limits for non-impulsive and impulsive sounds at neighbouring receptors.

Coupling/decoupling (tractor shunting) activities shall not take place during the nighttime hours.

The acoustic recommendations may be subject to modifications if the site plan is changed significantly, operating scenarios are significantly different to those assumed in the assessment or there is a significant increase in background sound levels.

### 6.1 Implementation

1) Prior to the issuance of building permits for this development or at appropriate approvals stage by the municipality, a Professional Engineer qualified to provide acoustical engineering services in Ontario shall review the site, building plans, rooftop mechanical specification and grading plans to confirm that the assumptions are in accordance with the approved noise study and that the appropriate height and extent of the required noise barrier have been incorporated to meet MECP guideline limits at adjacent receptors.





## 7 References

1. Ontario Ministry of the Environment Publication Guideline D1, *Land Use Compatibility*, July 1995
2. Ontario Ministry of the Environment Publication Guideline D6, *Compatibility Between Industrial Facilities and Sensitive Land Uses*, July 1995
3. Ontario Ministry of the Environment Publication NPC-300, *Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning*, August 2013.
4. International Organization for Standardization, *Acoustics – Attenuation of Sound during Propagation Outdoors – Part 2: General Method of Calculation*, ISO-9613-2, Switzerland, 1996.





Figure 1: Key Plan



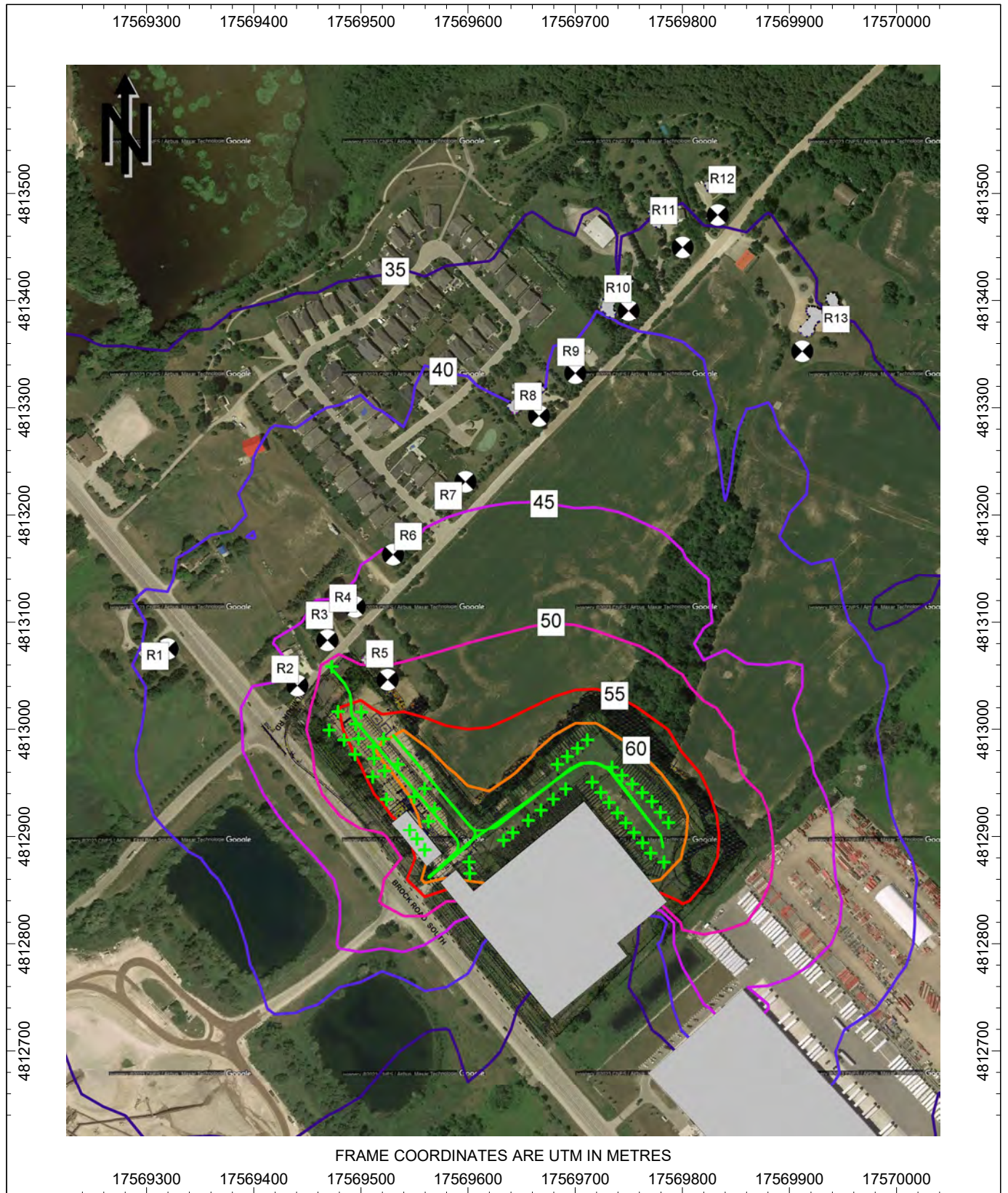


Figure 3: Predicted Daytime Hour Non-Impulsive Sources Sound Level Contours  
(at a height of 4.5 m)

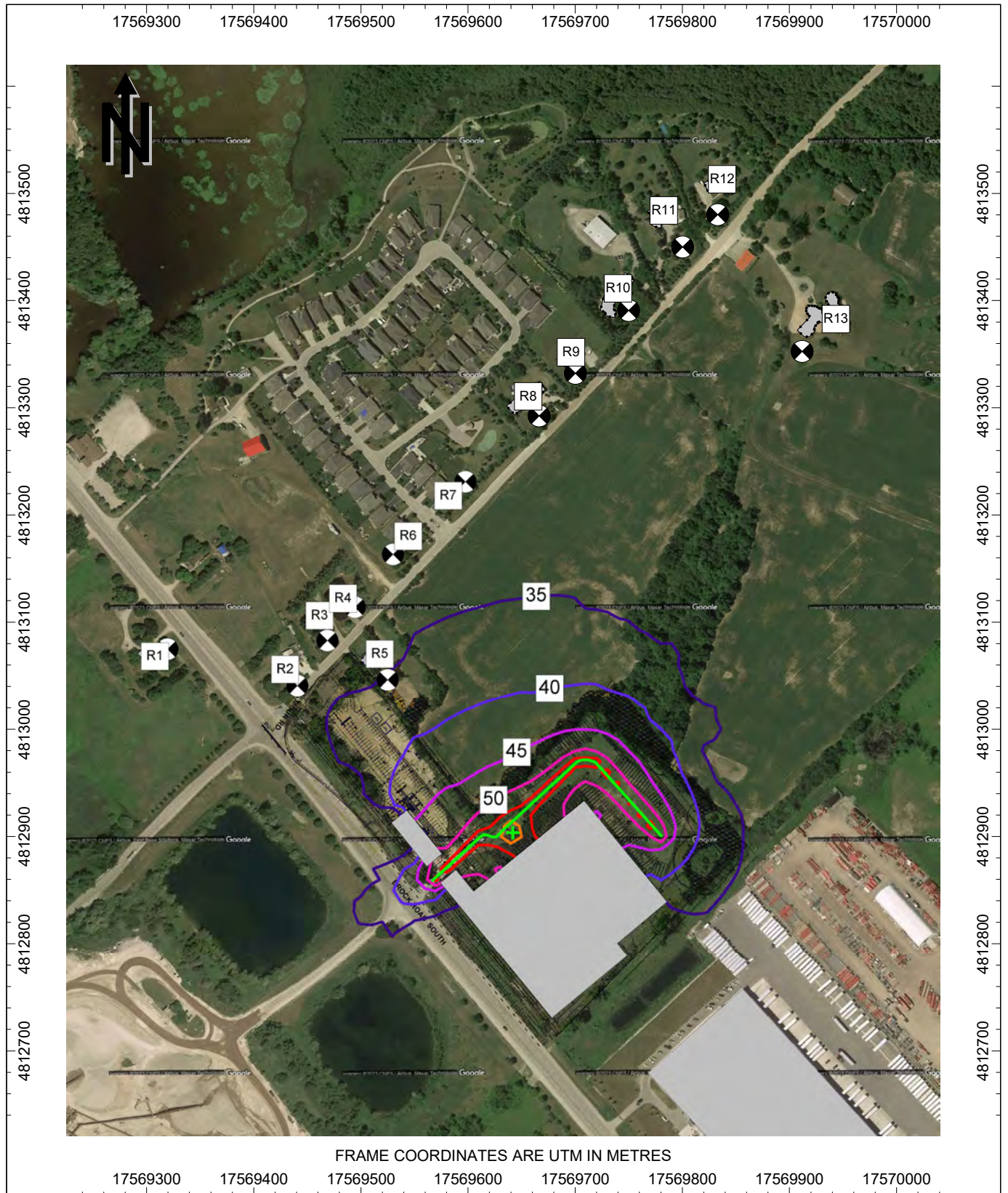


Figure 4: Predicted Evening/Nighttime Hour Non-Impulsive Sources Sound Level Contours (at a height of 4.5 m)

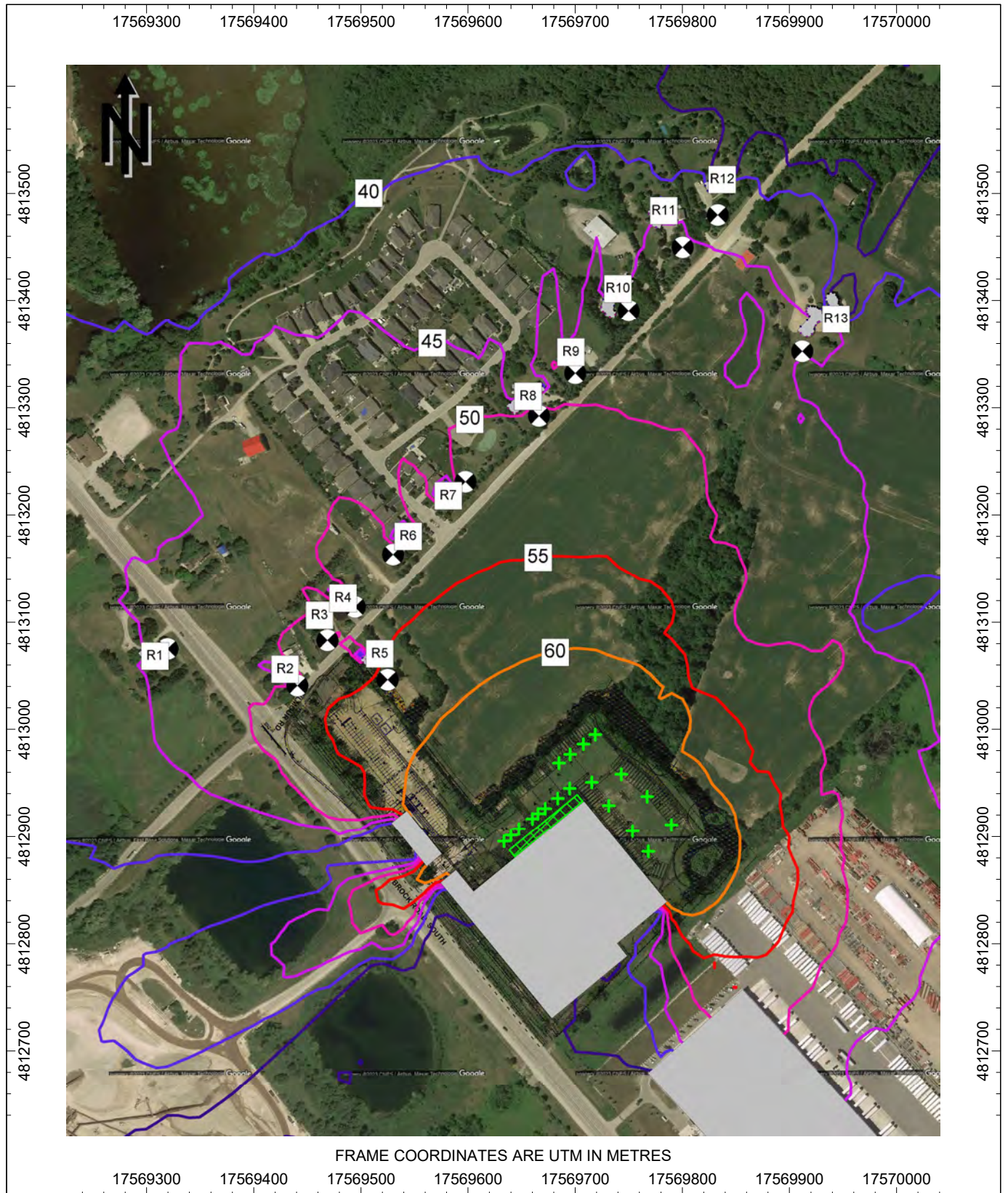


Figure 5: Predicted Impulsive Sound Level Contours (at a height of 4.5 m)

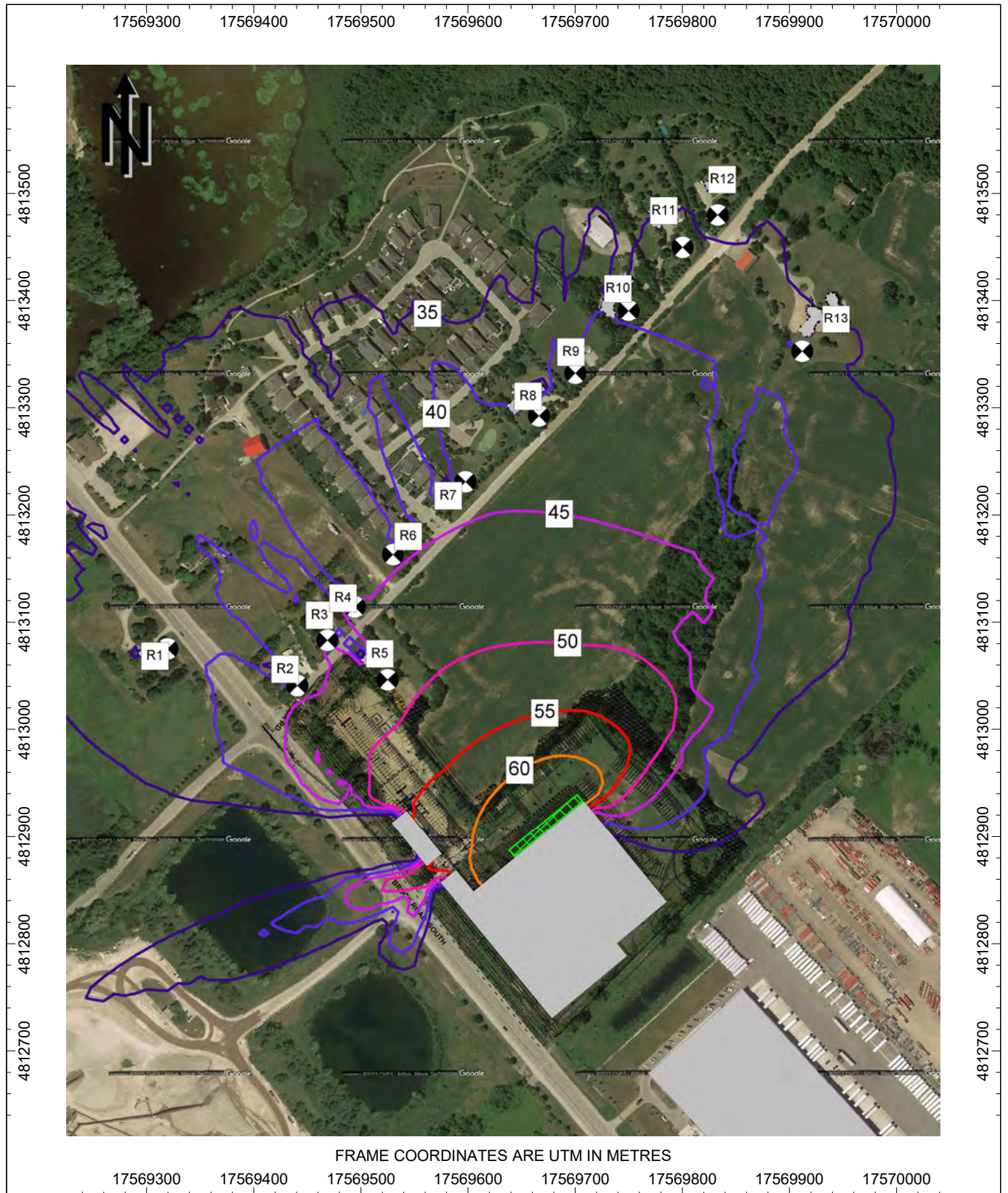


Figure 6: Predicted Loading/Unloading Impulsive Sound Level Contours (at a height of 4.5 m)





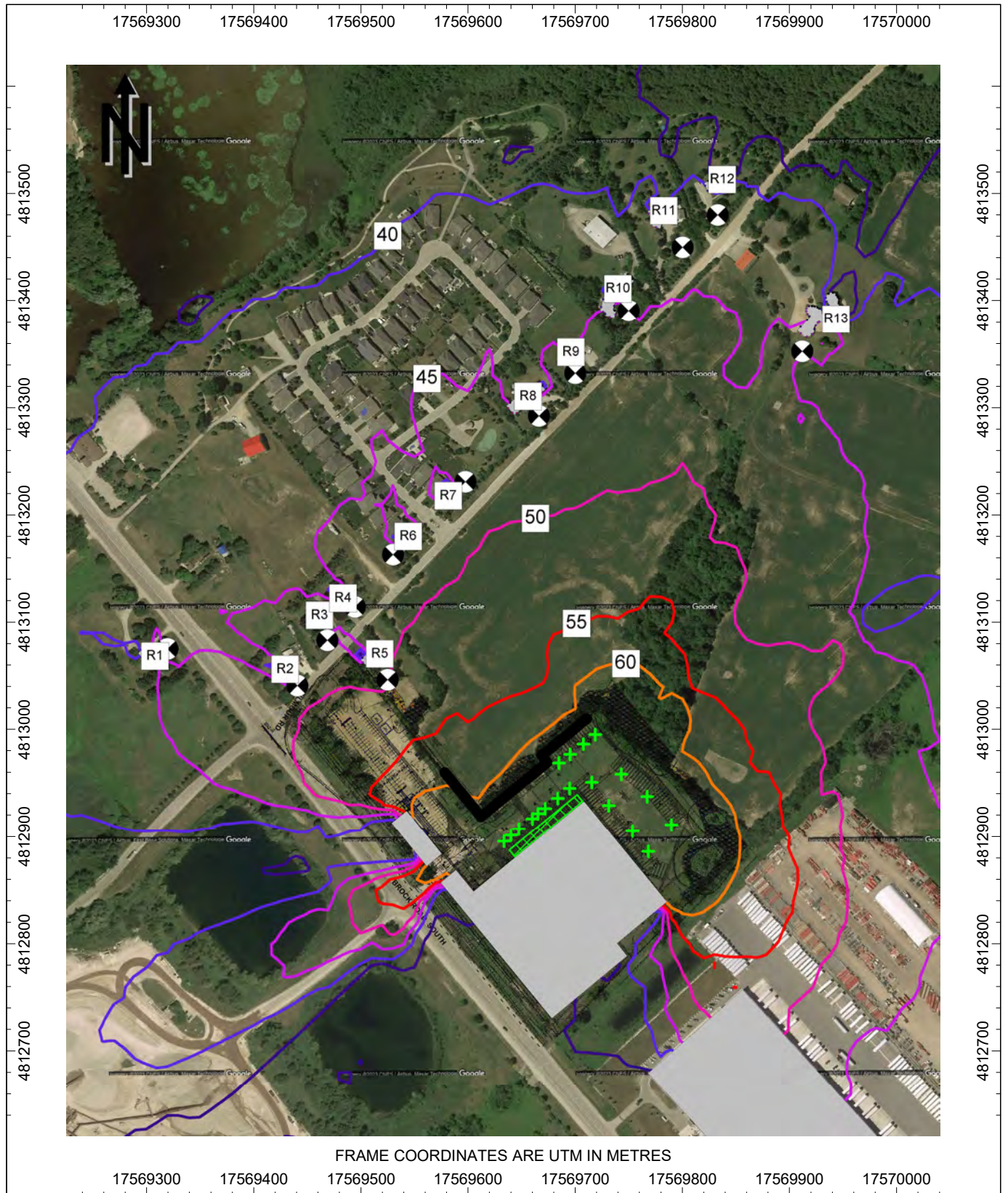


Figure 8: Predicted Impulsive Sound Level Contours with Mitigation (at a height of 4.5 m)

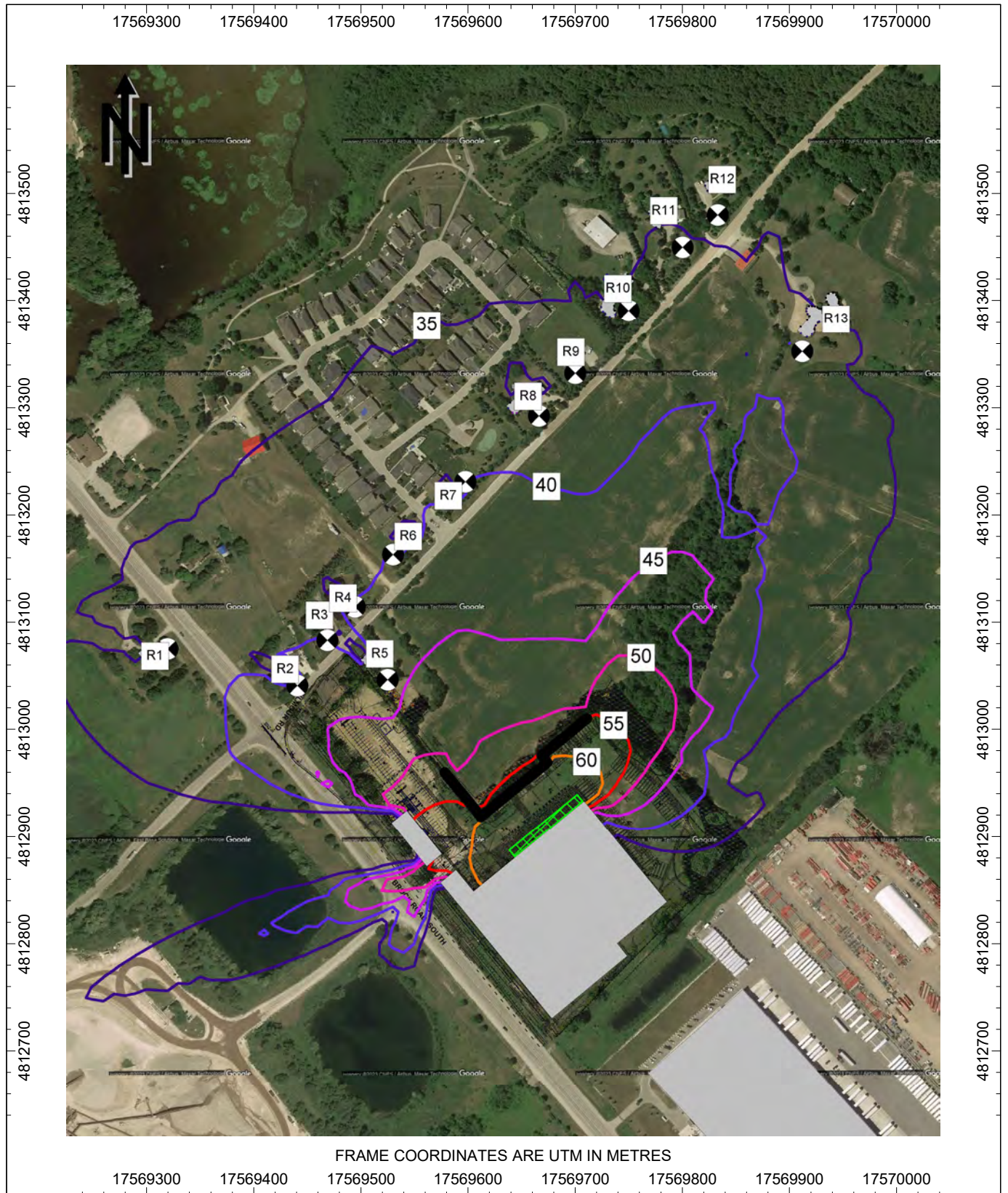


Figure 9: Predicted Loading/Unloading Impulsive Sound Level Contours with Mitigation (at a height of 4.5 m)

# APPENDIX A

## Acoustical Assessment Methods



ACOUSTICS



NOISE



VIBRATION

The predictive model used for this Assessment (*Cadna-A version 2023 Build 195.5312*) is based on methods from ISO Standard 9613-2.2 “Acoustics - Attenuation of Sound During Propagation Outdoors”, which accounts for reduction in sound level with distance due to geometrical spreading, air absorption, ground attenuation and acoustical shielding by intervening structures such as buildings. This modeling technique is acceptable to the MECP.

The subject site and surrounding area were modelled based on observations during the site visit. Foliage was not included in the modelling. Ground attenuation was assumed to be spectral for all sources, with a ground factor (G) of 0.25 in paved areas (site area) and 0.9 for soft-ground areas (surrounding lands). The temperature and relative humidity were assumed to be 10° C and 70%, respectively.

The predictive modelling considered one order of reflection, the sufficiency of which was verified through an iterative convergence analysis, using successively increasing orders of reflection.

All non-impulsive mechanical sources, with the exception of on-site truck/employee vehicle movements, were modeled as point sources of sound, shown as crosses in Figures 3, 4, A1, and A2. On-site truck and employee vehicle movements were modeled as line sources that are shown as green lines in Figures 3, 4, A1, and A2. The impulsive noise sources were modeled as an area source that is shown as a green hatched area for loading/unloading of trailers by forklifts and as point sources that are shown as green crosses for coupling/decoupling of trucks to/from trailers in Figures 5, 6, 8, and 9.



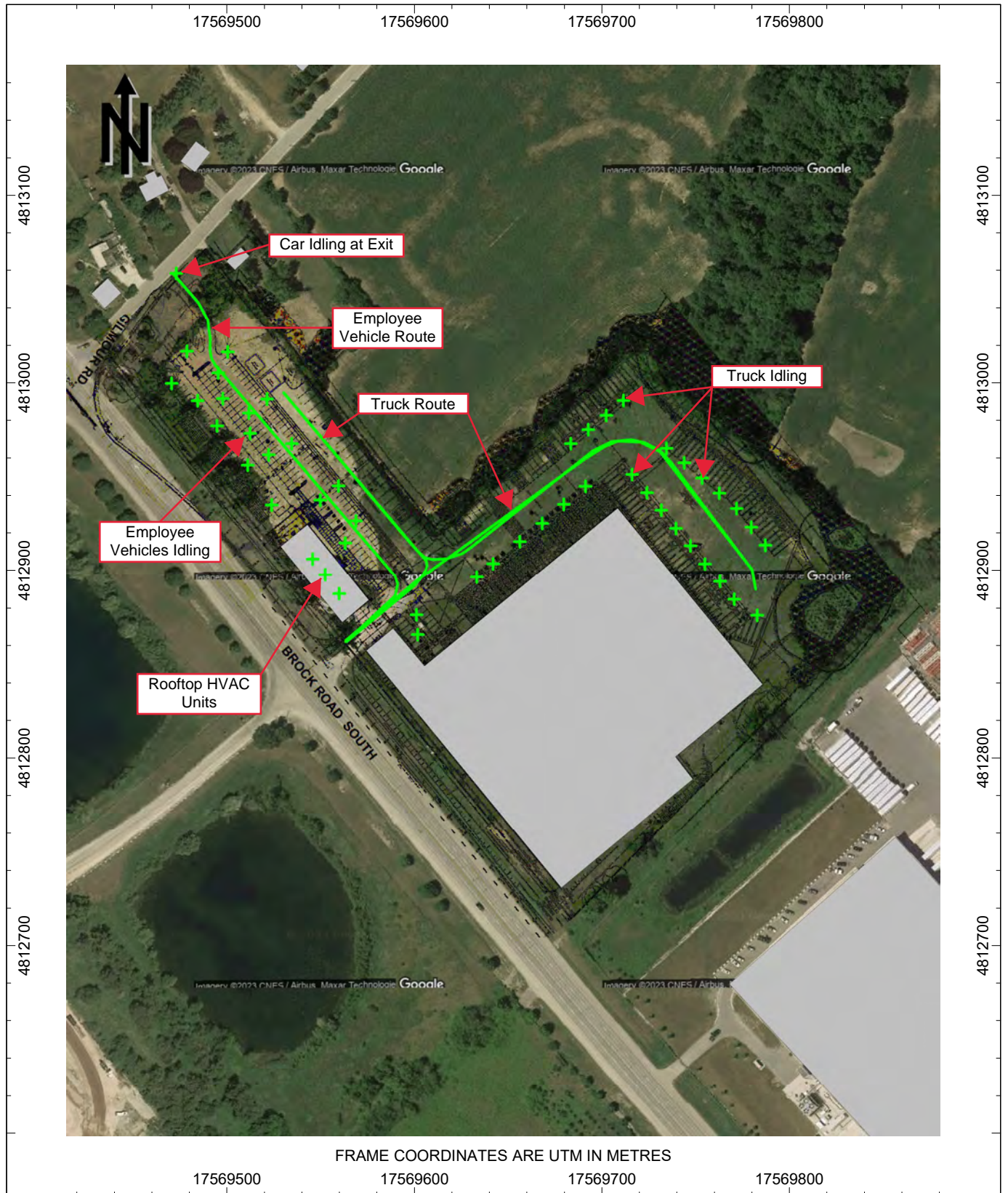


Figure A1: Daytime Non-Impulsive Noise Source Locations

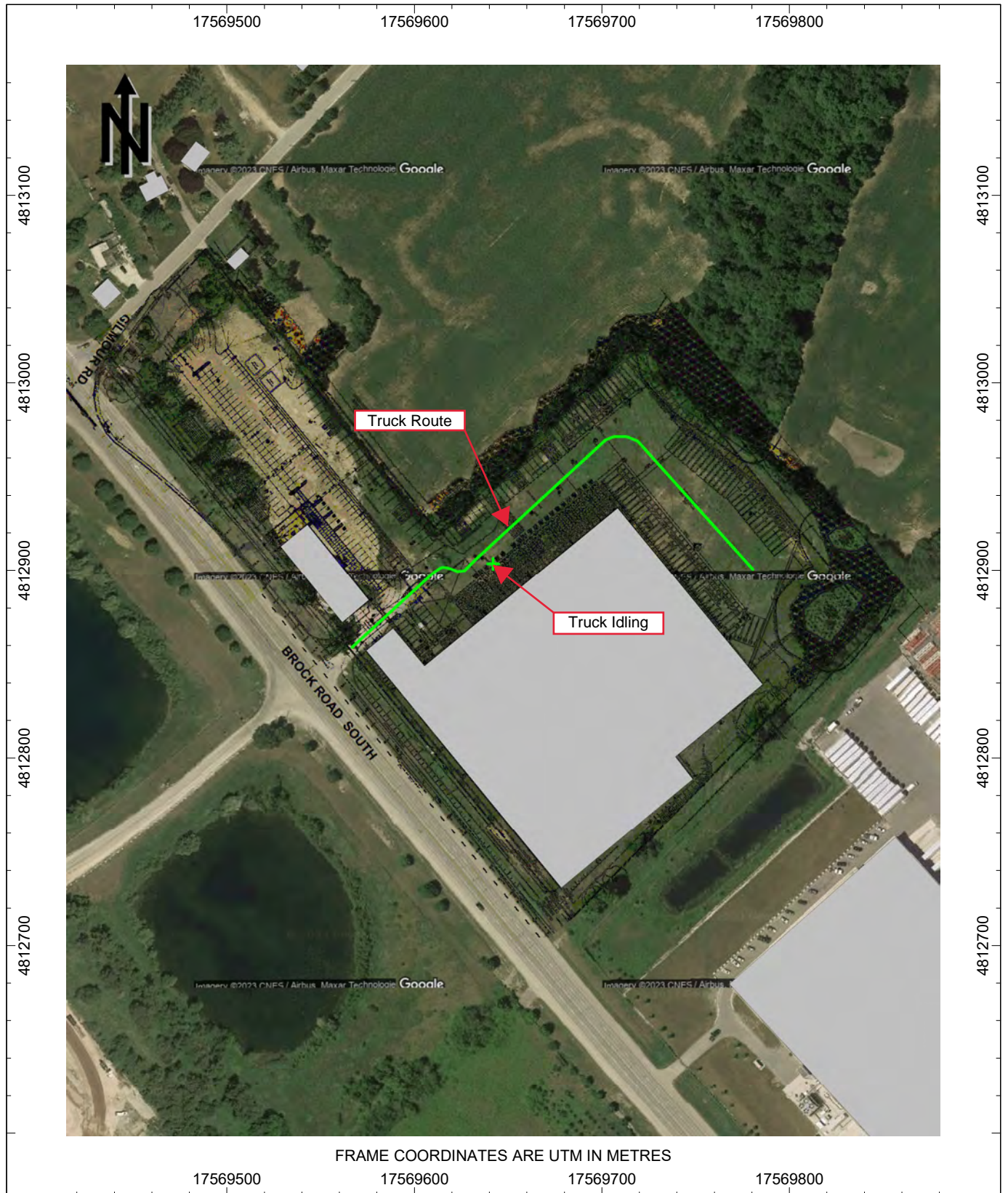


Figure A2: Evening/Nighttime Non-Impulsive Noise Source Locations

# APPENDIX B

## Employee Vehicle Traffic Data



ACOUSTICS



NOISE



VIBRATION

## 3.2 Development Trip Generation

The Institute of Transportation Engineers (ITE) Trip Generation<sup>4</sup> methods are used to estimate the site trip generation. The following Land Use Codes (LUC) were used to estimate the site generated trips:

- ▶ LUC 150 (Warehouse); and
- ▶ LUC 710 General Office Building.

Regression equation rates were used to calculate the trips generated by the warehouse use. **Table 3.1** summarizes the estimated trip generation and is estimated to be approximately 108 AM peak hour trips and 112 PM peak hour trips. No reductions for alternative modes of transportation were used in the calculation. **Appendix D** contains the ITE trip generation data sheets.

**Table 3.1** summarizes the forecast number of net new trips generated by the proposed development.

**TABLE 3.1: TRIP GENERATION**

ITE Land Use	Units	Vehicle Type	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
LUC 150 - Warehouse (GFA/1,000ft <sup>2</sup> )	207.6	Vehicles	36	9	<b>45</b>	11	34	<b>45</b>
		Trucks	2	2	<b>4</b>	3	3	<b>6</b>
LUC 710 - General Office Building (GFA/1,000ft <sup>2</sup> )	30.0	Vehicles	52	7	<b>59</b>	10	51	<b>61</b>
<b>Total Trip Generation</b>			<b>90</b>	<b>18</b>	<b>108</b>	<b>24</b>	<b>88</b>	<b>112</b>

LUC 150: AM T = 0.12(X) + 23.62 | PM T = 0.12(X) + 26.48

LUC 710: AM Ln(T) = 0.87 Ln(X) + 3.05 | PM Ln(T) = 0.83 Ln(X) + 1.29

## 3.3 Development Trip Distribution and Assignment

The trip distribution used for this study was based on the existing trip distribution for Brock Road (Wellington Road 46) as the site traffic would likely use this route for trips to/from Guelph and/or Highway 401. The trip distribution is shown in **Table 3.2**.

<sup>4</sup> *Trip Generation Tenth Edition*, Institute of Transportation Engineers, Washington D.C., 2017





# APPENDIX C

## Calibration Stamson Output & Cadna/A Calculation Summary



ACOUSTICS



NOISE



VIBRATION

R1	17569320	4813075	316.5												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	60.3	0	0.0	2.3	2.4	1.5	0.0	0.0	0.0	1.7	23
ldling TT	17569666	4812954	322.8	87	62.4	0	0.0	0.2	2.6	1.9	0.0	0.0	0.0	1.6	22
ldling TT	17569674	4812962	322.9	87	62.5	0	0.0	0.4	2.6	1.9	0.0	0.0	0.0	1.7	21
ldling TT	17569694	4812974	322.9	87	62.7	0	0.0	0.8	3.1	2.2	0.0	0.0	0.0	2.1	21
ldling TT	17569696	4812982	323.0	87	62.8	0	0.0	0.9	3.2	2.3	0.0	0.0	0.0	2.2	20
ldling TT	17569704	4812991	323.5	87	62.9	0	0.0	0.8	3.0	2.4	0.0	0.0	0.0	0.0	18
ldling TT	17569720	4813000	324.3	87	63.1	0	0.0	0.6	2.3	2.4	0.0	0.0	0.0	0.0	19
ldling TT	17569758	4812950	326.4	87	64.2	0	0.0	-0.3	2.6	2.3	0.0	0.0	0.0	0.0	18
ldling TT	17569762	4812938	326.5	87	64.4	0	0.0	-0.5	1.7	2.5	0.0	0.0	0.0	0.0	19
ldling TT	17569782	4812929	325.7	87	64.6	0	0.0	-0.8	1.4	2.8	0.0	0.0	0.0	0.0	19
ldling TT	17569790	4812919	325.7	87	64.8	0	0.0	-0.9	1.4	2.8	0.0	0.0	0.0	0.0	19
ldling TT	17569630	4812896	323.5	87	62.1	0	0.0	-1.2	2.3	2.1	0.0	0.0	0.0	1.6	23
ldling TT	17569640	4812904	323.5	87	62.2	0	0.0	-1.2	2.3	2.1	0.0	0.0	0.0	1.6	23
ldling TT	17569662	4812914	323.5	87	62.4	0	0.0	-0.7	2.4	2.1	0.0	0.0	0.0	1.8	23
ldling TT	17569666	4812926	323.5	87	62.6	0	0.0	-0.7	1.3	2.3	0.0	0.0	0.0	1.5	23
ldling TT	17569674	4812936	323.5	87	62.7	0	0.0	-0.6	1.3	2.3	0.0	0.0	0.0	1.5	23
ldling TT	17569694	4812945	323.4	87	62.9	0	0.0	-0.2	2.5	2.1	0.0	0.0	0.0	2.0	22
ldling TT	17569720	4812952	324.6	87	63.4	0	0.0	-0.4	1.3	2.4	0.0	0.0	0.0	0.0	21
ldling TT	17569726	4812943	324.9	87	63.6	0	0.0	-0.7	1.3	2.5	0.0	0.0	0.0	0.0	21
ldling TT	17569730	4812934	324.7	87	63.8	0	0.0	-0.8	1.4	2.6	0.0	0.0	0.0	0.0	20
ldling TT	17569736	4812922	324.6	87	64.0	0	0.0	-1.0	1.4	2.6	0.0	0.0	0.0	0.0	20
ldling TT	17569752	4812913	324.6	87	64.2	0	0.0	-0.3	12.7	2.1	0.0	0.0	0.0	0.0	9
ldling TT	17569758	4812904	324.6	87	64.4	0	0.0	-0.3	16.4	2.0	0.0	0.0	0.0	0.0	5
ldling TT	17569762	4812896	324.6	87	64.6	0	0.0	-0.2	17.8	2.0	0.0	0.0	0.0	0.0	3
ldling TT	17569768	4812886	324.6	87	64.8	0	0.0	-0.2	18.6	2.0	0.0	0.0	0.0	0.0	2
Carldling	17569502	4813017	319.9	66	56.6	0	0.0	1.3	1.0	1.2	0.0	0.0	0.0	0.0	6
Carldling	17569474	4813017	319.9	66	55.6	0	0.0	1.5	0.8	1.1	0.0	0.0	0.0	0.0	7
Carldling	17569480	4812992	319.2	66	56.4	0	0.0	1.2	1.5	1.2	0.0	0.0	0.0	0.0	6
Carldling	17569502	4813006	319.6	66	56.5	0	0.0	1.2	1.0	1.2	0.0	0.0	0.0	0.0	6
Carldling	17569496	4812977	319.0	66	57.1	0	0.0	1.2	2.2	1.1	0.0	0.0	0.0	0.0	4
Carldling	17569506	4812958	319.4	66	58.1	0	0.0	1.2	2.4	1.1	0.0	0.0	0.0	0.0	3
Carldling	17569528	4812936	321.5	66	58.9	0	0.0	1.0	1.5	1.5	0.0	0.0	0.0	1.3	4
Carldling	17569566	4812945	321.8	66	59.7	0	0.0	0.1	1.3	1.7	0.0	0.0	0.0	0.0	3
Carldling	17569534	4812968	321.2	66	58.6	0	0.0	0.3	1.1	1.5	0.0	0.0	0.0	0.0	4
Carldling	17569528	4812992	319.6	66	57.8	0	0.0	0.9	1.9	1.3	0.0	0.0	0.0	0.0	4
Carldling	17569502	4812992	319.4	66	56.9	0	0.0	1.1	1.5	1.2	0.0	0.0	0.0	0.0	5
Carldling	17569506	4812984	319.3	66	57.6	0	0.0	0.9	2.1	1.3	0.0	0.0	0.0	0.0	4
Carldling	17569528	4812961	320.3	66	58.3	0	0.0	0.5	1.9	1.4	0.0	0.0	0.0	0.0	4
Carldling	17569570	4812928	322.4	66	60.3	0	0.0	0.1	1.3	1.8	0.0	0.0	0.0	0.0	2
Carldling	17569566	4812914	322.7	66	60.3	0	0.0	0.3	1.5	1.7	0.0	0.0	0.0	0.0	2
RTU 10T	17569544	4812905	330.9	88	60.0	0	0.0	1.9	0.9	2.0	0.0	0.0	0.0	0.0	23
RTU 10T	17569566	4812888	330.9	88	60.7	0	0.0	1.2	1.9	1.5	0.0	0.0	0.0	2.5	25
Carldling	17569602	4812878	323.7	66	61.7	0	0.0	-0.1	6.3	0.4	0.0	0.0	0.0	0.8	--
Carldling	17569602	4812865	323.9	66	61.9	0	0.0	-0.3	9.2	0.3	0.0	0.0	0.0	0.8	--
Carldling	17569470	4813000	319.4	66	55.5	0	0.0	1.3	1.0	1.1	0.0	0.0	0.0	0.0	7
Carldling	17569506	4812974	319.1	66	57.8	0	0.0	0.8	2.4	1.2	0.0	0.0	0.0	0.0	4
Carldling	17569544	4812937	322.4	66	59.6	0	0.0	0.2	0.9	1.6	0.0	0.0	0.0	0.0	4
Carldling	17569474	4813058	319.6	71	54.8	0	0.0	1.6	0.8	1.0	0.0	0.0	0.0	1.8	14
Truck Passby	17569752	4812917	323.5	102	63.3	0	0.0	-2.1	18.4	48.3	0.0	0.0	0.0	0.0	37
EmployeeVeh	17569660	4812967	320.1	92	58.1	0	0.0	2.1	1.7	1.7	0.0	0.0	0.0	0.0	28

Where: Lr = Lx - Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl



STAMSON 5.0                    NORMAL REPORT                    Date: 09-03-2023 10:28:57  
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: vehcal.te                    Time Period: 1 hours  
 Description: **Employee vehicle movement calibration.**

Road data, segment # 1:

```
-----
Car traffic volume : 106 veh/TimePeriod
Medium truck volume : 0 veh/TimePeriod
Heavy truck volume : 0 veh/TimePeriod
Posted speed limit : 40 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)
```

Data for Segment # 1:

```
-----
Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.00 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1:

Source height = 0.50 m

ROAD (0.00 + 46.62 + 0.00) = 46.62 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	49.63	0.00	-3.01	0.00	0.00	0.00	0.00	46.62

Segment Leq : 46.62 dBA

Total Leq All Segments: 46.62 dBA

TOTAL Leq FROM ALL SOURCES:                    49.62 (+ 3 dB to account for slower speeds)

R2	17569442	4813041	318.5												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	56.2	0	0.0	0.7	3.4	1.0	0.0	0.0	0.0	3.0	29
ldling TT	17569666	4812954	322.8	87	58.8	0	0.0	-0.2	0.0	1.6	0.0	0.0	0.0	3.0	30
ldling TT	17569674	4812962	322.9	87	59.0	0	0.0	-0.1	0.0	1.6	0.0	0.0	0.0	3.1	30
ldling TT	17569694	4812974	322.9	87	59.2	0	0.0	0.0	0.0	1.6	0.0	0.0	0.0	3.1	30
ldling TT	17569696	4812982	323.0	87	59.4	0	0.0	0.0	0.0	1.7	0.0	0.0	0.0	3.1	29
ldling TT	17569704	4812991	323.5	87	59.6	0	0.0	0.1	0.0	1.7	0.0	0.0	0.0	2.4	28
ldling TT	17569720	4813000	324.3	87	59.8	0	0.0	0.1	0.0	1.8	0.0	0.0	0.0	2.5	28
ldling TT	17569758	4812950	326.4	87	61.4	0	0.0	-0.8	0.0	2.1	0.0	0.0	0.0	2.5	27
ldling TT	17569762	4812938	326.5	87	61.7	0	0.0	-0.9	0.0	2.1	0.0	0.0	0.0	2.5	27
ldling TT	17569782	4812929	325.7	87	62.0	0	0.0	-1.0	0.0	2.2	0.0	0.0	0.0	2.5	27
ldling TT	17569790	4812919	325.7	87	62.2	0	0.0	-1.1	0.0	2.2	0.0	0.0	0.0	2.5	26
ldling TT	17569630	4812896	323.5	87	58.6	0	0.0	-2.0	1.4	1.7	0.0	0.0	0.0	3.2	31
ldling TT	17569640	4812904	323.5	87	58.7	0	0.0	-1.8	1.4	1.7	0.0	0.0	0.0	3.8	31
ldling TT	17569662	4812914	323.5	87	58.9	0	0.0	-1.2	0.0	1.6	0.0	0.0	0.0	3.1	31
ldling TT	17569666	4812926	323.5	87	59.1	0	0.0	-1.0	0.0	1.6	0.0	0.0	0.0	3.2	31
ldling TT	17569674	4812936	323.5	87	59.3	0	0.0	-0.7	0.0	1.7	0.0	0.0	0.0	3.4	30
ldling TT	17569694	4812945	323.4	87	59.6	0	0.0	-0.5	0.0	1.7	0.0	0.0	0.0	3.9	30
ldling TT	17569720	4812952	324.6	87	60.2	0	0.0	-0.6	0.0	1.8	0.0	0.0	0.0	2.4	28
ldling TT	17569726	4812943	324.9	87	60.5	0	0.0	-0.8	0.0	1.9	0.0	0.0	0.0	2.4	28
ldling TT	17569730	4812934	324.7	87	60.8	0	0.0	-0.9	0.0	1.9	0.0	0.0	0.0	2.4	28
ldling TT	17569736	4812922	324.6	87	61.1	0	0.0	-1.1	0.0	2.0	0.0	0.0	0.0	2.4	28
ldling TT	17569752	4812913	324.6	87	61.4	0	0.0	-0.6	11.0	1.7	0.0	0.0	0.0	0.0	14
ldling TT	17569758	4812904	324.6	87	61.7	0	0.0	-0.6	15.6	1.6	0.0	0.0	0.0	0.7	10
ldling TT	17569762	4812896	324.6	87	62.0	0	0.0	-0.6	17.5	1.6	0.0	0.0	0.0	1.0	8
ldling TT	17569768	4812886	324.6	87	62.2	0	0.0	-0.7	18.6	1.6	0.0	0.0	0.0	1.3	7
Carldling	17569502	4813017	319.9	66	47.2	0	0.0	0.3	0.0	0.3	0.0	0.0	0.0	2.2	20
Carldling	17569474	4813017	319.9	66	44.1	0	0.0	0.2	0.0	0.2	0.0	0.0	0.0	2.2	24
Carldling	17569480	4812992	319.2	66	47.5	0	0.0	0.2	0.7	0.5	0.0	0.0	0.0	2.1	19
Carldling	17569502	4813006	319.6	66	47.3	0	0.0	0.1	0.0	0.3	0.0	0.0	0.0	2.1	20
Carldling	17569496	4812977	319.0	66	49.5	0	0.0	0.1	0.7	0.6	0.0	0.0	0.0	2.2	17
Carldling	17569506	4812958	319.4	66	51.8	0	0.0	-0.2	0.7	0.7	0.0	0.0	0.0	2.3	15
Carldling	17569528	4812936	321.5	66	53.6	0	0.0	-0.6	0.0	0.6	0.0	0.0	0.0	3.1	15
Carldling	17569566	4812945	321.8	66	54.7	0	0.0	-0.5	0.6	0.9	0.0	0.0	0.0	2.3	13
Carldling	17569534	4812968	321.2	66	52.5	0	0.0	-0.3	0.0	0.5	0.0	0.0	0.0	2.3	15
Carldling	17569528	4812992	319.6	66	50.5	0	0.0	0.2	0.7	0.6	0.0	0.0	0.0	2.2	16
Carldling	17569502	4812992	319.4	66	48.6	0	0.0	0.2	0.7	0.5	0.0	0.0	0.0	2.6	19
Carldling	17569506	4812984	319.3	66	50.2	0	0.0	0.1	0.7	0.6	0.0	0.0	0.0	2.2	17
Carldling	17569528	4812961	320.3	66	52.1	0	0.0	-0.4	0.0	0.5	0.0	0.0	0.0	2.3	16
Carldling	17569570	4812928	322.4	66	55.7	0	0.0	-0.9	0.0	0.7	0.0	0.0	0.0	2.3	13
Carldling	17569566	4812914	322.7	66	55.9	0	0.0	-1.0	0.0	0.7	0.0	0.0	0.0	2.5	13
RTU 10T	17569544	4812905	330.9	88	55.7	0	0.0	0.6	2.9	1.1	0.0	0.0	0.0	2.9	30
RTU 10T	17569566	4812888	330.9	88	56.8	0	0.0	0.7	3.4	1.1	0.0	0.0	0.0	3.2	29
Carldling	17569602	4812878	323.7	66	58.2	0	0.0	-1.2	0.0	0.9	0.0	0.0	0.0	2.8	11
Carldling	17569602	4812865	323.9	66	58.5	0	0.0	-1.3	0.0	0.9	0.0	0.0	0.0	3.0	11
Carldling	17569470	4813000	319.4	66	45.2	0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	2.1	23
Carldling	17569506	4812974	319.1	66	50.9	0	0.0	-0.1	0.8	0.7	0.0	0.0	0.0	2.3	16
Carldling	17569544	4812937	322.4	66	54.5	0	0.0	-0.7	0.0	0.6	0.0	0.0	0.0	2.3	14
Carldling	17569474	4813058	319.6	71	42.3	0	0.0	0.5	0.0	0.2	0.0	0.0	0.0	0.0	28
Truck Passby	17569752	4812919	323.4	102	60.5	0	0.0	-2.8	2.3	34.7	0.0	0.0	0.0	2.6	46
EmployeeVeh	17569656	4812974	320.2	92	48.4	0	0.0	1.2	0.3	0.6	0.0	0.0	0.0	2.2	44

Where: Lr = Lx - Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl



R3	17569468	4813083	318.5												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	57.2	0	0.0	1.6	2.7	1.1	0.0	0.0	0.0	1.7	27
ldling TT	17569666	4812954	322.8	87	58.6	0	0.0	0.6	3.1	1.6	0.0	0.0	0.0	3.4	27
ldling TT	17569674	4812962	322.9	87	58.7	0	0.0	1.2	6.7	1.3	0.0	0.0	0.0	3.8	23
ldling TT	17569694	4812974	322.9	87	58.8	0	0.0	1.6	8.3	1.1	0.0	0.0	0.0	4.7	22
ldling TT	17569696	4812982	323.0	87	59.0	0	0.0	1.8	8.7	1.1	0.0	0.0	0.0	0.0	17
ldling TT	17569704	4812991	323.5	87	59.1	0	0.0	1.6	8.2	1.2	0.0	0.0	0.0	0.0	17
ldling TT	17569720	4813000	324.3	87	59.3	0	0.0	1.1	5.7	1.4	0.0	0.0	0.0	0.0	20
ldling TT	17569758	4812950	326.4	87	61.1	0	0.0	0.4	6.6	1.6	0.0	0.0	0.0	0.0	18
ldling TT	17569762	4812938	326.5	87	61.4	0	0.0	0.3	6.5	1.7	0.0	0.0	0.0	0.0	17
ldling TT	17569782	4812929	325.7	87	61.7	0	0.0	0.2	6.4	1.7	0.0	0.0	0.0	0.0	17
ldling TT	17569790	4812919	325.7	87	62.0	0	0.0	0.1	6.1	1.8	0.0	0.0	0.0	0.0	17
ldling TT	17569630	4812896	323.5	87	58.9	0	0.0	-1.1	0.0	1.6	0.0	0.0	0.0	2.7	31
ldling TT	17569640	4812904	323.5	87	58.9	0	0.0	-0.1	0.0	1.6	0.0	0.0	0.0	2.8	30
ldling TT	17569662	4812914	323.5	87	59.0	0	0.0	-0.1	0.0	1.6	0.0	0.0	0.0	2.2	29
ldling TT	17569666	4812926	323.5	87	59.1	0	0.0	-0.1	0.0	1.6	0.0	0.0	0.0	2.2	29
ldling TT	17569674	4812936	323.5	87	59.2	0	0.0	-0.1	0.0	1.6	0.0	0.0	0.0	2.2	29
ldling TT	17569694	4812945	323.4	87	59.4	0	0.0	0.3	3.9	1.6	0.0	0.0	0.0	3.2	25
ldling TT	17569720	4812952	324.6	87	59.9	0	0.0	0.7	6.4	1.4	0.0	0.0	0.0	0.0	19
ldling TT	17569726	4812943	324.9	87	60.3	0	0.0	0.4	6.0	1.5	0.0	0.0	0.0	0.0	19
ldling TT	17569730	4812934	324.7	87	60.6	0	0.0	0.1	5.4	1.6	0.0	0.0	0.0	0.0	19
ldling TT	17569736	4812922	324.6	87	61.0	0	0.0	-0.1	4.6	1.8	0.0	0.0	0.0	0.0	20
ldling TT	17569752	4812913	324.6	87	61.3	0	0.0	-0.3	3.8	1.9	0.0	0.0	0.0	0.0	21
ldling TT	17569758	4812904	324.6	87	61.6	0	0.0	0.1	17.9	1.5	0.0	0.0	0.0	0.0	6
ldling TT	17569762	4812896	324.6	87	61.9	0	0.0	0.3	20.0	1.6	0.0	0.0	0.0	0.0	4
ldling TT	17569768	4812886	324.6	87	62.2	0	0.0	0.4	18.7	1.4	0.0	0.0	0.0	0.0	5
Carldling	17569502	4813017	319.9	66	48.4	0	0.0	0.7	0.0	0.4	0.0	0.0	0.0	0.0	16
Carldling	17569474	4813017	319.9	66	47.6	0	0.0	0.7	0.0	0.4	0.0	0.0	0.0	0.0	17
Carldling	17569480	4812992	319.2	66	50.5	0	0.0	0.7	0.6	0.6	0.0	0.0	0.0	0.0	13
Carldling	17569502	4813006	319.6	66	49.3	0	0.0	0.5	0.0	0.4	0.0	0.0	0.0	0.0	16
Carldling	17569496	4812977	319.0	66	51.8	0	0.0	0.7	1.2	0.8	0.0	0.0	0.0	0.6	12
Carldling	17569506	4812958	319.4	66	53.5	0	0.0	0.3	1.3	0.9	0.0	0.0	0.0	0.6	10
Carldling	17569528	4812936	321.5	66	55.0	0	0.0	-0.4	0.0	0.6	0.0	0.0	0.0	1.5	12
Carldling	17569566	4812945	321.8	66	55.4	0	0.0	0.1	0.0	0.7	0.0	0.0	0.0	0.0	10
Carldling	17569534	4812968	321.2	66	53.5	0	0.0	0.3	0.0	0.6	0.0	0.0	0.0	0.0	12
Carldling	17569528	4812992	319.6	66	51.5	0	0.0	1.0	0.7	0.7	0.0	0.0	0.0	0.5	13
Carldling	17569502	4812992	319.4	66	50.7	0	0.0	0.7	0.6	0.6	0.0	0.0	0.0	0.0	13
Carldling	17569506	4812984	319.3	66	51.7	0	0.0	0.7	1.0	0.8	0.0	0.0	0.0	0.6	12
Carldling	17569528	4812961	320.3	66	53.5	0	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0	12
Carldling	17569570	4812928	322.4	66	56.4	0	0.0	-0.2	0.0	0.7	0.0	0.0	0.0	0.0	9
Carldling	17569566	4812914	322.7	66	56.7	0	0.0	-0.4	0.0	0.8	0.0	0.0	0.0	0.6	9
RTU 10T	17569544	4812905	330.9	88	56.7	0	0.0	1.4	2.1	1.4	0.0	0.0	0.0	0.7	27
RTU 10T	17569566	4812888	330.9	88	57.7	0	0.0	1.6	2.4	1.1	0.0	0.0	0.0	3.0	28
Carldling	17569602	4812878	323.7	66	58.8	0	0.0	-0.6	0.0	0.9	0.0	0.0	0.0	2.5	9
Carldling	17569602	4812865	323.9	66	59.1	0	0.0	-0.7	0.0	0.9	0.0	0.0	0.0	2.7	9
Carldling	17569470	4813000	319.4	66	49.4	0	0.0	0.6	0.0	0.5	0.0	0.0	0.0	0.0	15
Carldling	17569506	4812974	319.1	66	52.5	0	0.0	0.6	1.4	0.9	0.0	0.0	0.0	0.6	11
Carldling	17569544	4812937	322.4	66	55.4	0	0.0	-0.2	0.0	0.7	0.0	0.0	0.0	0.0	10
Carldling	17569474	4813058	319.6	71	39.0	0	0.0	0.3	0.0	0.1	0.0	0.0	0.0	0.0	31
Truck Passby	17569752	4812935	323.3	102	60.8	0	0.0	-2.3	0.0	36.2	0.0	0.0	0.0	1.3	44
EmployeeVeh	17569658	4812974	320.2	92	48.1	0	0.0	1.9	0.3	0.5	0.0	0.0	0.0	0.7	42

Where: Lr = Lx - Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl

R4	17569494	4813114	319.1												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	58.0	0	0.0	2.0	2.8	1.0	0.0	0.0	0.0	2.8	27
ldling TT	17569666	4812954	322.8	87	58.5	0	0.0	0.1	0.0	1.5	0.0	0.0	0.0	2.9	30
ldling TT	17569674	4812962	322.9	87	58.6	0	0.0	0.1	0.0	1.5	0.0	0.0	0.0	2.9	30
ldling TT	17569694	4812974	322.9	87	58.6	0	0.0	0.1	0.1	1.5	0.0	0.0	0.0	2.3	29
ldling TT	17569696	4812982	323.0	87	58.7	0	0.0	0.1	0.1	1.5	0.0	0.0	0.0	2.3	29
ldling TT	17569704	4812991	323.5	87	58.8	0	0.0	0.1	0.1	1.6	0.0	0.0	0.0	2.3	29
ldling TT	17569720	4813000	324.3	87	58.9	0	0.0	0.1	0.0	1.6	0.0	0.0	0.0	2.3	29
ldling TT	17569758	4812950	326.4	87	60.9	0	0.0	-0.7	0.0	1.9	0.0	0.0	0.0	2.3	27
ldling TT	17569762	4812938	326.5	87	61.2	0	0.0	-0.8	0.0	2.0	0.0	0.0	0.0	2.3	27
ldling TT	17569782	4812929	325.7	87	61.6	0	0.0	-0.8	0.1	2.1	0.0	0.0	0.0	2.3	27
ldling TT	17569790	4812919	325.7	87	61.9	0	0.0	-0.9	0.1	2.1	0.0	0.0	0.0	2.3	26
ldling TT	17569630	4812896	323.5	87	59.3	0	0.0	-0.1	0.0	1.7	0.0	0.0	0.0	3.7	30
ldling TT	17569640	4812904	323.5	87	59.2	0	0.0	-0.1	0.0	1.6	0.0	0.0	0.0	3.7	30
ldling TT	17569662	4812914	323.5	87	59.2	0	0.0	-0.1	0.0	1.6	0.0	0.0	0.0	3.7	30
ldling TT	17569666	4812926	323.5	87	59.2	0	0.0	-0.1	0.0	1.6	0.0	0.0	0.0	3.7	30
ldling TT	17569674	4812936	323.5	87	59.2	0	0.0	-0.1	0.0	1.6	0.0	0.0	0.0	3.7	30
ldling TT	17569694	4812945	323.4	87	59.3	0	0.0	-0.1	0.0	1.6	0.0	0.0	0.0	3.7	30
ldling TT	17569720	4812952	324.6	87	59.8	0	0.0	-0.3	0.0	1.7	0.0	0.0	0.0	2.3	28
ldling TT	17569726	4812943	324.9	87	60.2	0	0.0	-0.5	0.0	1.8	0.0	0.0	0.0	2.3	28
ldling TT	17569730	4812934	324.7	87	60.5	0	0.0	-0.6	0.1	1.9	0.0	0.0	0.0	2.3	28
ldling TT	17569736	4812922	324.6	87	60.9	0	0.0	-0.7	0.1	1.9	0.0	0.0	0.0	2.3	27
ldling TT	17569752	4812913	324.6	87	61.2	0	0.0	-0.8	0.1	2.0	0.0	0.0	0.0	2.3	27
ldling TT	17569758	4812904	324.6	87	61.5	0	0.0	-0.8	0.1	2.1	0.0	0.0	0.0	2.3	27
ldling TT	17569762	4812896	324.6	87	61.8	0	0.0	-0.9	0.1	2.1	0.0	0.0	0.0	2.3	26
ldling TT	17569768	4812886	324.6	87	62.1	0	0.0	-0.9	0.1	2.2	0.0	0.0	0.0	2.3	26
Carldling	17569502	4813017	319.9	66	50.8	0	0.0	0.9	0.0	0.5	0.0	0.0	0.0	1.4	15
Carldling	17569474	4813017	319.9	66	50.9	0	0.0	0.8	0.0	0.5	0.0	0.0	0.0	0.0	14
Carldling	17569480	4812992	319.2	66	52.9	0	0.0	0.5	0.0	0.5	0.0	0.0	0.0	0.0	12
Carldling	17569502	4813006	319.6	66	51.7	0	0.0	0.7	0.0	0.6	0.0	0.0	0.0	1.5	14
Carldling	17569496	4812977	319.0	66	53.7	0	0.0	0.8	1.0	0.9	0.0	0.0	0.0	0.0	9
Carldling	17569506	4812958	319.4	66	55.0	0	0.0	0.6	1.0	1.0	0.0	0.0	0.0	1.8	10
Carldling	17569528	4812936	321.5	66	56.2	0	0.0	0.5	3.8	0.3	0.0	0.0	0.0	3.0	8
Carldling	17569566	4812945	321.8	66	56.2	0	0.0	0.1	0.0	0.7	0.0	0.0	0.0	0.0	9
Carldling	17569534	4812968	321.2	66	54.6	0	0.0	1.4	4.5	0.2	0.0	0.0	0.0	0.0	5
Carldling	17569528	4812992	319.6	66	53.0	0	0.0	1.9	4.9	0.1	0.0	0.0	0.0	3.8	10
Carldling	17569502	4812992	319.4	66	52.8	0	0.0	0.6	0.0	0.5	0.0	0.0	0.0	1.5	13
Carldling	17569506	4812984	319.3	66	53.4	0	0.0	1.3	3.2	0.3	0.0	0.0	0.0	2.6	10
Carldling	17569528	4812961	320.3	66	54.8	0	0.0	1.1	4.4	0.2	0.0	0.0	0.0	3.4	9
Carldling	17569570	4812928	322.4	66	57.1	0	0.0	-0.2	0.0	0.8	0.0	0.0	0.0	0.0	8
Carldling	17569566	4812914	322.7	66	57.5	0	0.0	0.3	3.1	0.5	0.0	0.0	0.0	1.1	6
RTU 10T	17569544	4812905	330.9	88	57.6	0	0.0	2.0	2.7	0.9	0.0	0.0	0.0	3.1	27
RTU 10T	17569566	4812888	330.9	88	58.5	0	0.0	1.9	2.7	1.0	0.0	0.0	0.0	2.0	25
Carldling	17569602	4812878	323.7	66	59.3	0	0.0	-0.5	0.0	1.0	0.0	0.0	0.0	2.0	8
Carldling	17569602	4812865	323.9	66	59.6	0	0.0	-0.5	0.0	1.0	0.0	0.0	0.0	2.5	8
Carldling	17569470	4813000	319.4	66	52.4	0	0.0	0.7	0.0	0.6	0.0	0.0	0.0	0.0	12
Carldling	17569506	4812974	319.1	66	54.1	0	0.0	1.0	2.9	0.4	0.0	0.0	0.0	2.3	10
Carldling	17569544	4812937	322.4	66	56.3	0	0.0	0.6	3.9	0.3	0.0	0.0	0.0	0.9	6
Carldling	17569474	4813058	319.6	71	46.5	0	0.0	0.7	0.0	0.3	0.0	0.0	0.0	0.0	23
Truck Passby	17569750	4812927	323.2	102	61.1	0	0.0	-1.6	0.0	37.4	0.0	0.0	0.0	1.9	44
EmployeeVeh	17569668	4812956	320.2	92	51.9	0	0.0	2.0	1.2	0.9	0.0	0.0	0.0	0.7	37

Where: Lr = Lx - Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl

R5	17569526	4813047	319.5												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	54.6	0	0.0	1.5	2.9	0.9	0.0	0.0	0.0	0.8	29
ldling TT	17569666	4812954	322.8	87	55.7	0	0.0	0.1	0.4	1.1	0.0	0.0	0.0	2.5	32
ldling TT	17569674	4812962	322.9	87	55.9	0	0.0	0.2	0.9	1.1	0.0	0.0	0.0	1.1	30
ldling TT	17569694	4812974	322.9	87	56.1	0	0.0	0.2	1.0	1.1	0.0	0.0	0.0	1.0	30
ldling TT	17569696	4812982	323.0	87	56.3	0	0.0	0.1	1.0	1.2	0.0	0.0	0.0	0.0	29
ldling TT	17569704	4812991	323.5	87	56.5	0	0.0	0.1	0.8	1.2	0.0	0.0	0.0	0.0	29
ldling TT	17569720	4813000	324.3	87	56.8	0	0.0	0.1	0.3	1.3	0.0	0.0	0.0	0.0	29
ldling TT	17569758	4812950	326.4	87	59.1	0	0.0	-0.7	0.3	1.6	0.0	0.0	0.0	0.0	27
ldling TT	17569762	4812938	326.5	87	59.5	0	0.0	-0.8	0.5	1.7	0.0	0.0	0.0	0.0	26
ldling TT	17569782	4812929	325.7	87	59.9	0	0.0	-0.9	0.9	1.8	0.0	0.0	0.0	0.0	26
ldling TT	17569790	4812919	325.7	87	60.2	0	0.0	-1.0	1.0	1.8	0.0	0.0	0.0	0.0	25
ldling TT	17569630	4812896	323.5	87	56.4	0	0.0	-0.1	0.0	1.2	0.0	0.0	0.0	3.2	33
ldling TT	17569640	4812904	323.5	87	56.3	0	0.0	-0.1	0.0	1.2	0.0	0.0	0.0	3.1	33
ldling TT	17569662	4812914	323.5	87	56.4	0	0.0	-0.1	0.0	1.2	0.0	0.0	0.0	3.1	33
ldling TT	17569666	4812926	323.5	87	56.5	0	0.0	-0.1	0.1	1.2	0.0	0.0	0.0	3.1	33
ldling TT	17569674	4812936	323.5	87	56.6	0	0.0	-0.1	0.1	1.3	0.0	0.0	0.0	3.1	33
ldling TT	17569694	4812945	323.4	87	56.8	0	0.0	-0.2	0.5	1.3	0.0	0.0	0.0	3.3	32
ldling TT	17569720	4812952	324.6	87	57.6	0	0.0	-0.3	0.7	1.4	0.0	0.0	0.0	0.0	28
ldling TT	17569726	4812943	324.9	87	58.0	0	0.0	-0.5	0.6	1.4	0.0	0.0	0.0	0.0	28
ldling TT	17569730	4812934	324.7	87	58.5	0	0.0	-0.7	0.7	1.5	0.0	0.0	0.0	0.0	27
ldling TT	17569736	4812922	324.6	87	58.9	0	0.0	-0.8	0.7	1.6	0.0	0.0	0.0	0.0	27
ldling TT	17569752	4812913	324.6	87	59.3	0	0.0	-0.8	0.7	1.6	0.0	0.0	0.0	2.1	28
ldling TT	17569758	4812904	324.6	87	59.6	0	0.0	-0.8	5.0	1.8	0.0	0.0	0.0	4.4	26
ldling TT	17569762	4812896	324.6	87	60.0	0	0.0	-0.4	9.9	1.5	0.0	0.0	0.0	0.0	16
ldling TT	17569768	4812886	324.6	87	60.4	0	0.0	-0.3	13.0	1.4	0.0	0.0	0.0	0.0	13
Carldling	17569502	4813017	319.9	66	42.8	0	0.0	0.3	0.0	0.2	0.0	0.0	0.0	0.0	23
Carldling	17569474	4813017	319.9	66	45.8	0	0.0	0.1	0.0	0.3	0.0	0.0	0.0	0.0	20
Carldling	17569480	4812992	319.2	66	47.8	0	0.0	0.2	0.6	0.5	0.0	0.0	0.0	0.0	17
Carldling	17569502	4813006	319.6	66	45.1	0	0.0	0.1	0.0	0.2	0.0	0.0	0.0	0.0	20
Carldling	17569496	4812977	319.0	66	48.6	0	0.0	0.3	0.6	0.5	0.0	0.0	0.0	0.0	16
Carldling	17569506	4812958	319.4	66	50.2	0	0.0	0.5	0.6	0.6	0.0	0.0	0.0	0.0	14
Carldling	17569528	4812936	321.5	66	52.0	0	0.0	0.1	0.0	0.5	0.0	0.0	0.0	0.0	13
Carldling	17569566	4812945	321.8	66	51.6	0	0.0	0.2	0.0	0.5	0.0	0.0	0.0	0.0	14
Carldling	17569534	4812968	321.2	66	49.0	0	0.0	0.4	0.0	0.4	0.0	0.0	0.0	0.0	16
Carldling	17569528	4812992	319.6	66	45.9	0	0.0	0.5	0.0	0.3	0.0	0.0	0.0	0.0	19
Carldling	17569502	4812992	319.4	66	46.8	0	0.0	0.3	0.6	0.4	0.0	0.0	0.0	0.0	18
Carldling	17569506	4812984	319.3	66	47.1	0	0.0	0.6	0.6	0.4	0.0	0.0	0.0	0.0	17
Carldling	17569528	4812961	320.3	66	49.6	0	0.0	0.4	0.0	0.4	0.0	0.0	0.0	0.0	15
Carldling	17569570	4812928	322.4	66	53.1	0	0.0	-0.1	0.0	0.5	0.0	0.0	0.0	0.0	12
Carldling	17569566	4812914	322.7	66	53.8	0	0.0	-0.3	0.0	0.6	0.0	0.0	0.0	1.7	14
RTU 10T	17569544	4812905	330.9	88	54.1	0	0.0	1.5	2.9	0.8	0.0	0.0	0.0	0.6	29
RTU 10T	17569566	4812888	330.9	88	55.3	0	0.0	1.1	1.1	1.0	0.0	0.0	0.0	0.0	29
Carldling	17569602	4812878	323.7	66	56.4	0	0.0	-0.7	0.0	0.7	0.0	0.0	0.0	2.5	12
Carldling	17569602	4812865	323.9	66	56.9	0	0.0	-0.7	0.0	0.8	0.0	0.0	0.0	2.1	11
Carldling	17569470	4813000	319.4	66	48.1	0	0.0	0.2	0.6	0.5	0.0	0.0	0.0	0.0	16
Carldling	17569506	4812974	319.1	66	48.5	0	0.0	0.6	0.6	0.5	0.0	0.0	0.0	0.0	16
Carldling	17569544	4812937	322.4	66	52.0	0	0.0	0.1	0.0	0.5	0.0	0.0	0.0	0.0	13
Carldling	17569474	4813058	319.6	71	45.6	0	0.0	0.7	0.0	0.3	0.0	0.0	0.0	0.0	24
Truck Passby	17569748	4812931	323.2	102	58.8	0	0.0	-1.9	0.0	28.8	0.0	0.0	0.0	0.8	48
EmployeeVeh	17569656	4812974	320.2	92	47.4	0	0.0	1.0	0.2	0.5	0.0	0.0	0.0	0.0	43

Where: Lr = Lx - Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl



R6	17569530	4813164	320.8												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	59.5	0	0.0	1.4	1.2	1.0	0.0	0.0	0.0	1.1	26
ldling TT	17569666	4812954	322.8	87	59.0	0	0.0	0.1	0.0	1.6	0.0	0.0	0.0	1.4	28
ldling TT	17569674	4812962	322.9	87	59.0	0	0.0	0.1	0.0	1.6	0.0	0.0	0.0	1.3	28
ldling TT	17569694	4812974	322.9	87	58.9	0	0.0	0.1	0.0	1.6	0.0	0.0	0.0	0.0	27
ldling TT	17569696	4812982	323.0	87	58.9	0	0.0	0.1	0.0	1.6	0.0	0.0	0.0	0.0	27
ldling TT	17569704	4812991	323.5	87	58.8	0	0.0	0.1	0.0	1.6	0.0	0.0	0.0	0.0	27
ldling TT	17569720	4813000	324.3	87	58.8	0	0.0	0.1	0.0	1.6	0.0	0.0	0.0	0.0	27
ldling TT	17569758	4812950	326.4	87	60.9	0	0.0	-0.7	0.0	2.0	0.0	0.0	0.0	0.0	25
ldling TT	17569762	4812938	326.5	87	61.3	0	0.0	-0.7	0.0	2.0	0.0	0.0	0.0	0.0	25
ldling TT	17569782	4812929	325.7	87	61.6	0	0.0	-0.8	0.6	2.1	0.0	0.0	0.0	0.0	24
ldling TT	17569790	4812919	325.7	87	62.0	0	0.0	-0.9	1.3	2.2	0.0	0.0	0.0	0.0	23
ldling TT	17569630	4812896	323.5	87	60.2	0	0.0	-0.1	0.0	1.8	0.0	0.0	0.0	3.7	29
ldling TT	17569640	4812904	323.5	87	60.0	0	0.0	-0.1	0.0	1.8	0.0	0.0	0.0	2.2	28
ldling TT	17569662	4812914	323.5	87	59.9	0	0.0	-0.1	0.0	1.8	0.0	0.0	0.0	2.2	28
ldling TT	17569666	4812926	323.5	87	59.8	0	0.0	-0.1	0.0	1.7	0.0	0.0	0.0	2.2	28
ldling TT	17569674	4812936	323.5	87	59.7	0	0.0	-0.2	0.0	1.7	0.0	0.0	0.0	2.2	28
ldling TT	17569694	4812945	323.4	87	59.7	0	0.0	-0.2	0.0	1.7	0.0	0.0	0.0	2.2	28
ldling TT	17569720	4812952	324.6	87	60.0	0	0.0	-0.3	0.0	1.8	0.0	0.0	0.0	0.0	26
ldling TT	17569726	4812943	324.9	87	60.4	0	0.0	-0.5	0.0	1.9	0.0	0.0	0.0	0.0	26
ldling TT	17569730	4812934	324.7	87	60.7	0	0.0	-0.6	0.0	1.9	0.0	0.0	0.0	0.0	25
ldling TT	17569736	4812922	324.6	87	61.1	0	0.0	-0.7	0.0	2.0	0.0	0.0	0.0	0.0	25
ldling TT	17569752	4812913	324.6	87	61.4	0	0.0	-0.8	0.0	2.1	0.0	0.0	0.0	0.0	25
ldling TT	17569758	4812904	324.6	87	61.7	0	0.0	-0.8	0.0	2.1	0.0	0.0	0.0	0.0	24
ldling TT	17569762	4812896	324.6	87	62.0	0	0.0	-0.9	0.0	2.2	0.0	0.0	0.0	0.0	24
ldling TT	17569768	4812886	324.6	87	62.3	0	0.0	-0.9	0.0	2.3	0.0	0.0	0.0	0.0	24
Carldling	17569502	4813017	319.9	66	54.5	0	0.0	1.7	2.5	0.4	0.0	0.0	0.0	2.4	9
Carldling	17569474	4813017	319.9	66	54.8	0	0.0	0.8	0.0	0.8	0.0	0.0	0.0	1.4	11
Carldling	17569480	4812992	319.2	66	56.1	0	0.0	1.1	3.6	0.3	0.0	0.0	0.0	0.5	5
Carldling	17569502	4813006	319.6	66	55.2	0	0.0	1.5	3.3	0.3	0.0	0.0	0.0	2.8	8
Carldling	17569496	4812977	319.0	66	56.6	0	0.0	0.8	1.5	0.7	0.0	0.0	0.0	2.1	8
Carldling	17569506	4812958	319.4	66	57.4	0	0.0	0.3	0.0	0.8	0.0	0.0	0.0	0.0	7
Carldling	17569528	4812936	321.5	66	58.2	0	0.0	0.1	0.0	0.9	0.0	0.0	0.0	0.0	7
Carldling	17569566	4812945	321.8	66	57.9	0	0.0	0.3	0.0	0.8	0.0	0.0	0.0	0.0	7
Carldling	17569534	4812968	321.2	66	56.8	0	0.0	0.5	0.0	0.8	0.0	0.0	0.0	0.0	8
Carldling	17569528	4812992	319.6	66	55.7	0	0.0	0.8	0.0	0.8	0.0	0.0	0.0	0.0	9
Carldling	17569502	4812992	319.4	66	55.9	0	0.0	0.6	0.0	0.7	0.0	0.0	0.0	1.4	10
Carldling	17569506	4812984	319.3	66	56.1	0	0.0	0.7	0.0	0.7	0.0	0.0	0.0	0.0	8
Carldling	17569528	4812961	320.3	66	57.1	0	0.0	0.5	0.0	0.8	0.0	0.0	0.0	0.0	8
Carldling	17569570	4812928	322.4	66	58.6	0	0.0	0.1	0.0	0.9	0.0	0.0	0.0	0.0	6
Carldling	17569566	4812914	322.7	66	59.0	0	0.0	-0.1	0.0	0.9	0.0	0.0	0.0	1.8	8
RTU 10T	17569544	4812905	330.9	88	59.2	0	0.0	1.4	1.1	1.0	0.0	0.0	0.0	0.9	26
RTU 10T	17569566	4812888	330.9	88	59.9	0	0.0	1.5	1.5	0.9	0.0	0.0	0.0	1.8	26
Carldling	17569602	4812878	323.7	66	60.4	0	0.0	-0.1	0.0	1.1	0.0	0.0	0.0	2.8	7
Carldling	17569602	4812865	323.9	66	60.7	0	0.0	-0.2	0.0	1.1	0.0	0.0	0.0	2.2	6
Carldling	17569470	4813000	319.4	66	55.8	0	0.0	0.6	0.0	0.7	0.0	0.0	0.0	1.4	10
Carldling	17569506	4812974	319.1	66	56.6	0	0.0	0.5	0.0	0.8	0.0	0.0	0.0	0.0	8
Carldling	17569544	4812937	322.4	66	58.1	0	0.0	0.0	0.0	0.9	0.0	0.0	0.0	0.0	7
Carldling	17569474	4813058	319.6	71	52.5	0	0.0	1.0	0.0	0.6	0.0	0.0	0.0	2.4	19
Truck Passby	17569752	4812927	323.4	102	61.8	0	0.0	-1.6	0.0	40.8	0.0	0.0	0.0	1.1	42
EmployeeVeh	17569660	4812967	320.1	92	56.7	0	0.0	0.6	1.0	1.5	0.0	0.0	0.0	1.3	33

Where: Lr = Lx - Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl





R7	17569598	4813231	323.3												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	61.5	0	0.0	1.3	0.1	1.5	0.0	0.0	0.0	1.5	25
ldling TT	17569666	4812954	322.8	87	60.1	0	0.0	0.1	0.1	1.8	0.0	0.0	0.0	1.6	27
ldling TT	17569674	4812962	322.9	87	60.0	0	0.0	0.1	0.1	1.8	0.0	0.0	0.0	0.0	25
ldling TT	17569694	4812974	322.9	87	59.8	0	0.0	0.1	0.1	1.7	0.0	0.0	0.0	0.0	26
ldling TT	17569696	4812982	323.0	87	59.6	0	0.0	0.1	0.1	1.7	0.0	0.0	0.0	0.0	26
ldling TT	17569704	4812991	323.5	87	59.4	0	0.0	0.1	0.1	1.7	0.0	0.0	0.0	0.0	26
ldling TT	17569720	4813000	324.3	87	59.3	0	0.0	0.1	0.1	1.6	0.0	0.0	0.0	0.0	26
ldling TT	17569758	4812950	326.4	87	61.2	0	0.0	-0.7	0.1	2.0	0.0	0.0	0.0	0.0	25
ldling TT	17569762	4812938	326.5	87	61.6	0	0.0	-0.7	0.1	2.1	0.0	0.0	0.0	0.0	24
ldling TT	17569782	4812929	325.7	87	61.9	0	0.0	-0.7	2.2	2.0	0.0	0.0	0.0	0.0	22
ldling TT	17569790	4812919	325.7	87	62.2	0	0.0	-0.6	2.2	2.8	0.0	0.0	0.0	0.0	21
ldling TT	17569630	4812896	323.5	87	61.6	0	0.0	-0.2	0.1	2.1	0.0	0.0	0.0	3.7	27
ldling TT	17569640	4812904	323.5	87	61.4	0	0.0	-0.2	0.1	2.0	0.0	0.0	0.0	3.5	27
ldling TT	17569662	4812914	323.5	87	61.1	0	0.0	-0.2	0.1	2.0	0.0	0.0	0.0	3.3	28
ldling TT	17569666	4812926	323.5	87	60.9	0	0.0	-0.2	0.1	1.9	0.0	0.0	0.0	2.3	27
ldling TT	17569674	4812936	323.5	87	60.7	0	0.0	-0.2	0.1	1.9	0.0	0.0	0.0	2.2	27
ldling TT	17569694	4812945	323.4	87	60.6	0	0.0	-0.2	0.1	1.9	0.0	0.0	0.0	0.0	25
ldling TT	17569720	4812952	324.6	87	60.7	0	0.0	-0.4	0.1	1.9	0.0	0.0	0.0	0.0	25
ldling TT	17569726	4812943	324.9	87	61.0	0	0.0	-0.6	0.1	2.0	0.0	0.0	0.0	0.0	25
ldling TT	17569730	4812934	324.7	87	61.3	0	0.0	-0.6	0.1	2.0	0.0	0.0	0.0	0.0	24
ldling TT	17569736	4812922	324.6	87	61.6	0	0.0	-0.7	0.1	2.1	0.0	0.0	0.0	0.0	24
ldling TT	17569752	4812913	324.6	87	61.9	0	0.0	-0.8	0.1	2.2	0.0	0.0	0.0	0.0	24
ldling TT	17569758	4812904	324.6	87	62.2	0	0.0	-0.8	0.9	2.2	0.0	0.0	0.0	2.8	26
ldling TT	17569762	4812896	324.6	87	62.5	0	0.0	-0.8	2.2	2.2	0.0	0.0	0.0	3.5	25
ldling TT	17569768	4812886	324.6	87	62.8	0	0.0	-0.7	3.0	2.1	0.0	0.0	0.0	3.9	24
Carldling	17569502	4813017	319.9	66	58.4	0	0.0	0.6	0.9	1.3	0.0	0.0	0.0	0.0	5
Carldling	17569474	4813017	319.9	66	58.8	0	0.0	1.5	7.9	0.2	0.0	0.0	0.0	0.0	--
Carldling	17569480	4812992	319.2	66	59.5	0	0.0	1.0	2.5	0.9	0.0	0.0	0.0	0.0	2
Carldling	17569502	4813006	319.6	66	58.9	0	0.0	1.2	1.0	0.5	0.0	0.0	0.0	0.0	4
Carldling	17569496	4812977	319.0	66	59.8	0	0.0	0.9	1.1	0.6	0.0	0.0	0.0	0.0	4
Carldling	17569506	4812958	319.4	66	60.2	0	0.0	0.8	1.1	0.6	0.0	0.0	0.0	0.0	3
Carldling	17569528	4812936	321.5	66	60.7	0	0.0	0.4	1.2	0.7	0.0	0.0	0.0	0.0	3
Carldling	17569566	4812945	321.8	66	60.2	0	0.0	1.0	1.1	0.6	0.0	0.0	0.0	0.6	4
Carldling	17569534	4812968	321.2	66	59.7	0	0.0	0.9	1.1	0.6	0.0	0.0	0.0	0.0	4
Carldling	17569528	4812992	319.6	66	59.0	0	0.0	0.5	1.0	1.3	0.0	0.0	0.0	0.0	4
Carldling	17569502	4812992	319.4	66	59.3	0	0.0	1.1	1.0	0.5	0.0	0.0	0.0	0.0	4
Carldling	17569506	4812984	319.3	66	59.4	0	0.0	1.2	1.0	0.5	0.0	0.0	0.0	0.0	4
Carldling	17569528	4812961	320.3	66	59.9	0	0.0	0.9	1.1	0.6	0.0	0.0	0.0	0.0	3
Carldling	17569570	4812928	322.4	66	60.7	0	0.0	0.9	1.1	0.6	0.0	0.0	0.0	1.1	4
Carldling	17569566	4812914	322.7	66	61.1	0	0.0	0.6	1.1	0.7	0.0	0.0	0.0	3.0	5
RTU 10T	17569544	4812905	330.9	88	61.3	0	0.0	1.3	0.1	1.5	0.0	0.0	0.0	1.4	25
RTU 10T	17569566	4812888	330.9	88	61.8	0	0.0	1.3	0.1	1.5	0.0	0.0	0.0	1.7	24
Carldling	17569602	4812878	323.7	66	62.0	0	0.0	0.7	1.2	0.8	0.0	0.0	0.0	2.0	3
Carldling	17569602	4812865	323.9	66	62.3	0	0.0	0.5	1.2	0.8	0.0	0.0	0.0	3.9	5
Carldling	17569470	4813000	319.4	66	59.4	0	0.0	0.9	7.5	0.3	0.0	0.0	0.0	0.0	--
Carldling	17569506	4812974	319.1	66	59.7	0	0.0	1.1	1.0	0.5	0.0	0.0	0.0	0.0	4
Carldling	17569544	4812937	322.4	66	60.5	0	0.0	0.7	1.1	0.6	0.0	0.0	0.0	0.9	4
Carldling	17569474	4813058	319.6	71	57.6	0	0.0	1.9	5.6	0.2	0.0	0.0	0.0	0.0	5
Truck Passby	17569752	4812929	323.4	102	63.0	0	0.0	-1.7	0.0	46.3	0.0	0.0	0.0	1.4	41
EmployeeVeh	17569664	4812971	320.1	92	60.3	0	0.0	1.6	1.7	0.8	0.0	0.0	0.0	1.1	29

Where: Lr = Lx - Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl



R8	17569666	4813293	326.9												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	63.3	0	0.0	1.7	1.2	1.5	0.0	0.0	0.0	1.7	22
ldling TT	17569666	4812954	322.8	87	61.6	0	0.0	0.7	3.0	2.3	0.0	0.0	0.0	1.8	21
ldling TT	17569674	4812962	322.9	87	61.4	0	0.0	0.7	3.0	2.3	0.0	0.0	0.0	1.8	22
ldling TT	17569694	4812974	322.9	87	61.1	0	0.0	0.7	3.1	2.2	0.0	0.0	0.0	1.8	22
ldling TT	17569696	4812982	323.0	87	60.9	0	0.0	0.7	3.1	2.2	0.0	0.0	0.0	1.8	22
ldling TT	17569704	4812991	323.5	87	60.7	0	0.0	0.7	3.0	2.2	0.0	0.0	0.0	1.7	22
ldling TT	17569720	4813000	324.3	87	60.5	0	0.0	0.6	2.7	2.2	0.0	0.0	0.0	1.7	23
ldling TT	17569758	4812950	326.4	87	62.0	0	0.0	0.1	2.6	1.9	0.0	0.0	0.0	2.0	23
ldling TT	17569762	4812938	326.5	87	62.3	0	0.0	0.1	2.5	1.9	0.0	0.0	0.0	2.0	22
ldling TT	17569782	4812929	325.7	87	62.6	0	0.0	0.2	2.4	2.8	0.0	0.0	0.0	2.2	21
ldling TT	17569790	4812919	325.7	87	62.9	0	0.0	0.4	3.6	2.5	0.0	0.0	0.0	2.4	20
ldling TT	17569630	4812896	323.5	87	63.0	0	0.0	0.3	2.8	2.8	0.0	0.0	0.0	4.5	23
ldling TT	17569640	4812904	323.5	87	62.8	0	0.0	0.2	2.8	2.7	0.0	0.0	0.0	4.3	23
ldling TT	17569662	4812914	323.5	87	62.5	0	0.0	0.2	2.9	2.7	0.0	0.0	0.0	4.2	23
ldling TT	17569666	4812926	323.5	87	62.3	0	0.0	0.2	2.9	2.6	0.0	0.0	0.0	3.5	23
ldling TT	17569674	4812936	323.5	87	62.1	0	0.0	0.2	2.9	2.5	0.0	0.0	0.0	3.5	23
ldling TT	17569694	4812945	323.4	87	61.8	0	0.0	0.2	3.0	2.5	0.0	0.0	0.0	1.8	22
ldling TT	17569720	4812952	324.6	87	61.8	0	0.0	-0.1	2.6	2.6	0.0	0.0	0.0	1.7	22
ldling TT	17569726	4812943	324.9	87	62.0	0	0.0	-0.3	2.5	2.7	0.0	0.0	0.0	1.7	22
ldling TT	17569730	4812934	324.7	87	62.3	0	0.0	-0.3	2.5	2.8	0.0	0.0	0.0	1.7	22
ldling TT	17569736	4812922	324.6	87	62.5	0	0.0	-0.4	2.5	2.8	0.0	0.0	0.0	3.4	23
ldling TT	17569752	4812913	324.6	87	62.8	0	0.0	-0.4	2.5	2.9	0.0	0.0	0.0	3.5	23
ldling TT	17569758	4812904	324.6	87	63.0	0	0.0	-0.4	2.5	3.0	0.0	0.0	0.0	3.5	23
ldling TT	17569762	4812896	324.6	87	63.3	0	0.0	-0.4	2.4	3.1	0.0	0.0	0.0	2.8	22
ldling TT	17569768	4812886	324.6	87	63.5	0	0.0	-0.2	3.6	2.7	0.0	0.0	0.0	4.5	22
Carldling	17569502	4813017	319.9	66	61.2	0	0.0	2.4	2.1	1.1	0.0	0.0	0.0	0.0	--
Carldling	17569474	4813017	319.9	66	61.5	0	0.0	2.2	2.2	1.2	0.0	0.0	0.0	0.0	--
Carldling	17569480	4812992	319.2	66	61.9	0	0.0	1.9	2.4	1.2	0.0	0.0	0.0	0.0	--
Carldling	17569502	4813006	319.6	66	61.5	0	0.0	2.2	2.2	1.2	0.0	0.0	0.0	0.0	--
Carldling	17569496	4812977	319.0	66	62.1	0	0.0	1.8	2.4	1.2	0.0	0.0	0.0	0.0	--
Carldling	17569506	4812958	319.4	66	62.4	0	0.0	1.6	2.5	1.3	0.0	0.0	0.0	0.0	--
Carldling	17569528	4812936	321.5	66	62.7	0	0.0	1.2	2.6	1.4	0.0	0.0	0.0	0.8	--
Carldling	17569566	4812945	321.8	66	62.2	0	0.0	1.9	2.2	1.3	0.0	0.0	0.0	0.9	--
Carldling	17569534	4812968	321.2	66	61.9	0	0.0	1.8	2.3	1.3	0.0	0.0	0.0	0.0	--
Carldling	17569528	4812992	319.6	66	61.5	0	0.0	2.4	2.1	1.2	0.0	0.0	0.0	0.0	--
Carldling	17569502	4812992	319.4	66	61.8	0	0.0	2.1	2.3	1.2	0.0	0.0	0.0	0.0	--
Carldling	17569506	4812984	319.3	66	61.8	0	0.0	2.2	2.2	1.2	0.0	0.0	0.0	0.0	--
Carldling	17569528	4812961	320.3	66	62.1	0	0.0	1.6	2.4	1.3	0.0	0.0	0.0	0.0	--
Carldling	17569570	4812928	322.4	66	62.6	0	0.0	1.8	2.1	1.4	0.0	0.0	0.0	2.3	0
Carldling	17569566	4812914	322.7	66	62.9	0	0.0	1.5	2.2	1.5	0.0	0.0	0.0	2.9	1
RTU 10T	17569544	4812905	330.9	88	63.1	0	0.0	1.7	1.2	1.4	0.0	0.0	0.0	1.5	22
RTU 10T	17569566	4812888	330.9	88	63.4	0	0.0	1.7	1.2	1.5	0.0	0.0	0.0	1.8	22
Carldling	17569602	4812878	323.7	66	63.5	0	0.0	1.6	1.9	1.7	0.0	0.0	0.0	2.0	--
Carldling	17569602	4812865	323.9	66	63.7	0	0.0	1.4	2.0	1.8	0.0	0.0	0.0	4.0	1
Carldling	17569470	4813000	319.4	66	61.9	0	0.0	1.8	2.4	1.2	0.0	0.0	0.0	0.0	--
Carldling	17569506	4812974	319.1	66	62.0	0	0.0	2.0	2.3	1.2	0.0	0.0	0.0	0.0	--
Carldling	17569544	4812937	322.4	66	62.4	0	0.0	1.6	2.2	1.4	0.0	0.0	0.0	0.9	--
Carldling	17569474	4813058	319.6	71	60.6	0	0.0	2.5	2.1	1.1	0.0	0.0	0.0	0.0	4
Truck Passby	17569752	4812929	323.4	102	64.1	0	0.0	-1.8	0.0	53.0	0.0	0.0	0.0	2.5	36
EmployeeVeh	17569664	4812967	320.1	92	62.1	0	0.0	3.2	1.5	2.2	0.0	0.0	0.0	1.4	24

Where: Lr = Lx - Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl



R9	17569700	4813332	328.5												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	64.2	0	0.0	1.4	0.1	1.9	0.0	0.0	0.0	1.9	22
ldling TT	17569666	4812954	322.8	87	62.6	0	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	22
ldling TT	17569674	4812962	322.9	87	62.4	0	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	23
ldling TT	17569694	4812974	322.9	87	62.1	0	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0	23
ldling TT	17569696	4812982	323.0	87	61.9	0	0.0	0.1	0.0	2.1	0.0	0.0	0.0	0.0	23
ldling TT	17569704	4812991	323.5	87	61.7	0	0.0	0.1	0.0	2.1	0.0	0.0	0.0	0.0	23
ldling TT	17569720	4813000	324.3	87	61.5	0	0.0	0.1	0.0	2.0	0.0	0.0	0.0	0.0	24
ldling TT	17569758	4812950	326.4	87	62.8	0	0.0	0.0	0.0	2.3	0.0	0.0	0.0	0.0	22
ldling TT	17569762	4812938	326.5	87	63.0	0	0.0	0.1	1.1	2.3	0.0	0.0	0.0	0.0	21
ldling TT	17569782	4812929	325.7	87	63.3	0	0.0	0.7	3.5	2.6	0.0	0.0	0.0	0.0	17
ldling TT	17569790	4812919	325.7	87	63.5	0	0.0	0.6	3.5	2.7	0.0	0.0	0.0	0.0	17
ldling TT	17569630	4812896	323.5	87	63.9	0	0.0	-0.3	0.0	2.6	0.0	0.0	0.0	3.6	25
ldling TT	17569640	4812904	323.5	87	63.7	0	0.0	-0.3	0.0	2.6	0.0	0.0	0.0	3.4	25
ldling TT	17569662	4812914	323.5	87	63.4	0	0.0	-0.3	0.0	2.5	0.0	0.0	0.0	3.3	25
ldling TT	17569666	4812926	323.5	87	63.2	0	0.0	-0.3	0.0	2.4	0.0	0.0	0.0	2.4	24
ldling TT	17569674	4812936	323.5	87	63.0	0	0.0	-0.4	0.0	2.4	0.0	0.0	0.0	2.3	25
ldling TT	17569694	4812945	323.4	87	62.8	0	0.0	-0.4	0.0	2.3	0.0	0.0	0.0	0.0	22
ldling TT	17569720	4812952	324.6	87	62.6	0	0.0	-0.6	0.0	2.3	0.0	0.0	0.0	0.0	23
ldling TT	17569726	4812943	324.9	87	62.8	0	0.0	-0.6	0.0	2.4	0.0	0.0	0.0	0.0	23
ldling TT	17569730	4812934	324.7	87	63.1	0	0.0	-0.6	0.0	2.4	0.0	0.0	0.0	0.0	22
ldling TT	17569736	4812922	324.6	87	63.3	0	0.0	-0.6	0.0	2.5	0.0	0.0	0.0	2.4	24
ldling TT	17569752	4812913	324.6	87	63.5	0	0.0	-0.3	3.0	2.2	0.0	0.0	0.0	3.9	23
ldling TT	17569758	4812904	324.6	87	63.7	0	0.0	-0.1	3.3	2.8	0.0	0.0	0.0	4.6	22
ldling TT	17569762	4812896	324.6	87	63.9	0	0.0	-0.3	2.9	2.3	0.0	0.0	0.0	3.9	22
ldling TT	17569768	4812886	324.6	87	64.1	0	0.0	-0.2	2.7	3.2	0.0	0.0	0.0	4.3	22
Carldling	17569502	4813017	319.9	66	62.4	0	0.0	2.6	1.8	1.3	0.0	0.0	0.0	0.0	--
Carldling	17569474	4813017	319.9	66	62.7	0	0.0	2.3	1.9	1.4	0.0	0.0	0.0	0.0	--
Carldling	17569480	4812992	319.2	66	63.1	0	0.0	2.0	2.1	1.4	0.0	0.0	0.0	0.0	--
Carldling	17569502	4813006	319.6	66	62.7	0	0.0	2.3	1.9	1.3	0.0	0.0	0.0	0.0	--
Carldling	17569496	4812977	319.0	66	63.3	0	0.0	1.9	2.2	1.4	0.0	0.0	0.0	0.0	--
Carldling	17569506	4812958	319.4	66	63.5	0	0.0	1.6	2.2	1.5	0.0	0.0	0.0	0.0	--
Carldling	17569528	4812936	321.5	66	63.8	0	0.0	1.1	1.6	2.1	0.0	0.0	0.0	1.7	--
Carldling	17569566	4812945	321.8	66	63.3	0	0.0	1.9	1.1	2.0	0.0	0.0	0.0	1.7	--
Carldling	17569534	4812968	321.2	66	63.0	0	0.0	1.8	1.6	1.7	0.0	0.0	0.0	0.0	--
Carldling	17569528	4812992	319.6	66	62.7	0	0.0	2.5	1.9	1.3	0.0	0.0	0.0	0.0	--
Carldling	17569502	4812992	319.4	66	63.0	0	0.0	2.2	2.0	1.4	0.0	0.0	0.0	0.0	--
Carldling	17569506	4812984	319.3	66	62.9	0	0.0	2.3	2.0	1.3	0.0	0.0	0.0	0.0	--
Carldling	17569528	4812961	320.3	66	63.3	0	0.0	1.7	2.0	1.6	0.0	0.0	0.0	0.0	--
Carldling	17569570	4812928	322.4	66	63.6	0	0.0	1.6	0.7	2.1	0.0	0.0	0.0	3.0	1
Carldling	17569566	4812914	322.7	66	63.9	0	0.0	1.3	0.6	2.3	0.0	0.0	0.0	3.3	1
RTU 10T	17569544	4812905	330.9	88	64.1	0	0.0	1.4	0.1	1.9	0.0	0.0	0.0	1.7	22
RTU 10T	17569566	4812888	330.9	88	64.4	0	0.0	1.4	0.1	1.9	0.0	0.0	0.0	2.0	22
Carldling	17569602	4812878	323.7	66	64.4	0	0.0	1.0	0.6	1.0	0.0	0.0	0.0	2.2	1
Carldling	17569602	4812865	323.9	66	64.6	0	0.0	0.7	0.6	1.1	0.0	0.0	0.0	3.9	3
Carldling	17569470	4813000	319.4	66	63.1	0	0.0	1.9	2.2	1.4	0.0	0.0	0.0	0.0	--
Carldling	17569506	4812974	319.1	66	63.2	0	0.0	2.1	2.1	1.4	0.0	0.0	0.0	0.0	--
Carldling	17569544	4812937	322.4	66	63.5	0	0.0	1.5	1.0	2.1	0.0	0.0	0.0	1.6	--
Carldling	17569474	4813058	319.6	71	62.0	0	0.0	2.6	1.9	1.2	0.0	0.0	0.0	0.0	3
Truck Passby	17569752	4812929	323.4	102	64.9	0	0.0	-1.8	0.0	57.8	0.0	0.0	0.0	2.0	38
EmployeeVeh	17569664	4812967	320.1	92	63.5	0	0.0	2.7	2.5	0.7	0.0	0.0	0.0	2.0	25

Where: Lr = Lx - Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl

R10	17569750	4813391	331.9												
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD
RTU 10T	17569546	4812897	330.9	88	65.5	0	0.0	1.5	0.1	2.1	0.0	0.0	0.0	1.9	20
ldling TT	17569666	4812954	322.8	87	63.9	0	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	21
ldling TT	17569674	4812962	322.9	87	63.7	0	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0	21
ldling TT	17569694	4812974	322.9	87	63.5	0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	21
ldling TT	17569696	4812982	323.0	87	63.3	0	0.0	0.0	0.0	2.5	0.0	0.0	0.0	0.0	21
ldling TT	17569704	4812991	323.5	87	63.1	0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	22
ldling TT	17569720	4813000	324.3	87	62.9	0	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0	22
ldling TT	17569758	4812950	326.4	87	63.9	0	0.0	0.1	0.0	2.6	0.0	0.0	0.0	0.0	21
ldling TT	17569762	4812938	326.5	87	64.1	0	0.0	0.8	3.1	2.9	0.0	0.0	0.0	0.0	16
ldling TT	17569782	4812929	325.7	87	64.3	0	0.0	0.8	3.4	2.9	0.0	0.0	0.0	0.0	16
ldling TT	17569790	4812919	325.7	87	64.5	0	0.0	0.7	2.8	3.1	0.0	0.0	0.0	4.3	20
ldling TT	17569630	4812896	323.5	87	65.2	0	0.0	-0.4	0.0	3.0	0.0	0.0	0.0	3.6	23
ldling TT	17569640	4812904	323.5	87	65.0	0	0.0	-0.4	0.0	2.9	0.0	0.0	0.0	3.4	23
ldling TT	17569662	4812914	323.5	87	64.7	0	0.0	-0.4	0.0	2.8	0.0	0.0	0.0	3.3	23
ldling TT	17569666	4812926	323.5	87	64.5	0	0.0	-0.5	0.0	2.8	0.0	0.0	0.0	2.4	23
ldling TT	17569674	4812936	323.5	87	64.3	0	0.0	-0.5	0.0	2.7	0.0	0.0	0.0	2.4	23
ldling TT	17569694	4812945	323.4	87	64.1	0	0.0	-0.5	0.0	2.7	0.0	0.0	0.0	0.0	21
ldling TT	17569720	4812952	324.6	87	63.9	0	0.0	-0.5	0.0	2.6	0.0	0.0	0.0	0.0	21
ldling TT	17569726	4812943	324.9	87	64.1	0	0.0	-0.5	0.0	2.7	0.0	0.0	0.0	0.0	21
ldling TT	17569730	4812934	324.7	87	64.2	0	0.0	-0.5	0.0	2.7	0.0	0.0	0.0	0.0	21
ldling TT	17569736	4812922	324.6	87	64.4	0	0.0	-0.1	2.7	3.2	0.0	0.0	0.0	4.3	21
ldling TT	17569752	4812913	324.6	87	64.6	0	0.0	-0.5	0.0	2.8	0.0	0.0	0.0	2.4	23
ldling TT	17569758	4812904	324.6	87	64.8	0	0.0	-0.3	2.2	2.7	0.0	0.0	0.0	3.5	21
ldling TT	17569762	4812896	324.6	87	64.9	0	0.0	0.1	3.6	3.1	0.0	0.0	0.0	4.8	20
ldling TT	17569768	4812886	324.6	87	65.1	0	0.0	0.1	3.6	3.1	0.0	0.0	0.0	4.8	20
Carldling	17569502	4813017	319.9	66	64.1	0	0.0	2.6	0.7	2.0	0.0	0.0	0.0	0.0	--
Carldling	17569474	4813017	319.9	66	64.3	0	0.0	1.7	1.0	0.7	0.0	0.0	0.0	0.0	--
Carldling	17569480	4812992	319.2	66	64.6	0	0.0	2.0	1.0	2.1	0.0	0.0	0.0	0.0	--
Carldling	17569502	4813006	319.6	66	64.3	0	0.0	2.4	0.8	2.0	0.0	0.0	0.0	0.0	--
Carldling	17569496	4812977	319.0	66	64.7	0	0.0	1.4	1.0	0.8	0.0	0.0	0.0	0.0	--
Carldling	17569506	4812958	319.4	66	64.9	0	0.0	1.1	1.0	0.9	0.0	0.0	0.0	0.0	--
Carldling	17569528	4812936	321.5	66	65.1	0	0.0	0.8	1.0	1.0	0.0	0.0	0.0	1.2	--
Carldling	17569566	4812945	321.8	66	64.7	0	0.0	1.5	1.0	0.8	0.0	0.0	0.0	1.2	--
Carldling	17569534	4812968	321.2	66	64.5	0	0.0	1.4	0.9	0.8	0.0	0.0	0.0	0.0	--
Carldling	17569528	4812992	319.6	66	64.3	0	0.0	1.9	1.0	0.7	0.0	0.0	0.0	0.0	--
Carldling	17569502	4812992	319.4	66	64.5	0	0.0	1.6	1.0	0.7	0.0	0.0	0.0	0.0	--
Carldling	17569506	4812984	319.3	66	64.5	0	0.0	1.7	1.0	0.7	0.0	0.0	0.0	0.0	--
Carldling	17569528	4812961	320.3	66	64.7	0	0.0	1.2	1.0	0.9	0.0	0.0	0.0	0.0	--
Carldling	17569570	4812928	322.4	66	64.9	0	0.0	1.5	1.0	0.8	0.0	0.0	0.0	2.8	0
Carldling	17569566	4812914	322.7	66	65.2	0	0.0	0.6	0.0	1.6	0.0	0.0	0.0	2.7	1
RTU 10T	17569544	4812905	330.9	88	65.4	0	0.0	1.5	0.1	2.1	0.0	0.0	0.0	1.9	20
RTU 10T	17569566	4812888	330.9	88	65.6	0	0.0	1.5	0.1	2.2	0.0	0.0	0.0	2.1	20
Carldling	17569602	4812878	323.7	66	65.6	0	0.0	0.5	0.0	1.6	0.0	0.0	0.0	1.9	0
Carldling	17569602	4812865	323.9	66	65.7	0	0.0	0.3	0.0	1.6	0.0	0.0	0.0	3.6	2
Carldling	17569470	4813000	319.4	66	64.6	0	0.0	1.4	1.0	0.8	0.0	0.0	0.0	0.0	--
Carldling	17569506	4812974	319.1	66	64.6	0	0.0	1.5	1.0	0.8	0.0	0.0	0.0	0.0	--
Carldling	17569544	4812937	322.4	66	64.9	0	0.0	1.3	0.9	0.8	0.0	0.0	0.0	1.2	--
Carldling	17569474	4813058	319.6	71	63.7	0	0.0	2.8	1.5	1.4	0.0	0.0	0.0	0.0	1
Truck Passby	17569752	4812929	323.4	102	65.9	0	0.0	-1.8	0.0	65.3	0.0	0.0	0.0	2.0	36
EmployeeVeh	17569664	4812967	320.1	92	64.8	0	0.0	2.1	1.0	1.8	0.0	0.0	0.0	1.8	24

Where: Lr = Lx - Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl



R11	17569800	4813450	334.4													
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD	
RTU 10T	17569546	4812897	330.9	88	66.6	0	0.0	2.0	1.6	1.9	0.0	0.0	0.0	1.5	17	
ldling TT	17569666	4812954	322.8	87	65.2	0	0.0	0.7	3.2	3.2	0.0	0.0	0.0	0.0	15	
ldling TT	17569674	4812962	322.9	87	65.0	0	0.0	0.7	3.3	3.1	0.0	0.0	0.0	0.0	15	
ldling TT	17569694	4812974	322.9	87	64.8	0	0.0	0.7	3.4	3.1	0.0	0.0	0.0	0.0	15	
ldling TT	17569696	4812982	323.0	87	64.6	0	0.0	0.7	3.4	3.0	0.0	0.0	0.0	0.0	15	
ldling TT	17569704	4812991	323.5	87	64.4	0	0.0	0.7	3.4	2.9	0.0	0.0	0.0	0.0	16	
ldling TT	17569720	4813000	324.3	87	64.3	0	0.0	0.9	3.4	2.9	0.0	0.0	0.0	0.0	16	
ldling TT	17569758	4812950	326.4	87	65.0	0	0.0	1.0	3.3	3.1	0.0	0.0	0.0	0.0	15	
ldling TT	17569762	4812938	326.5	87	65.2	0	0.0	1.0	3.3	3.1	0.0	0.0	0.0	0.0	15	
ldling TT	17569782	4812929	325.7	87	65.4	0	0.0	1.0	3.3	3.2	0.0	0.0	0.0	2.2	17	
ldling TT	17569790	4812919	325.7	87	65.5	0	0.0	1.0	3.2	3.3	0.0	0.0	0.0	2.2	16	
ldling TT	17569630	4812896	323.5	87	66.3	0	0.0	0.1	2.9	3.7	0.0	0.0	0.0	3.6	18	
ldling TT	17569640	4812904	323.5	87	66.1	0	0.0	0.1	2.9	3.7	0.0	0.0	0.0	3.4	18	
ldling TT	17569662	4812914	323.5	87	65.9	0	0.0	0.1	3.0	3.6	0.0	0.0	0.0	3.2	18	
ldling TT	17569666	4812926	323.5	87	65.7	0	0.0	0.1	3.2	3.4	0.0	0.0	0.0	2.3	17	
ldling TT	17569674	4812936	323.5	87	65.5	0	0.0	0.1	3.4	3.3	0.0	0.0	0.0	0.0	15	
ldling TT	17569694	4812945	323.4	87	65.3	0	0.0	0.1	3.5	3.2	0.0	0.0	0.0	0.0	15	
ldling TT	17569720	4812952	324.6	87	65.1	0	0.0	0.3	3.5	3.1	0.0	0.0	0.0	0.0	15	
ldling TT	17569726	4812943	324.9	87	65.2	0	0.0	0.2	3.5	3.2	0.0	0.0	0.0	0.0	15	
ldling TT	17569730	4812934	324.7	87	65.4	0	0.0	0.2	3.5	3.2	0.0	0.0	0.0	2.4	17	
ldling TT	17569736	4812922	324.6	87	65.5	0	0.0	0.2	3.5	3.3	0.0	0.0	0.0	2.4	17	
ldling TT	17569752	4812913	324.6	87	65.6	0	0.0	0.2	3.5	3.3	0.0	0.0	0.0	2.4	17	
ldling TT	17569758	4812904	324.6	87	65.8	0	0.0	0.2	3.5	3.4	0.0	0.0	0.0	2.4	17	
ldling TT	17569762	4812896	324.6	87	65.9	0	0.0	0.2	3.5	3.4	0.0	0.0	0.0	2.4	17	
ldling TT	17569768	4812886	324.6	87	66.1	0	0.0	0.2	3.5	3.4	0.0	0.0	0.0	2.4	16	
Carldling	17569502	4813017	319.9	66	65.4	0	0.0	2.5	2.0	0.3	0.0	0.0	0.0	0.0	--	
Carldling	17569474	4813017	319.9	66	65.6	0	0.0	2.2	1.9	0.5	0.0	0.0	0.0	0.0	--	
Carldling	17569480	4812992	319.2	66	65.9	0	0.0	1.9	2.0	0.6	0.0	0.0	0.0	0.0	--	
Carldling	17569502	4813006	319.6	66	65.6	0	0.0	2.3	2.0	0.4	0.0	0.0	0.0	0.0	--	
Carldling	17569496	4812977	319.0	66	66.0	0	0.0	1.9	2.0	0.6	0.0	0.0	0.0	0.0	--	
Carldling	17569506	4812958	319.4	66	66.2	0	0.0	1.8	0.9	2.4	0.0	0.0	0.0	0.0	--	
Carldling	17569528	4812936	321.5	66	66.3	0	0.0	1.6	1.7	2.1	0.0	0.0	0.0	0.9	--	
Carldling	17569566	4812945	321.8	66	66.0	0	0.0	2.5	1.2	1.9	0.0	0.0	0.0	0.0	--	
Carldling	17569534	4812968	321.2	66	65.8	0	0.0	2.3	1.2	2.0	0.0	0.0	0.0	0.0	--	
Carldling	17569528	4812992	319.6	66	65.6	0	0.0	0.4	2.4	2.4	0.0	0.0	0.0	0.0	--	
Carldling	17569502	4812992	319.4	66	65.8	0	0.0	2.2	2.0	0.5	0.0	0.0	0.0	0.0	--	
Carldling	17569506	4812984	319.3	66	65.8	0	0.0	2.3	2.2	0.3	0.0	0.0	0.0	0.0	--	
Carldling	17569528	4812961	320.3	66	66.0	0	0.0	1.9	1.1	2.3	0.0	0.0	0.0	0.0	--	
Carldling	17569570	4812928	322.4	66	66.2	0	0.0	2.4	1.2	2.0	0.0	0.0	0.0	2.3	--	
Carldling	17569566	4812914	322.7	66	66.3	0	0.0	2.1	1.4	2.1	0.0	0.0	0.0	2.7	--	
RTU 10T	17569544	4812905	330.9	88	66.6	0	0.0	2.0	1.5	1.9	0.0	0.0	0.0	1.4	17	
RTU 10T	17569566	4812888	330.9	88	66.7	0	0.0	2.0	1.6	1.9	0.0	0.0	0.0	1.7	17	
Carldling	17569602	4812878	323.7	66	66.7	0	0.0	1.8	1.6	2.2	0.0	0.0	0.0	2.0	--	
Carldling	17569602	4812865	323.9	66	66.8	0	0.0	1.4	1.7	2.2	0.0	0.0	0.0	3.7	--	
Carldling	17569470	4813000	319.4	66	65.9	0	0.0	1.8	1.9	0.6	0.0	0.0	0.0	0.0	--	
Carldling	17569506	4812974	319.1	66	65.9	0	0.0	2.2	0.4	2.4	0.0	0.0	0.0	0.0	--	
Carldling	17569544	4812937	322.4	66	66.1	0	0.0	2.2	1.3	2.0	0.0	0.0	0.0	0.0	--	
Carldling	17569474	4813058	319.6	71	65.2	0	0.0	3.1	1.2	1.6	0.0	0.0	0.0	0.0	--	
Truck Passby	17569752	4812928	323.4	102	66.9	0	0.0	-1.8	2.6	73.2	0.0	0.0	0.0	1.8	31	
EmployeeVeh	17569664	4812967	320.1	92	66.0	0	0.0	3.2	2.7	1.3	0.0	0.0	0.0	1.4	20	

Where: Lr = Lx - Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl

R12	17569834	4813480	333.9													
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD	
RTU 10T	17569546	4812897	330.9	88	67.2	0	0.0	2.6	2.1	2.7	0.0	0.0	0.0	1.8	15	
ldling TT	17569666	4812954	322.8	87	65.8	0	0.0	0.7	3.3	3.3	0.0	0.0	0.0	0.0	14	
ldling TT	17569674	4812962	322.9	87	65.6	0	0.0	0.7	3.4	3.3	0.0	0.0	0.0	0.0	14	
ldling TT	17569694	4812974	322.9	87	65.5	0	0.0	0.7	3.4	3.2	0.0	0.0	0.0	0.0	14	
ldling TT	17569696	4812982	323.0	87	65.3	0	0.0	0.7	3.4	3.2	0.0	0.0	0.0	0.0	15	
ldling TT	17569704	4812991	323.5	87	65.1	0	0.0	0.7	3.4	3.1	0.0	0.0	0.0	0.0	15	
ldling TT	17569720	4813000	324.3	87	64.9	0	0.0	1.0	3.3	3.1	0.0	0.0	0.0	0.0	15	
ldling TT	17569758	4812950	326.4	87	65.6	0	0.0	1.1	3.2	3.3	0.0	0.0	0.0	0.0	14	
ldling TT	17569762	4812938	326.5	87	65.7	0	0.0	1.1	3.2	3.3	0.0	0.0	0.0	0.0	14	
ldling TT	17569782	4812929	325.7	87	65.9	0	0.0	1.1	3.2	3.4	0.0	0.0	0.0	2.2	16	
ldling TT	17569790	4812919	325.7	87	66.0	0	0.0	1.2	3.9	3.2	0.0	0.0	0.0	2.5	15	
ldling TT	17569630	4812896	323.5	87	66.8	0	0.0	0.2	3.4	3.7	0.0	0.0	0.0	2.4	15	
ldling TT	17569640	4812904	323.5	87	66.7	0	0.0	0.2	3.4	3.6	0.0	0.0	0.0	3.3	17	
ldling TT	17569662	4812914	323.5	87	66.4	0	0.0	0.2	3.5	3.6	0.0	0.0	0.0	3.2	17	
ldling TT	17569666	4812926	323.5	87	66.3	0	0.0	0.2	3.5	3.5	0.0	0.0	0.0	2.4	16	
ldling TT	17569674	4812936	323.5	87	66.1	0	0.0	0.2	3.5	3.4	0.0	0.0	0.0	0.0	14	
ldling TT	17569694	4812945	323.4	87	65.9	0	0.0	0.1	3.5	3.4	0.0	0.0	0.0	0.0	14	
ldling TT	17569720	4812952	324.6	87	65.7	0	0.0	0.3	3.5	3.3	0.0	0.0	0.0	0.0	14	
ldling TT	17569726	4812943	324.9	87	65.8	0	0.0	0.3	3.5	3.4	0.0	0.0	0.0	0.0	14	
ldling TT	17569730	4812934	324.7	87	65.9	0	0.0	0.3	3.4	3.4	0.0	0.0	0.0	2.4	17	
ldling TT	17569736	4812922	324.6	87	66.0	0	0.0	0.3	3.4	3.4	0.0	0.0	0.0	2.4	16	
ldling TT	17569752	4812913	324.6	87	66.2	0	0.0	0.3	3.4	3.5	0.0	0.0	0.0	2.4	16	
ldling TT	17569758	4812904	324.6	87	66.3	0	0.0	0.3	3.5	3.5	0.0	0.0	0.0	2.4	16	
ldling TT	17569762	4812896	324.6	87	66.4	0	0.0	0.3	3.4	3.6	0.0	0.0	0.0	2.4	16	
ldling TT	17569768	4812886	324.6	87	66.5	0	0.0	0.3	3.5	3.6	0.0	0.0	0.0	2.4	16	
Carldling	17569502	4813017	319.9	66	66.1	0	0.0	3.2	1.3	1.7	0.0	0.0	0.0	0.0	--	
Carldling	17569474	4813017	319.9	66	66.3	0	0.0	2.9	1.4	1.7	0.0	0.0	0.0	0.0	--	
Carldling	17569480	4812992	319.2	66	66.6	0	0.0	2.6	1.6	1.8	0.0	0.0	0.0	0.0	--	
Carldling	17569502	4813006	319.6	66	66.3	0	0.0	3.0	1.4	1.7	0.0	0.0	0.0	0.0	--	
Carldling	17569496	4812977	319.0	66	66.7	0	0.0	2.5	1.6	1.8	0.0	0.0	0.0	0.0	--	
Carldling	17569506	4812958	319.4	66	66.8	0	0.0	2.0	2.0	1.8	0.0	0.0	0.0	0.0	--	
Carldling	17569528	4812936	321.5	66	66.9	0	0.0	1.8	2.1	1.8	0.0	0.0	0.0	0.0	--	
Carldling	17569566	4812945	321.8	66	66.6	0	0.0	2.7	1.5	1.7	0.0	0.0	0.0	0.0	--	
Carldling	17569534	4812968	321.2	66	66.5	0	0.0	2.6	1.6	1.7	0.0	0.0	0.0	0.0	--	
Carldling	17569528	4812992	319.6	66	66.3	0	0.0	3.1	1.4	1.7	0.0	0.0	0.0	0.0	--	
Carldling	17569502	4812992	319.4	66	66.5	0	0.0	2.8	1.4	1.7	0.0	0.0	0.0	0.0	--	
Carldling	17569506	4812984	319.3	66	66.4	0	0.0	2.9	1.4	1.7	0.0	0.0	0.0	0.0	--	
Carldling	17569528	4812961	320.3	66	66.6	0	0.0	2.2	1.9	1.8	0.0	0.0	0.0	0.0	--	
Carldling	17569570	4812928	322.4	66	66.8	0	0.0	2.6	1.6	1.8	0.0	0.0	0.0	2.2	--	
Carldling	17569566	4812914	322.7	66	66.9	0	0.0	2.3	1.8	1.8	0.0	0.0	0.0	2.7	--	
RTU 10T	17569544	4812905	330.9	88	67.1	0	0.0	2.6	2.1	2.7	0.0	0.0	0.0	1.8	15	
RTU 10T	17569566	4812888	330.9	88	67.3	0	0.0	2.6	2.1	2.7	0.0	0.0	0.0	1.9	15	
Carldling	17569602	4812878	323.7	66	67.2	0	0.0	1.8	2.1	1.9	0.0	0.0	0.0	2.0	--	
Carldling	17569602	4812865	323.9	66	67.3	0	0.0	1.5	2.2	1.9	0.0	0.0	0.0	3.7	--	
Carldling	17569470	4813000	319.4	66	66.6	0	0.0	2.5	1.7	1.8	0.0	0.0	0.0	0.0	--	
Carldling	17569506	4812974	319.1	66	66.6	0	0.0	2.6	1.6	1.7	0.0	0.0	0.0	0.0	--	
Carldling	17569544	4812937	322.4	66	66.7	0	0.0	2.4	1.7	1.8	0.0	0.0	0.0	0.0	--	
Carldling	17569474	4813058	319.6	71	65.9	0	0.0	3.2	1.3	1.7	0.0	0.0	0.0	0.0	--	
Truck Passby	17569752	4812928	323.4	102	67.4	0	0.0	-1.9	4.8	77.6	0.0	0.0	0.0	1.7	30	
EmployeeVeh	17569664	4812971	320.1	92	66.6	0	0.0	1.4	3.4	3.3	0.0	0.0	0.0	1.5	19	

Where: Lr = Lx - Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl



R13	17569912	4813353	335.3													
Src Name	X	Y	Z	LxD	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	RefID	LrD	
RTU 10T	17569546	4812897	330.9	88	66.3	0	0.0	1.8	1.0	2.0	0.0	0.0	0.0	0.0	16	
ldling TT	17569666	4812954	322.8	87	64.4	0	0.0	0.0	3.4	3.0	0.0	0.0	0.0	0.0	16	
ldling TT	17569674	4812962	322.9	87	64.1	0	0.0	0.0	3.5	2.9	0.0	0.0	0.0	0.0	17	
ldling TT	17569694	4812974	322.9	87	63.9	0	0.0	0.2	3.5	2.8	0.0	0.0	0.0	0.0	17	
ldling TT	17569696	4812982	323.0	87	63.7	0	0.0	0.5	3.5	2.7	0.0	0.0	0.0	0.0	17	
ldling TT	17569704	4812991	323.5	87	63.4	0	0.0	0.7	3.4	2.7	0.0	0.0	0.0	0.0	17	
ldling TT	17569720	4813000	324.3	87	63.2	0	0.0	0.9	3.3	2.6	0.0	0.0	0.0	0.0	17	
ldling TT	17569758	4812950	326.4	87	63.7	0	0.0	1.0	3.3	2.7	0.0	0.0	0.0	0.0	17	
ldling TT	17569762	4812938	326.5	87	63.8	0	0.0	1.0	3.3	2.8	0.0	0.0	0.0	3.3	20	
ldling TT	17569782	4812929	325.7	87	64.0	0	0.0	1.0	3.3	2.8	0.0	0.0	0.0	2.7	19	
ldling TT	17569790	4812919	325.7	87	64.1	0	0.0	0.8	3.3	2.1	0.0	0.0	0.0	2.2	19	
ldling TT	17569630	4812896	323.5	87	65.6	0	0.0	-0.3	2.9	3.6	0.0	0.0	0.0	2.5	18	
ldling TT	17569640	4812904	323.5	87	65.4	0	0.0	-0.3	2.9	3.5	0.0	0.0	0.0	2.4	18	
ldling TT	17569662	4812914	323.5	87	65.1	0	0.0	-0.2	3.0	3.3	0.0	0.0	0.0	2.4	18	
ldling TT	17569666	4812926	323.5	87	64.8	0	0.0	-0.1	3.2	3.2	0.0	0.0	0.0	0.0	16	
ldling TT	17569674	4812936	323.5	87	64.6	0	0.0	-0.1	3.2	3.1	0.0	0.0	0.0	0.0	16	
ldling TT	17569694	4812945	323.4	87	64.3	0	0.0	0.0	3.3	3.0	0.0	0.0	0.0	0.0	17	
ldling TT	17569720	4812952	324.6	87	64.0	0	0.0	0.3	3.0	3.0	0.0	0.0	0.0	0.0	17	
ldling TT	17569726	4812943	324.9	87	64.1	0	0.0	0.3	2.9	3.0	0.0	0.0	0.0	0.0	17	
ldling TT	17569730	4812934	324.7	87	64.2	0	0.0	0.4	3.4	2.9	0.0	0.0	0.0	2.6	19	
ldling TT	17569736	4812922	324.6	87	64.3	0	0.0	0.4	3.5	2.9	0.0	0.0	0.0	2.7	19	
ldling TT	17569752	4812913	324.6	87	64.4	0	0.0	0.4	3.5	2.9	0.0	0.0	0.0	2.4	18	
ldling TT	17569758	4812904	324.6	87	64.5	0	0.0	0.4	3.5	3.0	0.0	0.0	0.0	2.4	18	
ldling TT	17569762	4812896	324.6	87	64.7	0	0.0	0.4	3.5	3.0	0.0	0.0	0.0	2.4	18	
ldling TT	17569768	4812886	324.6	87	64.8	0	0.0	0.3	3.1	3.2	0.0	0.0	0.0	2.2	18	
Carldling	17569502	4813017	319.9	66	65.5	0	0.0	3.1	1.4	1.6	0.0	0.0	0.0	0.0	--	
Carldling	17569474	4813017	319.9	66	65.8	0	0.0	2.8	1.5	1.6	0.0	0.0	0.0	0.0	--	
Carldling	17569480	4812992	319.2	66	66.0	0	0.0	2.4	1.7	1.7	0.0	0.0	0.0	0.0	--	
Carldling	17569502	4813006	319.6	66	65.7	0	0.0	2.9	1.4	1.6	0.0	0.0	0.0	0.0	--	
Carldling	17569496	4812977	319.0	66	66.0	0	0.0	2.4	1.7	1.7	0.0	0.0	0.0	0.0	--	
Carldling	17569506	4812958	319.4	66	66.0	0	0.0	1.8	2.0	1.8	0.0	0.0	0.0	0.0	--	
Carldling	17569528	4812936	321.5	66	66.1	0	0.0	1.7	1.8	2.0	0.0	0.0	0.0	0.0	--	
Carldling	17569566	4812945	321.8	66	65.6	0	0.0	2.5	1.3	1.9	0.0	0.0	0.0	0.0	--	
Carldling	17569534	4812968	321.2	66	65.6	0	0.0	2.4	1.6	1.7	0.0	0.0	0.0	0.0	--	
Carldling	17569528	4812992	319.6	66	65.5	0	0.0	2.9	1.4	1.6	0.0	0.0	0.0	0.0	--	
Carldling	17569502	4812992	319.4	66	65.8	0	0.0	2.7	1.5	1.7	0.0	0.0	0.0	0.0	--	
Carldling	17569506	4812984	319.3	66	65.7	0	0.0	2.6	1.6	1.6	0.0	0.0	0.0	0.0	--	
Carldling	17569528	4812961	320.3	66	65.8	0	0.0	2.1	1.8	1.8	0.0	0.0	0.0	0.0	--	
Carldling	17569570	4812928	322.4	66	65.8	0	0.0	2.4	1.5	1.8	0.0	0.0	0.0	1.6	--	
Carldling	17569566	4812914	322.7	66	66.0	0	0.0	2.1	1.7	1.8	0.0	0.0	0.0	2.1	--	
RTU 10T	17569544	4812905	330.9	88	66.2	0	0.0	1.8	1.2	2.0	0.0	0.0	0.0	0.0	16	
RTU 10T	17569566	4812888	330.9	88	66.3	0	0.0	1.7	0.9	2.1	0.0	0.0	0.0	2.7	19	
Carldling	17569602	4812878	323.7	66	66.1	0	0.0	1.1	1.9	2.2	0.0	0.0	0.0	1.7	--	
Carldling	17569602	4812865	323.9	66	66.2	0	0.0	1.0	1.8	2.3	0.0	0.0	0.0	3.8	--	
Carldling	17569470	4813000	319.4	66	66.0	0	0.0	2.4	1.7	1.7	0.0	0.0	0.0	0.0	--	
Carldling	17569506	4812974	319.1	66	65.8	0	0.0	2.1	1.9	1.7	0.0	0.0	0.0	0.0	--	
Carldling	17569544	4812937	322.4	66	65.8	0	0.0	2.2	1.3	2.0	0.0	0.0	0.0	0.0	--	
Carldling	17569474	4813058	319.6	71	65.5	0	0.0	3.1	1.3	1.6	0.0	0.0	0.0	0.0	--	
Truck Passby	17569748	4812934	323.5	102	66.1	0	0.0	-1.9	0.0	66.9	0.0	0.0	0.0	1.5	32	
EmployeeVeh	17569652	4812978	320.1	92	65.8	0	0.0	1.3	3.2	3.2	0.0	0.0	0.0	1.4	20	

Where: Lr = Lx - Adiv + K0 + Dc - Agnd - Abar - Aatm - Afol - Ahous + Cmet + Refl



# APPENDIX D

## Supporting Drawings



ACOUSTICS



NOISE



VIBRATION



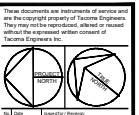
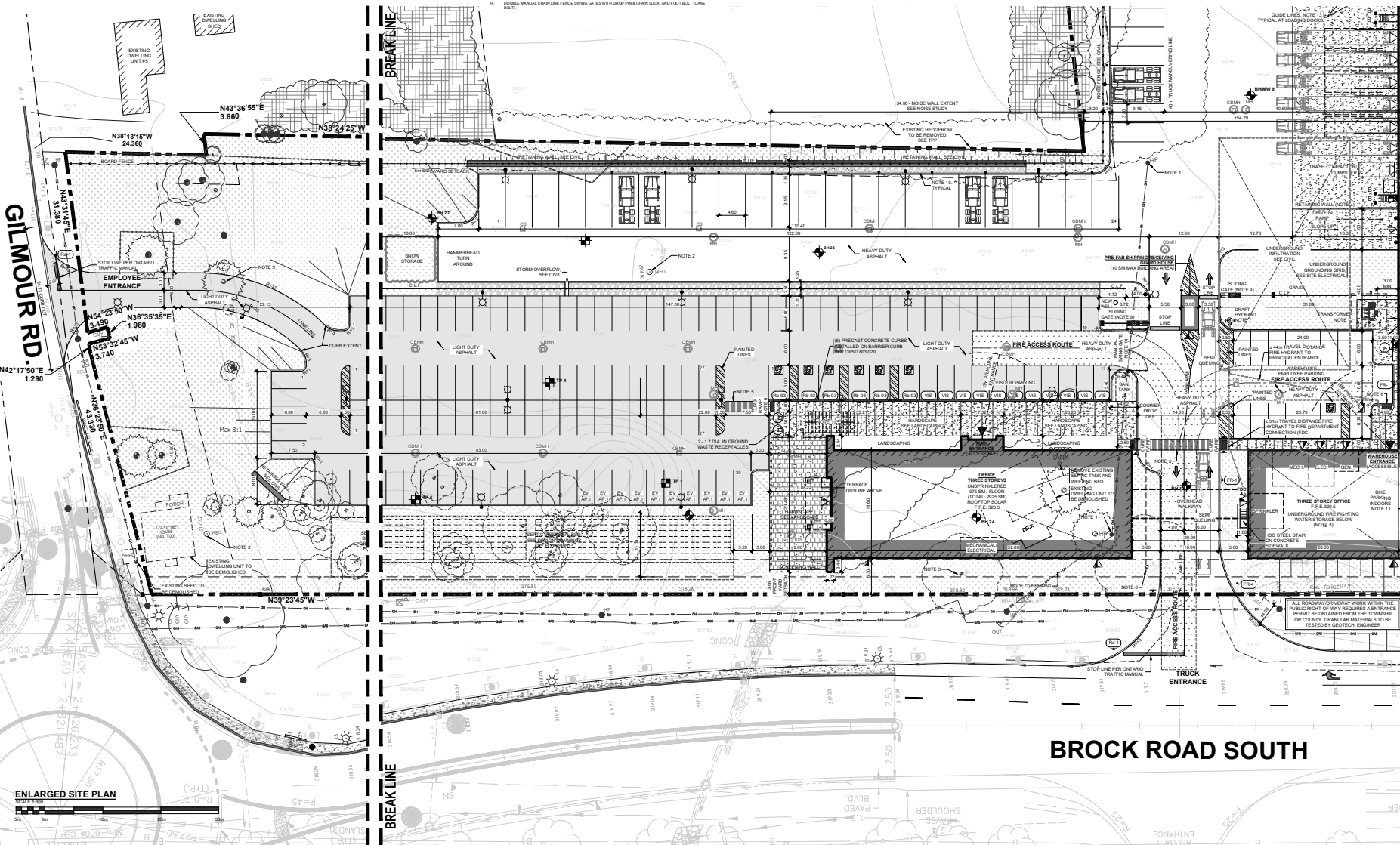


**CONSTRUCTION NOTES:**

1. EXISTING ELECTRICAL SERVICE AND ALL ASSOCIATED 'OAT' WIRES TO BE REMOVED. SEE SITE ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
2. ELECTRICAL SERVICE TO BE PROVIDED FROM THE EXISTING 120V/240V SERVICE TO BE PROVIDED BY A WELL CONTRACTOR LICENSED BY THE MINISTRY OF THE ENVIRONMENT. WORK MUST COMPLY WITH ALL ASPECTS OF THE ENVIRONMENT PROTECTION ACT REGULATIONS UNDER THE REG. ACCORDING TO THE REGULATIONS. SEE SITE ELECTRICAL DRAWINGS FOR ADDITIONAL INFORMATION.
3. SET THE PROTECTION PLAN AND LANDSCAPING PLAN FOR THIS REMANUSCRIPT SECTION MEASURES. CARE IN PLACE CONDUCTS BY TRUCK WALL ON TOWNSHIP HIGHWAY. SEE SHADING AND STRUCTURAL DRAWINGS.
4. FENCING: UNDER ROSE FROM CROSSWALK ASSIGNED TO DRAIN. 400'S.
5. DRAIN: HORIZONTAL TO BE DESIGNED IN ACCORDANCE WITH NETA 22 AND NETA 24. REFER TO THE 100' DIA. CONCRETE PIPES AND MANHOLES PRESENTING IN THE SITE. VOLUME DESIGNED FOR REMANUSCRIPT. TAKE CARE TO AVOID ANY AND ALL HOLES ACCESS WITHIN PROVIDED BOLDED AROUND POWER TO TO PREVENT VIOLENCE AND TRAFFIC. THE PROTECTION ENGINEER IS RESPONSIBLE FOR DESIGN OF THE SERVICE FROM FROM FROM TO SPREADER/COMPACTOR.
6. PAVING: UNDER ROSE FROM CROSSWALK ASSIGNED TO DRAIN. 400'S.
7. ELECTRICAL: UNDER ROSE FROM CROSSWALK ASSIGNED TO DRAIN. 400'S.
8. ELECTRICAL: UNDER ROSE FROM CROSSWALK ASSIGNED TO DRAIN. 400'S.
9. ELECTRICAL: UNDER ROSE FROM CROSSWALK ASSIGNED TO DRAIN. 400'S.
10. ELECTRICAL: UNDER ROSE FROM CROSSWALK ASSIGNED TO DRAIN. 400'S.
11. ELECTRICAL: UNDER ROSE FROM CROSSWALK ASSIGNED TO DRAIN. 400'S.
12. ELECTRICAL: UNDER ROSE FROM CROSSWALK ASSIGNED TO DRAIN. 400'S.
13. ELECTRICAL: UNDER ROSE FROM CROSSWALK ASSIGNED TO DRAIN. 400'S.
14. ELECTRICAL: UNDER ROSE FROM CROSSWALK ASSIGNED TO DRAIN. 400'S.

**LEGEND**

- ▲ EXT. MAIN DOOR
- ▲ MAIN ENTRANCE DOOR (PRINCIPAL'S ENTRANCE)
- ▲ ON DRIVE A DOOR
- ▲ LOADING DOCK DOOR
- SPF SEPARATE PRICE ITEM SEE SPECS
- SSB SHORT STANDING ROOFBAR
- SB STANDARD ROOFBAR
- RH ROOF BAR
- CHL CHANNEL LINCE
- WHH NEW HYDRANT HOLE
- WHP EXISTING HYDRANT HOLE
- E.S.A. EDGE OF ASPHALT
- LIGHT DUTY ASPHALT
- 800 DIA. CONCRETE FILLER STEEL PIPE BOLDED SEE SECTION ON DRAWING SP2
- LIGHT STANDARDS SEE SITE PHOTOGRAPHIC PLAN
- INDICATED APPROXIMATE SERVICE LOCATION AND NUMBER. SEE GEOTECH REPORT
- INDICATED APPROXIMATE SERVICE LOCATION AND NUMBER. SEE GEOTECH REPORT
- FIRE DEPARTMENT CONVEYOR ON (JUMPER)
- FIRE HYDRANT (EXIST)
- 24" HIGH CHINA BR. FROSTPROOF FINISHING TO CPD. SEE 102, 103, 104 AND 105
- 24" HIGH ROOF FENCING SEE LANDSCAPING DRAWINGS
- 24" HIGH ROOF FENCING SEE LANDSCAPING DRAWINGS
- 10" PIPES TO BE INSTALLED IN PLACE OF BALING AT THE POINT



NOV. 18	CONCEPTUAL REVIEW
NOV. 20	CONCEPTUAL REVIEW
NOV. 18	CONCEPTUAL REVIEW
NOV. 20	CONCEPTUAL REVIEW
DEC. 21	ZONING BYLAW AMENDMENT

**TACOMA ENGINEERS**  
 178 Spectralia Avenue West  
 Guelph, Ontario N1H 1C3  
 Tel: 519.763.2000  
 www.tacomengineers.com

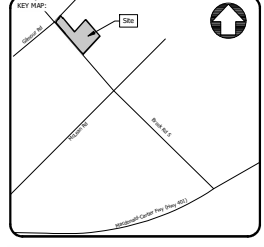
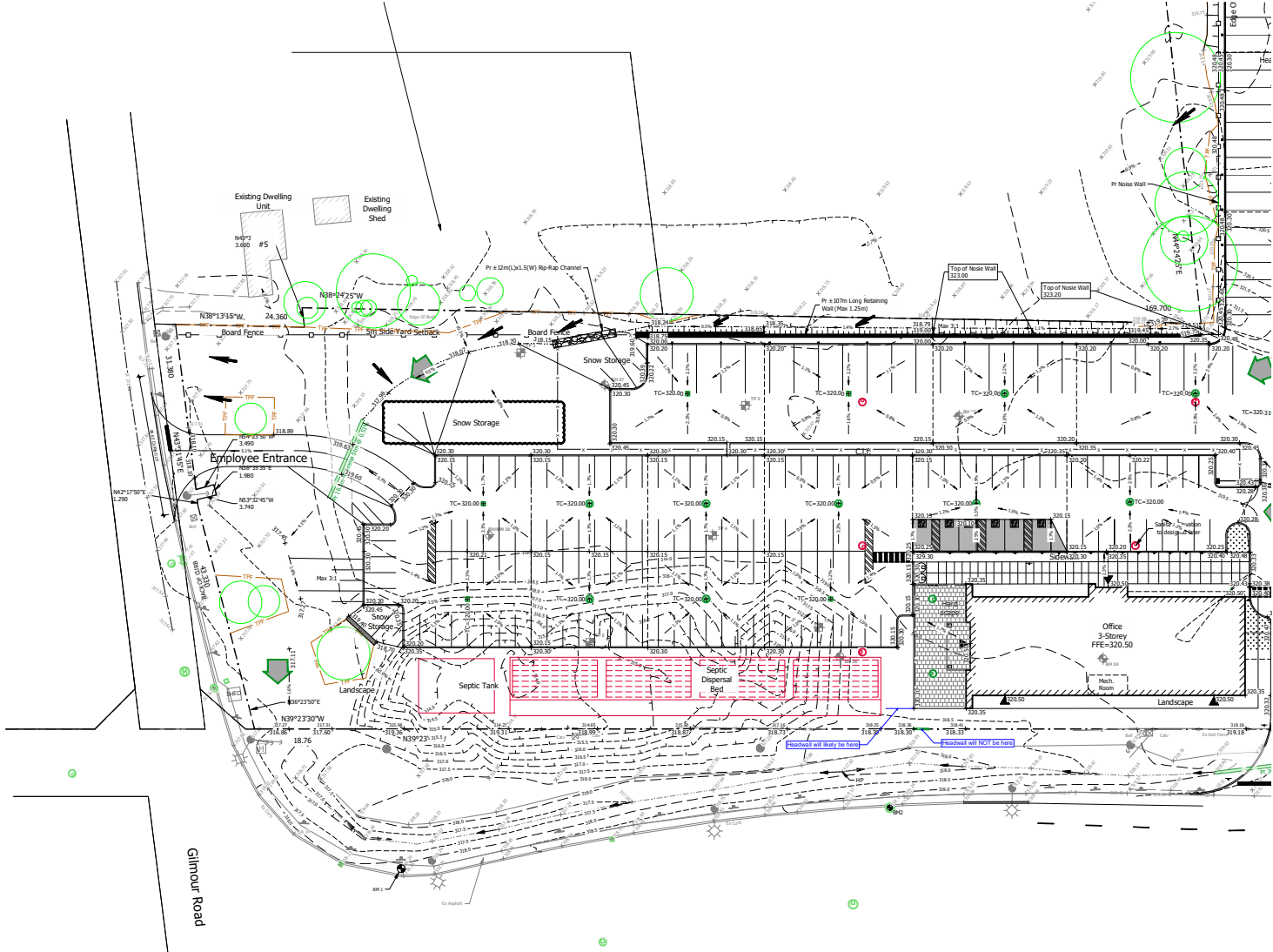
**collaborative**  
 Collaborative Structures Limited  
 605 ELLE ROAD, GERRARD, ONTARIO

**WELLINGTON MOTOR FREIGHT**  
 BROCK ROAD, PUSLICH, ONTARIO

**CONCEPTUAL ENLARGED SITE PLAN**

DATE: 1E41102.22  
 DRAWN: E.KOCHNER

**SP2**



- Project Notes:**
- The drawing is to be read in conjunction with the standard notes, specifications and details shown on Meritech drawing 5228-1 and the following additional information:
    - Site Plan by TACOMA Engineers, dated Feb 2023.
    - Architectural Plans by << >>, dated <<Mmm yyyy>>.
    - Tree Management Plan by Natural Resource Solutions Inc., dated Apr 2023.
    - Geotechnical Report by Chung & Vander Doelen Engineering Ltd., dated Dec 2022.
    - Stormwater Management Report by Meritech Engineering, dated <<Mmm yyyy>>.
  - Survey and elevations:
    - Topographic survey completed by Van Harten Surveying Inc., dated Oct 2022, Feb and Apr 2023.
    - Geodetic reference elevation (Elevations) based on GPS observations from permanent reference stations in the NAD83 (CSRS-2011) coordinate system, with heights converted to orthometric elevations on the CGVD28 datum (1979 adjustment) with geoid model HTG2.0, as supplied by Natural Resources Canada.
    - Local reference elevation:
      - BH1 Cut cross in the municipal sidewalk, located approximately 29m south of the west corner of the subject property. Elevation = 318.20m
      - BH2 Catch basin along northbound lane curb-line of Brock Road South, north of existing site driveway. Elev. 319.46m
      - BH3 Nail in stump, approx. 33.5m south from north east corner of the subject property, having an elevation of 322.66m.

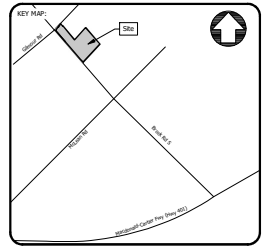
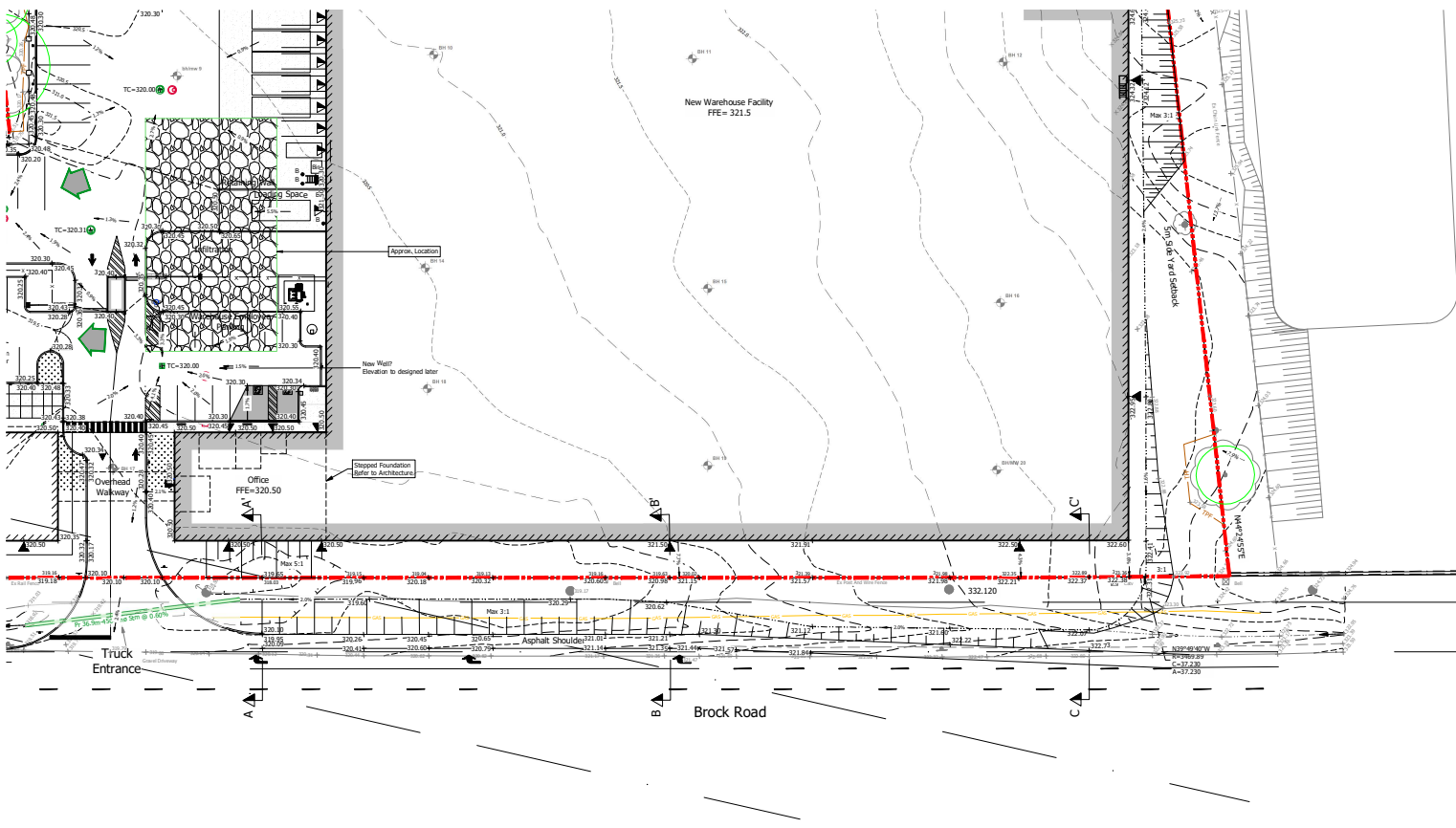
**MERITECH**  
 ENGINEERING  
 1315 Birkdale Street North, Suite 202, Cambridge  
 ONTARIO, CANADA N3H 2K9  
 TEL: 519-852-2222 FAX: 519-852-2223  
 WWW.MERITECHENGINEERING.COM

No.	Revised/Issue	Date	By
1.	Issued for construction	Apr 4, 2023	XCC

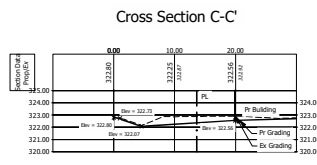
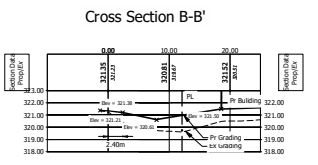
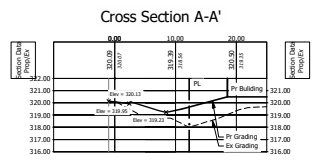
OWNER: Wellington Motor Freight  
 LOCATION: Township of Puslinch  
 PROJECT: 128 Brock Road South

DESIGNED BY: XCC	CHECKED BY: CDT	CONTRACT: 5228
DRAWN BY: XCC	DATE: Apr 4, 2023	FILE NAME: 5228
DRAWING: 5228-CP1	SCALE: 1:400	SHEET: 12
SHEET: 01 of 1		

Revised: 5228-002, 0218-Mod-1 - Revised: April 12, 2023 4:30 PM, XVAOEN



- Project Notes**
- The drawing is to be read in conjunction with the standard notes, specifications and details shown on Meritech dwg 5228-1 and the following additional information:
    - Site Plan by TACOMA Engineers, dated Feb 2023.
    - Architectural Plans by << >>, dated <<Mmm yyyy>>.
    - Tree Management Plan by Natural Resource Solutions Inc., dated Apr 2023.
    - Geotechnical Report by Chung & Vander Doelen Engineering Ltd., dated Dec 2022.
    - Stormwater Management Report by Meritech Engineering, dated <<Mmm yyyy>>.
  - Survey and elevations:
    - Topographic survey completed by Van Harten Surveying Inc., dated Oct 2022, Feb and Apr 2023.
    - Geodetic reference elevation (Elevations) based on GPS observations from permanent reference stations in the NAD83 (CRS-2011) coordinate system, with heights converted to orthometric elevations on the CV2018 datum (1979 adjustment) with geoid model ITRF22a, as supplied by Natural Resources Canada.
    - Local reference elevation:
      - BH1 Cut cross in the municipal sidewalk, located approximately 39m south of the west corner of the subject property. Elevation = 318.20m
      - BH2 Catch basin along northbound lane curb-line of Brock Road South, north of existing side driveway. Elev. 319.44m
      - BH3 Nail in stump approx. 33.5m south from north east corner of the subject property, having an elevation of 322.66m.



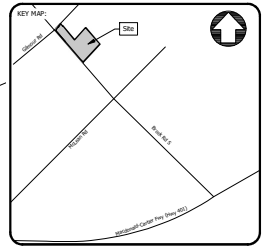
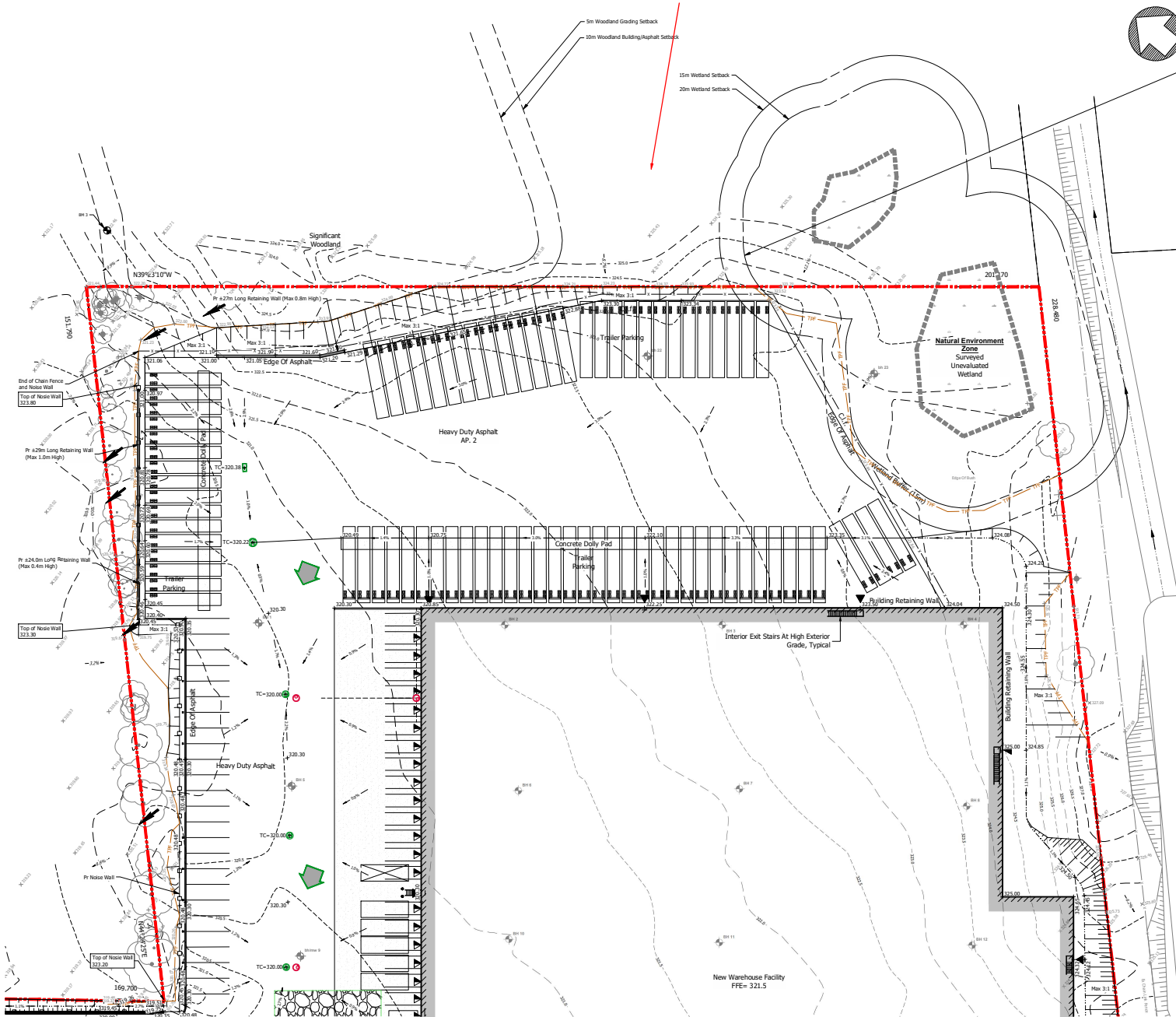
**MERITECH ENGINEERING**  
 1312 Birkbeck Street North, Suite 202, Cambridge  
 ON N3H 4T5  
 Tel: 519-835-2222 Fax: 519-835-2223  
 www.meritech.ca

No.	Revised/Issue	Date	By
1.	Issued for construction	Apr 1, 2023	XCC

**CLIENT:** Wellington Motor Freight  
**LOCATION:** Township of Puslinch  
**PROJECT:** 128 Brock Road South

**DESIGNED BY:** XCC  
**DATE:** Apr 4, 2023  
**FILE NAME:** 5228  
**SCALE:** 1:400  
**PROJECT NO.:** 128-PP-23-01-PP-AMC/CRK

**DATE:** Apr 4, 2023  
**FILE NAME:** 5228  
**SCALE:** 1:400  
**PROJECT NO.:** 128-PP-23-01-PP-AMC/CRK



- Project Notes**
- The drawing is to be read in conjunction with the standard notes, specifications and details shown on Meritech drawing 5228-3 and the following additional information:
    - Site Plan by TACOMA Engineers, dated Feb 2023
    - Architectural Plans by << >>, dated <<Mmm yyyy>>
    - Tree Management Plan by Natural Resource Solutions Inc., dated Apr 2023
    - Geotechnical Report by Chung & Vander Doelen Engineering Ltd., dated Dec 2022
    - Stormwater Management Report by Meritech Engineering, dated <<Mmm yyyy>>
  - Survey and elevations:
    - Topographic survey completed by Van Harten Surveying Inc., dated Oct 2022, Feb and Apr 2023.
    - Geodetic reference elevation (Elevations) based on GPS observations from permanent reference stations in the NAD83 (CSRS-2011) coordinate system, with heights converted to orthometric elevations on the CV2022 datum (1979 adjustment) with spot model (M 7.0.2), as supplied by Natural Resource Canada.
    - Local reference elevation:
      - BH1 Cut cross in the municipal sidewalk, located approximately 39m south of the west corner of the subject property. Elevation = 318.20m
      - BH2 Catch basin along northbound lane curb-line of Brock Road South, north of existing site driveway. Elev. 319.44m
      - BH3 Nail in stump, approx. 33.5m south from north east corner of the subject property, having an elevation of 322.66m.

**MERITECH ENGINEERING**  
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 Tel: 519-835-2233  
 Fax: 519-835-2234  
 Email: info@meritech.ca  
 Website: www.meritech.ca

No.	REV	DATE	BY
1.		Apr 11, 2023	KCC
Issued for coordination			
REVISED/ISSUE			

**CLIENT:** Wellington Motor Freight  
**LOCATION:** Township of Puslinch  
**PROJECT:** 128 Brock Road South

**DESIGNED BY:** KCC  
**DATE:** Apr 4, 2023  
**FILE NAME:** 5228

**DRAWN BY:** KCC  
**SCALE:** 1:400  
**SHEET:** 03 of 1

**PROJECT:** 5228-03  
**DATE:** Apr 12, 2023  
**BY:** AMO/CKY

# APPENDIX E

## Response to Peer Review Comments



ACOUSTICS



NOISE



VIBRATION

Updated peer review comments were received from Valcoustics Canada Ltd. on behalf of the Town of Puslinch concerning our revised Report entitled “Noise Feasibility Study, Proposed Industrial Development, 128 Brock Street South, Puslinch, Ontario”, dated March 20, 2023. Our responses are provided below which include the comments.

### Valcoustics Comments V2.0

- a) The response to d) b. regarding the Stamson calibration output provided as Appendix C indicates that the CadnaA output summary is provided as the reference for the calibration. However, the CadnaA summaries in the report do not include a reference sound level (LxD). Also, the LxD is a sound power level, so details on how the Leq from Stamson (which is a sound pressure level) has been converted to a sound power level should also be provided.

*The CadnaA summaries have been updated to include the LxD reference sound level for the employee vehicle passbys. A traffic source sound power level and spectrum (obtained from the USA FHWA TNM) was modelled in CadnaA as a line source and then calibrated such that the resultant sound power of the line source produced a sound pressure level at a reference distance (30 m) equivalent to those predicted by STAMSON 5.04. That resulting sound power level was used in the CadnaA model to represent the employee vehicle movement noise source.*

- b) The response to d) b. 3) does not address the concern raised in the original peer review. Impulses in the trailer parking area would not include loading/unloading impulses. Thus, the 117 dBAI reference level for trailer coupling should be used for the impulses in this area. Also, the ratio of impulses in this area to those in the loading areas needs to reflect a predictable worst-case scenario.

*The acoustical model has been updated to reflect the latest site plan dated April 14, 2023 and also incorporates the grading plan dated April 2023. The west end of the docking area is intended for small courier truck deliveries and as such impulsive sources were not included for this area. Impulsive sources were included for areas indicated on the site plan for tractors and trailers. Truck coupling locations are shown as green crosses (point sources) with a referenced level of 117 dBAI (eight at the loading docks and eleven in the trailer parking area) and the green hatched area represents the impulses associated with forklifts entering and exiting docked trailers in Figures 5, 6, 8, and 9. The results indicate that a noise barrier 3.6 m in height is required along the east-west length, near the loading docks and trailer parking area as shown on Figure 7. The top of this noise barrier is approximately 7 to 8 m high relative to the grade of the receptors.*

- c) The updated report includes for evening and nighttime operations at the proposed facility. However, the assessment does not account for impulses during these time periods. If impulses are not expected because loading/unloading and coupling/uncoupling are not permitted during these time periods, then this needs to be a noise mitigation recommendation.

*A review of the resultant impulsive sound levels with the mitigation described above indicate the daytime and evening sound levels limits would be met at all receptors. On the rare occasion that loading/unloading may take place during the evening/nighttime hours, a review of loading/unloading impulses was conducted separately. The results indicate with the inclusion of the noise barrier, loading/unloading impulses would meet the nighttime sound level of 45 dBAI at all receptors. As such, we will include wording in the revised report to indicate shunting of trailers (coupling/decoupling) should not occur during the nighttime.*



May 1, 2023

Township of Puslinch  
7404 Wellington Road 34  
Puslinch, Ontario  
N0B 2J0

Attention: Lynne Banks  
[lbanks@puslinch.ca](mailto:lbanks@puslinch.ca)

**VIA E-MAIL**

**Re: Peer Review of Noise Feasibility Study  
Proposed Wellington Motor Freight Facility  
Puslinch, Ontario  
VCL File: 123-0058**

Dear Ms. Banks:

We have completed our review of the "*Noise Feasibility Study, Proposed Industrial Development, 128 Brock Street South, Puslinch, Ontario*", dated April 18, 2023, prepared by Howe Gastmeier Chapnik Limited (HGC) and an email dated April 24, 2023 from HGC clarifying the sample STAMSON output included in the report.

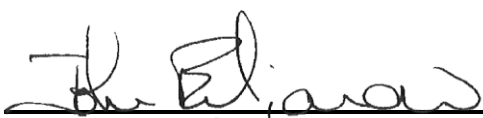
The Noise Feasibility Study was prepared to respond to the comments in our peer review letter dated April 4, 2023. Specific responses to the peer review comments are provided as Appendix D. The responses and updated report address the questions/issues raised in our peer review letters.

Based on our review of the noise feasibility study prepared in support of the motor freight facility along with the responses to our peer review comments, we concur with its findings and conclusions that the MECP noise guideline limits can be met with the recommended noise mitigation measures.

If there are any questions, please do not hesitate to call.

Yours truly,

**VALCOUSTICS CANADA LTD.**

Per:   
John Emeljanow, P.Eng.

JEV  
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May 11, 2023

**Pierre Chauvin**  
**MHBC Planning, Urban Design & Landscape Architecture**  
540 Bingemans Centre Drive, Suite 200  
Kitchener, ON N2B 3X9

VIA E-MAIL TO: <pchauvin@mhbcplan.com>

**Re: Addendum #1 – Assessment of Truck Back-up Alarms,  
Noise Feasibility Study, Proposed Industrial Development,  
128 Brock Road South, Puslinch, Ontario**

---

Dear Pierre,

As requested, HGC Engineering has prepared this letter as an addendum to our noise study titled “*Noise Feasibility Study, Proposed Industrial Development, 128 Brock Road South, Puslinch, Ontario*” dated April 18, 2023 (Noise Study) in response to concerns about the noise created from truck back-up alarms. Further analysis was conducted to investigate the sound levels created from the back-up alarms, and if additional mitigation would be required. A summary of that analysis and the outcomes are provided below.

#### *Criteria Governing Stationary Noise Sources*

Typically, noise from back-up alarms is excluded from assessment as it is a safety feature per MECP NCP-300. However, the Town of Puslinch has requested an assessment of the back-up alarms. Since noise from back-up alarms is typically not included in assessments, the associated criteria from the MECP does not take into account these sounds. Nevertheless, we have assessed the back-up alarms using the same criteria as other stationary noise sources as a conservative assessment. Those criteria can be found in the Noise Study.

#### *Assessment Methodology*

Predictive noise modelling was used to assess the potential noise impact of the noise sources in the Noise Study as well as truck back-up alarms. Assumed operational information outlined in the Noise Study and below, and surrounding building locations obtained from aerial photography were used as input to a predictive computer model (Cadna/A build: 195.5312), in order to estimate the sound levels from the proposed buildings at the existing receptors.

In this impact assessment, we have considered the worst-case (busiest hour) scenarios for the daytime, evening, and nighttime hours as outlined in the Noise Study, with the addition of the back-up alarms noise source. Wellington Motor Freight representatives have indicated that their hours of operation will be 07:00 to 19:00. As a worst-case scenario, we have also assessed limited operations outside of those business hours during the evening and nighttime hours to ensure a conservative assessment.

It is assumed that the back-up alarms will sound for a combined total of 9.5 minutes out of the hour during the daytime and 1.5 minutes out of the hour during the evening and nighttime based on the volume of truck movements outlined in the Noise Study. Wellington Motor Freight has agreed to equip their trucks with broadband frequency back-up alarms which are less sound intrusive compared to the standard tonal alarms. As a conservative assessment, the sound power level of the back-up alarm noise source is 116 dBA (non-tonal)



based on a typical backup alarm with a sound level of 107 dBA at 1.2 m as per SAE J1994. The back-up alarms noise source has been included in the model as an area source shown as a green hatched area in Figures 2 and 3 attached, which also shows the locations of the noise sources included in the Noise Study.

*Assessment Results and Recommendations*

The predicted sound levels due non-impulsive sources including trucking and employee vehicle activities and rooftop mechanical equipment, as well as truck back-up alarms, at the representative receptors (R1 to R13) during a worst-case busiest hour operating scenario, are summarized in the following table.

**Table 1: Predicted Non-Impulsive Source Sound Levels at Receptors during a Worst-case Operating Scenario hour (Without Mitigation), Leq (dBA)**

Receptor	Description	Daytime OLA	Daytime Facade	Evening OLA	Evening/Nighttime Facade
R1	95 Brock Road South	44	46	35	37
R2	2 Gilmour Road	49	53	39	44
R3	4 Gilmour Road	49	49	38	40
R4	6 Gilmour Road	51	51	42	42
R5	5 Gilmour Road	54	54	44	45
R6	10 Aberfoyle Mill Crescent	50	51	41	42
R7	9 Aberfoyle Mill Crescent	49	51	40	42
R8	20 Gilmour Road	44	47	35	38
R9	24 Gilmour Road	46	47	37	38
R10	30 Gilmour Road	45	45	36	37
R11	34 Gilmour Road	40	42	<35	<35
R12	38 Gilmour Road	<40	<40	<35	<35
R13	37 Gilmour Road	41	44	<35	35

The results of this analysis indicate that the predicted non-impulsive sound levels due to activities at the proposed facility, with the inclusion of back-up alarms, are expected to exceed the applicable limits at the closest noise sensitive receptors to the facility during an assumed worst-case operational scenario. Noise control measures are required and provided below.

*Recommendations*

Calculations indicate that the previously proposed noise barriers 3.6 m in height (approximately 145 m in length), relative to proposed grade, northwest of the loading bays, and 2.9 m in height (approximately 55 m in length), relative to proposed grade, northeast of the office building, as well as an additional 2.5 m high noise barrier (approximately 100 m in length), relative to proposed grade, around the northwest portion of the tractor parking area, as shown in Figure 1, will to provide sufficient noise mitigation.

The predicted non-impulsive sound levels with the inclusion of the noise barriers mentioned above are summarized in the table below and shown graphically on Figures 2 and 3.

**Table 2: Predicted Non-Impulsive Source Sound Levels at Receptors during a Worst-case Operating Scenario hour (With Mitigation), Leq (dBA)**

Receptor	Description	Daytime OLA	Daytime Facade	Evening OLA	Evening/Nighttime Facade
R1	95 Brock Road South	43	45	<35	36
R2	2 Gilmour Road	48	50	38	41
R3	4 Gilmour Road	47	46	36	37
R4	6 Gilmour Road	48	46	38	37
R5	5 Gilmour Road	50	50	40	40
R6	10 Aberfoyle Mill Crescent	46	47	36	37
R7	9 Aberfoyle Mill Crescent	45	47	36	37
R8	20 Gilmour Road	44	45	<35	36
R9	24 Gilmour Road	43	44	<35	<35
R10	30 Gilmour Road	42	44	<35	<35
R11	34 Gilmour Road	<40	41	<35	<35
R12	38 Gilmour Road	<40	<40	<35	<35
R13	37 Gilmour Road	41	43	<35	<35

*Conclusions*

The acoustical analysis indicates that sound levels predicted under worst-case operating scenarios, which includes noise from back-up alarms, and incorporating the noise control measures recommended herein, are expected to comply with the applicable MECP limits at neighbouring receptors.

The acoustic recommendations may be subject to modifications if the site plan is changed significantly, operating scenarios are significantly different to those assumed in the assessment or there is a significant increase in background sound levels.

*Limitations*

This document was prepared solely for the addressed party and titled project or named part thereof, and should not be relied upon or used for any other project without obtaining prior written authorization from HGC Engineering. HGC Engineering accepts no responsibility or liability for any consequence of this document being used for a purpose other than for which it was commissioned. Any person or party using or relying on the document for such other purpose agrees, and will by such use or reliance be taken to confirm their agreement to indemnify HGC Engineering for all loss or damage resulting therefrom. HGC Engineering accepts no responsibility or liability for this document to any person or party other than the party by whom it was commissioned.

Any conclusions and/or recommendations herein reflect the judgment of HGC Engineering based on information available at the time of preparation, and were developed in good faith on information provided by others, as noted in the report, which has been assumed to be factual and accurate. Changed conditions or information occurring or becoming known after the date of this report could affect the results and conclusions presented.



We trust that this is sufficient information for your present needs. Please do not hesitate to call if you have any further questions or require additional information.

Yours truly,  
**Howe Gastmeier Chapnik Limited**



Andrew Rogers, BAsC

Attached: Figures 1 to 3

  
Mandy Chan PEng  




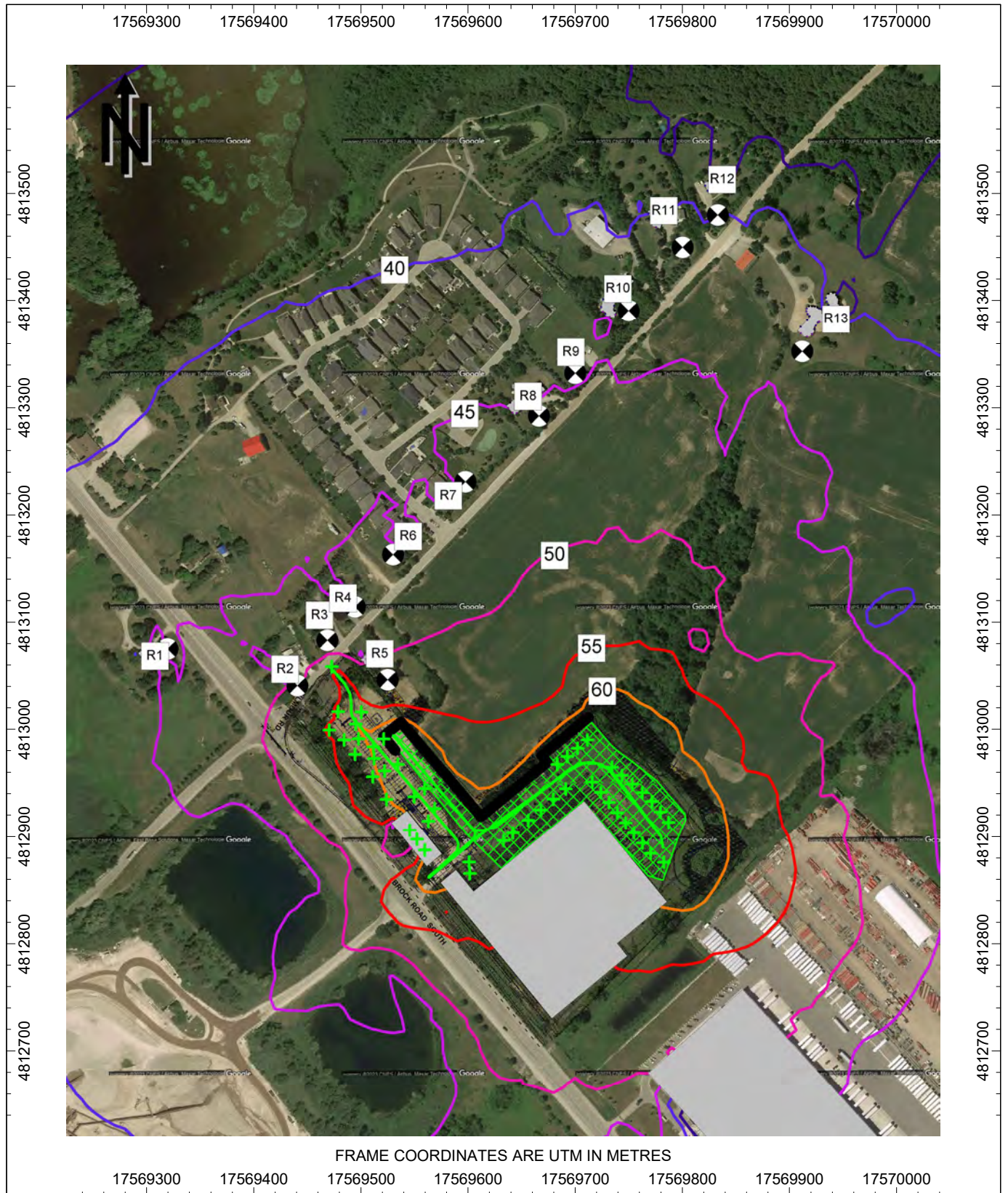


Figure 2: Predicted Daytime Hour Non-Impulsive Sound Level Contours with Mitigation (at a height of 4.5 m)

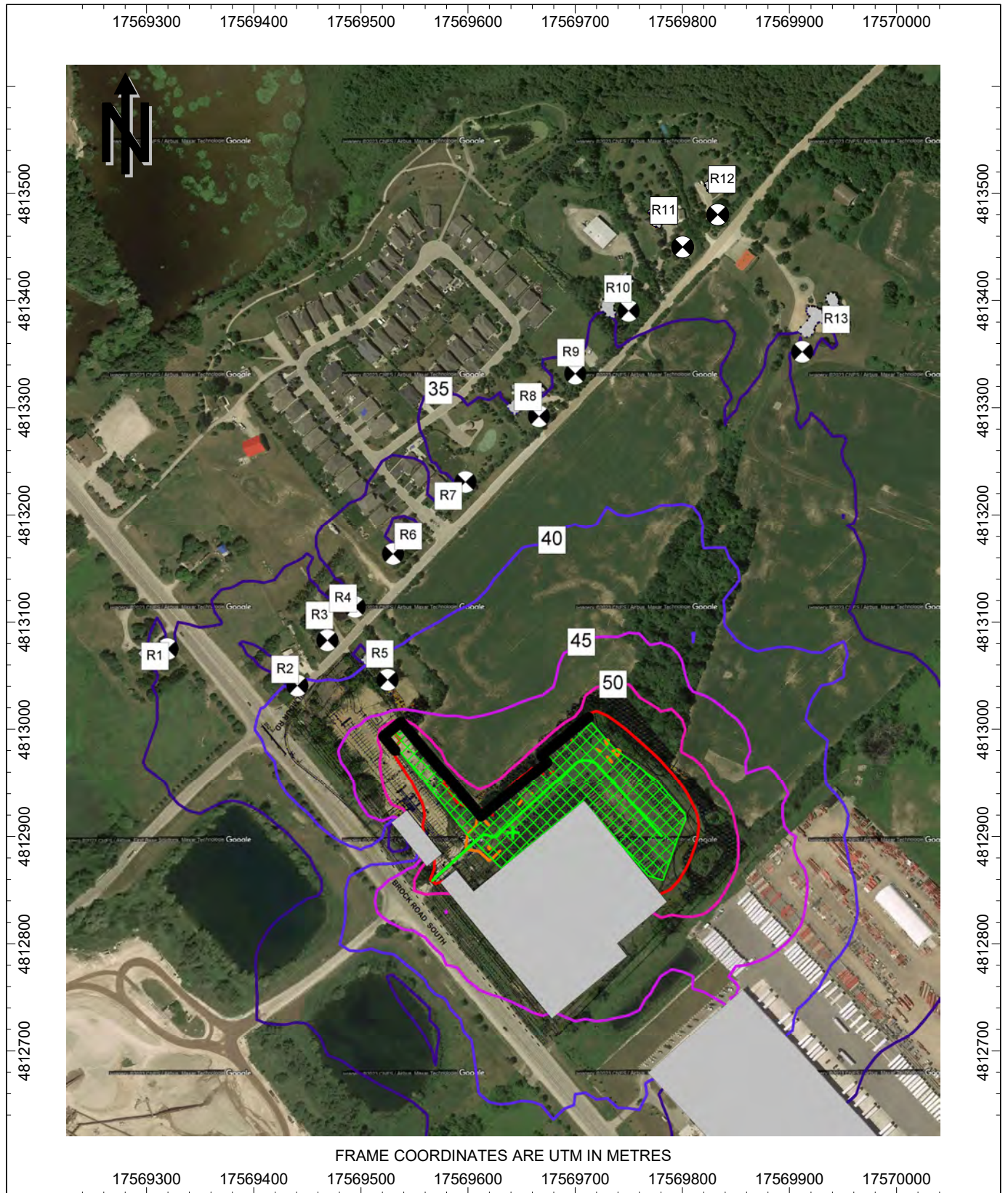


Figure 3: Predicted Evening/Nighttime Hour Non-Impulsive Sound Level Contours with Mitigation (at a height of 4.5 m)

May 15, 2023

Township of Puslinch  
7404 Wellington Road 34  
Puslinch, Ontario  
N0B 2J0

Attention: Lynne Banks  
[lbanks@puslinch.ca](mailto:lbanks@puslinch.ca)

**VIA E-MAIL**

**Re: Peer Review of Addendum #1  
Noise Feasibility Study  
Proposed Wellington Motor Freight Facility  
Puslinch, Ontario  
VCL File: 123-0058**

Dear Ms. Banks:

We have completed our review of "Addendum #1 – Assessment of Truck Back-up Alarms, *Noise Feasibility Study, Proposed Industrial Development, 128 Brock Street South, Puslinch, Ontario*", dated May 11, 2023, prepared by Howe Gastmeier Chapnik Limited (HGC).

Addendum #1 was prepared to respond to a request from the Town of Puslinch to assess the potential noise impacts from the back-up alarms. We agree with the commentary provided by HGC in Addendum #1 that back-up alarms are typically not included as part of the stationary noise source. However, our experience is that they are often a source of noise concern and/or complaint.

HGC has added the back-up alarm noise to their stationary noise source assessment. This is an appropriate way of assessing their noise impact. However, I have these comments/questions about their assessment:

- The latest version of the Noise Feasibility Study indicated there could be up to 23 truck movements during the day and up to 3 during the evening and at night. The HGC assessment accounts for 9.5 minutes of back-up alarm noise during the daytime and 1.5 minutes during the evening and at night. At evening/night, the alarm duration is 30 seconds per truck. However, during the daytime, the duration is approximately 25 seconds per truck. It is not clear why a shorter duration was assumed during the daytime.
- The HGC assessment assumes that all trucks using the facility will have broad band back up alarms and not the typical tonal alarms. Tonal alarms have a similar overall sound power level as broad band alarms but, in accordance with MECP requirements, attract a 5 dBA adjustment (increase to their sound level) to account for their increased audibility. If tonal alarms are used at the facility, the off-site noise impacts would likely increase. It is not possible to determine the increase in this case since the HGC results are for the entire stationary source combined and not for the individual sources.

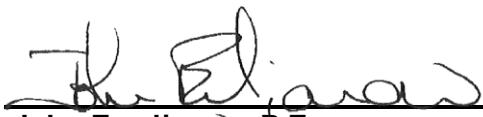


Based on our review of Addendum #1 to the noise feasibility study prepared in support of the motor freight facility, there are a few items that require further clarification.

If there are any questions, please do not hesitate to call.

Yours truly,

**VALCOUSTICS CANADA LTD.**

Per:   
**John Emeljanow, P.Eng.**

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May 16, 2023

**Pierre Chauvin**  
**MHBC Planning, Urban Design & Landscape Architecture**  
540 Bingemans Centre Drive, Suite 200  
Kitchener, ON N2B 3X9

VIA E-MAIL TO: <pchauvin@mhbcplan.com>

**Re: Response to Peer Review Comments V4.0,  
Noise Feasibility Study, Proposed Industrial Development,  
128 Brock Road South, Puslinch, Ontario**

---

Dear Pierre,

Updated peer review comments were received from Valcoustics Canada Ltd. on behalf of the Town of Puslinch concerning our addendum letter titled “*Addendum #1 – Assessment of Truck Back-up Alarms, Noise Feasibility Study, Proposed Industrial Development, 128 Brock Road South, Puslinch, Ontario*” dated May 11, 2023. Our responses are provided below which include the comments.

#### **Valcoustics Comments V4.0**

- The latest version of the Noise Feasibility Study indicated there could be up to 23 truck movements during the day and up to 3 during the evening and at night. The HGC assessment accounts for 9.5 minutes of back-up alarm noise during the daytime and 1.5 minutes during the evening and at night. At evening/night, the alarm duration is 30 seconds per truck. However, during the daytime, the duration is approximately 25 seconds per truck. It is not clear why a shorter duration was assumed during the daytime.

*In our assessment of the daytime back-up alarms, we assumed there would be 8 tractors reversing (without trailers) and 15 trucks (with trailers). The tractors would be able to reverse more quickly without trailers, so we assumed 15 seconds of back-up alarm sound per tractor. For trucks with trailers, we assumed 30 seconds of back-up alarm sound per truck. Combining the two, this accounts for the 9.5 minutes during the daytime. For the evening/nighttime assessment, as a worse-case scenario we assumed all 3 of the trucks would have trailers, thus 30 seconds each, equating to 1.5 minutes.*

- The HGC assessment assumes that all trucks using the facility will have broad band back up alarms and not the typical tonal alarms. Tonal alarms have a similar overall sound power level as broad band alarms but, in accordance with MECP requirements, attract a 5 dBA adjustment (increase to their sound level) to account for their increased audibility. If tonal alarms are used at the facility, the off-site noise impacts would likely increase. It is not possible to determine the increase in this case since the HGC results are for the entire stationary source combined and not for the individual sources.

*Wellington Motor Freight has agreed to use broadband alarms for all of their trucks at this facility.*



ACOUSTICS



NOISE



VIBRATION

### Limitations

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Any conclusions and/or recommendations herein reflect the judgment of HGC Engineering based on information available at the time of preparation, and were developed in good faith on information provided by others, as noted in the report, which has been assumed to be factual and accurate. Changed conditions or information occurring or becoming known after the date of this report could affect the results and conclusions presented.

We trust that this is sufficient information for your present needs. Please do not hesitate to call if you have any further questions or require additional information.

Yours truly,  
**Howe Gastmeier Chapnik Limited**



Andrew Rogers, BAsC

  
Mandy Chan, P.Eng.  


May 17, 2023

Township of Puslinch  
7404 Wellington Road 34  
Puslinch, Ontario  
N0B 2J0Attention: Lynne Banks  
[lbanks@puslinch.ca](mailto:lbanks@puslinch.ca)**VIA E-MAIL****Re: Review of Response to Peer Review Comments V4.0  
Assessment of Truck Back-Up Alarms  
Noise Feasibility Study  
Proposed Wellington Motor Freight Facility  
Puslinch, Ontario  
VCL File: 123-0058**

Dear Ms. Banks:

We have completed our review of a May 16, 2023 letter, responding to our May 15, 2023 peer review comments, prepared by Howe Gastmeier Chapnik Limited (HGC).

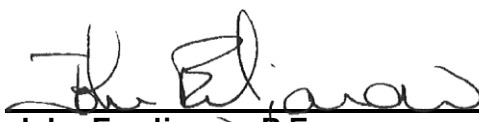
The responses address the comments in the peer review letter and I agree with the findings of their noise assessment as outlined in their Addendum #1.

If there are any questions, please do not hesitate to call.

Yours truly,

**VALCOUSTICS CANADA LTD.**

Per:

  
\_\_\_\_\_  
John Emeljanow, P.Eng.

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April 11, 2023

## Memorandum

To: Lynne Banks – Development and Legislative Coordinator, Township of Puslinch

Cc: Meagan Ferris – Manager of Planning and Environment, Wellington County  
Zach Prince – Senior Planner, Wellington County  
Courtenay Hoytfox – Municipal Clerk, Township of Puslinch

From: Danielle Walker, Source Protection Coordinator, Wellington Source Water Protection

Reviewed by: Kyle Davis, Risk Management Official, Township of Puslinch

### RE: 128 Brock Road South, Township of Puslinch – Zoning By-law amendment

#### 1. Clean Water Act Part IV Requirements

Due to the site's location outside any water quality WHPA or ICA, and because the draft WHPA-Q is not yet in legal effect, a Section 59 Notice under the *Clean Water Act* is not required for any applications under the *Planning Act* or *Ontario Building Code*.

#### 2. Conditions

If Council approves this application, Wellington Source Water Protection recommends that the following conditions be fulfilled to the satisfaction of the Township's Risk Management Official, **prior** to the Holding Zone being lifted. The below conditions and recommendations are suggested based on a review of the Preconsultation and Zoning By-Law Amendment documents submitted by the applicant and could be included either as Holding Zone conditions or as conditions in a Site Plan Agreement, that is required to be approved prior to the removal of a Holding Zone.

- a. That the Drinking Water Threats Screening Form be completed and submitted.
- b. That the applicant complete and submit a Drinking Water Threats Disclosure Report and associated Management Plan(s) to the satisfaction of the Township Risk Management Official including, but not limited to, winter maintenance activities and liquid fuel, chemical and waste handling / storage activities.

- c. That the applicant provide a liquid fuel handling / storage and spill response procedure for construction and facility operation, to the satisfaction of the Risk Management Official.
- d. That the applicant provide the Environmental Compliance Approval (ECA) application and supporting documentation for the proposed sewage works to the Township for review and that the applicant provide Township comments on the application and supporting documentation to the Ontario Ministry of the Environment, Conservation and Parks.
- e. That the applicant submit a Water Balance Assessment report for the property to the satisfaction of the Township Hydrogeologist including addressing Township comments related filling in of depressions and meeting recharge conditions post development.
- f. That the applicant install a flow meter that records water usage at the site and retains records of water usage to provide upon request by the Township.
- g. That the applicant confirm and address mitigation of any transport pathways proposed for this development including addressing the Township Hydrogeologist's recommendation to either retrofit or decommission the existing on-site well to prevent groundwater flow from the Guelph Formation to the lower geological formations.

The following sections are provided for rationale and further information to the reader pertaining to the *Clean Water Act* requirements and recommended *Planning Act* approval conditions listed above. The following sections do provide any additional requirements.

### **3. Rationale**

#### *Drinking Water Threats Screening Form*

- This form is an important tool that the Risk Management office uses to determine how Source Protection Plan policies may affect the property.
  - The applicant has noted that MHBC is to complete and submit the Source Water Protection screening form, however, it was not submitted with the application.

### *Threats Disclosure Report and associated Management Plan(s)*

- For management of drinking water threat activities and other chemicals, waste, or fuels, a Drinking Water Threats Disclosure Report (TDR) and management plan (MP) are required under County of Wellington Official Plan 4.9.5.4. This report must address all Prescribed Drinking Water Threats and any other chemical, fuel (including generators), or waste storage listed in section 4.9.5 of the Official Plan. Please see Appendix A for the TDR guidance document and contact the undersigned if you have any questions.
- For any chemicals, waste, or fuel identified in the TDR as being stored or handled on site, a management plan must be submitted with the TDR. A management plan outlines the storage requirements, handling requirements, spill response plan and staff training for the site. Based on the application documents, it is anticipated that, at a minimum, the report and management plans will address liquid fuel, chemical and waste handling and storage and winter maintenance activities.

### *Liquid Fuel Handling*

- During future submissions, please address whether there will be fuel storage on site temporarily during construction. If liquid fuel storage over 250 litres will occur during construction, it is requested that the applicant provide details on temporary fuel usage (quantity anticipated on site and a liquid fuel handling / storage and spill response procedure) during the application approval process.
- Given the nature of the proposal and that liquid fuel will be present on site during facility operation, a spills response procedure for fuel is requested. This can be incorporated into the fuel Management Plan referenced above.

### *Water usage*

- The threshold for a Permit to Take Water is 50,000 L/day, however, draft water quantity policies which will be in legal effect in the future, recommend that the Township also monitor water usage below 50,000 L/day in the WHPA-Q.
- Given the size of the proposed development within the draft WHPA-Q, we request that the Township require the applicant to install a flow meter to monitor water takings.

### *Sewage Works*

- The submitted documents indicate that an Environmental Compliance Approval for sewage works will be necessary. The Township will wish to review and make comment on that application.

### *Transport Pathways*

- The response matrix indicates that there are transport pathways proposed for this site and that the existing well is also functioning as a transport pathway.

## **4. Further Information**

The subject property is located in:

- a) a draft Wellhead Protection Area Q (WHPA-Q);
- b) a Significant Groundwater Recharge Area (SGRA); and
- c) a high- medium Aquifer Vulnerability Index (AVI) zone.

Attachments show the relevant mapping. Please note the subject property is not located in a Wellhead Protection Area for Quality, a Highly Vulnerable Aquifer (HVA), or Issue Contributing Area (ICA).

The vulnerable areas listed above are identified and mapped pursuant to the *Clean Water Act* and the Grand River Source Protection Plan, as amended. The Grand River Source Protection Plan – Wellington County chapter can be accessed [here](#). For ease of reference, some of the vulnerable areas are available either through online mapping tools such as the County of Wellington Explore Wellington [here](#) or the Provincial Source Protection Information Atlas [here](#).

Water quantity vulnerability is determined through the completion of water budgets. All Source Protection Areas initially completed either a Tier 1 (watershed) or a Tier 2 (subwatershed) water budget study for the entire watershed. Out of the Tier 2 studies, each Source Protection Area identified subwatersheds that had a 'moderate' or 'significant' potential for experiencing stresses related to water takings. In these areas, a Tier 3 Water Budget Study is conducted to further determine the risk to drinking water quantity. In Wellington County, there are Tier 3 water budget studies that are in various process stages in the Townships of Centre Wellington, Guelph Eramosa, Puslinch and the Town of Erin. Find more information [here](#).

The *Clean Water Act's* stated purpose is the protection of all drinking water sources, however, the Province of Ontario has currently scoped the implementation of this Act primarily to municipal drinking water systems through language in both the Act and associated regulations. Other drinking water systems, including non-municipal systems and private well clusters, can only be included in the implementation of this Act through Council resolution, acceptance by the Lake Erie Source Protection Committee and approval by the Provincial Minister of the Environment, Conservation and Parks. To date, other drinking water systems such as non-municipal drinking water systems and



private well clusters have not been included in the implementation of the Act within the County of Wellington and have only been sporadically included elsewhere in Ontario.

Therefore, although there is a cluster of private wells and a non-municipal drinking water system (Meadows of Aberfoyle) in close proximity to the subject property, the *Clean Water Act* and the Grand River Source Protection Plan do not legally apply to the protection of these private wells or non-municipal drinking water systems. It is important to note, however, that any protection measures that are legally required to protect the much more distant City of Guelph municipal wells, will also, by default, provide protection to the much closer private wells even if the measures are not legally required for the protection of the private wells. It is also noted that the Township Hydrogeologist has provided hydrogeological comments related to the hydrogeological characterization of the site and measures to reduce potential off-site impacts. We defer to and support the Township Hydrogeologist comments related to the subject property and support the inclusion of measures to ensure protection of private wells through *Planning Act* and *Ontario Water Resource Act* approvals.

In response to public concerns that the *Clean Water Act* does not provide default legal protection to private wells or non-municipal drinking water systems, the Ministry of the Environment, Conservation, and Parks released a 'Best Management Practice' guide that outlines steps to manage risks and identify actions that can be taken to protect private wells and non-municipal drinking water sources. The practices discussed in the guide are a proactive approach to protecting sources of drinking water And can be accessed here : <https://www.ontario.ca/document/best-practices-source-water-protection>.

The identification of vulnerable areas pursuant to the *Clean Water Act* is a tool used to assess potential risk to municipal drinking water sources. The vulnerability scoring is a ten point scale from 2 and 4 (low vulnerability) to 6, 8 (moderate vulnerability) to 10 (high vulnerability). The shading on the mapping reflects the vulnerability scoring, the highest vulnerability being shaded red (score 10). The scoring takes into account geological or hydrogeological features such as bedrock close to the ground surface, human influenced features (transport pathways) such as improperly decommissioned wells or aggregate pits and proximity to the municipal well(s). This mapping is only provided in proximity to municipal well(s) where the *Clean Water Act* specifies the establishment of wellhead protection areas for quality based on the estimated time of travel for water to travel to the municipal well(s). The highest vulnerability of 10 can only be present in the wellhead protection areas that are closest to the municipal wells either the WHPA – A (100 metre radius around the municipal well) or the WHPA – B (2 year time of travel).

To develop the vulnerable areas and scoring, aquifer vulnerability mapping, often at a watershed scale, is available for reference from the Conservation Authorities and referenced in the applicable Assessment Report. As noted above, the site is not located within a municipal wellhead protection area for quality and therefore only aquifer vulnerability mapping is available. This site is located in a high to medium Aquifer Vulnerability Index zone which indicates that geological, hydrogeological or transport pathway features indicate a potential for medium to high vulnerability to surface contamination. This was considered and is part of the rationale for the recommended conditions above.

Further comments will be provided during future planning applications and the requested conditions and recommendations may be updated at that time.

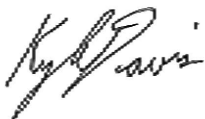
For more information, please contact the undersigned.

Sincerely,



Apr 11, 2023

Danielle Walker, Source Protection Coordinator  
519-846-9691 ext 236  
[dwalker@centrewellington.ca](mailto:dwalker@centrewellington.ca)



Apr 11, 2023

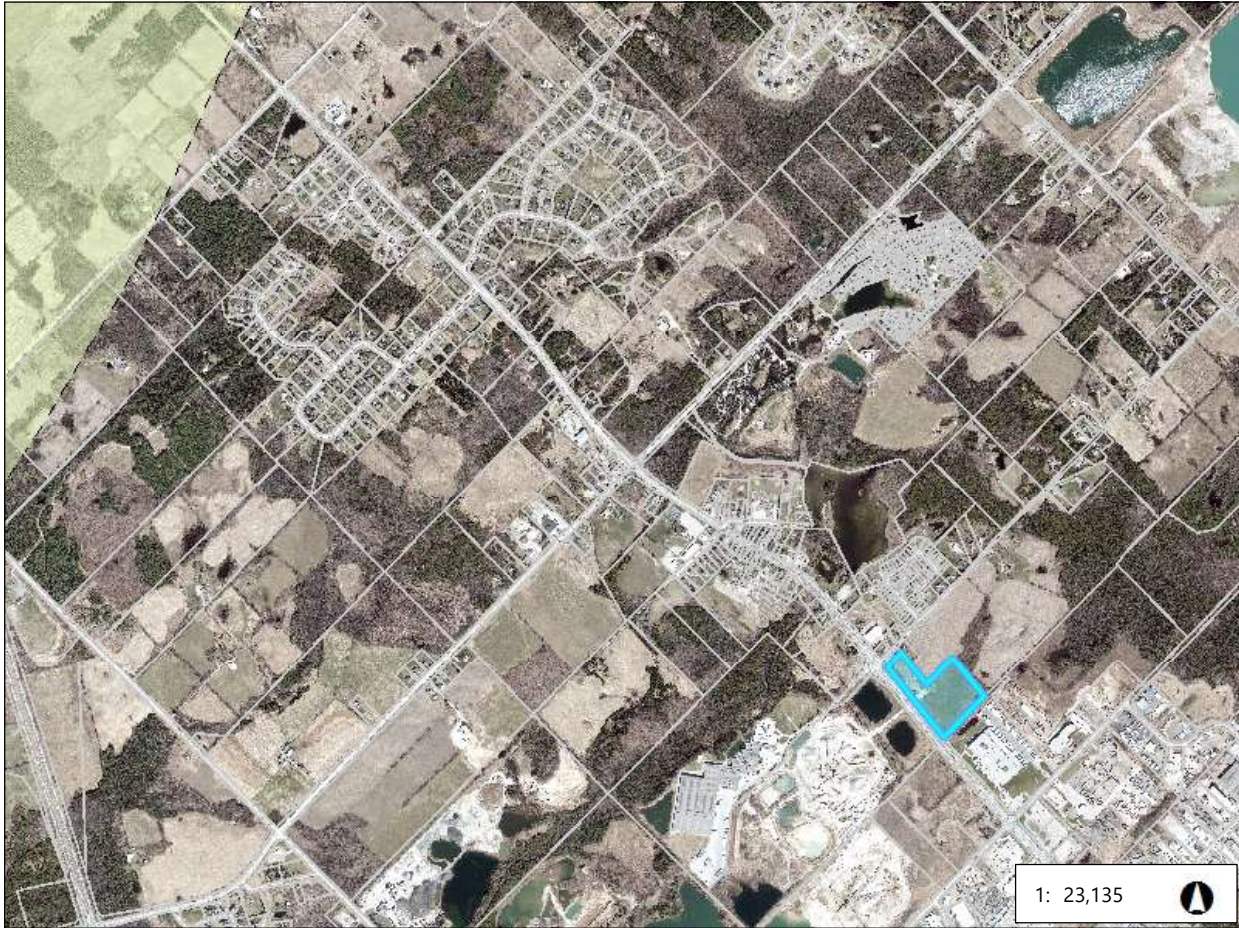
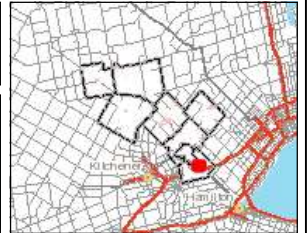
Kyle Davis, Risk Management Official  
519-846-9691 ext 362  
[kdavis@centrewellington.ca](mailto:kdavis@centrewellington.ca)

Attachments: DWT Screening Form  
WHPA Maps  
TDR Guidance



Explore Wellington

128 Brock Road South, Puslinch



1: 23,135

Legend

- Parcels
- Well Locations
  - Existing
  - Proposed
- Issue Contributing Area
  - Chloride
  - Nitrate
  - Sodium
  - TCE
- Wellhead Protection Area
  - A
  - B
  - C
  - D
- Vulnerability Score
  - 10
  - 8, D; 8; 8, C
  - 2, 4, 6 (A, B or C)
  - 2,4,6, D; 2,4, D; 2, 4, 6 (D); 4, D; 6,
- HVA
- RoadsLookup

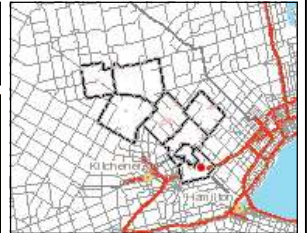


WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
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THIS IS NOT SURVEY DATA. Parcels - Teranet 2002, Wellington County 2022

Notes



Legend

- Parcels
- Roads
  - Local Road
  - County Road
  - Highway
- Waterbodies
- Well Locations
  - Existing
  - Proposed
- Intrinsic Vulnerability
  - H
  - M
  - L
- RoadsLookup

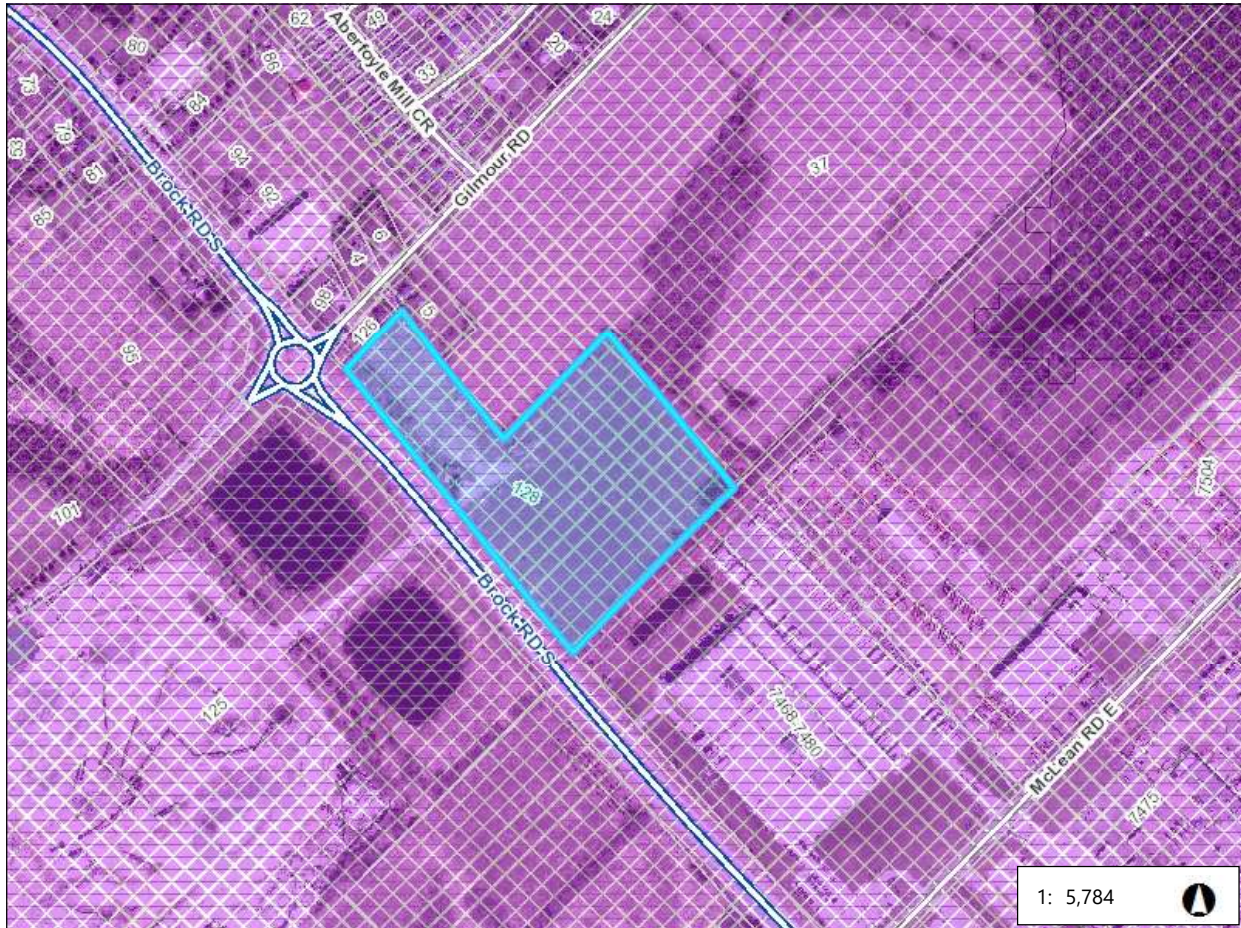
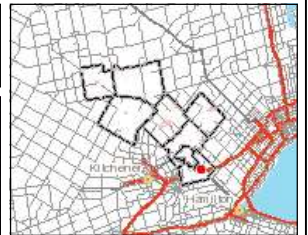
1: 2,892

0.1 0 0.07 0.1 Kilometers

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Notes



Legend

- Parcels
- Roads**
  - Local Road
  - County Road
  - Highway
- Well Locations**
  - Existing
  - Proposed
- WHPA Q1\_Q2\_Boundary
- WHPA Q1\_Q2
  - Approved
  - Draft
- SGRA
- RoadsLookup

1: 5,784



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THIS IS NOT SURVEY DATA. Parcels - Teranet 2002, Wellington County 2022

Notes


# Source Water\_Comments\_BrockS\_128\_full\_final April 11 23

Final Audit Report

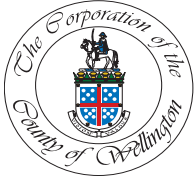
2023-04-11

Created:	2023-04-11
By:	Danielle Walker (dwalker@centrewellington.ca)
Status:	Signed
Transaction ID:	CBJCHBCAABAAsga1LX8m4RUBHVu-T68vDpyz6RikuZiE

## "Source Water\_Comments\_BrockS\_128\_full\_final April 11 23" History

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2023-04-11 - 4:20:32 PM GMT- IP address: 129.222.140.212
-  Document e-signed by Danielle Walker (dwalker@centrewellington.ca)  
Signature Date: 2023-04-11 - 4:22:02 PM GMT - Time Source: server- IP address: 129.222.140.212
-  Document emailed to Kyle Davis (kdavis@centrewellington.ca) for signature  
2023-04-11 - 4:22:04 PM GMT
-  Email viewed by Kyle Davis (kdavis@centrewellington.ca)  
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-  Document e-signed by Kyle Davis (kdavis@centrewellington.ca)  
Signature Date: 2023-04-11 - 4:24:53 PM GMT - Time Source: server- IP address: 167.100.65.76
-  Agreement completed.  
2023-04-11 - 4:24:53 PM GMT

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COUNTY OF WELLINGTON

OFFICE OF THE COUNTY ENGINEER  
ADMINISTRATION CENTRE  
T 519.837.2601  
F 519.837.8138

74 WOOLWICH STREET  
GUELPH, ONTARIO  
N1H 3T9

## MEMORANDUM

**TO:** Lynne Banks Development and Legislative Coordinator – Township of Puslinch

**FROM:** Pasquale Costanzo, Technical Services Supervisor – County of Wellington

**RE:** Zoning Bylaw Amendment, Wellington Motor Freight  
128 Brock Road South (Wellington Road 46), Aberfoyle, Township of Puslinch

**DATE:** April 6, 2023

The Wellington Roads have completed a preliminary reviewed of the provided supporting reports for the zoning bylaw amendment request and further comments will be provided during the site plan application process.

### Traffic Impact Study

The report was peer review by Dilion Consulting with their memo attached and comments provided. The County will require the installation of the dedicated right turn lane into the site as described in the TIS. An agreement with the proponent and the County will be required with the detail design including all related costs for its installation to be borne by the applicant.

### Storm Water Management

No comments to provide at this time and further comments may be provided during the site plan application.

### Landscaping Plan

There are plantings proposed within the right-of-way along property line and the County does not have a concern with the preliminary landscaping plan as shown. However, we will request that within the site plan agreement ownership of any planting or landscaping requirements by the Township (County approval required) in the ROW will be the proponent responsibility to maintain along with any associated cost as required.

Sincerely

A handwritten signature in black ink, appearing to read "P. Costanzo".

Pasquale Costanzo C.E.T.  
Technical Services Supervisor

Cc. Zach Prince, Senior Planner – County of Wellington

# Memo



**To:** Pasquale Costanzo, C.E.T., County of Wellington  
**From:** Tim Kooistra, C.E.T., Dillon Consulting Limited  
**Date:** March 13, 2023  
**Subject:** 128 Brock Road South Industrial Development, Puslinch, Traffic Impact Study – Peer Review  
**Our File:** 21-2592

Dillon Consulting Limited has been retained by the County of Wellington to undertake a peer review of a Traffic Impact Study (TIS) that was developed to support the proposed industrial development by Wellington Motor Freight located at 128 Brock Road South (Wellington Road 46) in the Township of Puslinch. The study was prepared by Paradigm Transportation Solutions Limited in December 2022.

This memo documents the findings from the peer review of the above-noted study. This peer review and associated comments are structured to align with the same section headings as found in the submitted TIS.

## 1.0

# Paradigm's Traffic Impact Study

## 1.1

### Introduction

The site (128 Brock Road South) is located on vacant lands on east side of Wellington Road 46, north of McLean Road and south of Gilmour Road in the Township of Puslinch. The site is proposed to be developed as a warehouse with offices. The warehouse operation is proposed to feature a GFA of 207,550 sq. ft. (19,282 m<sup>2</sup>) while the office component is approximately 30,000 sq. ft. (2,787 m<sup>2</sup>). Based on the limited clarity of the concept plan within the TIS, it was not possible to check that these GFA amounts are correct.

The industrial development is anticipated to be completed no later than 2025, and the traffic forecasts considered a five-year (2030) horizon following build-out.

The study assessed conditions during the Weekday AM and Weekday PM peak hour periods. Given the nature of the proposed land use and the surrounding context, this is fully appropriate. The analysis periods were confirmed during the scoping of the study in October 2022 (as noted within Appendix A of the submitted TIS).

Operational analysis was completed at two nearby intersections along Wellington Road 46 (at Gilmour Road (roundabout) and at McLean Road (signalized)). These two intersections as identified in the Study Area are appropriate for the nature and scale of the development.



## 1.2

### Existing Conditions

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Turning movement volumes at the two existing Study Area intersections along Wellington Road 46 were collected on Thursday, October 13, 2022.

When comparing the turning movement data to the figures and the Synchro files, it has been found that several volumes in the northbound and southbound directions on Wellington Road 46 do not match fully. However, as the volume adjustments were minimal, they were assumed to be done in order to fully balance the northbound and southbound traffic volumes on Wellington Road 46 between McLean Road and Gilmour Road.

The existing conditions analysis indicates that all movements operate acceptably (at LOS D or better) during both the AM and PM peak hours. The traffic signal timings (as provided by the County of Wellington) were entered correctly into Synchro, although no movements were set up with a recall arrangement (minimum recall, pedestrian recall, maximum recall, etc.). The existing roundabout was assessed using Arcady 8 and found that all movements at this intersection operate at LOS A during both the AM and PM peak hours. The existing conditions analysis have been found to be completed accurately and is acceptable.

## 1.3

### Development Concept

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The study noted that site trip generation was estimated using rates published of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11<sup>th</sup> edition. This is an acceptable approach to estimating trips, and it has been found that the correct trip generation rates and calculations were made.

Given the nature of the development, no trip reductions (pass-by rates, internal capture rates or other travel modes such as transit) were applied. This is generally acceptable given the context and location of the development.

The site trip distribution identified in Table 3.2 of the report matches the AM and PM peak hour distribution percentages. This is acceptable given the land use, context, and location of the development in proximity to Highway 401.

The site trip assignment notes that the trips generated by office staff and warehouse employees would be assigned to the Gilmour Road access while the truck trips would be assigned to the driveway access to Wellington Road 46, noting all trucks would be making the northbound right-turn movement into the site and the westbound left-turn movement out of the site.

When looking at the development concept plan, it does appear that there are staff parking areas located closer to the Wellington Road 46 driveway and that no barriers would be introduced to force staff enter and exit the site via Gilmour Road. As a result, it is expected that some staff trips may be entering and exiting the site via the Wellington Road 46 unless the physical arrangement of the site driveway and staff parking lot is modified.

## Evaluation of Future Traffic Conditions

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Additional traffic volumes of five background developments in the Study Area were also explicitly considered in the future analysis. These five background developments were identified by Paradigm when scoping out the study, although it is not clear whether or not Paradigm reached out to the Township of Puslinch to see if any further developments (beyond these five) needed to be explicitly included, as there was no conversation included within the study's Appendix A.

A compounded growth rate of 2.0% per annum was also applied to the existing traffic volumes. This approach to deriving the future traffic volumes is acceptable and was scoped out prior to the study being developed.

Within the two existing intersections, it was found that no changes to the signal timing or geometry was included, and future operations at the two existing intersections show that all movements will continue to operate in an acceptable manner (at LOS D or better).

At the proposed driveway to Wellington Road 46, the westbound left-turn movement exiting the site is projected to operate at LOS E and LOS F during the morning and afternoon peak hours. However, this movement is projected to operate well beneath capacity and should only impact site-generated trucks rather than any vehicles that would be travelling along the Wellington Road 46 corridor. This is because staff vehicles will need to access the site off Gilmour Road. During peak traffic periods, trucks exiting the site can turn right and go around the Gilmour Road roundabout to head south.

## Remedial Measures

---

One measure was considered, which was to introduce a northbound right-turn lane on Wellington Road 46 at the direct site access for trucks entering the site. Based on the projected volumes and nature of vehicles (all trucks) entering at this site at this location, it is recommended that a northbound right-turn lane is introduced to allow trucks to safely slow down before entering the site (while not impeding any through traffic). An 80 metre right-turn lane parallel length has been recommended.

Given all trucks are projected to travel to/from the south and as all staff trips are anticipated to enter the site off Gilmour Road, a southbound left-turn lane into the site has not been recommended.

## Paradigm's Conclusions and Recommendations

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Within the Study Area, it has been noted that under the 2030 Total Traffic Conditions, most of the Study Area will operate within acceptable levels of service. However, the new driveway to Wellington Road 46 is projected to operate at LOS F during the PM peak hour. This is acceptable as this movement will operate well under capacity and will only be used by trucks exiting the site. Trucks could also turn right and go around the Gilmour Road roundabout if experiencing difficulties exiting the site during peak periods.

It is also recommended that a northbound right-turn lane into the site be constructed from a safety perspective rather than a capacity perspective. This would allow trucks to safely slow down before entering the site.

## 2.0

# Peer Review Summary

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The following represents a summary of the findings of this peer review exercise and two additional recommendations:

- Overall, the associated analysis, findings, and recommendations have been found to be completed correctly and are appropriate, noting that:
  - The northbound right-turn lane with 80 metres of parallel storage into the site should be constructed as recommended;
  - Signage prohibiting any left-turn movements into the site at the Wellington Road 46 driveway should be introduced to ensure no vehicles make this southbound left-turn movements and that all staff trips to/from the north access the site off Gilmour Road; and,
  - Internal signage within the truck areas and auto parking areas that would instruct motorists that they are not to travel between these parking areas in order to connect to/from Wellington Road 46.
- Clarification should be made to the site plan (parking lots and access arrangements) to ensure that only trucks are entering and exiting the site to/from Wellington Road 46 direction and that all passenger vehicles can only access the site via Gilmour Road.

Yours sincerely,

**DILLON CONSULTING LIMITED**



Tim Kooistra, C.E.T.  
Traffic and Transportation Technologist

# DOUGAN & ASSOCIATES

ECOLOGICAL CONSULTING & DESIGN

3-7 EDINBURGH ROAD SOUTH GUELPH ON N1H 5N8 T 519.822.1609 F 519.822.5389 www.dougan.ca

April 6, 2023

Lynne Banks  
Development and Legislative Coordinator  
Township of Puslinch  
7404 Wellington Rd. 34, Puslinch, Ontario N0B 2J0  
[lbanks@puslinch.ca](mailto:lbanks@puslinch.ca)

**RE: P11/6678 Ecology Peer Review of: 128 Brock Road South, Puslinch (Wellington Motor Freight) Scoped Environmental Impact Study (NRSI, Revised March 2023)**

Dear Lynne,

Dougan & Associates (D&A) has completed a review of the revised EIS for 128 Brock Road South (NRSI, March 2023). This resubmission has addressed all of our outstanding comments, as detailed in the table below.


Please note that, as noted in the EIS, a detailed Landscape Plan and Tree Preservation Plan should be reviewed as part of the Site Plan submission and approved prior to pre-grading.

Please do not hesitate to contact the undersigned with any questions or concerns regarding this review.

Regards,



Christina Olar, HBsc, Eco. Mgmt. Tech., ISA  
Ecology Manager, Ecologist, Arborist



Todd Fell, OALA, CSLA, CERP  
Director, Landscape Arch., Rest. Ecologist



January 27, 2023  
Our File: 122006-018

Township of Puslinch  
7404 Wellington Road 34  
Guelph, ON N0B 2J0

Attention: Ms. Lynne Banks

Re: Zoning Bylaw Amendment Application  
128 Brock Road South, Township of Puslinch

Dear Ms. Banks,

An email was received on January 17, 2023, requesting comments regarding a first submission for zoning bylaw amendment related to a proposed future industrial development, on the subject lands located at 128 Brock Road South, in the Township of Puslinch. The proposed development consists of a one-storey warehouse facility, a two-storey office facility and trailer parking and loading spaces, with one access to Brock Road South for heavy vehicles and one access to Gilmour Road for employees.

The Township requested that GM BluePlan Engineering (GMBP) review the submission from an engineering perspective. As such, the following documents and drawings were received and reviewed by GMBP as part of the first submission for zoning bylaw amendment:

- Zoning Bylaw Amendment Application Form, dated December 16, 2022.
- Zoning Bylaw Amendment Application Cover Letter, prepared by MHBC Planning, dated January 9, 2023.
- Conceptual Site Plan and Conceptual Enlarged Site Plan, prepared by Tacoma Engineers, dated December 21, 2022.
- Elevations, prepared by Edge Architects Ltd., dated December 15, 2022.
- Preliminary Servicing and Stormwater Management Report, prepared by Meritech Engineering, dated December 21, 2022.
- Base Plan, prepared by Meritech Engineering, dated November 22, 2022.
- Preliminary Servicing and Grading Plan, prepared by Meritech Engineering, dated December 20, 2022.
- Geotechnical Investigation, prepared by Chung and Vander Doelen Engineering, dated December 20, 2022.
- Parcel Register, dated January 12, 2023.

We defer review of the following documents to the Township Hydrogeologist and Township Ecologist:

- Scoped Environmental Impact Study, prepared by Natural Resource Solutions Incorporated, dated January 2023.
- Scoped Hydrogeological Assessment, prepared by Chung and Vander Doelen Engineering, dated December 22, 2022.

We defer review of the following to the County of Wellington Planning and Development Department:

- Planning Justification Report, prepared by MHBC Planning, dated January 2023.

We defer review of the following document to the County of Wellington Roads Department:

- Transportation Impact Study, prepared by Paradigm Transportation Solutions, dated December 2022.

Based on our review of the site and associated documents, we have the following comments. We have no concerns with the zoning bylaw amendment from an engineering perspective. Further detailed review will be provided at the time of detailed design and site plan application.

**Deficiencies/Outstanding Matters**

Item No.	Matter / Requirement	Drawing / Document Reference	Date Issue Identified	Comment
1.	Stormwater Management Quantity Control	Preliminary Servicing and Stormwater Management Report	January 27, 2023	The County of Wellington prescribed matching post-development flows to pre-development flows for the 2-year through 100-year design storm events. At the time of detailed design and site plan application, please provide analysis for the 25 and 50-year design storms, as well as the historical storm.  Further review of quantity control of minor and major events will be completed at the time of detailed design and site plan application.
2.	Stormwater Management Quality Control	Preliminary Servicing and Stormwater Management Report	January 27, 2023	Sizing of the oil-grit separator and other water quality mitigation will be reviewed at the time of detailed design and site plan application.
3.	Water Balance and Infiltration	Preliminary Servicing and Stormwater Management Report	January 27, 2023	The water balance for the subject lands and details of the proposed infiltration galleries will be reviewed further at the time of detailed design and site plan application. All concerns expressed by the Township Hydrogeologist and GRCA with regards to water balance will need to be satisfactorily addressed.
4.	Wastewater Treatment System	Preliminary Servicing and Stormwater Management Report and Preliminary Servicing Plan	January 27, 2023	Further refinement of the wastewater treatment system will be required at the time of detailed design and site plan application. Of concern at this time are the proximity to property line, as raised by the Township Hydrogeologist, and the major overland flow route directly across the

Item No.	Matter / Requirement	Drawing / Document Reference	Date Issue Identified	Comment
				septic dispersal bed per the Preliminary Grading Plan.

**Additional Commentary**

Item No.	Additional Commentary
1.	It has been noted that an MECP ECA will be required for the wastewater treatment system as the estimated wastewater flows will exceed 10000 L/day. The Township and MECP will need to review and approve the detailed design of the wastewater treatment system when available.
2.	At the time of detailed design and site plan application, the Township Fire Department should comment on fire access route, fire water supply tank sizing and hydrant location.
3.	The County Roads Department should comment on the proposed right turn lane on Brock Road South and the reconfiguration of the existing ditch.

**Completed/Approved**

Item No.	Matter / Requirement	Drawing / Document Reference	Date Issue Identified	Date Issue Cleared	Comment

If you have any questions or require additional information, please do not hesitate to contact us.

Yours truly,

GM BLUEPLAN ENGINEERING

Per:



Andrea Reed, P. Eng.  
Project Engineer

# Memo

---

**Date:** April 28, 2023

**To:** Pierre Chauvin, MHBC  
Mark Lunshof, WMF

**cc:** Sandy Anderson, CVD

**From:** Chris H. Togeretz, P.Eng.  
Manager, Design Services

**Re:** **Response to Blue Triton Comments**  
**Proposed WMF Facility at 128 Brock Road South**  
**Aberfoyle, Puslinch Township**

---

This memo provides our response to comment #4 provided by BlueTriton in their letter dated March 10, 2023.

I have read Chung & Vander Doelen's Technical Memorandum dated April 27, 2023 prepared in response to the first three comments and have nothing to add to their responses; they are in keeping with my understanding of the project and how the future approvals will be obtained (e.g. Site Plan Approval; MECP ECA).

## Comment 4. Stormwater management

*The proposed design indicates that parking surface water runoff will be directed through an oil-water separator to remove oils from trucks, before being sent via ditch to Mill Creek. It is not known whether additional truck washing/maintenance is planned, which would result in the need for additional hydrocarbon management.*

*At a minimum, we believe WMF facility should have an extensive monitoring program to ensure that its operations do not compromise surface water and groundwater quality in the Puslinch area. The monitoring program should include specific aspects of how the oil-water separator will be managed and maintained and should also require prompt notification of any releases from the facility.*

## Response

The client has confirmed that there will be no semi-trailer truck washing/maintenance or fueling on site. Thus, the oil/grit separator (OGS) unit proposed to treat runoff from the parking lots will provide more than adequate oil capture and retention in the event of a gas/oil spill (e.g. vehicular collision).



A standard semi-truck contains two fuel tanks of around 450 to 600 L – a total volume of up to 1,200 L. In comparison, a typical OGS unit sized to provide the required TSS removal efficiency (Total Suspended Solids, a measure of the sediment contained in effluent) for the site has approximately 1,500 L - 3,000 L of gas/oil storage capacity, depending on the manufacturer/model that is ultimately selected.

As part of both Site Plan Approval and ECA approval, a Final Servicing and Stormwater Management Report will be prepared for agency approval. This report will provide detailed sizing of the preferred OGS unit, to demonstrate that both sediment and oil capture capacity is adequate. One of the OGS units that will be considered is the “EFO” model designed and provided by Imbrium Systems. The “Stormceptor EF Technical Manual” available online states that:

*The technology platform of Stormceptor EFO is the same as Stormceptor EF, however the maximum surface loading rate into the lower chamber is restricted to a lower value with Stormceptor EFO, thereby ensuring excellent oil retention. Third-party testing in accordance with the Light Liquid Re-entrainment testing provisions within the Canadian ETV protocol Procedure for Laboratory Testing of Oil-Grit Separators demonstrated greater than 99% oil retention. Stormceptor EFO is engineered to capture and retain free floating oil/chemical/fuel spills, not emulsified hydrocarbons.*

*Stormceptor EF/EFO can be easily modified to increase sediment storage capacity by extending the depth of the lower chamber. Stormceptor EFO can be modified to increase hydrocarbon storage capacity by extending the outlet riser, thereby providing the storage volumes depicted in the table below.*

STORMCEPTOR EFO STORAGE VOLUME		
Stormceptor EFO Model	Standard Hydrocarbon Storage Capacity <sup>1</sup>	Extended Hydrocarbon Storage Capacity <sup>1,2</sup>
	(L / gal)	(L / gal)
EFO4	265 / 70	395 / 105
EFO6	610 / 160	1615 / 425
EFO8	1070 / 280	4340 / 1145
EFO10	1670 / 440	NA
EFO12	2475 / 655	NA

1. Hydrocarbon Storage Capacity is measured from the bottom of the outlet riser to the underside of the insert.
2. Distance from bottom of the extended outlet riser to top of the sediment maintenance depth is 914 mm (36 in).  
NA –Not available in these model sizes

Additionally, the Final report will provide all necessary monitoring and maintenance requirements so that the Owner is able to meet the conditions of the ECA approval that will be set out by the MECP. Typically, this is accomplished by summarizing the inspection requirements in the body of the report, and attaching the manufacturer’s information (operation and maintenance manual or similar) to the report in an appendix.

If a fuel spill would occur, the Owner will be required to report the spill immediately to the MECP using their 24-hour hotline. This will be described in the Final report, and is likely to be a condition imposed by the MECP in their approval. It is also common that a sign is placed at the location of fuel spill kit(s) on the site with this phone number.



## Technical Memorandum

To: Pierre Chauvin, MHBC  
Mark Lunshof, WMF

Date: April 27, 2023  
CVD File No.: G22518

From: Sandy Anderson, CVD

Re: Response to Blue Triton Comments of March 10, 2023  
Proposed WMF Facility at 128 Brock Road, Puslinch Township

---

This memo provides my response to the Comments 1 to 3 received by Blue Triton in their letter dated March 10, 2023. My responses are numbered to correlate with the number comments in the letter.

Comment 1. Existing supply well at the location of the proposed facility

*In the Township's hydrogeology review, Harden Environmental has noted that there is an existing 12-inch diameter water well at the location of the proposed development. Harden Environmental has noted that the well is open across multiple bedrock aquifers. The existing well has a casing that terminates at the top of rock and penetrates the Guelph, Eramosa and Goat Island/Gasport aquifers. In previous comments to the Township of Puslinch, Harden Environmental has noted that wells open across multiple aquifers pose a direct threat to groundwater quality. The existing supply well and other private wells on the property should be properly decommissioned. The proposed facility is located in an area without municipal water supply. Therefore, a new well will be required to service the 100+ staff for the proposed facility. The new well should be constructed so that it obtains its supply from only the Guelph Formation or Goat Island/Gasport Formation, but not both. A permit to take water (PTTW) must be required for the new well to ensure that it is properly operated with strict monitoring and reporting requirements.*

Response: We acknowledge the concern raised. We recommend that the old 12-inch well be properly decommissioned in accordance with Ontario Reg. 903 and that a new well for the proposed facility be drilled into either: a) the shallow Guelph Formation or b) the deeper Goat Island / Gasport Formation. In the latter case, the well would be cased and sealed through the shallow Guelph and into the intermediate-depth Eramosa Formations. The new well for the WMF facility would only be required to produce about 15,000 L/day (i.e., peak demand of 25,000 L/day), which is far below the MECP requirement of 50,000 L/day for a Permit To Take Water (PTTW). While no permit is required, we note that a flow meter and daily measurements are required for the MECP wastewater system ECA (Environmental Compliance Approval). We recommend this meter be placed at the beginning of the water distribution system so that it measures all water usage.

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*The proposed development includes an infiltration gallery and a 777 m<sup>2</sup> septic field with a planned infiltration capacity of greater than 10,000 litres per day. A capacity of 10,000 litres per day distributed over an area of 777 m<sup>2</sup> corresponds to an infiltration rate of 0.013 m/day. This is about 15 times larger than the estimated recharge to the bedrock over this area (300 mm/year). The elevated infiltration rate may overwhelm natural dilution of contaminants in the leachate. In addition, although the proposed treatment system has been sized and designed to prevent surface ponding of septic waste, locating the system at the topographically-low point of on the property may result in runoff from the parking areas entering this leach field, particularly during large storm events. If the project moves forward, we request that the septic field is moved from its current proposed location to the furthest northeast*

*corner. The developer should additionally be required through the MECP permit to monitor treatment effectiveness and to demonstrate that degradation of water quality does not occur as leached water moves south and west across the property.*

Response: We acknowledge there is a large variation between recharge and infiltration rates. This is always the case with wastewater tile fields, including small residential and large commercial systems, where infiltration at the bed far exceeds 'natural' recharge.

Annual recharge, being the remainder of precipitation after runoff and evapotranspiration 'losses', is dependent on many different factors including climate (sunlight hours, temperature), annual precipitation quantities, soil type, vegetative cover, and topography. We agree that the annual recharge reaching the bedrock aquifer in some local areas may be 300 mm/year or even higher where there are granular outwash deposits and dead-end drainage areas. On the other hand, the rates are considerably lower (on the order of 50 to 150 mm/yr) in many other local areas underlain by thick low-permeability till deposits. Nevertheless, regardless of the recharge rate in any given area, all recharge is greatly limited by the finite amount of precipitation. If precipitation were greater, recharge would be far greater than 300 mm/yr in the favourable granular recharge areas.

The soil conditions at the proposed leaching bed area have been characterized in detail by Flowspec Engineering and their bed design appropriately reflects the sandy soils encountered (i.e., a percolation time of 12 min/cm), the large 4-m depth to the water table, and the anticipated flow volumes (i.e., a peak demand of 25,000 L/day based on OBC standards). As a result, the designed 775 m<sup>2</sup> bed area will facilitate the infiltration of the treated wastewater without concern for excessive mounding.

In respect to the parking lot runoff, the site design dictates that runoff will be directed away from the leaching bed and so not interference is expected.

The wastewater system for the facility would adhere to the very strict MECP standards for systems with greater than 10,000 L/day. In particular, the MECP 'Reasonable Use Criteria (RUC)' must be met at the downgradient property boundary, and this will require not only tertiary-level removal of BOD (biological oxygen demand) and TSS (total suspended solids), but also a very high level of nitrate removal treatment unit to achieve the RUC of 2.5 mg/L at the boundary. By placing the leaching bed near the downgradient boundary (where the soil conditions are most favourable), the MECP approval will not allow that any on-site dilution from recharge to be assumed, in turn requiring that the treatment unit remove nitrate to 2.5 mg/L. If the bed had been placed further away from the boundary, then a modestly lower nitrate removal criteria would be allowed in order to meet the RUC at the boundary. It is worth noting as well that conventional septic systems, of which there are many in Aberfoyle a similar distance to the Blue Triton well, provide no removal of nitrate, thus allow on the order of 40-mg/L nitrate to be loaded to the groundwater.

In respect to the MECP ECA (Environmental Compliance Approval), it is noted that conditions will be included to routinely monitor the treated effluent to ensure that the ECA treatment criteria are met. The Township hydrogeologist and Blue Triton will be kept abreast of the MECP approval process.

Comment 3. Road Salt

*The proposed development includes a 5.7-acre parking lot. The parking area is large, suggesting that substantial amounts of road salt and/or de-icing compounds will be required. The impact of road salt and de-icing compounds on groundwater quality in the area of the proposed WMF facility is an important concern for BTB and the surrounding community. Recognizing the potential impacts of road salt on water quality, BTB now applies primarily sand at its operations. If the project moves forward, we request that rock salt alternatives be used for de-icing.*

Response: WMF plans to prepare a salt management plan for the facility and is committed to using alternative de-icing products.



May 1, 2023

Dr. Andreeanne Simard  
Natural Resources Manager  
Blue Tritons Canada  
101 Brock Road South,  
Puslinch, ON N0B 2J0

Dear Dr. Simard:

**RE: Wellington Motor Freight Zone Change Application D14/WEL, 128 Broad Road South,  
Aberfoyle, Township of Puslinch  
OUR FILE: 2230A**

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I am writing as a follow-up to your correspondence dated March 10, 2023 and your public comments at the public meeting held on April 18, 2023 regarding Wellington Motor Freight's (WMF) zone change application for the above referenced property. We have reviewed your comments with our consulting team including Chung & Vander Doelen Engineering Ltd., FlowSpec Engineering Ltd., and Meritech Engineering, who represent WMF's hydrogeologist, septic engineer and civil engineer, respectively. I have attached for your review two technical memos from our consulting team, in response to your comments.

We would appreciate the opportunity to meet with you at your earliest convenience to discuss your comments and our responses. I confirm my understanding that Mark Lunshof has reached out to you already to coordinate a time to meet.

Thanks for your comments, and I look forward to meeting with you to discuss same.

Yours truly,

**MHBC**



Pierre J Chauvin, MA, MCIP, RPP  
Partner  
Attach.

c. *Mark Lunshof, WMF*  
*Sandy Anderson, Chung & Vander Doelen Engineering Ltd.*  
*Chris Togeretz, Meritech Engineering*  
*David Morlock, FlowSpec Engineering Ltd.*  
*Lynne Banks, Courtenay Hoytfox, Township of Puslinch*  
*Zachary Prince, County of Wellington*

# Memo

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**Date:** April 28, 2023

**To:** Pierre Chauvin, MHBC  
Mark Lunshof, WMF

**cc:** Sandy Anderson, CVD

**From:** Chris H. Togeretz, P.Eng.  
Manager, Design Services

**Re:** **Response to Blue Triton Comments**  
**Proposed WMF Facility at 128 Brock Road South**  
**Aberfoyle, Puslinch Township**

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This memo provides our response to comment #4 provided by BlueTriton in their letter dated March 10, 2023.

I have read Chung & Vander Doelen's Technical Memorandum dated April 27, 2023 prepared in response to the first three comments and have nothing to add to their responses; they are in keeping with my understanding of the project and how the future approvals will be obtained (e.g. Site Plan Approval; MECP ECA).

## Comment 4. Stormwater management

*The proposed design indicates that parking surface water runoff will be directed through an oil-water separator to remove oils from trucks, before being sent via ditch to Mill Creek. It is not known whether additional truck washing/maintenance is planned, which would result in the need for additional hydrocarbon management.*

*At a minimum, we believe WMF facility should have an extensive monitoring program to ensure that its operations do not compromise surface water and groundwater quality in the Puslinch area. The monitoring program should include specific aspects of how the oil-water separator will be managed and maintained and should also require prompt notification of any releases from the facility.*

## Response

The client has confirmed that there will be no semi-trailer truck washing/maintenance or fueling on site. Thus, the oil/grit separator (OGS) unit proposed to treat runoff from the parking lots will provide more than adequate oil capture and retention in the event of a gas/oil spill (e.g. vehicular collision).

A standard semi-truck contains two fuel tanks of around 450 to 600 L – a total volume of up to 1,200 L. In comparison, a typical OGS unit sized to provide the required TSS removal efficiency (Total Suspended Solids, a measure of the sediment contained in effluent) for the site has approximately 1,500 L - 3,000 L of gas/oil storage capacity, depending on the manufacturer/model that is ultimately selected.

As part of both Site Plan Approval and ECA approval, a Final Servicing and Stormwater Management Report will be prepared for agency approval. This report will provide detailed sizing of the preferred OGS unit, to demonstrate that both sediment and oil capture capacity is adequate. One of the OGS units that will be considered is the “EFO” model designed and provided by Imbrium Systems. The “Stormceptor EF Technical Manual” available online states that:

*The technology platform of Stormceptor EFO is the same as Stormceptor EF, however the maximum surface loading rate into the lower chamber is restricted to a lower value with Stormceptor EFO, thereby ensuring excellent oil retention. Third-party testing in accordance with the Light Liquid Re-entrainment testing provisions within the Canadian ETV protocol Procedure for Laboratory Testing of Oil-Grit Separators demonstrated greater than 99% oil retention. Stormceptor EFO is engineered to capture and retain free floating oil/chemical/fuel spills, not emulsified hydrocarbons.*

*Stormceptor EF/EFO can be easily modified to increase sediment storage capacity by extending the depth of the lower chamber. Stormceptor EFO can be modified to increase hydrocarbon storage capacity by extending the outlet riser, thereby providing the storage volumes depicted in the table below.*

STORMCEPTOR EFO STORAGE VOLUME		
Stormceptor EFO Model	Standard Hydrocarbon Storage Capacity <sup>1</sup>	Extended Hydrocarbon Storage Capacity <sup>1,2</sup>
	(L / gal)	(L / gal)
EFO4	265 / 70	395 / 105
EFO6	610 / 160	1615 / 425
EFO8	1070 / 280	4340 / 1145
EFO10	1670 / 440	NA
EFO12	2475 / 655	NA

1. Hydrocarbon Storage Capacity is measured from the bottom of the outlet riser to the underside of the insert.
2. Distance from bottom of the extended outlet riser to top of the sediment maintenance depth is 914 mm (36 in).  
NA –Not available in these model sizes

Additionally, the Final report will provide all necessary monitoring and maintenance requirements so that the Owner is able to meet the conditions of the ECA approval that will be set out by the MECP. Typically, this is accomplished by summarizing the inspection requirements in the body of the report, and attaching the manufacturer’s information (operation and maintenance manual or similar) to the report in an appendix.

If a fuel spill would occur, the Owner will be required to report the spill immediately to the MECP using their 24-hour hotline. This will be described in the Final report, and is likely to be a condition imposed by the MECP in their approval. It is also common that a sign is placed at the location of fuel spill kit(s) on the site with this phone number.



## Technical Memorandum

To: Pierre Chauvin, MHBC  
Mark Lunshof, WMF

Date: April 27, 2023  
CVD File No.: G22518

From: Sandy Anderson, CVD

Re: Response to Blue Triton Comments of March 10, 2023  
Proposed WMF Facility at 128 Brock Road, Puslinch Township

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This memo provides my response to the Comments 1 to 3 received by Blue Triton in their letter dated March 10, 2023. My responses are numbered to correlate with the number comments in the letter.

Comment 1. Existing supply well at the location of the proposed facility

*In the Township's hydrogeology review, Harden Environmental has noted that there is an existing 12-inch diameter water well at the location of the proposed development. Harden Environmental has noted that the well is open across multiple bedrock aquifers. The existing well has a casing that terminates at the top of rock and penetrates the Guelph, Eramosa and Goat Island/Gasport aquifers. In previous comments to the Township of Puslinch, Harden Environmental has noted that wells open across multiple aquifers pose a direct threat to groundwater quality. The existing supply well and other private wells on the property should be properly decommissioned. The proposed facility is located in an area without municipal water supply. Therefore, a new well will be required to service the 100+ staff for the proposed facility. The new well should be constructed so that it obtains its supply from only the Guelph Formation or Goat Island/Gasport Formation, but not both. A permit to take water (PTTW) must be required for the new well to ensure that it is properly operated with strict monitoring and reporting requirements.*

Response: We acknowledge the concern raised. We recommend that the old 12-inch well be properly decommissioned in accordance with Ontario Reg. 903 and that a new well for the proposed facility be drilled into either: a) the shallow Guelph Formation or b) the deeper Goat Island / Gasport Formation. In the latter case, the well would be cased and sealed through the shallow Guelph and into the intermediate-depth Eramosa Formations. The new well for the WMF facility would only be required to produce about 15,000 L/day (i.e., peak demand of 25,000 L/day), which is far below the MECP requirement of 50,000 L/day for a Permit To Take Water (PTTW). While no permit is required, we note that a flow meter and daily measurements are required for the MECP wastewater system ECA (Environmental Compliance Approval). We recommend this meter be placed at the beginning of the water distribution system so that it measures all water usage.

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Response: We acknowledge there is a large variation between recharge and infiltration rates. This is always the case with wastewater tile fields, including small residential and large commercial systems, where infiltration at the bed far exceeds 'natural' recharge.

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Response: WMF plans to prepare a salt management plan for the facility and is committed to using alternative de-icing products.





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**From:** [REDACTED]  
**Sent:** Monday, April 24, 2023 6:22 PM  
**To:** James Seeley; Jessica Goyda; Sara Bailey; John Sepulis; Russel Hurst; Planning  
**Cc:** Lisa Ross; Cam McConnell; Alastair  
**Subject:** 128 Brock Rd. S Rezoning

Over the last couple of months, you have likely received a fair amount of input regarding the proposed rezoning of 128 Brock Rd. S. and the discussion at the March 22<sup>nd</sup> Public Meeting was a good exchange for which we are grateful. At the end of the day, the community position has not changed re our opposition to this proposed development, and I would like to point out a few areas that have added to the feeling that our views are being minimized by the analysis done to date vs. being addressed.

1. Wellington Motor Freight have hired consultants and experts for this process and that is certainly a wise and necessary thing to do. Discussions with them prior to the public meeting on the 22<sup>nd</sup> were both enlightening and disconcerting. Their main consultant's approach was particularly troublesome as he appeared to be a little tone deaf. At one point I questioned the conclusions of some of the studies and was told that if "I didn't agree with them, that we were more than welcome to go out and hire our own consultants." That type of response was dismissive and totally unacceptable.
  
2. Everything presented by the consultants has been to meet 'minimum' legal requirements vs. trying to negate the impact on the community. It's understandable that they are looking out for their client's interests but as 'experts', they should also be able to give a fair and balanced view.
  - Minimum (legal) distribution of notices of the application and public meetings
  - Aiming to meet the 'legal' requirements for noise levels and not including known irritants (i.e., truck backup beepers) vs. ensuring that all concerns are addressed.
  - Proposing the minimum sound barriers height and distances possible to meet requirements – vs. recommending the industry guidelines of 12-15 ft high and extending the length to ensure visual and noise mitigation are as effective as possible.
  - A clear indication of hours of operation and an impact analysis.
  
3. The conclusions that the experts are reaching are predicated on the input and parameters provided to them. The number of car / truck trips at a given point in time; the limited scope of the traffic study area; the direction of travel etc. Our position has been that all aspects of the development should be included to get a realistic picture of its impact.
  - Include a fair assessment of growth. Both on the site itself and including the major development at 7475 McLean Rd. E.
  - If Safety is a potential issue, then the consultants should assess it. And have emergency response times been assessed as part of the traffic implications?
  - If water is of concern, then have the conversation with Blue Triton to get their perspective and input.

- Impacts to the 401 access and to Morriston should be assessed.
- And if a Gilmour Rd access is of concern to residents, then at least include it in any studies done.

4. The last area that is causing undue worry is the access on Gilmour Rd. itself. This boils down to “Policy vs Practicality”. We know it is the County’s policy to include an access on Gilmour given the site’s frontage on a town road, but the practicality of doing so is the piece that causes hardship for many. Letters to the county have been redirected with a statement that the rezoning is a township issue to decide. And the county representative stated at the meeting that he knows the county traffic group would have all traffic on Gilmour if they could. That doesn’t sound like it has the community’s best interests at heart. Surely there is a reasonable discussion that can be held on this front.

I would also think that homeowners who are directly opposite the proposed exit, deserve every accommodation to not have a steady stream of lights ‘directly into their bedrooms’.

So, in general, I would suggest that the frustration you hear has been exacerbated by the approach taken by the applicant’s consultants and the county’s ‘policy’. I would hope that at the end of the day, the community can come together to make the best decision for everyone.

Thank you for considering all aspects of this application.

Sincerely

A large black rectangular redaction box covering the signature area.


Sent from [Mail](#) for Windows

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**From:** [REDACTED]  
**Sent:** Tuesday, April 18, 2023 3:12 PM  
**To:** James Seeley; Jessica Goyda; Sara Bailey; John Sepulis; Russel Hurst; matthewb@wellington.ca; Planning  
**Cc:** [REDACTED]  
**Subject:** Letter to Consider for Public Meeting April 18/2023  
**Attachments:** Puslinch Letter for April 18 Meeting.odt

Attached please find a letter which we would like to submit as consideration for tonight's Open House and Public Meeting regarding the re-zoning application put forward by Wellington Motor Freight.

[REDACTED]



April 18, 2023

Township of Puslinch  
7404 Wellington Road 34  
Puslinch, ON  
N0B 2J0

Dear Mayor Seeley and Township Council,

As a follow-up to the Public Meeting that was held on March 22 regarding Wellington Motor Freight's application for re-zoning of lands at the corner of Gilmour and Brock Roads from commercial to industrial, we are writing to highlight that the Township can effectively work within the present zoning framework with three amazing "assets" that our community currently has!

At the March 22 Public Meeting, a resident mentioned an idea that we would like to support and would like Council to strongly consider: let's work together to make Aberfoyle a go-to travel destination! We already are home to CANADA'S OLDEST ANTIQUE MARKET which makes our little town unique. In addition, there is the ABERFOYLE MILL RESTAURANT steeped in the history of this community with its fine dining amidst a collection of authentic antiques. Additionally there is the ABERFOYLE FARMER'S MARKET which also draws many people to our hamlet and celebrates the rural heritage of our township. Let's encourage artisanal, one-of-a-kind businesses to set up shop on Brock Road at Gilmour which will complement these three well-known and well-loved "drawing cards" as well as enhance the residences that are presently a part of this bucolic community. There is a lot of traffic flowing through Aberfoyle which we could capitalize on. Let's work together as a team to beautify our main street and make Aberfoyle a visitor-welcoming destination spot, enriching the above-mentioned enterprises already gracing our town.

Yours respectfully,



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**From:** [REDACTED]  
**Sent:** Monday, April 10, 2023 8:31 PM  
**To:** James Seeley  
**Cc:** Planning  
**Subject:** Truck Depot Application

Dear Mayor Seeley:

I am a resident of Aberfoyle residing in Aberfoyle Meadows for numerous years now. I am a lifelong nurse with a family and new grandchild who as you can imagine has become a huge part of our hearts and community very quickly. We also are the proud parents of 3 children and 2 rescue dogs who we respectfully walk around our lovely community several times a day. Our family relocated here from south Guelph attracted by the beauty and peacefulness of this lovely area. It's a place we want to be our forever home and I cannot wait till my granddaughter walks along our lovely streets including beautiful Gilmour Road. We are proud of living in Aberfoyle and have been active in helping our community.

I am writing to you today regarding a heart wrenching issue related to an application of a trucking firm who have applied to rezone a piece of land very near to our home which would permit them to build a trucking depot way too close to our community and just directly south of us. This is very disturbing and would result in a major change to our lovely Aberfoyle Meadows. This will bring major traffic, noise, pollution and waste to our neighbourhood and have a significant impact on the environment. The effects of this will be felt forever into the future. And all of this does not even address the impact it will have on the further displacement of wildlife in our beautiful fields and forested areas.

I am writing to ask for your support to ensure that this does not get approved. It clearly is not going to be good for our lovely town and will be an embarrassment based on its appearance and use. Please know that our residents do not want this to move forward and we are looking for your support to ensure it gets denied.

Kindest regards,

[REDACTED]

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Tuesday, April 11, 2023 6:34 PM  
**To:** Russel Hurst  
**Cc:** Planning  
**Subject:** Rezoning of 128 Brock Road

Dear Councillor Hurst,

I am sending this letter to you to extend my opposition to the rezoning of 128 Brock Road. This land is extremely close to my family home and it is certainly no place for an industrial site to be with so many families adjacent to it. There are many small children and seniors in this community who will be negatively affected by the traffic, noise and pollution a truck terminal would bring. Not to mention the obvious safety concerns with the close proximity. This is no place for a Truck Terminal.

I have invested a lot of time and money in making my home here a long term place to live and I am shocked to hear that consideration is being given to rezoning this land and putting our residents in this situation. It is a huge concern for our entire district and a very upsetting situation. For your information I am located in the adjacent community of Aberfoyle Meadows. I am [REDACTED] and I can see that site from my front porch. I would never have imagined that this situation would arise and I am hopeful that by reaching out to you and gaining your support you will not put our families at jeopardy and allow this application to proceed.

We are counting on your support and I am asking that you please vote “no” to this re-zoning application.

Sincerely,

A fellow resident

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Sent from my Galaxy

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**From:** [REDACTED]  
**Sent:** Thursday, April 27, 2023 12:11 PM  
**To:** James Seeley; Jessica Goyda; Sara Bailey; John Sepulis; Russel Hurst; Planning  
**Subject:** Rezoning 128 Brock Road and By-law for Business Hours Limitation +

In several Township meetings a by-law has been mentioned regarding Wellington Motor Freight business hours, principally as a method to mitigate noise, especially in the evening and at night. Proposed hours have been changing from meeting to meeting, document to document, as have noise barrier height and length. Even at 190 m in length in the most recent noise study, strangely, the noise barrier does not extend to the Tractor parking area closest to Gilmour and residential areas. It is actually open ended to Gilmour Road This design is still inadequate. The parked Tractors closest to residential areas basically remain exposed. Please see figure 6 in the most recent noise study. This minimalist approach to site selection, design and specification has not instilled trust in the community.

As you know, one of our greatest concerns regarding noise is back up beepers and night time operation. We hope this will finally be taken into account in the next study as was suggested, though even occasional trucks at night would be terrible at this distance. Wellington Motor Freight operate a industrially zoned facility in Cambridge that closes at 4pm daily , so why is evening or night time even being considered now on this property, so close to residential?

If a hours by-law existed how would it be enforced? How easily could it be ignored or changed? There are by-laws now for waste that clearly are not enforced, so why would business hours be any different. Actually business hours, if it meant truck traffic at night would be more difficult to enforce. Please see attached photo of Black Deer Transport in Puslinch taken last week.

We have enough trucks and trucking facilities in Puslinch now. They are not good neighbors and must not define us. The local infrastructure just doesn't support more trucking or more traffic. We need diversification in our economy and tax base and growth that doesn't destroy our lovely town. It is not a 1 second delay in the traffic study that is the concern. Sadly, the traffic studies did not include safety, had inadequate scope and also completely missed what matters most. It is additional delays in emergency services response times that put lives in jeopardy. More trucks and traffic will only make them worse. Fire fighters need to fight traffic first which doesn't seem to be working well, especially if they live in Morristown. We must support first responders. We must protect the people that call Puslinch home. Anything less would irresponsible. We need responsible and intelligent growth that considers the big picture not just ticking boxes for one lot.

Respectfully,

[REDACTED]

[REDACTED]

[Redacted]

[Redacted]

Sent from [Mail](#) for Windows





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**From:** [REDACTED]  
**Sent:** Wednesday, April 19, 2023 11:04 AM  
**To:** Planning  
**Subject:** Wellington Tucking Rezoning

We have now attended both meetings regarding the rezoning application of Wellington Trucking Company and after last night's meeting, in our view the trucking company still failed to provide a lot of relevant important information.

There have been too many discrepancies in their presentations and consultant reports. It seemed as if they would say and do anything in order to get the rezoning application passed. There were also too many 'loop holes' that would allow them to be 'flexible' in certain issues that suited them and the business should the rezoning application be granted.

We are not going to go over everything again and again, obviously septic and water is a major concern, but to name a few others:-

- \* No safety reports, which Puslinch Township must take extremely seriously
- \* Vehicle reversing noise is not required to be included in the noise evaluation as it falls under safety.

However, it was reported that this is a healthy and safety issue and does not come under noise regulation. They said a low frequency 'beep' is available to be fitted to trucks, but this is obviously dependent on the operator and independent cartage companies could be delivering - so this argument is not feasible.

- \* With the substantial financial investment there has not been any detail regarding the long term business plan for growth over the next 5-10 years. This obviously reflects on many of the issues that were discussed and raised last night.

- \* Mark providing his cell phone number so local residents can report if any employees do not follow stipulated traffic control measure is totally ridiculous and unacceptable. Again another case of 'grasping at straws'

We believe Wellington Trucking were extremely surprised at the resistance to their rezoning application from local residents and we will keep fighting this.

Please inform us of any further follow up. Thank you

Regards

[REDACTED]

---

**From:** John Sepulis  
**Sent:** Thursday, April 27, 2023 8:48 AM  
**To:** [REDACTED]  
**Cc:** Planning  
**Subject:** RE: New Entry - Email Councillor John Sepulis

Thank you Doug for your thoughts regarding the siting of the Wellington Freight rezoning application. As I advised other members of our community I am keeping an open mind until a decision has to be made at a Council meeting.  
I am copying in staff on my response so that this exchange can be part of the public record on this matter.  
Have a great day,  
John

---

**From:** [REDACTED]  
**Sent:** Tuesday, April 25, 2023 9:29 PM  
**To:** John Sepulis <jsepulis@puslinch.ca>  
**Subject:** New Entry - Email Councillor John Sepulis

**Your Name**

Doug Auld

---

**Your Email**

[REDACTED]

---

**Your Address**

[REDACTED]

---

**Subject**

Wellington Freight

---

**Your Message**

Hi John: Please see my further comment on this topic.

Politics, Business and Natural Assets

Across the globe, local governments are slowly realizing the importance of natural assets as part of the infrastructure to support business and consumers not just today but for generations in the future. (see the Natural Assets Initiative, [mnia.ca](http://mnia.ca)). The proposed location of a large trucking depot at the corner of Gilmour St and Brock Road S in Aberfoyle raises questions about Puslinch Council interest in the preserving our natural assets as a legacy for the future.

The concern expressed by a number of residents is the proximity of the proposed trucking depot to Mill Creek a natural cold-water stream. Mill Creek was at one time a key part of the business infrastructure of Aberfoyle. The Aberfoyle Mill, powered by Mill Creek, was first built in 1859 and functioned as a highly successful grist mill for over sixty years, winning a gold medal in 1867 at the World's Fair in Paris, for its oatmeal. Today, it serves as a bell-weather for water quality in the area surrounding Aberfoyle and provides peaceful recreational and educational services to citizens of all ages. While the proposed truck depot will meet all the guidelines related to septic systems and surface run-off, spills and septic overflows from extreme weather or equipment failure are a possibility. Here is a situation where the application of the precautionary principle should apply: while the likelihood of a damaging event to the environment is small, the damage could be catastrophic.

To avoid damaging this pristine asset in the future, the Township and Wellington Freight Motors should work together to locate an alternative site for the depot far removed from the Mill Creek area.

 April 25 2023

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**From:** [REDACTED]  
**Sent:** Saturday, April 22, 2023 10:12 AM  
**To:** Planning  
**Cc:** iseely@puslinch.ca; isepulis@puslinch.ca; Russel Hurst; Sara Bailey; igoyda@puslinch.ca  
**Subject:** Proposal Trucking Hub  
**Attachments:** trucking hub.doc

Attached is our letter that we have sent to the local newspapers.



Virus-free. [www.avast.com](http://www.avast.com)

## Proposed Trucking Hub - Puslinch

The application to accommodate a major trucking facility at the corner of Brock and Gilmore Roads in Aberfoyle requires rezoning from highway commercial/secondary agriculture to industrial. Currently there are several trucking facilities and industrial businesses between highway 401 and McLean Road. The subject land serves as a buffer between these industries and the residential communities. This is a good thing but having a trucking facility immediately adjacent to residences is not.

With potentially over 120 tractors and trailers and 150 employees the traffic problems will be significant. Trucks leaving the facility on Brock Road will have to either turn left across four lanes on Brock Road or turn right and use the roundabout at Gilmore. A perfect storm in either scenario.

Employees will enter and exit onto Gilmore Road. The traffic studies assumed that all employees would turn left on Gilmore and use the roundabout. There will be only about six car lengths from the exit to the roundabout which undoubtedly will create a back up on Gilmore. Access to the roundabout off Gilmore can be difficult at the best of times but with added truck employee traffic it could be near impossible. Cars coming off the roundabout and going east on Gilmore would be confronted with the backlog of employee traffic trying to get onto the roundabout.

The traffic studies do not take in to account that employees, impatient with the congestion turning left, will turn right towards Victoria Road; another perfect storm. Gilmore is not intended for heavy traffic. It is a gravel road with narrow shoulders and is used by joggers, dog walkers and school children. Access onto to Victoria is difficult because of the limited visibility. In both directions; a real accident potential location.

Please keep the industries and residences separated and say NO to the rezoning



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**From:** [REDACTED]  
**Sent:** Wednesday, April 12, 2023 4:38 PM  
**To:** James Seeley; Planning  
**Cc:** Russel Hurst; John Sepulis; Sara Bailey; Jessica Goyda  
**Subject:** Letter to Council Rezoning Brock Road South  
**Attachments:** Letter To Council Rezoning 128 Brock Road S[5557].docx

Sent from [Mail](#) for Windows

To the Members of Puslinch Township Council,

I am writing to express my opposition to the proposed rezoning of 128 Brock Road South in our township. As a member of the Aberfolye Mill community, I believe it is important to consider the impact of any zoning changes on the surrounding environment and the quality of life for all residents.

The proposed, rezoning would increase traffic, noise and cause potential water contamination. This change in zoning would not only have a negative impact on the immediate area but will have a ripple out affect on communities like Morriston.

Furthermore, I am concerned that the proposed rezoning does not align with the township's long-term goals for sustainable growth and development. It is important to prioritize thoughtful planning and development that will benefit our township today and in the future.

I urge council to reconsider this proposal and to prioritize the well-being of the community over short-term gains. Please take into account the concerns of the residents who will be most affected by this decision.

Thank you for your consideration.

A black rectangular redaction box covering the signature area of the letter.



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**From:** [REDACTED]  
**Sent:** Tuesday, April 25, 2023 9:40 AM  
**To:** James Seeley; Russel Hurst; Jessica Goyda; John Sepulis; Sara Bailey  
**Cc:** Planning; Admin  
**Subject:** Re-zoning at Gilmour and Brock Road

To the Mayor, Council and Planning Committee for the Township of Puslinch:

My husband and I were at the April 18th meeting and open house for Wellington Freight. The audience was quite opposed to this re-zoning and the plans for the land at the end of Gilmour Road. All the technical and physical information was well presented by the residents of Meadows of Aberfoyle.

**We were therefore shocked by the owner of the trucking company saying he was surprised people didn't want them there. He thought that it would be a lovely place to enjoy and drive by?? I personally don't want to drive by a trucking company, building and employee car park. From our point of view, this was delusional, and it's obvious they only care about their bottom line.**

**We don't believe for one minute that if this was one of the councillors' homes, or even a county planning committee's home that there would be a chance of this happening. Not a chance. It would have been off the table before it began. It's also naive to think that once the plan is in place, all of the promises will be kept. We've seen this time and time again with gravel pits.**

Only a couple of residents got to the heart of the matter. We do not want them there. The change of zoning and the plans for the land fly in the face of the living habits and the peace of the residents who live adjacent and too close to what will happen. A letter to the Wellington Advertiser spoke about some of these people moving into their "forever homes." Retirement. Peace. Quiet. Country enjoyment after maybe slogging away for years at jobs in big cities. This is true of my husband and I.

I felt the pain of the woman pleading for the council not to allow this. It's heartbreaking and some attention needs to be paid to the quality of life of the people who have spent a lot of money and time moving into their forever homes. They'll never be part of this community. They don't live here and they don't fit the ethics of the community in the same ways that residents do.

\*\*\*\*\*

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Thursday, April 13, 2023 10:24 PM  
**To:** Planning; James Seeley; Jessica Goyda; Sara Bailey; John Sepulis; Russel Hurst; matthewb@wellington.ca  
**Subject:** Letter of Opposition - 128 Brock Rd S  
**Attachments:** Letter to the Editor 2023.04.13.docx

Good day. Please find attached a letter of concern regarding the proposed rezoning of 128 Brock Rd S. Look forward to seeing all of you on Apr 18th. Appreciate the second opportunity for further discussion.

Thanks

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

## “Our Corridor” – Hypocrisy of the Puslinch Community Improvement Plan

The Puslinch Corridor Improvement Plan (CIP) outlines Vision and Goals. This corridor is made up of Aberfoyle and Morriston urban centres, as well as Brock Road, and of the mixed-use industrial areas.

One of its’ objectives is to facilitate and coordinate the transition of neighbourhoods and areas. (CIP pg. 3). When you follow all the links to the Township website, it is heartwarming to see the consistency of this vision:

” Within the next 10 years ‘Our Corridor’ will be integrated and transformed into an attractive, prosperous, and distinctive economic corridor. Residents, families, and visitors will come to ‘Our Corridor’, to shop, eat, socialize, celebrate, play, and explore. They will be able to move around safely through a network of roads, paths, and trails. Our corridor will be connected to its agricultural heritage, rural way of life, and local pride.”

Puslinch Design Guidelines outlines streetscape, quality and character of the corridor and it shows flowers, trees, and historical buildings. And it exhibits community pride and confirms why we moved here.

What it does not show are pictures of trucks!

“It has also been prepared with the view that, over time, small improvements throughout ‘Our Corridor’ will add up. While early implementation may result in a handful of on-the ground improvements, it is anticipated that revitalization, beautification, renewal, and economic activity will gain momentum over time.” *CIP Pg. 2*

We agree – and yet what is being considered? A rezoning from Secondary Agricultural / Highway Commercial to Industrial. Trucks, trucks and more trucks!

And with that comes over 150 employees, a 5.7-acre car parking lot, 21 loading bays and parking lots for 170 employee and 123 tractor and trailers. The consultants’ assessments for Wellington Motor Freight’s propose minimal to no noise, light, traffic or water impacts on the corridor or on surrounding communities. How can up to 170 new cars a day, back and forth, not have an impact on the unpaved road of Gilmour Road?

How can that be? And how can the vision and goal so proudly laid out for “The Corridor” be so easily thrown out, and for reasons we have yet to hear?

As stated on the township plans, these documents are “intended to be a living document(s) which can be revised at councils’ discretion to respond to the changing needs of the township.”

So, what has changed?

On behalf of OneAberfoyle, **SAY NO to the rezoning of 128 Brock Rd S.** and let’s build the community together that we all agree with.

[Jul-2019-Amended-Township-of-Puslinch-Our-Corridor-CIP-March-2016\[4216\].pdf](#)

[Microsoft Word - 1 PDG Cover Feb1-10 FINAL.doc \(puslinch.ca\)](#)

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**From:** [REDACTED]  
**Sent:** Thursday, April 13, 2023 10:25 PM  
**To:** Planning  
**Subject:** NO REZONING  
**Attachments:** Letter to Mayor and Council.pdf

Dear Planning people, your job is to serve the people that's as simple as it gets

Yet the people are NOT happy about this Rezoning on Brock Road S.

Just remember that people must feel safe in their community

Ask yourself this question **"What good will come out of this for our Community"**

**If you jam this through, the chaos that will ensue from accidents, traffic nightmares, insurance increases and more will be the legacy that you will leave behind**

**This is BS and you know it**

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Tuesday, April 11, 2023 6:38 PM  
**To:** James Seeley; Planning  
**Subject:** Letter of Opposition zoning

Dear Mayor James Seeley

I am writing to you with regards to a very upsetting situation regarding a re-zoning application which I am adamantly opposed to and has been applied for VERY close to my home. This is a home which I have taken great pride in and invested a lot both emotionally as a member of this community and financially as my plan was to settle here forever. The application is for the rezoning of 128 Brock Road to allow for an Industrial site, a Truck terminal, which will shatter the peace and beauty of our lovely community. A truck terminal is a not a welcome proposition for land. Years back I recall it was residential zoning. Allowing the rezoning to Highway commercial was concerning however it would offer services to the community citizens. In no way will a truck terminal which brings in Traffic, pollution and noise to service other communities and for outsiders use help us thrive. My home is literally just a few hundred yards from this site and I ask you if you would choose to live so close to a truck terminal with your family? I am so concerned for my children and new grandchild that would be exposed to Truck pollution and safety hazards brought about by such a facility. It will be a black mark on our lovely community and a huge negative selling point for our community for future residents.

I am a very active member of our community working as a social worker to help families in need and specifically children. I have always been active in supporting the needs of our community and ask for your support of our community now. Please help us to ensure this application is not approved and leave our adjacent land to be used for a commercial use needed by our community. Please vote "NO" to this application to re-zone 128 Brock Road.

Thank you for reading my letter and your thoughtful consideration for the members of your community that need your help on this.

Regards,

[REDACTED]

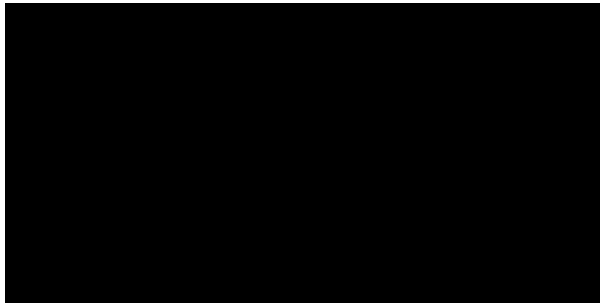
[REDACTED]

[REDACTED]

[Redacted]

[Redacted]

Sent from my Galaxy



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March 21, 2023

**Hand Delivered**

**Township of Puslinch**  
7404 Wellington Rd. 34  
RR#3  
Guelph, ON  
N1H 6H9

Attention: Ms. Courtenay Hoytfox

**Re: Zoning By-law Amendment Application (D14/WEL)  
Wellington Motor Freight  
Pt. Lt. 24, Concession 7; Pt. Lt 24, Concession 8; Part Road Allowance  
between Concessions 7 & 8; Township of Puslinch  
128 Brock Road South**

Dear Ms. Hoytfox

As a resident and property owner at [REDACTED] I would like to express the following concerns regarding the above zoning amendment application, which would allow for industrial development at 128 Brock Road South, to accommodate Warehouse/Office facility, trailer parking and loading spaces.

As we all know, Brock Road S. is a very busy road for access to and from Hwy. 401 which already causes delays when attempting to access Brock Road S. Having additional tractor-trailer vehicles accessing Brock Road S. would further increase delays, as well as safety risk.

In addition, having vehicular traffic to and from the property onto Gilmour Rd. for appr. 100 employees would dramatically increase traffic on Gilmour Rd., for access to and from Brock Road S. as well as to and from Victoria Rd. Gilmour Rd. is mainly a gravel road and not in a condition to handle such a traffic increase. We have already experienced substantial traffic increase on Gilmour Rd. creating heavy dust accumulation and safety concerns because some vehicles over speeding. Gilmour Rd. would have to be upgraded to Victoria Rd. to eliminate the dust created by vehicles traveling on the current gravel surface.

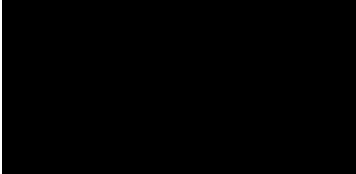


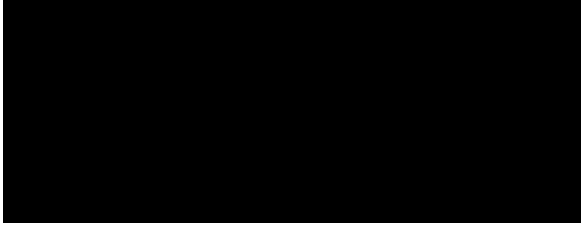
Although I am not against development in principle, before mentioned concerns should be seriously considered.

Thank you in advance for your attention to this matter.

If you have any questions or concerns, please don't hesitate to contact me.

Yours truly,





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March 21, 2023


**Hand Delivered**

**Township of Puslinch**  
7404 Wellington Rd. 34  
Puslinch, ON N0B 2J0

*Attention: Ms. Courtney Hoytfox*

**Re: 128 Brock Road South, Puslinch, ON**  
**Zoning By-Law Amendment Application – D14/WEL**

Dear Ms. Hoytfox,

As the owner and resident of  Puslinch, I would like to express the concerns below regarding the zoning by-law amendment application for 128 Brock Road South, Puslinch, Ontario:

The primary concern is from a traffic perspective. Brock Rd S is a main artery used by many to access Hwy. 401, among other areas. The site plan for the proposed development shows a truck entrance to the site from Brock Rd S. Tractor-trailers attempting to turn left onto Brock Rd S to access Hwy. 401 will create even further congestion and potential safety issues. Tractor-trailers exiting the site by turning north to access Hwy. 401 via the roundabout at Gilmour Rd will also further congest the roundabout. Delays have already been experienced trying to access Brock Rd S from Gilmour Rd.

The site plan also shows an employee entrance to the site from Gilmour Rd. Gilmour Rd is not in a condition to handle increased traffic, as employees would not only access the site from Brock Rd S, but also via Victoria Rd S. For the most part, Gilmour Rd is a gravel road. In recent years, we have already experienced increased traffic along Gilmour Rd (some at ridiculous vehicle speeds), creating safety concerns, as well as significant amounts of dust. In order for Gilmour Rd to handle additional traffic, I believe it would need to be widened and paved. The increased traffic from approximately 100 employees accessing the site via the Gilmour Rd at similar times would increase the congestion at the roundabout and overall traffic volumes on Gilmour Rd to unacceptable levels.

One of the requirements of the Places to Grow legislation is: “The transportation system for the GGH must be planned and managed for the safe and efficient movement of goods and people,...”. The proposed development meets neither of the above requirements, and therefore, in my opinion, does conform with the Places to Grow legislation.

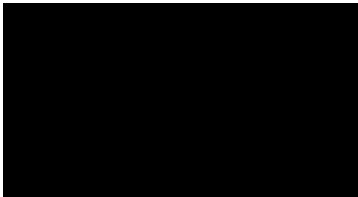
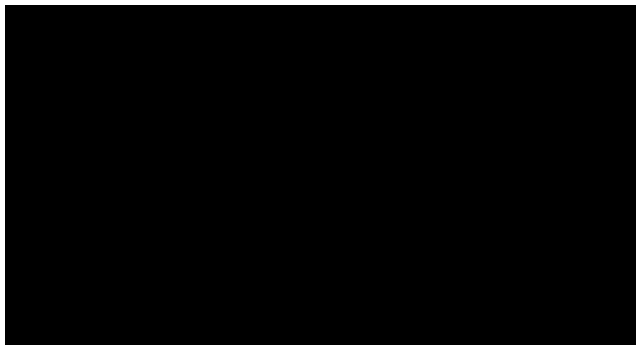
The subject site currently has a specialized Highway Commercial zoning and is designated as Secondary Agricultural and within the Puslinch Economic Development Area Policy Area of Wellington County's Official Plan. It is my understanding that the intent of both the current zoning and the Official Plan is for these lands to contain uses that service the residents of the Township and travelling public. "The land identified as PA7-1 on Schedule "A7" is known as the Puslinch Economic Development Area. This is an area intended to service the Township..." The proposed development serves neither the Township, nor the travelling public. In my opinion, the site would provide a better service to the Township, its residents and visitors by keeping the current zoning in place.

I would like to state that this is not an objection to development on the site in general, or a "Not In My Backyard (NIMBY)" objection, but I believe development in line with what the current zoning already allows on the site would be better suited for the site and the Township as a whole than a trucking facility, and hope that the above concerns are taken into consideration.

Thank you in advance for your attention to this matter.

Please don't hesitate to contact me should you have any questions.

Sincerely,

A black rectangular redaction box covering the signature of the sender.A large black rectangular redaction box covering the contact information of the sender.

**Ministry of Natural Resources and Forestry**  
Policy Division

Director's Office  
Crown Forests and Lands Policy Branch  
70 Foster Drive, 3<sup>rd</sup> Floor  
Sault Ste. Marie, ON P6A 6V5

**Ministère des Richesses naturelles et des Forêts**  
Division de la politique

Bureau du directeur  
Direction des politiques relatives aux forêts et  
aux terres de la Couronne  
70, rue Foster, 3<sup>e</sup> étage  
Sault Sainte Marie, ON P6A 6V5



June 23, 2023

Hello,

We are writing to let you know that amendments were made to the following two regulations under the *Public Lands Act* (amendments will come into effect on July 1<sup>st</sup>, 2023):

- [Ontario Regulation 161/17](#): Occupation of Public Lands under Section 21.1 of the Act
- [Ontario Regulation 326/94](#): Crown Land Camping Permit (this regulation is applicable to non-residents of Canada camping on provincial public land north of the French and Mattawa Rivers)

The *Public Lands Act* (PLA) and its regulations provide the framework for the management and use of public lands in Ontario, including public lands covered by water. Ontario Regulation 161/17 provides that a camping unit may be placed and used on public land without express authorization from the ministry, as long as the requirements set out in the Act and regulation are met.

Proposal notices for the amendments were posted on Ontario's Regulatory Registry and the Environmental Registry of Ontario (ERO) ([ERO number 019-6590](#)) for a 46-day comment period between February 24, 2023 and April 11, 2023. In addition, the ministry hosted a series of online information sessions with Indigenous communities and organizations, municipalities, and stakeholders during this period.

The definitions in O. Reg. 161/17 were amended to clarify that floating accommodations cannot be placed or used for outdoor accommodation or camping purposes on public land covered by water. The same amendments were made to the definitions in O. Reg. 326/94 so the same restriction will apply to non-residents camping on public land covered by water north of the French and Mattawa Rivers.

None of the regulatory changes apply to a person exercising their rights protected by section 35 of the *Constitution Act, 1982* (Aboriginal or treaty rights).

The regulatory changes will not affect someone exercising their right to navigate, including reasonable moorage, which can only be regulated by the federal government (Transport Canada).

We invite you to review the details of the regulatory changes in the ERO decision notice (ERO number [019-6590](#)).

Sincerely,

Peter D. Henry, R.P.F.  
Director, Crown Forests and Lands Policy Branch  
Ministry of Natural Resources and Forestry

c: Pauline Desroches, Manager, Crown Lands Policy Section

**From:** "Frayne, Alex" <[Alex.Frayne@wsp.com](mailto:Alex.Frayne@wsp.com)>

**Date:** June 22, 2023 at 12:26:42 PM EDT

**Subject:** Hanlon Expressway Midblock Interchange Design-Build & Class EA Study - Notice of Completion DCR #2re

Hello,

The Ontario Ministry of Transportation is continuing works on Phase 2 of the Highways 6 and 401 Improvements Project (G.W.P 3042-14-00). Phase 2 includes the new Highway 6 / Hanlon Expressway Midblock Interchange (G.W.P. 3059-20-00), as shown in the attached notice. Following the completion

of Design and Construction Report #1 (DCR #1) in 2022, construction has begun on the new bridge abutments and piers, a new connector road to Concession 7 and Wellington Road 34, and drainage improvements. This letter is regarding the Remaining Works, which includes:

1. Removal of the signalized intersection on the Highway 6 / Hanlon Expressway at Wellington Road 34 and the addition of a new bridge over the Hanlon Expressway;
2. Reconstruction of Concession Road 7, between Wellington Road 34 and Maltby Road;
3. Closure of the Maltby Road / Concession Road 4 intersection at Highway 6 / Hanlon Expressway;
4. A new roundabout at the Wellington Road 34 / Concession Road 7 intersection;
5. Installation of new overhead sign structures, traffic signals and partial illumination; and, Emergency and maintenance vehicle turnarounds along the Hanlon Expressway (one north of Maltby Road and one south of Wellington Road 34).

We are providing the attached letter to notify you that the Design and Construction Report for the Remaining Works (DCR #2) will be available on the project website at [www.Highway6Midblock.ca/reports/](http://www.Highway6Midblock.ca/reports/) for a 30-day public review period from June 22, 2023 to July 21, 2023. Please refer to the attached letter for further information.

Thank you,  
Alex Frayne  
(Sent on behalf of the Project Team)

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June 22, 2023

**RE: Highway 6 / Hanlon Expressway Midblock Interchange (G.W.P. 3059-20-00)  
Detail Design, Class Environmental Assessment Study and Construction  
Notice of Completion – Design and Construction Report #2**

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The Ontario Ministry of Transportation is continuing works on Phase 2 of the Highways 6 and 401 Improvements Project (G.W.P 3042-14-00). Phase 2 includes the new Highway 6 / Hanlon Expressway Midblock Interchange (G.W.P. 3059-20-00), as shown in the attached notice. Following the completion of Design and Construction Report #1 (DCR #1) in 2022, construction has begun on the new bridge abutments and piers, a new connector road to Concession 7 and Wellington Road 34, and drainage improvements.

This letter is regarding the Remaining Works, which includes:

- Removal of the signalized intersection on the Highway 6 / Hanlon Expressway at Wellington Road 34 and the addition of a new bridge over the Hanlon Expressway;
- Reconstruction of Concession Road 7, between Wellington Road 34 and Maltby Road;
- Closure of the Maltby Road / Concession Road 4 intersection at Highway 6 / Hanlon Expressway;
- A new roundabout at the Wellington Road 34 / Concession Road 7 intersection;
- Installation of new overhead sign structures, traffic signals and partial illumination; and,
- Emergency and maintenance vehicle turnarounds along the Hanlon Expressway (one north of Maltby Road and one south of Wellington Road 34).

Traffic on the Hanlon Expressway will be maintained for the majority of construction, with some temporary lane closures required. It is expected that construction will be completed by late 2025. Additional details can be found on the project website at [www.Highway6Midblock.ca](http://www.Highway6Midblock.ca).



Building on the approved Individual Environmental Assessment, this project followed the *MTO Class Environmental Assessment (EA) for Provincial Transportation Facilities (2000)* for a Group 'A' project. The DCR for the Remaining Works (DCR #2) will be available on the project website at [www.Highway6Midblock.ca/reports/](http://www.Highway6Midblock.ca/reports/) for a 30-day public review period from **June 22, 2023** to **July 21, 2023**.


If you have any accessibility requirements to participate in this project, please contact one of the individuals listed below or email the Project Team at [ProjectTeam@Highway6midblock.ca](mailto:ProjectTeam@Highway6midblock.ca). Comments and information will be collected to assist the MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. With the exception of personal information, all comments will become part of the public record in accordance with the *Freedom of Information and Protection of Privacy Act*.

**Olga Khuskivadze, P.Eng.**  
MTO Project Engineer  
Ministry of Transportation - West Region  
659 Exeter Road  
London, ON N6E 1L3

**Peter Bamforth, P.Eng., C. Eng., MICE**  
Consultant Senior Project Manager  
Dufferin / WSP Canada Group Limited  
610 Chartwell Road,  
Oakville, ON L6J 4A5

*Des renseignements sont disponibles en français en composant (905) 829-6262 (Jad Murtada).*

Sincerely,



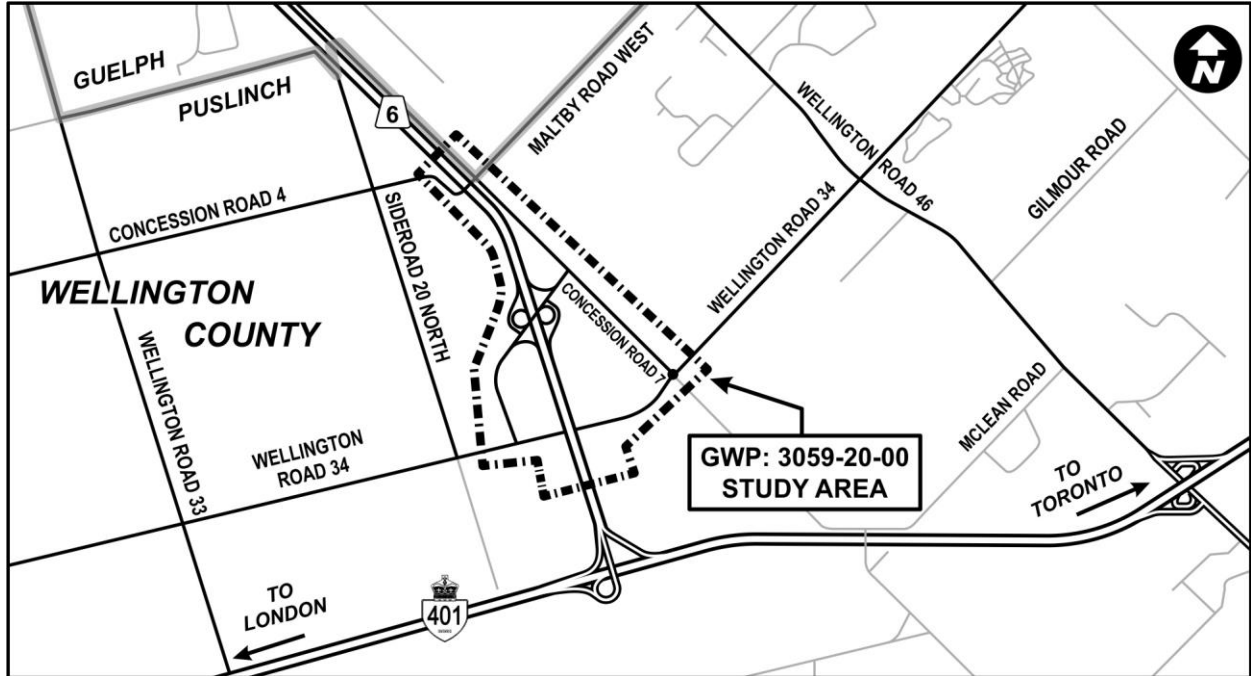
**Peter Bamforth, P.Eng., C.Eng., MICE**  
Consultant Senior Project Manager, WSP

Cc: Olga Khuskivadze, P.Eng., Project Engineer, MTO  
Kelly Jansen, Environmental Planner, MTO  
Christine Green, Environmental Planner, WSP

*Attachment: Key Plan*



**Key Plan:**



## Justine Brotherston

---

**To:** Russel Hurst  
**Subject:** RE: Observations from Ontario Heritage Conference

**From:** Russel Hurst <[rhurst@puslinch.ca](mailto:rhurst@puslinch.ca)>  
**Sent:** Saturday, June 17, 2023 9:45 AM  
**To:** Lisa Madden <[lmadden@puslinch.ca](mailto:lmadden@puslinch.ca)>; Heritage Committee <[Heritage@puslinch.ca](mailto:Heritage@puslinch.ca)>  
**Cc:** Courtenay Hoytfox <[choytfox@puslinch.ca](mailto:choytfox@puslinch.ca)>  
**Subject:** Observations from Ontario Heritage Conference

Hi Lisa & Heritage Advisory Committee Members,  
I attended the Ontario heritage Conference yesterday. A couple of high level observations

### 1. Huge Difference Between Rural and Urban Municipalities with respect to heritage resources

- Some of the urban municipalities have dedicated staff (or multiples) that support heritage activities. This is ultimately quite different from a resource standpoint with more rural municipalities. It appeared that the rural municipalities relied significantly more on volunteer committees. I think would accurately reflect Puslinch Twp.

### 2. Planning/management post Bill 23

- Overall I felt that we have been well served by our Twp. staff as we are navigating life post Bill 23.
- Based on the afternoon workshop I attended it appeared that a number of municipalities and consultants are still trying to navigate the challenges posted by the timeline restrictions. A couple of strategies that were recommended:
  - a. Prioritize all the properties on the registry based on TBD criteria. We have already done this.
  - b. Reach out to landowners and inform them about the changes to Bill 23 and how it impacts their status. We have already done this.
  - c. Hold public information sessions to inform the public about changes to Bill 23. We have already done this.
  - d. Development of registry templates and property checklists to aid in collecting the right information and ensure documentation is complete. I think the 82 Queen St. property may serve as the template.
  - e. Securing the services of a Ontario Heritage Professional may be warranted to aid in the development of a template and/or to help with documentation collection/assimilation. I think we have a consultant that we work with?
  - f. Potential to designated heritage “districts” to reduce the burden of documenting every physical location where there are a number of adjacent properties. This option may need further explored.
  - g. Budget ramifications. A number of municipalities did not fully understand the resources required to complete heritage designations and thus do not have adequate budgets to support heritage efforts (i.e. City of Vaughn noted they have paused all activities until September due to budget challenges). I feel we have adequate budget to complete the desired level of heritage designations.
  - h. Look to hire summer students/volunteers to help with designation documentation. We have already done this.

3. Concept of tax relief for properties that are on the heritage register. Chatham-Kent noted that they offer a 25% tax reduction on sites that are designated heritage properties. This may be an option/incentive that may be further explored with Twp. Staff and the Heritage Committee.

4. What to do with properties that are designated, but fall off the list post 2025. There was discussion about activities that municipalities can do to not completely lose any organizational history of these properties and the reality that they could be subsequently added in the future. This should be a topic of discussion in the future for Twp. staff and the Heritage Committee.

5. Heritage landscapes. Sensitive/historical landscapes within the community that may be designated, but do not have buildings present. This may be a topic of discussion for Twp. staff and the Heritage Committee in the future.

- The pioneer cemetery at the corner of Church St/Queen St in Morriston might be a situation where there is no building, but the site is significant.

#### 6. Meeting with other Councilors

- I attended a lunch meeting with a handful of other councilors that were in attendance. A couple of observations:

- a. Most councilors were from more urban municipalities (i.e. Barrie, Vaughn, Oakville, London, etc.) and they all chaired their respective heritage committees.
- b. Challenges with mayor/councilors not being supportive of heritage designations (too much \$ and negative public pushback from homeowners looking to develop).
- c. Managing Heritage Committee priorities vs municipal priorities. Many noted a difficult/strained relationship. I don't feel this is an issue in Puslinch at this point in time.
- d. Staffing resources. Most of the larger municipalities had 1 or 2 or staff focused exclusively on heritage activities or allocated resources to hire consultants to do the work (under the guidance of municipal staff). Interesting that city of London has over 1,000 properties on the registry, but a significant number were placed on the list to prevent demolition and the London councilor noted that they have no idea of the actual heritage significance (thus hiring consultant to do the work).
- e. Examining how Heritage can be reflected in economic development, tourism programming within community plans. I think this is a great item to discuss with Twp. Staff and the heritage Committee.

Overall it was a very insightful day for me and I would welcome any comments that Lily may have who also attended. I think in the future we may need to look at having both a member of the Heritage Committee and any Twp. staff with significant heritage responsibilities attend as I think it would be valuable networking and information sharing opportunity (especially for a rural municipality that punches above our weight)

I hope these are helpful observations.

Russ.

## THE CORPORATION OF THE TOWNSHIP OF PUSLINCH

### BY-LAW 6000-23

A by-law to regulate the parking or stopping of vehicles on highways, public parking lots and private property within the Township of Puslinch.

**Whereas** Section 11(3)(1) and (8) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, authorizes municipalities to pass bylaws respecting highways, including parking and traffic on highways, and parking on private property; and

**Whereas** Section 100 of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, states that, without limiting sections 9, 10 and 11, a local municipality may, in respect of land not owned or occupied by the municipality that is used as a parking lot, regulate or prohibit the parking or leaving of motor vehicles on that land without the consent of the owner of the land or regulate or prohibit traffic on that land if a sign is erected at each entrance to the land clearly indicating the regulation or prohibition; and

**Whereas** Section 101(1) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, states that, if a municipality passes a bylaw regulating or prohibiting the parking or leaving of a motor vehicle on land, it may provide for the removal and impounding or restraining and immobilizing of any vehicle, at the vehicle owner's expense, parked or left in contravention of the bylaw and subsection 170(15) of the *Highway Traffic Act*, R.S.O. 1990, c. H.8, as amended, applies with necessary modifications to the bylaw; and

**Whereas** Section 101(2) of the *Municipal Act, 2001*, S.O. 2001, c.25, as amended, states that a municipality may enter on land at reasonable times for the purposes described in subsection 101(1); and

**Whereas** Section 101(3) of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, states that, if signs are erected on land specifying conditions on which a motor vehicle may be parked or left on the land or regulating or prohibiting the parking or leaving of a motor vehicle on the land, a motor vehicle parked or left on the land contrary to the conditions or prohibition shall be deemed to have been parked or left without consent.

**NOW THEREFORE** the Council of The Corporation of the Township of Puslinch enacts as follows:

#### **Definitions:**

**1. For the purposes of this by-law:**

“accessible parking space” means a parking space upon a highway or on a public parking lot or on private property where properly worded signs or pavement markings are on display indicating that the parking space is designated for the use of a vehicle transporting persons with a disability;

“accessible parking permit” means a parking permit issued by the Minister Of Transportation under the authority of Highway Traffic Act R.R.O. 1990 Regulation 581 Accessible Parking For Persons with Disabilities.

“angle park” or “angle parking” means the parking of a vehicle whether occupied or not at an angle indicated by pavement markings or properly worded signs for angle parking purposes, or if not indicated by such pavement markings or signs, at an angle of forty-five (45) degrees from the lateral curb line;

“angle parking zone” means an area on a highway where properly worded signs are on display, indicating that angle parking is permitted, as designated in Schedule “A” to this by-law;

“authorized sign” means any sign, pavement marking or other device which has been placed, installed or erected by the municipality, by another party acting under the direction or authority of the municipality or as required by this by-law, to designate, regulate and/or enforce the provisions of this By-law;

“boulevard” means that portion of every road allowance which is not used as a sidewalk, driveway, traveled roadway or shoulder including any area where grass is growing or is seeded, or where an earth surface exists.

“bus” means a vehicle designed for carrying ten or more passengers and used for the transportation of persons;

“bus stop” means an area on a highway where properly worded signs are on display indicating that the area is reserved for the parking of buses as designated in Schedule “B” to this by-law;

“by-law enforcement officer” means a duly authorized person appointed by the County of Wellington for the purpose of enforcing the parking or stopping provisions of this by-law;

“commercial motor vehicle”, unless otherwise defined by regulation, means a motor vehicle having attached to it a truck or delivery body and includes an ambulance, a hearse, a casket wagon, a fire apparatus, a bus and a tractor used for hauling purposes on a highway;

“crosswalk” means:

- a) that part of a highway at an intersection that is included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or in the absence of curbs from the edges if the roadway, or
- b) any portion of a highway at an intersection or elsewhere distinctly indicated for pedestrian crossing by signs or by lines or other markings upon the surface of that highway;

“designated parking space” means a parking space upon a highway or on a municipal parking lot or on municipal property where properly worded signs or pavement markings are on display indicating that the parking space is designated for the use of a vehicle displaying a currently valid parking permit issued by the County of Wellington as designated in Schedule “C” to this by-law;

“driveway” means an access from a highway to private or public property used by vehicles to enter or leave that highway;

“electric vehicle” means,

- (a) a battery electric vehicle that runs only on a battery and an electric drive train, or
- (b) a plug-in hybrid electric vehicle that runs on a battery and an electric drive train, and also uses an internal combustion engine;

“electric vehicle charging station” means a publicly or privately-owned parking space that provides access to equipment that supplies a source of electricity for charging electric vehicles.

“emergency vehicle” means,

- a) a fire department vehicle while responding to a fire alarm or other emergency call; or
- b) a vehicle while used by a person in the lawful performance of his or her duties as a police officer; or
- c) an ambulance while responding to an emergency call or being used to transport a patient or injured person in an emergency situation; or
- d) a cardiac arrest emergency vehicle operated by or under the authority of a hospital.

“fire route” means an area on a highway or on a public parking lot or on private property where properly worded signs are on display indicating that parking is prohibited in order to

provide fire department and other emergency vehicles unobstructed access to adjacent properties in the event of fire or other emergency or where a fire route is required to be established under a municipal site plan agreement or any municipal approval requiring the establishment of a fire route;

“highway” includes a common and public highway, street, avenue, parkway, driveway, square, place, bridge, laneway, viaduct or trestle any part of which is intended for or used by the general public for the passage of vehicles and includes the area between the lateral property lines thereof;

“intersection” means the area embraced within the prolongation or connection of the lateral curb lines or if none then of the lateral boundary lines of two or more highways that join one another at an angle whether or not one highway crosses the other;

“municipal parking lot” means an area not on a highway to which the public has access designated for the purpose of providing parking for vehicles as designated in Schedule “D” to this by-law;

“no parking zone” means an area on a highway where properly worded signs are on display indicating that parking is prohibited as designated in Schedule “E” to this by-law;

“no stopping zone” means an area on a highway where properly worded signs are on display indicating that stopping is prohibited as designated in Schedule “F” to this by-law;

“occupant” when used in relation to property, means:

- a) The tenant of the property or part thereof whose consent shall extend only to the control of the property of which he is tenant and any parking spaces allotted to him under his lease or tenancy agreement;
- b) The spouse of a tenant
- c) A person authorized by an occupant as defined in (a) or (b) above, to act on the occupants behalf for requesting enforcement under this by-law.

“one way street” means a highway where properly erected signs are on display indicating that traffic is to proceed in one direction only;

“owner” when used in relation to property means

- a) The registered owner of the property
- b) The registered owner of a condominium unit, whose consent shall extend only to the control of the unit or which he is owner and any parking spaces allotted to him by the condominium corporation or reserved for his exclusive use in the declaration or description of the property
- c) The spouse of a person as defined in (a) or (b) above;
- d) Where the property is included in a description registered under the Condominium Act the Board of Directors of the condominium corporation;
- e) A person authorized by the property owner as defined in (a), (b), (c) and (d) above to act on the owner’s behalf for requesting enforcement under this By-law;
- f) An occupant

“park” or “parking” means the standing of a vehicle whether occupied or not except when standing temporarily for the purpose of and while actually engaged in loading or unloading merchandise or passengers;

“pedestrian crossover” means any portion of a roadway distinctly indicated for pedestrian crossing by signs on the highway and lines or other markings on the surface of the roadway as prescribed by the regulations;

“police officer” means a member of the Wellington County Ontario Provincial Police providing police services to the Corporation of the County of Wellington;

“private property” means legal designation for the ownership of property by non-governmental legal entities.

“roadway” means the part of the highway that is improved, designed or ordinarily used for vehicular traffic but does not include the shoulder and where a highway includes two or more separate roadways, the term “roadway” refers to any one roadway separately and not to all of the roadways collectively;

“school bus” means a bus that,

- a) is painted chrome yellow, and
- b) displays on the front and rear thereof the words “school bus” and on the rear thereof the words “do not pass when signals flashing”;

“school bus loading zone” means an area on a highway or on private property as designated by Schedule “G” to this by-law where properly worded signs are on display indicating that parking is prohibited in order to provide school bus(es) with the facility to load or discharge passengers;

“sidewalk” means a piece of public property whether paved or not, adjoining a highway intended for the use of pedestrians;

“shoulder” means that portion of every highway which abuts the roadway and which is designed and intended for passage and stopping of motor vehicles which extends no more than 3.6 metres in width from the limit of the roadway.

“stop” or “stopping”, when prohibited, means the halting of a vehicle, even momentarily, whether occupied or not, except when necessary to avoid conflict with other traffic or in compliance with the directions of a police officer or of a traffic control sign or signal;

“Taxicab” shall mean a motor vehicle which is used for the conveyance of Passengers with a seating capacity of no more than (9) nine but does not include a public vehicle as defined under the Public Vehicles Act, or successor legislation, or a Vehicle for Hire;”

“Taxicab and Vehicles for Hire stand” means an area on a highway as designated by Schedule “H” to this by-law where properly worded signs are on display indicating that parking is prohibited in order to provide taxicabs and Vehicle for Hire with the facility to load or discharge passengers;

“temporary no parking zone” means an area on a highway or on a public parking lot where properly worded signs are on display in accordance with the provisions of Section 2 of this by-law;

“time limited parking zone” means an area on a highway where properly worded signs are on display indicating that parking is restricted to certain times and days as designated in Schedule “I” to this by-law;

“traffic control device” means any sign and/or any highway, curb or sidewalk marking or other device whether temporary or not erected or placed under the authority of the municipality for the purpose of guiding or directing traffic;

“vehicle” includes a motor vehicle, trailer, traction engine, farm tractor, road-building machine, bicycle and any vehicle drawn, propelled or driven by any kind of power, including muscular power, but does not include a motorized snow vehicle or a street car;

“vehicle for hire” means a vehicle which provides transportation for a Vehicle for Hire Service;

“vehicle for hire service” shall mean the use of a Vehicle for Hire for the conveyance of Passengers arranged through a Vehicle for Hire Business;

“vehicle for hire business” means a business which, through an Electronic Platform, arranges transportation of Passengers by Drivers in a Vehicle for Hire, that is commenced within the boundaries of the County of Wellington for compensation, but does not include:

- (i) Any Taxicab Service or Accessible Taxicab service;

- (ii) Any bus transportation service;  
Any carpooling arrangement as defined in the Public Vehicles Act; or
- (iv) Any ambulance, fire truck or other emergency vehicle service;

## **General Provisions**

### **2. Erection of Temporary No Parking Signs**

The officer in charge of the Ontario Provincial Police providing police services to The Corporation of the County of Wellington or his/her designate shall be responsible for the erection and removal of temporary no parking signs for purposes of fire, disaster, crowd control and any other occurrence which is deemed to be an emergency within the County of Wellington.

### **3. Fire Routes**

- a) A fire route may be located upon a highway, public parking lot or private property where properly worded signs are erected.
- b) A fire route may be located upon private property that is subject to a municipally approved site plan agreement that designates such private property to be a fire route.
- c) A fire route may be located upon private property where the property owner has requested the designation of a fire route and that request has received municipal approval.

#### **4.1 Enforcement and Penalty Provisions**

- a) The provisions of this by-law shall be enforced pursuant to the provisions set out in Part II of the Provincial Offences Act.
- b) Every person who contravenes any provision of this bylaw is guilty of an offence and upon conviction is liable to a fine as provided for by the Provincial Offences Act, R.S.O. 1990, Chapter P.33, as amended

#### **4.2 Private Property Enforcement**

- a) No person shall park or leave any vehicle on private property without the consent of the Owner or Occupant of the property.
- b) A vehicle parked or left contrary to this section may be removed or impounded at the vehicle owner's expense. The driver or owner of the vehicle parked on private property is not liable to any penalty or to have the vehicle removed from such property or impounded to the provisions of this by-law except upon written complaint of the owner or occupant of the property given to a Police Officer, By-Law Enforcement Officer or other person appointed for the purpose of carrying out the provisions of this by-law.
- c) Where an owner or occupant of the property has posted signage stating conditions under which a vehicle may be parked or left on the property or that parking or leaving a vehicle is prohibited on the property, a vehicle parked contrary to such conditions or prohibition shall be deemed to have been parked without consent.
- d) To enforce this by-law on a particular property, a By-Law Enforcement Officer shall be deemed to have written authority of the owner or occupant of the property, and such By-Law Enforcement Officer is not required to receive a written complaint before authorizing the removal of a vehicle for the property.

### **5. Voluntary Payment of Fines**

- a) Voluntary payment of a fine for an offence committed under the provisions of this by-law may, upon presentation of the violation tag issued alleging the offence, pay out of Court within 15 days from the date of issuance of the said violation tag, the set fine described upon the face of the tag and upon such payment no further proceedings shall be taken in respect of the alleged offence.
- b) Voluntary payment of a fine may be made by mail, internet or phone.

### **6. Deemed Offence by Vehicle Owner**



Where a vehicle has been left parking or stopped in contravention of this by-law the owner of the vehicle even though the owner was not the driver of the vehicle at the time of the contravention of the by-law is guilty of an offence and is liable to the fine prescribed for the offence unless at the time of the offence, the vehicle was in the possession of some person other than the owner without the owner's consent.

## **7. Towing of Illegally Parked Vehicles**

Where a vehicle is found parked in contravention of any of the parking provisions of this by-law, a police officer may in addition to attaching a parking infractions notice to the vehicle, cause the vehicle to be taken to and placed or stored in a suitable place and all costs and charges for removing, care and storage thereof, if any, shall be a lien upon the vehicle which may be enforced in the manner provided in Part III of the Repair and Storage Liens Act.

## **8. Exemptions**

The provisions of this by-law shall not, if compliance therewith would be impractical, apply to:

- a) An emergency vehicle, or
- b) A vehicle registered to a municipal corporation or registered to a utility, while actually performing work on behalf of a municipal corporation within the County of Wellington; or while responding to an emergency, or
- c) When the driver or operator of a vehicle is in compliance with the direction of a police officer or of a traffic control device.

## **Parking Offences**

### **9. Within the County of Wellington,**

- 9.1 No person shall park a vehicle upon a highway or on a municipal parking lot in a no parking zone.
- 9.2 No person shall park a vehicle upon a highway less than 1 metre from either edge of a driveway.
- 9.3 No person shall park a vehicle upon a highway in front of the entrance to a driveway so as to prevent ingress to or egress from such driveway.
- 9.4 No person shall park a vehicle upon a highway or on a municipal parking lot or on private property, in a fire route.
- 9.5 No person shall park a vehicle upon a highway within 3 metres of a point on the curb or edge of a highway nearest to a fire hydrant.
- 9.6 No person shall park a vehicle upon a highway with its left wheels or runners as the case may be adjacent to the curb of the highway or where no curb exists the edge of the highway unless otherwise permitted by a traffic control device.
- 9.7 No person shall park a vehicle upon a highway or municipal lot in a time limited parking zone for a period of time in excess of the time designated in Schedule "I" to this by-law.
- 9.8 No person shall park a vehicle upon a highway or municipal lot in a time limited parking zone during a prohibited time as designated in Schedule "I" to this by-law.
- 9.9 No person shall park a vehicle upon a highway with the vehicles right side further than 0.15 metres from the curb of the highway or where no curb exists, the edge of the highway.
- 9.10 No person shall park a vehicle upon a highway or on a municipal parking lot between the hours of 2 and 6 am of any day during the months of November, December, January, February and March of any year.
- 9.11 No person shall park a vehicle upon a highway where painted guidelines exist for the purpose of facilitating parking except within such guide lines.
- 9.12 No person shall park a vehicle upon a highway where parking is permitted under the provisions of this by-law for an unreasonable length of time and in no case for a period longer than 24 consecutive hours.
- 9.13 No person shall park a vehicle on a municipal parking lot for an unreasonable length of time and in no case for a period longer than 24 consecutive hours.

- 9.14 No person shall park a vehicle upon a highway or on a municipal parking lot in a temporary no parking zone.
- 9.15 No offence shall be created if the vehicle described in Section 9.14 of this by-law was parked in the temporary no parking zone prior to the erection of temporary no parking signs unless the operator of the vehicle has been requested to move such vehicle by a police officer or by-law enforcement officer and has refused to do so.
- 9.16 No person shall park a vehicle on or over a sidewalk.
- 9.17 No person shall park a vehicle upon a highway within an intersection.
- 9.18 No person shall park a vehicle upon a highway within 9 metres of an intersection.
- 9.19 No person shall park a vehicle upon a highway in a taxicab stand.
- 9.20 No person shall park a vehicle other than a school bus upon a highway in a school bus loading zone.
- 9.21 No person shall park a vehicle upon a highway in a pedestrian crossover.
- 9.22 No person shall park a vehicle upon a highway within 9 metres of a pedestrian crossover.
- 9.23 No person shall park a vehicle upon a highway in a crosswalk.
- 9.24 No person shall park a vehicle upon a highway within 9 metres of a crosswalk.
- 9.25 Where boulevard parking is permitted no person shall park a vehicle upon the abutting highway or any part thereof.
- 9.26 No person shall park a vehicle upon a roadway in such a manner as to leave available less than 3 metres of the width of the roadway for free movement of vehicular traffic.
- 9.27 No person shall park a vehicle upon a highway on the roadway side of any vehicle stopped or parked at the edge or curb of the highway.
- 9.28 No person shall park a vehicle other than a bus upon a highway in a bus stop.
- 9.29 No person shall park a vehicle upon a highway for the purpose of repairing, washing or maintenance of the vehicle other than in an emergency.
- 9.30 No person shall park a vehicle upon a bridge unless otherwise permitted by a traffic control device.
- 9.31 No person shall park a vehicle upon a highway or on a municipal parking lot so as to obstruct an access ramp provided for the use of persons with disabilities.
- 9.32 No person shall park a vehicle upon a highway within an angle parking zone, except at the angle indicated by markings painted upon the highway for that purpose or as indicated by properly worded signs.
- 9.33 No person shall park a vehicle upon a highway or on a municipal parking lot or on private property in an accessible parking space unless that vehicle is transporting persons with disabilities and also displays a valid accessible parking permit issued by the Ontario Ministry of Transportation.
- 9.34 No person shall park a commercial motor vehicle upon a highway between the hours of 1 a.m. and 6 a.m. of the same day for a period of time longer than one hour other than upon a section of highway which is under construction.
- 9.35 No person shall park a commercial motor vehicle on a municipal parking lot unless otherwise permitted by a traffic control device.
- 9.36 No person shall park a vehicle upon a highway within 15 metres of any railroad crossing.
- 9.37 No person shall park a vehicle in a designated parking space unless that vehicle displays a currently valid parking permit issued by the County of Wellington.
- 9.38 No person shall park a vehicle upon a highway in such a manner as to interfere with the movement of traffic or the clearing of snow from the highway.
- 9.39 No person shall park a vehicle on a highway designated as a one-way street other than with the vehicle facing in the direction in which it is permitted to proceed.
- 9.40 Where parking is permitted on either or both sides of a highway designated as a one-way street the vehicle operator shall park the vehicle with its wheels or runners as the case may be no further than 0.15 metres from the curb of the highway or where no curb exists the edge of the highway.
- 9.41 No person shall park a vehicle on a boulevard.
- 9.42 No person shall park a vehicle in an electric vehicle charging station that is identified by a sign that satisfies the prescribed requirements of the Highway Traffic Act or is an authorized sign unless the vehicle is an electric vehicle and the vehicle is attached to the station charging equipment.
- 9.43 No person shall park a vehicle on a highway in such position as will prevent the removal of any other vehicle previously parked.

- 9.44 No person shall park a vehicle on a highway on the inside or outside curve portion of an angle bend from the beginning of curve to the end of curve.
- 9.45 No person shall park or leave a vehicle on private property without the consent of the owner or occupant of the property.

**Stopping Offences**

**10. Within the County of Wellington,**

- 10.1 No person shall stop a vehicle upon a highway in a no stopping zone.
- 10.2 No person shall stop a vehicle upon a highway on the roadway side of any vehicle stopped or parked at the edge or curb of that highway.
- 10.3 No person shall stop a vehicle upon a highway within 9 metres of an intersection.
- 10.4 No person shall stop a vehicle other than a bus upon a highway in a bus stop.
- 10.5 No person shall stop a vehicle, other than a school bus upon a highway in a school bus loading zone.
- 10.6 No person shall stop a vehicle upon a highway with its left wheels or runners as the case may be adjacent to the curb of the highway or where no curb exists the edge of the highway unless otherwise permitted by a traffic control device.
- 10.7 No person shall stop a vehicle on or over a sidewalk.

**Severability**

- 11. If a court of competent jurisdiction should declare any section or part of a section of this by-law to be invalid such section or part of a section shall not be construed as having persuaded or influenced Council to pass the remainder of the by-law and it is hereby declared that the remainder of the by-law shall be valid and shall remain in force.

**Repeal of By-Laws**

- 12. By-Law number 5000-05 and all bylaws related thereto are hereby repealed on October 31, 2023.
- 13. This By-law shall come into force and effect on November 1, 2023 .

**READ A FIRST, SECOND AND THIRD TIME AND PASSED JULY 12, 2023.**

\_\_\_\_\_  
James Seeley, Mayor

\_\_\_\_\_  
Courtenay Hoytfox, Clerk

Township of Puslinch

By-law 6000-23

Schedule "A"

Angle Parking Zones

None

Township of Puslinch

By-law 6000-23

Schedule "B"

Bus Stops

None

Township of Puslinch

By-law 6000-23

Schedule "C"

Designated Parking Spaces

None

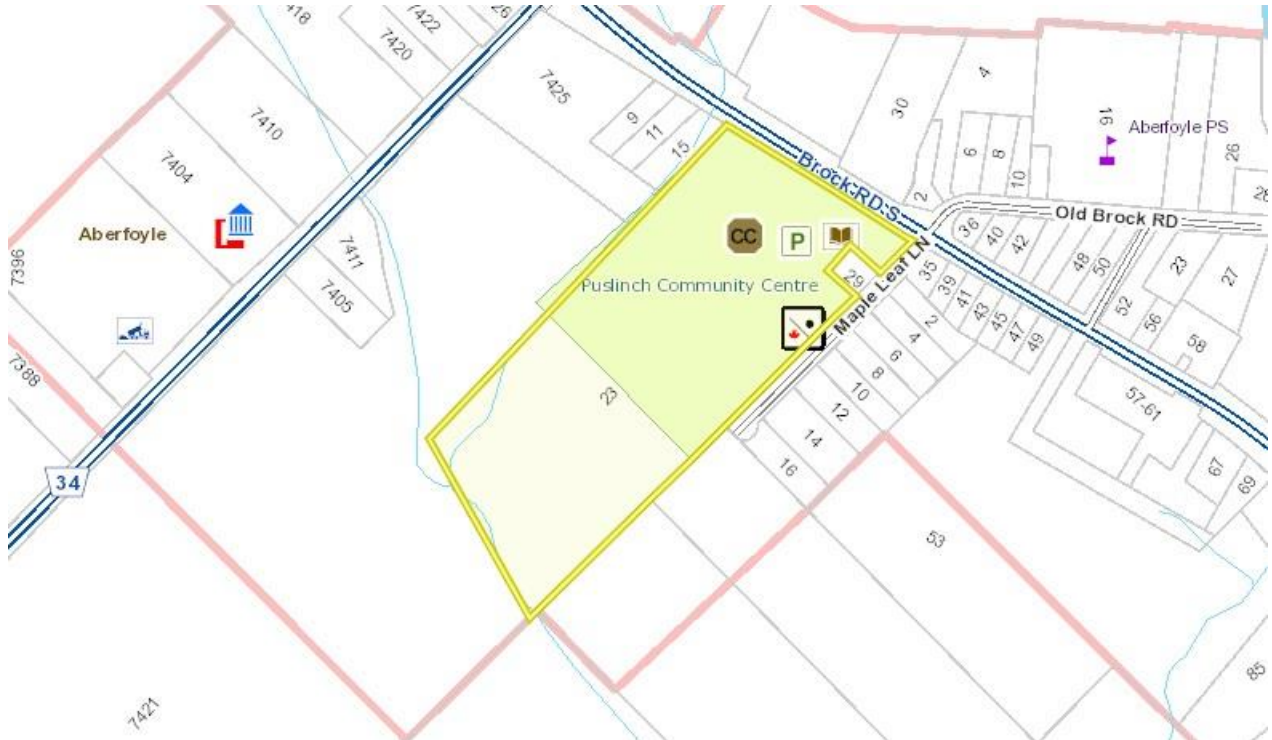
# Township of Puslinch

By-law 6000-23

Schedule "D"

Municipal Parking Lots

## 1. Puslinch Community Grounds Complex, 23 Brock Rd. South, Puslinch



Township of Puslinch

**2. Administration, Public Works, and Fire Department Facility, 7404 Wellington Rd. 34, Puslinch**





Township of Puslinch

3. Old Morriston Park, 9 Main Street, Morriston



**4. Morriston Meadows Park (no municipal address; Block 50, Pan 784)**



5. Badenoch Soccer Park, 4227 Watson Rd South, Puslinch



TOWNSHIP OF PUSLINCH

By-law 6000-23

Schedule "E"

No Parking At Any Time – Signs On Display

Column 1 Highway(s)	Column 2 Location From	Column 3 Location To	Column 4 Side(s)
Arkell Rd	Starkey Hill Conservation Area entrance	A point 500 meters south west	Both sides
Arkell Rd	Starkey Hill Conservation Area entrance	A point 500 meters north east	Both Sides
Concession 7	Gore Rd	A point 600 meters north	Both Sides
Currie Dr	Highway 6	Wellington Rd 36	Both Sides
Liang Ct	Currie Dr	It's limit.	Both Sides
Ochs Dr	Currie Dr	Wellington Rd 36	Both Sides
Nicholas Beaver Rd.	Wellington Rd. 46	Tawse Pl.	Both sides
VictoriaSt	Church St.	Calfass Rd.	East side
Gore Rd	Lennon Rd.	Concession 7	North side
Concession 7	McLean Rd.	Concession 2A	West side
Concession 2	Sideroad 10	Wellington Rd 32	Both sides
Concession 1	McCormicks Lane	Townline Rd.	Both sides
Townline Rd.	Wellington Rd 34	Roszell Rd	Both sides
McLean Rd. E	Wellington Rd 46	Winer Rd.	Both sides
Niska Rd.	Whitelaw Rd.	Niska Bridge	Both sides
Calfass Rd.	VictoriaSt.	Concession 7	Both Sides
Telfer Glen St.	Brock Road S. (Hwy 6)	The western terminus of Telfer Glen St.	Both Sides
Settlers Ct.	Calfass Rd.	Telfer Glen St.	Both Sides
Winer Ct	Ochs Dr	It's limit	Both Sides
Watson Rd. S	Wellington Rd. 34	A point 900 meters north	East Side

No Parking Zones (Certain Times & Days)

Column 1 Highway(s)	Column 2 Side(s)	Column 3 Between	Column 4 Prohibited Times of Days
Old Brock Rd.	Both Sides	The West limit of the West driveway to the East Limit of East Driveway of Aberfoyle Public School.	8:00 a.m. to 9:00 am 2:30 PM to 3:30 PM Monday to Friday September 1 to June 30

TOWNSHIP OF PUSLINCH

By-law No. 6000-23

Schedule "F"

No Stopping At Any Time – Signs On Display

Column 1 Highway(s)	Column 2 Location From	Column 3 Location To	Column 4 Side(s)
Cockburn ST	Old Brock Rd	To a point 9 meters south of the intersection.	Both Sides
Cockburn ST	Brock Rd S	To a point 9 meters north of the intersection.	Both Sides
Old Brock Rd	Cockburn ST	To it's Eastern limit.	Both sides
Old Brock Rd	Brock RD S	A point 9 meters north of the intersection	Both sides
Old Brock Rd.	Cockburn St	To a point 9 meters west of the intersection.	Both Sides
Watson Rd. S	Wellington Rd. 34	A point 900 meters north	East Side

No Stopping Zones (Certain Times & Days)

Column 1 Highway(s)	Column 2 Side(s)	Column 3 Between	Column 4 Prohibited Times of Days
Old Brock Rd.	Both Sides	16 Old Brock Rd to its western limit.	8:00 a.m. to 9:00 am 2:30 PM to 3:30 PM Monday to Friday September 1 to June 30
Cockburn St	Both Sides	Old Brock Rd to Brock Rd S	8:00 a.m. to 9:00 am 2:30 PM to 3:30 PM Monday to Friday September 1 to June 30

Township of Puslinch

By-law 6000-23

Schedule "G"

School Bus Loading Zones

None

By-law 6000-23

Schedule "H"

Taxicab Stands

None

Township of Puslinch

By-law 6000-23

Schedule "I"

Time Limited Parking Zones

None





ZONING BY-LAW AMENDMENT to By-law 023/18

for

Wellington Group of Companies  
128 Brock Road S  
Puslinch

Township Rezoning Application D14/WEL

**THE CORPORATION OF THE TOWNSHIP OF PUSLINCH**

**BY-LAW NUMBER 2023-026**

**A BY-LAW TO AMEND BY-LAW NUMBER 023/18, AS AMENDED,  
BEING THE ZONING BY-LAW OF THE TOWNSHIP OF PUSLINCH**

**WHEREAS**, the Council of the Corporation of the Township of Puslinch deem it appropriate and in the public interest to amend By-Law Number 023/18 pursuant to Sections 34 and 36 of the Planning Act, R.S.O. 1990 as amended;

**NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE TOWNSHIP OF PUSLINCH ENACTS AS FOLLOWS:**

1. That Schedule “A” of By-law 023/18 is hereby amended by rezoning Part Lot 24 Concession 7; Part Lot 24 Concession 8, municipally referred to as 126-128 Brock Road S, from **HIGHWAY COMMERCIAL SITE SPECIFIC ZONE (HC(sp89))**, and **NATURAL ENVIRONMENT ZONE (NE)** to an **INDUSTRIAL SITE SPECIFIC IND(sp89) ZONE** and **NATURAL ENVIRONMENT (NE) ZONE**, subject to **HOLDING PROVISION (h-11)** use provision, as shown on schedule “A” of this By-law.
2. That Schedule “B”, “Map B-4” of By-law 023/18 is hereby amended by including the subject lands, as shown on Schedule “A” to this by-law, within the Industrial Design Overlay.
3. That Section 14 Site-Specific Special Provisions No.89 is amended by removing the existing wording and replacing as follows:

No.	Parent Zone	By-law	Additional Permitted Uses	Prohibited Uses	Site Specific Special Provisions
89	IND		<p>Only Permitted uses:</p> <p><b>Transport Terminal</b></p> <p><b>Warehouse</b></p> <p><b>Accessory Business or Professional Office</b></p>	<p>Truck repair, washing, servicing and fueling</p>	<p>Minimum <b>Lot Area</b>: 5.7 ha (14 ac)</p> <p>Minimum <b>Buffer</b>: 4m along all lot lines abutting existing Residential and Agricultural Zones, with the exception of lands zoned Natural Environment (NE).</p> <p>Minimum Setback: 70m from any loading bay to any <b>existing</b> dwelling as of the date of passing of this By-law and may include the minimum <b>Buffer</b>.</p> <p>Maximum <b>Gross Floor Area</b> for all combined uses: 25,000 m<sup>2</sup>. Any freestanding <b>Business or Professional Office</b> shall not exceed 4,000m<sup>2</sup>.</p> <p>Minimum <b>Gross Floor Area</b> for <b>Transport Terminal</b> and/or <b>Warehouse</b> uses: 3,000m<sup>2</sup></p> <p>Hours of Operation: Main operating hours 7am to 7pm, Monday to Friday. Does not preclude unexpected activity on the subject property beyond these hours.</p> <p>Encroachment: Notwithstanding Section 4.30, a non-structural architectural feature may extend 2.2 m into the front yard setback.</p>

3. That the subject land as shown on Schedule "A" to this By-Law shall be subject to all applicable regulations of Zoning By-Law 023/18, as amended.
4. That Section 14 Site-Specific Special Provisions No.89 is amended by removing the existing wording and replacing as follows:

No.	Parent Zone	Permitted Uses	Conditions for Removal	Date Enacted
11	IND (sp89)	Until the holding symbol 'h-11' is removed, no use, new buildings or structures shall be permitted	<ol style="list-style-type: none"> <li>i. Site Plan approval has been approved and the site plan agreement, including provisions for the implementation of the Noise Impact Assessment, has been registered on title.</li> <li>ii. That the existing deep well be decommissioned and a new well drilled to the satisfaction of the Township.</li> <li>iii. That an agreement be entered in to between the owner and the Risk Management Official or Township to install a flow meter to monitor water quantity use on the site.</li> <li>iv. That the owner complete and submit a Drinking Water Threats Disclosure Report and associated Management Plans, including but not limited to winter maintenance activities, liquid fuel, chemical and waste handling/storage activities, to the satisfaction of the Risk Management Official</li> <li>v. That the owner provides a liquid fuel handling/storage and spill response procedure for the construction and operation of the facility to the satisfaction of the Risk Management Official.</li> <li>vi. That a water balance assessment report be submitted to the satisfaction of the Township's Hydrogeologist and the Risk Management Official.</li> <li>vii. That the applicant provide the Environmental Compliance Approval (ECA) application and supporting documentation for the proposed sewage works to the Township for review and that the applicant provide Township comments on the application and supporting documentation to the Ontario Ministry of the Environment, Conservation and Parks.</li> </ol>	

4. This By-law shall become effective from the date of passage by Council and come into force in accordance with the requirements of the Planning Act, R.S.O. 1990, as amended.

READ A FIRST AND SECOND TIME THIS 24 DAY OF MAY, 2023.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

READ A THIRD TIME AND PASSED THIS 24 DAY OF MAY, 2023.

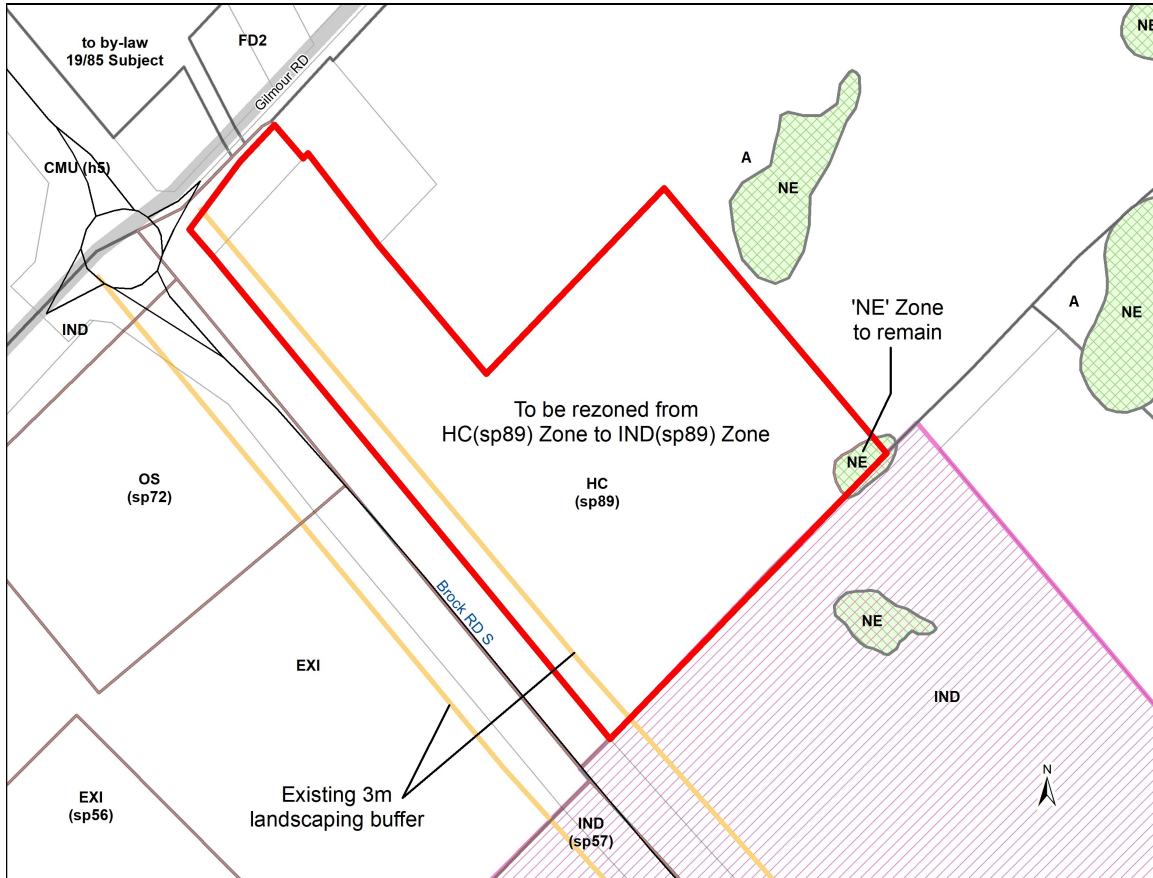
\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

**THE CORPORATION OF THE TOWNSHIP OF PUSLINCH**

**BY-LAW NUMBER 2023-026**

**Schedule "A"**



Highlighted area to be rezoned from:  
**HIGHWAY COMMERCIAL SITE SPECIFIC (HC(sp89)) ZONE to an INDUSTRIAL SITE SPECIFIC (IND(sp89)) ZONE with HOLDING PROVISION (h-11)**  
with a site specific special provision

This is Schedule "A" to By-law No. 2023-026  
Passed this 24 day of May, 2023.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK

## **THE CORPORATION OF THE TOWNSHIP OF PUSLINCH**

### **EXPLANATION OF BY-LAW NO. 2023-026**

By-law Number 2023-026 amends the Township of Puslinch Zoning By-law 023/18 by rezoning Part Lot 24 Concession 7; Part Lot 24 Concession 8, municipally referred to as 126-128 Brock Road S, from Highway Commercial Site Specific (HC(sp89)) ZONE to an Industrial Site Specific (IND(sp89)) ZONE as shown on Schedule "A" of this By-law.

The purpose of the proposed zoning by-law amendment is to rezone the property from a Highway Commercial Zone to an Industrial Zone to permit a warehouse, office and transportation terminal on the lands. A holding by-law provision has been proposed to address site plan approval, additional well requirements and septic system requirements.

For the purposes of this By-law the Buffer Strip described in Section 3 is intended to be a visual screen from adjacent properties, vegetated with coniferous and deciduous trees or shrubs, in conjunction with the Township's Landscaping Guidelines. The buffer strip may include sloping and berming where possible and is intended to include the frontage along Gilmour Road.

**THE CORPORATION OF THE TOWNSHIP OF PUSLINCH**

**BY-LAW NUMBER 033-2023**

Being a by-law to confirm the proceedings of the Council of the Corporation of the Township of Puslinch at its Council meeting held on JULY 12, 2023.

**WHEREAS** by Section 5 of the *Municipal Act, 2001, S.O. 2001, c.25* the powers of a municipal corporation are to be exercised by its Council;

**AND WHEREAS** by Section 5, Subsection (3) of the *Municipal Act*, a municipal power including a municipality's capacity, rights, powers and privileges under section 8, shall be exercised by by-law unless the municipality is specifically authorized to do otherwise;

**AND WHEREAS** it is deemed expedient that the proceedings of the Council of the Corporation of the Township of Puslinch at its Council meeting held on JULY 12, 2023 be confirmed and adopted by By-law;

**NOW THEREFORE** the Council of the Corporation of the Township of Puslinch hereby enacts as follows:

- 1) The action of the Council of the Corporation of the Township of Puslinch, in respect of each recommendation contained in the reports of the Committees and each motion and resolution passed and other action taken by the Council at said meeting are hereby adopted and confirmed.
- 2) The Head of Council and proper official of the Corporation are hereby authorized and directed to do all things necessary to give effect to the said action of the Council.
- 3) The Head of Council and the Clerk are hereby authorized and directed to execute all documents required by statute to be executed by them, as may be necessary in that behalf and the Clerk authorized and directed to affix the seal of the said Corporation to all such documents.

**READ A FIRST, SECOND AND THIRD TIME AND FINALLY PASSED THIS 12 DAY OF JULY, 2023.**

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James Seeley, Mayor

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Courtenay Hoytfox, Clerk