

PUBLIC PARTICIPATION MEETING COMMENTS

3.2 PUBLIC PARTICIPATION MEETING – Application – 3900 Scotland Drive, 3777 Westminster Drive and 5110 White Oak Road (Z-8992)

- *(Councillor S. Turner seeking confirmation, he believes that as he read through it, the ecological features, the significant woodland does not contain any provincially significant wetlands or anything like that.);* Ms. C. Lowery, Planner II, responding that it does not.
- Greg Priamo, Zelinka Priamo Ltd., on behalf of the applicants – indicating that he is not going to do a lengthy presentation, staff has done a thorough job in identifying all of the issues as they apply to this site and they are certainly in support of the recommendation they; turning the Planning and Environment Committee's attention to one matter dealing with the draft zoning that has been attached to the report for consideration; advising that staff have prepared the zoning appropriately but they are proposing a holding provision dealing with a geotechnical study on the surrounding road areas; noting that they are on a pretty aggressive time line with this project, they have already filed for site plan pre-consultation and they have a list of issues that were raised through that process that they are working through and in that process they were hoping to submit to staff a submission that the study, as suggested in the pre-consultation conditions, is not required and that they can address those issues through the site plan approval process without that study; pointing out that, as indicated in the staff report, the property is currently licenced for a gravel extraction operation that is licenced for a certain number of truck movements annually and even with these new operations and the scope of the operation on the site right now, they are not approaching the permitted limits of trips generated from this site; indicating that they do not think that it needs to be handled by a holding provision; thinking it can be adequately addressed through the site plan approval process; advising that that would be their preferred option; stating that all they are doing here is preserving the right to make their submissions to staff and see if they can convince them that that study is unnecessary; however, if ultimately, that is the determination, that is the determination; advising that he did provide, as an alternative to staff, a minor rewording of the holding provision that would leave open the option for staff to determine that the study is not required; indicating that it still means that they have to come back and remove the h at some point in the future which can sometimes be problematic when you are trying to move a project through quickly but if it satisfies the concerns of the Traffic Division as an alternative, while not their preference, they would be open to a minor rewording of the holding provision to accommodate the option because the way the holding provision is written right now, it assumes the study will be done and if, for some reason, they were able to convince staff that it did not need to be done, they would still need to address it as a result of the way the holding provision is written; reiterating that he provided staff with a draft wording if it pleases the Planning and Environment Committee to consider that; expressing excitement to proceed with this project. *(Councillor S. Turner wondering about Mr. G. Priamo's comment about the necessity of the geotechnical analysis, wondering if staff could comment on that.);* Mr. M. Elmadhoon, Traffic Planning Engineer, responding that the Transportation staff asked for the geotechnical study basically in relation to Schedule 15 of the Traffic and Parking By-law which states that reduced limits are in effect for these roads including Westminster Drive, White Oak Road and Scotland Drive and the way that this is written right now that the Highway set out in Column 1, in Schedule 15, it says that the limits are restricted to a reduced load of a maximum weight of five tonnes per axle for any vehicle travelling on these highways from March 1 to April 30 so staff has already determined that a geotechnical study is needed because heavy vehicles are not allowed on this road right now and that is why they need the geotechnical study.

- Gary Brown, 35A-59 Ridout Street South – indicating that he was not going to speak on this but he is a bit of an aggregate buff so some things need to be said; pointing out that we have had an entire discussion about an aggregate extraction industry without anybody mentioning the word water and this is an extremely water intensive use, the record of the safety of ground water and the safety of surface water is not that good in the aggregate extraction business; asking for reassurances from staff that this has been looked into; indicating that Council just declared a climate emergency yet we are talking about widening roads and more trucks and gravel extraction and more water which takes a lot of energy to purify; wondering how we reconcile those things.
- Cam Tilly, 3043 Westminster Drive – expressing concern with the trucks; indicating that the speaker for the company a few minutes ago said that they had not even come close to using up the amount that they are allowed, one every four minutes last Spring, Summer, Fall and into the Winter, he would say that that is far more than the limited amount and if you are going to allow trucks in, there are four residences on Scotland Drive and there is no traffic there; Westminster Drive has roughly one hundred residences and is becoming a race track for motorcycles and a race track for dump trucks; the dump trucks are not the quality that you see on the 401, the dump trucks that they use will be stuff that they have used up on the highway work and now barely pass safety; noting that if they were going down to Putnam, they would be pulled in, the brakes lock up when they are hitting the brakes, oil is all over the road, plus it is just not safe, they live in a residential area and they should be diverted to a different area; noticing on the work up the Ministry said that they wanted to do a check on the new bridge going over it; suspecting that what the traffic underneath does more damage to the bridge than anything going over it; the vibrations all day long from the 401 and 402 are far more destructive than the amount of a truck going over.
- Rob McNeil, 340 Colborne Street – See attached communication.