

**Results of the Public Meeting (November 28<sup>th</sup>, 2022)**

**OZS-2022-0036**

**Members Present:**

Regional Councillor M. Palleschi - Wards 2 and 6

Deputy Mayor H. Singh - Wards 9 and 10

Regional Councillor R. Santos - Wards 1 and 5

Regional Councillor P. Vicente - Wards 1 and 5

Regional Councillor N. Kaur Brar - Wards 2 and 6

Regional Councillor D. Keenan - Wards 3 and 4

Regional Councillor M. Medeiros - Wards 3 and 4

Regional Councillor P. Fortini - Wards 7 and 8

Regional Councillor G. Toor - Wards 9 and 10

City Councillor R. Power - Wards 7 and 8

Mayor Patrick Brown (ex officio)

**Staff Present:**

Marlon Kallideen, Chief Administrative Officer

Steven Ross, Deputy City Solicitor

Colleen Grant, Deputy City Solicitor

Jeffrey Humble, Manager, Policy Planning

Elizabeth Corazzola, Director, Planning Building and Growth Management

Steve Ganesh, Manager, Planning Building and Economic Development

Allan Parsons, Director, Development Services

Edward Fagan, Director, Parks Maintenance and Forestry

Andrew McNeill, Director, Planning and Design

David Vanderberg, Manager, Planning Building and Economic Development

Adam Hughes, Chief Information Officer

Peter Fay, City Clerk

Charlotte Gravlev, Deputy City Clerk

Clara Vani, Legislative Coordinator

**Staff Report:**

Emma De Melo, Development Planner, Development Services, presented an overview of the application that included the location of the subject lands, area context, design details, current land use designations, preliminary issues, technical considerations, concept plan, next steps and contact information.

Michael Vani, Weston Consulting provided additional information regarding the proposed development.

Following the presentations, the following members of the public addressed Committee and expressed their views, suggestions, concerns and questions with respect to the subject application:

1. Mario Asta, Brampton Resident
2. Franka Cautillo, Brampton Resident
3. Raj Sharma, Brampton Resident
4. Pankaj Chopra, Brampton Resident
5. Geoff Sheffrin, Brampton Resident
6. Rajinder Saini, Brampton Resident

Committee consideration of the matter included concerns from the residents with respect to the following:

- negative impact to the neighborhood including emergency vehicle delay, safety on the road, removal of access on the Gore Road, quality of air, and wellbeing of community members;
- no park in the area for children;
- TRCA not involved with Environment Impact Study;
- residents having one entrance access from the Gore Road while the industrial unit requesting four entrance accesses
- traffic impacts resulting from the proposed industrial warehouse building.

Regional Councillor Fortini requested that a non-statutory “Open House” meeting be arranged with area residents and ward councillors prior to the Recommendation Report returning for consideration.

City Clerks received 20 resident correspondence emails from the community. The residents provided their views, suggestions, and concerns and posed questions with respect to the impacts of the proposed industrial warehouse building with respect to noise and toxic emissions, traffic impacts and safety concerns, environmental impacts, outdoor storage, and the proposed access to the site.

### **Non Statutory “Open House” Meetings:**

January 17, 2023 - Weston Consulting on behalf of Panattoni hosted a non-statutory public open house at Brampton City Hall. The public open house was developer-led by the Owner’s Planning and Traffic consultant. City Planning staff were also in attendance. Notices were provided to each resident on Manswood Crescent and Kelways Circle. The event allowed residents to ask questions pertaining to the proposed development.

May 30, 2023 - an additional non-statutory public engagement session was held virtually by Weston Consulting, on behalf of Panattoni. Changes were presented to members of the public with respect to the removal of the access location adjacent to Manswood Crescent, in response to resident concerns.

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The following section summarizes issues raised by members of the public at the statutory public meeting, and non-statutory public engagement sessions. A response to each of the concerns is provided below:

### **Excessive Truck Traffic on The Gore Road**

Comments were received regarding truck traffic on the Gore Road. Residents expressed concerns about excessive traffic, and the ability of trucks to safely navigate the Gore Road.

#### *Response:*

A Traffic Impact Study (TIS) has been submitted in support of the proposed development, prepared by John Northcore, P.Eng of JD Northcote Engineering Inc., dated May 10<sup>th</sup>, 2023. The study concludes that the proposed development is expected to generate a total of 155 AM and 158 PM peak hour trips, including 135 AM and 145 PM peak hour private vehicle trips and 20 AM and 13 PM peak hour truck trips. The TIS recommends the construction of a southbound right turn lane with a 30 metre storage length and an 80 metre taper length on Highway 50 for the southeast access to the site, as well as a

southbound left turn lane on The Gore Road at the southwest access with a 30 metre storage length and a 60 metre taper length. The TIS concludes that both the southeast access at Highway 50, and the southeast access at the Gore Road will operate efficiently and will provide the necessary capacity to service the proposed development. The TIS states that the proposed development will not result in any operational issues and will not add a notable delay or congestion to the local roadway network. The Region of Peel and City Traffic Staff have reviewed the TIS and have concluded that it supports the proposed development.

With respect to concerns regarding turning movements at the Gore Road and Queen Street East intersection, Section 141 (9) of the Highway Traffic Act permits long vehicles to take the necessary measures required to complete a turn, such as entering into an abutting lane, in order to complete a turn if this cannot be completed within the confines of the lane.

### **Queuing of Truck Traffic on The Gore Road**

Comments were received from the public noting concerns for queuing on the Gore Road resulting from the proposed warehouse development.

#### *Response:*

The Traffic Impact Study includes a queuing analysis. The TIS provides an overview of how the anticipated 95<sup>th</sup> percentile queue lengths can be accommodated and where queuing issues may arise at each intersection of the study area. For the intersections of the Gore Road and Queen Street East, the anticipated queue 95<sup>th</sup> percentile queue lengths will be accommodated by the associated taper length. The through movements at this intersection is anticipated to temporarily block entry to all auxiliary turn lanes. For the intersection of the Gore Road and Kelways Circle, the northbound left turn movement will be accommodated by the taper length. The northbound through movement at this intersection is anticipated to temporarily block entry to the northbound left turn lane during the PM peak hour. For the Gore Road and Manswood Crescent intersection, northbound through movement at this intersection is anticipated to temporarily block entry to the northbound left turn lane during the PM peak hour.

The report concludes that congestion in the area can be mitigated by Transportation Demand Management (TDM) measures to improve queue spillback during peak travel periods. Section 8.3 of the report outlines the transportation demand management techniques proposed by the development, and an implementation checklist is included in Appendix J of the report. The TIS states that the proposed development will not result in any operational issues and will not add a notable delay or congestion to the local roadway network. The Region of Peel and City Traffic Staff have reviewed the TIS and have concluded that it supports the proposed development.

### **Heavy Truck Restrictions on The Gore Road**

Concerns were raised regarding heavy truck restrictions on The Gore Road.

*Response:*

The Region of Peel widened the Gore Road from two lanes to four lanes. The widening, along with other scheduled work including modification of the horizontal alignment, addition of northbound and southbound left turn lanes, and transit improvements, was substantially completed in the winter of 2018. The road was reconstructed to an urban cross-section and has the structural integrity to accommodate trucks. The road improvements were completed to meet all technical and safety design standards.

### **Road Safety Concerns Due to Increased Truck Traffic**

Comments were received from the public regarding road safety issues on the Gore Road resulting from increased truck movements to access the site.

*Response:*

The Traffic Impact Study (TIS) concluded that the proposed development will not result in any operational issues and will not add a notable delay or congestion to the local roadway network. The TIS includes a swept path analysis to ensure that trucks can effectively maneuver throughout the site, and at the access on the Gore Road. There are municipal sidewalks on the Gore Road to permit safer pedestrian traffic, including a multi-use trail on the west side of The Gore Road, south of Queen Street East and a sidewalk on the east side of the Gore Road. Road improvements on the Gore Road completed by the Region of Peel were completed to meet all technical and safety design standards.

### **Emergency Vehicle Access**

Comments were received from the public regarding delays for emergency vehicle access to residential properties on Manswood Crescent, Kelways Crescent, and Sea Cliff Crescent.

*Response:*

The Traffic Impact Study prepared by John Northcore, P.Eng of JD Northcote Engineering Inc., dated May 10<sup>th</sup>, 2023, concludes that the proposed development will not result in any operational issues and will not add a notable delay or congestion to the local roadway network. The Region of Peel and City Traffic Staff have reviewed the TIS and have concluded that it supports the proposed development.

Ontario's Highway Traffic Act requires drivers of a vehicle to stop on the approach of a police department vehicle or emergency vehicle with flashing lights or bell or siren sounding (Section 159, (1)).

**Classification of The Gore Road in the Region of Peel Road Characterization Study**

Comments were received from the public regarding the use of The Gore Road for truck traffic to access the subject property, with reference to the Region of Peel Road Characterization Study and the road's designation as a 'Suburban Connector Road'.

*Response:*

The 2013 Region of Peel Road Characterization Study (RCS) implements the Long Range Transportation Plan (LRTP) recommended in 2013. The RCS defines the objectives, needs and functions of Regional arterial roads, and characterizes roads based on functionality, and adjacent land uses, with consideration for intensification and future development. The Gore Road is currently classified as a 'Suburban Connector' road in the 2013 Region of Peel RCS. The RCS classifies 'Suburban Connector' roads as having a freight role, with support for goods movements.

'Suburban Connector' roads support goods movements. There are no heavy truck restrictions on the Gore Road to limit truck passage on the Gore, or truck access to the site, and trucks are currently permitted to use the Gore Road. The truck access to the site on the Gore Road has been approved in principle by the Region of Peel. Further review with respect to the accesses to the site will be completed at the site plan stage of review.

**Concern with Regard to Excessive Noise Generated from the Proposed Warehouse Development**

Comments were received from the public with regard to excessive noise generated from the proposed warehouse development.

*Response:*

A Noise Impact Study prepared by GHD Limited (GHD), dated May 12, 2023, was submitted in support of the proposed development. The study was prepared in accordance with the City of Brampton Noise By-law, Ontario Ministry of Environment, Conservation and Parks (MECP) "Compatibility Between Industrial Facilities and Sensitive Land Uses" (Guideline D-6), and MECP "Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning" (NPC-300). Stationary noise levels were assessed to nearby residential dwellings. The report concludes that subject to the recommended mitigation measures, cumulative noise levels from the proposed development are within exclusionary stationary noise limits established by the MECP. Recommended noise mitigation measures include an acoustic noise barrier approximately 3.5 metres tall and 249 metres long to reduce noise impacts on residential dwellings on Manswood Crescent. The Site Plan shows an acoustic barrier located at the rear of the site in accordance with the recommendations of the Noise Impact Study. The report also recommends the developer implement an anti-idling policy to minimize noise emissions from heavy trucks, the selection of mechanical equipment on the roof of the building with sound power levels equivalent to or less than 91 dBA, and acoustic enclosures for any standby generators. The Noise Impact Study concludes that proposed

development will not result in land use compatibility issues with respect to noise emissions.

City Noise Staff have reviewed the Noise Impact Study and find it supports the proposed development.

### **Environmental Impacts of the Proposed Development**

Comments were received from the public with regard to the environmental impacts of the proposed development and sustainability of the warehouse development and impacts to the health and wellbeing of neighbouring residential developments.

#### *Response:*

A sustainability assessment, submitted in accordance with the Sustainable New Communities Program was provided to evaluate and score the sustainability performance of the proposed development. The Sustainable New Communities Program is an instrument to implement sustainability and climate change goals of proposed new developments. The application was required to achieve a minimum Bronze Sustainability Score of 41 points. The sustainability score has been reviewed as part of the applicant's application to amend the Zoning By-law. Further verification will take place at the Site Plan review stage, whereby each metric selected by the applicant is assigned to a member of City Staff to verify that the documentation requirements have been fulfilled. A minimum score of 41 points is required prior to site plan approval.

Staff have reviewed the submitted Tree Inventory and Preservation Plan submitted by Landscape Planning Ltd. which outlines the trees to be protected and the measures used for all trees to be preserved prior to construction. Of the 121 trees identified within the vicinity of the proposal 58 will be required to be removed to accommodate the proposal. A total of 115 replacement plantings are required and/or cash-in-lieu. Staff have reviewed the plan and have deemed it satisfactory to the city standards.

An Environmental Impact Study was not requested by City Staff or the Toronto and Region Conservation Authority (TRCA) because the site does not contain and/or abut a natural heritage feature. TRCA Staff have also reviewed the application and have found the proposal satisfactory and in conformity with the Conservation Authorities' requirements. With respect to the loss of biodiversity, Environmental Planning has no comment because the proposal has no change on the Natural Heritage System.

### **Outdoor Storage and Stacking of Trailers**

Concerns were expressed by the public with respect to outside storage and stacking of truck trailers adjacent to the Gore Road.

#### *Response:*

The zoning by-law amendment specifies that the storage of trailers will be limited to the parking area at the rear of the building adjacent to The Gore Road. The Zoning By-law

Amendment also states that the lands may not be used for the stacking of intermodal shipping containers, the definition of which includes shipping containers, sea cans, transport truck trailers, and straight truck boxes. The trailers are proposed to abut the 3.5 metre noise barrier which will screen the parking of trailers. The zoning by-law amendment further specifies that the outdoor storage area adjacent to the Gore Road must be screened by way of vegetation, fencing, and/or berming. City Staff are satisfied that the appropriate measures are in place to limit the outdoor storage of trailers, and that the appropriate screening measures are in place to limit the aesthetic impacts of the trailers on the streetscape.

The applicant is complying with other built-form, screening and landscaping requirements required in the M4 parent zone, such as the required 3 metre landscaped open space for lot lines abutting a street, 12 metre rear yard setback from The Gore Road, and 9 metre front yard setback from Highway 50. Manswood Park provides an additional buffer for the visual and aesthetic impacts of the proposed industrial warehouse development on residential dwellings on Manswood Crescent.

### **Toxic Emissions**

Concerns were expressed from the public regarding toxic emissions resulting from the proposed industrial warehouse use.

#### *Response:*

Obnoxious industrial uses are not permitted in industrial zones in the City of Brampton, this is noted under “environmental concerns” in Section 30.2 of the Zoning By-law. An Obnoxious industrial use is defined as a use that from its nature of operation, creates a nuisance or is liable to become a nuisance or offensive by the creation of noise or vibration, or by reason of the emission of gas, fumes, dust, glare, or objectionable odor.