

2109179 ONTARIO INC.

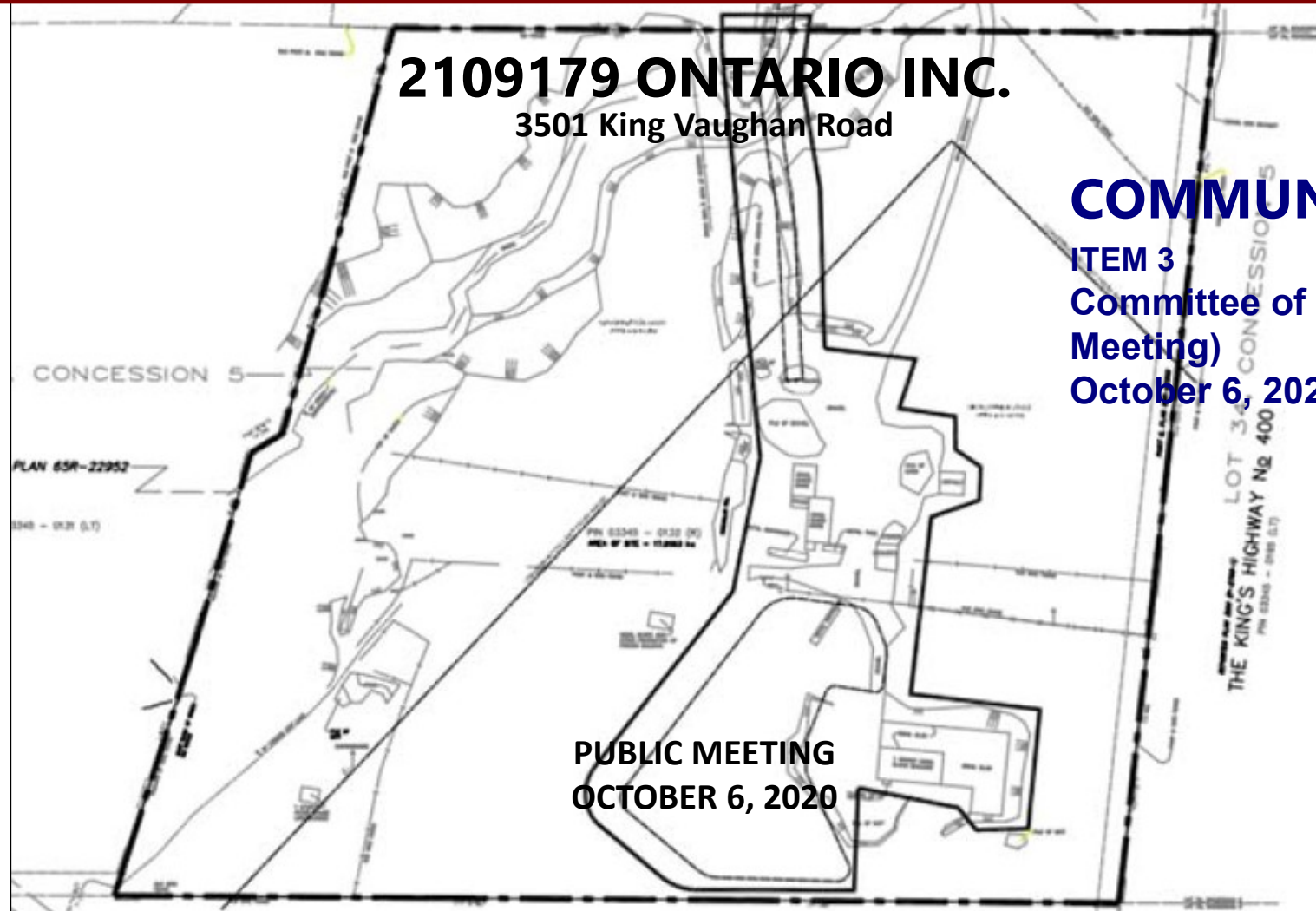
3501 King Vaughan Road

COMMUNICATION – C22

ITEM 3

Committee of the Whole (Public Meeting)

October 6, 2020



HUMPHRIES PLANNING GROUP INC.

SITE LOCATION & AREA CONTEXT



Figure 1: Location Map (Google 2020)

SITE PLAN AMENDMENT

- Existing Site Plan approved for the concrete batching plant.
- Site Plan Agreement registered on title May 14, 2020.
- The plant generally operates Monday to Friday between 6am and 6pm, Saturday from 6am to 3pm, and closed Sundays.
- Site Plan Amendment has been submitted.
- Increase in material storage area for a concrete stockpile area to facilitate concrete waste recycling process.

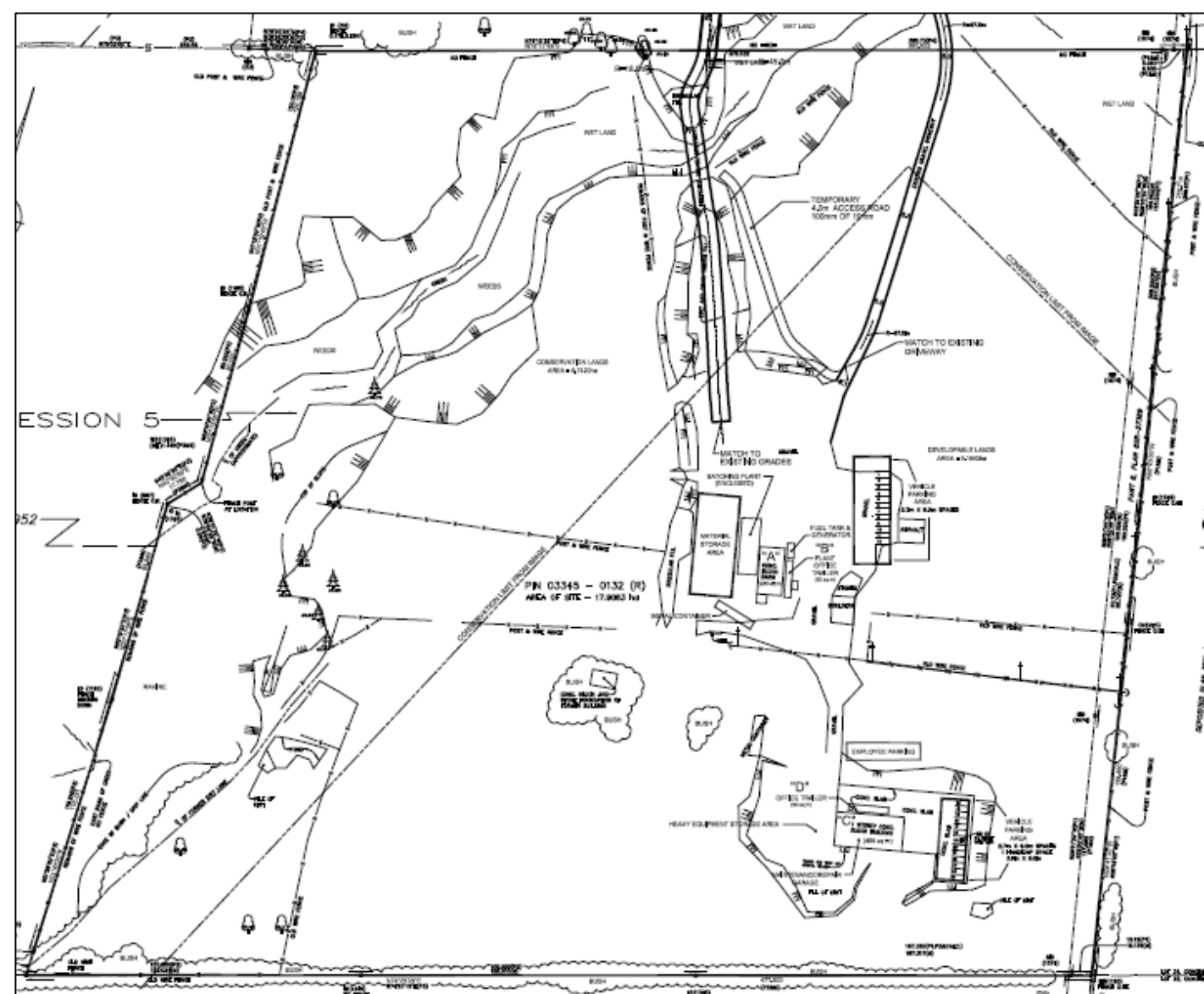


Figure 2: Existing Approved Site Plan

CONCRETE PROCESSING & RECYCLING

- Concrete waste consists of left-over concrete from deliveries associated with the operation and is unloaded in the material storage area in a stockpile.
- The concrete recycling process is done once a year and it consists of crushing the storage pile of spent/recycled concrete with portable crushing equipment.
- The crushed spent/recycled concrete is then picked-up by an outsourced company which completes the recycling process off-site.
- The storage and processing of recycled concrete is an accessory use to a Portable Plant operation, because it is “naturally and normally incidental, subordinate to and devoted exclusively to” the main use, and indeed is an integral part of the Plant process.
- Zoning By-law extension explicitly includes the accessory uses “the storage and processing of recycled concrete.”



Figure 3: Concrete powder silo located on property

TEMPORARY USE ZONING BY-LAW AMENDMENT (TUZBLA)

- Original TUZBLA approved by OMB on February 28, 2013.
- Existing site-specific TUZBLA By-law 082-2018.
- The proposed TUZBLA is appropriate for the continued use.
- The proposal is not anticipated to have any negative impact on the long-term development of the property for the intended uses as envisioned in ROPA 52 and OPA 637.

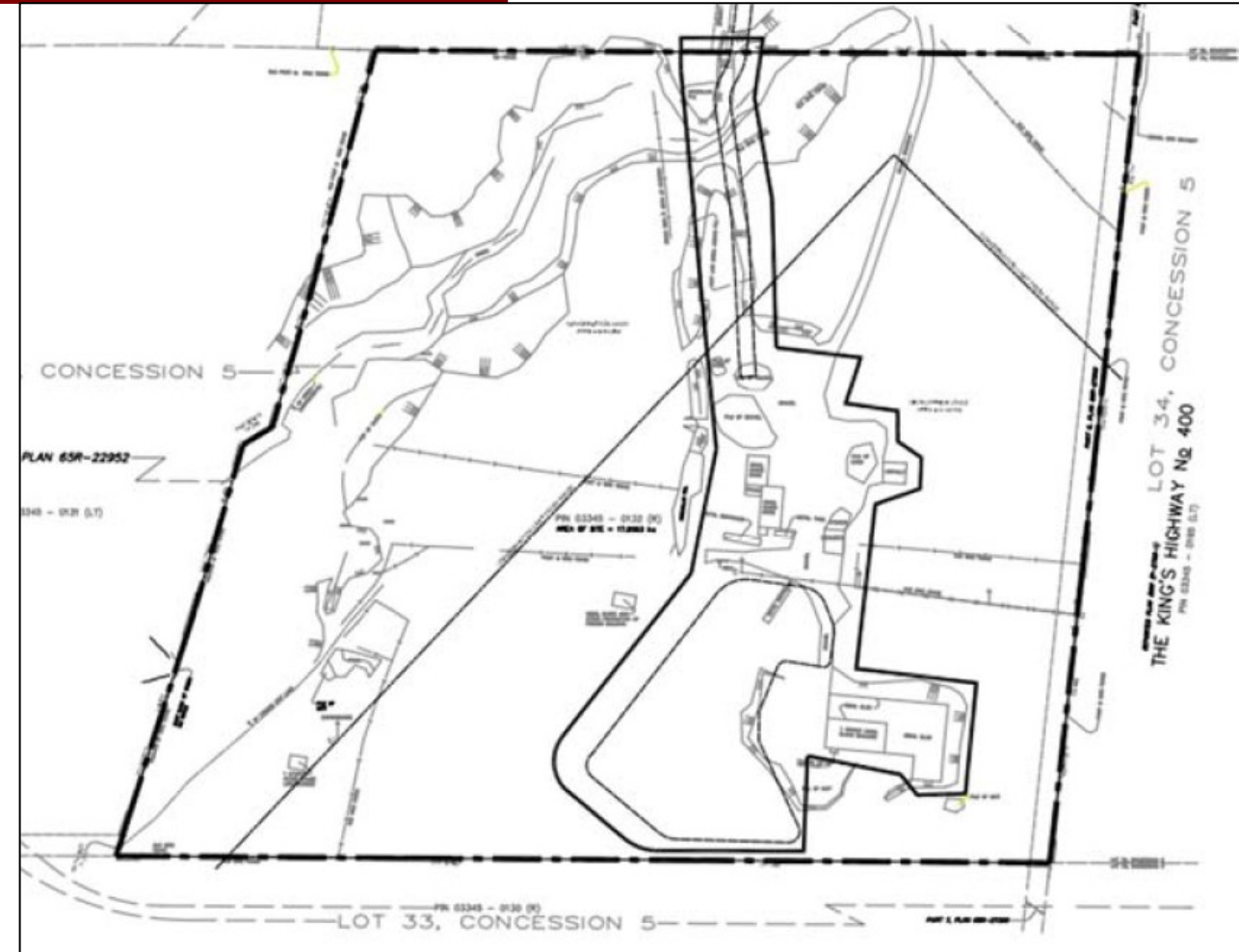


Figure 5: Schedule 1 Excerpt, Draft Zoning By-law, prepared by Humphries Planning Group Inc

GTA WEST STUDY

- There is no longer a limit to the number of extensions for TUZBLA's under the Planning Act.
- The Property is within the GTA West Study area and the Study is still underway.
- As a result, the lands are frozen, which does not allow for permanent Prestige Employment uses to move forward at this time.
- TUZBLA extension at this time and is therefore appropriate and permitted through OPA 637 and VOP2010.

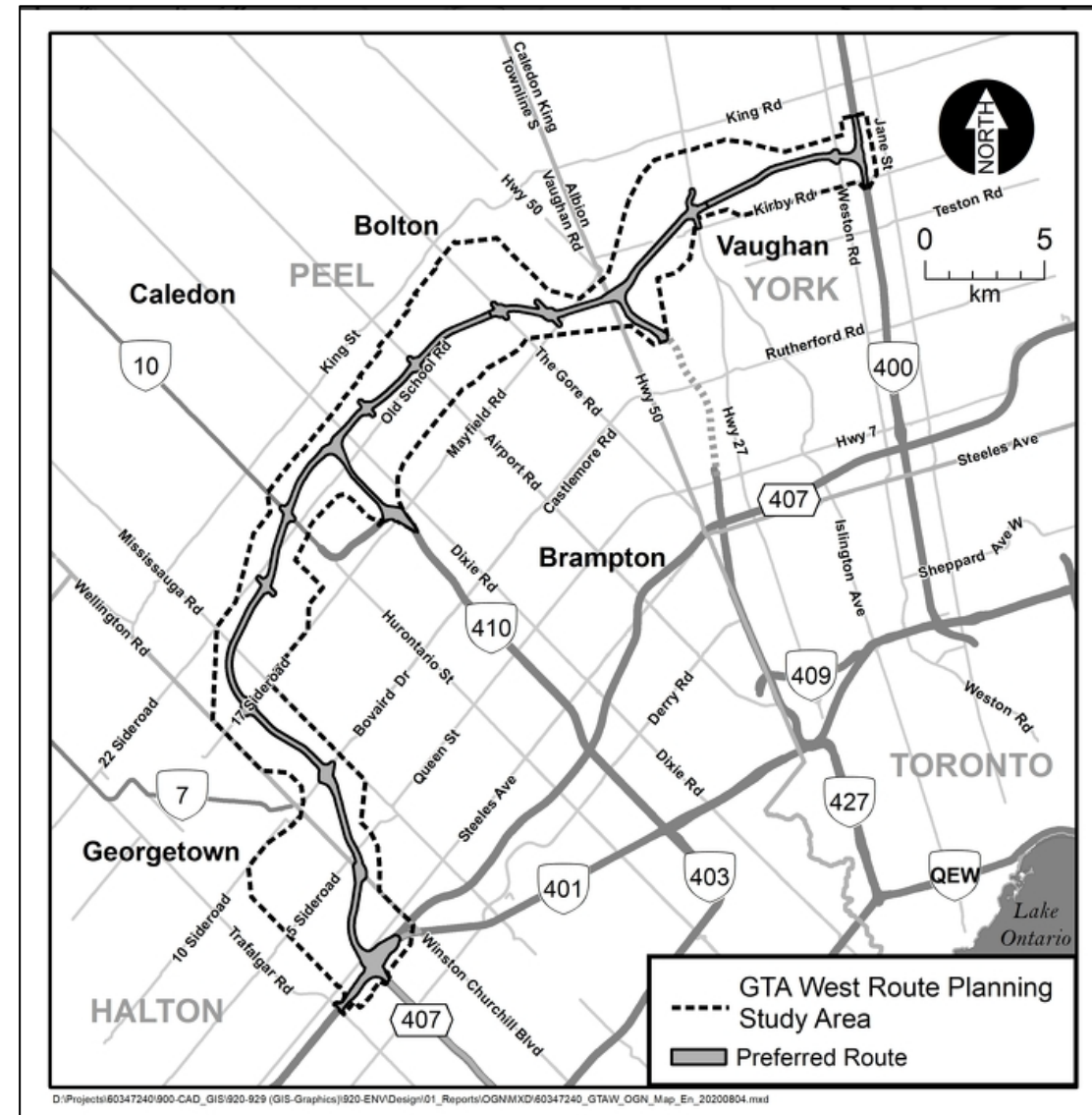


Figure 6: Map of GTA West Route Planning Study Area

IN RESPONSE TO STAFF REPORT

- In regard to the Employment Land Conversion matters:
 - The area of land for the employment conversion request made by Vaughan 400 North Landowners Group Inc does not include lands adjacent to HWY 400 and would in no way affect permitted temporary uses per the policies provided in OPA 637.
- In regards to the public comments listed:
 - Many comments are factually incorrect: Jack hammer sounds are from the Highway 400 reconstruction that is ongoing, not the operation and the plant does not operate at night.
 - There is a general misunderstanding of the issues: No aggregates being sold from the site and cement powder trucks transport the materials required in the concrete batching. In this regard we have Will Maria, Senior Project Manager with GHD who will be making his own deputation to expand on this.

Based on the Traffic Impact Study conducted:

- total site traffic generated can be accommodated at the existing intersections;
- recommended that cement powder truck routes leaving the site be directed to King Vaughan Road/Weston Road intersection as there are no turning issues.

King Vaughan Road: two lane east–west City rural road with a width is 6.5 to 7.0 metres and a posted speed of 80 km/h. There is a posted ‘Load Restriction In Effect - 5 tonnes per axle’ with a ‘Year Round’ tab sign in the eastbound direction from the Weston Road intersection. There is no posted load restriction in the westbound direction from Jane Street.

TRUCKS

- Trucks leaving the facility travel eastbound on King-Vaughan Rd toward Jane Street and all trucks arriving at the property come from Jane Street – with one exception.
- Two types of trucks coming from site:
 - Cement Powder Trucks (pneumatic bulk tanker trailer) – length is approximately 80ft., 3 axles on the truck and 4 axles on the trailer (total 7). Weighs 16500kg empty and 42500kg fully loaded.
 - Concrete Truck –length is approximately 25ft. And has 4 axles. Weighs 13000kg empty and 36100kg fully loaded.



Cement Powder Truck



Concrete Truck

- The one exception: Weston Road is utilized only for cement powder trucks leaving the Property that cannot safely make the southbound right turn at Jane Street.
- When empty both the Cement Powder Trucks and the Concrete Trucks are below the Load Restriction of 5 tonnes (5,000kg) per axle, at 2,357kg and 3,250kg per axle respectively. Out of consideration for the neighbours Concrete Trucks leaving the operation, still utilize the Jane Street route even though they are below the weight load restriction in place by the Region

CEMENT POWDER TURNING DIAGRAM

- Swept path analysis of the Cement Powder trucks shows that the westbound left hand turn onto Weston Rd going southbound can be executed safely.
- Due to the safer turning movement the Region is aware of the Cement Powder trucks using this route.
- Also, the Cement Powder Truck is empty when taking this route and is below the Region Load restriction that is in place.



THANK YOU