

Proposed truck centre would employ 500-600

Continued from pg. 1

According to information presented by Town planner Curtis Marshall, there will be approximately 500-600 employees working 10-hour shifts at the 24-hour centre—with shift changes at off-peak hours.

Carreiro added these are brand new jobs, not including the construction jobs associated with building a 1.4 million sq. ft. (133,000 sq. m) warehouse with a future expansion of 474,000 sq. ft. planned. The facility would have 188 loading docks, 650 trailer waiting spaces, 24 tractor waiting spaces and 1,334 motor vehicle parking spots. Access would be from Fifth Line (for cars) and Steeles Ave. (for trucks).

"We were very cognizant of making sure the operations of the facility don't affect the Steeles Ave. and Fifth Line frontage," said Tae Ryuck, First Gulf's planning consultant.

The Hwy. 401 frontage would be screened by a berm, while the Steeles Ave. frontage would have a 23 ft.-wide landscaped buffer.

Marshall said, while the use is permitted under current Town zoning, a zoning amendment is needed due to the increased number of trailer waiting spaces re-

quired.

Under current zoning, the centre could have only 38 trailer waiting spaces, but First Gulf, in order to satisfy their client, requires 650 with 188 loading bays.

While Ken Lawday, who lives on Steeles directly opposite the site, said most of his issues could be addressed at the site plan stage, he did question why 650 waiting spaces are required. He wondered if he would be subjected to reversing alarms as the trailers are moved around the property.

Ryuck said the 650 spots are the requirement of the proposed tenant, adding that the reversing alarms would likely be mitigated by the hum of Hwy. 401, and the warehouse building.

"With all due respect, that was not an answer," rebutted Lawday. "Simply saying the owner wants it is hardly justification for going from the allowed 38 spaces to 650. I would have expected a more rational explanation for that number of spaces."

Ryuck said those spaces are required to make the operation

efficient and to avoid any backup issues on Steeles Ave. Carreiro confirmed there will be about 10 trucks per hour, 240/day entering the plant.

Eighth Line resident Vic Hendrickson predicted this proposal would lead to "gateway traffic gridlock" and the 650 waiting

Steeles Ave.

Ryuck said a full traffic report will be prepared at the site plan stage, but he said that a manufacturing plant would create far more traffic at peak travel times than this centre, and added that the future Steeles Ave. widening is expected to accommodate the anticipated traffic.

"The reality is this property is zoned for industrial," agreed Carreiro. "It could have been a Ford or Magna plant, which would have generated a lot more traffic (at peak travel times)—at least six to seven times than what this will do."

Carreiro noted, along with this project, there are two large retail centres in the works on Steeles Ave. in Halton Hills, and he is hoping the Steeles Ave. widening scheduled for 2013 will happen concurrently with all these projects.

"We're hopeful for everybody, that there will be marriage of schedules," he said.

According to Halton Region staff, Steeles Ave. is scheduled to be widened beginning the summer of 2013 to the summer of 2015 from Fifth Line South to

Trafalgar Rd.

While the zoning is site-specific to this property, Hendrickson worries approval would set a precedent, affecting all future Prestige Industrial and Gateway zones in the Corridor.

Ryuck acknowledged it is anticipated an expansion of the centre would happen in five to 10 years, but the current zoning changes apply only to the current proposal. He said a developer-hosted public meeting in mid-May for the neighbourhood residents focused on traffic and landscaping issues.

Clare Riepma, representing Landscape Ontario, a neighbour of the property, spoke at Monday's meeting, saying his client had no concerns about the application.

Hendrickson wondered what the rush was on this proposal—a special council meeting was called by the mayor specifically for this public meeting. The deadline for public comment on this proposal was two days later, yesterday (June 8) with council to make a decision on Monday, June 13.

Carreiro said his tenant wants the building in operation by the end of 2012 or early 2013, "and as you know a building of this size does not exist and takes time to build."

'This is a traffic intensive development application and accordingly should not be approved until an adequate road infrastructure is put in place.'

—resident Vic Hendrickson

spaces is nothing more than outdoor storage—something that was not part of the original vision for the 401 Corridor "prestige industrial" designation.

"This is a traffic intensive development application and accordingly should not be approved until an adequate road infrastructure is put in place," said Hendrickson, pointing to the slow traffic tie-ups already being experienced on

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