

560 Winston Churchill – Questions collected by Town Staff

Questions / Comments	Response
Can we have examples of the sound levels you have determined will be heard by neighbouring residents specific to their homes or streets?	<ul style="list-style-type: none"> • Sound levels predicted at representative receptors are included in our noise feasibility study
Is there a comparable site close to residents to show how the noise will not impact them?	<ul style="list-style-type: none"> • Town of Oakville to comment.
How is traffic noise included and assessed when completing the studies?	<ul style="list-style-type: none"> • Traffic on surrounding roadways is not a part of this study, only noise on the subject site is assessed.
The turnover of the trucks will impact noise, volume and emissions; the calculations need to be at 100% capacity to properly assess the impact and mitigation required. Will the peer review Traffic study require this?	<ul style="list-style-type: none"> • A reasonable worst-case hour during the day and night have been assumed in the analysis to determine noise mitigation requirements
How is cumulative noise accounted for in the studies as multiple facilities are being built?	<ul style="list-style-type: none"> • Each site is assessed separately as per MECP guidelines, a combined assessment is not required by the MECP.
At what levels does the MOE evaluate the noise levels to be too much and mitigation not effective?	<ul style="list-style-type: none"> • Stationary noise criteria is included in the MECP document NPC-300
Will there be a third party review of the noise studies?	<ul style="list-style-type: none"> • Town of Oakville to comment.
The public would like the terms of reference to be documented and publicized (See additional details they would like included in JCRA letter)	<ul style="list-style-type: none"> • Blackwood/Oakville to comment...
Is there outdoor speakers on the site?	<ul style="list-style-type: none"> • Blackwood to comment if any speakers are proposed...
How will the rooftop mechanical be screened for noise reduction?	<ul style="list-style-type: none"> • Sound levels from the final selected mechanical equipment will be evaluated to determine if screening is warranted based on the predicted sound level at off-site receptors
What can be structures, bylaws or agreements can be put in place to reduce or eliminate noise on nights and weekends?	<ul style="list-style-type: none"> • Town of Oakville to comment...

<p>Reverberation is a key cause of noise: what sound proofing designs will be installed to mitigate this issue at the warehouses? What controls can be put in place to reduce coupling and uncoupling noises in the dock bays?</p>	<ul style="list-style-type: none"> • Reflections from the buildings have been included in the analysis and sound proofing on the buildings was not deemed necessary at this time
<p>Will there be speed bumps internal to the site? If yes has that noise been factored into the current studies?</p>	<ul style="list-style-type: none"> • Noise from speed bumps is not required to be assessed under MECP guidelines.
<p>Will tractor trailers be stored on site?</p>	<ul style="list-style-type: none"> • Tractor trailers are expected to be stored on site
<p>Can the noise wall be on top of the berm?</p>	<ul style="list-style-type: none"> • An acoustic barrier can be any combination of an earth berm and acoustic fence provided the acoustic fence meets a minimum surface density of 20 kg/m²
<p>What steps can be taken to reduce the operating hours from 24/7?</p>	<ul style="list-style-type: none"> • Blackwood/Town of Oakville to comment...
<p>Neighbouring Noise Issues: What can be done to address the ongoing noise from the recycling plant</p>	<ul style="list-style-type: none"> • This is outside the scope of this study and has not been considered
<p>Why allow one unit be higher than another (5 storeys). Is the area to the south not an open space and given both are so close to residents should the heights not be the same or varied?</p>	<ul style="list-style-type: none"> • The subject lands are zoned E2 (Employment) which doesn't have a maximum height abutting an Open Space zone. Through an OMB settlement, the Town negotiated to cap the maximum height of 11 metres within 120 metres of an Open Space Zone (O1) Zone. The opposite side of the Open Space Zone is where the residential areas are located. The effect of the settlement was to limit the height of buildings closer to Open Space Zone.
<p>Why is it acceptable to not have height limits on E2 given its proximity to residents?</p>	<ul style="list-style-type: none"> • The subject lands are buffered on the west and south by an Open Space Zone with a required landscaped buffer. As noted above, there was an OMB settlement to cap the height within 120 metres of the Open Space Zone and require a berm. All of this is being complied to through this proposal.

Will the berm get additional coniferous trees to block the building throughout the seasons?	<ul style="list-style-type: none"> The trees on the existing berm have been surveyed and new coniferous trees are being proposed to close gaps in the vegetative screening.
Why are they not increasing the berm given the scale of the project?	<ul style="list-style-type: none"> The existing berm is adequate in providing screening of the proposed development, and the tree planning on it has become well establish. Increasing the height of the berm would remove all these established trees and set back the progression of the screening by several years.
Will the newly planted trees to the South be protected	<ul style="list-style-type: none"> All trees that fall under the municipal by law will be protected unless they conflict with the new berms. The new berms will be planted a variety of new trees for screening.
Will there be fencing around the facilities in addition to the berm separating commercial and residential areas?	<ul style="list-style-type: none"> Fencing is only be provided around the storm water management pond for the safety of the public.
What is being required on site to reduce its environmental impact?	<ul style="list-style-type: none"> A number of requirements from the municipality and conservation authority are being met that reduce potential environmental impacts. The tree canopy coverage on site is being increases and a larger variety of native plant species are being proposed on site, than are existing. This will promote greater biodiversity. A storm water management ponds in being proposed, which will reduce runoff, erosion, and siltation. The pond is also a new type of habitat on site and will also increase bio diversity.
Please provide a list of tenant uses that meet the Oakville Official Plan? What products/goods can be stored on site?	<ul style="list-style-type: none"> Tenants are not governed by the Official Plan. As noted previously, the intent is to build the buildings as permitted by the Official Plan and Zoning in the hopes of securing tenants.
How do you evaluate the different elements on the site and those that impact the neighbourhood without knowing the tenants?	<ul style="list-style-type: none"> The intent is to have warehousing buildings where items are stored internally. Various buffers, landscaping, setbacks are provided for in the Zoning By-law to mitigate impact to surrounding uses.
The applicants referenced E2 Special Provision: where is the special provision documented and when was this done?	<ul style="list-style-type: none"> The subject property is zoned E2 Special Provision 201. This is noted in Section 15 of the Zoning By-law. We believe this was established

	in the earlier 2000's based on the Zoning references in the exception.
Can the Town do anything to get tenants more sensitive to residential neighbourhoods?	<ul style="list-style-type: none"> The Town has established standards for landscaping, buffering, setbacks and various other requirements to allow employment uses on this site. Zoning for specific tenants is not permitted.
How does the intent of the 'light industrial or E2' line up with large numbers of cars and trucks and the cumulative impact on the neighbourhood?	<ul style="list-style-type: none"> We anticipate most traffic will be coming from or heading to the QEW/403. Additionally, Oakville has designated routes for trucks to reduce impacts to neighbourhoods.
Ian Andersen Hospice is just down the road: how can we minimize the impact to this sensitive land use?	<ul style="list-style-type: none"> A variety of studies were required and have been submitted with this application. The studies look at various aspects of the development to determine what site conditions need to be revised to accommodate the use.
While the site has been allocated as employment lands since 1965 why has the Official Plan not addressed updating for scale and intensity and provided greater clarity into the zoning as this is evolving.	<ul style="list-style-type: none"> The Official Plan is updated every 5 years to review and determine appropriateness of various aspects. As noted, this designation has been on these lands for decades.
Does the Official Plan take into consideration the cumulative impact beside a residential neighbourhood? Does this meet the spirit and intent of the OP? If no what can be done to stop or reduce the impact?	<ul style="list-style-type: none"> The intent of the Official Plan is to generally govern land use. Employment lands are required to be protected unless the municipality undertakes a comprehensive review and determines that the employment lands are not required. These lands have remained as employment lands.
How will these facilities affect our own Flood Mitigation needs? How is the site plan being assessed for Stormwater and Flood mitigation?	<ul style="list-style-type: none"> A hydraulic analysis has been completed for the Clearview Creek located along the north limits of the 560 Winston Churchill Boulevard development for the Credit Valley Conservation Authority (CVC) The results indicated no changes between the existing high water levels and the future high water levels with the proposed development. This analysis is currently being reviewed by the Credit Valley Conservation Authority (CVC)

	<ul style="list-style-type: none"> • This site is being designed in accordance with the stormwater management criteria outlined in the Town of Oakville’s Development Engineering Procedures and Guidelines and the Credit Valley Conservation Authority’s Stormwater Management Criteria (August 2012). The site will have a stormwater management pond that will capture and discharge stormwater into the existing ditch at a rate equal to or less than the existing runoff from this site.
Tenants: what authority do we have to know the tenants before the plan is approved?	<ul style="list-style-type: none"> • There are currently no tenants for the proposed development.
Can construction be done in different stages to better assess the impact on the neighbourhood?	<ul style="list-style-type: none"> • Construction can be done in stages. Phasing is to be determined.
Will the lighting plan for the facility truly be zero light levels at the property line of residents?	<ul style="list-style-type: none"> • Exterior lighting on this site has been designed to meet the strict requirements of LEED and to achieve Oakville’s Lighting requirements. Lighting along the property line near the residential zones has been designed to achieve zero foot candles, our lighting simulations also show zero at the property line. Between this development and the residential properties there is a 40m (minimum) buffer zone. Building mounted fixture are also full cut-off and directed downwards.
Will both facilities complete Air Quality studies? Will the Town/ Region including Mississauga share the terms of reference for an integrated study of the impact these facilities will have on air quality, traffic and noise? Will they include the Mississauga sites?	<ul style="list-style-type: none"> • 560 Winston Churchill completed an Air Quality Study • The 560 Winston Churchill study reviewed compatibility between land uses in the area with respect to the following guidelines: <ul style="list-style-type: none"> ○ The Provincial Policy Statement; ○ The Provincial Growth Plan; ○ The Ministry of the Environment, Conservation and Parks (MECP) land use compatibility guideline (D-Series) including Guideline D-6 – Compatibility Between Industrial Facilities and Sensitive Land Uses (MECP 1995); ○ Ontario Regulation 419/05: Air Pollution – Local Air Quality and its associated air quality standards and assessment requirements;

	<ul style="list-style-type: none"> ○ The MECP’s draft policies on odour impacts and assessment; ○ The Town of Oakville’s Health Protection and Air Quality By-law 2010-035; ○ The Halton Region’s Air Quality Guidelines, Regional Official Plan Guidelines; and ○ The Halton Region’s Noise Abatement Guidelines, Regional Official Plan Guidelines. <ul style="list-style-type: none"> ● The 560 Winston Churchill study considered the potential for air quality emissions specific to the Project site.
<p>What mitigation of emissions can we seek if modelling shows a cumulative issue from multiple sites?</p>	<ul style="list-style-type: none"> ● There are no significant sources of air emissions associated with Project site warehousing uses. Under the Ontario Ministry of Environment, Conservation and Parks (MECP) regulations, the air quality sources at the Project site are exempt from permitting requirements and are limited to comfort heating, ventilation and air conditioning and mobile emissions from truck movements. ● The Project site sources are not considered to be major as defined by the Town of Oakville Health Protection and Air Quality By-Law 2010-035.
<p>What steps will be taken to reduce dust and particulate matter?</p>	<ul style="list-style-type: none"> ● The potential for dust/particulate emissions from the operations of trucks comes from brake wear, tire wear and the breakdown of dust/debris which is re-suspended by vehicles travelling on the road. ● At 560 Winston Churchill, Trucks will be travelling on short lengths of paved roadways internal to the property. Paved surfaces have a low potential to generate dust and to retain debris because the surface is continuously “flushed” by rainfall events. During rainfall events, dust/debris is directed to catch basins where it is later removed for off-property disposal. Vehicles speeds will be very low reducing the potential for re-suspension of dust/debris. The truck

	<p>travel lanes are buffered from the surrounding residential properties by the proposed warehouse buildings reducing potential surface winds that could give rise to re-suspension of dust/debris. Given the low travel speeds, buffering of surface winds, and that the Trucks are moving on paved surfaces, the potential for re-suspension of PM is considered to be negligible.</p>
<p>What controls can be placed on the vehicles to reduce emissions? What level of idling will be allowed</p>	<ul style="list-style-type: none"> • At 560 Winston Churchill, SLR recommends that: <ul style="list-style-type: none"> ○ Site access roads be paved ○ Require vehicles to travel at low speeds to reduce the potential for re-suspension of dust/debris. ○ Routine cleaning/maintenance of the travel surfaces including cleaning of the catch basin debris is undertaken to remove potential debris from the travel lanes. • In 2019 the Town of Oakville amended the anti-idling by-law making it a violation for a vehicle to idle for more than three consecutive minutes except under certain circumstances. SLR recommends that the vehicles associated with the operations at 560 Winston Churchill operate within the requirements of the Town By-law.
<p>What are the terms of reference for the traffic studies?</p>	<ul style="list-style-type: none"> • The Terms of Reference for Traffic Studies is a pre-consultation (typically conducted via email) with the Town and Region staff to confirm study assumptions and scope the traffic impact study. In our case, we outlined the scope of the study for our Traffic Impact Study for the site at 560 Winston Churchill Blvd with Town of Oakville staff, Region of Halton, and Region of Peel staff, who confirmed the scope of our study. In general, the scope of the study includes our methodology, study intersections, peak periods analyzed and other typical traffic impact study elements.

<p>How are these studies reflective of <u>what will actually occur</u> on the road network given the numerous estimating the applicants done without tenants and during Covid?</p>	<ul style="list-style-type: none"> As confirmed in our approved Terms of Reference from the Town and Regional staff (both Halton and Peel), the counts collected in August 2021 were grown by a 2% factor to account for potentially lower traffic counts (in comparison to pre-COVID levels) collected during the COVID pandemic. Traffic generated from the proposed development were derived using the Institute of Transportation Engineers Trip Generation Manual. This manual has survey results for various uses across North American and is the standard for trip generation.
<p>What determines acceptable traffic levels?</p>	<ul style="list-style-type: none"> The evaluation of intersections within the Traffic Impact Study are conducted based on the methodology outlined in the Highway Capacity Manual, using Synchro 11 modelling software. Intersections are assessed using a Level of Service (LOS) metric, with ranges of intersection delays assigned a letter from “A” to “F”. For stop-controlled intersections, a Level of Service “A” or “B” would typically be measured during off-peak hours when lesser traffic volumes are on the roadways. Levels of Service “C” through “F” would typically be observed during commuter peak hours when significant vehicle volumes would cause lengthy travel times.
<p>The turnaround times of trailers will impact traffic and noise: these numbers need to be at 100% capacity use to fairly assess site plan (auto and tractor trailer). Can the details of how the numbers currently being reported were calculated be shared?</p>	<ul style="list-style-type: none"> The trips and trucks generated by the development are based on Institute of Transportation Engineers (ITE) data, collected from several industrial sites across North America with similar characteristics to the proposed site. This data is an industry standard and should be taken as a typical estimate of truck traffic at the site.
<p>How can they get to 100 vehicles in a peak hour of which 30 are trailers when they have that number of bays and the turnaround of even an hour of a trailer would mean exponentially more?</p>	<ul style="list-style-type: none"> The usage of the bays are dependent on the tenant that occupies the site and the nature of their work. The number of generated trips and trucks anticipated at the site are based on Institute of Transportation Engineers (ITE) data, collected from several industrial sites across North America with similar characteristics to the proposed site. This data estimates that 20% of all trips

	<p>generated at this type of development (Industrial Warehouse) would be truck trips. This data is an industry standard and should be taken as a reasonable estimate of truck traffic at the site.</p>
<p>How can peak hours for tractor trailers be 7:30-8:30 or 5:30 hour: this seems like peak for commuter traffic but not tractor trailers?</p>	<ul style="list-style-type: none"> When we model intersections, traffic is based on the peak hour of the roadways as opposed to the peak hour of the development. The development peak hours of operation are tenant dependant and may happen during off peak times for the boundary intersections.
<p>Explain how Winston Churchill Road will be changed to address this traffic and when? Will the road be urbanized with curbs and proper drainage?</p>	<ul style="list-style-type: none"> As a part of this development there is no intention to urbanize Winston Churchill Boulevard. The northern site access will have a dedicated left-turn lane and a dedicated right-turn lane to service the main access. Northbound and southbound traffic will be separated by a 1m wide median at the north site access. The southern access is a right-in and right-out with a dedicated right-turn lane. Based on this design we do not anticipate drainage concerns.
<p>Can the Town arrange for a peer review of the traffic studies including the impact of the 759 Winston Churchill warehouse on the east side of Winston Churchill and 2175 Cornwall.</p>	<ul style="list-style-type: none"> If the Town so chooses.
<p>Can no left truck turn onto Beryl off Ford be implemented?</p>	<ul style="list-style-type: none"> Beryl Road is primarily an industrial area. If the southbound left-turn from Ford Drive to Beryl Road was restricted, then all truck traffic would use Winston Churchill to access Beryl Road from the north. This could cause issues at this intersection, but nonetheless this decision is up to the Town to undertake.
<p>How can traffic signals address the potential of noise with idling trucks waiting to turn in? 'Southdown fiasco'</p>	<ul style="list-style-type: none"> Crozier to comment regarding traffic signals. Noise analysis included idling truck engines.

<p>The default seems to be that signal optimization will fix everything: how would that work?</p>	<ul style="list-style-type: none"> • Signal optimization will allow for the more critical movements to utilize more of the green timing allowing more traffic to pass through the intersection on average.
<p>Why is Moldenhauer Development of a commercial park as well as other development on the Mississauga side, not factored in to Winston Churchill volumes?</p>	<ul style="list-style-type: none"> • The background developments considered in our study were approved by the Town of Oakville, Halton Region, and Region of Peel. Additionally, we added a 2% background growth rate to our analysis to also account for additional background growth not explicitly outlined in our study. This growth rate should be sufficient to encompass the expected growth in the area.
<p>Will Deer Run laneway re open?</p>	<ul style="list-style-type: none"> • This was not accounted for in our Traffic Impact Study and the municipality has not indicated Deer Run will reopen.
<p>Frustration that the sanitary line is being put in on Acacia? If the development pays for this connection why are we choosing this method? What mitigation does the developer have to put in place to address neighbourhood disruption? How does the additional line impact the other properties on Winston Churchill?</p>	<ul style="list-style-type: none"> • The proposed sanitary sewer network has been selected as the preferred route based on an extensive review process with the Town of Oakville and the Region of Halton. • The existing 200mm sanitary sewer along Acacia Court will be upgraded to a 300mm PVC sanitary sewer to accommodate the additional sewage flows from 560, 568 and 772 Winston Churchill Boulevard. The proposed 300mm PVC sanitary sewer will extend south along Acacia Court to the existing sanitary MH 41 located at the intersection of Acacia Court and Deer Run. The work will be undertaken in expedient manor and will continue to provide access for residents. • The proposed sanitary sewer has been designed to accommodate sewage flows from 560, 568 and 772 Winston Churchill Boulevard and therefore, will not impact the other properties on Winston Churchill Boulevard.

<p>What is the responsibility of Halton Region and Peel Region in terms of assessment of the cumulative impact these developments will have?</p>	<ul style="list-style-type: none"> • Halton/Peel Region are circulated the application submission for review and comments and provide comments on the development applications.
<p>Who is the deciding authority on noise, traffic and air quality changes for each site?</p>	<ul style="list-style-type: none"> • With regard to air quality, the Ministry of Environment, Conservation and Parks (MECP) is the permitting authority for stationary sources of air emissions. Under the MECP regulations, the stationary air quality sources at the Project site are exempt from permitting requirements and are limited to comfort heating, ventilation and air conditioning. Mobile air emission sources such as automotive sources do not require a site-specific permit. • Given this is a site plan application, Town of Oakville would be the approval authority of the overall development subject to sign-off from the various external
<p>Who decides if these applications can proceed to be built as presented?</p>	<ul style="list-style-type: none"> • The Town of Oakville will review the application.
<p>Can you provide us with a comparable neighbourhood in other parts of Oakville for these types of facilities within metres of a residential property?</p>	<ul style="list-style-type: none"> • We note that various industrial uses along the south side of Speers Road are in very close proximity to existing residential uses.
<p>Who has the authority to change the zoning or stop these developments?</p>	<ul style="list-style-type: none"> • Council has the authority to change zones on a property. • Landowners also have the right to change the zoning on a property through development applications. • Again, we note that the zoning permits the use.
<p>What role can the Town or Region have in directing the landowner to choose tenants that have less volume and understand the importance an operation that is sensitive to neighbouring residents?</p>	<ul style="list-style-type: none"> • The Town regulates types of uses through the Official Plan and Zoning policies but it can not direct specific tenants.
<p>What is the role of a Nuisance or Noise bylaw in controlling the impact of these operations?</p>	<ul style="list-style-type: none"> • As per the noise bylaw, backup beepers have been considered in the noise analysis

Comments from Joshua Creek Residents Association

Questions / Comments	Response
<p>Traffic and noise studies must be current (2021) and reflect 100% operational capacity i.e., 100 % use of tractor trailer bays and available parking spots.</p>	<ul style="list-style-type: none"> • The most recent TIS report update is dated to November 2021. • The TIS has accounted for 100% build-out and full occupancy at the site. The traffic studies use a combination of industry standard data and approved study methodologies (from the Town and Regions) to estimate typical amounts of traffic generated at the site, and the impacts to the surrounding roadways during peak periods of the adjacent roadways. This does not necessarily coincide with the actual peak generation at the development.
<p>Terms of reference for traffic studies to include at a minimum:</p> <ul style="list-style-type: none"> • Egress and ingress, at the site in both directions • Capacity of tailbacks • Definition of peak hours • Vehicle counts at all intersections within a specified proximity to the site that are likely to be used for access to the site • Peak hour vehicle counts resulting from the sites' operations • Supporting evidence for predicted traffic patterns 	<ul style="list-style-type: none"> • Our terms of reference included confirmation of the following aspects of our report: <ul style="list-style-type: none"> ○ The study intersections, including the site accesses ○ The definition of the peak hours, the A.M. and P.M. peak hours ○ The recent vehicle counts at agreed-upon study intersections in the vicinity of the proposed developments ○ Analysis (including expected vehicle volumes) at the study intersections, during existing (2021) conditions, and future background (with background growth only, no site generated traffic) and future total conditions (with the addition of site generated traffic) for all horizon years approved (2022 – build out year, 2027 – 5-year from buildout, and 2032 – 10 years from build out). ○ The predicted traffic patterns were based on the ITE Trip Generation Manual, 10th Edition, and existing traffic patterns.
<p>Terms of reference from noise studies to include at a minimum noise from:</p>	<ul style="list-style-type: none"> • Back up beepers are included in the updated study; it should be noted that the assessment of back up beepers is not required under MECP guideline NPC-300

<ul style="list-style-type: none"> • Mandatory and/or warning back up beepers on vehicles required to have them or planning to have them • Noise level comparison based on municipal standards as well as provincial standards • Coupling and uncoupling of tractor trailers • Loading and unloading of tractor trailers • Idling of vehicles • Vehicle movements on the site • Garbage and recycling • All mechanical equipment on roof top, adjacent to buildings and/or other locations on the property • Any anticipated loudspeakers or external (to building) communication systems • Vibrations from all on-site activities 	<ul style="list-style-type: none"> • Sound levels are compared vs. MECP guidelines which are generally adopted by the Town of Oakville • Coupling/decoupling and loading/unloading has been included in the study as well as movement of trucks on the site • Garbage and recycling activities are not required to be assessed under MECP guidelines • Rooftop mechanical equipment has been assessed, when final selections are made on the mechanical equipment, the sound levels will be reviewed for conformance with our report • There are no vibration sources associated with the proposed development
<p>Can an acoustic map be created that indicates the noise levels on individual near-by residents' properties from different sounds to ensure noise levels are not underreported because of 'averaging'?</p>	<ul style="list-style-type: none"> • Figures are included in our report showing the relevant sound level contours for the surrounding lands
<p>Will the Town ensure an integrated, external traffic study is undertaken that includes both WCB sites on the Oakville side, 759 WCB site on the Mississauga side, and the Amazon Fulfillment Centre on Avonhead Rd, as well as the container facility on Southdown Road because these tractor trailers also use the same road network?</p>	<ul style="list-style-type: none"> • The Town and Regions have supplied us with all the background developments they would like included within our analysis.
<p>Will the Town ensure an Integrated, external Noise study is completed that includes all the above-noted commercial sites on Winston Churchill?</p>	<ul style="list-style-type: none"> • Each site is assessed separately as per MECP guidelines, a combined assessment is not required by the MECP
<p>Mitigation of traffic and noise should include reducing the capacity of these sites, including any or all of fewer buildings, fewer tractor trailer bays, and fewer vehicle parking spots</p>	<ul style="list-style-type: none"> • The property was zoned by Oakville Council to allow for the density and type of use on this site.

Why is storage of tractor trailers permitted on an E2 site?	<ul style="list-style-type: none"> The storage of tractor trailers complies with the Town of Oakville Zoning By-law 2014-014.
Please identify all acceptable types of goods that can be stored in warehouses permitted by Town E2 zoning and further confirm that no dangerous goods will be stored on-site or transported therein.	<ul style="list-style-type: none"> Each user is required to obtain a business license which would dictate the type of good stored internally. As there are currently no tenants, we cannot confirm what goods would be stored internally, but only that goods are permitted to be stored internally.
A physical privacy barrier between commercial sites and the nearby residential properties to ensure permanent separation needs to be built as part of these Site Plan Applications.	<ul style="list-style-type: none"> Site screening will be provided between the subject property and surrounding residential properties through an extension of the existing berm along the south portion of the site.
A pumping station to provide required sewage and sanitary service that is dedicated to all commercial uses on WCB, and any new Beryl Rd sites should be required, NOT a pipe under residential properties. It is unacceptable to expect residents to bear the burden of providing services required for commercial sites. Applicants can absorb costs and provide resources required to put in needed services. As well, Halton and Peel can share maintenance costs if the pumping station services sites in each Region.	<ul style="list-style-type: none"> The proposed sanitary sewer network has been reviewed and chosen as the preferred alternative by the Region of Halton to service 560, 568 and 772 Winston Churchill Boulevard. A private and will be maintained by the individual property owners.
While pollution levels are a provincial responsibility, the Town of Oakville must join with and support residents to obtain an updated Clarkson Airshed Study that includes analysis of anticipated and combined emissions from operations, including diesel emissions from truck traffic, at these new commercial and industrial sites and identifies appropriate mitigation.	<ul style="list-style-type: none"> From an air quality perspective, the Project site sources are not considered to be major as defined by the Town of Oakville Health Protection and Air Quality By-Law 2010-035.
The Town of Oakville needs to engage with the City of Mississauga to ensure that a holistic and fulsome analysis of traffic, noise, and emissions from all sites is undertaken. Such a study must include road capacity between Lakeshore and the QEW on Winston Churchill, Ford Drive, Beryl, Cornwall and Royal Windsor, Lakeshore Road East/Southdown Rd, all	<ul style="list-style-type: none"> From an air quality perspective, the Project site sources are not considered to be major as defined by the Town of Oakville Health Protection and Air Quality By-Law 2010-035.

<p>intersections on these streets, and all accessible QEW exit & entry ramps.</p>	
<p>What consequences are imposed on commercial businesses that violate municipal by-laws, such as noise and traffic restrictions, including speed and types of vehicles? We expect suspension and/or removal of occupancy permits must be included as a consequence to ensure businesses do not ignore municipal by-laws and/or treat financial penalties as a cost of doing business.</p>	<ul style="list-style-type: none"> • Town of Oakville By-law enforcement would have to advise regarding penalties.
<p>Are there any similar size warehouse facilities in Oakville or Halton adjacent to R1 residential that can be identified and provide a comparison with respect to noise and traffic generated by these sites, including any other warehouses that are five storeys high and warehouse operations with over 120 tractor trailer bays?</p>	<ul style="list-style-type: none"> • We will let the Town advise, but we note that various industrial uses along the south side of Speers Road are in very close proximity to existing residential uses.
<p>Landscaping that enhances privacy and reduces noise for near-by residents is critical, so this needs to be taken into consideration on landscaping designs.</p>	<ul style="list-style-type: none"> • The revised design has been enhanced with additional evergreen plantings to both visually inhibit open view sheds from within and without, and to assist in mitigating noise levels for near-by residents.
<p>How will these developments impact the Clearview Creek Watershed? Converting natural vegetation to 75% coverage by buildings and pavement will cause increased flooding that will be exacerbated by climate change. We note that a shared storm water management pond is included in the 560 WCB site plan application. However, a comprehensive and integrated storm water management plan must be undertaken for both properties, posted on the Town website and reviewed and approved by Halton Conservation to ensure the rising risks from flooding that results from the increased frequency of 100-year storms are mitigated. The combination of a storm water receptor and a storm water management pond together with other needed flood mitigation controls, such as non asphalt,</p>	<ul style="list-style-type: none"> • To imply that the 560 Winston Churchill site is predominantly natural vegetation is misleading. The majority of the site is active agricultural lands. The remainder are anthropogenically impacted wooded areas dominated largely by non-native plant species. SWM reports have accounted for increased surface runoff of water (this is not entirely a biological comment).

<p>drainage friendly ground cover in parking areas, are required on the proposed Winston Churchill sites due to the elimination of natural vegetation and drainage and the increased incidence of the 100-year storms and flood levels due to climate change.</p>	
<p>How will these developments affect Joshua Creek, and will they be incorporated in the current Joshua Creek Flood Mitigation Study? Will changes to the Clearview Creek have an impact on Joshua Creek. Flood risk mitigation must be reviewed with holistic perspective, not as individual water systems.</p>	<ul style="list-style-type: none"> No impacts are anticipated to Joshua Creek. This feature has not been an oversight in the application.
<p>How will the Town address the expected increase in coyotes in near-by residential areas resulting from building massive commercial sites on land that is part of the coyotes' natural habitat?</p>	<ul style="list-style-type: none"> We acknowledge that coyotes are a contentious issue right now in the GTA and the larger overall urban area. As these animals do not fall under Provincial Policy for protection or consideration, nor do they under municipal policy, there is not much that can be enforced from a planning perspective. Surrounding habitat will persist for these individuals and open agricultural fields do not provide significant habitat for these animals anyway other than as transitory routes. It is more likely that the Joshua Valley Park system provides more habitat for coyotes than our site.
<p>Will these Site Plan Applications be decided at Town Council to ensure residents have an opportunity to delegate their feedback on the applications?</p>	<ul style="list-style-type: none"> Town of Oakville planning staff will review the application.
<p>Building size, height and lot coverage are out of proportion for the area adjacent to residential R1</p>	<ul style="list-style-type: none"> Building size, height and lot coverage complies with the Town of Oakville Zoning By-law.
<p>Buildings are more than double the size of the very large warehouse at 2175 Cornwall Rd.</p>	<ul style="list-style-type: none"> The building size and height have been designed per the permissions within the Town of Oakville Zoning By-law.
<p>The number of transport truck loading bays for both 772 and 560 Winston Churchill applications is triple the number at 2175 Cornwall Rd. e.g., 117 and 124, respectively vs. 42 at 2175 Cornwall Rd.</p>	<ul style="list-style-type: none"> Noted.

<p>There is another new, massive warehouse development on the Mississauga side at 759 Winston Churchill Blvd. that is even larger in size at 640M SF in 3 buildings; 772 WC is 662,000 SF and 560 WC is 745,000 SF.</p>	<ul style="list-style-type: none"> • There are a variety of employment uses proposed along Winston Churchill.
<p>A new Amazon delivery facility has just opened on Avonhead Rd, east of Winston Churchill and south of Royal Windsor. Given its proximity and size, the expectation is that its vehicle traffic will be using the same roads.</p>	<ul style="list-style-type: none"> • The TIS prepared included background developments approved by the Town and Regions, and an additional 2% annual background growth rate was applied to traffic counts to encompass background growth not explicitly included in the study. The growth rate is large enough to encompass additional growth in the area.
<p>The JCRA and east Oakville routes to the QEW and to the Clarkson Go Station will be clogged with transport trucks and delivery vans and increased employee vehicle traffic.</p>	<ul style="list-style-type: none"> • Analysis of the study roadways concluded that while some capacity concerns are identified, the proposed development at 560 Winston Churchill does not materially impact the surrounding roadway traffic operations, and any concerns in traffic operations are as a result of background growth and developments in the area.
<p>Our estimates above indicate 13,770 vehicle trips per day with 6,498 total truck trips and 7,272 employee vehicle trips per each 24-hour day, 7 days per week, 365 days per year. These numbers do not include the increase in vehicle trips from the new Amazon facility on Avonhead Rd. and new vehicle trips from the property at the NE corner of Winston Churchill and Royal Windsor where an existing factory has been demolished and the property is for sale for redevelopment.</p>	<ul style="list-style-type: none"> • Our estimates of vehicles generated at the development are based on industry-standard rates presented in the ITE Trip Generation Manual. The industry standard practice is to estimate vehicle trips during the peak hours of the adjacent roadways and distribute these trips to the adjacent roadways and model the roadways during the peak periods. • We cannot comment on the numbers presented here without the sources for this data, however we stand by industry-standard practices presented in our TIS report. • The TIS prepared included background developments approved by the Town and Regions, and an additional 2% annual background growth rate was applied to traffic counts to encompass background growth not explicitly included in the study. The growth rate is large enough to encompass additional growth in the area.

<p>Finally, coyotes will relocate from this area into the nearby residential areas or south to the Lakeshore Rd. Park in Mississauga.</p>	<ul style="list-style-type: none"> • We acknowledge that coyotes are a contentious issue right now in the GTA and the larger overall urban area. As these animals do not fall under Provincial Policy for protection or consideration, nor do they under municipal policy, there is not much that can be enforced from a planning perspective. Surrounding habitat will persist for these individuals and open agricultural fields do not provide significant habitat for these animals anyway other than as transitory routes. It is more likely that the Joshua Valley Park system provides more habitat for coyotes than our site.
<p>Currently, Winston Churchill is a classified as a rural road that cannot accommodate the increased traffic from these new facilities. Even with turning lanes added, tailbacks due to the estimated traffic volumes would completely block the road to other through traffic.</p>	<ul style="list-style-type: none"> • Winston Churchill Blvd is a Regional Road (RR19) and is classified as a major arterial road under the jurisdiction of Peel Region. • The analysis of the proposed site accesses using traffic modelling software did not identify queues at the site accesses that would exceed the proposed storage and block the through lanes.
<p>Transport truck traffic is not permitted Lakeshore Rd. East between Winston Churchill and Allan.</p>	<ul style="list-style-type: none"> • Noted. Our distribution of site-generated trips has a small portion of vehicles travelling along Lakeshore Road to the west, which would assumed to be all passenger vehicles. • All truck vehicles would be expected to travel north along Winston Churchill Blvd, and a large portion of these trips would continue north onto the highway.
<p>There are already bottlenecks on Southdown Rd. at the container facility, and also at the Ford plant on Ford Dr. A study needs to be undertaken to determine if the transport trucks lined up in the northbound lane on Southdown Rd. to go into the container facility are using Winston Churchill or Avonhead to travel southbound to Lakeshore Rd. East/Southdown Rd.</p>	<ul style="list-style-type: none"> • Southdown Road is outside the scope of the study for 560 Winston Churchill Boulevard.
<p>Peel and Halton must commission a combined traffic study to determine whether the existing roadways can accommodate the increased truck and vehicle traffic, including at a minimum analysis of:</p>	<ul style="list-style-type: none"> • The Regions and Town have indicated the background developments they would like us to include as well as an additional 2% growth rate to capture growth in the area.

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| <ul style="list-style-type: none">a. All area intersections to be examined must include increased traffic from these four new development sites, 560 WC, 772 WC, 759 WC, and Amazon on Avonhead.b. Road capacity on Winston Churchill, Beryl, Ford Drive, Royal Windsor, Lakeshore Road East/Southdown Rd. must be determined.c. Examine road capacity, intersections, traffic controls, and turning lanes:<ul style="list-style-type: none">i. Winston Churchill and Royal Windsor, as well as northbound on Winston Churchill to the QEW and all entrances and exits on the QEW.ii. Ford and Royal Windsor, as well as northbound on Ford to the QEW and all entrances and exits onto the QEW.iii. Ford and Upper Middle Road route to the HWY 403 eastbound.iv. Both Royal Windsor westbound onto the QEW westbound and Royal Windsor eastbound from the eastbound QEW (should also be considered in the context of expected midtown road construction plans).v. Winston Churchill and Beryl, and Beryl/Cornwall and Ford intersection.vi. Determine the impact on traffic, noise and the airshed. Should Amazon become a tenant of one or both of the proposed new warehouse sites on Winston Churchill, it will create a cluster of warehouses and a delivery station all within this area. Amazon is known to create such clusters elsewhere. | |
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<p>Reconfirm to developers and future tenants that truck traffic is prohibited on Lakeshore Rd. East into Oakville from Winston Churchill and on Ford Drive between Lakeshore Rd. East and Cornwall. Require that they provide predicted road use patterns for all vehicles entering and exiting their commercial sites.</p>	<ul style="list-style-type: none"> • Noted. Our distribution of site-generated trips has a small portion of vehicles travelling along Lakeshore Road to the west, which would consist only of passenger vehicles. • All truck vehicles would be expected to travel north along Winston Churchill Blvd, and a majority of these trips would continue north onto the highway.
<p>Standalone traffic studies required for each SPA are insufficient for determining what restrictions or reductions are required by each site. Integrated traffic and noise studies for 772 and 560 WCB, 759 Winston Churchill, Amazon on Avonhead, the container facility on Southdown Rd. and other nearby commercial activities must be undertaken and included in the Town of Oakville responses.</p>	<ul style="list-style-type: none"> • The intent of including background developments in the TIS reports is to encompass the impacts of surrounding developments and overall growth in the area, which has been completed in the 560 WCB TIS.
<p>Ensure all traffic studies include total 24 hour and peak trips by transport truck, delivery vehicles, and employees' vehicles into and out of all of the proposed new facilities plus existing truck, car, bike and pedestrian traffic on the area road network.</p>	<ul style="list-style-type: none"> • The scope of a TIS per the Region of Halton and Peel's TIS guidelines, and per industry standards, is to conduct traffic analysis for only the peak periods of the roadways pertinent to the type of development proposed. • Analysis of the roadways do include pedestrians. Cyclist volumes were not significant enough to be added into the analysis.
<p>The Clarkson Airshed is already overtaxed by the cement plant, the lubricants plant, and other industrial uses in the area. Significant increases in transport truck traffic will increase the particulates from diesel fuel in the air impacting the health of residents in east Oakville and west Mississauga.</p>	<ul style="list-style-type: none"> • From an air quality perspective, the Project site sources are not considered to be major as defined by the Town of Oakville Health Protection and Air Quality By-Law 2010-035.
<p>Tenants are unknown at this time, so no operational information is available</p>	<ul style="list-style-type: none"> • The buildings have been assumed to include general warehousing uses, if future tenants propose different uses, further noise studies may be required
<p>Size & Operations – a noise study is neither complete nor accurate without knowledge of operations</p>	<ul style="list-style-type: none"> • Please see above response

<p>Hours of operation – 24hrs</p>	<ul style="list-style-type: none"> • The proposed site has been assumed to operate for 24 hours
<p>Sound sources to be included at a minimum:</p> <ol style="list-style-type: none"> Back up beepers Rooftop mechanical Loading and unloading operations Coupling and uncoupling Garbage collection at rear of buildings Idling of vehicles (How can the 772 Winston Churchill Traffic Study assume that trucks don't idle on property?) Vibrations are ignored in the Noise study, but the tenant is not known so this assumption cannot be made at this time 	<ul style="list-style-type: none"> • Back up beepers are included in the updated study • Rooftop mechanical equipment has been assessed. When final selections are made on the mechanical equipment, the sound levels will be reviewed for conformance with the noise study • Coupling/decoupling and loading/unloading has been included in the study as well as movement of trucks on the site • Garbage and recycling activities are not required to be assessed under MECP guidelines • Due to anti-idling by-laws for the Town of Oakville, idling has been included for a maximum of 3 minutes per hour for each truck • There are no vibration sources associated with the proposed development
<p>Without tenants, these new buildings need to be designed to the highest level of noise mitigation including very high noise walls that meet the highest levels of noise mitigation especially back-up beepers and as well as vibration mitigation.</p>	<ul style="list-style-type: none"> • Sound levels assessed in the study and required mitigation is based on the assumed use of general warehousing. If the use does not conform to this assumption, further studies may be required
<p>What is the maximum size and height permitted building height for an E2 warehouse adjacent to R1 residential?</p>	<ul style="list-style-type: none"> • There is no height restriction on E2 Zone, except in the case where abutting a Residential Low Zone, Industrial (I) Zone, or Community Use (CU) Zone, where the maximum height shall be 5.0 metres. • The subject property is approximately 54 metres away from the Residential Low Zone, therefore there is no height restriction. • Special Exception 201 states that "Maximum height within 120.0 metres of the Park (O1) Zone is 11.0 metres.
<p>Landscaping should include evergreen trees to the west to provide a year-round screening of the facility including a secure noise wall to prevent employees from exiting into Aspen Forest Park or local residential areas.</p>	<ul style="list-style-type: none"> • As indicated in the point above, the revised design has been enhanced with additional evergreen plantings to both visually inhibit open view sheds from within and without, and to assist in mitigating noise levels for near-by residents.

<p>Building heights should be reduced to be more compatible to the adjacent residential area.</p>	<ul style="list-style-type: none"> • Building heights comply with the Town of Oakville Zoning By-law and the Site Plan is incorporating buffers as required through the OMB settlement.
<p>The proposed developments should also be viewed through a climate change lens</p>	<ul style="list-style-type: none"> • Climate change is everyone’s responsibility. Ongoing development in the surrounding area of our site (including residential developments) contribute to climate change equally. The proposed development has been designed with Low Impact Development (LID) measures and all appropriate standards. Unfortunately, climate change policy does not exist at the municipal or provincial levels to regulate developments and so there are no climate change standards binding the development through policy or legislation.
<p>Lot coverage including paved spaces is about 75%. The asphalt parking and driveway areas plus large, oversized building are not environmentally friendly.</p>	<ul style="list-style-type: none"> • The environmental quality of the property is already very low. The majority of the site is active agricultural area with poor quality wooded features at lower quantities. Asphalt is of course not the same as bare ground but this would be different if the property was a pristine forest or active grassland. The property provides no ecological benefit to species and does not contain rare species to merit protection.
<p>The reduction in green space will contribute to increased carbon in the atmosphere, rising temperatures, increased pollution in the Clarkson airshed and potentially local flooding and changes to the watershed.</p>	<ul style="list-style-type: none"> • Flooding is addressed with stormwater management strategies. The scale of site development will not have any tangible impact to the surrounding area. Extensive studies have been completed to highlight this (noise, air quality studies, environmental studies, etc.).
<p>Driveways should be permeable to allow water to drain through. The sites have been open grassland areas that have absorbed water run-off into the area watershed.</p>	<ul style="list-style-type: none"> • The site is actually active agricultural area, which does contribute to infiltration, but is not the same as grassland. Agricultural areas have very poor soil retention capabilities and contribute to extensive sediment run off. Stormwater management strategies for the site will deal with effluent run offs and stormwater effectively. No

	<p>deficit for groundwater infiltration is anticipated for the site. Permeable pavers are a good idea but not for this scale since infiltration standards have already been met or exceeded.</p>
<p>There are too many unknowns at this time to proceed with SPA approval.</p>	<ul style="list-style-type: none"> • The Site Plan Approval application does not require tenants to proceed. • The zoning for the site is already established with setbacks, heights, and buffering requirements all of which are being met.
<p>Area traffic study must include all of the proposed new facilities and future developments or redevelopments in the area.</p>	<ul style="list-style-type: none"> • The TIS prepared included background developments approved by the Town and Regions, and an additional 2% annual background growth rate was applied to traffic counts to encompass background growth not explicitly included in the study.
<p>Future tenants are unknown, so traffic studies need to meet very high standards to protect area residents and existing businesses from road networks inadequately designed to accommodate a significant increase in traffic. Winston Churchill will not be useable if transport trucks are backed up on this two-lane road to enter the new warehouses.</p>	<ul style="list-style-type: none"> • The scope of study for the TIS report was confirmed with the Town and Region and completed in line with the requirements set out in the Region’s TIS Guidelines. • Per our analysis, the proposed site accesses are not expected to have queues blocking the through-lanes on WCB following the addition of the auxiliary turning lanes at the site access intersections.
<p>It is imperative that Winston Churchill Rd. south of Beryl be upgraded to a 4-lane municipal road. Ideally an internal two-lane road should be built within the property lines of these facilities and routed to a signalized light to control left hand turns onto Winston Churchill. Southbound right hand turns into the facilities would also utilize a 2-way road within the property lines to move traffic off Winston Churchill. The extra lane on the 4-lane road could then function as a buffer for tailbacks from the entrance to the warehouse property, with the other lane open to through traffic. Northbound left turns into the facilities would also need the extra lane for the same reason.</p>	<ul style="list-style-type: none"> • Winston Churchill Blvd is already designated as a Regional Arterial Road. • Our TIS proposes the addition of the auxiliary turning lanes at the site access intersections along WCB, and our analyses conclude that queues are not expected to cause blockages on the through lanes on WCB following these improvements.

<p>Redevelopment of Winston Churchill must also include a new pumping station and sanitary sewer to accommodate these new facilities. The cost would be shared between Halton and Mississauga, and it would be designed to accommodate future developments in the area.</p>	<ul style="list-style-type: none"> • A proposed 300mm sanitary sewer network will be provided within the Town of Oakville's 'Open Space' located west of 772 and 560 Winston Churchill Boulevard and will extend to Acacia Court. A proposed 300mm watermain will be installed along the west limits of Winston Churchill Boulevard from Beryl Road to just north of Deer Run Avenue. Both proposed services have been reviewed and chosen as the preferred routes to service the developments at 560, 568 and 772 Winston Churchill Boulevard. Therefore, the redevelopment of Winston Churchill Boulevard will not be required to service the three sites.
<p>Similarly, without tenant operational information noise studies must meet very high standards to protect nearby residents including noise walls and security to fully separate these industrial facilities from the surrounding residential area.</p>	<ul style="list-style-type: none"> • Noise walls have been included as mitigation
<p>Building heights must be reduced due to proximity to residential neighbourhoods and landscaping plans must include site screening features.</p>	<ul style="list-style-type: none"> • Building heights conform to the Town of Oakville Zoning By-law. • Site screening features are included in the landscaping plans
<p>Lot coverage must be reduced to allow more water to enter the watershed naturally and allow landscaped vegetation to continue to co-exist with these new facilities.</p>	<ul style="list-style-type: none"> • From the perspective of the landscape design, plantings have been proposed near the natural drainage systems to further assist in a more natural / slower absorption of water into the watershed.
<p>The Clarkson Airshed study must be updated to assess the impact of the new developments and mitigation solutions identified and/or the projects scaled back.</p>	<ul style="list-style-type: none"> • From an air quality perspective, the Project site sources are not considered to be major as defined by the Town of Oakville Health Protection and Air Quality By-Law 2010-035.

Questions collected from Public Consultation – September 27, 2021

Questions	Response
<p>What are the other acceptable usage possible for this space if not used for warehousing?</p>	<ul style="list-style-type: none"> • The site is zoned Business Employment with a special provision (E2 sp: 201). • Uses allowed in this zone include: <ul style="list-style-type: none"> ○ Adult entertainment establishment ○ Art gallery ○ Business office ○ Commercial school ○ Commercial self-storage ○ Conservation use ○ Contractors establishment ○ Day care ○ Drive-through facility ○ Dry cleaning/laundry establishment ○ Emergency service facility ○ Financial institution ○ Food bank ○ Food production ○ Hotel ○ Manufacturing ○ Medical office ○ Outside display and sales area ○ Outside storage ○ Park, public ○ Parking area, heavy vehicle ○ Place of worship ○ Public hall ○ Public works yard ○ Rental establishment ○ Repair shop ○ Restaurant ○ Retail store, accessory and showroom

	<ul style="list-style-type: none"> ○ School, private ○ Sports facility ○ Stormwater management facility ○ Taxi dispatch ○ Training facility ○ Wholesaling
Are there restrictions on the materials that can be housed in the facility?	<ul style="list-style-type: none"> ● There are general licensing requirements that limit the type of materials that can be stored within buildings.
How much higher is the building to the adjacent trees?	<ul style="list-style-type: none"> ● The buildings are 11m in height, but the grading for the site is lower than the adjacent trees at the rear of the property.
Will both buildings be constructed at once or is there a risk that Building A gets built and tenanted then the noise will not be mitigated by Building B because there is not a tenant for the building. Is construction contingent on tenancy?	<ul style="list-style-type: none"> ● Construction planning has not yet commenced, we are currently working through entitlement.
I've heard studies addressing noise, traffic, light, pollution... what about smell and any potential odour from the development?	<ul style="list-style-type: none"> ● An Air Quality Study was completed for the property. It addresses the potential sources of air emissions from the operations. Potential for compatibility with surrounding land uses including open spaces was assessed. The report concludes that there are no significant sources of air emissions associated with Project site warehousing uses.
Is there a gap in the proposed new berm? And if so, why?	<ul style="list-style-type: none"> ● The gap between the proposed berm is to preserve the existing hedgerow. This was mandated by the minutes of settlement through the OMB approval. The berm stops at the hedgerow and continues after the hedgerow.
We need clarity on traffic. Quit referencing the term peak hours... is that per hour or a range of hours... need more specific response. How many trucks per hour/per day/per night for BOTH developments on Winston Churchill. Why have over 200 truck bays at these two locations. What is the turnover per bay per hour? The math better add up with traffic truck counts.	<ul style="list-style-type: none"> ● Peak hours refer to the highest four 15-minute intervals (i.e. 60-minute) traffic counts observed during the morning and afternoon periods, typically between 6 AM to 10 AM, and 3 PM to 7 PM. Analysis of the morning and afternoon peak periods for traffic impact studies is industry standard, in consideration of high traffic volumes travelling into and out of employment sites during the morning and afternoon.

	<ul style="list-style-type: none"> • We cannot comment on the development at 772 Winston Churchill Boulevard. The site at 560 Winston Churchill Boulevard has 111 loading spaces. • We cannot comment on the turnover per bay per hour. This is dependent on the tenant(s) who occupy the site.
Please elaborate what are the implications of the proposed project for residents of Acacia Court	<ul style="list-style-type: none"> • The existing 200mm sanitary sewer along Acacia Court will be upgraded to a 300mm PVC sanitary sewer to accommodate the additional sewage flows from 560, 568 and 772 Winston Churchill Boulevard. The proposed 300mm PVC sanitary sewer will extend south along Acacia Court to the existing sanitary MH 41 located at the intersection of Acacia Court and Deer Run. The work will be undertaken in expedient manor and will continue to provide access for residents.
Has a combined traffic study been undertaken? We have one with 100 vehicles at peak and a second with 121 for a likely combined total of 221 vehicles at peak times.	<ul style="list-style-type: none"> • Our traffic impact study has been completed with the inclusion of background traffic data for surrounding developments provided by and approved by the Town of Oakville. This includes the site at 772 Winston Churchill Boulevard.
Was there a study of the potential air pollution from the site? None was shared in the presentation. This is important. What about the impact on wildlife?	<ul style="list-style-type: none"> • An Air Quality Study was completed for the property. It addresses the potential sources of air emissions from the operations. Potential for compatibility with surrounding land uses including open spaces was assessed. The report concludes that there are no significant sources of air emissions associated with Project site warehousing uses.
Why are you building these warehouse facilities when you don't have any tenants? There are plenty of vacant warehousing facilities. Do we need more?	<ul style="list-style-type: none"> • Class A industrial vacancy is less than 1% so there is a real demand that needs to be met.
Both proposals suggest tapping into the sewer on Acacia Court. How can a residential sewer line constructed 40 years ago equipped to handle all this extra sewage? Will this involve yet further disruption to the residents of Acacia Court and Deer Run while it's being constructed?	<ul style="list-style-type: none"> • The existing 200mm sanitary sewer along Acacia Court will be upgraded to a 300mm PVC sanitary sewer to accommodate the additional sewage flows from 560, 568 and 772 Winston Churchill Boulevard. The proposed 300mm PVC sanitary sewer will extend south along Acacia Court to the existing sanitary MH 41 located at the intersection of Acacia Court and Deer Run. The work will be

	undertaken in expedient manor and will continue to provide access for residents.
What are the peak hours for truck movement or are these more spread out during the day and night?	<ul style="list-style-type: none"> We cannot comment on the specific peak hours for truck movements at the site, as this is largely dependent on the tenants that occupy the site.
Aren't these warehousing facilities open 24/7? Would this not affect the traffic volume off peak times?	<ul style="list-style-type: none"> The peak hour is representative of the highest observed traffic volumes currently on the roadway. While there may be some traffic volumes entering or exiting the site at off-peak periods, it is the reasonable assumption that highest activity would occur during day-time periods. An easier example to explain this may be considering overnight restaurants. A 24-hour restaurant may see customers coming in at any point of the day, but the "peak hours" would be at certain points of the day (lunch time, dinner time). Similarly, the peak period for warehouse facilities is generally when all employees are entering and exiting the site for typical business hours. Overnight operations would not typically exceed daytime operations. As an industry standard, we do not analyze off peak hours, as we design for the worst-case scenario.
If these facilities may operate 24/7, would there not be a potential 3 rd Peak hour as likely to be 3 shifts re: traffic concerns	<ul style="list-style-type: none"> The peak hour is representative of the highest observed traffic volumes. While there may be some traffic volumes entering or exiting the site at off-peak periods, it is the reasonable assumption that highest activity would occur during day-time periods. An easier example to explain this may be considering overnight restaurants. A 24-hour restaurant may see customers coming in at any point of the day, but the "peak hours" would be at certain points of the day (lunch time, dinner time). Similarly, the peak period for warehouse facilities is generally when all employees are entering and exiting the site for typical business hours. Overnight operations would not typically exceed daytime operations.
The parking lot design seems to funnel most non-truck vehicles through a single drive closest to Deer Run... why not have the	<ul style="list-style-type: none"> An access located at the north end of the property where the cul-du-sac is proposed doesn't meet the Region of Peel's access spacing requirements from a signalized intersection.

<p>driveway where the parking lot cul-de-sac is and minimize traffic flow closest to the residential area?</p>	
<p>Why is there no noise wall proposed on the West side between Building B and C to dampen the noise from that truck court?</p>	<ul style="list-style-type: none"> Analysis indicates that noise emanating from between buildings B and C do not exceed MECP sound level limits at the surrounding residential receptors. A noise wall is not required between Building B and C.
<p>You just mentioned 60 trucks out of 121 (50%), but the previous presentation assumed 30% for trucks... why the difference in assumptions?</p>	<ul style="list-style-type: none"> Cannot comment on other report, however our data is from the Institute of Transportation Engineers (ITE) Trip Generation Manual 8th Edition, which cites 20% of warehousing traffic is heavy vehicles.
<p>I have a question about the safety of our neighbourhood and our children. Is there foot access from the site to the soccer field/neighbourhood/path? If so, this would permit individuals from the site to use our neighbourhood parks etc, thereby destroying our use and enjoyment of our neighbourhood. The loitering and transient access is a serious concern for the safety of our neighbourhood.</p>	<ul style="list-style-type: none"> We disagree with this comment. Workers are permitted to go outside and enjoy surrounding amenities on their breaks.
<p>Were the traffic studies performed during the COVID closures as that would have impacted the counts of traffic in the study? What was the period of time used for the traffic study? Also, I saw on the slide 9 that you showed Winston Churchill as 4 lanes wide... is there a study to widen the road?</p>	<ul style="list-style-type: none"> While the traffic counts were conducted in August (during the pandemic), we added a 2.0% growth rate to recorded traffic volumes to account for the pandemic, which was an approach approved with Town of Oakville, Region of Peel, and Region of Halton staff.
<p>The issue with the turnaround time is that there could be multiple times per day when there are 100 vehicle trips per hour</p>	<ul style="list-style-type: none"> We are required to model the worst-case scenario to determine the impacts of this development on the boundary roads.
<p>In addition to “peak hours”, can we get an estimation on traffic increase on daily, weekly or monthly basis?</p>	<ul style="list-style-type: none"> This information can be generated with a few assumptions made but will not provide proper context of the impacts to the boundary roads.
<p>Where are our Ward 3 Councillors? If we can hear the recycling plant then why wouldn't we hear these 200+ truck bays?</p>	<ul style="list-style-type: none"> The proposed warehouse development has been designed with mitigation such that MOE sound level limits will be met at the surrounding residential receptors. Activities from the warehouse may at times be audible during periods of low background noise but MOE sound level limits will be met.

Any comments regarding the significant destruction in both the quality of life and house value of existing residents? Many of us have invested significantly in this area in the last years and these developments significantly depreciate those investments.	<ul style="list-style-type: none"> The uses proposed are permitted in the zoning by-law. House value is not a land use planning matter.
August is peak vacation month. How is the traffic study valid taken in that period of time?	<ul style="list-style-type: none"> While the traffic counts were conducted in August (during the pandemic), we added a 2.0% growth rate to recorded traffic volumes to account for the pandemic, which was an approach approved with Town of Oakville, Region of Peel, and Halton Region staff.
How long are the auxiliary lanes? Once the truck runs out of the auxiliary lane, then will block the only other lane on Winston Churchill.	<ul style="list-style-type: none"> Queues are not anticipated at the proposed site access per our modelling.
What are you doing to contain the back up beeper noise?	<ul style="list-style-type: none"> Noise from back up beepers is not a noise source which needs consideration in the MECP noise guideline NPC-300. The buildings themselves will provide shielding from the loading areas. The specified acoustic barriers will also provide further noise reduction in terms of audibility from back up beepers on the site.
Is the entire area fully fenced for security to our backyards or to the existing buffer pathway or city lands behind our yards? There should be no foot access to the existing berm and city lands as we are not permitted direct access from our backyards to this area	<ul style="list-style-type: none"> The entire area is not fenced, however there is a significant amount of chainlink fencing proposed, along with additional berms and plantings which would make it inconvenient for the neighbouring employees to access the backyards.
Both proposals suggest tapping into the sewer on Acacia Crt. How can a residential sewer line constructed 40 years ago be equipped to handle all this extra sewage?	<ul style="list-style-type: none"> The existing 200mm sanitary sewer along Acacia Court will be upgraded to a 300mm PVC sanitary sewer to accommodate the additional sewage flows from 560, 568 and 772 Winston Churchill Boulevard.
Will the sanitary line possibly need to be repaired in the future?	<ul style="list-style-type: none"> The existing 200mm sanitary sewer will be replaced with a new 300mm sanitary sewer constructed to the current Region of Halton standards and will be maintained by the Region of Peel.
What measures will be put in place to protect the plantings that the city spent considerable money on that backs both sites when building the water/sewer connections	<ul style="list-style-type: none"> The proposed sanitary sewer will be located outside of the berm and plantings. Should there be any damage to the existing plantings the contractor will be responsible to replace them.

<p>This feels like a fait accompli... do we residents have any recourse here. The sum of these two developments and the Amazon decision... seems like overkill and a lack of consideration for its existing residents in Oakville. Once these sites are built it's too late... What is our city councillors and Joshua Creek doing here to protect its citizens? To add, what do world class facilities build to, vs just the minimum?</p>	<ul style="list-style-type: none"> The development is proposing land uses that are permitted within the zoning by-law and further is being built in a manner per the zoning provision. Site Plan applications are required to ensure site layout/orientation considerations are reviewed and approved by Town staff.
<p>Have both developments submitted ECG plans with their submission? A lot of what has been presented does not seem to align with an ECG plan for 2021.</p>	<ul style="list-style-type: none"> All required plans will be submitted as per instructions from Town staff.
<p>How long is the construction of these developments proposed to take?</p>	<ul style="list-style-type: none"> Construction of a building takes about 10 months.
<p>Why are there gaps in the proposed berm along south boundary? It is not continuous</p>	<ul style="list-style-type: none"> The gap between the proposed berm is to preserve the existing hedgerow. This was mandated by the minutes of settlement through the OMB approval. The berm stops at the hedgerow and continues after the hedgerow.
<p>So will all existing trees in that hedge row be maintained as is? Will any be removed?</p>	<ul style="list-style-type: none"> The existing hedge row will remain as is.
<p>What are the actual peak hours?</p>	<ul style="list-style-type: none"> Peak hours refer to the highest four 15-minute intervals (i.e. 60-minute) traffic counts observed during the morning and afternoon periods, typically between 6 AM to 10 AM, and 3 PM to 7 PM.
<p>When the traffic studies were completed did they use data involving regular commuting use of the GO train or were they completed during the pandemic when nobody was actively using the GO?</p>	<ul style="list-style-type: none"> Our data is collected primarily involving vehicular traffic and not commuter traffic. Regardless, this data was collected during the pandemic, so it is assumed that commuter traffic may have been lower during traffic data collection.
<p>Could Winston Churchill be upgraded to 2 lanes, plus turning lanes and a sanitary sewer to connect to the new facilities rather than connecting through the residential development?</p>	<ul style="list-style-type: none"> There is potential for the Regions of Peel and Halton to agree on widening Winston Churchill Boulevard, but we are unaware of any future widenings.
<p>The proposed berm is 2.5m. How much lower is it compared to the existing berm? If trucks are over 3m, why would the berms be lower?</p>	<ul style="list-style-type: none"> The proposed berm has been increased to be 3m. The existing berm with landscaping is 2.5 metres.

<p>How will this impact Deer Run residents whose backyards are where you are coming through at Acacia Court? What about construction traffic overflow on Deer Run?</p>	<ul style="list-style-type: none"> • A construction management plan completed by the contractor and will determine construction traffic impacts to Deer Run as well as the location for construction traffic parking.
<p>Why are you building if you have no tenants?</p>	<ul style="list-style-type: none"> • Development approvals often occur without any tenants. Once development approvals and construction has started, it is anticipated that tenant interest will increase.
<p>Hi, please ensure that the comment on the trips allocated onto Lakeshore being vehicular and not truck is identified in the TIS resubmission</p>	<ul style="list-style-type: none"> • Truck and vehicular traffic have been identified in our TIS.
<p>Could you detail what are these peak hours? From when to when?</p>	<ul style="list-style-type: none"> • Peak hours refer to the highest four 15-minute intervals (i.e. 60-minute) traffic counts observed during the morning and afternoon periods, typically between 6 AM to 10 AM, and 3 PM to 7 PM.
<p>I saw on slide 9 that you showed Winston Churchill as 4 lanes wide... is there a study to widen the road?</p>	<ul style="list-style-type: none"> • This was a conceptual rendering from the architect. Currently, we are unaware of any road widenings on Winston Churchill Boulevard.
<p>Were the traffic studies performed during the COVID closures as that would have impacted the counts of traffic in the study? What was the period of time used for the traffic study?</p>	<ul style="list-style-type: none"> • While the traffic counts were conducted in August (during the pandemic), we added a 2.0% growth rate to recorded traffic volumes to account for the pandemic, which was an approach approved with Town staff. • The existing analysis was conducted for traffic volumes collected in August (to represent the existing 2021 year), and analysis was also conducted for future years 2027 and 2032, accounting for background growth from other developments and this development.
<p>How long are the auxiliary lanes? Once a truck runs out of that auxiliary lane, you will have all of the trucks idling.</p>	<ul style="list-style-type: none"> • Queues are not anticipated at the proposed site access per our modelling.