

Questions regarding 560 and 770 Winston Churchill from Residents and delegations to be answered.

1. As discussed the developer does not appear to understand the importance or details around full utilization as he referenced he needs a tenant to determine that. Are they going to work with a logistics expert and how will we ensure that the predictions are truly maximum capacity? As an example worst case should include all docks in use including where the 2 buildings intersect on 560. Currently they do not.

The noise analysis considers activities at all the loading docks of all buildings. Noises considered include maneuvering of trucks, idling of engines, uncoupling or loading of trucks, and base HVAC systems. Having a tenant will help in determining noise timing and additional HVAC systems. These will not exceed the maximum noise values considered in the report.

2. Who will be writing a terms of reference for establishing full use and what will it include? Is it possible to have Stantec or Hatch one of the larger environmental/ acoustical firms who have more experience with full utilization, acoustic modelling and logistics do the full utilization review? We would like to read the terms of reference before released. How will Planning share the full utilization study results for comment with the community before final approval is granted and next steps overall?

The terms of reference have been determined by the authority having jurisdiction, Town, Region, etc. These Authorities have reviewed and approved the studies. The noise study includes an assessment of a worst-case operational scenario. The firm producing the study is an international acoustical engineering firm, focused on acoustics, vibration, and noise only. It is not understood why a larger environmental firm is needed.

3. We have heavy truck restrictions on Winston Churchill from 11pm- 7am. This needs to be maintained. Please confirm the process either Halton or Peel would have to go through to make any changes in terms of restrictions on Winston Churchill.

There is no intention to change this restriction.

4. Residents have different assumptions and need clarity on timing for Acacia Court construction and maximum impact to those residents? Access to their properties, ability to work remotely, use of their services throughout construction?

A Construction Management Plan will be prepared and reviewed by the City. A meeting will be held with Acacia Court residents to provide them with updates as they become available regarding the timing and impacts of construction.

5. We remain concerned about traffic, specifically in the Ford/Royal Windsor, Ford/Cornwall and Royal Windsor/WCB intersections and WCB and Lakeshore. Additionally we want to understand how we can restrict trucks turning left onto Beryl going North on Winston Churchill. What next steps can be taken with Peel and Halton on the need for WCB urbanization?

It is noted the intersection of WCB/Lakeshore is not forecasted to have any operational concerns, even by the 2032 horizon. The intersections of Ford/Royal Windsor, Ford/Cornwall and WCB/Royal Windsor may have capacity issues which can be solved with signal timing optimization measures that we recommend the Town/Regions to implement. It is also noted the operational issues identified for future horizons can be attributed to background development traffic, and the proposed site does not materially impact the operations of the surrounding roadways.

Vehicle restrictions are under the jurisdiction of the Town and Regions. We do, however, note that Beryl Road is an industrial road, and it would be reasonable to expect heavy vehicle traffic to take this road to access the numerous industrial sites located along Beryl Road.

Urbanization of WCB is also under the Region's jurisdiction and not related to the scope of the subject development.

6. What role will the MOE have on this site and can we find a way to involve them so that monitoring is set up given the scale of the operations? Will the MOE issue fines or dictate changes and is that issued to the property owner or tenants? Can the MOE be engaged to determine in advance a proactive measure such as a noise wall?

The Ministry of Environment, Conservation and Parks (MECP) set out guidelines to which noise reports are required to adhere to. The results from the noise assessment indicate that the MECP sound level limits can be met at all sensitive noise receptors with appropriate mitigation.

Further, the responsibility to ensure MOE guidelines are met have been downloaded to the municipality. It is our understanding that the MOE will not issue fines or dictate any changes. It is the MECP noise guidelines that govern noise, specifically NPC-300.

The noise studies have been completed and there are no requirements for a noise wall. The building themselves when constructed will act as a noise wall.

7. Is there any monitoring system we can require be purchased that measures noise levels on site daily? If we cannot require what do you need from Council to have it installed at our cost?
This question is directed at Town Staff/Council.

8. We refer you to the delegation by Kenneth and Brenna Scholey as they have raised excellent questions regarding the analysis and accuracy of the details in the Noise and Traffic Studies. A response from staff and assurance they are reviewed is needed given the impact to residents.
Town Staff and their Peer Reviewers have had a chance to review the report and have provided comments where appropriate. Comments included in the peer review of the Noise Study were minor, and appropriate responses have been provided to the peer reviewer and the municipality in our updated report.

The Traffic Impact Study has been reviewed by Town and Regional staff over three submissions, and additionally, reviewed independently via a peer review. To date, we have satisfied all comments provided by Town and Regional staff, and we note the results of the peer-review note that the "Traffic Impact Study follows a typical technical approach and does well to address the key concern of traffic operations on the road network surrounding the subject site." Noting the extensive review of the Traffic Impact Study as previously summarized, we believe sufficient review of the report has already been undertaken to date.

9. Traffic assumptions: why do both sites have different utilization rates in calculating worse case scenario's? The Site Generated trip data as presented have problems. If we have 44 trucks based on their current data why is the worst case 30 trucks and how is the cumulative impact being established? What will be done to ensure the data is thoroughly vetted this time?

The ITE Trip Generation Manual used to estimate site-generated trips is updated on a regular basis, and thus, previous utilization rates from an older edition of the manual may yield slightly different results.

Neither utilization rate is “wrong”, as the trip generation estimates for a given site is based on existing industry-standard data, which may vary from dataset to dataset, but will be similar. Additionally, trip generation estimates are heavily dependent on the size of a given development. Different sites will produce varying amounts of traffic based on their size.

The proposed site at 560 WCB is forecasted to generate a total of 47 heavy vehicles. In the context of traffic modelling, the cumulative impacts of the site generated traffic are not cumulative – but rather the estimated traffic volumes are distributed to surrounding roadways based on expected traffic pattern data. These volumes are then used to model intersections to estimate how each individual intersection is likely to operate in the future.

Regarding the vetting of data, the traffic data used within the study was approved for collection following consultation with Town and Region staff and further approved during a peer review. The traffic data was collected by a specialty traffic firm, which is standard for industry practice.

10. Concerns regarding assumptions of all heavy traffic heading north on WCB. See page 5 and 6 of Scholey delegation. The Site Generated trips need to be redone.

Traffic data expects travel north along Winston Churchill Boulevard to access the highway. Heavy vehicles cannot travel south to Lakeshore Road due to the truck restrictions on this roadway.

11. Noise Studies: Why are R3 and R4 Receptors are positioned furthest away from the residential lands? The night time analysis is based on 15 trucks but that is not worst case. Nighttime contours on the Noise studies already penetrate into the residential properties. By their own modelling the noise levels will exceed. We need a more detailed review of the data for accuracy? R3 and R4 were selected since these dwellings will have exposure due to the openings between the buildings.

The sound level limits for the Town of Oakville are: 50 dBA during the day; 47 dBA during the evening; and 45 dBA during the night. Figures 5, 6, 9 and 10 show the mitigated contours for steady noise sources during the day and evening. All the residences are less than 50 dBA sound level contour which is the requirement under MECP noise guidelines.

Similarly for impulsive noise sources, Figures 7 and 11, show the sound levels will be below the 45 dBA nighttime criteria.

12. Will the Noise feasibility studies be updated to include detailed background sound levels clarify heavy vehicle totals/ percentages and include back up beeper as the applicant has already acknowledged they would be included?

Back up beepers have been included in the updated study. All receptors located within the Town of Oakville have been evaluated against the minimum exclusionary criteria of 50 dBA during the day, 47 dBA during the evening, and 45 dBA during the night.

The existing residences to the west of the development site are far from road traffic noise on Winston Churchill. These receptors do not benefit from elevated noise criteria due to road traffic on Winston Churchill.

13. 560 noise study (Crozier), some of the assumptions in the model found on page 6 of their report are as follows:

Assumed daytime worst-case scenario:

- 30 trucks arrive and depart the site and idle in the loading areas for 15 minutes. Truck locations are shown as crosses in the loading areas in Figure 3;
- All rooftop equipment operates continuously at full capacity.

Assumed nighttime worst-case scenario:

- 15 trucks arrive and depart the site and idle in the loading areas for 15 minutes. Truck locations are shown as crosses in the loading areas in Figure 3;
- All rooftop equipment mechanical equipment operates on a 50% duty cycle.

In order to meet the noise bylaws as evidenced by the models, the operation would have to operate at 50% (note the rooftop equipment too). Are they committing to this?

Rooftop equipment has been included in the analysis under separate operational scenarios during the day and night, Figure 3 shows the assumed location of the rooftop mechanical units. The noise bylaws in the Town also adhere to the MECP noise guidelines. The noise study has demonstrated compliance with the MECP noise guidelines.

14. When are we getting the new Traffic data and when will it be available for review by the public?
Traffic data was collected for the surrounding intersections within the scope of the study as established in consultation with Regional and Town staff in August 2021, which was newly collected at the time of writing the TIS. The traffic movement count data is provided in Appendix C of the Traffic Impact Study.
15. Why is the reduction of docks for 560 at the Winston Churchill end not closest to the western residential properties which will make a bigger difference?
At the west of the development site, the building shields noise from the loading docks. Option 2 which includes the restriction of nighttime loading at several loading bays is necessitated by excess noise for the dwelling on the east side of Winston Churchill Boulevard. There are no exceedances for dwellings to the west of Winston Churchill Boulevard and thus not required.
16. Residents want to see the actual calculations for the Peak hour as they are questioning the calculation and want transparency.
The traffic movement count data provided in Appendix C of the report provides traffic counts for each of the study intersections. The peak hour is colloquially referred to as periods of time that traffic is highest within 24-hours of a day. The analysis of the morning and afternoon peak hours was confirmed during consultation with Town and Regional staff.

More specifically, the highest hour (peak hour) of volumes were identified for each intersection within the morning (6:00 AM to 10:00 AM) and afternoon (3:00 PM to 7:00 PM) overall peak

periods. For example, the highest volumes at the intersection of Ford Drive and Cornwall Road were identified between 8:30 AM to 9:15 AM. This hour constitutes the AM peak hour at this intersection.

17. Why is the distance of 50 meters acceptable when it is acknowledged it is a class 2 facility requiring 70 meters?

As per MECP's D1 – D6 guidelines, the recommended setbacks can be reduced if a noise assessment (noise study) indicates the shorter setback can achieve the relevant noise criteria with appropriate mitigation if necessary. In this case, a decreased setback is feasible due to the buildings shielding noise from the loading docks.

18. Can we get EV charging on site for electric forklifts to reduce noise emissions?

The use of electric forklifts would be at the discretion of the tenant.

19. Can dock bays have covers that minimize the noise from uncoupling of the trucks as well as unloading?

Covers around the dock bays would be at the discretion of the tenant.

20. A resident commented on the applicability of the EPA: does it apply for this site? The resident states the solution is distance and barrier?

The purpose of the Environmental Protection Act is to provide for the protection and conservation of the natural environment. It would not apply in this instance.

21. Has research been done on migratory animals and is it a requirement of any legislation?

A Significant Woodland Features Review has been completed on the property. Based on the findings there is no recommendation at this time.

22. How will residents be kept up to date on the Site Plan finalization?

The Town of Oakville has an Active Development Application portal on its website, <https://www.oakville.ca/business/33916.html>, which is updated as information becomes available or the site progresses.

This is a written submission dated June 26, 2022 to the Members of Council for the Town of Oakville from the following parties:

Kenneth & Brenna Scholey
359 Cairns Valley Crt.
Oakville, ON L6J 6L3

Theo & Michelle Constantopoulos
365 Cairns Valley Crt.
Oakville, ON L6J 6L3

K. & B. Scholey have resided in Oakville at the above address since 2008. T. & M. Constantopoulos have resided in Oakville at the above address since 2004.

We are concerned with the site plan applications from the following parties, which we will collectively refer to as “the Applicants”:

- 11087258 Canada Inc., 560, 570 and 580 Winston Churchill Blvd. (formerly 560 Winston Churchill Blvd.), SP.1601.028/01, Ward 3
- 772 Winston Churchill Limited Partnership (c/o IBI Group), 700 and 750 Winston Churchill Blvd. (formerly 772 Winston Churchill Blvd.), SP.1601.029/01, Ward 3

This submission is in response to a request by the Town of Oakville to receive comments from Oakville residents in advance of a public meeting of the Planning and Development Council to be held on Monday, June 27, 2022, at 6:30 p.m. Based on factual evidence, we express our concerns and views regarding the Applicants’ projects and their site plan applications in the sections below for Members of Council to review and to carefully consider before approving the site applications.

Summary

- The peer review conducted by HGC Engineering (HGC) recommends combined modelling of noise from both sites, due to cumulative effects.

[Town Staff and their Peer Reviewers have had a chance to review the report and have provided comments where appropriate. Comments included in the peer review of the Noise Study were minor, and appropriate responses have been provided to the peer reviewer and the municipality in our updated report.](#)

- The Town of Oakville should require the Applicants to install additional air quality and noise monitoring systems in the impacted area, like the equipment already present on Deer Run Ave.

[After construction, noise monitoring can be performed for periods of time at certain residential locations.](#)

- Paradigm Transportation Solutions Ltd. (Paradigm) completed peer reviews of the transportation impact studies on both properties and indicated current traffic movements (related to turning) at several intersections as “poor” and requiring mitigation. However, Paradigm’s reviews do not appear to differentiate between automobile turning and transport truck turning and the expected increases.

[The Traffic Impact Study has been reviewed by Town and Regional staff over three submissions, and additionally, reviewed independently via a peer review. To date, we have satisfied all comments provided.](#)

- To support the Town of Oakville’s “2050 Net Zero Carbon Targets”, the Town of Oakville should require the Applicants to select best available technologies economically achievable (BATEA). For

example, the use of electric shunt yard trucks and electric forklifts to reduce diesel emissions and to reduce noise levels.

Electric trucks and forklifts would be at the discretion of the tenant.

1. Noise and Air

- With reference to the Noise Feasibility Study by HGC,¹ we note the following:
 - Figure 6 shows the predicted mitigated nighttime sound level contours representing 45 dBA (shown by the pink lines),² which is the limit between the hours of 23:00 – 07:00 (according to By-law 2008-098).³ We reproduce Figure 6 as Figure 1 for ease of reference. Figure 1 shows that Receptor 3 (shown as R3 to the south) and Receptor 4 (shown as R4 to the west) are below the threshold of 45 dBA, however, these receptors are positioned farther away from the sources of sound. The sound level contours indicate that the residential properties closest to the warehouses could be exposed to noise levels exceeding 45 dBA. We are hopeful that the Members of Council will not approve any projects where the supplied data suggest non-compliance to the by-laws.
 - In addition, parts of the Town of Oakville trail located between the residential properties and the warehouses could be exposed to even higher sound levels.
 - As with all modelling efforts, there are assumptions required. Therefore, to safeguard against noise exceedances, the modelled values should be below the limits set by the by-laws.

Night time criteria applies at the façade of the building, not the property line. The Figure appears to conform. Guidelines aren't applied to trail areas, as these are not classified as sensitive.

- The peer review conducted for 560 Winston Churchill Blvd. by Dillon Consulting Ltd. (Dillon) indicated that the Noise Feasibility Study should be updated to detail background sound levels, clarify heavy vehicle totals/percentages, and include back-up alarms.⁴ It also states that a stationary noise assessment should be completed that incorporates **both** (emphasis added, namely 560 Winston Churchill Blvd. and 772 Winston Churchill Blvd.) properties to quantify the cumulative impacts.⁵ This would potentially extend the sound level contours described above (see Figure 1) to extend further into the residential properties.

Town Staff and their Peer Reviewers have had a chance to review the report and have provided comments where appropriate. Comments included in the peer review of the Noise Study were minor, and appropriate responses have been provided to the peer reviewer and the municipality in our updated report.

- The Clarkson Airshed Study, Part II - The Ambient Air Monitoring Program,⁶ identified two Ministry of the Environment (MOE) monitoring stations (#44086 at the end of Deer Run Ave. and #44083 near Ford Drive/Royal Windsor Ave.). Based on the location of these air quality monitoring stations, a history of air quality monitoring would have been established in the area and could provide valuable baseline data. These stations are evidence that the Town of Oakville has a history of supporting air quality monitoring.

After construction, noise monitoring can be performed for periods of time at certain residential locations.

¹ HGC Engineering, 2021, Noise Feasibility Study, Proposed Warehousing Facility ("Noise Feasibility Study"), 560 Winston Churchill, Oakville, Ontario, prepared for Blackwood Partners (September 9, 2021).

² *Ibid.*, Figure 6 at p. 20.

³ Town of Oakville, 2022, By-law Number 2008-098, Consolidated Version to March 28, 2022 – Amended by By-law Nos. 2009-081, 2011-100, 2013-028, 2016-016, 2021-038, 2022-031, Section 4.1 at p. 5.

⁴ Dillon Consulting Ltd., 2022, Peer Review of Land Use Compatibility Assessment and Addendum and Noise Feasibility Study

Report, 5601 Winston Churchill Boulevard, Oakville, Ontario, memo to B. Steiger, MCIP, RPP-Halton Region, dated April 18, 2022, pp. 3-4.

⁵ *Ibid.*, p. 5.

⁶ Ontario Ministry of the Environment, 2006, Clarkson Airshed Study, Part II: The Ambient Air Monitoring Program, November 2006.

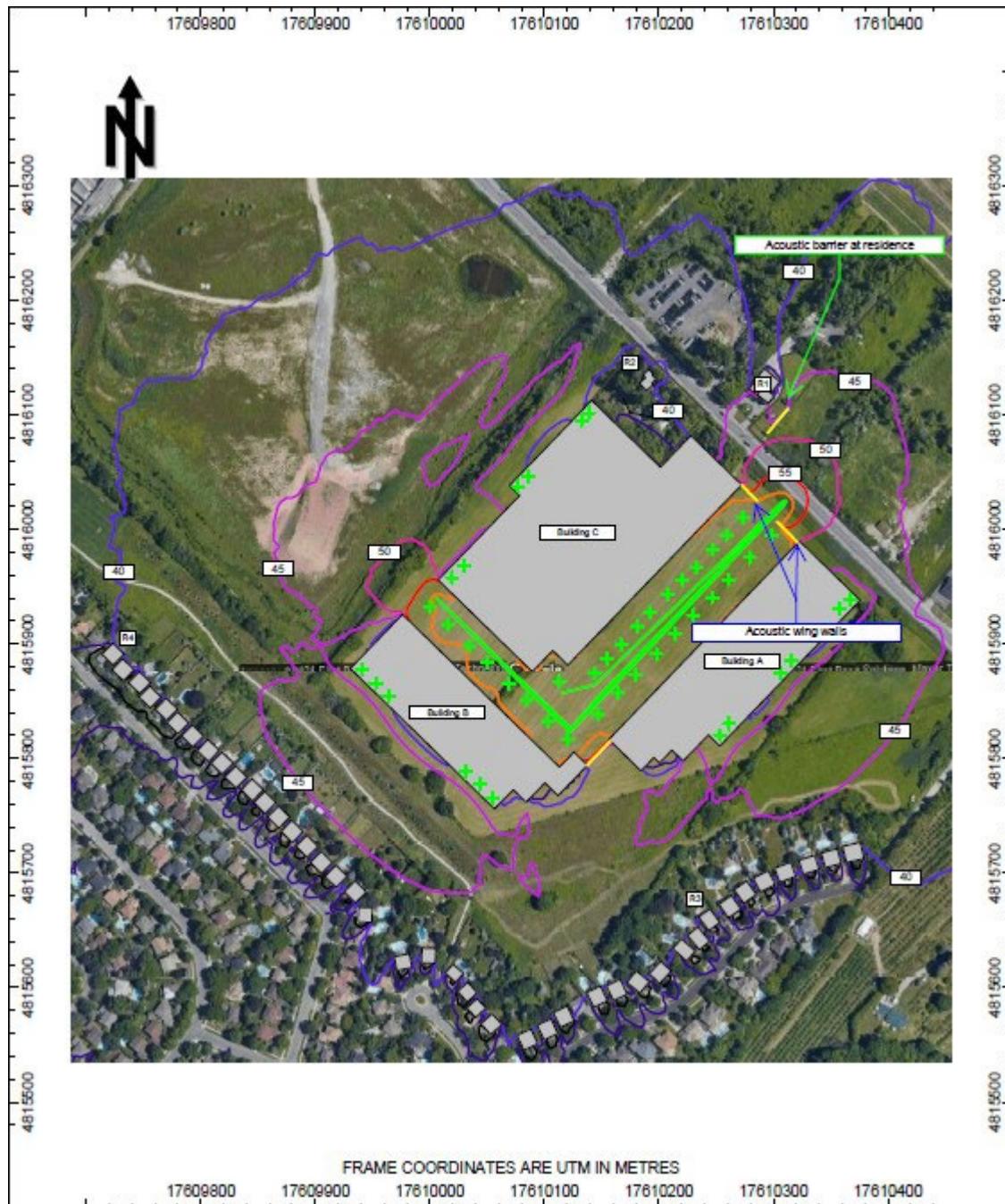


Figure 1. Predicted Mitigated Nighttime Sound Level Contours, Non-Impulse Sources, Leq1hr (dBA).

- The uncharacteristically large size of the warehouses, which are really distribution centres, and the fact they are in such close proximity to residential areas would justify a different approach to ensuring compliance to the specified limits for air quality and noise. To improve air quality monitoring in the area and to address remaining uncertainties with respect to noise level assessment and mitigation, it would be prudent for the Town of Oakville to consider these additional conditions:
 - In consultation with specialists in air quality and noise monitoring and JCRA, install new air quality and noise monitoring stations in multiple locations to receive and to record data from the Applicants' properties. These locations will be selected in consultation with JCRA and the Town of Oakville prior to project execution and construction.
 - Upgrade any computer/telemetry equipment for existing MOE monitoring stations, if required;
 - Provide and record continuous data measurement of air quality and noise and make the data public (in real-time) so that it is available for review (ideally this would occur before construction to provide a baseline).
 - When air quality and noise exceedances occur, the Applicants need to mitigate immediately, prepare an incident report, conduct an investigation, and notify the JCRA of their findings within a reasonable period;
 - The Applicants will schedule meetings every six months with the JRCA to review the results of local air quality and noise monitoring; and
 - The costs of establishing air quality and noise monitoring systems and carrying out ongoing calibration of these systems will be part of the Applicants' operating budgets that can be redistributed to their tenants.

This comment is directed at the Town.

- Installation of air quality and noise monitoring equipment would confirm if any proposed commitments (as suggested by the Applicants)⁷ to reduce activities during the nighttime are effective.

After construction, noise monitoring can be performed for periods of time at certain residential locations.

2. Traffic

- The peer review conducted by Paradigm highlights the poor volume (V) to capacity (C) ratios (or V/C) at Winston Churchill Boulevard (WCB)/Royal Windsor (RW), Ford/Cornwall and Ford/RW,⁸ which are related to turning movements. Paradigm do not differentiate between automobiles and transport trucks, but it is fair to assume the latter is more important. Paradigm is flagging that the current traffic flow is already stressed or "poor".⁹

The Peer Review comments confirm that they agree with the final conclusions of the Crozier Report, including required signal changes in the future.

- The traffic data collected for both properties is already out of date given that the Amazon warehouse facility on Avonhead Rd. in Mississauga is in operation. The traffic counts for the studies likely did not include traffic data from the Amazon warehouse.

Traffic data was collected for the surrounding intersections within the scope of the study as established in consultation with Regional and Town staff in August 2021, which was newly collected at the time of writing the TIS.

⁷ Baker, D., 2022, Letter to G. Charles, Director of Planning, Town of Oakville (Appendix I: Commitment Letter), dated June 9, 2022, p. 2.

⁸ Paradigm Transportation Solutions Ltd., 2022, Technical Review – 560 Winston Churchill Boulevard Transportation Impact Study (November 2021), Town of Oakville, letter to A. Khan, P.Eng., dated May 9, 2022.

⁹ *Ibid.*, p. 2.

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- It is difficult to reconcile the vehicle movements presented by C.F. Crozier & Associates Inc. (Crozier) for 560 WCB. Crozier's Table 5 is reproduced below as Table 1¹⁰ and presents the total net generated trips as 108 in the A.M. peak hour. It is reasonable to assume that many of these trips will be southbound on WCB after Beryl Rd.

Trucks are not permitted on Lakeshore Rd, and would be required to head northbound.

Table 1. Site Generated Trips

Land Use	Parameter	Weekday A.M. Peak Hour			Weekday P.M. Peak Hour		
		In	Out	Total	In	Out	Total
Warehousing (150) 639,508.35 ft ²	ITE Generated Passenger Car Trips	66	20	86	26	70	96
	ITE Generated Heavy Vehicular Trips	17	5	22	7	18	25
	Net Generated Trips	83	25	108	33	88	121

Note: The most recent Site Plan has a lower GFA than presented.

- The number of site generated trips for 772 WCB is reported to be 113 in the A.M. peak hour (Exhibit 3-10 from the 2021 IBI Report has been reproduced as Figure 2).^{11,12}

Exhibit 3-10: Proposed Development Trip Generation

772 Winston Churchill Boulevard, Oakville			
LUC 150: Warehousing – 734,805.66 ft ² (63,265.68 m ²)			
Term	Unit	Weekday AM Peak Hour	Weekday PM Peak Hour
Trip Generation Equation	vehicle trips / 1000 ft ²	T = 0.12(X) + 25.32	T = 0.12(X) + 27.82
Total Trips	vehicles / hour	113	116
New Inbound Trips	vehicles / hour	87	31
New Outbound Trips	vehicles / hour	26	85

Figure 2. Copy of Exhibit 3-10 extracted from the 2021 IBI Report.

- Therefore, the total number of new trips from both properties is estimated to be 108 + 113 = 221. Noting that these warehouse complexes are roughly the same size, the total number of truck trips in the A.M. peak hour for both properties is estimated to be 22 x 2 = 44.
- We have reviewed the detailed capacity analysis of the WCB/Beryl Rd. data for 2021, 2022, and 2027¹³ in the 2021 Crozier Report and grouped some of the annual data for ease of reference in Figure 3. The number of southbound trips on WCB after Beryl Rd. are calculated to be as follows: 24 + 165 = 189 (2021), 32 + 243 = 275 (2022), and 36 + 237 = 272 (2027). The increase between 2021 to 2022 is 86 trips and is less than the 221 trips mentioned previously. There is no explanation for the discrepancy in these figures.

Traffic was grown at a rate that was approved by the Municipality and Regions, and confirmed acceptable by the Peer Reviewer.

¹⁰ C.F. Crozier & Associates Inc., 2021, Transportation Impact Study, 560 Winston Churchill Boulevard ("560 WCB"), Town of Oakville, Regional Municipality of Halton, Regional Municipality of Peel ("2021 Crozier Report"), prepared for Blackwood Partners Inc. (November 2021), Table 5 at p. 12.

¹¹ *Ibid.*, Section 4.4 at p. 10.

¹² IBI Group, 2021, Revised Final Report, Transportation Impact Study – 772 Winston Churchill Boulevard ("772 WCB"), ("2021 IBI Report"), prepared for 772 Winston Churchill GP Inc., as General partner for 772 Winston Churchill Limited Partnership (September 29, 2021), Exhibit 3-10 at p. 21.

¹³ 2021 Crozier Report, Appendix F at p. 93, Appendix L at p. 191, and Appendix L at p. 219.

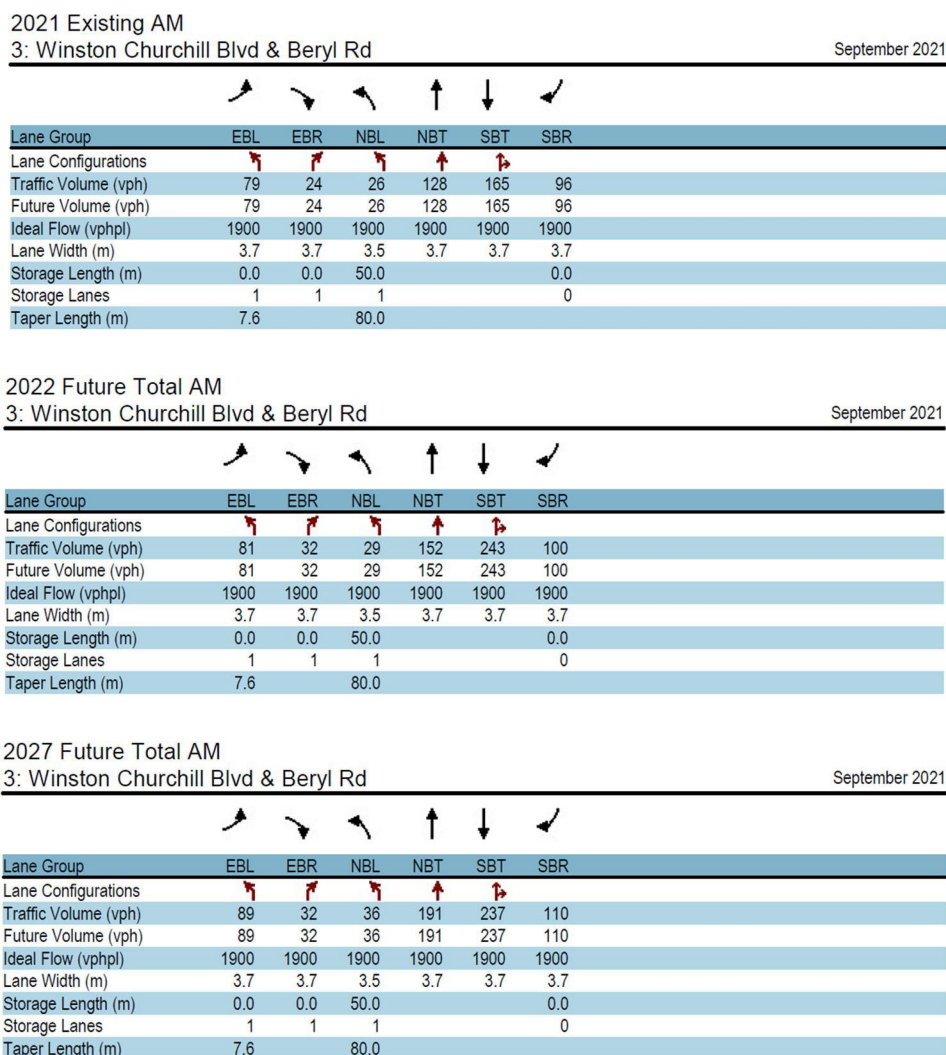


Figure 3. Detailed capacity analysis data extracted for Winston Churchill Boulevard & Beryl Rd. in 2021, 2022, and 2027.

- In our view, Crozier's assumption that "all heavy truck traffic from the site would head north on Winton Churchill Boulevard"¹⁴ is significantly flawed (part of the information in Section 6.2 from the 2021 Crozier Report has been extracted and is presented in Figure 4). This assumes no truck traffic inflow/outflow along RW or Beryl; and through the Ford/RW intersection.

Lakeshore Rd is not a permitted truck route. Truck traffic is required to head north and stay on approved trucking routes, being Beryl, Ford and Winston Churchill.

¹⁴ *Ibid.*, Section 6.2 at p. 13.

6.2 Trip Distribution and Assignment

Vehicles entering and exiting the proposed site were distributed based on existing travel patterns. Trip distribution was applied among the study intersections. All heavy vehicular traffic was assigned to the northern site access. It was assumed that all heavy truck traffic from the site would head north on Winston Churchill Boulevard.

Figure 4. Copy of Section 6.2 extracted from the 2021 Crozier Report.

- The assumption of distributing total traffic flow along existing travel patterns would see part of the morning traffic flow into these sites coming from the south. It is more likely that a vast majority of the traffic flow will come into the sites from the north.

Estimated traffic volumes are distributed to surrounding roadways based on expected traffic pattern data.

- It is worth looking at the traffic counts in more detail, but for simplicity we have examined Crozier's data for the RW/WCB intersection (see Figure 5).¹⁵ For the morning peak period on August 24, 2021, 465 vehicles approached from the north (51 heavy), 628 from the east (51 heavy), 221 from the south (44 heavy), and 739 from the west (70 heavy). The higher numbers from the west are likely a combination of traffic offloading from the QEW as well as traffic to the Clarkson GO Train station.
- Most of the current trucking movements identified (236 heavy) are likely supporting the Petro Canada Refinery and the Holcim cement plant.
- As mentioned above, the Applicants will add some 221 trips in the peak hours (44 are estimated to be trucks). This will be a significant increase when compared to the truck flow mentioned above.
- In addition to the Amazon facility, there is also a warehouse facility at 2645 Royal Windsor (72 bays) and the proposed warehouse at 759 Winston Churchill (79 bays). All of these warehouse facilities will contribute disproportionately to the overall transport trucking activities.
- Trucks move slower than automobiles and their impacts on turn lanes are far more noticeable. Yet, this is not clear in any of the assessments or reviews.

The traffic analysis includes a percentage of trucks in the report and is appropriately accommodated for.

- Accidents do occur at Ford Drive and Royal Windsor Ave. The approach from the north on Ford Drive is under a bridge regularly used by Go Transit. The approach from the west from the QEW is off a bridge that goes over the Go Train tracks and is downhill and curved. The Town of Oakville has installed a signal light camera at the intersection of Ford Drive and Royal Windsor Ave. As residents, we are concerned about increased traffic congestion from all of these developments and the impact on local traffic safety.

Trucks are not anticipated within the communities, as they are only permitted on certain trucking routes, being Beryl, Ford and Winston Churchill.

- Looking at the traffic flow studies has been an interesting exercise and we have tried to provide some specific examples and not review every intersection. It has become easier to appreciate why most mega warehouse complexes (these are really distribution centres) are situated next to key traffic arteries and not situated deep within communities as is the proposed arrangement by the Applicants.

The proposed development is situated on Winston Churchill Blvd.

¹⁵ *Ibid.*, Appendix C at p. 69.

- It is unlikely that significant increases in transport truck traffic and associated pollution in our community are aligned with the past recommendations from the Clarkson Airshed Study.
- We note that Transportation and Engineering staff have requested the Town of Oakville's transportation peer reviewer to review and to confirm the truck trips provided in both

Transportation Impact Studies.¹⁶ We would not be surprised if many of the issues mentioned above will be identified. The analysis was expected prior to the June 27, 2022 Planning and Development Council Meeting and the information has not been provided publicly yet. We are concerned that it is now too late for the community to review and to provide comments/input on any responses from the transportation peer reviewer.

- Before any final approvals, the Town of Oakville should conduct an **inclusive** (emphasis added) traffic impact study for the Royal Windsor Ave./Ford Drive/Beryl Rd. corridors. This would include a 2022 baseline of data (post COVID-19) and all forecasted warehousing developments. This will flag key congestion and safety concerns to ensure that any potential remedies can be carried out.

¹⁶ Town of Oakville, 2022, Report from Planning Services Department to Planning and Development Council, subject: *Recommendation Report – Site Plan Applications, SP.1601.028/01 – 560, 570, and 580 Winston Churchill Blvd. and SP.1601.029/01 – 700 and 750 Winston Churchill Blvd.*, dated June 14, 2022, p. 26.



Turning Movement Count
Location Name: ROYAL WINDSOR DR & WINSTON CHURCHILL BLVD
Date: Tue, Aug 24, 2021 Deployment Lead: Theo Daglis

Crozier & Associates
Suite 100 2800 HIGH POINT
DRIVE
MILTON ONTARIO, L9T 6P4
CANADA

Peak Hour: 08:30 AM - 09:30 AM Weather: Clear Sky (19.75 °C)																									
Start Time	N Approach WINSTON CHURCHILL BLVD						E Approach ROYAL WINDSOR DR						S Approach WINSTON CHURCHILL BLVD						W Approach ROYAL WINDSOR DR						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
08:30:00	49	45	30	0	0	124	34	101	15	0	0	150	12	19	11	0	0	42	11	114	38	0	0	163	479
08:45:00	52	51	45	0	3	148	50	100	20	0	2	170	16	36	8	0	0	60	15	143	32	0	0	190	568
09:00:00	31	35	33	0	0	99	46	108	11	0	0	165	20	25	10	0	0	55	13	127	49	0	0	189	508
09:15:00	37	18	39	0	0	94	46	85	12	0	0	143	11	41	12	0	0	64	20	132	45	0	0	197	498
Grand Total	169	149	147	0	3	465	176	394	58	0	2	628	59	121	41	0	0	221	59	516	164	0	0	739	2053
Approach%	36.3%	32%	31.6%	0%	-	-	28%	62.7%	9.2%	0%	-	-	26.7%	54.8%	18.6%	0%	-	-	8%	69.8%	22.2%	0%	-	-	-
Totals %	8.2%	7.3%	7.2%	0%	22.6%	8.6%	19.2%	2.8%	0%	30.6%	2.9%	5.9%	2%	0%	10.8%	2.9%	25.1%	8%	36%	-	-	-	-	-	
PHF	0.81	0.73	0.82	0	0.79	0.88	0.91	0.73	0	0.92	0.74	0.74	0.85	0	0.86	0.74	0.9	0.84	0	0.94	-	-	-	-	
Heavy	19	16	16	0	51	18	29	4	0	51	5	20	19	0	44	14	39	17	0	70	-	-	-	-	
Heavy %	11.2%	10.7%	10.9%	0%	11%	10.2%	7.4%	6.9%	0%	8.1%	8.5%	16.5%	46.3%	0%	19.9%	23.7%	7.6%	10.4%	0%	9.5%	-	-	-	-	

Figure 5. Copy of data extracted from Appendix C of the 2021 Crozier Report.

3. 2050 Net Zero Carbon Targets

- On April 25, 2022, Members of Council updated the community on the progress following the 2019 Climate Emergency Declaration.¹⁷ For these actions, we recognize the attention Members of Council and town staff have given to these matters.
- One of the reports presented was the “*Progress Report on Reduction of Energy Use and Carbon Emissions for the Town of Oakville*”.¹⁸ The last item in the Key Facts section of the report states:¹⁹

“The Town is continuing to look at different approaches to achieve our 2050 targets. This includes feasibility studies, Net Zero deep energy retrofits, and the establishment of the Sustainable Design Standard, mandating any new construction or major renovation project to target a Net Zero carbon and low energy standard”.

- The mining industry is traditionally slow to change and likely slower than the Town of Oakville, however, the mining industry is making significant inroads with respect to electrification of ore haulage trucks in place of diesel for both surface and underground mines. This is often referred to as BATEA and has also been applied to emissions reductions.
- If the Town of Oakville is serious about establishing a "Sustainable Design Standard", then why not require all warehousing complexes to use electric shunt yard trucks and electric forklifts to

reduce diesel emissions and to reduce noise levels? This is existing technology.

Electric trucks and forklifts would be at the discretion of the tenant.

- The site plans presented by the Applicants are for a very large warehousing complex that is in very close proximity to residential areas and, based on the modelling results reported in the studies to date, will be operating at the limits for noise levels (refer to By-law No. 2008-098).²⁰
- We encourage the Town of Oakville to work with the Applicants' "new construction" to make this "Sustainable Design Standard" a reality and to act with determination to achieve 2050 Net Zero Carbon Targets!

In conclusion, we ask Members of Council to not approve the site plan applications by the Applicants based on the facts presented herein on the overall impacts to noise, air, and traffic and that there is no supporting evidence that the Town of Oakville's Sustainable Design Standard has been met.

We look forward to hearing the decisions made in this regard.

Thank you for your consideration.

Kenneth & Brenna Scholey

Theo & Michelle Constantopoulos

¹⁷ Town of Oakville, 2022, Town continues progress on fighting climate change, news release, dated April 26, 2022.

¹⁸ Town of Oakville, 2022, Report from Facilities and Construction Management Department to Council, subject: *Progress Report on Reduction of Energy Use and Carbon Emissions for the Town of Oakville*, dated April 19, 2022.

¹⁹ *Ibid.*, p. 2.

²⁰ Town of Oakville, 2022, By-law Number 2008-098, Consolidated Version to March 28, 2022 – Amended by By-law Nos. 2009-081, 2011-100, 2013-028, 2016-016, 2021-038, 2022-031, Section 4.1 at p. 5.