

APPENDIX G: Written Submissions

P. Rourke– email April 11, 2022

Thank you for the call, and the email below. I will encourage the residents to read this in the interest of getting the facts on the application. From my perspective, this seems like good planning, but of course the real issue is "NIMBY"

Youtube Video – email February 23, 2022

<https://youtu.be/uSr3yOVI2Z0>

JCRA – email February 8, 2022

Other questions:

1. Is the Region or the Town responsible for the Land Compatibility studies and adherence to the D-6 guidelines?
2. The characteristic of the D-6 Guidelines for Light Industry are not aligned with the Town's characteristics for E2 – Light Industrial with respect to timeframe of operations and movements of trucks – why?
3. Can we see the Region's report, including the options and respective costs, for sanitary services on these two pieces of land?
4. Can the Town (Planning or Economic Development) provide information on the size of existing warehouses?

General

- The proposed scale of both developments (number and height of buildings, number of truck bays and vehicle parking spaces) combined with permitted 24/7 operations mean they are incompatible within the proximity to residential properties.
- E2 Zoning, defined as Business Employment, permits warehousing; Livable Oakville defines Business Employment as Light Industrial with minimal impact on surrounding areas.
- Reductions to the scale of the developments are required to meet the definition of 'minimal'.
- Purpose of the 3rd party studies is to understand impacts on residents, not b/c there is an expectation that either development is responsible for the other.
- What is the purpose/use/occupancy? Why the need for this scale (truck bays, parking, height)?

Noise

- A combined 3rd party noise study covering 772 and 560 analyzing the combined impact of noise from the proposed developments on nearby residential properties. Noise levels are additive so the noise from both developments will overlap and impact homes more than each property on its own.
- Study must assume 100% use of the property per the SPA documents.

- Timing of the 3rd party study – owner agrees to wait on those studies.
- Back up beepers are part of the noise issue and must be considered. The Town cannot approve a development knowing it will violate the noise by-laws.

Traffic

- A combined 3rd party traffic study to assess the impact of increased traffic on Winston Churchill from 772, 560, 759. Also, to include Avonhead facilities given the Amazon station and proposed developments at 551 Avonhead.
- Study must assume 100% use of the property per the SPA documents.
- Timing of the 3rd party study – owner agrees to wait on those studies.
- Require an analysis of the peak operation hours of each development combined. The peak hours will be similar for all the new projects since they are the same employment type (warehouse) with the same traffic assumptions.
- Since there are no warehouses on WCB at this time, these two developments will be responsible for the significant WCB traffic increase.
- Issues with the existing traffic studies that must be addressed in a 3rd party study:
 - a. They are based on a technical assumption that the background traffic increases over the study horizon will only be 2% where we know there are major developments underway that will dramatically increase truck and vehicle traffic in the area bounded by WC and Ford Dr. between Lakeshore and Royal Windsor and up to the QEW.
 - b. The current traffic studies look at the impact of each development (in isolation) at the peak traffic hour at each intersection which is a separate issue related to timing of lights, not WC road capacity. Do not confuse timing with capacity.
 - c. These studies do not speak to increased traffic volumes from the developments on Winston Churchill and the scope of the road widening required to accommodate the increase. Below Royal Windsor, WCB is not an arterial road with capacity of 40K – 60K vehicles.
 - d. The analysis also needs to include existing transport trucks going south on WC to the cargo terminal on Southdown Rd. where there are daily lineups and new developments on Avonhead and redevelopments on Royal Windsor e.g., demolition at the NE corner of WC and Royal Windsor making way for another large development nearby.
 - e. Improvements will be required on Ford Dr. to accommodate trucks driving south on Ford to Beryl to go over to WC and in the reverse when leaving. This may include dedicated left and right turn lanes and increased tail backs at Ford and Royal Windsor and Ford and Beryl/Cornwall.

Building Height

- Confirm that Open Space and Park Space are the same.
- The special provisions put in place by the OMB restrict building height to 11 meters (36'). Presumably, the purpose was to minimize intrusiveness of property use on residential neighbourhood.
- Putting multiple buildings, with at least one exceeding this height restriction does not align with the intent of the height restriction, which was implemented when warehouse buildings were typically 28 – 36'. At that time, warehouses of 15M (50') were not contemplated, nor did the technology that enabled such height on the property with to have Scale and intensity of operations next to residents.
- Is there a way to restrict all building to the 11 meters which was the intention of the special provision? Furthermore, 15 M building seems too reasonable exceed minimal impacts.

Remediation

- Residents have voiced concern with the adequacy of the existing berm and its proposed extension because large-scale fifty foot buildings were not anticipated in its original design; nor was the scale (5 buildings, 250 loading bays, 800 vehicle parking) as proposed here.
- Accordingly, a taller berm (and yes, the base needs to be widened) needs to be built.
- A high percentage of evergreen trees should be planted to provide year-round visual screening of the buildings.
- Fencing to create a physical barrier between employment land and residential should also be built on the employment side of the berm. Fence to be both aesthetically pleasing and can act as a sound barrier.

Sewage services

- There is considerable anger and resentment among residents that a sanitary sewer would be routed through Acacia Court, disrupting residents, for unwelcome employment developments.
- There is genuine concern about the impact from underground digging and drilling on residents, both while it is happening and over the long term. Will there be any drilling close to homes or underneath homes?
- Is there any other place the new sewer can be connected to Town services e.g., commercial facilities on Beryl Rd or by Ice Sports?
- The Town, who says these are significant employment lands that will benefit all of Oakville, should absorb costs for another location for sanitary sewers, or the property owners should do that. There is no benefit to near-by residents so why does the Town (and Region) expect a small group of residents to take on the negative impacts of servicing for these employment lands.

Air Quality

- A 3rd party study that reviews the combined impact on air quality of these developments. Residents have voiced concerns regarding impacts to wildlife and to air quality.
- Study must assume 100% use of the property per the SPA documents.
- Timing of the 3rd party study – owner agrees to wait on those studies.

Additional Questions

Is there a definition of minimal impact? What would be considered adverse impact that could impact the approvals?

Can we do a public meeting to answer questions?

Received Feb 7

In the email below, the link to the Employment zones lists permitted uses and warehousing is not included under E1 or E2 or T1. The link to the zoning maps shows the WCB lands as zoned E1.

I read this to say warehousing is not permitted in an E1 zone.

At some point the land zoning was changed to E2, which specifies Warehousing as a permitted use.

When and why was the zoning of the land changed and why were new employment uses permitted on the land.

Residents have been repeatedly advised that zoning changes cannot be applied retroactively ie after an owner has purchased land. However, it appears this was done for these 2 properties to permit additional employment uses that were not permitted under the E1 zoning.

A direct answer from the Planning department is needed on this specific question b/c the consequences of these zoning changes have a material negative impact on residents. It is needed before any additional analysis and resources are placed on these site plan applications b/c it is a fundamental question.

Received Feb 8

Some additional comments and questions on these proposed developments, not specific to 560 only, applicable to both.

1. Has the planning department agreed to 3rd party studies for traffic and noise?
2. What is the time line for initiating the studies and the completion of them?

Some additional comments about the studies:

- A 3rd party traffic study must include the volume of predicted vehicles on Winston Churchill between Royal Windsor and Lakeshore. WCB is a 4-lane arterial road north of Royal Windsor so the impacted area is to the current two lane section, where three massive warehouses are being proposed.
- The extension of Orr Rd through to WCB will have a huge impact on the traffic since it will facilitate traffic from Southdown and Avonhead to flow to Winston Churchill as well

as Royal Windsor, Beryl and Ford Drive. Accordingly, it much be acknowledged in traffic studies, as well as the proposed new developments at 551 Avonhead.

- The peak hours used in the current traffic studies are insufficient given the scale of the proposed warehouses will create peak hours. Modelling for the strong likelihood of multiple peak hours in a 24-hour period given we have no information about these warehouses except the number of vehicles and truck bays planned for each site and the permitted 24/7 operations needs to included.
- Averaging the number of vehicles over an extended period of time minimizes the impact of the traffic volumes that occur in a shift work and 24/7 work environment.
- The noise from mandatory back-up beepers needs to be measured and assessed against the town's noise by-law and the number of truck bays reduced until the noise levels from the 120 trucks that are permitted to be there is under the Town threshold for both day and night.

Other questions:

1. Is the Region or the Town responsible for the Land Compatibility studies and adherence to the D-6 guidelines?
2. The characteristic of of the D-6 Guidelines for Light Industry are not aligned with the Town's characteristics for E2 – Light Industrial with respect to timeframe of operations and movements of trucks – why?
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JCRA – email February 8, 2022

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Also, attached is a copy of the flyer that was dropped at all homes in the Aspen Forest neighbourhood, as well as several streets west of Ford Drive, in the Dunedin-Dorland-Carol Roads area.

Thank you

Elizabeth

Residents' Voices Are Needed To PROTECT OUR NEIGHBOURHOOD

Joshua
Creek
Residents
Association

January 2022

Two mega warehouse proposals for the Oakville side of Winston Churchill Blvd have been submitted to the Town of Oakville for approval.

The scale and intensity of these proposed developments are so great that, if approved, they will diminish the quality of life in our neighbourhood and substantially reduce our right to quiet enjoyment of our properties.

Combined, these developments will bring:

- five warehouse buildings (two at 50' height),
- 250 tractor trailer truck bays
- 800 vehicle parking spaces.

The land's E2 – Business Employment zoning permits operations 24/7 so the noise, traffic and emissions will affect all of us, now and endlessly.

Negative impacts include:

- Noise 24/7 from diesel tractor trailers and back-up beepers
- Visual impact of 50' high buildings
- Increased traffic congestion on nearby roads and intersections
- Reduced air quality
- Increased pressure on wildlife
- Night lighting

The Town's Livable Oakville plan defines E2 - Business Employment as "light industrial with minimal impacts on the surrounding areas".

There are many permitted uses which could be compatible with a residential neighbourhood, but industrial-scale warehousing is the most hostile and intrusive land use permitted under this zoning. It is **NOT** "minimal impact."

As concerned residents, we can join together and push back against these intrusive developments. We are most effective when we work together.

CONTINUED OVER...



In Oakville, concerned and engaged citizens have a track record of success when speaking with a united voice, and in our area have successfully mobilized to stop or relocate several harmful developments including the Mississauga and Oakville power plants, and most recently the Amazon distribution facility on Cornwall Road. We need ALL our voices to be heard!

WHAT CAN YOU DO?

1. Get informed: join the Joshua Creek Residents Association and sign up for their newsletter by emailing memberjoshuacreek@gmail.com
2. The JCRA's website has information about the developments, and it is frequently updated.
3. Talk to your neighbours - ensure that everyone in the community is aware of these developments and engaged on the issues.
4. Contact our elected representatives and tell them these development proposals are unacceptable and must be modified so residents can continue to enjoy their properties.
Email to:
 - Mayor Burton: mayor@oakville.ca
 - Councilor David Gittings: david.gittings@oakville.ca
 - Councilor Haslett-Theall: janet.haslett-theall@oakville.ca
 - MPP Stephen Crawford: stephen.crawfordco@pc.ola.org
5. Attend upcoming community information meetings and public meetings with our elected representatives.
6. Volunteer - Street captains are needed to help engage residents and distribute flyers in their immediate area. We are also looking for concerned residents with expertise in logistics, urban planning, traffic engineering and acoustical studies. This will help us be specific and factual as we analyze current planning documents and approach municipal and other officials re mitigating and minimizing the impact of the proposed developments.
7. If you would like to volunteer, please email to JCRA board member and Claremont Crescent Street Captain Brian Mounce: brian2play@gmail.com



ABOUT JCRA

Joshua Creek Residents Association (JCRA) was created in 1974 as a not-for-profit community organization. Comprised of volunteers, JCRA promotes the exchange of information on issues that impact the quality of life in our community and our Town. JCRA disseminates information on these issues through our website, emails, Facebook page and our Annual General Meeting. We actively seek resident feedback through these same channels so we can represent our community's concerns and viewpoints to our municipal representatives, Town and Region staff, and other community organizations.

Please visit <https://joshuacreek.org> for more information

JCRA – email January 26, 2022

1. E1 permits warehousing for properties that were zoned for warehousing prior to the 2014 zoning by-law so why was the zoning designation changed? It could have stayed as E1.
2. We are also trying to understand how warehousing went from E1 to E2 and E3 at the same time. Was it in more than one employment zone prior to 2014?
3. The E2 Business employment also refers to light industrial so a similar description as E1. Currently, Business Employment also notes minimal impact on surrounding areas, and use is predominantly enclosed. Neither of these 2 proposed developments could be described as having minimal impacts.
4. One other question on zoning: a 2010 Town map shows the land abutting these properties zoned as Open Space but currently there is a portion at the north end that is zoned as Park space? Did planning staff change the zoning designation of that land, and did that change result in the land no longer falling under the special provisions which limits building heights on those properties.

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JCRA – email December 10, 2021

Hi Leigh,

Thank you for the detailed response.

Your thoroughness is much appreciated.

I will forward to the rest of the board, as well as the individual residents who sent queries and concerns to JCRA, and we will take some time to review the Town's responses.

We will also post the response document on the JCRA website.

Regards,

Elizabeth Chalmers

President, Joshua Creek Residents Association

JCRA – email October 28, 2021

JCRA has reviewed the Site Plan Application documents for 772 and 560 Winston Churchill Blvd. We also attended the public meeting hosted by the property owners of these two sites.

We are deeply concerned by the massive scale and size of these proposed developments that are in such close proximity to a residential neighbourhood.

The noise, traffic and emissions that will occur with the vehicle movements resulting from the combined 240 truck bays and the 762 parking spaces and the mechanical equipment required to operate five buildings totalling 1.3 million square feet appears to exceed all similar facilities in Oakville.

Simply stated these proposed sites are incompatible with the surrounding neighbourhood.

Attached are a number of questions and concerns stemming from our analysis of the supporting SPA documents currently posted on the Town's website.

We appreciate that the resources needed to undertake a comprehensive and integrated review of these SPA's is significant, and respectfully request that the questions and concerns put forward by JCRA are addressed and resolved as part of the Town's SPA review.

We would be pleased to discuss the attached in more detail.

Thank you

Elizabeth Chalmers

Marion Richardson

Neil Westoll

President, JCRA

Director, JCRA

Director, JCRA

October 27, 2021

Based on our Community Impact Analysis of the proposed developments at 772 and 560 WCB in Appendix 1, JCRA's feedback and questions at this time include:

1. 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.
2. Terms of reference for traffic studies to include at a minimum:
 - 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
3. Terms of reference from noise studies to include at a minimum noise from:
 - 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
4. 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'?
 5. 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?
 6. Will the Town ensure an Integrated, external Noise study is completed that includes all the above-noted commercial sites on Winston Churchill?
 7. 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
 8. Why is storage of tractor trailers permitted on an E2 site?
 9. 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.
 10. 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.
 11. 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.
 12. 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.

13. 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 intersections on these streets, and all accessible QEW exit & entry ramps.
14. 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.
15. 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?
16. 772 Winston Churchill's 50' building height is too high for its proximity to a residential neighbourhood and should be reduced for improved compatibility with the nearby residential area.
17. 772 Winston Churchill's 50' building height is equivalent to a five-storey building. On-line research indicates 36 ft. heights are the norm with some movement to 42 ft. and occasionally 50 ft. However, 50 ft. warehouses are unlikely to be built on spec as they require specialized, high-capacity utilities including power and water for enhanced sprinklers for fire prevention as well as advanced automation and building specifications. It seems likely this is being designed with a specific tenant in mind that is not being disclosed. The Town should require full transparency of potential tenants to ensure accuracy and relevance of SPA supporting documents.
<https://methodarchitecture.com/industrial-clear-height-36/>
<https://renx.ca/demand-technology-fuel-todays-cre-industrial-revolution/>
18. Landscaping that enhances privacy and reduces noise for near-by residents is critical, so this needs to be taken into consideration on landscaping designs.
19. 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, 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.

20. 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.
21. 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?
22. Will these Site Plan Applications be decided at Town Council to ensure residents have an opportunity to delegate their feedback on the applications?

Appendix 1

Site Plan applications for 772 Winston Churchill Blvd., 560 Winston Churchill Blvd.

JCRA's Community Impact Analysis

The JCRA analysis includes the new development at 759 Winston Churchill Blvd (east side). Furthermore, we have included 2175 Cornwall Rd. details for comparison purposes only, to better understand the scale of the proposed developments on Winston Churchill.

Our analysis is based upon the full operating capacity for these sites per the Site Plan applications. Analysis that uses less than 100 % of available capacity would result in false or inaccurate information.

NB: This analysis does not include the new Amazon Delivery facility on Avonhead Rd. in Mississauga (located east between Winston Churchill and Southdown Rd. and south of Royal Windsor). It is expected this newly opened facility will also significantly increase tractor trailer truck traffic, delivery truck traffic and employee vehicle traffic on Avonhead, Royal Windsor, Winston Churchill, and Southdown Road.

Summary of Key Elements of the 3 newly proposed warehouse developments on Winston Churchill Boulevard south of Royal Windsor Dr.

	772 Winston Churchill	560 Winston Churchill	759 Winston Churchill	Total	2175 Cornwall Rd. Comparison
Municipality	Oakville/Halton	Oakville/Halton	Mississauga/Peel		Oakville/Halton
Owner	Winston Churchill Properties Inc. (ONE Properties - oneproperties.com)	11087258 Canada Inc. (developed by Blackwood Partners on behalf of a major pension fund)	Avison Young Leasing Agent - owner unknown		H & R Reit
Consultants	IBI Group	Crozier Consulting Engineers/Baldassara Architects	unknown		McIntosh Perry
Tenants	unknown	unknown	1 of 3 buildings leased - tenant unknown		Amazon
Number of Buildings	2 buildings	3 buildings	3 buildings	8 buildings	1 building
Building Height	49 Ft.	36 Ft.	36 Ft.		31 ft.
Building Stories	1	1	1		1
Acres	38.53	31.95	47.32	117.8	197.07
Total Square Ft.	662,000	640,000	744,900	2,046,900	308,000
Tracker Trailer Loading Bays	117	124	120	361	42
Trailer Parking Spaces	86	0	unknown	86	unknown
Employee (Van) Parking Spaces	345	417	450	1212	689
Storm Water Management Pond acres	none	2.32 acres	unknown	2.32	unknown
Features	Clearview Creek runs behind 772 WC and then between 772 and 560 and then flows out under WC to the east	Clearview Creek runs on the north side of the property next to 772 WC.	Clearview creek runs along the southern boundary		
Notes:					
	Truck bays for 759 Winston Churchill unknown - 120 estimated based on 40 per building x 3 buildings = 120				
	Employee parking spaces for 759 Winston Churchill unknown - 450 estimated based on estimate of 150/building x 3 - 450				

Summary of Estimated Vehicle Movements at 3 newly proposed warehouse developments on Winston Churchill Boulevard

	772 Winston Churchill	560 Winston Churchill	759 Winston Churchill	Total
Total Square Ft.	662,000	640,000	744,900	2,046,900
Tractor Trailer Movements				
Tractor Trailer Loading Bays	117	124	120	361
Total 7 am - 7 pm transport truck round trips based on 5 entrances and 5 exits per truck bay in daytime 12 hours (2 hr. turnaround time)	1,170	1,240	1,200	3,610
Daytime tractor trailer trips per hour	98	103	100	301
Total 7 pm - 7 am transport truck round trips based on 4 entrances and 4 exits per truck bay in nighttime 12 hours (3 hr turnaround time)	936	992	960	2,888
Nighttime Trips per hour	78	83	80	662
Total tractor trailer truck movements per 24 hours	2,106	2,232	2,160	6,498
Employee Vehicle Movements				
Employee Parking Spaces	345	417	450	1,212
Trips in and out per shift during one hour shift change	690	834	900	2,424
Total trips 3 x 8 hr. shifts = 24 hours	2,070	2,502	2,700	7,272
Combined Vehicle Movements				
Total Vehicle trips per hour (Truck + employee) during peak employee shift change hour	788	937	1,000	2,725
Total Vehicle trips per hour (Truck + employee) during peak employee shift change hour every 15 minutes	197	234	250	681
Total Vehicle trips per day (Truck + employee)	5,346	5,974	6,060	13,770
Other				
Trailer Parking Spaces - additional on-site movements e.g. back-up beepers, coupling and uncoupling	86	-	unknown	86
Notes:				
Truck bays for 759 Winston Churchill unknown - 120 estimated based on 40 per building x 3 buildings = 120				
Employee parking spaces for 759 Winston Churchill unknown - 450 estimated based on estimate of 150/building x 3 = 450				

Comments: 772 Winston Churchill & 560 Winston Churchill Blvd.

1. Building size, height and lot coverage are out of proportion for the area adjacent to residential R1
2. Buildings are more that double the size of the very large warehouse at 2175 Cornwall Rd.
3. 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.
4. 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.

5. 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.
6. 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.
7. 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.
8. Finally, coyotes will relocate from this area into the nearby residential areas or south to the Lakeshore Rd. Park in Mississauga.

Traffic Studies

1. Currently, Winston Churchill is 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.
2. Transport truck traffic is not permitted Lakeshore Rd. East between Winston Churchill and Allan.
3. 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.
4. 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:
 - 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:
 - 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.
5. 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.

6. 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.
7. 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.

Air Quality – Clarkson Airshed:

1. 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.

Noise:

1. Tenants are unknown at this time, so no operational information is available
2. Size & Operations – a noise study is neither complete nor accurate without knowledge of operations
3. Hours of operation – 24hrs
4. Back-up beepers – have not been included in noise study for 772 WCB per the study comment that “provincial guideline and criteria do not exist for these sounds”. In the absence of provincial guideline, municipal standards apply. Are there varying sound levels on back up beepers?
5. Sound sources to be included at a minimum:
 - a. Back up beepers
 - b. Rooftop mechanical
 - c. Loading and unloading operations
 - d. Coupling and uncoupling
 - e. Garbage collection at rear of buildings
 - f. Idling of vehicles (How can the 772 Winston Churchill Traffic Study assume that trucks don't idle on property?)
 - g. Vibrations are ignored in the Noise study, but the tenant is not known so this assumption cannot be made at this time.
6. 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.

Landscaping:

1. The 772 Winston Churchill 50' building height is too high. It is equivalent to a 5-storey building. This may be designed with a specific tenant in mind that is not being disclosed. Most warehouses are below 36 ft. high. What tenants require 50' ceiling heights?

On-line research indicates 36 ft. heights are the norm with some movement to 42 ft. and occasionally 50 ft. However, 50 ft. warehouses are unlikely to be built on spec as they

require specialized, high-capacity utilities including power and water for enhanced sprinklers for fire prevention as well as advanced automation and building specifications.

<https://methodarchitecture.com/industrial-clear-height-36/>

<https://renx.ca/demand-technology-fuel-todays-cre-industrial-revolution/>

2. What is the maximum size and height permitted building height for an E2 warehouse adjacent to R1 residential?
3. 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.
4. Building heights should be reduced to be more compatible to the adjacent residential area.

Climate Change:

1. The proposed developments should also be viewed through a climate change lens
2. Lot coverage including paved spaces is about 75%. The asphalt parking and driveway areas plus large, oversized building are not environmentally friendly.
3. 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.
4. 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.

Conclusion

1. There are too many unknowns at this time to proceed with SPA approval.
2. Area traffic study must include all of the proposed new facilities and future developments or redevelopments in the area.
3. 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.
4. 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.
5. 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.
6. 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.
7. Building heights must be reduced due to proximity to residential neighbourhoods and landscaping plans must include site screening features.

8. 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.
9. 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.

Jill Wang – email October 27, 2021

As a resident of our lovely southeast Oakville, I have a very common concern as my dear neighbours on the recent warehouse development matters.

I will need your help to understand the legal process of the Zoning By-law Amendment.

"Any appeals to the proposed zoning by-law amendment must be filed with the Town Clerk at 1225 Trafalgar Road, Oakville, ON, L6H 0H3; must set out the reasons for the appeal; and must be accompanied by the fee required by the Ontario Land Tribunal. A copy of the appeal form is available from the [Ontario Land Tribunal](#) website."

- 1) Can any public body request an amendment or appeal the decision? (we are not the land owner, no municipal gov.)
- 2) For Appeal case, any deadline to submit the appeal?

J Cistrone – email October 4, 2021

I spoke with you last week regarding the proposed building of the 2 commercial properties behind our home on Claremont Cres.

We were not able to attend the zoom call so not sure how it went but if there were published minutes would appreciate a copy or an overview of how it went.

As I mentioned we were preparing to put an addition on our home and have a permit to start however after receiving a neighbourhood letter and seeing the scale of the 2 properties it has caused us to rethink the addition.

We have spent a lot of time and money on our plans and to say we were disappointed to learn of these proposed buildings this way is an understatement.

We are currently putting this plan on hold until we can learn more about a timeline and when this may be approved.

In the summer when windows are closed the commercial activity is more muffled however I have on purpose this past week had a second floor window open. From what we heard the noise of shunting and trucks backing up with their beepers starts at around 5AM and is loud enough, I really cannot even imagine adding these buildings to the back of us and the noise and pollution this will create.

We knew this was an industrial area when we purchased this house but adding these spaces to the area is a game changer for us.

Tim Kennedy – email September 27, 2021

Tonight's zoom meeting requires a passcode. I was sent a notice in the mail without a password. My suggestion is if everyone is having these issues this should be rescheduled as I'm sure a few people are unable to get in.

I own two parcels along Deer Run and would very much like to hear what the developer and their team has to say.

D. Browne – email – March 30, 2021

I am hoping you can confirm the intent of this warehousing complex which is being proposed at this location.

Some residents on our street are suggesting that it will be for "self storage" others are suggesting tractor trailer traffic, in and out, and potentially 24/7 operations.

B. McCreery – Email – March 24, 2021

When will the traffic study be posted on the town website.

H & E Elsie – Email – March 20, 2021

Good morning Leigh – my enquiry is to request a more definitive indication as to where this location is on Winston Churchill Blvd – the 560 is not a number identified on the street. From past correspondence with residents of this area (Deer Run Ave) it was agreed all future development would be surrounded with a "Berm" – just want to confirm that this has been taken into account and will take place if the development proceeds.