**Town of Oakville Special Council Meeting Wednesday January 27, 2020 – 6:30 pm**

**H & R REIT Settlement Offer**

**Marion Richardson (Slide 1 in PowerPoint)**

I am here tonight together with Neil Westoll and Elizabeth Chalmers to speak on behalf of the Joshua Creek Residents Association. The JCRA appreciates this opportunity to speak to the Mayor and Councillors about the Settlement Offer before Council tonight.

Let me reiterate Elizabeth’s Chalmers comment that the overriding perspective of the JCRA community is that this Delivery Station is inappropriate for the Cornwall Rd site b/c of the significant increase in the scale of the operations proposed at this site and the negative impact the operations will have on the community.

There are outstanding resident concerns that are not addressed by the Settlement Offer under discussion tonight.

A key concern for the JCRA is public safety related to traffic issues. A review of the November Traffic Study identified a significant Public Safety issue related to traffic volumes and left-hand turns from the site onto Cornwall Rd.

Most vehicles will exit the site using the East driveway and will turn left onto Cornwall to go to the lights at Ford Dr. and then up to the QEW using Ford Dr. **Figure 1** shows the existing East driveway and the proposed West exit driveway at the other end of the building.

We reviewed the November Traffic study and used the Seasonal Fluctuations 24-hour Vehicle Volumes in our analysis to assess the impact on traffic in the surrounding area to determine whether the increased traffic from the site can be accommodated.

Also, due to the lack of any information on growth and expansion of operations the Seasonal Fluctuations data were used as a proxy to also assess the impact of increased business volumes on the surrounding area over time.

At the outset, the Seasonal bulge would initially occur for 2-3 months a year in during Amazon Days in July and from mid November to the New Year. It is accomplished by adding a second shift. As noted above the facility could gradually grow to these volumes year-round as deliveries increase.

During the Seasonal Bulge 1,400 vehicles would enter, and 1,400 vehicles would exit the site through the east entrance each day . This volume is not spread out over 24 hours but comes in waves:

Please try to visualize the following:

* During the morning peak there are 3 one-hour waves from 10 to 1 pm when an average of 157 vehicles per hour exit the site using the east driveway. This is equivalent to waves of 52 vehicles exiting the site to go left on Cornwall every 20 minutes for 3 hours straight.
* In the evening peak from 5 to 9 pm there are 3 one-hour waves when an average of 136 vehicles per hour exit from the east driveway or 45 vehicles turning left onto Cornwall Road every 20 minutes for 3 hours straight.
* Again, most vehicles will turn left from the east driveway and cross 2 lanes on oncoming traffic and merge into the traffic in the east bound lanes.
* This means that there will be 6 one-hour waves during the day when an average of 45 – 52 vehicles every 20 minutes will be turning left from the Amazon site onto Cornwall Rd. with no traffic controls.
* Now compounding this situation further, at the same time these waves of vehicles are leaving the site and turning left onto Cornwall there will also be similar waves of vehicles turning right into the site at the same east driveway as well as existing traffic on Cornwall Rd. This is a dangerous traffic situation with no traffic control signals to manage the traffic.
* During the morning peak there are 2 one-hour waves of vehicles entering the site between 10 – 12 noon that overlap with vehicles leaving the site at the same east driveway. An average of 129 vehicles per hour will be entering the site using the east driveway in waves of 43 vehicles every 20 minutes for 2 hours straight while 52 vehicles will be exiting the site at the same driveway every 20 minutes.
* In the evening peak from 5 to 9 pm there are 2 one-hour waves where an average of 213 vehicles per hour enter the site in waves of 71 vehicles every 20 minutes while waves of 45 vehicles every 20 minutes are exiting the site**.**

This is bound to create traffic chaos at the East entrance to the facility. It will inevitably create traffic problems and public safety issues.

Left hand turns from the facility onto Cornwall Road are a major safety issue for JCRA residents. This issue has not been addressed in the Site Plan application or related Traffic studies, and the Settlement Offer does not address or resolve these concerns.

END

**Neil Westoll (Slide 2 in PowerPoint)**

Thank you for the opportunity to address Council on this important issue, and we appreciate being afforded the chance to comment. It is very important for the residents to be able to provide their input to proposed developments such as these which have the potential to impact the community for many years.

Our prime concern with the Delivery Station at 2175 Cornwall Road is that its operation will present challenges and threats to public safety. The previous delegation has noted the flood of vehicles expected to emerge from the facility at full operation, and we believe that critical issues regarding public safety have not been addressed in any of the reports or presentations made by, or on behalf of, the proponents.

Specifically, as you have heard, a large proportion of the vehicle traffic exiting the facility will be turning left, or east, to travel towards the Cornwall Road/Ford Drive (CR/FD) intersection. These vehicles, including diesel delivery vans, diesel transport trucks and personal cars will be expected to cross, in an uncontrolled fashion, two active lanes of westbound traffic and merge with two active lanes of eastbound traffic. Given the volumes of vehicles involved, and their high intensity at several times of the day, this seems to us to be very risky and a substantial threat to public safety. We cannot understand why this issue has been essentially ignored to date.

The JCRA reviewed the situation and, as shown on Figure 2 attached to this submission, is proposing a concept which would involve an additional (third) exit from the facility at Cardiff Rd, an existing signalled intersection. Left filter arrows would be included at the redesigned Cardiff intersection all directions to ensure safety of traffic emerging from the facility, the community south of Cornwall, and the safe re-entry of vehicles returning to the facility from the west on Cornwall. (As a side benefit, this configuration might eliminate the proposed western entrance/exit and/or the related left turn lane on Cornwall and the sight line issue.)

Additionally, the pulses of traffic resulting from a signalled intersection would be much better handled at the CR/FD intersection, which already faces challenges with the shortage of storage for left-turning eastbound traffic and the need to provide access from the Fire Hall and to accommodate the rail traffic bound for the Ford Plant, all issues which have been identified but not resolved in several of the project documents.

Although entrances into the site were reviewed in the Traffic Reports, exits from the site merging into traffic on Cornwall Rd. were not studied or mentioned in the reports. The Weston Consultants report commissioned by the Residents for Livable Oakville (R4LO) made the same suggestion of a third signalled exit/entrance at Cardiff.

In the absence of such a modification to the existing plans, which are not included in the Settlement Offer, JCRA believes that the entire project poses an unacceptable risk to public safety.