List of Questions forwarded to Town on May 1, 2020

A response on the below questions was provided by the Town in early June. Many of the responses indicated that the Town is waiting on additional information from the applicant to fully respond to the question so follow up is required and we are regarding these questions as still outstanding. (Town response is in red font)

Questions that did not require a follow up have been moved to the bottom of this document to minimize confusion over which ones were answered.

General Comments and Questions

- To what extent does previous road planning work in Oakville address and accommodate a facility of this magnitude?

Response: Under the existing conditions, Cornwall road is a four-lane urban x-section between Maple Grove road and Ford drive and is designated as a minor arterial under the jurisdiction of the Town of Oakville. The quality of travel (level of service) on Cornwall road within the vicinity of proposed development is acceptable. Currently, Staff is working with the traffic and planning consultants to have addressed comments on the first round of submission of reports and analyses. No capital improvement projects are identified in the town's plans for Cornwall Road. The applicant is responsible for identifying if the proposed development triggers the need for improvements such as turning lanes.

Traffic Study Report Comments and Questions

- The traffic study appears to significantly underestimate the number of daily vehicle movements. It claims a worse case scenario of 7 daily transport trucks, 124 movements in and out during the day, and an additional 124 at night for a total of 255. Yet the site plan has 691 spots for vehicles. The anticipated number of movements does not align with the parking capacity.

Response: Town has already directed the traffic & planning consultants to provide more information on the traffic movements in and out of the site including its relationship proposed on-site parking.

- 31 vans will leave the site EVERY 30 MINUTES from 7 am – 2 pm. End of day peak specified for 4:30 – 5:30 pm, drivers will return vans (66 trips in and out that hour) and then take their personal cars home. This last set of traffic movements does not appear be included in the 66 trips specified so the number of trips will be much higher. In fact, traffic levels significantly higher than what currently exists, will occur.

Response: The functioning of the proposed type of facility is somewhat different from other retail businesses. As mentioned earlier, staff has asked the consultants to provide additional information of in & out traffic from site on Cornwall road. An updated version of the report will be uploaded on Town website once that it becomes available.

- Is the expected number of 'flex' drivers static? If no, what future impact would increased numbers have on traffic volumes?

Response: Pending to getting more information on this

- The traffic study does not seem to examine traffic travelling east on Cornwall, from Maple Grove (or from further points west). Specifically, an analysis of traffic turning left from Cornwall on to Ford Drive should be undertaken. This is a bottleneck in morning as this is route to Clarkson GO, 403, 407, QEW access ramps. This route is also crossing the train tracks and has a No Stopping area due to the fire station located on south side of Cornwall.

Response: The first version of traffic study analysed 12 intersections within the study area, including Morrison road in the west at Cornwall to North Service road in the north at Ford drive. The traffic volume including turning various turning movements at these intersections is documented in the report. The EBL turning volume at this intersection seems higher, but under the existing conditions, there are double lefts in the eastbound direction. Staff is waiting to review the next round of submission.

- **If traffic movements have been underestimated:**
    - How can traffic mitigation measures be effective?
    - How does that impact the accuracy and conclusions of the Traffic study undertaken by the applicant?
    - How does that level of vehicle traffic then impact the noise study results?

Response: Staff has requested the consultant to identify a proxy site in the area to refer its data in the analysis to gain a better understanding of the operation of the site from transportation perspective.

- Will the access points for turning in and out of the facility, as well as the increased volume of turning traffic negatively impact the use of Cornwall Road as a rescue corridor for fire and ambulance? Both a fire station and paramedic station are located on Cornwall Road within 2 km of the facility, with the fire station access just 200 metres from the entrance to the facility.

Response: Emergency services will continue to be able to respond in an expeditious manner. (*Follow up question in the List of Additional questions*)

- Will the combination of traffic volumes from this facility with new commercial development to the east and west, and residential development to the west, negatively impact the use of Cornwall Road as a rescue corridor for fire and ambulance? Noted fire station and paramedic station are located on Cornwall Road within 2 km of the facility in above comment. *(Follow up question in the List of Additional question)*

Response: The traffic analysis includes existing development as well as expected growth in background traffic and traffic from other planned developments. Emergency services will continue to respond in an expeditious manner.

- Has the increased likelihood that higher commercial traffic volumes will push residential traffic from Cornwall to residential streets south of Cornwall been considered?

Response: As noted above, staff have requested that the applicant provide both additional traffic analysis based on a proxy site and additional information on the traffic generated by the site. The traffic analysis will address the trip distribution from the site (directions that trips are coming from and going to), but does not make predictions as to whether residential traffic will choose new routes once the site is in operation. The updated analysis will be reviewed to determine if significant impacts are expected with respect to the capacity of Cornwall Road. This in turn would be an indication of the potential for traffic to divert from Cornwall Road to other streets.

- Mid-town development will also bring significant traffic volumes. This facility is located just outside the Midtown area boundary, and its vehicles will travel the same roads, with Cornwall Road taking the largest portion of volume at this time. The Town has proposed new roads for the Mid-town development. Has action been undertaken to expedite the building of new roads inside and adjacent to mid-town, including new QEW ramps and access to North Service Road? Have any additional roads to alleviate traffic volumes resulting from this facility been considered, including, road access to the facility from Royal Windsor Drive?

Response: No new roads are planned as a result of this development application. The town's 10-year capital forecast identifies anticipated timing of construction of components of the Midtown network.

- The report notes that there are 4 other buildings planned for nearby, including 2400 Cornwall, a development of 11 industrial units and a sports facility – how will this new building and its close by neighbours impact traffic and sound? How will the planned financial institution at Maple Grove plaza impact?

Response: The traffic generated from above developments is considered as a future background traffic volume. This information is available in the appendix C in the report. The traffic and noise impacts from each of these specific developments are evaluated individually in their respective traffic reports.

- Will the impact of the increased traffic volumes be further exacerbated by the existing train tracks over Cornwall Rd?

Response: The operation of train service is not as frequent as to those private vehicles. Here again, no significant impact is foreseeable.

Noise Study Comments and Questions

- Main sources of sound are identified as arriving, departing and idling trucks, ventilation equipment on roof (i.e. a/c and fans etc.), forklifts loading and unloading vans, and coupling/decoupling of heavy tractor trailers (expect 4 heavy trucks in, 3 out PER HOUR at peak). *(Follow up question in the List of Additional question)*

Response: The applicant submitted a noise study as part of the site plan process. The purpose of the study was to investigate the potential noise impacts of the renovated warehouse facility. The analysis included assessment of the noise emission of both the anticipated truck activities and rooftop mechanicals in relation to the closest residential uses. The results of the analysis indicate that the development is within the Provincial MECP guidelines and that additional noise control measures are not required.

Noise - The Town has a Noise By-law (2008-098 as amended). The Noise by-law is enforced by the Municipal Enforcement Section

- Will the forklifts and other machines be beeping or making other “alert” noises when they are operational, in addition to the sounds of the unloading/loading/vehicle operation? *(Follow up question in the List of Additional question)*

Response: Unloading of trucks to take place at the rear of the building adjacent to the railway corridor.

Loading of trucks (delivery vehicles) will take place inside of the building

Back up beepers are used to ensure workplace safety. Municipalities do not have the authority to regulate or require the elimination of 'alert' noises.

Noise - The Town has a Noise By-law (2008-098 as amended). The Noise by-law is enforced by the Municipal Enforcement Section.

- Will trucks back up with their "alerts" between 11 pm and 7 am?

Response: Back up beepers are used to ensure workplace safety. The Town does not have the ability or authority to require the elimination of 'alert' noises.

- The report says, "all mechanical sources, *with the exception of on-site truck movements,* were modeled as point sources of sound" (italics added). Please clarify what on-site truck movement points of sound involve, why they are excluded and how, then their impact is understood.

Response: The report says that all mechanical sources, with the exception of on-site truck movements, were modelled as point sources and on-site truck and van movements were modelled as a line source.

Line source of sound is typically used when looking at roadway noise. Roadway noise is the collective sound energy emanating from motor vehicles. It consists of road surface, tire, engine/transmission, aerodynamic, and braking elements. For vehicular traffic which moves such as the on-site truck and van movements, a line source is used as it represents sound emanating along the entire linear path.

Point source is sound emanating from one specific location, the noise source is stationary and does not move for example roof top mechanical.

The noise study correctly reviewed the on-site truck traffic/movement as a line source of pollution. The purpose of the study was to investigate the potential noise impacts of the renovated warehouse facility. The analysis included assessment of the noise emission of both the anticipated truck activities and rooftop mechanicals in relation to the closest residential uses. The results of the analysis indicate that the development is within the Provincial MECP guidelines and that additional noise control measures are not required. *(Follow up question in the List of Additional question)*

What is the impact on noise of underestimated traffic volumes resulting from the operation of this facility?

Response: The Town's traffic engineer has asked for clarification as it relates to the traffic study. If the traffic study changes significantly then the Town will request an updated noise study.

List of Additional Questions (as of July 20, 2020)

General

- Has a request for the full Operational program been made to Amazon to ensure impact of noise levels and traffic volumes are accurate?
- Will the applicant commit to capping the existing building size?
- Has the Town conducted an analysis of the maximum size facility that can be built on this site?
- Is the capacity level used in the applicant's noise and traffic studies 100% of existing capacity?
- Are the number of loading bays the Applicant intends to use static or subject to change depending on levels of operations?
- Are the unused loading bays being removed from the facility as part of building changes undertaken by the applicant?
- Will the Town undertake a 3rd party review of the Traffic study subsequent to receiving the 3rd submission from the Applicant.
- Can JCRA review the box of archived material on this site's previous applications at the Town Hall?
- What is the intended geographical range for deliveries out of this facility?

Flex drivers

- how many Flex drivers will be hired for this facility?
- During which hours, or days, or calendar periods, will Flex drivers be used?
- Will the number of Flex drivers be capped?
- How will the vehicle trips of Flex drivers be incorporated into the traffic study to ensure it is accurate and does not result in underestimated traffic volumes?

Hours of Operations

- Will the facility be operating 24 hours per day, for 365 days of the year as permitted by the zoning?

- If not, what will be daily hours of operations
- If less than 24 hours per day, are there specific days or series of days in which the hours are greater different from the daily operations?
- Are the operational activity levels the same for all hours of operation?
- If not, during which hours are activity levels higher?

Traffic Volume

- What is an accurate estimate of traffic volume in a single 8-hour period?
- What is an accurate estimate of traffic volume in a full day of operations?
- How many employees will exit and enter the site in a vehicle in a full day of operations?
- Are there anticipated peak hours or days or series of days with respect to traffic volume from Amazon employees?
- What volume of traffic was used to determine ambulance and fire truck travel times will always meet and/or exceed mandated response times?
- How can emergency vehicles meet mandated responses times if the volume level of Flex drivers is not included in the Traffic study?
- The city responded to JCRA previous road planning that "under the existing conditions," Cornwall road is designated as a minor arterial under the Town of Oakville's jurisdiction. How are the existing conditions defined and is there a quantitative level of traffic that changes this?
- Based on the "existing conditions" what is the percentage increase in traffic volume based on the Amazon facility?
- How has the city responded to similar situations in the past with new/existing facilities, what actions did the city take, and if not, what process is in place to address and mitigate the effects of the increased volume of traffic in the city?

Noise levels

- Does the estimated noise level meet or exceed the municipal noise by-laws?
- Do the delivery vans have the safety alerts for reversing?
- Has the applicant provided information on the traffic flow on the actual site to determine if noise levels from the on-site vehicles is minimized?

Landscaping

- Will a tree replacement program be implemented to compensate for the loss of trees in the expanded parking lot?
- What if any landscaping requirements are part of a SPA?

Air Quality

- What actions can be undertaken to reduce and mitigate pollutants and emissions from the operations and the vehicles themselves
- Will the Town ensure the Anti-idling by-law is enforced on the site