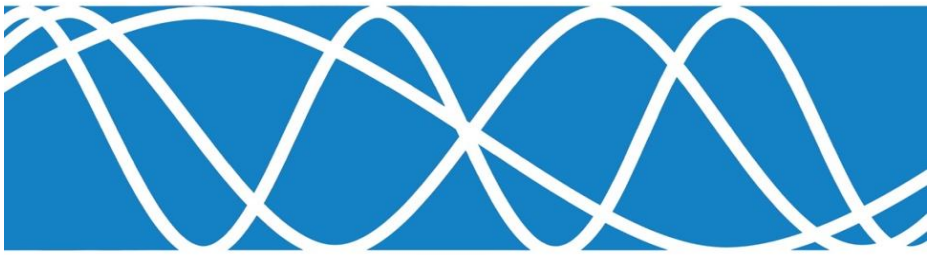
Noise Feasibility Study

Proposed Residential Development
1056 – 1060 Brant Street
Burlington, Ontario

December 11, 2025
HGC Project #: 02500375



Prepared for:

Rester Management
1117 Ste-Catherine O.,
Suite 303
Montréal, QC
H3B 1H9

HGC
NOISE | VIBRATION | ACOUSTICS

HGC Noise Vibration Acoustics
2000 Argentia Road, Plaza One, Suite 203
Mississauga, Ontario, L5N 1P7
t: 905.826.4044

Version Control
Noise Feasibility Study/1056 – 1060 Brant Street, Burlington, Ontario

Ver.	Date	Version Description	Prepared By
1.0	December 11, 2025	Noise and Vibration Feasibility Study in support of the approvals process	E. Jaklic

Prepared by:

Elise Jaklic, B.Eng

Reviewed by:



Victor Garcia, P.Eng

Howe Gastmeier Chapnik Limited

Limitations

This document was prepared solely for the addressed party and titled project or named part thereof and should not be relied upon or used for any other project without obtaining prior written authorization from HGC Noise Vibration Acoustics (HGC). Further, the input of content from any document produced by HGC or related HGC intellectual property into any Artificial Intelligence tool is expressly prohibited. HGC accepts no responsibility or liability for any consequence of this document being used for a purpose other than for which it was commissioned. Any person or party using or relying on the document for such other purpose agrees and will by such use or reliance be taken to confirm their agreement to indemnify HGC for all loss or damage resulting therefrom. HGC accepts no responsibility or liability for this document to any person or party other than the party by whom it was commissioned.

Any conclusions and/or recommendations herein reflect the judgment of HGC based on information available at the time of preparation and were developed in good faith on information provided by others, as noted in the report, which has been assumed to be factual and accurate. Changed conditions or information occurring or becoming known after the date of this report could affect the results and conclusions presented.

Table of Contents

1 INTRODUCTION AND SUMMARY 2

2 SITE DESCRIPTION AND NOISE SOURCES 3

3 TRAFFIC NOISE ASSESSMENT 3

3.1 Traffic Noise Criteria 3

3.2 Traffic Noise Assessment 5

3.2.1 Road Traffic Data 5

3.2.2 Rail Traffic Data 6

3.2.3 Traffic Noise Predictions 7

3.3 Traffic Noise Discussion and Recommendations 8

3.3.1 Building Façade Constructions 8

3.3.2 Indoor Living Areas 11

3.3.3 Outdoor Living Areas 11

4 WARNING CLAUSES 11

5 SUMMARY OF RECOMMENDATIONS 13

5.1 Implementation 14

6 CONCLUSIONS 15

Figure 1 – Key Plan
Figure 2 – Proposed Site Plan Showing Prediction Locations
Figure 3 – Proposed Site Plan Showing Barrier Requirements

APPENDIX A – Rail Guidelines
APPENDIX B – Road Traffic Data
APPENDIX C – Rail Traffic Data
APPENDIX D – STAMSON 5.04 Calibration Outputs
APPENDIX E – Supporting Information

1 INTRODUCTION AND SUMMARY

HGC Noise Vibration Acoustics was retained by Rester Management to conduct a Noise Feasibility Study for a proposed residential development located at 1056 – 1060 Brant Street, in Burlington, Ontario. An 11-storey midrise residential building is proposed for the site. The surrounding lands are residential to the east, south, and west, and commercial to the north and south of Leighland Road. This study is required by the municipality as part of the planning and approvals process with the City of Burlington.

The primary noise source at the proposed development site was determined to be road traffic on Brant Street to the east, and Highway 403 to the north. Rail traffic on the Metrolinx railway line, CN Oakville railway line and CN Halton railway line, and road traffic from Plains Road East, all located to the south of the subject site, are secondary sources of noise. Relevant traffic data was obtained from the City of Burlington, the Halton Region, Metrolinx, CN, and HGC project files for past projects in the area. The data was used to predict future traffic sound levels at the locations of the proposed midrise residential building. The predicted sound levels were compared to the guidelines of the Ministry of the Environment, Conservation and Parks (MECP), and the railway.

The sound level predictions indicate that with suitable noise control measures integrated into the design of the proposed building, it is feasible to achieve the MECP guideline sound levels for transportation noise. An acoustic barrier is required for the southern common amenity area. Central air conditioning systems are required. Upgraded building and glazing construction are required. When detailed floor plans and building elevations are available for the building, window glazing requirements should be refined based on actual window to floor area ratios. Warning clauses are also recommended to inform future owners and tenants of the traffic noise impacts, and proximity to commercial facilities.

2 SITE DESCRIPTION AND NOISE SOURCES

Figure 1 shows a key plan indicating the location of the proposed residential development. The proposed development is located at 1056 – 1060 Brant Street, in Burlington, Ontario. A site plan prepared by WZMH Architects, last revised October 24, 2025, is provided as Figure 2, also showing prediction locations. The proposed development will include one 11-storey midrise residential building, one level of underground parking, a common outdoor amenity space, and an associated at-grade roadway.

HGC personnel visited the site on the afternoon of October 16, 2025, to investigate the acoustical environment and identify significant noise sources within the vicinity. The development land is fairly flat. The primary sources of transportation noise impacting the site were found to be road traffic on the Brant Street to the east, Highway 403 to the north, and the Highway 403 East Bound Off-Ramp to the north. Plains Road East, CN Oakville railway line, and the CN Halton line, to the south, are secondary noise sources. A massage therapist office building is located to the north, and Mountain Equipment Company is located to the south of Leighland Road. There is a commercial plaza located at the southeast corner of Brant Street and Leighland Road. During the time of the site visit, there were no sounds from these facilities at the subject site over the traffic sounds, nevertheless, a noise warning clause is recommended in Section 4.0 to inform the future occupants of the presence of the existing uses.

3 TRAFFIC NOISE ASSESSMENT

3.1 Traffic Noise Criteria

Guidelines for acceptable levels of road and rail traffic noise impacting residential developments are given in the MECP publication NPC-300, "Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning", Part C release date October 21, 2013 and are listed in Table 1 below. The values in Table 1 are energy equivalent (average) sound

levels [LEQ] in units of A weighted decibels [dBA]. The Federation of Canadian Municipalities (FCM) and Railway Association of Canada (RAC) "Guidelines for New Development in Proximity to Railway Operations", dated May 2013 (RAC/FCM guidelines were also reviewed dated November 2006).

Table 1: MECP Traffic Noise Criteria

Space	Daytime $L_{EQ\ (16\ hour)}$ Road / Rail	Nighttime $L_{EQ\ (8\ hour)}$ Road / Rail
Outdoor Living Areas	55 dBA	--
Inside Living/Dining Rooms	45 dBA / 40 dBA	45 dBA / 40 dBA
Inside Bedrooms	45 dBA / 40 dBA	40 dBA / 35 dBA

Daytime refers to the period between 07:00 and 23:00, while nighttime refers to the period between 23:00 and 07:00. The term "Outdoor Living Area" (OLA) is used in reference to an outdoor patio, backyard or terrace or other areas where passive recreation is expected to occur. Balconies and terraces that are less than 4 m in depth are not considered to be outdoor living areas under MECP guidelines, and accordingly the noise criteria are not applicable there. Large private terraces require consideration only if they are the only OLA for the occupant in general.

The guidelines in the MECP publication allow the daytime sound levels in an OLA to be exceeded by up to 5 dBA, without mitigation, if warning clauses are placed in the purchase and rental agreements to the property. Where the OLA sound levels exceed 60 dBA, physical mitigation is required to reduce the OLA sound level to below 60 dBA and as close to 55 dBA as technically, economically, and administratively practical. The Region of Halton has a minimum acoustic barrier height of 2.4 m and maximum acoustic barrier height of 3.5 m.

Indoor guidelines are 5 dBA more stringent for rail noise than for road noise, to account for the low frequency (rumbling) character of locomotive sound, and its greater potential to transmit through exterior wall/window assemblies.

A central air conditioning system as an alternative means of ventilation to open windows is required for dwellings where nighttime sound levels outside bedroom

or living/dining room windows exceed 60 dBA or daytime sound levels outside bedroom or living/dining room windows exceed 65 dBA. If the sound level in the plane of a bedroom or living/dining room window is greater than 55 dBA and less than or equal to 65 dBA, the dwelling should be designed with a provision for the installation of central air conditioning in the future, at the occupant's discretion.

Building components such as walls, windows and doors must be designed to achieve indoor sound level criteria when the plane of window nighttime sound level is greater than 60 dBA or the daytime sound level is greater than 65 dBA due to road traffic noise; greater than 55 dBA during the nighttime or greater than 60 dBA during the daytime hours due to rail traffic noise.

3.2 Traffic Noise Assessment

3.2.1 Road Traffic Data

Road traffic data for Brant Street was obtained from the Halton Region in the form of Ultimate Average Annual Daily Traffic (AADT). The data is included in Appendix B. A day/night split of 90/10 was used, along with a posted speed limit of 60 km/h. A commercial vehicle percentage of 4.0%, split into 2.0% medium trucks and 2.0% heavy trucks was applied for Brant Street.

Road traffic for Highway 403 was obtained from the Ministry of Transportation (MTO) in the form of summer average daily traffic and was projected to the year 2036 using a 2.5% per year growth rate. The data is included in Appendix B. A day/night split of 66/33 was used, according to MTO procedures, along with a posted speed limit of 100 km/h. A commercial vehicle percentage of 25.0% was calculated and further split into 6.2% medium trucks, and 18.8% heavy trucks, according to MTO procedures.

Road traffic for Plains Road East was obtained from the City of Burlington in the form of Turning Movement Counts (TMC) and was projected to the year 2036. The data is included in Appendix B. A day/night split of 90/10 was used, along with a posted speed limit of 60 km/h. A commercial vehicle percentage of 3.7%

was calculated and further split into 1.0% medium trucks, and 2.7% heavy trucks, according to the data.

Table 2 below summarizes the road traffic volume data used in this study.

Table 2: Road Traffic Data

Roadway	AADT	Day / Night Split [%]	Trucks Percentage [%]		Speed Limit [km/h]
			Medium	Heavy	
Brant Street *Ultimate*	55 000	90 / 10	2.0	2.0	60
Highway 403 *Projected to 2036*	274 597	66 / 33	18.8	6.2	100
Plains Road *Projected to 2036*	10 801	90 / 10	1.0	2.7	60

3.2.2 Rail Traffic Data

Rail traffic data for typical operations of the CN Oakville and CN Halton railway lines to the south of the subject site were obtained from CN, and HGC past project files and are included in Appendix C. CN was contacted for updated traffic data along both railways, but a response was not received. The data has been projected to 2036 using a conservative 2.5%/year growth rate, as required by MECP and CN guidelines. Forecasted rail traffic data for the typical operations of the Metrolinx line to the south were obtained from Metrolinx and are included in Appendix C. The rail volumes used in the analysis are summarized in Table 3.

Table 3: Projected Rail Traffic Data to 2036

Type of Train	Number of Trains Day / Night	Number of Locomotives	Number of Cars	Max Speed (KPH)
CN – Oakville Subdivision				
Way Freight	5.2 / 2.6	4	25	97
Passenger	19.3 / 0	2	10	129
GO	214 / 41	1	12	153
CN – Halton Subdivision				
Freight	14.8 / 5.9	4	140	80
Way Freight	3.0 / 0	2	25	80

3.2.3 Traffic Noise Predictions

To assess the levels of traffic noise which will impact the site in the future, predictions were made using a numerical computer modeling package (Cadna-A version 2025 MR1 build: 209.5501) due to the complexity of the site. The model is based on the methods from ISO Standard 9613-2.2, "Acoustics - Attenuation of Sound During Propagation Outdoors", which accounts for reduction in sound level with distance due to geometrical spreading, air absorption, ground attenuation and acoustical shielding by intervening structures.

The road and rail noise sources have been included in the model using line sources included in Cadna/A. Road traffic noise sources and rail traffic noise sources for freight and way freight trains were calibrated using STAMSON 5.04. The rail traffic noise of passenger trains, reference levels are based on the Federal Transit Authority (FTA) noise prediction manual (2018) which contains data on the modern vehicle and rolling stock noise emissions. Our experience suggests that road and rail sound levels predicted by Cadna are reasonably accurate.

Predictions of overall sound levels from all road and rail sources were made at various representative façade locations throughout the site. The predicted sound levels from road and rail traffic impacting the proposed development are

summarized in the following table at each façade. The acoustic requirements may be subject to modifications if the site plan is changed significantly. Calibration sheets from STAMSON 5.04 are included as Appendix D.

Table 4: Future Traffic Sound Levels, [dBA], Without Mitigation

Prediction Location	Description	Daytime in OLA $L_{EQ(16\ hour)}$ Road/Rail/Total	Daytime at Façade $L_{EQ(16\ hour)}$ Road/Rail/Total	Nighttime at Façade $L_{EQ(8\ hour)}$ Road/Rail/Total
[A]	East façade facing Brant Street	--	74 / 60 / 74	71 / 57 / 71
[B]	North façade with exposure to Highway 403	--	72 / <55 / 72	72 / <50 / 72
[C]	West façade with partial exposure to the roadways	--	68 / 58 / 68	67 / 57 / 68
[D]	South façade with exposure to the railway lines	--	67 / 62 / 68	62 / 59 / 64
[E]	Outdoor Amenity Space	67 / <55 / 67	--	--

3.3 Traffic Noise Discussion and Recommendations

The sound level predictions indicate that the future traffic sound levels will exceed the MECP guidelines at the proposed development. The following discussion outlines the recommendations for ventilation requirements, upgraded building façade constructions and warning clauses to achieve the noise criteria stated in Table 1.

3.3.1 Building Façade Constructions

Given projected future sound levels at the building facades, MECP guidelines recommend that the building envelopes be designed so that indoor sound levels comply with the MECP noise criteria.

Preliminary calculations have been performed to determine the building envelope constructions likely to be required to maintain indoor sound levels within MECP guidelines. The calculation methods were developed by the

National Research Council (NRC). They are based on the maximum predicted future sound levels at the building façades, and the anticipated areas of the façade components (walls, doors and windows) relative to the floor area of the adjacent room.

Exterior Wall Constructions

The preliminary elevation drawings were reviewed showing the exterior walls of the buildings may consist largely of metal or glass spandrel panels with some areas of precast concrete or masonry. Exterior walls that are not glazed should have sufficient acoustical insulation value (10 points higher than STC required for glazing) such that the noise transmitted through is negligible in comparison with the windows. For this assumption to be true, spandrel or metal panel sections must have an insulated drywall partition on separate framing behind and be faced with one or more layers of drywall or alternative materials. Further input regarding the design of the walls can be provided during design development if required.

Acoustical Requirements for Glazing

For the purposes of this preliminary analysis, typical window-to-floor areas were conservatively assumed to be 60%. Based upon these assumptions, the minimum acoustical requirement for the basic window glazing, including glass in fixed sections, swing or sliding doors, and operable windows, is provided in Table 5. In an urban environment such as this, we do not typically recommend less than STC-33, to address incidental noises in the environment which are not specifically modelled.

Table 5: Preliminary Glazing Requirements

Prediction Location	Description	[1,2,3]Minimum STC Requirements for Glazing
A	East façade with exposure to Brant Street and railways	STC-38
B	North façade with exposure to Highway 403	STC-39
C	West façade with partial exposure to the roadways and railways	STC-35
D	South façade with exposure to railways and partial exposure to Brant Street	STC-33

Note:

[1] Assumed window to floor area ratios of 60% for living/dining rooms and bedrooms.

[2] STC requirement refers to fixed glazing. Small leaks through operable doors and windows are assumed, however, tight weather seals should be provided to reduce such leakage to the extent feasible.

[3] When detailed floor plans and building elevations are available, the drawings should be reviewed to confirm exterior façade constructions and refine window glazing requirements based on actual window to floor area ratios.

OBC – Ontario Building Code

These results indicate that the glazing for windows in the buildings closest to and facing the highway must achieve higher sound transmission class (STC) ratings. Lower STC ratings may be achieved by using smaller window areas relative to the floor area, especially in bedrooms. Acoustical criteria for different facades can be optimized as part of the detail design of the building envelope.

The glazing requirements can be met using fairly standard sealed units for dwelling units closest to the roadways and interior to the development. Operable sections, including doors and operable windows, must be well-fitted and weather-stripped in order to achieve the target STC values stated in the above table. Acoustical test data for the selected assemblies should be requested from the suppliers, to ensure that the stated acoustic performance levels will be achieved by their assemblies.

Once detailed floor plans and building elevations are finalized, the window glazing requirements should be refined based on actual window to floor area ratios.

3.3.2 Indoor Living Areas

Air Conditioning

The predicted future sound levels outside the façades of the proposed development (prediction locations [A] through [D]) will be greater than 65 dBA during the daytime hours and/or greater than 60 dBA during the nighttime. To address these excesses, the MECP guidelines recommend that the dwelling units be equipped with central air conditioning systems, so that the windows can be closed.

3.3.3 Outdoor Living Areas

The predicted sound level at the outdoor common amenity space of the building will be up to 62 dBA (prediction location [E]), 7 dBA in excess of the MECP limit of 55 dBA. An acoustic barrier of 2.4 m height is required for the amenity space, in accordance with the Region of Halton's noise abatement guidelines, to meet 59 dBA. The location of the required barrier is shown in Figure 3. The 4 dBA sound level excess is acceptable to the MECP if it is acceptable to the municipality.

Since there is common outdoor amenity space provided for the use of all residents on the south side of the building, other common amenity spaces, private terraces, and balconies in the development do not require assessment.

For acoustical barriers to be effective, they must be gap free and have a surface density of 20 kg/m^2. Details of the screen/barrier design should be reviewed by a qualified acoustical consultant as detailed grading information becomes available.

4 WARNING CLAUSES

MECP guidelines recommend that appropriate warning clauses be used in the Development Agreements and in purchase, sale and lease agreements (typically by reference to the Development Agreements), to inform future owners and

occupants about potential noise concerns from sources in the area. The following clauses are recommended:

A suggested wording for future dwellings for which physical mitigation has been provided is given below.

Type B:

> Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic and rail traffic may on occasions interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment.

Suitable wording for future dwelling units requiring the inclusion of central air conditioning systems is given below.

Type D:

> This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment.

Suitable wording regarding the presence of nearby commercial and industrial facilities.

Type E:

> Purchasers/tenants are advised that due to the proximity of the adjacent commercial facility, noise from the commercial facility may at times be audible.

CN's standard warning clause which is required for all residential developments located within 300 m of their main line is given below.

Type CN:

> Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land subject hereof. There may be alteration to or expansions of the railway facilities on such rights-of-way in the future including the

> possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwellings. CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.

Metrolinx's standard warning clause which is required for all residential developments located within 300 m of their main line is given below.

Type M:

> Warning: Metrolinx and its assigns and successors in interest has or have a right-of-way within 300 metres from the subject land. There may be alterations to or expansions of the rail or other transit facilities on such right-of-way in the future including the possibility that Metrolinx or any railway entering into an agreement with Metrolinx to use the right-of-way or their assigns or successors as aforesaid may expand or alter their operations, which expansion or alteration may affect the environment of the occupants in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual lots, blocks or units.

These sample clauses are provided only as examples, and can be modified by the owner's legal representative, in consultation with the Municipality, CN, and/or Metrolinx, in order to suit site-specific requirements.

5 SUMMARY OF RECOMMENDATIONS

The following list summarizes the recommendations made in this report. The reader is referred to the previous sections of the report where these recommendations are discussed in more detail.

1. Upgraded buidling and glazing constructions are recommended for the proposed building as outlined in Section 3.3.1. When detailed floor plans and building elevations are available, a detailed review should be conducted to determine the required glazing and building façade constructions based on actual window-to-floor area ratios.

2. Central air conditioning is required for the proposed building. The location, installation and sound ratings of the air conditioning devices should comply with NPC-300, as applicable.

3. Acoustic barrier requiremetns are required for the outdoor amenity space. See section 3.3.3 for detailed requirements.

4. Noise warning clauses should be included in the Development Agreements registered on titles, and in purchase, sale and lease agreements, to inform future owners of noise concerns from transportation and commercial/industrial sources in the area.

The reader is referred to the previous sections of the report where these recommendations are discussed in more detail.

5.1 Implementation

To ensure that the noise control recommendations outlined above are properly implemented prior to registration, it is recommended that.

1. When architectural and grading plans are available for the proposed building, an acoustical consultant should review the dwellings to refine acoustic barrier requirements, building façade, and window glazing constructions.

2. Prior to the issuance of building permits for this development, a Professional Engineer qualified to perform acoustical engineer services in the Province of Ontario should review the exterior wall constructions, architectural plans and building elevations to ensure the building façade and glazing constructions will provide sufficient sound insulation for the indoor spaces and provide additional recommendations, as required.

3. Prior to the issuance of occupancy permits for this development, the Municipality’s building inspector or a Professional Engineer qualified to perform acoustical engineer services in the province of Ontario should certify

that the noise control measures have been properly incorporated, installed and constructed.

6 CONCLUSIONS

The results of this study indicate that the proposed residential development at 1056 – 1060 Brant Street is feasibly from a noise impact perspective, with the inclusion of upgraded acoustical design features. Preliminary design recommendations are provided herein and can be developed in greater detail as the design proceeds.

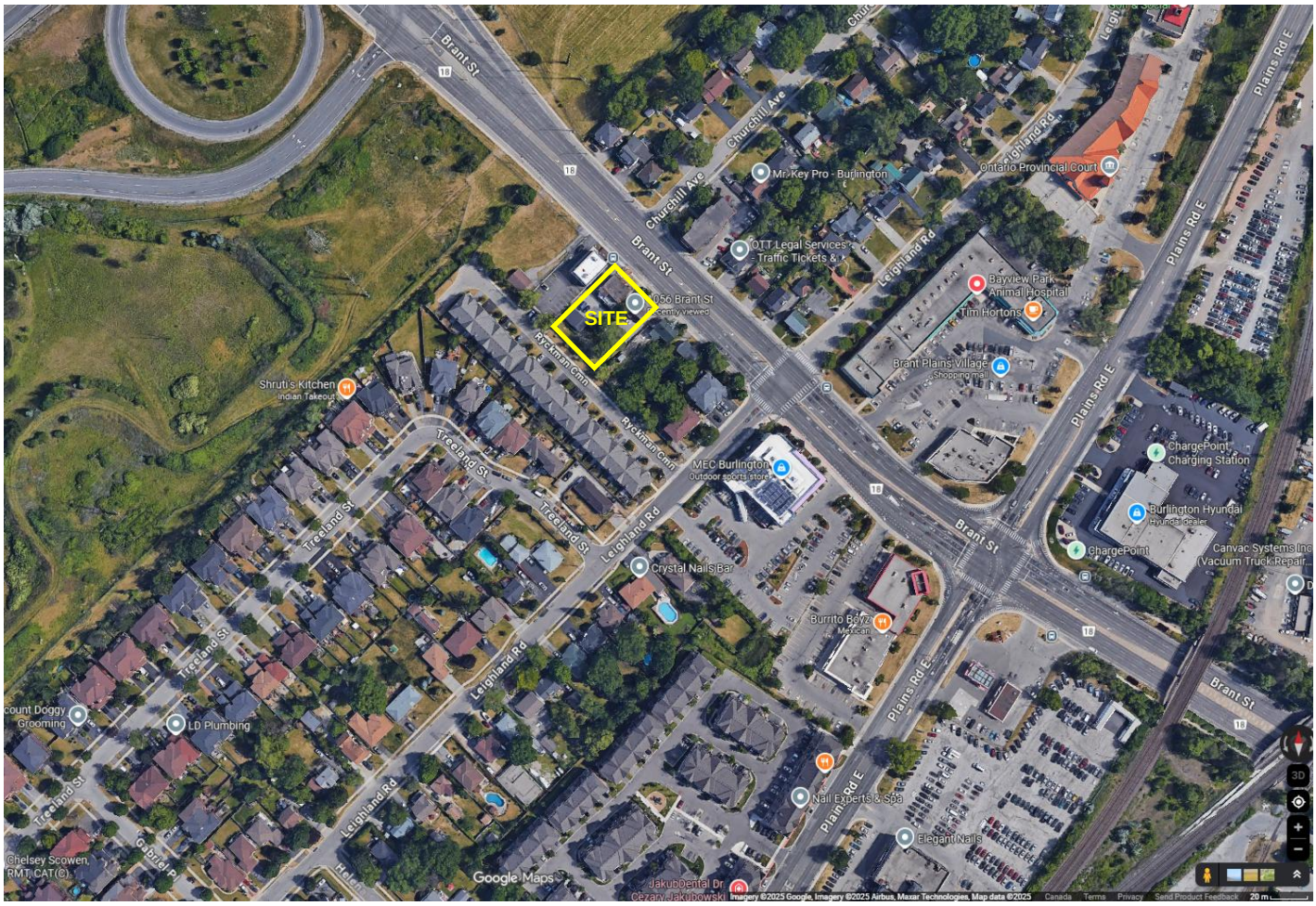
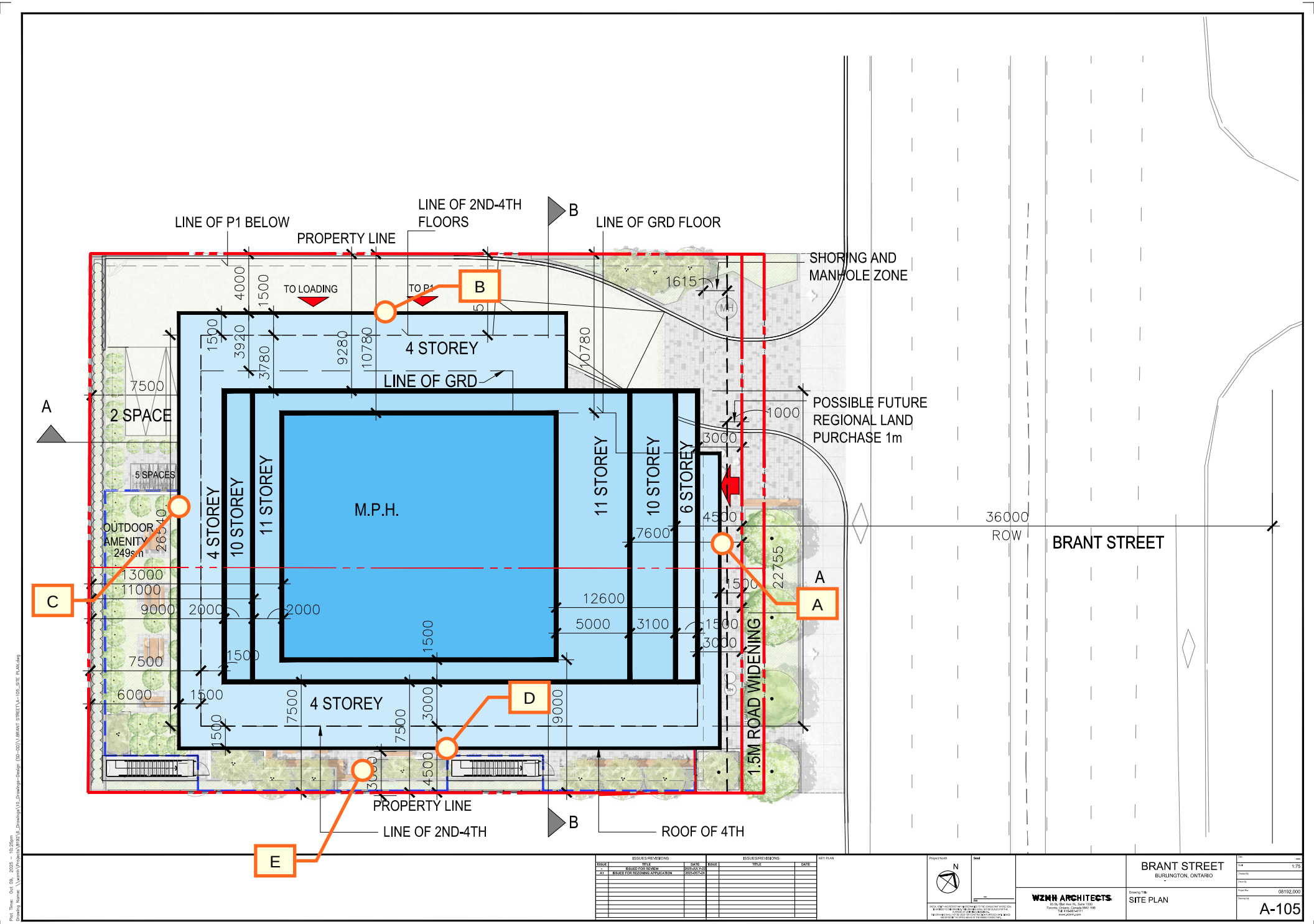
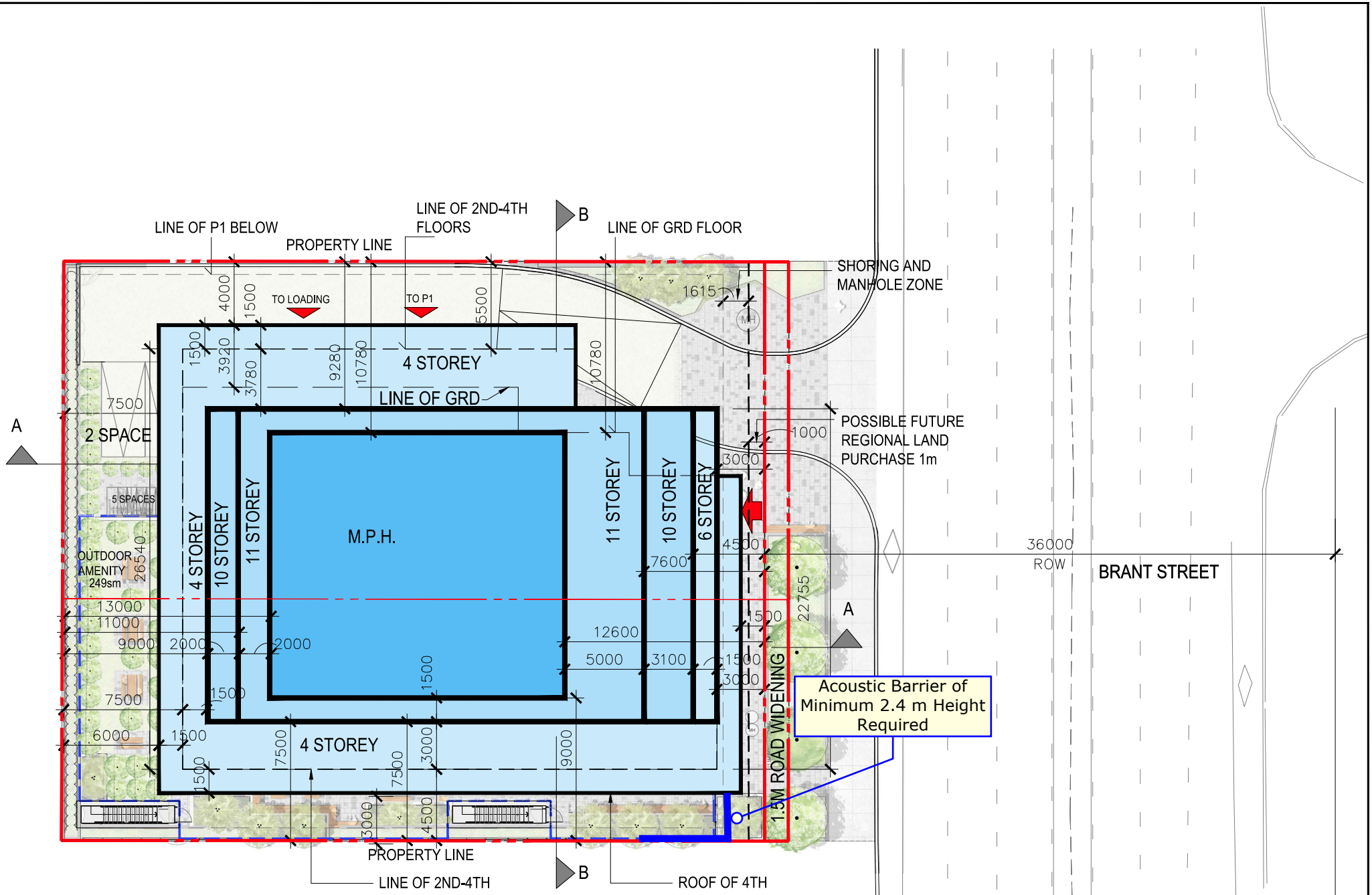


Figure 1: Key Plan



BRANT STREET
BURLINGTON, ONTARIO
SITE PLAN
A-105

Figure 2: Proposed Site Plan Prediction Locations



BRANT STREET
BURLINGTON, ONTARIO
SITE PLAN
A-105

Figure 3: Proposed Site Plan Showing Barrier Requirements

APPENDIX A

Rail Guidelines

PRINCIPAL MAIN LINE REQUIREMENTS

A. Safety setback of dwellings from the railway rights-of-way to be a minimum of 30 metres in conjunction with a safety berm. The safety berm shall be adjoining and parallel to the railway rights-of-way with returns at the ends, 2.5 metres above grade at the property line, with side slopes not steeper than 2.5 to 1.

B. Noise attenuation barrier shall be adjoining and parallel to the railway rights-of-way, having returns at the ends, and a minimum total height of 5.5 metres above top-of-rail. Acoustic fence to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre of surface area. Subject to the review of the noise report, GO Transit may consider other measures recommended by an approved Noise Consultant.

C. Ground-borne vibration transmission to be evaluated in a report through site testing to determine if dwellings within 75 metres of the railway rights-of-way will be impacted by vibration conditions in excess of 0.14 mm/sec RMS between 4 Hz and 200 Hz. The monitoring system should be capable of measuring frequencies between 4 Hz and 200 Hz, $\pm$ 3 dB with an RMS averaging time constant of 1 second. If in excess, isolation measures will be required to ensure living areas do not exceed 0.14 mm/sec RMS on and above the first floor of the dwelling.

D. The Owner shall install and maintain a chain link fence of minimum 1.83 metre height along the mutual property line.

E. The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way.

> **Warning:** The Greater Toronto Transit Authority, carrying on business as GO Transit, and its assigns and successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the rail facilities on such right-of-way in the future including the possibility that GO Transit or any railway entering into an agreement with GO Transit to use the right-of-way or their assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). GO Transit will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way.

F. Any proposed alterations to the existing drainage pattern affecting the railway right-of-way must receive prior concurrence from GO Transit and be substantiated by a drainage report to the satisfaction of GO Transit.

G. The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the safety berm, fencing and vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of GO Transit.

H. The Owner enter into an Agreement stipulating how GO Transit's concerns will be resolved and will pay GO Transit's reasonable costs in preparing and negotiating the agreement.

I. The Owner may be required to grant GO Transit an environmental easement for operational emissions, registered on title against the subject property in favour of GO.

Canadian National Railway Properties Inc. / Propriétés ferroviaires du Canadien National Inc.

277 Front Street West
Floor 8
Toronto, Ontario
M5V 2X7

Telephone: (416) 217-6961
Facsimile: (416) 217-6743

277, rue Front ouest
8e étage
Toronto (Ontario)
M5V 2X7

Téléphone: (416) 217-6961
Télécopieur: (416) 217-6743

PRINCIPAL MAIN LINE REQUIREMENTS

A. Safety setback of dwellings from the railway rights-of-way to be a minimum of 30 metres in conjunction with a safety berm. The safety berm shall be adjoining and parallel to the railway rights-of-way with returns at the ends, 2.5 metres above grade at the property line, with side slopes not steeper than 2.5 to 1.

B. The Owner shall engage a consultant to undertake an analysis of noise. At a minimum, a noise attenuation barrier shall be adjoining and parallel to the railway rights-of-way, having returns at the ends, and a minimum total height of 5.5 metres above top-of-rail. Acoustic fence to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre of surface area. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.

C. Ground-borne vibration transmission to be evaluated in a report through site testing to determine if dwellings within 75 metres of the railway rights-of-way will be impacted by vibration conditions in excess of 0.14 mm/sec RMS between 4 Hz and 200 Hz. The monitoring system should be capable of measuring frequencies between 4 Hz and 200 Hz, ±3 dB with an RMS averaging time constant of 1 second. If in excess, isolation measures will be required to ensure living areas do not exceed 0.14 mm/sec RMS on and above the first floor of the dwelling.

D. The Owner shall install and maintain a chain link fence of minimum 1.83 metre height along the mutual property line.

E. The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way: "Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way."

F. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway and be substantiated by a drainage report to the satisfaction of the Railway.

G. The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the safety berm, fencing and vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.

H. The Owner enter into an Agreement stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.

I. The Owner may be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.

March 2002

A wholly owned subsidiary of Canadian National Railway Company / Une filiale en propriété exclusive de la Compagnie des chemins de fer nationaux du Canada

APPENDIX B

Road Traffic Data

Outlook

RE: Road traffic data request - Brant Street (1056 Brant Street, Burlington - HGC Acoustics - NFS)

From Scattolon, Walter <Walter.Scattolon@halton.ca>
Date Mon 2025-09-29 11:11 AM
To Iouri Basmanov <IBasmanov@hgcacoustics.com>
Cc Krusto, Matt <Matt.Krusto@halton.ca>

Hello Victor,

In response to your inquiry for traffic data, we have the following response.

Please use the following assumptions for Ultimate volumes:

Brant Street (Regional Road 18) Fairview Street to North Service Road:

Lanes: **6**
AADT: ***55,000***
Heavy Trucks: **2%**
Medium Trucks: **2%**

We trust this meets with your needs at this time.

Take care,
Walter

From: Iouri Basmanov <IBasmanov@hgcacoustics.com>
Sent: Friday, September 26, 2025 11:16 AM
To: Scattolon, Walter <Walter.Scattolon@halton.ca>
Cc: Access Halton <accesshalton@halton.ca>
Subject: Road traffic data request - Brant Street

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If you are unsure or need assistance please contact the IT Service Desk.

Good morning Walter,

I received your contact information from my colleague, Victor Garcia.

We are working on a project located at 1056 Brant Street, in Burlington, located here:

https://maps.app.goo.gl/YzRTycRme7zUgmaf6

Would you be able to provide ultimate traffic data or hourly traffic data for Brant Street in this area (and commercial vehicle percentages if available)?



Thank you very much in advance,

Iouri Basmanov, P.Eng., INCE
Project Engineer

HGC NOISE | VIBRATION | ACOUSTICS 1994 2024 30 YEARS

HGC NOISE VIBRATION ACOUSTICS
2000 Argentia Road, Plaza One, Suite 203, Mississauga, Ontario, Canada L5N 1P7
t: 905-826-4044 x268 **e**: ibasmanov@hgcacoustics.com
Visit our website – www.hgcacoustics.com **Follow Us** – LinkedIn | X | YouTube

This e-mail and any attachments may contain confidential and privileged information. If you are not the intended recipient, please notify the sender immediately by return e-mail, delete this e-mail and destroy any copies. Any dissemination or use of this information by a person other than the intended recipient is unauthorized and may be illegal. The content of this email and any attachments prepared by HGC Noise Vibration Acoustics have limitations.

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2011	QEW			C	150,000	165,300	166,800	135,000	37,500	39	0.9	8	0.2
2012	QEW			C	154,500	170,200	166,600	139,100	38,600	37	0.8	5	0.1
2013	QEW			C	157,000	173,000	170,800	141,300	39,200	44	0.9	5	0.1
2014	QEW			C	159,400	175,300	170,600	143,500	39,800	39	0.8	14	0.3
2015	QEW			C	161,900	178,100	173,200	145,700	40,500	42	0.9	6	0.1
2016	QEW			C	164,300	180,700	175,800	147,900	41,100	40	0.8	10	0.2
2017	QEW			C	166,800	182,500	182,100	151,300	41,700	38	0.8	6	0.1
2018	QEW			C	169,200	185,500	184,400	152,700	42,300	67	1.3	9	0.2
2019	QEW			C	171,700	187,700	186,500	155,400	42,900	65	1.2	11	0.2
2021	QEW			C	176,600	192,100	191,100	160,100	44,200	26	0.5	7	0.1
1989	QEW	BRANT ST IC-101	1.9	C	93,000	103,200	104,200	83,700	23,200	135	2.1	38	0.6
1990	QEW			C	96,200	106,800	106,800	86,600	24,000	137	2.1	38	0.6
1991	QEW			C	99,000	108,900	109,900	90,100	24,800	95	1.4	16	0.2
1992	QEW			C	101,900	110,100	113,100	93,700	25,500	75	1.1	11	0.2
1993	QEW			C	104,700	114,100	115,900	96,300	26,200	74	1.0	14	0.2
1994	QEW			C	107,600	117,800	120,000	97,400	26,900	78	1.1	6	0.1
1995	QEW			C	110,400	120,500	123,700	101,000	27,600	72	1.0	18	0.2
1996	QEW			C	113,300	128,400	128,900	102,300	28,300	78	1.0	20	0.3
1997	QEW			C	116,100	131,200	132,400	104,500	29,000	80	1.0	14	0.2
1998	QEW			C	118,900	134,400	134,400	107,000	29,700	86	1.1	16	0.2
1999	QEW			C	121,300	135,900	137,100	109,200	30,300	110	1.3	26	0.3
2000	QEW			C	123,600	139,700	139,700	111,200	30,900	96	1.1	20	0.2
2001	QEW			C	126,000	141,900	142,200	113,500	31,500	53	0.6	11	0.1
2002	QEW			C	128,300	143,700	144,800	115,500	32,100	59	0.7	12	0.1
2003	QEW			C	130,700	146,000	146,900	118,000	32,700	67	0.8	15	0.2
2004	QEW			C	133,000	149,800	150,100	119,800	33,200	70	0.8	12	0.1
2005	QEW			C	135,400	150,700	152,000	121,600	33,800	73	0.8	19	0.2
2006	QEW			C	137,700	153,000	154,200	123,900	34,400	56	0.6	13	0.1
2007	QEW			C	140,100	155,700	157,800	125,900	35,000	62	0.7	13	0.1
2008	QEW			C	142,400	157,200	155,000	127,800	35,600	77	0.8	11	0.1
2009	QEW			C	144,800	159,300	160,700	130,300	36,200	76	0.8	11	0.1
2010	QEW			C	147,100	162,100	163,600	132,400	36,800	113	1.1	27	0.3
2011	QEW			C	150,000	165,300	166,800	135,000	37,500	130	1.3	19	0.2
2012	QEW			C	152,400	167,900	164,400	137,200	38,100	120	1.2	20	0.2
2013	QEW			C	154,800	170,600	168,400	139,400	38,700	107	1.0	23	0.2
2014	QEW			C	157,200	172,900	168,200	141,500	39,300	115	1.1	16	0.1
2015	QEW			C	159,700	175,700	170,900	143,700	39,900	100	0.9	9	0.1
2016	QEW			C	162,100	178,300	173,400	145,900	40,500	110	1.0	19	0.2
2017	QEW			C	164,500	180,000	179,500	149,300	41,100	108	1.0	23	0.2
2018	QEW			C	167,000	183,100	182,000	150,700	41,800	103	0.9	17	0.1
2019	QEW			C	169,400	185,200	184,000	153,300	42,400	94	0.8	17	0.1

Year	Highway	Location Description	Dist (KM)	Pattern Type	AADT	SADT	SWADT	WADT	Truck AADT	Total Collisions	Total CR	Trucks Collisions	Truck CR
2021	QEW			C	174,300	189,600	188,600	158,000	43,600	84	0.7	15	0.1
1988	QEW	GUELPH LINE IC-102	2.0	C	91,600	101,700	101,700	82,400	18,300	44	0.6	4	0.1
1989	QEW			C	95,300	105,800	106,700	85,800	19,100	78	1.1	8	0.1
1990	QEW			C	99,100	110,000	110,000	89,200	19,800	57	0.8	8	0.1
1991	QEW			C	101,800	112,000	113,000	92,600	20,400	60	0.8	15	0.2
1992	QEW			C	103,300	111,600	114,700	95,000	20,700	48	0.6	5	0.1
1993	QEW			C	110,500	120,400	122,300	101,700	22,100	69	0.8	11	0.1
1994	QEW			C	108,800	119,100	121,300	98,500	21,800	77	1.0	18	0.2
1995	QEW			C	111,500	121,700	124,900	102,000	22,300	63	0.8	10	0.1
1996	QEW			C	114,200	129,400	129,900	103,100	22,800	62	0.7	12	0.1
1997	QEW			C	117,000	132,200	133,400	105,300	23,400	86	1.0	17	0.2
1998	QEW			C	119,700	135,300	135,300	107,700	23,900	58	0.7	16	0.2
1999	QEW			C	136,100	152,400	153,800	122,500	27,200	92	0.9	27	0.3
2000	QEW			C	141,800	160,200	160,200	127,600	28,400	89	0.8	21	0.2
2001	QEW			C	154,000	173,400	173,800	138,700	15,400	62	0.5	9	0.1
2002	QEW			C	157,500	176,400	177,700	141,700	15,800	74	0.6	12	0.1
2003	QEW			C	160,600	179,400	180,600	145,000	16,100	69	0.6	10	0.1
2004	QEW			C	163,800	184,500	184,800	147,500	16,400	81	0.7	16	0.1
2005	QEW			C	162,400	180,800	182,300	145,900	16,200	71	0.6	12	0.1
2006	QEW			C	170,300	189,200	190,700	153,200	17,000	77	0.6	17	0.1
2007	QEW			C	175,500	195,000	197,700	157,700	17,600	72	0.6	15	0.1
2008	QEW			C	187,700	207,200	204,300	168,400	18,800	71	0.5	20	0.1
2009	QEW			C	168,800	185,700	187,400	151,900	16,900	86	0.7	12	0.1
2010	QEW			C	169,000	186,200	187,900	152,100	16,900	104	0.8	15	0.1
2011	QEW			C	170,000	187,300	189,000	153,000	17,000	159	1.3	28	0.2
2012	QEW			C	171,000	188,400	184,400	154,000	17,100	147	1.2	18	0.1
2013	QEW			C	170,000	187,400	185,000	153,000	17,000	147	1.2	26	0.2
2014	QEW			C	175,000	192,500	187,200	157,500	17,500	130	1.0	27	0.2
2015	QEW			C	193,000	212,300	206,500	173,700	19,300	119	0.8	14	0.1
2016	QEW			C	195,000	214,500	208,600	175,500	19,500	135	0.9	17	0.1
2017	QEW			C	199,100	217,800	217,300	180,700	19,900	136	0.9	19	0.1
2018	QEW			C	202,700	222,200	220,900	182,900	20,300	134	0.9	22	0.1
2019	QEW			C	206,300	225,500	224,100	186,700	20,600	137	0.9	30	0.2
2021	QEW			C	213,400	232,100	230,900	193,500	21,300	97	0.6	21	0.1
1988	QEW	WALKERS LINE IC-105	2.1	C	92,500	102,700	102,700	83,200	13,900	53	0.8	6	0.1
1989	QEW			C	95,400	105,900	106,800	85,900	14,300	90	1.3	17	0.2
1990	QEW			C	99,200	110,100	110,100	89,300	14,900	70	0.9	6	0.1
1991	QEW			C	101,700	111,900	112,900	92,500	15,300	52	0.7	7	0.1
1992	QEW			C	103,200	111,500	114,600	94,900	15,500	62	0.8	7	0.1
1993	QEW			C	108,000	117,700	119,500	99,400	16,200	65	0.8	8	0.1
1994	QEW			C	109,800	120,200	122,400	99,400	16,500	76	0.9	15	0.2

Brant St @ Plains Rd E

Municipality: Halton Region
Major Road: Brant St
Minor Road: Plains Rd E

Date: Dec 13, 2023

Major Road Runs: North/South
Weather Conditions: Clear/Dry
Person No. 1 Jules
Person No. 2 Bina

Period	North Approach							East Approach							South Approach							West Approach							Veh. Summary	
	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.	Cars			Trucks			Ped.		
Ending	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	Left	Thru	Right	Left	Thru	Right	Cross.	15	60
7:15	36	67	41	0	5	8	0	1	16	10	0	2	1	1	3	105	25	0	9	2	1	55	62	5	2	0	0	1	455	
7:30	39	86	55	1	8	6	0	4	16	10	0	1	2	0	0	134	41	1	17	2	0	68	81	2	2	0	0	0	576	
7:45	53	113	77	1	7	7	0	4	17	12	0	3	2	0	3	162	48	1	12	1	0	77	106	3	5	0	0	0	714	
8:00	56	197	90	3	9	8	1	7	25	6	0	1	5	2	3	159	56	0	15	2	1	96	78	6	5	3	2	1	832	2577
8:15	43	154	61	0	6	4	1	17	33	12	0	4	0	0	5	191	36	0	16	1	0	99	72	8	5	5	1	0	773	2895
8:30	36	204	96	2	8	3	2	8	29	12	1	1	3	2	2	226	27	0	13	1	1	80	65	9	5	3	1	1	835	3154
8:45	46	167	93	1	9	4	4	13	36	17	1	1	3	0	7	191	23	1	17	0	1	83	62	5	4	3	0	3	787	3227
9:00	47	206	112	3	8	9	2	10	30	19	4	3	0	1	8	182	25	1	16	1	0	97	64	6	8	1	2	3	862	3257
11:15	34	180	139	1	7	6	0	11	38	17	0	2	1	2	12	199	11	1	7	1	0	88	28	12	4	3	0	0	802	
11:30	22	196	157	1	11	8	0	11	46	17	0	0	0	0	5	205	16	1	16	0	0	101	29	9	6	3	1	2	861	
11:45	26	262	144	0	10	6	1	28	47	21	0	0	3	0	10	206	18	1	19	2	0	117	40	13	5	1	1	1	980	
12:00	38	246	143	2	12	5	0	23	52	26	0	7	4	0	10	186	6	0	15	0	1	101	34	19	9	3	1	0	942	3585
12:15	19	189	138	0	6	4	1	21	53	30	1	4	2	0	10	250	21	0	14	0	0	113	42	8	6	0	1	1	932	3715
12:30	32	204	157	4	12	10	0	22	51	33	0	0	2	0	10	232	19	2	12	0	0	128	50	8	5	0	0	0	993	3847
12:45	28	243	159	0	4	3	2	15	47	29	0	0	2	1	8	251	11	0	11	2	0	133	26	16	3	3	1	3	995	3862
13:00	30	229	160	0	5	1	3	23	39	33	0	2	0	0	15	228	12	0	8	2	0	116	28	15	5	5	0	4	956	3876
13:15	29	215	165	1	16	6	0	15	51	20	0	1	2	0	13	201	8	1	6	2	0	121	33	6	5	3	1	1	921	3865
13:30	30	176	164	1	11	5	0	14	50	22	1	1	2	3	7	225	14	0	11	2	0	122	35	14	6	0	0	3	913	3785
13:45	32	165	121	2	11	2	0	12	40	18	1	2	0	1	12	260	8	0	15	0	0	120	53	6	4	2	0	0	886	3676
14:00	32	190	136	1	6	4	0	20	47	30	2	3	2	0	6	256	22	0	10	4	1	118	36	13	3	0	0	1	941	3661
15:15	24	155	121	2	9	3	1	14	105	29	1	4	1	6	7	250	15	0	14	1	0	121	33	8	4	3	1	2	925	
15:30	26	176	149	1	4	10	1	15	115	39	0	2	3	1	6	293	7	1	19	1	0	111	50	11	3	2	1	0	1045	
15:45	17	158	143	1	8	12	0	15	137	68	0	8	1	1	8	277	13	1	15	0	0	133	42	13	8	0	0	2	1078	
16:00	28	145	158	1	3	3	0	16	143	62	1	4	1	0	11	237	17	0	6	4	1	144	43	13	6	7	0	1	1053	4101
16:15	22	165	157	0	6	6	0	30	167	65	0	3	2	0	21	260	8	0	14	2	1	115	38	11	7	2	0	2	1101	4277
16:30	21	243	152	2	4	5	3	19	164	72	0	2	1	1	14	265	7	0	9	2	1	145	55	8	7	0	0	0	1197	4429
16:45	28	165	143	1	4	2	3	21	198	89	2	9	1	0	12	282	9	3	11	0	1	152	37	12	4	2	0	1	1187	4538
17:00	25	216	179	0	5	1	4	37	176	105	0	0	1	0	11	242	12	0	11	0	1	169	60	15	4	2	1	0	1272	4757
17:15	19	161	191	0	4	8	2	33	198	56	1	4	2	0	20	324	6	0	10	0	2	160	42	21	2	1	0	5	1263	4919
17:30	13	205	173	0	4	2	1	28	179	68	0	3	2	0	21	310	7	1	3	1	1	204	44	17	4	1	0	2	1290	5012
17:45	26	190	157	0	4	2	0	31	190	80	0	1	0	1	18	283	6	1	12	0	0	129	45	21	3	3	0	4	1202	5027
18:00	45	185	138	1	6	4	1	24	177	72	1	3	0	2	15	239	6	2	5	0	0	120	35	20	3	0	0	3	1101	4856

APPENDIX C

Rail Traffic Data

Victor Garcia

From: Rail Data Requests <RailDataRequests@metrolinx.com>
Sent: January 17, 2025 4:34 PM
To: Victor Garcia
Subject: RE: Rail Traffic Data Request - 1335 - 1355 Plains Rd E, Burlington, Ontario

Hi Victor,

Further to your request dated January 17, 2025, the subject lands (1335-1355 Plains Road E, Burlington) are located within 300 metres of the Canadian National (CN) Oakville Subdivision (which carries Lakeshore West GO rail service).

It's anticipated that GO rail service on this Subdivision will be comprised of diesel and electric trains. The GO rail fleet combination on this Subdivision will consist of up to 1 locomotive and 10 passenger cars. The typical GO rail weekday train volume forecast near the subject lands, including both revenue and equipment trips is in the order of 398 trains. The planned detailed trip breakdown is listed below:

	1 Diesel Locomotive	1 Electric Locomotive		1 Diesel Locomotive	1 Electric Locomotive
Day (0700-2300)	132	192	Night (2300-0700)	20	54

The current track design speed near the subject lands is 95 mph (153 km/h).

There are no *anti-whistling by-laws* in affect near the subject lands.

With respect to future electrified rail service, Metrolinx is committed to finding the most sustainable solution for electrifying the GO rail network and we are currently working towards the next phase.

Options have been studied as part of the Transit Project Assessment Process (TPAP) for the GO Expansion program, currently in the Development Phase. ONxpress will be responsible for selecting and delivering the right trains and infrastructure to unlock the benefits of GO Expansion. Construction to support GO Expansion is currently underway.

However, we can advise that train noise is dominated by the powertrain at lower speeds and by the wheel- track interaction at higher speeds. Hence, the noise level and spectrum of electric trains is expected to be very similar at higher speeds, if not identical, to those of equivalent diesel trains.

Given the above considerations, it would be prudent at this time, for the purposes of acoustical analyses for development in proximity to Metrolinx corridors, to assume that the acoustical characteristics of electrified and diesel trains are equivalent. In light of the aforementioned information, acoustical models should employ diesel train parameters as the basis for analyses. We anticipate that additional information regarding specific operational parameters for electrified trains will become available in the future once the proponent team is selected.

Operational information is subject to change and may be influenced by, among other factors, service planning priorities, operational considerations, funding availability and passenger demand.

It should be noted that this information only pertains to Metrolinx rail service. It would be prudent to contact other rail operators in the area directly for rail traffic information pertaining to non-Metrolinx rail service.

I trust this information is useful. Should you have any questions or concerns, please do not hesitate to contact me.

Best Regards,

Jenna Auger (She/Her)

System Engineering
Engineering Services

1 Administration Road
Concord, ON, L4K 1B9
T: 905.669.3264
F: 905.760.3406

Train Count Data

TRANSMITTAL

To: *Destinataire :*	**HGC Noise Vibration Acoustics** 2000 Argentia Road, Plaza One, Suite 203, Mississauga, Ontario, Canada L5N 1P7	*Project :*	OAK-32.23-Plains Rd E, Burlington ON
Att'n:	Victor Garcia	*Routing:*	vgarcia@hgcacoustics.com
From: *Expéditeur :*	Sarangan Srikanth	*Date:*	2025/03/27
Cc:	Adjacent Development CN via e-mail		

☐ Urgent ☐ For Your Use ☐ For Review ■ For Your Information ☐ Confidential

Re: Train Traffic Data – CN Oakville Subdivision near Plains Rd E in Burlington, ON

Please find attached the requested Train Traffic Data; this data does not reflect GO Metrolinx Traffic. The application fee in the amount of **$500.00** +HST will be invoiced.

Should you have any questions, please do not hesitate to contact the undersigned at sarangan.srikanth@cn.ca.

Sincerely,

Sarangan Srikanth

Sarangan Srikanth
Officer Public Works – Eastern Canada
sarangan.srikanth@cn.ca

Dear Victor:

Re: Train Traffic Data – CN Oakville Subdivision near Plains Rd E in Burlington, ON

The following is provided in response to Victor's 2025/01/17 request for information regarding rail traffic in the vicinity of 1335 – 1355 Plains Rd E in Burlington in Burlington at approximately Mile 32.23 on CN's Oakville Subdivision.

Typical daily traffic volumes are recorded below. However, traffic volumes may fluctuate due to overall economic conditions, varying traffic demands, weather conditions, track maintenance programs, statutory holidays and traffic detours that when required may be heavy although temporary. For the purpose of noise and vibration reports, train volumes must be escalated by 2.5% per annum for a 10-year period.

Typical daily traffic volumes at this site location are as follows:

***Maximum train speed is given in Miles per Hour**

	0700-2300			
Type of Train	Volumes	Max.Consist	Max. Speed	Max. Power
Freight	0	140	60	4
Way Freight	4	25	60	4
Passenger	14	10	80	2

	2300-0700			
Type of Train	Volumes	Max.Consist	Max. Speed	Max. Power
Freight	0	140	60	4
Way Freight	2	25	60	4
Passenger	0	10	80	2

The volumes recorded reflect westbound and eastbound freight and passenger operations on CN's Oakville Subdivision.

Except where anti-whistling bylaws are in effect, engine-warning whistles and bells are normally sounded at all at-grade crossings. There is no at-grade crossing in the immediate vicinity of the study area. Please note that engine warning whistles may be sounded in cases of emergency, as a safety and or warning precaution at station locations and pedestrian crossings and occasionally for operating requirements.

With respect to equipment restrictions, the gross weight of the heaviest permissible car is 286,000 lbs.

The double mainline track is considered to be continuously welded rail throughout the study area. The presence of four (4) switches located at Mile 30.74, 30.59, 30.57 and 30.48 may exacerbate the noise and vibration caused by train movements.

The Canadian National Railway continues to be strongly opposed to locating developments near railway facilities and rights-of-way due to potential safety and environmental conflicts. Development adjacent to the Railway Right-of-Way is not appropriate without sound impact mitigation measures to reduce the incompatibility. For confirmation of the applicable rail noise, vibration and safety standards, Adjacent Development, Canadian National Railway Properties at Proximity@cn.ca should be contacted directly.

I trust the above information will satisfy your current request.

Sincerely,

Sarangan Srikanth

Sarangan Srikanth
Officer Public Works – Eastern Canada
sarangan.srikanth@cn.ca

Victor Garcia

From: Umair Naveed <Umair.Naveed@cn.ca> on behalf of GLD-Permits <permits.gld@cn.ca>
Sent: July 15, 2020 10:30 AM
To: Victor Garcia
Subject: RE: Rail traffic data request

Good Morning Victor,

The train count data is still valid. On the Oakville sub the mileage and the crossings in vicinity would be the same but for Halton the mileage would be 49.21 with no at grade crossings in the vicinity.

Thanks,

Umair Naveed
Project Officer- Public Works | Eastern Canada Division of Engineering
T: **905-669-3184** C: **416-436-7930**

Celebrating 100 years | Célébrons nos 100 ans

From: Victor Garcia <vgarcia@hgcengineering.com>
Sent: Monday, July 13, 2020 5:44 PM
To: GLD-Permits <permits.gld@cn.ca>
Subject: Rail traffic data request

Good evening,

HGC Engineering is conducting a noise impact study at a site located at 2089-2095 Fairview Street in Burlington, Ontario. A google link is included for your reference:

https://goo.gl/maps/qjgRPEHCn3cX3PYa9

We currently have the data attached for the two CN lines in the area, is this data still valid?

Thanks,

Victor Garcia, P.Eng
Associate

HGC Engineering NOISE | VIBRATION | ACOUSTICS
Howe Gastmeier Chapnik Limited
2000 Argentia Road, Plaza One, Suite 203, Mississauga, Ontario, Canada L5N 1P7
t: 905.826.4044 e: vgarcia@hgcengineering.com
Visit our website – www.hgcengineering.com **Follow Us** – LinkedIn | Twitter | YouTube

This e-mail and any attachments may contain confidential and privileged information. If you are not the intended recipient, please notify the sender immediately by return e-mail, delete this e-mail and destroy any copies. Any

System Engineering
Engineering Services

1 Administration Road
Concord, ON, L4K 1B9
T: 905.669.3264
F: 905.760.3406

Train Count Data

TRANSMITTAL

To: *Destinataire :*	HGC Engineering 2000 Argentia Rd, Plaza One, Suite 203, Mississauga, ON L5N 1P7	*Project :*	HAL-45.17- Upper Middle Rd, Burlington, ON
Att'n:	Victor Garcia	*Routing:*	vgarcia@hgcengineering.com
From: *Expéditeur :*	Michael Vallins	*Date:*	02/05/2019
Cc:	Adjacent Development CN via e-mail		

☐ Urgent ☐ For Your Use ☐ For Review ■ For Your Information ☐ Confidential

Re: Train Traffic Data – CN Halton Subdivision near Upper Middle Road in Burlington, ON

Please find attached the requested Train Traffic Data; this data does not reflect GO Metrolinx Traffic. The application fee in the amount of **$500.00** +HST will be invoiced.

Should you have any questions, please do not hesitate to contact the undersigned at 905-669-3264.

Sincerely,
CN Design & Construction

Michael Vallins P.Eng
Manager of Public Works
public_works_gld@cn.ca

Date: 2019/02/05 Project Number: HAL-45.17- Upper Middle Rd, Burlington, ON

Dear Victor:

Re: Train Traffic Data – CN Halton Subdivision near Upper Middle Road in Burlington, ON

The following is provided in response to Victor's 2018/12/18 request for information regarding rail traffic in the vicinity of Plains Road in Burlington, ON at approximately Mile 32.23 on CN's Halton Subdivision.

Typical daily traffic volumes are recorded below. However, traffic volumes may fluctuate due to overall economic conditions, varying traffic demands, weather conditions, track maintenance programs, statutory holidays and traffic detours that when required may be heavy although temporary. For the purpose of noise and vibration reports, train volumes must be escalated by 2.5% per annum for a 10-year period.

Typical daily traffic volumes at this site location are as follows:

***Maximum train speed is given in Miles per Hour**

	0700-2300			
Type of Train	Volumes	Max.Consist	Max. Speed	Max. Power
Freight	10	140	50	4
Way Freight	2	25	50	4
Passenger	0	10	50	2

	2300-0700			
Type of Train	Volumes	Max.Consist	Max. Speed	Max. Power
Freight	4	140	50	4
Way Freight	0	25	50	4
Passenger	0	10	50	2

The volumes recorded reflect westbound and eastbound freight and passenger operations on CN's Halton Subdivision.

Except where anti-whistling bylaws are in effect, engine-warning whistles and bells are normally sounded at all at-grade crossings. There is one (1) at-grade crossing in the immediate vicinity of the study area at Mile 46.16 (Mainway Drive). Anti-whistling bylaws are not in effect at this crossing. Please note that engine warning whistles may be sounded in cases of emergency, as a safety and or warning precaution at station locations and pedestrian crossings and occasionally for operating requirements.

With respect to equipment restrictions, the gross weight of the heaviest permissible car is 286,000 lbs.

The double mainline track is considered to be continuously welded rail throughout the study area.

The Canadian National Railway continues to be strongly opposed to locating developments near railway facilities and rights-of-way due to potential safety and environmental conflicts. Development adjacent to the Railway Right-of-Way is not appropriate without sound impact mitigation measures to reduce the incompatibility. For confirmation of the applicable rail noise, vibration and safety standards, Adjacent Development, Canadian National Railway Properties at Proximity@cn.ca should be contacted directly.

I trust the above information will satisfy your current request.

Sincerely,

Michael Vallins P.Eng
Manager of Public Works
public_works_gld@cn.ca

APPENDIX D

STAMSON 5.04 Calibration Outputs

STAMSON 5.0 COMPREHENSIVE REPORT Date: 20-11-2025 10:18:05
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: cn_halt.te Time Period: Day/Night 16/8 hours
Description: CN Halton Traffic Calibration

Rail data, segment # 1: cn halton (day/night)

Train Type	Trains	Speed (km/h)	# loc /Train	# Cars /Train	Eng type	Cont weld
* 1. freight	14.8/5.9	80.0	4.0	140.0	Diesel	No
* 2. way fr	3.0/0.0	80.0	4.0	25.0	Diesel	No

* The identified number of trains have been adjusted for
future growth using the following parameters:

Train type: No	Name	Unadj. Trains	Annual % Increase	Years of Growth
1.	freight	10.0/4.0	2.50	16.00
2.	way fr	2.0/0.0	2.50	16.00

Data for Segment # 1: cn halton (day/night)

Angle1 Angle2	: -90.00 deg	90.00 deg
Wood depth	: 0	(No woods.)
No of house rows	: 0 / 0	
Surface	: 1	(Absorptive ground surface)
Receiver source distance	: 15.00 / 15.00	m
Receiver height	: 1.50 / 1.50	m
Topography	: 0	(Define your own alpha.)
No Whistle		
Barrier angle1	: -90.00 deg	Angle2 : 90.00 deg
Barrier height	: 0.00 m	
Barrier receiver distance	: 10.00 / 10.00	m
Source elevation	: 2.50 m	
Receiver elevation	: 0.00 m	
Barrier elevation	: 0.00 m	
Alpha	: 0.10	
Reference angle	: 0.00	

Train # 1: freight, Segment # 1: cn halton (day)

LOCOMOTIVE (0.00 + 74.34 + 0.00) = 74.34 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	74.63	0.00	-0.28	0.00	0.00	0.00	74.34

WHEEL (0.00 + 70.74 + 0.00) = 70.74 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	71.03	0.00	-0.28	0.00	0.00	0.00	70.74

Segment Leq : 75.91 dBA

Train # 2: way fr, Segment # 1: cn halton (day)

LOCOMOTIVE (0.00 + 63.10 + 0.00) = 63.10 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	63.38	0.00	-0.28	0.00	0.00	0.00	63.10

WHEEL (0.00 + 56.85 + 0.00) = 56.85 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	57.13	0.00	-0.28	0.00	0.00	0.00	56.85

Segment Leq : 64.02 dBA

Total Leq All Segments: 76.18 dBA

Train # 1: freight, Segment # 1: cn halton (night)

LOCOMOTIVE (0.00 + 73.36 + 0.00) = 73.36 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	73.64	0.00	-0.28	0.00	0.00	0.00	73.36

WHEEL (0.00 + 69.76 + 0.00) = 69.76 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	70.04	0.00	-0.28	0.00	0.00	0.00	69.76

Segment Leq : 74.93 dBA

Train # 2: way fr, Segment # 1: cn halton (night)

LOCOMOTIVE (0.00 + -0.28 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq

```
   -90     90   0.10   0.00   0.00  -0.28   0.00   0.00   0.00  -0.28
-------------------------------------------------------------------------

WHEEL (0.00 + -0.28 + 0.00) = 0.00 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90     90   0.10   0.00   0.00  -0.28   0.00   0.00   0.00  -0.28
-------------------------------------------------------------------------

Segment Leq : 0.00 dBA

Total Leq All Segments: 74.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 76.18
                           (NIGHT): 74.93
```

```
STAMSON 5.0        COMPREHENSIVE REPORT        Date: 20-11-2025 10:18:45
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: cn_oak.te            Time Period: Day/Night 16/8 hours
Description: CN OAK Calibration Sheets

Rail data, segment # 1: cn oak (day/night)
-----------------------------------------
Train            ! Trains      ! Speed !# loc !# Cars! Eng  !Cont
Type             !             !(km/h) !/Train!/Train! type !weld
-----------------+-------------+-------+------+------+------+----
* 1. way freight !   5.2/2.6   !  97.0 !  4.0 ! 25.0 !Diesel!  No

* The identified number of trains have been adjusted for
  future growth using the following parameters:

Train type:         ! Unadj. ! Annual % ! Years of !
 No  Name           ! Trains ! Increase !  Growth  !
--------------------+--------+----------+----------+
  1. way freight    !   4.0/2.0   !    2.50  !   11.00  !

Data for Segment # 1: cn oak (day/night)
----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  15.00 / 15.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      0       (Define your own alpha.)
No Whistle
Barrier angle1            : -90.00 deg   Angle2 : 90.00 deg
Barrier height            :   0.00 m
Barrier receiver distance :  10.00 / 10.00  m
Source elevation          :   2.50 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Alpha                     :   0.10
Reference angle           :   0.00

Train # 1: way freight, Segment # 1: cn oak (day)
-------------------------------------------------

LOCOMOTIVE (0.00 + 66.62 + 0.00) = 66.62 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90     90   0.10  66.90   0.00  -0.28   0.00   0.00   0.00  66.62
-------------------------------------------------------------------------

WHEEL (0.00 + 60.56 + 0.00) = 60.56 dBA
```

```
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90     90   0.10  60.84   0.00  -0.28   0.00   0.00   0.00  60.56
-------------------------------------------------------------------------

Segment Leq : 67.58 dBA

Total Leq All Segments: 67.58 dBA

Train # 1: way freight, Segment # 1: cn oak (night)
-------------------------------------------------

LOCOMOTIVE (0.00 + 66.62 + 0.00) = 66.62 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90     90   0.10  66.90   0.00  -0.28   0.00   0.00   0.00  66.62
-------------------------------------------------------------------------

WHEEL (0.00 + 60.56 + 0.00) = 60.56 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90     90   0.10  60.84   0.00  -0.28   0.00   0.00   0.00  60.56
-------------------------------------------------------------------------

Segment Leq : 67.58 dBA

Total Leq All Segments: 67.58 dBA

♠


TOTAL Leq FROM ALL SOURCES (DAY): 67.58
                           (NIGHT): 67.58
♠
♠
```

```
STAMSON 5.0        NORMAL REPORT        Date: 20-11-2025 10:16:26
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: traffic.te           Time Period: Day/Night 16/8 hours
Description: Road Traffic Calibration Sheets

Road data, segment # 1: hwy 403 (day/night)
----------------------------------------
Car traffic volume  : 137306/68642 veh/TimePeriod  *
Medium truck volume : 11351/5674  veh/TimePeriod  *
Heavy truck volume  : 34418/17206 veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

    24 hr Traffic Volume (AADT or SADT): 189600
    Percentage of Annual Growth        :   2.50
    Number of Years of Growth          :  15.00
    Medium Truck % of Total Volume     :   6.20
    Heavy Truck  % of Total Volume     :  18.80
    Day (16 hrs) % of Total Volume     :  66.67

Data for Segment # 1: hwy 403 (day/night)
----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  15.00 / 15.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      0       (Define your own alpha.)
Barrier angle1            : -90.00 deg   Angle2 : 90.00 deg
Barrier height            :   0.00 m
Barrier receiver distance :  10.00 / 10.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Alpha                     :   0.10
Reference angle           :   0.00

Road data, segment # 2: brant (day/night)
----------------------------------------
Car traffic volume  : 47520/5280  veh/TimePeriod  *
Medium truck volume :   990/110   veh/TimePeriod  *
Heavy truck volume  :   990/110   veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)
```

```
* Refers to calculated road volumes based on the following input:

    24 hr Traffic Volume (AADT or SADT):  55000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   2.00
    Heavy Truck  % of Total Volume     :   2.00
    Day (16 hrs) % of Total Volume     :  90.00

Data for Segment # 2: brant (day/night)
---------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  15.00 / 15.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      0       (Define your own alpha.)
Barrier angle1            : -90.00 deg   Angle2 : 90.00 deg
Barrier height            :   0.00 m
Barrier receiver distance :   1.00 / 1.00   m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Alpha                     :   0.10
Reference angle           :   0.00

Road data, segment # 3: plains (day/night)
------------------------------------------
Car traffic volume  : 12905/1434  veh/TimePeriod  *
Medium truck volume :   134/15    veh/TimePeriod  *
Heavy truck volume  :   362/40    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

    24 hr Traffic Volume (AADT or SADT):  10801
    Percentage of Annual Growth        :   2.50
    Number of Years of Growth          :  13.00
    Medium Truck % of Total Volume     :   1.00
    Heavy Truck  % of Total Volume     :   2.70
    Day (16 hrs) % of Total Volume     :  90.00

Data for Segment # 3: plains (day/night)
----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
```

```
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  15.00 / 15.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      0       (Define your own alpha.)
Barrier angle1            : -90.00 deg   Angle2 : 90.00 deg
Barrier height            :   0.00 m
Barrier receiver distance :  10.00 / 10.00  m
Source elevation          :   0.00 m
Receiver elevation        :   0.00 m
Barrier elevation         :   0.00 m
Alpha                     :   0.10
Reference angle           :   0.00
Road data, segment # 4:  (day/night)
-----------------------------------
Car traffic volume  :  1600/800   veh/TimePeriod
Medium truck volume :   320/160   veh/TimePeriod
Heavy truck volume  :   160/80    veh/TimePeriod
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

Data for Segment # 4:  (day/night)
-----------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  15.00 / 15.00  m
Receiver height           :   1.50 / 4.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

Results segment # 1: hwy 403 (day)
-----------------------------------

Source height = 2.08 m

ROAD (0.00 + 88.68 + 0.00) = 88.68 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.10  88.96   0.00   0.00  -0.28   0.00   0.00   0.00  88.68
-------------------------------------------------------------------------------

Segment Leq : 88.68 dBA
Results segment # 2: brant (day)
-----------------------------------

Source height = 1.19 m
```

ROAD (0.00 + 72.39 + 0.00) = 72.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	72.68	0.00	0.00	-0.28	0.00	0.00	0.00	72.39

Segment Leq : 72.39 dBA

Results segment # 3: plains (day)

Source height = 1.28 m

ROAD (0.00 + 67.11 + 0.00) = 67.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	67.40	0.00	0.00	-0.28	0.00	0.00	0.00	67.11

Segment Leq : 67.11 dBA

Results segment # 4: (day)

Source height = 1.67 m

ROAD (0.00 + 66.63 + 0.00) = 66.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	68.08	0.00	0.00	-1.45	0.00	0.00	0.00	66.63

Segment Leq : 66.63 dBA

Total Leq All Segments: 88.84 dBA

Results segment # 1: hwy 403 (night)

Source height = 2.08 m

ROAD (0.00 + 88.68 + 0.00) = 88.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.10	88.96	0.00	0.00	-0.28	0.00	0.00	0.00	88.68

Segment Leq : 88.68 dBA

Results segment # 2: brant (night)

```
---------------------------------

Source height = 1.19 m

ROAD (0.00 + 65.86 + 0.00) = 65.86 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.10  66.14   0.00   0.00  -0.28   0.00   0.00   0.00  65.86
-------------------------------------------------------------------------------

Segment Leq : 65.86 dBA

Results segment # 3: plains (night)
---------------------------------

Source height = 1.28 m

ROAD (0.00 + 60.57 + 0.00) = 60.57 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.10  60.85   0.00   0.00  -0.28   0.00   0.00   0.00  60.57
-------------------------------------------------------------------------------

Segment Leq : 60.57 dBA

Results segment # 4:  (night)
-----------------------------

Source height = 1.67 m

ROAD (0.00 + 66.79 + 0.00) = 66.79 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.57  68.08   0.00   0.00  -1.29   0.00   0.00   0.00  66.79
-------------------------------------------------------------------------------

Segment Leq : 66.79 dBA

Total Leq All Segments: 88.74 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 88.84
                           (NIGHT): 88.74
```

APPENDIX E

Supporting Information



A-000	COVER SHEET & DRAWING LIST
A-100	SURVEY
A-101	CONTEXT PLAN
A-102	PROJECT STATISTICS
A-105	SITE PLAN
A-110	RENDERING
A-111	RENDERING
A-112	RENDERING
A-113	RENDERING
A-114	RENDERING
A-115	RENDERING
A-120	PARKING PLAN
A-200	GROUND FLOOR PLAN
A-201	2ND FLOOR PLAN
A-202	3RD-4TH FLOOR PLANS
A-203	5TH FLOOR PLAN
A-204	6TH FLOOR PLAN
A-205	7TH FLOOR PLAN
A-206	8TH - 10TH FLOOR PLANS
A-207	11TH FLOOR PLAN
A-208	MECHANICAL PENTHOUSE
A-209	ROOF PLAN
A-210	WASTE MANAGEMENT PLAN
A-400	EAST ELEVATION
A-401	SOUTH ELEVATION
A-402	WEST ELEVATION
A-403	NORTH ELEVATION
A-410	BUILDING SECTION A-A
A-411	BUILDING SECTION B-B

1056 & 1060 BRANT STREET REDEVELOPMENT

BURLINGTON, ONTARIO

ISSUE A1 - ISSUED FOR REZONING - OCTOBER 24, 2025

PROJECT NUMBER: 08192.000

WZMH Architects



ISSUES/REVISIONS

ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24

ISSUES/REVISIONS

ISSUE	TITLE	DATE

KEY PLAN

Project North

N

Seal

Date

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF VERIFYING DIMENSIONS.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1000
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
CONTEXT PLAN

Date	---
Scale	1:300
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-100

Plot Time: Oct 10, 2025 - 10:31am
Drawing Name: \\wzmh\Project\8192\6_Drawings\10_Drawings-Design (SD-001)\BRANT STREET\A-100_CONTEXT PLAN.dwg

PLAN OF SURVEY SHOWING TOPOGRAPHIC FEATURES OF PART OF

LOT 15
REGISTRAR'S COMPILED PLAN 99
IN THE
CITY OF BURLINGTON
REGIONAL MUNICIPALITY OF HALTON

SCALE 1 : 200

0 5 10 20 metres

THE INTENDED PLOT SIZE OF THIS PLAN IS 810mm IN WIDTH BY 600mm IN HEIGHT WHEN PLOTTED AT A SCALE OF 1:200 (INCLUDING 15mm BEYOND EACH BORDER)

MacKAY, MacKAY & PETERS LIMITED - ONTARIO LAND SURVEYORS

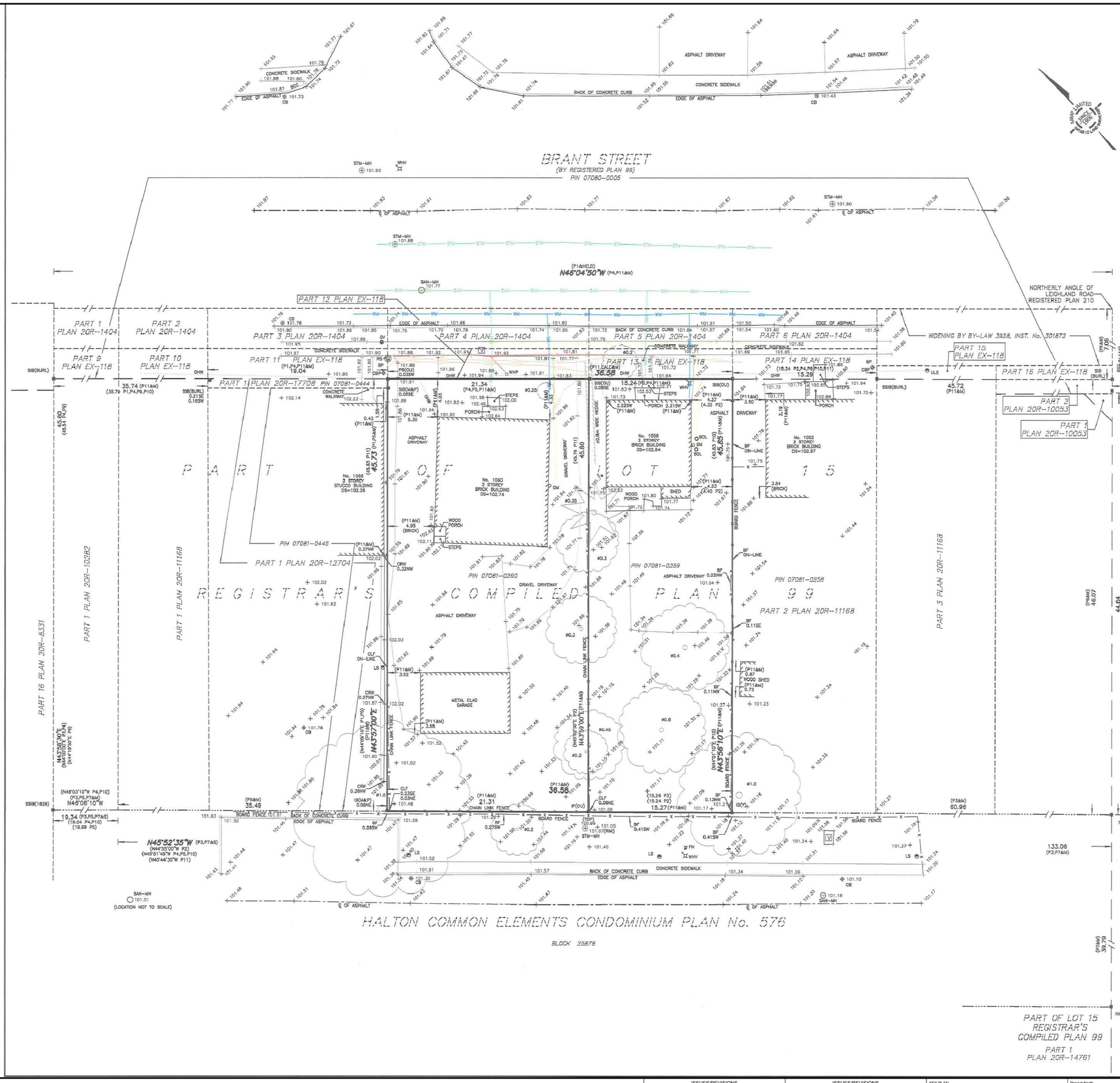
© 2023

METRIC DISTANCES AND COORDINATES SHOWN HEREON ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

COLOUR THE ORIGINAL SIGNED PRINT OF THIS PLAN OF SURVEY CONTAINS COLOUR

ASSOCIATION OF ONTARIO LAND SURVEYORS
PLAN SUBMISSION FORM
V-52480

THIS PLAN IS NOT VALID UNLESS IT IS AN EMBOSSED ORIGINAL COPY ISSUED BY THE SURVEYOR IN ACCORDANCE WITH REGULATION 1026, SECTION 29(3)



LEGEND

- ■ DENOTES A SURVEY MONUMENT FOUND
- □ DENOTES A SURVEY MONUMENT PLANTED
- SIB DENOTES STANDARD IRON BAR
- SSIB DENOTES SHORT STANDARD IRON BAR
- IB DENOTES IRON BAR
- PB DENOTES PLASTIC BAR
- IP DENOTES IRON PIPE
- P1 DENOTES PLAN 20R-17708
- P2 DENOTES PLAN BY YATES & YATES LIMITED DATED OCTOBER 10, 1986 (86Y-624)
- P3 DENOTES PLAN 20M-1080
- P4 DENOTES PLAN 20R-10282
- P5 DENOTES PLAN BY MMP LIMITED DATED MARCH 2, 1998 (97H-443)
- P6 DENOTES PLAN BY YATES & YATES LIMITED DATED MAY 2, 1996 (96Y-106)
- P7 DENOTES HALTON COMMON ELEMENTS CONDOMINIUM PLAN No. 576
- P8 DENOTES PLAN 20R-10053
- P9 DENOTES EXPROPRIATION PLAN EX-118
- P10 DENOTES PLAN 20R-11168
- P11 DENOTES PLAN BY MMP LIMITED DATED AUGUST 21, 2019 (19-184)
- PIN DENOTES PROPERTY IDENTIFICATION NUMBER
- (OU) DENOTES ORIGIN UNKNOWN
- ℄ DENOTES CENTRELINE
- BP DENOTES BELL PEDESTAL
- CBP DENOTES CABLE PEDESTAL
- WHP DENOTES WOOD HYDRO POLE
- ULS DENOTES UTILITY LIGHT STANDARD
- OHW DENOTES OVERHEAD WIRE
- LS DENOTES LIGHT STANDARD
- CB DENOTES CATCH BASIN
- STM-MH DENOTES STORM MANHOLE
- SAN-MH DENOTES SANITARY MANHOLE
- GM DENOTES GAS METER
- RS DENOTES ROAD SIGN
- RW DENOTES RETAINING WALL
- BOL DENOTES BOLLARD
- WHV DENOTES WATER HYDRANT VALVE
- FH DENOTES FIRE HYDRANT
- GV DENOTES GAS VALVE
- BF DENOTES BOARD FENCE
- CLF DENOTES CHAIN LINK FENCE
- CRW DENOTES CONCRETE RETAINING WALL
- DENOTES GAS MAIN LOCATE
- DENOTES GAS SERVICE LOCATE
- DENOTES COMMUNICATION LOCATE
- DENOTES HYDRO LOCATE
- DENOTES WATER MAIN LOCATE
- DENOTES WATER SERVICE LOCATE
- DENOTES SANITARY SEWER LOCATE
- DENOTES STORM SEWER LOCATE
- V DENOTES HYDRO VAULT
- G DENOTES GARBAGE CAN
- DENOTES DECIDUOUS TREE SCALED TO CANOPY TRUNK SIZE SHOWN IN METRES
- DENOTES CONIFEROUS TREE SCALED TO CANOPY TRUNK SIZE SHOWN IN METRES

ALL BUILDING TIES ARE TO FOUNDATION AND ARE PERPENDICULAR TO PROPERTY LINES UNLESS OTHERWISE NOTED

UTILITY LOCATE NOTE

UTILITY LOCATES UNDERTAKEN BY CONQUEST LOCATING COMPLETED ON APRIL 13, 2023

BENCHMARK NOTE

CITY OF BURLINGTON BENCHMARK No. 1066
ELEVATION = 93.044 METRES (CGVD28:78 ADJUSTMENT)
BRASS CAP IS SET IN CONCRETE SIDEWALK ON NORTH SIDE OF DEYNCOURT DRIVE WEST OF GEORGE STREET

BEARING REFERENCE

BEARINGS ARE GRID AND ARE REFERRED TO THE SOUTHWESTERLY LIMIT OF BRANT STREET AS SHOWN ON PLAN 20R-17708 HAVING A BEARING OF N46°04'50"W

SURVEYOR'S CERTIFICATE

I CERTIFY THAT:

1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS ACT, THE SURVEYORS ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE 17th DAY OF APRIL, 2023.

JUNE 16, 2023
DATE

F.K RAD
ONTARIO LAND SURVEYOR
FOR MACKAY, MACKAY & PETERS LIMITED

E:\(20) Halton\Registered Plans\RP0099\LOT 15\23-071\23-071-PS.dwg

MMP
MacKay, MacKay & Peters Limited
LAND SURVEYORS & MAPPERS
SINCE 1906

3380 South Service Road
Unit 101
Burlington, ON
L7N 3J5
(905) 639-1375
halton@mmplimited.com
mmplimited.com

DRAWN BY: G.S.
PARTY CHIEF: N.C.
CHECKED BY: F.K.
PROJECT No.: 23-071-PS

ISSUES/REVISIONS

ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24

ISSUES/REVISIONS

ISSUE	TITLE	DATE

KEY PLAN

Project North

Seal

Date

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF VERIFYING DIMENSIONS.
THIS DRAWING SHALL NOT BE USED FOR PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE OWNER'S CONSULTANT.

WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title: SURVEY

Date: ---
Scale: 1:150
Checked By:
Drawn By:
Project No.: 08192.000
Drawing No.: A-100

Plot Time: Oct 09, 2025 - 10:26pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (50-00)\1_BRANT STREET\A-100_SURVEY.dwg

1. SITE GROSS AREA

DESCRIPTION	AREA (m2)
GROSS SITE AREA	1,674.57

2. PROPOSED GROSS AREA AND DENSITY

2a. PROPOSED GROSS FLOOR

Gross Building Floor Area Calculation (GBFA)

The total area of the floor measured to the outside of all outside walls, including a basement or cellar but excluding areas used for parking of motor vehicles or areas above an atrium

Gross Floor Area Calculation (GFA)

The sum of areas of each floor of a building, but shall include a basement or cellar when used for commerical purpose. Measure shall be from the exterior face of outside walls, or from the center line of partition and common walls. GFA shall not include floor spaced devated to:

A) vehicle parking;
B) storage; (bike storage)
C) air handling equipment;
D) enclosed mall and hallways, excluding kiosk, stairways;
E) elevators and associated equipment;
F) washroom;
G) foyers, lobbies, but not waiting areas/rooms

PROPOSED BUILDING GFA	RESIDENTIAL GBFA		RESIDENTIAL GFA		INDOOR AMENITY		TOTAL GFA		OUTDOOR AMENITY	
	sm	sf	sm	sf	sm	sf	sm	sf	sm	sf
ABOVE GRADE										
GROUND	754	8,116	450	4,844	135	1,453	585	6,297	249	2,680
2ND	861	9,266	787	8,471			787	8,471	161	1,733
3RD	861	9,266	848	9,124			848	9,124	161	1,733
4TH	861	9,266	848	9,124			848	9,124	161	1,733
5TH	636	6,846	623	6,709			623	6,709	350	3,767
6TH	636	6,846	623	6,709			623	6,709		
7TH	607	6,534	594	6,390			594	6,390	23	248
8TH	607	6,534	594	6,390			594	6,390		
9TH	607	6,534	594	6,390			594	6,390		
10TH	607	6,534	594	6,390			594	6,390		
11TH	506	5,447	494	5,316			494	5,316	85	915
TOTAL (ABOVE)	7,542	81,186	7,047	75,855	135	1,453	7,182	77,308	1,190	12,809

***Note: Amenity area included in residential GFA**

	sm	sf	
TOTAL RESIDENTIAL GBFA	**7,542**	**81,186**	
TOTAL RESIDENTIAL GFA	**7,182**	**75,855**	
TOTAL INDOOR/OUTDOOR AMENITY**	**1,325**	**14,262**	**14.247sm/UNIT**

** REQUIRED INDOOR+OUTDOOR AMENITY = 20sm/UNIT (AMENITY INCLUDES TERRACES AND BALCONY)
93 UNITS = 1,860sm AMENITIES REQUIRED; PROVIDED 14.247sm / UNIT

2b. DENSITY

DENSITY

GROSS SITE AREA	1,674.57	
AREA OF ROAD WIDENING	55.55	
NET SITE AREA (GROSS SITE - ROAD WIDENING)	1,619.02	
PROPOSED DENSITY OVER ENTIRE SITE (GBFA/NET SITE AREA)	4.66	(GBFA / NET SITE AREA = DENSITY) (7,542sm/1,619.02 = 4.66)

3. PROPOSED BUILDING UNIT MIX

PROPOSED BUILDING UNIT MIX	AVG UNIT SIZE 655.18sf / 60.87sm			
	1BED/STUDIO	2BED	3BED	TOTAL
GROUND				0
2ND	6	3	1	10
3RD	3	4	3	10
4TH	3	4	3	10
5TH	8	2		10
6TH	8	2		10
7TH	10			10
8TH	8	1		9
9TH	8	1		9
10TH	8	1		9
11TH	2	2	2	6
TOTAL	**64**	**20**	**9**	**93**
PERCENTAGE	**69%**	**21.0%**	**10%**	**100%**
TOTAL UNITS				**93**

4a. INDOOR AND OUTDOOR AMENITY AREA REQUIREMENT

REQUIRED* (20 m2 per Unit)	93x20 = 1,860 m2
PROPOSED* (14.247 m2 / Unit)	1,325 m2

* AMENITY INCLUDES INDOOR AND GROUND FLOOR OUTDOOR AMENITY, TERRACES AND BALCONIES

4b. INDOOR AND OUTDOOR AMENITY AREA PROVIDED (BREAKDOWN)

	INDOOR	OUTDOOR
GROUND	135 sm	249 sm
2ND		161 sm *
3RD		161 sm *
4TH		161 sm *
5TH		350 sm *
6TH		
7TH		23 sm *
8TH		
9TH		
10TH		
11TH		85 sm *
TOTAL	135 sm	1,190 sm
TOTAL INDOOR AND OUTDOOR AMENITY		1,325 sm
		1,325sm / 93 UNITS = 14.247sm / unit

* TERRACES AND BALCONIES

5a. REQUIRED PARKING RATES

UNITS	REQUIRED RATES	TOTAL PARKING SPACES
93	1.25	116

5b. PROPOSED PARKING RATES

UNITS	PROPOSED RATES	TOTAL PARKING SPACES
93	0.73	68

5c. PROPOSED PARKING COUNT

	RESIDENT	VISITOR
GROUND		2
P1	54	12
TOTAL	54	14
TOTAL PROVIDED **	68	

** INCLUDES 1 CARE SHARE SPACE AND 3 BF PARKING SPACES (1 TYPE 'A' AND 2 TYPE 'B')

6a. PROPOSED BICYCLE PARKING RATES

	UNITS	RATES	REQUIRED
LONG TERM	93	0.5	47
SHORT TERM	93	0.05	5
TOTAL			52

6b. PROPOSED BICYCLE PARKING COUNT

LONG TERM	47	(GROUND)
SHORT TERM	5	(GROUND)
TOTAL PROVIDED	52	

7. PROPOSED LOADING SPACES (NEW BUILDING)

BLOCK	Required	Provided
	1 LOADING SPACE	1 LOADING SPACE

1 STATISTICS
A102

ISSUES/REVISIONS

ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24

ISSUES/REVISIONS

ISSUE	TITLE	DATE

KEY PLAN

Project North

Seal

Date

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF VERIFYING DIMENSIONS.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

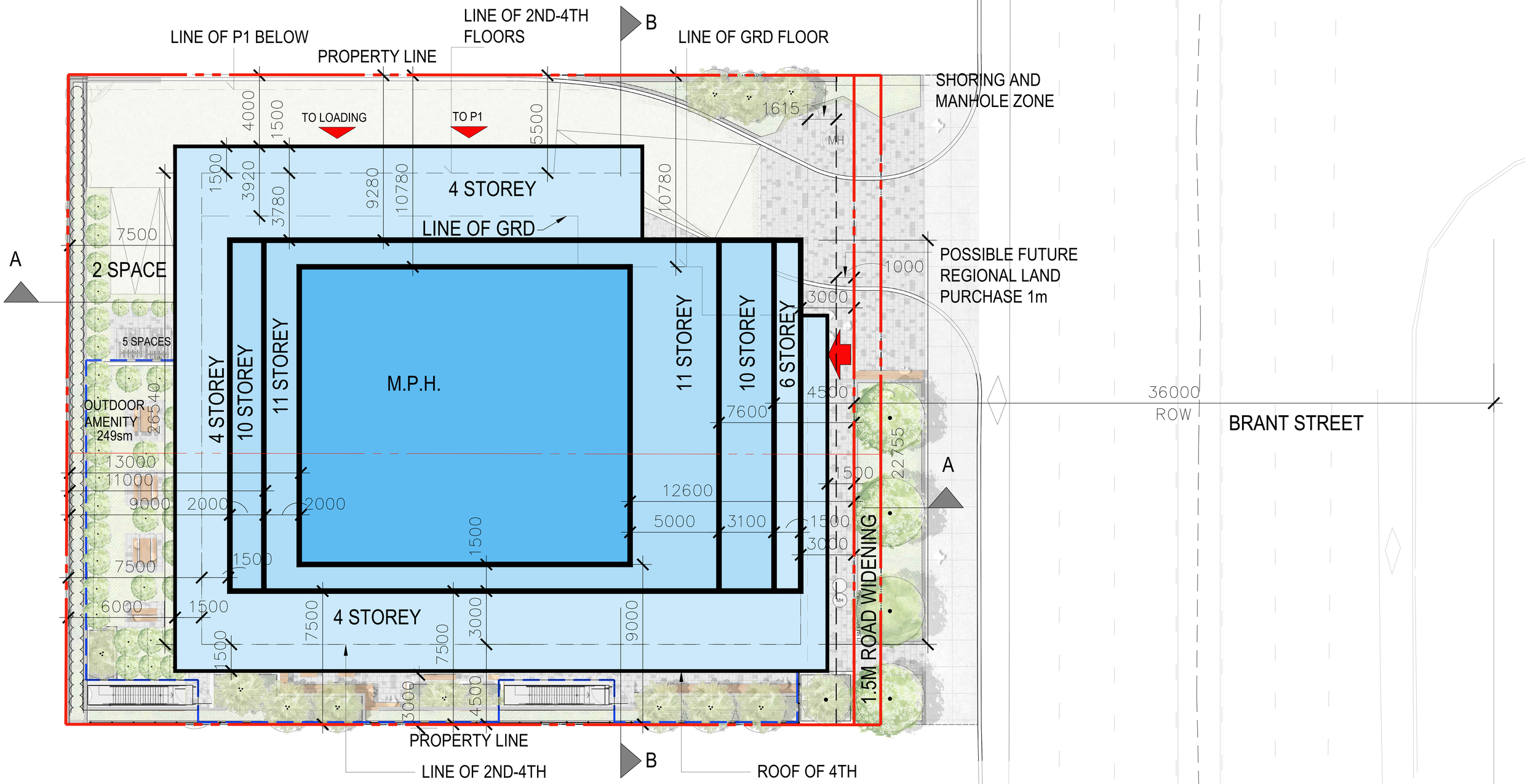
WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
STATISTICS

Date ---
Scale
Checked By
Drawn By
Project No. 08192.000
Drawing No. A-102

Plot Time: Oct 31, 2025 – 8:46am
Drawing Name: \\wzmh\Project\8192\6_Drawings\10_Drawings-Design (SD-HDV)\BRANT STREET\A-102_STATS.dwg



ISSUES/REVISIONS			ISSUES/REVISIONS		
ISSUE	TITLE	DATE	ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22			
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24			

KEY PLAN

Project North: N

Seal

Date: ---

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF VERIFYING DIMENSIONS.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title: SITE PLAN

Date	---
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-105

Plot Time: Oct 09, 2025 - 10:25pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\BRANT STREET\A-105_SITE PLAN.dwg



MID-LEVEL VIEW LOOKING WEST

ISSUES/REVISIONS		
ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24

ISSUES/REVISIONS		
ISSUE	TITLE	DATE

KEY PLAN

Project North

Seal

Date

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THE DRAWING. DIMENSIONS SHALL NOT BE SCALED FOR THE PURPOSE OF VERIFYING DIMENSIONS.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1000
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
MID-LEVEL VIEW
LOOKING WEST

Date	---
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-112

Plot Time: Oct 09, 2025 - 10:41pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\1_BRANT STREET\A-110- A-112_RENDERINGS.dwg



MID-LEVEL VIEW LOOKING WEST WITH POTENTIAL FUTURE DEVELOPMENTS

ISSUES/REVISIONS

ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24

ISSUES/REVISIONS

ISSUE	TITLE	DATE

KEY PLAN

Project North

Seal

Date ----

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF VERIFYING CONSTRUCTION.

THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
MID-LEVEL VIEW LOOKING WEST WITH POTENTIAL FUTURE DEVELOPMENTS

Date	----
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-113

Plot Time: Oct 03, 2025 - 10:41pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings+Design (SD-DD)\BRANT STREET\A-110-A-112_RENDERINGS.dwg



STREET LEVEL VIEW LOOKING SOUTH

ISSUES/REVISIONS

ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24

ISSUES/REVISIONS

ISSUE	TITLE	DATE

KEY PLAN

Project North

Seal

Date

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF VERIFYING DIMENSIONS.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
STREET LEVEL VIEW LOOKING SOUTH

Date	---
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-114

Plot Time: Oct 09, 2025 - 10:41pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings - Design (SD- DD)\1 BRANT STREET\A-110- A- 112_RENDERINGS.dwg



STREET LEVEL VIEW LOOKING SOUTH WITH POTENTIAL FUTURE DEVELOPMENTS

ISSUES/REVISIONS			ISSUES/REVISIONS		
ISSUE	TITLE	DATE	ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22			
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24			

KEY PLAN

Project North

Seal

Date

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF VERIFYING DIMENSIONS.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

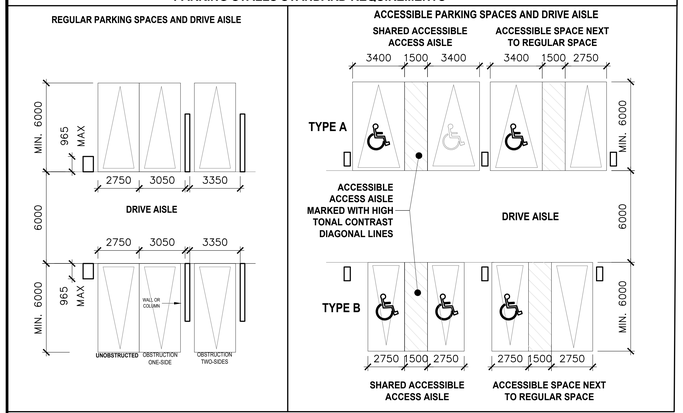
BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
STREET LEVEL VIEW LOOKING SOUTH WITH POTENTIAL FUTURE DEVELOPMENTS

Date	---
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-115

Plot Time: Oct 09, 2025 - 10:40pm
Drawing Name: \\wzmh\Project\8192\6_Drawings\10_Drawings-Design (SD-HDT)\BRANT STREET\A-110-A-112_RENDERINGS.dwg

PARKING STALLS STANDARD REQUIREMENTS

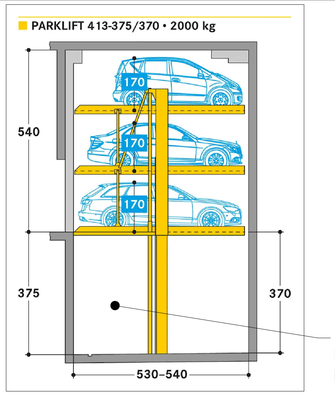


PARKLIFT - 1 DRIVING LEVEL - 3 LEVEL STACKERS (VEHICLE STORAGE)

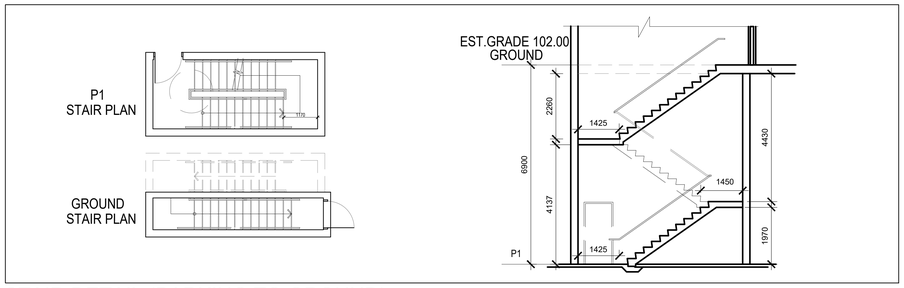
REFERENCE IMAGE FROM TOTAL PARKING SOLUTION
https://totalparking.ca/products/parklift-413/

NOTE: SYSTEM/MANUFACTURER USED AS DESIGN BASE, FINAL PRODUCT TO BE CONFIRMED AT PERMIT STAGE

DIAGRAM 1



3.75m PIT ONLY REQUIRED UNDER PARKING SPACES



STAIR DETAIL (PARKING TO GROUND)

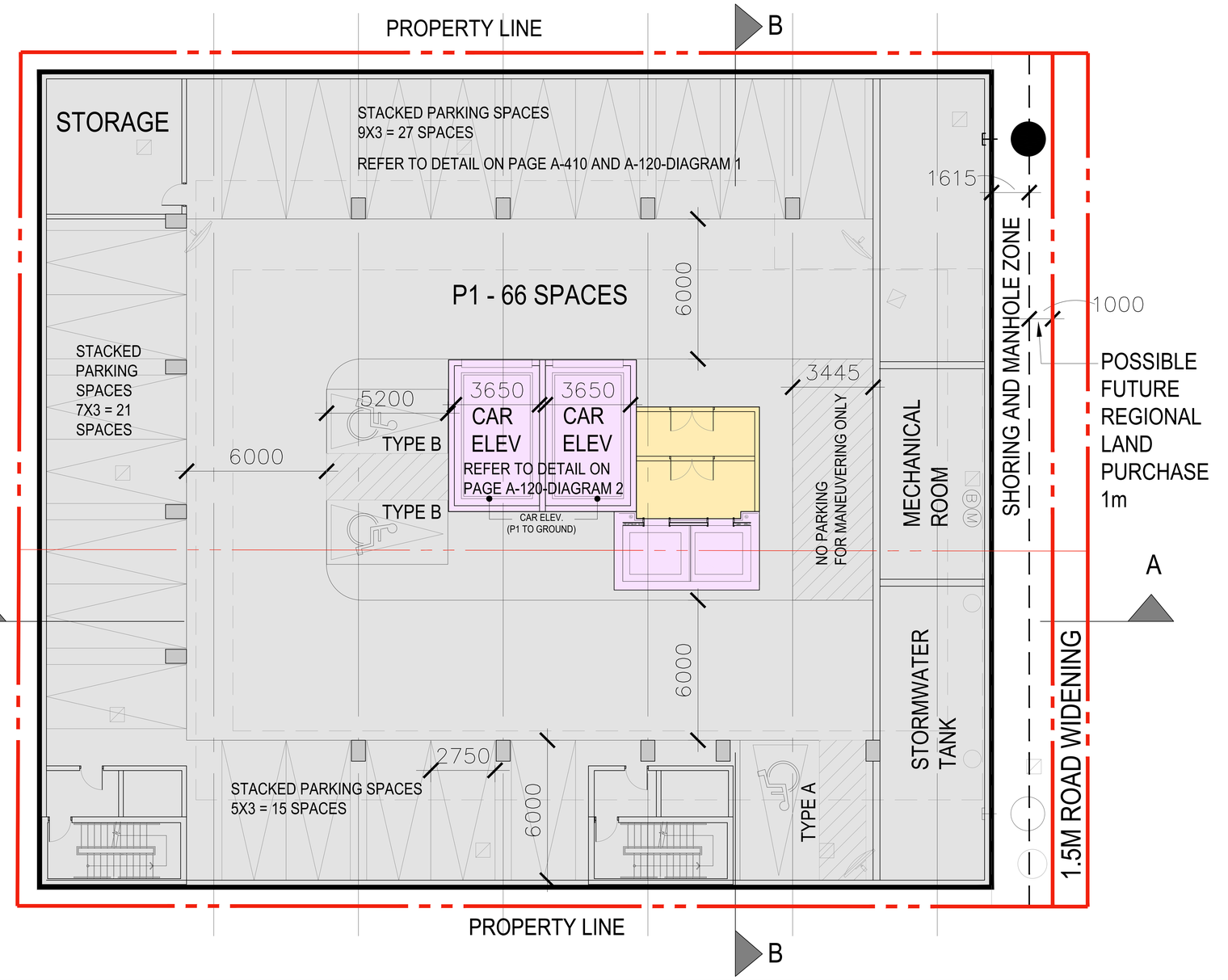


DIAGRAM 2

CAR ELEVATOR / CAR LIFT
ACCESS TO GROUND AND PARKING LEVEL

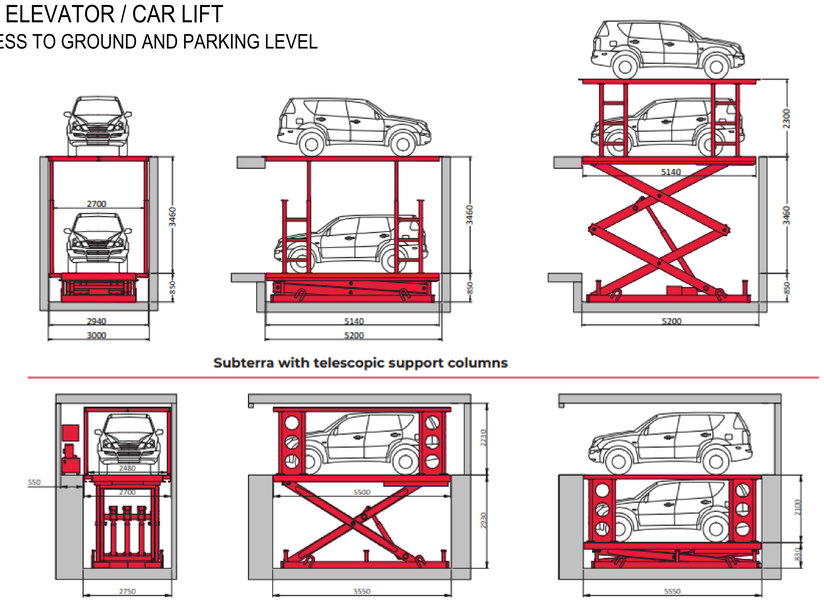
BABCOPARK - SUBTERRA
DOUBLE-DECK PARKING LIFT
REFERENCE IMAGE FROM BABCOPARK

NOTE: SYSTEM/MANUFACTURER USED AS DESIGN BASE, FINAL PRODUCT TO BE CONFIRMED AT PERMIT STAGE

https://babcopark.ca/products/subterra-car-elevator-lift/



CAR ELEVATOR / CAR LIFT
ACCESS TO GROUND AND PARKING LEVEL



CAR ELEVATOR / CAR LIFT

ISSUES/REVISIONS		
ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24

ISSUES/REVISIONS		
ISSUE	TITLE	DATE

KEY PLAN

Project North: N

Seal

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THE DRAWING. DRAWINGS SHALL NOT BE SCALED FOR TAX PURPOSE OF VERIFYING DIMENSIONS.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

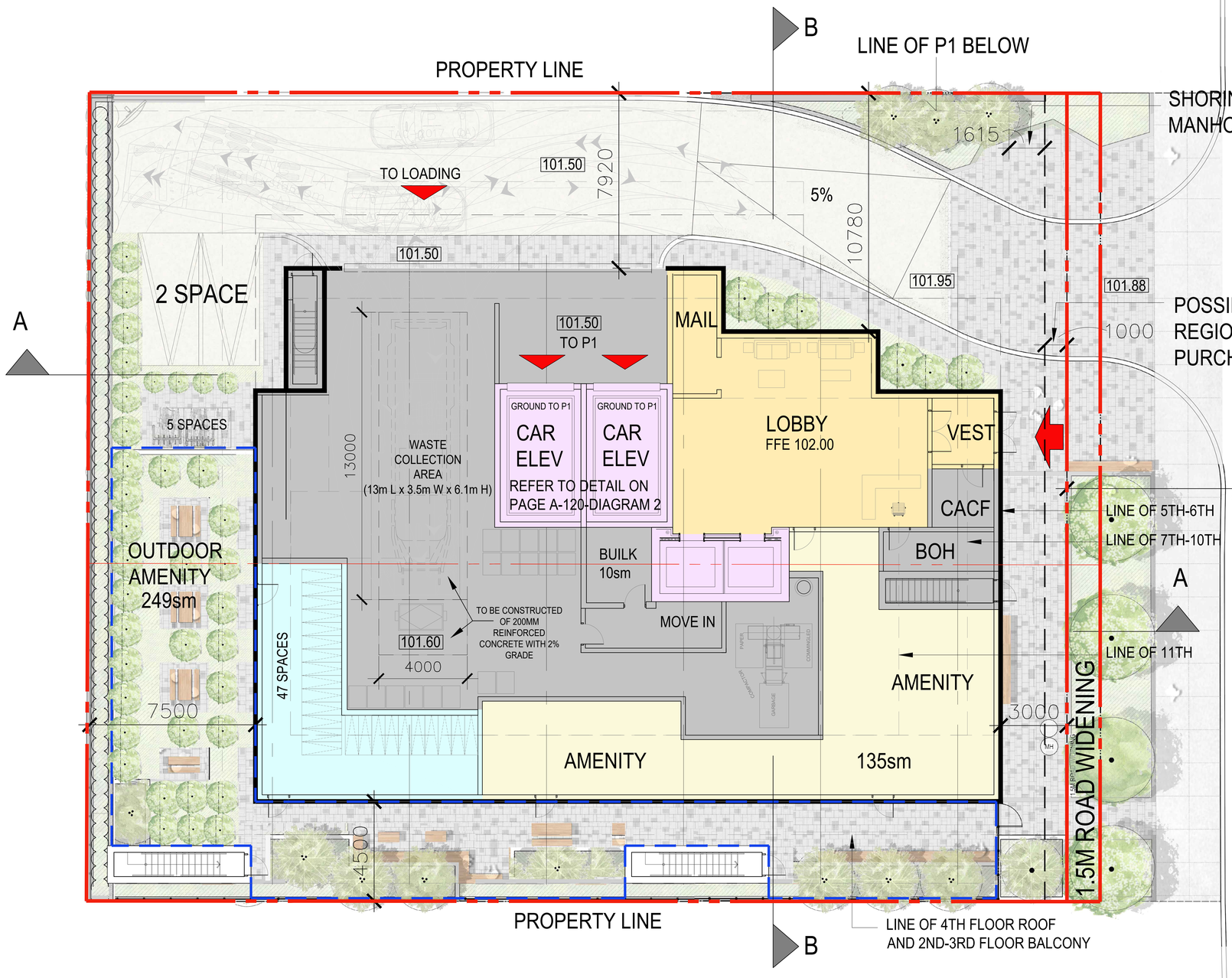
WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1000
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

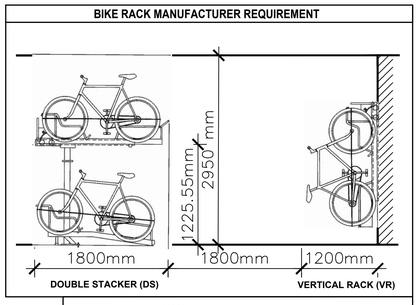
Drawing Title: P1 - PARKING PLAN

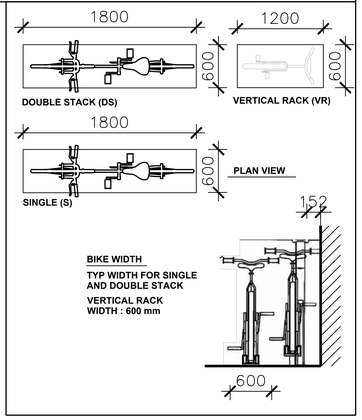
Date	---
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-120

Plot Time: Oct 21, 2025 - 10:27pm
Drawing Names: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\1_BRANT STREET\A-120_PARKING.dwg



BIKE RACK MANUFACTURER REQUIREMENT





ISSUES/REVISIONS		
ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24

ISSUES/REVISIONS		
ISSUE	TITLE	DATE

KEY PLAN

Project North: N

Seal

Date: ---

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF VERIFYING CONSTRUCTION.
COPYRIGHT RESERVED.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

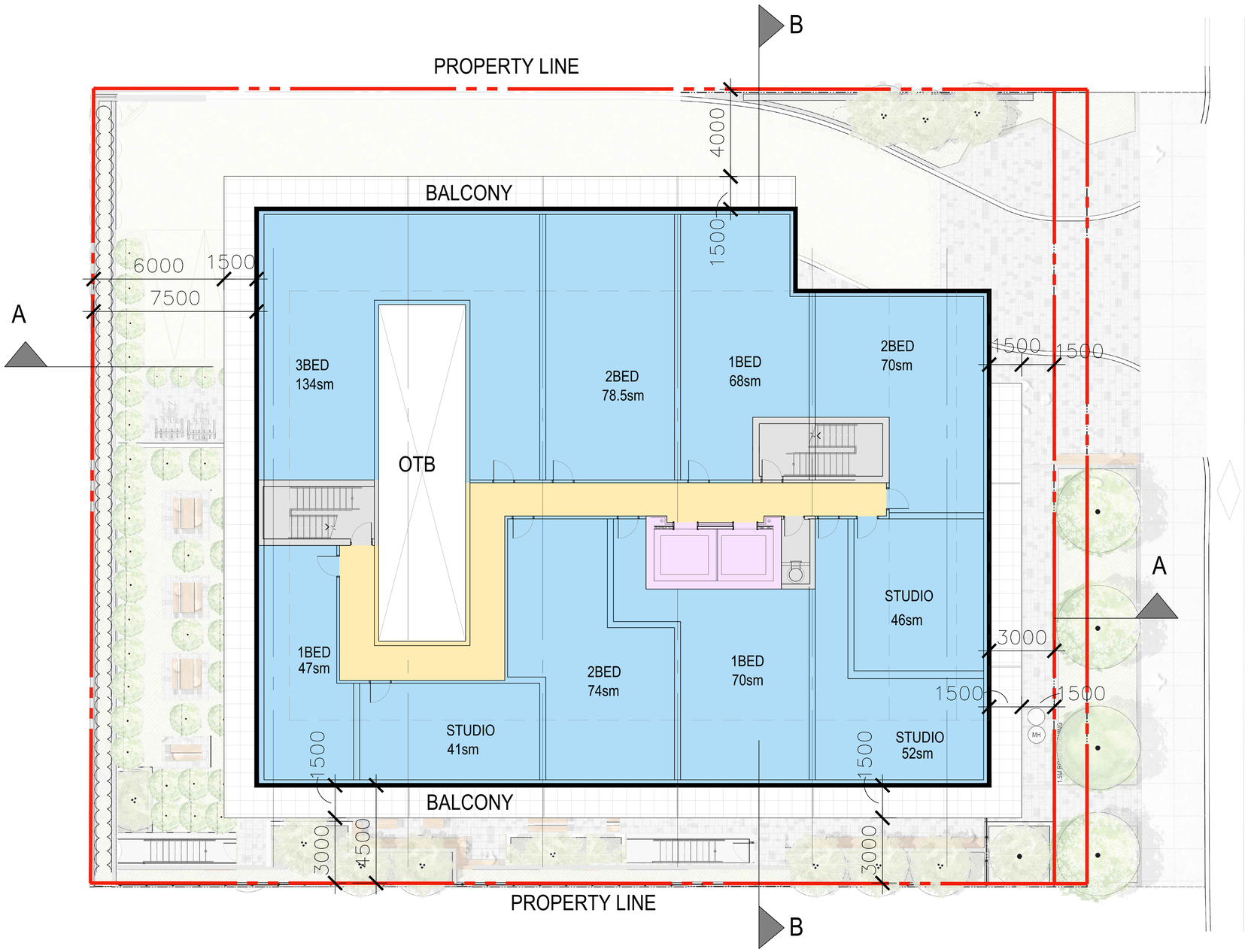
WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-1411
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title: GROUND FLOOR PLAN

Date	---
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-200

Plot Time: Oct 23, 2025 - 8:43pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (50-00)\BRANT STREET\A-200_GROUND FLOOR.dwg



ISSUES/REVISIONS

ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24

ISSUES/REVISIONS

ISSUE	TITLE	DATE

KEY PLAN

Project North

N

Seal

Date

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF CONSTRUCTION.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

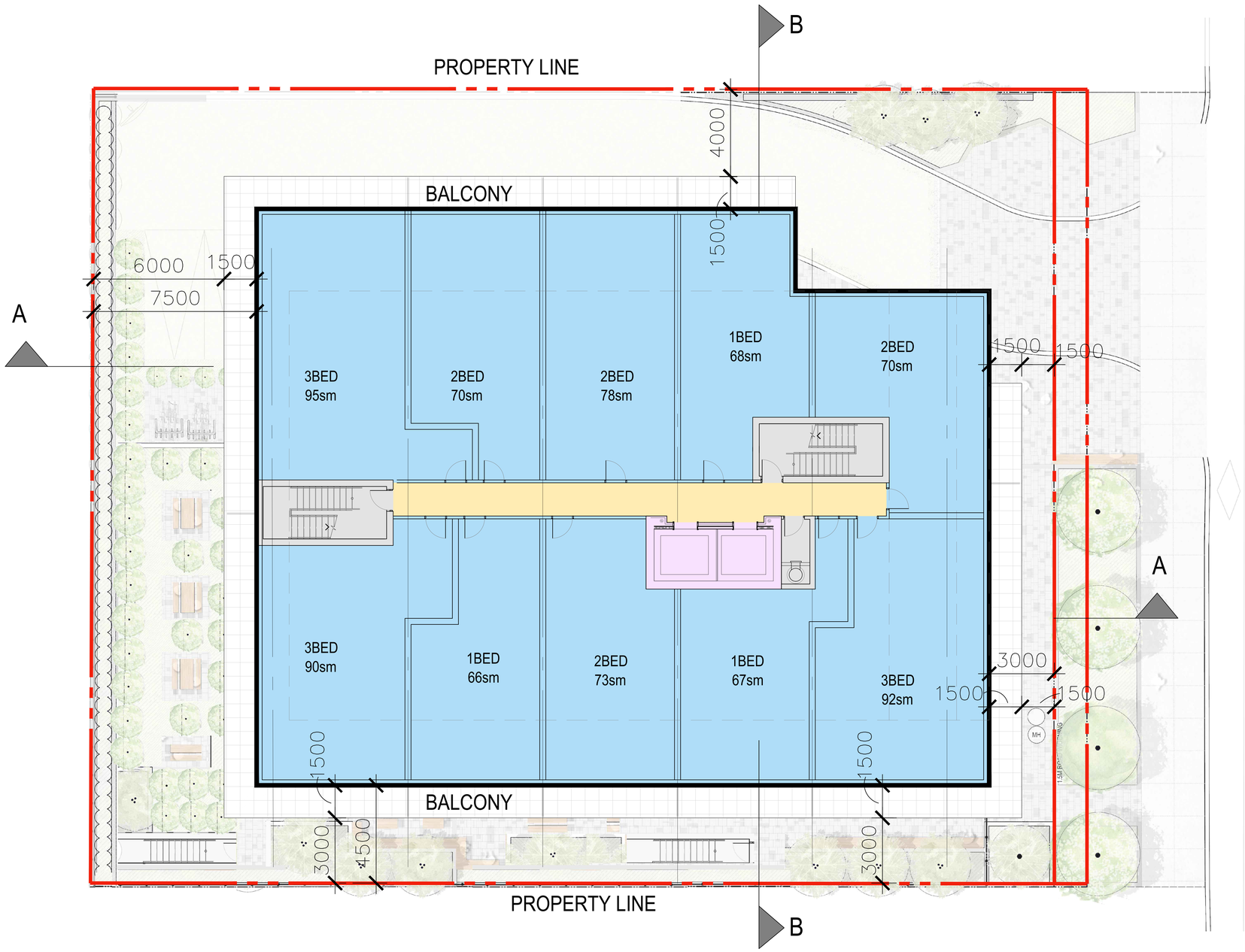
WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
2ND FLOOR PLAN

Date	---
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-201

Plot Time: Oct 09, 2025 - 10:37pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-00)\1 BRANT STREET\A-201_2ND FLOOR.dwg



ISSUES/REVISIONS		
ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24

ISSUES/REVISIONS		
ISSUE	TITLE	DATE

KEY PLAN

Project North: N

Seal: ---

Date: ---

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF VERIFYING DIMENSIONS.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

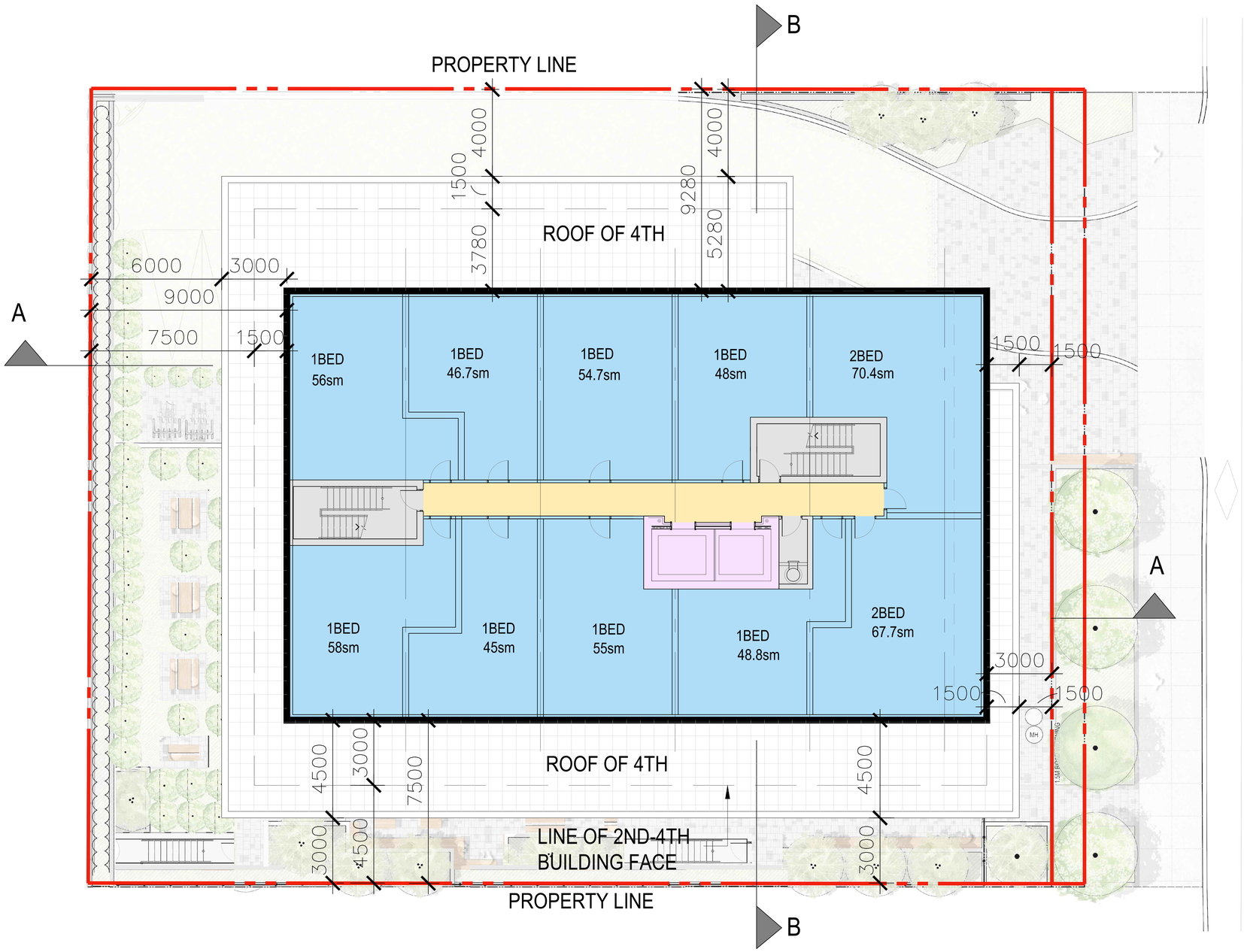
WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title: 3RD - 4TH FLOOR PLANS

Date: ---
Scale: 1:75
Checked By:
Drawn By:
Project No.: 08192.000
Drawing No.: A-202

Plot Time: Oct 09, 2025 - 10:37pm
Drawing Name: \\wzmh\Project\8192\6_Drawings\10_Drawings-Design (SD-DD)\BRANT STREET\A-202_3RD-4TH FLOOR.dwg



ISSUES/REVISIONS			ISSUES/REVISIONS		
ISSUE	TITLE	DATE	ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22			
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24			

KEY PLAN

Project North

Seal

Date ---

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF CONSTRUCTION.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

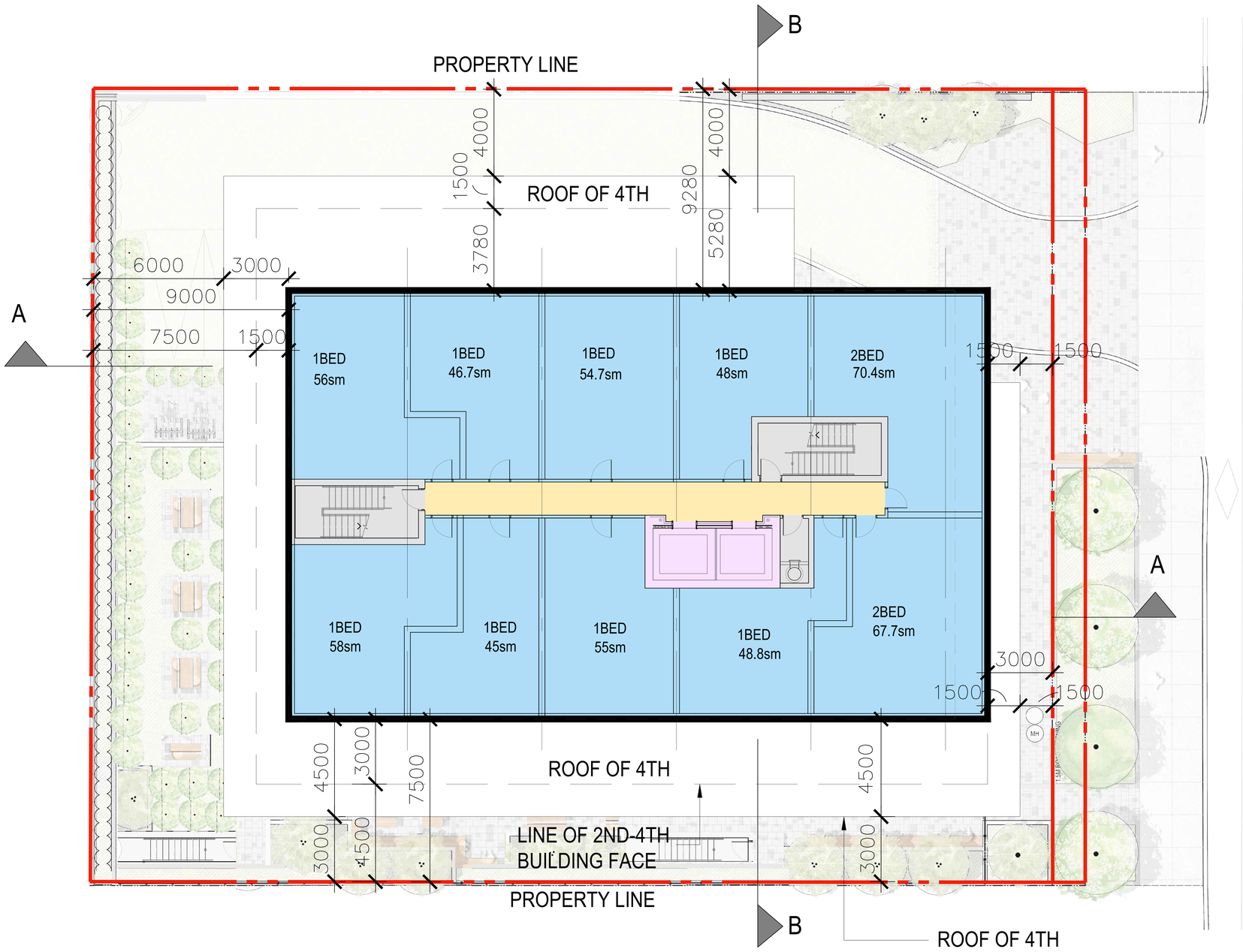
WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
5TH FLOOR PLAN

Date	---
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-203

Plot Time: Oct 09, 2025 - 10:36pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-00)\1 BRANT STREET\A-203_5TH FLOOR.dwg



ISSUES/REVISIONS

ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24

ISSUES/REVISIONS

ISSUE	TITLE	DATE

KEY PLAN

Project North

Seal

Date ---

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF CONSTRUCTION.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

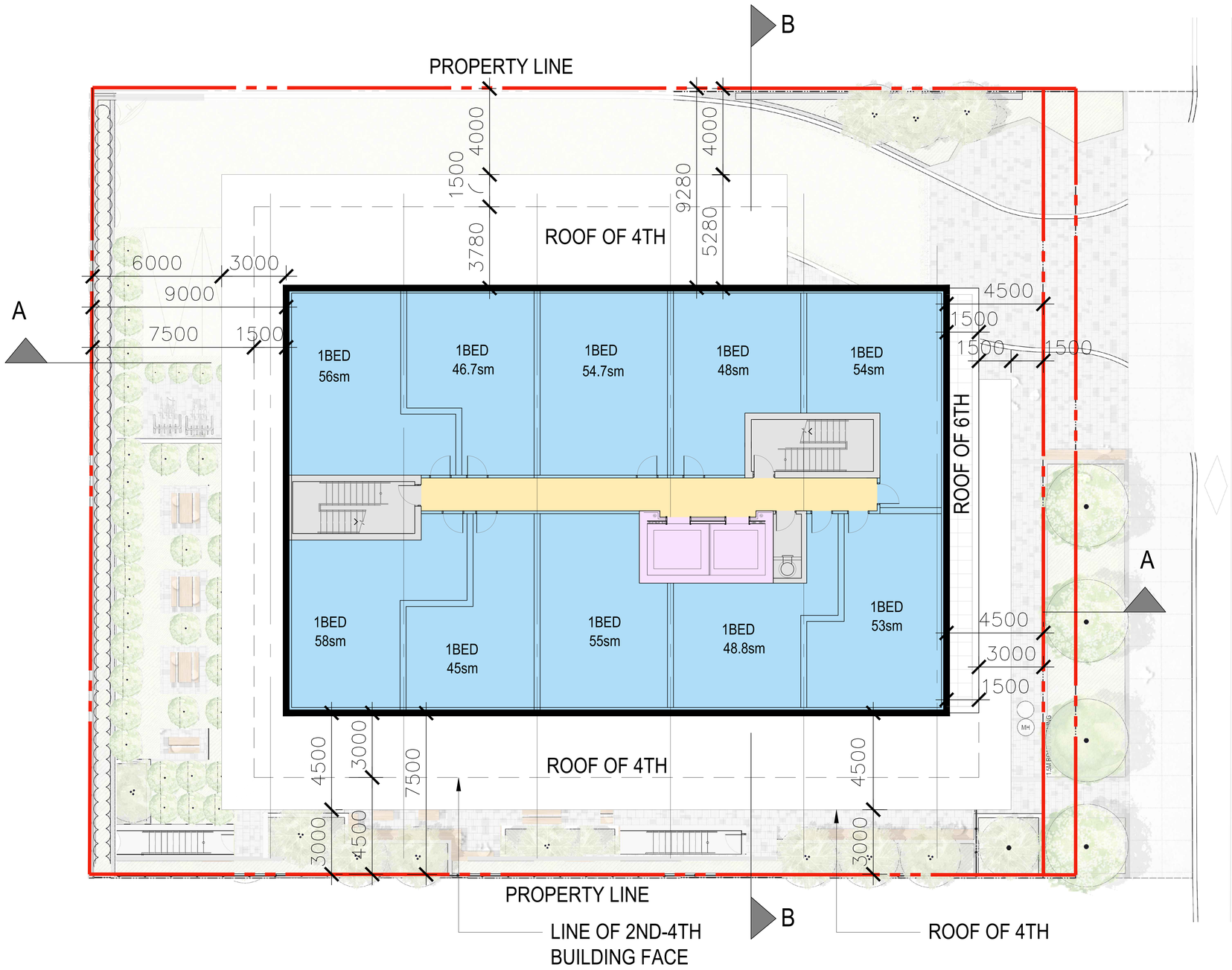
WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
6TH FLOOR PLAN

Date	---
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-204

Plot Time: Oct 09, 2025 - 10:36pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-00)\1 BRANT STREET\A-204_6TH FLOOR.dwg



ISSUES/REVISIONS		
ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24

ISSUES/REVISIONS		
ISSUE	TITLE	DATE

KEY PLAN

Project North: N

Seal

Date: ---

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF CONSTRUCTION.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

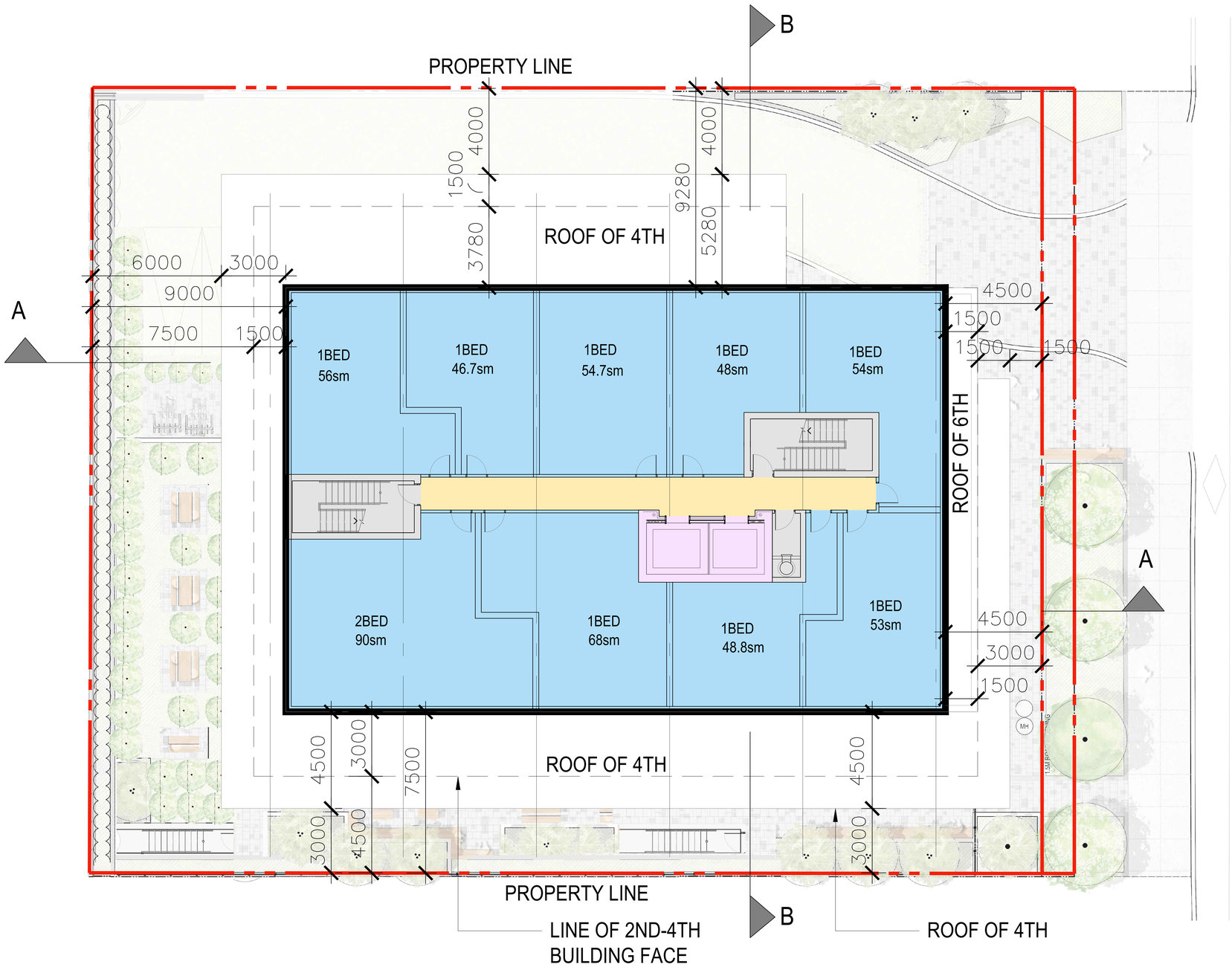
WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title: 7TH FLOOR PLAN

Date	---
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-205

Plot Time: Oct 09, 2025 - 10:35pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-00)\1 BRANT STREET\A-205_7TH FLOOR.dwg



ISSUES/REVISIONS

ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24

ISSUES/REVISIONS

ISSUE	TITLE	DATE

KEY PLAN

Project North: N

Seal

Date: ---

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF CONSTRUCTION.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

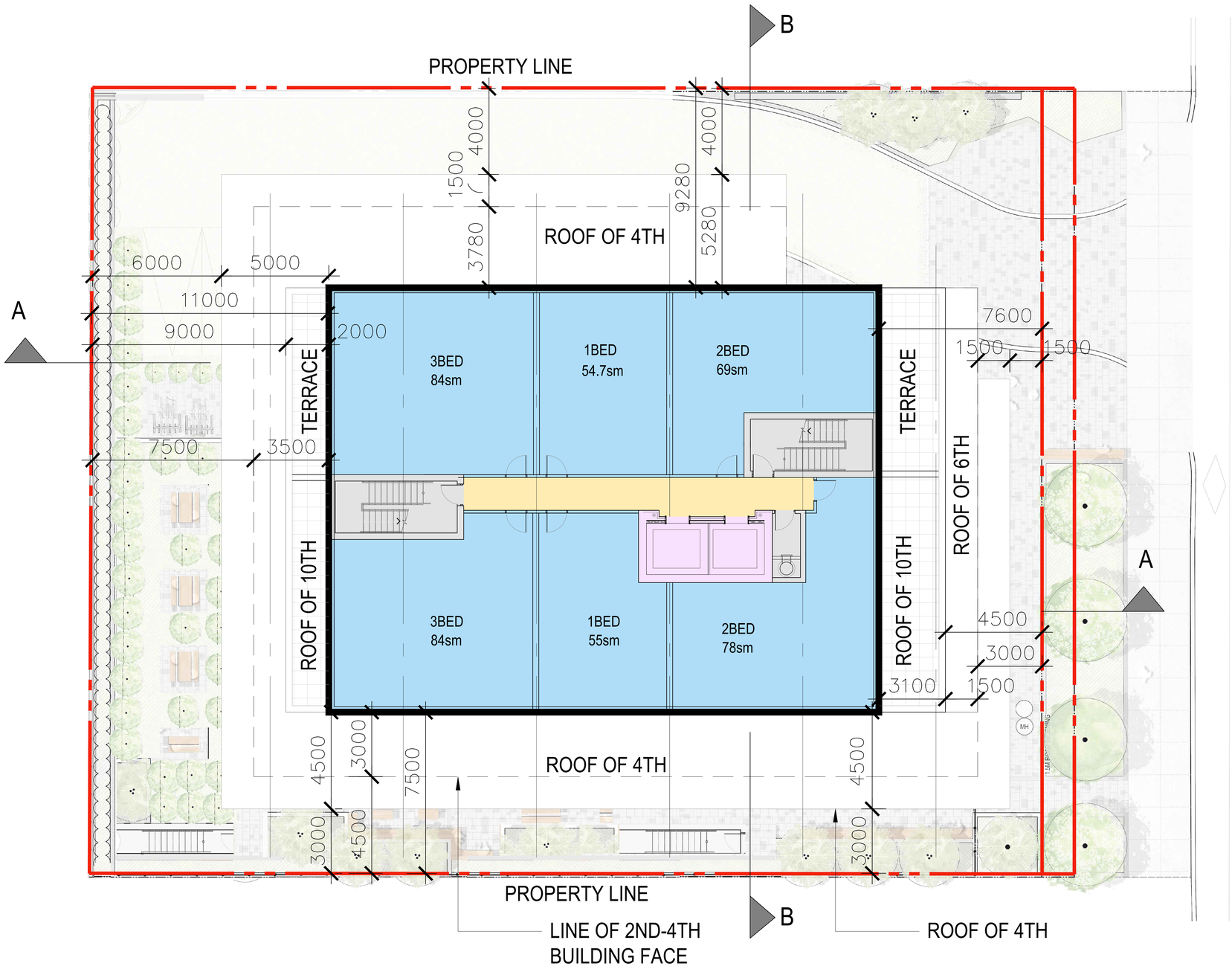
WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title: 8TH-10TH FLOOR PLANS

Date	---
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-206

Plot Time: Oct 09, 2025 - 10:45pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-00)\1 BRANT STREET\A-206_8TH-10TH FLOOR.dwg



ISSUES/REVISIONS		
ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24

ISSUES/REVISIONS		
ISSUE	TITLE	DATE

KEY PLAN

Project North: N

Seal

Date: ---

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF CONSTRUCTION.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

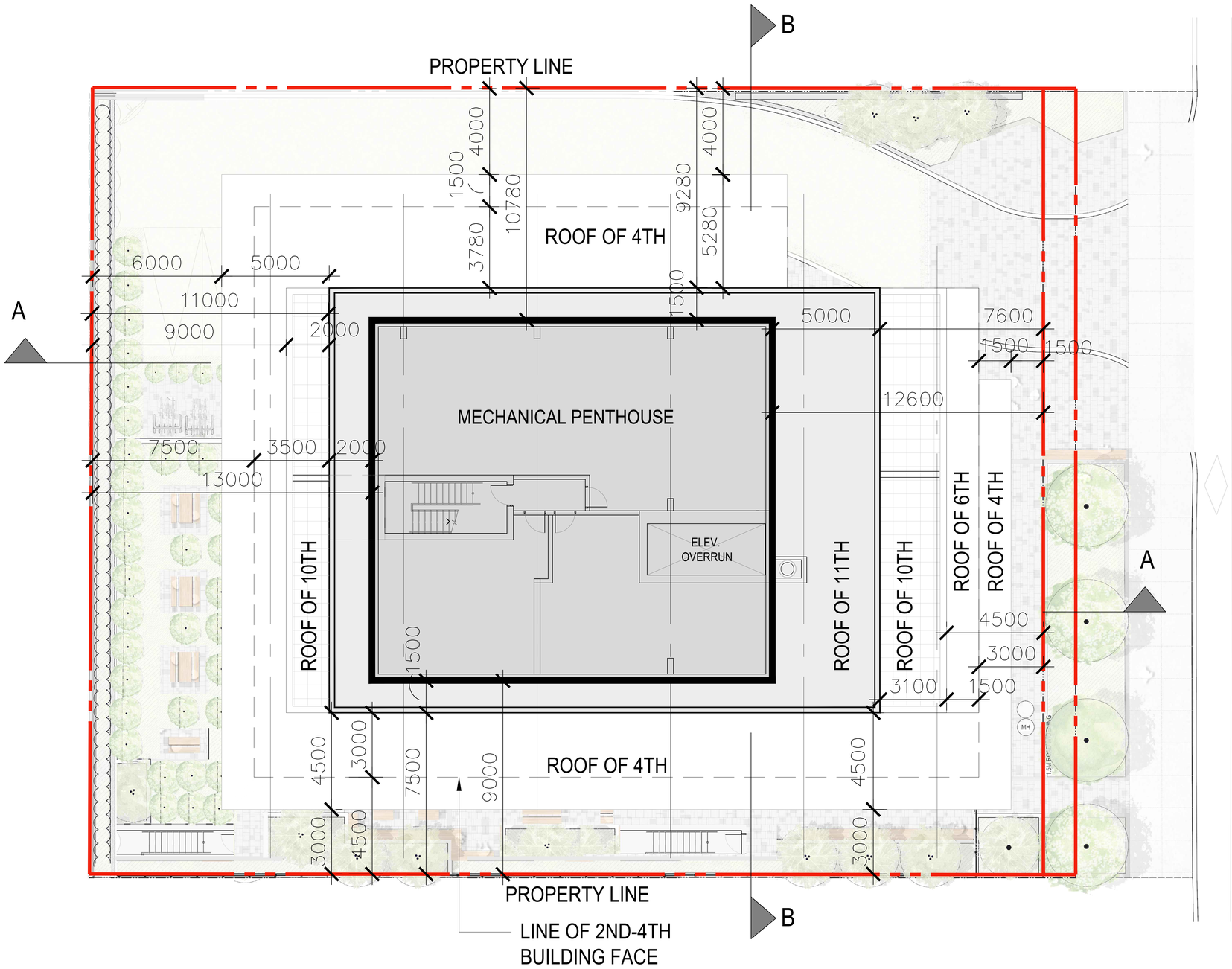
WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title: 11TH FLOOR PLAN

Date	---
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-207

Plot Time: Oct 09, 2025 - 10:44pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\BRANT STREET\A-207_11TH FLOOR.dwg



ISSUES/REVISIONS			ISSUES/REVISIONS		
ISSUE	TITLE	DATE	ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22			
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24			

KEY PLAN

Project North

Seal

Date ---

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF VERIFYING DIMENSIONS.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

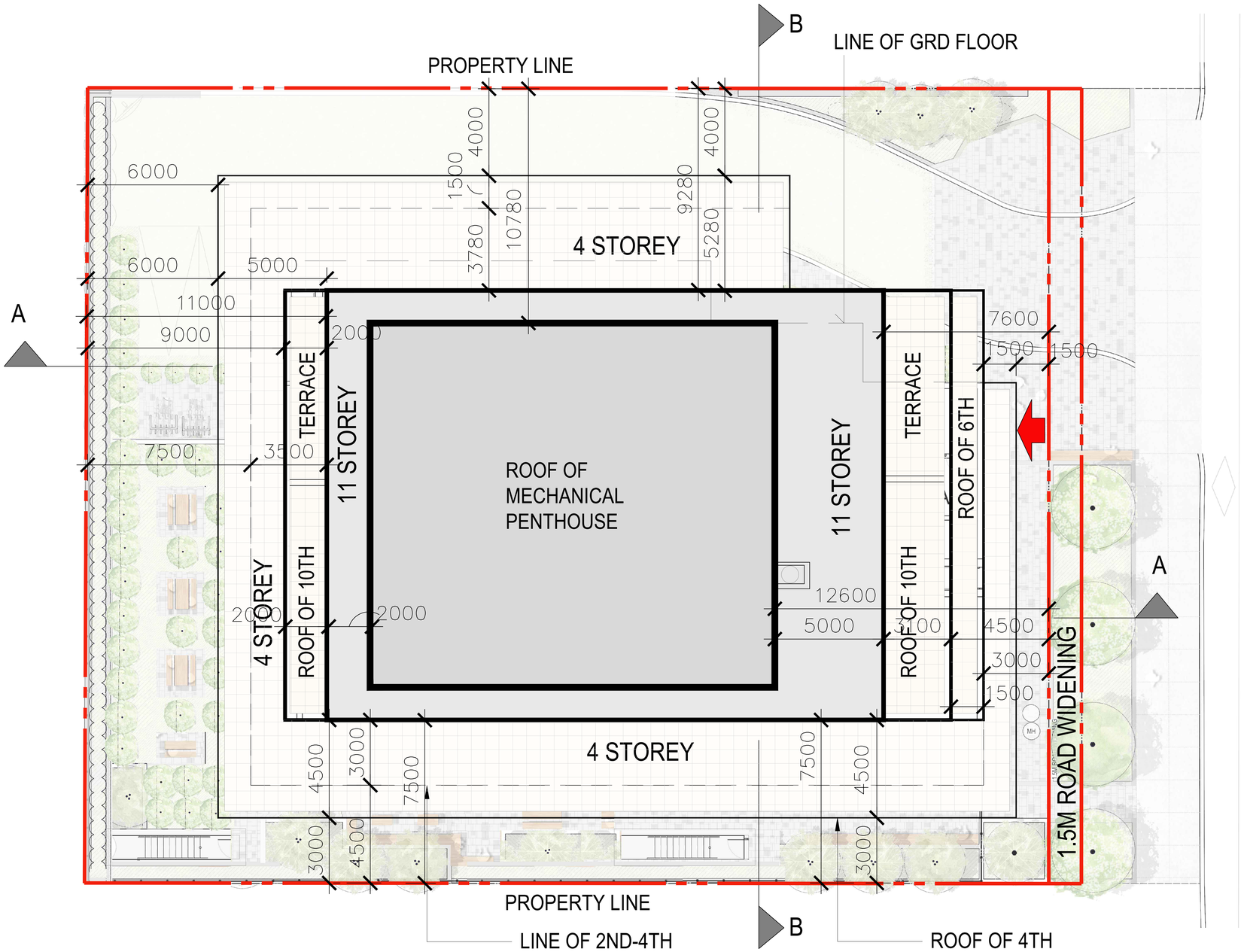
WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
MECHANICAL PENTHOUSE

Date	---
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-207

Plot Time: Oct 10, 2025 - 11:41am
Drawing Name: \\wzmh\Projects\8192\08_Drawings\10_Drawings-Design (SD-DD)\BRANT STREET\A-208_MECH FLOOR.dwg



ISSUES/REVISIONS		
ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24

ISSUES/REVISIONS		
ISSUE	TITLE	DATE

KEY PLAN

Project North: N

Seal

Date: ---

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THE DRAWING. DO NOT SCALE DRAWING. DRAWING SCALED FOR THE PURPOSE OF VERIFYING DIMENSIONS.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title: ROOF PLAN

Date	---
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-209

Plot Time: Oct 10, 2025 - 11:56am
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-00)\1 BRANT STREET\A-209_ROOF.dwg

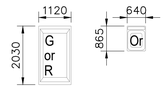
WASTE MANAGEMENT STATISTICS WORKSHEET
For Multi-Residential Apartment Buildings as Referenced in the 'Development Design Guidelines for Source Separation of Solid Waste' by Halton Region

Number of Suites: 93 (64 1BED/STUDIO, 20 2BED, 9 3BED)
Number of Storeys: 11

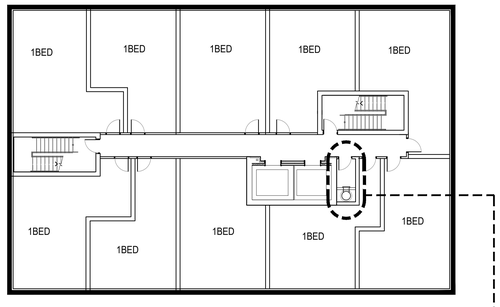
Calculation of Waste Containers Based on Recommendations by the Region

Proposed Container Size: 5 - 3 yd³ for garbage and Recycle, and
4 - 360 L Wheeled Carts for Organic

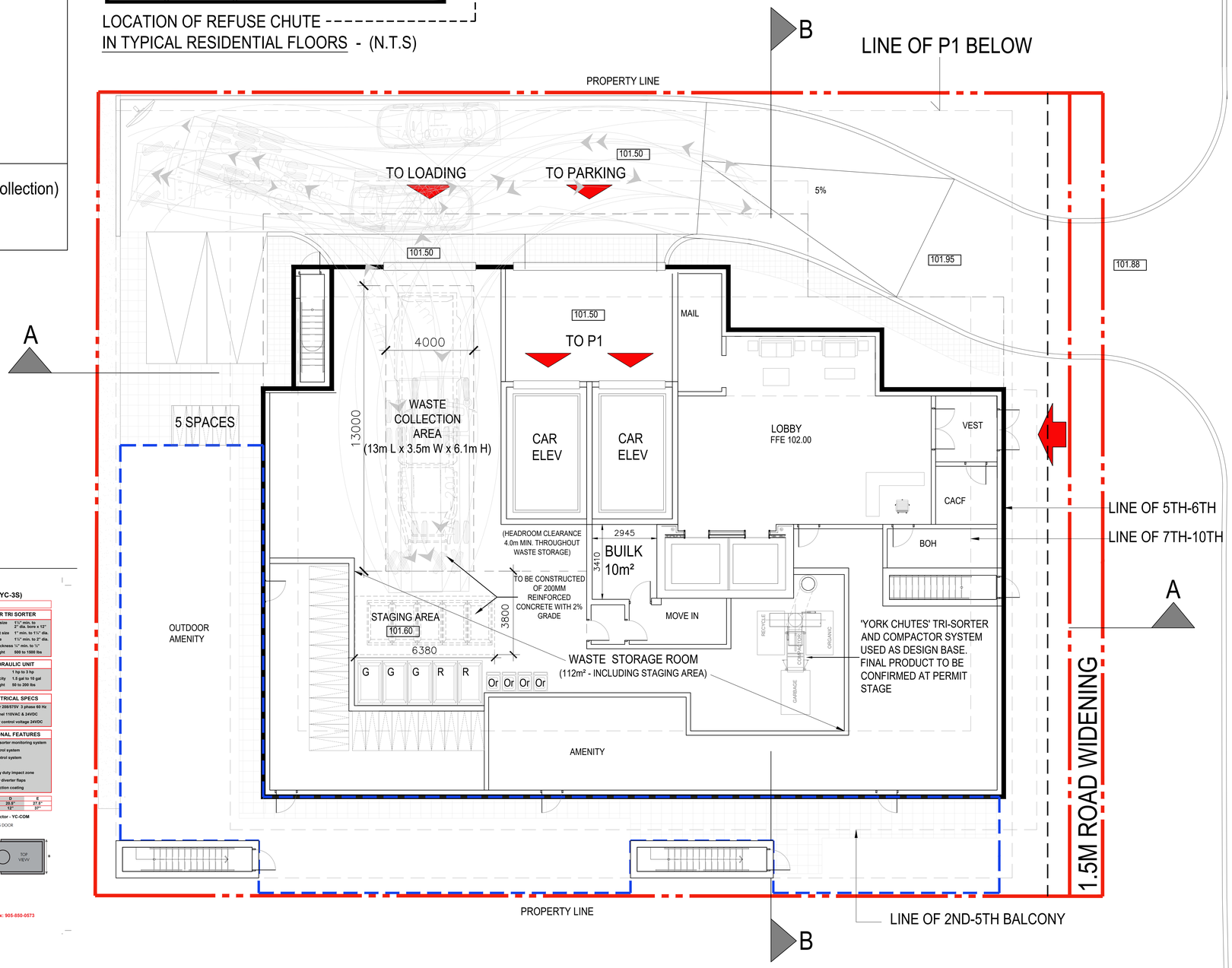
Container Legend: G =Garbage, R =Recycle, Or =Organic



Waste Storage Room Area: 112 m² (Including Bin Staging for Private Collection)
Bulk Waste Room Area: 10m²



LOCATION OF REFUSE CHUTE
IN TYPICAL RESIDENTIAL FLOORS - (N.T.S)



'YORK CHUTES' SYSTEM USED AS DESIGN BASE
FINAL PRODUCT TO BE CONFIRMED AT PERMIT STAGE



YC/C -York Compactor/Container

PERFORMANCE CHARACTERISTICS

Cycle time 28 sec	28 sec	
Total normal force	7,100 lb	31kN
Total maximum force	8,900 lb	41 kN
Ram Penetration	5"	127 mm

HYDRAULIC EQUIPMENT

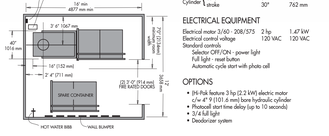
Hydraulic pump capacity	2 gpm	7.5 liter/min
Normal pressure	1,000 psi	6.9 mPa
Normal pressure (Toronto)	800 psi	5.5 mPa
Maximum pressure	1250 psi	8.6 mPa
Cylinder bore	3"	76 mm
Cylinder stroke	30"	762 mm

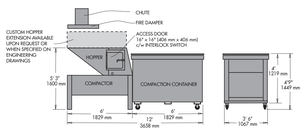
ELECTRICAL EQUIPMENT

Electrical motor 3/60 - 208/575	2 hp	1.47 kW
Electrical control voltage	120 VAC	120 VAC

Standard controls
Selector OFF/ON - power light
Full light - reset button
Automatic cycle start with photo cell

OPTIONS
- (H) Pak feature 3 hp (2.2 kW) electric motor
- (-) 4" 9 (101.6 mm) bore hydraulic cylinder
- Phased start time delay (up to 10 seconds)
- 2/4 full light
- Deodorizer system





York Chutes Compactor (YC-COM) and Tri Sorter (YC-3S)

SORTER STANDARD FEATURES
- PLC controlled hydraulic sorting system
- Intelligent multi-cycle operation
- Sorter Monitor and diagnostics system
- Easy to use, smart keypad on every door
- Multi-function door lock-out system, allows multiple users to access the same unit
- State of the art sensors
- Container full indicators
- Push button start for safe start-up
- Large emergency stop button
- Fluid filled pressure gauge

Potential Detections:
- Blocked chute
- Flap jams
- Motion faults
- Chute door stuck open *
- Chute door switch or lock problem *
- Broken/stuck keypad buttons*

* exact floor message alert

Conforms to all ANSI Z245.2, OSHA, UL & CSA safety guidelines and electrical requirements

In order to provide the most currently updated information, York Chutes reserves the right to change specs without notice.

This brochure is intended for information purposes only. Please consult the appropriate qualified professional engineer to determine if this system applies to your circumstances.

MECHANICAL SPECS

COMPACTOR

Charge chamber capacity	0.25 cu yd
Charge chamber opening	28" x 25"
Ram face size	28" x 12"
Ram penetration	30"
Total normal force	7,100 lbs
Total maximum force	8,900 lbs
Compaction ratio	3:1
Compaction cycle time	38 seconds
System normal pressure	1400 psi
System maximum pressure	3000 psi
Pump maximum capacity	5 gpm
Ram cylinder size	3" x 30"
Cylinder type	double lip seals urethane double rod wire
Floor and bottom thickness	3/8"
Sides and top thickness	¼"
Extension and hopper drop zone thickness	¼"
Rubber scraper plate & container attachment hookup	
Time delay photo-eye sensor for automatic cycle	
Safety interlock door switches	
Shipping weight	approx. 1200 lbs

BI OR TRI SORTER

Flap cylinder size	1½" min. to 2" dia. bore x 12"
Cylinder shaft size	1" min. to 1¼" dia.
Flap shaft size	1¼" min. to 2" dia.
Flap metal thickness	¼" min. to ½"
Shipping weight	600 to 1500 lbs

HYDRAULIC UNIT

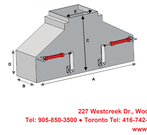
Motor size	1 hp to 3 hp
Oil tank capacity	1.5 gal to 15 gal
Shipping weight	50 to 200 lbs

ELECTRICAL SPECS
- Main power 208/575V 3 phase 60 Hz
- Control panel 110VAC & 24VDC
- Chute door control voltage 24VDC

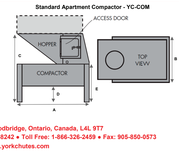
OPTIONAL FEATURES
- Concierge sorter monitoring system
- Odour control system
- Rodent control system
- Fly zapper
- Extra heavy duty impact zone
- Heavy duty diverter flaps
- Noise reduction coating

DIMENSIONS	A	B	C	D	E
YC-3S	91.5"	27"	45.6"	28.5"	27.6"
YC-COM	72"	28"	79"	12"	37"

Tri-Sorter Chassis - YC-3S



Standard Apartment Compactor - YC-COM



227 Westcreek Dr., Woodbridge, Ontario, Canada, L4L 9T7
Tel: 905-850-3500 • Toronto Tel: 416-742-8242 • Toll Free: 1-866-326-2459 • Fax: 905-850-0573
www.yorkchutes.com

ISSUES/REVISIONS

ISSUE	TITLE	DATE

ISSUES/REVISIONS

ISSUE	TITLE	DATE

KEY PLAN

Project North: N

Seal

Date

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF VERIFYING DIMENSIONS.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title: WASTE MANAGEMENT PLAN

Date	---
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-210

Plot Time: Oct 29, 2025 - 8:44am
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\BRANT STREET\A-210_Ground_Waste Management Plan.dwg



ISSUES/REVISIONS		
ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24

ISSUES/REVISIONS		
ISSUE	TITLE	DATE

KEY PLAN

Project North

Seal

Date: ---

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF VERIFYING DIMENSIONS.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-1411
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
EAST ELEVATION
(BRANT ST.)

Date	---
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-400

Plot Time: Oct 09, 2025 - 10:57pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (50-00)\1_BRANT STREET\A-400_ELEVATIONS.dwg



ISSUES/REVISIONS		
ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24

ISSUES/REVISIONS		
ISSUE	TITLE	DATE

KEY PLAN

Project North

Seal

Date: ---

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THE DRAWING. DIMENSIONS SHALL NOT BE SCALED FOR THE PURPOSE OF VERIFYING DIMENSIONS.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
SOUTH ELEVATION

Date	---
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-401

Plot Time: Oct 09, 2025 - 10:57pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\1_BRANT STREET\A-400_ELEVATIONS.dwg



ISSUES/REVISIONS

ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24

ISSUES/REVISIONS

ISSUE	TITLE	DATE

KEY PLAN

Project North

Seal

Date

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF VERIFYING DIMENSIONS.
ALL RIGHTS RESERVED.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-1411
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
WEST ELEVATION

Date	----
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-402

Plot Time: Oct 03, 2025 - 10:56pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (3D-00)\BRANT STREET\A-400_ELEVATIONS.dwg



ISSUES/REVISIONS		
ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24

ISSUES/REVISIONS		
ISSUE	TITLE	DATE

KEY PLAN

Project North

Seal

Date ---

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THE DRAWING. DRAWINGS ARE NOT TO BE SCALED FOR THE PURPOSE OF VERIFYING DIMENSIONS.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

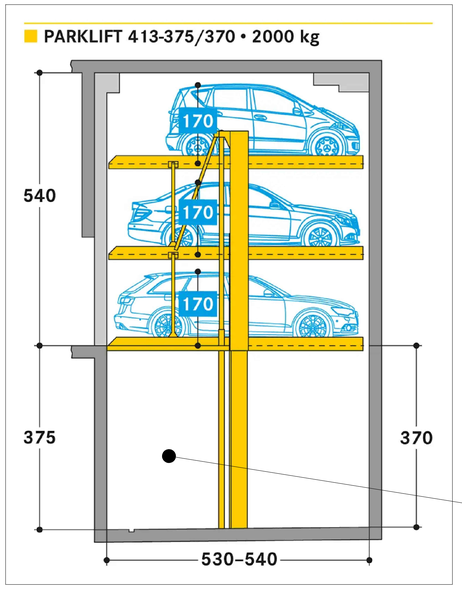
WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
NORTH ELEVATION

Date ---
Scale 1:75
Checked By
Drawn By
Project No. 08192.000
Drawing No. A-403

Plot Time: Oct 09, 2025 - 10:56pm
Drawing Names: \\wzmh\Projects\8192\6_Drawings\10_Drawings - Design (SD-DD)\1.BRANT STREET\A-400_ELEVATIONS.dwg

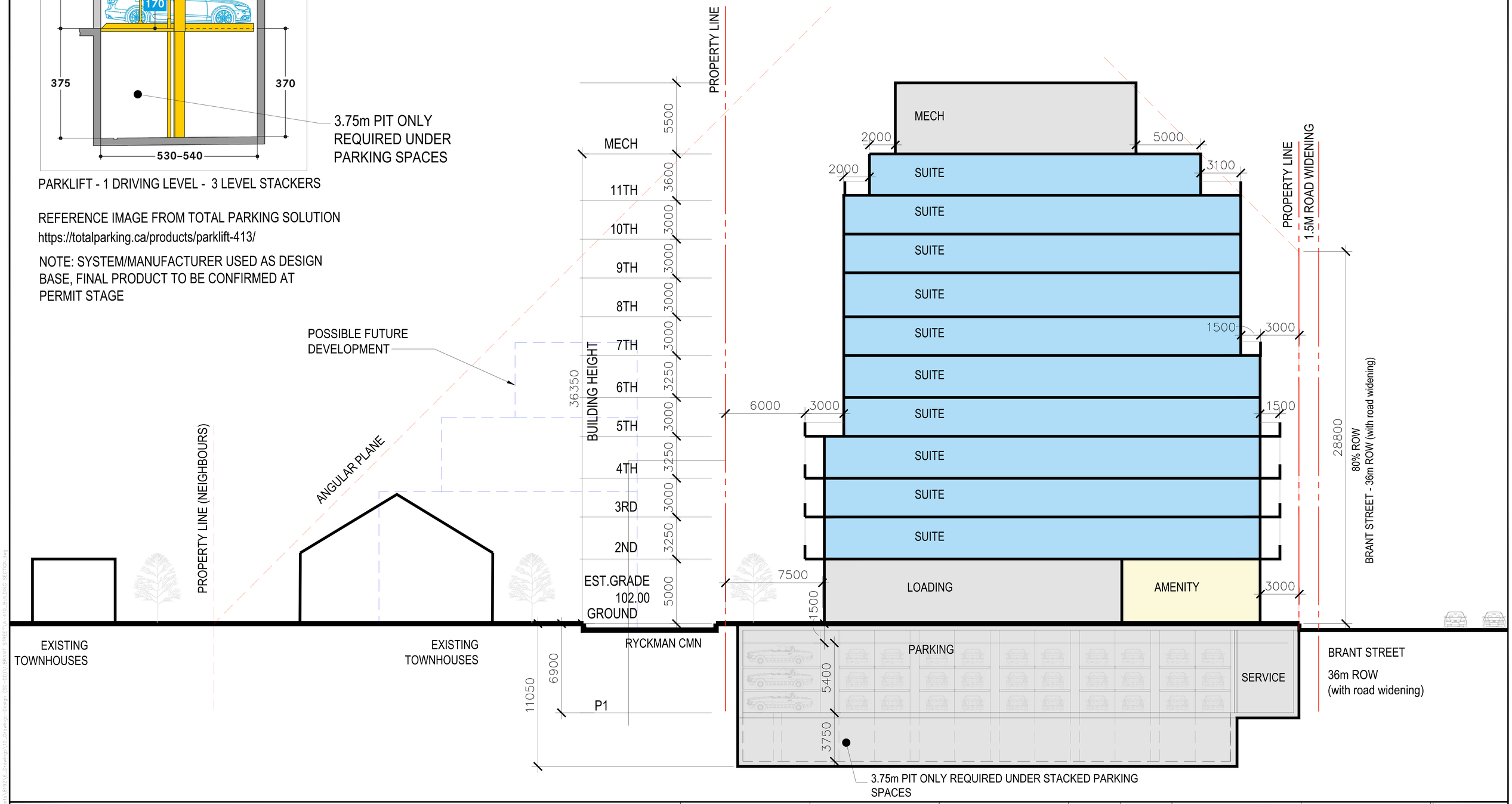


3.75m PIT ONLY REQUIRED UNDER PARKING SPACES

PARKLIFT - 1 DRIVING LEVEL - 3 LEVEL STACKERS

REFERENCE IMAGE FROM TOTAL PARKING SOLUTION
https://totalparking.ca/products/parklift-413/

NOTE: SYSTEM/MANUFACTURER USED AS DESIGN BASE, FINAL PRODUCT TO BE CONFIRMED AT PERMIT STAGE



ISSUES/REVISIONS			ISSUES/REVISIONS		
ISSUE	TITLE	DATE	ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22			
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24			

KEY PLAN

Project North

Seal

Date ---

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF VERIFYING DIMENSIONS.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

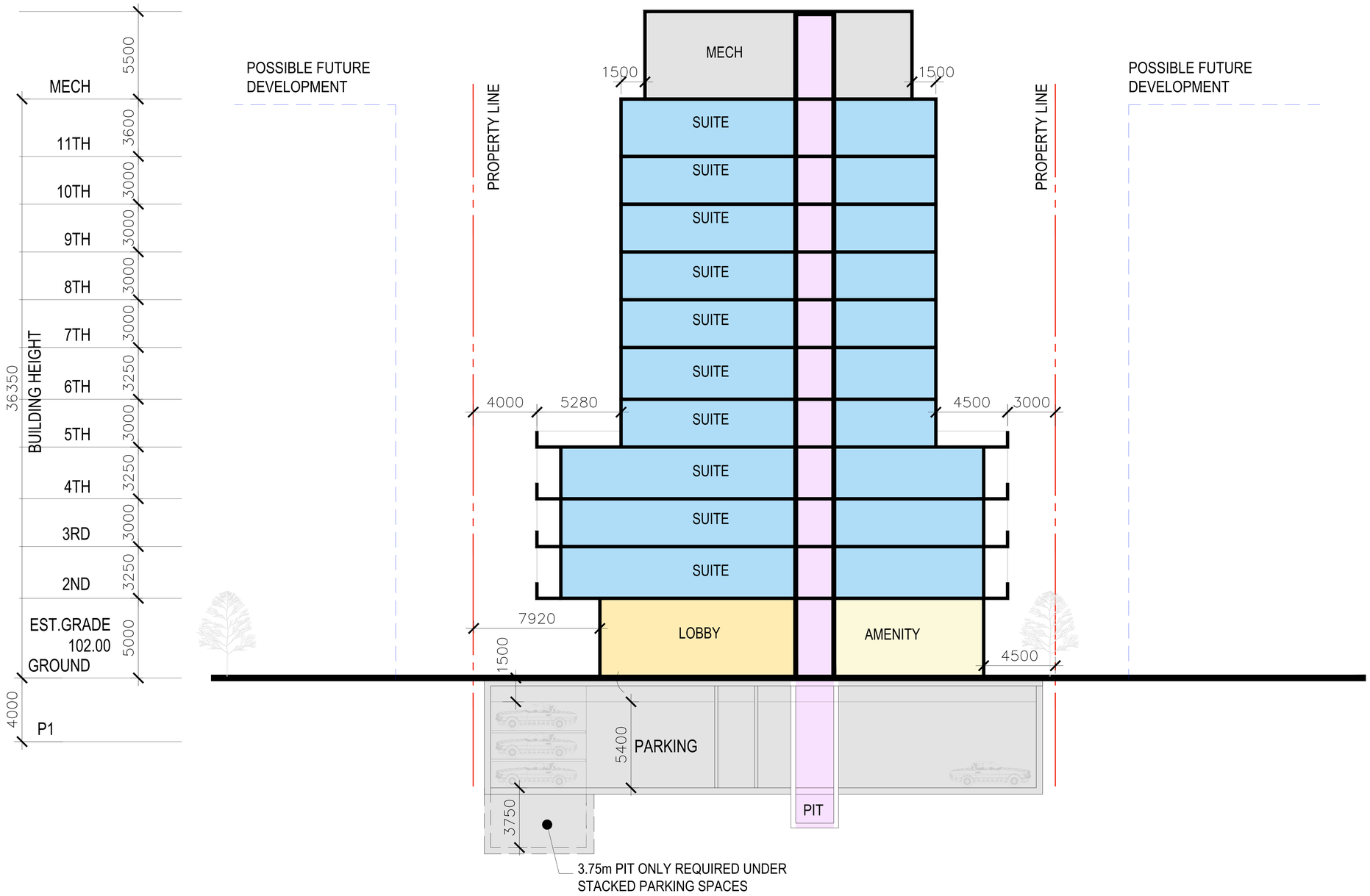
WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1000
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
BUILDING SECTION A-A

Date ---
Scale 1:100
Checked By
Drawn By
Project No. 08192.000
Drawing No. A-410

Plot Time: Oct 09, 2025 - 10:55pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\BRANT STREET\A-410_BUILDING SECTION.dwg



ISSUES/REVISIONS			ISSUES/REVISIONS		
ISSUE	TITLE	DATE	ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22			
A1	ISSUED FOR REZONING APPLICATION	2025-OCT-24			

KEY PLAN

Project North

Seal

Date

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF VERIFYING DIMENSIONS.
THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED IN THE SPACE ABOVE BY THE NAMED CONSULTANT.

WZMH ARCHITECTS
95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
BUILDING SECTION B-B

Date	---
Scale	1:100
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-411

Plot Time: Oct 09, 2025 - 10:55pm
Drawing Name: \\wzmh\Projects\8192\06_Drawings\10_Drawings-Design (SD-DD)\BRANT STREET\A-410_BUILDING SECTION.dwg