DRAFT REPORT

1060 & 1056 BRANT STREET

BURLINGTON, ONTARIO

LAND-USE COMPATIBILITY STUDY (AIR QUALITY ASSESSMENT STUDY)

RWDI # 2510277
October 14, 2025

SUBMITTED TO

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1 INTRODUCTION

2735842, 2060188, 2735841, 2059977 Ontario Inc. commissioned RWDI to undertake a Land Use Compatibility study for the proposed development of the lands located at 1060 and 1056 Brant Street in Burlington, Ontario (the "subject lands"). The development consists of an 11-storey residential building with a total of 93 residential units. The land uses surrounding the subject lands mainly include residential, commercial, employment, mixed use, and open space and parks.

A copy of the concept plan for this site can be found in **Appendix A**. The location of the proposed development is shown in **Figure 1**.

The scope of this study was to identify any existing and potential land use compatibility issues and evaluate options to achieve appropriate design, buffering and/or separation distances between the proposed sensitive land uses and nearby employment areas and/or major facilities.

2 LAND USE COMPATIBILITY POLICIES AND GUIDELINES

2.1 City of Burlington Official Plan Amendment No. 2

The City of Burlington Official Plan Amendment (City of Burlington, 2024) outlines the requirements as well as the process to be completed where land use compatibility issues may arise between sensitive land use and major facilities. Importantly, it should be noted that the City of Burlington Council adopted Official Plan Amendment 2 (the "OPA 2") on June 18, 2024, amending portions of the Burlington 2020 OP. OPA 2 is presently being considered by the Minister of Municipal Affairs and Housing and is not in force and effect, and is thus considered on an informative, but not determinative basis.

8.1.2 (6) Land Use Compatibility sets out:

> *a) Development of sensitive land uses and major facilities shall be in accordance with Section 4.6 and Subsection 8.1.2(6) of this Plan.*
>
> *b) Where avoidance is not possible, development containing sensitive land uses shall demonstrate how land use compatibility has been evaluated and addressed through a Land Use Compatibility Screening Assessment to confirm whether the site is within the potential influence area of a major facility and the need for a Land Use Compatibility Study, in accordance with Provincial and Regional guidelines, and where required, a Land Use Compatibility Study in accordance with 8.1.2(6) c). Development of new sensitive land uses shall only be permitted where the impacts to existing and planned industrial, manufacturing or other major facilities and potential new major facilities, as permitted through the Community Planning Permit By-law, have been minimized and mitigated to the satisfaction of the City.*

c) Where proposed development contains sensitive land uses, a Land Use Compatibility Study shall be undertaken based on Terms of Reference developed by the City, which may include, but is not limited to, the following:

i. Detailed site description and proposed use;

ii. Building massing, transitions, location and height description;

iii. Description of air emissions and noise impact from the surrounding environment on the proposed development;

iv. Proposed measures, including at-source mitigation and the consideration of intervening land uses, to demonstrate mitigation;

v. Required engagement with existing industry landowners; vi. In the case where land that has been converted from an exclusive employment designation, the study shall consider the plans of the existing industry to phase out and/or relocate the use;

vii. Warning clauses in offers of purchase and sale, lease or rental agreements and condominium declarations, or other development agreement as applicable, shall be determined and secured through the planning application process, and may include but not be limited to advising purchasers and future occupants of: a) the proximity of industrial uses with associated heavy truck traffic; and, b) the proximity of the railway and associated rail traffic and operations;

viii. Any other considerations that may be required or recommended in accordance with applicable Provincial policies and guidelines.

d) The City shall consult with operators or landowners of existing major facilities when preparing the Terms of Reference for a Land Use Compatibility Study.

e) Land use compatibility studies shall include engagement with existing industry landowners and the owners of lands with the potential for new major facilities, including other vacant lands designated for employment use and quantitative analysis to demonstrate compatibility with respect to air quality contaminants, odour, dust, noise and vibration. The development proponent of a sensitive land use shall share the Land Use Compatibility Study with the existing impacted industry landowner. The Terms of Reference for Land Use Compatibility Study shall be prepared by qualified professionals retained by the City, and a peer review of such study will be carried out by a qualified professional retained by the City at the applicant's expense.

f) To protect the operational and economic viability of existing and planned major facilities, the introduction of new sensitive land uses shall not be permitted within the Potential Influence Area of a major facility in accordance with Provincial guidelines until it can be demonstrated that the potential impacts to the facility are minimized and mitigated, and that land use compatibility can be maintained to the satisfaction of the City.

g) Where a Land Use Compatibility Study recommends that source-based and/or receptor-based noise control measures are required, the noise control measures shall be undertaken at the expense of the applicant. For any source-based noise control measures, the applicant should work cooperatively with the noise source owner and should enter into an agreement for implementation and perpetual maintenance of the noise control measures. Source-based noise control measures will not be feasible without authorization from the noise source owner.

h) For proposed developments where source mitigation is required, appropriate agreements should be enacted to ensure monitoring of the long-term maintenance of recommended and employed mitigation measures to support new sensitive land uses.

i) The City shall develop procedures for assessing environmental noise matters for new development, including, but not limited to, criteria for the consideration and formal confirmation of a Class 4 area, in accordance with any applicable Provincial and Regional guidelines.

2.2 Halton Region Official Plan

The Official Plan for the Halton Planning Area (Halton, 2024) require the assessment of land use compatibility when a new sensitive land use is proposed in close proximity to transportation and other industry.

Section 81(6) sets out that:

> *81(16) To protect existing employment uses within and adjacent to Major Transit Station Areas by ensuring land use compatibility with adjacent new development is achieved. New developments are required to meet the Provincial Policy Statement, 2020, requirements for land use compatibility.*

Section 143(9) sets out that additional requirements for land use compatibility for sensitive land use adjacent to railway lines and yards:

> *143(9) Require proposed development adjacent or in proximity to railway lines or railway yards to undertake, prior to development approval, the following studies by qualified consultants in accordance with Provincial policies, to the satisfaction of the Region, the Local Municipality and the Ministry of the Environment, and in consultation with the appropriate railway agency, and to implement the study recommendations, as approved, including the restriction of new residential and other sensitive land uses: a) noise studies, if the development is within 300m of a railway right-of-way or 1000m of a railway yard; b) vibration studies, if the development is within 75m of a railway right-of-way or a railway yard; and c) air quality studies, if the development contains sensitive land uses and is within 1,000m of a railway yard.*

Section 143(12) sets out additional requirements for land use compatibility between sensitive land use and transportation corridors:

> *143(12) Achieve land use compatibility between sensitive land uses and major facilities by: a) requiring that such uses are planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential adverse effects from odour, noise, vibration, air pollutants, and other contaminants, to minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities, in accordance with Provincial guidelines, standards, and procedures; b) where avoidance is not possible, protecting the long-term viability of existing or planned industrial, manufacturing, or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated through appropriate studies in accordance with Provincial guidelines, standards and procedures: [i] there is an identified need for the proposed use;*

[ii] alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations; [iii] adverse effects to the proposed sensitive land use are minimized and mitigated; and [iv] potential impacts to industrial, manufacturing or other uses are minimized and mitigated; and c) requiring an air quality study based on guidelines under Section 143(2.1) for development proposals with sensitive land uses located within 30m of a Major Arterial or Provincial Highway, or 150m of a Provincial Freeway, as defined by Map 3 of this Plan.

2.3 Halton Region Land Use Compatibility Guidelines

Halton Region has created a guideline document to provide guidance and identify a process for assessing land use compatibility (Halton, 2014). The intent of the guideline is to "minimize adverse effects of 'industrial, transportation and utility' uses that emit noise (vibration), odour or air pollution on sensitive uses (e.g., residential)". The Halton Region guidelines adopt the Ministry of the Environment, Conservation, and Parks' D-6 Land-Use Compatibility Guidelines, which are discussed in Section 2.4 below. Furthermore, some of the referenced documents have since been superseded, primarily the Provincial Policy Statement. For the purposes of this study, the latest versions of the referenced documents have been used.

2.4 Provincial Policy Statement

Section 2.8.2.3 of the Provincial Planning Statement ("PPS"), 2024, (Ontario, 2024) states the following:

"Planning authorities shall designate, protect and plan for all employment areas in settlement areas by:

a) planning for employment area uses over the long-term that require those locations, including manufacturing, research and development in connection with manufacturing, warehousing and goods movement, and associated retail and office uses and ancillary facilities;
b) prohibiting residential uses, commercial uses, public service facilities and other institutional uses;
c) prohibiting retail and office uses that are not associated with the primary employment use;
d) prohibiting other sensitive land uses that are not ancillary to uses permitted in the employment area; and
e) including an appropriate transition to adjacent non-employment areas to ensure land use compatibility and economic viability."

Section 3.5.1 of the PPS 2024 states the following:

"Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures."

Further to Section 3.5.1, Section 3.5.2 of the PPS 2024 states the following:

> *"Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures."*

Section 3.3.3 of the PPS 2024 further states that:

> *"Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.*
>
> *New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities."*

2.5 Provincial Compatibility Guidelines

The Ministry of Environment, Conservation and Parks' (MECP) D-series guidelines deal with land use compatibility in Ontario. The most relevant guideline in the present case is D-6, Compatibility between Industrial Facilities (Ministry of Environment, 1995). It provides a classification scheme for industries based on their potential for emissions that could cause adverse effects. The classification scheme is summarized in **Table 1**.

Table 1: D-6 Industry Classification Scheme

Class	Descriptors
I	• Small scale • Self-contained • Packaged product • Low probability of fugitive emissions • Daytime operations only • Infrequent and/or low intensity outputs of noise, odour, dust, vibration
II	• Medium scale • Outdoor storage of wastes or materials • Periodic outputs of minor annoyance • Low probability of fugitive emissions • Shift operations • Frequent movement of products and/or heavy trucks during daytime

Class	Descriptors
III	• Large scale • Outside storage of raw and finished products • Large production volumes • Continuous movement of products and employees during shift operations • Frequent outputs of major annoyance • High probability of fugitive emissions

For each class of industry, the guideline provides an estimate of the potential influence area and a minimum recommended separation distance, which are set out in **Table 2**.

Table 2: D-6 Separation Distances

Class	Potential Influence Area (m)	Minimum Separation Distance (m)
I	70	20
II	300	70
III	1,000	300

Guideline D-6 recommends the following:

1. "…no sensitive land uses shall be permitted within the actual or potential influence areas of Class I, II or III industrial land uses, without evidence to substantiate the absence of a problem." (Sec. 4.5.1 of Guideline D-6).
2. "No incompatible development other than that identified in Section 4.10, Redevelopment, Infilling and Mixed-Use Areas should occur [within the recommended minimum separation distances]" (Sec. 4.3 of Guideline D-6)
3. "When a change in land use is proposed [in an area of urban redevelopment, infilling or transition to mixed use] for either industrial or sensitive land use, less than the minimum separation distance … may be acceptable subject to either the municipality or the proponent providing a justifying impact assessment (i.e., a use specific evaluation of the industrial processes and the potential for off-site impacts on existing and proposed sensitive land uses). Mitigation is the key to dealing with less than the minimum to the greatest extent possible." (Sec. 4.10.3 of Guideline D-6).

With respect to how separation distance should be measured, the guideline states that:

> "Measurement shall normally be from the closest existing, committed and proposed property/lot line of the industrial land use to the property/lot line of the closest existing, committed or proposed sensitive land use."

However, it does allow the measurement to include areas within the lot lines (on-site buffers) where site-specific zoning or site plan control precludes the use of the area for a sensitive use in the case of the sensitive land use, and for an activity that could create an adverse effect in the case of the industrial land use.

When dealing with vacant industrial lands, the guideline states that:

> "Determination of the potential influence area shall be based upon a hypothetical worst-case scenario for which the zone area is committed".

3 METHODOLOGY

The tasks consisted of reviewing the following items:

- The official plan and zoning by-laws for the surrounding area;
- Development proposals posted on the City's website for the surrounding area, if any;
- Published satellite imagery and street-based photography;
- Searching the MECP Access Environment website for Environmental Compliance Approval (ECA) and Environmental Sector and Activity Registry (EASR) permits for existing industries within 1,000 m of the subject lands;
- Searching the Environmental Registry of Ontario (ERO) for applications for new ECAs or amendments to ECAs for existing industries within 1,000 m of the subject lands;
- Pending applications for amendment to ECA's of any major facilities, posted on the Environmental Registry;
- Environment and Climate Change Canada's (ECCC) National Pollutant Release Inventory (NPRI) data for industries within 1,000 m of the subject lands;
- Guidelines D-1 (Land Use Compatibility) and D-6 (Compatibility between Industrial Uses) from the Ministry of the Environment, Conservation and Parks (MECP);
- Meteorological data for the study area; and

RWDI reviewed wind data from the Burlington Piers Meteorological Station located in Burlington, Ontario, to assist in the assessment. A summary of the directional distribution of winds from 2004 to 2024 is shown in **Figure 2**. The compass directions in the figure refer to the direction from which the wind blows, the concentric circles represent frequencies of occurrence, and the various colours represent wind speed ranges in m/s as indicated in the legend. The prevailing wind in the study area is mainly west southwesterly and southwesterly winds throughout the year, while southeasterly and easterly winds are less frequent.

A review of the Environmental Registry of Ontario (ERO) revealed that there have been no notices open for comment recently for any facilities within the study area that may impact the proposed development. Only one notice for ECA (air and noise) No. 1357-9SYQ4B for Nalco Canada ULC was found, and it was already closed in March 2025. The details of this facility ECA will be discussed in the next section.

4 RESULTS

4.1 Existing and Proposed Industrial Uses

Table B-1 in **Appendix B** lists all identified industries with MECP permits within 1,000 m, except those Classes I and II facilities which fall outside the potential influence area, located far away from the proposed development, and with relatively less air quality impacts are excluded from the list. All relevant facilities identified are shown in **Figure 3**. Totally eight representative facilities are identified, among which three facilities are grouped under Class I, three facilities are grouped under Class II and two facilities are classified as Class III. **Table 3** lists the facilities whose operations have a potential impact on the proposed development. All of the Classes I and II facilities fulfill the separation distance requirements and are located outside their corresponding potential influence areas. Although only one Class III facility falls within the 1000 potential influence area, it still could meet the minimum required separation distance of 300m from the proposed development. Guideline D-6 recommends that no sensitive uses be permitted within the influence areas "without evidence to substantiate the absence of a problem". Those major industrial uses that would likely generate potential air quality impacts on the project site are discussed in detail below.

Table 3: Facilities Whose Operations Have the Potential to Impact the Subject Lands

Industry Class	Industry	Address	Industry Class	Potential Influence Area	Actual Separation Distance [1]
1	Burlington Automotive Centre	1392 Graham's Lane	II	300	962
2	Sun Chemical Limited	1274 Plains Road East	II	300	460
3	Solenis Canada	942 Brant Street	III	1000	524
4	Nalco Canada ULC	1055 Truman Street	II	300	376
5	1704326 Ontario Inc.	2188 Queensway Drive	I	70	730
6	Costco Wholesale Canada Ltd.	1225 Brant Street	I	70	438
7	A. H. Tallman Bronze Company Limited	2220 Industrial Street	III	1000	873
8	Greater Toronto Transit Authority	2120 Queensway Drive	I	70	427

Notes:
1. The separation distance is generally from the property line of the subject lands to the property line of the industry.
2. Classification is based on a combination of considering D-6 category examples as well as site-specific factors such as proximity to existing residential, presence or absence of tall stack(s), presence of mitigation measures stated in ECA, and proximity of the site to the subject lands.

4.1.1.1.1 Sun Chemical Ltd.

The facility is a provider of inks and pressroom products, colour materials and advanced materials, which consists of one exhaust stack, one downtherm unit, one steam boiler, three exhaust systems, one scrubber, six dust collectors, five unit heaters and seven radiant heaters. Totally, there are thirteen vents and general exhausts serving pink ink transfer activities, which are then discharged to the atmosphere.

No tall stack is identified within the facility. There is no outdoor storage area and no obvious fugitive dust emission source identified on-site, and the building structures within the facilities are well contained. The facility is classified as Class II industry, which is located approximately 524m away from the proposed development and falls outside the potential influence area of 300m. Hence, the potential adverse air quality impacts arising from the facility on the proposed development are not anticipated.

4.1.1.1.2 Solenis Canada

This facility has changed ownership from Ashland Chemicals and is now called Solenis Canada. The facility is a provider of water and hygiene solutions, which is a facility manufacturing specialty chemicals, consisting of the processes and support units, defoamer process, emulsion Size Blending Process and process chemical operation to different chemical products, with emissions controlled by a venturi wet scrubber.

It also contains equipment, other ancillary and support processes and activities. Its relevant emission details and emission limits were described in the Emission Summary and Dispersion Modelling (ESDM) Report. No tall stack and outdoor storage area are identified within the facility, and the facility is paved. Exhaust from storage tanks, truck loading operations, and various chemical processes are potential sources of odour emissions. As part of the facility's ECA, they are required to comply with MECP criteria at and beyond the property boundary. The facility is therefore classified as Class III industry. It is located approximately 460m away from the proposed development and falls within the potential influence area of 1000 m, but it still meets the minimum required separation distance of 300 m. In addition, there are existing residential houses located to its immediate south at approximately 120m and also to its northwest at approximately 230m. Hence, the potential adverse air quality impacts arising from the facility on the proposed development are not anticipated.

4.1.1.1.3 Nalco Canada ULC

The facility produces chemicals for water and process treatment, including the processes and support units: polymer plant, liquid room, brownstock room, repackage area, warehouse area, maintenance shop, IBC testing and repair facility, truck & rail tanker loading and unloading, quality assurance laboratory, natural gas-fired process boiler(s) and cooling tower(s). It also consists of equipment and other ancillary and support processes and activities, operating at a Facility Production Limit of up to 30,000,000 kilograms of chemicals for water and process treatment per year. Its emissions are controlled and governed by the ECA. The details of its emission rates of air contaminants were described in the Original ESDM Report, and its operation and emissions are controlled and governed by the ECA.

The facility is well contained with well-paved ground. Some stacks are identified within the facility. No outdoor storage area and fugitive emission sources are identified inside the facility. As the facility involves organic chemicals manufacturing, which should be categorized as a Class III facility according to the D-6-1 Industrial Categorization Criteria. Nevertheless, some residential houses are located approximately 20m to its immediate southwest, and also a piece of area with residential houses is located at about 270m to its east. Due to this existing condition, it is therefore classified as a Class II facility. The facility is located approximately 376m away from the proposed development, which falls outside the 300m potential influence area, and hence, its potential adverse air quality impacts on the proposed development are anticipated to be insignificant.

4.1.1.1.4 A. H. Tallman Bronze Company Limited

The facility is a progressive manufacturing company involved in the design, casting, machining, and fabrication of OEM and aftermarket products. Its operation includes equipment such as baghouse collectors, natural gas-fired ladle preheater, natural gas-fired mould preheaters, exhaust system serving the coresand mixer, rotoclone serving the wheelabrator swing-table steelshot unit, rotoclones serving the finishing area, exhaust systems serving the weld shop, exhaust systems serving the machine shop, natural gas-fired core oven, natural gas-fired hot water heater, and natural gas-fired space heaters.

Some tall stacks and outdoor storage areas are identified within the facility. The facility is classified as a Class III facility. A large parcel of land with existing residential houses is located to its immediate north at approximately 160m. It is located approximately 873m away from the proposed development, which falls within the 1000 potential influence area but is far away from the minimum required separation distance of 300m. With proper control measures implemented, such as baghouse dust collectors, existing conditions, and the large separation distance, the potential adverse impact arising from the facility on the proposed development is anticipated to be insignificant.

4.2 Future Industrial Uses

The applicable City of Burlington Official Plan and Zoning By-law permissions are provided in **Figures 4 and 5**, respectively.

The Subject Lands are subject to the land use permissions contained in the in-force City of Burlington Official Plan (1997) (the "1997 OP") and zoning permissions contained in the City of Burlington Zoning By-law 2020. The City of Burlington's new Official Plan (2020) (the "2020 OP") was approved by Halton Region on November 30, 2020, and continues to be predominantly under appeal before the OLT. The under-appeal sections of the 2020 OP are thus considered on an informative, but not determinative basis.

As shown in **Figure 5**, the land uses of the Subject land and those areas adjacent to its south and southwest are designated as Urban Corridor. The majority of land uses to its east and west are designated as Residential – Low Density, Residential - Medium Density and General Employment, to its north are mainly Mixed Use Commercial Centre, Employment Commercial Centre, Residential - Low density, as well as some Residential - High Density. According to the Zoning By-law 2020 of the City of Burlington, major industrial uses are prohibited in employment zones, such as asbestos products manufacturing, petroleum refining, explosives manufacturing, primary metals industries, etc. For the commercial zones, parking lots, taxi cab garages, recreational vehicles, utility trailer sales and services, and adult entertainment establishments are prohibited. Within the Mixed Use Corridor, the uses as warehouse club, hotel, propane cylinder handling facility, bulk propane storage depot, video game/Pinball Machine Arcade and adult entertainment establishment are prohibited.

The current industries identified within the study area are mainly classified as D-6 Classes I and II facilities. Since the major residential uses are located to the immediate southwest and east of the proposed development, while General Employment use is located to its east and Urban Corridor – Employment is located to its farther south, with a distance more than 500m, RWDI does not anticipate the expansion or intensification of existing employment uses that would result in the introduction of Class III facilities. In addition, the introduction of residential land use at the proposed development may constrain the introduction or intensification of medium-sized (Class II) industry that would be located adjacent to the proposed development. If there is any potential introduction or intensification of Class II industry in the future, comprehensive mitigation measures may be required and implemented for such possible new or expanding industries in order to minimize the areas of existing residential uses that would be affected by the possible industrial uses. The developer of the proposed development has the ability to restrict the types of classes of any industrial facility during the planning stage. In addition, the owner of any industrial facility should be responsible for proposing relevant mitigation measures and carrying out the implementation of the mitigation measures.

4.3 Transportation Corridors

Queen Elizabeth Way and Highway 403 are located to the north of the subject site and away from it approximately 160m to 300m, while Brant Street is located to the immediate west of the proposed development and away from it only approximately 20m. Plains Road East is located to the south of the proposed development.

There are a few emission sources arising from public transport identified within 1000 m away from the property line, including the railway line from GO Transit and the Burlington GO Station.

The City of Toronto Report: "Reducing Health Risks from Traffic Related Air Pollution (TRAP) in Toronto" (P.E23.7, October 16, 2027) states that:

> "Health risk from TRAP is higher within 500 m of highways with an average daily traffic volume of 100,000 vehicles or more, and within 100 m of arterial roads with an average daily traffic volume of 15,000 vehicles or more".

The City's report: "Avoiding the TRAP: Traffic-Related Air Pollution in Toronto and Options for Reducing Exposure" (October 2017) states that the most widely reported mitigation strategy for traffic-related air pollutants (TRAP) is separation distances or buffer zones, with some environmental agencies (California and British Columbia) recommending a setback of 150 m from major highways with annual average traffic volumes of 100,000 vehicle or more per day and 100 m from roads with annual average traffic volumes of 15,000 vehicle or more per day.

Queen Elizabeth Way and Highway 403 are major highways with annual average traffic volumes of more than 100,000 vehicles per day and are classified as major arterial roads. They are located to the north of the site and at least 290m to 300m away from the property line of the project. According to the City's Report, it meets the setback distance required (i.e. 150m) to avoid TRAP. Hence, the potential traffic impacts from these two roads on the project development are anticipated to be insignificant. Moreover, Brant Street is located to its immediate west with a separation distance of only 20m, while Plains Road East is located to its south and away from it for about 230m. Brant Street is a regional road according to the Regional Municipality of Halton Regional Road Network [6] with a traffic volume AADT of 25,140, with reference to City of Burlington Average Annual Daily Traffic in 2018. [7]. Hence, it does not fulfill the required 100m setback distance from the road. On the other hand, Plains Road East is a major road[7] with a separation distance greater than the required setback distance of 150m. Therefore, a detailed TRAP analysis for assessing the potential impacts arising from the nearby road networks, especially for Brant Street, and other nearby roads, including Queen Elizabeth Way, Highway 403, and Plains Road East, is recommended to be conducted in the later detailed design stage in order to understand the overall impacts arising from vehicular emissions.

Burlington GO Station is located to the northwest of the project site; the GO station and the railway line are away from the project site by more than 780m and 350m, respectively. With reference to Section 3.3.1 of "Guidelines for New Development in Proximity to Railway Operations", prepared for the Federation of Canadian Municipalities and the Railway Association of Canada in May 2013, which provides standard recommendations for building setbacks for new residential development in proximity to railway operations. The recommendation for the principal main line of the railway is about 30 m, while that for the freight rail yard is 300 m. Since the separation distances between the railway of the GO Transit line and the project site are all greater than 300m, which is farther than the requirements for the railway line (i.e. 30 m). As such, potential air quality impacts arising from the GO Transit Railway are not expected.

Based on studies completed for similar traffic corridors, air quality impacts above ambient air quality criteria can be expected on the subject lands at ground level and potentially up to 30 m above grade. Areas with sensitive land uses, such as residential and outdoor amenity areas, will require mitigation measures to ensure compatibility with the traffic corridor. The following mitigation measures to consider include those identified within the "Avoiding the Trap" report, including:

- Locating residential units and outdoor use areas (particularly ones for prolonged use) as far as possible from the roadways and buffered by transitional uses;
- Vegetation that is designed as a barrier (as a complement to other mitigation measures);
- Physical barriers such as sound barriers;
- Mechanical rather than passive building ventilation with air particle filtration;
- Location of ventilation air intakes away from known pollution sources and roads;
- Only opening windows on the side of the buildings that face away from TRAP sources;
- Optimizing the timing and quantity of ventilation make-up air; and,
- Management of outdoor activities.

5 CONCLUSIONS AND RECOMMENDATIONS

The proposed development on the subject lands can be made compatible with the nearby industrial facilities identified, the adjacent land uses of the City's Official Plan, as well as the major transportation corridor from air quality perspectives, provided that the following could be considered at a later design stage:

- Incorporation of TRAP mitigation for traffic, including Brant Street for residential units and sensitive uses located within the proposed development.
- A detailed TRAP analysis is recommended to be conducted in the detailed design stage to evaluate the potential vehicular emissions arising from the nearby road networks on the proposed development.
- It is recommended that a more detailed air quality impact using air modelling should be conducted prior to the detailed design stage to evaluate the impacts from the nearby power-generating plant.

6 REFERENCES

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3. Halton Region 2022, Official Plan, viewed 15 September 2023, <ROP-Office-Consolidation-Text (halton.ca)>
4. Halton Region 2014, Land Use Compatibility Guidelines, viewed 15 September 2023, <Microsoft Word - IMLC01-14 DUSC 1-11 - Land Use Compatibility Guidelines (halton.ca)>
5. Ministry of the Environment 1995, *Guideline D-6: Compatibility Between Industrial Facilities and Sensitive Land Uses*, Ministry of the Environment, Toronto, viewed 20 January 2023, <https://www.ontario.ca/page/d-6-compatibility-between-industrial-facilities>.
6. Halton Region - Regional Municipality of Halton Regional Road Network (Dec 1, 2021), < https://www.halton.ca/getmedia/7efaa8a2-87e2-4fa6-a693-3063a122d360/RegionalRoads-NetworkMapNew120121.aspx >

7. City of Burlington Average Annual Daily Traffic in 2018, < https://navburl-burlington.opendata.arcgis.com/datasets/Burlington::aadt/explore?layer=2&location=43.337325%2C-79.817919%2C15.15 >

7 STATEMENT OF LIMITATIONS

This report, entitled "1060 & 1056 Brant Street – Land-Use Compatibility Study (Air Quality Assessment Study)" dated October 14, 2025, was prepared by RWDI AIR Inc. ("RWDI") for 2735842, 2060188, 2735841, 2059977 Ontario Inc. ("Client"). The findings and conclusions presented in this letter have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations contained in this letter are based on the information available to RWDI when this letter was prepared. Because the contents of this report may not reflect the final design of the Project or subsequent changes made after the date of this report, RWDI recommends that it be retained by Client during the final stages of the project to verify that the results and recommendations provided in this letter have been correctly interpreted in the final design of the Project.

The conclusions and recommendations contained in this letter have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilize the letter and/or implement the conclusions and recommendations contained therein for any other purpose or project without the involvement of RWDI, the Client or such third party assumes any and all risk of any and all consequences arising from such use and RWDI accepts no responsibility for any liability, loss, or damage of any kind suffered by Client or any other third party arising therefrom.

Finally, it is imperative that the Client and/or any party relying on the conclusions and recommendations in this letter carefully review the stated assumptions contained herein and to understand the different factors which may impact the conclusions and recommendations provided.

FIGURES



Site Location

Map Projection: NAD 1983 UTM Zone 17N

1060 & 1056 Brant Street - Burlington, Ontario

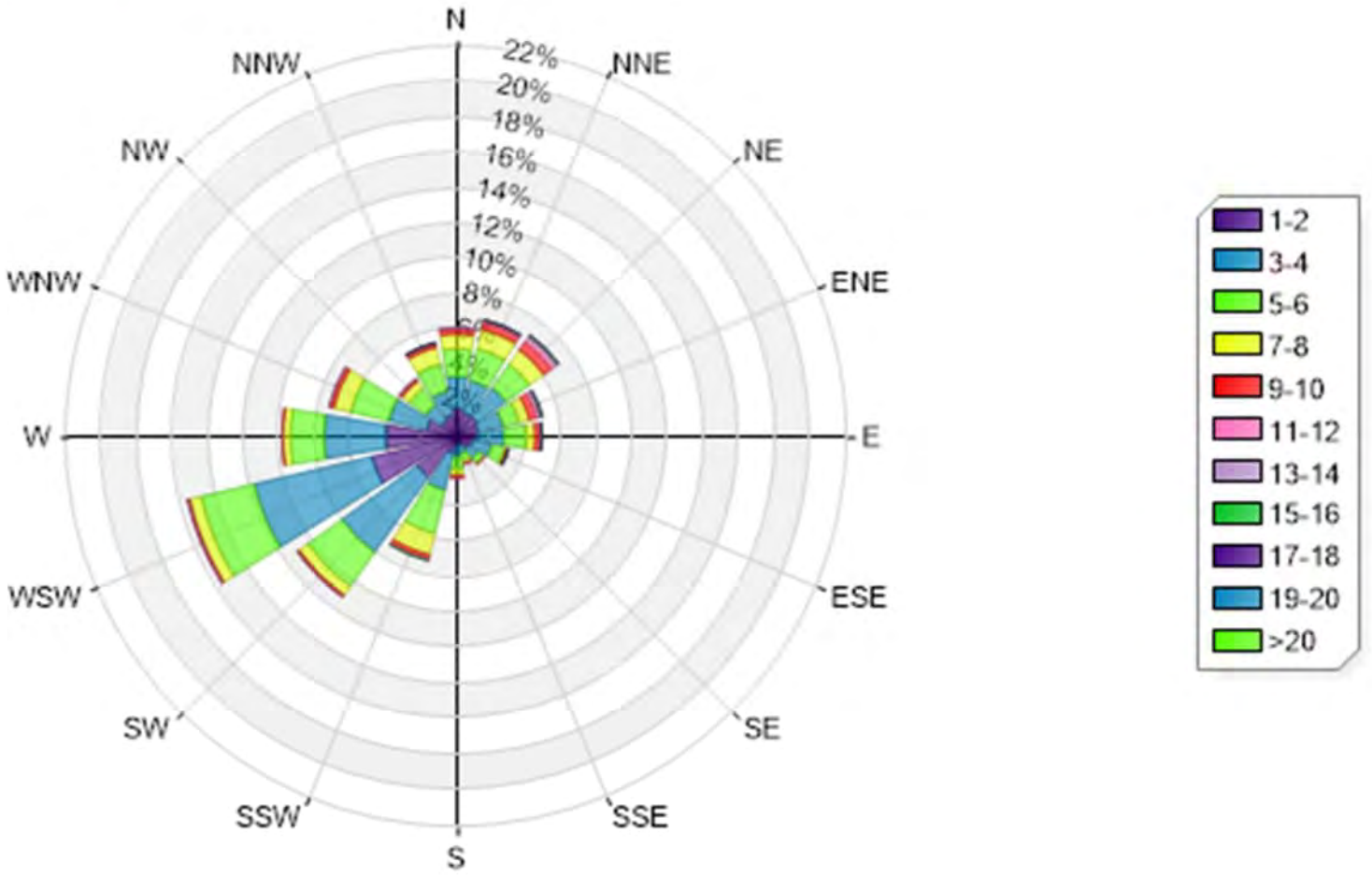
True North

Project #: 2510277

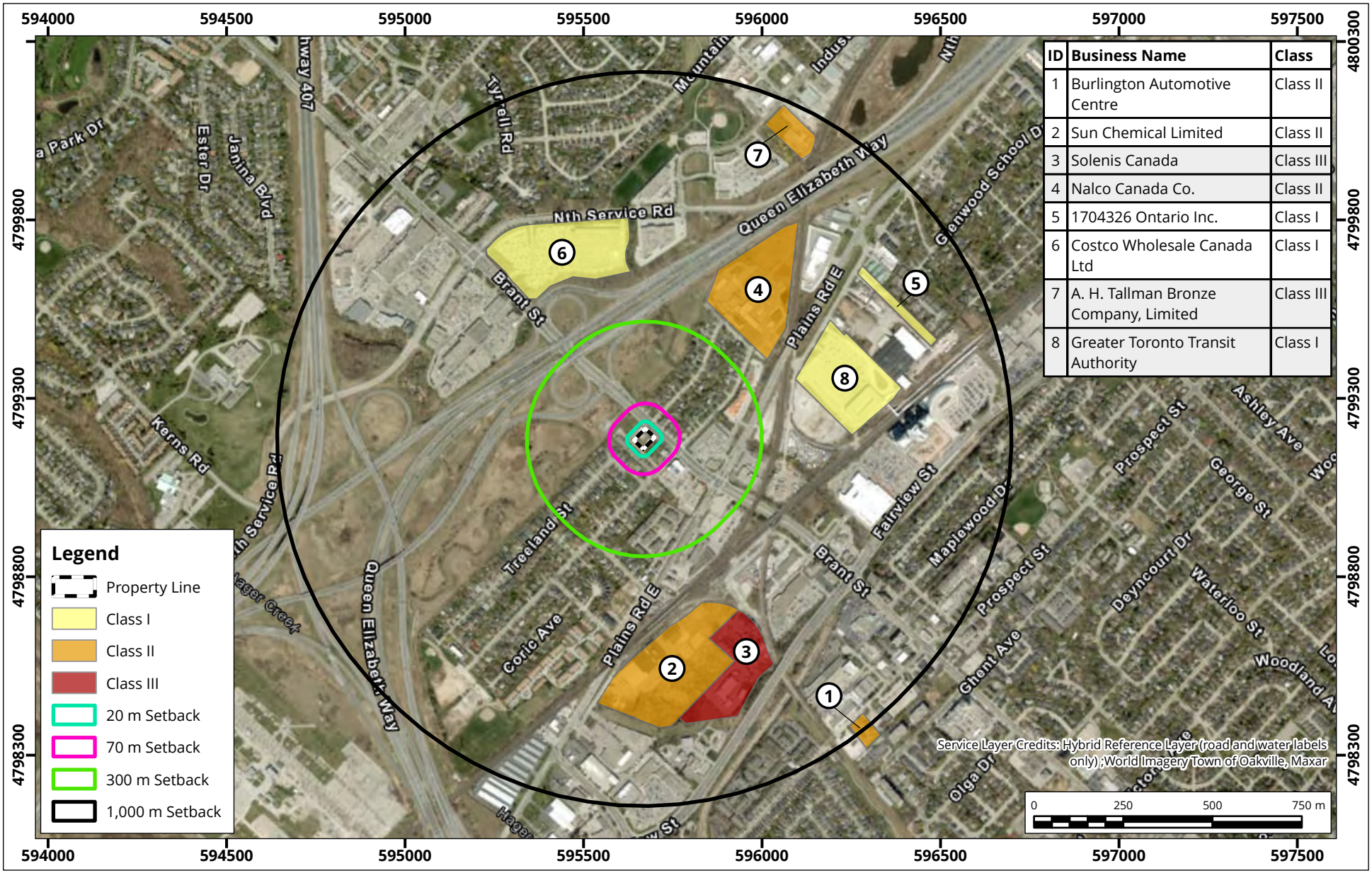
Drawn by: PIP	Figure: 1
Approx. Scale:	1:700
Date Revised:	Oct 1, 2025

Map Document: C:\WorkingFolder\Jobs_America\P2510277\P2510277.aprx

Directional Distribution (%) of Winds in m/s (Blowing From)
Burlington Piers, (2004-2024)



Burlington Piers (2004 – 2024) Wind Direction and Magnitude		Drawn by: CY	Figure: 2
		Approxi. Scale: Not to Scale	
1060 & 1056 Brant Street, Burlington, Ontario	RWDI#2510277	Date Revised: October 6, 2025	



ID	Business Name	Class
1	Burlington Automotive Centre	Class II
2	Sun Chemical Limited	Class II
3	Solenis Canada	Class III
4	Nalco Canada Co.	Class II
5	1704326 Ontario Inc.	Class I
6	Costco Wholesale Canada Ltd	Class I
7	A. H. Tallman Bronze Company, Limited	Class III
8	Greater Toronto Transit Authority	Class I

Proposed Development and Surrounding Sites of Interest

True North

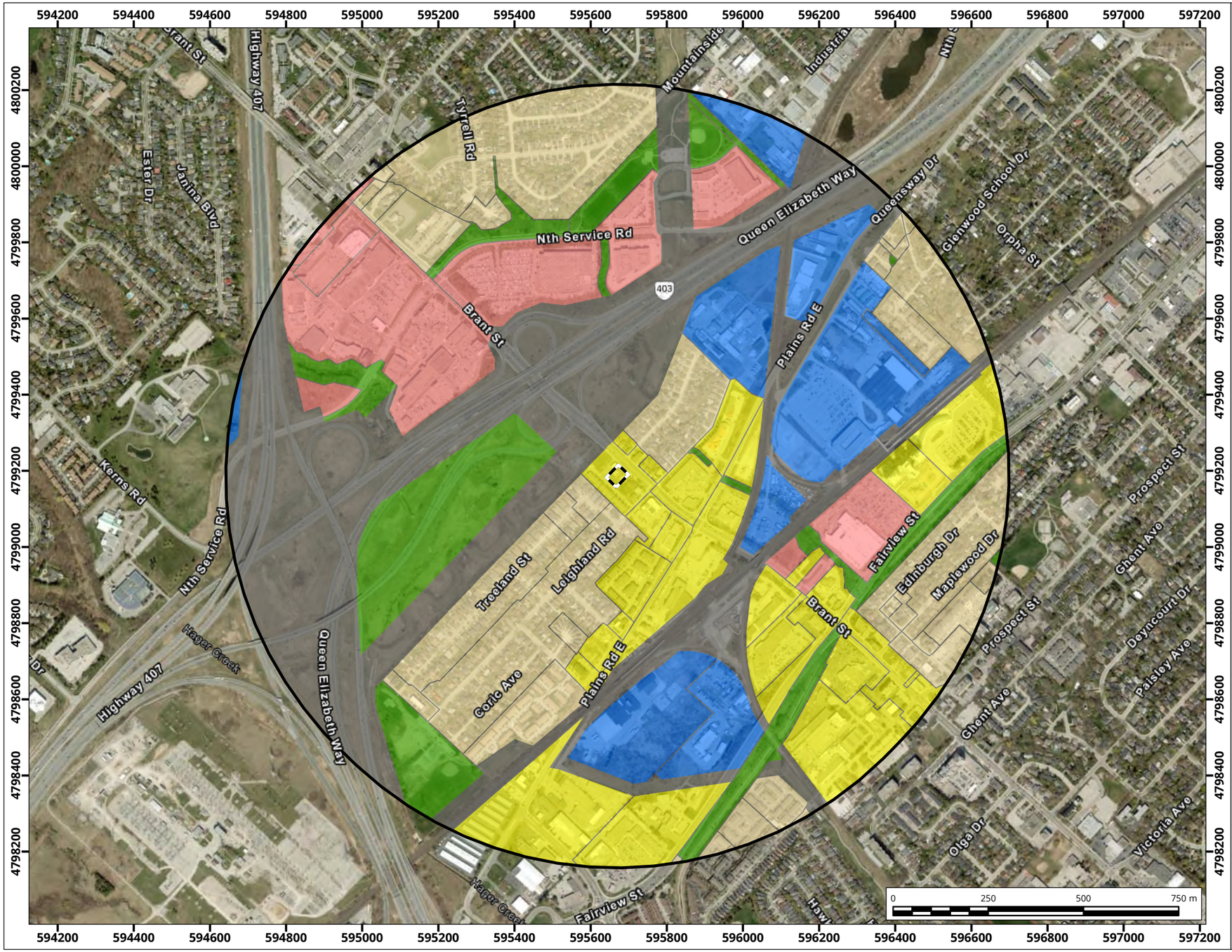
Map Projection: NAD 1983 UTM Zone 17N

1060 & 1056 Brant Street - Burlington, Ontario

Project #: 2510277

Drawn by: PIP	Figure: 3
Approx. Scale:	1:15,000
Date Revised:	Oct 10, 2025

Map Document: C:\Working Folder\Jobs_America\P25 10277\P25 10277.aprx



Legend

- Property Boundary
- 1,000m

City of Burlington Zoning Classification

- Commercial
- Development & Utilities
- Employment
- Mixed Use
- Open Space & Parks
- Residential

Service Layer Credits: World Imagery: Town of Oakville, Maxar;Hybrid Reference Layer (road and water labels only):
Zoning Data from: City of Burlington

Zoning in the Study Area

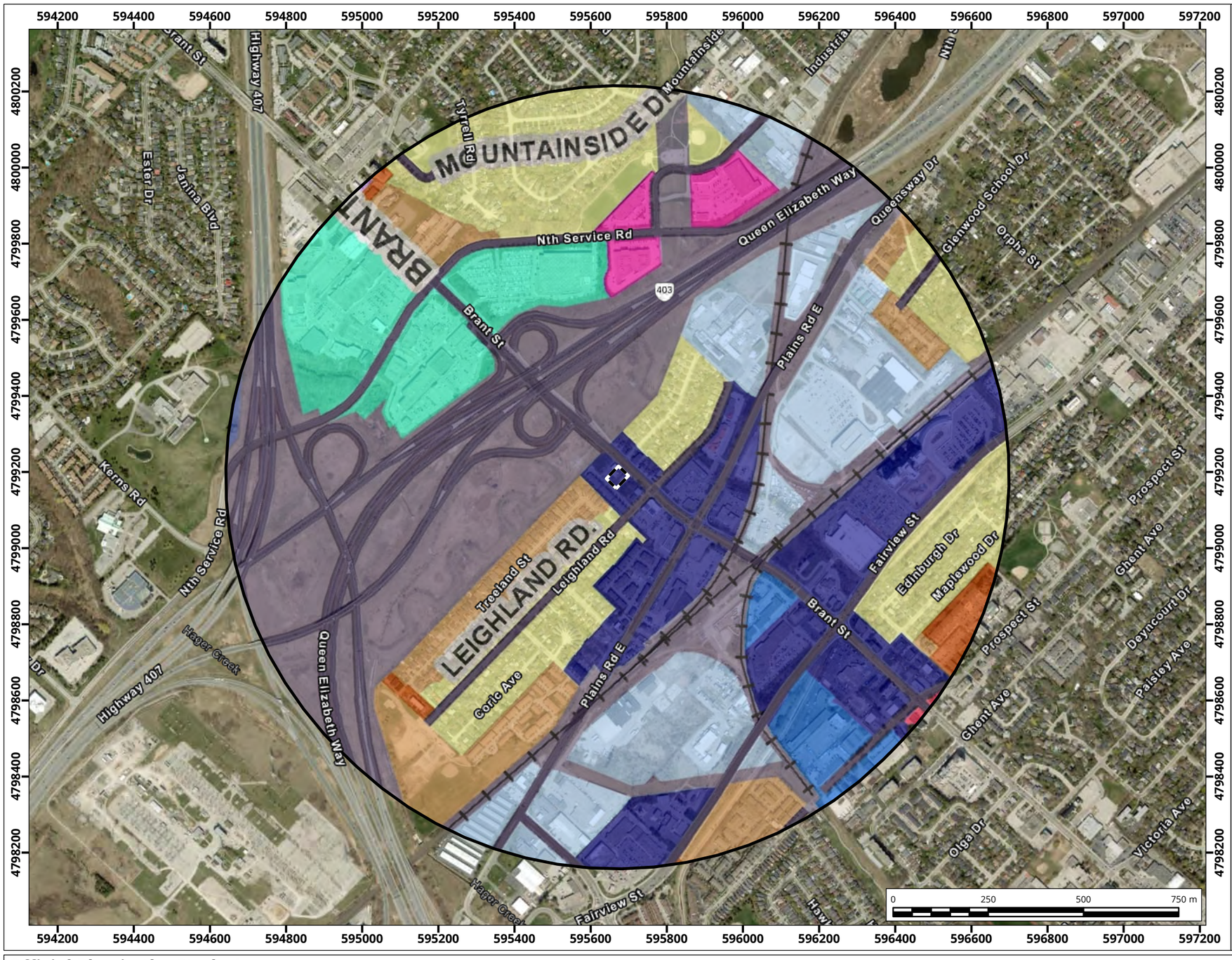
Map Projection: NAD 1983 UTM Zone 17N
1060 & 1056 Brant Street - Burlington, Ontario

True North

Project #: 2510277

Drawn by:	PIP	Figure:	4
Approx. Scale:	1:11,000		
Date Revised:	Oct 1, 2025		

Map Document: C:\Working\Folder\Jobs_America\P2510277\P2510277.aprx



Legend

- Property Boundary
- 1,000m

City of Burlington Land Use Designations

- General Employment
- Mixed Use Commercial Centre
- Employment Commercial Centre
- Urban Corridor
- Urban Corridor - Employment
- Residential - Low Density
- Residential - Medium Density
- Residential - High Density

Service Layer Credits: World Imagery: Town of Oakville, Maxar;Hybrid Reference Layer (road and water labels only):
Official Plan from City of Burlington

Official Plan in the Study Area

Map Projection: NAD 1983 UTM Zone 17N
1060 & 1056 Brant Street - Burlington, Ontario

True North

Project #: 2510277

Drawn by:	PIP	Figure:	5
Approx. Scale:			1:11,000
Date Revised:			Oct 1, 2025

Map Document: C:\Working\Folder\Jobs_America\P2510277\P2510277.aprx

APPENDIX A



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BRANT STREET

BURLINGTON, ONTARIO

- ISSUED FOR REVIEW - JULY 22, 2025

PROJECT NUMBER: 08192.000

WZMH Architects

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

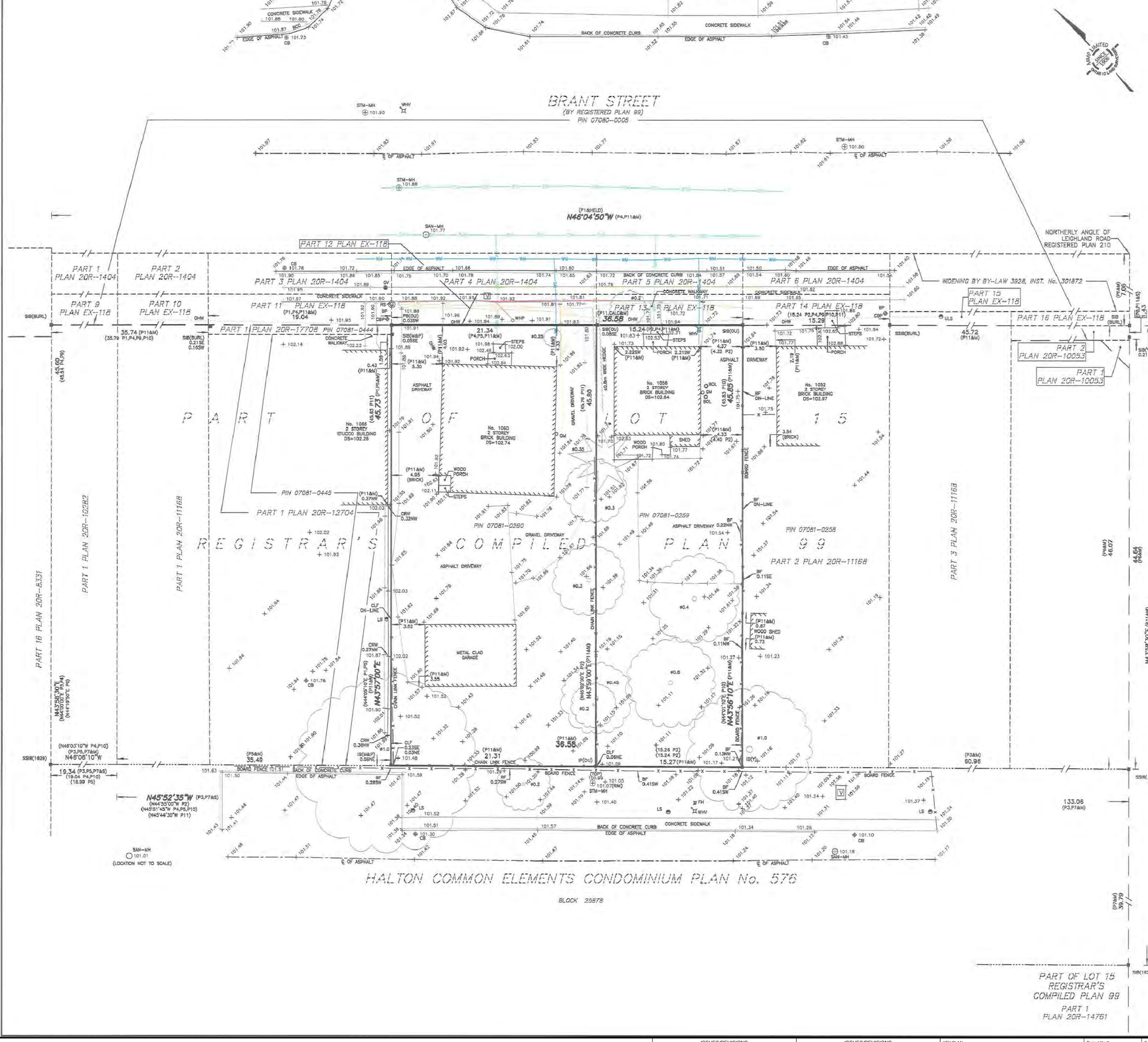
© 2023

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 (85Y-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
- DENOTES HYDRO VAULT
- 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

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.
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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: Jul 10, 2025 - 4:07pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (50-100)\BRANT STREET\A-120_PARKING.dwg



ISSUES/REVISIONS

ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22

ISSUES/REVISIONS

ISSUE	TITLE	DATE

KEY PLAN

Project North: N

Seal

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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: Jul 10, 2025 - 3:42pm
Drawing Name: \\wzmh\Project\8192\6_Drawings\10_Drawings-Design (SD-001)\BRANT STREET\A-100_CONTEXT PLAN.dwg

1. SITE GROSS AREA

DESCRIPTION	AREA (m2)
SITE AREA	1,674.57

2. PROPOSED GROSS FLOOR AREA AND DENSITY

2a. PROPOSED GROSS FLOOR

Gross Floor Area Calculation

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 GFA		INDOOR AMENITY		TOTAL GFA		OUTDOOR AMENITY	
	sm	sf	sm	sf	sm	sf	sm	sf
ABOVE GRADE								
GROUND	450	4,844	135	1,453	585	6,297	249	2,680
2ND	787	8,471			787	8,471	161	1,733
3RD	848	9,124			848	9,124	161	1,733
4TH	848	9,124			848	9,124	161	1,733
5TH	623	6,709			623	6,709	350	3,767
6TH	623	6,709			623	6,709		
7TH	594	6,390			594	6,390	23	248
8TH	594	6,390			594	6,390		
9TH	594	6,390			594	6,390		
10TH	594	6,390			594	6,390		
11TH	494	5,316			494	5,316	85	915
TOTAL GFA (ABOVE)	7,047	75,855	135	1,453	7,182	77,308		
TOTAL GFA	**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 GFA	**7,182**	**77,308**	
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

SITE AREA	**1,674.57**
PROPOSED DENSITY OVER ENTIRE SITE	**4.29**

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**

4. NEW BUILDING INDOOR AND OUTDOOR AMENITY AREA

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*

5. PROPOSED PARKING COUNT

GROUND	*2*
P1	*66***
*TOTAL PROVIDED ***	*68*
PARKING RATE	*0.73*

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

6. PROPOSED BICYCLE PARKING COUNT

GROUND	*51*
TOTAL PROVIDED	*51*
BICYCLE PARKING RATE	*0.548*

7. PROPOSED LOADING SPACES (NEW BUILDING)

BLOCK	Required	Provided
	1 Type G	*1 Type G*

1 STATISTICS
A102

ISSUES/REVISIONS

ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22

ISSUES/REVISIONS

ISSUE	TITLE	DATE

KEY PLAN

Project North

Seal

Date

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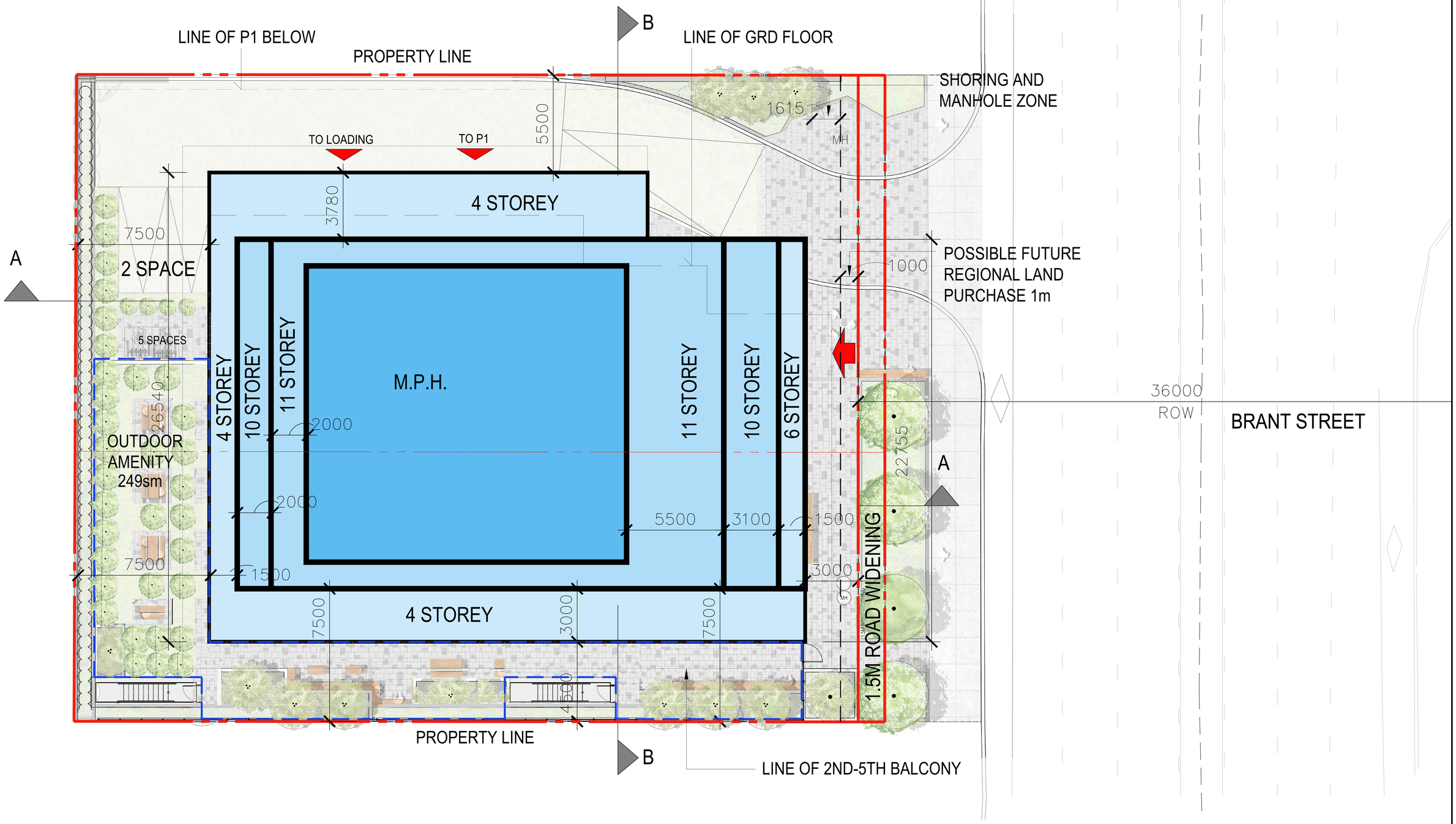
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95 St. Clair Ave W., Suite 1500
Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
STATISTICS

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

Plot Time: Jul 15, 2025 - 2:35pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (50-00)\BRANT STREET\A-102_STATS.dwg



ISSUES/REVISIONS

ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22

ISSUES/REVISIONS

ISSUE	TITLE	DATE

KEY PLAN

Project North: N

Seal

Date: ---

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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: Jul 22, 2025 - 2:10pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-00)\1_BRANT STREET\A-105_SITE PLAN.dwg



ISSUES/REVISIONS			ISSUES/REVISIONS		
ISSUE	TITLE	DATE	ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22			

KEY PLAN

Project North

Seal

Date

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BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
AERIAL VIEW
LOOKING WEST

Date	---
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-110

Plot Time: Jul 11, 2025 - 10:30am
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings - Design (SD-DD)\BRANT STREET\A-110-A-112_RENDERINGS.dwg



ISSUES/REVISIONS			ISSUES/REVISIONS		
ISSUE	TITLE	DATE	ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22			

KEY PLAN

Project North

Seal

Date

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BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
AERIAL VIEW LOOKING WEST WITH POTENTIAL FUTURE DEVELOPMENTS

Date	---
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-111

Plot Time: Jul 11, 2025 - 10:30am
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings - Design (SD-DD)\BRANT STREET\A-110-A-112_RENDERINGS.dwg



ISSUES/REVISIONS		
ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22

ISSUES/REVISIONS		
ISSUE	TITLE	DATE

KEY PLAN

Project North

Seal

Date

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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: Jul 11, 2025 - 10:31am
Drawing Names: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\1_BRANT STREET\A-110- A-112_RENDERINGS.dwg



ISSUES/REVISIONS

ISSUE	TITLE	DATE
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ISSUE	TITLE	DATE

KEY PLAN

Project North

Seal

Date ----

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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: Jul 11, 2025 – 10:31am
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\BRANT STREET\A-110-A-112_RENDERINGS.dwg



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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: Jul 11, 2025 - 10:31am
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings - Design (SD- DD)\1 BRANT STREET\A-110- A-112_RENDERINGS.dwg



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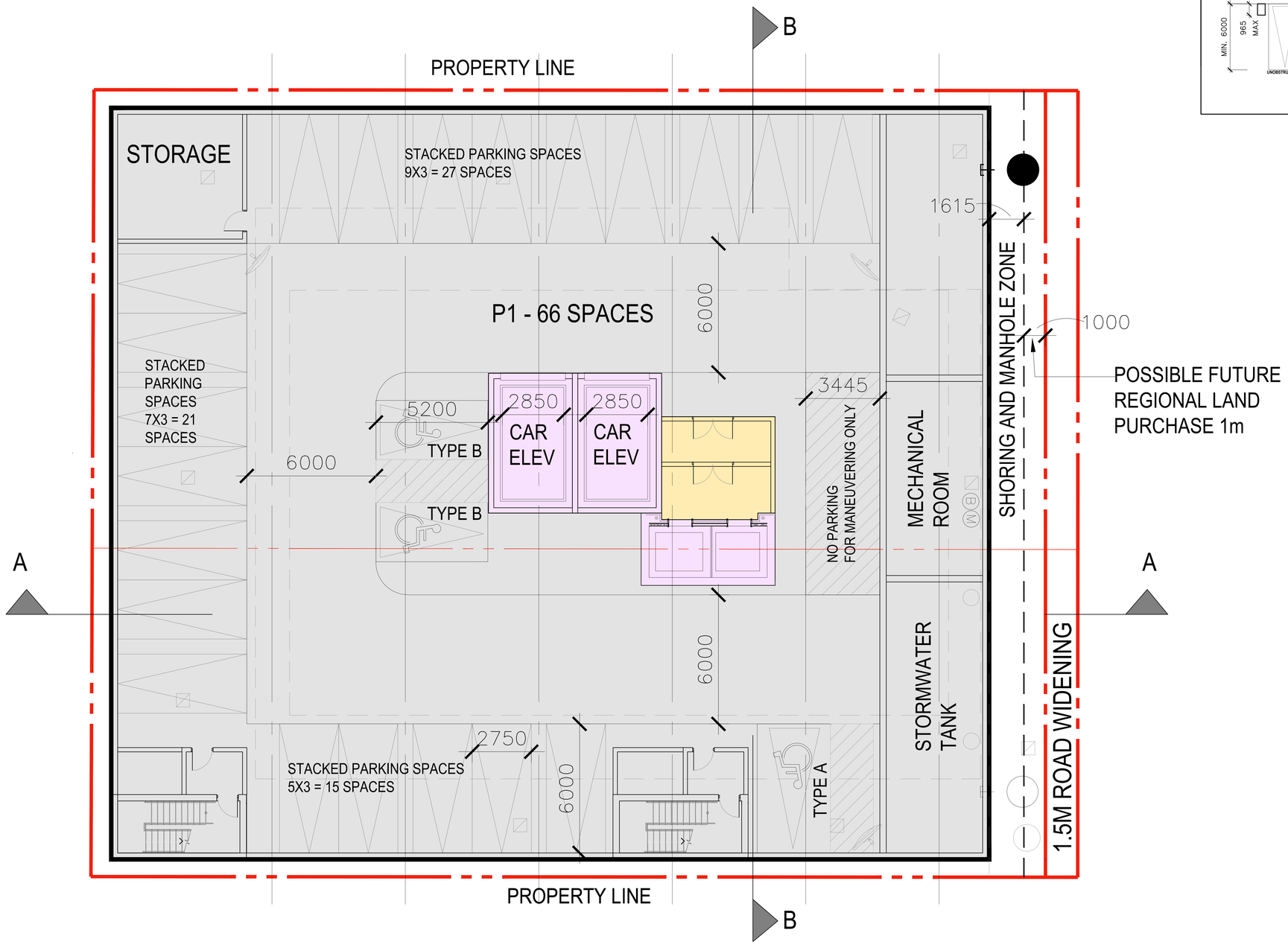
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BRANT STREET
BURLINGTON, ONTARIO
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Drawing Title
STREET LEVEL VIEW LOOKING
LOOKING SOUTH WITH
FUTURE DEVELOPMENTS

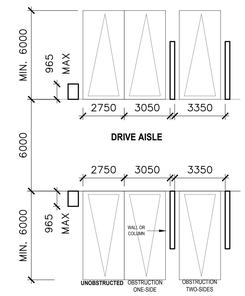
Date	---
Scale	1:75
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-115

Plot Time: Jul 11, 2025 - 10:32pm
Drawing Name: \\wzmh\Project\8192\6_Drawings\10_Drawings-Design (SD-HDT)\BRANT STREET\A-110-A-112_RENDERINGS.dwg

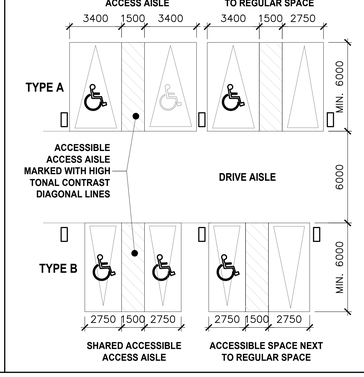


PARKING STALLS STANDARD REQUIREMENTS

REGULAR PARKING SPACES AND DRIVE AISLE



ACCESSIBLE PARKING SPACES AND DRIVE AISLE



ISSUES/REVISIONS			ISSUES/REVISIONS		
ISSUE	TITLE	DATE	ISSUE	TITLE	DATE
-	ISSUED FOR REVIEW	2025-JULY-22			

KEY PLAN

Project North: N

Seal

Date: ---

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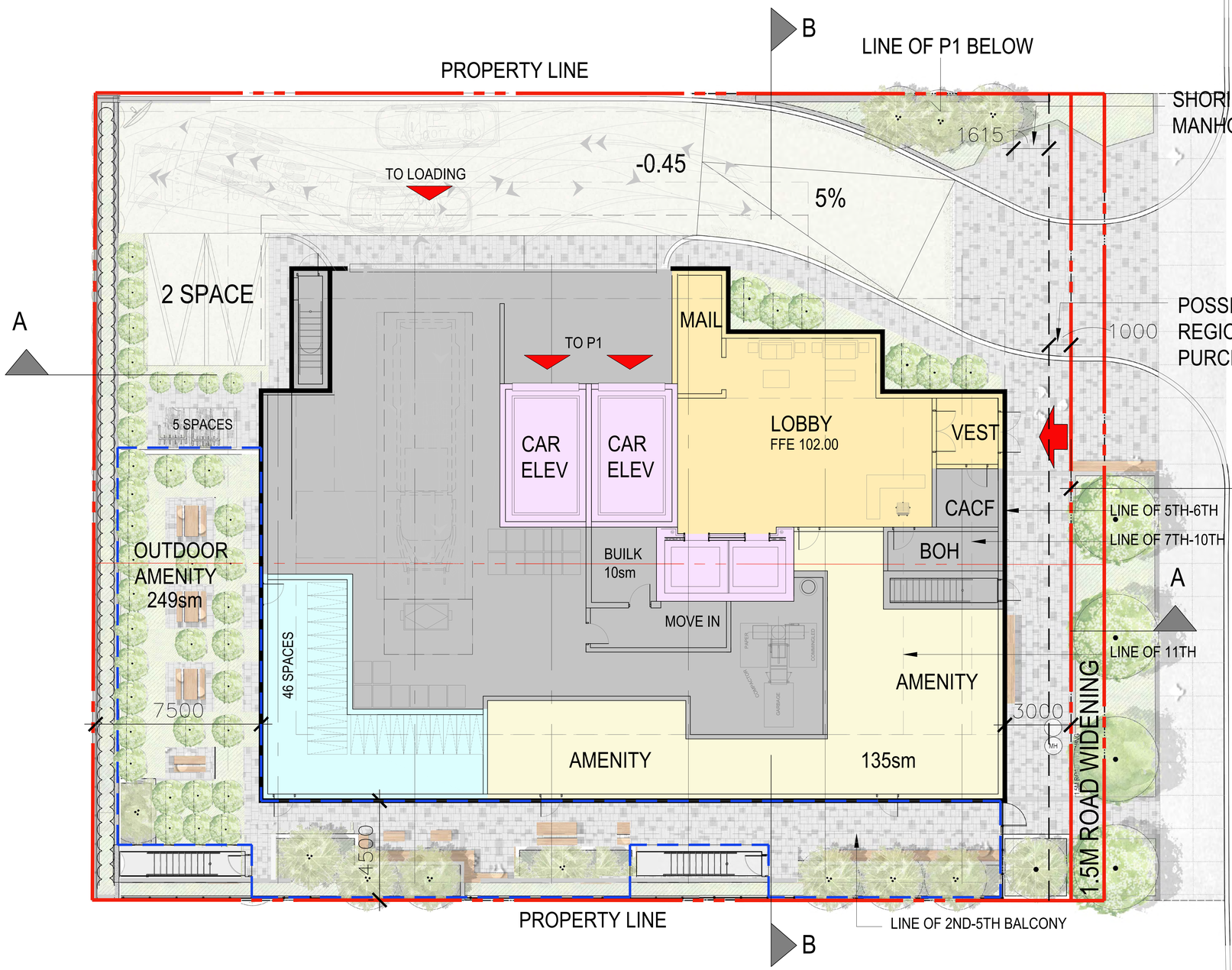
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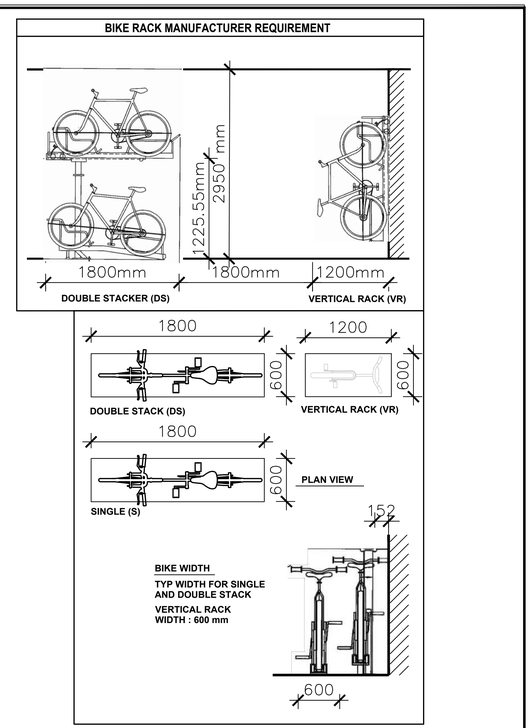
BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title: P1 - PARKING PLAN

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

Plot Time: Jul 23, 2025 - 10:19am
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\BRANT STREET\A-120_PARKING.dwg





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Seal

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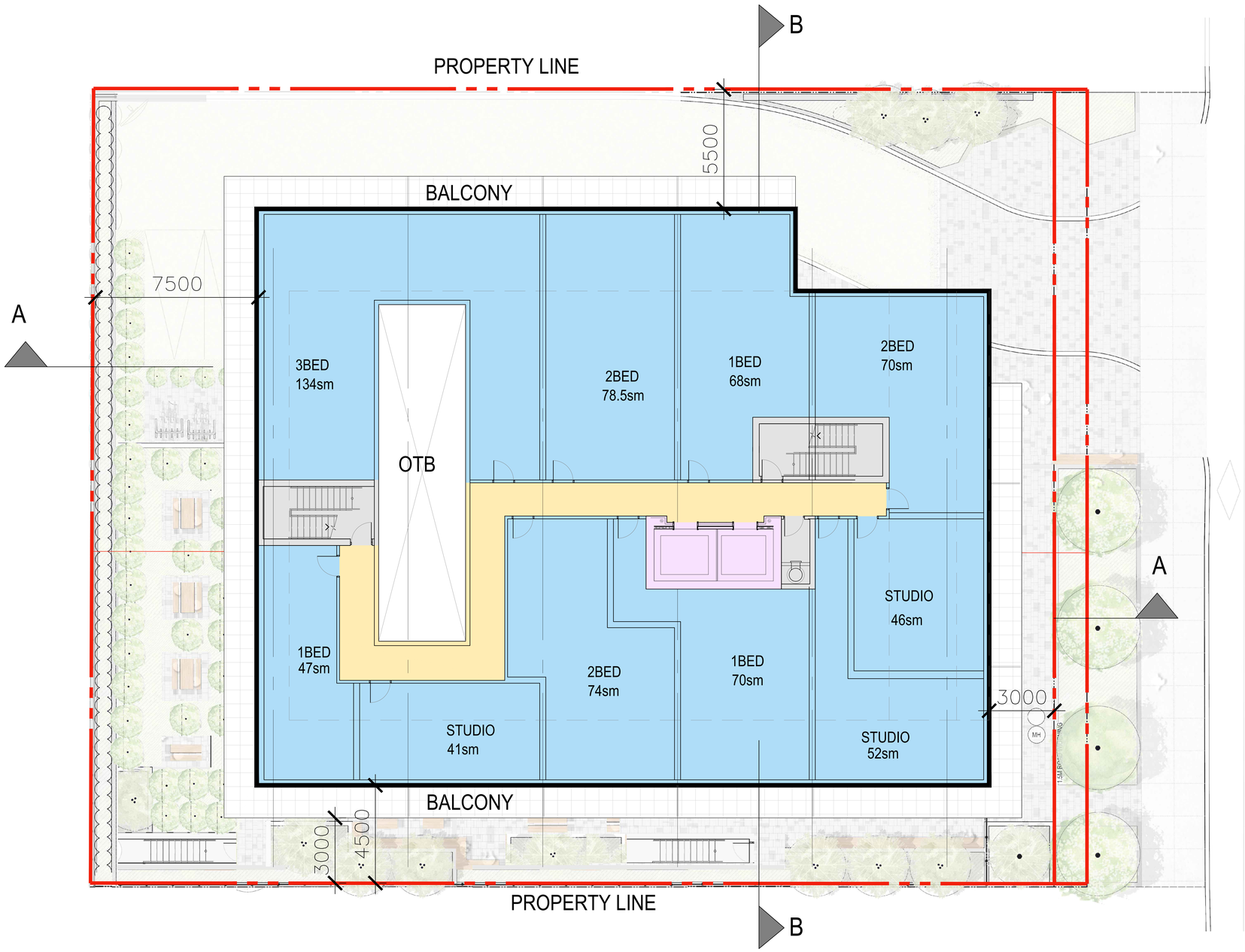
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BRANT STREET
BURLINGTON, ONTARIO
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Drawing Title: GROUND FLOOR PLAN

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

Plot Time: Jul 22, 2025 - 1:56pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\1BRANT STREET\A-200_GROUND FLOOR.dwg



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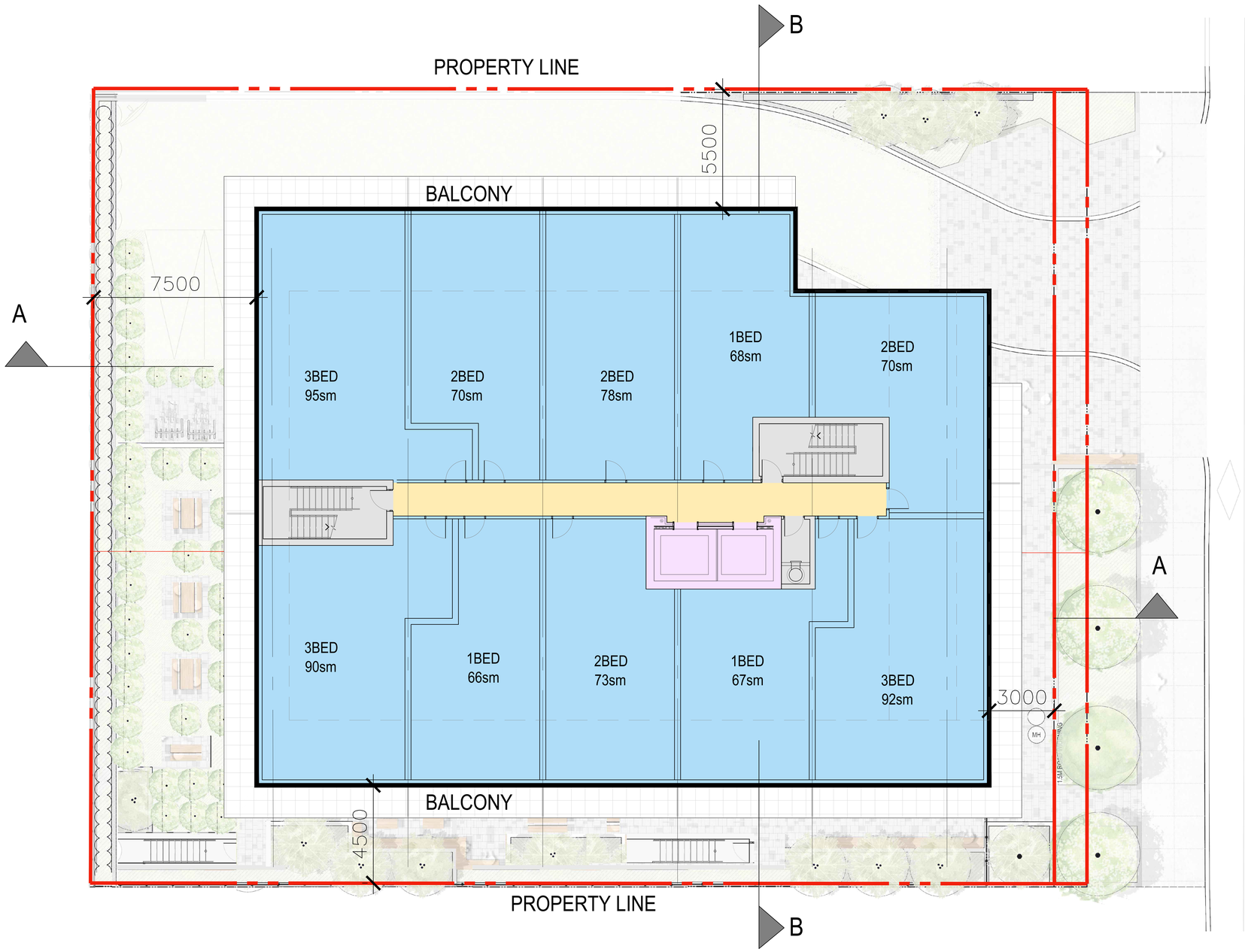
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BRANT STREET
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Drawing Title: 2ND FLOOR PLAN

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

Plot Time: Jul 11, 2025 - 11:06am
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\1 BRANT STREET\A-201_2ND FLOOR.dwg



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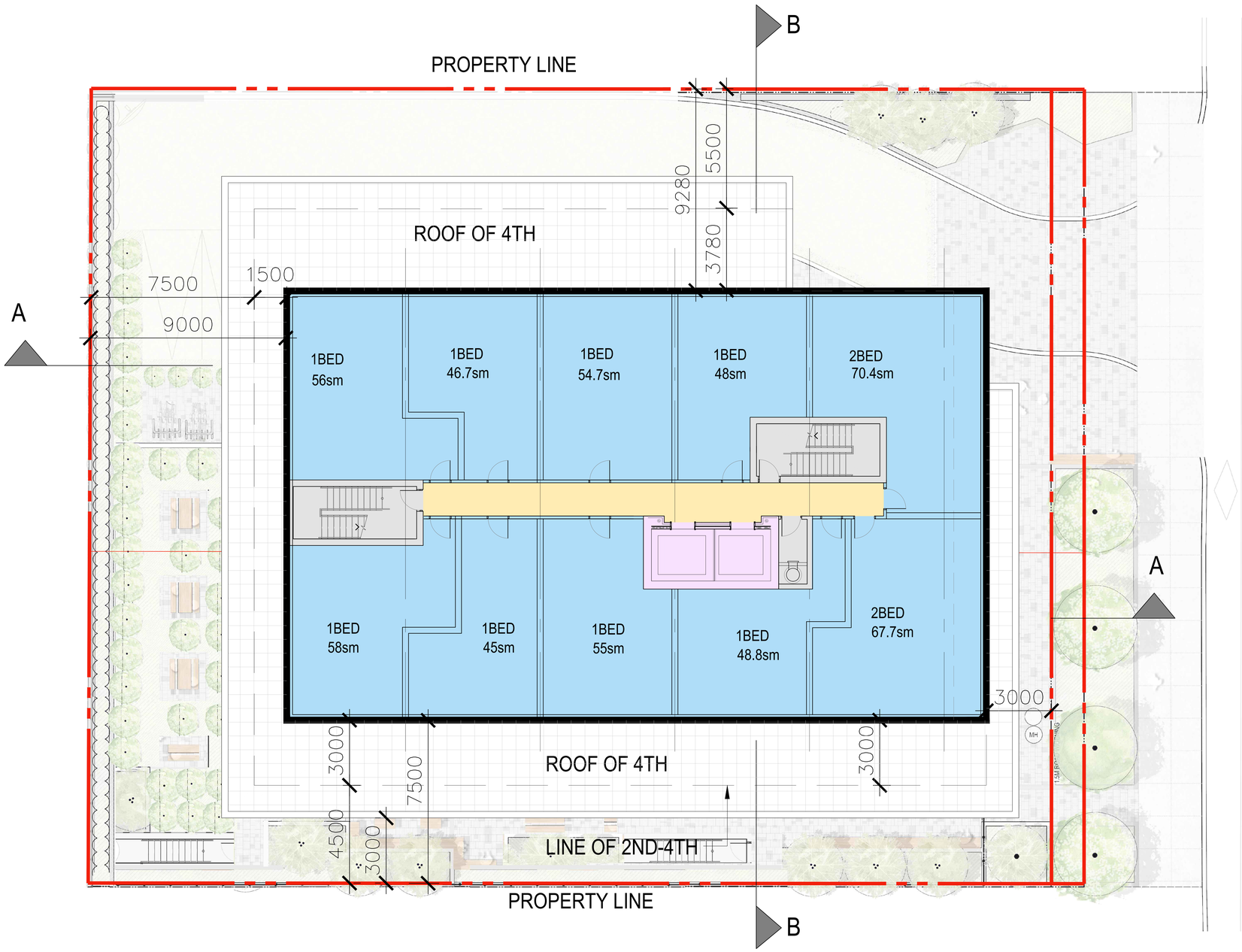
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BRANT STREET
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Drawing Title
3RD - 4TH FLOOR PLANS

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

Plot Time: Jul 11, 2025 - 11:06am
Drawing Name: \\wzmh\Project\8192\6_Drawings\10_Drawings-Design (SD-DD)\BRANT STREET\A-202_3RD-4TH FLOOR.dwg



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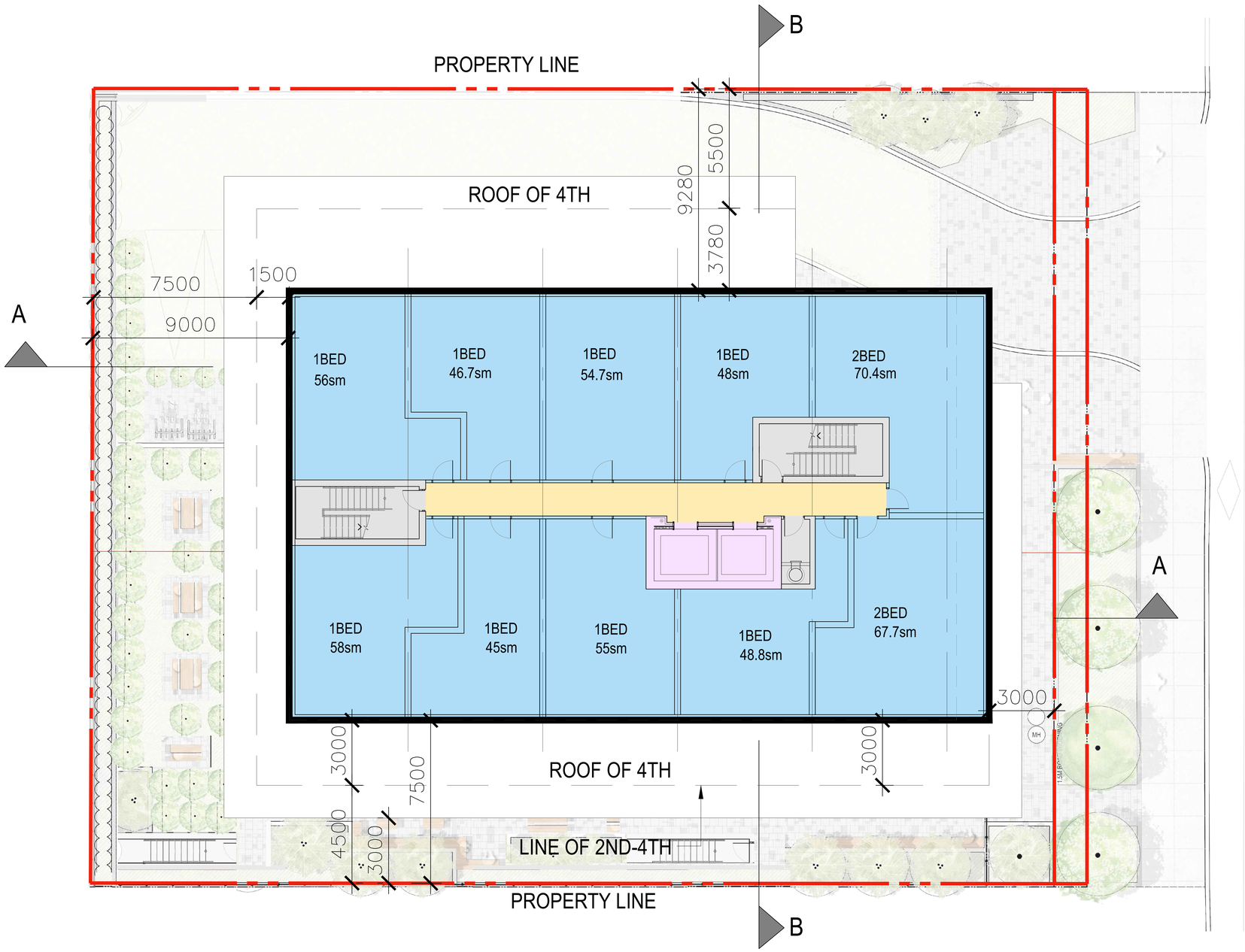
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BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
5TH FLOOR PLAN

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

Plot Time: Jul 15, 2025 - 2:43pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\1 BRANT STREET\A-203_5TH FLOOR.dwg



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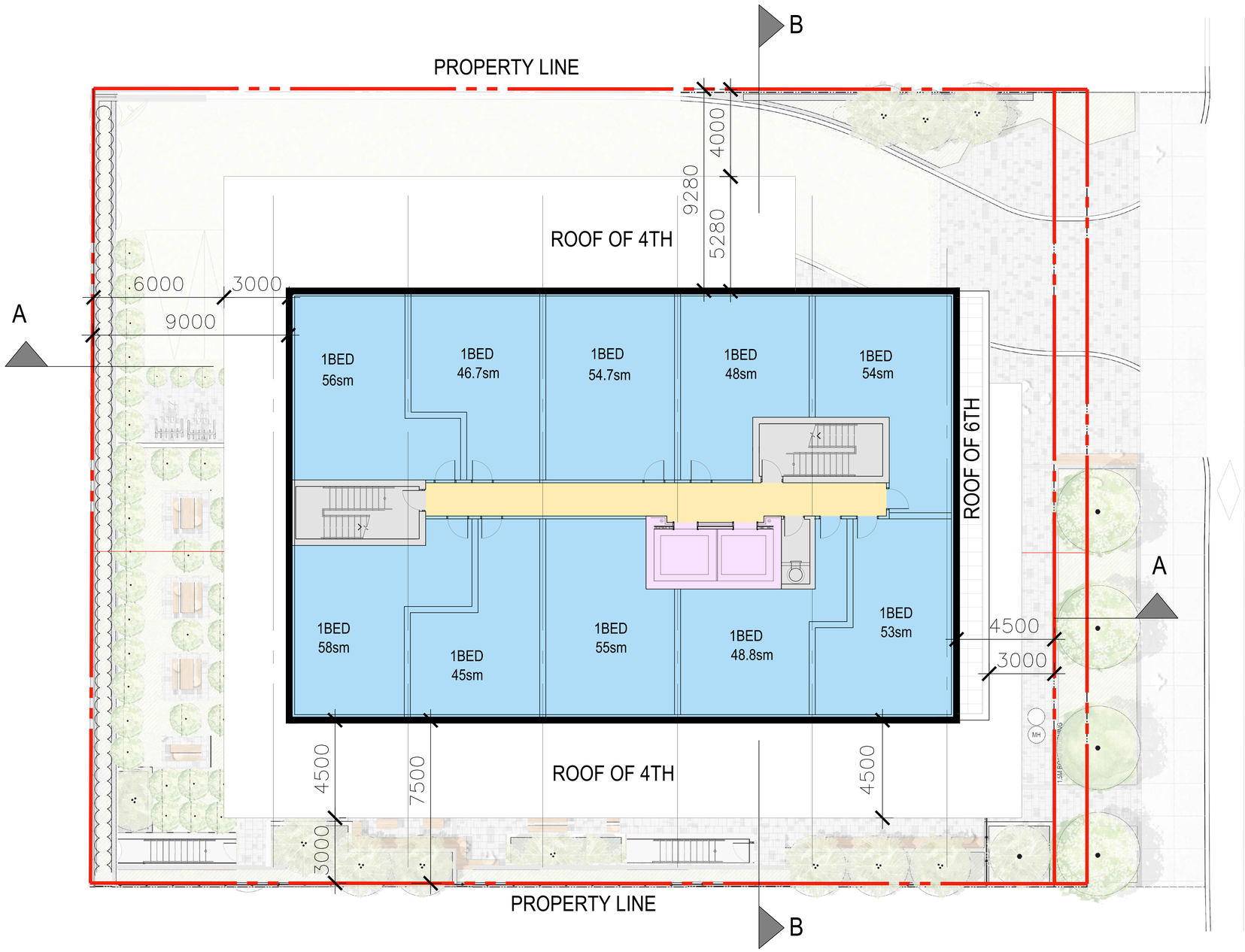
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BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title: 6TH FLOOR PLAN

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

Plot Time: Jul 15, 2025 - 2:43pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-00)\1 BRANT STREET\A-204_6TH FLOOR.dwg



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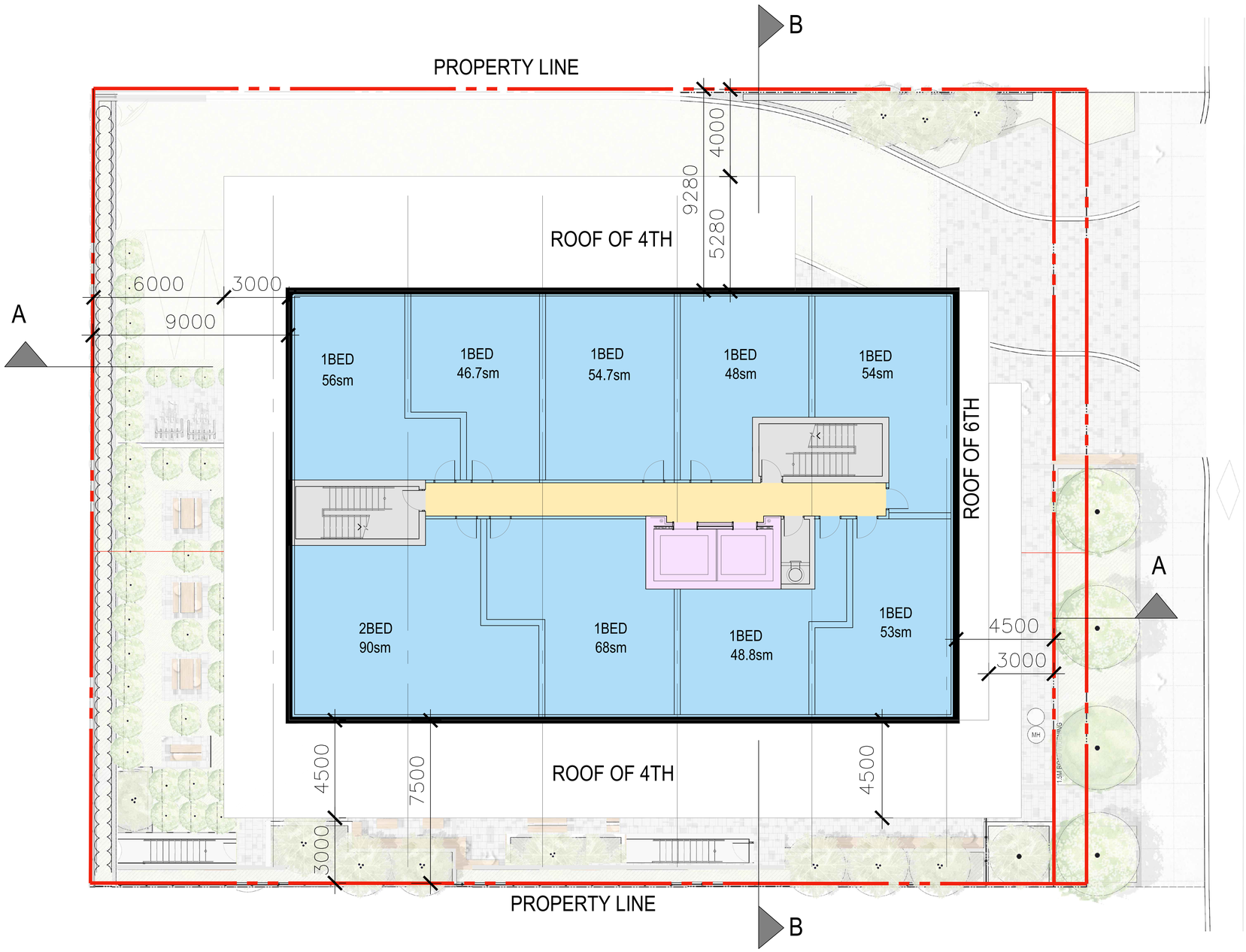
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BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
7TH FLOOR PLAN

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

Plot Time: Jul 15, 2025 - 2:42pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\1 BRANT STREET\A-205_7TH FLOOR.dwg



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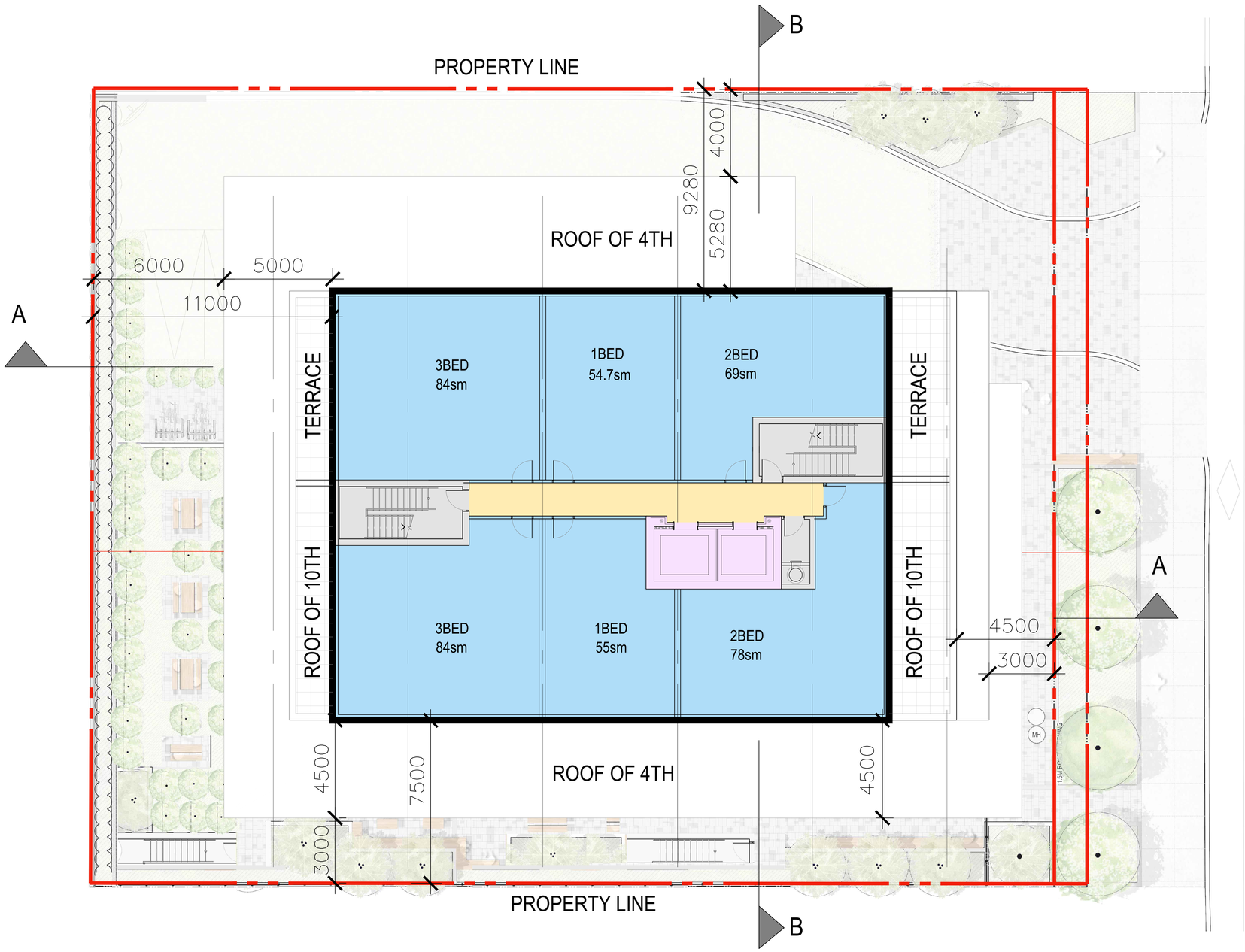
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BRANT STREET
BURLINGTON, ONTARIO
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Drawing Title
8TH-10TH FLOOR PLANS

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

Plot Time: Jul 11, 2025 - 11:04am
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-00)\1 BRANT STREET\A-206_8TH-10TH FLOOR.dwg



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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: Jul 11, 2025 - 11:03am
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-00)\1 BRANT STREET\A-207_11TH FLOOR.dwg



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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: Jul 15, 2025 - 4:22pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings- Design (SD-DD)\1BRANT STREET\A-400_ELEVATIONS.dwg



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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: Jul 15, 2025 - 4:22pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\1.BRANT STREET\A-400_ELEVATIONS.dwg



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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: Jul 15, 2025 - 4:22pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\1_BRANT STREET\A-400_ELEVATIONS.dwg



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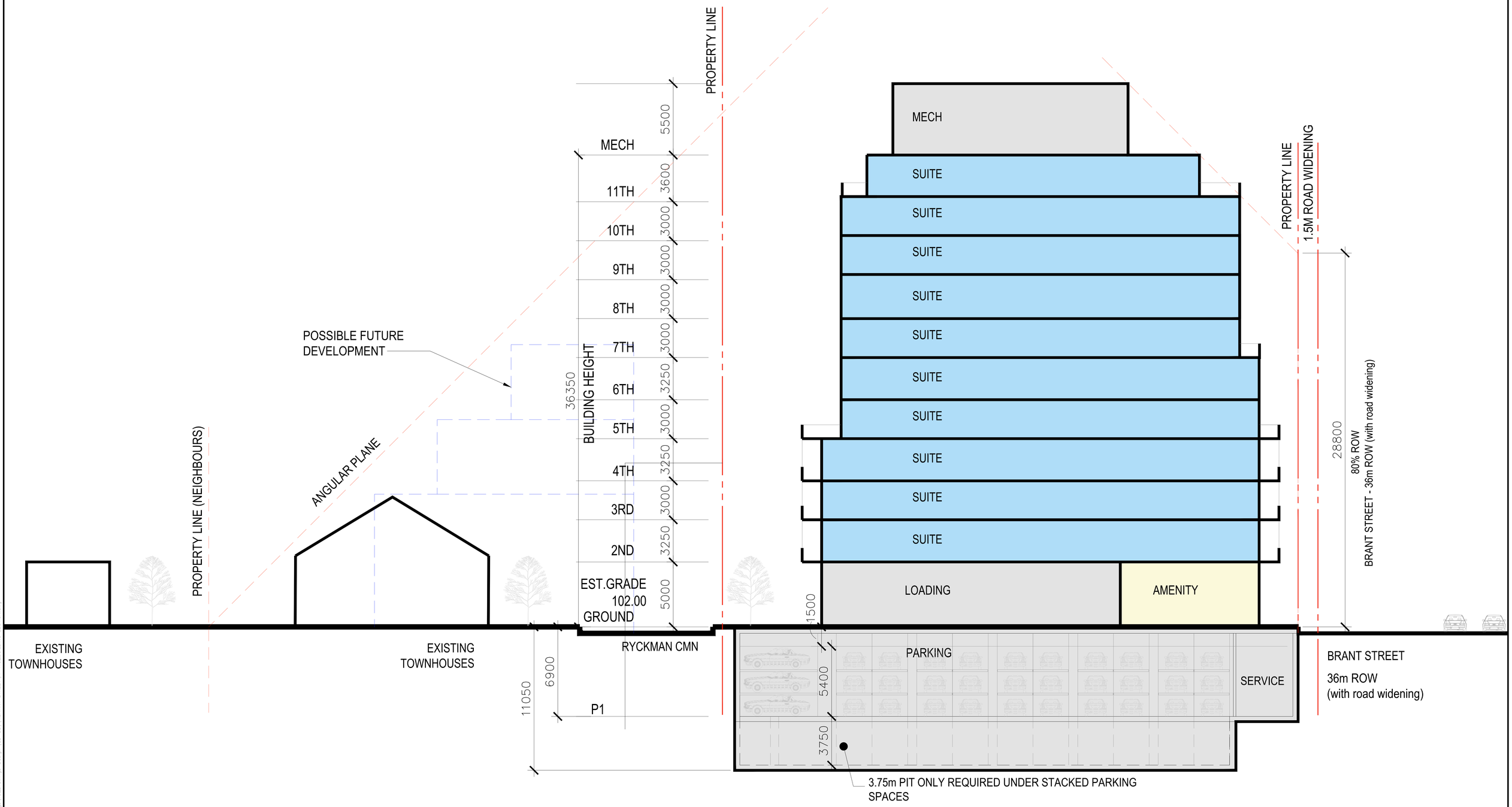
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BRANT STREET
BURLINGTON, ONTARIO
-

Drawing Title
NORTH ELEVATION

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

Plot Time: Jul 15, 2025 - 4:22pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\1.BRANT STREET\A-400_ELEVATIONS.dwg



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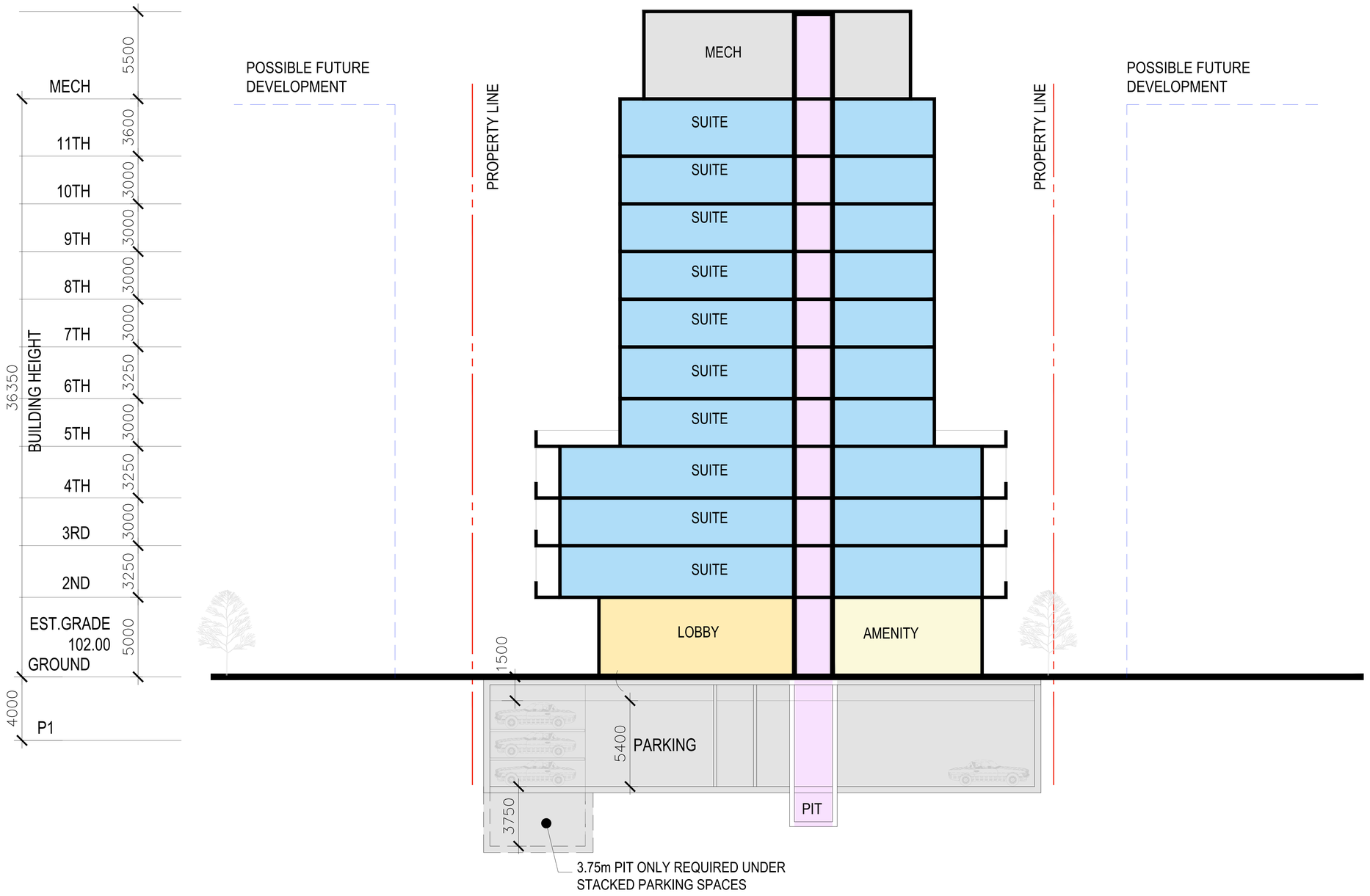
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BRANT STREET
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Drawing Title
BUILDING SECTION A-A

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

Plot Time: Jul 15, 2025 - 2:47pm
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			

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.
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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: Jul 10, 2025 - 3:41pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\BRANT STREET\A-410_BUILDING SECTION.dwg

APPENDIX B

Table B-1: List of Industrial Facilities Identified Around the Proposed Development

Map Icon Number	Business Name	Address	Type of Approval/Facility/ Equipment	Approval / Registration Number	Comment on Operations	Tall Stacks Present (Y- Yes /N - No)	Approximate Distance to Site[1] (m)	D-6 Classification [2]
1	Burlington Automotive Centre	1392 Graham's Lane	ECA-AIR	2361-5PFQ9L	The facility is an automotive centre with one paint spray booth for the application of solvent based coatings with exhausted gases discharged into the atmosphere via a stack extending 0.8 metres above the roof and 6.36 metres above grade. The facility is well contained without fugitive emission sources observed within the facility. Hence, it is classified as a Class II facility.	N	962	II
2	Sun Chemical Limited	1274 Plains Rd. E	ECA-AIR	0564-4R5SFL, 1946-8DWSMN	The facility is a provider of inks and pressroom products, colour materials and advance materials, which consists one exhaust stack, one downtherm unit, one steam boiler, three exhaust systems, one scrubber, six dust collectors, five unit heaters and seven radient heaters. Totally there are thirteen vents and general exhausts serving pink ink transfer activities, which are then discharged to the atmosphere. No tall stack is identified within the facility. There is no outdoor storage area and no obvious fugitive dust emission source identified on-site, and the building structures within the facilities are well contained. Hence, it is classified as a Class II facility.	N	460	II
3	Solenis Canada	942 Brant St.	ECA-AIR	3448-8PJRH9	This facility has changed ownership from Ashland Chemicals and is now called Solenis Canada. The facility is a provider of water and hygiene solutions, which is a facility manufacturing specialty chemicals, consisting of the processes and support units defoamer process, emulsion Size Blending Process and process chemical operation to different chemical products with emissions controlled by a venturi wet scrubber. It also has equipment, other ancillary and support processes and activities. Its relevant emission details and emission limits were described in the ESDM Report. No tall stack and outdoor storage area are identified within the facility, and the facility is paved. Exhaust from storage tanks, truck loading operations, and various chemical processes are potential sources of odour emissions. As part of the facility's ECA, they are required to comply with MECP criteria at and beyond the property boundary. The facility is therefore classified as Class II III industry. It is located approximately 460m away from the proposed development and falls outside within the potential influence area of 1000m but it still meets the minimum required separation distance of 300m. In addition, there are existing residential houses located to its immediate south at approximately 120m and also to its northwest at approximately 230m.	N	524	III
4	Nalco Canada ULC	1055 Truman St.	ECA-AIR	8-3122-99-006, 8-3178-98-006, 8-3068-82-006, 8-300-022-83-836, 8-300-131-80-806, 8-300-009-82-826, 8-3334-91-997 3220-97-006 8-3468-94-006 8-3028-96-006 8-3432-93-006, 1357-9SYQ4B, 9850-DEJRJB	A facility producing chemicals for water and process treatment, including the processes and support units polymer plant, liquid room, brownstock room, repackage area, warehouse area, maintenance shop, IBC testing and repair facility, truck & rail tanker loading and unloading, quality assurance laboratory, natural gas-fired process boiler(s) and cooling tower(s). It also consists of equipment and other ancillary and support processes and activities, operating at a Facility Production Limit of up to 30,000,000 kilograms of chemicals for water and process treatment per year. Its emissions is controlled and governed by the ECA. The details of its emission rates and the emission limits of air quality impacts were described in the Original ESDM Report. The facility is well contained with well-paved ground. Some stacks are identified within the facility. No outdoor storage area and fugitive emission sources are identified inside the facility. As the facility involves organic chemicals manufacturing, which should be categorized as Class III facility according to the D-6-1 Industrial Categorization Criteria. Nevertheless, some residential houses are located at about 20m to its immediately southwest and also a piece of area with residential houses are located at about 270m to its east. Due to this existing condition, it is therefore classified as Class II facility.	N	376	II
5	1704326 Ontario Inc.	2188 Queensway Dr.	ECA-AIR	8863-8GGNUU	The facility was issued to ELR Enterprises, however, it is no longer located at this address. The ECA of the facility mentioned that it has one paint spray booth for the application of solvent based coatings and equipped with one natural gas fired air make up unit anddry type paint arrestor filters, from which the exhausted gas is dischareged into the atmosphere through a stack extending 1.8 metres above the roof and 7.9 metres above grade. As a conservative approach, it is assumed that the paint spray booth will resume its operation whener another teant moves into ELR Enterprises location. It is classified as a Class II facility.	N	730	I
6	Costco Wholesale Canada Ltd.	1225 Brant St.	ECA-AIR, EASR-Heating System	6944-82QTN3 / R-003-8107628880	The facility is a wholesale shop with a heating systems govered under the EASR, which consists of fourteen natural gas-fired space heaters, twenty natural gas-fired HVAC units and four natural gas-fired hot water tanks having a combined maximum thermal input of 0.6 million kilojoules per hour, and with one battery charging unit. There is no tall stack observed and no outdoor storage area identified within the faciity, hence it is classified as a Class I facility.	N	438	I

Map Icon Number	Business Name	Address	Type of Approval/Facility/ Equipment	Approval / Registration Number	Comment on Operations	Tall Stacks Present (Y- Yes /N - No)	Approximate Distance to Site[1] (m)	D-6 Classification [2]
7	A. H. Tallman Bronze Company, Limited	2220 Industrial St.	ECA-AIR	0251-63KL4F	The facility is a progressive manufacturing company involved in the design, casting, machining, and fabricating of OEM and aftermarket products. Its operation includes equipments such as baghouse collectors, natural gas fired ladle preheater, natural gas fired mold preheaters, exhaust system serving the coresand mixer, rotoclone serving the wheelabrator swing-table steelshot unit, rotoclones seriving the finishing area, exhaust systems serving the weld shop, exhaust systems serving the machine shop, natural gas fired core oven, natural gas fired hot water heater, and natural gas fired space heaters. A few tall stacks and some outdoor storage areas are identified within the facility. It is classified as a Class III facility. A large parcel of land with existing residential houses are located to its immediate north at approximately 160m.	Y	873	III
8	Greater Toronto Transit Authority	2120 Queensway Dr.	ECA-AIR	8283-7G8RD2	The facility has one standby diesel generator set, having a rating of 200 kilowatts, to provide power for the Burlington GO Station during emergency situations. Given it only involves operation of an standby diesel generator, its potential impact is insiginficant and the facility is classified as Class I facility.	N	427	I

Notes:

[1] Distances are measured parcel edge to edge.

[2] Classification is based on a combination of considering D-6 category examples as well as site specfici factores such as proximity to existing residential, presence or absence of tall stack(s), presence of mitigation measures stated in ECA, and proximity of site to the subject lands.