ENTUITIVE

1376-1382 Plains Road, Burlington

RAIL SAFETY REPORT

FOR

1000555724 Ontario Inc.,

2731119 Ontario Inc., and;

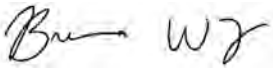
Manor Care Homes Inc.

March 17, 2026

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Issue and Revision Record

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ROLE	NAME	SIGNATURE	DATE
Prepared By	Stephen Cohos, P.Eng.		03/17/2026
	Brenna Wong		03/17/2026
Approved By	Jonathan Hendricks, P. Eng.		03/17/2026

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1 INTRODUCTION

Entuitive Corporation ("Entuitive") has been retained by 1000555724 Ontario Inc., 2731119 Ontario Inc., and Manor Care Homes Inc. (the 'Owner' or 'Applicant') to provide a Rail Safety Report for a proposed development consisting of an application to amend the 1997 City of Burlington Official Plan and Zoning By-law 2020, as amended, to permit the redevelopment of a 2,479.7 square meter (0.61 acre) site, known municipally as 1376 and 1382 Plains Road East in the City of Burlington. The proposed development includes a 25-storey mixed-use building with 283 residential units and 428 square meters of retail on the ground floor, with a total gross building floor area of 21,717 square meters. The development is in proximity of Canadian National Railway's Halton Subdivision rail corridor and the Canadian National Railway's Oakville Subdivision rail corridor.

The purpose of this report is to assess the risk profile of the adjacent railway, identify the risks to people and property, and summarize the mitigation measures that are proposed as part of the new development within the context of the existing guidelines and requirements. While the purpose of this report is to identify and mitigate the rail safety risks, there remains a residual risk to persons and property.

This report is limited to the safety aspects related to the development's proximity to rail activity. Detailed analyses of external factors that affect quality-of-life/comfort, such as noise and vibration, are assessed independently of this report. Additionally, the proposed mitigation measures apply to the development lands and don't extend to the safety of individuals or property beyond it or within the rail corridor.

2 SITE OVERVIEW

The site, pictured in Figure 1 below, is an irregularly shaped lot in proximity to the Canadian National Railway (CN) Halton Subdivision and Oakville Subdivision rail corridor, an active freight and passenger rail line. In addition, Metrolinx operates daily passenger rail service on the Lakeshore West GO Transit Line along this corridor.

The property is bound by Plains Road to the north, existing commercial/industrial development to the west, existing commercial/industrial development to the east, and the CN rail corridor to the south.



Figure 1: Context Plan

Due to the site's proximity to the CN rail corridor, the *'FCM/RAC Guidelines for New Development in Proximity to Railway Operations'* and the *'Metrolinx Adjacent Development Guidelines'* apply. As such, the applicable mitigation measures that have been identified protect the proposed development from the risk of the nearby railway operations are examined further in this report.

The site extends approximately 70m along the rail corridor with direct exposure to the south end of the development. In the current condition, the site is comprised of low-rise commercial buildings, pictured in Figures 2 and 3 below.



Figure 2: Existing Condition at 1376-1382 Plains Road



Figure 3: Existing Condition at 1376-1382 Plains Road

The active rail corridor adjacent to the development is approximately 65m wide which includes four main tracks for the CN Halton Subdivision and Oakville Subdivision and a spur track, while the closest active track is approximately 8m from the site property line. A detailed summary of the setback as it relates to the rail corridor is included in Section 7.2. The site and Plains Road are all generally flat and at a similar grade, except it starts to slope upward near the property line shared with the rail corridor. Based on satellite imaging, it is estimated that the rail corridor is 1.5m above the elevation at the mutual property line. The elevation details of the development site are illustrated in the topographic survey in Figure 4 below. The survey is also included in Appendix C.

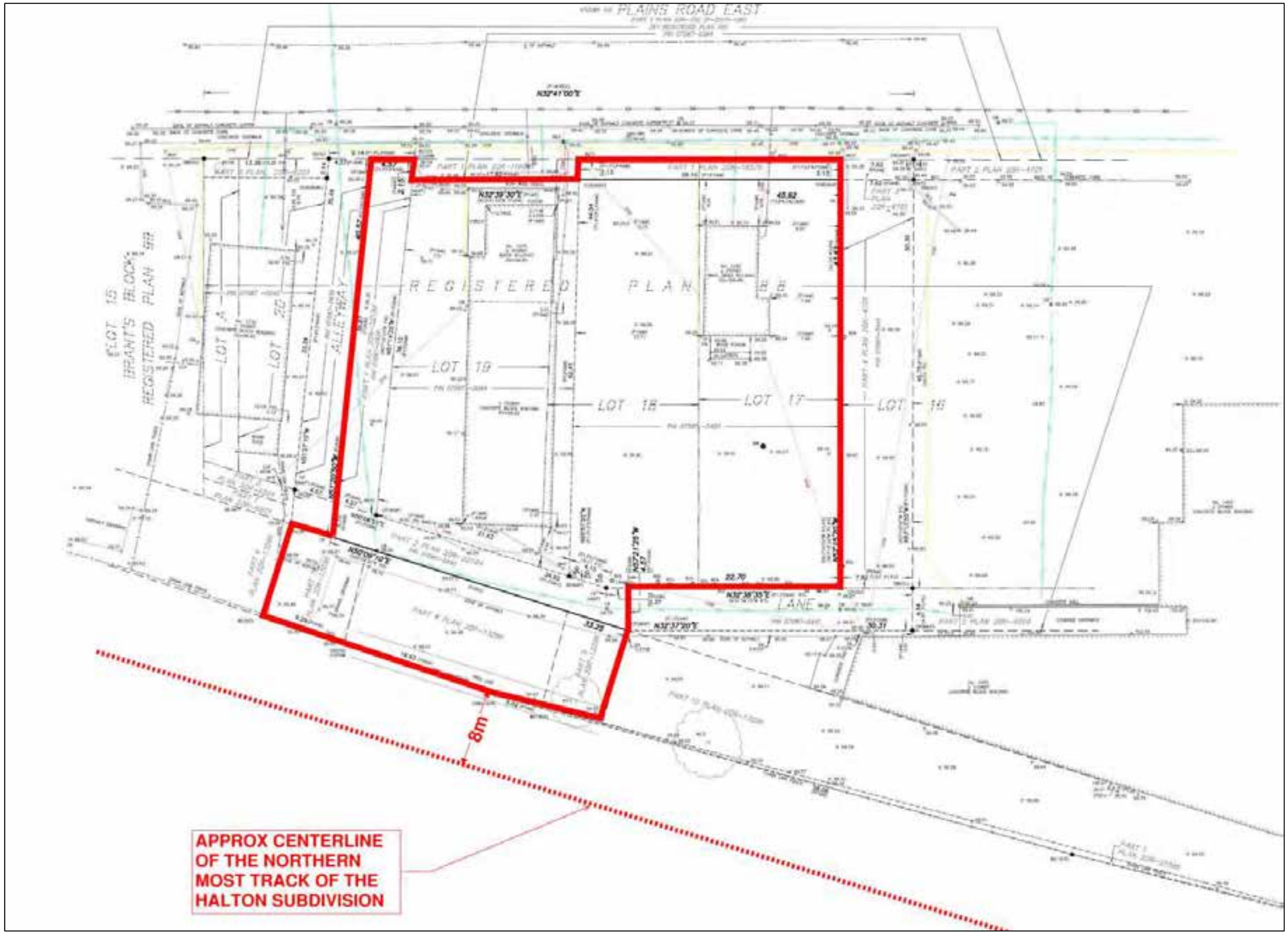


Figure 4: Site Survey

3 GUIDELINES AND METHODOLOGY

This report has been prepared in accordance with the following guidelines and reference material:

- FCM/RAC Guidelines for New Development in Proximity to Rail Operations,
- Metrolinx Adjacent Development Guidelines,
- AECOM Crash Wall Design Guidelines.

3.1 FCM/RAC Proximity Guidelines (2013)

The FCM/RAC Guidelines for New Development in Proximity to Rail Operations (or 'Proximity Guidelines') began as an initiative between the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC) to identify best practises and guidelines for new developments in proximity to railways, which present a unique set of risks and challenges.

The guidelines are intended to be used "to provide municipalities with the necessary tools to facilitate decision-making" and "address the variable nature in the delivery of mitigative measures for new developments in proximity to railway operations." (p.6).

Importantly, the guidelines also recognize, "when it comes to safety, all parties must be aware that there are inherent safety implications associated with new developments in proximity to a railway line, and that these implications can often be mitigated, but typically not entirely eliminated. The goal is to establish a common, standardized process, whereby potential impacts to safety in the context of development applications in proximity to rail corridors can be assessed." (p.6)

New developments along the rail corridor should be designed and built to provide reasonable protection to the development against rail activities and accidents.

The FCM (Federation of Canadian Municipalities)/RAC (Railway Association of Canada) Guidelines set out requirements for:

- Life Safety: Impact from a derailed train, fire, smoke, projectiles and/or debris from an accident
- Comfort/Quality of Life: Noise, vibration, air quality

Standard Mitigation

The FCM/RAC Guidelines suggest that mitigation measures be provided as a "package" to address individual risks related to rail. The standard mitigation measures include:

- Minimum setbacks to sensitive/high occupancy use space, consistent with Table 3 below
- The application of a 2.5m-high earthen berm along the rail corridor property line
- An acoustic/noise barrier (height determined on a site-by-site basis)
- A minimum 1.83-metre-high chain link / security fence along the entire mutual property line

The FCM/RAC Guidelines recommend the setbacks shown in Table 1 below.

Table 1: FCM/RAC Recommended Setbacks.

Classification of Line	Setback	Berm Height	Berm Slope
Freight Rail Yard	300m		
Principal Main Line	30m	2.5m	≤ 2.5:1
Secondary Main Line	30m	2.0m	≤ 2.5:1
Principal Branch Line	15m	2.0m	≤ 2.5:1
Secondary Branch Line	15m	2.0m	≤ 2.5:1
Spur Line	15m	0	

Setback distances must be measured from the mutual property line to the building face to ensure that the entire railway right-of-way is protected for potential rail expansion in the future (Section 3.3).

Figure 5 below illustrates the preferred mitigation measures along a principal main line where the full setback and berm can be accommodated.

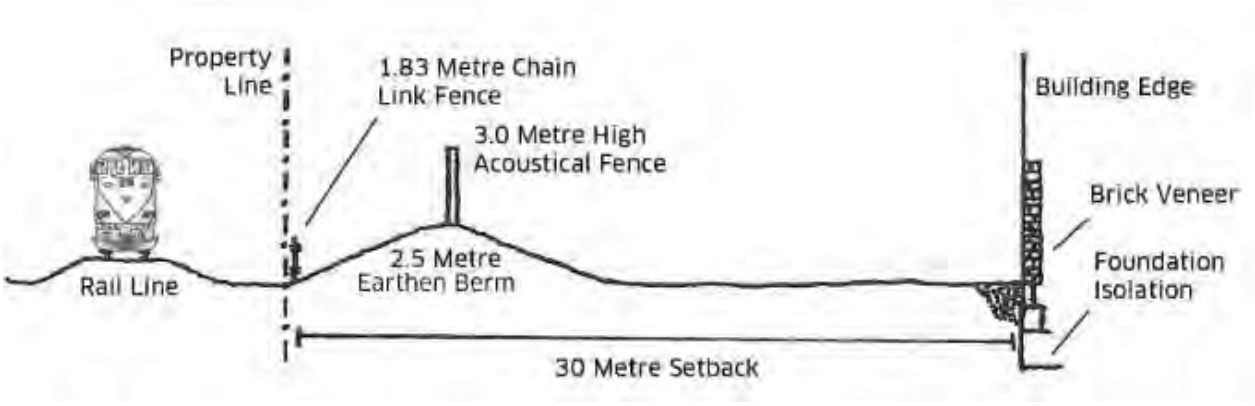


Figure 5: FCM/RAC Standard Mitigation Measures for New Development.

The FCM/RAC Guidelines (Section 3.3) indicate that, "appropriate uses within the setback area include public and private roads; parkland and other outdoor recreational space including backyards, swimming pools, and tennis courts; unenclosed gazebos; garages and other parking structures; and storage sheds."

In cases where a full setback can be provided, a berm may be constructed to protect the site. Setbacks and berms are typically provided together to achieve the maximum mitigation level.

Importantly, the FCM/RAC Guidelines do not address development conditions where a public road separates the development from the rail corridor, making the application of a standard berm infeasible.

Alternative Mitigation

If the space required for a full berm cannot be provided or the configuration of the site is such that a standard berm is impractical or infeasible, alternative mitigation measures may be required to address proximity issues.

The FCM/RAC Guidelines acknowledge that "challenges may be encountered in the case of conversions or infill projects on small or constrained sites" (Section 2.3). In these circumstances, the same guidelines recommend a *Development Viability Assessment* (or Rail Safety Report) to "evaluate the conditions specific to the site, determine its suitability for development, and suggest alternative safety measures such as crash walls or crash berms."

Under these conditions, the guidelines note that, "horizontal setback requirements may be substantially reduced with the construction of a crash wall" (Section 3.3). This means with an enhanced crash wall, it is acceptable to reduce the setback up to 25 metres.

Specifically, when a crash wall is proposed as part of a new development, the setback to sensitive uses may be measures as a combination of horizontal and vertical measure, as long as the combined setback is consistent with the standard measure. This concept is illustrated in Figure 6 below.

Notably, crash walls may be standalone protective feature or integrated into a building, however, the intention is that a crash wall is 'sacrificial' in nature, it does not carry loads from the structure in which it is designed to protect and can be damaged or reconstructed without any impact to the building. In this case, a qualified structural engineer is required to ensure the structural isolation of a crash wall.

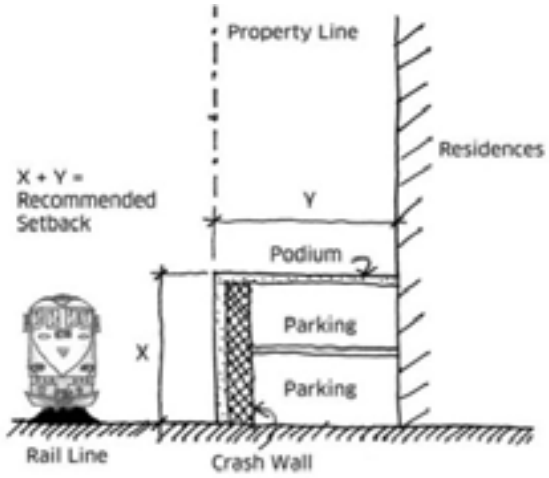


Figure 6: FCM/RAC Alternative Mitigation Measures for New Development

The main objective of the FCM/RAC Guidelines is to set out practical, reasonable measures to mitigate railway-oriented impacts such as noise, vibration, and physical safety hazards to ensure that the quality of life of a building's residents and users is not adversely impacted. As such, three principles for mitigation design were developed to guide land use in proximity to rail:

- Standard mitigation measures are desired as a minimum requirement.
- In instances where standard mitigation measures are not viable, alternative development solutions may be introduced in keeping with the Development Viability Assessment process.
- All mitigation measures should be designed to the highest possible urban design standards. Mitigation solutions, as developed through the Development Viability Assessment process, should not create an onerous, highly engineered condition that overwhelms the aesthetic quality of an environment.

The guidelines also recommend consultation with the rail authority and provide a variety of different criteria and tools for multi-disciplinary teams to refer to when undertaking any new development in proximity to rail.

3.2 Metrolinx Adjacent Development Guidelines (2023)

The Adjacent Development Guidelines were developed by Metrolinx to communicate the implications of development near their GO Transit rail corridors, ensure safe and reliable rail operations, and minimize conflicts between future rail operations and new development.

The Adjacent Development Guidelines identify mandatory mitigation measures that are consistent with the recommendations within the FCM/RAC Guidelines and offer a tailored guide to navigating the Metrolinx approvals process.

The current Metrolinx Adjacent Development Guidelines recommend the following building setbacks:

- Residential, commercial, institutional, industrial (high occupancy), Programmed Open Space: 30m
- Industrial (low occupancy): 15m
- Limited occupancy/passively used spaces (including parking garages, storage facilities, passive open space (including road rights-of-way and paths): No setback required (and are acceptable uses within the setback area of a development that includes sensitive uses)

Similar to the FCM/RAC Guidelines, the Metrolinx Guidelines acknowledge the established industry practice of a 30m setback and a 2.5m-high earthen berm as the standard mitigation measure for sensitive uses. Notably, the 2023 Metrolinx Adjacent Development Guidelines were updated to include residential, commercial, industrial, institutional, and programmed open space as potentially sensitive use space.

The Metrolinx Adjacent Development Guidelines also include provisions for development sites that are not able to accommodate the standard mitigation measures, acknowledging that "such measures may not be practical or even possible depending on the characteristics of the site plan" and that development applications will be evaluated on a "case-by-case basis".

A few alternative scenarios are identified along with the recommended mitigation in Figure 7 below.

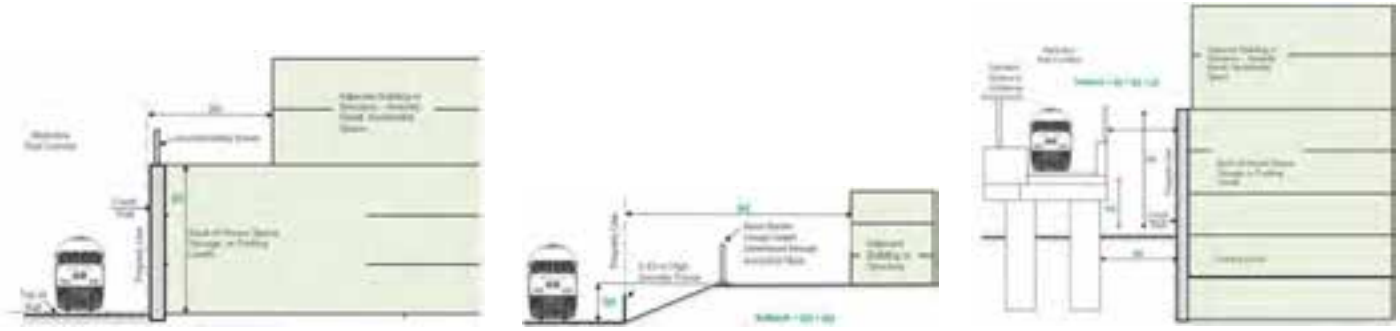


Figure 7: Alternative Mitigation Measures for Spatially Constrained Sites

Noting the relevant Metrolinx Guidelines apply to this development:

- The mutual property line may be redefined in cases where Rail Corridor expansion is required or there is intervening Metrolinx-owned land outside of the active Rail Corridor (such as a station building or parking lot); in such cases, the minimum setback distance would be measured from the 'adjusted' property line. (Section 5.1.1)
- "The setback may be reduced depending on the characteristics of the safety barrier. For example, a minimum setback reduction in the order of five (5) metres is justified when a crash wall is to be constructed." (Section 5.1.1)
- "Where barriers are integrated into the building face, they must be structurally separated from the building" (Section 5.1.2.2)
- "Openings through the barrier structure (e.g., windows, passageways) may be considered subject to confirmation that the barrier integrity will not be compromised" (Section 5.1.2.2)
- "Barrier returns are to be provided, with placement subject to site specific conditions, such that buildings with direct exposure to the Rail Corridor are suitably protected to ensure that integrity is maintained in the event of a derailment." (Section 5.1.2.2)

When alternative solutions to the established measures described above proposed, a landowner will be required to submit a *Rail Safety and Risk Mitigation Report* (or Rail Safety Report) for review and approval by Metrolinx's Third Party Project Review team and their technical advisor.

These guidelines provide an overview of relevant information to parties interested in undertaking development projects within Metrolinx's rail corridor zones-of-influence and identify key considerations from project initiation and design through to construction.

3.3 AECOM Crash Wall Guidelines

Crash walls are robust concrete structures designed to provide similar energy absorption capacities as the standard berm. The AECOM Crash Wall Guidelines, formally entitled, *Development of Crash Wall Design Loads from Theoretical Impact*, are a set of "suitable design guidelines" that consider the basic principles of physics and behaviours exhibited by derailed trains. This assists in determining a "reasonable impact load for the design of a crash wall." (p.4). Two methods are proposed for determining the crash wall design, outlined below:

Method 1:

The wall shall be designed for a minimum point load of 600 kip (2700 kN) applied horizontally and normal to the

face at any point along the wall. The point load shall be applied at a height of 6 feet (1.8 m) above the top of rail for walls up to 25 feet (7.6 m) from the centerline of track, or a height of 6 feet (1.8 m) above the groundline for walls farther than 25 feet (7.6 m) from the centerline of track. This method may be applied where track speeds do not exceed 50 mph (80 km/hr) for freight or 70 mph (112 km/hr) for passenger trains; where speeds exceed these limits, Method 2 shall be used.

Due to the maximum freight and passenger speeds for the adjacent rail corridor, Method 1 is not compliant to the development at 1376-1382 Plains Road and must use Method 2 to design its crash wall.

Method 2:

Following the energy balance approach, a crash wall is to be designed to the standards established by looking at four (4) derailments scenarios:

(1) Freight train glancing blow (multiple car impact at deflection angle),
(2) Freight train direct impact (a single or pair of cars impacting the wall directly due to an accordion-type derailment),
(3) Passenger train glancing blow,
(4) Passenger train direct impact.

In addition to being designed for the derailment scenarios set out above, the crash wall shall have the following characteristics:

Crash Wall Thickness:

- 760mm if the wall is less than 7.6m from the centreline of the closest track.
- 450mm if the wall is greater than or equal to 7.6m from the centreline of the closest track**

Crash Wall Height:

- 3.6m from top of rail if the wall is less than 3.6m from the centreline of track.
- 2.135m from top of rail if the wall is greater than or equal to 3.6m and less than 7.6m from the centreline of track.
- 2.135m from top of grade if the wall is greater than or equal to 7.6m from the centreline of track**

The face of the crash wall shall be smooth and continuous and shall extend a minimum of 150mm beyond the face of the structure (such as a building column or bridge pier) parallel to the track.

The wall must be of solid, heavy construction, and separate precast blocks or stones will not be permitted.

4 RAIL CORRIDOR DETAILS

4.1 Current Rail Corridor Condition

Table 2 below highlights some of the details of the rail corridor adjacent to the property. Additional detail supporting the railway information is provided in Appendix A.

Table 2: Rail Information for 1376-1382 Plains Road

Rail Corridor	Canadian National Railway – Halton Subdivision Canadian National Railway – Oakville Subdivision
Classification	Principal Main Line
Track Mileage at Site	32.15
No. of Tracks	Halton Subdivision: Two (2) Main Line Tracks (current) Oakville Subdivision: Three (3) Main Line Tracks (current) One (1) Spur Line Track (current) One (1) Cross-over Track (current)
Rail Traffic Typology	Freight (Active) Passenger (Active – Operating Rights Only)
Speed	Freight – 60mph Passenger – 95mph
Alignment	Straight in local area alongside site. Halton Subdivision turns north 40m NE of the site. Oakville Subdivision spur track turning south occurs at the site location.
Elevation	The site is at approximately 1.5m lower than the rail corridor. Rail corridor is grade separated from Plains Road to the southwest of the site

The CN-owned Halton Subdivision and Oakville Subdivision rail corridor adjacent to the site consists of five principal mainline tracks and serves as a major throughway for CN's intermodal freight traffic. A spur line for the Oakville Subdivision is present along the south end of the corridor, near Mile 32.17, though this is not considered to have any impact on the site. The tracks run in a northeast-southwest direction, with both tracks actively in use.

Metrolinx operates daily passenger service along the Lakeshore West GO Line under a running rights agreement with CN, between the Aldershot Station and the Burlington GO Station. VIA Rail also utilizes the corridor, operating intercity service several times per week.

The corridor is at a higher elevation than the subject site. Based on satellite imaging, the rail corridor is observed to be approximately 1.5 metres above the elevation at the mutual property line. At present, the centreline of the nearest active track is located approximately 8 metres from the site property line.

The corridor is grade-separated over Plains Road to the southwest. Approximately 40 metres northeast of the site, the Halton Subdivision separates from the Oakville Subdivision heading in the north direction. A spur track used for the Oakville Subdivision turns south directly across from the site.

The Burlington GO Station is located approximately 800m northeast of the site. The station provides local transit connections, staffed hours, bike facilities, and customer parking.

4.2 Future Rail Corridor Condition

Expansion

It is our understanding that no rail expansions are planned within the vicinity of the site. This is supported by the grade separation along Plains Road approximately 200m southwest of the site with no room for additional tracks without a replacement of the existing bridge structure. Additionally, the space between the mutual property line and the nearest track to the subject site is sloped and minimal, which limits the rail corridor expanding closer to the development.

Electrification

As part of the GO Expansion plan, Metrolinx will electrify parts of their regional GO network. Electrification of the Lakeshore West GO Line is currently planned between Union Station and Burlington GO Station. The currently planned electrification program will not extend past Burlington GO Station on the western portion of the GO Line. The extent of the electrification plans for the Lakeshore West GO Line are included in Appendix C.

4.3 Safety Record of the Rail Corridor

Table 3 below summarizes the data published by the Transportation Safety Board (TSB) for accidents recorded in the adjacent rail corridor between the years 2006 and 2026 within 5 miles of the subject property.

Table 3: TSB data summary for rail incidents in proximity to subject site.

Period Start		2006	
Period End		2026	
Subdivision / Rail Corridor		Oakville/Halton	
Total Number of Events		78	
Total Number of Incidents		19	
Total Number of Accidents		59	
	CN	METROLINX GO	VIA RAIL
SUMMARY			
CROSSING	1	-	-
FIRE ON-BOARD R/S	1	1	-
MAIN-TRACK TRAIN COLLISION	-	1	-
MAIN-TRACK TRAIN DERAILMENT	9	-	1
MOVEMENT EXCEEDS LIMITS OF AUTHORITY	10	6	1
MAIN-TRACK SWITCH IN ABNORMAL POSITION	1	-	-
NON-MAIN-TRACK TRAIN COLLISION	2	-	-
NON-MAIN-TRACK TRAIN DERAILMENT	21	-	-
NON-MAIN-TRACK TRAIN DERAILMENT (NO DAMAGE)	1	-	-
PASSENGER	-	1	-
R/S DAMAGE WITHOUT DERAIL./COLL.	1	-	-
TRESPASSER	7	7	6

*Note – duplicate entries in the data were counted as a single event.

Key Observations

The accidents resulting in derailment all occurred on non-main tracks. Due to the nearby spur tracks, it is expected for CN to have a high number of non-main track derailments, as spur tracks typically involve frequent switching activities that increase the likelihood of such events.

There have been 11 events along the rail corridor that have resulted in fatal injuries, with 10 events involving

trespassers and one involved a main-track derailment. Notably in 2012, the main-track derailment event involving a VIA Rail train occurred due to the crew misinterpreting or not seeing the signal to proceed at the mandatory speed to switch tracks. There were advance warnings and the signal indication to reduce the speed. The accident caused the locomotive and all five coach trains to derail, fatally injuring the entire operating crew and injuring 45 people. The fuel tank was also punctured from the accident and subsequently released 4300 litres of diesel fuel.

There have been no recorded incidents involving dangerous goods and hazards.

5 PROPOSED DEVELOPMENT

The re-development of the site is proposing single residential tower 25 stories in height. The site plan and overall development application has been prepared in accordance with the FCM/RAC Guidelines, the Metrolinx Adjacent Development Guidelines and incorporates a series of mitigation measures that are consistent with the applicable guidelines, industry-wide best practice, and several new developments across the GTA. The development concept, illustrated in Figure 8 below illustrates the proposed plan looking northeast and includes the rail corridor.



Figure 8: Concept Plan Related to Rail Corridor

The podium will include a variety of programming and uses. The south end of the second floor will include a 414 square meter outdoor amenities space and shared indoor amenities spaces. These are all considered transient, passive space and are widely accepted uses within the setback area. Residential units are introduced in the podium where the necessary separation distance from the rail corridor can be achieved, in accordance with the guidelines.

A crash wall is proposed along the southern extent of the podium, offering derailment protection for the entire structure. The crash wall will vary between 8m – 30.6m from the centreline of the existing track. These details are discussed further in Section 7: Evaluation and Mitigation.

The second level plan is illustrated in Figure 9 below. The full architectural set will be submitted under separate cover as part of the rezoning application and should be reviewed in conjunction with this report.

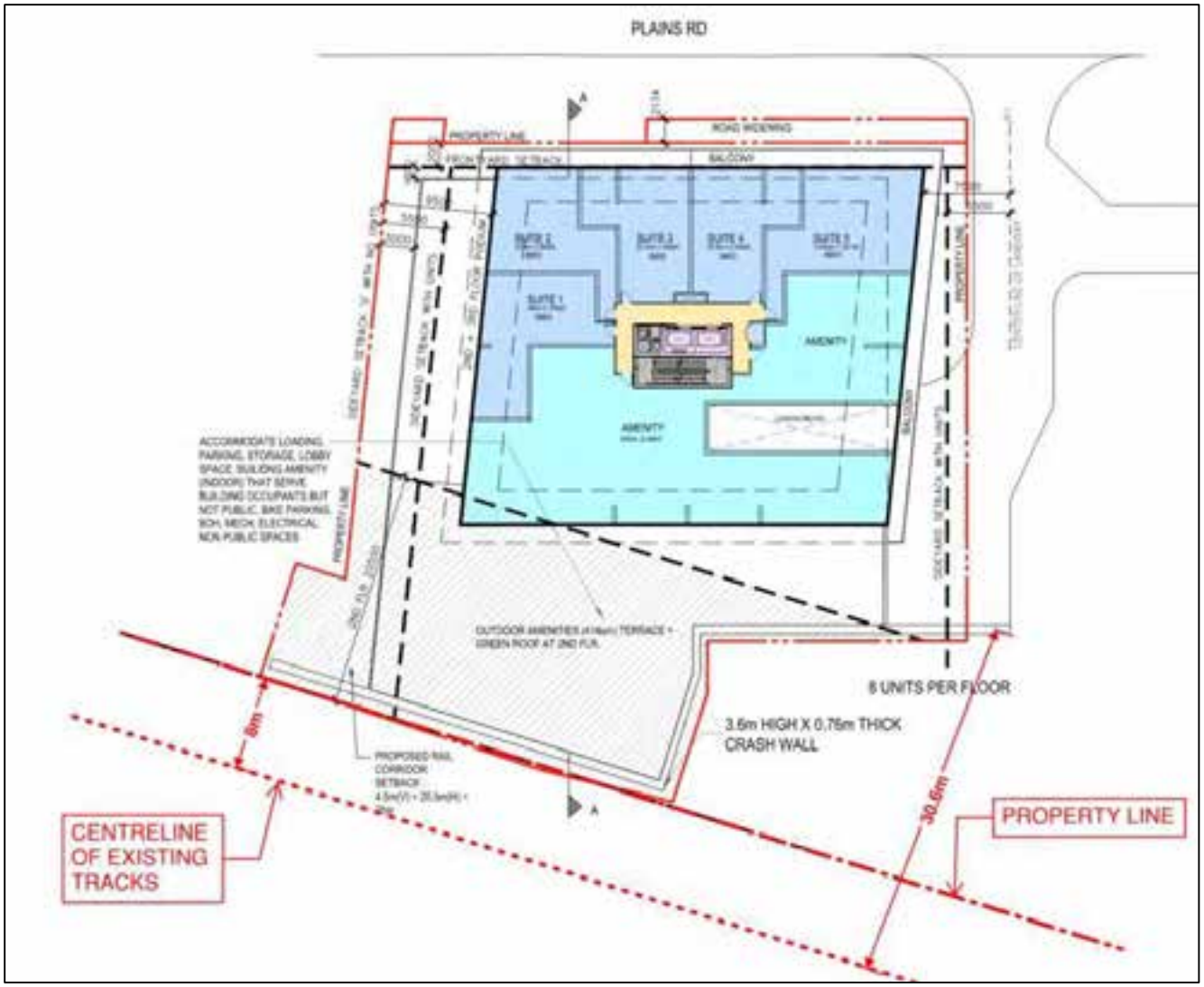


Figure 9: Proposed Second Level Plan

6 ANALYSIS: ENERGY BALANCE METHOD

As per the AECOM Guidelines, an energy balance was performed to study the travelling length in case of derailment. There are four loading cases as shown below:

1. Freight Train Load Case #1: derailment of nine freight train cars.

Freight Train Load Case 1 – Glancing Blow: nine cars weighing 143 tons (129 700 kg) each, impacting the wall at an angle, θ_G. The angle of impact will be a function of track curvature, and for tangent track may be taken as 3.5 degrees.

2. Freight Single Car Load Case #2: assuming only one car is derailed.

Freight Train Load Case 2 – Single Car Impact: single car weighting 143 tons (129 700 kg) impacting the wall as it undergoes rotation about its center. The angle of rotation at impact is defined in [9]:

$$\theta_f = \text{asin}\left(\frac{d_{CL}}{8.5}\right) \qquad \text{(metric)}$$

Where d_{CL} is in feet (m). Where d_{CL} is greater than 28 feet (8.5 m), this load case need not be considered.

This loading case assumes a single car will be rotating around its center and should the clear distance d_{CL} exceed 8.5m then there is no need to include this loading case as the train car will not make contact with the safety barrier in this derailment scenario.

3. Passenger Train Load Case #3: derailment of eight passenger cars.

Passenger Train Load Case 3 – Glancing Blow: eight cars weighing 74 tons (67120 kg) each impacting the wall at an angle, θ_G. The angle of impact will be a function of track curvature, and for tangent track may be taken as 3.5 degrees.

4. Passenger Single Car Load Case #4: assuming only one car is derailed.

Passenger Train Load Case 4 – Single Car Impact: single car weighing 74 tons (67120 kg) impacting the wall as it undergoes rotation about its center. The angle of rotation at impact is defined in [10]:

$$\theta_f = \text{asin}\left(\frac{d_{CL}}{13.0}\right) \qquad \text{(metric)}$$

Where d_{CL} is in feet (m). Where d_{CL} is greater than 42'-6" (13 m), this load case need not be considered.

Similarly, this load case assumes a single car rotates around its center and should the clear distance d_{CL} exceed 13m then there is no need to include this loading case as the train car will not make contact with the safety barrier in this derailment scenario.

Changing the train weight due to different rail services is permissible as per the AECOM Guidelines.

Where a track is designed for dedicated service by a particular train consist, variations to the design trains may be permitted by the Railway.

The speed of derailed equipment for glancing blow load cases can be calculated as shown:

$$v_G = \sqrt{v_0^2 + 2a\left(\frac{d_{CL} - 1.625}{sin\theta_G}\right)} \text{ [m/s]}$$

Where d_{CL} is the distance from the crash wall to the centerline of track in feet (m)
v_o is the track speed in ft/s (m/s)
a is the acceleration in ft/s^2 calculated as $-32(.25 + G)$
θ_G is the angle of impact defined in [4] or [5]
G is the grade in decimeal unit of the groundline in the direction of travel defined by the angle of impact relative to the centerline of track; calculated as $\frac{Groundline\ at\ wall - Base\ of\ rail}{d_{CL}/sin\theta_G}$.

The speed of derailed equipment for single car load cases can be calculated as shown:

$v_A = \frac{2.3\theta_f}{\sqrt{1-cos\theta_f}}$[m/s] for freight cars $v_A = \frac{2.9\theta_f}{\sqrt{1-cos\theta_f}}$ [m/s] for passenger cars

Where θ_f is the angle of impact, in radians, defined in [9] and [10].

The design force for the glancing blow load cases is:

$$F_G = \frac{\frac{1}{2}m(v_G sin\theta_G)^2}{32.17 d_G} \quad [14]$$

$$F_G = \frac{\frac{1}{2}m(v_G sin\theta_G)^2}{d_G} \text{ (metric)} \quad [14M]$$

Where m is the mass of the derailed cars in lbm (kg)
v_g is the impact speed in ft/s (m/s), defined in [3]
θ_G is the angle of impact defined in [4] or [5]
d_g is the deformation of the consist in the direction of the applied force, and
$d_g = 10sin\theta_G$, in feet ($d_g = 3.048sin\theta_G$, in m)

The design force for the single car load cases is:

$$F_A = \frac{\frac{1}{2}m(v_A cos\theta_f)^2}{32.17 d_A} \quad [15]$$

$$F_A = \frac{\frac{1}{2}m(v_A cos\theta_f)^2}{d_A} \text{ (metric)} \quad [15M]$$

Where m is the mass of the derailed cars in lbm (kg)
v_A is the impact speed in ft/s (m/s), defined in [7] or [8]
θ_F is the angle of impact defined in [9] or [10]
d_A is the deformation of the consist in the direction of the applied force, and
$d_A = 10sin\theta_G$, in feet ($d_A = 3.048sin\theta_G$, in m)

6.1 RESULTS OF THE ENERGY BALANCE METHOD EVALUATION OF DERAILMENT SCENARIOS

Due to the proximity to the rail corridor, the proposed development includes a crash wall. The crash wall will be designed in accordance with the applicable guidelines and will account for the greatest potential impact from the closest track. Since there are no current publicly available plans for CN Rail to expand in the future, it can be concluded that an additional track will not be added between the property and the current track. The limited space in this section also reduces the likelihood of expansion

The analysis below considers the four (4) derailment scenarios as set out in the AECOM Crash Wall Guidelines for Method 2 and summarizes the theoretical impact of a derailed train. The analysis considers freight trains operating at 60mph and passenger trains operating at 95mph.

Our analysis considered two different scenarios:

1. The existing track design speed of 60mph for freight trains on the closest existing Halton Subdivision track, with a derailment angle of 10°.
2. The existing track design speed of 95mph for passenger trains on the closest existing Oakville Subdivision track, with a derailment angle of 3.5°.

Due to the curvature of the rail corridor, a higher angle of derailment is used for the Halton Subdivision track, which is the closest track to the building. This track for the Halton Subdivision does not carry passenger traffic, therefore the adjacent Oakville main line track is also analyzed to consider the passenger derailment scenarios. Freight analysis is not included for the Oakville subdivision because the conditions of Halton subdivision provide more conservative results.

Based on this approach, we anticipated using the most conservative scenario to inform the crash wall design for the development.

Due to the limited rail corridor information, we have estimated the distances from the closest subdivision track to the crash wall and the elevation of the tracks. The closest Halton Subdivision track is 8 metres from centreline to the property line, and the closest Oakville Subdivision track is 3.5 metres from its centreline to the adjacent Halton Subdivision track. However, to provide CN with flexibility to expand in the future, we have assumed a Halton Subdivision track at the property line as the most conservative scenario. The Oakville Subdivision is limited to expansion due to the adjacent Halton Subdivision track being between the development's property line and the closes Oakville Subdivision track, so expansion was not considered for the derailment analysis.

Based on these assumptions, distances from the track centreline to the face of the crash wall are 0.78 metres for the Halton Subdivision track and 11.5 metres for the Oakville Subdivision. The distance from the centreline of the conservative future track location to the face of the building was determined by adding the shortest distance from the face of the wall to the property line (60mm) and half of the width of the track gauge (717mm).

Furthermore, the elevations to the top of rail are assumed to be 1.5-metres higher than the elevation along the mutual property line, based on observations from satellite imaging. The elevations of the Halton Subdivision track, conservatively assumed future Halton Subdivision track, and the Oakville Subdivision track are also assumed to have approximately the same elevation. Table 4 and Table 5 below outline the

results of the four load cases under both scenarios described above.

Table 4: Summary of impact forces on crash wall from the closest Existing Halton Subdivision

Load Case	Scenario	Impact Force
1	Freight Train Multi-Car Glancing Blow	10,553kN
2	Freight Train Single Car Direct Impact	2243kN
3	Passenger Train Multi-Car Glancing Blow	N/A
4	Passenger Train Single Car Direct Impact	N/A

Table 5: Summary of impact forces on crash wall from the closest Existing Oakville Subdivision

Load Case	Scenario	Impact Force
1	Freight Train Multi-Car Glancing Blow	Not considered
2	Freight Train Single Car Direct Impact	Not considered
3	Passenger Train Multi-Car Glancing Blow	5659kN
4	Passenger Train Single Car Direct Impact	1798kN

Based on the analysis in Table 4 and Table 5 above, the Train Derailment Analysis indicates that all derailment scenarios considered for the development result in an impact. Notably, Load Case 1 for the Halton Subdivision produces the governing theoretical impact load of 10,553kN. Considering the development does not qualify to use AECOM's Method 1 of Crash Wall design, this load should be considered the minimum design load for the crash wall.

Preliminary energy balance calculations are included in Appendix B. The structural engineer responsible for the crash wall design will submit crash wall calculations as part of the detailed design phase of the project.

7 EVALUATION: PROPOSED MITIGATION

The FCM/RAC Proximity Guidelines and the Metrolinx Adjacent Development Guidelines recommend a package of mitigation measures to address the risks associated with heavy rail operations.

The following section summarizes the site-specific safety measures selected for 1376-1382 Plains Road, based on our review of the rail corridor environment, rail corridor expansion plans, and the local site-specific conditions.

7.1 Safety Barrier

A crash wall is proposed along the southern extent of the podium to provide continuous derailment protection for the new building.

The design of the crash wall will be consistent with the AECOM design procedures for the four scenarios of derailment. Based on the maximum operating speeds in the adjacent corridor, Method 2 of the AECOM guidelines is applicable to the design and provides a minimum design load of 10,553kN on the crash wall.

Due to the alignment of the rail corridor to the proposed development, the crash wall will follow the building envelope and include a 6m extension beyond the building footprint on either side of the building.

The location and extent of the crash wall is outlined in Figure 10 below.



Figure 10: 1376-1382 Plains Road - Crash Wall Extent

Based on the AECOM Guidelines, crash walls within 7.6m from the centerline of the adjacent track shall be 760mm thick and crash walls within 3.6m shall be 3.6m tall. To allow CN to have the flexibility for expansion in the future, different dimensions are proposed for the crash wall depending on its distance to the property line. Within 8m from the property line into the development site, the crash wall is proposed be a minimum of 760mm thick and a minimum of 3.6-metres-high above grade (seen in blue in Figure 10). Beyond 8m from the property line into the development site, the crash wall is proposed to be reduced to a minimum thickness of 450mm and a minimum height of 2.2-metres above grade (seen in green in Figure 10). These dimensions meet the minimum requirements if CN were to expand in the future.

It should be noted that the final thickness is to be detailed by the Structural Engineer and will meet the minimum thickness requirements. The applied impact load resulting from derailment will be measured 1.8m from the top-of-rail with the crash wall being designed to incorporate both horizontal and vertical continuity reinforcement to distribute the impact loads of a derailed train.

Due presence of a crash wall, the setbacks can be reduced to 25m and can use a combination of vertical and horizontal setback distances to provide the necessary mitigation recommended by the applicable guidelines. The setback mitigation method is discussed further in the following section.

The crash wall, in combination with the setback distance from the rail corridor, provides a reasonable and appropriate solution to mitigate the risks associated with the development's proximity to the rail corridor.

Crash Wall Independence

The crash wall shall be independent of the building superstructure and is considered sacrificial in a derailment scenario. Where the crash wall is in line with the building basement line, the crash wall can be integrated and located on top of the building foundation wall. In such an arrangement the wall shall be designed to be dependent on the building foundation wall, but the foundation wall shall not be dependent on the crash wall. Should the crash wall be removed or destroyed the structural integrity of the foundation wall and the building superstructure shall not be compromised.

Such a foundation wall shall be designed locally for the capacity of the crash wall (i.e., in an extreme ULS condition, a hinge would form at the base of the wall and not in the building basement or superstructure).

Where the crash wall is outside of the building structure the structural elements supporting the building (columns and walls) should have a movement joint and be sufficiently set back from the inside face of the crash wall to avoid contact between the wall deflected under impact loading and the elements supporting the building. Such a setback ensures that in the event of train impact the crash wall can be deflected without compromising the structural integrity of the building structure.

7.2 Setbacks

Setbacks between the rail corridor and a new development are recommended to provide a physical buffer that allows occupants of the development to escape from the building in the event of a derailment. Typically, setbacks are measured from the mutual property line (between the rail corridor and the development site). According to the FCM/RAC Guidelines, measuring the setback from the rail corridor property line is to, *"ensure the entire right of way is protected for potential rail expansion in the future."*

The Metrolinx Adjacent Development Guidelines specifically state:

> *"Building setback requirements are established to provide a buffer zone that contains the impacts associated with a potential train derailment; allows for fire separation; permits dissipation of rail-oriented noise, vibration, and emissions; provides for emergency and maintenance access; and accommodates a safety barrier. Setback distances vary by land use and occupancy status. (5.1.1.)*

Typically, setbacks are measured from the mutual property line (between the rail corridor and the development site) and are measured as a straight-line horizontal distance. However, when a crash wall is proposed as part of a new development, the setback to sensitive uses may be measured as a combination of horizontal and vertical measure, as long as the combined setback is consistent with the standard measure.

The standard setback distance to sensitive uses is 30 metres, measured horizontally from the mutual property line to sensitive uses. However, this setback can be reduced marginally by 5 metres if the crash wall is constructed, according to the FCM/RAC Guidelines. Based on the proposed crash wall, it is acceptable to reduce the setback to 25 metres.

The setbacks to sensitive uses on each floor of the development, measured from the future rail corridor property line are summarized in Table 7 below.

Table 6: Setback distances from Rail Corridor Property Line

Floor	Min Horizontal Setback from Railway Property Line (m)	Minimum Vertical Setback from Grade (m)	Minimum Total Combined Setback (m)
Ground Floor	No sensitive uses proposed		
2nd Floor	26.78	5	**31.78**
3rd Floor	17.84	8.25	**26.09**
4th Floor (and above)	21.96	11.25+	**33.21+**

The minimum setbacks to sensitive use on each floor meet the required combined vertical and horizontal 25-metre setback. The underground parking levels do not require a setback distance as they only contain non-sensitive use. As such, no setback distance is established for the floors underground. The horizontal setbacks to sensitive use spaces to each floor are illustrated in the figures below.



Figure 11: Ground Floor Horizontal Setback

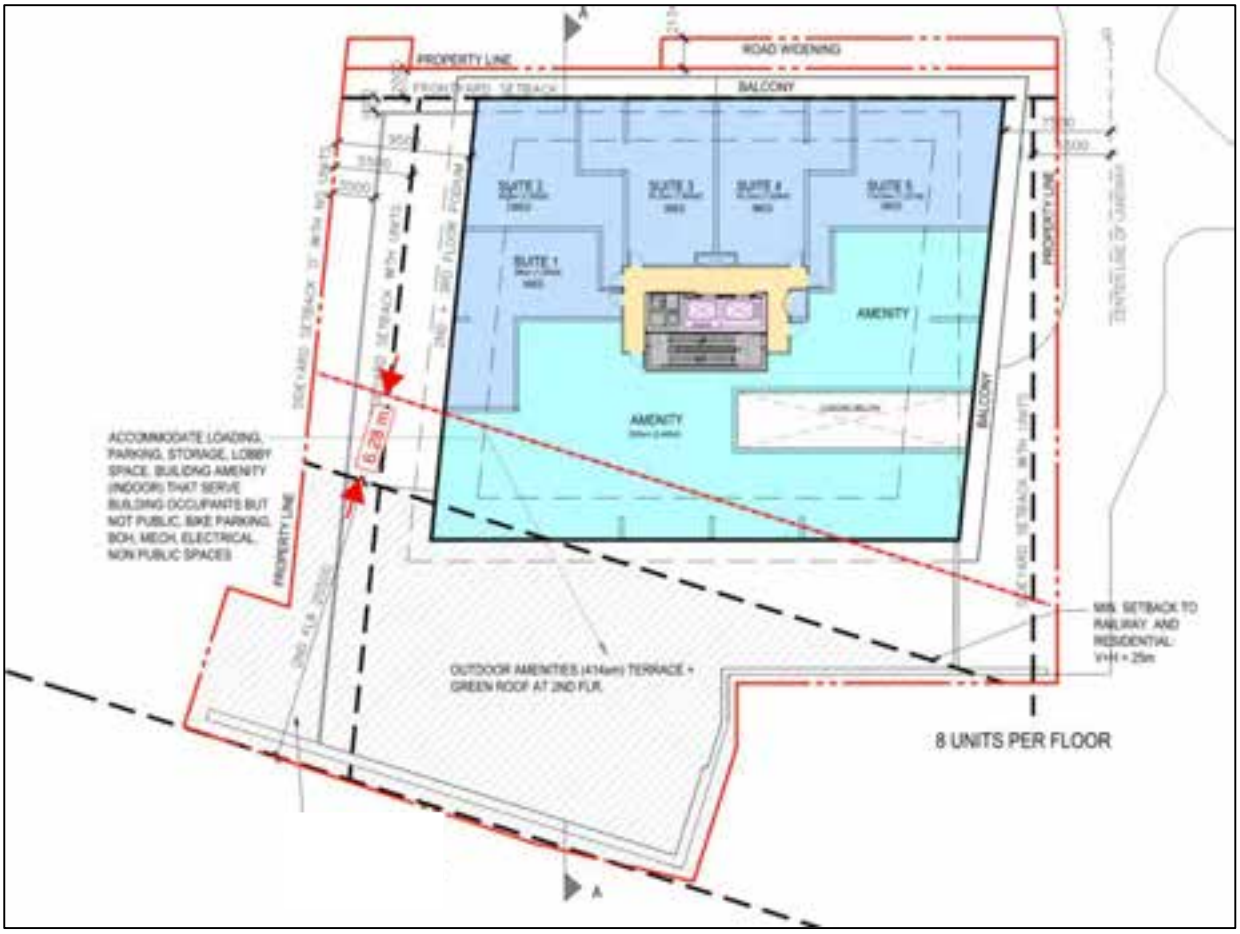


Figure 12: Second Floor Horizontal Setback

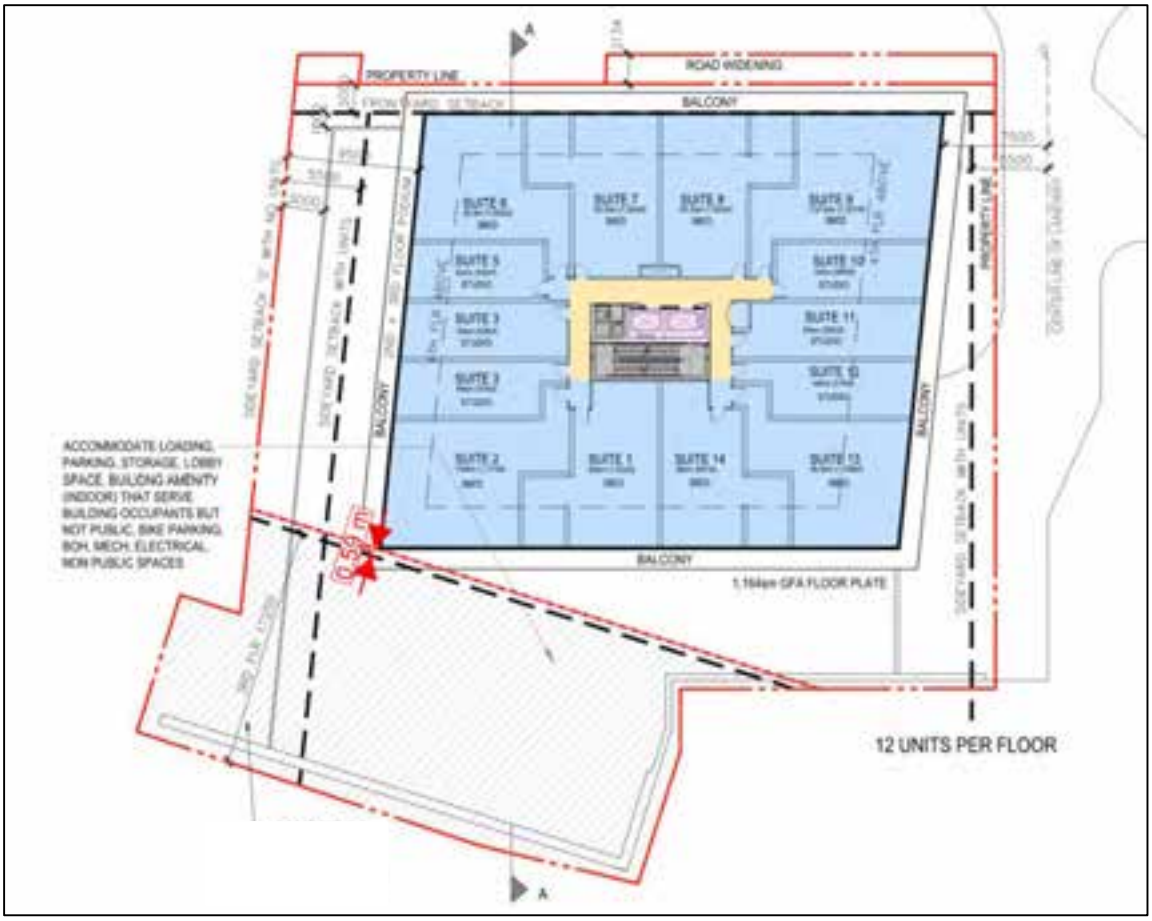


Figure 13: Third Floor Horizontal Setback

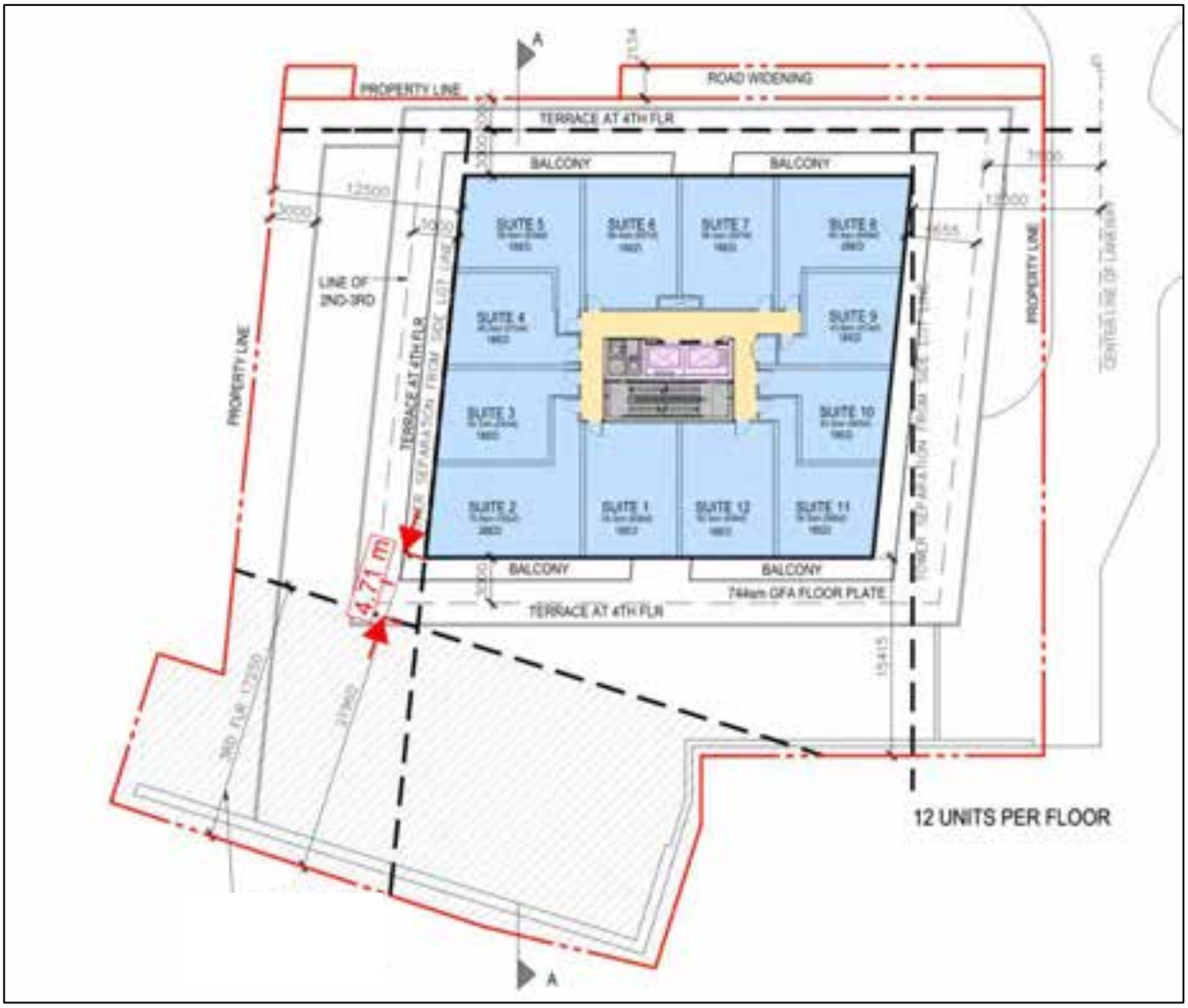


Figure 14: Fourth Floor and Above Horizontal Setback

The combined setback is illustrated in Figure 15 below. As can be seen, the sensitive use spaces (residential units) within the building meet the combined 25-metre horizontal and vertical setback requirement. The area within the setback provides parking and amenity space, which are considered as non-sensitive uses, according to the FCM/RAC Guidelines. It should be noted that the section view varies across the building as do the setbacks because of the building's irregular shape and placement from the mutual property line and the figure is shown to demonstrate the vertical and horizontal setback method. The combined setback for each floor can be seen in architectural plans in Appendix C.



Figure 15: Rail Setback at 1376-1382 Plains Road (Section A-A)

7.3 Trespassing

The FCM/RAC Guidelines assert that trespassing represents, 'by far, the greatest number of annual fatalities resulting from railway accidents." Additionally, trespassing activities can contribute to vandalism, damage to rail infrastructure, and disruption to railway operations. As such, provisions to prevent the public from entering the rail corridor lands are required to minimize these occurrences.

The Metrolinx Fencing and Anti-Trespassing Requirements RC-0401-06 guidelines require a 2.43-metre-high security fence along the rail corridor property line to mitigate against the risk of trespassing. The crash wall that is proposed along a portion of the site property line is considered to satisfy the trespassing mitigation requirements for the adjacent rail corridor.

7.4 Landscaping and Vegetation Clearance

Metrolinx requires new developments to adhere to tree removal and tree planting requirements outlined Metrolinx Vegetation Guidelines (2022). This includes a 3.5m 'Vegetation Clearance Zone' along the development property line, limiting vegetation to small shrubs and low maintenance vegetation without large canopies.

The proposed development will meet these criteria; no vegetation or planting is proposed within the 3.5m vegetation clearance zone, consistent with the Metrolinx guidance. These details are reflected on the Landscape Plans submitted as part of the development application.

7.5 Graffiti

CN Railway and the FCM/RAC Guidelines do not include consideration for the possibility of graffiti as it relates to new development along the rail corridor. Metrolinx requires new developments adjacent to its infrastructure to include a Graffiti Management Plan, as outlined in the Metrolinx Design Guideline for Graffiti Management (DGL-03). Recommended measures include the use of anti-graffiti coatings, public art

(e.g., murals or wraps), and strategic landscaping to deter vandalism and enhance the visual character of the corridor.

As the corridor is owned by CN, but the infrastructure interfaces with Metrolinx-operated facilities, the Metrolinx graffiti mitigation guidelines are considered the applicable standard for this development.

To address this requirement, an anti-graffiti measures will be considered for the rail-facing side of the crash wall. Preliminary discussions with the Applicant have identified interest in applying a vinyl wrap as a commemorative display(s) per the heritage commemoration plan. The display(s) will be determined through the Site Plan Approval process.

This application has been successfully implemented on other crash walls within the Greater Toronto Area and is considered to meet Metrolinx's graffiti management objectives.

7.6 Fire

Given the presence of a crash wall, the total setback to sensitive use occupancy, and the non-combustible nature of the proposed development, there are no additional restrictions to the proposed development beyond Fire Code requirements associated with the construction materials or detailing for fire.

7.7 Debris

In the unlikely event of a derailment alongside the property, this report considers the possibility of debris (both ground- and air-borne) from a train.

Given the enhanced crash wall and setbacks that exceed the minimum standard, we consider the crash wall provide sufficient mitigation for the development against the risk of ground and airborne debris resulting from a derailment.

7.8 Smoke / Air Quality

Decreased air quality for new developments in proximity to rail operations is a potential risk that can affect the comfort and quality-of-life of occupants and visitors in the future.

The FCM/RAC Guidelines recommend that rail adjacent development applications are consistent with provincial and municipal land use requirements, which regulate air quality. The Metrolinx Guidelines recommend that development applications include Air Quality Assessments to "demonstrate that indoor air quality conditions can be maintained at acceptable levels." (Section 5.3.3).

Consistent with best practice, it is recommended to avoid placing air intake systems on the side of the development closest to the rail corridor, to avoid the potential ingress of smoke or diesel exhaust into the mechanical HVAC systems serving the units.

7.9 Vandalism

It is important for any new rail-adjacent development to consider design measures that minimize the risk of vandalism to the railway. One of the most notable concerns involves objects being thrown onto passing trains, as this action can damage infrastructure, create unsafe operating conditions, or in the case of development near stations, affect passenger safety.

The distance between the residential units and the railway tracks should mitigate against these concerns. The enhanced height of the crash wall also adds another line of security to prevent vandalism. Additional measures such as security screens on outdoor spaces and security cameras can deter these actions and

limit the potential for damage to the railway infrastructure.

7.10 Construction

Any construction considerations will be dealt with separately, at the time of construction, with the contractor's input and are not considered as part of the rezoning application. However, it is understood that additional permits such as Crane Swing Agreements and Flagging Permits may be required at the discretion of the Rail Authority.

8 CONCLUSION

This Rail Safety Report has been prepared in accordance with the FCM/RAC Guidelines and the Metrolinx Adjacent Development Guidelines. It also considers AECOM Crash Wall Design Guidelines, which have been used to inform the safety barrier specifications.

This report recognizes the standard mitigation measures are not practical or feasible for this site, particularly given its proximity to higher-order transit and location in a built-up, urban environment. As such, an alternative approach to achieve the same level of risk mitigation as the standard measure was considered.

The risk-mitigating measures proposed for the development include:

- Within 8m from the property line into the development site, the crash wall will be a minimum of 760mm thick and a minimum of 3.6-metres-high above grade;
- Beyond 8m from the property line into the development site, the crash wall will reduce to a minimum of 450mm thick and a minimum of 2.2-metres-high above grade;
- Crash wall to be designed structurally independent from the building, although its foundation can be integrated with the building's foundation;
- A minimum design load of 10,553kN on the crash wall;
- A minimum combined vertical and horizontal setback that exceeds 25m to all residential, sensitive uses spaces, measured from the mutual property line;
- Non-sensitive use, low occupancy programming within the podium adjacent to the railway lands;

The reduced 25m setback to sensitive use areas with the enhanced crash wall mitigates the risks associated with a train derailment. The space within the setback area is purposed for non-sensitive uses such as amenity rooms, parking spaces, and driveways. These are deemed appropriate as indicated by the FCM/RAC Guidelines (Section 3.3) since they are low-occupancy spaces and are transitory in use.

This review considers the rail safety aspects of the development but does not extend to vibration and acoustic issues or stormwater management. Additional measures to mitigate against noise and vibration are assessed independently from this study.

The site-specific safety considerations relating to the development's proximity to the CN rail corridor have been reviewed and the measures proposed in this report are believed to reasonably mitigate the identified risks.

APPENDICES

Appendix A – Rail Information
Appendix B – Train Derailment Calculations
Appendix C – Site Details (Survey, Architectural Plans)

APPENDIX A – RAIL CORRIDOR DETAILS

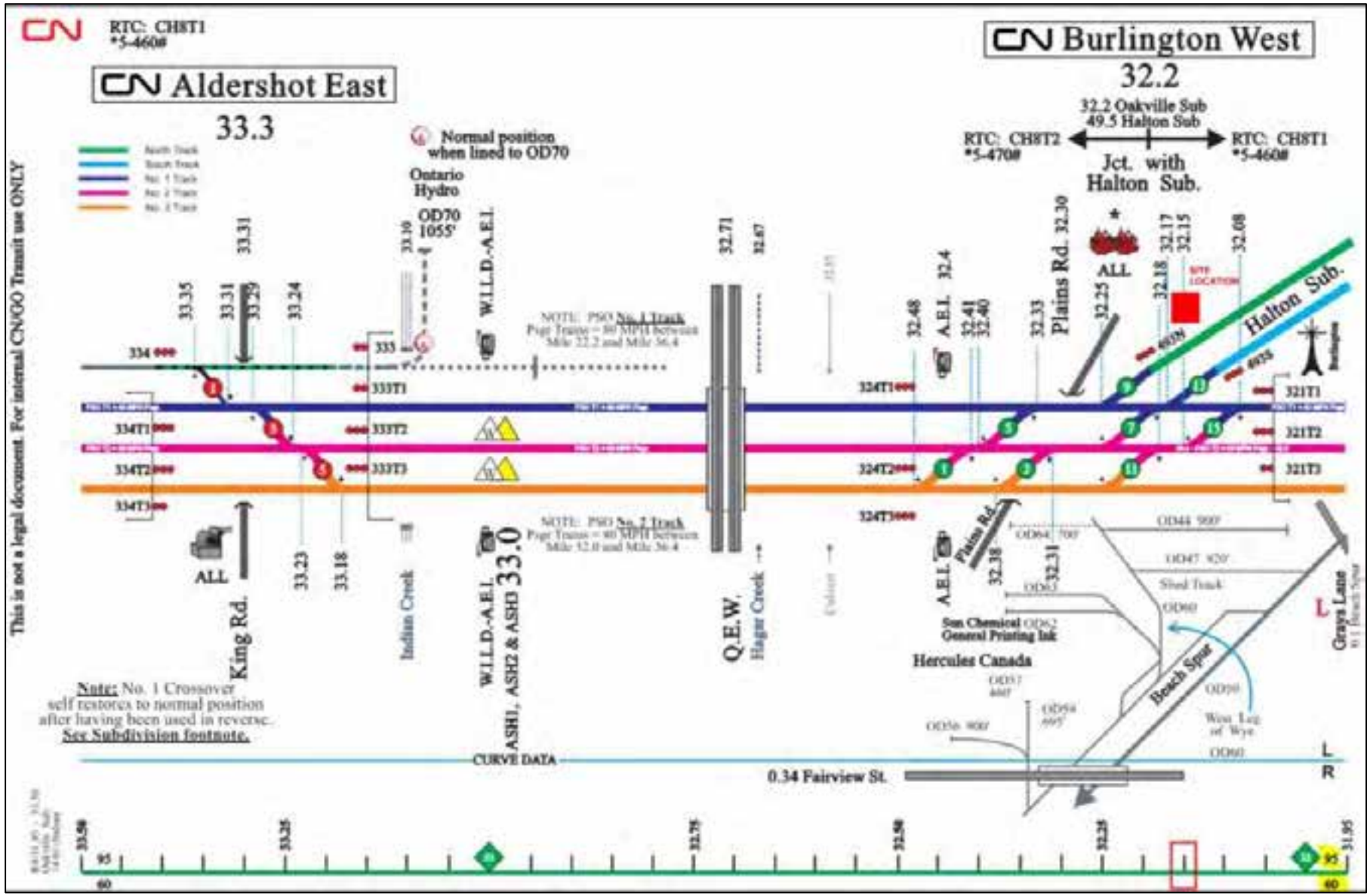


Figure A-1: Canadian National / Metrolinx Track Diagram

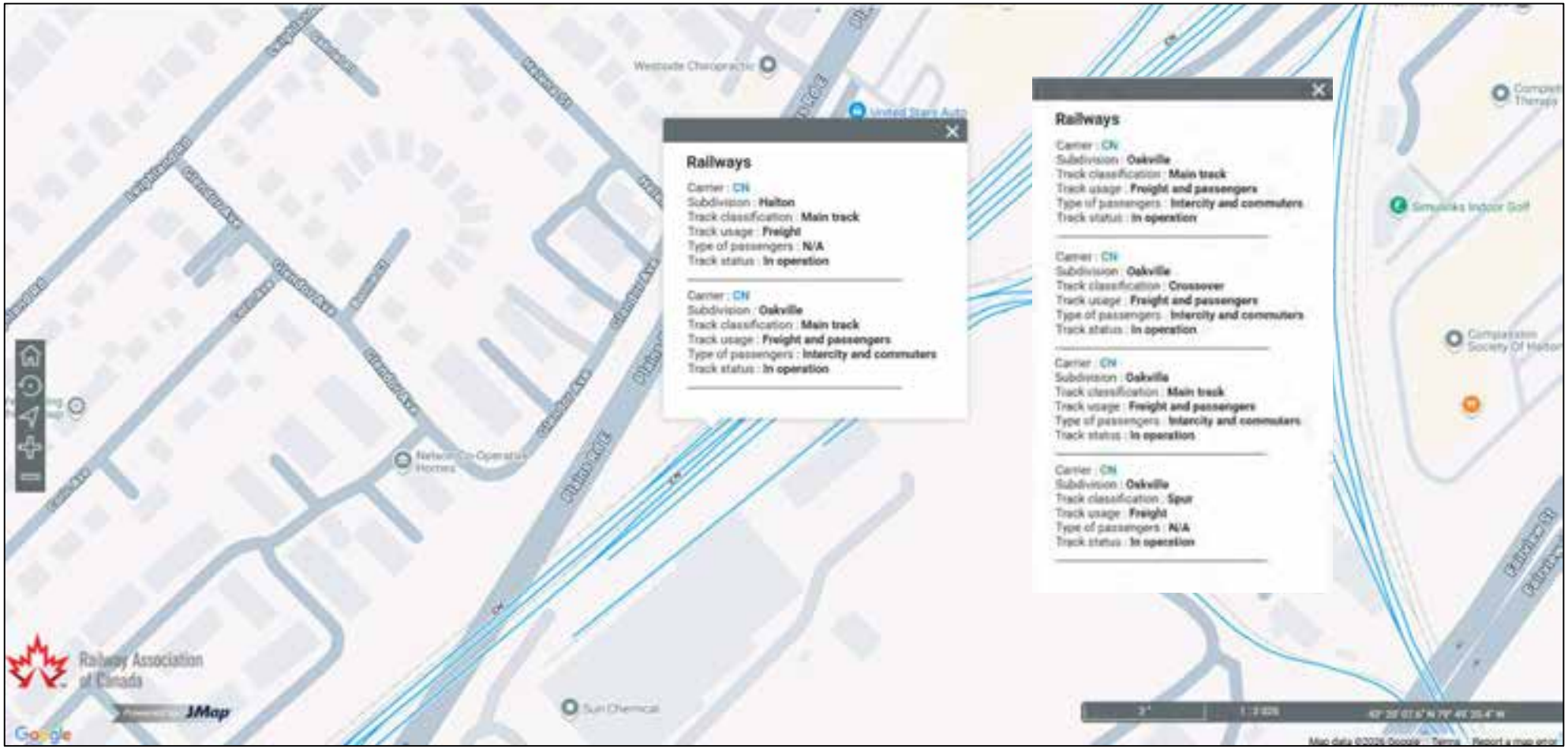


Figure A-2: Railway Association of Canada Track Information at Site Location



Figure A-4: Metrolinx Lakeshore West GO Corridor Improvements

APPENDIX B – TRAIN DERAILMENT CALCULATIONS

DISTANCE FROM CENTRELINE OF TRACK (A TRAIN WOULD BE EXPECTED TO LOSE MOMENTUM)

The train derailment distances for glancing blow load cases were calculated by applying the following equation and rearranging to solve for d_{CL}. The resulting values are summarized in the sections below.

$$v_G = \sqrt{v_0^2 + 2a\left(\frac{d_{CL} - 1.625}{sin\theta_G}\right)} \text{ [m/s]}$$

Halton Subdivision Track:

LOAD CASE 1 – GLANCING BLOW – MULTI-CAR FREIGHT		
Description	**Variable**	**Value**
Resistance	R	0.25
Grade	G	-0.054265
Groundline at wall		98.62
Base of rail		101.12
Angle of impact (degrees)	θ_G	10
Distance from the centreline of the track for train to come to rest (m)	d_{CL}	8
Track speed (mph)	v_o	60
Track speed (km/hr)	v_o	96.56064
Track speed (m/s)	v_o	26.82
Velocity of train at impact (m/s)	v_G	24.1
Velocity of train at impact (km/hr)		86.6
Velocity of train at impact (mph)		53.8
Impact force (kN)	F_G	10553
Length to stop (m)	L	187.54
Length of the wall along which the impact force should act (m)	l_G	3.10

LOAD CASE 2: DIRECT IMPACT – SINGLE CAR FREIGHT		
Description	**Variable**	**Value**
Resistance	R	0.25
Distance from the centreline of the track	d_{CL}	8
Track speed (mph)		60
Track speed (km/hr)		96.56064
Angle of rotation at impact (radians)	θ_f	1.23
Impact speed (m/s)	v_A	3.47
Impact speed (km/hr)		12.48
Impact speed (mph)		7.75
Impact force (kN)	F_A	2243.16
Length of the wall along which the impact force should act	l	0.32

Oakville Subdivision Track:

LOAD CASE 3 – GLANCING BLOW – MULTI-CAR PASSENGER		
Description	**Variable**	**Value**
Resistance	R	0.25
Grade	G	-0.013271422
Groundline at wall		98.62
Base of rail		101.12
Angle of impact (degrees)	θ_G	3.5
Distance from the centreline of the track for train to come to rest (m)	d_{CL}	11.5
Track speed (mph)	v_o	95
Track speed (km/hr)	v_o	152.88768
Track speed (m/s)	v_o	42.47
Velocity of train at impact (m/s)	v_G	32.439
Velocity of train at impact (km/hr)		116.8
Velocity of train at impact (mph)		72.6
Impact force (kN)	F_G	5658.65
Length to stop (m)	L	388.74
Length of the wall along which the impact force should act (m)	l_G	3.05

LOAD CASE 4: DIRECT IMPACT – SINGLE CAR PASSENGER		
Description	**Variable**	**Value**
Resistance	R	0.25
Distance from the centreline of the track	d_{CL}	11.5
Track speed (mph)		95
Track speed (km/hr)		152.88768
Angle of rotation at impact (radians)	θ_f	1.09
Impact speed (m/s)	v_A	4.31
Impact speed (km/hr)		15.52
Impact speed (mph)		9.64
Impact force (kN)	F_A	1798.13
Length of the wall along which the impact force should act	l	0.34

IMPACT FORCES – TRACK E0 (FUTURE, 50MPH PASSENGER, 50MPH FREIGHT)

The design forces for glancing blow load cases were calculated using the equation below.

$$F_G = \frac{\frac{1}{2}m(v_G sin\theta_G)^2}{d_G} \quad \text{(metric)} \quad [14M]$$

The design forces for the single car load cases were calculated using the equation below.

$$F_A = \frac{\frac{1}{2}m(v_A cos\theta_f)^2}{32.17 d_A} \quad [15]$$

All calculations were performed with a distance between the centreline of the closest track and the crash wall, d_{CL}, of 16.65m. The resulting values are summarized in the sections below.

LOAD CASE 1: GLANCING BLOW – MULTI-CAR FREIGHT

Description	Variable	Value
Resistance	R	0.25
Grade	G	0
Groundline at wall		0
Base of rail		0
Angle of impact (degrees)	θ_G	10
Distance from the centreline of the track (m)	d_{CL}	16.65
Track speed (mph)	v_o	50
Track speed (km/hr)	v_o	80.4672
Track speed (m/s)	v_o	22.35
Velocity of train at impact (m/s)	v_G	8.7
Velocity of train at impact (km/hr)		31.2
Velocity of train at impact (mph)		19.4
Impact force (kN)	F_G	3357.53
Length to stop (m)	L	101.97
Length of the wall along which the impact force should act (m)	l_G	3.10

LOAD CASE 2: DIRECT IMPACT – SINGLE-CAR FREIGHT

Description	Variable	Value
Resistance	R	0.25

Distance from the centreline of the track (m)	d_{CL}	16.65
Track speed (mph)		50
Track speed (km/hr)		80.4672
Angle of rotation at impact (radians)	θ_f	0
Impact speed (m/s)	v_A	0
Impact speed (km/hr)		0
Impact speed (mph)		0
Impact force (kN)	F_A	0
Length of the wall along which the impact force should act	l	0

LOAD CASE 3: GLANCING BLOW – MULTI-CAR PASSENGER

Description	Variable	Value
Resistance	R	0.25
Grade	G	0
Groundline at wall		0
Base of rail		0
Angle of impact (degrees)	θ_G	10
Distance from the centreline of the track (m)	d_{CL}	16.65
Track speed (mph)	v_o	50
Track speed (km/hr)	v_o	80.4672
Track speed (m/s)	v_o	22.35
Velocity of train at impact (m/s)	v_G	8.7
Velocity of train at impact (km/hr)		31.2
Velocity of train at impact (mph)		19.4
Impact force (kN)	F_G	1715.85
Length to stop (m)	L	101.97
Length of the wall along which the impact force should act (m)	l_G	3.10

LOAD CASE 4: DIRECT IMPACT – SINGLE-CAR PASSENGER

Description	Variable	Value
Resistance	R	0.25
Distance from the centreline of the track (m)	d_{CL}	16.65

Track speed (mph)		50
Track speed (km/hr)		80.4672
Angle of rotation at impact (radians)	θ_f	0
Impact speed (m/s)	v_A	0
Impact speed (km/hr)		0
Impact speed (mph)		0
Impact force (kN)	F_A	0
Length of the wall along which the impact force should act	l	0

IMPACT FORCES – TRACK E1 (MAIN, 50MPH PASSENGER, 50MPH FREIGHT)

The design forces for glancing blow load cases were calculated using the equation below.

$$F_G = \frac{\frac{1}{2}m(v_G sin\theta_G)^2}{d_G} \quad \text{(metric)} \quad [14M]$$

The design forces for the single car load cases were calculated using the equation below.

$$F_A = \frac{\frac{1}{2}m\left(v_A cos\theta_f\right)^2}{32.17 d_A} \quad [15]$$

All calculations were performed with a distance between the centreline of the closest track and the crash wall, d_{CL}, of 29.2m. The resulting values are summarized in the sections below.

LOAD CASE 1: GLANCING BLOW – MULTI-CAR FREIGHT

Description	Variable	Value
Resistance	R	0.25
Grade	G	0
Groundline at wall		0
Base of rail		0
Angle of impact (degrees)	θ_G	3.5
Distance from the centreline of the track (m)	d_{CL}	29.2
Track speed (mph)	v_o	50
Track speed (km/hr)	v_o	80.4672
Track speed (m/s)	v_o	22.35
Velocity of train at impact (m/s)	v_G	0
Velocity of train at impact (km/hr)		0
Velocity of train at impact (mph)		0
Impact force (kN)	F_G	0
Length to stop (m)	L	101.97
Length of the wall along which the impact force should act (m)	l_G	3.05

LOAD CASE 2: DIRECT IMPACT – SINGLE-CAR FREIGHT

Description	Variable	Value
Resistance	R	29.2
Distance from the centreline of the track (m)	d_{CL}	50

Track speed (mph)		50
Track speed (km/hr)		80.4672
Angle of rotation at impact (radians)	θ_f	0
Impact speed (m/s)	v_A	0
Impact speed (km/hr)		0
Impact speed (mph)		0
Impact force (kN)	F_A	0
Length of the wall along which the impact force should act	l	0

LOAD CASE 3: GLANCING BLOW – MULTI-CAR PASSENGER

Description	Variable	Value
Resistance	R	0.25
Grade	G	0
Groundline at wall		0
Base of rail		0
Angle of impact (degrees)	θ_G	3.5
Distance from the centreline of the track (m)	d_{CL}	29.2
Track speed (mph)	v_o	50
Track speed (km/hr)	v_o	80.4672
Track speed (m/s)	v_o	22.35
Velocity of train at impact (m/s)	v_G	0
Velocity of train at impact (km/hr)		0
Velocity of train at impact (mph)		0
Impact force (kN)	F_G	0
Length to stop (m)	L	101.97
Length of the wall along which the impact force should act (m)	l_G	3.05

LOAD CASE 4: DIRECT IMPACT – SINGLE-CAR PASSENGER

Description	Variable	Value
Resistance	R	0.25
Distance from the centreline of the track (m)	d_{CL}	29.2
Track speed (mph)		50
Track speed (km/hr)		80.4672
Angle of rotation at impact (radians)	θ_f	0
Impact speed (m/s)	v_A	0
Impact speed (km/hr)		0
Impact speed (mph)		0
Impact force (kN)	F_A	0
Length of the wall along which the impact force should act	l	0

APPENDIX C – DEVELOPMENT DETAILS (SURVEY, ARCHITECTURAL DRAWINGS)



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-116	RENDERING
A-117	RENDERING
A-120	PARKING PLAN
A-200	GROUND FLOOR PLAN
A-201	2ND FLOOR PLAN
A-202	3RD FLOOR PLAN
A-203	4TH - 25TH FLOOR PLANS
A-205	MECHANICAL PENTHOUSE
A-206	ROOF PLAN
A-210	WASTE MANAGEMENT PLAN
A-400	NORTH ELEVATION
A-401	EAST ELEVATION
A-402	SOUTH ELEVATION
A-403	WEST ELEVATION
A-410	BUILDING SECTION A-A

1376 & 1382 PLAINS ROAD REDEVELOPMENT

BURLINGTON, ONTARIO

ISSUED FOR REZONING APPLICATION - FEBRUARY 20, 2026

PROJECT NUMBER: 08192.000

WZMH Architects



ISSUES/REVISIONS			ISSUES/REVISIONS		
ISSUE	TITLE	DATE	ISSUE	TITLE	DATE
A1	ISSUED FOR REZONING APPLICATION	2026-FEB-20			

KEY PLAN

Project North: N

Seal: ONTARIO ASSOCIATION OF ARCHITECTS — LEONARD ABELMAN — LICENCE 6591 — 2026-02-20

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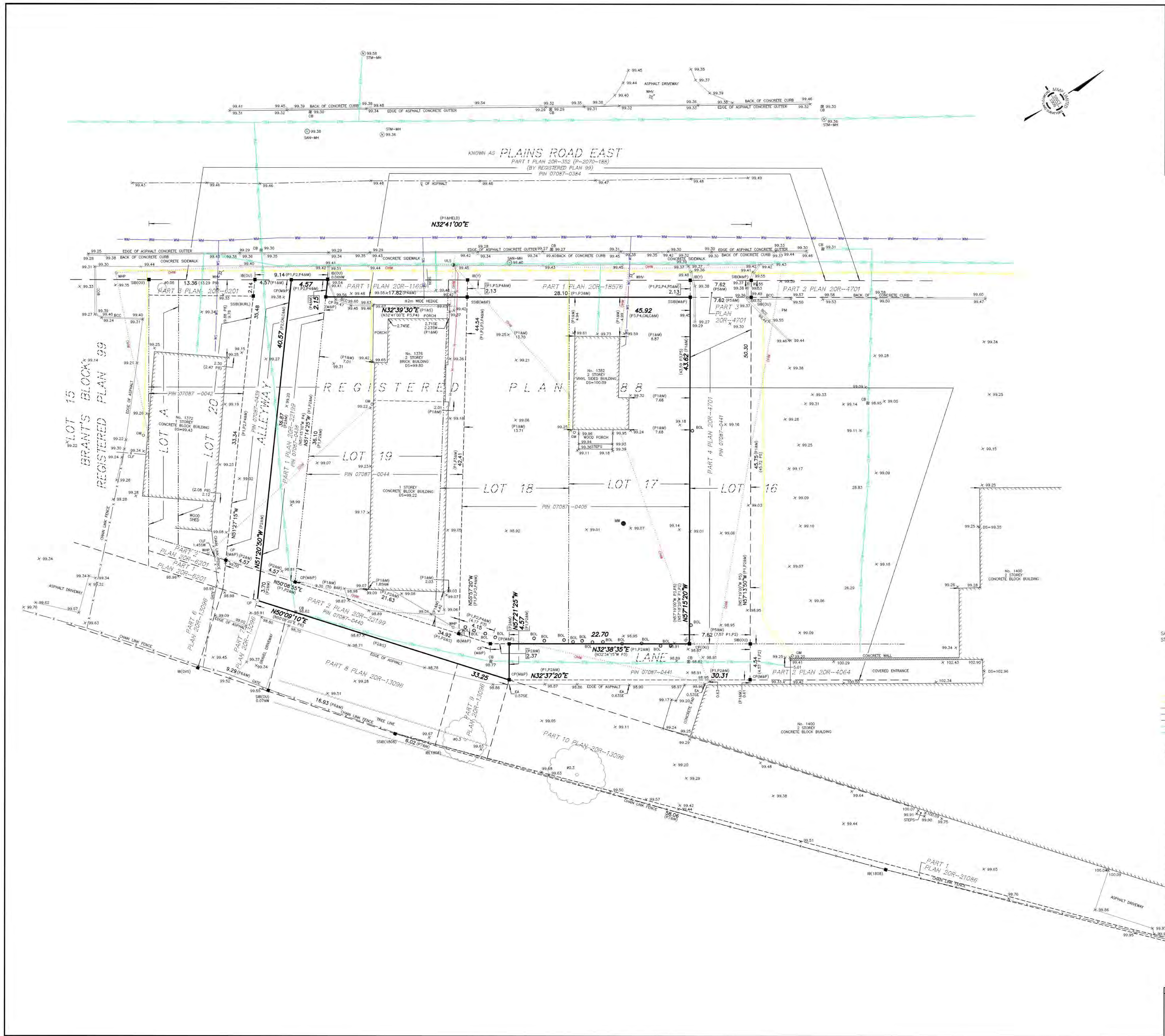
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Toronto, Ontario, Canada M4V 1N6
Tel: 416-961-4111
www.wzmh.com

PLAINS ROAD
BURLINGTON, ONTARIO
-

Drawing Title: CONTEXT PLAN

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

Plot Time: Mar 16, 2026 - 2:54pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\2_PLAINS ROAD\A-100_CONTEXT PLAN.dwg



PLAN OF SURVEY SHOWING TOPOGRAPHY OF

LOTS 17, 18 & 19

AND PART OF

ALLEYWAY AND LANE REGISTERED PLAN 88

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 910mm IN WIDTH BY 680mm 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-52479

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 STANDAR IRON BAR
- IB DENOTES IRON BAR
- CP DENOTES CONCRETE PIN
- P1 DENOTES PLAN BY MMP LIMITED DATED DECEMBER 14, 2015 (18-312)
- P2 DENOTES PLAN 20R-22199
- P3 DENOTES PLAN 20R-18576
- P4 DENOTES PLAN 20R-11699
- P5 DENOTES PLAN 20R-4701
- P6 DENOTES PLAN 20R-13096
- P7 DENOTES PLAN 20R-21086
- P8 DENOTES PLAN BY SEWELL & SEWELL DATED APRIL 3, 1979 (79-142)
- PIN DENOTES PROPERTY IDENTIFICATION NUMBER
- (OU) DENOTES ORIGIN UNKNOWN
- DS DENOTES DOOR SILL ELEVATION
- ℄ DENOTES CENTRELINE
- BCC DENOTES SHORT STANDAR IRON BAR
- MW DENOTES MONITORING WELL
- PM DENOTES PARKING METER
- WHV DENOTES WATER HYDRANT VALVE
- CB DENOTES CATCH BASIN
- SAN-MH DENOTES SANITARY MANHOLE
- STM-MH DENOTES STORM MANHOLE
- WHP DENOTES WOOD HYDRO POLE
- ULS DENOTES UTILITY LIGHT STANDARD
- OHW DENOTES OVERHEAD WIRE
- GM DENOTES GAS METER
- BOL DENOTES BOLLARD
- BF DENOTES BOARD FENCE
- CLF DENOTES CHAIN LINK FENCE
- EA DENOTES EDGE OF ASPHALT
- DENOTES GAS MAIN LOCATE
- DENOTES GAS SERVICE LOCATE
- —H— DENOTES HYDRO LOCATE
- —WM— DENOTES WATER MAIN LOCATE
- —WS— DENOTES WATER SERVICE LOCATE
- DENOTES SANITARY SEWER LOCATE
- DENOTES STORM SEWER LOCATE
- (S) DENOTES TREE STUMP
- DENOTES DECIDUOUS TREE SCALED TO CANOPY TRUNK SIZE SHOWN IN METRES

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

A ROTATION OF 01°05'20" HAS BEEN APPLIED TO BEARINGS ON P2
A ROTATION OF 01°02'20" HAS BEEN APPLIED TO BEARINGS ON P3
A ROTATION OF 00°15'15" HAS BEEN APPLIED TO BEARINGS ON P5

UTILITY LOCATE NOTE

UTILTIY LOCATES UNDERTAKEN BY CONQUEST LOCATING ON APRIL 18, 2023

BENCHMARK NOTE

CITY OF BURLINGTON BENCHMARK No. 446
ELEVATION = 100.192 METRES (CGVD28:78 ADJUSTMENT)
BRASS PLAQUE SET ON EAT FACE OF CONCRETE BOX CULVERT ON PLAINS ROAD APPROXIMATELY 150 METRES EAST OF BRANT STREET AND 0.20 METRES BELOW TOP OF WALL WEST OF THE COURT HOUSE

BEARING REFERENCE

BEARINGS ARE ASTRONOMIC AND REFERRED TO THE SOUTHEASTERLY LIMIT OF PLAINS ROAD EAST AS SHOWN ON P1 HAVING A BEARING OF N32°41'00"E

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 13th DAY OF SEPTEMBER, 2023.

SEPTEMBER 15, 2023
DATE

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

E:\(20) Halton\Registered Plans\RP0088\LOT 17, 18, 19\23-070\23-070-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:	FK
PROJECT No.:	23-070-PS

ISSUES/REVISIONS			ISSUES/REVISIONS		
ISSUE	TITLE	DATE	ISSUE	TITLE	DATE
A1	ISSUED FOR REZONING APPLICATION	2026-FEB-20			

KEY PLAN

Project North

Seal

Date

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Toronto, Ontario, Canada M4V 1N6
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PLAINS ROAD

BURLINGTON, ONTARIO
-

Drawing Title
SURVEY

Date	---
Scale	1:200
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-100

Plot Time: Feb 19, 2026 - 8:16am
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\2. PLAINS ROAD\A-100_SURVEY.dwg

1. SITE GROSS AREA

DESCRIPTION	AREA (m2)
GROSS SITE AREA	2,749.70

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		RETAIL		INDOOR AMENITY		TOTAL GFA		OUTDOOR AMENITY	
	sm	sf	sm	sf	sm	sf	sm	sf	sm	sf	sm	sf
ABOVE GRADE												
GROUND	2,000	21,528	518	5,576	400	4,306		-	918	9,881		-
2ND	1,176	12,658	591	6,361			508	5,468	1,099	11,830	941	10,129
3RD	1,176	12,658	1,164	12,529					1,164	12,529	216	2,325
4TH	755	8,127	744	8,008					744	8,008	635	6,835
5TH	755	8,127	744	8,008					744	8,008	160	1,722
6TH	755	8,127	744	8,008					744	8,008	160	1,722
7TH	755	8,127	744	8,008				-	744	8,008	160	1,722
8TH	755	8,127	744	8,008					744	8,008	160	1,722
9TH	755	8,127	744	8,008					744	8,008	160	1,722
10TH	755	8,127	744	8,008					744	8,008	160	1,722
11TH	755	8,127	744	8,008					744	8,008	160	1,722
12TH	755	8,127	744	8,008					744	8,008	160	1,722
13TH	755	8,127	744	8,008					744	8,008	160	1,722
14TH	755	8,127	744	8,008					744	8,008	160	1,722
15TH	755	8,127	744	8,008					744	8,008	160	1,722
16TH	755	8,127	744	8,008					744	8,008	160	1,722
17TH	755	8,127	744	8,008					744	8,008	160	1,722
18TH	755	8,127	744	8,008					744	8,008	160	1,722
19TH	755	8,127	744	8,008					744	8,008	160	1,722
20TH	755	8,127	744	8,008					744	8,008	160	1,722
21ST	755	8,127	744	8,008					744	8,008	160	1,722
22ND	755	8,127	744	8,008					744	8,008	160	1,722
23RD	755	8,127	744	8,008					744	8,008	160	1,722
24TH	755	8,127	744	8,008					744	8,008	160	1,722
25TH	755	8,127	744	8,008					744	8,008	160	1,722
MECH	755	8,127										
TOTAL (ABOVE)	21,717	233,760	18,641	200,650	400	4,306	508	5,468	19,549	210,423	5,152	55,456

*Note: Amenity area included in residential GFA

	sm	sf	
TOTAL RESIDENTIAL GBFA	21,717	233,760	
TOTAL RESIDENTIAL GFA	19,549	210,423	
TOTAL INDOOR/OUTDOOR AMENITY**	5,660	60,924	20sm/UNIT

** REQUIRED INDOOR+OUTDOOR AMENITY = 20sm/UNIT (AMENITY INCLUDES TERRACES AND BALCONY)
283 UNITS = 5,660sm AMENITIES REQUIRED; PROVIDED 20sm / UNIT

DENSITY

GROSS SITE AREA	2,752.97	
AREA OF ROAD WIDENING	69.66	
NET SITE AREA (GROSS SITE - ROAD WIDENING)	2,683.31	
PROPOSED DENSITY OVER ENTIRE SITE (GBFA/NET SITE AREA)	8.1	(GBFA / NET SITE AREA = DENSITY) (21,717sm/2,683.31= 8.1)

3. PROPOSED BUILDING UNIT MIX

PROPOSED BUILDING UNIT MIX

	STUDIO	1BED	2BED	3BED	TOTAL
GROUND					0
2ND				5	5
3RD	6			8	14
4TH		10	2		12
5TH		10	2		12
6TH		10	2		12
7TH		10	2		12
8TH		10	2		12
9TH		10	2		12
10TH		10	2		12
11TH		10	2		12
12TH		10	2		12
13TH		10	2		12
14TH		10	2		12
15TH		10	2		12
16TH		10	2		12
17TH		10	2		12
18TH		10	2		12
19TH		10	2		12
20TH		10	2		12
21ST		10	2		12
22ND		10	2		12
23RD		10	2		12
24TH		10	2		12
25TH		10	2		12
TOTAL UNITS	6	220	44	13	283
PERCENTAGE	2%	78%	15%	5%	100%
TOTAL UNITS					283

4a. INDOOR AND OUTDOOR AMENITY AREA REQUIREMENT

REQUIRED* (20 m2 per Unit)	283x20 = 5,660 m2
PROPOSED* (20 m2 / Unit)	5,660 m2

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

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

	INDOOR	OUTDOOR
GROUND		
2ND	508 sm	941 sm *
3RD		216 sm *
4TH		635 sm *
5TH		160 sm *
6TH		160 sm *
7TH		160 sm *
8TH		160 sm *
9TH		160 sm *
10TH		160 sm *
11TH		160 sm *
12TH		160 sm *
13RD		160 sm *
14TH		160 sm *
15TH		160 sm *
16TH		160 sm *
17TH		160 sm *
18TH		160 sm *
19TH		160 sm *
20TH		160 sm *
21ST		160 sm *
22ND		160 sm *
23RD		160 sm *
24TH		160 sm *
25TH		160 sm *
TOTAL	508 sm	5,152 sm
TOTAL INDOOR AND OUTDOOR AMENITY		5,660 sm
		5,660sm / 283 UNITS = 20sm / unit

* INCLUDES TERRACES AND BALCONIES

5a. REQUIRED PARKING RATES

UNITS	REQUIRED RATES	TOTAL PARKING SPACES
283	1.25	354

5b. PROPOSED PARKING RATES

UNITS	PROPOSED RATES	TOTAL PARKING SPACES
283	0.20	56

5c. PROPOSED PARKING COUNT

	RESIDENT	VISITOR
GROUND		11
P1	45	
TOTAL	45	11
TOTAL PROVIDED **	56	

** INCLUDES 2 BF PARKING SPACES (2 TYPE 'A')

6a. PROPOSED BICYCLE PARKING RATES

RESIDENT	UNITS	RATES	REQUIRED
LONG TERM	283	0.5	142
SHORT TERM	283	0.05	14

RETAIL	AREA	RATES	REQUIRED
SHORT TERM	400sm	2+1 per 1,000sm	3

TOTAL REQUIRED (SHORT & LONG TERM) RESIDENTIAL & RETAIL	159

6b. PROPOSED BICYCLE PARKING COUNT

LONG TERM (RESIDENTIAL)	142	(GROUND)
SHORT TERM (RESIDENTIAL)	14	(GROUND)
SHORT TERM (RETAIL)	3	(GROUND)
TOTAL PROVIDED	159	

7. PROPOSED LOADING SPACES (NEW BUILDING)

BLOCK	Required	Provided
	1 LOADING SPACE	1 LOADING SPACE

1 STATISTICS
A102

ISSUES/REVISIONS

668	7.77(	'$7(
$	.668(')25.5(=21.1* $33/.&$7.2$	2026-FEB-20

ISSUES/REVISIONS

.668	7.77(	'$7(

KEY PLAN

Project North

Seal: ONTARIO ASSOCIATION OF ARCHITECTS — LICENSED ABEILMAN LICENCE 6991 — 2026-02-20

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Tel: 416-961-4111
www.wzmh.com

PLAINS ROAD
BURLINGTON, ONTARIO
-

Drawing Title: STATISTICS

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

Plot Time: Feb 19, 2026 - 8:16pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-001)\2_PLANS ROAD\A-102_STATS.dwg



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ISSUES/REVISIONS		
ISSUE	TITLE	DATE

KEY PLAN

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PLAINS ROAD
BURLINGTON, ONTARIO
-

Drawing Title: SITE PLAN

Date	---
Scale	1:100
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-105

Plot Time: Mar 16, 2026 - 2:59pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\2_PLAINS ROAD\A-105_SITE PLAN.dwg



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KEY PLAN

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LEONARD ABELMANN
LICENCE
8081
2026-02-20
Date

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PLAINS ROAD
BURLINGTON, ONTARIO
-

Drawing Title
VIEW LOOKING NORTH EAST

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

Plot Time: Mar 16, 2026 - 4:18pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-00)\2. PLAINS ROAD\A-110-A-112_RENDERINGS.dwg



ISSUES/REVISIONS			ISSUES/REVISIONS		
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KEY PLAN

Project North

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LEONARD ABELMAN
LICENCE
8081
2026-02-20
Date

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PLAINS ROAD
BURLINGTON, ONTARIO
-

Drawing Title
VIEW LOOKING NORTH WEST

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

Plot Time: Mar 16, 2026 - 4:19pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\2_PLAINS ROAD\A-110-A-112_RENDERINGS.dwg



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ISSUE	TITLE	DATE	ISSUE	TITLE	DATE
A1	ISSUED FOR REZONING APPLICATION	2026-FEB-20			

KEY PLAN

Project North

Seal

ONTARIO ASSOCIATION OF ARCHITECTS
LICENCE
10397
2026-02-20
Date

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PLAINS ROAD
BURLINGTON, ONTARIO
-

Drawing Title
VIEW LOOKING SOUTH WEST

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

Plot Time: Mar 16, 2026 - 4:20pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\2_PLAINS ROAD\A-110-A-112_RENDERINGS.dwg



ISSUES/REVISIONS		
ISSUE	TITLE	DATE
A1	ISSUED FOR REZONING APPLICATION	2026-FEB-20

ISSUES/REVISIONS		
ISSUE	TITLE	DATE

KEY PLAN

Project North

Seal

ONTARIO ASSOCIATION OF ARCHITECTS
LEONARD ABELMAN
LICENCE
9581
2026-02-20
Date

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PLAINS ROAD
BURLINGTON, ONTARIO
-

Drawing Title
VIEW FROM
THE TRAIN TRACK

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

Plot Time: Mar 16, 2026 - 4:24pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\2_ PLAINS ROAD\A-110-A-112_RENDERINGS.dwg



ISSUES/REVISIONS		
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ISSUES/REVISIONS		
ISSUE	TITLE	DATE

KEY PLAN

Project North

Seal

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LICENSED ABELMAN
LICENCE
6091
2026-02-20
Date

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95 St. Clair Ave W., Suite 1500
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Tel: 416-961-4111
www.wzmh.com

PLAINS ROAD
BURLINGTON, ONTARIO
-

Drawing Title
VIEW FROM PLAINS ROAD

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

Plot Time: Feb 19, 2026 - 5:29pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-001)\2_ PLAINS ROAD\A-110-A-112_RENDERINGS.dwg



ISSUES/REVISIONS		
ISSUE	TITLE	DATE
A1	ISSUED FOR REZONING APPLICATION	2026-FEB-20

ISSUES/REVISIONS		
ISSUE	TITLE	DATE

KEY PLAN

Project North

Seal

ONTARIO ASSOCIATION OF ARCHITECTS
LICENCE
10287
2026-02-20
Date

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PLAINS ROAD
BURLINGTON, ONTARIO
-

Drawing Title
BUILDING BASE CLOSE-UP

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

Plot Time: Feb 19, 2026 - 5:29pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\2_PLAINS ROAD\A-110- A-112_RENDERINGS.dwg





ISSUES/REVISIONS			ISSUES/REVISIONS		
ISSUE	TITLE	DATE	ISSUE	TITLE	DATE
A1	ISSUED FOR REZONING APPLICATION	2026-FEB-20			

KEY PLAN

Project North

Seal

ONTARIO ASSOCIATION OF ARCHITECTS
LICENCE
LEONARD ABELMANN
9591

2026-02-20
Date

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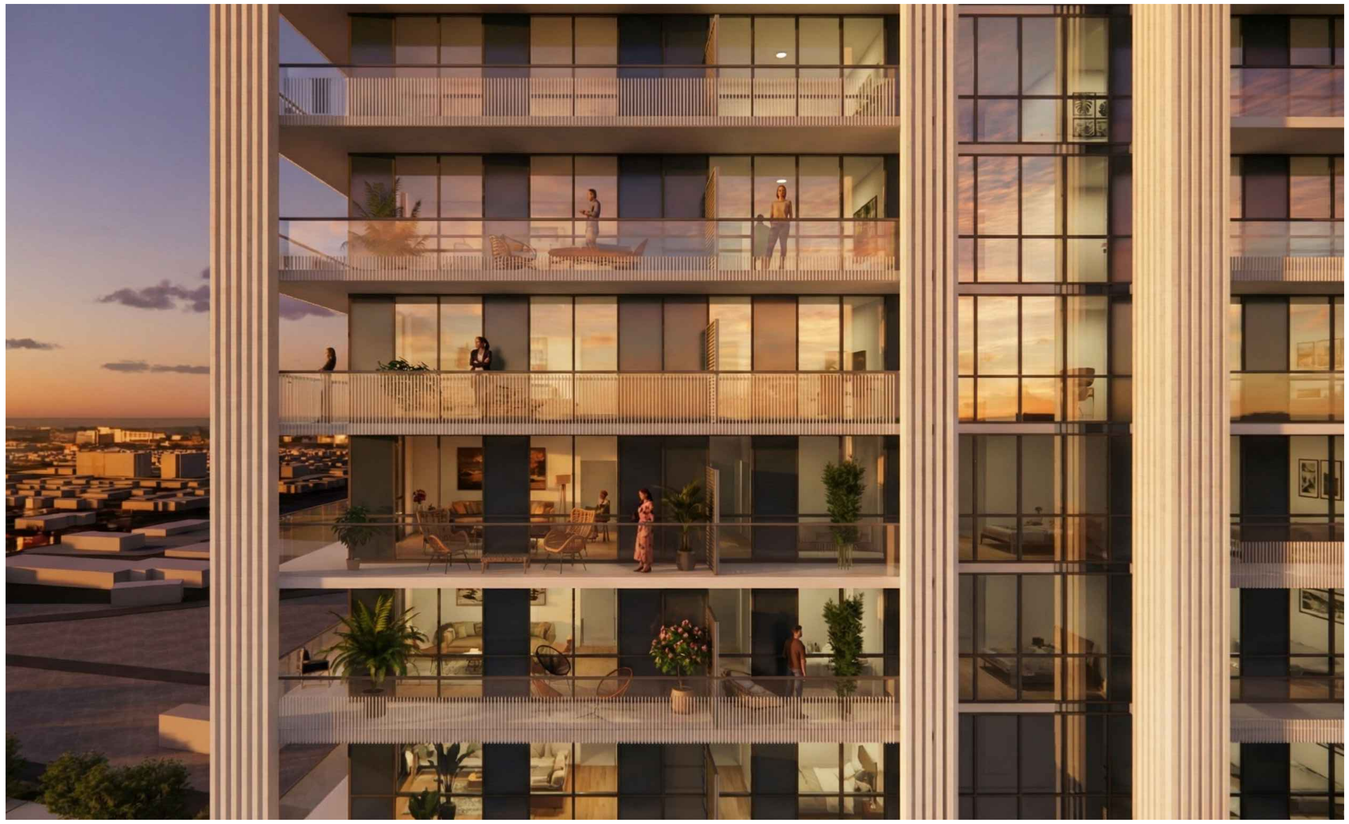
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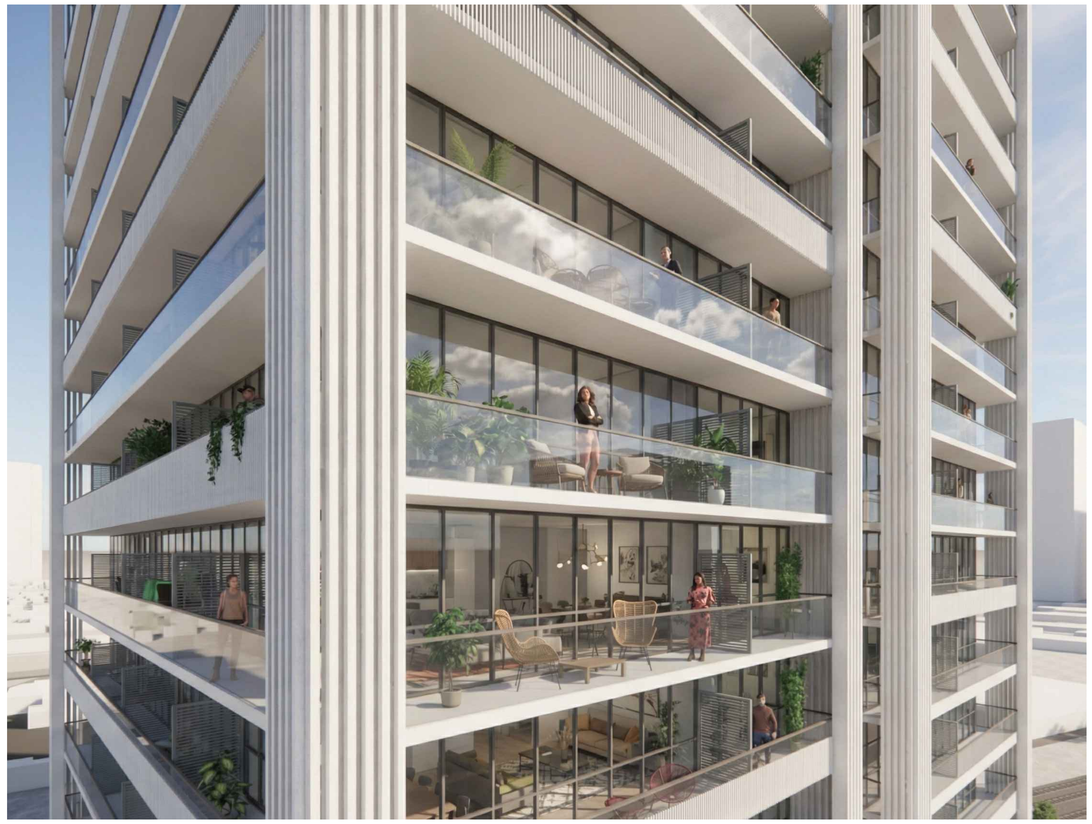
PLAINS ROAD
BURLINGTON, ONTARIO
-

Drawing Title
RETAIL CORNER CLOSE-UPS

Date	----
Scale	
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-116

Plot Time: Feb 19, 2026 - 5:30pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\2_PLAINS ROAD\A-110-A-112_RENDERINGS.dwg





Plot Time: Feb 19, 2026 - 5:32pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\2_ PLAINS ROAD\A-110-A-112_RENDERINGS.dwg

ISSUES/REVISIONS

ISSUE	TITLE	DATE
A1	ISSUED FOR REZONING APPLICATION	2026-FEB-20

ISSUES/REVISIONS

ISSUE	TITLE	DATE

KEY PLAN

Project North

Seal

ONTARIO ASSOCIATION OF ARCHITECTS
LEONARD ABELMAN
LICENCE
0287

2026-02-20
Date

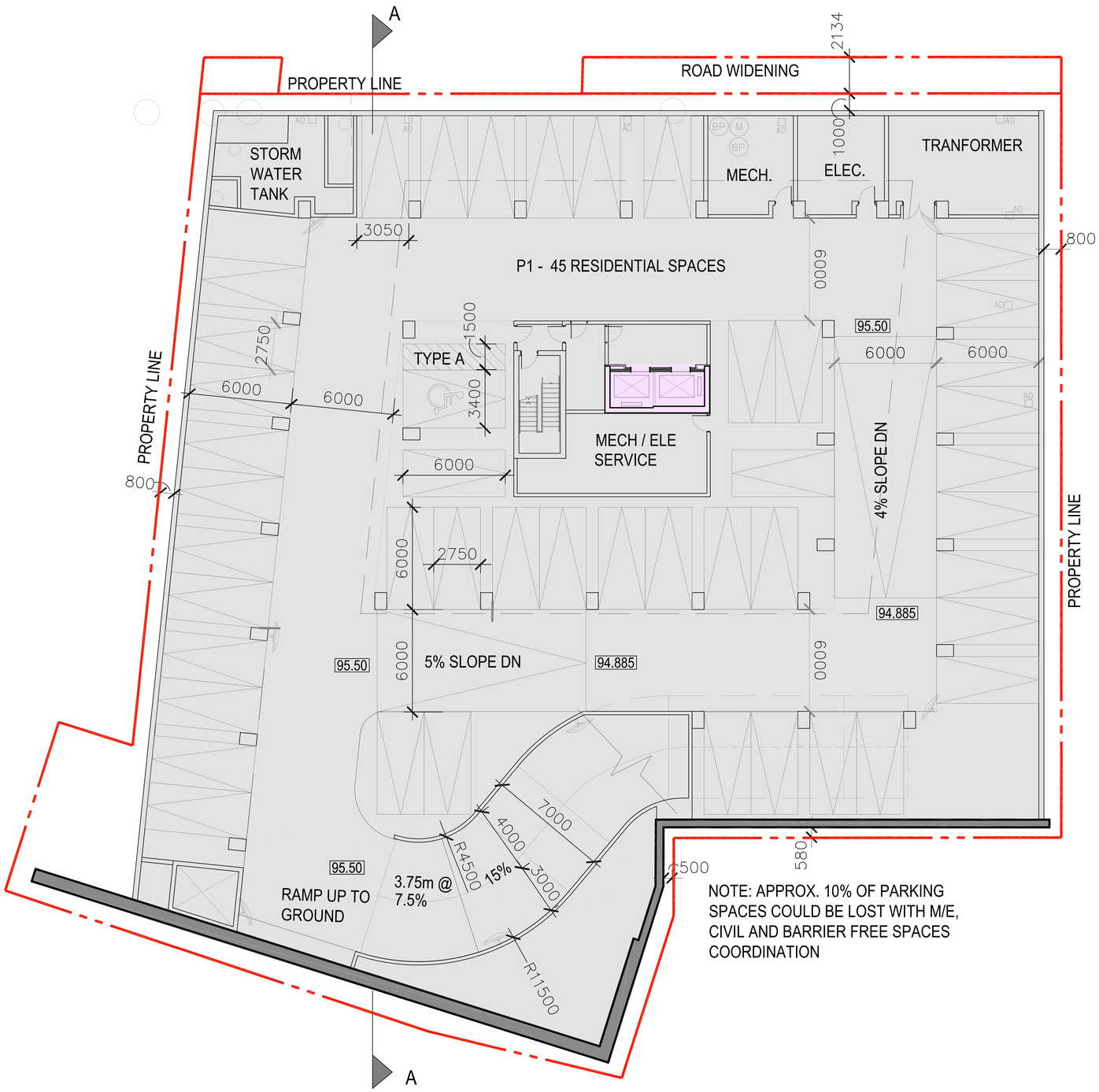
CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS AFFIXED TO THIS DRAWING. THIS DRAWING SHALL NOT BE SCALED FOR THE PURPOSE OF VERIFYING DIMENSIONS.
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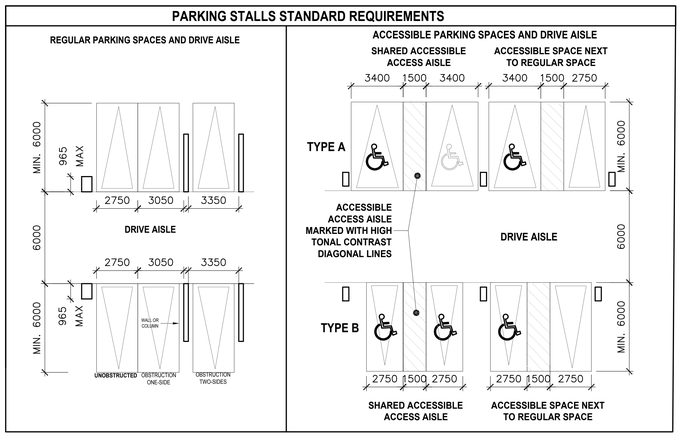
PLAINS ROAD
BURLINGTON, ONTARIO
-

Drawing Title
TOWER CLOSE-UP

Date	---
Scale	
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-117



PARKING STALLS STANDARD REQUIREMENTS



ISSUES/REVISIONS			ISSUES/REVISIONS		
ISSUE	TITLE	DATE	ISSUE	TITLE	DATE
A1	ISSUED FOR REZONING APPLICATION	2026-FEB-20			

KEY PLAN

Project North: N

Seal: ONTARIO ASSOCIATION OF ARCHITECTS — LEONARD ABELMAN LICENCE 6091 — 2026-02-20

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PLAINS ROAD
BURLINGTON, ONTARIO
-

Drawing Title: P1 - PARKING PLAN

Date	-
Scale	1:100
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-120

Plot Time: Mar 16, 2026 - 3:08pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\2_ PLAINS ROAD\A-120_PARKING.dwg

PLAINS RD

EXISTING CURB

99.40

PROPERTY LINE

ROAD WIDENING

2134

2000

FRONTYARD SETBACK

3000

99.50

Siamese connection

Siamese connection

2ND FLR ABOVE

ENTRY

8 bikes

PROPERTY LINE

3000

RETAIL
244sm (2,626sf)
99.70

BALCONY ABOVE
2ND FLR ABOVE

MAIL

CACF

VEST

BOH

LOBBY
99.70

RETAIL
156sm (1,679sf)
99.70

6675

PROPERTY LINE

9 bikes

2ND FLR ABOVE

BULK
(10m²)

RETAIL GARBAGE ROOM
(34m²)

R R R G G G

WASTE STORAGE ROOM
(119m² - INCLUDING STAGING AREA)

TO BE CONSTRUCTED OF 200MM REINFORCED CONCRETE WITH 2% GRADE

MOVE IN

99.60

13000

(HEADROOM CLEARANCE 4.0m MIN. THROUGHOUT WASTE STORAGE)

WASTE COLLECTION AREA
(13m L x 3.5m W x 6.1m H)

STAGING AREA

4000

O/H DOOR

99.50

TO LOADING

DRIVEWAY TO LOADING AND PARKING

CENTER LINE OF LANEWAY

ADJACENT PROPERTY LANEWAY CURB

'0' SETBACK AT GROUND W/ NO UNITS

MECH

VISITOR

VISITOR

6000

VISITOR

TYPE A

2100 3400

VISITOR
6000
VISITOR
VISITOR
2750
VISITOR
VISITOR

11 VISITOR SPACES

6000

9000

O/H DOOR

TO PARKING

99.50

5945

RAMP DN TO P1 @15%

9000

O/H DOOR

TO P1

99.50

3.75m @
7.5%

VISITOR

BIKE STORAGE
71DS (142 SPACES)

25000

PERMITTED USES IN RAIL CORRIDOR SETBACK: LOADING, PARKING, STORAGE, LOBBY SPACE, BUILDING AMENITY (INDOOR) THAT SERVE BUILDING OCCUPANTS BUT NOT PUBLIC, BIKE PARKING, BOH, MECH, ELECTRICAL, NON PUBLIC SPACES

PROPOSED SETBACK :
0m(V) + 25.0m(H) =
25m

0.76m THICK
MIN. 3.6m HIGH
ABOVE GRADE
CRASH WALL

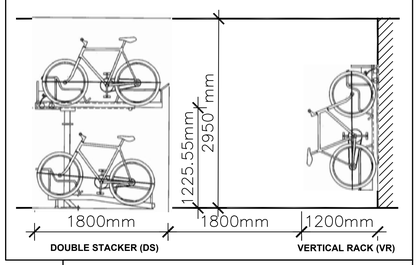
0.45m THICK
MIN. 2.2m HIGH ABOVE GRADE
(8m IN FROM PROPERTY LINE)
CRASH WALL

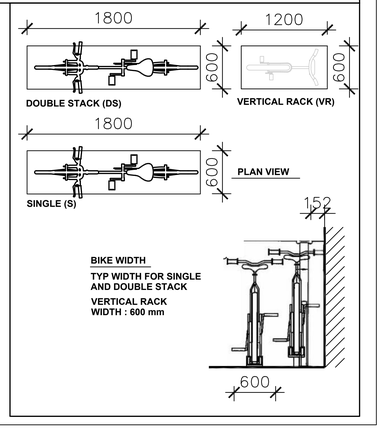
A

A

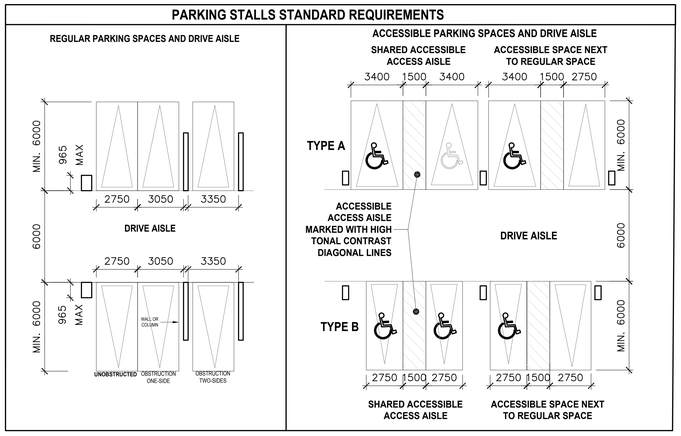
MH1 MH2 MH3 MH4 MH5 MH6 MH7 MH8 MH9 MH10 MH11 MH12 MH13 MH14 MH15 MH16 MH17 MH18 MH19 MH20 MH21 MH22 MH23 MH24 MH25 MH26 MH27 MH28 MH29 MH30 MH31 MH32 MH33 MH34 MH35 MH36 MH37 MH38 MH39 MH40 MH41 MH42 MH43 MH44 MH45 MH46 MH47 MH48 MH49 MH50 MH51 MH52 MH53 MH54 MH55 MH56 MH57 MH58 MH59 MH60 MH61 MH62 MH63 MH64 MH65 MH66 MH67 MH68 MH69 MH70 MH71 MH72 MH73 MH74 MH75 MH76 MH77 MH78 MH79 MH80 MH81 MH82 MH83 MH84 MH85 MH86 MH87 MH88 MH89 MH90 MH91 MH92 MH93 MH94 MH95 MH96 MH97 MH98 MH99 MH100 MH101 MH102 MH103 MH104 MH105 MH106 MH107 MH108 MH109 MH110 MH111 MH112 MH113 MH114 MH115 MH116 MH117 MH118 MH119 MH120 MH121 MH122 MH123 MH124 MH125 MH126 MH127 MH128 MH129 MH130 MH131 MH132 MH133 MH134 MH135 MH136 MH137 MH138 MH139 MH140 MH141 MH142 MH143 MH144 MH145 MH146 MH147 MH148 MH149 MH150 MH151 MH152 MH153 MH154 MH155 MH156 MH157 MH158 MH159 MH160 MH161 MH162 MH163 MH164 MH165 MH166 MH167 MH168 MH169 MH170 MH171 MH172 MH173 MH174 MH175 MH176 MH177 MH178 MH179 MH180 MH181 MH182 MH183 MH184 MH185 MH186 MH187 MH188 MH189 MH190 MH191 MH192 MH193 MH194 MH195 MH196 MH197 MH198 MH199 MH200 MH201 MH202 MH203 MH204 MH205 MH206 MH207 MH208 MH209 MH210 MH211 MH212 MH213 MH214 MH215 MH216 MH217 MH218 MH219 MH220 MH221 MH222 MH223 MH224 MH225 MH226 MH227 MH228 MH229 MH230 MH231 MH232 MH233 MH234 MH235 MH236 MH237 MH238 MH239 MH240 MH241 MH242 MH243 MH244 MH245 MH246 MH247 MH248 MH249 MH250 MH251 MH252 MH253 MH254 MH255 MH256 MH257 MH258 MH259 MH260 MH261 MH262 MH263 MH264 MH265 MH266 MH267 MH268 MH269 MH270 MH271 MH272 MH273 MH274 MH275 MH276 MH277 MH278 MH279 MH280 MH281 MH282 MH283 MH284 MH285 MH286 MH287 MH288 MH289 MH290 MH291 MH292 MH293 MH294 MH295 MH296 MH297 MH298 MH299 MH300 MH301 MH302 MH303 MH304 MH305 MH306 MH307 MH308 MH309 MH310 MH311 MH312 MH313 MH314 MH315 MH316 MH317 MH318 MH319 MH320 MH321 MH322 MH323 MH324 MH325 MH326 MH327 MH328 MH329 MH330 MH331 MH332 MH333 MH334 MH335 MH336 MH337 MH338 MH339 MH340 MH341 MH342 MH343 MH344 MH345 MH346 MH347 MH348 MH349 MH350 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MH517 MH518 MH519 MH520 MH521 MH522 MH523 MH524 MH525 MH526 MH527 MH528 MH529 MH530 MH531 MH532 MH533 MH534 MH535 MH536 MH537 MH538 MH539 MH540 MH541 MH542 MH543 MH544 MH545 MH546 MH547 MH548 MH549 MH550 MH551 MH552 MH553 MH554 MH555 MH556 MH557 MH558 MH559 MH560 MH561 MH562 MH563 MH564 MH565 MH566 MH567 MH568 MH569 MH570 MH571 MH572 MH573 MH574 MH575 MH576 MH577 MH578 MH579 MH580 MH581 MH582 MH583 MH584 MH585 MH586 MH587 MH588 MH589 MH590 MH591 MH592 MH593 MH594 MH595 MH596 MH597 MH598 MH599 MH600 MH601 MH602 MH603 MH604 MH605 MH606 MH607 MH608 MH609 MH610 MH611 MH612 MH613 MH614 MH615 MH616 MH617 MH618 MH619 MH620 MH621 MH622 MH623 MH624 MH625 MH626 MH627 MH628 MH629 MH630 MH631 MH632 MH633 MH634 MH635 MH636 MH637 MH638 MH639 MH640 MH641 MH642 MH643 MH644 MH645 MH646 MH647 MH648 MH649 MH650 MH651 MH652 MH653 MH654 MH655 MH656 MH657 MH658 MH659 MH660 MH661 MH662 MH663 MH664 MH665 MH666 MH667 MH668 MH669 MH670 MH671 MH672 MH673 MH674 MH675 MH676 MH677 MH678 MH679 MH680 MH681 MH682 MH683 MH684 MH685 MH686 MH687 MH688 MH689 MH690 MH691 MH692 MH693 MH694 MH695 MH696 MH697 MH698 MH699 MH700 MH701 MH702 MH703 MH704 MH705 MH706 MH707 MH708 MH709 MH710 MH711 MH712 MH713 MH714 MH715 MH716 MH717 MH718 MH719 MH720 MH721 MH722 MH723 MH724 MH725 MH726 MH727 MH728 MH729 MH730 MH731 MH732 MH733 MH734 MH735 MH736 MH737 MH738 MH739 MH740 MH741 MH742 MH743 MH744 MH745 MH746 MH747 MH748 MH749 MH750 MH751 MH752 MH753 MH754 MH755 MH756 MH757 MH758 MH759 MH760 MH761 MH762 MH763 MH764 MH765 MH766 MH767 MH768 MH769 MH770 MH771 MH772 MH773 MH774 MH775 MH776 MH777 MH778 MH779 MH780 MH781 MH782 MH783 MH784 MH785 MH786 MH787 MH788 MH789 MH790 MH791 MH792 MH793 MH794 MH795 MH796 MH797 MH798 MH799 MH800 MH801 MH802 MH803 MH804 MH805 MH806 MH807 MH808 MH809 MH810 MH811 MH812 MH813 MH814 MH815 MH816 MH817 MH818 MH819 MH820 MH821 MH822 MH823 MH824 MH825 MH826 MH827 MH828 MH829 MH830 MH831 MH832 MH833 MH834 MH835 MH836 MH837 MH838 MH839 MH840 MH841 MH842 MH843 MH844 MH845 MH846 MH847 MH848 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BIKE RACK MANUFACTURER REQUIREMENT





PARKING STALLS STANDARD REQUIREMENTS



ISSUES/REVISIONS			ISSUES/REVISIONS		
ISSUE	TITLE	DATE	ISSUE	TITLE	DATE
A1	ISSUED FOR REZONING APPLICATION	2026-FEB-20			

KEY PLAN

Project North: N

Seal: ONTARIO ASSOCIATION OF ARCHITECTS — LICENCE 10381 — 2026-02-20

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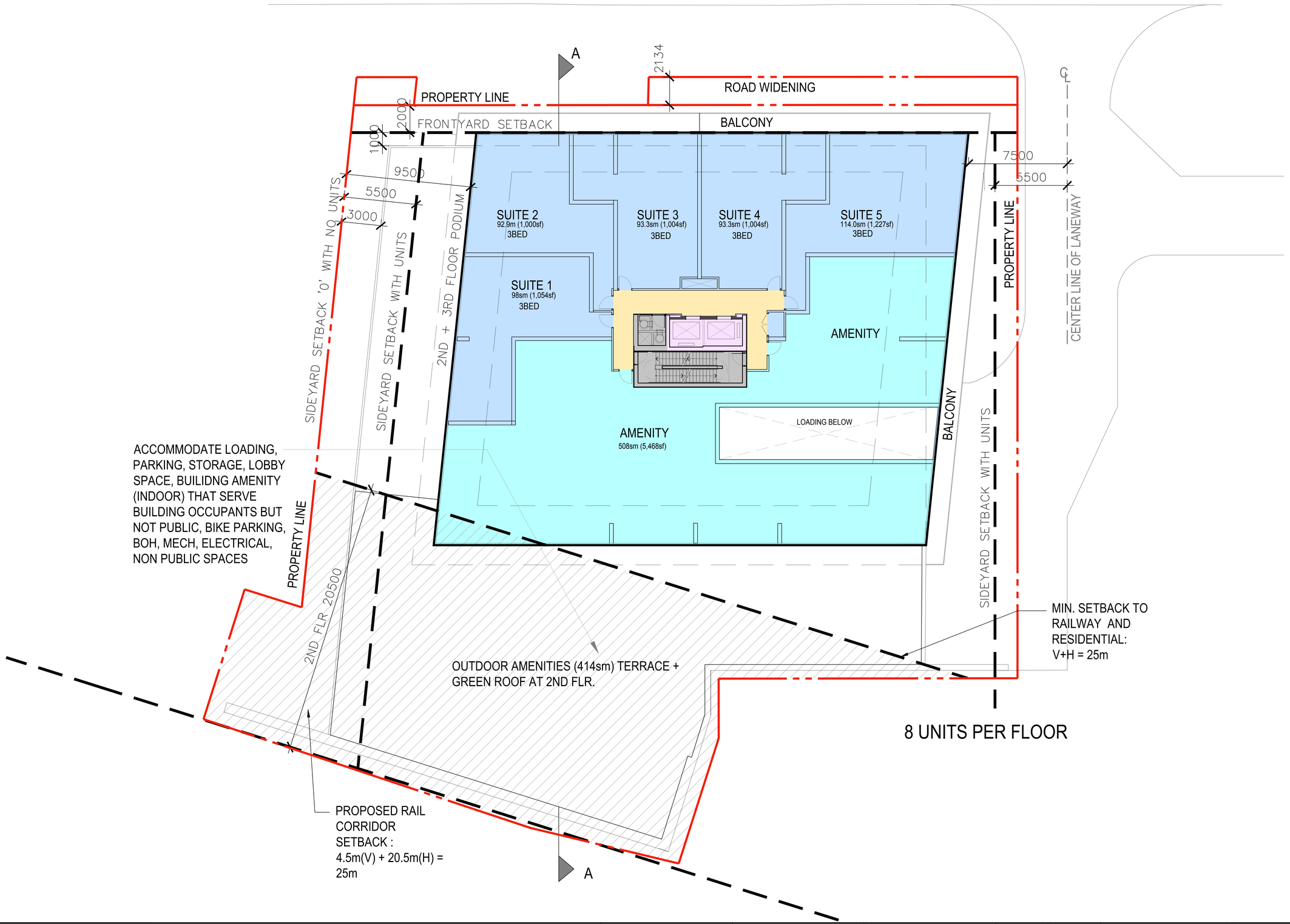
PLAINS ROAD
BURLINGTON, ONTARIO
-

Drawing Title: GROUND FLOOR PLAN

Date: ---
Scale: 1:100
Checked By:
Drawn By:
Project No.: 08192.000
Drawing No.: A-200

Plot Time: Mar 16, 2026 - 2:56pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\2_PLAINS ROAD\A-200_GROUND FLOOR.dwg

PLAINS RD



ISSUES/REVISIONS			ISSUES/REVISIONS		
ISSUE	TITLE	DATE	ISSUE	TITLE	DATE
A1	ISSUED FOR REZONING APPLICATION	2026-FEB-20			

KEY PLAN

Project North: N

Seal: ONTARIO ASSOCIATION OF ARCHITECTS — LEONARD ABELMAN LICENCE 6081 — 2026-02-20

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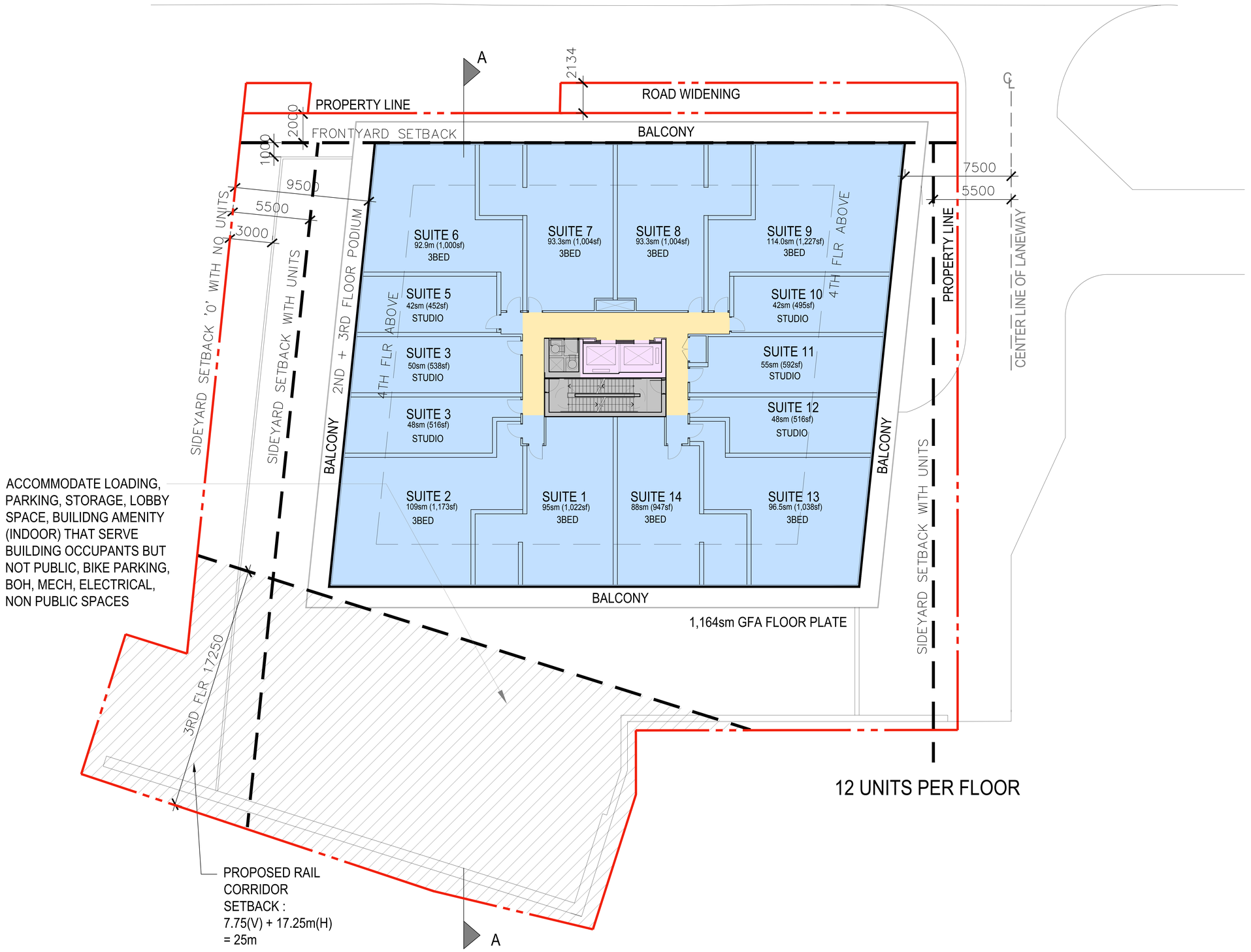
PLAINS ROAD
BURLINGTON, ONTARIO
-

Drawing Title: 2ND FLOOR PLAN

Date	---
Scale	1:100
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-201

Plot Time: Mar 16, 2026 - 2:56pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\2_PLAINS ROAD\A-201_2ND FLOOR.dwg

PLAINS RD



ISSUES/REVISIONS			ISSUES/REVISIONS		
ISSUE	TITLE	DATE	ISSUE	TITLE	DATE
A1	ISSUED FOR REZONING APPLICATION	2026-FEB-20			

KEY PLAN

Project North: N

Seal: ONTARIO ASSOCIATION OF ARCHITECTS — LEONARD ABELMAN LICENCE 6081 — 2026-02-20

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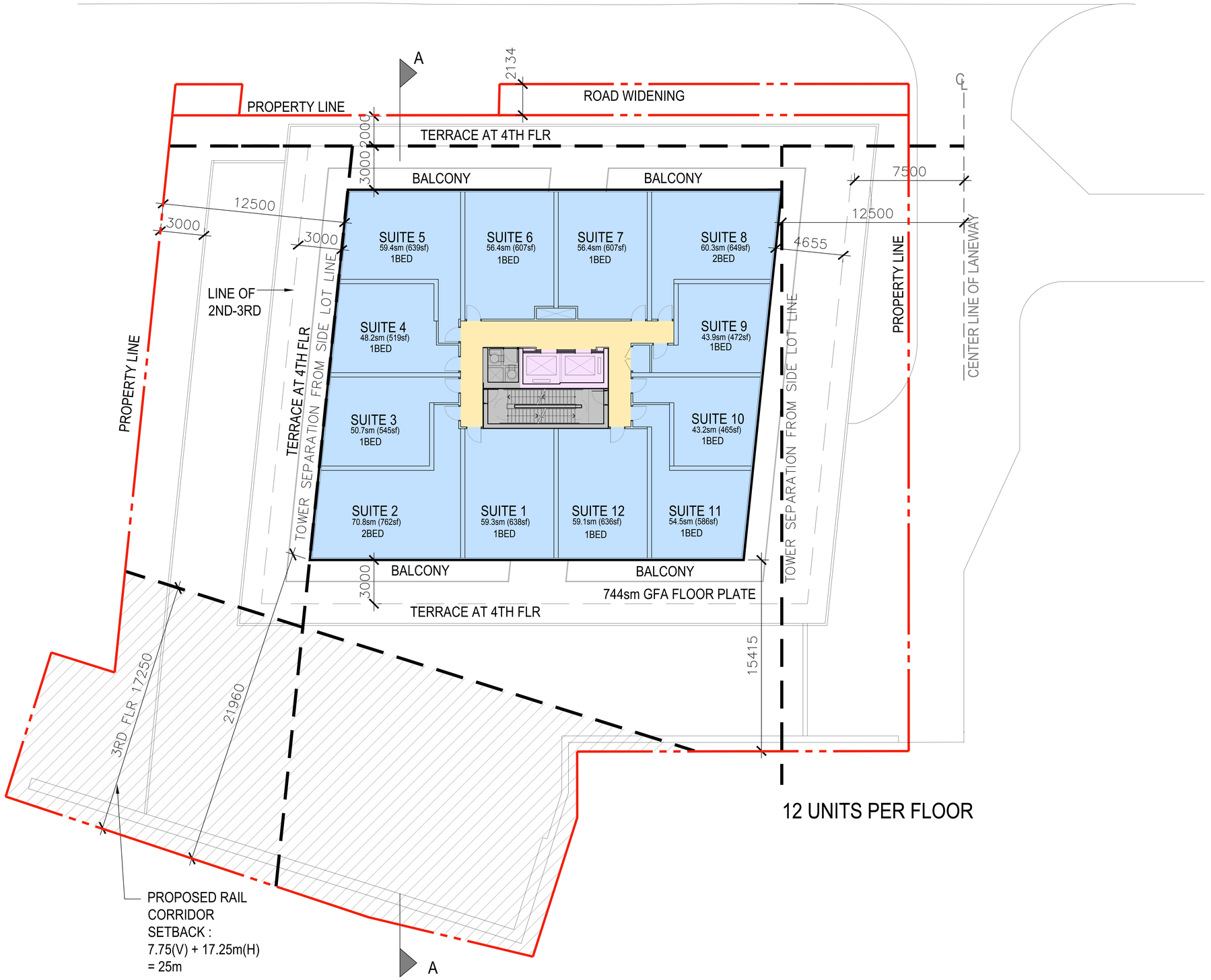
PLAINS ROAD
BURLINGTON, ONTARIO
-

Drawing Title: 3RD FLOOR PLAN

Date: ----
Scale: 1:100
Checked By:
Drawn By:
Project No.: 08192.000
Drawing No.: A-202

Plot Time: Mar 16, 2026 - 2:55pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-00)\2_PLAINS ROAD\A-202_3RD FLOOR.dwg

PLAINS RD



ISSUES/REVISIONS			ISSUES/REVISIONS		
ISSUE	TITLE	DATE	ISSUE	TITLE	DATE
A1	ISSUED FOR REZONING APPLICATION	2026-FEB-20			

KEY PLAN

Project North: N

Seal: ONTARIO ASSOCIATION OF ARCHITECTS — LICENSED ARCHITECT — LICENCE 6991 — 2026-02-20

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.
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WZMH ARCHITECTS
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Toronto, Ontario, Canada M4V 1N6
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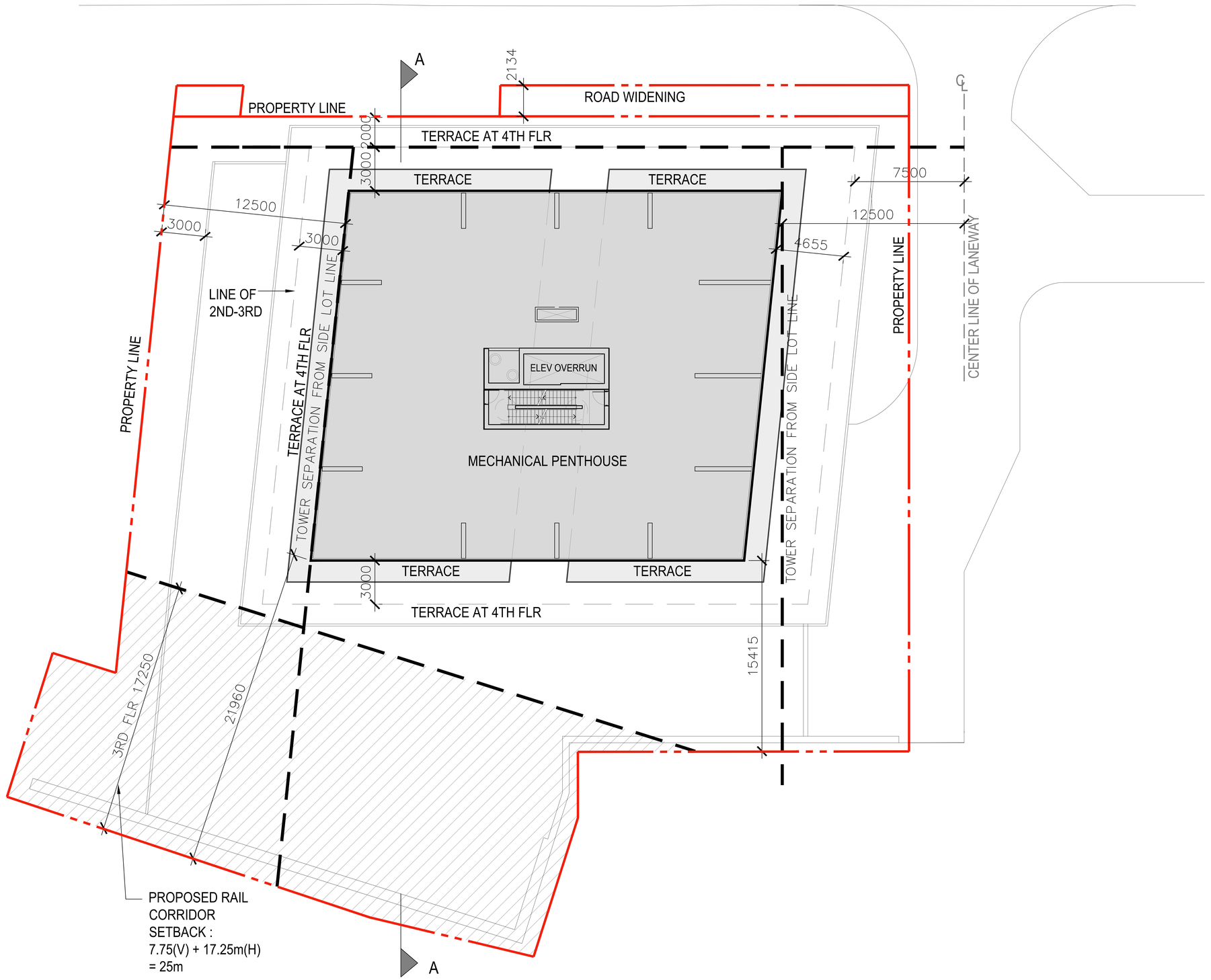
PLAINS ROAD
BURLINGTON, ONTARIO
-

Drawing Title: 4TH - 25TH FLOOR PLANS

Date: ----
Scale: 1:100
Checked By:
Drawn By:
Project No.: 08192.000
Drawing No.: A-203

Plot Time: Mar 16, 2026 - 2:55pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings+Design (SD-00)\2_PLAINS ROAD\A-203_4TH-25TH FLOOR.dwg

PLAINS RD



ISSUES/REVISIONS			ISSUES/REVISIONS		
ISSUE	TITLE	DATE	ISSUE	TITLE	DATE
A1	ISSUED FOR REZONING APPLICATION	2026-FEB-20			

KEY PLAN

Project North: N

Seal: ONTARIO ASSOCIATION OF ARCHITECTS — LICENSED ADELMAN LICENCE 6991 — 2026-02-20

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PLAINS ROAD
BURLINGTON, ONTARIO
-

Drawing Title: MECHANICAL PENTHOUSE

Date	----
Scale	1:100
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-205

Plot Time: Mar 16, 2026 - 2:58pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-00)\2_PLAINS ROAD\A-205_MECH.dwg



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ISSUE	TITLE	DATE	ISSUE	TITLE	DATE
A1	ISSUED FOR REZONING APPLICATION	2026-FEB-20			

KEY PLAN

Project North: N

Seal: ONTARIO ASSOCIATION OF ARCHITECTS — LEONARD ABELMAN — MEMBER — 9381

2026-02-20

Date

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PLAINS ROAD
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Drawing Title: ROOF PLAN

Date	---
Scale	1:100
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-206

Plot Time: Mar 16, 2026 - 3:11pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\2_PLAINS ROAD\A-206_ROOF PLAN.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

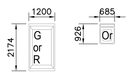
Number of Suites: 283 (6 STUDIO, 220 1BED, 44 2BED, 13 3BED)
Number of Storeys: 25

Calculation of Waste Containers Based on Recommendations by the Region

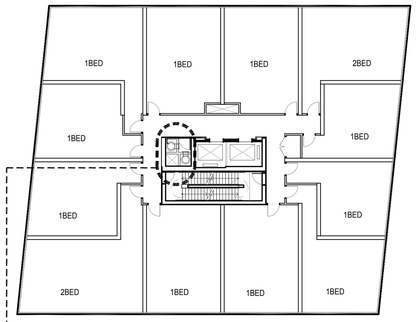
Proposed Residential Container Size: 12 - 3 yd³ for garbage and Recycle, and
9 - 360 L Wheeled Carts for Organic

Proposed Retail Container Size: 6 - 3 yd³ for garbage and Recycle

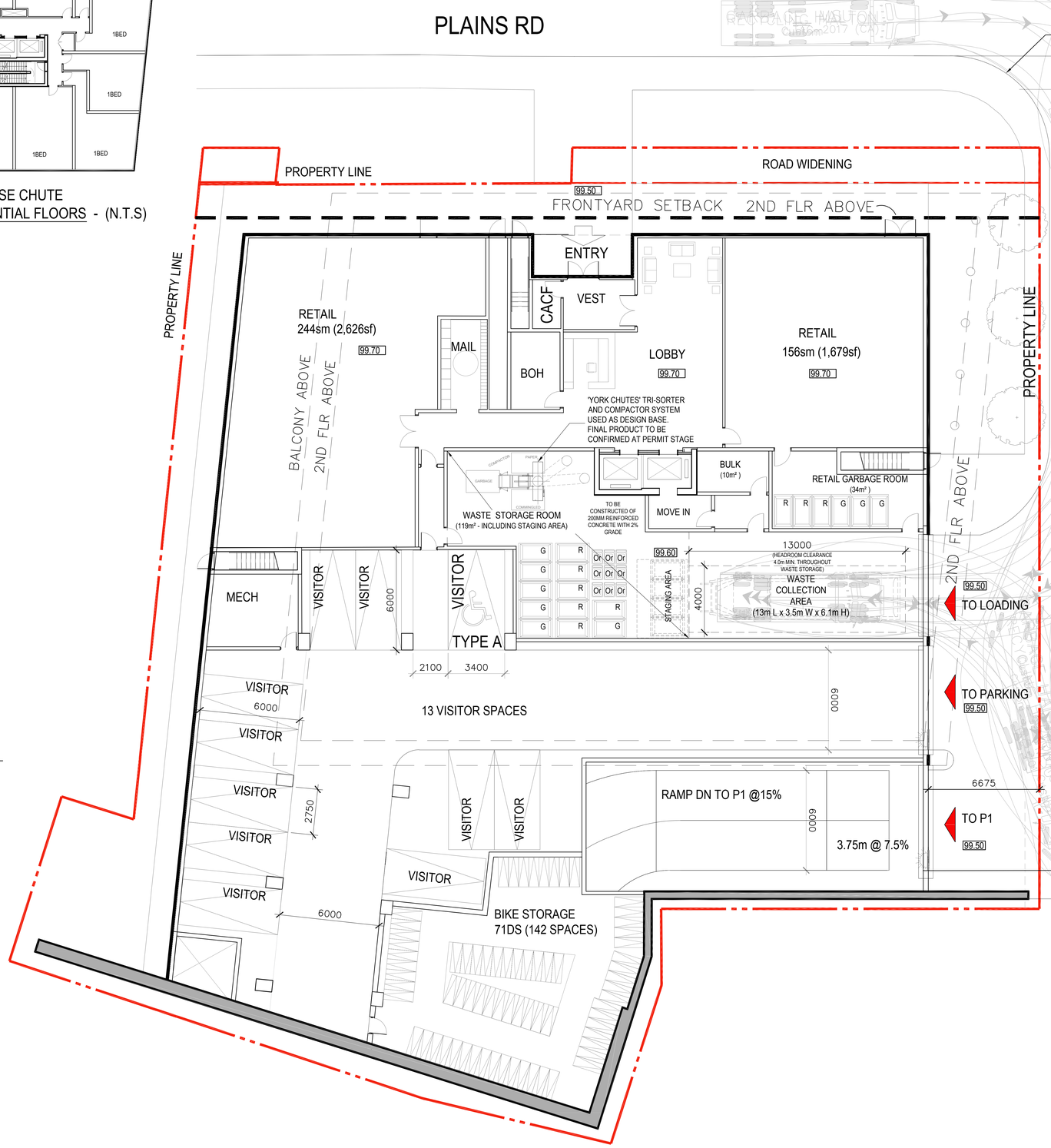
Container Legend: G =Garbage, R =Recycle, Or =Organic



Residential Garbage Room: 119 m² (Including Bin Staging for Private Collection)
Retail Garbage Room: 34 m²
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 38 sec	38 sec	
Total normal force	7,100 lb	31kN
Total maximum force	8,900 lb	41 kN
Ram Penetration	5"	127 mm

HYDRAULIC EQUIPMENT

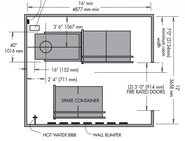
Hydraulic pump capacity	2 gpm	7.5 liter/min
Normal pressure	1,000 psi	6.9 mPa
Normal pressure (Toronto)	800 psi	5.5 mPa
Maximum pressure	1250 psi	8.6 mPa
Cylinder bore	3"	76 mm
Cylinder stroke	30"	762 mm

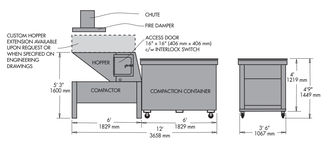
ELECTRICAL EQUIPMENT

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
- (Hi-Pak feature 3 hp (2.2 kW) electric motor c/w 4" 9 (101.6 mm) bore hydraulic cylinder
- Photocell start time delay (up to 10 seconds)
- 3/4 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 floor
- Multi-function door lock-out system, allows multiple users to access the same path
- 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 engineered & designed equipment we reserve the right to change specifications without notice.

This brochure is intended for information purposes only. Please consult the appropriate qualified professional to determine if this information 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 1½" dia.
Flap shaft size	1½" min. to 2" dia.
Flap metal thickness	¼" min. to ½"
Shipping weight	500 to 1500 lbs

HYDRAULIC UNIT

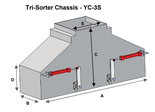
Motor size	1 hp to 3 hp
Oil tank capacity	1.5 gal to 10 gal
Shipping weight	50 to 200 lbs

ELECTRICAL SPECS
- Main power 208/575V 3 phase 60 Hz
- Control panel 115VAC & 24VDC
- Chute door control voltage 24VDC

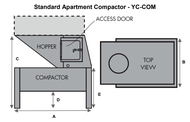
OPTIONAL FEATURES
- Concierge sorter monitoring system
- Odour control system
- Rodent control system
- Fly zapper
- Extra heavy duty impact zone
- Heavy duty diverter flaps
- Noise reduction coating

DIMENSIONS	A	B	C	D	E
YC-3S	91.5"	27"	45.5°	20.5"	27.5°
YC-COM	72"	28"	70°	12"	37"

Tri-Sorter Chassis - YC-3S



Standard Apartment Compactor - YC-COM



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ISSUES/REVISIONS

ISSUE	TITLE	DATE
A1	ISSUED FOR REZONING APPLICATION	2026-FEB-20

ISSUES/REVISIONS

ISSUE	TITLE	DATE

KEY PLAN

Project North: N

Seal

Date

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Drawing Title
WASTE MANAGEMENT PLAN

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

Plot Time: Mar 16, 2026 - 2:53pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\2_PLAINS ROAD\A-210_Ground_Waste Management Plan.dwg



ISSUES/REVISIONS

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ISSUE	TITLE	DATE

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Drawing Title
NORTH ELEVATION

Date	----
Scale	1:125
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-400

Plot Time: Feb 19, 2026 - 8:24am
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (3D-00)\2_PLAINS ROAD\A-400_BUILDING ELEVATION.dwg



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ISSUE	TITLE	DATE

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Drawing Title
EAST ELEVATION

Date	----
Scale	1:125
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-401

Plot Time: Feb 19, 2026 - 8:26am
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\2_PLAINS ROAD\A-400_BUILDING ELEVATION.dwg



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Drawing Title: SOUTH ELEVATION

Date	2026-02-20
Scale	1:125
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-402

Plot Time: Feb 19, 2026 - 8:26am
Drawing Name: T:\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD-DD)\2_PLAINS ROAD\A-400_BUILDING ELEVATION.dwg



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ISSUE	TITLE	DATE
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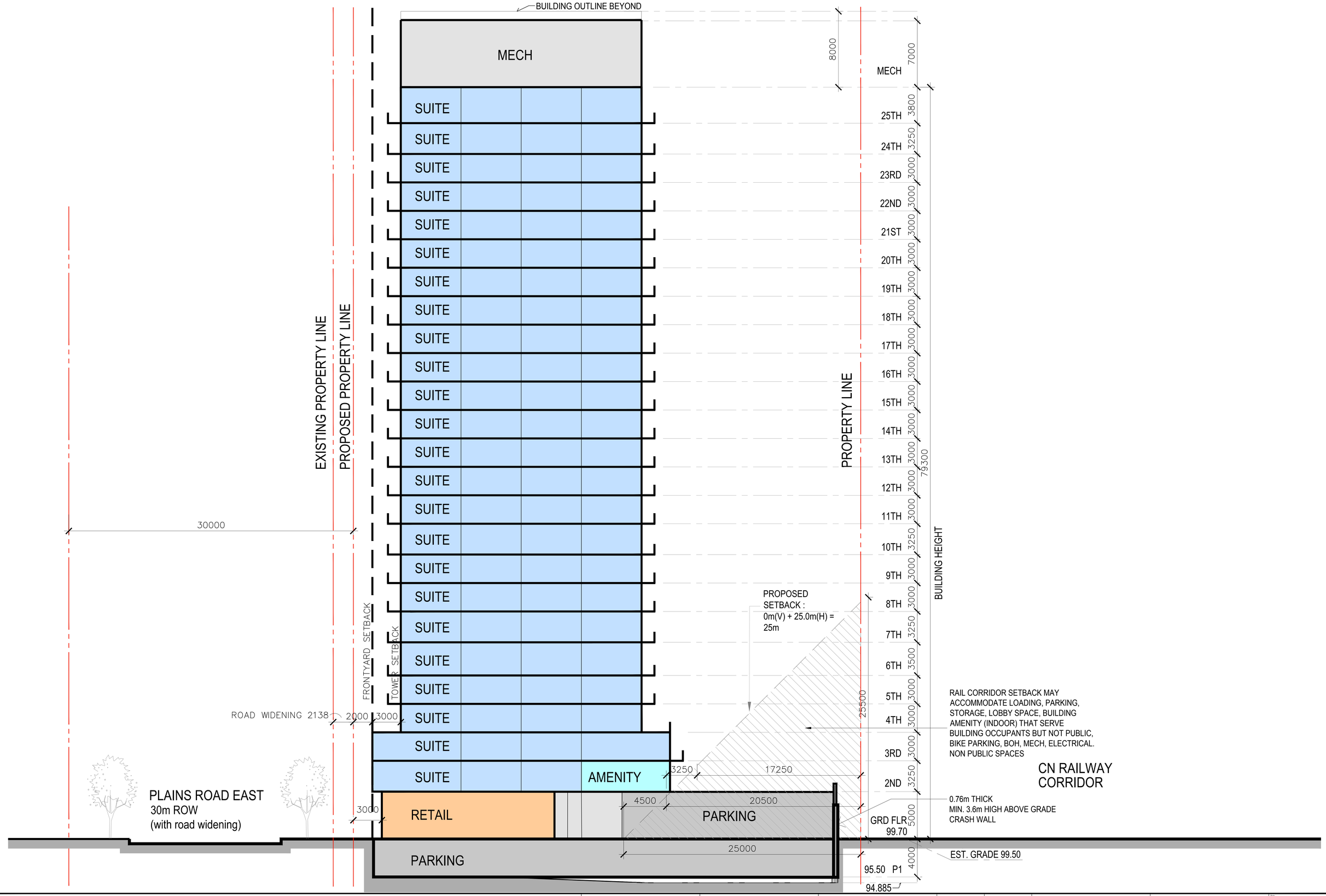
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Drawing Title
WEST ELEVATION

Date	----
Scale	1:125
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-403

Plot Time: Feb 19, 2026 - 8:27pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings-Design (SD--00)\2_ PLAINS ROAD\A-400_BUILDING ELEVATION.dwg



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Drawing Title: BUILDING SECTION A-A

Date	---
Scale	1:125
Checked By	
Drawn By	
Project No.	08192.000
Drawing No.	A-410

Plot Time: Mar 16, 2026 - 3:08pm
Drawing Name: \\wzmh\Projects\8192\6_Drawings\10_Drawings- Design (SD-DD)\2_PLAINS ROAD\A-410_BUILDING SECTION.dwg