FINAL REPORT

84-104 PLAINS ROAD EAST & 990 GLENWOOD AVENUE

BURLINGTON, ONTARIO

LAND-USE COMPATIBILITY STUDY
(AIR QUALITY, NOISE & VIBRATION)

RWDI # 2406823
July 30, 2025

SUBMITTED TO

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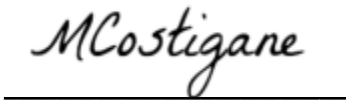
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1 INTRODUCTION

Miura Development Group retained RWDI to undertake a Land Use Compatibility study for the proposed development of the lands located at 84-104 Plains Road East & 990 Glenwood Avenue in Burlington, Ontario (the "subject lands"). The development consists of an 11-storey mixed-use building, containing approximately 249 residential units and 1120 square meters of commercial space on the ground floor. This development is proposed over 4 existing lots (including a vacant lot and residential homes). The land uses surrounding the subject lands includes an assortment of uses, among which comprise of residential, commercial, light/medium industrial and parks.

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

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

2 LAND USE COMPATIBILITY POLICIES AND GUIDELINES

2.1 City of Burlington Official Plan Amendment No. 2

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

8.1.2 (6) Land Use Compatibility sets out:

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

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

i. Detailed site description and proposed use;

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

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

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

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

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

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

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

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

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

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

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

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

2.2 Halton Region Official Plan

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

Section 81(6) sets out that:

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

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

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

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

> *143(12) Achieve land use compatibility between sensitive land uses and major facilities by: a) requiring that such uses are planned and developed to avoid, or if avoidance is not possible, to minimize and mitigate any potential adverse effects from odour, noise, vibration, air pollutants, and other contaminants, to minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities, in accordance with Provincial guidelines, standards, and procedures; b) where avoidance is not possible, protecting the long-term viability of existing or planned industrial, manufacturing, or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated through appropriate studies in accordance with Provincial guidelines, standards and procedures: [i] there is an identified need for the proposed use; [ii] alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations; [iii] adverse effects to the proposed sensitive land use are minimized and mitigated; and [iv] potential impacts to industrial, manufacturing or other uses are minimized and mitigated; and c) requiring an air quality study based on guidelines under Section 143(2.1) for development proposals with sensitive land uses located within 30m of a Major Arterial or Provincial Highway, or 150m of a Provincial Freeway, as defined by Map 3 of this Plan.*

2.3 Halton Region Land Use Compatibility Guidelines

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

2.4 Provincial Policy Statement

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

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

Section 3.5.1 of the PPS 2024, states the following:

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

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

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

Section 3.3.3 of the PPS 2024 further states that:

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

2.5 Provincial Compatibility Guidelines

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

Table 1: D-6 Industry Classification Scheme

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

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

Table 2: D-6 Separation Distances

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

Guideline D-6 recommends the following:

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

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

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

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

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

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

3 METHODOLOGY

The tasks consisted of reviewing the following items:

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

RWDI reviewed wind data from the Hamilton RBG Meteorological Station located in Hamilton, Ontario to assist in the assessment. A summary of the directional distribution of winds from 2000 to 2020 is shown in **Figure 2**. The compass directions in the figure refer to the direction from which the wind blows, the concentric circles represent frequencies of occurrence, and the various colours represent wind speed ranges in m/s as indicated in the legend. The wind in the study area comes most frequently from the west and southwest, and least frequently from the south.

A review of the ERO revealed that there are no posted proposals for any facilities within the study area that may impact the proposed development.

4 RESULTS

4.1 Existing and Proposed Industrial Uses

Table B-1 in **Appendix B** lists all identified industries with MECP permits within 1,000 m. All relevant facilities identified are shown on **Figure 3**. Class I industries without MECP permits beyond 300 m were not shown in the figure as their potential influence areas fall far short of the subject lands. There are two (2) Class II facilities and two (2) Class III identified within 1,000 m of the subject lands. **Table 3** lists the facilities whose operations have the potential to impact the proposed development on the subject lands. Guideline D-6 recommends that no sensitive uses be permitted within the influence areas "without evidence to substantiate the absence of a problem". The uses and functions of these facilities are discussed below. Moreover, one (1) non-industrial use was reviewed due to the presence of a tall stack.

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

Industry Class	Industry	Address	Potential Influence Area	Recommended Minimum Separation Distance	Actual Separation Distance [1]
N/A	Glenview Public School	143 Townsend Ave	N/A	N/A	240
III	King Paving & Construction Ltd.	1077 Howard Rd	1,000	300	403
III	CN Aldershot Yard	1150 King Rd	1000	300	641

Notes: Separation distance is from the property line of the subject lands to the property line of the industry.

4.2 Detailed Review of Existing and Proposed Industrial Uses

4.2.1 Glenview Public School

4.2.1.1 Description

This is an institutional facility located approximately 240 meters to the southeast of the proposed development. Sources of emission at this facility include emissions from boilers that is used for heating.

4.2.1.2 Sound

A detailed assessment of noise impacts is not considered necessary, given more than 240 m separation distance between the facility and closer intervening noise sensitive homes.

4.2.1.3 Air Quality

Though not a source of industrial emissions, this facility has been contacted, and it was confirmed that there are two active boilers used for heating and emitting from a tall stack. RWDI recommends a detailed study to assess the impact on the air quality at the proposed development's elevated receptors.

4.2.2 King Paving & Construction Ltd.

4.2.2.1 Description

King Paving & Construction is a batch and/or drum hot mix asphalt plant with an ECA for several sources including the following: aggregate and recycled asphalt pavement receiving, storage, processing and shipping, asphalt cement receiving and storage, aggregate drying and hot-mix asphalt production, storage and shipping. The facility has a production limit of up to 210,000 tonnes per year of hot-mix asphalt production and 730,000 tonnes per year of aggregate materials delivered/shipped. This site has evidence of outdoor storage piles and outdoor material handling that could contribute to fugitive dust or odour. Frequent trucks movements are expected in and around the facility, including travel on unpaved portions of the site. Based on a review of available information, RWDI has classified the facility as a Class III facility. A Class III facility has a minimum separation distance of 300 m and a potential area of influence of 1000 m.

The facility shares a property line with an existing residential property and is located approximately 140 m away from a Long-Term Care facility. The separation distance between the facility and the project development is more than 400 m, meeting the requirement of minimum separation distance of 300 m. Furthermore, the facility is located to the northwest of the project site and the prevailing winds are west-southwesterly winds as shown on Figure 2 with wind data obtained at Hamilton RBG Meteorological Station from 2000 to 2020. The locations with the potential to be most frequently affected due to the pollutants generated from the industrial plant would be located to the northeast direction of the facility (i.e. the downwind direction), hence, potential adverse air quality impacts arising from the facility to the project site is not anticipated.

4.2.2.2 Sound

The proposed development falls within the potential area of influence of King Paving & Construction and therefore a review of potential impacts is necessary. The King Paving & Construction Ltd. site is governed by an ECA and is required to comply at all nearby noise sensitive land uses. Though the proposed development is taller than the existing noise sensitive land uses at 11-storeys, the increased height is off-set by the greater separation distance between current existing noise sensitive land uses and the subjects lands. Additionally, a majority of sources at the King Paving & Construction site are located at grade and consequently, sound levels at the subject lands are expected to be less than levels at existing noise sensitive land uses. Therefore, a detailed assessment of noise impacts is not considered necessary for this facility as it is currently constrained by existing noise sensitive land uses.

4.2.2.3 Air Quality

This facility is expected to have outdoor fugitive dust emissions; however, they are required to prepare and implement a Best Management Practices Plan for fugitive dust as a condition of their ECA. Fugitive dust emission sources are generally near the ground, therefore worst-case impacts are expected to occur close to ground level. The facility is also expected to emit odours, associated with asphalt cement delivery and storage, and the mixing, storage, and loadout of hot-mix asphalt. Similar to emissions of fugitive dust, the highest odour impacts due these operations are typically at or near ground level and are highest at or near the property line. RWDI has considerable experience with air quality assessment for the hot-mix asphalt industry, and with a separation distance of over 400

metres from the proposed development, air quality impacts at the proposed development due to emissions from this facility are expected to be insignificant.

4.2.3 CN Aldershot Yard

4.2.3.1 Description

Facility is a freight rail yard, which under MECP Guideline D-6 is considered to be a Class III industry with 1000 m area of influence. As existing homes are located approximately 50 m from the rail yard, the minimum separation distance is considered to be 50 m. The yard is located approximately 640 m from the subject lands.

4.2.3.2 Sound

RWDI contacted a Senior Planner from the CN Planning, Landscape Architecture and Urban Design Department, it has been indicated that due to the separation distance of approximately 600 m from the Aldershot Yard, the Yard does not need to be included in the analysis. CN indicated a study was completed for a nearby site and found that mitigation requirements for road traffic were significant enough to account for any rail noise on the development. Reference to the communications with the Senior Planner regarding the CN Rail Yard are included in **Appendix E.**

4.2.3.3 Vibration

Per the Railway Associations of Canada (RAC, 2013) guideline, the recommended minimum vibration influence area to be considered is 75 metres from a railway corridor or rail yard to sensitive receptor.

A detailed assessment of vibration impacts is not considered necessary, given the separation distance of 600 m.

4.2.3.4 Air Quality

The separation distance between railway tracks and nearby sensitive locations is a significant factor for mitigating air quality impacts from locomotive emissions. While there isn't a single standard separation distance, the U.S. Environmental Protection Agency (EPA) recommends special attention to sensitive locations within the first 500-600 feet (approximately 150 meters) that are downwind of operations.

Factors like the presence of physical barriers (sound walls, vegetation) and the type of land use (industrial, residential) also influence the required separation.

Given the following:

- the distance to the railyard of 600 m is significantly greater (approx. 4 times) than the EPA's minimum area of concern of approximately 150 meters;
- the proposed development is not in a downwind location relative to the railyard (winds are predominantly blowing from the W-SW the majority of the time); and
- there are numerous sensitive receptors located between the railyard and the proposed development.

It is RWDI's opinion that there is sufficient separation distance to mitigate any potential adverse impacts from the railyard and that a detailed air quality study as recommended by the Region of Halton is not required, while recognizing the development is within 1 km of the railyard.

Looking into the future, improvements and upgrades in diesel locomotives, measures to reduce locomotive idling, and increased electrification may lead to improvements in the railyard's potential impacts on the surrounding community.

4.3 Future Industrial Uses

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

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

The majority of the lands to the north, east, south, and south-west of the Subject Lands are designated Mixed Use Corridor – General, Residential - Medium Density, and Residential - Low Density in the 1997 OP, are designated Urban Corridor and Residential - Low Density in the 2020 OP, and are zoned Mixed-Use Corridor (MXG) and Residential (R) in Zoning By-law 2020, and are permitted to contain residential (sensitive) uses. MXG is considered be similar as Commercial Residential Zone ("CR") Category. Lands designated "R" and "CR" are subject to the restriction of By-Law 569-2013 Sections 10.10 and 40.10 respectively, which lists the permitted uses for the current designations. Of the permitted uses with conditions for "R" such as retail store, community centre, place of workshop, public utility, library, etc., and that for "CR" including but not limited to Amusement Arcade, funeral home, hotel, schools, vehicle dealership, sports shop, etc. are permitted, from which their potential impacts that would adversely affect the proposed new land uses is considered insignificant or minimal.

Moreover, a vacant lot zoned Employment ("E") located between the Corporation of the City of Burlington site and the St. Marys Cement site. These areas are identified as lands designated for employment uses. Lands designated "E" are subject to the restriction of By-Law 569-2013 Section 1.40.10, and the land uses such as parks and local institutions are always permitted. Mixed-used is similar as "CR", in which its permitted uses with conditions such as Amusement Arcade, funeral home, hotel, schools, vehicle dealership, sports shop, etc. are permitted. However, St. Marys Cement Inc. is classified as a Class II industry site and at least 70 m separation distance from the sensitive uses must be fulfilled, and 300 m separation of potential influence area is recommended. Given that the distance between Corporation of the City of Burlington site and the St. Marys Cement site is some 260 m away from each other, the possible new or expanding uses at these vacant lot would be limited due to this constraint.

The lands further north-west are designated Mixed Use Corridor - Commercial Corridor and Mixed Use Corridor – Employment in the 1997 OP, are designated Urban Corridor – Employment in the 2020 OP, and are zoned Mixed Use Corridor (MXE), and are not permitted to contain residential (sensitive) uses but may include, transportation equipment industries, mineral production, food manufacturing, metal manufacturing and petro chemical

laboratories are likely to carry out activities that could adversely affect the proposed development. Given the separation distances and high ambient noise from highway 403, noise and air emissions can be addressed as part of the design. This may include, and are not limited to, site layout design, placement of equipment, equipment selection, and/or inclusion of control measures.

In addition, there are area-specific plans (ASPs) for Aldershot GO, Burlington Go and Appleby Go Major Transit Station Areas (MTSA) drafted by the City of Burlington. The project site locations and its surrounding areas at its close vicinity all fall within the MTSA Special Planning Areas. The land uses of these area are mainly situated within the Residential Neighbourhood Areas, Mixed-Use Nodes and Intensification Corridors, which are generally consistent with the findings as abovementioned. However, these draft precinct plans were presented to Council for comment but was not approved and the Mobility Hubs Study was placed on hold. Nevertheless, these plans could be served as a reference regarding the nearby land uses planning.

The Environmental Registry of Ontario was reviewed; there are no pending applications for amendment to ECA's for any facilities within 1,000 meters of the subject lands. Upon reviewing publicly available information, Canada Brick Limited has planned for future quarry excavation on the east quarry site located west of the Tyandaga neighbourhood. This is not anticipated to impact the proposed development, since it would be outside the 1 km area of influence and closer existing residences are located to the east.

4.4 Transportation Corridors

The subject lands are located south of Highway 403 and approximately 600 m south of the CN Oakville Subdivision on which Metrolinx and VIA may operate on. There is also a proposed future transitway that will run parallel to Highway 403 just north of the subject lands.

4.4.1 Noise Impacts

Elevated sound levels on the proposed development due to road and rail traffic are expected. Warning clauses, air conditioning and upgraded façade components such as window glazing, and balcony doors are anticipated to be necessary. Outdoor living areas may in some cases, based on the location and shielding, need barriers to achieve acceptable sound levels. Further transportation noise mitigation analysis is recommended to be completed in the noise study.

4.4.2 Vibration Impacts

Per the Railway Associations of Canada (RAC, 2013) guideline, the recommended minimum vibration influence area to be considered is 75 metres from a railway corridor to sensitive receptor.

A detailed assessment of vibration impacts is not considered necessary, given the separation distance of 600 m.

4.4.3 Air Quality Impacts

There are a few emission sources arising from public transport identified within 1000 m away from the properly line including Highway 403, railway line from GO transit, Aldershot GO Station as well as Canadian National (CN) Aldershot rail yard.

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

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

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

Highway 403 is a major highway with annual average traffic volumes more than 100,000 vehicle per day, which runs from southwest to northeast direction. It is located to the northwest of the site and it's approximately 860 m away from the property line of the project. According to City's Report, it meets far more than the setback distance required (i.e. 500m) to avoid TRAP. Hence, the potential traffic impacts on the project development is anticipated to be minimal.

Aldershot GO Station is located to the northwest of the project site, and the railway line is away from the project site for more than 600 m. As outline in section 4.2.3, the separation distance between railway tracks and nearby sensitive locations is a significant factor for mitigating air quality impacts from locomotive emissions. While there isn't a single standard separation distance, the U.S. Environmental Protection Agency (EPA) recommends special attention to sensitive locations within the first 500-600 feet (approximately 150 meters) that are downwind of operations.

Factors like the presence of physical barriers (sound walls, vegetation) and the type of land use (industrial, residential) also influence the required separation.

Given the following:

- the distance to the railyard of 600 m is significantly greater (approx. 4 times) than the EPA's minimum area of concern of approximately 150 meters;
- the proposed development is not in a downwind location relative to the railyard (winds are predominantly blowing from the W-SW the majority of the time); and
- there are numerous sensitive receptors located between the railyard and the proposed development.

It is RWDI's opinion that there is sufficient separation distance to mitigate any potential adverse impacts from the station and railyard and that a detailed air quality study as recommended by the Region of Halton is not required, while recognizing the development is within 1 km of the railyard.

5 CONCLUSIONS AND RECOMMENDATIONS

The proposes mixed-use development on the subject lands is compatible with surrounding employment uses and transportation corridors. The following should be noted:

5.1 Sound

- Regarding surrounding stationary noise, no additional analysis is required to confirm if the applicable guideline limits will be met, due to the separation distances of the industrial facilities as well as the nature of the facilities.
- Guidance from CN regarding noise sources regarding the Aldershot yard require no assessment of rail noise sources.
- Regarding transportation noise, additional analysis is required to assess the road traffic noise impacts, specifically on Plains Road. Upgraded glazing and acoustical barriers are considered to be necessary for the development to address transportation noise impacts. These noise mitigation measures are to be determined in the noise study.

5.2 Air Quality

- Industrial facilities were identified within 1000 m from the properly line. Two Class III industries including King Paving & Construction Ltd and CN Aldershot Yard, as well as two Class II facilities including St. Marys Cement Inc. (Canada) and Bulkwood Products Inc. are identified with potential air quality impact influencing the project development. However, the separation distances between these facilities and the project site all meet the minimum separation distance requirements of D-6 Guideline and hence adverse air quality impact arising from these facilities to the proposed development are not expected.
- Highway 403 and CN Aldershot Yard are located more than 600 m to 800 m away from the project site, which are far more than the requirements of 30 m and 300 m, respectively set back distances according to guidelines provided by City of Toronto Report and best practices. Hence, vehicular emissions generated from Highway 403 and also potential emissions generated from CN Aldershot Yard are not anticipated to cause adverse air quality impacts on the proposed development.
- From an air quality perspective, RWDI recommends a detailed study to specifically assess the potential impact of the adjacent school boiler stack on the air quality at the proposed development's elevated receptors.

6 REFERENCES

1. 2017, *Avoiding the TRAP: Traffic-Related Air Pollution in Toronto and Options for Reducing Exposure*, City of Toronto, Toronto, viewed 15 May 2023, <https://www.toronto.ca/legdocs/mmis/2017/pe/bgrd/backgroundfile-108667.pdf>.
2. Government of Ontario 2020, *Provincial Policy Statement, 2020*, Government of Ontario, Toronto, viewed 20 January 2023, <https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf>.
3. Halton Region 2022, Official Plan, viewed 15 September 2023, <ROP-Office-Consolidation-Text (halton.ca)>
4. Halton Region 2014, Land use Compatibility Guidelines, viewed 15 September 2023, <Microsoft Word - IMLC01-14 DUSC 1-11 - Land Use Compatibility Guidelines (halton.ca)>
5. Ministry of the Environment 1995, *Guideline D-6: Compatibility Between Industrial Facilities and Sensitive Land Uses*, Ministry of the Environment, Toronto, viewed 20 January 2023, <https://www.ontario.ca/page/d-6-compatibility-between-industrial-facilities>.
6. The Railway Association of Canada (RAC), 2013, Guidelines for New Development in Proximity to Railway Operations <https://www.railcan.ca/wp-content/uploads/2017/03/2013_05_29_Guidelines_NewDevelopment_E.pdf>.
7. United States Environmental Protection Agency, January 2025, *Rail Facility Best Practices to Improve Air Quality* <*https://www.epa.gov/ports-initiative/rail-facility-best-practices-improve-air-quality#:~:text=Distance%20between%20the%20rail%20facility,solid%20structures%20like%20sound%20walls*>

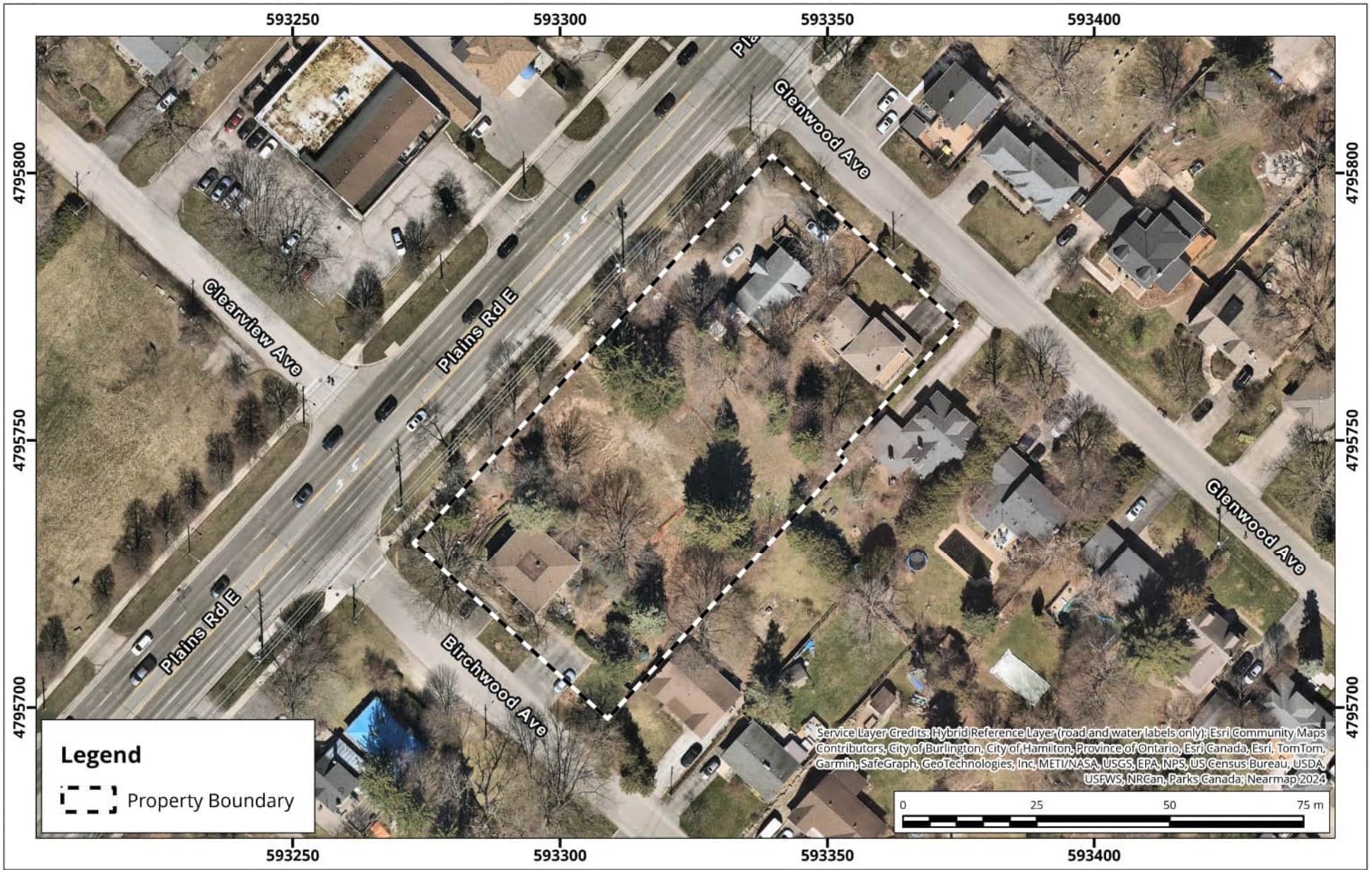
7 STATEMENT OF LIMITATIONS

This report entitled "84-104 Plains Road East & 990 Glenwood Avenue – Land-Use Compatibility Study (Air Quality & Noise)" dated July 30, 2025, was prepared by RWDI AIR Inc. ("RWDI") for Miura Development Group ("Client"). The findings and conclusions presented in this letter have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations contained in this letter are based on the information available to RWDI when this letter was prepared. Because the contents of this report may not reflect the final design of the Project or subsequent changes made after the date of this report, RWDI recommends that it be retained by Client during the final stages of the project to verify that the results and recommendations provided in this letter have been correctly interpreted in the final design of the Project.

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

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

FIGURES



Site Location

Map Projection: NAD 1983 UTM Zone 17N

92 Plains Road East - Burlington, Ontario

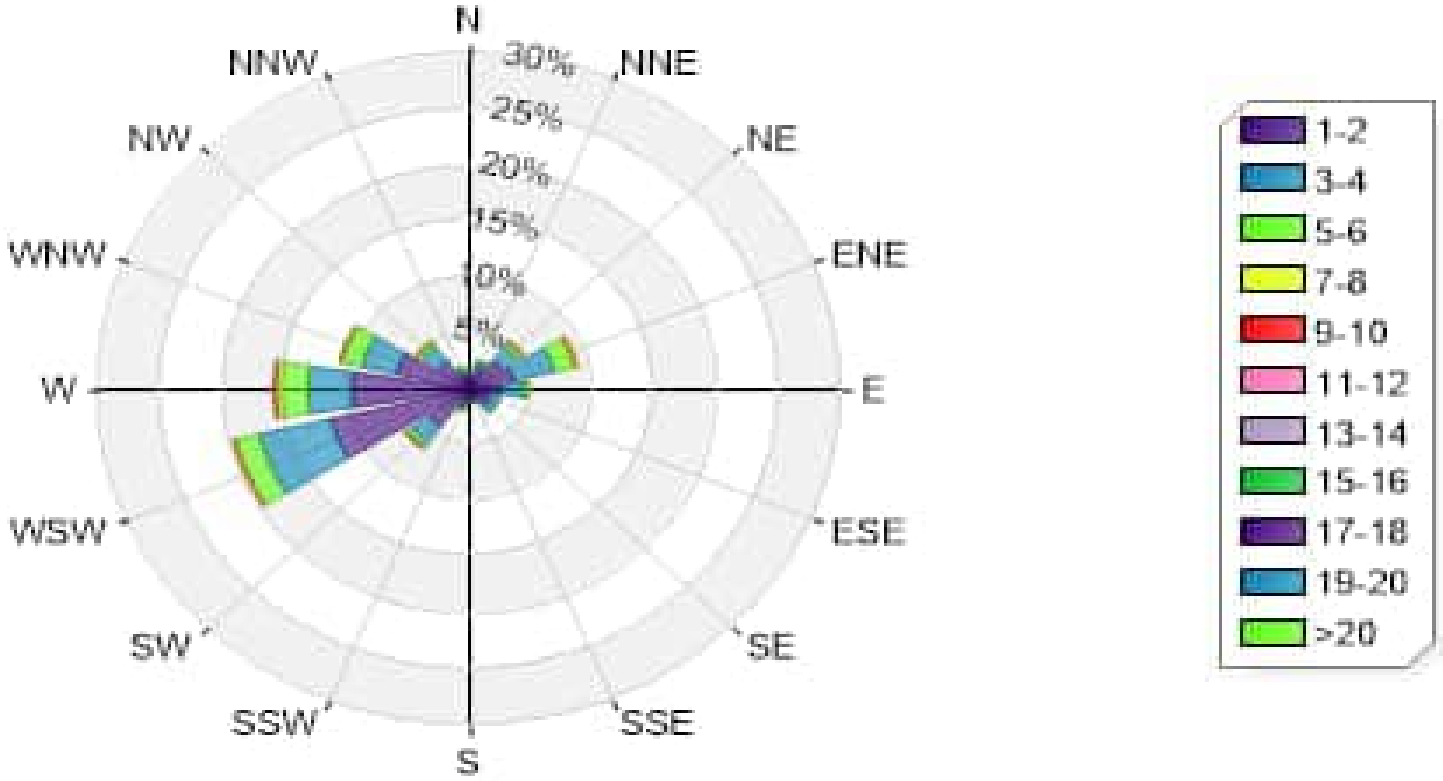
True North

Project #: 2406823

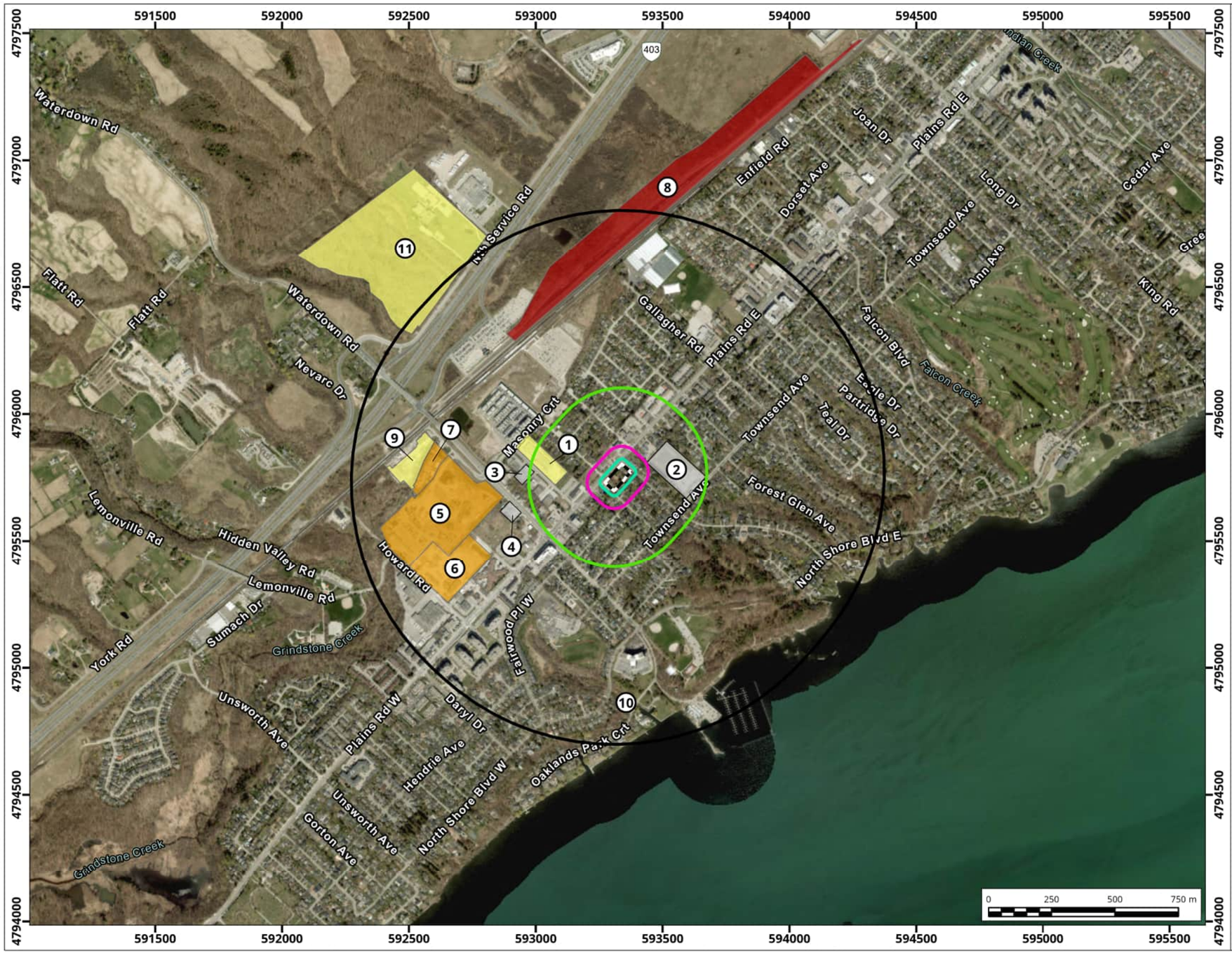
Drawn by: PIP	Figure: 1
Approx. Scale:	1:1,000
Date Revised: Sep 12, 2024	

Map Document: C:\Working\Folde \Jobs_America\P2406823\P2406823.aprx

Directional Distribution (%) of Winds in m/s (Blowing From)
Hamilton RBG Met Station, (2000-2020)



Directional Distribution (%) of Winds in m/s (Blowing From) Hamilton RBG Meteorological Station	Drawn by: CY	Figure: 2
	Approx. Scale: not to scale	
92 Plains Rd East, Burlington RWDI# 2406823	Date Revised: 23/5/2025	



Legend

- Property Line
- Class I
- Class II
- Class III
- NA
- 20 m Setback
- 70 m Setback
- 300 m Setback
- 1,000 m Setback

ID	Business Name	Class
1	Gentherm (formerly 1500118 ONTARIO INC. - Etratech Inc.)	Class I
2	Glenview Public School	NA
3	Category 5 Imaging Ltd.	NA
4	Corporation of the City of Burlington	NA
5	King Paving & Construction Ltd.	Class II
6	St. Marys Cement Inc. (Canada) operating as CBM Ready Mix	Class II
7	Bulkwood Products Inc.	Class II
8	CN Aldershot Yard	Class III
9	A Cosmos Concrete and Paving	Class I
10	The Regional Municipality of Halton	Class I
11	The Cumis Group Limited	Class I

Service Layer Credits: Hybrid Reference Layer (road and water labels only): Esri Community Maps Contributors, City of Burlington, City of Hamilton, Province of Ontario, Esri Canada, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, NRCan, Parks Canada

Proposed Development and Surrounding Sites of Interest

Map Projection: NAD 1983 UTM Zone 17N

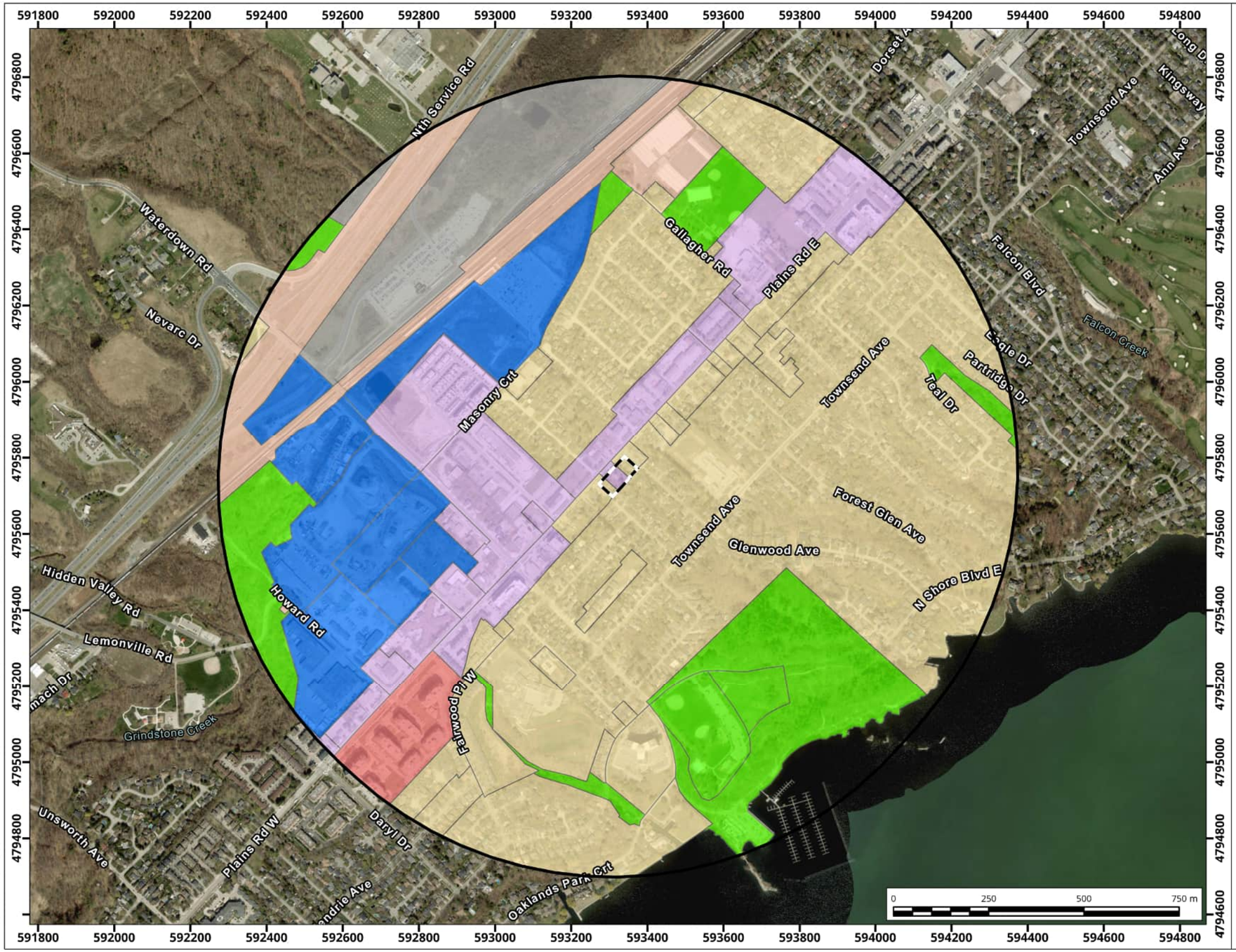
92 Plains Rd East - Burlington, Ontario

True North

Project #: 2406823

Drawn by:	PIP	Figure:	3
Approx. Scale:			1:16,500
Date Revised:			May 23, 2025

Map Document: C:\Working\Folder\Jobs_America\P2406823\P2406823.aprx



Legend

- Property Boundary
- 1,000m

Zoning Classification

- Commercial
- Development & Utilities
- Employment
- Mixed Use
- Open Space & Parks
- Residential
- See By-Law 4000-3

Service Layer Credits: Hybrid Reference Layer (road and water labels only): Esri Community Maps Contributors, City of Burlington, City of Hamilton, Province of Ontario, Esri Canada, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, NRCan, Parks Canada;World Imagery: Town of Oakville, Maxar, Zoning Data from City of Burlington

Zoning in the Study Area

Map Projection: NAD 1983 UTM Zone 17N

92 Plains Road East - Burlington, Ontario

True North

Project #: 2406823

Drawn by:	PIP	Figure:	4
Approx. Scale:			1:11,000
Date Revised:			Sep 12, 2024

Map Document: C:\Working Folder\Jobs_America\2406823\2406823.aprx



Legend

- Property Boundary
- 1,000m

Land Use Designations

MIXED USE INTENSIFICATION AREAS

- Urban Centres
- Mixed Use Nodes and Intensification Corridors
  - Mixed Use Commercial Centre
  - Neighbourhood Centre
  - Local Centre
  - Employment Commercial Centre
  - Urban Corridor
  - Urban Corridor - Employment

RESIDENTIAL NEIGHBOURHOOD AREAS

- Residential - Low Density
- Residential - Medium Density

EMPLOYMENT LANDS

- General Employment

NATURAL HERITAGE SYSTEM AND MAJOR PARKS AND OPEN SPACE

- City's Natural Heritage System
- Major Parks and Open Space

Service Layer Credits: Hybrid Reference Layer (road and water labels only): Esri Community Maps Contributors, City of Burlington, City of Hamilton, Province of Ontario, Esri Canada, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS, NRCan, Parks Canada;World Imagery: Town of Oakville, Maxar
Official Plan from City of Burlington

Official Plan in the Study Area

Map Projection: NAD 1983 UTM Zone 17N
92 Plains Road East - Burlington, Ontario

True North

Project #: 2406823

Drawn by:	PIP	Figure:	5
Approx. Scale:			1:11,000
Date Revised:			Sep 13, 2024

Map Document: C:\Working\Folder\Jobs_Americas\P2406823\P2406823.aprx

APPENDIX A

PLAINS ROAD EAST

PLAINS ROAD EAST
FIRE ROUTE

ALDERSHOT MAIN STREET (AM)
MAJOR TRANSIT STATION AREA (MTSA) MAJOR MIXED USE STREET

5M WIDE LANDSCAPE BUFFER

3M WIDE MUNICIPAL SIDEWALK (ITS NORTH EDGE TO LINE UP WITH MUNICIPAL SIDEWALK EAST AND WEST OF SITE)

SET BACK FROM STREET CURB

PROPERTY LINE

MIN SET BACKS FOR RETAIL AT GRADE

MIN SET BACKS FOR RESIDENTIAL

5x5 DAYLIGHT TRIANGLE

6x6 VISIBILITY TRIANGLE

INSIDE EDGE OF SHORING AT ITS MAX EXTENT

EXISTING HYDRANT

1.5M WIDE MUNICIPAL SIDEWALK

PRINCIPAL ENTRANCE

COMMERCIAL ENTRANCE

6x6 VISIBILITY TRIANGLE

5x5 DAYLIGHT TRIANGLE

GARAGE INTAKE

GAS REGULATORS

COMMERCIAL WEST
596.05

COMMERCIAL EAST
448.41

GROUND FLR INDOOR AMENITY
406.93

28 SHORT TERM BICYCLE RACKS

CHUTE ABOVE

EXIT A

EXIT B

RESIDENTIAL

G-06 2BDRM 65

G-05 1BDRM+DEN 65

G-04 1BDRM+DEN 51

G-03 1BDRM+DEN 50

G-02 1BDRM+DEN 50

G-01 2BDRM 49

PRIVATE GARDEN

PRIVATE GARDENS

PLANTER

1.2 HIGH FENCE WITH GATE

1.2M HIGH FENCE W/ GATE

SNOW STORAGE AREA 23M2

SNOW STORAGE AREA 21M2

GARBAGE ROOM
132M2
5 RECYCLING BINS
6 GARBAGE BINS
12 (360L) ORGANIC CARTS

GARBAGE BULK ITEMS 10M2

SECURITY WIRE CHAIN LINK FENCE WITH GATE MIN 2.2M WIDE

TRISORTER W/COMPACTOR

MECH AND ELEVATOR RISERS

RESIDENTIAL LOBBY 50M2

INDOOR AMENITY

B/O RAMP 98.48

RAMP DN TO P1 @6% 98.70

RAMP DN TO P1 @7.5% 100.37

6M WIDE VEHICULAR RAMP

CURB RAMP

CONCRETE SIDEWALK

5.95MX8.6M GARBAGE STAGING AREA FOR PICK UP
46M2
4.2M MIN HEADROOM

OUTDOOR COMMON AMENITY

OUTDOOR AMENITY UNDER CANOPY 21.72

FLUSH CURB

GARBAGE BIN COLLECTION OPEN TO SKY

TRAFFIC CALMING ZONE RAISED PAVEMENT WITH PAINTED LINES

47 ON GRADE PARKING SPACES (INCLUDES 3 SMALL CARS AND 4 BARRIER FREE) + 2 LOADING DOCKS

GARAGE ENTRANCE

STORM WATER FILTRATION SYSTEM ACCESS

3X3 VISIBILITY TRIANGLE

GROUNDING MIN 0.3M FROM PROPERTY LINE

BOLLARDS

PROPOSED PRECAST CONCRETE PAD AS PER BH37-324B

PROPOSED 1000kVA

GARAGE AIR SHAFT 6.8M2

3M WIDE LANDSCAPE BUFFER
3M HIGH SOLID FENCE SEPARATING PROPOSED DEVELOPMENT FROM LOW DENSITY RESIDENTIAL NEIGHBOUR

1.2M HIGH FENCE W/ GATE

OFF LEASH DOG RUN AREA

LAND ACQUIRED - FORMAL SEVERANCE APPLICATION IN PROCESS

MIN LANDSCAPE BUFFER TO RESIDENTIAL ALSO
MIN BUFFER FOR PARKING

E/O SHORING STRUCTURE - MIN 0.5M CLEAR OF GROUNDING

3 YARD GARBAGE BIN
2.03Mx1.12Mx1.22M

3 YARD RECYCLABLE CONTAINERS
BIN 2.03Mx1.12Mx1.22M

3 YARD RECYCLABLE PAPERS
BIN 2.03Mx1.12Mx1.22M

2 YARD ORGANICS BIN
2.03Mx1.02Mx0.92M

NOTES RE GARBAGE COLLECTION
- COMMERCIAL UNITS WILL RECEIVE CART COLLECTION ALONG PLAINS ROAD EAST
- GARBAGE TRUCK PROCEEDS IN CONTINUOUS FORWARD MOTION
- UNDERGROUND PARKING STRUCTURE TO SUPPORT MIN35 TONNES LOAD

PARKING
UNDERGROUND GARAGE:
244 (INCLUDES 4 BARRIER FREE + 24 SMALL CARS)
ON GRADE:
47 (INCLUDES 4 BARRIER FREE + 3 SMALL CARS)
2 LOADING DOCKS
TOTAL PARKING: 291 CARS (INCLUDES 8 BARRIER FREE)

BICYCLES STORAGE:
28 ON GRADE SHORT TERM RACKS;
122 UNDERGROUND LONG TERM STORAGE;
6 UNDERGROUND LONG TERM STORAGE FOR LARGE BICYCLES
TOTAL LONG TERM BICYCLE STORAGE: 128
TOTAL BICYCLE STORAGE: 156

AMENITIES (INDOORS AND OUTDOORS)

CATEGORY	NAME	AREAS AMENITY (M2)
INDOOR COMMON	GROUND FLR INDOOR AMENITY	406.93
	P2 INDOOR AMENITY	142.51
	P1 INDOOR AMENITY	142.51
		691.95
OUTDOOR COMMON	OUTDOOR AMENITY UNDER CANOPY	21.72
	6TH FLR OUTDOOR	37.37
	7TH FLOOR OUTDOOR	19.05
	8TH FLR OUTDOOR	19.05
		97.18
PRIVATE BALCONY/TERRACE	2ND FLOOR	181.63
	3RD FLOOR	201.86
	4TH FLOOR	204.65
	5TH FLOOR	204.64
	6TH FLOOR	476.30
	7TH FLOOR	101.67
	8TH FLOOR	202.41
	9TH FLOOR	101.26
	10TH FLOOR	548.83
	11TH FLOOR	88.90
		2312.15
		3101.28

15.10M2/UNIT

FAR AS DEFINED IN ZONING BY-LAW 2020: "THE MATHEMATICAL RELATIONSHIP BETWEEN BUILDING FLOOR AREA AND LOT AREA, DETERMINED BY DIVIDING THE GROSS BUILDING FLOOR AREA OF ALL BUILDINGS ON A LOT BY THE NET AREA OF THAT LOT."

GROSS BUILDING FLOOR AREA IS DEFINED IN ZONING BY-LAW 2020 AS FOLLOWS - "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 AREA ABOVE AN ATRIUM."

ZONING BY-LAW 2020: "THE SUM OF THE AREAS OF EACH FLOOR OF A BUILDING BUT SHALL INCLUDE A BASEMENT OR CELLAR WHEN USED FOR COMMERCIAL PURPOSE. MEASUREMENT SHALL BE FROM THE EXTERIOR FACE OF OUTSIDE WALLS, OR FROM THE CENTRE LINE OF PARTITION AND COMMON WALLS. GROSS FLOOR AREA SHALL NOT INCLUDE FLOOR SPACE DEVOTED TO VEHICLE PARKING, STORAGE, AIR HANDLING EQUIPMENT, ENCLOSED MALL AND HALLWAYS, EXCLUDING KIOSK, STAIRWAYS, ELEVATORS AND ASSOCIATED EQUIPMENT; WASHROOMS; FOYERS, LOBBIES, BUT NOT WAITING AREAS/ROOMS"

BUILDING AREAS AS PER ZONING BY-LAW 2020

NAME	AREA FAR CALC M2	AREAS GFA CALC M2
P3	90.00	0.00
P2	681.00	0.00
P1	721.00	0.00
1ST FLOOR	2099.00	1757.00
2ND FLOOR	2305.00	2065.00
3RD FLOOR	2299.00	2055.00
4TH FLOOR	2305.00	2065.00
5TH FLOOR	2305.00	2065.00
6TH FLOOR	1927.00	1681.00
7TH FLOOR	1927.00	1681.00
8TH FLOOR	1817.00	1571.00
9TH FLOOR	1789.00	1541.00
10TH FLOOR	1282.00	1043.00
11TH FLOOR	1284.00	1044.00
MECHANICAL PENTHOUSE	636.00	0.00
	23467	18568
	FAR=4.88	

BUILDING HEIGHT FROM GRADE:
T/O ROOF DECK OVER 11TH FLOOR - 35400
T/O ROOF DECK OVER MECHANICAL PENTHOUSE - 39400

GROUND FLOOR

6 EXTERIOR INDEPENDENTLY ACCESSED APARTMENTS

SITE AREAS STATISTIC

AREA LOT	AREA BUILDING	COVERAGE	AREA DRIVEWAY	AREA WALKWAY	AREA LANDSCAPE	LANDSCAPE %	LANDSCAPE+ WALKWAY%
4807.65	2123.00	44.16%	1491.05	409.01	784.57	16.33%	24.83%

GROUND FLOOR GROSS AREAS STATISTIC

NAME	AREA BUILDING	AREAS RESIDENTIAL	AREAS COMMERCIAL	AREAS SERVICE
1ST FLOOR	2098.99	730.61	1045.01	15.72

1 SITE PLAN
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

N N
DRAWING NORTH GEOGRAFIC NORTH

KOZLOWSKI ARCHITECT
416-778-7092

REVISED/ISSUED

ISSUED FOR SPA 2025 05 09
ISSUED FOR SPA 2025 01 21
ISSUED FOR OCT 30 PUBLIC CONSULTATION MEETING 2024 10 21
ISSUED FOR PRE-CONSULTATION MEETING 2023 12 05

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THE GENERAL CONTRACTOR SHALL REPORT ALL ERRORS AND OMISSIONS TO THE ARCHITECT.

ONTARIO ASSOCIATION OF ARCHITECTS
OCT. 03, 2024
RADEK KOZLOWSKI
LICENCE 6810

84-104 PLAINS ROAD EAST ALDERSHOT BURLINGTON

SITE PLAN

DESIGNED RK
PROJ. NUMBER 2302
DATE APRIL 23
SCALE AS SHOWN

A1

PLAINS ROAD EAST

5M WIDE LANDSCAPE BUFFER

3M WIDE MUNICIPAL SIDEWALK (ITS NORTH EDGE TO LINE UP WITH MUNICIPAL SIDEWALK EAST AND WEST OF SITE)

SET BACK FROM STREET CURB

MIN SET BACKS FOR RETAIL AT GRADE

MIN SET BACKS FOR RESIDENTIAL

5x5 DAYLIGHT TRIANGLE

6x6 VISIBILITY TRIANGLE

INSIDE EDGE OF SHORING AT ITS MAX EXTENT

1.5M WIDE MUNICIPAL SIDEWALK

COMMERCIAL WEST
596.05

COMMERCIAL EAST
448.41

GROUND FLR INDOOR AMENITY
406.93

TRISORTER CHUTE ABOVE

TRISORTER W/COMPACTOR

RESIDENTIAL LOBBY

INDOOR AMENITY

GARBAGE ROOM
132M2
5 RECYCLING BINS
6 GARBAGE BINS
12 (360L) ORGANIC CARTS

SECURITY WIRE CHAIN LINK FENCE WITH GATE MIN 2.2M WIDE

GARBAGE BULK ITEMS 10M2

G18 2BDRM
G19 1BDRM+DEN
G44 1BDRM+DEN
G20 1BDRM+DEN
G21 2BDRM

B/O RAMP
98.48
RAMP DN TO P1 @7.5%

98.70
RAMP DN TO P1 @5%

100.37
RAMP DN TO P1 @7.5%

100.60

100.32

2438X2438 OVERHEAD DOOR

965X2438 HM DOOR

5.95MX8.6M GARBAGE STAGING AREA FOR PICK UP
46M2
4.2M MIN HEADROOM

LOADING DOCK
2.7x9.7
3.7M CLEAR

OUTDOOR AMENITY UNDER CANOPY
217.2

FLUSH CURB

GARBAGE BIN COLLECTION OPEN TO SKY

HALTON REGION WASTE TRUCK

TRAFFIC CALMING ZONE
RAISED PAVEMENT WITH PAINTED LINES

3X3 VISIBILITY TRIANGLE

R13363

3M WIDE LANDSCAPE BUFFER

MIN LANDSCAPE BUFFER TO RESIDENTIAL ALSO MIN BUFFER FOR PARKING

LAND ACQUIRED SEVERANCE APPLICATION IN PROGRESS
60.31

A B C

3 YARD GARBAGE BIN
2.03Mx1.12Mx1.22M

3 YARD RECYCLABLE CONTAINERS
BIN 2.03Mx1.12Mx1.22M

3 YARD RECYCLABLE PAPERS
BIN 2.03Mx1.12Mx1.22M

360L ORGANICS CART
0.69Mx0.89Mx1.19M

NOTES RE WASTE TRUCK:
WASTE TRUCK HAS UNLIMITED HEADROOM ALONG ITS MOVEMENT;
GARBAGE TRUCK PROCEEDS IN FORWARD MOTION ONLY;
UNDERGROUND PARKING STRUCTURE SUPPORTS MIN 35TONNES LOAD;

THE SITE ACCOMMODATES ALL 4 TYPES OF WASTE TRUCKS AS SPECIFIED IN APPENDIX 2 OF HALTON REGION WASTE MANAGEMENT GUIDELINES
- 1. REAR PACKER
LENGTH -9.7M; WIDTH -2.7M; HEIGHT -3.7M; TURNING RADIUS -13.00M;
- 2. RECYCLING
LENGTH -9.65M; WIDTH -2.44M; HEIGHT -3.69M (BUCKET UP 5.08 M); TURNING RADIUS -13.00M;
- 3. FRONT END
LENGTH -9.7M; WIDTH -2.7M; HEIGHT -3.8M; TURNING RADIUS -11.50 M
- 4. WHITE GOODS
LENGTH -11.7M; WIDTH -3.2M; HEIGHT -3.8M; TURNING RADIUS -13.00M

1 SITE PLAN
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

N N

DRAWING NORTH GEOGRAFIC NORTH

KOZLOWSKI ARCHITECT
416-778-7092

REVISED/ISSUED
WASTE MANAGEMENT DIAGRAM AS PART OF WASTE MANAGEMENT REPORT DATED 2025 01 27
ISSUED FOR SPA 2025 05 09
ISSUED FOR SPA 2025 01 21
ISSUED FOR OCT 30 PUBLIC CONSULTATION MEETING 2024 10 21
ISSUED FOR PRE-CONSULTATION MEETING 2023 12 05

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ONTARIO ASSOCIATION OF ARCHITECTS
OCT. 2024
RADEK KOZLOWSKI
LICENCE 6810

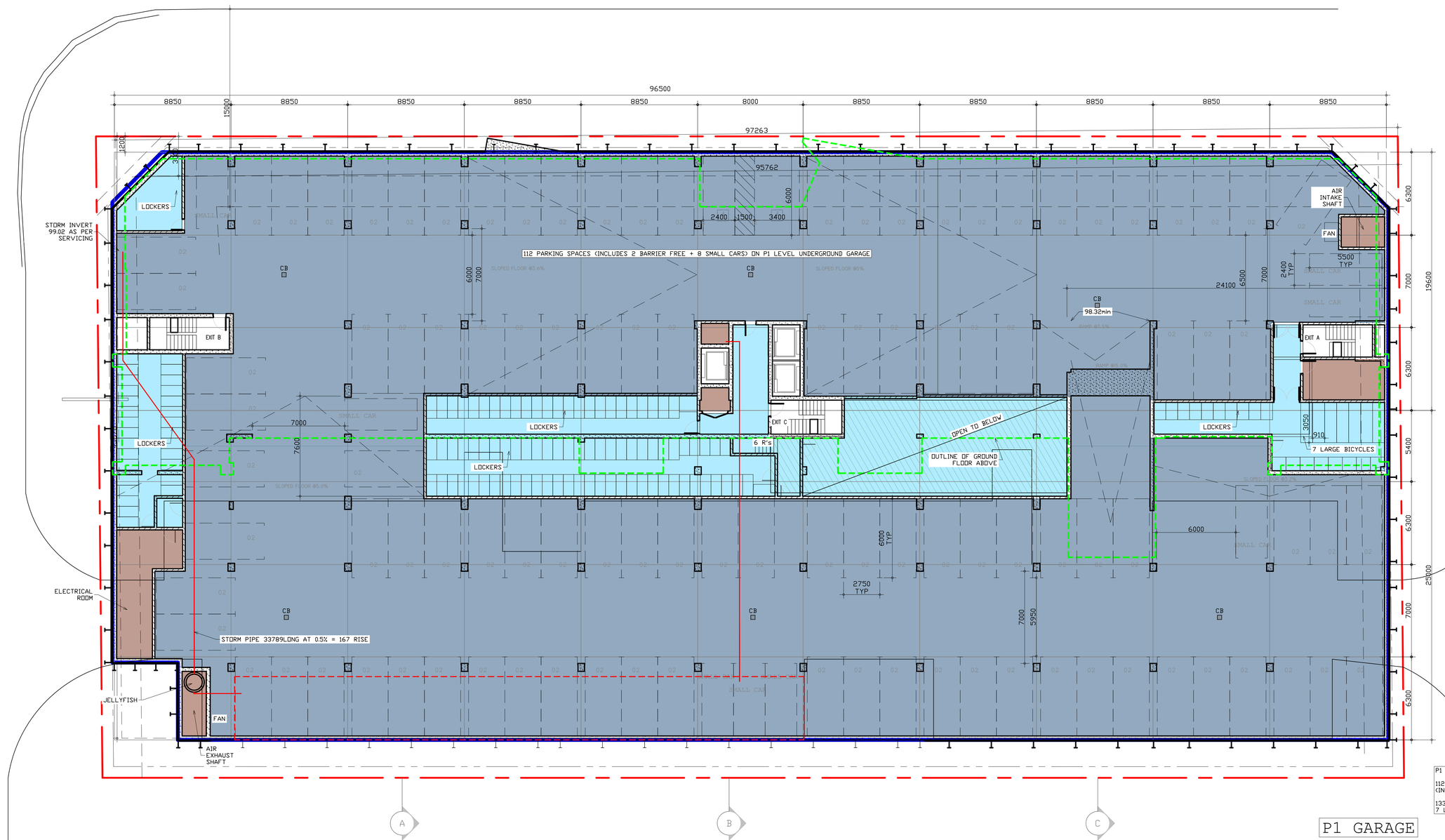
84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

SITE PLAN

WASTE MANAGEMENT DIAGRAM

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A1.1



P1
112 CARS
(INCLUDES 2 BARRIER FREE + 8 S
133 LOCKERS
7 LARGE BICYCLE STORAGE

P1 GARAGE

GARAGE P1 AREA STATISTIC				
NAME	AREA BUILDING	AREAS GARAGE	AREAS LOCKERS	AREAS SERVICE
P1	4271.92	3456.80	524.26	76.17

1 GARAGE P1
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

N | N

DRAWING NORTH | GEOGRAFIC NORTH

KOZLOWSKI ARCHITECT
416-778-7092

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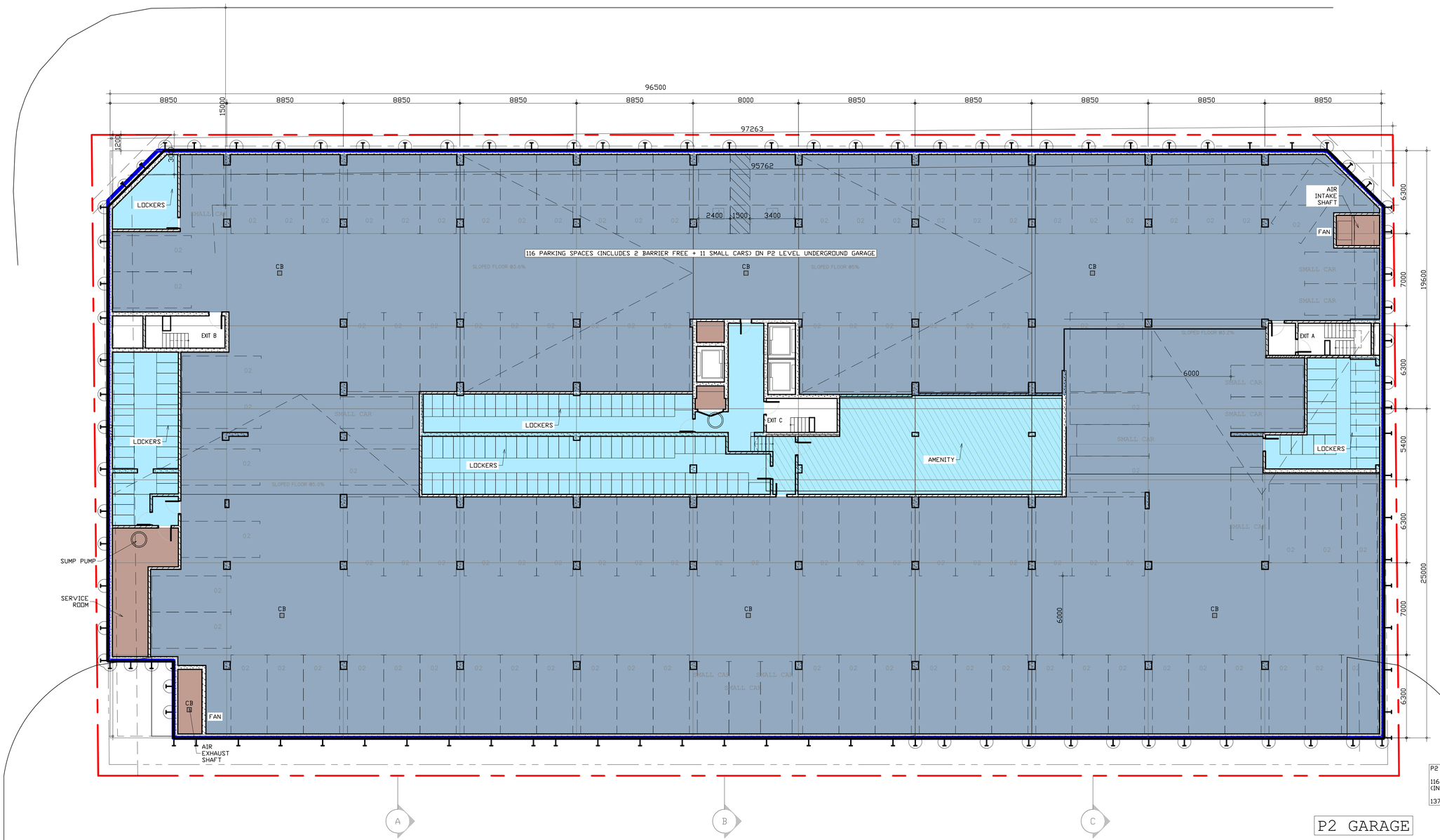
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LICENCE
5810

84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

P1 GARAGE PLAN

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A2



P2 GARAGE

GARAGE P2 AREA STATISTIC				
NAME	AREA BUILDING	AREAS GARAGE	AREAS LOCKERS	AREAS SERVICE
P2	4271.91	3495.12	501.19	56.88

P2
116 CARS
(INCLUDES 2 BARRIER FREE + 11 S
137 LOCKERS

1 GARAGE P2
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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KOZLOWSKI ARCHITECT
416-778-7092

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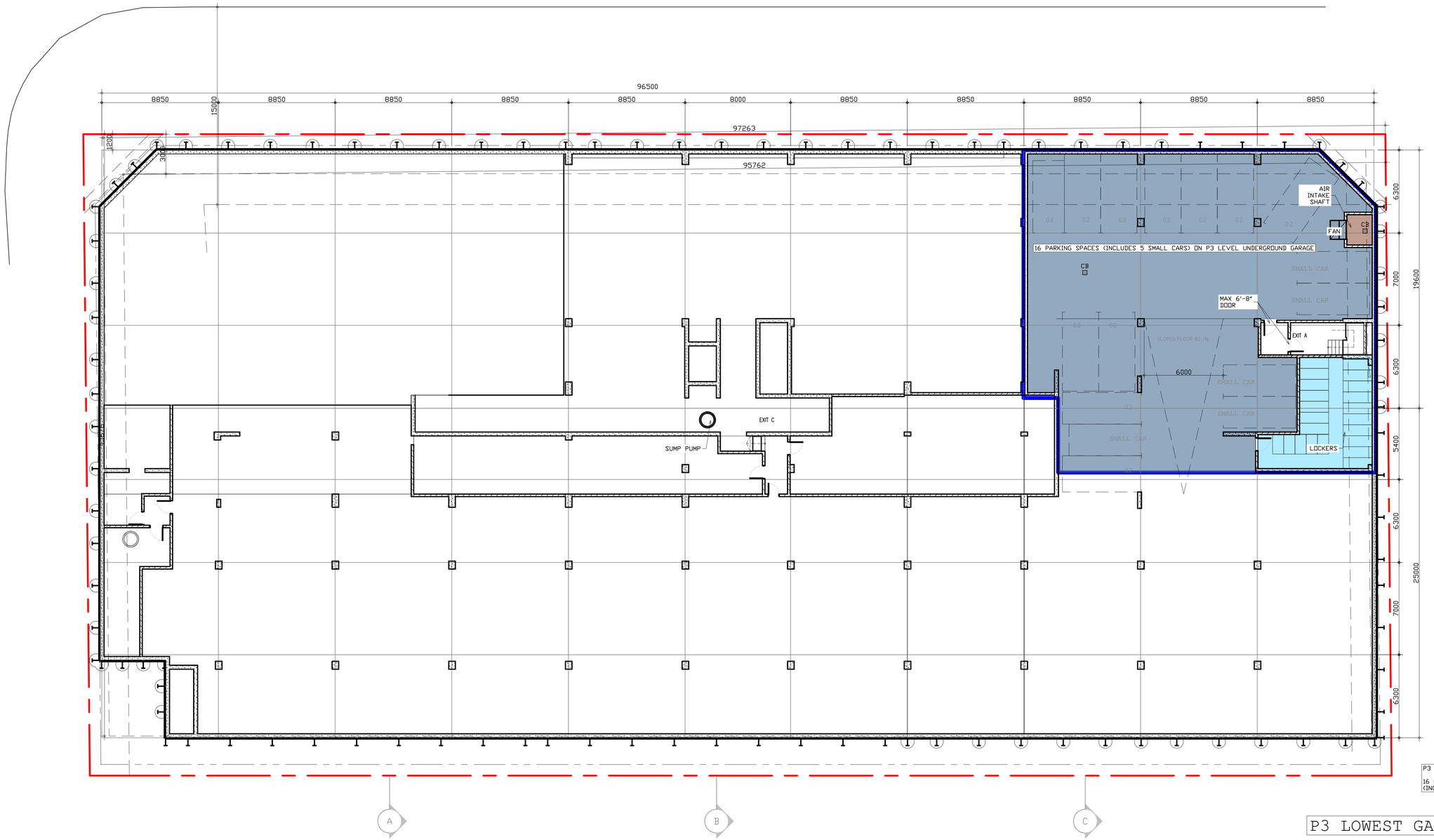
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LICENCE
4810

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ALDERSHOT
BURLINGTON

P2 GARAGE PLAN

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A3



P3
16 CARS
(INCLUDES 5 SMALL CARS)

P3 LOWEST GARAGE

GARAGE P3 LOWEST LEVEL
AREA STATISTIC

NAME	AREA BUILDING	AREAS GARAGE	AREAS LOCKERS	AREAS SERVICE
P3	630.24	518.75	54.62	4.38

1 GARAGE P3 LOWEST LEVEL
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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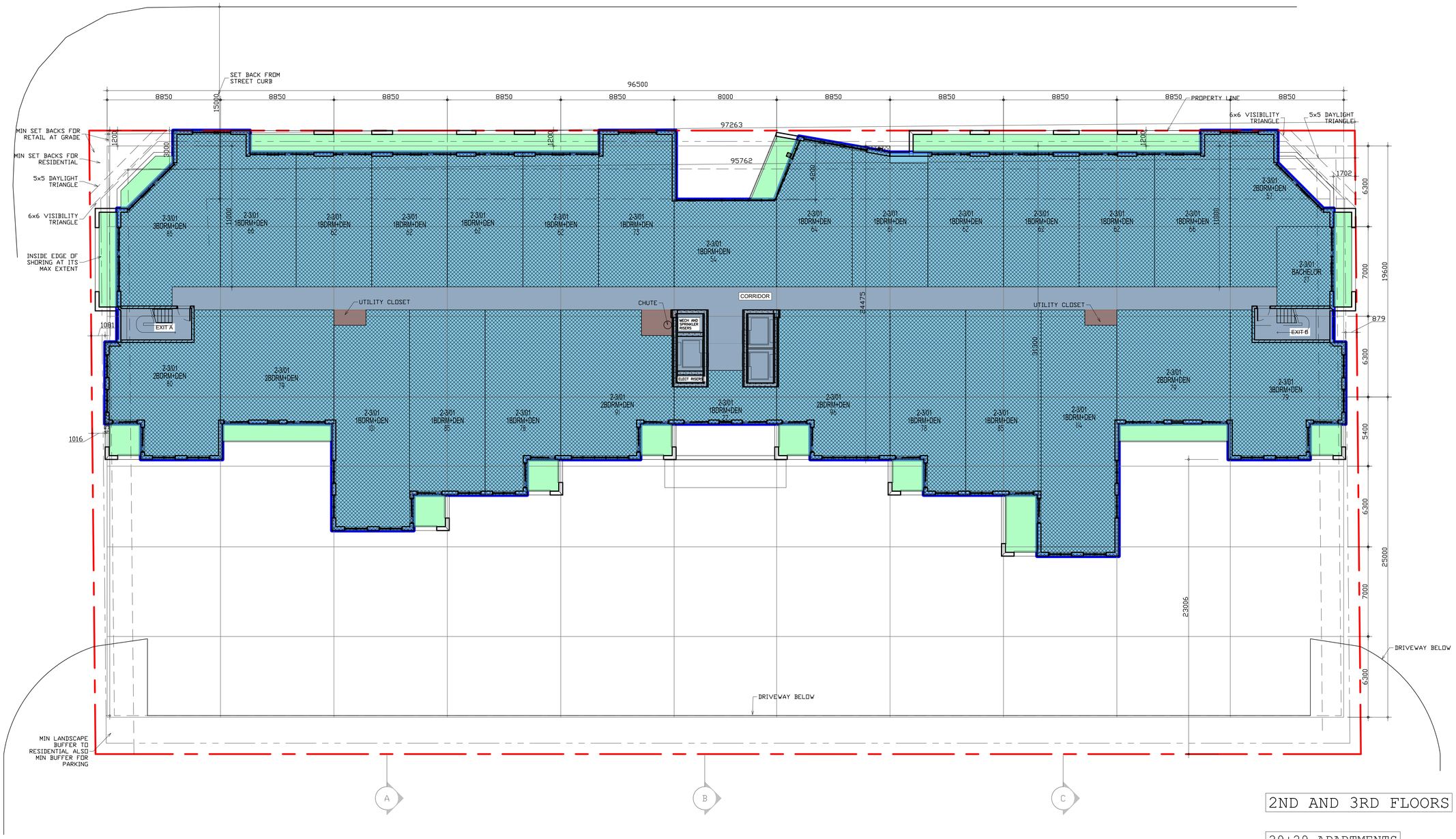
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4810

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BURLINGTON

P3 LOWEST LEVEL GARAGE PLAN

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A3a



2ND AND 3RD FLOORS

29+29 APARTMENTS

1 2ND FLOOR PLAN
1:150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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416-778-7092

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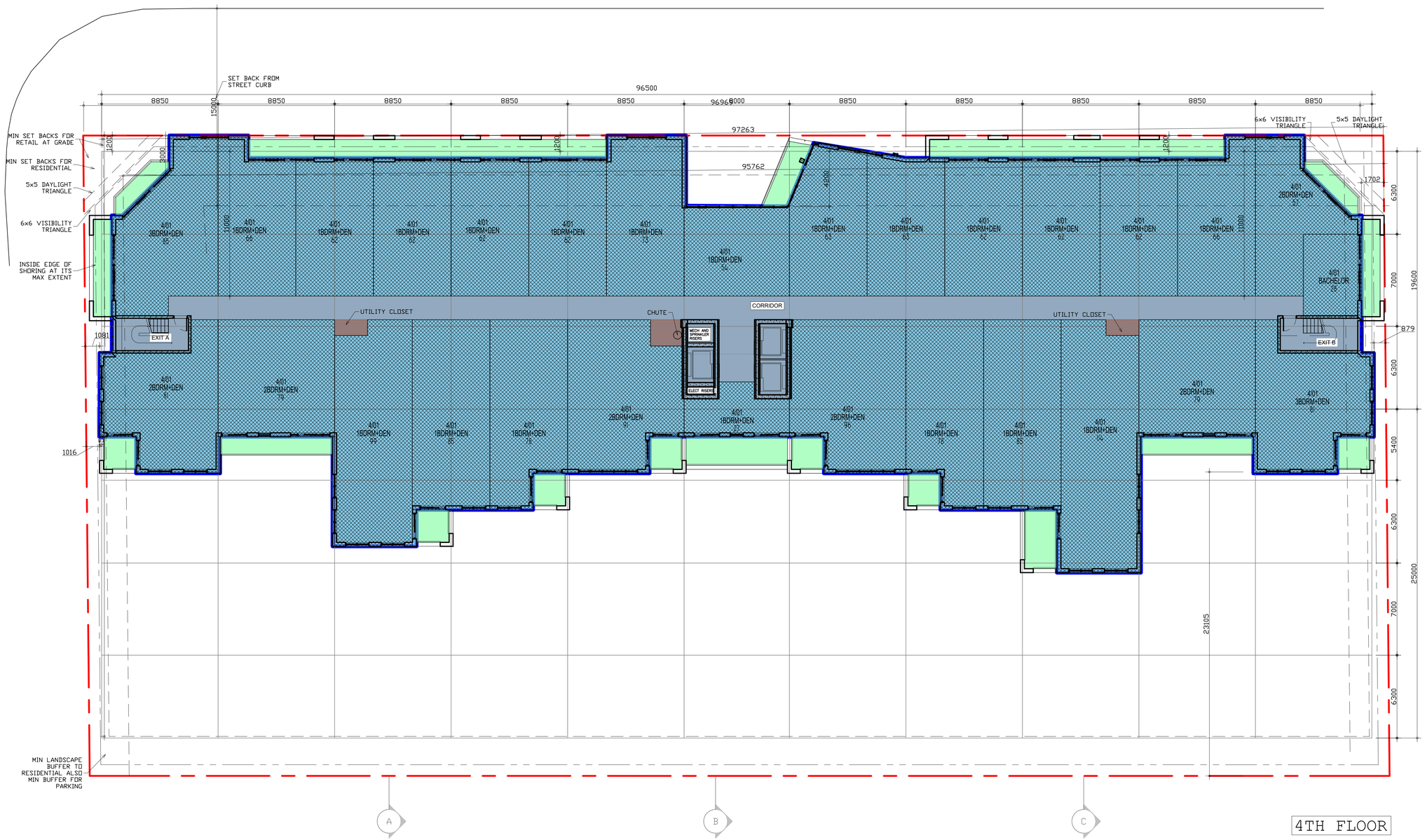
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2ND 3RD FLOORS PLAN

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A4



4TH FLOOR

29 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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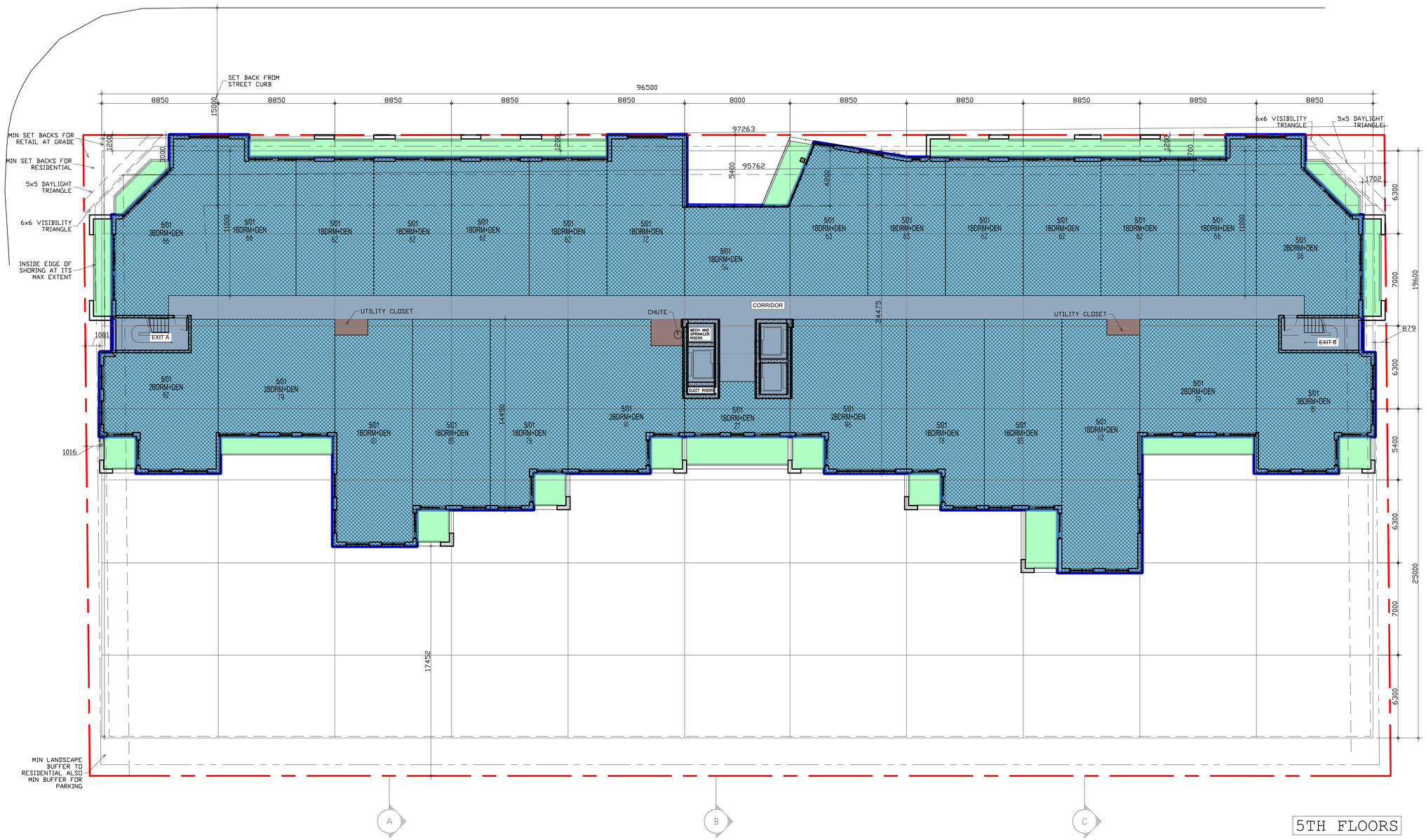
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LICENCE 4810

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BURLINGTON

4TH FLOOR PLAN

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A5



5TH FLOORS

28 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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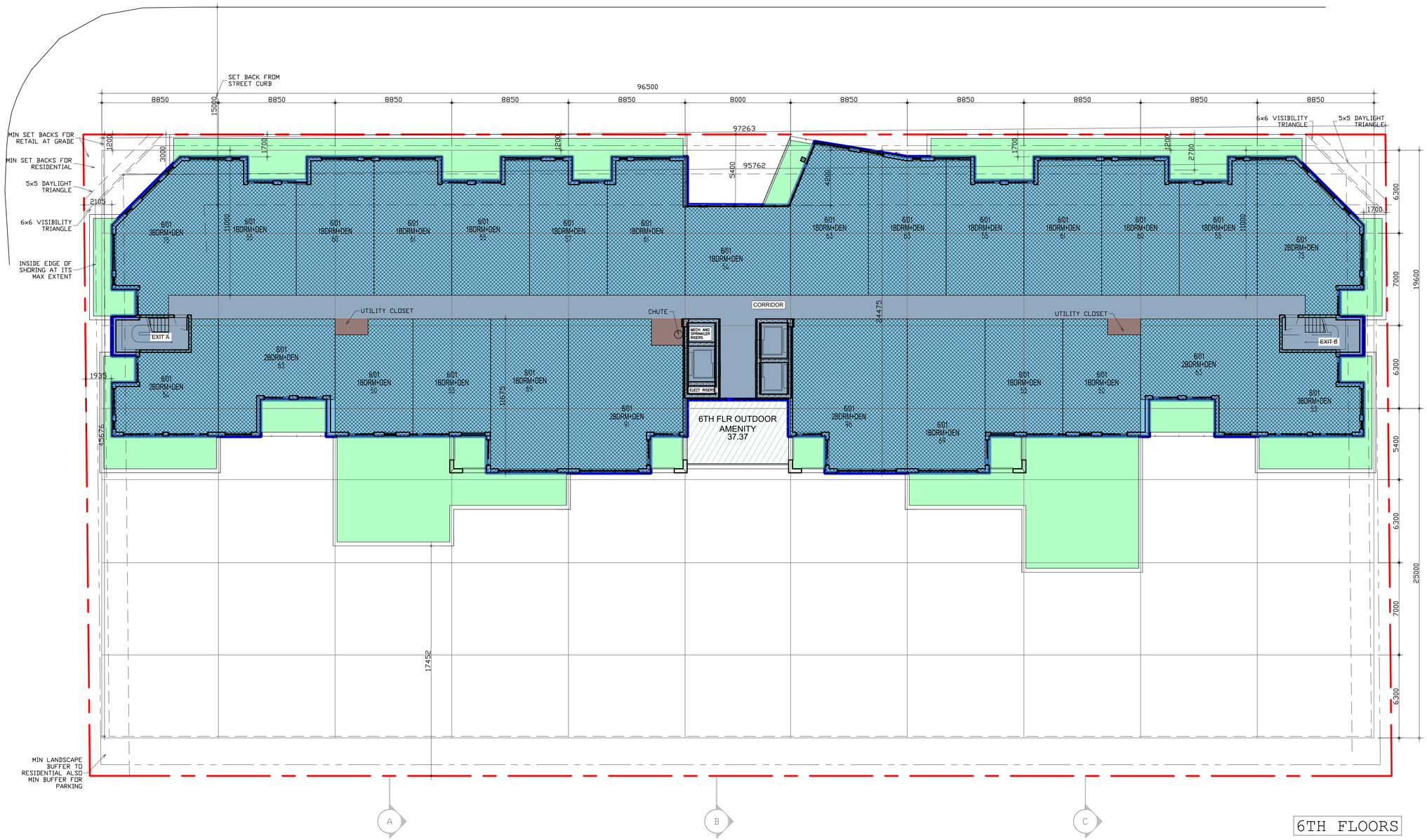
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5TH FLOORS PLAN

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A6



6TH FLOORS

27 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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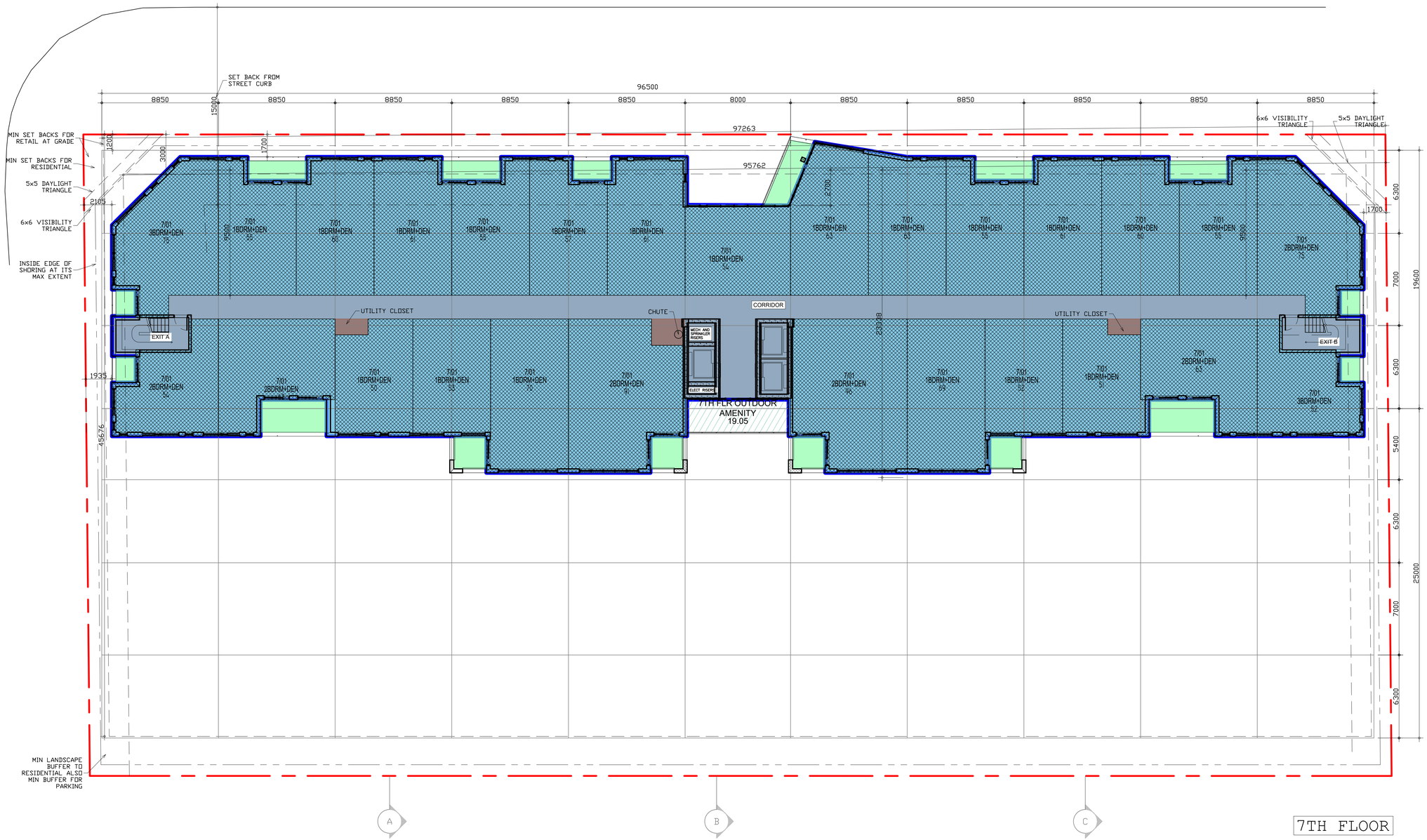
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6TH FLOOR PLAN

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A7



7TH FLOOR

27 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

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931 Southcote Road
Ancaster, ON L9G 3L1

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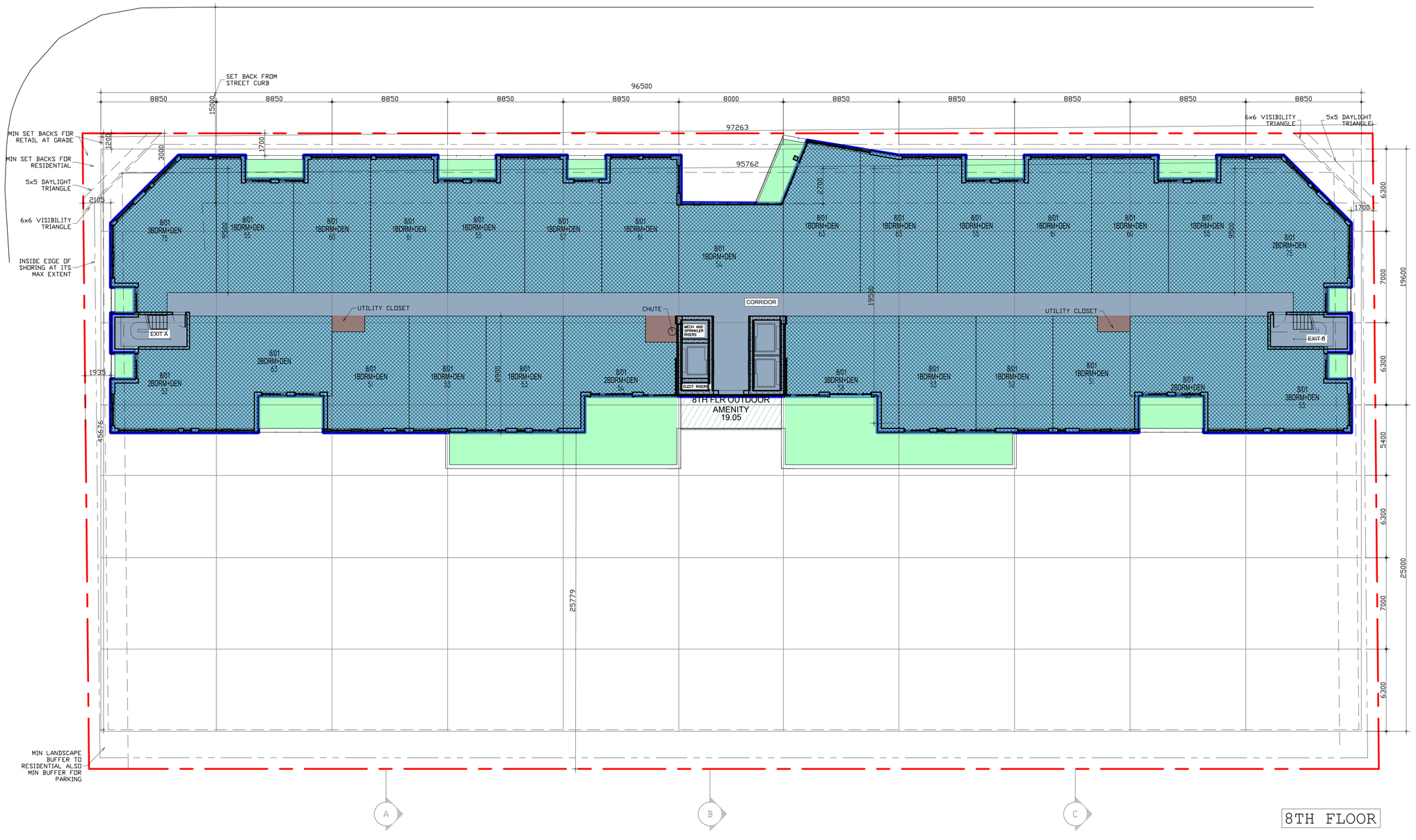
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7TH FLOOR PLAN

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A8



8TH FLOOR

27 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

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931 Southcote Road
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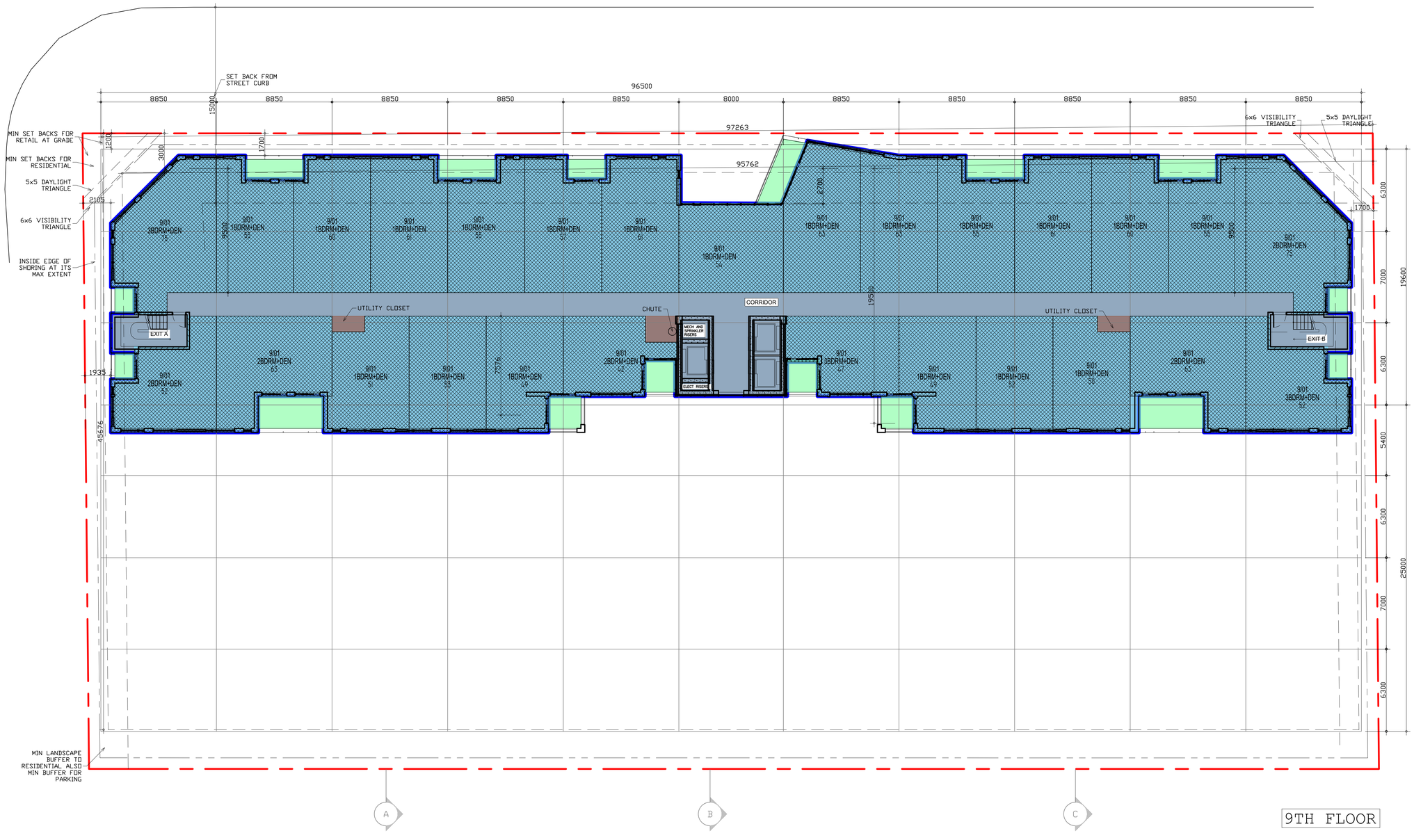
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8TH FLOOR PLAN

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A9



9TH FLOOR

27 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

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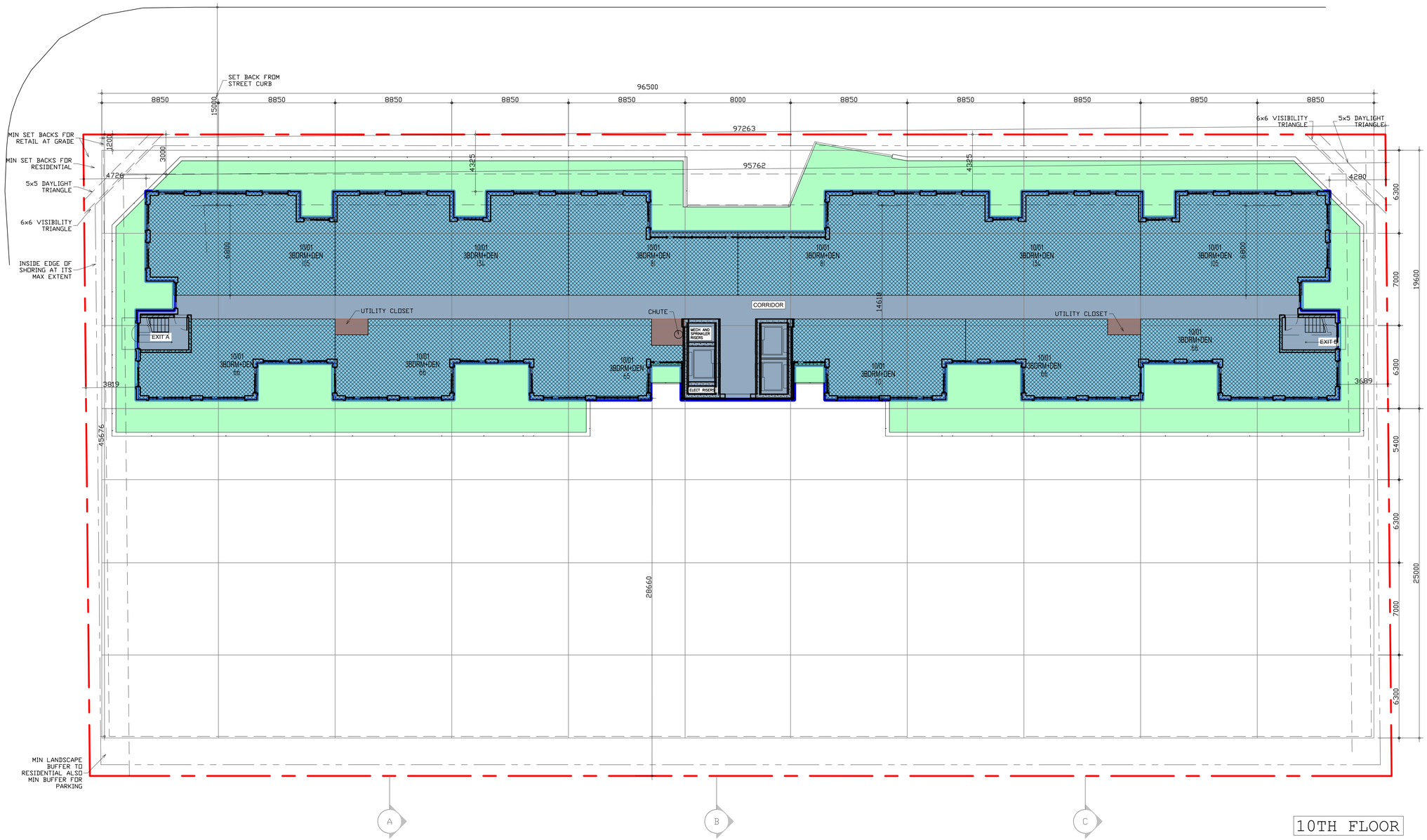
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9TH FLOOR PLAN

DESIGNED	RK
PROJ. NUMBER	2302
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SCALE	AS SHOWN

A10



10TH FLOOR

12 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

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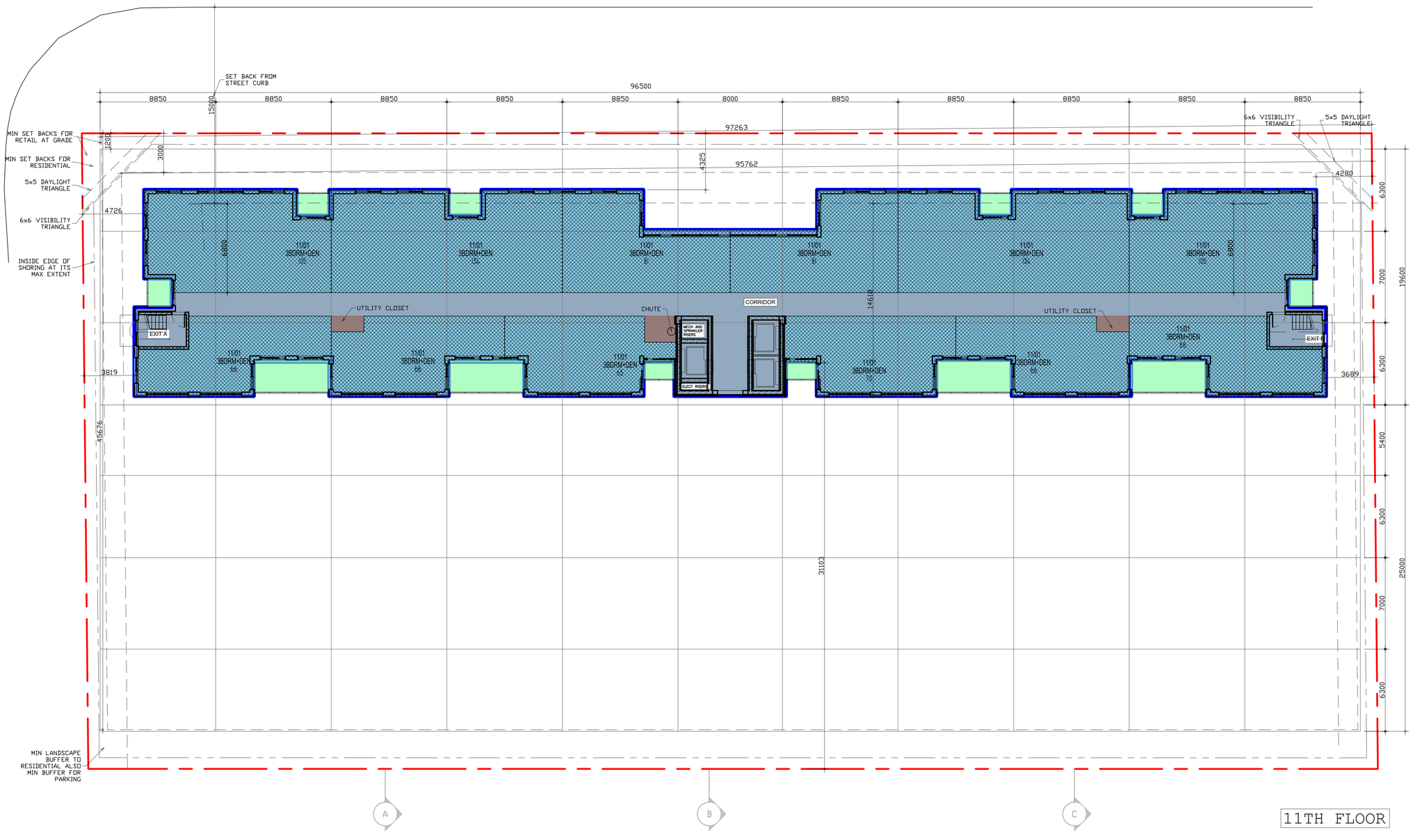
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10TH FLOOR PLAN

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A11



11TH FLOOR

12 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

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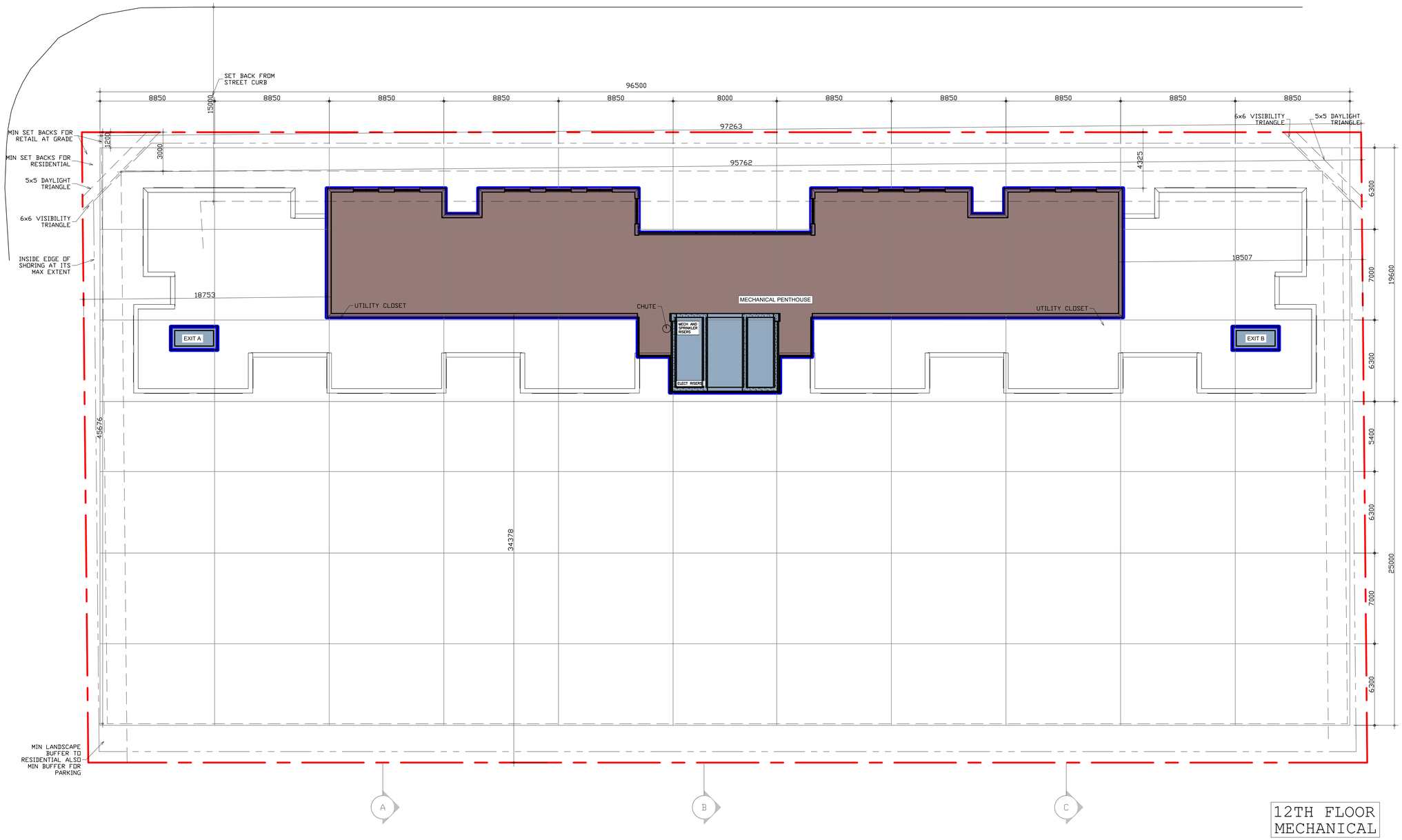
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ALDERSHOT
BURLINGTON

11TH FLOOR

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A12



12TH FLOOR MECHANICAL

1 UPPER FLOOR PLANS
1=150

CLIENT:

MIURA GROUP
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Ancaster, ON L9G 3L1

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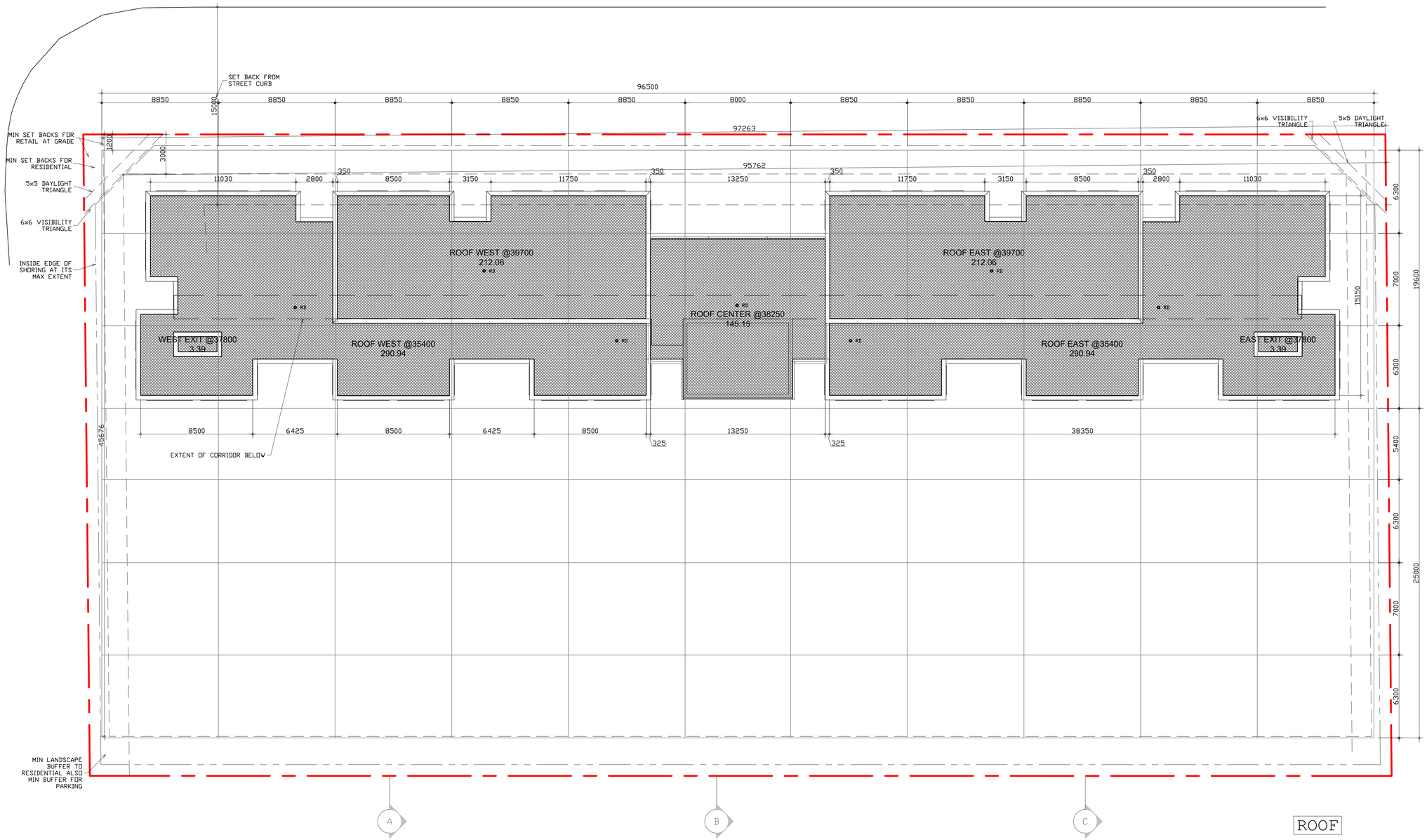
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MECHANICAL ROOF TOP PLAN

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A13



1 ROOF PLAN
1=150

CLIENT:

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931 Southcote Road
Ancaster, ON L9G 3L1

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OCT. 2024
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LICENCE
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84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

ROOF PLAN

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A14

Schedule Table		
TYPE	QUANTITY	Base Area
1BDRM+DEN	1	57.52
	1	65.27
	1	49.98
	2	52.51
	1	63.27
	1	60.92
	1	60.24
	1	111.80
	1	100.78
	1	71.98
	2	63.85
	2	26.55
	2	54.40
	2	78.06
	2	85.07
	2	65.86
	5	52.51
	2	51.31
	2	113.71
	2	49.39
	1	49.62
	2	77.97
	2	100.78
	3	52.40
	2	85.26
	2	72.79
	2	51.43
	2	60.95
	4	60.38
	4	55.42
	8	60.58
	8	55.22
	5	62.66
	4	57.16
	4	61.34
	12	61.95
	1	49.51
	3	60.49
	2	65.99
	3	68.88
	4	55.31
	2	61.82
	2	63.31
	2	26.55
	1	69.78
	6	54.40
	3	63.28
	2	85.07
	2	61.82
	2	65.99
	12	61.95
	1	62.69
	1	72.78
	2	65.86
	2	85.26
	1	98.63
	4	77.97
	1	113.71
	2	49.51
	160	

Schedule Table		
TYPE	QUANTITY	Base Area
2BDRM	1	45.15
	1	44.87
	2	
2BDRM+DEN	1	57.48
	1	81.38
	1	74.58
	3	75.09
	1	53.72
	1	53.74
	1	85.82
	4	96.04
	4	90.94
	1	81.94
	8	63.09
	2	78.76
	2	91.00
	1	53.69
	2	57.48
	2	96.04
	2	52.48
	2	80.22
	1	41.95
	4	78.76
	2	78.76
	46	
3BDRM+DEN	1	47.34
	2	51.57
	2	78.85
	1	58.01
	2	65.90
	2	70.26
	4	66.45
	2	65.16
	2	65.71
	4	80.75
	4	134.45
	1	85.59
	2	52.89
	4	74.86
	1	80.52
	4	105.29
	1	84.78
	1	80.93
	2	84.78
	42	
BACHELOR	2	27.50
	1	28.45
	3	
	253	

1 APARTMENT STATISTICS
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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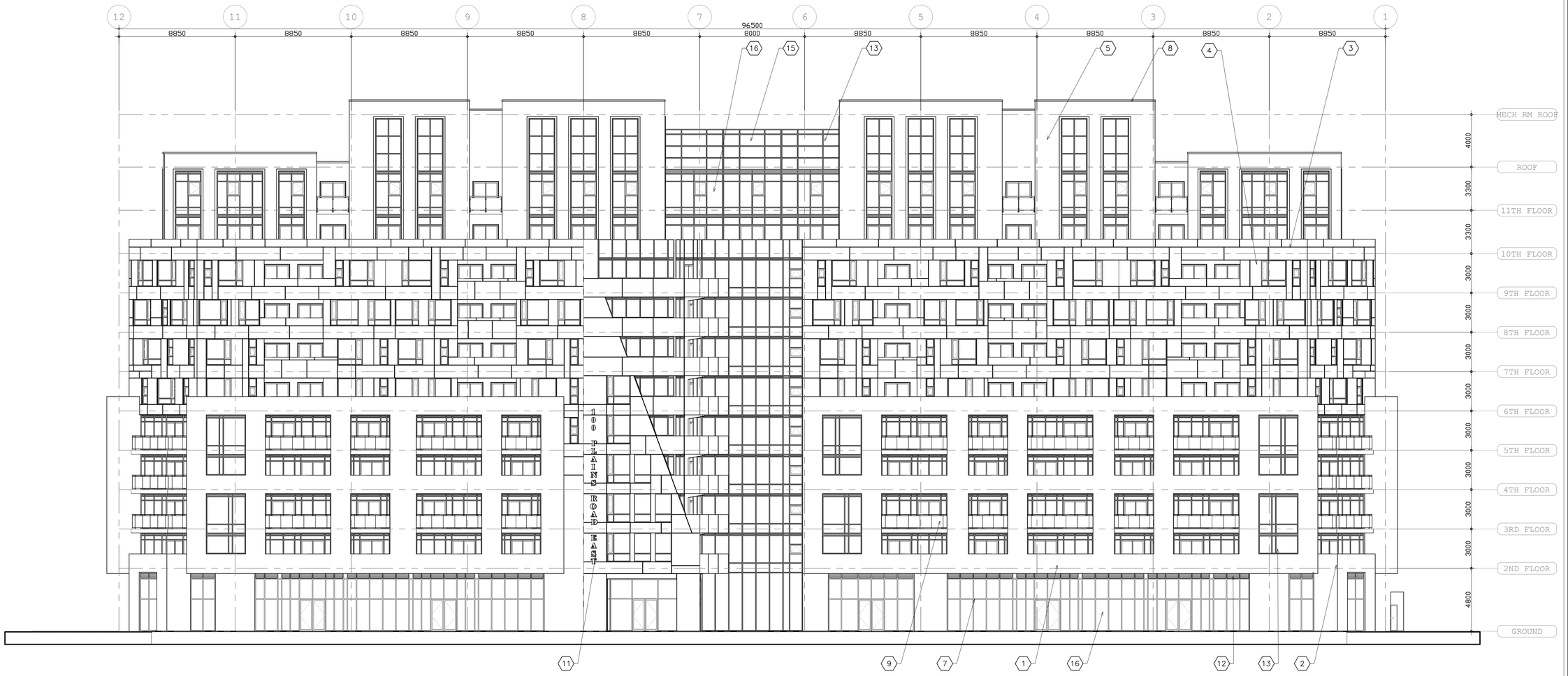
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LICENCE
4810

84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

STATISTIC

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A1a



ELEVATION MATERIAL LEGEND

1. BRICK (DARK GREY)
2. MASONRY BLOCK (LIGHT GREY)
3. METAL PANEL (WHITE)
4. METAL PANEL (BROWN)
5. METAL VERTICAL SIDING (WHITE)
6. WINDOW FRAME (GREY)
7. METAL WINDOW WALL FRAME (BLACK)
8. METAL FASCIA AND FLASHING CAP (DARK GRAY)
9. BALCONY METAL/GLASS GUARD (GRAY)
10. GLASS CANOPY
11. SIGNAGE
12. METAL LOUVRE (GREY)
13. METAL WINDOW WALL FRAME (GREY)
14. GARAGE DOOR
15. SPANDREL GLASS
16. VISION GLASS

1 NORTH ELEVATION
1:50

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

DRAWING NORTH | GEOGRAFIC NORTH

KOZLOWSKI ARCHITECT
416-778-7092

REVISED/ISSUED

- ISSUED FOR SPA 2025 05 09
- ISSUED FOR SPA 2025 01 21
- ISSUED FOR OCT 30 PUBLIC CONSULTATION MEETING 2024 10 21
- ISSUED FOR PRE-CONSULTATION MEETING 2023 12 05

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ONTARIO ASSOCIATION OF ARCHITECTS
OCT. 2024
RADEK KOZLOWSKI
LICENCE
4810

84-104 PLAINS ROAD EAST ALDERSHOT BURLINGTON

NORTH ELEVATION

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A501



1 SOUTH ELEVATION
1:150

ELEVATION MATERIAL LEGEND

1. BRICK (DARK GREY)
2. MASONRY BLOCK (LIGHT GREY)
3. METAL PANEL (WHITE)
4. METAL PANEL (BROWN)
5. METAL VERTICAL SIDING (WHITE)
6. WINDOW FRAME (GREY)
7. METAL WINDOW WALL FRAME (BLACK)
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ONTARIO ASSOCIATION OF ARCHITECTS
OCT. 1, 2024
RADEK KOZLOWSKI
LICENCE
4810

84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

SOUTH ELEVATION

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

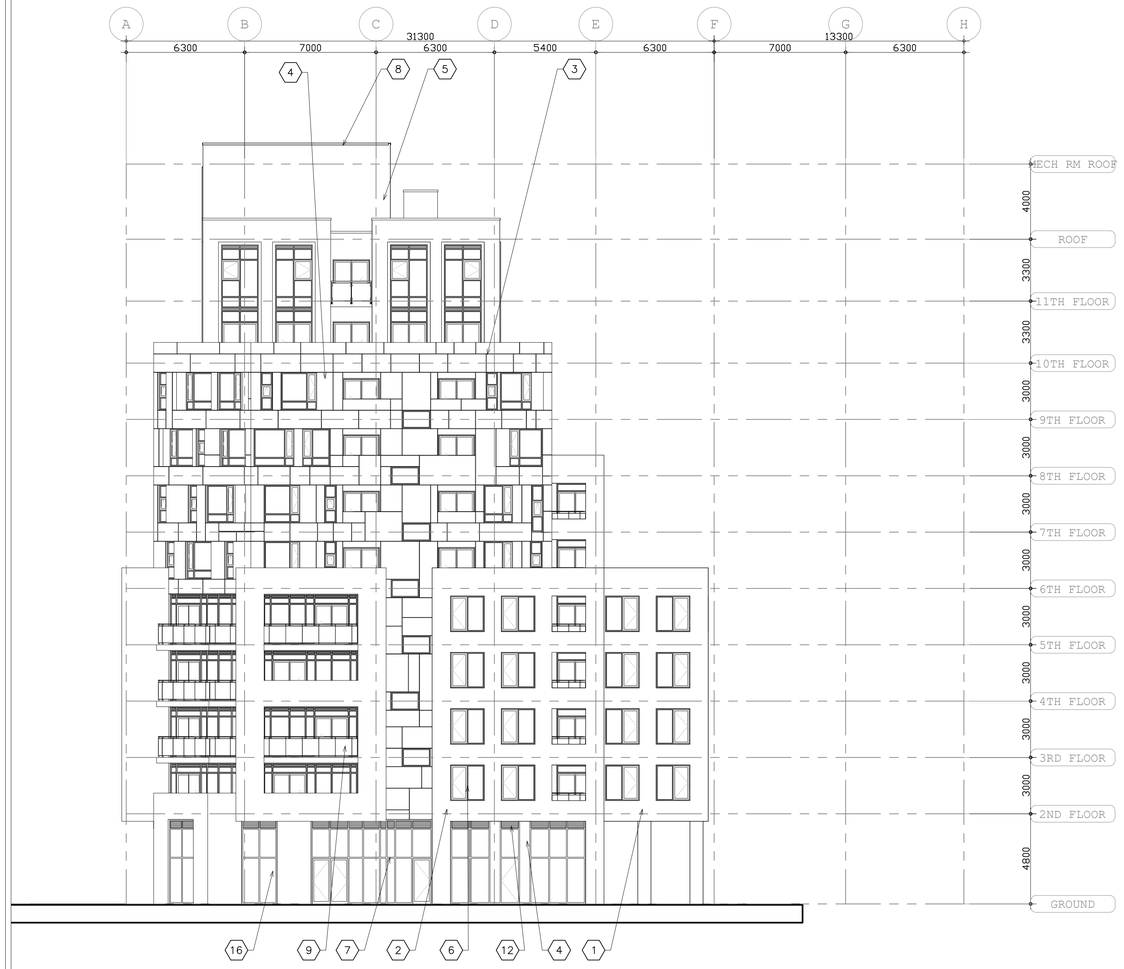
A502



2 EAST ELEVATION
1:150

ELEVATION MATERIAL LEGEND

1. BRICK (DARK GREY)
2. MASONRY BLOCK (LIGHT GREY)
3. METAL PANEL (WHITE)
4. METAL PANEL (BROWN)
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16. VISION GLASS



1 WEST ELEVATION
1:150

ELEVATION MATERIAL LEGEND

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CLIENT:

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Ancaster, ON L9G 3L1

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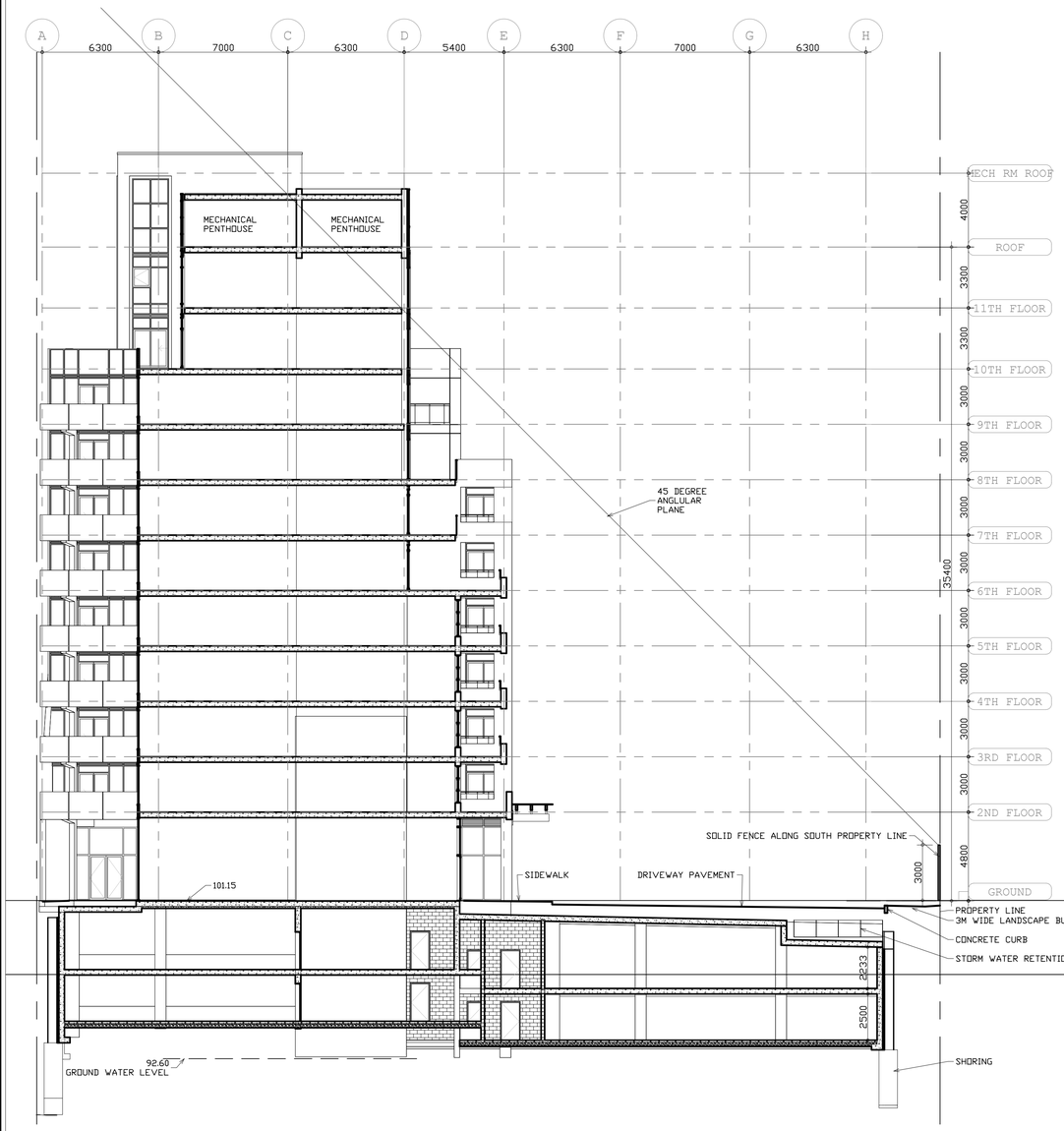
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OCT. 2024
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84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

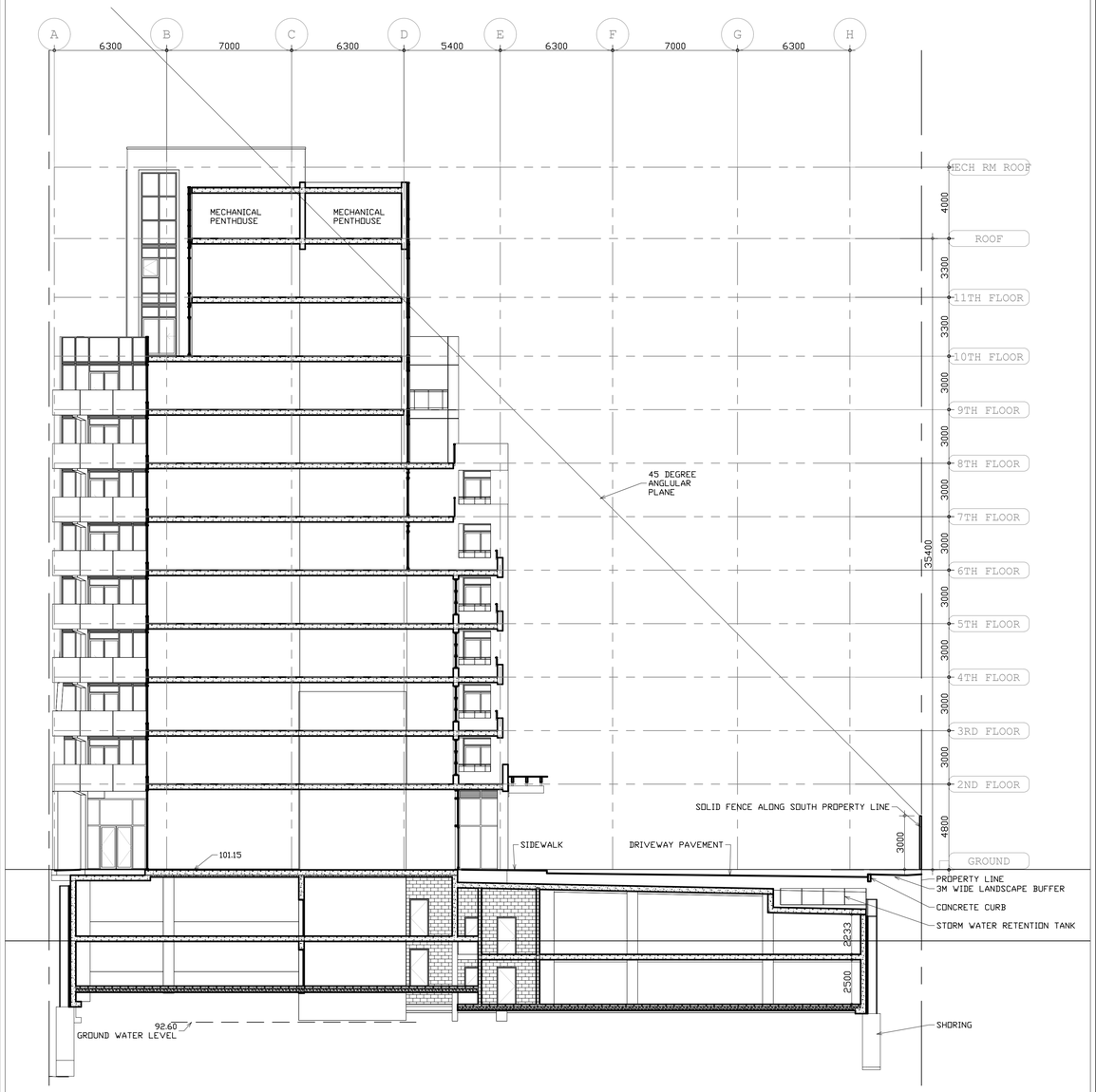
EAST AND WEST ELEVATIONS

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A503



2 SECTION AT GROUND COMMERCIAL UNIT
1:150



1 SECTION AT ENTRANCE LOBBY (SHORTEST BUILDING DEPTH)
1:150

CLIENT:

MIURA GROUP

931 Southcote Road
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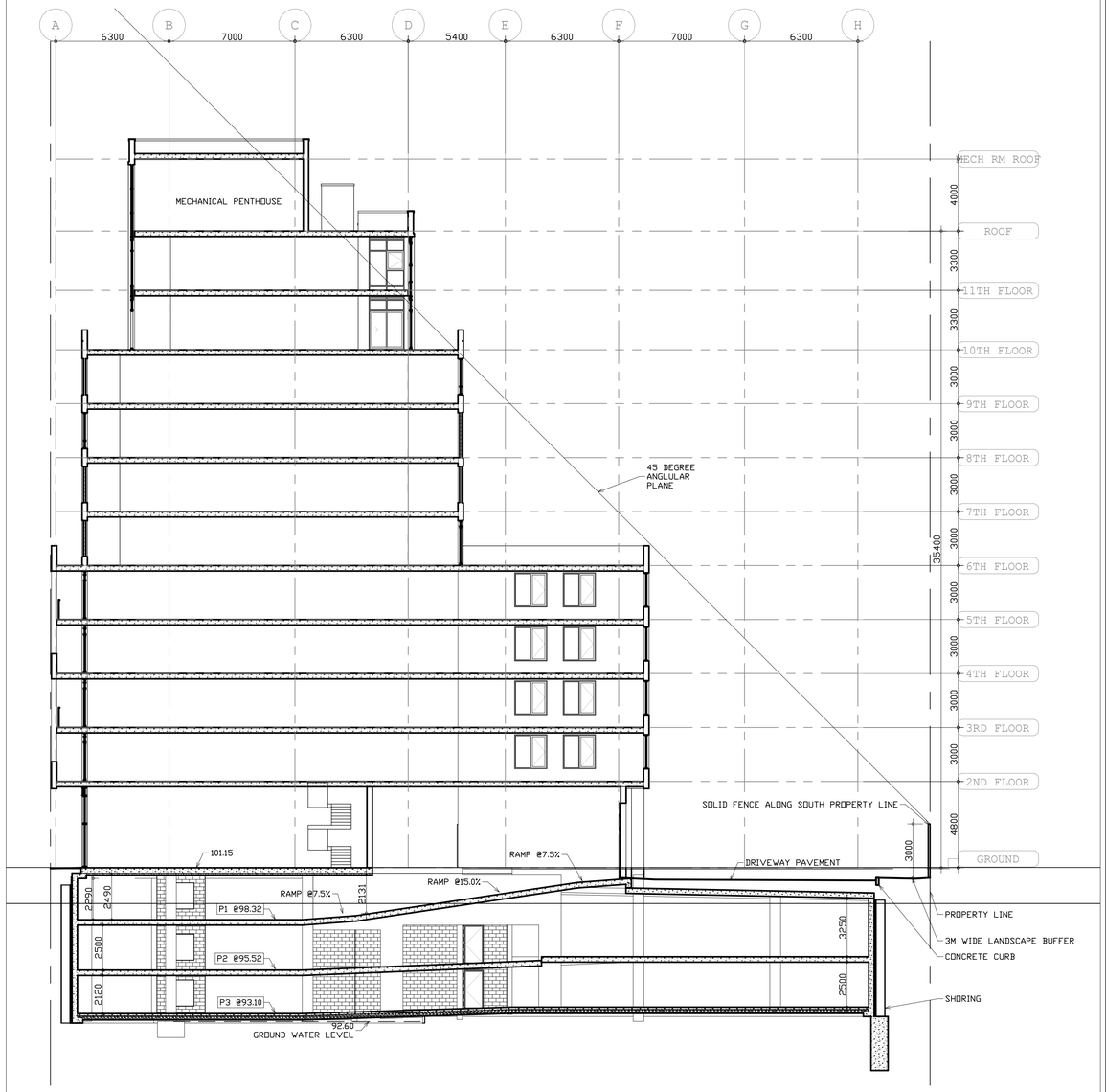
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OCT. 2024
RADEK KOZLOWSKI
LICENCE
4810

84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

SECTIONS

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A601



1 SECTION AT UNDERGROUND GARAGE ENTRANCE (LONGEST BUILDING DEPTH)
1:150

CLIENT:

MIURA GROUP

931 Southcote Road
Ancaster, ON L9G 3L1

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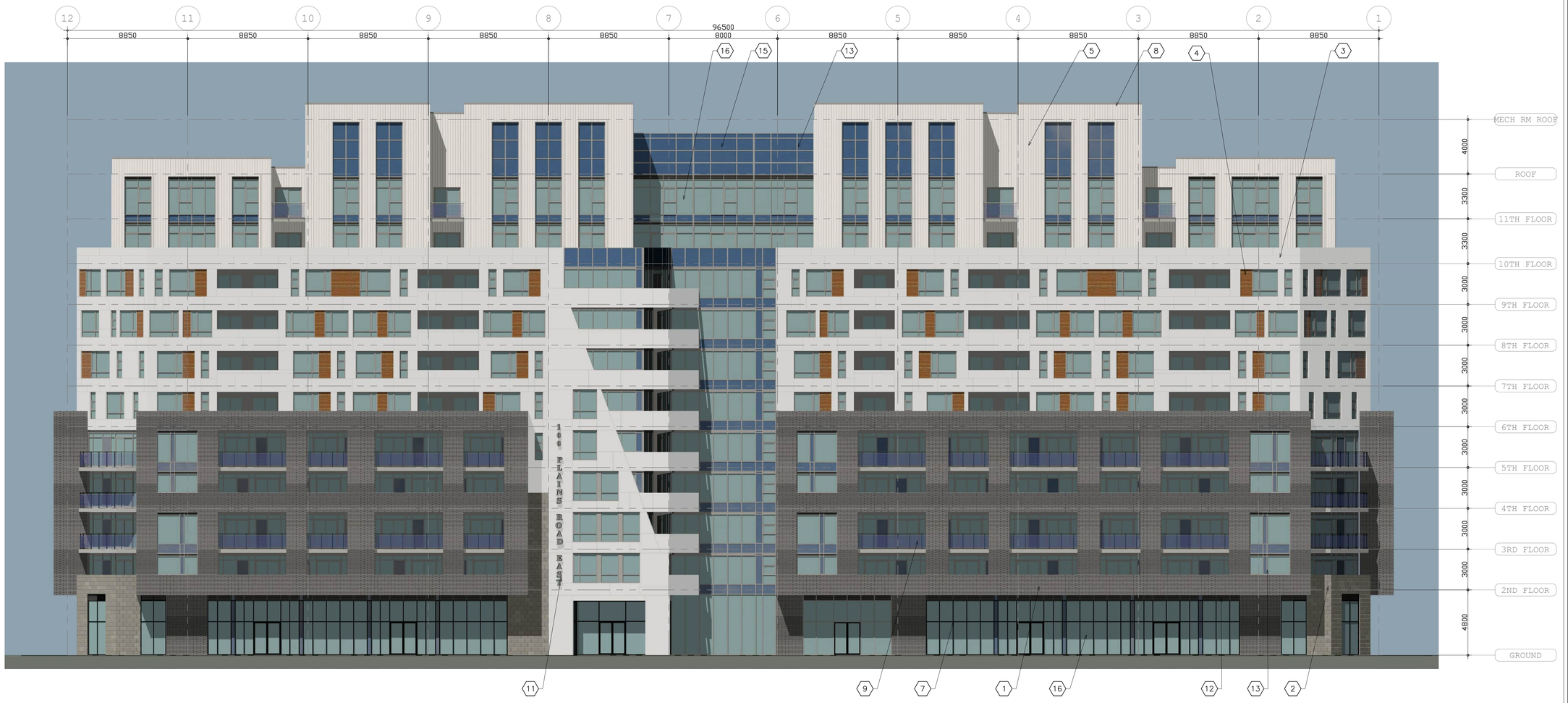
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84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

SECTIONS

DESIGNED	RK
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SCALE	AS SHOWN

A602



1 NORTH ELEVATION
1:50

ELEVATION MATERIAL LEGEND

1. BRICK (DARK GREY)
2. MASONRY BLOCK (LIGHT GREY)
3. METAL PANEL (WHITE)
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11. SIGNAGE
12. METAL LOUVRE (GREY)
13. METAL WINDOW WALL FRAME (GREY)
14. GARAGE DOOR
15. SPANDREL GLASS
16. VISION GLASS

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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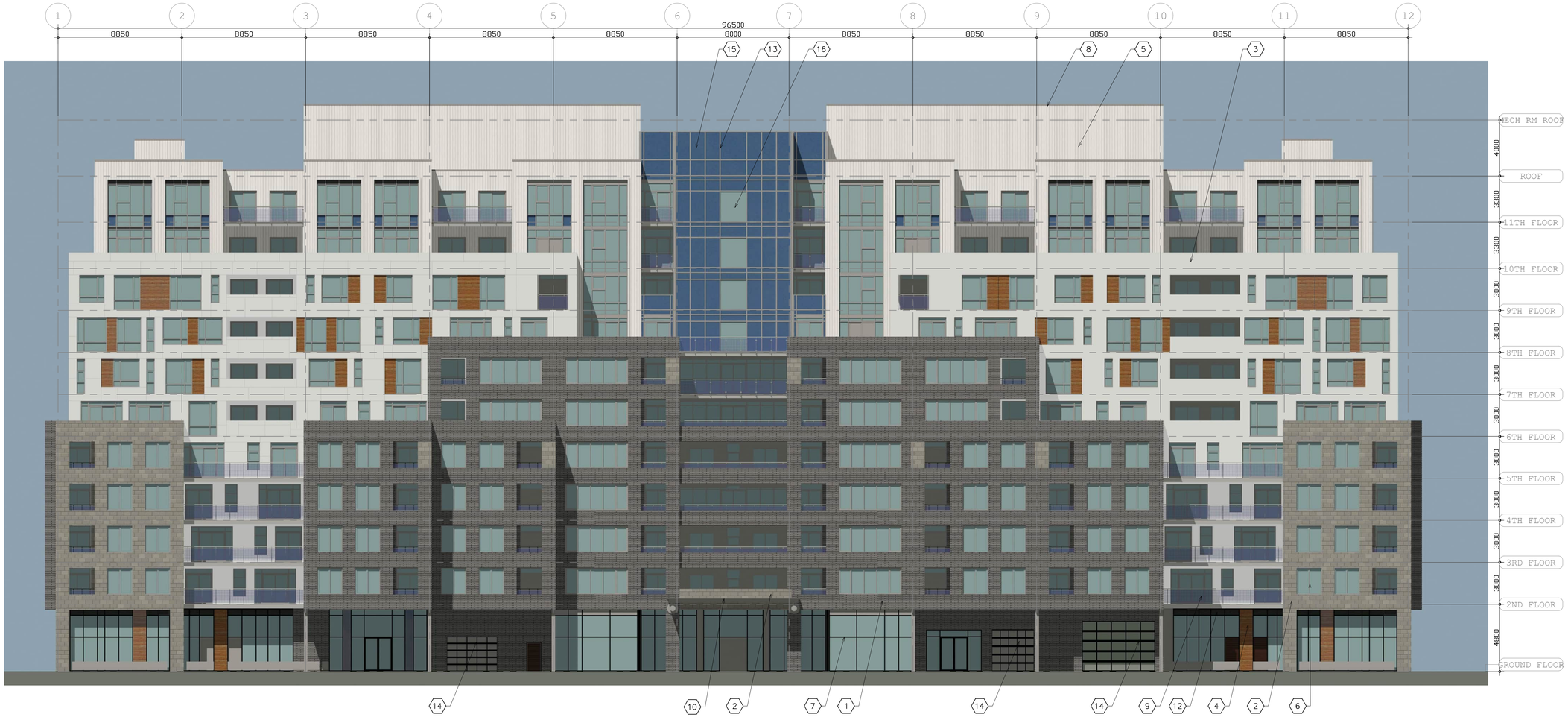
ONTARIO ASSOCIATION OF ARCHITECTS
OCT. 2024
RADEK KOZLOWSKI
LICENCE
8810

84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

NORTH ELEVATION

DESIGNED	RK
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A501



ELEVATION MATERIAL LEGEND

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2. MASONRY BLOCK (LIGHT GREY)
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13. METAL WINDOW WALL FRAME (GREY)
14. GARAGE DOOR
15. SPANDREL GLASS
16. VISION GLASS

1 SOUTH ELEVATION
1:150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

DRAWING NORTH | GEOGRAFIC NORTH

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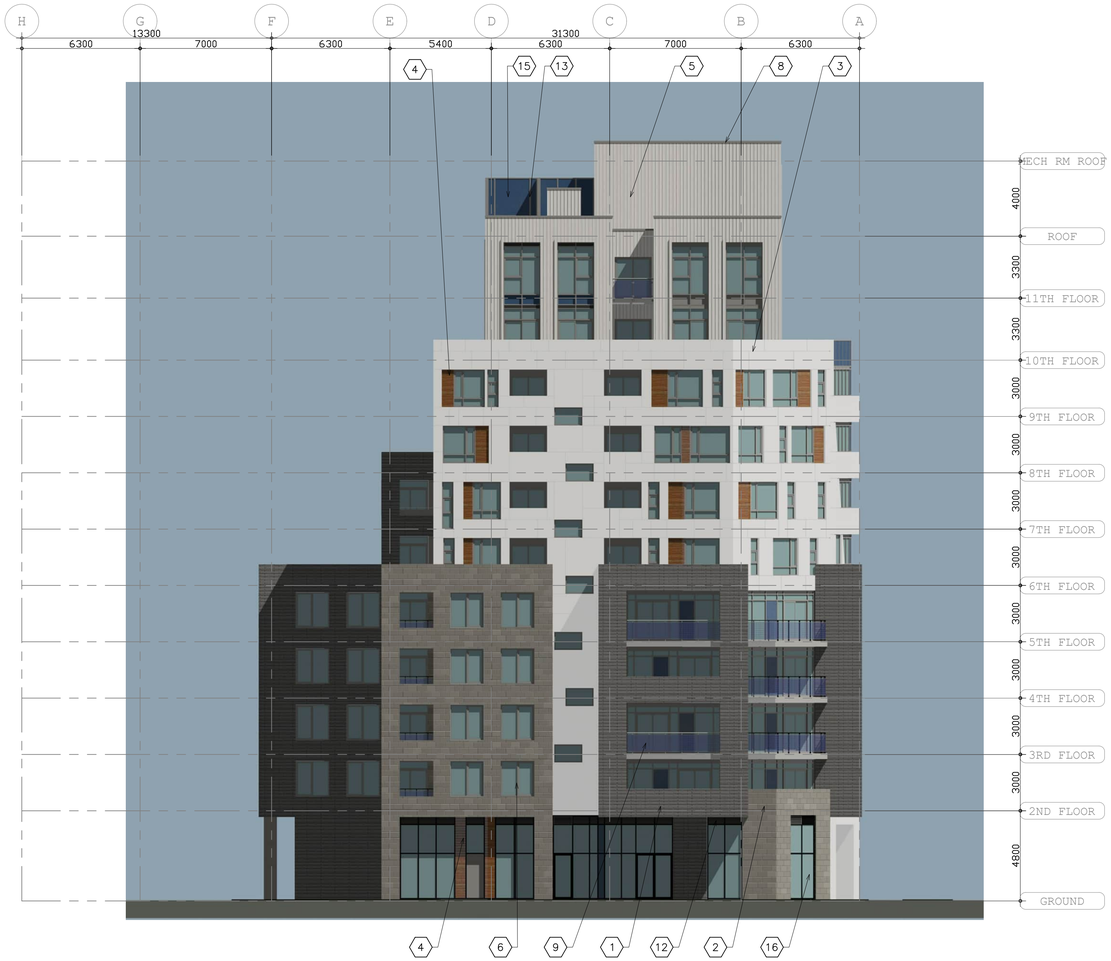
ONTARIO ASSOCIATION OF ARCHITECTS
OCT. 2024
RADEK KOZLOWSKI
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84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

SOUTH ELEVATION

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
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A502



ELEVATION MATERIAL LEGEND

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12. METAL LOUVRE (GREY)
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14. GARAGE DOOR
15. SPANDREL GLASS
16. VISION GLASS

2 EAST ELEVATION
1:150



ELEVATION MATERIAL LEGEND

1. BRICK (DARK GREY)
2. MASONRY BLOCK (LIGHT GREY)
3. METAL PANEL (WHITE)
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12. METAL LOUVRE (GREY)
13. METAL WINDOW WALL FRAME (GREY)
14. GARAGE DOOR
15. SPANDREL GLASS
16. VISION GLASS

1 WEST ELEVATION
1:150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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DRAWING NORTH GEOGRAFIC NORTH

KOZLOWSKI ARCHITECT
416-778-7092

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ONTARIO ASSOCIATION OF ARCHITECTS
OCT. 2024
RADEK KOZLOWSKI
LICENCE
6810

84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

EAST AND WEST ELEVATIONS

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A503

APPENDIX B

Table B-1: List of Industrial and Non-Industrial Facilities Around the Proposed Development with Potential for Air Emissions

Map Icon Number	Business Name	Address	Type Of Approval/ Facility/ Equipment	Approval/ Registration Number	Comment On Operations	Tall Stacks Present	D-6 Classification	Area of Influence (m)	Approximate Distance To Site (m)
1	Gentherm (formerly 1500118 ONTARIO INC. - Etratech Inc.)	1047 Cooke Blvd	ECA-AIR	0441-A4RS6Q	It is confirmed that Gentherm is no longer in operation in Canada, which announced that it would consolidate all North America electronics manufacturing to Celaya, Mexico. Please note the sources of the Gentherm's official website and other news below for reference: (1) https://www.cnn.com/business/newsfeeds/globenewswire/7865604.html (2) Gentherm Announces Consolidation in North American Manufacturing | GENTHERM INCORPORATED (3) Hundreds of jobs lost as Burlington company restructures to Mexico (4) Gentherm to shutter Burlington facility - Just Auto	Closed Site			
2	Glenview Plublic School	143 Townsend Av.	N/A	N/A	Public School	Yes	N/A	N/A	240
3	Category 5 Imaging Ltd.	1062 Cooke Blvd.	ECA-AIR	3066-7P7RVU	Industrial printing facility. ECA includes exhaust systems for large format printers and associated dryers. Facility is a small-scale operation with no outdoor storage. Operating hours are limited to daytime only with infrequent movements of trucks expected. Sound was not audible at the property line of the facility. Some minor releases to air are expected. Stacks are low level. No significant air and noise impacts are expected from that facility.	No	I	70	282
4	Corporation of the City of Burlington	1044 WATERDOWN RD	EASR-Standby Power System	R-002-3474294691	This is a fire department with an EASR for a standby power system. The facility has a few low-lying stacks on the roof. There is no evidence of outdoor storage that could contribute to fugitive dust or odour. Since there are no industrial activities carried out on site this facility was not given a D6 classification. The facility is located 81m from the property boundary and is not expected to impact the subject lands.	No	I	70	350

Table B-1: List of Industrial and Non-Industrial Facilities Around the Proposed Development with Potential for Air Emissions

Map Icon Number	Business Name	Address	Type Of Approval/ Facility/ Equipment	Approval/ Registration Number	Comment On Operations	Tall Stacks Present	D-6 Classification	Area of Influence (m)	Approximate Distance To Site (m)
5	King Paving & Construction Ltd.	1077 Howard Rd	ECA-AIR	2090-BXNT5G	King Paving & Construction is a batch and/or drum hot mix asphalt plant with an ECA for several sources including the following: aggregate and recycled asphalt pavement receiving, storage, processing and shipping, asphalt cement receiving and storage, aggregate drying and hot-mix asphalt production, storage and shipping. The facility has a production limit of up to 210,000 tonnes per year of hot-mix asphalt production and 730,000 tonnes per year of aggregate materials delivered/shipped. This site has evidence of outdoor storage piles and outdoor material handling that could contribute to fugitive dust or odour. Frequent trucks movements are expected in and around the facility, including travel on unpaved portions of the site. This facility is expected to have outdoor fugitive dust emissions; however, they are required to prepare and implement a Best Management Practices Plan for fugitive dust as a condition of their ECA. Fugitive dust emission sources are generally low, therefore worst-case impacts are expected to occur close to ground level. The facility shares a property line with an existing residential property and is located approximately 140 m away from a Long Term Care facility. Due to the nature of the activity, there is also a potential for odourous emissions. The main sources of odours are the hot mix asphalt plant itself, which is located approximately 380 m from the subject lands.	Yes	III	1000	403

Table B-1: List of Industrial and Non-Industrial Facilities Around the Proposed Development with Potential for Air Emissions

Map Icon Number	Business Name	Address	Type Of Approval/ Facility/ Equipment	Approval/ Registration Number	Comment On Operations	Tall Stacks Present	D-6 Classification	Area of Influence (m)	Approximate Distance To Site (m)
6	St. Marys Cement Inc. (Canada) operating as CBM Ready Mix	1093 Howard Rd	ECA-WASTE MANAGEMENT SYSTEMS	4731-4X9QNW, 9841-BNUR2A	St. Mary's Cement Inc. operating as CBM Ready Mix is a concrete supplier. On-site sources include two batching plants with multiple baghouse dust collectors, a boiler and a loading point dust collection system. Frequent trucks movements are expected in and around the facility. The ECA application included the evaluation of noise at surrounding existing noise sensitive receptors in an Acoustic Assessment Report prepared by HGC Engineering in 2019. There are intervening residences between the facility and the subject lands which would restrict the noise emissions from the facility. Although these intervening residences are one and two-storey residences and the subject lands would introduce a high-rise receptor, sources at the facility are located at-grade. Consequently, sound levels at the subject lands are expected to be less than those at existing receptors. The facility is expected to be in compliance with applicable sound level limits at the subject lands. To obtain their ECA, the CBM facility would have been required to demonstration compliance with MECP air criteria at their property line for process-related emissions to air. This facility has outdoor fugitive dust emissions, for which compliance at the property line does not need to be demonstrated; however, they are required to prepare and implement a Best Management Practices Plan (BMPP) for the control of fugitive dust emissions as a condition of their ECA. The implementation of the BMPP for dust would serve to reduce the potential for off-site dust impacts. Fugitive dust emission sources are generally low, therefore worst-case impacts are expected to occur close to ground level. The CBM facility would be defined as a Class III facility under the D-6 classification scheme. However, the facility has controls in place under their ECA (dust collectors, BMPP requirement), which would serve to reduce the impacts from the site. There are existing residential uses within 300 m of the site, including a Long-Term Care facility which shares a portion of its property line with CBM. The presence of these sensitive receptors within the Class III minimum separation distance provides an indication that actual impacts from the CBM operation are more consistent with a Class II operation. The subject lands are deemed to be compatible with the CBM facility. There is sufficient separation distance between CBM's operations and the subject lands that noise and fugitive dust impacts are not expected to be significant.	No	II	300	531
7	Bulkwood Products Inc.	1140 Waterdown Rd	ECA-AIR	4307-8XUJ9Q	Bulkwood Products Inc. is a mulch supplier. The facility operates under an Environmental Compliance Approval. On-site sources include a horizonal wood grinder which uses a diesel fired engine. Frequent trucks movements are expected in and around the facility. A detailed assessment of noise impacts is not considered necessary, given the 600 m separation distance and closer intervening noise sensitive homes. This site has evidence of outdoor storage piles and outdoor material handling that could contribute to fugitive dust; however, they are required to prepare and implement a Best Management Practices Plan for the control of fugitive dust emissions as a condition of their ECA. The facility has no tall stacks and impacts are expected to be near ground level. Existing residences are located approximately 210 m from the facility, slightly closer than the subject lands (at 600 m), which is larger than the minimum separation distance requirement of 70 m. Therefore, the subject lands are deemed to be compatible with Bulkwood operations.	No	II	300	626

Table B-1: List of Industrial and Non-Industrial Facilities Around the Proposed Development with Potential for Air Emissions

Map Icon Number	Business Name	Address	Type Of Approval/ Facility/ Equipment	Approval/ Registration Number	Comment On Operations	Tall Stacks Present	D-6 Classification	Area of Influence (m)	Approximate Distance To Site (m)
8	CN Aldershot Yard	1150 King Rd.	N/A	N/A	Facility is a freight rail yard. The facility is small to medium in scale and primarily used for layover of freight trains. Sound from idling locomotives could be audible at times at the property line of the facility. Air emissions from idling locomotives are localized and not significantly above background at the separation distance between the facility and the proposed development.	No	III	1000	641
9	A Cosmos Concrete and Paving	1160 Waterdown Road	N/A	N/A	Facility is a storage yard associated with a paving contracting company. Purpose of the facility is primarily storage of materials and equipment. Actual operations occur on site at locations where paving occurs. Operations at the site are intermittent and infrequent. Noise is not expected to be audible off-site. This site has evidence of outdoor storage piles and outdoor material handling that could contribute to fugitive dust; however no impacts expected on the subject lands due to separation distance.	No	I	70	690
10	The Regional Municipality of Halton	59 Oaklands Park Crt.	ECA-AIR	6017-6W7MFB	Sewage Pumping Station with a standby generator. Sound is not expected to be audible off-site. Potential for minor fugitive odour emissions. Minor emissions to air expected from the combustion equipment; no impacts expected on the subject lands due to separation distance.	No	I	70	806
11	The Cumis Group Limited	151 North Service Rd.	ECA-AIR	7011-58EPFH	Financial institution with 4 boilers and a generator. Sound is not expected to be audible off-site. Minor emissions to air expected from the combustion equipment; no impacts expected on the subject lands due to separation distance.	No	I	70	953

APPENDIX C

Outlook

Re: 2024-10-17_Aldershot noise model_92 Plains Road East _ CN Aldershot Yard? (Jade File: 24-165)

From Omar Hijazi <Omar.Hijazi@rwdi.com>
Date Thu 10/17/2024 5:52 PM
To Proximity <proximity@cn.ca>

Thanks for the response.

Omar Hijazi | Noise & Vibration Scientist
RWDI
600 Southgate Drive, Guelph, ON N1G 4P6 Canada
Tel: (519) 823-1311 ext 2497
Omar.hijazi@rwdi.com

From: Proximity <proximity@cn.ca>
Sent: Thursday, October 17, 2024 5:30 PM
To: Omar Hijazi <Omar.Hijazi@rwdi.com>
Subject: 2024-10-17_Aldershot noise model_92 Plains Road East _ CN Aldershot Yard? (Jade File: 24-165)

Hello Omar,

We discussed this matter with CN acoustic engineer and with reference to a nearby site CN completed a peer review a few years ago it was decided that due to the separation distance of approximately 600 m to the Aldershot Yard, the Yard was not to be included in the analysis. The mitigation requirements were determined by the road traffic and rail traffic and were significant on some façades which will assist with the noise from the rail yard.

Therefore, for 92 Plains Road East we don't suggest to assess the rail yard in detail, therefore, we do not need to provide an acoustic model.

Thank you

Ashkan Matlabi, Urb. OUQ. MCIP, MBA

Urbaniste sénior / Senior Planner (CN Proximity)
Planning, Landscape Architecture and Urban Design
Urbanisme, architecture de paysage et design urbain

E : proximity@cn.ca

From: Omar Hijazi <Omar.Hijazi@rwdi.com>
Sent: Wednesday, October 16, 2024 4:13 PM
To: Proximity <proximity@cn.ca>
Cc: Ben Coulson <Ben.Coulson@rwdi.com>
Subject: Re: CN Aldershot Yard?

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Hi, we are looking to submit the report for our clients in 2 weeks. Can we have an estimate as to when we can expect the information. If no response is given, we can complete our analysis without the rail yard model.

Thanks,

Omar Hijazi | Noise & Vibration Scientist
RWDI
600 Southgate Drive, Guelph, ON N1G 4P6 Canada
Tel: (519) 823-1311 ext 2497
Omar.hijazi@rwdi.com

From: Omar Hijazi <Omar.Hijazi@rwdi.com>
Sent: Thursday, October 10, 2024 10:40 AM
To: Proximity <proximity@cn.ca>
Cc: Ben Coulson <Ben.Coulson@rwdi.com>
Subject: Re: CN Aldershot Yard?

Hi, I wanted to follow up on this. When can we expect a model, and/or a confirmation if the modeling is necessary for our site?

Thanks,

Omar Hijazi | Noise & Vibration Scientist
RWDI
600 Southgate Drive, Guelph, ON N1G 4P6 Canada
Tel: (519) 823-1311 ext 2497
Omar.hijazi@rwdi.com

From: Proximity <proximity@cn.ca>
Sent: Tuesday, October 1, 2024 11:43 AM
To: Omar Hijazi <Omar.Hijazi@rwdi.com>
Cc: Ben Coulson <Ben.Coulson@rwdi.com>
Subject: RE: CN Aldershot Yard?

Hello Omar,

I believe we have a model compatible for this site. I did forward the location to CN acoustic engineer to validate and asked to provide you with the noise model.

Thank you

Ashkan Matlabi, Urb. OUQ. MCIP, MBA

Urbaniste sénior / Senior Planner (CN Proximity)
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E : proximity@cn.ca

From: Omar Hijazi <Omar.Hijazi@rwdi.com>
Sent: Monday, September 30, 2024 11:09 AM
To: Ben Coulson <Ben.Coulson@rwdi.com>; Proximity <proximity@cn.ca>
Subject: Re: CN Aldershot Yard?

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Hi Ashkan, the developer has agreed to share the location of their development. The proposed building would be located at 92 Plains Road East.

Can you verify if CN would expect the noise impacts of the rail yard to be modeled for assessing proposed development. And can you provide the noise model if needed.

Thanks,
Omar Hijazi | Noise & Vibration Scientist
RWDI
600 Southgate Drive, Guelph, ON N1G 4P6 Canada

From: Ben Coulson <Ben.Coulson@rwdi.com>
Sent: Wednesday, September 25, 2024 5:27 PM
To: Proximity <proximity@cn.ca>
Cc: Omar Hijazi <Omar.Hijazi@rwdi.com>
Subject: RE: CN Aldershot Yard?

Thanks Ashkan.

Closer to Waterdown, so south of the GO station side.

Ben Coulson, P.Eng., MASc
Principal, Acoustics Practice Leader, Sr. Consultant
T: +1.519.823.1311 | C: +1.226.218.0069

From: Proximity <proximity@cn.ca>
Sent: Wednesday, September 25, 2024 4:25 PM
To: Ben Coulson <Ben.Coulson@rwdi.com>
Cc: Omar Hijazi <Omar.Hijazi@rwdi.com>
Subject: RE: CN Aldershot Yard?

Hello Ben,

We will verify with CN acoustic engineer to see if the existing noise models prepared for nearby sites could be used for the site you refer to on Plains Road East. Is the site closer to Waterdown Rd or King Rd?

Thank you

Ashkan Matlabi, Urb. OUQ. MCIP, MBA

Urbaniste sénior / Senior Planner (CN Proximity)
Planning, Landscape Architecture and Urban Design
Urbanisme, architecture de paysage et design urbain

E : proximity@cn.ca

From: Ben Coulson <Ben.Coulson@rwdi.com>
Sent: Monday, September 23, 2024 10:31 AM
To: Proximity <proximity@cn.ca>

Cc: Omar Hijazi <Omar.Hijazi@rwdi.com>
Subject: CN Aldershot Yard?

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Hello,

We have a new project that is in the vicinity of the CN Aldershot Yard. It is south of Plains Road East, over 590 meters from the south edge of the yard, so well-removed with many existing intervening sensitive uses. However, we wanted to check to see if CN had any expectations, and if so, if they would provide appropriate modelling information for the Yard.

Thank you,

Ben Coulson, P.Eng., MASc | Principal, Acoustics Practice Leader, Sr. Consultant
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