REPORT

1062-1074 COOKE BOULEVARD

BURLINGTON, ONTARIO

LAND-USE COMPATIBILITY/MITIGATION STUDY (AIR QUALITY AND NOISE)

RWDI # 2205162

August 11, 2022

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1 INTRODUCTION

RWDI was retained by Camarro Developments Inc. to undertake a land use compatibility/mitigation study in support of an Official Plan and Zoning By-law Amendment. The proposed project will consist of two residential towers (one 30-storey and one 32-storey), with some retail space on the ground level. The project site is located at 1062-1074 Cooke Boulevard in Burlington, Ontario. The location of the subject lands is shown on **Figure 1**. Detailed architectural drawings are included in **Appendix A**.

The subject lands are currently occupied by Category 5 Imaging at 1062 Cooke Boulevard and PV Labs Intelligent Imaging at 1074 Cooke Boulevard. The surrounding land use consists primarily of residential uses to the north, and commercial and industrial lands to the east, south and west.

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. A detailed study of noise and vibration was completed concurrently for this property in the RWDI report "1062-1074 Cooke Boulevard Noise and Vibration Impact Study" dated August 11, 2022. Conclusions from the Noise and Vibration study are summarized within this report.

2 LAND USE COMPATIBILITY POLICIES AND GUIDELINES

2.1 Provincial Policy Statement

Sections 1.2.6.1 and 1.2.6.2 of Part V of the Provincial Policy Statement 2020 (https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf) 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."

Section 1.6.8.3 of Part V of the Provincial Policy Statement 2020 further states that:

> "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, mitigate or minimize negative impacts on and from the corridor and transportation facilities."

Section 6.0 of Part V of the Provincial Policy Statement 2020 defines sensitive land uses as:

> "...buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from contaminant discharges generated by a nearby major facility. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.

2.2 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, https://www.ontario.ca/page/d-6-compatibility-between-industrial-facilities). 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	1000	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).

4. 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 for this study consisted of reviewing the following items:

- The official plan and zoning by-laws for the surrounding area;
- Published satellite imagery and street-based photography;
- A site visit to the area by RWDI Personnel;
- MECP Environmental Compliance Approval (ECA) and Environmental Sector and Activity Registry (EASR) permits for existing industries within 1000 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 1000 m of the subject lands;
- Guidelines D-1 (Land Use Compatibility) and D-6 (Compatibility between Industrial Uses) from the 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 Royal Botanical Gardens station, the nearest meteorological station to the subject lands, to assist in the assessment. A summary of the directional distribution of winds over a period from 2000-2014 is shown in **Figure 2**. The wind directions in the figure refer to the direction from which the wind blows, while the annual frequency of a given wind direction is shown as a distance radially from the centre. The most frequent winds originate from the southwest to northwest with winds from the south, east, and north less frequent.

The MEPC Halton-Peel District office was contacted to request complaint history for industries in the vicinity of the subject lands. The MECP was unable to provide complaint related information directly and requested that the request be directed via the Ministry's Freedom of Information (FOI) office. While complaint history for the area is a helpful tool in the initial screening of industries, due to the length of time to complete the process as well as the existing character of the study area, we did not consider this task to be essential in completing the assessment for this site.

4 RESULTS

The review considered the influence of the conversion request and potential future residential development on industrial uses in the surrounding employment areas, including any proposed expansions or intensifications that are known. Potential future industrial uses in the employment areas that are not currently proposed are also considered, as well as the influence of transportation systems. The results of the review are outlined below.

4.1 Existing and Proposed Industrial Uses

The area within a 1000 m radius of the subject lands is, for the most part, residential, commercial, and industrial land use. The majority of the residential lands in the study area consist of one and two-storey residences with some high-rise developments to the north. Facilities with ECA and/or EASRs available on the MECP's Access Environment website found within 1000 m of the subject lands were reviewed. There were no facilities within 1000 m of the subject lands that reported under Environment Canada's NPRI program between 2017 and 2020.

Table B-1 in **Appendix B** lists all identified Class I industries within 300m, and all Class II and III industries within 1000 m. Class I industries beyond 300 m were not documented as their potential influence areas fall far short of the subject lands. The locations of the identified industries are presented in **Figure 3**. More details on these industries are presented in **Appendix B**.

Five of the identified facilities have potential areas of influence that extend to the subject lands. These facilities are discussed in detail below and are summarized in **Table 3**. Additionally, one non-industrial use is located in very close proximity to the subject lands and was reviewed in detail.

Table 3: Facilities Potentially Influencing the Proposed Development

Industry Class	Industry	Potential Influence Area (m)	Actual Separation Distance (m)
I	Gentherm (Formerly 1500118 ONTARIO INC. / Etratech Inc.)	70	20
II	St. Marys Cement Inc. (Canada) operating as CBM Ready Mix	300	281
II	King Paving & Construction Ltd.	300	86
II	Bulkwood Products Inc.	300	218
I	Primary Fluid Systems Inc.	70	0 (adjacent)
N/A	Cougar Shoes (Retail Store)	70	0 (adjacent)

4.1.1 1500118 Ontario Inc. / Etratech Inc.

Etratech Inc. is an electronic controls / control systems manufacturer. Etratech was purchased by Gentherm Electronics in 2017 and now operates under the Gentherm name. Based on media reports, this facility may not be operating at this location in the future. Etratech is located within an enclosed building with no evidence of outdoor operation. Sources of noise and/or emissions to air from the facility are stacks related to solder machines, laser

marking machines, cleaners, and coating machines, as well as a heating system. The facility operates under an Environmental Compliance Approval which included the evaluation of noise at surrounding existing noise sensitive receptors in an Acoustic Assessment Report prepared by HGC Engineering in 2016. During the site visit performed by RWDI personnel, the facility was not audible in the vicinity of the proposed development given the constant road traffic noise surrounding the site. Noting this, due to proximity and elevated nature of the development, sound from this facility has been evaluated in the detailed Noise and Vibration Impact Report.

All exhaust stacks listed in the ECA are relatively short – between 1 to 2.5 m above the roof. There is no evidence of outdoor operations. Based on the nature of the facility's operations, no fugitive dust or odours are expected.

Etratech been designated as Class I, with a minimum separation distance of 20 m and a potential area of influence of 70 m. The separation distance between the facility and the subject lands is 20 m, based on their property lines, however, the separation distance from the Etratech building to the subject lands is approximately 30 meters. Etratech shares a property line with existing single residential homes to the northeast, with the nearest residences also located approximately 30 m away. The subject lands are deemed to be compatible with the Etratech facility.

4.1.2 St. Mary's Cement Inc. (Canada) / CBM Ready Mix

St. Mary's Cement Inc. operating as CBM Ready Mix is a concrete supplier. The facility operates under an Environmental Compliance Approval issued in 2020 that approves them for a maximum production of up to 1,375 cubic meters per day of ready-mix concrete. 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. During the site visit performed by RWDI personnel, the facility was not audible in the vicinity of the proposed development over the sound of road traffic. 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. However, the subject lands are located within 86 m of the CBM facility's northeastern boundary where piles of sand and aggregate are stored. These storage piles could result in potentially minor dust impacts at the south – western section of the proposed development.

The CBM facility would be defined as a Class 3 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 3 minimum separation distance provides an indication that actual impacts from the CBM operation are more consistent with a Class 2 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 fugitive dust impacts are not expected to be significant.

4.1.3 King Paving & Construction Ltd.

King Paving & Construction Ltd. Operates a batch and/or drum hot mix asphalt plant. The facility operates under an Environmental Compliance Approval which included the evaluation of noise at surrounding existing noise sensitive receptors in an Acoustic Assessment Report prepared by HGC Engineering in 2019.
The following processes and support units include:

- Aggregate and Recycled Asphalt Pavement recovering, storage, processing, and shipping
- Asphalt cement receiving and storage
- Aggregate drying; and
- Hot-mix asphalt production, storage, and shipping.

Frequent trucks movements are expected in and around the facility. During the site visit performed by RWDI personnel, the facility was not audible in the vicinity of the proposed development over the sound of road traffic. There are intervening residences between the facility and the subject lands which would restrict the noise emissions from the facility. Specifically, there is a proposed high-rise residential building immediately across Waterdown Road from the entrance to the facility that would limit noise emissions. The facility is therefore expected to be in compliance with applicable sound level limits at the subject lands.

To obtain their ECA, the King Paving facility would have been required to demonstration compliance with MECP air criteria at their property line for process-related emissions to air. Existing sensitive uses in the area include single family dwellings and low- to mid-rise residences. The proposed development would introduce new elevated receptors to the area, which would not have been considered when the facility was applying for their ECA. The facility does have an elevated exhaust stack, which may impact receptors at elevated locations on the subject lands. Although the separation distance between the exhaust stack and the subject lands is greater than the minimum separation distance for a Class 3 facility (at approximately 380 m), detailed modelling of emissions from the asphalt plant stack can be completed to confirm the absence of an issue at the elevated receptors on the subject lands. The modelling assessment can first consist of a comparative study using generic stack parameters; if the comparative study indicates the potential for higher impacts at the subject lands compared to ground level, then a detailed modelling assessment can be completed using actual emissions data from the King Paving facility obtained through a freedom of information request.

This facility has outdoor fugitive dust emissions; however, they are required to prepare and implement a BMPP for fugitive dust 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.

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. The plant is located approximately 360 m from the Long Term Care Facility and 330 m from an existing residence. No significant odour impacts are expected at this separation distance.

The King Paving facility would be defined as a Class 3 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. 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 presence of these sensitive receptors within the Class 3 minimum separation distance provides an indication that actual impacts from the King Paving operation are more consistent with a Class 2 operation.

With respect to air quality, the subject lands can be considered compatible with the King Paving facility provided residential units at the proposed development are provided with:

1. Mechanical building ventilation with air particle filtration and/or
2. Optimizing the location of ventilation air intakes away from the King Paving operations

4.1.4 Bulkwood Products Inc.

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. During the site visit performed by RWDI personnel, the facility was not audible in the vicinity of the proposed development over the sound of road traffic. Due to proximity, sound from this facility has been evaluated in the detailed Noise and Vibration Impact Report.

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. Therefore, the subject lands are deemed to be compatible with the Bulkwood operations.

4.1.5 Primary Fluid Systems Inc.

Immediately to the southeast of the subject lands is a small-scale, fully enclosed building which includes a manufacturing facility. The manufacturing facility is identified as a Primary Fluid Systems Inc., a manufacturer of metering pump accessories, through publicly available data. Sources of emission at this facility include: rooftop HVAC equipment. Sound from the facility was not audible during the site visit. However, due to the proximity,

emissions from this building were evaluated in detail in the Noise and Vibration Impact Report. No significant air emission sources were identified.

4.1.6 Cougar Shoes Inc.

Immediately to the southwest of the subject lands is a small-scale, fully enclosed building. The building is identified as a Cougar Shoes Inc., a retail store, through publicly available data. Sources of emission at this facility include: rooftop level HVAC/cooling equipment. Sound from the facility was not audible during the site visit. However, due to the proximity, emissions from this building were evaluated in detail in the Noise and Vibration Impact Report. No significant air emission sources were identified.

4.2 Future Industrial Uses

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. The zoning map for the surrounding area is provided in **Figure 4**. Immediately north, east, south and west is a mixed-use corridor. In near proximity to the area is also lands zoned Holding to the west of Waterdown Road and Residential east and south. Existing residential uses in the area are primarily one and two-storey detached homes and townhomes, however the recently constructed development just north of Masonry Crescent includes high-rise residential, and townhouses.

There is potential for some of the Class I uses in the mixed-use corridor in the area to transform into Class II uses. However, in most cases, these intensifications would be restricted by existing residential uses to the north, east and south of the employment area. Therefore, the potential future development on the subject lands is not expected to have a significant effect on the ability of new uses to locate in the employment area.

4.3 Transportation Facilities

The subject lands are located south of the Canadian National Railway (CN) Oakville Subdivision rail corridor. The Aldershot GO railway station and bus station is used by VIA Rail and GO Transit and located approximately 300 m to the north of the subject lands, servicing commuter rail. The subject lands are located immediately adjacent to Cooke Boulevard and Masonry Crescent and approximately 500 m south of Highway 403. The facility is located approximately 200 m northwest of Plains Road and 60 m northeast of Waterdown Road.

4.3.1 Noise and Vibration

Elevated sound levels on the proposed development due to road and rail traffic are expected. However, due to separation distances from major roadways, upgraded façade components such as windows and doors are not expected. Outdoor living areas may in some cases need barriers to achieve acceptable sound levels.

Rail is located further than 75 m from the subject lands, therefore no vibration impacts are anticipated.

4.3.2 Air Quality

In order to assess the potential impacts from the rail corridors in the vicinity of the subject lands, the GO Rail Network Electrification Environmental Project Report Addendum – Lakeshore East Study (https://www.metrolinxengage.com/sites/default/files/appendix_f4_-_go_rail_network_electrification_lse_aq_report_18may21.pdf) was

reviewed to get a sense of air quality effects around Metrolinx rail corridors. The Metrolinx Lakeshore East Study indicated that air quality impacts decrease sharply with distance and are generally low (within 50% of background) beyond 50 meters. Therefore, with a 300 m separation distance, the subject lands are more than sufficiently separated from the rail corridors to avoid adverse air quality effects. Therefore, the potential future development of the subject lands is considered compatible with the rail corridor.

Based on past experience with highway modelling assessments and publicly available studies, such as The City of Toronto produced report: "Avoiding the TRAP: Traffic-Related Air Pollution in Toronto and Options for Reducing Exposure" (October 2017), the most widely reported mitigation strategy is separation distances or buffer zones. Some environmental agencies (California and British Columbia) recommend a setback of 500 ft (approx. 150m) from major highways and 100m from roads with annual average traffic volumes of 15,000 vehicles or more per day. Considering these buffer zones, elevated air pollutant levels on the subject lands are possible due to the proximity of Waterdown Road. Therefore, mitigation measures could be considered for the subject lands, during detailed design of the proposed development. The proposed development is considered to be compatible with the local roadways.

In terms of land use planning at the site level, the following mitigation strategies may be considered:

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

RWDI have reviewed the architectural drawings for the proposed development and note that there are residential units with balconies as well as outdoor amenity areas that are in proximity to Waterdown Road. Traffic on this roadway can be compatible with the proposed development, provided mitigation measures, such as those listed above, considered during the detailed design phase. Of the measures listed above, RWDI recommends the provision of mechanical ventilation with particulate filtration and/or location of ventilation intakes away from known pollution sources. Such a system would provide occupants of these residential units with a way to ensure that their dwellings are provided with relatively clean, temperate air at all times, without any need to open their windows.

5 CONCLUSIONS

Mixed use development on the subject property is compatible with surrounding employment uses and the transportation corridors. The detailed Noise and Vibration Study dated August 11, 2022 outlines the detailed recommendations for compatibility from an environmental noise and vibration perspective.

From an air quality perspective, mitigation measures can be considered during the detailed design phase to limit potential fugitive dust and transportation-related impacts. A detailed air quality assessment is recommended to assess potential impacts from the elevated stack at King Paving.

6 STATEMENT OF LIMITATIONS

This report entitled 1062-1074 Cooke Boulevard was prepared by Rowan William Davies & Irwin Inc. ("RWDI") for Camarro Development Inc. ("Client"). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein 1062-1074 Cooke Boulevard ("Project"). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report 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 report have been correctly interpreted in the final design of the Project.

The conclusions and recommendations contained in this report have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilize the report 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 report carefully review the stated assumptions contained herein and to understand the different factors which may impact the conclusions and recommendations provided.

FIGURES



Site Location

True North

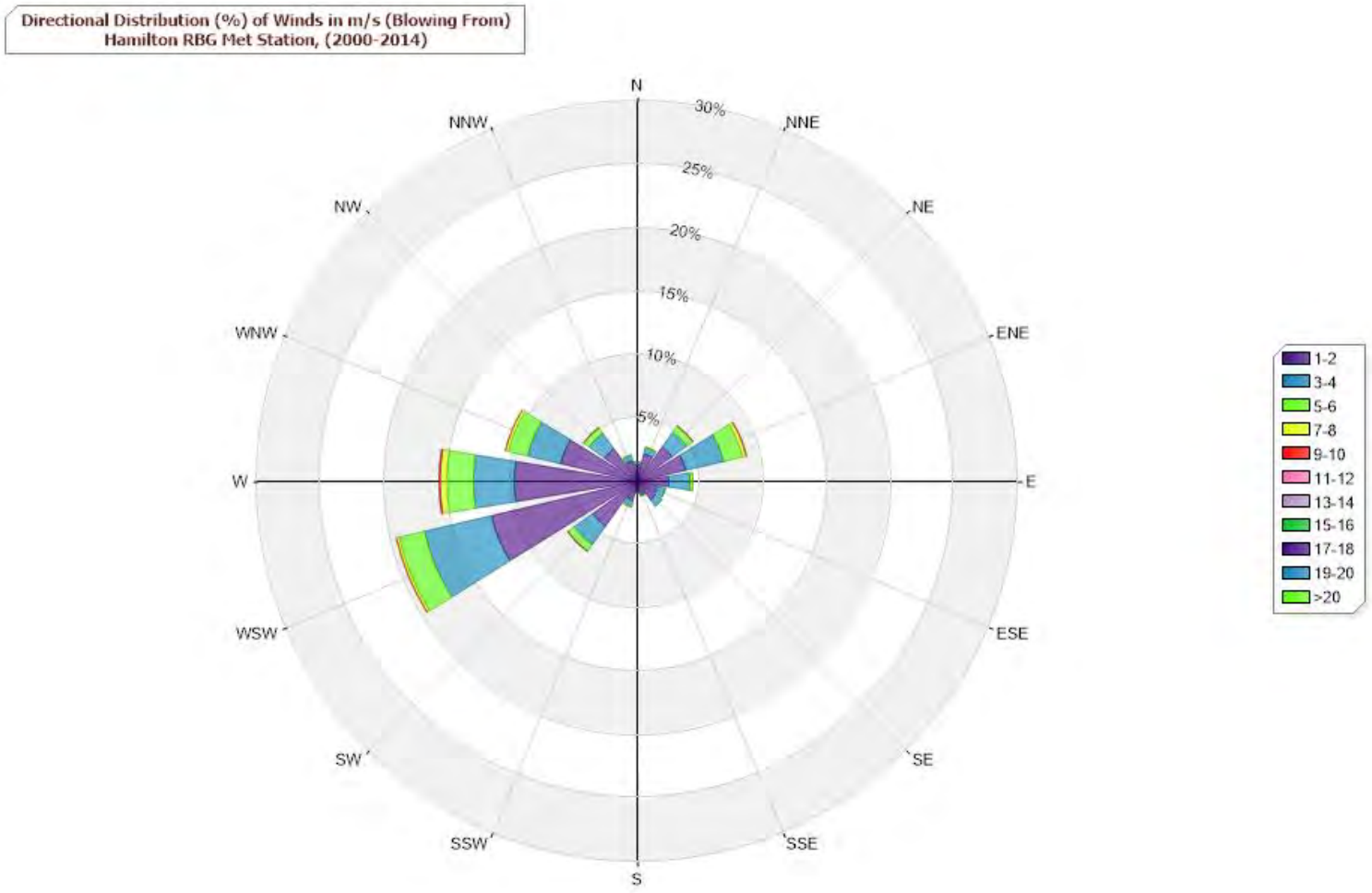
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Approx. Scale:	1:1,000
Date Revised: Aug 10, 2022	

Map Projection: NAD 1983 UTM Zone 17N

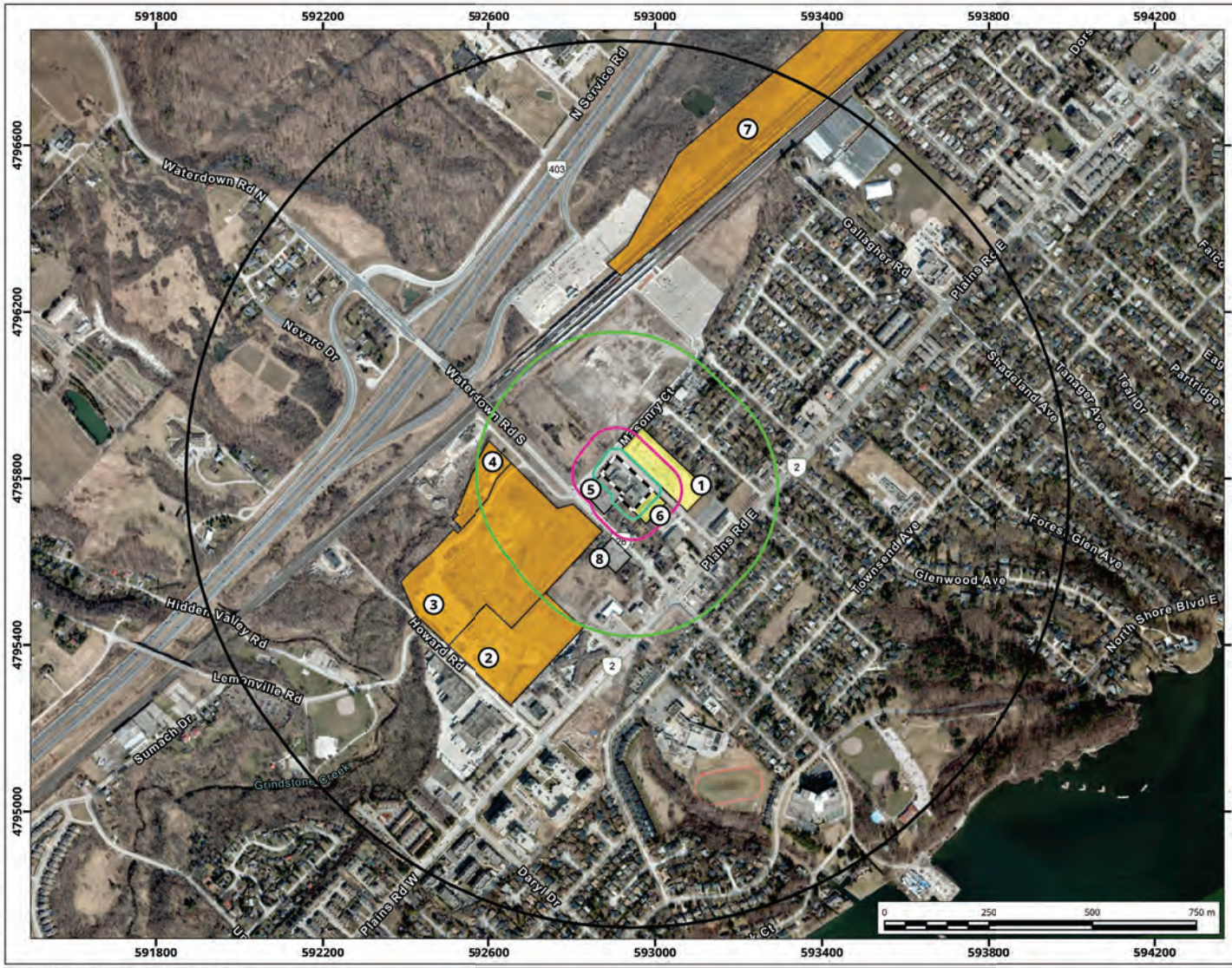
1062-1074 Cooke Boulevard - Burlington, ON

Project #: 2205162

Map Document: D:\GIS\desktop\2205162_1062-1074Cooke\P2205162_1062_1074_CookeBlvd.aprx



Directional Distribution (%) of Winds Blowing from Hamilton RBG Meteorological Station (Years 2000-2014)	Figure: 2	
Land-Use Compatibility/Mitigation Study 1062-1074 Cooke Boulevard – Burlington, Ontario Project #2205162	Date: August 11, 2022	



Legend

- Property Line
- 20 m Setback
- 70 m Setback
- 300 m Setback
- 1,000 m Setback

Industrial Properties

- Class I Industries
- Class II Industries
- N/A - Non-Industrial

ID	Business Name	Class
1	Gentherm (formerly 1500118 ONTARIO INC. - Etratech Inc.)	I
2	St. Marys Cement Inc. (Canada) operating as CBM Ready Mix	II
3	King Paving & Construction Ltd.	II
4	Bulkwood Products Inc.	II
5	Cougar Shoes Inc.	N/A
6	Primary Fluid Systems Inc.	I
7	CN Aldershot Yard	II
8	CORPORATION OF THE CITY OF BURLINGTON	N/A

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Facilities in the Study Area

Map Projection: NAD 1983 UTM Zone 17N
1062-1074 Cooke Boulevard - Burlington, ON

True North

Project #: 2205162

Drawn by: RCL	Figure: 3
Approx. Scale:	1:10,200
Date Revised:	Aug 11, 2022



Legend

- Property Line
- 1,000 m Setback

Zoning Designation

- CC - Community Commercial
- D - Downtown Centre Zones
- GE - General Employment
- MXC - Mixed-Use Commercial Corridor; MXG - Mixed-Use General; MXE - Mixed-Use Employment Corridor
- O - Open Space; PC - Community Park; P - Neighbourhood Park
- R - Low Density Residential; RM - Medium Density Residential
- RH - High Density Residential
- S - Utility Services Zone
- ONA - North Aldershot Office
- RNA - North Aldershot Residential
- SNA - North Aldershot Special
- H-GE - Holding General Employment
- H-MXE - Holding Mixed-Use Employment Corridor; H-MXG - Holding Mixed-Use General
- H-RNA - Holding North Aldershot Residential; H-RM - Holding Medium Density Residential
- See By-Law 4000-3

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Zoning Map of Surrounding Area

Map Projection: NAD 1983 UTM Zone 17N

1062-1074 Cooke Boulevard - Burlington, ON

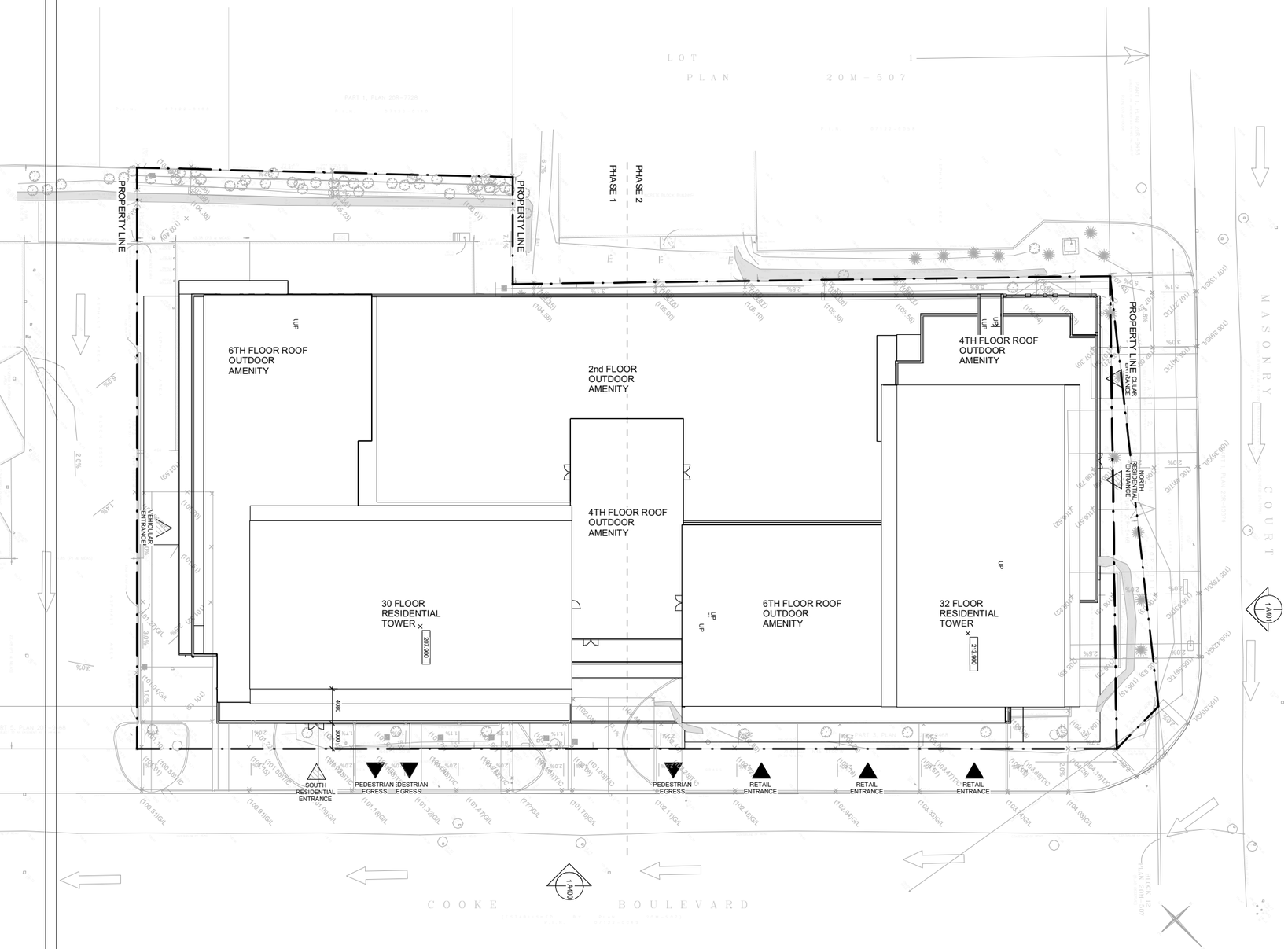
True North

Project #: 2205162

Drawn by:	RCL	Figure:	4
Approx. Scale:		1:10,200	
Date Revised:		Aug 10, 2022	

Map Document: D:\GIS\desktop\2205162_1062-1074Cooke\P2205162_1062_1074_CookeBlvd.aprx

APPENDIX A



SITE PLAN LEGEND

- 00.00 EXISTING ELEVATION
- + 00.000 PROPOSED ELEVATION
- + 00.000 T.O.S. TOP OF STRUCTURE
- + 00.000 T.O.W. TOP OF WALL
- + 00.000 T.O.C. TOP OF CURB
- VEHICULAR EXIT/ENTRANCE
- PEDESTRIAN EXIT/ENTRANCE
- PRIMARY RES ENTRANCE
- EXISTING EXTERIOR TO REMAIN
- NEW WALLS
- ITEM ABOVE
- (S) SCREEN REF. #
- (W) WALL TYPE
- (D) DOOR REF #

NOTES:
REFER TO CONSULTANTS DRAWINGS FORINFORMATION RELATING TO SITE SERVICING, GRADING AND LANDSCAPE. ALL ITEMS NEW CONSTRUCTION UNLESS NOTED OTHERWISE

Abbreviations

AD	AREA DRAIN
CACF	CENTRAL ALARM CONTROL FACILITY
CB	CATCH BASIN
FH	FIRE HYDRANT
FD	FLOOR DRAIN
HB	HOSE BIB
HLP	HYDRO LIGHT POLE
MH	MAN HOLE
TLS	TRAFFIC LIGHT STANDARD

SITE PLAN INFORMATION TAKEN FROM :

TOPOGRAPHIC PLAN SURVEY OF PART OF LOT X
REGISTERED PLAN XXXX
CITY OF XXXXX
PREPARED BY XXXX LAND SURVEYORS
(DATE).

XXX.Xm = 000 ESTABLISHED GRADE

XXX.Xm = TOS GROUND FLOOR AVERAGE

SITE PLAN NOTES

1. THE BUILDING IS TO BE [NOT SPRINKLERED] /[SPRINKLERED].

2. THE SOLID WASTE ROOMS IS XX SM AND AND WILL ACCOMMODATE GARBAGE VIA USE OF ONE CHUTE. GARBAGE CHUTE ACCCESS OCCURS ON LEVELS X,X AND X. ADDITIONAL BULK STORAGE IS PROVIDED AT A MINIMUM OF XXSM.

3. COLLECTION OF WASTE MATERIALS FOR THIS DEVELOPMENT WILL TAKE PLACE ON SITE IN THE LOADING AREA DESIGNATED ON THE GROUND FLOOR PLAN. AN ON-SITE TRAINED STAFF/ MAINTENANCE PERSON IS RESPONSIBLE FOR MOVING THE BINS FROM THE SOLID WASTE ROOM TO THE COLLECTION POINT AND PROVIDE VEHICULAR DIRECTIVES TO THE COLLECTION VEHICLE OPERATOR,AS REQUIRED. IN THE EVENT THE ON-SITE STAFF IS UNAVAILABLE AT THE TIME THE CITY COLLECTION VEHICLE ARRIVES AT THE CITY, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DAY.

4. SIDEWALKS AND BOULEVARDS WITHIN THE RIGHT OF WAY TO HAVE A MINIMUM 2% AND MAXIMUM 4% SLOPE TOWARDS THE ROADWAY.

5. REFER TO SITE SERVICING PLAN, FOR SEWER AND WATER SERVICE INFORMATION.

6. ALL EXISTING ACCESSES, CURB CUTS, TRAFFIC CONTROL SIGNS, ETC. ALONG THE DEVELOPMENT SITE FRONTAGE THAT ARE NO LONGER REQUIRED ARE TO BE REMOVED. THE BOULEVARD WITHIN THE PUBLIC RIGHT OF WAY, IN ACCORDANCE WITH CITY STANDARDS AND TO THE SATISFACTION OF THE EXECUTIVE DIRECTOR OF TECHNICAL SERVICES ARE TO BE REINSTATED.

7. PROPOSED ACCESS TO THE DRIVEWAY FOR THIS PROJECT TO BE DESIGNED IN ACCORDANCE WITH CITY STANDARD NO. T310-050-1 FOR COMBINED CURB AND SIDEWALK VEHICULAR ENTRANCES.

8. THIS BUILDING IS DESIGNED WITH A SHARED LOADING SPACE. A FLASHING WARNING LIGHT SYSTEM AND / OR APPROPRIATE SIGNAGE ADJACENT TO THE SPACE, AT NO COST TO THE CITY, WILL BE IN PLACE AND ACTIVATED DURING COLLECTION AND REMAIN ACTIVE UNTIL THE VEHICLE EXITS THE SITE.

9. SOLID WASTE MANAGEMENT TO BE NOTIFIED UPON COMPLETION OF THE DEVELOPMENT AND SHOULD PUBLIC WASTE COLLECTION BE USED. ALL NECESSARY APPLICATION AND WAVER FORMS TO BE COMPLETED PRIOR TO COMMENCEMENT OF CITY REFUSE COLLECTION.

10. NO SPEED BUMPS SHALL BE INSTALLED ON ANY MAIN DRIVEWAY AISLE OR DESIGNATED FIRE ROUTE.

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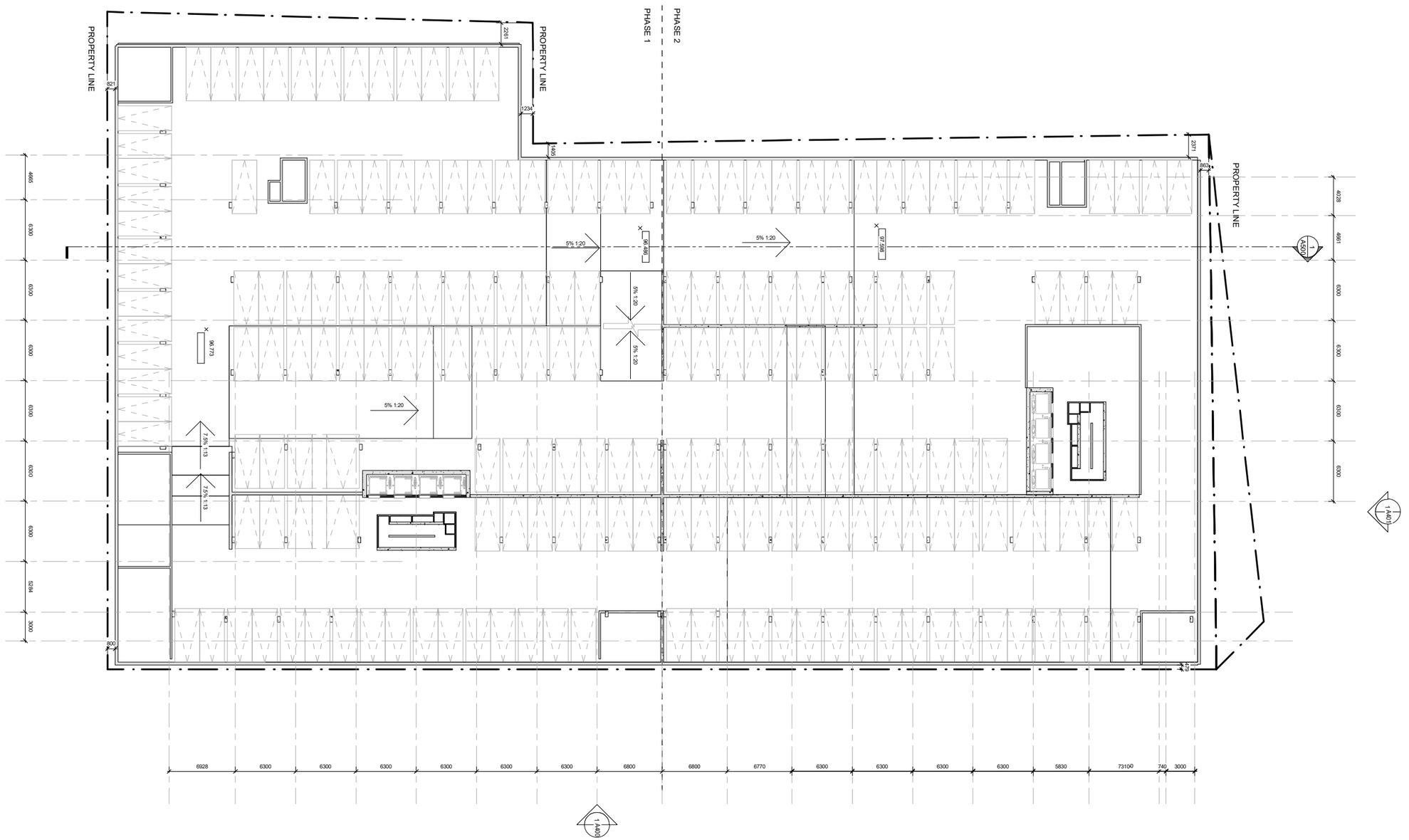
CAMARRO

SITE PLAN

As indicated

A100

2022-08-10 5:45:12 PM



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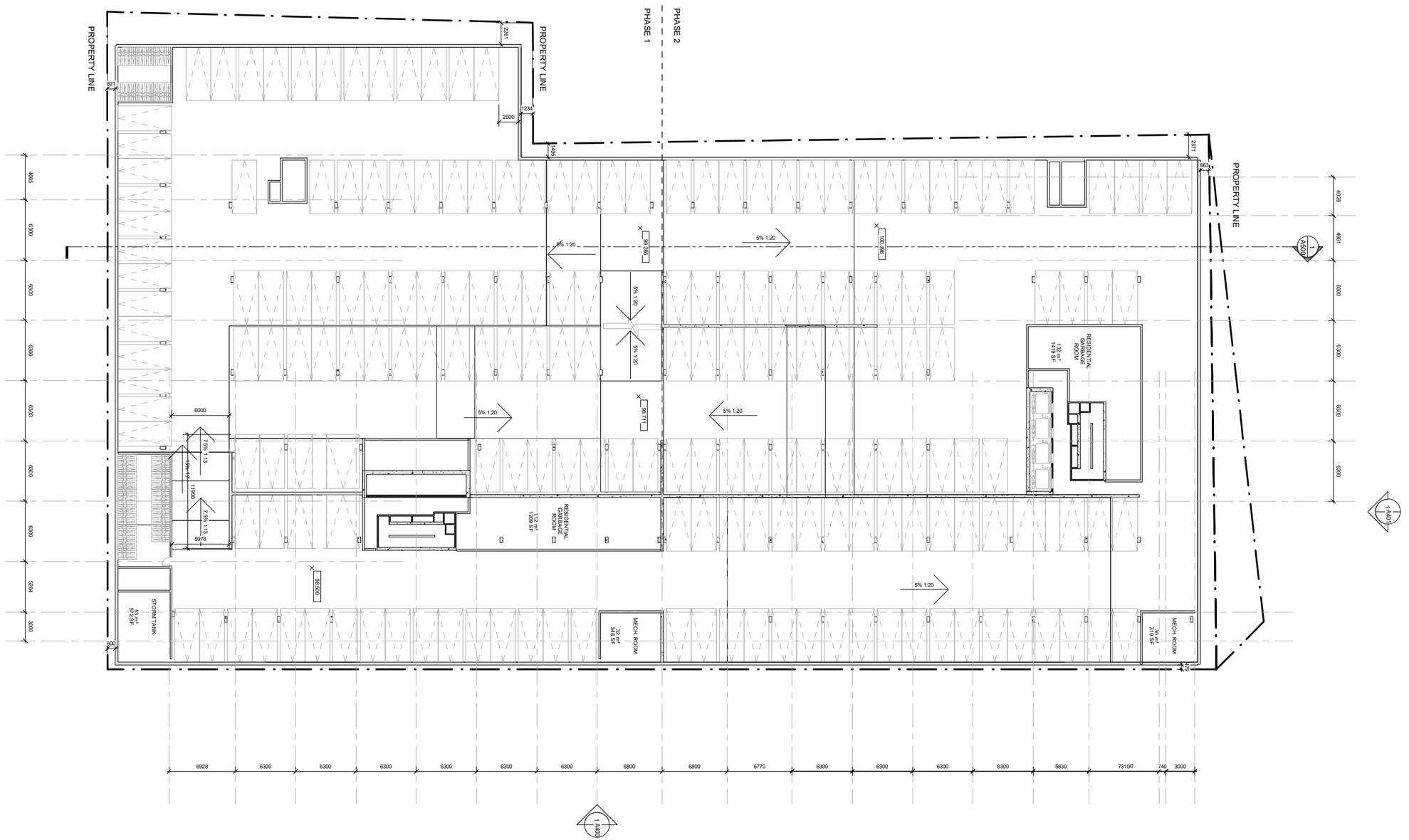
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P2 PARKING LEVEL

1 : 200

A102

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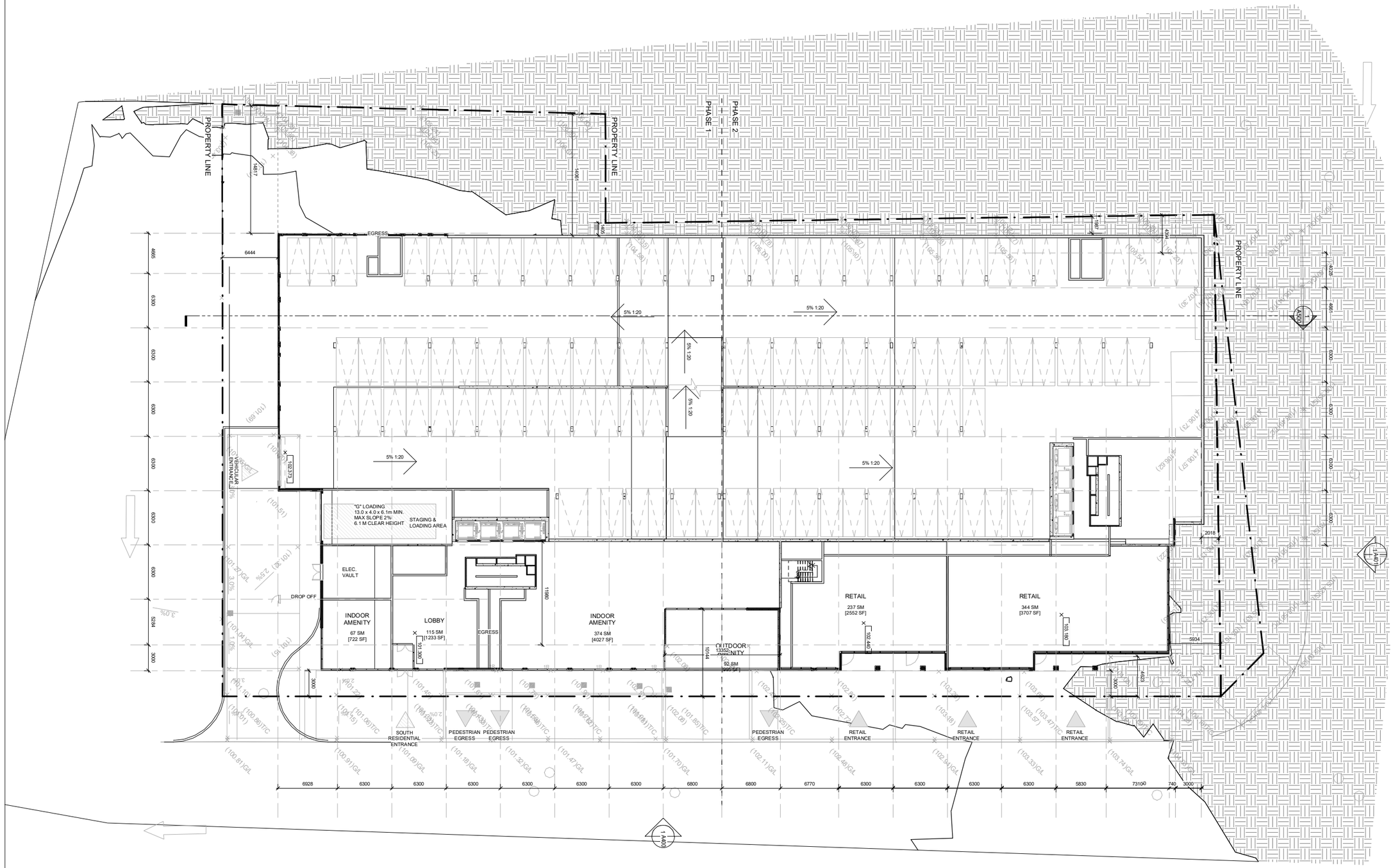
CAMARRO

P1 PARKING LEVEL

1 : 200

A101

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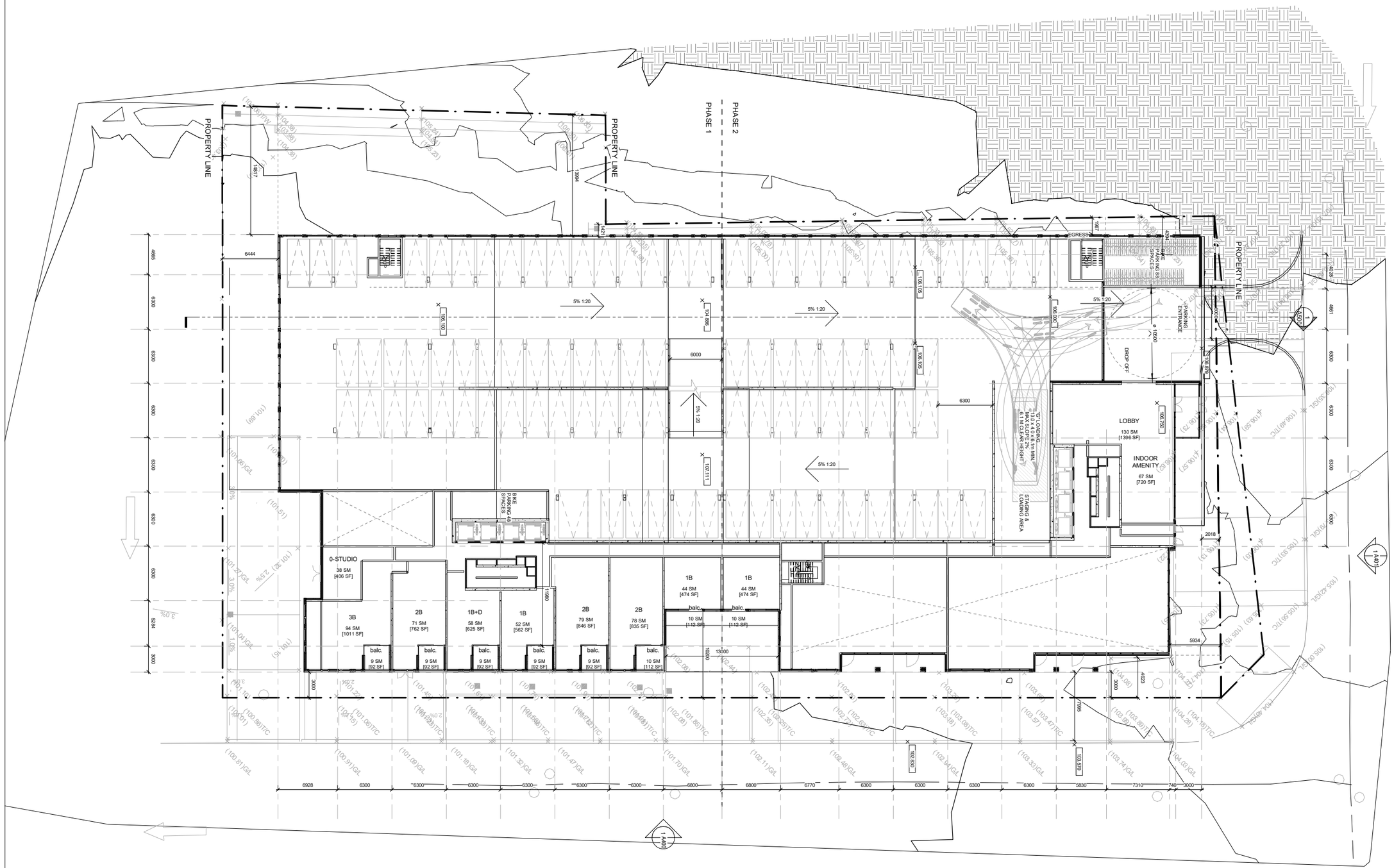
CAMARRO

GROUND LEVEL
SOUTH

1 : 200

A201-S

2022-08-10 5:45:25 PM



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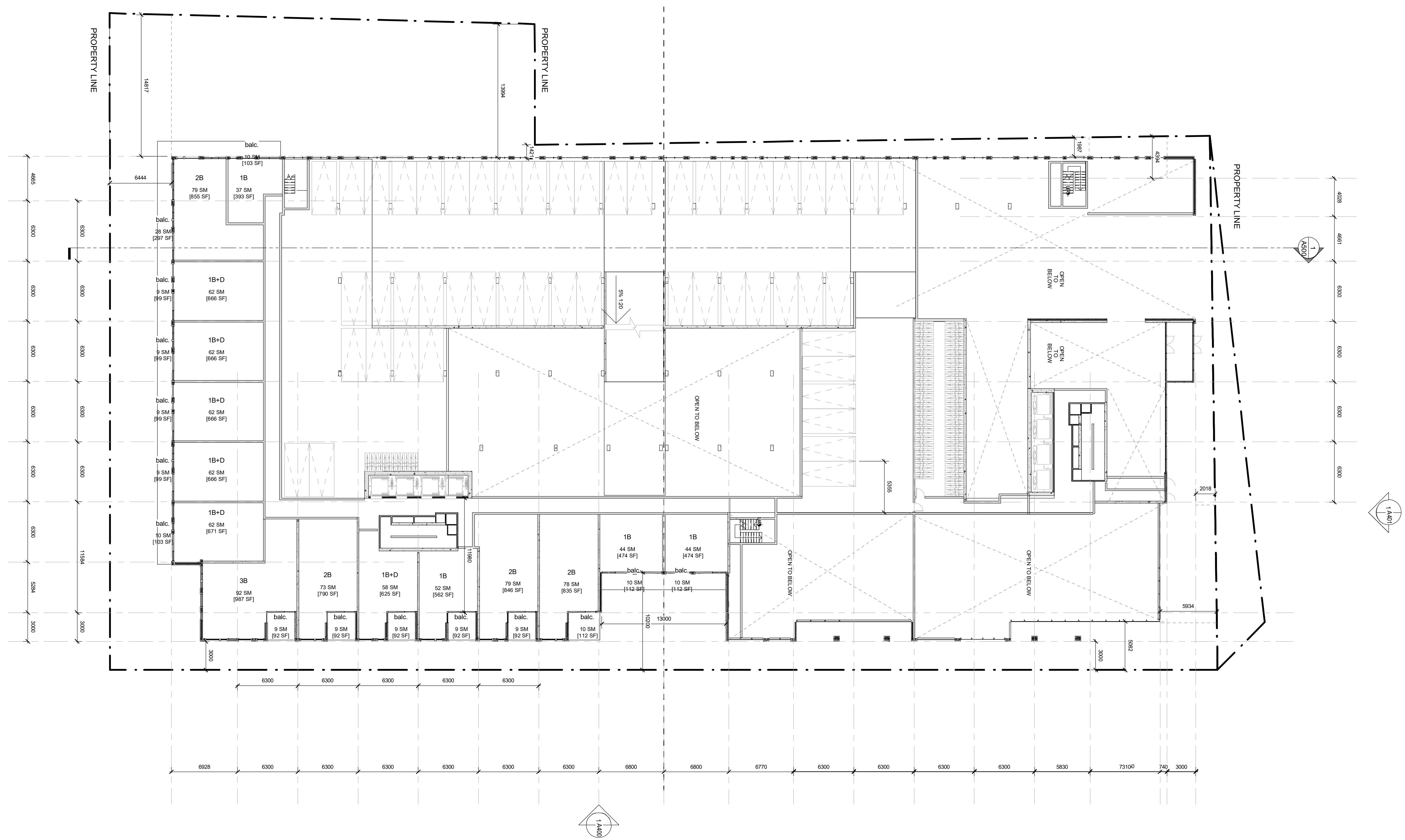
CAMARRO

GROUND LEVEL
NORTH

1 : 200

A201-N

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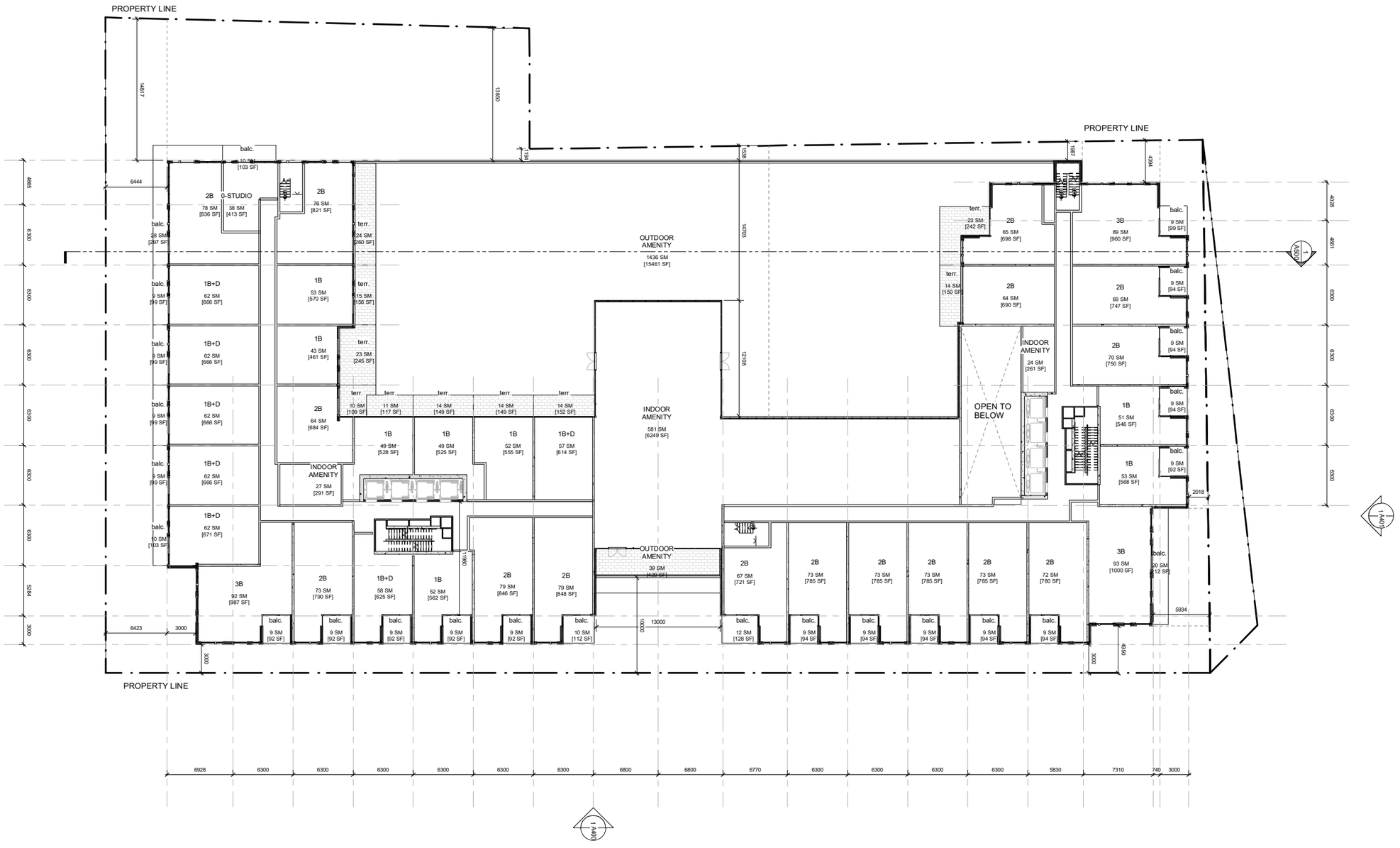
CAMARRO

MEZZANINE LEVEL

1 : 200

A201M

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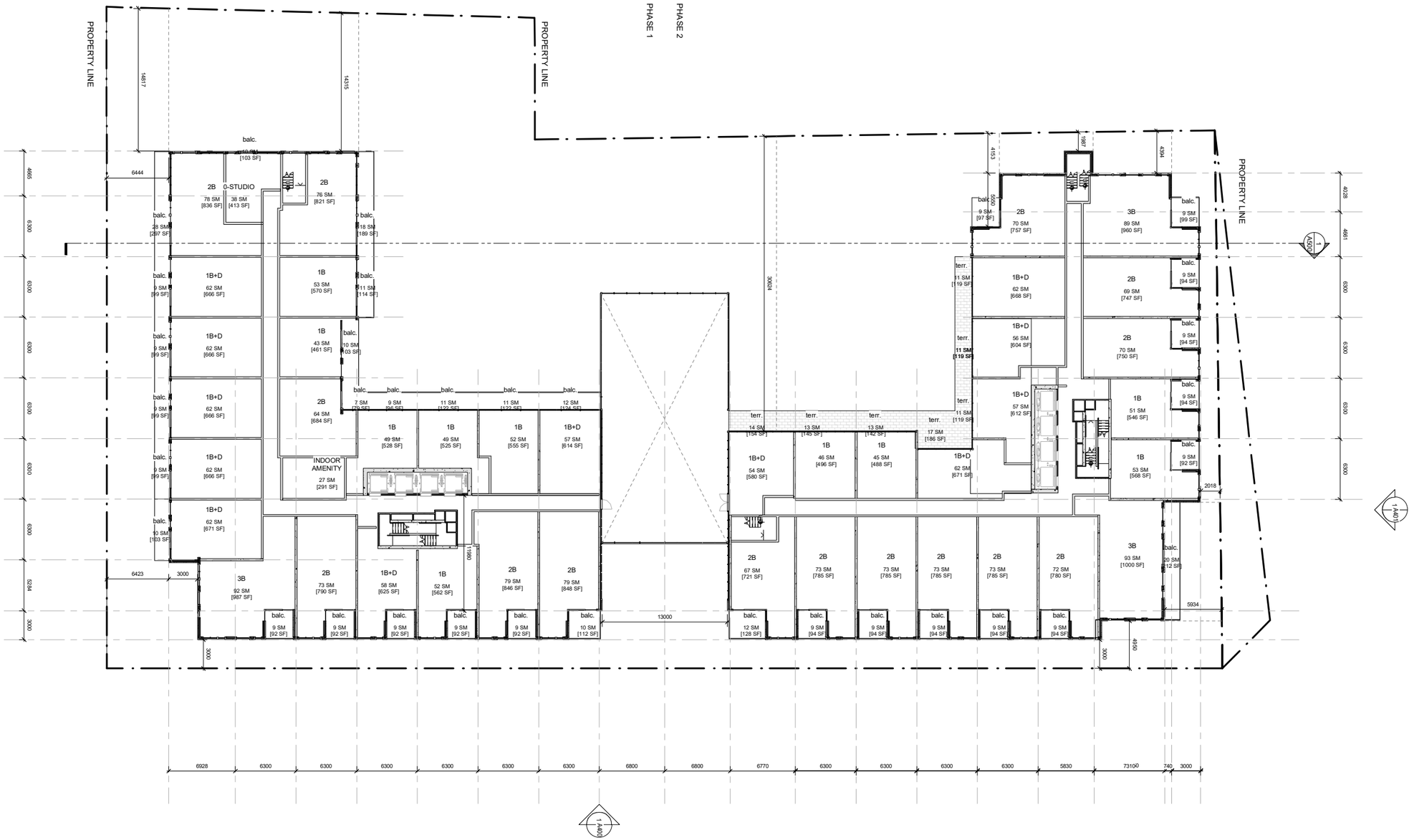
CAMARRO

SECOND & THIRD FLOOR

1 : 200

A202

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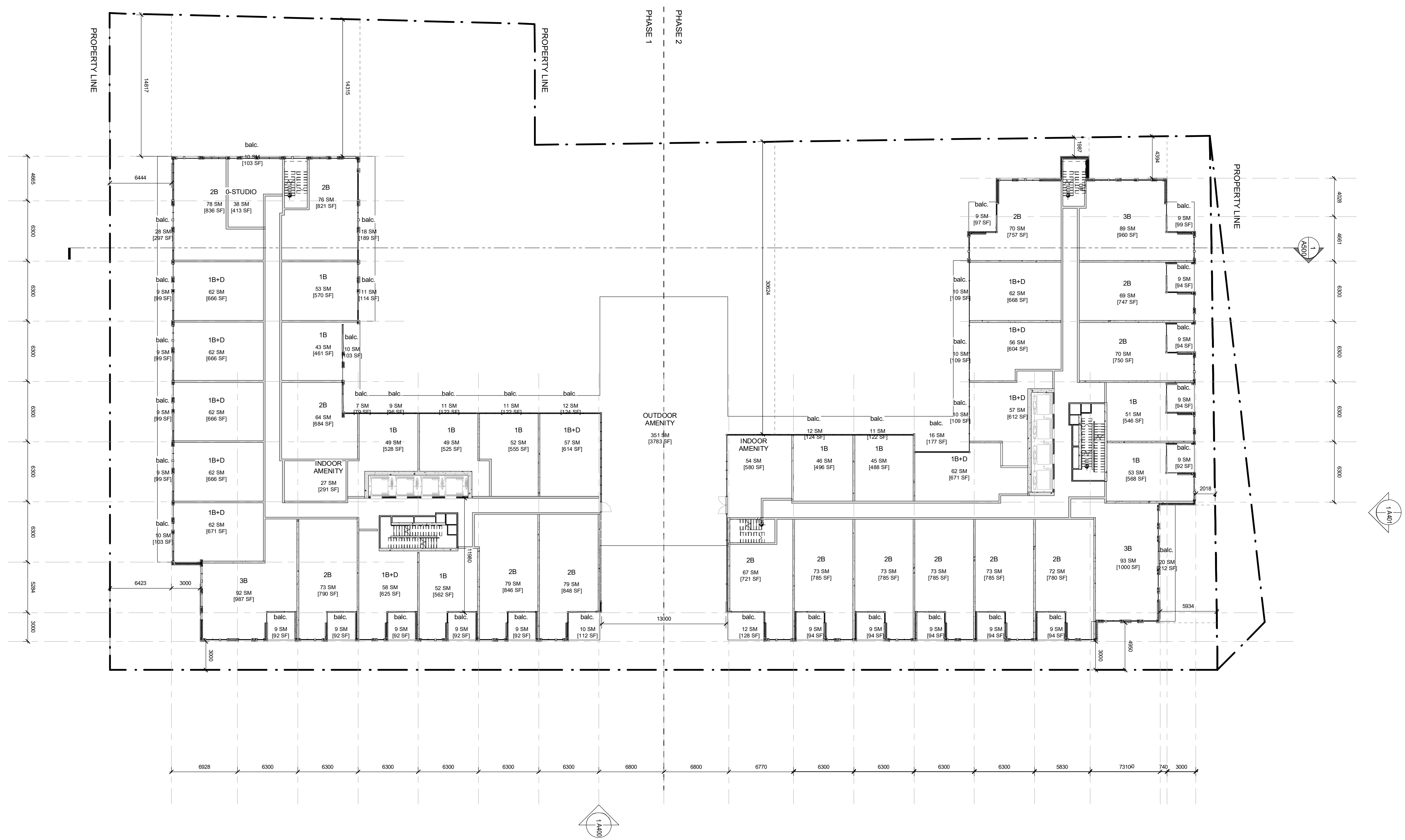
CAMARRO

THIRD FLOOR

1 : 200

A203

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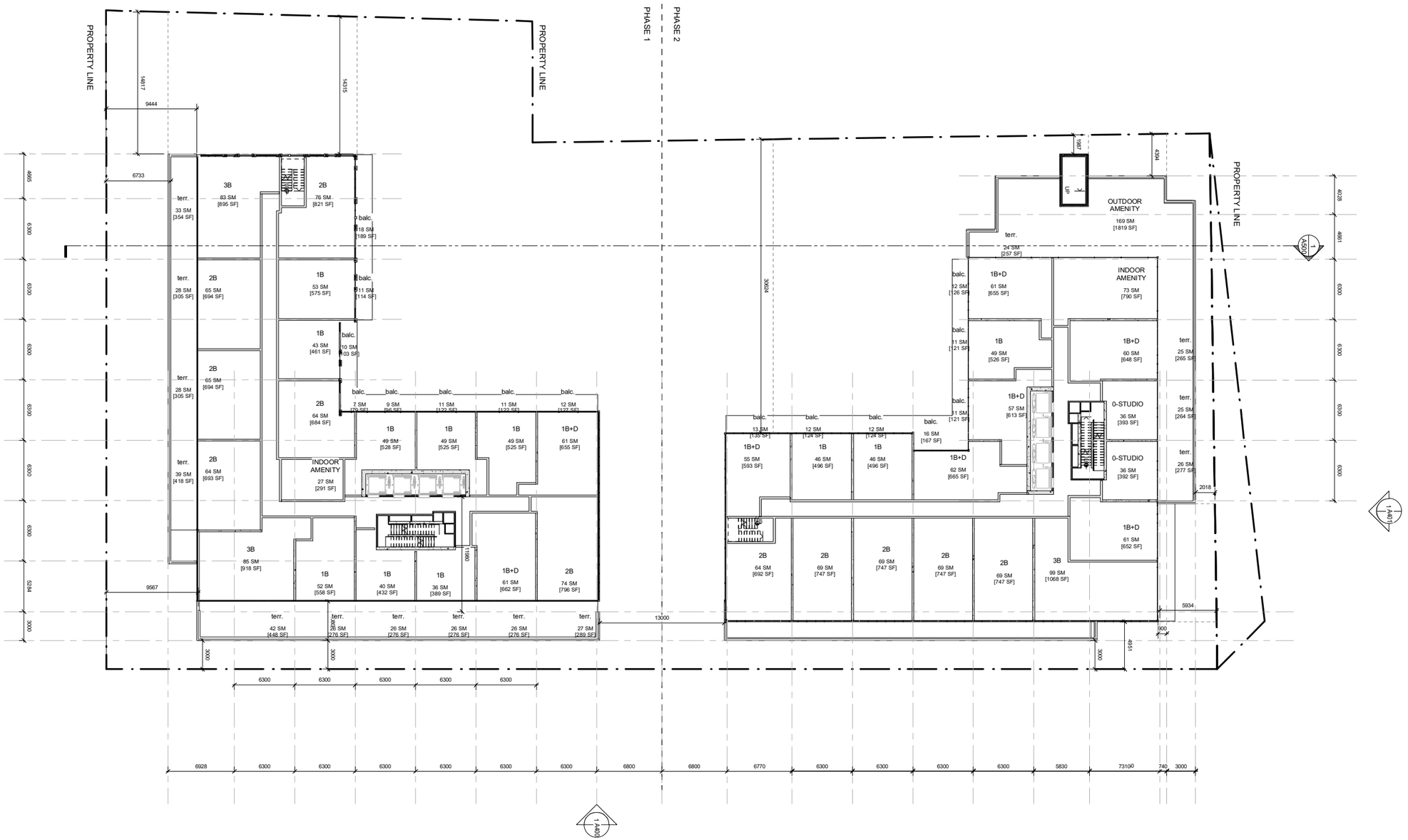
CAMARRO

FOURTH FLOOR

1 : 200

A204

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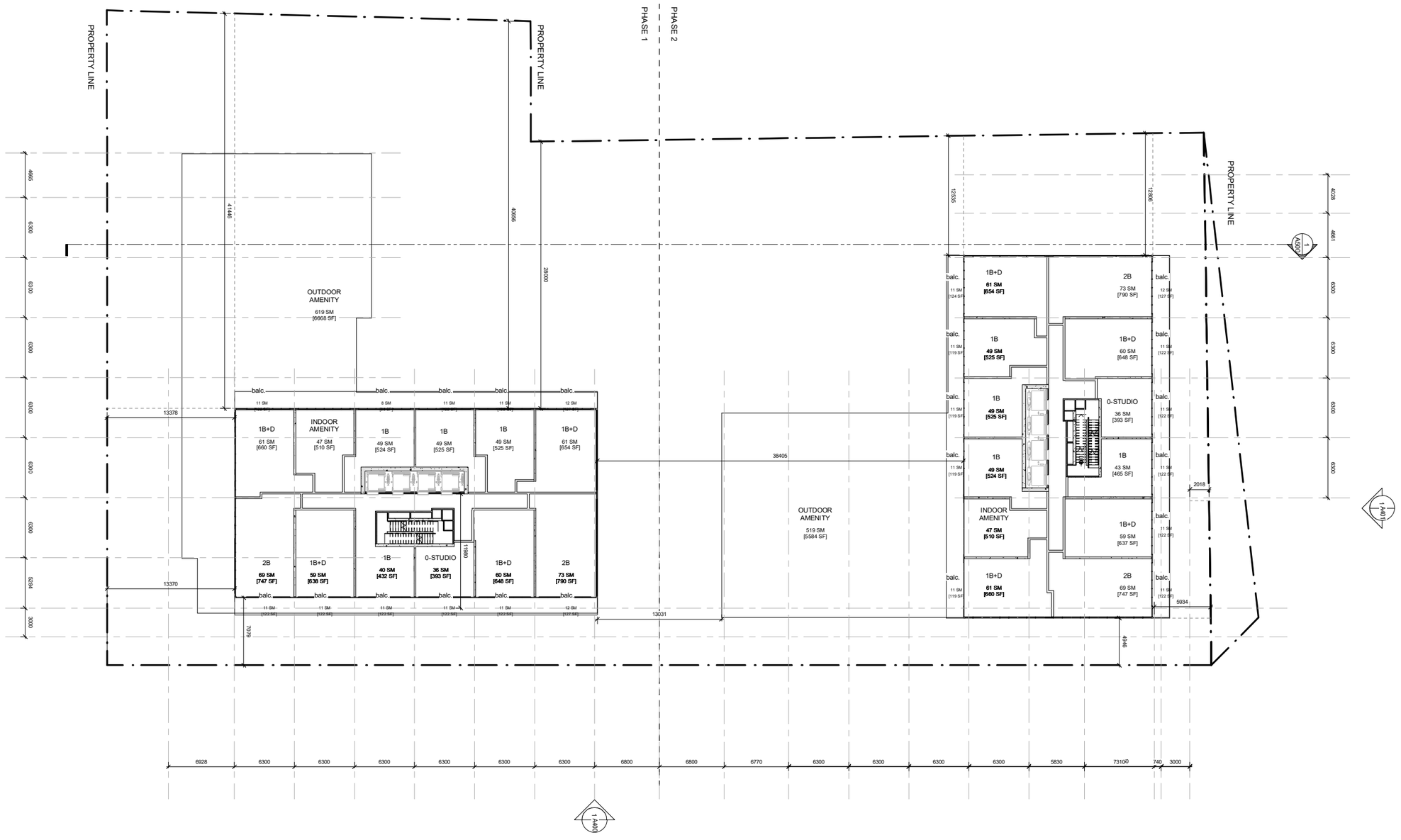
CAMARRO

FIFTH & SIXTH FLOOR

1 : 200

A205

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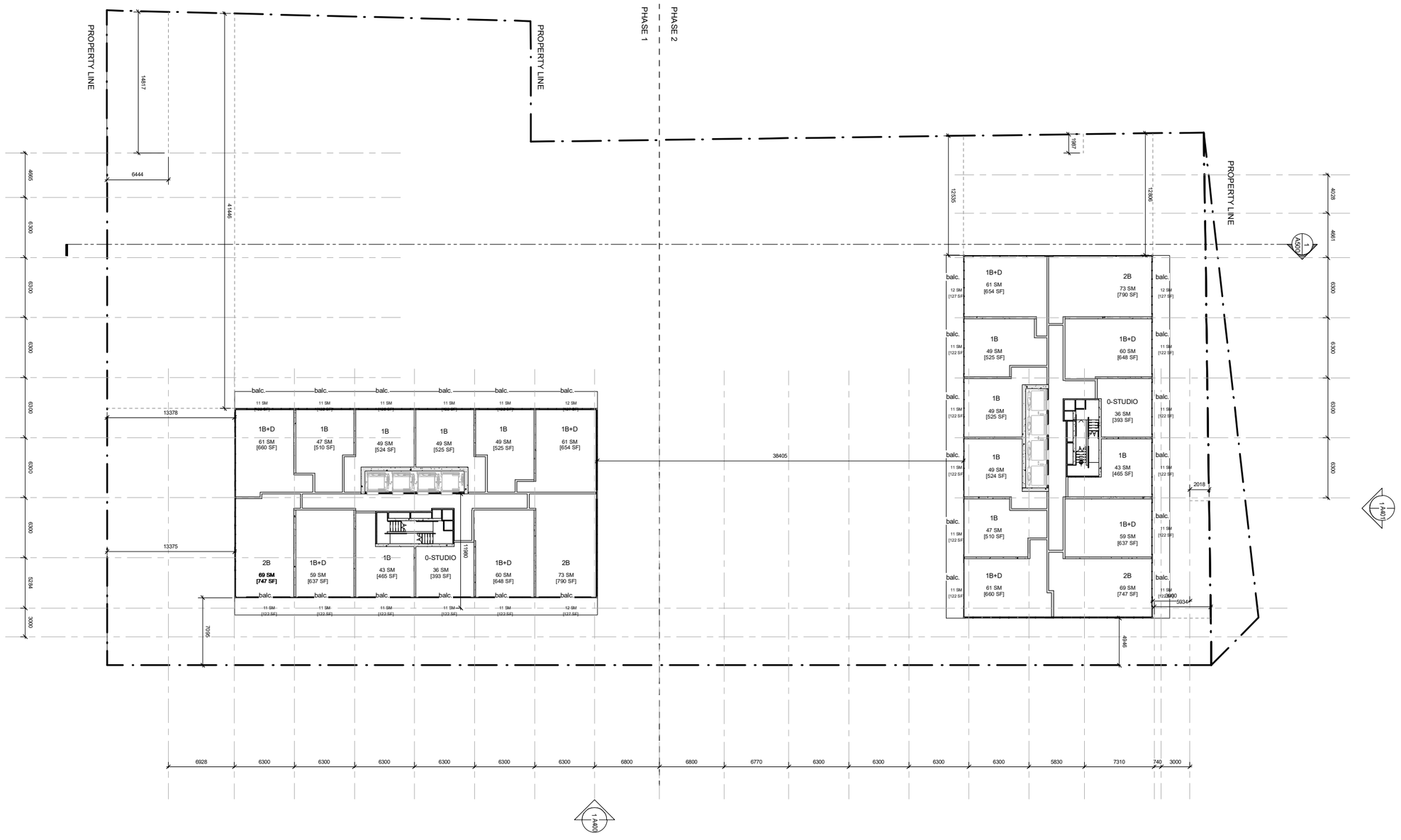
CAMARRO

SEVENTH FLOOR

1 : 200

A207

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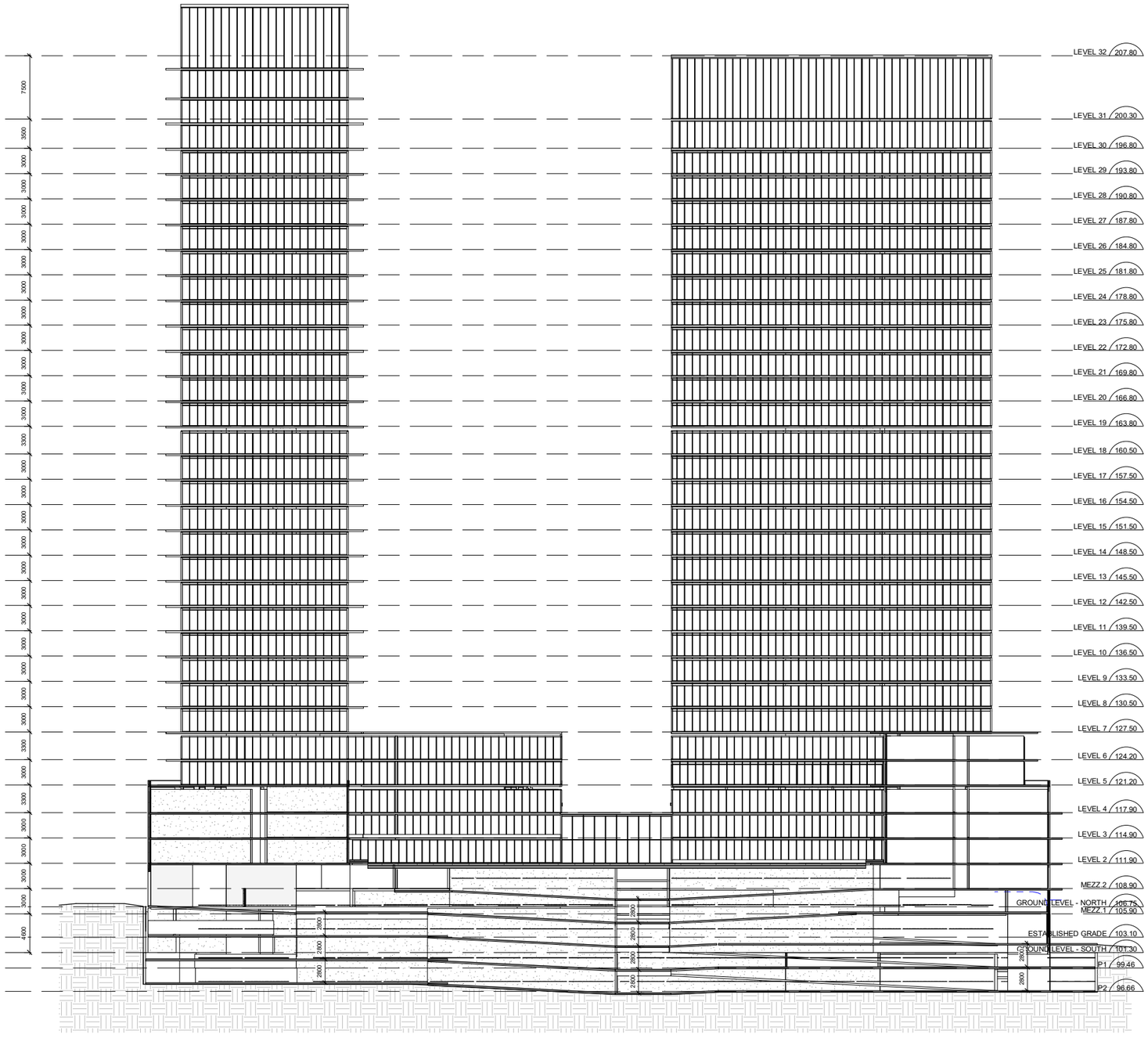
CAMARRO

EIGHT TO 30TH FLOOR

1 : 200

A208

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CAMARRO

BUILDING SECTION

1 : 250

A500

2022-08-10 5:45:58 PM

APPENDIX B

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

RWDI# 2205162

Map Icon Number	BUSINESS NAME	ADDRESS	TYPE OF APPROVAL/FACILITY/EQUIPMENT	APPROVAL / REGISTRATION NUMBER	Comment on Operations	Tall Stacks Present	Approximate Distance to Site (m)	D-6 Classification [2]
1	Gentherm (formerly 1500118 ONTARIO INC. - Etratech Inc.)	1047 Cooke Blvd	EASR-Heating System	R-003-9341213792	Electronic controls / control systems manufacturer with an EASR for a heating system and an ECA for several sources including the following: test lab, machine shop, solder machines, laser marker machines and coating machines. Noise controls outlined in the Acoustic Assessment Report for rooftop equipment. Sound may be audible at the proposed development. 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.	No	20	1
			ECA-AIR	0441-A4RS6Q				
2	St. Marys Cement Inc. (Canada) operating as CBM Ready Mix	1093 Howard Rd	ECA-AIR	9841-BNUR2A	CBM is a ready mix concrete supplier. This facility operates under an ECA issued in 2020 that approves them for a maximum production of up to 1,375 cubic meters per day of ready-mix concrete. On-site sources include 2 batching plants with multiple baghouse dust collectors, a boiler and a loading point dust collection system. The facility also has outdoor storage piles and material handling. Frequent trucks movements are expected in and around the facility. Based on the site visit, sound was not audible off 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 the control of fugitive dust emissions as a condition of their ECA. The CBM facility would be defined as a Class 3 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 3 minimum separation distance provides an indication that actual impacts from the CBM operation are more consistent with a Class 2 operation.	Yes (dust collectors)	281	2
3	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. Due to the nature of the activity, there is also a potential for odourous emissions. Frequent trucks movements are expected in and around the facility, including travel on unpaved portions of the site. Based on the site visit, sound was not audible off site. The King Paving facility would be defined as a Class 3 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. 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 presence of these sensitive receptors within the Class 3 minimum separation distance provides an indication that actual impacts from the King Paving operation are more consistent with a Class 2 operation.	Yes	86	2

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

RWDI# 2205162

Map Icon Number	BUSINESS NAME	ADDRESS	TYPE OF APPROVAL/FACILITY/EQUIPMENT	APPROVAL / REGISTRATION NUMBER	Comment on Operations	Tall Stacks Present	Approximate Distance to Site (m)	D-6 Classification [2]
4	Bulkwood Products Inc.	1140 Waterdown Rd	ECA-AIR	4307-8XUJ9Q	Bulkwood Products Inc. is a mulch supplier. The facility has a horizonal wood grinder which uses a diesel fired engine. Frequent trucks movements are expected in and around the facility. Sound 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, 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.	No	218	2
5	Cougar Shoes Inc.	2 Masonry Ct	N/A	N/A	Retail store with small HVAC equipment. No environmental permits. Sound may be audible at the proposed development. No significant emissions to air expected from the facility.	No	0 m (Adjacent)	N/A
6	Primary Fluid Systems Inc.	1050 Cooke Blvd	N/A	N/A	Facility is a manufacturer of metering pump accessories. Operations at the facility are not expected to generate significant emissions of air contaminants or noise. Sound was not audible at the property line of the facility.	No	0 m (Adjacent)	I
7	CN Aldershot Yard	North of rail corridor, west of Aldershot Station	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	No	550	II
8	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	81	N/A