August 7, 2025

NBIM 2172 Wyecroft LP c/o Northbridge Capital Inc.
1220 Yonge St, Suite 400
Toronto, ON M4T 1W1

Attn: Michael Lazier
michael@northbridgecapital.com

Dear Mr. Lazier:

Re: Land Use Compatibility / Mitigation Study
2172 Wyecroft Road Oakville, ON
Gradient Wind File 22-017-Land Use Compatibility R1

1. INTRODUCTION AND TERMS OF REFERENCE

Gradient Wind Engineering Inc. (Gradient Wind) has been retained by Northbridge Capital Inc. to undertake a land use compatibility study for the development located at 2172 Wyecroft Road in Oakville, Ontario. The subject property is outlined in Figures 1, 2, and 3 with the surrounding context. The complete scope of work within our mandate includes a preliminary review and a professional opinion in terms of expected air quality and noise impacts on the development, such as the impact of emissions from nearby commercial and industrial sources, as applicable. The current land use compatibility assessment also provides commentary on the potential impact of existing nearby stationary sources on the subject sites. The study is based on the Ontario Ministry of Environment, Conservation and Parks (MECP) Land Use Compatibility Guidelines (D-Series) and other relevant MECP guidelines, as well as digital maps retrieved from the Halton Region website.

The focus of this land use compatibility study is the development located at 2172 Wyecroft Road in Oakville, Ontario. The subject site is currently occupied by three buildings that accommodate an auto repair shop, a gym, a wellness centre, and various retail/commercial spaces.

The proposed development consists of four towers, Tower A, B, C, and D, rising as pairs on two separate podia. Tower A (35 storeys) and Tower B (32 storeys), located in the north section of the study site, rise on a 6-storey podium, while Tower C (28 storeys) and Tower D (25 storeys), located in the south section of the study site, rise on a separate 6-storey podium. Both podiums include mezzanine levels above Level 1. The buildings are serviced by four (4) levels of underground parking. The ground floors (Level 1) of the buildings comprise retail spaces, amenity rooms, loading docks, parking level ramps, service areas such as garbage rooms, as well as residential units. On Level 7, the towers start to rise on the podiums, leaving a large portion of the rooftop area as outdoor amenity spaces. The subject site is bordered by Wyecroft Road to the north, a parking lot and bus stop to the east, industrial/commercial low-rise buildings to the west, and the GO Rail line to the south. Bronte GO Station is located approximately 200 metres to the southeast of the subject site. Highway 403, Queen Elizabeth Way, is located approximately 350 metres to the north of the subject site.

The development area is within the Bronte GO MTSA and is planned as a mixed-use area. This study is prepared within the context of APPENDIX “A” of the City of Oakville By-law 2021-128, Section 27, to support the growth and change plans for the Bronte GO major transit station area (Bronte GO MTSA) under the Livable Oakville Plan and in order to complete the development due diligence process under the Official Plan Amendment (OPA) 41 requirements of the Town of Oakville.

The relevant emission sources surrounding the site include existing nearby industrial and commercial facilities. No other facilities which could produce adverse effects on the development were identified. The Metrolinx GO Transit rail corridor is positioned at the south of the property, separated by a 60-metre green area. Wyecroft Road, a 2-lane rural arterial, borders the subject site from the north and Highway 403, also known as Queen Elizabeth Way, is located only 350 metres to the north of the subject site. Therefore, a feasibility-level Noise and Vibration Impact Study has been completed by RWDI, dated July 25th, 2025. The study determines the appropriate noise mitigation measures to ensure indoor noise levels comply with MECP NPC-300 noise guidelines. Also, vibration levels from train pass-bys were measured by RWDI on October 18, 2024, and were determined to be below the applicable Rail Association of Canada criterion of 0.14 mm/s RMS.

Based on Gradient Wind's experience, emissions from roads and railways such as Wyecroft Road and the GO rail line may at times approach ambient air quality standards set out by the MECP. However, any trivial impacts can be addressed with filtration of the fresh air intakes and Energy Recovery Ventilators.

2. METHODOLOGY

2.1 Land Use Compatibility in Relation to Planning Policies

The assessment is based on the desktop review of satellite imagery, street views, official plan and zoning maps, and a search of the MECP "Access Environment" database of registered Environmental Compliance Approval (ECA) and Environmental Activity and Sector Registry (EASR) permit holders. The report is prepared in general conformance to the Provincial Planning Statement (PPS 2024) policies and the regional and municipal plans, such as Official Plan Amendment (OPA) number 41 to the Livable Oakville Plan for the Bronte GO Major Transit Station Area (Bronte GO MTSA).

Related to land use compatibility, the Provincial Planning Statement (PPS 2024) Policy 3.5.1 states:

> *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.*

Where *major facilities* is defined as*:*

> *Major facility means facilities which may require separation from sensitive land uses, including but not limited to airports, manufacturing uses, transportation infrastructure and corridors, rail facilities, marine facilities, sewage treatment facilities, waste management systems, oil and gas pipelines, industries, energy generation facilities and transmission systems, and resource extraction activities.*

Policy 3.5.1 of the PPS requires separation between *major facilities* and *sensitive land uses*, such as residential, so that among other things, excessive emissions, dust and odour noise do not adversely impact individuals in the *sensitive land uses*.

Based on a review of the surroundings, two Class I facilities, located at 2182 and 2192 Wyecroft Road, are located within the minimum recommended separation distance for Class I facilities (20 metres). As per PPS 2024 requirements, mitigation measures are recommended for the proposed development; (i) any intake louvres that will be placed on the west façade using minimum MERV 8 filters, (ii) upgraded STC ratings for the envelope of the buildings to reduce any potential noise impact, and (iii) noise screens for outdoor points of reception to minimize any adverse noise, vibration, and emissions including dust or odour effects from the facilities. Detailed information and assessment of surrounding facilities are presented in Section 2.4 of this report.

Policy 3.4.1 of the PPS states:

> *Planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that:*
>
> *a) their long-term operation and economic role are protected; and*
>
> *b) airports, rail facilities and marine facilities and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with policy 3.5*

There are no airports or marine facilities within the influence zone of the Subject Lands where noise, emissions, dust, or odour would be of concern. Commentary with regard to potential air quality impacts from the GO rail lines is provided in this report.

The development is located in the Bronte GO MTSA, which has specific official plan policies in place under Official Plan Amendment (OPA) 41. Section 27.4.5 *Land Use Compatibility*, similar to Provincial Planning Statement Policy 3.5.1, states:

> *Sensitive land uses shall be planned, phased and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from noise, vibration, odour, dust and other contaminants, and ensure risk to public health and safety is minimized.*

The proposed development is within the Bronte GO MTSA . The OPA 41 Section 27.4.5 also states that:

> *The entire Bronte GO major transit station area is within a potential influence area of one or more existing major facilities. As part of a complete application, all development applications proposing major office, residential or other sensitive land uses shall include a land use compatibility assessment, including but not limited to:*
>
> *i) noise and vibration study; and,*
>
> *ii) air quality report.*

This study has been completed to satisfy the statement in OPA 41 Section 27.4.5 as well as the provincial requirements.

The OPA 41 Section 27.3.1 Mixed Use Districts, under Station Districts, also states:

> *The district shall develop into a vibrant pedestrian oriented place, becoming the highest density and highest intensity mixed use area within the Bronte GO major transit station area. The district will host the tallest buildings and have a concentration of residential, office, major office, and commercial uses within mixed use buildings. Retail activity will be provided on the ground floor of buildings. The transformation of the District into a mixed use area will have regard for existing industrial uses and major facilities in the vicinity and the introduction of sensitive land uses will be phased and mitigated accordingly to ensure land use compatibility.*

2.2 Identifying Critical Points of Impingement

The critical points of impingement for this study include fresh-air intakes, public sidewalks, walkways, building entrances, balconies, and terraces/green roofs devoted to common amenity space. Different receiver location types can have varying exposure times and sensitivities to pollutants. For instance, fresh-air intakes continuously provide air to the building's mechanical systems and can affect a large number of the building's occupants, making them the most sensitive. Main entrances operate intermittently, predominantly during daytime hours; therefore, the sensitivity of these locations is lower.

2.3 Identifying Emission Sources

Following the definition of the critical points of impingement, a review of the study area was conducted to locate sources of airborne pollutants and odours. In general, emission sources that are considered potentially influential to residential properties include nearby, existing commercial/industrial facilities.

Industrial processes are bound by the requirements of **Section 9** of the **Environmental Protection Act (EPA) R.S.O 1990 and Ontario Regulation (O. Reg.) 419/05 - Air Pollution and Local Air Quality**. Section 9 of the Environmental Protection Act states that "*No person shall, except under and in accordance with an environmental compliance approval, use, operate, construct, alter, extend or replace any plant, structure, equipment, apparatus, mechanism or thing that may discharge or from which may be discharged a contaminant into any part of the natural environment other than water*". Despite compliance with Section 9 of the EPA, a facility may be liable under Section 14 of the EPA if they permit the discharge of a contaminant, including odour, which causes an adverse effect. Under O. Reg 419/05 "*a person shall not discharge a contaminant or cause or permit the discharge of a contaminant into the natural environment, if the discharge causes or may cause an adverse effect*".

In order to obtain and maintain an Environmental Compliance Approval (ECA), formerly referred to as a Certificate of Approval (CoA), the emitting source must show compliance with O. Reg. 419/05. Compliance with O. Reg. 419/05 for air emissions is shown through an Emissions Summary and Dispersion Modelling (ESDM) report. An ESDM report quantifies all emissions from a facility and must demonstrate, through air dispersion modelling, that contaminant concentrations are below standards prescribed in O.Reg 419/05 at all points of impingement.

To minimize the potential for adverse impacts of industrial activities on sensitive land uses, the MECP has provided guidelines for adequate buffering of incompatible land uses under "Guideline D-6 Compatibility Between Industrial Facilities and Sensitive Land Uses". The minimum separation distances are based on both the size of a facility and the scope of industrial activities within the facility, classified as Class I, II, or III, for light, medium and heavy industrial uses, respectively. Table 1 summarizes the recommended separation distance and potential area of influence for each class (see Figures 1 and 2). A sensitive development may be permitted within an industrial influence zone if appropriate air quality studies are undertaken and potential causes of adverse effects are mitigated.

TABLE 1: D-6 RECOMMENDED SEPARATION & INFLUENCE AREA

Class	Minimum Recommended Separation Distance (m)	Potential Influence Area (m)
I	20	70
II	70	300
III	300	1000

Based on a review of the surroundings via aerial imagery and a search of the MECP "Access Environment" database of registered ECA and Environmental Activity and Sector Registry (EASR) permit holders, our survey revealed that there are several Class I, Class II and Class III industries within the areas of potential influence. The assessment of these facilities is presented below.

2.4 Evaluation of Emissions Sources of Odour, Dust, Noise & Vibration

The evaluation of the identified Class I, II, and III facilities within the potential influence area defined for each class can be seen below. Each facility was assessed for potential adverse effects from noise, vibration, and emissions, including dust and odour.

2.4.1 Class I Industries

2182 Wyecroft Road

A property at 2182 Wyecroft Road, known as New West Gypsum, is a gypsum recycling facility that has an Amended Environmental Compliance Approval (ECA #A210424). It is located just to the west of the subject site. The facility's main purpose is the use and operation of a Waste Disposal Site (processing) which includes the use of the site only for the collection, bulking, transfer, and processing of gypsum wallboard wastes. The processing occurs indoors. As the facility has no large stacks exhausting to the outdoors, the predominant emissions as well as noise impacts are anticipated to be through the material receiving and dispatching doors. Any fugitive emissions could be easily addressed by taking mitigation measures within the proposed development, such as minimum MERV 8 filters at any intake louvre facing west and noise screens for outdoor points of reception. The gypsum recycling building's closest façade is nearly 22 metres away from the proposed development.

The D-6 Guidelines normally consider the distance between the property lines of the facility and the sensitive land use. However, the guidelines also state under Section 10 that where infilling, urban

redevelopment and/or a transition to mixed-use is taking place, the required separation distances may be reconsidered. As the Bronte GO MTSA will be redeveloped under the Livable Oakville Plan as per APPENDIX "A" of the City of Oakville By-law 2021-128, the distances between the facility and the proposed development were taken to consider the activities inside and outside of the facility and the proposed sensitive land use.

Based on D-6 Guidelines Section 10, the distance between the proposed building and the facility is beyond the minimum recommended separation distance of 20 metres for Class I facilities, as the proposed development's closest façade is approximately 34 metres away from the facility's odour, dust, noise, vibration or emissions-generating activities. Most of the operations are performed indoors, and the building has no chimney or other apparent emissions. The predominant emissions, as well as noise impacts, are anticipated to be through the material receiving and dispatching doors. However, any fugitive emissions could be easily addressed by taking mitigation measures within the proposed development, such as minimum MERV 8 filters at any intake louvre facing west and noise screens for outdoor points of reception.

The processes that may generate stationary noise impacts are mostly performed indoors; however, there are some activities, such as the truck and loader activities, backup beepers, as well as the dumping of recycled materials. The sources related to these activities of the facility are assessed in a separate feasibility-level Noise and Vibration Impact Study completed by RWDI, dated July 25th, 2025. The mitigation measures outlined in the aforementioned study should be applied. These measures are also summarized in the *Results and Conclusions* section of this report.

The potential adverse noise, vibration, and emissions, including dust or odour impacts from the facility, can also be mitigated within the proposed development with the aforementioned precautions, noted below:

- Any intake louvres that will be placed on the west façade will use minimum MERV 8 filters.
- Apply the noise and vibration mitigation measures for Class 4 areas[1] as outlined in the Noise and Vibration Impact Study completed by RWDI, dated July 25th, 2025:

[1] The Corporation of the Town of Oakville By-law number 2021-128 under 27.4.5 Land Use Compatibility *section,* indicates that *"For the purpose of noise and vibration studies, the Bronte GO major transit station area shall be a Class 4 area under the Provincial NPC-300 guidelines, as applicable."*

- High-STC rated building envelope (enclosed noise buffers) at the façades of the buildings, as indicated in the Noise and Vibration Impact Study completed by RWDI, to reduce any potential noise impact and comply with NPC-300 guideline requirements
- Large noise screens for outdoor points of reception
- Warning clauses, as indicated in the Noise and Vibration Impact Study completed by RWDI, in all Lease, Purchase, and Sale agreements.

2192 Wyecroft Road

The property at 2192 Wyecroft Road, known as Kencro Chemicals Limited, is a chemicals facility that has an existing Amended Environmental Compliance Approval (ECA #1017-A3QJX8). The building is located to the west of the subject site. The facility has approvals for storage tanks, a packed bed scrubber, and a spray scrubber.

The D-6 Guidelines normally consider the distance between the property lines of the facility and the sensitive land use. However, the guidelines also state under Section 10 that where infilling, urban redevelopment and/or a transition to mixed-use is taking place, the required separation distances may be reconsidered. As the Bronte GO MTSA will be redeveloped under the Livable Oakville Plan as per APPENDIX "A" of the City of Oakville By-law 2021-128, the distances between the facility and the proposed development were taken to consider the activities inside and outside of the facility and the proposed sensitive land use.

Based on D-6 Guidelines Section 10, the distance between the proposed building and the facility is beyond the minimum recommended separation distance of 20 metres for Class I facilities, as the proposed development's closest façade is approximately 36 metres away from the facility's odour, dust, noise, vibration or emissions-generating activities. Most of the operations are performed indoors, and the building has no chimney or other apparent emissions. The predominant emissions, as well as noise impacts, are anticipated to be through the material receiving and dispatching doors. However, any fugitive emissions could be easily addressed by taking mitigation measures within the proposed development, such as minimum MERV 8 filters at any intake louvre facing west and noise screens for outdoor points of reception.

The processes that may generate stationary noise impacts are mostly performed indoors; however, there are some activities, such as the truck and loader activities, backup beepers, as well as the dumping of recycled materials. The sources related to these activities of the facility are assessed in a separate feasibility-level Noise and Vibration Impact Study completed by RWDI, dated July 25th, 2025. The mitigation measures outlined in the aforementioned study should be applied. These measures are also summarized in the *Results and Conclusions* section of this report.

The potential adverse noise, vibration, and emissions, including dust or odour impacts from the facility, can also be mitigated within the proposed development with the precautions summarized below:

- Any intake louvres that will be placed on the west façade will use minimum MERV 8 filters.
- Apply the noise and vibration mitigation measures for Class 4 areas[2] as outlined in the Noise and Vibration Impact Study completed by RWDI, dated July 25th, 2025:
  - High-STC rated building envelope (enclosed noise buffers) at the façades of the buildings, as indicated in the Noise and Vibration Impact Study completed by RWDI, to reduce any potential noise impact and comply with NPC-300 guideline requirements
  - Large noise screens for outdoor points of reception
  - Warning clauses, as indicated in the Noise and Vibration Impact Study completed by RWDI, in all Lease, Purchase, and Sale agreements.

2.4.2 Class II Industries

2109 Wyecroft Road

The property at 2109 Wyecroft Road, known as Laydon Composites Ltd., is a manufacturer of aerodynamic devices for heavy-duty trucks and trailers. The company was acquired by WABCO in 2015. It has an existing Environmental Compliance Approval (ECA #7769-AFXJHV), dated May 15, 2017. Sources of emissions include two paint spray booths, an exhaust serving the gel coat curing area, an exhaust serving the resin dispensing area, an enclosed, down-draft spray booth served by two stacks, another enclosed, down-draft spray booth served by one stack, and one dust collection system serving the trimming operations. As the property is located more than 110 metres away, beyond the minimum separation distance (70 metres),

[2] The Corporation of the Town of Oakville By-law number 2021-128 under 27.4.5 Land Use Compatibility *section,* indicates that *"For the purpose of noise and vibration studies, the Bronte GO major transit station area shall be a Class 4 area under the Provincial NPC-300 guidelines, as applicable."*

it is not a concern for any adverse air quality effects, including dust and odour, on the proposed site. No adverse noise or vibration impacts are anticipated to be generated by the facility as the operations take place indoors.

2190 South Service Road West

The property at 2190 South Service Road West has an existing Environmental Compliance Approval (ECA #5954-7U5M9B), dated July 21, 2009, that belongs to Bunge Canada Holdings, known as Bunge. The company is an agribusiness and food ingredient company. The previous ECA (2006) comprises an exhaust system serving the laboratory room and two (2) flammable storage cabinets, a natural gas-fired boiler, standby natural gas generator sets, a natural gas-fired water heater, an exhaust system serving the maintenance room, twenty-one (21) natural gas-fired heating and air conditioning units, and two evaporative condensers. The current 2009 ECA includes approvals for four (4) natural gas-fired heating, ventilation and air conditioning (HVAC) units, fifteen (15) unit heaters, four (4) infra-red tube heaters, and one (1) battery charging station exhaust fan.

As the property is located more than 85 metres away, beyond the minimum separation distance (70 metres), it is not a concern for any adverse air quality effects, including dust and odour, on the proposed site. No adverse noise or vibration impacts are anticipated to be generated by the facility as the operations take place indoors.

2212 Wyecroft Road

The property at 2212 Wyecroft Road, known as Ontario Auto Collision Carstar (1140538 Ontario Inc.), is an auto body shop that has an existing Environmental Compliance Approval (ECA #5730-52PMPH). Sources of emissions include two paint spray booths. The auto body shop's property line is at a distance of 70 metres from the property line of the proposed development.

Even though the property is located just within the potential influence area of 70 metres. The D-6 Guidelines normally consider the distance between the property lines of the facility and the sensitive land use. However, the guidelines also state under Section 10 that where infilling, urban redevelopment and/or a transition to mixed-use is taking place, the required separation distances may be reconsidered. As the Bronte GO MTSA will be redeveloped under the Livable Oakville Plan as per APPENDIX "A" of the City of Oakville By-law 2021-128, the distances between the facility and the proposed development were taken to consider the activities inside and outside of the facility and the proposed sensitive land use.

Based on D-6 Guidelines Section 10, the distance between the proposed building and the facility is beyond the minimum recommended separation distance of 70 metres for Class II facilities, as the proposed development's closest façade is approximately 82 metres away from the facility's odour, dust, noise, vibration or emissions-generating activities. Most of the operations are performed indoors, and the building has no chimney or other apparent emissions. The predominant emissions, as well as noise impacts, are anticipated to be through the material receiving and dispatching doors. However, any fugitive emissions could be easily addressed by taking mitigation measures within the proposed development, such as minimum MERV 8 filters at any intake louvre facing west and noise screens for outdoor points of reception.

The processes that may generate stationary noise impacts are mostly performed indoors; however, there are some activities, such as the truck and loader activities, backup beepers, as well as the dumping of recycled materials. The sources related to these activities of the facility are assessed in a separate feasibility-level Noise and Vibration Impact Study completed by RWDI, dated July 25th, 2025. The mitigation measures outlined in the aforementioned study should be applied. These measures are also summarized in the *Results and Conclusions* section of this report.

The potential adverse noise, vibration, and emissions, including dust or odour impacts from the facility, can also be mitigated within the proposed development with the aforementioned precautions, noted below:

- Any intake louvres that will be placed on the west façade will use minimum MERV 8 filters.
- Apply the noise and vibration mitigation measures for Class 4 areas[3] as outlined in the Noise and Vibration Impact Study completed by RWDI, dated July 25th, 2025:
  - High-STC rated building envelope (enclosed noise buffers) at the façades of the buildings, as indicated in the Noise and Vibration Impact Study completed by RWDI, to reduce any potential noise impact and comply with NPC-300 guideline requirements
  - Large noise screens for outdoor points of reception

[3] The Corporation of the Town of Oakville By-law number 2021-128 under 27.4.5 Land Use Compatibility *section,* indicates that *"For the purpose of noise and vibration studies, the Bronte GO major transit station area shall be a Class 4 area under the Provincial NPC-300 guidelines, as applicable."*

- Warning clauses, as indicated in the Noise and Vibration Impact Study completed by RWDI, in all Lease, Purchase, and Sale agreements.

2.4.3 Class III Industries

731 Third Line

The property located at 731 Third Line is a hot mix asphalt (HMA) producing facility that has an existing Environmental Compliance Approval (ECA #1734-ASFPVN), dated February 9, 2018. The ECA's (issued in the name of the company known as CRH Canada Group Inc.) sources of emissions include a batch-type HMA plant, including associated equipment and operations, recycled concrete and recycled asphalt pavement (RAP) crushing operations (controlled by water spray), performed at the site by a third party. As the property is located more than 600 metres away, beyond the minimum separation distance (300 metres), and is located in the downwind direction from the proposed site, directing any emissions away from the study site, it is not a concern for any adverse air quality effects, including dust and odour, on the proposed site. No adverse noise or vibration impacts are anticipated to be generated by the facility since the facility is further than 200 metres from the subject site.

1485 Speers Road

The property located at 1485 Speers Road is a manufacturer of retailer brands for automatic dishwashing and heavy-duty detergents, including single-dose detergent and fabric finishers, known as JemPak GK Inc. and has an Environmental Compliance Approval (ECA #8590-AFWP9N), dated February 15, 2017. The approval includes various operations and sectors of the facility, such as sulphonation building, detergent area reactors and storage, precipitated stearate, bottling line, laboratory fume hoods, cooling tower, welding, loading and unloading, indoor storage tanks, and outdoor storage tanks. JemPak GK Inc. was acquired by Henkel in 2018. As the property is located more than 700 metres away, beyond the minimum separation distance (300 metres), and is located in the downwind direction from the proposed site, directing any emissions away from the study site, it is not a concern for any adverse air quality effects, including dust and odour, on the proposed site. No adverse noise or vibration impacts are anticipated to be generated by the facility since the facility is further than 200 metres from the subject site.

2001 Speers Road

The property located at 2001 Speers Road belongs to Procor Limited; a tanker and railcar repair facility. The activities of the facility comprise grit blasting, a paint booth for railcar exteriors, contact cement and sealant application, welding, lining shops, and natural gas-fired combustion equipment. The facility has an existing Environmental Compliance Approval (ECA #0745-8DFMXJ). As the property is located more than 500 metres away, beyond the minimum separation distance (300 metres), and is located in the downwind direction from the proposed site directing any emissions away from the study site, it is not a concern for any adverse air quality effects, including dust and odour, on the proposed site. No adverse noise or vibration impacts are anticipated to be generated by the facility since the facility is further than 200 metres from the subject site.

2.4.4 Obsolete Industries

2240 Wyecroft Road

The property located at 2240 Wyecroft Road was a machine manufacturing facility, known as Ropak Canada Inc., that has an existing Environmental Compliance Approval (ECA #8771-A9DJDC). However, the company was replaced by a packing company Mauser Packing Solutions that manufactures packing for different industries. The Mauser Packing Solutions does not have an environmental compliance approval.

2270 Speers Road

The property located at 2270 Speers Road, known as Petro Sep Membrane Technologies Inc., has an Environmental Compliance Approval (ECA #1122-4LGKN2), dated July 12, 2000. The facility is an industrial designer of petroleum-based membrane applications. The facility has been replaced by KMX Technologies, a company that develops zero-waste solutions using proprietary technology spanning water, lithium, and critical minerals, which does not have an Environmental Compliance Approval since then.

2180 Speers Road

The property located at 2180 Speers Road has an Environmental Compliance Approval (ECA #2177-8M6JAG), dated April 29, 2013, with an amendment dated December 1, 2015, issued for Ronsco Inc. However, the property has been replaced by ACUREN, an engineering testing company since then.

2393 Speers Road

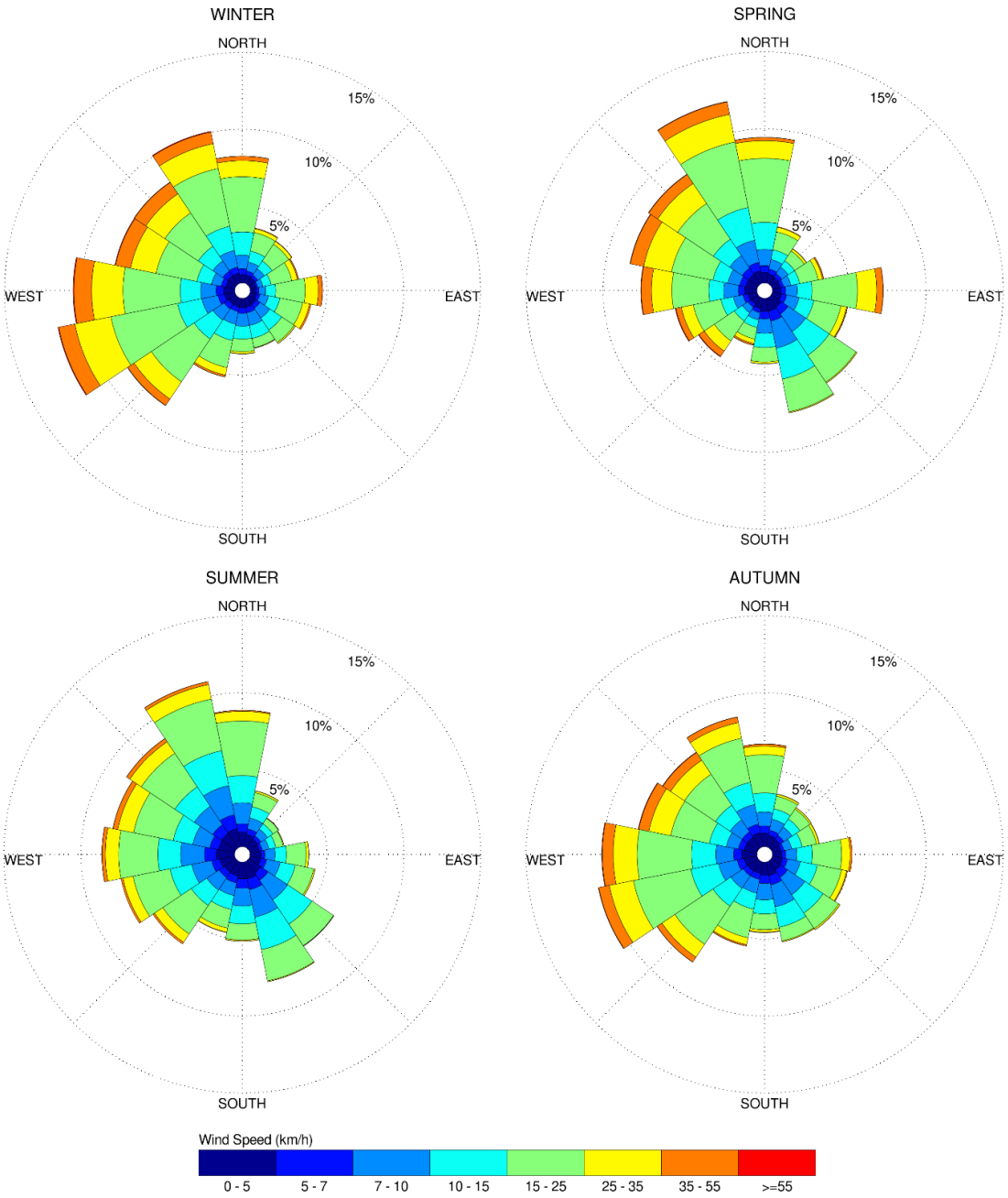
The property located at 2270 Speers Road, known as Praxair Canada Inc., has an Environmental Compliance Approval (ECA #9910-A4JK7X), dated June 27, 2016. The ECA comprises one (1) cryogenic fume hood, two (2) maintenance welding areas, and two (2) garage exhausts. As it is replaced by a crane rental company, known as Sterling Crane, and it is not a concern for any adverse air quality effects, including dust and odour, noise, and vibration on the proposed site.

2.5 Meteorological Data Analysis

A statistical model for winds in the Toronto area was developed from approximately 40 years of hourly meteorological wind data recorded at Lester B. Pearson International Airport and obtained from Environment and Climate Change Canada. Wind speed and direction data were analyzed for each month of the year in order to determine the statistically prominent wind directions and corresponding speeds and to characterize similarities between monthly weather patterns. Based on this portion of the analysis, the four seasons are represented by grouping data from consecutive months based on the similarity of weather patterns, and not according to the traditional calendar method.

The statistical model of the area's wind climate, which indicates the directional character of local winds on a seasonal basis, is illustrated on the following page. The plots illustrate the seasonal distribution of measured wind speeds and directions in kilometres per hour (km/h). Probabilities of occurrence of different wind speeds are represented as stacked polar bars in sixteen azimuth divisions. The radial direction represents the percentage of time for various wind speed ranges per wind direction during the measurement period. The common wind speeds and directions can be identified by the longer length of the bars. For the area, the most common winds concerning pedestrian comfort occur from the southwest clockwise to the north, as well as those from the east. The directional preference and relative magnitude of the wind speed vary somewhat from season to season, with the summer months displaying the calmest winds relative to the remaining seasonal periods. Westerly winds are favourable for the subject site, which will force emissions from the mid-size to large industries located to the east, away from critical points of impingement on the subject site.

SEASONAL DISTRIBUTION OF WIND
LESTER B. PEARSON INTERNATIONAL AIRPORT, TORONTO, ONTARIO (DATA USED FOR HALTON REGION DUE TO THE PROXIMITY OF THE AREA)



Notes:

1. Radial distances indicate the percentage of time of wind events.
2. Wind speeds are mean hourly in km/h, measured at 10 m above the ground.

2.6 Potential Stationary Noise Impacts – Existing Buildings

Gradient Wind also investigated the potential stationary noise impacts from nearby properties surrounding the subject site. As previously mentioned, the site is bordered by Wyecroft Road to the north, a parking lot and a bus stop to the east, industrial/commercial low-rise buildings to the west, and the GO rail line to the south. Bronte GO Station is located approximately 200 metres to the southeast of the subject site. Furthermore, Highway 403 (Queen Elizabeth Way) is located approximately 350 metres to the north of the subject site.

As described under the Class I, II, and III sections, the processes related to the industrial buildings in the neighbourhood are mostly performed indoors; however, there are activities such as the transportation of materials. Some of the buildings in the surrounding area have small rooftop units (RTUs). The closest RTU to the site is approximately 75 metres away from the façade of Building A. Therefore, the stationary impact from these units is considered insignificant. Any potential noise impacts from the surrounding facilities are assessed in a separate feasibility-level Noise and Vibration Impact Study completed by RWDI, dated July 25th, 2025.

With regard to stationary noise impacts from the subject site on itself, the stationary noise impacts from the mechanical equipment serving the buildings can be minimized by placing the equipment away from the noise-sensitive areas and judicious selection of the equipment. An investigation of the noise levels shall be conducted to ensure noise levels meet NPC-300 criteria at the future stage of development.

No noise-sensitive buildings were identified around the subject site. If any future noise-sensitive development is located in the vicinity of the subject site, the stationary noise impacts of the subject site on these buildings will be determined at a future stage to ensure the noise levels will meet the NPC-300 criteria. Similarly, off-site noise impacts can be minimized by judicious selection and placement of the proposed equipment to limit direct line of sight with nearby noise-sensitive properties.

3. RESULTS AND CONCLUSIONS

The neighbourhood, where the proposed development is located, comprises mainly low-rise commercial and industrial buildings. The neighbourhood of the proposed subject site has not experienced much change from a development perspective in recent years. However, the area will go through a change as per the Bronte GO Official Plan Amendment executed for the Bronte GO major transit station area (Bronte GO MTSA) in the context of the Livable Oakville Plan.

A land-use compatibility study was conducted to examine potential air quality, dust, odour, noise, and vibration impacts from surrounding roadways and industrial facilities. The study was prepared under the MECP's Land Use Compatibility Guidelines (D-Series guidelines) and prepared within the context of APPENDIX "A" to By-law 2021-128, Section 27 to support the growth and change of the Bronte GO MTSA. The study included a review of existing Environmental Compliance Approvals (ECA), which are filed with MECP. The results of this study indicated that the facilities located at 2182 and 2192 Wyecroft Road are within the minimum separation distance from the development. Therefore, it is recommended to add a buffer of non-sensitive spaces along the east boundary, such as a podium designated for retail and office space. The residential use should be placed as far as possible from the east side of the development site to increase the separation distance. No adverse noise, vibration, and emissions (dust, odour, etc.) impacts from the other surrounding facilities on the subject site are anticipated.

In keeping with standard building construction and good engineering practice, as well as the MECP guidelines, the following comments and recommendations are provided to be incorporated into the design of the building to ensure indoor air quality and noise levels are maintained to acceptable standards for the proposed development:

(i) Based on the findings of this report, Gradient Wind concludes that the residential sensitive land use is feasible as long as the recommendations to increase the separation distances from the facilities on 2182 and 2192 Wyecroft Road are followed. Additionally, as the area will transform in the following years as per the Bronte GO Official Plan Amendment executed for the Bronte GO MTSA in the context of the Livable Oakville Plan, it is expected these facilities to be removed from the area.

(ii) Air quality, dust, and odour impacts from nearby industrial sources are expected to be insignificant.

(iii) To address adverse air quality impacts from the industries nearby and transportation-related air pollution (TRAP); install, operate, and maintain air filtration at the fresh air intakes of the mechanical systems serving all habitable areas, including the addition of air conditioning in line with standard building practices and design. Minimum Efficiency Reporting Value (MERV) 8 certification filters should be used for this development in all occupied spaces. Details of the air filtration system will be designed by the mechanical engineers during the detailed design phase.

(iv) Based on the general application of D-Series guidelines' zone of influence and recommended separation distances, the development, excluding the facilities located at 2182 and 2192 Wyecroft Road, meets the minimum setback distance from established industries operating with a valid ECA. However, the guidelines also state under Section 10 that where infilling, urban redevelopment and/or a transition to mixed-use is taking place, the required separation distances may be reconsidered. As the Bronte GO MTSA will be redeveloped under the Livable Oakville Plan as per APPENDIX "A" of the City of Oakville By-law 2021-128, the distances between the facility and the proposed development were taken to consider the activities inside and outside of the facility and the proposed sensitive land use. The potential adverse noise, vibration, and emissions, including dust or odour impacts, from the facilities can also be mitigated within the proposed development with the aforementioned precautions, noted also below:

- Any intake louvres that will be placed on the west façade will use minimum MERV 8 filters.
- Apply the noise and vibration mitigation measures for Class 4 areas[4] as outlined in the Noise and Vibration Impact Study completed by RWDI, dated July 25th, 2025:

[4] The Corporation of the Town of Oakville By-law number 2021-128 under 27.4.5 Land Use Compatibility *section,* indicates that *"For the purpose of noise and vibration studies, the Bronte GO major transit station area shall be a Class 4 area under the Provincial NPC-300 guidelines, as applicable."*

- High-STC rated building envelope (enclosed noise buffers) at the façades of the buildings, as indicated in the Noise and Vibration Impact Study completed by RWDI, to reduce any potential noise impact and comply with NPC-300 guideline requirements
- Large noise screens for outdoor points of reception
- Warning clauses, as indicated in the Noise and Vibration Impact Study completed by RWDI, in all Lease, Purchase, and Sale agreements.

(v) A feasibility-level Noise and Vibration Impact Study has been completed by RWDI, dated July 25th, 2025. The study determines the appropriate noise mitigation measures to ensure indoor noise levels comply with MECP NPC-300 noise guidelines. Also, a ground vibration analysis is included in this study. Based on the Noise and Vibration Impact Study, noise mitigation for impacts on the study site include; (i) installation of central air conditioning, (ii) upgraded building components with high STC ratings (as noted in detail in the Noise and Vibration Impact Study), (iii) noise barriers at the perimeter of the outdoor living areas, and (iv) warning clauses (as noted in detail in the Noise and Vibration Impact Study) in all Lease, Purchase and Sale Agreements.

(vi) Noise from industrial sites is anticipated to be minimal as the processes at the nearby industries take place indoors. However, stationary noise impacts from the subject site should be explored at the future stages of the design. The Corporation of the Town of Oakville By-law number 2021-128 indicates under 27.4.5 Land Use Compatibility section, *"For the purpose of noise and vibration studies, the Bronte GO major transit station area shall be a Class 4 area under the Provincial NPC-300 guidelines, as applicable."*. Mitigation required to meet the Class 4 noise level limits could include, but is not limited to, increased setbacks, adding non-noise sensitive space as a buffer, mitigation at the source, and use of warning clauses as necessary. RWDI also suggests in their study that the implementation of mitigation measures compliant with Class 4 limits is feasible for the proposed development, and mitigation measures should be clearly defined before the Site Plan Control application (SPA) stage, once more information has been obtained regarding surrounding facility operations.

This concludes our land use compatibility study and report. If you have any questions or wish to discuss our findings, please advise us. In the interim, we thank you for the opportunity to be of service.

Sincerely,

Gradient Wind Engineering Inc.

Efser Kara, MSc, LEED GA
Acoustic Scientist

Joshua Foster, P.Eng.
Lead Engineer

Gradient Wind File 22-017- Land Use Compatibility

GRADIENTWIND
ENGINEERS & SCIENTISTS
127 WALGREEN ROAD, OTTAWA, ON
613 836 0934 • GRADIENTWIND.COM

PROJECT	2172 WYECROFT ROAD, OAKVILLE LAND USE COMPATIBILITY ASSESSMENT
SCALE	1:14000 (APPROX.)
DRAWING NO.	GW22-017-1
DATE	APRIL 4, 2025
DRAWN BY	E.K.

DESCRIPTION

FIGURE 1:
PROPERTY LINE AND SURROUNDING CONTEXT

GRADIENTWIND
ENGINEERS & SCIENTISTS
127 WALGREEN ROAD, OTTAWA, ON
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PROJECT	2172 WYECROFT ROAD, OAKVILLE LAND USE COMPATIBILITY ASSESSMENT
SCALE	1:10000 (APPROX.)
DRAWING NO.	GW22-017-2
DATE	APRIL 4, 2025
DRAWN BY	E.K.

DESCRIPTION

FIGURE 2:
PROPERTY LINE AND SURROUNDING CONTEXT

GRADIENTWIND
ENGINEERS & SCIENTISTS
127 WALGREEN ROAD, OTTAWA, ON
613 836 0934 • GRADIENTWIND.COM

PROJECT	2172 WYECROFT ROAD, OAKVILLE LAND USE COMPATIBILITY ASSESSMENT
SCALE	1:14000 (APPROX.)
DRAWING NO.	GW22-017-3
DATE	APRIL 4, 2025
DRAWN BY	E.K.

DESCRIPTION

FIGURE 3:
PROPERTY LINE AND SURROUNDING CONTEXT