

FINAL REPORT



349 DAVIS ROAD

OAKVILLE, ONTARIO

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

RWDI # 2203169

April 11, 2023

SUBMITTED TO

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1 INTRODUCTION

RWDI was retained by Corbett Land Strategies to undertake a land use compatibility/mitigation study in support of a site-specific Official Plan Amendment and Zoning By-law Amendment submission for the proposed 349 Davis Road development, located in Oakville, Ontario. The proposed development will consist of a building comprising: 5 levels of above ground parking, 1 level of commercial office space, and 48 levels of residential properties, for a total height of 58 storeys. The location of the subject lands is shown on **Figure 1**. This study was based on architectural drawings dated September 14, 2022. The drawings are provided in **Appendix A**.

The subject lands are currently used for commercial use as offices. The surrounding land use consists primarily of commercial lands. The site is exposed to noise from road traffic on: Queen Elizabeth Way to the north-east; Trafalgar Road to the east; and Cornwall Road to the south-west. The site is exposed to rail traffic from the rail corridor located approximately 260 m to the south-west, which carries Metrolinx commuter trains and Canadian National (CN) Rail freight trains.

The scope of this study was to identify any existing and potential land use compatibility issues, with respect to air quality and noise, 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 previously completed for this property in the RWDI report "Noise and Vibration Impact Study 349 Davis Road" dated October 13, 2022. Conclusions from the report are summarized within this report.

2 LAND USE COMPATIBILITY POLICIES AND GUIDELINES

2.1 Halton Region Land Use Compatibility Guidelines

Halton Region has created a guideline document (Halton Region 2014) to provide guidance and identify a process for assessing land use compatibility. The intent of the guideline is to "minimize adverse effects of "industrial, transportation and utility" uses that emit noise (vibration), odour or air pollution on sensitive uses (e.g., residential)". The Halton Region guidelines adopt the Ministry of the Environment, Conservation, and Parks's D-6 Land-Use Compatibility Guidelines which are discussed in Section 2.4.

2.2 Livable Oakville - Town of Oakville Official Plan

The Town of Oakville's Official Plan (Town of Oakville 2021) includes the mission statement: "*To enhance the Town's natural, cultural, social and economic environments by ensuring that environmental sustainability, cultural vibrancy, economic prosperity and social well-being are incorporated into growth and development decisions*". One of the guiding principles is to "*direct the majority of growth to identified locations where higher density, transit and pedestrian oriented development can be accommodated*". The subject lands are located in the area identified as "Midtown Oakville", identified both as a Major Transit Station Area and as an Urban Growth Centre, part of the Provincial "Growth Plan for the Greater Golden Horseshoe: Places to Grow" (Government of Ontario 2021). Furthermore, the Town of



Oakville’s Official Plan states that the “greatest levels of height and density in the [Town of Oakville] are planned for Midtown Oakville.”

2.3 Provincial Policy Statement

Sections 1.2.6.1 and 1.2.6.2 of Part V of the Provincial Policy Statement 2020 (Government of Ontario 2020) state 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.”

2.4 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, (MOE 1995). It provides a classification scheme for industries based their potential for emissions that could cause adverse effects. The classification scheme is summarized in **Table 1**.

Table 1: D-6 Industry Classification Scheme

Class	Descriptors
I	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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 is 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;
- 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 ECAs of any major facilities, posted on the Environmental Registry;
- Guidelines D-1 (Land Use Compatibility) and D-6 (Compatibility between Industrial Uses) from the MECP;
- Meteorological data for the study area.

RWDI reviewed wind data from Toronto Pearson International Airport, 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 2002-2022 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 north with winds from the south and northeast less frequent.

It is our understanding that the MECP is unable to provide complaint-related information directly and such inquiries are to 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. An online search was conducted for complaints in the area, but no such articles or reports were found.

4 RESULTS

The review considered the influence of the conversion request and potential future mixed-use 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

Table B-1 in **Appendix B** lists all identified Class I, II, and III industries within 1000 m. In addition, non-industrial sites that have the potential for significant air or noise emission impacts on the subject lands are noted. **Figure 3** shows all facilities of interest within the study area. There were no Class II or Class III facilities identified within 1000 m of the subject lands. Class I industries without a MECP ECA or EASR located beyond 300 m were not documented as their potential influence areas fall far short of the subject lands. Facilities of that nature are considered low-risk and have small areas of influence. In addition to a review of available permits, a review of satellite images was conducted to verify there are no significant small industrial facilities that are not subject to environmental permits. **Table 3** lists the permitted and unpermitted facilities that were identified within close proximity of the subject lands and reviewed to ensure the activity at the site would not impact the proposed development.



Table 3: Facilities with Potential to Impact the Subject Lands

Industry Class	Industry	Potential Influence Area	Actual Separation Distance [1]
N/A ^[2]	Balletomane	70 m	60 m
I	Assured Automotive	70 m	0 m (adjacent)
N/A ^[2]	PWC	70 m	40 m
I	Davis Road Booster Station	70 m	35 m

1. Unless stated in the above table, separation distance is from the property line of the subject lands to the property line of the industry.
2. The site does not fit into guideline definitions as a Class I, II, or III facility, but was included in the assessment from a due diligence perspective.

4.1.1 Balletomane – 379 Davis Road

The facility appears to be a dance school and does not operate under a permit. Aerial imagery shows minimal HVAC equipment located on the rooftop. This equipment could be acoustically significant at the proposed development and so has been evaluated in the detailed Noise and Vibration Impact Study. Sound from Balletomane is predicted to meet the applicable sound level limits.

From an air quality point of view the site is not industrial and does not appear to be a significant source of air emissions.

4.1.2 Assured Automotive/Oaktown Collision Centre – 359 Davis Road

This site is a small-scale automotive refinishing facility with a training centre. The site appears to be well-contained and is located in close proximity to existing sensitive land uses, the Monte Carlo Inn and a place of worship, both located at 374 South Service Road. The site yard is paved and has no storage of materials that could generate fugitive dust emissions; therefore, it does not have a significant potential for generating nuisance emissions. The MECP permit for the site indicated the presence of two paint booths with a combined paint application rate of 2.5L per hour, prep stations with a combined primer application rate of 1.0L per hour. Based on satellite imagery, these sources appear to be at the northeast section of the facility. The facility ECA also indicates the presence of gas-fired air make-up units and satellite imagery reveals additional rooftop equipment. Given the proximity, the facility's equipment could be acoustically significant at the proposed development and so has been evaluated in the detailed Noise and Vibration Impact Study. Sound from Assured Automotive is predicted to meet the applicable sound level limits.

With respect to air quality, painting operations that use solvent based coatings are sources of VOC emissions and potential sources of odour emissions. However in this case given the relative low paint utilization rates and the actual separation distance of at least 39m between the closest process stack to the closest sensitive land uses at the proposed development, these impacts are not likely to be significant. However, since the sensitive land uses on the subject lands are within the 70 m potential influence area of the emission sources, RWDI recommends the provision



of residential units with carbon filtered fresh air or locating of fresh air intakes as far as possible and facing away from the Oaktown Collision site. With respect to the impact of the proposed development on Oaktown's ability to maintain compliance with their permit, RWDI have observed the following: the facility should have transitioned to an MECP EASR for an automotive refinishing facility since it has two spray booths and a facility wide coatings utilization rate of less than 6.0 litres per hour. Under the current EASR regulations a minimum separation distance of 38m from each spray booth stack and the facility property line is required. This is a criteria that the facility cannot meet given its current configuration. In light of this the presence of the proposed development is not likely to place any burden on maintaining the facility's environmental permit.

4.1.3 PWC – 354 Davis Road

This site is an office space, currently hosting the accounting firm PWC. Aerial imagery shows a cooling tower and air make-up unit located on the rooftop. This equipment could be significant source of sound at the proposed development, especially given the proximity to the proposed development, so it has been evaluated in the detailed Noise and Vibration Impact Study. The report predicts an exceedance of the applicable limits due to the rooftop sources at this facility. However, the report predicted that the mitigation requirements to reduce noise from transportation will result in a comfortable indoor acoustic environment. Therefore, the proposed development is considered compatible with the PWC facility.

From an air quality point of view the site is not industrial and does not appear to be a significant source of air emissions.

4.1.4 Davis Road Booster Station – 320 Davis Road

This site is a clean water pumping station. Aerial imagery reveals some outdoor equipment, including a generator and transformer. Given the proximity, the facility's equipment could be acoustically significant at the proposed development and so has been evaluated in the detailed Noise and Vibration Impact Study. Sound from the Davis Road Booster Station is predicted to meet the applicable sound level limits.

From an air quality perspective the site is not industrial and does not appear to be a significant source of air emissions.

4.1.5 Existing Public Applications

There are several public applications for residential redevelopments in this area, including 157 Cross Avenue (Town of Oakville 2019), 177 Cross Avenue (Town of Oakville 2014), and 166 South Service Road (Town of Oakville 2022a), which will reduce the number of active facilities in the area. Therefore, the proposed development is expected to be compatible with existing and proposed land uses.



4.2 Future Industrial Uses

The zoning map for the surrounding area is provided in **Figure 4**. Commercial and retail operations surround the subject lands to the east and south, with the QEW and Trafalgar Road located to the north and west, respectively. Further north of the subject lands are employment zoned areas which include industrial uses. Residential lands are located further south and southeast.

The subject lands and the area immediately surrounding the subject lands are zoned Midtown Transitional Employment (Town of Oakville 2022b). Permitted uses on the subject lands and immediate surrounding area are intended to include commercial and retail operations, but not industrial. However, this section of the zoning by-law is not yet in force and is part of an ongoing Ontario Land Tribunal Appeals process. Nevertheless, the intention of this section of the by-law is to increase residential uses in the area and decrease industrial uses. In conjunction with the designation, in the regional and municipal official plans, for residential intensification of the entire Midtown Oakville area, within which the subject lands are located, it is clear that both Halton Region and the Town of Oakville are signalling that future transition of current commercial/retail uses into industrial uses is unlikely. The closest business area that does (or could) include industrial uses is located slightly more than 300 m to the north. Based on the E1 - Office Employment zoning of this area, it appears that Class I and Class II uses are permitted. However, this area is located at the other side of the QEW and it is unlikely that the industry would be louder than the QEW. Also, given more than 300m separation distance, there is adequate separation between the proposed development and subject lands. Therefore, the development of sensitive uses on the subject lands would not constrain any intensification of industrial operations beyond the constraints existing from current residential uses. Furthermore, there are several other proposed residential developments in the area, as noted earlier, which already place future limitations on existing industries.

Therefore, the future development on the subject lands is not expected to have a significant effect on the ability of new or intensified industrial uses to be located in surrounding employment areas.

4.3 Transportation Facilities

The subject lands are located approximately 115 m south of the QEW and 84 m east of Trafalgar Road (Highway 3). Other roadways in the area are distant or not significant emitters of air and noise emissions. The Oakville Subdivision rail corridor and Oakville Station are located approximately 245 m to the south west and 515 m to the south respectively. The rail corridor includes Metrolinx and VIA commuter rail, and the CN freight traffic.

Other than minor projects, like surface rehabilitation and bridge repairs, the Ministry of Transportation currently does not have any plans involving major reconfiguration or expansion of the QEW in this area. Thus, any effects of the transportation facilities on the site, as described within, are expected to only change as a result of the organic growth in traffic. Future major transportation projects within the area will have to consider the subject lands.



4.3.1 Noise

Elevated sound levels on the proposed development due to the proximity of the QEW and Trafalgar Road are expected. These levels were evaluated in the detailed Noise and Vibration Impact Study and it was determined that upgraded Sound Transmission Class (STC) ratings for façade components including windows, walls and doors will be required at the subject lands for all facades. Recommended glazing ranged from STC-27 to STC-38, depending on façade location and exterior doors with minimum ratings of STC-45 were recommended.

Early design drawings, provided in **Appendix A**, suggest amenity spaces may be located anywhere on the 4th- and 40th-level rooftops. Sound levels at these amenity spaces were also evaluated during the Noise and Vibration Impact Study. The combined (rail and road) daytime average sound levels for the amenity spaces included in the assessment were in the range of 64-72 dBA. To reduce the transportation sound levels to meet the applicable criteria, noise barriers were recommended. These barriers ranged, based on location, in recommended height from 1.0 m to 3.5 m for a 60 dBA sound level criterion, and from 2.5 m to greater than 5.0 m for a 55 dBA sound level criterion.

Vibration from rail is not expected to be of concern. The Rail Association of Canada (RAC) provides setback distances where vibration effects from rail require study (RAC 2013). The 515 m setback distance is beyond the 75 m setback recommended by RAC. As a result, vibration effects at the proposed development were not assessed in the Noise and Vibration Impact Study.

4.3.2 Air Quality

The GO Rail Network Electrification Environmental Project Report Addendum (Metrolinx 2021) was reviewed for air quality effects in proximity to Metrolinx rail corridors. The most current train volume on the Metrolinx rail corridor at Oakville (Lakeshore West) is 158 trains per day but a detailed air quality assessment was not done for Lakeshore West. However, the Lakeshore East segment has a similar quantity of rail traffic, and results from the Lakeshore East air quality study indicated that air quality impacts decrease sharply with distance and are generally low (within 20% of background) beyond 50 meters. Therefore, with a 245 m separation distance, the subject lands are more than sufficiently separated from the rail corridor to avoid adverse air quality effects. Therefore, the potential future development of the subject lands is considered compatible with the rail corridor.

The subject lands are located adjacent to the QEW highway corridor and approximately 85m east of Trafalgar Road. Air quality emissions from the QEW are expected to be directed towards the subject lands when wind is coming from directions between west-northwest to north. Typically, these wind directions occur approximately 50% of the time, as shown in **Figure 2**. The greatest impacts are typically expected when wind speeds are relatively low (< 3 m/s) and this occurs from the west-southwest to north wind directions less than 5% of the time.

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" (City of Toronto 2017), hereafter referred to as TRAP, 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 vehicle or more per day. Considering these buffer zones, elevated air pollutant levels on the proposed development are expected due to the proximity of the QEW, a major highway which has an Annual Average Daily Traffic volume of greater than 200,000 vehicles per day.

The current design for the subject lands is shown in **Appendix A**. Residential units are located on floors six (6) through fifty eight (58) while outdoor terraces are located floors six (6) through forty one (41). The closest of these areas to the QEW are set back approximately 32 m from the north property line resulting in a minimum separation distance of more than 150 m from the QEW. As such, the proposed development is considered to be adequately separated from the QEW with respect to TRAP. Similarly the closest sensitive uses to Trafalgar Road are set-back approximately 13m horizontally from the property line resulting in a total horizontal separation distance of approximately 98m to Trafalgar Road. Upon accounting for the vertical separation of the residential units, this separation distance meets or exceeds the 100m buffer distance recommended in the City of Toronto's TRAP report. As such, the proposed development is considered to be adequately separated from Trafalgar Road with respect to TRAP.

5 CONCLUSIONS

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

1. The Noise and Vibration Impact Study dated October 13, 2022 outlines the detailed recommendations for compatibility from an environmental noise and vibration perspective.
2. From an air quality perspective, it is recommended that the provision of residential units with carbon filtered fresh air or the placement of fresh air intakes as far as possible and facing away from the Oaktown Collision site at 359 Davis Road.
3. No additional studies or further analysis is required.



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**LAND-USE COMPATIBILITY/MITIGATION STUDY (AIR QUALITY AND NOISE)
349 DAVIS ROAD**

RWDI #2302744
April 11, 2023



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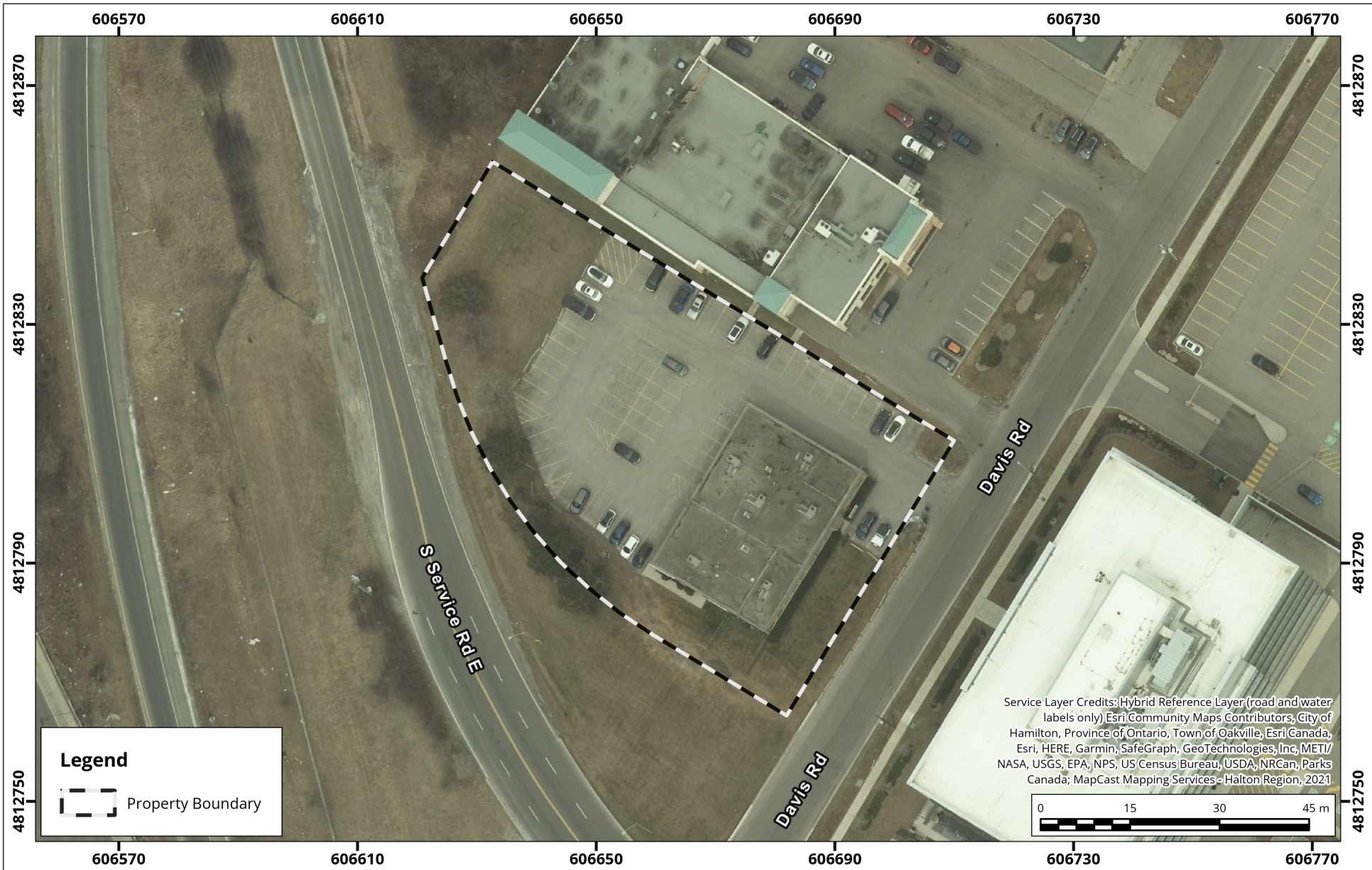


STATEMENT OF LIMITATIONS

This report entitled 349 Davis Road – Land-Use Compatibility/Mitigation Study (Air Quality And Noise) was prepared by Rowan Williams Davies & Irwin Inc. (“RWDI”) for Corbett Land Strategies (“Client”). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein (“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.



Site Location

Map Projection: NAD 1983 UTM Zone 17N
349 Davis Road - Oakville, ON



Drawn by: RCL Figure: 1

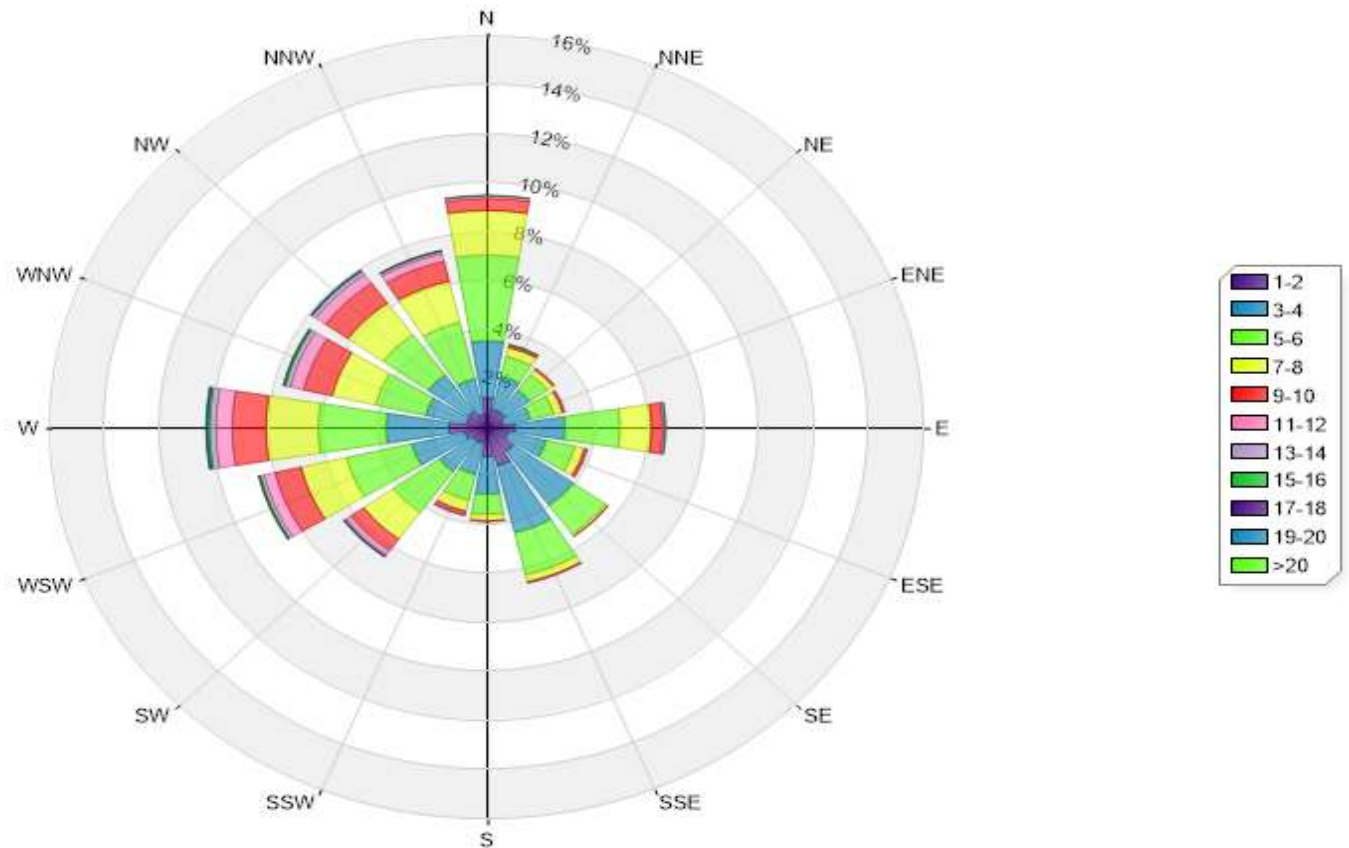
Approx. Scale: 1:900

Date Revised: Mar 30, 2023

Project #: 2203169



**Directional Distribution (%) of Winds in m/s (Blowing From)
Toronto Pearson International Airport, (2002-2022)**



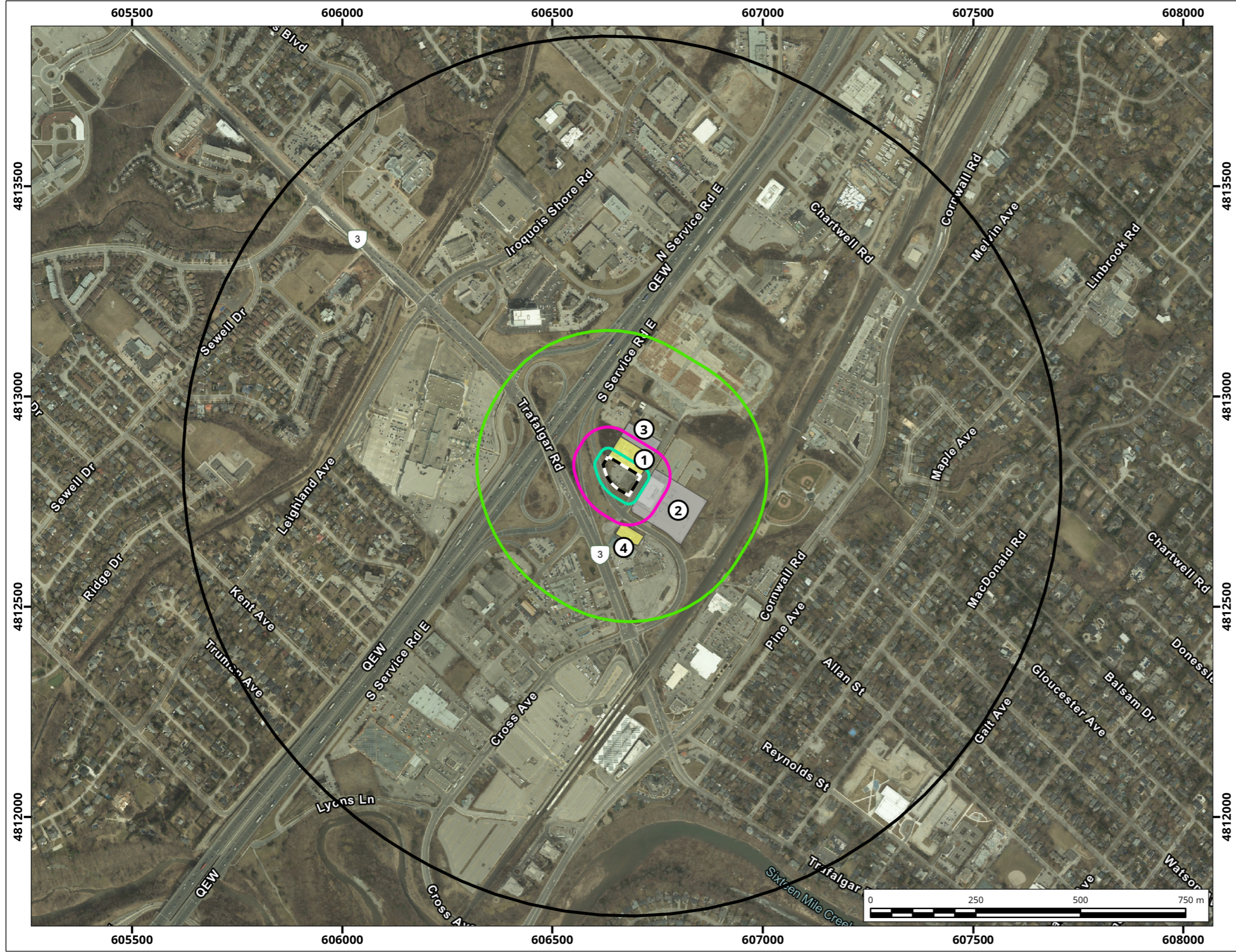
Directional Distribution (%) of Winds in m/s (Blowing From) Toronto Pearson International Airport (2002-2022)

Drawn by: ADS Figure: 2

Approx. Scale: not to scale

Date Revised: April 10, 2023





Legend

- 20 m
 - 70 m
 - 300 m
 - 1,000 m
 - Property Line
- Industrial Properties**
- Class I Industries
 - NA - Non-Industrial

ID	Business Name	Class
1	Oaktown Collision Inc. / Assured Automotive	I
2	PWC	NA
3	Balletomane	NA
4	Davis Road Booster Station	I

Service Layer Credits: Hybrid Reference Layer (road and water labels only) Esri Community Maps Contributors, City of Hamilton, Province of Ontario, Town of Oakville, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/ NASA, USGS, EPA, NPS, US Census Bureau, USDA, NRCAN, Parks Canada; MapCast Mapping Services - Halton Region, 2021

Proposed Development and Surrounding Sites of Interest

Map Projection: NAD 1983 UTM Zone 17N
349 Davis Road - Oakville, ON

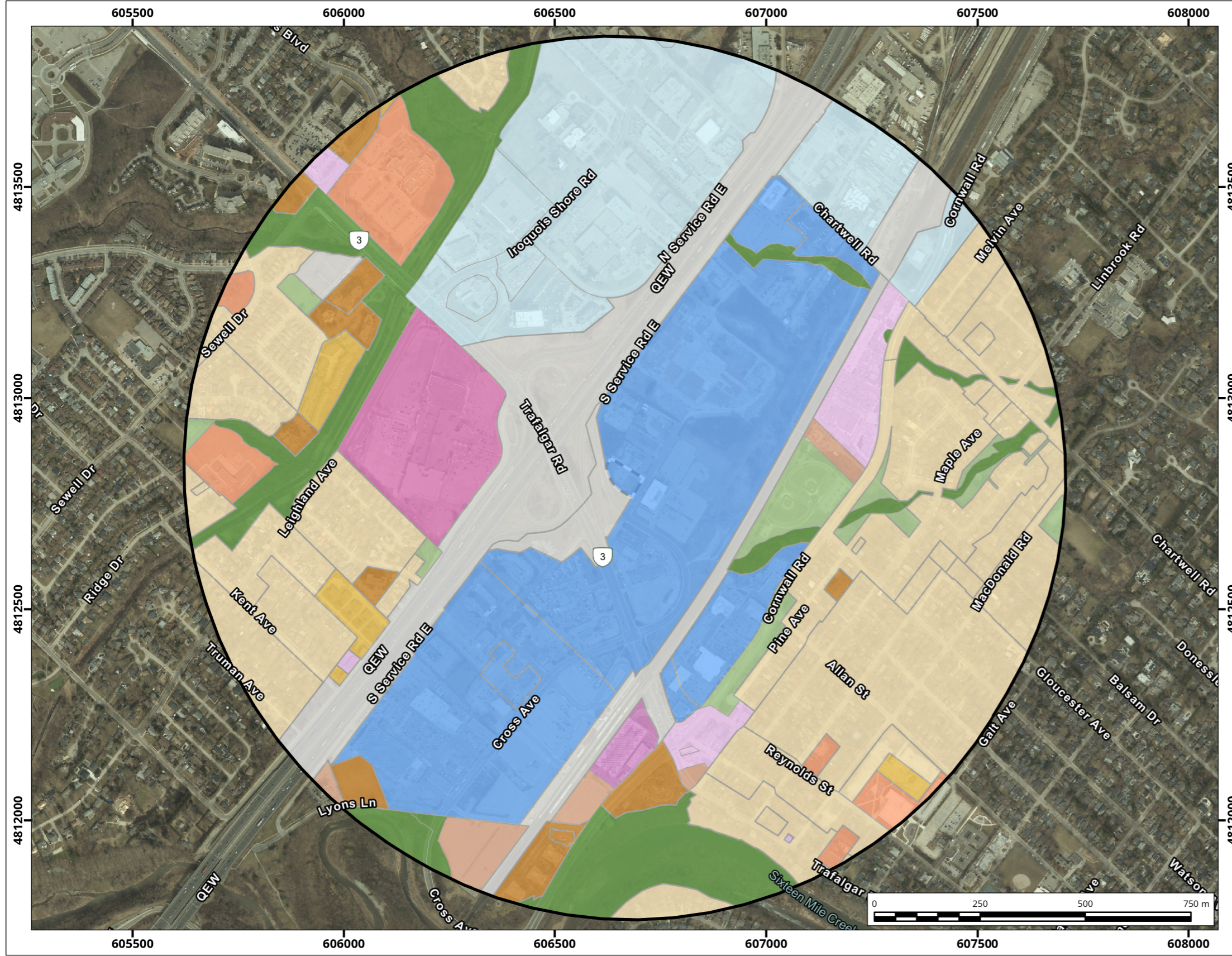


Drawn by: RCL Figure: 3
Approx. Scale: 1:10,000
Date Revised: Apr 6, 2023

Project #: 2203169



Map Document: D:\GIS\desktop\2203169_349DavisRoad\2203169_349DavisRoad.aprx



Legend

- Property Line
- 1,000 m
- Zoning Classification**
- C1 - Neighbourhood Commercial; C2 - Community Commercial
- C3 - Core Commercial
- CU - Community Use
- E1 - Office Employment; E2 - Business Employment; E4 - Business Commercial
- ED - Existing Development
- I - Institutional
- MTC - Midtown Transitional Commercial
- MTE - Midtown Transitional Employment
- MU3 - Urban Centre
- N - Natural Area
- O1 - Park
- RL1-0 - Residential Low (RL1-0); RL2-0 - Residential Low (RL2-0); RL3 - Residential Low (RL3); RL3-0 - Residential Low (RL3-0); RL4-0 - Residential Low (RL4-0); RL5 - Residential Low (RL5); RL5-0 - Residential Low (RL5-0); RL7-0 - Residential Low (RL7-0)
- RM1 - Residential Medium (RM1); RM4 - Residential Medium (RM4)
- RH - Residential High
- U - Utility

Service Layer Credits: Hybrid Reference Layer (road and water labels only) Esri Community Maps Contributors, City of Hamilton, Province of Ontario, Town of Oakville, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/ NASA, USGS, EPA, NPS, US Census Bureau, USDA, NRCAN, Parks Canada; MapCast Mapping Services - Halton Region, 2021

Zoning in the Study Area

Map Projection: NAD 1983 UTM Zone 17N
349 Davis Road - Oakville, ON

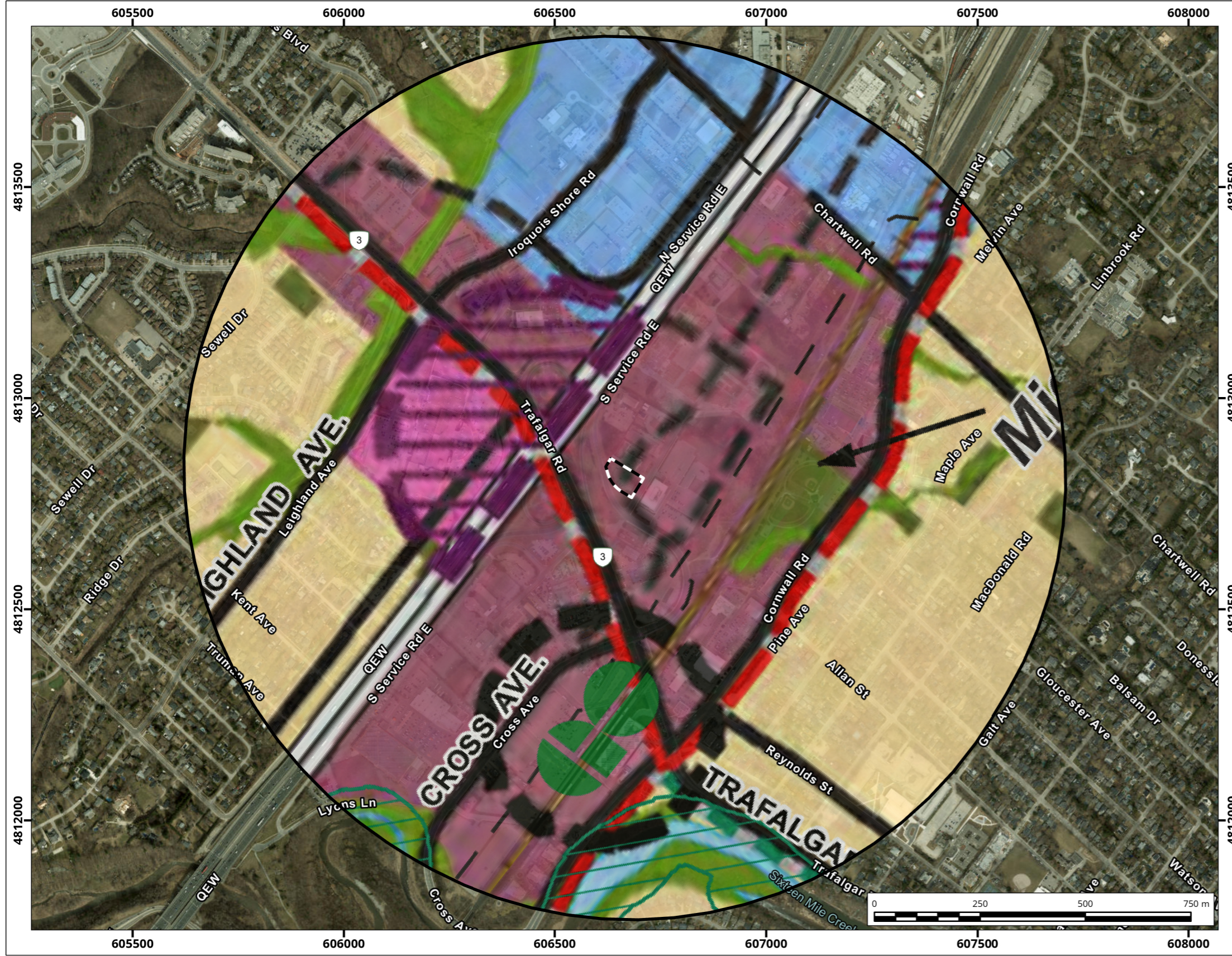


Drawn by: RCL	Figure: 4
Approx. Scale: 1:10,000	
Date Revised: Mar 30, 2023	



Project #: 2203169

Map Document: D:\GIS\desktop\2203169_349DavisRoad\2203169_349DavisRoad.aprx



Legend

- Property Line
- 1,000 m
- PARKWAY BELT
- GREENBELT
- GREENBELT - URBAN RIVER VALLEY
- NATURAL HERITAGE SYSTEM
- PARKS, OPEN SPACE & CEMETERIES
- WATERFRONT OPEN SPACE
- NODES AND CORRIDORS
- EMPLOYMENT AREAS
- MAJOR COMMERCIAL AREAS
- RESIDENTIAL AREAS
- MAIN STREET AREA
- EMPLOYMENT MIXED USE CORRIDOR
- REGIONAL TRANSIT NODE
- PROPOSED REGIONAL TRANSIT NODE
- NODES AND CORRIDORS² FOR FURTHER STUDY
- MAJOR TRANSPORTATION CORRIDOR³
- PROPOSED MAJOR TRANSPORTATION CORRIDOR
- REGIONAL TRANSIT PRIORITY CORRIDOR
- MOBILITY LINK
- MAJOR ACTIVE TRANSPORTATION CONNECTIONS
- SCENIC CORRIDOR
- UTILITY CORRIDOR
- PROVINCIAL PRIORITY TRANSIT CORRIDOR
- MAJOR TRANSIT STATION
- HERITAGE CONSERVATION DISTRICTS/⁴ CULTURAL HERITAGE LANDSCAPES

NOTE 1: This Schedule does not represent land use designations

NOTE 2: In addition, the south side of Dundas is recognized as having the potential for intensification subject further study to more precisely delineate the extent of such areas

NOTE 3: Transportation corridors, with the exception of Provincial highways, permit all transportation modes including transit, pedestrian and bicycle facilities

NOTE 4: Heritage Conservation Districts and cultural heritage landscapes are elements of the urban structure. As additional Heritage Conservation Districts and cultural heritage landscapes are designated under the Ontario Heritage Act, they shall be added to Schedule A1, Urban Structure

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Zoning in the Study Area

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349 Davis Road - Oakville, ON

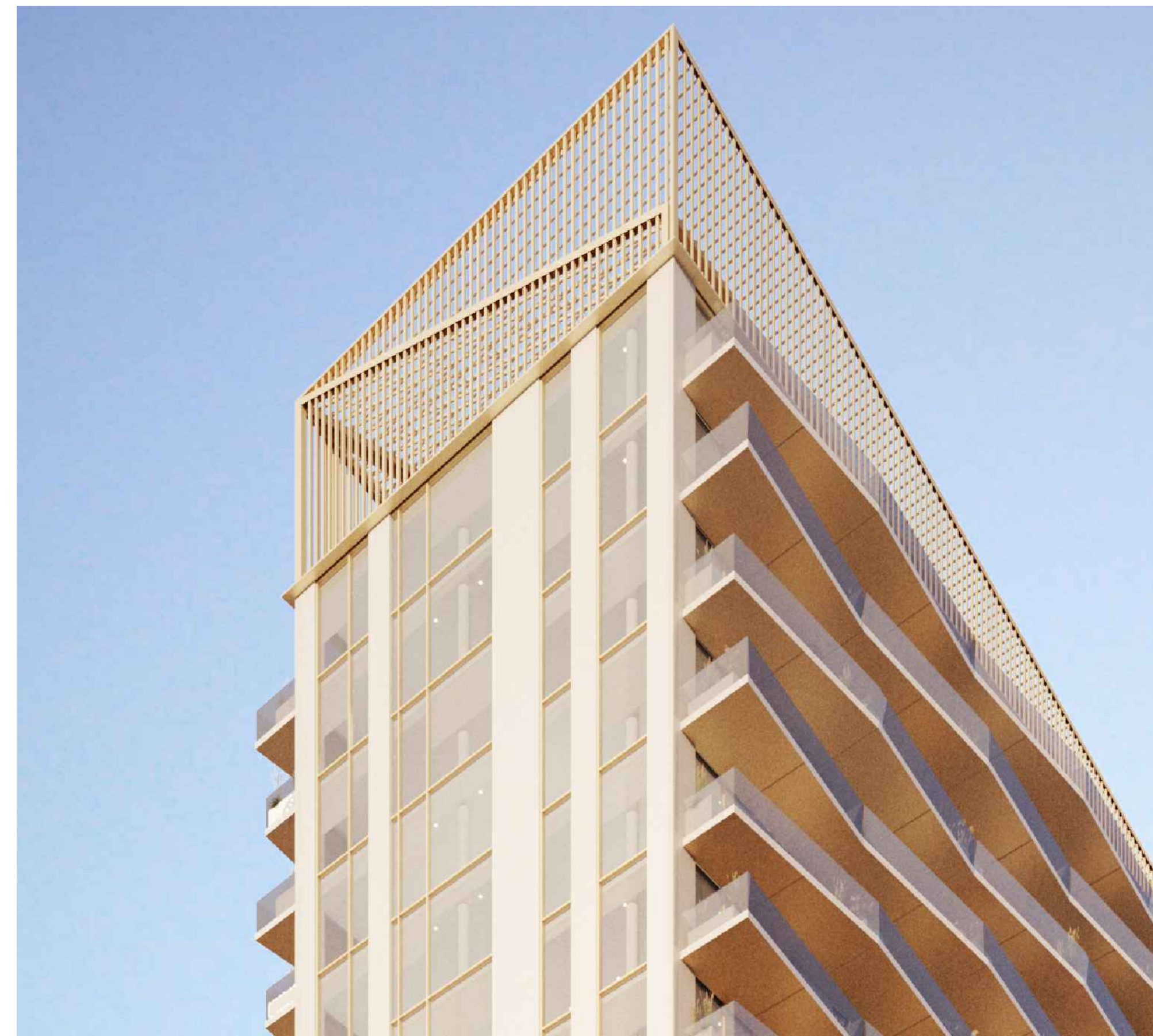
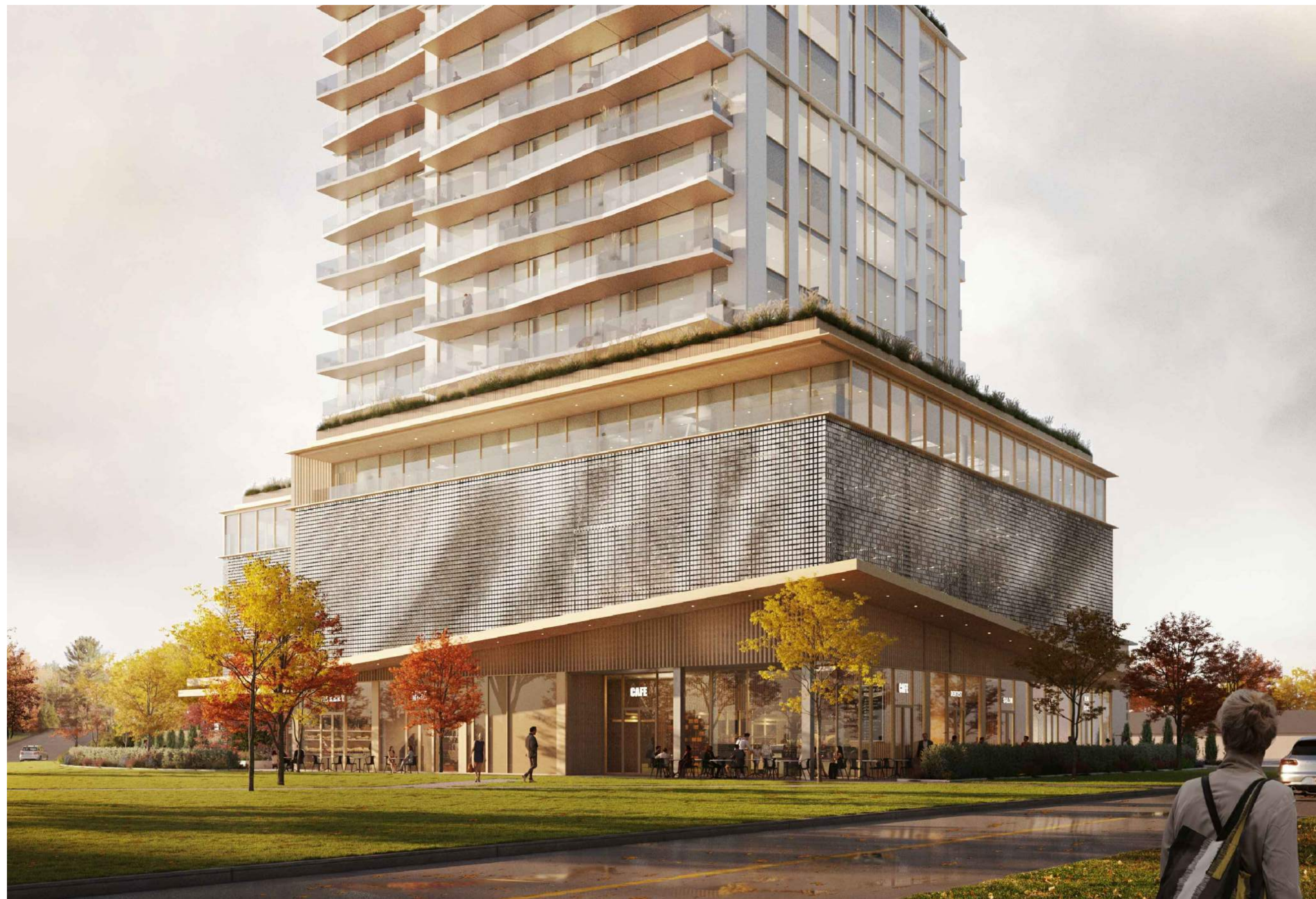
True North

Drawn by: RCL	Figure: 5
Approx. Scale: 1:10,000	
Date Revised: Mar 30, 2023	



Project #: 2203169

Map Document: D:\GIS\desktop\2203169_349DavisRoad\2203169_349DavisRoad.aprx



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STUDIO
VERONICA MADONNA ARCHITECT
7 Colwyn Road, Toronto ON,
WorkCo., 39 Advance Road, Etobicoke ON,
416-537-8907



No.	Description	Date
1	Issued for Official Plan Amendment and Zoning By-Law Amendment	Sept. 14/22

Location
Mixed-Use 58-Storey Building
349 Davis Road
Oakville, Ontario L6J 2X2

Page Title
Rendering Vignettes

Project number 22003
Date JAN.
Drawn by D.D.
Checked by V.M.

A004

Scale as noted

**SURVEYOR'S REAL PROPERTY REPORT
AND TOPOGRAPHY OF
PART OF LOT 12
CONCESSION 3
SOUTH OF DUNDAS STREET
TOWN OF OAKVILLE
REGIONAL MUNICIPALITY OF HALTON**

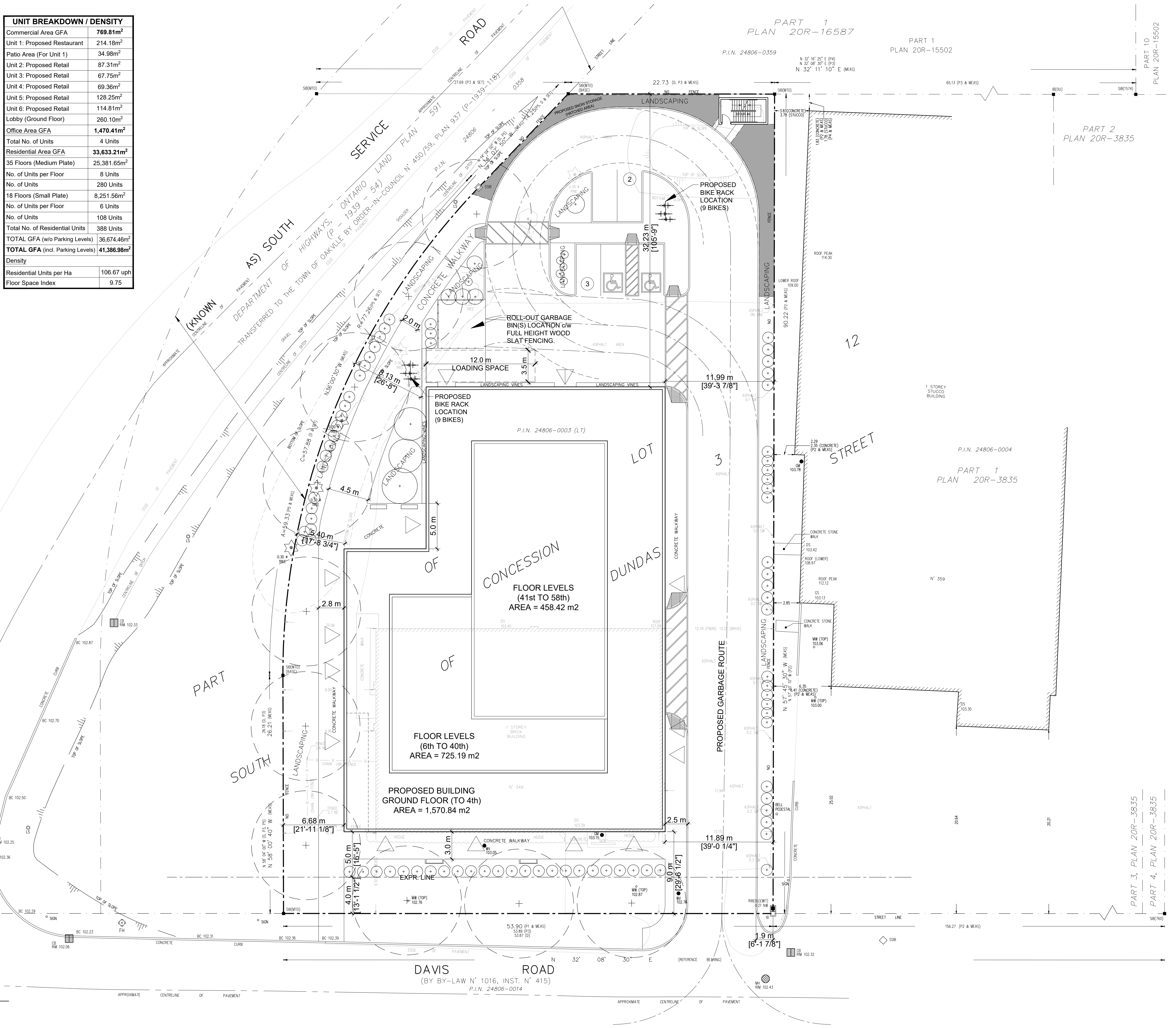
UNIT BREAKDOWN / DENSITY	
Commercial Area GFA	769.81m ²
Unit 1: Proposed Restaurant	214.18m ²
Patio Area (For Unit 1)	34.98m ²
Unit 2: Proposed Retail	87.31m ²
Unit 3: Proposed Retail	67.75m ²
Unit 4: Proposed Retail	69.36m ²
Unit 5: Proposed Retail	128.25m ²
Unit 6: Proposed Retail	114.81m ²
Lobby (Ground Floor)	260.10m ²
Office Area GFA	1,470.41m ²
Total No. of Units	4 Units
Residential Area GFA	33,633.21m ²
35 Floors (Medium Plate)	25,381.65m ²
No. of Units per Floor	8 Units
No. of Units	280 Units
18 Floors (Small Plate)	8,251.56m ²
No. of Units per Floor	6 Units
No. of Units	108 Units
Total No. of Residential Units	388 Units
TOTAL GFA (w/o Parking Levels)	36,674.46m ²
TOTAL GFA (incl. Parking Levels)	41,386.98m ²
Density	
Residential Units per Ha	106.67 uph
Floor Space Index	9.75

PARKING STATISTICS By-law 2014-14	
Above Ground Parking (AB) (3 Levels)	AB Level 1 = 23 parking spaces AB Level 2 = 23 parking spaces AB Level 3 = 23 parking spaces
Underground Parking (UG)	UG Levels 1 to 3 = 85 parking spaces UG Levels 4 & 5 = 97 parking spaces
Street Level Parking	5 spaces (including 2 barrier-free)
Loading Space Provided	1 space
Required Parking:	
Commercial (Ground)	1.0 per 18.0m ² net floor area.
Office (1 Floor)	1.0 per 35.0m ² net floor area.
Residential	a) 1.0 per dwelling where the unit has less than 75.0m ² net floor area. b) 1.25 per dwelling for all other units. Visitor Parking: Of the total number of parking spaces required, 0.25 of the parking spaces required per dwelling shall be designed as visitors parking spaces.
Barrier-Free	3 to 25 spaces = 1 space 26 to 100 spaces = 4% 101 to 200 spaces = 1, plus 3% of the total no. of spaces 201 to 1000 spaces = 2, plus 2% of the total no. of spaces
TOTAL PARKING REQUIRED	575 (including 14 barrier-free)
TOTAL PARKING PROPOSED	622 Parking Spaces (including 14 barrier-free)
Min. No. of Bicycle Parking Spaces Required:	
Retail Uses:	The greater of 2 or 1.0 per 1,000m ² net floor area.
Office Uses:	The greater of 2 or 1.0 per 1,000m ² net floor area.
Residential Uses:	Apartment Building - 1.0 per dwelling.
Visitor Spaces:	Of the total number of bicycle parking spaces required, 0.25 of the parking spaces required per dwelling shall be designed as visitors bicycle parking.
Total Bicycle Parking Required:	392 bicycle parking spaces (racks)
Bicycle Parking Provided:	400 bicycle parking spaces (racks)

ZONING STATISTICS By-law 2014-14	
Zoned MTE - Midtown Transitional Employment	
Proposed MU4 Mixed Use Zone - Urban Core	
MTE REGULATIONS REQUIRED	PROPOSED
Min. Lot Frontage	53.90m (existing)
Min. Lot Area	0.42 Ha (existing)
Max. Lot Coverage	37.02%
MU4 REGULATIONS	
Min. Front Yard	1.0m
Max. Front Yard	5.0m
Min. Interior Side Yard	0.0m
Min. Rear Yard	0.0m
Min. No. of Storeys	8 storeys
Max. No. of Storeys	12 storeys
Min. First Storey Height	4.5m
Min. Height	--
Max. Height	--
Max. Net Floor Area	1,400m ²

SITE STATISTICS Cont'd:	
SITE AREA = 1.05 acre (0.42 ha)	4,243.25 m ² (45,673.96 sq. ft.)
PROPOSED BLDG. FOOTPRINT - (Mixed-Use)	AREA = 1,570.84 m ² (16,908.38 sq. ft.)
ABOVE GROUND PARKING FOOTPRINT - FLOOR LEVELS 2nd - 4th	AREA = 1,570.84 m ² (16,908.38 sq. ft.)
OFFICE FOOTPRINT - 5th FLOOR LEVEL	AREA = 1,470.41 m ² (15,827.36 sq. ft.)
RESIDENTIAL FOOTPRINT 1 - FLOOR LEVELS 6th - 40th	AREA = 725.19 m ² (7,805.88 sq. ft.)
RESIDENTIAL FOOTPRINT 2 - FLOOR LEVELS 41st - 58th	AREA = 458.42 m ² (4,934.39 sq. ft.)
TOTAL BUILDING - 58 Storeys	AREA = 41,386.98 m ² (445,485.74 sq. ft.)
LOT COVERAGE = 36.58 %	
LANDSCAPED AREA	= 853.74 m ² (9,189.58 sq. ft.) = 20.12 %
PAVED / CONCRETE AREA(S)	= 1,818.67 m ² (19,576.0 sq. ft.)

**1 PROPOSED SITE PLAN
A100 SCALE 1 : 200**



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THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS COUNTERSIGNED BY:

Consultant: Surveyor
GENESIS Land Surveying Inc.
10 Four Seasons Place, 10th floor
Toronto, ON, M6B 6H7
Tel: (905) 499-2966

LEGEND

□	DENOTES	MONUMENT PLANTED
WT	---	MONUMENT FOUND
IB	---	WITNESS
RIB	---	IRON BAR
SIB	---	ROUND IRON BAR
SSIB	---	STANDARD IRON BAR
PS1	---	SHORT STANDARD IRON BAR
P2	---	SURVEY BY TARASICK & McMILLAN
P3	---	O.L.S., DATED FEBRUARY 19TH, 2004
P4	---	PLAN 20R-3835
P5	---	PLAN 20R-16587
MTO	---	EXPROPRIATION PLAN 591
OU	---	MINISTRY OF TRANSPORTATION OF ONT.
D	---	PLAN 20R-16587
P.I.N.	---	EXPROPRIATION PLAN 1335
N.S.E.W.	---	INST. No. 734763
MEAS	---	PROPERTY IDENTIFICATION NUMBER
FNDN	---	NORTH, SOUTH, EAST, WEST
UP	---	MEASURED
O.H.W.	---	FOUNDATION
CB	---	UTILITY POLE
MH	---	OVERHEAD UTILITY CABLES
DS/GS	---	CATCH BASIN
TC/BC	---	MAINTENANCE HOLE
CM	---	DOOR/GARAGE SILL ELEVATION
WV	---	TOP/BOTTOM OF CURB
φ	---	CAS. METER
MW	---	WATER VALVE
LS	---	DIAMETER
FH	---	MONITORING WELL
FR	---	LIGHT STANDARD
⊕	---	FIRE HYDRANT
⊕	---	FIRE ROUTE SIGNS
⊕	---	BOLLARD

LEGEND

△	MAN DOOR
△	OVERHEAD LOADING DOOR

STUDIO
VERONICA MADONNA ARCHITECT
7 Colwyn Road, Toronto ON.
WorkCo., 39 Advance Road, Etobicoke ON.
416-937-8007

True North

No.	Description	Date
1	Issued for Review	APR. 08/22
2	Issued for Review	APR. 28/22
3	Issued for Pre-Consultation Meeting	MAY 06/22
4	Issued for Review / Coordination	MAY 30/22
5	Issued for Review / Coordination	JULY 05/22
6	Issued for Review / Coordination	AUG. 10/22
7	Issued for Official Plan Amendment and Zoning By-Law Amendment	SEPT. 14/22

Location
Mixed-Use 58-Storey Building
349 Davis Road
Oakville, Ontario L6J 2X2

Page Title
**Existing Site Plan
w/ Proposed Building**

Project number	22003
Date	JAN.
Drawn by	D.D.
Checked by	V.M.

A100

Scale as noted



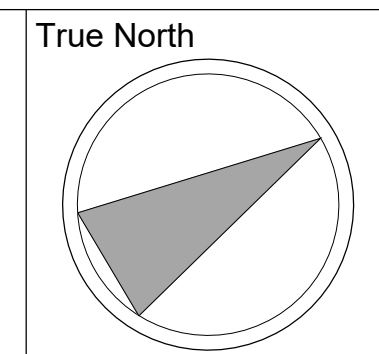
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Consultant: Surveyor
MTE Ontario Land Surveyors Ltd.
 123 St. George Street
 London, ON, N6A 3A1
 Tel: (519) 204-5510



KEY MAP

STUDIO
VERONICA MADONNA ARCHITECT
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 WorkCo., 39 Advance Road, Etobicoke ON,
 416-937-8007



No.	Description	Date
1	Issued for Official Plan Admendment and Zoning By-Law Amendment	Sept. 14/22

Location
Mixed-Use 58-Storey Building
 349 Davis Road
 Oakville, Ontario L6J 2X2

Page Title
Context Plan

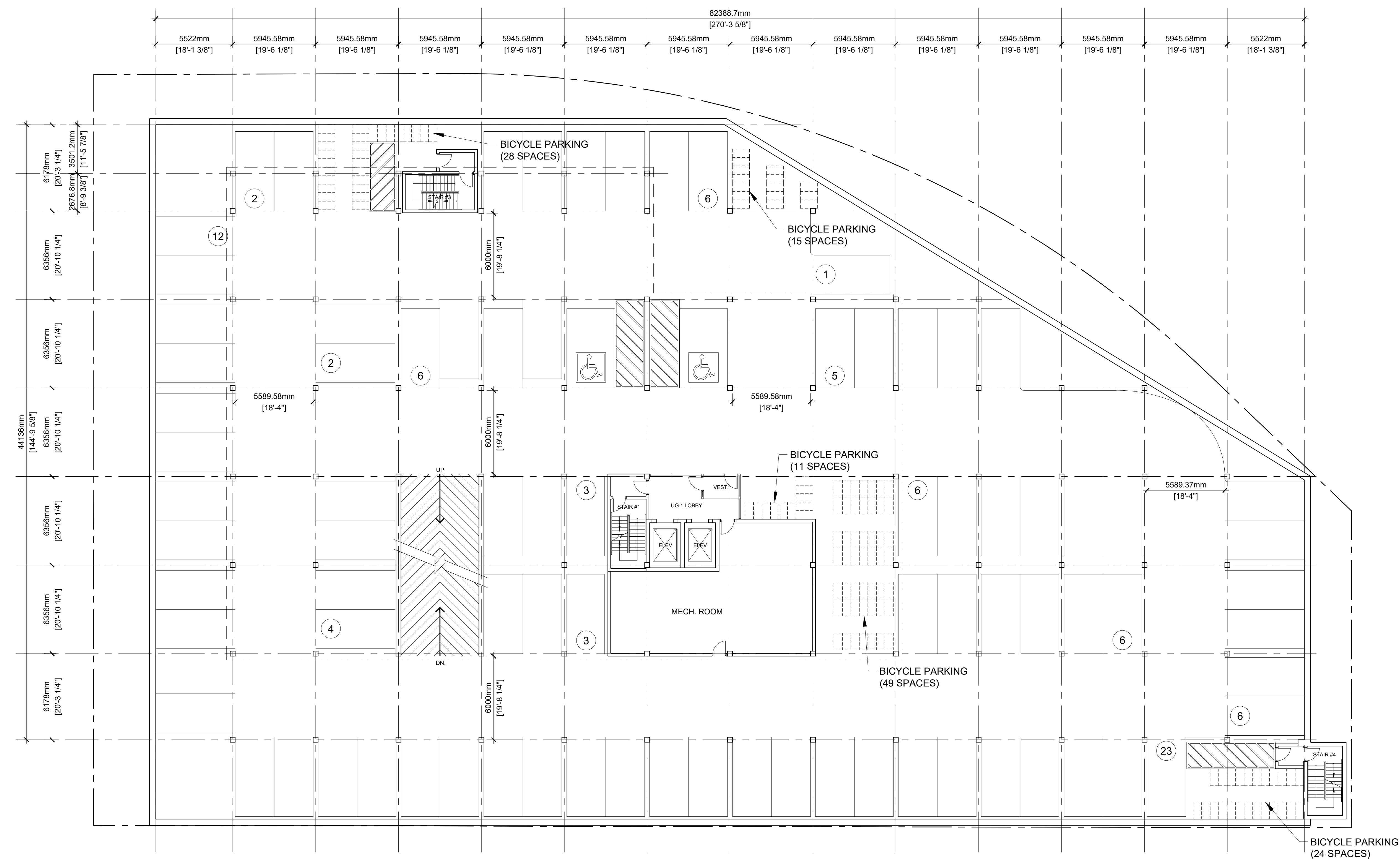
Project number 22003
 Date JAN.
 Drawn by D.D.
 Checked by V.M.

A101
 Scale as noted

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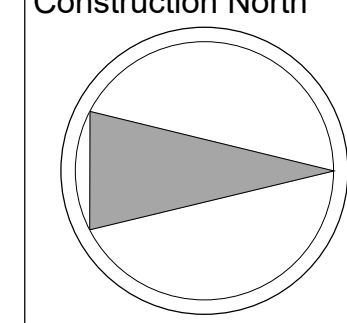


PARKING UG LEVEL 1 to LEVEL 3 (85 Spaces)

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416-637-8007



Construction North



No.	Description	Date
1	Issued for Review	APR. 21/22
2	Issued for Review	APR. 28/22
3	Issued for Pre-Consultation Meeting	MAY 06/22
4	Issued for Review / Coordination	MAY 31/22
5	Issued for Official Plan Amendment and Zoning By-Law Amendment	Sept. 14/22

Location
Mixed-Use 58-Storey Building
349 Davis Road
Oakville, Ontario L6J 2X2

Page Title
Proposed Building UnderGround Parking

Project number 22003
Date JAN.
Drawn by D.D.
Checked by V.M.

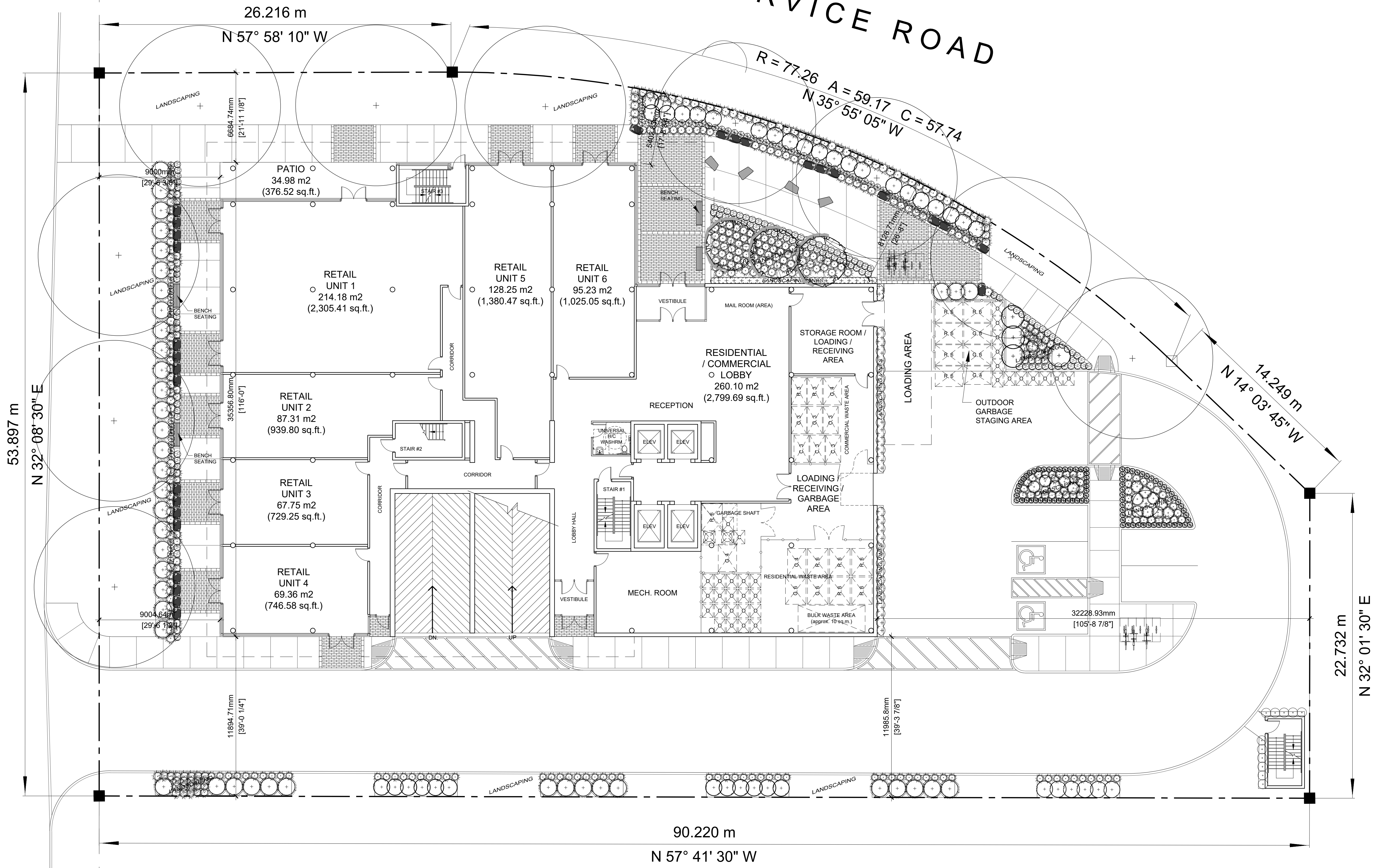
A200

Scale as noted

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DAVIS ROAD

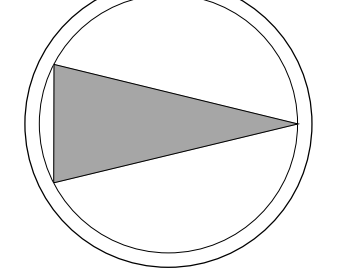
SOUTH SERVICE ROAD



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 WorkCo., 39 Advance Road, Etobicoke ON,
 416-937-8907



Construction North



No.	Description	Date
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2	Issued for Review	APR. 28/22
3	Issued for Pre-Consultation Meeting	MAY 06/22
4	Issued for Review / Coordination	MAY 31/22
5	Issued for Official Plan Amendment and Zoning By-Law Amendment	Sept. 14/22
6	Iss. to Waste Management for Coord.	Oct. 04/22

Location
Mixed-Use 58-Storey Building
 349 Davis Road
 Oakville, Ontario L6J 2X2

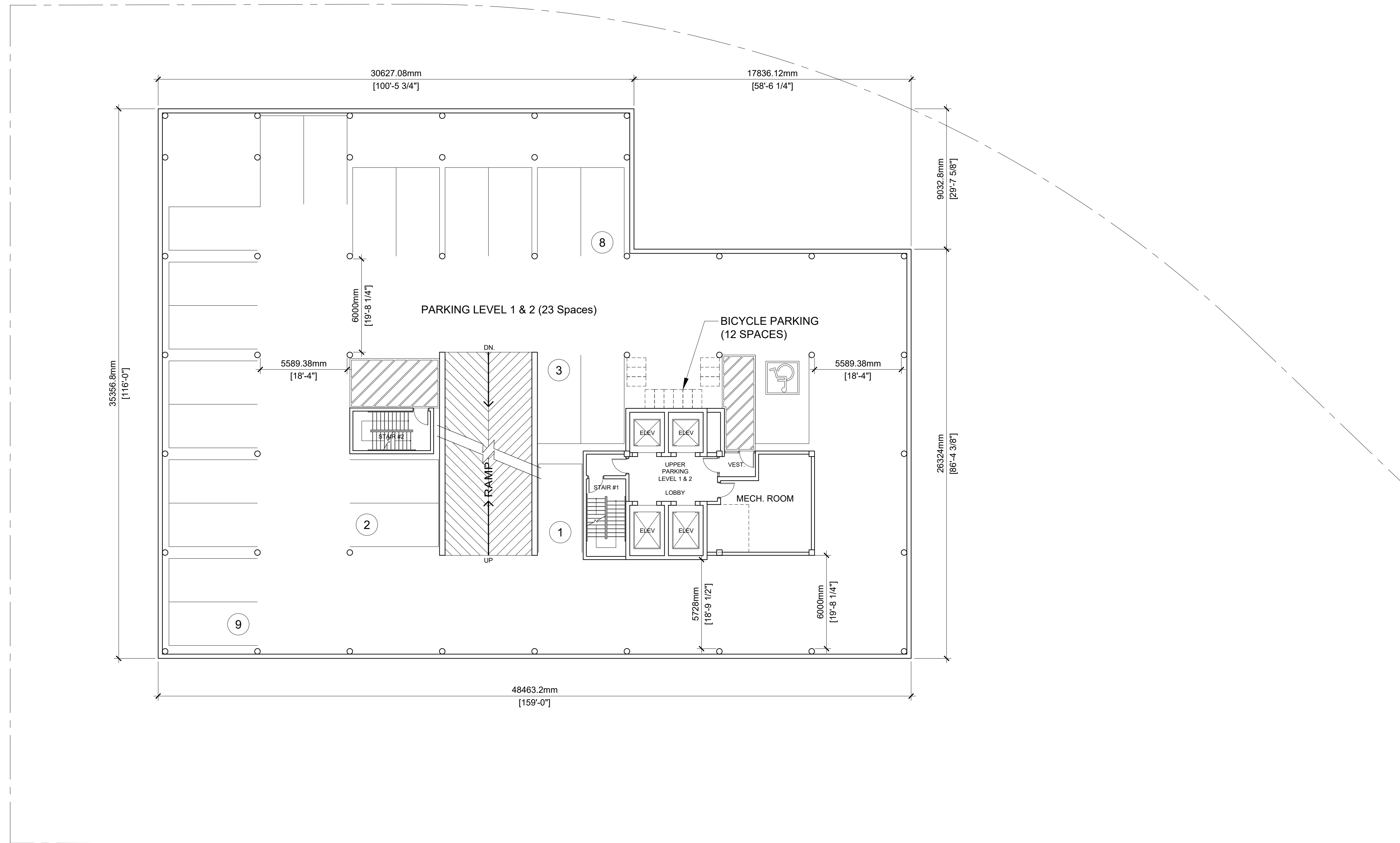
Page Title
**Proposed Building
 Ground Floor Plan**

Project number 22003
 Date JAN.
 Drawn by D.D.
 Checked by V.M.

A203

Scale as noted

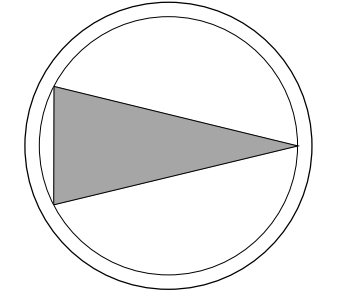
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 416-537-8307



Construction North



No.	Description	Date
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2	Issued for Review	APR. 28/22
3	Issued for Pre-Consultation Meeting	MAY 06/22
4	Issued for Review / Coordination	MAY 31/22
5	Issued for Official Plan Amendment and Zoning By-Law Amendment	Sept. 14/22

Location
Mixed-Use 58-Storey Building
 349 Davis Road
 Oakville, Ontario L6J 2X2

Page Title
Proposed Building
Above Ground Parking

Project number 22003
 Date JAN.
 Drawn by D.D.
 Checked by V.M.

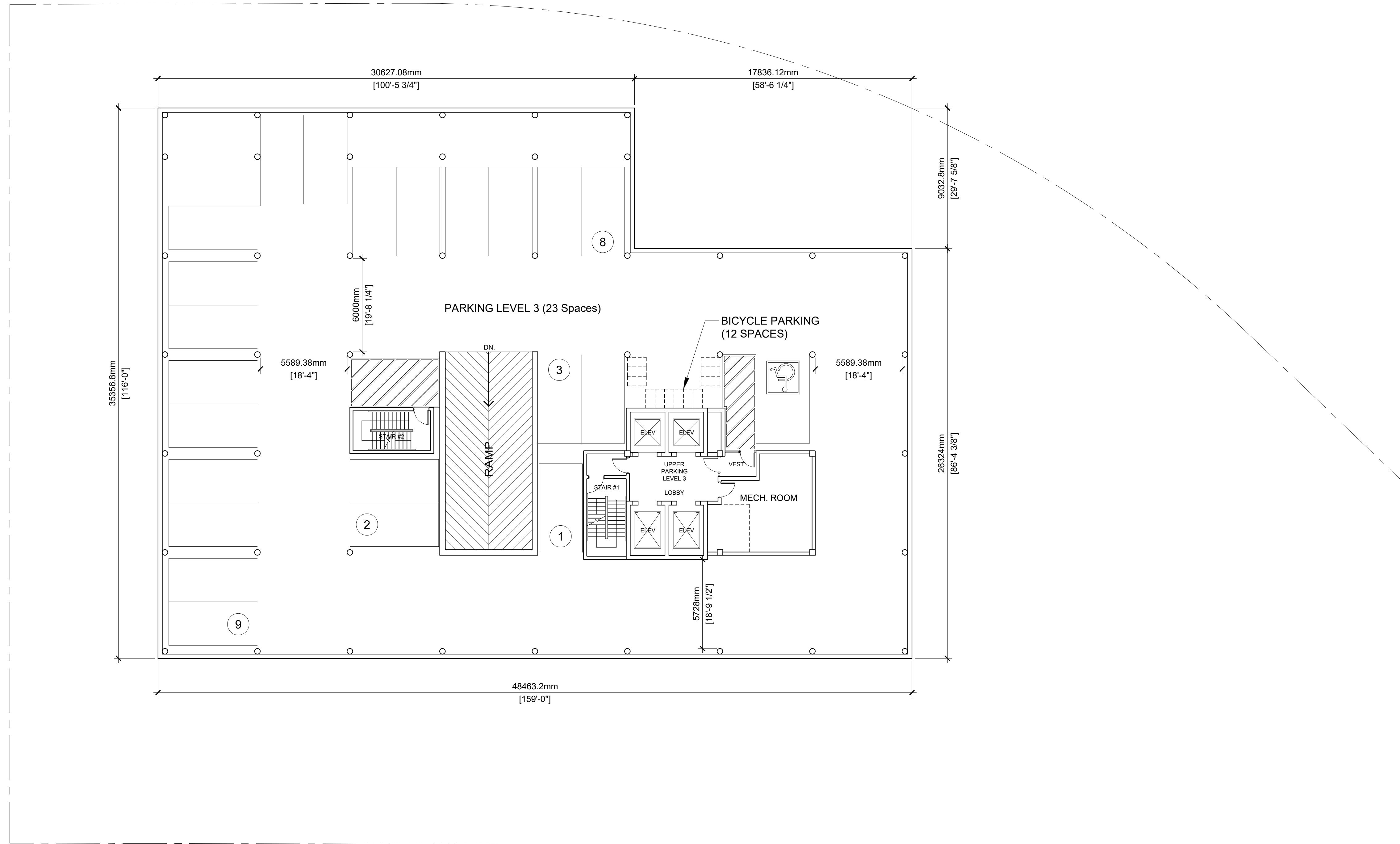
A204
 Scale as noted

1
 A204
PROPOSED ABOVE GROUND PARKING LEVEL (1 & 2)
- 2nd. & 3rd. FLOOR LEVELS
 SCALE 1 : 150

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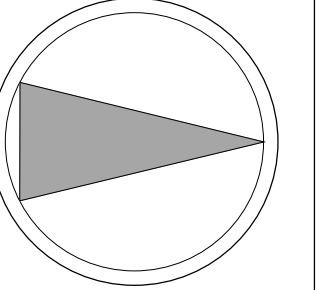
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416-637-8307



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Location
Mixed-Use 58-Storey Building
349 Davis Road
Oakville, Ontario L6J 2X2

Page Title
Proposed Building Above Ground Parking

Project number 22003
Date JAN.
Drawn by D.D.
Checked by V.M.

A205

Scale as noted

1 PROPOSED ABOVE GROUND PARKING LEVEL (3) - 4th FLOOR LEVEL
A205 SCALE 1 : 150

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MATERIAL LEGEND

BAL-1	BALCONY SYSTEM, LAMINATED GLASS CLEAR
DGL-1	DOUBLE GLAZED UNIT CLEAR LOW-E COATING WITH ARGON FILL WITH BRID-FRIT
FIN-H1	ALUMINUM FIN, HORIZONTAL COLOUR TO MATCH MET-A2
FIN-V1	ALUMINUM FIN, VERTICAL COLOUR TO MATCH MET-A2
MET-A1	METAL ALUMINUM PANEL, FIRE RATED DURANAR XL COATING UC5026 BRIGHT WHITE
MET-A2	METAL ALUMINUM PANEL, FIRE RATED DURANAR XL COATING UC12619AL PEARL GOLD
SCR-1	SCREEN DYNAMIC WIND FACADE CUSTOM COLOURS: BIC
SCR-2	SCREEN LANDSCAPE WALL COLOUR TO MATCH MET-A1
SP-GL	SPANDREL GLASS
W1	WINDOW CURTAIN WALL COLOUR TO MATCH MET-A2
WD-1	WOOD EXTERIOR SOFFIT EASTERN WHITE CEDAR
V-1	VENT-1 COLOUR TO MATCH MET-A1

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No.	Description	Date
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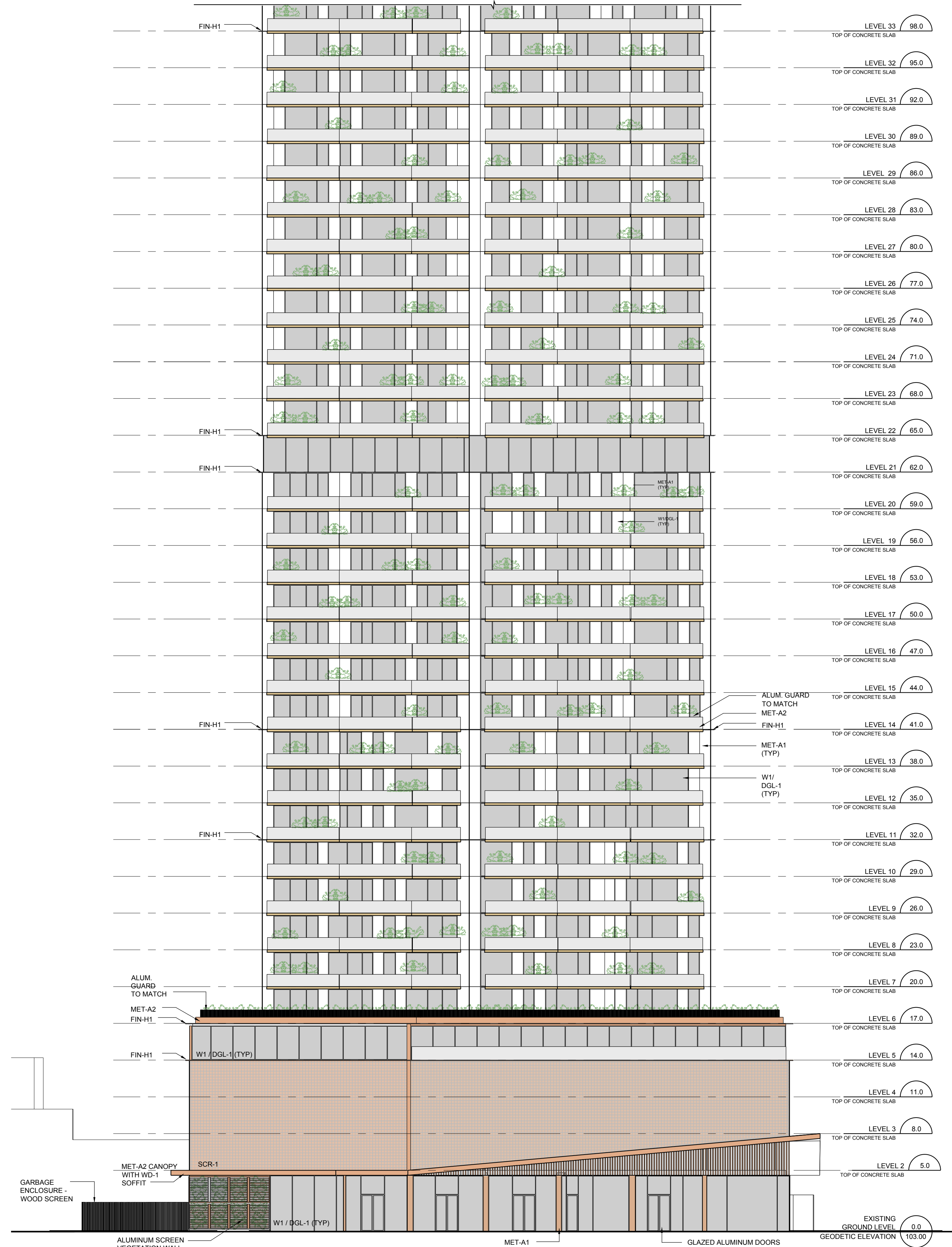
Location
Mixed-Use 58-Storey Building
349 Davis Road
Oakville, Ontario L6J 2X2

Page Title
Proposed Elevations

Project number	22003
Date	JAN.
Drawn by	D.D.
Checked by	V.M.

A302

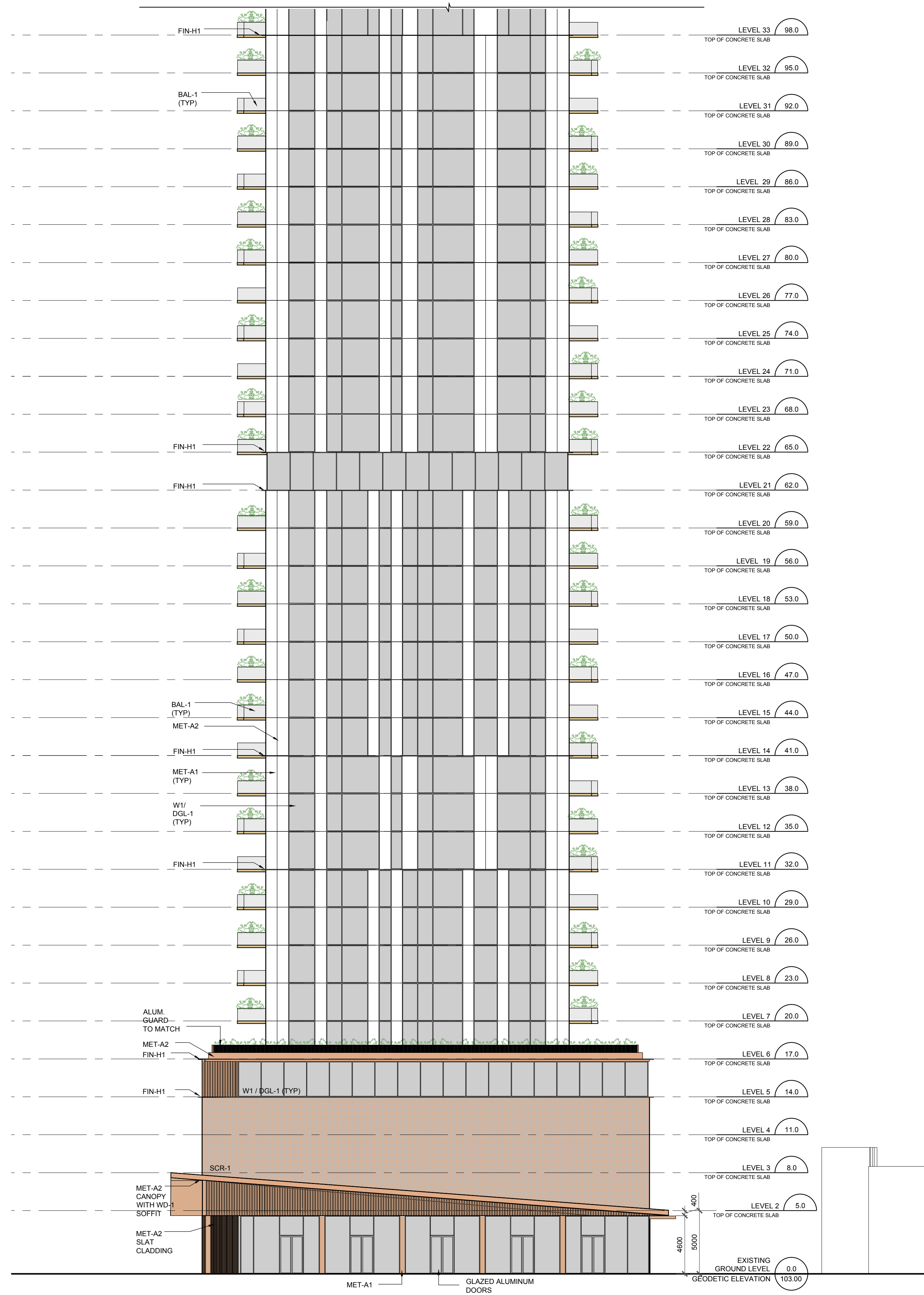
Scale as noted



1 PROPOSED WEST ELEVATION (PARTIAL)
SCALE 1 : 200



2 PROPOSED WEST ELEVATION (PARTIAL)
SCALE 1 : 200



1 PROPOSED SOUTH (MAIN) ELEVATION - PARTIAL
A303 SCALE 1 : 200

2 PROPOSED SOUTH (MAIN) ELEVATION - PARTIAL
A303 SCALE 1 : 200

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DGL-1	DOUBLE GLAZED UNIT CLEAR LOW-E COATING WITH ARGON FILL WITH BRID-FRST
FIN-H1	ALUMINUM FIN: HORIZONTAL COLOUR TO MATCH MET-A2
FIN-V1	ALUMINUM FIN: VERTICAL COLOUR TO MATCH MET-A2
MET-A1	METAL ALUMINUM PANEL, FIRE RATED DURANAR COATING UC26205 BRIGHT WHITE
MET-A2	METAL ALUMINUM PANEL, FIRE RATED DURANAR XL COATING UC12818XL PEARL GOLD
SCR-1	SCREEN DYNAMIC WIND FACADE CUSTOM COLOURS TBC
SCR-2	SCREEN LANDSCAPE WALL COLOUR TO MATCH MET-A1
SP-GL	SPANDREL GLASS
W1	WINDOW CURTAIN WALL COLOUR TO MATCH MET-A2
WD-1	WOOD EXTERIOR SOFFIT EASTERN WHITE CEDAR
V-1	VENT-1 COLOUR TO MATCH MET-A1

STUDIO
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416-937-8937

No.	Description	Date
1	Issued for Official Plan Amendment and Zoning By-Law Amendment	Sept 14/22

Location
Mixed-Use 58-Storey Building
349 Davis Road
Oakville, Ontario L6J 2X2

Page Title
Proposed Elevations

Project number 22003
Date JAN.
Drawn by D.D.
Checked by V.M.

A303
Scale as noted

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

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) ⁽¹⁾	D-6 Classification
1	Oaktown Collision Inc. / Assured Automotive	359 DAVIS RD	ECA-AIR	7087-698MPW	This site is small scale automotive refinishing facility with training centre. The site appears to be well contained and is located adjacent to an existing sensitive land uses, the Monte Carlo Inn and a place of worship both located at 374 South Service Road. The site yard is paved and has no storage of materials that could generate fugitive dust emissions therefore it does not have a significant potential for generating nuisance. The MECP permit for the site indicated the presence of two paint booths with a combined paint application rate of 2.5L per hour, prep stations with a combined primer application rate of 1.0L per hour. Based on satellite imagery these sources appear to be at the North East section of the facility. The facility ECA also indicates the presence of gas fired air make up units. Based on the scale of the site and type of operation and paint utilization rates, it was assigned a guideline D-6 Class I facility. The presence of HVAC equipment on the rooftop, given the expected large sound contributions from nearby roadways, is not expected to constitute a significant source of sound at the proposed development.	N	0 (Adjacent)	I
2	PWC	354 DAVIS RD	NA	NA	No MECP Permit available. Operation appears to be an office. Not industrial and does not appear to be a significant source of air quality emissions. Since the site is non-industrial it was not assigned a D-6 Classification. Aerial imagery shows a cooling tower and air make-up unit located on the rooftop. This equipment could be a significant source of sound at the proposed development, especially given the proximity to the proposed development. However, given the expected large sound contributions from nearby roadways, this facility not expected to constitute a significant source of sound at the proposed development.	N	40	NA
3	Balletomane	379 Davis RD	NA	NA	No MECP Permit available. Operation appears to be a dance studio. Not industrial and does not appear to be a significant source of air quality emissions. Since the site is non-industrial it was not assigned a D-6 Classification. Aerial imagery shows the presence of HVAC equipment on the rooftop which, given the expected large sound contributions from nearby roadways, is not expected to constitute a significant source of sound at the proposed development.	N	60	NA
4	Davis Road Booster Station	320 Davis RD	NA	NA	No MECP Permit available. Operation appears to be a water pumping station that may have a diesel fired standby generator. Not an industrial site and does not appear to be a significant source of air quality emissions. Given the expected large sound contributions from nearby roadways, the facility is not expected to constitute a significant source of sound at the proposed development.	N	35	I
NA Not Shown	Carstar Corporate Collision Centres Inc.	312 DAVIS RD	ECA-AIR	7167-5J3NC8	This site is no longer in operation at this address.	N	97	NA
NA Not Shown	1555935 ONTARIO INC	547 TRAFALGAR RD	EASR-Automotive Refinishing Facility	R-001-2120692766	This site does not appear to be in operation at this location. The site now seems to be occupied by Enterprise Car Rental and a Bike shop. See below for more details.	N	151	NA
NA Not Shown	Enterprise Car Rental Agency and Gears Bike Shop	547 TRAFALGAR RD	NA	NA	Both of these sites appear to be used for commercial purposes. These appear to be non industrial and as such was not assigned a classification under Guideline D-6. The sites operations are not expected to generate any significant air quality emissions.	N	151	NA
NA Not Shown	Fresh Fields Markets, Inc.	301 CORNWALL RD	ECA-AIR	6505-7XWQ8C	This site does not appear to be in operation at this location. The site now seems to be occupied by a grocery store and a few other food related retailers. See below for more details.	N	319	NA
NA Not Shown	Whole Foods Market including: WFM Coffee Bar Buda Juice Oakville Pizza Oakville Sandwich	301 CORNWALL RD	NA	NA	All of these sites are non-industrial and as such are not classified under Guideline D-6.	N	319	NA
NA Not Shown	The TDL Group Corp./Groupe TDL Corporation	111 Cross Ave	ECA-AIR	0356-78RL63	This site is no longer present at this address. The property is now occupied by a Tim Hortons.	N	617	NA
NA Not Shown	Ivanhoe Cambridge II Inc.	240 Leighland Ave	ECA-AIR	5755-6JSMEW	This site is the location of shopping mall known as Oakville Place. Ivanoe Cambridge may not be operating/owning this property currently as there are indications that it was sold to a real estate income trust. The site has an MECP ECA for HVAC equipment and emergency generator sets. Since the site is not industrial it is not classified under Guideline D-6.	N	248	NA
NA Not Shown	SEARS CANADA INC	240 Leighland Ave	EASR-Heating System	R-003-1850969650	This ECA is for a Sears Store in the Oakville Place shopping mall. Sears Canada closed operations in Ontario and the store at this location is no longer existing.	N	248	NA

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NA Not Shown	PRR TRUST	240 Leighland Ave	EASR-Heating System	R-003-7842266607	This site is the location of the Oakville Place shopping mall. Since the site is not industrial it is not classified under Guideline D-6. The company named in the EASR for this site PRR Trust may no longer be operating at this location as there are indications that Oakville Place is now owned by RioCan Real Estate Investment Trust. Based on the prior ECA and EASR for this location this site is likely to have comfort heating equipment and emergency generator set(s) however these are not likely to have significant air emissions impacts.	N	248	NA
NA Not Shown	General Electric Canada Inc.	420 SOUTH SERVICE RD E	ECA-AIR / ECA-AIR	4582-5NEPZL 5876-85ULQH	This was the location of GE lamp facility. It no longer exists at this location. Apart from one, all other buildings appear to have been demolished and the lot is vacant for the most part.	N	156	NA
NA Not Shown	HILLSCO CONTRACTING GROUP INC.	482 SOUTH SERVICE RD E	EASR-Waste Management System	R-004-1111953764	Facility is a non-industrial Waste Management System storage yard for a truck that collects, handles, transports and transfers non-hazardous solid industrial waste. Facility permit requires that no waste is stored at the truck storage yard. Site has no potential for dust emissions. This is a parking site for a fleet vehicle and is not a source of any air emissions; therefore this site is not expected to cause adverse air quality impacts at the subject lands.	N	490	I
NA Not Shown	Cogeco Cable Canada Inc.	574 CHARTWELL RD	ECA-AIR	3630-7LZLYQ	This site is no longer present at this address. The site appears to be used as either a retail liquidation outlet or as a parking lot for a home building company. Present uses at the site appear to be non-industrial.	N	615	NA
NA Not Shown	QEW Collision Centre	1021 INDUSTRY ST	EASR-Automotive Refinishing Facility	R-001-3257141772	This site is no longer present at this location. It is now occupied by a non industrial site, Gourmet Craft and Catering.	N	846	NA
NA Not Shown	Henniges Automotive Schlegel Canada Inc.	514 South Service Rd	ECA-AIR	3799-9G2KVB	This site is no longer present at this location. The property is now occupied by a an office building that is non industrial in nature.	N	739	NA
NA Not Shown	1257707 Ontario Limited	501 North Service Rd E	ECA-AIR	1902-79RK4R	Site is a car dealership (Oakville Honda) with an MECP approval for a automotive refinishing operation with a facility wide solvent based coating usage of 3.5L per hour. The site is well contained with no outdoor storage of materials that could generate nuisance dust or odour emissions. Given the scale of the facility and the relatively low coatings utilization rate this site was assessed as a D-6 Class 1 Facility.	N	623	I
NA Not Shown	1257707 Ontario Limited	500 IROQUOIS SHORE ROAD	EASR-Automotive Refinishing Facility	R-001-3283371845	This site appears to part of the Oakville Honda Operation. See above for details.	N	623	I
NA Not Shown	Wellspring Pharmaceutical Canada Corp. (currently Ani Pharmaceuticals Canada Inc.)	400 IROQUOIS SHORE RD	ECA-AIR	8569-9HCQ5D	This site is no longer present at the current location.	N	495	NA
NA Not Shown	Ani Pharmaceuticals Canada Inc. (formerly Wellspring Pharmaceutical Canada Corp.)	400 IROQUOIS SHORE RD	NA	NA	This appears to be a small scale well contained pharmaceutical manufacturing operation. The property is for sale as per advertising on a commercial real estate web page: https://www.cresa.com/Locations/North-America/Ontario-Canada/Toronto-ON/Subleases-and-Sales/FOR-SALE---400-Iroquois-Shore-Road-Oakville-ON The current operation on site is assumed to be existing until the prospective sale is completed. Based on a review of equipment and exhausts on the facility roof it does not appear to have a very intense industrial operation. On this basis it was assigned as a D-6 I facility.	N	495	I
NA Not Shown	LEGEND KITCHEN AND BATH STUDIO INC.	505 IROQUOIS SHORE RD	EASR-Air Emissions	R-010-2110933912	This site may be operating as Eureka Kitchen and Bath. It appears to be a small to medium scale wood product manufacturer that is located within an industrial/commercial mall. The site has an MECP EASR which approves wood working operations as well as two spray booths. The EASR did not require BMPPs for dust or odour which indicates the operation is not a source of significant dust or odour emissions. Based on the scale of the site and a review of satellite imagery, it appears that this site does not appear to have significant industrial output. On this basis it was assigned as a D-6 Class I facility.	N	821	I

Notes:

[1] Unless mentioned otherwise distances are measured from parcel to parcel.