

# **Noise Feasibility Study**

## **Proposed Warehousing Facility**

### **560 Winston Churchill Boulevard**

### **Oakville, Ontario**

Prepared for:

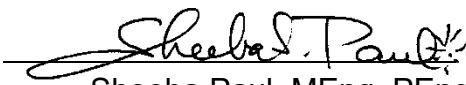
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HGC Project No. 02100272

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ACOUSTICS



NOISE



VIBRATION

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## 1 Introduction and Summary

Howe Gastmeier Chapnik Limited (HGC Engineering) was retained by Blackwood Partners to undertake a noise assessment for a proposed warehousing facility located at 560 Winston Churchill Boulevard in Oakville, Ontario. The noise study is required by the municipality as part of the planning and approvals process. The study has been completed in accordance with the guidelines of the Municipality and the Ministry of Environment, Conservation and Parks (MECP).

An investigation of the potential noise impact from the proposed warehousing facility onto the existing residences was conducted. The analysis is based on information obtained from discussion with Blackwood personnel, site visits and HGC Engineering's past experience with similar facilities. The results indicate that the sound emissions from the proposed facility have the potential to exceed the limits of the MECP under a worst case assumed operational scenario. Noise mitigation measures in the form of an acoustic barriers and/or administrative controls for the development site are recommended in the report. The reader is referred to the main body of the report for assumptions and results of the analysis.

## 2 Site Description

The site is located at 560 Winston Churchill Boulevard in Oakville, Ontario. Figure 1 shows a key plan of the area. Three industrial buildings with office spaces, parking areas, trucking routes, and loading areas are indicated on the site plan last revised March 1, 2021 and is attached as Figure 2. The buildings are intended for general warehousing. An acoustic screen 4.5 m in height is proposed between Buildings A and B.

A site visit was conducted in April 2021 to confirm the locations of the existing residences and the acoustical environment. The most potentially impacted residences are located on the east side of Winston Churchill Boulevard. The lands are essentially flat.



## 2.1 Noise Source Description

The primary sources of sound associated with the proposed buildings will be arriving, departing and idling trucks, and rooftop air conditioning condenser equipment.

## 3 Noise Level Criteria

### 3.1 D1 – D6 Guidelines for Land Use Compatibility

The requirements for this study requested by the Municipality refers to determining if the proposed development is feasible and compatible with adjacent existing residential uses. The MECP D1 [1] and D6 [2] Guidelines address issues of compatibility between industrial and noise sensitive land uses in relation to land use changes.

For planning purposes for Greenfield sites, the potential zone of influence of a Class I industrial use is 75 m and the minimum recommended distance setback is 20 m. The potential zone of influence of a Class II industry is 300 m and the minimum recommended distance setback is 75 m. For infill projects or projects located in transitional areas the recommended minimum distance setbacks can be reduced, based on the results of technical studies such as this study. In this case, the lands for the proposed facility are designated for commercial uses in the official plan.

A warehousing facility exhibits some of the characteristics of both a Class I and a Class II industry. Typically, the recommended minimum distance setbacks apply between the property lines of the facilities, but exceptions can be made if the property lines are adjoined and portions of the residential or industrial lands are reserved for non- noise related uses, such as driveways, parking lots or earth berms. In this case, there is a minimum 6 m distance separation between the proposed site and the closest residential property line. The results from the noise assessment, provided in Section 5, indicate that the MECP sound level limits can be met at all sensitive noise receptors with appropriate mitigation.





### 3.2 Criteria Governing Stationary Noise Sources

MECP Guideline NPC-300 [3] is the MECP guideline for use in investigating Land Use Compatibility issues with regard to noise. An industrial or commercial facility is classified in the MECP Guideline NPC-300 as a stationary source of sound (as compared to sources such as traffic or construction, for example) for noise assessment purposes. A stationary noise source encompasses the noise from all the activities and equipment within the property boundary of a facility including regular on-site truck traffic, material handling and mechanical equipment. Noise from these sources may potentially impact the proposed residential land use. In terms of background sound, the development is located in an urban acoustical environment which is characterized by an acoustical environment dominated by road traffic and human activity.

#### *Stationary Source (Steady Sound)*

NPC-300 is intended for use in the planning of both residential and commercial/industrial land uses and provides the acceptability limits for sound due to commercial operations in that regard. The facade of a residence (i.e., in the plane of a window), or any associated usable outdoor area is considered a sensitive point of reception. NPC-300 stipulates that the exclusionary sound level limit for a stationary noise source in an urban Class 1 area is taken to be 50 dBA during daytime hours (07:00 to 23:00), and 45 dBA during nighttime hours (23:00 to 07:00). If the background sound levels due to road traffic exceed the exclusionary limits, then that background sound level becomes the criterion. The background sound level is defined as the sound level that occurs when the source under consideration is not operating, and may include traffic noise and natural sounds.

Commercial activities such as the occasional movement of customer/employee vehicles, deliveries to conveniences stores and restaurants and garbage collection are not of themselves considered to be significant noise sources in the MECP guidelines. Accordingly, these sources have not been considered in this study.

Residences to the east (R1), north (R2), south (R3) and west (R4) are considered the representative noise sensitive receptors in this assessment. R1 (645 Winston Churchill Boulevard, Mississauga) is an existing 1-storey dwelling; and R2 to R4 are existing 2-storey residences and are labelled on Figures 3 and 4.



Zoning information for R1 (645 Winston Churchill Blvd) along with the land use designation from the City of Mississauga Official Plan (September 3, 2020) were obtained and are included in Appendix A. The Property Information Report for 645 Winston Churchill notes a single family detached residence. The land is currently zoned as D – Development Lands. In the official plan the lands are indicated to be Business Employment lands. During the site visit, the building appeared to be an occupied residence and therefore has been considered as such in the analysis.

Hourly daytime traffic data dated June 2019 was obtained for Winston Churchill Boulevard from the Region of Peel. The traffic impact study, “Transportation Impact Study, 560 Winston Churchill Boulevard” prepared by Crozier Consulting Engineers, last revised March 2021 was also reviewed to determine future site generated traffic on Winston Churchill Boulevard. Traffic information provided is included in Appendix B. Peak hour heavy vehicle volumes were obtained from the traffic impact study and applied to the existing hourly traffic data to calculate an updated heavy vehicle percentage. The adjusted traffic volumes were used to predict sound levels at the residential receptors during the day/nighttime hours to determine minimum hour background sound levels at those locations due to the traffic. The minimum hour traffic volumes used in the analysis are summarized in the following table.

**Table 1: Minimum Hourly Traffic Volumes on Adjacent Roadways**

Roadway	Hourly Data		Heavy Vehicle %
	Day	Night	
Winston Churchill	168	17	9.5

The predicted quietest daytime hour and nighttime hour sound levels at the facades of the residential receptors, which will be exposed to the proposed warehousing development are found to be higher than the MECP exclusionary limits in the daytime hours. As such, the sound level limits as summarized in Table 2 are therefore used in the following sections of this report as the applicable criteria for each façade of the proposed residential buildings.

**Table 2: Applicable Sound Level Limits,  $L_{EQ}$  (dBA) for Class I Areas**

Receptor	Sound Level Limits	
	Daytime & Evening (07:00 to 23:00)	Nighttime (23:00 to 07:00)
R1	52	45
R2	50	45
R3	50	45
R4	50	45

Compliance with MECP criteria generally results in acceptable levels of sound at residential receptors although there may be residual audibility during periods of low background sound.

## 4 Assessment Methodology

Predictive noise modelling was used to assess the potential noise impact of mechanical equipment and trucking activities at the residential receptors. Assumed operational information provided outlined below and surrounding building locations obtained from aerial photograph were used as input to a predictive computer model (Cadna/A 2021 build: 183.5110), in order to estimate the sound levels from the proposed buildings at the existing residences. Cadna/A is a computer implementation of ISO Standard 9613-2 [4] which takes into account attenuation due to distance (geometrical spreading), shielding by intervening structures (such as buildings and bush), air attenuation and ground absorption.

Tenant information for the warehousing buildings is currently unknown. However, it is understood that the buildings are likely to be used for general warehousing. For general warehousing facilities, the main portion of the buildings would be ventilated passively and only the office areas would be provided with air conditioning.

All buildings are assumed to operate 24 hours per day. In this impact assessment, we have considered the following worst-case (busiest hour) scenarios for each time period. Tractor trailer engines are assumed to idle for 15 minutes as the trailers are dropped off or picked up.

***Assumed daytime worst-case scenario:***

- 30 trucks arrive and depart the site and idle in the loading areas for 15 minutes. Truck locations are shown as crosses in the loading areas in Figure 3;
- All rooftop equipment operates continuously at full capacity.

***Assumed nighttime worst-case scenario:***

- 15 trucks arrive and depart the site and idle in the loading areas for 15 minutes. Truck locations are shown as crosses in the loading areas in Figure 3;
- All rooftop equipment mechanical equipment operates on a 50% duty cycle.

***Additional information and assumptions used in the analysis:***

- The height of the proposed Buildings A and B is 9.6 m and the height of Building C is 13.5 m;
- Six 5-ton HVAC units are located on each of the proposed buildings and are assumed to be 1.5 m tall;
- 4.5 m wing walls are proposed at the east end Buildings A and C as well as between Buildings B and C

Sound emission data for the trucking activities and rooftop equipment was obtained from HGC Engineering project files which were measured from past similar projects. The sound power levels for non-impulsive sources measured from similar facilities were used in our analysis and are summarized in Table 3.

**Table 3: Sound Power Levels Used in the Analysis [dB re 10-12 W]**

Source	Octave Band Centre Frequency [Hz]								A
	63	125	250	500	1k	2k	4k	8k	
HVAC unit, 5-ton	90	90	88	88	88	84	81	74	92
Tractor Trailer, Maneuvering	101	100	94	96	97	95	91	86	101
Tractor Trailer, Idling	96	91	88	88	91	90	87	87	95

Impulsive noises are assessed separately from the non-impulsive sound sources. Two types of impulsive sounds are expected to be emitted from the facility: loading/unloading of trailers by forklifts and coupling/uncoupling of trucks to/from trailers. The multiple impulsive noises are

combined to obtain a logarithmic mean impulse sound level ( $L_{LM}$ ) of 110 dBAI. This was calculated based on measurements conducted by HGC Engineering for similar past projects. The impulsive sounds were assumed to be emitted during all daytime, evening and nighttime periods.

## 5 Assessment Results and Recommendations

### *Non-Impulsive Sources*

The predicted sound levels due to the trucking activities (arriving, idling and departing) and mechanical equipment at the closest neighbouring residences (R1 to R4) during a worst-case busiest hour operating scenario, are summarized in the following table.

**Table 4: Predicted Non-Impulsive Source Sound Levels at Residential Receptors during a Worst-case Operating Scenario hour,  $Leq$  (dBA)**

Receptor	Description	Criteria Day/Night (dBA)	Predicted Sound Level (dBA)
R1	1-storey residence to the east	52 / 45	48 / 45
R2	2-storey dwelling to the north	50 / 45	44 / 41
R3	2-storey residence to the north	50 / 45	46 / 43
R4	2-storey dwelling on residential lands	50 / 45	44 / 41

Note: + With proposed acoustic screen walls, 4.5 m as shown in Figure 2.

The results of this analysis indicate that the predicted non-impulsive sound levels due to truck passbys, idling trucks and mechanical equipment are expected to be within the MECP's applicable limits at the residential receptors during the day and night.

### *Impulsive Sources*

The predicted impulsive sound levels are summarized in Table 5.

**Table 5: Predicted Impulsive Sound Levels at Residential Receptors,  $L_{LM}$  (dBAI)**

Receptor	Description	Criteria Day/Night (dBAI)	Predicted Sound Level (dBAI)
R1	1-storey residence to the east	52 / 45	49 / 49
R2	2-storey dwelling to the north	50 / 45	37 / 37
R3	2-storey residence to the north	50 / 45	42 / 42
R4	2-storey dwelling on residential lands	50 / 45	40 / 40

These results indicate that sound levels under a worst-case operational scenario from impulsive sources may exceed the criteria at the surrounding residential receptors. At the most impacted receptors, the sound levels will exceed the criteria by up to 4 dBA during the night.

Recommendations are provided in the following section.

## 5.1 Recommendations

Feasible means exist to reduce impulsive sound levels from the coupling/decoupling and loading/unloading at the nearest residential receptors to meet MECP criteria. Two options are presented below.

### 5.1.1 Option 1 Mitigation

The wing wall for Building A should be extended northward for a total length of approximately 24.5 m; and an acoustic wall 2.6 m in height, approximately 30 m in length, at the residence to the east (R1) located as shown in Figure 5 – 7, is required to reduce sound levels at the existing receptors to within MECP criteria.

Table 6 below includes sound levels with the extended wing wall at Building A and the 2.6 m high acoustic barrier at R1.

**Table 6: Predicted Option 1 Mitigated Impulsive Sound Levels at Residential Receptors,  $L_{LM}$  (dBAI)**

Receptor	Description	Criteria Day/Night (dBAI)	Predicted Sound Level (dBAI)
R1	1-storey residence to the east	52 / 45	48 / 45
R2	2-storey dwelling to the north	50 / 45	37 / 37
R3	2-storey residence to the north	50 / 45	42 / 42
R4	2-storey dwelling on residential lands	50 / 45	40 / 40

### 5.1.2 Option 2 Mitigation

If an acoustic barrier cannot be implemented to the east of the residence to the north of the site (R1), administrative controls may be applied to the operations of the proposed warehouse facility. A wing wall for Building A should be extended northward for a total length of approximately 24.5 m.

Administrative controls restricting loading/unloading at the 12 northern loading bays of Building A

during nighttime hours (23:00 to 07:00) should be implemented. Figure 8 shows the mitigation requirements for Option 2.

Table 7 below includes sound levels with the extended wing wall at Building A and administrative controls during nighttime hours at the indicated loading areas.

**Table 7: Predicted Option 2 Mitigated Impulsive Sound Levels at Residential Receptors,  $L_{LM}$  (dBAI)**

Receptor	Description	Criteria Day/Night (dBAI)	Predicted Sound Level (dBAI)
R1	1-storey residence to the east	52 / 45	49 / 45
R2	2-storey dwelling to the north	50 / 45	37 / 34
R3	2-storey residence to the north	50 / 45	42 / 43
R4	2-storey dwelling on residential lands	50 / 45	40 / 41

### 5.1.3 General Recommendations for Options 1 and 2

If the residence at R1 is confirmed to no longer be a residence or there is a development application for that property, the above recommendations would not be required.

As a general note, acoustic barriers may be a combination of an acoustic wall and an earth berm. The noise barriers must return back to the proposed building. The wall component of the barrier should be of a solid construction with a surface density of no less than 20 kg/m<sup>2</sup>. When grading information is available, the height of the acoustic wall should be refined. Barrier height requirements should also be reviewed when tenant and their operational information such as trucking activities is available.

## 6 Conclusions

The results of the analysis indicate that the unmitigated predicted sound levels due to impulsive noise sources associated with the warehousing facility may exceed the MECP's limits at the residential receptor at the east side of Winston Churchill. The wing wall at Building A should be extended northward and an acoustic barrier 2.6 m in height and approximately 30 m in length is required at the dwelling to the north to reduce sound levels at the surrounding receptors to within MECP criteria. If an acoustic barrier cannot be implemented along the residence to the north, administrative controls should be implemented to restrict loading/unloading during nighttime hours at some of the loading

bays of Building A. If the residence at R1 is confirmed to no longer be a residence or a development application is brought forward for the lands, the above recommendations would not apply.

The acoustic recommendations may be subject to modifications if the site plan is changed significantly or the operations of the facility are significantly different than the assumptions used in the noise study.

## 7 Implementation

To ensure that the noise control recommendations outlined above are fully implemented, it is recommended that:

- 1) Prior to the issuance of building permits, a Professional Engineer qualified to perform acoustical services in the province of Ontario or the Municipal Building Department shall review the builder's plans to ensure that the sound control measures (acoustic barrier) have been incorporated in their entirety.
- 2) Prior to occupancy, a Professional Engineer qualified to perform acoustical services in the province of Ontario or the Municipal Building Department shall conduct a site inspection to confirm that the sound control measures have been incorporated in their entirety.





## 8 References

1. Ontario Ministry of the Environment Publication Guideline D1, *Land Use Compatibility*, July 1995
2. Ontario Ministry of the Environment Publication Guideline D6, *Compatibility Between Industrial Facilities and Sensitive Land Uses*, July 1995
3. Ontario Ministry of the Environment Publication NPC-300, *Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning*, August 2013.
4. International Organization for Standardization, *Acoustics – Attenuation of Sound during Propagation Outdoors – Part 2: General Method of Calculation*, ISO-9613-2, Switzerland, 1996.
5. Google Maps and Google Earth Aerial Imagery, Internet application: [maps.google.com](https://maps.google.com).



## Limitations

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ACOUSTICS



NOISE



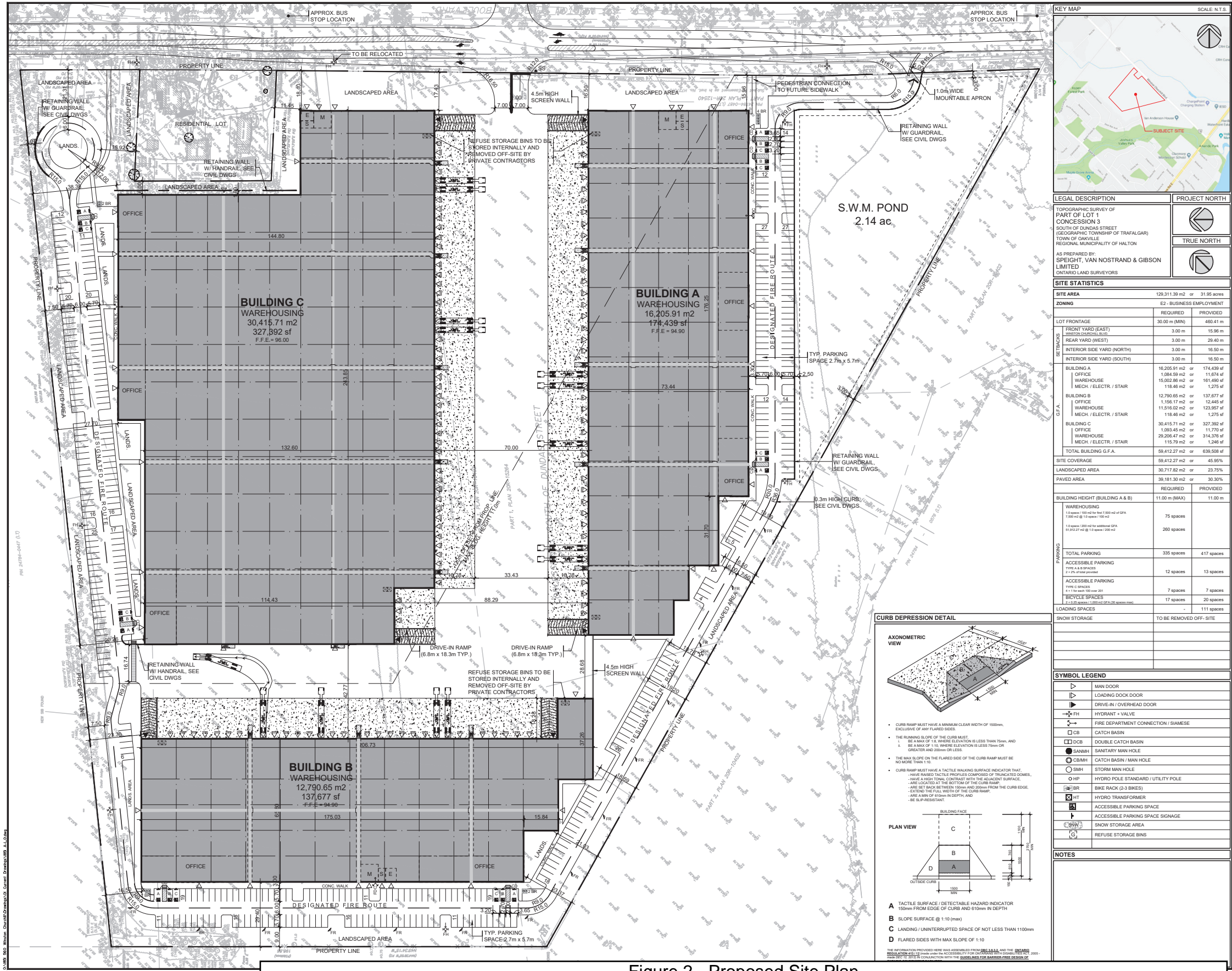
VIBRATION

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Figure 1 - Key Plan





No.	ISSUED	DATE
1	ISSUED FOR COORDINATION	SEPT. 17, 2020
2	RE-ISSUED FOR SPA	MAR. 1 2021

No.	REVISION	DATE
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OWNERS INFORMATION:

560 Winston Churchill Blvd.

Oakville, Ontario

**SITE PLAN**

DATE:	DRAWN BY:	CHECKED:	SCALE:
AUG. 2020	DM/LY		1:750
PROJECT No.	DRAWING No.		
18-51	A-1.0		





Figure 3: Aerial Photo Showing Steady Noise Sources and Receptor Locations





Figure 4: Aerial Photo Showing Impulsive Noise Sources and Receptor Locations



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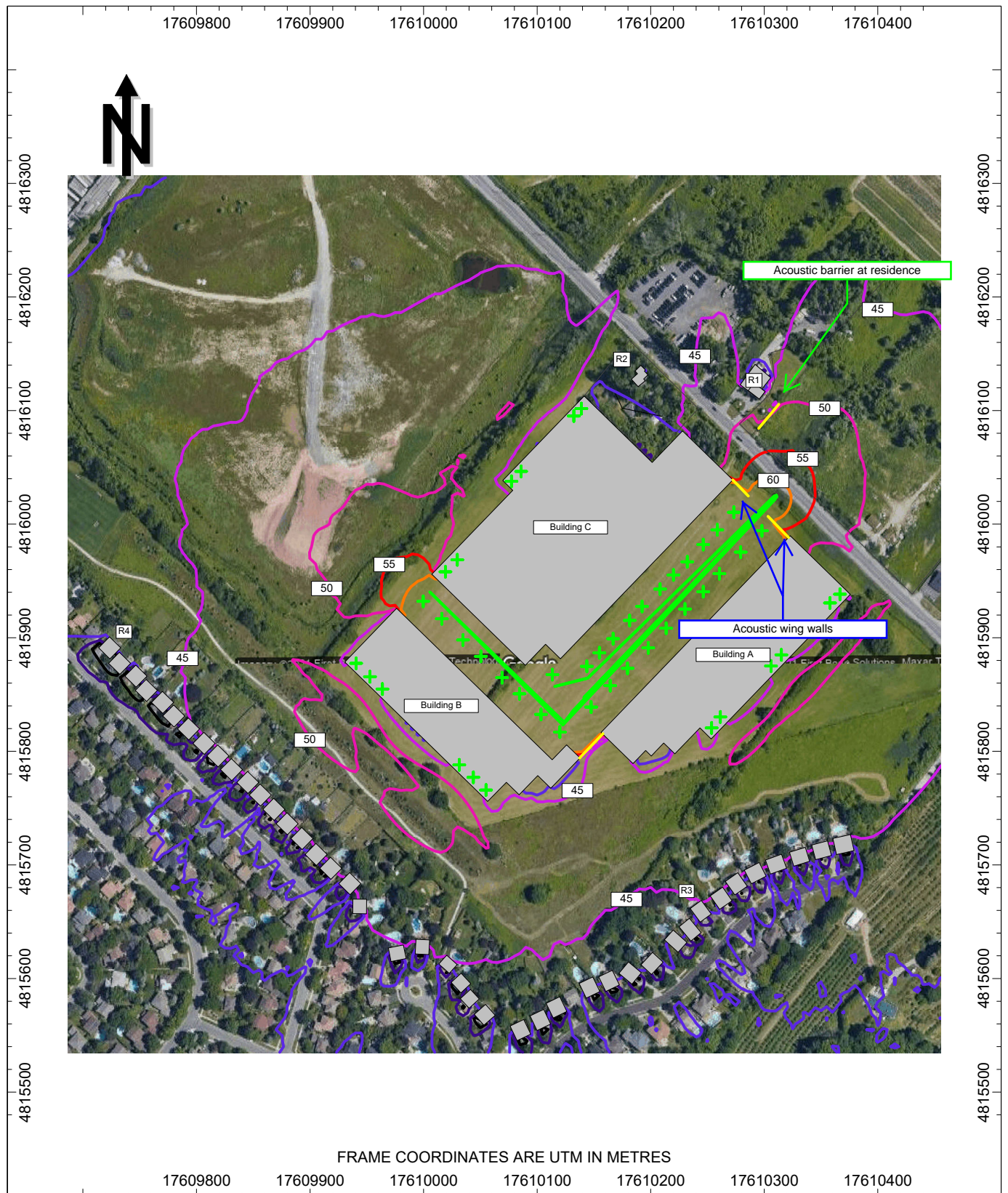


Figure 5: Predicted Mitigated Daytime Sound Level Contours, Non-Impulse Sources,  $Leq1hr$  (dBA)



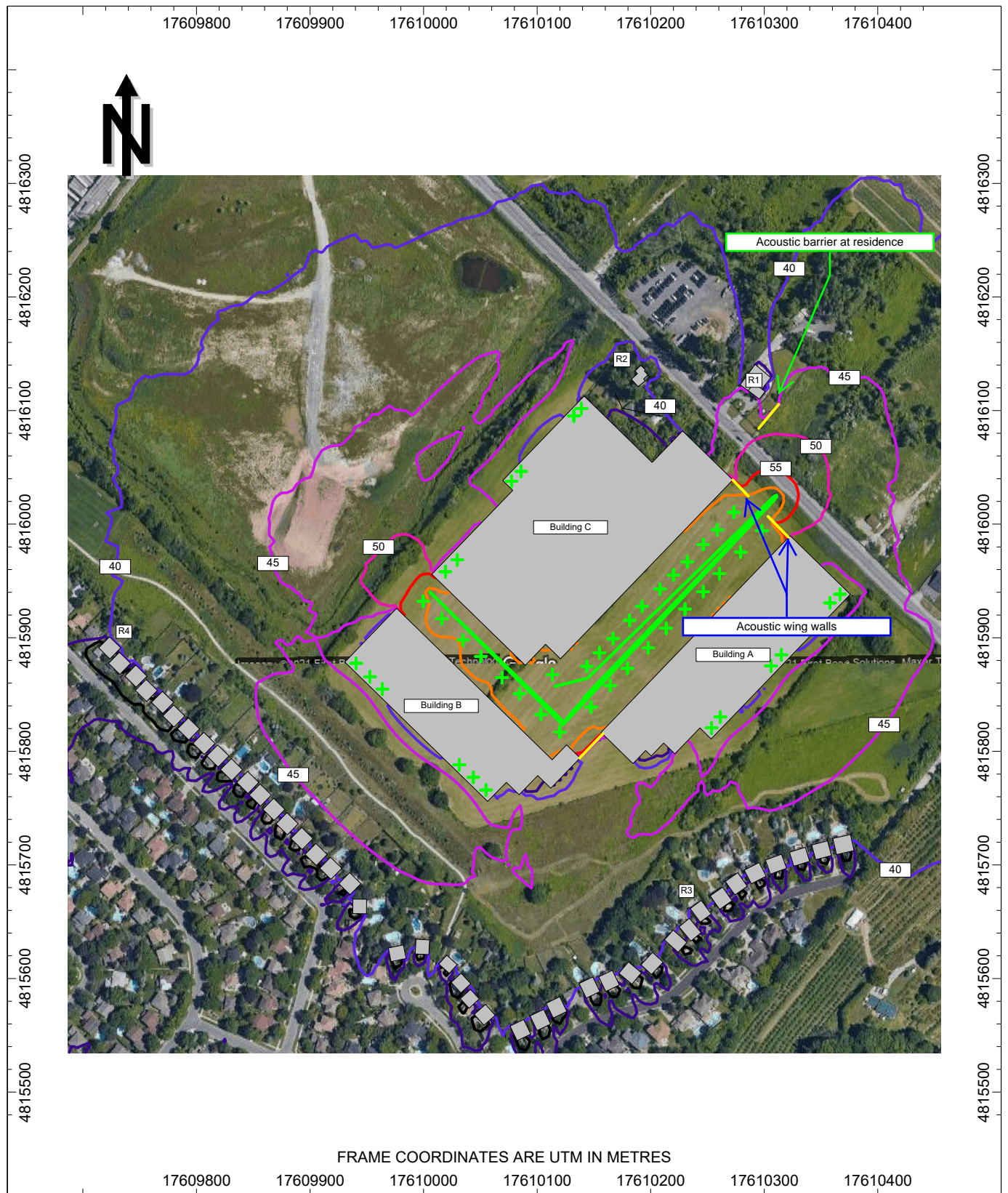


Figure 6: Predicted Mitigated Nighttime Sound Level Contours, Non-Impulse Sources, Leq1hr (dBA)



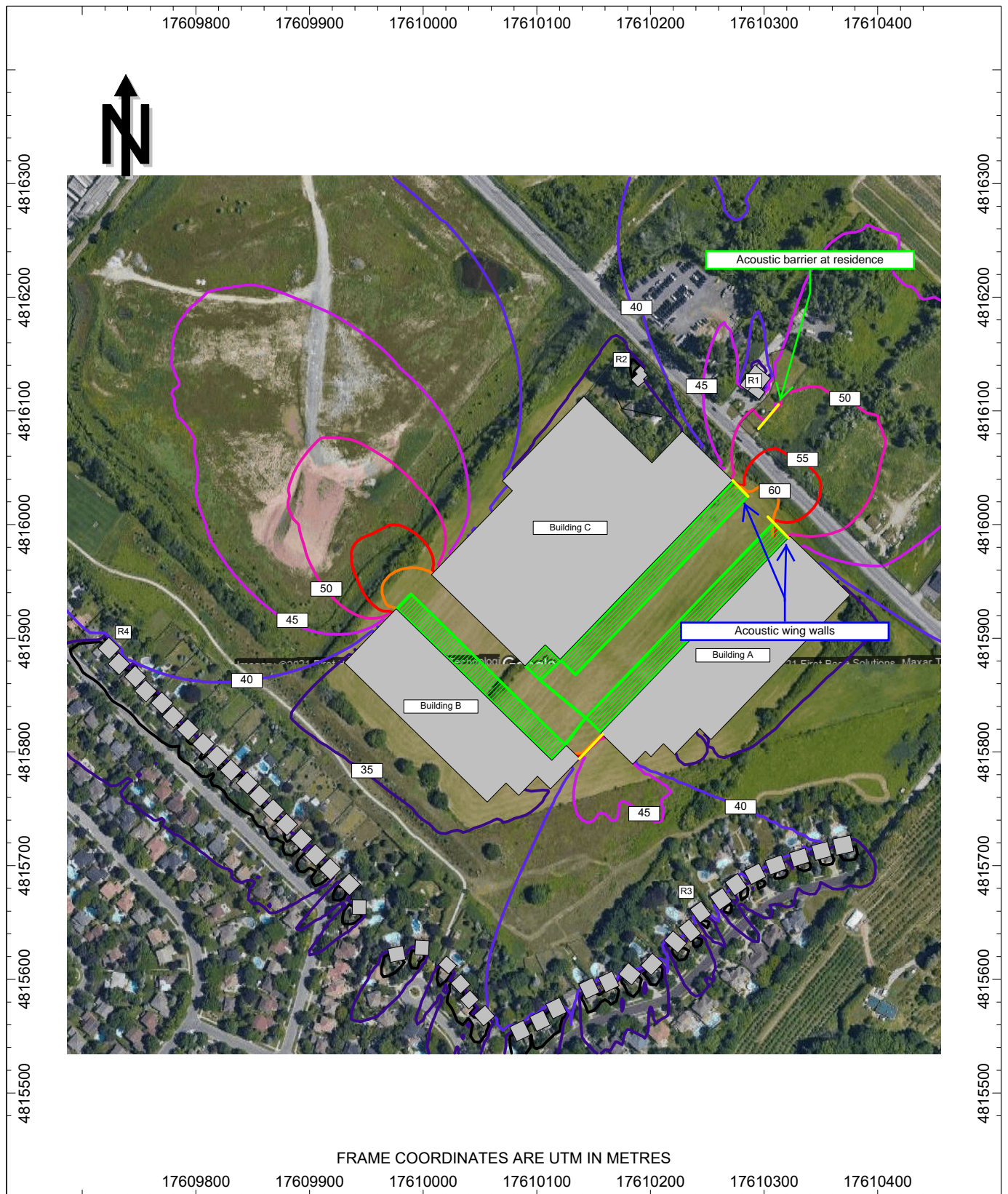
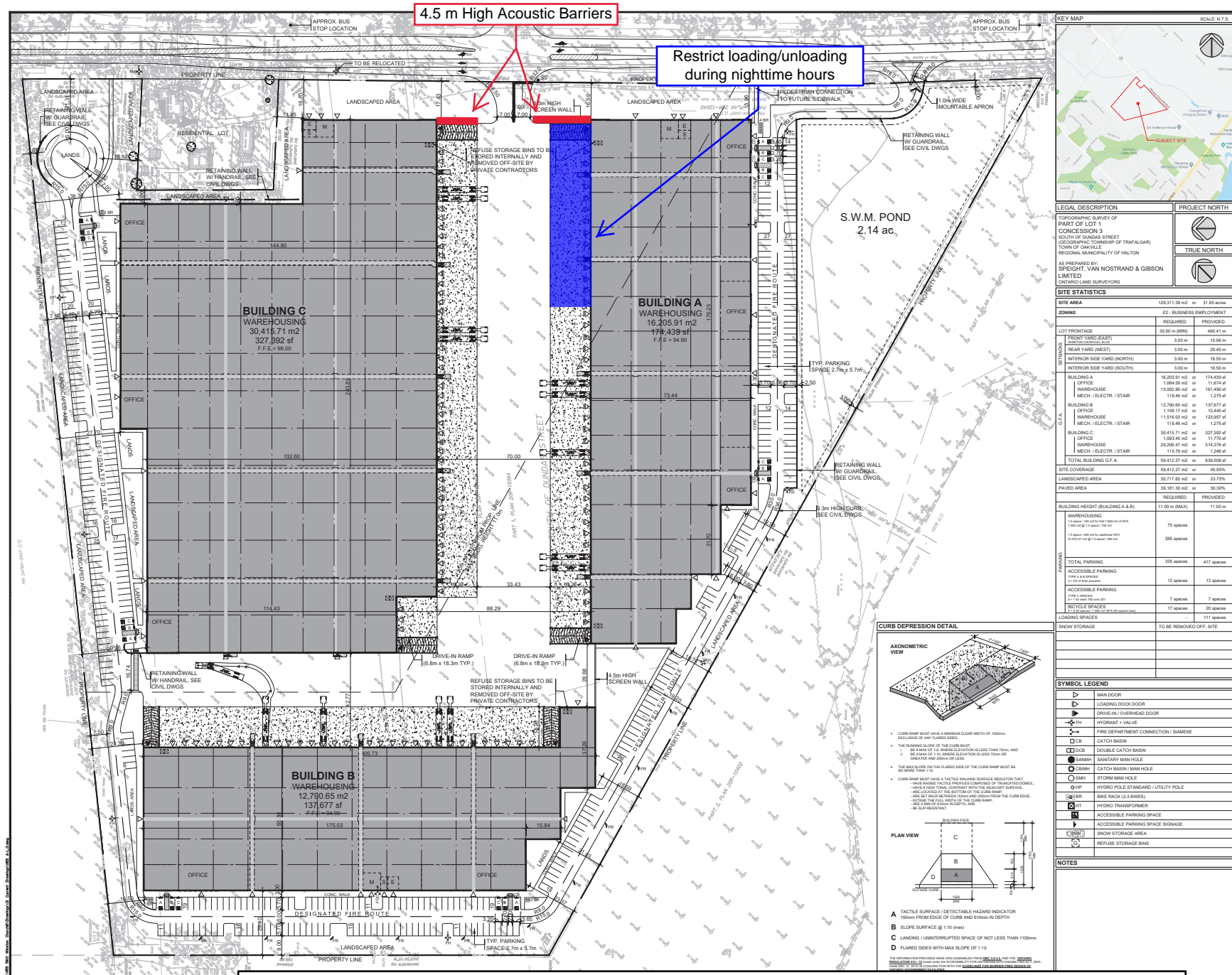


Figure 7: Predicted Mitigated Sound Level Contours, Impulsive Sources, LLM (dBAI)





No.	ISSUED	DATE
1	ISSUED FOR COORDINATION	SEPT. 11, 2020
2	RE-ISSUED FOR SPA	MAR. 1, 2021

No.	REVISION	DATE
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OWNER INFORMATION

**560 Winston Churchill Blvd.**

Oakville, Ontario

**SITE PLAN**

DATE	DRAWN BY	CHECKED	SCALE
AUG. 2020	DMILY		1:750

PROJECT NO.	DRAWING NO.
	A-1.0

18-51

Figure 8 - Mitigation Requirements for Option 2

# **APPENDIX A**

## Road Traffic Information



ACOUSTICS



NOISE



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Report-3.1	Location : 1901300NS Winston Churchill Blvd - 1.3 North of Lakeshore Road									
	Road :									
	Dates : 6/18/2019									
Directions ----->	North		South		East		West		Total	
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
00:00 0:15	5	0.2%	3	0.1%					8	0.1%
0:15 0:30	3	0.1%	5	0.2%					8	0.1%
0:30 0:45	5	0.2%							5	0.1%
0:45 1:00			1	0.0%					1	0.0%
00:00 1:00	13	0.4%	9	0.3%					22	0.4%
1:00 1:15	1	0.0%							1	0.0%
1:15 1:30	3	0.1%	4	0.1%					7	0.1%
1:30 1:45	2	0.1%	2	0.1%					4	0.1%
1:45 2:00	4	0.1%	2	0.1%					6	0.1%
1:00 2:00	10	0.3%	8	0.2%					18	0.3%
2:00 2:15	5	0.2%							5	0.1%
2:15 2:30	4	0.1%	4	0.1%					8	0.1%
2:30 2:45	2	0.1%							2	0.0%
2:45 3:00	1	0.0%	2	0.1%					3	0.0%
2:00 3:00	12	0.4%	6	0.2%					18	0.3%
3:00 3:15	4	0.1%	2	0.1%					6	0.1%
3:15 3:30	7	0.2%	3	0.1%					10	0.2%
3:30 3:45	3	0.1%	1	0.0%					4	0.1%
3:45 4:00	2	0.1%	4	0.1%					6	0.1%
3:00 4:00	16	0.5%	10	0.3%					26	0.4%
4:00 4:15	3	0.1%	2	0.1%					5	0.1%
4:15 4:30	7	0.2%	5	0.2%					12	0.2%
4:30 4:45	4	0.1%	4	0.1%					8	0.1%
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5:30 5:45	14	0.5%	27	0.8%					41	0.7%
5:45 6:00	24	0.8%	37	1.1%					61	1.0%
5:00 6:00	59	2.0%	113	3.5%					172	2.8%
6:00 6:15	10	0.3%	27	0.8%					37	0.6%
6:15 6:30	16	0.5%	42	1.3%					58	0.9%
6:30 6:45	30	1.0%	50	1.5%					80	1.3%
6:45 7:00	21	0.7%	51	1.6%					72	1.2%
6:00 7:00	77	2.6%	170	5.2%					247	4.0%
7:00 7:15	41	1.4%	50	1.5%					91	1.5%
7:15 7:30	23	0.8%	70	2.1%					93	1.5%
7:30 7:45	37	1.3%	63	1.9%					100	1.6%
7:45 8:00	39	1.3%	66	2.0%					105	1.7%
7:00 8:00	140	4.8%	249	7.6%					389	6.3%
8:00 8:15	55	1.9%	55	1.7%					110	1.8%
8:15 8:30	42	1.4%	76	2.3%					118	1.9%
8:30 8:45	62	2.1%	84	2.6%					146	2.3%
8:45 9:00	56	1.9%	87	2.7%					143	2.3%
8:00 9:00	215	7.3%	302	9.2%					517	8.3%
9:00 9:15	33	1.1%	75	2.3%					108	1.7%
9:15 9:30	37	1.3%	46	1.4%					83	1.3%
9:30 9:45	28	1.0%	32	1.0%					60	1.0%
9:45 10:00	33	1.1%	45	1.4%					78	1.3%
9:00 10:00	131	4.5%	198	6.1%					329	5.3%
10:00 10:15	40	1.4%	37	1.1%					77	1.2%
10:15 10:30	32	1.1%	45	1.4%					77	1.2%
10:30 10:45	42	1.4%	36	1.1%					78	1.3%
10:45 11:00	19	0.6%	53	1.6%					72	1.2%
10:00 11:00	133	4.5%	171	5.2%					304	4.9%
11:00 11:15	45	1.5%	34	1.0%					79	1.3%
11:15 11:30	48	1.6%	38	1.2%					86	1.4%
11:30 11:45	46	1.6%	51	1.6%					97	1.6%
11:45 12:00	48	1.6%	79	2.4%					127	2.0%
11:00 12:00	187	6.4%	202	6.2%					389	6.3%

12:00	12:15	63	2.1%	45	1.4%			108	1.7%
12:15	12:30	47	1.6%	53	1.6%			100	1.6%
12:30	12:45	31	1.1%	51	1.6%			82	1.3%
12:45	13:00	42	1.4%	46	1.4%			88	1.4%
12:00	13:00	183	6.2%	195	6.0%			378	6.1%
13:00	13:15	39	1.3%	53	1.6%			92	1.5%
13:15	13:30	38	1.3%	47	1.4%			85	1.4%
13:30	13:45	37	1.3%	39	1.2%			76	1.2%
13:45	14:00	49	1.7%	45	1.4%			94	1.5%
13:00	14:00	163	5.5%	184	5.6%			347	5.6%
14:00	14:15	47	1.6%	34	1.0%			81	1.3%
14:15	14:30	42	1.4%	52	1.6%			94	1.5%
14:30	14:45	60	2.0%	52	1.6%			112	1.8%
14:45	15:00	65	2.2%	46	1.4%			111	1.8%
14:00	15:00	214	7.3%	184	5.6%			398	6.4%
15:00	15:15	65	2.2%	52	1.6%			117	1.9%
15:15	15:30	62	2.1%	66	2.0%			128	2.1%
15:30	15:45	78	2.7%	60	1.8%			138	2.2%
15:45	16:00	70	2.4%	60	1.8%			130	2.1%
15:00	16:00	275	9.3%	238	7.3%			513	8.3%
16:00	16:15	105	3.6%	48	1.5%			153	2.5%
16:15	16:30	73	2.5%	61	1.9%			134	2.2%
16:30	16:45	80	2.7%	50	1.5%			130	2.1%
16:45	17:00	78	2.7%	60	1.8%			138	2.2%
16:00	17:00	336	11.4%	219	6.7%			555	8.9%
17:00	17:15	58	2.0%	75	2.3%			133	2.1%
17:15	17:30	64	2.2%	60	1.8%			124	2.0%
17:30	17:45	43	1.5%	54	1.7%			97	1.6%
17:45	18:00	51	1.7%	46	1.4%			97	1.6%
17:00	18:00	216	7.3%	235	7.2%			451	7.3%
18:00	18:15	49	1.7%	49	1.5%			98	1.6%
18:15	18:30	39	1.3%	52	1.6%			91	1.5%
18:30	18:45	36	1.2%	38	1.2%			74	1.2%
18:45	19:00	50	1.7%	31	0.9%			81	1.3%
18:00	19:00	174	5.9%	170	5.2%			344	5.5%
19:00	19:15	41	1.4%	31	0.9%			72	1.2%
19:15	19:30	37	1.3%	34	1.0%			71	1.1%
19:30	19:45	28	1.0%	34	1.0%			62	1.0%
19:45	20:00	28	1.0%	30	0.9%			58	0.9%
19:00	20:00	134	4.6%	129	3.9%			263	4.2%
20:00	20:15	24	0.8%	20	0.6%			44	0.7%
20:15	20:30	30	1.0%	27	0.8%			57	0.9%
20:30	20:45	13	0.4%	24	0.7%			37	0.6%
20:45	21:00	22	0.7%	28	0.9%			50	0.8%
20:00	21:00	89	3.0%	99	3.0%			188	3.0%
21:00	21:15	28	1.0%	33	1.0%			61	1.0%
21:15	21:30	17	0.6%	23	0.7%			40	0.6%
21:30	21:45	17	0.6%	15	0.5%			32	0.5%
21:45	22:00	17	0.6%	13	0.4%			30	0.5%
21:00	22:00	79	2.7%	84	2.6%			163	2.6%
22:00	22:15	15	0.5%	13	0.4%			28	0.5%
22:15	22:30	9	0.3%	16	0.5%			25	0.4%
22:30	22:45	7	0.2%	2	0.1%			9	0.1%
22:45	23:00	7	0.2%	11	0.3%			18	0.3%
22:00	23:00	38	1.3%	42	1.3%			80	1.3%
23:00	23:15	7	0.2%	8	0.2%			15	0.2%
23:15	23:30	11	0.4%	6	0.2%			17	0.3%
23:30	23:45	7	0.2%	10	0.3%			17	0.3%
23:45	00:00	4	0.1%	8	0.2%			12	0.2%
23:00	00:00	29	1.0%	32	1.0%			61	1.0%
Total		2943		3270				6213	100.0%
		47.4%		52.6%				100.0%	
AM PEAK		62		87				146	
period		8:30		8:45				8:30	
% of class			2.1%		2.7%				2.3%
PM PEAK		105		75				153	
period		16:00		17:00				16:00	
% of class			3.6%		2.3%				2.5%

Report-3.2	Location : 1901300NS Winston Churchill Blvd - 1.3 North of Lakeshore Road									
	Road :									
	Dates : 6/19/2019									
Directions ----->	North		South		East		West		Total	
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
00:00 0:15	6	0.2%	6	0.2%					12	0.2%
0:15 0:30	7	0.2%	5	0.1%					12	0.2%
0:30 0:45	3	0.1%	5	0.1%					8	0.1%
0:45 1:00	3	0.1%	5	0.1%					8	0.1%
00:00 1:00	19	0.7%	21	0.6%					40	0.6%
1:00 1:15	1	0.0%	1	0.0%					2	0.0%
1:15 1:30	2	0.1%	3	0.1%					5	0.1%
1:30 1:45	4	0.1%	3	0.1%					7	0.1%
1:45 2:00	1	0.0%	3	0.1%					4	0.1%
1:00 2:00	8	0.3%	10	0.3%					18	0.3%
2:00 2:15	4	0.1%	2	0.1%					6	0.1%
2:15 2:30	7	0.2%	2	0.1%					9	0.1%
2:30 2:45			2	0.1%					2	0.0%
2:45 3:00	1	0.0%	1	0.0%					2	0.0%
2:00 3:00	12	0.4%	7	0.2%					19	0.3%
3:00 3:15	5	0.2%	3	0.1%					8	0.1%
3:15 3:30	6	0.2%	2	0.1%					8	0.1%
3:30 3:45	2	0.1%	1	0.0%					3	0.0%
3:45 4:00	3	0.1%	8	0.2%					11	0.2%
3:00 4:00	16	0.6%	14	0.4%					30	0.5%
4:00 4:15	4	0.1%	2	0.1%					6	0.1%
4:15 4:30	1	0.0%	5	0.1%					6	0.1%
4:30 4:45	4	0.1%	6	0.2%					10	0.2%
4:45 5:00	2	0.1%	12	0.4%					14	0.2%
4:00 5:00	11	0.4%	25	0.7%					36	0.6%
5:00 5:15	3	0.1%	24	0.7%					27	0.4%
5:15 5:30	9	0.3%	22	0.7%					31	0.5%
5:30 5:45	10	0.3%	24	0.7%					34	0.5%
5:45 6:00	23	0.8%	38	1.1%					61	1.0%
5:00 6:00	45	1.6%	108	3.2%					153	2.4%
6:00 6:15	11	0.4%	35	1.0%					46	0.7%
6:15 6:30	17	0.6%	40	1.2%					57	0.9%
6:30 6:45	18	0.6%	55	1.6%					73	1.2%
6:45 7:00	15	0.5%	47	1.4%					62	1.0%
6:00 7:00	61	2.1%	177	5.2%					238	3.8%
7:00 7:15	20	0.7%	50	1.5%					70	1.1%
7:15 7:30	24	0.8%	70	2.1%					94	1.5%
7:30 7:45	27	0.9%	66	2.0%					93	1.5%
7:45 8:00	36	1.2%	72	2.1%					108	1.7%
7:00 8:00	107	3.7%	258	7.6%					365	5.8%
8:00 8:15	36	1.2%	64	1.9%					100	1.6%
8:15 8:30	46	1.6%	80	2.4%					126	2.0%
8:30 8:45	55	1.9%	86	2.5%					141	2.2%
8:45 9:00	45	1.6%	87	2.6%					132	2.1%
8:00 9:00	182	6.3%	317	9.4%					499	8.0%
9:00 9:15	39	1.3%	77	2.3%					116	1.9%
9:15 9:30	34	1.2%	64	1.9%					98	1.6%
9:30 9:45	34	1.2%	54	1.6%					88	1.4%
9:45 10:00	39	1.3%	42	1.2%					81	1.3%
9:00 10:00	146	5.0%	237	7.0%					383	6.1%
10:00 10:15	29	1.0%	44	1.3%					73	1.2%
10:15 10:30	37	1.3%	29	0.9%					66	1.1%
10:30 10:45	37	1.3%	48	1.4%					85	1.4%
10:45 11:00	31	1.1%	27	0.8%					58	0.9%
10:00 11:00	134	4.6%	148	4.4%					282	4.5%
11:00 11:15	34	1.2%	35	1.0%					69	1.1%
11:15 11:30	36	1.2%	39	1.2%					75	1.2%
11:30 11:45	56	1.9%	40	1.2%					96	1.5%
11:45 12:00	56	1.9%	49	1.5%					105	1.7%
11:00 12:00	182	6.3%	163	4.8%					345	5.5%

12:00	12:15	62	2.1%	47	1.4%			109	1.7%
12:15	12:30	63	2.2%	53	1.6%			116	1.9%
12:30	12:45	53	1.8%	59	1.7%			112	1.8%
12:45	13:00	51	1.8%	47	1.4%			98	1.6%
12:00	13:00	229	7.9%	206	6.1%			435	6.9%
13:00	13:15	33	1.1%	55	1.6%			88	1.4%
13:15	13:30	46	1.6%	62	1.8%			108	1.7%
13:30	13:45	42	1.5%	49	1.5%			91	1.5%
13:45	14:00	48	1.7%	39	1.2%			87	1.4%
13:00	14:00	169	5.8%	205	6.1%			374	6.0%
14:00	14:15	46	1.6%	47	1.4%			93	1.5%
14:15	14:30	43	1.5%	51	1.5%			94	1.5%
14:30	14:45	63	2.2%	46	1.4%			109	1.7%
14:45	15:00	62	2.1%	62	1.8%			124	2.0%
14:00	15:00	214	7.4%	206	6.1%			420	6.7%
15:00	15:15	71	2.5%	60	1.8%			131	2.1%
15:15	15:30	46	1.6%	47	1.4%			93	1.5%
15:30	15:45	94	3.3%	52	1.5%			146	2.3%
15:45	16:00	66	2.3%	65	1.9%			131	2.1%
15:00	16:00	277	9.6%	224	6.6%			501	8.0%
16:00	16:15	75	2.6%	57	1.7%			132	2.1%
16:15	16:30	64	2.2%	47	1.4%			111	1.8%
16:30	16:45	84	2.9%	57	1.7%			141	2.2%
16:45	17:00	84	2.9%	51	1.5%			135	2.2%
16:00	17:00	307	10.6%	212	6.3%			519	8.3%
17:00	17:15	69	2.4%	78	2.3%			147	2.3%
17:15	17:30	52	1.8%	62	1.8%			114	1.8%
17:30	17:45	50	1.7%	67	2.0%			117	1.9%
17:45	18:00	58	2.0%	63	1.9%			121	1.9%
17:00	18:00	229	7.9%	270	8.0%			499	8.0%
18:00	18:15	45	1.6%	55	1.6%			100	1.6%
18:15	18:30	37	1.3%	42	1.2%			79	1.3%
18:30	18:45	40	1.4%	45	1.3%			85	1.4%
18:45	19:00	49	1.7%	51	1.5%			100	1.6%
18:00	19:00	171	5.9%	193	5.7%			364	5.8%
19:00	19:15	38	1.3%	38	1.1%			76	1.2%
19:15	19:30	36	1.2%	35	1.0%			71	1.1%
19:30	19:45	27	0.9%	34	1.0%			61	1.0%
19:45	20:00	26	0.9%	31	0.9%			57	0.9%
19:00	20:00	127	4.4%	138	4.1%			265	4.2%
20:00	20:15	28	1.0%	22	0.7%			50	0.8%
20:15	20:30	28	1.0%	18	0.5%			46	0.7%
20:30	20:45	19	0.7%	22	0.7%			41	0.7%
20:45	21:00	17	0.6%	21	0.6%			38	0.6%
20:00	21:00	92	3.2%	83	2.5%			175	2.8%
21:00	21:15	27	0.9%	27	0.8%			54	0.9%
21:15	21:30	16	0.6%	17	0.5%			33	0.5%
21:30	21:45	22	0.8%	15	0.4%			37	0.6%
21:45	22:00	25	0.9%	23	0.7%			48	0.8%
21:00	22:00	90	3.1%	82	2.4%			172	2.7%
22:00	22:15	15	0.5%	22	0.7%			37	0.6%
22:15	22:30	9	0.3%	10	0.3%			19	0.3%
22:30	22:45	10	0.3%	8	0.2%			18	0.3%
22:45	23:00	5	0.2%	9	0.3%			14	0.2%
22:00	23:00	39	1.3%	49	1.5%			88	1.4%
23:00	23:15	3	0.1%	8	0.2%			11	0.2%
23:15	23:30	5	0.2%	4	0.1%			9	0.1%
23:30	23:45	7	0.2%	8	0.2%			15	0.2%
23:45	00:00	10	0.3%	5	0.1%			15	0.2%
23:00	00:00	25	0.9%	25	0.7%			50	0.8%
Total		2892		3378				6270	100.0%
		46.1%		53.9%				100.0%	
AM PEAK		56		87				141	
period		11:30		8:45				8:30	
% of class			1.9%		2.6%				2.2%
PM PEAK		94		78				147	
period		15:30		17:00				17:00	
% of class			3.3%		2.3%				2.3%

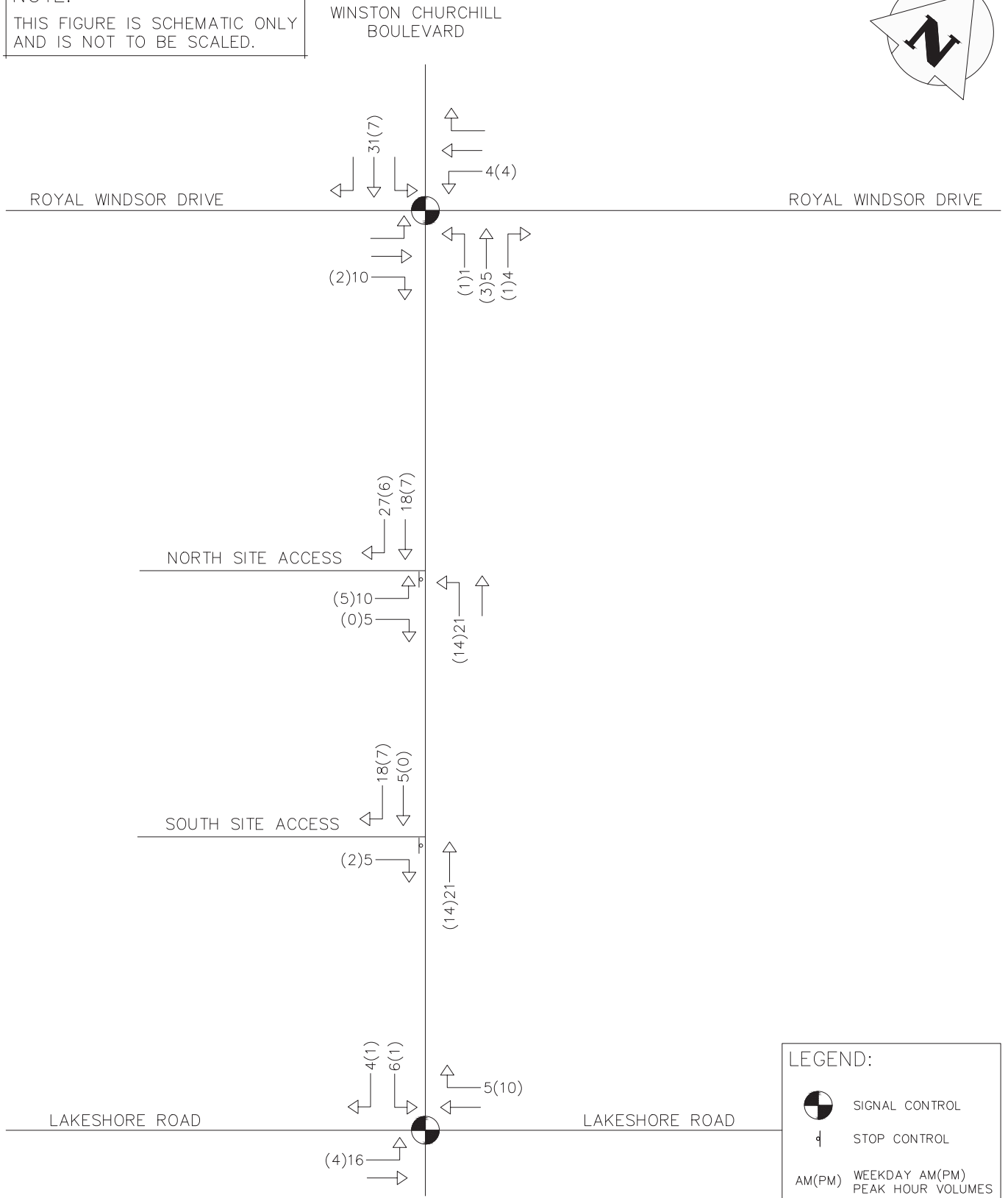
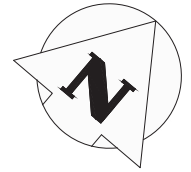
Report-3.3	Location : 1901300NS Winston Churchill Blvd - 1.3 North of Lakeshore Road									
	Road :									
	Dates : 6/20/2019									
Directions ----->	North		South		East		West		Total	
	Volume	%	Volume	%	Volume	%	Volume	%	Volume	%
00:00 0:15	4	0.2%	6	0.2%					10	0.2%
0:15 0:30	4	0.2%	6	0.2%					10	0.2%
0:30 0:45	1	0.0%	4	0.1%					5	0.1%
0:45 1:00	3	0.1%	3	0.1%					6	0.1%
00:00 1:00	12	0.5%	19	0.6%					31	0.6%
1:00 1:15	1	0.0%	1	0.0%					2	0.0%
1:15 1:30	2	0.1%	3	0.1%					5	0.1%
1:30 1:45	3	0.1%	1	0.0%					4	0.1%
1:45 2:00			1	0.0%					1	0.0%
1:00 2:00	6	0.2%	6	0.2%					12	0.2%
2:00 2:15	3	0.1%	3	0.1%					6	0.1%
2:15 2:30	3	0.1%	1	0.0%					4	0.1%
2:30 2:45	3	0.1%	2	0.1%					5	0.1%
2:45 3:00	2	0.1%	1	0.0%					3	0.1%
2:00 3:00	11	0.4%	7	0.2%					18	0.3%
3:00 3:15	3	0.1%	2	0.1%					5	0.1%
3:15 3:30	6	0.2%	4	0.1%					10	0.2%
3:30 3:45			5	0.2%					5	0.1%
3:45 4:00	2	0.1%	5	0.2%					7	0.1%
3:00 4:00	11	0.4%	16	0.5%					27	0.5%
4:00 4:15	4	0.2%	3	0.1%					7	0.1%
4:15 4:30	3	0.1%	3	0.1%					6	0.1%
4:30 4:45	3	0.1%	5	0.2%					8	0.1%
4:45 5:00	2	0.1%	15	0.5%					17	0.3%
4:00 5:00	12	0.5%	26	0.9%					38	0.7%
5:00 5:15	7	0.3%	17	0.6%					24	0.4%
5:15 5:30	7	0.3%	19	0.6%					26	0.5%
5:30 5:45	13	0.5%	22	0.7%					35	0.6%
5:45 6:00	14	0.5%	42	1.4%					56	1.0%
5:00 6:00	41	1.6%	100	3.3%					141	2.5%
6:00 6:15	14	0.5%	26	0.9%					40	0.7%
6:15 6:30	9	0.3%	31	1.0%					40	0.7%
6:30 6:45	12	0.5%	40	1.3%					52	0.9%
6:45 7:00	24	0.9%	33	1.1%					57	1.0%
6:00 7:00	59	2.3%	130	4.3%					189	3.4%
7:00 7:15	23	0.9%	37	1.2%					60	1.1%
7:15 7:30	26	1.0%	58	1.9%					84	1.5%
7:30 7:45	37	1.4%	51	1.7%					88	1.6%
7:45 8:00	37	1.4%	61	2.0%					98	1.7%
7:00 8:00	123	4.7%	207	6.9%					330	5.9%
8:00 8:15	41	1.6%	58	1.9%					99	1.8%
8:15 8:30	31	1.2%	65	2.2%					96	1.7%
8:30 8:45	34	1.3%	75	2.5%					109	1.9%
8:45 9:00	42	1.6%	70	2.3%					112	2.0%
8:00 9:00	148	5.7%	268	8.9%					416	7.4%
9:00 9:15	28	1.1%	58	1.9%					86	1.5%
9:15 9:30	31	1.2%	52	1.7%					83	1.5%
9:30 9:45	36	1.4%	49	1.6%					85	1.5%
9:45 10:00	29	1.1%	28	0.9%					57	1.0%
9:00 10:00	124	4.8%	187	6.2%					311	5.5%
10:00 10:15	25	1.0%	50	1.7%					75	1.3%
10:15 10:30	23	0.9%	29	1.0%					52	0.9%
10:30 10:45	26	1.0%	53	1.8%					79	1.4%
10:45 11:00	31	1.2%	45	1.5%					76	1.4%
10:00 11:00	105	4.0%	177	5.9%					282	5.0%
11:00 11:15	38	1.5%	34	1.1%					72	1.3%
11:15 11:30	36	1.4%	40	1.3%					76	1.4%
11:30 11:45	49	1.9%	36	1.2%					85	1.5%
11:45 12:00	52	2.0%	45	1.5%					97	1.7%
11:00 12:00	175	6.7%	155	5.2%					330	5.9%



12:00	12:15	50	1.9%	42	1.4%			92	1.6%
12:15	12:30	52	2.0%	52	1.7%			104	1.9%
12:30	12:45	41	1.6%	47	1.6%			88	1.6%
12:45	13:00	41	1.6%	57	1.9%			98	1.7%
12:00	13:00	184	7.1%	198	6.6%			382	6.8%
13:00	13:15	43	1.6%	53	1.8%			96	1.7%
13:15	13:30	42	1.6%	52	1.7%			94	1.7%
13:30	13:45	40	1.5%	44	1.5%			84	1.5%
13:45	14:00	37	1.4%	54	1.8%			91	1.6%
13:00	14:00	162	6.2%	203	6.8%			365	6.5%
14:00	14:15	60	2.3%	46	1.5%			106	1.9%
14:15	14:30	47	1.8%	39	1.3%			86	1.5%
14:30	14:45	60	2.3%	34	1.1%			94	1.7%
14:45	15:00	65	2.5%	48	1.6%			113	2.0%
14:00	15:00	232	8.9%	167	5.6%			399	7.1%
15:00	15:15	67	2.6%	41	1.4%			108	1.9%
15:15	15:30	57	2.2%	49	1.6%			106	1.9%
15:30	15:45	71	2.7%	38	1.3%			109	1.9%
15:45	16:00	64	2.5%	51	1.7%			115	2.0%
15:00	16:00	259	9.9%	179	6.0%			438	7.8%
16:00	16:15	77	3.0%	52	1.7%			129	2.3%
16:15	16:30	72	2.8%	50	1.7%			122	2.2%
16:30	16:45	84	3.2%	42	1.4%			126	2.2%
16:45	17:00	57	2.2%	58	1.9%			115	2.0%
16:00	17:00	290	11.1%	202	6.7%			492	8.8%
17:00	17:15	67	2.6%	50	1.7%			117	2.1%
17:15	17:30	59	2.3%	67	2.2%			126	2.2%
17:30	17:45	35	1.3%	50	1.7%			85	1.5%
17:45	18:00	41	1.6%	42	1.4%			83	1.5%
17:00	18:00	202	7.7%	209	7.0%			411	7.3%
18:00	18:15	28	1.1%	52	1.7%			80	1.4%
18:15	18:30	24	0.9%	44	1.5%			68	1.2%
18:30	18:45	21	0.8%	58	1.9%			79	1.4%
18:45	19:00	34	1.3%	29	1.0%			63	1.1%
18:00	19:00	107	4.1%	183	6.1%			290	5.2%
19:00	19:15	27	1.0%	32	1.1%			59	1.1%
19:15	19:30	19	0.7%	30	1.0%			49	0.9%
19:30	19:45	23	0.9%	29	1.0%			52	0.9%
19:45	20:00	18	0.7%	26	0.9%			44	0.8%
19:00	20:00	87	3.3%	117	3.9%			204	3.6%
20:00	20:15	18	0.7%	20	0.7%			38	0.7%
20:15	20:30	7	0.3%	14	0.5%			21	0.4%
20:30	20:45	14	0.5%	18	0.6%			32	0.6%
20:45	21:00	15	0.6%	13	0.4%			28	0.5%
20:00	21:00	54	2.1%	65	2.2%			119	2.1%
21:00	21:15	16	0.6%	27	0.9%			43	0.8%
21:15	21:30	13	0.5%	26	0.9%			39	0.7%
21:30	21:45	18	0.7%	15	0.5%			33	0.6%
21:45	22:00	26	1.0%	19	0.6%			45	0.8%
21:00	22:00	73	2.8%	87	2.9%			160	2.9%
22:00	22:15	17	0.7%	11	0.4%			28	0.5%
22:15	22:30	12	0.5%	18	0.6%			30	0.5%
22:30	22:45	14	0.5%	14	0.5%			28	0.5%
22:45	23:00	45	1.7%	15	0.5%			60	1.1%
22:00	23:00	88	3.4%	58	1.9%			146	2.6%
23:00	23:15	14	0.5%	11	0.4%			25	0.4%
23:15	23:30	9	0.3%	11	0.4%			20	0.4%
23:30	23:45	9	0.3%	8	0.3%			17	0.3%
23:45	00:00	11	0.4%	7	0.2%			18	0.3%
23:00	00:00	43	1.6%	37	1.2%			80	1.4%
Total		2608		3003				5611	100.0%
		46.5%		53.5%				100.0%	
AM PEAK		52		75				112	
period		11:45		8:30				8:45	
% of class		2.0%		2.5%				2.0%	
PM PEAK		84		67				129	
period		16:30		17:15				16:00	
% of class		3.2%		2.2%				2.3%	

**NOTE:**

THIS FIGURE IS SCHEMATIC ONLY  
AND IS NOT TO BE SCALED.



**LEGEND:**



SIGNAL CONTROL



STOP CONTROL

AM(PM) WEEKDAY AM(PM)  
PEAK HOUR VOLUMES

560 WINSTON CHURCHILL BOULEVARD

SITE TRIP ASSIGNMENT –  
PASSENGER VEHICLES



**CROZIER  
& ASSOCIATES**  
Consulting Engineers

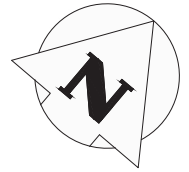
2800 HIGH POINT DRIVE  
SUITE 100  
MILTON, ON L9T 6P4  
905 875-0026 T  
905 875-4915 F  
WWW.CFCROZIER.CA

Drawn S.Y./T.D.S.	Design S.Y./K.S.	Project No. 0756-5105	
Check A.W.	Check K.S.	Scale N.T.S.	Dwg. FIG.06

**NOTE:**

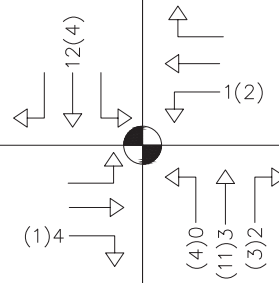
THIS FIGURE IS SCHEMATIC ONLY  
AND IS NOT TO BE SCALED.

WINSTON CHURCHILL  
BOULEVARD

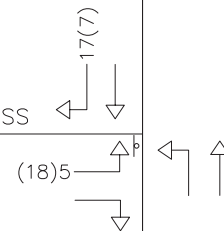


ROYAL WINDSOR DRIVE

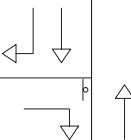
ROYAL WINDSOR DRIVE



NORTH SITE ACCESS

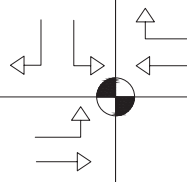


SOUTH SITE ACCESS



LAKESHORE ROAD

LAKESHORE ROAD



**LEGEND:**



SIGNAL CONTROL



STOP CONTROL

AM(PM) WEEKDAY AM(PM)  
PEAK HOUR VOLUMES

560 WINSTON CHURCHILL BOULEVARD

SITE TRIP ASSIGNMENT –  
HEAVY VEHICLES



**CROZIER  
& ASSOCIATES**  
Consulting Engineers

2800 HIGH POINT DRIVE  
SUITE 100  
MILTON, ON L9T 6P4  
905 875-0026 T  
905 875-4915 F  
WWW.CFCROZIER.CA

Drawn S.Y./T.D.S.	Design S.Y./K.S.	Project No. 0756-5105	
Check A.W.	Check K.S.	Scale N.T.S.	Dwg. FIG.07

# **APPENDIX B**

Supporting Information



ACOUSTICS



NOISE



VIBRATION

## Property Details

**Address:** 645 WINSTON CHURCHILL BLVD  
**Legal Description:** CON 3 SDS PT LOT 35  
**Roll Number:** 21-05-020-025-03000-0000  
**Common Name:**  
**Property Code:** SINGLE FAMILY DETACHED (NOT ON WATER)  
**Ward:** 2  
**Councillor:** KAREN RAS  
**Area:** 8,162.31  
**Site Plan Control?** Yes

## Property Zoning Information

The zone(s) for this property are listed below. To access the Mississauga Zoning By-law, please visit [www.mississauga.ca/zoningbylaw](http://www.mississauga.ca/zoningbylaw). If you have any questions about the zoning information displayed below, please contact 311 (905-615-4311 outside City limits) or visit [www.mississauga.ca/zoning](http://www.mississauga.ca/zoning).

Zone	Master Bylaw	Enacting Bylaw	OMB Case/File No.	Status
D	0225-2007	BL-0396/09	PL081164 / PL100096	Board Order

## Property Building Permits

Below is a listing of all Building Permits associated with the property. Since properties may contain multiple buildings, you may see different addresses than originally requested in your lookup. Building permit data is displayed in order of Application Date with the most recent application appearing first in the list below. If you have any questions about the building permit data displayed below, please contact 311 (905-615-4311 outside City limits) or visit [www.mississauga.ca/permits](http://www.mississauga.ca/permits).

App Number	App Date	Address	Description	Scope	Type Description	Issue Date	Status
BPC 86-7701	1986-06-18	645 WINSTON CHURCHILL BLVD		NEW BUILDING	DETACHED DWELLING	1986-07-31	ISSUED PERMIT

## Development Applications

Below is a listing of all Development Applications associated with the property. Development Applications are, in some cases, the pre-requisite to a Building Permit. These applications include Re-zoning, Site Plan and Official Plan Amendment. Development Application data is displayed in order of Application Date with the most recent application appearing first in the list below. If you have any questions about the development application data displayed below, please contact our Planning Division at (905) 615-3200 ext 5541.

### Detail Map



### Aerial Map



App Number: OZ/OPA 84-66  
Type: REZONING  
Location: NE CORNER OF WINSTON CHURCHILL BLVD & LA  
Site Address:  
Description: GOODMAN, MARVIN  
App Date: 1984-10-10  
Status: CANCELLED APPLICATION

## Committee of Adjustment Applications

The Committee of Adjustment is authorized by the Ontario Planning Act to grant minor variances from the provisions of the Zoning By-law, to permit extensions, enlargements or variations of existing legal non-conforming uses and give consent to an owner of land who wishes to sell, convey or transfer an interest "part" of their land.

## Heritage Status

Mississauga's heritage, which extends over 10,000 years, includes archaeological resources, numerous residential, commercial and industrial buildings, views, vistas, ridge lines, scenic routes and a variety of natural heritage properties. For more information, please visit [www.mississauga.ca/heritage](http://www.mississauga.ca/heritage).

Status: NOT LISTED ON THE HERITAGE REGISTER  
Conservation District:  
Bylaw:  
Bylaw Date:  
Designation Statement:  
Inventory Item:

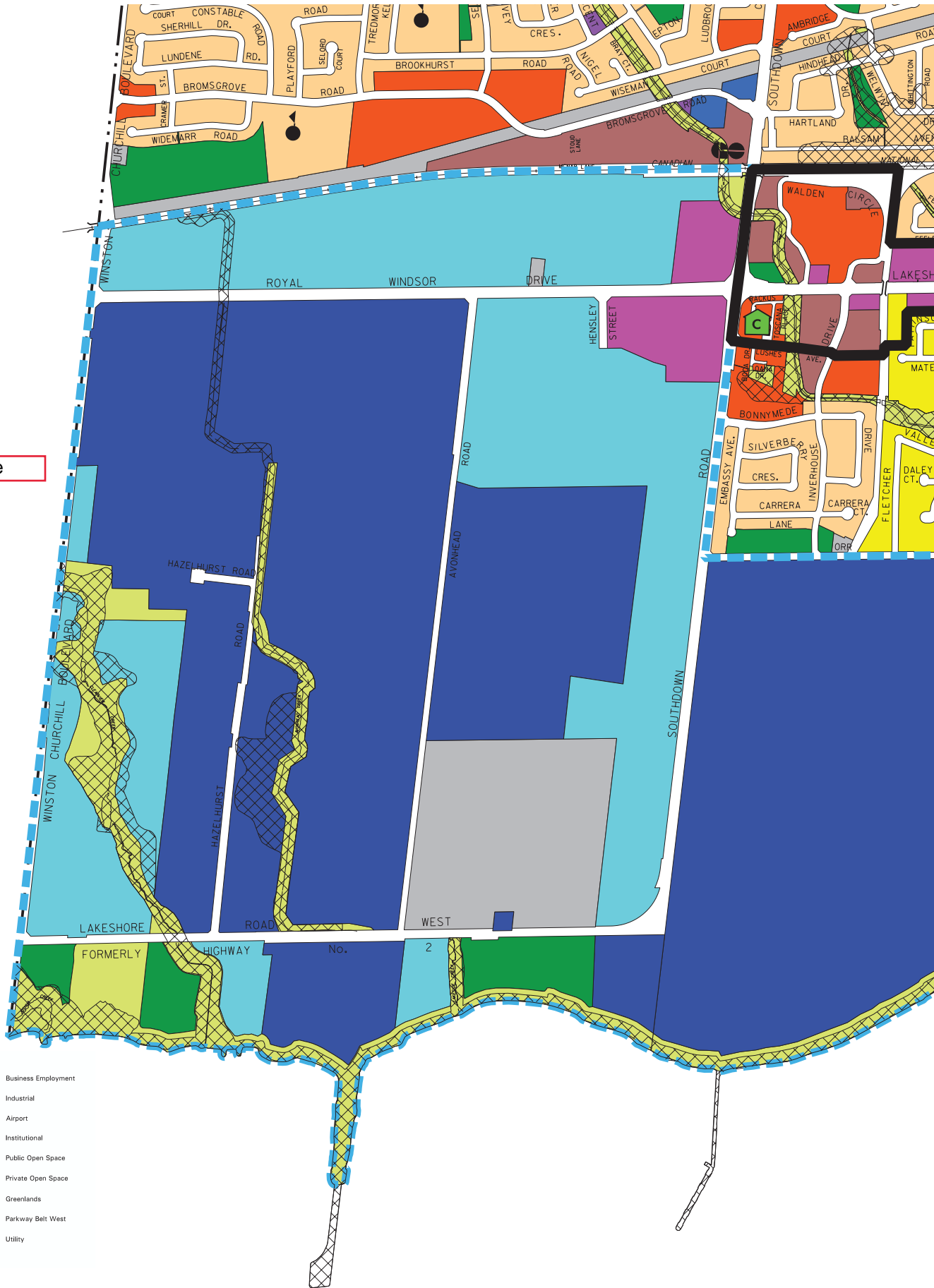
OF

Proposed Site

TOWN

LAND USE DESIGNATIONS

- |  |   |
|--|---|
|  Residential Low Density I  |  Business Employment |
|  Residential Low Density II |  Industrial          |
|  Residential Medium Density |  Airport             |
|  Residential High Density   |  Institutional       |
|  Mixed Use                  |  Public Open Space   |
|  Downtown Mixed Use         |  Private Open Space  |
|  Downtown Core Mixed Use    |  Greenlands          |
|  Convenience Commercial     |  Parkway Belt West   |
|  Motor Vehicle Commercial   |  Utility             |
|  Office                     |   |



Land Use Designation Map from City of Mississauga Official Plan