



# Noise Impact Study

**3005 - 3015 Dundas Street West  
Oakville, Ontario**

Enirox 3005 Dundas LP

19 May 2023

→ **The Power of Commitment**



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# Executive Summary

GHD Limited (GHD) was retained by Enirox 3005 Dundas LP (Enirox) to prepare a Noise Impact Study for the proposed high rise mixed-use development (Development) located at 3005 – 3015 Dundas Street West, Oakville, Ontario (Site). This Study has been prepared in support of the Official Plan Amendment (OPA) and Zoning By-law Amendment applications for the Development.

The Development consists of one 30-storey residential tower (Building B) and one 27-storey residential tower (Building A) above a 3-storey podium with mixed residential and retail uses. There are three planned common outdoor amenity spaces, including one planned amenity located at grade, and two amenity terraces on the 4<sup>th</sup> floor level. There is also a privately-owned public space (POPS) at grade in the east corner of the Site.

The purpose of this Study is to assess the following potential impacts:

- Noise impacts at the Development due to future road traffic
- Stationary noise impacts from off-site industrial/commercial facilities

Ambient noise levels at the Development from road traffic are significant and require noise mitigation in the form of upgraded building façade components, and warning clauses.

D-6 analysis indicates that the surrounding commercial and industrial buildings are sufficiently far from the Site that any noise generated from the facilities would fall within the applicable stationary noise limits of the MECP, and thus will not reduce the ability of the facilities to comply with the MECP noise guidelines.

There are no significant existing sources of ground-borne vibration in the vicinity of the site.

This report is subject to, and must be read in conjunction with, the limitations set out in section 1.2 and the assumptions and qualifications contained throughout the Report.

# Contents

|  |           |
|--|-----------|
| <b>1. Introduction</b>                               | <b>1</b>  |
| 1.1 Purpose of this Report                           | 1         |
| 1.2 Scope and Limitations                            | 1         |
| <b>2. Site and Development Design</b>                | <b>1</b>  |
| <b>3. Land Use Compatibility</b>                     | <b>1</b>  |
| 3.1.1 Classification of Industries                   | 3         |
| 3.1.2 Guideline D-6 Assessment Conclusions           | 4         |
| 3.1.2.1 Existing Industries                          | 4         |
| 3.1.2.2 Potential Future Industries                  | 4         |
| <b>4. Sound Level Criteria</b>                       | <b>4</b>  |
| <b>5. Transportation Noise Impact Assessment</b>     | <b>5</b>  |
| 5.1 Methodology                                      | 5         |
| 5.2 Road Traffic Input Parameters                    | 5         |
| 5.3 Road Traffic Noise Results                       | 6         |
| 5.3.1 Plane of Window Receivers                      | 6         |
| 5.3.2 Outdoor Living Areas                           | 6         |
| 5.4 Transportation Noise Mitigation                  | 7         |
| 5.4.1 Building Envelope Construction                 | 7         |
| 5.4.2 Ventilation                                    | 7         |
| 5.4.3 Warning Clause Type A                          | 7         |
| <b>6. Noise Impacts from the Development</b>         | <b>8</b>  |
| 6.1 Outdoor Noise Impacts                            | 8         |
| 6.2 Indoor Noise Impacts                             | 8         |
| <b>7. Recommendations</b>                            | <b>8</b>  |
| 7.1 Building Envelope Construction                   | 8         |
| 7.2 Ventilation                                      | 8         |
| 7.3 Warning Clauses                                  | 9         |
| 7.4 Mitigation of Noise Impacts from the Development | 9         |
| <b>8. Conclusions</b>                                | <b>9</b>  |
| <b>9. References</b>                                 | <b>10</b> |

## Figure index

|            |   |
|------------|---|
| Figure 2.1 | Key Plan  |
| Figure 3.1 | Guideline D-6 Setbacks                                      |
| Figure 5.1 | Road Traffic Noise Levels – Plane of Window                 |
| Figure 5.2 | Road Traffic Noise – Outdoor Living Area Receiver Locations |



## Table index

|           |   |   |
|-----------|---|---|
| Table 3.1 | Guideline D-6 Industry Separation Distances         | 2 |
| Table 3.2 | Summary of Key Industries nearby to the Development | 3 |
| Table 4.1 | Road Traffic – Outdoor Sound Level Limits           | 4 |
| Table 4.2 | Road Traffic – Indoor Sound Level Limits            | 5 |
| Table 5.1 | Future (2033) Road Traffic Input Parameters         | 5 |
| Table 5.2 | Future Road Noise Levels – Plane of Window          | 6 |
| Table 5.3 | Future Road Noise Levels – Outdoor Living Area      | 6 |
| Table 5.4 | Example Window Assemblies and STC Ratings           | 7 |

## Appendices

|            |                                     |
|------------|-------------------------------------|
| Appendix A | Zoning Map and Development Drawings |
| Appendix B | Sample STAMSON Calculation          |
| Appendix C | Road Traffic Data                   |

# 1. Introduction

## 1.1 Purpose of this Report

GHD Limited (GHD) was retained by Enirox 3005 Dundas LP (Enirox) to prepare a Noise Impact Study (Study) for the proposed high rise mixed-use Development located at 3005 – 3015 Dundas Street West, Oakville, Ontario (Development). This Study has been prepared in support of the Official Plan Amendment (OPA) and Zoning By-law Amendment applications for the Development.

## 1.2 Scope and Limitations

*This report: has been prepared by GHD for Enirox 3005 Dundas LP and may only be used and relied on by Enirox 3005 Dundas LP for the purpose agreed between GHD and Enirox 3005 Dundas LP as set out in section 1.1 of this report.*

*GHD otherwise disclaims responsibility to any person other than Enirox 3005 Dundas LP arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.*

*The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.*

*The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.*

*The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.*

# 2. Site and Development Design

The Site is located at 3005 - 3015 Dundas Street West, approximately 25 metres east of Bronte Road and just north of Dundas Street West. A key plan is included as Figure 2.1, which shows the location of the Site in relation to these transportation corridors.

The Site is currently zoned as Future Development (FD). The lands surrounding the Site include properties zoned as Future Development (FD) from the north to the southwest, with parcels zoned as Community Use, Residential, and Urban Centre from the northeast to southwest. A zoning map is included in Figure A.1 of Appendix A.

The area surrounding the Site includes minor terrain elevation changes which have been captured in the model with topographic data obtained from GeoHub Ontario.

The Development consists of two high-rise residential towers (27 and 30 storeys) above a 3-storey podium. An outdoor amenity space is planned at grade in the central courtyard, and there are also two planned outdoor amenity spaces atop the southwest and north podiums (i.e., 4<sup>th</sup> floor).

# 3. Land Use Compatibility

The MECP Guideline D-6 "Compatibility Between Industrial Facilities and Sensitive Land Uses" (Guideline D-6) provides recommended minimum separation distances (RMSD) and potential areas of influence (AOI) based on the

class of the industrial facility. RMSDs are provided based on the industry size and operation type. The guideline provides direction for land use planning to maximize compatibility of industrial uses with adjacent land uses. The goal of Guideline D-6 is to minimize encroachment of sensitive land uses on industrial facilities and vice versa, in order to address potential incompatibility due to adverse effects including noise.

Guideline D-6 separates industry into three broad categories, depending on the nature of their operations and the types of potential impacts:

- **Class I industries** are small scale, self-contained plants or buildings, which produce and store products internally, and have low probability of fugitive emissions. They have daytime operations only, with infrequent movements of products and/or heavy trucks. Some examples include furniture repair and refinishing, electronics manufacturing, auto parts supply, distribution of dairy products, and beverages bottling.
- **Class II industries** perform medium scale processing, with occasional outputs of point source or fugitive emissions. Activities may include some outdoor storage of wastes and materials, frequent movement of products and/or heavy trucks during the daytime, and shift work. Some examples include paint spray booths, feed packing plant, dairy product manufacturing, and dry-cleaning services.
- **Class III industries** conduct large-scale manufacturing and are characterized by persistent and/or intense dust and/or odour, frequent outputs of major annoyances, and have a high probability of fugitive emissions. Activities may include continuous operations and movements of products, outside storage of raw and finished goods, and high levels of production. Some examples include manufacturing of paint and varnish, manufacturing of resins and coatings, solvent recovery plants, organic chemicals manufacturing, breweries, and metal manufacturing.

The following table summarizes the recommended minimum setback distances and areas of potential influence which represents the distance within which adverse effects could potentially occur.

*Table 3.1 Guideline D-6 Industry Separation Distances*

| Industry Classification | RMSD (metres) | AOI (metres) |
|-------------------------|---------------|--------------|
| Class I                 | 20            | 70           |
| Class II                | 70            | 300          |
| Class III               | 300           | 1,000        |

Guideline D-6 provides criteria for classifying industrial land uses, based on their outputs, scale of operations, processes, schedule, and intensity of operations. Often an industry will fall between two Classes. Guideline D-6 states that no incompatible development should occur within the recommended minimum separation distance as noted in Table 3.1. In cases where the recommended minimum separation distances are not met, further detailed assessment is warranted to ensure compatibility as stated in guideline D-6.

### 3.1.1 Classification of Industries

GHD has evaluated the size and operations of the commercial/industrial facilities in the general vicinity of the Site to apply the appropriate classification per Guideline D-6. GHD's evaluation and classification of these facilities is summarized in Table 3.2 below.

**Table 3.2** Summary of Key Industries nearby to the Development

| Index | Facility Name  | Address                 | MECP Permit / Registration with Acoustic Assessment | Description of Operations  | D-6 Class | RMSD | AOI | Distance from Site |
|-------|--|-------------------------|---|--|-----------|------|-----|--------------------|
| 1     | Palermo Pub Plaza  | 2512 Old Bronte Road    | None  | <ul style="list-style-type: none"> <li>- Small Scale</li> <li>- No outside storage</li> </ul>  | I         | 20   | 70  | 75 m <sup>a</sup>  |
| 2     | Palermo Medical Centre                                     | 2525 Old Bronte Road    | None  | <ul style="list-style-type: none"> <li>- Small Scale</li> <li>- No outside storage</li> <li>- Daytime Operations Only</li> </ul>   | I         | 20   | 70  | 75 m <sup>a</sup>  |
| 3     | Suez Water Technologies (warehousing and storage facility) | 3239 Dundas Street West | R-010-5110928326 (EASR)                             | <ul style="list-style-type: none"> <li>- Medium Scale</li> <li>- Small areas of outdoor storage of materials</li> <li>- Sound occasionally audible off-property</li> </ul> | II        | 70   | 300 | 960 m              |
| 4     | George's Auto Centre                                       | 2383 Dundas Street West | 0053-8HPKN2 (ECA)                                   | <ul style="list-style-type: none"> <li>- Small Scale</li> <li>- Daytime Operations Only</li> </ul>   | II        | 70   | 300 | 550 m              |
| 5     | Palermo Village Retirement Residence                       | 3136 Dundas Street West | 0190-A4ML5C (ECA)                                   | <ul style="list-style-type: none"> <li>- Small Scale</li> <li>- No outside storage</li> </ul>  | I         | 20   | 70  | 370 m              |

Note:

- a. Separation distance measured from edge of building, as the parking area and courtyard associated with these businesses may be considered as "buffers" in accordance with Guideline D-6.

Figure 3.1 attached shows the locations of the facilities listed above in relation to the Site. There are no facilities located within the respective AOI or RMSD per Table 3.1, and therefore, no nearby facilities require detailed assessment of stationary noise emissions.

## 3.1.2 Guideline D-6 Assessment Conclusions

### 3.1.2.1 Existing Industries

Based on the industry classifications noted above and their setbacks relative to the sensitive uses of the Development (see Figure 3.1), GHD has identified no industries have potential areas of influence and/or recommended minimum setback distances within which the Development is located. As such, no stationary noise impacts to the Development are anticipated.

Further, there are existing sensitive uses in closer proximity to these industrial/commercial facilities. Therefore, provided that these industrial/commercial facilities are in compliance with NPC-300 at these existing sensitive uses, they are expected to comply at the Development.

### 3.1.2.2 Potential Future Industries

There are vacant lands located directly north of the development. These lands are currently zoned as Future Development. GHD understands that these lands are planned to be developed to include small scale retail stores. Noise emissions from these future uses are not typically significant and are not considered to be a concern, especially considering the elevated background sound levels at the Development due to road traffic.

Lands to the west of the Site include existing farmland with the potential for future development. In the event that these lands are developed for employment uses, it is expected that such employment uses would be designed with appropriate mitigation of noise emissions, if required, to ensure compliance at the existing sensitive uses at that time, including the 3005 -3015 Dundas St W residential Development.

## 4. Sound Level Criteria

Under NPC-300, road traffic noise impacts are evaluated separately for exterior receptors and interior receptors based on the average day (07:00 to 23:00) and night (23:00 to 07:00) noise impacts. The sound levels are expressed in terms of A-weighted equivalent sound levels (Leq).

NPC-300 defines two categories of receivers for transportation noise:

- Plane of Window (POW): Point corresponding with the centre of a window of a sensitive space.
- Outdoor Living Area (OLA): Outdoor location intended and designed for quiet enjoyment of the outdoor environment that is readily accessible from the building (e.g., backyards, front yards, gardens, terraces, patios). Private balconies and terraces are only considered OLAs if they are greater than 4 metres in depth and if they are the only outdoor living area for the occupant(s).

NPC-300 specifies sound level limits for POW and OLA receivers as summarized in Table 4.1 below.

Table 4.1 Road Traffic – Outdoor Sound Level Limits

| Receiver Category         | Sound Level Limit (dBA) |                    |
|---------------------------|-------------------------|--------------------|
|                           | Day (16-hour Leq)       | Night (8-hour Leq) |
| Plane-of-Window (POW)     | 55                      | 50                 |
| Outdoor Living Area (OLA) | 55                      | N/A                |

For POWs, road traffic sound levels exceeding the corresponding criteria above would require additional controls for MECP compliance. Depending on the magnitude of the exceedances, additional controls may include ventilation requirements, requirements for building envelope elements, and/or noise warning clauses.



For OLAs, road traffic sound levels exceeding the daytime limit indicated above would require design of noise barriers to achieve the target, and/or warning clauses. NPC-300 states that sound levels up to 5 dBA above the OLA sound level limit (i.e., up to 60 dBA) are acceptable with the use of an appropriate noise warning clause.

If POW sound levels from future road traffic exceed 65 dBA during the day or 60 dBA at night, building envelope components must be designed to achieve the indoor sound level limits of NPC-300. The indoor sound level limits for road traffic are summarized in Table 4.2 below.

**Table 4.2 Road Traffic – Indoor Sound Level Limits**

| Receiver Category                                 | Road Sound Level Limits (dBA) |                    |
|---|-------------------------------|--------------------|
|   | Day (16-hour Leq)             | Night (8-hour Leq) |
| Indoor living areas (excluding sleeping quarters) | 45                            | 45                 |
| Sleeping quarters                                 | 45                            | 40                 |

## 5. Transportation Noise Impact Assessment

### 5.1 Methodology

The roadways near the Site were modelled as sources of sound using the road element in CadnaA software version 2023 set to predict noise emission rates in accordance with the United States of America’s (US) Department of Transportation’s Traffic Noise Model (TNM).

The 3D CadnaA model accounts for the complex geometry at the Site and the surrounding area. The area surrounding the Site features minor elevation changes, which have been captured in the model using ground elevation data obtained from GeoHub Ontario. Road traffic noise levels were predicted at all POWs of the Development using the Building Noise Map feature of CadnaA, and at OLAs using point receivers.

To demonstrate that the model is generally consistent with the STAMSON model that is the standard in Ontario, a sample STAMSON calculation is included in Appendix B representing a south façade window of the south podium. The prediction results are within ± 1 dBA of the CadnaA noise predictions, indicating that the CadnaA model is consistent with STAMSON.

### 5.2 Road Traffic Input Parameters

Future road traffic model parameters used in this Study is summarized as follows:

**Table 5.1 Future (2033) Road Traffic Input Parameters**

| Road Segment                             | Future AADT | Speed Limit (km/h) | Day / Night Split | Commercial Vehicle Rates (medium trucks / heavy trucks) |
|--|-------------|--------------------|-------------------|---|
| Bronte Road                              | 29,006      | 70                 | 85% / 15%         | 3% / 1%   |
| Dundas Street West (East of Bronte Road) | 30,871      | 70                 | 85% / 15%         | 3% / 1%   |
| Dundas Street West (West of Bronte Road) | 34,709      | 70                 | 85% / 15%         | 2% / 1%   |

Road traffic volumes for Bronte Road and Dundas Street West were obtained from the Region of Halton in the form of Turning Movement Counts (TMC) from the year 2019. GHD applied an assumed growth rate of 2.5% to estimate the future 2033 AADT. A day / night split of 85% / 15% was assumed. Commercial vehicle rates were determined based on the TMC reports. AADT values were estimated from the TMC counts based on guidance from the Ontario Traffic Manual.

Figure 2.1 shows the location of the roadways noted above in relation to the Site. All road traffic data referenced in this Study is included in Appendix C.

## 5.3 Road Traffic Noise Results

### 5.3.1 Plane of Window Receivers

Predicted future road traffic noise impacts at the worst-case POW receivers of the Development are summarized as follows:

*Table 5.2 Future Road Noise Levels – Plane of Window*

| Building Feature           | Façade | Future Noise Levels (dBA) |       | Limits Exceeded? |
|----------------------------|--------|---------------------------|-------|------------------|
|                            |        | Day                       | Night |                  |
| Building A<br>(27 storeys) | North  | 59                        | 55    | Yes              |
|                            | East   | 60                        | 55    | Yes              |
|                            | South  | 62                        | 58    | Yes              |
|                            | West   | 62                        | 57    | Yes              |
| Building B<br>(30 storeys) | North  | 62                        | 58    | Yes              |
|                            | East   | 63                        | 59    | Yes              |
|                            | South  | 68                        | 64    | Yes              |
|                            | West   | 67                        | 63    | Yes              |
| Podium                     | North  | 64                        | 59    | Yes              |
|                            | East   | 64                        | 60    | Yes              |
|                            | South  | 69                        | 65    | Yes              |
|                            | West   | 68                        | 63    | Yes              |

As seen above, future road noise levels at the façades generally range from 59 dBA to 69 dBA during the day and 55 dBA to 65 dBA at night. These sound levels are sufficiently high that the Development must incorporate physical noise mitigation and noise warning clauses in accordance with NPC-300, which are described further in Section 5.4. Figure 5.1 shows the predicted road noise levels at the façades throughout the Development.

### 5.3.2 Outdoor Living Areas

Predicted future road traffic noise impacts at the worst-case OLA receivers of the Development are summarized as follows:

*Table 5.3 Future Road Noise Levels – Outdoor Living Area*

| Receiver ID | Receiver Description  | Future Daytime Noise Level (dBA) | Limit Exceeded? |
|-------------|---|----------------------------------|-----------------|
| OLA-01      | Outdoor amenity space at Ground floor (1.5 m AG)                              | 57                               | Yes             |
| OLA-02      | Rooftop amenity terrace – north podium, 4 <sup>th</sup> floor (14.6 m AG)     | 57                               | Yes             |
| OLA-03      | Rooftop amenity terrace – southwest podium, 4 <sup>th</sup> floor (14.6 m AG) | 59                               | Yes             |

As seen above, the daytime road noise levels at the OLAs range from 57 dBA to 59 dBA. Noise levels at OLA-01, OLA-02, and OLA-03 are sufficiently high that noise warning clauses are required, which are described further in Section 5.4.3. OLA receiver locations are shown in Figure 5.2.

## 5.4 Transportation Noise Mitigation

### 5.4.1 Building Envelope Construction

Predicted future traffic noise levels are sufficiently high that the building envelope must be designed with sufficient sound insulation performance to achieve the sound level criteria of NPC-300 for indoor living spaces. Sound insulation performance for windows and walls are commonly specified in terms of Sound Transmission Class (STC) ratings. Higher STC ratings generally correspond to higher sound insulation performance.

STC rating requirements are dependent on the exterior noise levels, source type/spectrum, angles of incidence, sizes of façade components relative to the room size, and sound absorption characteristics of the subject indoor living space. Using these variables, STC rating requirements can be calculated using the method described in the National Research Council Canada's "Controlling Sound Transmission into Buildings" (BPN 56) publication (NRC, 1985).

Given the preliminary nature of the design of the Development, detailed floor plans and building elevations are not yet available. Therefore, minimum STC rating requirements have been calculated based on assumed window-to-floor area ratios (i.e., total window area for a room divided by its floor area) of up to 100% for sleeping quarters and "intermediate" sound absorption characteristics. Other sensitive indoor living areas were assumed to have window-to-floor area ratios of up to 60% and "hard" sound absorption characteristics. Note that if the actual window-to-floor area ratios are determined to exceed these values during detailed design, then window STC rating requirements would require an updated assessment to ensure acceptable indoor noise levels.

Based on the above assumptions, the minimum STC rating requirements at the worst-case façades are **STC-33** for windows and **STC-42** for exterior walls. Other façades that have less direct exposure to road traffic noise; however, GHD recommends that these requirements be applied to all residential façades of the Development for simplicity.

Examples of window assemblies capable of achieving the necessary performance are included in Table 5.4 below:

Table 5.4 Example Window Assemblies and STC Ratings

| STC Requirement | Window Assembly Short Form | Window Assembly Description  |
|-----------------|----------------------------|--|
| STC-33          | 6-13AS-6                   | Two 6 mm thick monolithic glass panes separated by an air gap of 13 mm |

STC ratings for windows are dependent on a variety of factors (e.g., frame design, seals, etc.), and can vary significantly between manufacturers. Therefore, the final STC rating requirements for the windows should be included in the specifications, and window suppliers should be required to submit laboratory test data with their shop drawings to demonstrate that the STC requirements will be achieved.

### 5.4.2 Ventilation

Predicted future traffic noise levels at the façades of the Development are sufficiently high that central air conditioning is required to be installed prior to occupancy for all residential dwellings. This will allow windows and doors to remain closed to help ensure that the indoor sound level limits of NPC-300 are met. Warning clause **Type D** should also be used for all residential dwellings (wording included in Section 7.3).

### 5.4.3 Warning Clause Type A

Predicted future traffic noise levels at OLA-01, OLA-02, and OLA-03 are sufficiently high that warning clauses must be included in agreements of Offers of Purchase and Sale, lease/rental agreements, and condominium declarations. Warning Clause Type A is intended to warn potential buyers/lessors of the potential for noise nuisances at outdoor amenity spaces due to future road traffic. The wording of this warning clause can be found in Section 7.3.

## 6. Noise Impacts from the Development

### 6.1 Outdoor Noise Impacts

Base building cooling and ventilation systems for the Development have the potential to result in noise impacts on noise sensitive spaces within the Development itself and at existing residential uses surrounding the Site. The specific equipment selections are not available at the time of writing; therefore, it is anticipated that noise emissions from rooftop equipment will be evaluated as part of the detailed design of the Development. GHD recommends that the Developer carry the necessary contingencies for the following noise controls, which may be necessary to achieve compliance with the sound level limits of NPC-300 at all worst-case points of reception both on-site and off-site:

- Acoustic louvers and/or barriers to surround large rooftop mechanical equipment (e.g., cooling towers, chillers, make up air units). Cost contingencies should account for structural requirements due to snow and wind loads associated with the barriers.
- Acoustic enclosures for any standby emergency generator sets located outdoor (Level 2 minimum); or ventilation inlet, ventilation discharge, and engine exhaust silencers for standby emergency generator sets located indoors
- Silencers and/or low-noise fans for parking exhaust shafts; and consider locating parking exhaust shafts as far from sensitive uses as possible.

Performance specifications of the above controls is dependent on equipment locations and sound power levels, which may vary. Therefore, the full scope and details of the required noise mitigation should be evaluated during detailed design.

### 6.2 Indoor Noise Impacts

Mechanical equipment and other building services also have the potential to cause annoyance due to noise and vibration transmission to residences. The American Society of Heating, Refrigerating, and Air conditioning Engineers (ASHRAE) guidelines specify acceptable noise levels from such equipment. Specification of noise controls (e.g., silencers, floating concrete slabs, acoustic ceilings, vibration isolators) to achieve these criteria is typically completed as part of the detailed building design, once equipment selections are made and floor layouts are more developed.

The Ontario Building Code stipulates minimum STC and apparent sound transmission class (ASTC) rating requirements for demising partitions separating residential suites from other spaces inside the building. For demising partitions separating suites from elevator shafts or garbage chutes, constructions meeting a minimum STC-55 rating must be used. For demising partitions separating suites from any other space in the building, constructions meeting a minimum STC-50 rating must be used. Suite demising partitions must also achieve a minimum rating of ASTC-47.

## 7. Recommendations

### 7.1 Building Envelope Construction

Based on the window-to-floor area ratios assumed herein, windows must achieve ratings of **STC-33** or higher, and exterior walls must be rated **STC-42** or higher. STC ratings recommended in this Study are preliminary and subject to change depending on actual window-to-floor area ratios and should be updated at the detailed design stage.

### 7.2 Ventilation

Central air conditioning is required to be installed prior to occupancy for all residential dwellings. This will allow windows and doors to remain closed to help ensure that the indoor sound level limits of NPC-300 are met.

Predicted future traffic noise levels at the façades of the Development are sufficiently high that, at a minimum, provisions must be made to enable installation of central air conditioning at the occupant's discretion (i.e., ductwork must be designed and installed to accommodate a future central air conditioning system installation). This will allow windows and doors to remain closed to help ensure that the indoor sound level limits of NPC-300 are met.

## 7.3 Warning Clauses

The following warning clauses are recommended to be included in agreements of Offers of Purchase and Sale, lease/rental agreements, and condominium declarations for all residential dwellings of the Development:

**Warning Clause Type A:** "Purchasers/tenants are advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."

**Warning Clause Type D:** "This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."

## 7.4 Mitigation of Noise Impacts from the Development

Detailed information on the design of mechanical systems serving the Development is not yet available. Therefore, GHD recommends that Enirox carry contingencies for noise controls (see Section 5.4 of this Study) that may be required to ensure associated environmental noise levels are acceptable. GHD also recommends that equipment noise emissions be evaluated during the detailed design stage.

# 8. Conclusions

The Study concludes that the proposed development is feasible and will not be restricted by the surrounding noise impact exposures, provided that the proposed development adheres to the noise mitigation recommended in this Study. The recommended noise mitigation at the Development consists of building envelope construction requirements, installation of central air conditioning, and noise warning clauses.

The Development is not anticipated to affect the ability of the nearby industrial/commercial facilities to comply with the sound level limits of the MECP.



## 9. References

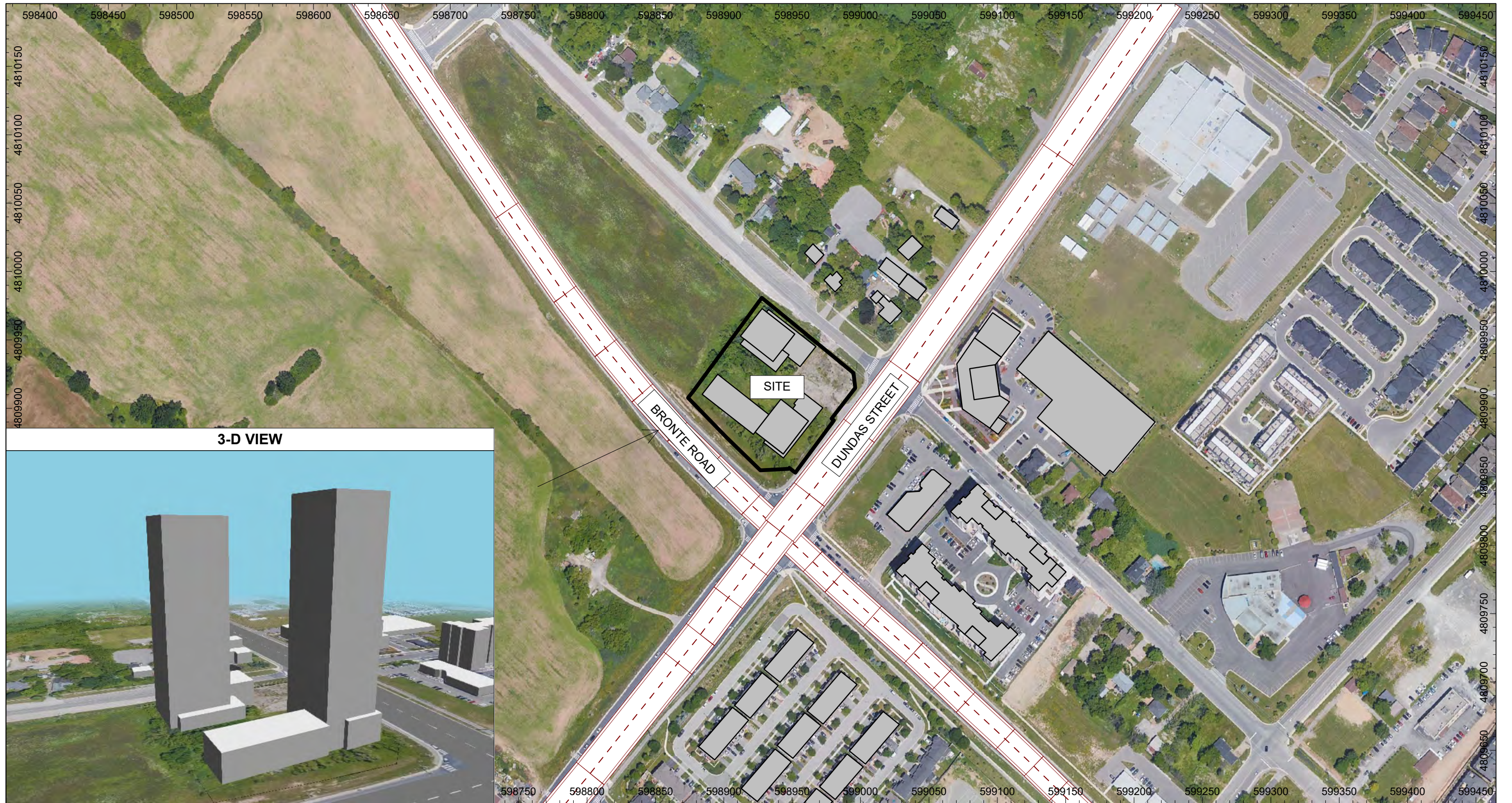
Ontario Ministry of Environment, Conservation and Parks (MECP, 1995), Guideline D-1: *Land Use Compatibility*

Ontario Ministry of Environment, Conservation and Parks (MECP, 1995), Guideline D-6: *Compatibility Between Industrial Facilities and Sensitive Land Uses*

Ontario Ministry of Environment, Conservation and Parks (MECP, 2013), Publication NPC-300: *Environmental Noise Guideline: Stationary and Transportation Sources – Approval and Planning*

National Research Council Canada (NRC, 1985), Building Practice Note 56: Controlling Sound Transmission Into Buildings





Source: Google Satellite

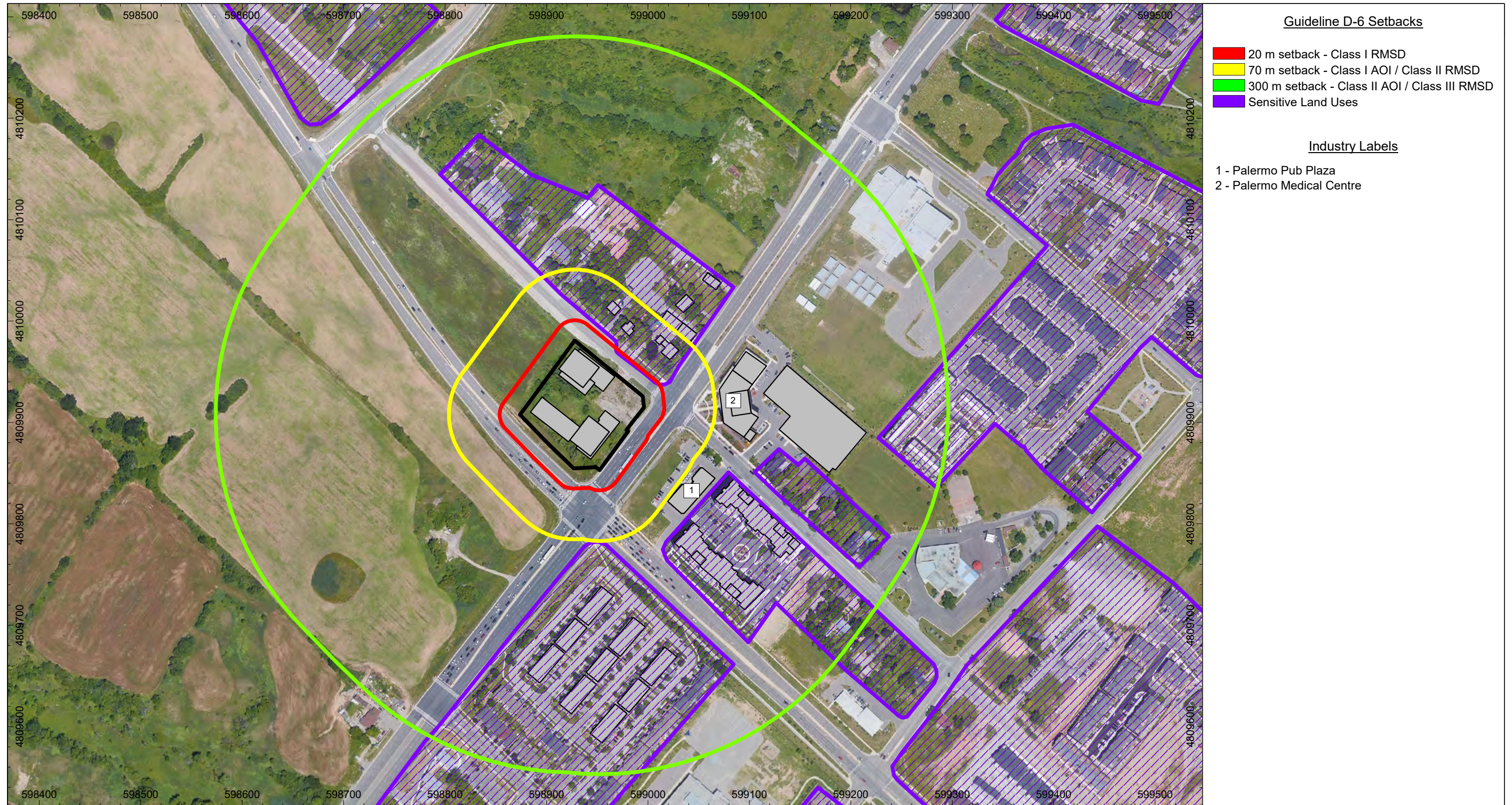


NOISE IMPACT STUDY  
 ENIROX 3005 DUNDAS LP  
 3005 DUNDAS STREET WEST  
 KEY PLAN

12600724  
 05.05.2023

FIGURE 2.1





**Guideline D-6 Setbacks**

- 20 m setback - Class I RMSD
- 70 m setback - Class I AOI / Class II RMSD
- 300 m setback - Class II AOI / Class III RMSD
- Sensitive Land Uses

**Industry Labels**

- 1 - Palermo Pub Plaza
- 2 - Palermo Medical Centre

Source: Google Satellite



Notes:  
 RMSD = Recommended Minimum Separation Distance  
 AOI = Potential Area of Influence



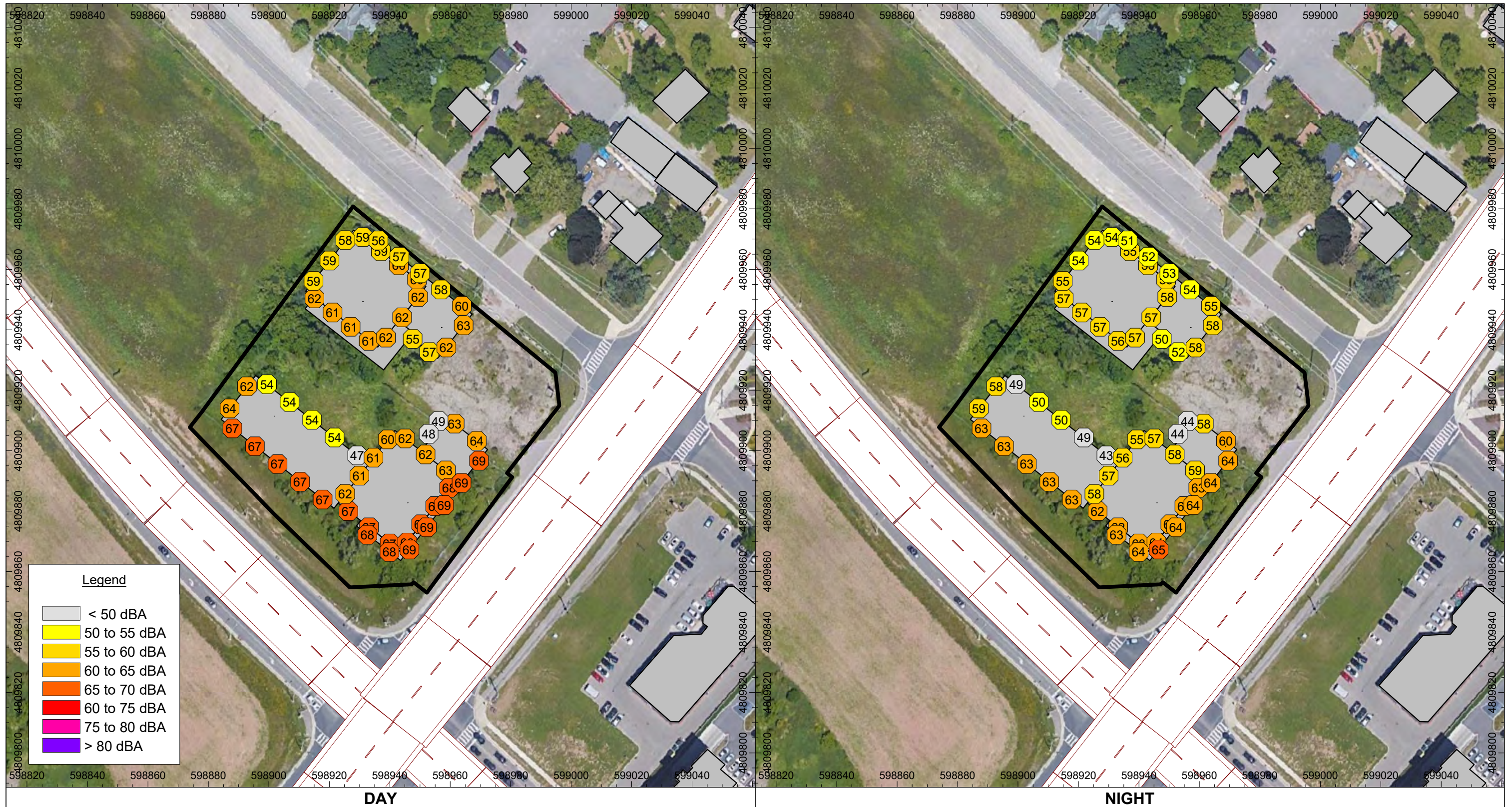
NOISE IMPACT STUDY  
 ENIROX 3005 DUNDAS LP  
 3005 DUNDAS STREET WEST

**GUIDELINE D-6 SETBACKS**

12600724  
 05.05.2023

**FIGURE 3.1**





Source: Google Satellite



Notes:  
 Daytime sound level values in terms of 16-hour Leq (7:00 am to 11:00 pm)  
 Nighttime sound level values in terms of 8-hour Leq (11:00 pm to 7:00 am)



NOISE IMPACT STUDY  
 ENIROX 3005 DUNDAS LP  
 3005 DUNDAS STREET WEST

ROAD TRAFFIC NOISE LEVELS - PLANE OF WINDOW

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FIGURE 5.1





Source: Google Satellite



NOISE IMPACT STUDY  
 ENIROX 3005 DUNDAS LP  
 3005 DUNDAS STREET WEST

ROAD TRAFFIC NOISE - OUTDOOR LIVING AREA RECEIVER LOCATIONS

12600724  
 05.05.2023

FIGURE 5.2

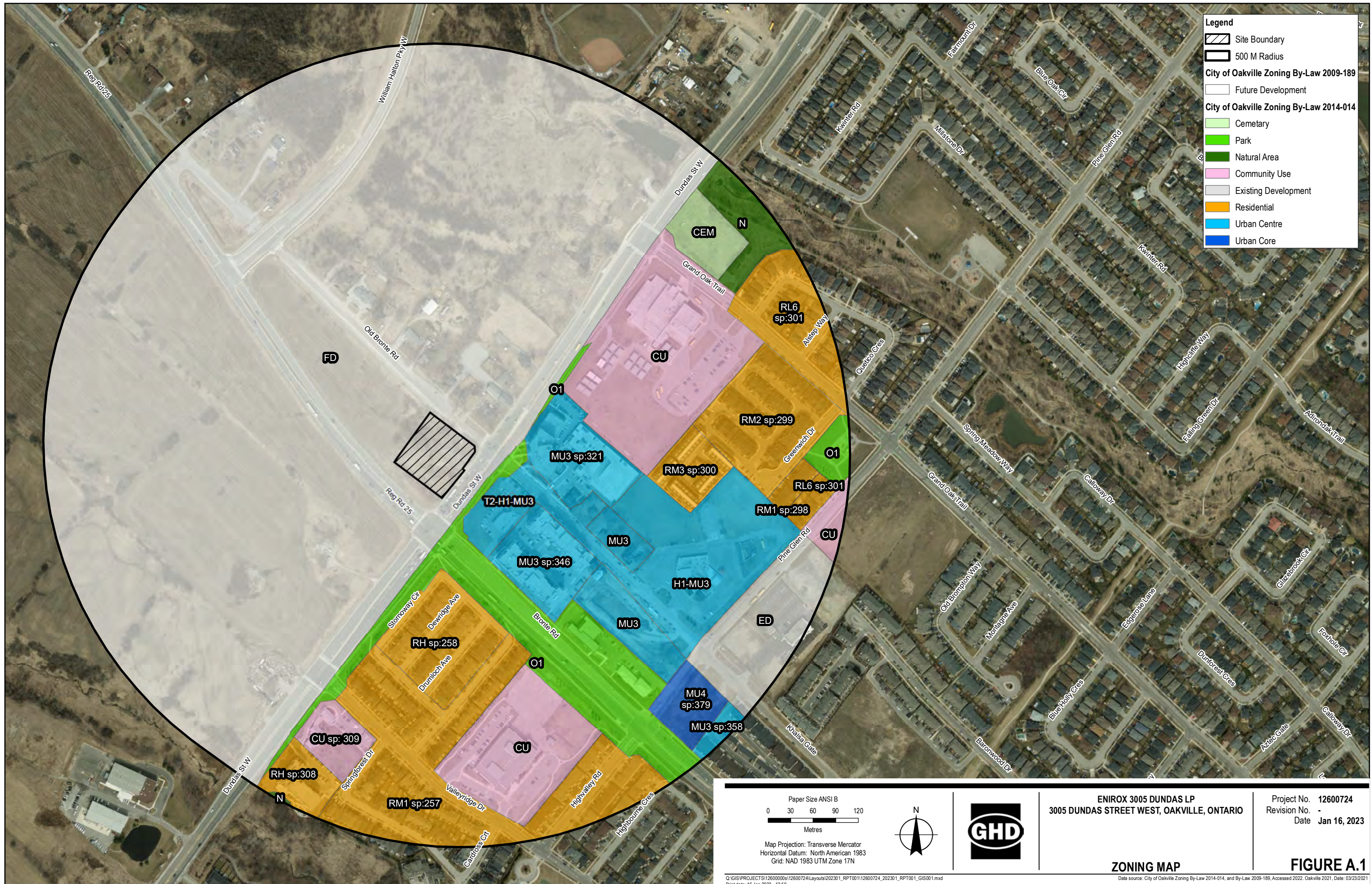


# Appendices

# **Appendix A**

**Zoning Map and Development Drawings**



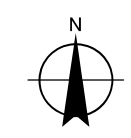


**Legend**

- Site Boundary
- 500 M Radius
- City of Oakville Zoning By-Law 2009-189**
- Future Development
- City of Oakville Zoning By-Law 2014-014**
- Cemetary
- Park
- Natural Area
- Community Use
- Existing Development
- Residential
- Urban Centre
- Urban Core

Paper Size ANSI B  
 0 30 60 90 120  
 Metres

Map Projection: Transverse Mercator  
 Horizontal Datum: North American 1983  
 Grid: NAD 1983 UTM Zone 17N



**ENIROX 3005 DUNDAS LP**  
 3005 DUNDAS STREET WEST, OAKVILLE, ONTARIO

Project No. 12600724  
 Revision No. -  
 Date Jan 16, 2023

**ZONING MAP**

**FIGURE A.1**

Q:\GIS\PROJECTS\12600000\12600724\Layouts\202301\_RPT001\12600724\_202301\_RPT001\_GIS001.mxd  
 Print date: 16 Jan 2023 - 17:50  
 Data source: City of Oakville Zoning By-Law 2014-014, and By-Law 2009-189, Accessed 2022, Oakville 2021, Date: 03/23/2021



TO BE UPDATED

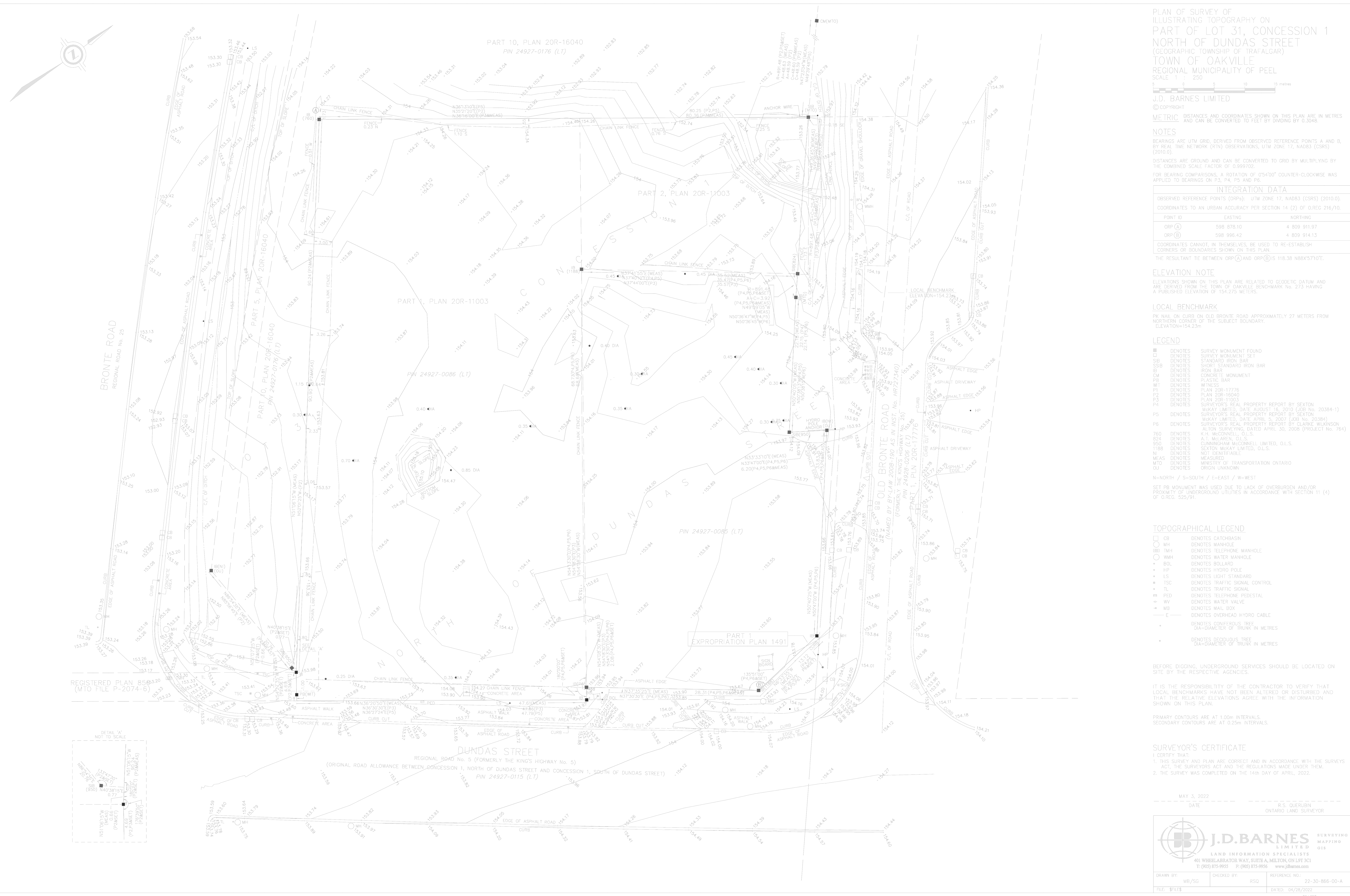
## ARCHITECTURAL DRAWING LIST

|       |                                |
|-------|--------------------------------|
|       | SURVEY                         |
| A-100 | CONTEXT PLAN                   |
| A-101 | SITE PLAN                      |
| A-201 | GROUND FLOOR PLAN              |
| A-202 | LEVEL P1 FLOOR PLAN            |
| A-203 | LEVEL P2 FLOOR PLAN            |
| A-204 | LEVEL P3 FLOOR PLAN            |
| A-205 | LEVEL P4 FLOOR PLAN            |
| A-206 | LEVEL 2-3 (TYP.) FLOOR PLAN    |
| A-207 | LEVEL 4 FLOOR PLAN             |
| A-208 | LEVEL 5-12 (TYP.) FLOOR PLAN   |
| A-209 | LEVEL 13 FLOOR PLAN            |
| A-210 | LEVEL 14-26 (TYP.) FLOOR PLAN  |
| A-211 | LEVEL 27-30 (TYP.) FLOOR PLAN  |
| A-212 | MECH. PENTHOUSE FLOOR PLAN     |
| A-213 | ROOF PLAN                      |
| A-401 | BUILDING A-NORTH ELEVATION     |
| A-402 | BUILDING A-EAST ELEVATION      |
| A-403 | BUILDING A-SOUTH ELEVATION     |
| A-404 | BUILDING A-WEST ELEVATION      |
| A-405 | BUILDING B-NORTH ELEVATION     |
| A-406 | BUILDING B-EAST ELEVATION      |
| A-407 | BUILDING B-SOUTH ELEVATION     |
| A-408 | BUILDING B-WEST ELEVATION      |
| A-421 | SECTION A                      |
| A-422 | SECTION B                      |
| A-501 | APRIL & SEPTEMBER SHADOW STUDY |
| A-502 | JUNE & DECEMBER SHADOW STUDY   |

**3005 DUNDAS STREET,  
OAKVILLE, ONTARIO**

2023.05.17 ISSUE FOR OFFICIAL PLAN / ZONING BY-LAW AMENDMENT

PROJECT NUMBER : 08196.000



PLAN OF SURVEY OF  
 ILLUSTRATING TOPOGRAPHY ON  
 PART OF LOT 31, CONCESSION 1  
 NORTH OF DUNDAS STREET  
 (GEOGRAPHIC TOWNSHIP OF TRAFALGAR)  
 TOWN OF OAKVILLE  
 REGIONAL MUNICIPALITY OF PEELE  
 SCALE 1 : 250

J.D. BARNES LIMITED  
 © COPYRIGHT

METRIC DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES  
 AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

**NOTES**  
 BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS A AND B,  
 BY REAL TIME NETWORK (RTN) OBSERVATIONS, UTM ZONE 17, NAD83 (CSRS)  
 (2010.0).  
 DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY  
 THE COMBINED SCALE FACTOR OF 0.999702.  
 FOR BEARING COMPARISONS, A ROTATION OF 0°54'00" COUNTER-CLOCKWISE WAS  
 APPLIED TO BEARINGS ON P.3, P.4, P.5 AND P.6.

| INTEGRATION DATA  |                                     |              |
|---|-------------------------------------|--------------|
| OBSERVED REFERENCE POINTS (ORP):  | UTM ZONE 17, NAD83 (CSRS) (2010.0). |              |
| COORDINATES TO AN URBAN ACCURACY PER SECTION 14 (2) OF O.REG 216/10.  |                                     |              |
| POINT ID  | EASTING                             | NORTHING     |
| ORP (A)   | 598 878.10                          | 4 809 911.97 |
| ORP (B)   | 598 996.42                          | 4 809 914.13 |
| COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH<br>CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.<br>THE RESULTANT TIE BETWEEN ORP (A) AND ORP (B) IS 118.38 N88°57'10"E. |                                     |              |

**ELEVATION NOTE**  
 ELEVATIONS SHOWN ON THIS PLAN ARE RELATED TO GEODETIC DATUM AND  
 ARE DERIVED FROM THE TOWN OF OAKVILLE BENCHMARK NO. 273 HAVING  
 A PUBLISHED ELEVATION OF 154.275 METERS.

**LOCAL BENCHMARK**  
 PK NAIL ON CURB ON OLD BRONTE ROAD APPROXIMATELY 27 METERS FROM  
 NORTHERN CORNER OF THE SUBJECT BOUNDARY.  
 ELEVATION=154.23m

- LEGEND**
- DENOTES SURVEY MONUMENT FOUND
  - DENOTES SURVEY MONUMENT SET
  - SIB DENOTES STANDARD IRON BAR
  - SSB DENOTES SHORT STANDARD IRON BAR
  - IB DENOTES IRON BAR
  - CM DENOTES CONCRETE MONUMENT
  - P DENOTES PLASTIC BAR
  - WT DENOTES WITNESS
  - P1 DENOTES PLAN 20R-11776
  - P2 DENOTES PLAN 20R-10040
  - P3 DENOTES PLAN 20R-11003
  - P4 DENOTES SURVEYOR'S REAL PROPERTY REPORT BY SEXTON MCKAY LIMITED, DATED AUGUST 16, 2010 (JOB NO. 20384-1)
  - P5 DENOTES SURVEYOR'S REAL PROPERTY REPORT BY SEXTON MCKAY LIMITED, DATED APRIL 5, 2007 (JOB NO. 20384)
  - P6 DENOTES SURVEYOR'S REAL PROPERTY REPORT BY CLARKE WILKINSON ALTON SURVEYING, DATED APRIL 30, 2008 (PROJECT NO. 764)
  - 760 DENOTES A.T. McLAUREN, O.L.S.
  - 824 DENOTES CUNNINGHAM MCCONNELL LIMITED, O.L.S.
  - 950 DENOTES SEXTON MCKAY LIMITED, O.L.S.
  - 1188 DENOTES NOT IDENTIFIABLE
  - NI DENOTES NOT IDENTIFIABLE
  - MEAS DENOTES MEASURED
  - MTO DENOTES MINISTRY OF TRANSPORTATION ONTARIO
  - OJ DENOTES ORIGIN UNKNOWN

N-NORTH / S-SOUTH / E-EAST / W-WEST  
 SET FB MONUMENT WAS USED DUE TO LACK OF OVERBURDEN AND/OR  
 PROXIMITY OF UNDERGROUND UTILITIES IN ACCORDANCE WITH SECTION 11 (4)  
 OF O.REG. 325/91.

- TOPOGRAPHICAL LEGEND**
- CB DENOTES CATCHBASIN
  - MH DENOTES MANHOLE
  - TMH DENOTES TELEPHONE MANHOLE
  - WMH DENOTES WATER MANHOLE
  - BOL DENOTES BOLLARD
  - HP DENOTES HYDRANT POLE
  - LS DENOTES LIGHT STANDARD
  - TSC DENOTES TRAFFIC SIGNAL CONTROL
  - TL DENOTES TRAFFIC SIGNAL
  - PED DENOTES TELEPHONE PEDESTAL
  - WV DENOTES WATER VALVE
  - MB DENOTES MAIL BOX
  - E — DENOTES OVERHEAD HYDRANT CABLE
  - DENOTES CONIFEROUS TREE  
 DIA=DIAMETER OF TRUNK IN METRES
  - DENOTES DEODOROUS TREE  
 DIA=DIAMETER OF TRUNK IN METRES

BEFORE DIGGING, UNDERGROUND SERVICES SHOULD BE LOCATED ON  
 SITE BY THE RESPECTIVE AGENCIES.

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THAT  
 LOCAL BENCHMARKS HAVE NOT BEEN ALTERED OR DISTURBED AND  
 THAT THE RELATIVE ELEVATIONS AGREE WITH THE INFORMATION  
 SHOWN ON THIS PLAN.

PRIMARY CONTOURS ARE AT 1.0m INTERVALS.  
 SECONDARY CONTOURS ARE AT 0.25m INTERVALS.

**SURVEYOR'S CERTIFICATE**  
 I CERTIFY THAT:  
 1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYS  
 ACT, THE SURVEYORS ACT AND THE REGULATIONS MADE UNDER THEM.  
 2. THE SURVEY WAS COMPLETED ON THE 14th DAY OF APRIL, 2022.

MAY 3, 2022  
 DATE R.S. QUERUBIN  
 ONTARIO LAND SURVEYOR

**J.D. BARNES** SURVEYING MAPPING GIS  
 LAND INFORMATION SPECIALISTS  
 401 WHEELABRATOR WAY, SUITE A, MILTON, ON L9T 3C1  
 T: (905) 875-9555 F: (905) 875-9556 www.jdbarnes.com

|                 |                  |                              |
|-----------------|------------------|------------------------------|
| DRAWN BY: MB/SG | CHECKED BY: RSQ  | REFERENCE NO: 22-30-866-00-A |
| FILE: 811E      | DATE: 04/28/2022 | PLOTTED: 04/28/2022          |





Plot Time: May 17, 2023 - 6:39pm  
 Drawing Name: \\wzmh\Projects\8196\6\_Drawings\10\_Drawings-Design (3D-DD)\CAD\CAD Sheets\A-101-Site Plan.dwg

| ISSUES/REVISIONS |       |      | ISSUES/REVISIONS |                   |            |
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|                  |       |      |                  |                   |            |

KEY PLAN

Seal

MMDDYYYY

05/17/2023

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS APPLIED TO THE DRAWING. THE DRAWING IS NOT TO BE USED FOR THE PURPOSES OF CONSTRUCTION UNLESS IT IS SIGNED AND DATED BY THE ENGINEER AND BY THE NAMED CONSULTANT.

**ENIROX GROUP**  
REAL ESTATE DEVELOPMENT

**WZMH ARCHITECTS**  
95 St. Clair Ave. W., Suite 1500  
Toronto, Ontario, Canada M6H 1W6  
Tel: 416-961-4111  
www.wzmx.com

3005 DUNDAS  
3005 DUNDAS STREET WEST,  
OAKVILLE, ON, L6M 4J4

Drawing Title  
**CONTEXT PLAN**

Date: 05/17/2023

Scale: 1:1000

Checked By: Checker

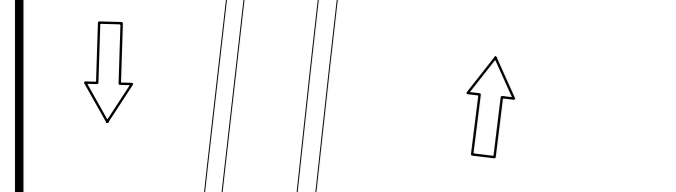
Drawn By: Author

Project No: 08196.000

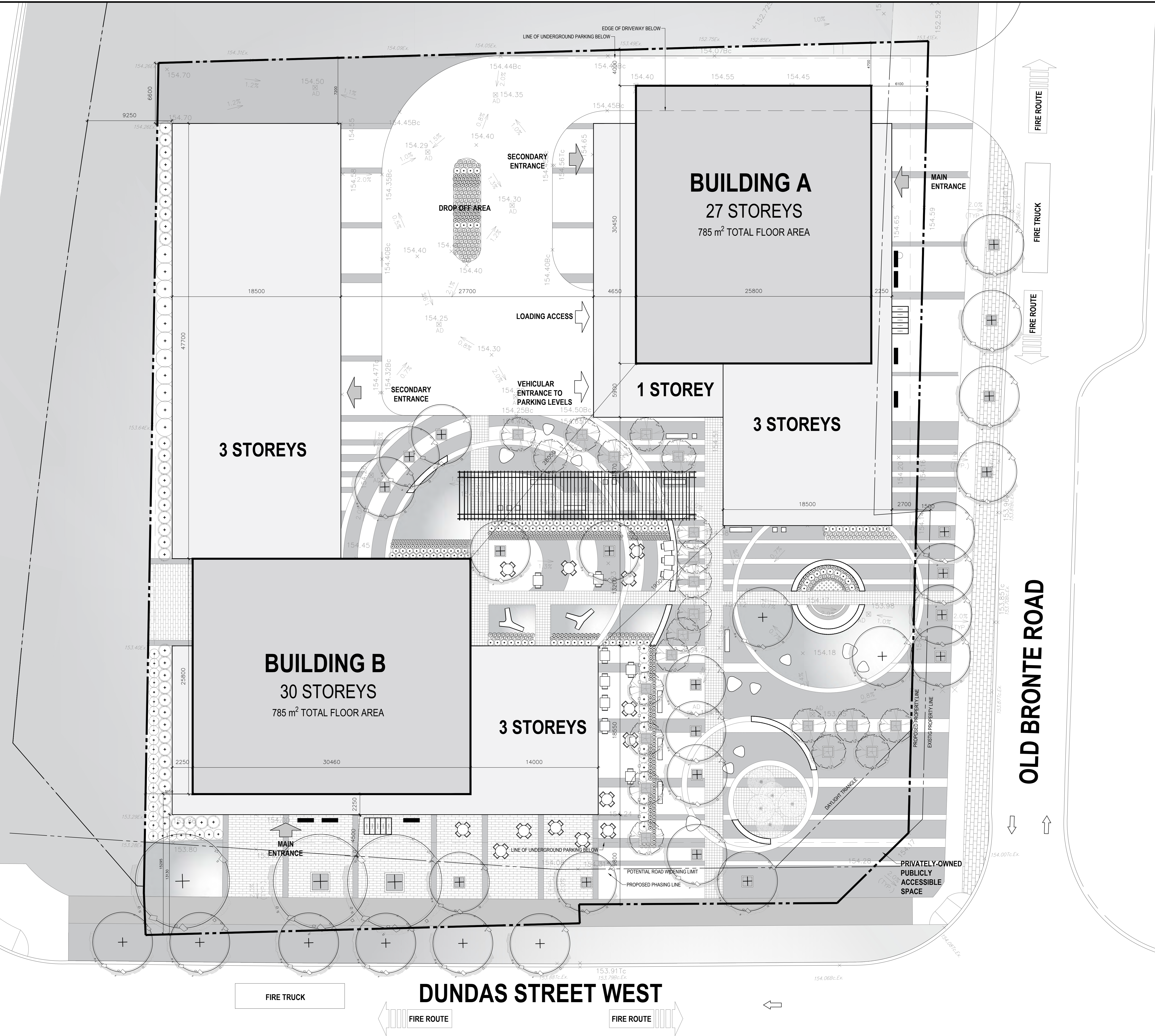
Drawing No: **A-100**



**BRONTE ROAD**



Plot Time: May 17, 2023 - 6:39pm  
 Drawing Name: \\wzmh\Projects\8196\_VB\_Drawings\10\_Drawings-Design (SD-00)\CAD\CAD Sheets\A-101-Site Plan.dwg



**SITE STATISTICS:**

|                                     |   |
|-------------------------------------|---|
| <b>1. SITE AREA (m<sup>2</sup>)</b> |   |
| TOTAL AREA:                         | 7,762.98  |
| DEVELOPMENT AREA                    | 7,343.90  |
| FSI                                 | 6.11  |
| <b>2. UNIT COUNT</b>                |   |
| UNIT MIX BUILDING A                 | STUDIO 1B 1B+D 2B 2B+D 3B TOTAL                               |
| GROUND                              | 0 0 0 0 0 0   |
| 2ND-3RD FLOOR (2 FLOORS)            | 0 2 14 6 8 2 32   |
| 5TH-26TH FLOOR (23 FLOORS)          | 0 46 138 92 0 0 276   |
| TOTAL                               | 0 48 152 98 8 2 308   |
| UNIT MIX BUILDING B                 | STUDIO 1B 1B+D 2B 2B+D 3B TOTAL                               |
| GROUND                              | 0 0 0 0 0 0   |
| 2ND-3RD FLOOR (2 FLOORS)            | 0 18 28 8 0 4 58  |
| 4TH-13TH FLOOR (10 FLOORS)          | 0 30 50 40 0 0 120  |
| 14TH-30TH FLOOR (17 FLOORS)         | 0 34 102 68 0 0 204   |
| TOTAL                               | 0 82 180 116 0 4 382  |
| GRAND TOTAL                         | 690   |
| <b>3. BUILDING HEIGHT (m)</b>       |   |
| PERMITTED                           | 48.00   |
| PROVIDED (BUILDING A)               | 88.80   |
| PROVIDED (BUILDING B)               | 97.80   |
| <b>4. FLOOR AREA, NET</b>           |   |
| BELOW GRADE (BUILDING A+B)          | ZONING BY LAW 2015-018  |
|                                     | RESIDENTIAL (m <sup>2</sup> ) NON-RES (m <sup>2</sup> ) TOTAL |
| PARKING LEVEL P4                    | 55.00 0.00 55.00  |
| PARKING LEVEL P3                    | 55.00 0.00 55.00  |
| PARKING LEVEL P2                    | 55.00 0.00 55.00  |
| PARKING LEVEL P1                    | 55.00 0.00 55.00  |
| TOTAL BELOW GRADE                   | 220.00 0.00 220.00  |
| ABOVE GRADE BUILDING A              | RESIDENTIAL (m <sup>2</sup> ) NON-RES (m <sup>2</sup> ) TOTAL |
| GROUND FLOOR                        | 386.00 272.76 658.76  |
| 2ND-3RD FLOOR (2 FLOORS)            | 2,141.30 0.00 2,141.30  |
| 4TH-27TH FLOOR (24 FLOORS)          | 17,309.04 0.00 17,309.04                                      |
| TOTAL ABOVE GRADE                   | 19,836.34 272.76 20,109.10                                    |
| ABOVE GRADE BUILDING B              | RESIDENTIAL (m <sup>2</sup> ) NON-RES (m <sup>2</sup> ) TOTAL |
| GROUND FLOOR                        | 1,394.19 296.67 1,690.86                                      |
| 2ND-3RD FLOOR (2 FLOORS)            | 3,762.92 0.00 3,762.92  |
| 4TH-30TH FLOOR (27 FLOORS)          | 19,279.15 0.00 19,279.15                                      |
| TOTAL ABOVE GRADE                   | 24,436.26 296.67 24,732.93                                    |
| GROSS TOTAL ABOVE GRADE             | 44,272.60 569.43 44,842.03                                    |
| BELOW AND ABOVE GRADE               | 44,492.60 569.43 45,062.03                                    |
| <b>5. AMENITY SPACE</b>             |   |
|                                     | ZONING BY LAW 2015-018  |
|                                     | RATE # OF UNITS TOTAL (m <sup>2</sup> )                       |
| REQUIRED                            | - 690   |
| PROVIDED                            | 2.0m <sup>2</sup> /unit 690 1,380.00                          |
| BUILDING A_4TH FLOOR                | 679.81  |
| BUILDING B_GROUND FLOOR             | 668.43  |
| BUILDING B_4TH FLOOR                | 32.50   |
| TOTAL PROVIDED                      | 1,380.74  |
| <b>6. PARKING</b>                   |   |
|                                     | ZONING BY LAW 2009-189  |
|                                     | RESIDENTIAL VISITORS RETAIL TOTAL                             |
| REQUIRED                            | 863 138 19 1,019  |
| PROVIDED                            | RESIDENTIAL VISITORS RETAIL TOTAL                             |
| PARKING LEVEL P1                    | 44 138 8 190  |
| PARKING LEVEL P2                    | 211 0 0 211   |
| PARKING LEVEL P3                    | 214 0 0 214   |
| PARKING LEVEL P4                    | 83 0 0 83   |
| TOTAL PARKING                       | 552 138 8 698   |
| BARRIER FREE TOTAL                  | ZONING BY LAW 2009-189  |
|                                     | RESIDENTIAL NON-RES. TOTAL                                    |
| REQUIRED                            | 22 1 23   |
| PROVIDED                            | RESIDENTIAL NON-RES. TOTAL                                    |
|                                     | 22 1 23   |
| <b>7. LOADING</b>                   |   |
| REQUIRED                            | 1   |
| PROVIDED AT GRADE (TYPE 'G')        | 1   |
| PROVIDED ON P1 (TYPE 'C')           | 1   |
| TOTAL                               | 2   |
| <b>8. BICYCLE PARKING</b>           |   |
|                                     | ZONING BY LAW 2009-189  |
|                                     | LONG TERM SHORT TERM TOTAL % NET AREA                         |
| REQUIRED                            | 150 50 200  |
| PROVIDED                            | 150 50 200  |
| GROUND                              |   |
| PARKING LEVEL P1                    | 150 50 200 2%   |
| TOTAL                               |   |

**DUNDAS STREET WEST**

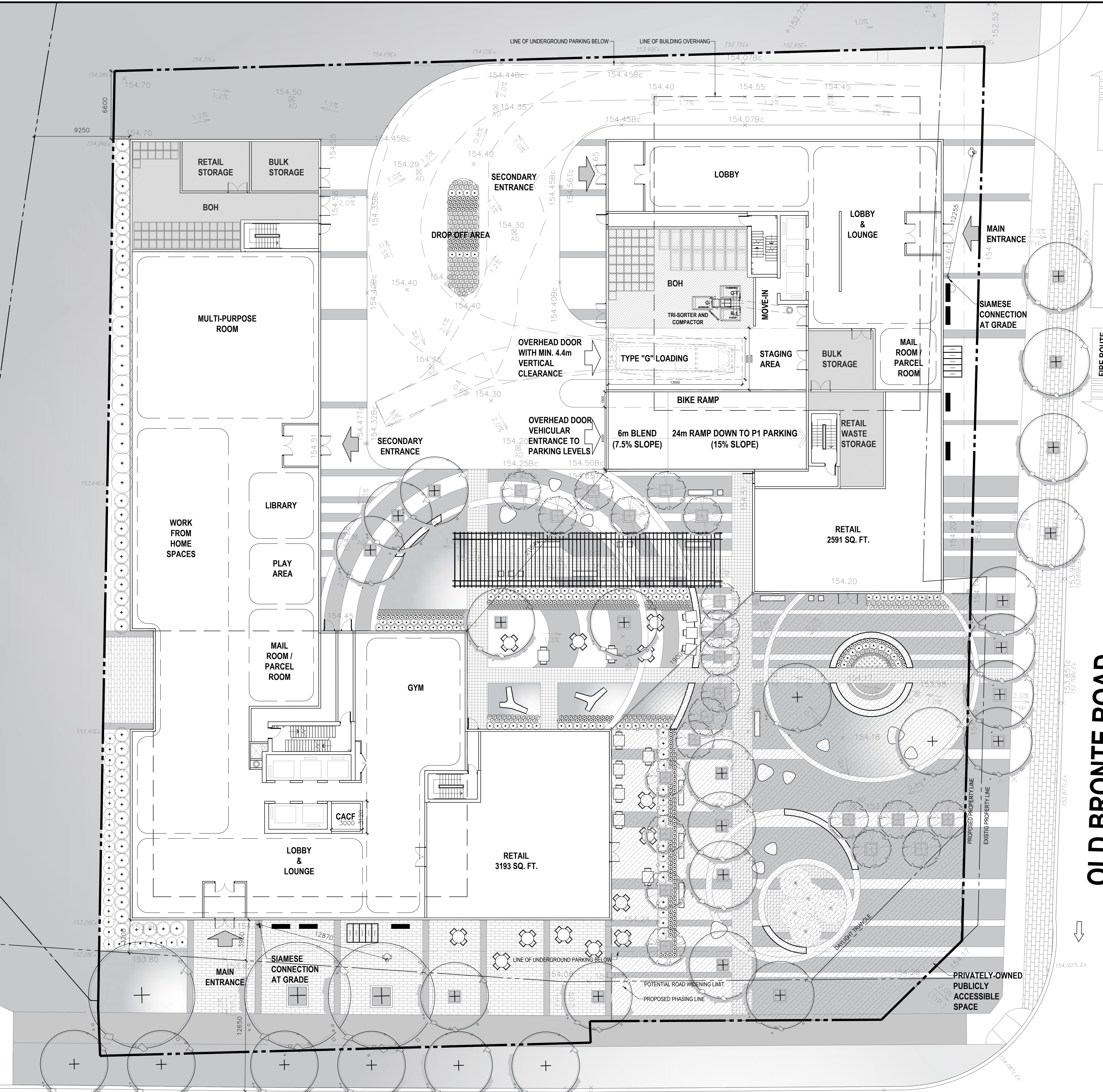
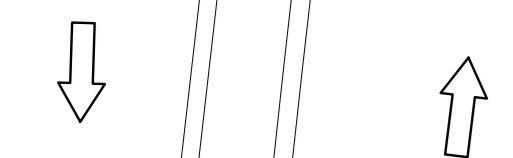
**OLD BRONTE ROAD**

| ISSUES/REVISIONS |       |      | ISSUES/REVISIONS |                    |            |
|------------------|-------|------|------------------|--------------------|------------|
| ISSUE            | TITLE | DATE | ISSUE            | TITLE              | DATE       |
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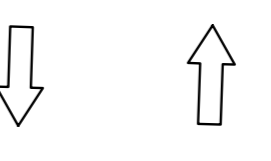
|  |                                   |  |  |                        |                       |
|--|-----------------------------------|--|--|------------------------|-----------------------|
| Project North  | Seal                              | <br><b>WZMH</b><br>WZMH Architects<br>95 St. Clair Ave W., Suite 1500<br>Toronto, Ontario, Canada M5V 1W6<br>Tel: 416-961-4111<br>www.wzmr.com | 3005 DUNDAS<br>3005 DUNDAS STREET WEST,<br>OAKVILLE, ON, L6M 4J4 | Date                   | 05/17/2023            |
| <br><small>CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS APPLIED TO THE DRAWING. THE DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS SO INDICATED IN THE SPACE AND BY THE CONSULTANT WHOSE SEAL IS APPLIED TO THE DRAWING.</small> | Drawing Title<br><b>Site Plan</b> |  |  | Scale<br>1:150         | Checked By<br>Checker |
| Drawing No.<br>08196.000   |                                   | Drawing Title<br><b>Site Plan</b>  |  | Author<br><b>A-101</b> |                       |



**BRONTE ROAD**



**OLD BRONTE ROAD**



**DUNDAS STREET WEST**

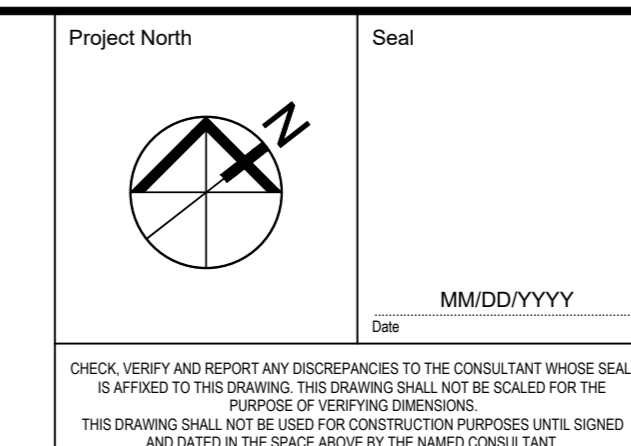


| BUILDING A WASTE COLLECTION (308 UNITS)   |        |
|---|--------|
| GARBAGE ROOM (m <sup>2</sup> )  | 145.38 |
| BULK STORAGE (m <sup>2</sup> )  | 38.51  |
| GARBAGE STORAGE (G) (COMPACTED BIN SIZE 3 yd <sup>3</sup> )   |        |
| BINS PROVIDED (200+ UNITS)  | 3      |
| RECYCLING STORAGE (R) (BLUE BIN 306L)   |        |
| BINS PROVIDED 1/7 UNITS   | 44     |
| ORGANICS STORAGE (O) (GREENCART 360L)   |        |
| BINS PROVIDED 1/25 UNITS  | 12     |
| STAGING AREA (m <sup>2</sup> )  | 34.92  |
| *RETAIL STORAGE AREA (m <sup>2</sup> )  | 48.47  |
| REFER TO NOTE 6.  |        |
| BUILDING B WASTE COLLECTION (382 UNITS)   |        |
| GARBAGE ROOM (m <sup>2</sup> )  | 168.33 |
| BULK STORAGE (m <sup>2</sup> )  | 36.00  |
| GARBAGE STORAGE (G) (COMPACTED BIN SIZE 3 yd <sup>3</sup> )   |        |
| BINS PROVIDED (200+ UNITS)  | 3      |
| RECYCLING STORAGE (R) (BLUE BIN 306L)   |        |
| BINS PROVIDED 1/7 UNITS   | 55     |
| ORGANICS STORAGE (O) (GREENCART 360L)   |        |
| BINS PROVIDED 1/25 UNITS  | 15     |
| *RETAIL STORAGE AREA (m <sup>2</sup> )  | 36.00  |
| REFER TO NOTE 6.  |        |
| NOTES   |        |
| *CALCULATIONS BASED FROM "DEVELOPMENT DESIGN GUIDELINES FOR SOURCE SEPARATION OF SOLID WASTE REGIONAL OFFICIAL PLAN GUIDELINES" (REVISED 2019)  |        |
| 1) TYPE "G" LOADING SPACES WILL PROVIDE A MIN 4m x 13m AREA WITH MIN. 6.1m VERTICAL CLEARANCE. MIN. BASE OF 300MM OF COMPACTED 20MM CRUSHER RUN-LIMESTONE AND FINISHED TO A MIN. 200 DEPTH OF CONCRETE WITH FLOOR GRADE +/- 2% IN LOADING SPACE AND STAGING AREA.   |        |
| 2) WARNING FLASHING BEACON SYSTEM AND CAUTION SIGNAGE WILL BE PROVIDED TO CAUTION MOTORISTS LEAVING THE PARKING GARAGE OF HEAVY VEHICLE ACTIVITIES AT GRADE NEAR THE RAMP ENTRANCE.   |        |
| 3) A TRAINED ON-SITE STAFF MEMBER WILL BE AVAILABLE TO MANUEVER BINS FOR CITY PICK UP AND ALSO ASSIST AS A FLAGMEN WHEN THE GARBAGE TRUCK IS REVERSING.   |        |
| 4) ALL OF THE ACCESS DRIVEWAYS TO BE USED BY THE CITY WASTE COLLECTION VEHICLES HAVE GRADES LESS THAN 8% AND HAVE A MIN. VERTICAL CLEARANCE OF 4.4m. A MIN. WIDTH OF 4.5m AND BE 6m WIDE AT POINT OF INGRESS AND EGRESS.  |        |
| 5) WASTE DIVERSION SYSTEM: ONE CHUTE PER BUILDING WITH TRI-SORTER.  |        |
| 6) RETAIL WASTE WILL BE STORED IN RETAIL STORAGE ROOM AND TRANSPORTED TO TYPE 'G' LOADING AREA AT TIME OF COLLECTION ON DIFFERENT DAYS FROM THE COLLECTION DAYS FOR THE RESIDENTIAL COMPONENT TO ENSURE THAT THE TYPE 'G' LOADING SPACE WILL BE VACANT FOR CITY WASTE COLLECTION.   |        |
| 7) STRUCTURE UNDER COLLECTION VEHICLES SAFELY SUPPORTS FULLY LOADED VEHICLES (35,000KG) AND CONFORMS TO THE FOLLOWING:<br>A. DESIGN CODE- ONTARIO BUILDING CODE<br>B. DESIGN LOAD - CITY BULK LIFT VEHICLE IN ADDITION BUILDING CODE REQUIREMENTS<br>C. IMPACT FACTOR - 5% FOR MAXIMUM VEHICULAR SPEEDS TO 15KM/H AND 30% FOR HIGHER SPEEDS |        |

Plot Time: May 17, 2023 - 6:39pm  
 Drawing Name: \\wzmh\Projects\8196\_VB\_Drawings\10\_Drawings-Design (SD-00)\CAD\CAD Sheets\A-201-210\_Floor Plans.dwg

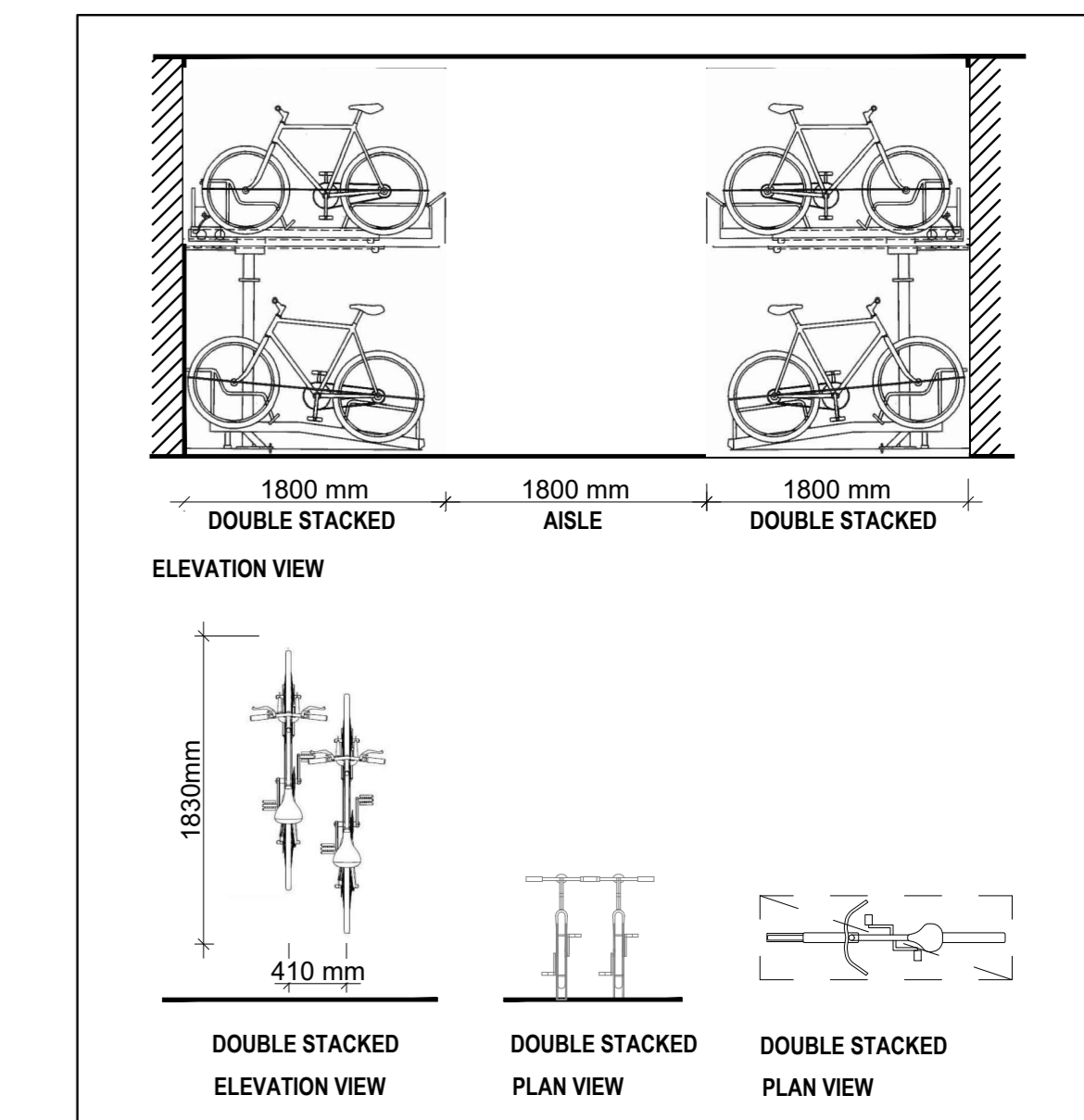
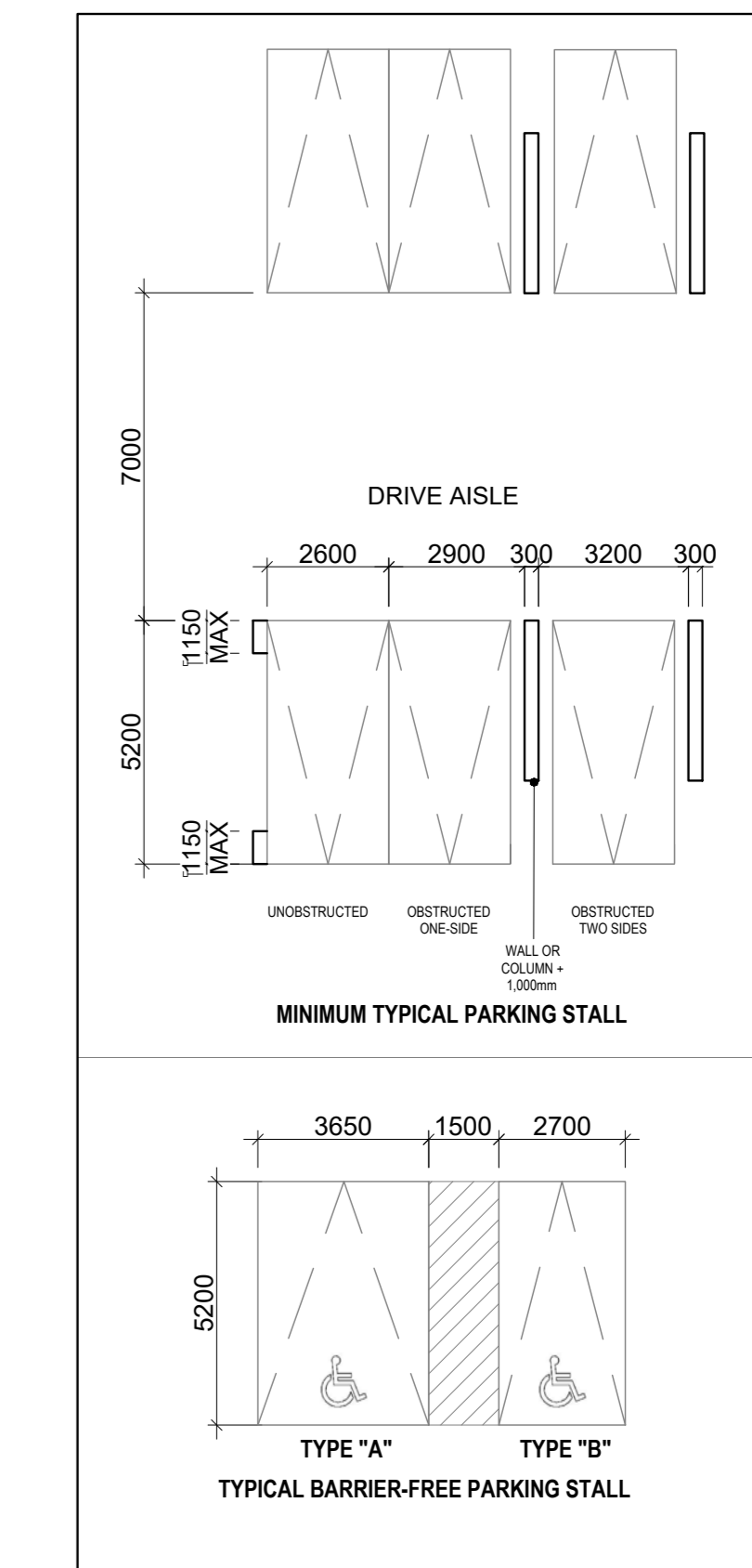
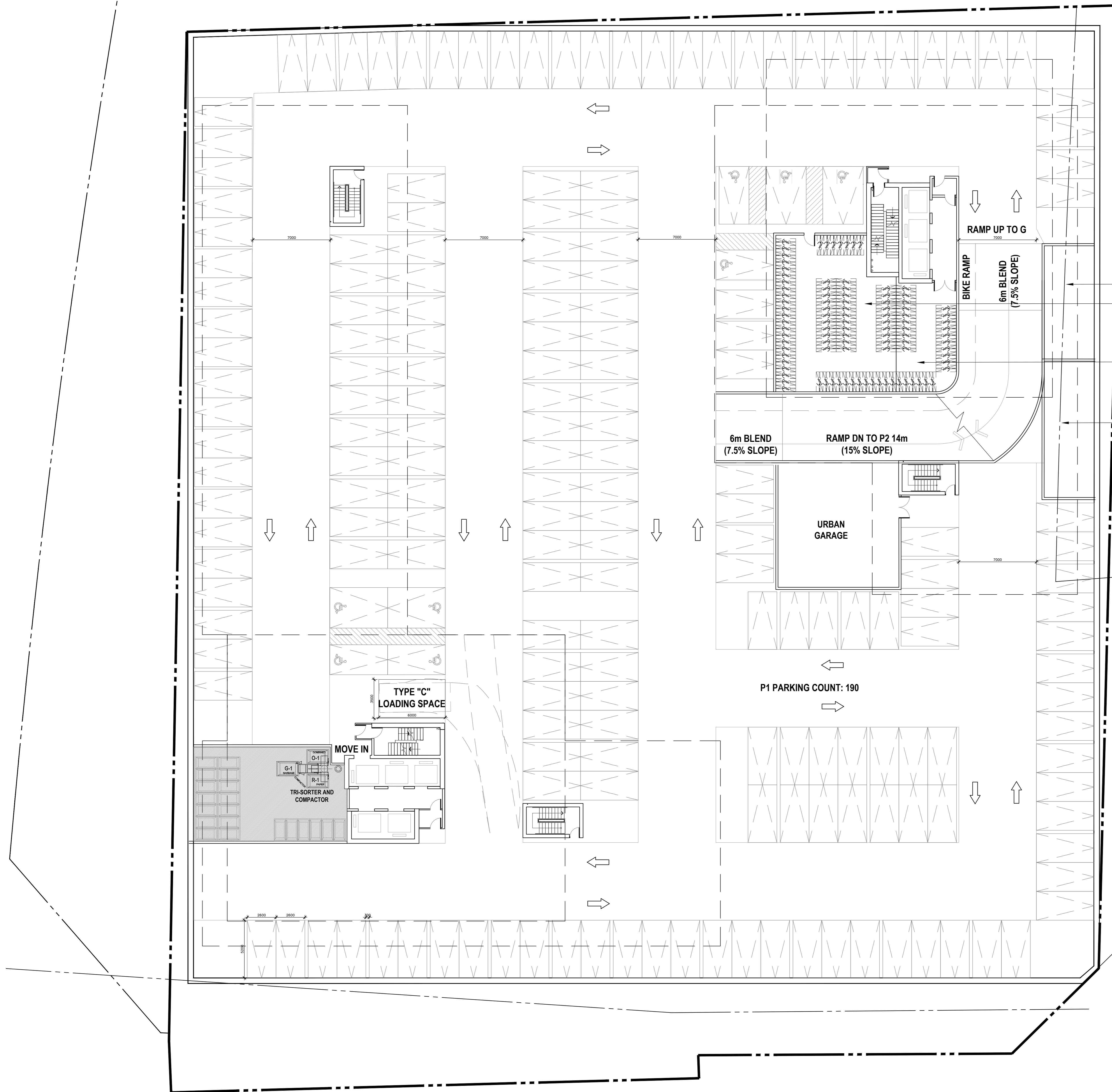
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KEY PLAN



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| <br>ENIRO GROUP<br><small>REAL ESTATE DEVELOPMENT</small>   | 3005 DUNDAS<br>3005 DUNDAS STREET WEST,<br>OAKVILLE, ON, L6M 4J4 | Date        | 05/17/2023   |
|   |  | Scale       | 1:150        |
| <br>WZMH Architects<br>95 St. Clair Ave W., Suite 1500<br>Toronto, Ontario, Canada M5V 1W6<br>Tel: 416-961-4111<br>www.wzmh.com | Drawing Title<br><b>GROUND LEVEL FLOOR PLAN</b>                  | Checked By  | Checker      |
|   |  | Drawing No. | Author       |
|   |  | Project No. | 08196.000    |
|   |  | Drawing No. | <b>A-201</b> |





INCOMING SERVICES  
 LONG TERM BICYCLE PARKING 150  
 SHORT TERM BICYCLE PARKING 50  
 SWM TANK

| ISSUES/REVISIONS |       |      | ISSUES/REVISIONS |                     |            |
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KEY PLAN

Project North

Seal

MMDDYYYY

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CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS APPLIED TO THIS DRAWING. THE DRAWING SHALL NOT BE FORWARDED FOR THE OFFICE OF TOWNSHIP INSPECTION. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNTIL SIGNED AND DATED BY THE ENGINEER AND BY THE NAMED CONSULTANT.

**ENIROX GROUP**  
 REAL ESTATE DEVELOPMENT

**WZMH**  
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 95 St. Clair Ave W., Suite 1500  
 Toronto, Ontario, Canada M5V 1W6  
 Tel: 416-961-4111  
 www.wzmf.com

3005 DUNDAS  
 3005 DUNDAS STREET WEST,  
 OAKVILLE, ON, L6M 4J4

Drawing Title  
**P1 LEVEL  
 PARKING PLAN**

Date: 05/17/2023  
 Scale: 1:150  
 Checked By: Checker  
 Drawn By: Author  
 Project No: 08196.000  
 Drawing No: **A-202**

Plot Time: May 17, 2023 - 6:39pm  
 Drawing Name: \\wzmf\Projects\8196\_V6\_Drawings\10\_Drawings-Design (SD-00)\CAD\CAD Sheets\A-202-210\_Floor Plans.dwg

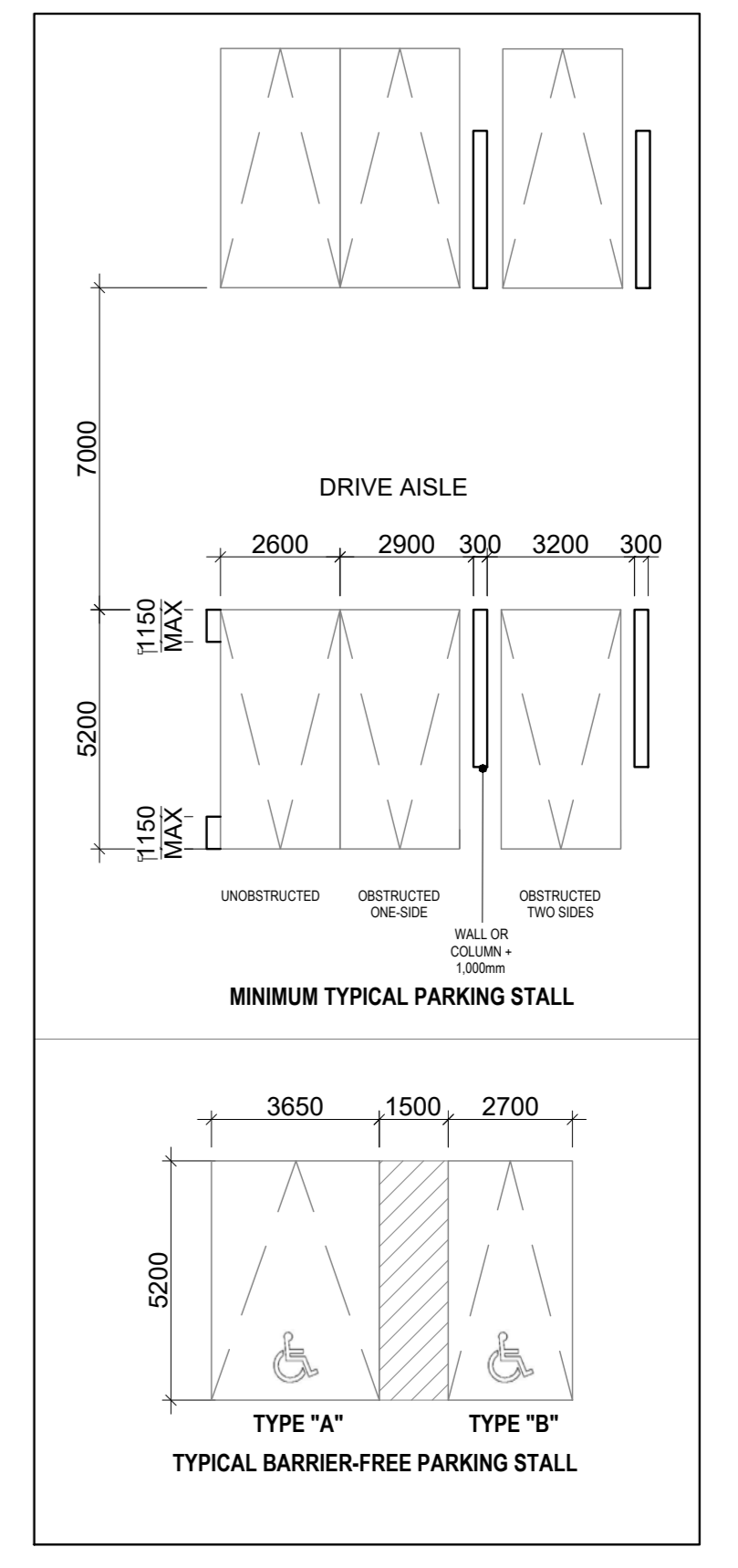
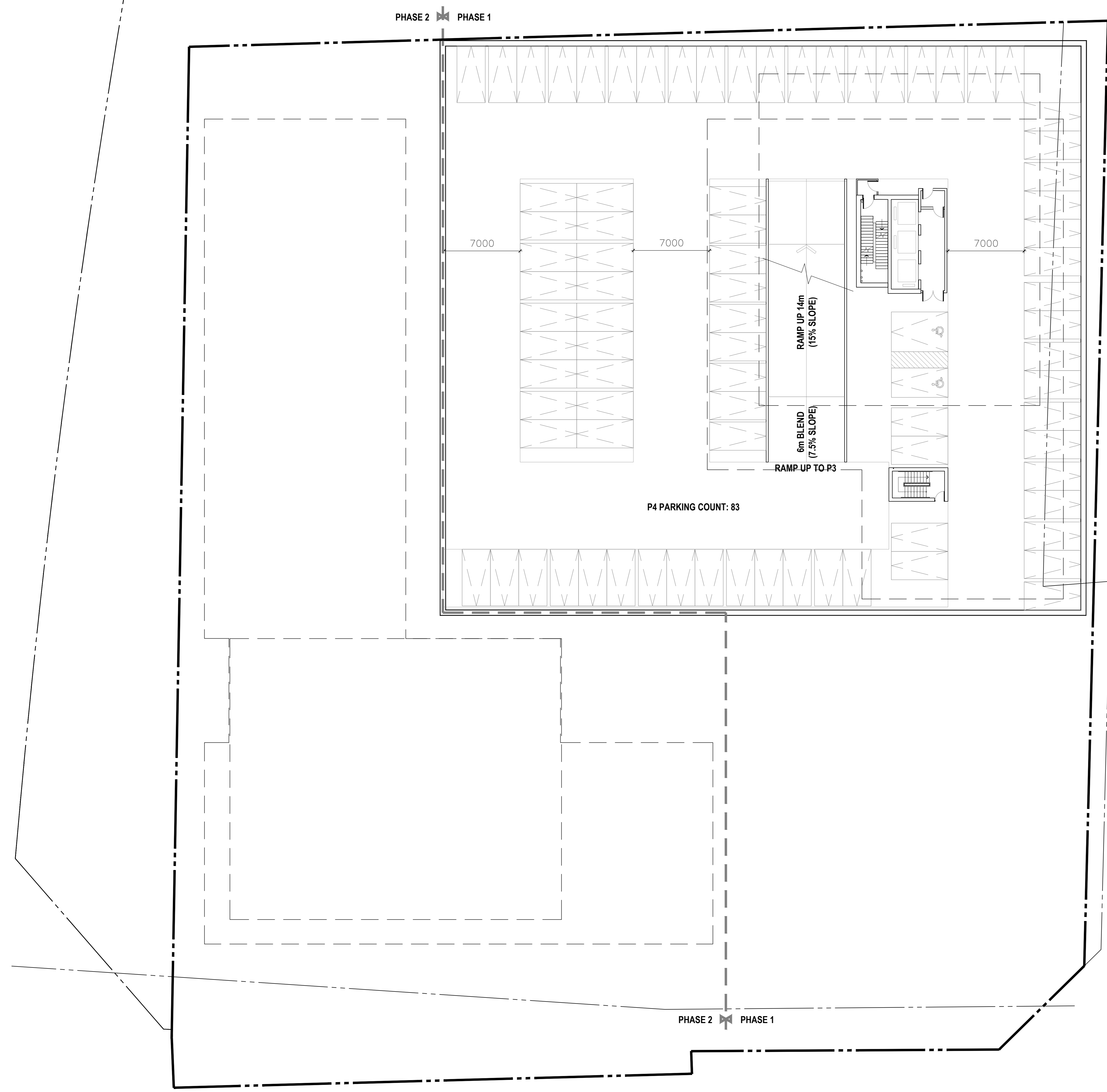








Plot Time: May 17, 2023 - 6:40pm  
 Drawing Name: \\wzmh\Projects\8196\6\_Drawings\10\_Drawings-Design\SD-00\CAD\CAD Sheets\A-201-210\_Floor Plans.dwg



P4 PARKING COUNT: 83

PHASE 2 PHASE 1

| ISSUES/REVISIONS |                     |            | ISSUES/REVISIONS |       |      |
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| ISSUE            | TITLE               | DATE       | ISSUE            | TITLE | DATE |
| B                | ISSUED FOR CP/AD/BA | 05/17/2023 |                  |       |      |
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KEY PLAN

Project North

Seal

MMDDYYYY

05/17/2023

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 Toronto, Ontario, Canada M5V 1W6  
 Tel: 416.961.4111  
 www.wzmf.com

3005 DUNDAS  
 3005 DUNDAS STREET WEST,  
 OAKVILLE, ON, L6M 4J4

Drawing Title:  
**P4 LEVEL  
 PARKING PLAN**

Date: 05/17/2023

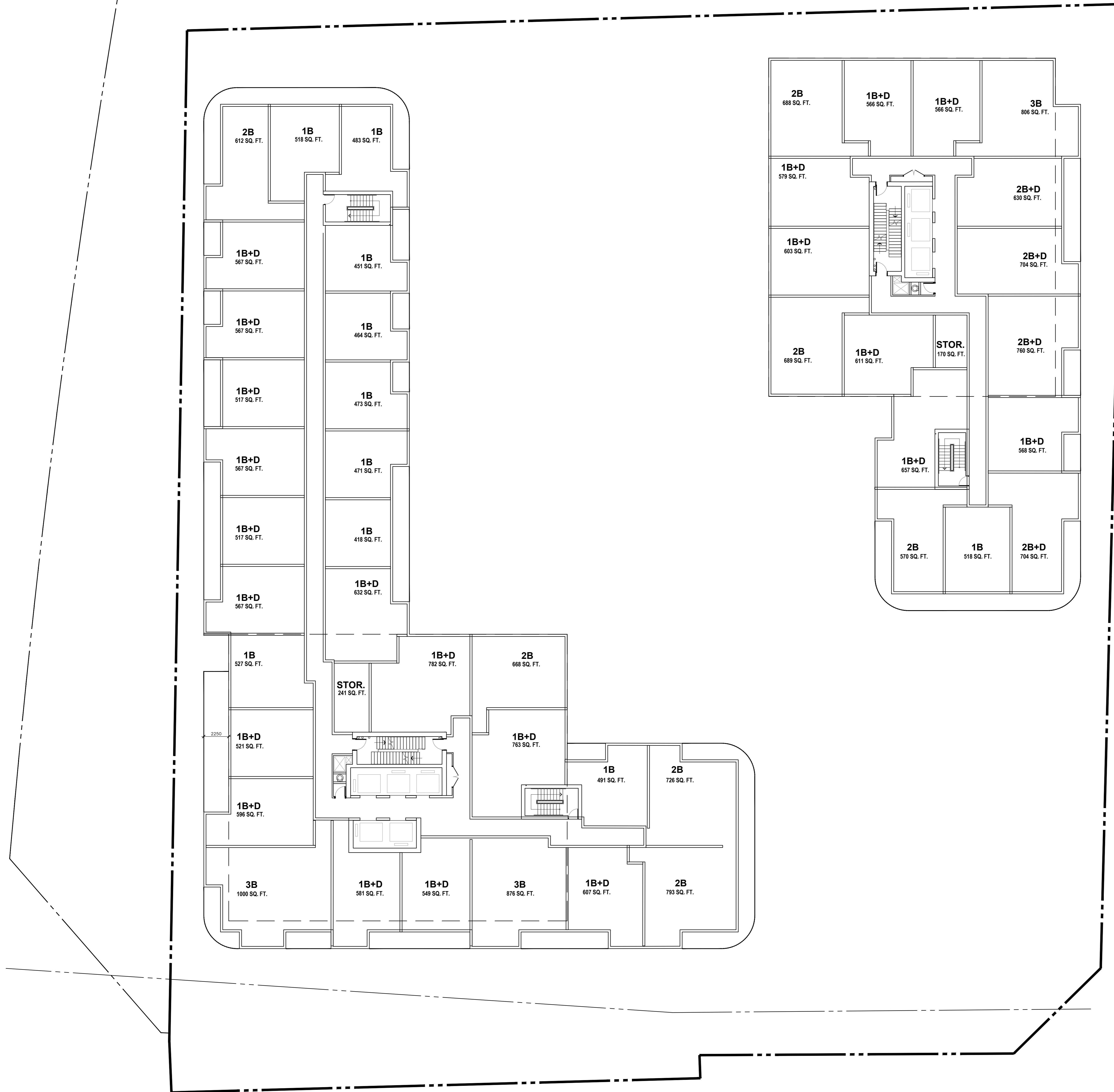
Scale: 1:150

Checked By: Checker

Drawn By: Author

Sheet No: 08196.000

Drawing No: **A-205**



Plot Time: May 17, 2023 - 6:40pm  
 Drawing Name: \\wzmh\Projects\8196\_V6\_Drawings\10\_Drawings-Design (SD-00)\CAD\CAD Sheets\A-200-210\_Floor Plans.dwg

| ISSUES/REVISIONS |       |      | ISSUES/REVISIONS |                     |            |
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KEY PLAN

Project North

Seal

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05/17/2023

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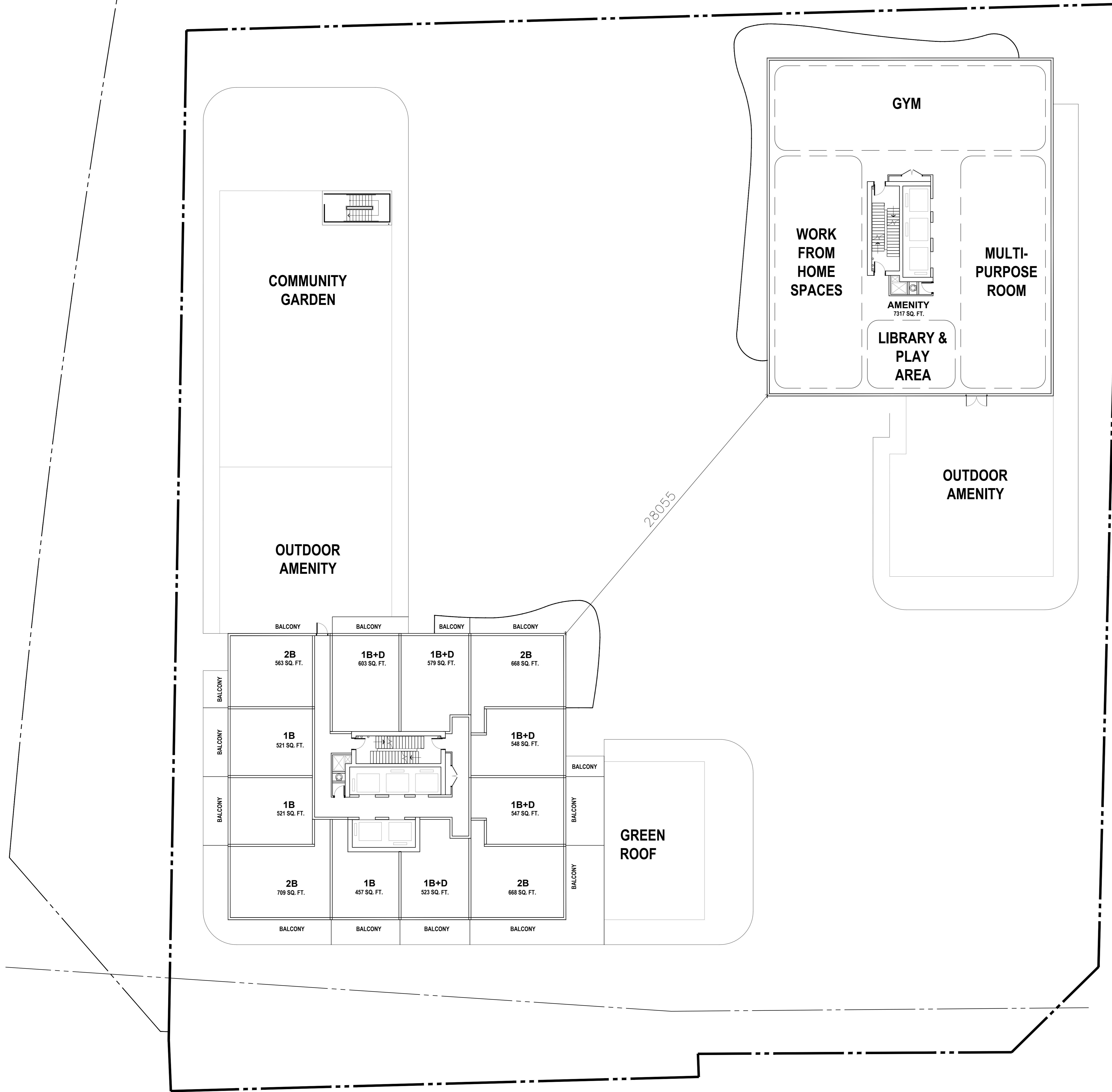
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 WZMH Architects  
 95 St. Clair Ave. W., Suite 1500  
 Toronto, Ontario, Canada M5V 1R6  
 Tel: 416-961-4111  
 www.wzmh.com

3005 DUNDAS  
 3005 DUNDAS STREET WEST,  
 OAKVILLE, ON, L6M 4J4

Drawing Title  
**2ND-3RD LEVEL  
 FLOOR PLAN**

Date: 05/17/2023  
 Scale: 1:150  
 Checked By: Checker  
 Drawn By: Author  
 Project No: 08196.000  
 Drawing No: **A-206**



28055

COMMUNITY GARDEN

OUTDOOR AMENITY

GYM

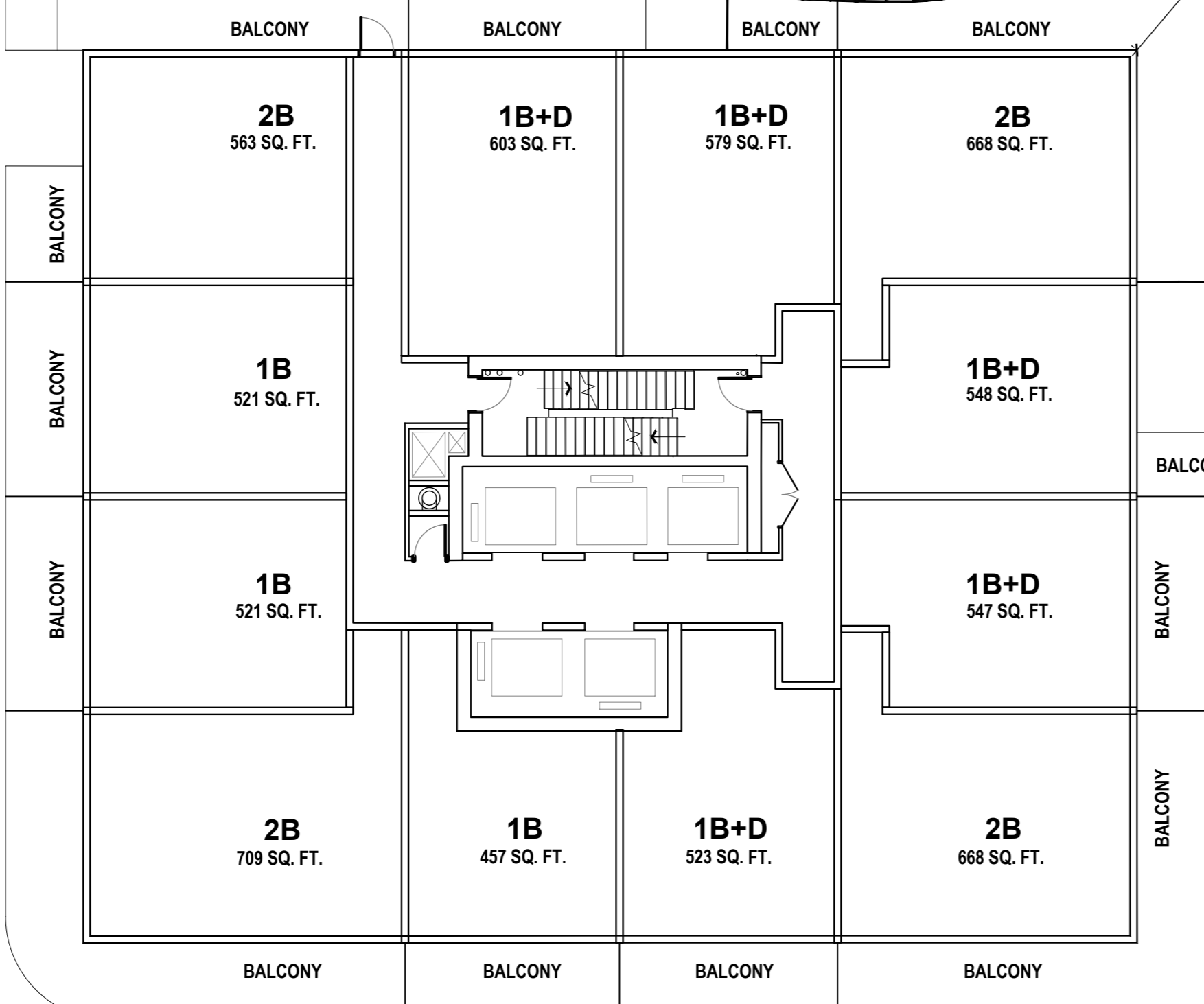
WORK FROM HOME SPACES

MULTI-PURPOSE ROOM

AMENITY  
7317 SQ. FT.

LIBRARY & PLAY AREA

OUTDOOR AMENITY



GREEN ROOF

| ISSUES/REVISIONS |       |      | ISSUES/REVISIONS |                     |            |
|------------------|-------|------|------------------|---------------------|------------|
| ISSUE            | TITLE | DATE | ISSUE            | TITLE               | DATE       |
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KEY PLAN

Project North

Seal

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05/17/2023

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**ENIROX GROUP**  
REAL ESTATE DEVELOPMENT

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WZMH Architects  
95 St. Clair Ave W., Suite 1500  
Toronto, Ontario, Canada M5V 1W6  
Tel: 416-961-4111  
www.wzmr.com

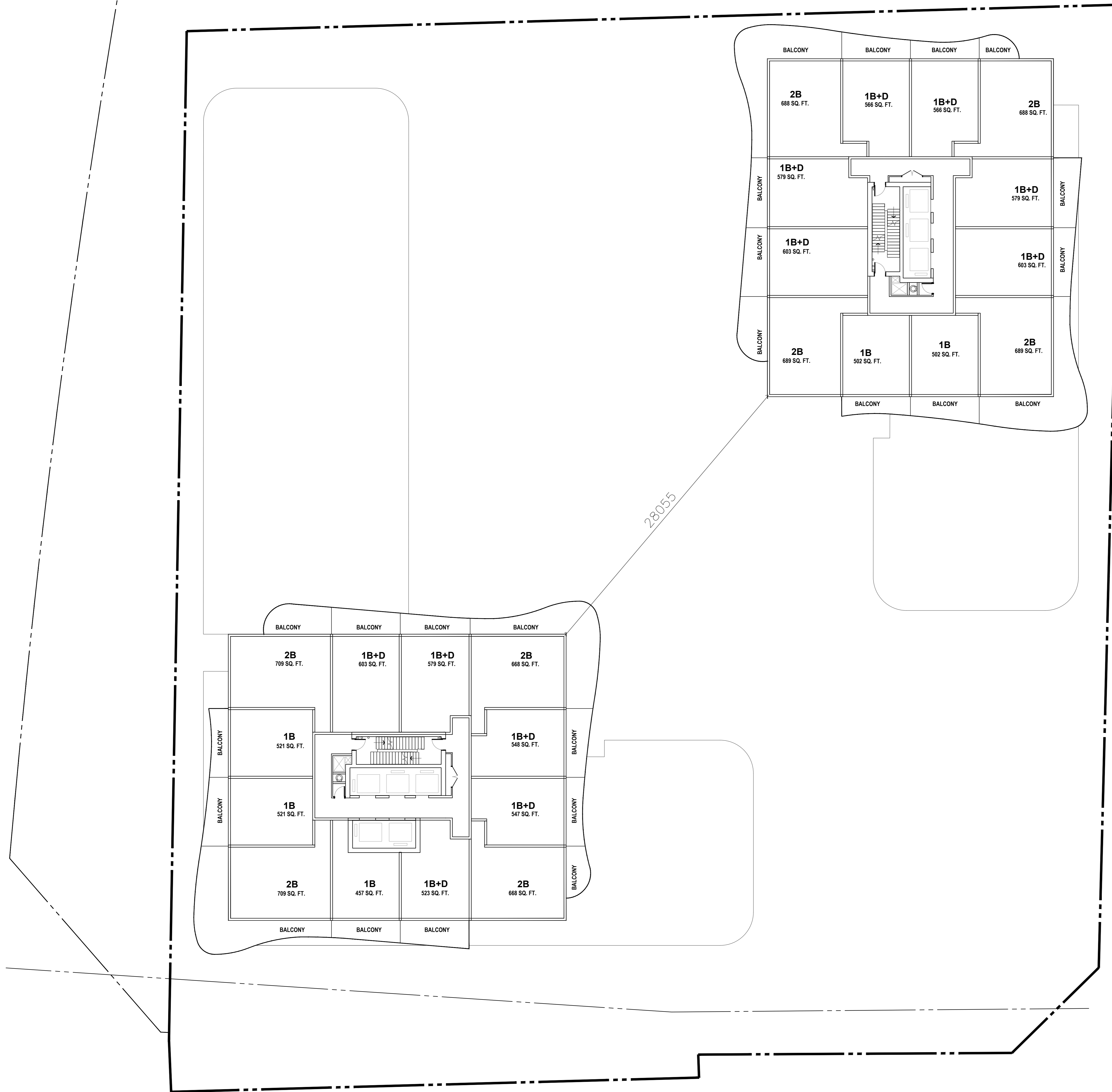
3005 DUNDAS  
3005 DUNDAS STREET WEST,  
OAKVILLE, ON, L6M 4J4

Drawing Title  
**4TH TO 12TH LEVEL  
FLOOR PLAN**

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| Date        | 05/17/2023   |
| Scale       | 1:150        |
| Checked By  | Checker      |
| Drawn By    | Author       |
| Project No. | 08196.000    |
| Drawing No. | <b>A-207</b> |

Plot Time: May 17, 2023 - 6:40pm  
 Drawing Name: \\wzmr\Projects\8196\_V6\_Drawings\10\_Drawings-Design (SD-00)\CAD\CAD Sheets\A-207-210\_Floor Plans.dwg





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| ISSUES/REVISIONS |       |      | ISSUES/REVISIONS |                     |            |
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KEY PLAN

Project North

Seal

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05/17/2023

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3005 DUNDAS  
3005 DUNDAS STREET WEST,  
OAKVILLE, ON, L6M 4J4

Drawing Title  
**5TH TO 12TH LEVEL  
FLOOR PLAN**

Date: 05/17/2023

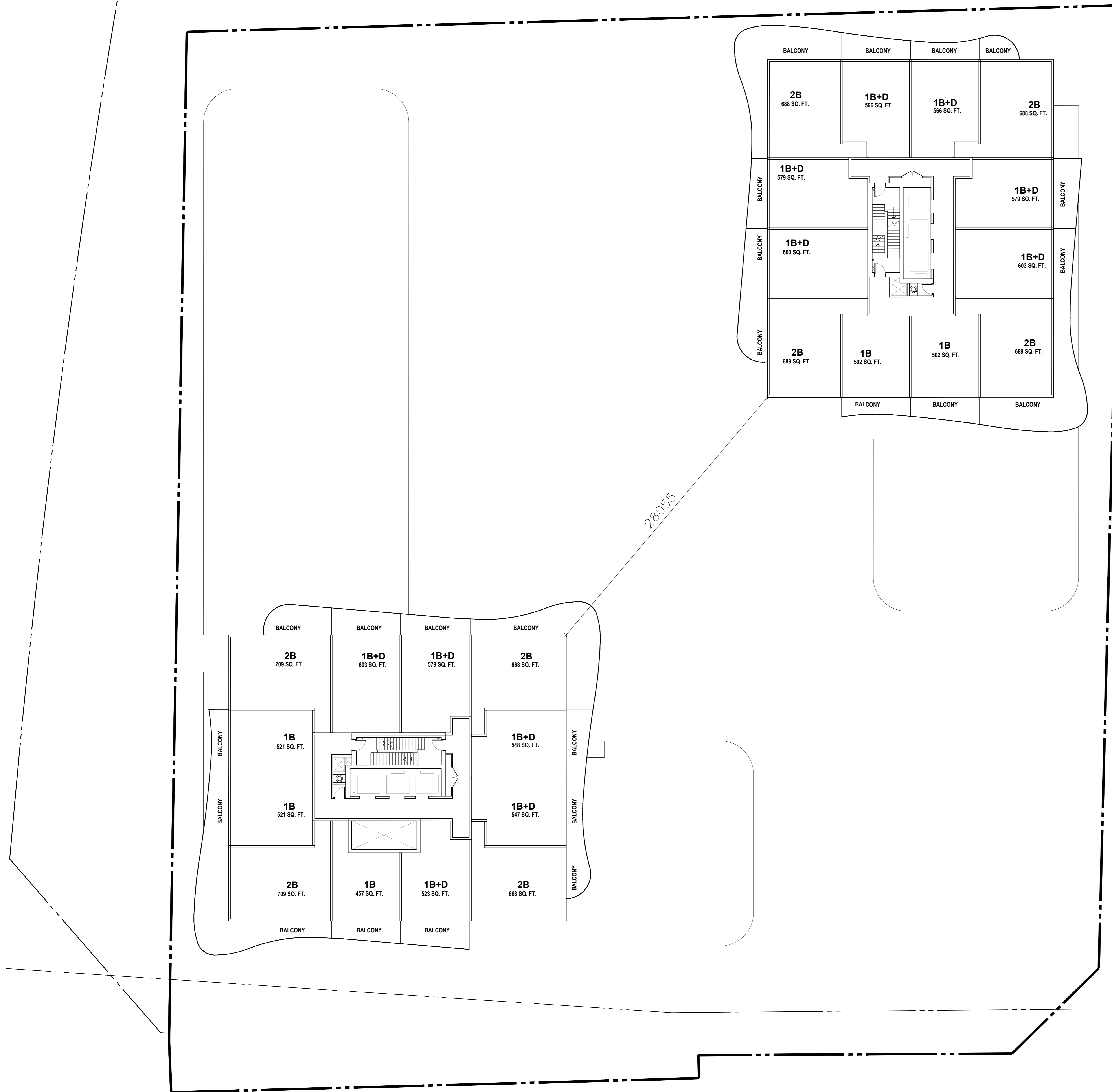
Scale: 1:150

Checked By: Checker

Drawn By: Author

Project No: 08196.000

Drawing No: **A-208**



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| ISSUES/REVISIONS |       |      | ISSUES/REVISIONS |                     |            |
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KEY PLAN

Project North

Seal

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05/17/2023

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**ENIROX GROUP**  
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Toronto, Ontario, Canada M6V 1R6  
Tel: 416.961.4111  
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3005 DUNDAS  
3005 DUNDAS STREET WEST,  
OAKVILLE, ON, L6M 4J4

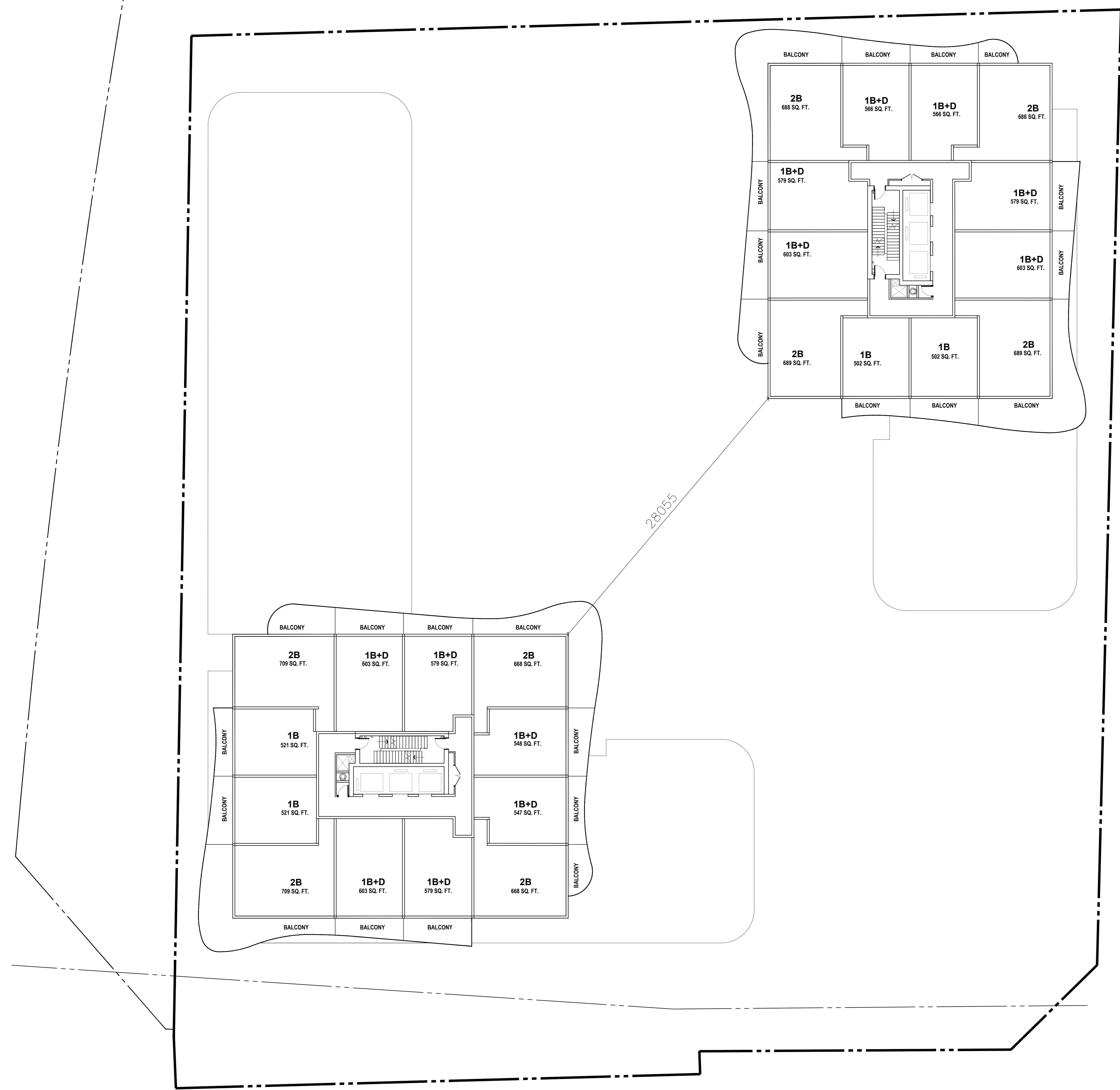
Drawing Title  
**13TH LEVEL FLOOR PLAN**

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| Date        | 05/17/2023   |
| Scale       | 1:150        |
| Checked By  | Checker      |
| Drawn By    | Author       |
| Project No. | 08196.000    |
| Drawing No. | <b>A-209</b> |

Plot Time: May 17, 2023 - 6:40pm  
Drawing Name: \\wzmr\Projects\8196\_V6\_Drawings\10\_Drawings-Design (SD-00)\CAD\CAD Sheets\A-209-210\_Floor Plans.dwg



Plot Time: May 17, 2023 - 6:40pm  
 Drawing Name: \\wzmh\Projects\8196\_V6\_Drawings\10\_Drawings-Design (SD-00)\CAD\CAD Sheets\A-201-210\_Floor Plans.dwg



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| ISSUES/REVISIONS |       |      | ISSUES/REVISIONS |                    |            |
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KEY PLAN

Project North

Seal

MMDDYYYY

05/17/2023

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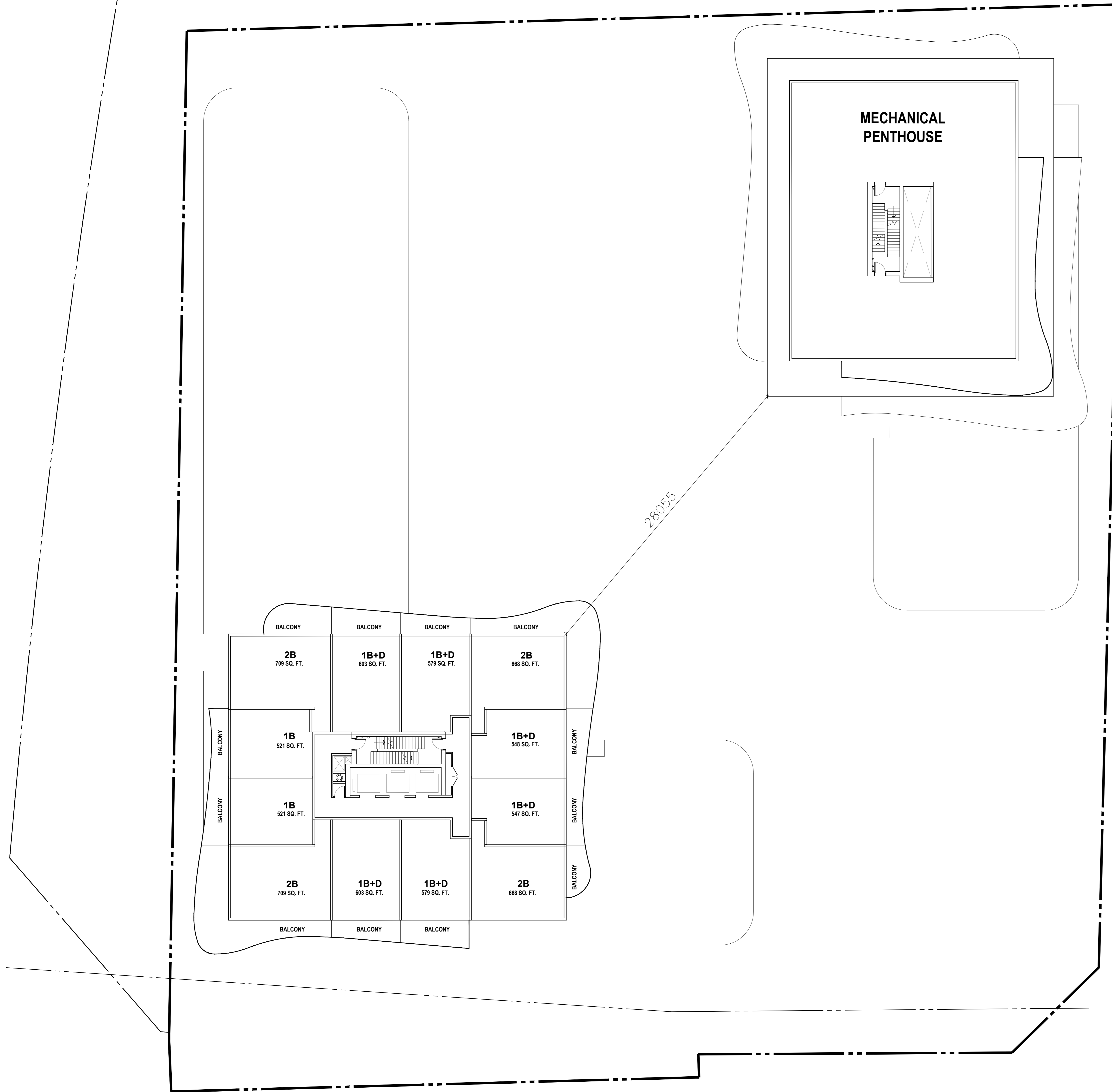
**ENIROX GROUP**  
 REAL ESTATE DEVELOPMENT

**WZMH**  
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 Toronto, Ontario, Canada M6V 1R6  
 Tel: 416.961.4111  
 www.wzmh.com

3005 DUNDAS  
 3005 DUNDAS STREET WEST,  
 OAKVILLE, ON, L6M 4J4

Drawing Title  
**14TH LEVEL - 26TH LEVEL  
 FLOOR PLAN (TYP.)**

|             |              |
|-------------|--------------|
| Date        | 05/17/2023   |
| Scale       | 1:150        |
| Checked By  | Checker      |
| Drawn By    | Author       |
| Project No. | 08196.000    |
| Drawing No. | <b>A-210</b> |



28055

MECHANICAL  
PENTHOUSE

|                   |                     |                     |                   |
|-------------------|---------------------|---------------------|-------------------|
| BALCONY           | BALCONY             | BALCONY             | BALCONY           |
| 2B<br>709 SQ. FT. | 1B+D<br>663 SQ. FT. | 1B+D<br>579 SQ. FT. | 2B<br>668 SQ. FT. |
| BALCONY           | 1B<br>521 SQ. FT.   | 1B+D<br>546 SQ. FT. | BALCONY           |
| BALCONY           | 1B<br>521 SQ. FT.   | 1B+D<br>547 SQ. FT. | BALCONY           |
| 2B<br>709 SQ. FT. | 1B+D<br>663 SQ. FT. | 1B+D<br>579 SQ. FT. | 2B<br>668 SQ. FT. |
| BALCONY           | BALCONY             | BALCONY             |                   |

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KEY PLAN

Project North

Seal

MMDDYYYY

05/17/2023

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS APPLIED TO THE DRAWING. THIS DRAWING IS NOT TO BE USED FOR THE PURPOSES OF THE PROVISIONS OF THE REGULATION OF PROFESSIONAL ENGINEERS ACT. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AND DATED BY THE ENGINEER AND BY THE NAMED CONSULTANT.

**ENIROX GROUP**  
REAL ESTATE DEVELOPMENT

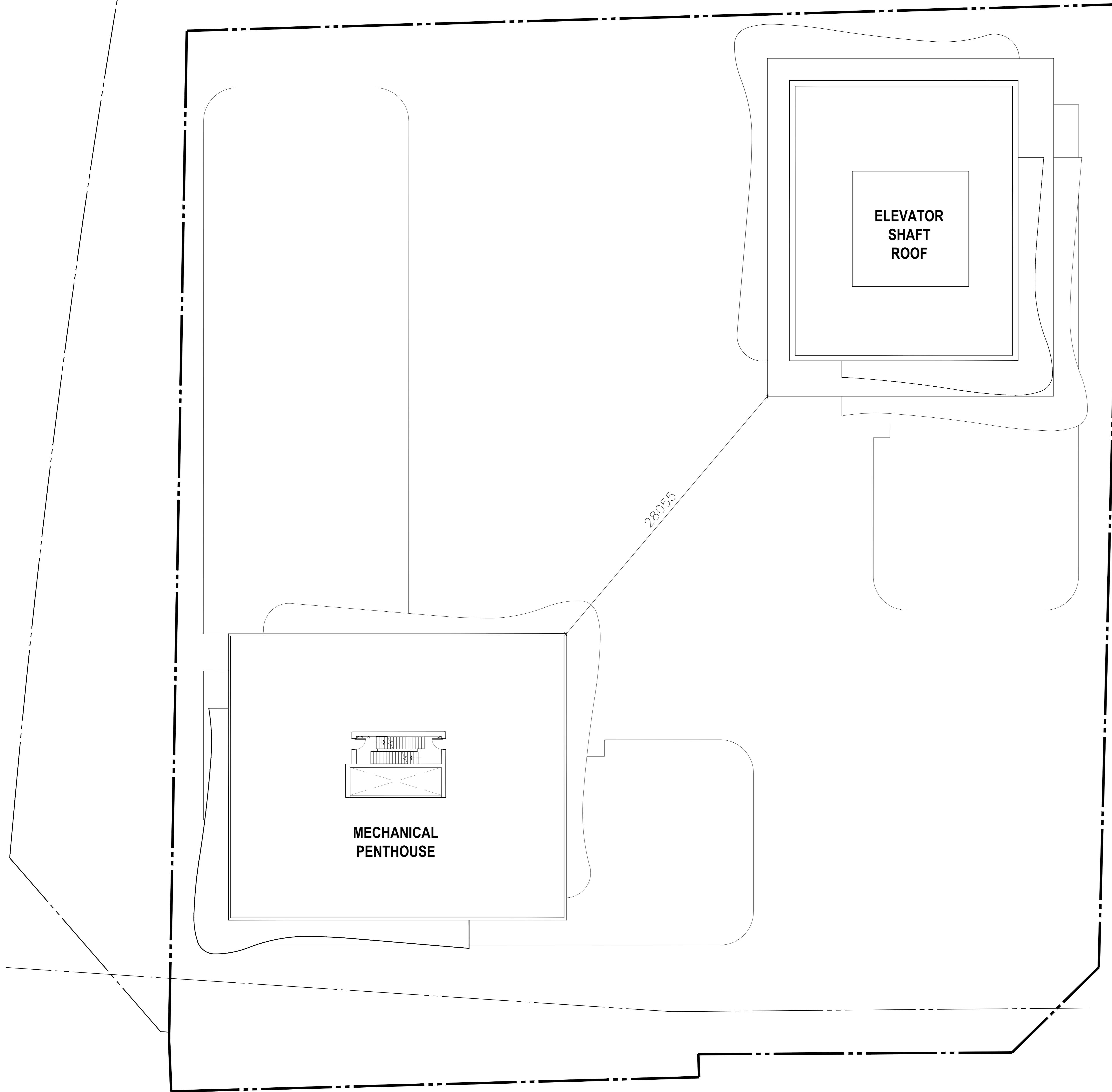
**WZMH**  
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95 St. Clair Ave. W., Suite 1500  
Toronto, Ontario, Canada M5V 1W6  
Tel: 416-961-4111  
www.wzmr.com

3005 DUNDAS  
3005 DUNDAS STREET WEST,  
OAKVILLE, ON, L6M 4J4

Drawing Title  
**27TH LEVEL - 30TH LEVEL  
FLOOR PLAN (TYP.)**

|             |              |
|-------------|--------------|
| Date        | 05/17/2023   |
| Scale       | 1:150        |
| Checked By  | Checker      |
| Drawn By    | Author       |
| Project No. | 08196.000    |
| Drawing No. | <b>A-211</b> |

Plot Time: May 17, 2023 - 6:40pm  
 Drawing Name: \\wzmr\Projects\8196\_V6\_Drawings\10\_Drawings-Design (SD-00)\CAD\CAD Sheets\A-201-210\_Floor Plans.dwg



28055

ELEVATOR  
SHAFT  
ROOF

MECHANICAL  
PENTHOUSE

| ISSUES/REVISIONS |       |      | ISSUES/REVISIONS |                     |            |
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KEY PLAN

Project North

Seal

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05/17/2023

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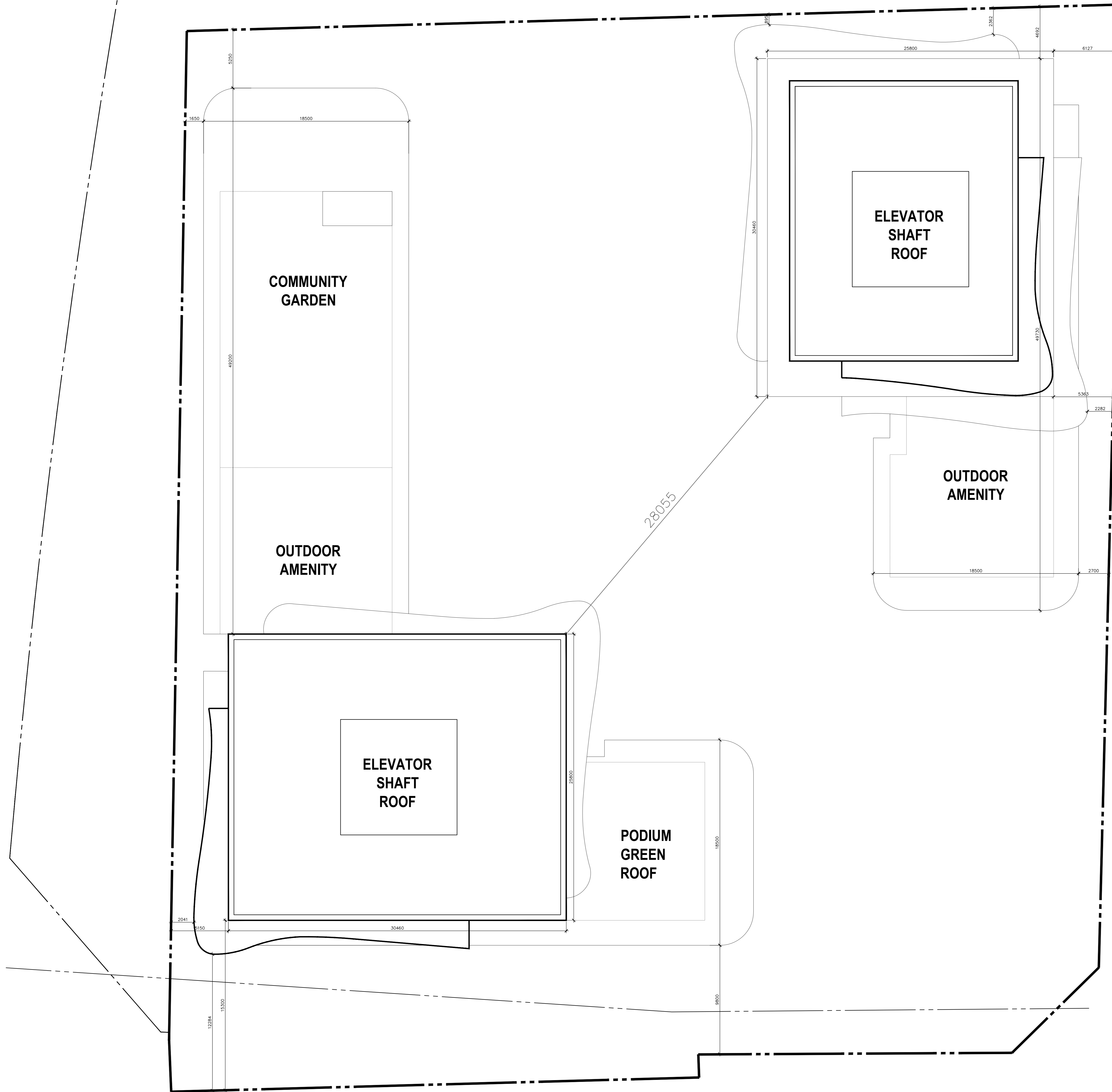
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REAL ESTATE DEVELOPMENT

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95 St. Clair Ave W., Suite 1500  
Toronto, Ontario, Canada M5V 1W6  
Tel: 416-961-4111  
www.wzmr.com

3005 DUNDAS  
3005 DUNDAS STREET WEST,  
OAKVILLE, ON, L6M 4J4

Drawing Title  
**MECHANICAL PENTHOUSE  
FLOOR PLAN**

Date: 05/17/2023  
Scale: 1:150  
Checked By: Checker  
Drawn By: Author  
Revised No: 08196.000  
Drawing No: **A-212**



Plot Time: May 17, 2023 - 6:41pm  
 Drawing Name: \\wzmh\Projects\8196\_V6\_Drawings\10\_Drawings-Design (SD-00)\CAD\CAD Sheets\A-201-210\_Floor Plans.dwg

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|                  |                     |            |                  |       |      |
|                  |                     |            |                  |       |      |
|                  |                     |            |                  |       |      |
|                  |                     |            |                  |       |      |
|                  |                     |            |                  |       |      |

KEY PLAN

Project North

Seal

MMDDYYYY

05/17/2023

CHECK, VERIFY AND REPORT ANY DISCREPANCIES TO THE CONSULTANT WHOSE SEAL IS APPLIED TO THE DRAWING. THE DRAWING SHALL NOT BE FORWARDED FOR THE PURPOSES OF THE RECORD DRAWING. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES UNLESS SIGNED AND DATED BY THE ENGINEER AND BY THE NAMED CONSULTANT.

**ENIROX GROUP**  
 REAL ESTATE DEVELOPMENT

**WZMH Architects**  
 95 St. Clair Ave. W., Suite 1500  
 Toronto, Ontario, Canada M6V 1R6  
 Tel: 416.961.4111  
 www.wzmh.com

**3005 DUNDAS**  
 3005 DUNDAS STREET WEST,  
 OAKVILLE, ON, L6M 4J4

Drawing Title  
**ROOF PLAN**

Date: 05/17/2023  
 Scale: 1:150  
 Checked By: Checker  
 Drawn By: Author  
 Project No: 08196.000  
 Drawing No: **A-213**



# **Appendix B**

## **Sample STAMSON Calculation**

Filename: bronte.te                      Time Period: Day/Night 16/8 hours  
Description: South Podium Receptor

Road data, segment # 1: Dundas West (day/night)

-----  
Car traffic volume : 28532/4913    veh/TimePeriod  
Medium truck volume : 265/46    veh/TimePeriod  
Heavy truck volume : 707/129    veh/TimePeriod  
Posted speed limit : 70 km/h  
Road gradient : 0 %  
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Dundas West (day/night)

-----  
Angle1    Angle2                      : -90.00 deg    -65.00 deg  
Wood depth : 0    (No woods.)  
No of house rows : 0 / 0  
Surface : 2    (Reflective ground surface)  
Receiver source distance : 72.81 / 72.81 m  
Receiver height : 10.50 / 10.50 m  
Topography : 1    (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 2: Bronte (day/night)

-----  
Car traffic volume : 23747/4089    veh/TimePeriod  
Medium truck volume : 202/35    veh/TimePeriod  
Heavy truck volume : 707/122    veh/TimePeriod  
Posted speed limit : 70 km/h  
Road gradient : 0 %  
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: Bronte (day/night)

-----  
Angle1    Angle2                      : 0.00 deg    80.00 deg  
Wood depth : 0    (No woods.)  
No of house rows : 0 / 0  
Surface : 2    (Reflective ground surface)  
Receiver source distance : 64.10 / 64.10 m  
Receiver height : 10.50 / 10.50 m  
Topography : 1    (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Road data, segment # 3: Dundas East (day/night)

-----  
Car traffic volume : 25232/4344    veh/TimePeriod  
Medium truck volume : 265/46    veh/TimePeriod  
Heavy truck volume : 745/129    veh/TimePeriod  
Posted speed limit : 70 km/h  
Road gradient : 0 %  
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 3: Dundas East (day/night)

-----

Angle1 Angle2 : -65.00 deg 90.00 deg  
 Wood depth : 0 (No woods.)  
 No of house rows : 0 / 0  
 Surface : 2 (Reflective ground surface)  
 Receiver source distance : 30.38 / 30.38 m  
 Receiver height : 10.50 / 10.50 m  
 Topography : 1 (Flat/gentle slope; no barrier)  
 Reference angle : 0.00

Result summary (day)

|               | ! source ! | Road !  | Total     |
|---------------|------------|---------|-----------|
|               | ! height ! | Leq !   | Leq       |
|               | ! (m) !    | (dBA) ! | (dBA)     |
| 1.Dundas West | ! 1.24 !   | 56.51 ! | 56.51     |
| 2.Bronte      | ! 1.30 !   | 61.69 ! | 61.69     |
| 3.Dundas East | ! 1.30 !   | 68.10 ! | 68.10     |
|               | Total      |         | 69.23 dBA |

Result summary (night)

|               | ! source ! | Road !  | Total     |
|---------------|------------|---------|-----------|
|               | ! height ! | Leq !   | Leq       |
|               | ! (m) !    | (dBA) ! | (dBA)     |
| 1.Dundas West | ! 1.26 !   | 52.01 ! | 52.01     |
| 2.Bronte      | ! 1.30 !   | 57.07 ! | 57.07     |
| 3.Dundas East | ! 1.30 !   | 63.49 ! | 63.49     |
|               | Total      |         | 64.63 dBA |

TOTAL Leq FROM ALL SOURCES (DAY): 69.23  
 (NIGHT): 64.63

# Appendix C

## Road Traffic Data



# Dundas St W @ Regional Rd 25

## Morning Peak Diagram

### Specified Period

**From:** 7:00:00

**To:** 9:00:00

### One Hour Peak

**From:** 7:45:00

**To:** 8:45:00

**Municipality:** Halton Region  
**Site #:** 0000003223  
**Intersection:** Dundas St W & Regional Rd 25  
**TFR File #:** 12  
**Count date:** 22-Oct-2019

**Weather conditions:**  
Overcast/Wet  
**Person(s) who counted:**  
Cam

**\*\* Signalized Intersection \*\***

**Major Road:** Dundas St W runs W/E

North Leg Total: 2504  
 North Entering: 1374  
 North Peds: 1  
 Peds Cross:  $\times$

|               |            |            |            |      |
|---------------|------------|------------|------------|------|
| Heavys        | 6          | 35         | 8          | 49   |
| Trucks        | 6          | 11         | 1          | 18   |
| Cars          | 146        | 933        | 228        | 1307 |
| <b>Totals</b> | <b>158</b> | <b>979</b> | <b>237</b> |      |



|               |             |
|---------------|-------------|
| Heavys        | 36          |
| Trucks        | 10          |
| Cars          | 1084        |
| <b>Totals</b> | <b>1130</b> |

East Leg Total: 2800  
 East Entering: 893  
 East Peds: 1  
 Peds Cross:  $\times$

|        |        |      |        |
|--------|--------|------|--------|
| Heavys | Trucks | Cars | Totals |
| 64     | 24     | 832  | 920    |

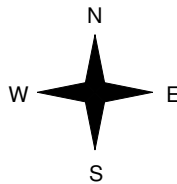


Regional Rd 25

|            |           |           |        |
|------------|-----------|-----------|--------|
| Cars       | Trucks    | Heavys    | Totals |
| 168        | 2         | 7         | 177    |
| 520        | 14        | 52        | 586    |
| 107        | 5         | 18        | 130    |
| <b>795</b> | <b>21</b> | <b>77</b> |        |



Dundas St W



|           |           |             |        |
|-----------|-----------|-------------|--------|
| Heavys    | Trucks    | Cars        | Totals |
| 6         | 5         | 253         | 264    |
| 29        | 8         | 1449        | 1486   |
| 11        | 1         | 393         | 405    |
| <b>46</b> | <b>14</b> | <b>2095</b> |        |



Dundas St W



Regional Rd 25

|      |        |        |        |
|------|--------|--------|--------|
| Cars | Trucks | Heavys | Totals |
| 1849 | 15     | 43     | 1907   |

Peds Cross:  $\times$   
 West Peds: 0  
 West Entering: 2155  
 West Leg Total: 3075

|               |             |
|---------------|-------------|
| Cars          | 1433        |
| Trucks        | 17          |
| Heavys        | 64          |
| <b>Totals</b> | <b>1514</b> |



|               |            |            |            |      |
|---------------|------------|------------|------------|------|
| Cars          | 166        | 663        | 172        | 1001 |
| Trucks        | 4          | 3          | 6          | 13   |
| Heavys        | 6          | 23         | 6          | 35   |
| <b>Totals</b> | <b>176</b> | <b>689</b> | <b>184</b> |      |

Peds Cross:  $\times$   
 South Peds: 2  
 South Entering: 1049  
 South Leg Total: 2563

## Comments

# Dundas St W @ Regional Rd 25

## Mid-day Peak Diagram

### Specified Period

**From:** 11:00:00

**To:** 14:00:00

### One Hour Peak

**From:** 12:15:00

**To:** 13:15:00

**Municipality:** Halton Region  
**Site #:** 0000003223  
**Intersection:** Dundas St W & Regional Rd 25  
**TFR File #:** 12  
**Count date:** 22-Oct-2019

**Weather conditions:**  
Overcast/Wet  
**Person(s) who counted:**  
Cam

**\*\* Signalized Intersection \*\***

**Major Road:** Dundas St W runs W/E

North Leg Total: 1358  
 North Entering: 725  
 North Peds: 0  
 Peds Cross:  $\times$

|               |            |            |            |     |
|---------------|------------|------------|------------|-----|
| Heavys        | 10         | 58         | 0          | 68  |
| Trucks        | 5          | 10         | 0          | 15  |
| Cars          | 86         | 423        | 133        | 642 |
| <b>Totals</b> | <b>101</b> | <b>491</b> | <b>133</b> |     |



|               |            |
|---------------|------------|
| Heavys        | 52         |
| Trucks        | 11         |
| Cars          | 570        |
| <b>Totals</b> | <b>633</b> |

East Leg Total: 1463  
 East Entering: 732  
 East Peds: 2  
 Peds Cross:  $\times$

|        |        |      |        |
|--------|--------|------|--------|
| Heavys | Trucks | Cars | Totals |
| 43     | 20     | 690  | 753    |

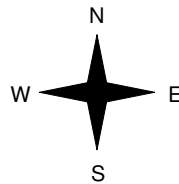


Regional Rd 25

|            |           |           |        |
|------------|-----------|-----------|--------|
| Cars       | Trucks    | Heavys    | Totals |
| 93         | 0         | 5         | 98     |
| 453        | 10        | 24        | 487    |
| 128        | 2         | 17        | 147    |
| <b>674</b> | <b>12</b> | <b>46</b> |        |



Dundas St W



|           |           |            |        |
|-----------|-----------|------------|--------|
| Heavys    | Trucks    | Cars       | Totals |
| 3         | 2         | 100        | 105    |
| 34        | 10        | 451        | 495    |
| 9         | 6         | 167        | 182    |
| <b>46</b> | <b>18</b> | <b>718</b> |        |



Dundas St W



Peds Cross:  $\times$   
 West Peds: 0  
 West Entering: 782  
 West Leg Total: 1535

|               |            |               |            |            |            |     |
|---------------|------------|---------------|------------|------------|------------|-----|
| Cars          | 718        | Cars          | 151        | 377        | 92         | 620 |
| Trucks        | 18         | Trucks        | 5          | 9          | 2          | 16  |
| Heavys        | 84         | Heavys        | 9          | 44         | 9          | 62  |
| <b>Totals</b> | <b>820</b> | <b>Totals</b> | <b>165</b> | <b>430</b> | <b>103</b> |     |



Regional Rd 25



Peds Cross:  $\times$   
 South Peds: 1  
 South Entering: 698  
 South Leg Total: 1518

## Comments



# Dundas St W @ Regional Rd 25

## Afternoon Peak Diagram

### Specified Period

**From:** 15:00:00

**To:** 18:00:00

### One Hour Peak

**From:** 16:45:00

**To:** 17:45:00

**Municipality:** Halton Region  
**Site #:** 0000003223  
**Intersection:** Dundas St W & Regional Rd 25  
**TFR File #:** 12  
**Count date:** 22-Oct-2019

### Weather conditions:

Overcast/Wet

### Person(s) who counted:

Cam

### \*\* Signalized Intersection \*\*

**Major Road:** Dundas St W runs W/E

North Leg Total: 2628

North Entering: 1136

North Peds: 0

Peds Cross:  $\times$

|               |            |            |            |      |
|---------------|------------|------------|------------|------|
| Heavys        | 3          | 17         | 0          | 20   |
| Trucks        | 1          | 3          | 1          | 5    |
| Cars          | 264        | 635        | 212        | 1111 |
| <b>Totals</b> | <b>268</b> | <b>655</b> | <b>213</b> |      |



Heavys 42

Trucks 9

Cars 1441

**Totals 1492**

East Leg Total: 2662

East Entering: 1447

East Peds: 1

Peds Cross:  $\times$

|        |        |      |        |
|--------|--------|------|--------|
| Heavys | Trucks | Cars | Totals |
| 14     | 10     | 1743 | 1767   |

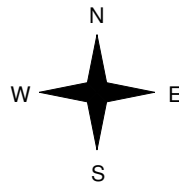
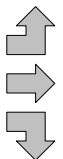


Regional Rd 25

|             |           |           |        |
|-------------|-----------|-----------|--------|
| Cars        | Trucks    | Heavys    | Totals |
| 185         | 2         | 1         | 188    |
| 1114        | 8         | 8         | 1130   |
| 122         | 2         | 5         | 129    |
| <b>1421</b> | <b>12</b> | <b>14</b> |        |



|           |          |             |        |
|-----------|----------|-------------|--------|
| Heavys    | Trucks   | Cars        | Totals |
| 2         | 1        | 206         | 209    |
| 16        | 6        | 863         | 885    |
| 5         | 0        | 200         | 205    |
| <b>23</b> | <b>7</b> | <b>1269</b> |        |



Dundas St W

Dundas St W



Peds Cross:  $\times$

West Peds: 0

West Entering: 1299

West Leg Total: 3066

|               |            |               |            |             |            |      |
|---------------|------------|---------------|------------|-------------|------------|------|
| Cars          | 957        | Cars          | 365        | 1050        | 112        | 1527 |
| Trucks        | 5          | Trucks        | 1          | 6           | 0          | 7    |
| Heavys        | 27         | Heavys        | 3          | 39          | 5          | 47   |
| <b>Totals</b> | <b>989</b> | <b>Totals</b> | <b>369</b> | <b>1095</b> | <b>117</b> |      |



Regional Rd 25

Peds Cross:  $\times$

South Peds: 5

South Entering: 1581

South Leg Total: 2570

## Comments

# Dundas St W @ Regional Rd 25

## Total Count Diagram

**Municipality:** Halton Region

**Site #:** 0000003223

**Intersection:** Dundas St W & Regional Rd 25

**TFR File #:** 12

**Count date:** 22-Oct-2019

**Weather conditions:**

Overcast/Wet

**Person(s) who counted:**

Cam

**\*\* Signalized Intersection \*\***

**Major Road:** Dundas St W runs W/E

North Leg Total: 15402

North Entering: 7635

North Peds: 1

Peds Cross:  $\times$

|               |             |             |             |      |
|---------------|-------------|-------------|-------------|------|
| Heavys        | 56          | 306         | 21          | 383  |
| Trucks        | 26          | 72          | 6           | 104  |
| Cars          | 1222        | 4614        | 1312        | 7148 |
| <b>Totals</b> | <b>1304</b> | <b>4992</b> | <b>1339</b> |      |



Heavys 358

Trucks 93

Cars 7316

**Totals 7767**

East Leg Total: 16505

East Entering: 7740

East Peds: 18

Peds Cross:  $\times$

|        |        |      |        |
|--------|--------|------|--------|
| Heavys | Trucks | Cars | Totals |
| 325    | 119    | 8310 | 8754   |

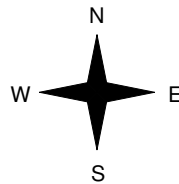


Regional Rd 25

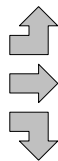
|             |            |            |        |
|-------------|------------|------------|--------|
| Cars        | Trucks     | Heavys     | Totals |
| 975         | 11         | 26         | 1012   |
| 5318        | 69         | 210        | 5597   |
| 981         | 33         | 117        | 1131   |
| <b>7274</b> | <b>113</b> | <b>353</b> |        |



Dundas St W



|            |           |             |        |
|------------|-----------|-------------|--------|
| Heavys     | Trucks    | Cars        | Totals |
| 44         | 16        | 1355        | 1415   |
| 216        | 58        | 6116        | 6390   |
| 80         | 10        | 1829        | 1919   |
| <b>340</b> | <b>84</b> | <b>9300</b> |        |



Dundas St W



|      |        |        |        |
|------|--------|--------|--------|
| Cars | Trucks | Heavys | Totals |
| 8374 | 82     | 309    | 8765   |

Peds Cross:  $\times$

West Peds: 0

West Entering: 9724

West Leg Total: 18478

|               |             |
|---------------|-------------|
| Cars          | 7424        |
| Trucks        | 115         |
| Heavys        | 503         |
| <b>Totals</b> | <b>8042</b> |



|               |             |             |             |      |
|---------------|-------------|-------------|-------------|------|
| Cars          | 1770        | 4986        | 946         | 7702 |
| Trucks        | 24          | 66          | 18          | 108  |
| Heavys        | 59          | 288         | 72          | 419  |
| <b>Totals</b> | <b>1853</b> | <b>5340</b> | <b>1036</b> |      |

Peds Cross:  $\times$

South Peds: 23

South Entering: 8229

South Leg Total: 16271

### Comments



