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MEMORANDUM

| | | |
|--------------|---|---|
| DATE: | 2024-10-04 | RWDI Reference No.: 2302744 |
| TO: | Clarence Qian | EMAIL: czqian@distrikt.com |
| FROM: | Scott Bell Ben Coulson, P.Eng. Caelan Weber-Martin | EMAIL: Scott.Bell@rwdi.com EMAIL: Ben.Coulson@rwdi.com EMAIL: Caelan.Weber-Martin@rwdi.com |
| RE: | Addendum to Land-Use Compatibility Study- Oakville TOC 590 Argus Road, Oakville, Ontario | |

Dear Mr. Qian,

RWDI was retained to prepare a Land Use Compatibility Study for the proposed mixed-use development located at 590 Argus Road in Oakville, Ontario. The assessment was completed in support of a site-specific Official Plan Amendment and Zoning By-law Amendment application as required by the City of Oakville. RWDI issued a report titled "590 Argus Road – Land-Use Compatibility/Mitigation Study", dated March 30, 2023.

Since that report was prepared, we understand that the Site Plan for the proposed development has been updated. The updated Site Plan drawings, dated August 27, 2024, include the following changes:

- Revision to the Post-Development Property Line along Argus Road due to Argus Road realignment;
- Revision to the Post-Development Property Line along South Service Road due to South Service Road planned realignment;
- Revision to the location of the 14.0m MTO setback, resulting in a shift of the podium levels to the north, closer to South Service Road;
- Indoor amenity space along the north of the proposed development changed to exterior amenity spaces atop the northern podium levels; and
- Revision to building heights.

Upon RWDI's review, the updated Site Plan drawings do not change the results presented within the Land-Use Compatibility Study, dated March 30, 2023. The changes may alter design expectations with respect to noise which will be further considered as part of a detailed noise assessment. RWDI is aware that future massing design may occur. RWDI will continue to work with the design team to provide wind updates at the next planning submission.

If you require additional information, please do not hesitate to contact us.



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ATTACHMENT

FINAL REPORT



590 ARGUS ROAD

OAKVILLE, ONTARIO

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

RWDI # 2302744

March 30, 2023

SUBMITTED TO

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1 INTRODUCTION

RWDI was retained by Distrikt to undertake a land use compatibility/mitigation study in support of a site-specific Official Plan Amendment and Zoning By-law Amendment to permit mixed-use on lands located at 590 Argus Road in the city of Oakville, Ontario (“subject lands” or “proposed development”). The proposal for the subject lands is to include 44 storey, 50 storey and 58 storey towers, connected on the northwest side by a 5 storey podium. The location of the subject lands is shown on **Figure 1**. Detailed architectural drawings for the proposed development are included in **Appendix A**.

The subject lands are currently used for commercial use as a hotel. The surrounding land use consists primarily of commercial lands with residential uses to the northwest.

The scope of this study was to identify any existing and potential land use compatibility issues, with respect to air quality and noise, and evaluate options to achieve appropriate design, buffering and/or separation distances between the proposed sensitive land uses and nearby employment areas and/or major facilities.

2 LAND USE COMPATIBILITY POLICIES AND GUIDELINES

2.1 Halton Region Land Use Compatibility Guidelines

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

2.2 Livable Oakville - Town of Oakville Official Plan

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



2.3 Provincial Policy Statement

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

“Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures. ”

Section 1.6.8.3 of Part V of the Provincial Policy Statement 2020 further states that “New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.”

2.4 Provincial Compatibility Guidelines

The Ministry of Environment, Conservation and Parks’ (MECP) D-series guidelines deal with land use compatibility in Ontario. The most relevant guideline in the present case is D-6 (Compatibility between Industrial Facilities, (MOE 1995). It provides a classification scheme for industries based their potential for emissions that could cause adverse effects. The classification scheme is summarized in **Table 1**.

Table 1: D-6 Industry Classification Scheme

| Class | Descriptors |
|-------|---|
| I | <ul style="list-style-type: none"> • Small scale • Self-contained • Packaged product • Low probability of fugitive emissions • Daytime operations only • Infrequent and/or low intensity outputs of noise, odour, dust, vibration |
| II | <ul style="list-style-type: none"> • Medium scale • Outdoor storage of wastes or materials • Periodic outputs of minor annoyance • Low probability of fugitive emissions • Shift operations • Frequent movement of products and/or heavy trucks during daytime |
| III | <ul style="list-style-type: none"> • Large scale • Outside storage of raw and finished products • Large production volumes • Continuous movement of products and employees during shift operations • Frequent outputs of major annoyance • High probability of fugitive emissions |



For each class of industry, the guideline provides an estimate of potential influence area and a minimum recommended separation distance, which is set out in **Table 2**.

Table 2: D-6 Separation Distances

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

Guideline D-6 recommends the following:

1. "...no sensitive land uses shall be permitted within the actual or potential influence areas of Class I, II or III industrial land uses, without evidence to substantiate the absence of a problem." (Sec. 4.5.1 of Guideline D-6).
2. "No incompatible development other than that identified in Section 4.10, *Redevelopment, Infilling and Mixed-Use Areas* should occur [within the recommended minimum separation distances]" (Sec. 4.3 of Guideline D-6)
3. "When a change in land use is proposed [in an area of urban redevelopment, infilling or transition to mixed use] for either industrial or sensitive land use, less than the minimum separation distance ... may be acceptable subject to either the municipality or the proponent providing a justifying impact assessment (i.e., a use specific evaluation of the industrial processes and the potential for off-site impacts on existing and proposed sensitive land uses). Mitigation is the key to dealing with less than the minimum to the greatest extent possible." (Sec. 4.10.3 of Guideline D-6).
4. With respect to how separation distance should be measured, the guideline states that "measurement shall normally be from the closest existing, committed and proposed property/lot line of the industrial land use to the property/lot line of the closest existing, committed or proposed sensitive land use." However, it does allow the measurement to include areas within the lot lines (on-site buffers) where site-specific zoning or site plan control precludes the use of the area for a sensitive use in the case of the sensitive land use, and for an activity that could create an adverse effect in the case of the industrial land use.

When dealing with vacant industrial lands, the guideline states that "determination of the potential influence area shall be based upon a hypothetical worst-case scenario for which the zone area is committed".



3 METHODOLOGY

The tasks for this study consisted of reviewing the following items:

- The official plan and zoning by-laws for the surrounding area;
- Published satellite imagery and street-based photography;
- MECP Environmental Compliance Approval (ECA) and Environmental Sector and Activity Registry (EASR) permits for existing industries within 1000 m of the subject lands;
- Pending applications for amendment to ECAs of any major facilities, posted on the Environmental Registry;
- Guidelines D-1 (Land Use Compatibility) and D-6 (Compatibility between Industrial Uses) from the MECP;
- Meteorological data for the study area.

RWDI reviewed wind data from Toronto Pearson International Airport, the nearest meteorological station to the subject lands, to assist in the assessment. A summary of the directional distribution of winds over a period from 2001-2021 is shown in **Figure 2**. The wind directions in the figure refer to the direction from which the wind blows, while the annual frequency of a given wind direction is shown as a distance radially from the centre. The most frequent winds originate from the southwest to north with winds from the south and northeast less frequent.

It is our understanding that the MECP is unable to provide complaint-related information directly and such inquiries are to be directed via the Ministry's Freedom of Information (FOI) office. While complaint history for the area is a helpful tool in the initial screening of industries, due to the length of time to complete the process as well as the existing character of the study area, we did not consider this task to be essential in completing the assessment for this site. An online search was conducted for complaints in the area, but no such articles or reports were found.



4 RESULTS

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

4.1 Existing and Proposed Industrial Uses

The area within a 1000 m radius of the subject lands is, for the most part, residential and commercial, with some light industrial land uses outside the 300 m radius. The majority of the residential lands in the study area consist of single detached houses and low-rise buildings west of the Queen Elizabeth Way / Highway 403 (QEW) and east of Cornwall Road. Table B-1 in **Appendix B** lists all identified Class I, II and III industries within 1000 m. Class I industries without a MECP ECA or EASR located beyond 300 m were not documented as their potential influence areas fall far short of the subject lands. Facilities of that nature are considered low-risk and have small areas of influence. In addition to a review of available permits, a review of satellite images was conducted to verify there are no significant small industrial facilities that are not subject to environmental permits. None were noted in the immediate vicinity and were not expected given the current nature of the area. The location of all Class I facilities identified within 300 m of the proposed development are presented in **Figure 3**, with further details presented in **Appendix B**.

As shown in **Appendix B**, there are no identified facilities that have potential areas of influence that extend to the subject lands. Furthermore, there are several public applications for residential redevelopments in this area, including 157 Cross Avenue (Town of Oakville 2019), 177 Cross Avenue (Town of Oakville 2014), and 166 South Service Road (Town of Oakville 2022), which will reduce the number of active facilities in the area. Therefore, the proposed development is expected to be compatible with existing and proposed land uses.

4.2 Future Industrial Uses

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

The subject lands and the area immediately surrounding the subject lands are zoned Midtown Transitional Employment. Permitted uses on the subject lands and immediate surrounding area include commercial and retail operations, but not industrial. Therefore, transition of current commercial/retail uses into industrial can not occur under the current permitted uses. The closest business area that does (or could) include industrial uses is located approximately 700 m to the northeast. However, there are existing residential uses in closer proximity to this employment area. Therefore, the development of sensitive uses on the subject lands would not constrain any intensification of industrial operations in this area beyond the constraints existing from current residential uses. Furthermore, there are several other proposed residential developments in the area, as noted earlier, which already place future limitations on existing industries.



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

4.3 Transportation Facilities

The subject lands are located approximately 20 m southeast of the QEW and 250 m west of Trafalgar Road (Highway 3). Other roadways in the area are distant or not significant emitters of air and noise emissions. The Oakville Subdivision rail corridor and Oakville Station are located approximately 300 m to the southeast. The rail corridor includes Metrolinx and VIA commuter rail, and the Canadian National Railway (CNR) freight traffic.

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

4.3.1 Noise

Elevated sound levels on the proposed development due to the proximity of the QEW and Trafalgar Road are expected. Upgraded Sound Transmission Class (STC) ratings for façade components including windows, walls and doors will be required at the subject lands for all facades. Based on the latest publicly available Annual Average Daily Traffic (AADT) of 215 000, available through MTO's iCorridor website (Ministry of Transportation of Ontario 2016), STC requirements are expected to be in the low to high 30 range depending on the orientation and exposure. These are achievable with commercially available windows.

Early design drawings, provided in Appendix A, suggest amenity spaces within the interior at ground level. Interior spaces will be protected through the building elements, however, that should be confirmed as further noted below.

Due to the separation distance to the rail, sound from the corridor is not expected to have a significant effect on the subject lands. A noise assessment of the nearby roadways and railways is recommended to confirm this and to determine the details of the upgraded façade components. Vibration from rail is not expected to be of concern. The Rail Association of Canada (RAC) provides setback distances where vibration effects from rail require study (RAC 2013). The 300 m setback distance is beyond the 75 m setback recommended by RAC.

4.3.2 Air Quality

The GO Rail Network Electrification Environmental Project Report Addendum (Metrolinx 2021) was reviewed for air quality effects in proximity to Metrolinx rail corridors. The most current train volume on the Metrolinx rail corridor at Oakville (Lakeshore West) is 158 trains per day but a detailed air quality assessment was not done for Lakeshore West. However, the Lakeshore East segment has a similar quantity of rail traffic, and results from the Lakeshore East air quality study indicated that air quality impacts decrease sharply with distance and are generally low (within 20% of background) beyond 50 meters. Therefore, with a 300 m separation distance, the subject lands are more than sufficiently separated from the rail corridor to avoid adverse air quality effects. Therefore, the potential future development of the subject lands is considered compatible with the rail corridor.

The subject lands are located adjacent to the QEW highway corridor. Air quality emissions from the QEW are expected to be directed towards the subject lands when wind is coming from directions between west-southwest to north. Typically, these wind directions occur approximately 50% of the time, as shown in **Figure 2**. The greatest impacts are



typically expected when wind speeds are relatively low (< 3 m/s) and this occurs from the west-southwest to north wind directions less than 5% of the time.

Based on past experience with highway modelling assessments and publicly available studies, such as The City of Toronto produced report “Avoiding the TRAP: Traffic-Related Air Pollution in Toronto and Options for Reducing Exposure” (City of Toronto 2017), the most widely reported mitigation strategy is separation distances or buffer zones. Some environmental agencies (California and British Columbia) recommend a setback of 500 ft (approx. 150m) from major highways and 100m from roads with annual average traffic volumes of 15,000 vehicle or more per day. Considering these buffer zones, elevated air pollutant levels on the proposed development are expected due to the proximity of the QEW, a major highway which has an Annual Average Daily Traffic volume of greater than 200,000 vehicles per day. Therefore, mitigation measures will need to be considered for the subject lands during detailed design of the proposed development. Trafalgar Road is located beyond the recommended 150 m setback and therefore is considered compatible with the subject lands.

The current design for the subject lands is shown in **Appendix A**. The setback distances for all three towers in this design are less than the 150m setback distance identified above; therefore, it is likely that transportation pollution from the QEW could impact sensitive uses on the towers, especially Building A. The development features two outdoor amenity areas in ground-level courtyards on the southeast side of the five-storey podium, both of which are considered appropriately placed within the constraints of the property due to shielding from the QEW by taller elements of the development.

RWDI recommends that a Traffic-Related Air Pollution (TRAP) study be conducted to assess the potential impacts and inform mitigation strategies at the subject lands in order to reduce the impact of transportation pollution. In terms of land use planning at the site level, the following mitigation strategies may be considered:

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

While the QEW is expected to impact air quality at the subject lands, it is considered compatible with the proposed development, subject to incorporating mitigation measures into the design.



5 CONCLUSIONS

The proposed mixed-use development on the subject lands is compatible with surrounding employment uses and the transportation corridors. However, mitigation measures to reduce noise and air quality impacts from the QEW and Trafalgar Road will be required. The following further studies are recommended to determine appropriate design concepts and mitigation measures:

- Noise assessment of nearby roadways and railways.
- Traffic-related air pollution (TRAP) study of the QEW.



6 REFERENCES

City of Toronto 2017, *Avoiding the TRAP: Traffic-Related Air Pollution in Toronto and Options for Reducing Exposure*, City of Toronto, Toronto, viewed 20 January 2023, <<https://www.toronto.ca/legdocs/mmis/2017/pe/bgrd/backgroundfile-108667.pdf>>.

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STATEMENT OF LIMITATIONS

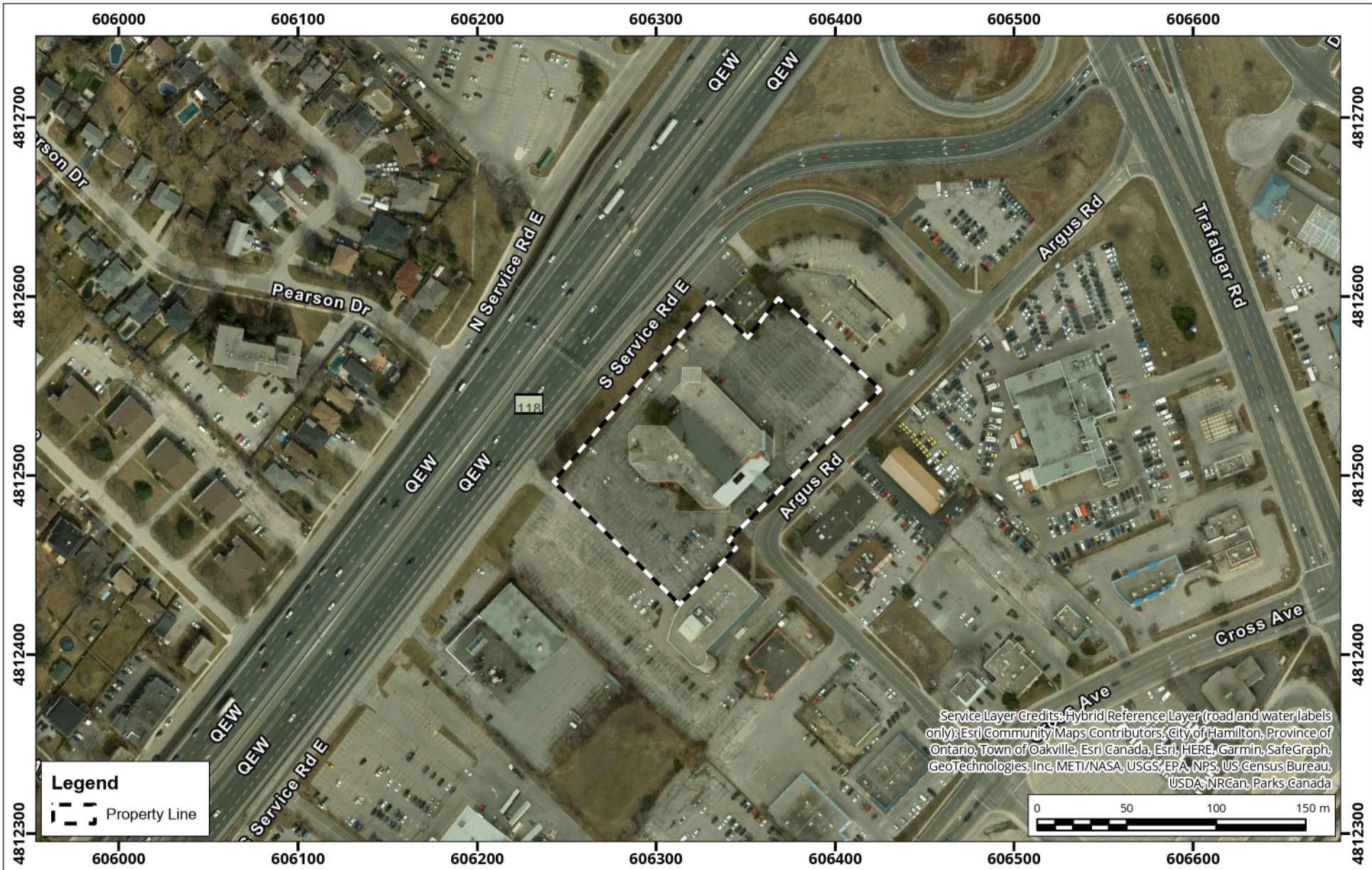
This report entitled 590 Argus Road – Land-Use Compatibility/Mitigation Study (Air Quality And Noise) was prepared by Rowan Williams Davies & Irwin Inc. (“RWDI”) for Distrikt (“Client”). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein (“Project”). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report was prepared. Because the contents of this report may not reflect the final design of the Project or subsequent changes made after the date of this report, RWDI recommends that it be retained by Client during the final stages of the project to verify that the results and recommendations provided in this report have been correctly interpreted in the final design of the Project.

The conclusions and recommendations contained in this report have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilize the report and/or implement the conclusions and recommendations contained therein for any other purpose or project without the involvement of RWDI, the Client or such third party assumes any and all risk of any and all consequences arising from such use and RWDI accepts no responsibility for any liability, loss, or damage of any kind suffered by Client or any other third party arising therefrom.

Finally, it is imperative that the Client and/or any party relying on the conclusions and recommendations in this report carefully review the stated assumptions contained herein and to understand the different factors which may impact the conclusions and recommendations provided.

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FIGURES



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

Site Plan

Map Projection: NAD 1983 UTM Zone 17N
590 Argus Road - Oakville, Ontario



Drawn by: LJN | Figure: 1

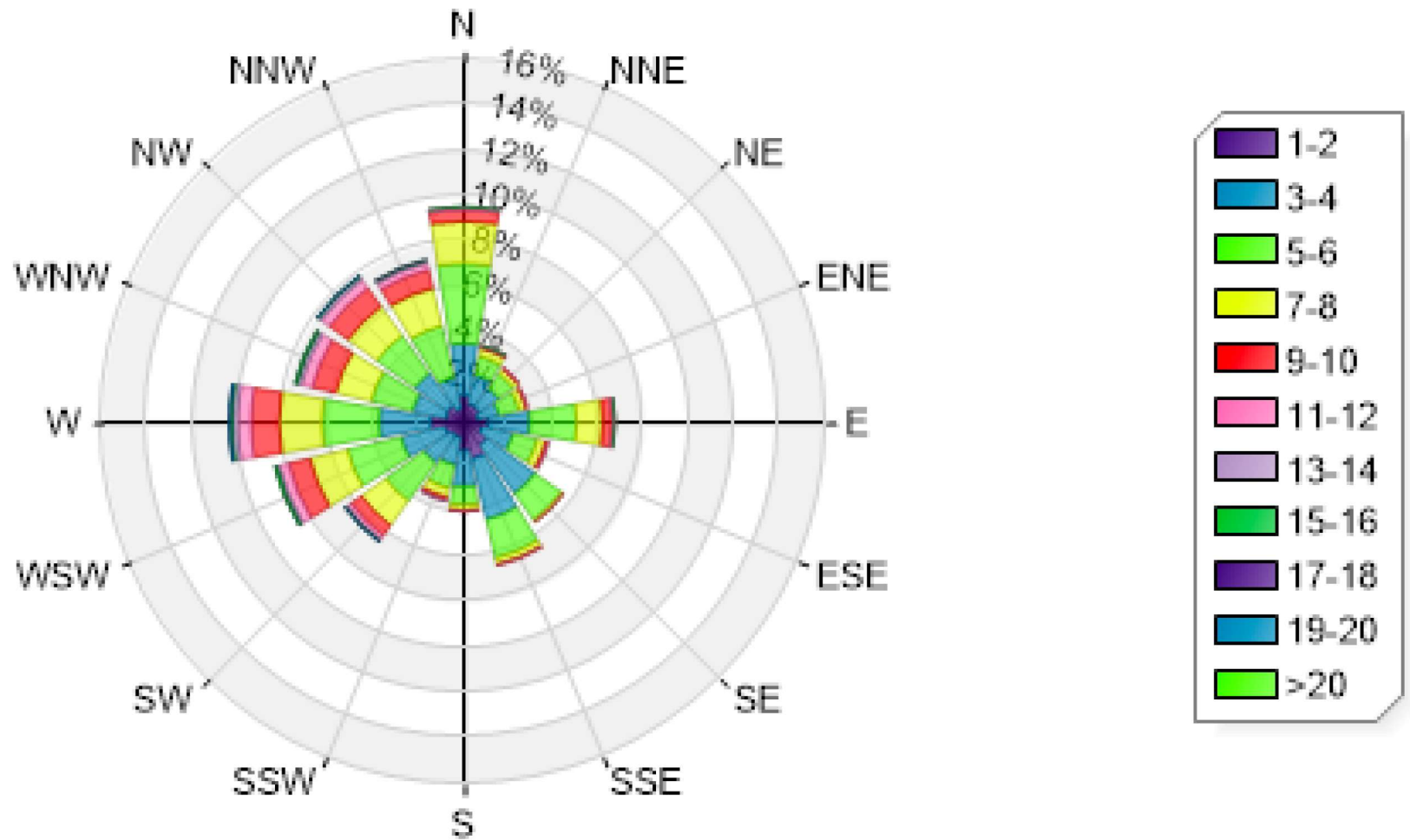
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Date Revised: Jan 11, 2023



Project #: 2302744

Directional Distribution (%) of Winds in m/s (Blowing From) Toronto Pearson International Airport, (2001-2021)



Wind Speed and Direction Frequencies
For Toronto Pearson International Airport (2001 - 2021)

590 Argus Road - Oakville, Ontario

Drawn by: JWS

Figure: 2

Project #:

2302744

Date:

2023-03-30





Legend

- Property Line
- Class I Industrial Facilities
- 20m
- 70m
- 300m
- 1000m

| ID | Business Name | Class |
|----|--|-------|
| 1 | Carstar Corporate Collision Centres Inc. | I |
| 2 | Oak-Land Ford Lincoln | I |

Service Layer Credits: Hybrid Reference Layer (road and water labels only): Esri Community Maps Contributors, City of Hamilton, Province of Ontario, Town of Oakville, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/ NASA, USGS, EPA, NPS, US Census Bureau, USDA, NRCAN, Parks Canada
World Imagery: Town of Oakville, Maxar

Facilities in the Study Area

Map Projection: NAD 1983 UTM Zone 17N
590 Argus Road - Oakville, Ontario

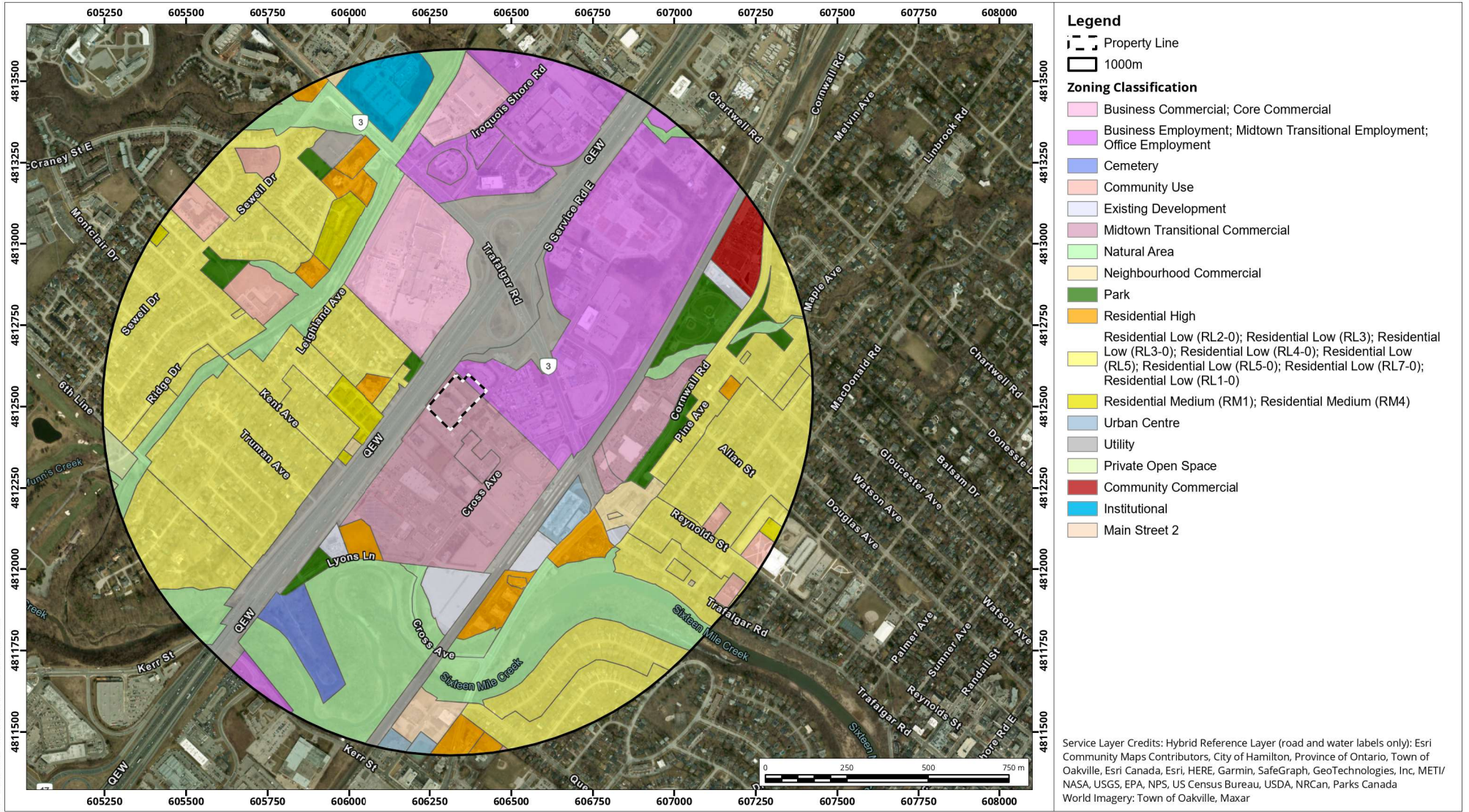
True North

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| Approx. Scale: 1:11,000 | |
| Date Revised: Jan 27, 2023 | |



Project #: 2302744

Map Document: C:\Users\WILLIAMS.DAVES\Documents - BOWMAN WILLIAMS.DAVES\590 Argus Road - Oakville, Ontario\MapDocument.aprx



- Legend**
- Property Line
 - 1000m
- Zoning Classification**
- Business Commercial; Core Commercial
 - Business Employment; Midtown Transitional Employment; Office Employment
 - Cemetery
 - Community Use
 - Existing Development
 - Midtown Transitional Commercial
 - Natural Area
 - Neighbourhood Commercial
 - Park
 - Residential High
 - Residential Low (RL2-0); Residential Low (RL3); Residential Low (RL3-0); Residential Low (RL4-0); Residential Low (RL5); Residential Low (RL5-0); Residential Low (RL7-0); Residential Low (RL1-0)
 - Residential Medium (RM1); Residential Medium (RM4)
 - Urban Centre
 - Utility
 - Private Open Space
 - Community Commercial
 - Institutional
 - Main Street 2

Service Layer Credits: Hybrid Reference Layer (road and water labels only): Esri Community Maps Contributors, City of Hamilton, Province of Ontario, Town of Oakville, Esri Canada, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/ NASA, USGS, EPA, NPS, US Census Bureau, USDA, NRCAN, Parks Canada
World Imagery: Town of Oakville, Maxar

Zoning in the Study Area

Map Projection: NAD 1983 UTM Zone 17N
590 Argus Road - Oakville, Ontario

True North

| | |
|----------------------------|-----------|
| Drawn by: LJJ | Figure: 4 |
| Approx. Scale: 1:11,000 | |
| Date Revised: Jan 27, 2023 | |

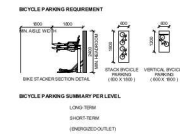


Project #: 2302744

Map Document: C:\Users\ljjames\Documents - RICHARD WILLIAMS\DAVIDS\590 Argus Road\Map\590 Argus Road.aprx

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APPENDIX A



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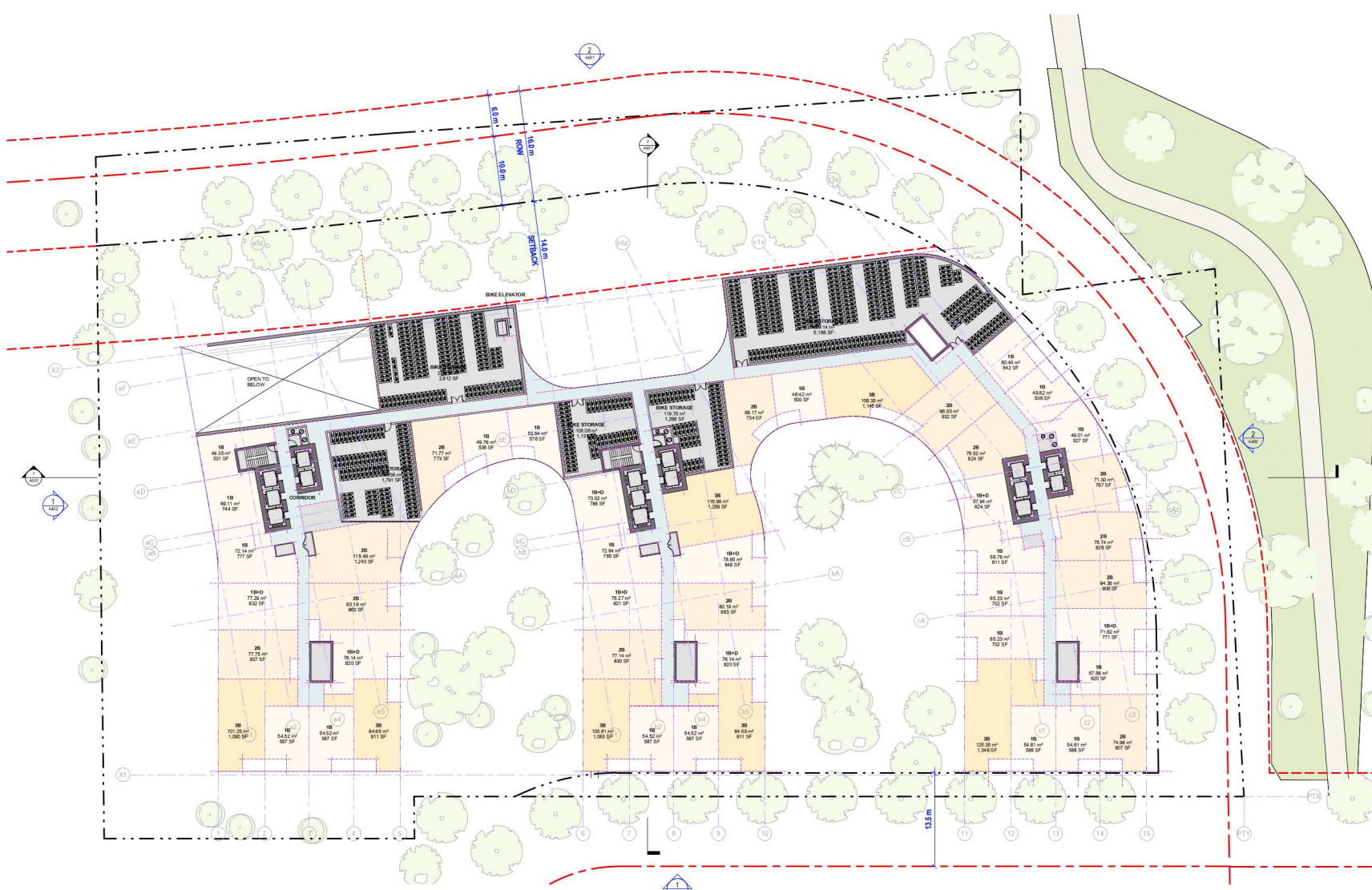
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A large decorative graphic on the left side of the page. It features a blue triangular shape in the top-left corner, a white curved line separating it from a large, light gray circular area that dominates the lower half of the page.

APPENDIX B

590 Argus Road - Land Use Compatibility Assessment
590 Argus Road, Oakville, Ontario

RWD# 2302744

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

| Map Icon Number | BUSINESS NAME | ADDRESS | TYPE OF APPROVAL/FACILITY/EQUIPMENT | APPROVAL / REGISTRATION NUMBER | Comment on Operations | Tall Stacks Present | Approximate Distance to Site (m) | D-6 Classification ⁽¹⁾ |
|-----------------|--|--------------------------------|--------------------------------------|--------------------------------|--|---------------------|----------------------------------|-----------------------------------|
| - | Wellspring Pharmaceutical Canada Corp. | 400 Iroquois Shore Rd | ECA-AIR | 8569-9HCQSD | Permit for a pharmaceutical manufacturing facility for the production of products including tablets, capsules, creams, lotions, ointments, gels, suspensions, solutions, and over-encapsulation of study drug and comparator products, consisting of the following processes and support units: -table film coating; -product drying oven; -fluidized bed dryer for powder products; -vacuum systems for powder mixing operations; -maintenance area with welding and battery charging. | No | 722 | I |
| - | General Electric Canada Inc. | 420 South Service Road East | ECA-AIR/ECA-AIR | 4582-5NERZL/5876-85ULQH | Plant closed 2009 and demolished in 2011. | No | 514 | N/A |
| - | Oaktown Collision Inc. | 359 Davis Road | ECA-AIR | 7087-698MPW | Permit for automotive refinishing facility. | No | 369 | I |
| 1 | Carstar Corporate Collision Centres Inc. | 312 Davis Road | ECA-AIR | 7167-5J3NC8 | Review of current street level imagery and commercial websites suggests automotive refinishing operations have ceased at this location. The original permit for automotive refinishing facility included: one car paint spray booth; one truck spray paint booth; one two-stall prep station; one four-stall prep station; and one paint mix room. Operating conditions are specified in the permit: no significant emissions of air or noise are expected from the facility if still in operation. | No | 223 | I |
| - | Fresh Fields Markets, Inc. | 301 Cornwall Rd | ECA-AIR | 6505-7XWQ8C | Permit for a coffee roasting exhaust system within a commercial Whole Foods super market. Existing two storey single detached homes are currently located across the street from the operation. | No | 416 | I |
| - | The TDL Group Corp./Groupe TDL Corporation | 111 Cross Ave | ECA-AIR | 0356-78RL63 | ECA permit for 100 kW emergency generator. Operations on site include retail and commercial. No significant emissions of air or noise expected from the facility. | No | 126 | N/A |
| - | Safety-Kleen (On-Site) Inc. | 530 Lyons Lane, Oakville Hydro | ECA-WASTE DISPOSAL SITES | 5710-4Q8L46 | Permit was for a Class 2 Mobile PCB Destruction Facility but this facility is no longer used/in operation. No industrial activities visible in current aerial or street level imagery. Location now in use as a parking lot. | No | 424 | N/A |
| - | Ivanhoe Cambridge II Inc. | 240 Leighland Ave | ECA-AIR | 5755-6J5MEW | Part of the Oakville Place retail shopping centre. Facility includes retail and commercial stores. No significant emissions of air or noise expected from this facility. | No | 115 | N/A |
| - | Halton Condominium Corporation No. 120 | 1240 Marlborough Court | ECA-AIR | 1971-76B5YX | This is a residential condominium building with the MECP Air Permit for: -seven (7) natural gas fired boilers, and two (2) natural gas fired air makeup units, having a maximum combined thermal input of 24 Gigajoules per hour; and -one (1) standby diesel generator set, having a rating of 170 kilowatts, to provide power for a condominium building during emergency situations The site building is located beyond 1000 m from the subject lands. Air quality is not expected to be impacted at the subject lands from this facility. | No | 1020 | N/A |
| - | 125707 Ontario Limited | 501 North Service Rd E | ECA-AIR | 1902-79RK6R | Permit for automotive refinishing facility at Oakville Honda for the use of solvent based coatings in a paint booth and prep stations. | No | 967 | I |
| - | Henniges Automotive Schlegel Canada Inc. | 514 South Service Rd | ECA-AIR | 3799-9G2KVB | Facility is no longer used/in operation. No industrial activities visible in current aerial or street level imagery. Location now in use as an office building/parking lot with the location of Henniges moved to Burlington Ontario | No | 930 | N/A |
| - | Cogeco Cable Canada Inc. | 574 CHARTWELL RD | ECA-AIR | 3630-7LZL YQ | Permit for one (1) standby diesel generator set, having a rating of 125 kilowatts, to provide power for the telecommunications systems during emergency situations. | No | 993 | I |
| - | 1555935 ONTARIO INC | 547 TRAFALGAR RD | EASR-Automotive Refinishing Facility | R-001-2120692766 | Review of current street level imagery and commercial websites suggests automotive refinishing operations have ceased at this location. The original permit was for automotive refinishing facility subject to conditions specified in O. Reg. 347/12. | No | 223 | N/A |
| - | SEARS CANADA INC | 240 Leighland Ave | EASR-Heating System | R-003-1850969650 | Part of the Oakville Place retail shopping centre. Facility includes retail and commercial stores. No significant emissions of air or noise expected from this facility. | No | 115 | N/A |
| - | PRR TRUST | 240 Leighland Ave | EASR-Heating System | R-003-7842266607 | Part of the Oakville Place retail shopping centre. Facility includes retail and commercial stores. No significant emissions of air or noise expected from this facility. | No | 115 | N/A |
| - | HALTON CONDOMINIUM CORPORATION NO. 46 | 20 SPEERS RD | EASR-Standby Power System | R-002-3505558109 | Permit for a standby power system for a residential building. | No | 889 | N/A |
| - | HILLSCO CONTRACTING GROUP INC. | 482 SOUTH SERVICE RD E | EASR-Waste Management System | R-004-1111953764 | Facility is a non-industrial Waste Management System storage yard for a truck that collects, handles, transports and transfers non-hazardous solid industrial waste. Facility permit requires that no waste is stored at the truck storage yard. Site has no potential for dust emissions. This is a parking site for a fleet vehicle and is not a source of any air emissions; therefore this site is not expected to cause adverse air quality impacts at the subject lands. | No | 877 | I |
| - | Ontario Infrastructure and Lands Corporation/Societe Ontarienne Des Infrastructures et de L'immobilier | 475 IROQUOIS SHORE RD | EASR-Standby Power System | R-002-1112994337 | Permit for a standby power system at a child and family services centre. | No | 966 | N/A |
| 2 | Oak-Land Ford Lincoln | 570 Trafalgar Rd. | N/A | N/A | Facility is a commercial automotive dealership with a self-contained automotive service area. Automotive servicing is during daytime hours only. No significant emissions of air or noise are expected from this facility. | No | 71 | I |