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MEMORANDUM

DATE:	2024-10-04	RWDI Reference No.: 2202917
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 166 South Service Road, Oakville, Ontario	

Dear Mr. Qian,

RWDI was retained to prepare a Land Use Compatibility Study for the proposed mixed-use development located at 166 South Service 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 "166 South Service Road – Land-Use Compatibility/Mitigation Study", dated May 26, 2022.

Since that report was prepared, we understand that the Site Plan for the proposed development has been updated. The updated Site Plan drawings, dated September 6, 2024, include the following changes:

- Revision of building heights and geometries;
- Relocation of parking ramp locations; and
- Revision of site boundaries due to updated ROW widths and locations.

Upon RWDI's review, the updated Site Plan drawings do not change the results presented within the Land-Use Compatibility Study, dated May 26, 2022. 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 and 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

166 SOUTH SERVICE ROAD EAST

OAKVILLE, ONTARIO

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

RWDI # 2202917

May 26, 2022

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 the subject lands. The proposal for the subject lands is to include 44 storey, 50 storey and 58 storey towers on separate 5 storey podiums on the property at 166 South Service Road East, in the city of Oakville, Ontario. The location of the subject lands is shown on **Figure 1**. Detailed architectural drawings are included in **Appendix A**.

The subject lands are currently used for commercial use. The surrounding land use consists primarily of residential uses to the north, and commercial lands to the south.

The scope of this study was to identify any existing and potential land use compatibility issues 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 Region of Halton Land Use Compatibility Guidelines

The Region of Halton has created a guideline document 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 Region of Halton 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 (<https://www.oakville.ca/townhall/livable-oakville-official-plan.html>) 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”.



2.3 Provincial Policy Statement

Sections 1.2.6.1 and 1.2.6.2 of Part V of the Provincial Policy Statement 2020 (<https://files.ontario.ca/mmah-provincial-policy-statement-2020-accessible-final-en-2020-02-14.pdf>) states 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, <https://www.ontario.ca/page/d-6-compatibility-between-industrial-facilities>). 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 are 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 ECA's of any major facilities, posted on the Environmental Registry;
- Environment and Climate Change Canada's (ECCC) National Pollutant Release Inventory (NPRI) data for industries within 1000 m of the subject lands;
- Guidelines D-1 (Land Use Compatibility) and D-6 (Compatibility between Industrial Uses) from the MECP;
- Meteorological data for the study area; and,
- Any recent complaint history available from the applicable MECP District Office to determine if there are any air quality or noise concerns within the area.

RWDI reviewed wind data from Toronto 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 near the 1000 m radius. The majority of the residential lands in the study area consist of single detached houses and low-rise buildings north of Highway 403. Table B-1 in **Appendix B** lists all identified Class I, II and III industries within 300 m as well as Class II and Class III industries within 1000 m. Class I industries beyond 300 m were not documented as their potential influence areas fall far short of the subject lands. There are no Class I, II, or III industries with potential influence areas surrounding the subject lands; however, there are non-industrial facilities (i.e., retail/commercial) with ECA/EASR environmental permits within the 300 m radius. The locations of these facilities are presented in **Figure 3**, with further details presented in **Appendix B**. There are no identified facilities that have potential areas of influence that extend to the subject lands. 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 immediately 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 900 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.

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 south of Highway 403 and 350 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 Canadian National Rail (CNR) freight traffic.

Other than minor projects, like surface rehabilitation and bridge repairs, the Ministry of Transportation does not currently have any plans involving major reconfiguration or expansion of the Highway 403 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 Highway 403 are expected. Upgraded Sound Transmission Class ratings for façade components including windows, walls and doors will be required at the subject lands for the north, east, and west facades. 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 study¹. The 300 m setback distance is beyond the 75 m setback recommended by RAC.

4.3.2 Air Quality

The current train volume on the Metrolinx rail corridor is 129 trains per day. The GO Rail Network Electrification Environmental Project Report Addendum – Lakeshore East Study (https://www.metrolinxengage.com/sites/default/files/appendix_f4_-_go_rail_network_electrification_lse_aq_report_18may21.pdf) was reviewed to get a sense of air quality effects around Metrolinx rail corridors. The Lakeshore East segment has a similar quantity of rail traffic, ranging from 117 to 132 trains per day. The Lakeshore East 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 Queen Elizabeth Way (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

¹ Rail Association of Canada Guidelines for New Development in Proximity to Railway Operations, 2013



Exposure” (October 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 Queen Elizabeth Way (QEW), a major highway which has an Annual Average Daily Traffic volume (AADT) of greater than 200,000 vehicles per day². Therefore, mitigation measures will need to be considered for the subject lands, during detailed design of the proposed development.

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 Tower 1. The development features two outdoor amenity areas, 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 Queen Elizabeth Way (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. An air quality review of the detailed design of the facility should be undertaken to ensure that suitable mitigation measures are implemented.

² Ontario Ministry of Transportation, Provincial Highways Traffic Volumes, 2016



5 CONCLUSIONS

Mixed use development on the subject property is compatible with surrounding employment uses and the transportation corridors. However, mitigation measures to reduce noise and air quality impacts from the Queen Elizabeth Way 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.

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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, First Base Solutions, MapCast Mapping Services

Site Location

Map Projection: NAD 1983 UTM Zone 17N
 166 South Service Road East - Oakville, ON



True North

Drawn by: RCL | Figure: 1

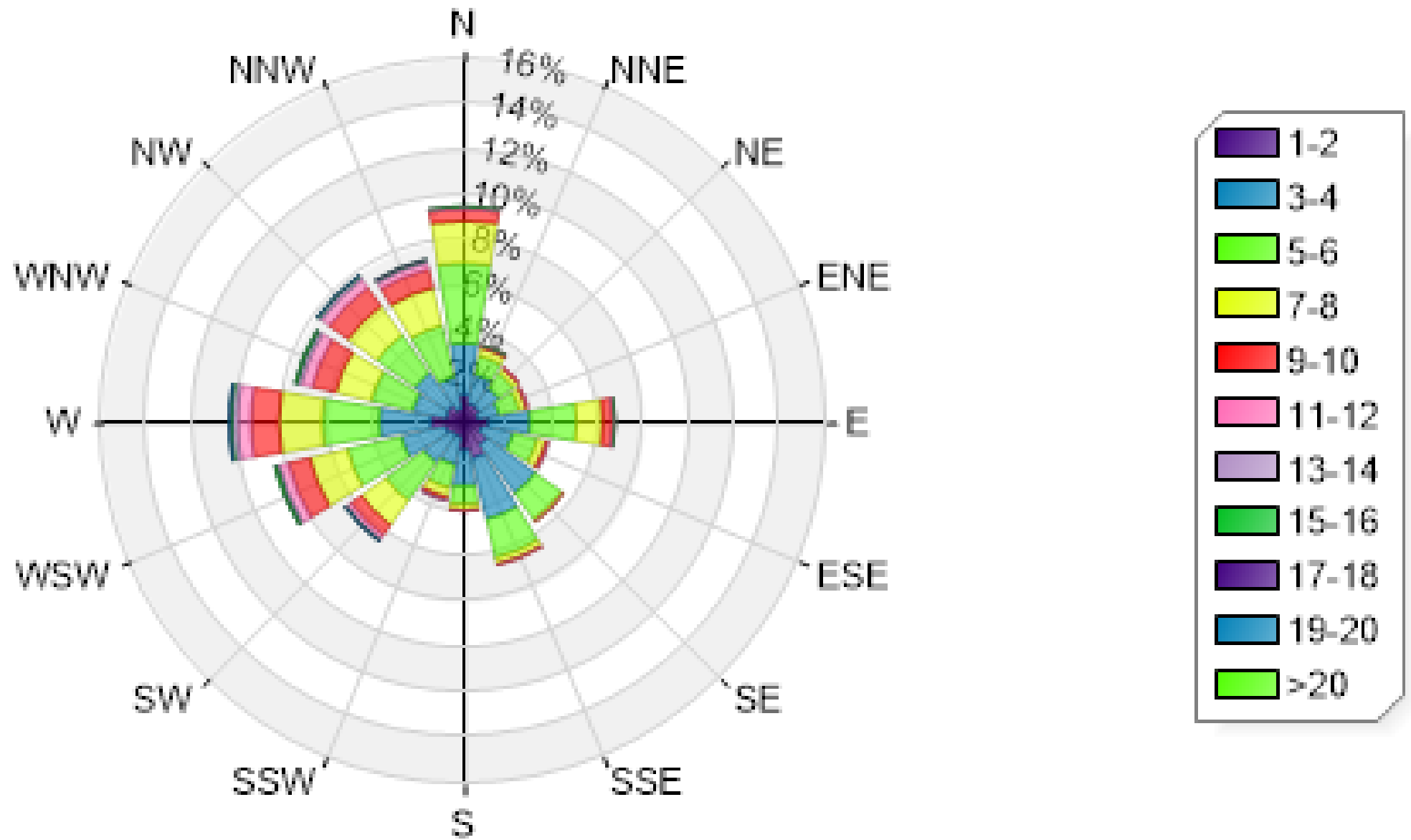
Approx. Scale: 1:2,500

Date Revised: Feb 10, 2022

Project #: 2202917



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



Toronto Pearson Airport Wind Rose

166 South Service Road East – Oakville, Ontario

Drawn by: SJP

Figure: 2

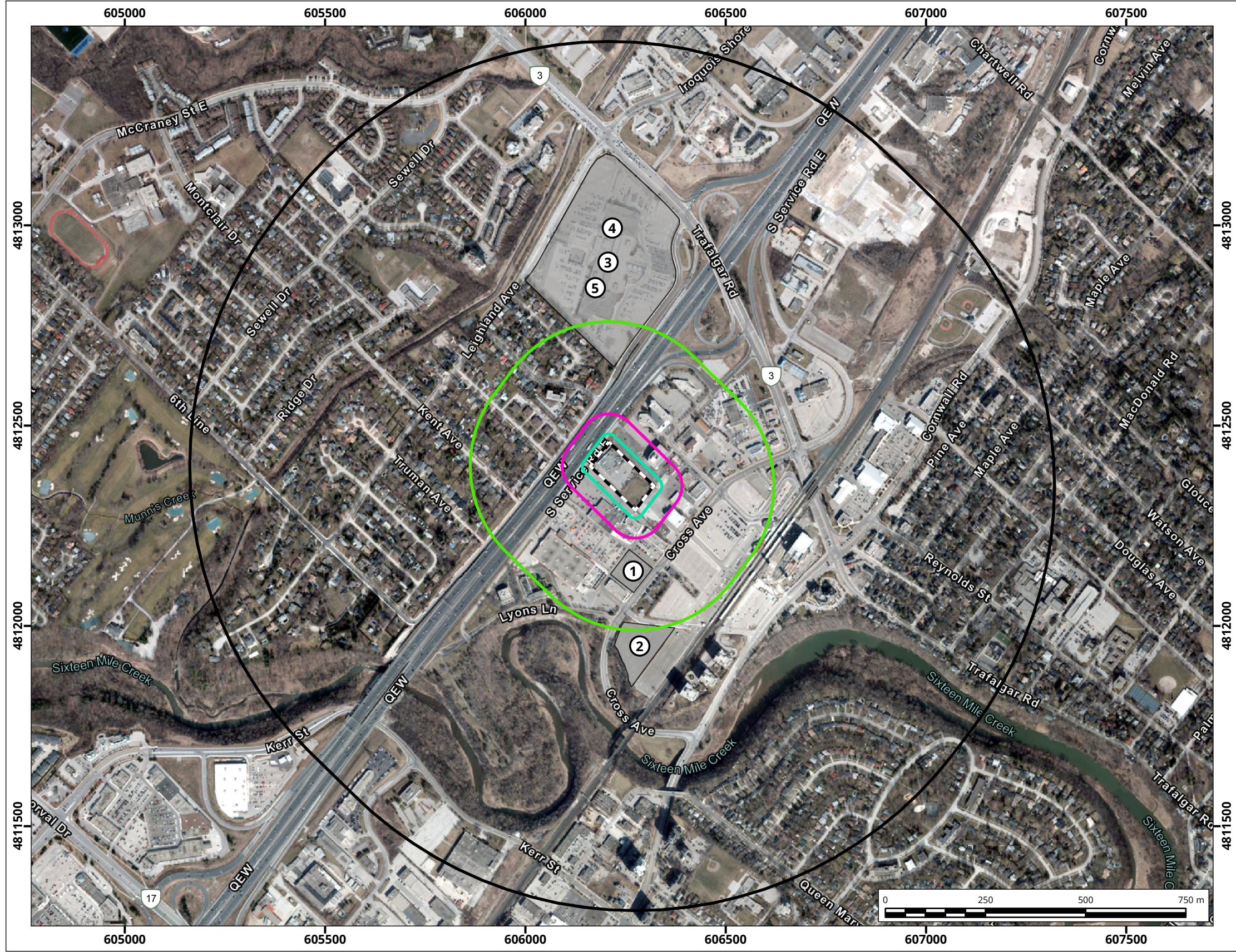
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2202917

Date:

2022-02-14





Legend

- Property Line
- 20 m Setback
- 70 m Setback
- 300 m Setback
- 1,000 m Setback

- Industrial Properties**
- N/A - Non-Industrial

ID	Business Name	Class
2	Safety-Kleen (On-Site) Inc.	N/A
3	Ivanhoe Cambridge II Inc.	N/A
4	SEARS CANADA INC	N/A
5	PRR TRUST	N/A
1	The TDL Group Corp./Groupe TDL Corporation	N/A

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, First Base Solutions MapCast Mapping Services

Facilities in the Study Area

Map Projection: NAD 1983 UTM Zone 17N
 166 South Service Road East - Oakville, ON



Drawn by: RCL Figure: 3
 Approx. Scale: 1:10,500
 Date Revised: Feb 14, 2022

Project #: 2202917



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Legend

- Property Line
- 1,000 m Setback
- Zoning Classification**
- CEM - Cemetery
- CU - Community Use
- C3 - Core Commercial; E4 - Business Commercial
- MTC - Midtown Transitional Commercial
- C1 - Neighbourhood Commercial; CU - Community Commercial
- I - Institutional
- MTE - Midtown Transitional Employment; E2- Business Employment; E1 - Office Employment
- N - Natural Area; O1 - Park
- O2 - Private Open Space
- ED - Existing Development
- RH - Residential High
- RL1-0 - Residential Low (RL1-0); RL2-0 - Residential Low (RL2-0); RL3-0 - Residential Low (RL3); RL3 - Residential Low (RL3-0); RL4-0 - Residential Low (RL4-0); RL5-0 - Residential Low (RL5); RL5 - Residential Low (RL5-0); RL7-0 - Residential Low (RL7-0); RM1 - Residential Medium (RM1); RM4 - Residential Medium (RM4)
- MU3 - Urban Centre; MU4 - Urban Core
- MU2 - Main Street 2; U - Utility

Service Layer Credits: Zoning Data: Town of Oakville Open Data, 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, First Base Solutions MapCast Mapping Services

Zoning Within the Study Area

Map Projection: NAD 1983 UTM Zone 17N
 166 South Service Road East - Oakville, ON

True North	Drawn by: RCL	Figure: 4
	Approx. Scale: 1:10,500	
	Date Revised: Feb 11, 2022	

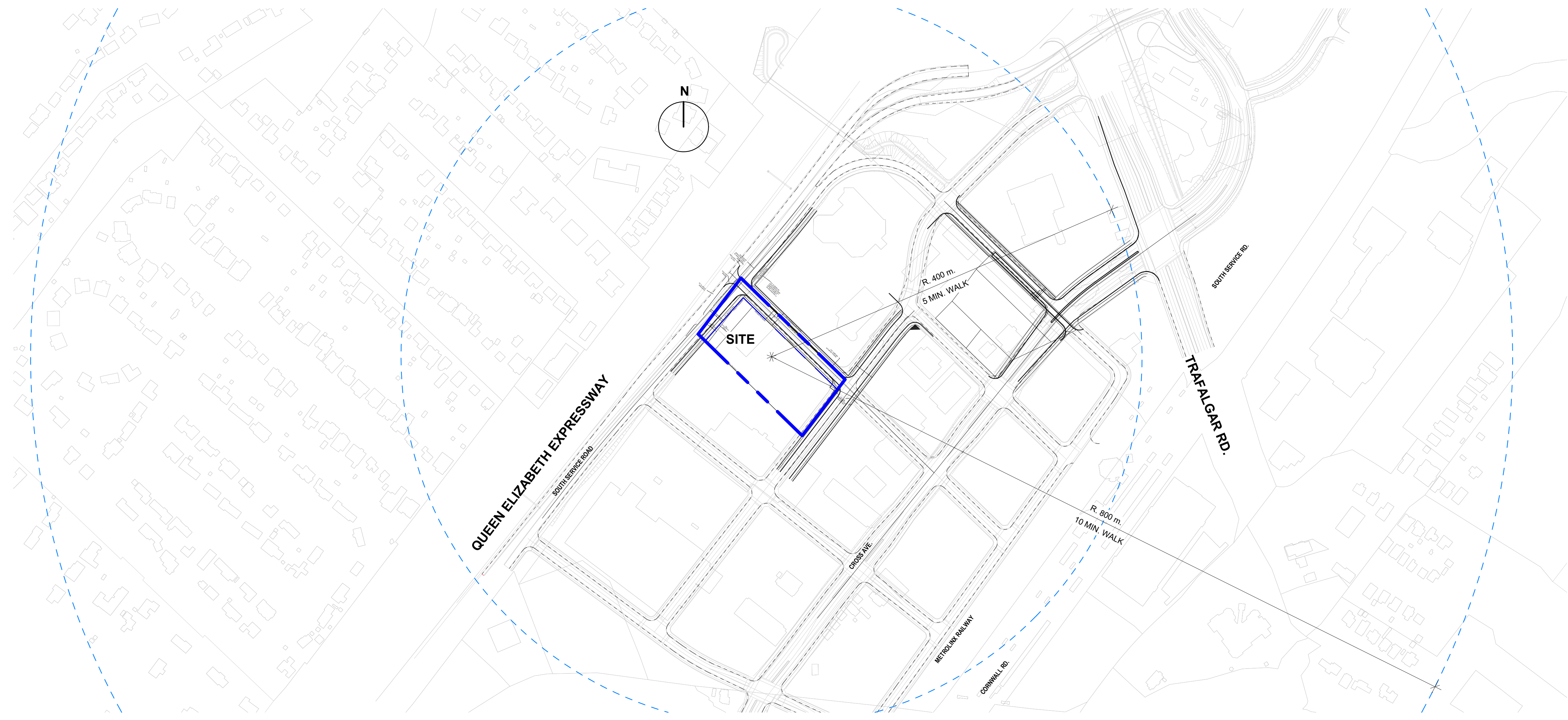
Project #: 2202917



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APPENDIX A



1 AZ_Context Plan
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UNDERGROUND	HEIGHT		FLOOR AREA BYLAW 2014-014		NET FLOOR AREA BYLAW - 2014-014								INDOOR AMENITY		OUTDOOR AMENITY	
	Storeys	Metres	Area m ²	Area SF	RESIDENTIAL	RETAIL	OFFICE	NFA TOTAL	INDOOR AMENITY	OUTDOOR AMENITY	Area m ²	Area SF	Area m ²	Area SF		
PARKING																
Level -6	1	3.00 m	353.91 m ²	3,809 SF	76.59 m ²	824 SF	--	76.59 m ²	824 SF	--	--	--	--	--		
Level -5	1	3.00 m	681.92 m ²	7,340 SF	165.96 m ²	1,786 SF	--	165.96 m ²	1,786 SF	--	--	--	--	--		
Level -4	1	3.00 m	681.92 m ²	7,340 SF	165.96 m ²	1,786 SF	--	165.96 m ²	1,786 SF	--	--	--	--	--		
Level -3	1	3.00 m	681.92 m ²	7,340 SF	165.96 m ²	1,786 SF	--	165.96 m ²	1,786 SF	--	--	--	--	--		
Level -2	1	3.00 m	681.92 m ²	7,340 SF	165.96 m ²	1,786 SF	--	165.96 m ²	1,786 SF	--	--	--	--	--		
Level -1	1	4.00 m	2,391.63 m ²	25,743 SF	784.40 m ²	8,443 SF	--	784.40 m ²	8,443 SF	--	--	--	--	--		
PARKING TOTAL	6	19.00 m	5,473.22 m ²	58,913 SF	1,524.82 m ²	16,413 SF	--	1,524.82 m ²	16,413 SF	--	--	--	--	--		
UIG TOTAL	6	19.00 m	5,473.22 m ²	58,913 SF	1,524.82 m ²	16,413 SF	--	1,524.82 m ²	16,413 SF	--	--	--	--	--		

ABOVE GRADE	HEIGHT		FLOOR AREA BYLAW 2014-014		NET FLOOR AREA BYLAW - 2014-014								INDOOR AMENITY		OUTDOOR AMENITY		TOTAL RESIDENTIAL UNIT COUNT							
	Storeys	Metres	Area m ²	Area SF	RESIDENTIAL	RETAIL	OFFICE	NFA TOTAL	INDOOR AMENITY	OUTDOOR AMENITY	Area m ²	Area SF	Area m ²	Area SF	BACH	1B0	1B0+D	2B0	2B0+D	3B0	3B0+D	TOTAL		
PODIUM (Tower 1)																								
Level 01	1	3.00 m	2,147.31 m ²	23,113 SF	114.36 m ²	1,231 SF	602.41 m ²	6,484 SF	137.53 m ²	1,480 SF	854.29 m ²	9,195 SF	--	--	--	--	--	--	--	--	--	--	--	
Level 01 Mezz	1	3.00 m	636.12 m ²	6,847 SF	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	
Office L2	1	4.00 m	1,452.93 m ²	15,639 SF	--	--	--	--	1,342.48 m ²	14,450 SF	1,342.48 m ²	14,450 SF	--	--	--	--	--	--	--	--	--	--	--	
Office L3	1	4.00 m	1,309.49 m ²	14,095 SF	--	--	--	--	1,196.25 m ²	12,876 SF	1,196.25 m ²	12,876 SF	--	--	--	--	--	--	--	--	--	--	--	
Office L4	1	4.00 m	1,309.49 m ²	14,095 SF	--	--	--	--	1,196.25 m ²	12,876 SF	1,196.25 m ²	12,876 SF	--	--	--	--	--	--	--	--	--	--	--	
SUBTOTAL	5	19.00 m	6,855.34 m ²	73,790 SF	114.36 m ²	1,231 SF	602.41 m ²	6,484 SF	3,872.52 m ²	41,853 SF	4,589.28 m ²	49,399 SF	--	--	--	--	--	--	--	--	--	--	--	
TOWER (Tower 1)																								
Level 06	1	4.00 m	839.25 m ²	9,034 SF	--	--	--	--	--	--	--	--	690.42 m ²	7,432 SF	--	--	--	--	--	--	--	--	--	
Level 07	1	3.00 m	750.00 m ²	8,073 SF	684.30 m ²	7,366 SF	--	--	--	--	684.30 m ²	7,366 SF	--	--	--	--	--	--	--	--	--	--	11	
Level 8 to 50	43	129.00 m	32,250.02 m ²	347,136 SF	29,425.10 m ²	316,729 SF	--	--	--	--	29,425.10 m ²	316,729 SF	--	--	--	--	--	--	--	--	--	--	473	
Level 51	9	9.00 m	333.12 m ²	3,586 SF	--	--	--	--	--	--	--	--	690.42 m ²	7,432 SF	--	--	--	--	--	--	--	--	484	
SUBTOTAL	45	136.00 m	34,172.39 m ²	367,829 SF	30,109.40 m ²	324,095 SF	--	--	--	--	30,109.40 m ²	324,095 SF	690.42 m ²	7,432 SF	--	--	--	--	--	--	--	--	484	
PODIUM (Tower 2+3)																								
Level 01	1	3.00 m	2,232.81 m ²	24,034 SF	483.41 m ²	5,203 SF	1,411.41 m ²	15,192 SF	--	--	1,694.82 m ²	20,396 SF	--	--	4,572.37 m ²	49,217 SF	--	--	--	--	--	--	--	--
Level 01 Mezz	1	3.00 m	101.50 m ²	1,093 SF	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Level 02	1	3.00 m	2,432.63 m ²	26,185 SF	2,227.52 m ²	23,977 SF	--	--	--	--	2,227.52 m ²	23,977 SF	--	--	--	--	--	--	--	--	--	--	33	
Level 03	1	3.00 m	2,432.63 m ²	26,185 SF	2,227.52 m ²	23,977 SF	--	--	--	--	2,227.52 m ²	23,977 SF	--	--	--	--	--	--	--	--	--	--	33	
Level 04	1	3.00 m	2,432.63 m ²	26,185 SF	2,227.52 m ²	23,977 SF	--	--	--	--	2,227.52 m ²	23,977 SF	--	--	--	--	--	--	--	--	--	--	33	
Level 05	1	3.00 m	2,432.63 m ²	26,185 SF	2,227.52 m ²	23,977 SF	--	--	--	--	2,227.52 m ²	23,977 SF	--	--	--	--	--	--	--	--	--	--	33	
SUBTOTAL	6	18.00 m	12,064.84 m ²	129,865 SF	9,393.49 m ²	101,111 SF	1,411.41 m ²	15,192 SF	--	--	10,804.90 m ²	116,303 SF	--	--	4,572.37 m ²	49,217 SF	--	--	--	--	--	--	132	
TOWER (Tower 2)																								
Level 06	1	4.00 m	553.48 m ²	5,958 SF	--	--	--	--	--	--	--	--	488.67 m ²	5,260 SF	--	--	--	--	--	--	--	--	--	
Level 07	1	3.00 m	748.06 m ²	8,052 SF	671.21 m ²	7,225 SF	--	--	--	--	671.21 m ²	7,225 SF	--	--	--	--	--	--	--	--	--	--	11	
Level 8 to 56	51	153.00 m	38,151.25 m ²	410,657 SF	34,231.59 m ²	368,466 SF	--	--	--	--	34,231.59 m ²	368,466 SF	--	--	--	--	--	--	--	--	--	--	561	
Level 59	9	9.00 m	321.97 m ²	3,466 SF	--	--	--	--	--	--	--	--	488.67 m ²	5,260 SF	--	--	--	--	--	--	--	--	572	
SUBTOTAL	52	160.00 m	39,774.76 m ²	428,152 SF	34,902.80 m ²	375,691 SF	--	--	--	--	34,902.80 m ²	375,691 SF	488.67 m ²	5,260 SF	--	--	--	--	--	--	--	--	572	
TOWER (Tower 3)																								
Level 06	1	4.00 m	540.18 m ²	5,814 SF	--	--	--	--	--	--	--	--	470.04 m ²	5,059 SF	--	--	--	--	--	--	--	--	--	
Level 07	1	3.00 m	750.00 m ²	8,073 SF	685.17 m ²	7,375 SF	--	--	--	--	685.17 m ²	7,375 SF	--	--	--	--	--	--	--	--	--	--	11	
Level 8 to 44	37	111.00 m	27,750.01 m ²	298,699 SF	25,351.28 m ²	272,879 SF	--	--	--	--	25,351.28 m ²	272,879 SF	--	--	--	--	--	--	--	--	--	--	407	
Level 45	1	3.50 m	347.96 m ²	3,745 SF	--	--	--	--	--	--	--	--	470.04 m ²	5,059 SF	--	--	--	--	--	--	--	--	410	
SUBTOTAL	49	121.50 m	29,388.16 m ²	316,331 SF	26,036.45 m ²	280,254 SF	--	--	--	--	26,036.45 m ²	280,254 SF	470.04 m ²	5,059 SF	--	--	--	--	--	--	--	--	410	
A/G TOTAL	58	178.0 m	122,255.48 m²	1,315,947 SF	100,556.50 m²	1,082,381 SF	2,013.81 m²	21,676 SF	3,872.52 m²	41,853 SF	106,442.83 m²	1,145,741 SF	1,649.13 m²	17,751 SF	4,572.37 m²	49,217 SF	0	0	0	0	0	0	0	1,606
UIG + A/G TOTALS			127,782.69 m²	1,374,860 SF	102,081.3 m²	1,098,794 SF	2,013.8 m²	21,676 SF	3,891.4 m²	41,886 SF	107,986.5 m²	1,162,357 SF	1,649.13 m²	17,751 SF	4,572.37 m²	49,217 SF	0	0	0	0	0	0	0	1,606

*** Areas in square feet are for reference only.

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E: info@sandco.com | www.sweenyandco.com

PROJ. NAME
166 South Service Road
South Service Road & Trafalgar

OWNER
166 South Service Inc.

DWG TITLE
Context Plan & Project Statistics

DATE: 2022-01-18
SCALE: 1:2500
DRAWN: MS/FT/AA
CHECKED: DS
PROJ. No.: 2128

AZ001

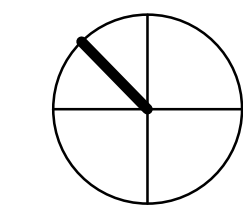
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2022-05-18 10:27:48 AM



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PROJ. NAME
166 South Service Road
 South Service Road & Trafalgar

OWNER
166 South Service Inc.

DWG TITLE
Level P3

DATE: 2022-01-18
 SCALE: 1 : 250
 DRAWN: Author
 CHECKED: Checker
 PROJ. No.: 2128

DWG No.
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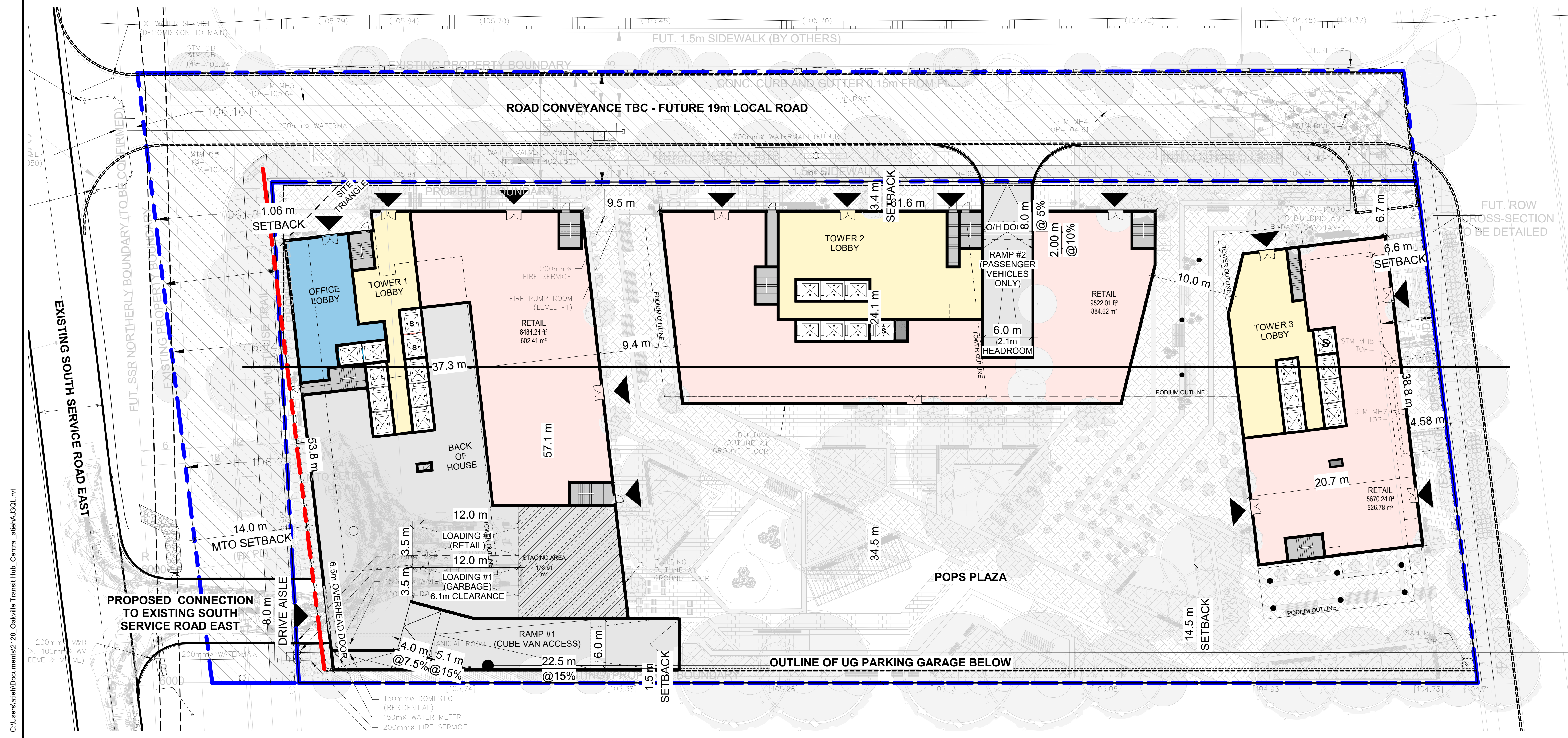
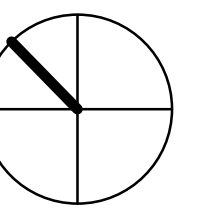
DRAWING NOT TO BE SCALED

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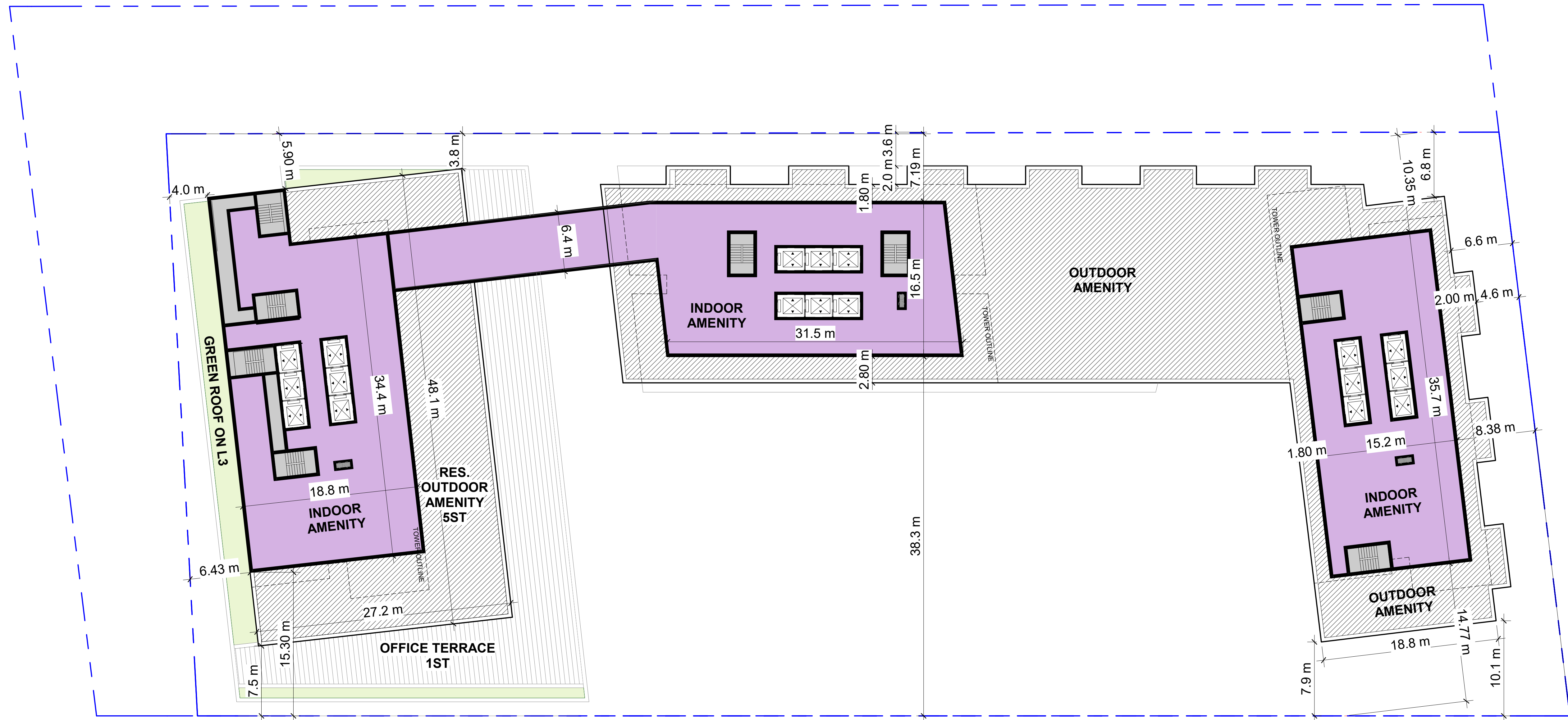
PROJ. NAME
166 South Service Road
South Service Road & Trafalgar

OWNER
166 South Service Inc.

DWG TITLE
Level 1 - Ground Floor Plan

DATE: 2022-01-18
SCALE: 1 : 250
DRAWN: MS/FT/AA
CHECKED: DS
PROJ. No.: 2128 DWG No.

AZ106



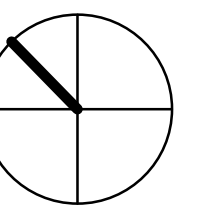
DRAWING NOT TO BE SCALED

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PROJ. NAME
166 South Service Road
South Service Road & Trafalgar

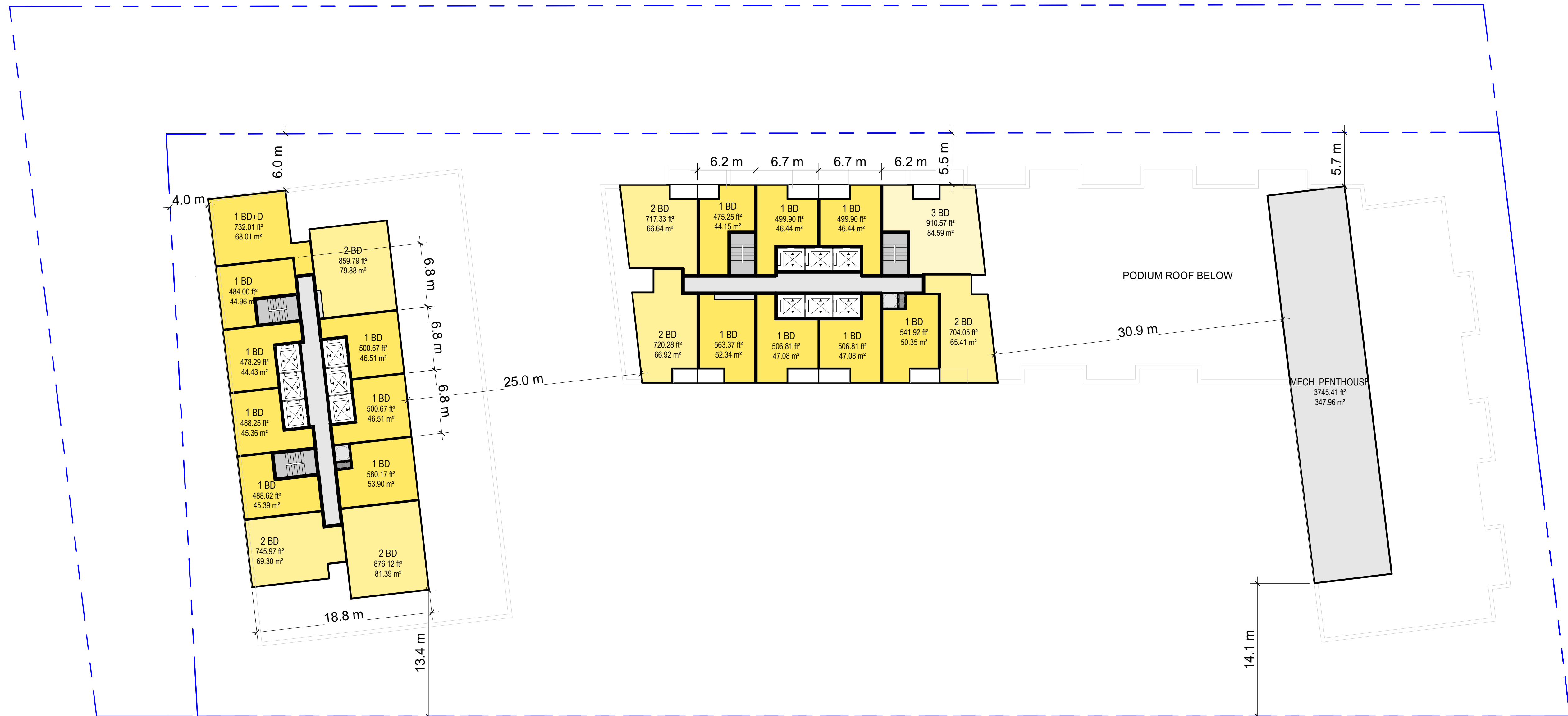
OWNER
166 South Service Inc.

DWG TITLE
Level 6 - Amenity

DATE: 2022-01-18
SCALE: 1 : 250
DRAWN: MS/FT/AA
CHECKED: DS
PROJ. No.: 2128

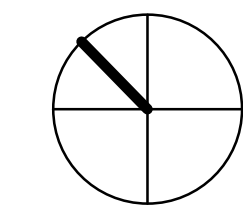
DWG No.

AZ111



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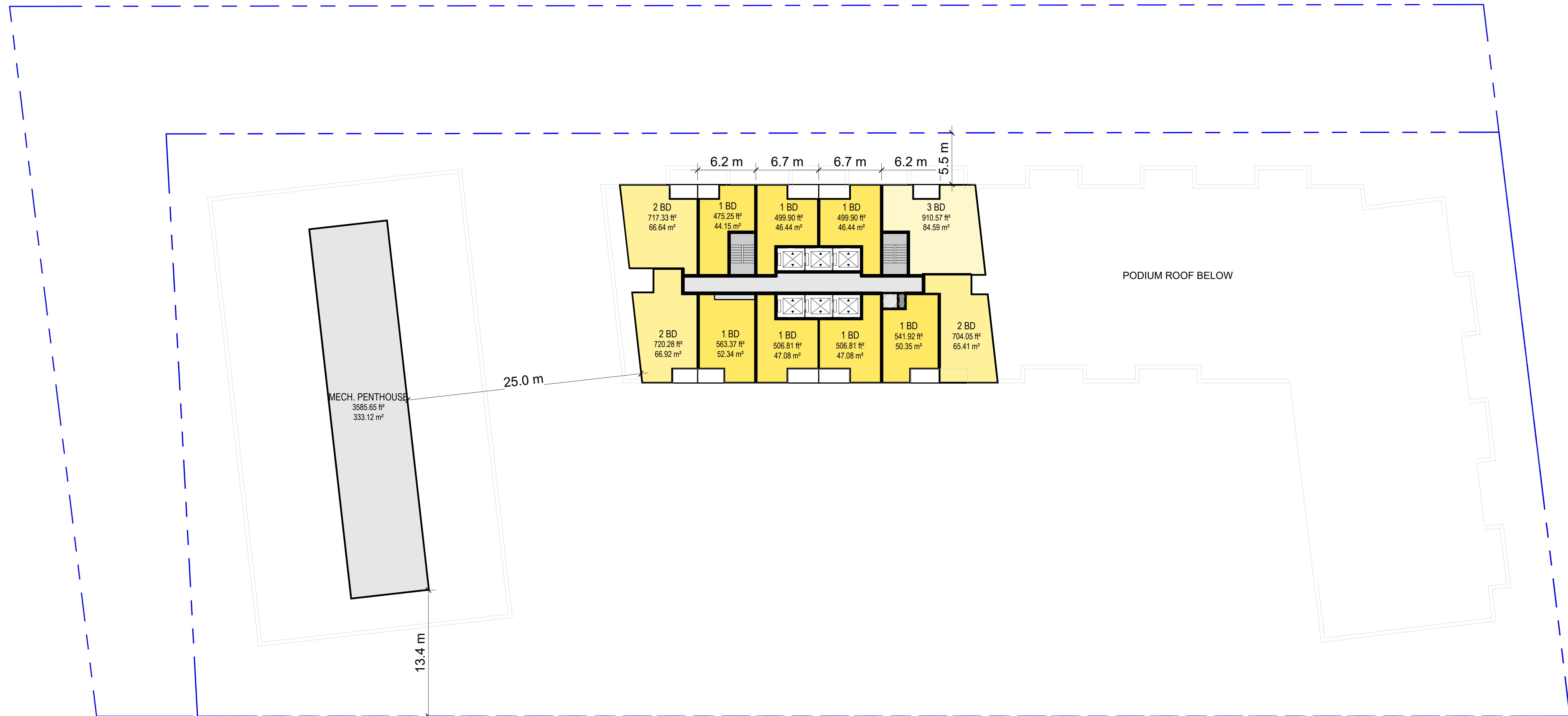
PROJ. NAME
166 South Service Road
 South Service Road & Trafalgar

OWNER
166 South Service Inc.

DWG TITLE
Levels 45-50

DATE: 2022-01-18
 SCALE: 1 : 250
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 CHECKED: DS
 PROJ. No.: 2128

DWG No.
AZ113

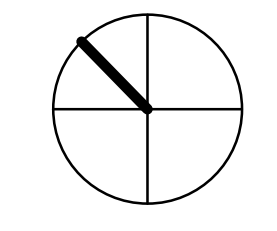


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PROJ. NAME
166 South Service Road
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OWNER
166 South Service Inc.

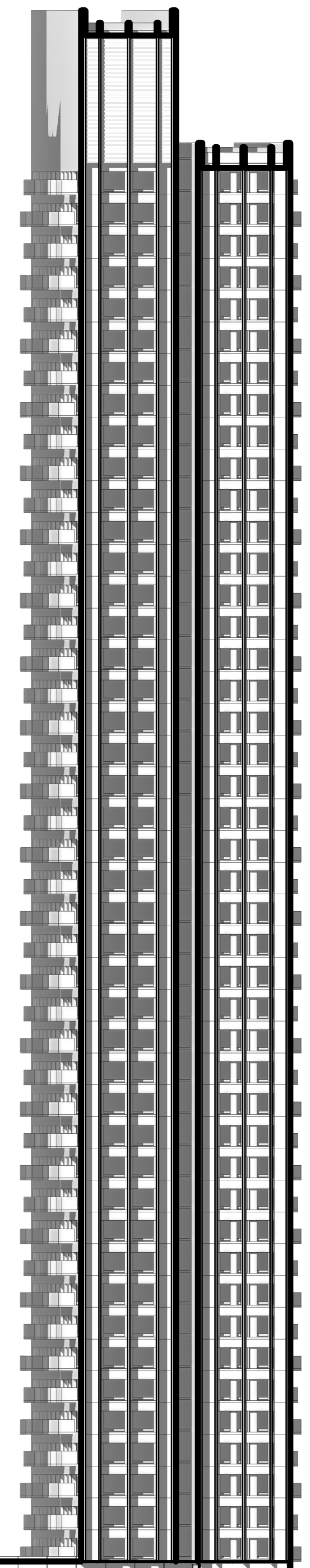
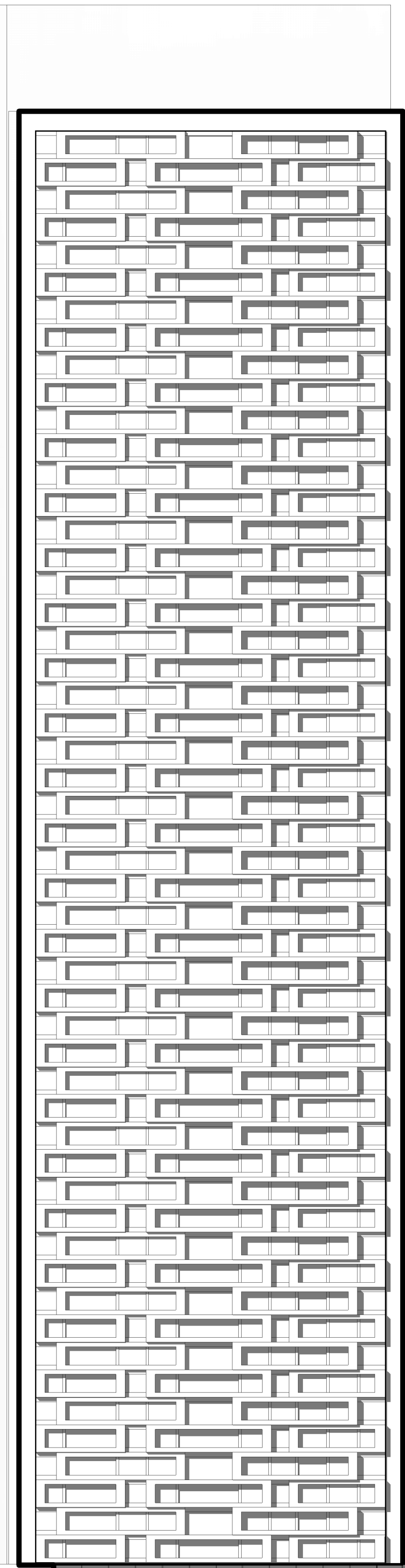
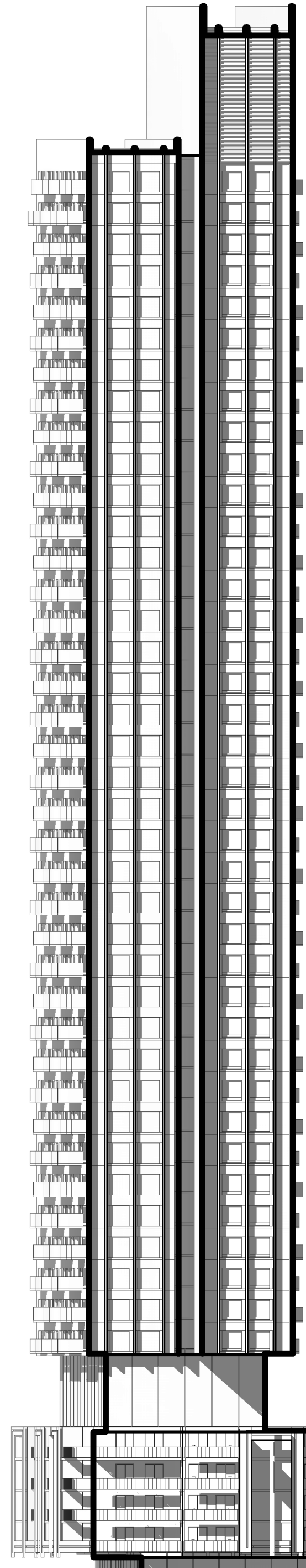
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Levels 51-58

DATE: 2022-01-18
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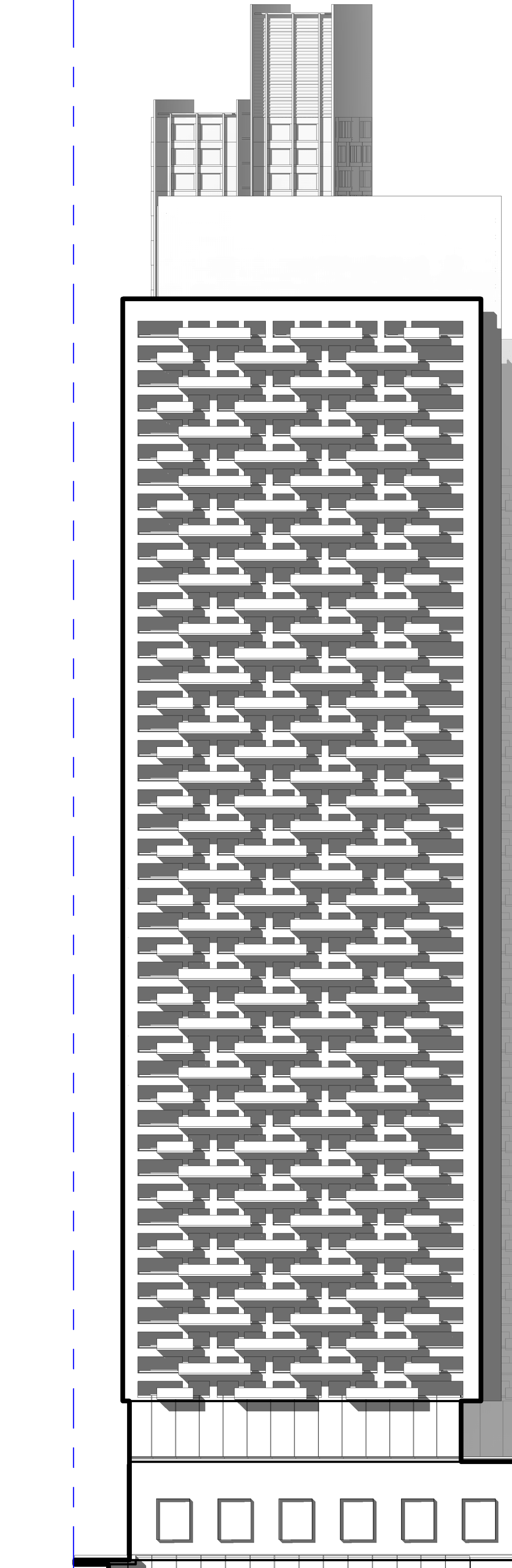
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Tower 2 MPH Roof +194.00 m

Level 59	+182.00 m
Level 58	+179.00 m
Level 57	+176.00 m
Level 56	+173.00 m
Level 55	+170.00 m
Level 54	+167.00 m
Level 53	+164.00 m
Level 52	+161.00 m
Level 51	+158.00 m
Level 50	+155.00 m
Level 49	+152.00 m
Level 48	+149.00 m
Level 47	+146.00 m
Level 46	+143.00 m
Level 45	+140.00 m
Level 44	+137.00 m
Level 43	+134.00 m
Level 42	+131.00 m
Level 41	+128.00 m
Level 40	+125.00 m
Level 39	+122.00 m
Level 38	+119.00 m
Level 37	+116.00 m
Level 36	+113.00 m
Level 35	+110.00 m
Level 34	+107.00 m
Level 33	+104.00 m
Level 32	+101.00 m
Level 31	+98.00 m
Level 30	+95.00 m
Level 29	+92.00 m
Level 28	+89.00 m
Level 27	+86.00 m
Level 26	+83.00 m
Level 25	+80.00 m
Level 24	+77.00 m
Level 23	+74.00 m
Level 22	+71.00 m
Level 21	+68.00 m
Level 20	+65.00 m
Level 19	+62.00 m
Level 18	+59.00 m
Level 17	+56.00 m
Level 16	+53.00 m
Level 15	+50.00 m
Level 14	+47.00 m
Level 13	+44.00 m
Level 12	+41.00 m
Level 11	+38.00 m
Level 10	+35.00 m
Level 09	+32.00 m
Level 08	+29.00 m
Level 07	+26.00 m
Level 06	+18.50 m
Level 05	+15.50 m
Level 04	+12.50 m
Level 03	+9.50 m
Level 02	+6.50 m
Level 01 Mezz	+3.00 m
Level 01	+0.00 m
Level -1	-4.50 m
Level -2	-7.50 m
Level -3	-10.50 m
Level -4	-13.50 m
Level -5	-16.50 m

12.00 MPH
132.00 TOWER
158.00
26.00 PODIUM



Tower 2 MPH Roof +194.00 m

Level 59	+182.00 m
Level 58	+179.00 m
Level 57	+176.00 m
Level 56	+173.00 m
Level 55	+170.00 m
Level 54	+167.00 m
Level 53	+164.00 m
Level 52	+161.00 m
Level 51	+158.00 m
Level 50	+155.00 m
Level 49	+152.00 m
Level 48	+149.00 m
Level 47	+146.00 m
Level 46	+143.00 m
Level 45	+140.00 m
Level 44	+137.00 m
Level 43	+134.00 m
Level 42	+131.00 m
Level 41	+128.00 m
Level 40	+125.00 m
Level 39	+122.00 m
Level 38	+119.00 m
Level 37	+116.00 m
Level 36	+113.00 m
Level 35	+110.00 m
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Level 33	+104.00 m
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Level 19	+62.00 m
Level 18	+59.00 m
Level 17	+56.00 m
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Level 15	+50.00 m
Level 14	+47.00 m
Level 13	+44.00 m
Level 12	+41.00 m
Level 11	+38.00 m
Level 10	+35.00 m
Level 09	+32.00 m
Level 08	+29.00 m
Level 07	+26.00 m
Level 06	+18.50 m
Level 05	+15.50 m
Level 04	+12.50 m
Level 03	+9.50 m
Level 02	+6.50 m
Level 01 Mezz	+3.00 m
Level 01	+0.00 m
Level -1	-4.50 m
Level -2	-7.50 m
Level -3	-10.50 m
Level -4	-13.50 m
Level -5	-16.50 m

12.00 MPH
132.00 TOWER
158.00
26.00 PODIUM

1 East Elevation
AZ300 1:400

2 North Elevation
AZ300 1:400

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PROJ. NAME
166 South Service Road
South Service Road & Trafalgar

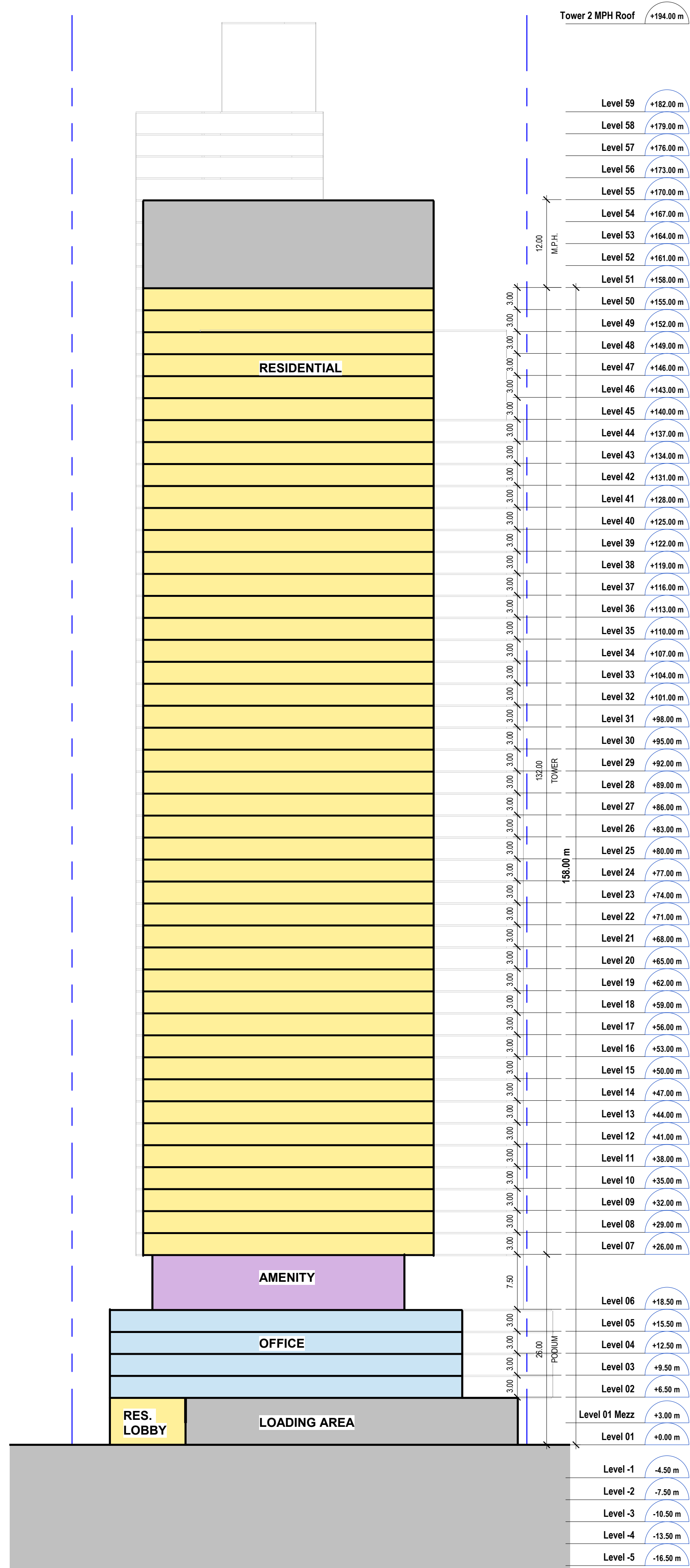
OWNER
166 South Service Inc.

DWG TITLE
Elevations (north and east)

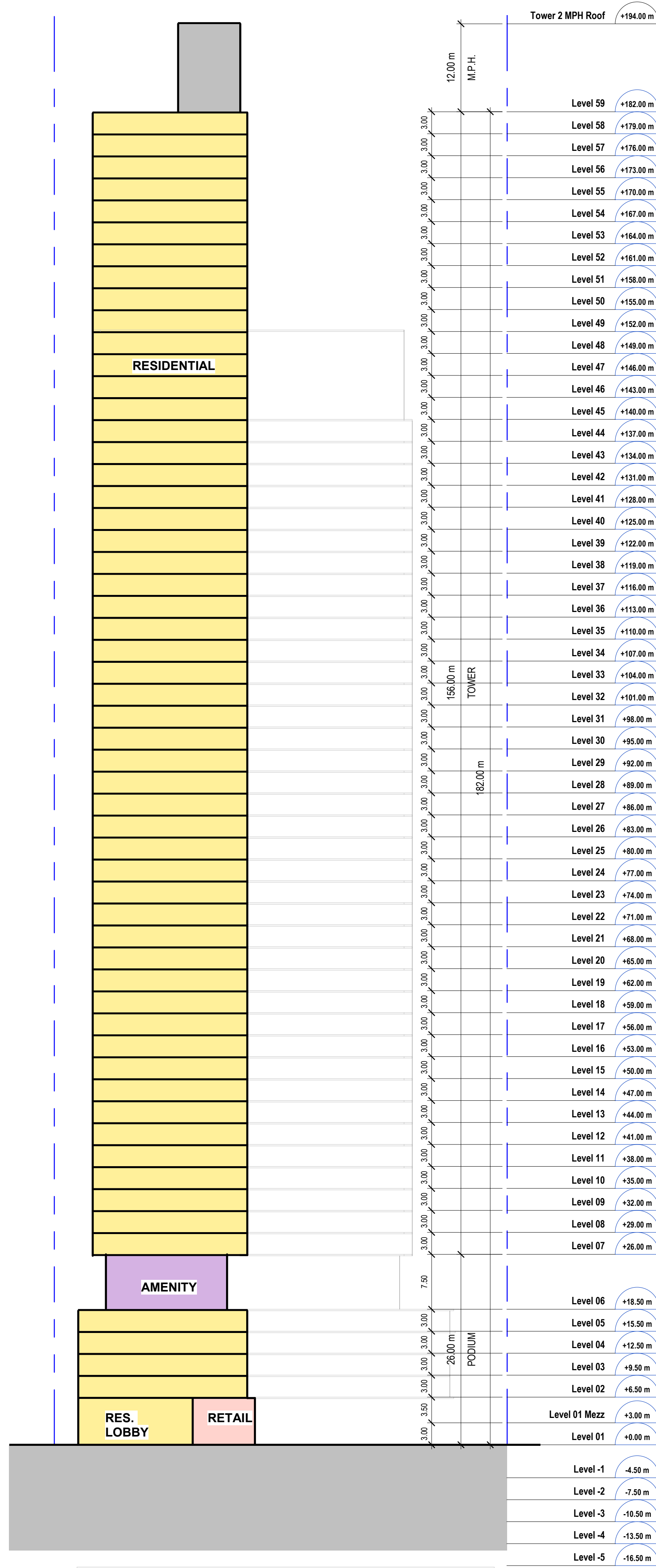
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AZ300

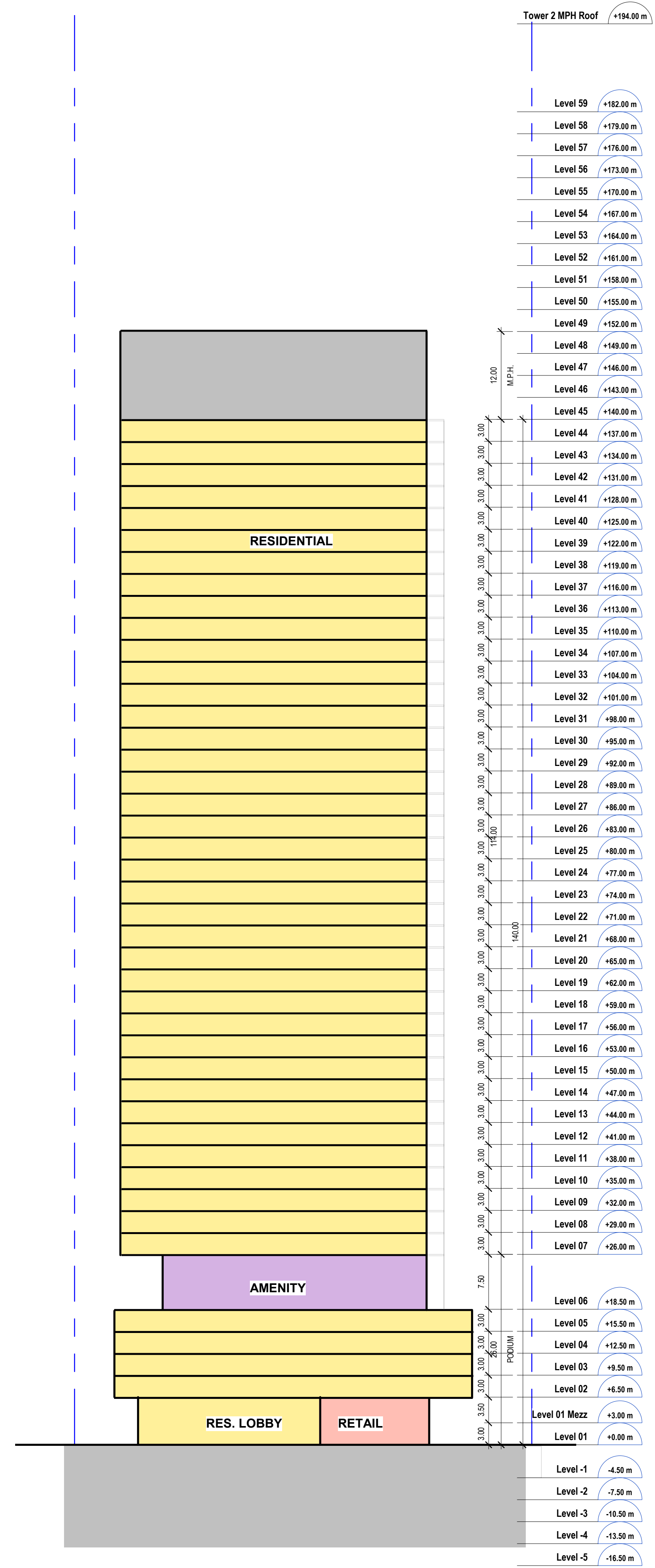
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1 E-W Section - Tower 1
AZ400 1:400



2 E-W Section - Tower 2
AZ400 1:400



3 E-W Section - Tower 3
AZ400 1:400

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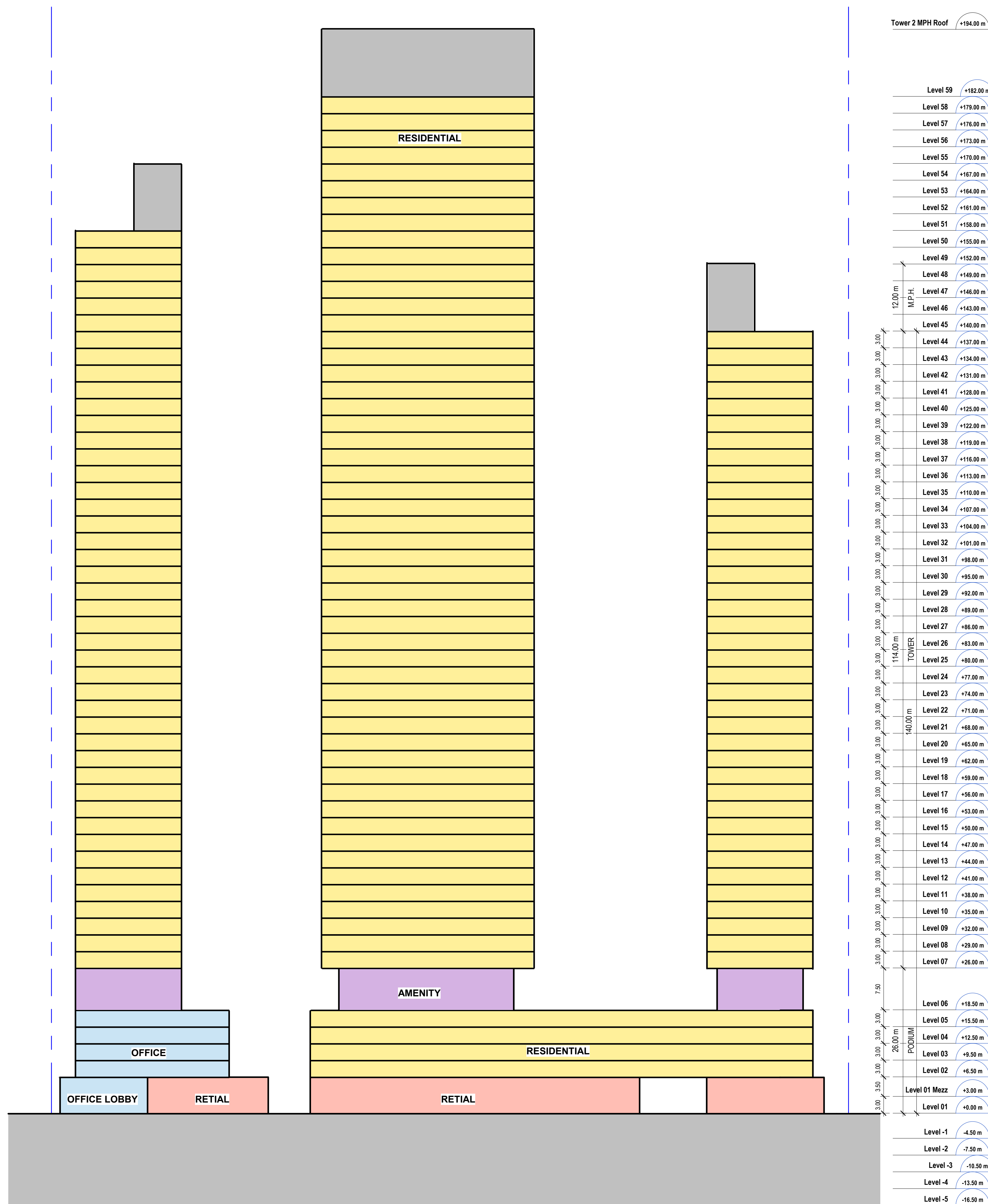
PROJ. NAME
166 South Service Road
South Service Road & Trafalgar

OWNER
166 South Service Inc.

DWG TITLE
Sections (east-west)

DATE: 2022-01-18
SCALE: 1:400
DRAWN: MS/FT/AA
CHECKED: DS
PROJ. No.: 2128 DWG No.

AZ400



DRAWING NOT TO BE SCALED

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PROJ. NAME
166 South Service Road
South Service Road & Trafalgar

OWNER
166 South Service Inc.

DWG TITLE
Sections (north-south)

DATE: 2022-01-18
SCALE: 1 : 400
DRAWN: MS/FT/AA
CHECKED: DS
PROJ. No.: 2128

DWG No.

AZ401

The page features a decorative background with a large, light gray curved shape on the right side and a blue curved shape on the left side, separated by a white border. The text 'APPENDIX B' is centered within the gray area.

APPENDIX B

166 South Service Road East - Land Use Compatibility Assessment
166 South Service Road East, Oakville, Ontario

RWDI# 2202917

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 ^[2]
1	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	103	N/A
2	Safety-Kleen (On-Site) Inc.	530 Lyons Lane, Oakville Hydro	ECA-WASTE DISPOSAL SITES	5710-4Q8L46	Permit no longer used/in operation. No activities visible from aerial or street level imagery.	No	281	N/A
3	Ivanhoe Cambridge II Inc.	240 Leighland Ave	ECA-AIR	5755-6JSMEW	Part of the Oakville Place retail shopping centre. Facility includes retail and commercial stores. No significant emissions or air or noise expected from this facility.	No	188	N/A
3	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 or air or noise expected from this facility.	No	188	N/A
3	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 or air or noise expected from this facility.	No	188	N/A