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October 3, 2024

VIA E-MAIL TO: slauzon@distrikt.com

Sasha Lauzon, M.Pl., MCIP, RPP
Vice President of Development & Planning
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90 Wingold Avenue, Unit 1
Toronto, Ontario
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Re: Reliance Letter – Noise Feasibility Study, Proposed Mixed-Use/Residential Development, Oakville TOC Development, 590 Argus Road, Oakville, Ontario

Dear Sasha,

As requested, we are providing this reliance letter for the proposed mixed-use/residential development located at 590 Argus Road in Oakville, Ontario. Our previous report was entitled, "Noise Feasibility Study, Proposed Mixed-Use/Residential Development, 590 Argus Road, Oakville, Ontario" dated March 25, 2024. The latest site plan for the proposed development prepared by Teeple Architects dated September 20, 2024, is attached.

The building locations are generally the same as those included in the previous report. The heights of the proposed buildings have increased by 2-storeys for Building A, and Building C has been decreased by 2-storeys. The recommendations included in our previous report remain valid. The detailed study will be submitted with the next Oakville TOC submission which will include responses to comments provided by the Town of Oakville including, updated road and rail traffic information, a review of detailed floor plans and building elevations to refine glazing requirements, and a statement regarding air traffic noise. We trust this is sufficient for your current purposes, please feel free to contact us if you have any further questions or concerns.

Yours truly,

HOWE GASTMEIER CHAPNIK LIMITED

Victor Garcia, P.Eng.

Any conclusions or recommendations provided by HGC Engineering in this letter/memo have limitations as detailed on our website: https://acoustical-consultants.com/limitations/.

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Noise Feasibility Study

Proposed Mixed-Use/Residential Development

590 Argus Road

Oakville, Ontario

Prepared for:

590 Argus LP
1-90 Wingold Avenue
North York, Ontario, M6B 1P5

Prepared by

Victor Garcia, PEng

Reviewed by

Sheeba Paul, MEng, PEng

March 25, 2024

HGC Project No. 02200768

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1 Introduction and Summary

HGC Engineering was retained by 590 Argus LP to conduct a noise feasibility study for a proposed mixed-use/residential development located at 590 Argus Road in Oakville, Ontario. The study is required by the municipality as part of the approvals process.

This report has been updated to include an updated site plan prepared by Teeple Architects Inc. and updates road traffic data for the QEW.

The primary sources of noise are road traffic on the Queen Elizabeth Way (QEW), Trafalgar Road, and Cross Avenue. Rail traffic on the Canadian National (CN) railway to the south of the site is a secondary source of noise. Road traffic data was obtained from the Ministry of Transportation (MTO), Region of Halton, and the Town of Oakville. Rail traffic data was obtained from Metrolinx and CN personnel. Traffic data was used to predict future traffic sound levels at the proposed buildings. The predicted sound levels were evaluated with respect to the guidelines of the Ministry of the Environment, Conservation and Parks (MECP), Region and Town.

The study finds that the traffic noise exceeds the MECP sound level criteria during daytime and nighttime hours at the proposed development. Central air conditioning is required for the proposed buildings. Upgraded building and glazing constructions are required for the proposed buildings. When detailed floor plans and building elevations are available for the proposed buildings, the window glazing requirements should be refined based on actual window to floor area ratios.

Sound level impacts from the existing neighbouring commercial/retail uses were also investigated and were determined to have the potential to exceed the background sound levels in the area during a worst-case operational scenario. Mitigation in the form of architectural solutions, such as utilizing balconies of appropriate height to mitigate sound levels at the façades of the buildings are recommended. Detailed noise studies are recommended for each building as the development proposal proceeds.

Associated acoustical requirements are specified in this report. Warning clauses are recommended to inform future residents of the traffic noise impacts, the presence of the neighbouring commercial facilities and to address sound level excesses.

2 Site Descriptions and Sources of Sound

An aerial photo showing a key plan is attached as Figure 1 also showing the surrounding land uses. A site plan dated March 20, 2024 prepared by Teeple Architects and is included as Figure 2. The proposed development will consist of three residential buildings: 45-storeys (Building A), 50-storeys (Building B), and 57-storeys (Building C) connected by a 2-storey podium. Six levels of underground parking are proposed to be provided beneath the buildings with some commercial/retail space provided on the ground floors. Residential suites begin on the second floor. Outdoor amenity spaces are located on the roofs of the 2-storey and 3-storey podiums along with private terraces on the south sides of each tower.

The site is located at 590 Argus Road in Oakville, Ontario. Currently the subject site includes a Holiday Inn which is to be removed. Figure 3 shows an aerial photo showing the surrounding land uses. The surrounding lands are primarily existing commercial/industrial land uses including: a commercial/office building and the Animal Hospital of Oakville to the northwest; All Fix Automotive, Grandeur Motors, KidLogic, a car wash and various commercial facilities to the southwest; various commercial buildings to southeast; and Oak Land Ford Service to the east. Much of the surrounding lands are proposed to include future mixed-use developments as this is an area in transition. A site visit was conducted to investigate the noise sources associated with the surrounding uses and is further discussed in Section 6.0.

3 Sound Level Criteria

3.1 Road and Rail Traffic Noise

Guidelines for acceptable levels of road and rail traffic noise applicable to residential developments are given in the MECP publication NPC-300, “Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning”, release date October 21, 2013 and are listed in Table 1 below. The Federation of Canadian Municipalities (FCM) and Railway Association of Canada (RAC) “Guidelines for New Development in Proximity to Railway Operations”, dated May 2013 (RAC/FCM guidelines were also reviewed dated November 2006). The values in Table 1 are energy equivalent (average) sound levels [L_{EQ}] in units of A-weighted decibels [dBA].

Table 1: MECP Road and Rail Traffic Noise Criteria [dBA]

Space	Daytime L_{EQ} (16 hour) Road/Rail	Nighttime L_{EQ}(8 hour) Road/Rail
Outdoor Living Areas	55 dBA	--
Inside Living/Dining Rooms	45 dBA / 40 dBA	45 dBA / 40 dBA
Inside Bedrooms	45 dBA / 40 dBA	40 dBA / 35 dBA

Daytime refers to the period between 07:00 and 23:00, while nighttime refers to the period between 23:00 and 07:00. The term "Outdoor Living Area" (OLA) is used in reference to an outdoor patio, a backyard, a terrace or other area where passive recreation is expected to occur. Balconies that are less than 4 m in depth are not considered to be outdoor living areas under MECP guidelines.

The guidelines in the MECP publication allow the sound level in an OLA to be exceeded by up to 5 dBA, without mitigation, if warning clauses are placed in the purchase and rental agreements to the property. Where OLA sound levels exceed 60 dBA, physical mitigation is required to reduce the OLA sound level to below 60 dBA and as close to 55 dBA as technically, economically and administratively feasible.

Indoor guidelines for rail noise are 5 dBA more stringent than for road noise, to account for the low frequency (rumbling) character of locomotive sound, and its greater potential to transmit through exterior wall/window assemblies.

A central air conditioning system as an alternative means of ventilation to open windows is required for all dwellings where nighttime sound levels outside bedroom/living/dining room windows exceed 60 dBA or daytime sound levels outside bedroom/living/dining room windows exceed 65 dBA. Forced-air ventilation with ducts sized to accommodate the future installation of air conditioning is required when nighttime sound levels at bedroom/living/dining room windows are in the range of 51 to 60 dBA or when daytime sound levels at bedroom/living/dining room windows are in the range of 56 to 65 dBA.

Building components such as walls, windows and doors must be designed to achieve indoor sound level criteria when the plane of bedroom/living/dining room window sound level is greater than 55 dBA due to nighttime and greater than 60 dBA during the daytime hours due to rail traffic noise.

Warning clauses are required to notify future residents of possible excesses when nighttime sound levels exceed 50 dBA at the plane of the bedroom/living/dining room window and daytime sound levels exceed 55 dBA in the outdoor living area and at the plane of the bedroom/living/dining room window due to rail traffic.

4 Traffic Noise Predictions

4.1 Road Traffic Data

Road traffic data for the QEW was obtained from the MTO in the form of summer average daily traffic (SADT) for the year 2019 and is provided in Appendix B. The data was projected to the year 2034 using a 2.5%/year growth rate. A daytime commercial vehicle percentage of 14% was split into 5.4% medium trucks and 8.6% heavy trucks, was used in the analysis. A day/night split of 67%/13% and a posted speed limit of 100 km/h were used in the analysis.

Road traffic data for Cross Avenue was obtained from the Town of Oakville. The data was provided in the form of peak hour turning movement counts for the year 2020 and is provided in Appendix B. The traffic data was projected to the year 2034 using a 2.5% growth rate. A commercial vehicle percentage for Cross Avenue of 5.4% was provided and split into 2.1% medium trucks and 3.3% heavy trucks. A day/night split of 90%/10% was assumed in the analysis. A posted speed limit of 50 km/h was used for Cross Avenue.

Road traffic data for Argus Road was obtained from the Town of Oakville. The data was provided in the form of peak hour turning movement counts for the year 2020 and is provided in Appendix B. The traffic data was projected to the year 2034 using a 2.5% growth rate. A commercial vehicle percentage for Argus Road of 7.8% was provided and split into 3.0% medium trucks and 4.8% heavy trucks. A day/night split of 90%/10% was assumed in the analysis. A posted speed limit of 50 km/h was used for Argus Road.

Ultimate road traffic information for Trafalgar Road was obtained from Region of Halton personnel and is provided in Appendix A. A posted speed limit of 50 km/h was used for Trafalgar Road. An existing commercial vehicle percentage of 2.7% was obtained from the Region of Halton, split into

1.5% medium trucks and 1.2% heavy trucks was also used in the analysis, along with a day-night split of 90%/10%. Table 2 summarizes the road traffic data used in the analysis.

Table 2: Road Traffic Data

`		Cars	Medium Trucks	Heavy Trucks	Total
QEW *Projected to 2034*	Daytime	193 272	12 136	19 328	224 736
	Nighttime	95 194	5 978	9 520	110 692
	Total	**288 466**	**18 114**	**28 848**	**335 428**
Cross Avenue *Projected to 2034*	Daytime	17 839	396	622	18 857
	Nighttime	1 982	44	69	2 095
	Total	**19 821**	**440**	**691**	**20 952**
Argus Road *Projected to 2034*	Daytime	2 720	89	142	2 951
	Nighttime	302	10	16	328
	Total	**3 022**	**99**	**158**	**3 279**
Trafalgar Road *Ultimate*	Daytime	48 164	742	594	49 500
	Nighttime	5 352	82	66	5 500
	Total	**53 516**	**824**	**660**	**55 000**

4.2 Rail Traffic

Rail traffic data for the CN Oakville Subdivision was obtained from CN railway and Metrolinx/GO Transit personnel and is attached in Appendix B. This line is used for way freight and passenger operations and is classified as a principal main line. The maximum permissible train speed for way freight trains in the area of the site is 97 kph (60 mph), 129 kph (80 mph) for passenger, and 153 kph (95 mph) for GO trains. In conformance with CN and GO Transit assessment requirements, the maximum speeds, maximum number of cars and locomotives per train were used in the traffic noise analysis to yield a worst-case estimate of train noise. The data was projected to the year 2034 using a 2.5% per year growth rate. Table 3 summarises the Metrolinx and CN rail traffic data used in the analysis.

Table 3: Rail Traffic Data Projected to the Year 2034

Type of Train	Number of Trains Day/ Night	Number of locomotives	Number of cars	Max Speed (KPH)
Way Freight	5.8 / 3.1	4	25	56
Passenger	19.3 / 0.0	2	10	56
GO	362.9 / 55.4	1	12	129

Note: All GO trains are modelled as diesel, as per Metrolinx requirements

4.3 Traffic Noise Predictions

To assess the levels of traffic noise which will impact the site in the future, predictions were made using a numerical computer modeling package (*Cadna-A version 2023 MR1 build: 197.5343*) due to the complexity of the site. The model is based on the methods from ISO Standard 9613-2.2, "*Acoustics - Attenuation of Sound During Propagation Outdoors*", which accounts for reduction in sound level with distance due to geometrical spreading, air absorption, ground attenuation and acoustical shielding by intervening structures.

The road and rail noise sources have been included in the model as line sources included in *Cadna/A* which have been calibrated to Stamson. Our experience suggests that road and rail sound levels predicted by Cadna are reasonably accurate. The model road traffic values have been qualified to be within 1 – 2 dBA of those predicted in STAMSON 5.04, a computer algorithm developed by the MECP.

Predictions of the overall sound levels from all road and rail sources were made at various representative façade locations throughout the site. The predicted sound levels from road and rail traffic impacting the proposed development are summarized in the following tables at each facade. Appendix C shows the figures indicating the predicted sound level from road and rail traffic along each façade of the proposed buildings.

Table 4: Daytime Predicted Future Sound Levels [dBA], Without Mitigation

Building	Façade	Daytime - at Façade $L_{EQ(16)}$		Daytime - at Façade Total $L_{EQ(16)}$	Daytime – in OLA $L_{EQ(16)}$
		Road	Rail		
Tower A 45-Storey	Northwest	79	<55	79	--
	Northeast	77	61	77	--
	Southeast	63	63	66	--
	Southwest	76	60	76	--
	4th Floor OLA	--	--	--	72*
	7th Floor Private Terraces	--	--	--	69*
Tower B 50-Storey	Northwest	78	<55	78	--
	Northeast	76	61	76	--
	Southeast	62	63	65	--
	Southwest	74	60	74	--
	7th Floor Private Terraces	--	--	--	64*
Tower C 57-Storey	Northwest	78	<55	78	--
	Northeast	78	61	78	--
	Southeast	63	63	66	--
	Southwest	71	60	71	--
	4th Floor OLA	--	--	--	73*
	7th Floor Private Terraces	--	--	--	69*
2-Storey Podium	3rd Floor OLA	--	--	--	74*

Note: *With 1.07 m solid parapet wall

Table 5: Nighttime Predicted Future Sound Levels [dBA], Without Mitigation

Building	Façade	Nighttime - at Façade $L_{EQ(8)}$		Nighttime - at Façade Total $L_{EQ(8)}$
		Road	Rail	
Tower A 45-Storey	Northwest	79	<50	79
	Northeast	77	56	77
	Southeast	62	58	64
	Southwest	76	55	76
Tower B 50-Storey	Northwest	78	<50	78
	Northeast	76	56	76
	Southeast	57	58	60
	Southwest	74	55	74
Tower C 57-Storey	Northwest	78	<50	78
	Northeast	78	56	78
	Southeast	58	58	61
	Southwest	71	55	72

5 Traffic Noise Recommendations

The predictions indicate that traffic sound levels exceed MECP limits during daytime and nighttime hours at the proposed façades of the buildings. The following recommendations are provided.

5.1 Outdoor Living Areas

There are several outdoor amenity spaces indicated on the drawings located on the roof of the 2 and 3-storey podiums, and on the south side of the buildings on the 7th floor. The predicted sound level on all of the common outdoor amenity terraces were predicted with a minimum 1.07 m high solid parapet wall. The predicted sound level on the proposed common amenity spaces and terraces throughout the site range from 64 to 73 dBA, well in excess of the MECP limit of 55 dBA.

Acoustic barrier on the common amenity spaces on the 2 and 3-storey podium roofs would need to be well in excess of 5 m in order to reduce the sound level in the amenity spaces to 60 dBA. Barriers exceeding 3 m are not considered feasible technically or economically for the project. Consideration could be given in detail design to integrating some smaller structures, screens or landscaping features to create quieter pockets or zones on this terrace. A unique warning clause is suggested below to advise tenants that noise levels on this terrace will be high.

For private terraces on the south side of each building, acoustic barriers 2.8 m in height for Buildings A and C, and 1.5 m in height for Building B are required to reduce sound levels to 60 dBA. The 5 dBA sound level excess is acceptable to the MECP if it is acceptable to the municipality.

As a general note, the wall component of the barrier should be of a solid construction with a surface density of no less than 20 kg/m^2. The walls may be constructed from a variety of materials such as wood, brick, pre-cast concrete or other concrete/wood composite systems or transparent materials provided that it is free of gaps or cracks within or below its extent.

The dwelling units may have balconies that are less than 4 m in depth. These balconies are not considered outdoor living areas and do not need to be assessed under MECP guidelines.

5.2 Indoor Living Areas and Ventilation Requirements

Central Air Conditioning

The predicted nighttime sound levels at the proposed buildings will exceed 65 dBA during the daytime hours and 60 dBA during the nighttime hours, and thus air conditioning systems are required so that windows may remain closed.

Window or through-the-wall air conditioning units (similar to motel style) are not recommended for any residential units because of the noise they produce and because the units penetrate through the exterior wall which degrades the overall noise insulating properties of the envelope. This can be achieved if the heating and cooling within each unit is housed in its own closet with an access door for maintenance. The location, installation and sound ratings of the outdoor air conditioning devices should minimize noise impacts and comply with criteria of MECP publication NPC-300, as applicable.

5.3 Building Façade Constructions

Future sound levels at the proposed buildings will exceed 65 dBA during the day and 60 dBA during the night due to road and rail traffic noise. MECP guidelines recommend that the windows, walls and doors be designed so that the indoor sound levels comply with MECP noise criteria.

Detailed glazing requirements for different facades and spaces could be considered in value engineering, if required, when detailed floor plans and building elevations are available.

Exterior Wall Constructions

The exterior walls of the proposed buildings may include precast/masonry panel portions, as well as spandrel glass panels within an aluminum window system. In this analysis, it has been assumed that sound transmitted through elements other than the glazing elements is negligible in comparison. For this assumption to be true, spandrel or metal panel sections must have an insulated drywall partition on separate framing behind.

Exterior Doors

There may be swing doors and some glazed sliding patio doors for entry onto the balconies from living/dining/bedrooms and some bedrooms. The glazing areas on the doors are to be counted as part of the total window glazing area. If exterior swing doors are to be used, they shall be insulated metal doors equipped with head, jamb and threshold weather seals.

Acoustical Requirements for Glazing

At the time of this report, detailed floor plans and elevations are under development. Assuming a typical window to floor area of 50% (40% fixed and 10% operable) for the living/dining rooms and 40% (30% fixed and 10% operable) bedrooms, the minimum acoustical requirement for the basic window glazing, including glass in fixed sections, swing or sliding doors, and operable windows, is provided in Table 6.

Table 6: Required Minimum Glazing STC Proposed Building

Building	Façade	Preliminary Glazing STC[1, 2]
Tower A 45-Storey	Northwest	STC-44
	Northeast	STC-42
	Southeast	STC-33
	Southwest	STC-41
Tower B 50-Storey	Northwest	STC-43
	Northeast	STC-41
	Southeast	STC-33
	Southwest	STC-39
Tower C 57-Storey	Northwest	STC-43
	Northeast	STC-43
	Southeast	STC-33
	Southwest	STC-36

Note:
[1] Based on 50% window to floor area ratio for living/dining rooms and 40% for bedrooms.
[2] STC requirement refers to fixed glazing. Small leaks through operable doors and windows are assumed, however, tight weather seals should be provided to reduce such leakage to the extent feasible.
OBC – Ontario Building Code

The northwest, northeast, and southwest façades of Tower A, Tower B, and Tower C, have significant STC requirements. It is suggested that the window to floor area ratios be minimized as

much as possible along these façades. Sliding patio doors should not be included into bedrooms, swing doors are more suitable for suites with exposure to the QEW.

These calculations assume insignificant sound transmission through the walls in comparison with the windows. Exterior walls that are not glazed should have sufficient acoustical insulation value such that the noise transmitted through is negligible in comparison with the windows. These aspects can be verified as part of the detail design of the envelope, as needed.

Note that acoustic performance varies with manufacturer's construction details, and these are only guidelines to provide some indication of the type of glazing likely to be required. Acoustical test data for the selected assemblies should be requested from the suppliers, to ensure that the stated acoustic performance levels will be achieved by their assemblies.

Further Review

When detailed floor plans and building elevations are available for the buildings, the glazing requirements should be refined based on actual window to floor area ratios.

5.4 Warning Clauses

The guidelines recommend that warning clauses be included in the development agreements, purchase and tenancy agreements and offers of the purchase and sale for the dwelling units. These are provided below.

Suitable wording for future dwellings with minor sound level excesses is given below.

Type A:

> Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road and rail traffic may continue to be of concern, occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the Municipality's and the Ministry of the Environment, Conservation and Parks' noise criteria.

Suggested wording for future dwellings requiring central air conditioning systems is given below.

Type B:

> 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.

Suggested wording for future dwellings where terraces cannot be sufficiently mitigated against traffic noise.

Type C:

> Due to site constraints, an acoustical barrier to shield the outdoor amenity terrace from the road and rail traffic could not be accommodated. Noise levels on this terrace are expected to be well above the sound level limits of the Ministry of the Environment, Conservation and Parks.

CN requires a standard warning clause as this development is located near a principal mainline. The following sample clause is typical of those included in agreements of purchase and sale or lease on the Lands that are within 300 meters of the railway right-of-way.

Type D:

> Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.

GO Transit's standard warning clause for residential developments located within 300 m of a railway right-of-way (principal main line) is given below.

Type E:

> Warning: Metrolinx, carrying on business as GO Transit, and its assigns and successors in interest are the owners of lands within 300 metres from the land which is the subject hereof. In addition to the current use of the lands owned by Metrolinx, there may be alterations or expansions of the rail and other facilities on such lands in the future including the possibility

that GO Transit or any railway assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwellings. Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under its lands.

5.5 Impact of the Development on Itself

Section 5.8.1.1 of the Ontario Building Code (OBC), released on January 1, 2020, specifies the minimum required sound insulation characteristics for demising partitions, in terms of Sound Transmission Class (STC) or Apparent Sound Transmission Class (ASTC) values. In order to maintain adequate acoustical privacy between separate suites in a multi-tenant building, inter-suite walls must meet or exceed STC-50 or ASTC-47. Suite separation from a refuse chute or elevator shaft must meet or exceed STC-55. In addition, it is recommended that the floor/ceiling constructions separating suites from any amenity or commercial spaces also meet or exceed STC-55. Tables 1 and 2 in Section SB-3 of the Supplementary Guideline to the OBC provide a comprehensive list of constructions that will meet the above requirements.

Tarion's Builder Bulletin B19R requires the internal design of condominium projects to integrate suitable acoustic features to insulate the suites from noise from each other and amenities in accordance with the OBC, and limit the potential intrusions of mechanical and electrical services of the buildings on its residents. If B19R certification is needed, an acoustical consultant is required to review the mechanical and electrical drawings and details of demising construction and mechanical/electrical equipment, when available, to help ensure that the noise impact of the development on itself is maintained within acceptable levels.

5.6 Impact of the Development on the Environment

Sound levels from noise sources such as rooftop air-conditioners, cooling towers, exhaust fans, etc. should not exceed the minimum one-hour L_{EQ} ambient (background) sound level from road traffic, at any potentially impacted residential point of reception. Based on the levels observed during our site visit, the typical minimum ambient sound levels in the area are expected to be 50 dBA or more during the day and 45 dBA or more at night. Thus, any electro-mechanical equipment associated with this development (e.g. emergency generator testing, fresh-air handling equipment, etc.) should be designed such that they do not result in noise impact beyond these ranges.

6 Assessment of Stationary Sources of Sound at the Proposed Residential Units

6.1 Noise Source Description

The surrounding lands are primarily existing commercial/industrial land uses including: a commercial/office building and the Animal Hospital of Oakville to the northwest; All Fix Automotive, Grandeur Motors, KidLogic, a car wash and various commercial facilities to the southwest; various commercial buildings to southeast; and Oak Land Ford Service to the east. The rooftop mechanical equipment (air conditioning units), automotive repair shops bay doors, car wash bays, are potentially significant stationary sources of sound. A site visit was conducted in January 2022 to investigate the acoustical environment. Sensitive receptor locations were taken at the façades of the proposed buildings.

At the Oakville GO Station to the south, when trains were operated in reverse and when the train is about to leave the station, a warning bell is operated. Communications with GO transit staff indicate that these bells are safety devices used for warning purposes only, and are thus exempt from noise assessment under MECP guidelines. Other occasional noises emitted from this station (such as occasional announcements over the outdoor PA system) are not anticipated to be an issue.

6.2 Criteria for Acceptable Sound Levels

6.2.1 Stationary Noise Criteria

Under MECP guidelines, the acoustical environment in this area is classified as “urban” or “Class I”, as background sound levels are set by significant volumes of road traffic on surrounding roadways during daytime and nighttime hours.

Stationary sources of sound are collectively defined as all sources that emit sound within a commercial or industrial facility boundary. The facilities to the north, northwest and west are therefore classified as a stationary sources of sound.

MECP Guideline NPC-300 is the applicable guideline for use in investigating Land Use Compatibility issues with regard to noise. A commercial facility is classified in NPC-300 as a

stationary source of sound (as compared to sources such as traffic or construction, for example) for noise assessment purposes. A stationary noise source encompasses the noise from all the activities and equipment within the property boundary of a facility including regular on-site truck traffic for deliveries, material handling and mechanical equipment. In terms of background sound, the development is located in an urban acoustical environment which is characterized by an acoustical environment dominated by road traffic and human activity.

Stationary Source (Steady Sound)

NPC-300 is intended for use in the planning of both residential and commercial/industrial land uses and provides the acceptability limits for sound due to commercial operations in that regard. The facade of a residence (i.e., in the plane of a window), or any associated usable outdoor area is considered a sensitive point of reception (within 30 m of a dwelling façade). NPC-300 stipulates that the exclusionary sound level limit for a stationary noise source in urban Class 1 and 2 areas are taken to be 50 dBA during daytime and evening hours (07:00 to 19:00 and 19:00 to 23:00), and 45 dBA during nighttime hours (23:00 to 07:00) at the plane of the windows of noise sensitive spaces. If the background sound levels due to road traffic exceed the exclusionary limits, then that background sound level becomes the criterion. The background sound level is defined as the sound level that occurs when the source under consideration is not operating, and may include traffic noise and natural sounds.

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

Hourly daytime traffic data was obtained for the QEW from the MTO and for Trafalgar Road from the Region of Halton. Hourly daytime traffic data was not available for Cross Avenue. Using the current traffic volumes obtained from the Town, the traffic data was applied to a generic 24 hour traffic pattern developed by the US Department of Transportation, Federal Highways Administration contained in the report titled “Summary of National and Regional Travel Trends 1970 – 1995” dated May 1996. The traffic volumes were then used to predict sound levels at the residential receptors

during the day/nighttime hours to determine the minimum hour background sound levels at those locations due to the traffic on the public roadways.

The minimum hour traffic volumes used in the analysis are summarized in the following table.

Table 7: Minimum Hourly Traffic Volumes on Surrounding Roadways

Roadway	Hourly Data		Commercial Vehicle %
	Day	Night	
QEW	3 921	922	14
Trafalgar Rd	1 099	59	2.7
Cross Ave	395	91	5.4

The predicted quietest daytime hour and nighttime hour sound levels at the facades of the proposed residences, which will be exposed to the commercial facilities are found to be higher than the MECP exclusionary limits in the daytime hours for the majority of facades with exposure to the QEW and Cross Avenue. As such, the sound level limits as summarized in Table 8 are therefore used in the following sections of this report as the applicable criteria for each façade of the proposed residential buildings.

Table 8: Applicable Sound Level Limits, L_{EQ} (dBA) for Class I Areas

Building	Façade	Sound Level Limits	
		Daytime (07:00 to 23:00)	Nighttime (23:00 to 07:00)
Tower A 45-Storey	Northwest	68	62
	Northeast	50	47
	Southeast	51	47
	Southwest	66	59
	4th Floor OLA	67*	--
	7th Floor Private Terraces	63*	--
Tower B 50-Storey	Northwest	68	61
	Northeast	51	45
	Southeast	51	45
	Southwest	54	47
	7th Floor Private Terraces	54*	--
Tower C 57-Storey	Northwest	65	59
	Northeast	64	58
	Southeast	51	45
	Southwest	53	47
	4th Floor OLA	68*	--
	7th Floor Private Terraces	62*	--
2-Storey Podium	3rd Floor OLA	69*	--

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

6.3 Stationary Source Assessment

Predictive noise modelling was used to assess the potential sound impact of the nearby land uses at the closest sensitive receptors. The noise prediction model was based on sound emission levels for the nearby noise sources, assumed operational profiles (during the day and night), and established engineering methods for the prediction of outdoor sound propagation. These methods include the effects of distance, air absorption, and acoustical screening by barrier obstacles.

Sound emission data for the rooftop equipment was obtained from HGC Engineering project files for typical commercial facilities. The source levels associated used in the analysis is listed in Table 9 below.

Table 9: Source Sound Power Levels [dB re 10-12 W]

Source	Octave Band Centre Frequency [Hz]							
	63	125	250	500	1k	2k	4k	8k
Exhaust Fan	84	88	86	85	80	80	76	74
Car Wash Bay	85	76	75	77	76	79	81	83
Vacuum	86	74	87	82	84	89	90	88
Condenser Fans	84	79	78	77	76	70	63	59
Tractor Trailer Acceleration	101	100	94	96	97	95	91	86
Medium Truck Acceleration	108	90	92	90	94	91	84	77
Medium Truck Reefer	82	77	78	67	67	64	58	50
Medium Truck Idle	72	68	70	65	72	69	60	52
Restaurant Exhaust Fan	86	74	87	82	84	89	90	88
Lennox KG060 (A-Weighted)	--	67	72	77	76	73	68	61
Lennox KG120 (A-Weighted)	--	76	79	84	83	79	73	66
Lennox KG150 (A-Weighted)	--	77	80	85	84	79	74	66
Lennox KG240 (A-Weighted)	--	79	84	88	89	85	82	73
Cooling Tower	95	91	86	86	84	85	86	85

The above outlined sound levels and site features were used as input to a predictive computer model. The software used for this purpose (*Cadna-A Version 2023 MR1 build: 197.5343*) is a computer implementation of ISO Standard 9613-2.2 "Acoustics - Attenuation of Sound During Propagation Outdoors." The ISO method accounts for reduction in sound level with distance due to geometrical spreading, air absorption, ground attenuation and acoustical shielding by intervening structures such as barriers.

The following information and assumptions were used in the analysis.

Commercial Buildings

- The rooftop units were assumed to be located as shown in Figure 4. The majority of rooftop units were assumed to be 1 m to 2.5 m tall with the exception of the condenser fans which were 4.0 m in height.
- Lines indicate truck movements.

- Typical hours of operation for the majority of the commercial buildings are daytime only (07:00 to 23:00).

Receptors

- Façades of proposed residential development.

Assumed daytime worst-case scenario:

- All rooftop HVAC equipment operating for 60 minutes in an hour;
- Two medium trucks arriving for deliveries at the Famijoy idling for 10 minutes each, with one truck with a "reefer" operating for 20 minutes in an hour;
- All car wash bays (coin operated) operating for 30 minutes each;
- All vacuums operating for 15 minutes each at the car wash;

Assumed night-time worst-case scenario:

- All rooftop HVAC equipment operating for 30 minutes in an hour;
- All car wash bays (coin operated) operating for 10 minutes each;
- All vacuums operating for 10 minutes each at the car wash;

6.4 Results

The calculations consider the acoustical effects of distance and shielding by the buildings. The sound levels due to the rooftop mechanical equipment at the façades of the proposed buildings are summarized in the following table and Figures 5 and 6.

Table 10: Predicted Stationary Source Sound Levels at the Proposed Residential Buildings [dBA]

Building	Façade	Criteria Day/Night	Daytime	Nighttime
Tower A 44-Storey	Northwest	68 / 62	43	40
	Northeast	50 / 47	44	41
	Southeast	52 / 47	52	49
	Southwest	66 / 59	52	49
	4th Floor OLA	67* / --	34*	--
	7th Floor Private Terraces	63* / --	48*	--
Tower B 58-Storey	Northwest	68 / 61	32	<30
	Northeast	51 / 45	44	41
	Southeast	51 / 45	50	47
	Southwest	54 / 47	47	44
	7th Floor Private Terraces	54* / --	45*	--
Tower C 50-Storey	Northwest	65 / 59	41	38
	Northeast	64 / 58	49	46
	Southeast	51 / 45	48	45
	Southwest	53 / 47	48	45
	4th Floor OLA	68* / --	37*	--
	7th Floor Private Terraces	62* / --	45*	--
2-Storey Podium	3rd Floor OLA	69* / --	<30*	--

Note: *With a minimum 1.07 m solid parapet wall

The results of this analysis indicate that the predicted steady sound levels due to the surrounding facilities has the potential to be in excess of the sound level criteria by up to 2 dBA during the nighttime period at Buildings A and B during a worst-case operational scenario.

6.5 Discussion and Recommendations with Regard to the Commercial Facilities

While the MECP does not generally accept central air conditioning or mechanical ventilation as mitigation measures for stationary noise sources per se, it is noted that central air conditioning is expected be installed in the proposed buildings for the residential units so that the windows can remain closed against both traffic and stationary noise.

NPC-300 encourages noise mitigation at the source if possible. In this case, physical noise source mitigation options are quite limited due to the nature of the nearby commercial and residential buildings and the height of the residential receptors.

Sound level excesses may occur along the southeastern façades of the 6-storey podium and Tower A with direct exposure to the commercial/office buildings to the southeast during nighttime hours. The excesses are primarily due to operations of the 586 Argus Road and 587 – 595 Argus Road.

One option is to address the excesses at these façades of the buildings through modification to the buildings themselves, especially if the proposed development is to proceed with the existing commercial uses remaining as is. The following are some conceptual mitigation measures to achieve the criteria.

- Spaces along the southeast façades of the Buildings A and B, could be designed to include windows into non-sensitive spaces (e.g. office space, indoor amenity space, etc.).
- Minor excesses could also include receptor mitigation in the form of architectural solutions such as utilizing balconies of appropriate height (solid parapet made of glass) to shield any windows to sensitive spaces behind for the affected buildings. As this is an area in transition, the surrounding uses may change.
    - It is noted that for the property at 571 – 587 Argus Road, there is currently a development application for a mixed-use/residential development.
    - If the commercial uses ceased operation prior to occupancy of the proposed development, there would be no excesses along the façades of the proposed development. Figure 7 indicates the areas for potential noise mitigation.
- Other options include mitigating noise at the source which implies access to the roofs of the buildings for detailed sound level measurements and potential replacement of existing rooftop units with quieter models or enclosing the rooftop units. These options will need the co-operation of the commercial uses.

- Although the excesses are minor, a Class 4 designation could be sought from the municipality, as it will be difficult to mitigate noise from building of different ownership and co-operation will be required. Class 4 requires air conditioning the buildings and a specific noise warning clause.

A warning clause should be included in purchase and tenancy agreements to inform future occupants of the existing commercial facilities. Suggested wording is included below:

Type F:

> Purchasers/tenants are advised that due to the proximity of nearby commercial facilities, sound from those facilities may at times be audible.

If the existing mechanical equipment on the rooftop of the surrounding commercial uses, or if the associated lands are to be redeveloped prior to the anticipated occupancy of the subject development site, the above findings and conclusions should be revisited.

7 Summary and Recommendations

The following recommendations are provided with regard to noise control. Please refer to previous sections of this report where these recommendations are discussed in more detail.

1. Central air conditioning is required for all of the proposed buildings.

2. Upgraded building constructions are required for the façades of the proposed buildings as indicated in Section 5.3.

3. Warning clauses should be included in the property and tenancy agreements and offers of purchase and sale to inform the future owners/residents of the presence of the roadways and railway and the nearby commercial operations.

4. When detailed drawings are available, at SPA or as a condition, a detailed noise study should be conducted to refine the glazing constructions based on actual window to floor area ratios. It is suggested that the window to floor area ratios be minimized as much as possible along the façades with exposure to the QEW. Sliding patio doors should not be included into bedrooms, swing doors are more suitable for suites with exposure to the QEW.

5. Tarion's Builder Bulletin (B19R) requires that the internal design of condominium projects integrates suitable acoustic features to insulate the suites from noise from each other and amenities in accordance with the OBC, and limit the potential intrusions of mechanical and electrical services of the buildings on its residents. If B19R certification is needed, an acoustical consultant is required to review the mechanical and electrical drawings and details of demising constructions and mechanical/electrical equipment, when available, to help ensure that the noise impact of the development on itself are maintained within acceptable levels. Outdoor sound emissions should also be checked to ensure compliance with the Town's by-law.

Stationary Noise

6. Sound level excesses may be expected at some areas of the building façades due to existing stationary noise sources, primarily rooftop mechanical equipment from surrounding buildings. Conceptual options are provided, including increased balcony barrier heights or a Class 4 designation of the subject lands.

7. To address the potential for audible sound from the neighbouring commercial and residential buildings and nuisance sources, specific noise warning clauses are required as indicated in the above sections of this report.

8 Conclusions

Based on the assessment presented herein, the conceptual development proposal is considered to be feasible from a noise impact perspective. Transportation noise can be mitigated by standard building envelope assemblies. Preliminary noise modelling of the nearby existing commercial facilities indicates results to be within criteria at the majority of residential facades, with the exception of the southwester façades of Tower A and the 6-storey podium, directly facing neighbouring commercial/office buildings. Conceptual recommendations for mitigation were provided to achieve Class I criteria. A Class 4 designation could also be requested from the municipality for the lands. Detailed noise studies are recommended for each building as the development proposal proceeds.

Limitations

This document was prepared solely for the addressed party and titled project or named part thereof, and should not be relied upon or used for any other project without obtaining prior written authorization from HGC Engineering. HGC Engineering accepts no responsibility or liability for any consequence of this document being used for a purpose other than for which it was commissioned. Any person or party using or relying on the document for such other purpose agrees, and will by such use or reliance be taken to confirm their agreement to indemnify HGC Engineering for all loss or damage resulting therefrom. HGC Engineering accepts no responsibility or liability for this document to any person or party other than the party by whom it was commissioned.

Any conclusions and/or recommendations herein reflect the judgment of HGC Engineering based on information available at the time of preparation, and were developed in good faith on information provided by others, as noted in the report, which has been assumed to be factual and accurate. Changed conditions or information occurring or becoming known after the date of this report could affect the results and conclusions presented.

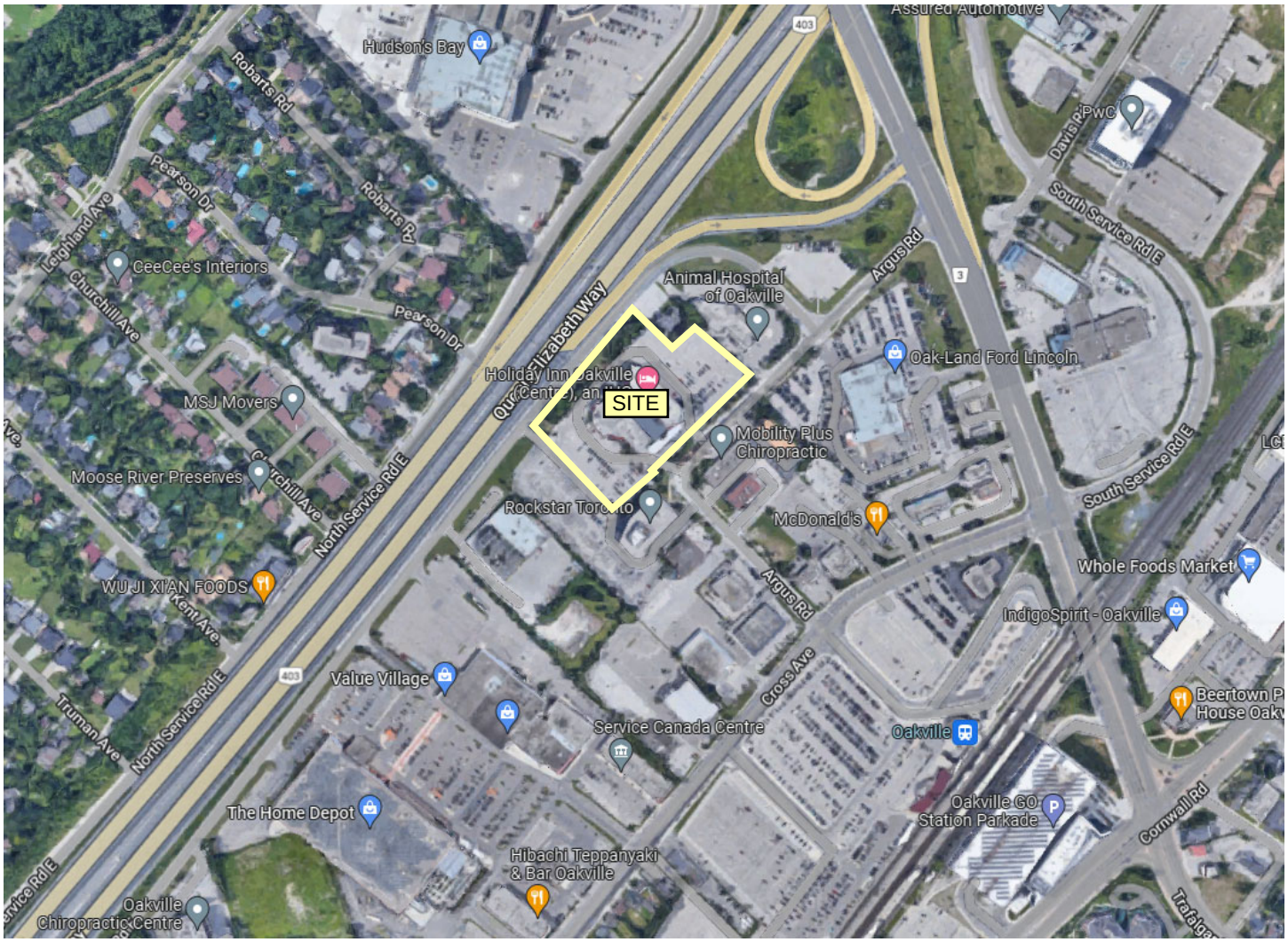

Figure 1 - Key Plan

590 ARGUS RD ESTABLISHED GRADE - EL 104.960m

ESTABLISHED GRADE INDICATED IS CALCULATED BASED ON DEFINITION FOR "GRADE, ESTABLISHED" PROVIDED IN TOWN OF OAKVILLE ZONING BYLAW 2014-014.

GRADE, ESTABLISHED (2021-068) MEANS THE GRADE ELEVATION MEASURED AT:
A) THE CENTRE POINT OF THE *FRONT LOT LINE* FOR *INTERIOR LOTS*; AND,
B) THE AVERAGE OF THE CENTRE POINTS OF EACH *LOT LINE* ABUTTING A *ROAD* FOR CORNER LOTS, THROUGH LOTS, THROUGH CORNER LOTS AND INTERIOR LOTS HAVING MORE THAN ONE SEPARATE *FRONT LOT LINE*.

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NO.	DATE:	ISSUED FOR:
1	2023-03-20	ISSUED FOR OPA/ZBA
2	2023-06-28	ISSUED FOR COORDINATION / PRICING
3	2024-03-20	ISSUED FOR OPA/ZBA - 2nd SUBMISSION

QUEEN ELIZABETH WAY

SOUTH SERVICE ROAD

FUTURE PEDESTRIAN BRIDGE

PRE-DEVELOPMENT PROPERTY LINE

POST-DEVELOPMENT PROPERTY LINE

60.0 m

15.0 m ROW

9.0 m

SETBACK 4.0 m

TOWER A PICK-UP & DROP-OFF / WASTE LOADING AND PARKADE RAMP #1 VEHICULAR ACCESS

TOWER B & TOWER C PICK-UP & DROP-OFF / PARKADE RAMP #2, SERVICE AND PARKADE RAMP #3 VEHICULAR ACCESS

17.4 m

16.5 m

23.3 m

22.7 m

11.9 m

4.7 m

3.2 m

1.9 m

2.0 m

HATCH DENOTES AREA OF **CONVEYED LANDS**

3,288.73 m²

PROJECTED GLAZED CANOPY BELOW LEVEL 2

(NORTHWEST CORNER OF TOWER FLOOR PLATE)

HATCH DENOTES EXTERIOR AREA AT GROUND FLOOR

EXHAUST AIR GRATE

PROPERTY LINE

BUILDING A
45 STOREY
TYPICAL TOWER FLOOR PLATE @ 850 SM / 9,150 SF

BUILDING B
50 STOREY
TYPICAL TOWER FLOOR PLATE @ 850 SM / 9,150 SF

BUILDING C
57 STOREY
TYPICAL TOWER FLOOR PLATE @ 850 SM / 9,150 SF

WEST COURTYARD POPS AREA

EAST COURTYARD POPS AREA

2 STY

3 STY

4 STY

5 STY

6 STY

11 STY

10 STY

9 STY

8 STY

7 STY

1 STY

HATCH DENOTES EXTERIOR AREA AT GROUND FLOOR

PROPOSED DAYCARE PLAYGROUND

TREE PLANTER

EXHAUST AIR GRATE

PARKADE EXIT STRUCTURE

OAKVILLE HYDRO SWITCH GEAR ROOM STRUCTURE

62.9 m

60.7 m

26.7 m

28.4 m

33.4 m

3.1 m

3.0 m

4.8 m

4.9 m

2.0 m

2.1 m

7.6 m

6.1 m

6.4 m

9.6 m

0.9 m

1.5 m

16.4 m

25.2 m

PODIUM A

MIN. 25 m PODIUM SEPARATION

26.2 m

PODIUM B

MIN. 25 m PODIUM SEPARATION

26.2 m

PODIUM C

1.7 m

12.3 m

A R G U S R O A D

27.5 m R.O.W.

POST DEVELOPMENT PROPERTY LINE

Figure 2 - Proposed Site Plan

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STRUCTURAL
-
-

MECHANICAL
-
-

ELECTRICAL
-
-

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CLIENT
Distrikt Developments
1-90 Wingold Avenue, Toronto, ON, Canada M6B 1P5
T. 416.628.8038

DISTRIKT

OAKVILLE
590 Argus Road, Oakville, ON, Canada

SEAL

SITE PLAN @ ROOF LEVEL

Author	Checker		
DRAWN BY	CHECKED BY		
22:106	1 : 200	ARCH E	2024-03-20
PROJ NO	SCALE	FORMAT	PLOT DATE

A111

Figure 3 - Aerial Photo Showing Surrounding Land Uses

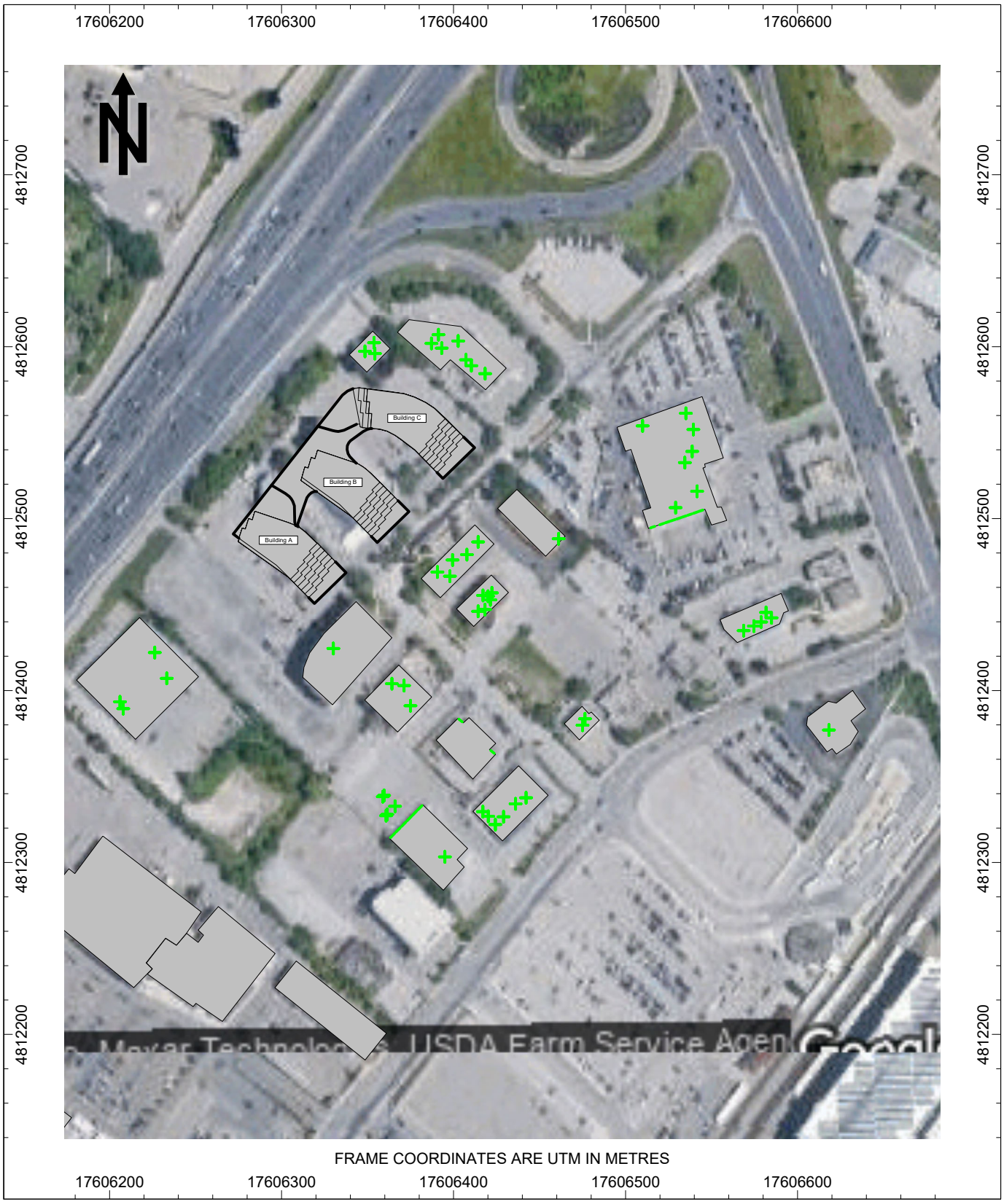

Figure 4: Aerial Photo Showing Source and Receptor Locations

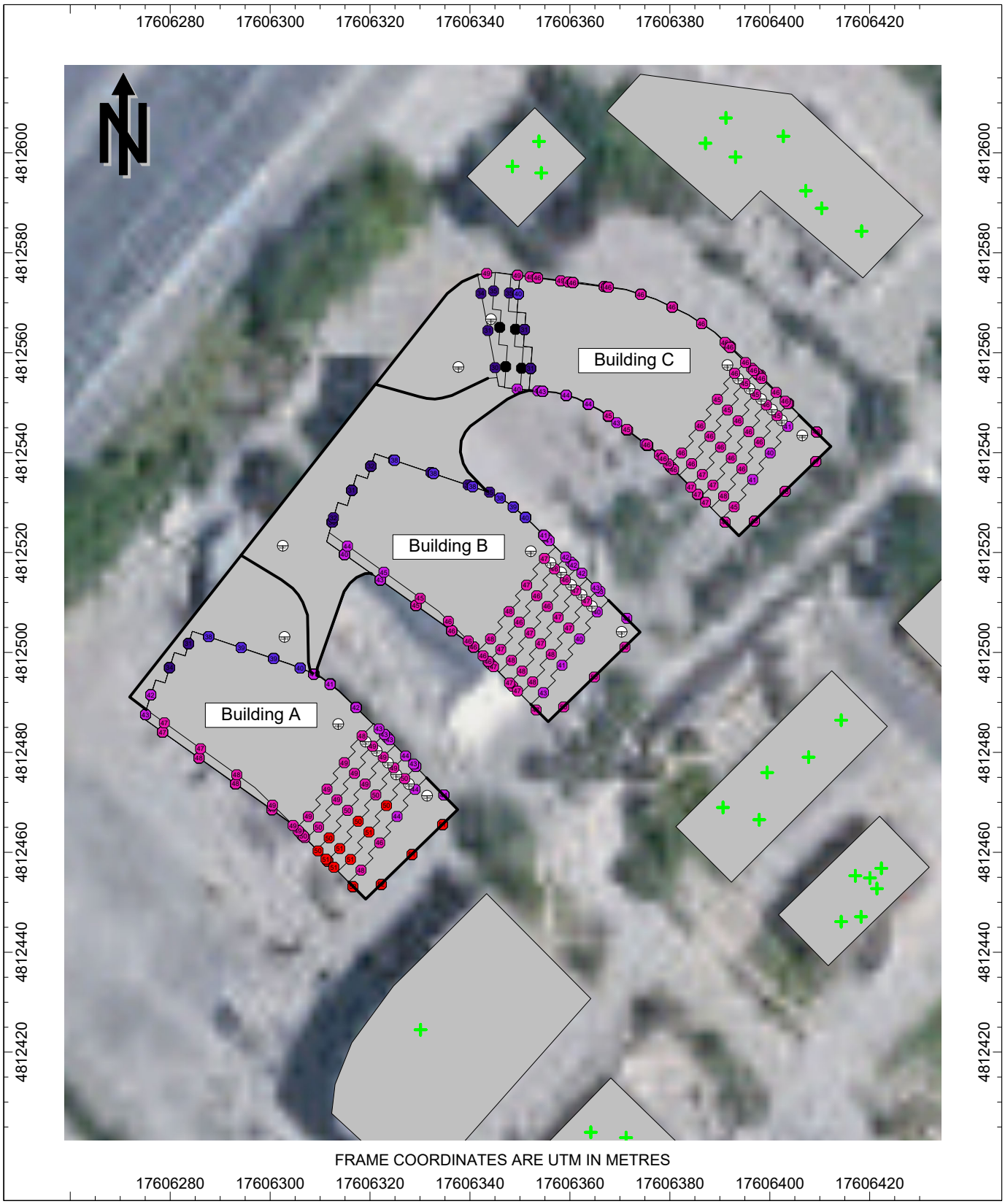

Figure 5: Sound Level Contours, dBA, Due to Stationary Noise Sources, Daytime

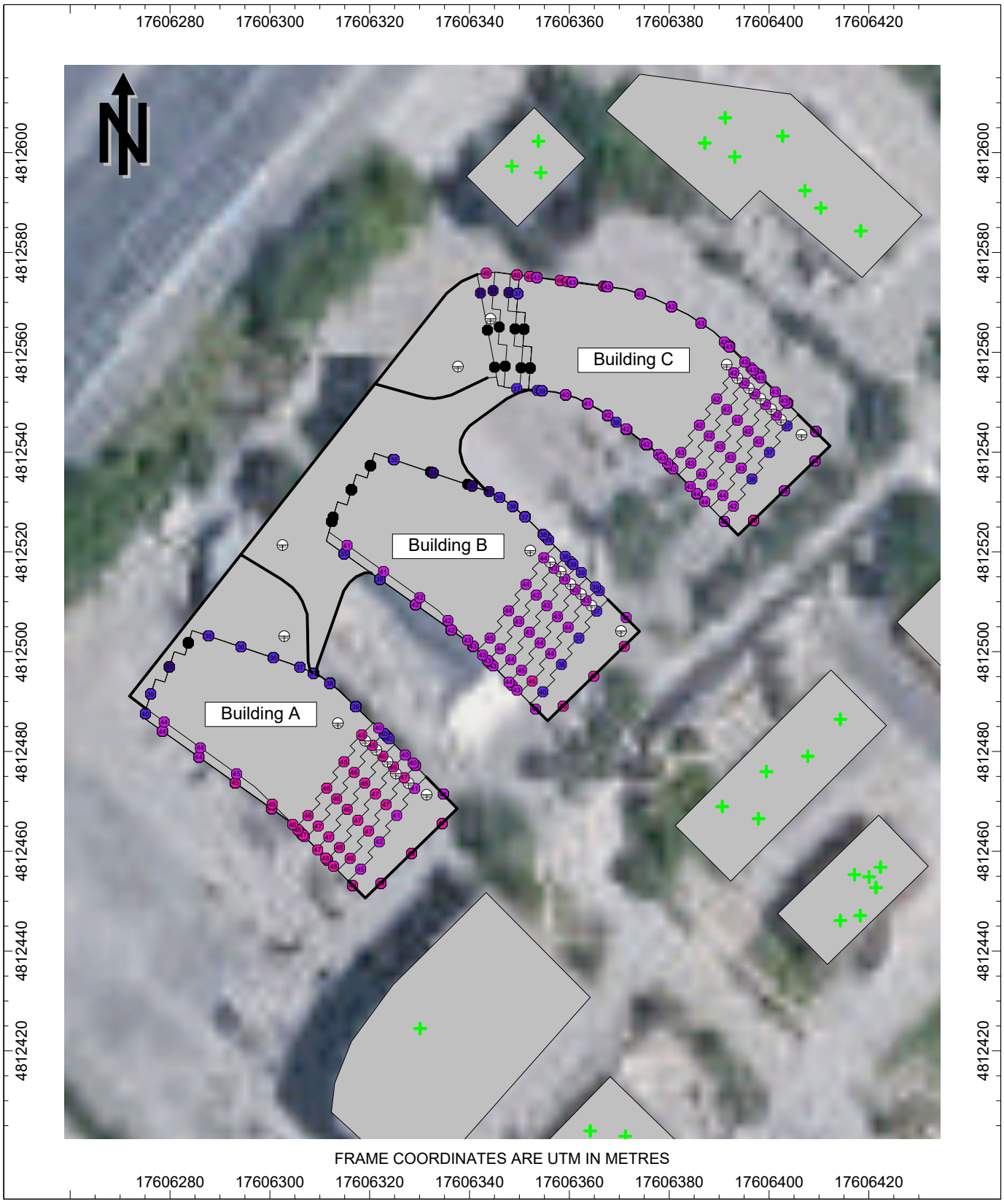

Figure 6: Sound Level Contours, dBA, Due to Stationary Noise Sources, Nighttime

APPENDIX A

Road Traffic Data

Highway	Location Description	Dist (KM)	Year	Pattern Type	AADT	SADT	SAWDT	WADT
QEW			2013	C	187000	206100	203500	168300
QEW			2014	C	206000	226600	220400	185400
QEW			2015	C	210000	231000	224700	189000
QEW			2016	C	215000	236500	230000	193500
QEW			2017	C	205500	224800	224300	186500
QEW			2018	C	208900	229000	227700	188500
QEW			2019	C	212300	232100	230700	192200
QEW	TRAFALGAR RD IC-118	1.4	1988	C	111500	123800	123800	100400
QEW			1989	C	115300	128000	129100	103800
QEW			1990	C	120100	133300	133300	108100
QEW			1991	C	121300	133400	134600	110400
QEW			1992	C	123300	133200	136900	113400
QEW			1993	C	129500	141200	143300	119100
QEW			1994	C	130800	143200	145800	118400
QEW			1995	C	133800	146100	149900	122400
QEW			1996	C	136800	155100	155600	123500
QEW			1997	C	139800	158000	159400	125800
QEW			1998	C	142700	161300	161300	128400
QEW			1999	C	143400	160600	162000	129100
QEW			2000	C	146500	165500	165500	131800
QEW			2001	C	149700	168600	168900	134800
QEW			2002	C	152800	171100	172400	137500
QEW			2003	C	156000	174300	175400	140800
QEW			2004	C	158100	178100	178400	142400
QEW			2005	C	160800	179000	180500	144400
QEW			2006	C	163500	181700	183100	147100
QEW			2007	C	166200	184700	187200	149300
QEW			2008	C	168900	186400	183800	151500
QEW			2009	C	171600	188800	190500	154400
QEW			2010	C	174300	192100	193800	156900
QEW			2011	C	177000	195100	196800	159300
QEW			2012	C	179700	198000	193800	161800
QEW			2013	C	195000	214900	212200	175500
QEW			2014	C	200000	220000	214000	180000
QEW			2015	C	210000	231000	224700	189000
QEW			2016	C	215000	236500	230000	193500
QEW			2017	C	205000	224300	223800	186000
QEW			2018	C	208500	228500	227200	188200
QEW			2019	C	211900	231600	230200	191800
QEW	ROYAL WINDSOR DR (WBL) IC 119	3.1	1988	C	96000	106600	106600	86400
QEW			1989	C	99300	110200	111200	89400
QEW			1990	C	103200	114600	114600	92900
QEW			1991	C	103900	114300	115300	94500
QEW			1992	C	105400	113800	117000	97000
QEW			1993	C	106000	115500	117300	97500

Highway	QEW	Direction	FORT ERIE	Description	WEST OF R	Highway	QEW	Direction	TORONTO	Description
VDS Station	LHRS	OS	VDS Station	LHRS	OS	Date	Time	VDS1 Volur	VDS2 Volur	Total Volun
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/08/2019	1:00	1393	980	2373
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/08/2019	2:00	779	629	1408
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QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/08/2019	22:00	4270	3922	8192
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/08/2019	23:00	3488	3048	6536
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/08/2019	23:59	2386	1795	4181
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QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/09/2019	4:00	1009	706	1715
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/09/2019	5:00	813	1528	2341
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QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/09/2019	13:00	6298	6515	12813
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QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/09/2019	16:00	6016	7231	13247
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QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/09/2019	20:00	6158	4986	11144
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/09/2019	21:00	4834	4071	8905
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/09/2019	22:00	4263	3641	7904
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/09/2019	23:00	3514	2885	6399
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/09/2019	23:59	2604	1988	4592
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/10/2019	1:00	1569	1114	2683
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/10/2019	2:00	899	765	1664

QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/10/201	3:00	772	662	1434
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/10/201	4:00	944	759	1703
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/10/201	5:00	855	1429	2284
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/10/201	6:00	1762	5332	7094
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QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/10/201	8:00	6309	7534	13843
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/10/201	9:00	5770	7404	13174
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/10/201	10:00	6345	6360	12705
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/10/201	11:00	6233	6860	13093
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/10/201	12:00	6543	6908	13451
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/10/201	13:00	6773	7295	14068
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/10/201	14:00	6612	7050	13662
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/10/201	15:00	6774	7364	14138
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/10/201	16:00	6379	7588	13967
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QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/11/201	6:00	919	1649	2568
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/11/201	7:00	2120	2620	4740
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QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/11/201	14:00	7021	7600	14621
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QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/13/2019	2:00	591	551	1142
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QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/13/2019	4:00	441	633	1074
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/13/2019	5:00	707	1503	2210
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/13/2019	6:00	1891	5725	7616
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QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/13/2019	9:00	5743	6977	12720
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/13/2019	10:00	5739	6008	11747
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QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/13/2019	12:00	5689	6173	11862
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/13/2019	13:00	5989	6087	12076
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QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/13/2019	17:00	6347	6989	13336
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QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/13/2019	19:00	6316	5472	11788
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/13/2019	20:00	5718	4666	10384
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/13/2019	21:00	4215	3749	7964
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/13/2019	22:00	3423	3226	6649
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/13/2019	23:00	2740	2356	5096
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/13/2019	23:59	1989	1727	3716
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/14/2019	1:00	1252	919	2171
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/14/2019	2:00	660	631	1291
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/14/2019	3:00	581	513	1094
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/14/2019	4:00	928	609	1537
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QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/14/2019	8:00	6506	7471	13977
QEWDE028	10135	0.7	QEWDE028	10135	0.7	05/14/2019	9:00	5412	7288	12700
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QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/14/201	11:00	5921	6774	12695
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/14/201	12:00	6170	6527	12697
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/14/201	13:00	6242	6266	12508
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/14/201	14:00	6482	6368	12850
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/14/201	15:00	6652	6623	13275
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QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/14/201	18:00	7009	7364	14373
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/14/201	19:00	7159	5855	13014
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/14/201	20:00	5958	5044	11002
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/14/201	21:00	4546	4324	8870
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/14/201	22:00	4171	3757	7928
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/14/201	23:00	3161	2746	5907
QEWDE02	10135	0.7	QEWDE02	10135	0.7	05/14/201	23:59	2318	1806	4124

Victor Garcia

From: Bee, Christopher (MTO) <Christopher.Bee@ontario.ca>
Sent: February 17, 2021 2:24 PM
To: Victor Garcia
Cc: Bee, Christopher (MTO)
Subject: RE: Commercial Vehicle % for QEW at Trafalgar Rd

To Victor Garcia, HGC Engineering

This location's major intersection is QEW and Trafalgar Road.
The % commercial vehicle at QEW near Trafalgar was 14% steady every year from 2007 to 2016 (10 yrs).
2016 is the latest year of official MTO data.

"% commercial" includes large long trucks, small short trucks, vans, cars with trailer, buses, and specials, but DOES NOT INCLUDE REGULAR CARS.
There is no further breakdown details within these classes.

Christopher Bee
MTO Central Region Traffic Office
Safety Traffic Information and Roadwork Coordination Section (STIRCS)

From: Victor Garcia <vgarcia@hgcengineering.com>
Sent: February-16-21 11:41 AM
To: Bee, Christopher (MTO) <Christopher.Bee@ontario.ca>
Subject: Commercial Vehicle % for QEW at Trafalgar Rd

Good morning,

HGC Engineering is conducting a noise feasibility study for a proposed residential development located at 157 – 165 Cross Avenue in Oakville, Ontario. A google link is included for your reference:

https://goo.gl/maps/7G5T3Uj5vL8GTjAc6

Do you have commercial vehicle percentages available for the QEW in the vicinity of this site?

Thanks,

Victor Garcia, P.Eng
Associate

HGC Engineering NOISE | VIBRATION | ACOUSTICS
Howe Gastmeier Chapnik Limited
2000 Argentia Road, Plaza One, Suite 203, Mississauga, Ontario, Canada L5N 1P7
t: 905.826.4044 **e**: vgarcia@hgcengineering.com
Visit our website – www.hgcengineering.com **Follow Us** – LinkedIn | Twitter | YouTube

Victor Garcia

From: Krusto, Matt <Matt.Krusto@halton.ca>
Sent: March 2, 2021 9:44 AM
To: Victor Garcia
Subject: RE: Road Traffic Data Request
Attachments: 100323 - nb & sb volume.xls

Hi Victor,

Thanks for checking. I have attached a 2019 24 hour 2-way count on Trafalgar north of Cross. It is 47,400. Therefore, to consider the existing Trafalgar at-capacity, please use 55,000.

The Trafalgar volumes likely won't significantly impact the site at 157 Cross, as it is +300m to the west.

Matt

From: Victor Garcia <vgarcia@hgcengineering.com>
Sent: Tuesday, March 2, 2021 9:07 AM
To: Krusto, Matt <Matt.Krusto@halton.ca>
Subject: RE: Road Traffic Data Request

Hi Matt,

We received the truck percentages from the email listed below, do you still provide ultimate traffic volumes for Trafalgar Rd or should we be projecting the volumes obtained from the TMC?

Thanks,

Victor Garcia, P.Eng
HGC Engineering **NOISE | VIBRATION | ACOUSTICS**
Howe Gastmeier Chapnik Limited
t: 905.826.4044

From: Krusto, Matt <Matt.Krusto@halton.ca>
Sent: February 16, 2021 11:50 AM
To: Victor Garcia <vgarcia@hgcengineering.com>
Subject: RE: Road Traffic Data Request

Hi Victor,

Any requests for turning movement counts go to trafficdatarequests@halton.ca Cornwall traffic data, other than at the Trafalgar Road intersection, must be obtained from the Town of Oakville.

Truck percentages must be based on existing truck percentages from the data you receive.

Master Stations	Description	Count date	total vol	ampk end	ampk vol	off pk end	offpk vol	pm pk end	pkhr vol	8hr vol	12hr vol	posted speed (km)	50%speed (km)	avg (km)	85percent.	Variance	exceeding (%)	#cars	# sml trk	# med trk/bus	# lvy trk	%cars	%smal trk	% med trk/bus	% lvy trk	headway max (sec)	headway min (sec)	temp min (C)	temp max (C)	surface
100300	Trafalgar Road - between QEW WB Off-Ramp and Leighland/Iroquois	12-Sep-19	45,085	8:45	3,422	13:00	2,944	18:00	3,562	24,146	36,231	60	50	54	66.67	6.67	28.20%	43,237	343	692	540	96.5%	0.8%	1.5%	1.2%	0.93	64.29	19	29	Dry

Prepared For: Halton Region
Prepared By: *PYRAMID* Traffic Inc.
Location: REG. RD. #3 200m north of Cross Ave
Start Date: Thursday Sep 12, 2019

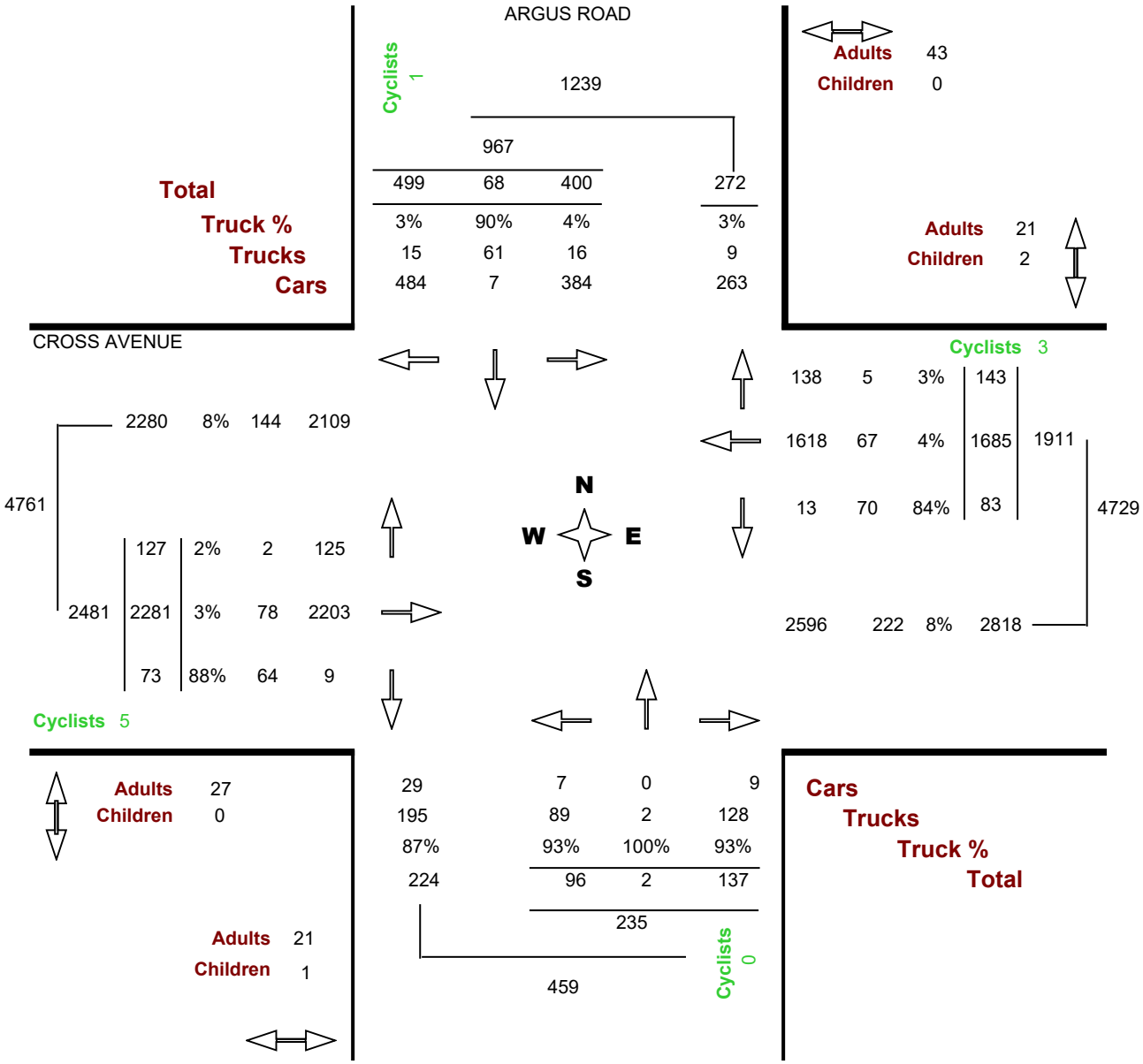
Site ID: 100323
Interval: 15 min.

Period Ending	Channel 1 NB	Channel 2 SB	Hourly Summary
0:15	153	44	
0:30	68	37	
0:45	76	29	
1:00	35	28	470
1:15	27	5	305
1:30	15	24	239
1:45	32	10	176
2:00	14	11	138
2:15	23	12	141
2:30	20	6	128
2:45	7	15	108
3:00	8	7	98
3:15	12	6	81
3:30	7	3	65
3:45	9	7	59
4:00	9	7	60
4:15	11	9	62
4:30	12	15	79
4:45	17	22	102
5:00	19	47	152
5:15	32	33	197
5:30	33	56	259
5:45	49	73	342
6:00	67	103	446
6:15	72	89	542
6:30	97	158	708
6:45	154	235	975
7:00	164	280	1249
7:15	200	295	1583
7:30	255	381	1964
7:45	283	389	2247
8:00	326	449	2578
8:15	343	452	2878
8:30	446	496	3184
8:45	437	406	3355
9:00	339	453	3372
9:15	328	376	3281
9:30	301	324	2964
9:45	314	340	2775
10:00	341	340	2664
10:15	325	276	2561
10:30	363	284	2583
10:45	336	305	2570
11:00	354	301	2544
11:15	369	305	2617
11:30	399	338	2707
11:45	372	345	2783
12:00	414	379	2921
12:15	466	357	3070
12:30	419	326	3078
12:45	421	353	3135
13:00	428	368	3138
13:15	415	325	3055
13:30	438	298	3046
13:45	405	315	2992
14:00	438	315	2949
14:15	416	305	2930
14:30	458	278	2930
14:45	433	325	2968
15:00	435	343	2993
15:15	496	350	3118
15:30	501	324	3207
15:45	478	371	3298
16:00	483	331	3334
16:15	550	319	3357
16:30	518	337	3387
16:45	569	319	3426
17:00	467	316	3395
17:15	640	375	3541
17:30	635	343	3664
17:45	628	310	3714
18:00	492	323	3746
18:15	663	319	3713
18:30	436	312	3483
18:45	506	322	3373
19:00	348	305	3211
19:15	480	296	3005
19:30	349	266	2872
19:45	336	243	2623
20:00	349	217	2536
20:15	357	208	2325
20:30	294	221	2225
20:45	310	195	2151
21:00	235	200	2020
21:15	293	156	1904
21:30	219	145	1753
21:45	258	124	1630
22:00	188	116	1499
22:15	206	105	1361
22:30	191	84	1272
22:45	194	78	1162
23:00	140	104	1102
23:15	178	90	1059
23:30	100	75	959
23:45	144	55	886
0:00	64	87	793

AM Peak: 3372 PM Peak: 3746 24 HR VOLUME: 47408

Turning Movements Count - Full Study Report

Location..... CROSS AVENUE @ ARGUS ROAD
Municipality..... OAKVILLE
GeoID..... 30151301
Count Date..... Wednesday, 30 September, 2020



In all counts dated before 2018 - Adult pedestrian numbers include seniors, and the senior count = 0

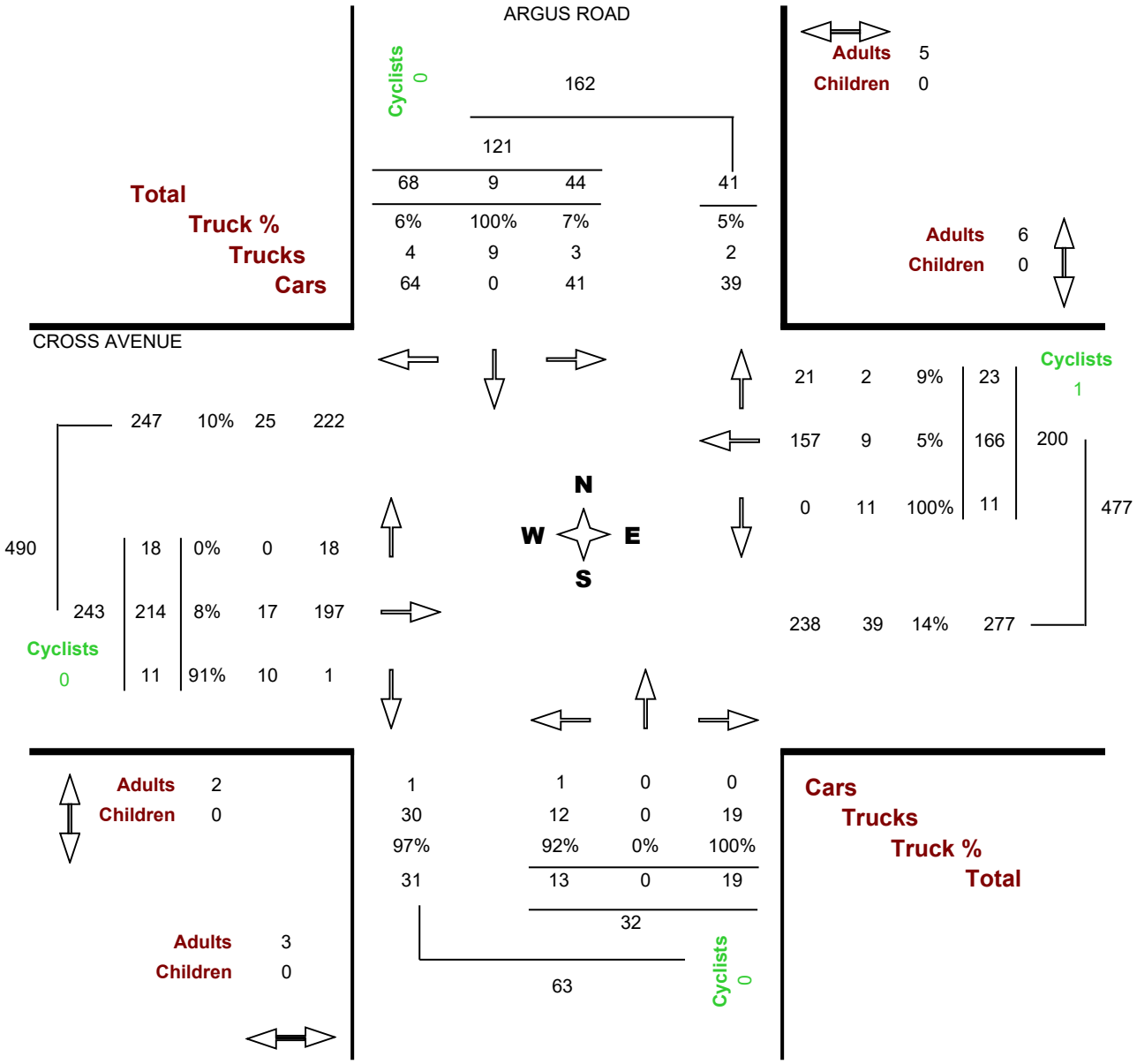
Turning Movements Report - AM Period

Location..... CROSS AVENUE @ ARGUS ROAD

Municipality..... OAKVILLE

GeoID..... 30151301

Count Date..... Wednesday, 30 September, 2020 **Peak Hour.....** 08:00 AM — 09:00 AM



In all counts dated before 2018 - Adult pedestrian numbers include seniors, and the senior count = 0

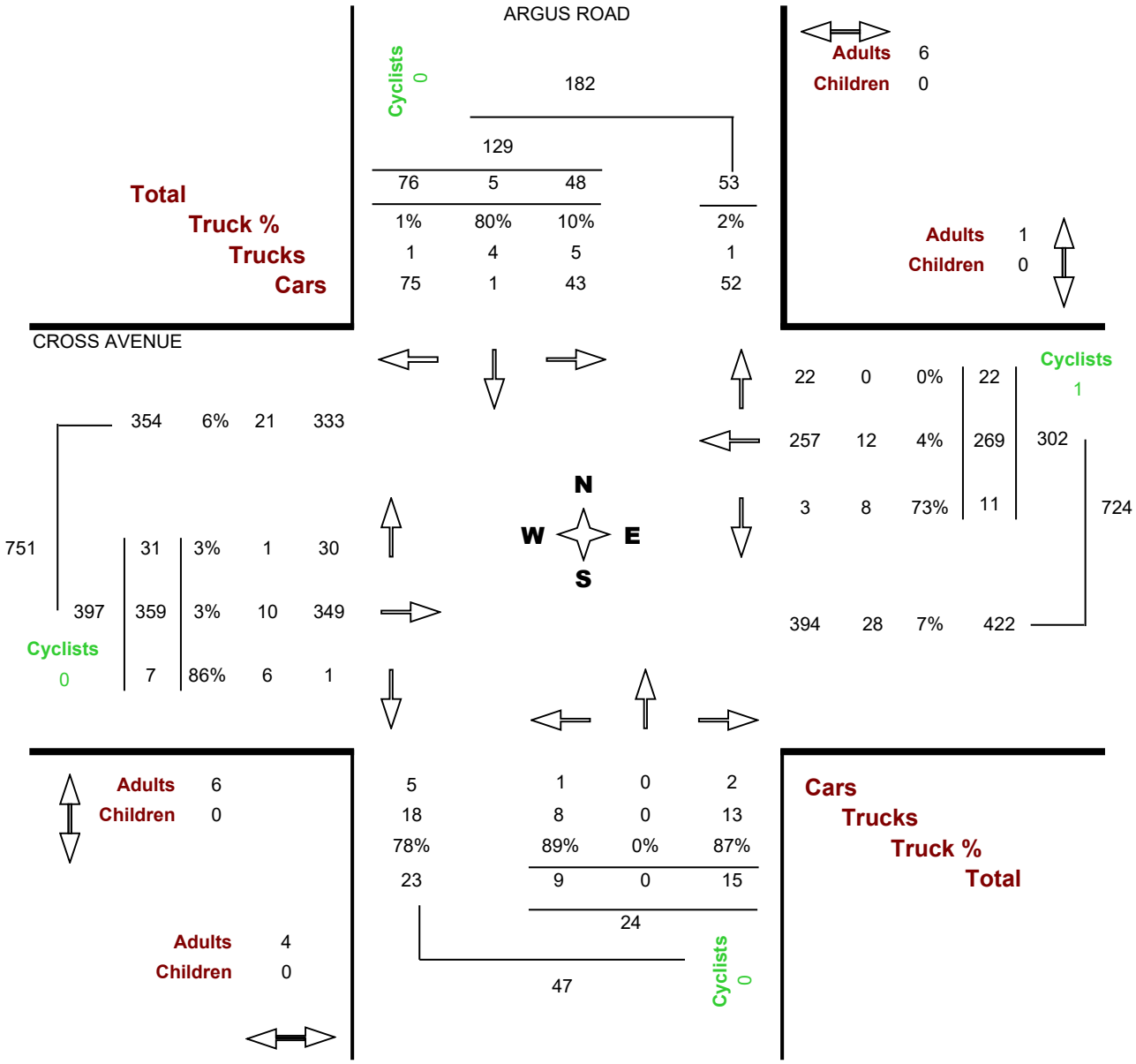
Turning Movements Report - MD Period

Location..... CROSS AVENUE @ ARGUS ROAD

Municipality..... OAKVILLE

GeoID..... 30151301

Count Date..... Wednesday, 30 September, 2020 **Peak Hour.....** 01:00 PM — 02:00 PM



THIS INFORMATIONN IS SUPPLIED FROM OUR RECORDS AND IS NOT GUARANTEED TO BE CORRECT. WE RECOMMEND FIELD CHECKING TO VERIFY THE INFORMATION SHOWN.

In all counts dated before 2018 - Adult pedestrian numbers include seniors, and the senior count = 0

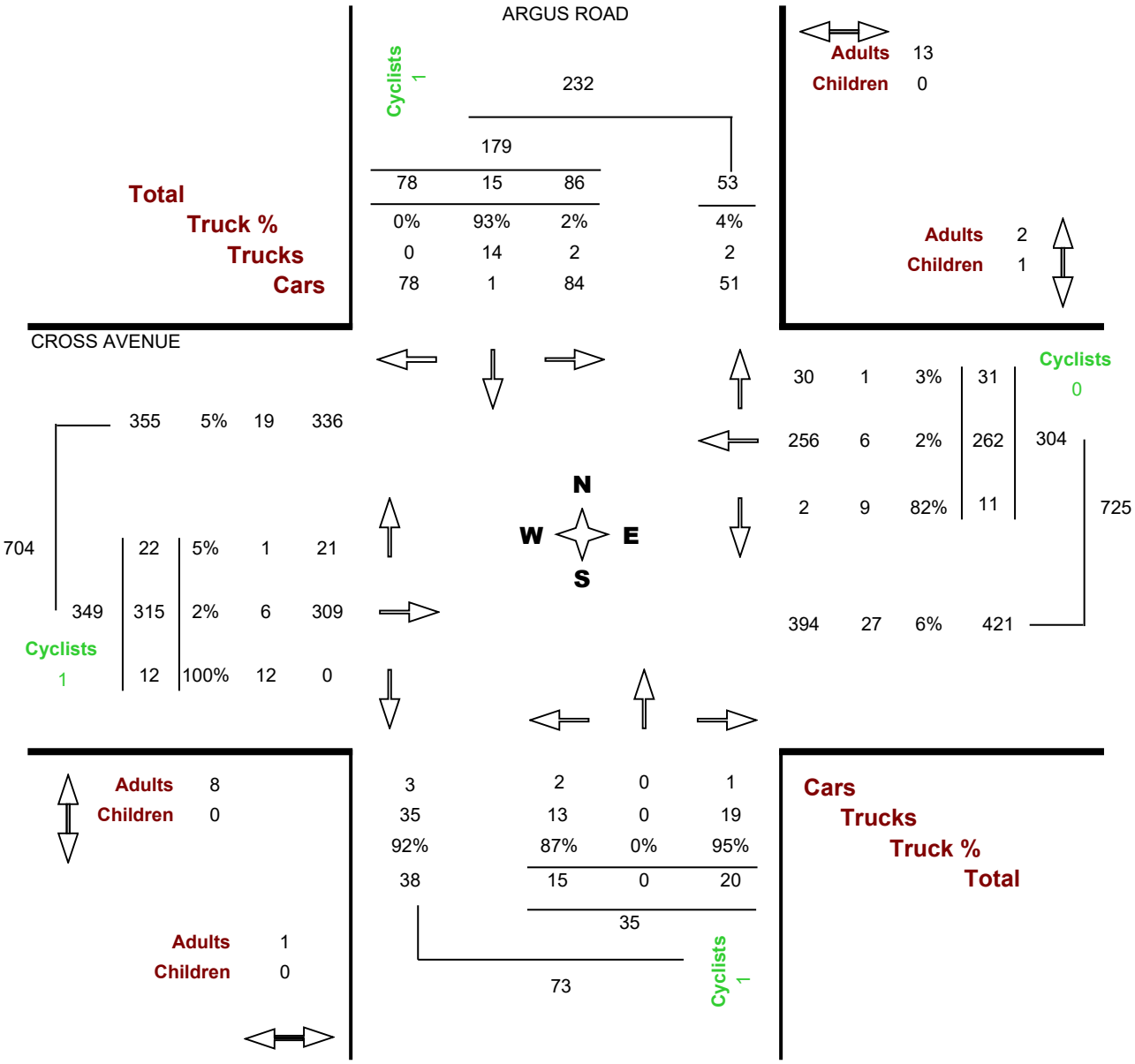
Turning Movements Report - PM Period

Location..... CROSS AVENUE @ ARGUS ROAD

Municipality..... OAKVILLE

GeoID..... 30151301

Count Date..... Wednesday, 30 September, 2020 **Peak Hour.....** 03:15 PM — 04:15 PM



In all counts dated before 2018 - Adult pedestrian numbers include seniors, and the senior count = 0

Turning Movement Count - Details Report

Location..... CROSS AVENUE @ ARGUS ROAD

Municipality..... OAKVILLE

Count Date..... Wednesday, September 30, 2020

		ARGUS ROAD										CROSS AVENUE									
		North Approach					South Approach					East Approach					West Approach				
Time Period		LT	TH	RT	Cyclists	Ped	LT	TH	RT	Cyclists	Ped	LT	TH	RT	Cyclists	Ped	LT	TH	RT	Cyclists	Ped
07:00	07:15	3	4	9	0	1	6	0	7	0	1	4	29	1	0	0	1	19	3	0	0
07:15	07:30	3	1	12	0	0	1	0	1	0	0	1	31	3	0	2	4	41	2	0	1
07:30	07:45	3	3	7	0	0	5	0	8	0	0	6	36	1	0	0	2	37	4	0	1
07:45	08:00	6	1	18	0	4	0	0	3	0	0	2	29	3	0	2	1	40	1	0	0
Hourly Total		15	9	46	0	5	12	0	19	0	1	13	125	8	0	4	8	137	10	0	2
08:00	08:15	4	1	21	0	1	7	0	8	0	3	6	34	3	0	1	2	61	5	0	2
08:15	08:30	16	1	9	0	0	0	0	1	0	0	1	37	11	0	0	3	42	1	0	0
08:30	08:45	13	6	17	0	3	5	0	8	0	0	3	36	6	0	1	7	53	3	0	0
08:45	09:00	11	1	21	0	1	1	0	2	0	0	1	59	3	1	4	6	58	2	0	0
Hourly Total		44	9	68	0	5	13	0	19	0	3	11	166	23	1	6	18	214	11	0	2
11:00	11:15	4	0	4	0	0	6	0	6	0	0	1	28	3	0	0	1	41	1	0	0
11:15	11:30	10	0	23	0	1	2	1	1	0	1	1	64	2	0	0	5	84	1	3	0
11:30	11:45	14	2	24	0	0	2	0	3	0	0	2	79	7	0	1	3	91	1	1	3
11:45	12:00	7	0	8	0	0	3	1	3	0	0	4	56	4	0	0	3	95	0	0	1
Hourly Total		35	2	59	0	1	13	2	13	0	1	8	227	16	0	1	12	311	3	4	4
12:00	12:15	21	2	20	0	3	4	0	3	0	0	3	58	8	1	0	3	77	3	0	0
12:15	12:30	6	2	12	0	0	1	0	3	0	4	2	53	4	0	0	4	96	2	0	0
12:30	12:45	13	2	17	0	0	6	0	4	0	3	8	58	4	0	0	1	91	2	0	0
12:45	13:00	15	0	20	0	2	0	0	3	0	2	2	71	6	0	0	5	93	2	0	2
Hourly Total		55	6	69	0	5	11	0	13	0	9	15	240	22	1	0	13	357	9	0	2
13:00	13:15	15	4	23	0	0	5	0	4	0	1	4	66	3	1	0	2	95	2	0	0
13:15	13:30	8	0	16	0	0	0	0	3	0	1	0	71	6	0	0	6	94	2	0	3
13:30	13:45	12	0	18	0	3	3	0	4	0	1	4	55	6	0	1	5	82	2	0	2
13:45	14:00	13	1	19	0	3	1	0	4	0	1	3	77	7	0	0	18	88	1	0	1
Hourly Total		48	5	76	0	6	9	0	15	0	4	11	269	22	1	1	31	359	7	0	6
15:00	15:15	6	2	9	0	2	6	0	7	0	0	5	42	2	0	0	4	50	2	0	0
15:15	15:30	21	3	27	0	3	2	0	3	0	0	2	71	16	0	0	6	85	1	1	1
15:30	15:45	19	5	14	0	6	3	0	6	0	0	3	70	8	0	2	8	63	4	0	7
15:45	16:00	23	2	19	1	2	3	0	3	0	1	2	54	3	0	1	4	81	1	0	0
Hourly Total		69	12	69	1	13	14	0	19	0	1	12	237	29	0	3	22	279	8	1	8
16:00	16:15	23	5	18	0	2	7	0	8	0	0	4	67	4	0	0	4	86	6	0	0
16:15	16:30	6	1	13	0	2	1	0	4	0	0	0	55	5	0	2	4	89	3	0	0
16:30	16:45	17	6	15	0	2	4	0	6	0	0	3	57	2	0	4	3	72	5	0	0
16:45	17:00	19	1	23	0	0	1	0	3	0	0	1	58	3	0	1	4	94	1	0	0
Hourly Total		65	13	69	0	6	13	0	21	0	0	8	237	14	0	7	15	341	15	0	0
17:00	17:15	31	3	11	0	0	3	0	7	0	1	3	43	0	0	1	2	88	3	0	1
17:15	17:30	15	0	15	0	2	2	0	3	0	2	1	57	4	0	0	1	72	1	0	2
17:30	17:45	14	8	12	0	0	5	0	7	0	0	1	47	5	0	0	3	65	4	0	0
17:45	18:00	9	1	5	0	0	1	0	1	0	0	0	37	0	0	0	2	58	2	0	0
Hourly Total		69	12	43	0	2	11	0	18	0	3	5	184	9	0	1	8	283	10	0	3
Grand Total		400	68	499	1	43	96	2	137	0	22	83	1685	143	3	23	127	2281	73	5	27
Truck %		4%	90%	3%			93%	100%	93%			84%	4%	3%			2%	3%	88%		

APPENDIX B

Rail Traffic Data

System Engineering
Engineering Services

1 Administration Road
Concord, ON, L4K 1B9
T: 905.669.3264
F: 905.760.3406

Train Count Data

TRANSMITTAL

To: *Destinataire :*	HGC Engineering 2000 Argentia Rd Plaza, Suite 203 Mississauga ON L5N 1P7	*Project :*	OAK – 21.20 – Cornwall Rd, Oakville ON
Att'n:	Victor Garcia	*Routing:*	vgarcia@hgcengineering.com
From: *Expéditeur :*	Michael Vallins	*Date:*	2021/04/26
Cc:	Adjacent Development CN via e-mail		

☐ Urgent ☐ For Your Use ☐ For Review ☐ For Your Information ☐ Confidential

Re: Train Traffic Data – CN Oakville Subdivision near Cornwall Rd in Oakville, ON

Please find attached the requested Train Traffic Data; this data does not reflect GO Metrolinx Traffic. The application fee in the amount of **$500.00** +HST will be invoiced.

Should you have any questions, please do not hesitate to contact the undersigned at permits.gld@cn.ca.

Sincerely,
CN Design & Construction

Michael Vallins P.Eng
Manager Public Works- Eastern Canada
Permits.gld@cn.ca

Dear Victor:

Re: Train Traffic Data – CN Oakville Subdivision near Cornwall Rd in Oakville, ON

The following is provided in response to Victor's 2021/02/16 request for information regarding rail traffic in the vicinity of Cornwall Rd in Oakville at approximately Mile 21.20 on CN's Oakville Subdivision.

Typical daily traffic volumes are recorded below. However, traffic volumes may fluctuate due to overall economic conditions, varying traffic demands, weather conditions, track maintenance programs, statutory holidays and traffic detours that when required may be heavy although temporary. For the purpose of noise and vibration reports, train volumes must be escalated by 2.5% per annum for a 10-year period.

Typical daily traffic volumes at this site location are as follows:

***Maximum train speed is given in Miles per Hour**

	0700-2300			
Type of Train	Volumes	Max.Consist	Max. Speed	Max. Power
Freight	2	140	60	4
Way Freight	0	25	60	4
Passenger	12	10	95	2

	2300-0700			
Type of Train	Volumes	Max.Consist	Max. Speed	Max. Power
Freight	2	140	60	4
Way Freight	0	25	60	4
Passenger	1	10	95	2

The volumes recorded reflect westbound and eastbound freight and passenger operations on CN's Oakville Subdivision.

Except where anti-whistling bylaws are in effect, engine-warning whistles and bells are normally sounded at all at-grade crossings. There is one (1) at-grade crossing in the immediate vicinity of the study area at Mile 21.97 Kerr St. Anti-whistling bylaws are in effect at this crossing. Please note that engine warning whistles may be sounded in cases of emergency, as a safety and or warning precaution at station locations and pedestrian crossings and occasionally for operating requirements.

With respect to equipment restrictions, the gross weight of the heaviest permissible car is 286,000 lbs.

The four mainline tracks are considered to be continuously welded rail throughout the study area. The presence of four (4) switches located at Mile 21.85, 21.99, 22.07, and 22.20 may exacerbate the noise and vibration caused by train movements.

The Canadian National Railway continues to be strongly opposed to locating developments near railway facilities and rights-of-way due to potential safety and environmental conflicts. Development adjacent to the Railway Right-of-Way is not appropriate without sound impact mitigation measures to reduce the incompatibility. For confirmation of the applicable rail noise, vibration and safety standards, Adjacent Development, Canadian National Railway Properties at Proximity@cn.ca should be contacted directly.

I trust the above information will satisfy your current request.

Sincerely,

Michael Vallins P.Eng
Manager Public Works- Eastern Canada
Permits.gld@cn.ca

Victor Garcia

From: Rail Data Requests <RailDataRequests@metrolinx.com>
Sent: January 9, 2023 12:28 PM
To: Victor Garcia
Subject: RE: Rail Traffic Data Verification - Cross Avenue, Oakville

Hi Victor,
Further to your request dated January 9, 2023, the subject lands (157-165 Cross Ave, Oakville) are located within 300 metres of the Metrolinx Oakville Subdivision (which carries Lakeshore West GO rail service).

It's anticipated that GO rail service on this Subdivision will be comprised of diesel and electric trains. The GO rail fleet combination on this Subdivision will consist of up to 2 locomotives and 12 passenger cars. The typical GO rail weekday train volume forecast near the subject lands, including both revenue and equipment trips is in the order of 408 trains. The planned detailed trip breakdown is listed below:

	1 Diesel Locomotive	2 Diesel Locomotives	1 Electric Locomotive	2 Electric Locomotives		1 Diesel Locomotive	2 Diesel Locomotives	1 Electric Locomotive	2 Electric Locomotives
Day (0700-2300)	132	0	222	0	Night (2300-0700)	20	0	34	0

The current track design speed near the subject lands is 80 mph (129 km/h).

There are no *anti-whistling by-laws* in affect near the subject lands.
With respect to future electrified rail service, Metrolinx is committed to finding the most sustainable solution for electrifying the GO rail network and we are currently working towards the next phase.
Options have been studied as part of the Transit Project Assessment Process (TPAP) for the GO Expansion program, currently in the procurement phase. The successful proponent team will be responsible for selecting and delivering the right trains and infrastructure to unlock the benefits of GO Expansion. The contract is in a multi-year procurement process and teams have submitted their bids to Infrastructure Ontario and Metrolinx for evaluation and contract award. GO Expansion construction will get underway in late 2022 or 2023.
However, we can advise that train noise is dominated by the powertrain at lower speeds and by the wheel- track interaction at higher speeds. Hence, the noise level and spectrum of electric trains is expected to be very similar at higher speeds, if not identical, to those of equivalent diesel trains.
Given the above considerations, it would be prudent at this time, for the purposes of acoustical analyses for development in proximity to Metrolinx corridors, to assume that the acoustical characteristics of electrified and diesel trains are equivalent. In light of the aforementioned information, acoustical models should employ diesel train parameters as the basis for analyses. We anticipate that additional information regarding specific operational parameters for electrified trains will become available in the future once the proponent team is selected
Operational information is subject to change and may be influenced by, among other factors, service planning priorities, operational considerations, funding availability and passenger demand.

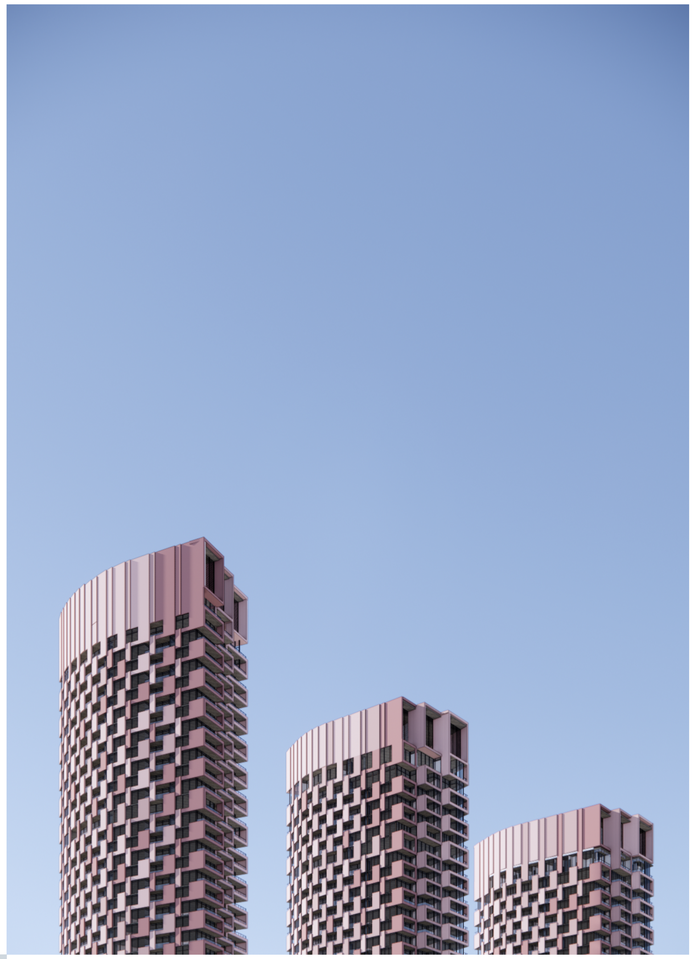
It should be noted that this information only pertains to Metrolinx rail service. It would be prudent to contact other rail operators in the area directly for rail traffic information pertaining to non-Metrolinx rail service.

I trust this information is useful. Should you have any questions or concerns, please do not hesitate to contact me.
Regards,
Tara

Tara Kamal Ahmadi
Junior Analyst
Third Party Projects Review, Capital Projects Group
Metrolinx | 20 Bay Street | Suite 600 | Toronto | Ontario | M5J 2W3

APPENDIX C

Preliminary Drawings



590 ARGUS RD

RE-ISSUE FOR OPA / ZBA_SUBMISSION # 2

MARCH 20TH, 2024

Teeple Architects™

5 Camden Street,
Toronto, ON, Canada, M5V 1V2
T. 416.598.0554
www.teeplearch.com

NO.	DATE:	ISSUED FOR:
1	2023-03-20	ISSUED FOR OPA/ZBA
2	2023-08-28	ISSUED FOR COORDINATION / PRICING
3	2024-03-20	ISSUED FOR OPA/ZBA - 2nd SUBMISSION

ARCHITECT
Teeple Architects Inc.
5 Camden Street, Toronto, ON, Canada, M5V 1V2
T. 416.598.0554

STRUCTURAL
-
-
-

MECHANICAL
-
-
-

ELECTRICAL
-
-
-

LANDSCAPE
Public City Architecture Inc.
11-600 Clifton Street, Winnipeg, MN, R3G 2X6
T. 204.475.9323

CIVIL
Trafalgar Engineering Limited
1-481 Morden Road, Oakville, ON, L6K 2W6
T. 905.338.3366

TRAFFIC
BA Consulting Group Limited
300-45 St. Clair Avenue West, Toronto, ON, M4V 1K9
T. 416.961.7110

SOLID WASTE MANAGEMENT
R.J. Burnside & Asscoiates Limited
1400 Pickering Parkway, Pickering, ON, L1V 7G7
T. 1.800.265.9662

PLANNING
Bousfields Inc.
3 Church Street, Toronto, ON, M5E 1M2
T. 416.947.9744

CLIENT
Distrikt Developments
1-90 Wingold Avenue, Toronto, ON, Canada M6B 1P5
T. 416.628.8038

DISTRIKT

OAKVILLE

590 Argus Road, Oakville, ON, Canada

SEAL

COVER SHEET

Author	Checker		
DRAWN BY	CHECKED BY		
22-106		ARCH E	2024-03-20
PROJ NO	SCALE	FORMAT	PLOT DATE

A000

SHEET LIST

DEVELOPMENT UNIT MIX

NAME	MIN (SM)	MIN (SF)	MAX (SM)	MAX (SF)	COUNT	%
STUDIO	31.15 m²	335 SF	45.48 m²	490 SF	102	5.5%
1B	40.24 m²	433 SF	63.53 m²	684 SF	450	24.4%
1B+D	45.03 m²	485 SF	67.55 m²	727 SF	580	31.5%
2B	50.72 m²	546 SF	73.32 m²	789 SF	585	31.8%
3B	70.00 m²	753 SF	88.34 m²	951 SF	125	6.8%

UNIT MIX TOWER A

NAME	MINIMUM (SF)	MAXIMUM (SF)	COUNT	%
STUDIO	340 SF	490 SF	43	8%
1B	476 SF	593 SF	89	16%
1B+D	505 SF	682 SF	188	35%
2B	633 SF	773 SF	172	32%
3B	769 SF	903 SF	52	10%
			544	100%

UNIT MIX TOWER B

NAME	MINIMUM (SF)	MAXIMUM (SF)	COUNT	%
STUDIO	340 SF	423 SF	46	8%
1B	483 SF	684 SF	99	16%
1B+D	485 SF	727 SF	255	42%
2B	629 SF	789 SF	149	25%
3B	762 SF	920 SF	58	10%
			607	100%

UNIT MIX TOWER C

UNIT TYPE	MINIMUM (SF)	MAXIMUM (SF)	COUNT	%
1B	433 SF	637 SF	262	38%
1B+D	488 SF	644 SF	137	20%
2B	546 SF	783 SF	264	38%
3B	753 SF	951 SF	15	2%
STUDIO	335 SF	437 SF	13	2%
			691	100%

UNIT SUMMARY (PER LEVEL) TOWER A

LEVEL	UNIT CATEGORY	MIN (SF)	MAX (SF)	COUNT
LEVEL 02	STUDIO	423 SF	423 SF	1
LEVEL 02	1B	517 SF	524 SF	2
LEVEL 02	1B+D	572 SF	650 SF	5
LEVEL 02	2B	650 SF	703 SF	3
				11
LEVEL 03	STUDIO	407 SF	407 SF	1
LEVEL 03	1B	518 SF	518 SF	2
LEVEL 03	1B+D	574 SF	642 SF	4
LEVEL 03	2B	649 SF	694 SF	3
				10
LEVEL 04	STUDIO	406 SF	406 SF	1
LEVEL 04	1B	518 SF	518 SF	2
LEVEL 04	1B+D	574 SF	642 SF	5
LEVEL 04	2B	649 SF	694 SF	4
				12
LEVEL 05	STUDIO	416 SF	416 SF	1
LEVEL 05	1B	510 SF	518 SF	3
LEVEL 05	1B+D	551 SF	641 SF	9
LEVEL 05	2B	649 SF	687 SF	5
LEVEL 05	3B	830 SF	830 SF	1
				19
LEVEL 06	STUDIO	490 SF	490 SF	1
LEVEL 06	1B	476 SF	517 SF	4
LEVEL 06	1B+D	551 SF	680 SF	9
LEVEL 06	2B	645 SF	675 SF	4
LEVEL 06	3B	830 SF	830 SF	1
				19
LEVEL 07	STUDIO	384 SF	437 SF	2
LEVEL 07	1B	510 SF	517 SF	2
LEVEL 07	1B+D	551 SF	677 SF	8
LEVEL 07	2B	650 SF	730 SF	3
LEVEL 07	3B	801 SF	830 SF	2
				17
LEVEL 08	1B	510 SF	510 SF	1
LEVEL 08	1B+D	551 SF	676 SF	8
LEVEL 08	2B	650 SF	675 SF	3
LEVEL 08	3B	830 SF	864 SF	3
				15
LEVEL 09	1B	510 SF	510 SF	1
LEVEL 09	1B+D	551 SF	682 SF	7
LEVEL 09	2B	646 SF	681 SF	4
LEVEL 09	3B	830 SF	876 SF	2
				14
LEVEL 10	STUDIO	346 SF	370 SF	2
LEVEL 10	1B	492 SF	535 SF	3
LEVEL 10	1B+D	551 SF	641 SF	3
LEVEL 10	2B	649 SF	675 SF	4
LEVEL 10	3B	769 SF	830 SF	2
				14
LEVEL 11	1B	483 SF	510 SF	2
LEVEL 11	1B+D	551 SF	636 SF	5
LEVEL 11	2B	637 SF	730 SF	5
LEVEL 11	3B	830 SF	830 SF	1
				13
LEVEL 12	STUDIO	340 SF	340 SF	1
LEVEL 12	1B	510 SF	510 SF	1
LEVEL 12	1B+D	551 SF	639 SF	3
LEVEL 12	2B	633 SF	712 SF	4
LEVEL 12	3B	769 SF	830 SF	3
				12
LEVEL 13	STUDIO	340 SF	340 SF	1
LEVEL 13	1B	510 SF	512 SF	2
LEVEL 13	1B+D	551 SF	637 SF	4
LEVEL 13	2B	643 SF	672 SF	4
LEVEL 13	3B	830 SF	830 SF	1
				12
LEVEL 14	STUDIO	340 SF	340 SF	28
LEVEL 14,17 to 43	1B	510 SF	512 SF	56
LEVEL 14,17 to 43	1B+D	551 SF	637 SF	112
LEVEL 14,17 to 43	2B	643 SF	672 SF	112
LEVEL 14,17 to 43	3B	830 SF	830 SF	28
,17 to 43				336
LEVEL 15	STUDIO	340 SF	340 SF	1
LEVEL 15	1B	512 SF	593 SF	3
LEVEL 15	1B+D	507 SF	591 SF	2
LEVEL 15	2B	643 SF	672 SF	3
LEVEL 15	3B	829 SF	829 SF	1
				10
LEVEL 16	STUDIO	340 SF	340 SF	1
LEVEL 16	1B	512 SF	586 SF	3
LEVEL 16	1B+D	505 SF	591 SF	2
LEVEL 16	2B	643 SF	672 SF	3
LEVEL 16	3B	828 SF	828 SF	1
				10
LEVEL 45	STUDIO	352 SF	352 SF	2
LEVEL 45,44	1B	509 SF	509 SF	2
LEVEL 45,44	1B+D	588 SF	588 SF	2
LEVEL 45,44	2B	666 SF	773 SF	8
LEVEL 45,44	3B	831 SF	903 SF	6
,44				20
TOTAL				544

UNIT SUMMARY (PER LEVEL) TOWER B

LEVEL	UNIT CATEGORY	MIN (SF)	MAX (SF)	COUNT
LEVEL 02	STUDIO	423 SF	423 SF	1
LEVEL 02	1B	515 SF	523 SF	2
LEVEL 02	1B+D	575 SF	651 SF	5
LEVEL 02	2B	649 SF	703 SF	3
				11
LEVEL 03	STUDIO	407 SF	407 SF	1
LEVEL 03	1B	517 SF	517 SF	2
LEVEL 03	1B+D	574 SF	642 SF	5
LEVEL 03	2B	644 SF	694 SF	4
				12
LEVEL 04	STUDIO	408 SF	408 SF	1
LEVEL 04	1B	518 SF	518 SF	2
LEVEL 04	1B+D	551 SF	727 SF	10
LEVEL 04	2B	649 SF	694 SF	4
LEVEL 04	3B	823 SF	823 SF	1
				18
LEVEL 05	STUDIO	416 SF	416 SF	1
LEVEL 05	1B	507 SF	518 SF	3
LEVEL 05	1B+D	551 SF	641 SF	10
LEVEL 05	2B	649 SF	687 SF	4
LEVEL 05	3B	823 SF	823 SF	1
				19
LEVEL 06	STUDIO	402 SF	402 SF	1
LEVEL 06	1B	507 SF	555 SF	4
LEVEL 06	1B+D	551 SF	673 SF	10
LEVEL 06	2B	641 SF	666 SF	3
LEVEL 06	3B	823 SF	823 SF	1
				19
LEVEL 07	STUDIO	386 SF	416 SF	2
LEVEL 07	1B	507 SF	566 SF	2
LEVEL 07	1B+D	551 SF	679 SF	9
LEVEL 07	2B	666 SF	733 SF	2
LEVEL 07	3B	797 SF	823 SF	2
				17
LEVEL 08	1B	507 SF	507 SF	1
LEVEL 08	1B+D	551 SF	679 SF	9
LEVEL 08	2B	666 SF	666 SF	2
LEVEL 08	3B	823 SF	864 SF	3
				15
LEVEL 09	1B	507 SF	507 SF	1
LEVEL 09	1B+D	551 SF	679 SF	8
LEVEL 09	2B	641 SF	686 SF	3
LEVEL 09	3B	823 SF	869 SF	2
				14
LEVEL 10	STUDIO	340 SF	378 SF	2
LEVEL 10	1B	490 SF	527 SF	3
LEVEL 10	1B+D	551 SF	638 SF	4
LEVEL 10	2B	655 SF	666 SF	3
LEVEL 10	3B	762 SF	823 SF	2
				14
LEVEL 11	1B	483 SF	507 SF	2
LEVEL 11	1B+D	551 SF	632 SF	6
LEVEL 11	2B	656 SF	716 SF	4
LEVEL 11	3B	823 SF	823 SF	1
				13
LEVEL 12	STUDIO	344 SF	344 SF	1
LEVEL 12	1B	514 SF	514 SF	1
LEVEL 12	1B+D	551 SF	637 SF	3
LEVEL 12	2B	629 SF	709 SF	3
LEVEL 12	3B	764 SF	830 SF	3
				11
LEVEL 13	STUDIO	344 SF	344 SF	1
LEVEL 13	1B	507 SF	514 SF	2
LEVEL 13	1B+D	551 SF	637 SF	5
LEVEL 13	2B	641 SF	666 SF	3
LEVEL 13	3B	830 SF	830 SF	1
				12
LEVEL 14	STUDIO	344 SF	344 SF	33
LEVEL 14,17 to 48	1B	507 SF	514 SF	66
LEVEL 14,17 to 48	1B+D	551 SF	637 SF	165
LEVEL 14,17 to 48	2B	641 SF	666 SF	99
LEVEL 14,17 to 48	3B	830 SF	830 SF	33
,17 to 48				396
LEVEL 15	STUDIO	345 SF	345 SF	1
LEVEL 15	1B	511 SF	684 SF	3
LEVEL 15	1B+D	485 SF	592 SF	2
LEVEL 15	2B	643 SF	661 SF	3
LEVEL 15	3B	794 SF	794 SF	1
				10
LEVEL 16	STUDIO	345 SF	345 SF	1
LEVEL 16	1B	509 SF	680 SF	3
LEVEL 16	1B+D	485 SF	590 SF	2
LEVEL 16	2B	643 SF	661 SF	3
LEVEL 16	3B	794 SF	794 SF	1
				10
LEVEL 50	1B	587 SF	587 SF	2
LEVEL 50,49	1B+D	662 SF	662 SF	2
LEVEL 50,49	2B	720 SF	789 SF	6
LEVEL 50,49	3B	876 SF	920 SF	6
,49				16
TOTAL				607

UNIT SUMMARY (PER LEVEL) TOWER C

LEVEL	UNIT CATEGORY	MIN (SF)	MAX (SF)	COUNT
LEVEL 03	STUDIO	399 SF	437 SF	2
LEVEL 03	1B	515 SF	574 SF	5
LEVEL 03	1B+D	548 SF	630 SF	6
LEVEL 03	2B	646 SF	659 SF	2
				15
LEVEL 04	STUDIO	399 SF	437 SF	2
LEVEL 04	1B	512 SF	516 SF	3
LEVEL 04	1B+D	518 SF	630 SF	8
LEVEL 04	2B	551 SF	660 SF	3
				16
LEVEL 05	STUDIO	399 SF	437 SF	2
LEVEL 05	1B	492 SF	637 SF	4
LEVEL 05	1B+D	517 SF	630 SF	8
LEVEL 05	2B	546 SF	783 SF	5
LEVEL 05	3B	825 SF	836 SF	2
				21
LEVEL 06	STUDIO	387 SF	387 SF	1
LEVEL 06	1B	504 SF	566 SF	5
LEVEL 06	1B+D	517 SF	616 SF	5
LEVEL 06	2B	616 SF	764 SF	7
LEVEL 06	3B	828 SF	828 SF	1
				19
LEVEL 07	STUDIO	403 SF	403 SF	2
LEVEL 07	1B	487 SF	564 SF	5
LEVEL 07	1B+D	547 SF	644 SF	4
LEVEL 07	2B	601 SF	718 SF	5
LEVEL 07	3B	797 SF	797 SF	1
				17
LEVEL 08	STUDIO	397 SF	397 SF	1
LEVEL 08	1B	487 SF	532 SF	5
LEVEL 08	1B+D	554 SF	603 SF	4
LEVEL 08	2B	611 SF	689 SF	4
LEVEL 08	3B	783 SF	891 SF	2
				16
LEVEL 09	STUDIO	396 SF	396 SF	1
LEVEL 09	1B	433 SF	530 SF	5
LEVEL 09	1B+D	554 SF	606 SF	3
LEVEL 09	2B	617 SF	690 SF	5
LEVEL 09	3B	842 SF	842 SF	1
				15
LEVEL 10	STUDIO	335 SF	335 SF	1
LEVEL 10	1B	463 SF	533 SF	5
LEVEL 10	1B+D	488 SF	589 SF	2
LEVEL 10	2B	599 SF	704 SF	5
LEVEL 10	3B	768 SF	768 SF	1
				14
LEVEL 11	STUDIO	370 SF	370 SF	1
LEVEL 11	1B	487 SF	533 SF	5
LEVEL 11	1B+D	570 SF	616 SF	4
LEVEL 11	2B	651 SF	687 SF	4
				14
LEVEL 12	1B	518 SF	533 SF	3
LEVEL 12 ,17 to 55	1B+D	488 SF	612 SF	3
LEVEL 12 ,17 to 55	2B	652 SF	748 SF	5
LEVEL 12 ,17 to 55	3B	753 SF	753 SF	1
				12
LEVEL 13	1B	488 SF	533 SF	5
LEVEL 13	1B+D	575 SF	616 SF	3
LEVEL 13	2B	613 SF	690 SF	4
				12
LEVEL 14	1B	488 SF	533 SF	200
LEVEL 14	1B+D	575 SF	589 SF	80
LEVEL 14	2B	613 SF	689 SF	200
				480
LEVEL 15,56	1B	520 SF	533 SF	3
LEVEL 15,56	1B+D	575 SF	616 SF	3
LEVEL 15,56	2B	613 SF	689 SF	4
,56				10
LEVEL 16	1B	520 SF	533 SF	3
LEVEL 16	1B+D	575 SF	589 SF	2
LEVEL 16	2B	613 SF	690 SF	5
				10
LEVEL 57	1B	513 SF	524 SF	6
LEVEL 57	1B+D	547 SF	547 SF	2
LEVEL 57	2B	702 SF	710 SF	6
LEVEL 57	3B	913 SF	951 SF	6
				20
TOTAL				691

DEVELOPMENT UNIT SUMMARY (PER LEVEL)

LEVEL	UNIT CATEGORY	MIN(SF)	MAX (SF)	COUNT
LEVEL 02	STUDIO	423 SF	423 SF	2
LEVEL 02	1B	515 SF	524 SF	4
LEVEL 02	1B+D	572 SF	651 SF	10
LEVEL 02	2B	649 SF	703 SF	6
LEVEL 03	STUDIO	399 SF	437 SF	4
LEVEL 03	1B	515 SF	574 SF	9
LEVEL 03	1B+D	548 SF	642 SF	15
LEVEL 03	2B	644 SF	694 SF	9
LEVEL 04	STUDIO	399 SF	437 SF	4
LEVEL 04	1B	512 SF	518 SF	7
LEVEL 04	1B+D	518 SF	727 SF	23
LEVEL 04	2B	551 SF	694 SF	11
LEVEL 04	3B	823 SF	823 SF	1
LEVEL 05	STUDIO	399 SF	437 SF	4
LEVEL 05	1B	492 SF	637 SF	10
LEVEL 05	1B+D	517 SF	641 SF	27
LEVEL 05	2B	546 SF	783 SF	14
LEVEL 05	3B	823 SF	836 SF	4
LEVEL 06	STUDIO	387 SF	490 SF	3
LEVEL 06	1B	476 SF	566 SF	13
LEVEL 06	1B+D	517 SF	680 SF	24
LEVEL 06	2B	616 SF	764 SF	14
LEVEL 06	3B	823 SF	830 SF	3
LEVEL 07	STUDIO	384 SF	437 SF	6
LEVEL 07	1B	487 SF	566 SF	9
LEVEL 07	1B+D	547 SF	679 SF	21
LEVEL 07	2B	601 SF	733 SF	10
LEVEL 07	3B	797 SF	830 SF	5
LEVEL 08	STUDIO	397 SF	397 SF	1
LEVEL 08	1B	487 SF	532 SF	7
LEVEL 08	1B+D	551 SF	679 SF	21
LEVEL 08	2B	611 SF	689 SF	9
LEVEL 08	3B	783 SF	891 SF	8
LEVEL 09	STUDIO	396 SF	396 SF	1
LEVEL 09	1B	433 SF	530 SF	7
LEVEL 09	1B+D	551 SF	682 SF	18
LEVEL 09	2B	617 SF	690 SF	12
LEVEL 09	3B	823 SF	876 SF	5
LEVEL 10	STUDIO	335 SF	378 SF	5
LEVEL 10	1B	463 SF	535 SF	11
LEVEL 10	1B+D	488 SF	641 SF	9
LEVEL 10	2B	599 SF	704 SF	12
LEVEL 10	3B	762 SF	830 SF	5
LEVEL 11	STUDIO	370 SF	370 SF	1
LEVEL 11	1B	483 SF	533 SF	9
LEVEL 11	1B+D	551 SF	636 SF	15
LEVEL 11	2B	637 SF	730 SF	13
LEVEL 11	3B	823 SF	830 SF	2
LEVEL 12	STUDIO	340 SF	344 SF	2
LEVEL 12	1B	510 SF	533 SF	5
LEVEL 12	1B+D	488 SF	639 SF	9
LEVEL 12	2B	629 SF	748 SF	12
LEVEL 12	3B	753 SF	830 SF	7
LEVEL 13	STUDIO	340 SF	344 SF	2
LEVEL 13	1B	488 SF	533 SF	9
LEVEL 13	1B+D	551 SF	637 SF	12
LEVEL 13	2B	613 SF	690 SF	11
LEVEL 13	3B	830 SF	830 SF	2
LEVEL 14,17 TO 43	STUDIO	340 SF	340 SF	28
LEVEL 14,17 TO 43	1B	510 SF	512 SF	56
LEVEL 14,17 TO 43	1B+D	551 SF	637 SF	112
LEVEL 14,17 TO 43	2B	643 SF	672 SF	112
LEVEL 14,17 TO 43	3B	830 SF	830 SF	28
LEVEL 14,17 TO 48	STUDIO	344 SF	344 SF	33
LEVEL 14,17 TO 48	1B	507 SF	514 SF	66
LEVEL 14,17 TO 48	1B+D	551 SF	637 SF	165
LEVEL 14,17 TO 48	2B	641 SF	666 SF	99
LEVEL 14,17 TO 48	3B	830 SF	830 SF	33
LEVEL 14,17 TO 55	1B	488 SF	533 SF	200
LEVEL 14,17 TO 55	1B+D	575 SF	589 SF	80
LEVEL 14,17 TO 55	2B	613 SF	689 SF	200
LEVEL 15	STUDIO	340 SF	345 SF	2
LEVEL 15	1B	511 SF	684 SF	9
LEVEL 15	1B+D	485 SF	616 SF	7
LEVEL 15	2B	613 SF	689 SF	10
LEVEL 15	3B	794 SF	829 SF	2
LEVEL 16	STUDIO	340 SF	345 SF	2
LEVEL 16	1B	509 SF	680 SF	9
LEVEL 16	1B+D	485 SF	591 SF	6
LEVEL 16	2B	613 SF	690 SF	11
LEVEL 16	3B	794 SF	828 SF	2
LEVEL 44 & 45	STUDIO	352 SF	352 SF	2
LEVEL 44 & 45	1B	509 SF	509 SF	2
LEVEL 44 & 45	1B+D	588 SF	588 SF	2
LEVEL 44 & 45	2B	666 SF	773 SF	8
LEVEL 44 & 45	3B	831 SF	903 SF	6
LEVEL 49 & 50	1B	587 SF	587 SF	2
LEVEL 49 & 50	1B+D	662 SF	662 SF	2
LEVEL 49 & 50	2B	720 SF	789 SF	6
LEVEL 49 & 50	3B	876 SF	920 SF	6
LEVEL 56 & 57	1B	513 SF	524 SF	6
LEVEL 56 & 57	1B+D	547 SF	547 SF	2
LEVEL 56 & 57	2B	702 SF	710 SF	6
LEVEL 56 & 57	3B	913 SF	951 SF	6
TOTAL				1842

TOWN OF OAKVILLE ZONING BY-LAW 2014-014

SITE AREA	TOTAL = **15,378 m²** (AREA WITHIN PROPERTY LINES)	
	AREA OF ROAD CONVEYANCES = **3,288.73 m²**	
	NET SITE AREA = **12,089.27 m²** (SITE AREA-AREA OF ROAD CONVEYANCES)	
	PRIVATELY OWNED PUBLIC ACCESSIBLE SPACES = **2,415.26 m²** (WEST **1,171.12 m²**; EAST **1,244.14 m²**)	
	MTO SETBACK (SETBACK NOT TO BE CONVEYED) = **1,324.90 m²**	
SITE INFORMATION	SITE AREA PROVIDED BY: **J. D. BARNES LTD**	
PROGRAM	MULTI-TOWER RESIDENTIAL DEVELOPMENT WITH 6-STY PODIUM; TOWER A @ 45 STY + MPH; TOWER B @ 50 STY + MPH; TOWER C @ 57 STY + MPH WITH A TOTAL OF ***1842*** RESIDENTIAL UNITS	
	REQUIRED / PERMITTED	PROVIDED
MAXIMUM BUILDING HEIGHT	--	TOWER A @ 45 STY + MPH; TOWER B @ 50 STY + MPH; TOWER C @ 57 STY + MPH
WASTE LOADING	4.00 m (W) x 13.00 m (L) x 7.5 m (H)	4.00 m (W) x 13.00 m (L) x 7.5 m (H)
GROSS FLOOR AREA*	TOTAL GFA 149,907.91 m² RESIDENTIAL GFA **147,012.47 m²** NON-RESIDENTIAL 1 GFA (RETAIL) **1,043.34 m²** NON-RESIDENTIAL 2 GFA (DAYCARE) **450.24 m²** NON-RESIDENTIAL 3 GFA (OFFICE) **1,059.50 m²**	* *FLOOR AREA, GROSS* DEFINITION AS PER TOWN OF OAKVILLE BY-LAW NUMBER 2023-065 "MEANS THE TOTAL AREA OF ALL OF THE FLOORS IN A *BUILDING* MEASURED FROM THE EXTERIOR FACES OF THE EXTERIOR WALLS, BUT SHALL NOT INCLUDE AN *ATTIC, BASEMENT* OR *MECHANICAL PENTHOUSE*."
FLOOR SPACE INDEX**	149,907.91 m² (TOTAL GFA) / **15,378 m²** (GROSS LOT AREA) = **9.73**	** FLOOR SPACE INDEX (FSI), DEFINITION PER TOWN OF OAKVILLE BYLAW 2014-014 & AMENDED IN BY-LAW 2023-065 "MEANS THE *GROSS FLOOR AREA* OF ALL *BUILDINGS* ON A *LOT* DIVIDED BY THE *LOT AREA*."
NUMBER OF UNITS	***1842*** RESIDENTIAL UNITS	

AMENITY AREA PROVISIONS	REQUIRED / PERMITTED	PROVIDED	
INDOOR AMENITY SPACE	0	***1842*** UNITS @ 2.0 PER = **3684**	**3,851.41 m²**
OUTDOOR AMENITY SPACE	0	***1842*** UNITS @ 1.4 PER = **2578.8**	**2,579.94 m²**

PARKING PROVISIONS

REFER TO BA GROUP'S FEBRUARY, 2024 TRAFFIC IMPACT STUDY (TIS) REPORT FOR DISCUSSION RELATED TO REQUIRED/PERMITTED PARKING RATES VS.PROPOSED PARKING RATES INDICATED ON THIS SHEET

		PROPOSED	PROVIDED
VEHICULAR PARKING	RESIDENT (R)	1842 x (0.472) = **870**	**892**
	RES. VISITOR (V)	***1842*** x (0.15) = **277**	**261** + 36 SHARED NON-RESIDENTIAL SPACES AS PER BELOW = 298 TOTAL RES. VISITOR SPACE PROVIDED
	NON-RESIDENTIAL (C1) (RETAIL)	**1,043.34 m²** (1.08/100 m²) = **12**	**12**
	NON-RESIDENTIAL (C2) (DAYCARE)	**450.24 m²** (1.08/100 m²) = **5**	**12**
	NON-RESIDENTIAL (C3) (OFFICE)	**1,059.50 m²** (1.08/100 m²) = **11**	**12** 36
TOTAL REQUIRED		1175	**1189**
BICYCLE PARKING ** 25% OF TOTAL REQ'D RESIDENTIAL BIKE PARKING IS DEDICATED FOR REQ'D VISITOR BIKE PARKING* ***(NON-RESIDENTIAL PARKING REQUIREMENT - THE GREATER OF 2 OR 1.0 PER 1,000 m²)* *OAKVILLE ZONING 2014-014 BYLAW 5.4.1*	TOTAL **1842**	RESIDENTIAL *(75% OF TOTAL)* **1382**	**1382** BICYCLE STACKER - LONG-TERM RESIDENTIAL (450x1800)
		VISITOR* *(25% OF TOTAL)* **461**	**462** BICYCLE STACKER - LONG-TERM RESIDENTIAL (450x1800) VISITOR
	NON-RESIDENTIAL 1** (RETAIL)	**1,043.34 m²** (1.00/1,000 m²) = **2**	
	NON-RESIDENTIAL 2** (DAYCARE)	**450.24 m²** (1.00/1,000 m²) = **2**	
	NON-RESIDENTIAL 3** (OFFICE)	**1,059.50 m²** (1.00/1,000 m²) = **2**	
TOTAL REQUIRED		1849	**1844**

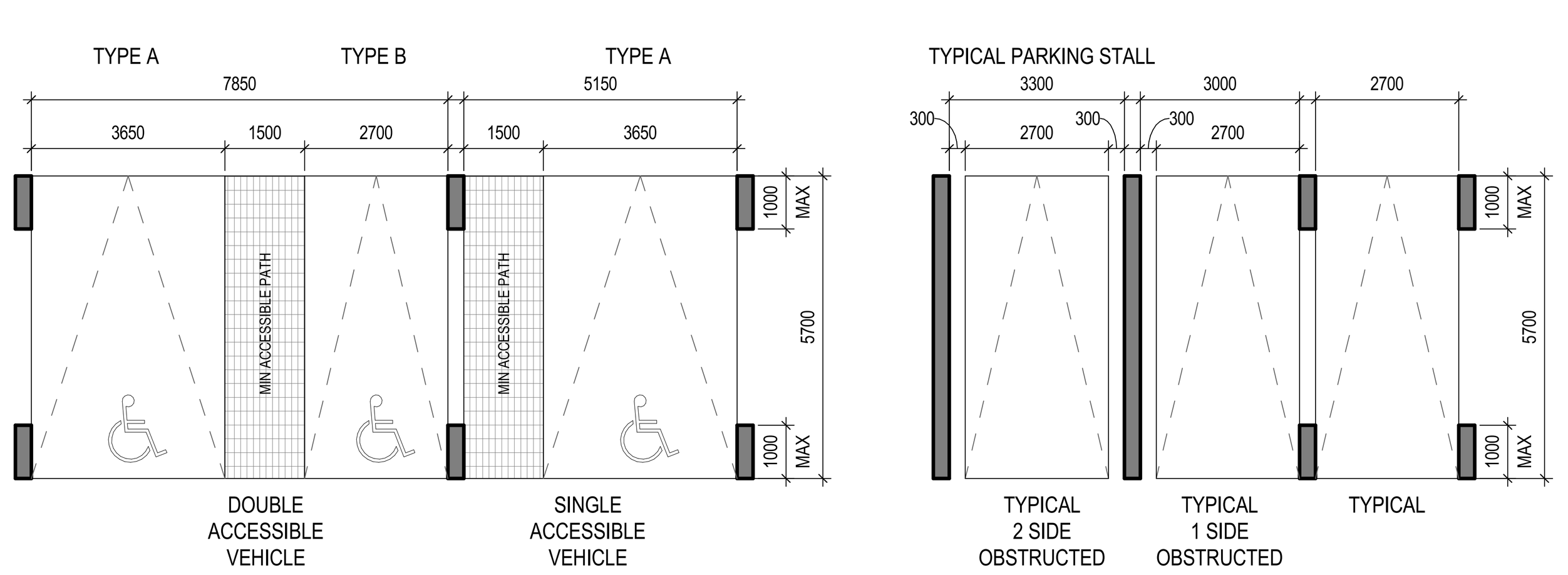
STORAGE LOCKERS PROVIDED	
LEVEL P6	**140**
LEVEL P5	**165**
LEVEL P4	**184**
LEVEL P3	**182**
LEVEL P2	**190**
LEVEL P1W	**163**
TOTAL	**1024**

VEHICULAR PARKING PROVISION BREAKDOWN BY FLOOR LEVEL

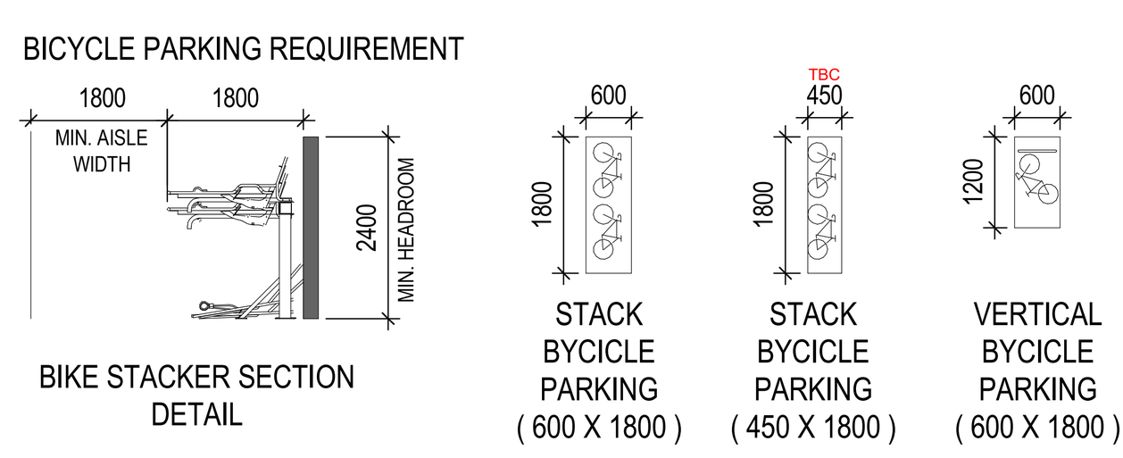
LEVEL	RESIDENTIAL	VISITOR	NON-RES. 1, 2, 3	TOTAL
P6	226	0	0	226
P5	220	0	0	220
P4	223	0	0	223
P3	223	0	0	223
P2	0	195	12	207
P1	0	66	24	90
TOTAL	892	261	36	1189

BICYCLE PARKING PROVISION BREAKDOWN BY FLOOR LEVEL

LEVEL	RESIDENTIAL	VISITOR	NON-RES. 1, 2, 3	TOTAL
P1	1382	462	0	1844
L01	0	0	0	0
L02	0	0	0	0
TOTAL	1382	462	0	1844



PARKING SPACE DIAGRAM
1 : 100



BICYCLE PARKING REQUIREMENTS
1 : 100

Teeple Architects
5 Camden Street,
Toronto, ON, Canada, M5V 1V2
T. 416.598.0554
www.teeplearch.com

NO.	DATE:	ISSUED FOR:
1	2023-03-20	ISSUED FOR OPA/ZBA
2	2023-08-28	ISSUED FOR COORDINATION / PRICING
3	2024-03-20	ISSUED FOR OPA/ZBA - 2nd SUBMISSION

ARCHITECT
Teeple Architects Inc.
5 Camden Street, Toronto, ON, Canada, M5V 1V2
T. 416.598.0554

STRUCTURAL
-

MECHANICAL
-

ELECTRICAL
-

LANDSCAPE
Public City Architecture Inc.
11-600 Clifton Street, Winnpieg, MN, R3G 2X6
T. 204.475.9323

CIVIL
Trafalgar Engineering Limited
1-481 Morden Road, Oakville, ON, L6K 2W6
T. 905.338.3366

TRAFFIC
BA Consulting Group Limited
300-45 St. Clair Avenue West, Toronto, ON, M4V 1K9
T. 416.961.7110

SOLID WASTE MANAGEMENT
R.J. Burnside & Asscoiates Limited
1465 Pickering Parkway, Pickering, ON, L1V 7G7
T. 1.800.265.9662

PLANNING
Bousfields Inc.
3 Church Street, Toronto, ON, M5E 1M2
T. 416.947.9744

CLIENT
Distrikt Developments
1-90 Wingold Avenue, Toronto, ON, Canada M6B 1P5
T. 416.628.8038

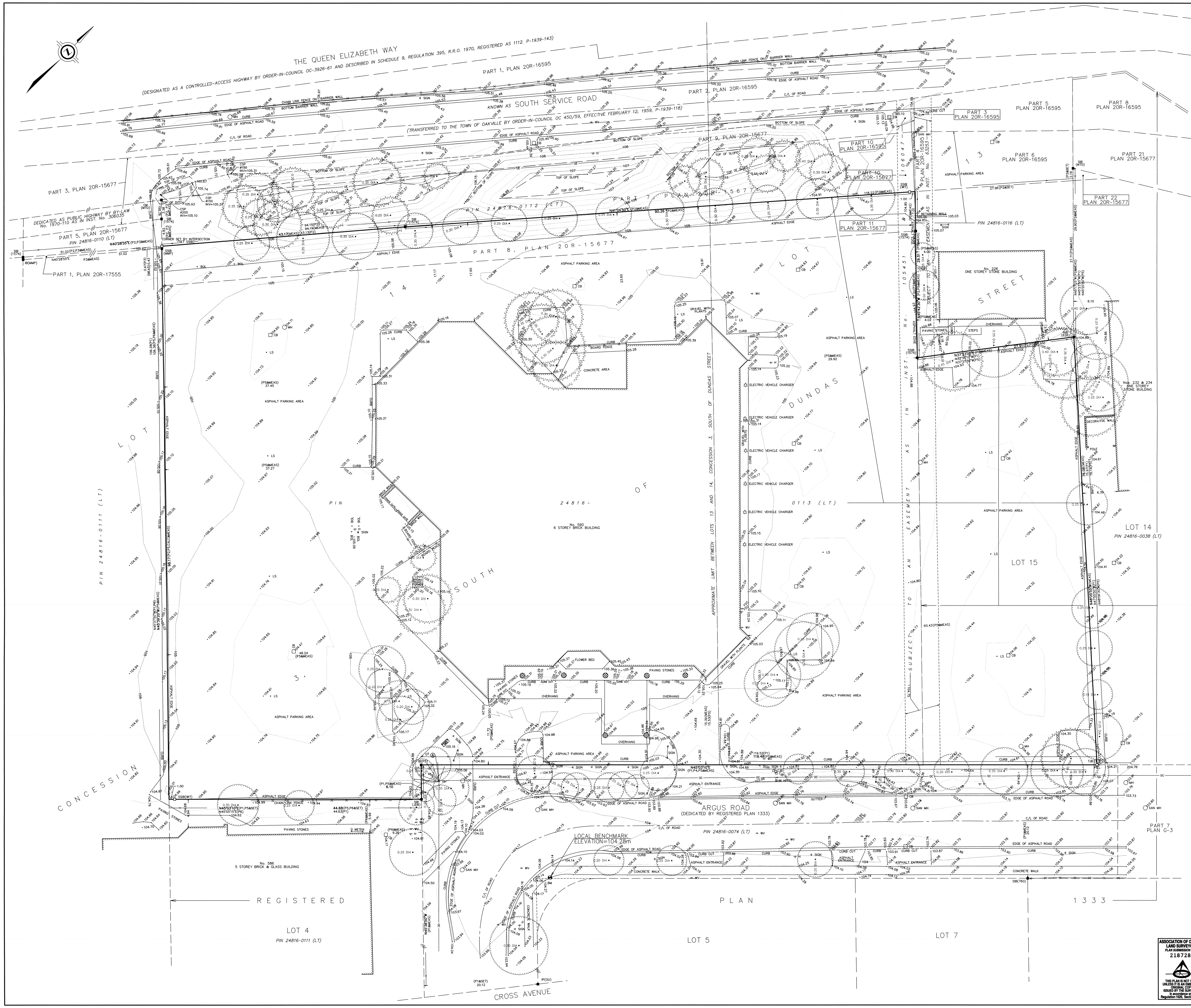
OAKVILLE
590 Argus Road, Oakville, ON, Canada

SEAL

SHEET LIST, ZONING REQUIREMENTS

Author	Checker		
DRAWN BY	CHECKED BY		
22-106	As indicated	ARCH E	2024-03-20
PROJ NO	SCALE	FORMAT	PLOT DATE

A001



PLAN OF SURVEY ILLUSTRATING TOPOGRAPHY OF

LOT 15 REGISTERED PLAN 1333 AND PART OF LOTS 13 AND 14 CONCESSION 3 SOUTH OF DUNDAS STREET

(GEOGRAPHIC TOWNSHIP OF TRAFALGAR)

TOWN OF OAKVILLE

REGIONAL MUNICIPALITY OF HALTON

SCALE 1 : 200

5 0 5 10 metres

J.D. BARNES LIMITED

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

ELEVATION NOTE

ELEVATIONS ARE OF GEODETIC ORIGIN (CGVD-1928:78), AND ARE DERIVED FROM GNSS OBSERVATIONS AND NATURAL RESOURCES CANADA'S GEOID MODEL HT2.0.

LOCAL BENCHMARK

CUT CROSS IN CONCRETE SIDEWALK, LOCATED ON THE SOUTH SIDE OF ARGUS ROAD, APPROXMATELY 11.6 METRES FROM THE WESTERN CORNER OF THE BUILDING AT No. 587 ARGUS ROAD AND 5.3 METRES FROM A WATER VALVE IN THE ROAD, AS SHOWN ON THE FACE OF PLAN.
ELEVATION=104.28m

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 0.999728.

FOR BEARING COMPARISONS, A ROTATION OF 0°52'50" COUNTER-CLOCKWISE WAS APPLIED TO BEARINGS ON P1 AND P6.

FOR BEARING COMPARISONS, A ROTATION OF 1°1'50" COUNTER-CLOCKWISE WAS APPLIED TO BEARINGS ON P2 AND P3.

FOR BEARING COMPARISONS, A ROTATION OF 1°1'40" COUNTER-CLOCKWISE WAS APPLIED TO BEARINGS ON P4.

FOR BEARING COMPARISONS, A ROTATION OF 1°8'10" COUNTER-CLOCKWISE WAS APPLIED TO BEARINGS ON P5.

INTEGRATION DATA

OBSERVED REFERENCE POINTS (ORPs): 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)	606 340.48	4 812 463.44
ORP (B)	606 485.37	4 812 608.06

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

THE RESULTANT TIE BETWEEN ORP (A) AND ORP (B) IS 204.76 N45°03'10"E

LEGEND

■	DENOTES	SURVEY MONUMENT FOUND
□	DENOTES	SURVEY MONUMENT SET
SIB	DENOTES	STANDARD IRON BAR
SSIB	DENOTES	SHORT STANDARD IRON BAR
RIB	DENOTES	ROUND IRON BAR
IB	DENOTES	IRON BAR
IP	DENOTES	IRON PIPE
CM	DENOTES	CONCRETE MONUMENT
PB	DENOTES	PLASTIC BAR
WIT	DENOTES	WITNESS
P1	DENOTES	REGISTERED PLAN 1333
P2	DENOTES	PLAN 20R-15677
P3	DENOTES	PLAN 20R-17555
P4	DENOTES	PLAN 20R-4346
P5	DENOTES	PLAN OF SURVEY BY GLENN E. GIDDY, O.L.S., DATED APRIL 8, 1998 (REF. No. F-1984)
P6	DENOTES	SURVEYORS REAL PROPERTY REPORT BY TARASICK, McMILLAN LIMITED, O.L.S., DATED NOVEMBER 1, 2000 (FILE No. 2621)
MEAS	DENOTES	MEASURED
JDB	DENOTES	J.D. BARNES LIMITED
MTO	DENOTES	MINISTRY OF TRANSPORTATION ONTARIO
626	DENOTES	H.D. SEWELL, O.L.S.
760	DENOTES	McCONNELL, MAUGHAN LTD., O.L.S.
923	DENOTES	TARASICK McMILLAN KUBICKI LIMITED, O.L.S.
1574	DENOTES	DELPH & JENKINS LIMITED, O.L.S.
MMP	DENOTES	MACKEY, MACKEY & PETERS LIMITED, O.L.S.
OU	DENOTES	ORIGIN UNKNOWN

N=NORTH / S=SOUTH / E=EAST / W=WEST

ALL SET SSIB AND PB MONUMENTS WERE USED DUE TO LACK OF OVERBURDEN AND/OR PROXIMITY OF UNDERGROUND UTILITIES IN ACCORDANCE WITH SECTION 11 (4) OF O.REG. 525/91.

LEGEND

CB	DENOTES CATCHBASIN
TC	DENOTES TELEPHONE CHAMBER
HPED	DENOTES HYDRO PEDESTAL
G METER	DENOTES GAS METER
GV	DENOTES GAS VALVE
MH	DENOTES MANHOLE
SAN MH	DENOTES SANITARY MANHOLE
BOL	DENOTES BOLLARD
HP	DENOTES HYDRO POLE
LS	DENOTES LIGHT STANDARD
TJB	DENOTES TELEPHONE JUNCTION BOX
PED	DENOTES TELEPHONE PEDESTAL
CJB	DENOTES CABLE TV JUNCTION BOX
H	DENOTES FIRE HYDRANT
FDC	DENOTES FIRE DEPARTMENT CONNECTION
WV	DENOTES WATER VALVE
BM	DENOTES BENCH MARK
—UE—	DENOTES BURIED HYDRO CABLE
—OC—	DENOTES OVERHEAD CABLE
	DENOTES CONIFEROUS TREE DIA=DIAMETER OF TRUNK IN METRES
	DENOTES DECIDUOUS TREE DIA=DIAMETER OF TRUNK IN METRES

AREA = 15,378 sq.m.
(3.7999 acres)

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 1.00m 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 17th DAY OF MAY, 2022.

JUNE 2, 2022
DATE

R.S. QUERUBIN
ONTARIO LAND SURVEYOR

ASSOCIATION OF ONTARIO LAND SURVEYORS
PLAN SUBMISSION FORM
2187282
THIS PLAN IS NOT VALID UNLESS IT IS AN EMBOSSED ORIGINAL COPY ISSUED BY THE SURVEYOR In accordance with Regulation 1026, Section 29(3).

J.D.BARNES LIMITED
SURVEYING MAPPING GIS
LAND INFORMATION SPECIALISTS
401 WHEELABRATOR WAY, SUITE A, MILTON, ON L9T 3C1
T: (905) 875-9955 F: (905) 875-9956 www.jdbarnes.com

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FILE: G:\22-30-886\00\Drawing\22-30-886-00-A.dgn DATED: 05/31/2022
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SITE SURVEY

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A101

590 ARGUS RD ESTABLISHED GRADE - EL. 104.960m

ESTABLISHED GRADE INDICATED IS CALCULATED BASED ON DEFINITION FOR "GRADE, ESTABLISHED" PROVIDED IN TOWN OF OAKVILLE ZONING BYLAW 2014-014:

GRADE, ESTABLISHED (2021-068) MEANS THE GRADE ELEVATION MEASURED AT;
A) THE CENTRE POINT OF THE *FRONT LOT LINE* FOR INTERIOR LOTS; AND,
B) THE AVERAGE OF THE CENTRE POINTS OF EACH *LOT LINE* ABUTTING A ROAD FOR CORNER LOTS, THROUGH LOTS, THROUGH CORNER LOTS AND INTERIOR LOTS HAVING MORE THANT ONE SEPARATE *FRONT LOT LINE*.

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QUEEN ELIZABETH WAY

SOUTH SERVICE ROAD

60.0 m ROW

16.0 m

100.0 m

PRE-DEVELOPMENT PROPERTY LINE

POST-DEVELOPMENT PROPERTY LINE

14.0 m SETBACK

FUTURE PEDESTRIAN BRIDGE

TOWER A PICK-UP DROP-OFF, SERVICE, WASTE LOADING AND PARKADE RAMP #1 VEHICULAR ACCESS

TOWER B & TOWER C PICK-UP & DROP-OFF PARKADE RAMP #2, SERVICE AND PARKADE RAMP #2 VEHICULAR ACCESS

HATCH DENOTES EXTERIOR AREA AT GROUND FLOOR

HATCH DENOTES AREA OF **CONVEYED LANDS**

3,288.73 m²

(NORTHWEST CORNER OF TOWER FLOOR PLATE)

EXHAUST AIR GRATE

PROPERTY LINE

BUILDING A
45 STOREY
TYPICAL TOWER FLOOR PLATE @ 850 SM / 9,150 SF

BUILDING B
50 STOREY
TYPICAL TOWER FLOOR PLATE @ 850 SM / 9,150 SF

BUILDING C
57 STOREY
TYPICAL TOWER FLOOR PLATE @ 850 SM / 9,150 SF

WEST COURTYARD POPS AREA

EAST COURTYARD POPS AREA

PROPOSED DAYCARE PLAYGROUND

TREE PLANTER

PARKADE EXIT STRUCTURE

OAKVILLE HYDRO SWITCH GEAR ROOM STRUCTURE

PODIUM A

PODIUM SEPARATION

PODIUM B

PODIUM SEPARATION

PODIUM C

PROJECTED GLAZED CANOPY BELOW AT LEVEL 2

ARGUS ROAD

27.0 m R.O.W.

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SITE PLAN @ ROOF LEVEL

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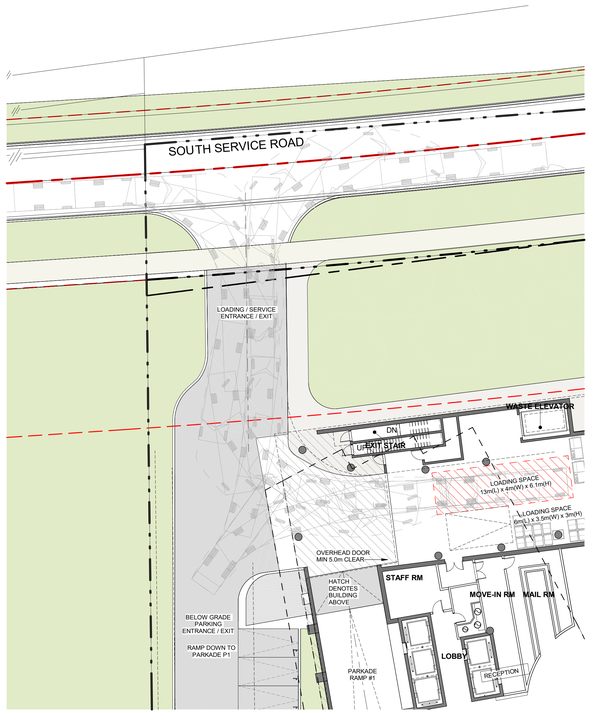
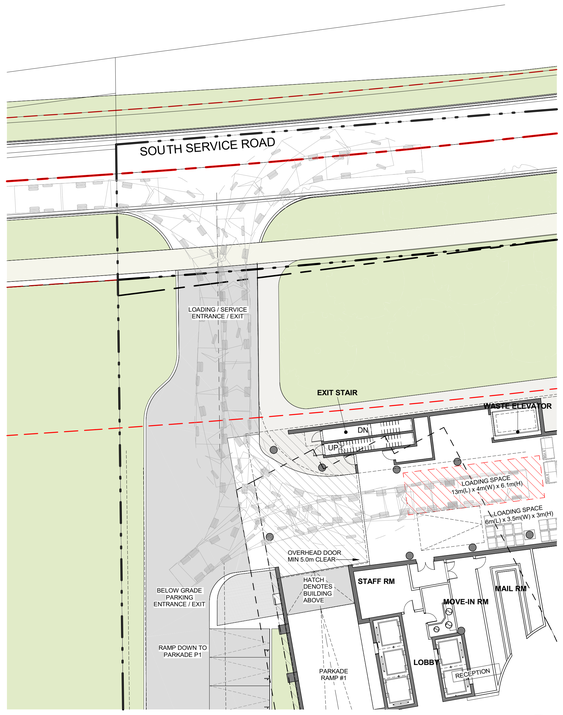
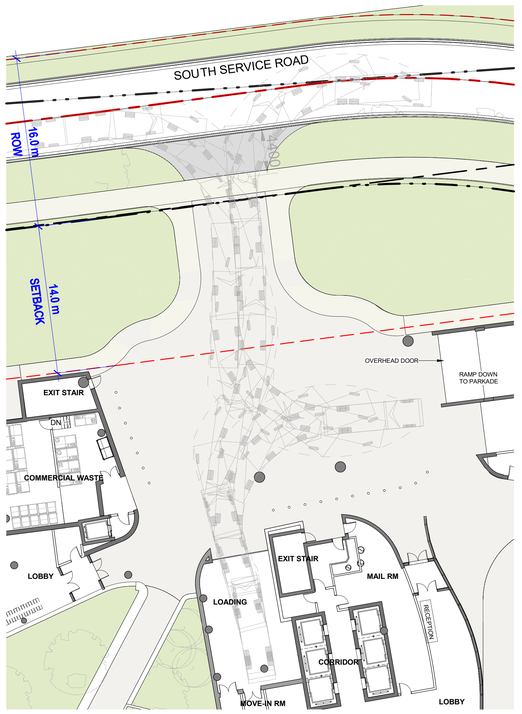
A111



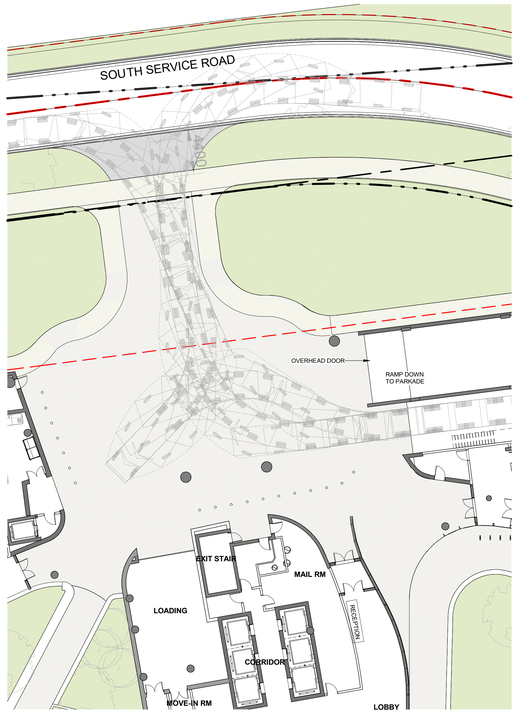
MANOEUVERING DIAGRAM - HEAVY SINGLE UNIT TRUCK 5
1 : 200 A112



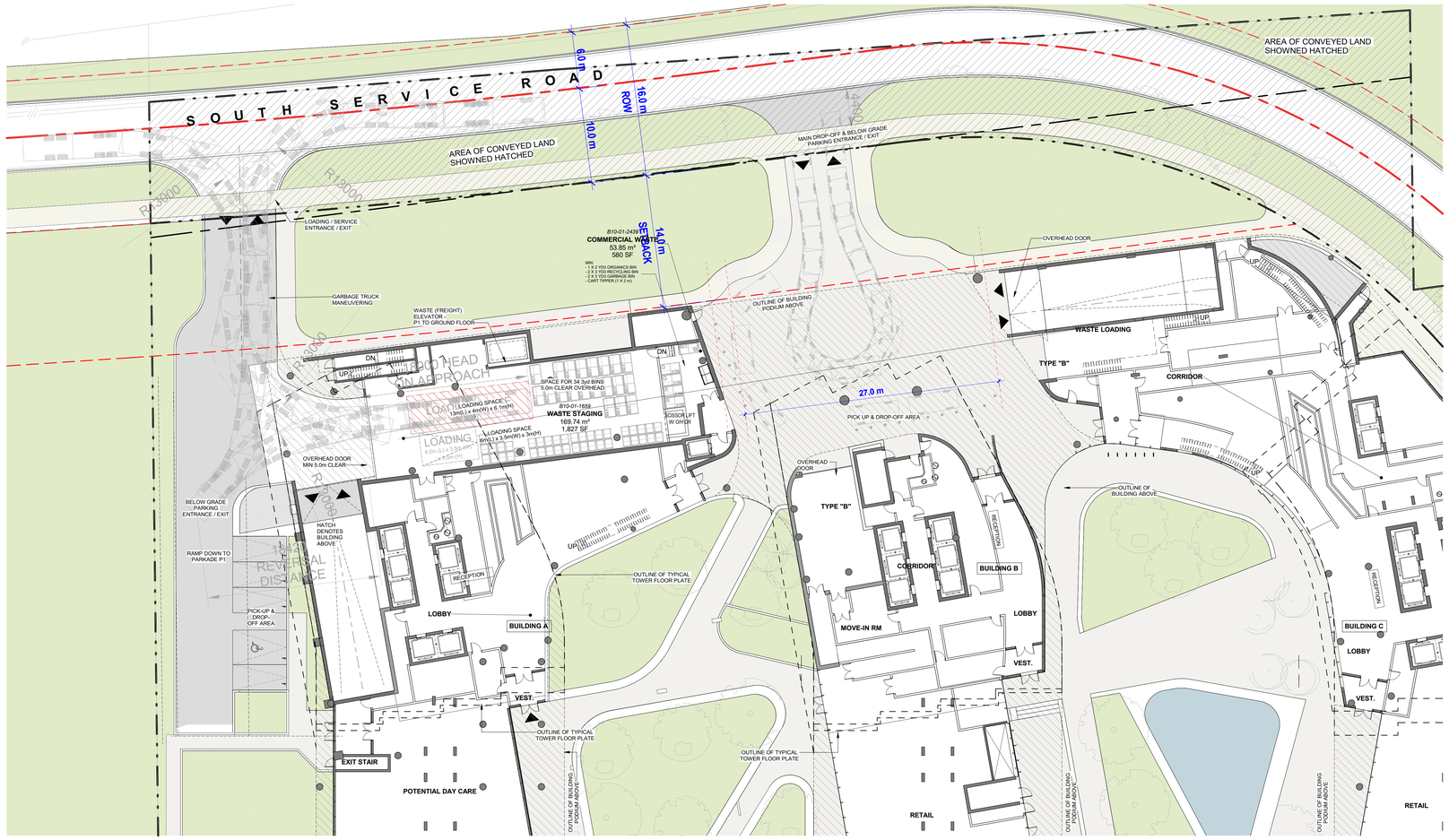
MANOEUVERING DIAGRAM - SINGLE UNIT TRUCK 4
1 : 200 A112



MANOEUVERING DIAGRAM - BLDG B - SINGLE UNIT TRUCK 3
1 : 200 A112



MANOEUVERING DIAGRAM - BLDG C - SINGLE UNIT TRUCK 2
1 : 200 A112



MANOEUVERING DIAGRAM - GARBAGE TRUCK / PUDO (5 SPACES) 1
1 : 200 A112

WASTE MANAGEMENT NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUCTION WITH SHEET A204 LEVEL 1 PLAN. (GROUND FLOOR PLAN ON SITE)
2. SOLID WASTE MANAGEMENT WILL PROVIDE BULK LIFT COMPACTED GARBAGE, RECYCLING AND ORGANIC COLLECTION SERVICES FOR THE RESIDENTIAL COMPONENT OF THIS DEVELOPMENT.
3. A TRAINED ON-SITE STAFF MEMBER MUST BE AVAILABLE TO MANOEUVER BINS FOR THE COLLECTION DRIVER AND ALSO ACT AS A FLAGMAN WHEN THE TRUCK IS REVERSING. IN THE EVENT THE ON-SITE STAFF MEMBER IS UNAVAILABLE AT THE TIME THE RESIDENTIAL COLLECTION VEHICLE ARRIVES AT THE SITE, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DAY.
4. ALL ACCESS DRIVEWAYS TO BE USED BY THE COLLECTION VEHICLE WILL BE LEVEL (±8%) AT LEAST 4.5m WIDE THROUGHOUT THE SITE AND 6m WIDE AT ENTRANCES AND EXITS, HAVING A MINIMUM 5.0m CLEARANCE UNDER OVERHEAD DOORS.
5. THE WASTE LOADING SPACE WILL BE CONSTRUCTED OF AT LEAST 200mm THICK (MIN.) REINFORCED CONCRETE, BE LEVEL (±2%), AND BE AT LEAST 4m WIDE X 13m LONG AND HAVE VERTICAL CLEARANCE OF 7.5m.
6. IN ALL AREAS WHERE A COLLECTION VEHICLE IS REQUIRED TO DRIVE ONTO OR OVER A SUPPORT STRUCTURE, THE STRUCTURE IS TO BE DESIGNED TO SAFELY SUPPORT A FULLY LOADED COLLECTION VEHICLE AT 35 METRIC TONNES.
7. SHARING OF WASTE LOADING SPACE FOR PURPOSES OF MOVING WILL BE SCHEDULED ACCORDING TO GARBAGE PICK UP TIMES. SHOULD THE WASTE LOADING SPACE BE NEEDED FOR USE BY COMMERCIAL SECTORS, THE COMMERCIAL COMPONENT MUST ARRANGE THIS USE SUCH THAT IT DOES NOT CONFLICT WITH ANY RESIDENTIAL USES.
8. THE STAGING PAD ABUTTING THE FRONT OF THE WASTE LOADING SPACE SHALL BE LEVEL (+/-2%), AND SHALL BE CONSTRUCTED OF A MINIMUM OF 200 mm REINFORCED CONCRETE.
9. THE WASTE LOADING SPACE WILL BE USED BY BOTH RESIDENTIAL AND NON RESIDENTIAL/RETAIL SECTORS. THE NON RESIDENTIAL RETAIL MANAGEMENT MUST ARRANGE FOR THEIR COLLECTION DAYS TO BE SCHEDULED ON DIFFERENT DAYS FROM THOSE OF THE RESIDENTIAL COLLECTION DAYS. FAILURE TO COMPLY WITH THIS ARRANGEMENT WILL RESULT IN THE CANCELLATION OF RESIDENTIAL COLLECTION AT THIS SITE.
10. BEFORE SOLID WASTE COLLECTION SERVICES ARE TO BEGIN, THE TOWN OF OAKVILLE & REGION OF HALTON WILL NEED TO BE PROVIDED WITH A LETTER CERTIFIED BY A PROFESSIONAL ENGINEER THAT IN ALL CASES WHERE A COLLECTION VEHICLE IS REQUIRED TO DRIVE ONTO OR OVER A SUPPORTED STRUCTURE, THAT THE STRUCTURE CAN SAFELY SUPPORT A FULLY LOADED COLLECTION VEHICLE (35 METRIC TONNES) AND CONFORM TO THE FOLLOWING:

i) DESIGN CODE - ONTARIO BUILDING CODE
ii) DESIGN LOAD - CITY BULK LIFT VEHICLE IN ADDITION TO BUILDING CODE REQUIREMENTS
iii) IMPACT FACTOR - 5% FOR MAXIMUM VEHICULAR SPEEDS TO 15KM/H AND 30% FOR HIGHER SPEEDS

11. DOUBLE DOORS (MINIMUM 2.2m WIDTH) TO BE PROVIDED TO ACCESS EACH WASTE STORAGE (AND BULKY WASTE STORAGE) ROOM. THESE DOORS SHALL OPEN OUTWARDS TO MAXIMIZE STORAGE SPACE.
12. WASTE STORAGE ROOMS TO HAVE A HOSE BIB AND FLOOR DRAIN FOR WASHING AND CLEANING OF THE ROOM AND WASTE CONTAINERS.
13. THIS DRAWING TO BE READ IN CONJUNCTION WITH R.J. BURNSIDE & ASSOCIATES LIMITED, SOLID WASTE MANAGEMENT PLAN.
14. WASTE BINS AND CARTS SHOWN ON THESE DRAWINGS ARE REPRESENTATIONAL ONLY.

TABLE 1: WASTE CONTAINER OPTIONS (Preferred in **BOLD**)

WASTE STREAM	CONTAINER TYPES	AREA (SQM)	NUMBER OF RESIDENTIAL UNITS SERVICED PER BIN
GARBAGE (COMPACTED)	**3 CUBIC YARD FRONT-LIFT BIN**	2.27	**54**
	4 CUBIC YARD FRONT-LIFT BIN	2.78	72
RECYCLING (UNCOMPACTED)	3 CUBIC YARD FRONT-LIFT BIN	2.27	42
	4 CUBIC YARD FRONT-LIFT BIN	2.78	**56**
	6 CUBIC YARD FRONT-LIFT BIN	3.41	84
ORGANICS	**360 L SEMI-AUTOMATED CART**	0.80	**25**

TABLE 2: REQUIRED RESIDENTIAL WASTE STORAGE ROOM AREA

	NUMBER OF RESIDENTIAL UNITS	APPROXIMATE WASTE STORAGE ROOM SPATIAL REQUIREMENT (SQM) ** CALCULATED	WASTE MAN. REPORT Sept 12, 2023
BUILDING A	*544*	163.5	163.5 - 10 bulk = 153.5
BUILDING B	*607*	175.4	175.4 - 10 bulk = 165.4
BUILDING C		204.2	204.2 - 10 bulk = 194.2
TOTAL	***1842***	543.1	

** EXCLUDES 10 SQM REQUIRED FOR BULKY WASTE STORAGE

TABLE 3: REQUIRED WASTE CONTAINERS

NUMBER OF RESIDENTIAL UNITS			*544*		*607*		***1842***
WASTE STREAM	**CONTAINER**		**BUILDING A # BINS**		**BUILDING B # BINS**	**BUILDING C # BINS**	**BINS @ LOAD. AREA**
GARBAGE (COMPACTED)	3 YARD³ FRONT-LIFT	CALCULATED	10.07	**11**	11.24	**12** 12.8 **13**	34.11 35
RECYCLING	4 YARD³ YARD FRONT-LIFT	CALCULATED	8.71	**10**	10.85	**11** 12.34 **13**	32.89 33
ORGANICS	360 L SEMI-AUTOMATED CART	CALCULATED	21.75	**22**	24.28	**25** 27.64 **28**	73.68 74

*** ASSUMES ON WEEKLY COLLECTION

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WASTE MANAGEMENT & LOADING PLAN

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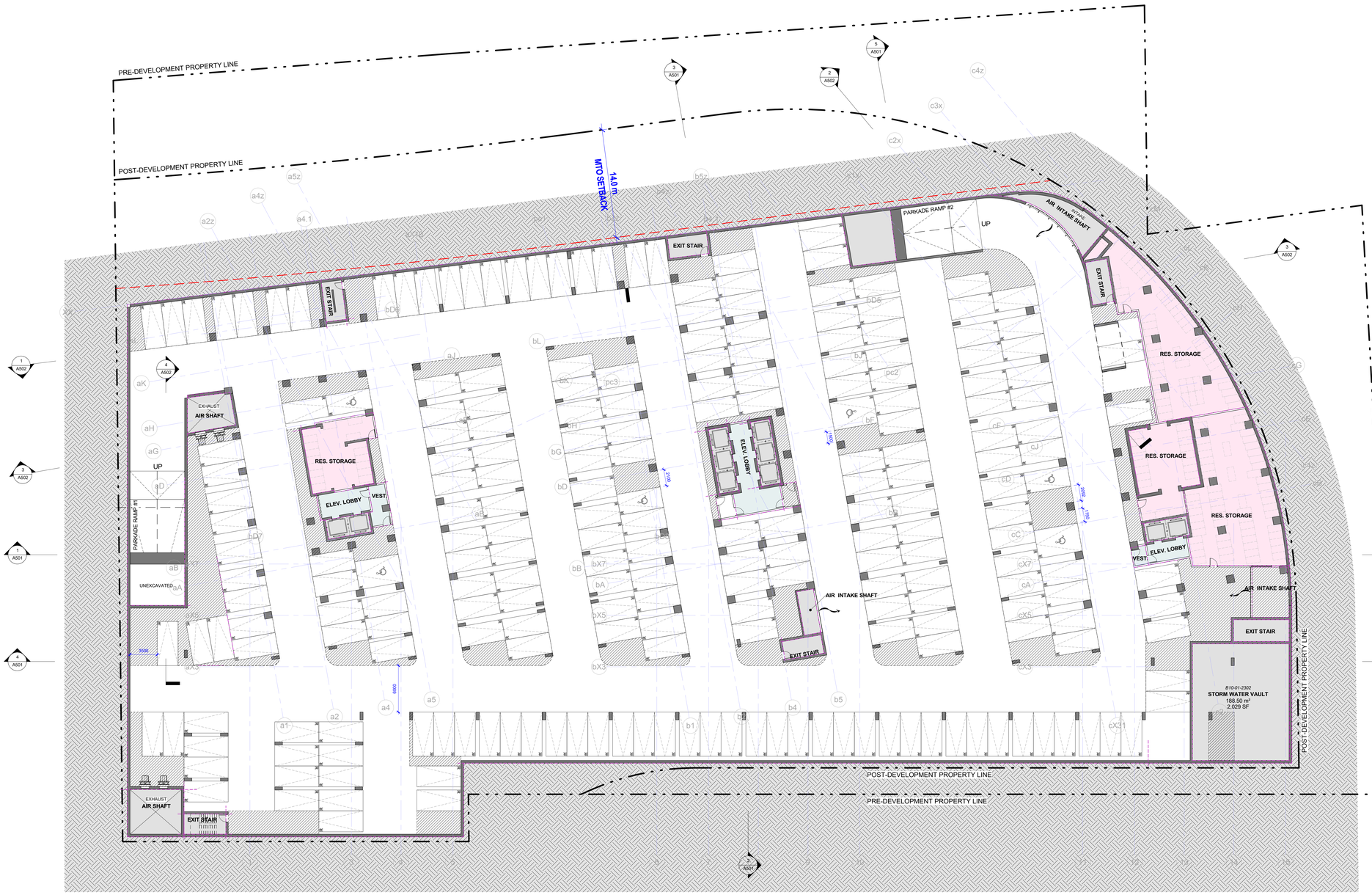
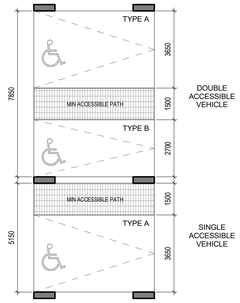


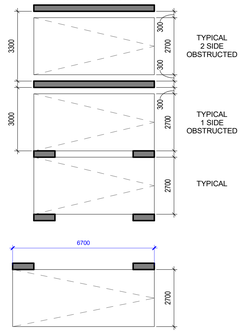
LEVEL P6 PLAN
1 : 200

VEHICULAR PARKING SUMMARY PER LEVEL				
LEVEL	RESIDENTIAL (R)	NON-RES* (C)	RESIDENTIAL VISITOR (V)	TOTAL
P1				
P2				
P3				
P4				
P5				
P6	**226**	**0**	**0**	**226**

ACCESSIBLE PARKING STALL



TYPICAL PARKING STALL



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LEVEL P6 PLAN

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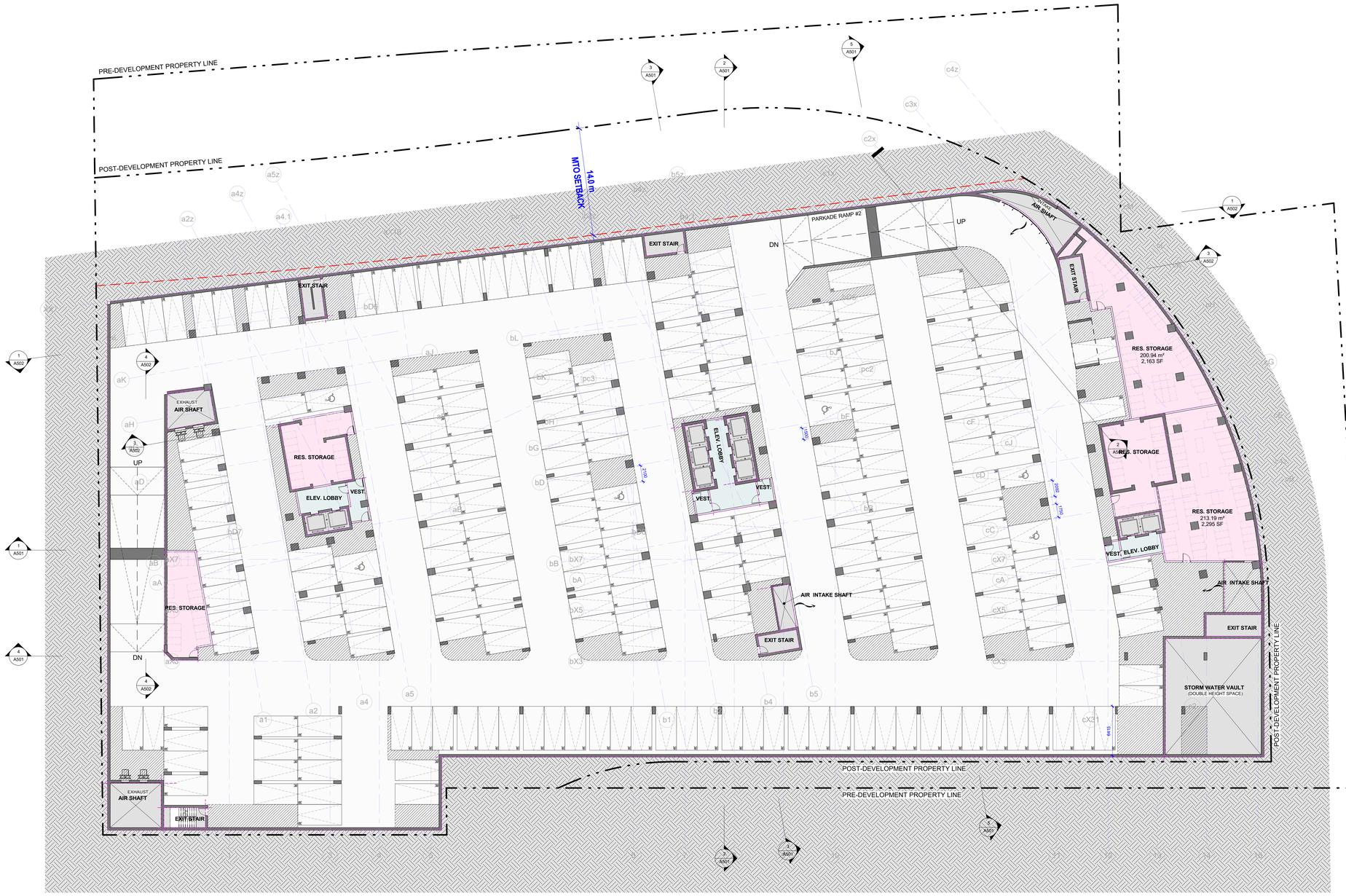
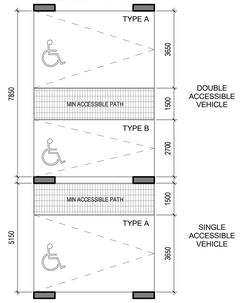


LEVEL P5 PLAN 1 : 200 (1 / A201)

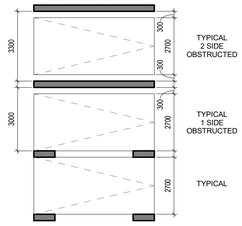
VEHICULAR PARKING SUMMARY PER LEVEL

LEVEL	RESIDENTIAL (R)	NON-RES. (C)	RESIDENTIAL VISITOR (V)	TOTAL
P1				
P2				
P3				
P4				
P5	220	0	0	220
P6				

ACCESSIBLE PARKING STALL



TYPICAL PARKING STALL



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LEVEL P5 PLAN

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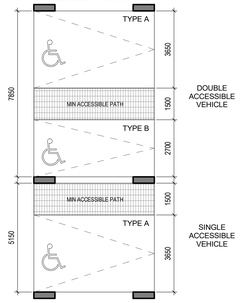
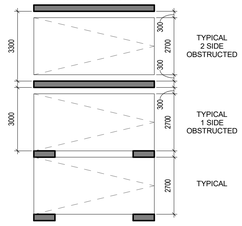
LEVEL P4 PLAN 1 / A202
1 : 200

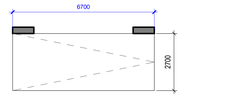
VEHICULAR PARKING SUMMARY PER LEVEL				
LEVEL	RESIDENTIAL (R)	NON-RES * (C)	RESIDENTIAL VISITOR (V)	TOTAL
P1				
P2				
P3				
P4	223	0	0	223
P5				
P6				

ACCESSIBLE PARKING STALL



TYPICAL PARKING STALL





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LEVEL P4 PLAN

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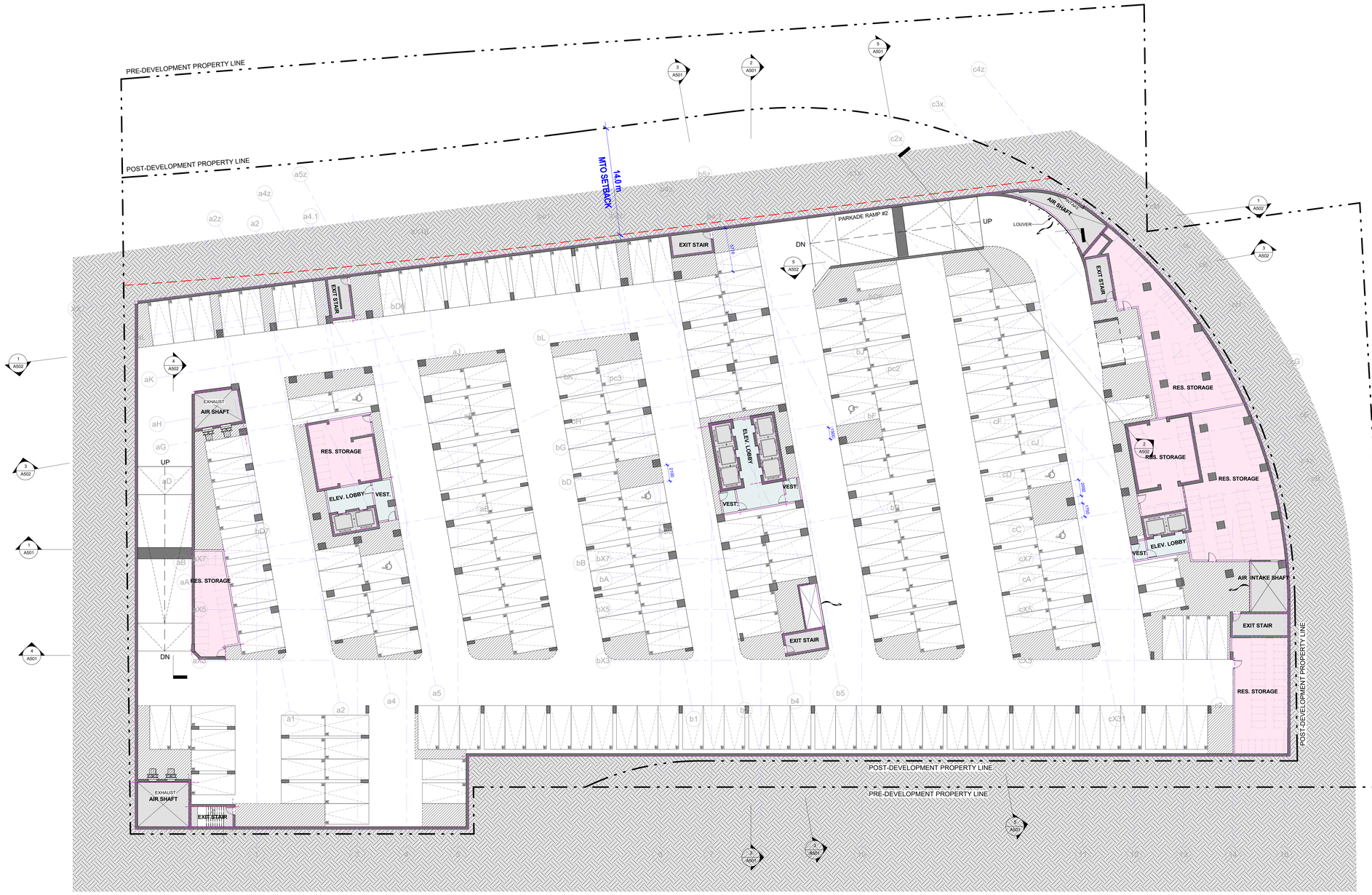
A202

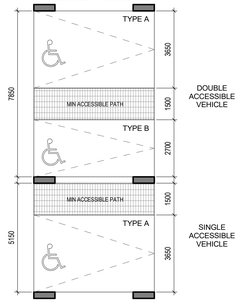


LEVEL P3 PLAN 1 / A203
1 : 200

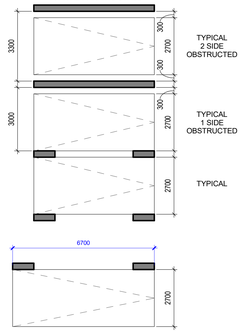
VEHICULAR PARKING SUMMARY PER LEVEL

LEVEL	RESIDENTIAL (R)	NON-RES. (C)	RESIDENTIAL VISITOR (V)	TOTAL
P1				
P2				
P3	223	0	0	223
P4				
P5				
P6				

ACCESSIBLE PARKING STALL



TYPICAL PARKING STALL



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ELECTRICAL
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LEVEL P3 PLAN

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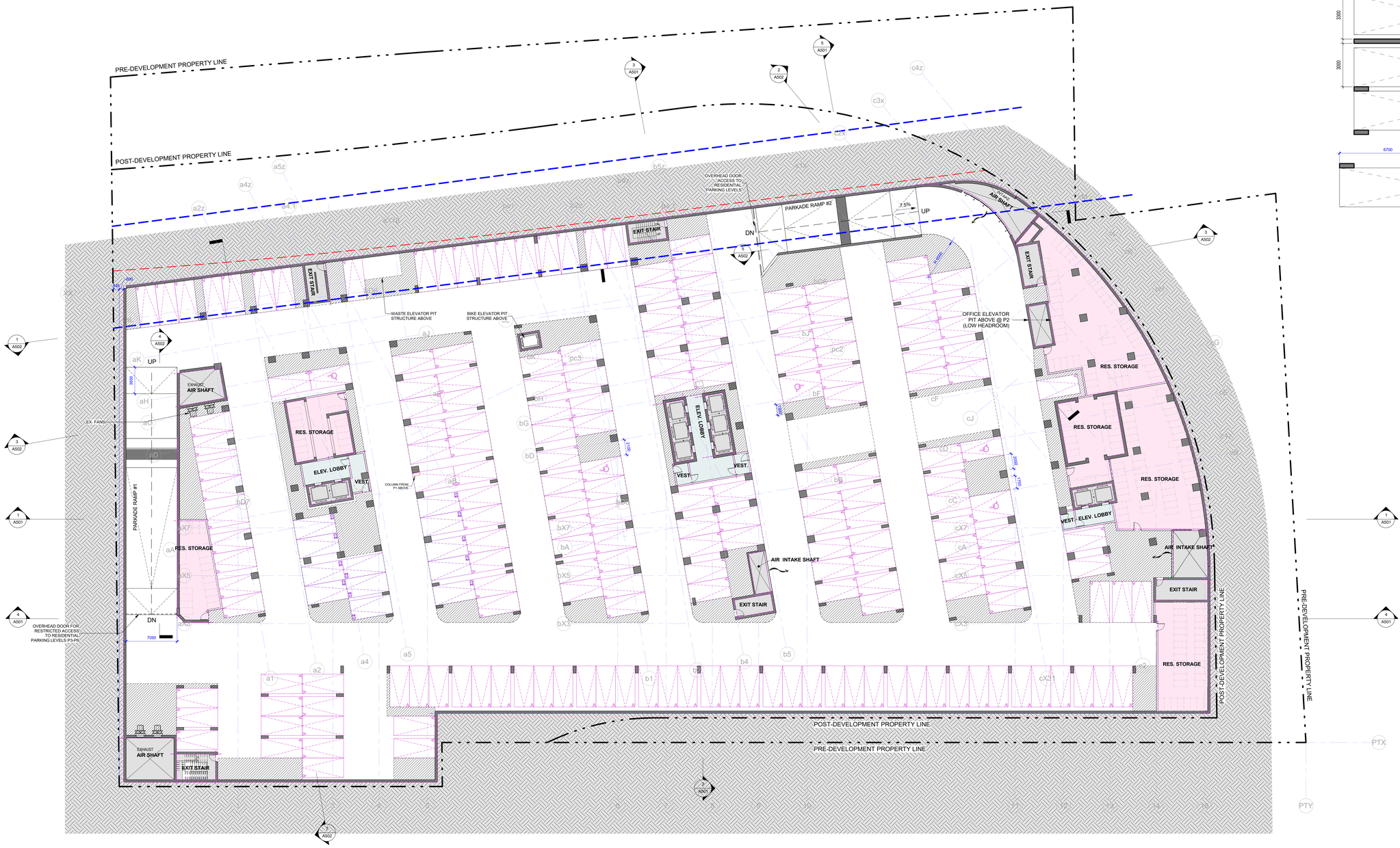
A203

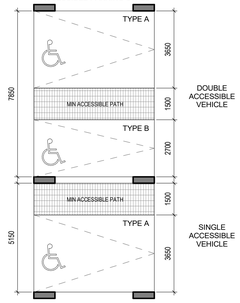


LEVEL P2 PLAN 1 / A204
1 : 200

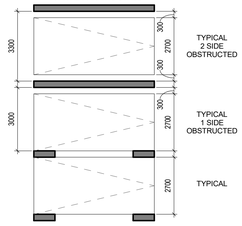
VEHICULAR PARKING SUMMARY PER LEVEL

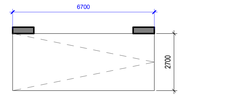
LEVEL	RESIDENTIAL (R)	NON-RES. (C)	RESIDENTIAL VISITOR (V)	TOTAL
P1				
P2	0	12	195	207
P3				
P4				
P5				
P6				

ACCESSIBLE PARKING STALL



TYPICAL PARKING STALL





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STRUCTURAL
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MECHANICAL
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ELECTRICAL
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LEVEL P2 PLAN

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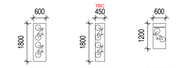
PROJ NO	SCALE	FORMAT	PLOT DATE

A204

BICYCLE PARKING REQUIREMENT

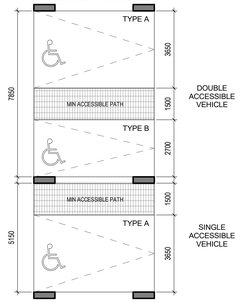
BIKE STACKER SECTION DETAIL



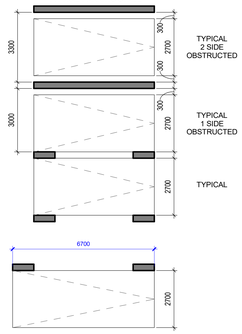
BICYCLE PARKING SUMMARY PER LEVEL	
1382	RESIDENTIAL
	NON-RESIDENTIAL*
	VISITOR
1844	TOTAL

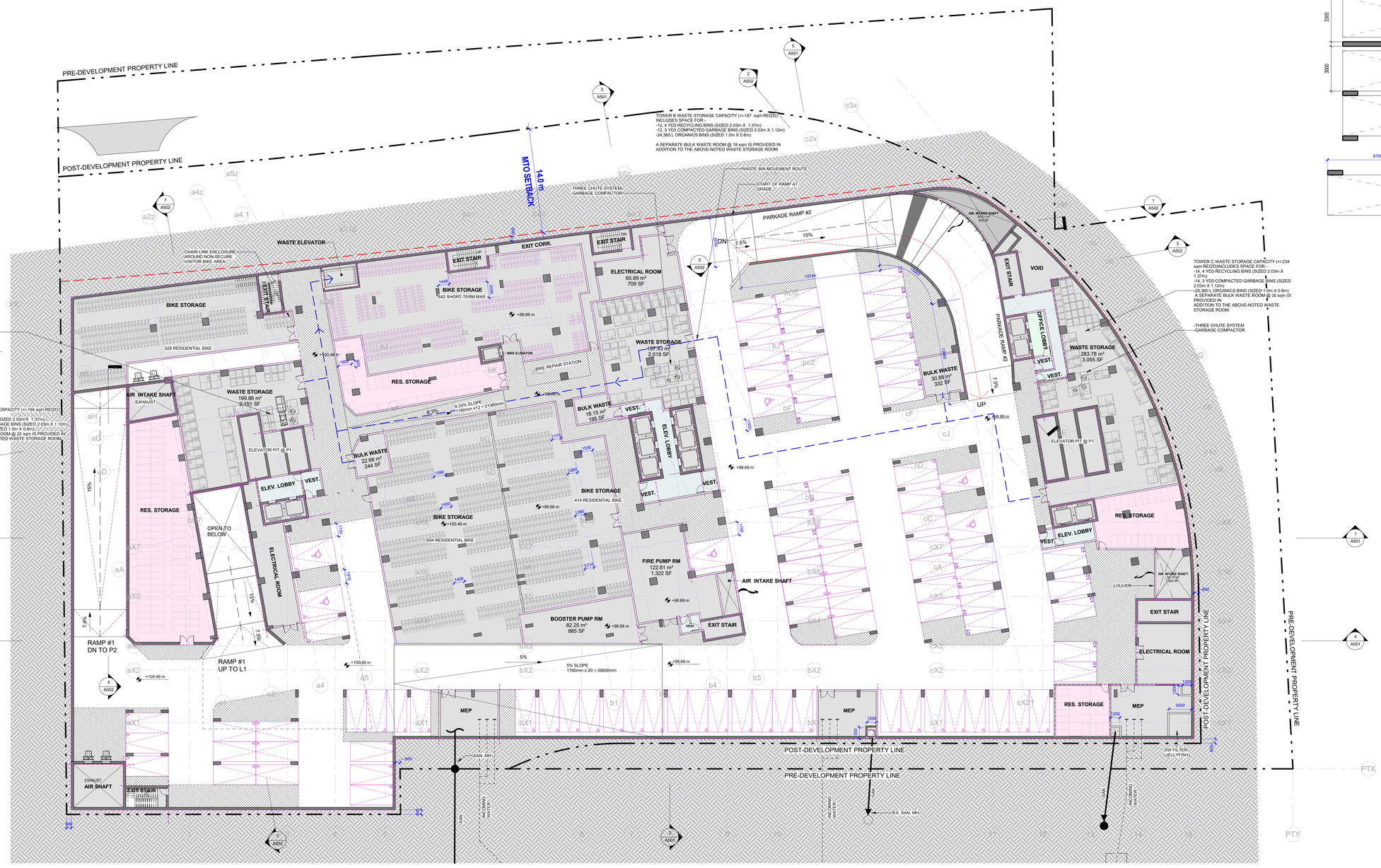
POTENTIAL RETAIL AMNOR. POTENTIAL DAYCARE, TBC

ACCESSIBLE PARKING STALL



TYPICAL PARKING STALL





LEVEL P1 PLAN 1 / A205
1 : 200

VEHICULAR PARKING SUMMARY PER LEVEL				
LEVEL	RESIDENTIAL (R)	NON-RES.* (C)	RESIDENTIAL VISITOR (V)	TOTAL
P1	**0**	**24**	**66**	**90**
P2				
P3				
P4				
P5				
P6				

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ELECTRICAL
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LEVEL P1 PLAN

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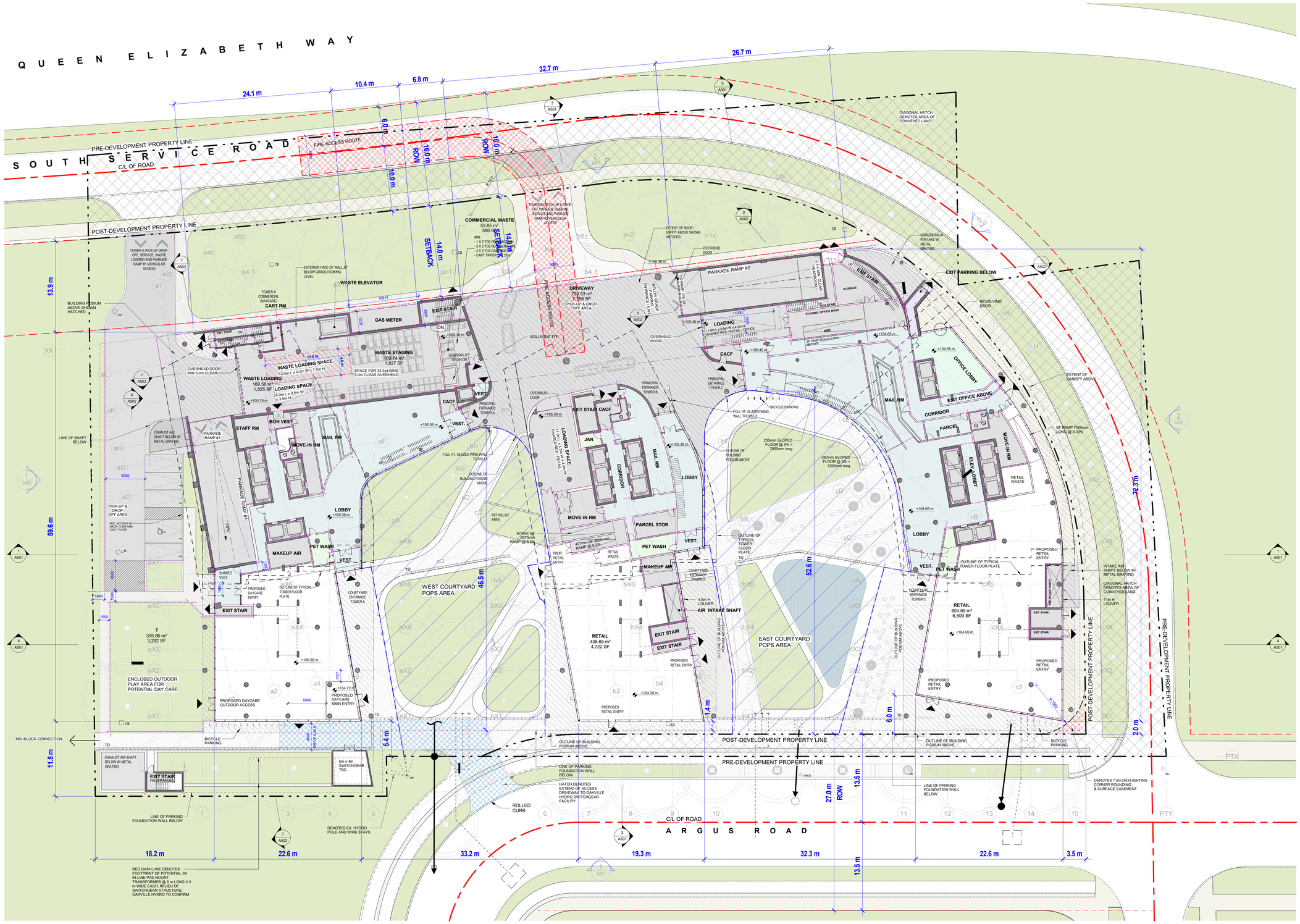

ARCHITECT
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STRUCTURAL
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MECHANICAL
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ELECTRICAL
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LEVEL 1 PLAN

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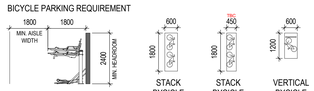
22-106	1 : 200	ARCH E	2024-03-20
PROJ NO	SCALE	FORMAT	PLOT DATE

A206

BICYCLE PARKING REQUIREMENT



BIKE STACKER SECTION DETAIL

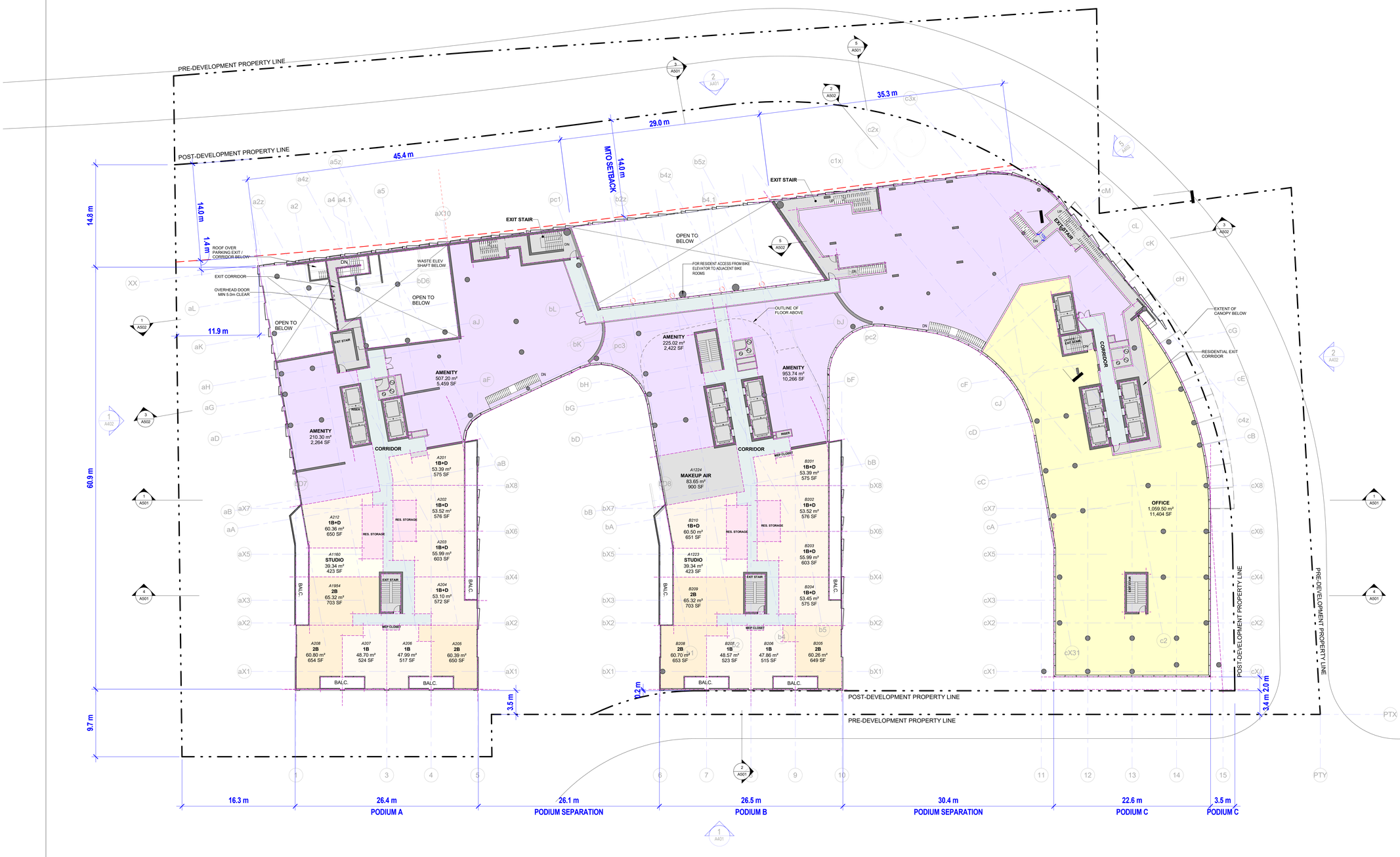
STACK BYCICLE PARKING (600 X 1800)

STACK BYCICLE PARKING (450 X 1800)

VERTICAL BYCICLE PARKING (600 X 1800)

BICYCLE PARKING SUMMARY PER LEVEL	
	RESIDENTIAL
	NON-RESIDENTIAL*
	VISITOR
	TOTAL

POTENTIAL RETAIL AND/OR POTENTIAL DAYCARE, TBC



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LEVEL 2 PLAN

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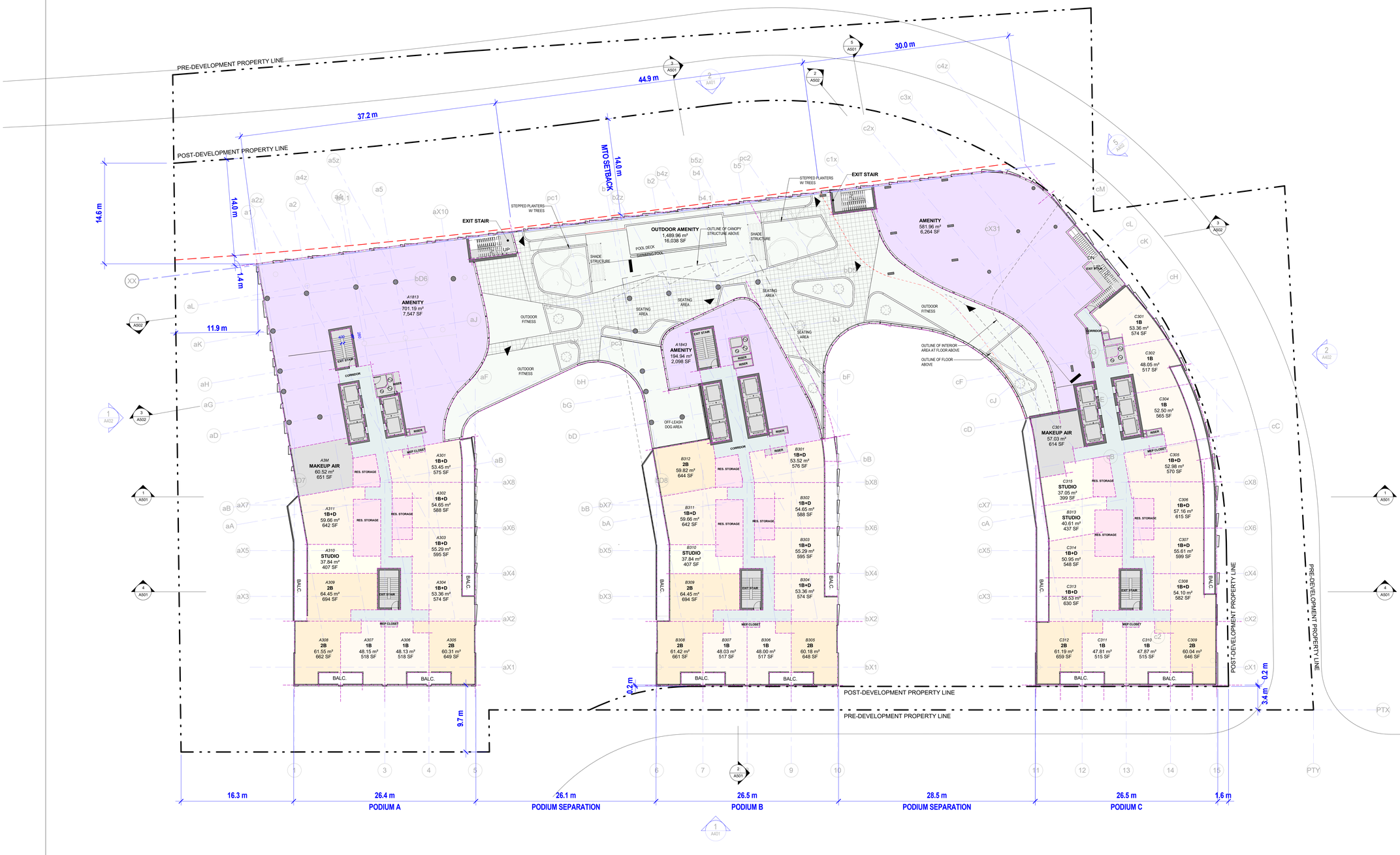

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ELECTRICAL
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LEVEL 3 PLAN

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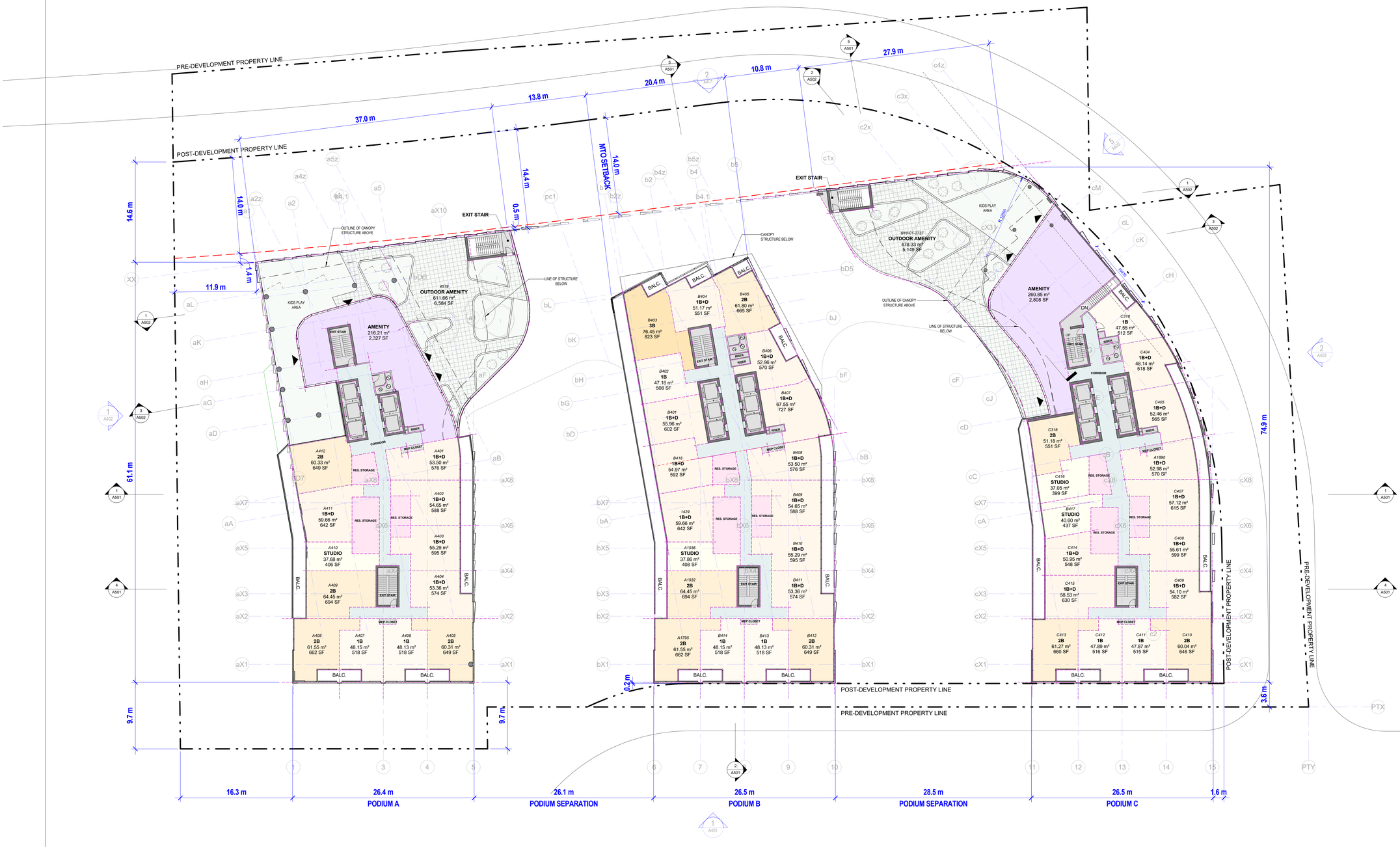

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STRUCTURAL
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MECHANICAL
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ELECTRICAL
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LEVEL 4 PLAN

Author	Checker		
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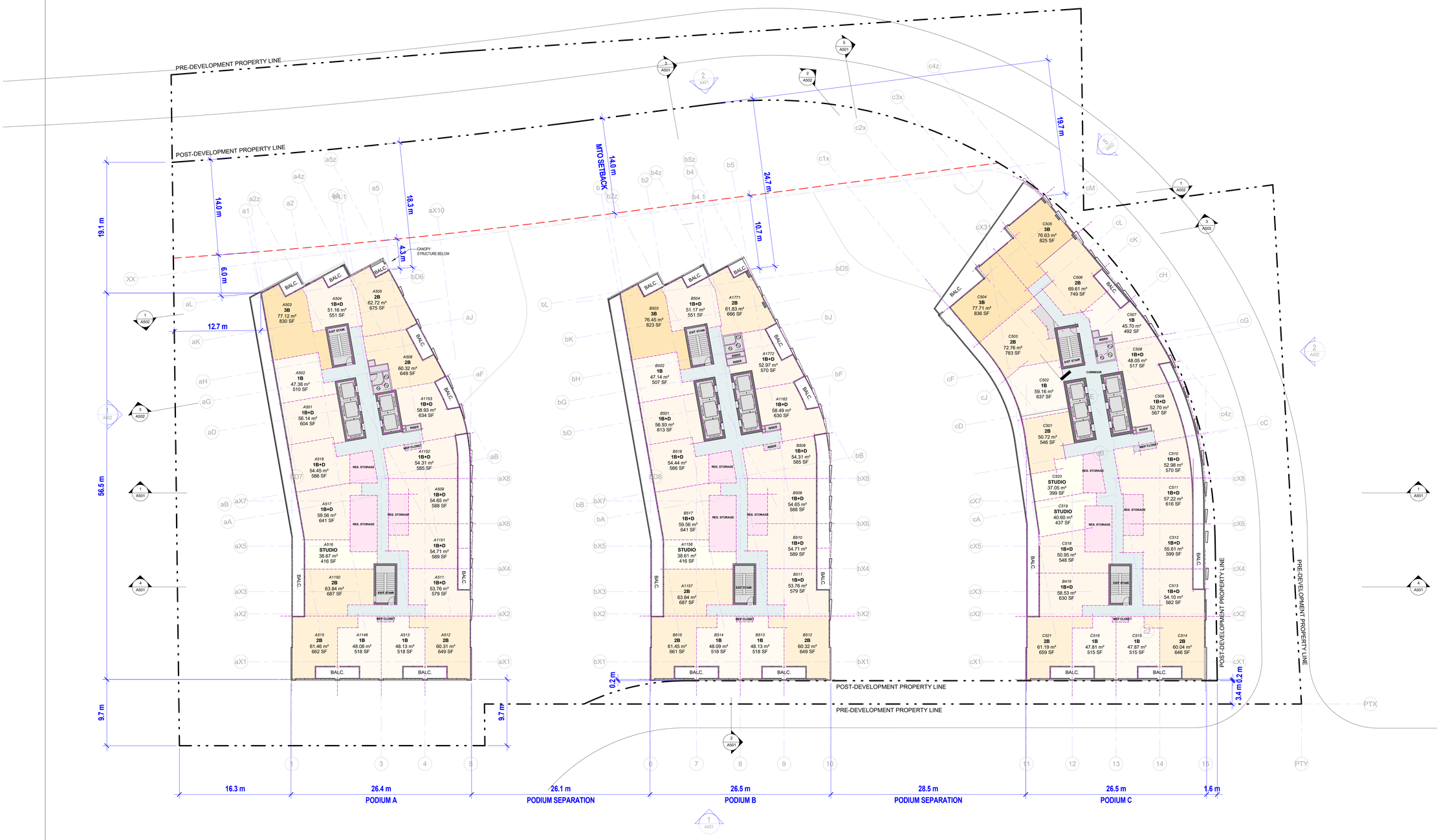

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MECHANICAL
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ELECTRICAL
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DISTRIKT OAKVILLE
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SEAL

LEVEL 5 PLAN

Author	Checker		
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PROJ NO	SCALE	FORMAT	PLOT DATE

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STRUCTURAL
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MECHANICAL
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ELECTRICAL
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LEVEL 6 PLAN

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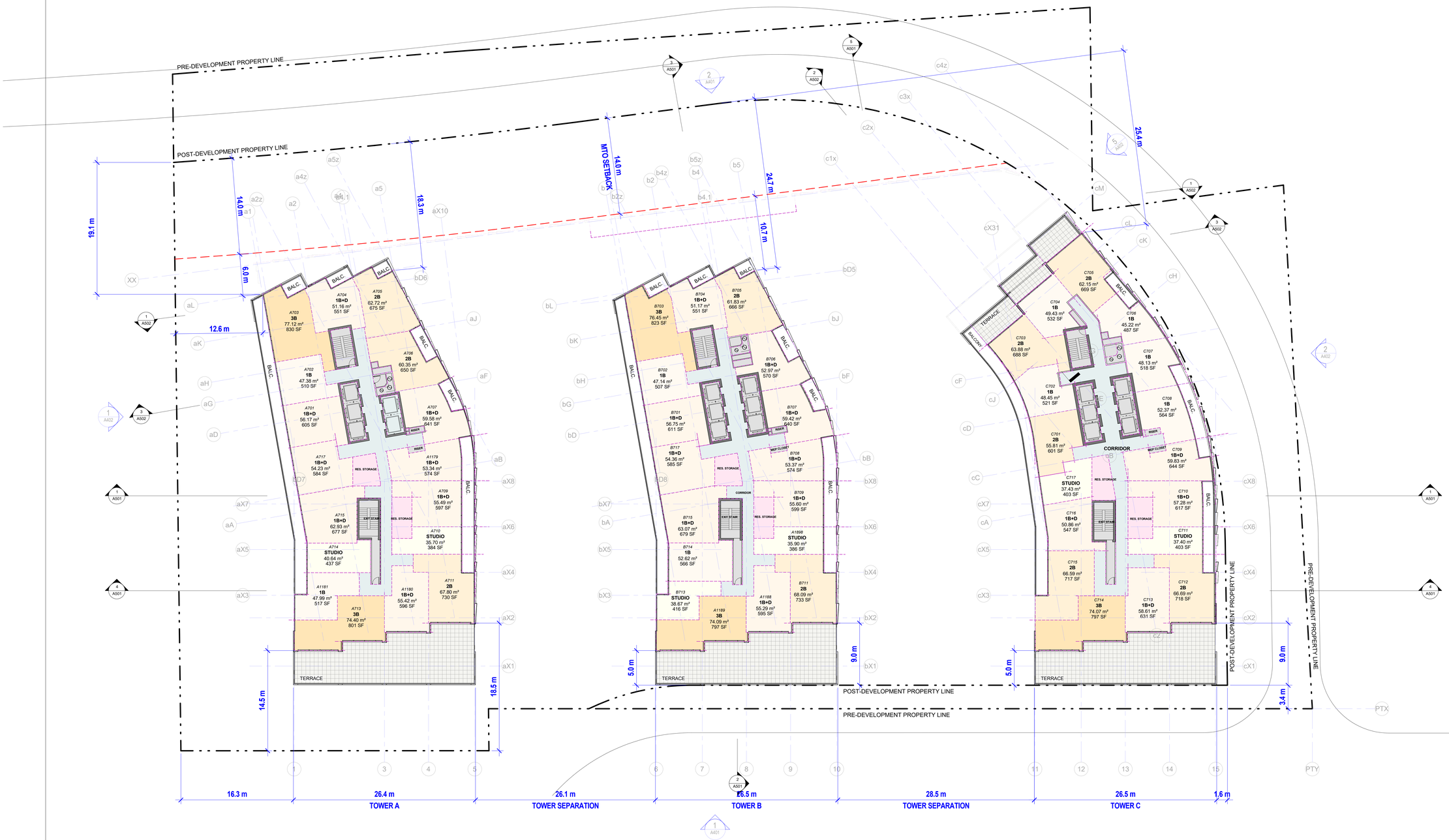

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LEVEL 7 PLAN

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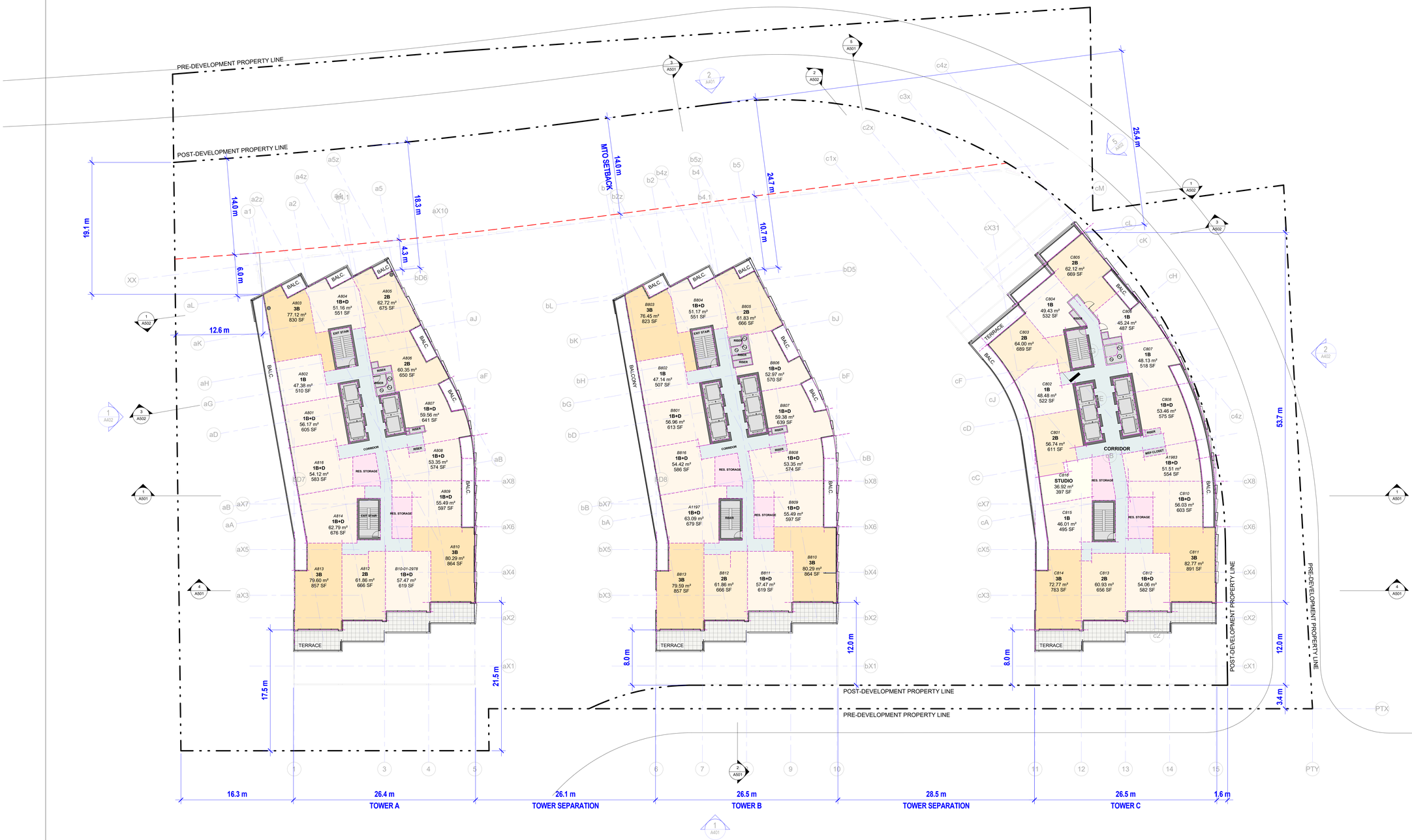

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LEVEL 8 PLAN

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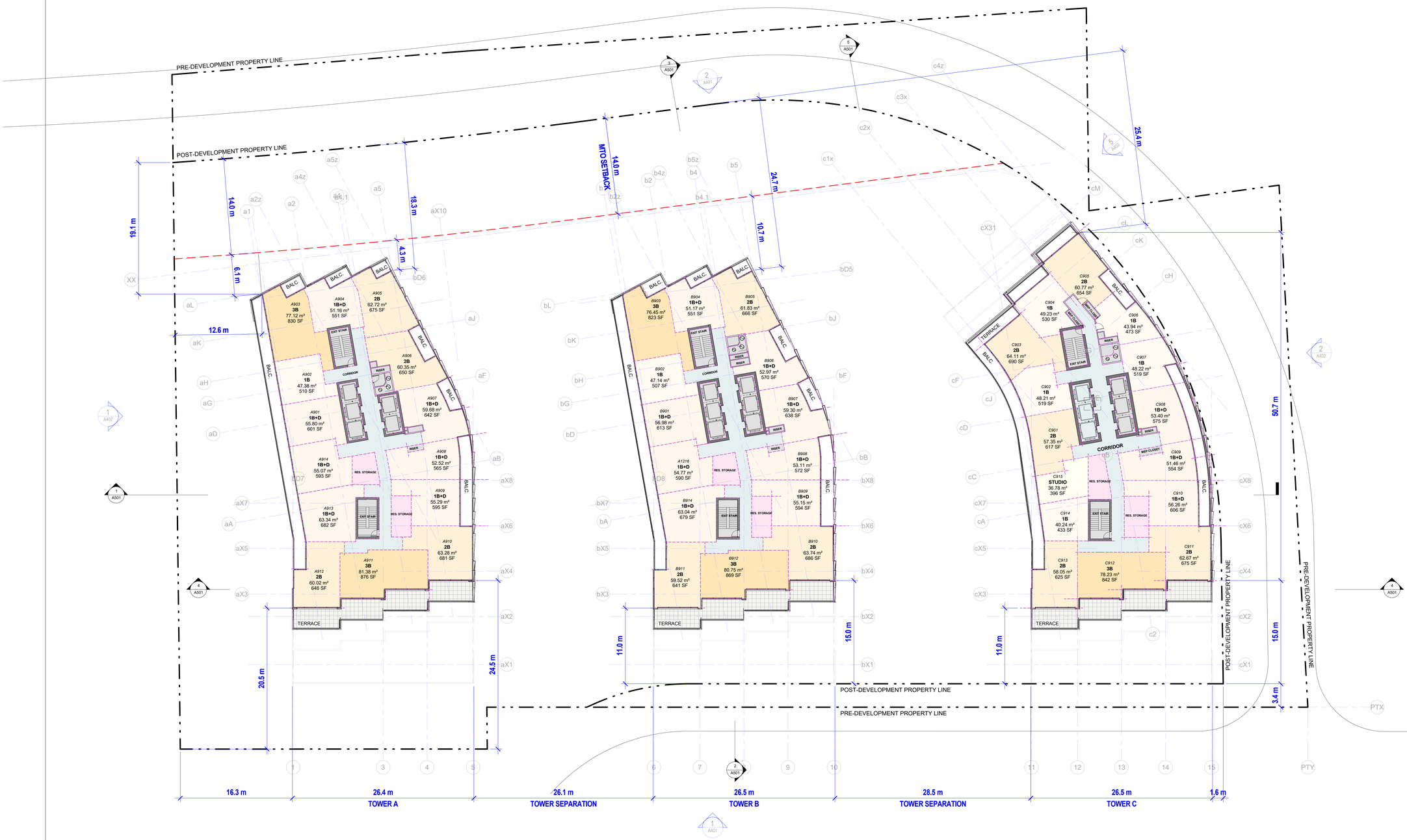

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LEVEL 9 PLAN

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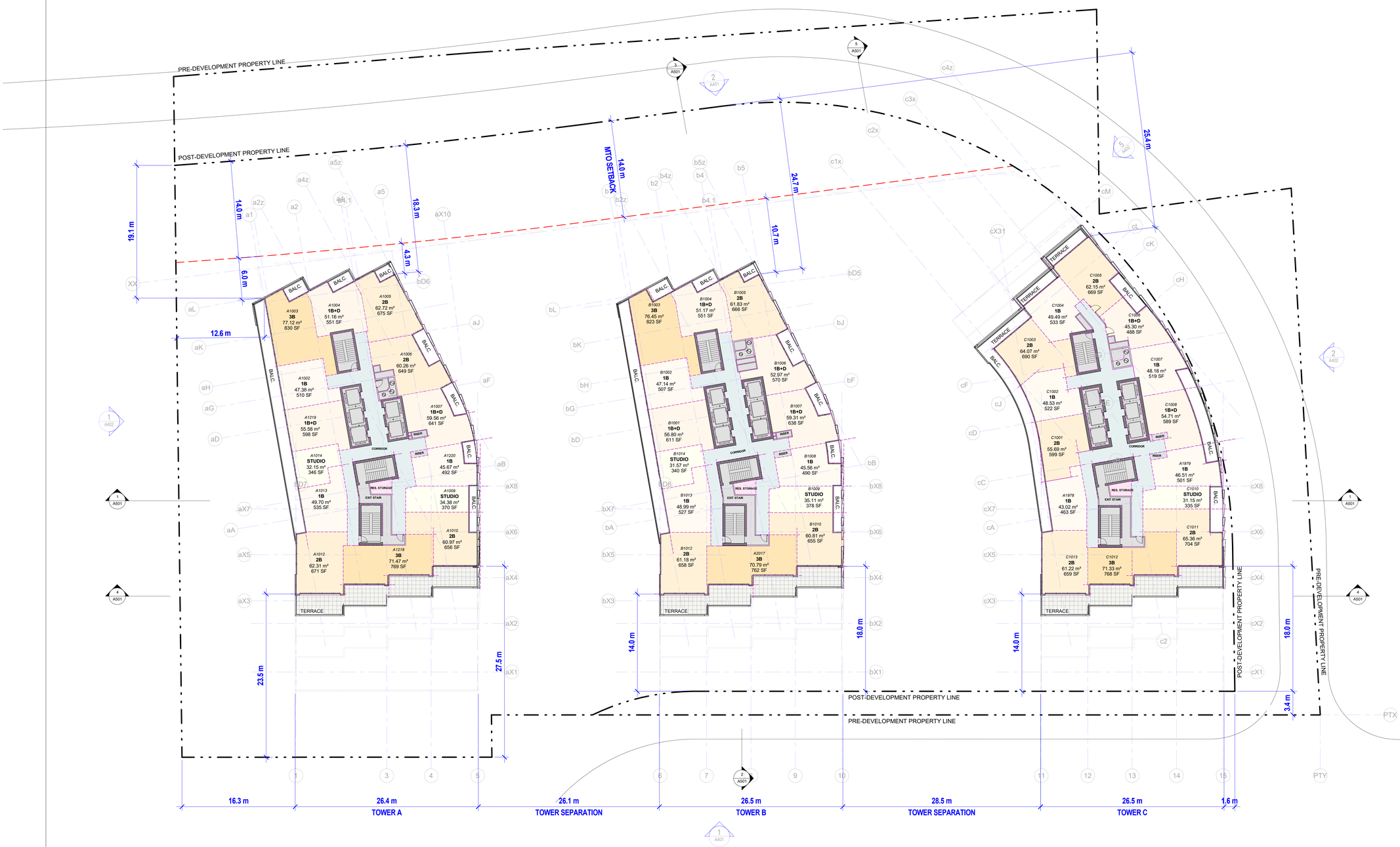

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LEVEL 10 PLAN

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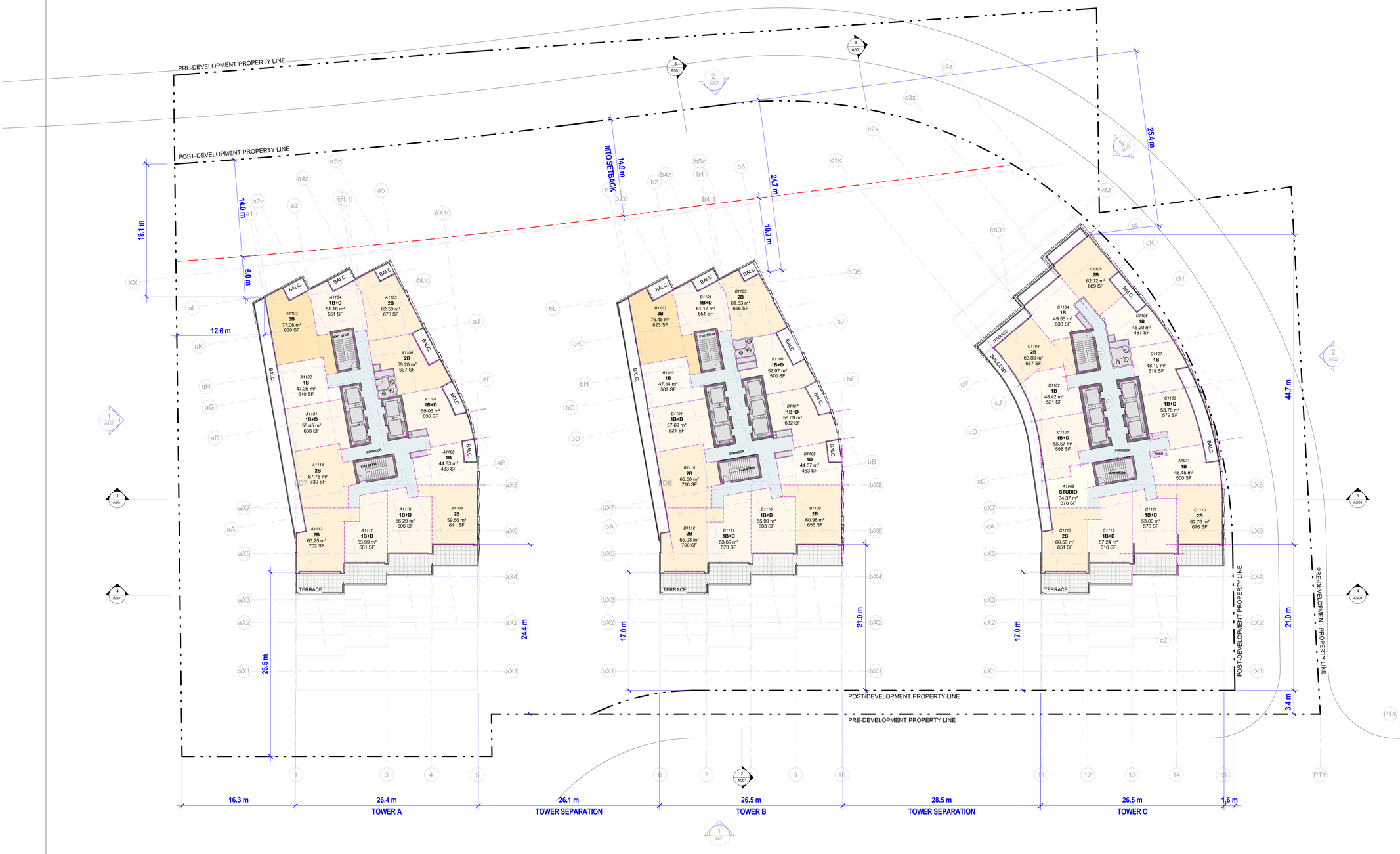

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LEVEL 11 PLAN

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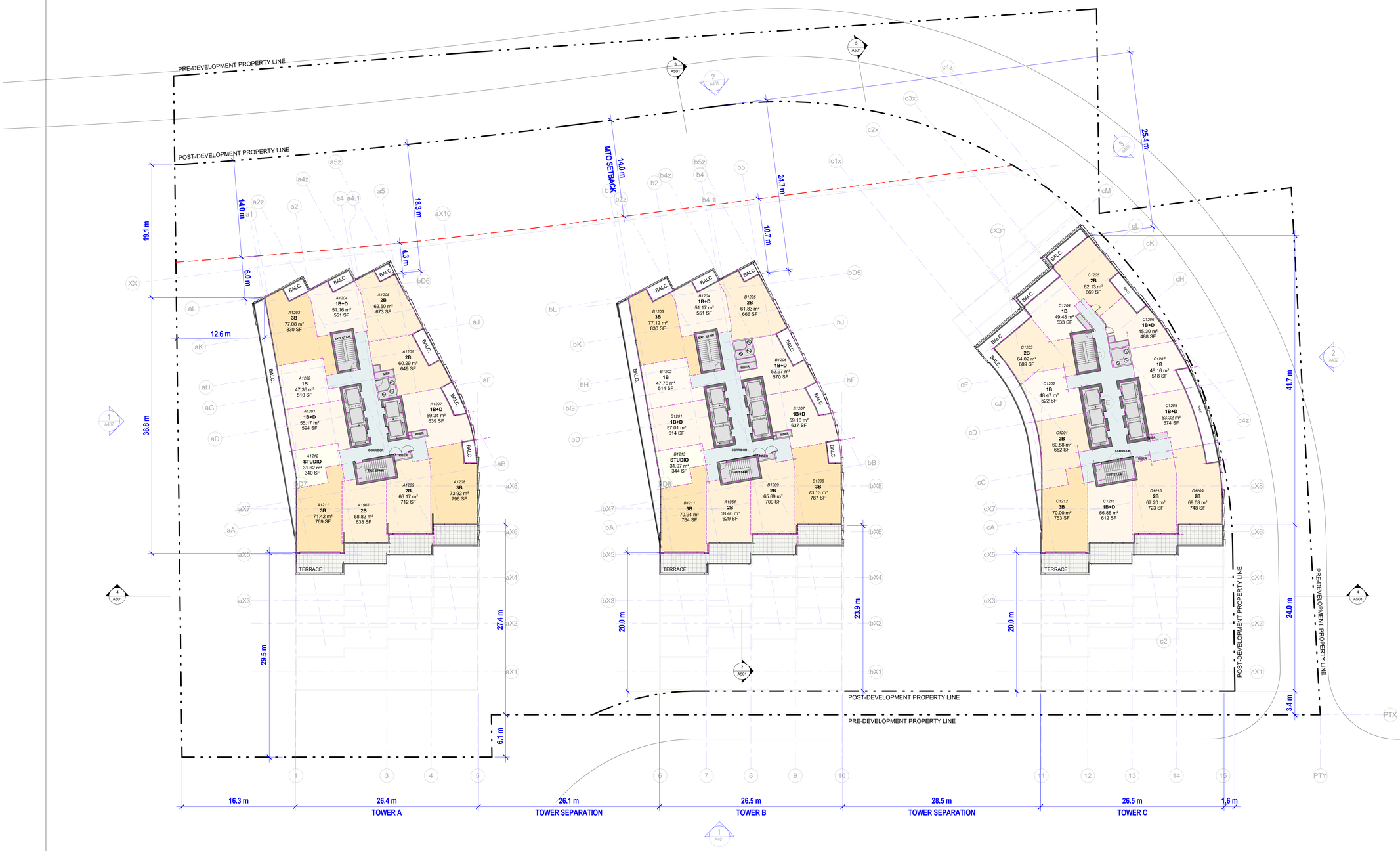

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LEVEL 12 PLAN

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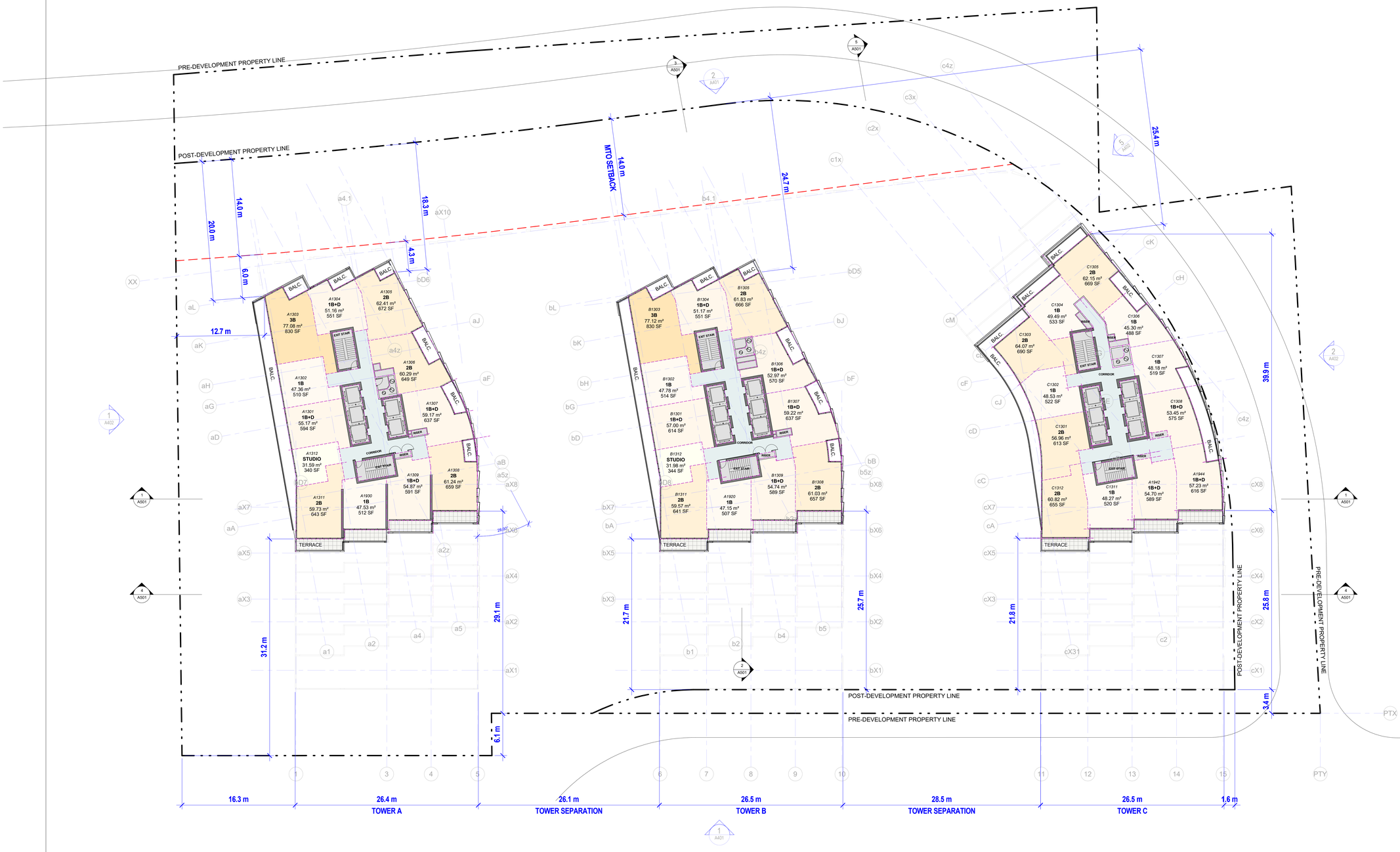

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LEVEL 13 PLAN

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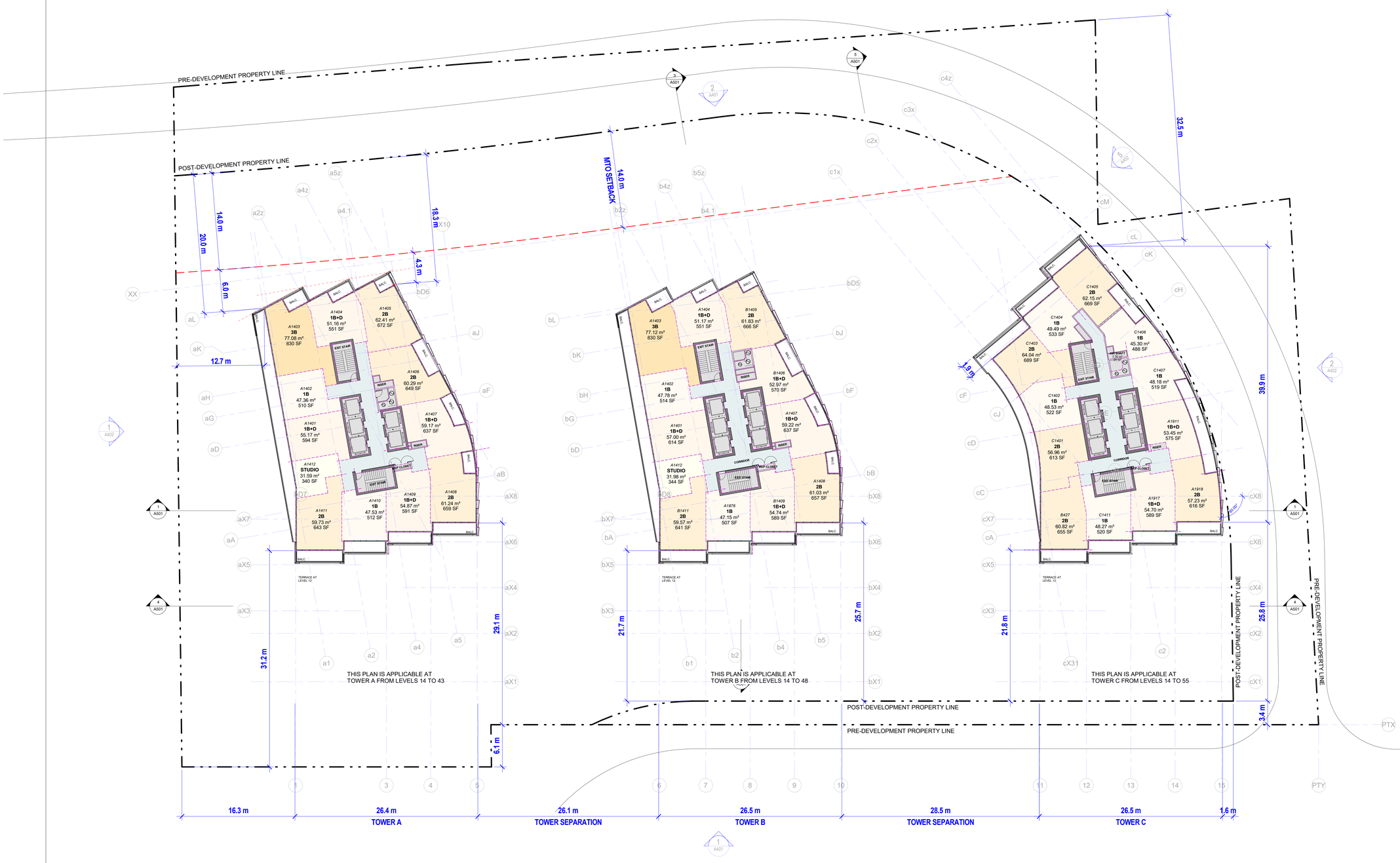

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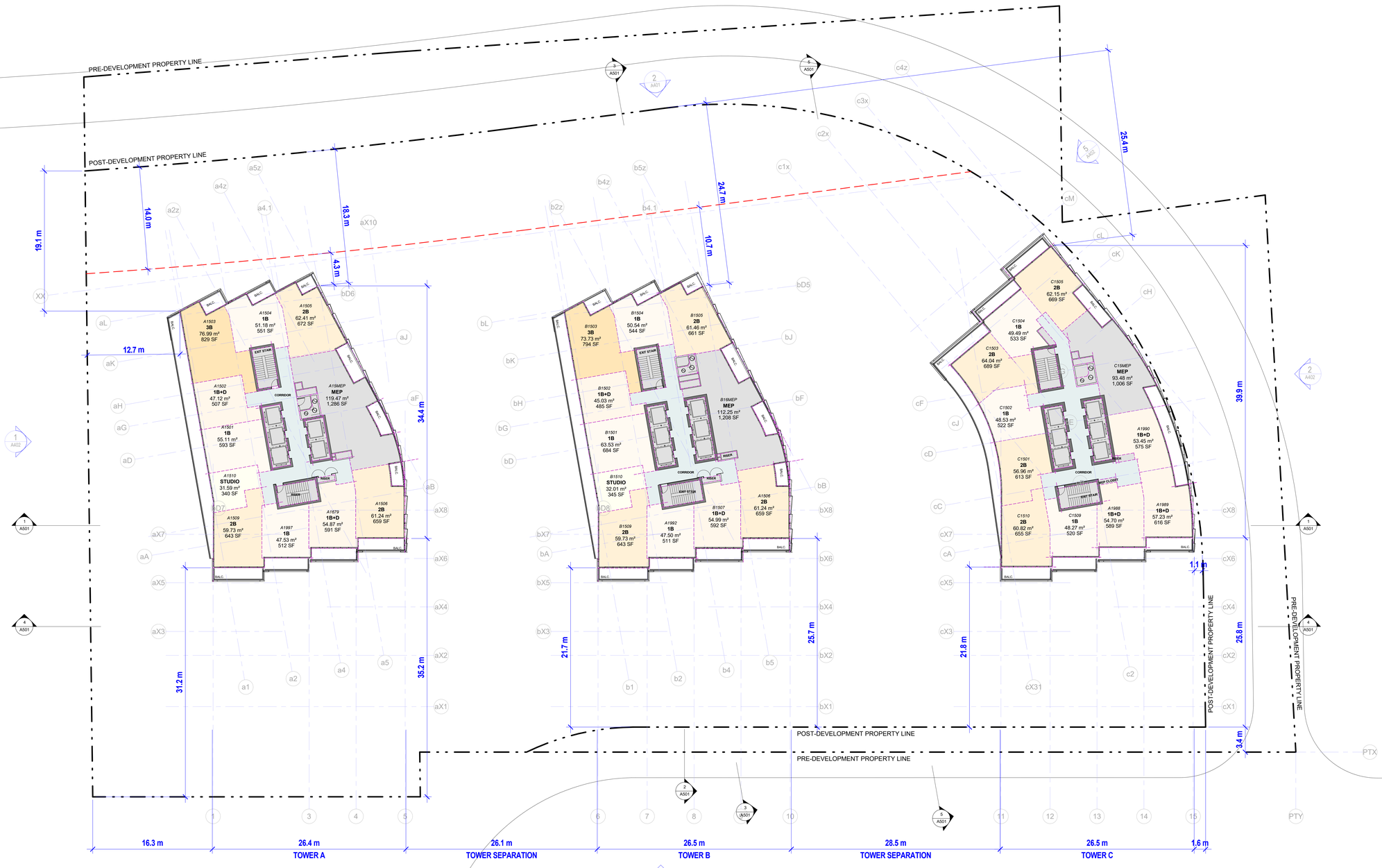

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LEVEL 15 PLAN

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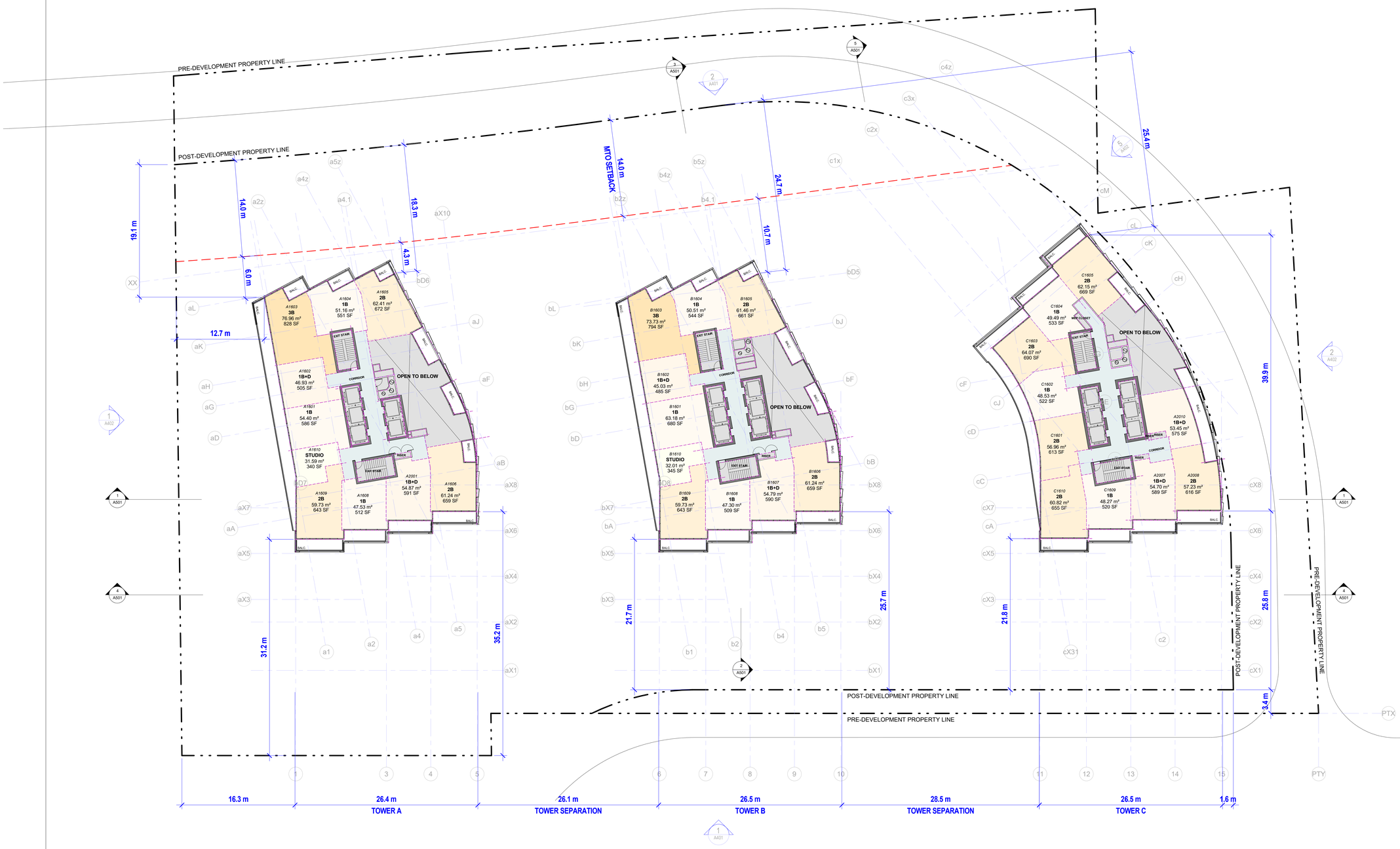

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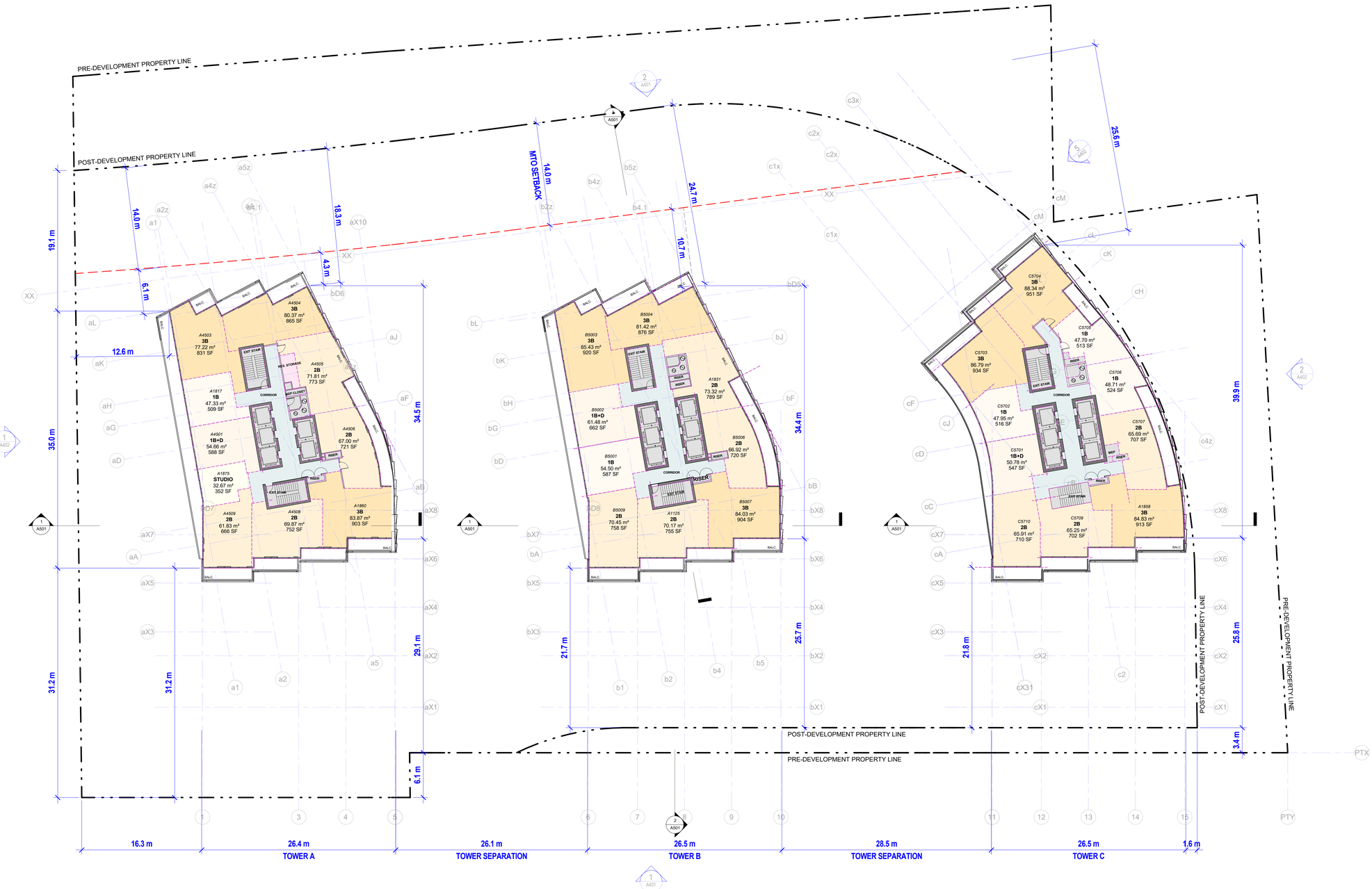

TOWER A PH PLAN (LEVEL 44 & 45) 1 A222
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TOWER B PH PLAN (LEVEL 49 & 50) 2 A222
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TOWER C PH PLAN (LEVEL 56 & 57) 3 A222
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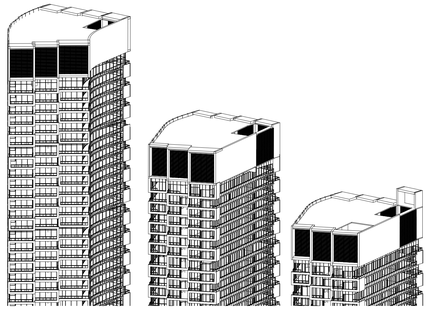

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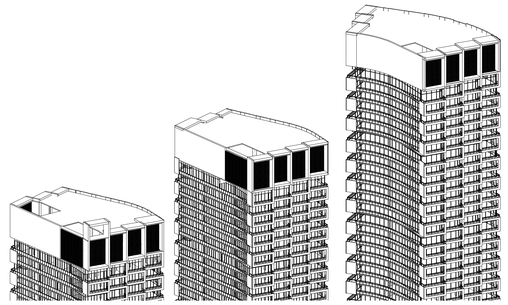

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TOWER A MPH PLAN @ LEVEL 46 1 A223
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TOWER B MPH PLAN @ LEVEL 51 2 A223
1 : 200

TOWER C MPH PLAN @ LEVEL 58 3 A223
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LEVEL MPH PLAN

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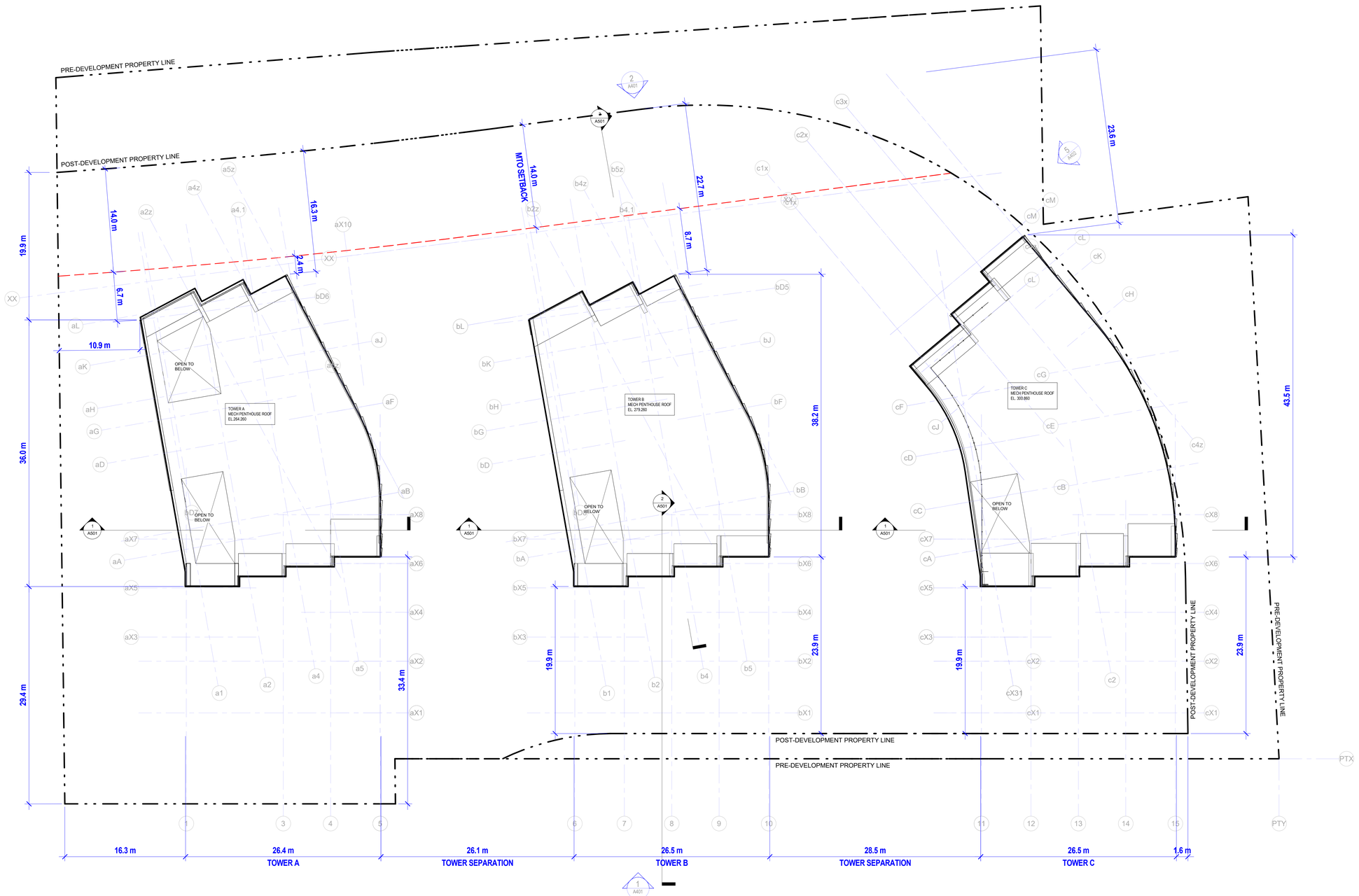
A223



TOWER A ROOF PLAN 1 / A224
1 : 200

TOWER B ROOF PLAN 2 / A224
1 : 200

TOWER C ROOF PLAN 3 / A224
1 : 200

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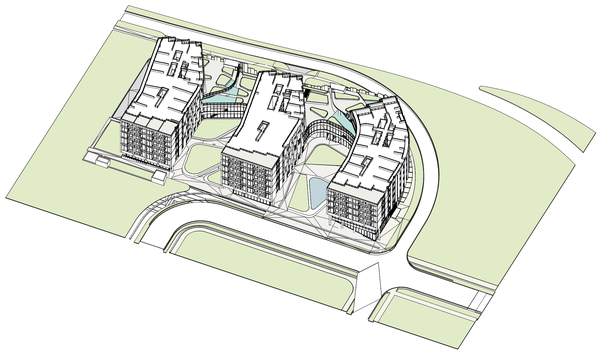
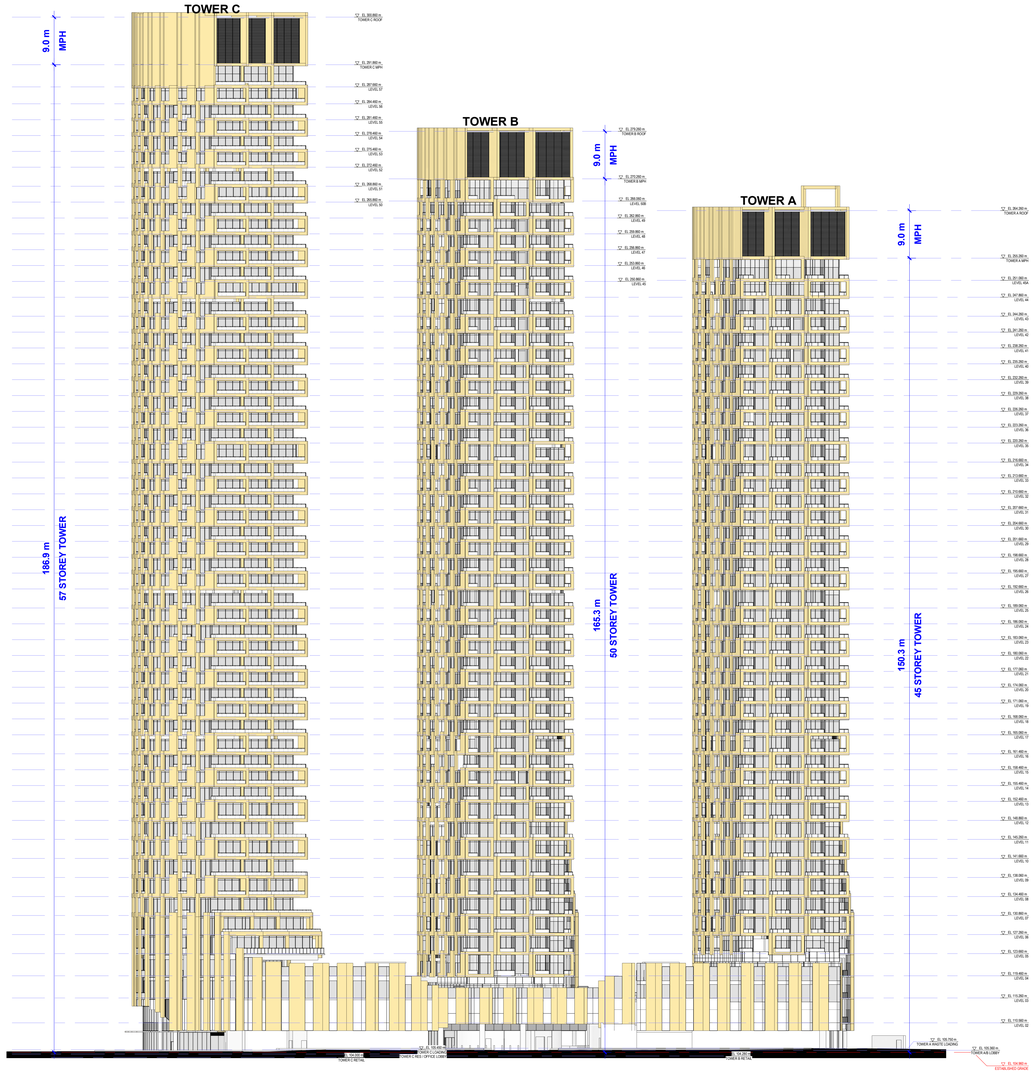


SE CUTAWAY AXONOMETRIC - COURTYARDS AND TERRACES 5 / A401

NE AXONOMETRIC 4 / A401

SW AXONOMETRIC 3 / A401



BUILDING ELEVATION - NORTH 2 / A401
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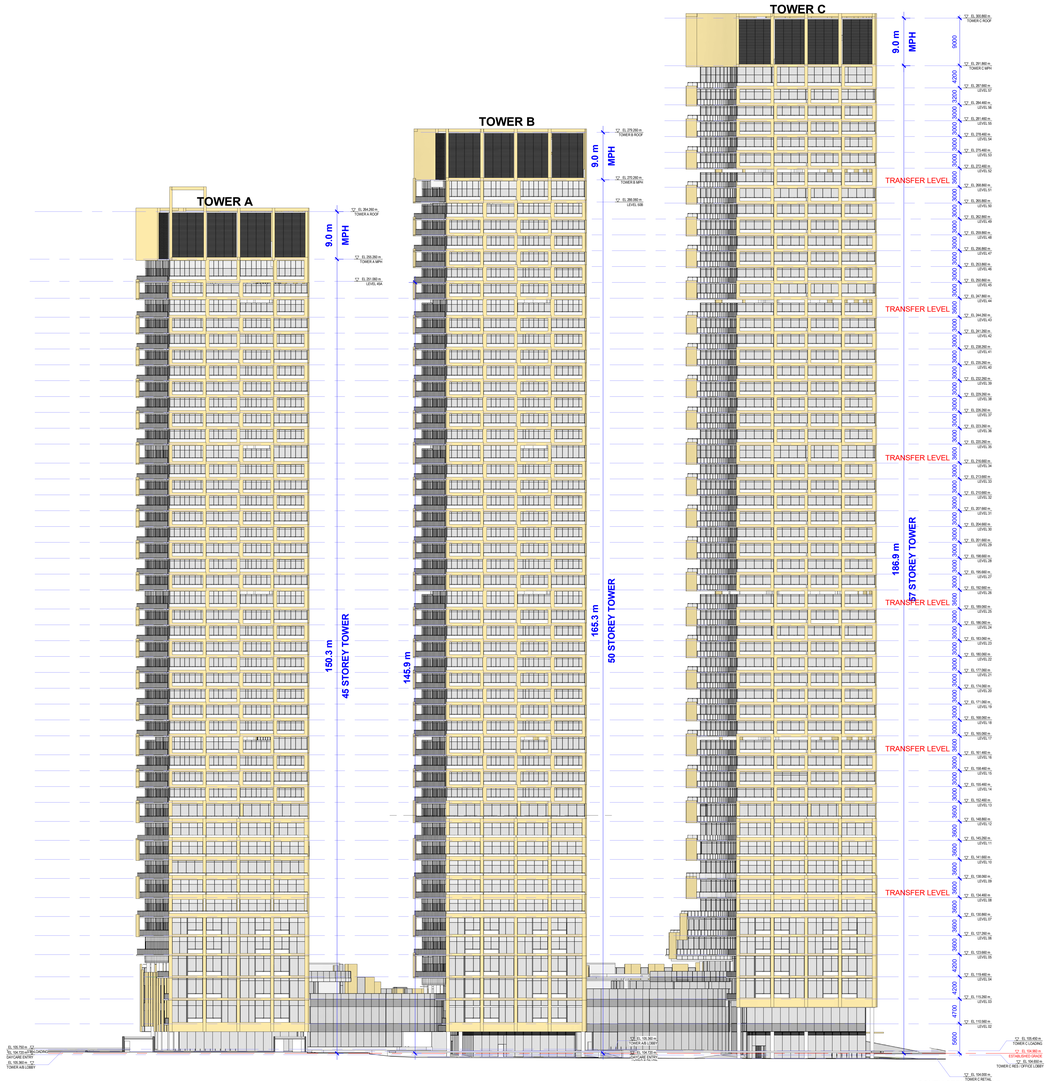

BUILDING ELEVATION - SOUTH 1 / A401
1 : 400

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NORTH & SOUTH ELEVATIONS

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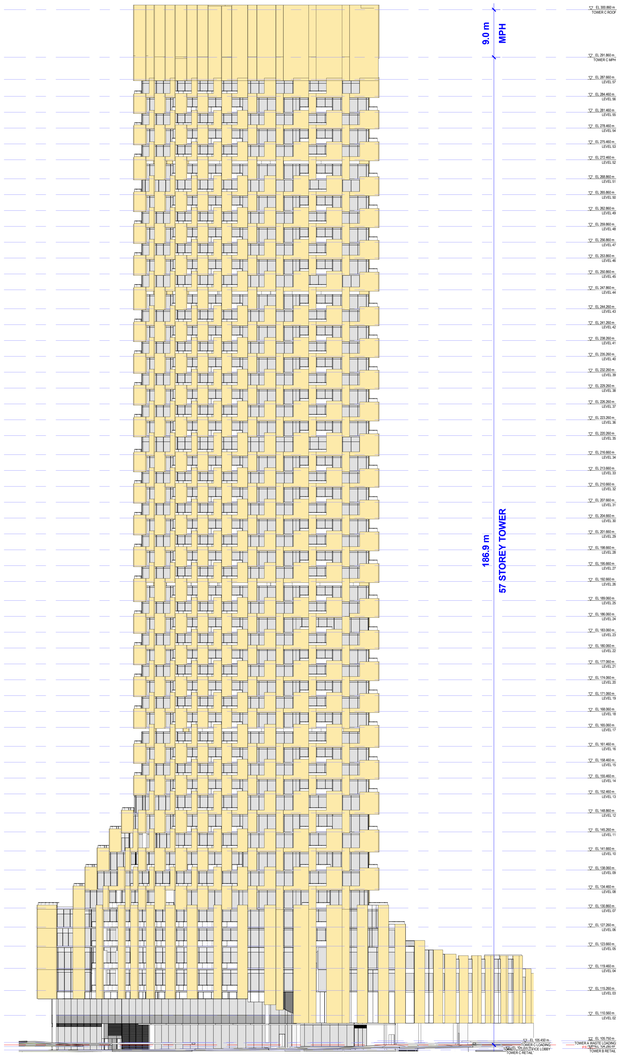
SE AXONOMETRIC 4 / A402

NW AXONOMETRIC 3 / A402



ELEVATION N-E AT SOUTH SERVICE ROAD 5 / A402
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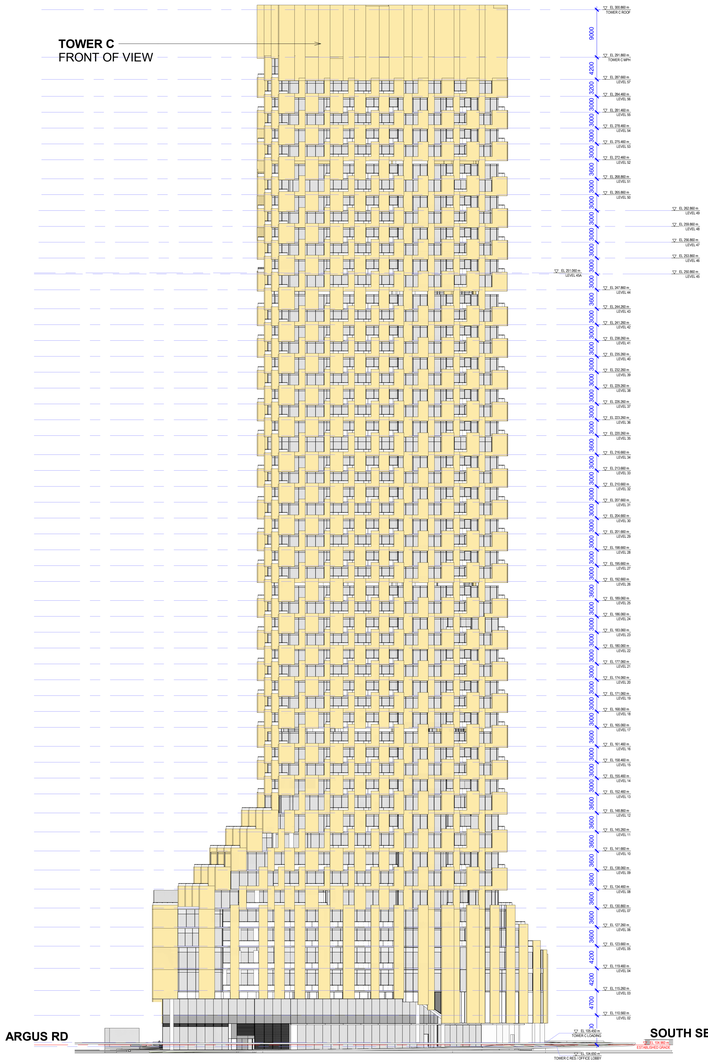

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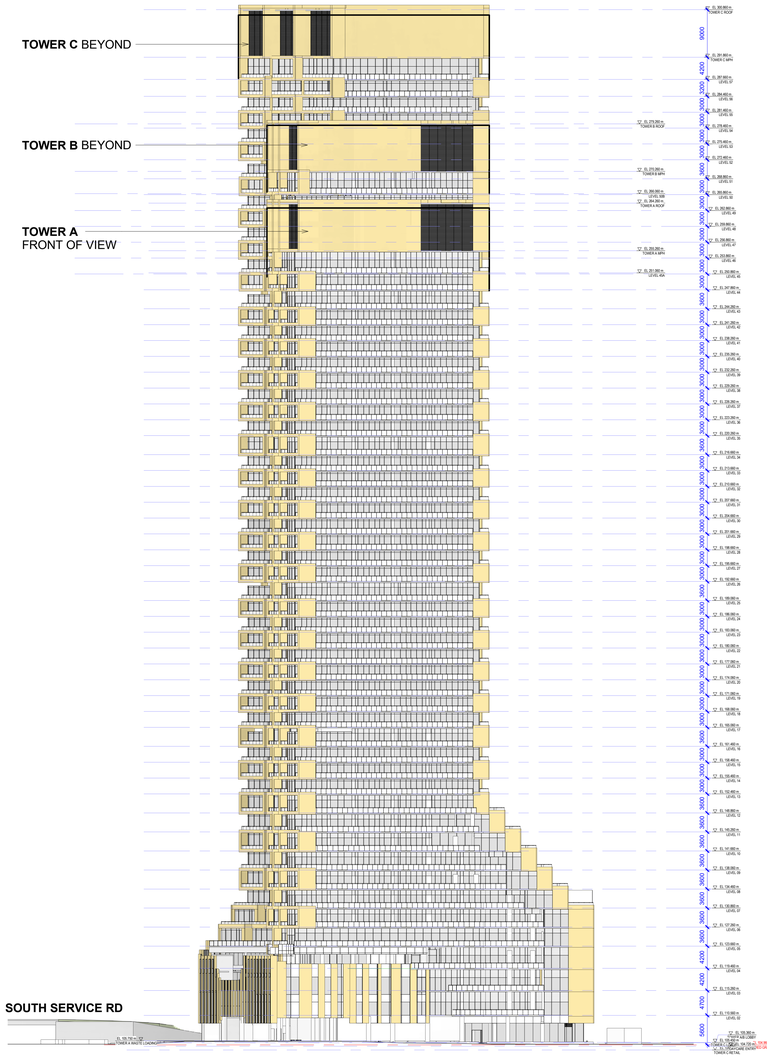

West Elevation 1 / A402
1 : 400

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EAST & WEST ELEVATIONS

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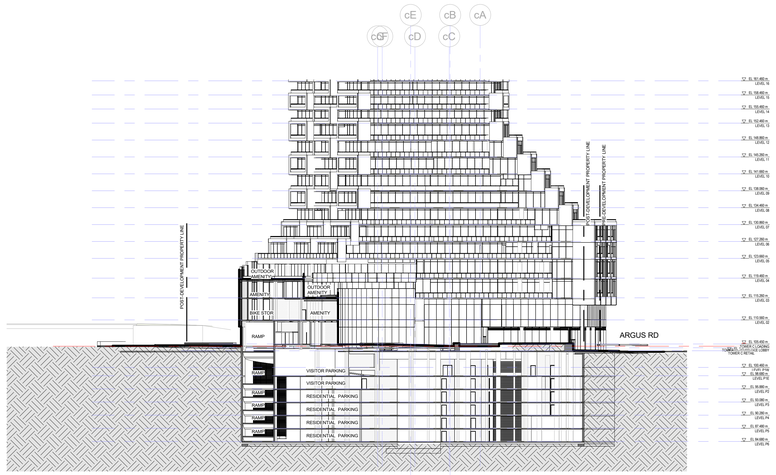
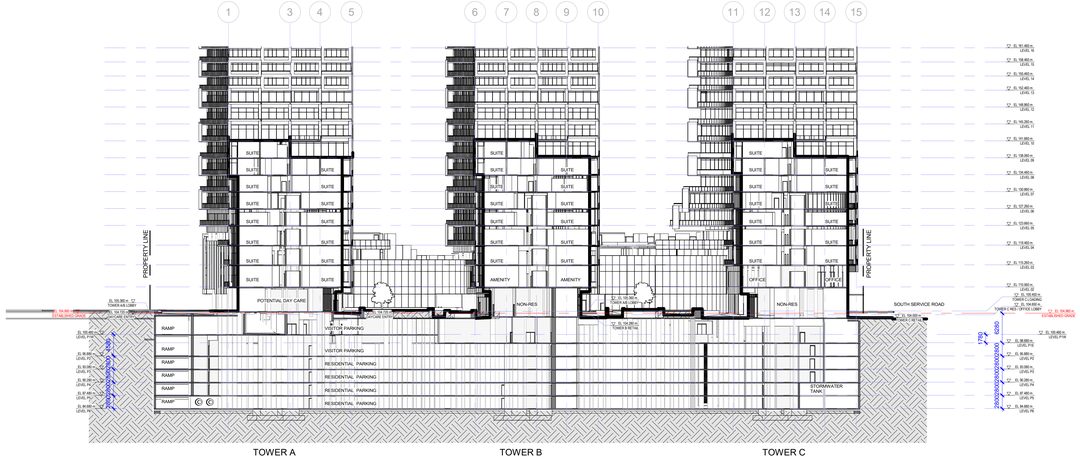


SECTION AT EAST COURTYARD

1 : 450

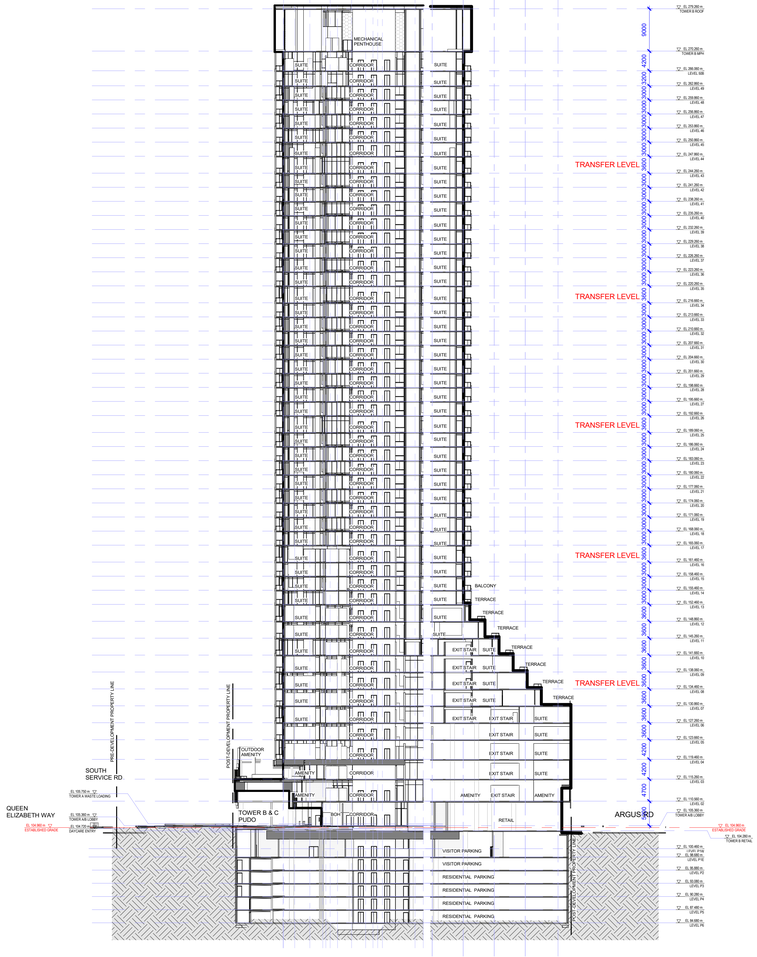
5 / A501



E-W SECTION @ PODIUM

1 : 450

4 / A501



SECTION @ BUILDING B AT SOUTH SERVICE RD

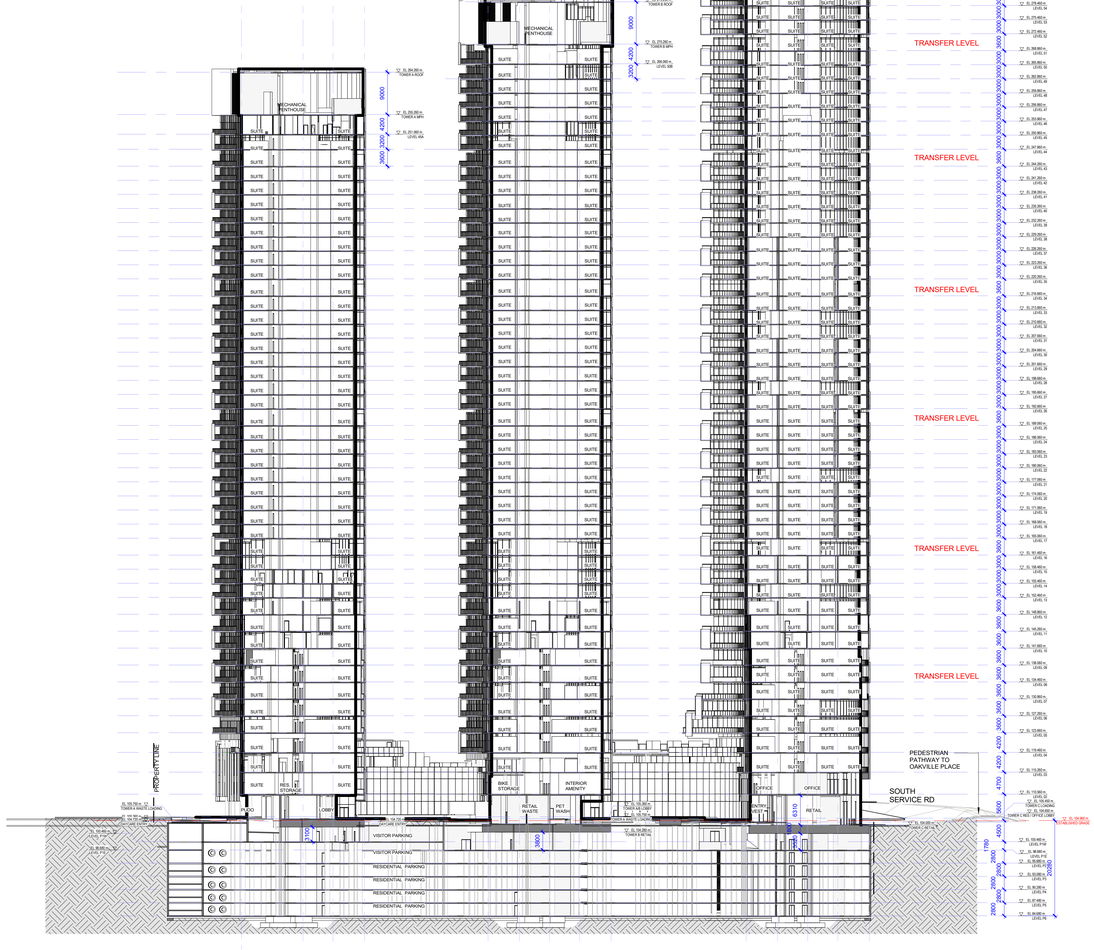
1 : 450

3 / A501

SECTION @ BUILDING B AT ARGUS RD

1 : 450

2 / A501



E-W SECTION @ TOWERS

1 : 450

1 / A501

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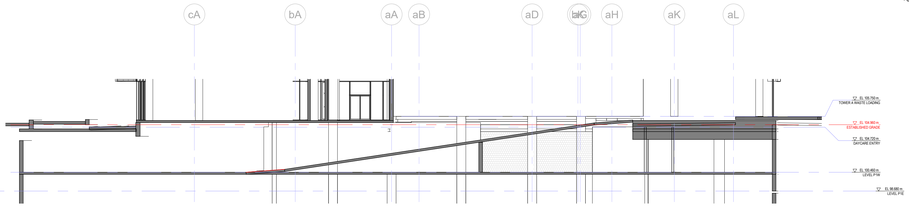

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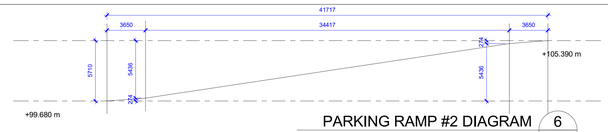

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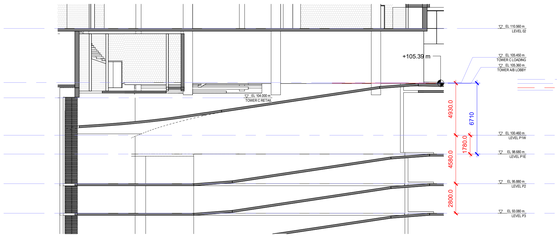

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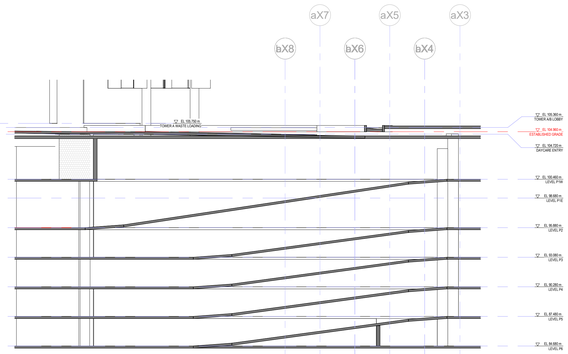

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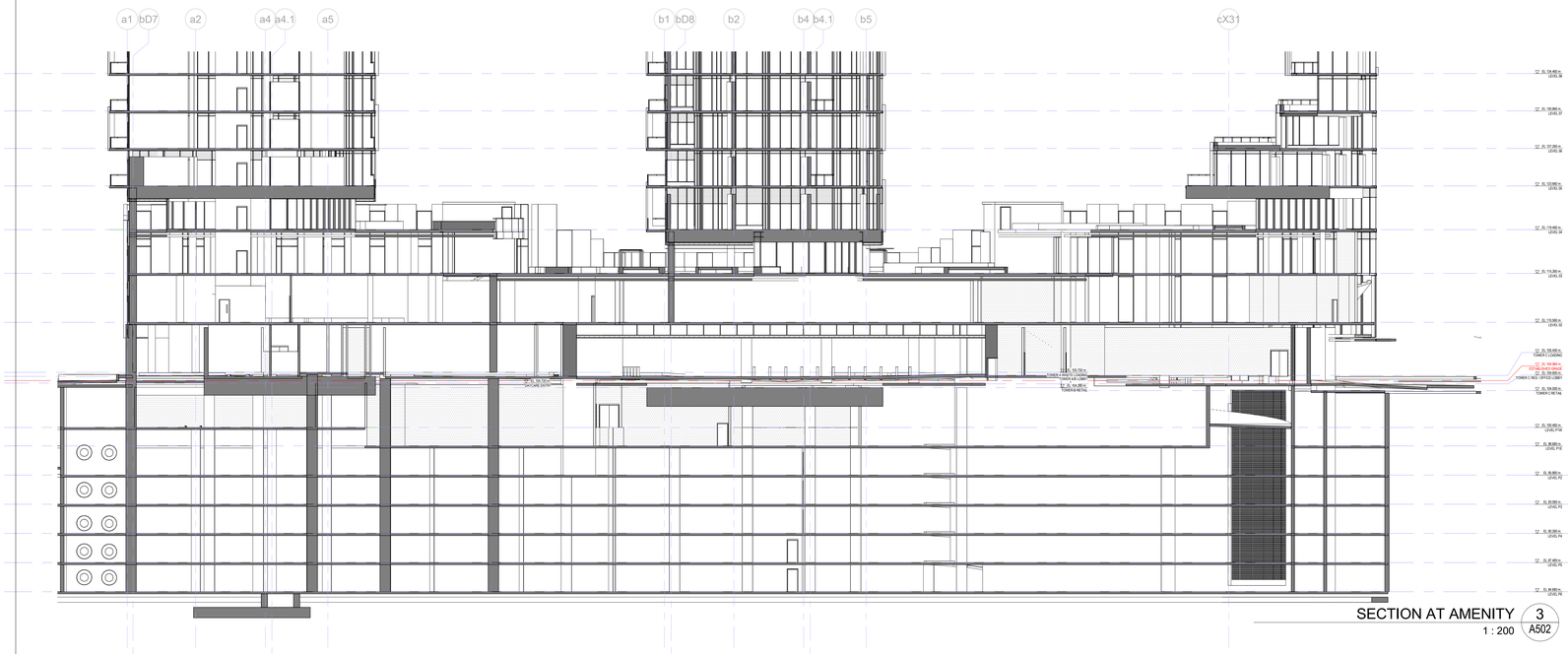

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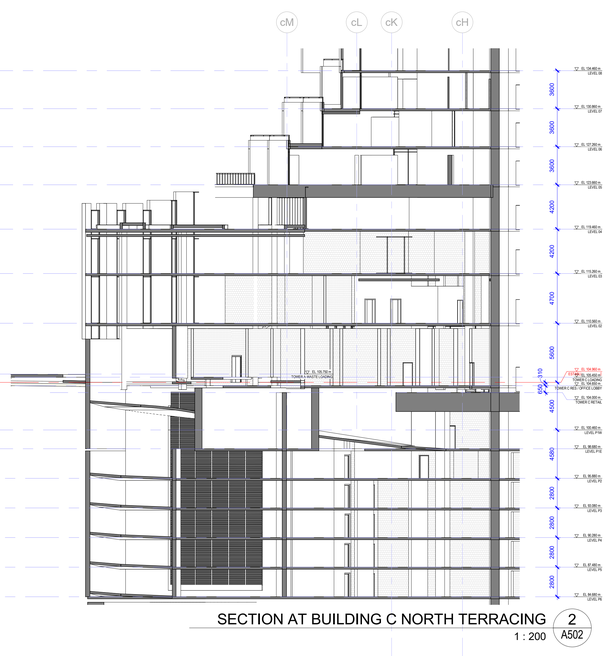

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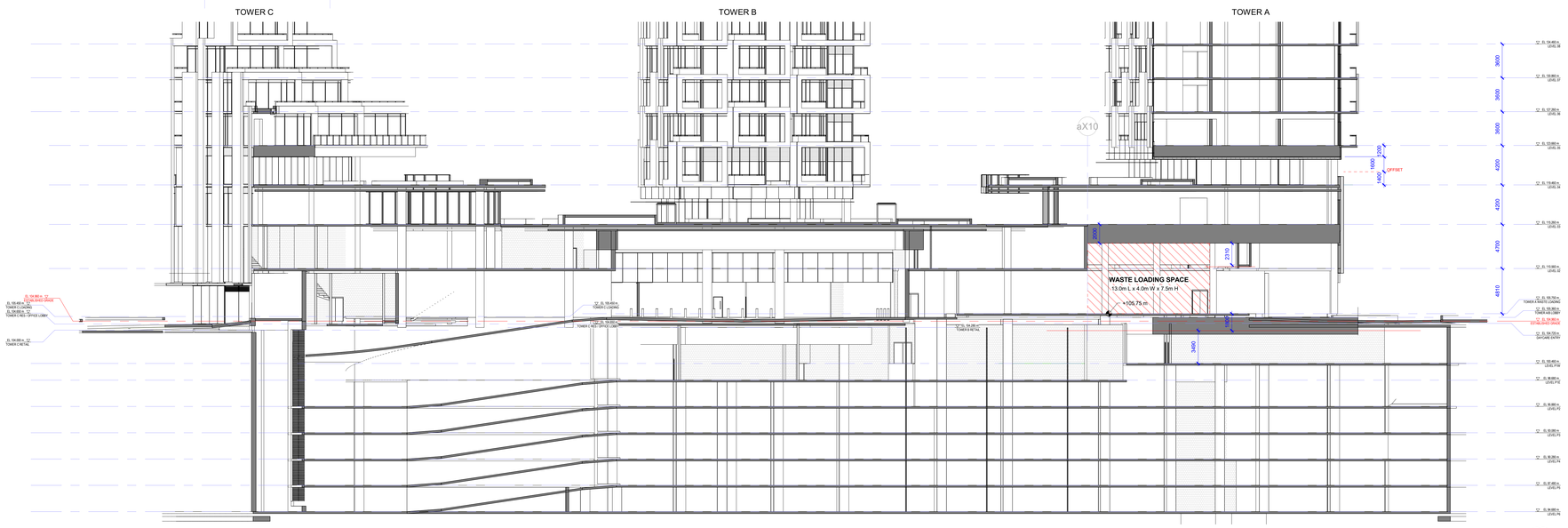

SECTION AT WASTE LOADING 1
1 : 200 A502

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