# Environmental Noise Study

## 150 Steeles Avenue East – Milton, ON

### 150 Steeles Milton Inc. (Neat Communities)

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Prepared by:

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# Executive Summary

SLR Consulting (Canada) Ltd. (“SLR”), was retained by 150 Steeles Milton Inc. (Neat Communities) to conduct an Environmental Noise Study in support of the Phase 1 combined Official Plan Amendment (OPA) and Zoning Bylaw Amendment (ZBA) with the Town of Milton. Phase 2 of the development will be assessed separately at a future date. The development site is located at 150 Steeles Avenue East and 248, 250 and 314 Martin Street in Milton, Ontario (“Site”).

This report has been prepared according to the land use planning guidelines which are included with the Halton Region - Noise Abatement Guidelines (2014) & Land Use Compatibility Guidelines (2014). SLR will be completing a separate Land Use Compatibility Study to address other areas of compatibility with respect to the proposed development.

This assessment has considered:

- Transportation-related noise; and
- Industrial/ commercial noise.

It is recommended that Warning Clauses and receptor based physical mitigation measures be included in the architectural design of the Site structures. A summary of the mitigation measures and the Warning Clauses is provided in Appendix A. With the inclusion of at receptor mitigation and use of Warning Clauses, the Project site is anticipated to be compatible with the surrounding land uses from an environmental noise, and vibration perspective.

Further, the Site will not affect the ability for facilities in the area to obtain or maintain compliance with applicable Provincial environmental policies, regulations, approvals, authorizations, and guidelines. The requirements of the Region of Halton-Noise Abatement Guidelines (2014), Land Use Compatibility Guidelines (2014) and Publication NPC-300 are met. As the applicable policies and guidelines are met, the requirements of the Provincial Policy Statement are met, and the Site is:

- Unlikely to result in increased risk of complaint and nuisance claims;
- Unlikely to result in operational constraints for the major facilities; and
- Unlikely to result in constraints on major facilities to reasonably expand, intensify or introduce changes to their operations.





# Table of Contents

**Statement of Limitations** ..... **ii**
**Executive Summary** ..... **iii**
**Table of Contents** ..... **iv**
**Acronyms and Abbreviations** ..... **vii**
**1.0 Introduction** ..... **1**
1.1 Focus of Report ..... 1
1.2 Nature of Subject Lands ..... 1
1.3 Nature of Surroundings ..... 2
**2.0 Transportation Noise Impacts** ..... **2**
2.1 Transportation Noise Sources ..... 2
2.2 Surface Transportation Noise Criteria ..... 2
2.2.1 MECP Publication NPC-300 ..... 2
2.2.2 Halton Region ..... 5
2.2.3 RAC/FCM Guidelines for New Development in Proximity to Railway Operations ..... 5
2.3 Traffic Data and Future Projections ..... 6
2.3.1 Roadway Traffic Data ..... 6
2.3.2 Rail Traffic Data ..... 6
2.4 Projected Sound Levels ..... 7
2.4.1 Façade Sound Levels ..... 7
2.4.2 Outdoor Living Areas ..... 9
2.5 Façade Assessment ..... 10
2.5.1 Glazing Requirements ..... 10
2.5.2 Ventilation and Warning Clause Requirements ..... 11
**3.0 Stationary Source Noise Impacts** ..... **12**
3.1 Guidelines ..... 12
3.1.1 MECP NPC-300 Guidelines for Stationary Noise Sources ..... 12
3.1.2 Emergency Equipment Testing ..... 13
3.2 Application of the NPC-300 Guidelines ..... 13
3.2.1 Proposed Area Classification ..... 14
3.3 Site Visit and Noise Observations ..... 14
3.4 Stationary Sources of Interest ..... 15
3.4.1 Surrounding Permitted Industries ..... 15
3.4.2 Surrounding Unpermitted Industries ..... 18

3.5 Stationary Noise Modeling ..... 22
3.6 Stationary Noise Modeling Results ..... 23
3.6.1 Non-Impulsive Stationary Noise ..... 23
3.6.2 Impulsive Stationary Noise ..... 24
3.7 Ventilation and Warning Clause Requirements ..... 24
**Part 2: Impacts of The Development on The Surrounding Area ..... 25**
**4.0 Impacts of The Development Mechanical Systems on Surrounding Properties ..... 25**
**Part 3: Impacts of The Development on Itself ..... 25**
**5.0 Outdoor Noise Impacts from Development Mechanical Systems on Itself ..... 25**
**6.0 Conclusions and Recommendations ..... 26**
6.1 Transportation Noise ..... 26
6.2 Stationary Noise ..... 26
6.3 Overall Assessment ..... 26
**7.0 Closure ..... 27**
**8.0 References ..... 28**

# Tables in Text

Table 1: MECP Publication NPC-300 Sound Level Criteria for Road and Rail Noise ..... 3
Table 2: MECP Publication NPC-300 Outdoor Living Area Mitigation Requirements ..... 3
Table 3: MECP Publication NPC-300 Ventilation & Warning Clause Requirements ..... 4
Table 4: MECP Publication NPC-300 Building Component Requirements ..... 4
Table 5: Recommended Noise Criteria for New Residential or Other Sensitive Land Uses in Proximity to Freight Railway Corridors (Adopted from Table AC1.4 of RAC/FCM Proximity Guidelines) ..... 5
Table 6: Summary of Road Traffic Data Used in the Transportation Analysis ..... 6
Table 7: Summary of Rail Traffic Data Used in the Transportation Analysis ..... 7
Table 8: Summary of Transportation Facade Sound Levels ..... 8
Table 9: Summary of Predicted Outdoor Living Area Sound Levels ..... 9
Table 10: Façade Sound Transmission Class (STC) Requirements ..... 10
Table 11: NPC-300 Class 1 and Class 4 Continuous Noise Requirements ..... 13
Table 12: NPC-300 Class 1 and Class Impulsive Noise Requirements ..... 13
Table 13: Summary of Surrounding Industries with Potential for Noise Impacts ..... 15
Table 14: Predicted Worst Case Stationary Source Sound Level – Non-Impulsive ..... 23
Table 15: Predicted Worst Case Stationary Source Sound Level - Impulsive ..... 24

# Appended Figures

Figures 1: Site and Context Plan
Figures 2: Zoning By law Map – Town of Milton
Figures 3: Predicted Total Transportation Sound Levels-Daytime
Figures 4: Predicted Total Transportation Sound Levels-Nighttime
Figures 5: Modelled Non-Impulsive Stationary Noise Source Locations
Figures 6: Modelled Impulsive Stationary Noise Source Locations - Frequent
Figures 7: Modelled Impulsive Stationary Noise Source Locations - Infrequent
Figures 8: Predicted Stationary Sound Levels –ADASIM & Slingshot– Day/Evening
Figures 9: Predicted Stationary Sound Levels –ADASIM & Slingshot- Night
Figures 10: Predicted Stationary Sound Levels -ORMP– Day/Evening
Figures 11: Predicted Stationary Sound Levels –ORMP- Night
Figures 12: Predicted Stationary Sound Levels -ASL– Day/Evening
Figures 13: Predicted Stationary Sound Levels –ASL- Night
Figures 14: Predicted Stationary Sound Levels -Unpermitted– Day/Evening
Figures 15: Predicted Stationary Sound Levels –Unpermitted- Night
Figures 16: Predicted Impulsive Stationary Sound Levels -Frequent– Day/Evening
Figures 17: Predicted Impulsive Stationary Sound Levels -Frequent– Night
Figures 18: Predicted Impulsive Stationary Sound Levels -Infrequent– Day/Evening/Night

# Appendices

**Appendix A** **Development Drawings**
**Appendix B** **Traffic Data and Calculations**
**Appendix C** **Warning Clauses**
**Appendix D** **Industry Permits**
**Appendix E** **Stationary Source Data**

# Acronyms and Abbreviations

| | |
|---|---|
| AADT | Average Annual Daily Traffic |
| dB | Decibel |
| dBA | The A-weighted sound pressure level in Decibels |
| dBAI | The A-weighed sound pressure level of an impulsive sound in Decibels |
| CN | Canadian National Railway Company |
| CPKC | Canadian Pacific Kansas City Limited |
| $L_{eq}$ | Energy equivalent sound level |
| m | Meters |
| MECP | Ministry of the Environment, Conservation and Parks |
| NEF | Noise Exposure Forecast |
| NHS | Natural Heritage System |
| OLA | Outdoor Living Area |
| OPOR | Outdoor Point of Reception |
| POR | Point of Reception |
| SLR | SLR Consulting (Canada) Ltd. |
| SPA | Site Plan Application |
| ZBA | Zoning Bylaw Amendment |

# 1.0 Introduction

SLR Consulting (Canada) Ltd. (“SLR”), was retained by 150 Steeles Milton Inc. (Neat Communities) to conduct an Environmental Noise Study in support of the Phase 1 combined Official Plan Amendment (OPA) and Zoning Bylaw Amendment (ZBA) with the Town of Milton. Phase 2 of the development will be assessed separately at a future date. SLR will be completing a separate Land Use Compatibility Study to address other areas of compatibility with respect to the proposed development. The development site is located at 150 Steeles Avenue East and 248, 250 and 314 Martin Street in Milton, Ontario (“Site”).

## 1.1 Focus of Report

In assessing potential impacts of the environment on the Site, the focus of this report is to assess the potential for:

- Transportation noise impacts from the nearby roadways;
- Railway noise impacts from nearby rail line; and
- Stationary noise impacts from surrounding commercial and industrial properties.

## 1.2 Nature of Subject Lands

The Site is located at 150 Steeles Avenue East and 248, 250 and 314 Martin Street, near the corner of intersection of Steeles Avenue East and Martin Street in Milton, Ontario. The Site was previously partially occupied by Meritor Suspension Systems Co. and Moonstone Transport Ltd. The site has been vacant since 2009, and the buildings were demolished in 2017 but has been demolished in preparation of the Proposed Development.

The Proposed Development consists of two phases contemplating 15 development blocks. Phase 1 includes the creation of four (4) new public streets, six (6) development blocks, a stormwater management pond, a park block, a Natural Heritage Area and buffer zone. Phase 2 is contemplated to include nine (9) future development blocks which will include within them two (2) Community Open Spaces/Parks blocks, one public street, and one private street. This study focuses on Phase 1 of the Proposed Development.

Phase 1 of the Proposed Development will be comprised of six (6) development blocks:

- Block 01: Midrise up to eight (8) storeys high;
- Block 02: Townhouses up to three (3) storeys high;
- Block 03: Midrise up to eight (8) storeys high;
- Block 04: Townhouses up to three (3) storeys High;
- Block 05 Midrise up to ten (10) storeys high; and
- Block 06: Midrise up to nine (9) storeys high.

## 1.3 Nature of Surroundings

Immediately north of the Site, along Steeles Avenue East, is the Milton Honda dealership, featuring a one-storey building with surface parking. Across Steeles Avenue East are low-rise service commercial uses and large-format industrial and employment uses (including Aimco Selrex Limited, CRH Canada Group Mix Facility, and ADASIM Construction). Further north is the CN Rail line, Chris Hadfield Park, additional employment uses, and Highway 401. Immediately east of the Site are residential single detached dwellings along Martin Street. Directly south of the Site is a Natural Heritage System, the Martin Street Public School, residential housing, and a decommissioned CP Rail spur. To the west of the Site are several commercial & industrial properties, including storage facilities and service commercial uses. Immediately west is also the Natural Heritage System, which extends along the south-west edge of the Site. Further west is Bronte Street and the CN Halton Subdivision rail line.

A context plan of the Site and surroundings is shown on Figure 1.

# 2.0 Transportation Noise Impacts

## 2.1 Transportation Noise Sources

Transportation noise sources of interest with the potential to produce noise at the Site include:

- Roadway traffic along Steeles Avenue East, Martin Street, and Bronte Street North; and
- Railway traffic along CPKC Galt Subdivision, and CN Halton Subdivision.

Sound exposure levels at the Site have been predicted, and this information has been used to identify façade, ventilation, and warning clause requirements.

## 2.2 Surface Transportation Noise Criteria

### 2.2.1 MECP Publication NPC-300

#### 2.2.1.1 Noise Sensitive Developments

Ministry of the Environment, Conservation and Parks (MECP) Publication NPC-300 provides sound level criteria for noise sensitive developments. The applicable portions of NPC-300 are Part C – Land Use Planning and the associated definitions outlined in Part A – Background. Tables 1 to 4 below summarize the applicable surface transportation (road and rail) criteria limits.

#### 2.2.1.2 Location Specific Criteria

Table 1 summarizes criteria in terms of energy equivalent sound exposure ($L_{eq}$) levels for specific noise sensitive locations. Both outdoor and indoor locations are identified, with the focus of outdoor areas being amenity spaces. Indoor criteria vary with sensitivity of the space. As a result, sleep areas have more stringent criteria than Living / Dining room space.

**Table 1: MECP Publication NPC-300 Sound Level Criteria for Road and Rail Noise**

| Type of Space | Time Period | Equivalent Sound Exposure Level - $L_{eq}$ (dBA) | | Assessment Location[3] |
|---|---|---|---|---|
| | | Road | Rail [1] | |
| Outdoor Living Area (OLA) | Daytime (0700-2300h) | 55 | 55 | Outdoors [2] |
| Living / Dining Room | Daytime (0700-2300h) | 45 | 40 | Indoors |
| | Night-time (2300-0700h) | 45 | 40 | Indoors |
| Sleeping Quarters | Daytime (0700-2300h) | 45 | 40 | Indoors |
| | Night-time (2300-0700h) | 40 | 35 | Indoors |

Notes:

[1] Whistle noise is excluded for OLA noise assessments and included for Living / Dining Room and Sleeping Quarter assessments.

[2] Road and Rail noise impacts are to be combined for assessment of OLA impacts.

[3] An assessment of indoor noise levels is required only if the criteria in Table 4 are exceeded.

Table 2 summarizes the noise mitigation requirements for outdoor amenity areas ("Outdoor Living Areas" or "OLAs"). This would include the ground level patios/backyards and raised terraces.

**Table 2: MECP Publication NPC-300 Outdoor Living Area Mitigation Requirements**

| Time Period | Equivalent Sound Level in Outdoor Living Area (dBA) | Ventilation Requirements |
|---|---|---|
| Daytime (0700-2300h) | < 55 | None |
| | 55 to 60 incl. | Noise barrier OR Warning Clause A |
| | > 60 | Noise barrier to reduce noise to 55 dBA OR<br>Noise barrier to reduce noise to 60 dBA and Warning Clause B |

### 2.2.1.3 Ventilation and Warning Clauses

Table 3 summarizes requirements for ventilation where windows potentially would have to remain closed as a means of noise control. Despite implementation of ventilation measures where required, if sound exposure levels exceed the guideline limits in Table 1, warning clauses advising future occupants of the potential excesses are required. Warning clauses are discussed further in Section 2.5.2.

**Table 3: MECP Publication NPC-300 Ventilation & Warning Clause Requirements**

| Assessment Location | Time Period | Energy Equivalent Sound Exposure Level - $L_{eq}$ (dBA) | | Ventilation and Warning Claus Requirements [2] |
|---|---|---|---|---|
| | | Road | Rail [1] | |
| Outdoor Living Area | Daytime (0700-2300h) | 56 to 60 incl. | | Type A Warning Clause |
| Plane of Window | Daytime (0700-2300h) | ≤ 55 | | None |
| | | 56 to 65 incl. | | Forced Air Heating /provision to add air conditioning + Type C Warning Clause |
| | | > 65 | | Central Air Conditioning + Type D Warning Clause |
| | Night-time (2300-0700h) | 51 to 60 incl. | | Forced Air Heating/ provision to add air conditioning + Type C Warning Clause |
| | | > 60 | | Central Air Conditioning + Type D Warning Clause |

Notes:
[1] Rail whistle noise is excluded for OLAs.
[2] Road and Rail noise is combined for determining Ventilation and Warning Clause requirements.

Table 4 provides sound level thresholds which, if exceeded require the building shell and components (i.e., wall, windows) to be designed to ensure that the Tables 3 and 4 indoor sound criteria are met.

**Table 4: MECP Publication NPC-300 Building Component Requirements**

| Assessment Location | Time Period | Energy Equivalent Sound Exposure Level - $L_{eq}$ (dBA)) | | Component Requirements |
|---|---|---|---|---|
| | | Road | Rail [1] | |
| Plane of Window | Daytime (0700-2300h) | > 65 | > 60 | Designed/ Selected to Meet Indoor Requirements [2] |
| | Night-time (2300-0700h) | > 60 | > 55 | |

Notes:
[1] Including whistle noise.
[2] Building component requirements are assessed separately for Road and Railway noise. The resultant sound isolation parameter is required to be combined to determine and overall acoustic parameter.

### 2.2.2 Halton Region

The Halton Region guidelines include the Noise Abatement Guidelines, and the Land Use Compatibility Guidelines dated June 18, 2014. – As of July 1, 2024, The Halton Region Official Plan is no longer a Regional Plan. It is now a Local Plan of the four Local Municipalities in Halton. In general, the Halton Region guidelines are consistent with the MECP NPC-300 guidelines, with the exception of the barrier assessment and exclusion of elevated outdoor living area receptors.

### 2.2.3 RAC/FCM Guidelines for New Development in Proximity to Railway Operations

The CPKC Galt Subdivision and CN Halton Subdivision are classified as Principal Main Lines. Accordingly, the Proximity Guidelines recommendations for rail transportation noise are provided below:

**Table 5: Recommended Noise Criteria for New Residential or Other Sensitive Land Uses in Proximity to Freight Railway Corridors (Adopted from Table AC1.4 of RAC/FCM Proximity Guidelines)**

| Type of Space | Time Period | Energy Equivalent Sound Level $L_{eq}$ (dBA) | |
|---|---|---|---|
| | | Limit [1] | Outdoors, Trigger for Air Conditioning [2] |
| Indoors, Living/Dining Room [3] | Daytime (0700-2300h) | 40 | 55 |
| | Night-time (2300-0700h) | Not provided | Not provided |
| Indoors, Sleeping Quarters | Daytime (0700-2300h) | Not provided | Not provided |
| | Night-time (2300-0700h) | 35 | 50 |
| Outdoors, Outdoor Living Area | Daytime (0700-2300h) | 55 [3] | n/a |

Notes:

[1] The indoor sound level limits are used only to determine the architectural component requirements.

Whistle noise (where applicable) is included when determining indoor noise levels and excluded when determining outdoor noise levels.

[2] The outside façade sound level limits are used to determine the air conditioning requirements.

[3] Mitigation is recommended between 55 dBA and 60 dBA and if levels are 60 dBA or above, mitigation should be implemented to reduce the levels as close as practicable to 55 dBA.

The guideline limits in the table were derived from MECP Publication LU-131, the predecessor guideline to Publication NPC-300, and are essentially equivalent to it. The “triggers” for requiring air conditioning are 10 dB stricter than Publication NPC-300, which would only require forced air heating with a provision to add air conditioning at these levels.

The Proximity Guidelines do not have a requirement for façade construction but instead note “the architectural component requirements must include the minimum requirements of the railways.”

## 2.3 Traffic Data and Future Projections

### 2.3.1 Roadway Traffic Data

Ultimate traffic data and vehicle percentages for Steeles Avenue East and Martin Street North of Steeles Avenue East were provided by the Region of Halton to a future ultimate year. This was confirmed with the Region of Halton in January 2026.

Traffic Data for Martin Street South of Steeles Avenue East was provided by the Town of Milton. Traffic data was provided in the form of AADT counts. Data was provided for existing traffic volumes from 2024 and was grown at a 2% growth rate per annum to a future traffic volume horizon of 12 Years (2036).

Traffic data for Bronte Street North was currently unavailable for traffic counts from the Town of Milton and Region of Halton. Instead, assumed ultimate traffic data, based on publicly available data for similar roadways, was used as an estimate. Vehicle percentages were assumed to be similar to regional road percentages.

The road traffic data used in the assessment is summarized in Table 6 below and can be found in Appendix B.

**Table 6: Summary of Road Traffic Data Used in the Transportation Analysis**

| Roadway Link | Future Traffic Volumes (AADT) | % Day/ Night Volume Split | | Commercial Traffic Breakdown | | Vehicle Speed (km/h) |
|---|---|---|---|---|---|---|
| | | Daytime | Night-time | % Med Trucks | % Heavy Trucks | |
| Steeles Avenue East-West of Martin Street | 34,000 | 90[1] | 10[1] | 3 | 3 | 60 |
| Steeles Avenue East – East of Martin Street | 51,000 | 90[1] | 10[1] | 3 | 3 | 60 |
| Martin Street – North of Steeles Avenue East | 51,000 | 90[1] | 10[1] | 3 | 3 | 60 |
| Martin Street – South of Steeles Avenue East | 12,537 | 90[1] | 10[1] | 0.7 | 0.6 | 50 |
| Bronte Street North | 16,200 | 90[1] | 10[1] | 3 | 3 | 50 |

Notes:
[1] The Day/Night split was determined from historic data at SLR for urban areas.

### 2.3.2 Rail Traffic Data

Rail traffic data for the CN Halton Subdivision was obtained from CN in May 2025. The CN Halton Subdivision is within 300m of the entire Site, but outside of the Phase 1 buffer area. This report included the CN Halton Subdivision for completeness.

CPKC Rail no longer provides rail traffic data for assessment. Rail traffic data for CPKC Galt Subdivision was obtained from the publicly available, rail safety crossing database in January 2025.

Anti-Whistling bylaws are in effect at the immediate vicinity of the study area for the CN Halton Subdivision. CPKC rail operations along Galt Subdivision are prohibited from whistling within the Milton section of the rail line based on the CPKC Railways Timetable 81, dated July 25, 2004.

An annual growth rate of 2.5% was applied to the rail data to reach a 2036 future year.

The future rail traffic data used in the assessment is summarized in the Table 7. Provided rail traffic data and modeling inputs is included in Appendix B.

**Table 7: Summary of Rail Traffic Data Used in the Transportation Analysis**

| Rail Line | Train Type | Typical No. of Engines/ Train | No. of Cars/Train | No of Trains | | Maximum Speed (km/h) |
|---|---|---|---|---|---|---|
| | | | | Daytime (7am to 11pm) | Night-time (11pm to 7am) | |
| CN Halton Subdivision | Freight | 4 | 140 | 14 | 6 | 80 |
| CN Halton Subdivision | Way freight | 4 | 25 | 3 | 0 | 80 |
| CPKC Galt Subdivision | Freight | 4 | 140 | 11 | 6 | 72 |

## 2.4 Projected Sound Levels

Future road traffic sound levels at the Site were predicted using Cadna/A, a commercially available noise propagation modelling software. Roadways were modelled as line sources of sound, with sound emission rates calculated using ORNAMENT algorithms, the road traffic noise model of the MECP. These predictions were validated and are equivalent to those made using the MECP's ORNAMENT or STAMSON v5.04 road traffic noise models. A STAMSON validation file is included in Appendix B.

Rail operation sound levels at the Site were predicted using the FTA/FRA modelling algorithms included in the Cadna/A software, FTA reference sound levels were used for diesel locomotives, and rail cars.

Sound levels were predicted along the façades of the Site using the "building evaluation" feature of Cadna/A. This feature allows for noise levels to be predicted across the entire façade of a structure.

Changes in ground elevation contours for the surrounding area were not included in the modeling.

Ground absorption was set to G=0 (reflective) globally for transportation modelling.

### 2.4.1 Façade Sound Levels

The façade sound levels were predicted at all noise sensitive spaces within the Site.
The worst-case façade sound levels for each façade are presented in Table 8. The total transportation façade sound levels of the development, showing the ranges of predicted daytime and night-time sound levels are shown on Figure 3 and Figure 4 for the combined road and rail impacts, respectively.

**Table 8: Summary of Transportation Facade Sound Levels**

| Building | Façade [1] | Roadway Sound Levels | | Railway Sounds Levels | | Combined Road & Rail | |
|---|---|---|---|---|---|---|---|
| | | $L_{eq}$ Day (dBA) | $L_{eq}$ Night (dBA) | $L_{eq}$ Day (dBA) | $L_{eq}$ Night (dBA) | $L_{eq}$ Day (dBA) | $L_{eq}$ Night (dBA) |
| Block 01 | North | 57 | 50 | 54 | 53 | 59 | 55 |
| | East | 48 | 42 | 55 | 55 | 56 | 55 |
| | South | 59 | 52 | 59 | 58 | 61 | 59 |
| | West | 59 | 52 | 58 | 57 | 62 | 58 |
| Block 02 | North | 57 | 50 | 52 | 51 | 58 | 54 |
| | East | 52 | 45 | 51 | 50 | 54 | 51 |
| | South | 57 | 51 | 55 | 54 | 59 | 55 |
| | West | 59 | 53 | 56 | 55 | 61 | 57 |
| Block 03 | North | 52 | 45 | 52 | 52 | 55 | 53 |
| | East | 48 | 42 | 57 | 57 | 58 | 57 |
| | South | 57 | 50 | 60 | 59 | 61 | 59 |
| | West | 56 | 49 | 56 | 55 | 59 | 56 |
| Block 04 | North | 55 | 48 | 54 | 55 | 56 | 55 |
| | East | 53 | 46 | 57 | 57 | 58 | 58 |
| | South | 51 | 48 | 55 | 55 | 55 | 55 |
| | West | 53 | 48 | 53 | 51 | 55 | 52 |
| Block 05 | North | 52 | 46 | 55 | 54 | 56 | 54 |
| | East | 52 | 46 | 58 | 57 | 58 | 57 |
| | South | 54 | 48 | 60 | 59 | 61 | 59 |
| | West | 54 | 48 | 57 | 56 | 59 | 56 |
| Block 06 | North | 49 | 42 | 57 | 57 | 57 | 57 |
| | East | 51 | 44 | 61 | 61 | 61 | 61 |
| | South | 55 | 48 | 61 | 60 | 61 | 60 |
| | West | 54 | 47 | 56 | 55 | 58 | 55 |

Notes:
[1] Sound Levels shown are the maximums along the facade and are not necessarily for the same location for the various source types.

As railway induced sound levels are predicted to exceed 55 dBA during the night-time from Railway noise an assessment of building components is required (per Table 4) as outlined in Section 2.5.

### 2.4.2 Outdoor Living Areas

There are a number of individual and communal outdoor amenity areas possible for the site. At this stage of design communal outdoor amenity locations are not finalized for the site. An assessment of likely outdoor amenity locations has been conducted.

For the purposes of assessing the impacts from road and rail noise at the OLAs, twenty-four (24) outdoor living area points of reception have been modeled to determine sound levels.

Per the Region of Halton Noise Abatement guidelines (2014) Section 4 “Decks, elevated patios and areas that are located above ground level are excluded from this guideline.” Therefore, an assessment of all elevated OLAs was excluded from the site based on the definitions outlined in the Region of Halton Noise Abatement Guidelines (2014).

Landscaped areas at grade are publicly accessible and have not been included as Outdoor Living Areas based on the definitions outlined in NPC-300.

Per MECP NPC-300, if the sound level at the OLA is greater than 60 dBA noise control measures should be implemented to reduce the level to 55 dBA. In cases where the required noise control measures are not feasible for technical, economic, or administrative reason an excess above the limit to 60 dBA with the MECP Type B warning clause is acceptable.

The OLA predicted road and rail noise impacts are shown in Figure 3 are summarized in the table below:

**Table 9: Summary of Predicted Outdoor Living Area Sound Levels**

| ID | Location | Transportation Impacts $L_{eq}$ Day (dBA) | Applicable Guideline Limit $L_{eq}$ Day (dBA) | Meets Criteria? (Yes/No) |
|---|---|---|---|---|
| OLAs 01 to 03 | Block 02-A | 60 | 55-60[1] | Yes |
| OLAs 04 to 06 | Block 02-B | 57-59 | 55-60[1] | Yes |
| OLAs 07 to 09 | Block 02-C | 56 | 55-60[1] | Yes |
| OLAs 10 to 12 | Block 04-G | 54-55 | 55-60[1] | Yes |
| OLAs 13 to 15 | Block 04-H | 54 | 55-60[1] | Yes |
| OLAs 16 to 17 | Block 04-I | 54-55 | 55-60[1] | Yes |
| OLAs 18 to 20 | Block 04-B | 56-57 | 55-60[1] | Yes |
| OLAs 21 to 23 | Block 03 & 05 | 46-49 | 55-60[1] | Yes |
| OLA 24 | Block 01 | 58 | 55-60[1] | Yes |

Notes:
[1] NPC 300 and its predecessors require 55 dBA as the outdoor amenity limit. In cases where mitigation may not be technically, economically, and administratively feasible, a tolerance of up to 5 dB may be permitted with a warning clause.

Sound levels are predicted to meet 60 dBA guideline limits for the outdoor amenity spaces; therefore, physical noise control measures are not required. Applicable warning clauses are required for the Proposed Development as outlined in Section 2.5.2.

A detailed assessment of OLAs can be updated in a later stage of design, once more detailed information is available (e.g., at SPA). If need be, this can be included as an addendum to this report.

## 2.5 Façade Assessment

### 2.5.1 Glazing Requirements

Based on the sound levels shown in Table 8, façade sound levels were predicted to exceed the applicable criteria at multiple locations throughout the development. Therefore, an assessment of glazing requirements is necessary for meeting the indoor sound level requirements outlined in Table 1.

Indoor sound levels and required facade Sound Transmission Classes (STCs) were estimated using the procedures outlined in National Research Council Building Practice Note BPN-56.

The following were based on client provided drawings and were considered:

- 20% glazing for bedroom facades for townhouses and 50% glazing for bedroom facades for midrise;
- 50% glazing for living room for townhouses facades 80% glazing for living room facades for midrise;
- sleeping quarters were assumed to have a façade-to-floor area ratio of 50%;
- living/dining rooms were assumed to have a façade-to-floor area ratio of 100%; and
- non-glazing portion of wall was assumed to have a rating of STC 38 for townhouse and STC 45 for midrise.

The acoustic requirements are provided below in Table 10, which is the STC rating taking into consideration roadway noise and railway noise and the assumptions listed in the previous section.

The combined glazing and frame assembly must be designed to ensure the overall sound isolation performance for the entire window unit meets the sound isolation requirements. It is recommended window manufacturers test data be reviewed to confirm acoustical performance is met.

The glazing requirements above are approximated, based on typical unit layout. Once detailed floor plans and façade plans become available, the glazing requirements should be re-assessed and reviewed by an Acoustical Consultant.

**Table 10: Façade Sound Transmission Class (STC) Requirements**

| Building | Façade [1] | Non-Glazing Component | Glazing Requirements | |
|---|---|---|---|---|
| | | | Living Room | Bedroom |
| Block 01 | North | 45 | OBC (20) | OBC (23) |
| | East | 45 | OBC (20) | OBC (23) |
| | South | 45 | OBC (25) | OBC (27) |
| | West | 45 | OBC (24) | OBC (26) |

| Building | Façade [1] | Non-Glazing Component | Glazing Requirements | |
|---|---|---|---|---|
| | | | Living Room | Bedroom |
| Block 02 | North | 38 | OBC (18) | OBC (17) |
| | East | 38 | OBC (15) | OBC (15) |
| | South | 38 | OBC (20) | OBC (20) |
| | West | 38 | OBC (22) | OBC (21) |
| Block 03 | North | 45 | OBC (18) | OBC (21) |
| | East | 45 | OBC (22) | OBC (25) |
| | South | 45 | OBC (25) | OBC (27) |
| | West | 45 | OBC (22) | OBC (23) |
| Block 04 | North | 38 | OBC (19) | OBC (20) |
| | South | 38 | OBC (21) | OBC (24) |
| | East | 38 | OBC (19) | OBC (21) |
| | West | 38 | OBC (18) | OBC (17) |
| Block 05 | North | 45 | OBC (20) | OBC (23) |
| | East | 45 | OBC (22) | OBC (26) |
| | South | 45 | OBC (24) | OBC (27) |
| | West | 45 | OBC (22) | OBC (24) |
| Block 06 | North | 45 | OBC (21) | OBC (25) |
| | South | 45 | OBC (25) | OBC (29) |
| | East | 45 | OBC (25) | OBC (28) |
| | West | 45 | OBC (22) | OBC (23) |

Notes:
OBC = Ontario Building Code, glazing elements meeting minimum thermal and structural requirements of the Ontario Building Code (approximate rating of STC 29).

An additional +3 STC points may be required for corner units. Final STC requirements should be determined later in the planning process, once final floor layout and façade designs are available (e.g., at SPA).

Construction meeting the minimum non-acoustics requirements of the Ontario Building Code (OBC) are predicted to be acoustically sufficient for all facades, exterior walls, and windows.

### 2.5.2 Ventilation and Warning Clause Requirements

The requirements regarding warning clauses are summarized in Table 3. Based on the predicted sound levels, warning clauses are recommended to be included in agreements registered on Title for the residential units and included in all agreements of purchase and sale or lease, and all rental agreements.

Central Air Conditions and a Type D Warning Clause is recommended for Block 06 residential units for the proposed Developments as sound levels are predicted to be above 60 dBA during night-time hours. Warning clause text can be found in Appendix C.

Provision for Central Air Conditioning and a Type C Warning Clause is recommended for all other residential units for the Proposed Development as sound levels are predicted to be between 65 and 55 dBA during the daytime hours and/or 51 to 60 dBA during night-time hours. Warning clause text can be found in Appendix C.

A Type A Warning Clause is recommended for all residential units in Block 01, Block 02 A to C, and Block 04 B as sound levels are predicted to be above 55 dBA during the daytime, but not greater than 60 dBA in OLAs. Warning Clause text can be found in Appendix C.

In addition, CPKC Warning Clauses are required for Block 6 of the development as the Block is within 300 m of the CPKC railway. Warning clause text can be found in Appendix C.

# 3.0 Stationary Source Noise Impacts

## 3.1 Guidelines

### 3.1.1 MECP NPC-300 Guidelines for Stationary Noise Sources

The applicable MECP noise guidelines for new sensitive land uses adjacent to existing industrial commercial uses are provided in MECP Publication NPC-300. NPC-300 revokes and replaces the previous noise assessment guideline, Publication LU-131 and Publication NPC-205, which was previously used for assessing noise impacts as part of Certificates of Approval / Environmental Compliance Approvals granted by the MECP for industries.

The new guideline sets out noise limits for two main types of noise sources:

- Non-impulsive, “continuous” noise sources such as ventilation fans, mechanical equipment, and vehicles while moving within the property boundary of an industry. Continuous noise is measured using 1-hour average sound exposures ($L_{eq}$ (1-hr) values), in dBA; and
- Impulsive noise, which is a “banging” type noise characterized by rapid rise time and decay. Impulsive noise is measured using a logarithmic mean (average) level (LLM) of the impulses in a one-hour period, in dBAI.

Furthermore, the guideline requires an assessment at, and provides separate guideline limits for:

- Outdoor points of reception (e.g., back yards, communal outdoor amenity areas); and
- Façade points of reception such as the plane of windows on the outdoor façade which connect onto noise sensitive spaces, such as living rooms, dens, eat-in kitchens, dining rooms and bedrooms.

The applicable noise limits at a point of reception are the higher of:

- The existing ambient sound level due to road traffic, or
- The exclusion limits set out in the guideline.

The following tables set out the exclusion limits from the guideline.

**Table 11: NPC-300 Class 1 and Class 4 Continuous Noise Requirements**

| Receiver Category | Time Period | Class 1 Exclusionary Sound Level Limits, $L_{eq}$ (1 hr), dBA [1] | Class 4 Exclusionary Sound Level Limits, $L_{eq}$ (1 hr), dBA [1] |
|---|---|---|---|
| Plane of Window [1] | 0700 – 1900h<br>1900 – 2300h<br>2300 – 0700h | 50<br>50<br>45 | 60<br>60<br>55 |
| Outdoor Living Area [1] | 0700 – 1900h<br>1900 – 2300h<br>2300 – 0700h | 50<br>50<br>- | 55<br>55<br>- |
| Notes:<br>[1] Applicable for “Noise Sensitive Spaces”, as defined in NPC-300. | | | |

**Table 12: NPC-300 Class 1 and Class Impulsive Noise Requirements**

| Number of Impulses in a 1-Hour Period (7 am to 11 pm) / (11 pm to 7 am) | Class 1 Outdoor ($L_{LM}$, dBAI) | Class 1 Plane of Window ($L_{LM}$, dBAI) | Class 4 Outdoor ($L_{LM}$, dBAI) | Class 4 Plane of Window ($L_{LM}$, dBAI) |
|---|---|---|---|---|
| 9 or More | 50 | 50/45 | 55 | 60/55 |
| 7 to 8 | 55 | 55/50 | 60 | 65/60 |
| 5 to 6 | 60 | 60/55 | 65 | 70/65 |
| 4 | 65 | 65/60 | 70 | 75/70 |
| 3 | 70 | 70/65 | 75 | 80/75 |
| 2 | 75 | 75/70 | 80 | 85/80 |
| 1 | 80 | 80/75 | 85 | 90/85 |

### 3.1.2 Emergency Equipment Testing

Sound level limits for emergency equipment operating in non-emergency situations are 5 dB greater than the sound level limits otherwise applicable to other stationary sources, as outlined in NPC-300. Additionally, emergency equipment operating in non-emergency situations is to be assessed independently of all other stationary sources of noise. No emergency equipment was identified in the surrounding area. No further assessment of emergency sources has been completed in this study.

## 3.2 Application of the NPC-300 Guidelines

The stationary noise guidelines apply only to residential land uses and to noise-sensitive commercial and institutional uses, as defined in NPC-300 (e.g., schools, daycares, hotels). For the site, the stationary noise guidelines only apply to the residential portions of the development, including:

- Individual residences;

- Communal indoor amenity areas; and
- Communal outdoor amenity areas.

All of the above have been considered as noise-sensitive points of reception in the analysis.

### 3.2.1 Proposed Area Classification

Under Ministry of the Environment, Conservation & Parks (MECP) Publication NPC-300 noise guidelines, noise sensitive receptors are defined using area classifications. The receptor areas are classified as either:

- Class 1 – Urban areas
- Class 2 – Suburban / semi-rural areas
- Class 3 – Rural areas
- Class 4 – Infill areas

Depending on the receptor area classification, different guideline limits apply.
Classes 1, 2 and 3 were included in the predecessor guidelines to NPC-300, namely MECP Publications NPC-205, NPC-232, and LU-131. The Class 4 designation is a new designation, intended to allow for infill and redevelopment, whilst still protecting residences from undue noise.

Based on the nature of the area, the Class 1 area urban sound level limits apply. The area is urban in nature and dominated by man-made sounds, including road traffic noise and an “urban hum”, 24-hours per day.

#### 3.2.1.1 Guideline Summary and Interpretation

The following presents a summary of the guidelines and settlements presented above.

- The applicable Ministry of the Environment noise guideline for assessing new residential development applications is Publication NPC-300.Noise levels from industry meeting NPC-300 requirements will meet the requirements of By-Law NO. 133-2012 of the Town of Milton
- The Class 1 limits have been adopted in this study.

## 3.3 Site Visit and Noise Observations

A review has been conducted for the potential impacts on the development from “stationary” noise sources in the surrounding area.

SLR staff completed a site visit on February 6, 2025 to the development lands and surrounding area. The surrounding area primarily includes residential and commercial/retail lands, with industrial facilities located to the northwest.

The general ambient environment surrounding the development lands are dominated by roadway noise from the nearby road during all periods of the day. Railway noise along the CN Halton Subdivision is frequent throughout the day and can be audible within the area surrounding the development lands.

The industrial and commercial facilities located in a 1000 m radius, with a potential to impact the development, based on imagery and site visit observation, in regard to noise, are summarized in Table 13. Facilities currently operating under an approved MECP Certificate of Approval (CofA), Environmental Compliance Approval (ECA) or Environmental Activity and Sector Registry (EASR) are identified in the following table. Additional facilities are found within 1000m of the Site and were determined to be outside applicable D6 guidance for further evaluation.

**Table 13: Summary of Surrounding Industries with Potential for Noise Impacts**

| Name | Description | Separation Distance to Property Line (m) | CofA/ECA/EASR No. |
|---|---|---|---|
| Team Honda Powerhouse of Milton | Car Dealership | Adjacent | - |
| ADASIM Construction | Construction Contractor | ~38 | 9746-5GAJGV |
| Sling Shot Yard | Truck Layover Yard | ~160 | - |
| Ontario Redimix Milton Plant | Ready-Mix Plant | ~38 | 3380-9F5L9J |
| Aimco Solrec Ltd | Waste Management Service, Ontario | ~100 | 9746-5GAJGV |
| McCormack Auto Services | Automotive shop | ~38 | - |
| C. M. Morris Design | General Contractor | ~ 38 | - |
| G&D Tank & Trailer Repairs | Tank & Trailer Maintenance facility | ~105 | - |
| Mr. Waste | Waste-Management Service | ~70/~90 | - |
| Natsco Transit Solutions | Commercial | ~ 45/~90 | - |
| Active Transport Inc | Transportation Service | Adjacent/~45 | - |
| Martin Street Public School | School | ~30 | - |
| Various Commercial at 50,52,54 & 56 Steeles Avenue East | Various Commercial | Adjacent | - |

## 3.4 Stationary Sources of Interest

### 3.4.1 Surrounding Permitted Industries

#### 3.4.1.1 ADASIM Construction

ADASIM Construction is a construction contractor that operates out of the 151 Steeles Avenue East facility.

The facility operates under the ECA #3380-9F5L9J previously registered to Flexible Products Company of Canada, Inc for the property. A copy is included in Appendix D.





SLR personnel conducted a site visit to the area on February 6, 2025. During the site visit SLR personnel was unable to make contact with the facility to submit a formal letter for information request.

Based on aerial imagery review in February 2025 and a site visit conducted on February 6, 2025. The Operations of the ADASIM Construction include:

- Two (2) Truck passby;
- Two (2) 5-ton HVAC units; and
- One (1) 20-ton HVAC unit.

Rooftop HVAC was assumed to operate continuously during the day and evening with reduced hours during the night period.

SLR historical sound level data was applied in the stationary noise modelling. The locations of these sources are shown on Figure 5, with reference sound levels and modelling parameters summarized in Table E.1 of Appendix E.

#### 3.4.1.2 Slingshot Yard

Slingshot Yard is a layover yard for trucks that operates out of the 151 Steeles Avenue East property shared with ADASIM construction. The yard is located approximately 160m north of the Site.

The facility operates under the ECA #3380-9F5L9J previously registered to Flexible Products Company of Canada, Inc for the property. A copy is included in Appendix D.

SLR personnel conducted a site visit to the area on February 6, 2025. During the site visit SLR personnel was unable to make contact with the facility to submit a formal letter for information request.

Based on aerial imagery review in February 2025 and a site visit conducted on February 6, 2025. The Operations of the Slingshot Yard include:

- Up to eight (8) Truck passby;
- Up to eight (8) Trucks idling; and
- Up to eight (8) Truck coupling and uncoupling.

As a layover yard, operation of the facility can occur during anytime of the day, operations during the night period (11pm to 7am) are assumed to occur at a reduced rate.

SLR historical sound level data was applied in the stationary noise modelling. The locations of these sources are shown on Figures 5 and 6, with reference sound levels and modelling parameters summarized in Table E.1 of Appendix E.

#### 3.4.1.3 Ontario Redimix Milton Plant (ORMP)

Ontario Redimix Milton Plant (ORMP) is a cement mixing plant. The facility operates under the ECA #3380-9F5L9J previously registered to CRH Canada Group Inc. A copy is included in Appendix D.





SLR personnel conducted a site visit to the area on February 6, 2025. During the site visit SLR personnel submitted a formal letter for information request to the ORMP. A response was provided by ORMP in October 2025. As a result, 150 Steeles Milton Inc. is working with the Town to resolve the facilities concerns. Updates may be made to the noise analysis in future submissions.

Typical noise sources for a mixing plant include the delivery of cement powder, loader operations, truck loadout and truck wash/mix. Additional sources may be present at the site but were either not observed or may be in short duration which would be insignificant to the facility's total sound level at Phase 1 of the Site.

Based on aerial imagery review in February 2025 and a site visit conducted on February 6, 2025. The Operations of the ORMP include:

- One (1) Front end loader;
- One (1) Cement truck loading;
- Two (2) Truck passby; and
- Two (2) Cement trucks being washed/mix.

The majority of operations at the industry are located at the north side of the site. Operations at the facility occur during between 6 am to 4 pm based on their posted operations online, as of February 19, 2025. It is assumed that operations between 6 am to 7am occur at a reduce rate as the plant begins to ramp up production.

SLR historical sound level data was applied in the stationary noise modelling. The locations of these sources are shown on Figure 5, with reference sound levels and modelling parameters summarized in Table E.1 of Appendix E.

#### 3.4.1.4 Aimco Solrec Ltd. (ASL)

The Amico Solrec Ltd. waste treatment plant (ASL) is located approximately 100 m north of the Proposed Development and operates under the ECA #8247-D3AHVN. A copy is included in Appendix D.

SLR personnel conducted a site visit to the area on February 6, 2025. During the site visit, rooftop equipment from the facility were audible at grade from the property line of the Proposed Development on Steeles Avenue East. Idling trucks and loading and unloading activities were identified around the facility.

During the site visit SLR personnel submitted a formal letter for information request to the ASL. As of the date of this study, ASL has not provided a response to the SLR's information request.

Impulsive noise can occur from truck tractor trailers coupling and uncoupling at loading docks, and from forklifts loading the parked trucks at the ASL, while travelling over the loading dock plates. Under the Publication NPC-300 noise guidelines the log-average of both of these types of impulses are assessed together versus the applicable noise guideline ($L_{LM}$ in dBAI).

For modelling purposes, the multiple types of impulses were combined to obtain an overall impulsive noise sound power level of 108 dBAI, presenting two coupling/uncoupling impulses, and 20 forklift impulses for loading and unloading trailers. The impulse noises were modelled as line sources, distributing the sound emission along the loading dock areas.

Based on aerial imagery review in February 2025 and a site visit conducted on February 6, 2025. The Operations of the ASL include:

- Three (3) 5 ton HVAC units;
- One (1) 10 ton HVAC unit;
- One (1) medium exhaust fan;
- One (1) 6-fan Air Cooled Condenser;
- Two (2) 8-fan Air Cooled Condensers;
- One (1) 12-fan Air Cooled Condenser;
- Three (3) truck passby;
- Three (3) trucks idling; and
- Loading and unloading operations.

Operations at the facility occur during between 8 am to 4 pm based on their posted operations online, as of February 19, 2025.

Rooftop HVAC was assumed to operate continuously during the day and evening with reduced hours during the night period.

SLR historical sound level data was applied in the stationary noise modelling. The locations of these sources are shown on Figures 5 and 6, with reference sound levels and modelling parameters summarized in Table E.1 of Appendix E.

### 3.4.2 Surrounding Unpermitted Industries

#### 3.4.2.1 Team Honda Powerhouse of Milton Service Centre (THPMSC)

THPMSC is a dealership to the north of the Proposed Development. A review of the MECP Access Environment did not yield an active EASR/ECA for the dealership.

SLR personnel conducted a site visit to the area on February 6, 2025. SLR observed rooftop mechanical equipment on the facility during the site visit. It was assumed that bay doors have the potential to be open in the summer for operations.

It is assumed that the dealership does not have a paint booth available on site. An active paint booth would require an active EASR/ECA from the MECP. If in the future the Dealership would acquire a paint booth, it would require to be compatibility with the surrounding existing sensitive receptors. Further analysis of a paint booth on the dealership has not been conducted.

Based on aerial imagery review on February 2025 and a site visit conducted on February 6, 2025. The Operations of the THPMSC include:

- Three (3) 5-ton HVAC;
- Three (3) 10-ton HVAC;
- One (1) small exhaust fan; and
- Five (5) open bay doors with air compressors and impact wrenches.

Operations at the facility occur during between 8 am to 6 pm based on their posted operations online, as of February 19, 2025.

Rooftop HVAC was assumed to operate continuously during the day and evening with reduced hours during the night period.

SLR historical sound level data was applied in the stationary noise modelling. The locations of these sources are shown on Figure 5, with reference sound levels and modelling parameters summarized in Table E.1 of Appendix E.

#### 3.4.2.2 McCormack Auto Services

McCormack Auto Services is an unpermitted motor shop to the west of the Proposed Development.

SLR personnel conducted a site visit to the area on February 6, 2025. SLR observed rooftop mechanical equipment on the facility during the site visit. It was assumed that bay doors have the potential to be open in the summer for operations.

Based on aerial imagery review on February 2025 and a site visit conducted on February 6, 2025. The Operations of McCormack Auto Services include:

- One (1) 5-ton HVAC; and
- Two (2) open bay doors with air compressors and impact wrenches.

Operations at the facility occur during between 8 am to 5:30 pm based on their posted hours online, as of February 19, 2025.

Rooftop HVAC was assumed to operate continuously during the day and evening with reduced hours during the night period.

SLR historical sound level data was applied in the stationary noise modelling. The locations of these sources are shown on Figure 5, with reference sound levels and modelling parameters summarized in Table E.1 of Appendix E.

#### 3.4.2.3 CM Morris Design

CM Morris Design is an unpermitted commercial facility to the west of the Proposed Development.

SLR personnel conducted a site visit to the area on February 6, 2025. SLR observed rooftop mechanical equipment on the facility during the site visit.

Based on aerial imagery review on February 2025 and a site visit conducted on February 6, 2025. The Operations of the CM Morris Design include four (4) 5-ton HVAC.

Operations at the facility occur during between 7 am to 4 pm based on their posted hours online, as of February 19, 2025.

Rooftop HVAC was assumed to operate continuously during the day and evening with reduced hours during the night period.

SLR historical sound level data was applied in the stationary noise modelling. The locations of these sources are shown on Figure 5, with reference sound levels and modelling parameters summarized in Table E.1 of Appendix E.

#### 3.4.2.4 Khalifa Motors Inc

Khalifa Motors Inc is an unpermitted motor shop to the west of the Proposed Development.





SLR personnel conducted a site visit to the area on February 6, 2025. SLR observed bay doors to the north of the building. It was assumed that bay doors have the potential to be open in the summer for operations for mechanical operations.

Based on aerial imagery review on February 2025 and a site visit conducted on February 6, 2025. The Operations of the Khalifa Motors Inc include two (2) open bay doors with air compressors and impact wrenches.

Operations at the facility occur during between 9 am to 5 pm based on their posted hours online, as of February 19, 2025.

SLR historical sound level data was applied in the stationary noise modelling. The locations of these sources are shown on Figure 5, with reference sound levels and modelling parameters summarized in Table E.1 of Appendix E.

#### 3.4.2.5 G&D Tank & Trailer Repairs

G&D Tank & Trailer Repairs (“G&D”) is a tank and trailer repair shop to the west of the Proposed Development.

During the site visit in February 2025 SLR personnel submitted a formal letter for information request to G&D. As of the date of this study the G&D has not provided a response to the SLR’s information request.

Based on aerial imagery review on February 2025 and a site visit conducted on February 6, 2025. The Operations of G&D include:

- Up to three (3) Truck passbys;
- Up to three (3) Truck Idling; and
- Up to three (3) Truck coupling and uncoupling.

Operations at the facility were not available it was assumed that that facility operations can occur during any period of the day. It was assumed that operations during the night period (11pm to 7am) are reduced.

SLR historical sound level data was applied in the stationary noise modelling. The locations of these sources are shown on Figures 5 and 6, with reference sound levels and modelling parameters summarized in Table E.1 of Appendix E.

#### 3.4.2.6 Mr. Waste

Mr. Waste is a waste bin management facility to the west of the Proposed Development.

Based on aerial imagery review on February 2025 and a site visit conducted on February 6, 2025. The Operations of Mr. Waste include:

- One (1) 5-ton HVAC Unit;
- Up to one (1) Truck passby;
- Up to one (1) Truck Idling; and
- Bin Drops.

Operations at the facility occur during 6 am to 6 pm.

SLR historical sound level data was applied in the stationary noise modelling. The locations of these sources are shown on Figures 5 and 7, with reference sound levels and modelling parameters summarized in Table E.1 of Appendix E.

#### 3.4.2.7 Natsco Transit Solutions

Natsco Transit Solutions is a business service facility to the west of the Proposed Development.

Based on aerial imagery review on February 2025 and a site visit conducted on February 6, 2025. The operations include three (3) 5-ton HVAC units.

Rooftop HVAC was assumed to operate continuously during the day and evening with reduced hours during the night period.

SLR historical sound level data was applied in the stationary noise modelling. The locations of these sources are shown on Figure 5, with reference sound levels and modelling parameters summarized in Table E.1 of Appendix E.

#### 3.4.2.8 Active Transport Inc.

Active Transport is transportation facility to the west and south of the Proposed Development.

The facility owns two segments of land, A mechanic shop for maintenance and a trucking layover yard. SLR observed bay doors to the north of the maintenance building during the site visit.

During the site visit in February 2025 SLR personnel submitted a formal letter for information request to Active Transport Inc. As of the date of this study Active Transport Inc. has not provided a response to the SLR's information request.

Based on aerial imagery review on February 2025 and a site visit conducted on February 6, 2025. The operations include:

- One (1) 5-ton HVAC unit;
- Four (4) open bay doors with air compressors and impact wrenches;
- Up to sixteen (16) Truck passbys;
- Up to sixteen (16) Trucks Idling; and
- Up to sixteen (16) Truck coupling and uncoupling.

Operations at the facility occur during between 7:00 am to 4:30 pm based on their posted hours online, as of February 19, 2025.

Rooftop HVAC was assumed to operate continuously during the day and evening with reduced hours during the night period.

SLR historical sound level data was applied in the stationary noise modelling. The locations of these sources are shown on Figure 5 and 6, with reference sound levels and modelling parameters summarized in Table E.1 of Appendix E.

#### 3.4.2.9 Martin Street Public School

Martin Street Public School is a school to the east of the Proposed Development.

Based on aerial imagery review on February 2025 and a site visit conducted on February 6, 2025. The operations include:

- One (1) 3-fan air cooled condenser; and
- One (1) 8-fan air cooled condenser.

Rooftop HVAC was assumed to operate continuously during the day and evening with reduced hours during the night period.

SLR historical sound level data was applied in the stationary noise modelling. The locations of these sources are shown on Figure 5, with reference sound levels and modelling parameters summarized in Table E.1 of Appendix E.

#### 3.4.2.10 Various Commercial at 50, 52, 54 & 56 Steeles Avenue East

Various Commercial at 50, 52, 54 & 56 Steeles Avenue East were identified to the west of the Proposed Development.

Various Commercial occupies the buildings within the strip, recently new buildings have been built at 54 & 56 Steeles Avenue East. During the site visit in February 2025, it was identified that rooftop HVAC at these locations had barriers build around them.

Based on aerial imagery review on February 2025 and a site visit conducted on February 6, 2025. The operations include:

- Twenty-One (21) 5-ton HVAC units;
- Six (6) 10-ton HVAC units; and
- One (1) small exhaust fan.

Rooftop HVAC was assumed to operate continuously during the day and evening with reduced hours during the night period.

SLR historical sound level data was applied in the stationary noise modelling. The locations of these sources are shown on Figure 5, with reference sound levels and modelling parameters summarized in Table E.1 of Appendix E.

## 3.5 Stationary Noise Modeling

The impacts from stationary sources were modelled using Cadna/A, a software implementation of the internationally recognized ISO-9613-2 environmental noise propagation algorithms. Cadna/A / ISO-9613 (1996) is the preferred noise model of the MECP.

The ISO 9613 equations account for:

- Source to receiver geometry;
- Distance attenuation;
- Atmospheric absorption;
- Reflections off of the ground and ground absorption;
- Reflections off vertical walls; and
- Screening effects of buildings, terrain, and purpose-built noise barriers (noise walls, berms, etc.).

The following additional parameters were used in the modelling, which are consistent with providing a conservative (worst-case assessment of noise levels):

- Temperature: 10°C;
- Relative Humidity: 70%;
- Default Ground Absorption G: G=0.2 (Mostly Reflective);
- Reflection: An order of reflection of 1 was used;
- Wall Absorption Coefficients: Set to 0.21 (21 % of energy is absorbed, 79% reflected) or 0.37 (37 % of energy is absorbed, 63% reflected); and
- No terrain data was included in the assessment.

As described in ISO 9613-2, ground factor values that represent the effect of ground absorption on sound levels range between 0 and 1. Based on the specific site conditions, the ground factor values used in the modelling were a ground factor value of 0 for acoustically reflective surfaces, such as water. Large grassy areas are considered to have a ground factor of 1 and included as localized ground absorption in the modelling. Areas consisting primarily of dirt are considered to be intermediate ground type with an absorption factor of 0.5.

The “building evaluation” feature of the Cadna/A was used to assess noise impacts on the residential portions of the towers. This feature allows for noise levels to be predicted across the entire façade of a structure.

## 3.6 Stationary Noise Modeling Results

### 3.6.1 Non-Impulsive Stationary Noise

Predicted sound levels for non-impulsive stationary noise are shown in Figures 8 to 15 for permitted and unpermitted industries/commercial/institutional facilities**.** Worst-case impacted facade sound levels are provided in the following table. Refer to figures for impacts at Outdoor Points of Reception (OPOR).

**Table 14: Predicted Worst Case Stationary Source Sound Level – Non-Impulsive**

| Worst Case Location | | Industry | Predicted Worst-Case Stationary Source Sound Levels ($L_{eq}$ (1-hr), (dBA)) | | Applicable Class 1 Guideline Limits ($L_{eq}$ (1-hr), (dBA)) | | Meets Guideline Limits? |
|---|---|---|---|---|---|---|---|
| Block | Facade | | Day/Eve | Night | Day/Eve | Night | |
| Block 1 | South | ADASIM & SlingShot | 39 | 36 | 50 | 45 | Yes |
| Block 1 | South | ORMP | 50 | 45 | 50 | 45 | Yes |
| Block 1 & 3 | South | ASL | 42 | 41 | 50 | 45 | Yes |
| Block 1 & 6 | East and West | Combined Unpermitted Sources | 43 | 39 | 50 | 45 | Yes |

Sound levels at facades and OPORs are predicted to meet applicable Class 1 guideline limits from non-impulsive stationary sources. Further mitigation to reduce stationary sound levels is not required.

### 3.6.2 Impulsive Stationary Noise

Predicted façade sound levels for impulsive stationary noise are shown in Figures 16 to 18. Two scenarios were developed for impulsive stationary noise on the Proposed Development. Stationary noise from infrequent source related to bin drops were assessed separately from frequent events from loading/unloading and coupling/uncoupling from trailers.

Frequent impulsive sources were modelled considering the logarithmic mean impulsive sound level, based on the noted number of impulse events in a predictable worst-case hour. Logarithmic mean impulse adjustment calculations for the sources, based on the relative number of impulses associated with each impulse source, are provided for reference Appendix E.

Overall predicted worst-case impacted facade sound levels are provided in the following table.

**Table 15: Predicted Worst Case Stationary Source Sound Level - Impulsive**

| Worst Case Location | | Type | Predicted Worst-Case Stationary Source Sound Levels ($L_{eq}$ (1-hr), (dBAI)) | | Number of Events per Hour | | Applicable Class 1 Guideline Limits ($L_{eq}$ (1-hr), (dBAI)) | | Meets Guideline Limits? |
|---|---|---|---|---|---|---|---|---|---|
| Block | Facade | | Day | Night | Day | Night | Day | Night | |
| Block 5 & Block 2 | West / South | Frequent | 48 | 46 | 29 | 5 | 50 | 55 | Yes |
| Block 3,5 and 6 | West / South | Infrequent | 57 | -- | 1 | 0 | 80 | -- | Yes |

Sound levels from impulsive stationary sources at facades and OPORs are predicted to meet applicable Class 1 guideline limits. Further mitigation to reduce stationary sound levels is not required.

## 3.7 Ventilation and Warning Clause Requirements

A Type E noise warning clause is recommended for all units. See Appendix C for warning clause details. The warning clauses should be included in documents registered on Title and included in all agreements of purchase and sale or lease and all rental agreements.

# Part 2: Impacts of The Development on The Surrounding Area

## 4.0 Impacts of The Development Mechanical Systems on Surrounding Properties

In terms of the noise environment of the area, it is expected that the project will have a negligible effect on the neighbouring properties. The traffic related to the Proposed Development will be small in relation to the traffic volumes within the area and is not of concern with respect to noise impact.

Other possible development noise sources with potentially adverse impacts on the surrounding neighbourhood are the mechanical roof-top equipment (cooling tower, make up air units and generator). This equipment is required to meet MECP Publication NPC 300 requirements at the worst-case offsite noise sensitive receptors. Given the high ambient sound levels in the area and the requirement for the systems to meet the applicable noise guideline at closer onsite receptors, offsite impacts are not anticipated.

Regardless, potential impacts should be assessed as part of the final building design. The criteria can be met at all surrounding and onsite receptors by the appropriate selection of mechanical equipment, by locating equipment with sufficient setback from noise sensitive locations, and by incorporating control measures (e.g., silencers, barriers) into the design.

It is recommended the mechanical systems be reviewed by an Acoustical Consultant prior to final selection of equipment.

# Part 3: Impacts of The Development on Itself

## 5.0 Outdoor Noise Impacts from Development Mechanical Systems on Itself

The building mechanical systems (e.g. cooling tower, emergency generator, parking garage vents) have not been sufficiently designed at this time for a detailed assessment. Although no adverse impacts are expected, such equipment has the potential to result in noise impacts on the noise sensitive spaces within the development.

Therefore, the potential impacts should be assessed as part of the final building design. The criteria are expected to be met at all onsite receptors with the appropriate selection of mechanical equipment, by locating equipment to minimize noise impacts within the development, and by incorporating control measures (e.g., silencers, barriers) into the design.

It is recommended the mechanical systems be reviewed by an Acoustical Consultant prior to final selection of equipment.





# 6.0 Conclusions and Recommendations

The potential for noise impacts on and from the Proposed Development have been assessed. Impacts of the environment on the Proposed Development, the Proposed Development on the surrounding area and the Proposed Development on itself have been considered. Based on the results of our studies, the following conclusions have been reached:

## 6.1 Transportation Noise

- An assessment of transportation noise impacts from the CN and CPKC railway noise as well as roadway noise from Steeles Avenue East, Martin Street, and Bronte Street North was completed.
- Based on transportation façade sound levels, glazing meeting the Ontario Building Code (OBC) is sufficient for the Proposed Development, as outlined in outlined in Section 2.5.1.
- Noise impacts within the common outdoor amenity areas, are predicted to meet the applicable guidelines. Provided the appropriate Warning Clauses are included, a Type A warning clause is required at select locations as outlined in Section 2.5.2. Warning Clauses are included in Appendix C.
- Provision for central air conditioning and a Type C Warning Clause is recommended for all residential units, as outlined in Section 2.5.2. Warning Clauses are included in Appendix C.
- In addition, CPKC Warning Clauses are also required for all residential units in Blocks 08 & 09 in the development.

## 6.2 Stationary Noise

- A review of the surrounding stationary noise sources was completed through available aerial photography and site visit conducted in February, 2025. Noise from off-site stationary sources is predicted to meet the Class 1 area sound level limits at the Proposed Development.

## 6.3 Overall Assessment

- Impacts from the environment on the Proposed Development can be adequately controlled with ventilation requirements and warning clauses, as outlined in this report.
- Impacts from the Proposed Development on itself are not anticipated and can be adequately controlled by following the design guidance outlined in this report.
- Impacts from the Proposed Development on the surroundings are expected to meet the applicable guideline limits and can be adequately controlled by following the design guidance outlined in this report.
- As the glazing analysis was completed based on generic room and window dimensions, the analysis should be revised once detailed floor and façade plans are available.
- As the mechanical systems for the Proposed Development have not been completed at the time of this assessment, the acoustical design should be reviewed by an Acoustical Consultant as part of the final building design.





# 7.0 Closure

Should you have questions on the above report, please contact the undersigned.

Regards,

**SLR Consulting (Canada) Ltd.**






**Colin Jakubec, E.I.T.**
Acoustic Consultant

**Aaron K. Haniff, P.Eng.**
Principal, Acoustic Engineer

# 8.0 References

Town of Milton Noise By-law, (BY-LAW NO. 133-2012)

International Organization for Standardization, ISO 9613-2: *Acoustics – Attenuation of Sound During Propagation Outdoors Part 2: General Method of Calculation*, Geneva, Switzerland, 1996.

National Research Council, Building Practice Note 56: *Controlling Sound Transmission into Buildings*, Canada 1985.

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

Ontario Ministry of the Environment, Conservation and Parks, Publication NPC-300: *Environmental Noise Guideline, Stationery and Transportation Sources – Approval and Planning*, 2013.

Ontario Ministry of the Environment, Conservation and Parks, 1996, STAMSON v5.03: Road, Rail and Rapid Transit Noise Prediction.

United States Department of Transportation – Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual*. FTA Report No. 0123.

# Figures

## Environmental Noise Study

150 Steeles Avenue East – Milton, ON

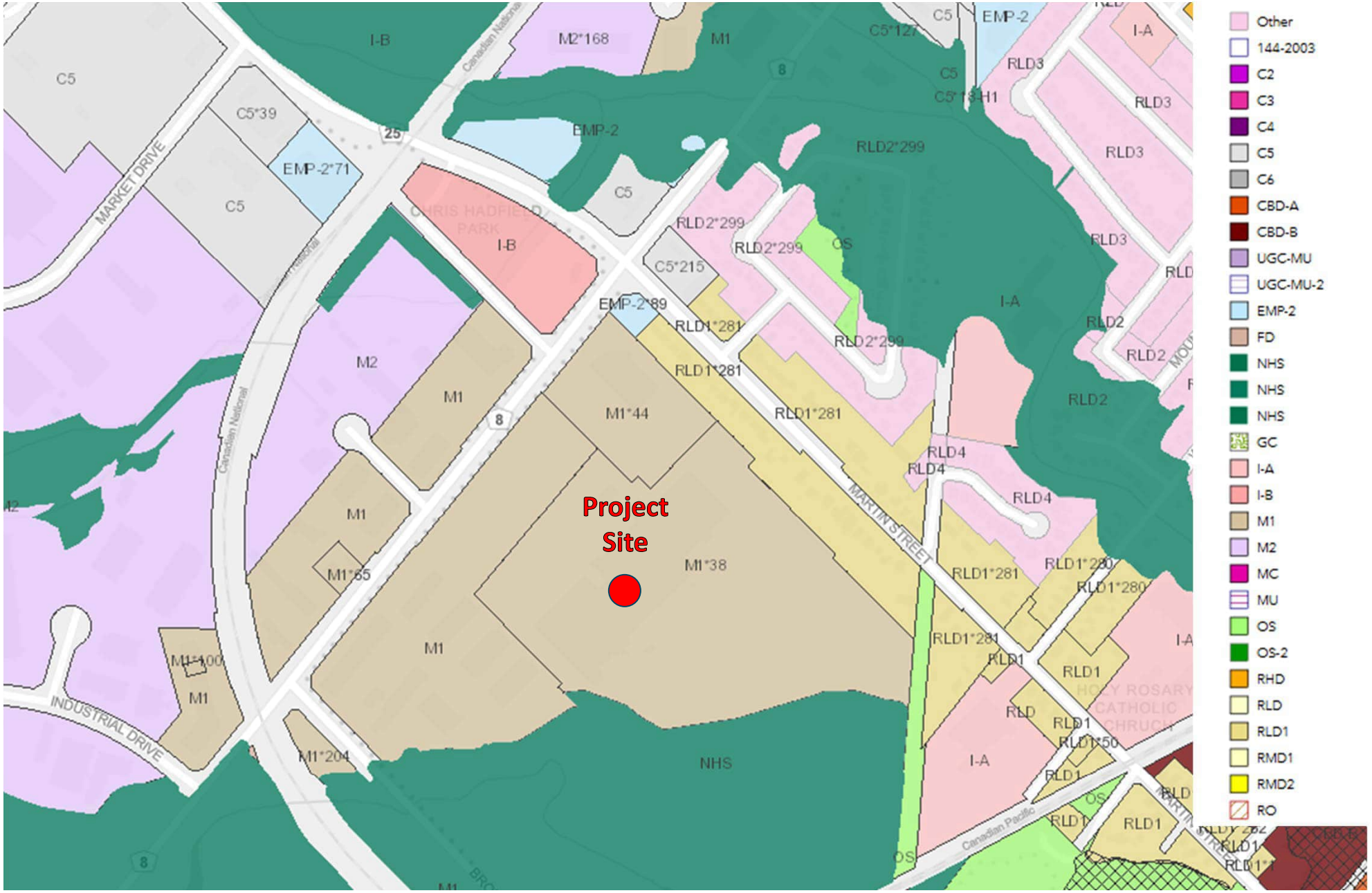
**150 Steeles Milton Inc. (Neat Communities)**

SLR Project No.: 241.031807.00001

February 18, 2026




| | | | | |
|---|---|---|---|---|
| **150 STEELES MILTON INC.** | True North | Scale: 1:15,000 | METRES | SLR |
| 150 STEELES AVENUE EAST- MILTON, ONTARIO | | Date: Feb 2026 Rev 0 | Figure No. 1 | |
| SITE CONTEXT MAP | | Project No. 241.031807.00001 | | |




| | | | | |
|---|---|---|---|---|
| **150 STEELES MILTON INC.** | True North | Scale: | | METRES |
| 150 STEELES AVENUE EAST- MILTON, ONTARIO | | Date: Feb 2026 | Rev 0 | Figure No. **2** |
| ZONING BY LAW MAP – TOWN OF MILTON | | Project No. 241.031807.00001 | | |

SLR




Legend

- ≥ 30 dBA
- ≥ 35 dBA
- ≥ 40 dBA
- ≥ 45 dBA
- ≥ 50 dBA
- ≥ 55 dBA
- ≥ 60 dBA
- ≥ 65 dBA
- ≥ 70 dBA
- ≥ 75 dBA

| | | | |
|---|---|---|---|
| **150 STEELES MILTON INC.** | True North | Scale: 1:1,600 | METRES |
| 150 STEELES AVENUE EAST- MILTON, ONTARIO | | Date: Feb 2026 Rev 0 | Figure No. **3** |
| PREDICTED TOTAL TRANSPORTATION SOUND LEVELS-DAYTIME | | Project No. 241.031807.00001 | |

SLR




**150 STEELES MILTON INC.**

150 STEELES AVENUE EAST- MILTON, ONTARIO

PREDICTED TOTAL TRANSPORTATION SOUND LEVELS-NIGHTTIME

True North

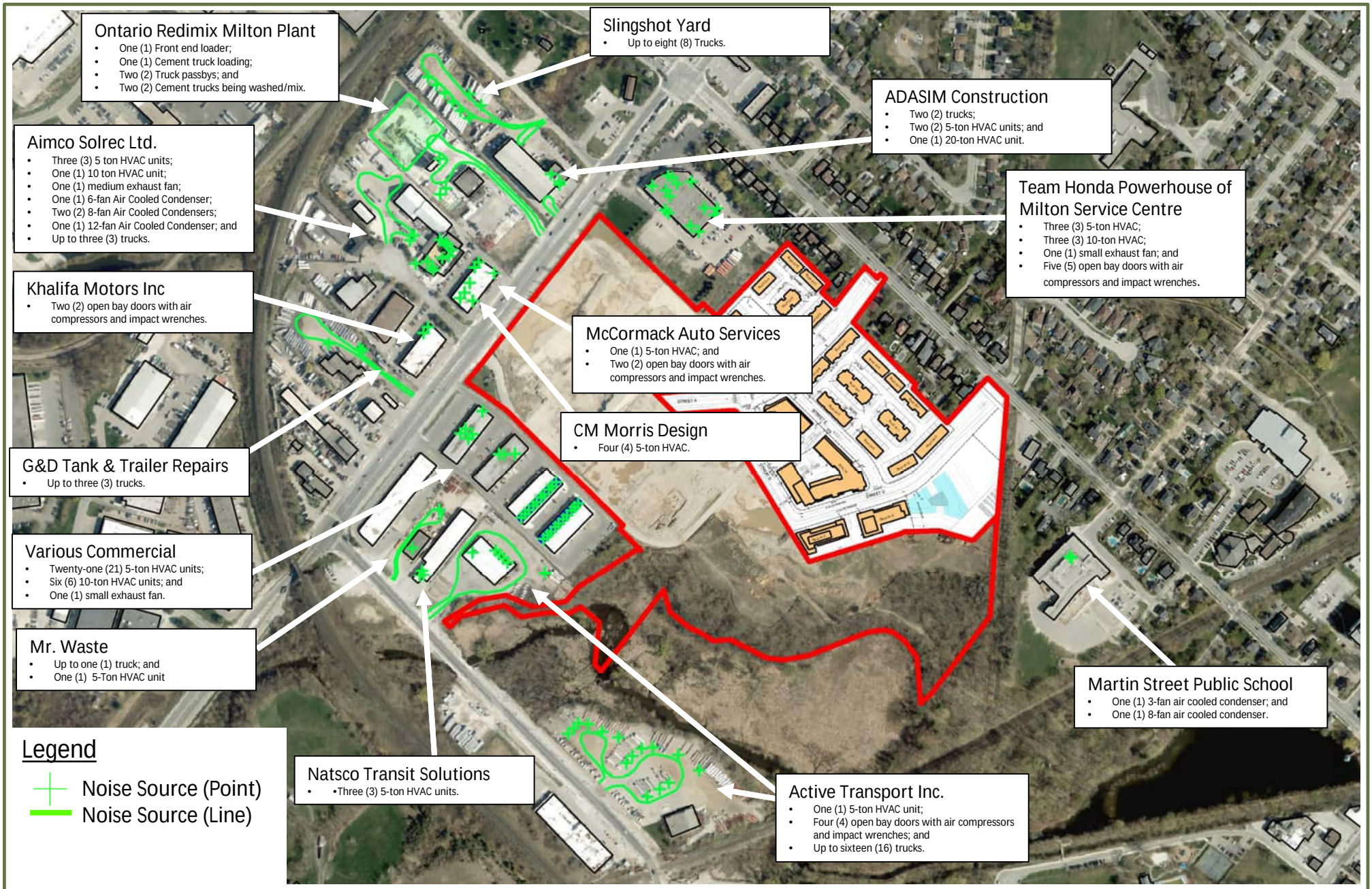
Scale: 1:1,600 METRES

Date: Feb 2026 Rev 0

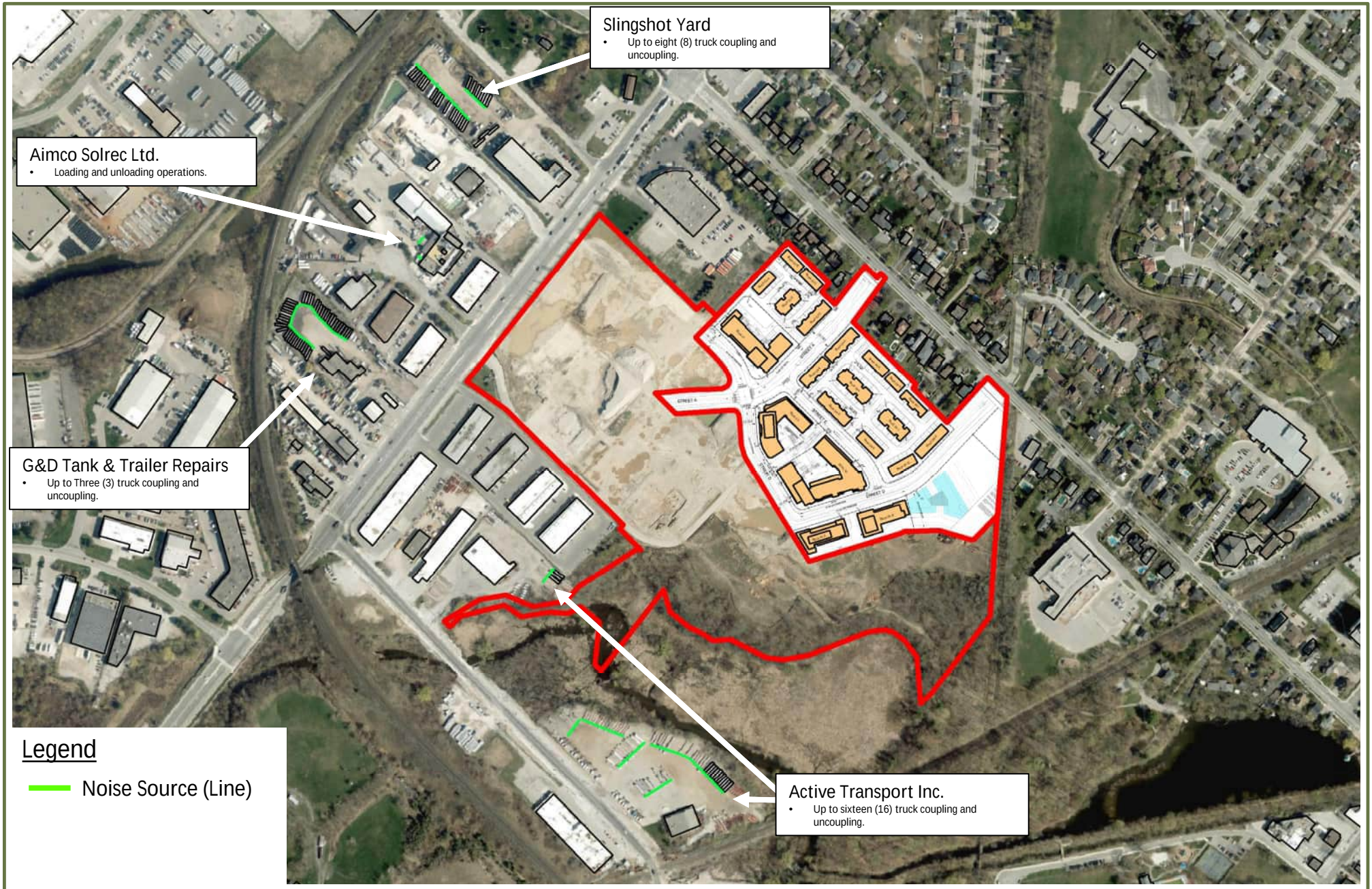
Project No. 241.031807.00001

Figure No. **4**

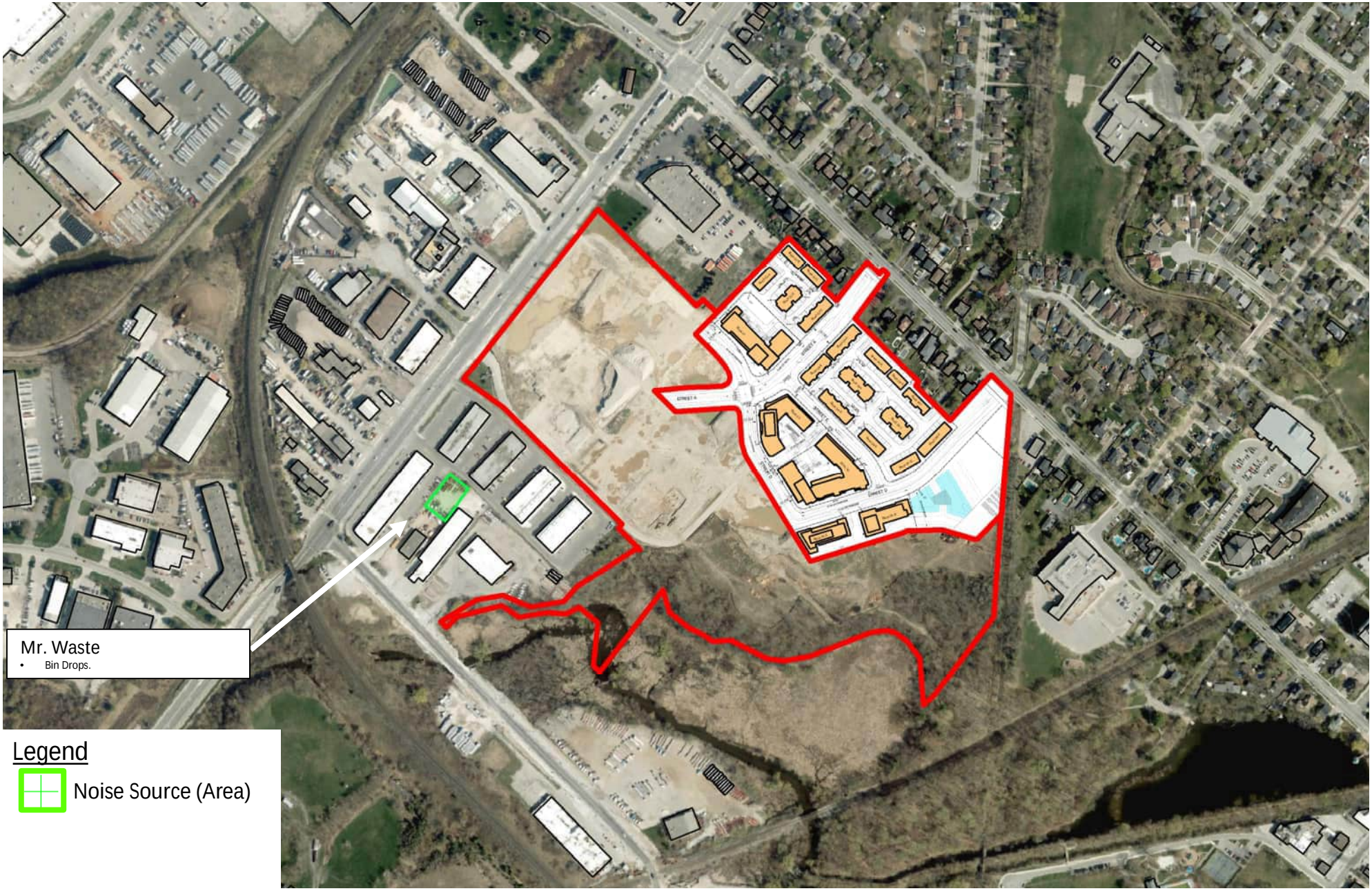
SLR



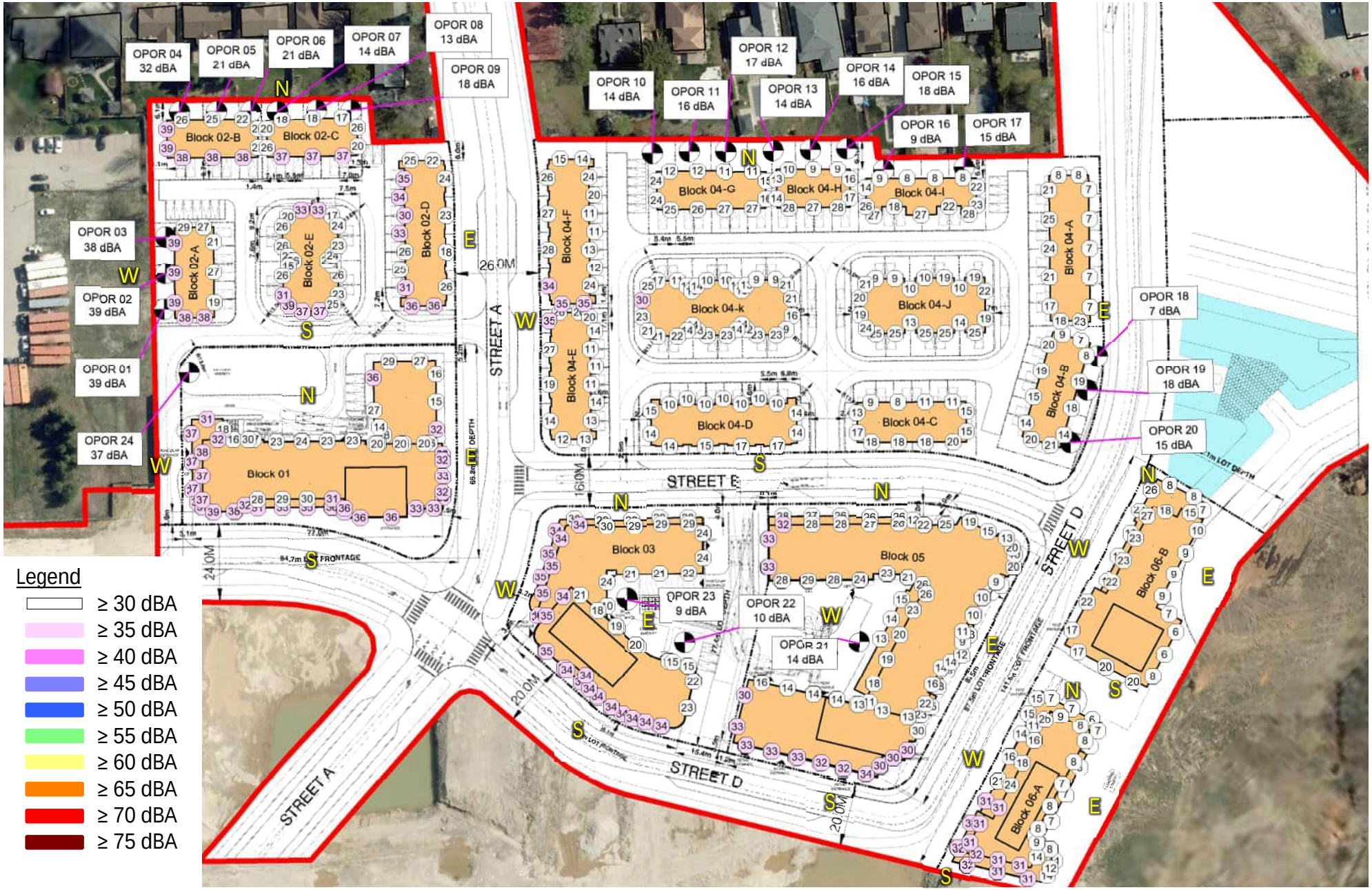

| | | | | |
|---|---|---|---|---|
| **150 STEELES MILTON INC.** | True North | Scale: 1:6,000 | METRES | SLR |
| 150 STEELES AVENUE EAST- MILTON, ONTARIO | | Date: Feb 2026 Rev 0 | Figure No. **5** | |
| MODELLED NON-IMPULSIVE STATIONARY NOISE SOURCE LOCATIONS | | Project No. 241.031807.00001 | | |




| | | | | |
|---|---|---|---|---|
| **150 STEELES MILTON INC.** | True North | Scale: 1:6,000 | METRES | SLR |
| 150 STEELES AVENUE EAST- MILTON, ONTARIO | | Date: Feb 2026 Rev 0 | Figure No. 6 | |
| MODELLED IMPULSIVE STATIONARY NOISE SOURCE LOCATIONS - FREQUENT | | Project No. 241.031807.00001 | | |




| | | | | |
|---|---|---|---|---|
| **150 STEELES MILTON INC.** | True North | Scale: 1:6,000 | METRES | SLR |
| 150 STEELES AVENUE EAST- MILTON, ONTARIO | | Date: Feb 2026 Rev 0 | Figure No. 7 | |
| MODELLED IMPULSIVE STATIONARY NOISE SOURCE LOCATIONS - INFREQUENT | | Project No. 241.031807.00001 | | |




**150 STEELES MILTON INC.**

150 STEELES AVENUE EAST- MILTON, ONTARIO

PREDICTED STATIONARY SOUND LEVELS –ADASIM & SLINGSHOT– DAY/EVENING

True North

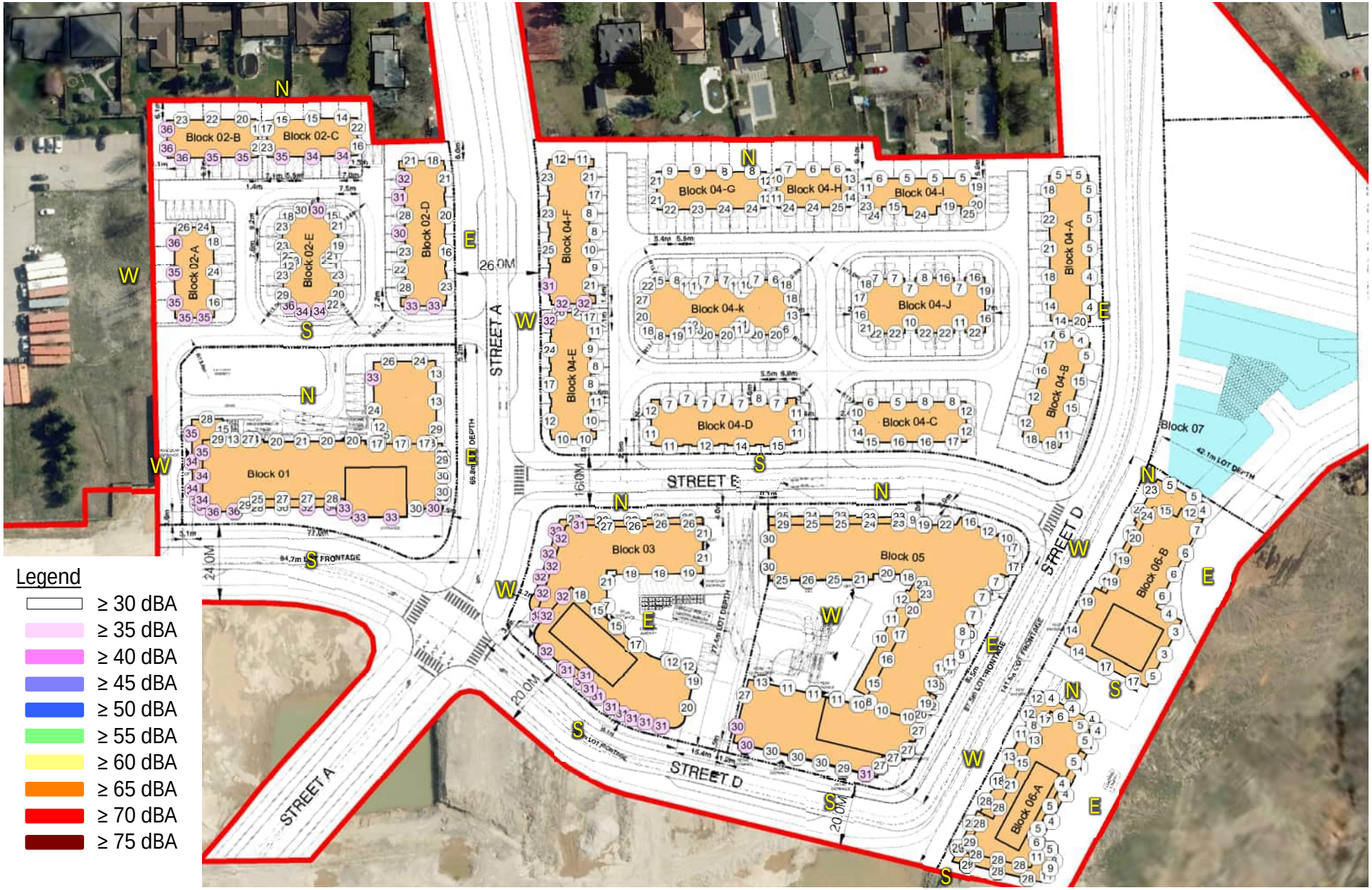
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Date: Feb 2026 Rev 0

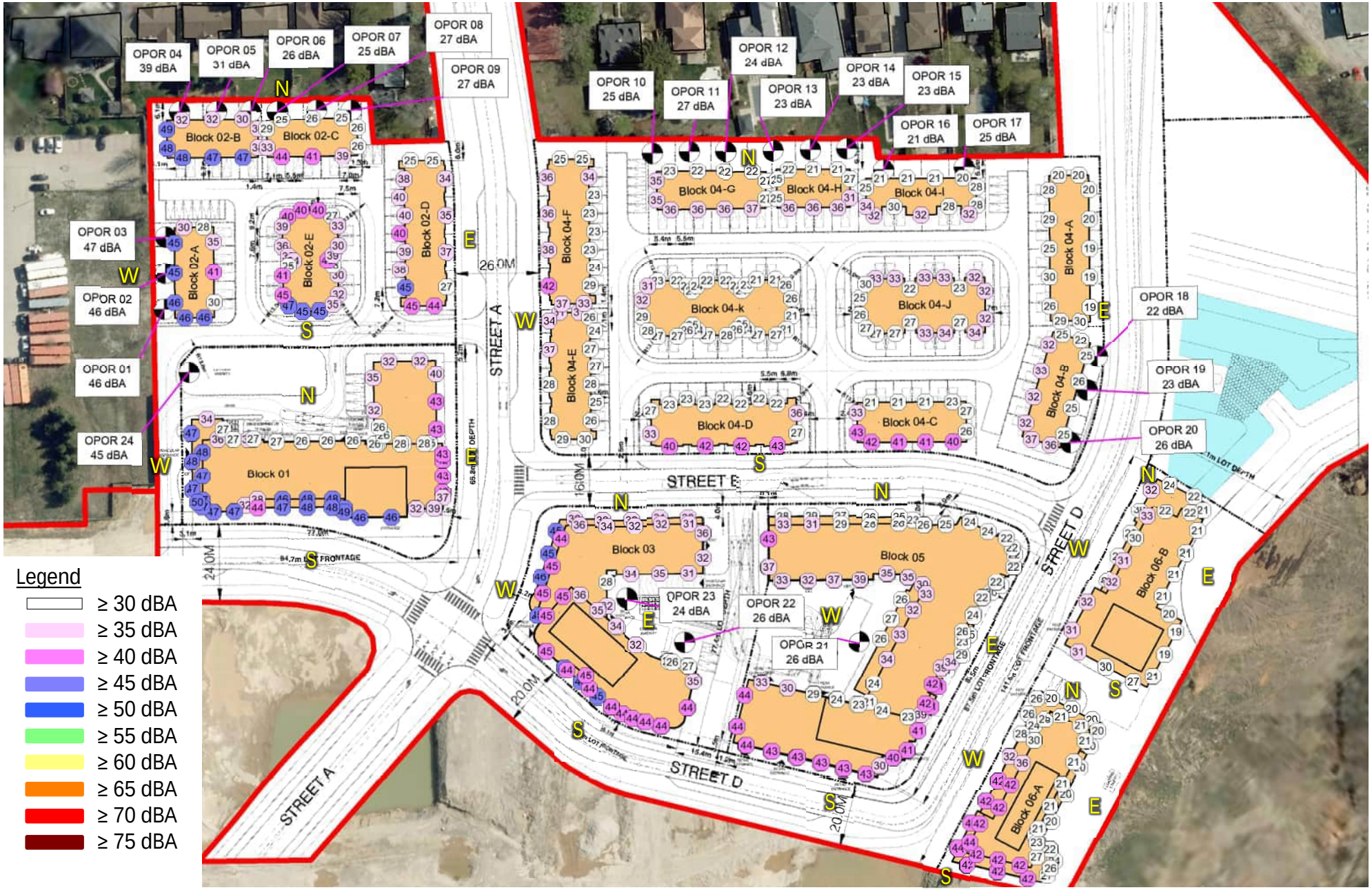
Project No. 241.031807.00001

Figure No. **8**

SLR




| | | | | |
|---|---|---|---|---|
| **150 STEELES MILTON INC.** | True North | Scale: 1:1,600 | METRES | SLR |
| 150 STEELES AVENUE EAST- MILTON, ONTARIO | | Date: Feb 2026 Rev 0 | Figure No. **9** | |
| PREDICTED STATIONARY SOUND LEVELS –ADASIM & SLINGSHOT- NIGHT | | Project No. 241.031807.00001 | | |




Legend

- ≥ 30 dBA
- ≥ 35 dBA
- ≥ 40 dBA
- ≥ 45 dBA
- ≥ 50 dBA
- ≥ 55 dBA
- ≥ 60 dBA
- ≥ 65 dBA
- ≥ 70 dBA
- ≥ 75 dBA

**150 STEELES MILTON INC.**

150 STEELES AVENUE EAST- MILTON, ONTARIO

PREDICTED STATIONARY SOUND LEVELS -ORMP– DAY/EVENING

True North

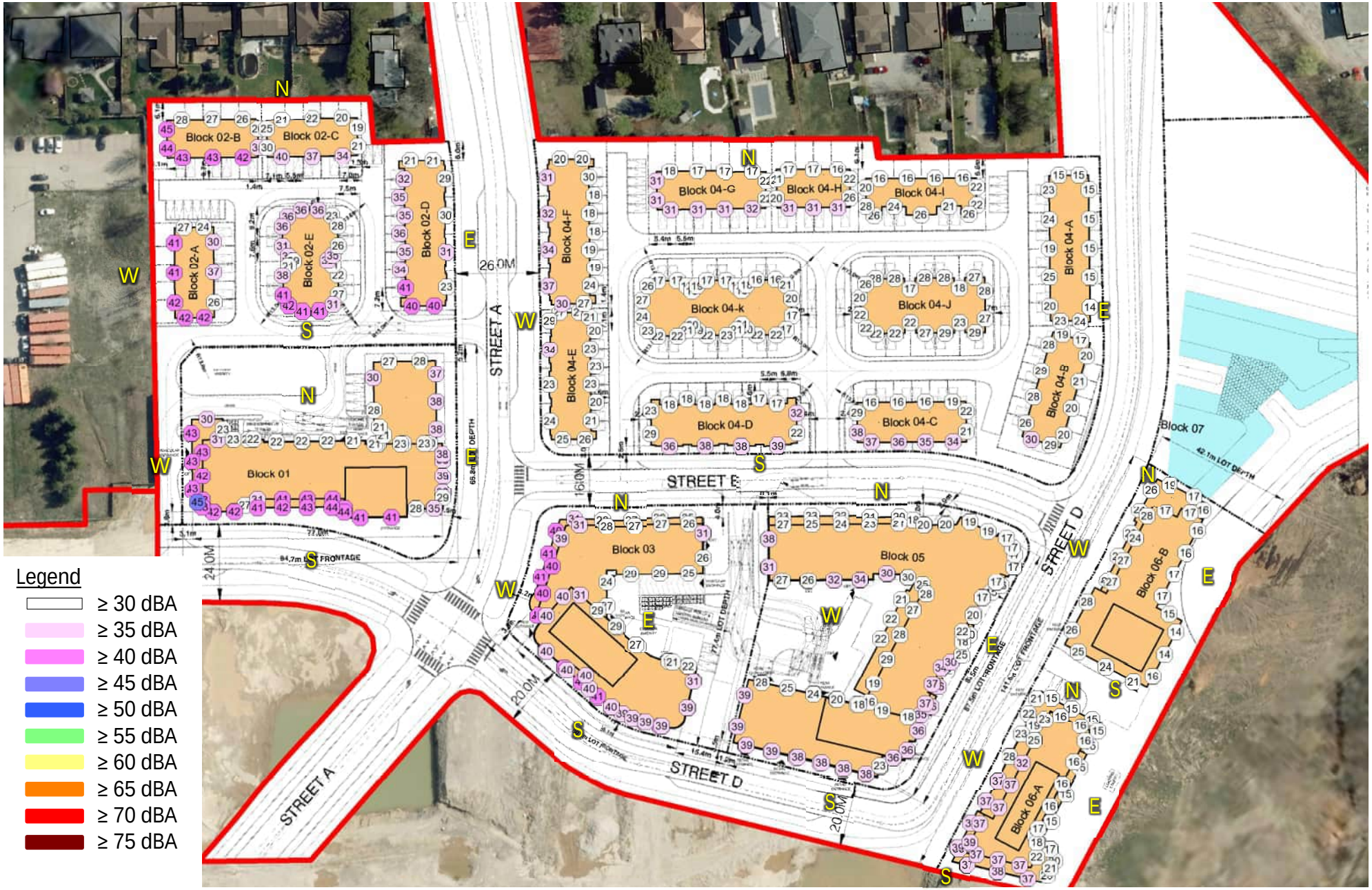
Scale: 1:1,600 METRES

Date: Feb 2026 Rev 0

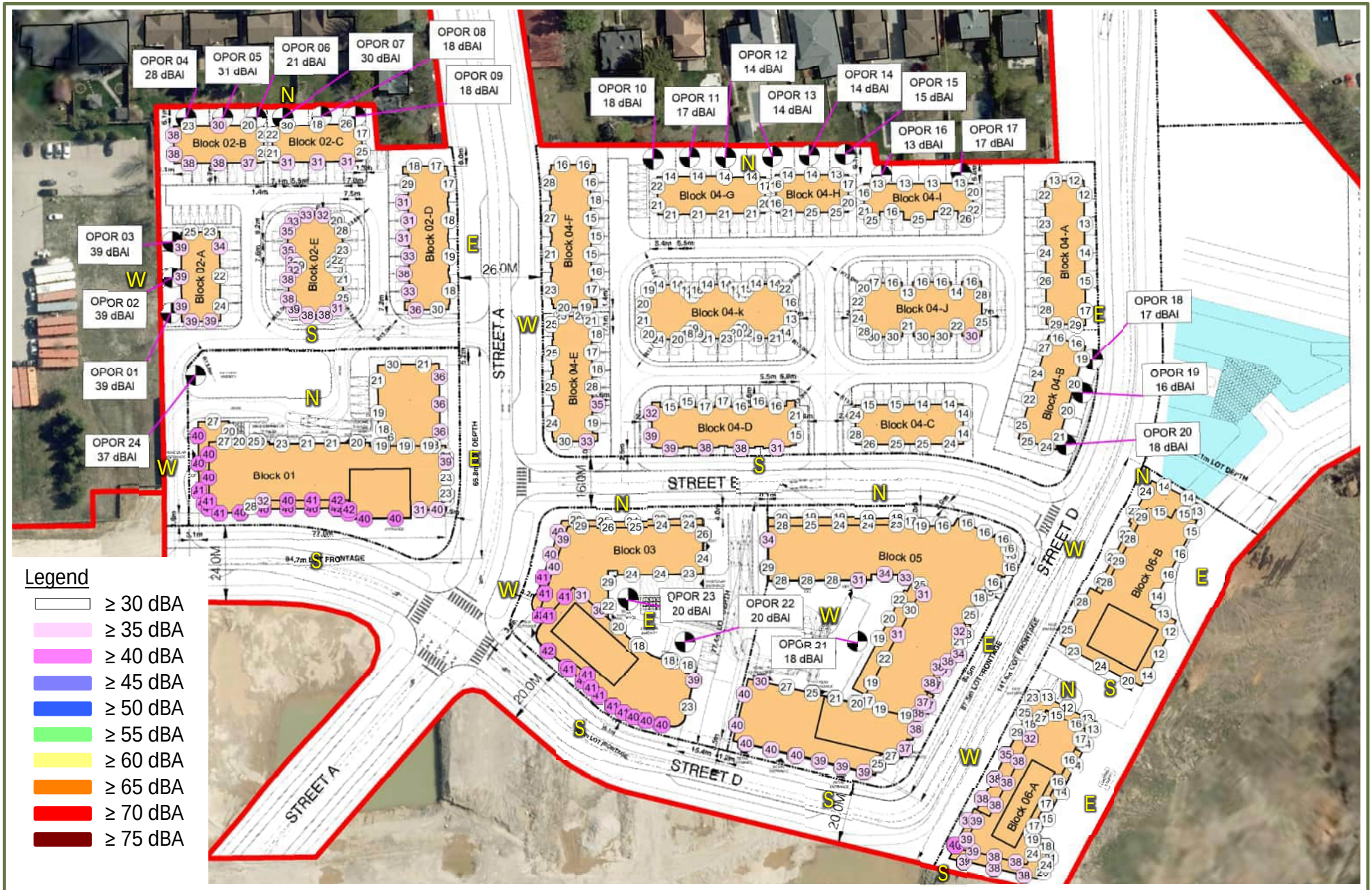
Project No. 241.031807.00001

Figure No. **10**

SLR




| | | | | |
|---|---|---|---|---|
| **150 STEELES MILTON INC.** | True North | Scale: 1:1,600 | METRES | SLR |
| 150 STEELES AVENUE EAST- MILTON, ONTARIO | | Date: Feb 2026 Rev 0 | Figure No. 11 | |
| PREDICTED STATIONARY SOUND LEVELS –ORMP- NIGHT | | Project No. 241.031807.00001 | | |




Legend

- ≥ 30 dBA
- ≥ 35 dBA
- ≥ 40 dBA
- ≥ 45 dBA
- ≥ 50 dBA
- ≥ 55 dBA
- ≥ 60 dBA
- ≥ 65 dBA
- ≥ 70 dBA
- ≥ 75 dBA

**150 STEELES MILTON INC.**

150 STEELES AVENUE EAST- MILTON, ONTARIO

PREDICTED STATIONARY SOUND LEVELS -ASL– DAY/EVENING

True North

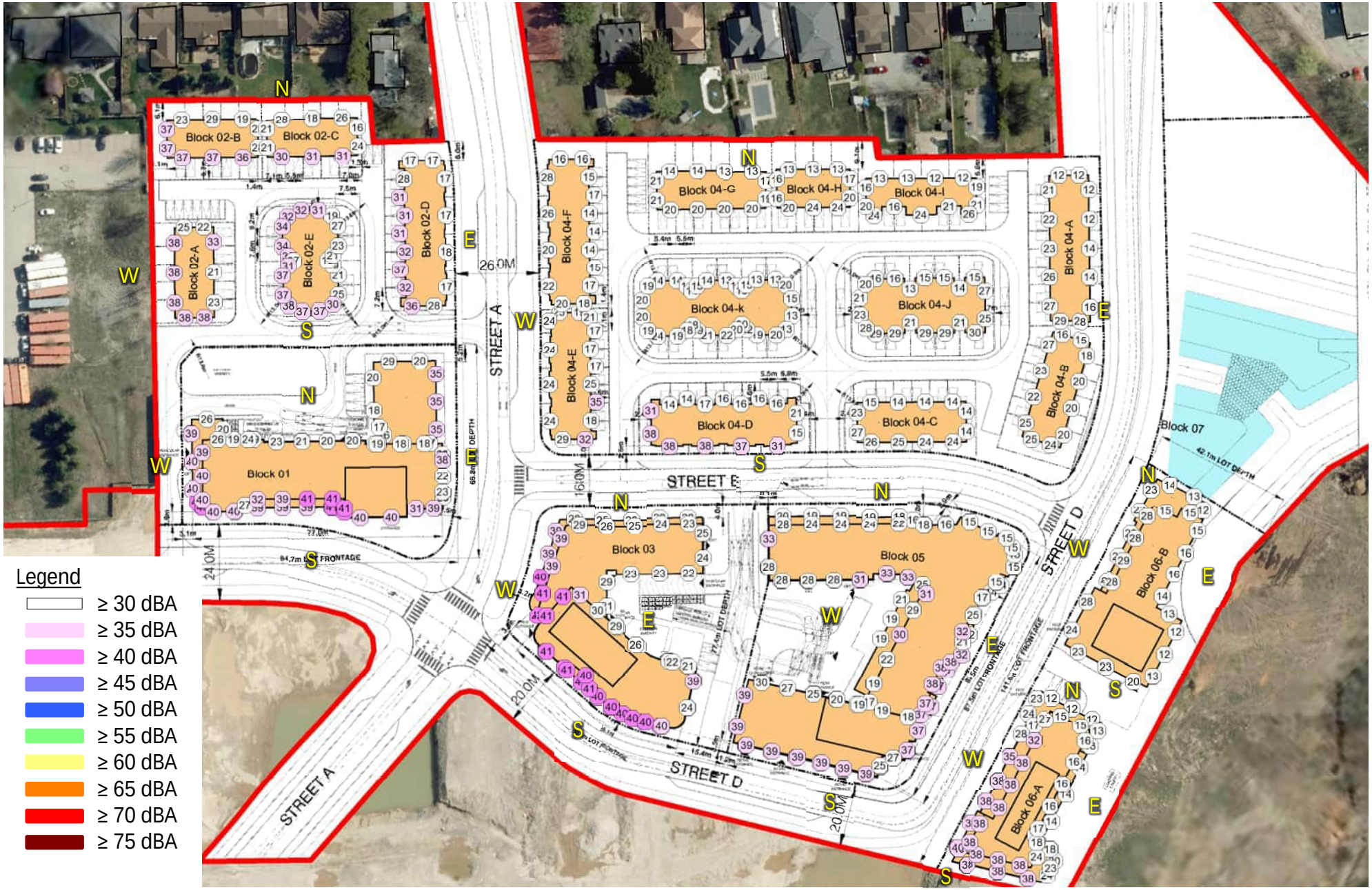
Scale: 1:1,600 METRES

Date: Feb 2026 Rev 0

Project No. 241.031807.00001

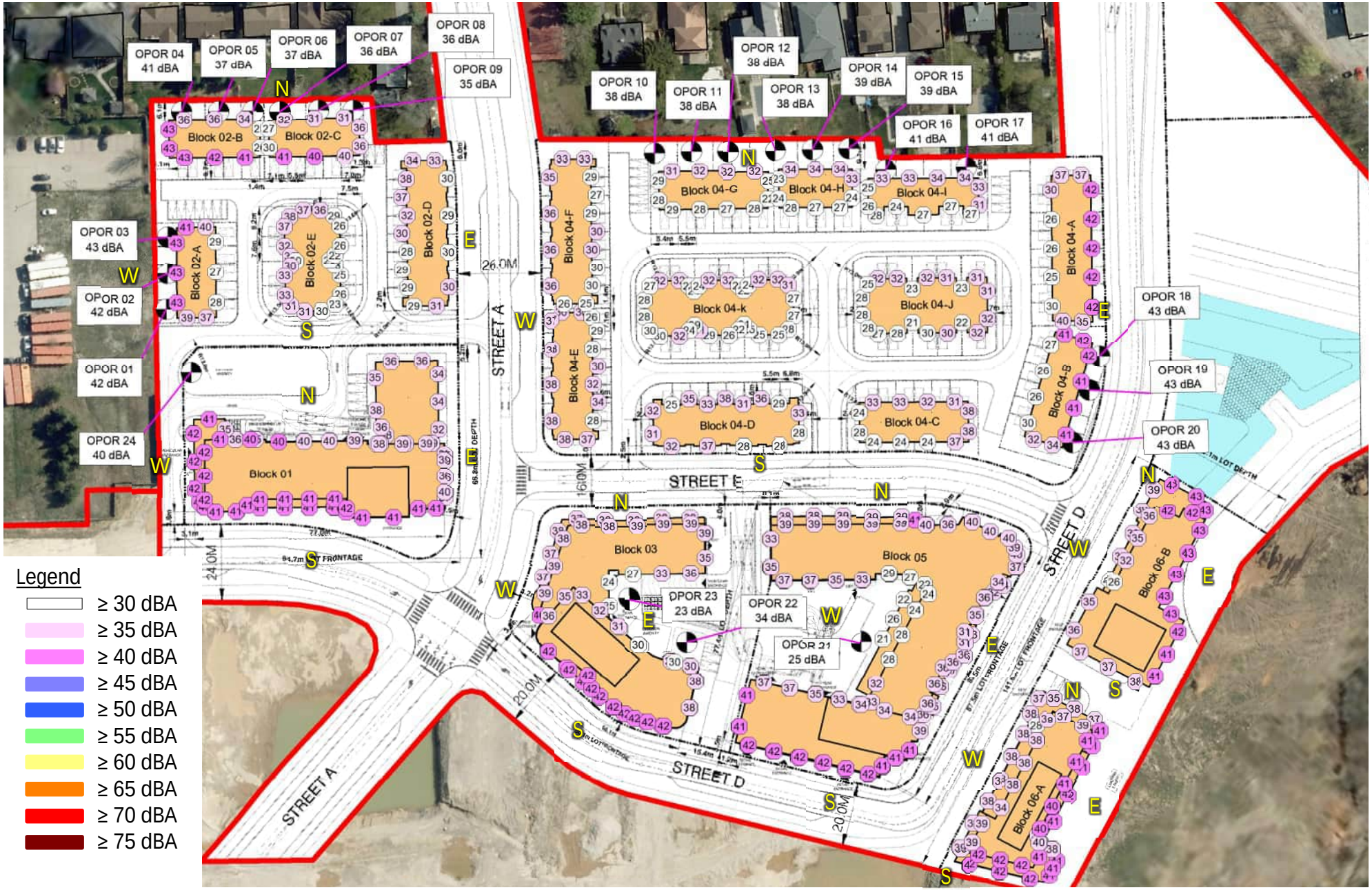
Figure No. **12**

SLR




| | | | |
|---|---|---|---|
| **150 STEELES MILTON INC.** | True North | Scale: 1:1,600 | METRES |
| 150 STEELES AVENUE EAST- MILTON, ONTARIO | | Date: Feb 2026 Rev 0 | Figure No. **13** |
| PREDICTED STATIONARY SOUND LEVELS –ASL- NIGHT | | Project No. 241.031807.00001 | |

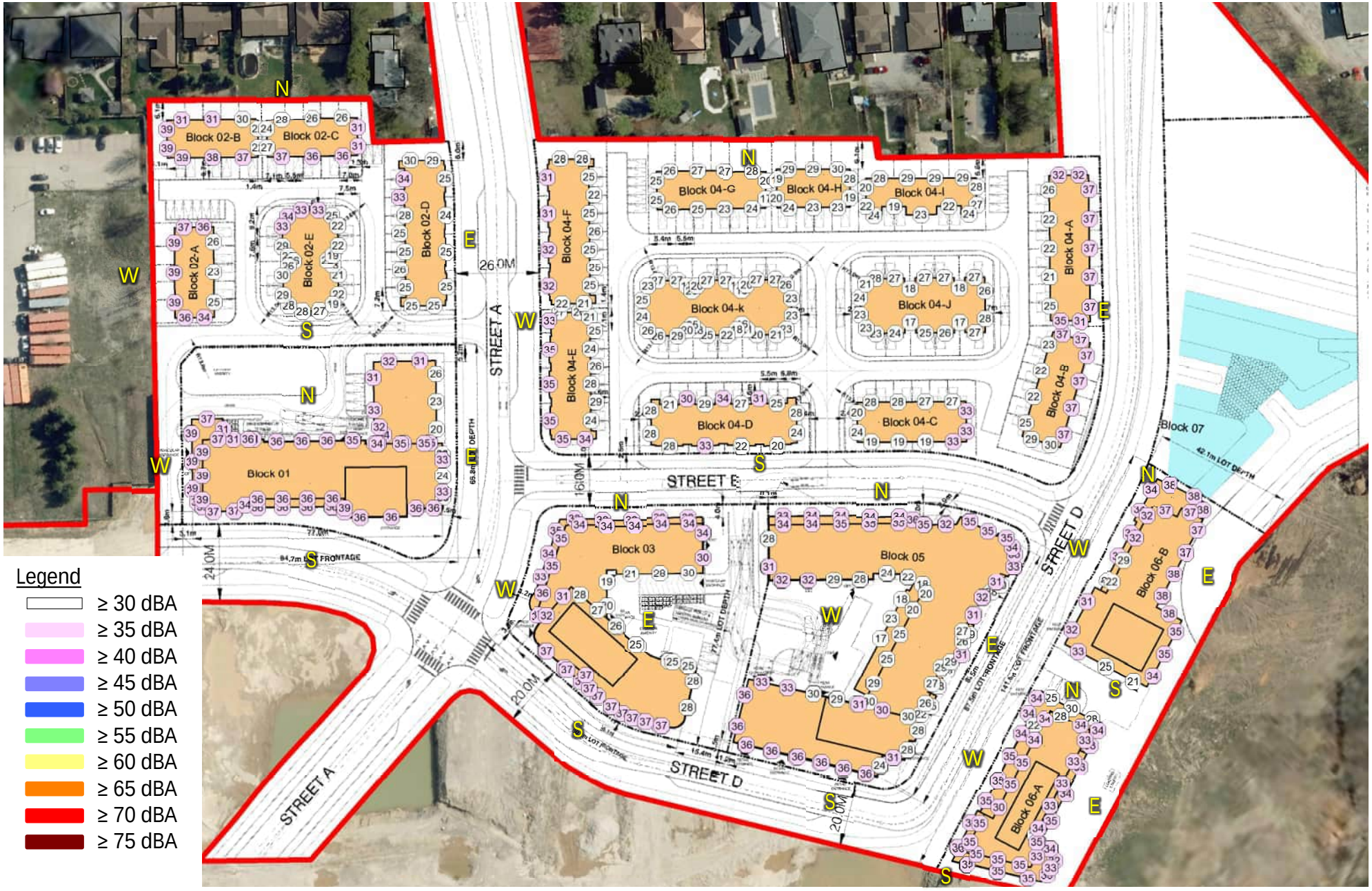
SLR



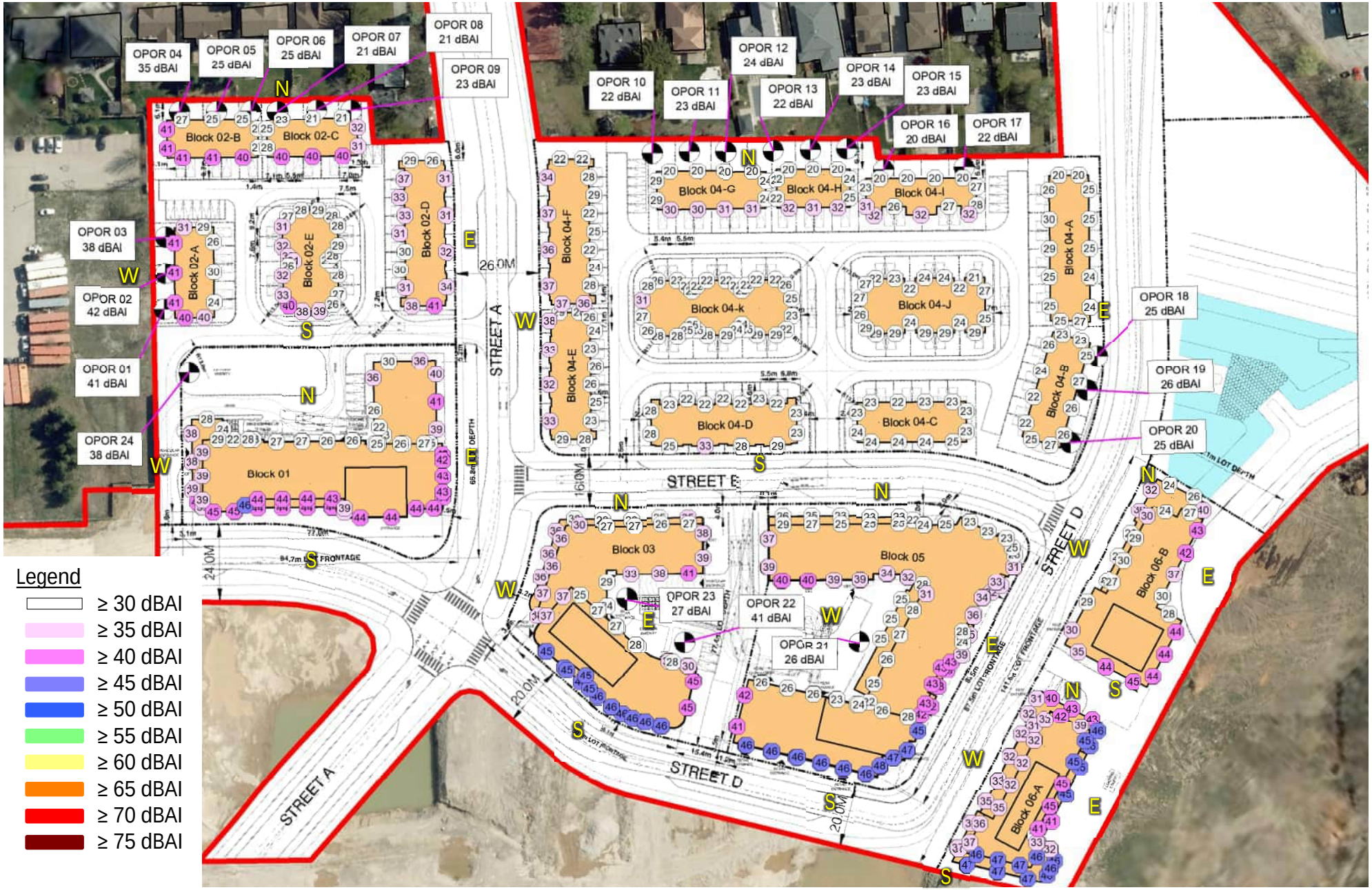

Legend

- ≥ 30 dBA
- ≥ 35 dBA
- ≥ 40 dBA
- ≥ 45 dBA
- ≥ 50 dBA
- ≥ 55 dBA
- ≥ 60 dBA
- ≥ 65 dBA
- ≥ 70 dBA
- ≥ 75 dBA

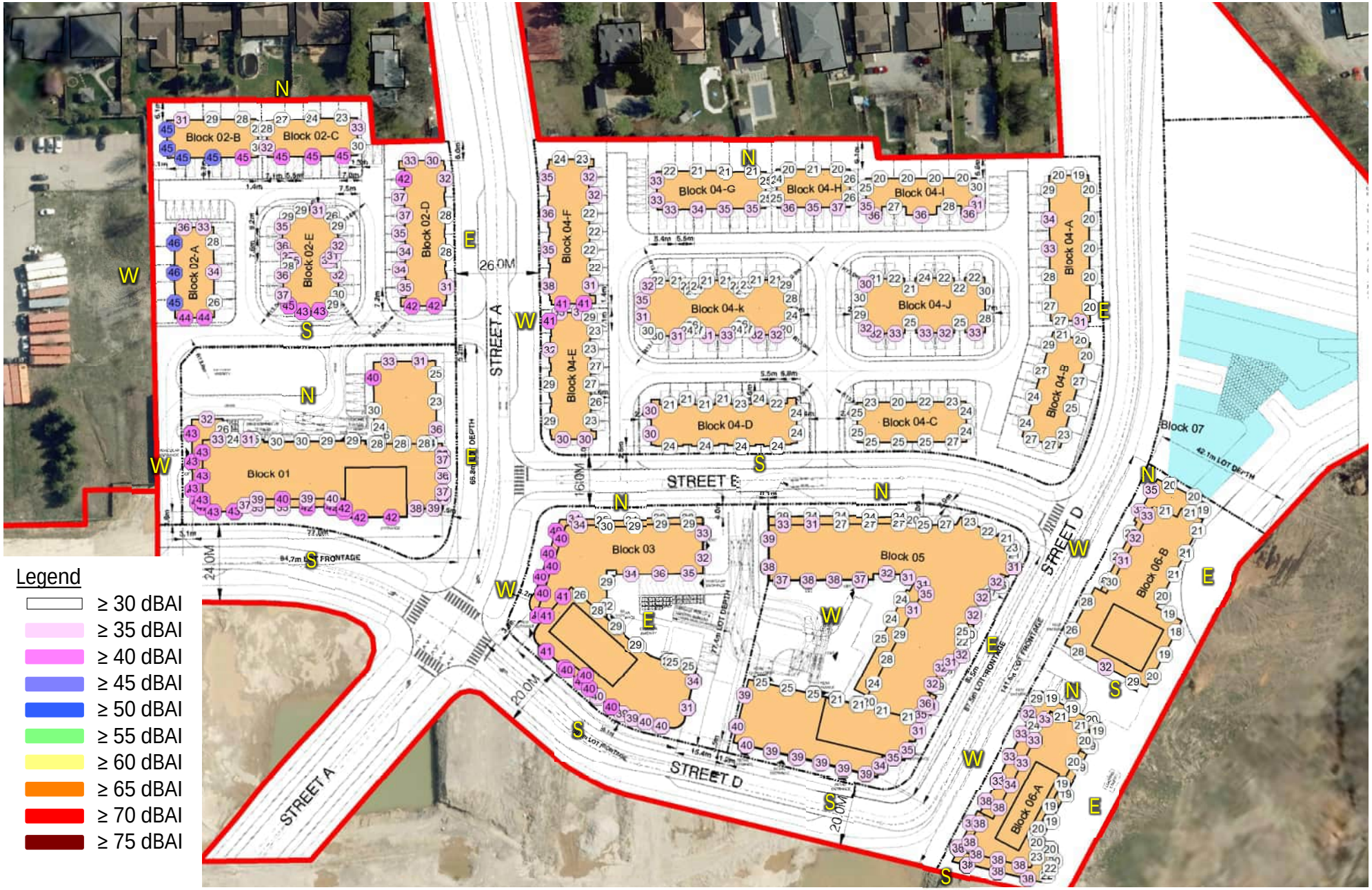
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| **150 STEELES MILTON INC.** | True North | Scale: 1:1,600 | METRES | SLR |
| 150 STEELES AVENUE EAST- MILTON, ONTARIO | | Date: Feb 2026 Rev 0 | Figure No. **14** | |
| PREDICTED STATIONARY SOUND LEVELS -UNPERMITTED– DAY/EVENING | | Project No. 241.031807.00001 | | |




| | | | | |
|---|---|---|---|---|
| **150 STEELES MILTON INC.** | True North | Scale: 1:1,600 | METRES | SLR |
| 150 STEELES AVENUE EAST- MILTON, ONTARIO | | Date: Feb 2026 Rev 0 | Figure No. **15** | |
| PREDICTED STATIONARY SOUND LEVELS –UNPERMITTED- NIGHT | | Project No. 241.031807.00001 | | |




| | | | | |
|---|---|---|---|---|
| **150 STEELES MILTON INC.** | True North | Scale: 1:1,600 | METRES | SLR |
| 150 STEELES AVENUE EAST- MILTON, ONTARIO | | Date: Feb 2026 Rev 0 | Figure No. **16** | |
| PREDICTED IMPULSIVE STATIONARY SOUND LEVELS -FREQUENT– DAY/EVENING | | Project No. 241.031807.00001 | | |



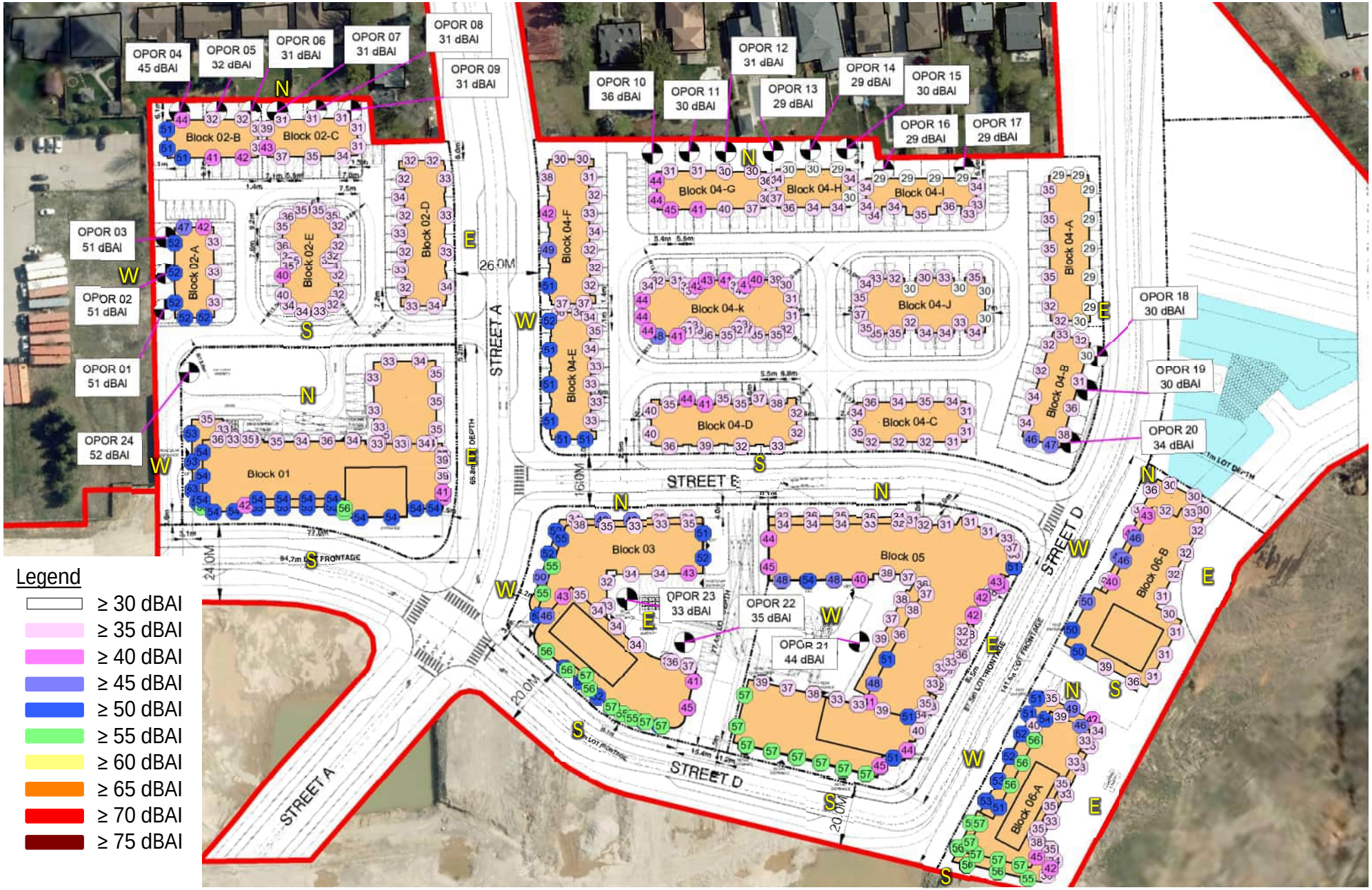

**150 STEELES MILTON INC.**

150 STEELES AVENUE EAST- MILTON, ONTARIO

PREDICTED IMPULSIVE STATIONARY SOUND LEVELS -FREQUENT– NIGHT

| | | | |
|---|---|---|---|
| True North | Scale: 1:1,600 | | METRES |
| | Date: Feb 2026 | Rev 0 | Figure No. 17 |
| | Project No. 241.031807.00001 | | |

SLR




Legend

- ≥ 30 dBAI
- ≥ 35 dBAI
- ≥ 40 dBAI
- ≥ 45 dBAI
- ≥ 50 dBAI
- ≥ 55 dBAI
- ≥ 60 dBAI
- ≥ 65 dBAI
- ≥ 70 dBAI
- ≥ 75 dBAI

**150 STEELES MILTON INC.**

150 STEELES AVENUE EAST- MILTON, ONTARIO

PREDICTED IMPULSIVE STATIONARY SOUND LEVELS -INFREQUENT– DAY/EVENING/NIGHT

True North

Scale: 1:1,600 METRES

Date: Feb 2026 Rev 0

Project No. 241.031807.00001

Figure No. **18**

SLR

# Appendix A Development Drawings

## Environmental Noise Study

150 Steeles Avenue East – Milton, ON

**150 Steeles Milton Inc. (Neat Communities)**

SLR Project No.: 241.031807.00001

February 18, 2026



# 150 STEELES AVENUE EAST, MILTON

## RE-ISSUED FOR OPA & ZONING BY-LAW APPROVAL

## 13 FEBRUARY 2026

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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150 STEELES AVE
MILTON, ON

neatt

ONTARIO ASSOCIATION OF ARCHITECTS
EVAN CLARK
LICENCE

| Drawn | Scale |
|---|---|
| | N/A |
| Checked | Date |
| CW | 2025-03-01 |

Title
PHASE 1
FRONT COVER

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A000** |




2 A001 CONTEXT PLAN
1: 2500

| | | | | |
|---|---|---|---|---|
| A000 | FRONT COVER | | | |
| A001 | CONTEXT PLAN & DRAWING LIST | | A263 | BLOCK 04 TOWNHOUSES - GROUND LEVEL |
| A002 | ZONING STATISTICS | | A264 | BLOCK 04 TOWNHOUSES - LEVEL 02 |
| A003 | OVERALL SITE STATISTICS | | A265 | BLOCK 04 TOWNHOUSES - LEVEL 03 |
| A004 | BLOCK STATISTICS | | | |
| A005 | BLOCK STATISTICS | | A270 | BLOCK 06 - BASEMENT P3 |
| A006 | BLOCK STATISTICS TOWNHOUSES | | A271 | BLOCK 06 - BASEMENT P2 |
| A007 | SITE SURVEY | | A272 | BLOCK 06 - BASEMENT P1 |
| | | | A273 | BLOCK 06 - GROUND LEVEL |
| A100 | SITE PLAN | | A274 | BLOCK 06 - LEVEL 2 |
| A101 | SITE PLAN BLOCK 1 & 2 | | A275 | BLOCK 06 - LEVEL 3 |
| A102 | SITE PLAN BLOCK 3 & 5 | | A276 | BLOCK 06 - LEVELS 4-6 |
| A103 | SITE PLAN BLOCK 4 | | A277 | BLOCK 06 - LEVEL 7 |
| A104 | SITE PLAN BLOCK 6 | | A278 | BLOCK 06 - LEVEL 8 |
| A110 | OPEN AREA CALCULATION | | A279 | BLOCK 06 - LEVEL 9 |
| A111 | WASTE MANAGEMENT PLANS | | A280 | BLOCK 06 - MPH LEVEL |
| A112 | WASTE MANAGEMENT PLANS | | | |
| A113 | WASTE MANAGEMENT PLANS | | | |
| | | | A400 | OVERALL SITE SECTION 1 & 2 |
| A200 | OVERALL PLAN - BASEMENT P3 | | A410 | OVERALL SITE SECTION 3 & 4 |
| A201 | OVERALL PLAN - BASEMENT P2 | | | |
| A202 | OVERALL PLAN - BASEMENT P1 | | A420 | BLOCK 01 ELEVATION |
| A203 | OVERALL PLAN - GROUND LEVEL | | A421 | BLOCK 01 ELEVATION |
| A204 | OVERALL PLAN - LEVEL 02 | | | |
| A205 | OVERALL PLAN - LEVEL 03 | | A430 | BLOCK 02 TOWNHOUSE ELEVATION |
| A206 | OVERALL PLAN - LEVEL 04 | | | |
| A207 | OVERALL PLAN - LEVEL 05 | | A440 | BLOCK 03 ELEVATION |
| A208 | OVERALL PLAN - LEVEL 06 | | A441 | BLOCK 03 ELEVATION |
| A209 | OVERALL PLAN - LEVEL 07 | | | |
| A210 | OVERALL PLAN - LEVEL 08 | | A450 | BLOCK 04 TOWNHOUSE ELEVATION |
| A211 | OVERALL PLAN - LEVEL 09 | | | |
| A212 | OVERALL PLAN - LEVEL 10 | | A460 | BLOCK 05 ELEVATION |
| A213 | OVERALL PLAN - ROOF LEVEL | | A461 | BLOCK 05 ELEVATION |
| | | | | |
| A221 | BLOCK 01 - BASEMENT P2 | | A470 | BLOCK 06 ELEVATION |
| A222 | BLOCK 01 - BASEMENT P1 | | A471 | BLOCK 06 ELEVATION |
| A223 | BLOCK 01 - GROUND LEVEL | | | |
| A224 | BLOCK 01 - LEVELS 2-4 | | | |
| A225 | BLOCK 01 - LEVELS 5 | | | |
| A226 | BLOCK 01 - LEVELS 6-8 | | | |
| A227 | BLOCK 01 - MPH LEVEL | | | |
| | | | | |
| A233 | BLOCK 02 TOWNHOUSES - GROUND LEVEL | | | |
| A234 | BLOCK 02 TOWNHOUSES - LEVEL 02 | | | |
| A235 | BLOCK 02 TOWNHOUSES - LEVEL 03 | | | |
| | | | | |
| A240 | BLOCK 03 & 05 - BASEMENT P3 | | | |
| A241 | BLOCK 03 & 05 - BASEMENT P2 | | | |
| A242 | BLOCK 03 & 05 - BASEMENT P1 | | | |
| A243 | BLOCK 03 & 05 - GROUND LEVEL | | | |
| A244 | BLOCK 03 & 05 - LEVELS 2-4 | | | |
| A245 | BLOCK 03 & 05 - LEVEL 5 | | | |
| A246 | BLOCK 03 & 05 - LEVEL 6 | | | |
| A247 | BLOCK 03 & 05 - LEVEL 7 | | | |
| A248 | BLOCK 03 & 05 - LEVEL 8 | | | |
| A249 | BLOCK 03 & 05 - LEVELS 9-10 | | | |
| A250 | BLOCK 03 & 05 - MPH LEVEL | | | |

1 A001 DRAWING LIST

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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OMAR ESLAH-HOSN
LICENCE

| | |
|---|---|
| Drawn | Scale 1:2500 |
| Checked CW | Date 2025-03-01 |

Title
CONTEXT PLAN
DRAWING LIST

| | |
|---|---|
| Project No. 22-207 | Drawing No. **A001** |

| Summary of Applicable Milton Comprehensive Zoning By-Law No. 016 – 2014 Standards | | |
|---|---|---|
| | **Required Min.** | **Proposed** |
| **Residential Apartment and Mixed Use Blocks (BLOCK 01)** | | |
| Lot Frontage | 54.0 m | 84.7 m |
| Lot Depth | 36.0 m | 65.8 m |
| Lot Coverage | 25% | 43.62% |
| Front Yard Setback from Street (Residential Only) | 3.0 m | 3.8 m |
| Front Yard Setback from Street (Mixed Use) | 0.0 m | N/A |
| Interior Side Yard Setback | 10.5 m | 3.1m |
| Exterior Side Yard Setback | 10.5 m | 3.5m |
| Rear Yard Setback | 10.5 m | 5.2m |
| Building Height (exclusive of mechanical penthouse, rooftop equipment, elevator tower, or architectural features such as parapets) | 29 m | 25.6 m |
| Landscaped Open Space % (Residential Only) | 30% | 31.9 |
| Landscaped Open Space % (Mixed Use ) | 20% | N/A |
| Floor Space Index Minimum | 1.0 FSI | 3.04 FSI |
| Floor Space Index Maximum | 3.0 FSI | |
| First Storey Height (Mixed Use Buildings - measured from floor to floor) | 4.0 m | 4.0 m |
| Main wall of Building Length | 60.0 m | 77.0m |
| | | |
| **Parking/Loading/Bicycles (BLOCK 01)** | | |
| Driveway Width | | |
| One-Way Driveway | 3.5 m | N/A |
| Two-Way Driveway | 6.0 m | 6.0m |
| Vehicular Residential Parking Per Unit (Townhouse Dwelling) | 2/unit | N/A |
| Vehicular Residential Parking Per Unit (Apartments, Mixed Use) | 1/unit | 1 / unit |
| Vehicular Visitor Parking Per Unit (Apartments, Mixed Use) | 0.25/unit | 0.2/unit |
| Parking Space Length | 5.8 m | 5.8 m |
| Parking Space Width | 2.75 m | 2.75 m |
| Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 13 to 100 spaces) | 4% of total required regular parking spaces (4% of 40 visitor = 1.6) | 2 Visitor Accessible Stalls |
| Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 101 to 200 spaces) | 1 accessible space Plus 3% of total required regular parking spaces | N/A |
| Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 201 to 1000 spaces) | 2 accessible spaces Plus 2% of total required regular parking spaces (2+ 2% of 205 =6.1) | 8 Residential Acessible Stalls |
| Accessible Parking Space Length | 5.8 m | 5.8 m |
| Accessible Parking Space Width (TYPE A) | 3.4 m | 3.4 m |
| Accessible Parking Space Width (TYPE B) | 2.75 m | 2.75 m |
| Loading Space Length | 12.0 m | 12.0 m |
| Loading Space Width | 3.5 m | 3.5 m |
| Loading Space Minimum Vertical Clearance | 4.2 m | Exterior |
| Bicycle Parking Space (Horizontal) Length | 1.8 m | 1.8 m |
| Bicycle Parking Space (Horizontal) Width | 0.6 m | 0.6 m |
| Bicycle Parking Space (Vertical) Length | 1.2 m | 1.2 m |
| Bicycle Parking Space (Vertical) Width | 0.4 m | 0.4 m |
| Bicycle Parking Minimum Vertical Clearance | 1.9 m | 1.9 m |
| Bicycle Parking Spaces (Long term Residential) | 197 | 198 |
| Bicycle Parking Spaces (Short term Residential) | 9.85 | 10 |
| | | |
| **Townhouse Blocks (BLOCK 02 & 04)** | | |
| **Street Access Lot Frontage (Double Front)** | | |
| ~~Corner Unit~~ | 8.4 m | 6.8 m |
| Interior Unit | 6.4 m | 5.54 m |
| End Unit | 7.6 m | 7 m |
| Front Yard Setbacks | | 2 m |
| Interior Side Yard Setbacks End Units | | 1.2 |
| Exterior Side Yard Setbacks Corner Units | | 1.3 m |
| Rear Yard Setbacks | | 5.6 m |
| Building Height | | 10.6 m |
| | | |
| **Lane Access Lot Frontage (Single Front)** | | |
| Corner Unit | 7.5 m | 7 |
| Interior Unit | 5.5 m | 5.5 m |
| End Unit | 6.7 m | 6.9 m |
| Front Yard Setbacks | 2.0 m | 6.7 m |
| Interior Side Yard Setbacks End Units | 0.0 m | 1.4 m |
| Exterior Side Yard Setbacks Corner Units | 2.4 m | 1.4 m |
| Rear Yard Setbacks | 7.0 m | 6.0 m |
| Building Height | 12.5 m | 11.0 m |
| | | |
| **Lane Access Lot Frontage (Back to Back)** | | |
| Corner Unit | 8.4 m | 9.2 m |
| Interior Unit | 6.4 m | 7.6 m |
| End Unit | 7.6 m | N/A |
| Front Yard Setbacks | | 7.3m |
| Interior Side Yard Setbacks End Units | | N/A |
| Exterior Side Yard Setbacks Corner Units | | 1.5m |
| Rear Yard Setbacks | 7.0 m | N/A |
| Building Height | 12.5 m | 11.0 m |

3 A002 ZONING – BLOCK 1, 2, 4

| **Residential Apartment and Mixed Use Blocks (BLOCK 03)** | | |
|---|---|---|
| Lot Frontage | 54.0 m | 80.1 m |
| Lot Depth | 36.0 m | 77.4 m |
| Lot Coverage | 25% | 43% |
| Front Yard Setback from Street (Residential Only) | 3.0 m | 3.3 m |
| Front Yard Setback from Street (Mixed Use) | 0.0 m | N/A |
| Interior Side Yard Setback | 10.5 m | 15.4 m |
| Exterior Side Yard Setback | 10.5 m | 4.2 m |
| Rear Yard Setback | 10.5 m | 4.0 m |
| Building Height (exclusive of mechanical penthouse, rooftop equipment, elevator tower, or architectural features such as parapets) | 29 m | 25.9 m |
| Landscaped Open Space % (Residential Only) | 30% | 27.70% |
| Landscaped Open Space % (Mixed Use ) | 20% | N/A |
| Floor Space Index Minimum | 1.0 FSI | 3.04 FSI |
| Floor Space Index Maximum | 3.0 FSI | |
| First Storey Height (Mixed Use Buildings - measured from floor to floor) | 4.0 m | 4.0 m |
| Main wall of Building Length | 60.0 m | 56.1 m |
| | | |
| **Parking/Loading/Bicycles (BLOCK 03)** | | |
| Driveway Width | | |
| One-Way Driveway | 3.5 m | N/A |
| Two-Way Driveway | 6.0 m | 6.0m |
| Vehicular Residential Parking Per Unit (Townhouse Dwelling) | 2/unit | N/A |
| Vehicular Residential Parking Per Unit (Apartments, Mixed Use) | 1/unit | 1 / unit |
| Vehicular Visitor Parking Per Unit (Apartments, Mixed Use) | 0.25/unit | 0.2/unit |
| Parking Space Length | 5.8 m | 5.8 m |
| Parking Space Width | 2.75 m | 2.75 m |
| Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 13 to 100 spaces) | 4% of total required regular parking spaces (4% of 37 visitor = 1.6) | 2 Visitor Accessible Stalls |
| Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 101 to 200 spaces) | 1 accessible space Plus 3% of total required regular parking spaces (1+ 3% of 189 =6.7) | 7 Residential Accessible Stalls |
| Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 201 to 1000 spaces) | 2 accessible spaces Plus 2% of total required regular parking spaces | N/A |
| Accessible Parking Space Length | 5.8 m | 5.8 m |
| Accessible Parking Space Width (TYPE A) | 3.4 m | 3.4 m |
| Accessible Parking Space Width (TYPE B) | 2.75 m | 2.75 m |
| Loading Space Length | 12.0 m | 12.0 m |
| Loading Space Width | 3.5 m | 3.5 m |
| Loading Space Minimum Vertical Clearance | 4.2 m | Exterior |
| Bicycle Parking Space (Horizontal) Length | 1.8 m | 1.8 m |
| Bicycle Parking Space (Horizontal) Width | 0.6 m | 0.6 m |
| Bicycle Parking Space (Vertical) Length | 1.2 m | 1.2 m |
| Bicycle Parking Space (Vertical) Width | 0.4 m | 0.4 m |
| Bicycle Parking Minimum Vertical Clearance | 1.9 m | 1.9 m |
| Bicycle Parking Spaces (Long term Residential) | 186 | 208 |
| Bicycle Parking Spaces (Short term Residential) | 10 | 10 |
| | | |
| **Residential Apartment and Mixed Use Blocks (BLOCK 05)** | | |
| Lot Frontage | 54.0 m | 87.5m |
| Lot Depth | 36.0 m | 78.2 m |
| Lot Coverage | 25% | 57.40% |
| Front Yard Setback from Street (Residential Only) | 3.0 m | 3.8 m |
| Front Yard Setback from Street (Mixed Use) | 0.0 m | 3.5 m |
| Interior Side Yard Setback | 10.5 m | 2.6 m |
| Exterior Side Yard Setback | 10.5 m | 3.5 m |
| Rear Yard Setback | 10.5 m | 0.1 m |
| Building Height (exclusive of mechanical penthouse, rooftop equipment, elevator tower, or architectural features such as parapets) | 29 m | 33.30 m |
| Landscaped Open Space % (Residential Only) | 30% | N/A |
| Landscaped Open Space % (Mixed Use ) | 20% | 27% |
| Floor Space Index Minimum | 1.0 FSI | 4.71 FSI |
| Floor Space Index Maximum | 3.0 FSI | |
| First Storey Height (Mixed Use Buildings - measured from floor to floor) | 4.0 m | 4.5 m |
| Main wall of Building Length | 60.0 m | 84.0 m |
| | | |
| **Parking/Loading/Bicycles (BLOCK 05)** | | |
| Driveway Width | | |
| One-Way Driveway | 3.5 m | N/A |
| Two-Way Driveway | 6.0 m | 6.0m |
| Vehicular Residential Parking Per Unit (Townhouse Dwelling) | 2/unit | N/A |
| Vehicular Residential Parking Per Unit (Apartments, Mixed Use) | 1/unit | 1 / unit |
| Vehicular Visitor Parking Per Unit (Apartments, Mixed Use) | 0.25/unit | 0.2/unit |
| Parking Space Length | 5.8 m | 5.8 m |
| Parking Space Width | 2.75 m | 2.75 m |
| Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 13 to 100 spaces) | 4% of total required regular parking spaces (4% of 68 visitor = 2.7) | 4 Visitor Accessible Stalls |
| Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 101 to 200 spaces) | 1 accessible space Plus 3% of total required regular parking spaces | N/A |
| Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 201 to 1000 spaces) | 2 accessible spaces Plus 2% of total required regular parking spaces (2+2% of 338 = 8.7) | 11 Residential Accessible Stalls |
| Accessible Parking Space Length | 5.8 m | 5.8 m |
| Accessible Parking Space Width (TYPE A) | 3.4 m | 3.4 m |
| Accessible Parking Space Width (TYPE B) | 2.75 m | 2.75 m |
| Loading Space Length | 12.0 m | 12.0 m |
| Loading Space Width | 3.5 m | 3.5 m |
| Loading Space Minimum Vertical Clearance | 4.2 m | Exterior |
| Bicycle Parking Space (Horizontal) Length | 1.8 m | 1.8 m |
| Bicycle Parking Space (Horizontal) Width | 0.6 m | 0.6 m |
| Bicycle Parking Space (Vertical) Length | 1.2 m | 1.2 m |
| Bicycle Parking Space (Vertical) Width | 0.4 m | 0.4 m |
| Bicycle Parking Minimum Vertical Clearance | 1.9 m | 1.9 m |
| Bicycle Parking Spaces (Long term Residential) | 338 | 357 |
| Bicycle Parking Spaces (Short term Residential) | 17 | 22 |

2 A002 ZONING – BLOCK 3, 5

| **Residential Apartment and Mixed Use Blocks (BLOCK 06)** | | |
|---|---|---|
| Lot Frontage | 54.0 m | 141.6 m |
| Lot Depth | 36.0 m | 42.3 m |
| Lot Coverage | 25% | 46.33% |
| Front Yard Setback from Street (Residential Only) | 3.0 m | 3.0 m |
| Front Yard Setback from Street (Mixed Use) | 0.0 m | N/A |
| Interior Side Yard Setback | 10.5 m | 4.0m |
| Exterior Side Yard Setback | 10.5 m | 1.5 m |
| Rear Yard Setback | 10.5 m | 8.0 m |
| Building Height (exclusive of mechanical penthouse, rooftop equipment, elevator tower, or architectural features such as parapets) | 29 m | 30.7 |
| Landscaped Open Space % (Residential Only) | 30% | 43.10% |
| Landscaped Open Space % (Mixed Use ) | 20% | N/A |
| Floor Space Index Minimum | 1.0 FSI | 3.62 |
| Floor Space Index Maximum | 3.0 FSI | |
| First Storey Height (Mixed Use Buildings - measured from floor to floor) | 4.0 m | 4.0 m |
| Main wall of Building Length | 60.0 m | 58.8 + 58.5 |
| | | |
| **Parking/Loading/Bicycles (BLOCK 06)** | | |
| Driveway Width | | |
| One-Way Driveway | 3.5 m | N/A |
| Two-Way Driveway | 6.0 m | 6.0m |
| Vehicular Residential Parking Per Unit (Townhouse Dwelling) | 2/unit | N/A |
| Vehicular Residential Parking Per Unit (Apartments, Mixed Use) | 1/unit | 1 / unit |
| Vehicular Visitor Parking Per Unit (Apartments, Mixed Use) | 0.25/unit | 0.2/unit |
| Parking Space Length | 5.8 m | 5.8 m |
| Parking Space Width | 2.75 m | 2.75 m |
| Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 13 to 100 spaces) | 4% of total required regular parking spaces (4% of 51 visitor = 2.04) | 3 Visitor Accessible Stalls |
| Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 101 to 200 spaces) | 1 accessible space Plus 3% of total required regular parking spaces (1 + 3% of 179 = 6.4) | N/A |
| Accessible Vehicular Parking Spaces Per Unit (No. of Required Regular Parking Spaces 201 to 1000 spaces) | 2 accessible spaces Plus 2% of total required regular parking spaces (2 + 2% of 251 = 7.02) | 9 Residential Accessible Stalls |
| Accessible Parking Space Length | 5.8 m | 5.8 m |
| Accessible Parking Space Width (TYPE A) | 3.4 m | 3.4 m |
| Accessible Parking Space Width (TYPE B) | 2.75 m | 2.75 m |
| Loading Space Length | 12.0 m | 12.0 m |
| Loading Space Width | 3.5 m | 3.5 m |
| Loading Space Minimum Vertical Clearance | 4.2 m | 7.5 m |
| Bicycle Parking Space (Horizontal) Length | 1.8 m | 1.8 m |
| Bicycle Parking Space (Horizontal) Width | 0.6 m | 0.6 m |
| Bicycle Parking Space (Vertical) Length | 1.2 m | 1.2 m |
| Bicycle Parking Space (Vertical) Width | 0.4 m | 0.4 m |
| Bicycle Parking Minimum Vertical Clearance | 1.9 m | 1.9 m |
| Bicycle Parking Spaces (Long term Residential) | 234 | 235 |
| Bicycle Parking Spaces (Short term Residential) | 11.7 | 16 |

1 A002 ZONING – BLOCK 6

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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LICENCE

| Drawn | Scale |
|---|---|
| | N/A |
| Checked | Date |
| CW | 2025-03-01 |

Title
ZONING INFORATION

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A002** |

12-Feb-26

**PHASE 1**

| | Block 01 | | Block 02 | | Block 03 | | Block 04 | | Block 05 | | Block 06 (A+B) | | PHASE SUB TOTAL | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Midrise | | Townhouse | | Midrise | | Townhouse | | Midrise | | Midrise | | | |
| Gross Lot Area (excl. block 12&13) | | | | | | | | | | | | | | |
| Gross FSI | | | | | | | | | | | | | | |
| Lot Area | 4,892 SQ.M | 1.21 acres | 7,442 SQ.M | 1.84 acres | 4,663 SQ.M | 1.15 acres | 16,492 SQ.M | 4.08 acres | 5,788 SQ.M | 1.43 acres | 5,313 SQ.M | 1.31 acres | 44,589 SQ.M | 11.02 acres |
| FSI | 3.04 | | 0.68 | | 3.04 | | 0.82 | | 4.37 | | 3.62 | | 2.07 | |
| GCA Total | 24,153 SQ.M | 259,984 SQ.FT | 5,802 SQ.M | 62,449 SQ.FT | 23,065 SQ.M | 248,269 SQ.FT | 15,377 SQ.M | 165,518 SQ.FT | 41,912 SQ.M | 451,133 SQ.FT | 32,065 SQ.M | 345,140 SQ.FT | 142,373 SQ.M | 1,532,491 SQ.FT |
| GFA Total incl. | 14,855 SQ.M | 159,901 SQ.FT | 5,071 SQ.M | 54,582 SQ.FT | 14,158 SQ.M | 152,390 SQ.FT | 13,572 SQ.M | 146,085 SQ.FT | 25,305 SQ.M | 272,379 SQ.FT | 19,213 SQ.M | 206,809 SQ.FT | 92,173 SQ.M | 992,145 SQ.FT |
| GFA Residential | 14,855 SQ.M | 159,901 SQ.FT | 5,071 SQ.M | 54,582 SQ.FT | 14,158 SQ.M | 152,390 SQ.FT | 13,572 SQ.M | 146,085 SQ.FT | 24,783 SQ.M | 266,760 SQ.FT | 19,213 SQ.M | 206,809 SQ.FT | 91,651 SQ.M | 986,527 SQ.FT |
| GFA Retail | | | | | | | | | 522 SQ.M | 5,619 SQ.FT | | | 522 SQ.M | 5,619 SQ.FT |
| **Suites** | **197 Suites** | | **31 Suites** | | **186 Suites** | | **79 Suites** | | **338 Suites** | | **234 Suites** | | **1,065 Suites** | |
| Required Parking Rate/ Stalls | 1.2 | 237 | 2 | 62 | 1.2 | 224 | 2 | 158 | 1.2 | 406 | 1.2 | 281 | Var. 1.2-2 | 1368 |
| Parking Count At Grade | 2 | | 8 | | 1 | | 16 | | 0 | | 0 | | 27 | |
| Parking Count Below Grade | 243 | | N/A | | 225 | | N/A | | 421 | | 302 | | 1191 | |
| **Total Parking** | **245 Stalls** | | **70 Stalls** | | **226 Stalls** | | **174 Stalls** | | **421 Stalls** | | **302 Stalls** | | **1438 Stalls** | |
| No. of Levels | 2 | | N/A | | 2 | | N/A | | 3 | | 3 | | Varies. 2 -3 | |
| Parking Rate/Stalls (Residential Total) | 1.04 RATE | 205 | 2.06 RATE | 62 | 1.02 RATE | 189 | 2. RATE | 158 | 1.05 RATE | 353 | 1.09 RATE | 251 | 1.15 RATE | 1218 |
| Parking Rate/Stalls (Visitor Total) | .2 RATE | 40 | .2 RATE | 8 | .2 RATE | 37 | .2 RATE | 16 | .2 RATE | 68 | .2 RATE | 51 | .2 RATE | 220 |
| Parking Required/Provided (Accessible) incl in total Parking | REQUIRED = 9 | 10 | N/A | 1 | REQUIRED = 9 | 9 | N/A | 2 | REQUIRED = 12 | 15 | REQUIRED = 10 | 12 | REQUIRED = 40 | 49 |
| PUDO stalls separate from total parking | 2 | | N/A | | 2 | | N/A | | 2 | | 3 | | 9 | |
| Resident bicycle Required/Provided | REQ 197. | 198 | | 23 | REQ 186. | 208 | | 36 | REQ 338 | 357 | REQ 234 | 235 | REQ 955 | 1057 |
| Visitor bicycle Required/Provided | REQ 10 | 10 | | 8 | REQ 10. | 10 | | 16 | REQ 17 | 22 | REQ 12 | 16 | REQ 49 | 82 |
| Exterior Amenity At Grade | 659 SQ.M | | | | 273 SQ.M | | | | 122 SQ.M | | 1,362 SQ.M | | 2,416 SQ.M | |
| Exterior Amenity At Rooftop Level/Area | Level 5 | 228.4 SQ.M | | | Level 7 | 470.5 SQ.M | | | Level 8 | 1,277.1 SQ.M | | .0 SQ.M | See Per Block | 1,976 SQ.M |
| Total Exterior Amenity Required/Provided | REQ 788. | 887.4 SQ.M | | | REQ 744. | 743.6 SQ.M | | | REQ 1352. | 1,399.1 SQ.M | REQ 936. | 1,362.0 SQ.M | See Per Block | 4,392 SQ.M |
| Exterior Amenity per suite Required/Provided | 4 SQ.M PER SUITE | 4.50 SQ.M PER SUITE | | | 4 SQ.M PER SUITE | 4.00 SQ.M PER SUITE | | | 4 SQ.M PER SUITE | 4.14 SQ.M PER SUITE | 4 SQ.M PER SUITE | 5.82 SQ.M PER SUITE | | |
| Interior Amenity At Groundfloor | 227 SQ.M | | | | 156 SQ.M | | | | 251 SQ.M | | 513.10 | | 1,147 SQ.M | |
| Interior Amenity Upper Level Level/Area | Level 5 | 46 SQ.M | | | Level 7 | 39 SQ.M | | | Level 8 | 94 SQ.M | | 0.00 | See Per Block | 179 SQ.M |
| Total Interior Amenity Required/Provided | N/A | 272.5 SQ.M | | | N/A | 195.3 SQ.M | | | N/A | 344.6 SQ.M | N/A | 513.1 SQ.M | N/A | 1,326 SQ.M |
| Interior Amenity per suite Required /Provided | N/A | 1.38 | | | N/A | 1.05 | | | N/A | 1.02 | N/A | 2.19 | N/A | |
| Total Amenity per suite Provided | | 5.89 SQ.M PER SUITE | | | | 5.05 SQ.M PER SUITE | | | | 5.16 SQ.M PER SUITE | | 8.01 SQ.M PER SUITE | | 5.37 SQ.M PER SUITE |
| Landscaped Open Area at Grade | 31.9% | | | | 27.7% | | | | 23.0% | | 11% | | | |
| Garbage requirements Rate/Bins | 0.0125 | 3 | | | 0.0125 | 3 | | | 0.0125 | 5 | 0.0125 | 3 | | |
| Recycling Requirements Rate/Bins | 0.0220 | 5 | | | 0.0220 | 5 | | | 0.0220 | 8 | 0.0220 | 6 | | |
| Compost requirment Rate/Bins | 0.0400 | 8 | | | 0.0400 | 8 | | | 0.0400 | 14 | 0.0400 | 10 | | |

1 A003 SUMMARY STATISTICS

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS ON THE JOB.

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ESUBAK ESUHUOU
LICENCE
2025

| | |
|---|---|
| Drawn | Scale N/A |
| Checked CW | Date 2025-03-01 |

Title: SUMMARY STATISTICS

| | |
|---|---|
| Project No. 22-207 | Drawing No. **A003** |

**BLOCK 01**

| LEVEL | GCA | | FLOOR AREA PER BY-LAW No. 016 – 2014 | | | | | | GSA | | | | SUITE | | | | | AMENITY | | PARKING | | | | | | | | CYCLE | | | | | LOCKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | | RESIDENT | | RETAIL | | TOTAL | | RESIDENT | | RETAIL | | TOTAL | 1 BED | 1 BED + D | 2 BED | 3 BED | INTERIOR | EXTERIOR | PUDO | RESIDENTIAL OCCUPANT | | RESIDENTIAL VISITOR | | | | RETAIL | | | RESIDENTIAL | | RETAIL | | PUBLIC | |
| | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | | | | | | (SQ.M) | (SQ.M) | | Typical | BF | Typical | BF | BF Total | **Total** | Typical | BF | Total | Long Term | Short Term | Long Term | Short Term | Grade | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Basement P2 | 4649 | 50041.4 | | | | | | | | 0 | | | | | | | | | | | 120 | 5 | | | 5 | **125** | | | | | | | | | 77 |
| Basement P1 | 4649 | 50041.4 | | | | | | | | 0 | | | | | | | | | | | 77 | 3 | 36 | 2 | 5 | **118** | | | | | | | | | 0 |
| Level 1 | 2103 | 22636.5 | 2103 | 22636.5 | | | 2103 | 22636.5 | 991.866 | 10676.4 | | | 17 | 4 | 10 | 3 | | 226.7 | 659 | 2 | | | 2 | | 0 | **2** | | | | 176 | 10 | | | | 6 |
| Level 2 | 2134 | 22970.2 | 2134 | 22970.2 | | | 2134 | 22970.2 | 1837 | 19773.3 | | | 31 | 5 | 19 | 7 | | | | | | | | | | | | | | 22 | | | | | **26** |
| Level 3 | 2134 | 22970.2 | 2134 | 22970.2 | | | 2134 | 22970.2 | 1837 | 19773.3 | | | 31 | 5 | 19 | 7 | | | | | | | | | | | | | | | | | | | 26 |
| Level 4 | 2134 | 22970.2 | 2134 | 22970.2 | | | 2134 | 22970.2 | 1837 | 19773.3 | | | 31 | 5 | 19 | 7 | | | | | | | | | | | | | | | | | | | 26 |
| Level 5 | 1697.5 | 18271.7 | 1697.5 | 18271.7 | | | 1697.5 | 18271.7 | 1439.7 | 15496.8 | | | 24 | 2 | 18 | 4 | | 45.8 | 228.4 | | | | | | | | | | | | | | | | | 0 |
| Level 6 | 1467.6 | 15797.1 | 1467.6 | 15797.1 | | | 1467.6 | 15797.1 | 1303 | 14025.4 | | | 21 | 2 | 11 | 8 | | | | | | | | | | | | | | | | | | | 0 |
| Level 7 | 1467.6 | 15797.1 | 1467.6 | 15797.1 | | | 1467.6 | 15797.1 | 1303 | 14025.4 | | | 21 | 2 | 11 | 8 | | | | | | | | | | | | | | | | | | | **0** |
| Level 8 | 1467.6 | 15797.1 | 1467.6 | 15797.1 | | | 1467.6 | 15797.1 | 1303 | 14025.4 | | | 21 | 2 | 11 | 8 | | | | | | | | | | | | | | | | | | | 0 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ROOF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MPH | 250 | 2690.98 | 250 | 2690.98 | | | 250 | 2690.98 | | 0 | | | | | | | | | | | | | | | | | | | | | | | | | |
| Below grade | 9298 | 100083 | | 0 | | | | 0 | 0 | 0 | | | | | | | | | | | 197 | 8 | 36 | 2 | **10** | **243** | | | | 22 | 0 | | | | 77 |
| Above grade | 14855.3 | 159901 | 14855.3 | 159901 | | | 14855.3 | 159901 | 11851.6 | 127569 | | | 197 | 27 | 118 | 52 | 0 | 272.5 | 887.4 | | | | 2 | 0 | 0 | 2 | | | | 176 | 10 | | | | 84 |
| **TOTAL** | **24153.3** | **259984** | **14855.3** | **159901** | | | **14855.3** | **159901** | **11851.6** | **127569** | | | **%** | 14% | 60% | 26% | 0% | **272.5** | **887.4** | **2** | **197** | **8** | **38** | **2** | **10** | **245** | | | | 198 | 10 | | | | 161 |
| | | | | | | | | | | | | | | | | | | | | | **205** | | **40** | | | | | | | REQUIRED = 197.0 | REQUIRED = 9.9 | | | | |

| N/A | REQ 788. |
|---|---|
| 1.38 PER SUITE | 4.50 PER SUITE |
| **1159.9** | |
| TOTAL 5.9 PER SUITE | |

| REQUIRED = 197 | REQUIRED = 39 |
|---|---|
| 1.04 PER SUITE | .203 PER SUITE |
| **REQUIRED BF = 7** | **REQUIRED BF = 2** |

3 A004 BLOCK 01

**BLOCK 03**

| LEVEL | GCA | | FLOOR AREA PER BY-LAW No. 016 – 2014 | | | | | | GSA | | | | SUITE | | | | | AMENITY | | PARKING | | | | | | | | CYCLE | | | | | LOCKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | | RESIDENT | | RETAIL | | TOTAL | | RESIDENT | | RETAIL | | TOTAL | 1 BED | 1 BED + D | 2 BED | 3 BED | INTERIOR | EXTERIOR | PUDO | RESIDENTIAL OCCUPANT | | RESIDENTIAL VISITOR | | | | RETAIL | | | RESIDENTIAL | | RETAIL | | PUBLIC | |
| | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | | | | | | (SQ.M) | (SQ.M) | | Typical | BF | Typical | BF | BF Total | **Total** | Typical | BF | Total | Long Term | Short Term | Long Term | Short Term | Grade | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Basement P2 | 4453.7 | 47939.2 | | | | | | | | | | | | | | | | | | | 111 | 5 | | | 5 | 116 | | | | | | | | | 29 |
| Basement P1 | 4453.7 | 47939.2 | | | | | | | | | | | | | | | | | | | 71 | 2 | 34 | 2 | 4 | 109 | | | | | | | | | 0 |
| Level 1 | 2006.24 | 21595 | 2006.24 | 21595 | | | 2006.24 | 21595 | 1018.64 | 10964.6 | | | 17 | 4 | 6 | 7 | 0 | 156.3 | 273.1 | 2 | | | 1 | | 0 | 1 | | | | 208 | 10 | | | | **0** |
| Level 2 | 2006.24 | 21595 | 2006.24 | 21595 | | | 2006.24 | 21595 | 1697 | 18266.4 | | | 29 | 8 | 12 | 9 | 0 | | | | | | | | | | | | | | | | | | 31 |
| Level 3 | 2006.24 | 21595 | 2006.24 | 21595 | | | 2006.24 | 21595 | 1697 | 18266.4 | | | 29 | 8 | 12 | 9 | 0 | | | | | | | | | | | | | | | | | | 31 |
| Level 4 | 2006.24 | 21595 | 2006.24 | 21595 | | | 2006.24 | 21595 | 1697 | 18266.4 | | | 29 | 8 | 12 | 9 | 0 | | | | | | | | | | | | | | | | | | 31 |
| Level 5 | 2006.24 | 21595 | 2006.24 | 21595 | | | 2006.24 | 21595 | 1697 | 18266.4 | | | 29 | 8 | 12 | 9 | 0 | | | | | | | | | | | | | | | | | | 31 |
| Level 6 | 1843.92 | 19847.8 | 1843.92 | 19847.8 | | | 1843.92 | 19847.8 | 1533.82 | 16509.9 | | | 26 | 5 | 9 | 12 | | | | | | | | | | | | | | | | | | | 31 |
| Level 7 | 1008.7 | 10857.6 | 1008.7 | 10857.6 | | | 1008.7 | 10857.6 | 816.6 | 8789.81 | | | 13 | 2 | 4 | 7 | 0 | 39 | 470.5 | | | | | | | | | | | | | | | | |
| Level 8 | 973.7 | 10480.8 | 973.7 | 10480.8 | | | 973.7 | 10480.8 | 861.5 | 9273.11 | | | 14 | 3 | 4 | 7 | 0 | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MPH | 300 | 3229.17 | 300 | 3229.17 | | | 300 | 3229.17 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Below grade | 8907.4 | 95878.5 | | 0 | | | | 0 | 0 | 0 | | | | | | | | | | | 182 | 7 | 35 | 2 | 9 | 225 | | | | 0 | 0 | | | | 29 |
| Above grade | 14157.5 | 152390 | 14157.5 | 152390 | | | 14157.5 | 152390 | 11018.6 | 118603 | | | 186 | 46 | 71 | 69 | 0 | | | | | | | | 0 | 1 | | | | 208 | 10 | | | | 155 |
| **TOTAL** | **23064.9** | **248269** | **14157.5** | **152390** | | | **14157.5** | **152390** | **11018.6** | **118603** | | | **%** | 25% | 38% | 37% | 0% | **195.3** | **743.6** | **2** | **182** | **7** | **35** | **2** | **9** | **226** | | | | 208 | 10 | | | | 184 |
| | | | | | | | | | | | | | | | | | | | | | **189** | | **37** | | | | | | | REQUIRED = 186.0 | REQUIRED = 10.0 | | | | |

| N/A | REQ 744. |
|---|---|
| 1.05 PER SUITE | 4.00 PER SUITE |
| **938.9** | |
| TOTAL 5.0 PER SUITE | |

| **REQUIRED = 186** | **REQUIRED = 37** |
|---|---|
| 1.02 PER SUITE | .2 PER SUITE |
| **REQUIRED BF = 7** | **REQUIRED BF = 2** |

2 A004 BLOCK 03

**BLOCK 05**

| LEVEL | GCA | | FLOOR AREA PER BY-LAW No. 016 – 2014 | | | | | | GSA | | | | SUITE | | | | | AMENITY | | PARKING | | | | | | | | CYCLE | | | | | LOCKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | | RESIDENT | | RETAIL | | TOTAL | | RESIDENT | | RETAIL | | TOTAL | 1 BED | 1 BED + D | 2 BED | 3 BED | INTERIOR | EXTERIOR | PUDO | RESIDENTIAL OCCUPANT | | RESIDENTIAL VISITOR | | | | RETAIL | | | RESIDENTIAL | | RETAIL | | PUBLIC | |
| | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | | | | | | (SQ.M) | (SQ.M) | | Typical | BF | Typical | BF | BF Total | **Total** | Typical | BF | Total | Long Term | Short Term | Long Term | Short Term | Grade | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Basement P3 | 5535.6 | 59584.7 | | | | | | | | | | | | | | | | | | | 141 | 5 | | | 5 | **146** | | | | | | | | | 36 |
| Basement P2 | 5535.6 | 59584.7 | | | | | | | | | | | | | | | | | | | 140 | 5 | | | 5 | **145** | | | | | | | | | 36 |
| Basement P1 | 5535.6 | 59584.7 | | | | | | | | | | | | | | | | | | | 61 | 1 | 64 | 4 | 5 | **130** | | | | 96 | | | | | 26 |
| Level 1 | 3322.2 | 35759.9 | 2800.2 | 30141.1 | 522 | 5618.76 | 3322.2 | 35759.9 | 1314.7 | 14151.3 | 522 | 5618.76 | 22 | 2 | 14 | 6 | 0 | 250.7 | 122 | 2 | | | | | 0 | 0 | **0** | | | 261 | 22 | | | | 12 |
| Level 2 | 3136.2 | 33757.8 | 3136.2 | 33757.8 | | | 3136.2 | 33757.8 | 2685.3 | 28904.3 | | | 46 | 8 | 24 | 14 | 0 | | | | | | | | | | | | | | | | | | 30 |
| Level 3 | 3136.2 | 33757.8 | 3136.2 | 33757.8 | | | 3136.2 | 33757.8 | 2685.3 | 28904.3 | | | 46 | 8 | 24 | 14 | 0 | | | | | | | | | | | | | | | | | | 30 |
| Level 4 | 3136.2 | 33757.8 | 3136.2 | 33757.8 | | | 3136.2 | 33757.8 | 2685.3 | 28904.3 | | | 46 | 8 | 24 | 14 | 0 | | | | | | | | | | | | | | | | | | 30 |
| Level 5 | 3136.2 | 33757.8 | 3136.2 | 33757.8 | | | 3136.2 | 33757.8 | 2685.3 | 28904.3 | | | 46 | 8 | 24 | 14 | 0 | | | | | | | | | | | | | | | | | | 30 |
| Level 6 | 2993.7 | 32223.9 | 2993.7 | 32223.9 | | | 2993.7 | 32223.9 | 2541.9 | 27360.8 | | | 43 | 10 | 15 | 18 | 0 | | | | | | | | | | | | | | | | | | 30 |
| Level 7 | 2987.1 | 32152.9 | 2987.1 | 32152.9 | | | 2987.1 | 32152.9 | 2535.4 | 27290.8 | | | 43 | 10 | 15 | 18 | 0 | | | | | | | | | | | | | | | | | | 32 |
| Level 8 | 1081 | 11635.8 | 1081 | 11635.8 | | | 1081 | 11635.8 | 797.7 | 8586.37 | | | 14 | 1 | 9 | 4 | 0 | 93.9 | 1277.1 | | | | | | | | | | | | | | | | | 0 |
| Level 9 | 999 | 10753.1 | 999 | 10753.1 | | | 999 | 10753.1 | 888 | 9558.35 | | | 16 | 3 | 9 | 4 | 0 | | | | | | | | | | | | | | | | | | 0 |
| Level 10 | 999 | 10753.1 | 999 | 10753.1 | | | 999 | 10753.1 | 888 | 9558.35 | | | 16 | 3 | 9 | 4 | 0 | | | | | | | | | | | | | | | | | | 0 |
| MPH | 378 | 4068.76 | 378 | 4068.76 | | | 378 | 4068.76 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Below grade | 16606.8 | 178754 | 0 | 0 | | | | | 0 | 0 | 0 | 0 | | | | | | | | | 342 | 11 | 64 | 4 | 15 | 421 | | | | 96 | 0 | | | | 98 |
| Above grade | 25304.8 | 272379 | 24782.8 | 266760 | 522 | 5618.76 | 25304.8 | 272379 | 19706.9 | 212123 | 522 | 5618.76 | 338 | 61 | 167 | 110 | 0 | | | | 0 | 0 | 0 | 0 | 0 | 0 | | | | 261 | 22 | | | | 194 |
| **TOTAL** | **41911.6** | **451133** | **24782.8** | **266760** | **522** | **5618.76** | **25304.8** | **272379** | **19706.9** | **212123** | **522** | **5618.76** | **%** | 18% | 49% | 33% | 0% | **344.6** | **1399.1** | **2** | **342** | **11** | **64** | **4** | **15** | **421** | | | | 357 | 22 | | | | 292 |
| | | | | | | | | | | | | | | | | | | | | | **353** | | **68** | | | | | | | REQUIRED = 338 | REQUIRED = 17 | | | | |

| N/A | REQ 1352. |
|---|---|
| 1.02 PER SUITE | 4.14 PER SUITE |
| **1743.7** | |
| TOTAL 5.2 PER SUITE | |

| **REQUIRED = 338** | **REQUIRED = 68** |
|---|---|
| 1.044 PER SUITE | .201 PER SUITE |
| **REQUIRED BF = 9** | **REQUIRED BF = 3** |

1 A004 BLOCK 5

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2025-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS ON THE JOB.

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neatt

ONTARIO ASSOCIATION OF ARCHITECTS
FRANK DUMAS
LICENCE
2025

| Drawn | Scale |
|---|---|
| | N/A |
| Checked | Date |
| CW | 2025-03-01 |

Title
SUMMARY STATISTICS

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A004** |

**Block 06 A**

| LEVEL | GCA | | FLOOR AREA PER BY-LAW No. 016 – 2014 | | | | | | GSA | | | | SUITE | | | | | AMENITY | | PARKING | | | | | | | | | | CYCLE | | | | | LOCKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | | RESIDENT | | RETAIL | | TOTAL | | RESIDENT | | RETAIL | | TOTAL | 1 BED | 1 BED + D | 2 BED | 3 BED | INTERIOR | EXTERIOR | PUDO | RESIDENTIAL OCCUPANT | | RESIDENTIAL VISITOR | | | | RETAIL | | | RESIDENTIAL | | RETAIL | | PUBLIC | |
| | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | | | | | | (SQ.M) | (SQ.M) | | Typical | BF | Typical | BF | BF Total | **Total** | Typical | BF | Total | Long Term | Short Term | Long Term | Short Term | Grade | |
| Basement P3 | 4283.8 | 46110.4 | | | | | | | | | | | | | | | | | | | 102 | 4 | | | 4 | **106** | | | | | | | | |
| Basement P2 | 4283.8 | 46110.4 | | | | | | | | | | | | | | | | | | | 100 | 4 | | | 4 | **104** | | | | | | | | |
| Basement P1 | 4283.8 | 46110.4 | | | | | | | | | | | | | | | | | | | 40 | 1 | 48 | 3 | 4 | **92** | | | | 199 | | | | | |
| Level 1 | 1271.3 | 13684.2 | 1271.3 | 13684.2 | | | 1271.3 | 13684.2 | 406.5 | 4375.53 | | | 7 | | 5 | 2 | 0 | 229 | 621 | | | | | | | **0** | | | | 36 | 8 | | | | |
| Level 2 | 1271.3 | 13684.2 | 1271.3 | 13684.2 | | | 1271.3 | 13684.2 | 1089.5 | 11727.3 | | | 18 | 2 | 7 | 9 | 0 | | | | | | | | | | | | | | | | | 13 |
| Level 3 | 1271.3 | 13684.2 | 1271.3 | 13684.2 | | | 1271.3 | 13684.2 | 1089.5 | 11727.3 | | | 18 | 2 | 7 | 9 | 0 | | | | | | | | | | | | | | | | | 13 |
| Level 4 | 1271.3 | 13684.2 | 1271.3 | 13684.2 | | | 1271.3 | 13684.2 | 1089.5 | 11727.3 | | | 18 | 2 | 7 | 9 | 0 | | | | | | | | | | | | | | | | | 13 |
| Level 5 | 1271.3 | 13684.2 | 1271.3 | 13684.2 | | | 1271.3 | 13684.2 | 1089.5 | 11727.3 | | | 18 | 2 | 7 | 9 | 0 | | | | | | | | | | | | | | | | | 13 |
| Level 6 | 1271.3 | 13684.2 | 1271.3 | 13684.2 | | | 1271.3 | 13684.2 | 1089.5 | 11727.3 | | | 18 | 2 | 7 | 9 | 0 | | | | | | | | | | | | | | | | | 13 |
| Level 7 | 1083.7 | 11664.8 | 1083.7 | 11664.8 | | | 1083.7 | 11664.8 | 910.7 | 9802.69 | | | 14 | 2 | 1 | 11 | 0 | | | | | | | | | | | | | | | | | 13 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ROOF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MPH | 250 | | 250 | | | | 250 | 2690.98 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Below grade | 12851.4 | 138331 | | 0 | | | | 0 | 0 | 0 | | | | | | | | 0 | 0 | | 242 | 9 | 48 | 3 | 12 | 302 | | | | 199 | 0 | | | | 0 |
| Above grade | 8961.5 | 96460.8 | 8961.5 | 96460.8 | | | 8961.5 | 96460.8 | 6764.7 | 72814.6 | | | 111 | 12 | 41 | 58 | 0 | 229 | 621 | | 0 | 0 | 0 | 0 | 0 | 0 | | | | 36 | 8 | | | | 78 |
| **TOTAL** | **21812.9** | **234792** | **8961.5** | **96460.8** | | | **8961.5** | **96460.8** | **6764.7** | **72814.6** | | | **%** | 11% | 37% | 52% | 0% | **229** | **621** | **0** | **242** | **9** | **48** | **3** | **12** | **302** | | | | 235 | 8 | | | | 78 |
| | | | | | | | | | | | | | | | | | | | | | **251** | | **51** | | | | | | | REQUIRED = 111.0 | REQUIRED = 5.6 | | | | |
| | | | | | | | | | | | | | | | | | | N/A | REQ 444. | | **REQUIRED = 234** | | **REQUIRED = 46.8** | | | | | | | 123 | 6.15 | | | | |
| | | | | | | | | | | | | | | | | | | 2.06 PER SUITE | 5.59 PER SUITE | | 1.07 PER SUITE | | .22 PER SUITE | | | | | | | 234.0 | 11.7 | | | | |
| | | | | | | | | | | | | | | | | | | **850** | | | **REQUIRED BF = 8.0** | | **REQUIRED BF = 2** | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | TOTAL 7.7 PER SUITE | | | | | | | | | | | | | | | | | |

2 A005 BLOCK 06 A

**Block 06 B**

| LEVEL | GCA | | FLOOR AREA PER BY-LAW No. 016 – 2014 | | | | | | GSA | | | | SUITE | | | | | AMENITY | | PARKING (REFER TO BUILDING 6A) | | | | | | | | | | CYCLE | | | | | LOCKER |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | TOTAL | | RESIDENT | | RETAIL | | TOTAL | | RESIDENT | | RETAIL | | TOTAL | 1 BED | 1 BED + D | 2 BED | 3 BED | INTERIOR | EXTERIOR | PUDO | RESIDENTIAL OCCUPANT | | RESIDENTIAL VISITOR | | | | RETAIL | | | RESIDENTIAL | | RETAIL | | PUBLIC | |
| | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | | | | | | (SQ.M) | (SQ.M) | | Typical | BF | Typical | BF | BF Total | **Total** | Typical | BF | Total | Long Term | Short Term | Long Term | Short Term | Grade | |
| Basement P3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Basement P2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Basement P1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Level 1 | 1190.4 | 12813.4 | 1190.4 | 12813.4 | | | 1190.4 | 12813.4 | 396 | 4262.51 | | | 7 | 0 | 6 | 1 | 0 | 284.1 | 741 | 3 | | | | | | **0** | | | | | 8 | | | | 4 |
| Level 2 | 1190.4 | 12813.4 | 1190.4 | 12813.4 | | | 1190.4 | 12813.4 | 944.9 | 10170.8 | | | 15 | 1 | 7 | 7 | 0 | | | | | | | | | | | | | | | | | 7 |
| Level 3 | 1193.5 | 12846.7 | 1193.5 | 12846.7 | | | 1193.5 | 12846.7 | 948 | 10204.2 | | | 15 | 1 | 7 | 7 | 0 | | | | | | | | | | | | | | | | | 7 |
| Level 4 | 1193.5 | 12846.7 | 1193.5 | 12846.7 | | | 1193.5 | 12846.7 | 948 | 10204.2 | | | 17 | 4 | 9 | 4 | 0 | | | | | | | | | | | | | | | | | 7 |
| Level 5 | 1193.5 | 12846.7 | 1193.5 | 12846.7 | | | 1193.5 | 12846.7 | 948 | 10204.2 | | | 17 | 4 | 9 | 4 | 0 | | | | | | | | | | | | | | | | | 7 |
| Level 6 | 1193.5 | 12846.7 | 1193.5 | 12846.7 | | | 1193.5 | 12846.7 | 948 | 10204.2 | | | 17 | 4 | 9 | 4 | 0 | | | | | | | | | | | | | | | | | 7 |
| Level 7 | 1065.1 | 11464.6 | 1065.1 | 11464.6 | | | 1065.1 | 11464.6 | 928.7 | 9996.44 | | | 15 | 3 | 6 | 5 | 1 | | | | | | | | | | | | | | | | | 7 |
| Level 8 | 890.9 | 9589.57 | 890.9 | 9589.57 | | | 890.9 | 9589.57 | 762 | 8202.1 | | | 11 | 1 | 0 | 10 | 0 | | | | | | | | | | | | | | | | | 4 |
| Level 9 | 890.9 | 9589.57 | 890.9 | 9589.57 | | | 890.9 | 7821.06 | 612.7 | 6595.05 | | | 9 | 1 | 0 | 8 | 0 | | | | | | | | | | | | | | | | | 4 |
| ROOF | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MPH | 250 | | 250 | | | | 250 | 2690.98 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Below grade | 0 | 0 | | 0 | | | | 0 | 0 | 0 | | | | | | | | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 0 | | | | 0 |
| Above grade | 10251.7 | 110348 | 10251.7 | 110348 | | | 10251.7 | 108580 | 7436.3 | 80043.7 | | | 123 | 19 | 53 | 50 | 1 | 284.1 | 741 | | 0 | 0 | 0 | 0 | 0 | 0 | | | | 0 | 8 | | | | 54 |
| **TOTAL** | **10251.7** | **110348** | **10251.7** | **110348** | | | **10251.7** | **108580** | **7436.3** | **80043.7** | | | **%** | 15% | 43% | 41% | 1% | **284.1** | **741** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | | | | 0 | 8 | | | | 54 |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | REQUIRED = 123.0 | REQUIRED = 6.2 | | | | |
| | | | | | | | | | | | | | | | | | | N/A | REQ 492. | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | 2.31 PER SUITE | 6.02 PER SUITE | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | **1025.1** | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | TOTAL 8.3 PER SUITE | | | | | | | | | | | | | | | | |

1 A005 BLOCK 06, B

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS ON THE JOB.

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TORONTO, ON CANADA M5A 0P6
T +1 416 343 0400 • F +1 416 343 0401
INFO@CORE-ARCHITECTS.COM
WWW.CORE-ARCHITECTS.COM

150 STEELES AVE
MILTON, ON

neatt

| | |
|---|---|
| Drawn | Scale N/A |
| Checked CW | Date 2025-03-01 |

Title
BLOCK STATISTICS

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A005** |

| BLOCK 02 | | | | | | |
|---|---|---|---|---|---|---|
| TH No. | TH Type | FLOOR AREA | | GROSS FLOOR AREA | | PARKING |
| | | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | |
| 201 | 3E | 194.4 | 2092.5 | 170.1 | 1830.9 | 2 |
| 202 | 3 | 189.7 | 2041.9 | 165.4 | 1780.3 | 2 |
| 203 | 3 | 189.7 | 2041.9 | 165.4 | 1780.3 | 2 |
| 204 | 3 | 189.7 | 2041.9 | 165.4 | 1780.3 | 2 |
| 205 | 3E | 194.4 | 2092.5 | 170.1 | 1830.9 | 2 |
| 206 | 3E | 194.4 | 2092.5 | 170.1 | 1830.9 | 2 |
| 207 | 3 | 189.7 | 2041.9 | 165.4 | 1780.3 | 2 |
| 208 | 3 | 189.7 | 2041.9 | 165.4 | 1780.3 | 2 |
| 209 | 3 | 189.7 | 2041.9 | 165.4 | 1780.3 | 2 |
| 210 | 3E | 194.4 | 2092.5 | 170.1 | 1830.9 | 2 |
| 211 | 3E | 194.4 | 2092.5 | 170.1 | 1830.9 | 2 |
| 212 | 3 | 189.7 | 2041.9 | 165.4 | 1780.3 | 2 |
| 213 | 3 | 189.7 | 2041.9 | 165.4 | 1780.3 | 2 |
| 214 | 3 | 189.7 | 2041.9 | 165.4 | 1780.3 | 2 |
| 215 | 3E | 194.4 | 2092.5 | 170.1 | 1830.9 | 2 |
| 216 | 2E | 203.9 | 2194.8 | 183.6 | 1976.3 | 2 |
| 217 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 218 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 219 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 220 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 221 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 222 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 223 | 2E | 203.9 | 2194.8 | 183.6 | 1976.3 | 2 |
| 224 | 1E | 166.9 | 1796.5 | 141.4 | 1522.0 | 2 |
| 225 | 1 | 164.8 | 1773.9 | 139.3 | 1499.4 | 2 |
| 226 | 1 | 164.8 | 1773.9 | 139.3 | 1499.4 | 2 |
| 227 | 1E | 166.9 | 1796.5 | 141.4 | 1522.0 | 2 |
| 228 | 1E | 166.9 | 1796.5 | 141.4 | 1522.0 | 2 |
| 229 | 1 | 164.8 | 1773.9 | 139.3 | 1499.4 | 2 |
| 230 | 1 | 164.8 | 1773.9 | 139.3 | 1499.4 | 2 |
| 231 | 1E | 166.9 | 1796.5 | 141.4 | 1522.0 | 2 |
| **Total** | 31 | 5801.7 | 62448.9 | 5070.8 | 54581.6 | |
| **No. Type 1** | **B2B** | 8 | | | | |
| **No. Type 2** | **DBL FT** | 8 | | | | |
| **No. Type 3** | **FL** | 15 | | | | |

| BLOCK 04 | | | | | | |
|---|---|---|---|---|---|---|
| TH No. | TH Type | FLOOR AREA | | GROSS FLOOR AREA | | PARKING |
| | | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | |
| 401 | 2O | 227.6 | 2449.9 | 207.3 | 2231.4 | 2 |
| 402 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 403 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 404 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 405 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 406 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 407 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 408 | 2E | 203.9 | 2194.8 | 183.6 | 1976.3 | 2 |
| 409 | 2E | 203.9 | 2194.8 | 183.6 | 1976.3 | 2 |
| 410 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 411 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 412 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 413 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 414 | 2O2 | 255.8 | 2753.4 | 235.5 | 2534.9 | 2 |
| 415 | 2O | 227.6 | 2449.9 | 207.3 | 2231.4 | 2 |
| 416 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 417 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 418 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 419 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 420 | 2O | 227.6 | 2449.9 | 207.3 | 2231.4 | 2 |
| 421 | 2O | 227.6 | 2449.9 | 207.3 | 2231.4 | 2 |
| 422 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 423 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 424 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 425 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 426 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 427 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 428 | 2O | 227.6 | 2449.9 | 207.3 | 2231.4 | 2 |
| 429 | 2O | 227.6 | 2449.9 | 207.3 | 2231.4 | 2 |
| 430 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 431 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 432 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 433 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 434 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 435 | 2E | 203.9 | 2194.8 | 183.6 | 1976.3 | 2 |
| 436 | 2E | 203.9 | 2194.8 | 183.6 | 1976.3 | 2 |
| 437 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 438 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 439 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 440 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 441 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 442 | 2 | 198.9 | 2140.9 | 178.6 | 1922.4 | 2 |
| 443 | 2E | 203.9 | 2194.8 | 183.6 | 1976.3 | 2 |
| 444 | 3E | 194.4 | 2092.5 | 170.1 | 1830.9 | 2 |
| 445 | 3E | 194.4 | 2092.5 | 170.1 | 1830.9 | 2 |
| 446 | 3 | 189.7 | 2041.9 | 165.4 | 1780.3 | 2 |
| 447 | 3 | 189.7 | 2041.9 | 165.4 | 1780.3 | 2 |
| 448 | 3 | 189.7 | 2041.9 | 165.4 | 1780.3 | 2 |
| 449 | 3E | 194.4 | 2092.5 | 170.1 | 1830.9 | 2 |
| 450 | 3E | 194.4 | 2092.5 | 170.1 | 1830.9 | 2 |
| 451 | 3 | 189.7 | 2041.9 | 165.4 | 1780.3 | 2 |
| 452 | 3 | 189.7 | 2041.9 | 165.4 | 1780.3 | 2 |
| 453 | 3E | 194.4 | 2092.5 | 170.1 | 1830.9 | 2 |
| 454 | 4E | 254.7 | 2741.6 | 222.5 | 2395.0 | 2 |
| 455 | 4 | 249 | 2680.2 | 217 | 2335.8 | 2 |
| 456 | 4 | 249 | 2680.2 | 217 | 2335.8 | 2 |
| 457 | 4E | 254.7 | 2741.6 | 222.5 | 2395.0 | 2 |
| 458 | 1E | 166.9 | 1796.5 | 141.4 | 1522.0 | 2 |
| 459 | 1 | 164.8 | 1773.9 | 139.3 | 1499.4 | 2 |
| 460 | 1 | 164.8 | 1773.9 | 139.3 | 1499.4 | 2 |
| 461 | 1 | 164.8 | 1773.9 | 139.3 | 1499.4 | 2 |
| 462 | 1E | 166.9 | 1796.5 | 141.4 | 1522.0 | 2 |
| 463 | 1E | 166.9 | 1796.5 | 141.4 | 1522.0 | 2 |
| 464 | 1 | 164.8 | 1773.9 | 139.3 | 1499.4 | 2 |
| 465 | 1 | 164.8 | 1773.9 | 139.3 | 1499.4 | 2 |
| 466 | 1 | 164.8 | 1773.9 | 139.3 | 1499.4 | 2 |
| 467 | 1E | 166.9 | 1796.5 | 141.4 | 1522.0 | 2 |
| 468 | 1E | 166.9 | 1796.5 | 141.4 | 1522.0 | 2 |
| 469 | 1 | 164.8 | 1773.9 | 139.3 | 1499.4 | 2 |
| 470 | 1 | 164.8 | 1773.9 | 139.3 | 1499.4 | 2 |
| 471 | 1 | 164.8 | 1773.9 | 139.3 | 1499.4 | 2 |
| 472 | 1 | 164.8 | 1773.9 | 139.3 | 1499.4 | 2 |
| 473 | 1E | 166.9 | 1796.5 | 141.4 | 1522.0 | 2 |
| 474 | 1E | 166.9 | 1796.5 | 141.4 | 1522.0 | 2 |
| 475 | 1 | 164.8 | 1773.9 | 139.3 | 1499.4 | 2 |
| 476 | 1 | 164.8 | 1773.9 | 139.3 | 1499.4 | 2 |
| 477 | 1 | 164.8 | 1773.9 | 139.3 | 1499.4 | 2 |
| 478 | 1 | 164.8 | 1773.9 | 139.3 | 1499.4 | 2 |
| 479 | 1E | 166.9 | 1796.5 | 141.4 | 1522.0 | 2 |
| **Total** | 79 | 15377.1 | 165517.6 | 13571.8 | 146085.5 | |
| **No. Type 1** | **B2B** | 22 | | | | |
| **No. Type 2** | **DBL FT** | 43 | | | | |
| **No. Type 3** | **FL** | 10 | | | | |
| **No. Type 4** | **FL** | 4 | | | | |

| TOTAL | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHASE 1 | TH Type | TYPE | COUNT | FLOOR AREA | | GROSS FLOOR AREA | | SITE AREA | | PARKING | PARKING VISITOR | |
| | | | | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (HECTARE) | | TYPICAL | BF |
| BLOCK 02 | 1 | Type 1 - Back-to-Back | 8 | 1326.8 | 14281.5 | 1122.8 | 12085.7 | | | 16 | | |
| | 2 | Type 2 - Double Front | 8 | 1601.2 | 17235.2 | 1438.8 | 15487.1 | | | 16 | 7 | 1 |
| | 3 | Type 3 - Front Loaded | 15 | 2873.7 | 30932.2 | 2509.2 | 27008.8 | | | 30 | | |
| | | **TOTAL** | **31** | **5801.7** | **62448.9** | **5070.8** | **54581.6** | **7442.1** | **0.7** | **62** | **8** | |

| TOTAL | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHASE | TH Type | TYPE | COUNT | FLOOR AREA | | GROSS FLOOR AREA | | Site area | | PARKING | PARKING VISITOR | |
| | | | | (SQ.M) | (SQ.FT) | (SQ.M) | (SQ.FT) | (SQ.M) | (HECTARE) | | TYPICAL | BF |
| BLOCK 04 | 1 | Type 1 - Back-to-Back | 22 | 3642.4 | 39206.4 | 3081.4 | 33167.9 | | | 44 | | |
| | 2 | Type 2 - Double Front | 43 | 8806.8 | 94795.5 | 7933.9 | 85399.7 | | | 86 | 14 | 2 |
| | 3 | Type 3 - Front Loaded | 10 | 1920.5 | 20672.1 | 1677.5 | 18056.4 | | | 20 | | |
| | 4 | Type 4 - Front Loaded | 4 | 1007.4 | 10843.6 | 879 | 9461.5 | | | 8 | | |
| | | **TOTAL** | **79** | **15377.1** | **165517.6** | **13571.8** | **146085.5** | **16473.8** | **1.6** | **158** | **16** | |

2 A006 BLOCK 02

1 A006 BLOCK 04

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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INFO@COREARCHITECTS.COM
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150 STEELES AVE
MILTON, ON

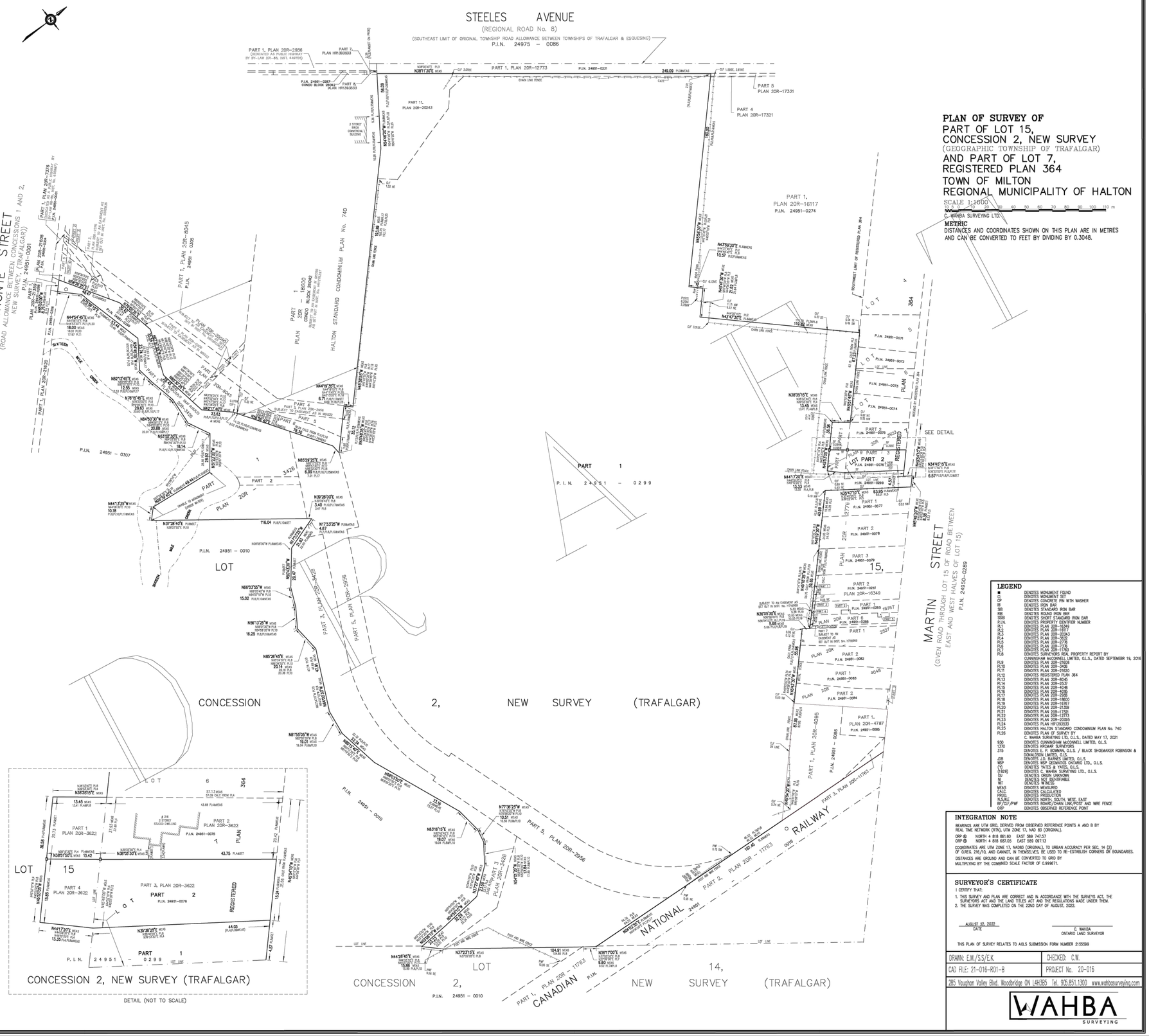
neatt

ONTARIO ASSOCIATION OF ARCHITECTS — MARK EDLAVICH — LICENCE 4708

| Drawn | Scale |
|---|---|
| CW | N/A |
| **Checked** | **Date** |
| CW | 2025-03-01 |

Title
BLOCK STATISTICS
TOWNHOUSES

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A006** |




**PLAN OF SURVEY OF**
PART OF LOT 15,
CONCESSION 2, NEW SURVEY
(GEOGRAPHIC TOWNSHIP OF TRAFALGAR)
AND PART OF LOT 7,
REGISTERED PLAN 364
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON

SCALE 1:1000
0 10 20 30 40 50 60 70 80 90 100 110 m

© WAHBA SURVEYING LTD.

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

**LEGEND**

| | |
|---|---|
| ■ | DENOTES MONUMENT FOUND |
| □ | DENOTES MONUMENT SET |
| ⊙ | DENOTES CONCRETE PIN WITH WASHER |
| IB | DENOTES IRON BAR |
| SIB | DENOTES STANDARD IRON BAR |
| RIB | DENOTES ROUND IRON BAR |
| SSIB | DENOTES SHORT STANDARD IRON BAR |
| P.I.N. | DENOTES PROPERTY IDENTIFIER NUMBER |
| PL1 | DENOTES PLAN 20R-1 |
| PL2 | DENOTES PLAN 20R-1017 |
| PL3 | DENOTES PLAN 20R-3084 |
| PL4 | DENOTES PLAN 20R-3622 |
| PL5 | DENOTES PLAN 20R-3778 |
| PL6 | DENOTES PLAN 20R-7378 |
| PL7 | DENOTES PLAN 20R-11763 |
| PL8 | DENOTES SURVEYORS REAL PROPERTY REPORT BY CUNNINGHAM McCONNELL LIMITED, O.L.S., DATED SEPTEMBER 19, 2016 |
| PL9 | DENOTES PLAN 20R-16034 |
| PL10 | DENOTES PLAN 20R-3428 |
| PL11 | DENOTES PLAN 20R-21620 |
| PL12 | DENOTES REGISTERED PLAN 364 |
| PL13 | DENOTES PLAN 20R-8545 |
| PL14 | DENOTES PLAN 20R-2357 |
| PL15 | DENOTES PLAN 20R-4048 |
| PL16 | DENOTES PLAN 20R-4095 |
| PL17 | DENOTES PLAN 20R-2958 |
| PL18 | DENOTES PLAN 20R-18600 |
| PL19 | DENOTES PLAN 20R-15767 |
| PL20 | DENOTES PLAN 20R-3109 |
| PL21 | DENOTES PLAN 20R-11326 |
| PL22 | DENOTES PLAN 20R-12773 |
| PL23 | DENOTES PLAN 20R-20383 |
| PL24 | DENOTES PLAN HR1393533 |
| PL25 | DENOTES HALTON STANDARD CONDOMINIUM PLAN No. 740 |
| PL26 | DENOTES PLAN OF SURVEY BY C. WAHBA SURVEYING LTD., O.L.S., DATED MAY 17, 2021 |
| 930 | DENOTES CUNNINGHAM McCONNELL LIMITED, O.L.S. |
| 1370 | DENOTES KROMM SURVEYORS |
| 375 | DENOTES E. P. BOWMAN, O.L.S. / BLACK SHOEMAKER ROBINSON & DONALDSON LIMITED, O.L.S. |
| JDB | DENOTES J.D. BARNES LIMITED, O.L.S. |
| MSP | DENOTES MSP GEOMATICS ONTARIO LTD., O.L.S. |
| (T) | DENOTES YATES & YATES, O.L.S. |
| (1929) | DENOTES C. WAHBA SURVEYING LTD., O.L.S. |
| OU | DENOTES ORIGIN UNKNOWN |
| UT | DENOTES UNABLE TO ATTRIBUTE |
| MT | DENOTES MITNESS |
| MEAS | DENOTES MEASURED |
| CALC | DENOTES CALCULATED |
| PROD. | DENOTES PRODUCTION |
| N,S,W,E | DENOTES NORTH, SOUTH, WEST, EAST |
| BF/CL/FWF | DENOTES BOARD/CHAIN LINK/POST AND WIRE FENCE |
| ORP | DENOTES ORIGINATED REFERENCE POINT |

**INTEGRATION NOTE**
BEARINGS ARE UTM GRID, DERIVED FROM OBSERVED REFERENCE POINTS A AND B BY REAL TIME NETWORK (RTN), UTM ZONE 17, NAD 83 (ORIGINAL).
ORP Ⓐ NORTH 4 818 851.60 EAST 589 747.57
ORP Ⓑ NORTH 4 818 657.05 EAST 589 097.13
COORDINATES ARE UTM ZONE 17, NAD83 (ORIGINAL) TO URBAN ACCURACY PER SEC. 14 (2) OF O.REG. 216/10, AND CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES.
DISTANCES ARE GROUND AND CAN BE CONVERTED TO GRID BY MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.999671.

**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 LAND TITLES ACT AND THE REGULATIONS MADE UNDER THEM.
2. THE SURVEY WAS COMPLETED ON THE 22ND DAY OF AUGUST, 2022.

AUGUST 22, 2022 — DATE
C. WAHBA — ONTARIO LAND SURVEYOR

THIS PLAN OF SURVEY RELATES TO AOLS SUBMISSION FORM NUMBER 2155599

DRAWN: E.M./S.S/E.K. | CHECKED: C.W.
CAD FILE: 21-016-R01-B | PROJECT No. 20-016

285 Vaughan Valley Blvd. Woodbridge ON L4H3B5 Tel. 905.851.1300 www.wahbasurveying.com

WAHBA SURVEYING

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS ON THE JOB.

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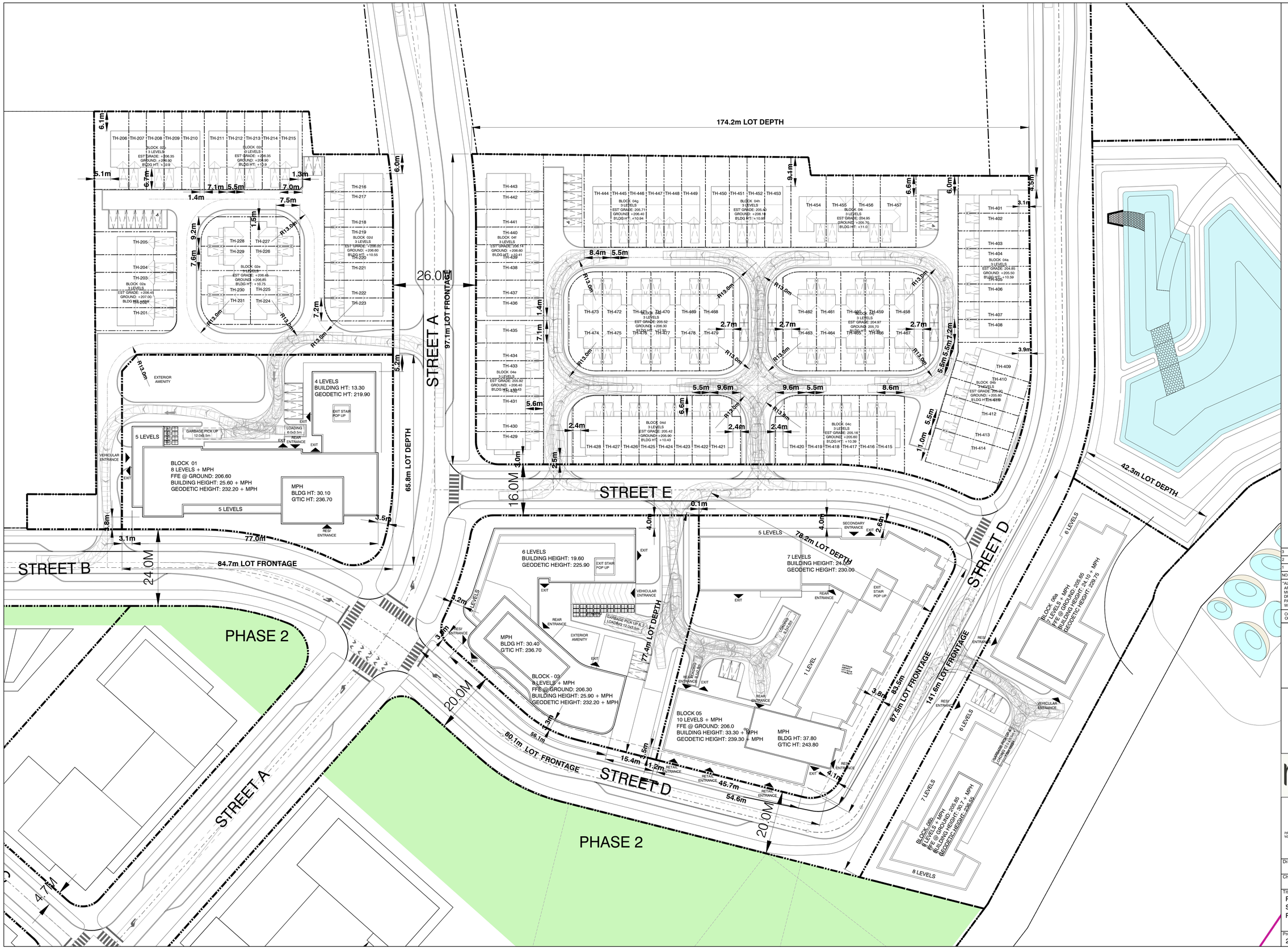
150 STEELES AVE
MILTON, ON

neatt

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| Drawn | Scale N/A |
| Checked CW | Date 2025-03-01 |

Title
BLOCK STATISTICS
TOWNHOUSES

| | |
|---|---|
| Project No. 22-207 | Drawing No. A007 |




## LEGEND

NOTES:

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-ILLUSTRATED VEHICLE MOVEMENT DIAGRAM IS TAKEN FROM TRAFFIC REPORT. REFER ALSO TO TRAFFIC REPORT.

-REFER TO SITE SERVICING AND GRADING PLAN FOR DETAILED GRADING.

-REFER TO LANDSCAPE PLAN FOR PLANTING AND PAVING LOCATION, MATERIALS AND DETAILS.

-TWO CHUTES EQUIPPED. ONE C/W BI-SORTER FOR GARBAGE (G) AND COMPOST (C). OTHER CHUTE FOR RECYCLING (R). GARBAGE STREAM ATTACHED TO COMPACTOR

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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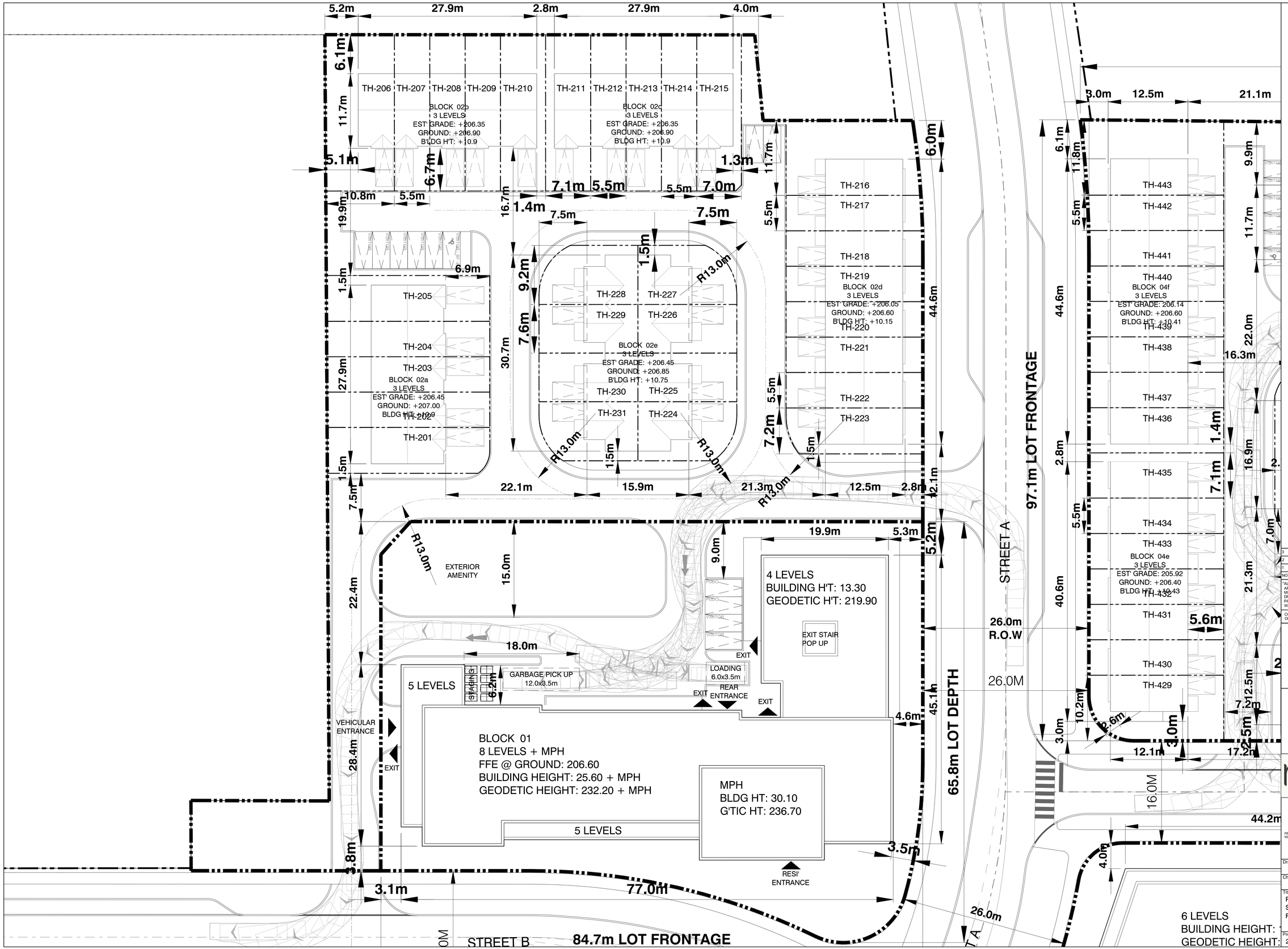
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| Drawn | Scale 1:500 |
| Checked | Date 2024-08-02 |

Title
PHASE 1
SITE PLAN - ZONING
ROOF PLAN

| Project No. | Drawing No. |
|---|---|
| 22-207 | A110 |




## LEGEND

NOTES:

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| NO. | REVISIONS | DATE |
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| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
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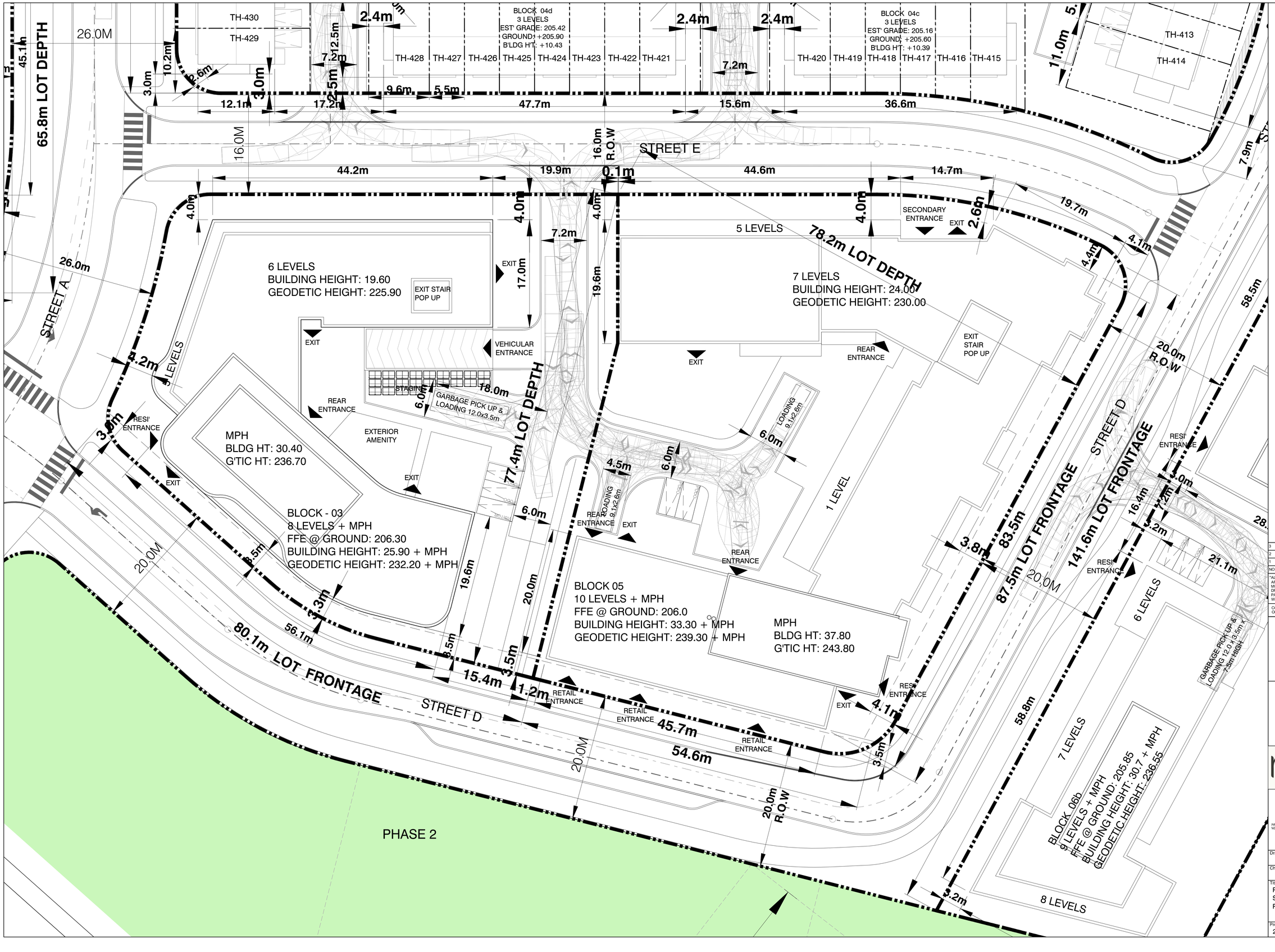
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LICENCE

| Drawn | Scale |
|---|---|
| | 1:250 |
| Checked | Date |
| | 2025-03-01 |

Title
PHASE 1 - BLOCK 01 & 02
SITE PLAN - ZONING
ROOF PLAN

| Project No. | Drawing No. |
|---|---|
| 22-207 | A101 |

6 LEVELS
BUILDING HEIGHT:
GEODETIC HEIGHT:




## LEGEND

NOTES:

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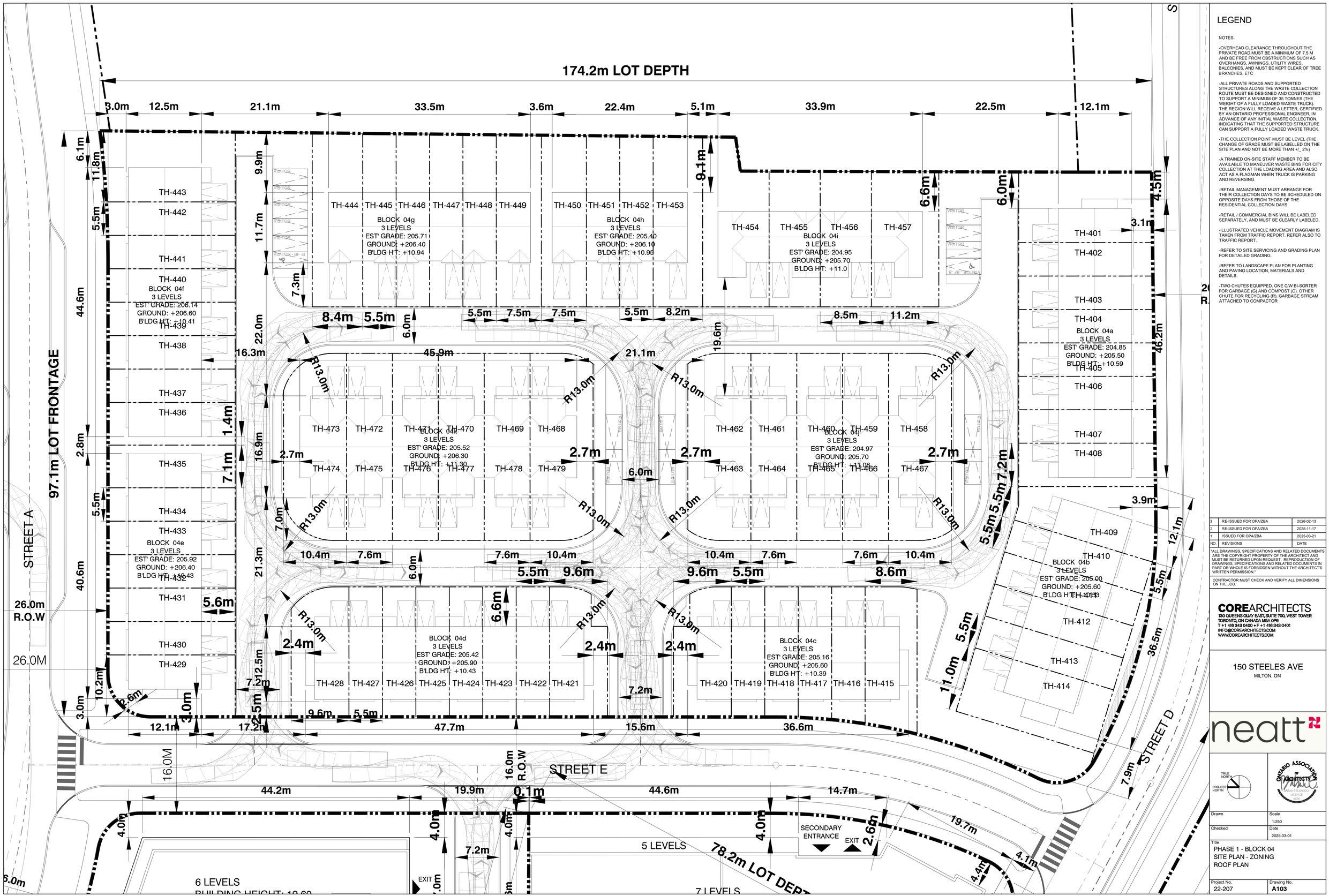
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MIRIAM ESLAMLOU
LICENCE

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| Drawn | Scale 1:250 |
| Checked | Date 2025-03-01 |

Title
PHASE 1 - BLOCK 03 & 05
SITE PLAN - ZONING
ROOF PLAN

| | |
|---|---|
| Project No. 22-207 | Drawing No. A102 |




## LEGEND

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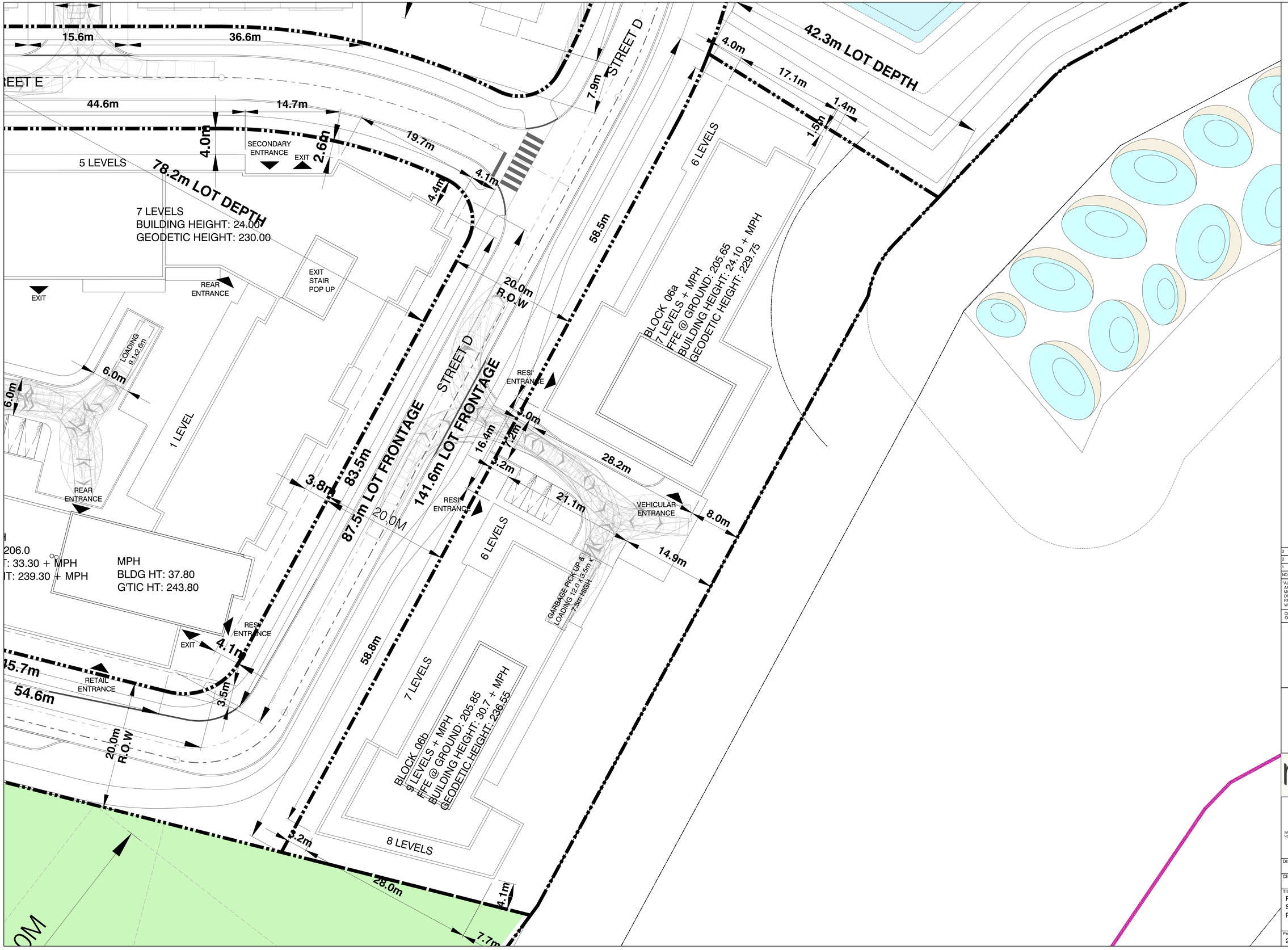
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| Drawn | Scale 1:250 |
| Checked | Date 2025-03-01 |

Title
PHASE 1 - BLOCK 04
SITE PLAN - ZONING
ROOF PLAN

| | |
|---|---|
| Project No. 22-207 | Drawing No. A103 |




## LEGEND

NOTES:

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| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
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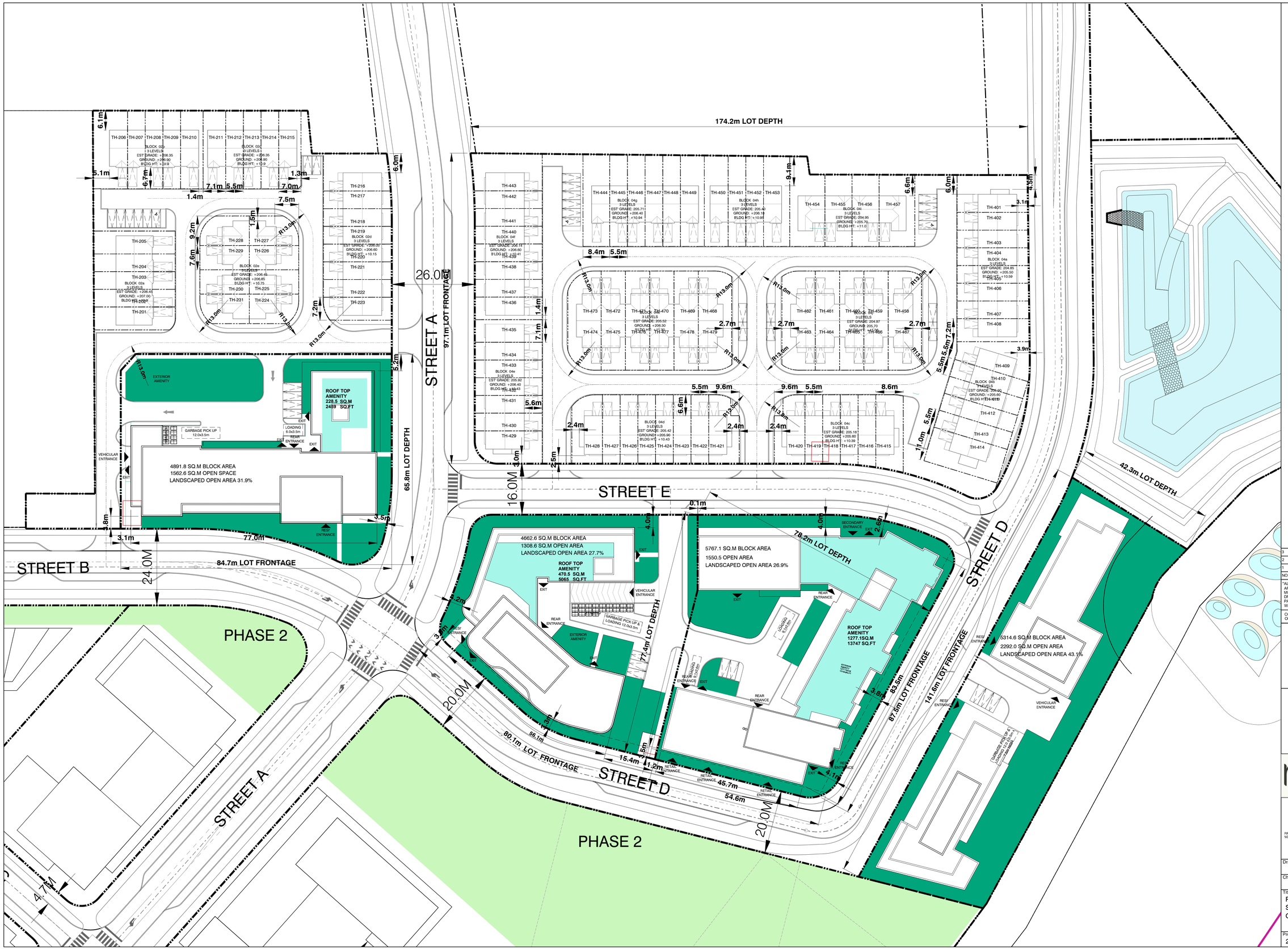
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EVAN CLARK
LICENCE

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| Drawn | Scale 1:250 |
| Checked | Date 2025-03-01 |

Title
PHASE 1 - BLOCK 06
SITE PLAN - ZONING
ROOF PLAN

| | |
|---|---|
| Project No. 22-207 | Drawing No. A104 |




## LEGEND

NOTES:

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ROOF TOP AMENITY

OPEN AREA AT GRADE

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
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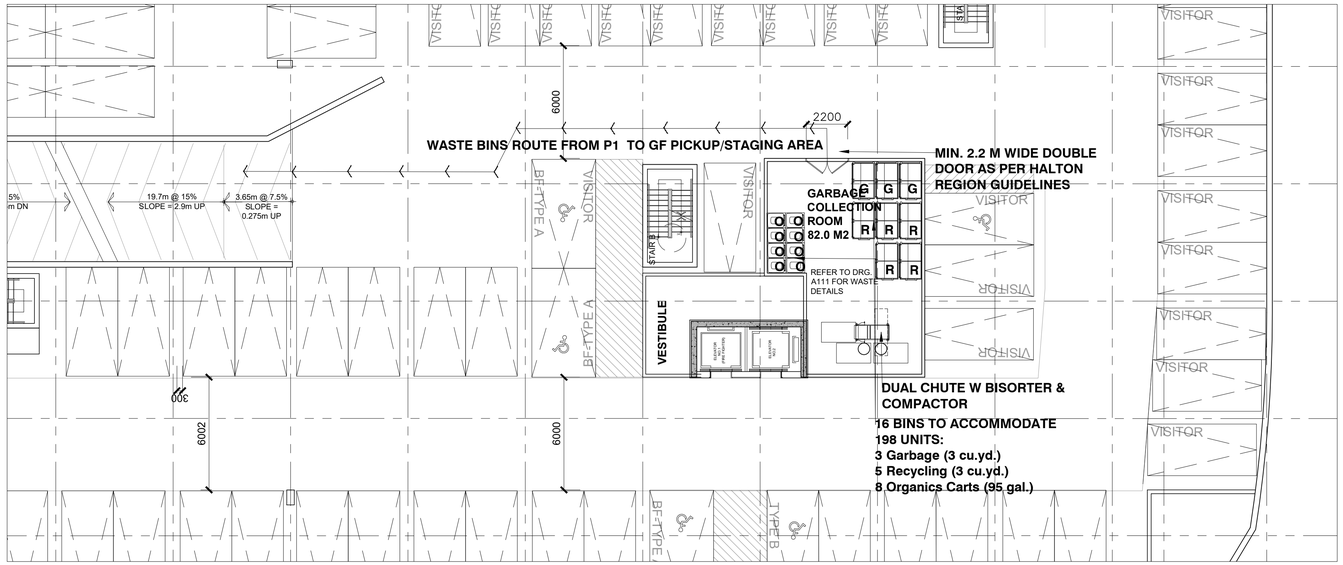
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PRIVATE PRACTICE
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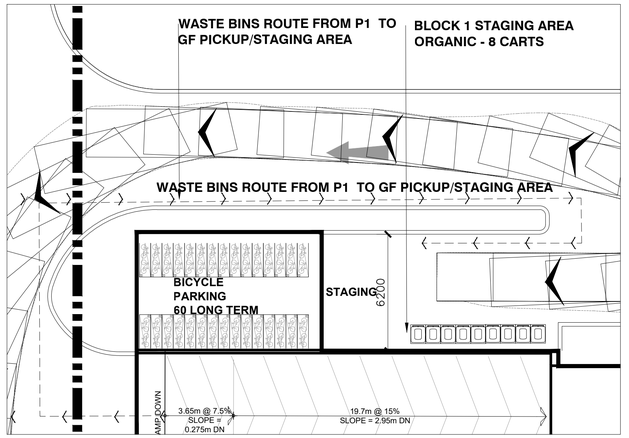
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| Checked | Date 2024-08-02 |

Title
PHASE 1
SITE PLAN
OPEN AREA CALCULATION

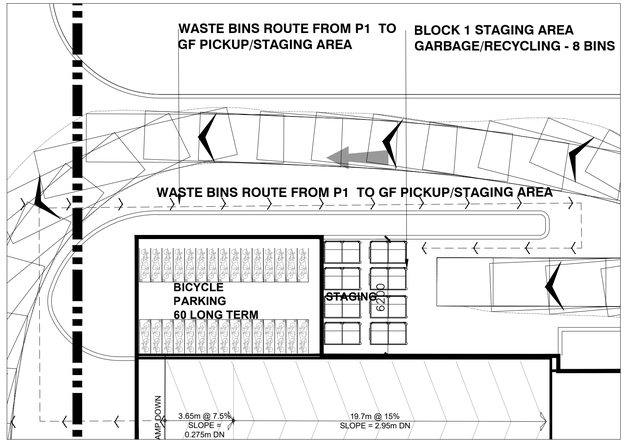
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| 22-207 | **A110** |



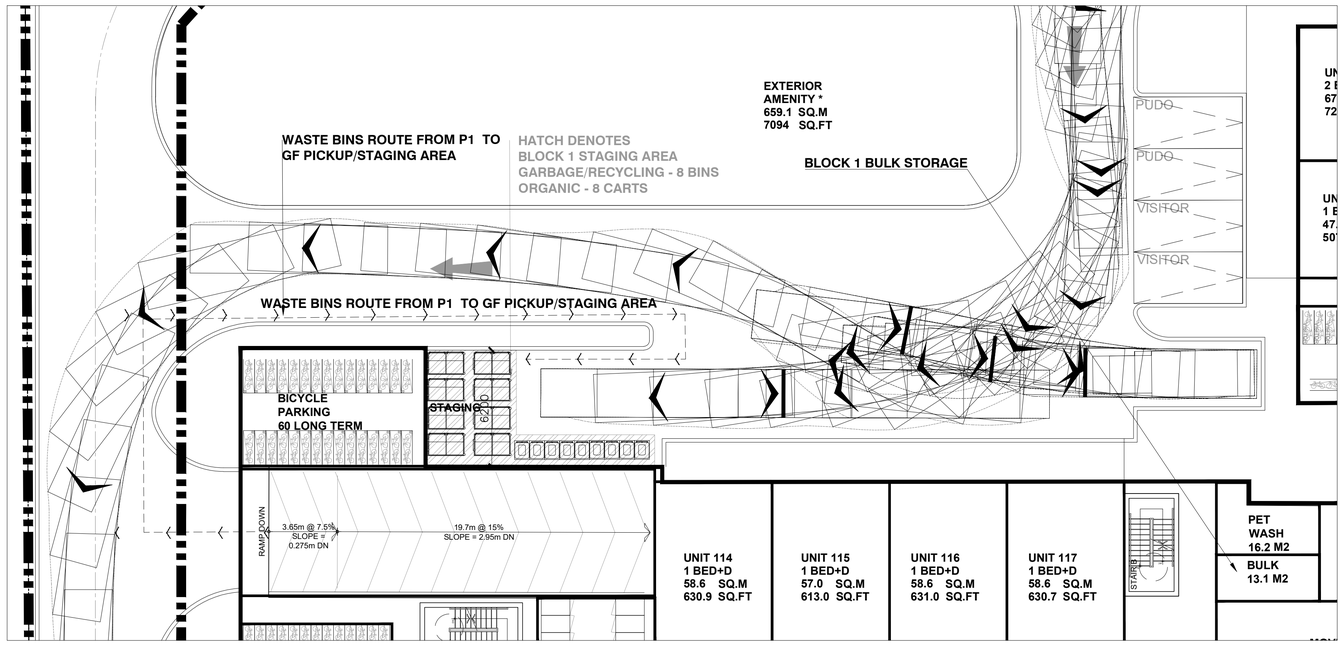

4 A111 GARBAGE ROOM @ P1




2 A111 STAGING/LOADING AREA–ORGANICS




1 A111 STAGING/LOADING AREA–GARBAGE/RECYCLING




3 A111 STAGING/LOADING AREA

| BUILDING 1<br>198 (UNITS) | | |
|---|---|---|
| MINIMUM NUMBER OF BINS REQUIRED – RESIDENTIAL | VALUE | UNIT |
| GARBAGE | 3 | 3 CU. YD. BIN(S) |
| RECYCLING | 5 | 3 CU. YD. BIN(S) |
| ORGANIC | 8 | 95 GAL. CART(S) |
| TOTAL BIN/CART FOOTPRINT AREA | 26 SQ.M | |

NOTES:

- NUMBER OF BINS AND AREAS CALCULATED AS PER HALTON REGION GUIDELINE. (REFER TO WASTE MANAGEMENT PLAN).
- MINIMUM 2.2M WIDE DOUBLE DOOR AS PER HALTON REGION GUIDELINE
- OVERHEAD CLEARANCE THROUGHOUT THE PRIVATE ROAD MUST BE MINIMUM OF 7.5M AND BE FREE FROM OBSTRUCTIONS SUCH AS OVERHANGS, AWNINGS, UTILITY WIRES, BALCONIES, AND MUST BE KEPT CLEAR OF TREE BRANCHES, ETC.
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-TWO CHUTES EQUIPPED. ONE C/W BI-SORTER FOR GARBAGE (G) AND COMPOST (C). OTHER CHUTE FOR RECYCLING (R). GARBAGE STREAM ATTACHED TO COMPACTOR

| NO. | REVISIONS | DATE |
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| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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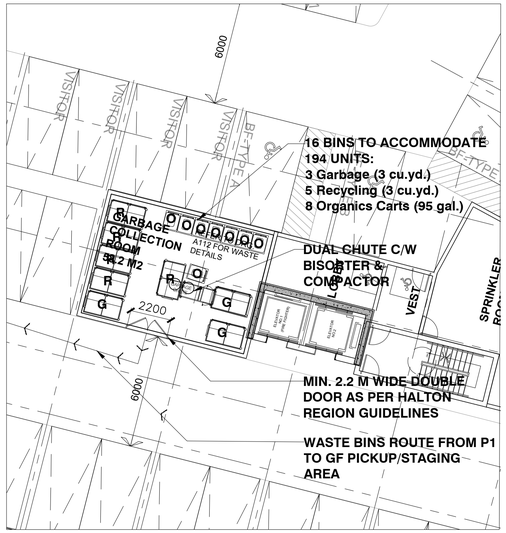
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OMAR ESLAHJOU
LICENCE

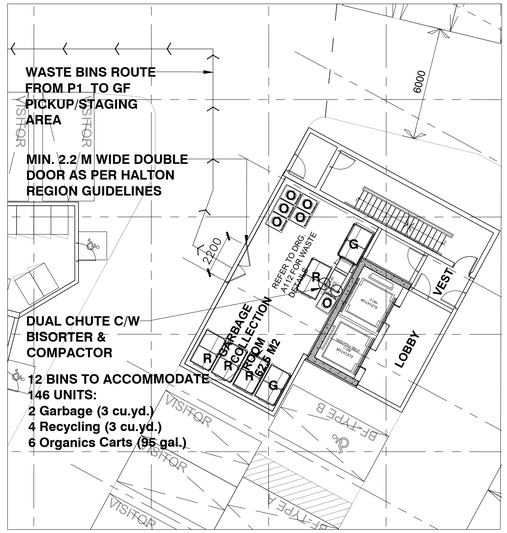
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| Checked | Date |
| | 2025-03-01 |

Title
PHASE 1
BLOCK 1
WASTE MANAGMENT

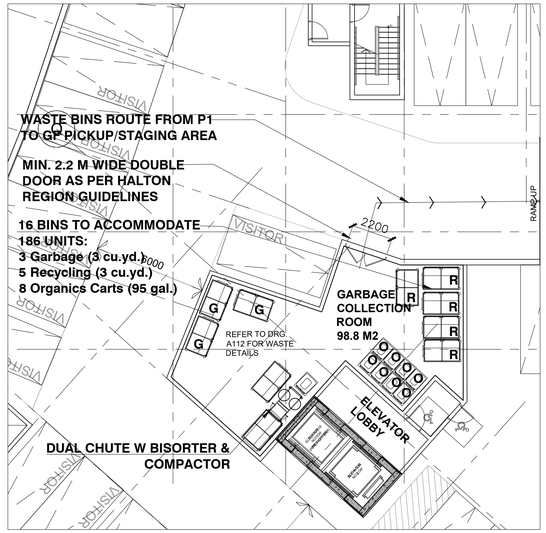
| Project No. | Drawing No. |
|---|---|
| 22-207 | A111 |



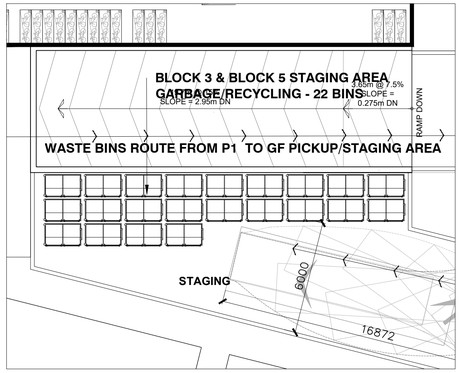

6 A111 BLOCK 5 – GARBAGE ROOM 1 @ P1



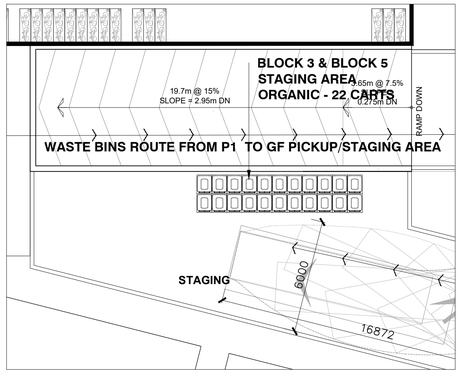

5 A111 BLOCK 5 – GARBAGE ROOM 2 @ P1



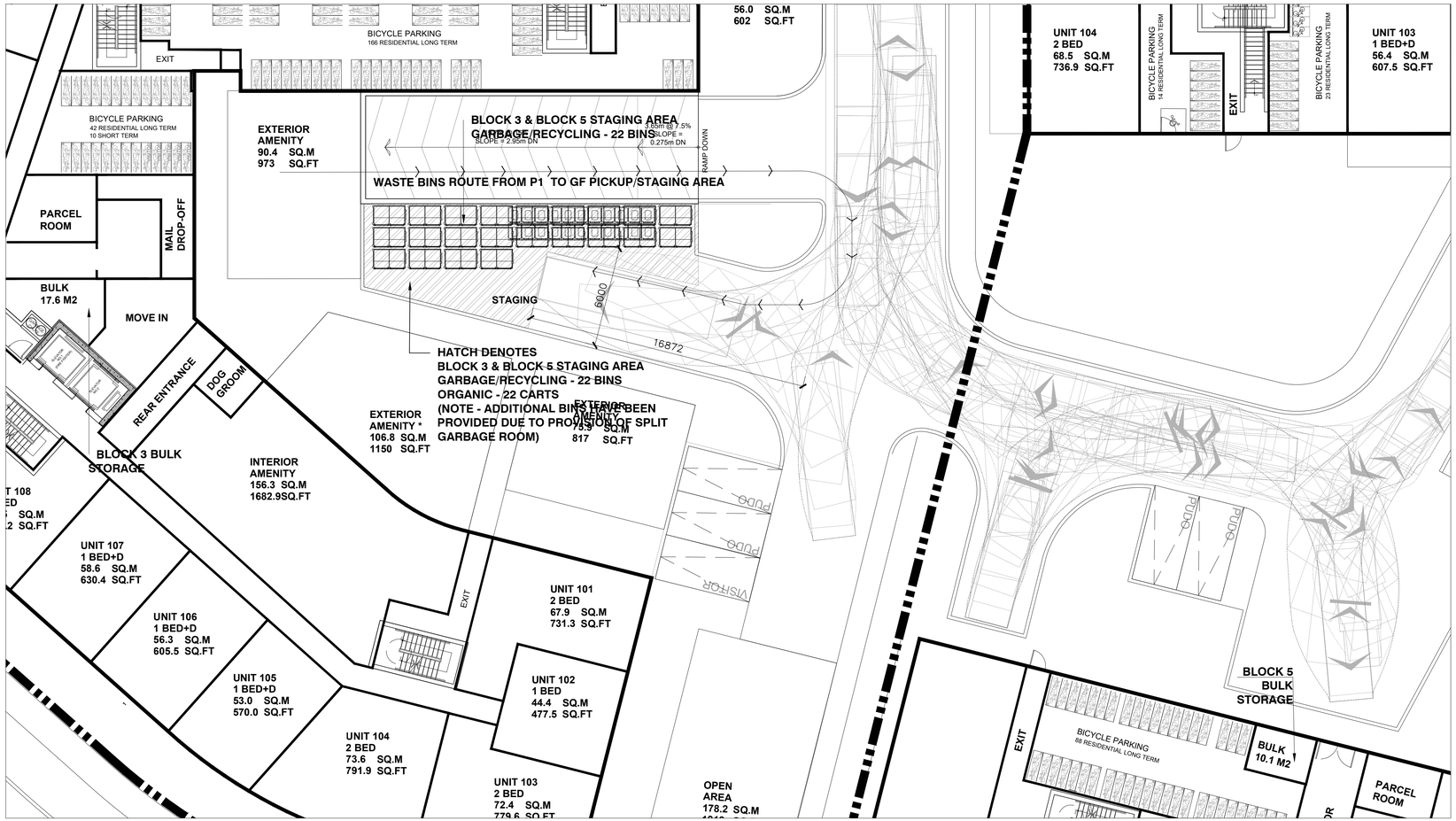

4 A111 BLOCK 3 – GARBAGE ROOM @ P1




2 A111 BLOCK 3&5 – GARBAGE/RECYCLING




1 A111 BLOCK 3&5 – ORGANICS




3 A111 BLOCK 3&5 – STAGING/LOADING AREA

| BUILDING 5 338 (UNITS) | | |
|---|---|---|
| MINIMUM NUMBER OF BINS REQUIRED – RESIDENTIAL | VALUE | UNIT |
| GARBAGE | 5 | 3 CU. YD. BIN(S) |
| RECYCLING | 8 | 3 CU. YD. BIN(S) |
| ORGANIC | 14 | 95 GAL. CART(S) |
| TOTAL BIN/CART FOOTPRINT AREA | 43 SQ.M | |
| BUILDING 3 186 (UNITS) | | |
| MINIMUM NUMBER OF BINS REQUIRED – RESIDENTIAL | VALUE | UNIT |
| GARBAGE | 3 | 3 CU. YD. BIN(S) |
| RECYCLING | 5 | 3 CU. YD. BIN(S) |
| ORGANIC | 8 | 95 GAL. CART(S) |
| TOTAL BIN/CART FOOTPRINT AREA | 26 SQ.M | |

NOTES:

- NUMBER OF BINS AND AREAS CALCULATED AS PER HALTON REGION GUIDELINE. (REFER TO WASTE MANAGEMENT PLAN).
- MINIMUM 2.2M WIDE DOUBLE DOOR AS PER HALTON REGION GUIDELINE
- OVERHEAD CLEARANCE THROUGHOUT THE PRIVATE ROAD MUST BE MINIMUM OF 7.5M AND BE FREE FROM OBSTRUCTIONS SUCH AS OVERHANGS, AWNINGS, UTILITY WIRES, BALCONIES, AND MUST BE KEPT CLEAR OF TREE BRANCHES, ETC.
- ALL PRIVATE ROADS AND SUPPORTED STRUCTURES ALONG THE WASTE COLLECTION ROUTE MUST BE DESIGNED AND CONSTRUCTED TO SUPPORT MINIMUM OF 35 TONNES (THE WEIGHT OF A FULLY LOADED WASTE TRUCK).
- COLLECTION POINT MUST BE LEVEL (THE CHANGE OF GRADE MUST NOT BE MORE THAN +/– 2%) AND IF APPLICABLE, MUST BE CERTIFIED THAT IT IS DESIGNED AND CONSTRUCTED TO SUPPORT A MINIMUM OF 35 TONNES (THE WEIGHT OF A FULLY LOADED WASTE TRUCK).

## LEGEND

NOTES:

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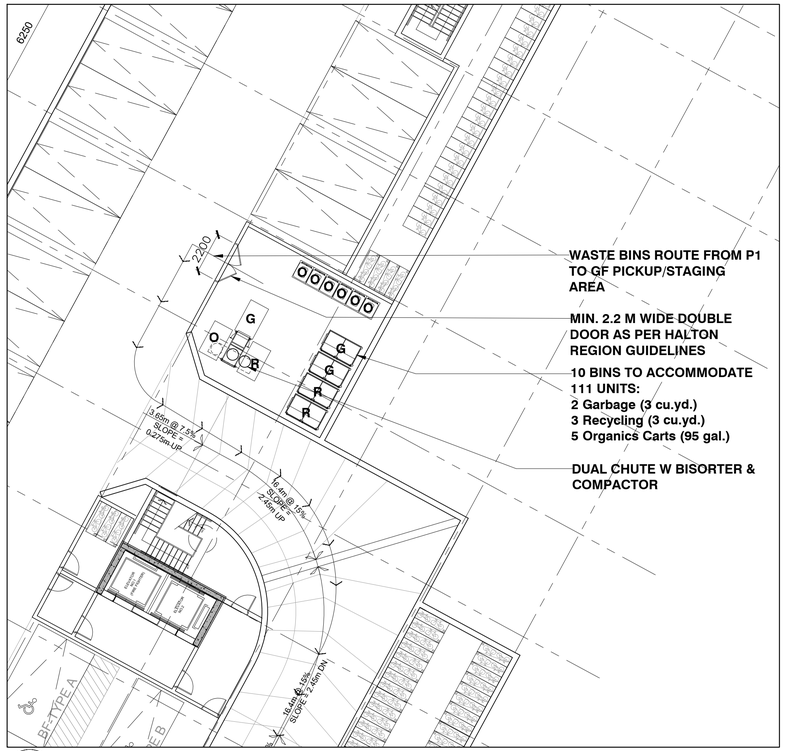
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FOR

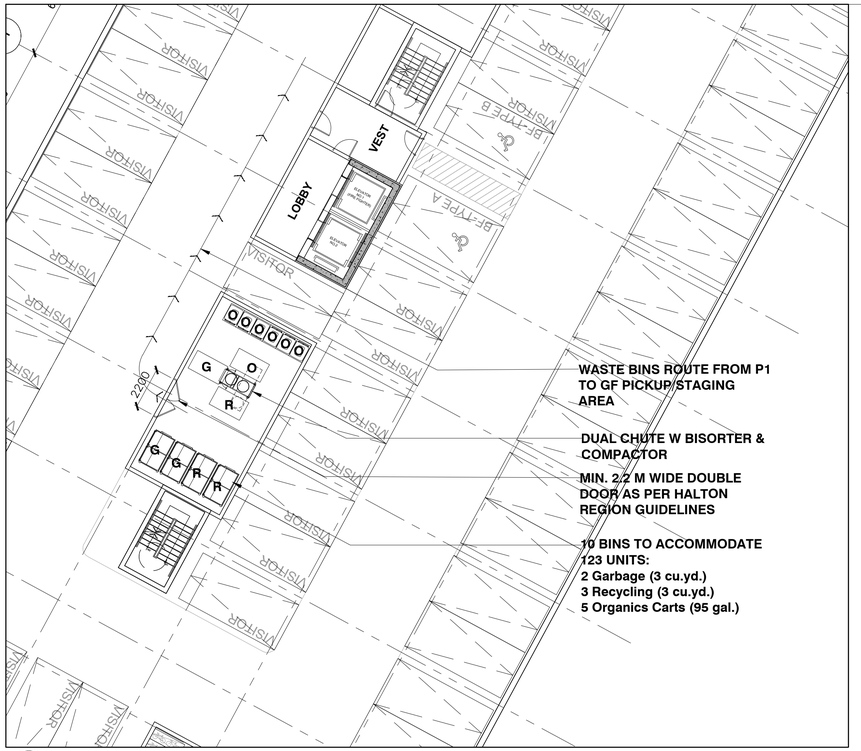
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| | 1:150 |
| Checked | Date |
| | 2025-03-01 |

Title
PHASE 1
BLOCK 3 AND BLOCK 5
WASTE MANAGMENT

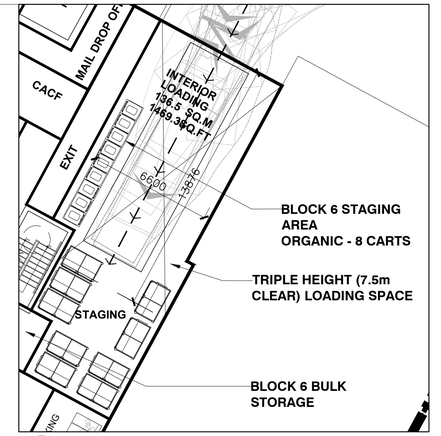
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| 22-207 | A112 |



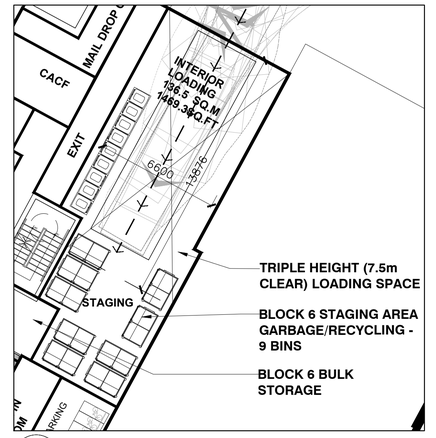

6 A113 BLOCK 6 – EAST GARBAGE ROOM @ P1



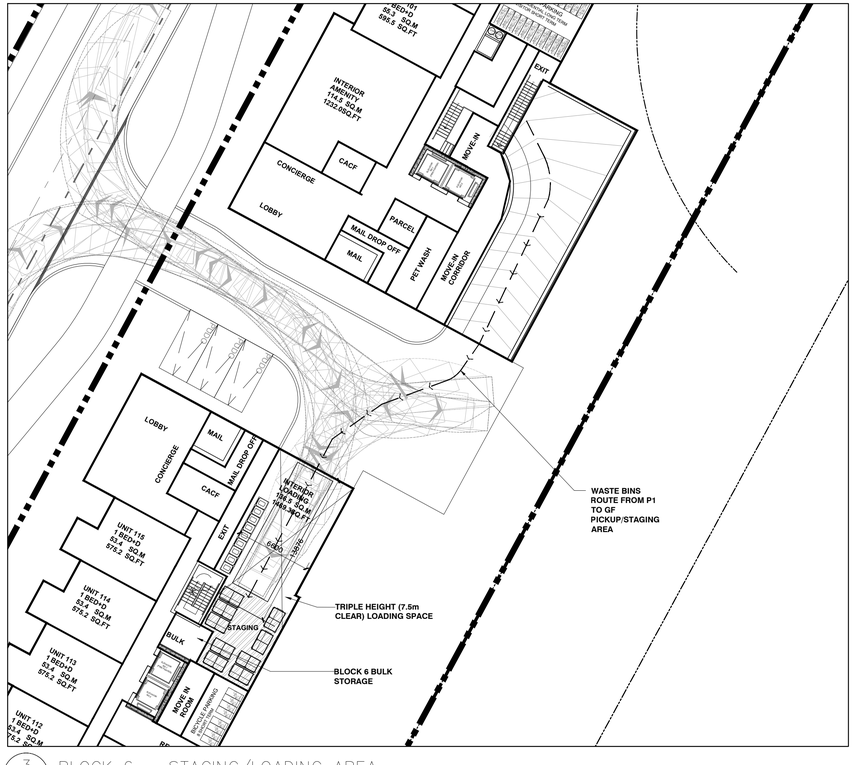

4 A113 BLOCK 6 – WEST GARBAGE ROOM @ P1




2 A113 BLOCK 6 – STAGING AREA ORGANICS




1 A113 BLOCK 6 – STAGING AREA GARB'/RECY'G




3 A113 BLOCK 6 – STAGING/LOADING AREA

| BUILDING 6<br>234 (UNITS) | | |
|---|---|---|
| MINIMUM NUMBER OF BINS REQUIRED – RESIDENTIAL | VALUE | UNIT |
| GARBAGE | 3 | 3 CU. YD. BIN(S) |
| RECYCLING | 6 | 3 CU. YD. BIN(S) |
| ORGANIC | 10 | 95 GAL. CART(S) |
| TOTAL BIN/CART FOOTPRINT AREA | 30 SQ.M | |

NOTES:

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Title
PHASE 1
BLOCK 6
WASTE MANAGMENT

| Project No. | Drawing No. |
|---|---|
| 22-207 | A113 |

26.0M

STREET A

STREET E

16.0M

STREET B

24.0M

PHASE 2

20.0M

STREET D

STREET A

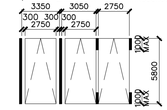
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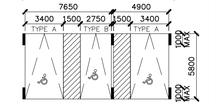
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PHASE 2

TYPICAL PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




BARRIER FREE PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




STACK BICYCLE PARKING (600X1800)
(MINIMUM 2.4M CLEAR HEIGHT)




| NO. | REVISIONS | DATE |
|---|---|---|
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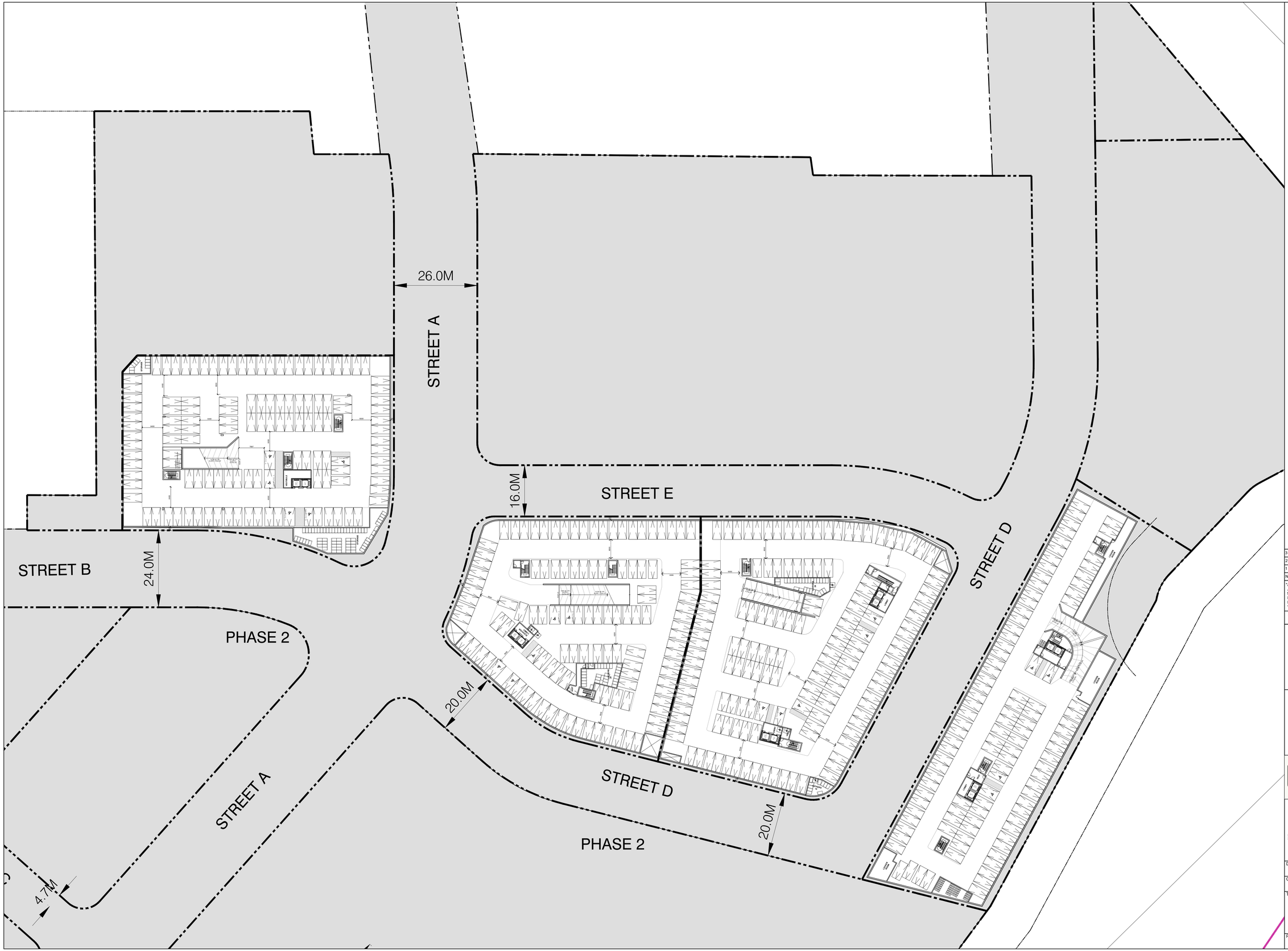
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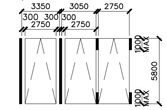
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Title
PHASE 1
SITE PLAN
BASEMENT LEVEL P3

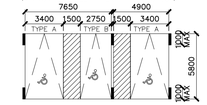
| Project No. | Drawing No. |
|---|---|
| 22-207 | **A200** |




TYPICAL PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




BARRIER FREE PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




STACK BICYCLE PARKING (600X1800)
(MINIMUM 2.4M CLEAR HEIGHT)




| NO. | REVISIONS | DATE |
|---|---|---|
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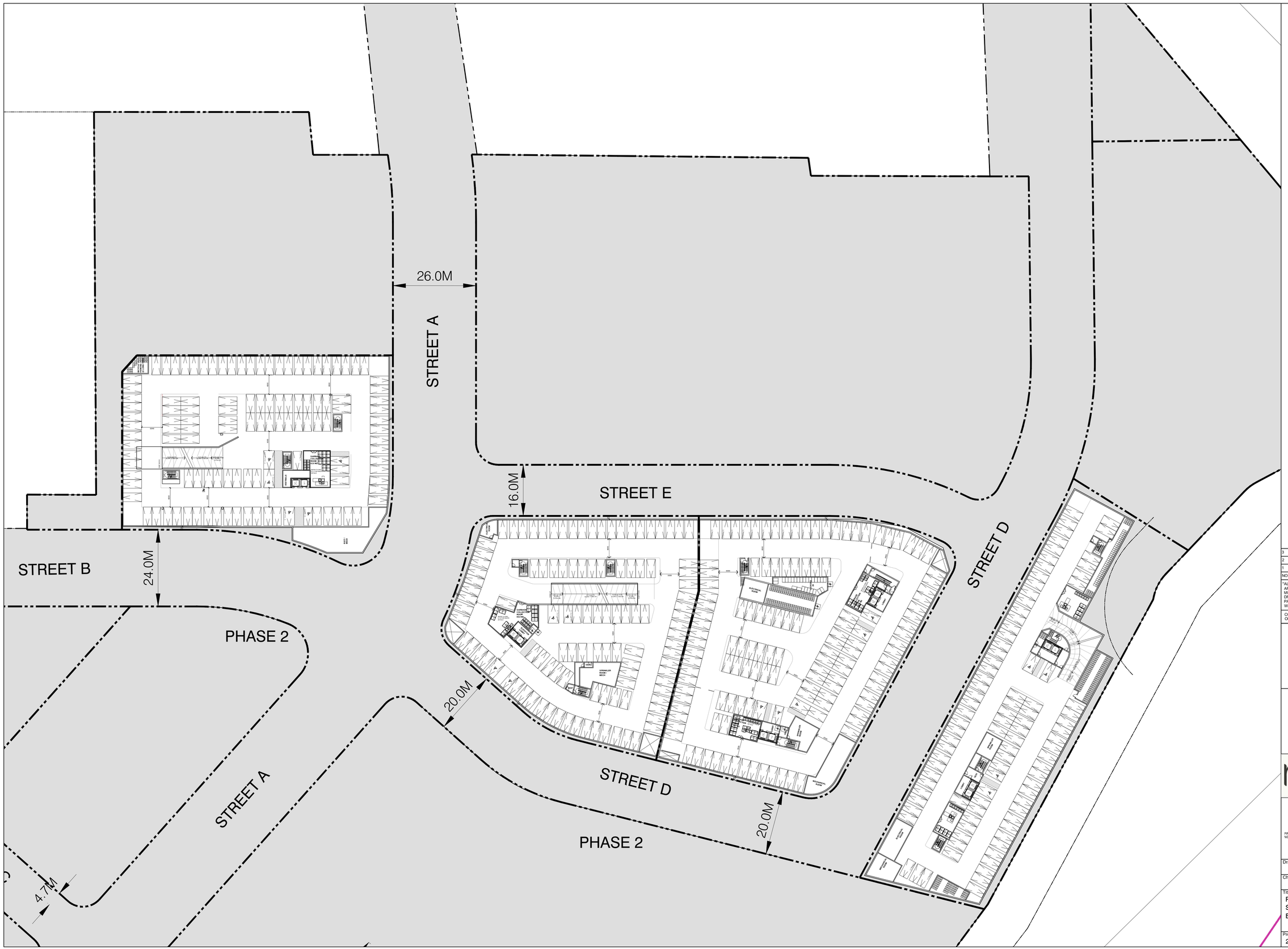
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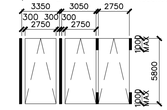
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| Checked | Date |
| | 2024-08-02 |

Title
PHASE 1
SITE PLAN
BASEMENT LEVEL P2

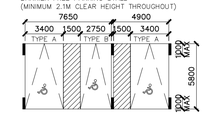
| Project No. | Drawing No. |
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| 22-207 | **A201** |




TYPICAL PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




BARRIER FREE PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




STACK BICYCLE PARKING (600X1800)
(MINIMUM 2.4M CLEAR HEIGHT)




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| Checked | Date |
| | 2024-08-02 |

Title
PHASE 1
SITE PLAN
BASEMENT LEVEL P1

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A202** |

## LEGEND

NOTES:

-OVERHEAD CLEARANCE THROUGHOUT THE PRIVATE ROAD MUST BE A MINIMUM OF 7.5 M AND BE FREE FROM OBSTRUCTIONS SUCH AS OVERHANGS, AWNINGS, UTILITY WIRES, BALCONIES, AND MUST BE KEPT CLEAR OF TREE BRANCHES, ETC

-ALL PRIVATE ROADS AND SUPPORTED STRUCTURES ALONG THE WASTE COLLECTION ROUTE MUST BE DESIGNED AND CONSTRUCTED TO SUPPORT A MINIMUM OF 35 TONNES (THE WEIGHT OF A FULLY LOADED WASTE TRUCK). THE REGION WILL RECEIVE A LETTER, CERTIFIED BY AN ONTARIO PROFESSIONAL ENGINEER, IN ADVANCE OF ANY INITIAL WASTE COLLECTION, INDICATING THAT THE SUPPORTED STRUCTURE CAN SUPPORT A FULLY LOADED WASTE TRUCK.

-THE COLLECTION POINT MUST BE LEVEL (THE CHANGE OF GRADE MUST BE LABELLED ON THE SITE PLAN AND NOT BE MORE THAN +/_ 2%)

-A TRAINED ON-SITE STAFF MEMBER TO BE AVAILABLE TO MANEUVER WASTE BINS FOR CITY COLLECTION AT THE LOADING AREA AND ALSO ACT AS A FLAGMAN WHEN TRUCK IS PARKING AND REVERSING.

-RETAIL MANAGEMENT MUST ARRANGE FOR THEIR COLLECTION DAYS TO BE SCHEDULED ON OPPOSITE DAYS FROM THOSE OF THE RESIDENTIAL COLLECTION DAYS.

-RETAIL / COMMERCIAL BINS WILL BE LABELED SEPARATELY, AND MUST BE CLEARLY LABELED.

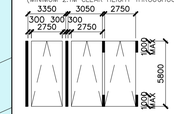
-ILLUSTRATED VEHICLE MOVEMENT DIAGRAM IS TAKEN FROM TRAFFIC REPORT. REFER ALSO TO TRAFFIC REPORT.

-REFER TO SITE SERVICING AND GRADING PLAN FOR DETAILED GRADING.

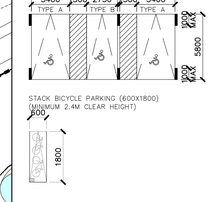
-REFER TO LANDSCAPE PLAN FOR PLANTING AND PAVING LOCATION, MATERIALS AND DETAILS.

-TWO CHUTES EQUIPPED. ONE C/W BI-SORTER FOR GARBAGE (G) AND COMPOST (C). OTHER CHUTE FOR RECYCLING (R). GARBAGE STREAM ATTACHED TO COMPACTOR

TYPICAL PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




BARRIER FREE PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




STACK BICYCLE PARKING (600X1800)
(MINIMUM 2.4M CLEAR HEIGHT)




| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |


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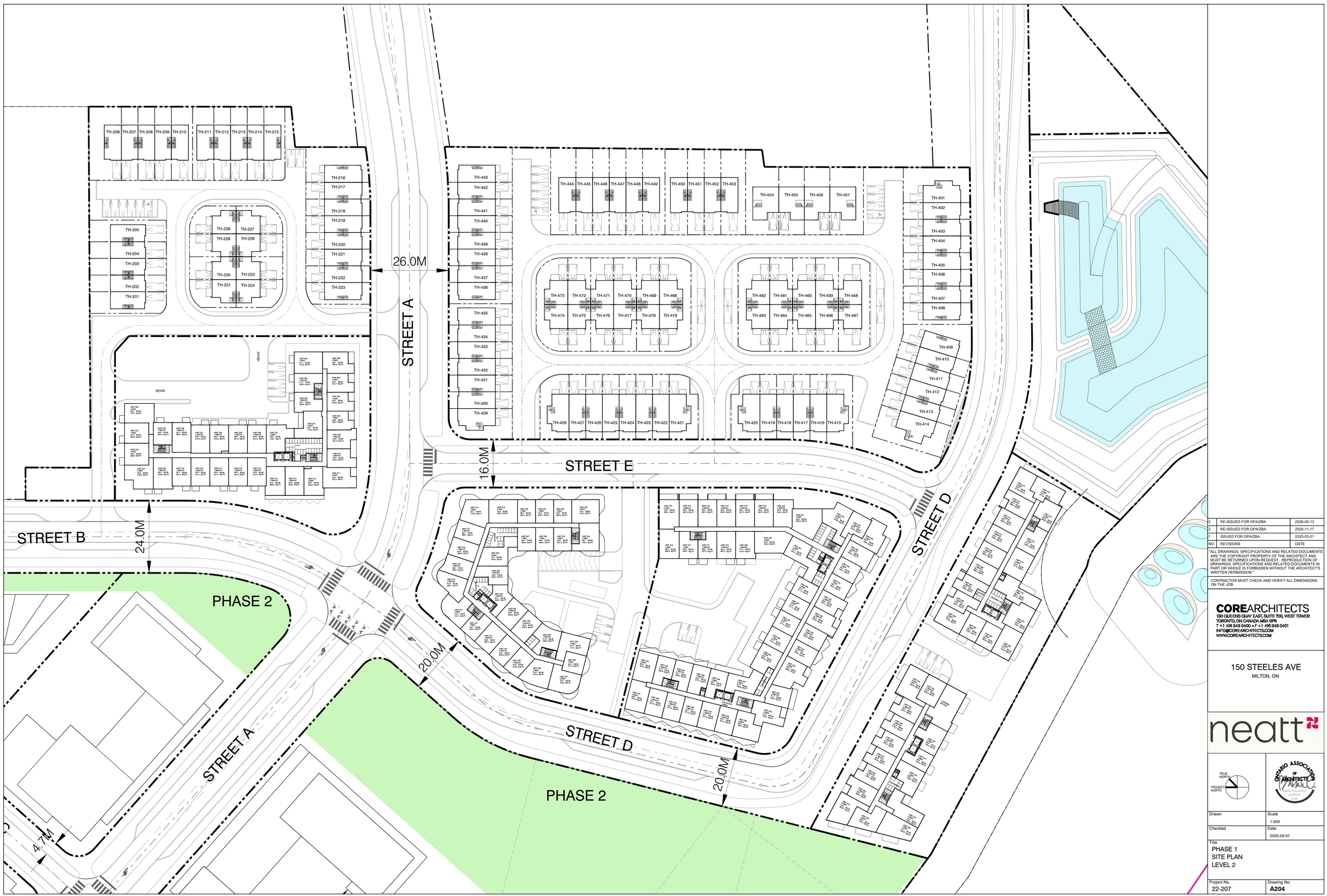
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4729

| | |
|---|---|
| Drawn | Scale 1:500 |
| Checked | Date 2025-03-01 |

Title
PHASE 1
SITE PLAN
AT GROUND LEVEL

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A203** |




| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
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| Drawn | Scale 1:500 |
| Checked | Date 2025-03-01 |

Title
PHASE 1
SITE PLAN
LEVEL 2

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A204** |




| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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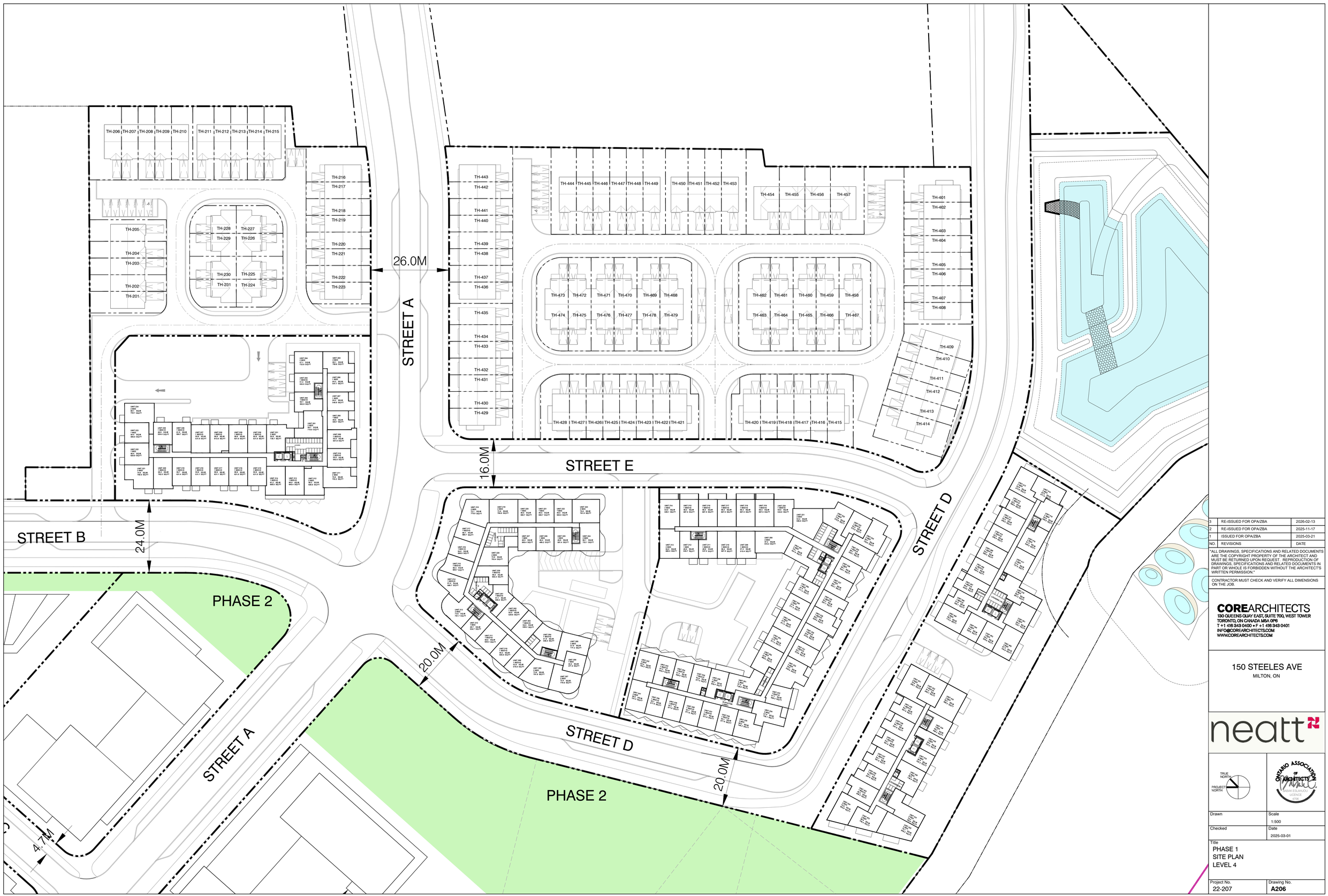
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PROJECT NORTH

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BABAK ESLAHJOU
LICENCE
2025

| | |
|---|---|
| Drawn | Scale 1:500 |
| Checked | Date 2025-03-01 |

Title
PHASE 1
SITE PLAN
LEVEL 3

| | |
|---|---|
| Project No. 22-207 | Drawing No. **A205** |




| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
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| Checked | Date 2025-03-01 |

Title
PHASE 1
SITE PLAN
LEVEL 4

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A206** |

TH-206 TH-207 TH-208 TH-209 TH-210
TH-211 TH-212 TH-213 TH-214 TH-215
TH-216 TH-217 TH-218 TH-219 TH-220 TH-221 TH-222 TH-223
TH-205 TH-204 TH-203 TH-202 TH-201
TH-228 TH-229 TH-227 TH-226 TH-230 TH-231 TH-225 TH-224
26.0M
STREET A
TH-443 TH-442 TH-441 TH-440 TH-439 TH-438 TH-437 TH-436 TH-435 TH-434 TH-433 TH-432 TH-431 TH-430 TH-429
TH-444 TH-445 TH-446 TH-447 TH-448 TH-449
TH-450 TH-451 TH-452 TH-453
TH-454 TH-455 TH-456 TH-457
TH-401 TH-402 TH-403 TH-404 TH-405 TH-406 TH-407 TH-408 TH-409 TH-410 TH-411 TH-412 TH-413 TH-414
TH-473 TH-472 TH-471 TH-470 TH-469 TH-468 TH-474 TH-475 TH-476 TH-477 TH-478 TH-479
TH-462 TH-461 TH-460 TH-459 TH-458 TH-463 TH-464 TH-465 TH-466 TH-467
TH-428 TH-427 TH-4261 TH-425 TH-424 TH-423 TH-422 TH-421
TH-420 TH-419 TH-418 TH-417 TH-416 TH-415
16.0M
STREET E
STREET B
24.0M
PHASE 2
STREET A
20.0M
STREET D
20.0M
STREET D
PHASE 2
4.7M

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
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Title
PHASE 1
SITE PLAN
LEVEL 5

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A207** |




| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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| Checked | Date |
| | 2025-03-01 |

Title
PHASE 1
SITE PLAN
LEVEL 6

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A208** |




| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
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| Drawn | Scale 1:500 |
| Checked | Date 2025-03-01 |

Title
PHASE 1
SITE PLAN
LEVEL 7

| Project No. | Drawing No. |
|---|---|
| 22-207 | A209 |

26.0M

STREET A

16.0M

STREET E

STREET D

STREET B

24.0M

PHASE 2

20.0M

STREET A

STREET D

20.0M

PHASE 2

4.7M

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
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| Checked | Date |
| | 2025-03-01 |

Title
PHASE 1
SITE PLAN
LEVEL 8

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A210** |




| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
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Title
PHASE 1
SITE PLAN
LEVEL 9

| Project No. | Drawing No. |
|---|---|
| 22-207 | A211 |




| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
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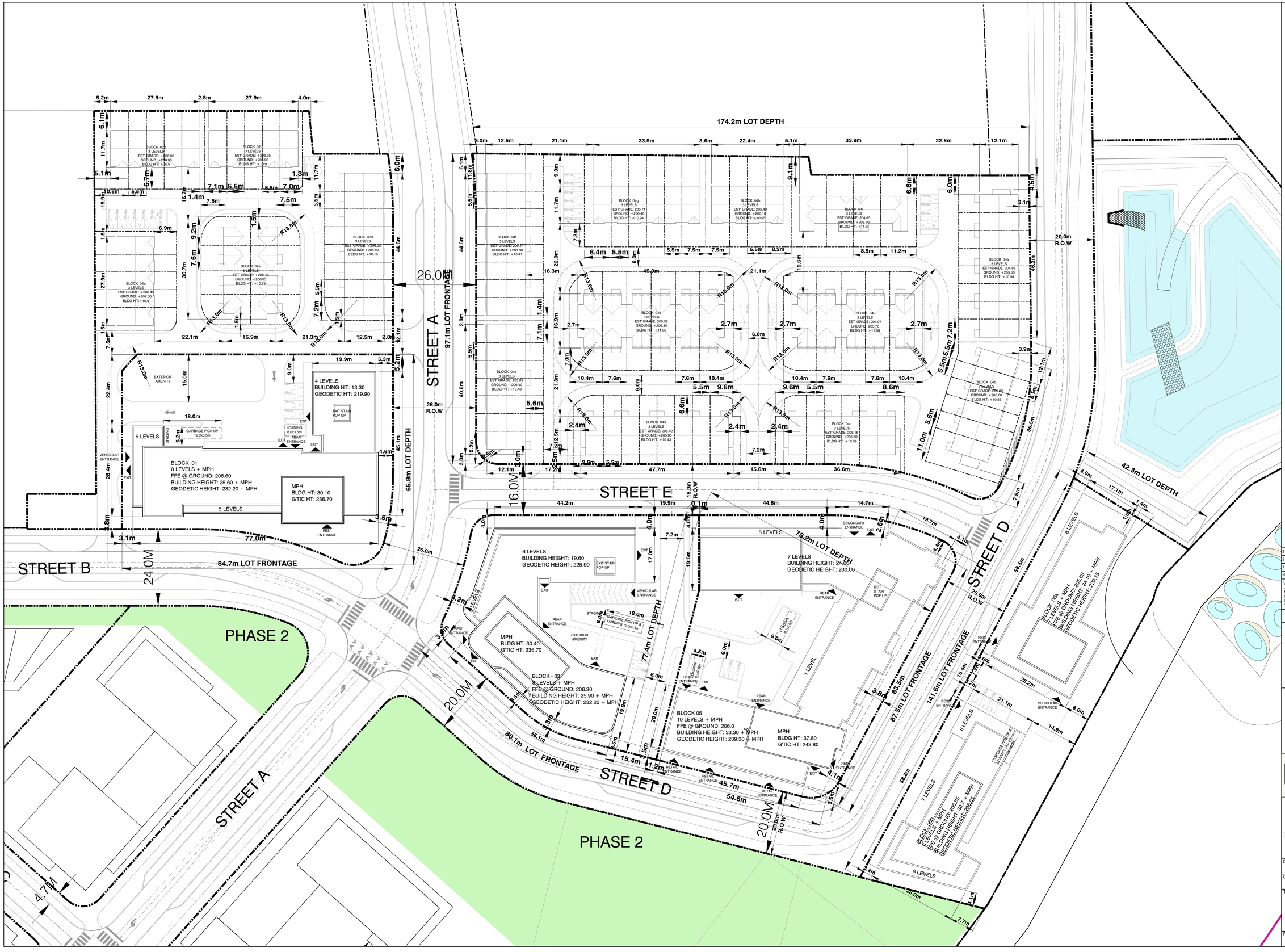
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Title
PHASE 1
SITE PLAN
LEVEL 10

| Project No. | Drawing No. |
|---|---|
| 22-207 | A212 |




## LEGEND

NOTES:

-OVERHEAD CLEARANCE THROUGHOUT THE PRIVATE ROAD MUST BE A MINIMUM OF 7.5 M AND BE FREE FROM OBSTRUCTIONS SUCH AS OVERHANGS, AWNINGS, UTILITY WIRES, BALCONIES, AND MUST BE KEPT CLEAR OF TREE BRANCHES, ETC

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-TWO CHUTES EQUIPPED. ONE C/W BI-SORTER FOR GARBAGE (G) AND COMPOST (C). OTHER CHUTE FOR RECYCLING (R). GARBAGE STREAM ATTACHED TO COMPACTOR

| NO. | REVISIONS | DATE |
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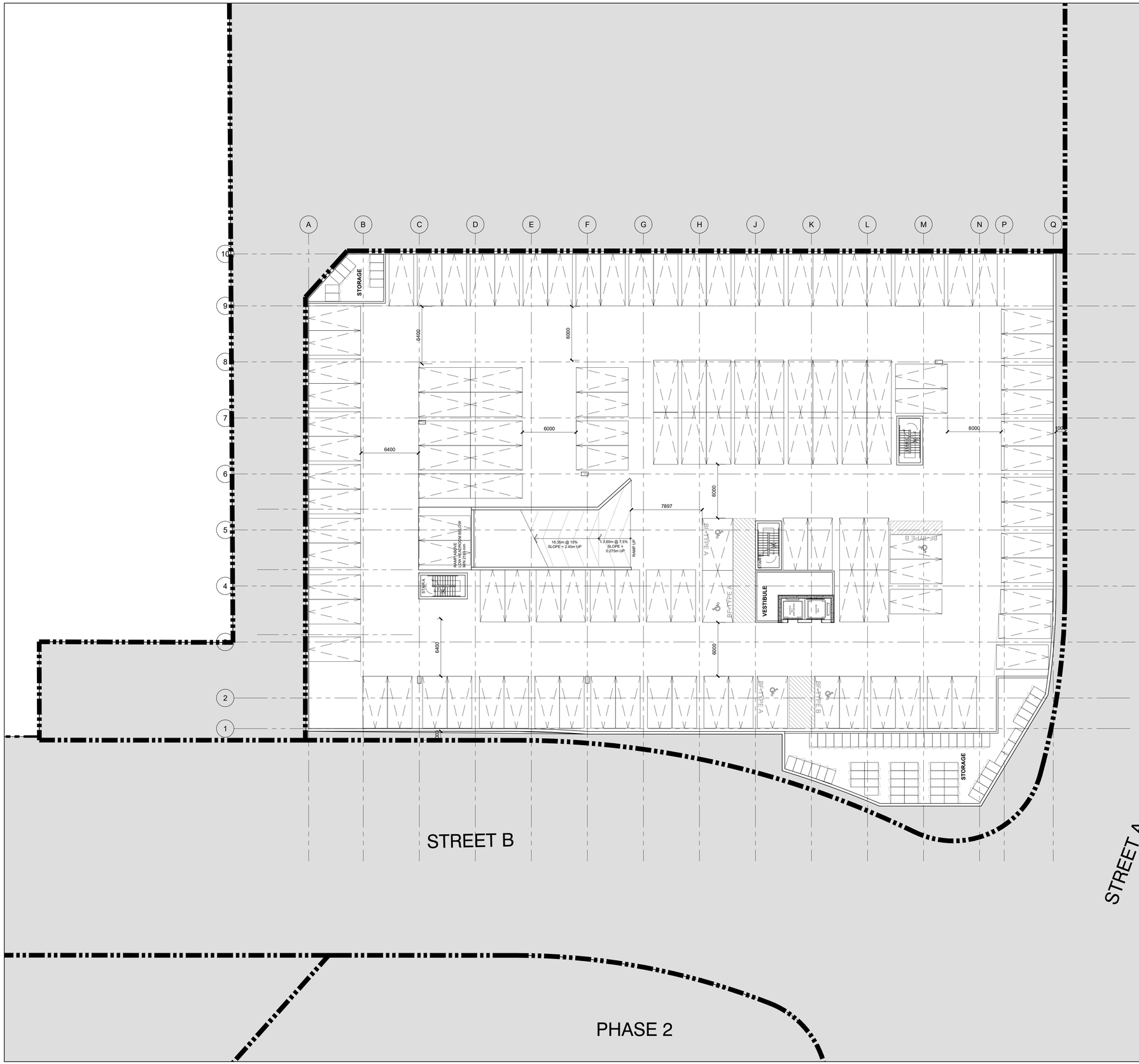
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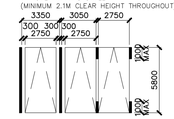
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Title
PHASE 1
SITE PLAN
ROOF PLAN

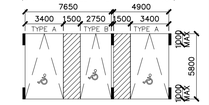
| Project No. | Drawing No. |
|---|---|
| 22-207 | A213 |




TYPICAL PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




BARRIER FREE PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




STACK BICYCLE PARKING (600X1800)
(MINIMUM 2.4M CLEAR HEIGHT)




| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
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LICENCE

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|---|---|
| | 1:200 |
| Checked | Date |
| CW | 2025-03-01 |

Title
PHASE 1
BLOCK 01
BASEMENT LEVEL P2

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A221** |




TYPICAL PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




BARRIER FREE PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




STACK BICYCLE PARKING (600X1800)
(MINIMUM 2.4M CLEAR HEIGHT)




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MILTON, ON

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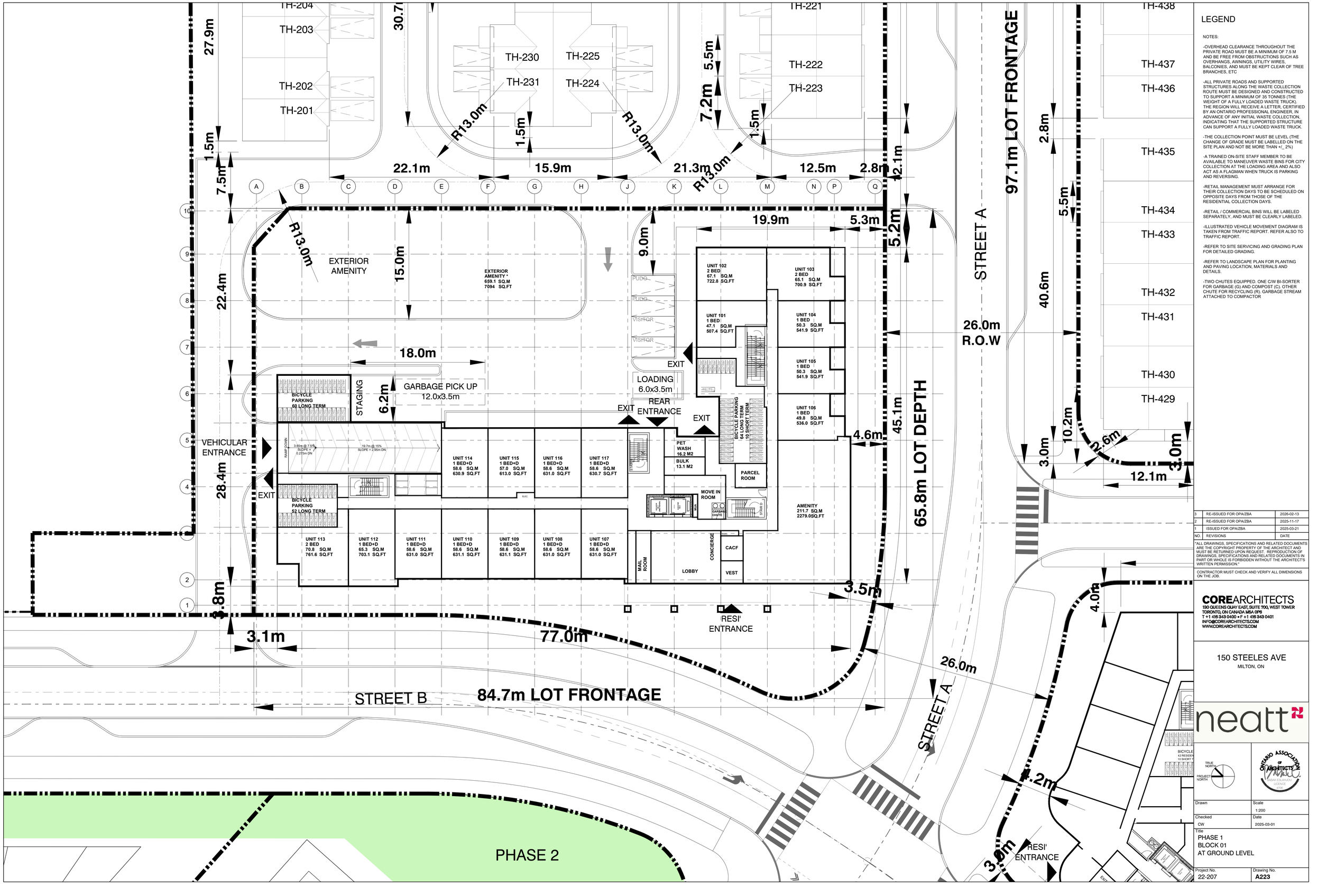
TRUE NORTH
PROJECT NORTH

ONTARIO ASSOCIATION OF ARCHITECTS
EVAN CLARK
LICENCE

| | |
|---|---|
| Drawn | Scale |
| CW | 1:200 |
| Checked | Date |
| CW | 2025-03-01 |

Title
PHASE 1
BLOCK 01
BASEMENT LEVEL P1

| Project No. | Drawing No. |
|---|---|
| 22-207 | A222 |




## LEGEND

NOTES:

-OVERHEAD CLEARANCE THROUGHOUT THE PRIVATE ROAD MUST BE A MINIMUM OF 7.5 M AND BE FREE FROM OBSTRUCTIONS SUCH AS OVERHANGS, AWNINGS, UTILITY WIRES, BALCONIES, AND MUST BE KEPT CLEAR OF TREE BRANCHES, ETC

-ALL PRIVATE ROADS AND SUPPORTED STRUCTURES ALONG THE WASTE COLLECTION ROUTE MUST BE DESIGNED AND CONSTRUCTED TO SUPPORT A MINIMUM OF 35 TONNES (THE WEIGHT OF A FULLY LOADED WASTE TRUCK). THE REGION WILL RECEIVE A LETTER, CERTIFIED BY AN ONTARIO PROFESSIONAL ENGINEER, IN ADVANCE OF ANY INITIAL WASTE COLLECTION, INDICATING THAT THE SUPPORTED STRUCTURE CAN SUPPORT A FULLY LOADED WASTE TRUCK.

-THE COLLECTION POINT MUST BE LEVEL (THE CHANGE OF GRADE MUST BE LABELLED ON THE SITE PLAN AND NOT BE MORE THAN +/_ 2%)

-A TRAINED ON-SITE STAFF MEMBER TO BE AVAILABLE TO MANEUVER WASTE BINS FOR CITY COLLECTION AT THE LOADING AREA AND ALSO ACT AS A FLAGMAN WHEN TRUCK IS PARKING AND REVERSING.

-RETAIL MANAGEMENT MUST ARRANGE FOR THEIR COLLECTION DAYS TO BE SCHEDULED ON OPPOSITE DAYS FROM THOSE OF THE RESIDENTIAL COLLECTION DAYS.

-RETAIL / COMMERCIAL BINS WILL BE LABELED SEPARATELY, AND MUST BE CLEARLY LABELED.

-ILLUSTRATED VEHICLE MOVEMENT DIAGRAM IS TAKEN FROM TRAFFIC REPORT. REFER ALSO TO TRAFFIC REPORT.

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-REFER TO LANDSCAPE PLAN FOR PLANTING AND PAVING LOCATION, MATERIALS AND DETAILS.

-TWO CHUTES EQUIPPED. ONE C/W BI-SORTER FOR GARBAGE (G) AND COMPOST (C). OTHER CHUTE FOR RECYCLING (R). GARBAGE STREAM ATTACHED TO COMPACTOR

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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PROJECT NORTH

ONTARIO ASSOCIATION OF ARCHITECTS
MISAK ESLAMIOU
LICENCE

| Drawn | Scale |
|---|---|
| | 1:200 |
| Checked | Date |
| CW | 2025-03-01 |

Title
PHASE 1
BLOCK 01
AT GROUND LEVEL

| Project No. | Drawing No. |
|---|---|
| 22-207 | A223 |

TH-204
TH-203
TH-202
TH-201
TH-230
TH-231
TH-225
TH-224
TH-221
TH-222
TH-223
TH-438
TH-437
TH-436
TH-435
TH-434
TH-433
TH-432
TH-431
TH-430
TH-429

STREET A

26.0M

16.0M

A B C D E F G H J K L M N P Q

10 9 8 7 6 5 4 3 2 1

5 A430

2 A420

1 A420

1 A421

2 A421

1 A441

19910 5350 5220

25400

19750

25380

3005

3841

3160 2900 13300 30415 19586 10770

UNIT 224
2 BED
69.1 SQ.M
744.1 SQ.FT

UNIT 223
1 BED
54.4 SQ.M
586.0 SQ.FT

UNIT 222
1 BED
58.4 SQ.M
628.9 SQ.FT

UNIT 221
2 BED
70.6 SQ.M
760.0 SQ.FT

UNIT 225
1 BED+D
46.9 SQ.M
504.4 SQ.FT

UNIT 226
1 BED+D
61.8 SQ.M
664.7 SQ.FT

UNIT 227
1 BED+D
58.6 SQ.M
631.0 SQ.FT

UNIT 228
1 BED+D
56.9 SQ.M
613.0 SQ.FT

UNIT 229
1 BED+D
58.6 SQ.M
631.0 SQ.FT

UNIT 230
1 BED+D
58.6 SQ.M
631.0 SQ.FT

UNIT 231
2 BED
68.6 SQ.M
738.7 SQ.FT

UNIT 220
1 BED+D
65.2 SQ.M
702.0 SQ.FT

UNIT 219
1 BED+D
58.7 SQ.M
631.4 SQ.FT

UNIT 218
1 BED+D
58.6 SQ.M
631.1 SQ.FT

UNIT 217
1 BED+D
58.6 SQ.M
631.1 SQ.FT

UNIT 216
1 BED+D
58.6 SQ.M
631.0 SQ.FT

UNIT 215
1 BED+D
58.6 SQ.M
631.0 SQ.FT

UNIT 214
1 BED+D
61.2 SQ.M
658.8 SQ.FT

UNIT 213
1 BED+D
60.0 SQ.M
645.4 SQ.FT

UNIT 212
2 BED
59.3 SQ.M
638.5 SQ.FT

UNIT 211
2 BED
70.0 SQ.M
753.2 SQ.FT

UNIT 210
1 BED+D
55.0 SQ.M
592.5 SQ.FT

UNIT 209
1 BED+D
55.9 SQ.M
601.9 SQ.FT

UNIT 208
1 BED
49.8 SQ.M
535.7 SQ.FT

UNIT 207
1 BED
50.3 SQ.M
540.9 SQ.FT

UNIT 206
1 BED
50.3 SQ.M
541.7 SQ.FT

UNIT 205
2 BED
65.1 SQ.M
700.6 SQ.FT

UNIT 204
2 BED
67.1 SQ.M
722.8 SQ.FT

UNIT 203
1 BED+D
51.3 SQ.M
552.5 SQ.FT

UNIT 202
1 BED+D
54.1 SQ.M
582.8 SQ.FT

UNIT 201
2 BED
66.7 SQ.M
718.0 SQ.FT

PUDO
PUDO
VISITOR
VISITOR

LOCKERS
LOCKERS
LOCKERS

GARBAGE CHUTE

24.0M
STREET B

6.0M
PHASE 2

STREET A

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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RISAK ELMAHDY
LICENCE
2026

| | |
|---|---|
| Drawn | Scale 1:200 |
| Checked CW | Date 2025-03-01 |

Title
PHASE 1
BLOCK 01
LEVEL 2-4

| | |
|---|---|
| Project No. 22-207 | Drawing No. A224 |

TH-204
TH-203
TH-202
TH-201
TH-230
TH-231
TH-225
TH-224
TH-221
TH-222
TH-223
TH-438
TH-437
TH-436
TH-435
TH-434
TH-433
TH-432
TH-431
TH-430
TH-429

A B C D E F G H J K L M N P Q

1 2 3 4 5 6 7 8 9 10

5 A430
2 A420
1 A420
1 A421
2 A421
1 A441

UNIT 517
2 BED
69.0 SQ.M
743.0 SQ.FT

UNIT 516
1 BED
54.4 SQ.M
586.0 SQ.FT

UNIT 515
1 BED
58.4 SQ.M
628.9 SQ.FT

UNIT 514
2 BED
70.7 SQ.M
761.4 SQ.FT

UNIT 518
1 BED+D
46.9 SQ.M
504.4 SQ.FT

UNIT 519
1 BED+D
61.8 SQ.M
664.8 SQ.FT

UNIT 520
1 BED+D
58.6 SQ.M
631.0 SQ.FT

UNIT 521
1 BED+D
56.9 SQ.M
613.0 SQ.FT

UNIT 522
1 BED+D
58.6 SQ.M
631.0 SQ.FT

UNIT 523
1 BED+D
58.6 SQ.M
631.0 SQ.FT

UNIT 524
1 BED+D
58.3 SQ.M
627.8 SQ.FT

UNIT 501
1 BED+D
53.3 SQ.M
573.9 SQ.FT

INTERIOR AMENITY
45.8 SQ.M
492.9 SQ.FT

UNIT 502
2 BED
69.1 SQ.M
744.0 SQ.FT

UNIT 503
1 BED+D
54.2 SQ.M
583.0 SQ.FT

UNIT 504
2 BED
70.0 SQ.M
753.6 SQ.FT

UNIT 513
1 BED+D
55.3 SQ.M
703.0 SQ.FT

UNIT 512
1 BED+D
58.7 SQ.M
631.4 SQ.FT

UNIT 511
1 BED+D
58.6 SQ.M
631.1 SQ.FT

UNIT 510
1 BED+D
58.6 SQ.M
631.1 SQ.FT

UNIT 509
1 BED+D
58.6 SQ.M
631.0 SQ.FT

UNIT 508
1 BED+D
58.6 SQ.M
631.0 SQ.FT

UNIT 507
1 BED+D
61.7 SQ.M
663.7 SQ.FT

UNIT 506
1 BED+D
60.3 SQ.M
648.8 SQ.FT

UNIT 505
1 BED+D
59.7 SQ.M
642.0 SQ.FT

EXTERIOR AMENITY
228.3 SQ.M
2457 SQ.FT

PUDO
PUDO
VISITOR
VISITOR

STORAGE
PRIVATE TERRACE
WASHROOM
VEST
MEN
GARBAGE CHUTE
ELEC.

19910
5220
5350
25400
19750
25380
3005
3841
3160
2900
13300
30415
19586
10770

STREET A
STREET B
STREET A

26.0M
24.0M
16.0M
6.0M

PHASE 2

LOCKERS
LOCKERS

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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| | |
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| Checked CW | Date 2025-03-01 |

Title
PHASE 1
BLOCK 01
LEVEL 5

| Project No. | Drawing No. |
|---|---|
| 22-207 | A245 |

TH-204
TH-203
TH-202
TH-201
TH-230
TH-225
TH-231
TH-224
TH-221
TH-222
TH-223
TH-438
TH-437
TH-436
TH-435
TH-434
TH-433
TH-432
TH-431
TH-430
TH-429

A B C D E F G H J K L M N P Q

10 9 8 7 6 5 4 3 2 1

5 A430

2 A420

1 A420

1 A421

2 A421

1 A441

5220

25400

19750

22103

6281

PUDO
PUDO
VISITOR
VISITOR

UNIT 614
2 BED
70.8 SQ.M
761.7 SQ.FT

UNIT 615
1 BED+D
55.4 SQ.M
596.6 SQ.FT

UNIT 616
1 BED+D
55.6 SQ.M
598.5 SQ.FT

UNIT 617
1 BED+D
58.6 SQ.M
630.8 SQ.FT

UNIT 618
1 BED+D
56.9 SQ.M
612.8 SQ.FT

UNIT 619
1 BED+D
58.6 SQ.M
630.9 SQ.FT

UNIT 620
1 BED+D
58.6 SQ.M
630.9 SQ.FT

UNIT 621
1 BED+D
58.3 SQ.M
627.1 SQ.FT

UNIT 601
1 BED+D
53.4 SQ.M
574.2 SQ.FT

UNIT 602
1 BED+D
52.3 SQ.M
563.2 SQ.FT

UNIT 603
2 BED
69.1 SQ.M
744.0 SQ.FT

UNIT 604
1 BED+D
54.2 SQ.M
583.0 SQ.FT

UNIT 605
2 BED
70.0 SQ.M
753.6 SQ.FT

UNIT 606
1 BED+D
59.7 SQ.M
642.0 SQ.FT

UNIT 607
1 BED+D
60.3 SQ.M
648.8 SQ.FT

UNIT 608
2 BED
74.8 SQ.M
805.4 SQ.FT

UNIT 609
2 BED
72.4 SQ.M
779.1 SQ.FT

UNIT 610
2 BED
63.3 SQ.M
680.8 SQ.FT

UNIT 611
2 BED
63.3 SQ.M
680.9 SQ.FT

UNIT 612
1 BED
66.0 SQ.M
710.2 SQ.FT

UNIT 613
2 BED
71.5 SQ.M
769.4 SQ.FT

3160 2900 13300 30415 19586 10770

STREET A

26.0M

16.0M

24.0M

STREET B

STREET A

6.0M

PHASE 2

LOCKERS

LOCKERS

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
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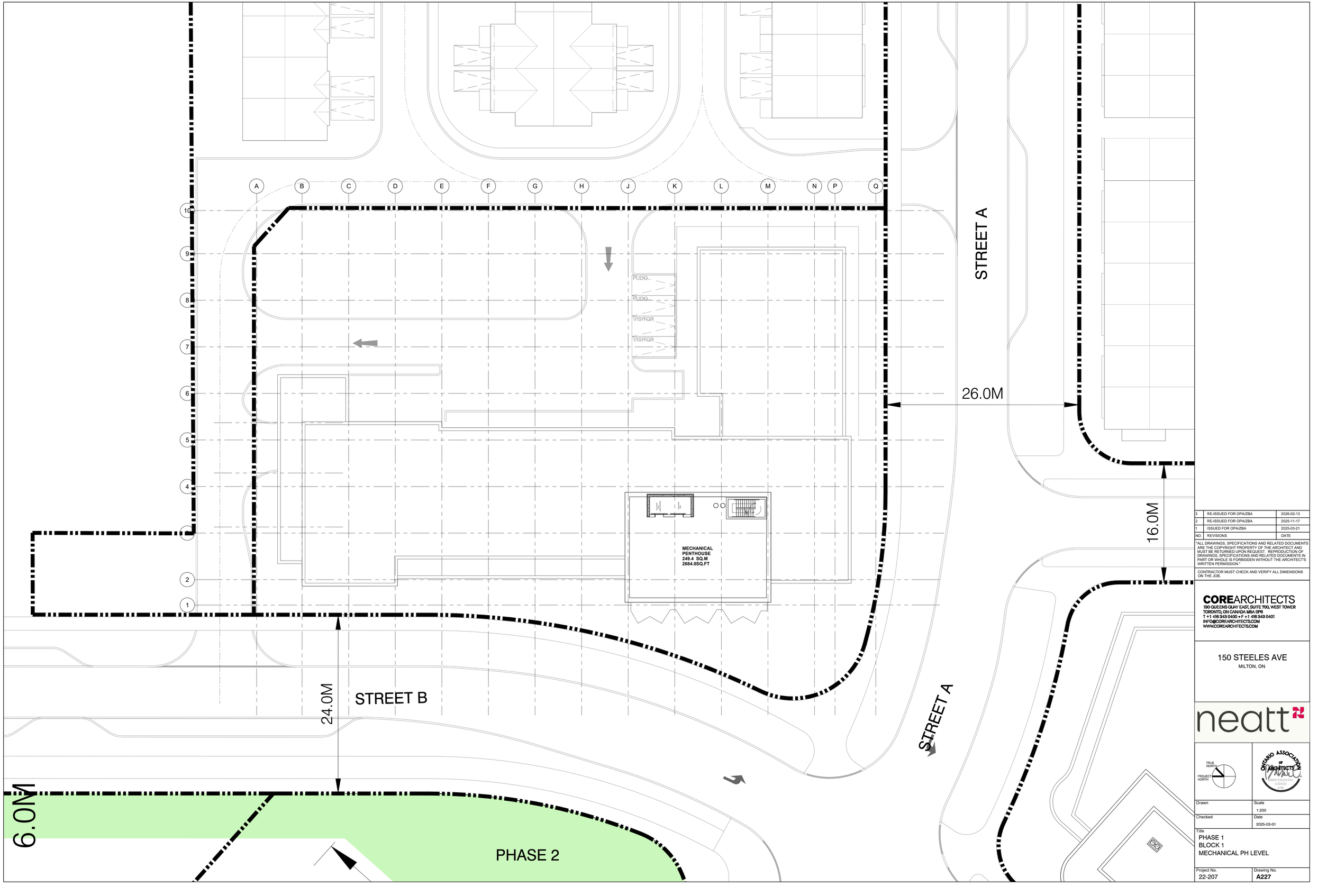
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PROJECT NORTH

ONTARIO ASSOCIATION OF ARCHITECTS
PRACTICE RISK ASSESSMENT LICENCE 4006

| Drawn | Scale |
|---|---|
| | 1:200 |
| Checked | Date |
| CW | 2025-03-01 |

Title
PHASE 1
BLOCK 01
LEVEL 6-8

| Project No. | Drawing No. |
|---|---|
| 22-207 | A226 |




| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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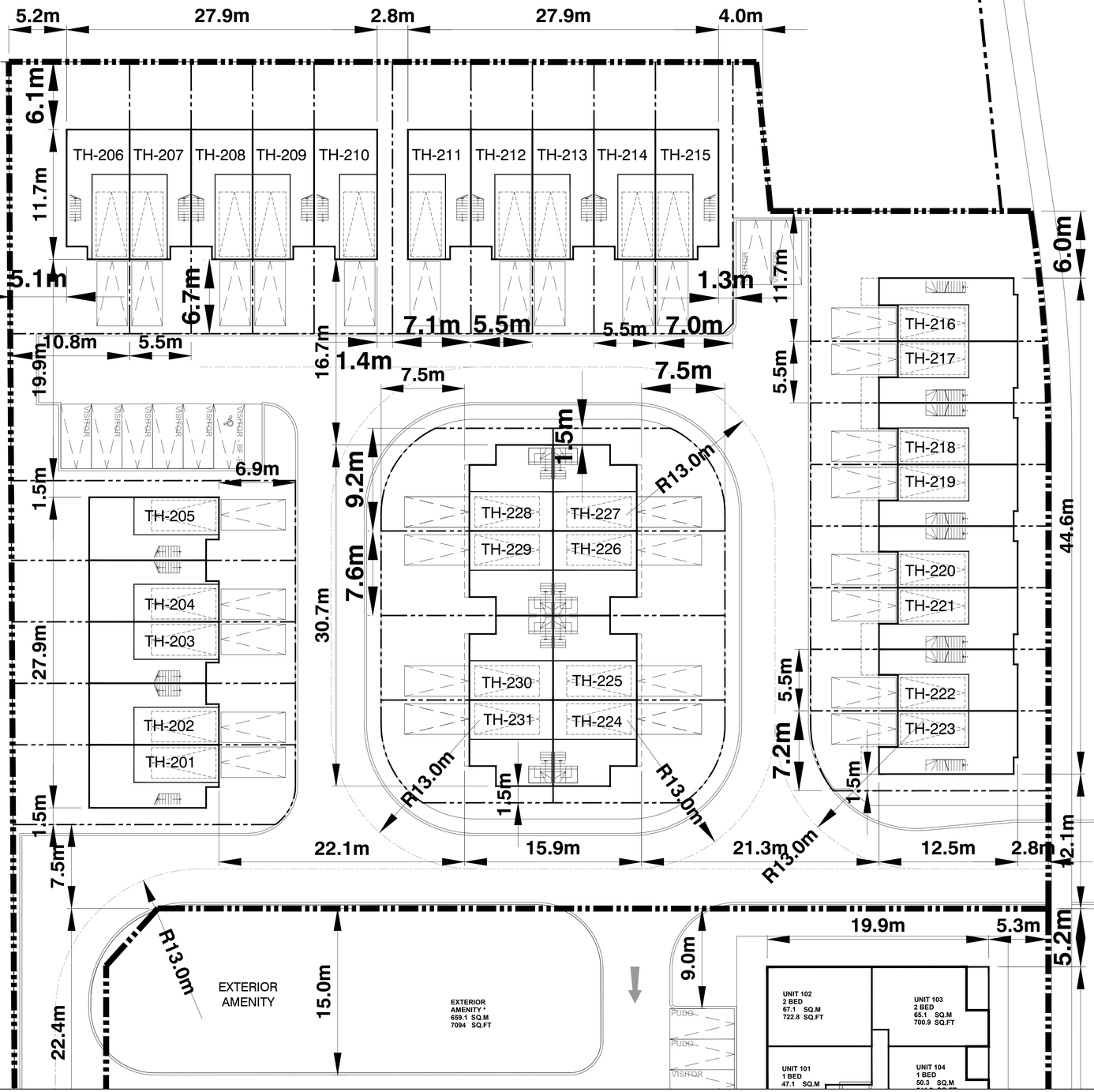
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PROJECT NORTH

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PRAKASH EDAVALATH
LICENCE
4256

| Drawn | Scale |
|---|---|
| | 1:200 |
| Checked | Date |
| | 2025-03-01 |

Title
PHASE 1
BLOCK 1
MECHANICAL PH LEVEL

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A227** |




## LEGEND

NOTES:

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-TWO CHUTES EQUIPPED. ONE C/W BI-SORTER FOR GARBAGE (G) AND COMPOST (C). OTHER CHUTE FOR RECYCLING (R). GARBAGE STREAM ATTACHED TO COMPACTOR

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
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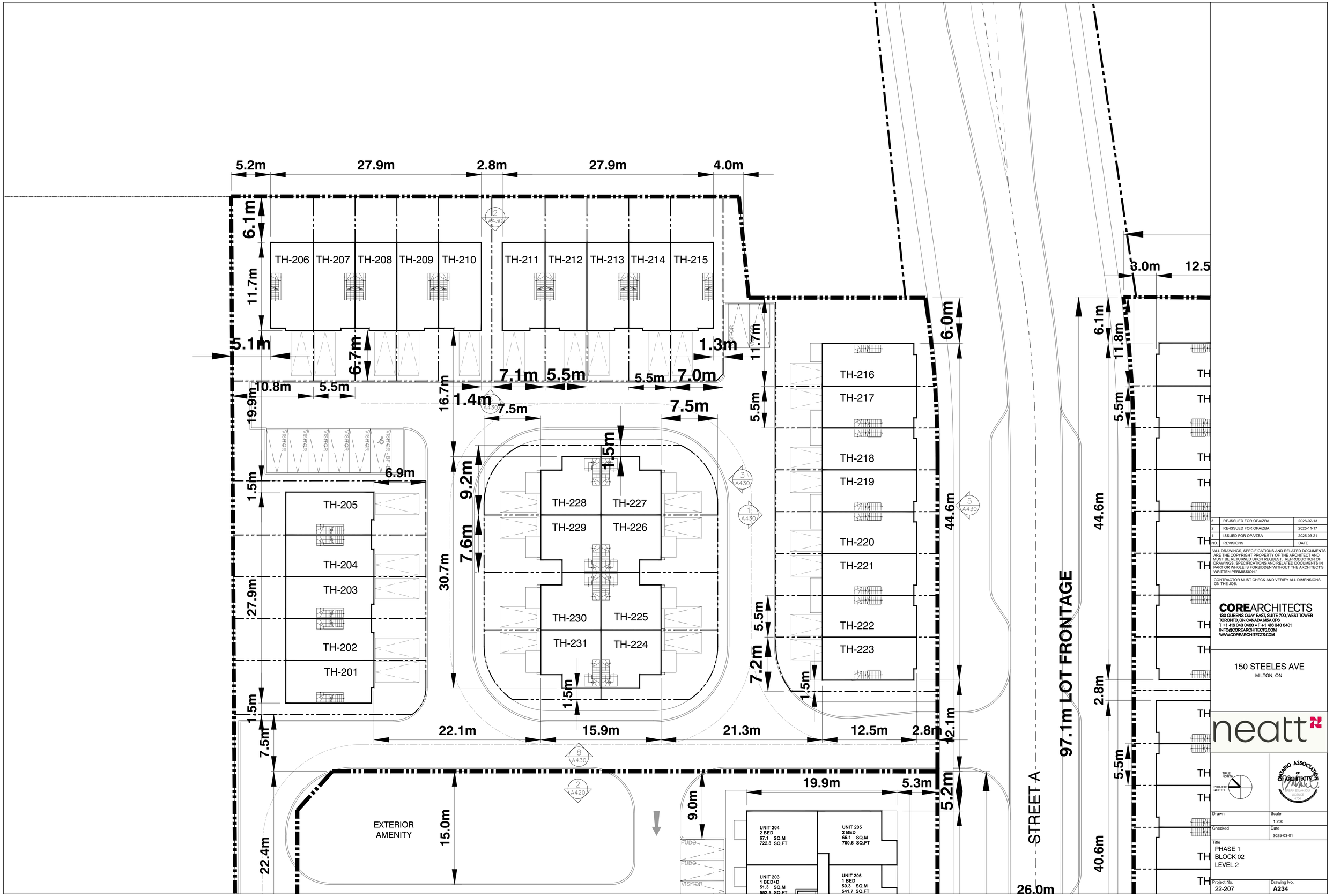
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PROJECT NORTH

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MASAK ESLAHJOU
LICENSE

| | |
|---|---|
| Drawn | Scale 1:500 |
| Checked | Date 2025-03-01 |

Title
PHASE 1
BLOCK 02
AT GROUND LEVEL

| | |
|---|---|
| Project No. 22-207 | Drawing No. A233 |




| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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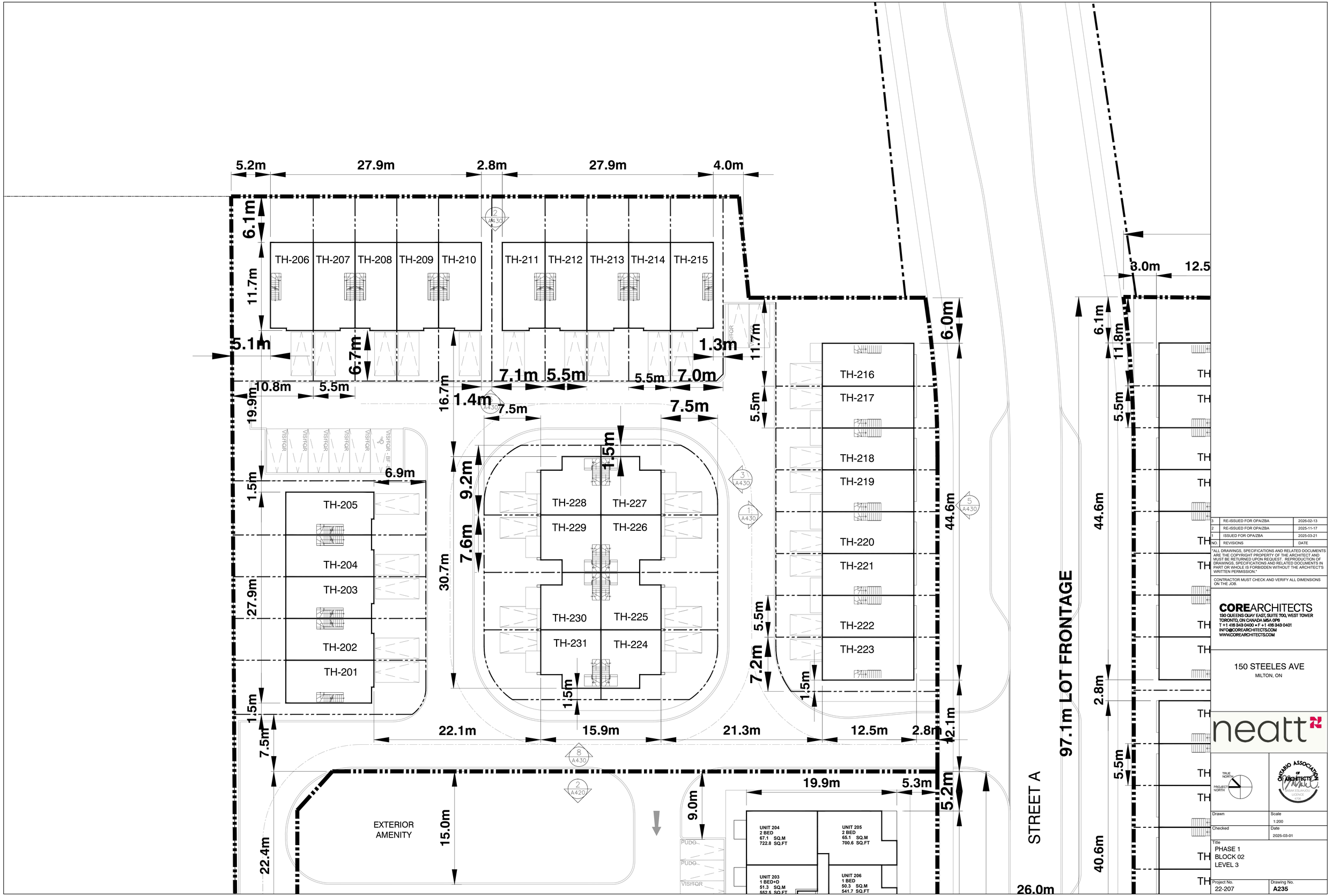
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PROJECT NORTH

ONTARIO ASSOCIATION OF ARCHITECTS
ISSAK EBLAHJOU
LICENCE

| | |
|---|---|
| Drawn | Scale 1:200 |
| Checked | Date 2025-03-01 |

Title
PHASE 1
BLOCK 02
LEVEL 2

| | |
|---|---|
| Project No. 22-207 | Drawing No. A234 |




| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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MILTON, ON

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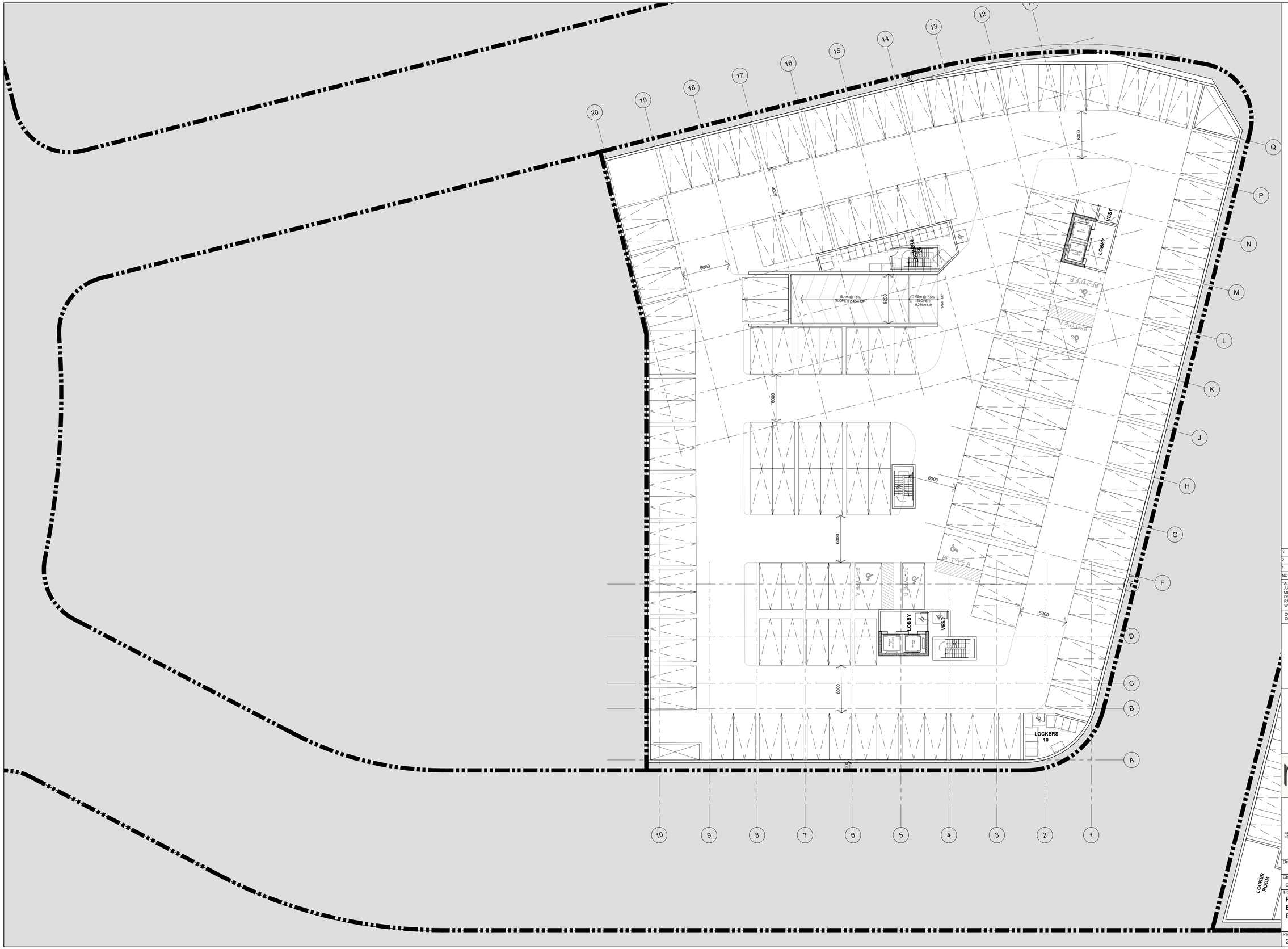
TRUE NORTH
PROJECT NORTH

ONTARIO ASSOCIATION OF ARCHITECTS
ISSAK EBLAHJOU
LICENCE

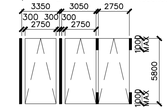
| Drawn | Scale |
|---|---|
| | 1:200 |
| Checked | Date |
| | 2025-03-01 |

Title
PHASE 1
BLOCK 02
LEVEL 3

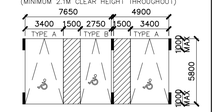
| Project No. | Drawing No. |
|---|---|
| 22-207 | A235 |




TYPICAL PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




BARRIER FREE PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




STACK BICYCLE PARKING (600X1800)
(MINIMUM 2.4M CLEAR HEIGHT)




| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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LICENCE
2026

| | |
|---|---|
| Drawn | Scale |
| | 1:200 |
| Checked | Date |
| CW | 2025-03-01 |

Title
PHASE 1
BLOCK 03 & 05
BASEMENT LEVEL P3

| | |
|---|---|
| Project No. | Drawing No. |
| 22-207 | **A240** |

STREET E

STREET D

STREET D

RAMP UP

RAMP DOWN

3.65m @ 7.5%
SLOPE =
0.275m UP

16.6m @ 15%
SLOPE = 2.45m UP

16.35m @ 15%
SLOPE = 2.45m UP

BF-TYPE A

BF-TYPE B

ELEVATOR LOBBY

LOCKERS
59

LOCKERS
10

LOBBY

VEST

LOCKER ROOM

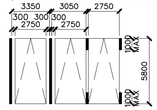
6000

6200

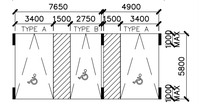
6629

1500

TYPICAL PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




BARRIER FREE PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




STACK BICYCLE PARKING (600X1800)
(MINIMUM 2.4M CLEAR HEIGHT)




| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2025-02-13 |
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| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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RYAN DUMAS
LICENCE
2741

| | |
|---|---|
| Drawn | Scale |
| | 1:200 |
| Checked | Date |
| CW | 2025-03-01 |

Title
PHASE 1
BLOCK 03 & 05
BASEMENT LEVEL P2

| Project No. | Drawing No. |
|---|---|
| 22-207 | A241 |

STREET E

STREET D

ELECTRICAL ROOM

GARBAGE COLLECTION ROOM 98.8 M2

REFER TO DRG A112 FOR WASTE DETAILS

ELEVATOR LOBBY

RAMP UP

RAMP DWN

16.7m @ 15% SLOPE = 2.95m UP

16.35m @ 15.0% SLOPE = 2.45m DN

3.65m @ 7.5% SLOPE = 0.275m DN

3.65m @ 7.5% SLOPE = 0.275m DN

BF-TYPE A

BF-TYPE B

VISITOR

6000

6200

VEST.

SPRINKLER ROOM / MECH

VEST

ELECTRICAL ROOM

STAIRS DOWN

GARBAGE COLLECTION ROOM 58.2 M2

REFER TO DRG A112 FOR WASTE DETAILS

LOBBY

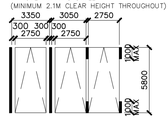
VEST

SPRINKLER ROOM

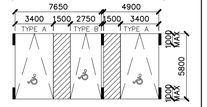
MECHANICAL ROOM

MECHANICAL ROOM

TYPICAL PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




BARRIER FREE PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




STACK BICYCLE PARKING (600X1800)
(MINIMUM 2.4M CLEAR HEIGHT)




| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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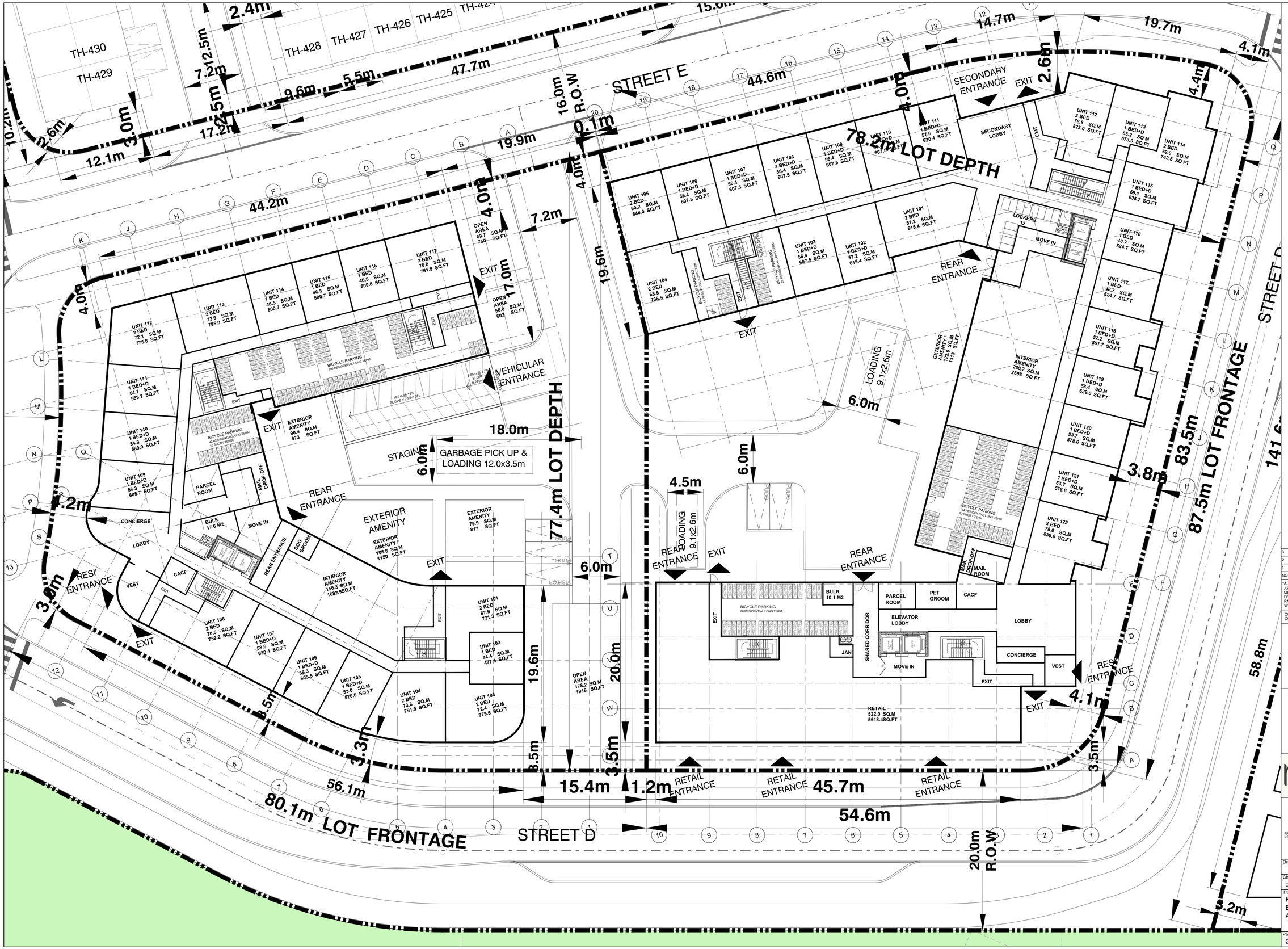
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EVAN CLARK
LICENCE

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|---|---|
| | 1:200 |
| Checked | Date |
| CW | 2025-03-01 |

Title
PHASE 1
BLOCK 03 & 05
BASEMENT LEVEL P1

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A242** |




## LEGEND

NOTES:

-OVERHEAD CLEARANCE THROUGHOUT THE PRIVATE ROAD MUST BE A MINIMUM OF 7.5 M AND BE FREE FROM OBSTRUCTIONS SUCH AS OVERHANGS, AWNINGS, UTILITY WIRES, BALCONIES, AND MUST BE KEPT CLEAR OF TREE BRANCHES, ETC

-ALL PRIVATE ROADS AND SUPPORTED STRUCTURES ALONG THE WASTE COLLECTION ROUTE MUST BE DESIGNED AND CONSTRUCTED TO SUPPORT A MINIMUM OF 35 TONNES (THE WEIGHT OF A FULLY LOADED WASTE TRUCK). THE REGION WILL RECEIVE A LETTER, CERTIFIED BY AN ONTARIO PROFESSIONAL ENGINEER, IN ADVANCE OF ANY INITIAL WASTE COLLECTION, INDICATING THAT THE SUPPORTED STRUCTURE CAN SUPPORT A FULLY LOADED WASTE TRUCK.

-THE COLLECTION POINT MUST BE LEVEL (THE CHANGE OF GRADE MUST BE LABELLED ON THE SITE PLAN AND NOT BE MORE THAN +/_ 2%)

-A TRAINED ON-SITE STAFF MEMBER TO BE AVAILABLE TO MANEUVER WASTE BINS FOR CITY COLLECTION AT THE LOADING AREA AND ALSO ACT AS A FLAGMAN WHEN TRUCK IS PARKING AND REVERSING.

-RETAIL MANAGEMENT MUST ARRANGE FOR THEIR COLLECTION DAYS TO BE SCHEDULED ON OPPOSITE DAYS FROM THOSE OF THE RESIDENTIAL COLLECTION DAYS.

-RETAIL / COMMERCIAL BINS WILL BE LABELED SEPARATELY, AND MUST BE CLEARLY LABELED.

-ILLUSTRATED VEHICLE MOVEMENT DIAGRAM IS TAKEN FROM TRAFFIC REPORT. REFER ALSO TO TRAFFIC REPORT.

-REFER TO SITE SERVICING AND GRADING PLAN FOR DETAILED GRADING.

-REFER TO LANDSCAPE PLAN FOR PLANTING AND PAVING LOCATION, MATERIALS AND DETAILS.

-TWO CHUTES EQUIPPED. ONE C/W BI-SORTER FOR GARBAGE (G) AND COMPOST (C). OTHER CHUTE FOR RECYCLING (R). GARBAGE STREAM ATTACHED TO COMPACTOR

| NO. | REVISIONS | DATE |
|---|---|---|
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BRIAN CLARKE
LICENCE
2258

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| Drawn | Scale |
| | 1:200 |
| Checked | Date |
| CW | 2025-03-01 |

Title
PHASE 1
BLOCK 03 & 05
AT GROUND LEVEL

| Project No. | Drawing No. |
|---|---|
| 22-207 | A243 |




| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
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| | |
|---|---|
| Drawn | Scale 1:200 |
| Checked CW | Date 2025-03-01 |

Title
PHASE 1
BLOCK 03 & 05
LEVEL 2-4

| Project No. | Drawing No. |
|---|---|
| 22-207 | A244 |

TH-430
TH-429
TH-428
TH-427
TH-426
TH-425
TH-424
STREET E
STREET D
16.0M
20.0M
20.0M
20.0M
UNIT 214 2 BED 64.0 SQ.M 689.1 SQ.FT
UNIT 215 1 BED+D 56.4 SQ.M 607.5 SQ.FT
UNIT 216 1 BED+D 56.4 SQ.M 607.5 SQ.FT
UNIT 217 1 BED+D 56.4 SQ.M 607.5 SQ.FT
UNIT 218 1 BED+D 56.4 SQ.M 607.5 SQ.FT
UNIT 219 1 BED+D 56.4 SQ.M 607.5 SQ.FT
UNIT 220 1 BED+D 58.0 SQ.M 624.8 SQ.FT
UNIT 221 2 BED 82.4 SQ.M 886.5 SQ.FT
UNIT 222 2 BED 75.8 SQ.M 815.8 SQ.FT
UNIT 223 1 BED+D 53.2 SQ.M 573.0 SQ.FT
UNIT 224 2 BED 68.7 SQ.M 739.5 SQ.FT
UNIT 225 1 BED+D 59.1 SQ.M 635.7 SQ.FT
UNIT 226 1 BED 48.7 SQ.M 524.7 SQ.FT
UNIT 227 1 BED 48.7 SQ.M 524.7 SQ.FT
UNIT 228 1 BED+D 52.2 SQ.M 561.7 SQ.FT
UNIT 229 1 BED+D 58.4 SQ.M 629.0 SQ.FT
UNIT 230 1 BED+D 53.8 SQ.M 578.6 SQ.FT
UNIT 231 1 BED+D 53.7 SQ.M 578.6 SQ.FT
UNIT 232 2 BED 78.0 SQ.M 839.8 SQ.FT
UNIT 233 1 BED+D 51.1 SQ.M 550.3 SQ.FT
UNIT 234 2 BED 67.5 SQ.M 726.1 SQ.FT
UNIT 235 2 BED 69.3 SQ.M 746.3 SQ.FT
UNIT 236 1 BED+D 53.1 SQ.M 571.6 SQ.FT
UNIT 237 1 BED+D 53.1 SQ.M 571.6 SQ.FT
UNIT 238 1 BED+D 53.1 SQ.M 571.6 SQ.FT
UNIT 239 1 BED+D 53.1 SQ.M 571.6 SQ.FT
UNIT 240 1 BED+D 53.1 SQ.M 571.6 SQ.FT
UNIT 241 2 BED 65.2 SQ.M 701.4 SQ.FT
UNIT 242 2 BED 65.4 SQ.M 704.3 SQ.FT
UNIT 243 1 BED+D 51.3 SQ.M 552.4 SQ.FT
UNIT 244 1 BED+D 51.1 SQ.M 550.5 SQ.FT
UNIT 245 1 BED+D 53.6 SQ.M 577.4 SQ.FT
UNIT 246 1 BED 50.1 SQ.M 539.4 SQ.FT
UNIT 201 2 BED 67.5 SQ.M 726.9 SQ.FT
UNIT 202 2 BED 63.8 SQ.M 686.4 SQ.FT
UNIT 203 1 BED 47.5 SQ.M 511.3 SQ.FT
UNIT 204 1 BED 47.5 SQ.M 511.3 SQ.FT
UNIT 205 2 BED 67.9 SQ.M 731.3 SQ.FT
UNIT 206 1 BED 44.4 SQ.M 477.5 SQ.FT
UNIT 207 2 BED 72.4 SQ.M 779.6 SQ.FT
UNIT 208 2 BED 73.6 SQ.M 791.9 SQ.FT
UNIT 209 1 BED+D 53.0 SQ.M 570.0 SQ.FT
UNIT 210 1 BED+D 56.3 SQ.M 605.5 SQ.FT
UNIT 211 1 BED+D 55.5 SQ.M 630.4 SQ.FT
UNIT 212 1 BED 49.7 SQ.M 534.7 SQ.FT
UNIT 213 2 BED 73.6 SQ.M 791.7 SQ.FT
UNIT 214 1 BED+D 61.4 SQ.M 660.7 SQ.FT
UNIT 215 1 BED+D 56.3 SQ.M 605.7 SQ.FT
UNIT 216 1 BED+D 54.8 SQ.M 589.9 SQ.FT
UNIT 217 1 BED+D 54.7 SQ.M 588.7 SQ.FT
UNIT 218 2 BED 72.1 SQ.M 775.8 SQ.FT
UNIT 219 2 BED 73.9 SQ.M 795.0 SQ.FT
UNIT 220 1 BED 46.5 SQ.M 500.7 SQ.FT
UNIT 221 1 BED 46.5 SQ.M 500.7 SQ.FT
UNIT 222 1 BED 46.5 SQ.M 500.8 SQ.FT
UNIT 223 2 BED 70.8 SQ.M 761.9 SQ.FT
UNIT 224 2 BED 68.1 SQ.M 733.1 SQ.FT
UNIT 225 1 BED 46.5 SQ.M 501.4 SQ.FT
UNIT 226 1 BED 46.4 SQ.M 499.2 SQ.FT
UNIT 227 1 BED 46.5 SQ.M 500.4 SQ.FT
UNIT 228 2 BED 72.8 SQ.M 783.4 SQ.FT
UNIT 229 1 BED+D 56.0 SQ.M 602.4 SQ.FT
UNIT 201 1 BED+D 51.1 SQ.M 550.2 SQ.FT
LOCKERS 16
LOCKERS 8
ELEVATOR LOBBY
PUDO
VISITOR
44600
44245
19860
18250
14623
37568
27520
37360
19170
45650
6850
19600
20000
12200
7000
60150
4000
4000
17000
19860
14855
29281
31056
31073
7650
3500
3500
1 A440
2 A450
2 A450
2 A440
1 A461
1 A460
1 A441
2 A451
2 A451

| | | |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
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LICENCE
2026

| | |
|---|---|
| Drawn | Scale 1:200 |
| Checked CW | Date 2025-03-01 |

Title
PHASE 1
BLOCK 03 & 05
LEVEL 5

| | |
|---|---|
| Project No. 22-207 | Drawing No. A245 |

TH-430
TH-429
TH-428
TH-427
TH-426
TH-425
TH-424
STREET E
STREET D
20.0M
16.0M
UNIT 617 2 BED 60.9 SQ.M 646.3 SQ.FT
UNIT 618 1 BED+D 52.6 SQ.M 566.3 SQ.FT
UNIT 619 1 BED+D 51.1 SQ.M 549.9 SQ.FT
UNIT 620 2 BED 70.6 SQ.M 759.9 SQ.FT
UNIT 621 2 BED 68.1 SQ.M 732.7 SQ.FT
UNIT 622 1 BED 46.5 SQ.M 500.1 SQ.FT
UNIT 623 1 BED 46.3 SQ.M 498.3 SQ.FT
UNIT 624 1 BED 45.4 SQ.M 499.3 SQ.FT
UNIT 616 2 BED 61.8 SQ.M 664.9 SQ.FT
UNIT 615 2 BED 61.9 SQ.M 666.1 SQ.FT
UNIT 614 2 BED 62.5 SQ.M 672.5 SQ.FT
UNIT 613 2 BED 73.5 SQ.M 791.7 SQ.FT
UNIT 612 1 BED 49.1 SQ.M 534.7 SQ.FT
UNIT 611 1 BED+D 58.6 SQ.M 630.4 SQ.FT
UNIT 610 1 BED+D 56.3 SQ.M 605.5 SQ.FT
UNIT 609 1 BED+D 53.0 SQ.M 570.0 SQ.FT
UNIT 608 2 BED 73.5 SQ.M 791.9 SQ.FT
UNIT 607 2 BED 72.4 SQ.M 779.6 SQ.FT
UNIT 606 1 BED 44.6 SQ.M 477.5 SQ.FT
UNIT 605 2 BED 67.9 SQ.M 731.3 SQ.FT
UNIT 604 1 BED+D 61.9 SQ.M 666.4 SQ.FT
UNIT 603 1 BED+D 56.5 SQ.M 608.2 SQ.FT
UNIT 602 1 BED+D 58.6 SQ.M 630.3 SQ.FT
UNIT 601 1 BED+D 51.2 SQ.M 550.7 SQ.FT
UNIT 625 2 BED 72.8 SQ.M 783.4 SQ.FT
UNIT 626 1 BED+D 56.0 SQ.M 602.4 SQ.FT
LOCKERS 16
LOCKERS 11
UNIT 614 2 BED 67.8 SQ.M 729.4 SQ.FT
UNIT 615 2 BED 61.2 SQ.M 659.0 SQ.FT
UNIT 616 2 BED 61.2 SQ.M 659.0 SQ.FT
UNIT 617 2 BED 61.2 SQ.M 659.0 SQ.FT
UNIT 618 1 BED 41.4 SQ.M 445.9 SQ.FT
UNIT 619 2 BED 82.4 SQ.M 886.5 SQ.FT
UNIT 620 2 BED 75.8 SQ.M 815.8 SQ.FT
UNIT 621 1 BED+D 53.2 SQ.M 573.0 SQ.FT
UNIT 622 2 BED 68.7 SQ.M 739.5 SQ.FT
UNIT 623 1 BED+D 58.4 SQ.M 629.0 SQ.FT
UNIT 624 1 BED 48.7 SQ.M 524.7 SQ.FT
UNIT 625 1 BED 48.7 SQ.M 524.7 SQ.FT
UNIT 626 1 BED 45.9 SQ.M 494.5 SQ.FT
UNIT 627 1 BED+D 59.4 SQ.M 629.0 SQ.FT
UNIT 628 2 BED 82.5 SQ.M 888.0 SQ.FT
UNIT 629 2 BED 78.0 SQ.M 839.8 SQ.FT
UNIT 630 1 BED+D 51.1 SQ.M 550.3 SQ.FT
UNIT 631 2 BED 67.5 SQ.M 726.1 SQ.FT
UNIT 632 2 BED 69.3 SQ.M 746.3 SQ.FT
UNIT 633 1 BED+D 53.1 SQ.M 571.6 SQ.FT
UNIT 634 1 BED+D 53.1 SQ.M 571.6 SQ.FT
UNIT 635 1 BED+D 53.1 SQ.M 571.6 SQ.FT
UNIT 636 1 BED+D 53.1 SQ.M 571.6 SQ.FT
UNIT 637 1 BED+D 53.1 SQ.M 571.6 SQ.FT
UNIT 638 2 BED 65.2 SQ.M 701.4 SQ.FT
UNIT 639 2 BED 65.4 SQ.M 704.3 SQ.FT
UNIT 640 1 BED+D 51.3 SQ.M 552.4 SQ.FT
UNIT 641 1 BED+D 51.1 SQ.M 550.5 SQ.FT
UNIT 642 1 BED+D 53.6 SQ.M 577.4 SQ.FT
UNIT 643 1 BED 50.1 SQ.M 539.4 SQ.FT
UNIT 601 2 BED 67.5 SQ.M 726.9 SQ.FT
UNIT 602 2 BED 63.8 SQ.M 686.4 SQ.FT
UNIT 603 1 BED 47.5 SQ.M 511.3 SQ.FT
UNIT 604 1 BED 47.5 SQ.M 511.3 SQ.FT
UNIT 605 1 BED 47.5 SQ.M 511.3 SQ.FT
UNIT 606 1 BED 47.5 SQ.M 511.3 SQ.FT
UNIT 607 2 BED 78.1 SQ.M 841.0 SQ.FT
UNIT 608 2 BED 57.2 SQ.M 615.4 SQ.FT
UNIT 609 1 BED+D 57.2 SQ.M 615.4 SQ.FT
UNIT 610 1 BED+D 56.4 SQ.M 607.5 SQ.FT
UNIT 611 1 BED+D 49.9 SQ.M 537.2 SQ.FT
UNIT 612 1 BED 49.8 SQ.M 535.7 SQ.FT
UNIT 613 2 BED 64.8 SQ.M 698.5 SQ.FT
ELEVATOR LOBBY
PUDO
VISITOR
44600
14623
18250
19860
44245
4000
17000
19800
60150
27520
31073
14855
29281
31056
37568
37360
19170
45650
6850
7650
19600
20000
3500
13200
7000

| | | |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
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BRIAN EDWARD PRATT
LICENCE
FOR

| | |
|---|---|
| Drawn | Scale |
| | 1:200 |
| Checked | Date |
| CW | 2025-03-01 |

Title
PHASE 1
BLOCK 03 & 05
LEVEL 6

| | |
|---|---|
| Project No. | Drawing No. |
| 22-207 | A246 |

STREET E

STREET D

20.0M

20.0M

19.0M

UNIT 714
2 BED
67.8 SQ.M
729.4 SQ.FT

UNIT 715
2 BED
61.2 SQ.M
659.0 SQ.FT

UNIT 716
2 BED
61.2 SQ.M
659.0 SQ.FT

UNIT 717
2 BED
61.2 SQ.M
659.0 SQ.FT

UNIT 718
1 BED
41.4 SQ.M
445.9 SQ.FT

UNIT 719
2 BED
82.4 SQ.M
886.5 SQ.FT

UNIT 720
2 BED
75.8 SQ.M
815.8 SQ.FT

UNIT 721
1 BED+D
53.2 SQ.M
573.0 SQ.FT

UNIT 722
2 BED
68.7 SQ.M
739.5 SQ.FT

UNIT 723
1 BED+D
58.4 SQ.M
629.0 SQ.FT

UNIT 724
1 BED
48.7 SQ.M
524.7 SQ.FT

UNIT 725
1 BED
48.7 SQ.M
524.7 SQ.FT

UNIT 726
1 BED
45.9 SQ.M
494.5 SQ.FT

UNIT 727
1 BED+D
58.4 SQ.M
629.0 SQ.FT

UNIT 728
2 BED
82.5 SQ.M
888.0 SQ.FT

UNIT 729
2 BED
71.5 SQ.M
769.3 SQ.FT

UNIT 730
1 BED+D
51.1 SQ.M
550.3 SQ.FT

UNIT 731
2 BED
67.5 SQ.M
726.1 SQ.FT

UNIT 713
2 BED
64.8 SQ.M
698.5 SQ.FT

UNIT 712
1 BED
49.8 SQ.M
535.7 SQ.FT

UNIT 711
1 BED+D
49.9 SQ.M
537.2 SQ.FT

UNIT 710
1 BED+D
56.4 SQ.M
607.5 SQ.FT

UNIT 709
1 BED+D
57.2 SQ.M
615.4 SQ.FT

UNIT 708
2 BED
57.2 SQ.M
615.4 SQ.FT

UNIT 707
2 BED
78.1 SQ.M
841.0 SQ.FT

UNIT 706
1 BED
47.5 SQ.M
511.3 SQ.FT

UNIT 705
1 BED
47.5 SQ.M
511.3 SQ.FT

UNIT 704
1 BED
47.5 SQ.M
511.3 SQ.FT

UNIT 703
1 BED
47.5 SQ.M
511.3 SQ.FT

UNIT 702
2 BED
63.8 SQ.M
686.4 SQ.FT

UNIT 701
2 BED
67.5 SQ.M
726.9 SQ.FT

UNIT 739
2 BED
65.4 SQ.M
704.3 SQ.FT

UNIT 740
1 BED+D
51.3 SQ.M
552.4 SQ.FT

UNIT 741
1 BED+D
51.1 SQ.M
550.5 SQ.FT

UNIT 742
1 BED+D
53.6 SQ.M
577.4 SQ.FT

UNIT 743
1 BED
50.1 SQ.M
539.4 SQ.FT

UNIT 738
2 BED
65.2 SQ.M
701.4 SQ.FT

UNIT 737
1 BED+D
53.1 SQ.M
571.6 SQ.FT

UNIT 736
1 BED+D
53.1 SQ.M
571.6 SQ.FT

UNIT 735
1 BED+D
53.1 SQ.M
571.6 SQ.FT

UNIT 734
1 BED+D
53.1 SQ.M
571.6 SQ.FT

UNIT 733
1 BED+D
53.1 SQ.M
571.6 SQ.FT

UNIT 732
2 BED
69.3 SQ.M
746.3 SQ.FT

UNIT 713
2 BED
66.5 SQ.M
715.9 SQ.FT

UNIT 712
1 BED
45.6 SQ.M
490.5 SQ.FT

INTERIOR AMENITY
38.9 SQ.M
419.1 SQ.FT

UNIT 701
1 BED+D
58.6 SQ.M
630.6 SQ.FT

UNIT 702
1 BED+D
56.5 SQ.M
608.5 SQ.FT

UNIT 703
1 BED+D
70.2 SQ.M
809.9 SQ.FT

UNIT 704
2 BED
67.9 SQ.M
731.3 SQ.FT

UNIT 705
1 BED
44.4 SQ.M
477.5 SQ.FT

UNIT 706
2 BED
72.4 SQ.M
779.6 SQ.FT

UNIT 707
2 BED
73.6 SQ.M
791.9 SQ.FT

UNIT 708
1 BED+D
53.0 SQ.M
570.0 SQ.FT

UNIT 709
2 BED
70.4 SQ.M
757.5 SQ.FT

UNIT 710
2 BED
63.8 SQ.M
686.6 SQ.FT

UNIT 711
2 BED
69.1 SQ.M
743.4 SQ.FT

EXTERIOR AMENITY
470.5 SQ.M
5065 SQ.FT

STORAGE

PRIVATE TERRACE

ELEVATOR LOBBY

LOCKERS

PUDO

VISITOR

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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| Drawn | Scale 1:200 |
| Checked CW | Date 2025-03-01 |

Title
PHASE 1
BLOCK 03 & 05
LEVEL 7

| | |
|---|---|
| Project No. 22-207 | Drawing No. A247 |

STREET E

STREET D

20.0M

20.0M

20.0M

STORE

EXTERIOR
AMENITY
1277.1SQ.M
13746.3Q.FT

UNIT 814
2 BED
66.4 SQ.M
714.2 SQ.FT

UNIT813
1 BED
45.6 SQ.M
490.5 SQ.FT

UNIT 801
1 BED
44.9 SQ.M
483.7 SQ.FT

UNIT 802
1 BED+D
58.5 SQ.M
629.9 SQ.FT

UNIT 803
1 BED+D
56.5 SQ.M
606.2 SQ.FT

UNIT 804
1 BED+D
75.2 SQ.M
809.9 SQ.FT

UNIT 805
2 BED
67.9 SQ.M
731.3 SQ.FT

UNIT 806
1 BED
44.4 SQ.M
477.5 SQ.FT

UNIT 807
2 BED
72.4 SQ.M
779.6 SQ.FT

UNIT 808
2 BED
73.6 SQ.M
791.9 SQ.FT

UNIT 809
1 BED+D
53.0 SQ.M
570.0 SQ.FT

UNIT 810
2 BED
70.4 SQ.M
757.5 SQ.FT

UNIT 811
2 BED
63.8 SQ.M
686.6 SQ.FT

UNIT 812
2 BED
69.1 SQ.M
743.4 SQ.FT

UNIT 810
2 BED
65.4 SQ.M
704.3 SQ.FT

UNIT 811
1 BED+D
51.3 SQ.M
552.4 SQ.FT

UNIT 812
1 BED+D
51.1 SQ.M
550.5 SQ.FT

UNIT 813
1 BED+D
53.6 SQ.M
577.4 SQ.FT

UNIT 814
1 BED
51.0 SQ.M
548.9 SQ.FT

INTERIOR
AMENITY
93.9 SQ.M
1010.3SQ.FT

UNIT 801
2 BED
72.2 SQ.M
777.3 SQ.FT

UNIT 802
1 BED+D
52.9 SQ.M
569.5 SQ.FT

ELEVATOR
LOBBY

UNIT 809
2 BED
65.2 SQ.M
701.4 SQ.FT

UNIT 808
1 BED+D
53.1 SQ.M
571.6 SQ.FT

UNIT 807
1 BED+D
53.1 SQ.M
571.6 SQ.FT

UNIT 806
1 BED+D
53.1 SQ.M
571.6 SQ.FT

UNIT 805
1 BED+D
53.1 SQ.M
571.6 SQ.FT

UNIT 804
1 BED+D
53.1 SQ.M
571.6 SQ.FT

UNIT 803
2 BED
69.3 SQ.M
746.3 SQ.FT

19860
37360
19170
16500
45650
6850
19600
20000
3500
3500
13200
7000

| NO. | REVISIONS | DATE |
|---|---|---|
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| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
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| Drawn | Scale 1:200 |
| Checked CW | Date 2025-03-01 |

Title
PHASE 1
BLOCK 03 & 05
LEVEL 8

| Project No. | Drawing No. |
|---|---|
| 22-207 | A248 |

STREET E

STREET D

20.0M

20.0M

20.0M

MECHANICAL PENTHOUSE
296.3 SQ.M
3189.2SQ.FT

UNIT 912
2 BED
65.4 SQ.M
704.3 SQ.FT

UNIT 913
1 BED+D
51.3 SQ.M
552.4 SQ.FT

UNIT 914
1 BED+D
51.1 SQ.M
550.5 SQ.FT

UNIT 915
1 BED+D
53.6 SQ.M
577.4 SQ.FT

UNIT 916
1 BED
51.0 SQ.M
548.9 SQ.FT

UNIT 901
1 BED
47.1 SQ.M
506.7 SQ.FT

UNIT 902
1 BED
47.6 SQ.M
512.3 SQ.FT

UNIT 903
2 BED
72.2 SQ.M
777.3 SQ.FT

UNIT 904
1 BED+D
52.9 SQ.M
569.5 SQ.FT

ELEVATOR LOBBY

UNIT 911
2 BED
65.2 SQ.M
701.4 SQ.FT

UNIT 910
1 BED+D
53.1 SQ.M
571.6 SQ.FT

UNIT 909
1 BED+D
53.1 SQ.M
571.6 SQ.FT

UNIT 908
1 BED+D
53.1 SQ.M
571.6 SQ.FT

UNIT 907
1 BED+D
53.1 SQ.M
571.6 SQ.FT

UNIT 906
1 BED+D
53.1 SQ.M
571.6 SQ.FT

UNIT 905
2 BED
69.3 SQ.M
746.3 SQ.FT

PUDO

VISITOR

16500

45650

6850

20000

3500

13200

7000

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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LICENCE
2026

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|---|---|
| | 1:200 |
| Checked | Date |
| CW | 2025-03-01 |

Title
PHASE 1
BLOCK 03 & 05
LEVEL 9

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A249** |

STREET E

STREET D

20.0M

20.0M

20.0M

20.0M

MECHANICAL
PENTHOUSE
366.2 SQ.M
3942.1SQ.FT

13200

13200

21000

6850

7000

16500

PUDO

PUDO

PUDO

VISITOR

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
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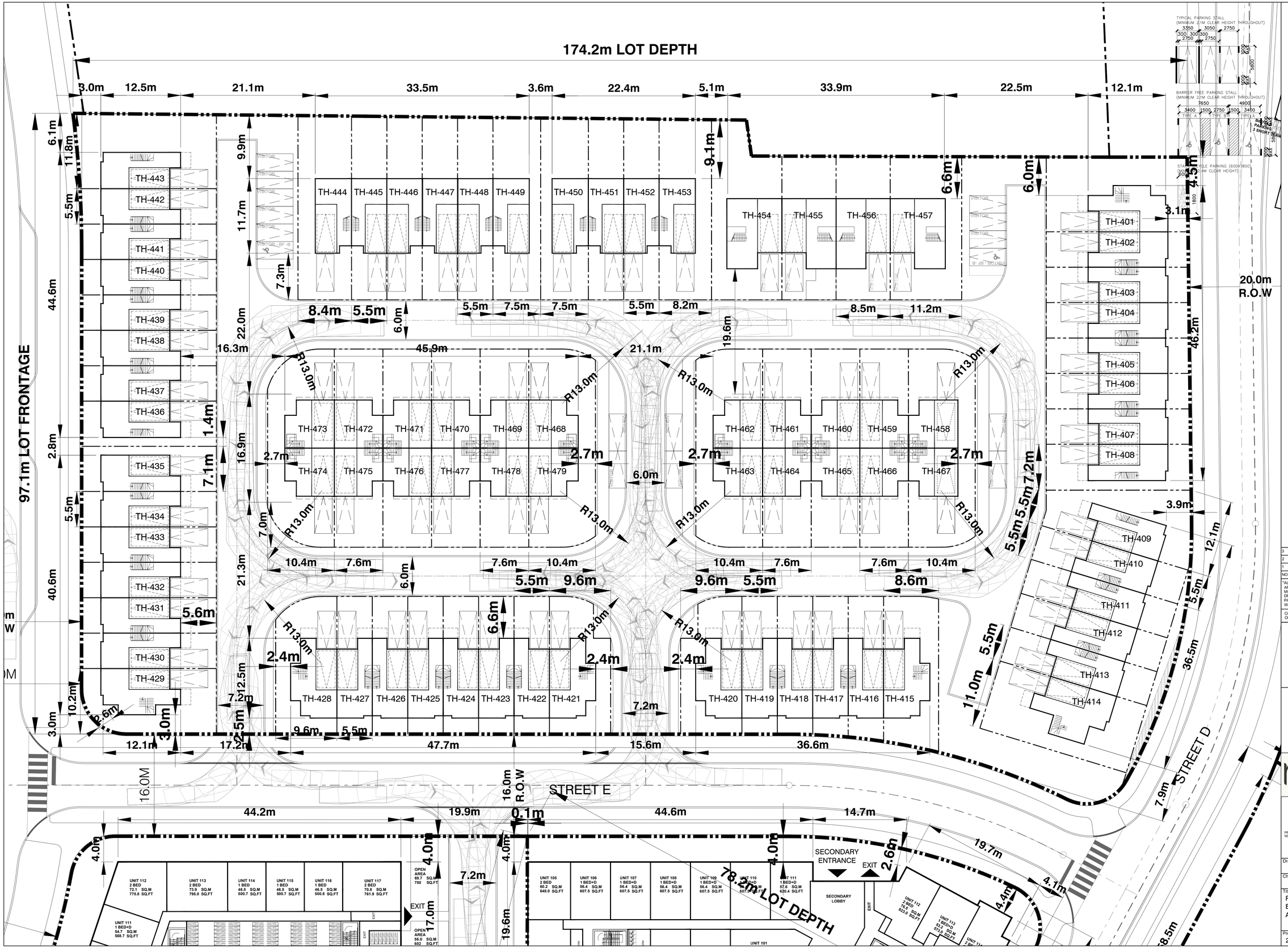
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PROJECT NORTH

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RYAN EDWARD WOLFE
LICENCE
2026

| Drawn | Scale |
|---|---|
| | 1:200 |
| Checked | Date |
| CW | 2025-03-01 |

Title
PHASE 1
BLOCK 03 & 05
MECHANICAL PH LEVEL

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A250** |




## LEGEND

NOTES:

-OVERHEAD CLEARANCE THROUGHOUT THE PRIVATE ROAD MUST BE A MINIMUM OF 7.5 M AND BE FREE FROM OBSTRUCTIONS SUCH AS OVERHANGS, AWNINGS, UTILITY WIRES, BALCONIES, AND MUST BE KEPT CLEAR OF TREE BRANCHES, ETC

-ALL PRIVATE ROADS AND SUPPORTED STRUCTURES ALONG THE WASTE COLLECTION ROUTE MUST BE DESIGNED AND CONSTRUCTED TO SUPPORT A MINIMUM OF 35 TONNES (THE WEIGHT OF A FULLY LOADED WASTE TRUCK). THE REGION WILL RECEIVE A LETTER, CERTIFIED BY AN ONTARIO PROFESSIONAL ENGINEER, IN ADVANCE OF ANY INITIAL WASTE COLLECTION, INDICATING THAT THE SUPPORTED STRUCTURE CAN SUPPORT A FULLY LOADED WASTE TRUCK.

-THE COLLECTION POINT MUST BE LEVEL (THE CHANGE OF GRADE MUST BE LABELLED ON THE SITE PLAN AND NOT BE MORE THAN +/_ 2%)

-A TRAINED ON-SITE STAFF MEMBER TO BE AVAILABLE TO MANEUVER WASTE BINS FOR CITY COLLECTION AT THE LOADING AREA AND ALSO ACT AS A FLAGMAN WHEN TRUCK IS PARKING AND REVERSING.

-RETAIL MANAGEMENT MUST ARRANGE FOR THEIR COLLECTION DAYS TO BE SCHEDULED ON OPPOSITE DAYS FROM THOSE OF THE RESIDENTIAL COLLECTION DAYS.

-RETAIL / COMMERCIAL BINS WILL BE LABELED SEPARATELY, AND MUST BE CLEARLY LABELED.

-ILLUSTRATED VEHICLE MOVEMENT DIAGRAM IS TAKEN FROM TRAFFIC REPORT. REFER ALSO TO TRAFFIC REPORT.

-REFER TO SITE SERVICING AND GRADING PLAN FOR DETAILED GRADING.

-REFER TO LANDSCAPE PLAN FOR PLANTING AND PAVING LOCATION, MATERIALS AND DETAILS.

-TWO CHUTES EQUIPPED. ONE C/W BI-SORTER FOR GARBAGE (G) AND COMPOST (C). OTHER CHUTE FOR RECYCLING (R). GARBAGE STREAM ATTACHED TO COMPACTOR

| NO. | REVISIONS | DATE |
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LICENCE
2026

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|---|---|
| Drawn | Scale 1:250 |
| Checked | Date 2025-03-01 |

Title
PHASE 1
BLOCK 04
AT GROUND LEVEL

| Project No. | Drawing No. |
|---|---|
| 22-207 | A263 |

174.2m LOT DEPTH

97.1m LOT FRONTAGE

3.0m 12.5m 21.1m 33.5m 3.6m 22.4m 5.1m 33.9m 22.5m 12.1m

6.1m 11.8m 5.5m 44.6m 40.6m 2.8m 1.4m 7.1m 5.5m 5.6m 10.2m 3.0m 3.0m 12.1m

TH-443 TH-442 TH-441 TH-440 TH-439 TH-438 TH-437 TH-436 TH-435 TH-434 TH-433 TH-432 TH-431 TH-430 TH-429

9.9m 11.7m 7.3m 22.0m 16.3m 16.9m 7.0m 21.3m 12.5m 7.2m 2.6m 17.2m

TH-444 TH-445 TH-446 TH-447 TH-448 TH-449 TH-450 TH-451 TH-452 TH-453

9.1m 6.6m 6.0m 4.5m

TH-454 TH-455 TH-456 TH-457

8.4m 5.5m 6.0m 5.5m 7.5m 7.5m 5.5m 8.2m 8.5m 11.2m

45.9m 21.1m 19.6m 6.0m 46.2m

TH-473 TH-472 TH-471 TH-470 TH-469 TH-468 TH-474 TH-475 TH-476 TH-477 TH-478 TH-479

TH-462 TH-461 TH-460 TH-459 TH-458 TH-463 TH-464 TH-465 TH-466 TH-467

2.7m 2.7m 2.7m 2.7m 2.7m 2.7m

TH-401 TH-402 TH-403 TH-404 TH-405 TH-406 TH-407 TH-408

20.0m R.O.W

TH-409 TH-410 TH-411 TH-412 TH-413 TH-414

5.5m 7.2m 5.5m 12.1m 5.5m 5.5m 11.0m 36.5m

10.4m 7.6m 6.0m 7.6m 10.4m 10.4m 7.6m 7.6m 10.4m

5.5m 9.6m 9.6m 5.5m 8.6m

6.6m R13.0m 2.4m 2.4m 2.4m

TH-428 TH-427 TH-426 TH-425 TH-424 TH-423 TH-422 TH-421 TH-420 TH-419 TH-418 TH-417 TH-416 TH-415

7.2m 7.2m

9.6m 5.5m 47.7m 15.6m 36.6m

16.0M 16.0m R.O.W STREET E

44.2m 19.9m 0.1m 44.6m 14.7m

4.0m 4.0m 4.0m 4.0m 7.2m 19.6m 19.7m 4.1m 4.4m

UNIT 218 2 BED 72.1 SQ.M 775.8 SQ.FT
UNIT 219 2 BED 73.9 SQ.M 795.0 SQ.FT
UNIT 220 1 BED 46.5 SQ.M 500.7 SQ.FT
UNIT 221 1 BED 46.5 SQ.M 500.7 SQ.FT
UNIT 222 1 BED 46.5 SQ.M 500.8 SQ.FT
UNIT 223 2 BED 70.8 SQ.M 761.9 SQ.FT
UNIT 217 1 BED+D 54.7 SQ.M 588.7 SQ.FT
UNIT 227 1 BED
UNIT 226 1 BED
UNIT 225 1 BED
UNIT 224 2 BED
EXIT 17.0m
LOCKERS 16

UNIT 214 2 BED 64.0 SQ.M 689.1 SQ.FT
UNIT 215 1 BED+D 56.4 SQ.M 607.5 SQ.FT
UNIT 216 1 BED+D 56.4 SQ.M 607.5 SQ.FT
UNIT 217 1 BED+D 56.4 SQ.M 607.5 SQ.FT
UNIT 218 1 BED+D 56.4 SQ.M 607.5 SQ.FT
UNIT 219 1 BED+D 56.4 SQ.M 607.5 SQ.FT
UNIT 220 1 BED+D 58.0 SQ.M 624.8 SQ.FT
UNIT 221 2 BED 82.4 SQ.M 886.5 SQ.FT
UNIT 222 2 BED 75.8 SQ.M 815.8 SQ.FT
UNIT 223 1 BED 85.3 SQ.M 573.9 SQ.FT
UNIT 208

SECONDARY ENTRANCE
EXIT 2.6m

78.2m LOT DEPTH

7.9m STREET D

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
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| Drawn | Scale 1:250 |
| Checked | Date 2025-03-01 |

Title
PHASE 1
BLOCK 04
LEVEL 2

| Project No. | Drawing No. |
|---|---|
| 22-207 | A264 |

174.2m LOT DEPTH

97.1m LOT FRONTAGE

TH-443 TH-442 TH-441 TH-440 TH-439 TH-438 TH-437 TH-436 TH-435 TH-434 TH-433 TH-432 TH-431 TH-430 TH-429

TH-444 TH-445 TH-446 TH-447 TH-448 TH-449 TH-450 TH-451 TH-452 TH-453 TH-454 TH-455 TH-456 TH-457

TH-401 TH-402 TH-403 TH-404 TH-405 TH-406 TH-407 TH-408 TH-409 TH-410 TH-411 TH-412 TH-413 TH-414

TH-473 TH-472 TH-471 TH-470 TH-469 TH-468 TH-474 TH-475 TH-476 TH-477 TH-478 TH-479

TH-462 TH-461 TH-460 TH-459 TH-458 TH-463 TH-464 TH-465 TH-466 TH-467

TH-428 TH-427 TH-426 TH-425 TH-424 TH-423 TH-422 TH-421 TH-420 TH-419 TH-418 TH-417 TH-416 TH-415

20.0m R.O.W

STREET D

STREET E

78.2m LOT DEPTH

SECONDARY ENTRANCE

EXIT

UNIT 208

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
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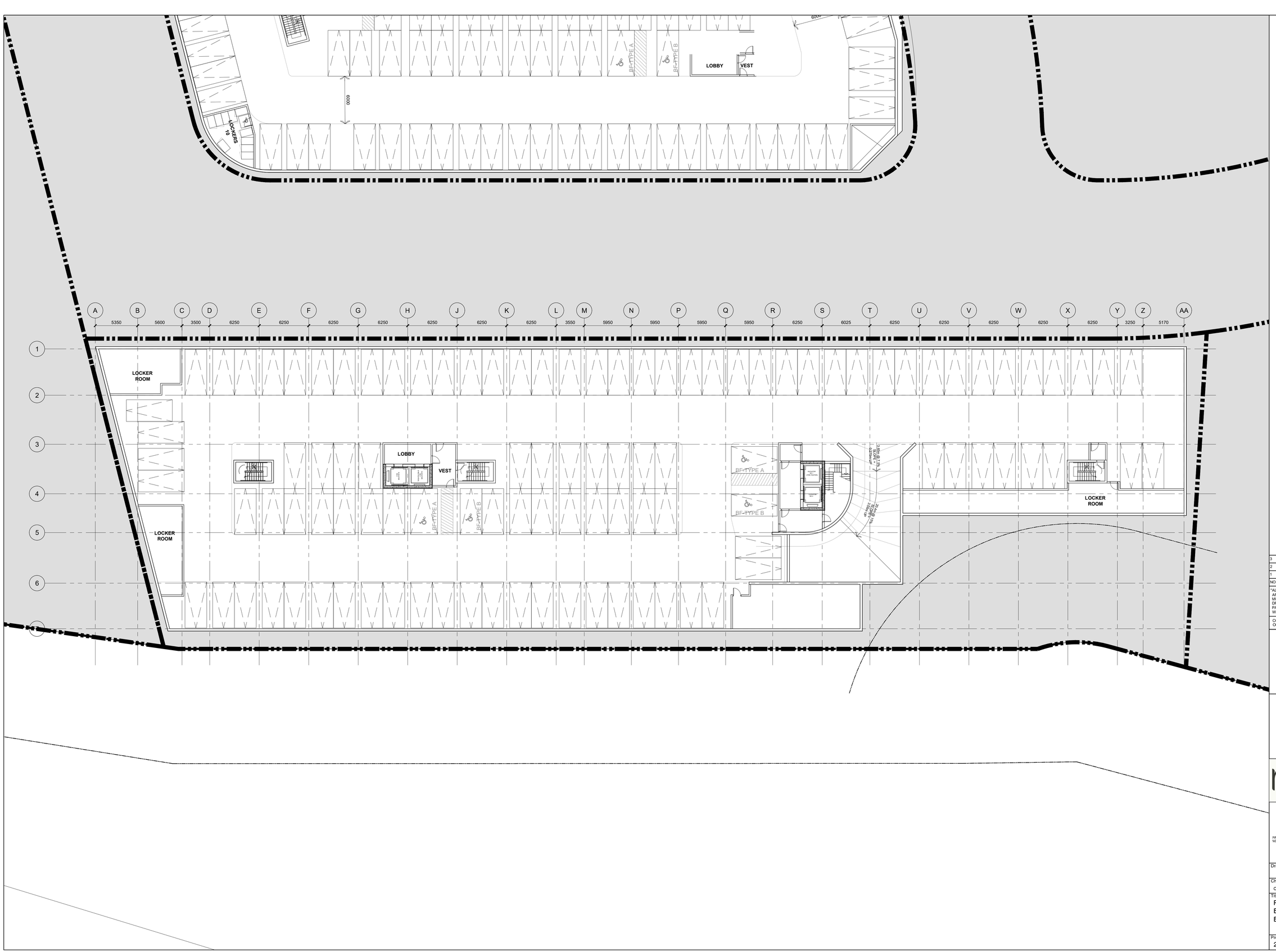
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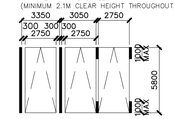
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| Drawn | Scale 1:250 |
| Checked | Date 2025-03-01 |

Title
PHASE 1
BLOCK 04
LEVEL 3

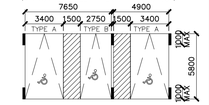
| Project No. | Drawing No. |
|---|---|
| 22-207 | A265 |




TYPICAL PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




BARRIER FREE PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




STACK BICYCLE PARKING (600X1800)
(MINIMUM 2.4M CLEAR HEIGHT)




| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
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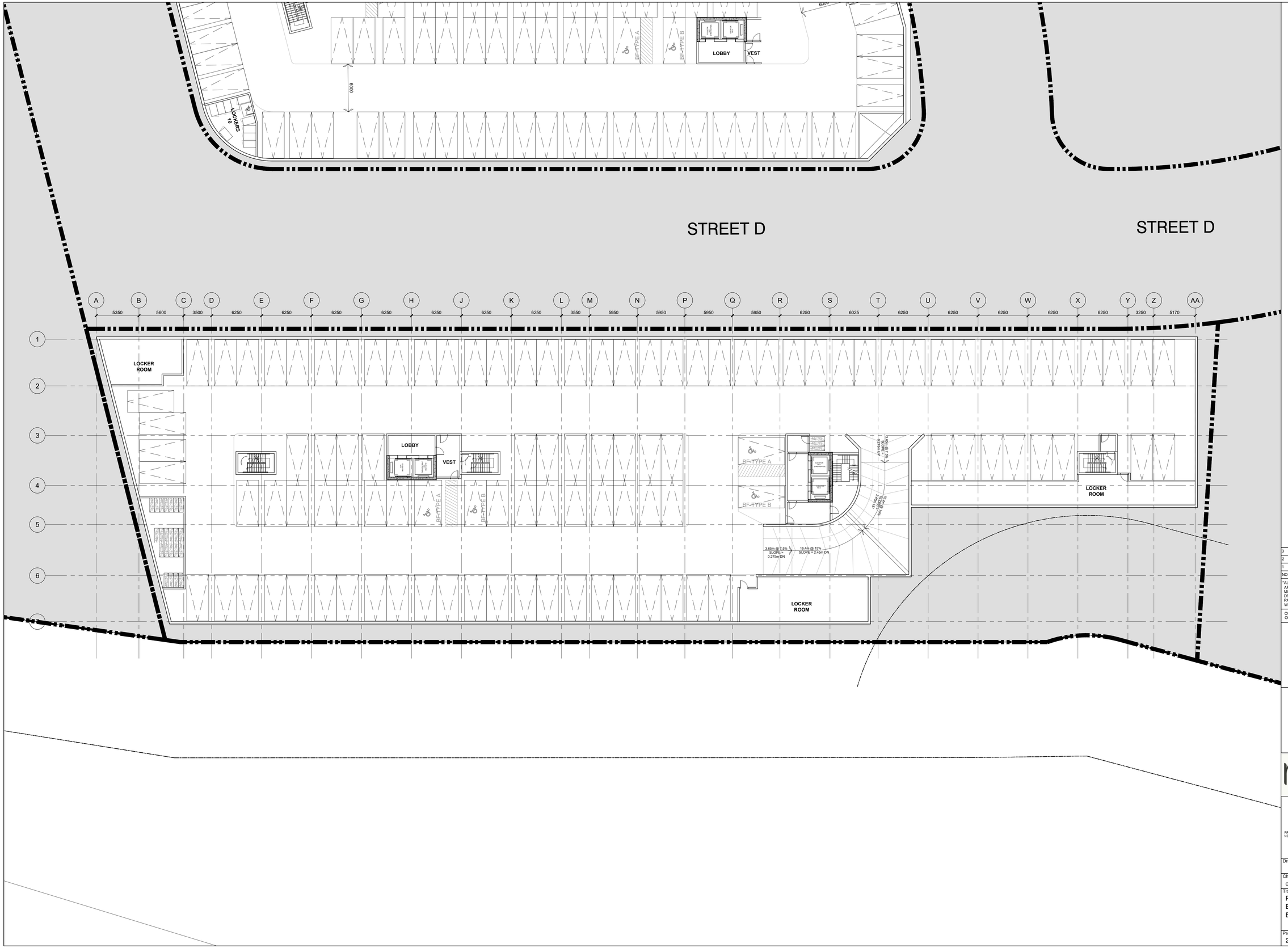
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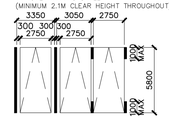
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|---|---|
| | 1:200 |
| Checked | Date |
| CW | 2025-03-01 |

Title
PHASE 1
BLOCK 06
BASEMENT LEVEL P3

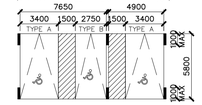
| Project No. | Drawing No. |
|---|---|
| 22-207 | **A270** |




TYPICAL PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




BARRIER FREE PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




STACK BICYCLE PARKING (600X1800)
(MINIMUM 2.4M CLEAR HEIGHT)




| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
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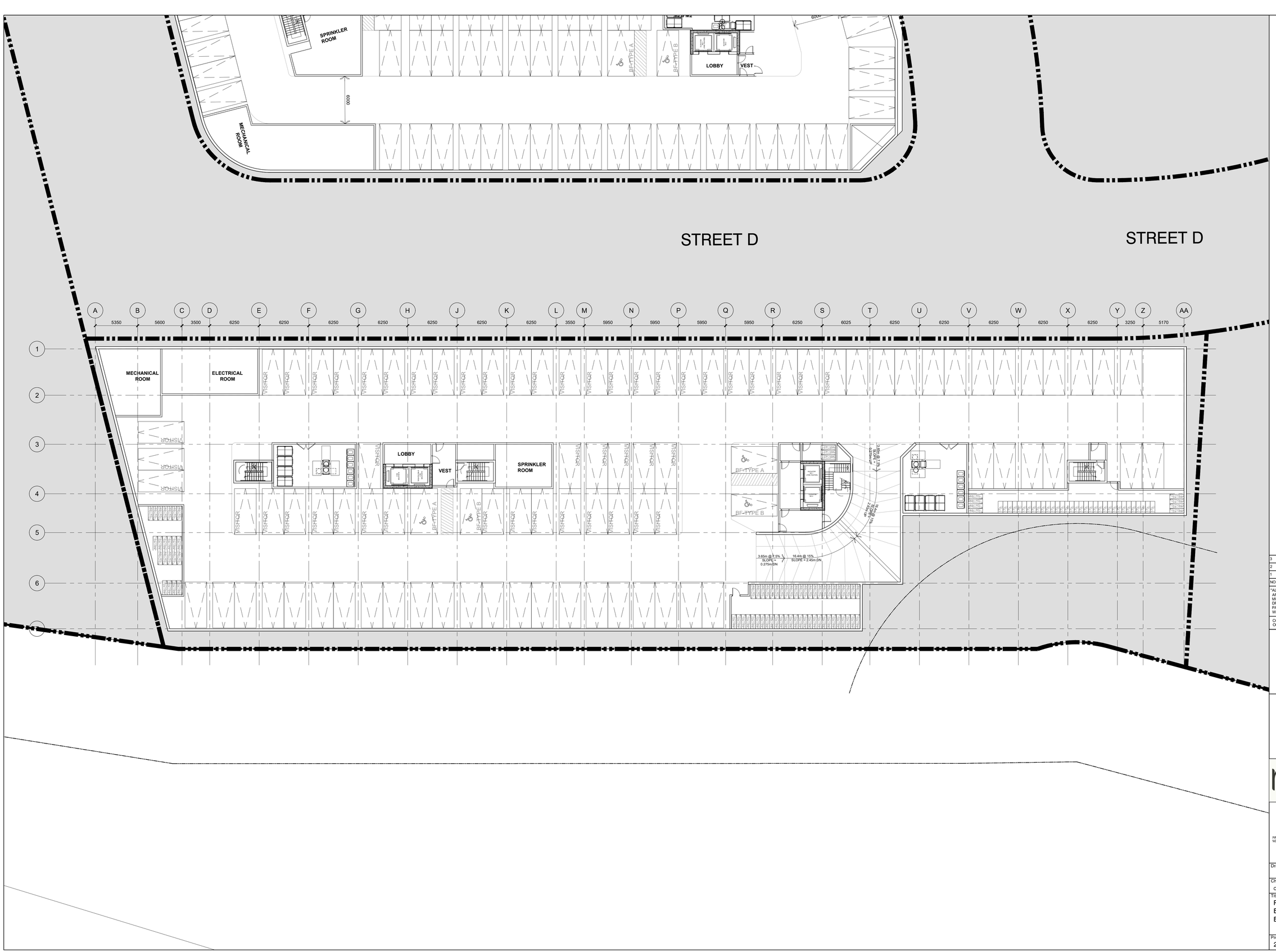
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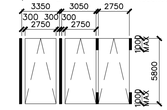
| Drawn | Scale |
|---|---|
| | 1:200 |
| Checked | Date |
| CW | 2025-03-01 |

Title
PHASE 1
BLOCK 06
BASEMENT LEVEL P2

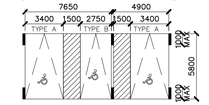
| Project No. | Drawing No. |
|---|---|
| 22-207 | **A271** |




TYPICAL PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




BARRIER FREE PARKING STALL
(MINIMUM 2.1M CLEAR HEIGHT THROUGHOUT)




STACK BICYCLE PARKING (600X1800)
(MINIMUM 2.4M CLEAR HEIGHT)




| NO. | REVISIONS | DATE |
|---|---|---|
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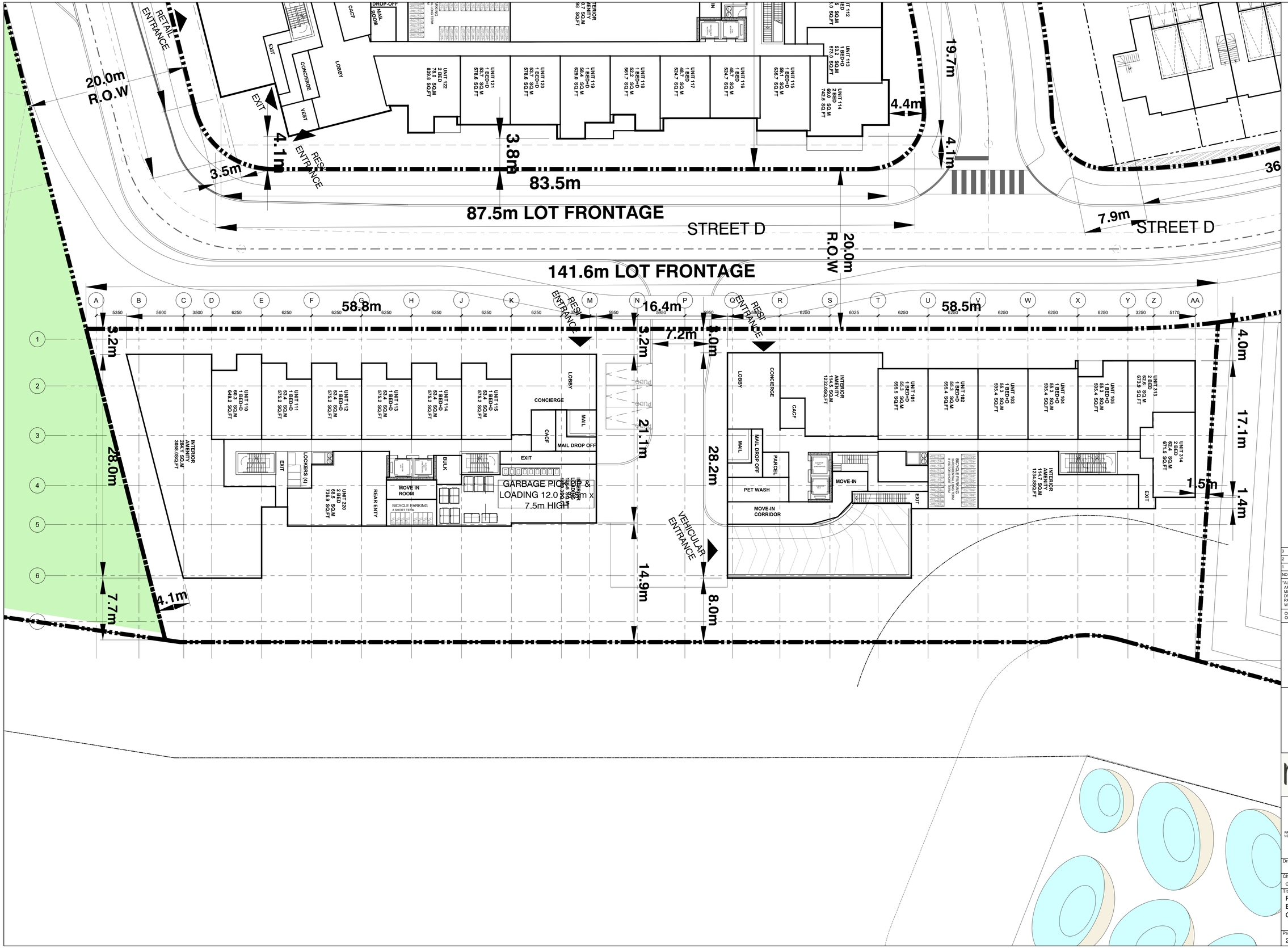
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LICENCE
2018

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| Drawn | Scale 1:200 |
| Checked CW | Date 2025-03-01 |

Title
PHASE 1
BLOCK 06
BASEMENT LEVEL P1

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A272** |




## LEGEND

NOTES:

-OVERHEAD CLEARANCE THROUGHOUT THE PRIVATE ROAD MUST BE A MINIMUM OF 7.5 M AND BE FREE FROM OBSTRUCTIONS SUCH AS OVERHANGS, AWNINGS, UTILITY WIRES, BALCONIES, AND MUST BE KEPT CLEAR OF TREE BRANCHES, ETC

-ALL PRIVATE ROADS AND SUPPORTED STRUCTURES ALONG THE WASTE COLLECTION ROUTE MUST BE DESIGNED AND CONSTRUCTED TO SUPPORT A MINIMUM OF 35 TONNES (THE WEIGHT OF A FULLY LOADED WASTE TRUCK). THE REGION WILL RECEIVE A LETTER, CERTIFIED BY AN ONTARIO PROFESSIONAL ENGINEER, IN ADVANCE OF ANY INITIAL WASTE COLLECTION, INDICATING THAT THE SUPPORTED STRUCTURE CAN SUPPORT A FULLY LOADED WASTE TRUCK.

-THE COLLECTION POINT MUST BE LEVEL (THE CHANGE OF GRADE MUST BE LABELLED ON THE SITE PLAN AND NOT BE MORE THAN +/_ 2%)

-A TRAINED ON-SITE STAFF MEMBER TO BE AVAILABLE TO MANEUVER WASTE BINS FOR CITY COLLECTION AT THE LOADING AREA AND ALSO ACT AS A FLAGMAN WHEN TRUCK IS PARKING AND REVERSING.

-RETAIL MANAGEMENT MUST ARRANGE FOR THEIR COLLECTION DAYS TO BE SCHEDULED ON OPPOSITE DAYS FROM THOSE OF THE RESIDENTIAL COLLECTION DAYS.

-RETAIL / COMMERCIAL BINS WILL BE LABELED SEPARATELY, AND MUST BE CLEARLY LABELED.

-ILLUSTRATED VEHICLE MOVEMENT DIAGRAM IS TAKEN FROM TRAFFIC REPORT. REFER ALSO TO TRAFFIC REPORT.

-REFER TO SITE SERVICING AND GRADING PLAN FOR DETAILED GRADING.

-REFER TO LANDSCAPE PLAN FOR PLANTING AND PAVING LOCATION, MATERIALS AND DETAILS.

-TWO CHUTES EQUIPPED. ONE C/W BI-SORTER FOR GARBAGE (G) AND COMPOST (C). OTHER CHUTE FOR RECYCLING (R). GARBAGE STREAM ATTACHED TO COMPACTOR

| NO. | REVISIONS | DATE |
|---|---|---|
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LICENCE

| | |
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| Drawn | Scale 1:200 |
| Checked CW | Date 2025-03-01 |

Title
PHASE 1
BLOCK 06
GROUND LEVEL

| | |
|---|---|
| Project No. 22-207 | Drawing No. **A273** |




| | | |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
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LICENCE

| | |
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Title
PHASE 1
BLOCK 06
LEVEL 2

| | |
|---|---|
| Project No. 22-207 | Drawing No. A274 |




| | | |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
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| Checked | Date 2025-03-01 |

Title
PHASE 1
BLOCK 06
LEVEL 3

| | |
|---|---|
| Project No. 22-207 | Drawing No. **A275** |




| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
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| CW | 2025-03-01 |

Title
PHASE 1
BLOCK 06
LEVEL 4-6

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A276** |

STREET D

20.0M

STREET D

TH-412
TH-413
TH-414

LOCKERS 8

UNIT 732 2 BED 80.4 SQ.M 748.3 SQ.FT
UNIT 731 2 BED 67.5 SQ.M 726.1 SQ.FT
UNIT 730 1 BED+D 55.1 SQ.M 593.3 SQ.FT
UNIT 729 2 BED 71.7 SQ.M 769.3 SQ.FT
UNIT 728 2 BED 82.5 SQ.M 888.0 SQ.FT
UNIT 727 1 BED+D 58.4 SQ.M 629.0 SQ.FT
UNIT 726 1 BED 43.9 SQ.M 464.5 SQ.FT
UNIT 725 1 BED 48.7 SQ.M 524.7 SQ.FT
UNIT 724 1 BED 48.7 SQ.M 524.7 SQ.FT
UNIT 723 1 BED+D 58.4 SQ.M 629.0 SQ.FT
UNIT 722 2 BED 68.7 SQ.M 739.5 SQ.FT
UNIT 721 1 BED+D 53.2 SQ.M 573.0 SQ.FT
UNIT 720 2 BED 74.8 SQ.M 805.4 SQ.FT
UNIT 702 2 BED 70.4 SQ.M 757.8 SQ.FT
UNIT 703 2 BED 82.5 SQ.M 888.0 SQ.FT
UNIT 704 2 BED 82.5 SQ.M 888.0 SQ.FT
UNIT 705 2 BED 74.8 SQ.M 805.4 SQ.FT
UNIT 706 1 BED+D 59.4 SQ.M 639.4 SQ.FT

A B C D E F G H J K L M N P Q R S T U V W X Y Z AA

5350 5600 3500 6250 6250 6250 6250 6250 6250 6250 3550 5950 5950 5950 5950 6250 6025 6250 6250 6250 6250 6250 6250 3250 5170

1 2 3 4 5 6

3200 17218 31150 6725 3700 3200 16400 3200 19400 31175 7945

2990 8210 7300

UNIT 720 2 BED 74.5 SQ.M 802.8 SQ.FT
UNIT 721 1 BED+D 60.3 SQ.M 648.2 SQ.FT
UNIT 722 1 BED+D 54.1 SQ.M 581.9 SQ.FT
UNIT 723 1 BED+D 54.1 SQ.M 581.9 SQ.FT
UNIT 724 1 BED+D 54.1 SQ.M 581.9 SQ.FT
UNIT 725 1 BED+D 54.1 SQ.M 581.9 SQ.FT
UNIT 726 1 BED+D 54.1 SQ.M 581.9 SQ.FT
UNIT 727 3 BED 95.0 SQ.M 1021.4SQ.FT
UNIT 719 2 BED 69.3 SQ.M 746.4 SQ.FT
LOCKERS (7)
UNIT 716 2 BED 68.5 SQ.M 736.9 SQ.FT
UNIT 715 1 BED 49.5 SQ.M 533.2 SQ.FT
UNIT 729 1 BED 49.5 SQ.M 533.2 SQ.FT
UNIT 728 1 BED 48.7 SQ.M 524.7 SQ.FT
UNIT 718 2 BED 75.1 SQ.M 808.3 SQ.FT
UNIT 717 2 BED 70.2 SQ.M 755.4 SQ.FT
UNIT 705 2 BED 66.3 SQ.M 713.6 SQ.FT
UNIT 706 1 BED+D 51.6 SQ.M 555.0 SQ.FT
UNIT 707 2 BED 67.3 SQ.M 725.1 SQ.FT
UNIT 708 2 BED 64.5 SQ.M 694.3 SQ.FT
UNIT 709 2 BED 64.2 SQ.M 691.2 SQ.FT
UNIT 710 2 BED 67.4 SQ.M 725.1 SQ.FT
UNIT 704 1 BED 59.3 SQ.M 638.6 SQ.FT
UNIT 703 1 BED 59.3 SQ.M 638.6 SQ.FT
UNIT 702 2 BED 67.2 SQ.M 724.6 SQ.FT
UNIT 701 2 BED 68.3 SQ.M 735.7 SQ.FT
UNIT 714 2 BED 80.0 SQ.M 861.4 SQ.FT
UNIT 713 2 BED 67.0 SQ.M 721.5 SQ.FT
UNIT 712 2 BED 61.3 SQ.M 660.2 SQ.FT
UNIT 711 2 BED 70.0 SQ.M 753.6 SQ.FT

5400 13701 2000 14902 28200 8002 28890 8000 4100

9805 31545 6625 3702 16400 23000 30551 4975

1 A460
1 A471
1 A470
2 A471
2 A470

| | | |
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| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
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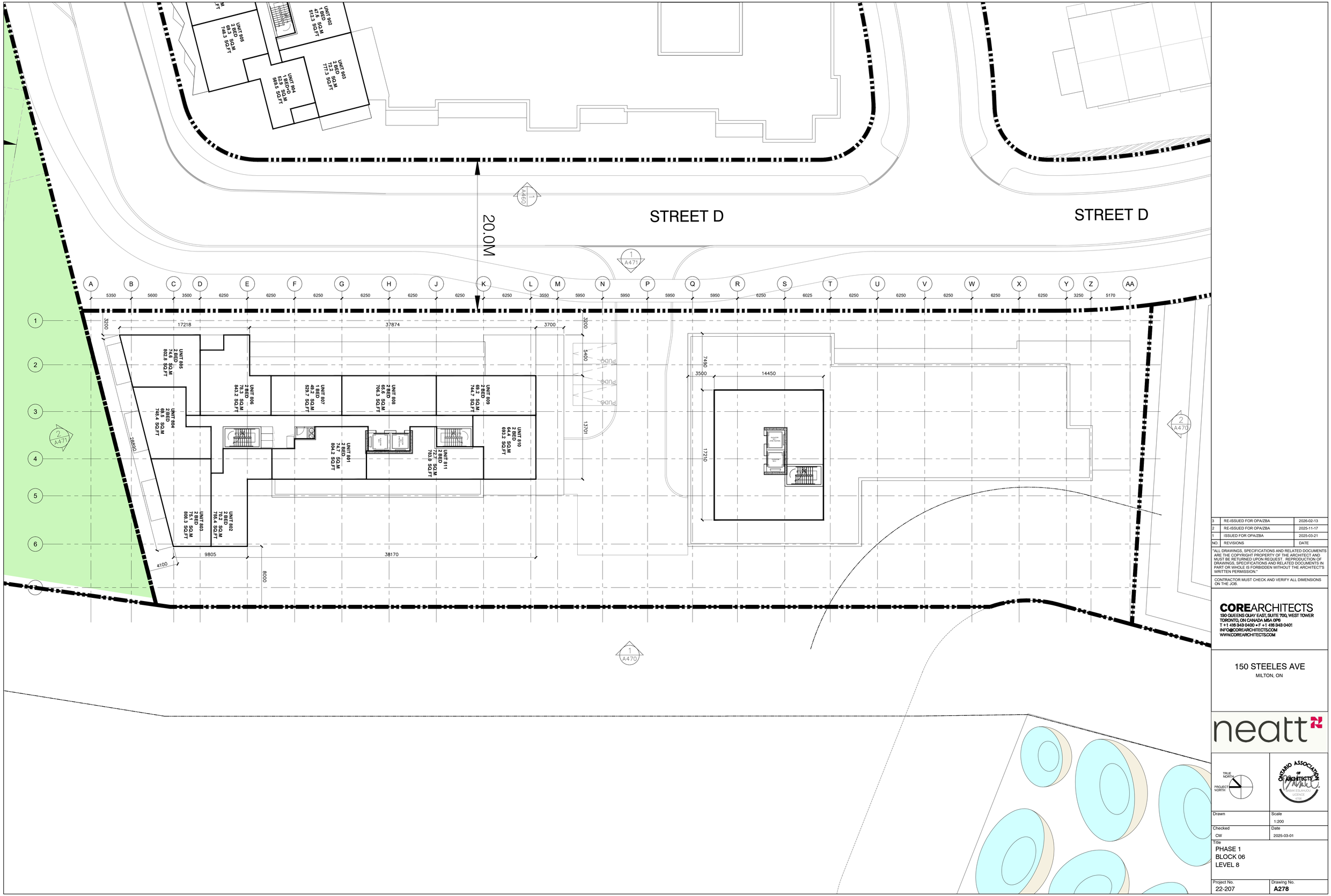
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| Checked CW | Date 2025-03-01 |

Title
PHASE 1
BLOCK 06
LEVEL 7

| | |
|---|---|
| Project No. 22-207 | Drawing No. **A277** |




| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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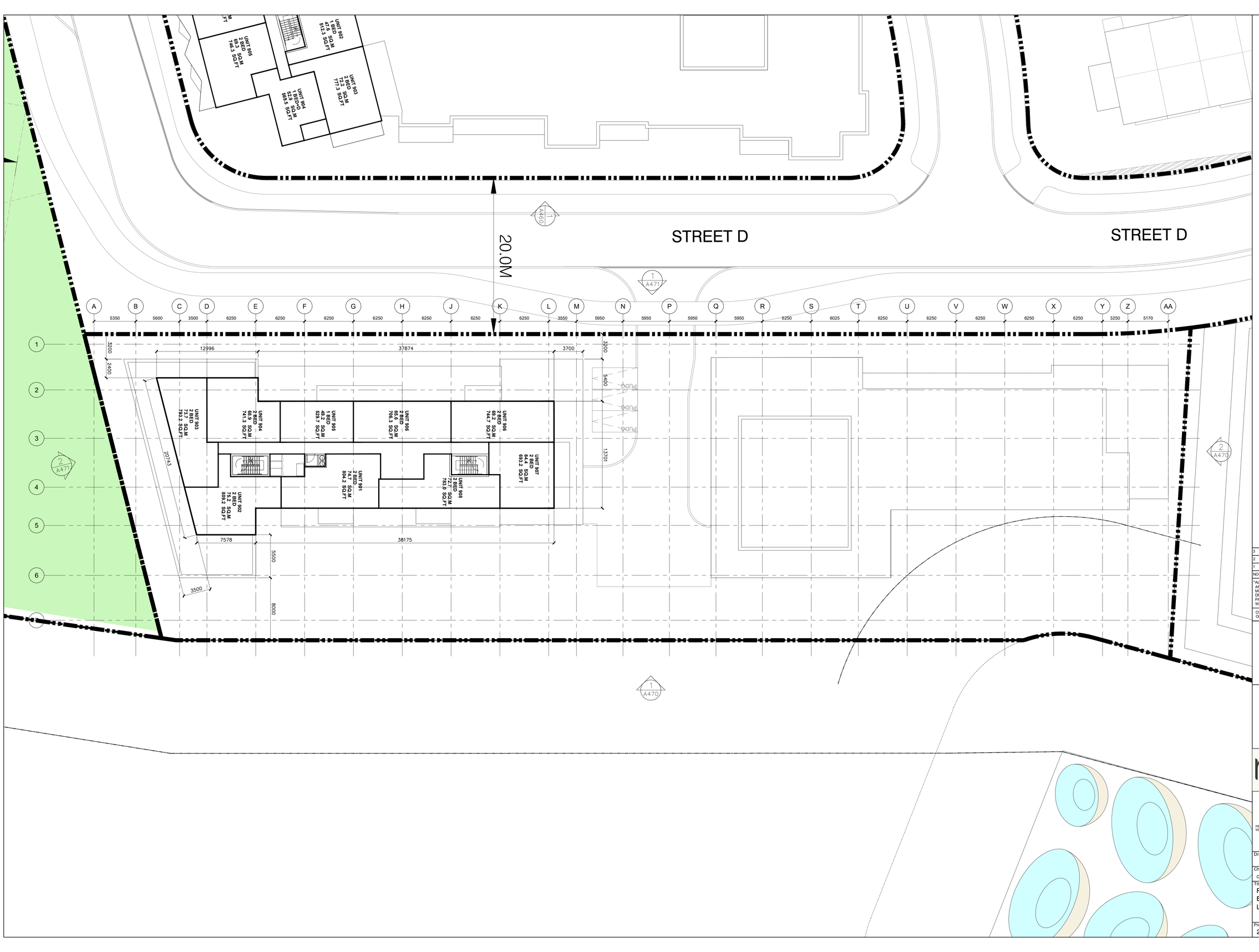
TRUE NORTH
PROJECT NORTH

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OMAR ESLAHJOU
LICENCE

| | |
|---|---|
| Drawn | Scale 1:200 |
| Checked CW | Date 2025-03-01 |

Title
PHASE 1
BLOCK 06
LEVEL 8

| | |
|---|---|
| Project No. 22-207 | Drawing No. **A278** |




| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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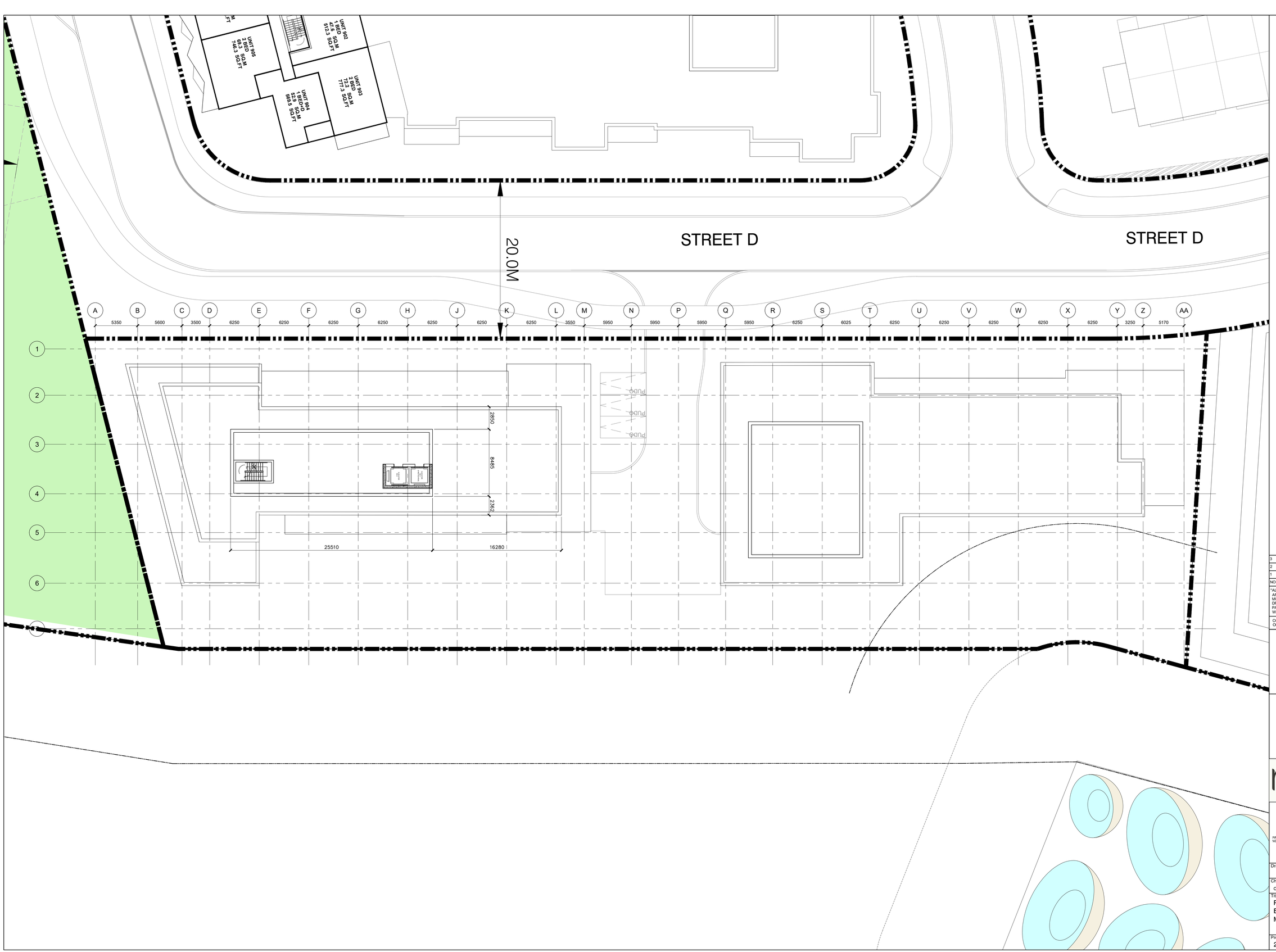
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PROJECT NORTH

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LICENCE

| | |
|---|---|
| Drawn | Scale 1:200 |
| Checked CW | Date 2025-03-01 |

Title
PHASE 1
BLOCK 06
LEVEL 9

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A279** |




| | | |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |
| NO. | REVISIONS | DATE |

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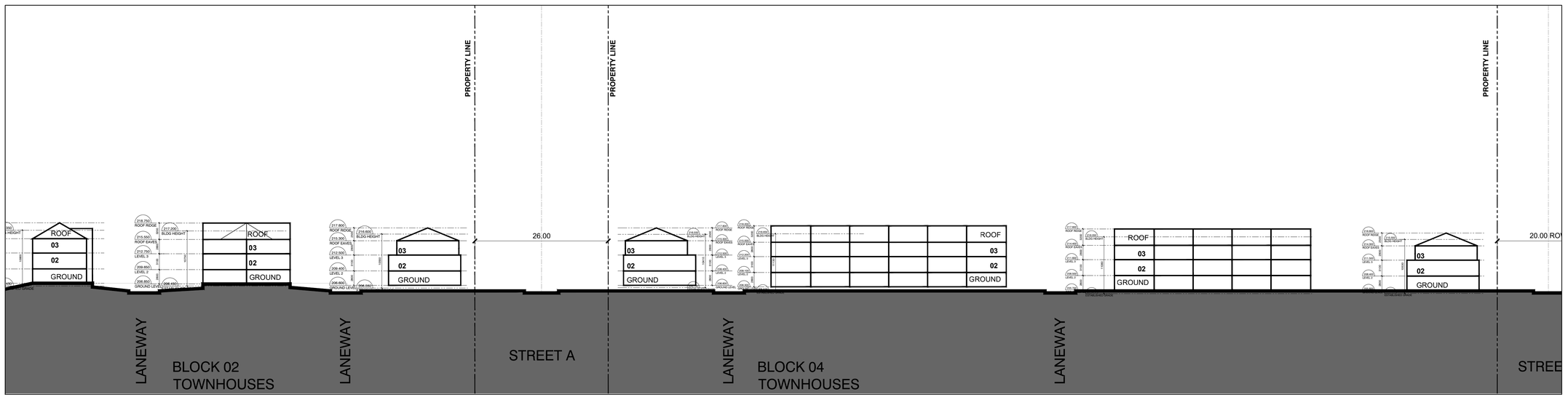
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LICENCE
2026

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| Drawn | Scale 1:200 |
| Checked CW | Date 2025-03-01 |

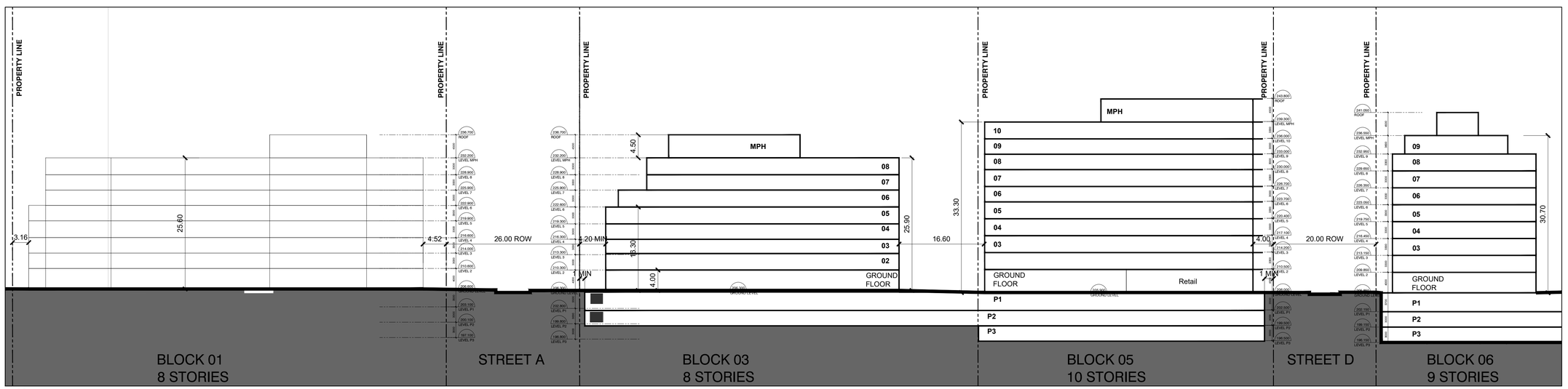
Title
PHASE 1
BLOCK 06
MECHANICAL PENTHOUSE

| | |
|---|---|
| Project No. 22-207 | Drawing No. **A280** |




2 A446 SECTION 2




1 A446 SECTION 1

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2026-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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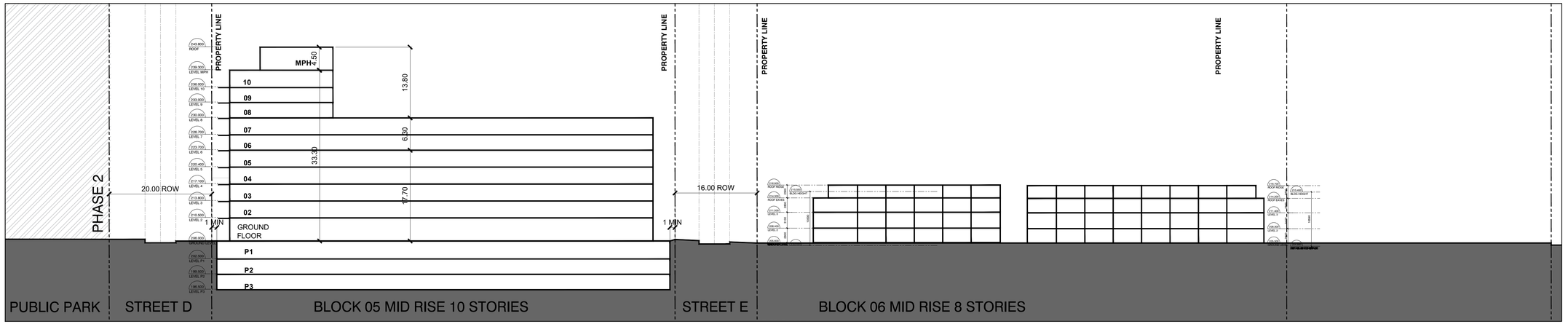
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BRIAN EGLINGTON
LICENCE
FOR

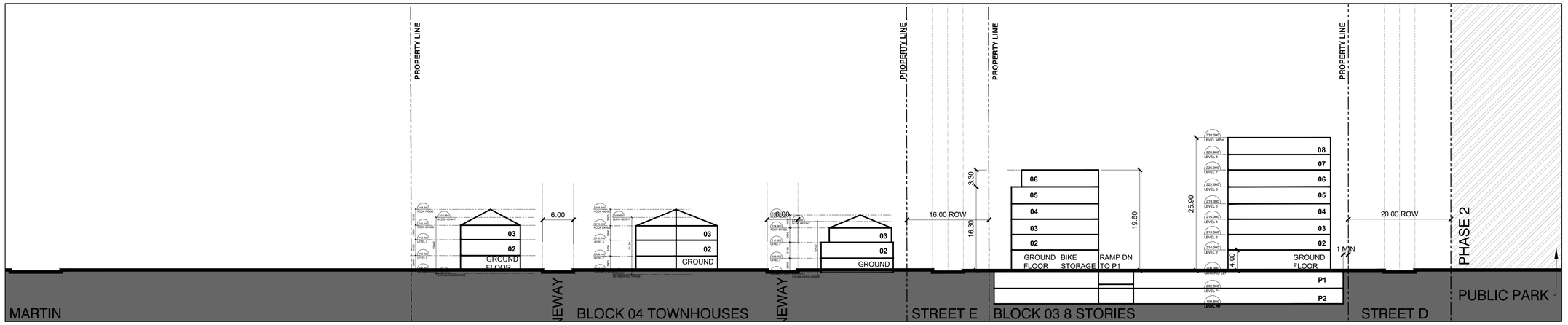
| Drawn | Scale |
|---|---|
| | 1:400 |
| Checked | Date |
| | 2024-08-02 |

Title
PHASE 1
SECTION 1, SECTION 2
OVERALL SECTIONS

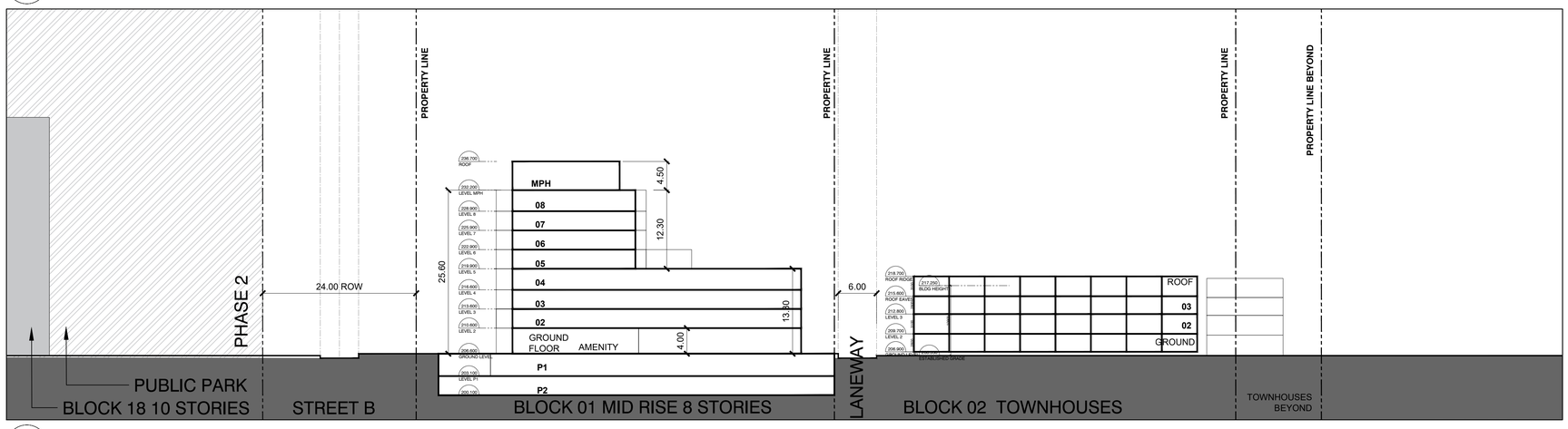
| Project No. | Drawing No. |
|---|---|
| 22-207 | **A400** |




3 A446 SECTION C

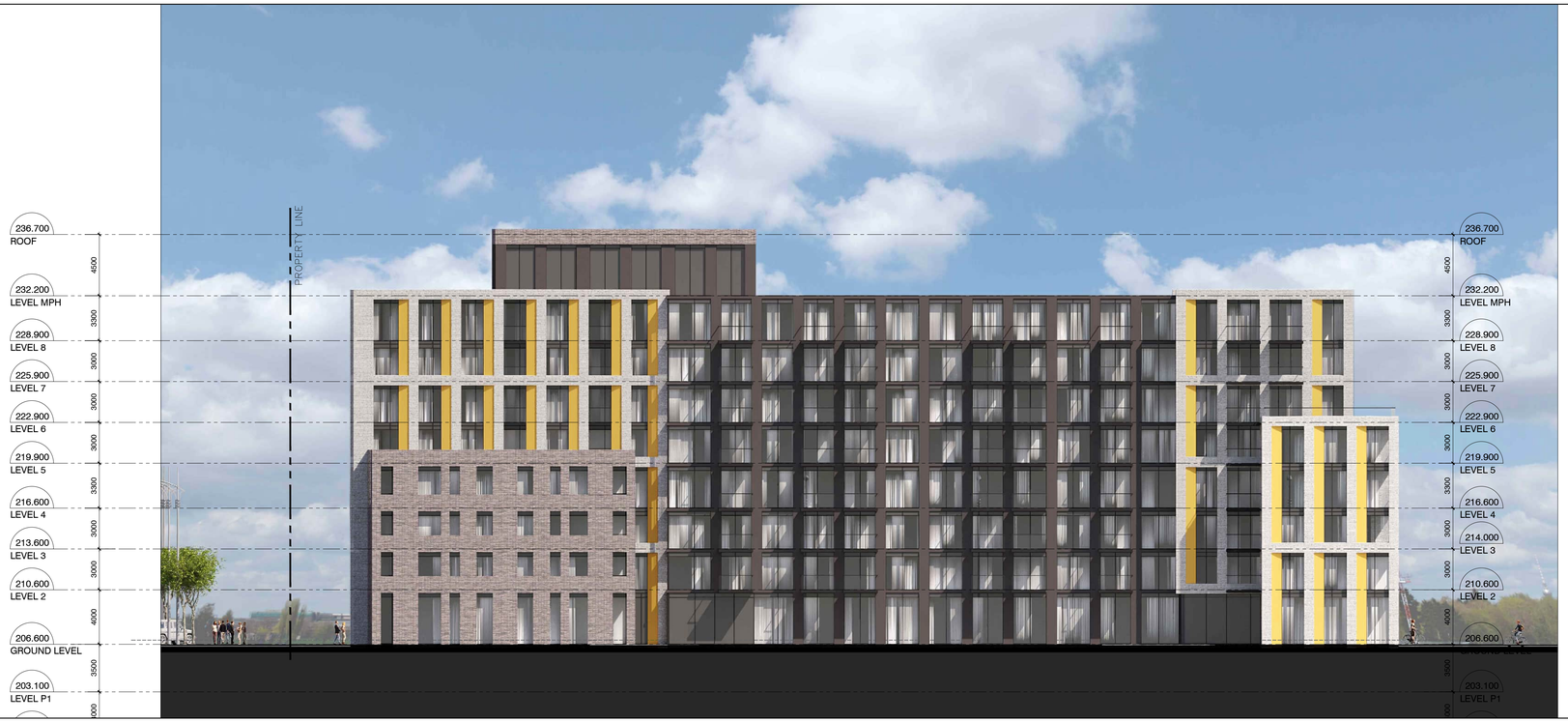



2 A446 SECTION B

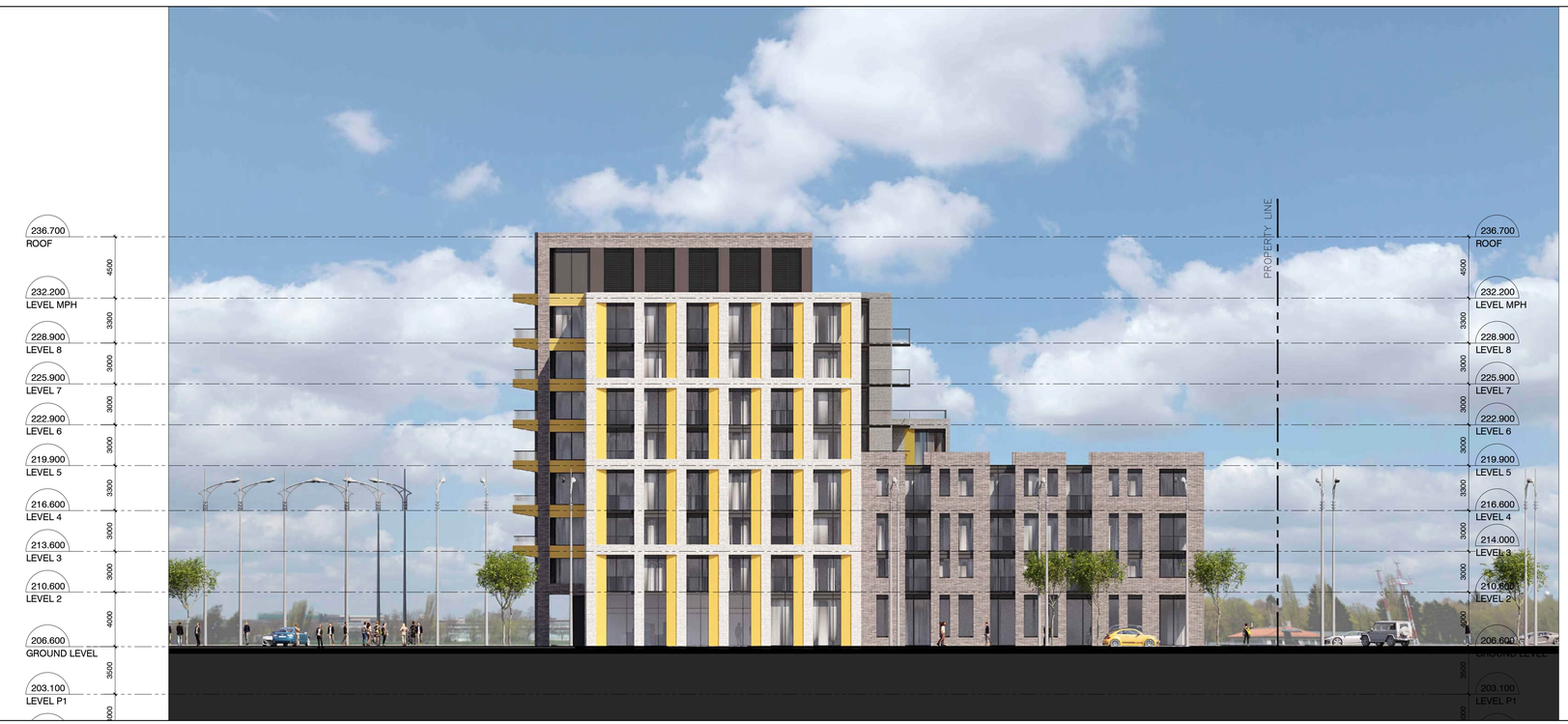



1 A446 SECTION A






2 A420 EAST ELEVATION




1 A420 SOUTH ELEVATION

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2025-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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BRIAN ELRAHAL
LICENCE
2756

| Drawn | Scale |
|---|---|
| | 1:200 |
| Checked | Date |
| | 2025-10-03 |

Title
PHASE 1
BLOCK 1
BUILDING ELEVATION

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A420** |




2 A421 WEST ELEVATION




1 A421 NORTH ELEVATION

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2025-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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LICENCE
2756

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|---|---|
| | 1:200 |
| Checked | Date |
| | 2024-08-02 |

Title
PHASE 1
BLOCK 1
BUILDING ELEVATION

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A421** |




8 A430 WEST ELEVATION




3 A430 SOUTH ELEVATION




6 A420 WEST ELEVATION




2 A430 EAST ELEVATION




5 A430 SOUTH ELEVATION




1 A430 NORTH ELEVATION

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2025-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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LICENCE
2025

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|---|---|
| Drawn | Scale 1:200 |
| Checked | Date 2025-10-03 |

Title
PHASE 2
BLOCK 1
BUILDING ELEVATIONS

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A430** |




2 A440 EAST ELEVATION




1 A440 SOUTH ELEVATION

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2025-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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| Drawn | Scale |
|---|---|
| | 1:200 |
| Checked | Date |
| | 2024-08-02 |

Title
PHASE 1
BLOCK 3
BUILDING ELEVATION

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A440** |




2 A441 WEST ELEVATION




1 A441 NORTH ELEVATION

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2025-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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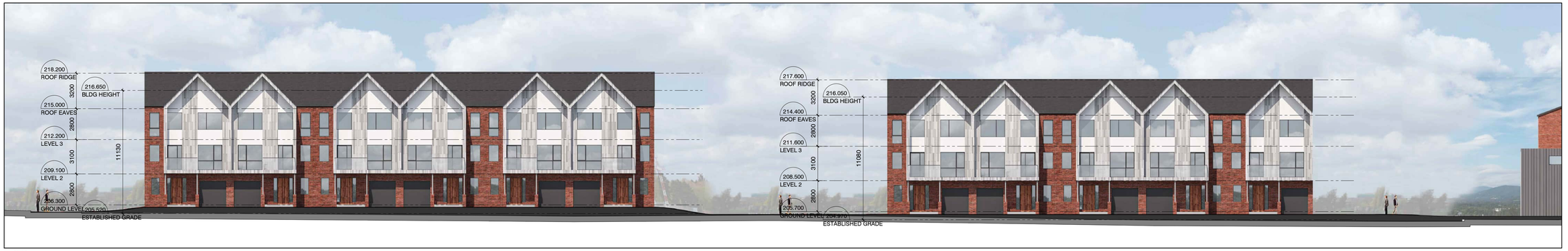
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| | 1:200 |
| Checked | Date |
| | 2024-08-02 |

Title
PHASE 1
BLOCK 3
BUILDING ELEVATION

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A441** |



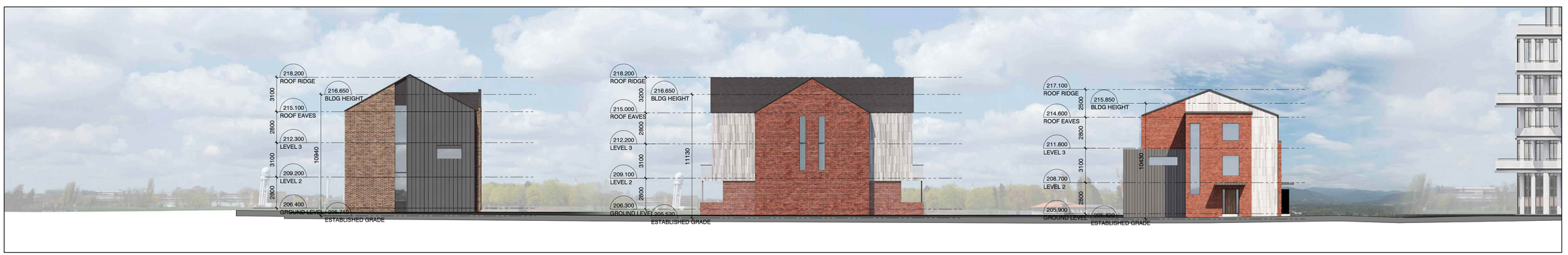

4 A450 WEST ELEVATION




3 A450 WEST ELEVATION




2 A450 WEST ELEVATION




1 A450 NORTH ELEVATION

| | | |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2025-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |
| NO. | REVISIONS | DATE |

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| Drawn | Scale 1:200 |
| Checked | Date 2025-10-03 |

Title
PHASE 1
BLOCK 4
BUILDING ELEVATION

| | |
|---|---|
| Project No. 22-207 | Drawing No. **A450** |




2 A460 EAST ELEVATION




1 A460 SOUTH ELEVATION

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2025-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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|---|---|
| | 1:200 |
| Checked | Date |
| | 2024-08-02 |

Title
PHASE 1
BLOCK 5
BUILDING ELEVATION

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A460** |




2 A461 WEST ELEVATION




1 A461 NORTH ELEVATION

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2025-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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| | |
|---|---|
| Drawn | Scale 1:200 |
| Checked | Date 2024-08-02 |

Title
PHASE 1
BLOCK 5
BUILDING ELEVATION

| Project No. | Drawing No. |
|---|---|
| 22-207 | **A461** |




2 A470 EAST ELEVATION




1 A470 SOUTH ELEVATION

| NO. | REVISIONS | DATE |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2025-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |

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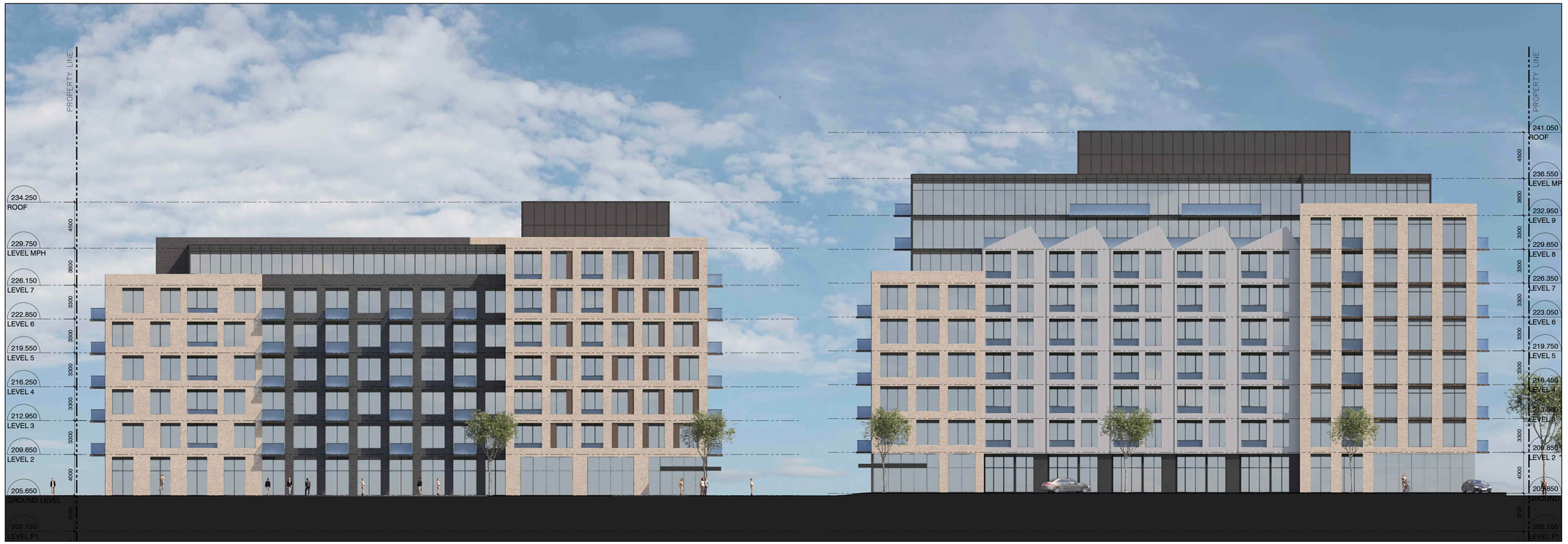
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| Drawn | Scale 1:200 |
| Checked | Date 2024-08-02 |

Title
PHASE 1
BLOCK 6
BUILDING ELEVATION

| | |
|---|---|
| Project No. 22-207 | Drawing No. **A470** |




2 A471 WEST ELEVATION




1 A471 NORTH ELEVATION

| | | |
|---|---|---|
| 3 | RE-ISSUED FOR OPA/ZBA | 2025-02-13 |
| 2 | RE-ISSUED FOR OPA/ZBA | 2025-11-17 |
| 1 | ISSUED FOR OPA/ZBA | 2025-03-21 |
| NO. | REVISIONS | DATE |

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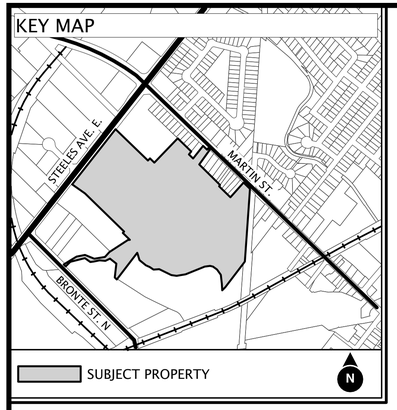
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RYAN ELRAYAT
LICENCE
2024

| | |
|---|---|
| Drawn | Scale 1:200 |
| Checked | Date 2024-08-02 |

Title
PHASE 1
BLOCK 6
BUILDING ELEVATION

| | |
|---|---|
| Project No. 22-207 | Drawing No. **A471** |




# DRAFT PLAN OF SUBDIVISION
## 24T-25003/M

## 150 Steeles Avenue East

PART OF LOT 15
CONCESSION 2, AND PART OF LOT 7

GEOGRAPHIC TOWNSHIP OF TRAFALGAR
NOW IN THE
TOWN OF MILTON, REGIONAL MUNICIPALITY OF HALTON

## OWNER'S AUTHORIZATION

I HEREBY AUTHORIZE URBAN STRATEGIES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF OAKVILLE FOR APPROVAL.

SIGNED_____ DATE_____
Mike Vernooy, A.S.O.

MIKE VERNOOY
150 STEELES MILTON INC.
775 MAIN ST. E.
MILTON, ON L9T 3Z3
TEL. (905) 876-7129

## SURVEYOR'S CERTIFICATE

AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED DATE FEBRUARY 17, 2026

Christopher Wahba, OLS, OLIP
C. Wahba Surveying Ltd.
285 Vaughan Valley Boulevard, Vaughan,
Ontario L4H 3B5, Canada
Tel. (905) 851-1300

## ADDITIONAL INFORMATION

Under Section 51(17) of the Planning Act, information required by clauses

A) Shown on the Draft Plan & Key Plan
B) Shown on the Draft Plan & Key Plan
C) Shown on the Draft Plan & Key Plan
D) Shown on the Draft Plan & Key Plan
E) Shown on the Draft Plan & Key Plan
F) Shown on the Draft Plan & Key Plan
G) Shown on the Draft Plan & Key Plan
J) Shown on the Draft Plan & Key Plan
H) Municipal and piped water to be provided
I) Clayey silt to silty clay till
K) Sanitary and storm sewers to be provided

## LAND USE SCHEDULE

| Land Use | Blocks | Block Total | Units | Area (ha) |
|---|---|---|---|---|
| **Phase 1** | | | | |
| Natural Heritage System Block | BLOCK 11 | 1 | 0 | 4.6676 |
| Natural Heritage System Buffer Block | BLOCK 10 | 1 | 0 | 0.6826 |
| Park Block | BLOCK 22 | 1 | 0 | 1.0423 |
| Reserve Block | BLOCK 09, BLOCK 23 | 2 | 0 | 0.0944 |
| Residential Apartments | BLOCK 01, BLOCK 02, BLOCK 03, BLOCK 04, BLOCK 05, BLOCK 06 | 6 | 1065 | 4.4571 |
| Right-of-Ways | STREET 'A', STREET 'B', STREET 'D', STREET 'E' | 4 | 0 | 3.2448 |
| Stormwater Management Block | BLOCK 07 | 1 | 0 | 0.9027 |
| Sub Total | | **16** | **1065** | **15.0915** |
| **Phase 2** | | | | |
| Park Block | BLOCK 12, BLOCK 18 | 2 | 0 | 0.2492 |
| Residential Apartments | BLOCK 08, BLOCK 13, BLOCK 14, BLOCK 15, BLOCK 16, BLOCK 17, BLOCK 19, BLOCK 20, BLOCK 21 | 9 | 0 | 5.2510 |
| Right-of-Ways | STREET 'C' | 1 | 0 | 0.2129 |
| Sub Total | | **12** | **0** | **5.7131** |
| Grand Total | | 28 | 1065 | 20.8046 |

neatt COMMUNITIES
URBAN STRATEGIES INC.

SCALE: 1:1250 @ ARCH D January 27, 2026
DRAWN BY : M.S. CHECKED BY :

# Appendix B Traffic Data and Calculations

## Environmental Noise Study

150 Steeles Avenue East – Milton, ON

**150 Steeles Milton Inc. (Neat Communities)**

SLR Project No.: 241.031807.00001

February 18, 2026

| | | | | | |
|---|---|---|---|---|---|
| d me | Martin Street between Steeles Avenue and Caves Court | | | | |
| Project Notes: | | | | | |
| Location/Name: | Merged | | | | |
| Report Generated: | 10/31/2024 | 11:38:16 AM | | | |
| Speed Intervals | 1 km/h | | | | |
| Time Intervals | Instant | | | | |
| Traffic Report From | 10/26/2024 | 12:00:00 AM | through | 10/30/2024 | 11:59:59 PM |
| 85th Percentile Speed | 58 km/h | | | | |
| 85th Percentile Vehicles | 39788 | | | | |
| Max Speed | 131 km/h | on | 10/26/2024 | 12:22:02 AM | |
| Total Vehicles | 46809 | | | | |
| AADT: | 9361 | | | | |

## Volumes - weekly counts

| | Time | 5 Day | 7 Day |
|---|---|---|---|
| Average Daily | | 9885 | 9361 |
| AM Peak | 8:00 AM | 736 | 546 |
| PM Peak | 5:00 PM | 789 | 736 |

## Speed

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Speed Limit: | 50 | | | | | | |
| 85th Percentile Speed: | 58 | | | | | | |
| 50th Percentile Speed: | 51 | | | | | | |
| 10 km/h Pace Interval: | 47.0 km/h | to | 57.0 km/h | | | | |
| Average Speed: | 51.73 | | | | | | |
| | Monday | Tuesday | Wednesday | Thursday | Friday | Saturday | Sunday |
| Count over limit | 5967 | 5823 | 6078 | N/A | N/A | 5815 | 4972 |
| % over limit | 62.9 | 60.0 | 58.1 | N/A | N/A | 61.4 | 64.7 |
| Avg Speeder | 56.3 | 56.1 | 56.3 | N/A | N/A | 56.3 | 56.3 |
| Avg Speed | 52.0 | 51.5 | 51.2 | N/A | N/A | 51.8 | 52.3 |

## Class Counts

| | Number | % |
|---|---|---|
| VEH_SM | 646 | 1.4 |
| VEH_MED | 45549 | 97.3 |
| VEH_LG | 614 | 1.3 |

[VEH_SM=motorcycle, VEH_MED = sedan, VEH_LG = truck]

Outlook

**RE: Road Traffic Data Request - Milton - ON @ Steeles Avenue East and Martin Street**

**From** Loro, Darren <Darren.Loro@halton.ca>
**Date** Thu 1/30/2025 12:01 PM
**To** Colin Jakubec <cjakubec@slrconsulting.com>

You don't often get email from darren.loro@halton.ca. Learn why this is important

Hi Colin,

My name is Darren Loro, and I am the Transportation Development Reviewer at Halton Region that reviews development applications along Regional Roads in Milton. Nice to e-mail meet you! In the future, you can send Noise Study requests directly to me.

Steeles Avenue, and Martin Street north of Steeles Avenue are under the Region's jurisdiction, and thus the following future traffic data inputs should be applied in the Noise Study analysis:

Steeles Avenue west of Martin Street (2035)
AADT: 34,000 veh/day
Trucks: 3% medium/3% heavy
Lanes: 4

Steeles Avenue east of Martin Street (2035)
AADT: 51,000 veh/day
Trucks: 3% medium/3% heavy
Lanes: 6

Martin Street north of Steeles Avenue (2035)
AADT: 51,000 veh/day
Trucks: 3% medium/3% heavy
Lanes: 6

Existing TMC, AADT and 24-hour count data would have to be requested from accesshalton@halton.ca if needed.

Martin Street south of Steeles Avenue is under the Town's jurisdiction and thus existing and future traffic data for this roadway would have to be requested from Town staff.

Hope this helps! Let me know if you have any questions or wish to discuss further.

Cheers,
Darren

**Darren Loro, C.E.T.**
**Project Manager I – Transportation Development Review**
Development Services
Public Works
**Halton Region**
905-825-6000, ext. 2694 | 1-866-442-5866

Halton Region logo Twitter logo Facebook Linkedin YouTube

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**From:** Colin Jakubec <cjakubec@slrconsulting.com>
**Sent:** Thursday, January 23, 2025 2:38 PM
**To:** Krusto, Matt <Matt.Krusto@halton.ca>
**Cc:** Aaron Haniff <ahaniff@slrconsulting.com>
**Subject:** Road Traffic Data Request - Milton - ON @ Steeles Avenue East and Martin Street

CAUTION: This email originated from outside the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe. If you are unsure or need assistance please contact the IT Service Desk.

Good Afternoon Matt,

My name is Colin Jakubec, I am an Acoustic Consultant at SLR working on a noise study for a project in Milton, Ontario.

We are looking for traffic data for Steeles Avenue East, Martin Street near the intersection of Steeles Avenue East and Martin Street.
If you could kindly provide us with the ultimate AADT data for these roadways, it would be appreciated.

Additional Information in any of the following formats would be helpful:

- TMCs
- Heavy and/or Medium Vehicle percentages
- 24 hour counts

A context figure is shown below

Thanks,

Colin


## Colin Jakubec

Acoustics Consultant - Acoustics & Vibration

**M** +1 226 203 7325

**E** cjakubec@slrconsulting.com

SLR Consulting (Canada) Ltd.

100 Stone Road West, Suite 201, Guelph, ON, Canada N1G 5L3



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SLR is committed to the responsible and ethical use of relevant technologies including artificial intelligence (AI). If you have any questions or concerns, please contact us directly.

**System Engineering**
**Engineering Services**

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

# Train Count Data

## TRANSMITTAL

| | | | |
|---|---|---|---|
| *To:*<br>*Destinataire :* | SLR Consulting (Canada) Ltd.<br>100 Stone Road West, Suite 201, Guelph ON N1G 5L3 | *Project:* | HAL-34.31- Martin Street, Milton, ON |
| *Att'n:* | Colin Jakubec | *Routing:* | cjakubec@slrconsulting.com |
| *From:*<br>*Expéditeur :* | Sarangan Srikanth | *Date:* | 2025/05/05 |
| *Cc:* | Adjacent Development<br>CN via e-mail | | |

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

**Re: Train Traffic Data – CN Halton Subdivision near Martin Street in Milton, 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,

Sarangan Srikanth

Sarangan Srikanth
Officer Public Works – Eastern Canada
Permits.gld@cn.ca

**Date:** 2025/05/05 Project Number: HAL-34.31- Martin Street , Milton, ON

Dear Colin:

**Re: Train Traffic Data – CN Halton Subdivision near Martin Street in Milton, ON**

The following is provided in response to the request for information regarding rail traffic in the vicinity of Martin St and Steele Ave in Milton at approximately Mile 34.31 on CN's Halton 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 | 10 | 140 | 50 | 4 |
| Way Freight | 2 | 25 | 50 | 4 |
| Passenger | 0 | 10 | 50 | 2 |

| | 2300-0700 | | | |
|---|---|---|---|---|
| Type of Train | Volumes | Max.Consist | Max. Speed | Max. Power |
| Freight | 4 | 140 | 50 | 4 |
| Way Freight | 0 | 25 | 50 | 4 |
| Passenger | 0 | 10 | 50 | 2 |

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

Except where anti-whistling bylaws are in effect, engine-warning whistles and bells are normally sounded at all at-grade crossings. There is no at-grade crossing in the immediate vicinity of the study area. 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 single mainline track is considered to be continuously welded rail throughout the study area. The presence of two (2) switches located at Mile 33.58 and Mile 34.27 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,

Sarangan Srikanth

Sarangan Srikanth
Officer Public Works – Eastern Canada
Permits.gld@cn.ca

# ai a ro in n ntor ata

| Rank | TC Number | Railway Company | Region | Province | Access | Jurisdiction | Mile | Subdivision | Spur Mile Point | Spur Name | Location | Latitude | Longitude | Road Authority | Protection | Accidents | Fatality | Injury | Trains Daily | Vehicles Daily | Train Max Speed (mph) | Road Speed (km/h) | Lanes | Tracks | IsUrban |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1600 | 22124 | Canadian Pacific Railway | ONT | ON | Public | F | 32.36 | Galt | - | - | Martin St | 43.51592 | -79.88625 | Milton (ON) | Active - FLBG | 0 | 0 | 0 | 11 | 7000 | 45 | 50 | 2 | 2 | N |

# O R N A M E N T - Sound Power Emissions & Source Heights

Ontario Road Noise Analysis Method for Environment and Transportation

| Road Segment ID | Roadway Name | Link Description | Speed (kph) | Period (h) | Percentage of Daily Traffic | Total Traffic Volumes | Period Traffic Volumes | Auto % | Med % | Hvy % | Auto | Med | Heavy |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daytime | | | | | | | | | | | | | |
| SAW_Avg_D | Steeles Avenue West of Martin Street | Daytime Impacts | 60 | 16 | 90% | 34000 | 30600 | 94.0% | 3.0% | 3.0% | 28764 | 918 | 918 |
| SAE_Avg_D | Steeles Avenue East of Martin Street | Daytime Impacts | 60 | 16 | 90% | 51000 | 45900 | 94.0% | 3.0% | 3.0% | 43146 | 1377 | 1377 |
| MSN_Avg_D | Martin Street North of Steeles Avenue | Daytime Impacts | 60 | 16 | 90% | 51000 | 45900 | 94.0% | 3.0% | 3.0% | 43146 | 1377 | 1377 |
| MSS_Avg_D | Martin Street South of Steeles Avenue | Daytime Impacts | 50 | 16 | 90% | 12537 | 11283 | 98.7% | 0.7% | 0.6% | 11136 | 79 | 68 |
| BSN_AVG_D | Bronte Street North | Daytime Impacts | 50 | 16 | 90% | 16200 | 14580 | 94.0% | 3.0% | 3.0% | 13705 | 437 | 437 |
| Nightime | | | | | | | | | | | | | |
| SAW_Avg_N | Steeles Avenue West of Martin Street | Nighttime Impacts | 60 | 8 | 10% | 34000 | 3400 | 94.0% | 3.0% | 3.0% | 3196 | 102 | 102 |
| SAE_Avg_N | Steeles Avenue East of Martin Street | Nighttime Impacts | 60 | 8 | 10% | 51000 | 5100 | 94.0% | 3.0% | 3.0% | 4794 | 153 | 153 |
| MSN_Avg_N | Martin Street North of Steeles Avenue | Nighttime Impacts | 60 | 8 | 10% | 51000 | 5100 | 94.0% | 3.0% | 3.0% | 4794 | 153 | 153 |
| MSS_Avg_N | Martin Street South of Steeles Avenue | Nighttime Impacts | 50 | 8 | 10% | 12537 | 1254 | 98.7% | 0.7% | 0.6% | 1237 | 9 | 8 |
| BSN_AVG_N | Bronte Street North | Nighttime Impacts | 50 | 8 | 10% | 16200 | 1620 | 94.0% | 3.0% | 3.0% | 1523 | 49 | 49 |

Cadna/A Train Inputs

| Name | ID | Lw' Day (dBA) | Lw' Night (dBA) | Train Class | Correct. Track (dB) | Vmax (km(km/h) | Height A (m) | E (m) | A_att | E_Att | Length (m) | Train Type 1 Type | No. Day | No. Night | Speed (km/h) | Throttle (1 to 8) | Train Type 2 Type | No. Day | No. Night | Speed (km/h) | Throttle (1 to 8) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CP Locomotives | Rail_Loco_CP | 72.3 | 72.7 | (local) | 0 | | 0.6 | | r | | 1297 | FRA_CONV_FRE_LOC | 44 | 24 | 72 | 8 | | | | | |
| CP Locomotives | Rail_Wheel_CP | 65.3 | 65.6 | (local) | 0 | | 0.6 | | r | | 1297 | FTA_COMM_CAR | 1540 | 840 | 72 | 0 | | | | | |
| CN Locomotives | Rail_Loco_CN | 74.6 | 73.1 | (local) | 0 | | 0.6 | | r | | 1810 | FRA_CONV_FRE_LOC | 56 | 24 | 80 | 8 | FRA_CONV_FRE_LOC | 12 | 0 | 80 | 8 |
| CN Locomotives | Rail_Wheel_CN | 67.4 | 66.6 | (local) | 0 | | 0.6 | | r | | 1811 | FTA_COMM_CAR | 1960 | 840 | 80 | 0 | FTA_COMM_CAR | 75 | 0 | 80 | 0 |

# BPN 56 Calculation Procedure - Required Glazing STC Rating (Fixed Veneer)

ROADWAY

Project Description, Project #

| | | Sound Levels | | | | Room / Façade Inputs | | | | | | | | | Source Inputs | | | Veneer - Component 1 | | | | | | Glazing - Component 2 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Receptor ID | Source Description | Façade Sound Level: | Free - field Correction: | Required Indoor Sound Level: | Required Noise Reduction: | Glazing as % of Wall Area | Exposed Wall Height (m) | Exposed Wall Length (m) | Room Depth (m) | Total Floor Area ($m^2$) | Veneer Wall Area ($m^2$) | Glazing Wall Area ($m^2$) | Veneer as % of Floor Area: | Glazing as % of Floor Area: | Room Absorption: | Incident Sound Angle: | Angle Correction Factor: | Spectrum type: | Assumed Veneer STC | Component Category: | Room Correction | Frequency Correction | Sound Energy Correction | % Total Transmitted Energy | Component Category: | Room Correction | Frequency Correction | % Total Transmitted Energy | Sound Energy Correction | Require Glazing STC |
| | | (dBA) | (dBA) | (dBA) | (dBA) | | | | | | | | (%) | (%) | | (deg) | | | (STC) | | | | | (%) | | | | | | (STC) |
| DAYTIME | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Block_1 North Façade Living Room | Roadways, Daytime | 57 | 3 | 45 | 15 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 31 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 15 |
| Block_1 East Façade Living Room | Roadways, Daytime | 48 | 3 | 45 | 6 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 40 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 6 |
| Block_1 South Façade Living Room | Roadways, Daytime | 59 | 3 | 45 | 17 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 29 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 17 |
| Block_1 West Façade Living Room | Roadways, Daytime | 59 | 3 | 45 | 17 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 29 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 17 |
| Block_2 North Façade Living Room | Roadways, Daytime | 57 | 3 | 45 | 15 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 21 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 14 |
| Block_2 East Façade Living Room | Roadways, Daytime | 52 | 3 | 45 | 10 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 26 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 9 |
| Block_2 South Façade Living Room | Roadways, Daytime | 57 | 3 | 45 | 15 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 21 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 14 |
| Block_2 West Façade Living Room | Roadways, Daytime | 59 | 3 | 45 | 17 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 19 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 16 |
| Block_3 North Façade Living Room | Roadways, Daytime | 52 | 3 | 45 | 10 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 36 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 10 |
| Block_3 East Façade Living Room | Roadways, Daytime | 48 | 3 | 45 | 6 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 40 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 6 |
| Block_3 South Façade Living Room | Roadways, Daytime | 57 | 3 | 45 | 15 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 31 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 15 |
| Block_3 West Façade Living Room | Roadways, Daytime | 56 | 3 | 45 | 14 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 32 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 14 |
| Block_4 North Façade Living Room | Roadways, Daytime | 55 | 3 | 45 | 13 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 23 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 12 |
| Block_4 East Façade Living Room | Roadways, Daytime | 53 | 3 | 45 | 11 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 25 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 10 |
| Block_4 South Façade Living Room | Roadways, Daytime | 51 | 3 | 45 | 9 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 27 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 8 |
| Block_4 West Façade Living Room | Roadways, Daytime | 53 | 3 | 45 | 11 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 25 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 10 |
| Block_5 North Façade Living Room | Roadways, Daytime | 52 | 3 | 45 | 10 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 36 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 10 |
| Block_5 East Façade Living Room | Roadways, Daytime | 52 | 3 | 45 | 10 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 36 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 10 |
| Block_5 South Façade Living Room | Roadways, Daytime | 54 | 3 | 45 | 12 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 34 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 12 |
| Block_5 West Façade Living Room | Roadways, Daytime | 54 | 3 | 45 | 12 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 34 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 12 |
| Block_6 North Façade Living Room | Roadways, Daytime | 49 | 3 | 45 | 7 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 39 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 7 |
| Block_6 East Façade Living Room | Roadways, Daytime | 51 | 3 | 45 | 9 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 37 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 9 |
| Block_6 South Façade Living Room | Roadways, Daytime | 55 | 3 | 45 | 13 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 33 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 13 |
| Block_6 West Façade Living Room | Roadways, Daytime | 54 | 3 | 45 | 12 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 34 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 12 |
| Block_1 North Façade Bedroom | Roadways, Daytime | 57 | 3 | 45 | 15 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 28 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 14 |
| Block_1 East Façade Bedroom | Roadways, Daytime | 48 | 3 | 45 | 6 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 37 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 5 |
| Block_1 South Façade Bedroom | Roadways, Daytime | 59 | 3 | 45 | 17 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 26 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 16 |
| Block_1 West Façade Bedroom | Roadways, Daytime | 59 | 3 | 45 | 17 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 26 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 16 |
| Block_2 North Façade Bedroom | Roadways, Daytime | 57 | 3 | 45 | 15 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -2 | 7 | 18 | 5 | c. sealed thin window, or openable thick window | -9 | 4 | 95 | 0 | 10 |
| Block_2 East Façade Bedroom | Roadways, Daytime | 52 | 3 | 45 | 10 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -2 | 7 | 23 | 5 | c. sealed thin window, or openable thick window | -9 | 4 | 95 | 0 | 5 |
| Block_2 South Façade Bedroom | Roadways, Daytime | 57 | 3 | 45 | 15 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -2 | 7 | 18 | 5 | c. sealed thin window, or openable thick window | -9 | 4 | 95 | 0 | 10 |
| Block_2 West Façade Bedroom | Roadways, Daytime | 59 | 3 | 45 | 17 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -2 | 7 | 16 | 5 | c. sealed thin window, or openable thick window | -9 | 4 | 95 | 0 | 12 |
| Block_3 North Façade Bedroom | Roadways, Daytime | 52 | 3 | 45 | 10 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 33 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 9 |
| Block_3 East Façade Bedroom | Roadways, Daytime | 48 | 3 | 45 | 6 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 37 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 5 |
| Block_3 South Façade Bedroom | Roadways, Daytime | 57 | 3 | 45 | 15 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 28 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 14 |
| Block_3 West Façade Bedroom | Roadways, Daytime | 56 | 3 | 45 | 14 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 29 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 13 |
| Block_4 North Façade Bedroom | Roadways, Daytime | 55 | 3 | 45 | 13 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -2 | 7 | 20 | 5 | c. sealed thin window, or openable thick window | -9 | 4 | 95 | 0 | 8 |
| Block_4 East Façade Bedroom | Roadways, Daytime | 53 | 3 | 45 | 11 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -2 | 7 | 22 | 5 | c. sealed thin window, or openable thick window | -9 | 4 | 95 | 0 | 6 |
| Block_4 South Façade Bedroom | Roadways, Daytime | 51 | 3 | 45 | 9 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -2 | 7 | 24 | 5 | c. sealed thin window, or openable thick window | -9 | 4 | 95 | 0 | 4 |
| Block_4 West Façade Bedroom | Roadways, Daytime | 53 | 3 | 45 | 11 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -2 | 7 | 22 | 5 | c. sealed thin window, or openable thick window | -9 | 4 | 95 | 0 | 6 |
| Block_5 North Façade Bedroom | Roadways, Daytime | 52 | 3 | 45 | 10 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 33 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 9 |
| Block_5 East Façade Bedroom | Roadways, Daytime | 52 | 3 | 45 | 10 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 33 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 9 |
| Block_5 South Façade Bedroom | Roadways, Daytime | 54 | 3 | 45 | 12 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 31 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 11 |
| Block_5 West Façade Bedroom | Roadways, Daytime | 54 | 3 | 45 | 12 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 31 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 11 |
| Block_6 North Façade Bedroom | Roadways, Daytime | 49 | 3 | 45 | 7 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 36 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 6 |
| Block_6 East Façade Bedroom | Roadways, Daytime | 51 | 3 | 45 | 9 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 34 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 8 |
| Block_6 South Façade Bedroom | Roadways, Daytime | 55 | 3 | 45 | 13 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 30 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 12 |
| Block_6 West Façade Bedroom | Roadways, Daytime | 54 | 3 | 45 | 12 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 31 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 11 |

NIGHT-TIME

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Block_1 North Façade Living Room | Roadways, Night-time | 50 | 3 | 45 | 8 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 38 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 8 |
| Block_1 East Façade Living Room | Roadways, Night-time | 42 | 3 | 45 | 0 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 46 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 0 |
| Block_1 South Façade Living Room | Roadways, Night-time | 52 | 3 | 45 | 10 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 36 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 10 |
| Block_1 West Façade Living Room | Roadways, Night-time | 52 | 3 | 45 | 10 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 36 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 10 |
| Block_2 North Façade Living Room | Roadways, Night-time | 50 | 3 | 45 | 8 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 28 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 7 |
| Block_2 East Façade Living Room | Roadways, Night-time | 45 | 3 | 45 | 3 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 33 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 2 |
| Block_2 South Façade Living Room | Roadways, Night-time | 51 | 3 | 45 | 9 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 27 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 8 |
| Block_2 West Façade Living Room | Roadways, Night-time | 53 | 3 | 45 | 11 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 25 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 10 |
| Block_3 North Façade Living Room | Roadways, Night-time | 45 | 3 | 45 | 3 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 43 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 3 |
| Block_3 East Façade Living Room | Roadways, Night-time | 42 | 3 | 45 | 0 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 46 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 0 |
| Block_3 South Façade Living Room | Roadways, Night-time | 50 | 3 | 45 | 8 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 38 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 8 |
| Block_3 West Façade Living Room | Roadways, Night-time | 49 | 3 | 45 | 7 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 39 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 7 |
| Block_4 North Façade Living Room | Roadways, Night-time | 48 | 3 | 45 | 6 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 30 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 5 |
| Block_4 East Façade Living Room | Roadways, Night-time | 46 | 3 | 45 | 4 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 32 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 3 |
| Block_4 South Façade Living Room | Roadways, Night-time | 48 | 3 | 45 | 6 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 30 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 5 |
| Block_4 West Façade Living Room | Roadways, Night-time | 48 | 3 | 45 | 6 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 38 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 30 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 5 |
| Block_5 North Façade Living Room | Roadways, Night-time | 46 | 3 | 45 | 4 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 42 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 4 |
| Block_5 East Façade Living Room | Roadways, Night-time | 46 | 3 | 45 | 4 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 42 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 4 |
| Block_5 South Façade Living Room | Roadways, Night-time | 48 | 3 | 45 | 6 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 40 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 6 |
| Block_5 West Façade Living Room | Roadways, Night-time | 48 | 3 | 45 | 6 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 40 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 6 |
| Block_6 North Façade Living Room | Roadways, Night-time | 42 | 3 | 45 | 0 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 46 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 0 |
| Block_6 East Façade Living Room | Roadways, Night-time | 44 | 3 | 45 | 2 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 44 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 2 |
| Block_6 South Façade Living Room | Roadways, Night-time | 48 | 3 | 45 | 6 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 40 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 6 |
| Block_6 West Façade Living Room | Roadways, Night-time | 47 | 3 | 45 | 5 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -8 | 7 | 41 | 5 | c. sealed thin window, or openable thick window | -4 | 4 | 95 | 0 | 5 |
| Block_1 North Façade Bedroom | Roadways, Night-time | 50 | 3 | 40 | 13 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | D. mixed road traffic, distant aircraft | 45 | b. sealed thick window, or exterior wall, or roof/ceiling | -5 | 7 | 30 | 5 | c. sealed thin window, or openable thick window | -5 | 4 | 95 | 0 | 12 |
| Block_1 East Façade Bedroom | Roadways, Night-time | 42 | 3 | 40 | 5 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | D. mixed road traff

# BPN 56 Calculation Procedure - Required Glazing STC Rating (Fixed Veneer)

RAILWAY - LOCOMOTIVE

Project Description, Project #

| Receptor ID | Source Description | Sound Levels | | | | Room / Façade Inputs | | | | | | | | | Source Inputs | | | Veneer - Component 1 | | | | | | Glazing - Component 2 | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Façade Sound Level: (dBA) | Free - field Correction: (dBA) | Required Indoor Sound Level: (dBA) | Required Noise Reduction: (dBA) | Glazing as % of Wall Area | Exposed Wall Height (m) | Exposed Wall Length (m) | Room Depth (m) | Total Floor Area ($m^2$) | Veneer Wall Area ($m^2$) | Glazing Wall Area ($m^2$) | Veneer as % of Floor Area: (%) | Glazing as % of Floor Area: (%) | Room Absorption: | Incident Sound Angle: (deg) | Angle Correction Factor: | Spectrum type: | Assumed Veneer STC (STC) | Component Category: | Room Correction | Frequency Correction | Sound Energy Correction | % Total Transmitted Energy (%) | Component Category: | Room Correction | Frequency Correction | % Total Transmitted Energy (%) | Sound Energy Correction | Require Glazing STC (STC) |
| DAYTIME | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Block_1 North Façade Living Room | Railway, Loco, Daytime | 53 | 3 | 40 | 16 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 27 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 18 |
| Block_1 East Façade Living Room | Railway, Loco, Daytime | 55 | 3 | 40 | 18 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 25 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 20 |
| Block_1 South Façade Living Room | Railway, Loco, Daytime | 59 | 3 | 40 | 22 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 21 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 24 |
| Block_1 West Façade Living Room | Railway, Loco, Daytime | 58 | 3 | 40 | 21 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 22 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 23 |
| Block_2 North Façade Living Room | Railway, Loco, Daytime | 51 | 3 | 40 | 14 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 19 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 15 |
| Block_2 East Façade Living Room | Railway, Loco, Daytime | 50 | 3 | 40 | 13 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 20 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 14 |
| Block_2 South Façade Living Room | Railway, Loco, Daytime | 55 | 3 | 40 | 18 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 15 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 19 |
| Block_2 West Façade Living Room | Railway, Loco, Daytime | 56 | 3 | 40 | 19 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 14 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 20 |
| Block_3 North Façade Living Room | Railway, Loco, Daytime | 52 | 3 | 40 | 15 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 28 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 17 |
| Block_3 East Façade Living Room | Railway, Loco, Daytime | 57 | 3 | 40 | 20 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 23 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 22 |
| Block_3 South Façade Living Room | Railway, Loco, Daytime | 59 | 3 | 40 | 22 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 21 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 24 |
| Block_3 West Façade Living Room | Railway, Loco, Daytime | 56 | 3 | 40 | 19 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 24 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 21 |
| Block_4 North Façade Living Room | Railway, Loco, Daytime | 54 | 3 | 40 | 17 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 16 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 18 |
| Block_4 East Façade Living Room | Railway, Loco, Daytime | 57 | 3 | 40 | 20 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 13 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 21 |
| Block_4 South Façade Living Room | Railway, Loco, Daytime | 54 | 3 | 40 | 17 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 16 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 18 |
| Block_4 West Façade Living Room | Railway, Loco, Daytime | 52 | 3 | 40 | 15 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 18 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 16 |
| Block_5 North Façade Living Room | Railway, Loco, Daytime | 54 | 3 | 40 | 17 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 26 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 19 |
| Block_5 East Façade Living Room | Railway, Loco, Daytime | 57 | 3 | 40 | 20 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 23 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 22 |
| Block_5 South Façade Living Room | Railway, Loco, Daytime | 59 | 3 | 40 | 22 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 21 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 24 |
| Block_5 West Façade Living Room | Railway, Loco, Daytime | 56 | 3 | 40 | 19 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 24 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 21 |
| Block_6 North Façade Living Room | Railway, Loco, Daytime | 56 | 3 | 40 | 19 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 24 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 21 |
| Block_6 East Façade Living Room | Railway, Loco, Daytime | 60 | 3 | 40 | 23 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 20 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 25 |
| Block_6 South Façade Living Room | Railway, Loco, Daytime | 60 | 3 | 40 | 23 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 20 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 25 |
| Block_6 West Façade Living Room | Railway, Loco, Daytime | 56 | 3 | 40 | 19 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 24 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 21 |
| Block_1 North Façade Bedroom | Railway, Loco, Daytime | 53 | 3 | 40 | 16 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 24 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 17 |
| Block_1 East Façade Bedroom | Railway, Loco, Daytime | 55 | 3 | 40 | 18 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 22 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 19 |
| Block_1 South Façade Bedroom | Railway, Loco, Daytime | 59 | 3 | 40 | 22 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 18 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 23 |
| Block_1 West Façade Bedroom | Railway, Loco, Daytime | 58 | 3 | 40 | 21 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 19 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 22 |
| Block_2 North Façade Bedroom | Railway, Loco, Daytime | 51 | 3 | 40 | 14 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -2 | 10 | 16 | 5 | C. sealed thin window, or openable thick window | -9 | 6 | 95 | 0 | 11 |
| Block_2 East Façade Bedroom | Railway, Loco, Daytime | 50 | 3 | 40 | 13 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -2 | 10 | 17 | 5 | C. sealed thin window, or openable thick window | -9 | 6 | 95 | 0 | 10 |
| Block_2 South Façade Bedroom | Railway, Loco, Daytime | 55 | 3 | 40 | 18 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -2 | 10 | 12 | 6 | C. sealed thin window, or openable thick window | -9 | 6 | 94 | 0 | 15 |
| Block_2 West Façade Bedroom | Railway, Loco, Daytime | 56 | 3 | 40 | 19 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -2 | 10 | 11 | 8 | C. sealed thin window, or openable thick window | -9 | 6 | 92 | 0 | 16 |
| Block_3 North Façade Bedroom | Railway, Loco, Daytime | 52 | 3 | 40 | 15 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 25 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 16 |
| Block_3 East Façade Bedroom | Railway, Loco, Daytime | 57 | 3 | 40 | 20 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 20 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 21 |
| Block_3 South Façade Bedroom | Railway, Loco, Daytime | 59 | 3 | 40 | 22 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 18 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 23 |
| Block_3 West Façade Bedroom | Railway, Loco, Daytime | 56 | 3 | 40 | 19 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 21 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 20 |
| Block_4 North Façade Bedroom | Railway, Loco, Daytime | 54 | 3 | 40 | 17 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -2 | 10 | 13 | 5 | C. sealed thin window, or openable thick window | -9 | 6 | 95 | 0 | 14 |
| Block_4 East Façade Bedroom | Railway, Loco, Daytime | 57 | 3 | 40 | 20 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -2 | 10 | 10 | 10 | C. sealed thin window, or openable thick window | -9 | 6 | 90 | 0 | 17 |
| Block_4 South Façade Bedroom | Railway, Loco, Daytime | 54 | 3 | 40 | 17 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -2 | 10 | 13 | 5 | C. sealed thin window, or openable thick window | -9 | 6 | 95 | 0 | 14 |
| Block_4 West Façade Bedroom | Railway, Loco, Daytime | 52 | 3 | 40 | 15 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -2 | 10 | 15 | 5 | C. sealed thin window, or openable thick window | -9 | 6 | 95 | 0 | 12 |
| Block_5 North Façade Bedroom | Railway, Loco, Daytime | 54 | 3 | 40 | 17 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 23 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 18 |
| Block_5 East Façade Bedroom | Railway, Loco, Daytime | 57 | 3 | 40 | 20 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 20 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 21 |
| Block_5 South Façade Bedroom | Railway, Loco, Daytime | 59 | 3 | 40 | 22 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 18 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 23 |
| Block_5 West Façade Bedroom | Railway, Loco, Daytime | 56 | 3 | 40 | 19 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 21 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 20 |
| Block_6 North Façade Bedroom | Railway, Loco, Daytime | 56 | 3 | 40 | 19 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 21 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 20 |
| Block_6 East Façade Bedroom | Railway, Loco, Daytime | 60 | 3 | 40 | 23 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 17 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 24 |
| Block_6 South Façade Bedroom | Railway, Loco, Daytime | 60 | 3 | 40 | 23 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 17 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 24 |
| Block_6 West Façade Bedroom | Railway, Loco, Daytime | 56 | 3 | 40 | 19 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 21 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 20 |
| NIGHT-TIME | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Block_1 North Façade Living Room | Railway, Loco, Night-time | 53 | 3 | 40 | 16 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 27 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 18 |
| Block_1 East Façade Living Room | Railway, Loco, Night-time | 54 | 3 | 40 | 17 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 26 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 19 |
| Block_1 South Façade Living Room | Railway, Loco, Night-time | 57 | 3 | 40 | 20 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 23 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 22 |
| Block_1 West Façade Living Room | Railway, Loco, Night-time | 57 | 3 | 40 | 20 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 23 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 22 |
| Block_2 North Façade Living Room | Railway, Loco, Night-time | 51 | 3 | 40 | 14 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 19 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 15 |
| Block_2 East Façade Living Room | Railway, Loco, Night-time | 50 | 3 | 40 | 13 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 20 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 14 |
| Block_2 South Façade Living Room | Railway, Loco, Night-time | 53 | 3 | 40 | 16 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 17 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 17 |
| Block_2 West Façade Living Room | Railway, Loco, Night-time | 54 | 3 | 40 | 17 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 16 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 18 |
| Block_3 North Façade Living Room | Railway, Loco, Night-time | 52 | 3 | 40 | 15 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 28 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 17 |
| Block_3 East Façade Living Room | Railway, Loco, Night-time | 56 | 3 | 40 | 19 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 24 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 21 |
| Block_3 South Façade Living Room | Railway, Loco, Night-time | 58 | 3 | 40 | 21 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 22 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 23 |
| Block_3 West Façade Living Room | Railway, Loco, Night-time | 54 | 3 | 40 | 17 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 26 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 19 |
| Block_4 North Façade Living Room | Railway, Loco, Night-time | 54 | 3 | 40 | 17 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 16 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 18 |
| Block_4 East Façade Living Room | Railway, Loco, Night-time | 57 | 3 | 40 | 20 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 13 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 21 |
| Block_4 South Façade Living Room | Railway, Loco, Night-time | 55 | 3 | 40 | 18 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 15 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 19 |
| Block_4 West Façade Living Room | Railway, Loco, Night-time | 51 | 3 | 40 | 14 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 19 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 15 |
| Block_5 North Façade Living Room | Railway, Loco, Night-time | 54 | 3 | 40 | 17 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 26 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 19 |
| Block_5 East Façade Living Room | Railway, Loco, Night-time | 57 | 3 | 40 | 20 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 23 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 22 |
| Block_5 South Façade Living Room | Railway, Loco, Night-time | 58 | 3 | 40 | 21 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 22 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 23 |
| Block_5 West Façade Living Room | Railway, Loco, Night-time | 55 | 3 | 40 | 18 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 25 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 20 |
| Block_6 North Façade Living Room | Railway, Loco, Night-time | 56 | 3 | 40 | 19 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 24 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 21 |
| Block_6 East Façade Living Room | Railway, Loco, Night-time | 60 | 3 | 40 | 23 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 20 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 25 |
| Block_6 South Façade Living Room | Railway, Loco, Night-time | 59 | 3 | 40 | 22 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 21 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 24 |
| Block_6 West Façade Living Room | Railway, Loco, Night-time | 54 | 3 | 40 | 17 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 10 | 26 | 5 | C. sealed thin window, or openable thick window | -4 | 6 | 95 | 0 | 19 |
| Block_1 North Façade Bedroom | Railway, Loco, Night-time | 53 | 3 | 35 | 21 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 19 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 22 |
| Block_1 East Façade Bedroom | Railway, Loco, Night-time | 54 | 3 | 35 | 22 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 10 | 18 | 5 | C. sealed thin window, or openable thick window | -5 | 6 | 95 | 0 | 23 |
| Block_1 South Façade Bedroom | Railway, Loco, Night-time | 57 | 3 | 35 | 25 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | F. diesel railway locomotive | 45 | D. sealed thick window, or exter

# BPN 56 Calculation Procedure - Required Glazing STC Rating (Fixed Veneer)

RAILWAY - WHEEL

Project Description, Project #

| Receptor ID | Source Description | Sound Levels: Façade Sound Level: (dBA) | Free - field Correction: (dBA) | Required Indoor Sound Level: (dBA) | Required Noise Reduction: (dBA) | Room / Façade Inputs: Glazing as % of Wall Area | Exposed Wall Height (m) | Exposed Wall Length (m) | Room Depth (m) | Total Floor Area ($m^2$) | Veneer Wall Area ($m^2$) | Glazing Wall Area ($m^2$) | Veneer as % of Floor Area: (%) | Glazing as % of Floor Area: (%) | Room Absorption: | Source Inputs: Incident Sound Angle: (deg) | Angle Correction Factor: | Spectrum type: | Veneer - Component 1: Assumed Veneer STC (STC) | Component Category: | Room Correction | Frequency Correction | Sound Energy Correction | % Total Transmitted Energy (%) | Glazing - Component 2: Component Category: | Room Correction | Frequency Correction | % Total Transmitted Energy (%) | Sound Energy Correction | Require Glazing STC (STC) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **DAYTIME** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Block_1 North Façade Living Room | Railway, Loco, Daytime | 46 | 3 | 40 | 9 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 42 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 6 |
| Block_1 East Façade Living Room | Railway, Loco, Daytime | 46 | 3 | 40 | 9 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 42 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 6 |
| Block_1 South Façade Living Room | Railway, Loco, Daytime | 50 | 3 | 40 | 13 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 38 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 10 |
| Block_1 West Façade Living Room | Railway, Loco, Daytime | 49 | 3 | 40 | 12 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 39 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 9 |
| Block_2 North Façade Living Room | Railway, Loco, Daytime | 43 | 3 | 40 | 6 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 35 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 2 |
| Block_2 East Façade Living Room | Railway, Loco, Daytime | 42 | 3 | 40 | 5 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 36 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 1 |
| Block_2 South Façade Living Room | Railway, Loco, Daytime | 45 | 3 | 40 | 8 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 33 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 4 |
| Block_2 West Façade Living Room | Railway, Loco, Daytime | 47 | 3 | 40 | 10 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 31 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 6 |
| Block_3 North Façade Living Room | Railway, Loco, Daytime | 43 | 3 | 40 | 6 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 45 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 3 |
| Block_3 East Façade Living Room | Railway, Loco, Daytime | 48 | 3 | 40 | 11 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 40 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 8 |
| Block_3 South Façade Living Room | Railway, Loco, Daytime | 51 | 3 | 40 | 14 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 37 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 11 |
| Block_3 West Façade Living Room | Railway, Loco, Daytime | 47 | 3 | 40 | 10 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 41 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 7 |
| Block_4 North Façade Living Room | Railway, Loco, Daytime | 44 | 3 | 40 | 7 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 34 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 3 |
| Block_4 East Façade Living Room | Railway, Loco, Daytime | 48 | 3 | 40 | 11 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 30 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 7 |
| Block_4 South Façade Living Room | Railway, Loco, Daytime | 50 | 3 | 40 | 13 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 28 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 9 |
| Block_4 West Façade Living Room | Railway, Loco, Daytime | 51 | 3 | 40 | 14 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 27 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 10 |
| Block_5 North Façade Living Room | Railway, Loco, Daytime | 46 | 3 | 40 | 9 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 42 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 6 |
| Block_5 East Façade Living Room | Railway, Loco, Daytime | 49 | 3 | 40 | 12 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 39 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 9 |
| Block_5 South Façade Living Room | Railway, Loco, Daytime | 51 | 3 | 40 | 14 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 37 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 11 |
| Block_5 West Façade Living Room | Railway, Loco, Daytime | 49 | 3 | 40 | 12 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 39 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 9 |
| Block_6 North Façade Living Room | Railway, Loco, Daytime | 49 | 3 | 40 | 12 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 39 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 9 |
| Block_6 East Façade Living Room | Railway, Loco, Daytime | 53 | 3 | 40 | 16 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 35 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 13 |
| Block_6 South Façade Living Room | Railway, Loco, Daytime | 52 | 3 | 40 | 15 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 36 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 12 |
| Block_6 West Façade Living Room | Railway, Loco, Daytime | 48 | 3 | 40 | 11 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 40 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 8 |
| Block_1 North Façade Bedroom | Railway, Loco, Daytime | 46 | 3 | 40 | 9 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 39 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 5 |
| Block_1 East Façade Bedroom | Railway, Loco, Daytime | 46 | 3 | 40 | 9 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 39 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 5 |
| Block_1 South Façade Bedroom | Railway, Loco, Daytime | 50 | 3 | 40 | 13 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 35 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 9 |
| Block_1 West Façade Bedroom | Railway, Loco, Daytime | 49 | 3 | 40 | 12 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 36 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 8 |
| Block_2 North Façade Bedroom | Railway, Loco, Daytime | 43 | 3 | 40 | 6 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -2 | 2 | 32 | 5 | C. sealed thin window, or openable thick window | -9 | 1 | 95 | 0 | -2 |
| Block_2 East Façade Bedroom | Railway, Loco, Daytime | 42 | 3 | 40 | 5 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -2 | 2 | 33 | 5 | C. sealed thin window, or openable thick window | -9 | 1 | 95 | 0 | -3 |
| Block_2 South Façade Bedroom | Railway, Loco, Daytime | 45 | 3 | 40 | 8 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -2 | 2 | 30 | 5 | C. sealed thin window, or openable thick window | -9 | 1 | 95 | 0 | 0 |
| Block_2 West Façade Bedroom | Railway, Loco, Daytime | 47 | 3 | 40 | 10 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -2 | 2 | 28 | 5 | C. sealed thin window, or openable thick window | -9 | 1 | 95 | 0 | 2 |
| Block_3 North Façade Bedroom | Railway, Loco, Daytime | 43 | 3 | 40 | 6 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 42 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 2 |
| Block_3 East Façade Bedroom | Railway, Loco, Daytime | 48 | 3 | 40 | 11 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 37 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 7 |
| Block_3 South Façade Bedroom | Railway, Loco, Daytime | 51 | 3 | 40 | 14 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 34 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 10 |
| Block_3 West Façade Bedroom | Railway, Loco, Daytime | 47 | 3 | 40 | 10 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 38 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 6 |
| Block_4 North Façade Bedroom | Railway, Loco, Daytime | 44 | 3 | 40 | 7 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -2 | 2 | 31 | 5 | C. sealed thin window, or openable thick window | -9 | 1 | 95 | 0 | -1 |
| Block_4 East Façade Bedroom | Railway, Loco, Daytime | 48 | 3 | 40 | 11 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -2 | 2 | 27 | 5 | C. sealed thin window, or openable thick window | -9 | 1 | 95 | 0 | 3 |
| Block_4 South Façade Bedroom | Railway, Loco, Daytime | 50 | 3 | 40 | 13 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -2 | 2 | 25 | 5 | C. sealed thin window, or openable thick window | -9 | 1 | 95 | 0 | 5 |
| Block_4 West Façade Bedroom | Railway, Loco, Daytime | 51 | 3 | 40 | 14 | 20% | 2.7 | 3.0 | 3.0 | 9.0 | 6.5 | 1.6 | 72 | 18 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -2 | 2 | 24 | 5 | C. sealed thin window, or openable thick window | -9 | 1 | 95 | 0 | 6 |
| Block_5 North Façade Bedroom | Railway, Loco, Daytime | 46 | 3 | 40 | 9 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 39 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 5 |
| Block_5 East Façade Bedroom | Railway, Loco, Daytime | 49 | 3 | 40 | 12 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 36 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 8 |
| Block_5 South Façade Bedroom | Railway, Loco, Daytime | 51 | 3 | 40 | 14 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 34 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 10 |
| Block_5 West Façade Bedroom | Railway, Loco, Daytime | 49 | 3 | 40 | 12 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 36 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 8 |
| Block_6 North Façade Bedroom | Railway, Loco, Daytime | 49 | 3 | 40 | 12 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 36 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 8 |
| Block_6 East Façade Bedroom | Railway, Loco, Daytime | 53 | 3 | 40 | 16 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 32 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 12 |
| Block_6 South Façade Bedroom | Railway, Loco, Daytime | 52 | 3 | 40 | 15 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 33 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 11 |
| Block_6 West Façade Bedroom | Railway, Loco, Daytime | 48 | 3 | 40 | 11 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 37 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 7 |
| **NIGHT-TIME** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Block_1 North Façade Living Room | Railway, Loco, Night-time | 45 | 3 | 40 | 8 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 43 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 5 |
| Block_1 East Façade Living Room | Railway, Loco, Night-time | 46 | 3 | 40 | 9 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 42 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 6 |
| Block_1 South Façade Living Room | Railway, Loco, Night-time | 50 | 3 | 40 | 13 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 38 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 10 |
| Block_1 West Façade Living Room | Railway, Loco, Night-time | 49 | 3 | 40 | 12 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 39 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 9 |
| Block_2 North Façade Living Room | Railway, Loco, Night-time | 43 | 3 | 40 | 6 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 35 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 2 |
| Block_2 East Façade Living Room | Railway, Loco, Night-time | 42 | 3 | 40 | 5 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 36 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 1 |
| Block_2 South Façade Living Room | Railway, Loco, Night-time | 44 | 3 | 40 | 7 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 34 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 3 |
| Block_2 West Façade Living Room | Railway, Loco, Night-time | 46 | 3 | 40 | 9 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 32 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 5 |
| Block_3 North Façade Living Room | Railway, Loco, Night-time | 44 | 3 | 40 | 7 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 44 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 4 |
| Block_3 East Façade Living Room | Railway, Loco, Night-time | 48 | 3 | 40 | 11 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 40 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 8 |
| Block_3 South Façade Living Room | Railway, Loco, Night-time | 51 | 3 | 40 | 14 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 37 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 11 |
| Block_3 West Façade Living Room | Railway, Loco, Night-time | 46 | 3 | 40 | 9 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 42 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 6 |
| Block_4 North Façade Living Room | Railway, Loco, Night-time | 45 | 3 | 40 | 8 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 33 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 4 |
| Block_4 East Façade Living Room | Railway, Loco, Night-time | 49 | 3 | 40 | 12 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 29 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 8 |
| Block_4 South Façade Living Room | Railway, Loco, Night-time | 48 | 3 | 40 | 11 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 30 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 7 |
| Block_4 West Façade Living Room | Railway, Loco, Night-time | 48 | 3 | 40 | 11 | 50% | 2.7 | 3.0 | 6.0 | 18.0 | 4.1 | 4.1 | 23 | 23 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 38 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 30 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 7 |
| Block_5 North Façade Living Room | Railway, Loco, Night-time | 46 | 3 | 40 | 9 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 42 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 6 |
| Block_5 East Façade Living Room | Railway, Loco, Night-time | 48 | 3 | 40 | 11 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 40 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 8 |
| Block_5 South Façade Living Room | Railway, Loco, Night-time | 51 | 3 | 40 | 14 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 37 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 11 |
| Block_5 West Façade Living Room | Railway, Loco, Night-time | 48 | 3 | 40 | 11 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 40 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 8 |
| Block_6 North Façade Living Room | Railway, Loco, Night-time | 49 | 3 | 40 | 12 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 39 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 9 |
| Block_6 East Façade Living Room | Railway, Loco, Night-time | 53 | 3 | 40 | 16 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 35 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 13 |
| Block_6 South Façade Living Room | Railway, Loco, Night-time | 52 | 3 | 40 | 15 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 36 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 12 |
| Block_6 West Façade Living Room | Railway, Loco, Night-time | 47 | 3 | 40 | 10 | 70% | 2.7 | 3.0 | 6.0 | 18.0 | 2.4 | 5.7 | 14 | 32 | Intermediate | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -8 | 2 | 41 | 5 | C. sealed thin window, or openable thick window | -4 | 1 | 95 | 0 | 7 |
| Block_1 North Façade Bedroom | Railway, Loco, Night-time | 45 | 3 | 35 | 13 | 50% | 2.7 | 3.0 | 3.0 | 9.0 | 4.1 | 4.1 | 45 | 45 | Very Absorptive | 0 - 90 | 0 | B. avg aircraft, railway wheel noise | 45 | D. sealed thick window, or exterior wall, or roof/ceiling | -5 | 2 | 35 | 5 | C. sealed thin window, or openable thick window | -5 | 1 | 95 | 0 | 9 |
| Block_1 East Façade Bedro

Summary of Required Composite Window STCs

| Building | Façade | Non-Glazing Veneer | Living Room Glazing | | | | | | | | Max STC Rating | Bedroom Glazing | | | | | | | | Max STC Rating |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Daytime | | | | Night-time | | | | | Daytime | | | | Night-time | | | | |
| | | | Road | Rail | | Total | Road | Rail | | Total | | Road | Rail | | Total | Road | Rail | | Total | |
| | | | | Loco | Wheel | | | Loco | Wheel | | | | Loco | Wheel | | | Loco | Wheel | | |
| Block_1 | North | 45 | 15 | 18 | 6 | 20 | 8 | 18 | 5 | 19 | OBC (20) | 14 | 17 | 5 | 19 | 12 | 22 | 9 | 23 | OBC (23) |
| | East | 45 | 6 | 20 | 6 | 20 | 0 | 19 | 6 | 19 | OBC (20) | 5 | 19 | 5 | 19 | 4 | 23 | 10 | 23 | OBC (23) |
| | South | 45 | 17 | 24 | 10 | 25 | 10 | 22 | 10 | 23 | OBC (25) | 16 | 23 | 9 | 24 | 14 | 26 | 14 | 27 | OBC (27) |
| | West | 45 | 17 | 23 | 9 | 24 | 10 | 22 | 9 | 22 | OBC (24) | 16 | 22 | 8 | 23 | 14 | 26 | 13 | 26 | OBC (26) |
| Block_2 | North | 38 | 14 | 15 | 2 | 18 | 7 | 15 | 2 | 16 | OBC (18) | 10 | 11 | 0 | 14 | 8 | 16 | 3 | 17 | OBC (17) |
| | East | 38 | 9 | 14 | 1 | 15 | 2 | 14 | 1 | 14 | OBC (15) | 5 | 10 | 0 | 12 | 3 | 15 | 2 | 15 | OBC (15) |
| | South | 38 | 14 | 19 | 4 | 20 | 8 | 17 | 3 | 18 | OBC (20) | 10 | 15 | 0 | 16 | 9 | 19 | 4 | 20 | OBC (20) |
| | West | 38 | 16 | 20 | 6 | 22 | 10 | 18 | 5 | 19 | OBC (22) | 12 | 16 | 2 | 18 | 11 | 20 | 6 | 21 | OBC (21) |
| Block_3 | North | 45 | 10 | 17 | 3 | 18 | 3 | 17 | 4 | 17 | OBC (18) | 9 | 16 | 2 | 17 | 7 | 21 | 8 | 21 | OBC (21) |
| | East | 45 | 6 | 22 | 8 | 22 | 0 | 21 | 8 | 21 | OBC (22) | 5 | 21 | 7 | 21 | 4 | 25 | 12 | 25 | OBC (25) |
| | South | 45 | 15 | 24 | 11 | 25 | 8 | 23 | 11 | 23 | OBC (25) | 14 | 23 | 10 | 24 | 12 | 27 | 15 | 27 | OBC (27) |
| | West | 45 | 14 | 21 | 7 | 22 | 7 | 19 | 6 | 19 | OBC (22) | 13 | 20 | 6 | 21 | 11 | 23 | 10 | 23 | OBC (23) |
| Block_4 | North | 38 | 12 | 18 | 3 | 19 | 5 | 18 | 4 | 18 | OBC (19) | 8 | 14 | 0 | 15 | 6 | 20 | 5 | 20 | OBC (20) |
| | East | 38 | 10 | 21 | 7 | 21 | 3 | 21 | 8 | 21 | OBC (21) | 6 | 17 | 3 | 17 | 4 | 24 | 9 | 24 | OBC (24) |
| | South | 38 | 8 | 18 | 9 | 19 | 5 | 19 | 7 | 19 | OBC (19) | 4 | 14 | 5 | 15 | 6 | 21 | 8 | 21 | OBC (21) |
| | West | 38 | 10 | 16 | 10 | 18 | 5 | 15 | 7 | 16 | OBC (18) | 6 | 12 | 6 | 14 | 6 | 16 | 8 | 17 | OBC (17) |
| Block_5 | North | 45 | 10 | 19 | 6 | 20 | 4 | 19 | 6 | 19 | OBC (20) | 9 | 18 | 5 | 19 | 8 | 23 | 10 | 23 | OBC (23) |
| | East | 45 | 10 | 22 | 9 | 22 | 4 | 22 | 8 | 22 | OBC (22) | 9 | 21 | 8 | 21 | 8 | 26 | 12 | 26 | OBC (26) |
| | South | 45 | 12 | 24 | 11 | 24 | 6 | 23 | 11 | 23 | OBC (24) | 11 | 23 | 10 | 23 | 10 | 27 | 15 | 27 | OBC (27) |
| | West | 45 | 12 | 21 | 9 | 22 | 6 | 20 | 8 | 20 | OBC (22) | 11 | 20 | 8 | 21 | 10 | 24 | 12 | 24 | OBC (24) |
| Block_6 | North | 45 | 7 | 21 | 9 | 21 | 0 | 21 | 9 | 21 | OBC (21) | 6 | 20 | 8 | 20 | 4 | 25 | 13 | 25 | OBC (25) |
| | East | 45 | 9 | 25 | 13 | 25 | 2 | 25 | 13 | 25 | OBC (25) | 8 | 24 | 12 | 24 | 6 | 29 | 17 | 29 | OBC (29) |
| | South | 45 | 13 | 25 | 12 | 25 | 6 | 24 | 12 | 24 | OBC (25) | 12 | 24 | 11 | 24 | 10 | 28 | 16 | 28 | OBC (28) |
| | West | 45 | 12 | 21 | 8 | 22 | 5 | 19 | 7 | 19 | OBC (22) | 11 | 20 | 7 | 21 | 9 | 23 | 11 | 23 | OBC (23) |

STAMSON 5.0 NORMAL REPORT Date: 27-01-2026 10:19:49
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: 150stee.te Time Period: 16 hours
Description: CadnaA vs STAMSON

Road data, segment # 1: Martin St S
---
Car traffic volume : 11136 veh/TimePeriod
Medium truck volume : 79 veh/TimePeriod
Heavy truck volume : 68 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Martin St S
---
Angle1 Angle2 : -20.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 80.00 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Martin St S
---

Source height = 0.88 m

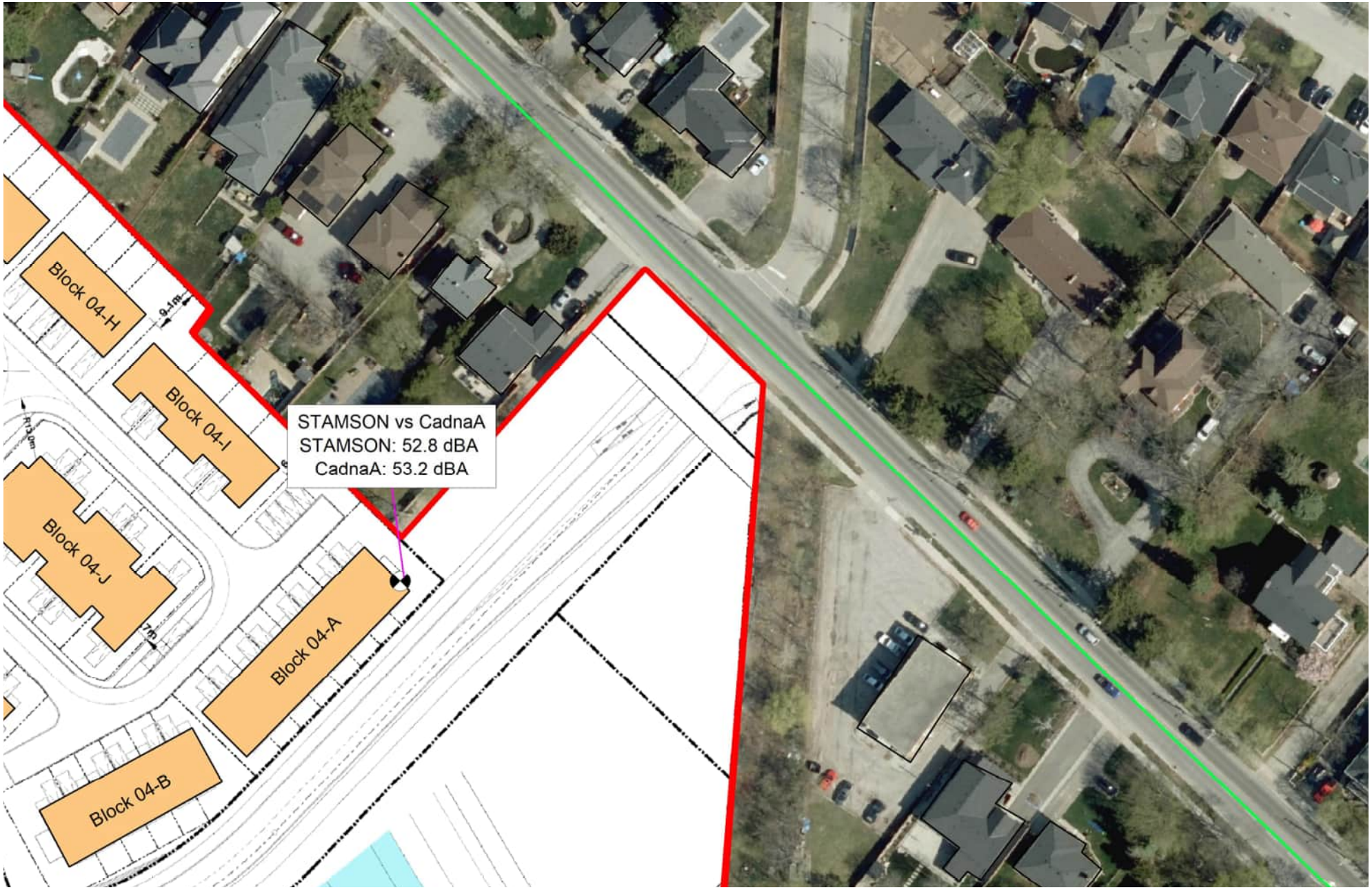
ROAD (0.00 + 52.84 + 0.00) = 52.84 dBA

| Angle1 | Angle2 | Alpha | RefLeq | P.Adj | D.Adj | F.Adj | W.Adj | H.Adj | B.Adj | SubLeq |
|---|---|---|---|---|---|---|---|---|---|---|
| -20 | 90 | 0.00 | 62.25 | 0.00 | -7.27 | -2.14 | 0.00 | 0.00 | 0.00 | 52.84 |

Segment Leq : 52.84 dBA

Total Leq All Segments: 52.84 dBA

TOTAL Leq FROM ALL SOURCES: 52.84




| | | | | |
|---|---|---|---|---|
| **150 STEELES MILTON INC.** | True North | Scale: 1:1,000 | METRES | SLR |
| 150 STEELES AVENUE EAST- MILTON, ONTARIO | | Date: Feb 2026 Rev 1 | Figure No. **B.1** | |
| CADNA/A VS STAMSON VALIDATION | | Project No. 241.031807.00001 | | |

# Appendix C Warning Clauses

## Environmental Noise Study

150 Steeles Avenue East – Milton, ON

**150 Steeles Milton Inc. (Neat Communities)**

SLR Project No.: 241.031807.00001

February 18, 2026

# *SUMMARY OF MITIGATION MEASURES AND WARNING CLAUSES*

## Warning Clauses

Warning Clauses may be used individually or in combination. The following Warning Clauses should be included in agreements registered on Title for the residential units, and included in all agreements of purchase and sale or lease, and all rental agreements:

### Transportation Sources (Road and Rail)

#### MECP Type A Warning Clause (Block 01, Block 02 A to C, Block 04 B Residential Units)

“Purchasers/tenants are advised that sound levels due to increasing road and rail traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment.”

#### MECP Type C Warning Clause (All Residential Units Except Block 06)

“This dwelling unit has been designed with the provision for adding central air conditioning at the occupant’s discretion. Installation of central air conditioning by the occupant in low and medium density developments 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.”

#### MECP Type D Warning Clause (All Residential Units in Block 06)

“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.”

#### Canadian Pacific Kansas City Limited Railways Warning Clause (All Residential Units in Block 06)

“Purchasers are advised that Canadian Pacific Kanas City Railway Company or its assigns or successors in interest has or have a right-of-way within 300 metres from the land the subject thereof. There may be alterations to or expansions of the rail facilities on such right-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). CPKC will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way.”

### Industrial Sources

#### MECP Type E Warning Clause (All Residential Units)

“Purchasers/tenants are advised that due to the proximity of adjacent industries, noise from these facilities may at times be audible.”

## Ventilation System Design

### Forced Air Heating Systems / Future Air Conditioning (All Residential Units Except Block 06)

The above listed unit should be designed with a provision for the installation of central air conditioning in the future, at the occupant's discretion.

### Air Conditioning (All Residential Units in Block 06)

The above listed units should be designed with central air conditioning systems, which will allow windows and exterior doors to remain closed.

# Appendix D Industry Permits

## Environmental Noise Study

150 Steeles Avenue East – Milton, ON

**150 Steeles Milton Inc. (Neat Communities)**

SLR Project No.: 241.031807.00001

February 18, 2026

**Content Copy Of Original**

Ontario

**Ministry of the Environment and Climate Change**
**Ministère de l'Environnement et de l'Action en matière de changement climatique**

**AMENDMENT TO ENVIRONMENTAL COMPLIANCE APPROVAL**
NUMBER 3380-9F5L9J
Notice No. 1
Issue Date: December 11, 2015

CRH Canada Group Inc.
2300 Steeles Avenue West, 4th Floor
Concord, Ontario
L4K 5X6

Site Location: 105 Steeles Avenue East
105 Steeles Ave E
Milton Town, Regional Municipality of Halton

*You are hereby notified that I have amended Approval No. 3380-9F5L9J issued on January 24, 2014 for a concrete batching plant , as follows:*

**The following Conditions are revoked:**

**ACOUSTI** C **AUDIT**

9. The Company shall carry out Acoustic Audit measurements on the actual noise emissions due to the operation of the Facility, following the implementation of the Noise Control Measures. The Company:

(1) shall carry out Acoustic Audit measurements in accordance with the procedures in Publication NPC-103;

(2) shall submit an Acoustic Audit Report on the results of the Acoustic Audit, prepared by an Independent Acoustical Consultant, in accordance with the requirements of Publication NPC-233, to the District Manager and the Director, not later than thirty (30) months following the issue date of this Approval.

10. The Director:

(1) may not accept the results of the Acoustic Audit if the requirements of Publication NPC-233 were not followed;

(2) may require the Company to repeat the Acoustic Audit if the results of the Acoustic Audit are found unacceptable to the Director.

**All other Terms and Conditions remain the same.**

The reason for this amendment to the Approval is to address information provided in the Acoustic Audit Report prepared by Aercoustics Engineering Ltd., dated September 21, 2015 and signed by Jihyun Cho (Ken), P.Eng. and Bob Rimrott, P.Eng.

**This Notice shall constitute part of the approval issued under Approval No. 3380-9F5L9J dated January 24, 2014**

*In accordance with Section 139 of the Environmental Protection Act, you may by written Notice served upon me and the Environmental Review Tribunal within 15 days after receipt of this Notice, require a hearing by the Tribunal. Section 142 of the Environmental Protection Act provides that the Notice requiring the hearing shall state:*

1. The portions of the environmental compliance approval or each term or condition in the environmental compliance approval in respect of which the hearing is required, and;
2. The grounds on which you intend to rely at the hearing in relation to each portion appealed.

*Pursuant to subsection 139(3) of the Environmental Protection Act, a hearing may not be required with respect to any terms and conditions in this environmental compliance approval, if the terms and conditions are substantially the same as those contained in an approval that is amended or revoked by this environmental compliance approval.*

*The Notice should also include:*

3. The name of the appellant;
4. The address of the appellant;
5. The environmental compliance approval number;
6. The date of the environmental compliance approval;
7. The name of the Director, and;
8. The municipality or municipalities within which the project is to be engaged in.

*And the Notice should be signed and dated by the appellant.*

*This Notice must be served upon:*

The Secretary*****
Environmental Review Tribunal
655 Bay Street, Suite 1500
Toronto, Ontario
M5G 1E5

AND

The Director appointed for the purposes of Part II.1 of the Environmental Protection Act
Ministry of the Environment and Climate Change
135 St. Clair Avenue West, 1st Floor
Toronto, Ontario
M4V 1P5

*** Further information on the Environmental Review Tribunal's requirements for an appeal can be obtained directly from the Tribunal at: Tel: (416) 212-6349, Fax: (416) 326-5370 or www.ert.gov.on.ca**

*The above noted activity is approved under s.20.3 of Part II.1 of the Environmental Protection Act.*

DATED AT TORONTO this 11th day of December, 2015

Ian Greason, P.Eng.
Director
appointed for the purposes of Part II.1 of the *Environmental Protection Act*

HM/
c: District Manager, MOECC Halton-Peel

**CONTENT COPY OF ORIGINAL**

Ontario

**Ministry of the Environment** **Ministère de l'Environnement**

*AMENDED CERTIFICATE OF APPROVAL*
*AIR*
*NUMBER 9746-5GAJGV*

Flexible Products Company of Canada, Inc.
151 Steeles Avenue East
Milton, Ontario
L9T 1Y1

Site Location: 151 Steeles Avenue East
Milton Town, Regional Municipality of Halton

*You have applied in accordance with Section 9 of the Environmental Protection Act for approval of:*

- three (3) exhaust systems (sources B, C and D), serving quality control operations, completed with fume hoods, ductwork and fans, venting into the atmosphere as per Schedule "A";

- one (1) exhaust system (source A), serving a filling station, venting into the atmosphere as per Schedule "A";

- one (1) exhaust system (source E), serving mixing machines, venting into the atmosphere as per Schedule "A",

**Schedule "A".**

| Source ID | Description | Exhaust Conditions | | Stack Parameters | | |
|---|---|---|---|---|---|---|
| | | Volumetric Flow Rate (cubic metre per second) | Temperature (degrees Celsius) | Exit Diameter (metre) | Height Above Roof (metre) | Height Above Grade (metre) |
| A | Filling Station | 0.616 | ambient | 0.13 | 0.80 | 12.7 |
| B | Testing Spray Hood EP | 0.425 | ambient | 0.61 | 0.80 | 12.7 |
| C | QC Lab Hood | 0.425 | ambient | 0.43 | 0.80 | 12.7 |
| D | Compounding Area Hood | 0.347 | ambient | 0.20 | 3.66 | 15.24 |
| E | Mixing Machines | 1.065 | ambient | 0.25 | 3.66 | 15.24 |

all in accordance with the application for a Certificate of Approval (Air), submitted by Flexible Products Company of Canada Inc., dated June 10, 2002 and signed by John Barker, EH & S Delivery Leader, and all supporting information included.

*For the purpose of this Certificate of Approval and the terms and conditions specified below, the following definitions apply:*

(1) "Act" means the *Environmental Protection Act;*

(2) "Certificate" means this Certificate of Approval, issued in accordance with Section 9 of the Act;

(3) "Company" means Flexible Products Company of Canada Inc.;

(4) "Equipment" means the three (3) laboratory fume hoods, including their respective exhaust fans, ducting and stacks,

described in the Company's application, this Certificate and in the supporting documentation referred to herein, to the extent approved by this Certificate;

(5) "Manual" means a document or a set of documents that provide written instructions to staff of the Company; and

(6) "Ministry" means Ontario Ministry of the Environment.

*You are hereby notified that this approval is issued to you subject to the terms and conditions outlined below:*

**TERMS AND CONDITIONS**

**OPERATION AND MAINTENANCE**

1. The Company shall ensure that the Equipment is properly operated and maintained at all times. The Company shall:

(1) prepare, no later than three (3) months after the date of this Certificate, and update, as necessary, a Manual outlining the operating procedures and a maintenance program for the Equipment, including:

(a) routine operating and maintenance procedures in accordance with good engineering practices, and as recommended by the Equipment Suppliers;

(b) emergency procedures including spill clean-up procedures;

(c) procedures of any record keeping activities relating to operation and maintenance of the Equipment; and

(e) all appropriate measures to minimize emission from all potential sources, including spill clean-up procedures;

(2) implement the recommendations of the Manual;

(3) retain, for a minimum of two (2) years from the date of their creation, all records on the maintenance, repair and inspection of the Equipment, including records of any spills, complete with the date, name and amount of substance spilled and action taken to clean-up the spill, and make these records available for review by staff of the Ministry upon request.

*The reasons for the imposition of these terms and conditions are as follows:*

1. Condition No.1 is included on the Certificate to emphasize that the Equipment must be maintained and operated according to a procedure that will result in compliance with the Act, the regulations and this Certificate. In addition, the Company is required to keep records and to provide information to staff of the Ministry so that compliance with the Act, the regulations and this Certificate can be verified.

**This Certificate of Approval revokes and replaces Certificate(s) of Approval No. 8-3174-99-006 issued on July 23, 1999**

*In accordance with Section 139 of the Environmental Protection Act, R.S.O. 1990, Chapter E-19, as amended, you may by written Notice served upon me, the Environmental Review Tribunal and in accordance with Section 47 of the Environmental Bill of Rights, S.O. 1993, Chapter 28, the Environmental Commissioner, within 15 days after receipt of this Notice, require a hearing by the Tribunal. The Environmental Commissioner will place notice of your appeal on the Environmental Registry. Section 142 of the Environmental Protection Act, provides that the Notice requiring the hearing*

**CONTENT COPY OF ORIGINAL**

*shall state:*

1. The portions of the approval or each term or condition in the approval in respect of which the hearing is required, and;
2. The grounds on which you intend to rely at the hearing in relation to each portion appealed.

*The Notice should also include:*

3. The name of the appellant;
4. The address of the appellant;
5. The Certificate of Approval number;
6. The date of the Certificate of Approval;
7. The name of the Director;
8. The municipality within which the works are located;

*And the Notice should be signed and dated by the appellant.*

*This Notice must be served upon:*

| | | | | |
|---|---|---|---|---|
| The Secretary*<br>Environmental Review Tribunal<br>2300 Yonge St., 12th Floor<br>P.O. Box 2382<br>Toronto, Ontario<br>M4P 1E4 | AND | The Environmental Commissioner<br>1075 Bay Street, 6th Floor<br>Suite 605<br>Toronto, Ontario<br>M5S 2B1 | AND | The Director<br>Section 9, *Environmental Protection Act*<br>Ministry of Environment and Energy<br>2 St. Clair Avenue West, Floor 12A<br>Toronto, Ontario<br>M4V 1L5 |

*** Further information on the Environmental Review Tribunal's requirements for an appeal can be obtained directly from the Tribunal at: Tel: (416) 314-4600, Fax: (416) 314-4506 or www.ert.gov.on.ca**

*This instrument is subject to Section 38 of the Environmental Bill of Rights, that allows residents of Ontario to seek leave to appeal the decision on this instrument. Residents of Ontario may seek leave to appeal within 15 days from the date this decision is placed on the Environmental Registry. By accessing the Environmental Registry at www.ene.gov.on.ca, you can determine when the leave to appeal period ends.*

*The above noted works are approved under Section 9 of the Environmental Protection Act.*

DATED AT TORONTO this 16th day of December, 2002

Victor Low, P.Eng.
Director
Section 9, *Environmental Protection Act*

JK/
c: District Manager, MOE Halton-Peel
John Barker, Flexible Products Company of Canada, Inc.

**AMENDED ENVIRONMENTAL COMPLIANCE APPROVAL**
NUMBER 8247-D3AHVN
Issue Date: August 27, 2024

Aimco Solrec Limited
425 Morobel Drive
Milton, Ontario
L9T 4N6

**Site Location:** 425 Morobel Drive
Milton Town, Regional Municipality of Halton
L9T 4N6

*You have applied under section 20.2 of Part II.1 of the Environmental Protection Act , R.S.O. 1990, c. E. 19 (Environmental Protection Act) for approval of:*

A waste solvent recycling facility and activities from the facility include:

receiving, loading, storing and emptying waste solvent;

waste solvent processing in distillation units;

waste fuel blending; and

monitoring of recovered solvent leaving the facility ;

including the Equipment and any other ancillary and support processes and activities, operating the Facility Production Limit for following:

- 21,000,000 kilograms per year of waste received;
- 18,000 kilograms of solvent distilled per day; and
- 300,000 kilograms of waste fuel blend per day.

*For the purpose of this environmental compliance approval, the following definitions apply:*

1. "ACB list" means the document entitled “Air Contaminants Benchmarks (ACB) List: Standards, guidelines and screening levels for assessing point of impingement concentrations of air contaminants”, as amended from time to time

and published by the Ministry and available on a Government website;

2. "Acceptable Point of Impingement Concentration" means a concentration accepted by the Ministry as not likely to cause an adverse effect for a Compound of Concern that,
    a. is not identified in the ACB list, or
    b. is identified in the ACB list as belonging to the category “Benchmark 2” and has a concentration at a Point of Impingement that exceeds the concentration set out for the contaminant in that document.
    With respect to the Original ESDM Report, the Acceptable Point of Impingement Concentration for a Compound of Concern mentioned above is the concentration set out in the Original ESDM Report;
3. "Approval" means this entire Environmental Compliance Approval and any Schedules to it.;
4. "Basic Comprehensive User Guide" means the Ministry document titled "Basic Comprehensive Certificates of Approval (Air) User Guide” dated March 2011, as amended;
5. "Company" means Aimco Solrec Limited operating as Aimco Solrec Limited that is responsible for the construction or operation of the Facility and includes any successors and assigns in accordance with section 19 of the EPA;
6. "Compound of Concern" means a contaminant described in paragraph 4 subsection 26 (1) of O. Reg. 419/05, namely, a contaminant that is discharged from the Facility in an amount that is not negligible;
7. "Description Section" means the section on page one of this Approval describing the Company's operations and the Equipment located at the Facility and specifying the Facility Production Limit for the Facility;
8. "Director" means a person appointed for the purpose of section 20.3 of the EPA by the Minister pursuant to section 5 of the EPA;
9. "District Manager" means the District Manager of the appropriate local district office of the Ministry, where the Facility is geographically located;
10. "Emission Summary Table" means a table described in paragraph 14 of subsection 26 (1) of O. Reg. 419/05;
11. "Environmental Assessment Act" means the *Environmental Assessment Act,* R.S.O. 1990, c.E.18;
12. "EPA" means the *Environmental Protection Act,* R.S.O. 1990, c.E.19;
13. "Equipment" means equipment or processes described in the ESDM Report, this Approval and in the Schedules referred to herein and any other equipment or

processes;

14. "Equipment with Specific Operational Limits" means any Equipment related to the thermal oxidation of waste or waste derived fuels, fume incinerators or any other Equipment that is specifically referenced in any published Ministry document that outlines specific operational guidance that must be considered by the Director in issuing an Approval;
15. "ESDM Report" means the most current Emission Summary and Dispersion Modelling Report that describes the Facility. The ESDM Report is based on the Original ESDM Report and is updated after the issuance of this Approval in accordance with section 26 of O. Reg. 419/05 and the Procedure Document;
16. "Facility" means the entire operation located on the property where the Equipment is located;
17. "Facility Production Limit" means the production limit placed by the Director on the main product(s) or raw materials used by the Facility;
18. "Highest Ranking Person" means the highest ranking person regularly present at the Facility who has management responsibilities relating to the Facility;
19. "Log" means a document that contains a record of each change that is required to be made to the ESDM Report, including the date on which the change occurred. For example, a record would have to be made of a more accurate emission rate for a source of contaminant, more accurate meteorological data, a more accurate value of a parameter that is related to a source of contaminant, a change to a Point of Impingement and all changes to information associated with a Modification to the Facility that satisfies Condition 2;
20. "Minister" means the Minister of the Environment, Conservation and Parks or such other member of the Executive Council as may be assigned the administration of the EPA under the Executive Council Act;
21. "Ministry" means the ministry of the Minister;
22. "Modification" means any construction, alteration, extension or replacement of any plant, structure, equipment, apparatus, mechanism or thing, or alteration of a process or rate of production at the Facility that may discharge or alter the rate or manner of discharge of a Compound of Concern to the air or discharge or alter noise or vibration emissions from the Facility;
23. "Noise Screening Documents" means the completed Primary Noise Screening Method, or the completed Secondary Noise Screening Method, with supporting information and documentation, as updated in accordance with Condition 5 of this Approval;
24. "O. Reg. 419/05" means Ontario Regulation 419/05: Air Pollution – Local Air

Quality, made under the EPA;

25. "Original ESDM Report" means the Emission Summary and Dispersion Modelling Report which was prepared in accordance with section 26 of O. Reg. 419/05 and the Procedure Document by Jennifer Francis of GHD Ltd. and dated October 2, 2023 submitted in support of the application, and includes any changes to the report made up to the date of issuance of this Approval;
26. "Point of Impingement" has the same meaning as in section 2 of O. Reg. 419/05;
27. "Primary Noise Screening Method" means the Ministry Primary Noise Screening Method form as described in the "Primary Noise Screening Method Guide", January 31, 2017, as amended;
28. "Procedure Document" means Ministry guidance document titled "Procedure for Preparing an Emission Summary and Dispersion Modelling Report" dated March 2018, as amended;
29. "Processes with Significant Environmental Aspects" means the Equipment which, during regular operation, would discharge one or more contaminants into the air in an amount which is not considered as negligible in accordance with section 26 (1) 4 of O. Reg. 419/05 and the Procedure Document;
30. "Publication NPC-207" means the Ministry draft technical publication "Impulse Vibration in Residential Buildings", November 1983, supplementing the Model Municipal Noise Control By-Law, Final Report, published by the Ministry, August 1978, as amended;
31. "Publication NPC-300" means the Ministry Publication NPC-300, “Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning, Publication NPC-300”, August 2013, as amended;
32. "Schedules" means the following schedules attached to this Approval and forming part of this Approval namely:
    - Schedule A - Supporting Documentation
33. "Secondary Noise Screening Method" means the Ministry Secondary Noise Screening Method form as described in the "Secondary Noise Screening Method Guide", January 31, 2017, as amended;
34. "Toxicologist" means a qualified professional currently active in the field of risk assessment and toxicology that has a combination of formal university education, training and experience necessary to assess contaminants; and
35. "Written Summary Form" means the electronic questionnaire form, available on the Ministry website, that documents whether Modifications were undertaken at the Facility and compliance with the Approval, in the previous calendar year.

*You are hereby notified that this environmental compliance approval is issued to you subject to the terms and conditions outlined below:*

TERMS AND CONDITIONS

1. **GENERAL**
    1. Except as otherwise provided by this Approval, the Facility shall be designed, developed, built, operated and maintained in accordance with the terms and conditions of this Approval and in accordance with the following Schedules attached hereto:
        - Schedule A - Supporting Documentation

2. **LIMITED OPERATIONAL FLEXIBILITY**
    1. Pursuant to section 20.6 (1) of the EPA and subject to Conditions 2.2 and 2.3 of this Approval, future construction, alterations, extensions or replacements are approved in this Approval if the future construction, alterations, extensions or replacements are Modifications to the Facility that:
        a. are within the scope of the operations of the Facility as described in the Description Section of this Approval;

        b. do not result in an increase of the Facility Production Limit above the level specified in the Description Section of this Approval; and

        c. result in compliance with the performance limits as specified in Condition 4.

    2. Condition 2.1 does not apply to,
        a. the addition of any new Equipment with Specific Operational Limits or to the Modification of any existing Equipment with Specific Operational Limits at the Facility; and

        b. Modifications to the Facility that would be subject to the Environmental Assessment Act.

    3. Condition 2.1 of this Approval shall expire ten (10) years from the date of this Approval, unless this Approval is revoked prior to the expiry date. The Company may apply for renewal of Condition 2.1 of this Approval by including an ESDM Report that describes the Facility as of the date of the renewal application.

3. **REQUIREMENT TO REQUEST AN ACCEPTABLE POINT OF IMPINGEMENT CONCENTRATION**
    1. Prior to making a Modification to the Facility that satisfies Condition 2.1.a and 2.1.b, the Company shall prepare a proposed update to the ESDM Report to

reflect the proposed Modification.

2. The Company shall request approval of an Acceptable Point of Impingement Concentration for a Compound of Concern if the Compound of Concern is not identified in the ACB list as belonging to the category “Benchmark 1” and a proposed update to an ESDM Report indicates that one of the following changes with respect to the concentration of the Compound of Concern may occur:
    a. The Compound of Concern was not a Compound of Concern in the previous version of the ESDM Report and
        i. the concentration of the Compound of Concern exceeds the concentration set out for the contaminant in the ACB list; or
        ii. the Compound of Concern is not identified in the ACB list; or
    b. The concentration of the Compound of Concern in the updated ESDM Report exceeds the higher of,
        i. the most recent Acceptable Point of Impingement Concentration, and
        ii. the concentration set out for the contaminant in the ACB list,if the contaminant is identified in that document.

3. The request required by Condition 3.2 shall propose a concentration for the Compound of Concern and shall contain an assessment, performed by a Toxicologist, of the likelihood of the proposed concentration causing an adverse effect at Points of Impingement.
4. If the request required by Condition 3.2 is a result of a proposed Modification described in Condition 3.1, the Company shall submit the request, in writing, to the Director at least 30 days prior to commencing to make the Modification. The Director shall provide written confirmation of receipt of this request to the Company.
5. If a request is required to be made under Condition 3.2 in respect of a proposed Modification described in Condition 3.1, the Company shall not make the Modification mentioned in Condition 3.1 unless the request is approved in writing by the Director.
6. If the Director notifies the Company in writing that the Director does not approve the request, the Company shall,
    a. revise and resubmit the request; or
    b. notify the Director that it will not be making the Modification.
7. The re-submission mentioned in Condition 3.6 shall be deemed a new

submission under Condition 3.2.

8. If the Director approves the request, the Company shall update the ESDM Report to reflect the Modification.
9. Condition 3 does not apply if Condition 2.1 has expired.

4. **PERFORMANCE LIMITS**
    1. Subject to Condition 4.2, the Company shall not discharge or cause or permit the discharge of a Compound of Concern into the air if,
        a. the Compound of Concern is identified in the ACB list as belonging to the category “Benchmark 1” and the discharge results in the concentration at a Point of Impingement exceeding the Benchmark 1 concentration; or
        b. the Compound of Concern is not identified in the ACB list as belonging to the category “Benchmark 1” and the discharge results in the concentration at a Point of Impingement exceeding the higher of,
            i. if an Acceptable Point of Impingement Concentration exists, the most recent Acceptable Point of Impingement Concentration, and
            ii. the concentration set out for the contaminant in the ACB list, if the contaminant is identified in that document.
    2. Condition 4.1 does not apply if the benchmark set out in the ACB list has a 10-minute averaging period and no ambient monitor indicates an exceedance at a Point of Impingement where human activities regularly occur at a time when those activities regularly occur.
    3. The Company shall, at all times, ensure that the noise emissions from the Facility comply with the limits set out in Ministry Publication NPC-300.
    4. The Company shall, at all times, ensure that the vibration emissions from the Facility comply with the limits set out in Ministry Publication NPC-207.
    5. The Company shall operate any Equipment with Specific Operational Limits approved by this Approval in accordance with the Original ESDM Report.

5. **DOCUMENTATION REQUIREMENTS**
    1. The Company shall maintain an up-to-date Log.
    2. No later than March 31 in each year, the Company shall update the ESDM Report in accordance with section 26 of O. Reg. 419/05 and shall update the Noise Screening Documents so that the information in the reports is accurate as of December 31 in the previous year.
    3. The Company shall make the Emission Summary Table (see section 27 of O.

Reg. 419/05) and the Noise Screening Documents available for examination by any person, without charge, by posting it on the Internet or by making it available during regular business hours at the Facility.

4. The Company shall, within three (3) months after the expiry of Condition 2.1 of this Approval, update the ESDM Report and the Noise Screening Documents such that the information in the reports is accurate as of the date that Condition 2.1 of this Approval expired.
5. Conditions 5.1 and 5.2 do not apply if Condition 2.1 has expired.

6. **WRITTEN SUMMARY FORM**
    1. Subject to Condition 6.2, the Company shall prepare, and make available to the Ministry upon request, no later than June 30 of each year, a Written Summary Form signed by the Highest Ranking Person.
    2. Condition 6.1 does not apply if:
        a. Condition 2.1 has expired; and
        b. the Written Summary Form has been completed for the year in which Condition 2.1 expired.

7. **OPERATION AND MAINTENANCE**
    1. The Company shall prepare and implement, not later than three (3) months from the date of this Approval, operating procedures and maintenance programs for all Processes with Significant Environmental Aspects, which shall specify as a minimum:
        a. frequency of inspections and scheduled preventative maintenance;
        b. procedures to prevent upset conditions;
        c. procedures to minimize all fugitive emissions;
        d. procedures to prevent and/or minimize odorous emissions;
        e. procedures to prevent and/or minimize noise emissions; and
        f. procedures for record keeping activities relating to the operation and maintenance programs.
    2. The Company shall ensure that all Processes with Significant Environmental Aspects are operated and maintained in accordance with this Approval, the operating procedures and maintenance programs.

8. **COMPLAINTS RECORDING AND REPORTING**
    1. If at any time, the Company receives an environmental complaint from the public regarding the operation of the Equipment approved by this Approval,

the Company shall take the following steps:

a. Record and number each complaint, either electronically or in a log book. The record shall include the following information: the time and date of the complaint and incident to which the complaint relates, the nature of the complaint, wind direction at the time and date of the incident to which the complaint relates and, if known, the address of the complainant.

b. Notify the District Manager of the complaint within two (2) business days after the complaint is received, or in a manner acceptable to the District Manager.

c. Initiate appropriate steps to determine all possible causes of the complaint, and take the necessary actions to appropriately deal with the cause of the subject matter of the complaint.

d. Complete and retain on-site a report written within five (5) business days of the complaint date. The report shall list the actions taken to appropriately deal with the cause of the complaint and set out steps to be taken to avoid the recurrence of similar incidents.

9. **RECORD KEEPING REQUIREMENTS**

1. Any information requested by any employee in or agent of the Ministry concerning the Facility and its operation under this Approval, including, but not limited to, any records required to be kept by this Approval, shall be provided to the employee in or agent of the Ministry, upon request**,** in a timely manner.

2. Unless otherwise specified in this Approval, the Company shall retain, for a minimum of five (5) years from the date of their creation all reports, records and information described in this Approval, including,

a. a copy of the Original ESDM Report and each updated version;

b. supporting information used in the emission rate calculations performed in the ESDM Reports;

c. the records in the Log;

d. copies of each Written Summary Form prepared under Condition 6.1 of this Approval;

e. records of maintenance, repair and inspection of Equipment related to all Processes with Significant Environmental Aspects; and

f. all records related to environmental complaints made by the public as required by Condition 8 of this Approval.

10. **CHANGE OF OWNERSHIP**
    1. The Company shall notify the Director in writing, and forward a copy of the notification to the District Manger, within thirty (30) days of the occurrence of any changes to facility operations;
        a. the ownership of the Facility;
        b. the operator of the Facility;
        c. the address of the Company;
        d. the partners, where the Company is or any time becomes a partnership and a copy of the most recent declaration filed under the *Business Names Act,* R.S.O. 1990, c. B.17, shall be included in the notification;
        e. the name of the corporation where the Company is or at any time becomes a corporation, other than a municipal corporation, and a copy of the most current information filed under the Corporations Information Act, R.S.O. 1990, c. C.39, shall be included in the notification.
    2. In the event of any change in ownership of the Facility, the Company shall notify the successor of the existence of this Approval and provide the successor with a copy of this Approval, and the Company shall provide a copy of the notification to the District Manager and the Director.
11. **REVOCATION OF PREVIOUS APPROVALS**
    1. This Approval replaces and revokes all Certificates of Approval (Air) issued under section 9 EPA and Environmental Compliance Approvals issued under Part II.1 EPA to the Facility in regards to the activities mentioned in subsection 9(1) of the EPA and dated prior to the date of this Approval.

# SCHEDULE A

# Supporting Documentation

1. Environmental Compliance Approval Application, dated September 13, 2023, signed by Jason Koebel and submitted by the Company;
2. Emission Summary and Dispersion Modelling Report, prepared by Jennifer Francis and dated September 22, 2023;
3. Primary Noise Screening Method Form (PNSMF) prepared by GHD Ltd., dated October 2, 2023 and signed by Jennifer Francis.
4. Email updates provided by Dylan Smith from GHD, dated January 29, 2024 and August 2, 2024 that includes:
    1. Standard Operating Procedure for Sampling Drums & Small Containers;

2. Laboratory Testing and Equipment Procedures;
3. Quality Control Procedures for PCB's;
4. Standard Operating Procedure for Sampling of Incoming Materials;
5. Sample Solvent Analysis;
6. Sample product Batch Analysis;
7. Revised Emission Summary and Dispersion Modelling Report, prepared by Jennifer Francis and dated August 2, 2024;

*The reasons for the imposition of these terms and conditions are as follows:*

1. **GENERAL**
   Condition No. 1 is included to require the Approval holder to build, operate and maintain the Facility in accordance with the Supporting Documentation in Schedule A considered by the Director in issuing this Approval.
2. **LIMITED OPERATIONAL FLEXIBILITY, REQUIREMENT TO REQUEST AN ACCEPTABLE POINT OF IMPINGEMENT CONCENTRATION AND PERFORMANCE LIMITS**
   Conditions No. 2, 3 and 4 are included to limit and define the Modifications permitted by this Approval, and to set out the circumstances in which the Company shall request approval of an Acceptable Point of Impingement Concentration prior to making Modifications. The holder of the Approval is approved for operational flexibility for the Facility that is consistent with the description of the operations included with the application up to the Facility Production Limit. In return for the operational flexibility, the Approval places performance based limits that cannot be exceeded under the terms of this Approval. Approval holders will still have to obtain other relevant approvals required to operate the Facility, including requirements under other environmental legislation such as the Environmental Assessment Act.
3. **DOCUMENTATION REQUIREMENTS**
   Condition No. 5 is included to require the Company to maintain ongoing documentation that demonstrates compliance with the performance limits as specified in Condition 4 of this Approval and allows the Ministry to monitor on-going compliance with these performance limits. The Company is required to have up to date Noise Screening Documents and an up to date ESDM Report that describes the Facility at all times and make the Emission Summary Table from that report and the Noise Screening Documents available to the public on an ongoing basis in order to maintain public communication with regard to the

emissions from the Facility.

4. **WRITTEN SUMMARY FORM**
   Condition No. 6 is included to require the Company to prepare, and make available to the Ministry upon request, a yearly Written Summary Form, to assist the Ministry with the review of the site's compliance with the EPA, the regulations and this Approval.
5. **OPERATION AND MAINTENANCE**
   Condition No. 7 is included to require the Company to properly operate and maintain the Processes with Significant Environmental Aspects to minimize the impact to the environment from these processes.
6. **COMPLAINTS RECORDING AND REPORTING PROCEDURE**
   Condition No. 8 is included to require the Company to respond to any environmental complaints regarding the operation of the Equipment, according to a procedure that includes methods for preventing recurrence of similar incidents and a requirement to prepare and retain a written report.
7. **RECORD KEEPING REQUIREMENTS**
   Condition No. 9 is included to require the Company to retain all documentation related to this Approval and provide access to employees in or agents of the Ministry, upon request, so that the Ministry can determine if a more detailed review of compliance with the performance limits as specified in Condition 4 of this Approval is necessary.
8. **CHANGE OF OWNERSHIP**
   Condition No. 10 is included to require the Company to notify/report to the Ministry so that compliance with the EPA, the regulations and this Approval can be verified.
9. **REVOCATION OF PREVIOUS APPROVALS**
   Condition No. 11 is included to identify that this Approval replaces all Section 9 Certificate(s) of Approval and Part II.1 Approvals in regards to the activities mentioned in subsection 9(1) of the EPA and dated prior to the date of this Approval.

**Upon issuance of the environmental compliance approval, I hereby revoke Approval No(s). 5718-9AYJBB issued on September 3, 2013**

In accordance with Section 139 of the *Environmental Protection Act,* you may by written notice served upon me, the Ontario Land Tribunal and in accordance with Section 47 of the *Environmental Bill of Rights,* 1993, the Minister of the Environment, Conservation and Parks, within 15 days after receipt of this notice, require a hearing by the Tribunal. The Minister of the Environment, Conservation and Parks will place notice of your appeal on the Environmental Registry. Section 142 of the *Environmental Protection Act* provides that the notice requiring the hearing ("the Notice") shall state:

a. The portions of the environmental compliance approval or each term or condition in the environmental compliance approval in respect of which the hearing is required, and;

b. The grounds on which you intend to rely at the hearing in relation to each portion appealed.

Pursuant to subsection 139(3) of the *Environmental Protection Act,* a hearing may not be required with respect to any terms and conditions in this environmental compliance approval, if the terms and conditions are substantially the same as those contained in an approval that is amended or revoked by this environmental compliance approval.

The Notice should also include:

1. The name of the appellant;
2. The address of the appellant;
3. The environmental compliance approval number;
4. The date of the environmental compliance approval;
5. The name of the Director, and;
6. The municipality or municipalities within which the project is to be engaged in.

And the Notice should be signed and dated by the appellant.

This Notice must be served upon:

Registrar*
Ontario Land Tribunal
655 Bay Street, Suite 1500
Toronto, Ontario
M5G 1E5
OLT.Registrar@ontario.ca

and

The Minister of the Environment, Conservation and Parks
777 Bay Street, 5th Floor
Toronto, Ontario
M7A 2J3

and

The Director appointed for the purposes of Part II.1 of the *Environmental Protection Act*
Ministry of the Environment, Conservation and Parks
135 St. Clair Avenue West, 1st Floor
Toronto, Ontario
M4V 1P5

*** Further information on the Ontario Land Tribunal's requirements for an appeal can be obtained directly from the Tribunal at: Tel: (416) 212-6349 or 1 (866) 448-2248, or** www.olt.gov.on.ca

This instrument is subject to Section 38 of the *Environmental Bill of Rights,* 1993, that allows residents of Ontario to seek leave to appeal the decision on this instrument. Residents of Ontario may seek leave to appeal within 15 days from the date this decision is placed on the Environmental Registry. By accessing the Environmental Registry at https://ero.ontario.ca/, you can determine when the leave to appeal period ends.

The above noted activity is approved under s.20.3 of Part II.1 of the *Environmental Protection Act.*

DATED AT TORONTO this 27th day of August, 2024

Nancy Organca

Nancy E Orpana, P.Eng.
Director
appointed for the purposes of Part II.1 of the *Environmental Protection Act*

TC/
c: District Manager, MECP Halton-Peel
Jennifer Francis, GHD Ltd.

# Appendix E Stationary Source Data

## Environmental Noise Study

150 Steeles Avenue East – Milton, ON

**150 Steeles Milton Inc. (Neat Communities)**

SLR Project No.: 241.031807.00001

February 18, 2026

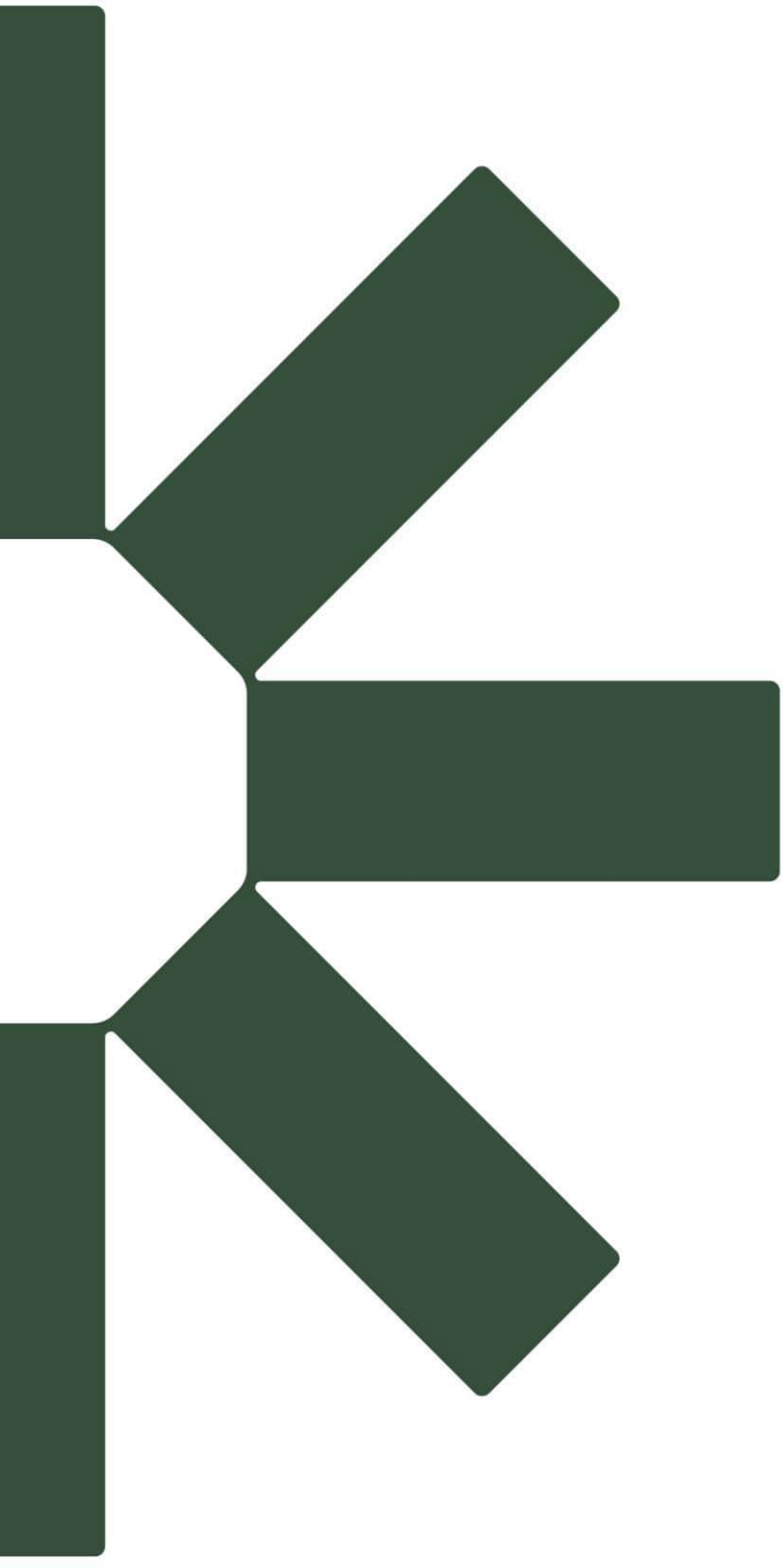
**Table E.1 STATIONARY SOURCE MODELLING DATA**

| Source Description | Maximum Sound Power Level (1/1 Octave Bands) | | | | | | | | | Modelled Sound Power Level (dBA) | Source Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | 31.5 | 63 | 125 | 250 | 500 | 1000 | 2000 | 4000 | 8000 | | |
| Rooftop 5-ton HVAC Units | 77 | 80 | 81 | 81 | 80 | 78 | 74 | 70 | 64 | 83 | Based on historical SLR data<br>- Operates 60 minutes per hour during day/evening hours<br>- Operates 30 minutes per hour during night |
| Rooftop 10-ton HVAC Units | 80 | 83 | 84 | 84 | 83 | 81 | 77 | 73 | 67 | 86 | Based on historical SLR data<br>- Operates 60 minutes per hour during day/evening hours<br>- Operates 30 minutes per hour during night |
| Rooftop 20-ton HVAC Units | 89 | 92 | 93 | 93 | 92 | 90 | 86 | 82 | 76 | 95 | Based on historical SLR data<br>- Operates 60 minutes per hour during day/evening hours<br>- Operates 30 minutes per hour during night |
| Air Cooled Condenser - 3 fan | | 95 | 101 | 95 | 91 | 87 | 82 | 76 | 67 | 93 | Based on historical SLR data<br>- Operates 45 minutes per hour during day/evening hours<br>- Operates 30 minutes per hour during night (Reduced for School during unoccupied hours) |
| Air Cooled Condenser - 6 fan | | 98 | 104 | 98 | 94 | 90 | 85 | 79 | 70 | 96 | Based on historical SLR data<br>- Operates 45 minutes per hour during day/evening hours<br>- Operates 30 minutes per hour during night (Reduced for School during unoccupied hours) |
| Air Cooled Condenser - 8 fan | | 99 | 105 | 99 | 95 | 91 | 86 | 80 | 71 | 97 | Based on historical SLR data<br>- Operates 45 minutes per hour during day/evening hours<br>- Operates 30 minutes per hour during night |
| Air Cooled Condenser - 12 fan | | 101 | 107 | 101 | 97 | 93 | 88 | 82 | 73 | 99 | Based on historical SLR data<br>- Operates 45 minutes per hour during day/evening hours<br>- Operates 30 minutes per hour during night |
| Generic Exhaust Fan- Small | | 83 | 93 | 88 | 82 | 77 | 75 | 69 | 66 | 85 | Based on historical SLR data<br>- Operates 60 minutes per hour during day/evening hours<br>- Operates 30 minutes per hour during night |
| Generic Exhaust Fan- Medium | | 99 | 99 | 92 | 88 | 82 | 78 | 72 | 66 | 90 | Based on historical SLR data<br>- Operates 60 minutes per hour during day/evening hours<br>- Operates 30 minutes per hour during night |
| Heavy Truck - Idling | 19 | 93 | 88 | 83 | 90 | 87 | 88 | 82 | 71 | 93 | Based on historical SLR data<br>- Operates 15 minutes per hour period varies based on facility hours |
| Heavy Truck - Passby | 98 | 101 | 101 | 97 | 96 | 96 | 92 | 84 | 78 | 100 | Based on historical SLR data<br>- Varies based on facility. |
| Front End Loader | 102 | 109 | 103 | 101 | 104 | 101 | 95 | 90 | 88 | 105 | Based on historical SLR data<br>- assumed up to one (1) during the day and evening hours only. |
| Ready-Mix Truck Wash and Mix | 105 | 109.3 | 108 | 109 | 104 | 101 | 99.8 | 94.5 | 86.7 | 107.3 | Based on historical SLR data<br>- Operates 20 minutes per hour during day/evening hours<br>- Operates 10 minutes per hour during night |
| Ready-Mix Pneumatic Unloading | 116 | 118 | 111 | 110 | 108 | 107 | 102 | 95 | 86 | 111 | Based on historical SLR data<br>- Operates 60 minutes per hour during day/evening hours<br>- Operates 20 minutes per hour during night |
| Impact Gun | | 74 | 75 | 81 | 85 | 89 | 89 | 92 | 93 | 97 | Based on historical SLR data<br>- Operates 5 minutes per hour during day and evening hours only |
| Air Compressor | | 71.5 | 75.3 | 72.4 | 78.9 | 78.5 | 76.1 | 68.5 | 65.1 | 82.5 | Based on historical SLR data<br>- Operates 1 minute per hour during day and evening hours only |
| Large Empty Garbage Bin Drop | | 109.5 | 111 | 118 | 123 | 113 | 111 | 106 | 106 | 121.5 | Based on historical SLR data<br>- Assume up to 1 event per hour. |
| Truck+Trailer Coupling/Uncoupling | 111 | 113 | 108 | 111 | 110 | 108 | 103 | 97 | 93 | 112 | Based on historical SLR data<br>- Refere to Table E.2 |

# Appendix E - Noise Source Data - Impulsive Noise Assessment

**Table E2: Inventory of Total Impulse Events during Predictable Worst-Case Hour - Unmitigated Scenario**

| Source | Number of Impulses | | | $L_{LM}$ Correction per Source | | |
|---|---|---|---|---|---|---|
| | Day | Eve | Night | Day | Eve | Night |
| Active Transport Coupling/Uncoupling 1 | 3 | 0 | 0 | -9.9 | | |
| Active Transport Coupling/Uncoupling 2 | 3 | 0 | 0 | -9.9 | | |
| Active Transport Coupling/Uncoupling 3 | 3 | 0 | 0 | -9.9 | | |
| Active Transport Coupling/Uncoupling 4 | 3 | 0 | 0 | -9.9 | | |
| Active Transport Coupling/Uncoupling 5 | 3 | 0 | 0 | -9.9 | | |
| G&D Tank and trailer Coupling/Uncoupling | 3 | 1 | 1 | -9.9 | -7.0 | -7.0 |
| Aimco Loading/Unloading and Coupling/Uncoupling 1 | 1 | 0 | 0 | -14.6 | | |
| Aimco Loading/Unloading and Coupling/Uncoupling 1 | 1 | 0 | 0 | -14.6 | | |
| Slingshot Yard Coupling/Uncoupling 1 | 6 | 3 | 3 | -6.8 | -2.2 | -2.2 |
| Slingshot yard Coupling/Uncoupling 2 | 2 | 1 | 1 | -11.6 | -7.0 | -7.0 |
| Active Transport mechanics | 1 | 0 | 0 | -14.6 | | |
| **TOTAL IMPULSES - WORST CASE HOUR** | **29** | **5** | **5** | | | |



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