May 17, 2023

Trojan Gate Developments Limited
242 Hillhurst Boulevard
Toronto, Ontario, M5N 1P4

Attn: Gerald Weiss
geraldweiss2@yahoo.ca

Dear Mr. Weiss:

Re: Peer Review Response Letter 2
15, 17, 19 Milliken Boulevard (Parcel 1 & 3),
21 Trojan Gate Boulevard, 2901-2913 Kennedy Road
(Parcel 2), and 4040 Finch Avenue Scarborough
GW File No.: 21-177-Response Letter 2

1. INTRODUCTION

This letter describes how we have addressed the second round of peer-review comments prepared by Burnside in their Peer Review document dated February 28, 2023, pertaining to the Land Use Compatibility and Mitigation study for the proposed development located 15, 17, 19 Milliken Boulevard (Parcel 1& 3), 21 Trojan Gate Boulevard, and 2901-2913 Kennedy Road (Parcel 2) in Scarborough, Ontario. Below is a summary of how each of the comments relating to the noted study have been addressed. The number sequence below is in reference to each of the numbered comments continued in the Peer Review document. This letter is supplemental to our revised Land Use Compatibility (LUC) report (*ref. GW21-177-LUC Final R1, dated December 21, 2022*).

2. LAND USE COMPATIBILITY COMMENTS

***2**. Information regarding complaint history, if any, should be included in the Comparability Study.*

Gradient Wind concluded that due to lengthy processing times and intrinsic nature of the focus area and its surroundings, complaint history received from Freedom of Information (FOI) request would not be a crucial aspect of the analysis and would likely have a negligible impact on the overall findings. While we agree on the lengthy processing time, it is the City's decision whether this requirement will be waived.

GW Response: Acknowledged.

***3**. A stationary noise source impact assessment from Assured Automotive should be provided to show that mitigation measures, if required, will be feasible.*

Outstanding. It was acknowledged that Assured Automotive has an open service bay with potential noise emissions. Gradient Wind assumed that noise levels from existing stationary noise equipment are expected to be below ambient noise levels produced from nearby arterial roadway traffic. Background levels were not provided; therefore, we cannot confirm this conclusion.

The noise impact assessment from this operation was deferred to later. In our opinion, assessing off-site stationary noise impacts on the proposed development at an early stage will provide a better understanding of the feasibility of the future site plan and can be a useful tool in planning of the optimum sensitive land use areas when known whether any exceedances are expected.

GW Response: Acknowledged. There is currently no concept plan and points of reception are yet to be determined. Finch Avenue is a 4-lane arterial roadway and would contribute to elevated background noise levels at much of the proposed development site. Further, Kennedy Road, Milliken Road and the rail line will contribute to ambient noise levels. Non-noise sensitive uses within the study site could act as a buffer from surrounding stationary noise sources, if necessary.

***4**. A summary of the industrial / commercial operations within 300 m of the Site should be included in the report. Partially addressed.*

Partially addressed. A summary of facilities was included in Table 2. Based on satellite images, it appears the list is not comprehensive and there are other operations within 300 m not included in the list, e.g., Brilliant Home Products Manufacturing Company operating at 100 Silver Star Boulevard, etc. All facilities should be summarized to ensure no Class II facilities are overlooked and impacts not considered.

The property at 55 Milliken Boulevard was identified as an abandoned warehouse. If no business is operating on this property currently, it should be assessed as a vacant lot based on the activities allowed in the zoning by-law. Considering the large size of the building, the loading dock area with six bays and considerable ventilation system exhausts on the southwest side facing the proposed development, this

property has the potential to generate significant noise. Introducing a sensitive area close to this operation can put a significant restriction on the future operations at this property.

GW Response: Gradient Wind only included operations with an active ECA, or those observed to be a significant producer of air quality or noise emissions. The property at 100 Silver Star Boulevard does not have an ECA and does not have the characteristics of a Class II industry. Any future operation at the 55 Miliken Boulevard property will be required to undergo environmental studies for ECA, including any necessary mitigation measures to ensure there are no off-site impacts at sensitive properties, effectively downgrading the industry classification.

***5**. Potential noise impact from surrounding operations should be addressed.*

Outstanding. HVAC equipment at 2885 Kennedy Road was acknowledged; however, it was noted that since equipment is expected to have low tonnage rating and is positioned on a roof deck, the impact can be considered insignificant. We disagree with this conclusion. Based on aerial view, some of the units have two fans, which as standard practice, would be assumed to be 10 ton units, not low tonnage. As noted in the first submission peer review letter, if tall residential towers are proposed, these rooftop mechanical units can be facing some of the residential windows; therefore, have potential for a negative impact.

GW Response: The noted property in question is a church/place of worship which is itself noise sensitive. It is also adjacent to low-rise residential, opposite Kennedy Road. Kennedy Road is a 4-lane arterial roadway which will contribute to elevated levels of background noise. The rooftop equipment in question is typical for any commercial property in an urban area where exposure to mid and high-rise residential is not uncommon. A detailed analysis of stationary noise impacts therefore can be deferred to a later stage of the development, once building massing has been finalized.

***6**. Vibrations measurements should be performed to ensure that mitigation measures, if any, will be feasible for the development.*

Outstanding. Gradient Wind noted that ground vibration impacts would be considered as part of the detailed study. As mentioned in the first submission peer review letter, the vibration assessment should be done at the early stage to ensure mitigation measures (if required) will be feasible at the proposed Site. We noted that this recommendation is mainly for the protection of the proponent, because if significant

vibration mitigation is required, the cost of that mitigation could significantly impact the viability of the project.

GW Response: Gradient Wind is comfortable with deferring this work to a later stage, based on the setback distance from the rail line and Gradient Wind's past experience with railway vibrations from Metrolinx corridors. At a minimum, a 30 m safety setback and/or crash wall will be required, which provides a buffer to reduce vibration impacts. Based on our experience, we find this buffer generally provides sufficient attenuation of ground vibrations. However, we agree that vibration measurements should be undertaken once a design concept is available.

***7**. The impact of the proposed land conversion on the surrounding employment areas should be discussed.*

Outstanding. Section 4 Impacts on Employment Lands was added to the Compatibility Assessment. Gradient Wind discussed the designation of the surrounding lands, importance of preserving employments lands, potential of the proposed development to incorporate retail restaurant and office use, as well as supporting the growth of population ridership on the GO system. However, the key point of how introduction of the sensitive land use will impact nearby employment lands was not discussed.

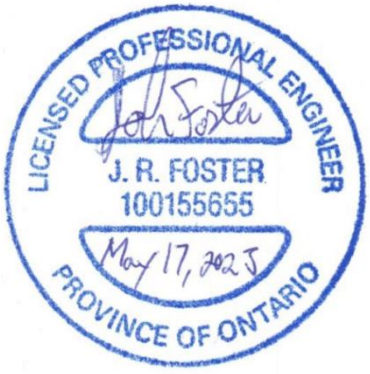
GW Response: Gradient Wind does not anticipate any impacts to employment lands under existing operations as defined in their respective ECAs. Should any of the surrounding businesses wish to expand operations, or should a new business be introduced within the employment lands, these businesses will be required to undergo new environmental studies for ECA, including any necessary mitigation measures to ensure there are no off-site impacts at sensitive properties, including the proposed development.

Gradient Wind also acknowledges Burnside's comments in their memo regarding the expansion of the subject site to include the parcel at 4040 Finch Avenue East. This addition occurred after the issuance of our revised LUC report. This does not impact the conclusions of our analysis and report.

This concludes our response letter to address the peer-review comments pertaining to the LUC study conducted by Gradient Wind for the proposed mixed-use development to be located at 15, 17, 19 Milliken Boulevard (Parcel 1 & 3), 21 Trojan Gate Boulevard, and 2901-2913 Kennedy Road (Parcel 2), Scarborough. If you have any questions or wish to discuss our findings, please contact the undersigned.

Sincerely,

Gradient Wind Engineering Inc.



Michael Lafortune, C.E.T.
Environmental Scientist

Joshua Foster, P.Eng.
Lead Engineer

Gradient Wind File #21-177-Response Letter 2