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Noise Feasibility Study
Proposed Mixed-Use/Residential Development
Brant & Ghent
Burlington, Ontario

Prepared for:

Brant Street Venture Inc.
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May 14, 2021

HGC Project No: 02000534

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1 Introduction & Summary

Howe Gastmeier Chapnik Limited (HGC Engineering) was retained by Brant Street Venture Inc. to complete a Noise Feasibility Study for a proposed mixed-use/residential development, to be located at the northeast, northwest, and southeast corners of the intersection of Brant Street and Ghent Avenue, in Burlington, Ontario. This study is based on architectural drawings prepared by Graziana + Corazza Architects Inc. dated April 30, 2021.

The proposed development will include four mixed-use buildings between 9 to 25 storeys in height.

The noises source impacting the development were determined to be road traffic on Brant Street, Ghent Avenue and Fairview Street; and rail traffic on the Canadian National (CN) railway subdivisions to the north. Traffic volumes for the roadways and rail lines were obtained from the relevant authorities and adjusted as warranted to account for future potential growth. Road and rail traffic data were used to estimate future sound levels (L_{EQ}) at the location of the proposed building façades. The estimated sound levels were evaluated with respect to the guidelines of the Ministry of the Environment, Conservation and Parks (MECP) and CN.

The sound level predictions indicate that the future road traffic sound levels will exceed MECP guidelines at the buildings in the proposed development. Central air-conditioning is required for all buildings in the proposed development. Upgraded building and glazing constructions are required for the proposed buildings. Warning clauses are recommended to inform the residents of the building of the traffic noise impacts and the presence of nearby commercial/office/retail facilities.

As this project is at an early stage of development, a review should be conducted to verify and/or refine the acoustic recommendations when more detailed floor plans and elevations are available. In addition, an acoustical consultant should review the mechanical drawings and details of demising constructions, when available, to help ensure that the noise impact of the development on the environment, and of the development on itself, are maintained within acceptable levels.

2 Site Description

The subject property is located at the northwest, northeast, and southeast corner of the intersection of Brant Street and Ghent Avenue, in Burlington, Ontario. A key plan is attached as Figure 1, and the proposed site plan is attached as Figure 3. Surrounding uses are identified in Figure 2. Preliminary floor plans and building elevations are included in Appendix D.

According to the referenced architectural drawings, the subject properties are located on the northwest (Phase 1), northeast (Phase 2), and southeast (Phase 3) corners of the intersection of Brant Street and Ghent Avenue. The municipal addresses of each phase are provided below:

Phase 1: 774, 778, 782 Brant Street
Phase 2: 769, 779,783 Brant Street and 2023, 2027, 2031-2033 Ghent Avenue
Phase 3: 747, 761 Brant Street

The drawings indicate that Phase 1 of the development will consist of a 14-storey and 25-storey residential tower above a common 10-storey podium and three levels of underground parking. Phase 2 will consist of a 25-storey residential tower above a 10-storey podium and two levels of underground parking. Retail uses are proposed on the ground floor of the proposed buildings in Phase 1 and 2. Phase 3 will consist of a 9-storey residential building and two levels of underground parking.

A site visit was made by HGC Engineering personnel in August 2020, to make observations of the acoustical environment and to identify the significant noise sources in the vicinity.

The area is considered to be Class I (urban) in terms of its acoustical environment. The subject sites are currently occupied by a parking lot, residential buildings, and commercial buildings, all of which will be demolished to make way for the proposed development. The surrounding land includes retail, commercial and residential uses. Sounds were not audible at the time of the site visit. Road traffic Brant Street was confirmed to be the dominant source of noise in the area, with secondary contributions from road traffic on Ghent Avenue and Fairview Street, and rail traffic in the rail corridor to the north. There are no significant sources of stationary noise within 500 m of the subject site.

The subject site is located more than 75 m away from any sources of vibration such as rail lines, street cars and subways. Vibration measurements are therefore not required for the subject site.

3 Transportation Noise Assessment

3.1 Road and Rail Noise Criteria

Guidelines for acceptable levels of road and rail traffic noise impacting residential developments are given in the MECP publication NPC-300, "Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning", Part C release date October 21, 2013 and are listed in Table 1 below. The values in Table 1 are energy equivalent (average) sound levels [L_{EQ}] in units of A weighted decibels [dBA].

Table 1: Road and Rail Traffic Noise Criteria

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

Daytime refers to the period between 07:00 and 23:00, while nighttime refers to the period between 23:00 and 07:00. Living areas include dining rooms, dens, studies, etc. Corridors and washrooms are not considered to be noise-sensitive areas.

The term "Outdoor Living Area" (OLA) is used in reference to an outdoor patio, a backyard, a terrace, a garden, or common areas associated with high-rise multi-unit buildings where passive outdoor recreation is expected to occur. Balconies and elevated terraces (e.g., rooftops) with a depth of less than 4 meters are not considered OLAs under MECP guidelines, and accordingly the noise criteria are not applicable there, unless they are the only OLA for the occupant.

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

the OLA sound level to below 60 dBA and as close to 55 dBA as technically, economically and administratively feasible.

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

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

Building components such as walls, windows and doors must be designed to achieve indoor sound level criteria when the sound level at the façade is greater than 60 dBA or the daytime sound level is greater than 65 dBA due to road traffic noise and greater than 55 dBA due to nighttime or greater than 60 dBA during the daytime hours due to rail traffic noise.

Railway guidelines recommend brick exterior walls from foundation to rafters as a minimum construction for any dwellings with a 24 hour L_{EQ} that is greater than 60 dBA, and which are within 100 m of the right of way of the railway.

The railways also provide minimum requirements for safety as well as sound and vibration for proposed residential developments located adjacent to their rights-of-way. These refer to minimum required setbacks, berms, fencing and warning clauses. The reader is referred to a copy of CN requirements for a new development adjacent to a principal main rail line, which is located in Appendix A.

3.2 Traffic Noise Predictions

3.2.1 Road Traffic Data

Traffic data for Brant Street, Ghent Avenue, and Fairview Street were obtained from the City of Burlington Traffic Services and is included in Appendix B. Traffic volumes were conservatively assumed to grow at a typical rate of 2.5%/yr on all roadways, and average future daytime (07:00 to 23:00) and night-time (23:00 to 07:00) hourly volumes that will exist in 10 years (2031) were then calculated. The resulting future traffic volumes are listed in Table 2, in addition to calculated commercial vehicle (truck) percentages and the posted speed limit for each roadway. A 90%/10% day/night split was used for the three roadways.

Table 2: Projected Road Traffic Data for 2031

Road Name		Cars	Medium Trucks	Heavy Trucks	Total
Brant Street	Daytime	22 146	721	1 153	24 019
	Nighttime	2 461	80	128	2 669
	Total	**24 607**	**801**	**1 281**	**26 688**
Ghent Avenue	Daytime	5 283	184	294	5 761
	Nighttime	587	20	33	640
	Total	**5 870**	**205**	**326**	**6 401**
Fairview Street	Daytime	52 076	1 214	1 876	55 165
	Nighttime	5 786	135	208	6 129
	Total	**57 862**	**1 348**	**2 084**	**61 295**

3.2.2 Rail Traffic Data

Rail traffic data was recently obtained from both GO Transit and CN representatives and is included in Appendix C. The data was projected to the year 2031 at an assumed growth of 2.5%/year, as required by MECP and CN guidelines. The rail volumes used in the analysis are summarized in Table 3.

Table 3: Rail Traffic Data Projected to Year 2031

Type of Train	Number of Trains Day/ Night	Number of locomotives	Number of cars	Max Speed (KPH)
CN – Oakville Subdivision				
Way Freight	5 / 3	4	25	97
Passenger	17 / 0	2	10	129
GO	197 / 47	1	12	153
CN – Halton Subdivision				
Freight	13 / 5	4	140	80
Way Freight	3 / 0	2	25	80

Note: All GO trains have been modeled as diesel trains as per recent direction from Metrolinx.

3.2.3 Prediction Results

To assess the levels of traffic noise that will impact the site, predictions were made using a numerical computer modelling package (*Cadna-A version 2021 MR1 (32 bit): build 183.5110)*. The model is based on the methods from ISO Standard 9613-2.2, "*Acoustics - Attenuation of Sound During Propagation Outdoors*", which accounts for reduction in sound level with distance due to geometrical spreading, air absorption, ground attenuation and acoustical shielding by intervening structures. The road and rail sources were included in the model using line sources, calibrated to levels predicted in STAMSON 5.04, a computer algorithm developed by the MECP.

The model was used to predict traffic noise levels at each of the building façades. The maximum predicted sound levels at each of the building façades (for the extent of the total building height) calculated by Cadna-A are shown in Figures 4 and 5. A breakdown of the partial maximum sound level contributions from road and rail traffic noise sources at each façade are shown in Table 4 below.

Table 4: Worst Case Predicted Road and Rail Traffic Sound Levels [dBA], Without Mitigation

Phase	Building	Location Description	Daytime (16hr avg)			Night (8hr avg)		
			Road Traffic	Rail Traffic	Total	Road Traffic	Rail Traffic	Total
Phase 1	Podium	North Façade	64	61	65	58	59	61
		East Façade	68	57	68	61	54	62
		South Façade	65	<50	65	59	<45	59
		West Façade	59	58	61	56	56	58
	Tower A	North Façade	62	58	63	55	56	58
		East Façade	65	56	65	58	53	59
		South Façade	63	<50	63	56	46	56
		West Façade	56	57	59	<50	53	55
	Tower B	North Façade	58	59	61	53	56	57
		East Façade	60	56	61	54	53	56
		South Façade	61	<50	61	55	<45	55
		West Façade	57	57	59	53	55	56
Phase 2	Podium	North Façade	64	59	65	58	56	60
		East Façade	59	56	59	51	54	56
		South Façade	65	<50	65	59	<45	59
		West Façade	67	58	68	61	55	62
	Tower	North Façade	61	58	63	54	55	58
		East Façade	55	55	57	<50	52	53
		South Façade	61	<50	61	55	<45	55
		West Façade	64	56	64	57	53	59
Phase 3	Tower	North Façade	65	53	65	58	50	59
		East Façade	59	50	59	53	47	53
		South Façade	63	<50	63	56	<45	56
		West Façade	67	53	67	61	50	61

The preliminary plans indicate that there will be residential outdoor amenity spaces on the podiums of each building. Figure 3 shows the locations of the receivers used to predicted future noise levels in these areas. In accordance to NPC-300, the receptors for each elevated OLA listed below are located at the centre of the area. The results are summarized in Table 5.

Table 5: Predicted Sound Levels in OLA's*, [dBA]

Receiver	Phase	Location	Daytime L_{EQ} (16 hr)
R1	1	4/F	59
R2		11/F	59
R3	2	4/F	60
R4		11/F	57
R5	3	9/F	55

Note:
* Assuming a standard 1.07 m high parapet or solid railing for elevated terraces, except as noted.

3.2.4 Recommendations

The predictions indicate that the future traffic sound levels are high enough at façades with exposure to the major roadways to warrant certain minimum noise control features. The following discussion outlines recommendations for barriers, ventilation requirements, and upgraded building façade constructions, to achieve the noise criteria stated in Table 1.

3.2.4.1 Outdoor Living Areas

The predicted sound levels in the outdoor amenity areas on the podiums of the buildings will be between 55 dBA and 60 dBA, up to 5 dBA in excess of the MECP's limit of 55 dBA, assuming a standard minimum 1.07 m high solid parapet wall.

A barrier height table indicating the barrier heights needed to achieve 55 dBA in these areas are provided in Table 6.

Table 6: Acoustic Barrier Heights Required to achieve various Sound Levels, [m]

Receiver	55 dBA	56 dBA	57 dBA	58 dBA	59 dBA	60 dBA
R1	2.3	1.8	1.5	1.4	1.07	--
R2	1.4	1.3	1.3	1.2	1.07	--
R3	2.9	2.2	1.7	1.5	1.3	1.07
R4	1.2	--	1.07	--	--	--
R5	1.07	--	--	--	--	--

Consideration should be given in detailed design to integrate smaller structures or landscaping features to create quieter pockets or zones. Alternatively, these outdoor amenity areas could be reduced in size or relocated to an area that experiences greater shielding from the proposed or adjacent buildings.

The residential units may have balconies that are less than 4 metres in depth (which are exempt from the definition of OLA under MECP guidelines).

3.2.4.2 Indoor Living Areas and Ventilation Requirements

Central Air Conditioning

Predicted sound levels at most of the façades of the proposed buildings exceed 65 dBA during the day and/or 60 dBA during the night. To address these excesses, the MECP guidelines recommend that these dwellings be equipped with central air conditioning systems, so that the windows can be closed. It is understood that central air conditioning will be provided for the proposed buildings in any case.

Window or through-the-wall air conditioning units are not recommended for any residential units because of the noise they produce and because the units penetrate through the exterior wall which degrades the overall noise insulating properties of the envelope. The location, installation and sound ratings of the outdoor air conditioning devices should minimize noise impacts and comply with the criteria of MECP publication NPC-300, as applicable.

3.2.4.3 Building Façade Constructions

Given the projected future sound levels at the building facades, MECP guidelines recommend that the building envelope be designed so that indoor sound levels comply with the MECP noise criteria.

Preliminary calculations have been performed to determine the building envelope constructions likely to be required to maintain indoor sound levels within MECP guidelines. The calculation methods were developed by the National Research Council (NRC). They are based on the maximum predicted future sound levels at the building façades, and the anticipated areas of the façade components (walls, doors and windows) relative to the floor area of the adjacent room.

For the purposes of this preliminary analysis, typical window-to-floor area ratios were assumed to be 80% (assumed all fixed glass). Based upon these assumptions and the maximum predicted sound levels at the associated facades, the minimum sound transmission class (STC) ratings of fixed window glazing required to achieve the target indoor sound level criteria is STC-33. Note that these are minimums for the entire assembly (including mullions) and that test data should be provided to verify. If more glazing is incorporated, higher STC requirements may apply. Acoustical criteria for the building façades can be optimized as part of the detailed design of the building envelope, if required.

When detailed floor plans and elevations are available for the proposed buildings, a detailed noise study should be performed to specify wall and window requirements with sufficient acoustical insulation for the proposed buildings based on actual window to floor area ratios.

These calculations assume insignificant sound transmission through the walls in comparison with the windows. Exterior walls that are not glazed should have sufficient acoustical insulation value such that the noise transmitted through is negligible in comparison with the windows; to achieve this, exterior wall assemblies with a rating of at least 10 STC points above the surrounding window STC requirements are typically required, depending on the amount of wall area relative to window. In most cases, the wall sound insulation is much higher than this; sections of poured or pre-cast concrete will typically have a sound insulation rating of STC-55 or more, and can be

discounted. Insulated spandrel or metal panels backed by a drywall assembly generally have sound insulation ratings in the range of STC-45 to STC-60.

4 Stationary Noise Assessment

4.1 Criteria for Stationary Sources of Sound

Stationary sources of noise are defined as all sources that emit noise within a commercial or industrial facility boundary. The rooftop mechanical equipment and at-grade exhaust vents associated with the existing commercial building and proposed buildings can be classified as stationary sources of sound.

The Ministry of the Environment, Conservation and Parks (MECP) provides guidelines for the assessment of stationary noise sources. NPC-300 "Environment Noise Guideline Stationary and Transportation sources – Approval and Planning" referenced with regard to traffic noise is also intended for use in the planning of noise sensitive land uses adjacent to residential buildings.

The criteria are based on the background sound level at sensitive points of reception (which are typically residences) in the quietest hour that the source can be in operation. Background sound includes sound from road traffic and natural sounds, but excludes the sources under assessment. For relatively quiet areas where background sound may fall to low levels during some hours, NPC-300 stipulates various minimum limits. In class 1 areas, these limits are 50 dBA for daytime periods (07:00 to 23:00) and 45 dBA at night (23:00 to 07:00). To ensure a conservative analysis, the minimum exclusionary limits stated above will be used for all receptors.

The source sound levels for typical mechanical equipment obtained from past HGC Engineering project files were used as input to a predictive computer model (*Cadna-A version 2021 MR1 (32 bit): build 183.5110*), in order to estimate the sound levels at the neighbouring residential units and at the proposed building. Cadna/A is a computer implementation of ISO Standard 9613-2, *"Acoustics – Attenuation of Sound During Propagation Outdoors – Part 2: General Method of Calculation*", which takes into account attenuation due to distance (geometrical spreading), shielding by intervening structures and air attenuation.

4.2 Assessment of Proposed Stationary Noise Sources and their Impact on Adjacent Sensitive Receptors

At the time of this study, the design of the proposed building was in its initial stages, and the mechanical systems had not yet been developed. The City typically requires neoprene/rubber gaskets or alternative measures for any grates located on the driveways that are in a vehicle's path.

Per the City of Burlington's comment, a preliminary noise impact assessment of the mechanical equipment associated with the proposed residential development at existing residences has been conducted based on information obtained from similar residential buildings. The potential sources of concern associated with this development are understood to be parking garage exhaust fans and cooling units located in the rooftop mechanical penthouse. Most of the mechanical units will likely be located inside the rooftop mechanical penthouse with an opening at the top for the cooling tower.

There are existing residences to the surrounding the site and representative residences are considered to be the sensitive receptors in this assessment (RS1 to RS6). RS1 and RS2 are multi-storey residential buildings, and RS3 to RS6 are two-storey residential buildings. Receptor locations are shown as green crosses on Figure 6.

An overall outdoor sound power level of 92 dBA was assumed for the rooftop mechanical penthouse of each residential tower (cooling tower opening). The HVAC equipment was assumed to operate at 100% capacity during daytime hours and 50% during night-time hours. The parking garage exhaust fans are likely to be low pressure fans which will be connected to a carbon monoxide system and as such, the exhaust fans will only operate on an as needed basis. An overall sound power level of 79 dBA at the at-grade parking garage exhaust grates were assumed. The parking garage exhaust fans are assumed to operate at 50% capacity conservatively during daytime and night-time hours. Proposed noise sources are also shown on Figure 6.

Calculations at the worst-case location at each receptor, which are the top-storeys of RS1 and RS2, and the 3rd floors of RS3 to RS6, indicate that the predicted sound levels from the proposed

development using the assumptions stated above, can meet the applicable MECP sound level limits at residential receptors. The highest predicted daytime and night-time sound levels for each residential building are also shown on Figures 7 and 8.

The mechanical systems should be designed not to exceed the sound level assumptions mentioned above. A Professional Engineer qualified to perform acoustical engineering services should review the design of the mechanical building systems and the equipment selections when they have been determined, to ensure that the noise levels emitted by the development to the environment will meet the applicable MECP sound level limits.

4.3 Assessment of Existing Stationary Noise Sources and their Impact on the Proposed Building

There are rooftop mechanical equipment such as make-up air units and cooling towers at the existing residential buildings to the south and west of Phase 1. Existing noise sources are shown as green crosses Figure 9.

An overall outdoor sound power level of 92 dBA and 84 dBA was assumed for the cooling tower opening and the rooftop make-up air unit, respectively. The HVAC equipment was assumed to operate at 100% capacity during daytime hours and 50% during night-time hours. Calculations conducted at the proposed buildings indicate a maximum sound level impact of 43 dBA during the day, and 40 dBA during the night. These predicted sound levels are less than the MECP minimum exclusionary limit of 50 dBA during the daytime hours and 45 dBA during the nighttime hours, based on a typical worst-case operating scenario.

It is concluded that the sounds from the existing rooftop mechanical equipment are anticipated to comply with the MECP guidelines and physical mitigation is not required.

4.4 Impact of the Development on Itself

Section 5.9.1 of the Ontario Building Code (OBC) specifies the minimum required sound insulation characteristics for demising partitions, in terms of Sound Transmission Class (STC) values. In order to maintain adequate acoustical privacy between separate suites in a multi-tenant building, inter-suite walls should meet or exceed STC-50. Walls separating a suite from a noisy

space such as a refuse chute, or elevator shaft, should meet or exceed STC-55. In addition, it is recommended that the floor/ceiling constructions separating suites from any amenity or commercial spaces also meet or exceed STC-55. Tables 1 and 2 in Section SB-3 of the Supplementary Guideline to the OBC provide a comprehensive list of constructions that will meet the above requirements.

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

5 Warning Clauses

The MECP guidelines recommend that warning clauses be included in the property and tenancy agreements and offers of purchase and sale for all units/lots/blocks with anticipated traffic sound level excesses. Examples are provided below.

Suggested wording for buildings with sound level excesses the MECP criteria is given below:

Type A:

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

Suitable wording for future dwellings requiring forced air ventilation systems is given below.

Type B:

> 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 criteria of the Municipality and the Ministry of the Environment, Conservation and Parks.

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

Type C:

> 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 noise criteria of the Municipality and the Ministry of the Environment, Conservation and Parks.

Suggested wording for future dwellings with private balconies less than 4.0 m in depth is given below.

Type D:

> Purchasers/Tenants are advised that the private terraces of each unit are less than 4.0m in depth and are therefore not required to have noise mitigation measures as per the guidelines of Ministry of the Environment, Conservations and Parks. Sound levels due to road and rail traffic may interfere with some activities of the dwelling occupants use of their private terrace.

These sample clauses are provided only as examples, and can be modified by the owner's legal representative, in consultation with the City, in order to suit site-specific requirements.

6 Summary of Recommendations

The following list summarizes the recommendations made in this report:

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

2. Upgraded building and glazing constructions are required for the proposed buildings. Any exterior wall, and double-glazed window construction meeting the minimum requirements of the Ontario Building Code (OBC) will provide adequate sound insulation for the

proposed buildings. When detailed floor plans and building elevations are available, a detailed study should be conducted to refine acoustic requirements.

3. Warning clauses should be included in the property and tenancy agreements and offers of purchase and sale to inform future residents of the traffic noise issues.

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

6.1 Implementation

To ensure that the noise control recommendations outlined above are fully implemented, it is recommended that:

1) At the site plan stage, a Professional Engineer qualified to perform acoustical engineering services in the Province of Ontario should review the architectural plans and building elevations to refine glazing requirement based on actual window to floor areas ratios.

2) Prior to the issuance of occupancy permits for this development, the City's building inspector or a Professional Engineer qualified to provide acoustical engineering services in the Province of Ontario should certify that the noise control measures for the development have been properly incorporated, installed and constructed.

7 CONCLUSION

The results of this study indicate that the proposed development is feasible on this site from a noise impact perspective, with the inclusion of appropriate acoustical features. Preliminary design recommendations are provided herein. As this project is at an early stage of development, a review should be conducted to verify and/or refine the acoustic recommendations when more detailed floor plans and elevations are available. In addition, an acoustical consultant should review the mechanical drawings and details of demising constructions, when available, to help ensure that the noise impact of the development on the environment, and of the development on itself, are maintained within acceptable levels.

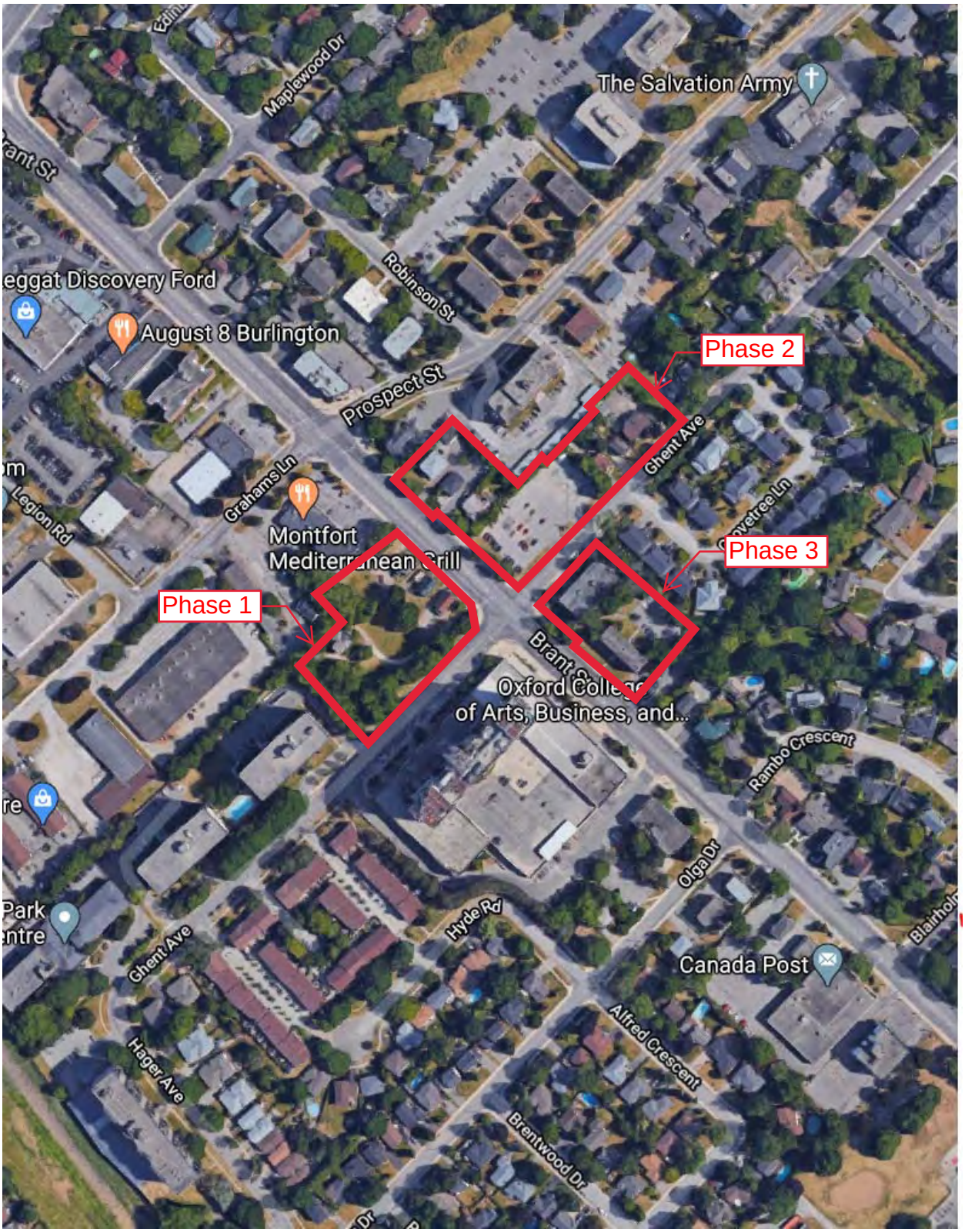


Figure 1: Key Plan

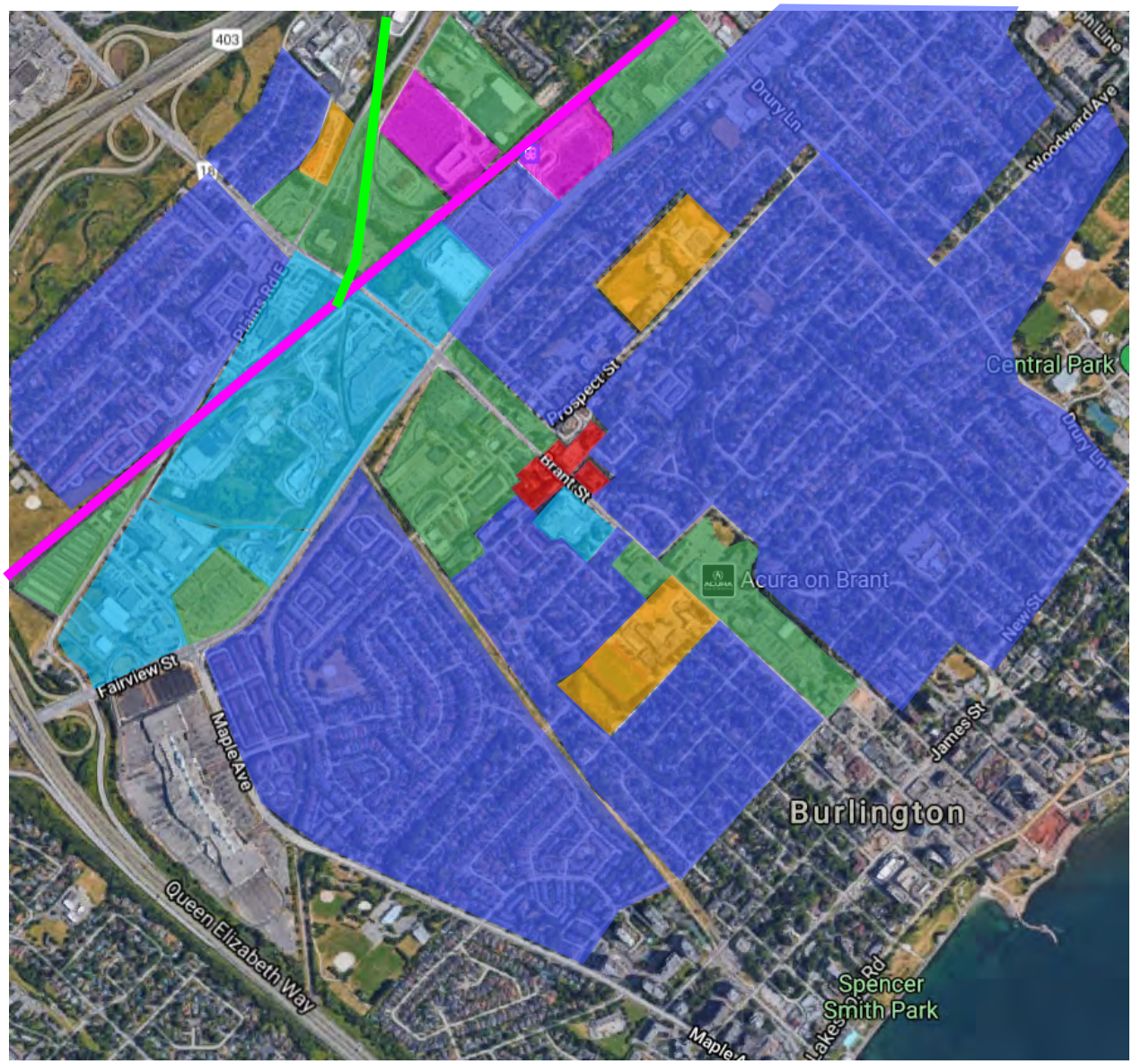


Figure 2: Surrounding Uses

LEGEND

- Subject Site
- Retail Uses
- Commercial/Industrial Uses
- Residential Uses
- Institutional Uses
- GO Station
- GO Rail Line
- CN Rail Line



Project Statistics	Permitted /Required	PHASE 1	PHASE 2	PHASE 3	TOTAL	PORCENTAGE
01. Site Area(m2)		6,704	6,598	3,833	17,135	
02. G.F.A (m2)						
Residential						
Above Grade		31,183	24,173	11,061	66,417	
Below Grade						
Retail						
Above Grade		934	402	0	1286	
Total		31977	24665	11061	67,703	
03. F.S.I						
		4.8	3.7	2.9		
04. Setbacks (m) *						
Above Grade						
North		3	3	3		
East		11	11	10		
South		0	0	0		
West		11	0	0		
Below Grade						
North		0.6	0	0.6		
East		0.6	0.6	0.6		
South		0.6	0	0		
West		0.6	0	0.6		
05. Unit Count **						
1 Bedroom		275	194	41	510	58%
2 Bedroom		129	103	71	303	34%
3 Bedroom		15	28	16	59	6%
Total		429	326	128	881	100%
06. Barrier Free Unit Count **						
1 Bedroom		15%	15%	15%		
2 Bedroom		15%	15%	15%		
3 Bedroom		15%	15%	15%		
Total						
* Total Barrier Free units included in Total unit count above**						
07. Parking						
Residential	(1.0/UNIT)	429	326	179	932	
Visitor/Retail	(0.25/UNIT)	91	48	0	140	
Total	1.25/UNIT	516	377	179	1072	
08. Bike Parking						
Residential		TBA	TBA	TBA		
Visitor		TBA	TBA	TBA		
Total						
09. Lockers						
		TBA	TBA	TBA		
10. Building Height						
		14.25 STY	25 STY	8 STY		
11.Amenity Space(m2)						
Indoor		1470	876	1153	3499	
Outdoor		2460	1570	654	4684	
Terraces/Balconies		6725	4766	1951	13442	
Total	2(min)/unit	9655	7212	3758	20625	23.41%
Pools		470	1870	95	2435	

* Measured to main building face
** Final unit count may vary depending on market demand.

LIST OF DRAWINGS

A 000	Cover Page	A 401	Exterior Elevations
A 100	Site Plan	A 402	Exterior Elevations
A 201	Underground Plan	A 403	Exterior Elevations
A 202	Underground Plan	A 404	Exterior Elevations
A 203	Underground Plan	A 405	Exterior Elevations
A 301	Ground Floor Plan	A 406	Exterior Elevations
A 302	2nd Floor Plan	A 407	Exterior Elevations
A 303	3rd Floor Plan	A 408	Exterior Elevations
A 304	4th Floor Plan	A 409	Exterior Elevations
A 305	5th Floor Plan	A 410	Exterior Elevations
A 306	6th Floor Plan	A 411	Exterior Elevations
A 307	7th Floor Plan	A 412	Exterior Elevations
A 308	8th -10th Floor Plans	A 413	Exterior Elevations
A 309	11th Floor Plan	A 414	Exterior Elevations
A 310	12th Floor Plan	A 501	Building Section
A 311	13th-14th Floor Plans	A 502	Building Section
A 312	15th-25th Floor Plans		

SURVEY INFORMATION

PLAN OF SURVEY OF
PART OF LOT 68,REGISTERED PLAN 99
PART OF BLOCK 'D', PLAN M-59
PART OF LOT 1, REGISTERED PLAN 125
PART OF LOT 2, REGISTERED PLAN 125
IN THE CITY OF BURLINGTON
REGIONAL MUNICIPALITY OF HALTON

A.T. McLaren LIMITED
69 JOHN STREET SOUTH, SUITE 230
HAMILTON, ONTARIO
L8N 2B9
telephone (905) 527 -8559

GENERAL NOTES

1. For landscaping, refer to landscape drawings.
2. For proposed grading, refer to landscape drawings and approved grading plan.
3. All perimeter existing information indicated taken from survey.
4. All work to be done in conformance with the 2012 Ontario Building Code (O.B.C., as amended)
5. All driveway with access onto City owned roadway conform to City of Burlington standards.

NOTES

1. Fire access route to existing buildings will be maintained during construction.
2. Accessibility for all pathway to Go Station, Wal-Mart during construction will be maintained.
3. The fire access route will be designed to support a load of not less than 11,363 kg per axle and have a change in gradient of not more than 1 in 12.5 over a minimum distance of 15m.
4. Fire Department access route will be constructed of hard surface material such as asphalt, concrete or lockstone.

KEY PLAN



VAN ACCESSIBLE SIGNAGE DETAIL



GFA definition

The sum of the areas of each floor of a building, but shall include a basement or cellar when used for commercial purpose. Measurement shall be from the exterior face of outside walls, or from the centre line of partition and common walls. Gross Floor Area shall not include floor space devoted to:
-Vehicle Parking
-Storage
-Air Handling Equipment
-Enclosed mall and hallways, excluding kiosk, stairways
-Elevators and associated equipment
Washrooms
-Foyers, lobbies, but not waiting areas/rooms

This drawing, as an instrument of service is provided by and is the property of Graziani + Corazza Architects Inc. The contractor must verify and accept responsibility for all dimensions and conditions on site and must notify Graziani + Corazza Architects Inc. of any variations from the supplied information. Graziani + Corazza Architects Inc. is not responsible for the accuracy of survey, structural, mechanical, electrical, etc., engineering information shown on this drawing. Refer to the appropriate engineering drawings before proceeding with the work. Construction must conform to all applicable codes and requirements of the authorities having jurisdiction. Unless otherwise noted, no investigation has been undertaken or reported on by this office in regards to the environmental condition of this site.

This drawing is not to be scaled. All architectural symbols indicated on this drawing are graphic representations only.

Conditions for electronic information transfer

Electronic information is supplied to the other associated firms to assist them in the execution of their work/review. The recipient firms must determine the completeness/appropriateness/relevance of the information in respect to their particular responsibility.

Graziani + Corazza Architects Inc. shall not be responsible for:
1. Errors, omissions, incompleteness due to loss of information in whole or part when information is transferred.
2. Transmission of any virus or damage to the receiving electronic system when information is transferred.

issued for revisions

GRAZIANI + CORAZZA ARCHITECTS INC.
1320 Stlawson Drive, Suite 100 Mississauga Ontario L4W 1C3
Phone: 905.795.2601 Fax 905.795.2644 www.gc-architects.com

Residential Development

BRANT+GHENT
PHASE 1,2 AND 3

Burlington Ontario

Project Architect:	B. Graziani
Assistant Designer:	S. Saleri/R. Aloni
Drawn By:	S. Saleri/R. Aloni
Checked By:	D. Biase
Plot Date:	Apr. 9, 2021
Job #	1398.16

SITE PLAN

1:400 A101

TITLEBLOCK SIZE: 610 x 900

Figure 2: Proposed Site Plan



FIGURE 4a: Daytime Sound Level Predictions At Phase 1 From Transportation Noise Sources, dBA



FIGURE 4b: Daytime Sound Level Predictions At Phase 2 From Transportation Noise Sources, dBA



FIGURE 4c: Daytime Sound Level Predictions At Phase 3 From Transportation Noise Sources, dBA



FIGURE 5a: Nighttime Sound Level Predictions At Phase 1 From Transportation Noise Sources, dBA



FIGURE 5b: Nighttime Sound Level Predictions At Phase 2 From Transportation Noise Sources, dBA



FIGURE 5c: Nighttime Sound Level Predictions At Phase 3 From Transportation Noise Sources, dBA



Figure 6: Proposed Noise Source Locations



Figure 7: Predicted Daytime Sound Levels from Proposed Stationary Noise Sources, dBA



Figure 8: Predicted Nighttime Sound Levels from Proposed Stationary Noise Sources, dBA



Figure 9: Existing Noise Source Locations

APPENDIX A

CN and Metrolinx Principle Mainline Requirements

Canadian National Railway Properties Inc.
Propriétés ferroviaires du Canadien National Inc.

277 Front Street West
Floor 8
Toronto, Ontario
M5V 2X7

Telephone: (416) 217-6961
Facsimile: (416) 217-6743

277, rue Front ouest
8e étage
Toronto (Ontario)
M5V 2X7

Téléphone: (416) 217-6961
Télécopieur: (416) 217-6743

PRINCIPAL MAIN LINE REQUIREMENTS

A. Safety setback of dwellings from the railway rights-of-way to be a minimum of 30 metres in conjunction with a safety berm. The safety berm shall be adjoining and parallel to the railway rights-of-way with returns at the ends, 2.5 metres above grade at the property line, with side slopes not steeper than 2.5 to 1.

B. The Owner shall engage a consultant to undertake an analysis of noise. At a minimum, a noise attenuation barrier shall be adjoining and parallel to the railway rights-of-way, having returns at the ends, and a minimum total height of 5.5 metres above top-of-rail. Acoustic fence to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre of surface area. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.

C. Ground-borne vibration transmission to be evaluated in a report through site testing to determine if dwellings within 75 metres of the railway rights-of-way will be impacted by vibration conditions in excess of 0.14 mm/sec RMS between 4 Hz and 200 Hz. The monitoring system should be capable of measuring frequencies between 4 Hz and 200 Hz, ±3 dB with an RMS averaging time constant of 1 second. If in excess, isolation measures will be required to ensure living areas do not exceed 0.14 mm/sec RMS on and above the first floor of the dwelling.

D. The Owner shall install and maintain a chain link fence of minimum 1.83 metre height along the mutual property line.

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

F. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway and be substantiated by a drainage report to the satisfaction of the Railway.

G. The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the safety berm, fencing and vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.

H. The Owner enter into an Agreement stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.

I. The Owner may be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.

A wholly owned subsidiary of Canadian National Railway Company / Une filiale en propriété exclusive de la Compagnie des chemins de fer nationaux du Canada

PRINCIPAL MAIN LINE REQUIREMENTS FOR NEW DEVELOPMENT

A. Safety setback of dwellings from the railway rights-of-way to be a minimum of 30 metres in conjunction with a safety berm. The safety berm shall be adjoining and parallel to the railway rights-of-way with returns at the ends, 2.5 metres above grade at the property line, with side slopes not steeper than 2.5 to 1.

B. Noise attenuation barrier shall be adjoining and parallel to the railway rights-of-way, having returns at the ends, and a minimum total height of 5.5 metres above top-of-rail. Acoustic fence to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre of surface area. Subject to the review of the noise report, GO Transit may consider other measures recommended by an approved Noise Consultant.

C. Ground-borne vibration transmission to be evaluated in a report through site testing to determine if dwellings within 75 metres of the railway rights-of-way will be impacted by vibration conditions in excess of 0.14 mm/sec RMS between 4 Hz and 200 Hz. The monitoring system should be capable of measuring frequencies between 4 Hz and 200 Hz, $\pm$ 3 dB with an RMS averaging time constant of 1 second. If in excess, isolation measures will be required to ensure living areas do not exceed 0.14 mm/sec RMS on and above the first floor of the dwelling.

D. The Owner shall install and maintain a chain link fence of minimum 1.83 metre height along the mutual property line.

E. The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way.

> **Warning:** Metrolinx, carrying on business as GO Transit, and its assigns and successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the rail facilities on such right-of-way in the future including the possibility that GO Transit or any railway entering into an agreement with GO Transit to use the right-of-way or their assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). Metrolinx 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.

F. Any proposed alterations to the existing drainage pattern affecting the railway right-of-way must receive prior concurrence from GO Transit and be substantiated by a drainage report to the satisfaction of GO Transit.

G. The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the safety berm, fencing and vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of GO Transit.

H. The Owner enter into an Agreement stipulating how GO Transit's concerns will be resolved and will pay GO Transit's reasonable costs in preparing and negotiating the agreement.

I. The Owner may be required to grant GO Transit an environmental easement for operational emissions, registered on title against the subject property in favour of GO.

APPENDIX B

Road Traffic Data

Highway	Location Description	Dist. (KM)	Year	Pattern Type	AADT	SADT	SAWDT	WADT	AR
			2014	CR	155,300	183,200	181,700	132,000	N/A
			2015	CR	158,300	186,800	185,200	134,600	N/A
			2016	CR	161,300	190,300	188,700	137,100	N/A
QEW	FAIRVIEW ST IC-99	1.0	1988	IC	68,000	78,800	76,800	59,800	0.7
			1989	IC	76,600	88,000	86,500	68,100	0.8
			1990	IC	80,500	91,700	90,100	71,600	0.8
			1991	IC	82,900	93,600	91,900	73,700	1.1
			1992	IC	83,500	94,300	93,500	74,300	0.8
			1993	IC	84,100	93,300	92,500	76,500	0.6
			1994	IC	92,100	102,700	103,500	81,600	0.8
			1995	IC	95,900	106,900	108,400	85,000	0.3
			1996	IC	99,700	111,200	112,700	88,300	0.4
			1997	IC	103,600	115,500	117,100	91,200	0.4
			1998	IC	107,400	119,800	120,700	95,200	0.3
			1999	IC	111,300	124,100	125,100	98,600	0.6
			2000	IC	115,100	128,300	129,400	102,000	0.4
			2001	IC	118,900	133,200	133,200	104,600	0.3
			2002	IC	122,800	136,900	138,000	108,200	0.4
			2003	IC	126,600	140,500	141,800	111,400	0.3
			2004	IC	130,400	145,300	146,700	115,500	0.4
			2005	IC	134,300	149,300	150,800	118,400	0.5
			2006	IC	138,100	153,400	154,900	122,300	0.5
			2007	IC	141,900	157,600	162,500	125,400	0.4
			2008	IC	145,800	161,500	156,300	128,600	0.4
			2009	IC	149,600	165,800	167,300	132,600	0.4
			2010	IC	153,400	169,800	171,200	136,000	0.3
			2011	IC	157,300	173,000	179,300	141,500	N/A
			2012	IC	157,200	174,500	168,200	139,900	N/A
			2013	IC	153,000	169,800	168,300	136,200	N/A
			2014	IC	165,700	183,900	182,200	147,400	N/A
			2015	IC	169,300	187,900	186,200	150,700	N/A
			2016	IC	172,900	191,900	190,200	153,900	N/A
QEW	HWY 403/407 IC-100	0.8	1988	C	90,800	100,800	100,800	81,700	1.1

Yvonne Lo

From: Bee, Christopher (MTO) <Christopher.Bee@ontario.ca>
Sent: Wednesday, July 22, 2020 11:56 AM
To: Yvonne Lo
Cc: Bee, Christopher (MTO)
Subject: Fw: Bee, Christopher (MTO) shared "QEW at Fairview St(Plains Rd) (East Ramp)" with you.
Attachments: QEW at Fairview St(Plains Rd) (East Ramp).pdf; QEW at Fairview St(Plains Rd) (West Ramp).pdf

To Yvonne Lo:

The "% commercial" at QEW and Fairview was 25% for 2016, and several years before.
This includes small trucks, large trucks, cars with trailer, and specials, but NOT REGULAR CARS. There is no further breakdown.

This is a relatively large number, but does not imply the "% commercial" on the on-ramp is the same.

Christopher Bee
MTO CR Traffic Office
STIRCS

From: Bee, Christopher (MTO) <Christopher.Bee@ontario.ca>
Sent: Wednesday, July 22, 2020 11:50 AM
To: Banger, Kamal (MTO) <Kamal.Banger@ontario.ca>
Cc: Bee, Christopher (MTO) <Christopher.Bee@ontario.ca>
Subject: Fw: Bee, Christopher (MTO) shared "QEW at Fairview St(Plains Rd) (East Ramp)" with you.

Thanks Kamal.

Chris

From: Banger, Kamal (MTO) <Kamal.Banger@ontario.ca>
Sent: Wednesday, July 22, 2020 11:40 AM
To: Yvonne Lo <ylo@hgcengineering.com>
Cc: Bee, Christopher (MTO) <Christopher.Bee@ontario.ca>
Subject: RE: Bee, Christopher (MTO) shared "QEW at Fairview St(Plains Rd) (East Ramp)" with you.

Hi Yvonne,

Attached are the TMC data you requested.

Thanks,

Kamal

From: Yvonne Lo <ylo@hgcengineering.com>
Sent: July 22, 2020 8:13 AM
To: Bee, Christopher (MTO) <Christopher.Bee@ontario.ca>
Cc: Banger, Kamal (MTO) <Kamal.Banger@ontario.ca>; Bee, Christopher (MTO) <Christopher.Bee@ontario.ca>
Subject: RE: Bee, Christopher (MTO) shared "QEW at Fairview St(Plains Rd) (East Ramp)" with you.

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Christopher,

Thanks for coordination. I look forward to getting the volume data associated with the onramp. Can you please also provide "% commercial" on QEW in the vicinity of the on-ramp location?

Thank you!

Best,

Yvonne Lo, BASc, PEng
Project Consultant

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

From: Bee, Christopher (MTO) <Christopher.Bee@ontario.ca>
Sent: Tuesday, July 21, 2020 6:58 PM
To: Yvonne Lo <ylo@hgcengineering.com>
Cc: Banger, Kamal (MTO) <Kamal.Banger@ontario.ca>; Bee, Christopher (MTO) <Christopher.Bee@ontario.ca>
Subject: Fw: Bee, Christopher (MTO) shared "QEW at Fairview St(Plains Rd) (East Ramp)" with you.

To Yvonne Lo, HGC:

RE: % commercial + volume at on- ramp from Plains Road/Fairview to QEW

Sorry about the delay.

Re the above, unfortunately we do not have "% commercial" at the indicated on-ramp. But we have "% commercial" on QEW in the vicinity of the on-ramp location. I assume that is not what you want.

Re volume at the on-ramp, the latest we have is 2015. We do not have the on-ramp volumes, but we have the TMCs at both ramp terminals at QEW and Fairivew. From the TMCs, you can infer the on-ramp volume. The TMC data are on shared drive, and my computer cannot send the data to you. I have sent the data to Kamal Banger, who will forward both ramp terminal TMCs to you (please see email below).

Thanks

Christopher Bee
MTO CR Traffic Office
STIRCS

Brant St @ Fairview St

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 8:00:00
To: 9:00:00

Municipality: Halton Region
Site #: 1020550100
Intersection: Fairview St & Brant St
TFR File #: 4
Count date: 2-May-2018

Weather conditions:
Clear/Dry

Person(s) who counted:
Cam

**** Signalized Intersection ****

Major Road: Fairview St runs W/E

North Leg Total:	1965			
North Entering:	975			
North Peds:	6			
Peds Cross:	⋈			
Heavys	20	11	3	34
Trucks	7	9	0	16
Cars	110	610	205	925
Totals	137	630	208	
Heavys	39			
Trucks	11			
Cars	940			
Totals	990			
East Leg Total:	1954			
East Entering:	551			
East Peds:	21			
Peds Cross:	⧖			

Brant St

Heavys	Trucks	Cars	Totals
32	12	558	602

	Cars	Trucks	Heavys	Totals
	129	4	5	138
	290	4	11	305
	103	4	1	108
	522	12	17	

Fairview St

N
W E
S

Heavys	Trucks	Cars	Totals
17	5	284	306
6	15	941	962
3	4	216	223
26	24	1441	

Fairview St

Cars	Trucks	Heavys	Totals
1376	18	9	1403

Brant St

Peds Cross:	⧖			
West Peds:	22			
West Entering:	1491			
West Leg Total:	2093			
Cars	929			
Trucks	17			
Heavys	15			
Totals	961			
Cars	158	527	230	915
Trucks	1	2	3	6
Heavys	1	17	0	18
Totals	160	546	233	
Peds Cross:	⋈			
South Peds:	1			
South Entering:	939			
South Leg Total:	1900			

Comments

Brant St @ Fairview St

Mid-day Peak Diagram

Specified Period
From: 11:00:00
To: 14:00:00

One Hour Peak
From: 12:15:00
To: 13:15:00

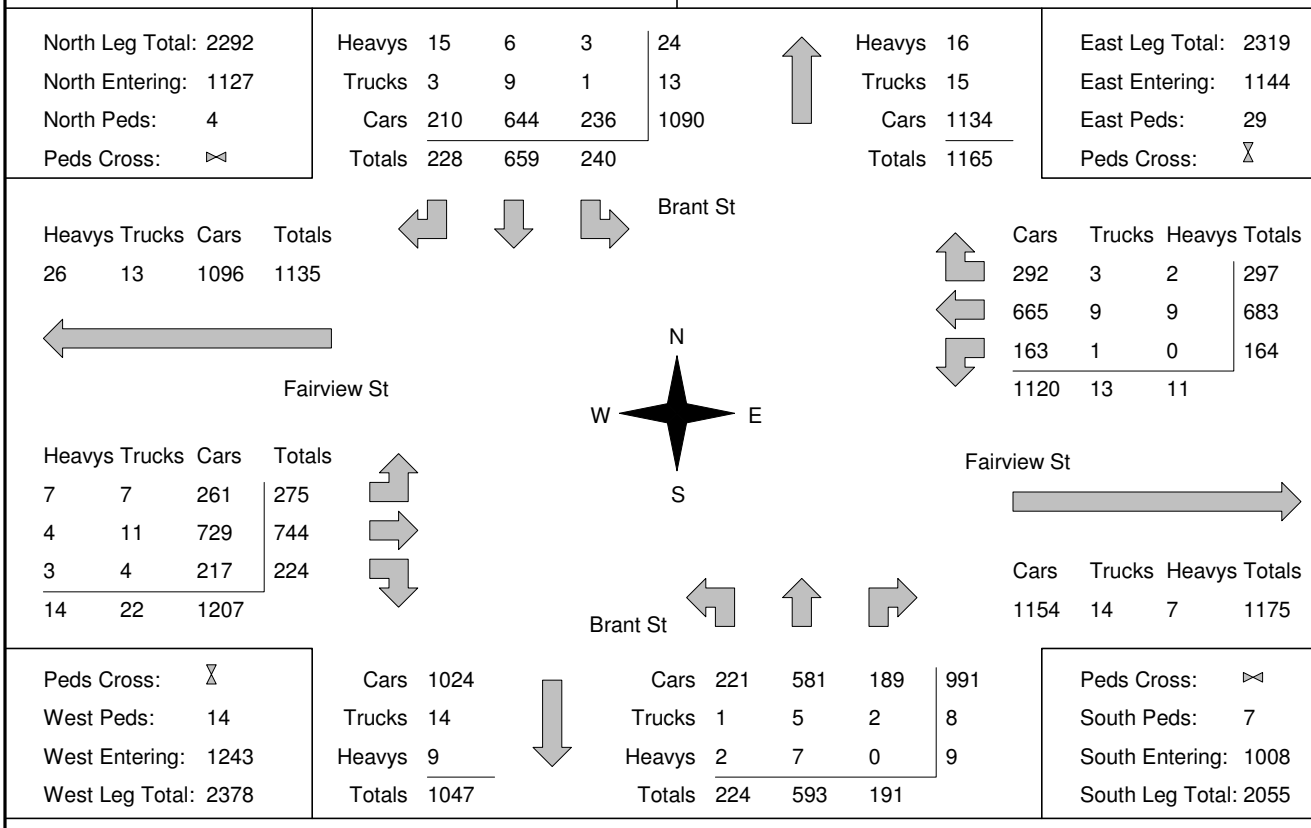
Municipality: Halton Region
Site #: 1020550100
Intersection: Fairview St & Brant St
TFR File #: 4
Count date: 2-May-2018

Weather conditions:
Clear/Dry

Person(s) who counted:
Cam

**** Signalized Intersection ****

Major Road: Fairview St runs W/E



Comments

Brant St @ Fairview St

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 18:00:00

One Hour Peak
From: 16:30:00
To: 17:30:00

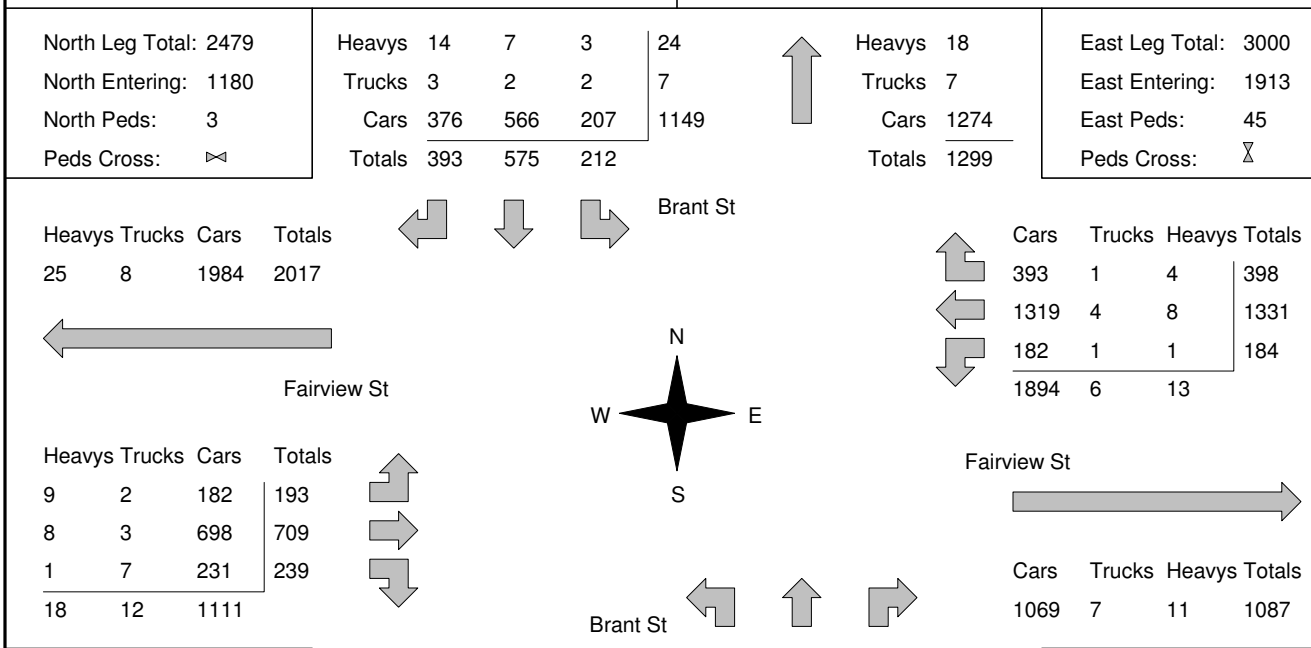
Municipality: Halton Region
Site #: 1020550100
Intersection: Fairview St & Brant St
TFR File #: 4
Count date: 2-May-2018

Weather conditions:
Clear/Dry

Person(s) who counted:
Cam

**** Signalized Intersection ****

Major Road: Fairview St runs W/E



Comments

Brant St @ Fairview St

Total Count Diagram

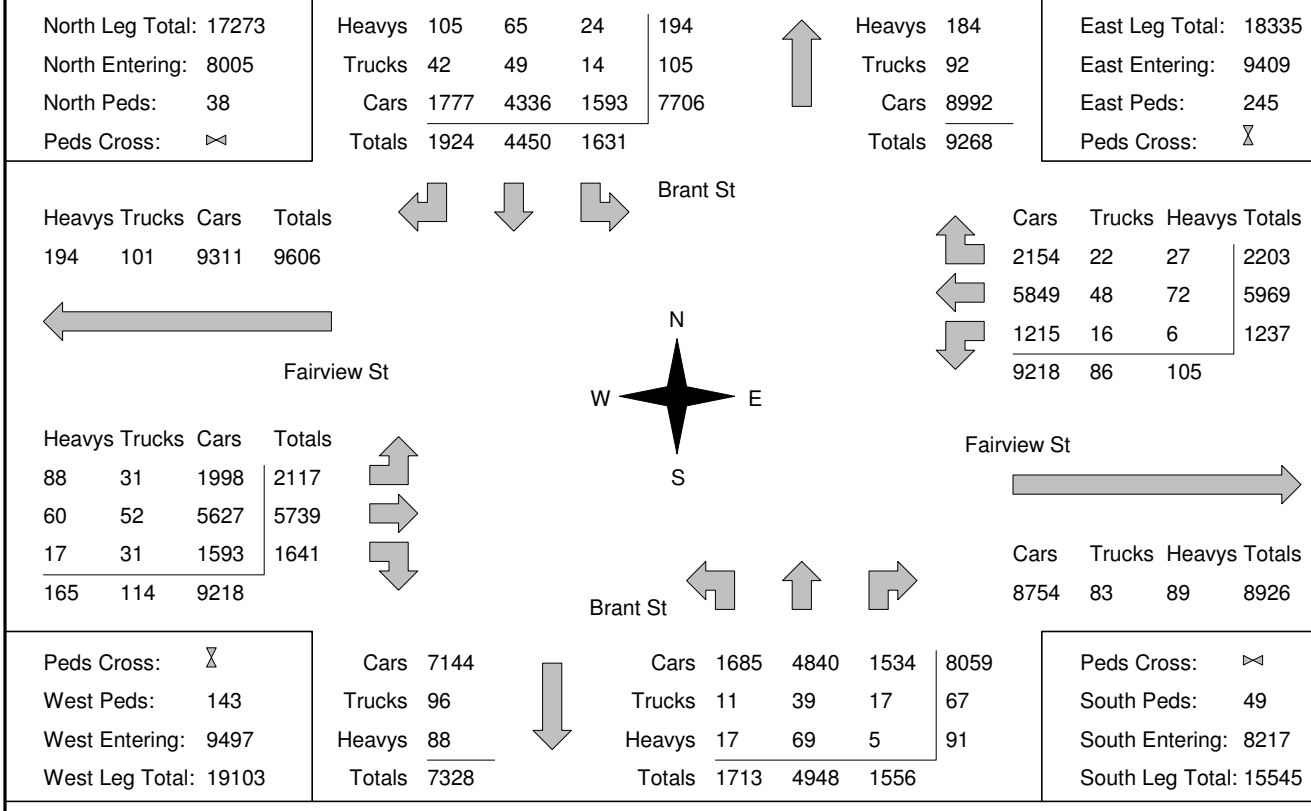
Municipality: Halton Region
Site #: 1020550100
Intersection: Fairview St & Brant St
TFR File #: 4
Count date: 2-May-2018

Weather conditions:
Clear/Dry

Person(s) who counted:
Cam

**** Signalized Intersection ****

Major Road: Fairview St runs W/E



Comments

Brant St & Ghent Ave

Morning Peak Diagram

Specified Period
From: 7:00:00
To: 9:00:00

One Hour Peak
From: 8:00:00
To: 9:00:00

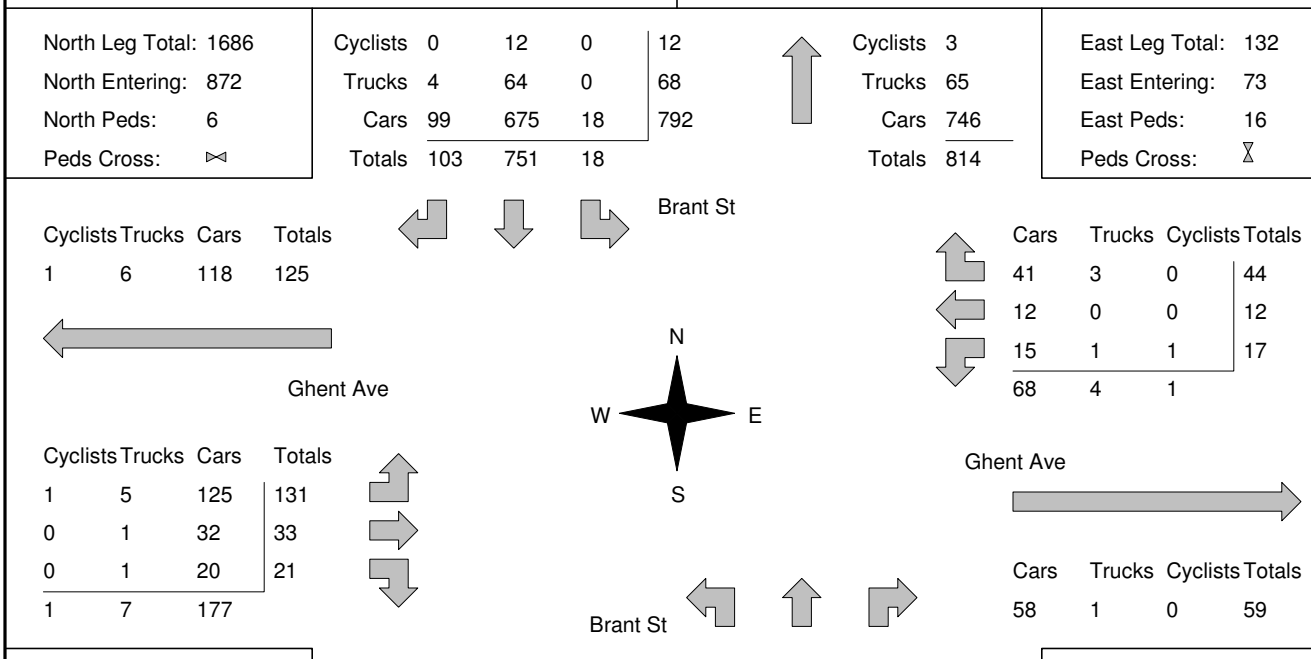
Municipality: Burlington
Site #: 0000200274
Intersection: Brant St & Ghent Ave
TFR File #: 1
Count date: 4-Oct-2017

Weather conditions:
Sunny

Person(s) who counted:
Mira

**** Signalized Intersection ****

Major Road: Brant St runs N/S



Comments

Brant St & Ghent Ave

Mid-day Peak Diagram

Specified Period
From: 11:00:00
To: 14:00:00

One Hour Peak
From: 11:45:00
To: 12:45:00

Municipality: Burlington
Site #: 0000200274
Intersection: Brant St & Ghent Ave
TFR File #: 1
Count date: 4-Oct-2017

Weather conditions:
Sunny

Person(s) who counted:
Mira

**** Signalized Intersection ****

Major Road: Brant St runs N/S

North Leg Total: 1758
North Entering: 867
North Peds: 6
Peds Cross: ⋈

Cyclists	0	1	0	1
Trucks	8	51	2	61
Cars	120	652	33	805
Totals	128	704	35	

Cyclists	9
Trucks	68
Cars	814
Totals	891

East Leg Total: 146
East Entering: 76
East Peds: 11
Peds Cross: ⧖

Brant St

Cyclists	Trucks	Cars	Totals
1	10	159	170

Cars	Trucks	Cyclists	Totals
33	3	0	36
21	0	1	22
18	0	0	18
72	3	1	

Ghent Ave

N
W E
S

Cyclists	Trucks	Cars	Totals
1	4	93	98
1	0	19	20
1	0	12	13
3	4	124	

Ghent Ave

Cars	Trucks	Cyclists	Totals
64	3	3	70

Brant St

Peds Cross: ⧖
West Peds: 15
West Entering: 131
West Leg Total: 301

Cars	682
Trucks	51
Cyclists	2
Totals	735

Cars	18	688	12	718
Trucks	2	61	1	64
Cyclists	0	8	2	10
Totals	20	757	15	

Peds Cross: ⋈
South Peds: 14
South Entering: 792
South Leg Total: 1527

Comments

Brant St & Ghent Ave

Afternoon Peak Diagram

Specified Period
From: 15:00:00
To: 18:00:00

One Hour Peak
From: 16:15:00
To: 17:15:00

Municipality: Burlington
Site #: 0000200274
Intersection: Brant St & Ghent Ave
TFR File #: 1
Count date: 4-Oct-2017

Weather conditions:
Sunny

Person(s) who counted:
Mira

(67+81)/1888=7.8%

**** Signalized Intersection ****

Major Road: Brant St runs N/S

North Leg Total: 1888
North Entering: 952
North Peds: 7
Peds Cross: ⋈

Cyclists	2	8	0	10
Trucks	17	48	2	67
Cars	190	652	33	875
Totals	209	708	35	

Cyclists	6
Trucks	81
Cars	849
Totals	936

East Leg Total: 164
East Entering: 90
East Peds: 16
Peds Cross: ⧖

Brant St

Cyclists	Trucks	Cars	Totals
4	19	246	269

Cars	Trucks	Cyclists	Totals
21	1	0	22
42	2	1	45
22	1	0	23
85	4	1	

Ghent Ave

N
W E
S

Cyclists	Trucks	Cars	Totals
0	17	123	140
0	0	25	25
0	2	17	19
0	19	165	

Ghent Ave

Cars	Trucks	Cyclists	Totals
70	2	2	74

Brant St

Peds Cross: ⧖
West Peds: 23
West Entering: 184
West Leg Total: 453

Cars	691			
Trucks	51			
Cyclists	8			
Totals	750			

Cars	14	705	12	731
Trucks	0	63	0	63
Cyclists	1	6	2	9
Totals	15	774	14	

Peds Cross: ⋈
South Peds: 12
South Entering: 803
South Leg Total: 1553

(19+19)/453=8.3%

Comments

Brant St & Ghent Ave

Total Count Diagram

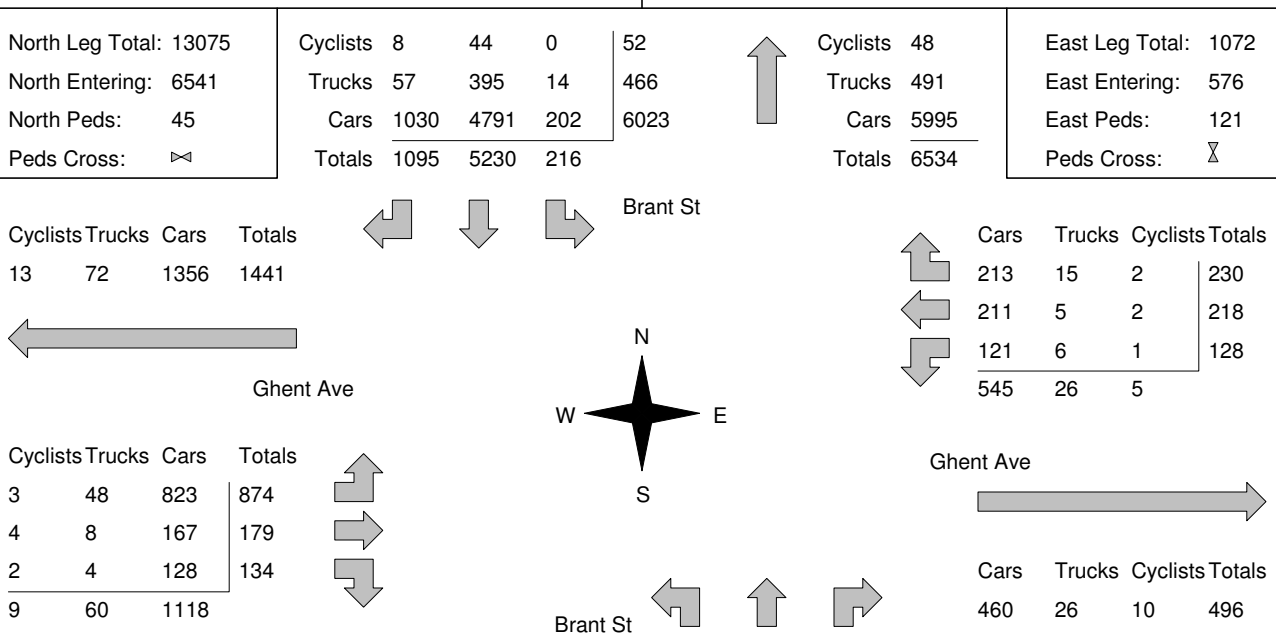
Municipality: Burlington
Site #: 0000200274
Intersection: Brant St & Ghent Ave
TFR File #: 1
Count date: 4-Oct-2017

Weather conditions:
Sunny

Person(s) who counted:
Mira

**** Signalized Intersection ****

Major Road: Brant St runs N/S



Comments

Brant St & Ghent Ave
Traffic Count Summary

Intersection: Brant St & Ghent Ave | **Count Date:** 4-Oct-2017 | **Municipality:** Burlington

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Cyclists: Left	Thru	Right	Grand Total	Total Peds	North/South Total Approaches
7:00:00	0	0	0	0	0	0
8:00:00	12	405	61	478	7	939
9:00:00	18	751	103	872	6	1529
11:00:00	0	0	0	0	0	0
12:00:00	36	688	101	825	10	1550
13:00:00	33	668	133	834	6	1609
14:00:00	21	649	143	813	1	1544
15:00:00	0	0	0	0	0	0
16:00:00	30	622	154	806	5	1643
17:00:00	34	690	197	921	7	1733
18:00:00	32	757	203	992	3	1653
Totals:	216	5230	1095	6541	45	12200

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Cyclists: Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0
8:00:00	7	451	3	461	23
9:00:00	10	639	8	657	26
11:00:00	0	0	0	0	0
12:00:00	12	702	11	725	11
13:00:00	19	740	16	775	18
14:00:00	15	700	16	731	8
15:00:00	0	0	0	0	0
16:00:00	35	784	18	837	13
17:00:00	16	782	14	812	13
18:00:00	14	632	15	661	15
Totals:	128	5430	101	5659	127

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Cyclists: Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches
7:00:00	0	0	0	0	0	0
8:00:00	6	6	30	42	18	191
9:00:00	17	12	44	73	16	258
11:00:00	0	0	0	0	0	0
12:00:00	14	20	41	75	13	209
13:00:00	18	22	36	76	9	198
14:00:00	17	27	24	68	14	197
15:00:00	0	0	0	0	0	0
16:00:00	16	29	16	61	16	206
17:00:00	22	43	24	89	19	262
18:00:00	18	59	15	92	16	242
Totals:	128	218	230	576	121	1763

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Cyclists: Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0
8:00:00	113	27	9	149	31
9:00:00	131	33	21	185	15
11:00:00	0	0	0	0	0
12:00:00	92	23	19	134	24
13:00:00	96	13	13	122	11
14:00:00	92	21	16	129	11
15:00:00	0	0	0	0	0
16:00:00	104	21	20	145	18
17:00:00	129	25	19	173	20
18:00:00	117	16	17	150	11
Totals:	874	179	134	1187	141

Calculated Values for Traffic Crossing Major Street

Hours Ending:	8:00	9:00	12:00	13:00	14:00	16:00	17:00	18:00
Crossing Values:	176	213	150	160	145	167	214	212

APPENDIX C

Rail Traffic Data

Victor Garcia

From: Rail Data Requests <RailDataRequests@metrolinx.com>
Sent: March 15, 2019 10:32 AM
To: Victor Garcia
Cc: Brandon Gaffoor
Subject: RE: Rail Traffic Data Verification

Good Morning Victor,

I apologize for the delay in our response.

Further to your request dated December 19, 2018 (attached below), the subject site (1335 Plains Road East, Burlington) is located within 300 metres of CNR's Halton Subdivision which carries Lakeshore West GO Train service.

It's anticipated that GO service on this line will be comprised of a mix of both diesel and electric trains within (at least) a 10-year time horizon. The combined preliminary midterm weekday train volume forecast at this location, including both revenue and equipment trips is in the order of 238 trains (54 diesel: 45 day, 9 night; 184 electric: 147 day, 37 night). Trains will be comprised of a single locomotive and up to 12 passenger cars.

The current maximum design speed on this corridor is 95 mph (153 km/h).

With respect to future electrified rail service, Metrolinx is committed to finding the most sustainable solution for electrifying the GO rail network and we are currently working towards the next phase. Metrolinx has not made a final decision regarding the electric train technology or technologies to be deployed. We can, however, provide the following interim information which may be helpful;

1. At lower speeds, train noise is dominated by the powertrain. At higher speeds, train noise is dominated by the wheel- track interaction. Hence, at higher speeds, the noise level and spectrum of electric trains is expected to be very similar, if not identical, to those of equivalent diesel trains.

2. Along with electrification, Metrolinx will intensify service levels along all of its corridors to deliver the promised GO Expansion service. Everything else being equal, this will likely result in an overall increase in train noise emissions.

Given the above considerations, it would be prudent, for the purposes of acoustical analyses, to assume that the acoustical characteristics of electrified and diesel trains are equivalent. In light of the aforementioned information, acoustical models should employ diesel train parameters as the basis for analyses. We anticipate that additional information regarding specific operational parameters for electrified trains will become available in the future.

Operational information is subject to change and may be influenced by, among other factors, service planning priorities, operational considerations, funding availability, and passenger demand.

It should be noted that CNR and VIA operate trains in this area and it would be prudent to contact them directly for rail traffic information.

I trust this information is useful. Should you have any questions, please feel free to contact me.

Best Regards,

IVAN CHEUNG, M.Sc, B.URPl
Intern | Third Party Projects Review
Pre-Construction Services | Capital Projects Group
Metrolinx
20 Bay Street, Suite 600 | Toronto | Ontario | M5J 2W3
T: 416-202-5920

System Engineering
Engineering Services

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

Train Count Data

TRANSMITTAL

To: *Destinataire :*	HGC Engineering 2000 Argentia Rd, Plaza One, Suite 203, Mississauga, ON L5N 1P7	*Project :*	OAK-32.23 - Plains Rd, Burlington, ON
Att'n:	Victor Garcia	*Routing:*	vgarcia@hgcengineering.com
From: *Expéditeur :*	Michael Vallins	*Date:*	02/05/2019
Cc:	Adjacent Development CN via e-mail		

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

Re: Train Traffic Data – CN Oakville Subdivision near Plains Road in Burlington, 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 905-669-3264.

Sincerely,
CN Design & Construction

Michael Vallins P.Eng
Manager of Public Works
public_works_gld@cn.ca

Date: 2019/01/16 Project Number: OAK-32.23 - Plains Rd, Burlington, ON

Dear Victor:

Re: Train Traffic Data – CN Oakville Subdivision near Plains Road in Burlington, ON

The following is provided in response to Victor's 2018/12/19 request for information regarding rail traffic in the vicinity of Plains Road in Burlington, ON at approximately Mile 32.23 on CN's Oakville Subdivision.

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

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

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

	0700-2300			
Type of Train	Volumes	Max.Consist	Max. Speed	Max. Power
Freight	0	140	60	4
Way Freight	4	25	60	4
Passenger	13	10	80	2

	2300-0700			
Type of Train	Volumes	Max.Consist	Max. Speed	Max. Power
Freight	0	140	60	4
Way Freight	2	25	60	4
Passenger	0	10	80	2

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

Except where anti-whistling bylaws are in effect, engine-warning whistles and bells are normally sounded at all at-grade crossings. There are no at-grade crossing in the immediate vicinity of the study area at Mile 32.23 (Plains Road). 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 triple mainline track is considered to be continuously welded rail throughout the study area. The presence of eleven (11) switches located at Mile 32.08, 32.15, 32.17,

32.18, 32.25, 32.33, 32.40, 32.48, 33.18, 33.23 and 33.31 may exacerbate the noise and vibration caused by train movements.

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

I trust the above information will satisfy your current request.

Sincerely,

Michael Vallins P.Eng
Manager of Public Works
public_works_gld@cn.ca

APPENDIX D

Supporting Drawings



This drawing, as an instrument of service, is provided by and is the property of Graziani + Corazza Architects Inc. The contractor must verify and accept responsibility for all dimensions and conditions on site and must notify Graziani + Corazza Architects Inc. of any variations from the supplied information. Graziani + Corazza Architects Inc. is not responsible for the accuracy of survey, structural, mechanical, electrical, etc., engineering information shown on this drawing. Refer to the appropriate engineering drawings before proceeding with the work. Construction must conform to all applicable codes and requirements of the authorities having jurisdiction. Unless otherwise noted, no investigation has been undertaken or reported on by this office in regards to the environmental condition of this site.

This drawing is not to be scaled. All architectural symbols indicated on this drawing are graphic representations only.

Conditions for electronic information transfer

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2. Transmission of any virus or damage to the receiving electronic system when information is transferred.

Project Statistics	Permitted / Required	PHASE 1	PHASE 2	PHASE 3	TOTAL	PERCENTAGE
01. Site Area(m2)		**6,704**	**6,598**	**3,833**	**17,135**	
02. G.F.A (m2)						
Residential						
Above Grade		31,183	24,173	11,061	66,417	
Below Grade						
Retail						
Above Grade		794	492	0	1286	
Total		31977	24665	11061	67,703	
03. F.S.I						
		4.8	3.7	2.9		
04. Setbacks (m) *						
Above Grade						
North		3	3	3		
East		3	11	10		
South		6	3	3		
West		11	0	0		
Below Grade						
North		0.6	0	0.6		
East		0.6	0.6	0.6		
South		0.6	0	3		
West		0.6	0	0.6		
05. Unit Count **						
1 Bedroom		275	194	41	510	58%
2 Bedroom		129	103	71	303	34%
3 Bedroom		21	31	16	68	8%
Total		**425**	**328**	**128**	**881**	**100%**
06. Barrier Free Unit Count **						
1 Bedroom		15%	15%	15%		
2 Bedroom		15%	15%	15%		
3 Bedroom		15%	15%	15%		
Total						
Total Barrier Free units included in Total unit count above						
07. Parking						
Residential	(1.0/UNIT)	425	328	179	932	
Visitor/Retail	(0.25/UNIT)	91	49	0	140	
Total	1.25/UNIT	**516**	**377**	**179**	**1072**	
08. Bike Parking						
Residential		TBA	TBA	TBA		
Visitor		TBA	TBA	TBA		
Total						
09. Lockers						
		TBA	TBA	TBA		
10. Building Height						
		14-25 STY	25 STY	8 STY		
11.Amenity Space(m2)						
Indoor		1470	876	1153	3499	
Outdoor		2460	1570	654	4684	
Terraces/Balconies		5725	4766	1951	12442	
Total	20m2/ unit	**9655**	**7212**	**3758**	**20625**	23.41%
Pops		473	1870	90	2433	

* Setbacks to main building face
** Final unit count may vary depending on market demand.

LIST OF DRAWINGS

A 000 Cover Page
A 100 Site Plan
A 201 Underground Plan
A 202 Underground Plan
A 203 Underground Plan
A 301 Ground Floor Plan
A 302 2nd Floor Plan
A 303 3rd Floor Plan
A 304 4th Floor Plan
A 305 5th Floor Plan
A 306 6th Floor Plan
A 307 7th Floor Plan
A 308 8th-10th Floor Plans
A 309 11th Floor Plan
A 310 12th Floor Plan
A 311 13th-14th Floor Plans
A 312 15th-25th Floor Plans
A 401 Exterior Elevations
A 402 Exterior Elevations
A 403 Exterior Elevations
A 404 Exterior Elevations
A 405 Exterior Elevations
A 406 Exterior Elevations
A 407 Exterior Elevations
A 408 Exterior Elevations
A 409 Exterior Elevations
A 410 Exterior Elevations
A 411 Exterior Elevations
A 412 Exterior Elevations
A 413 Exterior Elevations
A 414 Exterior Elevations
A 501 Building Section
A 502 Building Section

SURVEY INFORMATION

PLAN OF SURVEY OF
PART OF LOT 68,REGISTERED PLAN 99
PART OF BLOCK 'D', PLAN M-59
PART OF LOT 1, REGISTERED PLAN 125
PART OF LOT 2, REGISTERED PLAN 125
IN THE CITY OF BURLINGTON
REGIONAL MUNICIPALITY OF HALTON

A.T. McLaren LIMITED
69 JOHN STREET SOUTH, SUITE 230
HAMILTON, ONTARIO
L8N 2B9
telephone (905) 527-8559

GENERAL NOTES

1. For landscaping, refer to landscape drawings.
2. For proposed grading, refer to landscape drawings and approved grading plan.
3. All perimeter existing information indicated taken from survey.
4. All work to be done in conformance with the 2012 Ontario Building Code (O.B.C., as amended)
5. All driveway with access onto City owned roadway conform to City of Burlington standards.

NOTES

1.Fire access route to existing buildings will be maintained during construction.
2.Accessibility for all pathway to Go Station, Wal-Mart during construction will be maintained.
3.The fire access route will be designed to support a load of not less than 11,363 kg per axle and have a change in gradient of not more than 1 in 12.5 over a minimum distance of 15m.
4.Fire Department access route will be constructed of hard surface material such as asphalt, concrete or lockstone.

KEY PLAN



VAN ACCESSIBLE SIGNAGE DETAIL



GFA definition

The sum of the areas of each floor of a building, but shall include a basement or cellar when used for commercial purpose. Measurement shall be from the exterior face of outside walls, or from the centre line of partition and common walls. Gross Floor Area shall not include floor space devoted to:
-Vehicle Parking
-Storage
-Air Handling Equipment
-Enclosed mall and hallways, excluding kiosk, stairways
-Elevators and associated equipment
Washrooms
-Foyers, lobbies, but not waiting areas/rooms

GROVETREE

issued for revisions

GRAZIANI + CORAZZA ARCHITECTS INC.
1320 Shawson Drive, Suite 100 Mississauga Ontario L4W 1C3
Phone. 905.795.2601 Fax.905.795.2844 www.gc-architects.com

Residential Developement

BRANT+GHENT
PHASE 1,2 AND 3

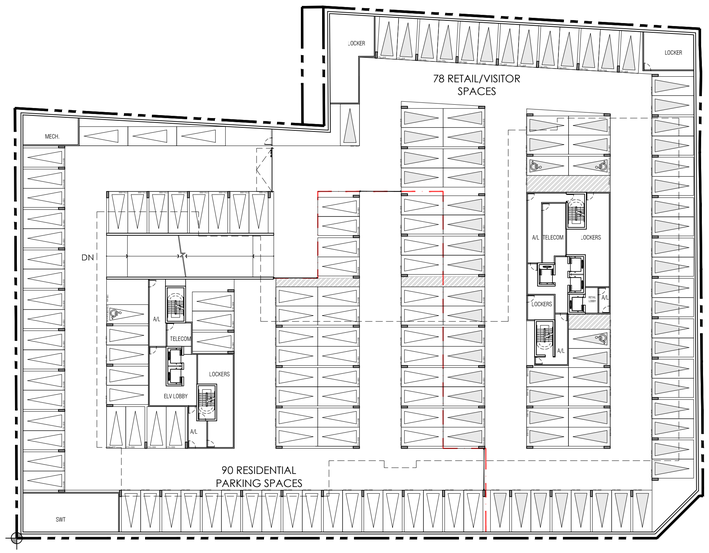
Burlinton Ontario

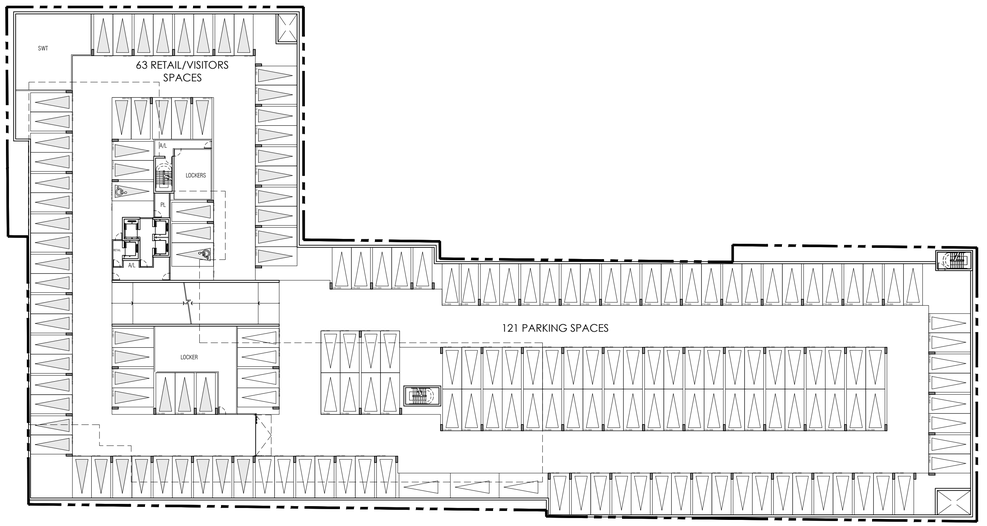
Project Architect:	B. Graziani
Assistant Designer:	S. Salari/R. Alani
Drawn By:	S. Salari/R. Alani
Checked By:	D. Biase
Plot Date:	Apr. 9, 2021
Job #	1398.16

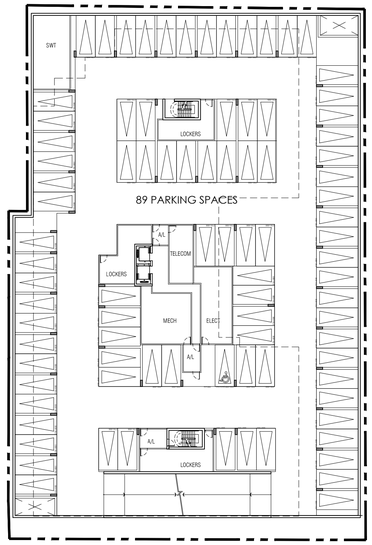
SITE PLAN

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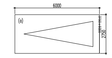
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Conditions for electronic information transfer

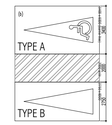
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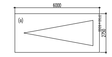
PARKING LEGEND



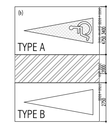
residential parking space
minimum width = 2.75 m
minimum area = 16.50 m2



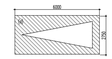
residential parking space (barrier free)
size as per (a)
+ 2.00 m delineated accessible parking walkway



visitor/office/retail parking space
size as per (a)



visitor/office/retail parking space (barrier free)
size as per (a)
+ 2.00 m delineated accessible parking walkway



car share parking space
size as per (a)

** designated parking spaces on plans to be provided for low emitting and fuel efficient vehicles

issued for revisions

GRAZIANI + CORAZZA ARCHITECTS INC.

1320 Shawson Drive, Suite 100 Mississauga Ontario L4W 1C3
Phone. 905.795.2601 Fax.905.795.2844 www.gc-architects.com

Residential Developement

BRANT+GHENT
PHASE 1,2 AND 3

Burlinton Ontario

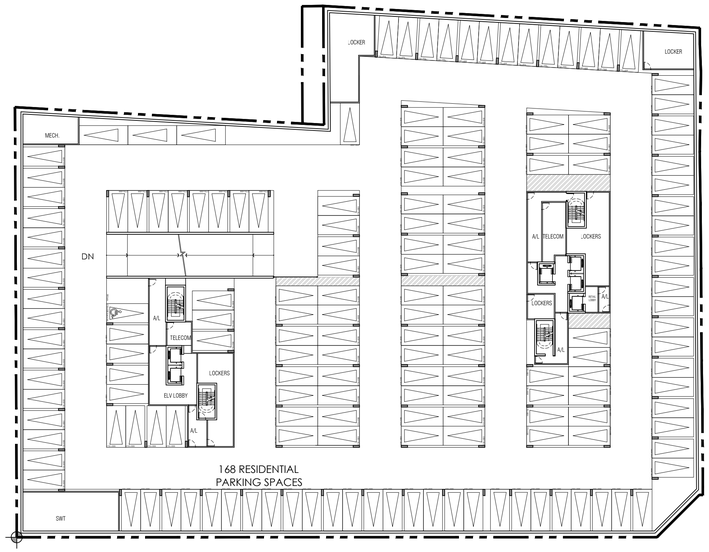
Project Architect:	B. Graziani
Assistant Designer:	S. Salari/R. Alani
Drawn By:	S. Salari/R. Alani
Checked By:	D. Biase
Plot Date:	Apr. 9, 2021
Job #	1398.16

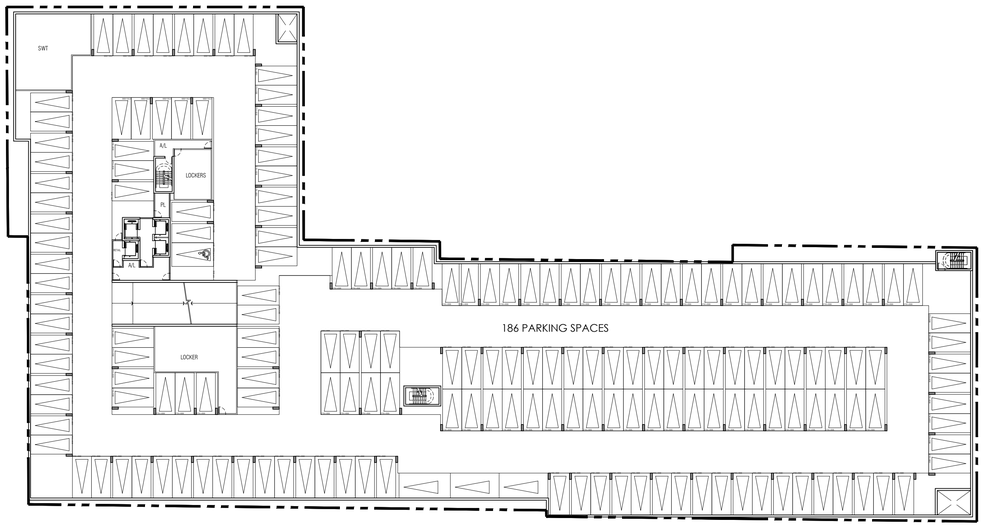
P1 LEVEL

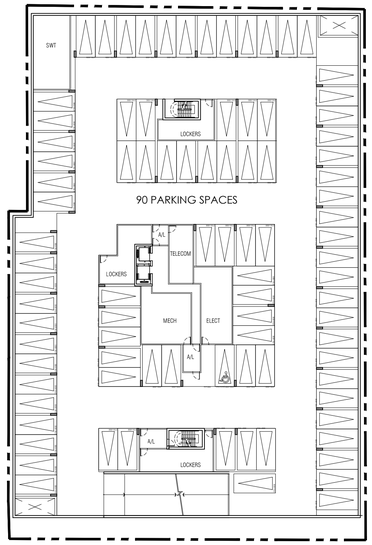
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A201

TITLEBLOCK SIZE: 610 x 900







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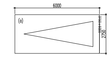
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Conditions for electronic information transfer

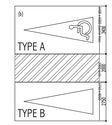
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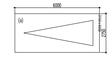
PARKING LEGEND



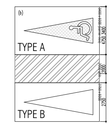
residential parking space
minimum width = 2.75 m
minimum area = 16.50 m2



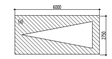
residential parking space (barrier free)
size as per (a)
+ 2.00 m delineated accessible
parking walkway



visitor/office/retail parking space
size as per (a)



visitor/office/retail parking space (barrier free)
size as per (a)
+ 2.00 m delineated accessible
parking walkway



car share parking space
size as per (a)

** designated parking spaces on plans to be provided for low emitting and fuel efficient vehicles

issued for revisions

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Residential Developement

BRANT+GHENT
PHASE 1,2 AND 3

Burlinton Ontario

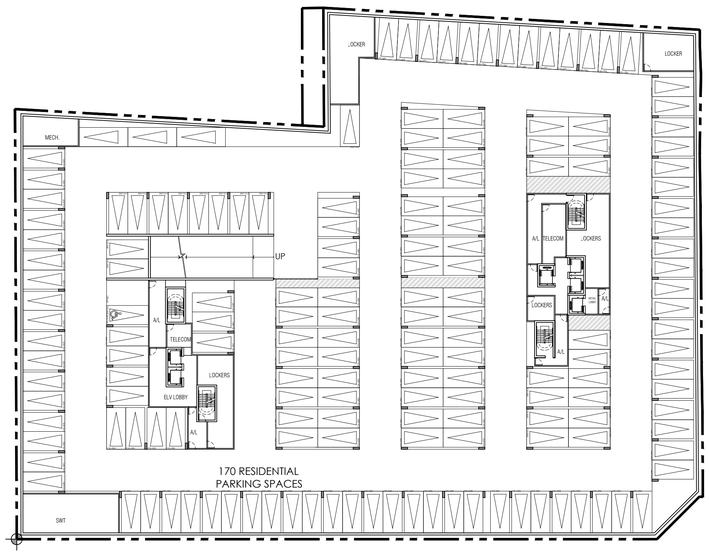
Project Architect:	B. Graziani
Assistant Designer:	S. Salari/R. Alani
Drawn By:	S. Salari/R. Alani
Checked By:	D. Biase
Plot Date:	Apr. 9, 2021
Job #	1398.16

P2 LEVEL

1:400

A202

TITLEBLOCK SIZE: 610 x 900



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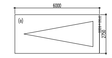
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Conditions for electronic information transfer

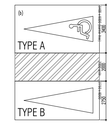
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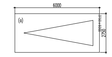
PARKING LEGEND



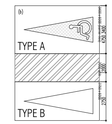
residential parking space
minimum width = 2.75 m
minimum area = 16.50 m2



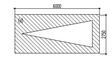
residential parking space (barrier free)
size as per (a)
+ 2.00 m delineated accessible
parking walkway



visitor/office/retail parking space
size as per (a)



visitor/office/retail parking space
size as per (a)
+ 2.00 m delineated accessible
parking walkway



car share parking space
size as per (a)

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Residential Developement

BRANT+GHENT

PHASE 1,2 AND 3

Burlinton Ontario

Project Architect:	B. Graziani
Assistant Designer:	S. Salari/R. Alani
Drawn By:	S. Salari/R. Alani
Checked By:	D. Biase
Plot Date:	Apr. 9, 2021
Job #	1398.16

P3 LEVEL

1:400

A203

TITLEBLOCK SIZE: 610 x 900

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PROSPECT ST.

PARCEL A

PARCEL B

PARCEL C

BRANT STREET

GHENT AVE.

CENTRE LINE OF PAVEMENT

property line

DRIVEWAY

LANDSCAPE COURTYARD

ROLLED CURB

DROP-OFF

RETAIL LOBBY

LOBBY

AMENITY 626M2

AMENITY 954 m2

AMENITY 245M2

AMENITY 121M2

PROPERTY MANAGEMENT

GARBAGE

GARBAGE ROOM

PARCEL STORAGE

STAGING

RAMP TO UNDERGROUND

TERRACE

POPS 169 M2

POPS 304 M2

POPS 86M2

POPS 90M2

POPS 1780M2

4 RETAIL/VISITORS SPACES

road widening

GROVETREE LN

"BURLINGTON PLACE" PLAQUE

2 STOREY BUILDING No. 1163

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PHASE 1,2 AND 3

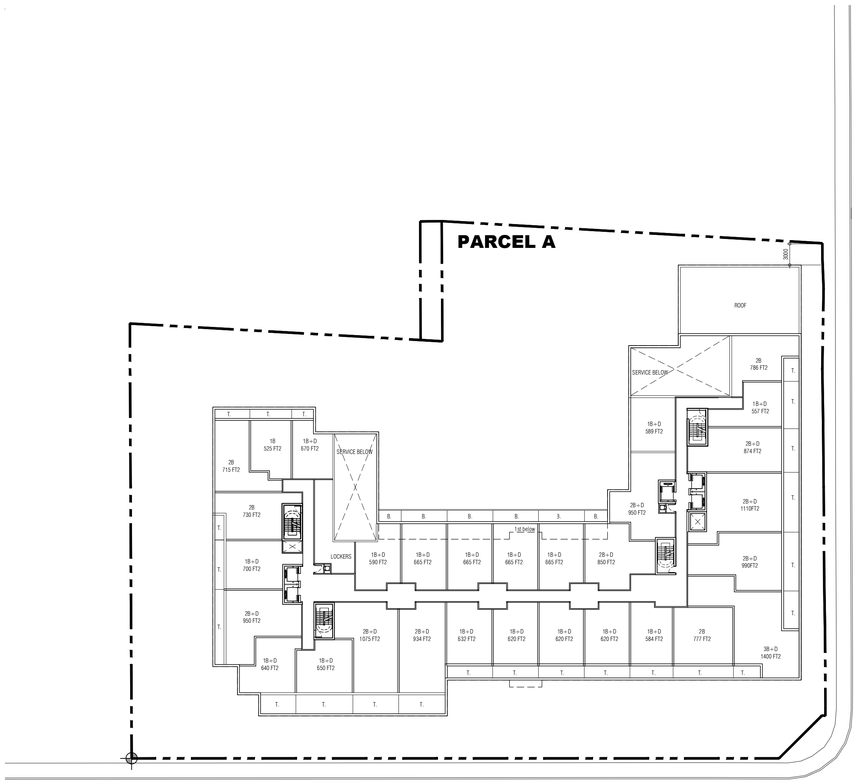
Burlinton Ontario

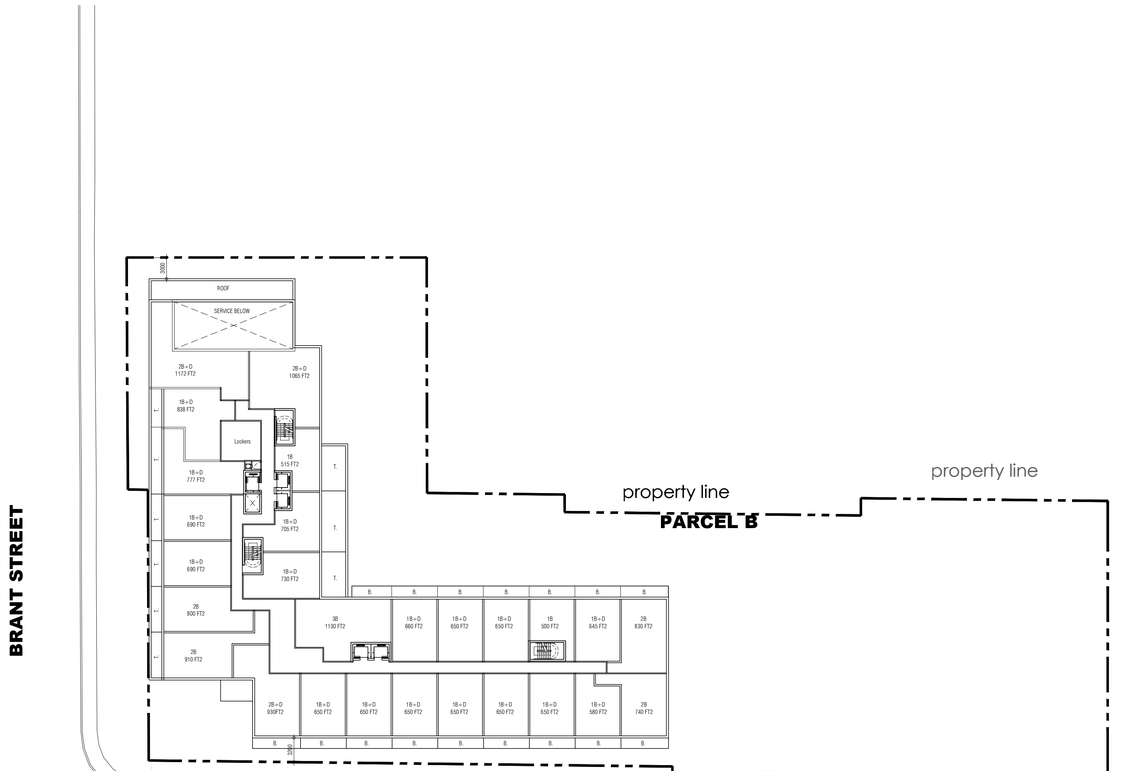
Project Architect:	B. Graziani
Assistant Designer:	S. Salari/R. Alani
Drawn By:	S. Salari/R. Alani
Checked By:	D. Biase
Plot Date:	Apr. 9, 2021
Job #	1398.16

GROUND LEVEL

1:400 A301

TITLEBLOCK SIZE: 610 x 900







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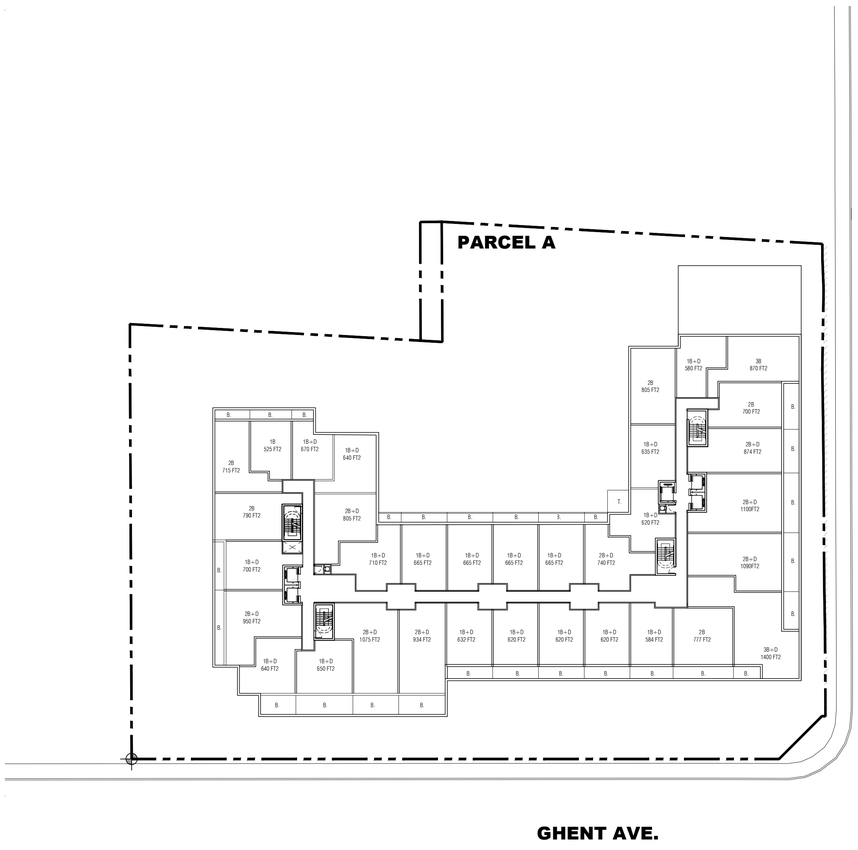
Burlinton Ontario

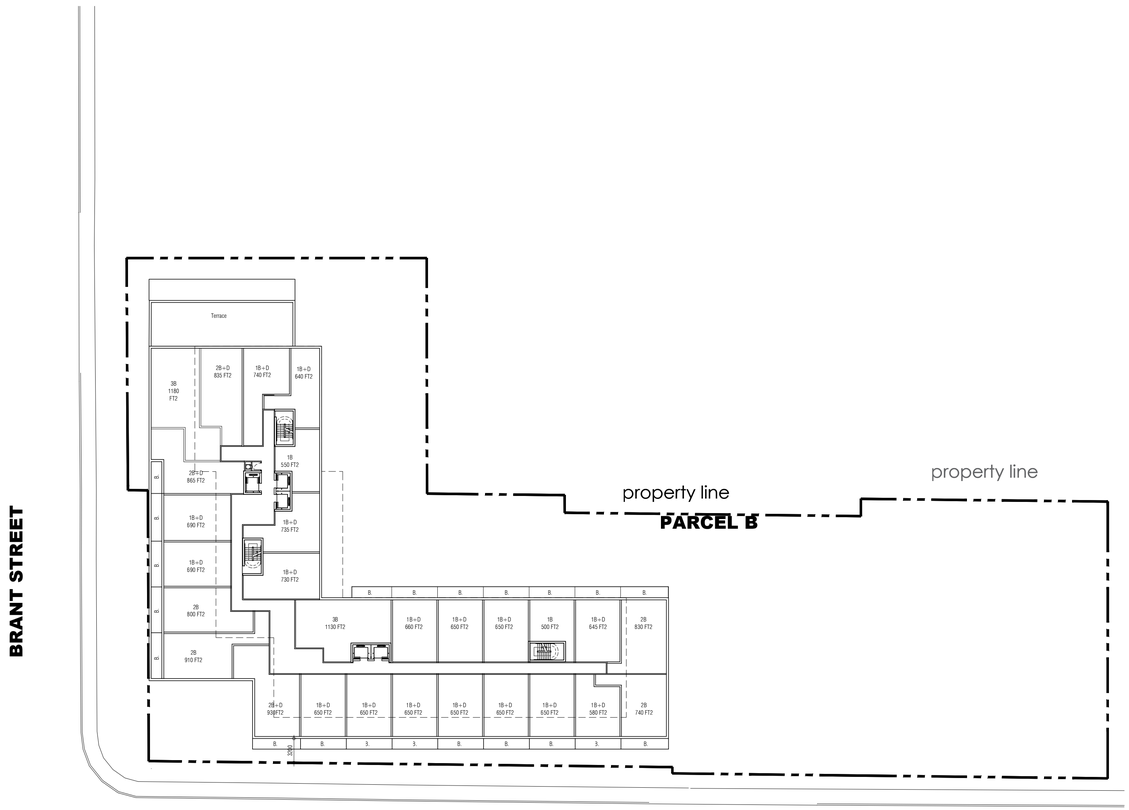
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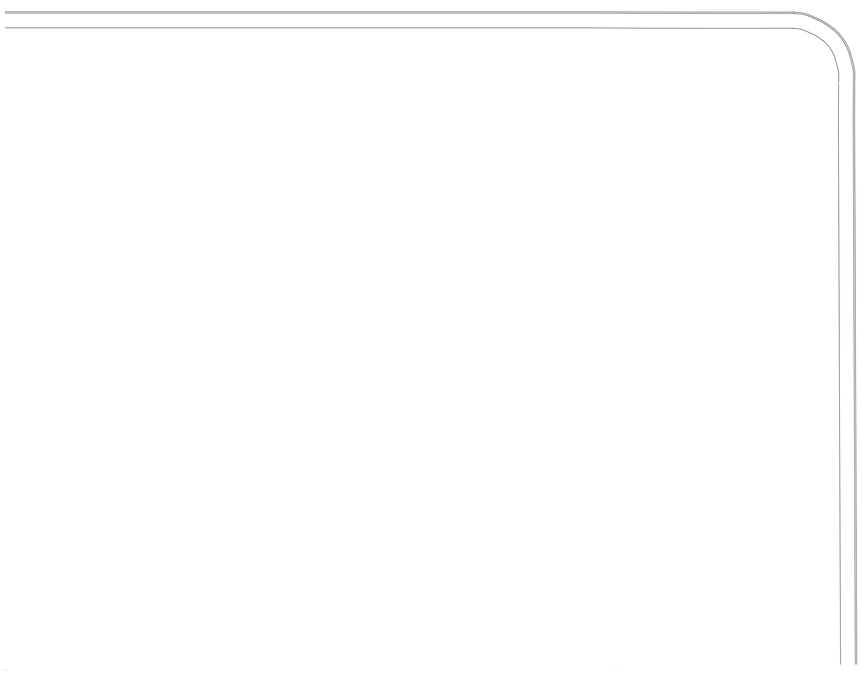
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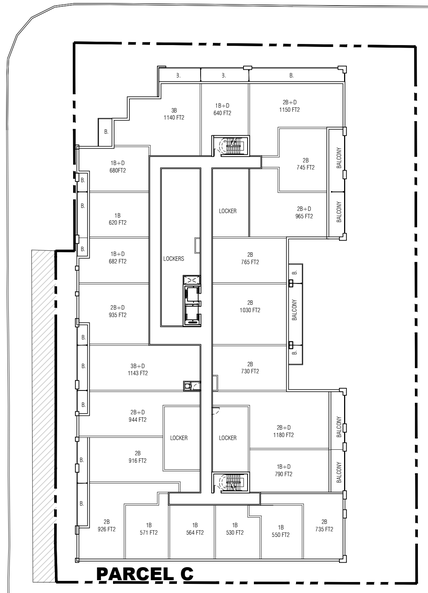
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Residential Developement

BRANT+GHENT
PHASE 1,2 AND 3

Burlinton Ontario

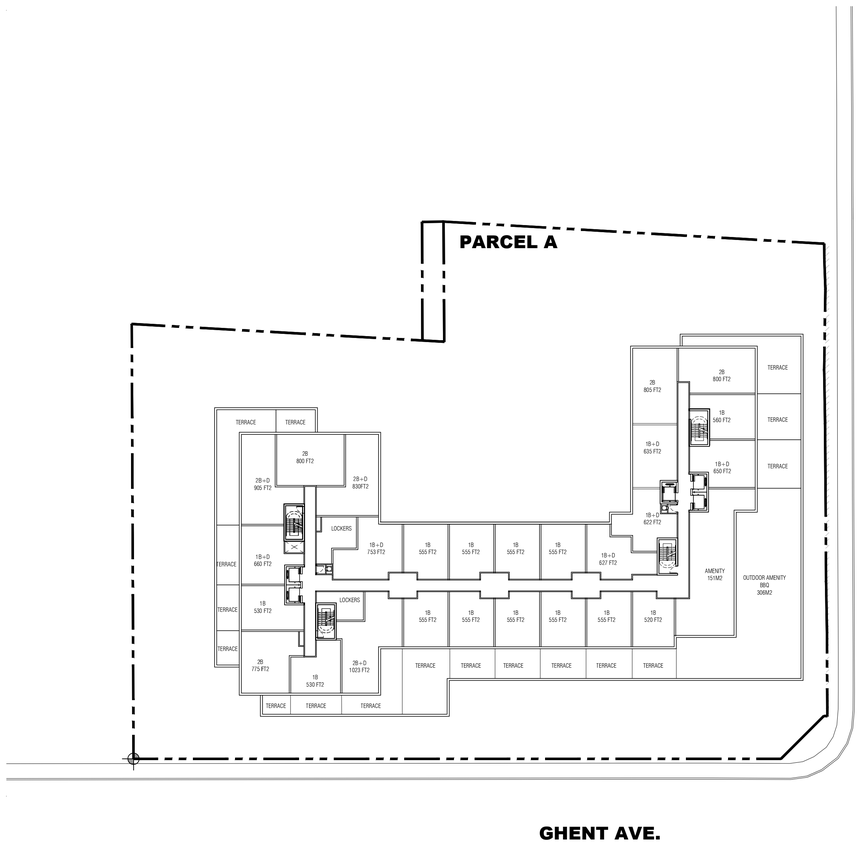
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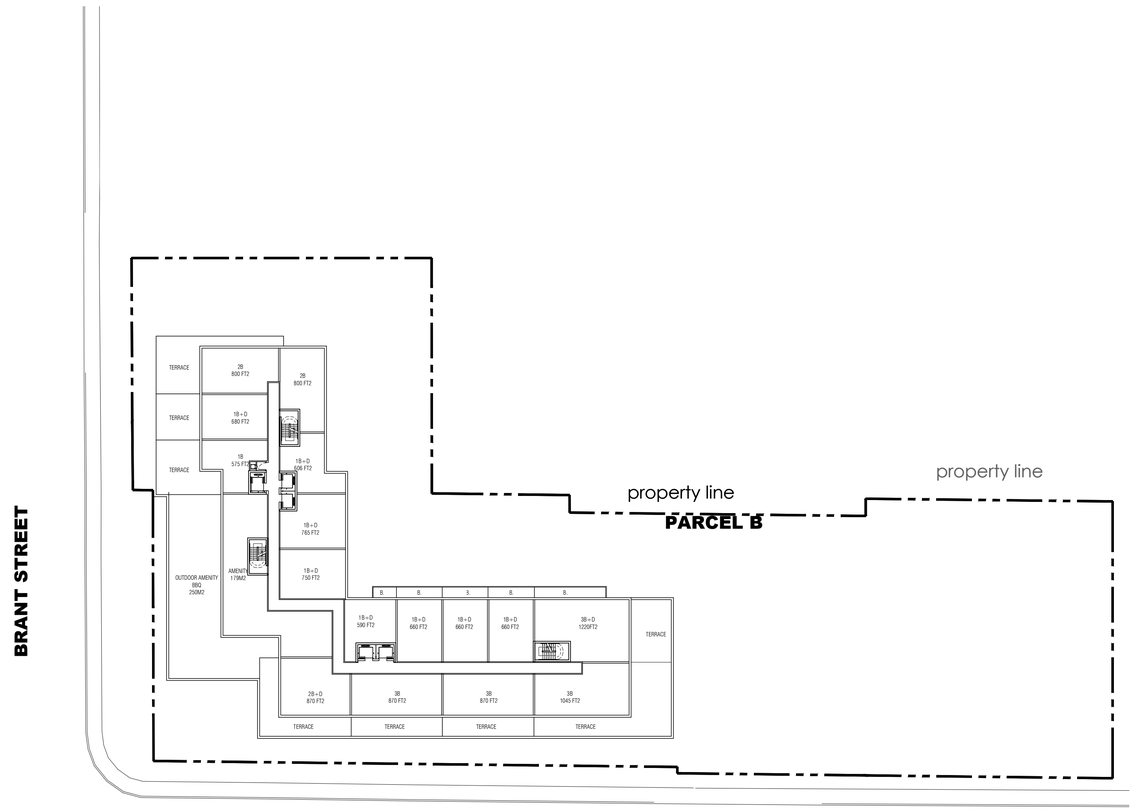
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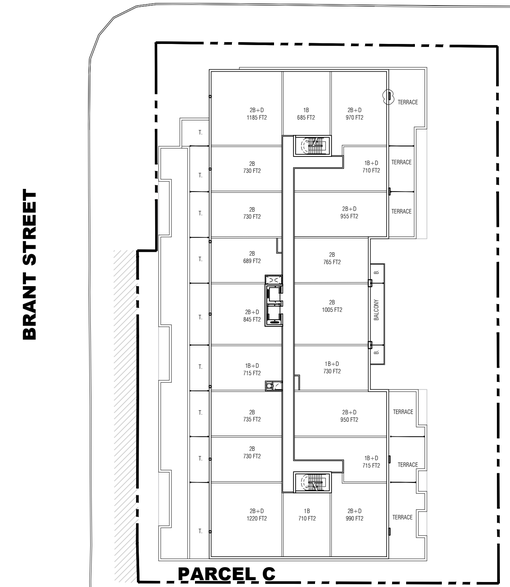
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A303

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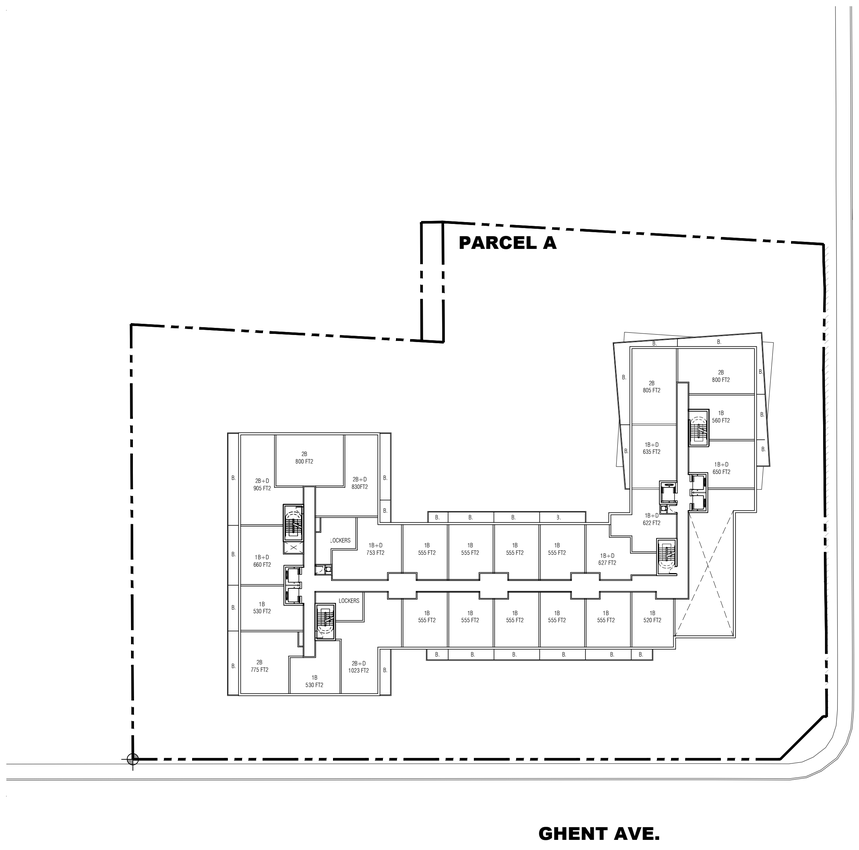
Burlinton Ontario

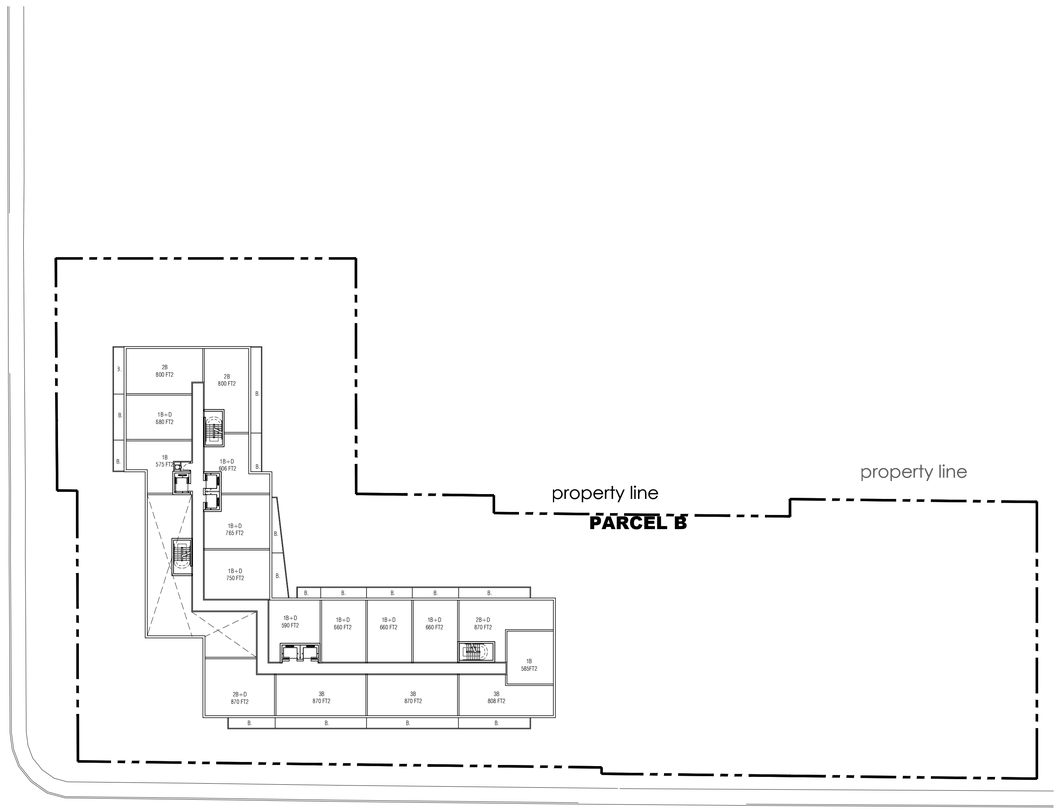
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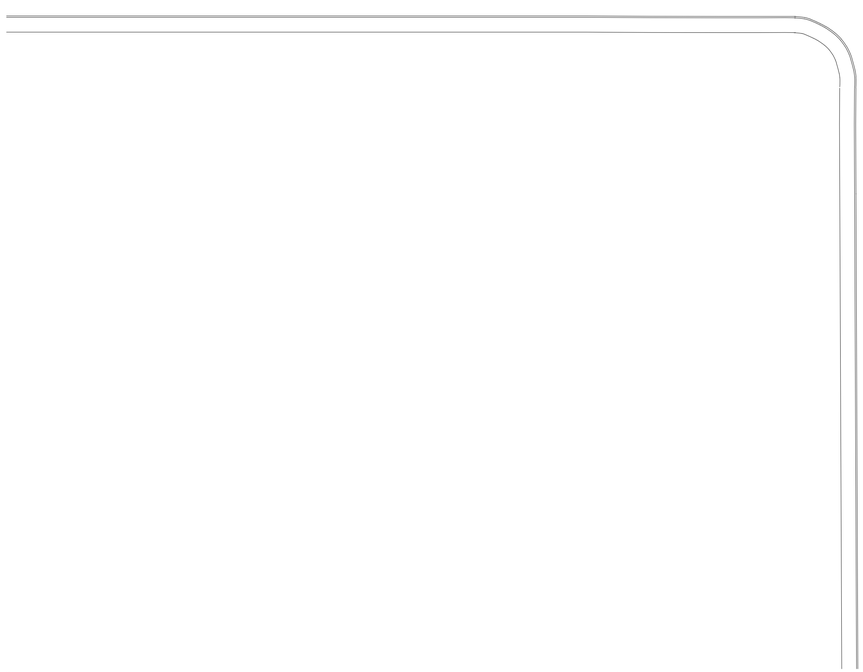
4TH FLOOR

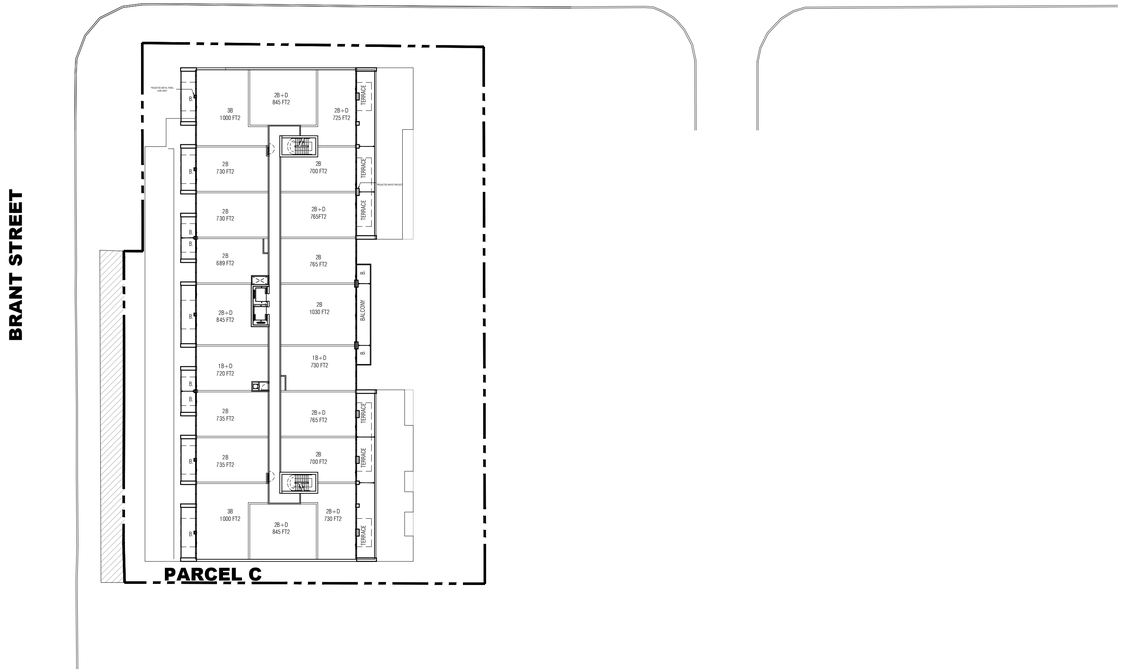
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Residential Developement

BRANT+GHENT

PHASE 1,2 AND 3

Burlinton Ontario

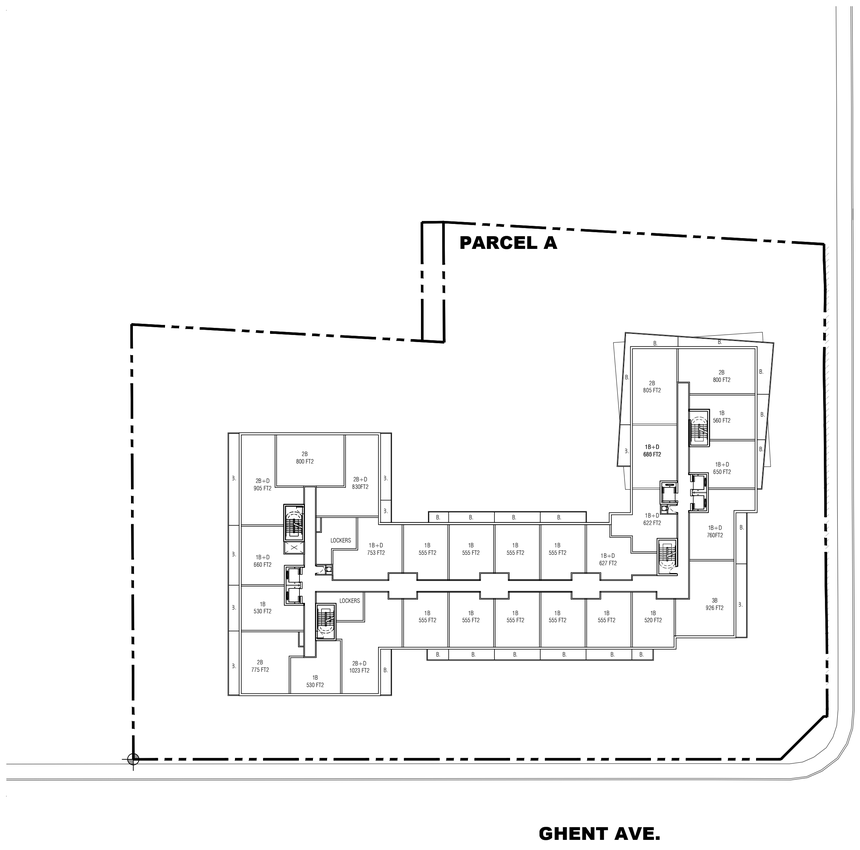
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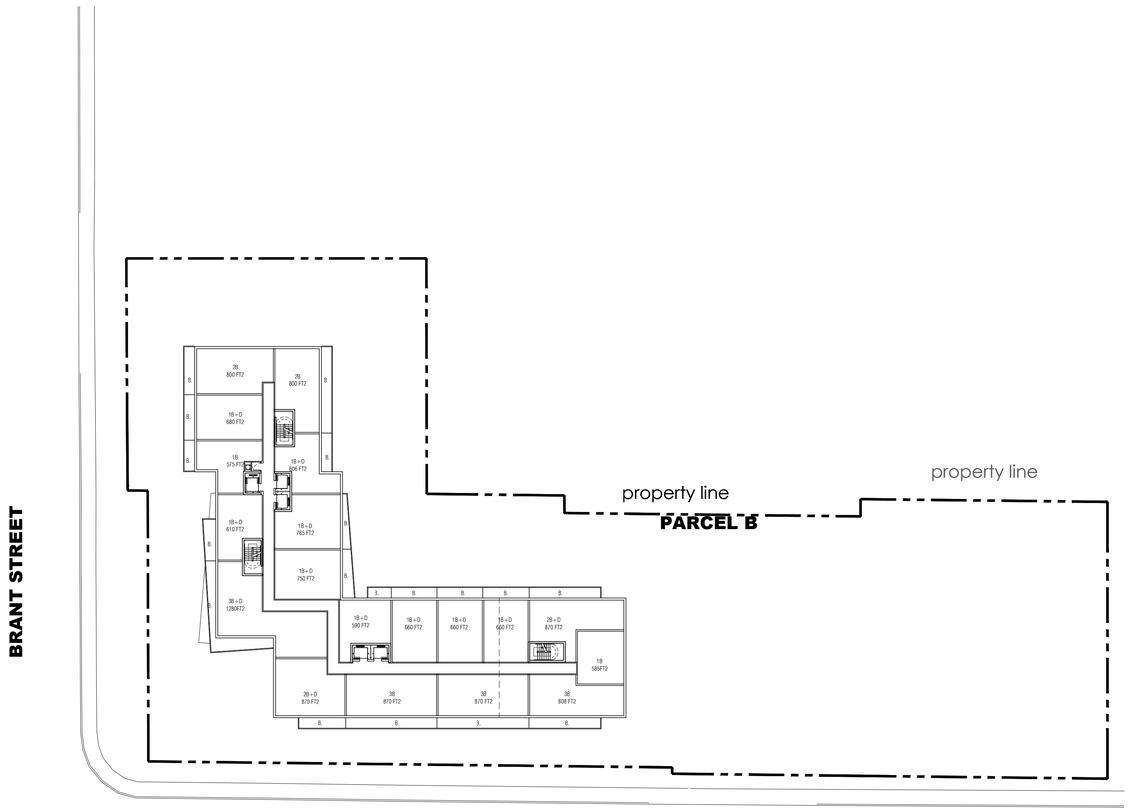
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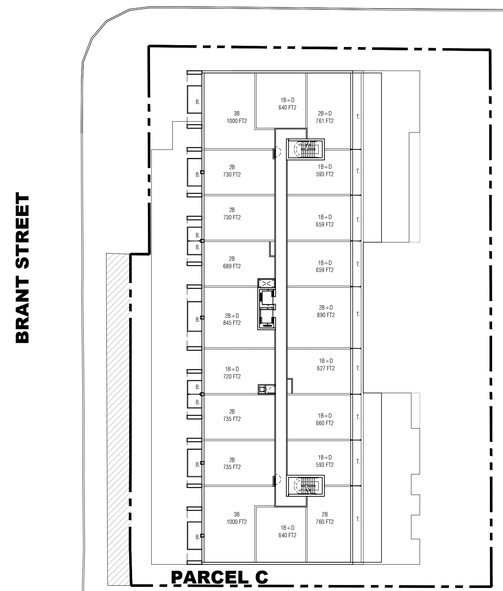
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A305

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PHASE 1,2 AND 3

Burlinton Ontario

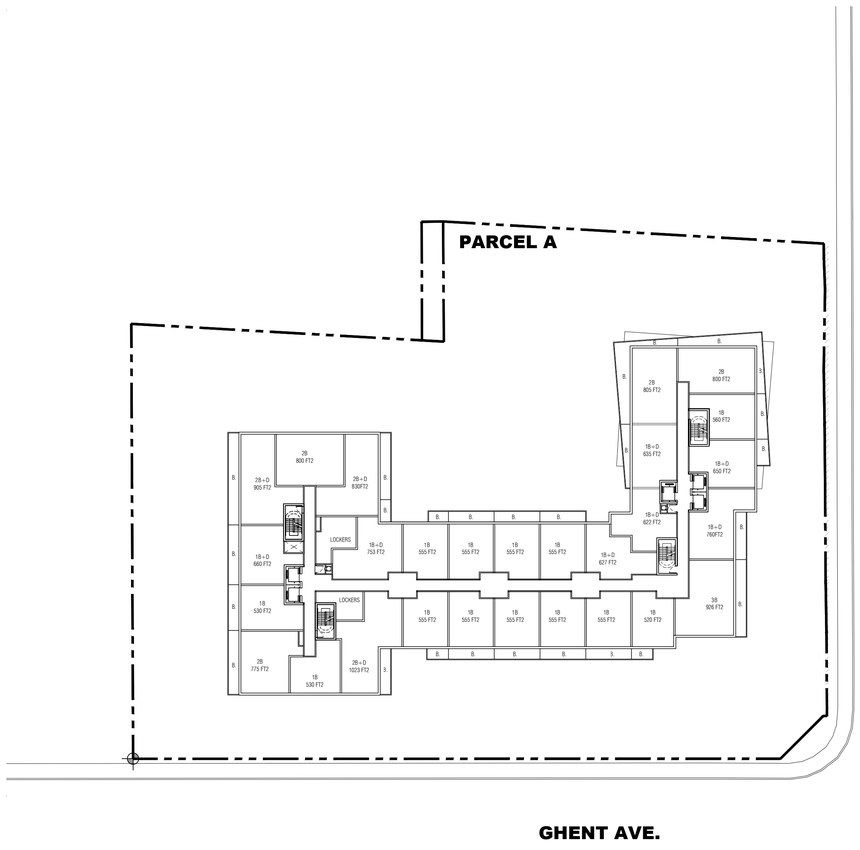
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Job #	1398.16

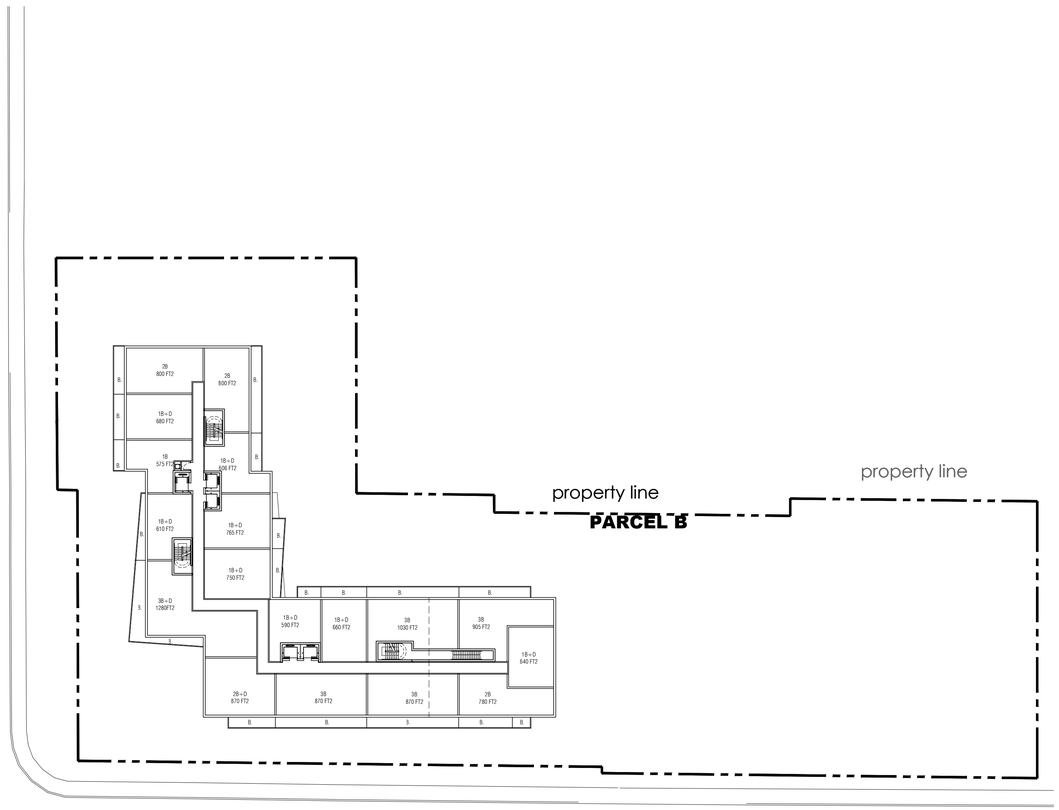
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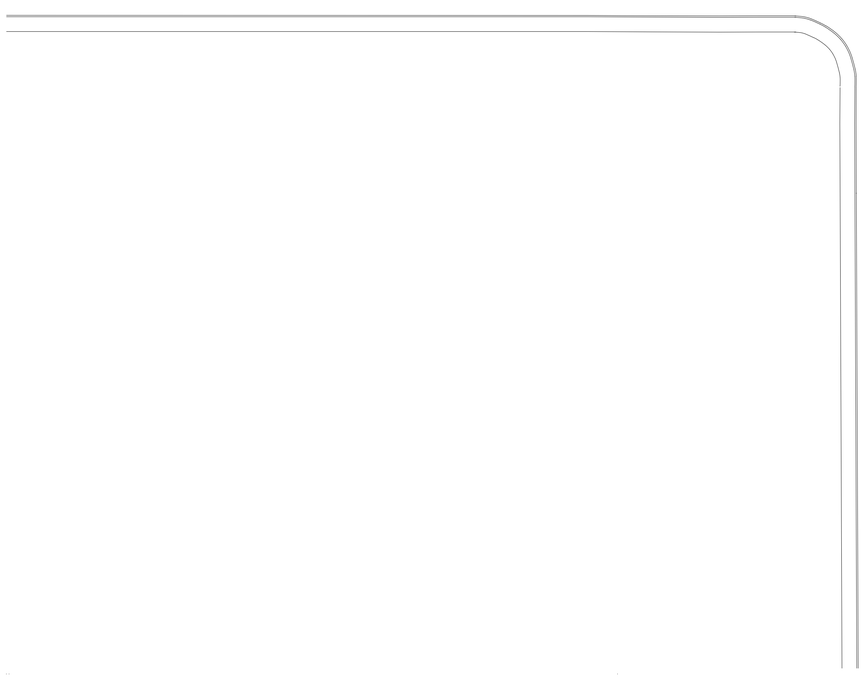
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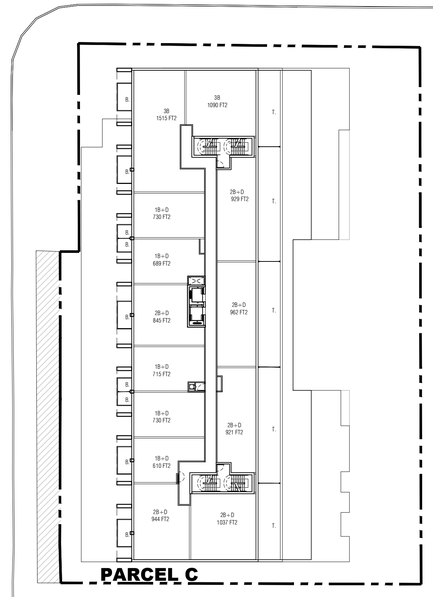
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Residential Developement

BRANT+GHENT

PHASE 1,2 AND 3

Burlinton Ontario

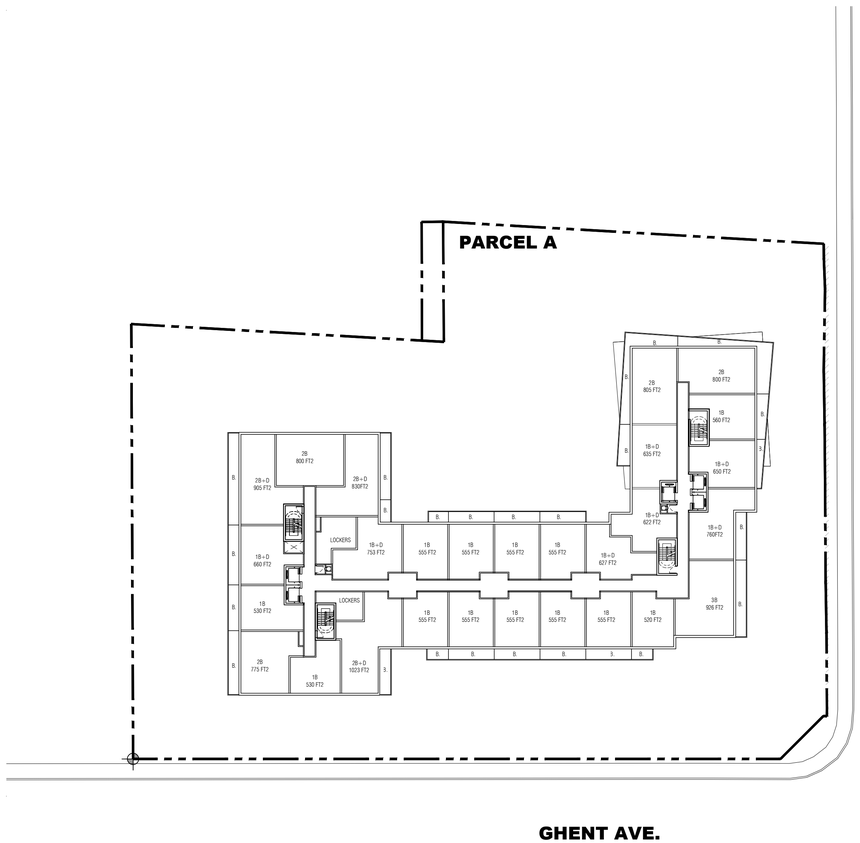
Project Architect:	B. Graziani
Assistant Designer:	S. Salari/R. Alani
Drawn By:	S. Salari/R. Alani
Checked By:	D. Biase
Plot Date:	Apr. 9, 2021
Job #	1398.16

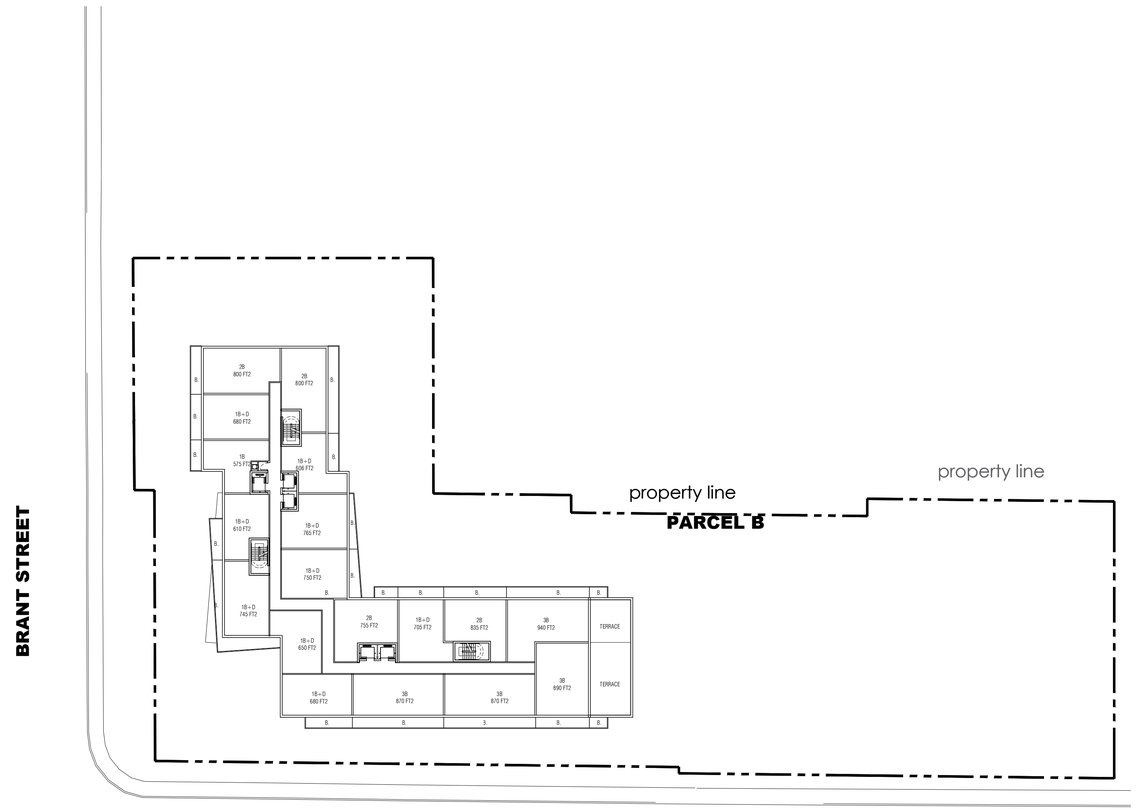
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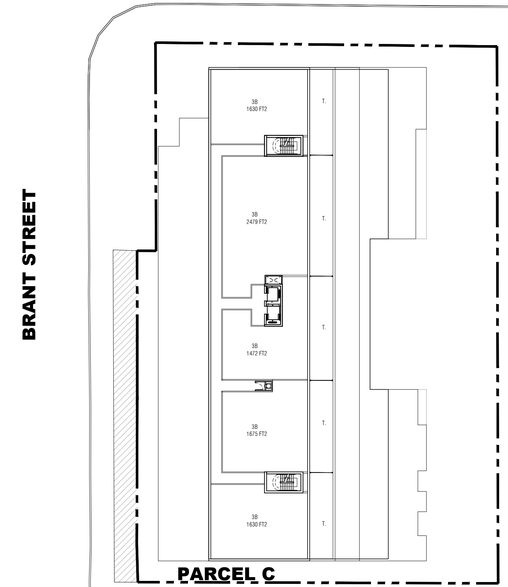
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BRANT STREET

GHENT AVE.



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PHASE 1,2 AND 3

Burlinton Ontario

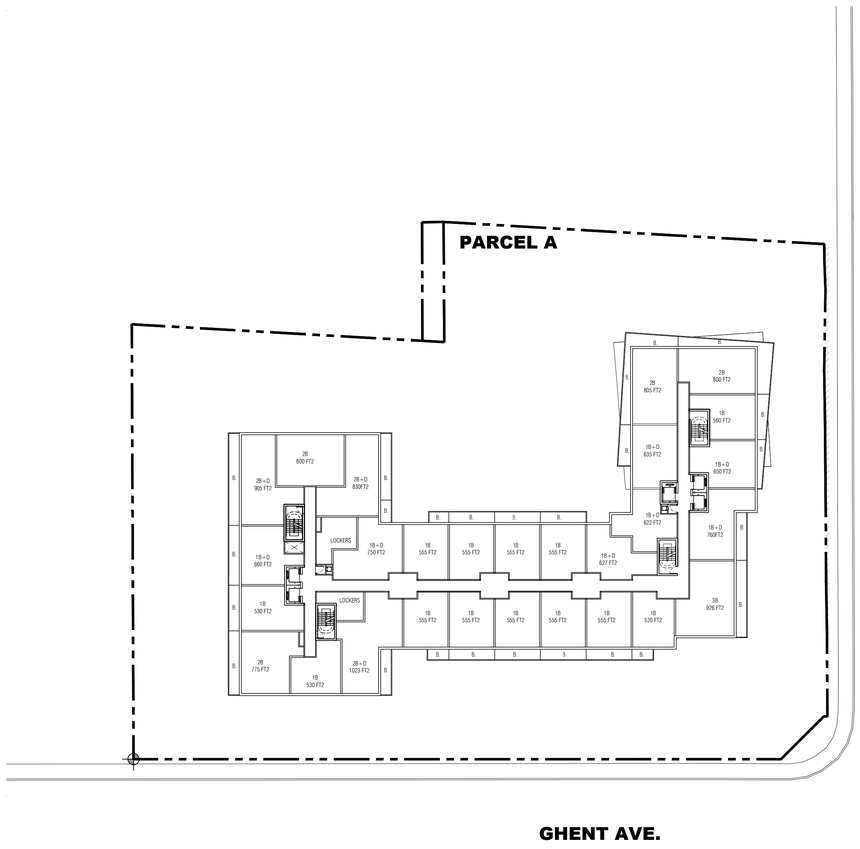
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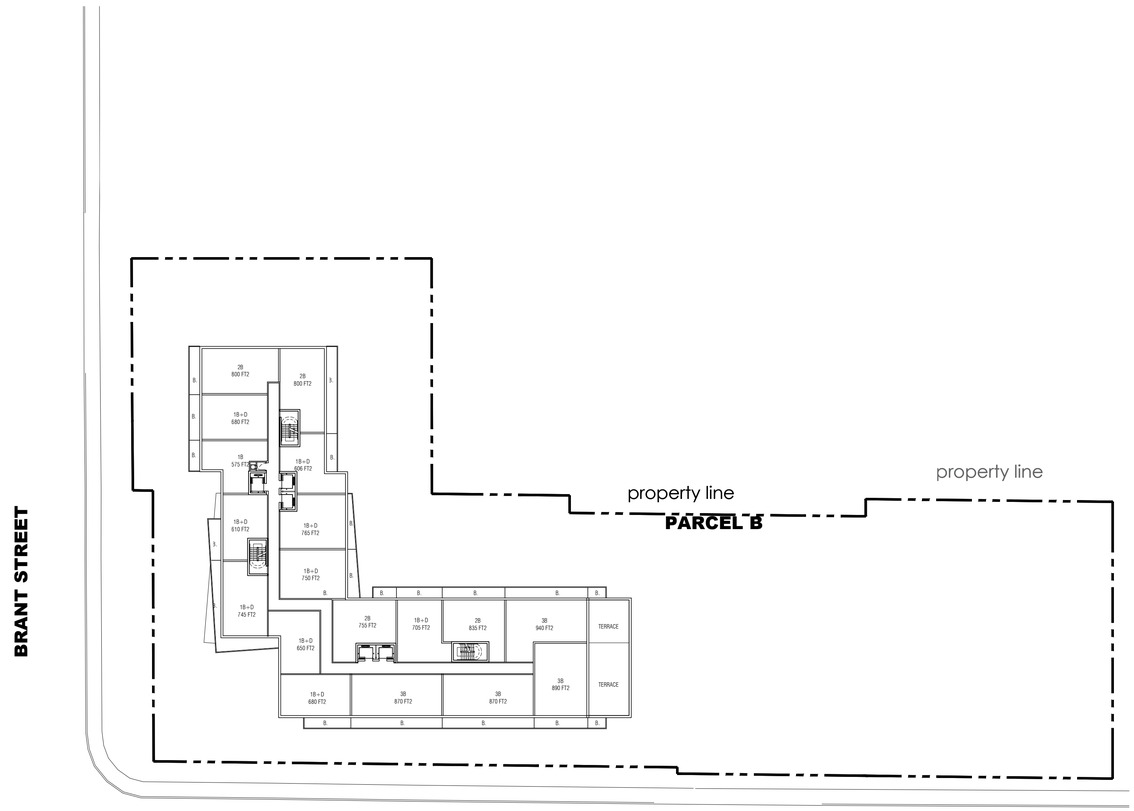
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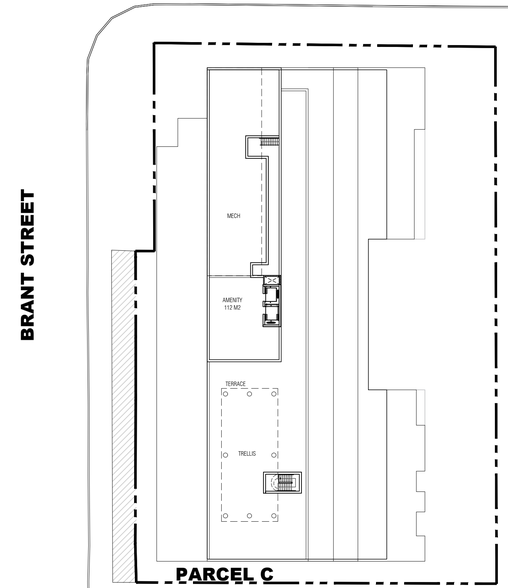
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A308

TITLEBLOCK SIZE: 610 x 900







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PHASE 1,2 AND 3

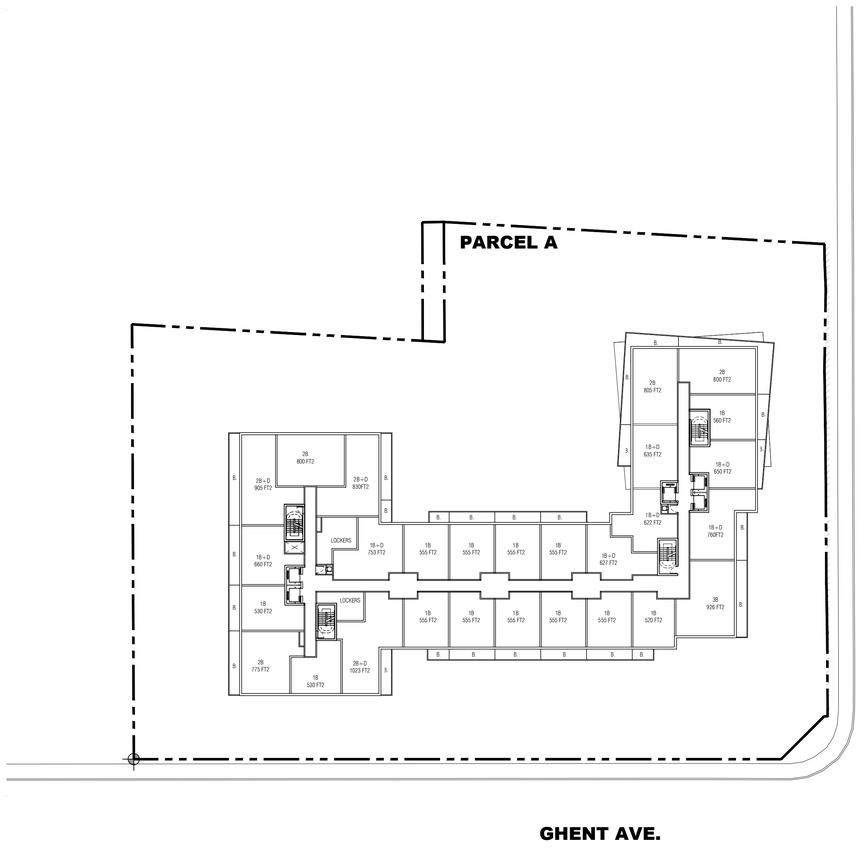
Burlinton Ontario

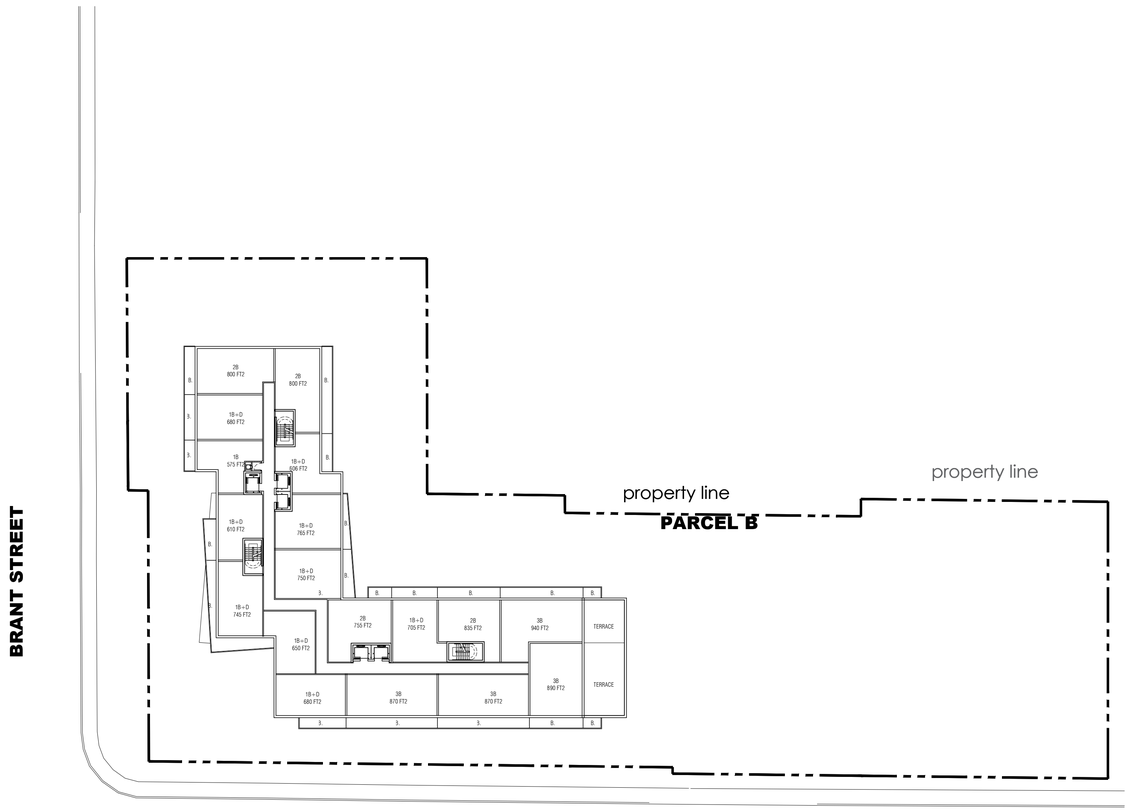
Project Architect:	B. Graziani
Assistant Designer:	S. Salari/R. Alani
Drawn By:	S. Salari/R. Alani
Checked By:	D. Biase
Plot Date:	Apr. 9, 2021
Job #	1398.16

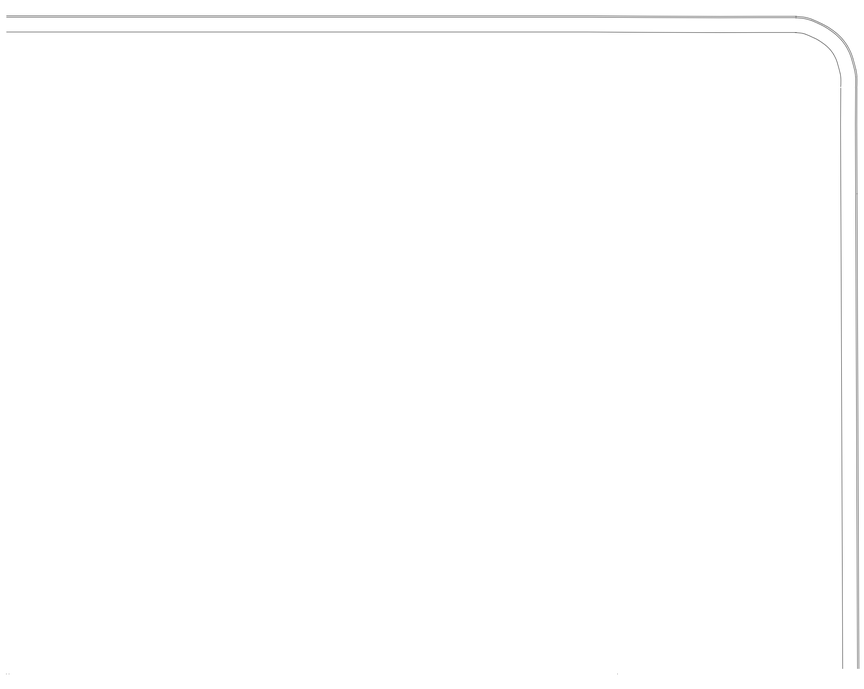
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PHASE 1,2 AND 3

Burlinton Ontario

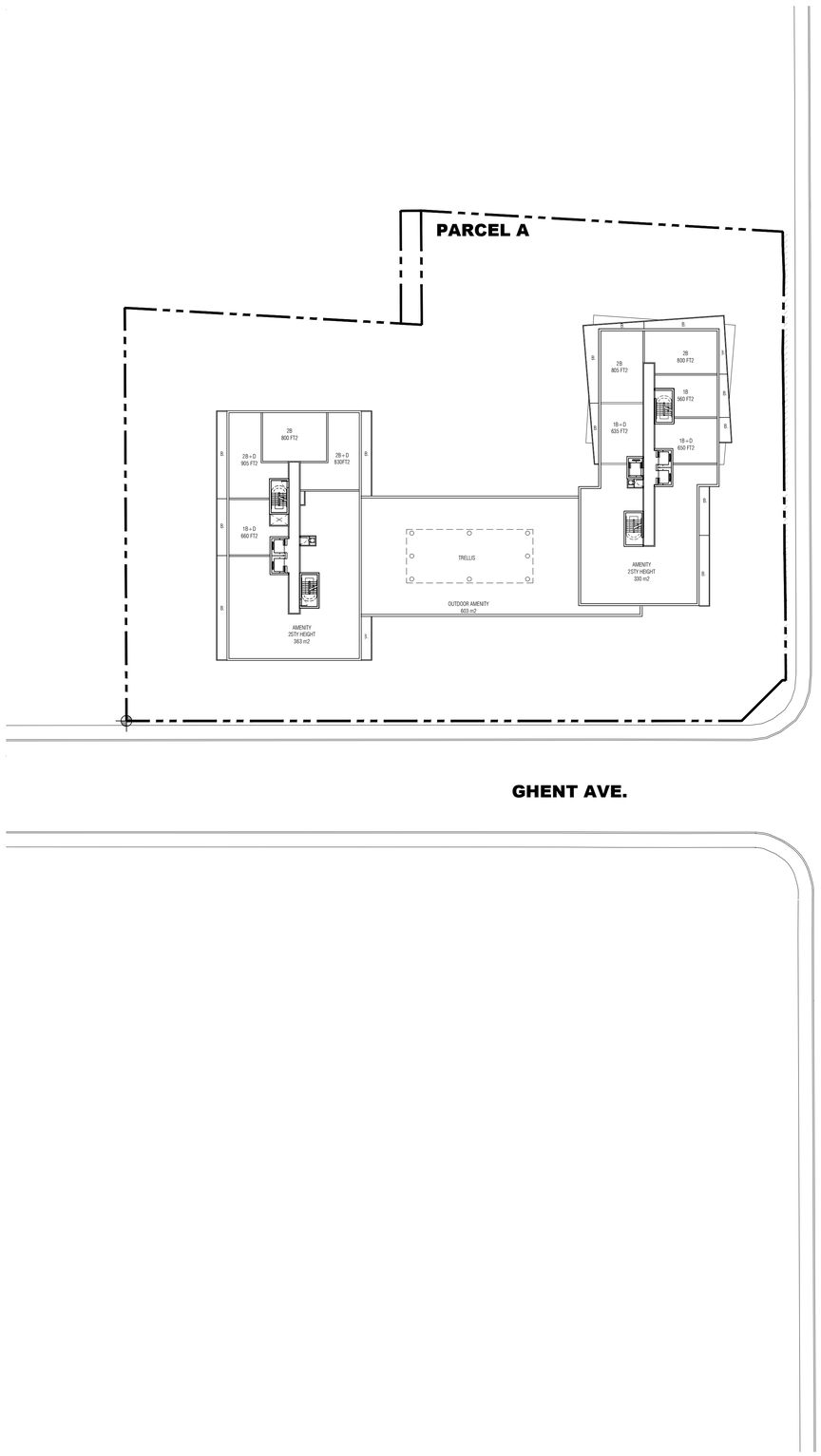
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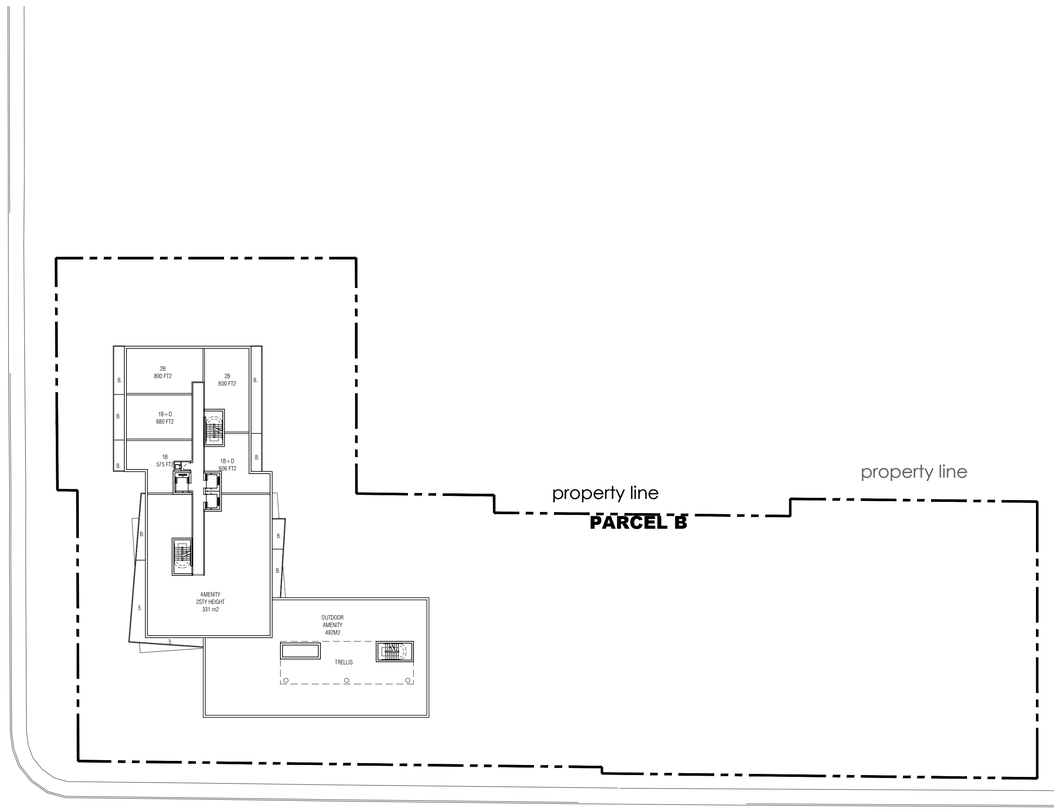
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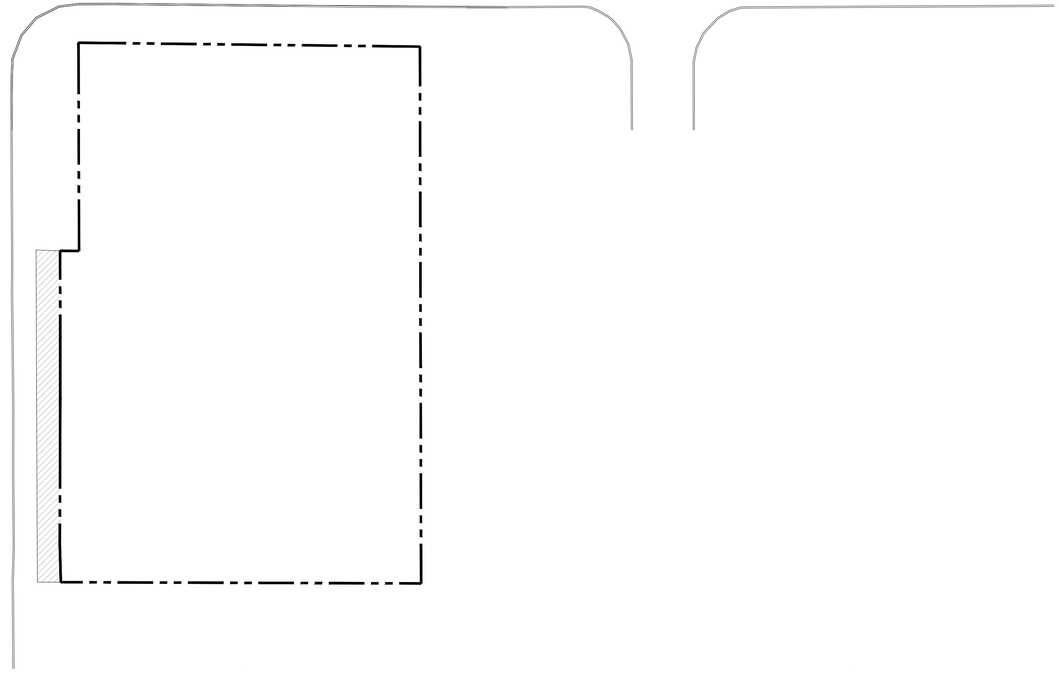
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TITLEBLOCK SIZE: 610 x 900







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PHASE 1,2 AND 3

Burlinton Ontario

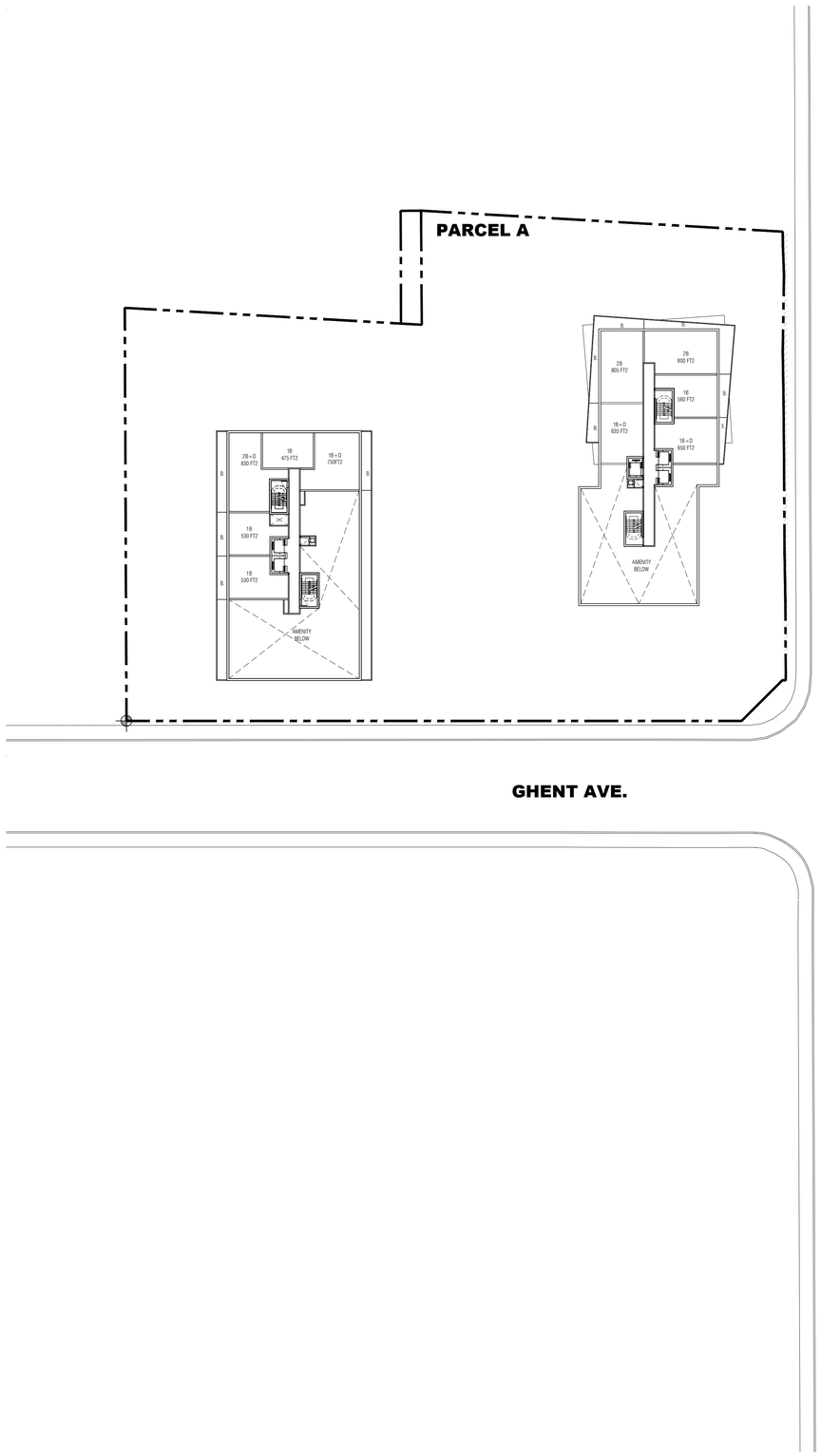
Project Architect:	B. Graziani
Assistant Designer:	S. Salari/R. Alani
Drawn By:	S. Salari/R. Alani
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Plot Date:	Apr. 9, 2021
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11TH FLOOR

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A311

TITLEBLOCK SIZE: 610 x 900



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PHASE 1,2 AND 3

Burlinton Ontario

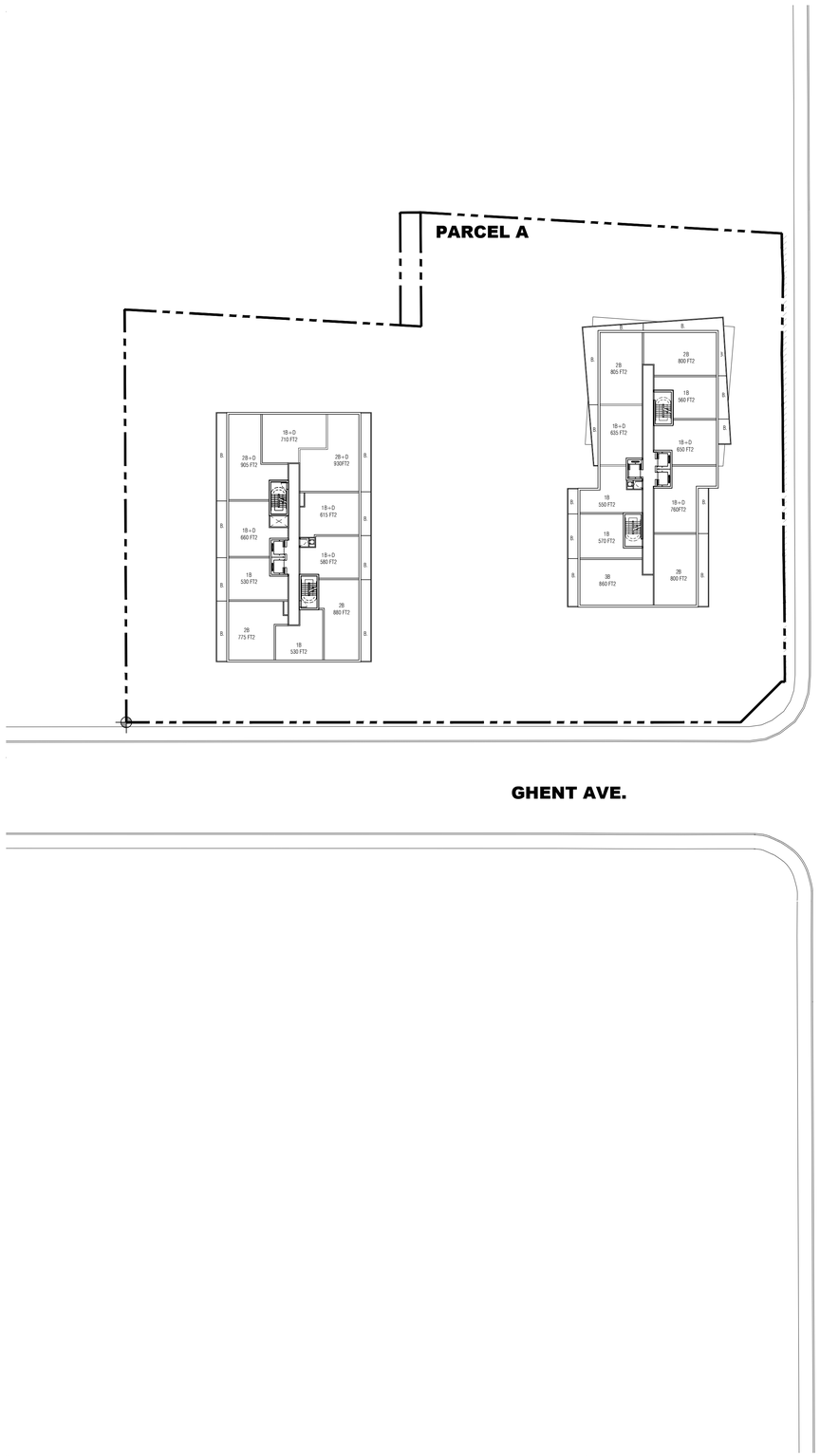
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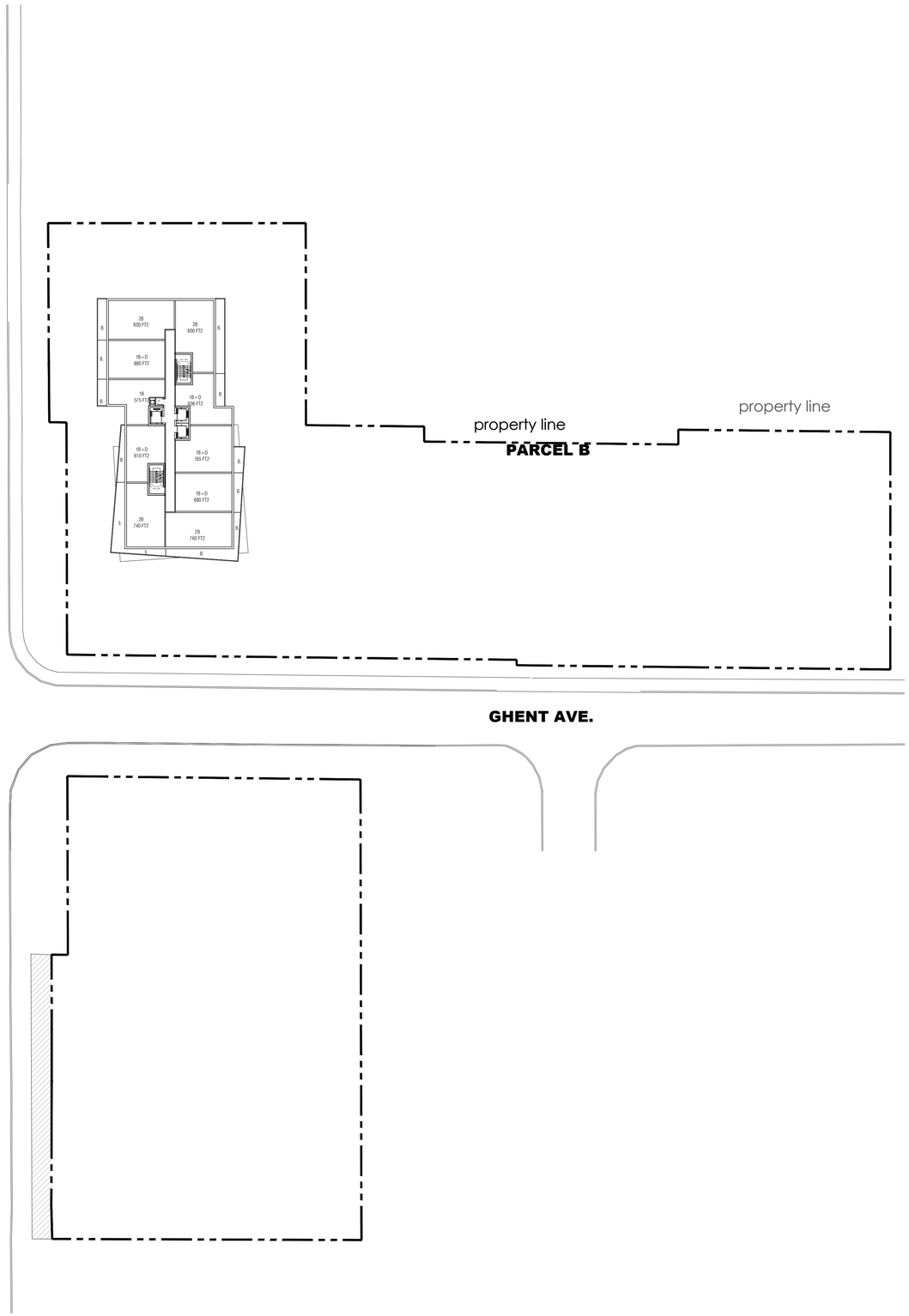
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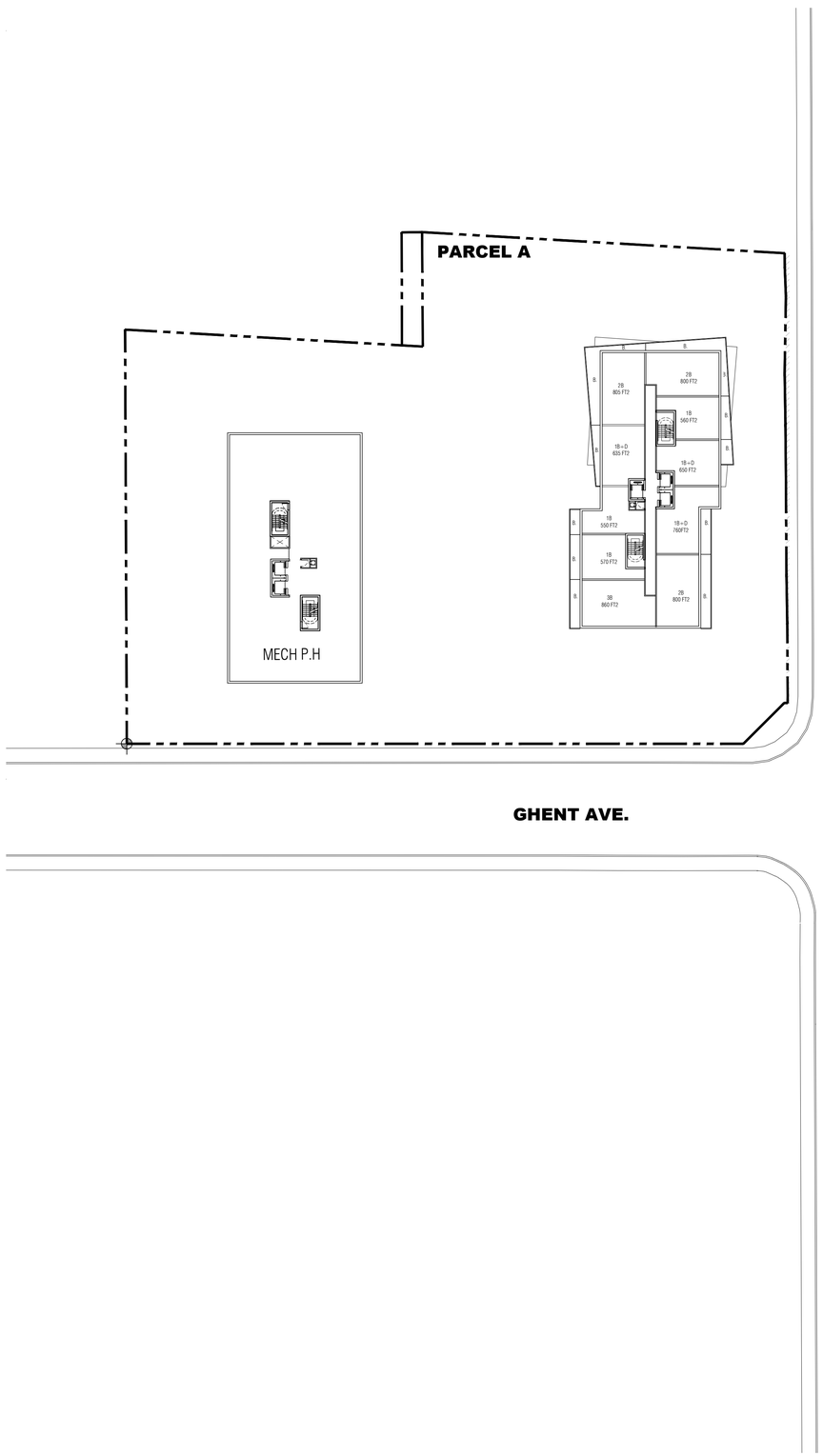
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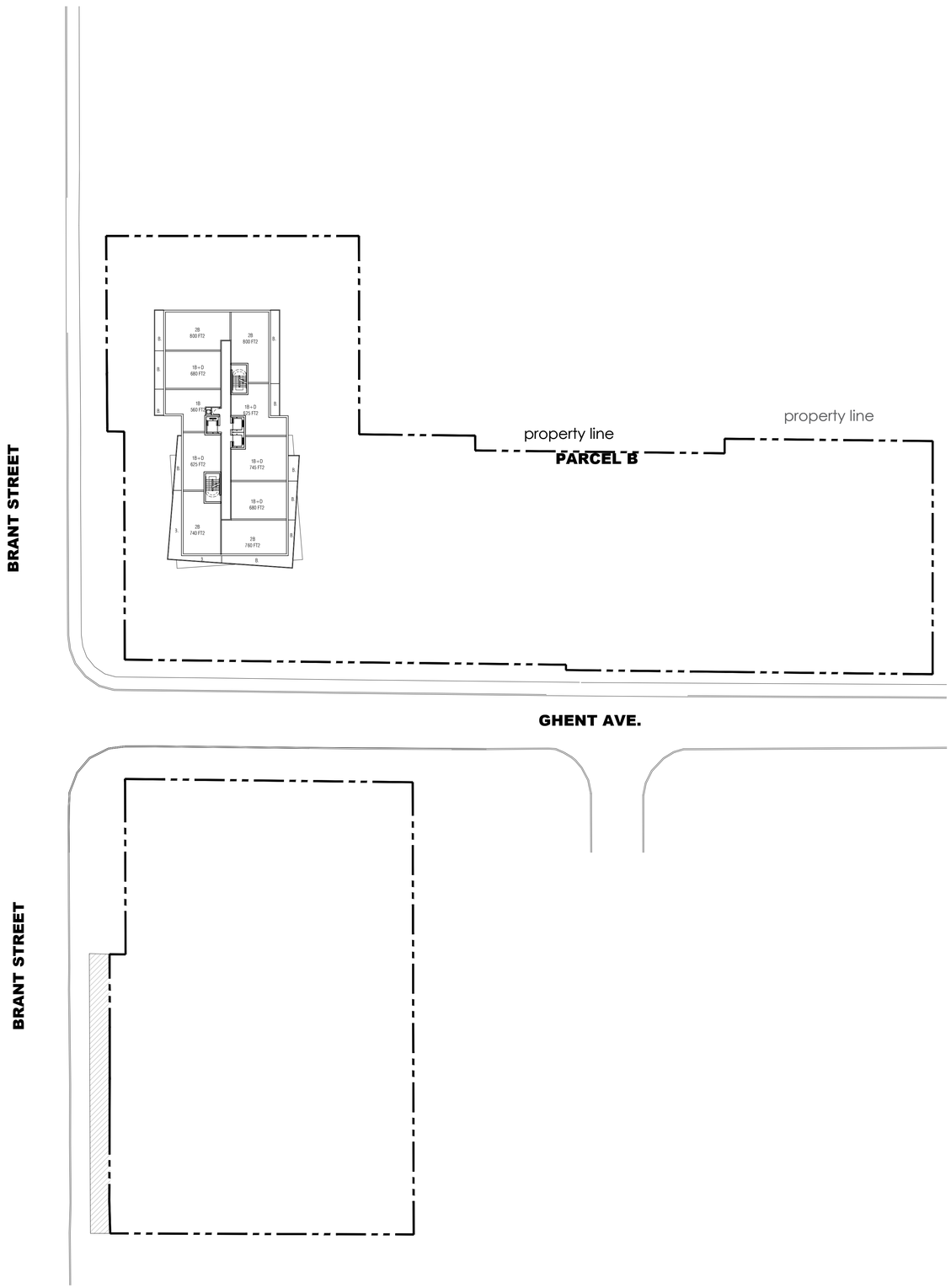
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A313

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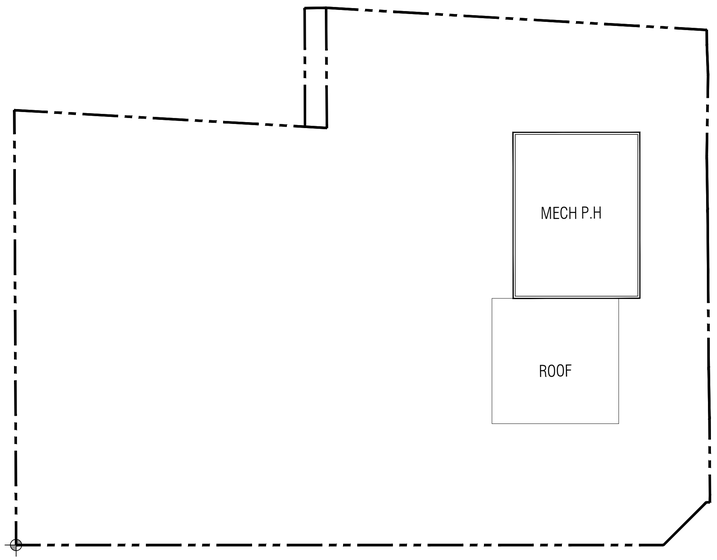
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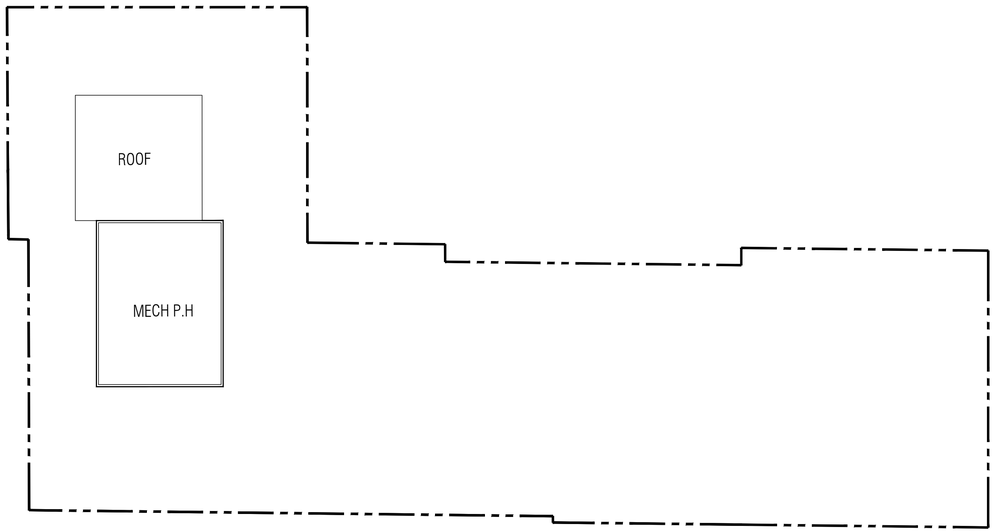
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Checked By:	D. Biase
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MECH FLOOR

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A315

TITLEBLOCK SIZE: 610 x 900