FINAL REPORT

84 - 104 PLAINS ROAD EAST & 990 GLENWOOD AVENUE

BURLINGTON, ONTARIO

NOISE AND VIBRATION IMPACT STUDY

RWDI #2406823

May 8, 2025

Companion Study: Land-Use Compatibility Study
(Air Quality, Noise & Vibration)



SUBMITTED TO

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VERSION HISTORY

Index	Date	Description	Prepared by	Reviewed by
1	November 18, 2024	Draft	OTH	KD / DJK
2	November 22, 2024	Final	OTH	KD / DJK
3	December 24, 2024	Final	OTH	KAMH
4	May 8, 2025	Final	OTH	KAMH

EXECUTIVE SUMMARY

RWDI AIR Inc. ("RWDI") was retained to prepare a Noise and Vibration Impact Study (NVIS) for the proposed 11-storey mixed use building located on 84 - 104 Plains Road East & 990 Glenwood Avenue in Burlington, Ontario. This assessment was completed to support the official plan amendment (OPA) and zoning by-law amendment (ZBA) submission as required by the City of Burlington.

The following noise control measures are recommended for the proposed development:

1. Installation of central air conditioning so that all suites' windows can remain closed.
2. The inclusion of a noise warning clause related to transportation sound levels at the building façade.
3. Minimum sound isolation performance:
    a. Window glazing with minimum sound isolation performance up to STC-34 for the North Façade facing Plains Rd
    b. Suite exterior balcony door with minimum sound isolation performance of STC-28 for the North Façade facing Plains Rd
4. Construction of perimeter noise barriers along the ground floor outdoor amenity area, OLA_01.

The potential noise levels from stationary sources of sound were evaluated. Based on the noise modeling results and setback distances, the land use compatibility of the proposed development with respect to the nearby industrial land-uses is considered acceptable from the noise assessment perspective.

At this stage of the design, the mechanical and electrical equipment has not yet been finalized. As a result, it is not possible to quantitatively assess the noise levels generated by the development or its impact on the surrounding environment. However, the effect on both the building itself and its surroundings is expected to be feasible to meet the applicable criteria. We recommend that the building design is evaluated prior to building permit to ensure that the acoustical design is adequately implemented in order to meet the applicable criteria.

Based on the results of the analysis, including implementation of the recommendations presented in this report, the proposed development is feasible with respect to noise and vibration.

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1 INTRODUCTION

RWDI AIR Inc. ("RWDI") was retained to prepare a Noise and Vibration Impact Study (NVIS) for the proposed 11-storey mixed use building located on 84 - 104 Plains Road East & 990 Glenwood Avenue in Burlington, Ontario. This proposed development will replace four existing lots (including a vacant lot and residential homes).

The proposed development will consist of: approximately 249 residential units and 1120 square meters of commercial space on the ground floor. The residential unit numbers and commercial space area is subject to change following issuance of final architectural plans. The development will be accessible from all three (3) street frontages, including Plains Road East, Birchwood Avenue, and Glenwood Avenue. The context site plan is shown in **Figure 1**.

The site is exposed to noise from road traffic on Plains Road, the traffic sound on Birchwood Avenue and Glenwood Avenue is assumed to have no significant impact on the development.

This assessment was completed to support the official plan amendment (OPA), and zoning by-law amendment (ZBA) submission as required by the City of Burlington. This assessment was based on design drawings dated April 2023, included in **Appendix A**.

2 APPLICABLE CRITERIA

Applicable criteria for transportation noise sources (road) and stationary noise sources are adopted from the Ontario Ministry of the Environment, Conservation and Parks (MECP) NPC-300 Environmental Noise Guideline (MOE, 2013), with a summary of the applicable criteria included with **Appendix B**.

The proposed development site would be characterized as a "Class 1 Area", which is defined according to NPC-300 as an area with an acoustical environment typical of a major population centre, where the background sound level is dominated by the activities of people, usually road traffic, often referred to as "urban hum."

3 THE EFFECTS OF THE ENVIRONMENT ON THE PROPOSED DEVELOPMENT

3.1 Transportation Source Assessment

3.1.1 Road Traffic Volume Data

Traffic volume on Plains Road was obtained from The City of Burlington open data for average annual daily traffic (AADT) for the year 2022. A 90%/10% daytime/nighttime typical arterial road split was applied to assess traffic volumes on Plains Road.

A summary of the traffic data used is included in **Table 1** below with more detailed information included in **Appendix C**.

Table 1: Road Traffic Volumes

Roadway	Segment	2034 Future Traffic (AADT)	% Day/Night	Speed Limit (km/hr)	% Trucks
Plains Road	Clearview Avenue to Glenwood Avenue	34889	90% /10%	50	13

3.1.2 Representative Receptors

The selection of receptors affected by transportation noise sources was based on the drawings reviewed for this assessment. Using the "building evaluation" feature of Cadna/A, each façade of the residential building was assessed.

Outdoor Living Areas (OLAs) would include outdoor areas intended and designed for the quiet enjoyment of the outdoor environment and which are readily accessible from the building. OLAs may include any common outdoor amenity spaces associated with a multi-unit residential development (e.g. courtyards, roof-top terraces), and/or private backyards and terraces with a minimum depth of 4m provided they are the only outdoor living area for the occupant. Daytime sound levels were assessed at the following identified OLAs:

- OLA_01: Ground Floor Gazebo Outdoor Amenity Area
- OLA_02: Ground Floor Common Amenity Area
- OLA_03: Outdoor Amenity Under Canopy
- OLA_04: 6th Floor Outdoor Amenity Area

The OLAs are indicated in **Figure 2**.

3.1.3 Transportation Source Assessment - Analysis and Results

Sound levels due to the adjacent roads were predicted using emission algorithms from the Ontario Road Noise Analysis Method for Environment and Transportation (ORNAMENT) guidelines (MOE, 1989) implemented in the Cadna/A software package.

The acoustical performance of building components must be specified to meet the indoor sound level criteria. To assess the effect of transportation noise on suites, the maximum sound level on each façade was determined with the results summarized in **Table 2**.

Table 2: Predicted Ground Transportation Source Sound Levels – Plane of Window

Façade	Road		Notes
	Day L_{EQ}, 16hr	Night L_{EQ}, 8hr	
North Facing Plains Road	74	68	1
East Facing Birchwood Ave	70	63	1
South Facing Neighborhood	56	49	1
West Facing Glenwood Ave	70	63	1

Note(s):

1. Installation of air-conditioning to allow for windows and doors to remain closed, warning clause "Type D". Refer to **Appendix D** for guidance regarding air-conditioning as a noise mitigation measure.

To assess the effect of transportation noise on the qualifying OLAs for the development, predicted sound level results are summarized in **Table 3**.

Table 3: Transportation Sound Levels in Outdoor Living Areas (OLAs)

Receptor	Description	Daytime L_{EQ}, 16hr	Notes
OLA_01	Ground Floor Gazebo Outdoor Amenity Area	56	1
OLA_02	Ground Floor Common Amenity Area	47	2
OLA_03	Outdoor Amenity Under Canopy	46	2
OLA_04	6th Floor Outdoor Amenity Area	46	2

Note(s):

1. For OLA sound levels >55 dBA and ≤60 dBA, noise controls may be applied to meet the 55 dBA criterion.
2. The predicted sound level meets the NPC-300 criterion for OLAs. Noise control measures are not required.

3.2 Stationary Source Assessment

Stationary sources could be grouped into two categories: Those that have a permit with the Ontario Ministry of the Environment, Conservation and Parks (MECP) through an Environmental Compliance Approval (ECA) or Environmental Activity and Sector Registry (EASR); and those that are exempt from ECA or EASR permit requirements.

In the case where a stationary source has an Environmental Compliance Approval (ECA) or Environmental Activity and Sector Registry (EASR) permit with the MECP, and would be put in a position where it is no longer in compliance with the applicable sound level criteria due to the encroachment of the proposed new development, source specific mitigation and/or formal classification of the proposed development lands as a "Class 4 Area" (refer to C.4.4.2 "Class 4 Area" in NPC-300) would be required. In this case, coordination and agreements between the stationary source owner, proposed new development owner, the land-use planning authority and potentially the MECP would be needed.

In the case where a stationary source is exempt from ECA or EASR permit requirements with the MECP, the noise provisions of the applicable Municipal Code and guidance from NPC-300 would be applicable. In this case, mitigation of sound levels due to stationary sources would be from a due diligence perspective to avoid nuisance complaints from future occupants of the proposed new development. Mitigation could be in the form of mitigation at the source (with agreement from the stationary source owner) and/or mitigation at the receptor through site and building element design (building orientation, acoustical barriers, façade sound insulation design).

A review was conducted to assess potential industries for stationary sound sources, both permitted and non-permitted, in accordance with MECP guidelines. After evaluating all identified industries within a 1,000-meter setback from the property boundary, it was determined that no facilities were potential contributors to noise at the proposed development, except for the CN Aldershot Rail Yard.

In discussion with the Senior Planner from the CN Planning, Landscape Architecture and Urban Design Department, it has been indicated that due to the separation distance of approximately 600 m from the Aldershot Yard, the Yard does not need to be included in the analysis. CN indicated a study was completed for a nearby site and found that mitigation requirements for road traffic were significant enough to account for any rail noise on the development. Reference to the communications with the Senior Planner regarding the CN Rail Yard are included in **Appendix E.**

3.3 Recommendations

Based on the noise assessment results, the following recommendations were determined for the project.

3.3.1 Transportation Sources

The following recommendations are provided to address transportation sources.

3.3.1.1 Building Façade Components

Due to the elevated transportation sound levels in the area, acoustical design of the façade components including spandrel, window glazing, and exterior doors, are recommended to be specified for the proposed development.

To assess the development's feasibility, preliminary window glazing, and exterior balcony door sound isolation requirements were determined. These were based on following assumptions:

- Typical residential living room:
  - Glazing 60% of façade, Door: 20% of façade
  - 55% Façade to floor area Ratio
- Typical residential bedroom:
  - Glazing 80% of façade, Door: N/A
  - 81% Façade to floor area Ratio
- Acoustical character of rooms: High absorption finishes/furniture for bedrooms and intermediate absorption finishes/furniture for living rooms.

Based on the predicted plane of window sound levels and the assumptions listed above, recommendations for the minimum sound insulation ratings for the building components were determined using the National Research Council of Canada "BPN-56 method" (NRCC, 1985). The reported results are in terms of Sound Transmission Class (STC) ratings as summarized in **Table 4**.

Table 4: Recommended Facade Component Minimum Sound Insulation Rating

Façade	Window Glazing	Exterior Door	Façade Wall[1]
North Façade facing Plains Rd	STC 34	STC 28	OBC
East Façade facing Glenwood Avenue	STC 28	STC 28	OBC
West Façade facing Birchwood Avenue	STC 27	STC 28	OBC
South Façade facing neighborhood	OBC	OBC	OBC

Note(s):

1. "OBC" denotes that the noise insulation design is not required to be specified. Building envelope assemblies meeting the minimum Ontario Building Code (OBC) requirements will also exhibit sufficient noise reduction to meet the interior sound level criteria.

The maximum requirement for the window glazing was determined to be STC-34 and STC-28 for the exterior door, which is considered feasible as this can be achieved by various double-glazed configurations of insulated glazing units. Corner units were not assessed for specific glazing type and are recommended to be assessed for site plan approval (SPA) when the final room configurations are confirmed.

Taking into account the assumptions used as a basis to determine the glazing requirements, the applicable indoor transportation source sound level criteria are predicted to be achieved.

We recommend that the façade construction is reviewed during detailed design to ensure that the indoor sound level limits will be met, and that the window/door supplier is requested to provide STC laboratory test reports as part of shop drawing submittal to confirm that the glazing/door components will meet the minimum STC requirements.

3.3.1.2 Ventilation Recommendations

Due to the transportation sound levels at the plane of the façade, central air conditioning is recommended for the proposed development to allow for windows and doors to remain closed as a noise mitigation measure. Further, prospective purchasers or tenants should be informed by a warning clause "Type D".

3.3.1.3 Outdoor Living Areas

Due to traffic noise along Plains Road, sound levels at OLA_01 are projected to be elevated, reaching approximately 56 dBA. Since the sound level is between 55 dBA and 60 dBA, noise control measures should be implemented to achieve a sound level of 55 dBA. To reduce the transportation sound levels at OLA_01 to meet the applicable criteria, noise barriers are recommended.

The recommended geometry of the noise barriers is included with **Figure 3**. The barrier height needs to be at least 1.6 meters to achieve a sound level criterion of less than or equal to 55 dBA. If the barrier construction is infeasible, then a warning clause "Type A" is recommended. General guidance with respect to noise barrier design is included with Appendix D.

3.3.2 Warning Clauses

The following warning clauses are recommended for the proposed development:

1. NPC-300 Type D to address transportation sound levels at the plane of window.
2. NPC-300 Type A to address transportation sound levels in Outdoor Living Areas (OLAs).

Warning clauses are recommended to be included on all development agreements, offers of purchase and agreements of purchase and sale or lease. The wording of the recommended warning clauses is included with **Appendix F**.

4 THE EFFECTS OF THE PROPOSED DEVELOPMENT ON ITS SURROUNDINGS AND ON ITSELF

On-site stationary sources for the dwellings are expected to mainly consist of HVAC related equipment. Consideration should be given to control airborne and structure-borne noise generated within the proposed development.

Provided that best practices for the acoustical design of the building and guidelines from NPC-216 (MOE, 1993) are followed, noise from the development are expected to be feasible to meet the applicable sound level criteria due to the residential nature of the proposed dwellings.

We recommend that the potential noise effect of the proposed development is reviewed during detailed design to ensure the applicable sound level criteria will be achieved.

5 CONCLUSIONS

RWDI was retained to prepare a Noise and Vibration Impact Study (NVIS) for the proposed mixed-use building located in Burlington, Ontario.

The following noise control measures are recommended for the proposed development:

1. Installation of central air conditioning so that all suites' windows can remain closed.
2. The inclusion of noise warning clauses related to transportation sound levels at the building façade and in the outdoor amenity areas.
3. Minimum sound isolation performance:
    a. Window glazing with minimum sound isolation performance up to STC-34 for the North Façade facing Plains Rd
    b. Suite exterior balcony door with minimum sound isolation performance of STC-28 for the North Façade facing Plains Rd
4. Construction of perimeter noise barriers along the ground floor outdoor amenity area, OLA_01.

At this stage of the design, the mechanical and electrical equipment has not yet been finalized. As a result, it is not possible to quantitatively assess the noise levels generated by the development or its impact on the surrounding environment. However, the effect on both the building itself and its surroundings is expected to be feasible to meet the applicable criteria. We recommend that the building design is evaluated prior to building permit to ensure that the acoustical design is adequately implemented in order to meet the applicable criteria.

Based on the results of the analysis including implementation of the recommendations included with this assessment, the proposed development is feasible to meet the applicable sound and vibration criteria.

6 STATEMENT OF LIMITATIONS

This report entitled 84 - 104 Plains Road East & 990 Glenwood Avenue was prepared by RWDI AIR Inc. ("RWDI") for Miura Development Group ("Client"). The findings and conclusions presented in this report have been prepared for the Client and are specific to the project described herein ("Project"). The conclusions and recommendations contained in this report are based on the information available to RWDI when this report was prepared. Because the contents of this report may not reflect the final design of the Project or subsequent changes made after the date of this report, RWDI recommends that it be retained by Client during the final stages of the project to verify that the results and recommendations provided in this report have been correctly interpreted in the final design of the Project.

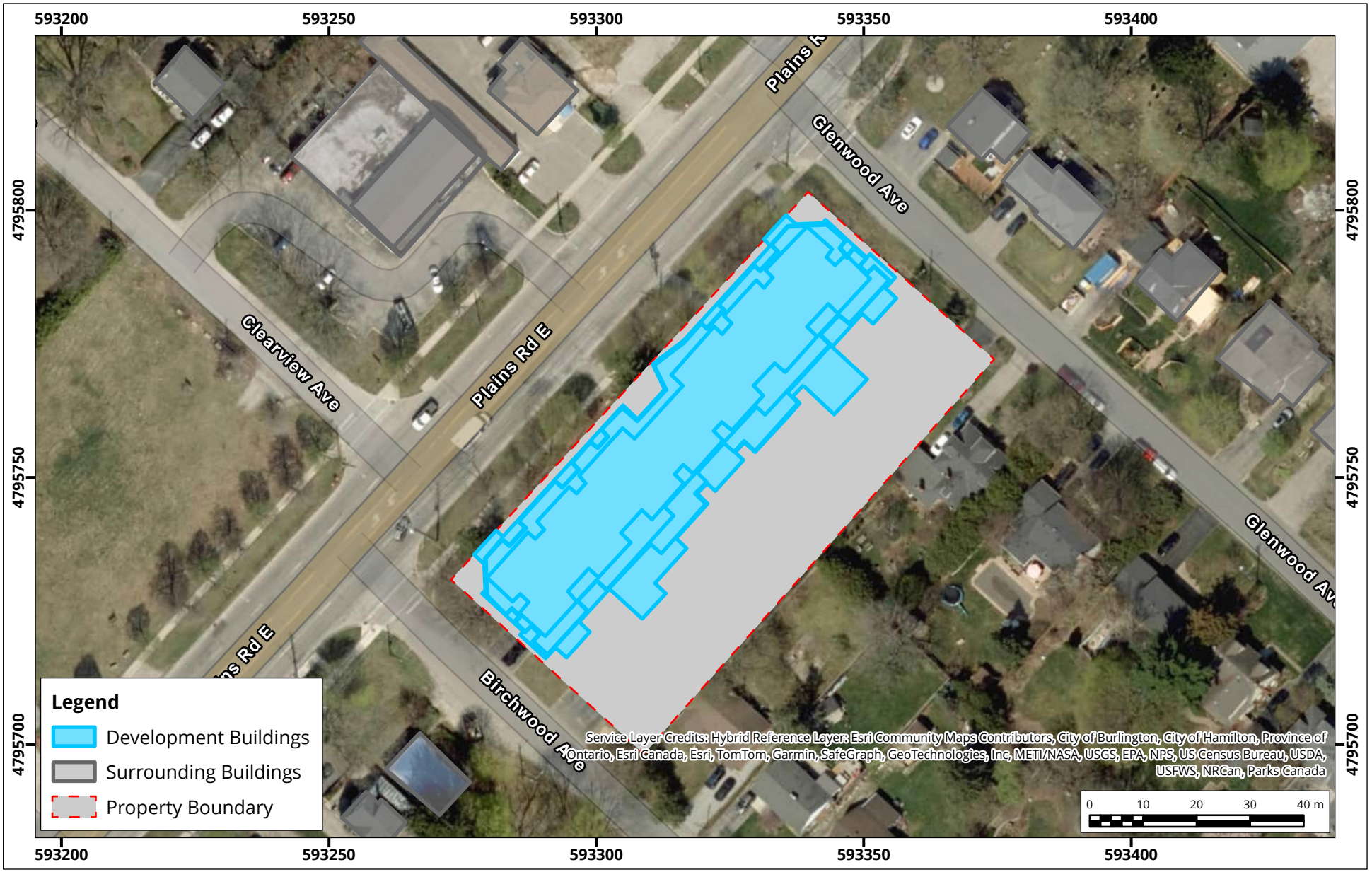
The conclusions and recommendations contained in this report have also been made for the specific purpose(s) set out herein. Should the Client or any other third party utilize the report and/or implement the conclusions and recommendations contained therein for any other purpose or project without the involvement of RWDI, the Client or such third party assumes any and all risk of any and all consequences arising from such use and RWDI accepts no responsibility for any liability, loss, or damage of any kind suffered by Client or any other third party arising therefrom.

Finally, it is imperative that the Client and/or any party relying on the conclusions and recommendations in this report carefully review the stated assumptions contained herein and to understand the different factors which may impact the conclusions and recommendations provided.

7 REFERENCES

1. Ontario Ministry of the Environment (MOE), August 2013, Publication NPC-300, Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning (MOE, 2013).
2. Ontario Ministry of the Environment and Energy (MOE), 1993, Publication NPC-216, Residential Air Conditioning Devices (MOE, 1993).
3. Ontario Ministry of the Environment (MOE), 1989, ORNAMENT Ontario Road Noise Analysis Method for Environment and Transportation, Technical Publication (MOE, 1989)
4. Ontario Ministry of the Environment (MOE) Publication Guideline D-6, "Compatibility Between Industrial Facilities and Sensitive Land Uses", July 1995 (MOE, 1995).
5. Controlling Sound Transmission into Buildings (BPN-56), National Research Council Canada (NRCC, 1985).
6. International Organization for Standardization (ISO), 1994b, International Standard ISO 9613-1:1994, Acoustics – Attenuation of Sound during propagation outdoors. Part 1: Calculation of the absorption of sound by the atmosphere. (ISO, 1994)
7. International Organization for Standardization (ISO), 1996, International Standard ISO 9613-2:1996, Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation (ISO, 1996)

FIGURES



Site Context Plan

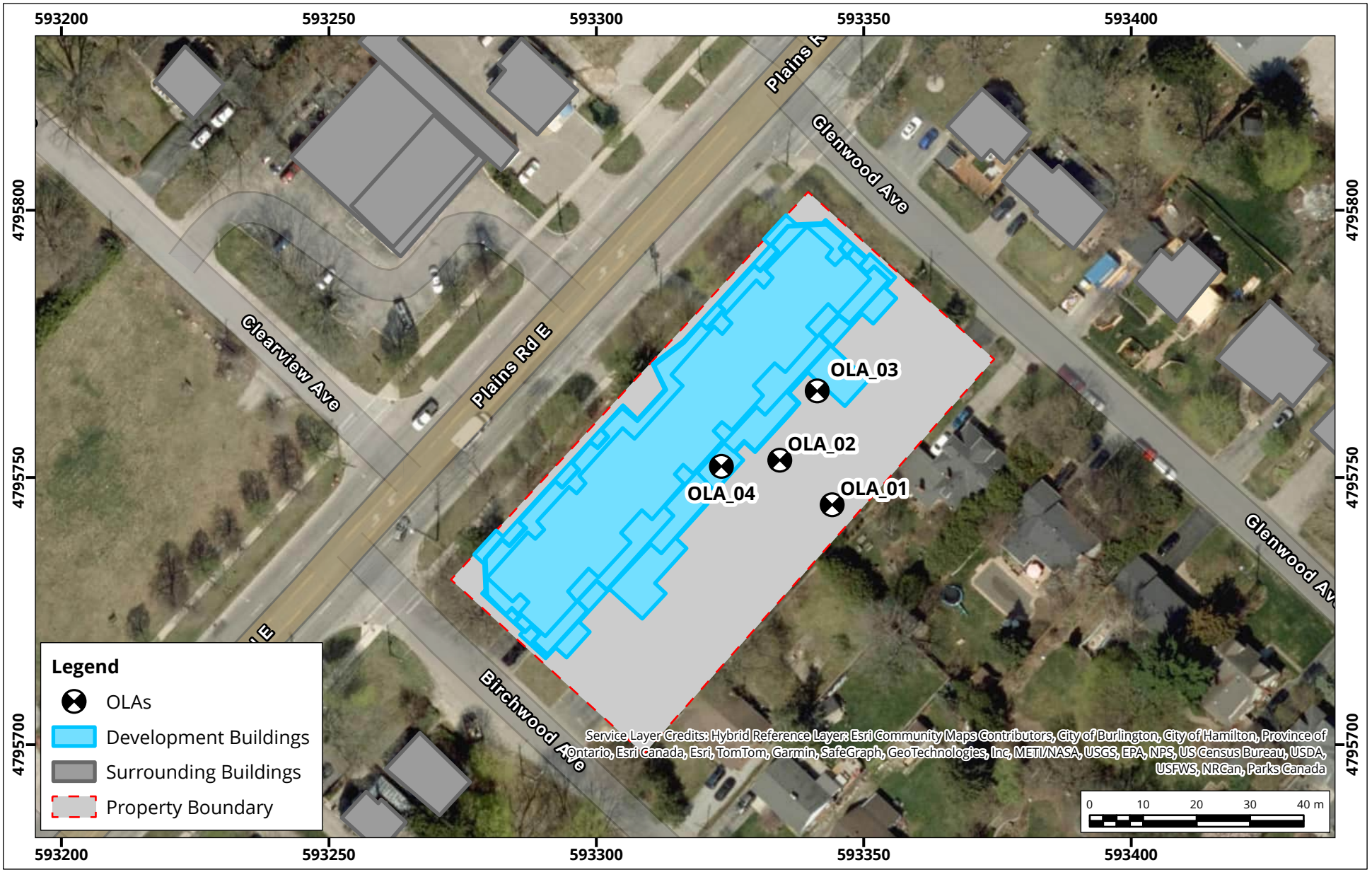
True North

Drawn by: OTH	Figure: 1
Approx. Scale:	1:1,000
Date Revised:	Dec 23, 2024

Map Projection: NAD 1983 UTM Zone 17N

84 - 104 Plains Road East & 990 Glenwood Avenue - Burlington, Ontario

Project #: 2406823



Outdoor Living Areas (OLAs) Noise Barrier Locations

Location of Common Outdoor Amenity Areas

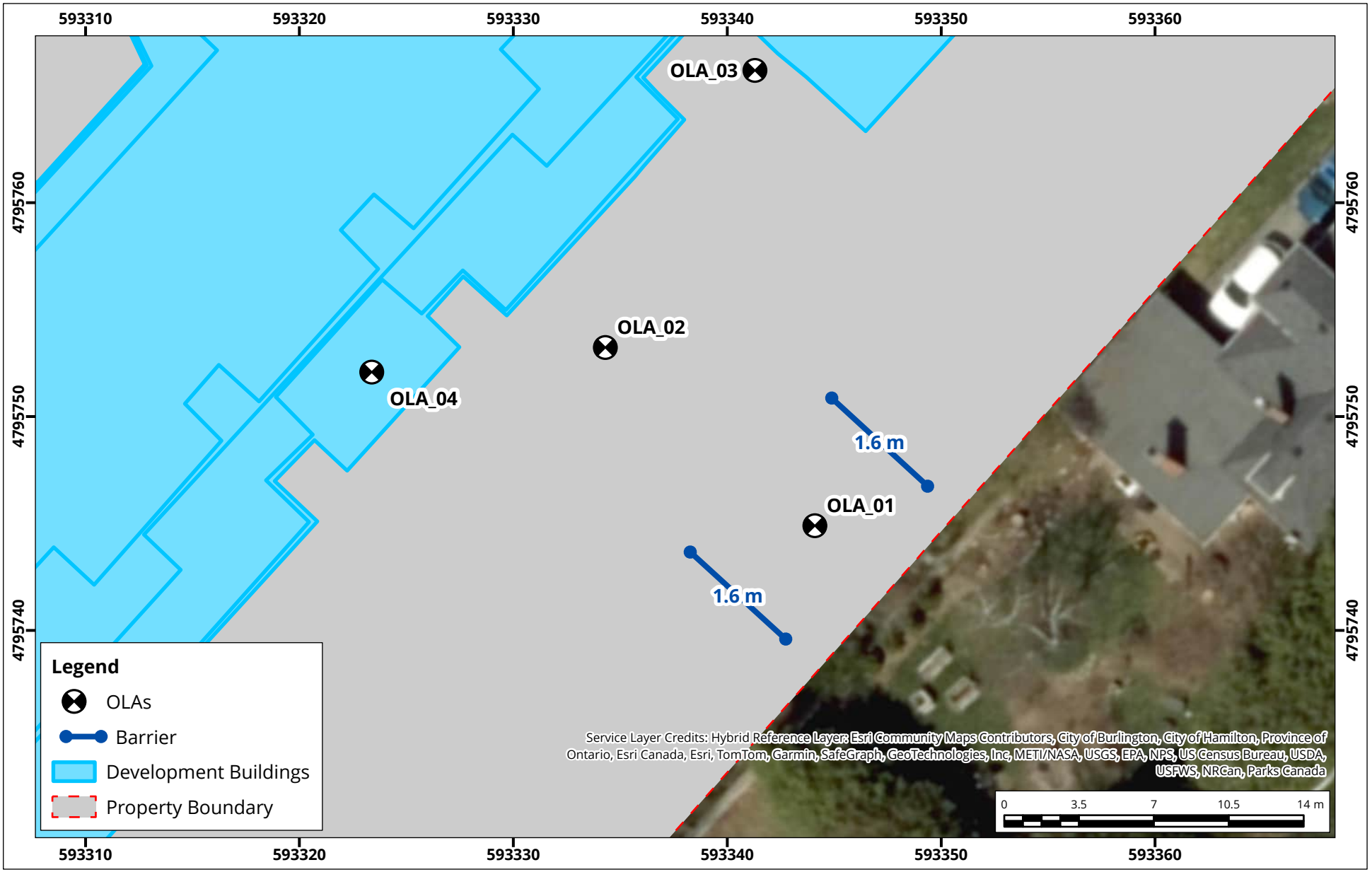
True North

Drawn by: OTH	Figure: 2
Approx. Scale:	1:1,000
Date Revised:	Dec 24, 2024

Map Projection: NAD 1983 UTM Zone 17N

84 - 104 Plains Road East & 990 Glenwood Avenue - Burlington, Ontario

Project #: 2406823



Outdoor Living Areas (OLAs) Mitigation to 55 dBA

Recommended Barrier Geometry and Height to meet 55 dBA

Map Projection: NAD 1983 UTM Zone 17N

84 - 104 Plains Road East & 990 Glenwood Avenue - Burlington, Ontario

True North

Project #: 2406823

Drawn by: OTH	Figure: 3
Approx. Scale:	1:250
Date Revised:	Dec 24, 2024

APPENDIX A

PLAINS ROAD EAST

PLAINS ROAD EAST
FIRE ROUTE

ALDERSHOT MAIN STREET (AM)
MAJOR TRANSIT STATION AREA (MTSA) MAJOR MIXED USE STREET

5M WIDE LANDSCAPE BUFFER

3M WIDE MUNICIPAL SIDEWALK (TO NORTH EDGE TO LINE UP WITH MUNICIPAL SIDEWALK EAST AND WEST OF SITE)

SET BACK FROM STREET CURB

PROPERTY LINE

MIN SET BACKS FOR RETAIL AT GRADE

MIN SET BACKS FOR RESIDENTIAL

5x5 DAYLIGHT TRIANGLE

6x6 VISIBILITY TRIANGLE

INSIDE EDGE OF SHORING AT ITS MAX EXTENT

EXISTING HYDRANT

1.5M WIDE MUNICIPAL SIDEWALK

PRINCIPAL ENTRANCE

COMMERCIAL ENTRANCE

28 SHORT TERM BICYCLE RACKS

COMMERCIAL WEST
596.05

COMMERCIAL EAST
448.41

GROUND FLR INDOOR AMENITY
406.93

CHUTE ABOVE

GARBAGE ROOM
132M2
5 RECYCLING BINS
6 GARBAGE BINS
12 (360L) ORGANIC CARTS

SECURITY WIRE CHAIN LINK FENCE WITH GATE MIN 2.2M WIDE

TRISORTER W/COMPACTOR

GARBAGE BULK ITEMS 10M2

RESIDENTIAL LOBBY

INDOOR AMENITY

GARAGE INTAKE

GAS REGULATORS

EXIT A

EXIT B

B/O RAMP

RESIDENTIAL

G-06 2BDRM 65

G-05 1BDRM+DEN 65

G-04 1BDRM+DEN 51

G-03 1BDRM+DEN 50

G-02 1BDRM+DEN 50

G-01 2BDRM 42

PRIVATE GARDEN

PRIVATE GARDENS

PLANTER

1.2 HIGH FENCE WITH GATE

1.2M HIGH FENCE W/ GATE

SNOW STORAGE AREA 23M2

SNOW STORAGE AREA 21M2

CURB RAMP

CONCRETE SIDEWALK

5.95MX8.6M GARBAGE STAGING AREA FOR PICK UP 46M2
4.2M MIN HEADROOM

OUTDOOR COMMON AMENITY

OUTDOOR AMENITY UNDER CANOPY 21.72

6M WIDE VEHICULAR RAMP

GARAGE ENTRANCE

FLUSH CURB

GARBAGE BIN COLLECTION OPEN TO SKY

TRAFFIC CALMING ZONE RAISED PAVEMENT WITH PAINTED LINES

47 ON GRADE PARKING SPACES (INCLUDES 3 SMALL CARS AND 4 BARRIER FREE) + 2 LOADING DOCKS

STORM WATER FILTRATION SYSTEM ACCESS

3X3 VISIBILITY TRIANGLE

GROUNDING MIN 0.3M FROM PROPERTY LINE

BOLLARDS

PROPOSED PRECAST CONCRETE PAD AS PER BH37-324B

PROPOSED 1000kVA

GARAGE AIR SHAFT 6.8M2

3M WIDE LANDSCAPE BUFFER
3M HIGH SOLID FENCE SEPARATING PROPOSED DEVELOPMENT FROM LOW DENSITY RESIDENTIAL NEIGHBOUR

1.2M HIGH FENCE W/ GATE
OFF LEASH DOG RUN AREA

LAND ACQUIRED - FORMAL SEVERANCE APPLICATION IN PROCESS

MIN LANDSCAPE BUFFER TO RESIDENTIAL ALSO
MIN BUFFER FOR PARKING

E/O SHORING STRUCTURE - MIN 0.5M CLEAR OF GROUNDING

3 YARD GARBAGE BIN
2.03Mx1.12Mx1.22M

3 YARD RECYCLABLE CONTAINERS
BIN 2.03Mx1.12Mx1.22M

3 YARD RECYCLABLE PAPERS
BIN 2.03Mx1.12Mx1.22M

2 YARD ORGANICS BIN
2.03Mx1.02Mx0.92M

NOTES RE GARBAGE COLLECTION
- COMMERCIAL UNITS WILL RECEIVE CART COLLECTION ALONG PLAINS ROAD EAST
- GARBAGE TRUCK PROCEEDS IN CONTINUOUS FORWARD MOTION
- UNDERGROUND PARKING STRUCTURE TO SUPPORT MIN35 TONNES LOAD

PARKING
UNDERGROUND GARAGE:
244 (INCLUDES 4 BARRIER FREE + 24 SMALL CARS)
ON GRADE:
47 (INCLUDES 4 BARRIER FREE + 3 SMALL CARS)
2 LOADING DOCKS
TOTAL PARKING 291 CARS (INCLUDES 8 BARRIER FREE)

BICYCLES STORAGE:
28 ON GRADE SHORT TERM RACKS;
122 UNDERGROUND LONG TERM STORAGE;
6 UNDERGROUND LONG TERM STORAGE FOR LARGE BICYCLES
TOTAL LONG TERM BICYCLE STORAGE: 128
TOTAL BICYCLE STORAGE 156

AMENITIES (INDOORS AND OUTDOORS)

CATEGORY	NAME	AREAS AMENITY (M2)
INDOOR COMMON	GROUND FLR INDOOR AMENITY	406.93
	P2 INDOOR AMENITY	142.51
	P1 INDOOR AMENITY	142.51
		691.95
OUTDOOR COMMON	OUTDOOR AMENITY UNDER CANOPY	21.72
	6TH FLR OUTDOOR	37.37
	7TH FLOOR OUTDOOR	19.05
	8TH FLR OUTDOOR	19.05
		97.18
PRIVATE BALCONY/TERRACE	2ND FLOOR	181.63
	3RD FLOOR	201.86
	4TH FLOOR	204.65
	5TH FLOOR	204.64
	6TH FLOOR	476.30
	7TH FLOOR	101.67
	8TH FLOOR	202.41
	9TH FLOOR	101.26
	10TH FLOOR	548.83
	11TH FLOOR	88.90
		2312.15
		3101.28

15.10M2/UNIT

FAR AS DEFINED IN ZONING BY-LAW 2020: "THE MATHEMATICAL RELATIONSHIP BETWEEN BUILDING FLOOR AREA AND LOT AREA, DETERMINED BY DIVIDING THE GROSS BUILDING FLOOR AREA OF ALL BUILDINGS ON A LOT BY THE NET AREA OF THAT LOT."

GROSS BUILDING FLOOR AREA IS DEFINED IN ZONING BY-LAW 2020 AS FOLLOWS - "THE TOTAL AREA OF THE FLOOR MEASURED TO THE OUTSIDE OF ALL OUTSIDE WALLS, INCLUDING A BASEMENT OR CELLAR BUT EXCLUDING AREAS USED FOR PARKING OF MOTOR VEHICLES OR AREAS ABOVE AN ATRIUM."

ZONING BY-LAW 2020: "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"

BUILDING AREAS AS PER ZONING BY-LAW 2020

NAME	AREA FAR CALC M2	AREAS GFA CALC M2
P3	90.00	0.00
P2	681.00	0.00
P1	721.00	0.00
1ST FLOOR	2099.00	1757.00
2ND FLOOR	2305.00	2065.00
3RD FLOOR	2299.00	2055.00
4TH FLOOR	2305.00	2065.00
5TH FLOOR	2305.00	2065.00
6TH FLOOR	1927.00	1681.00
7TH FLOOR	1927.00	1681.00
8TH FLOOR	1817.00	1571.00
9TH FLOOR	1789.00	1541.00
10TH FLOOR	1282.00	1043.00
11TH FLOOR	1284.00	1044.00
MECHANICAL PENTHOUSE	636.00	0.00
	23467	18568
	FAR=4.88	

BUILDING HEIGHT FROM GRADE:
T/O ROOF DECK OVER 11TH FLOOR - 35400
T/O ROOF DECK OVER MECHANICAL PENTHOUSE - 39400

GROUND FLOOR

6 EXTERIOR INDEPENDENTLY ACCESSED APARTMENTS

SITE AREAS STATISTIC

AREA LOT	AREA BUILDING	COVERAGE	AREA DRIVEWAY	AREA WALKWAY	AREA LANDSCAPE	LANDSCAPE %	LANDSCAPE+ WALKWAY%
4807.65	2123.00	44.16%	1491.05	409.01	784.57	16.33%	24.83%

GROUND FLOOR GROSS AREAS STATISTIC

NAME	AREA BUILDING	AREAS RESIDENTIAL	AREAS COMMERCIAL	AREAS SERVICE
1ST FLOOR	2098.99	730.61	1045.01	15.72

1 SITE PLAN
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

DRAWING NORTH | GEOGRAFIC NORTH

KOZLOWSKI ARCHITECT
416-778-7092

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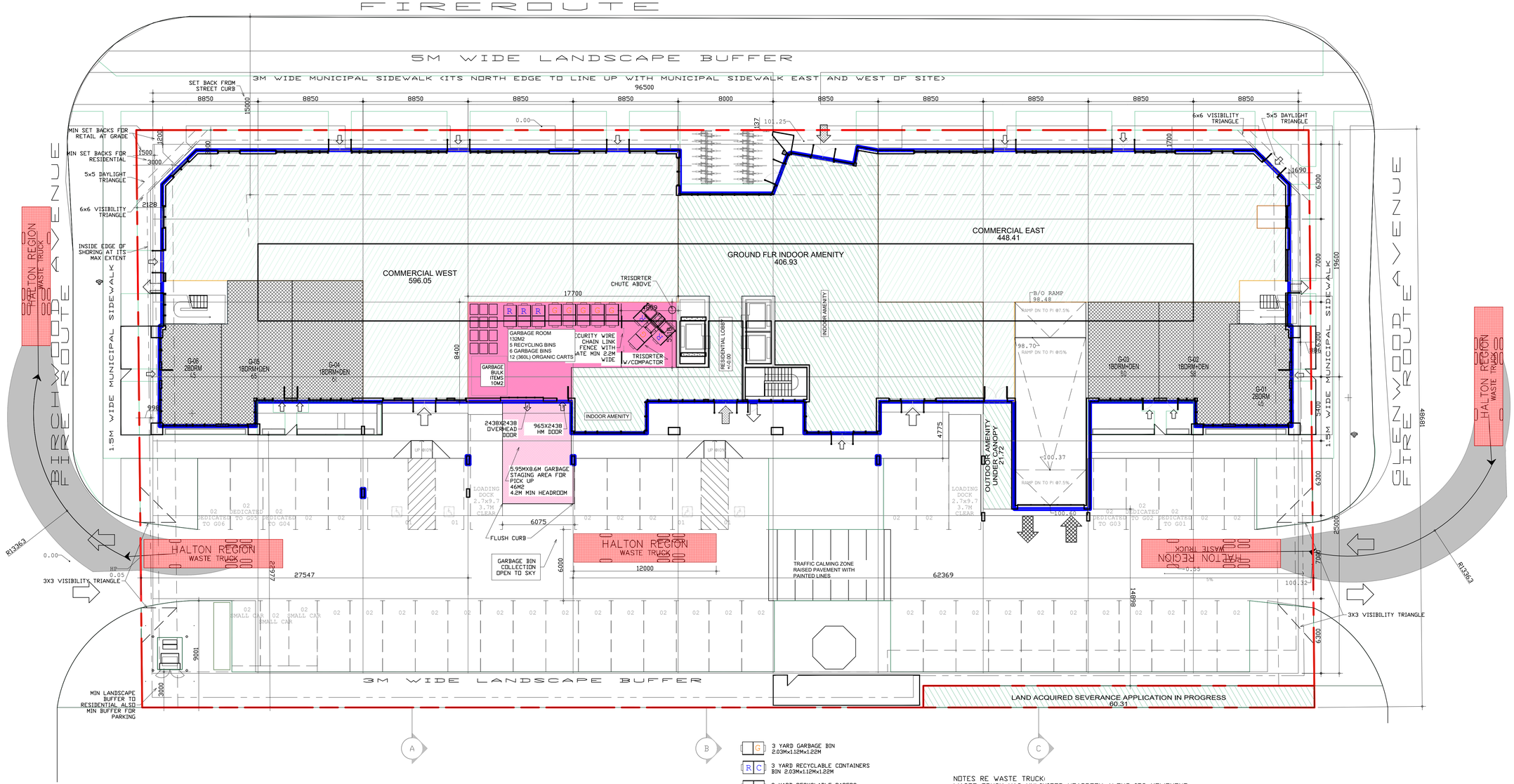
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LICENCE 6810

84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

SITE PLAN

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A1



1 SITE PLAN
1=150

NOTES RE WASTE TRUCK:
WASTE TRUCK HAS UNLIMITED HEADROOM ALONG ITS MOVEMENT;
GARBAGE TRUCK PROCEEDS IN FORWARD MOTION ONLY;
UNDERGROUND PARKING STRUCTURE SUPPORTS MIN 35TONNES LOAD;

THE SITE ACCOMMODATES ALL 4 TYPES OF WASTE TRUCKS AS SPECIFIED IN APPENDIX 2 OF HALTON REGION WASTE MANAGEMENT GUIDELINES
- 1. REAR PACKER
LENGTH -9.7M; WIDTH -2.7M; HEIGHT -3.7M; TURNING RADIUS -13.00M;
- 2. RECYCLING
LENGTH -9.65M; WIDTH -2.44M; HEIGHT -3.69M (BUCKET UP 5.08 M); TURNING RADIUS -13.00M;
- 3. FRONT END
LENGTH -9.7M; WIDTH -2.7M; HEIGHT -3.8M; TURNING RADIUS -11.50 M
- 4. WHITE GOODS
LENGTH -11.7M; WIDTH -3.2M; HEIGHT -3.8M; TURNING RADIUS -13.00M

CLIENT:

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931 Southcote Road
Ancaster, ON L9G 3L1

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WASTE MANAGEMENT DIAGRAM AS PART OF WASTE MANAGEMENT REPORT DATED 2025 01 27
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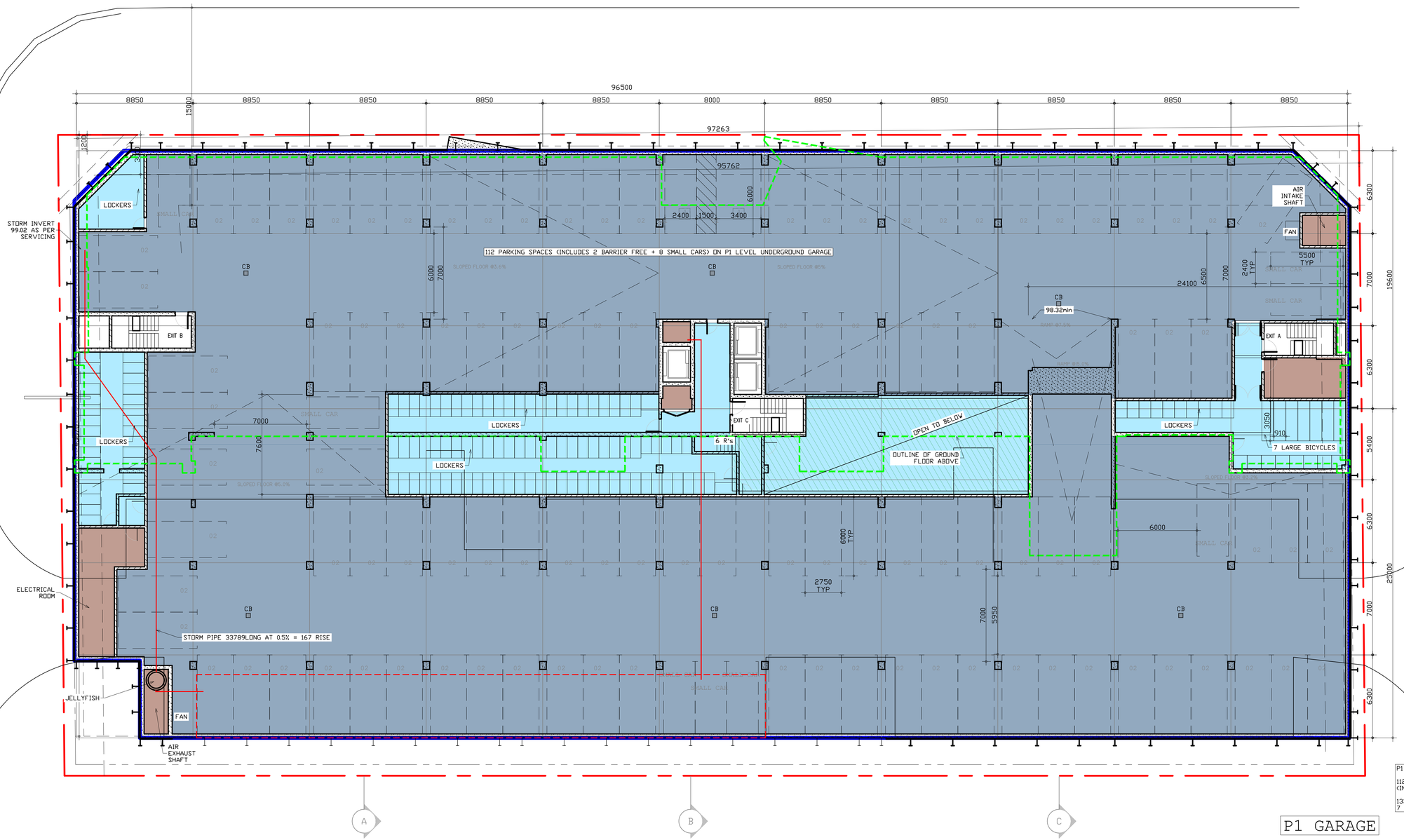
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ALDERSHOT
BURLINGTON

SITE PLAN

WASTE MANAGEMENT DIAGRAM

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DATE	APRIL 23
SCALE	AS SHOWN

A1.1



P1
112 CARS
(INCLUDES 2 BARRIER FREE + 8 S
133 LOCKERS
7 LARGE BICYCLE STORAGE

P1 GARAGE

GARAGE P1 AREA STATISTIC				
NAME	AREA BUILDING	AREAS GARAGE	AREAS LOCKERS	AREAS SERVICE
P1	4271.92	3456.80	524.26	76.17

1 GARAGE P1
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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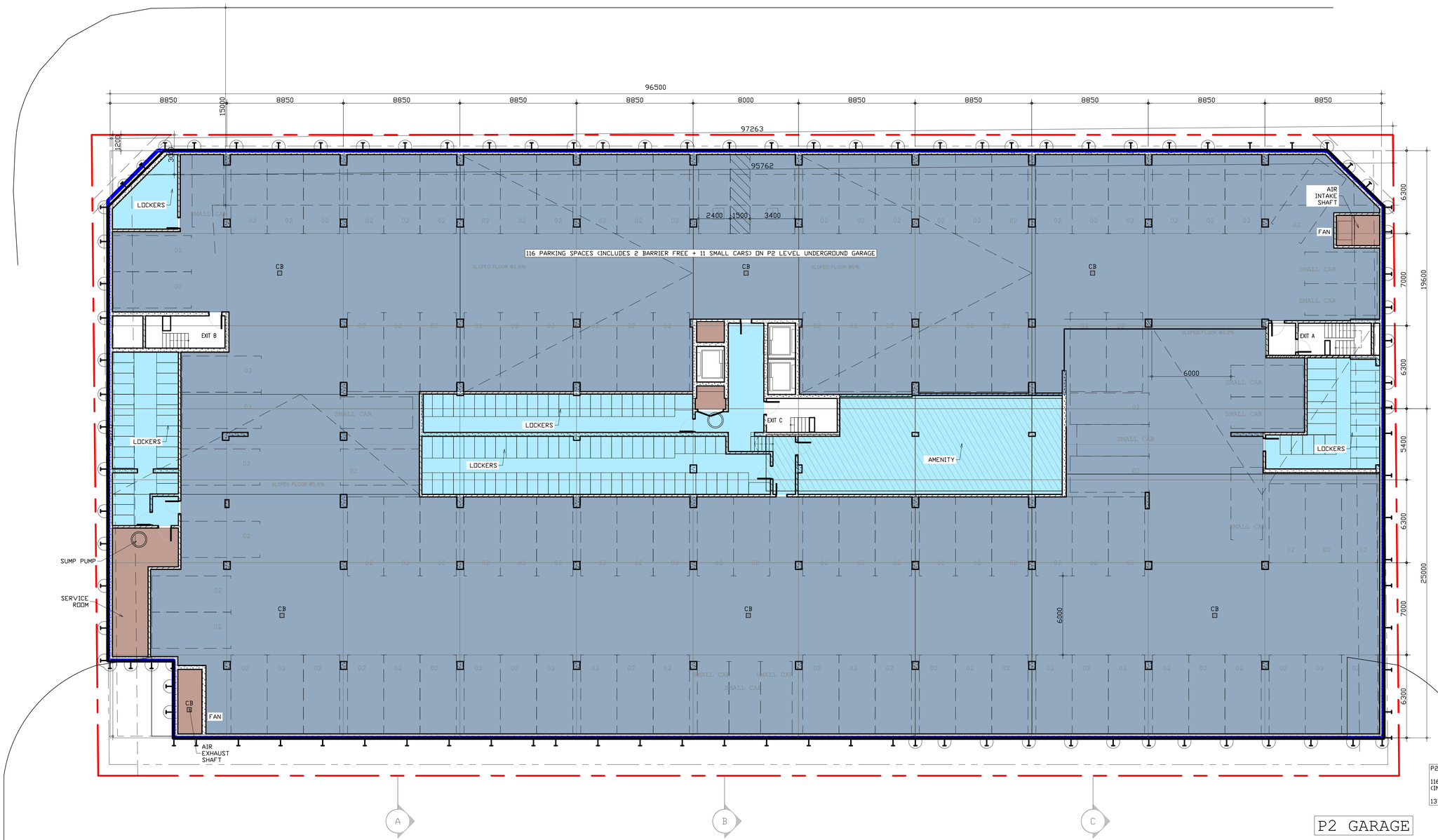
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LICENCE
5810

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ALDERSHOT
BURLINGTON

P1 GARAGE PLAN

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A2



P2 GARAGE

GARAGE P2 AREA STATISTIC				
NAME	AREA BUILDING	AREAS GARAGE	AREAS LOCKERS	AREAS SERVICE
P2	4271.91	3495.12	501.19	56.88

P2
116 CARS
(INCLUDES 2 BARRIER FREE + 11 S
137 LOCKERS

1 GARAGE P2
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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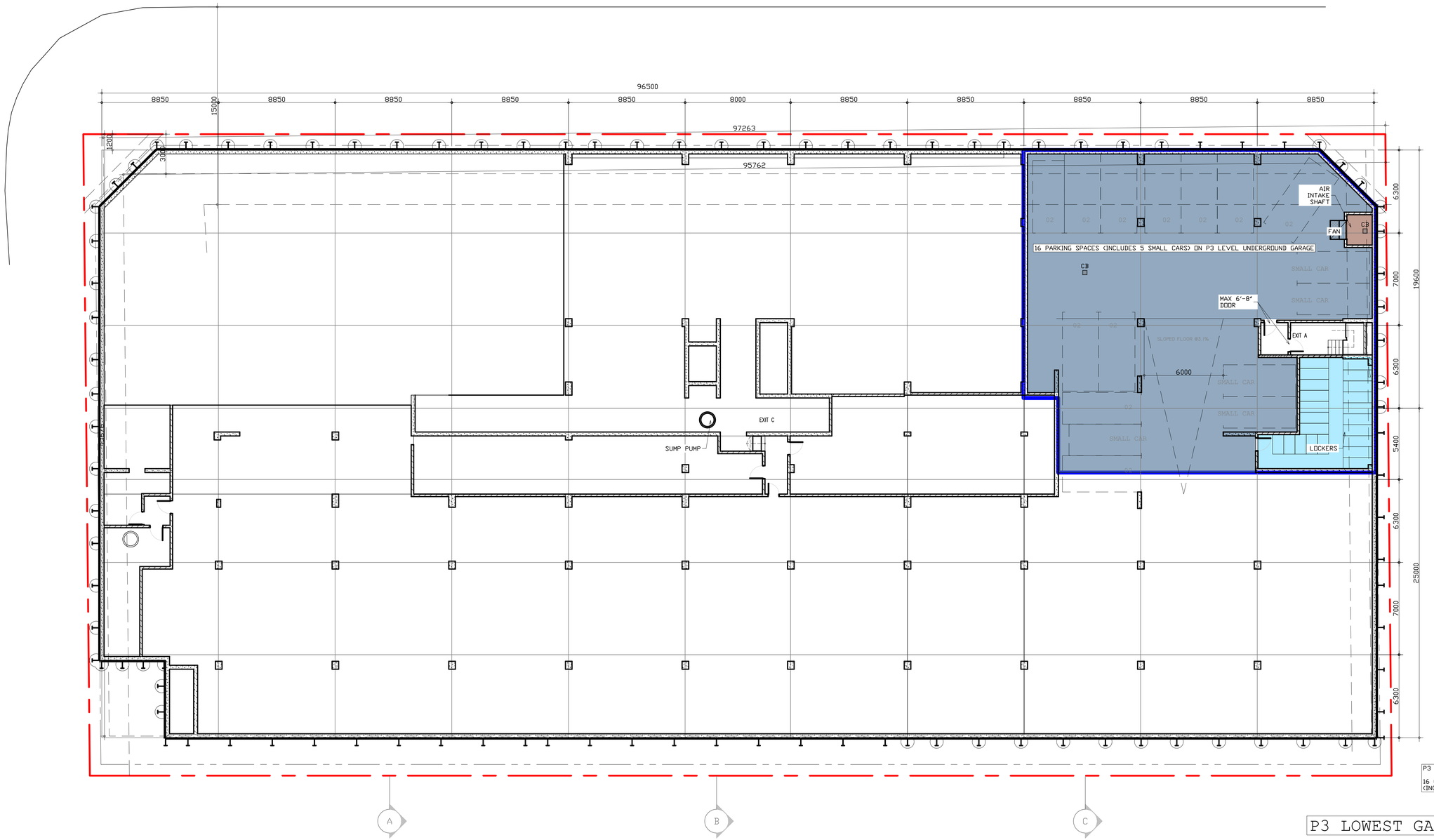
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BURLINGTON

P2 GARAGE PLAN

DESIGNED	RK
PROJ. NUMBER	2302
DATE	APRIL 23
SCALE	AS SHOWN

A3



P3
16 CARS
(INCLUDES 5 SMALL CARS)

P3 LOWEST GARAGE

GARAGE P3 LOWEST LEVEL
AREA STATISTIC

NAME	AREA BUILDING	AREAS GARAGE	AREAS LOCKERS	AREAS SERVICE
P3	630.24	518.75	54.62	4.38

1 GARAGE P3 LOWEST LEVEL
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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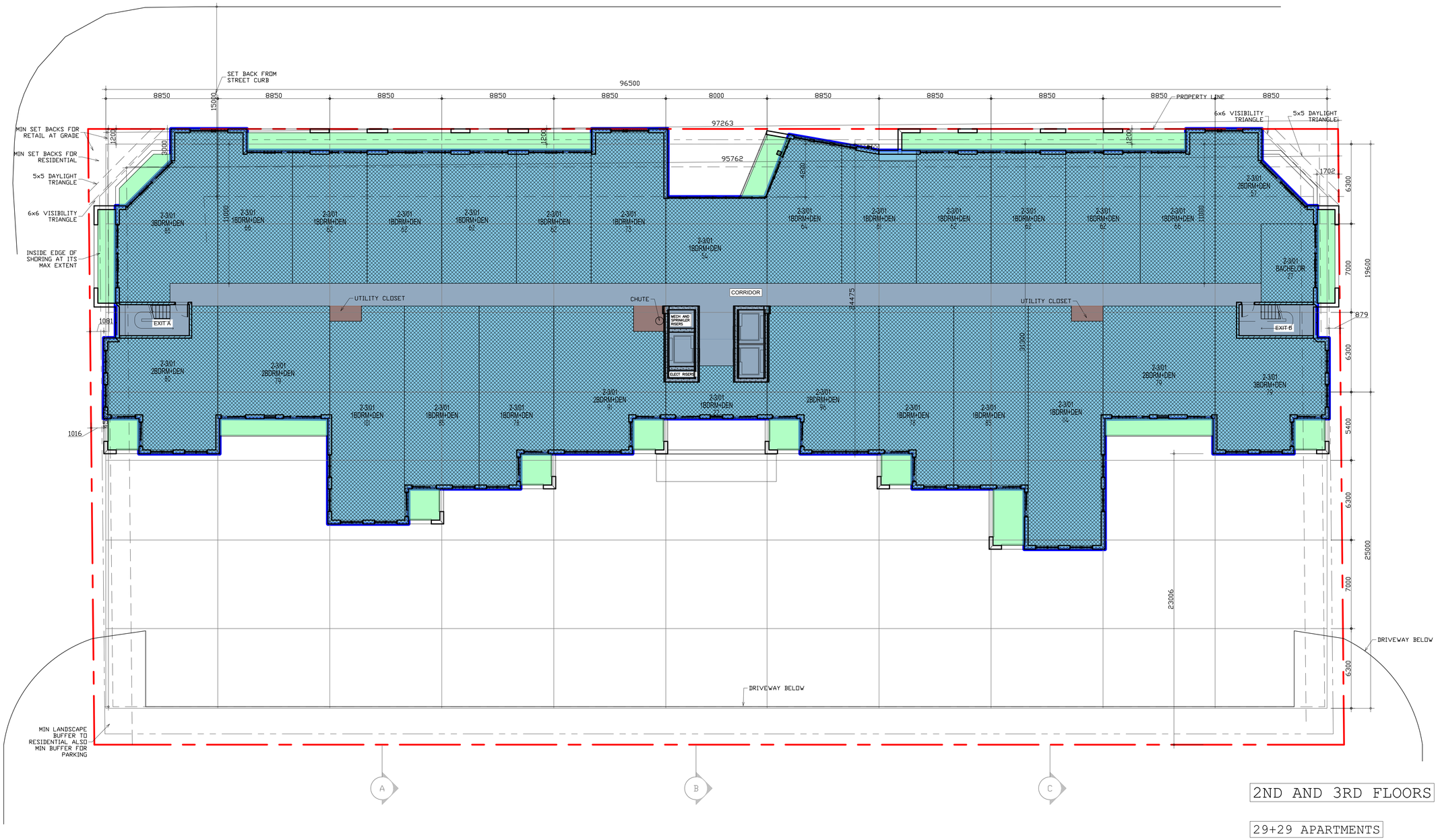
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P3 LOWEST LEVEL GARAGE PLAN

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SCALE	AS SHOWN

A3a



1 2ND FLOOR PLAN
1:150

2ND AND 3RD FLOORS

29+29 APARTMENTS

CLIENT:

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Ancaster, ON L9G 3L1

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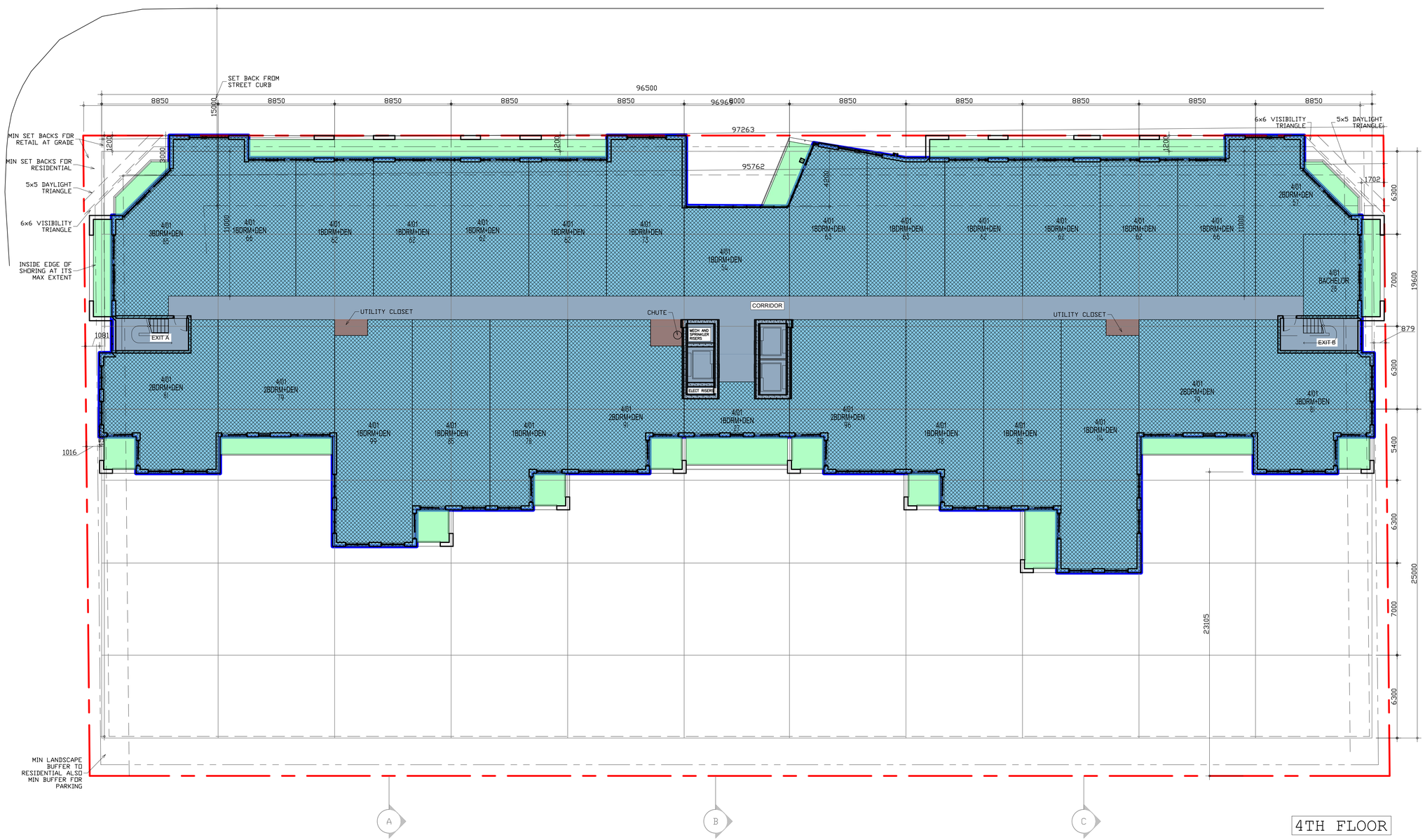
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2ND 3RD FLOORS PLAN

DESIGNED	RK
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A4



4TH FLOOR

29 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

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931 Southcote Road
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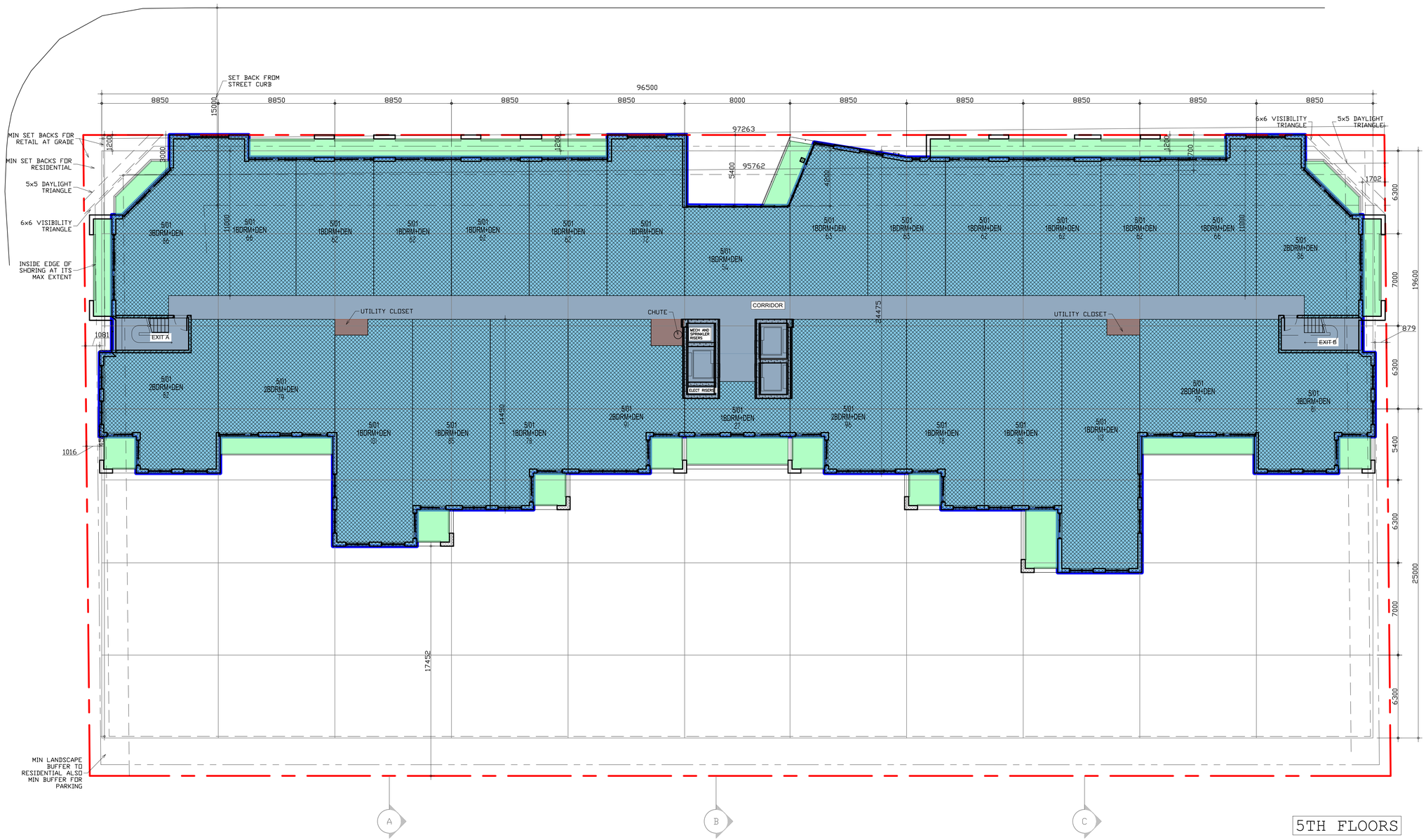
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4TH FLOOR PLAN

DESIGNED	RK
PROJ. NUMBER	2302
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SCALE	AS SHOWN

A5



5TH FLOORS

28 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

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931 Southcote Road
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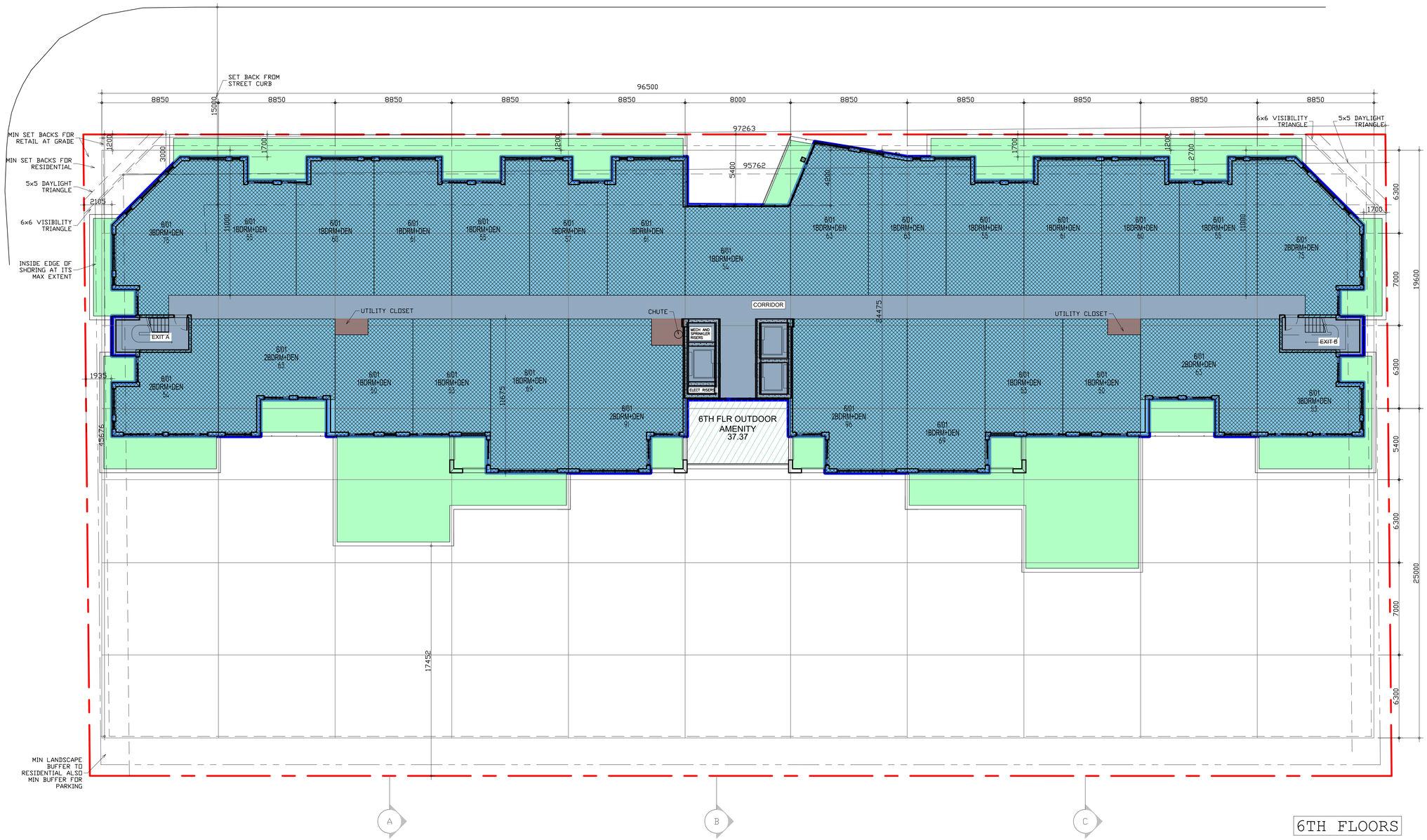
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5TH FLOORS PLAN

DESIGNED	RK
PROJ. NUMBER	2302
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A6



6TH FLOORS

27 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

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931 Southcote Road
Ancaster, ON L9G 3L1

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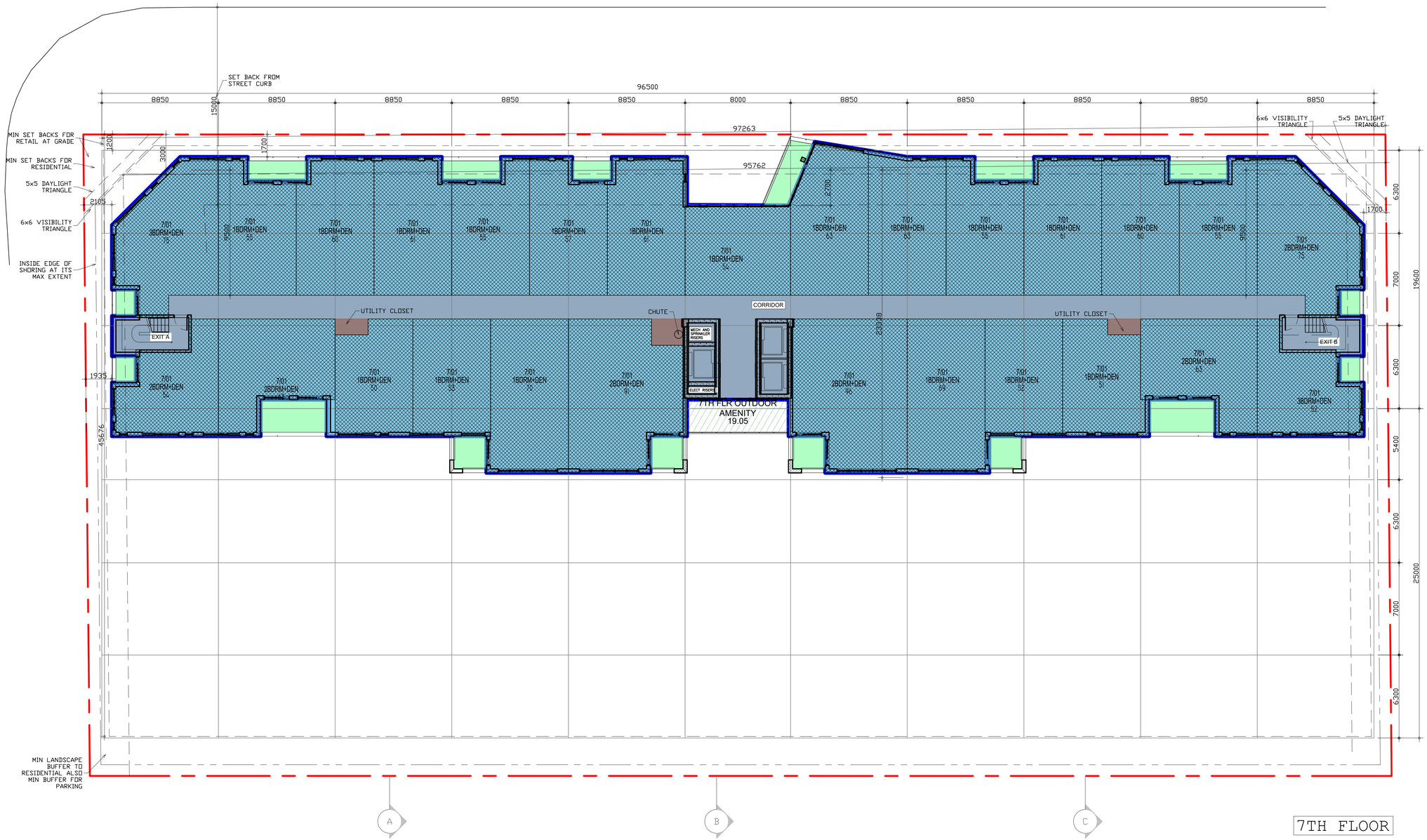
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6TH FLOOR PLAN

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A7



1 UPPER FLOOR PLANS
1=150

CLIENT:

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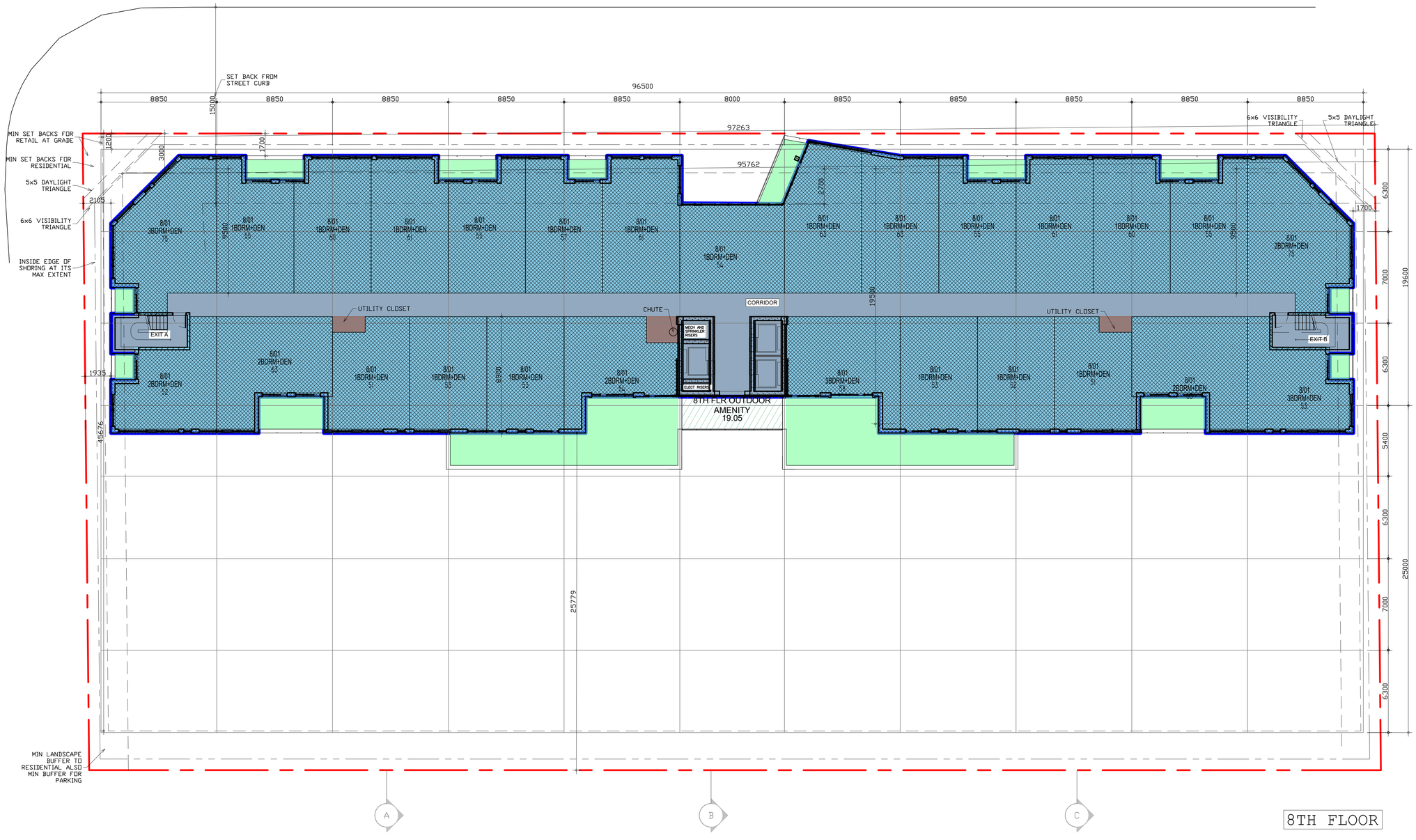
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7TH FLOOR PLAN

DESIGNED	RK
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A8



8TH FLOOR

27 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

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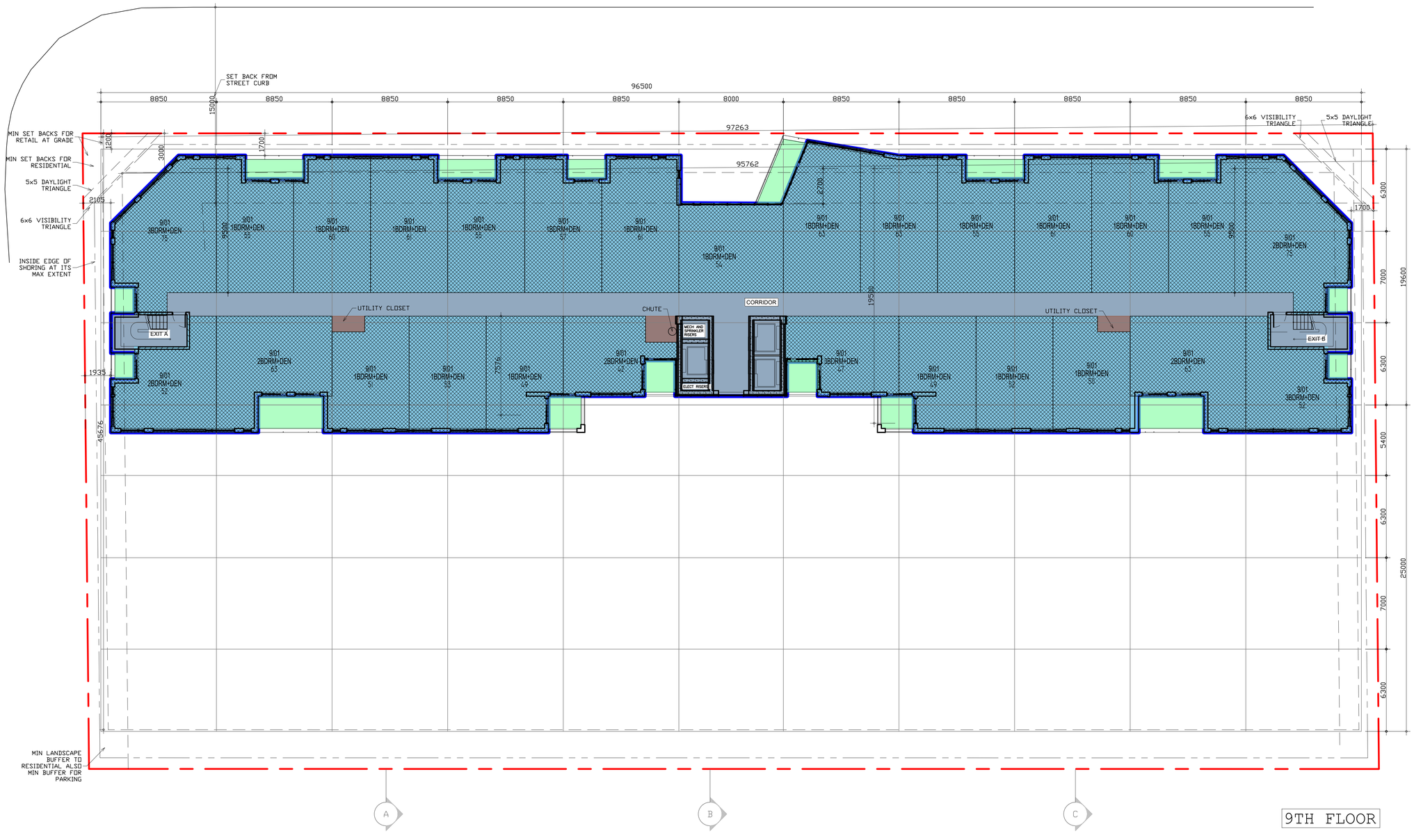
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8TH FLOOR PLAN

DESIGNED	RK
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DATE	APRIL 23
SCALE	AS SHOWN

A9



9TH FLOOR

27 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

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931 Southcote Road
Ancaster, ON L9G 3L1

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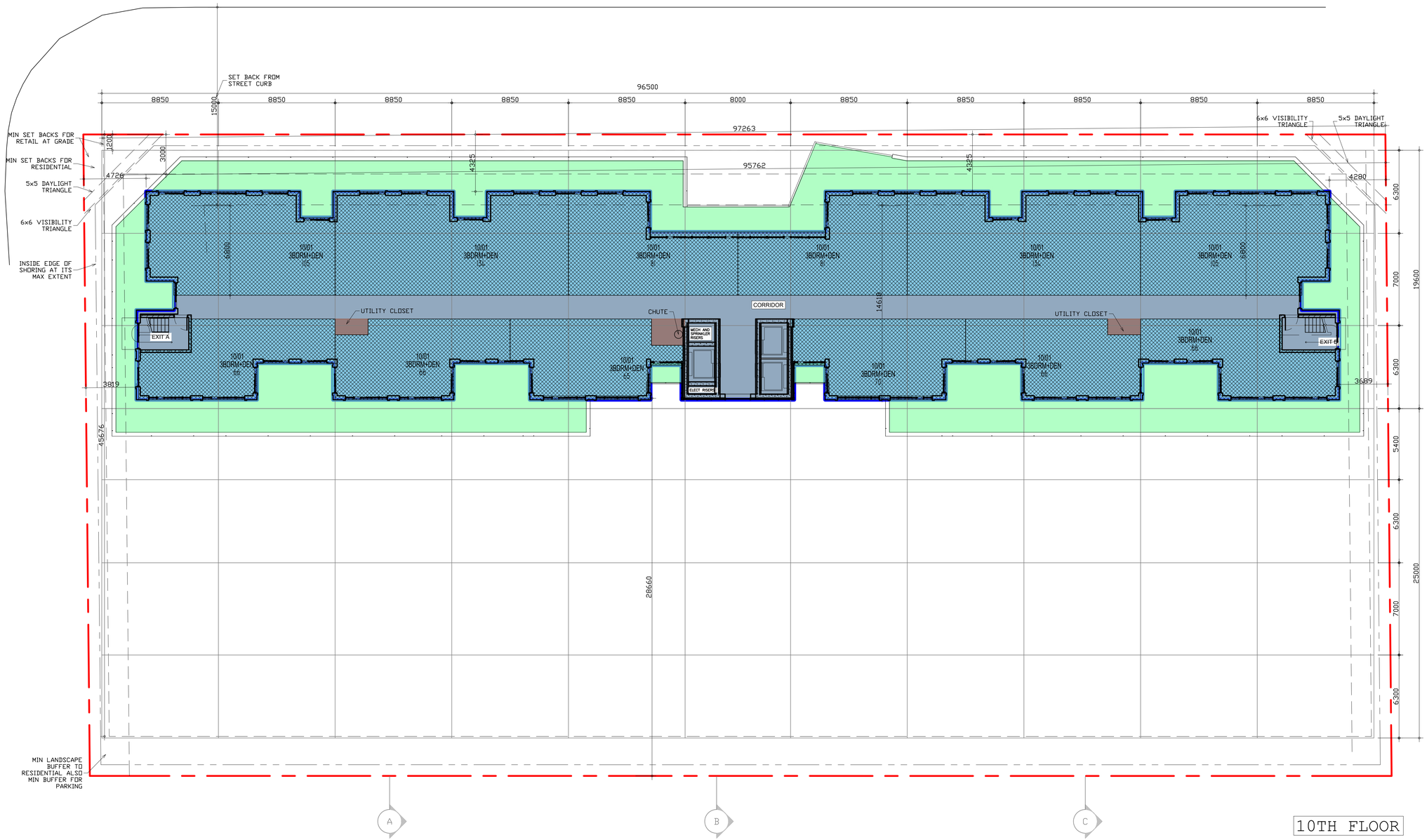
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9TH FLOOR PLAN

DESIGNED	RK
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A10



10TH FLOOR

12 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

MIURA GROUP
931 Southcote Road
Ancaster, ON L9G 3L1

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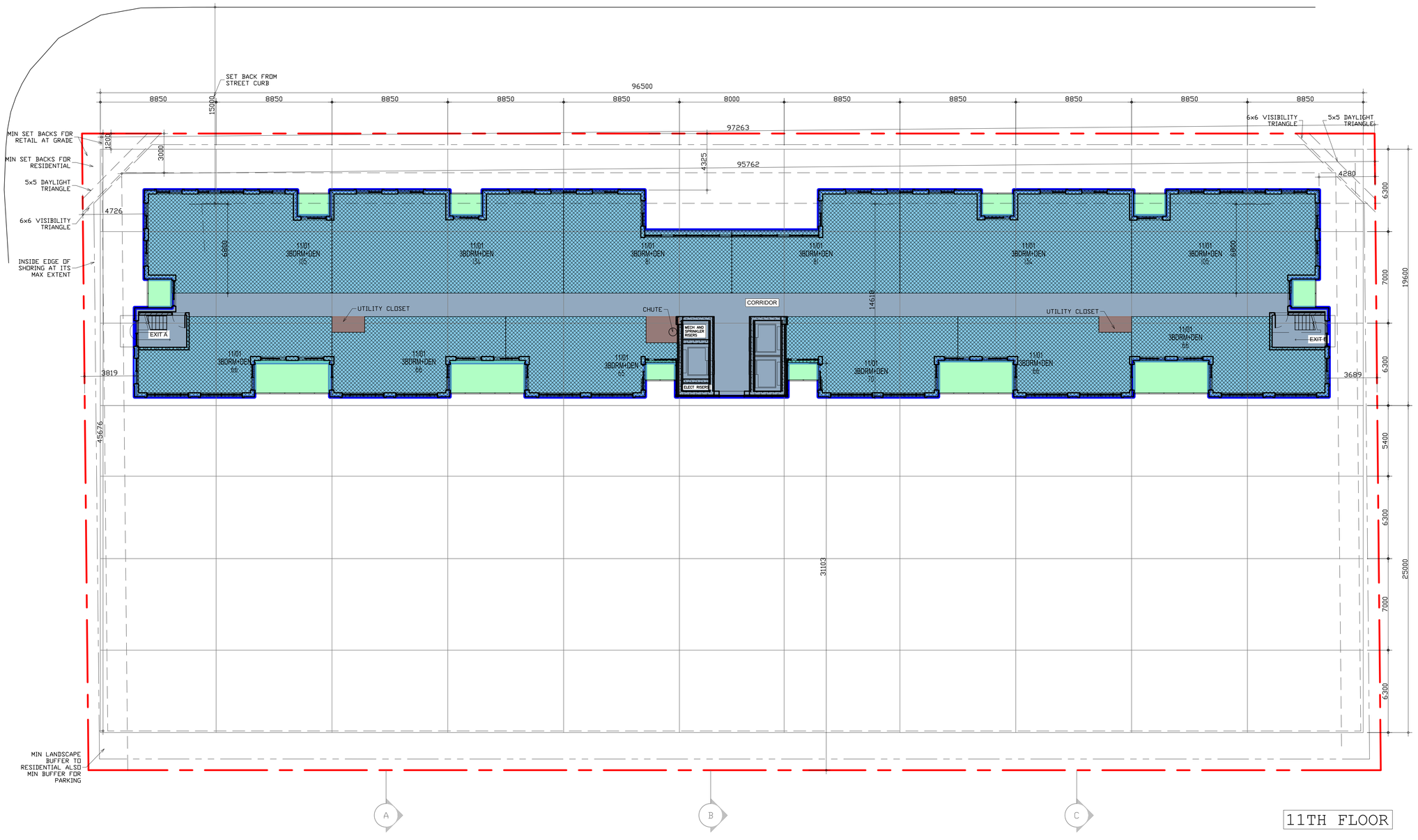
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10TH FLOOR PLAN

DESIGNED	RK
PROJ. NUMBER	2302
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A11



11TH FLOOR

12 APARTMENTS

1 UPPER FLOOR PLANS
1=150

CLIENT:

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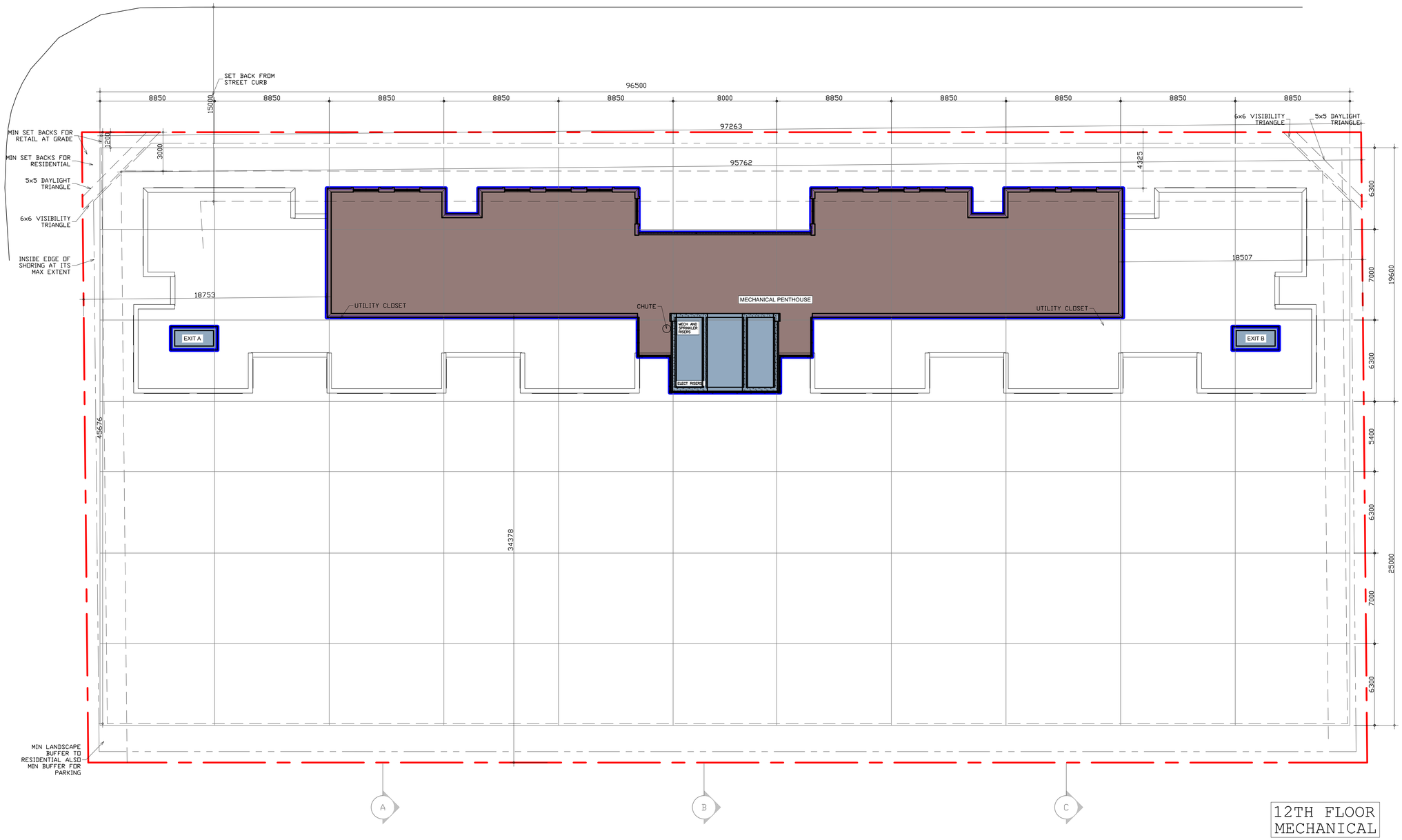
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11TH FLOOR

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A12



12TH FLOOR MECHANICAL

1 UPPER FLOOR PLANS
1=150

CLIENT:

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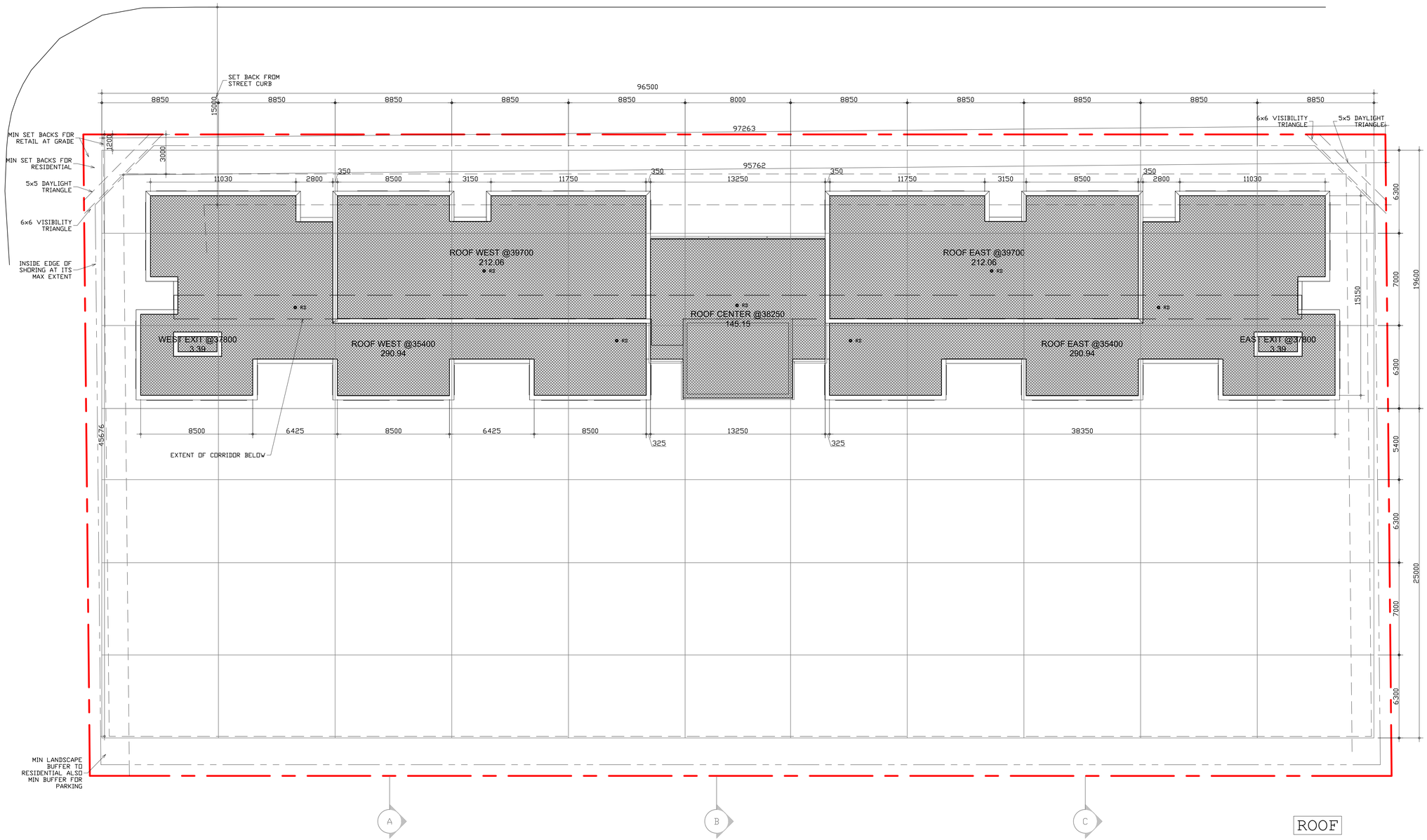
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MECHANICAL ROOF TOP PLAN

DESIGNED	RK
PROJ. NUMBER	2302
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A13



1 ROOF PLAN
1=150

CLIENT:

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931 Southcote Road
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84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

ROOF PLAN

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A14

Schedule Table		
TYPE	QUANTITY	Base Area
1BDRM+DEN	1	57.52
	1	65.27
	1	49.98
	2	52.51
	1	63.27
	1	60.92
	1	60.24
	1	111.80
	1	100.78
	1	71.98
	2	63.85
	2	26.55
	2	54.40
	2	78.06
	2	85.07
	2	65.86
	5	52.51
	2	51.31
	2	113.71
	2	49.39
	1	49.62
	2	77.97
	2	100.78
	3	52.40
	2	85.26
	2	72.79
	2	51.43
	2	60.95
	4	60.38
	4	55.42
	8	60.58
	8	55.22
	5	62.66
	4	57.16
	4	61.34
	12	61.95
	1	49.51
	3	60.49
	2	65.99
	3	68.88
	4	55.31
	2	61.82
	2	63.31
	2	26.55
	1	69.78
	6	54.40
	3	63.28
	2	85.07
	2	61.82
	2	65.99
	12	61.95
	1	62.69
	1	72.78
	2	65.86
	2	85.26
	1	98.63
	4	77.97
	1	113.71
	2	49.51
	160	

Schedule Table		
TYPE	QUANTITY	Base Area
2BDRM	1	45.15
	1	44.87
	2	
2BDRM+DEN	1	57.48
	1	81.38
	1	74.58
	3	75.09
	1	53.72
	1	53.74
	1	85.82
	4	96.04
	4	90.94
	1	81.94
	8	63.09
	2	78.76
	2	91.00
	1	53.69
	2	57.48
	2	96.04
	2	52.48
	2	80.22
	1	41.95
	4	78.76
	2	78.76
	46	
3BDRM+DEN	1	47.34
	2	51.57
	2	78.85
	1	58.01
	2	65.90
	2	70.26
	4	66.45
	2	65.16
	2	65.71
	4	80.75
	4	134.45
	1	85.59
	2	52.89
	4	74.86
	1	80.52
	4	105.29
	1	84.78
	1	80.93
	2	84.78
	42	
BACHELOR	2	27.50
	1	28.45
	3	
	253	

1 APARTMENT STATISTICS
1=150

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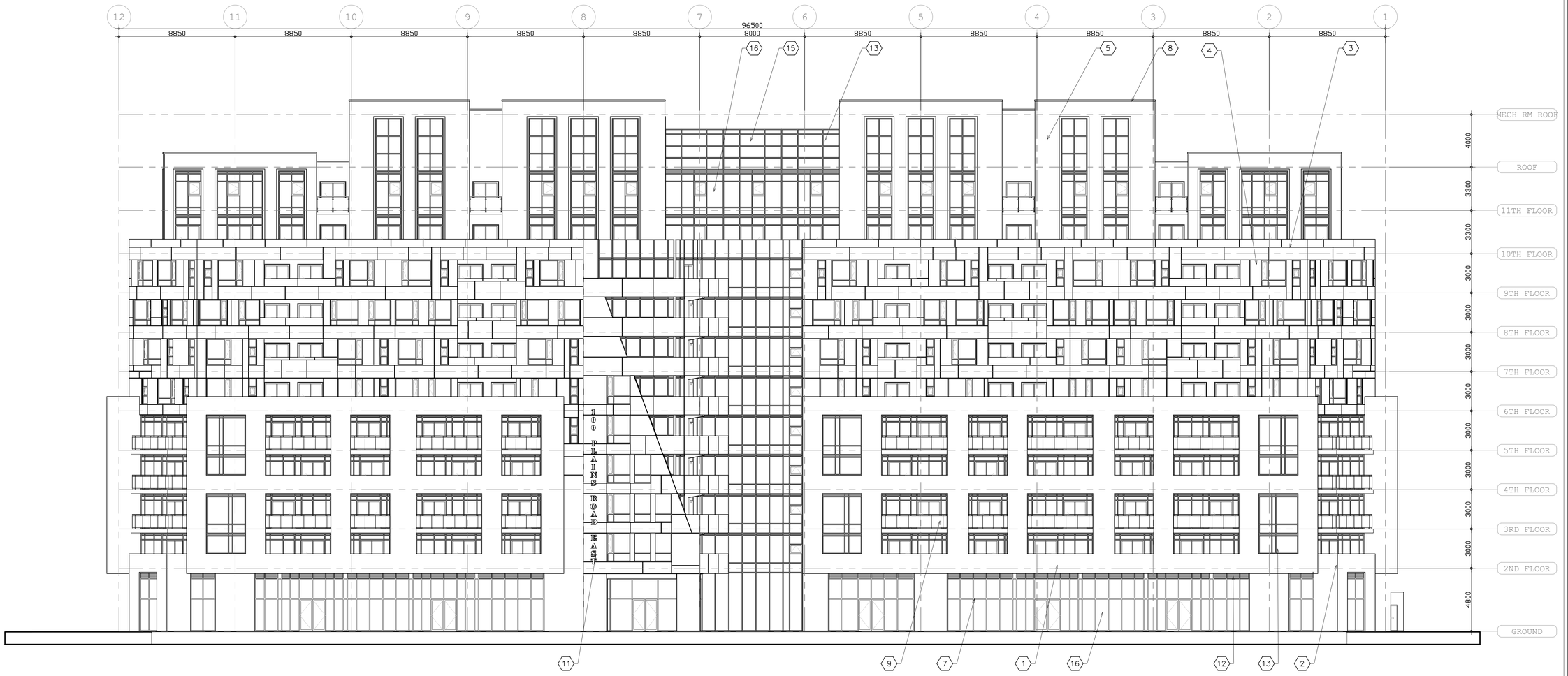
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84-104 PLAINS ROAD EAST
ALDERSHOT
BURLINGTON

STATISTIC

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A1a



ELEVATION MATERIAL LEGEND

1. BRICK (DARK GREY)
2. MASONRY BLOCK (LIGHT GREY)
3. METAL PANEL (WHITE)
4. METAL PANEL (BROWN)
5. METAL VERTICAL SIDING (WHITE)
6. WINDOW FRAME (GREY)
7. METAL WINDOW WALL FRAME (BLACK)
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9. BALCONY METAL/GLASS GUARD (GRAY)
10. GLASS CANOPY
11. SIGNAGE
12. METAL LOUVRE (GREY)
13. METAL WINDOW WALL FRAME (GREY)
14. GARAGE DOOR
15. SPANDREL GLASS
16. VISION GLASS

1 NORTH ELEVATION
1:50

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NORTH ELEVATION

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A501



1 SOUTH ELEVATION
1:150

ELEVATION MATERIAL LEGEND

1. BRICK (DARK GREY)
2. MASONRY BLOCK (LIGHT GREY)
3. METAL PANEL (WHITE)
4. METAL PANEL (BROWN)
5. METAL VERTICAL SIDING (WHITE)
6. WINDOW FRAME (GREY)
7. METAL WINDOW WALL FRAME (BLACK)
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14. GARAGE DOOR
15. SPANDREL GLASS
16. VISION GLASS

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SOUTH ELEVATION

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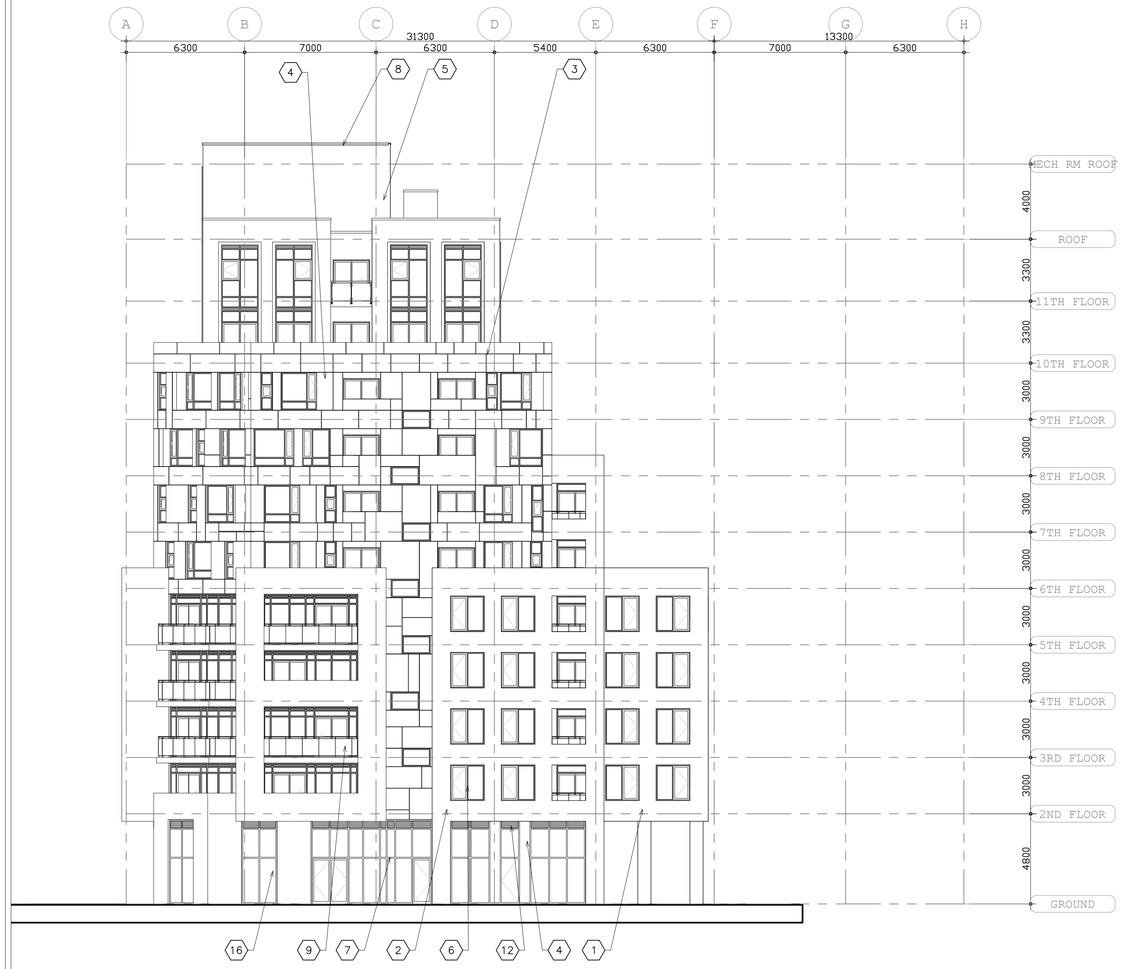
A502



2 EAST ELEVATION
1:150

ELEVATION MATERIAL LEGEND

1. BRICK (DARK GREY)
2. MASONRY BLOCK (LIGHT GREY)
3. METAL PANEL (WHITE)
4. METAL PANEL (BROWN)
5. METAL VERTICAL SIDING (WHITE)
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14. GARAGE DOOR
15. SPANDREL GLASS
16. VISION GLASS



1 WEST ELEVATION
1:150

ELEVATION MATERIAL LEGEND

1. BRICK (DARK GREY)
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3. METAL PANEL (WHITE)
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13. METAL WINDOW WALL FRAME (GREY)
14. GARAGE DOOR
15. SPANDREL GLASS
16. VISION GLASS

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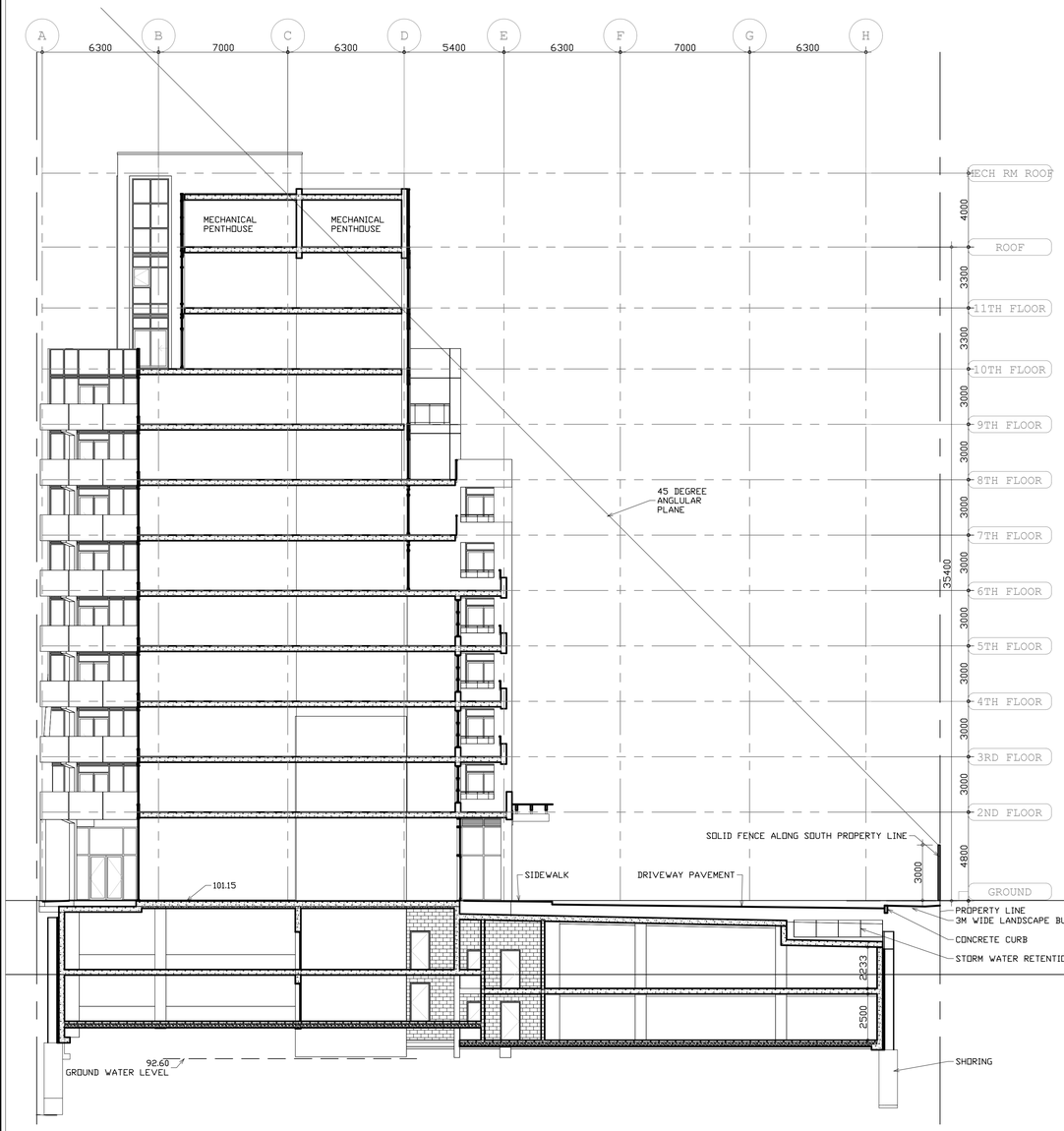
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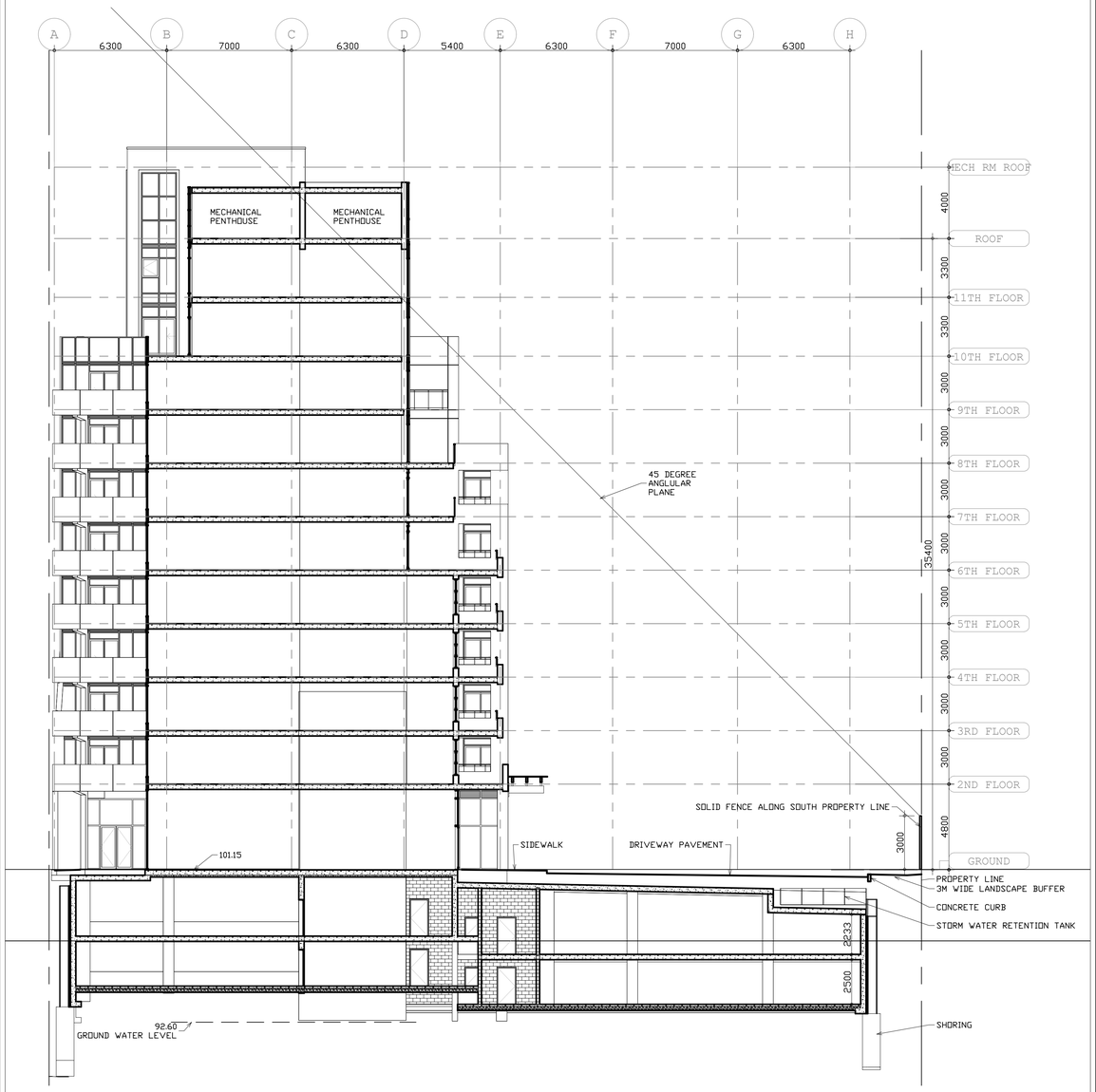
EAST AND WEST ELEVATIONS

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A503



2 SECTION AT GROUND COMMERCIAL UNIT
1:150



1 SECTION AT ENTRANCE LOBBY (SHORTEST BUILDING DEPTH)
1:150

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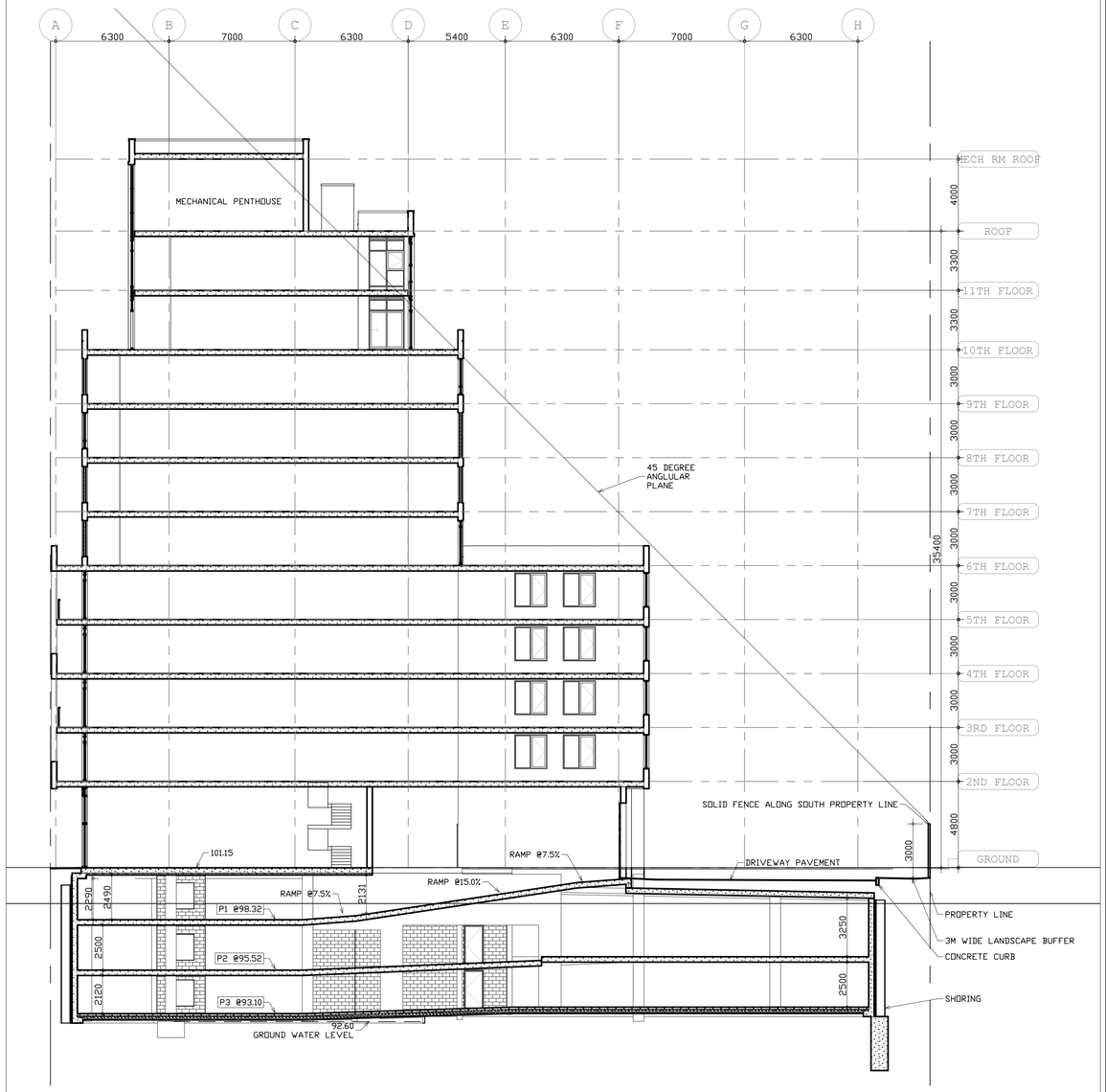
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SECTIONS

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1 SECTION AT UNDERGROUND GARAGE ENTRANCE (LONGEST BUILDING DEPTH)
1:150

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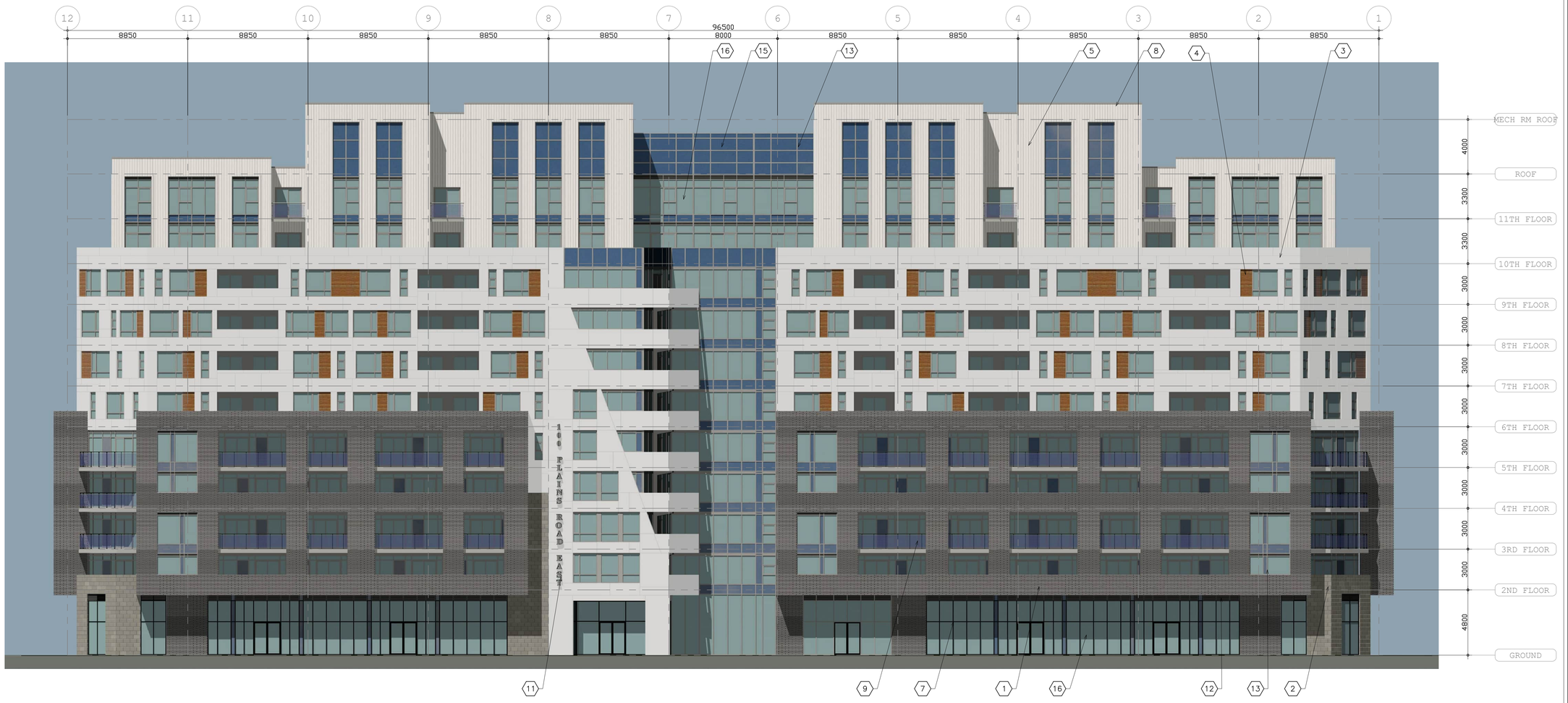
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A602



1 NORTH ELEVATION
1:50

ELEVATION MATERIAL LEGEND

1. BRICK (DARK GREY)
2. MASONRY BLOCK (LIGHT GREY)
3. METAL PANEL (WHITE)
4. METAL PANEL (BROWN)
5. METAL VERTICAL SIDING (WHITE)
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11. SIGNAGE
12. METAL LOUVRE (GREY)
13. METAL WINDOW WALL FRAME (GREY)
14. GARAGE DOOR
15. SPANDREL GLASS
16. VISION GLASS

CLIENT:

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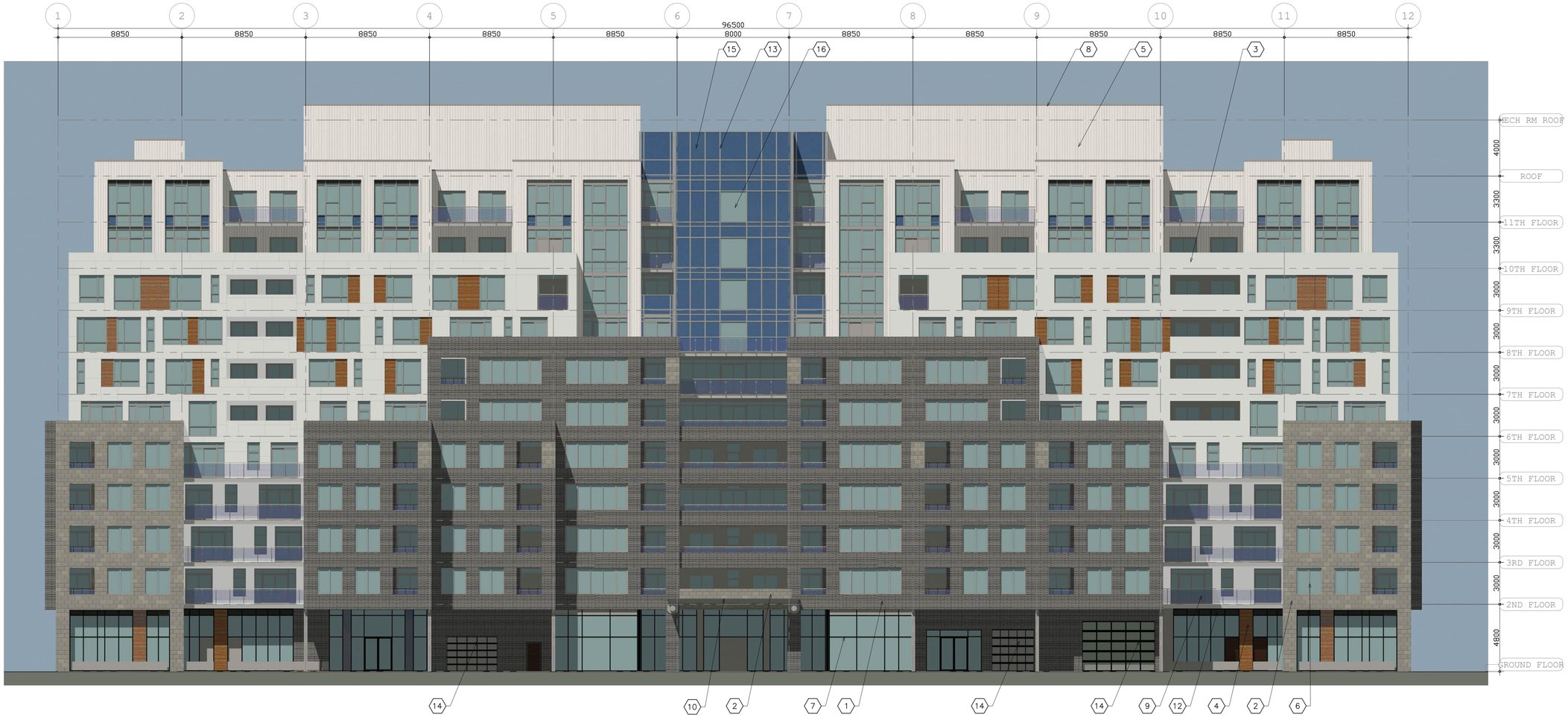
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NORTH ELEVATION

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ELEVATION MATERIAL LEGEND

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13. METAL WINDOW WALL FRAME (GREY)
14. GARAGE DOOR
15. SPANDREL GLASS
16. VISION GLASS

1 SOUTH ELEVATION
1:150

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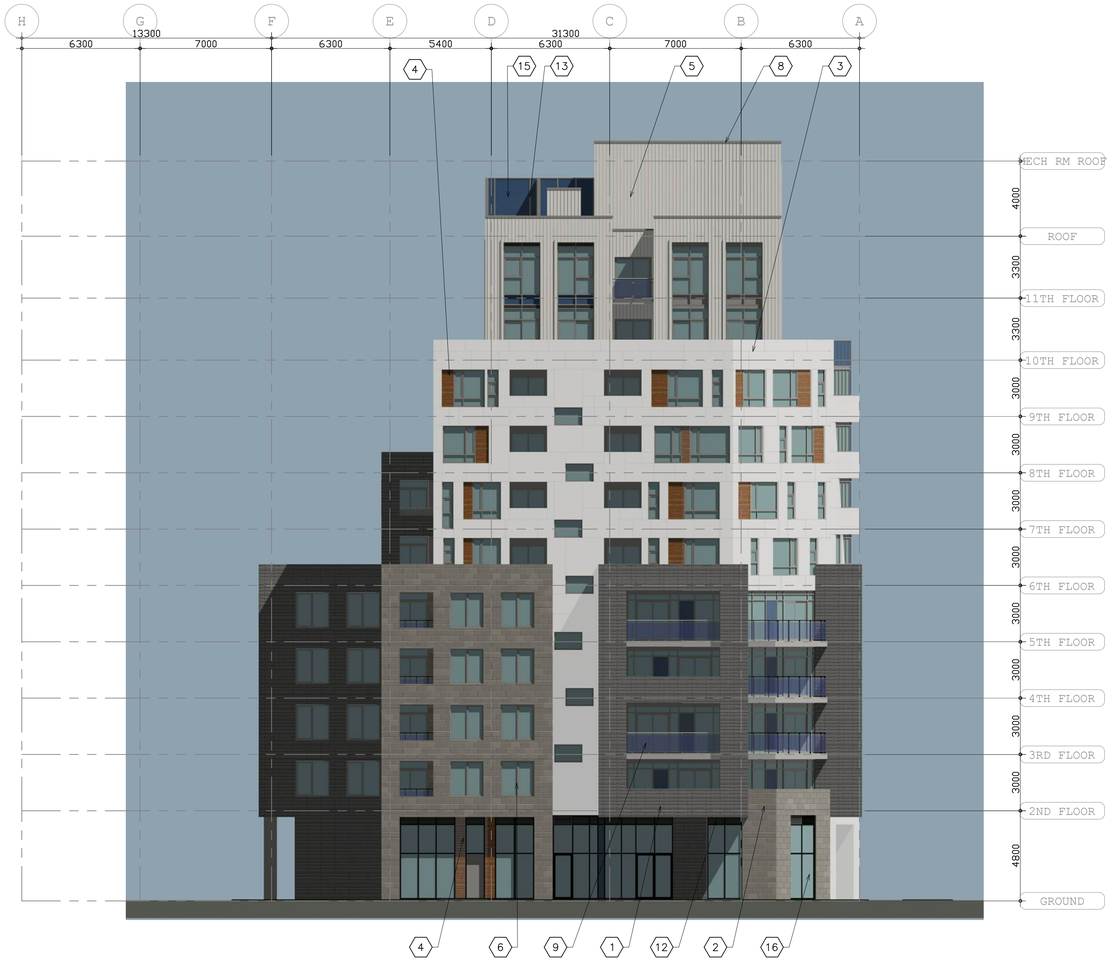
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BURLINGTON

SOUTH ELEVATION

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ELEVATION MATERIAL LEGEND

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14. GARAGE DOOR
15. SPANDREL GLASS
16. VISION GLASS

2 EAST ELEVATION
1:150



ELEVATION MATERIAL LEGEND

1. BRICK (DARK GREY)
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13. METAL WINDOW WALL FRAME (GREY)
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15. SPANDREL GLASS
16. VISION GLASS

1 WEST ELEVATION
1:150

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EAST AND WEST ELEVATIONS

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APPENDIX B

CRITERIA

Transportation Sources

Guidance from the Ontario Ministry of the Environment, Conservation and Parks (MECP) NPC-300 Environmental Noise Guideline was used to assess environmental noise generated by transportation-related sources. There are three aspects to consider, which include the following:

i. Transportation source sound levels in indoor living areas (living rooms and sleeping quarters), which determines building façade elements (windows, exterior walls, doors) sound insulation design recommendations.
ii. Transportation source sound levels at the plane of the window, which determines air-conditioning and ventilation system recommendations and associated warning clauses which inform the future occupants that windows and doors must be closed in order to meet the indoor sound level criteria.
iii. Transportation source sound levels in Outdoor Living Areas (OLAs), which determines OLA noise mitigation and related warning clause recommendations.

Road and Rail

Indoor Sound Level Criteria

For assessing sound originating from transportation sources, NPC-300 defines sound level criteria as summarized in **Table 1** for indoor areas of sensitive uses. The specified values are maximum sound levels and apply to the indicated indoor spaces with the windows and doors closed.

Table 1: Indoor Sound Level Criteria for Road and Rail Sources

Type of Space	Source	Sound Level Criteria (Indoors)	
		Daytime $L_{eq,16\text{-}hr}$ 07:00h – 23:00h	Nighttime $L_{eq,8\text{-}hr}$ 23:00h – 07:00h
Living Quarters Examples: Living, dining and den areas of residences, hospitals, nursing homes, schools and daycare centres	**Road**	45 dBA	
	Rail	40 dBA	
Sleeping Quarters	**Road**	45 dBA	40 dBA
	Rail	40 dBA	35 dBA

NPC-300 also provides guidelines for acceptable indoor sound levels that are extended to land uses and developments which are not normally considered noise sensitive. The guideline sound level criteria presented in **Table 2** are provided to inform good-practice design objectives.

Table 2: Supplementary Indoor Sound Level Criteria for Road and Rail Sources

Type of Space	Source	Sound Level Criteria (Indoors)	
		Daytime $L_{eq,16\text{-}hr}$ 07:00h – 23:00h	Nighttime $L_{eq,8\text{-}hr}$ 23:00h – 07:00h
General offices, reception areas, retail stores, etc.	**Road**	50 dBA	-
	Rail	45 dBA	-
Theatres, places of worship, libraries, individual or semi-private offices, conference rooms, reading rooms, etc.	**Road**	45 dBA	-
	Rail	40 dBA	-
Sleeping quarters of residences, hospitals, nursing/retirement homes, etc.	**Road**	-	40 dBA
	Rail	-	35 dBA
Sleeping quarters of hotels/motels	**Road**	-	45 dBA
	Rail	-	40 dBA

Outdoor Living Areas (OLAs)

Outdoor Living Areas (OLAs) would include outdoor areas intended and designed for the quiet enjoyment of the outdoor environment and which are readily accessible from the building.

OLAs may include any common outdoor amenity spaces associated with a multi-unit residential development (e.g. courtyards, roof-top terraces), and/or private backyards and terraces with a minimum depth of 4m provided they are the only outdoor living area for the occupant. The sound level criteria for outdoor living areas is summarized in **Table 3**.

Table 3: Sound Level Criteria – Outdoor Living Area

Assessment Location	Sound Level Criteria (Outdoors)	
	Daytime $L_{eq,16\text{-}hr}$ 07:00h – 23:00h	Nighttime $L_{eq,8\text{-}hr}$ 23:00h – 07:00h
Outdoor Living Area (OLA) (Combined Road and Rail)	55 dBA	-

Outdoor and Plane of Window Sound Levels

In addition to the sound level criteria, noise control measures and requirements for ventilation and warning clauses requirements are recommended for residential land-uses based on predicted transportation source sound levels incident in the plane of window at bedrooms and living/dining rooms, and/or at outdoor living areas. These recommendations are summarized in **Table 4** below.

Table 4: Ventilation, Building Component, and Warning Clauses Recommendations for Road/Rail Sources

Assessment Location	Transportation Sound Level (Outdoors)		Recommendations
	Daytime $L_{eq,16\text{-}hr}$ 07:00h – 23:00h	Nighttime $L_{eq,8\text{-}hr}$ 23:00h – 07:00h	
Plane of Window (Road)	> 65 dBA	> 60 dBA	Installation of air conditioning to allow windows to remained closed. The sound insulation performance of building components must be specified and designed to meet the indoor sound level criteria. Warning clause "Type D" is recommended.
	> 55 dBA	> 50 dBA	Applicable for low and medium density development: Forced-air ventilation system to allow for the future installation of air-conditioning. Warning clause "Type C" is recommended. Applicable for high density development: Air conditioning to allow windows to remained closed. Warning clause "Type D" is recommended.
Plane of Window (Rail [1, 2])	> 60 dBA	> 55 dBA	The acoustical performance of building façade components should be specified such that the indoor sound level limits are predicted to be achieved. Warning clause "Type D" is recommended.
	> 60 dBA ($L_{eq,\ 24hr}$) and < 100m from tracks		Exterior walls consisting of a brick veneer or masonry equivalent for the first row of dwellings. Warning clause "Type D" is recommended.
Outdoor Living Area (Combined Road and Rail [3])	≤ 60 dBA > 55 dBA	-	If sound levels are predicted to exceed 55 dBA, but are less than 60 dBA, noise controls may be applied to reduce the sound level to 55 dBA. If noise control measures are not provided, a warning clause "Type A" is recommended.
	> 60 dBA	-	Noise controls (barriers) should be implemented to meet the 55 dBA criterion. If mitigation is not feasible to meet the 55 dBA criterion for technical, economic or administrative reasons, an exceedance of 5 dB may be acceptable (to a maximum sound level of 60 dBA). In this case a warning clause "Type B" would be recommended.

Note(s):

1. Whistle noise is included (if applicable) in the determination of the sound level at the plane of window.
2. Some railway companies (e.g. CN, CP) may require that the exterior walls include a brick veneer or masonry equivalent for the façade facing the railway line, regardless of the sound level.
3. Whistle noise is not included in the determination of the sound level at the OLA.

Rail Layover Sites

NPC-300 provides a sound level limit for rail layover sites to be the higher of the background sound level or 55 dBA $L_{eq,1\text{-}hr,}$ for any one-hour period.

Rail Vibration Criteria

An assessment of rail vibration is generally recommended for developments within 75m of a rail corridor or rail yard, and adjacent to or within a setback of 15m of a transit (subway or light-rail) rail line.

The generally accepted vibration criterion for sensitive land-uses is the threshold of perception for human exposure to vibration, being a vibration velocity level of 0.14 mm/s RMS in any one-third octave band centre frequency in the range of 4 Hz to 200 Hz.

This vibration criterion is based on a one-second exponential time-averaged maximum hold root-mean-square (RMS) vibration velocity level and is consistent with the Railway Associations of Canada (RAC, 2013) guideline, the U.S. Federal Transit Authority (FTA, 2018) criterion for residential land-uses, the Toronto Transit Commission (TTC) guidelines for the assessment of potential vibration impact of future expansion (MOEE/TTC, 1993).

Aircraft

Land-use compatibility in the vicinity of airports is addressed in Ministry of the Environment, Conservation, and Parks (MECP) Guideline NPC-300 (MOE, 2013). The guideline provides recommendations for ventilation, and noise control for different Noise Exposure Forecast (NEF) values, which would be based on NEF contour maps available from the airport authority. The NEF values can be expressed as $L_{A,eq,24hr}$ sound levels by using the expression NEF = $L_{Aeq,24hr}$ -32 dBA.

Table 5: Indoor Sound Level Criteria for Aircraft Sources

Assessment Location	Indoor Sound Level Criteria NEF ($L_{eq,\ 24hr}$) [1]
Living/dining/den areas of residences, hospitals, schools, nursing/retirement homes, daycare centres, etc.	NEF- 5 (37 dBA)
Sleeping quarters	NEF-0 (32 dBA)

NPC-300 also provides guidelines for acceptable indoor sound levels that are extended to land uses and developments which are not normally considered noise sensitive. The guideline sound level criteria presented in **Table 6** are provided to inform good-practice design objectives.

Table 6: Supplementary Indoor Sound Level Criteria for Aircraft Sources

Assessment Location	Indoor Sound Level Criteria[1]
General offices, reception areas, retail stores, etc.	NEF-15 (47 dBA)
Individual or semi-private offices, conference rooms, etc.	NEF-10 (42 dBA)
Sleeping quarters of hotels/motels, theatres, libraries, places of worship, etc.	NEF-5 (37 dBA)

Table 7: NPC-300 Sound Level Criteria for Aircraft (Outdoors)

Assessment Location	Outdoor Sound Level Criteria[1]
Outdoor areas, including OLA	NEF-30 (62 dBA)

Table 8: Ventilation, Building Component, and Warning Clauses Recommendations for Aircraft Sources

Assessment Location	Aircraft Sound Level	NPC-300 Requirements
	NEF ($L_{EQ,24\text{-}hr}$)	
Outdoors	≥NEF 30	Air conditioning to allow windows to remained closed. The sound insulation performance of building components must be specified and designed to meet the indoor sound level criteria. Warning clauses "Type D" and "Type B" are recommended.
	< NEF 30 ≥ NEF 25	The sound insulation performance of building components must be specified and designed to meet the indoor sound level criteria. Applicable for low and medium density development: Forced-air ventilation system to allow for the future installation of air-conditioning. Warning clause "Type C" is recommended. Applicable for high density development: Air conditioning to allow windows to remained closed. Warning clause "Type D" is recommended.
	< NEF 25	Further assessment not required

Stationary Sources

NPC-300 Sound Level Criteria – Stationary Sources

Guidance from the MECP NPC-300 Environmental Noise Guideline is used to assess environmental noise generated by stationary sources, for example industrial and commercial facilities.

Noise from stationary sources is treated differently from transportation sources and requires sound levels be assessed for the predictable worst-case one-hour average sound level (L_{eq}) for each period of the day. For assessing sound originating from stationary sources, NPC-300 defines sound level criteria for two types of Points of Reception (PORs): outdoor and plane of window.

The assessment criteria for all PORs is the higher of either the exclusion limit per NPC-300 or the minimum background sound level that occurs or is likely to occur at a POR. The applicable exclusion limit is determined based on the level of urbanization or "Class" of the area. The NPC-300 exclusion limits for continuously operating stationary sources are summarized in **Table 9**.

Table 9: NPC-300 Exclusion Limits – Continuous and Quasi-Steady Impulsive Stationary Sources (LAeq-1hr)

Time Period	Class 1 Area		Class 2 Area		Class 3 Area		Class 4 Area	
	Outdoor	Plane of Window	Outdoor	Plane of Window	Outdoor	Plane of Window	Outdoor	Plane of Window
Daytime 0700-1900h	50 dBA	50 dBA	50 dBA	50 dBA	45 dBA	45 dBA	55 dBA	60 dBA
Evening 1900-2300h	50 dBA	50 dBA	45 dBA	50 dBA	40 dBA	40 dBA	55 dBA	60 dBA
Nighttime 2300-0700h	--	45 dBA	--	45 dBA	--	40 dBA	--	55 dBA

Note(s):

1. The applicable sound level criterion is the background sound level or the exclusion limit, whichever is higher.
2. Class 1, 2 and 3 sound level criteria apply to a window that is assumed to be open.
3. Class 4 area criteria apply to a window that is assumed closed. Class 4 area requires formal designation by the land-use planning authority.
4. Sound level criteria for emergency backup equipment (e.g. generators) operating in non-emergency situations such as testing or maintenance are 5 dB greater than the applicable sound level criteria for stationary sources.

For impulsive sound, other than quasi-steady impulsive sound, from a stationary source, the sound level criteria at a POR is expressed in terms of the Logarithmic Mean Impulse Sound Level (L_{LM}), and is summarized in **Table 10**.

Table 10: NPC-300 Exclusion Limits – Impulsive Stationary Sources (L_{LM})

Time Period	Number of Impulses in Period of One-Hour	Class 1 and 2 Areas		Class 3 Areas		Class 4 Areas	
		Outdoor	Plane of Window	Outdoor	Plane of Window	Outdoor	Plane of Window
Daytime (0700-2300h)	9 or more	50 dBAI	50 dBAI	45 dBAI	45 dBAI	55 dBAI	60 dBAI
Nighttime (2300–0700h)		-	45 dBAI	-	40 dBAI	-	55 dBAI
Daytime (0700-2300h)	7 to 8	55 dBAI	55 dBAI	50 dBAI	50 dBAI	60dBAI	65 dBAI
Nighttime (2300–0700h)		-	50 dBAI	-	45 dBAI	-	60 dBAI
Daytime (0700-2300h)	5 to 6	60 dBAI	60 dBAI	55 dBAI	55 dBAI	65 dBAI	70 dBAI
Nighttime (2300–0700h)		-	55 dBAI	-	50 dBAI	-	65 dBAI
Daytime (0700-2300h)	4	65 dBAI	65 dBAI	60 dBAI	60 dBAI	70 dBAI	75 dBAI
Nighttime (2300–0700h)		-	60 dBAI	-	55 dBAI	-	70 dBAI
Daytime (0700-2300h)	3	70 dBAI	70 dBAI	65 dBAI	65 dBAI	75 dBAI	80 dBAI
Nighttime (2300–0700h)		-	65 dBAI	-	60 dBAI	-	75 dBAI
Daytime (0700-2300h)	2	75 dBAI	75 dBAI	70 dBAI	70 dBAI	80 dBAI	85 dBAI
Nighttime (2300–0700h)		-	70 dBAI	-	65 dBAI	-	80 dBAI
Daytime (0700-2300h)	1	80 dBAI	80 dBAI	75 dBAI	75 dBAI	85 dBAI	90 dBAI
Nighttime (2300–0700h)		-	75 dBAI	-	70 dBAI	-	85 dBAI

Note(s):

1. The applicable sound level criterion is the background sound level or the exclusion limit, whichever is higher.

D-Series Guidelines

The MECP D-series guidelines (MOE, 1995) provide direction for land use planning to maximize compatibility of industrial uses with adjacent land uses. The goal of Guideline D-6 is to minimize encroachment of sensitive land uses on industrial facilities and vice versa, in order to address potential incompatibility due to adverse effects such as noise, odour and dust.

For each class of industry, the guideline provides an estimate of potential influence area and states that this influence area shall be used in the absence of the recommended technical studies. Guideline D-6 also recommends a minimum separation distance between each class of industry and sensitive land uses (see **Table 11**). Section 4.10 of D-6 identifies exceptional circumstances with respect to redevelopment, infill and mixed-use areas. In these cases, the guideline suggests that separation distances at, or less than, the recommended minimum separation distance may be acceptable if a justifying impact assessment is provided.

Table 11: Summary of Guideline D-6

Industry Class	Definition	Potential Influence Area	Recommended Minimum Separation Distance (property line to property line)
Class I	Small scale, self-contained, daytime only, infrequent heavy vehicle movements, no outside storage.	70 m	20 m
Class II	Medium scale, outdoor storage of wastes or materials, shift operations and frequent heavy equipment movement during the daytime.	300 m	70 m
Class III	Large scale, outdoor storage of raw and finished products, large production volume, continuous movement of products and employees during daily shift operations.	1000 m	300 m

Guideline D-6 provides criteria for classifying industrial land uses, based on their outputs, scale of operations, processes, schedule and intensity of operations. **Table 12** provides the classification criteria and examples.

Table 12: Guideline D-6 Industrial Categorization Criteria

Criteria	Class I	Class II	Class III
Outputs	• Sound not audible off property • Infrequent dust and/ or odour emissions and not intense • No ground-borne vibration	• Sound occasionally audible off property • Frequent dust and/ or odour emissions and occasionally intense • Possible ground-borne vibration	• Sound frequently audible off property • Persistent and intense dust and/ or odour emissions • Frequent ground-borne vibration
Scale	• No outside storage • Small scale plant or scale is irrelevant in relation to all other criteria	• Outside storage permitted • Medium level of production	• Outside storage of raw and finished products • Large production levels
Process	• Self-contained plant or building which produces / stores a packaged product • Low probability of fugitive emissions	• Open process • Periodic outputs of minor annoyance • Low probability of fugitive emissions	• Open process • Frequent outputs of major annoyances • High probability of fugitive emissions
Operation / Intensity	• Daytime operations only • Infrequent movement of products and/or heavy trucks	• Shift operations permitted • Frequent movements of products and/or heavy trucks with majority of movements during daytime hours	• Continuous movement of products and employees • Daily shift operations permitted
Examples	• Electronics Manufacturing • Furniture refinishing • Beverage bottling • Auto parts • Packaging services • Dairy distribution • Laundry and linen supply	• Magazine printing • Paint spray booths • Metal command • Electrical production • Dairy product manufacturing • Feed packing plant	• Paint and varnish manufacturing • Organic chemicals manufacturing • Breweries • Solvent recovery plant • Soap manufacturing • Metal manufacturing

APPENDIX C

AADT 2022

Private Member
City of Burlington

Summary

City of Burlington Annual Average Daily Traffic (AADT) - Year 2022

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Dataset
Feature Layer

April 12, 2024
Info Updated

April 12, 2024
Data Updated

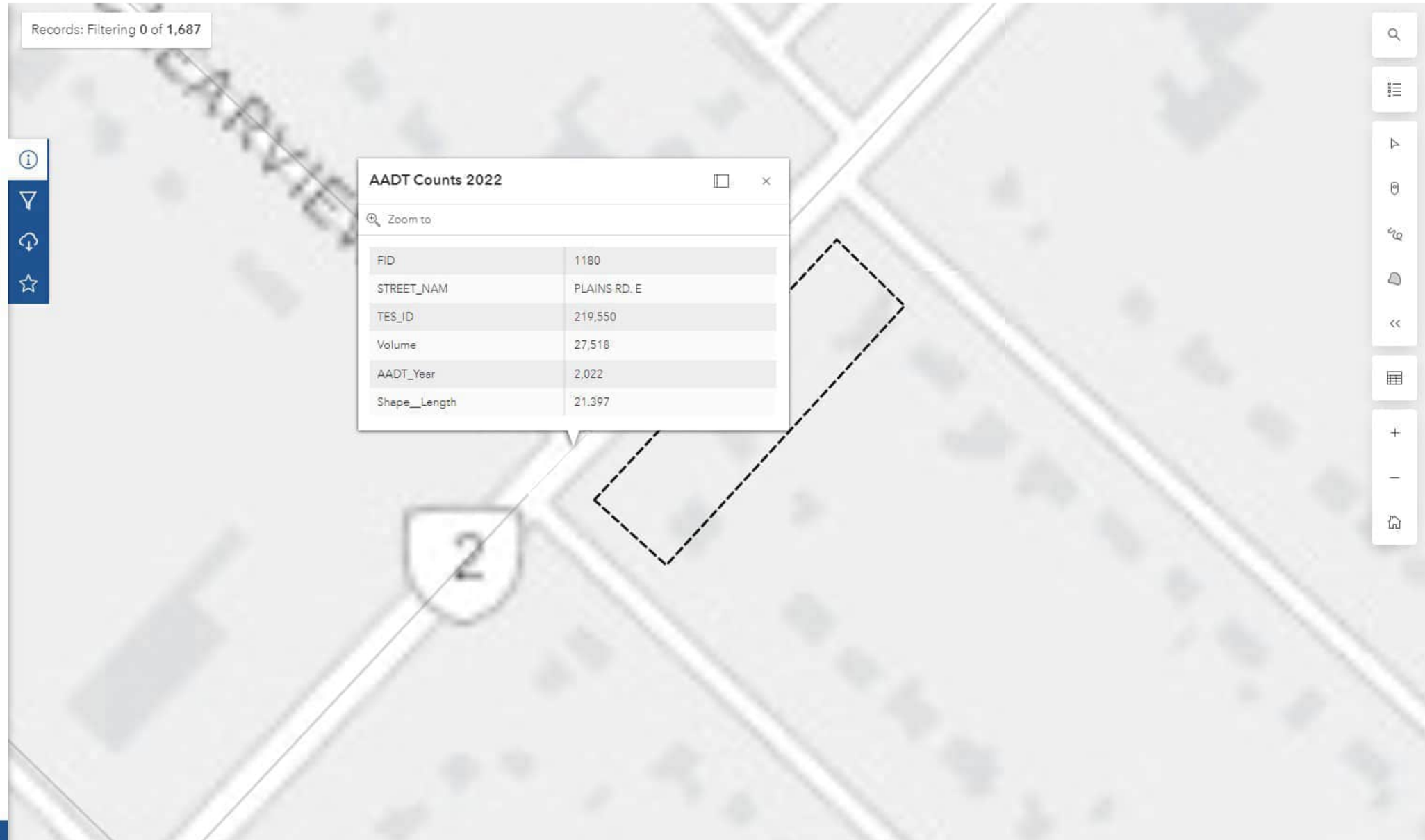
April 12, 2024
Published Date

Records: 1,687
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APPENDIX D

NOISE MITIGATION GUIDANCE

Acoustic/Noise Barrier

Generally, noise controls to attenuate transportation sound levels at Outdoor Living Areas (OLAs) would consist of the implementation of acoustic/noise barriers with materials that would meet the guidance included in NPC-300, for example:

- A wall, berm, wall/berm combination or similar structure, used as a noise control measure, and high enough to break the line-of-sight between the source and the receptor.
- The minimum surface density (face weight) is 20 kg/m^2
    - Many materials could satisfy the surface density requirement, e.g. wood, glass, concrete, Plexiglas, Acrylite.
    - The required thickness can be determined by dividing the 20 kg/m^2 face weight by the material density (kg/m^3). Typically, this would imply:
        - 50 mm (2") thickness of wood
        - 13 mm (0.5") thickness of lighter plastic (like Plexiglas or PVC)
        - 6 mm (0.25") thickness of heavier material (like aluminum, glass, concrete)
- The barrier should be structurally sound, appropriately designed to withstand wind and snow load, and constructed without cracks or surface gaps. Joints between panels may need to be overlapped to ensure surfaces are free of gaps, particularly for wood construction.
- Any gaps under the barrier that are necessary for drainage purposes should be minimized and localized, so that the acoustical performance of the barrier is maintained.
- If a sound absorptive face is to be included in the barrier design, the minimum noise reduction coefficient is recommended to be NRC 0.7.

Building Ventilation and Air Conditioning

The use of air conditioning itself is not a noise control measure; however, it allows for windows and doors to remain closed, thereby reducing the indoor sound levels.

NPC-300 provides the following guidance with respect to implementation of building ventilation and air conditioning:

a. the noise produced by the proposed ventilation system in the space served does not exceed 40 dBA. In practice, this condition usually implies that window air conditioning units are not acceptable;
b. the ventilation system complies with all national, provincial and municipal standards and codes;
c. the ventilation system is designed by a heating and ventilation professional; and
d. the ventilation system enables the windows and exterior doors to remain closed.

Air conditioning systems also need to comply with Publication NPC-216, and/or any local municipal noise by-law that has provisions relating to air conditioning equipment.

APPENDIX E

Outlook

Re: 2024-10-17_Aldershot noise model_92 Plains Road East _ CN Aldershot Yard? (Jade File: 24-165)

From Omar Hijazi <Omar.Hijazi@rwdi.com>
Date Thu 10/17/2024 5:52 PM
To Proximity <proximity@cn.ca>

Thanks for the response.

Omar Hijazi | Noise & Vibration Scientist
RWDI
600 Southgate Drive, Guelph, ON N1G 4P6 Canada
Tel: (519) 823-1311 ext 2497
Omar.hijazi@rwdi.com

From: Proximity <proximity@cn.ca>
Sent: Thursday, October 17, 2024 5:30 PM
To: Omar Hijazi <Omar.Hijazi@rwdi.com>
Subject: 2024-10-17_Aldershot noise model_92 Plains Road East _ CN Aldershot Yard? (Jade File: 24-165)

Hello Omar,

We discussed this matter with CN acoustic engineer and with reference to a nearby site CN completed a peer review a few years ago it was decided that due to the separation distance of approximately 600 m to the Aldershot Yard, the Yard was not to be included in the analysis. The mitigation requirements were determined by the road traffic and rail traffic and were significant on some façades which will assist with the noise from the rail yard.

Therefore, for 92 Plains Road East we don't suggest to assess the rail yard in detail, therefore, we do not need to provide an acoustic model.

Thank you

Ashkan Matlabi, Urb. OUQ. MCIP, MBA

Urbaniste sénior / Senior Planner (CN Proximity)
Planning, Landscape Architecture and Urban Design
Urbanisme, architecture de paysage et design urbain

E : proximity@cn.ca

From: Omar Hijazi <Omar.Hijazi@rwdi.com>
Sent: Wednesday, October 16, 2024 4:13 PM
To: Proximity <proximity@cn.ca>
Cc: Ben Coulson <Ben.Coulson@rwdi.com>
Subject: Re: CN Aldershot Yard?

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Hi, we are looking to submit the report for our clients in 2 weeks. Can we have an estimate as to when we can expect the information. If no response is given, we can complete our analysis without the rail yard model.

Thanks,

Omar Hijazi | Noise & Vibration Scientist
RWDI
600 Southgate Drive, Guelph, ON N1G 4P6 Canada
Tel: (519) 823-1311 ext 2497
Omar.hijazi@rwdi.com

From: Omar Hijazi <Omar.Hijazi@rwdi.com>
Sent: Thursday, October 10, 2024 10:40 AM
To: Proximity <proximity@cn.ca>
Cc: Ben Coulson <Ben.Coulson@rwdi.com>
Subject: Re: CN Aldershot Yard?

Hi, I wanted to follow up on this. When can we expect a model, and/or a confirmation if the modeling is necessary for our site?

Thanks,

Omar Hijazi | Noise & Vibration Scientist
RWDI
600 Southgate Drive, Guelph, ON N1G 4P6 Canada
Tel: (519) 823-1311 ext 2497
Omar.hijazi@rwdi.com

From: Proximity <proximity@cn.ca>
Sent: Tuesday, October 1, 2024 11:43 AM
To: Omar Hijazi <Omar.Hijazi@rwdi.com>
Cc: Ben Coulson <Ben.Coulson@rwdi.com>
Subject: RE: CN Aldershot Yard?

Hello Omar,

I believe we have a model compatible for this site. I did forward the location to CN acoustic engineer to validate and asked to provide you with the noise model.

Thank you

Ashkan Matlabi, Urb. OUQ. MCIP, MBA

Urbaniste sénior / Senior Planner (CN Proximity)
Planning, Landscape Architecture and Urban Design
Urbanisme, architecture de paysage et design urbain

E : proximity@cn.ca

From: Omar Hijazi <Omar.Hijazi@rwdi.com>
Sent: Monday, September 30, 2024 11:09 AM
To: Ben Coulson <Ben.Coulson@rwdi.com>; Proximity <proximity@cn.ca>
Subject: Re: CN Aldershot Yard?

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Hi Ashkan, the developer has agreed to share the location of their development. The proposed building would be located at 92 Plains Road East.

Can you verify if CN would expect the noise impacts of the rail yard to be modeled for assessing proposed development. And can you provide the noise model if needed.

Thanks,
Omar Hijazi | Noise & Vibration Scientist
RWDI
600 Southgate Drive, Guelph, ON N1G 4P6 Canada

From: Ben Coulson <Ben.Coulson@rwdi.com>
Sent: Wednesday, September 25, 2024 5:27 PM
To: Proximity <proximity@cn.ca>
Cc: Omar Hijazi <Omar.Hijazi@rwdi.com>
Subject: RE: CN Aldershot Yard?

Thanks Ashkan.

Closer to Waterdown, so south of the GO station side.

Ben Coulson, P.Eng., MASc
Principal, Acoustics Practice Leader, Sr. Consultant
T: +1.519.823.1311 | C: +1.226.218.0069

From: Proximity <proximity@cn.ca>
Sent: Wednesday, September 25, 2024 4:25 PM
To: Ben Coulson <Ben.Coulson@rwdi.com>
Cc: Omar Hijazi <Omar.Hijazi@rwdi.com>
Subject: RE: CN Aldershot Yard?

Hello Ben,

We will verify with CN acoustic engineer to see if the existing noise models prepared for nearby sites could be used for the site you refer to on Plains Road East. Is the site closer to Waterdown Rd or King Rd?

Thank you

Ashkan Matlabi, Urb. OUQ. MCIP, MBA

Urbaniste sénior / Senior Planner (CN Proximity)
Planning, Landscape Architecture and Urban Design
Urbanisme, architecture de paysage et design urbain

E : proximity@cn.ca

From: Ben Coulson <Ben.Coulson@rwdi.com>
Sent: Monday, September 23, 2024 10:31 AM
To: Proximity <proximity@cn.ca>

Cc: Omar Hijazi <Omar.Hijazi@rwdi.com>
Subject: CN Aldershot Yard?

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Hello,

We have a new project that is in the vicinity of the CN Aldershot Yard. It is south of Plains Road East, over 590 meters from the south edge of the yard, so well-removed with many existing intervening sensitive uses. However, we wanted to check to see if CN had any expectations, and if so, if they would provide appropriate modelling information for the Yard.

Thank you,

Ben Coulson, P.Eng., MASc | Principal, Acoustics Practice Leader, Sr. Consultant
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Direct: +1.226.314.1297 | T: +1.519.823.1311 | C: +1.226.218.0069 | rwdi.com

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APPENDIX F

WARNING CLAUSES

Warning clauses are recommended to be included on all development agreements, offers of purchase and agreements of purchase and sale or lease. Warning clauses may be used individually or in combination.

The following warning clauses are recommended based on the applicable guidelines; however, wording may be modified/customized during consultation with the planning authority to best suit the proposed development:

Transportation Sources

NPC-300 Type A: Recommended to address surface transportation sound levels in OLAs if sound level is in the range of >55 dBA but ≤ 60 dBA, and noise controls have not been provided.

“Purchasers/tenants are advised that sound levels due to increasing road traffic (rail traffic) (air traffic) may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment.”

NPC-300 Type D: Recommended to address transportation sound levels at the plane of window.

"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."