

Road Traffic Noise Impact Study 2476-2482 Confederation Parkway

Draft Report Mississauga, Ontario Project # TPB188171

Prepared for:

Preeminent Developments Inc.

58 Six Point Road, Etobicoke, ON, Canada, M8Z 2X2

April 2019



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Prepared by:

Wood Environment & Infrastructure Solutions a Division of Wood Canada Limited

160 Traders Blvd. E., Suite 110 Mississauga, Ontario, L4Z 3K7 Canada T: (905) 568-2929 April 2019

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Executive Summary

Wood Environment & Infrastructure Solutions, a Division of Wood Canada Limited (Wood) was retained by Preeminent Developments Inc. through Sajecki Planning to complete a Road Traffic Noise Impact Study (NIS) for the proposed development at 2476-2482 Confederation Parkway in Mississauga, Ontario (the "Site").

This NIS has been prepared in support of the City of Mississauga's (the "City") specific request for an "Acoustical Feasibility Study", as part of the rezoning application submitted to the City by Sajecki Planning (City of Mississauga Project Number DARC 18-279 W7).

The Site is located on the west side of Confederation Parkway between Dunbar Road and Floradale Drive, as shown in Appendix A. The area surrounding the Site is mostly comprised of existing residential properties, with some retail area, educational institutions, a hospital and other medical buildings.

The proposed development is for two proposed three storey semi-detached dwellings, which will replace two existing single storey dwellings. As per the provided drawings dated September 06, 2018, each unit will be comprised of three above-ground levels. The lot area of each dwelling will range between approximately $360 - 426 \text{ m}^2$ of ground area within the development zone. Both dwellings will have a building height of approximately 10 metres above the finished ground level.

The Ontario Ministry of the Environment and Climate Change (MOECC, now Ministry of the Environment, Conservation and Parks) has published a guideline, NPC-300, entitled "Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning". This guideline addresses the assessment of road traffic generated noise. Ultimately, the Planning Act provides the Ministry of Housing with authority to delegate land-use planning authority to local municipalities. These municipalities may then adopt the MOECC guidance or develop their own standards at their choosing. Part C of the NPC-300 guideline is intended to assist municipalities in assessing applications under the Planning Act. The City does not have a guideline for noise impact studies in a land-use planning context and therefore the MOECC guidance will be utilized within this study.

The noise level calculations were completed using the design information provided, which is included in Appendix A, and the traffic information presented in Section 3.0 and Appendix C. The STAMSON software package developed by the MOECC was utilized to calculate sound levels using the Ontario Road Noise Analysis Method for Environment and Transportation (ORNAMENT). The predicted noise levels due to the road traffic noise sources discussed in Section 3.0 are presented in Table 5.1. The receptor locations assessed are illustrated in Appendix B. The output results from STAMSON are provided in Appendix D.

The noise impact assessment results indicate that the development can meet the noise criteria requirements outlined in NPC-300 provided the noise abatement recommendations presented in Section 5.0 and Table 6.1 are implemented. It is further our understanding that these requirements will inherently be met by the design of the buildings if built to Ontario Building Code standards.

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1.0 Introduction

Wood Environment & Infrastructure Solutions, a Division of Wood Canada Limited (Wood) was retained by Preeminent Developments Inc. through Sajecki Planning to complete a Road Traffic Noise Impact Study (NIS) for the proposed development at 2476-2482 Confederation Parkway in Mississauga, Ontario (the "Site").

This NIS has been prepared in support of the City of Mississauga's (the "City") specific request for an "Acoustical Feasibility Study", as part of the rezoning application submitted to the City by Sajecki Planning (City of Mississauga Project Number DARC 18-279 W7).

2.0 Background

The Site is located on the west side of Confederation Parkway between Dunbar Road and Floradale Drive, as shown in Appendix A. The area surrounding the Site is mostly comprised of existing residential properties, with some retail area and educational institutions. A major hospital, Trillium Health Partners, along with other medical buildings, is located south of the Site.

The development includes two proposed three storey semi-detached dwellings which will replace two existing single storey dwellings. As per the provided drawings dated September 06, 2018 (see Appendix A), each unit will be comprised of three above-ground levels (the basement is only partially underground). The lot area of each dwelling will range between approximately $360 - 426 \text{ m}^2$ of ground area within the development zone. Both dwellings will have a building height of approximately 10 metres above the finished ground level.

As per the provided drawings, the building has windows on all four sides of the building on each floor, except at the first level on the East and West side. The dwellings also have skylight windows at the roof level on the East and West side. The provided drawings are included in Appendix A and marked-up drawings showing the specific assessment locations are shown in Appendix B (further explained in Section 5.0).

3.0 Noise Sources

Dwellings are usually not expected to cause a significant amount of noise emissions. Air conditioning units may be installed; however, they are typically not a cause for concern. It is expected that any air conditioning units installed will follow applicable local by-laws and will be strategically placed such that its impact be minimized. Therefore, the development is not expected to contribute a significant amount of noise upon the surrounding environment.

This report considers road traffic noise impacts on the proposed Site in the context of the design information provided by Sajecki Planning, included in Appendix A. The three roadways in proximity to the Site are Confederation Parkway, Dunbar Road and Floradale Drive. Traffic data obtained from the City (provided in Appendix C) were utilized as inputs to the noise level calculations. Specifically, the Annual Average Daily Traffic (AADT) in the form of ultimate volumes were provided by the City and utilized for the traffic noise impact calculations. The ultimate volume is representative of forecasted traffic conditions until the year of 2041. A summary of the traffic data is presented in Table 3.1.

Ultimate traffic data was not available for Dunbar Road and Floradale Drive. However, the traffic volumes on these two streets are expected to be an order of magnitude lower than that on Confederation Parkway as they are residential streets in the study area. Therefore, the contribution of traffic on Dunbar Road and Floradale Drive to resultant noise levels were considered as insignificant.

For example, a Turning Movement Count (TMC) was available at the intersection of Confederation Parkway and Paisley Boulevard West (included in Appendix C), which is one street south of Floradale Drive. The TMC shows that during the peak hour of the PM period, only 7% of vehicles heading northbound on Confederation Parkway turn right on Paisley Boulevard West during the study hour. For vehicles heading southbound on Confederation Parkway, only 14% of vehicles turned left onto Paisley Boulevard West during the study hour.

Roadway	Ultimate AADT ¹	Day / Night Percentage Split ²	Posted Speed (kph)	Total Trucks Percentage	Medium Truck Ratio ³	Heavy Truck Ratio ⁴
Confederation Parkway between Dunbar Road and Floradale Drive	12,200	90 / 10	50	3%	55	45

Table 3.1: Traffic Data Summary

Notes:

1. AADT – Annual Average Daily Traffic Volume in the form of an ultimate volume forecast until the year of 2041.

- 2. Represents the percentage of AADT in each time period:
 -) Day 07:00 to 23:00; and,
 - Night 23:00 to 07:00.

3. Medium truck ratio as a percentage of total trucks. Medium trucks are defined as having 2 axles and includes buses.

4. Heavy truck ratio as a percentage of total trucks. Heavy trucks are defined as having more than 2 axles.

4.0 Noise Criteria

The Ontario Ministry of the Environment, Conservation and Parks (MECP) has published a guideline, NPC-300, entitled "Environmental Noise Guideline - Stationary and Transportation Sources - Approval and Planning". This guideline addresses the assessment of road traffic generated noise. Ultimately, the Planning Act provides the Ministry of Housing with authority to delegate land-use planning authority to local municipalities. These municipalities may then adopt the MECP guidance or develop their own standards at their choosing. Part C of the NPC-300 guideline is intended to assist municipalities in assessing applications under the Planning Act. The City does not have a guideline for noise impact studies in a land-use planning context and therefore the MECP guidance will be utilized within this study.

The applicable indoor noise criteria for road traffic sources are presented in Table 4.1. Indoor noise levels are typically assessed only if building component analysis is required, discussed further below. The applicable outdoor noise criteria for road traffic are presented in Table 4.2, Table 4.3 and Table 4.4.

To mitigate indoor noise levels due to elevated exterior noise levels, means may be provided so that exterior windows can be kept closed for noise control purposes. This typically requires installation of central air conditioning. Table 4.2 outlines the noise criteria which determine the ventilation requirements for a noise sensitive receptor.

To mitigate indoor noise levels due to elevated exterior noise levels the building construction may need to be designed such that the façade elements (windows, exterior wall, etc.) provide adequate noise reduction. This typically requires the specification of sound transmission class (STC) ratings for the façade elements. Table 4.3 outlines the noise criteria which determine whether the building components must be designed to meet the indoor noise level criteria specified in Table 4.1.

Noise barriers may be used to mitigate outdoor noise levels in designated outdoor living areas to meet the applicable noise criteria. This typically requires the installation of a noise barrier fences and/or earthen berms. Table 4.4 outlines the noise criteria which determine the noise barrier and warning clause requirements for outdoor living areas.

Table 4.1: Noise Level Criteria – Indoors

Noise Source	Space	Day-time (07:00 – 23:00) L _{Aeq-16hr} (dBA)	Night-time (23:00 – 07:00) L _{Aeq-8hr} (dBA)
	Living/dining ¹	$L_{Aeq-16hr} \le 45$	$L_{Aeq-8hr} \le 45$
Road Traffic	Schools ²	$L_{Aeq-16hr} \le 45$	-
	Sleeping quarters	$L_{Aeq-16hr} \le 45$	$L_{Aeq-8hr} \le 40$

Notes:

1. Includes den areas of residences, hospitals, nursing homes, etc.

2. Includes schools, daycare centres, etc. Facilities typically utilized for day-time use only.

Table 4.2: Noise Level Criteria – Ventilation Requirements

Noise Source	Day-time (07:00 – 23:00) L _{Aeq-16hr} (dBA)	Night-time (23:00 – 07:00) L _{Aeq-8hr} (dBA)	Ventilation Requirement ^{1,2}	Required Warning Clause ³
	$L_{Aeq-16hr} \leq 55$	$L_{Aeq-8hr} \leq 50$	None	None
Combined Road and Rail Traffic	$55 < L_{Aeq-16hr} \le 65$	$50 < L_{Aeq-8hr} \le 60$	PA	Туре С
Rodu and Rail Hame	$L_{Aeq-16hr} > 65$	$L_{Aeq-8hr} > 60$	CA	Type D

Notes:

1. PA – Forced air heating with provision for adding central air conditioning.

2. CA – Central air conditioning.

3. Example warning clauses from NPC-300 to be included on agreements of purchase and sale, lease agreements and subdivision/site plan agreements are included in Appendix E.

Noise Source	Day-time (07:00 – 23:00) L _{Aeq-16hr} (dBA)	Night-time (23:00 – 07:00) L _{Aeq-8hr} (dBA)	Building Component Requirement ^{1,2}	Required Warning Clause ³
Deed Treffie	$L_{Aeq-16hr} \le 65$	L _{Aeq-8hr} ≤ 60	OBC	None
Road Traffic	$L_{Aeq-16hr} > 65$	$L_{Aeq-8hr} > 60$	Design	Type B & Type D

Table 4.3: Noise Level Criteria – Building Component Requirements

Notes:

1. OBC – Building compliant with the Ontario Building Code.

2. Design – Building Components (walls, windows, etc.) must be designed to achieve indoor noise level criteria.

3. Example warning clauses from NPC-300 to be included on agreements of purchase and sale, lease agreements and subdivision/site plan agreements are included in Appendix E.

Noise Source	Day-time (07:00 – 23:00) L _{Aeq-16hr} (dBA)	Night-time (23:00 – 07:00) L _{Aeq-8hr} (dBA)	Outdoor Noise Control Measures Requirement	Required Warning Clause ⁵
	$L_{Aeq-16hr} \leq 55$	None	None	None
Combined Road and Rail Traffic	$55 < L_{Aeq-16hr} \le 60$	None	Consider ¹	Type A ³
	$L_{Aeq-16hr} > 60$	None	Required ²	Type B ⁴

Table 4.4: Noise Level Criteria – Outdoor Living Areas

Notes:

1. Consider – Control measures (barriers) not required but should be considered.

2. Required – Control measures (barriers) required to reduce the L_{Aeq-16hr} to below 60 dBA and as close to 55 dBA as technically, economically and administratively feasible.

3. Type A – required if resultant L_{Aeq-16hr} exceeds 55 dBA.

4. Type B - required if resultant L_{Aeq-16hr} exceeds 55 dBA.

5. Example warning clauses from NPC-300 to be included on agreements of purchase and sale, lease agreements and subdivision/site plan agreements are included in Appendix E.

5.0 Noise Impact Assessment

The noise level calculations were completed using the design information provided, which is included in Appendix A, and the traffic information presented in Section 3.0 and Appendix C. The STAMSON software package developed by the MOE (Ministry of Environment, now MECP) was utilized to calculate sound levels using the Ontario Road Noise Analysis Method for Environment and Transportation (ORNAMENT). The predicted noise levels due to the road traffic noise sources discussed in Section 3.0 are presented in Table 5.1. The receptor locations assessed are illustrated in Appendix B. The output results from STAMSON are provided in Appendix D.

Receptor Location (ID)	Receptor Description ¹	Daytime (07:00-23:00) L _{Aeq-16h} (dBA) ²	Nighttime (23:00-07:00) L _{Aeq-8h} (dBA) ²
R1	2482 Confederation Pkwy – North Façade, POW	64	57
R2	2482 Confederation Pkwy – Backyard, OLA	51	N/A
R3	2476 Confederation Pkwy – North Façade, POW	64	57
R4	2476 Confederation Pkwy – Backyard, OLA	49	N/A

Table 5.1: Predicted Road Traffic Noise Levels

Notes:

- 1. Receptor types:
 - POW Plane of window (top most floor, level 3); and,
 - OLA Outdoor living area (ground level).

2. Predicted noise levels are representative of both units in their respective building and represent a worst-impacted location.

The plane of window receptor locations assessed represent the location of the north facing bedroom windows only since they are exposed to the worst-case noise impacts. The predicted plane of window noise levels are 64 dBA $L_{Aeq-16h}$ for daytime and 57 dBA L_{Aeq-8h} for nighttime at both buildings. Comparison with the criteria in Table 4.2 indicates that the building requires the forced air heating with the provision for adding air conditioning in the future.

Further comparison with the criteria in Table 4.3 indicates that building component analysis is not required and construction meeting the minimum requirements of the Ontario Building Code will suffice for noise control purposes.

The outdoor living area locations assessed represent the backyard areas. The predicted Outdoor Living Area (OLA) noise level is 51 dBA L_{Aeq-16h} for daytime at 2482 Confederation Parkway and 49 dBA L_{Aeq-16h} at 2476 Confederation Parkway. Comparison with the criteria in Table 4.4 indicates that no further noise control measures are required for both buildings. The higher noise level prediction at 2482 Confederation Parkway. Parkway compared to 2476 is due to the increased exposure to traffic on Confederation Parkway.

6.0 Conclusions

The noise impact assessment results indicate that the development can meet the noise criteria requirements outlined in NPC-300 provided the noise abatement recommendations presented in Section 5.0 and Table 6.1 are implemented. It is further our assumption that these requirements will inherently met by the design of the buildings if built to Ontario Building Code standards.

Building	Exterior Wall Construction ¹	Exterior Window Construction ¹	Ventilation Requirements ²	Noise Barrier Height (m)	Warning Clauses ³
2482 Confederation Parkway	OBC	OBC	PA	None	С
2476 Confederation Parkway	OBC	OBC	PA	None	С

Table 6.1: Noise Abatement Summary

Notes:

OBC – Ontario Building Code 1.

2. Ventilation Requirements:

PA – Forced air heating with provision for adding central air conditioning. J

- CA Central air conditioning.
- J Example warning clauses from NPC-300 to be included on agreements of purchase and sale, lease agreements and 3. subdivision/site plan agreements are included in Appendix E.

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7.0 Closure

This Road Traffic Noise Impact Assessment was prepared by Wood for the sole benefit of Preeminent Developments Inc. for the specific application to the proposed development at 2476-2482 Confederation Parkway in Mississauga, Ontario. The quality of information, conclusions and estimates contained herein are consistent with the level of effort involved in Wood's services and based on: i) information available at the time of preparation, ii) data supplied by outside sources and iii) the assumptions, conditions and qualifications set forth in this document. This report is intended to be used by Preeminent Developments Inc. only, and its nominated representatives, subject to the terms and conditions of its contract with Wood. Any other use of, or reliance on, this report by any third party is at that party's sole risk. This report has been prepared in accordance with generally accepted industry-standard. No other warranty, expressed or implied, is made.

If you require further information regarding the above or the project in general, please contact the undersigned at (905) 568-2929. Thank you for the opportunity to be of service to Preeminent Developments Inc.

Sincerely, Wood Environment & Infrastructure Solutions a Division of Wood Canada Limited

Prepared by:

Reviewed by:

DRAFT

DRAFT

Shivraj Sagar, B.Eng. Specialist Acoustics & Vibration Buddy Ledger, M.A.Sc., P. Eng., INCE Department Head & Senior Engineer Acoustics & Vibration

8.0 References

[1] Ontario Ministry of the Environment and Climate Change (MOECC), "Publication NPC-300, Noise Assessment Criteria for Stationary Sources and for Land Use Planning," August 2013.





Appendix A Drawings

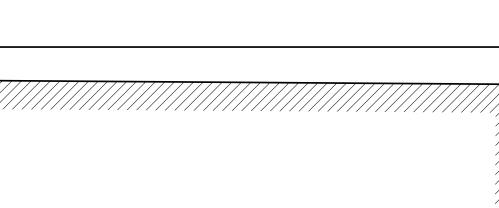
ADDRESS:	2482 Cont	federation Parkv	vay Severed	
ZONING:	RM2			
LOT AREA:	293.27m ²			
LOT FRONTAGE:	7.44m			
BUILDING HEIGHT				
AVERAGE GRADE:	108.57m			
HEIGHT TO HIGHEST RIDGE:	10.33m			
GROSS FLOOR AREA				
		EXISTING	PROPOSED	TOTAL
BASEMENT:		0m ²	66.4m ²	66.4m ²
GROUND FLOOR:		0m ²	94.3m ²	94.3m ²
SECOND FLOOR:		0m ²	89.1m ²	89.1m ²
GARAGE:		0m ²	27.3m ²	27.3m ²
TOTAL GFA:		0m²	277.1m ²	277.1m ²
LOT COVERAGE				
		EXISTING	PROPOSED	TOTAL
DWELLING FOOTPRINT: (INCL. (GARAGE)	0m ²	97.7m ²	97.7m ²
PORCH:		0m ²	3.6m ²	3.6m²
DECK: (>0.6m HEIGHT AND 10r	m²)	0m ²	0m ²	Om²
OTHER: (BALCONY PROJECTIONS BEYOND E FOOTPRINT)	WELLING	0m ²	0m ²	Om²
TOTAL LOT COVERAGE:			34.5%	101.3m ²

AVERAGE GRADE:		108.57m
SIDE LOT LINE @ 15.0m BACK FROM PREVIOUS ELEV.:	108.55	108.62
SIDE LOT LINE @ FRONT YARD SETBACK:	108.65	108.65
SIDE LOT LINE @ FRONT LOT LINE:	108.60	108.54
SIDE LOT LINE PROJECTED TO CENTRELINE OF STREET:	108.49	108.44
	А	В

PROJECT STATISTICS -2482 (CONFEDER	TION SITE B	(RETAINED L	ANDS)	
ADDRESS:	2482 Conf	2482 Confederation Parkway Retained			
ZONING:	RM2				
LOT AREA:	425.85m ²				
LOT FRONTAGE:	10.99m				
BUILDING HEIGHT					
AVERAGE GRADE:	108.58m				
HEIGHT TO HIGHEST RIDGE:	10.33m				
GROSS FLOOR AREA					
		EXISTING	PROPOSED	TOTAL	
BASEMENT:		0m ²	66.5m ²	66.5m ²	
GROUND FLOOR:		0m ²	95.5m ²	95.5m ²	
SECOND FLOOR:		0m ²	88.4m ²	88.4m ²	
GARAGE:		0m ²	27.3m ²	27.3m ²	
TOTAL GFA:		0m ²	277.7m ²	277.7m ²	
LOT COVERAGE					
		EXISTING	PROPOSED	TOTAL	
DWELLING FOOTPRINT: (INCL. G	ARAGE)	0m ²	98.2m ²	98.2m ²	
PORCH:		0m ²	3.6m²	3.6m ²	
DECK: (>0.6m HEIGHT AND 10m	2)	0m ²	0m ²	0m ²	
OTHER:		0m ²	0m ²	0m ²	
TOTAL LOT COVERAGE:			23.9%	101.8m ²	
AVERAGE GRADE CALCULAT	IONS				
			В	С	
SIDE LOT LINE PROJECTED TO C	ENTRELINE (OF STREET:	108.50	108.49	
SIDE LOT LINE @ FRONT LOT LIN	E:		108.55	108.60	

SIDE LOT LINE @ FRONT LOT LINE:	108.55	108.60
SIDE LOT LINE @ FRONT YARD SETBACK:	108.70	108.65
SIDE LOT LINE @ 15.0m BACK FROM PREVIOUS ELEV.:	108.60	108.55
AVERAGE GRADE:		108.58m
LANDSCAPED SOFT AREA		
FRONT YARD AREA:		62.8m ²

TOTAL LANDSCAPED SOFT AREA:	49.6%	23.97m ²	TOTAL LANDSCAPED SOFT AREA:
HARD SURFACES AREA:		24.35m ²	HARD SURFACES AREA:
FRONT YARD AREA:		48.32m ²	FRONT YARD AREA:



64% 40.27i

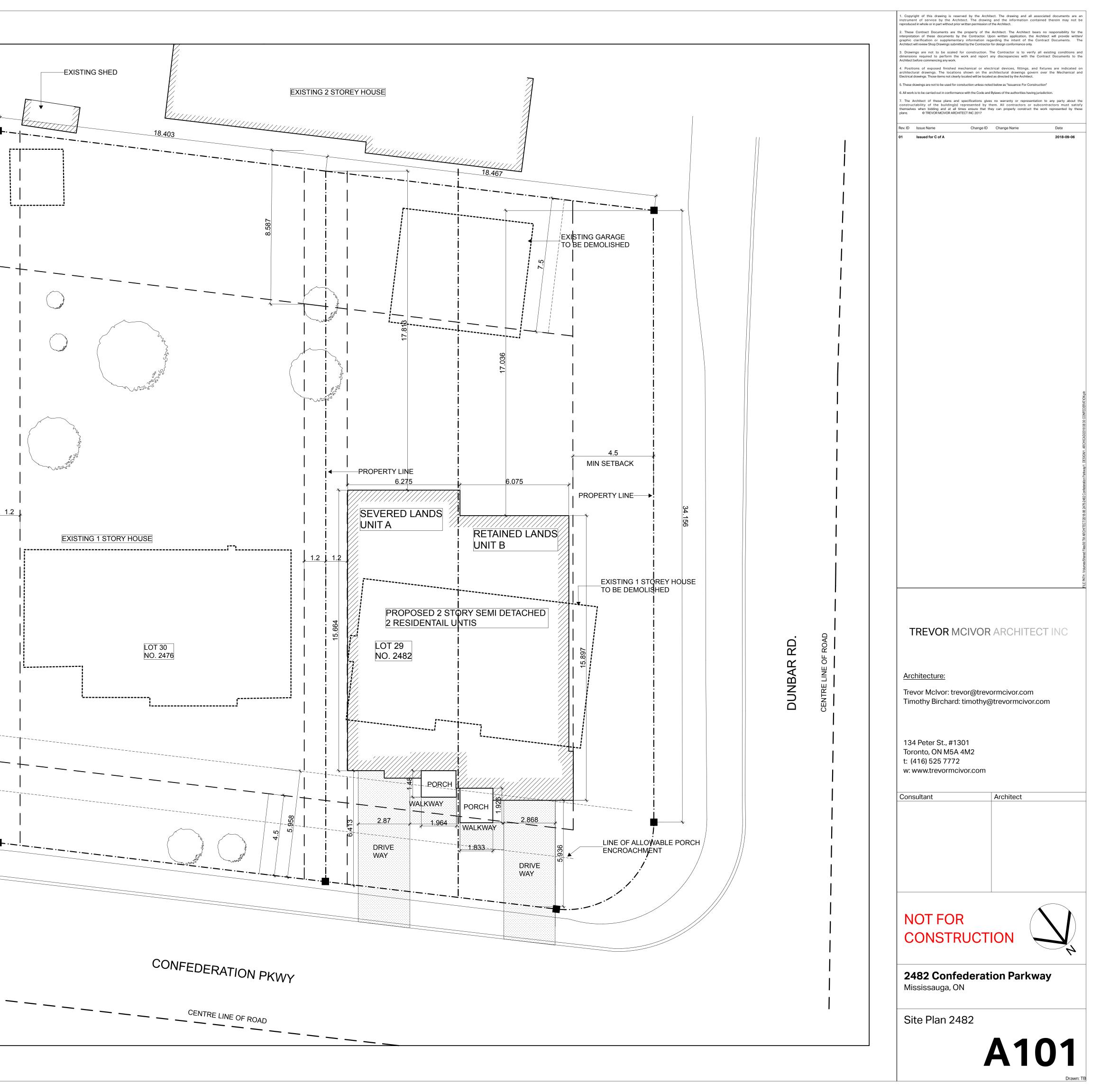
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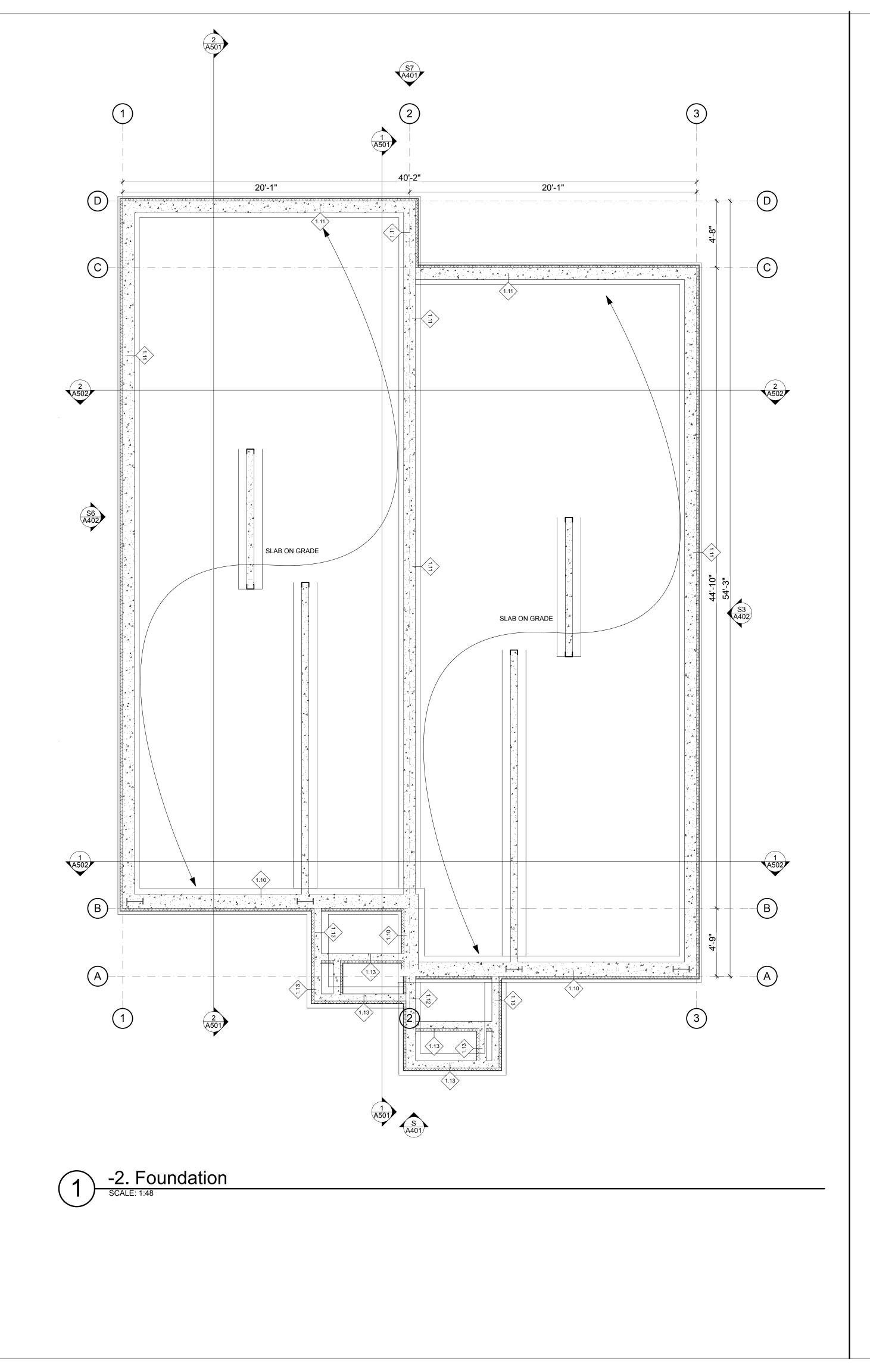
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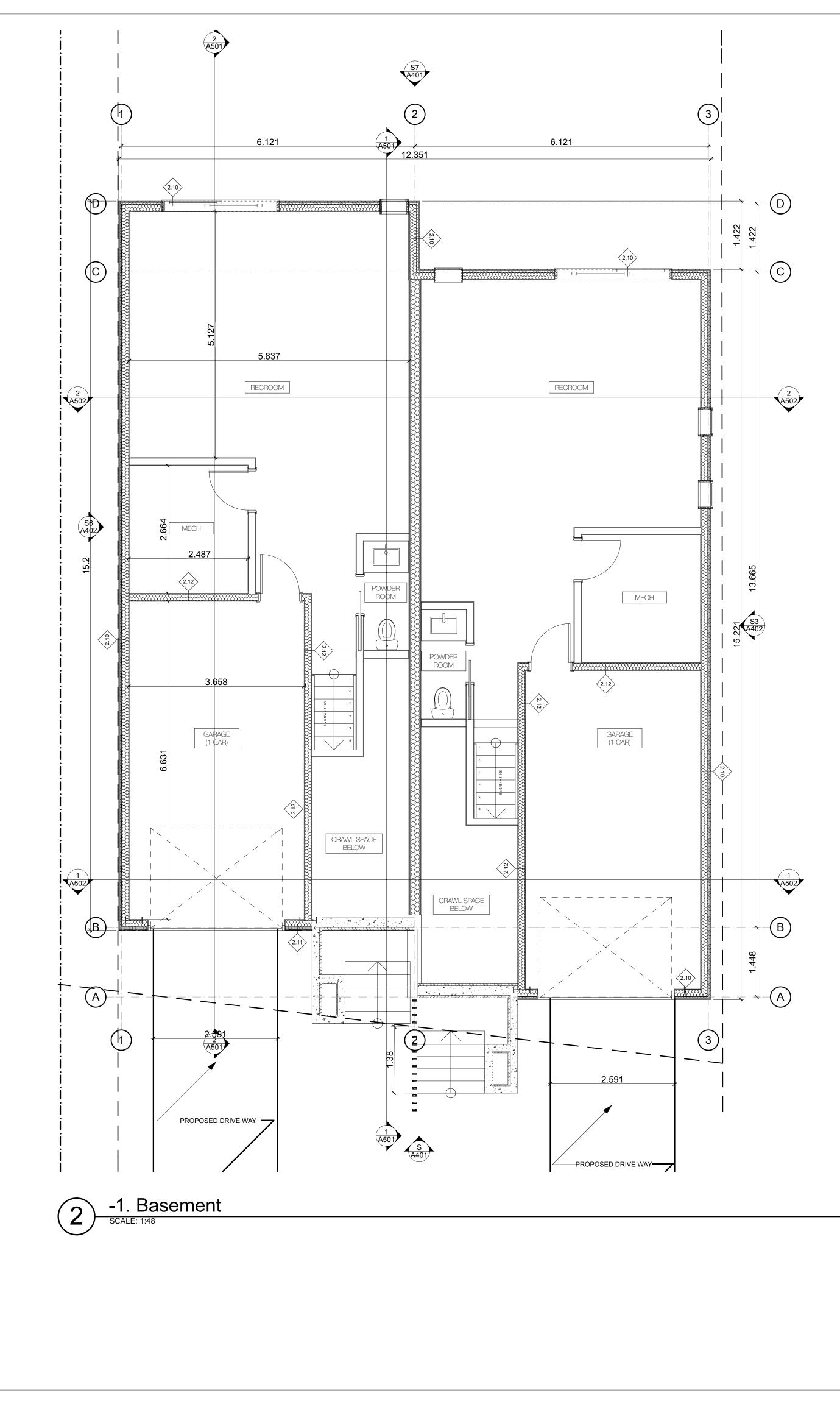
EXISTING 1 STORY HOUSE

Scale: 1:100

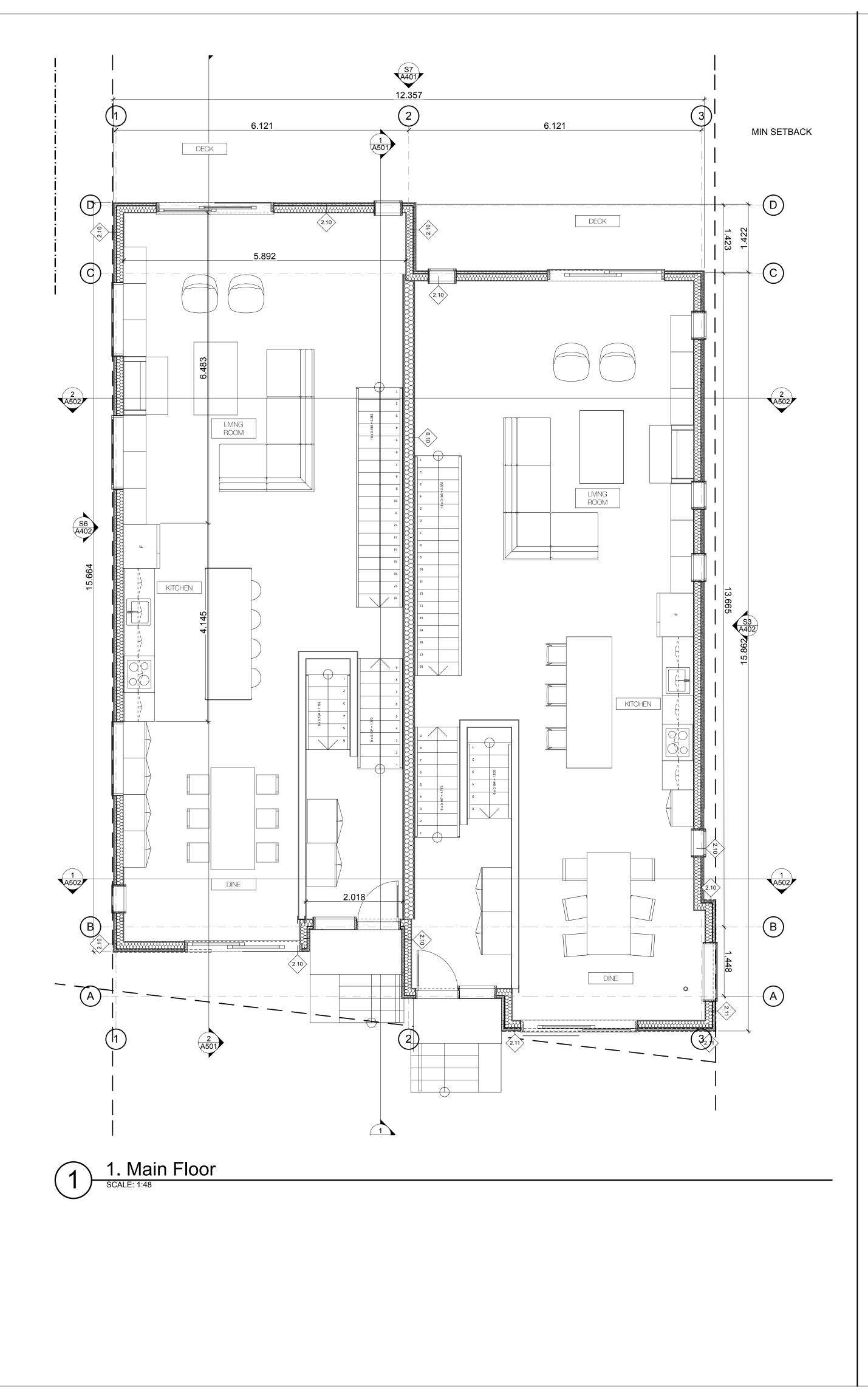
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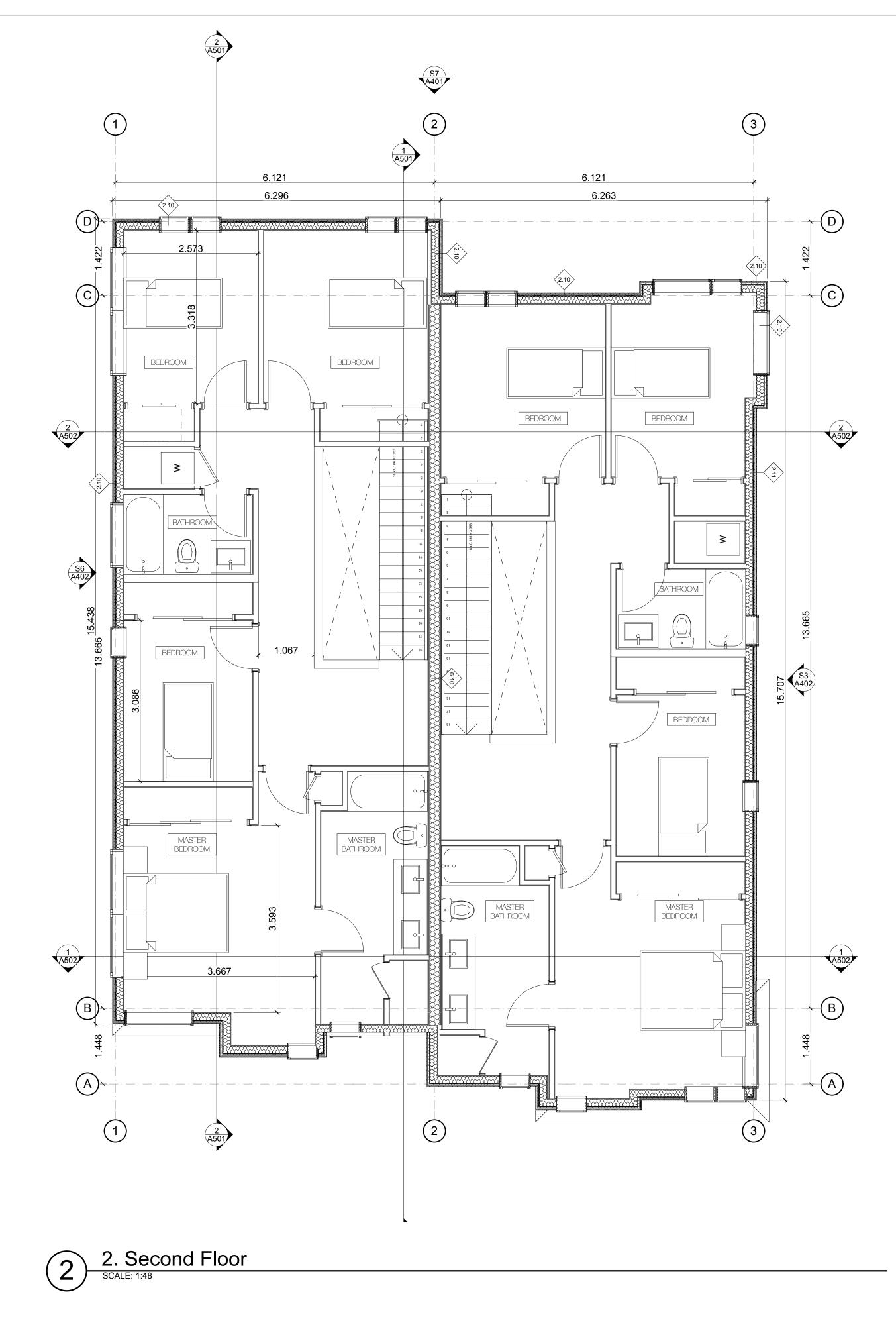




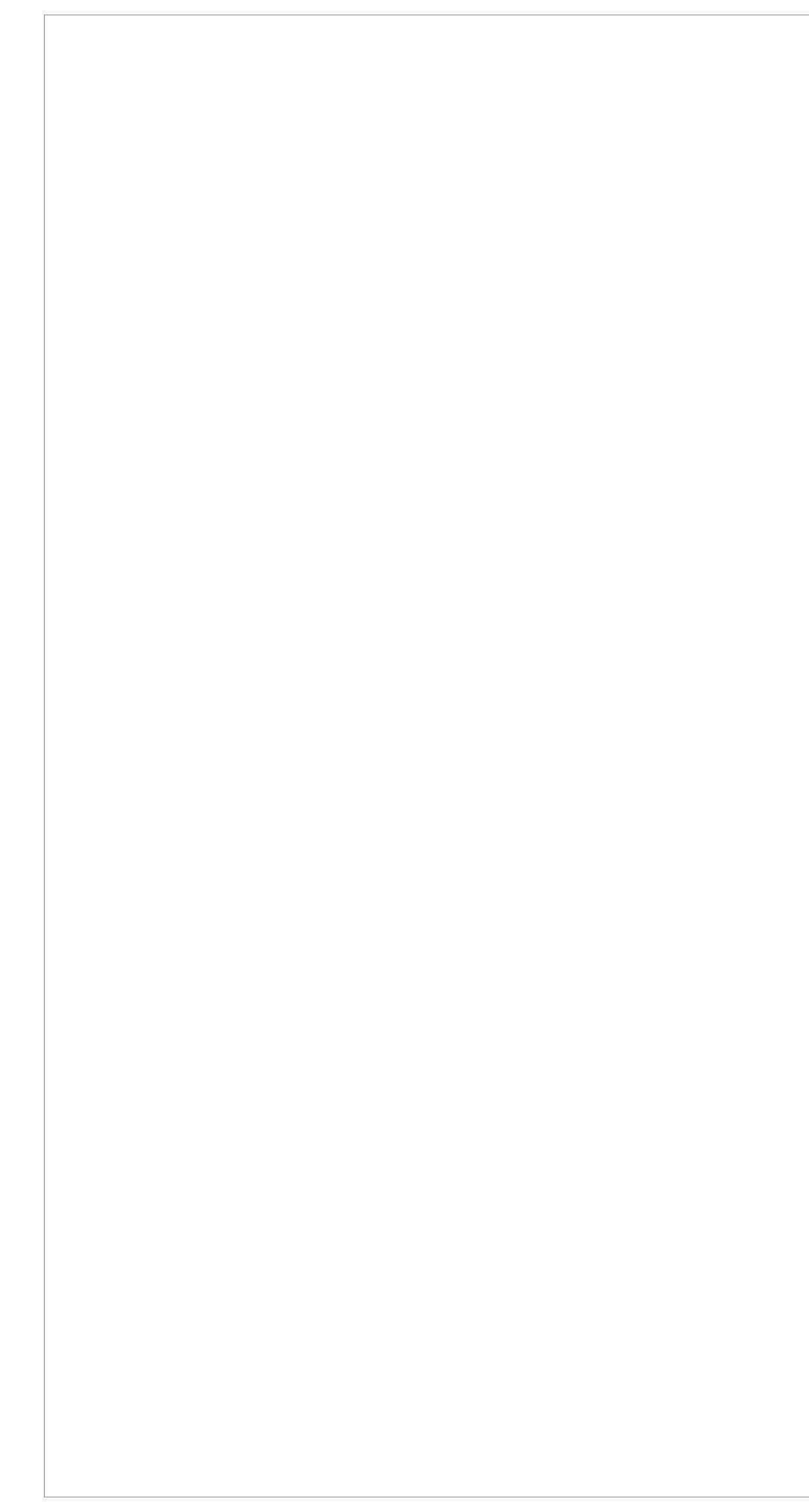


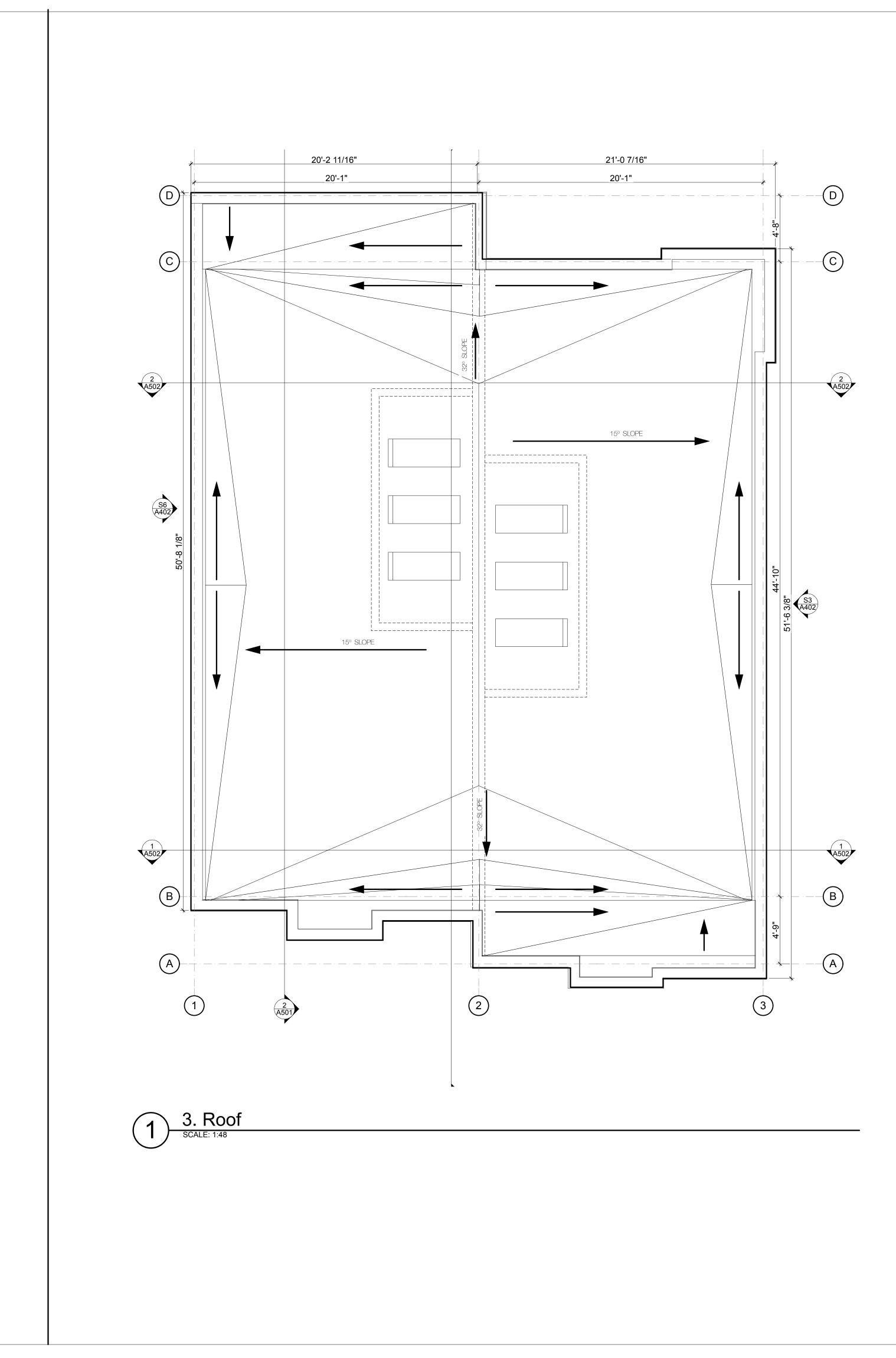
5. These drawings are not to be used for construction unless noted below as "issuance: For Construction" 6. Alwork is to be carried out in conformance with the Code and Bylaws of the authorities having jurisdicution. 7. The Advance of the building of percentend by them. All contractors or any party about construction of the building of percentend by them. All contractors or any party about construction with building and at all times ensure that they can properly construct the work represented by the construction. 8. THEVOR MCUOR ARCHTECTIVE 2017 Rev.ID issue Name Change ID Change Name Date 01 issued for C of A 2018-09-06	An and a set of a large from and a configure gives in a grane of a specier de large de la specier de la set of a set of a large de la set of a large de larg	interpretai graphic of Architect v 3. Drawin dimension Architect b 4. Positio architectu	ion of these document larification or supplen ill review Shop Drawings si gs are not to be sca s required to perform efore commencing any wo	s by the Contractor. nentary information u ubmitted by the Contract alled for construction. the work and repor rk. ed mechanical or el ations shown on the	Upon written applicati egarding the intent or for design conforman The Contractor is t any discrepancies of ectrical devices, fitt architectural drawing	to verify all existing co with the Contract Docur ings, and fixtures are gs govern over the Me	ovide wri nents. onditions ments to indicated
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	Timothy Birchard: timothy@trevormcivor.com			trevor@trev	/ormcivor.c	om	
<u>Architecture:</u> Trevor McIvor: trevor@trevormcivor.com	NOT FOR CONSTRUCTION	134 Tore t: (4	Peter St., # onto, ON M5 116) 525 77	1301 5A 4M2 72	@trevormo	ivor.com	
Architecture: Trevor McIvor: trevor@trevormcivor.com Timothy Birchard: timothy@trevormcivor.com 134 Peter St., #1301 Toronto, ON M5A 4M2 t: (416) 525 7772	CONSTRUCTION	Cons	ultant		Architect		
Architecture: Trevor McIvor: trevor@trevormcivor.com Timothy Birchard: timothy@trevormcivor.com 134 Peter St., #1301 Toronto, ON M5A 4M2 t: (416) 525 7772 w: www.trevormcivor.com	Mississauga, ON				ION		
Architecture: Trevor McIvor: trevor@trevormcivor.com Timothy Birchard: timothy@trevormcivor.com 134 Peter St., #1301 Toronto, ON M5A 4M2 t: (416) 525 7772 w: www.trevormcivor.com Consultant Architect NOTFFOR	Footings & Basement Plans				tion Pa	rkway	
Architecture: Trevor McIvor: trevor@trevormcivor.com Timothy Birchard: timothy@trevormcivor.com 134 Peter St., #1301 Toronto, ON M5A 4M2 t: (416) 525 7772 w: www.trevormcivor.com Consultant Architect NOT FOR CONSTRUCTION Value 2482 Confederation Parkway		Fc	otings &	& Basen	nent Pla	ans	
Architecture: Trevor McIvor: trevor@trevormcivor.com Timothy Birchard: timothy@trevormcivor.com 134 Peter St., #1301 Toronto, ON M5A 4M2 t: (416) 525 7772 w: www.trevormcivor.com Consultant Architect NOT FOR CONSTRUCTION Value Confederation Parkway Mississauga, ON	A201				Δ		1





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AVERAGE GRADE SITE B 108.58M

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TREVOR MCIVOR ARCHITECT INC

Architecture:

Trevor McIvor: trevor@trevormcivor.com Timothy Birchard: timothy@trevormcivor.com

134 Peter St., #1301 Toronto, ON M5A 4M2 t: (416) 525 7772 w: www.trevormcivor.com

Consultant

Architect

NOT FOR CONSTRUCTION



2482 Confederation Parkway Mississauga, ON

Elevations





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		vor McIvor: trevor@trev		
	Tim	othy Birchard: timothy@	@trevormcivor.o	com
		l Peter St., #1301 onto, ON M5A 4M2		
	t: (4	416) 525 7772		
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		82 Confederat	ion Parkw	<i>ı</i> ay
3M GROUND FLOOR T/O SLAB		ssissauga, ON		
		o o. L ! o		
AVERAGE GRADE SITE B 108.58M	Ele	evations		



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ADDRESS:	2476 Confederation parkway Severed				
ZONING:	RM2				
LOT AREA:	365.48m ²				
LOT FRONTAGE:	9.26m				
BUILDING HEIGHT					
AVERAGE GRADE:	108.52m				
HEIGHT TO HIGHEST RIDGE:	10.33m				
GROSS FLOOR AREA					
		EXISTING	PROPOSED	TOTAL	
BASEMENT:		0m ²	90.7m ²	90.7m ²	
GROUND FLOOR:		0m ²	123.8m ²	123.8m ²	
SECOND FLOOR:		0m ²	115.2m ²	115.2m ²	
GARAGE:		0m ²	30.1m ²	30.1m ²	
TOTAL GFA:		0m²	359.8m ²	359.8m ²	
LOT COVERAGE					
		EXISTING	PROPOSED	TOTAL	
DWELLING FOOTPRINT: (INCL. (GARAGE)	0m ²	126.5m ²	126.5m ²	
PORCH:		0m ²	3.6m ²	3.6m ²	
DECK: (>0.6m HEIGHT AND 10r	n²)	0m ²	0m ²	Om²	
OTHER: (BALCONY PROJECTIONS BEYOND D	WELLING	0m ²	0m ²	Om²	
TOTAL LOT COVERAGE:			35.6%	130.1m ²	

AVERAGE GRADE CALCULATIONS		
	А	В
SIDE LOT LINE PROJECTED TO CENTRELINE OF STREET:	108.38	108.32
SIDE LOT LINE @ FRONT LOT LINE:	108.51	108.45
SIDE LOT LINE @ FRONT YARD SETBACK:	108.60	108.69
SIDE LOT LINE @ 15.0m BACK FROM PREVIOUS ELEV.:	108.60	108.62
AVERAGE GRADE:		108.52m

PROJECT STATISTICS - 2476	(RETAINED I	LANDS)		
ADDRESS:	2476 Conf	federation parkv	vay Retained	
ZONING:	RM2			
LOT AREA:	359.68m²			
LOT FRONTAGE:	9.13m			
BUILDING HEIGHT				
AVERAGE GRADE:	108.54m			
HEIGHT TO HIGHEST RIDGE:	10.33m			
GROSS FLOOR AREA				
		EXISTING	PROPOSED	TOTAL
BASEMENT:		0m ²	89.8m ²	89.8m ²
GROUND FLOOR:		0m ²	122m ²	122m ²
SECOND FLOOR:		0m ²	114m ²	114m ²
GARAGE:		0m ²	29.7m ²	29.7m ²
TOTAL GFA:		0m²	355.5m ²	355.5m ²
LOT COVERAGE				
		EXISTING	PROPOSED	TOTAL
DWELLING FOOTPRINT: (INCL. G	ARAGE)	0m ²	125.1m ²	125.1m ²
PORCH:		0m ²	3.6m ²	3.6m ²
DECK: (>0.6m HEIGHT AND 10m	1 ²)	0m ²	0m ²	0m ²
OTHER:		0m ²	0m ²	0m ²
TOTAL LOT COVERAGE:			35.8%	128.7m ²
AVERAGE GRADE CALCULAT	IONS			
			В	С
SIDE LOT LINE PROJECTED TO (CENTRELINE (OF STREET:	108.44	108.38
	IE.		108.54	108.50
SIDE LOT LINE @ FRONT LOT LIN	SIDE LOT LINE @ FRONT YARD SETBACK:			
			108.65	108.60
	ETBACK:	US ELEV.:	108.65 108.62	108.60 108.60

55.82

25.87

53.6% 29.95n

LANDSCAPED SOFT AREA

TOTAL LANDSCAPED SOFT AREA:

RONT YARD AREA:

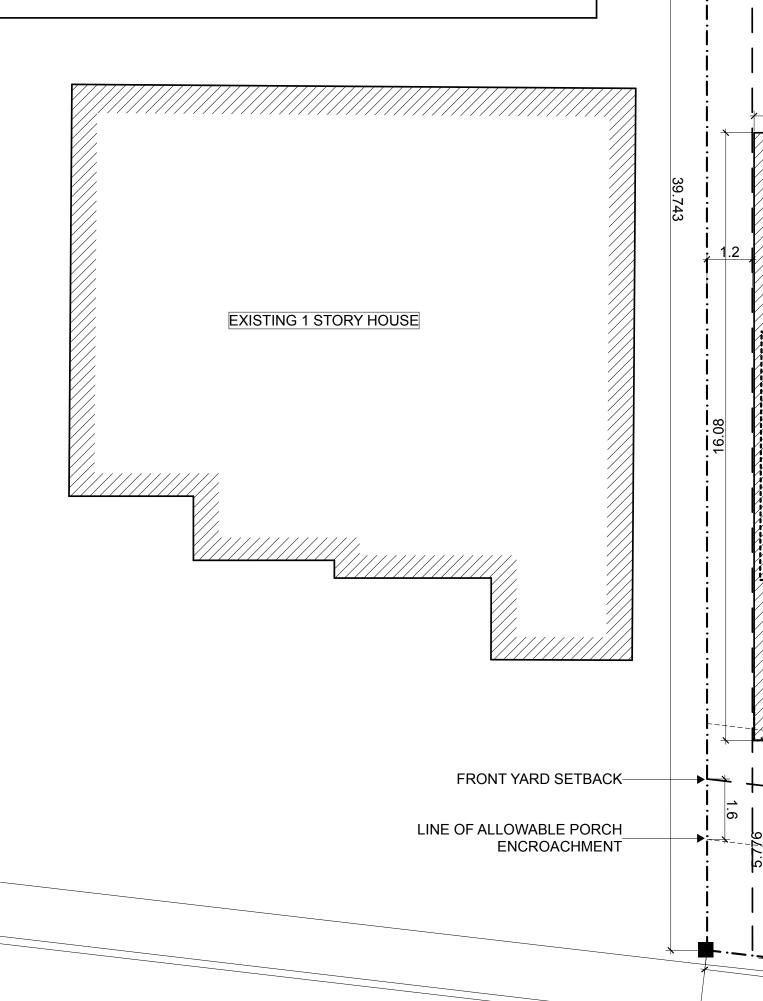
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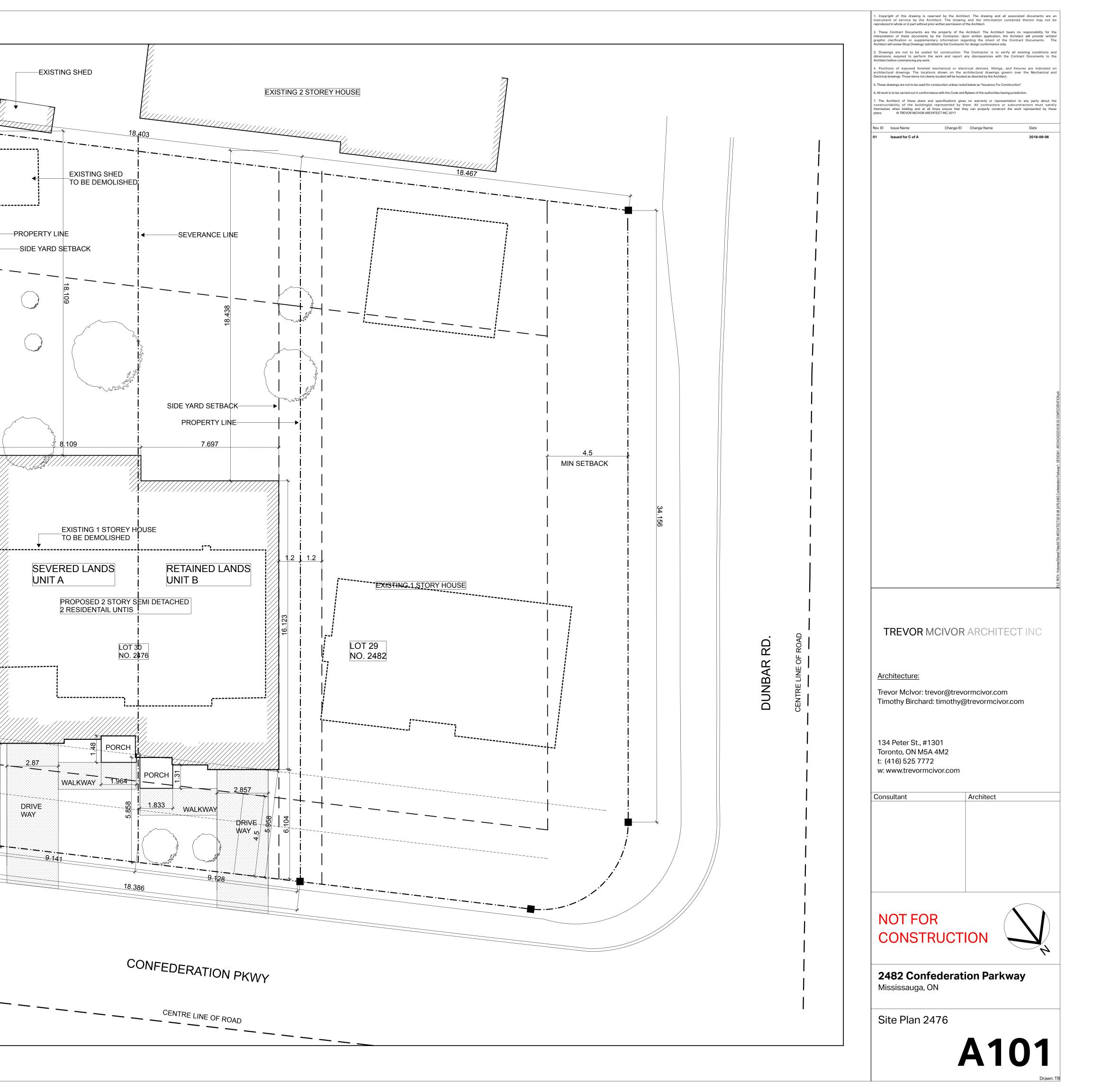
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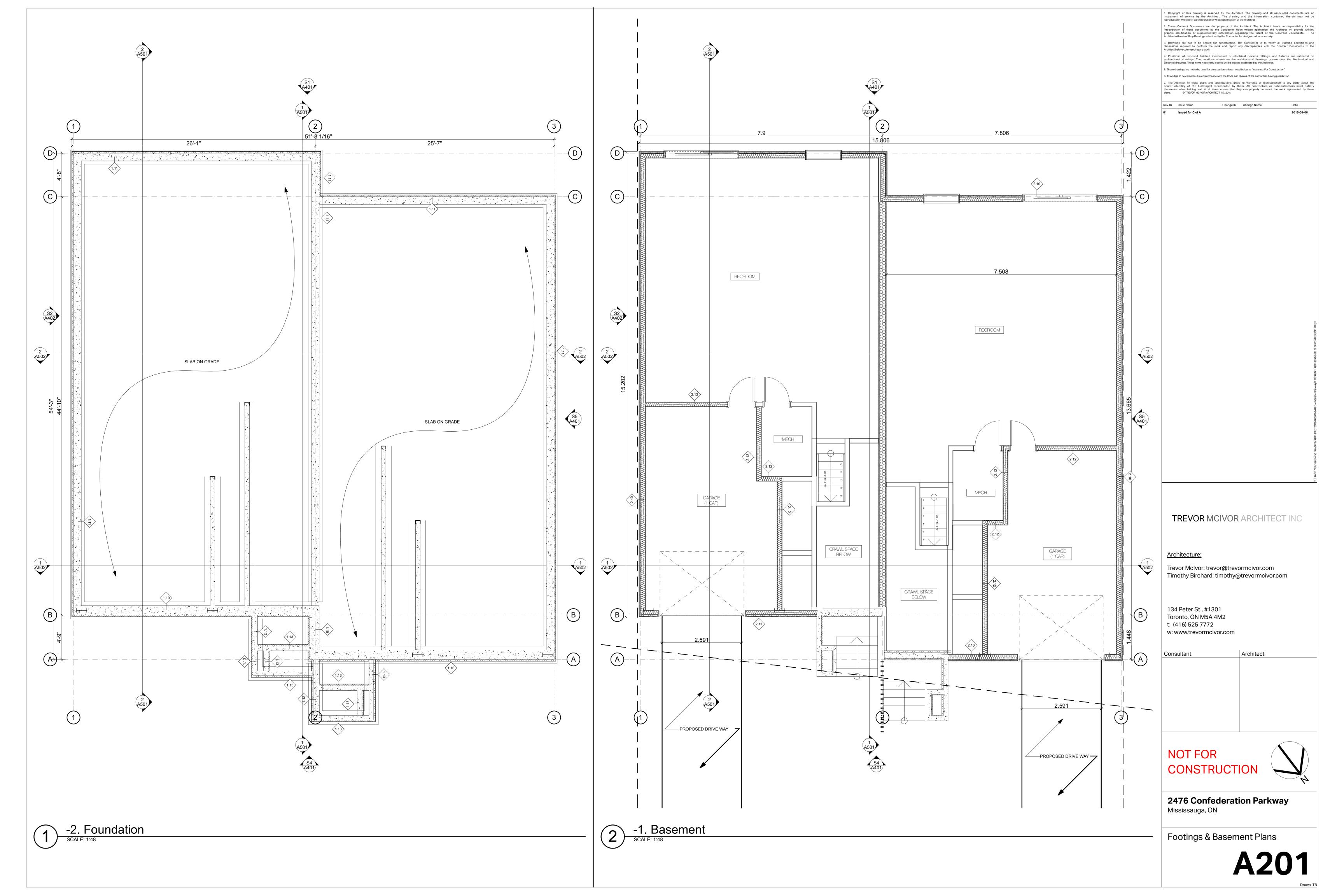
LANDSCAPED SOFT AREA FRONT YARD AREA:

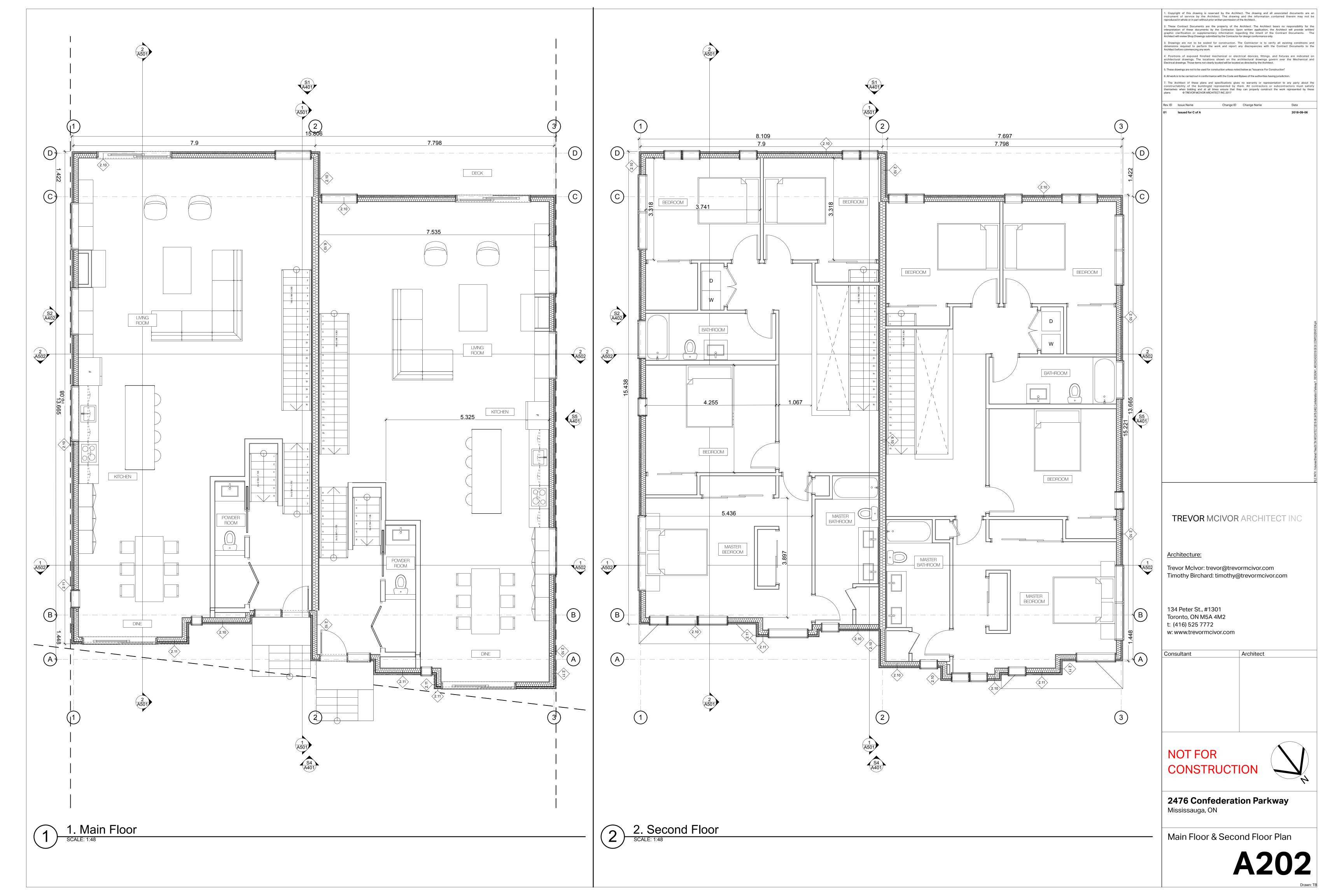
	TOTAL LANDSCAPED SOFT AREA:	58%	34.94m ²
ŀ	HARD SURFACES AREA:		25.7m ²

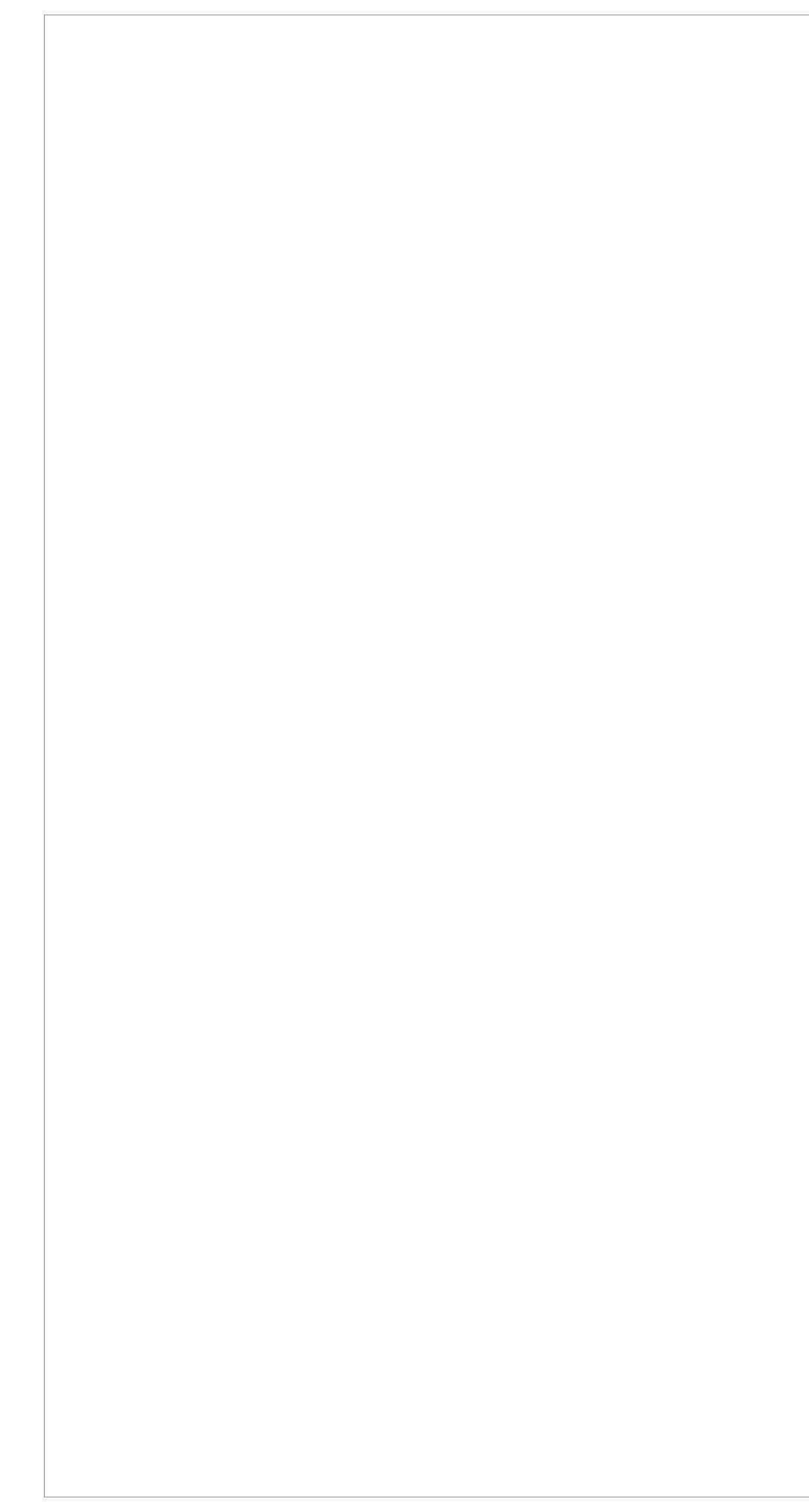


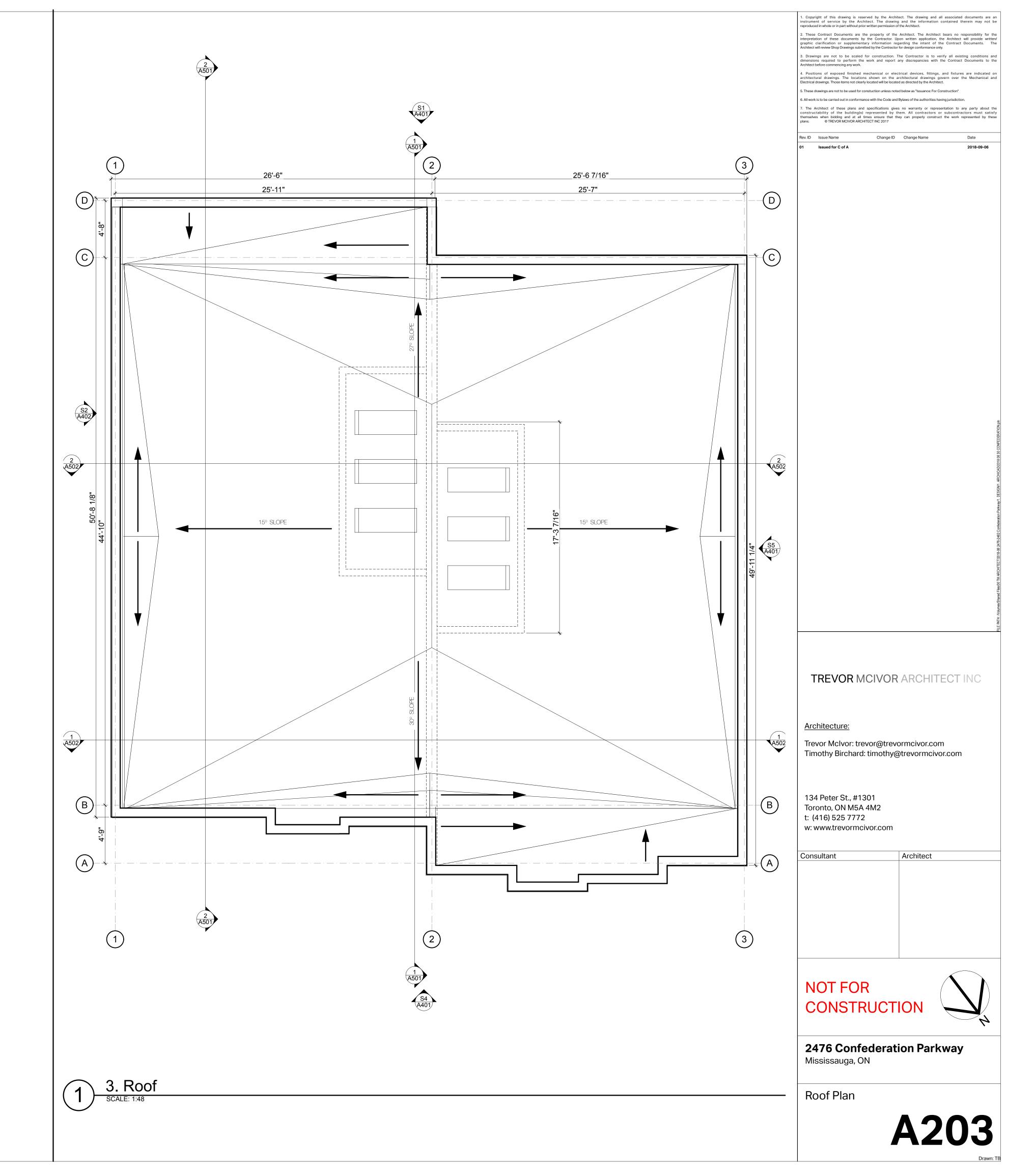
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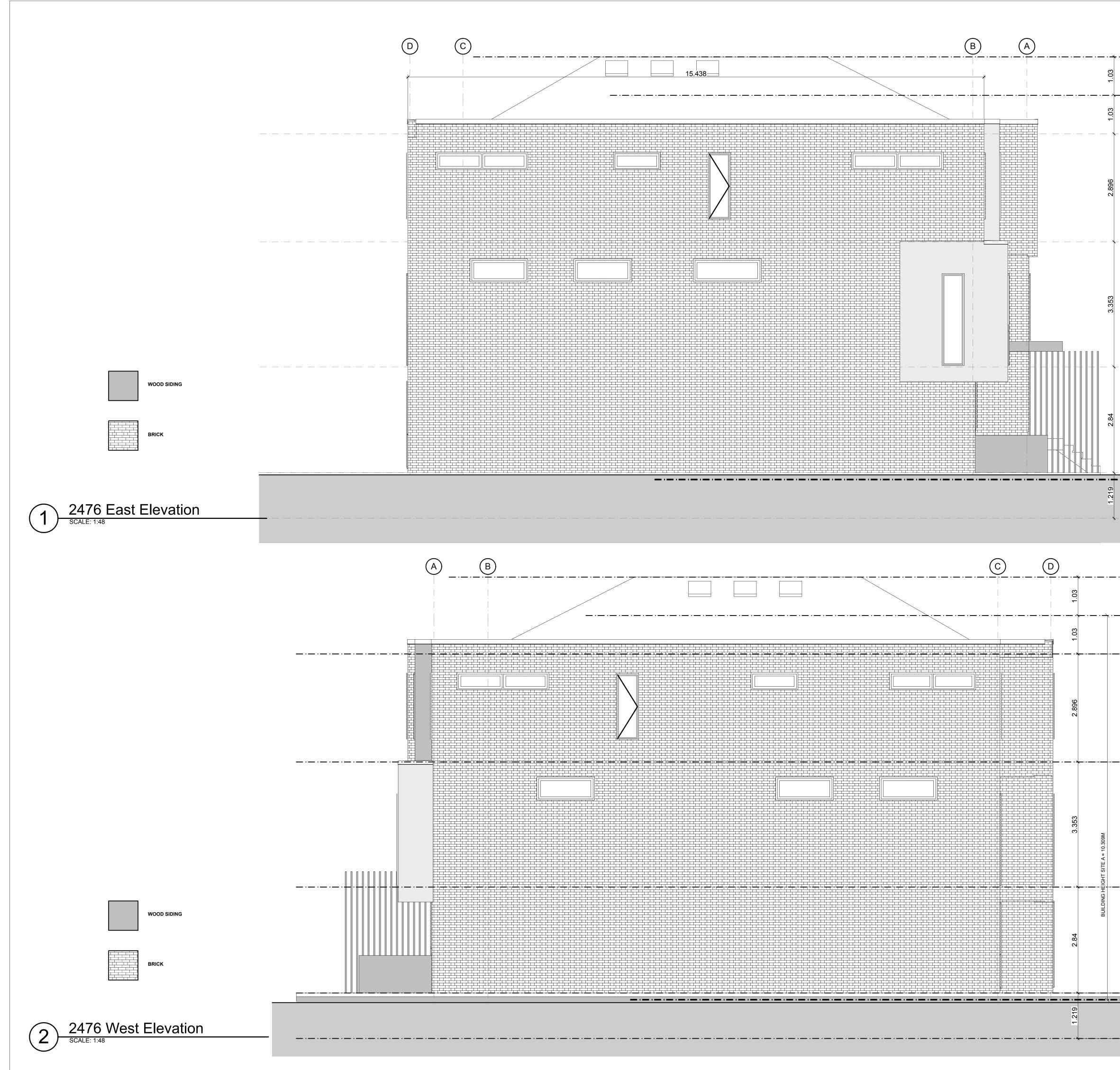


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AVERAGE GRADE SITE A 108.52M



Elevations



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	117 8N	/ ROOF U/S OF EAVES			
	117.00			Architecture:	
				Trevor McIvor: trevor@trev	
				Timothy Birchard: timothy	@trevormcivor.com
				121 Datas St #1201	
				134 Peter St., #1301 Toronto, ON M5A 4M2	
				t: (416) 525 7772 w: www.trevormcivor.com	
	114.93	M THIRD FLOOR T/O JOIST			
				Consultant	Architect
).289M					
B = 1					
T SITE					
	· ·				
BUILDING HEIGHT SITE B = 10	111.57	M SECOND FLOOR T/O JOIST			
BUIL				NOT FOR	
				CONSTRUCT	TION 💛
					4
					tion Derlauss
				2476 Confederat Mississauga, ON	иоп Рагкwау
	108.73	M GROUND FLOOR T/O SLAB	, AVERAGE GRADE SITE B 108.54M		
•				Elovationa	
			AVERAGE GRADE SITE A 108.52M	Elevations	
	107.51	M FOUNDATION			A402

Drawn: 1



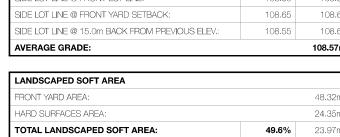
Appendix B Receptor Locations

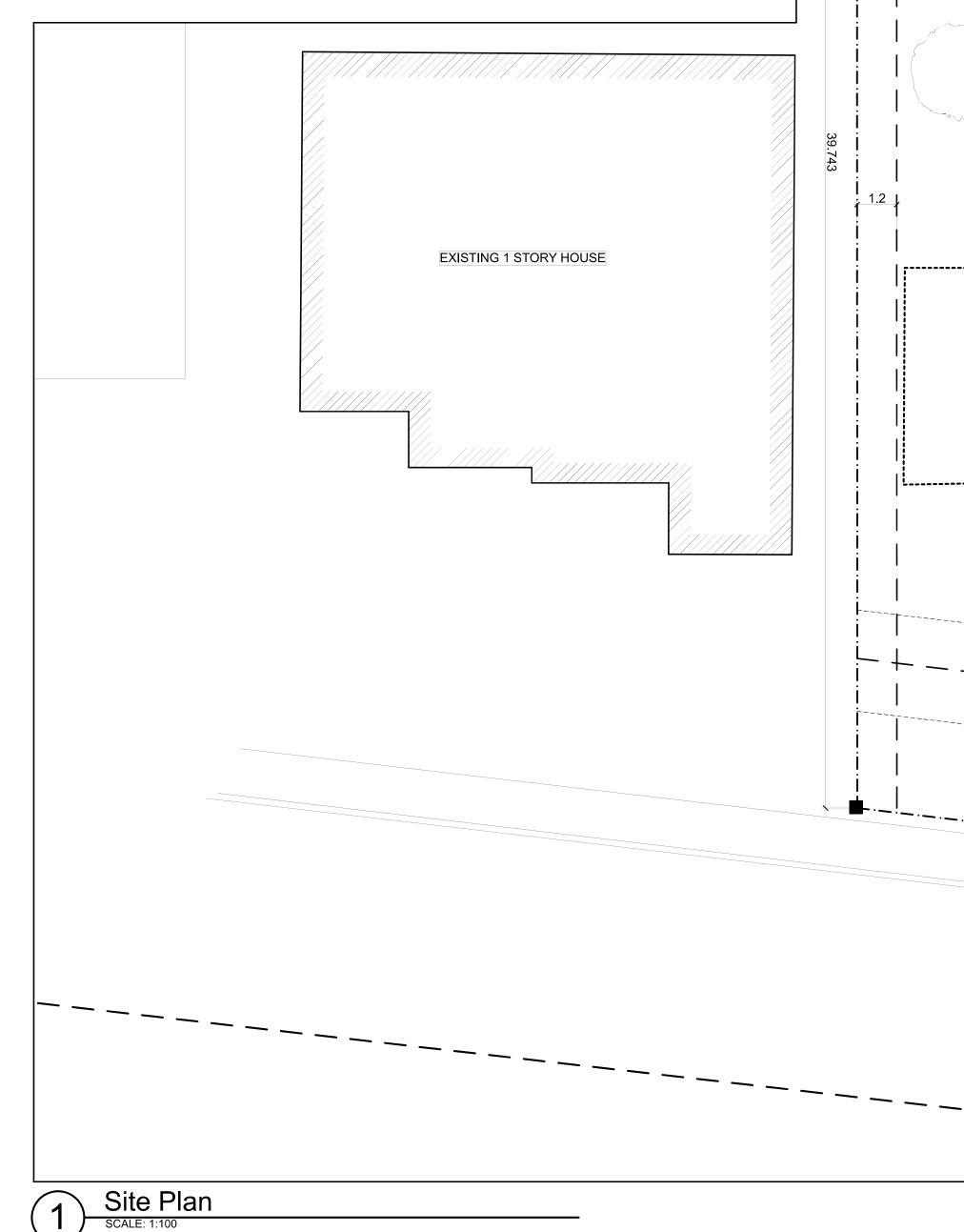


PROJECT STATISTICS - 2482	CONFEDER	ATION SITE A	(SEVERED LAI	NDS)
ADDRESS:	2482 Confederation Parkway Severed			
ZONING:	RM2			
LOT AREA:	293.27m ²			
LOT FRONTAGE:	7.44m			
BUILDING HEIGHT				
AVERAGE GRADE:	108.57m			
HEIGHT TO HIGHEST RIDGE:	10.33m			
GROSS FLOOR AREA				
		EXISTING	PROPOSED	TOTAL
BASEMENT:		0m ²	66.4m ²	66.4m
GROUND FLOOR:		0m ²	94.3m ²	94.3m
SECOND FLOOR:		0m ²	89.1m ²	89.1m
GARAGE:		0m ²	27.3m ²	27.3m
TOTAL GFA:		0m ²	277.1m ²	277.1m
LOT COVERAGE				
		EXISTING	PROPOSED	TOTAL
DWELLING FOOTPRINT: (INCL. (GARAGE)	0m ²	97.7m ²	97.7m
PORCH:		0m ²	3.6m ²	3.6m
DECK: (>0.6m HEIGHT AND 10n	/	0m ²	0m ²	Orr
OTHER: (BALCONY PROJECTIONS BEYOND D	WELLING	0m ²	0m ²	Orr
TOTAL LOT COVERAGE:			34.5%	101.3m
AVERAGE GRADE CALCULA	TIONS		A	В
		OF OTDEET.		
SIDE LOT LINE PROJECTED TO		JE STREET:	108.49	108.4
SIDE LOT LINE @ FRONT LOT LI			108.60	108.5
SIDE LOT LINE @ FRONT YARD S			108.65	108.6
SIDE LOT LINE @ 15.0m BACK F	-ROM PREVIOU	JS ELEV.:	108.55	108.6
AVERAGE GRADE:				108.57r
LANDSCAPED SOFT AREA				
FRONT YARD AREA:				48.32m
				04.05

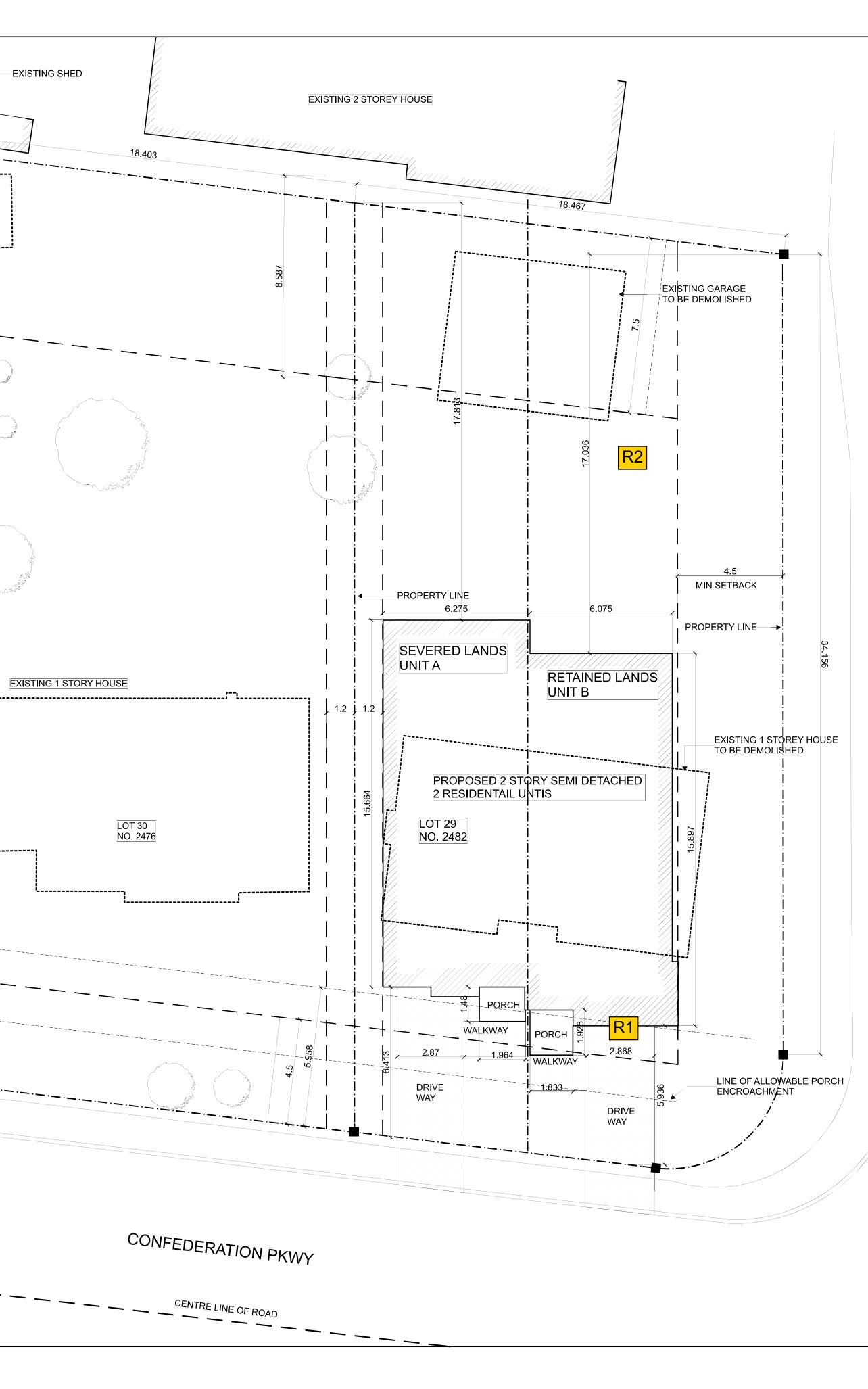
PROJECT STATISTICS -2482	CONFEDERA	TION SITE B	(RETAINED LA	NDS)
ADDRESS:	2482 Confederation Parkway Retained			
ZONING:	RM2			
LOT AREA:	425.85m ²			
LOT FRONTAGE:	10.99m			
BUILDING HEIGHT				
AVERAGE GRADE:	108.58m			
HEIGHT TO HIGHEST RIDGE:	10.33m			
GROSS FLOOR AREA				
		EXISTING	PROPOSED	TOTAL
BASEMENT:		0m ²	66.5m ²	66.5m ²
GROUND FLOOR:		0m ²	95.5m²	95.5m ²
SECOND FLOOR:		0m ²	88.4m ²	88.4m ²
GARAGE:		0m ²	27.3m ²	27.3m ²
TOTAL GFA:		0m ²	277.7m ²	277.7m ²
LOT COVERAGE				
		EXISTING	PROPOSED	TOTAL
DWELLING FOOTPRINT: (INCL. G	ARAGE)	Om ²	98.2m ²	98.2m ²
PORCH:		Om ²	3.6m ²	3.6m ²
DECK: (>0.6m HEIGHT AND 10m	12)	Om ²	0m ²	0m ²
OTHER:		Om ²	0m ²	0m ²
TOTAL LOT COVERAGE:			23.9%	101.8m ²
AVERAGE GRADE CALCULAT	IONS			
			В	С
SIDE LOT LINE PROJECTED TO CENTRELINE C		OF STREET:	108.50	108.49
SIDE LOT LINE @ FRONT LOT LIN	JE:		108.55	108.60
SIDE LOT LINE @ FRONT YARD S	BETBACK:		108.70	108.65
SIDE LOT LINE @ 15.0m BACK F	ROM PREVIOU	JS ELEV.:	108.60	108.55
AVERAGE GRADE:				108.58m
LANDSCAPED SOFT AREA				
FRONT YARD AREA:				62.8m ²
HARD SURFACES AREA:				22.53m ²
TOTAL LANDSCAPED SOFT A	REA:		64%	40.27m ²

*





SCALE: 1:100

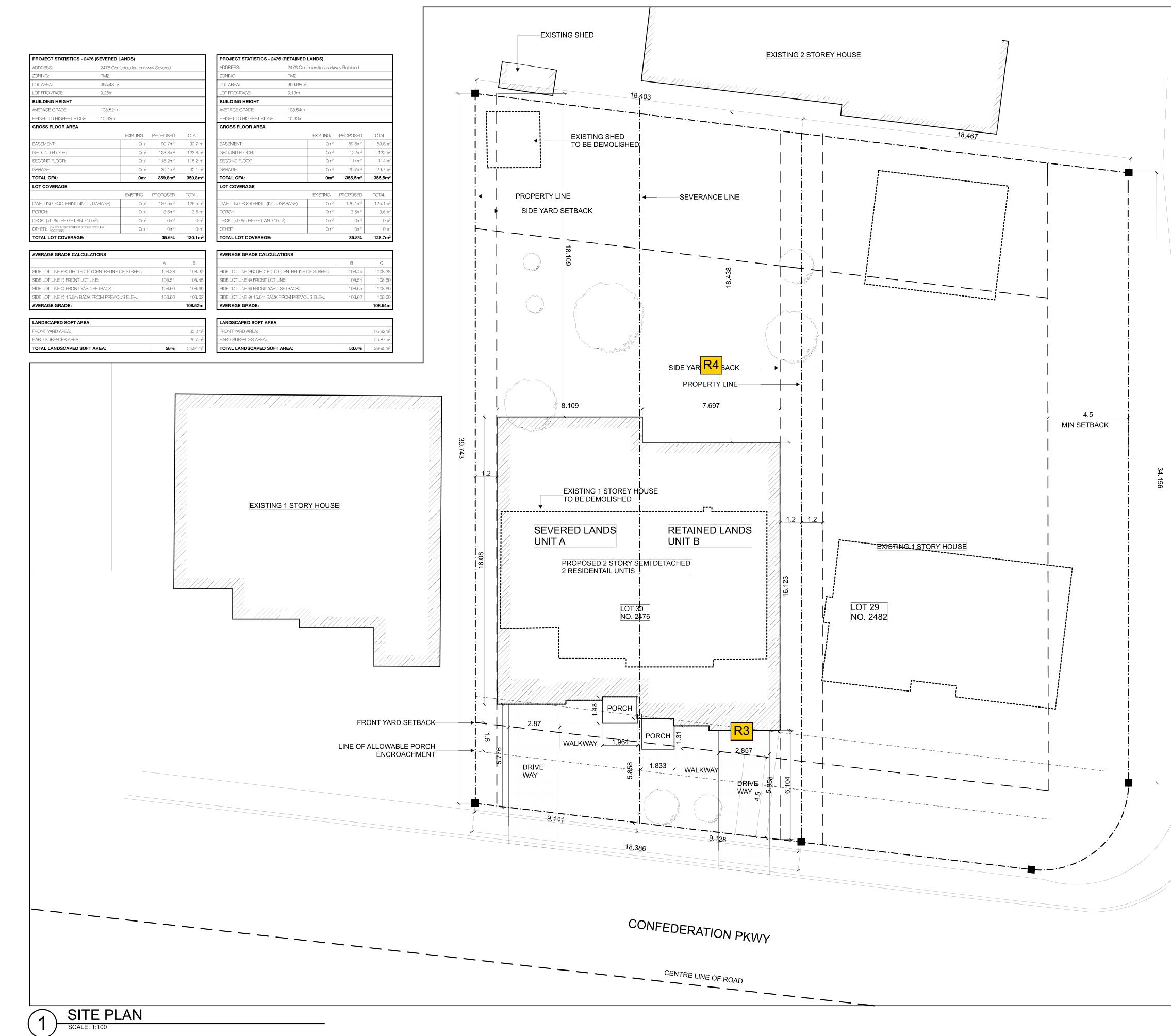


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	dimensions required to perform the work and report Architect before commencing any work. 4. Positions of exposed finished mechanical or elect	for design conformance only. The Contractor is to verify all existing conditions and any discrepancies with the Contract Documents to the strical devices, fittings, and fixtures are indicated on inchitectural drawings govern over the Mechanical and
	constructability of the building(s) represented by t	
	Rev. ID Issue Name Change ID 01 Issued for C of A	Change Name Date 2018-09-06
	TREVOR MCIVOR	ARCHITECT INC
	Architecture:	
	Trevor McIvor: trevor@trevo Timothy Birchard: timothy@	
	134 Peter St., #1301 Toronto, ON M5A 4M2 t: (416) 525 7772 w: www.trevormcivor.com	
	Consultant	Architect
	NOT FOR CONSTRUCT	
	2482 Confederat Mississauga, ON	ion Parkway
	Site Plan 2482	
1		A101

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Drawn: TB



		erved by the Architect. The drawing and all nitect. The drawing and the information co r written permission of the Architect.	
_	interpretation of these documents by graphic clarification or supplementa	ne property of the Architect. The Architect to r the Contractor. Upon written application, the ary information regarding the intent of the ted by the Contractor for design conformance only.	Architect will provide written/ Contract Documents. The
	 Drawings are not to be scaled dimensions required to perform the Architect before commencing any work. 	for construction. The Contractor is to verifive work and report any discrepancies with the	fy all existing conditions and e Contract Documents to the
	architectural drawings. The location	nechanical or electrical devices, fittings, a s shown on the architectural drawings gov y located will be located as directed by the Architect.	ern over the Mechanical and
	6. All work is to be carried out in conformar	onstuction unless noted below as "Issuance: For Con nce with the Code and Bylaws of the authorities havin	ng jurisdiction.
	constructability of the building(s)	specifications gives no warranty or represent represented by them. All contractors or imes ensure that they can properly construct ITECT INC 2017	subcontractors must satisfy
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		CIVOR ARCHITE	
	Architecture:		
		vor@trevormcivor.com : timothy@trevormcivoi	
		. amoury@acvormervor	
	134 Peter St., #13 Toronto, ON M5A		
	t: (416) 525 7772 w: www.trevormci		
	Consultant	Architect	
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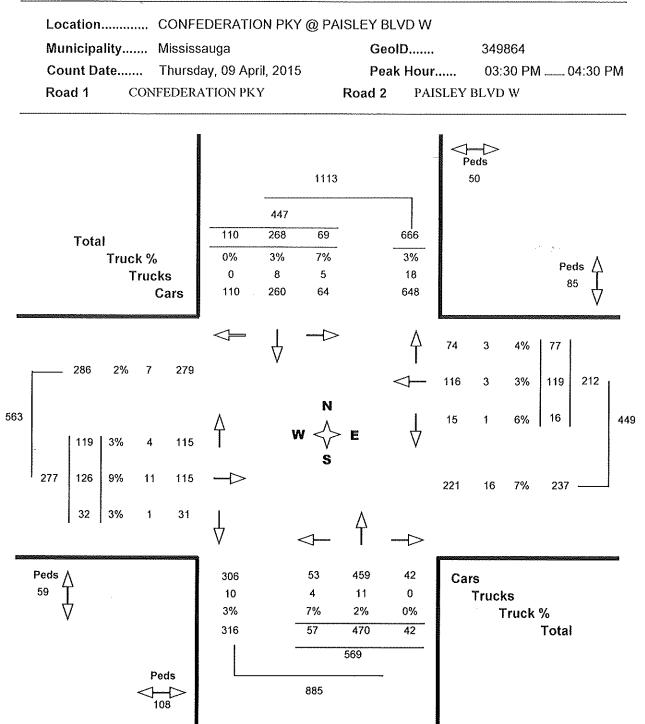
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Appendix C Traffic Data

Date:	1	Mar-19 NOISE REPORT FOR PROPOSED DEVELOPMENT			
	REQUESTED BY:				
Name:	Shivraj Sagar				
Compan	Wood PLC		MISSISSAUGA		
	PREPARED BY:	Location:	Confederation Parkway between Dunbar and Floradale		
Name:	Bertuen Mickle				
Tel#:	(905) 615-3200	ID#:	408		
		0	N SITE TRAFFIC DATA		
	Specific		Street Names		
		Confederation Pkwy			
AADT:		12,200			
# of Lan	es:	2			
% Truck	(S:	3%			
Medium	/Heavy Trucks Ratio:	55/45			
Day/Nig	ht Traffic Split:	90/10			
Posted \$	Speed Limit:	50 km/h			
Gradien	t of Road:	<2%			
Ultimate	ROW:	20 m			
-11,995 (ALISE 1997) 	Comments:	Untimate Traffic Data	a Only		
		and a state of the second state of the second s			
		ananana waxa hasa in san a	ARRADITISETTE ATRA-DER TOMATI ARRADITISETTE ATRA-DER TOMATI ARRADITISETTE ARRADITISETTE ARRADITISETTE ATRA		
		T SPECIFIC ALL STRUCTURES C. SPECIFICIER			







Appendix D Calculations

CONFED1.TXT STAMSON 5.0 NORMAL REPORT Date: 27-03-2019 14:34:47 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT Filename: confed1.te Time Period: Day/Night 16/8 hours Description: 2482 Confederation Pkwy North Facade Road data, segment # 1: Confed Pkwy (day/night) Car traffic volume : 10651/1183 veh/TimePeriod * Medium truck volume : 181/20 veh/TimePeriod * veh/TimePeriod Heavy truck volume 148/16 * 1 Posted speed limit 50 km/h 5 0 % Road gradient 2 Road pavement 1 (Typical asphalt or concrete) * Refers to calculated road volumes based on the following input: 24 hr Traffic Volume (AADT or SADT): 12200 Percentage of Annual Growth 0.00 Number of Years of Growth 0.00 Medium Truck % of Total Volume Heavy Truck % of Total Volume Day (16 hrs) % of Total Volume 2 1.65 1.35 2 90.00 Data for Segment # 1: Confed Pkwy (day/night) Angle1 Angle2 : -90.00 deg 90.00 deg wood depth (No woods.) 0 No of house rows 0 / 0 (Reflective ground surface) Surface 2 15.00 / 15.00 m 7.50 / 7.50 m Receiver source distance Receiver height (Flat/gentle slope; no barrier) Topography 1 Reference angle 0.00 2 Results segment # 1: Confed Pkwy (day) Source height = 1.08 mROAD (0.00 + 63.60 + 0.00) = 63.60 dBAAngle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 Segment Leg : 63.60 dBA Total Leg All Segments: 63.60 dBA Results segment # 1: Confed Pkwy (night) Source height = 1.07 mROAD (0.00 + 57.01 + 0.00) = 57.01 dBAAnglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.00 57.01 0.00 0.00 0.00 0.00 0.00 0.00 57.01 _____ _____ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

Segment Leq : 57.01 dBA Total Leq All Segments: 57.01 dBA PTOTAL Leq FROM ALL SOURCES (DAY): 63.60 (NIGHT): 57.01

CONFED2.TXT NORMAL REPORT STAMSON 5.0 Date: 27-03-2019 15:09:24 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT Filename: confed2.te Time Period: 16 hours Description: 2482 Confederation Pkwy OLA Road data, segment # 1: Confed Pkwy Car traffic volume : 5325 veh/TimePeriod * Medium truck volume : 91 veh/TimePeriod * Heavy truck volume : 74 veh/TimePeriod * Posted speed limit : 50 km/h Road gradient : 0 % Road pavement : 1 (Typical asphalt or concrete) Data for Segment # 1: Confed Pkwy -----Angle1 Angle2 : -55.00 deg Wood_depth : 0 -20.00 deg : 0 (No woods.) No of house rows Surface 2 (Reflective ground surface) Receiver source distance : 37.00 m Receiver height : 1.50 m Topography : 1 (Flat/gentle slope; no barrier) Reference angle : 0.00 Road data, segment # 2: Confed Pkwy Car traffic volume : 5325 veh/TimePeriod * Medium truck volume : 91 veh/TimePeriod * Heavy truck volume : 74 veh/TimePeriod * Posted speed limit : 50 km/h Road gradient : 0 % Road pavement : 1 (Typical asphalt or concrete) Data for Segment # 2: Confed Pkwy _____. Angle1 Angle2 : -20.00 deg 45.00 deg : 0 : 1 (No woods.) wood depth No of house rows House density 80 % (Reflective ground surface) Surface 2 Receiver source distance : 37.00 m Receiver height : 1.50 m Topography (Flat/gentle slope; no barrier) 1 Reference angle : 0.00 Results segment # 1: Confed Pkwy Source height = 1.08 mROAD (0.00 + 49.55 + 0.00) = 49.55 dBA Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -55 -20 0.00 60.59 0.00 -3.92 -7.11 0.00 0.00 0.00 49.55 _____

Segment Leq : 49.55 dBA

CONFED2.TXT 우 Results segment # 2: Confed Pkwy _____ Source height = 1.08 mROAD (0.00 + 46.11 + 0.00) = 46.11 dBA Anglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq · - - - - -----_ _ _ _ ----_ _ _ . _ _ _ -20 45 0.00 60.59 0.00 -3.92 -4.42 0.00 -6.13 0.00 46.11 _____ Segment Leq : 46.11 dBA Total Leg All Segments: 51.17 dBA 4 TOTAL Leq FROM ALL SOURCES: 51.17 ₽ ₽

CONFED3.TXT STAMSON 5.0 NORMAL REPORT Date: 27-03-2019 14:48:09 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT Filename: confed3.te Time Period: Day/Night 16/8 hours Description: 2476 Confederation Pkwy North Facade Road data, segment # 1: Confed Pkwy (day/night) Car traffic volume : 10651/1183 veh/TimePeriod * Medium truck volume : 181/20 veh/TimePeriod * veh/TimePeriod Heavy truck volume : 148/16 * Posted speed limit 50 km/h 1 0 % Road gradient 2 Road pavement 1 (Typical asphalt or concrete) * Refers to calculated road volumes based on the following input: 24 hr Traffic Volume (AADT or SADT): 12200 Percentage of Annual Growth 0.00 Number of Years of Growth 0.00 Medium Truck % of Total Volume Heavy Truck % of Total Volume Day (16 hrs) % of Total Volume 2 1.65 1.35 2 90.00 Data for Segment # 1: Confed Pkwy (day/night) Angle1 Angle2 : -90.00 deg 90.00 deg wood depth (No woods.) 0 No of house rows 0 / 0 (Reflective ground surface) Surface 2 15.00 / 15.00 m 7.50 / 7.50 m Receiver source distance Receiver height (Flat/gentle slope; no barrier) Topography 1 Reference angle 0.00 2 Results segment # 1: Confed Pkwy (day) Source height = 1.08 mROAD (0.00 + 63.60 + 0.00) = 63.60 dBAAngle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 Segment Leg : 63.60 dBA Total Leg All Segments: 63.60 dBA Results segment # 1: Confed Pkwy (night) Source height = 1.07 mROAD (0.00 + 57.01 + 0.00) = 57.01 dBAAnglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq -90 90 0.00 57.01 0.00 0.00 0.00 0.00 0.00 0.00 57.01 _____ _____ _ _ _ _ _ _ _ _ _ _ _ _ _ _ _

Segment Leq : 57.01 dBA Total Leq All Segments: 57.01 dBA PTOTAL Leq FROM ALL SOURCES (DAY): 63.60 (NIGHT): 57.01

CONFED4.TXT Date: 27-03-2019 15:14:16 STAMSON 5.0 NORMAL REPORT MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT Filename: confed4.te Time Period: 16 hours Description: 2482 Confederation Pkwy OLA Road data, segment # 1: Confed Pkwy Car traffic volume : 10651 veh/TimePeriod * Medium truck volume : 10031 ven/TimePeriod * Heavy truck volume : 181 veh/TimePeriod * Posted speed limit : 50 km/h Road gradient : 0 % Road pavement : 1 (Typical asphalt of 0 % 1 (Typical asphalt or concrete) Data for Segment # 1: Confed Pkwy _____ Angle1 Angle2 : -20.00 deg 45.00 deg 0 Wood depth : (No woods.) No of house rows : 1 House density 80 % (Reflective ground surface) Surface 2 Receiver source distance : 34.00 m Receiver height : 1.50 m : (Flat/gentle slope; no barrier) Topography 1 Reference angle : 0.00 9 Results segment # 1: Confed Pkwy _____ Source height = 1.08 mROAD (0.00 + 49.46 + 0.00) = 49.46 dBAAnglel Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq _ _ _ _ _ _ -20 45 0.00 63.60 0.00 -3.55 -4.42 0.00 -6.16 0.00 49.46 Segment Leg : 49.46 dBA Total Leg All Segments: 49.46 dBA 4 TOTAL Leg FROM ALL SOURCES: 49.46 2

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Appendix E Example Warning Clauses



EXAMPLE WARNING CLAUSES FROM NPC-300

Type A: "Purchasers/tenants are advised that noise levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the noise levels exceed the Municipality's and the Ministry of the Environment's noise criteria."

Type B: "Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, noise levels due to increasing road traffic may on occasions interfere with some activities of the dwelling occupants as the noise levels exceed the Municipality's and the Ministry of the Environment's noise criteria."

Type C: "This dwelling unit has been fitted with a forced air heating system and the ducting, etc. was sized to accommodate central air conditioning. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed, thereby ensuring that the indoor noise levels are within the Municipality's and the Ministry of the Environment's noise criteria. (Note: The location and installation of the outdoor air conditioning device should be done so as to comply with noise criteria of MOE Publication NPC-216, Residential Air Conditioning Devices and thus minimize the noise impacts both on and in the immediate vicinity of the subject property.)"

Type D: "This dwelling unit has been supplied with a central air conditioning which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor noise levels are within the Municipality's and the Ministry of the Environment's noise criteria."



Limitations



Limitations

- 1. The work performed in the preparation of this report and the conclusions presented are subject to the following:
 - a. The Standard Terms and Conditions which form a part of our Professional Services Contract;
 - b. The Scope of Services;
 - c. Time and Budgetary limitations as described in our Contract; and
 - d. The Limitations stated herein.
- 2. No other warranties or representations, either expressed or implied, are made as to the professional services provided under the terms of our Contract, or the conclusions presented.
- 3. The conclusions presented in this report were based, in part, on visual observations of the Site and attendant structures. Our conclusions cannot and are not extended to include those portions of the Site or structures, which are not reasonably available, in Wood's opinion, for direct observation.
- 4. The environmental conditions at the Site were assessed, within the limitations set out above, having due regard for applicable environmental regulations as of the date of the inspection. A review of compliance by past owners or occupants of the Site with any applicable local, provincial or federal bylaws, orders-in-council, legislative enactments and regulations was not performed.
- 5. The Site history research included obtaining information from third parties and employees or agents of the owner. No attempt has been made to verify the accuracy of any information provided, unless specifically noted in our report.
- 6. Where testing was performed, it was carried out in accordance with the terms of our contract providing for testing. Other substances, or different quantities of substances testing for, may be present on-site and may be revealed by different or other testing not provided for in our contract.
- 7. Because of the limitations referred to above, different environmental conditions from those stated in our report may exist. Should such different conditions be encountered, Wood must be notified in order that it may determine if modifications to the conclusions in the report are necessary.
- The utilization of Wood's services during the implementation of any remedial measures will allow Wood to observe compliance with the conclusions and recommendations contained in the report. Wood's involvement will also allow for changes to be made as necessary to suit field conditions as they are encountered.
- 9. This report is for the sole use of the party to whom it is addressed unless expressly stated otherwise in the report or contract. Any use which any third party makes of the report, in whole or the part, or any reliance thereon or decisions made based on any information or conclusions in the report is the sole responsibility of such third party. Wood accepts no responsibility whatsoever for damages or loss of any nature or kind suffered by any such third party as a result of actions taken or not taken or decisions made in reliance on the report or anything set out therein.
- 10. This report is not to be given over to any third party for any purpose whatsoever without the written permission of Wood.
- 11. Provided that the report is still reliable, and less than 12 months old, Wood will issue a third-party reliance letter to parties that the client identifies in writing, upon payment of the then current fee for such letters. All third parties relying on Wood's report, by such reliance agree to be bound by our proposal and Wood's standard reliance letter. Wood's standard reliance letter indicates that in no event shall Wood be liable for any damages, howsoever arising, relating to third-party reliance on Wood's report. No reliance by any party is permitted without such agreement.