



3272 & 3301 Trafalgar Road

Environmental Noise Feasibility Study, Oakville, ON

3275 Trafalgar Limited Partnership

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SLR Project No.: 241.30627.00000

August 4, 2023

Version: 1

Revision Record

Revision	Date	Prepared By	Checked By	Authorized By
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1.0 Introduction

SLR Consulting (Canada) Ltd. was retained by 3275 Trafalgar Limited Partnership to conduct an Environmental Noise Assessment for the proposed mixed-use development (“the Site”) located at 3272 & 3301 Trafalgar Road, located in Oakville, Ontario.

1.1 Focus of Report

In keeping with the Ministry of Environment, Conservation and Parks (MECP) and City of Richmond Hill requirements, this report examines the potential for:

- Impacts of the environment on the proposed development;
- Impacts of the proposed development on the environment; and
- Impacts of the proposed development on itself.

1.2 Nature of the Subject Lands

The development site is located at 3272 & 3301 Trafalgar Road in Oakville, Ontario. The development is located on the “north” side of the Trafalgar Road, between the intersections of Burnhamthorpe Road East and Dundas Street East.¹ A context plan is provided in **Figure 1**. The site plan and architectural drawings of the Site are provided in **Appendix A**. Excerpts from the site plan are provided in **Figure 2**.

The site currently includes two residential dwellings that are to be demolished. The proposed development (“the Site”) will consist of high-density mixed use block fronting onto Trafalgar Road with a maximum height of 30 storeys, a church and medium density blocks with a height of 8 storeys northerly away from the road.

Communal outdoor amenity areas/landscaped areas for the residential blocks are located at the northeast corner of the property and between the building blocks.

1.3 Nature of the Surroundings

The site is located between the intersections at Burnhamthorpe Road to the north and Dundas Street East to the south.

The lands surrounding the proposed development include:

- Directly north of the site, Buttonbush Woods Park a Natural Heritage System, and adjacent residential (Sub-Urban) dwellings;
- To the east along Trafalgar Road, a future high-rise residential development and low-rise townhouses dwellings along William Colston Avenue;
- Across Trafalgar, a future low-rise townhouse development that is currently an open field; and

¹ For the sake of simplicity, when describing general directions in the report text, Trafalgar Road is assumed to run east to west.



- To the west along Trafalgar Road, a future development of low-rise townhouses, currently open fields.

An overall context plan can be found in **Figure 2**. A zoning map is provided in **Figure 3**.

The topography of the area is mostly flat in nature with a minor increase in elevation from east to west along Trafalgar.

Part 1: Impacts of the Environment on the Development

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

- Transportation noise impacts from the surrounding roadway(s); and

2.0 Transportation Noise Impacts

2.1 Transportation Noise Sources

Roadway and rail noise sources of interest with the potential to produce noise at the proposed development are Trafalgar Road.

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

2.2 Surface Transportation Noise Criteria

Noise Sensitive Developments

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

Location Specific Criteria

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



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

Type of Space	Time Period	Energy Equivalent Sound Exposure Level L_{eq} [5] (dBA)		Assessment Location
		Road	Rail [1]	
Outdoor Amenity Area	Daytime (0700-2300h)	55	55	Outdoors [2]
Living/Dining Room [3]	Daytime (0700-2300h)	45	40	Indoors [4]
	Night-time (2300-0700h)	45	40	Indoors [4]
Sleeping Quarters	Daytime (0700-2300h)	45	40	Indoors [4]
	Night-time (2300-0700h)	40	35	Indoors [4]

Notes: [1] Whistle noise is excluded for OLA noise assessments and included for Living/Dining Room and Sleeping Quarter assessments, where applicable.
 [2] Road and Rail noise impacts are to be combined for assessment of OLA impacts.
 [3] Residence area Dens, Hospitals, Nursing Homes, Schools, Daycares are also included. During the nighttime period, Schools and Daycares are excluded.
 [4] An assessment of indoor noise levels is required only if the criteria in Table 3 are exceeded.
 [5] L_{eq} – the energy equivalent sound exposure level, integrated over the time period shown.

Outdoor Living Areas

Table 2 summarizes the noise mitigation requirements for communal outdoor amenity areas (“Outdoor Living Areas” or “OLAs”).

For the assessment of outdoor sound levels, total surface transportation noise is determined by combining road and rail traffic sound levels. Whistle noise from trains is not included in the determination of outdoor sound levels.

Table 2: NPC-300 OLA Sound Level Criteria for Road and Rail Noise

Time Period	OLA Energy Equivalent Sound Level L_{eq} (dBA)	Mitigation Requirements/Warning Clause Recommendations
Daytime (0700-2300h)	≤ 55	<ul style="list-style-type: none"> None
	56 to 60 inc.	<ul style="list-style-type: none"> Noise barrier OR Type A Warning Clause
	> 60	<ul style="list-style-type: none"> Noise barrier to reduce noise to 55 dBA OR Noise barrier to reduce noise to 60 dBA and Type B Warning Clause

Ventilation and Warning Clauses

Table 3 summarizes recommendations for ventilation where windows would potentially have to remain closed as a means of noise control. Despite implementation of ventilation measures where recommended, if sound exposure levels exceed the guideline limits in **Table 1**, warning clauses advising future occupants of the potential excesses are also recommended. Warning clauses also apply to OLAs.



Table 3: NPC-300 Ventilation and Warning Clause Recommendations

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

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

Building Component Requirements

Table 4 provides sound level thresholds which, if exceeded, trigger a requirement for the building shell components (i.e., wall, windows) to be designed accordingly to meet the applicable indoor sound criteria.

Table 4: NPC-300 Building Component Assessment Requirements

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

Notes: [1] Whistle noise is included in assessment
[2] Building component requirements are assessed separately for Road and Rail, and then combined for a resultant sound isolation parameter.

2.3 Traffic Data and Future Projections

2.3.1 Roadway Traffic Data

Ultimate roadway volumes for Trafalgar Road were obtained from the Region of Halton. Total Commercial vehicle percentages were also included within the provided dataset from the



Region’s Road Operations group. A day/night traffic volume split of 90% daytime/ 10% night-time was used, which is typical for urban arterial roadways.

Copies of applicable traffic data and calculations can be found in **Appendix B**. The following **Table 5** summarizes the road traffic volumes used in the analysis.

Table 5: Summary of Road Traffic Data Used in the Transportation Analysis

Roadway Link	Ultimate Traffic Volumes ^[1] AADT	% Day/Night Volume Split ^[1]		Commercial Vehicle Breakdown		Vehicle Speed (km/hr)
		Daytime	Night-time	% Medium Trucks	% Heavy Trucks	
Trafalgar Road – Eastbound	27,500	90	10	2.9	2.7	60
Trafalgar Road - Westbound	27,500	90	10	3.3	2.3	60

Notes: [1] A typical Day/Night split of 90% day and 10% night was assumed, consistent with MECP/ MTO practices, and typical for urban arterial roadways
 [2] Total Commercial vehicle percentages obtained from traffic turning movement counts.

2.3.2 Transportation Impact Modelling

Ultimate roadway sound levels at the proposed development were predicted using Cadna/A, a commercially available noise propagation modelling software.

Roadways were modelled as line sources of sound, with sound emission rates calculated using ORNAMENT algorithms, the road traffic noise model of the MECP. These predictions were validated and are equivalent to those made using the MECP’s STAMSON v5.04 noise models.

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

Ground absorption was included in the assessment. Grassy areas were modelled as acoustically absorptive, and roads and parking lots were modelled as acoustically reflective.

2.3.3 Façade Sound Levels

Predicted worst-case façade sound levels are presented in **Table 6**. The transportation façade sound levels of the development, showing the ranges of predicted daytime and night-time sound levels are shown in **Figure 4** and **Figure 5**, respectively.

STAMSON calculations at the worst-case façade location (Building A/B Ground Level) are also provided in **Appendix B**. The STAMSON and Cadna/A predictions are within 1 dB and are acoustically equivalent.



Table 6: Summary of Transportation Façade Sound Levels

Component	Façade ^[1]	Roadway Sound Levels ^[1]	
		L _{eq} Daytime (dBA)	L _{eq} Night-time (dBA)
Building A/B Podium	North	49	42
	East	66	60
	South	71	64
	West	67	61
Building A Tower	North	48	41
	East	65	59
	South	69	63
	West	66	59
Building B Tower	North	48	41
	East	65	58
	South	69	62
	West	66	60
Townhouse	North	49	43
	East	60	54
	South	60	54
	West	48	41
Building C Podium	North	41	34
	East	55	49
	South	58	51
	West	55	49
Building C Tower	North	43	36
	East	54	47
	South	57	50
	West	54	48
Building D Podium	North	39	32
	East	55	48
	South	55	49
	West	50	44
Building D Tower	North	38	32
	East	52	46
	South	55	48
	West	51	44
Building E/F Podium	North	51	45
	East	66	59
	South	70	63
	West	66	59
Continued...			



Component	Façade ^[1]	Roadway Sound Levels ^[1]	
Building E Tower	North	51	44
	East	65	58
	South	69	62
	West	65	59
Building F Tower	North	51	44
	East	61	54
	South	66	60
	West	64	58
Building G/H Podium	North	43	36
	East	49	43
	South	59	52
	West	58	51
Building G Tower	North	42	35
	East	51	45
	South	57	50
	West	56	49
Building H Tower	North	38	32
	East	50	43
	South	56	50
	West	55	48
Building I Podium	North	44	37
	East	38	31
	South	55	49
	West	55	49
Building I Tower	North	39	33
	East	45	39
	South	53	46
	West	53	47

Notes: [1] The sound levels presented are for the worst-case exposed façade, in which totals may not correspond to the same location.
[2] East and West façades are perpendicular to Trafalgar Road; North and South façades are parallel.

2.4 Façade Recommendations

2.4.1 Glazing Requirements

An assessment of indoor noise levels is required providing the façade sound levels due to road traffic exceed 65 dBA during the daytime or 60 dBA during the night-time periods. A detailed assessment of glazing requirements is required to ensure the indoor noise criteria listed in **Table 4** are met.

Indoor sound levels and required Sound Transmission Class (STC) ratings for façade components were estimated using the procedures outlined in the National Research Council Building Practice Note BPN-56. This document provides corrections to estimate the STC ratings



required based on either roadway or railway noise levels. BPN-56 calculations are provided in **Appendix D**.

- Detailed floor plates were not available at the time of this assessment. For the analysis, standard room dimensions for bedrooms and living/dining rooms have been considered. The following assumptions have been made:
- Window wall construction with vision glazing and glass spandrel panel elements;
- For kitchen/dining/living rooms 80% of the exterior wall area is vision glass / patio doors;
- For bedrooms 50% of the exterior wall area is vision glass;
- Non-glazing portions of the wall have an assumed STC rating of 45;
- Living rooms were assumed to be 3 m x 6 m in size and typically have an intermediate level of acoustic absorption; and
- Bedrooms were assumed to be 3 m x 3 m in size typically have an intermediate level of acoustic absorption.

Table 7: Glazing Requirements - Living/Dining and Bedrooms

Building Section	Façade	Non-Glazing Veneer	Glazing Requirements ^[1]	
			Living Room / Patio Doors	Bedroom
Building A/B Podium	North	45	OBC	OBC
	East	45	OBC	OBC
	South	45	OBC	31
	West	45	OBC	OBC
Building A Tower	North	45	OBC	OBC
	East	45	OBC	OBC
	South	45	30	32
	West	45	OBC	OBC
Building B Tower	North	45	OBC	OBC
	East	45	OBC	OBC
	South	45	30	32
	West	45	OBC	OBC
Townhouse	North	45	OBC	OBC
	East	45	OBC	OBC
	South	45	OBC	OBC
	West	45	OBC	OBC
Continued...				
Building C	North	45	OBC	OBC



Building Podium	Façade	Non-Glazing	Glazing Requirements ^[1]	
	East	45	OBC	OBC
	South	45	OBC	OBC
	West	45	OBC	OBC
Building C Tower	North	45	OBC	OBC
	East	45	OBC	OBC
	South	45	OBC	OBC
	West	45	OBC	OBC
Building D Podium	North	45	OBC	OBC
	East	45	OBC	OBC
	South	45	OBC	OBC
	West	45	OBC	OBC
Building D Tower	North	45	OBC	OBC
	East	45	OBC	OBC
	South	45	OBC	OBC
	West	45	OBC	OBC
Building E/F Podium	North	45	OBC	OBC
	East	45	OBC	OBC
	South	45	OBC	30
	West	45	OBC	OBC
Building E Tower	North	45	OBC	OBC
	East	45	OBC	OBC
	South	45	30	32
	West	45	OBC	OBC
Building F Tower	North	45	OBC	OBC
	East	45	OBC	OBC
	South	45	OBC	OBC
	West	45	OBC	OBC
Building G/H Podium	North	45	OBC	OBC
	East	45	OBC	OBC
	South	45	OBC	OBC
	West	45	OBC	OBC
Continued...				
Building G	North	45	OBC	OBC



Building Tower	Façade	Non-Glazing	Glazing Requirements ^[1]	
Building Tower	East	45	OBC	OBC
	South	45	OBC	OBC
	West	45	OBC	OBC
Building H Tower	North	45	OBC	OBC
	East	45	OBC	OBC
	South	45	OBC	OBC
	West	45	OBC	OBC
Building I Podium	North	45	OBC	OBC
	East	45	OBC	OBC
	South	45	OBC	OBC
	West	45	OBC	OBC
Building I Tower	North	45	OBC	OBC
	East	45	OBC	OBC
	South	45	OBC	OBC
	West	45	OBC	OBC

Notes: [1] OBC = Meeting minimum thermal and structural requirements of the Ontario Building Code

Table 8: Glazing Requirements - Corner Units

Building Section	Façade	Non-Glazing Veneer	Glazing Requirements ^[1]	
			Living Room / Patio Doors	Bedroom
Building A/B Podium	North-east	45	OBC	OBC
	South-east	45	30	32
	South-west	45	31	33
	North-west	45	OBC	OBC
Building A Tower	North-east	45	OBC	OBC
	South-east	45	32	34
	South-west	45	32	34
	North-west	45	OBC	OBC
Building B Tower	North-east	45	OBC	OBC
	South-east	45	31	33
	South-west	45	32	34
	North-west	45	OBC	29
Townhouse	North-east	45	OBC	OBC



Building	Façade	Non-Glazing	Glazing Requirements ^[1]	
	South-east	45	OBC	OBC
	South-west	45	OBC	OBC
	North-west	45	OBC	OBC
Building C Podium	North-east	45	OBC	OBC
	South-east	45	OBC	OBC
	South-west	45	OBC	OBC
	North-west	45	OBC	OBC
Building C Tower	North-east	45	OBC	OBC
	South-east	45	OBC	OBC
	South-west	45	OBC	OBC
	North-west	45	OBC	OBC
Building D Podium	North-east	45	OBC	OBC
	South-east	45	OBC	OBC
	South-west	45	OBC	OBC
	North-west	45	OBC	OBC
Building D Tower	North-east	45	OBC	OBC
	South-east	45	OBC	OBC
	South-west	45	OBC	OBC
	North-west	45	OBC	OBC
Building E/F Podium	North-east	45	OBC	OBC
	South-east	45	30	32
	South-west	45	30	32
	North-west	45	OBC	OBC
Building E Tower	North-east	45	OBC	OBC
	South-east	45	31	33
	South-west	45	31	33
	North-west	45	OBC	OBC
Building F Tower	North-east	45	OBC	OBC
	South-east	45	OBC	30
	South-west	45	29	31
	North-west	45	OBC	OBC
Continued...				
Building G/H	North-east	45	OBC	OBC



Building	Façade	Non-Glazing	Glazing Requirements ^[1]	
Podium	South-east	45	OBC	OBC
	South-west	45	OBC	OBC
	North-west	45	OBC	OBC
Building G Tower	North-east	45	OBC	OBC
	South-east	45	OBC	OBC
	South-west	45	OBC	OBC
	North-west	45	OBC	OBC
Building H Tower	North-east	45	OBC	OBC
	South-east	45	OBC	OBC
	South-west	45	OBC	OBC
	North-west	45	OBC	OBC
Building I Podium	North-east	45	OBC	OBC
	South-east	45	OBC	OBC
	South-west	45	OBC	OBC
	North-west	45	OBC	OBC
Building I Tower	North-east	45	OBC	OBC
	South-east	45	OBC	OBC
	South-west	45	OBC	OBC
	North-west	45	OBC	OBC

Notes: [1] OBC = Meeting minimum thermal and structural requirements of the Ontario Building Code

With the inclusion of the above, indoor sound levels will meet the applicable limits.

2.4.2 Outdoor Amenity Space Sound Levels and Requirements

Predicted unmitigated worst-case sound levels from adjacent roadways are presented in **Table 7** for the outdoor amenity spaces of the development. Assessment locations and resulting transportation sound levels are shown in **Figure 4**.



Table 9: Outdoor Living Area Sound Levels - Transportation, Unmitigated

OLA Location	Transportation Impacts L_{eq} Day (dBA)	Applicable Guideline Limit L_{eq} Day (dBA) ^[1]	Meets Criteria (Y/N)?
Building A/B – 4 th Floor Roof	42	60	Y
Building D – 6 th Floor Roof	53		Y
Building E/F – 2 nd Floor Roof	43		Y
Building G/H – 6 th Floor Roof	50		Y
Building I - 6 th Floor Roof	53		Y
Notes: [1] Sound levels up to 60 dBA are allowed with the use of a Type A/B Warning Clause. See Publication NPC-300 Section C7.1.1 - Outdoor Living Areas			

The predicted sound levels at the common amenity areas are predicted to be below 55 dBA, therefore noise mitigation/warning clauses are not required. See **Figure 4**.

2.4.3 Warning Clause Requirements

The triggers for warning clauses are summarized in **Table 3**. Where recommended, the warning clauses should be included in agreements registered on Title for the residential units and included in all agreements of purchase and sale or lease and all rental agreements.

Based on the predicted façade sound levels, an MECP **Type D** warning clause, and mandatory central air conditioning are recommended for all units of the following façades:

- Building A/B Podium East, South, and West Façades,
- Building A Tower, South, and West Façades,
- Building B Tower, South, and West Façades,
- Building E/F Podium East, South, and West Facades,
- Building E Tower, South Façades, and
- Building F Tower, South Façades.

Based on the predicted façade sound levels, an MECP **Type C** warning clause, forced air heating and a provision to install air-conditioning are recommended for all units of the following façades:

- Building A Tower, East Façade,
- Building B Tower, East Façade,
- Townhouses, South, and East Façades,
- Building C Podium and Tower, South Façade,
- Building E Tower, East, and West Façades,
- Building F Tower, East and West Façades,
- Building G/H Podium and Tower, South, and West Façades,

Ventilation and warning clause recommendations are summarized in **Appendix C**.



3.0 Stationary Source Noise Impacts

A site visit to the Project site and surrounding area was completed by SLR personnel on May 26th, 2023. The focus of the site visit was to identify nearby potential stationary sources of noise in proximity to the proposed development.

The Project site was found to be primarily surrounded by future residential and agricultural land uses. There were no industrial land uses identified in proximity to the proposed development. No stationary sources of noise were audible above the background/ambient acoustic environment at the Project site during the site visit. The nearest potential source of stationary source noise are located closer to existing noise-sensitive points of receptions where guideline limits are expected to be met.

Stationary source noise is not expected to be of concern, and a detailed assessment was not completed.



PART 2: IMPACTS OF THE DEVELOPMENT ON THE SURROUNDING AREA

4.0 Impacts on Surrounding Properties

In terms of the noise environment of the area, it is expected that the project will have a negligible effect on the neighbouring properties.

The traffic related to the proposed development will be small relative to the existing traffic volumes within the area and is not of concern with respect to noise impact.

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

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

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

PART 3: IMPACTS OF THE DEVELOPMENT ON ITSELF

5.0 Noise Impacts from the Development Mechanical Systems on Itself

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

Therefore, the potential impacts should be assessed as part of the final building design. The criteria is expected to be met at all on-site receptors with the appropriate selection of mechanical equipment, by locating equipment to minimize noise impacts within the development.

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

6.0 Conclusions and Recommendations

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



6.1 Transportation Noise

An assessment of transportation noise impacts from surrounding roadways has been completed. Based on the assessment:

- Window upgrades above standard glazing meeting the Ontario Building Code (STC 29) are not required, as outlined in **Section 2.4.1**
- Mandatory central air conditioning is required for portions of the development, outlined in **Section 2.4.3**.
- Forced air heating and a provision for central air-conditioning is required for portions of the development, as outlined in **Section 2.4.3**.
- **Type C** and **Type D** noise warning clauses are required for some units of the proposed development. Warning clauses are summarized in **Appendix C**.

6.2 Stationary Noise

An assessment of stationary noise impacts has been completed, as outlined in Section 3. No additional mitigation is required to address surrounding stationary noise impacts.

6.3 Overall Assessment

- Impacts of the environment on the proposed development can be adequately controlled through the feasible mitigation measures, façade designs, and warning clauses detailed in **Part 1** of this report.
- Impacts of the proposed development on the surrounding area are anticipated to be negligible and can be adequately controlled by following the design guidance outlined in **Part 2** of this report.
- Impacts of the proposed development on itself are anticipated to be negligible and can be adequately controlled by following the design guidance outlined in **Part 3** of this report.
- As the mechanical systems for the proposed development have not been designed at the time of this assessment, the acoustical requirements above should be confirmed by an Acoustical Consultant as part of the final building design.



7.0 Closure

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

Regards,

SLR Consulting (Canada) Ltd.



Jason Dorssers, B.Eng., EIT
Acoustics Consultant



Aaron Haniff, P.Eng.
Principal Noise Engineer



8.0 References

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

National Research Council, (NRC, 1985). *Building Practice Note: Controlling Sound Transmission into Buildings*, ISSN 0701-5216

Ontario Ministry of the Environment, Conservation and Parks (MECP, 1989). *Ontario Road Noise Analysis Method for Environment and Transportation (ORNAMENT)*

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

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





Figures

3272 & 3301 Trafalgar Road

Environmental Noise Feasibility Study, Oakville, ON

3275 Trafalgar Limited Partnership

SLR Project No.: 241.30627.00000

August 4, 2023



3275 TRAFALGAR LIMITED PARTNERSHIP

3272 & 3301 TRAFALGAR ROAD, OAKVILLE, ON

CONTEXT PLAN

True North



Scale: 1: 5,000

METRES

Date: June 2023

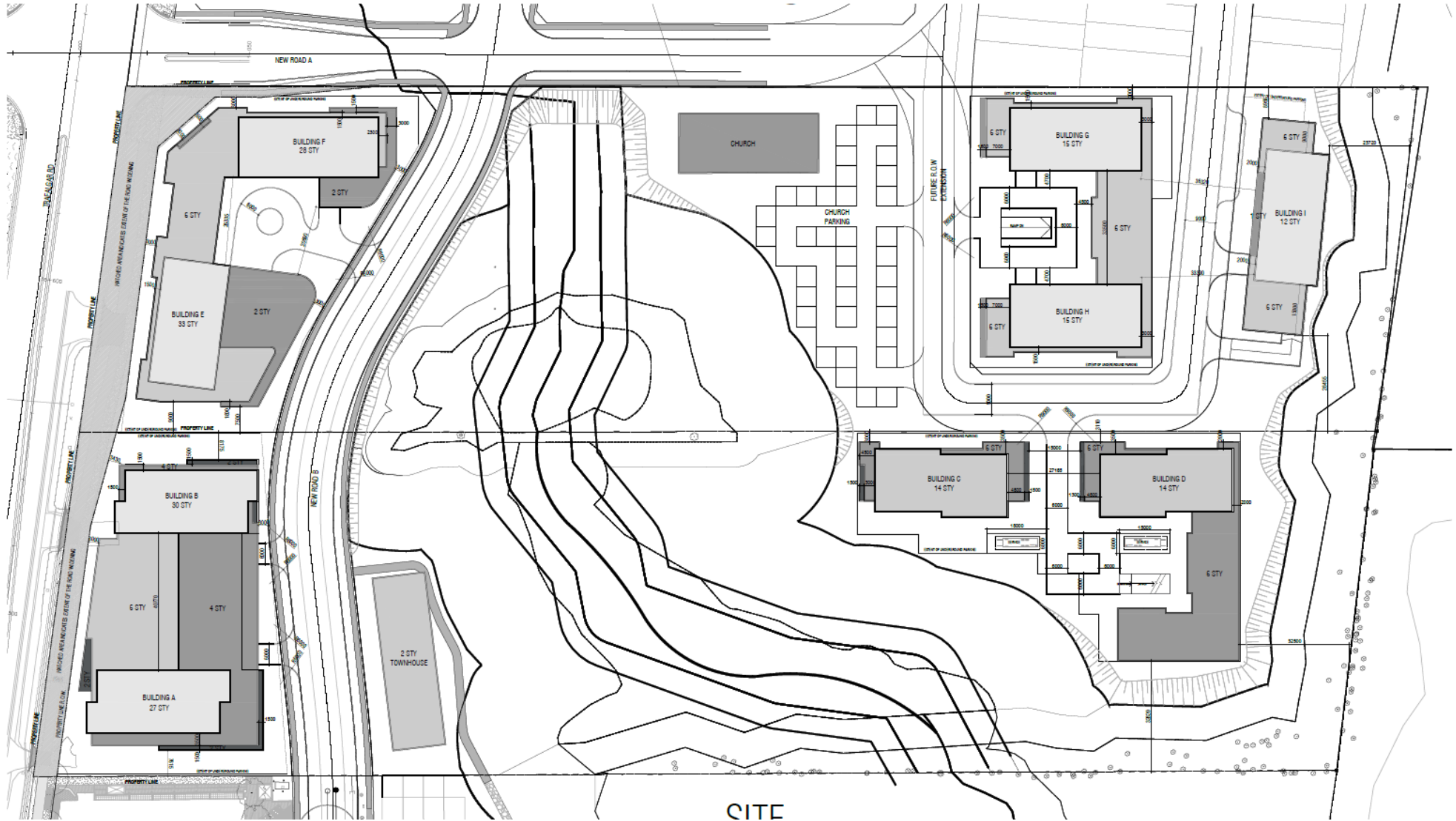
Rev 0.0

Figure No.

1

Project No. 241.30627.00000





CITE

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3272 & 3301 TRAFALGAR ROAD, OAKVILLE, ON

EXCERPTS FROM SITE PLAN

True North



Scale:

NTS

METRES

Date: June 2023

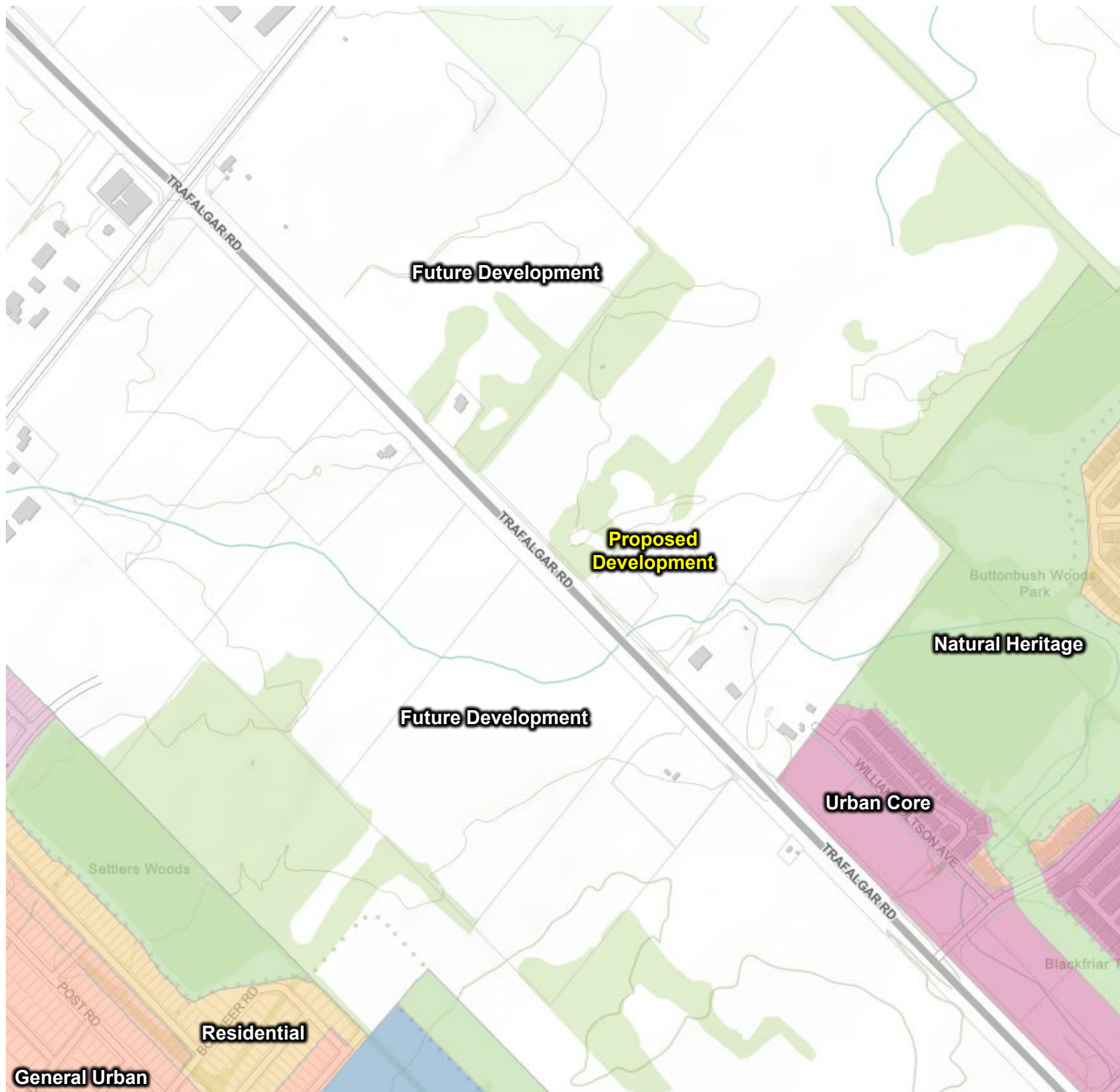
Rev 0.0

Figure No.

2

Project No. 241.30627.00000

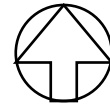




NOTES:

- From City of Oakville Zoning By-Law (2014) – 014.
<https://exploreoakville.maps.arcgis.com/apps/webappviewer/index.html?id=56a364ec78834c2c888c52954e182f57>

True North



3275 TRAFALGAR LIMITED PARTNERSHIP

3272 & 3301 TRAFALGAR ROAD,
OAKVILLE, ON

COMPOSITE ZONING MAP

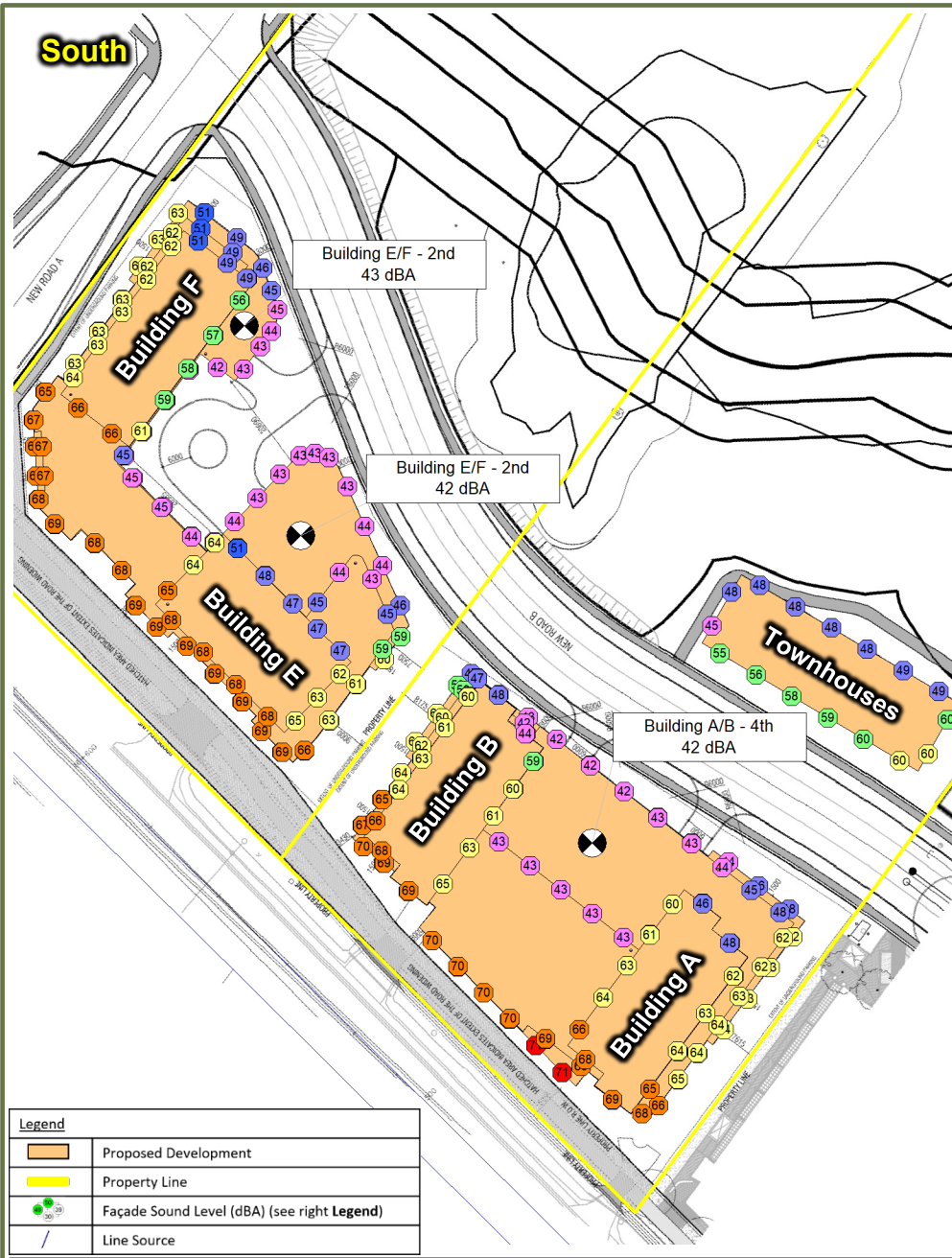
Scale: NTS METRES

Date: June 2023 Rev 0.0 Figure No.

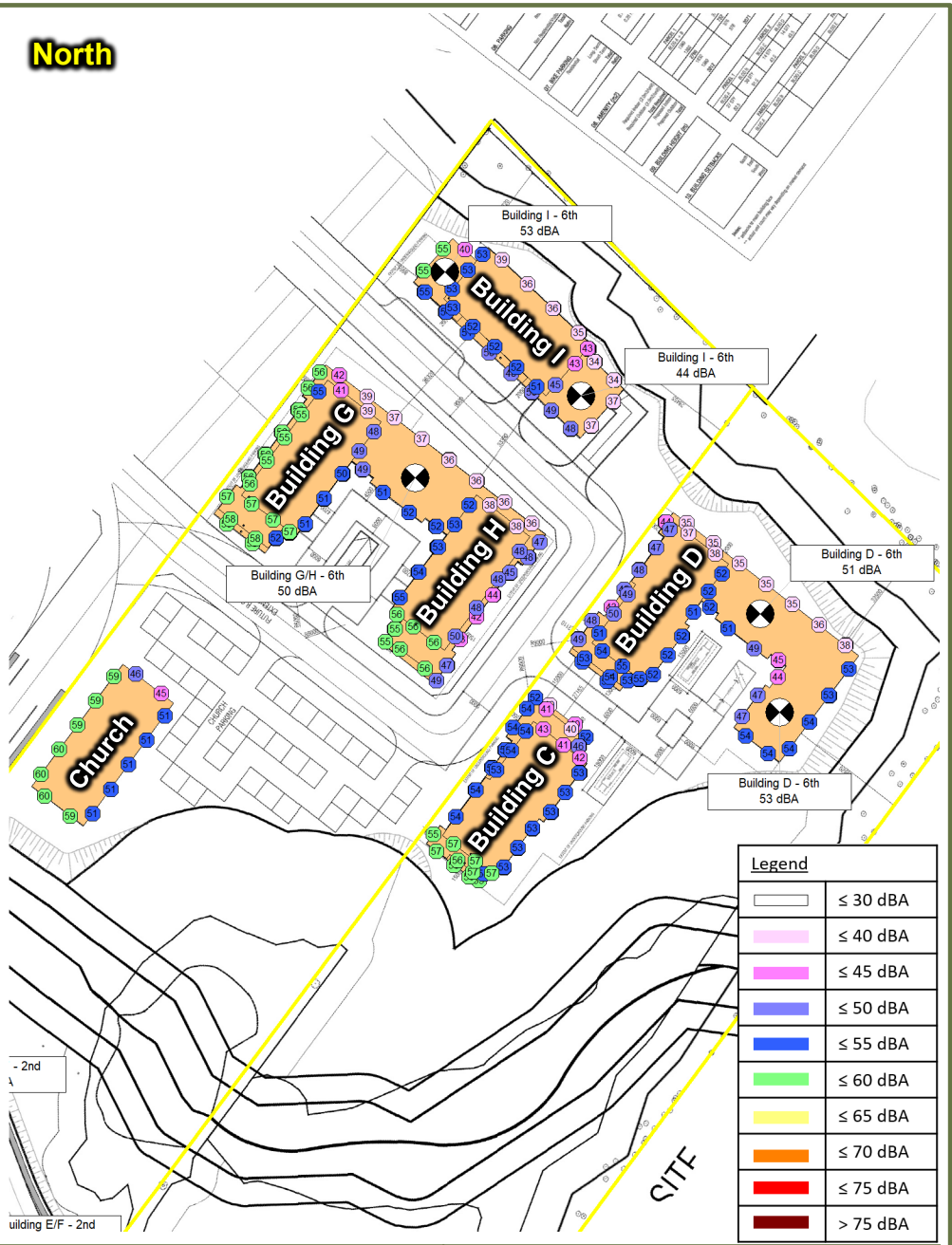
Project No. 241.30627.00000

3





Legend	
	Proposed Development
	Property Line
	Façade Sound Level (dBA) (see right Legend)
	Line Source



Legend	
	≤ 30 dBA
	≤ 40 dBA
	≤ 45 dBA
	≤ 50 dBA
	≤ 55 dBA
	≤ 60 dBA
	≤ 65 dBA
	≤ 70 dBA
	≤ 75 dBA
	> 75 dBA

3275 TRAFALGAR LIMITED PARTNERSHIP

3272 & 3301 TRAFALGAR ROAD, OAKVILLE, ON

PREDICTED FAÇADE SOUND LEVELS – ROADWAY - DAYTIME

True North

Scale: Left: 1: 1,500
Right: 1: 2,000

Date: June 2023 Rev 0.0

Project No. 241.30627.00000

METRES

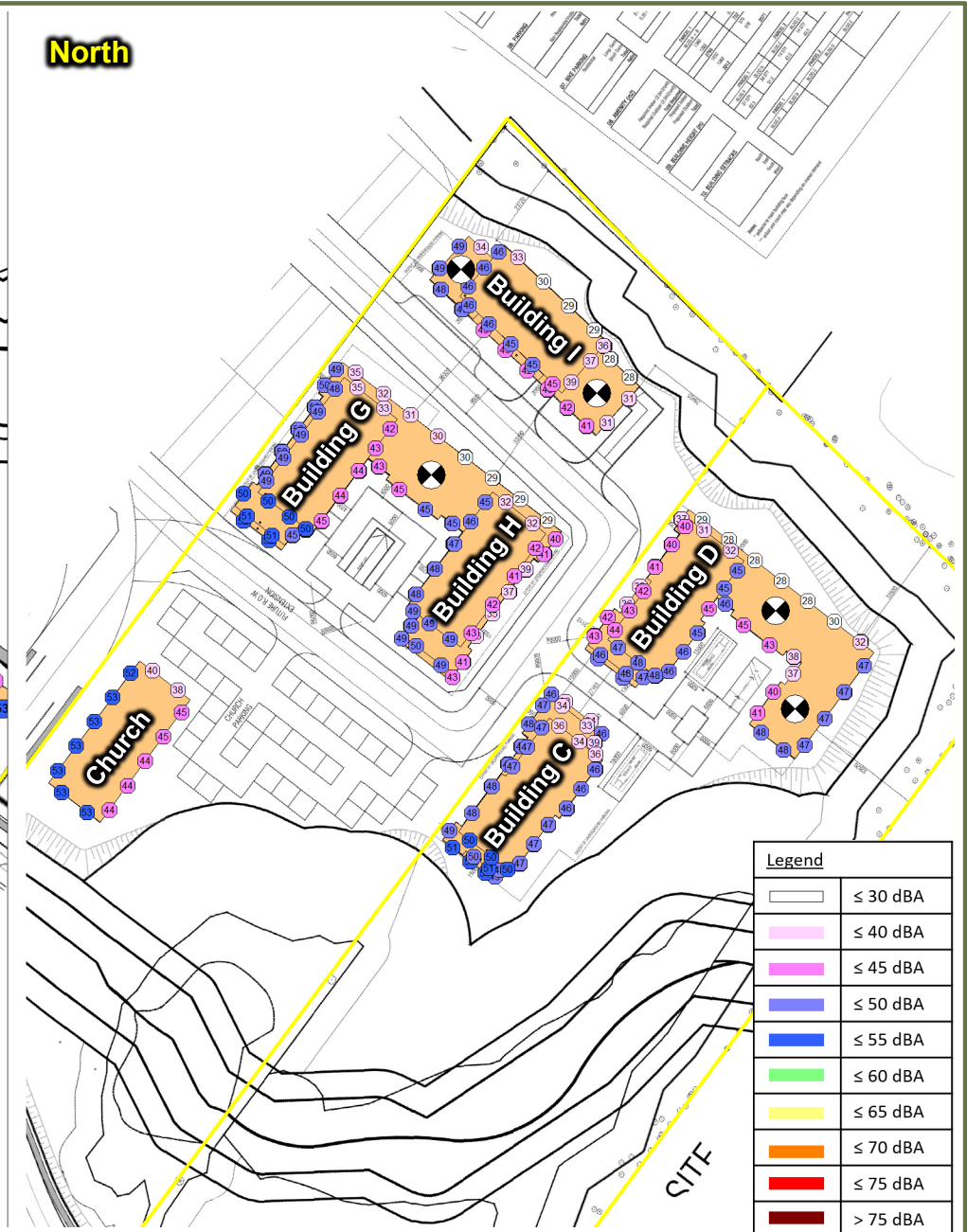
Figure No. **4**

South



Legend	
	Proposed Development
	Property Line
	Façade Sound Level (dBA) (see right Legend)
	Line Source

North



Legend	
	≤ 30 dBA
	≤ 40 dBA
	≤ 45 dBA
	≤ 50 dBA
	≤ 55 dBA
	≤ 60 dBA
	≤ 65 dBA
	≤ 70 dBA
	≤ 75 dBA
	> 75 dBA

3275 TRAFALGAR LIMITED PARTNERSHIP

3272 & 3301 TRAFALGAR ROAD, OAKVILLE, ON

PREDICTED FAÇADE SOUND LEVELS – ROADWAY - NIGHT-TIME

True North



Scale: Left: 1: 1,500
Right: 1: 2,000

Date: June 2023 Rev 0.0

Project No. 241.30627.00000

METRES

Figure No.

5





Appendix A Development Drawings

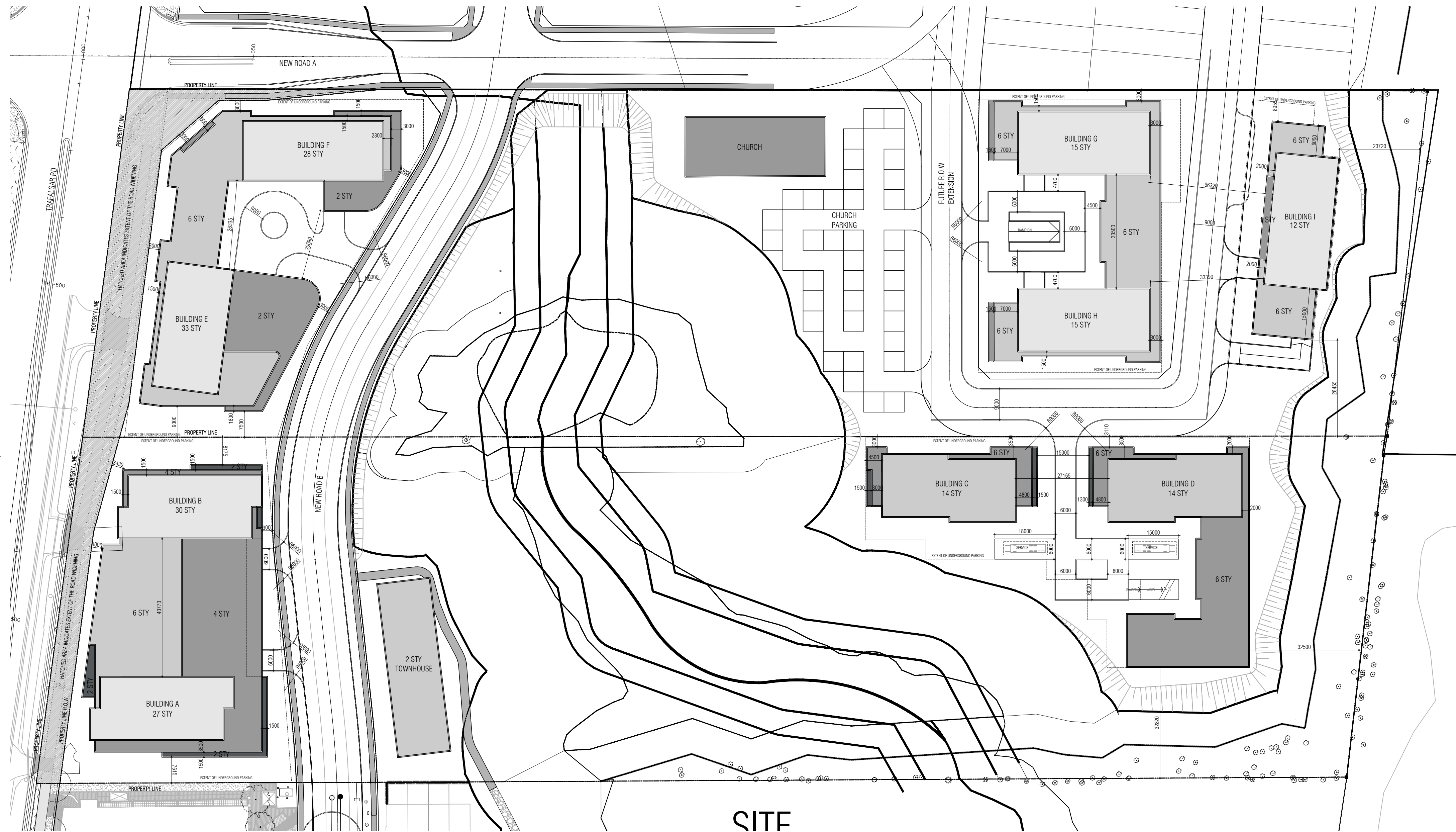
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Environmental Noise Feasibility Study, Oakville, ON

3275 Trafalgar Limited Partnership

SLR Project No.: 241.30627.00000

August 4, 2023



SITE

PROJECT STATISTICS - MASTER
 JOB No: 1975.22
 DATE: May 16, 2023

STATISTICS PER NORTH OAKVILLE ZONING BY LAW 2009-169

01. SITE

	PANSEL 1 + 2	PANSEL 3 + 4
Parcel No.	30484	30483
Area	3.95	4.04
Lot	43111	43145
Sub	131	131

02. G.F.A. Above Grade (m²)

	PANSEL 1 BLDG A + B	PANSEL 2 BLDG C	PANSEL 3 BLDG D + E	PANSEL 4 BLDG F + G	TOTAL
Residential	9270	1195	1154	1524	13097
Non-Residential	0	0	0	0	0
Total	9270	1195	1154	1524	13097

03. FSI

	PANSEL 1 + 2	PANSEL 3 + 4
Calculator using Form S.7.1	2.15	2.43

04. UNIT BREAKDOWN

	PANSEL 1 BLDG A + B	PANSEL 2 BLDG C	PANSEL 3 BLDG D + E	PANSEL 4 BLDG F + G	TOTAL
Unit/Block (m ²)	0	0	0	0	14
1 Bed	4	16	15	0	35
2 Bed	352	86	145	209	792
3 Bed	152	84	75	156	467
4 Bed	110	16	32	88	246
5 Bed	0	0	0	0	0
6 Bed	38	4	18	34	94
7 Bed	0	0	0	0	0
8 Bed	0	0	0	0	0
Total	604	186	275	487	1552

05. B.F. UNIT BREAKDOWN

	PANSEL 1 BLDG A + B	PANSEL 2 BLDG C	PANSEL 3 BLDG D + E	PANSEL 4 BLDG F + G	TOTAL
0 Sty	4	2	2	0	8
1 Sty	4	10	21	48	83
2 Sty	21	13	11	23	68
3 Sty	12	2	5	15	34
4 Sty	0	0	0	15	15
5 Sty	0	0	0	0	0
6 Sty	15	1	2	0	18
7 Sty	0	0	0	0	0
Total	56	28	41	111	236

06. PARKING

	PANSEL 1	PANSEL 2	PANSEL 3	PANSEL 4	TOTAL	
Residential	1.25 Parking / Unit	303	654	552	417	2082
Non-Residential	0.75 Parking / Unit	453	116	82	81	712
Total		756	770	539	498	2793
Ratio		2.04	1.15	1.18	0.79	1.82

07. BIKE PARKING

	PANSEL 1	PANSEL 2	PANSEL 3	PANSEL 4	TOTAL	
Long Term	0.75 Parking / Unit	1050	382	325	136	1593
Short Term	0.25 Parking / Unit	617	86	71	42	816
Total		1667	468	396	178	2414
Ratio		0.7	0.8	0.8	0.8	0.8

08. AMENITY (m²)

	PANSEL 1	PANSEL 2	PANSEL 3	PANSEL 4	TOTAL
Required under S.7.1(2)(a)	1381	378	552	1464	3915
Required under S.7.1(2)(b)	1381	378	552	1464	3915
Total Required	2762	756	1104	2928	7850
Proposed (m ²)	1832	378	552	1120	3882
Proposed (m ²)	1381	378	552	1464	3915
Total	3213	756	1104	2584	7657

09. BUILDING HEIGHT (m)

	PANSEL 1	PANSEL 2	PANSEL 3	PANSEL 4
BLDG A + B	15.00	15.00	15.00	15.00
BLDG C	15.00	15.00	15.00	15.00
BLDG D + E	15.00	15.00	15.00	15.00
BLDG F + G	15.00	15.00	15.00	15.00
Total	15.00	15.00	15.00	15.00

10. BUILDING SETBACKS

	PANSEL 1	PANSEL 2	PANSEL 3	PANSEL 4
BLDG A + B	15.00	15.00	15.00	15.00
BLDG C	15.00	15.00	15.00	15.00
BLDG D + E	15.00	15.00	15.00	15.00
BLDG F + G	15.00	15.00	15.00	15.00
Total	15.00	15.00	15.00	15.00

Notes:
 * reflects to main building face
 ** actual set back may vary depending on natural terrain

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PROJECT ARCHITECT: B.G.
 ASSISTANT DESIGNER: R.L.
 DRAWN BY: R.L.
 CHECKED BY:
 PLOT DATE: MAY.17.2023
 JOB #: 1975.22

OVERALL SITE PLAN

1:750 **A101**

TITLEBLOCK SIZE: 610 x 900

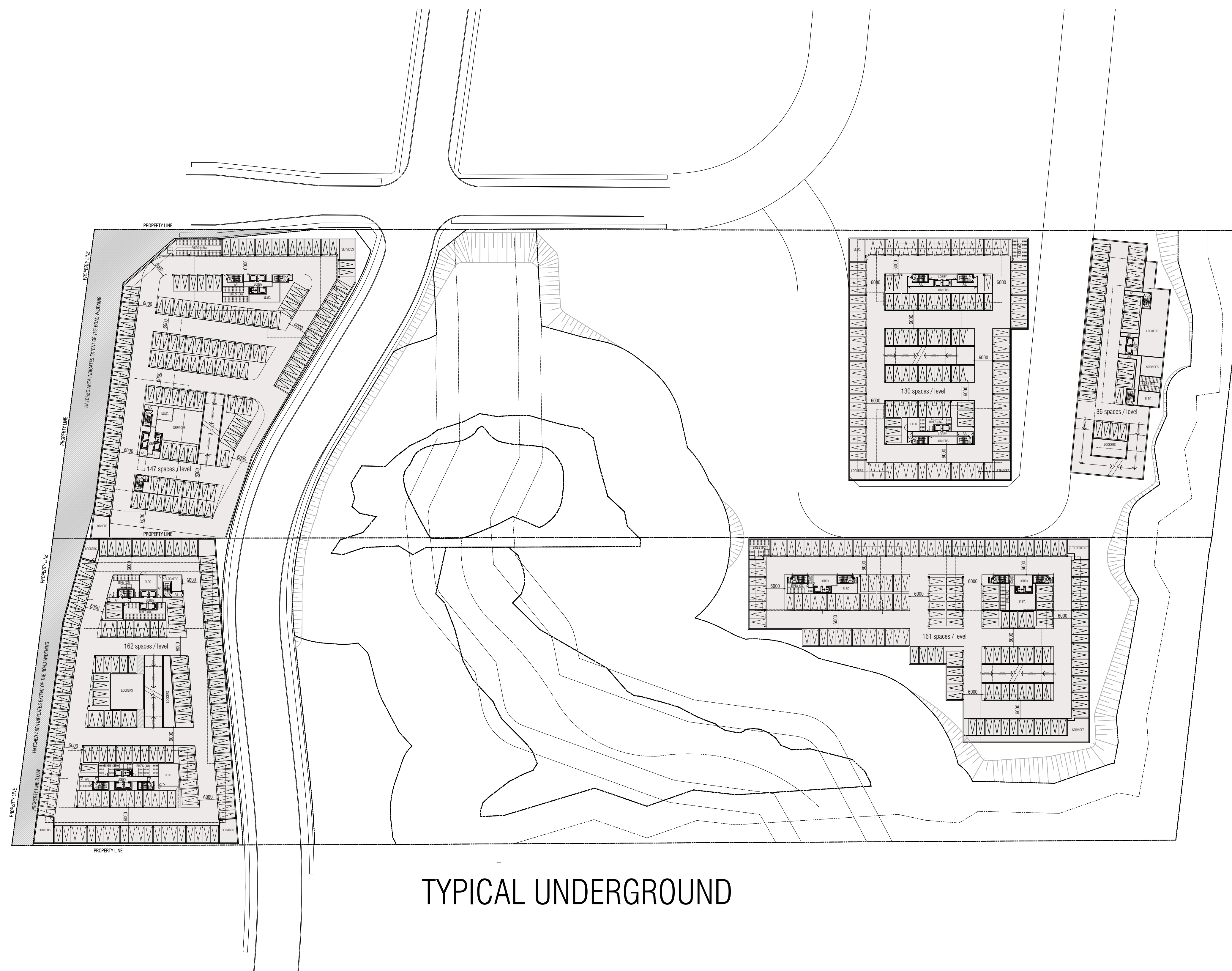
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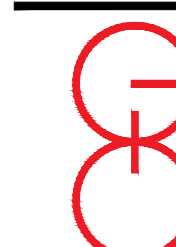
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TYPICAL UNDERGROUND

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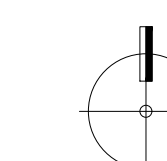
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CHECKED BY:

PLOT DATE: MAY.17.2023

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TYP. UNDERGROUND PLAN



1:750

A201

TITLEBLOCK SIZE: 610 x 900

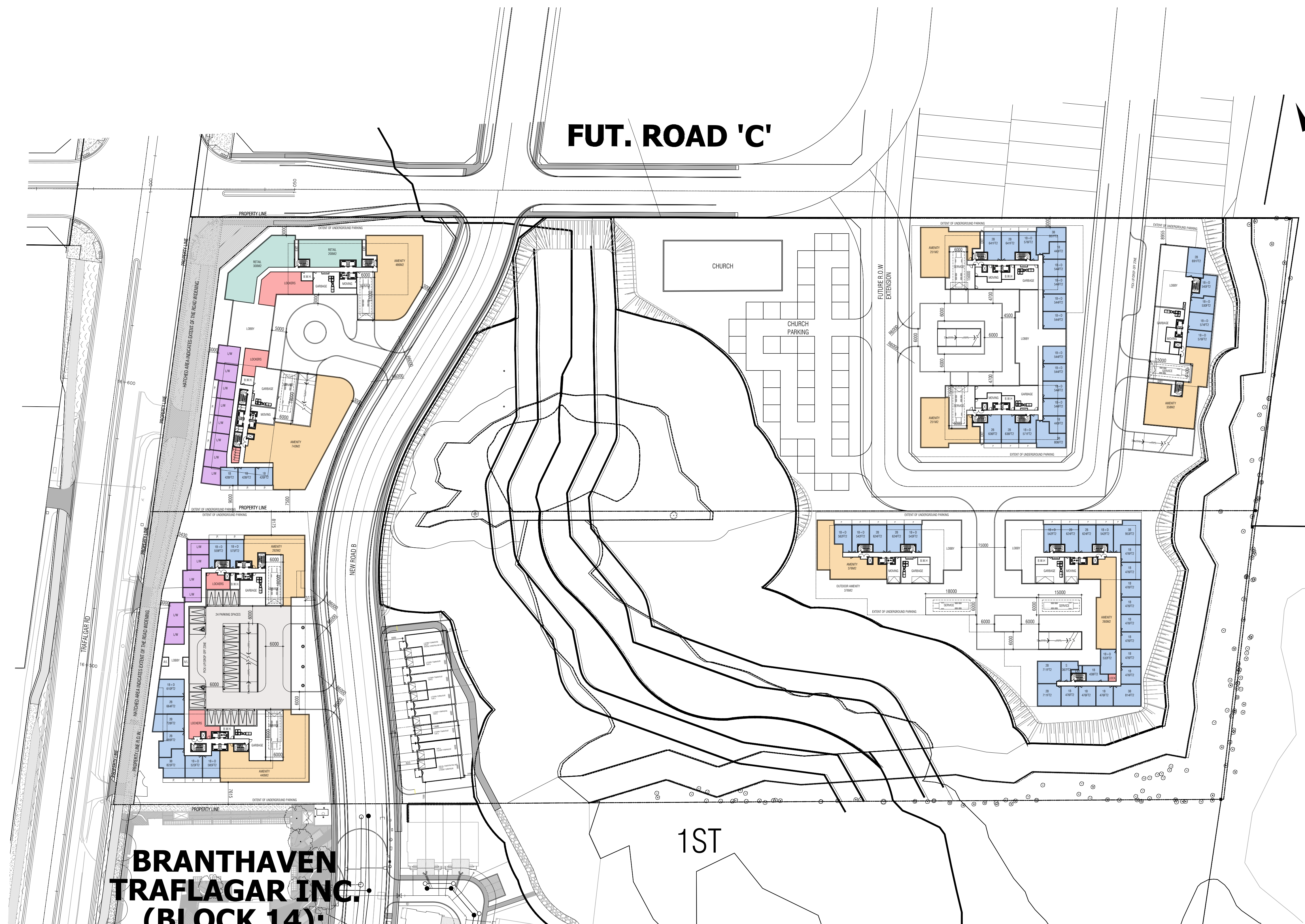
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GROUND FLOOR PLAN

1:750 **A301**

TITLEBLOCK SIZE: 610 x 900

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2ND FLOOR PLAN

1:750 **A302**

TITLEBLOCK SIZE: 610 x 900

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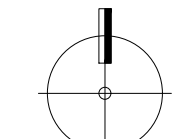
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3RD FLOOR PLAN


1:750
A303

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RESIDENTIAL

TRAFALGAR

3275 TRAFALGAR RD
 OAKVILLE ONTARIO

PROJECT ARCHITECT: B.G.
 ASSISTANT DESIGNER: R.L.
 DRAWN BY: R.L.
 CHECKED BY:
 PLOT DATE: MAY.17.2023
 JOB #: 1975.22

4TH FLOOR PLAN

1:750 **A304**

TITLEBLOCK SIZE: 610 x 900

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OAKVILLE 3275 TRAFALGAR RD ONTARIO

PROJECT ARCHITECT: B.G.

ASSISTANT DESIGNER: R.L.

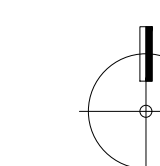
DRAWN BY: R.L.

CHECKED BY:

PLOT DATE: MAY.17.2023

JOB # 1975.22

5TH FLOOR PLAN



1:750

A305

TITLEBLOCK SIZE: 610 x 900

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6TH FLOOR PLAN

1:750 **A306**

TITLEBLOCK SIZE: 610 x 900

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7TH FLOOR PLAN

1:750 **A307**

TITLEBLOCK SIZE: 610 x 900



8TH

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DRAWN BY: R.L.
CHECKED BY:
PLOT DATE: MAY.17.2023
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8TH FLOOR PLAN

1:750 **A308**

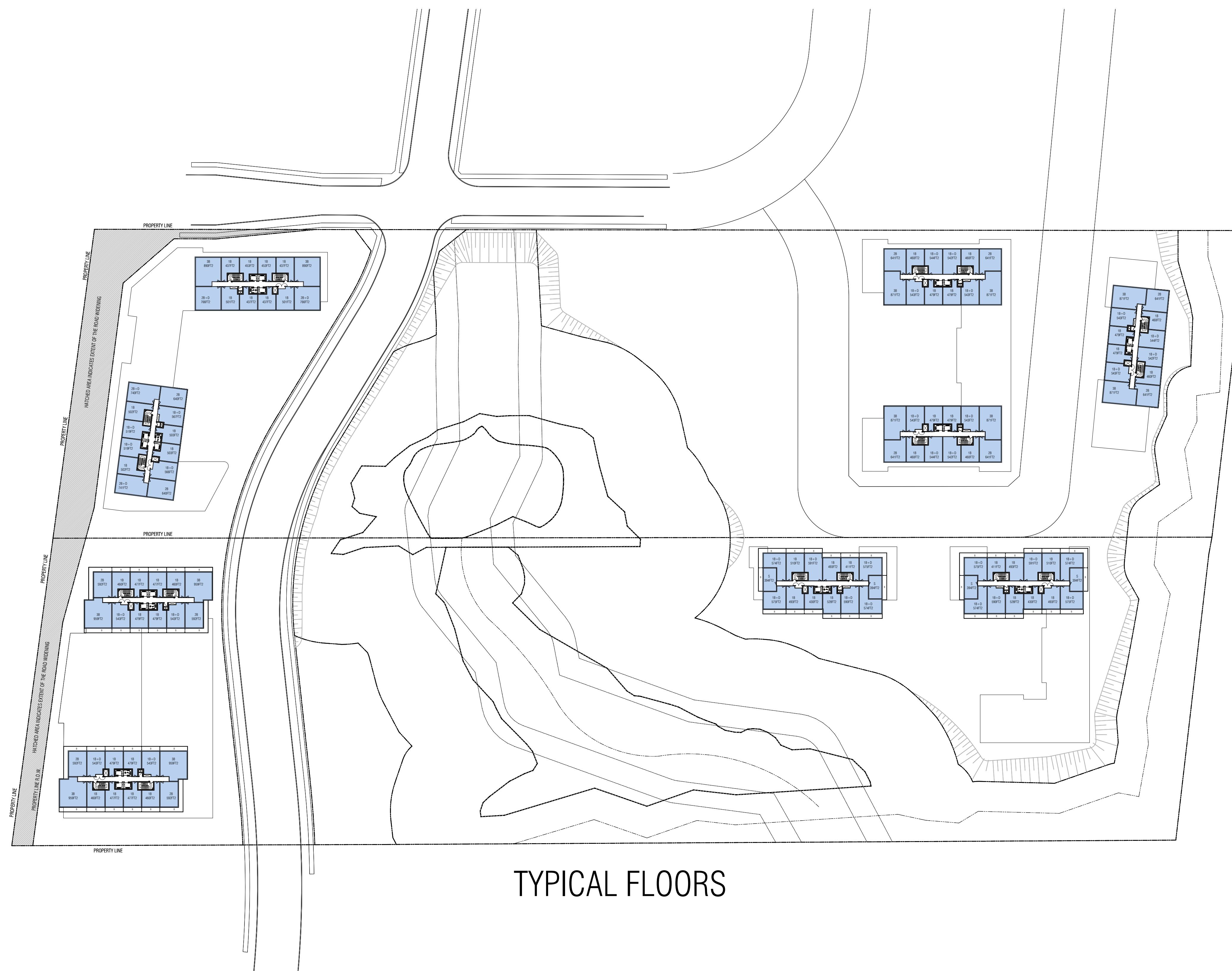
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TYPICAL FLOORS

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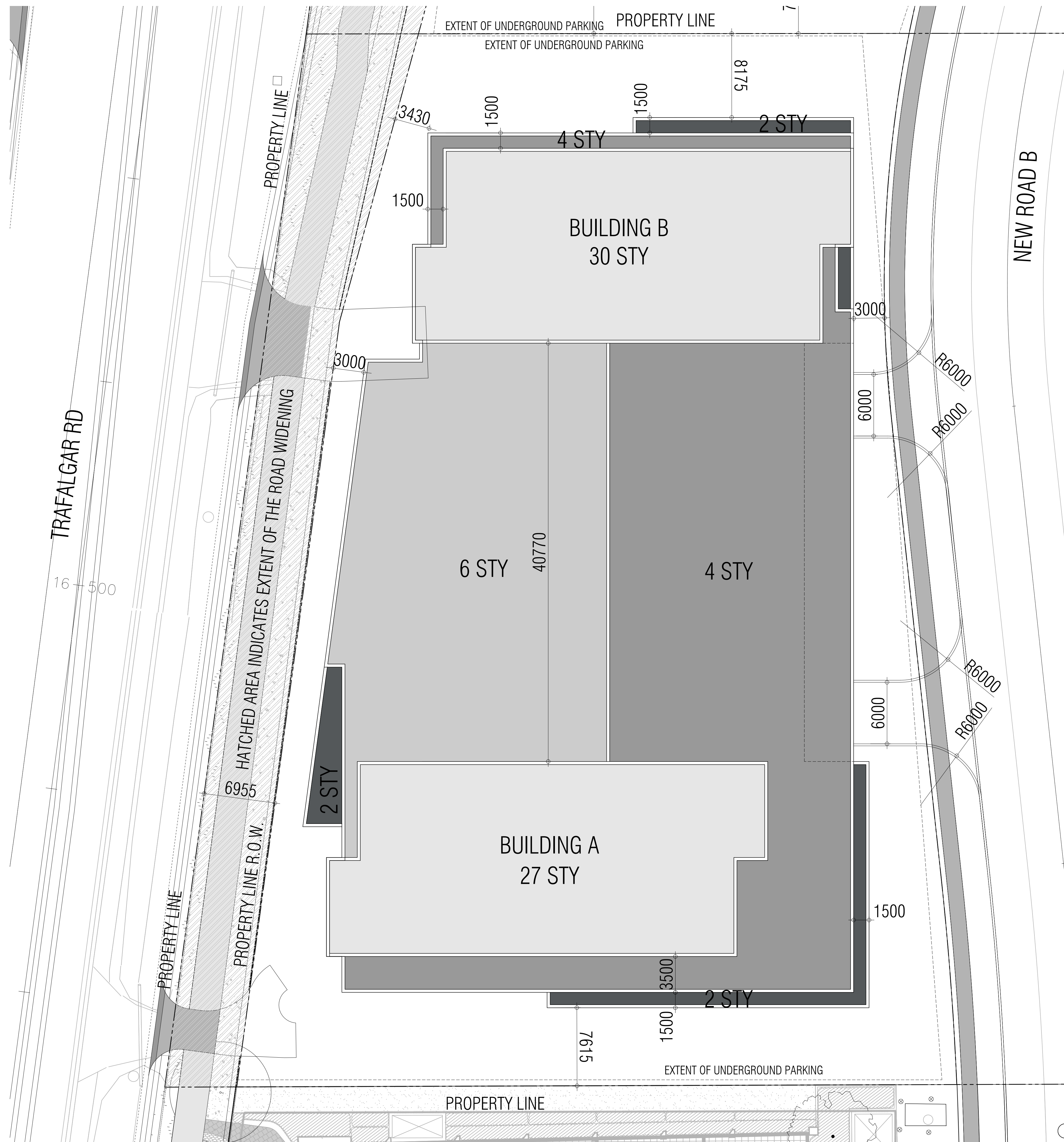
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 JOB #: 1975.22

TYP. FLOOR PLAN

1:750 **A309**



PROJECT STATISTICS - PARCEL 1
 JOB No: 1975.22
 DATE: May 16 2023

STATISTICS PER NORTH OAKVILLE ZONING BY-LAW 2009-189																																																			
01. SITE	<table border="1"> <tr><td>m²</td><td>19747.45</td></tr> <tr><td>ha</td><td>1.97</td></tr> <tr><td>R²</td><td>212560</td></tr> <tr><td>ac</td><td>0.45</td></tr> </table>	m ²	19747.45	ha	1.97	R ²	212560	ac	0.45																																										
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02. G.F.A. Above Grade	<table border="1"> <thead> <tr> <th></th> <th>Required</th> <th>Proposed</th> </tr> </thead> <tbody> <tr> <td>Residential</td> <td>600087.4 R²</td> <td>55750 m²</td> </tr> <tr> <td>Non-Residential</td> <td>0.0 R²</td> <td>0 m²</td> </tr> <tr> <td>Total</td> <td>600087.4 R²</td> <td>55750 m²</td> </tr> </tbody> </table>		Required	Proposed	Residential	600087.4 R ²	55750 m ²	Non-Residential	0.0 R ²	0 m ²	Total	600087.4 R²	55750 m²																																						
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03. FSI	Calculated using Bylaw G.F.A. 2.82																																																		
04. UNIT BREAKDOWN	<table border="1"> <thead> <tr> <th></th> <th>Live/Work</th> <th>Residential Units</th> <th></th> <th></th> </tr> </thead> <tbody> <tr><td>Live/Work Units</td><td>6</td><td></td><td>1%</td><td></td></tr> <tr><td>Studio</td><td>4</td><td></td><td>1%</td><td></td></tr> <tr><td>1 Bed</td><td>322</td><td></td><td>47%</td><td></td></tr> <tr><td>1 Bed + D</td><td>150</td><td></td><td>22%</td><td></td></tr> <tr><td>2 Bed</td><td>110</td><td></td><td>16%</td><td></td></tr> <tr><td>2 Bed + D</td><td>0</td><td></td><td>0%</td><td></td></tr> <tr><td>3 Bed</td><td>98</td><td></td><td>14%</td><td></td></tr> <tr><td>3 Bed + D</td><td>0</td><td></td><td>0%</td><td></td></tr> <tr><td>Total</td><td>690</td><td></td><td>100%</td><td></td></tr> </tbody> </table>		Live/Work	Residential Units			Live/Work Units	6		1%		Studio	4		1%		1 Bed	322		47%		1 Bed + D	150		22%		2 Bed	110		16%		2 Bed + D	0		0%		3 Bed	98		14%		3 Bed + D	0		0%		Total	690		100%	
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Notes:
 * setbacks to main building face
 ** actual unit count may vary depending on market demand

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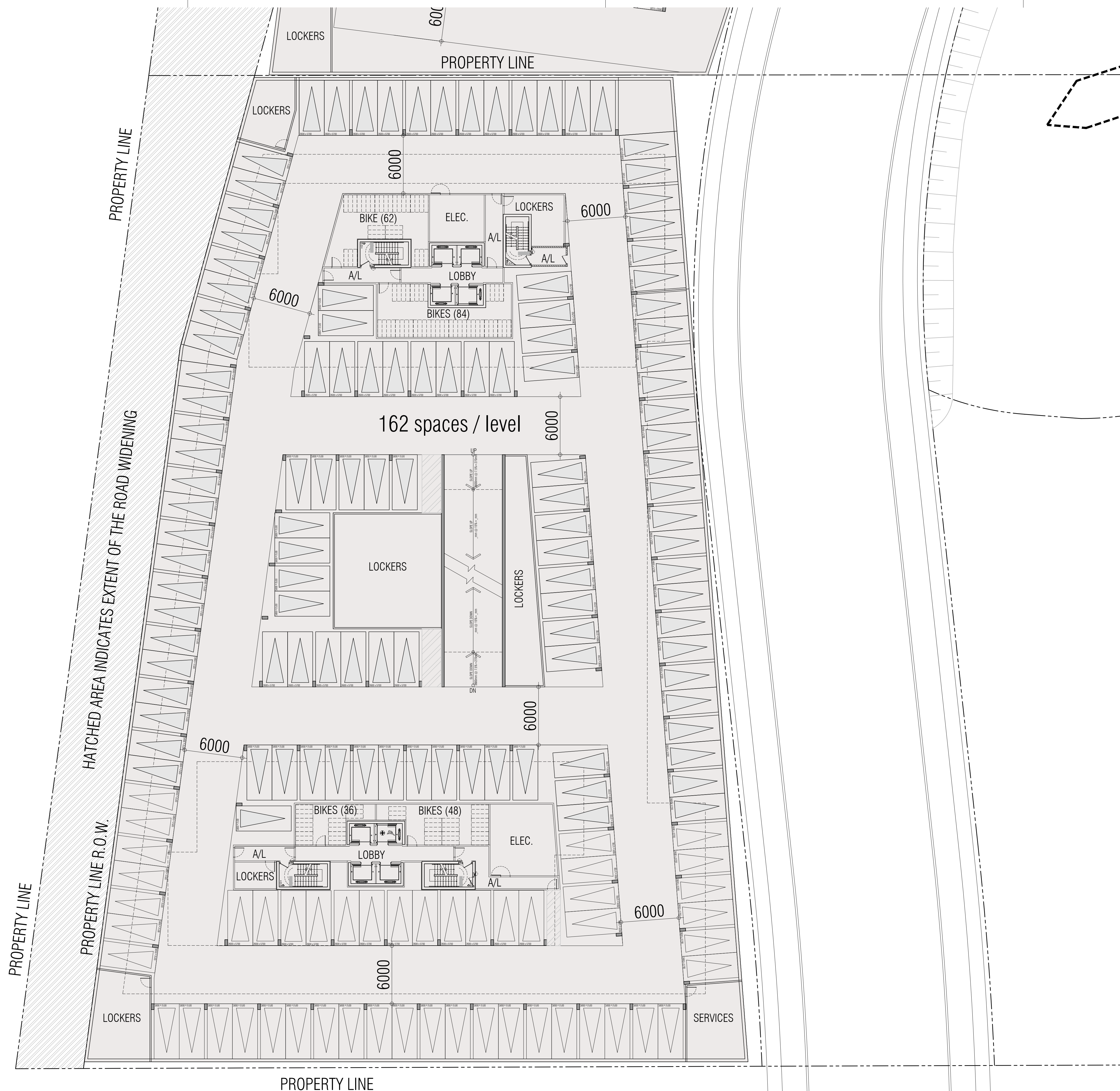
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 OAKVILLE ONTARIO

PROJECT ARCHITECT: B.G.
 ASSISTANT DESIGNER: R.L.
 DRAWN BY: R.L.
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 PLOT DATE: MAY.17.2023
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**PARCEL 1
SITE PLAN**



TITLEBLOCK SIZE: 610 x 900



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PARCEL 1
TYP. UNDERGROUND PLAN

1:200 **A201**

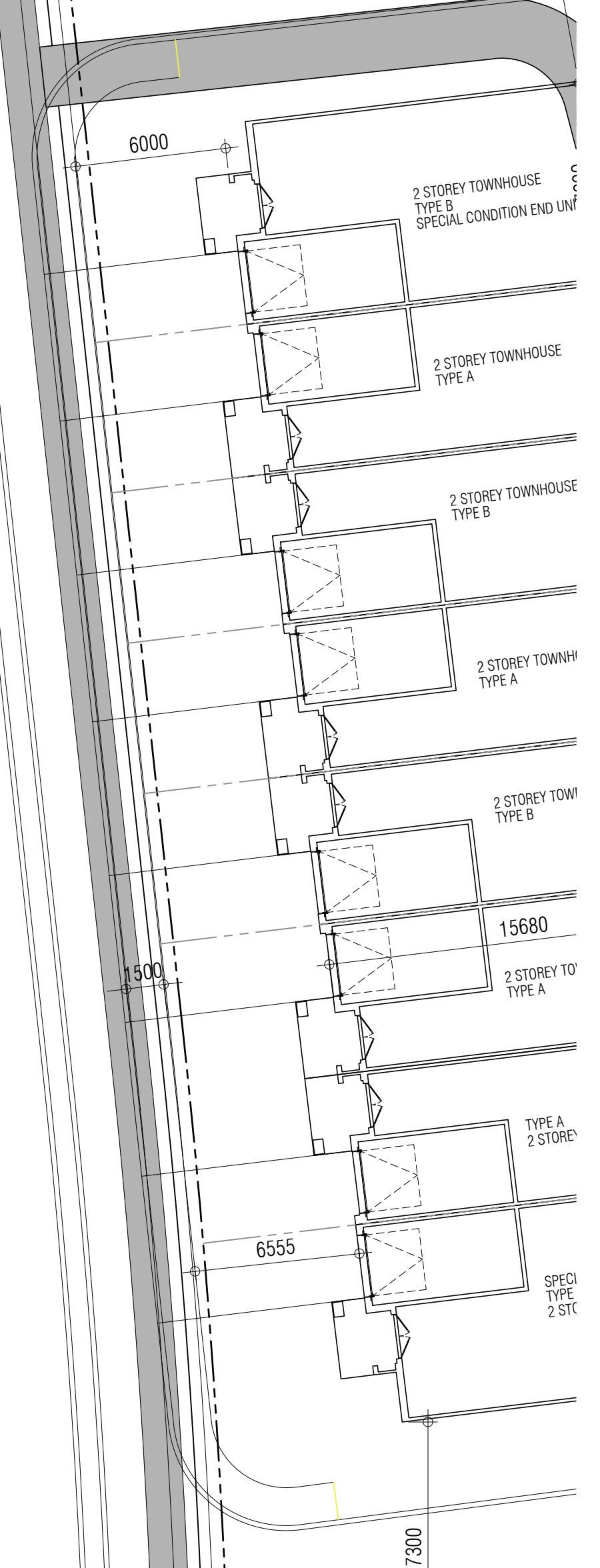
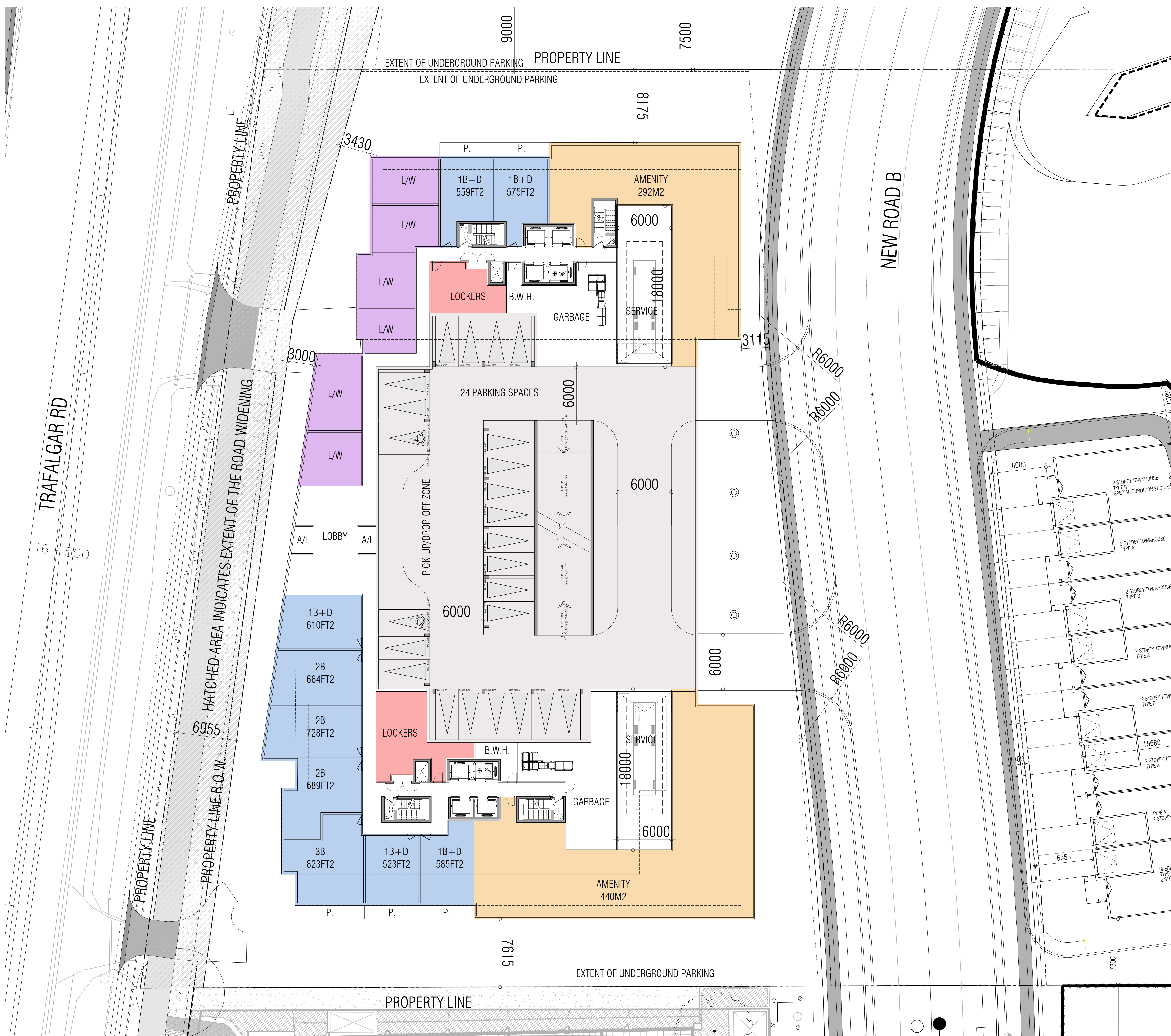
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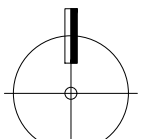
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**PARCEL 1
GROUND PLAN**

 1:200 **A301**
TITLEBLOCK SIZE: 610 x 900

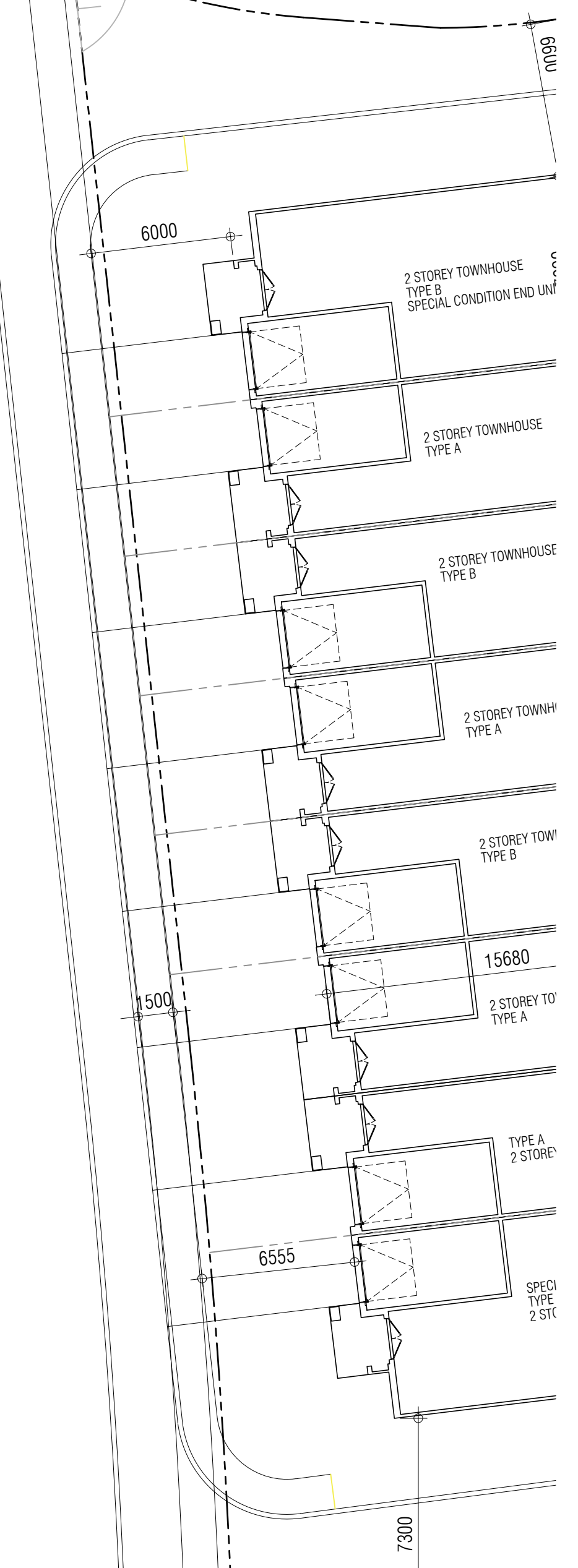


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**PARCEL 1
2ND FLOOR PLAN**

1:200 **A302**

TITLEBLOCK SIZE: 610 x 900

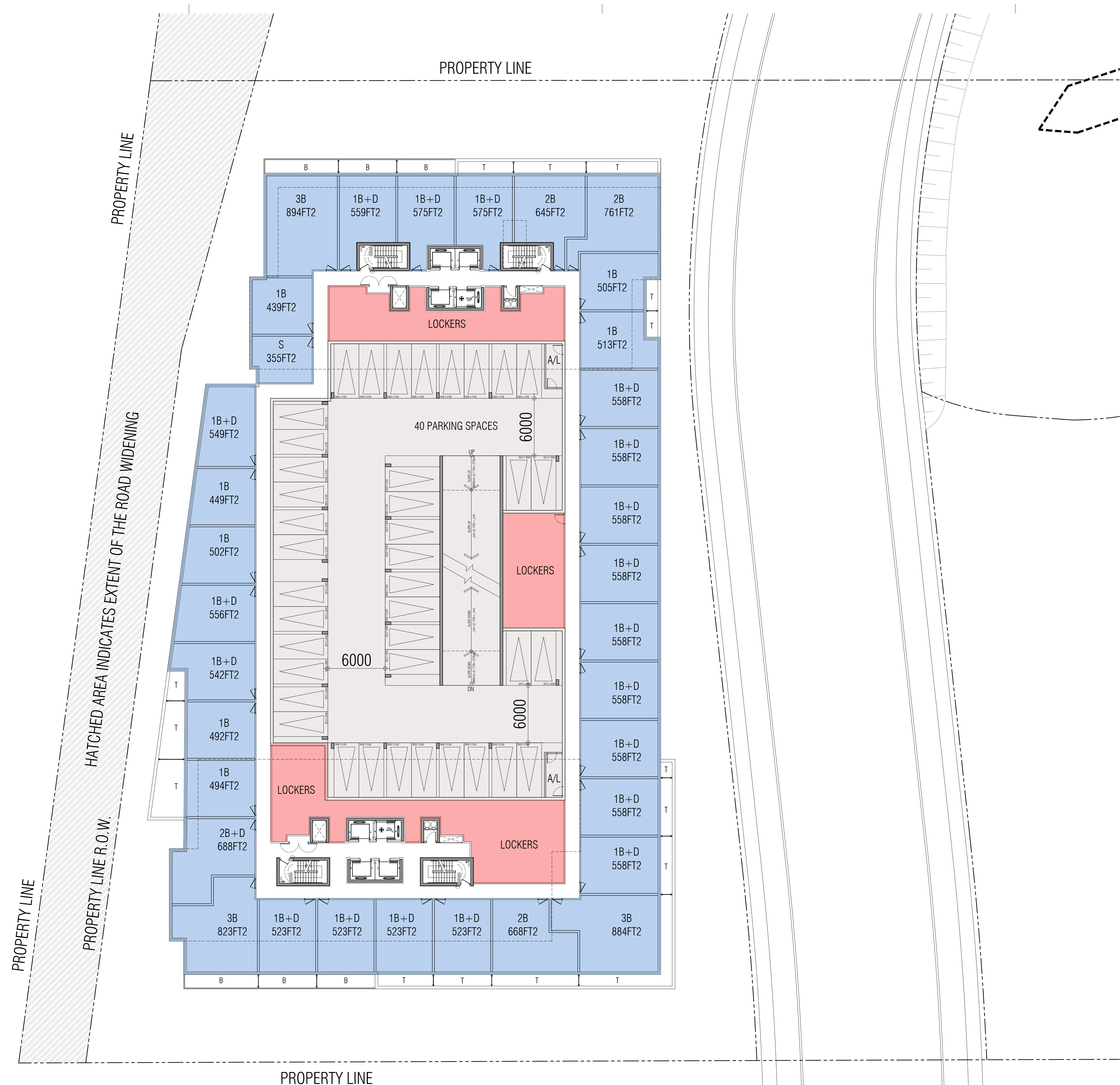
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**PARCEL 1
3RD FLOOR PLAN**

1:200 **A303**

TITLEBLOCK SIZE: 610 x 900

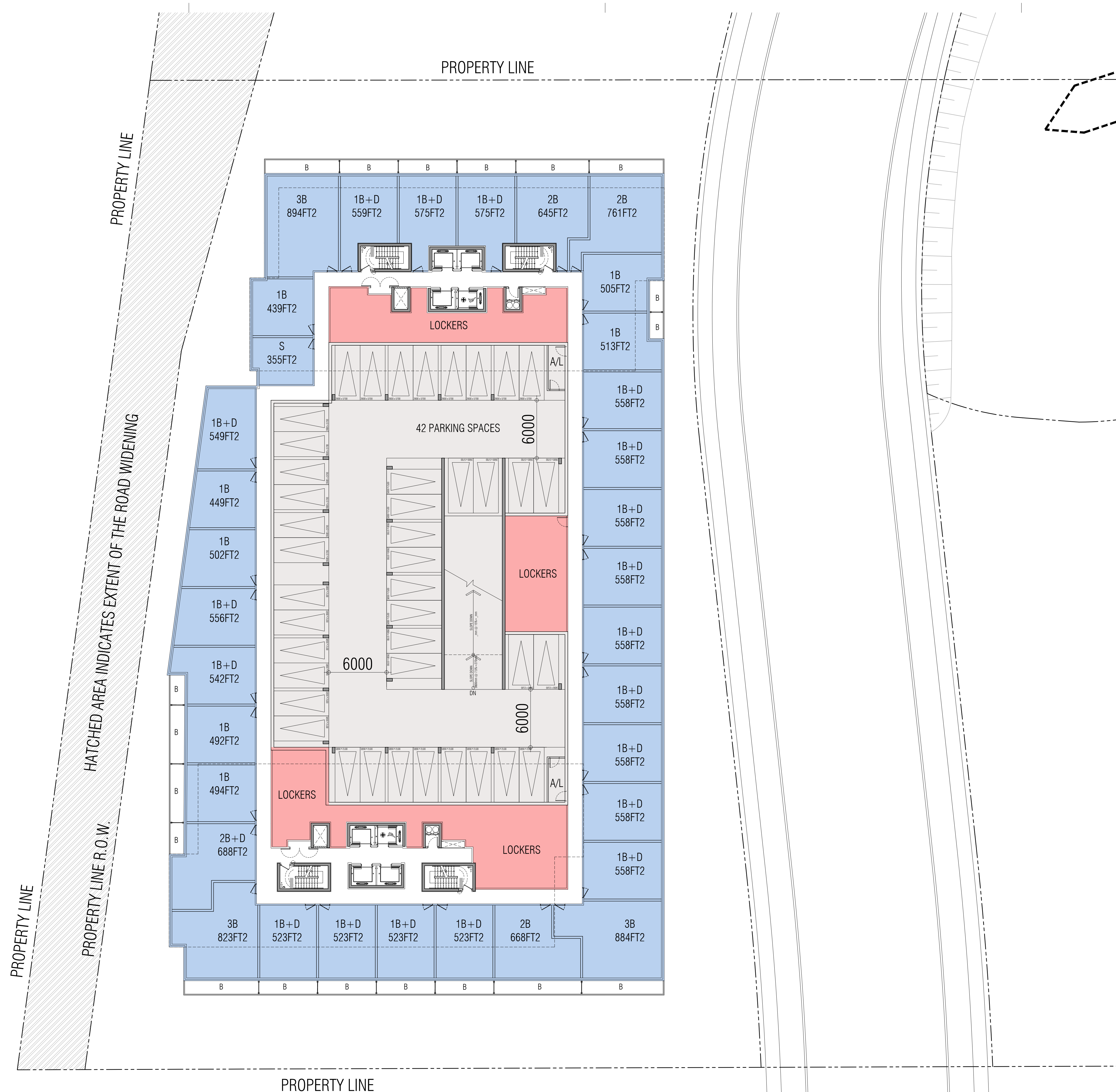
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**PARCEL 1
4TH FLOOR PLAN**

1:200 **A304**

TITLEBLOCK SIZE: 610 x 900



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**PARCEL 1
5TH FLOOR PLAN**

1:200 **A305**

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ASSISTANT DESIGNER: R.L.

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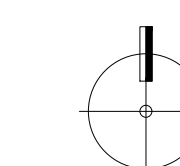
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PARCEL 1

6TH FLOOR PLAN



1:200

A306

TITLEBLOCK SIZE: 610 x 900



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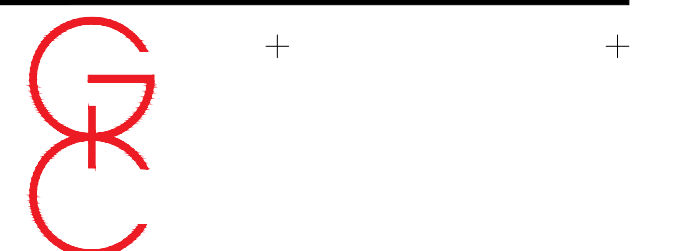
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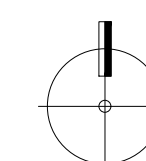
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PARCEL 1

7TH FLOOR PLAN



1:200

A307

TITLEBLOCK SIZE: 610 x 900

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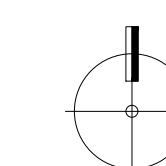
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OAKVILLE

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ASSISTANT DESIGNER: R.L.
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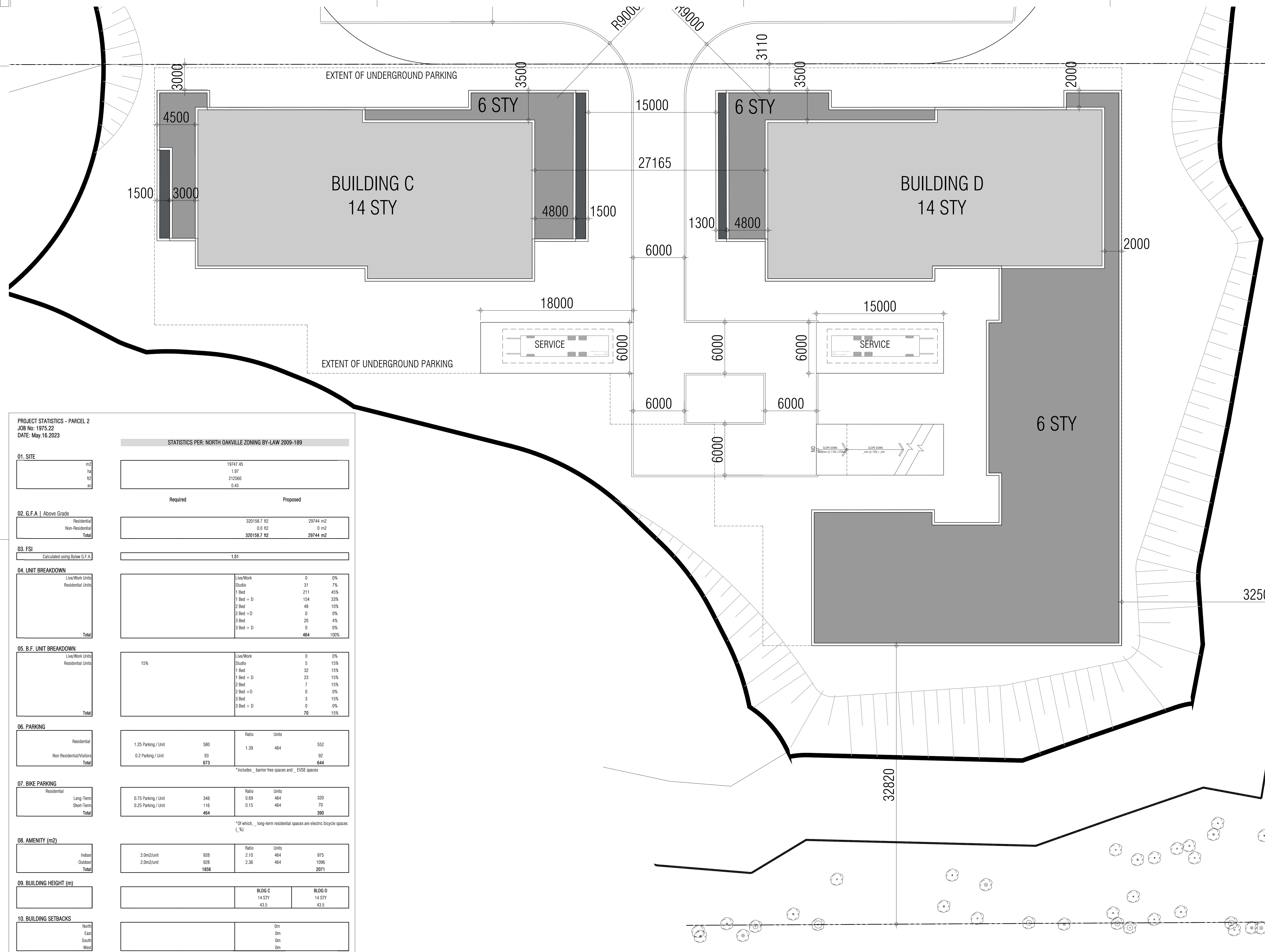
**PARCEL 1
TYPICAL FLOOR PLAN**



1:200

A308

TITLEBLOCK SIZE: 610 x 900



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PROJECT STATISTICS - PARCEL 2
JOB No: 1975.22
DATE: May.16.2023

STATISTICS PER: NORTH OAKVILLE ZONING BY-LAW 2009-189

01. SITE		19747.45	
m ²		1.97	
ha		212560	
R2		0.45	
ac			

02. G.F.A Above Grade		Required		Proposed	
Residential		320158.7 R2		29744 m ²	
Non-Residential		0.0 R2		0 m ²	
Total		320158.7 R2		29744 m ²	

03. FSI		1.51	
Calculated using Bylaw G.F.A.			

04. UNIT BREAKDOWN		Live/Work		Residential Units	
Live/Work Units		0	0%		
Residential Units		31	7%		
		211	45%		
		154	33%		
		48	10%		
		0	0%		
		20	4%		
		0	0%		
Total		464	100%		

05. B.F. UNIT BREAKDOWN		Live/Work		Residential Units	
Live/Work Units		0	0%		
Residential Units		5	15%		
		32	15%		
		23	15%		
		7	15%		
		0	0%		
		3	15%		
		0	0%		
Total		70	15%		

06. PARKING		Ratio		Units	
Residential	1.25 Parking / Unit	580	1.39	464	552
Non Residential/Visitors	0.2 Parking / Unit	93			92
Total		673			644

*includes barrier free spaces and EVSE spaces

07. BIKE PARKING		Ratio		Units	
Residential	0.75 Parking / Unit	348	0.69	464	320
Long-Term	0.25 Parking / Unit	116	0.15	464	70
Short-Term					
Total		464			390

*Of which, long-term residential spaces are electric bicycle spaces (%)

08. AMENITY (m ²)		Ratio		Units	
Indoor	2.0m ² /unit	928	2.10	464	975
Outdoor	2.0m ² /unit	928	2.36	464	1096
Total		1856			2071

09. BUILDING HEIGHT (m)		BLDG C		BLDG D	
		14 STY		14 STY	
		43.5		43.5	

10. BUILDING SETBACKS		0m	
North			
East			
South			
West			

Notes:
* setbacks to main building face
** actual unit count may vary depending on market demand

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RESIDENTIAL

TRAFALGAR
3275 TRAFALGAR RD ONTARIO

OAKVILLE

PROJECT ARCHITECT: B.G.
ASSISTANT DESIGNER: R.L.
DRAWN BY: R.L.
CHECKED BY:
PLOT DATE: MAY.17.2023
JOB #: 1975.22

PARCEL 2
SITE PLAN

1:200 A101

TITLEBLOCK SIZE: 610 x 900

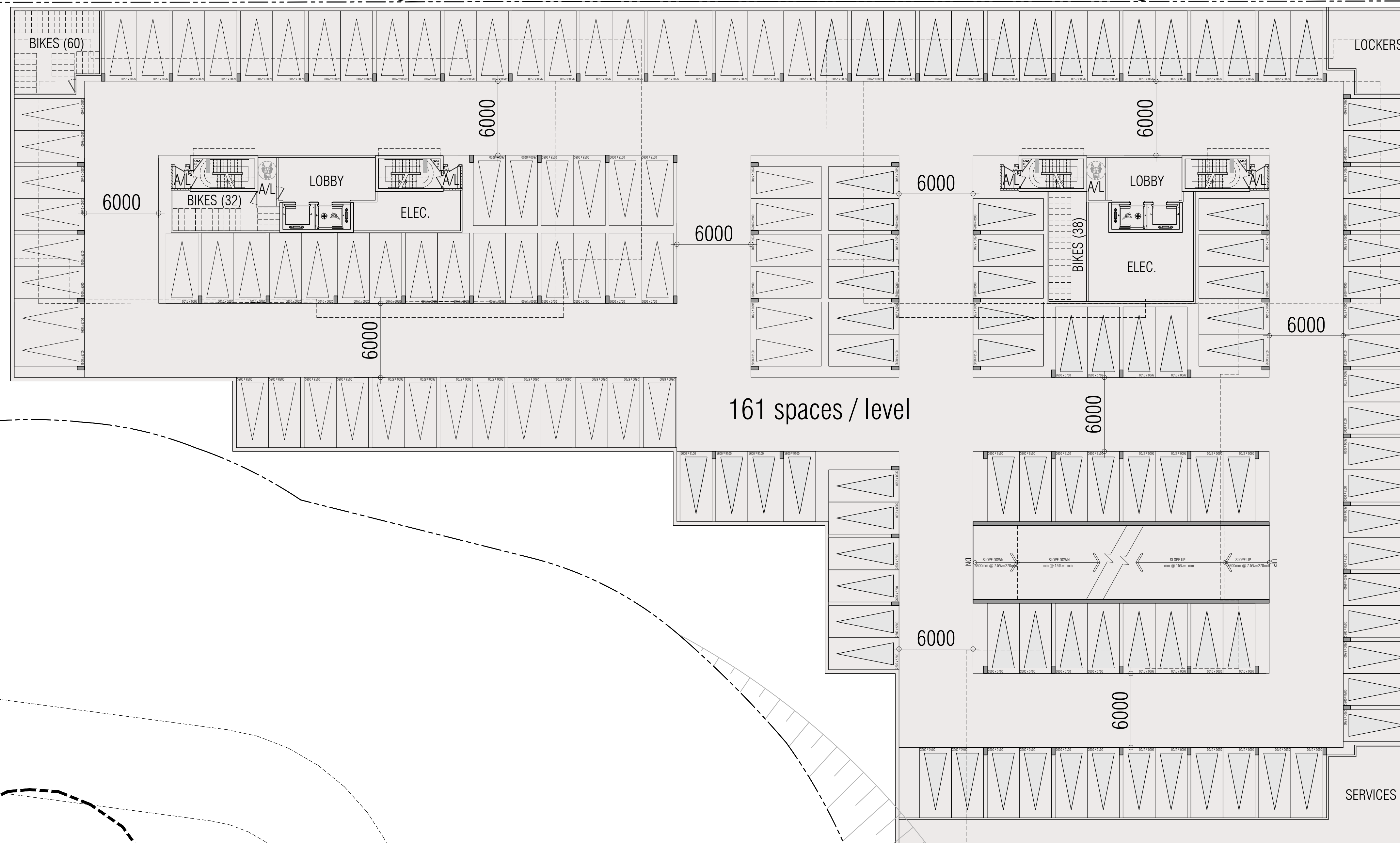
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3275 TRAFALGAR RD

OAKVILLE ONTARIO

PROJECT ARCHITECT: B.G.

ASSISTANT DESIGNER: R.L.

DRAWN BY: R.L.

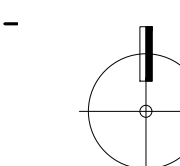
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PLOT DATE: MAY.17.2023

JOB #: 1975.22

PARCEL 2

TYP. UNDERGROUND PLAN



1:200

A201

TITLEBLOCK SIZE: 610 x 900

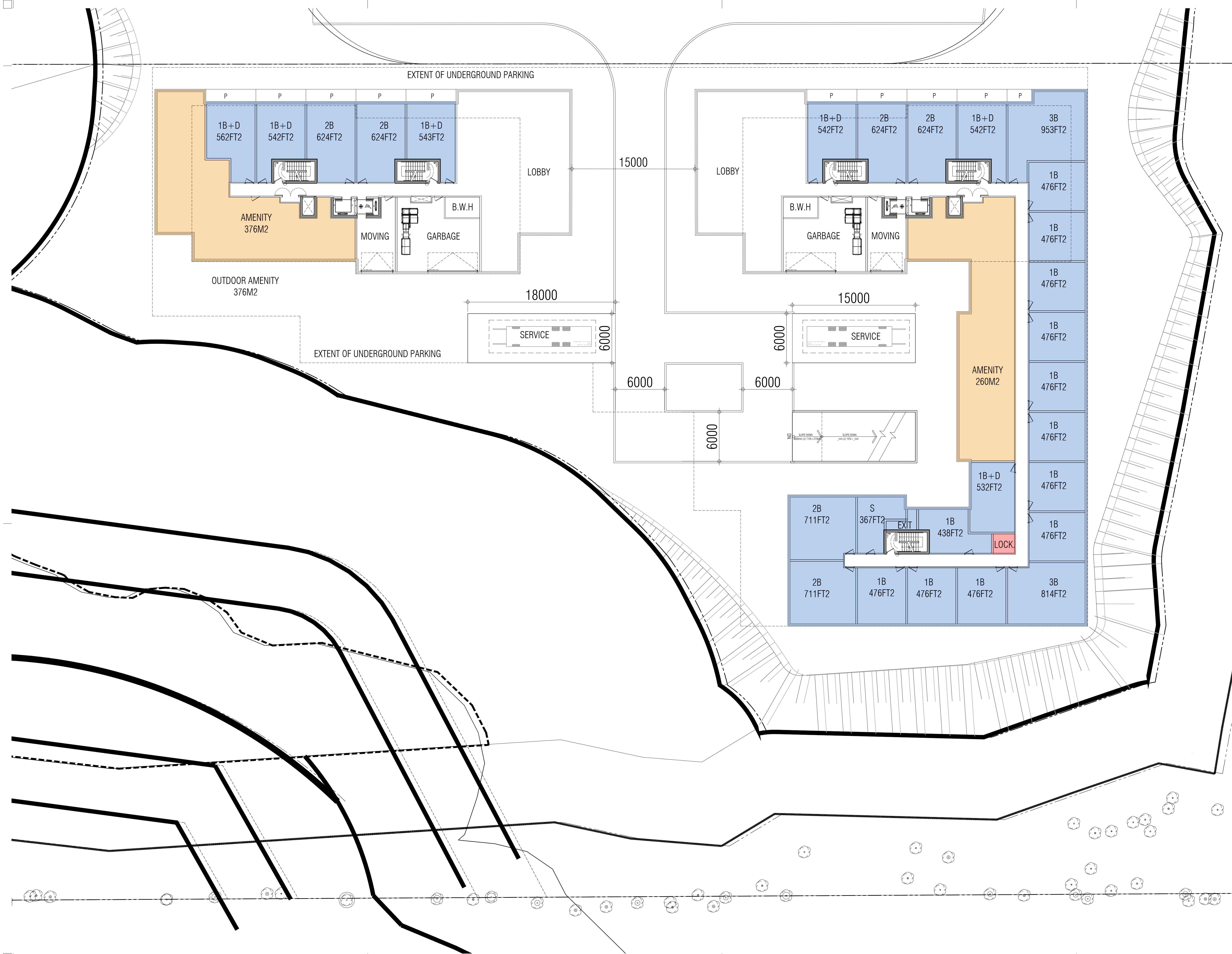
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OAKVILLE ONTARIO

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ASSISTANT DESIGNER: R.L.

DRAWN BY: R.L.

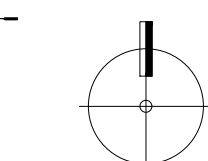
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PARCEL 2

GROUND PLAN



1:200

A301

TITLEBLOCK SIZE: 610 x 900

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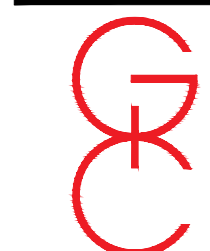
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OAKVILLE ONTARIO

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ASSISTANT DESIGNER: R.L.

DRAWN BY: R.L.

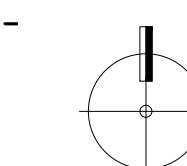
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PLOT DATE: MAY.17.2023

JOB #: 1975.22

PARCEL 2

2ND FLOOR PLAN



1:200

A302

TITLEBLOCK SIZE: 610 x 900

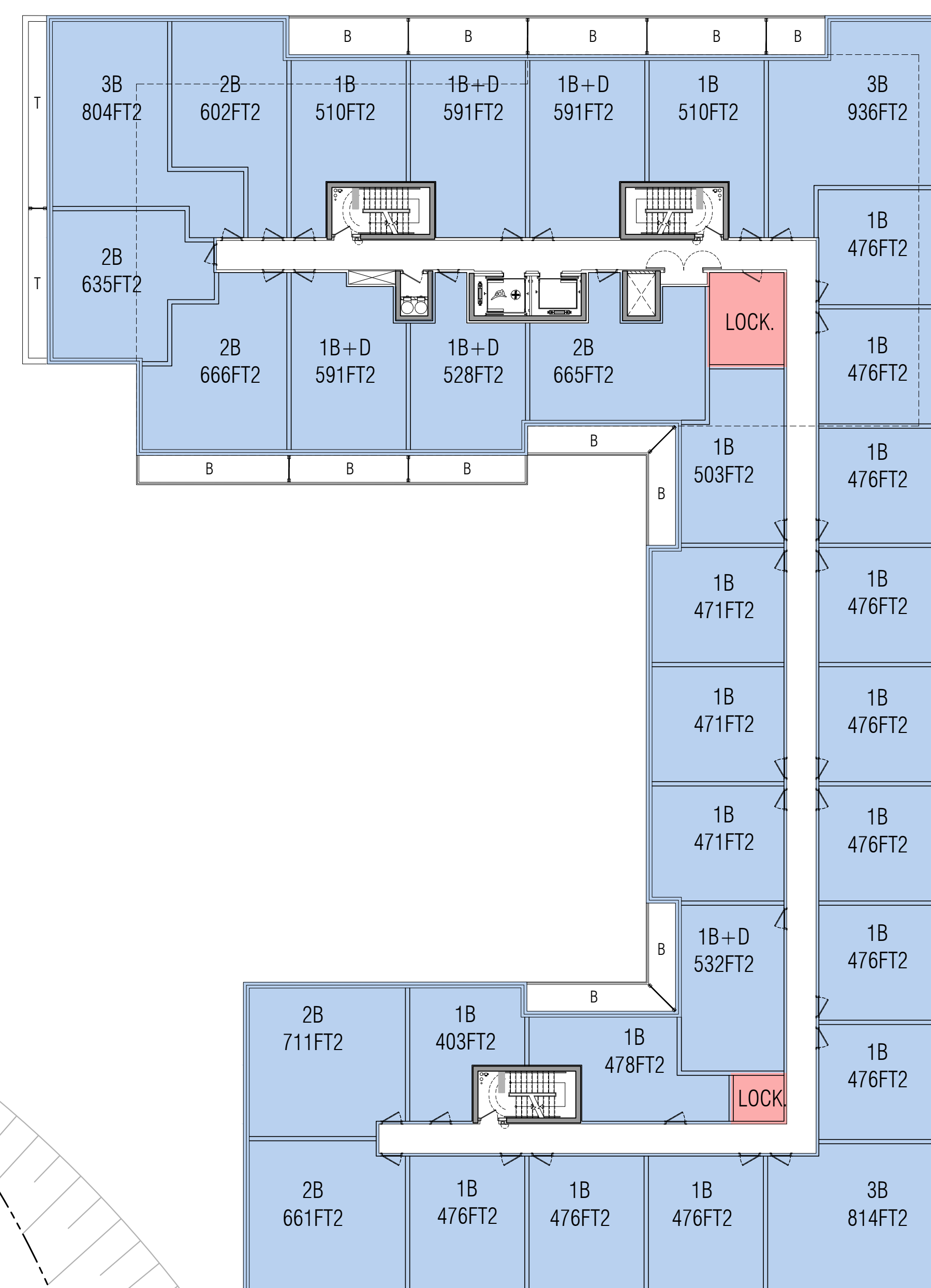
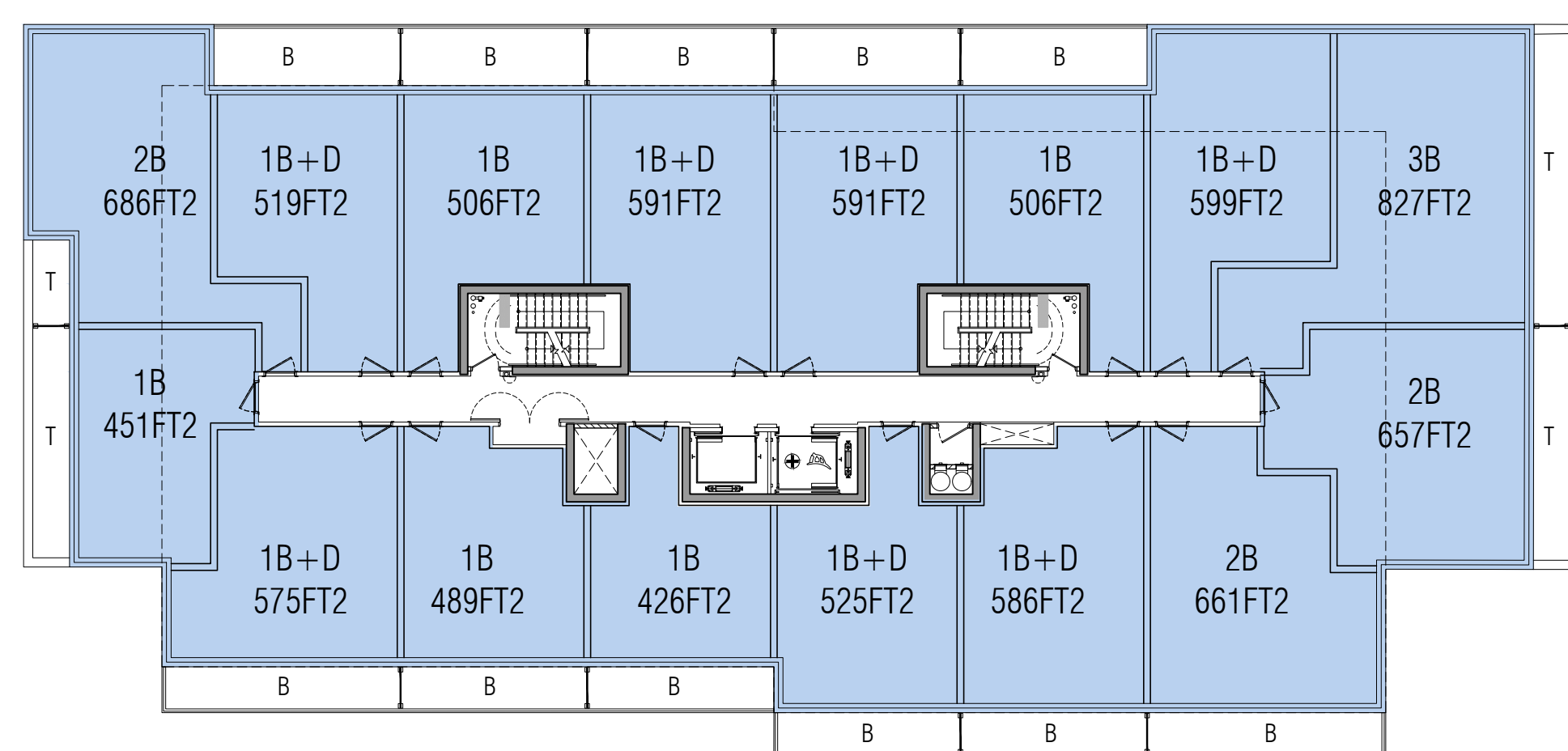
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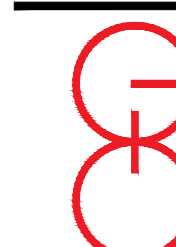
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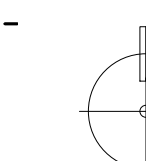
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 DRAWN BY: R.L.
 CHECKED BY:
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 JOB #: 1975.22

**PARCEL 2
3RD FLOOR PLAN**



1:200

A303

TITLEBLOCK SIZE: 610 x 900

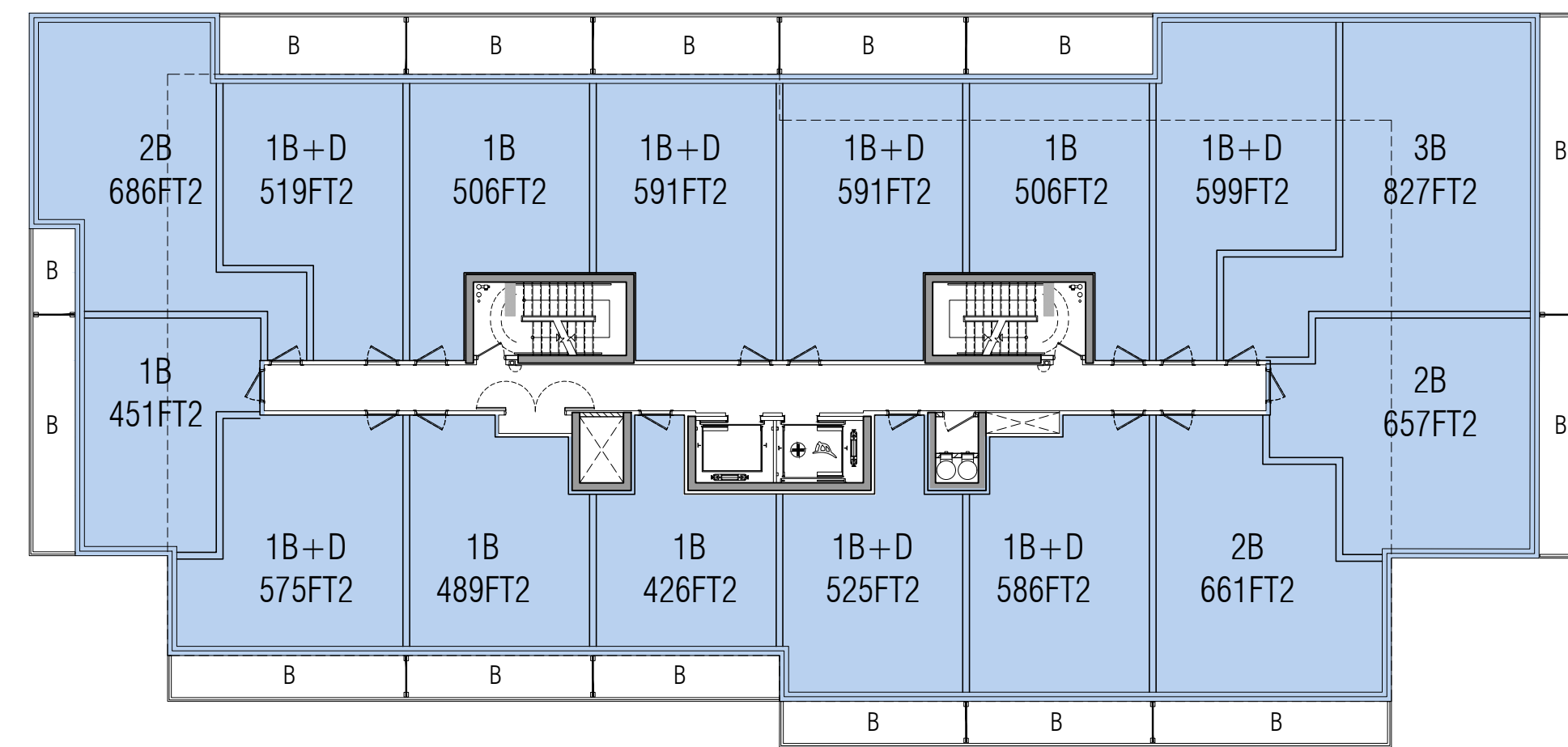
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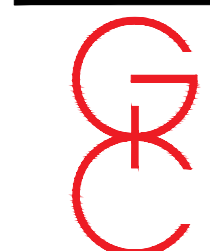
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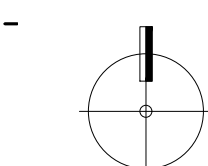
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 ASSISTANT DESIGNER: R.L.
 DRAWN BY: R.L.
 CHECKED BY:
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 JOB #: 1975.22

**PARCEL 2
4TH FLOOR PLAN**



1:200

A304

TITLEBLOCK SIZE: 610 x 900

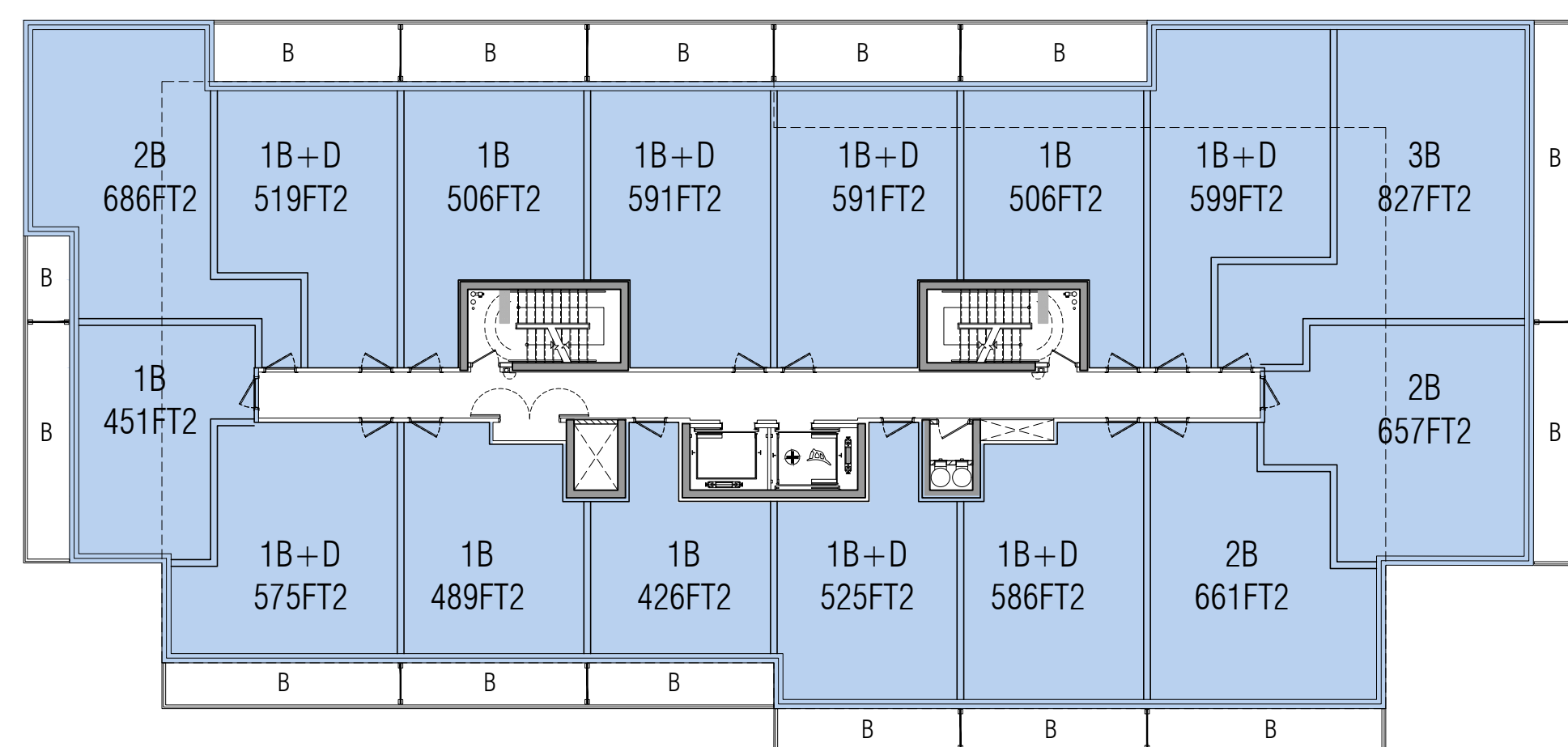
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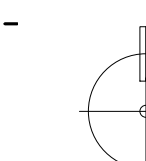
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 DRAWN BY: R.L.
 CHECKED BY:
 PLOT DATE: MAY.17.2023
 JOB #: 1975.22

**PARCEL 2
5TH FLOOR PLAN**



1:200

A305

TITLEBLOCK SIZE: 610 x 900

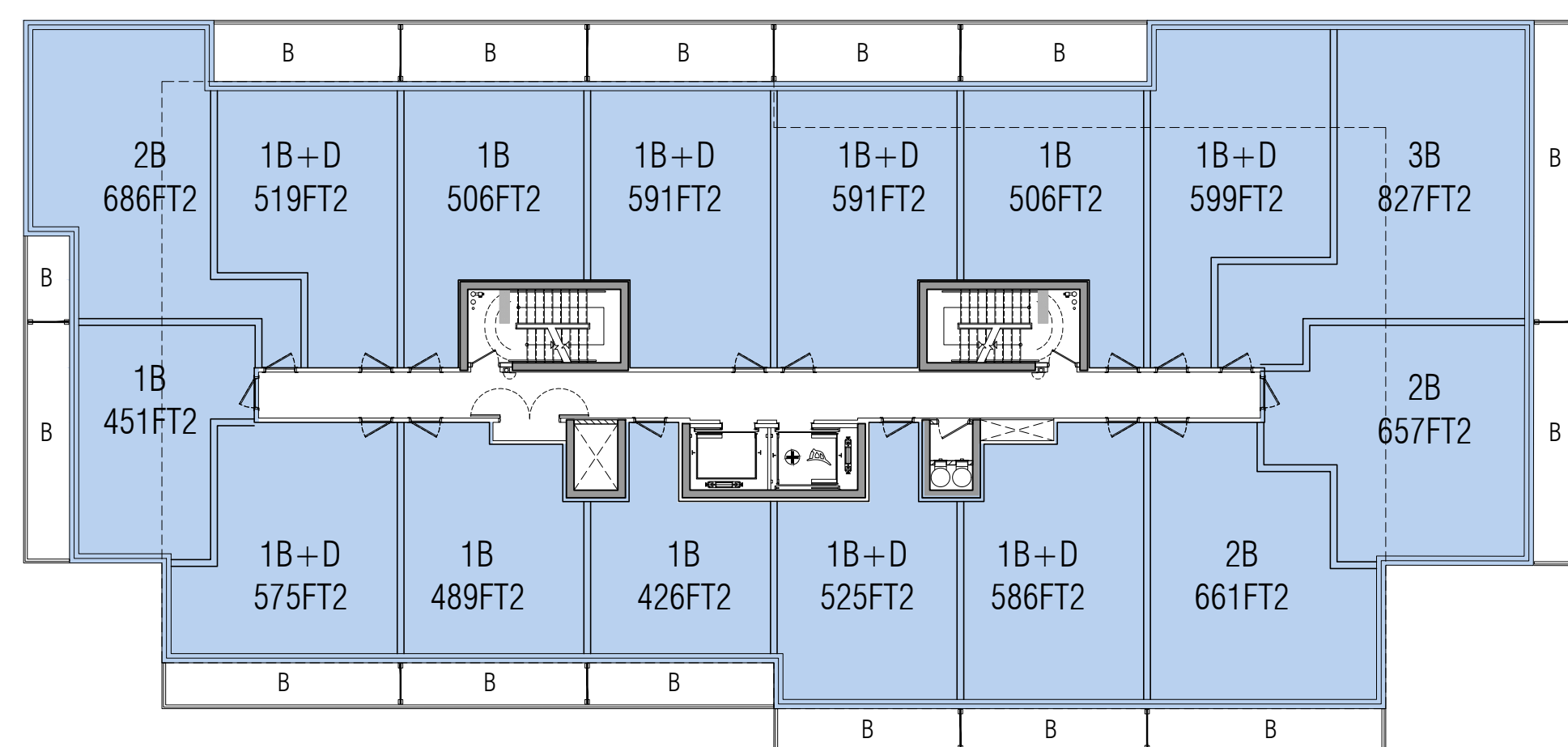
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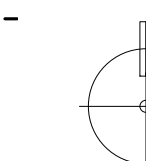
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PROJECT ARCHITECT: B.G.
 ASSISTANT DESIGNER: R.L.
 DRAWN BY: R.L.
 CHECKED BY:
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 JOB #: 1975.22

**PARCEL 2
6TH FLOOR PLAN**



1:200

A306

TITLEBLOCK SIZE: 610 x 900

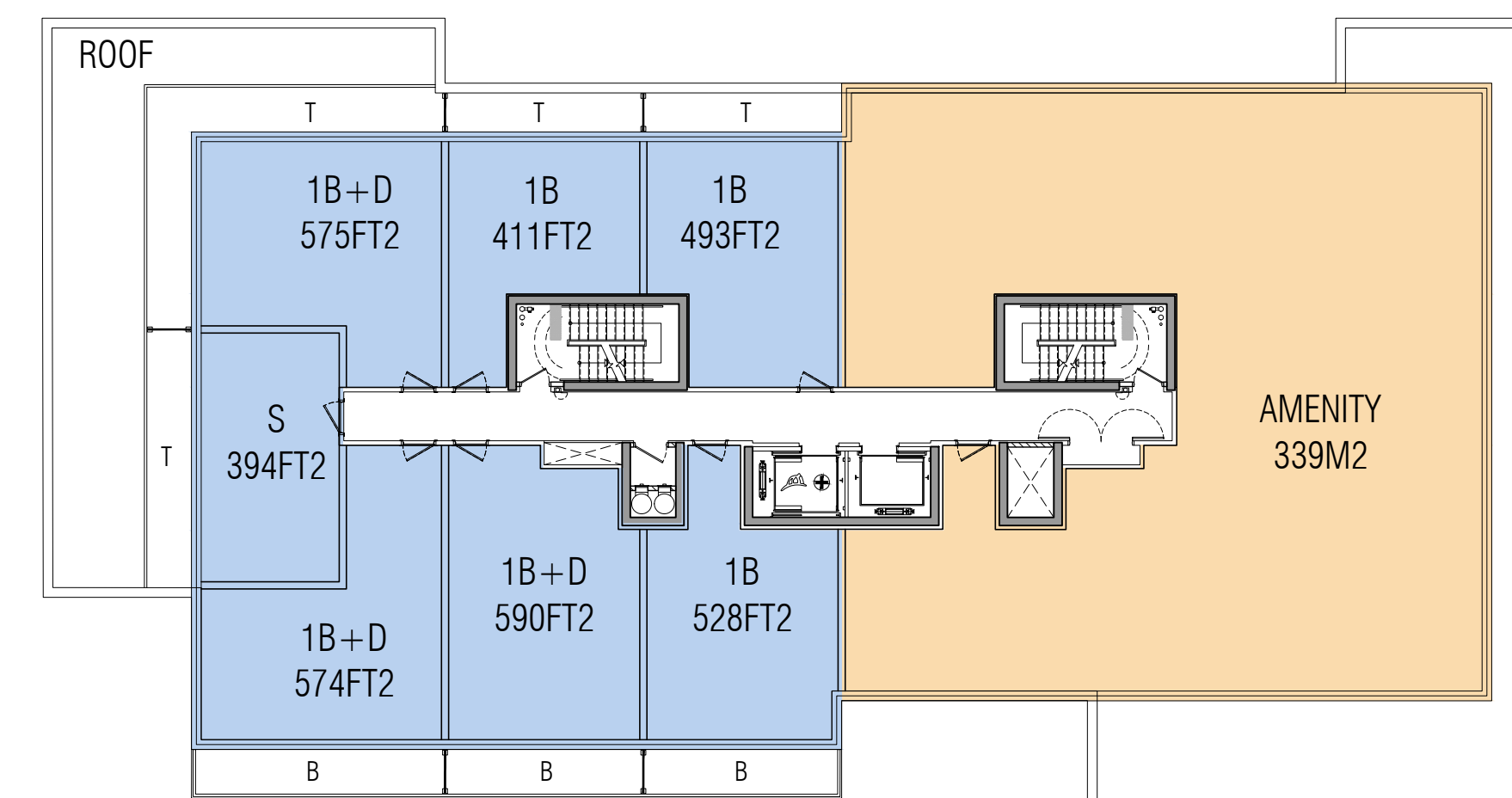
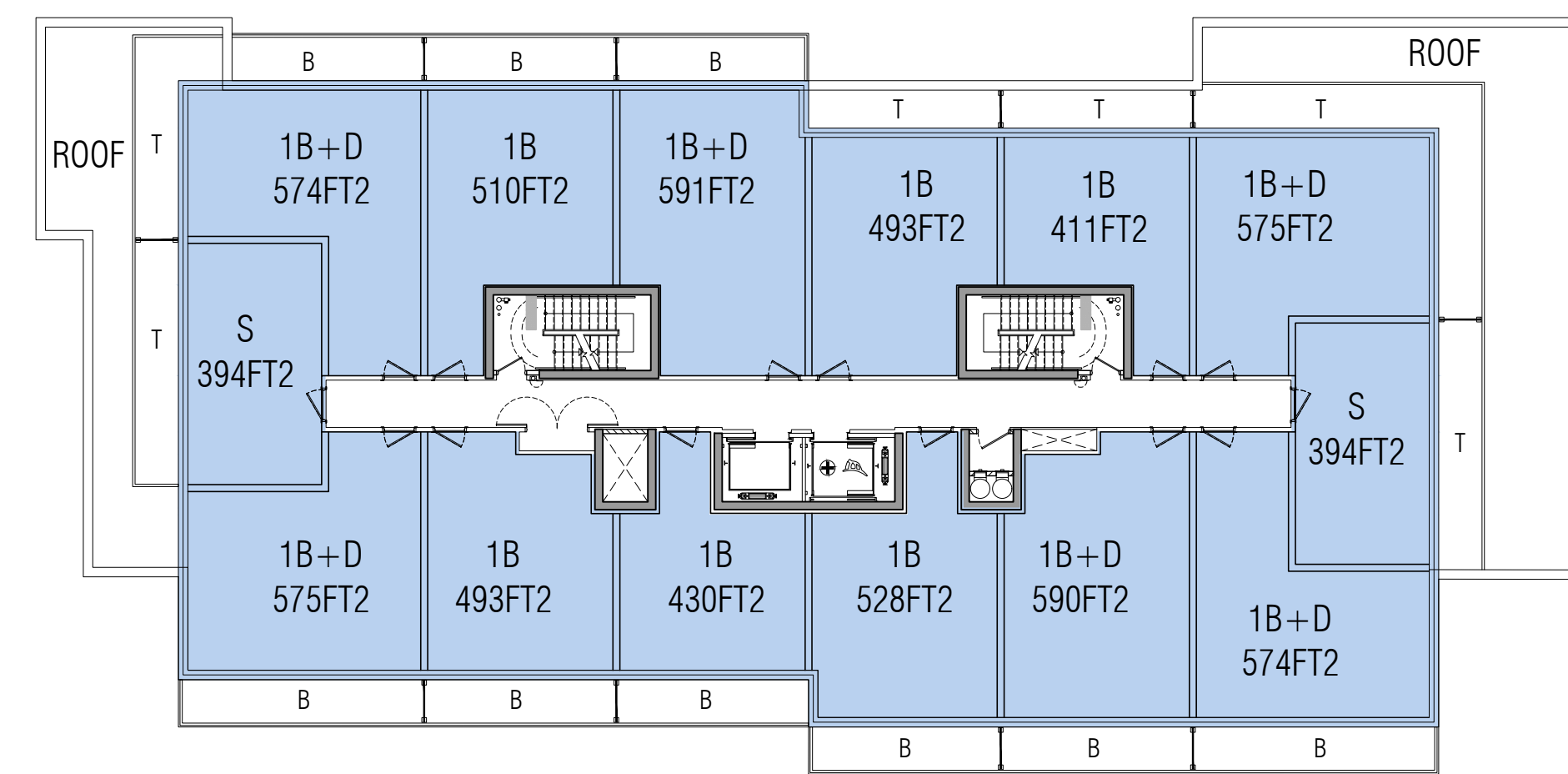
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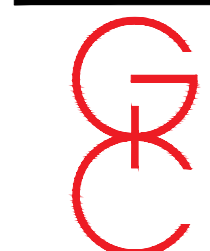
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3275 TRAFALGAR RD

OAKVILLE ONTARIO

PROJECT ARCHITECT: B.G.

ASSISTANT DESIGNER: R.L.

DRAWN BY: R.L.

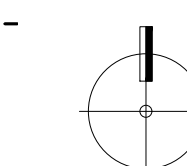
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PLOT DATE: MAY.17.2023

JOB #: 1975.22

PARCEL 2

7TH FLOOR PLAN



1:200

A307

TITLEBLOCK SIZE: 610 x 900



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ASSISTANT DESIGNER: R.L.
DRAWN BY: R.L.
CHECKED BY:
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**PARCEL 2
8TH FLOOR PLAN**

1:200 **A308**

TITLEBLOCK SIZE: 610 x 900

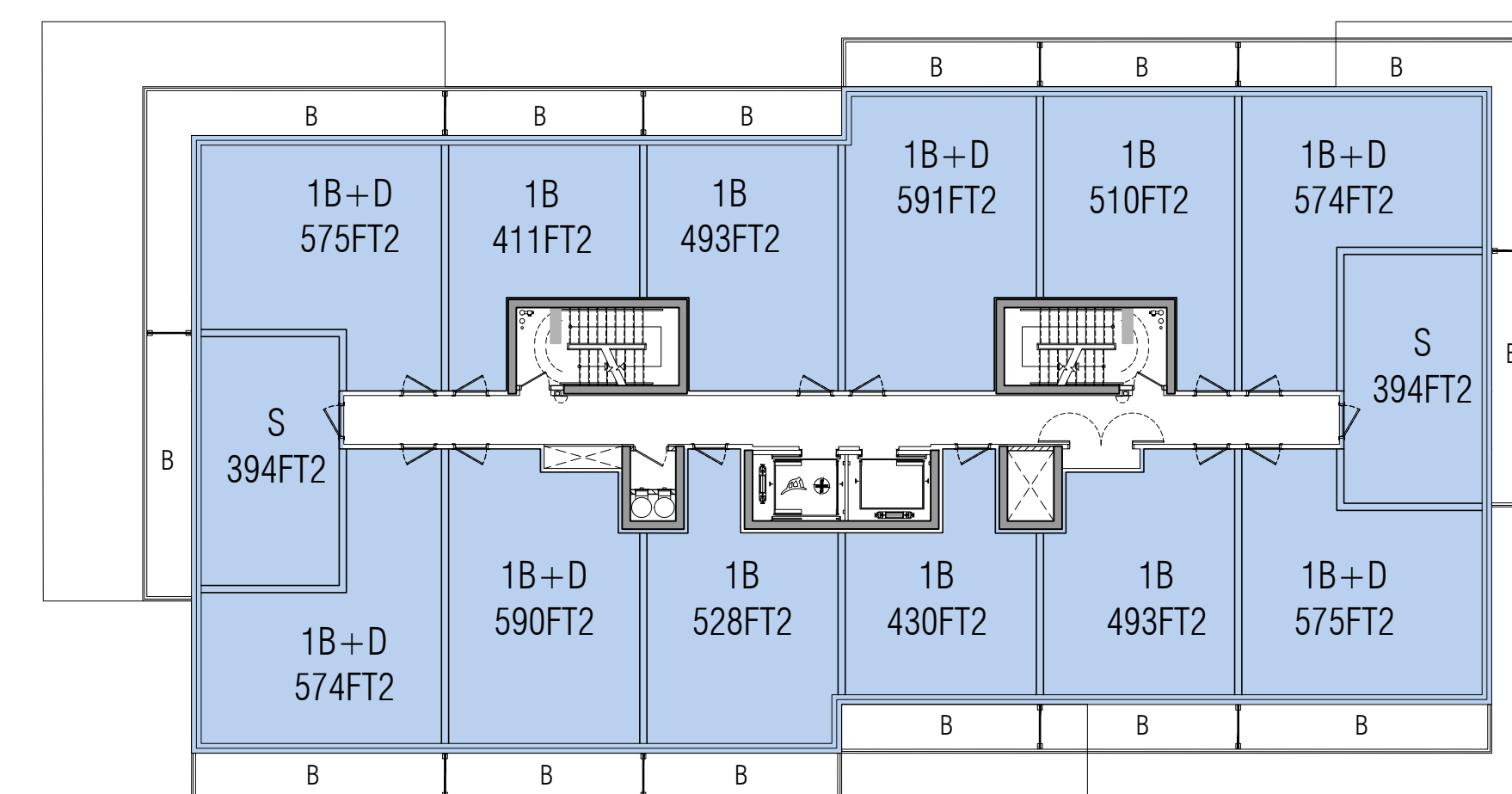
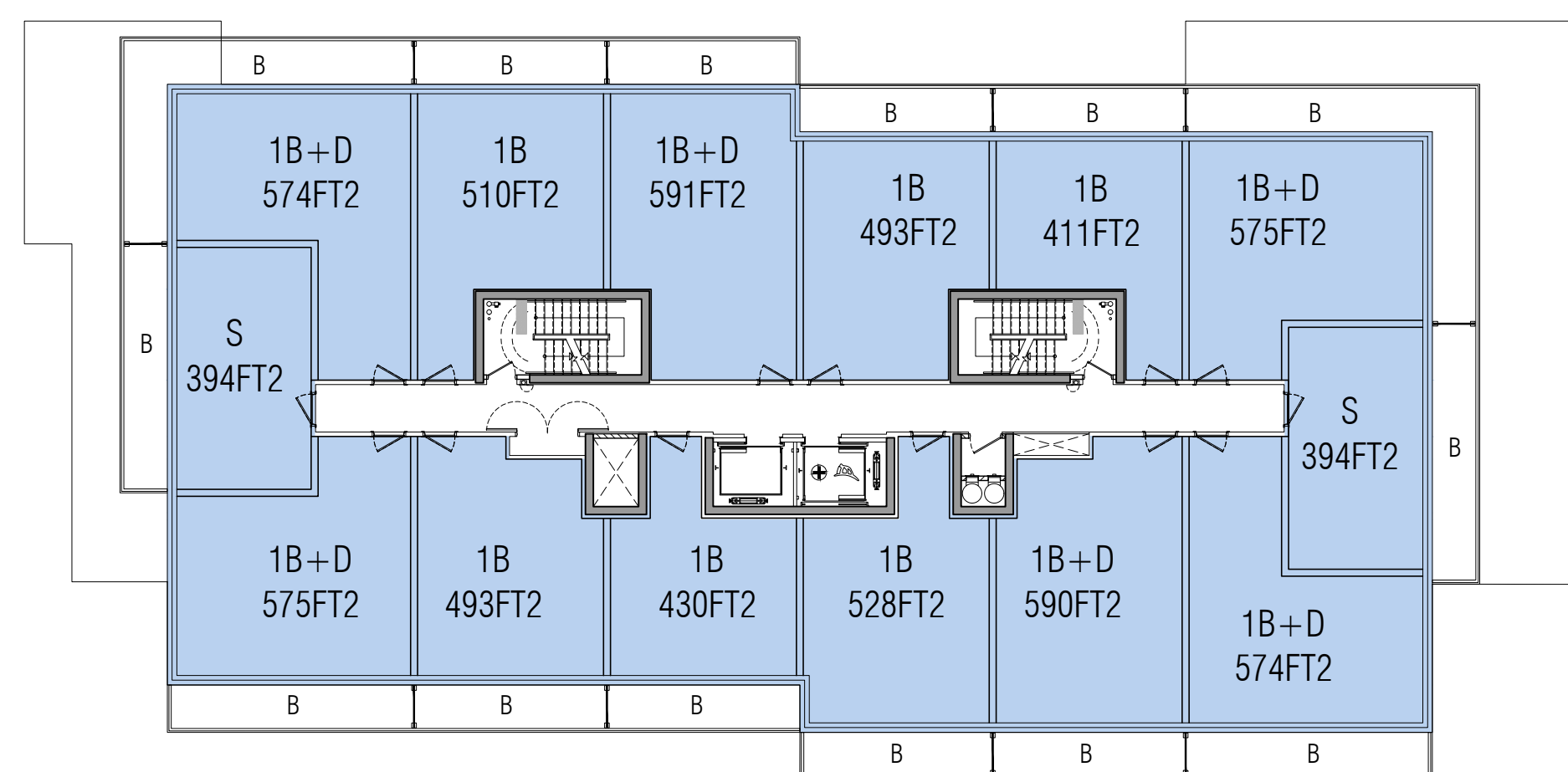
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OAKVILLE ONTARIO

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ASSISTANT DESIGNER: R.L.

DRAWN BY: R.L.

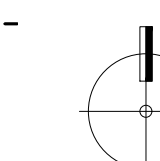
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JOB #: 1975.22

PARCEL 2

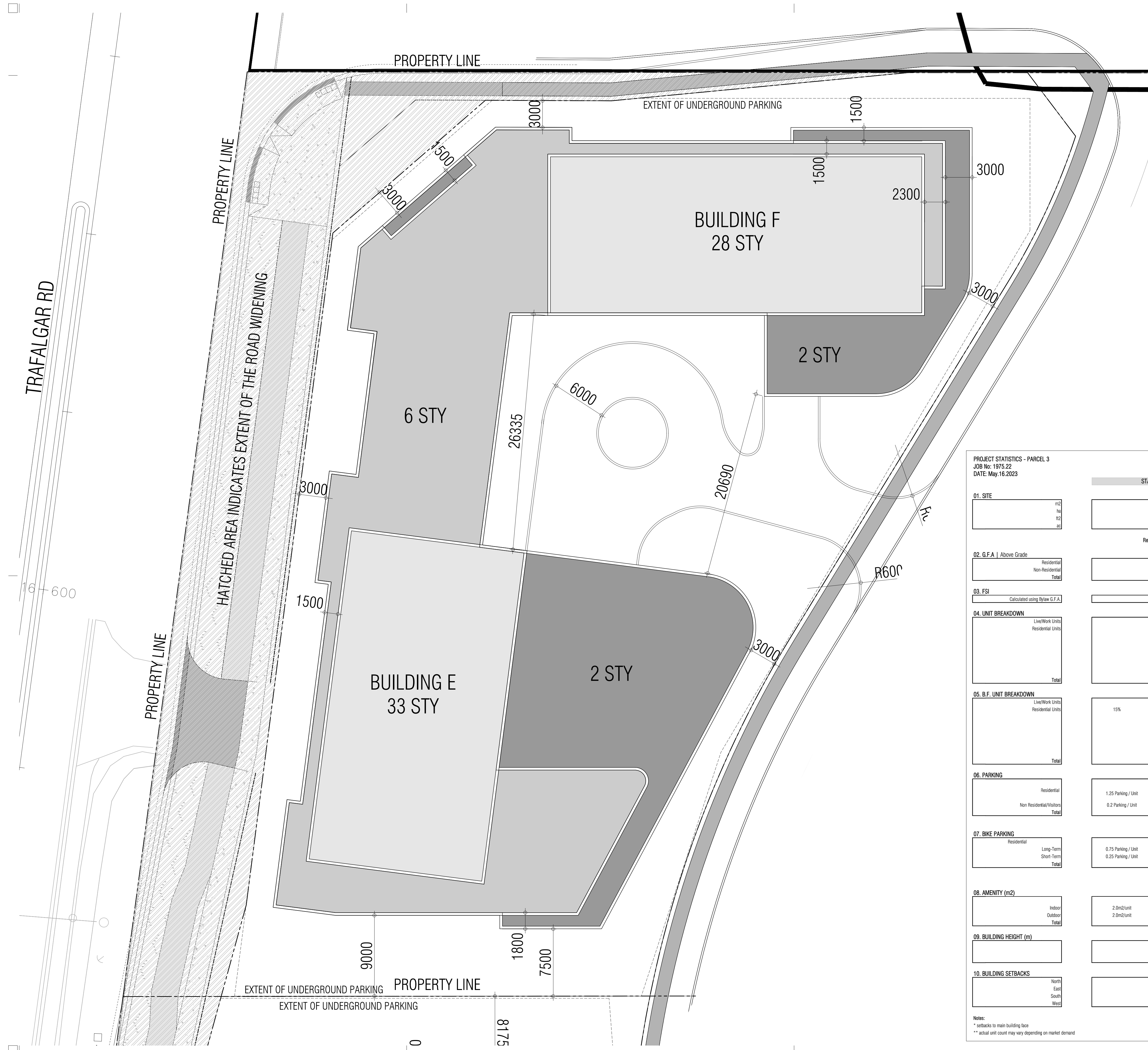
TYP. FLOOR PLAN



1:200

A309

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PROJECT STATISTICS - PARCEL 3
 JOB No: 1975.22
 DATE: May.16.2023

STATISTICS PER: NORTH OAKVILLE ZONING BY-LAW 2009-189

01. SITE		Required		Proposed	
m ²	18832.25				
ha	1.98				
#2	213472				
#3	6.46				

02. G.F.A. Above Grade		Required		Proposed	
Residential	594532.4 #2			55234 m ²	
Non-Residential	0.0 #2			0 m ²	
Total	594532.4 #2			55234 m ²	

03. FSI		Required		Proposed	
Calculated using Bylaw G.F.A.				2.79	

04. UNIT BREAKDOWN		Live/Work		Residential Units	
Live/Work Units	Studio	8	1%		
Residential Units	1 Bed	329	44%		
	1 Bed + D	156	21%		
	2 Bed	98	13%		
	2 Bed + D	102	14%		
	3 Bed	54	7%		
	3 Bed + D	0	0%		
Total		747	100%		

05. B.F. UNIT BREAKDOWN		Live/Work		Residential Units	
Live/Work Units	Studio	0	0%		
Residential Units	1 Bed	49	15%		
	1 Bed + D	23	15%		
	2 Bed	15	15%		
	2 Bed + D	15	15%		
	3 Bed	8	15%		
	3 Bed + D	0	0%		
Total		111	15%		

06. PARKING		Ratio		Units	
Residential	1.25 Parking / Unit	934	0.79	747	439
Non Residential/Visitors	0.2 Parking / Unit	149			149
Total		1083			588

*includes barrier free spaces and EVSE spaces

07. BIKE PARKING		Ratio		Units	
Residential	0.75 Parking / Unit	561	0.00	747	0
	0.25 Parking / Unit	187	0.00	747	0
Total		748			0

*Of which, long-term residential spaces are electric bicycle spaces (%)

08. AMENITY (m ²)		Ratio		Units	
Indoor	2.0m ² /unit	1494	2.84	747	2120
Outdoor	2.0m ² /unit	1494	2.00	747	1494
Total		2988			3614

09. BUILDING HEIGHT (m)		BLDG E		BLDG F	
		33 STY	28 STY		
		100.5	85.5		

10. BUILDING SETBACKS		North		East		South		West	
		0m	0m	0m	0m	0m	0m	0m	0m

Notes:
 * setbacks to main building face
 ** actual unit count may vary depending on market demand

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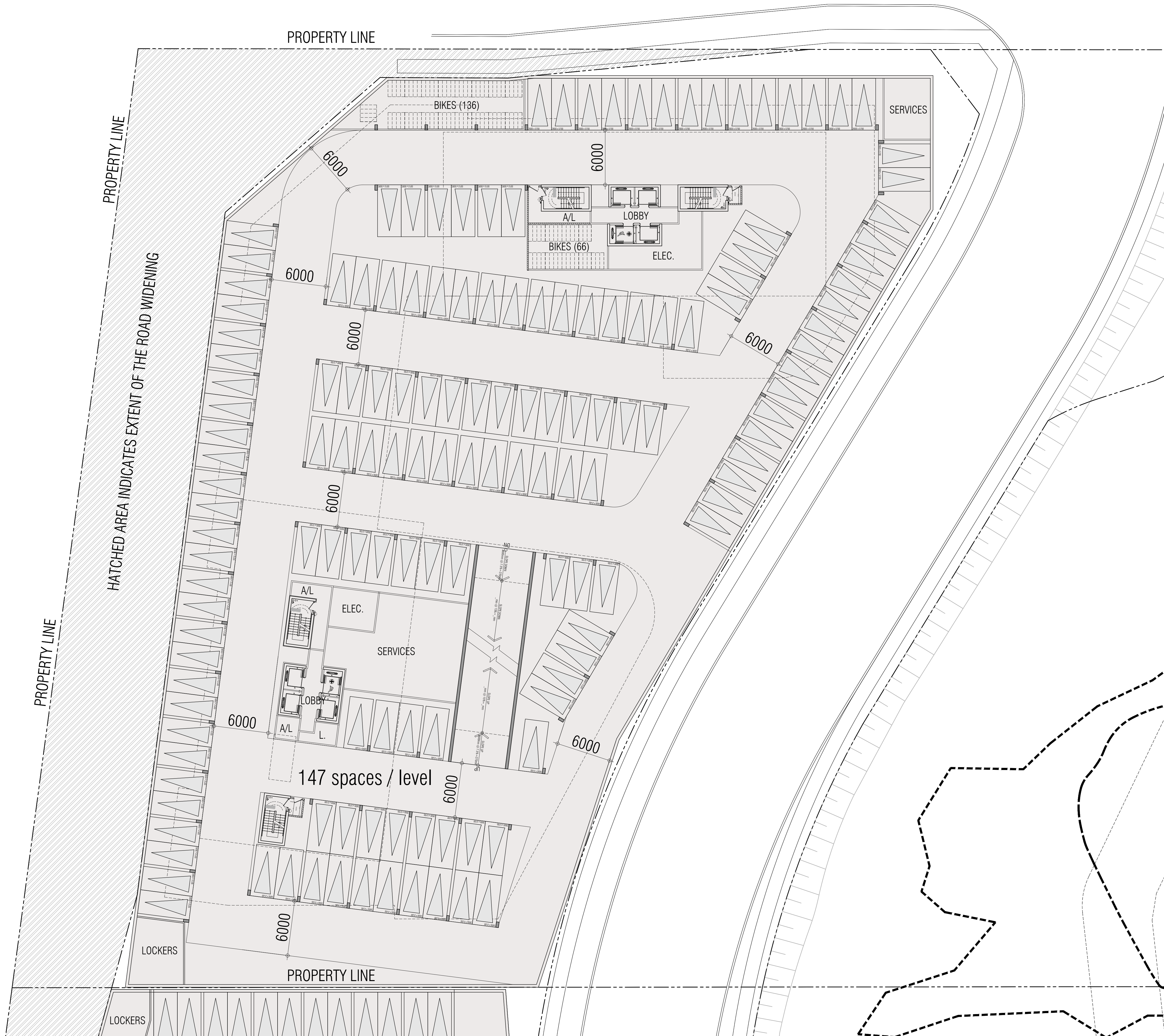
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PROJECT ARCHITECT: B.G.
 ASSISTANT DESIGNER: R.L.
 DRAWN BY: R.L.
 CHECKED BY:
 PLOT DATE: MAY.17.2023
 JOB #: 1975.22

**PARCEL 3
SITE PLAN**

1:200 A101

TITLEBLOCK SIZE: 610 x 900



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OAKVILLE ONTARIO

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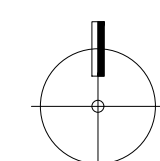
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PARCEL 3

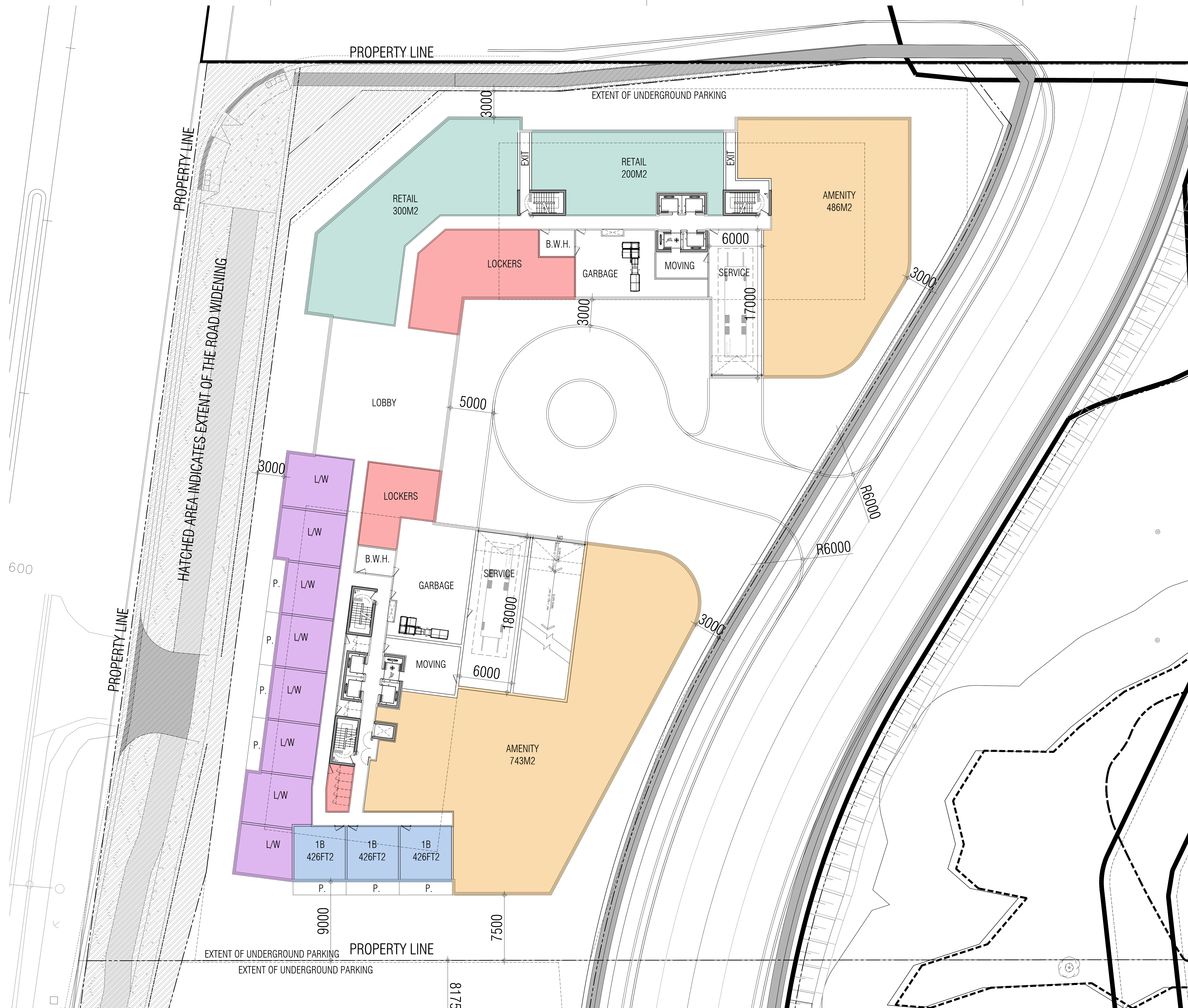
TYP. UNDERGROUND PLAN



1:200

A201

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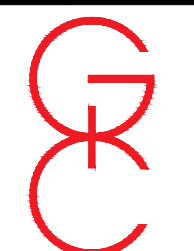
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OAKVILLE ONTARIO

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ASSISTANT DESIGNER: R.L.

DRAWN BY: R.L.

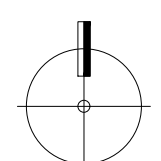
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PARCEL 3

GROUND PLAN



1:200

A301

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**PARCEL 3
2ND FLOOR PLAN**

1:200 **A302**
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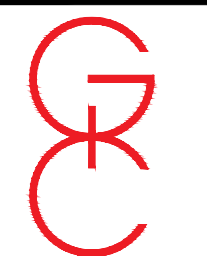
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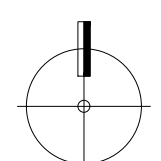
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PARCEL 3

3RD FLOOR PLAN



1:200

A303

TITLEBLOCK SIZE: 610 x 900



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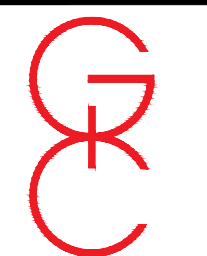
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3275 TRAFALGAR RD

OAKVILLE ONTARIO

PROJECT ARCHITECT: B.G.

ASSISTANT DESIGNER: R.L.

DRAWN BY: R.L.

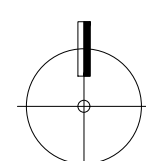
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PLOT DATE: MAY.17.2023

JOB #: 1975.22

PARCEL 3

4TH FLOOR PLAN



1:200

A304

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PARCEL 3
5TH FLOOR PLAN

1:200 **A305**

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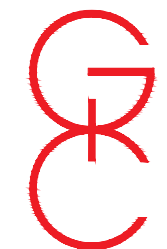
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OAKVILLE ONTARIO

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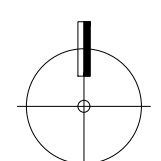
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PARCEL 3

6TH FLOOR PLAN



1:200

A306

TITLEBLOCK SIZE: 610 x 900



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PARCEL 3
7TH FLOOR PLAN

1:200 **A307**
TITLEBLOCK SIZE: 610 x 900



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PARCEL 3
8TH FLOOR PLAN

1:200 **A308**
TITLEBLOCK SIZE: 610 x 900



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CHECKED BY:
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JOB #: 1975.22

PARCEL 3
TYP. FLOOR PLAN

1:200 **A309**
TITLEBLOCK SIZE: 610 x 900



PROJECT STATISTICS - PARCEL 4
 JOB No: 1975.22
 DATE: May.16.2023

01. SITE	m2	19832.25
	sq	1.98
	ac	0.46

02. G.F.A. Above Grade	Residential	441584.9 m2	41025 m2
	Non-Residential	0.0 m2	0 m2
	Total	441584.9 m2	41025 m2

03. FSI	Calculated using Bylaw G.F.A.	2.07
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04. UNIT BREAKDOWN	Live/Work Units	0	0%
	Residential Units	565	100%
	Total	565	100%

05. B.F. UNIT BREAKDOWN	Live/Work Units	0	0%
	Residential Units	565	100%
	Total	565	100%

06. PARKING	Residential	706	1.25 Parking / Unit
	Non Residential/Visitors	113	0.2 Parking / Unit
	Total	819	

07. BIKE PARKING	Residential	565	0.75 Parking / Unit
	Long-Term	142	0.25 Parking / Unit
	Short-Term	424	0.75 Parking / Unit
	Total	566	

08. AMENITY (m2)	Indoor	1130	2.0m2/unit
	Outdoor	1130	2.0m2/unit
	Total	2260	

09. BUILDING HEIGHT (m)	BLDG G	15 STY	46.5
	BLDG H	15 STY	46.5
	BLDG I	12 STY	37.5

10. BUILDING SETBACKS	North	0m
	East	0m
	South	0m
	West	0m

Notes:
 * setbacks to main building face
 ** actual unit count may vary depending on market demand

STATISTICS PER: NORTH OAKVILLE ZONING BY-LAW 2009-189

Required	Proposed
441584.9 m2	41025 m2
0.0 m2	0 m2
441584.9 m2	41025 m2

Live/Work	0	0%
Studio	4	1%
1 Bed	124	22%
1 Bed + D	244	43%
2 Bed	119	21%
2 Bed + D	38	7%
3 Bed	36	6%
3 Bed + D	0	0%
Total	565	100%

Live/Work	0	0%
Studio	1	0%
1 Bed	19	15%
1 Bed + D	37	15%
2 Bed	18	15%
2 Bed + D	6	15%
3 Bed	5	15%
3 Bed + D	0	0%
Total	85	15%

Ratio	Units
1.25 Parking / Unit	706
0.2 Parking / Unit	113
Total	819

Ratio	Units
0.75 Parking / Unit	424
0.25 Parking / Unit	142
Total	566

Ratio	Units
2.0m2/unit	1130
2.0m2/unit	1130
Total	2260

BLDG G	BLDG H	BLDG I
15 STY	15 STY	12 STY
46.5	46.5	37.5

North	0m
East	0m
South	0m
West	0m

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 ASSISTANT DESIGNER: R.L.
 DRAWN BY: R.L.
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**PARCEL 4
SITE PLAN**

1:300 **A101**

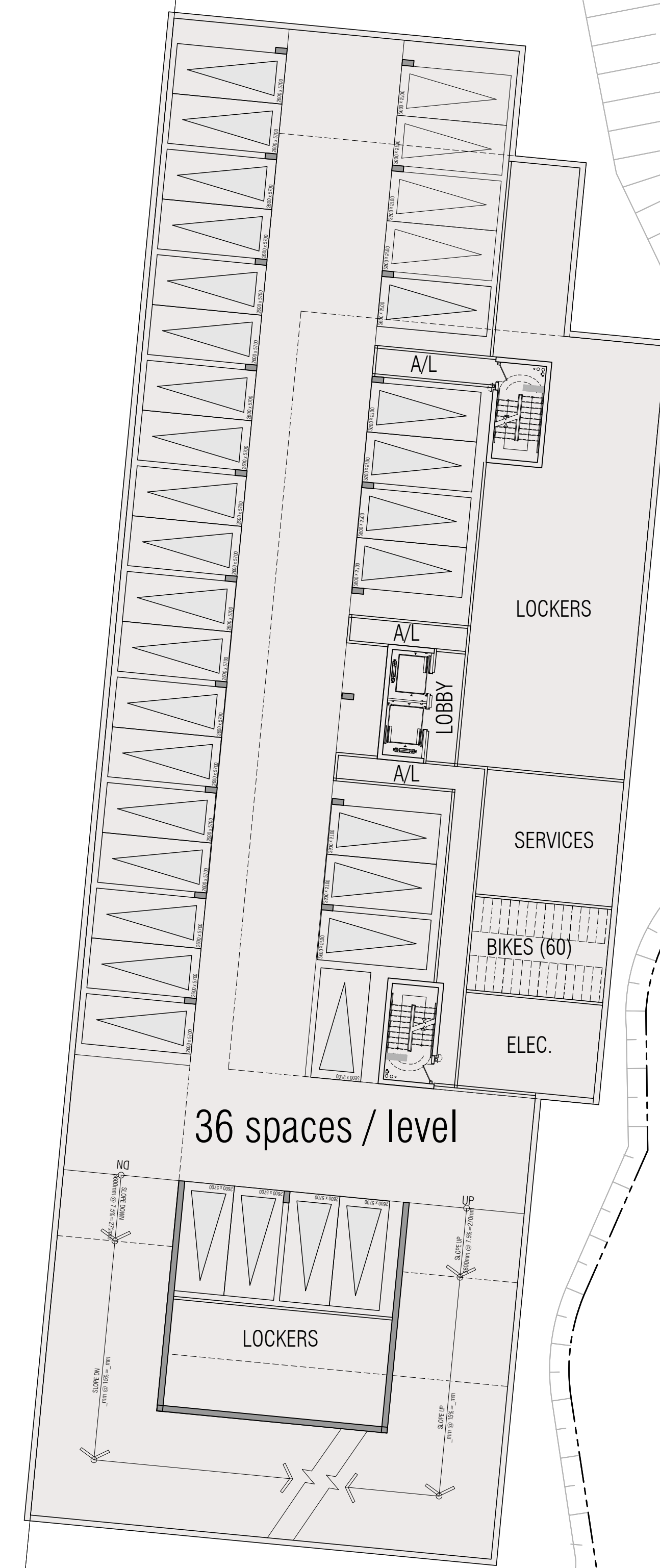
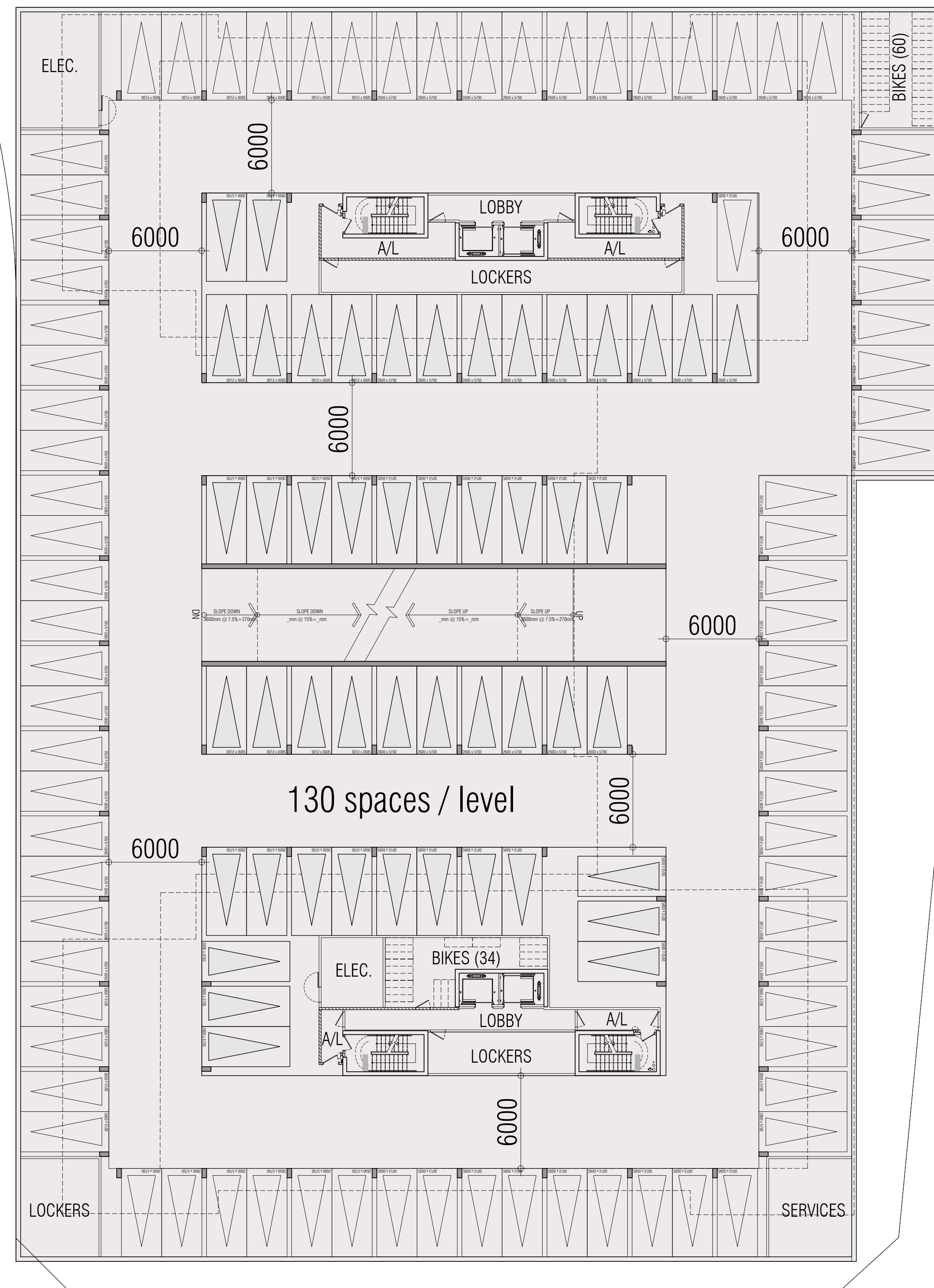
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OAKVILLE ONTARIO

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**PARCEL 4
TYP. UNDERGROUND PLAN**


1:200
A201

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**PARCEL 4
GROUND PLAN**

1:200 **A301**

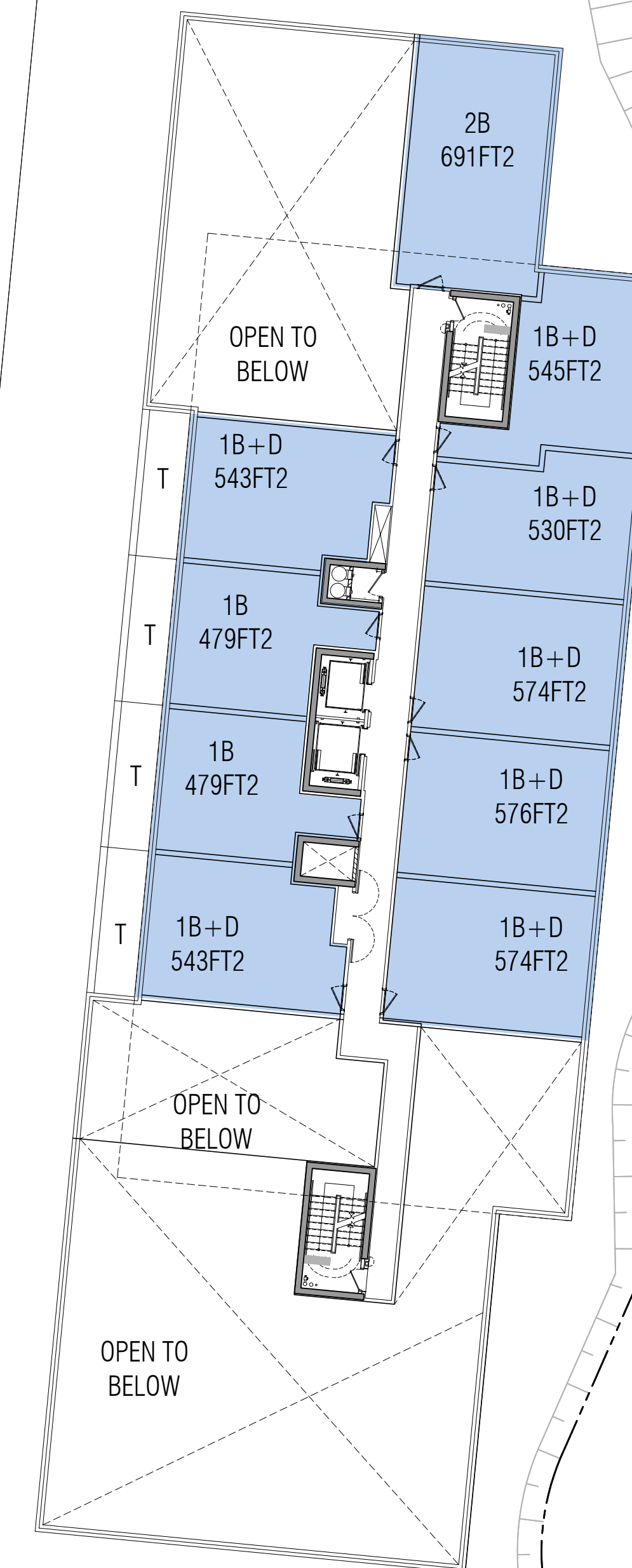
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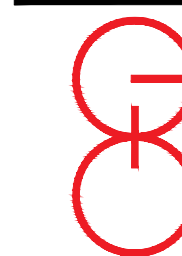
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OAKVILLE ONTARIO

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ASSISTANT DESIGNER: R.L.

DRAWN BY: R.L.

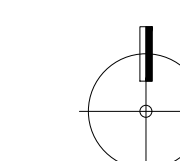
CHECKED BY:

PLOT DATE: MAY.17.2023

JOB #: 1975.22

PARCEL 4

2ND FLOOR PLAN



1:200

A302

TITLEBLOCK SIZE: 610 x 900

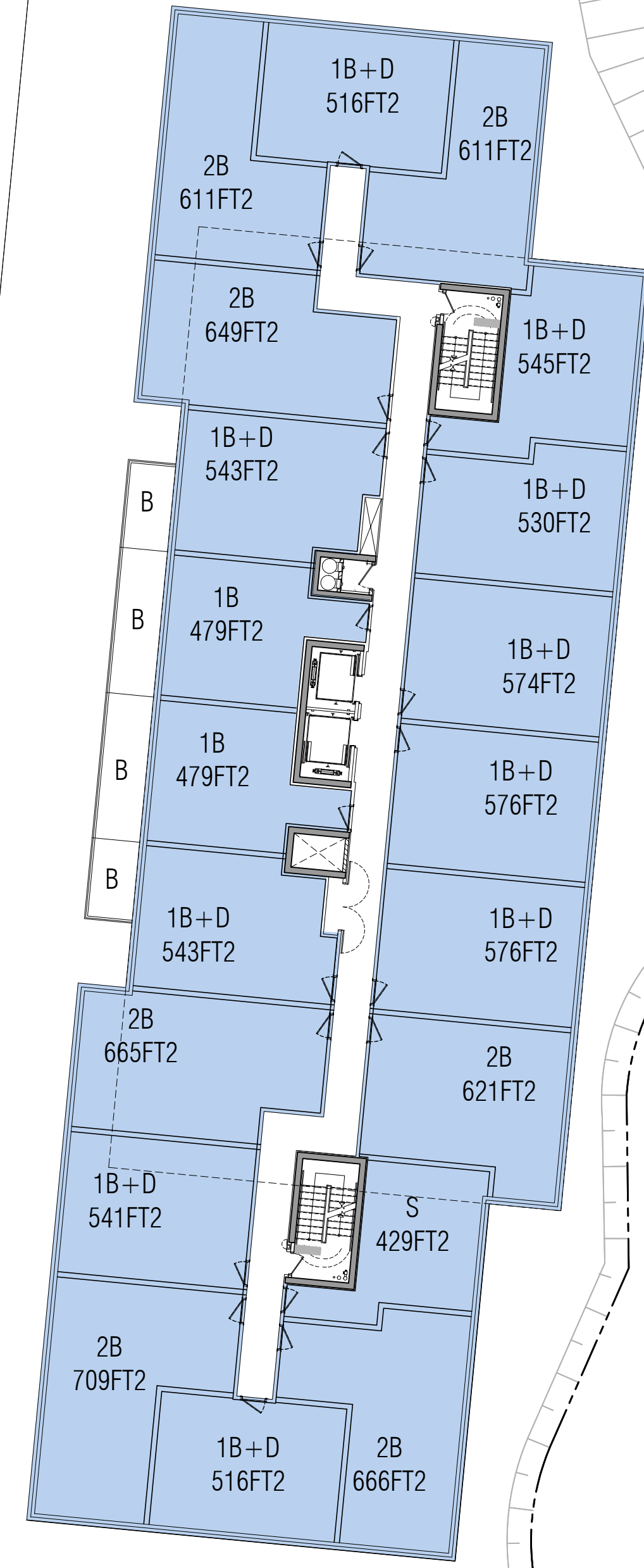
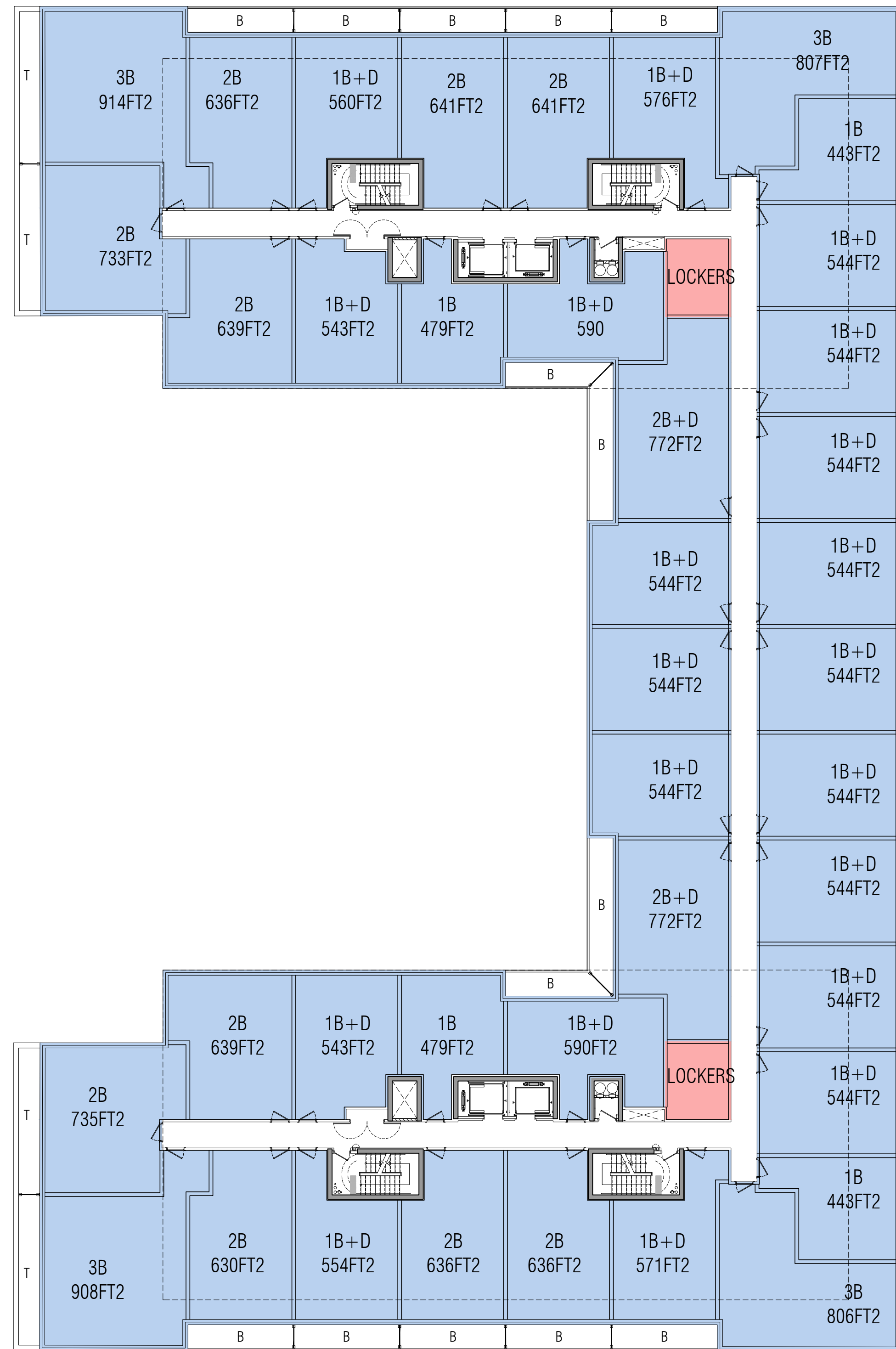
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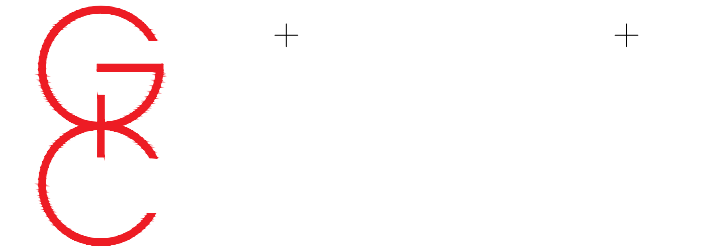
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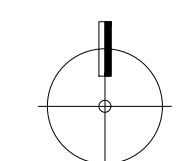
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**PARCEL 4
3RD FLOOR PLAN**



1:200

A303

TITLEBLOCK SIZE: 610 x 900

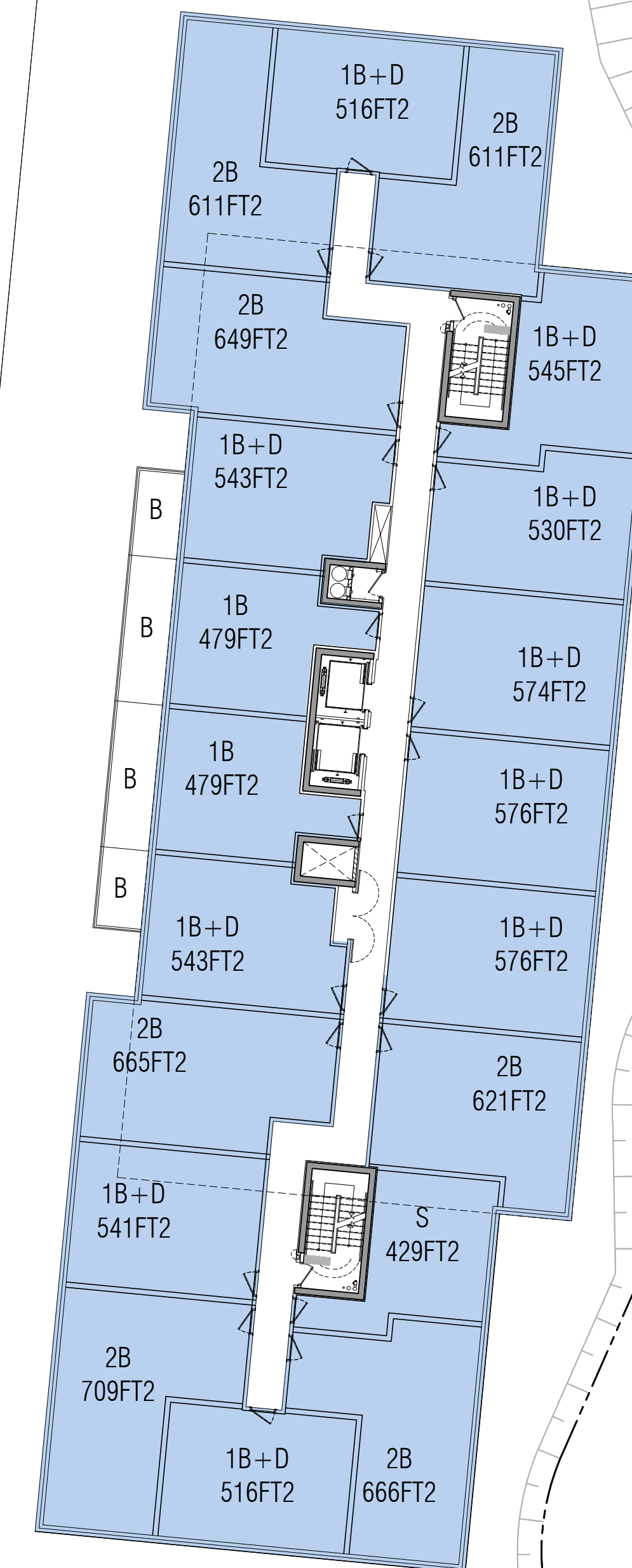
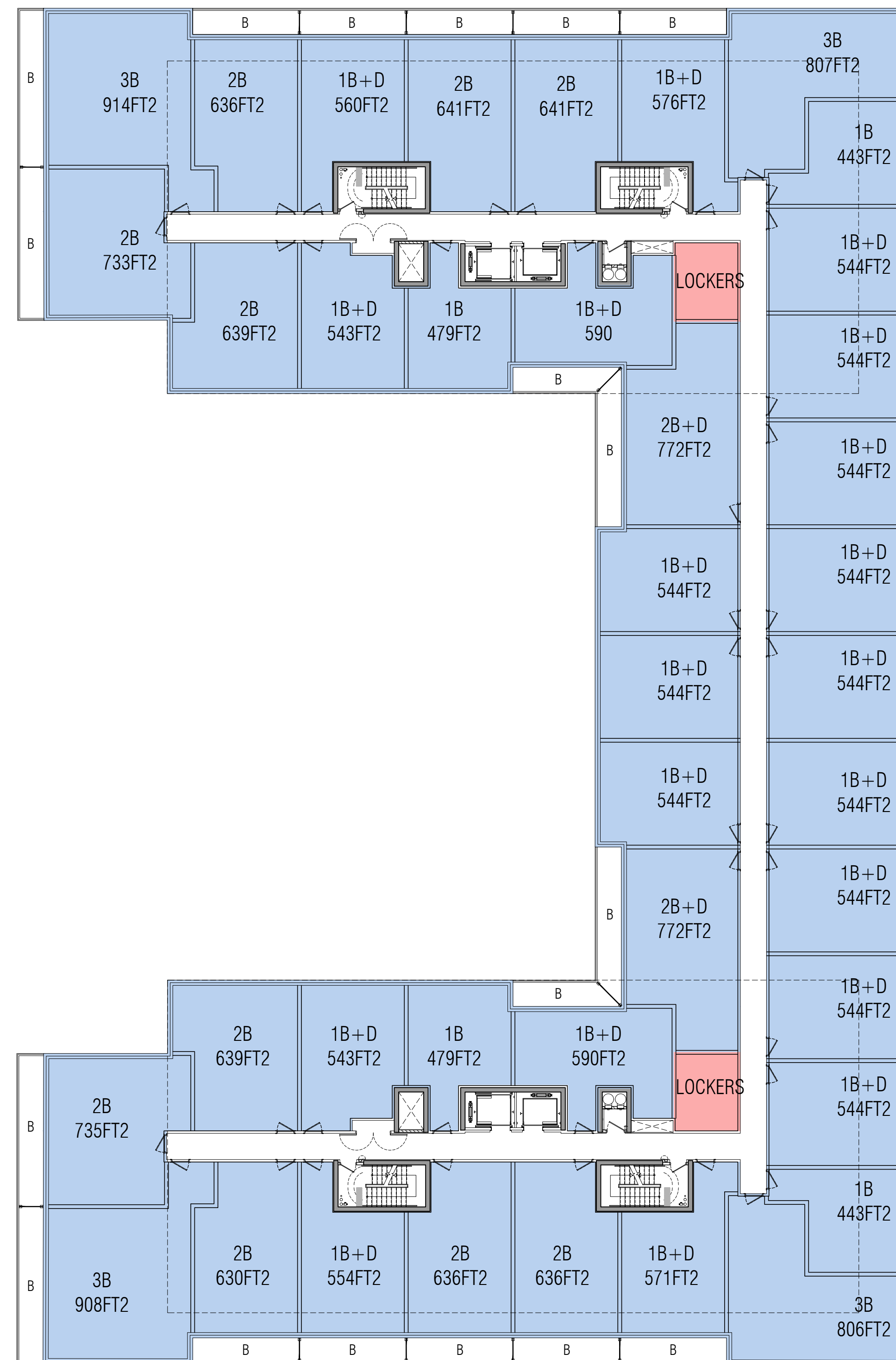
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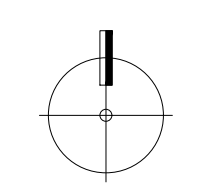
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3275 TRAFALGAR RD ONTARIO

PROJECT ARCHITECT: B.G.
 ASSISTANT DESIGNER: R.L.
 DRAWN BY: R.L.
 CHECKED BY:
 PLOT DATE: MAY.17.2023
 JOB #: 1975.22

**PARCEL 4
4TH FLOOR PLAN**

+ +



1:200 **A304**

TITLEBLOCK SIZE: 610 x 900

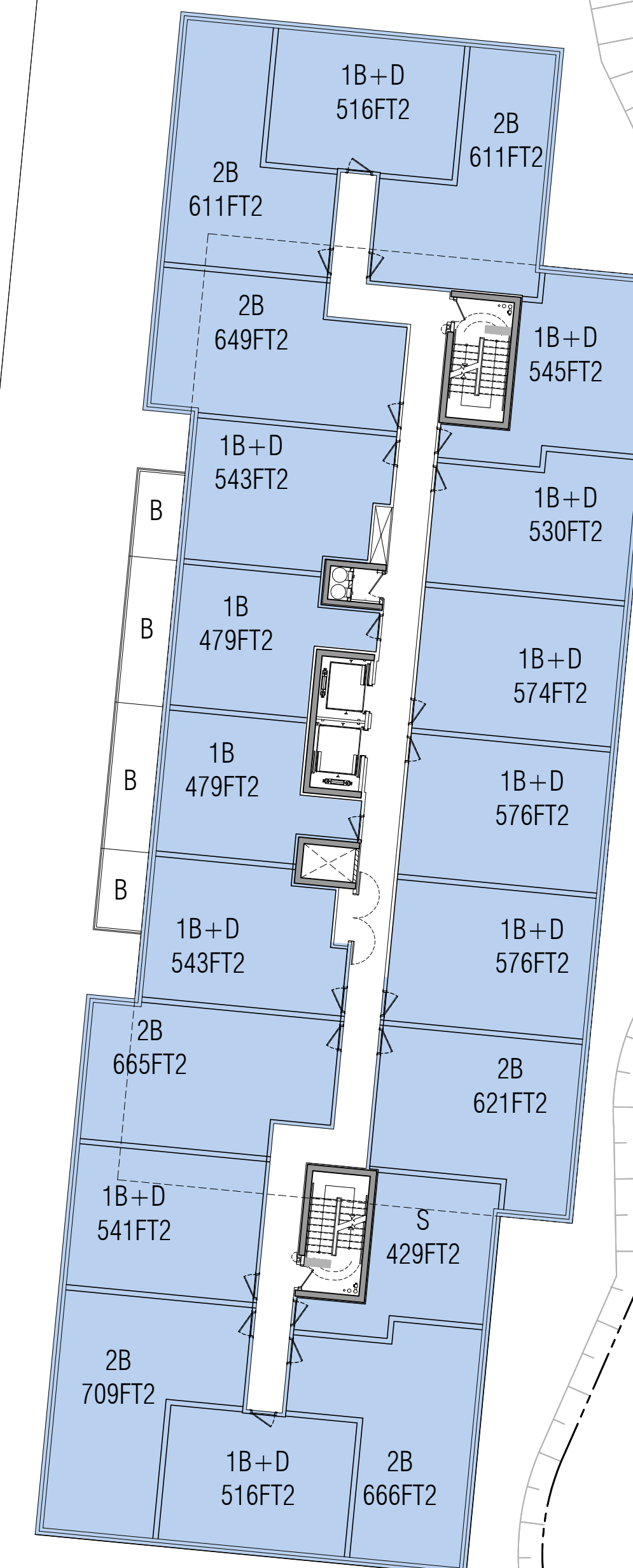
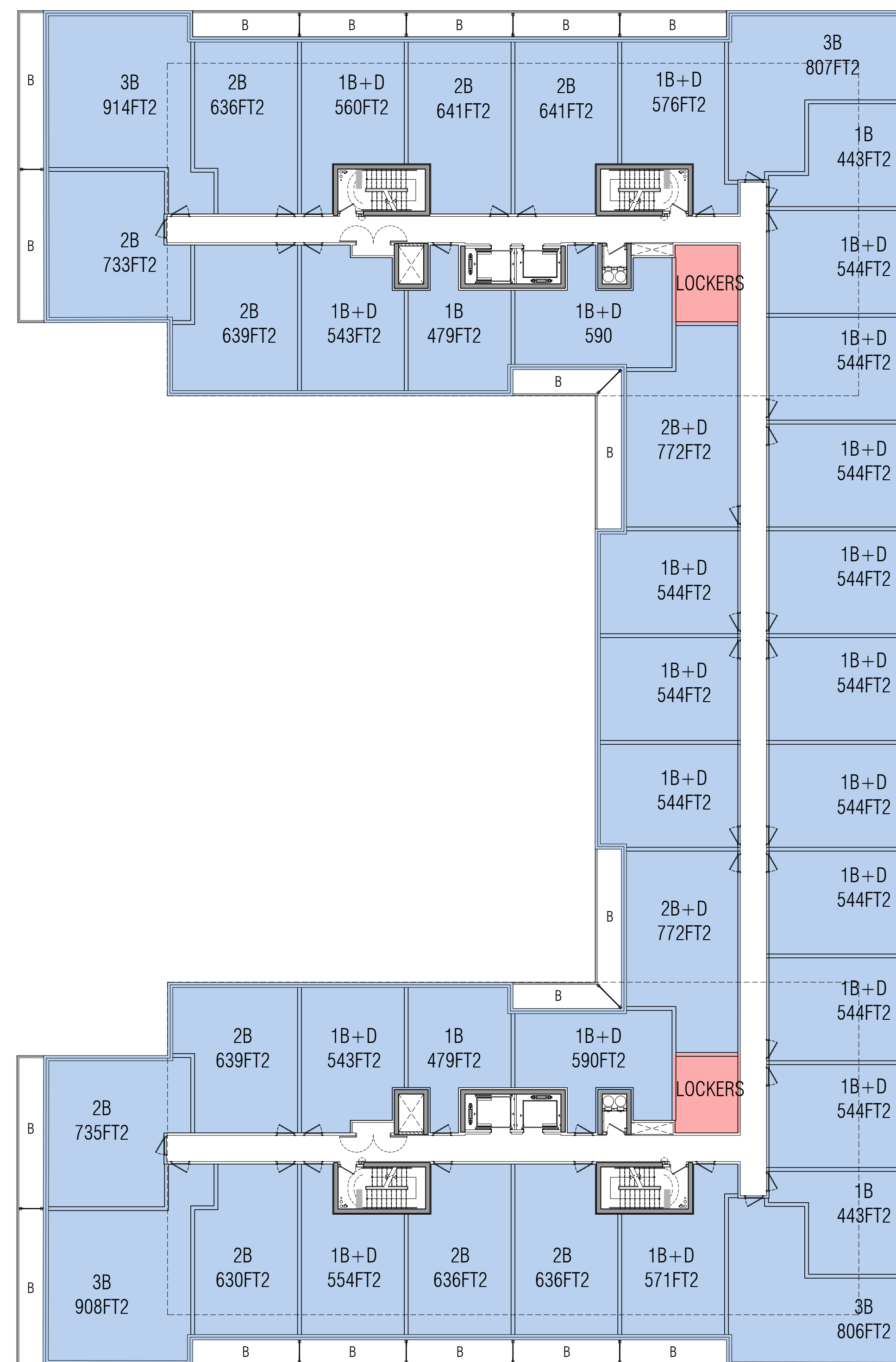
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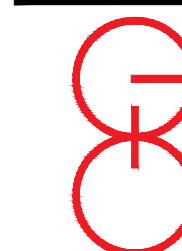
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ASSISTANT DESIGNER: R.L.

DRAWN BY: R.L.

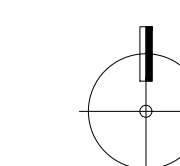
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PLOT DATE: MAY.17.2023

JOB #: 1975.22

PARCEL 4

5TH FLOOR PLAN



1:200

A305

TITLEBLOCK SIZE: 610 x 900

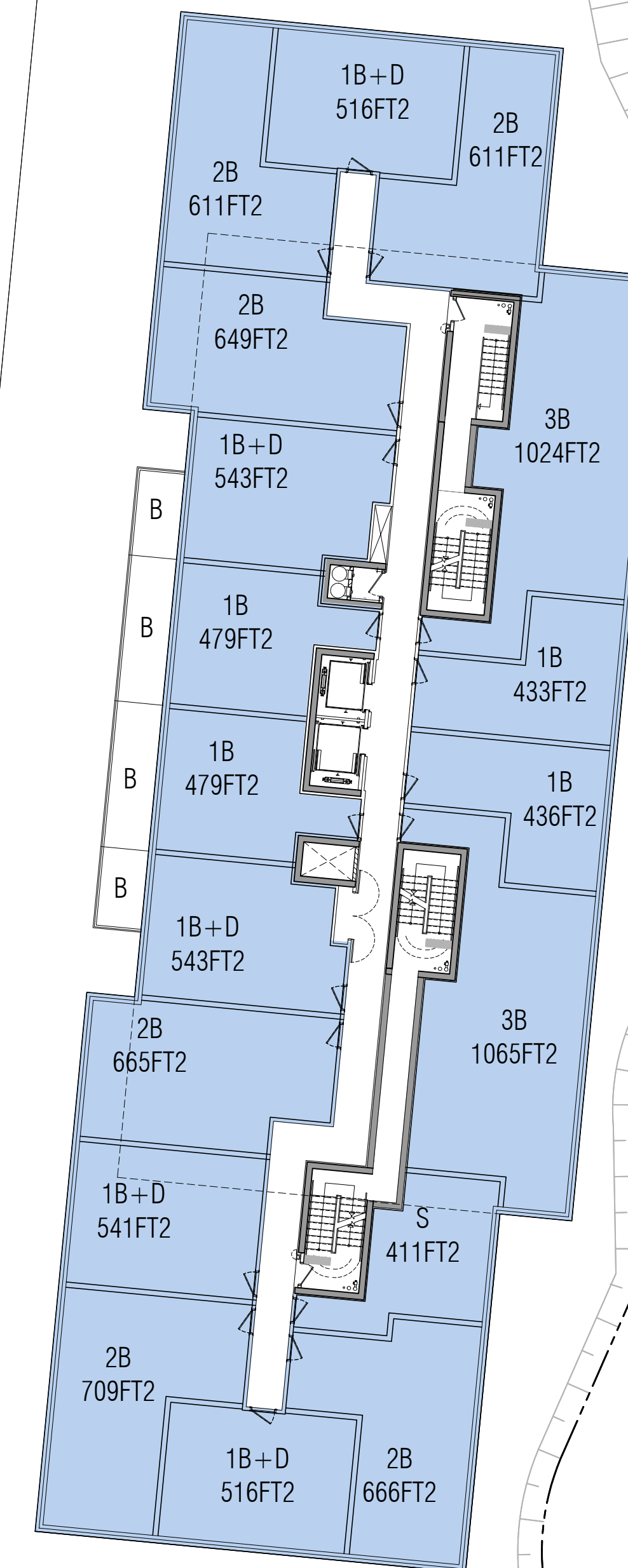
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ASSISTANT DESIGNER: R.L.

DRAWN BY: R.L.

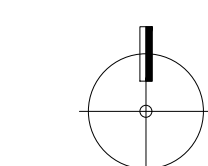
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PLOT DATE: MAY.17.2023

JOB #: 1975.22

PARCEL 4

6TH FLOOR PLAN



1:200

A306

TITLEBLOCK SIZE: 610 x 900

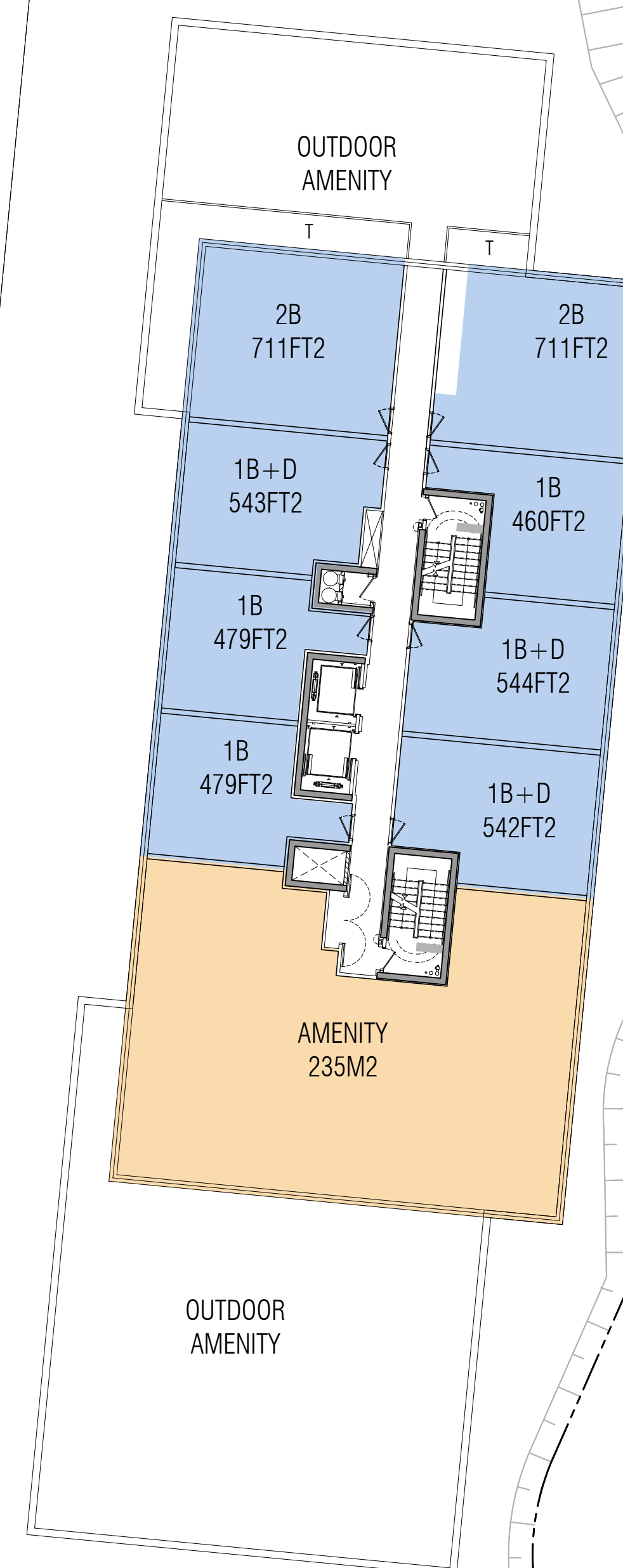
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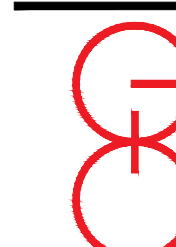
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ASSISTANT DESIGNER: R.L.

DRAWN BY: R.L.

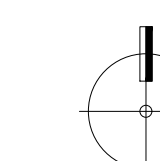
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PLOT DATE: MAY.17.2023

JOB #: 1975.22

PARCEL 4

7TH FLOOR PLAN



1:200

A307

TITLEBLOCK SIZE: 610 x 900

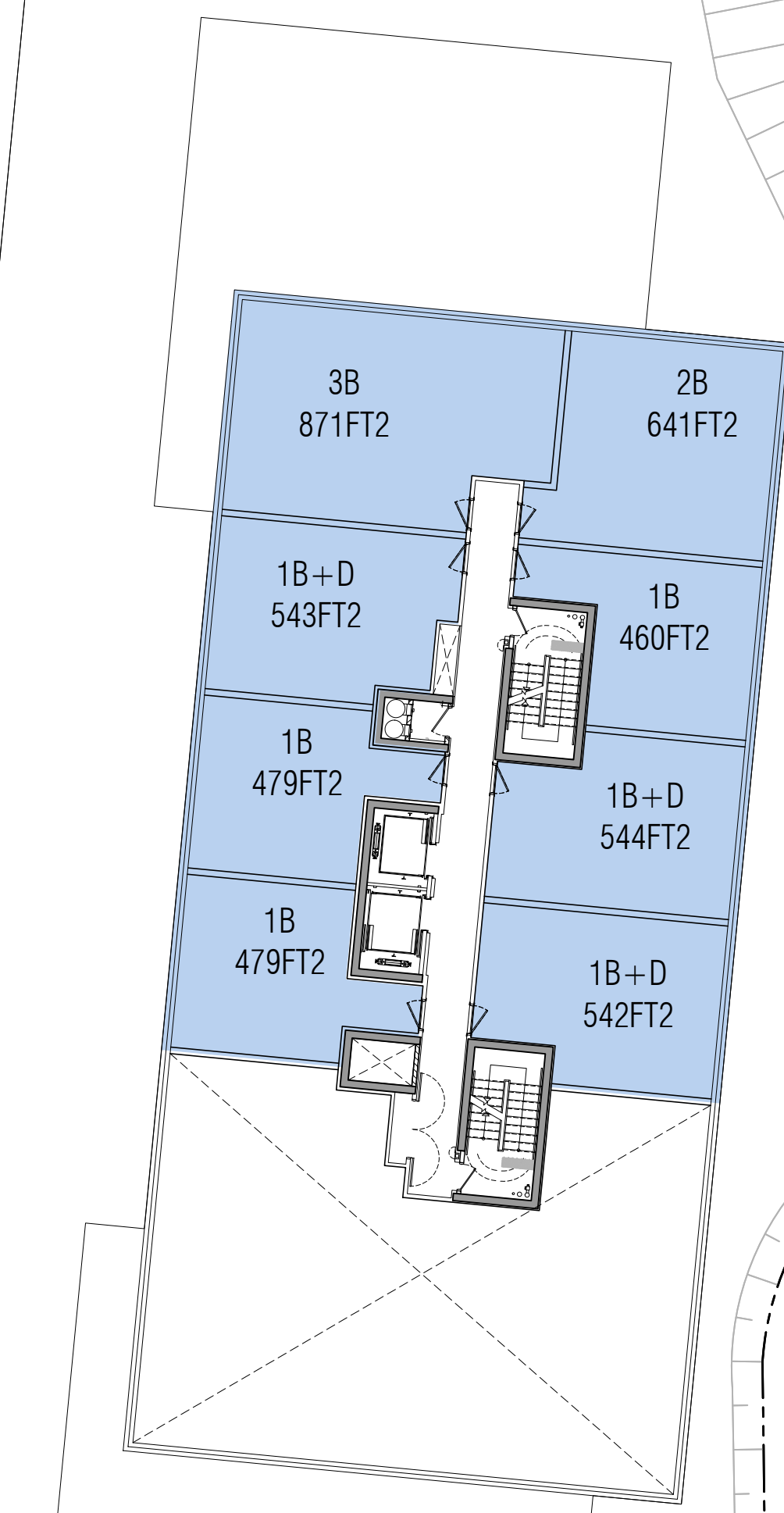
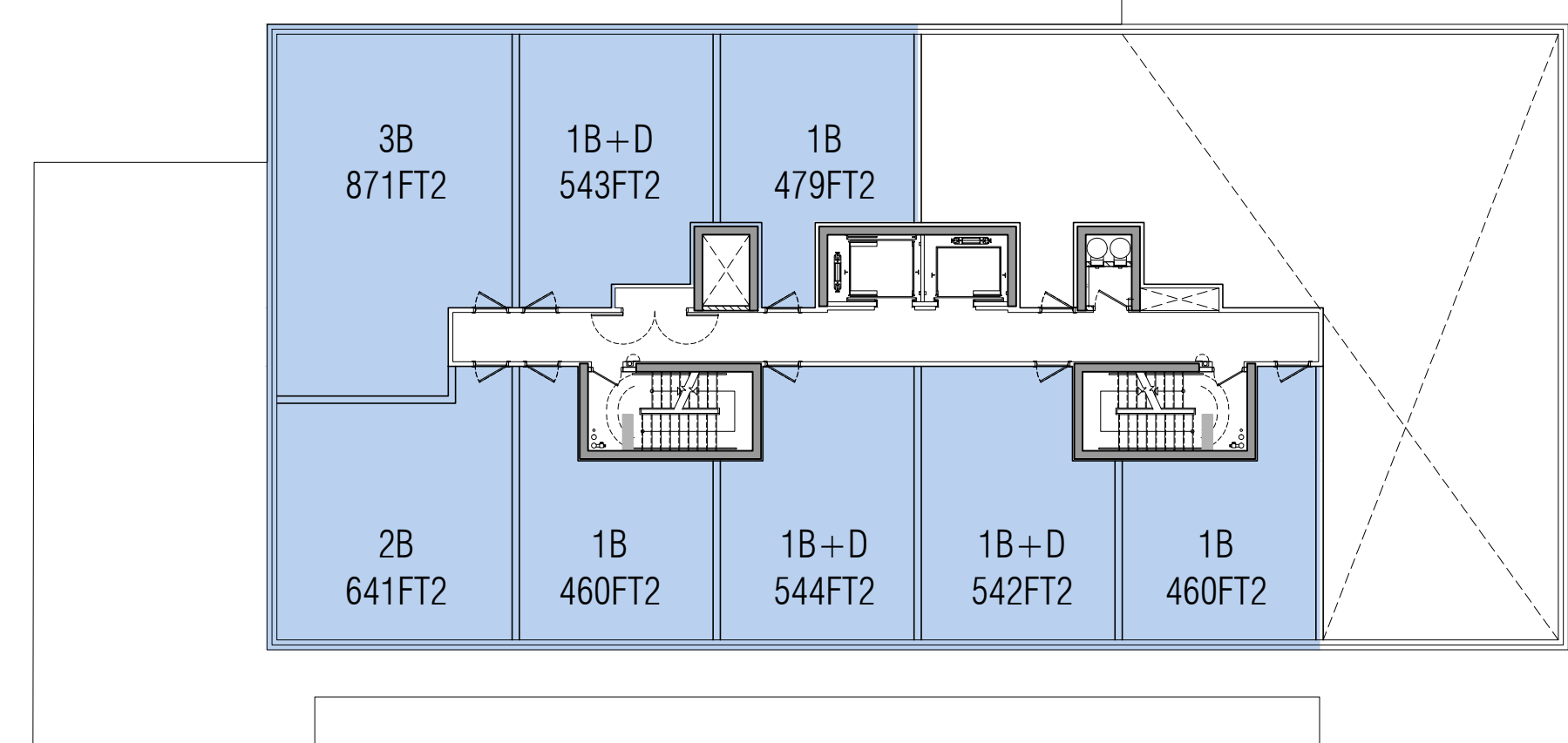
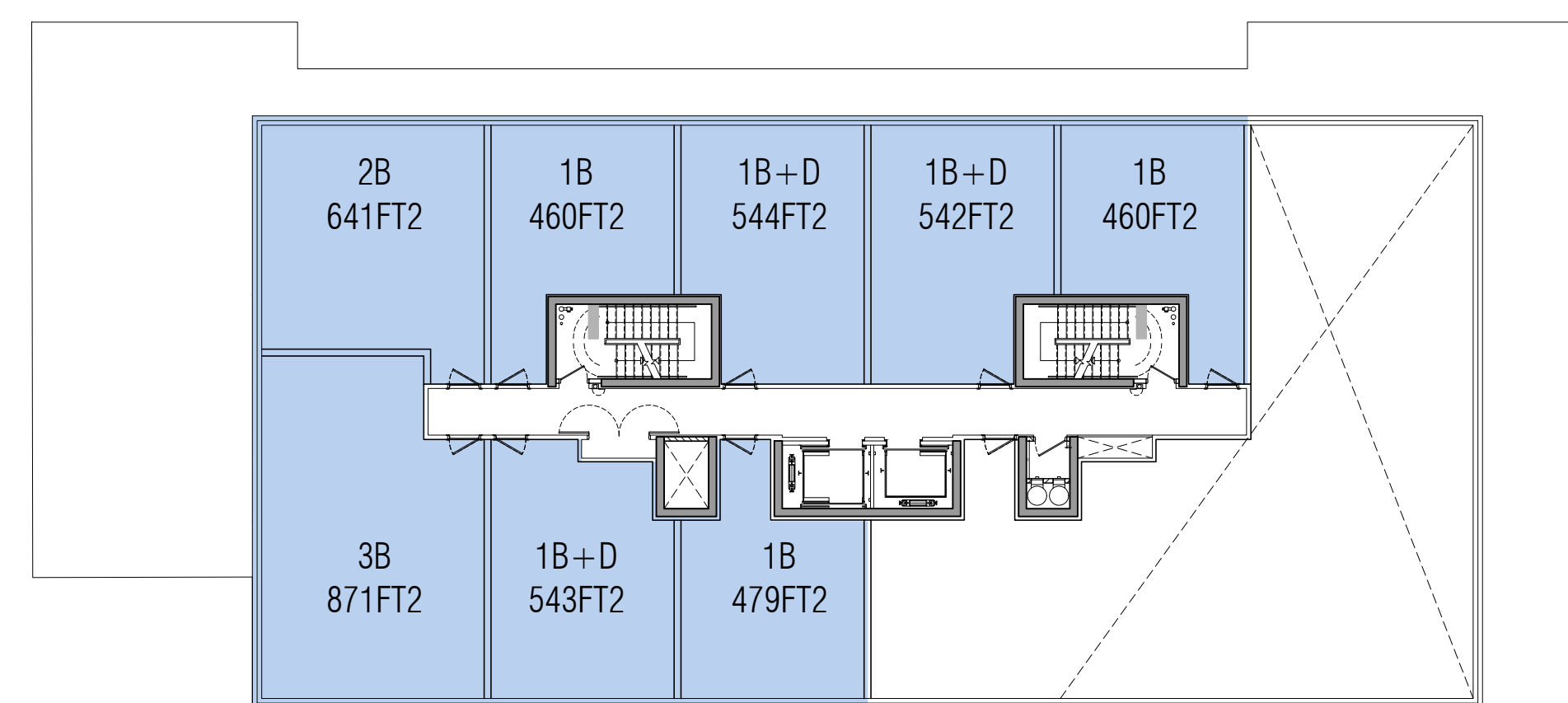
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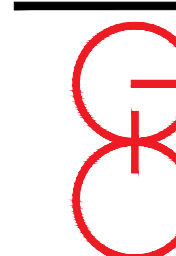
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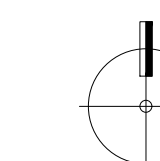
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PLOT DATE: MAY.17.2023

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PARCEL 4

8TH FLOOR PLAN



1:200

A308

TITLEBLOCK SIZE: 610 x 900

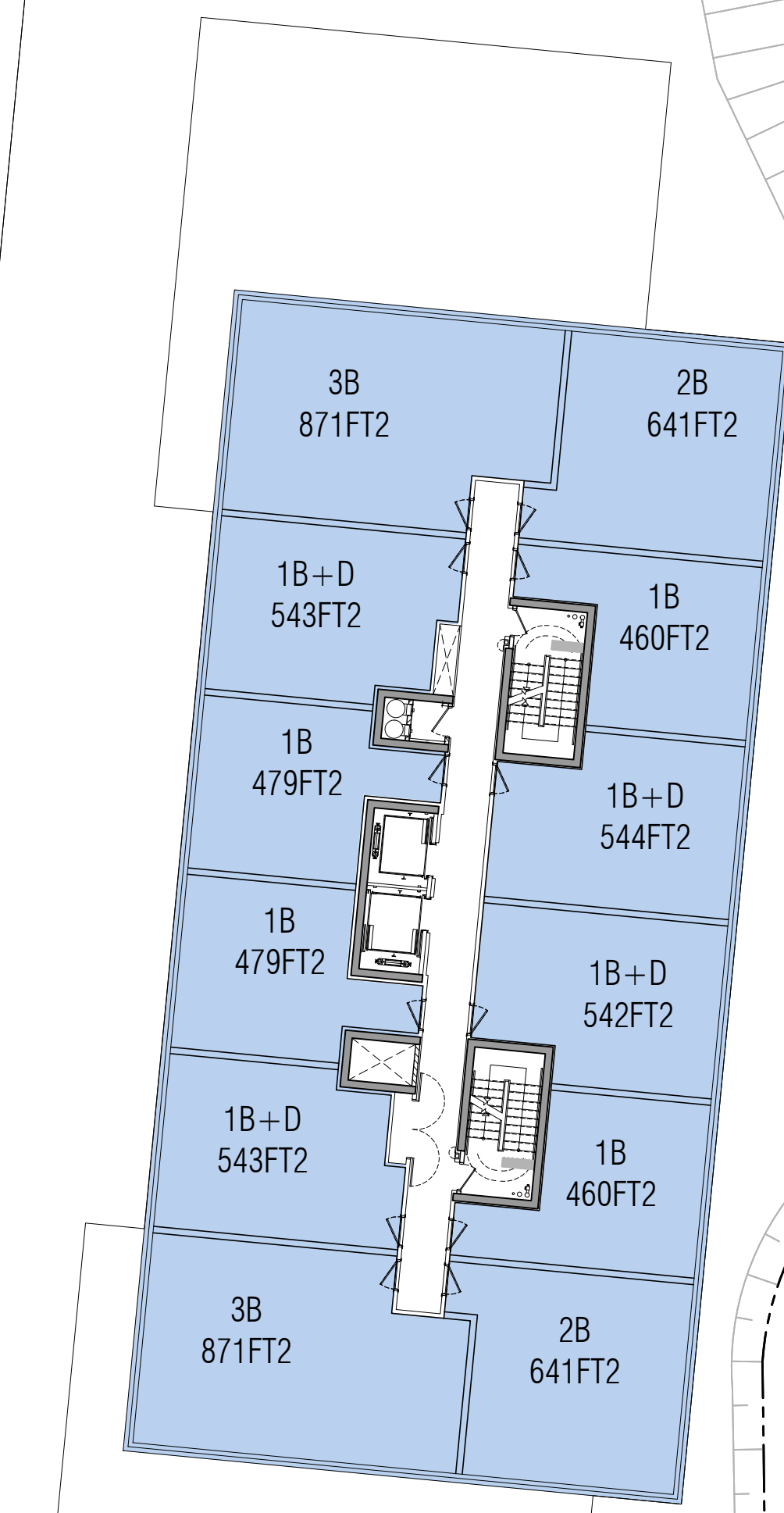
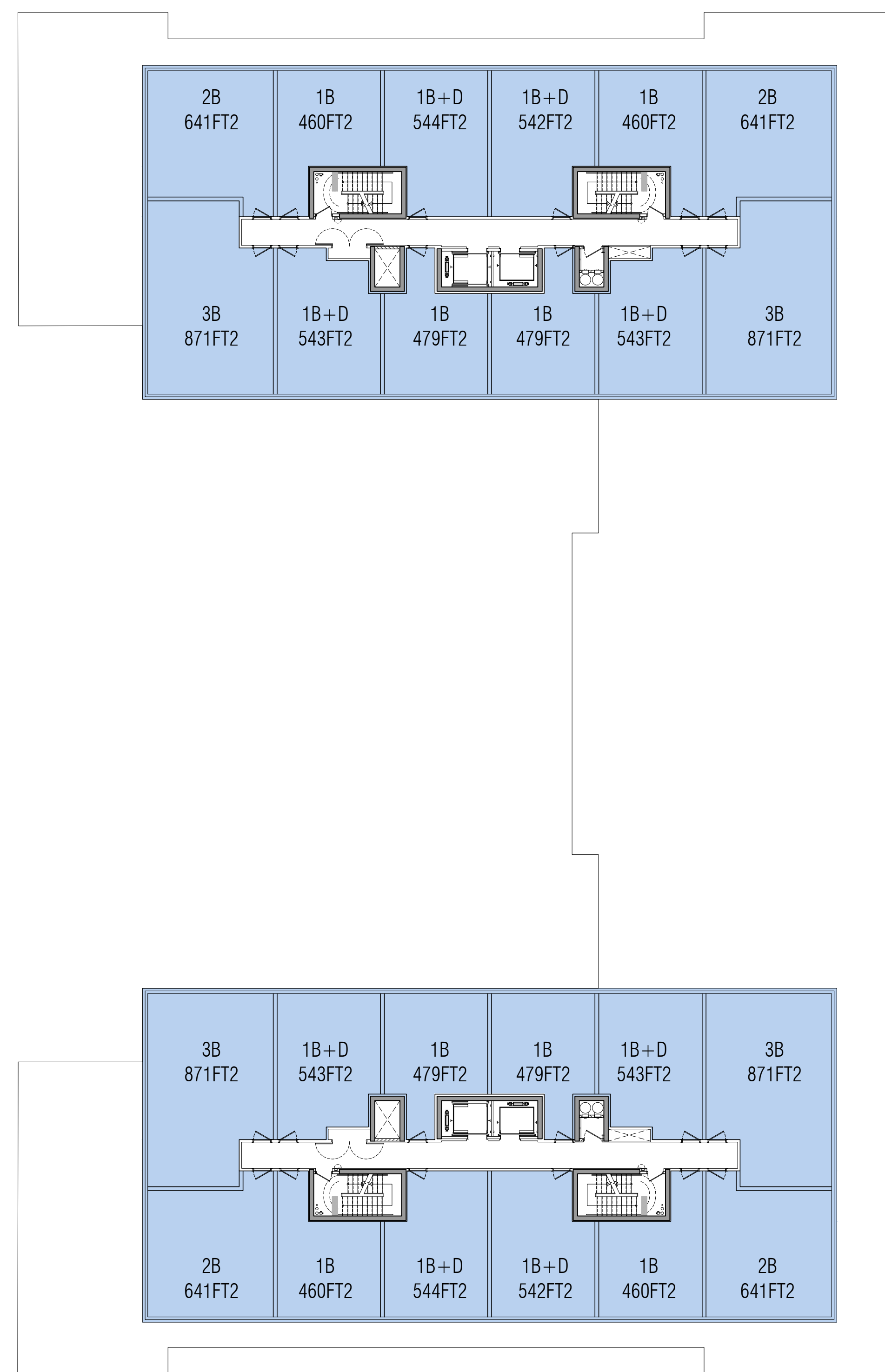
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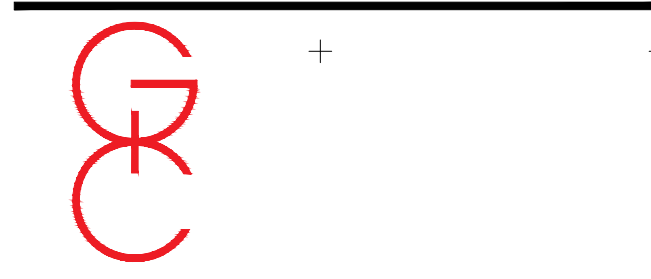
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 DRAWN BY: R.L.
 CHECKED BY:
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**PARCEL 4
TYP. FLOOR PLAN**



A309

TITLEBLOCK SIZE: 610 x 900



Appendix B Traffic Data and Calculations

3272 & 3301 Trafalgar Road

Environmental Noise Feasibility Study, Oakville, ON

3275 Trafalgar Limited Partnership

SLR Project No.: 241.30627.00000

August 4, 2023

Class/Volume Report Graph

HI-Star ID: 63329
 Street: REG. RD. #3 - NB
 State: ON
 City: Halton Region
 Area: btwn Dundas St & Burnhamthorpe

Begin: 2020-10-14 12:00 AM
 Lane: NB
 Oper: MD
 Posted: 80
 AADT Factor: 1

End: 2020-10-15 12:00 AM
 Hours: 24:00
 Period: 15
 Raw Count: 10909
 AADT Count: 10909

NC300 - Metres	0.0 to 4.9	5.0 to 8.4	8.5 to 9.9	10.0 to 12.5	13.0 to 15.5	16.0 to 18.5	19.0 to 22.4	22.5 >	Total
2020-10-14 [12:00 AM-12:15 AM]	27	13	12	0	0	1	0	0	26
2020-10-14 [12:15 AM-12:30 AM]	19	8	10	0	0	0	0	0	18
2020-10-14 [12:30 AM-12:45 AM]	10	6	2	0	0	0	1	1	10
2020-10-14 [12:45 AM-01:00 AM]	10	7	3	0	0	0	0	0	10
	66	34	27	0	0	1	0	1	64
2020-10-14 [01:00 AM-01:15 AM]	12	7	5	0	0	0	0	0	12
2020-10-14 [01:15 AM-01:30 AM]	17	7	9	0	1	0	0	0	17
2020-10-14 [01:30 AM-01:45 AM]	21	12	8	0	0	0	1	0	21
2020-10-14 [01:45 AM-02:00 AM]	13	3	8	0	0	0	2	0	13
	63	29	30	0	1	0	3	0	63
2020-10-14 [02:00 AM-02:15 AM]	6	2	4	0	0	0	0	0	6
2020-10-14 [02:15 AM-02:30 AM]	10	5	5	0	0	0	0	0	10
2020-10-14 [02:30 AM-02:45 AM]	10	4	3	0	0	1	0	1	9
2020-10-14 [02:45 AM-03:00 AM]	6	4	2	0	0	0	0	0	6
	32	15	14	0	0	1	0	1	31
2020-10-14 [03:00 AM-03:15 AM]	4	4	0	0	0	0	0	0	4
2020-10-14 [03:15 AM-03:30 AM]	2	0	2	0	0	0	0	0	2
2020-10-14 [03:30 AM-03:45 AM]	3	2	1	0	0	0	0	0	3
2020-10-14 [03:45 AM-04:00 AM]	3	0	3	0	0	0	0	0	3
	12	6	6	0	0	0	0	0	12
2020-10-14 [04:00 AM-04:15 AM]	4	2	1	0	0	0	1	0	4
2020-10-14 [04:15 AM-04:30 AM]	6	5	1	0	0	0	0	0	6
2020-10-14 [04:30 AM-04:45 AM]	14	8	5	0	0	0	1	0	14
2020-10-14 [04:45 AM-05:00 AM]	12	3	7	0	1	0	0	1	12
	36	18	14	0	1	0	2	1	36
2020-10-14 [05:00 AM-05:15 AM]	13	7	6	0	0	0	0	0	13
2020-10-14 [05:15 AM-05:30 AM]	23	9	8	3	0	1	2	0	23
2020-10-14 [05:30 AM-05:45 AM]	34	13	19	0	1	0	1	0	34
2020-10-14 [05:45 AM-06:00 AM]	39	11	25	1	0	1	1	0	39
	109	40	58	4	1	1	4	0	109
2020-10-14 [06:00 AM-06:15 AM]	64	27	29	0	2	0	5	0	63
2020-10-14 [06:15 AM-06:30 AM]	87	51	32	1	2	0	1	0	87
2020-10-14 [06:30 AM-06:45 AM]	116	67	46	1	1	0	0	0	115
2020-10-14 [06:45 AM-07:00 AM]	109	59	45	0	0	1	2	1	109
	376	204	152	2	5	1	8	1	374
2020-10-14 [07:00 AM-07:15 AM]	128	61	59	1	1	1	2	0	126
2020-10-14 [07:15 AM-07:30 AM]	148	80	64	2	1	0	1	0	148
2020-10-14 [07:30 AM-07:45 AM]	147	87	48	3	2	4	0	1	145
2020-10-14 [07:45 AM-08:00 AM]	165	92	60	3	6	1	1	0	164
	588	320	231	9	10	6	5	0	583
2020-10-14 [08:00 AM-08:15 AM]	145	77	57	3	5	1	0	0	143
2020-10-14 [08:15 AM-08:30 AM]	156	88	54	2	4	1	2	5	156
2020-10-14 [08:30 AM-08:45 AM]	150	80	62	4	3	0	1	0	150
2020-10-14 [08:45 AM-09:00 AM]	144	75	55	5	5	1	0	0	142
	595	320	228	14	17	3	6	0	591
2020-10-14 [09:00 AM-09:15 AM]	132	70	55	1	4	0	0	0	130
2020-10-14 [09:15 AM-09:30 AM]	111	53	53	2	1	0	1	0	110
2020-10-14 [09:30 AM-09:45 AM]	119	64	45	1	3	0	2	4	119
2020-10-14 [09:45 AM-10:00 AM]	126	69	46	1	6	1	2	0	125
	488	256	199	5	14	1	5	0	484
2020-10-14 [10:00 AM-10:15 AM]	112	46	49	5	5	1	5	0	111
2020-10-14 [10:15 AM-10:30 AM]	117	65	45	1	4	0	2	0	117
2020-10-14 [10:30 AM-10:45 AM]	127	68	43	8	4	0	1	2	127
2020-10-14 [10:45 AM-11:00 AM]	147	74	52	11	3	1	3	0	144
	503	253	189	25	16	2	9	1	499
2020-10-14 [11:00 AM-11:15 AM]	125	66	43	5	6	1	2	0	124
2020-10-14 [11:15 AM-11:30 AM]	143	83	49	3	3	1	3	0	143
2020-10-14 [11:30 AM-11:45 AM]	171	90	64	3	5	3	4	0	170
2020-10-14 [11:45 AM-12:00 PM]	146	63	70	2	5	0	1	3	145
	585	302	226	13	19	5	12	1	582
2020-10-14 [12:00 PM-12:15 PM]	174	85	75	4	4	2	2	1	174

Class/Volume Report Graph

HI-Star ID: 6332F
 Street: REG. RD. #3 - SB
 State: ON
 City: Halton Region
 Area: btwn Dundas St & Burnhamthorpe

Begin: 2020-10-14 12:00 AM
 Lane: SB
 Oper: MD
 Posted: 80
 AADT Factor: 1

End: 2020-10-15 12:00 AM
 Hours: 24:00
 Period: 15
 Raw Count: 10299
 AADT Count: 10299

NC300 - Metres	0.0 to 4.9	5.0 to 8.4	8.5 to 9.9	10.0 to 12.5	13.0 to 15.5	16.0 to 18.5	19.0 to 22.4	22.5 >	Total
2020-10-14 [12:00 AM-12:15 AM]	14	5	7	1	0	0	1	0	14
2020-10-14 [12:15 AM-12:30 AM]	7	3	3	0	0	1	0	0	7
2020-10-14 [12:30 AM-12:45 AM]	7	5	2	0	0	0	0	0	7
2020-10-14 [12:45 AM-01:00 AM]	11	3	5	0	1	2	0	0	11
	39	16	17	1	1	3	0	1	39
2020-10-14 [01:00 AM-01:15 AM]	5	3	0	0	0	0	2	0	5
2020-10-14 [01:15 AM-01:30 AM]	10	4	3	0	0	1	1	1	10
2020-10-14 [01:30 AM-01:45 AM]	7	4	3	0	0	0	0	0	7
2020-10-14 [01:45 AM-02:00 AM]	4	1	3	0	0	0	0	0	4
	26	12	9	0	0	1	0	3	26
2020-10-14 [02:00 AM-02:15 AM]	9	4	3	0	0	0	1	0	8
2020-10-14 [02:15 AM-02:30 AM]	8	2	4	0	1	0	1	0	8
2020-10-14 [02:30 AM-02:45 AM]	4	1	3	0	0	0	0	0	4
2020-10-14 [02:45 AM-03:00 AM]	4	1	3	0	0	0	0	0	4
	25	8	13	0	1	0	0	2	24
2020-10-14 [03:00 AM-03:15 AM]	2	1	1	0	0	0	0	0	2
2020-10-14 [03:15 AM-03:30 AM]	2	1	1	0	0	0	0	0	2
2020-10-14 [03:30 AM-03:45 AM]	8	2	5	0	0	0	1	0	8
2020-10-14 [03:45 AM-04:00 AM]	2	0	2	0	0	0	0	0	2
	14	4	9	0	0	0	0	1	14
2020-10-14 [04:00 AM-04:15 AM]	4	2	1	0	0	0	1	0	4
2020-10-14 [04:15 AM-04:30 AM]	8	5	3	0	0	0	0	0	8
2020-10-14 [04:30 AM-04:45 AM]	16	6	10	0	0	0	0	0	16
2020-10-14 [04:45 AM-05:00 AM]	16	5	8	0	1	0	0	2	16
	44	18	22	0	1	0	1	2	44
2020-10-14 [05:00 AM-05:15 AM]	29	13	14	1	0	0	1	0	29
2020-10-14 [05:15 AM-05:30 AM]	28	8	19	0	1	0	0	0	28
2020-10-14 [05:30 AM-05:45 AM]	67	26	37	1	1	0	1	0	66
2020-10-14 [05:45 AM-06:00 AM]	55	24	30	0	0	0	1	0	55
	179	71	100	2	2	0	1	2	178
2020-10-14 [06:00 AM-06:15 AM]	60	30	27	1	0	0	2	0	60
2020-10-14 [06:15 AM-06:30 AM]	92	37	50	0	1	1	0	3	92
2020-10-14 [06:30 AM-06:45 AM]	131	60	66	1	0	0	1	3	131
2020-10-14 [06:45 AM-07:00 AM]	184	100	77	2	3	0	0	1	183
	467	227	220	4	4	1	1	9	466
2020-10-14 [07:00 AM-07:15 AM]	132	64	57	2	1	5	1	2	132
2020-10-14 [07:15 AM-07:30 AM]	204	96	86	3	8	4	2	5	204
2020-10-14 [07:30 AM-07:45 AM]	187	83	85	4	10	3	1	1	187
2020-10-14 [07:45 AM-08:00 AM]	197	98	87	1	7	3	1	0	197
	720	341	315	10	26	15	5	8	720
2020-10-14 [08:00 AM-08:15 AM]	187	100	73	1	7	3	0	1	187
2020-10-14 [08:15 AM-08:30 AM]	163	70	79	4	2	2	0	3	162
2020-10-14 [08:30 AM-08:45 AM]	221	117	87	2	6	2	1	4	221
2020-10-14 [08:45 AM-09:00 AM]	190	98	76	5	6	1	0	3	189
	761	385	315	12	21	8	1	8	759
2020-10-14 [09:00 AM-09:15 AM]	173	80	88	2	2	0	1	0	173
2020-10-14 [09:15 AM-09:30 AM]	145	69	61	2	1	1	3	6	145
2020-10-14 [09:30 AM-09:45 AM]	145	68	68	3	3	1	1	1	145
2020-10-14 [09:45 AM-10:00 AM]	178	86	78	3	4	0	0	3	177
	641	303	295	10	10	2	5	10	640
2020-10-14 [10:00 AM-10:15 AM]	125	55	58	3	3	1	1	4	125
2020-10-14 [10:15 AM-10:30 AM]	101	50	44	1	4	0	0	1	101
2020-10-14 [10:30 AM-10:45 AM]	152	84	58	2	6	0	0	0	151
2020-10-14 [10:45 AM-11:00 AM]	171	78	74	3	7	2	0	4	171
	549	267	234	9	20	3	1	9	548
2020-10-14 [11:00 AM-11:15 AM]	137	64	59	4	5	0	0	3	137
2020-10-14 [11:15 AM-11:30 AM]	159	75	70	4	3	1	1	4	159
2020-10-14 [11:30 AM-11:45 AM]	148	76	64	4	1	0	0	2	148
2020-10-14 [11:45 AM-12:00 PM]	139	55	74	4	3	0	0	2	139
	583	270	267	16	12	1	1	11	583
2020-10-14 [12:00 PM-12:15 PM]	121	58	47	7	1	0	2	3	120

From: [Krusto, Matt](#)
To: [Jason Dorssers](#)
Cc: [Aaron Haniff](#); [Khan, Avesha](#)
Subject: RE: 3275 & 3301 Trafalgar Road, Oakville - Ultimate Traffic Data Request
Date: August 29, 2022 2:39:33 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)

Hi Jason,

Thanks for the email.

-Future ultimate volumes and lane assumptions for Trafalgar Road must be 55,000 AADT, 6 through lanes and 60 km/h posted speed.

-For the **truck percentages**, **existing** percentages must be used. These can be requested from our Road Operations group at trafficdatarequests@halton.ca

Hope this helps.

Matt

Matt Krusto
Supervisor, Transportation Development Review
Infrastructure Planning & Policy
Public Works
Halton Region
905-825-6000, ext. 7225 | 1-866-442-5866



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From: Jason Dorssers <jdorssers@slrconsulting.com>
Sent: August 29, 2022 1:30 PM
To: Krusto, Matt <Matt.Krusto@halton.ca>
Cc: Aaron Haniff <ahaniff@slrconsulting.com>
Subject: 3275 & 3301 Trafalgar Road, Oakville - Ultimate Traffic Data Request

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Good afternoon Matt,

My client is looking to develop a set of properties at 3275 & 3301 Trafalgar Road, Oakville.

I require ultimate traffic data for Trafalgar Road for the purposes of an environmental noise study.

Thank you kindly,
Jason



Jason Dorssers, B.Eng.

Acoustics Consultant

D +1 226 706 8080 Ext. 229

O [+1 226 706 8080](tel:+12267068080)

C [519-362-0958](tel:5193620958)

E jdorssers@slrconsulting.com

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ORNAMENT - Sound Power Emissions & Source Heights

Ontario Road Noise Analysis Method for Environment and Transportation

Road Segment ID	Roadway Name	Link Description	Speed (kph)	Period (h)	Total Traffic Volumes	Auto %	Med %	Hvy %	Auto	Med	Heavy	Road Gradient (%)	Cadna/A Ground Absorption G	PWL (dBA)	Source Height, s (m)
trafE_avg	Trafalgar Road - Eastbound	Daytime Impacts	60	16	24750	94.4%	2.9%	2.7%	23364	718	668	0	0.00	85.5	1.3
trafE_avg	Trafalgar Road - Eastbound	Nighttime Impacts	60	8	2750	94.4%	2.9%	2.7%	2596	80	74	0	0.00	79.0	1.3
trafW_avg	Trafalgar Road - Westbound	Daytime Impacts	60	16	24750	94.4%	3.3%	2.3%	23364	817	569	0	0.00	85.3	1.2
trafW_avg	Trafalgar Road - Westbound	Nighttime Impacts	60	8	2750	94.4%	3.3%	2.3%	2596	91	63	0	0.00	78.8	1.2

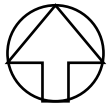


Cadna/A: 70.4 dBA
 STAMSON: 70.5 dBA

25.8m

34.5m

3275 TRAFALGAR LIMITED PARTNERSHIP
3272 & 3301 TRAFALGAR ROAD, OAKVILLE, ON
STAMSON, CADNA/A VALIDATION

True North 	Scale: 1: 750	METRES
	Date: June 2023	Rev 0.0
	Project No. 241.30627.00000	
	Figure No.	B1



Filename: trafalg.te Time Period: 16 hours
Description: 1st Floor Receptor - Trafalgar

Road data, segment # 1: Trafalgar NB

Car traffic volume : 23364 veh/TimePeriod
Medium truck volume : 718 veh/TimePeriod
Heavy truck volume : 668 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Trafalgar NB

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 25.80 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↑

Road data, segment # 2: Trafalgar SB

Car traffic volume : 23364 veh/TimePeriod
Medium truck volume : 718 veh/TimePeriod
Heavy truck volume : 668 veh/TimePeriod
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: Trafalgar SB

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 34.45 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↑

Results segment # 1: Trafalgar NB

Source height = 1.28 m

ROAD (0.00 + 68.11 + 0.00) = 68.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.47	0.00	-2.36	0.00	0.00	0.00	0.00	68.11

Segment Leq : 68.11 dBA

↑
Results segment # 2: Trafalgar SB

Source height = 1.28 m

ROAD (0.00 + 66.86 + 0.00) = 66.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	70.47	0.00	-3.61	0.00	0.00	0.00	0.00	66.86

Segment Leq : 66.86 dBA

Total Leq All Segments: 70.54 dBA

↑

TOTAL Leq FROM ALL SOURCES: 70.54

↑
↑



Appendix C Warning Clause Text

3272 & 3301 Trafalgar Road

Environmental Noise Feasibility Study, Oakville, ON

3275 Trafalgar Limited Partnership

SLR Project No.: 241.30627.00000

August 4, 2023

Appendix C Warning Clause Text

Type C Warning Clause

“This dwelling unit has been designed with the provision for adding central air conditioning at the occupant’s discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment.”

Type D Warning Clause

“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.”





Appendix D BPN-56 Calculations

3272 & 3301 Trafalgar Road

Environmental Noise Feasibility Study, Oakville, ON

3275 Trafalgar Limited Partnership

SLR Project No.: 241.30627.00000

August 4, 2023

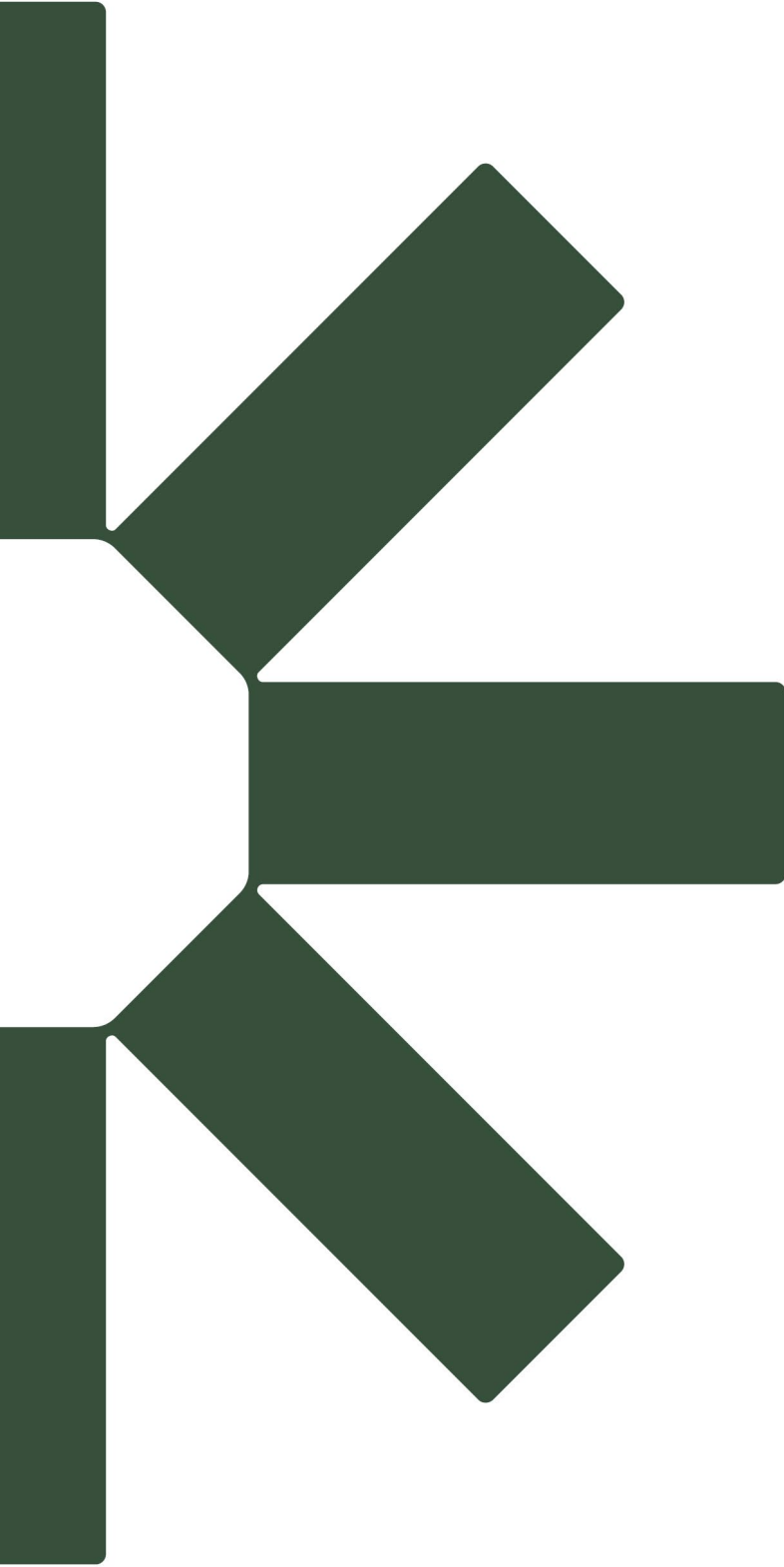
BPN 56 Calculation Procedure - Required Glazing STC Rating (Fixed Veneer) BEDROOMS 3275 Trafalgar Road, Oakville

Table with columns: Receptor ID, Source Description, Sound Levels (Façade, Required Indoor), Room / Façade Inputs (Glazing, Exposed Wall, Room Depth, Room Absorption), Source Inputs (Incident Sound, Angle Correction, Spectrum type), Veneer - Component 1 (Assumed Veneer, Component Category), Glazing - Component 2 (Component Category), and Required Glazing (STC). The table lists 100 building receptors and their corresponding glazing requirements.

DAYTIME

Main data table containing 100 rows of receptor information, including source descriptions, sound levels, room inputs, source inputs, veneer components, glazing components, and required STC ratings.

Building H - 15 - West	Roadways, Night-time	48	40	50%	2.9	3.0	3.0	Intermediate	0 - 90	0	D. mixed road traffic, distant aircraft	45	D. sealed thick window, or exterior wall, or roof/ceiling	C. sealed thin window, or operable thick window	13
Building I - 1 - North	Roadways, Night-time	35	40	50%	2.9	3.0	3.0	Intermediate	0 - 90	0	D. mixed road traffic, distant aircraft	45	D. sealed thick window, or exterior wall, or roof/ceiling	C. sealed thin window, or operable thick window	0
Building I - 1 - East	Roadways, Night-time	31	40	50%	2.9	3.0	3.0	Intermediate	0 - 90	0	D. mixed road traffic, distant aircraft	45	D. sealed thick window, or exterior wall, or roof/ceiling	C. sealed thin window, or operable thick window	-4
Building I - 1 - South	Roadways, Night-time	48	40	50%	2.9	3.0	3.0	Intermediate	0 - 90	0	D. mixed road traffic, distant aircraft	45	D. sealed thick window, or exterior wall, or roof/ceiling	C. sealed thin window, or operable thick window	13
Building I - 1 - West	Roadways, Night-time	48	40	50%	2.9	3.0	3.0	Intermediate	0 - 90	0	D. mixed road traffic, distant aircraft	45	D. sealed thick window, or exterior wall, or roof/ceiling	C. sealed thin window, or operable thick window	13
Building I - 6 - North	Roadways, Night-time	37	40	50%	2.9	3.0	3.0	Intermediate	0 - 90	0	D. mixed road traffic, distant aircraft	45	D. sealed thick window, or exterior wall, or roof/ceiling	C. sealed thin window, or operable thick window	2
Building I - 6 - East	Roadways, Night-time	31	40	50%	2.9	3.0	3.0	Intermediate	0 - 90	0	D. mixed road traffic, distant aircraft	45	D. sealed thick window, or exterior wall, or roof/ceiling	C. sealed thin window, or operable thick window	-4
Building I - 6 - South	Roadways, Night-time	49	40	50%	2.9	3.0	3.0	Intermediate	0 - 90	0	D. mixed road traffic, distant aircraft	45	D. sealed thick window, or exterior wall, or roof/ceiling	C. sealed thin window, or operable thick window	14
Building I - 6 - West	Roadways, Night-time	49	40	50%	2.9	3.0	3.0	Intermediate	0 - 90	0	D. mixed road traffic, distant aircraft	45	D. sealed thick window, or exterior wall, or roof/ceiling	C. sealed thin window, or operable thick window	14
Building I - 12 - North	Roadways, Night-time	33	40	50%	2.9	3.0	3.0	Intermediate	0 - 90	0	D. mixed road traffic, distant aircraft	45	D. sealed thick window, or exterior wall, or roof/ceiling	C. sealed thin window, or operable thick window	-2
Building I - 12 - East	Roadways, Night-time	39	40	50%	2.9	3.0	3.0	Intermediate	0 - 90	0	D. mixed road traffic, distant aircraft	45	D. sealed thick window, or exterior wall, or roof/ceiling	C. sealed thin window, or operable thick window	4
Building I - 12 - South	Roadways, Night-time	46	40	50%	2.9	3.0	3.0	Intermediate	0 - 90	0	D. mixed road traffic, distant aircraft	45	D. sealed thick window, or exterior wall, or roof/ceiling	C. sealed thin window, or operable thick window	11
Building I - 12 - West	Roadways, Night-time	47	40	50%	2.9	3.0	3.0	Intermediate	0 - 90	0	D. mixed road traffic, distant aircraft	45	D. sealed thick window, or exterior wall, or roof/ceiling	C. sealed thin window, or operable thick window	12



Making Sustainability Happen