NOISE IMPACT STUDY

Response to Comments on 1st Submission

Proposed Housing Development,
6301 Campeau Drive
Kanata (Ottawa), ON

May 2021

Prepared for
Bayview Hospitality Holdings Ltd.

c/o
Momentum Planning and Communications

TRANS-PLAN
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May 6, 2021

Bayview Hospitality Holdings Ltd.
108 Chestnut Street
Toronto, ON M5G 1R3

Re: Proposed Residential Development, 6301 Campeau Drive, Kanata (Ottawa), ON – Noise Consulting Services

TRANS-PLAN is pleased to submit this Noise Impact Study support of the proposed housing development to be located at 6301 Campeau Drive, Kanata, ON. The proposed development consists of two parcels, including 184 units of townhouses and three 10-storey apartment buildings with 614 units and a total GFA of 430.6 m^2 ground floor commercial. The top units of each townhouse block have rooftop patios and there are also outdoor amenity spaces on the south side of building B in Parcel 1 and the north side of Building C in Parcel 2.

The sound levels from transportation sources in the vicinity of the site (Campeau Drive, Kanata Avenue, Cordillera Street, Canadian Shield Avenue and Highway 417 (the Queensway)) were predicted and assessed against the applicable Ministry of the Environment, Conservation and Parks (MECP) noise guidelines. No stationary sources were existing or planned to be in the vicinity of the site.

The following mitigation measures are required to ensure the applicable MECP noise guideline requirements can be met and a suitable acoustic environment can be provided for the dwelling occupants:

- Mandatory central air conditioning for Buildings A, B and C,
- Upgraded wall (STC 54) and window (STC 33) construction for Building C,
- Upgraded wall (STC 54) and window (STC 31) construction for Buildings A and B,
- Provision for air conditioning for Townhouse Blocks 1 to 7 inclusive and Block 9,
- 1.1 m parapet walls to act as sound barriers for all townhouse block rooftop patios,
- Warning clauses included on the occupancy agreements.

With the appropriate design and recommendations outlined in this report, the proposed residential development is considered feasible.

Sincerely,

Anil Seegobin, P.Eng.

Partner, Engineer

Joseph Doran

Transportation & Acoustics E.I.T.

Trans-Plan Transportation Inc.
Transportation Consultants

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1. INTRODUCTION

Trans-Plan was retained by Bayview Hospitality Holdings Ltd. to complete a Noise Impact Study for the proposed mixed use development located at 6301 Campeau Drive in the Kanata suburb of the City of Ottawa as part of the Site Plan Application for the City of Ottawa.

The Noise Impact Study includes the following:

- Review and assessment of the future sound level from nearby transportation sources and their anticipated traffic growth,
- Review and assessment of any stationary sources currently operating in the vicinity of the site and any planned facilities likely to impact the site in the future.
- Necessary mitigation in order to meet the requirements of the Ministry of the Environment, Conservation and Parks (MECP) and the City of Ottawa (the City).

2. RESPONSE TO COMMENTS ON 1ST SUBMISSION

A Noise Impact Assessment report prepared by Trans-Plan was submitted in December 2, 2021. This response to comments has been conducted to address the comments on the 1st submission, received from the City of Ottawa, Transportation Engineering Services and Development Review, dated March 11, 2021. The comments and our responses are summarized below:

Transportation Comments (Paudel, Neeti neeti.paudel@ottawa.ca)

Comment 1: Please provide a scale plan identifying location of noise sources, receptor locations distance and angles between receptors.

Response: After confirmed with the City Staff, a scaled site plan noting the sources and receptors is provided in Figure 4.

Comment 2: Section 7.3- Table 5 does not match the wording of the paragraph below the table. Please correct. 0.7m height is required to meet the 60 dBA sound level.

Response: The wording has been corrected to match the table.

Comment 3: Local roads are not assessed in the noise study. Confirm if this changes the results.

Response: Although local roads are not required to be accessed, assessing the local roads will not change any results for the development.

3. SITE LOCATION

The site is located at 6301 Campeau Drive on the south side of Campeau Drive, west of Cordillera Street and is currently vacant. The site is bounded by:

- Campeau Drive with single family residential dwellings and the Kanata Golf and Country Club beyond to the north,
- Cordillera Street with condominium and hotel residences beyond to the east,
- Vacant forested land with Kanata Avenue and commercial buildings beyond to the south, and,

- Forest Hill Retirement residences, some condominium buildings and forested land beyond to the west.

The Key Plan is provided as Figure 1.

4. PROPOSED DEVELOPMENT

The proposed development, according to the site plan prepared by Fabiani Architect Ltd. is split into two parcels. Parcel 1 to the west has five stacked and back to back townhouse blocks containing a total of 104 units and two 10-storey buildings comprising 174 units each and connected by a single storey lobby and amenity building. Parcel 2 to the east has four stacked and back to back townhouse blocks containing a total of 80 units and one 10-storey building containing 266 units, a ground floor amenity space and 430.6 m^2 of commercial space. The top units of each townhouse block have rooftop patios and there are also outdoor amenity spaces on the south side of building B in Parcel 1 and the north side of Building C in Parcel 2. Parking is provided in surface lots and underground parking levels.

The Site Plans for each parcel are provided as Figure 2 and Figure 3. Additional drawings of the floor layouts and elevations are included in Appendix A.

5. NOISE SOURCES

5.1 Transportation Sources

The major transportation noise sources in the vicinity of the site include road traffic on Campeau Drive, Cordillera Street, Canadian Shield Avenue, Kanata Avenue and Highway 417 (the Queensway).

5.1.1 Road Traffic Sources

Campeau Drive and Kanata Avenue are both 2 lane urban arterial roads, Canadian Shield Avenue is a 2 lane urban collector road and Cordillera Street is a local road, all of which are under the jurisdiction of the City of Ottawa. Ultimate road traffic data was taken from the City of Ottawa Environmental Noise Control Guidelines for all roads except Cordillera Street for which turning movement count data, collected by Trans-Plan for the Traffic Impact Assessment, was used. Volume data for Cordillera Street were projected to the year 2030.

Highway 417 (the Queensway) is a 400 series highway under the jurisdiction of the Ministry of Transport for Ontario. Again, ultimate road traffic data was taken from the City of Ottawa Environmental Noise Control Guidelines.

Traffic volumes on other nearby roadways are anticipated to be minor and are not considered further in our analysis. Table 1 below summarizes the traffic data with the raw data included in Appendix B.

Table 1 – Road Traffic Data

Roadway	AADT[1]	Year	No. of Lanes	% Trucks		Posted Speed Limit (km/h)	Day/Night Split	% Grade
				Medium	Heavy			
Campeau Drive	15000	Ultimate	2	7	5	50	92% / 8%	0
Canadian Shield Avenue	8000	Ultimate	2	7	5	40	92% / 8%	0
Cordillera Street	1000	2020	2	7	5	40	92% / 8%	2
Kanata Avenue	15000	Ultimate	2	7	5	40	92% / 8%	0
Highway 417	146664[2]	Ultimate	8	7	5	100	92% / 8%	0

Notes: 1. Annual Average Daily Traffic – Sourced from City of Ottawa Environmental Noise Control Guidelines except for Cordillera Street

2. Split into two sources, 4 lanes eastbound and 4 lanes westbound

5.2 Stationary Sources

There are no existing commercial or industrial land uses in the vicinity of the site, confirmed during a site visit on 22 September, 2020.

A review of the City's current development applications shows only residential single-family dwellings or townhouse developments planned in the vicinity of the site.

6. NOISE CRITERIA

6.1 Ministry of the Environment, Conservation and Parks

Noise criteria for the stationary and transportation sources are outlined within the MECP publication NPC-300 "Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning. The applicable criteria for this project are summarized in Table 2 with more information available in Appendix B. These criteria are the normally allowable maximum limits, beyond which mitigation or control measures are required. These measures take the form of ventilation requirements, building component construction, and/or sound barriers. A complete summary of the MECP noise guidelines is included in Appendix C.

Table 2 – Applicable Noise Criteria Summary

Point of Reception	Time Period[1]	L_{eq} (dBA) from Road Sources	Control Measures
Plane of Window	Day	>65	Central Air Conditioning Mandatory
		55 - 65	Provision for installation of Air Conditioning at occupant's discretion
	Night	>60	Central Air Conditioning Mandatory
		50 - 60	Provision for installation of Air Conditioning at occupant's discretion
Indoor Living Areas	Day	45	Building Construction / Architectural Design
	Night	45	
Indoor Sleeping Quarters	Day	45	
	Night	40	
Outdoor Living Area	Day	55[2]	Sound Barrier

Notes: 1. 16-hour Daytime Period runs from 07:00 – 23:00. 8-hour Nighttime Period runs from 23:00 – 07:00.
2. Up to 5dB excess above the criteria is allowed if noise control measures are not feasible for technical, economic or administrative reasons with appropriate Warning Clauses included.

6.2 City of Ottawa

The City of Ottawa defers to the MECP guidelines for noise impact analysis.

7. NOISE IMPACT ASSESSMENT

The daytime and nighttime equivalent sound energy levels ($L_{eq\ Day}$ – 16-hour energy equivalent continuous sound level and $L_{eq\ Night}$ – 8-hour energy equivalent continuous sound level) were predicted using STAMSON 5.04, the computerized road and rail traffic noise prediction software of the MECP. STAMSON implements transportation noise prediction model, Ontario Road Noise Analysis Method for Environment and Transportation (ORNAMENT). Inherent screening of the building due to its orientation to the noise source was accounted for. To be conservative screening from existing buildings in the vicinity of the site was not included. Sample calculations are included in Appendix D.

7.1 Sound Level at the Building Façades

The plane of window assessment points were calculated at the height of the top floor bedroom windows (30.5 m for the towers and 8.4 m for the townhouse blocks), representing the worst-case locations. The highest unmitigated daytime and nighttime sound level of 71 dBA and 63 dBA are predicted to occur at the south façade of Building C facing Highway 417. A summary of the results is included in Table 3. a marked-up version of the "to scale" site plan noting the sources and receptors is provided in Figure 4.

Table 3 – Predicted Unmitigated Sound Levels at the Façades

Location	Source	Distance (m)	$L_{eq\ Day}$ (dBA)	$L_{eq\ Night}$ (dBA)
Building C 10th Floor East Façade	Campeau Drive	138	56	48
	Canadian Shield Avenue	16	61	53
	Cordillera Street	15	57	49
	Highway 417 Westbound	387	64	57
	Highway 417 Eastbound	423	64	56
	TOTAL	-	**69**	**61**
Building C 10th Floor South Façade	Canadian Shield Avenue	16	64	56
	Kanata Avenue	15	54	46
	Highway 417 Westbound	387	67	60
	Highway 417 Eastbound	423	67	59
	TOTAL	-	**71**	**63**
Building B 10th Floor South Façade	Canadian Shield Avenue	152	51	43
	Kanata Avenue	220	55	48
	Highway 417 Westbound	484	65	57
	Highway 417 Eastbound	520	65	57
	TOTAL	-	**68**	**61**
Building A 10th Floor South Façade	Canadian Shield Avenue	256	49	41
	Kanata Avenue	232	56	48
	Highway 417 Westbound	557	64	57
	Highway 417 Eastbound	593	64	57
	TOTAL	-	**68**	**60**
Block 1 3rd Floor North Façade	Campeau Drive	30	63	55
Block 8 3rd Floor North Façade	Campeau Drive	55	54	45
Block 7 3rd Floor North Façade	Campeau Drive	31	63	55
	Cordillera Street	17	51	43
	TOTAL	-	**63**	**55**
Block 7 3rd Floor East Façade	Campeau Drive	31	60	52
	Canadian Shield Avenue	122	52	44
	Cordillera Street	17	55	48
	Highway 417 Westbound	491	53	45

	Highway 417 Eastbound	527	52	45
	TOTAL	**-**	**63**	**55**
Roadway Block 9 3rd Floor South Façade	Canadian Shield Avenue	65	50	42
	Cordillera Street	22	53	45
	Highway 417 Westbound	437	56	48
	Highway 417 Eastbound	473	55	48
	TOTAL	**-**	**60**	**53**

7.2 Sound Level at the Outdoor Living Areas

The outdoor living area (OLA) assessment points were calculated at a height of 1.5 m above the floor at the assumed centre of the townhouse blocks rooftop terraces and in the assumed centre of the shared ground floor outdoor amenity at Building B. According to NPC-300, a balcony or terrace is considered an OLA if it is elevated, the only OLA for the occupant and is 4 m in depth or greater. At present, no floor plans detailing the patio dimensions are available. As such, the recommendations outlined hereafter should be reviewed once more detailed plans become available. The highest unmitigated daytime sound level of 63 dBA is predicted to occur at the rooftop terrace on the east side of the Block 7. A summary of the results is included in Table 4.

Table 4 – Predicted Unmitigated Sound Levels at the Outdoor Living Areas

Location	Source	Distance (m)	$L_{eq\ Day}$ (dBA)
Block 7 Rooftop Terrace	Campeau Drive	33	63
	Cordillera Street	20	54
	TOTAL	**-**	**63**
Block 5 Rooftop Terrace	Campeau Drive	33	63
Building B Outdoor Amenity	Canadian Shield Avenue	171	42
	Cordillera Street	220	47
	Highway 417 Westbound	498	51
	Highway 417 Eastbound	534	51
	TOTAL	**-**	**55**

8. NOISE CONTROL REQUIREMENTS

8.1 Ventilation Requirements

The maximum predicted sound levels at the façade of Building C is 71 dBA in the daytime and 63 dBA in the nighttime, at the façade of Building B is 68 dBA in the daytime and 60 dBA in the nighttime, and at the façade of Building A is 68 dBA in the daytime and 60 dBA in the nighttime, These levels are all greater than the plane of window guideline limits of NPC-300. Thus, central air conditioning will be required throughout the buildings to allow windows to remain closed for noise control purposes.

The maximum predicted sound levels at the façade of Townhouse Blocks 1 through 7 is 63 dBA in the daytime and 55 dBA in the nighttime. These levels fall within the lower ranges of the NPC-300 plane of window noise criteria. Therefore, provision for the installation of air conditioning is required. The maximum predicted sound levels at the façade of Townhouse Block 9 is 60 dBA in the daytime and 53 dBA in the nighttime. The daytime level falls within the lower range of the NPC-300 plane of window noise criteria. Therefore, provision for the installation of air conditioning is required. The maximum predicted sound levels at the façade of Townhouse Block 8 is 54 dBA in the daytime and 45 dBA in the nighttime. These levels fall out of the lower range of the NPC-300 plane of window noise criteria and therefore, do not require air conditioning for noise control purposes.

8.2 Architectural Design / Building Components

The indoor noise guidelines of NPC-300 can be achieved using appropriate construction for exterior walls, windows and doors. As the building is still at the preliminary conceptual design stage, typical assumptions have been used to determine building components. As such, the final noise control requirements should be reviewed when architectural plans are developed. Construction of walls and windows should also be reviewed to ensure that they will meet the required sound isolation performance. This is typically required at the building permit application stage.

To assess the building construction requirements for the 10-storey buildings, a worst-case corner bedroom exposed to the highest sound levels predicted and assumed to have window and wall areas of 80% and 30% of the associated floor area respectively. Wall construction was assumed to have a Sound Transmission Class (STC) rating of STC 54, typical for concrete wall construction and window STC requirements were ascertained using the method outlined in the National Research Council of Canada Building Practice Note 56 (BPN 56). The maximum window STC requirements of STC 33 are recommended throughout building C, while Buildings A and B require STC 31 windows.

To assess the building construction requirements for the townhouse blocks, a worst-case corner bedroom exposed to the highest sound levels predicted and assumed to have window and wall areas of 50% and 50% of the associated floor area respectively. Wall construction was assumed to have a Sound Transmission Class (STC) rating of STC 37, typical for the minimum construction standards of the Ontario Building Code (OBC) and window STC requirements were ascertained using the method outlined in the National Research Council of Canada Building Practice Note 56 (BPN 56). The minimum window construction standards of the OBC (typically STC 25) are sufficient throughout all townhouse blocks.

Any sliding glass walkout doors should be fully weather stripped and considered as windows and be included in the percentage of glazing.

8.3 Outdoor Living Area Requirements

The rooftop terraces throughout the townhouse blocks are predicted to get daytime sound levels up to 63 dBA. Thus, sound barriers are required to protect these spaces. Table 5 below summarizes the height requirements of the parapet walls.

Table 5 – Barrier Height Requirements at the Outdoor Living Areas

Location	$L_{eq\ Day}$ (dBA)	Height of Barrier required to meet 60 dBA (m)	Height of Barrier required to meet 55 dBA (m)
Block 7 Rooftop Terrace	63	0.7	1.6
Block 5 Rooftop Terrace	63	0.7	1.5
Building B Outdoor Amenity	55	-	-

As shown above, a 1.6 m parapet wall would be required to meet the 55 dBA limit at the rooftop patio of block 7. However, this is not preferable as it would completely block the windows of the residences. A 0.7 m wall is required to meet the MECP maximum limit of 60 dBA.

Similarly, a 1.5 m parapet wall would be required the rooftop patio of block 5 to meet the 55 dBA limit, which would still block the windows. A 0.7 m parapet is required to meet the 60 dBA maximum limit.

Since the minimum height for a terrace safety barrier is 1.1 m, this is recommended throughout all townhouse blocks to maintain consistency throughout the site with Warning Clauses included on title where necessary.

The outdoor amenity space by building B is expected to have a daytime level of 55 dBA. This meets the limit of NPC-300 thus no barriers are required for this amenity space.

The parapet walls must be designed to function as sound barriers in that they must be of solid construction with no gaps, cracks or holes (except for those necessary for drainage) and must have a minimum surface density of 20 kg/m^2. Many materials are suitable including concrete, masonry, glass, wood or composite materials.

8.4 Warning Clauses

Warning clauses are a tool to inform residents of potential annoyance due to an existing source of noise or to warn of excesses above the sound level limits of NPC-300. These clauses should be included in the Occupancy agreements and/or Offers of Purchase and Sale.

The following warning clauses should be included for all units in this building

A "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, Conservation and Parks."

B "This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning 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, Conservation and Parks."

C "Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may on occasions interfere with some activities of the dwelling occupants as the sound levels exceed the

sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."

8.5 Noise Control Summary

The complete summary of Noise Control features for the building are included in Table 6 below and shown in Figure 5 and Figure 6.

Table 6 – Minimum Noise Abatement Measures

Location	Ventilation[1]	Exterior Wall[2]	Exterior Window[2]	Sound Barrier Height[3]	Warning Clauses
Building C	A/C Mandatory	STC 54	STC 33	N/A	A + C
Buildings A & B	A/C Mandatory	STC 54	STC 31	N/A	A + C
Townhouse Blocks 1 to 7 and 9	Provision for A/C	Minimum OBC Construction (STC 37)	Minimum OBC Construction (STC 25)	1.1	B + C
Townhouse Block 8	No requirement	Minimum OBC Construction (STC 37)	Minimum OBC Construction (STC 25)	1.1	C

Notes: 1. To allow windows to remain closed for noise control purposes
2. Sound Transmission Class (STC) Rating is based on assumed percentages of wall and window area to associated floor area and should be checked once building plans are finalized. (Reference ASTM-E413)
3. Sound barriers must be of solid construction with a minimum face density of 20 kg/m^2 with no cracks, gaps or holes (except those required for drainage).

The final sound isolation requirements including the wall and window construction should be reviewed when full architectural plans are developed. This is typically required by the city at the building permit application.

9. SUMMARY AND RECOMMEDATIONS

Our Noise Impact Study for the proposed residential development at 6301 Campeau Drive in the City of Ottawa is summarized as follows:

9.1 Summary of Noise Impact Study

The sound levels from transportation sources in the vicinity of the site (Campeau Drive, Kanata Avenue, Cordillera Street, Canadian Shield Avenue and Highway 417) were predicted according to ORNAMENT using STAMSON 5.04 and assessed against the applicable noise guidelines from NPC-300.

No stationary sources were existing or planned to be in the vicinity of the site.

9.2 Recommendations

The following mitigation measures are required to ensure the applicable MECP noise guideline requirements can be met and a suitable acoustic environment can be provided for the dwelling occupants:

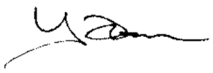
- Mandatory central air conditioning for Buildings A, B and C,
- Upgraded wall (STC 54) and window (STC 33) construction for Building C,
- Upgraded wall (STC 54) and window (STC 31) construction for Buildings A and B,

- Provision for air conditioning for Townhouse Blocks 1 to 7 inclusive and Block 9,
- 1.1 m parapet walls to act as sound barriers for all townhouse block rooftop patios,
- Warning clauses included on the occupancy agreements.

The measures are also shown in Table 6, Figure 5 and Figure 6.
With the appropriate design and recommendations outlined in this report, the proposed residential development is considered feasible.

Respectfully submitted,

Anil Seegobin, P.Eng.
Partner, Engineer



Joseph Doran
Transportation &
Acoustics E.I.T.

Trans-Plan Transportation Inc.
Transportation Consultants

Figure 1 – Key Plan

Source: Google Maps

PROJECT INFORMATION - PARCEL 1			
ZONING STANDARD BASED ON MC5	REQUIRED	PROVIDED	
LOT AREA	-	19,644.4 m²	1.964 Ha
TOTAL ZONING GFA	-	32,535.4 m²	
FSI (MAX)	2.00	1.66	
BUILDING HEIGHT (MAX)	35.0 m	31.9 m	
Front Yard Setback (MAX)	3.5 m	3.0 m	
Interior Side Yard Setback (MIN)	3.5 m	5.7 m	
Rear Yard Setback (MIN)	6.0 m	17.8 m	
Surface Parking Front & Corner Yard Setback (Min)	10.0 m	20.2 m	
FSI Non-Residential (Min)	0.75	0.00	
GFA Non-Residential	-	0.00	
Apartment & Stacked Dwellings Amenity Space (Min 4m² per unit)	2,712.0 m²	2,715.0 m²	
Communal Amenity (Min 50%)	1,356.0 m²	1,360.0 m²	
Large Amenity (Min 1 space)	54.0 m²	145.0 m²	
LOT COVERAGE (MAX)	-	5,911.1 m²	30.1%
APARTMENT A,B FOOTPRINT	-	*3,837.5 m²*	*19.5%*
STACKED DW. BLOCKS FOOTPRINT	-	*2,073.6 m²*	*10.6%*
LANDSCAPE AREA	-	10,086.4 m²	51.3%
SOFT LANDSCAPING	-	*7,735.2 m²*	*39.4%*
HARD LANDSCAPING	-	*2,351.2 m²*	*12.0%*
ASPHALT AREA	-	3,669.9 m²	18.2%

APARTMENT A,B STATISTICS				
UNITS	1-BDRM	1-BD+DEN	2-BDRM	TOTAL
(53 BF UNITS)	104	104	140	348
FLOOR LEVEL	GFA (Zoning)		GFA (OBC)	
	ft²	m²	ft²	m²
TOTAL	251,204 ft²	23,337.6 m²	*312,368 ft²*	*29,020.0 m²*

STACKED DWELLING UNIT STATISTICS - BLOCKS 1,2,3,4,5			
UNITS	1-BDRM	2-BDRM	TOTAL
Counts	52	52	104
GFA	Zoning		OBC
TOTAL	99,004 ft²	9,197.8 m²	*106,182 ft²* / *9,864.6 m²*

DRIVE AISLE & BICYCLE REQUIREMENTS		
TYPE	REQUIRED	COMPLIANCE
Drive Aisle - Two way at Grade	6.7 m	YES
Drive Aisle - Two way at Parking Garage	6.0 m	YES
Loading Space - Type A Standard	3.5 x 9.0 x 4.2(h)m	YES
BICYCLE PARKG, HORIZ - Table 111B	*0.60 x 1.8m & 1.5m aisle*	YES
BICYCLE PARKG, VERT - Table 111B	*0.50 x 1.5m & 1.5m aisle*	YES

PARKING STATISTICS		
TYPE - DEDICATION (LOCATION)	RATE	SPACES
STACKED DW.- RESIDENTS (AT GRADE)	1.00	104
STACKED DW. - VISITORS (AT GRADE)	0.10	10
APARTMENT - RESIDENTS (U/G)	0.93	323
APARTMENT - VISITORS (U/G)	0.10	36
NON-RESIDENTIAL SPACES (U/G)	*0.00 / 100m²*	0
TOTAL		473
BICYCLE SPACES	0.575	260

ACCESSIBLE SPACES	**COUNTED AS PART OF TOTAL SPACES ABOVE*	
RATE = +5 (400-499)	5	21
SMALL CARS		
SMALL CAR SPACES (2.4x4.6) 40% MAX	40%	23%
	143	82

CREDIT NOTES:

THIS SITE PLAN IS BASED UPON AND MUST BE READ IN CONJUNCTION WITH FILE SURVEY_20191-20 PrLBCon2 TD1 PREPARED BY ANNIS, O'SULLIVAN, VOLLEBEKK LTD. DATED FEBRUARY 10, 2020. FABIANI ARCHITECTS LTD. ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY, OR COMPLETENESS OF THE DATA SUPPLIED AND SUCH DATA IS NOT INCLUDED UNDER SEALS OF CERTIFICATION, IF ANY.

LEGAL LAND DESCRIPTION:

PART OF LOT 3 CONCESSION 2
PART OF LOT 3 CONCESSION 3
AND PART OF ROAD ALLOWANCE BETWEEN CONCESSION 2 AND 3 (CLOSED BY INST. LT276968)
GEOGRAPHIC TOWNSHIP OF MARCH
CITY OF OTTAWA

SURVEYOR'S INFO:

ANNIS, O'SULLIVAN, VOLLEBEKK LTD.
14 Concourse Gate, Suite 500, Nepean, Ont. K2E 7S6
Phone:(613) 727-0850 / Fax: (613) 727-1079
E-mail: *Nepean@aovltd.com*

GENERAL NOTES:

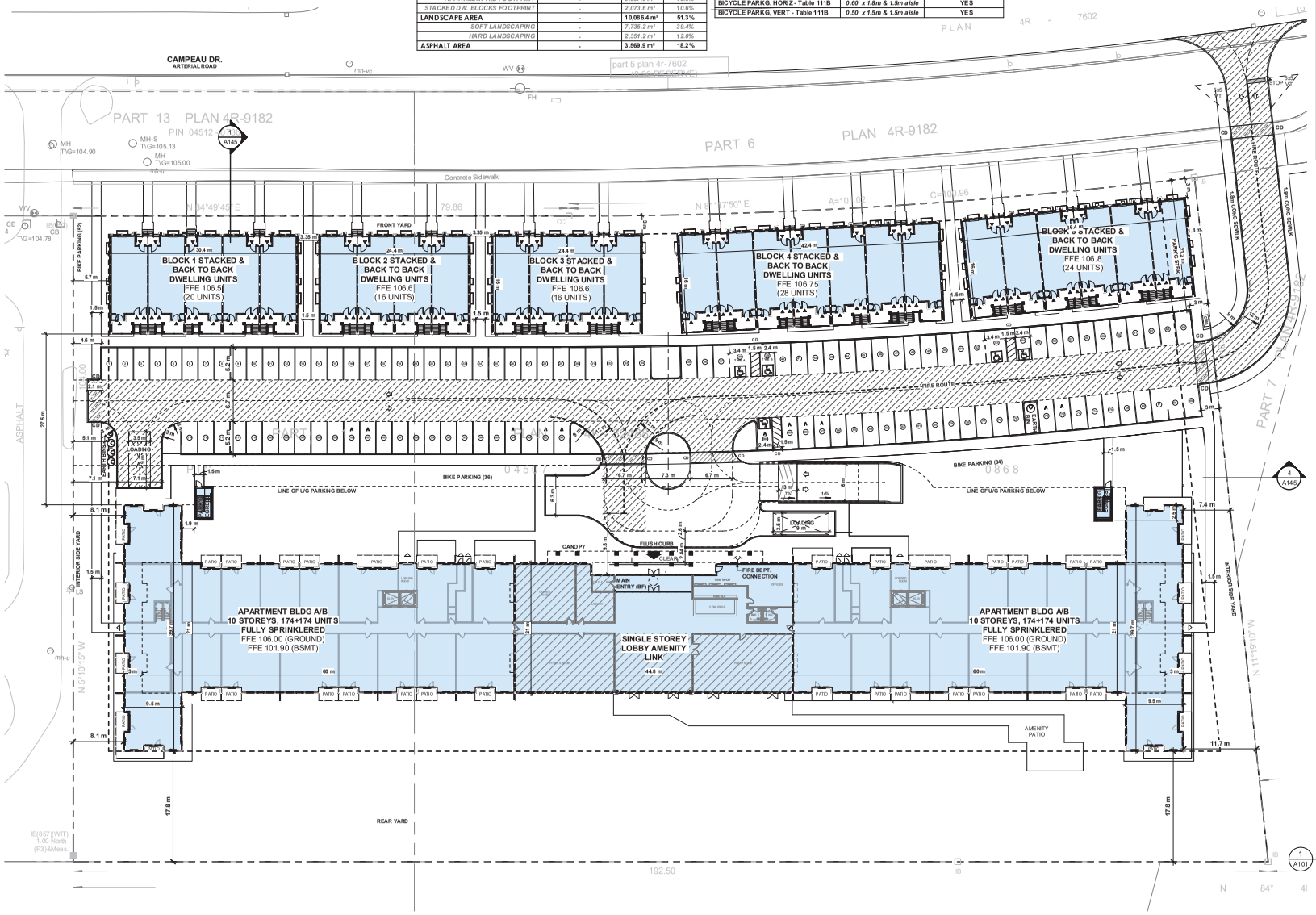
1. ALL EXISTING PAVEMENT, CURBS, SIDEWALKS, DRIVEWAYS AND BOULEVARD AREAS DISTURBED BY THE CONSTRUCTION MUST BE REINSTATED TO THE SATISFACTION OF THE TOWN.
2. A MINIMUM SETBACK OF 1.0m FROM STREET FURNITURE TO PROPOSED DRIVEWAYS AND SIDEWALKS SHALL BE MAINTAINED. ALL EXISTING STREET FURNITURE TO BE RELOCATED BY THE CONTRACTOR/OWNER TO A SETBACK OF 1.0m. THE COST OF THE RELOCATION OF ANY UTILITY IS THE RESPONSIBILITY OF THE DEVELOPER/OWNER.
3. THE CONTRACTOR/OWNER IS RESPONSIBLE FOR ALL UTILITY LOCATES AND DAMAGE OR DISTURBANCE DURING CONSTRUCTION.
4. ALL BARRIER FREE ENTRANCES AND BARRIER FREE PATHS OF TRAVEL MUST COMPLY WITH O.B.C. 3.8.
5. THE OWNER/CONTRACTOR SHALL SUPPLY ALL FIRE ROUTE AND HANDICAP SIGNS AS SET OUT IN THE TOWN BY-LAWS AND DESIGN CRITERIA.
6. ALL EXTERIOR ILLUMINATION TO BE DIRECTED DOWNWARD AS WELL AS INWARD AND DESIGNED TO MAINTAIN ZERO CUTOFF LIGHT DISTRIBUTION AS THE PROPERTY LINE.
7. ALL DOWNSPOUTS TO BE CONNECTED TO THE STORM DRAINAGE SYSTEM.
8. ALL CONDENSING UNITS TO BE SCREENED ON THE GROUND FLOOR.
9. SEPARATE PERMITS ARE REQUIRED FOR ANY SIGNAGE ON THE PROPERTY.
10. WHERE POSSIBLE TREES ARE TO BE PROTECTED FROM CONSTRUCTION.

SITE PLAN DRAWING LEGEND

- PROPERTY LINE
- FIRE ROUTE PATH
- SIAMESE CONNECTION
- LOCATION OF BLDG PRINCIPAL ENTRANCES FOR PUBLIC, FIRE FIGHTING AND BF USE
- SERVICE EXITS / ENTRANCE POINTS
- OVERHEAD DOORS
- TRAFFIC FLOW
- PAINTED ISLAND - NO PARKING
- HEAVY DUTY PAVING
- PARKING STALL COUNT PER ROW
- DESIGNATED ACCESSIBLE PARKING SPACE. REFER TO CITY STANDARD FOR PAINTED SYMBOL
- FREE-STANDING SIGN
- LIGHT STANDARD
- EX EXISTING ELEMENTS

ABBREVIATIONS

B	BOLLARD
BALC	BALCONY
BF	BARRIER FREE
BFFE	BASEMENT FFE
CD	CURB DEPRESSION
CSW	CONCRETE SIDEWALK
EX	EXISTING
FPH	PROPOSED FIRE HYDRANT
FFE	FINISHED FLOOR ELEVATION
FH	FIRE HYDRANT
FRS	FIRE ROUTE SIGN
FYSB	FRONT YARD BUILDING SETBACK
GFA	GROSS FLOOR AREA
HDP	HEAVY DUTY PAVING
ISYSB	INTERIOR SIDE YARD SETBACK
LAND	LANDSCAPE
LDP	LIGHT DUTY PAVING
LB	LIGHT BOLLARD
LS	LIGHT STANDARD
PROV	PROVIDED
REQD	REQUIRED
RYSB	REAR YARD BUILDING SETBACK
SDWK	SIDEWALK
TBD	TO BE DETERMINED
TBR	TO BE REMOVED
UP	UTILITY POLE



1 SITE PLAN - PARCEL 1 (A101) 1 : 300

Figure 2: Site Plan Parcel 1

DEVELOPMENT CONSULTANT:
ARCHITECTURE & PLANNING INITIATIVES
1 MACDONALD RD
ORMSVILLE, ON K1J 7W6
T 613.317.7248
API

GENERAL NOTES:
1 TO THE CONTRACTOR'S RESPONSIBILITY TO CHECK AND VERIFY DIMENSIONS PRIOR THEIR TO ISSUANCE
2 VERIFY AND CHECK ALL DIMENSIONS PRIOR TO AND DURING CONSTRUCTION
3 DETERMINE LOCATIONS OF ALL EXISTING SERVICES
4 PLAN AREAS CONFORM ACE WITH THE ONTARIO BUILDING CODE
ANY CHANGES, DISCREPANCIES OR SUBSTITUTIONS SHALL BE REPORTED TO AND REVIEW BY THE ARCHITECT BEFORE PROCEEDING

PROJECT N.

NO.	REVISION	DATE
1	ISSUED FOR SITE PLAN CONTROL	2020.02.28

ISSUE RECORD
SITE PLAN CONTROL
TENDER
CONSTRUCTION
AS BUILT
OTHER

FABIANI ARCHITECT LTD.

PROFESSIONAL CERTIFICATION

BAYVIEW HOSPITALITY GROUP

PROJECT NAME: KANATA MIXED-USE RESIDENTIAL PROJECT
6391 CAMPEAU DR, KANATA, ON, K2K 3E5

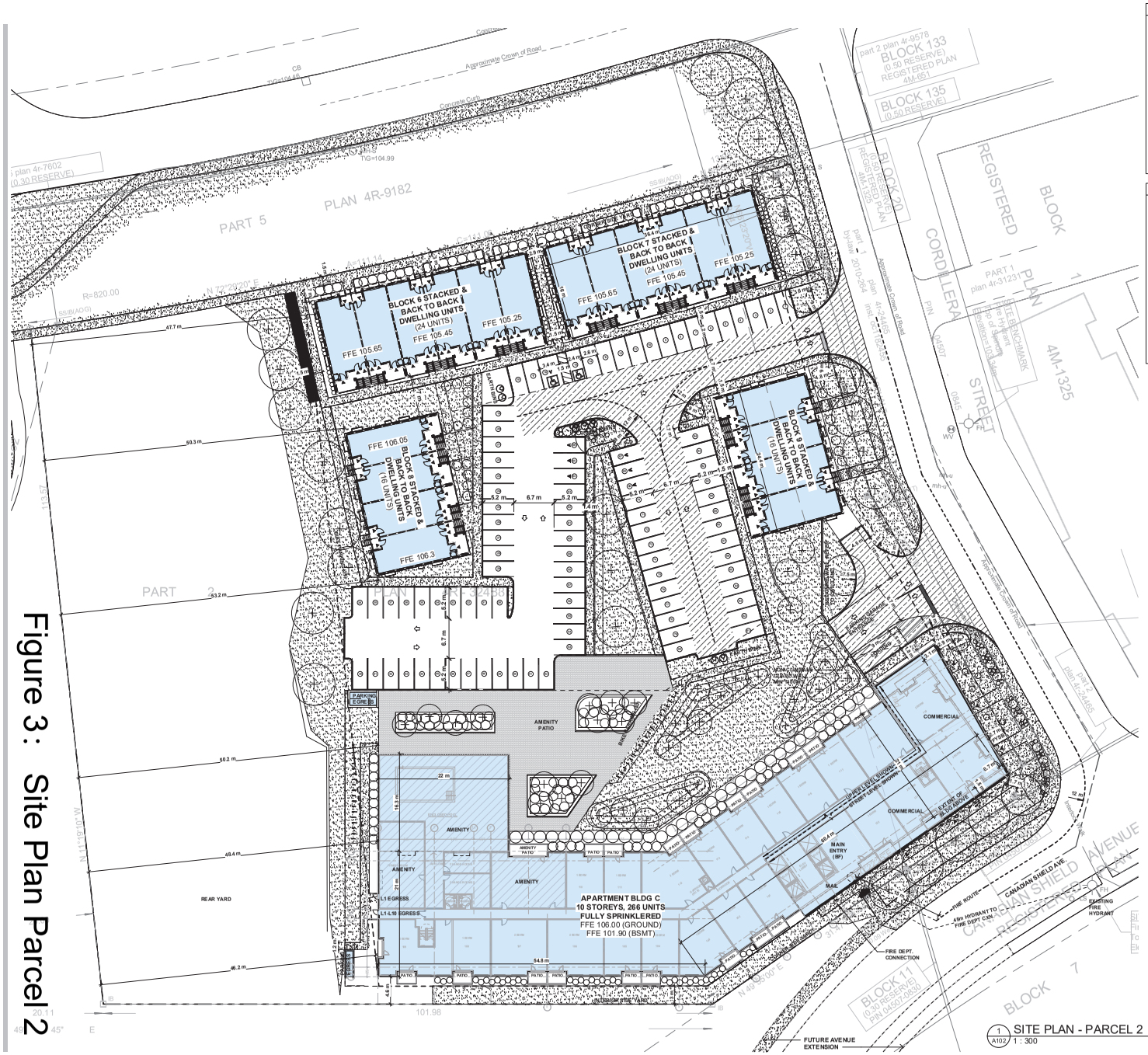
DRAWING TITLE: SITE PLAN - PARCEL 1

DRAWN BY: ML
CHECKED BY: FF
DATE: 20-11-26
SCALE: As indicated
PROJECT No. F19-049
PARCEL # 1
DRAWING No. A101
SHEET ISSUE No. 1

#17421

7 CASEMENT ROAD, ORMSVILLE, ON, K0A 2W5
P. (905) 337-7248 E. annis@sprucelodges.net

D07-12-17-0063



1 / A102 SITE PLAN - PARCEL 2
1 : 300

Figure 3: Site Plan Parcel 2

ABBREVIATIONS

B	BOLLARD
BALC	BALCONY
BF	BARRIER FREE
BFPE	BASEMENT FFE
CD	CURB DEPRESSION
CSW	CONCRETE SIDEWALK
EX	EXISTING
PFH	PROPOSED FIRE HYDRANT
PFE	FINISHED FLOOR ELEVATION
FH	FIRE HYDRANT
FRS	FIRE ROUTE SIGN
FYSB	FRONT YARD BUILDING SETBACK
GFA	GROSS FLOOR AREA
HDP	HEAVY DUTY PAVING
ISYSB	INTERIOR SIDE YARD SETBACK
LAND	LANDSCAPE
LDP	LIGHT DUTY PAVING
LB	LIGHT BOLLARD
LS	LIGHT STANDARD
PROV	PROVIDED
REQD	REQUIRED
RYSB	REAR YARD BUILDING SETBACK
SDWK	SIDEWALK
TBD	TO BE DETERMINED
TBR	TO BE REMOVED
UP	UTILITY POLE

CREDIT NOTES:

THIS SITE PLAN IS BASED UPON AND MUST BE READ IN CONJUNCTION WITH FILE SURVEY_20191-20 PLt3Con2 T D1 PREPARED BY ANNIS, O'SULLIVAN, VOLLEBEKK LTD. DATED FEBRUARY 10, 2020. FABIANI ARCHITECTS LTD. ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY, OR COMPLETENESS OF THE DATA SUPPLIED AND SUCH DATA IS NOT INCLUDED UNDER SEALS OF CERTIFICATION, IF ANY.

LEGAL LAND DESCRIPTION:

PART OF LOT 3 CONCESSION 2
PART OF LOT 3 CONCESSION 3
AND PART OF ROAD ALLOWANCE BETWEEN CONCESSION 2 AND 3 CLOSED BY INST. LT278901
GEOGRAPHIC TOWNSHIP OF MARCH
CITY OF OTTAWA

SURVEYOR'S INFO:

ANNIS, O'SULLIVAN, VOLLEBEKK LTD.
14 Concourse Gate, Suite 500, Nepean, Ont. K2E 7S6
Phone (613) 727-0850 / Fax: (613) 727-1079
E-mail: Nepean@aovltd.com

GENERAL NOTES:

1. ALL EXISTING PAVEMENT, CURBS, SIDEWALKS, DRIVEWAYS AND BOULEVARD AREAS DISTURBED BY THE CONSTRUCTION MUST BE REINSTATED TO THE SATISFACTION OF THE TOWN.
2. A MINIMUM SETBACK OF 1.0m FROM STREET FURNITURE TO PROPOSED DRIVEWAYS AND SIDEWALKS SHALL BE MAINTAINED. ALL EXISTING STREET FURNITURE TO BE RELOCATED BY THE CONTRACTOR/OWNER TO A SETBACK OF 1.0m. THE COST OF THE RELOCATION OF ANY UTILITY IS THE RESPONSIBILITY OF THE DEVELOPER/OWNER.
3. THE CONTRACTOR/OWNER IS RESPONSIBLE FOR ALL UTILITY LOCATES AND DAMAGE OR DISTURBANCE DURING CONSTRUCTION.
4. ALL BARRIER FREE ENTRANCES AND BARRIER FREE PATHS OF TRAVEL, MUST COMPLY WITH O.B.C. 3.8.
5. THE OWNER/CONTRACTOR SHALL SUPPLY ALL FIRE ROUTE AND HANDICAP SIGNS AS SET OUT IN THE TOWN BY-LAWS AND DESIGN CRITERIA.
6. ALL EXTERIOR ILLUMINATION TO BE DIRECTED DOWNWARD AS WELL AS INWARD AND DESIGNED TO MAINTAIN ZERO CUTOFF LIGHT DISTRIBUTION AS THE PROPERTY LINE.
7. ALL DOWNSPOUTS TO BE CONNECTED TO THE STORM DRAINAGE SYSTEM.
8. ALL CONDENSING UNITS TO BE SCREENED ON THE GROUND FLOOR.
9. SEPARATE PERMITS ARE REQUIRED FOR ANY SIGNAGE ON THE PROPERTY.
10. WHERE POSSIBLE TREES ARE TO BE PROTECTED FROM CONSTRUCTION.

SITE PLAN DRAWING LEGEND

- PROPERTY LINE
- FIRE ROUTE PATH
- SIAMESE CONNECTION
- LOCATION OF BLDG PRINCIPAL ENTRANCES FOR PUBLIC, FIRE FIGHTERS AND BF USE
- SERVICE EXITS / ENTRANCE POINTS
- OVERHEAD DOORS
- TRAFFIC FLOW
- PAINTED ISLAND - NO PARKING
- HEAVY DUTY PAVING
- PARKING STALL COUNT PER ROW
- DESIGNATED ACCESSIBLE PARKING SPACE, REFER TO CITY STANDARD FOR PAINTED SYMBOL
- FREE-STANDING SIGN
- LIGHT STANDARD
- EX. EXISTING ELEMENTS

PROJECT INFORMATION - PARCEL 2

ZONING STANDARD BASED ON MC5	REQUIRED	PROVIDED	
LOT AREA	-	17,410.8 m²	1.741 Ha
TOTAL ZONING GFA	-	25,368.5 m²	
FSI (MAX)	2.00	1.46	
BUILDING HEIGHT (MAX)	35.0 m	33.4 m	
Front Yard Setback (MAX)	3.5 m	2.7 m	
Corner Side Yard Setback (MIN)	-	1.7 m	
Rear Yard Setback (MIN)	6.0 m	46.2 m	
Surface Parking Front & Corner Yard Setback (Min)	10.0 m	3.6 m	
FSI Non-Residential (Min)	0.75	0.02	
GFA Non-Residential	-	430.6 m²	
Apartment & Stacked Dwellings Amenity Space (Min 6m² per unit)	2,076.0 m²	2,350.0 m²	
Communal Amenity (Min 50%)	1,038.0 m²	1,050.0 m²	
Large Amenity (Min 1 space)	54.0 m²	300.0 m²	
LOT COVERAGE (MAX)	-	4,701.5 m²	27.0%
APARTMENT C FOOTPRINT	-	*2,744.9 m²*	*15.8%*
STACKED DW. BLOCKS FOOTPRINT	-	*1,956.6 m²*	*11.2%*
LANDSCAPE AREA	-	10,038.5 m²	57.7%
SOFT LANDSCAPING	-	*8,463.9 m²*	*48.6%*
HARD LANDSCAPING	-	*1,574.5 m²*	*9.0%*
ASPHALT AREA	-	2,660.3 m²	15.3%

APARTMENT C STATISTICS

UNITS	1-BDRM	1-BD+DEN	2-BDRM	TOTAL
(40 BF UNITS)	111	30	125	266
FLOOR LEVEL	GFA (Zoning)		GFA (OBC)	
	ft²	m²	ft²	m²
TOTAL	196,924 ft²	18,294.9 m²	*238,387 ft²*	*22,146.9 m²*

STACKED DWELLING UNIT STATISTICS - BLOCKS 6,7,8,9

UNITS	1-BDRM	2-BDRM	TOTAL
Counts	40	40	80
GFA	Zoning		OBC
TOTAL	76,140 ft²	7,073.6 m²	*81,668 ft²*	*7,587.2 m²*

PARKING STATISTICS

TYPE - DEDICATION (LOCATION)	RATE	SPACES
STACKED DW.- RESIDENTS (AT GRADE)	1.00	80
STACKED DW. - VISITORS (AT GRADE)	0.18	14
APARTMENT - RESIDENTS (U/G)	1.00	266
APARTMENT - VISITORS (U/G)		
NON-RESIDENTIAL SPACES (U/G)	*0.27 / 100m²*	16
TOTAL		376
BICYCLE SPACES	0.575	200

ACCESSIBLE SPACES	**COUNTED AS PART OF TOTAL SPACES ABOVE*	
RATE = +4 (300-399)	4	16
SMALL CARS		
SMALL CAR SPACES (2.4x4.6) 40% MAX	40%	28.3%
	112	80

DRIVE AISLE & BICYCLE REQUIREMENTS

TYPE	REQUIRED	COMPLIANCE
Drive Aisle - Two way at Grade	6.7 m	YES
Drive Aisle - Two way at Parking Garage	6.0 m	YES
Loading Space - Type A Standard	3.5 x 9.0 x 4.2(h)m	YES
BICYCLE PARKG, HORIZ - Table 111B	*0.60 x 1.8m & 1.5m aisle*	YES
BICYCLE PARKG, VERT - Table 111B	*0.50 x 1.5m & 1.5m aisle*	YES

DEVELOPMENT CONSULTANT:
ARCHITECTURE & PLANNING INITIATIVES
1 McCONNAL CRT
OAKVILLE, ON L6J 7W1
P. 905.337.7256
API

GENERAL NOTES:
1 THE CONTRACTOR IS RESPONSIBLE TO REVIEW AND REPORT DIMENSIONAL DISCREPANCIES TO ARCHITECT PRIOR TO SCALING
2 VERIFY AND CHECK ALL DIMENSIONS PRIOR TO AND DURING CONSTRUCTION
3 DETERMINE LOCATIONS OF ALL EXISTING SERVICES
4 PLANS ARE IN COMPLIANCE WITH THE ONTARIO BUILDING CODE
ANY CHANGES, DISCREPANCIES OR SUBSTITUTIONS SHALL BE REPORTED TO AND REVIEWED BY THE ARCHITECT BEFORE PROCEEDING

NORTH
PROJECT N.
TRUE N.

REVISIONS	DATE
1 ISSUED FOR SITE PLAN CONTROL	2019.12.20

ISSUED FOR: REGIONAL / SITE PLAN / TENDER / CONSTRUCTION / AS BUILT / OTHER

FABIANI ARCHITECT LTD.

PROFESSIONAL CERTIFICATION

BAYVIEW HOSPITALITY GROUP

PROJECT NAME: KANATA MIXED-USE RESIDENTIAL PROJECT
6391 CAMPEAU DR, KANATA, ON, K2K 3E5

CONTENTS: SITE PLAN - PARCEL 2

DRAWN BY: ML
DATE: 20-11-26
CHECKED BY: FF
SCALE: As indicated

PROJECT No.: F19-049
PARCEL #: 2

DRAWING No.: A102
SHEET ISSUE No.: 1

7 CAMPEAU DRIVE, KANATA, ON, K2K 2W5
D07-12-17-0063
#17421

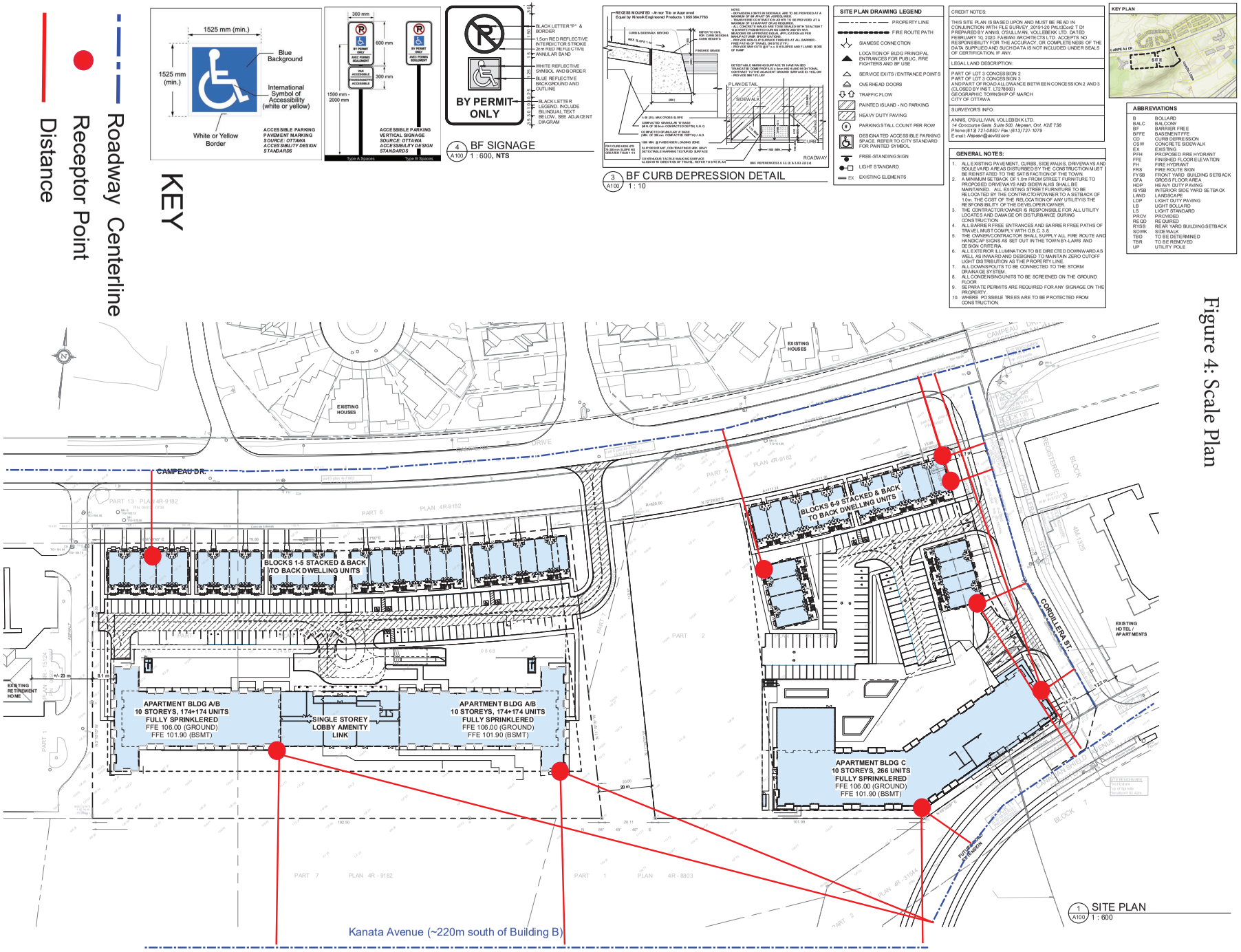

KEY
Roadway Centerline
Receptor Point
Distance
1525 mm (min.)
Blue Background
International Symbol of Accessibility (white or yellow)
White or Yellow Border
ACCESSIBLE PARKING PAVEMENT MARKING
SOURCE: OTTAWA ACCESSIBILITY DESIGN STANDARDS
ACCESSIBLE PARKING VERTICAL SIGNAGE
SOURCE: OTTAWA ACCESSIBILITY DESIGN STANDARDS
BY PERMIT ONLY
BLACK LETTER "P" & BORDER
1.5cm RED REFLECTIVE INTERDICTOR STROKE
2cm RED REFLECTIVE ANNULAR BAND
WHITE REFLECTIVE SYMBOL AND BORDER
BLUE REFLECTIVE BACKGROUND AND OUTLINE
BLACK LETTER LEGEND, INCLUDE BILINGUAL TEXT BELOW, SEE ADJACENT DIAGRAM
4 A100 BF SIGNAGE 1 : 600, NTS
3 A100 BF CURB DEPRESSION DETAIL 1 : 10
SITE PLAN DRAWING LEGEND
PROPERTY LINE
FIRE ROUTE PATH
SIAMESE CONNECTION
LOCATION OF BLDG PRINCIPAL ENTRANCES FOR PUBLIC, FIRE FIGHTERS AND BF USE
SERVICE EXITS / ENTRANCE POINTS
OVERHEAD DOORS
TRAFFIC FLOW
PAINTED ISLAND - NO PARKING
HEAVY DUTY PAVING
PARKING STALL COUNT PER ROW
DESIGNATED ACCESSIBLE PARKING SPACE, REFER TO CITY STANDARD FOR PAINTED SYMBOL
FREE-STANDING SIGN
LIGHT STANDARD
EXISTING ELEMENTS
CREDIT NOTES
THIS SITE PLAN IS BASED UPON AND MUST BE READ IN CONJUNCTION WITH FILE SURVEY, 2019-120 Pt1,3Comp 1 D1 PREPARED BY ANNIS, O'SULLIVAN, VOLLEBEKK LTD. DATED FEBRUARY 10, 2020. FABIANI ARCHITECTS LTD. ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY, OR COMPLETENESS OF THE DATA SUPPLIED AND SUCH DATA IS NOT INCLUDED UNDER SEALS OF CERTIFICATION, IF ANY.
LEGAL LAND DESCRIPTION:
PART OF LOT 3 CONCESSION 2
PART OF LOT 3 CONCESSION 3
AND PART OF ROAD ALLOWANCE BETWEEN CONCESSION 2 AND 3 CLOSED BY INST. LT278680
GEOGRAPHIC TOWNSHIP OF MARCH
CITY OF OTTAWA
SURVEYOR'S INFO:
ANNIS, O'SULLIVAN, VOLLEBEKK LTD.
14 Concourse Gate, Suite 500, Nepean, Ont. K2E 7S6
Phone:(613) 727-0850 / Fax: (613) 727- 1079
E-mail: Nepean@aovltd.com
GENERAL NOTES:
1. ALL EXISTING PAVEMENT, CURBS, SIDEWALKS, DRIVEWAYS AND BOULEVARD AREAS DISTURBED BY THE CONSTRUCTION MUST BE REINSTATED TO THE SATISFACTION OF THE TOWN
2. A MINIMUM SETBACK OF 1.0m FROM STREET FURNITURE TO PROPOSED DRIVEWAYS AND SIDEWALKS SHALL BE MAINTAINED. ALL EXISTING STREET FURNITURE TO BE RELOCATED BY THE CONTRACTOR/OWNER TO A SETBACK OF 1.0m. THE COST OF THE RELOCATION OF ANY UTILITY IS THE RESPONSIBILITY OF THE DEVELOPER/OWNER.
3. THE CONTRACTOR/OWNER IS RESPONSIBLE FOR ALL UTILITY LOCATES AND DAMAGE OR DISTURBANCE DURING CONSTRUCTION
4. ALL BARRIER FREE ENTRANCES AND BARRIER FREE PATHS OF TRAVEL MUST COMPLY WITH OB.C. 3.8.
5. THE OWNER/CONTRACTOR SHALL SUPPLY ALL FIRE ROUTE AND HANDICAP SIGNS AS SET OUT IN THE TOWN BY-LAWS AND DESIGN CRITERIA.
6. ALL EXTERIOR ILLUMINATION TO BE DIRECTED DOWNWARD AS WELL AS INWARD AND DESIGNED TO MAINTAIN ZERO CUTOFF LIGHT DISTRIBUTION AS THE PROPERTY LINE.
7. ALL DOWNSPOUTS TO BE CONNECTED TO THE STORM DRAINAGE SYSTEM.
8. ALL CONDENSING UNITS TO BE SCREENED ON THE GROUND FLOOR
9. SEPARATE PERMITS ARE REQUIRED FOR ANY SIGNAGE ON THE PROPERTY
10. WHERE POSSIBLE TREES ARE TO BE PROTECTED FROM CONSTRUCTION.
KEY PLAN
ABBREVIATIONS
B BOLLARD
BALC BALCONY
BF BARRIER FREE
BFFE BASEMENT FFE
CD CURB DEPRESSION
CSW CONCRETE SIDEWALK
EX EXISTING
FPH PROPOSED FIRE HYDRANT
FFE FINISHED FLOOR ELEVATION
FH FIRE HYDRANT
FRS FIRE ROUTE SIGN
FYSB FRONT YARD BUILDING SETBACK
GFA GROSS FLOOR AREA
HDP HEAVY DUTY PAVING
ISYSB INTERIOR SIDE YARD SETBACK
LAND LANDSCAPE
LDP LIGHT DUTY PAVING
LB LIGHT BOLLARD
LS LIGHT STANDARD
PROV PROVIDED
REQD REQUIRED
RYSB REAR YARD BUILDING SETBACK
SDWK SIDEWALK
TBD TO BE DETERMINED
TBR TO BE REMOVED
UP UTILITY POLE
CAMPEAU DR.
EXISTING HOUSES
EXISTING RETIREMENT HOME
APARTMENT BLDG A/B
10 STOREYS, 174+174 UNITS
FULLY SPRINKLERED
FFE 106.00 (GROUND)
FFE 101.90 (BSMT)
SINGLE STOREY LOBBY AMENITY LINK
BLOCKS 1-5 STACKED & BACK TO BACK DWELLING UNITS
BLOCKS 6-9 STACKED & BACK TO BACK DWELLING UNITS
APARTMENT BLDG C
10 STOREYS, 266 UNITS
FULLY SPRINKLERED
FFE 106.00 (GROUND)
FFE 101.90 (BSMT)
EXISTING HOTEL / APARTMENTS
CORDILLERA ST.
FUTURE PARK/OPEN SPACE EXTENSION
Kanata Avenue (~220m south of Building B)
1 A100 SITE PLAN 1 : 600
Figure 4: Scale Plan
DEVELOPMENT CONSULTANT:
API
GENERAL NOTES:
KANATA MIXED-USE RESIDENTIAL PROJECT
6391 CAMPEAU DR, KANATA, ON, K2K 2E9
MASTER SITE PLAN
FABIANI ARCHITECT LTD.
BAYVIEW HOSPITALITY GROUP
PROFESSIONAL CERTIFICATION
DRAWN BY: ML
DATE: 20-11-26
CHECKED BY: FF
SCALE: As indicated
PROJECT No. F19-049
PARCEL #
DRAWING No. A100
SHEET ISSUE No. 1
#17421
D07-12-17-0063

FIGURE 5: PARCEL 1 NOISE CONTROL RECOMMENDATIONS

PROJECT INFORMATION - PARCEL 1		
ZONING STANDARD BASED ON MC5	REQUIRED	PROVIDED
LOT AREA	-	19,644.4 m² 1.964 Ha
TOTAL ZONING GFA	-	32,535.4 m²
FSI (MAX)	2.00	1.66
BUILDING HEIGHT (MAX)	35.0 m	31.9 m
Front Yard Setback (MAX)	3.5 m	3.0 m
Interior Side Yard Setback (MIN)	3.5 m	5.7 m
Rear Yard Setback (MIN)	6.0 m	17.8 m
Surface Parking Front & Corner Yard Setback (Min)	10.0 m	20.2 m
FSI Non-Residential (Min)	0.75	0.00
GFA Non-Residential	-	0.00
Apartment & Stacked Dwellings Amenity Space (Min 6m² per unit)	2,712.0 m²	2,715.0 m²
Communal Amenity (Min 50%)	1,356.0 m²	1,360.0 m²
Large Amenity (Min 1 space)	54.0 m²	145.0 m²
LOT COVERAGE (MAX)	-	5,911.1 m² 30.1%
APARTMENT A,B FOOTPRINT	-	*3,837.5 m²* *19.5%*
STACKED DW. BLOCKS FOOTPRINT	-	*2,073.6 m²* *10.6%*
LANDSCAPE AREA	-	10,086.4 m² 51.3%
SOFT LANDSCAPING	-	*7,735.2 m²* *39.4%*
HARD LANDSCAPING	-	*2,351.2 m²* *12.0%*
ASPHALT AREA	-	3,569.9 m² 18.2%

APARTMENT A,B STATISTICS				
UNITS	1-BDRM	1-BD+DEN	2-BDRM	TOTAL
(53 BF UNITS)	104	104	140	348
FLOOR LEVEL	GFA (Zoning)		GFA (OBC)	
	ft²	m²	ft²	m²
TOTAL	251,204 ft²	23,337.6 m²	*312,368 ft²*	*29,020.0 m²*

STACKED DWELLING UNIT STATISTICS - BLOCKS 1,2,3,4,5			
UNITS	1-BDRM	2-BDRM	TOTAL
Counts	52	52	104
GFA	Zoning		OBC
TOTAL	99,004 ft²	9,197.8 m²	*104,182 ft²* *9,864.6 m²*

DRIVE AISLE & BICYCLE REQUIREMENTS		
TYPE	REQUIRED	COMPLIANCE
Drive Aisle - Two way at Grade	6.7 m	YES
Drive Aisle - Two way at Parking Garage	6.0 m	YES
Loading Space - Type A Standard	3.5 x 9.0 x 4.2(h)m	YES
BICYCLE PARKG, HORIZ - Table 111B	*0.60 x 1.8m & 1.5m aisle*	YES
BICYCLE PARKG, VERT - Table 111B	*0.50 x 1.5m & 1.5m aisle*	YES

PARKING STATISTICS		
TYPE - DEDICATION (LOCATION)	RATE	SPACES
STACKED DW.- RESIDENTS (AT GRADE)	1.00	104
STACKED DW. - VISITORS (AT GRADE)	0.10	10
APARTMENT - RESIDENTS (U/G)	0.93	323
APARTMENT - VISITORS (U/G)	0.10	36
NON-RESIDENTIAL SPACES (U/G)	*0.00 / 100m²*	0
TOTAL		473
BICYCLE SPACES	0.575	260

ACCESSIBLE SPACES	**COUNTED AS PART OF TOTAL SPACES ABOVE*	
RATE = +5 (400-499)	5	21
SMALL CARS		
SMALL CAR SPACES (2.4x4.6) 40% MAX	40%	23%
	143	82

CREDIT NOTES:

THIS SITE PLAN IS BASED UPON AND MUST BE READ IN CONJUNCTION WITH FILE SURVEY_20191-20 PrLBCon2 TD1 PREPARED BY ANNIS, O'SULLIVAN, VOLLEBEKK LTD. DATED FEBRUARY 10, 2020. FABIANI ARCHITECTS LTD. ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY, OR COMPLETENESS OF THE DATA SUPPLIED AND SUCH DATA IS NOT INCLUDED UNDER SEALS OF CERTIFICATION, IF ANY.

LEGAL LAND DESCRIPTION:

PART OF LOT 3 CONCESSION 2
PART OF LOT 3 CONCESSION 3
AND PART OF ROAD ALLOWANCE BETWEEN CONCESSION 2 AND 3 (CLOSED BY INST. LT276969)
GEOGRAPHIC TOWNSHIP OF MARCH
CITY OF OTTAWA

SURVEYOR'S INFO:

ANNIS, O'SULLIVAN, VOLLEBEKK LTD.
14 Concourse Gate, Suite 500, Nepean, Ont. K2E 7S6
Phone:(613) 727-0850 / Fax: (613) 727-1079
E-mail : *Nepean@aovltd.com*

GENERAL NOTES:

1. ALL EXISTING PAVEMENT, CURBS, SIDEWALKS, DRIVEWAYS AND BOULEVARD AREAS DISTURBED BY THE CONSTRUCTION MUST BE REINSTATED TO THE SATISFACTION OF THE TOWN.
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4. ALL BARRIER FREE ENTRANCES AND BARRIER FREE PATHS OF TRAVEL MUST COMPLY WITH O.B.C. 3.8.
5. THE OWNER/CONTRACTOR SHALL SUPPLY ALL FIRE ROUTE AND HANDICAP SIGNS AS SET OUT IN THE TOWN BY-LAWS AND DESIGN CRITERIA.
6. ALL EXTERIOR ILLUMINATION TO BE DIRECTED DOWNWARD AS WELL AS INWARD AND DESIGNED TO MAINTAIN ZERO CUTOFF LIGHT DISTRIBUTION AS THE PROPERTY LINE.
7. ALL DOWNSPOUTS TO BE CONNECTED TO THE STORM DRAINAGE SYSTEM.
8. ALL CONDENSING UNITS TO BE SCREENED ON THE GROUND FLOOR.
9. SEPARATE PERMITS ARE REQUIRED FOR ANY SIGNAGE ON THE PROPERTY.
10. WHERE POSSIBLE TREES ARE TO BE PROTECTED FROM CONSTRUCTION.

SITE PLAN DRAWING LEGEND

PROPERTY LINE
FIRE ROUTE PATH
SIAMESE CONNECTION
LOCATION OF BLDG PRINCIPAL ENTRANCES FOR PUBLIC, FIRE FIGHTING AND BF USE
SERVICE EXITS / ENTRANCE POINTS
OVERHEAD DOORS
TRAFFIC FLOW
PAINTED ISLAND - NO PARKING
HEAVY DUTY PAVING
PARKING STALL COUNT PER ROW
DESIGNATED ACCESSIBLE PARKING SPACE. REFER TO CITY STANDARD FOR PAINTED SYMBOL
FREE-STANDING SIGN
LIGHT STANDARD
EX EXISTING ELEMENTS

ABBREVIATIONS

B	BOLLARD
BALC	BALCONY
BF	BARRIER FREE
BFFE	BASEMENT FFE
CD	CURB DEPRESSION
CSW	CONCRETE SIDEWALK
EX	EXISTING
FFH	PROPOSED FIRE HYDRANT
FFE	FINISHED FLOOR ELEVATION
FH	FIRE HYDRANT
FRS	FIRE ROUTE SIGN
FYSB	FRONT YARD BUILDING SETBACK
GFA	GROSS FLOOR AREA
HDP	HEAVY DUTY PAVING
IBYSB	INTERIOR SIDE YARD SETBACK
LAND	LANDSCAPE
LDP	LIGHT DUTY PAVING
LB	LIGHT BOLLARD
LS	LIGHT STANDARD
PROV	PROVIDED
REQD	REQUIRED
RYSB	REAR YARD BUILDING SETBACK
SDWK	SIDEWALK
TBD	TO BE DETERMINED
TBR	TO BE REMOVED
UP	UTILITY POLE

KEY
A/C Mandatory
Provision for A/C
1.1m Parapet wall

1 SITE PLAN - PARCEL 1
A101 1 : 300

DEVELOPMENT CONSULTANT:
ARCHITECTURE & PLANNING INITIATIVES
1 MACDONALD RD
ORMSTOWN, ON J0S 1K0
T 613.551.7248
API

GENERAL NOTES:
1 TO THE CONTRACTOR'S RESPONSIBILITY TO CHECK ALL FIGURED DIMENSIONS PRIOR THEREOF TO SCALING
2 VERIFY AND CHECK ALL DIMENSIONS PRIOR TO AND DURING CONSTRUCTION
3 DETERMINE LOCATIONS OF ALL EXISTING SERVICES
4 PLAN AREAS CONFORM WITH THE ONTARIO BUILDING CODE
ANY CHANGES, DISCREPANCIES OR SUBSTITUTIONS SHALL BE REPORTED TO AND REVIEW BY THE ARCHITECT BEFORE PROCEEDING

PROJECT N

NO.	YY/MM/DD	ISSUE
1	20/11/20	SITE PLAN

ISSUED FOR: AGENCY REVIEW, SITE PLAN, TENDER, CONSTRUCTION, AS BUILT, OTHER

FABIANI ARCHITECT LTD.

PROFESSIONAL CERTIFICATION

BAYVIEW HOSPITALITY GROUP

PROJECT NAME: KANATA MIXED-USE RESIDENTIAL PROJECT
6391 CAMPEAU DR, KANATA, ON, K2K 3E5

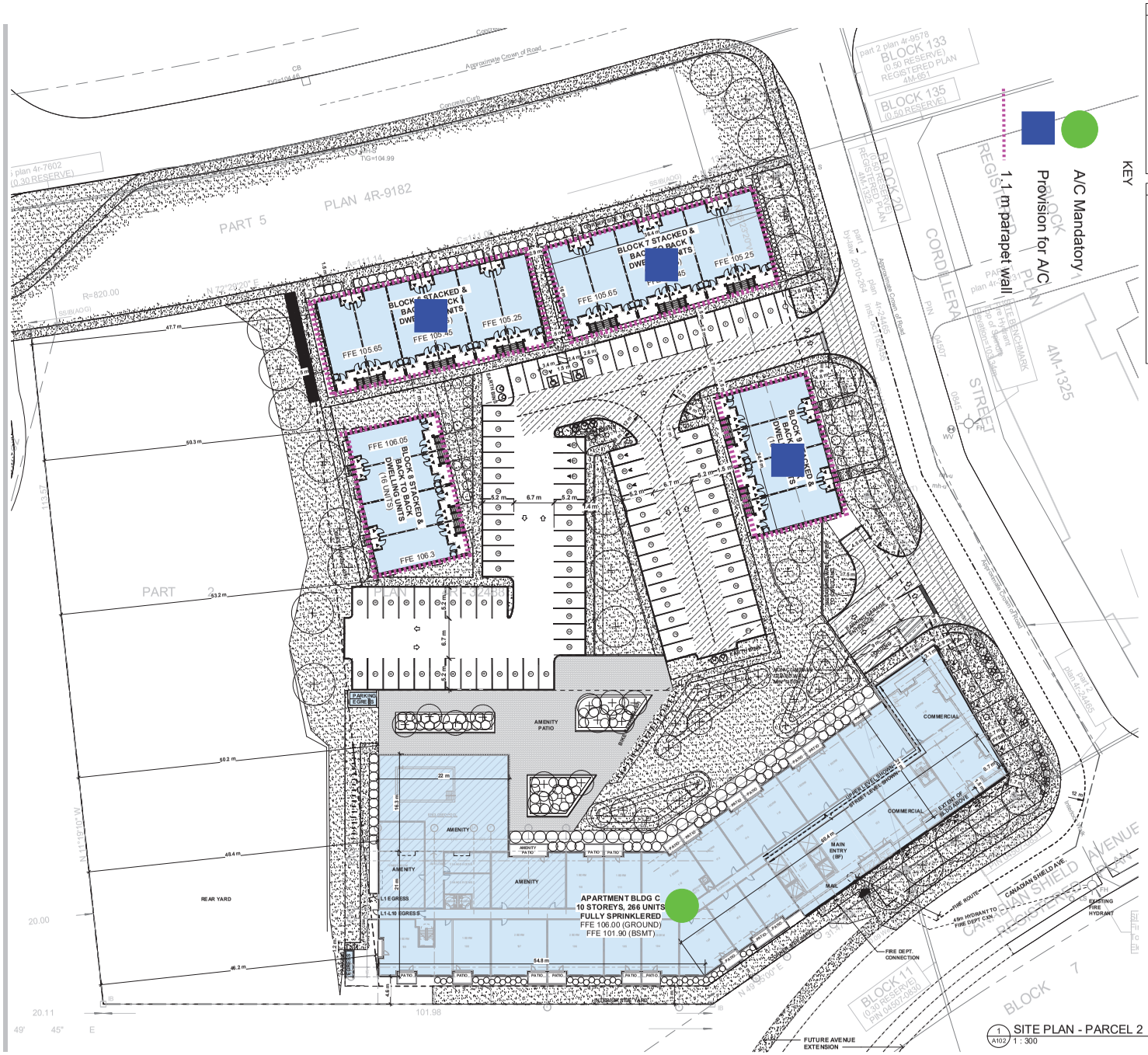
DRAWING TITLE: SITE PLAN - PARCEL 1

DRAWN BY: ML
CHECKED BY: FF
DATE: 20-11-26
SCALE: As indicated
PROJECT No. F19-049
PARCEL # 1
DRAWING No. A101
SHEET ISSUE No. 1

7240 WOODBINE AVENUE, MARKHAM, ONTARIO, L3R 1A4
P. (905) 337-7240 E. admin@gsconsultants.net

D07-12-17-0063
#17421

FIGURE 6: PARCEL 2 NOISE CONTROL RECOMMENDATIONS



ABBREVIATIONS

B	BOLLARD
BALC	BALCONY
BF	BARRIER FREE
BFPE	BASEMENT FFE
CD	CURB DEPRESSION
CSW	CONCRETE SIDEWALK
EX	EXISTING
PFH	PROPOSED FIRE HYDRANT
PFE	FINISHED FLOOR ELEVATION
FH	FIRE HYDRANT
FRS	FIRE ROUTE SIGN
FYSB	FRONT YARD BUILDING SETBACK
GFA	GROSS FLOOR AREA
HDP	HEAVY DUTY PAVING
ISYSB	INTERIOR SIDE YARD SETBACK
LAND	LANDSCAPE
LDP	LIGHT DUTY PAVING
LB	LIGHT BOLLARD
LS	LIGHT STANDARD
PROV	PROVIDED
REQD	REQUIRED
RYSB	REAR YARD BUILDING SETBACK
SDWK	SIDEWALK
TBD	TO BE DETERMINED
TBR	TO BE REMOVED
UP	UTILITY POLE

CREDIT NOTES:

THIS SITE PLAN IS BASED UPON AND MUST BE READ IN CONJUNCTION WITH FILE SURVEY_20191-20 PLt3Con2 T D1 PREPARED BY ANNIS, O'SULLIVAN, VOLLEBEKK LTD. DATED FEBRUARY 10, 2020. FABIANI ARCHITECTS LTD. ACCEPTS NO RESPONSIBILITY FOR THE ACCURACY, OR COMPLETENESS OF THE DATA SUPPLIED AND SUCH DATA IS NOT INCLUDED UNDER SEALS OF CERTIFICATION, IF ANY.

LEGAL LAND DESCRIPTION:

PART OF LOT 3 CONCESSION 2
PART OF LOT 3 CONCESSION 3
AND PART OF ROAD ALLOWANCE BETWEEN CONCESSION 2 AND 3 (CLOSED BY INST. LT278800)
GEOGRAPHIC TOWNSHIP OF MARCH
CITY OF OTTAWA

SURVEYOR'S INFO:

ANNIS, O'SULLIVAN, VOLLEBEKK LTD.
14 Concourse Gate, Suite 500, Nepean, Ont. K2E 7S6
Phone (613) 727-0850 / Fax: (613) 727-1079
E-mail: Nepean@aovltd.com

GENERAL NOTES:

1. ALL EXISTING PAVEMENT, CURBS, SIDEWALKS, DRIVEWAYS AND BOULEVARD AREAS DISTURBED BY THE CONSTRUCTION MUST BE REINSTATED TO THE SATISFACTION OF THE TOWN.
2. A MINIMUM SETBACK OF 1.0m FROM STREET FURNITURE TO PROPOSED DRIVEWAYS AND SIDEWALKS SHALL BE MAINTAINED. ALL EXISTING STREET FURNITURE TO BE RELOCATED BY THE CONTRACTOR/OWNER TO A SETBACK OF 1.0m. THE COST OF THE RELOCATION OF ANY UTILITY IS THE RESPONSIBILITY OF THE DEVELOPER/OWNER.
3. THE CONTRACTOR/OWNER IS RESPONSIBLE FOR ALL UTILITY LOCATES AND DAMAGE OR DISTURBANCE DURING CONSTRUCTION.
4. ALL BARRIER FREE ENTRANCES AND BARRIER FREE PATHS OF TRAVEL, MUST COMPLY WITH O.B.C. 3.8.
5. THE OWNER/CONTRACTOR SHALL SUPPLY ALL FIRE ROUTE AND HANDICAP SIGNS AS SET OUT IN THE TOWN BY-LAWS AND DESIGN CRITERIA.
6. ALL EXTERIOR ILLUMINATION TO BE DIRECTED DOWNWARD AS WELL AS INWARD AND DESIGNED TO MAINTAIN ZERO CUTOFF LIGHT DISTRIBUTION AS THE PROPERTY LINE.
7. ALL DOWNSPOUTS TO BE CONNECTED TO THE STORM DRAINAGE SYSTEM.
8. ALL CONDENSING UNITS TO BE SCREENED ON THE GROUND FLOOR.
9. SEPARATE PERMITS ARE REQUIRED FOR ANY SIGNAGE ON THE PROPERTY.
10. WHERE POSSIBLE TREES ARE TO BE PROTECTED FROM CONSTRUCTION.

SITE PLAN DRAWING LEGEND

PROPERTY LINE
FIRE ROUTE PATH
SIAMESE CONNECTION
LOCATION OF BLDG PRINCIPAL ENTRANCES FOR PUBLIC, FIRE FIGHTERS AND BF USE
SERVICE EXITS / ENTRANCE POINTS
OVERHEAD DOORS
TRAFFIC FLOW
PAINTED ISLAND - NO PARKING
HEAVY DUTY PAVING
PARKING STALL COUNT PER ROW
DESIGNATED ACCESSIBLE PARKING SPACE, REFER TO CITY STANDARD FOR PAINTED SYMBOL
FREE-STANDING SIGN
LIGHT STANDARD
EX. EXISTING ELEMENTS

PROJECT INFORMATION - PARCEL 2

ZONING STANDARD BASED ON MC5	REQUIRED	PROVIDED	
LOT AREA	-	17,410.8 m²	1.741 Ha
TOTAL ZONING GFA	-	25,368.5 m²	
FSI (MAX)	2.00	1.46	
BUILDING HEIGHT (MAX)	35.0 m	33.4 m	
Front Yard Setback (MAX)	3.5 m	2.7 m	
Corner Side Yard Setback (MIN)	-	1.7 m	
Rear Yard Setback (MIN)	6.0 m	46.2 m	
Surface Parking Front & Corner Yard Setback (Min)	10.0 m	3.6 m	
FSI Non-Residential (Min)	0.75	0.02	
GFA Non-Residential	-	430.6 m²	
Apartment & Stacked Dwellings Amenity Space (Min 6m² per unit)	2,076.0 m²	2,350.0 m²	
Communal Amenity (Min 50%)	1,038.0 m²	1,050.0 m²	
Large Amenity (Min 1 space)	54.0 m²	300.0 m²	
LOT COVERAGE (MAX)	-	4,701.5 m²	27.0%
APARTMENT C FOOTPRINT	-	*2,744.9 m²*	*15.8%*
STACKED DW. BLOCKS FOOTPRINT	-	*1,956.6 m²*	*11.2%*
LANDSCAPE AREA	-	10,038.5 m²	57.7%
SOFT LANDSCAPING	-	*8,463.9 m²*	*48.6%*
HARD LANDSCAPING	-	*1,574.5 m²*	*9.0%*
ASPHALT AREA	-	2,660.3 m²	15.3%

APARTMENT C STATISTICS

UNITS	1-BDRM	1-BD+DEN	2-BDRM	TOTAL
(40 BF UNITS)	111	30	125	266
FLOOR LEVEL	GFA (Zoning)		*GFA (OBC)*	
	ft²	m²	*ft²*	*m²*
TOTAL	196,924 ft²	18,294.9 m²	*238,387 ft²*	*22,146.9 m²*

STACKED DWELLING UNIT STATISTICS - BLOCKS 6,7,8,9

UNITS	1-BDRM	2-BDRM	TOTAL
Counts	40	40	80
GFA	Zoning		*OBC*
TOTAL	76,140 ft²	7,073.6 m²	*81,668 ft²*	*7,587.2 m²*

PARKING STATISTICS

TYPE - DEDICATION (LOCATION)	RATE	SPACES
STACKED DW. - RESIDENTS (AT GRADE)	1.00	80
STACKED DW. - VISITORS (AT GRADE)	0.18	14
APARTMENT - RESIDENTS (U/G)	1.00	266
APARTMENT - VISITORS (U/G)		
NON-RESIDENTIAL SPACES (U/G)	*0.27 / 100m²*	16
TOTAL		376
BICYCLE SPACES	0.575	200

ACCESSIBLE SPACES	**COUNTED AS PART OF TOTAL SPACES ABOVE*	
RATE = +4 (300-399)	4	16
SMALL CARS		
SMALL CAR SPACES (2.4x4.6) 40% MAX	40%	28.3%
	112	80

DRIVE AISLE & BICYCLE REQUIREMENTS

TYPE	REQUIRED	COMPLIANCE
Drive Aisle - Two way at Grade	6.7 m	YES
Drive Aisle - Two way at Parking Garage	6.0 m	YES
Loading Space - Type A Standard	3.5 x 9.0 x 4.2(h)m	YES
BICYCLE PARKG, HORIZ - Table 111B	*0.60 x 1.8m & 1.5m aisle*	YES
BICYCLE PARKG, VERT - Table 111B	*0.50 x 1.5m & 1.5m aisle*	YES

DEVELOPMENT CONSULTANT:
ARCHITECTURE & PLANNING INITIATIVES
1 MAJ CORNWALL RD
OAKVILLE, ON L6J 7W5
T 905.337.7256
API

GENERAL NOTES:
1 TIS THE CONTRACTORS RESPONSIBILITY TO CONFIRM AND VERIFY DIMENSIONS PRIOR TO SCALING
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ANY CHANGES, DISCREPANCIES OR SUBSTITUTIONS SHALL BE REFERRED TO AND REVIEWED BY THE ARCHITECT BEFORE PROCEEDING

PROJECT N

REVISIONS	DATE
1 ISSUED FOR REVIEW	2019.12.20

ISSUED FOR: REGIONAL SITE PLAN / TENDER / CONSTRUCTION / AS BUILT / OTHER

FABIANI ARCHITECT LTD.

PROFESSIONAL CERTIFICATION

BAYVIEW HOSPITALITY GROUP

PROJECT NAME: KANATA MIXED-USE RESIDENTIAL PROJECT
6391 CAMPEAU DR, KANATA, ON, K2K 3E5

DRAWING TITLE: SITE PLAN - PARCEL 2

DRAWN BY: ML
DATE: 20-11-26
CHECKED BY: FF
SCALE: As indicated
PROJECT No.: F19-049
PARCEL # 2
DRAWING No.: A102
SHEET ISSUE No.: 1

7 MAJ CORNWALL ROAD OAKVILLE, ON. L6J 7W5
P. (905) 337-7256 E. annis@aponsultants.net
D07-12-17-0063
#17421

APPENDICES

Appendix A – Floor Plans and Elevations

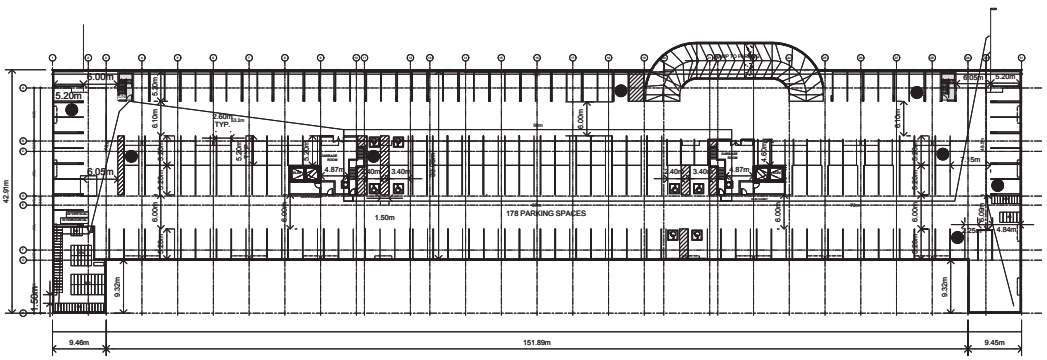
Appendix B – Road Traffic Data

Appendix C – MECP Environmental Noise Guidelines

Appendix D – Sample Calculations

APPENDIX A

Floor Plans and Elevations



1 UNDERGROUND PARKING
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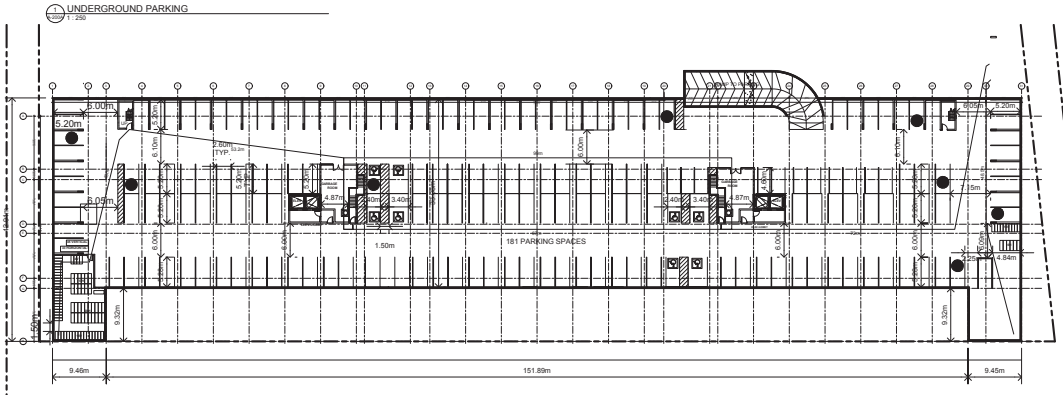

2 T/O UNDERGROUND PARKING 2
1 : 250

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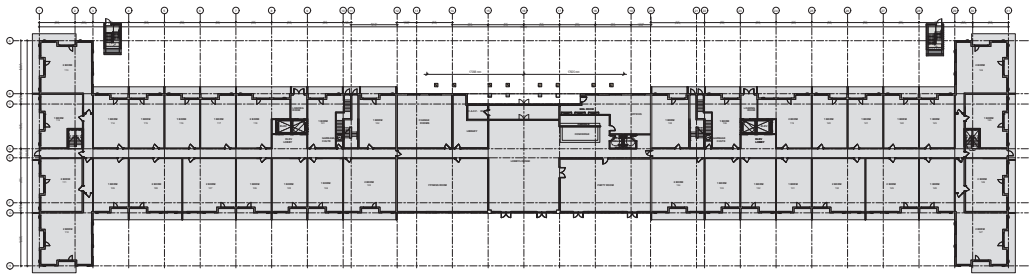
APARTMENT A+B FLOOR PLANS

F19-049

A-200A



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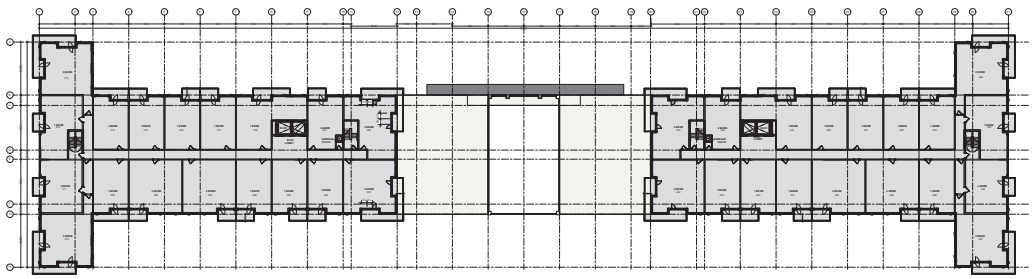

2 2ND-8TH FLOOR PLAN
1 : 250

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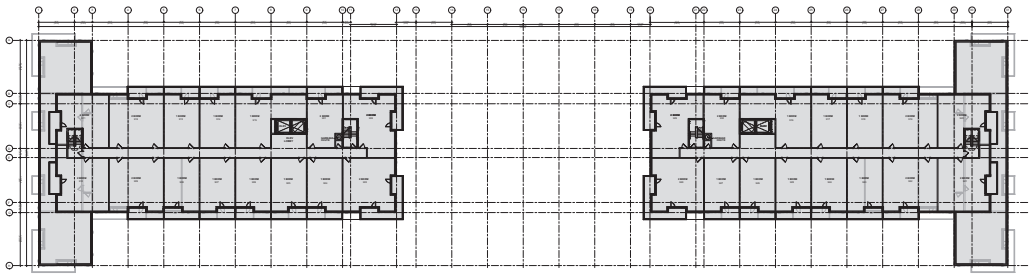
KANATA MIXED-USE RESIDENTIAL PROJECT

APARTMENT A+B FLOOR PLANS

F19-049

A-201A



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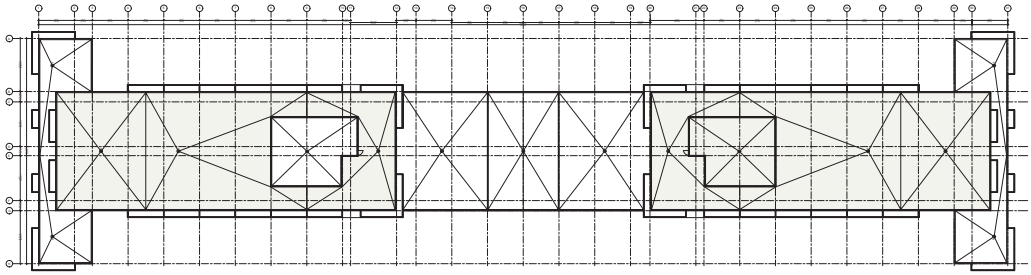
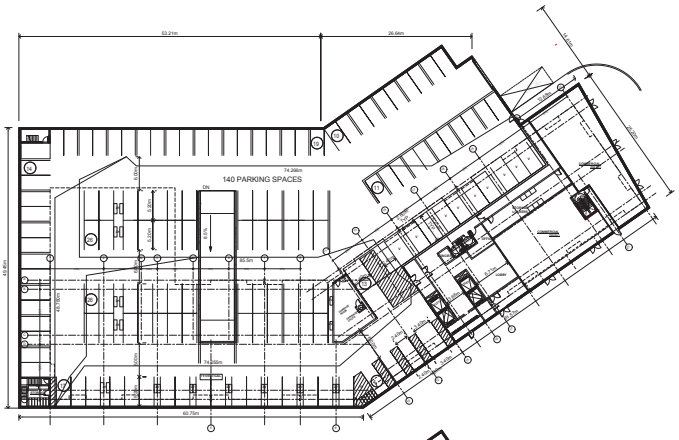
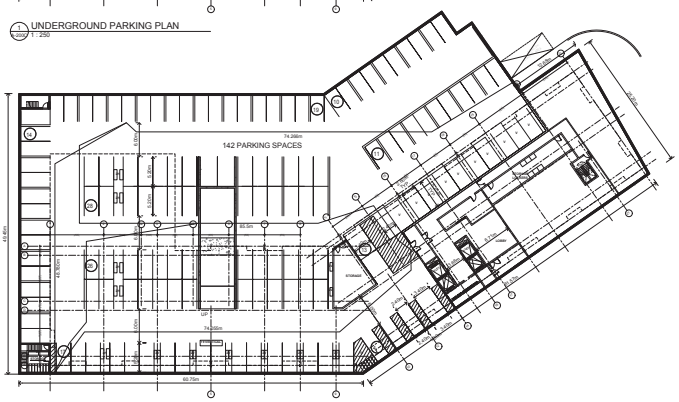


2 ROOF PLAN
1 : 250

DEVELOPMENT CONSULTANT:
API
GENERAL NOTES:
FABIANI ARCHITECT LTD.
PROFESSIONAL CERTIFICATION
BA CONSULTING
KANATA MIXED-USE RESIDENTIAL PROJECT
APARTMENT A+B FLOOR PLANS
Author
Checker
1 : 150
F19-049
PARCEL A
1
A-202A

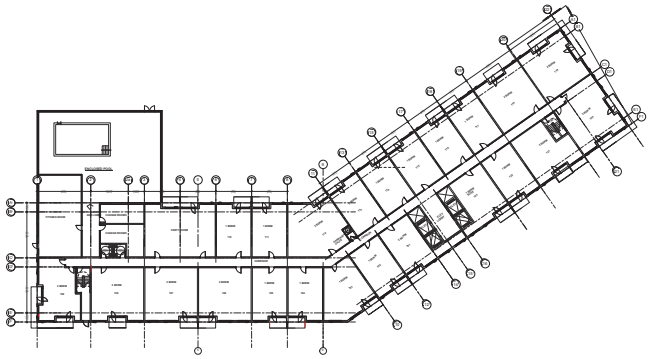


1 UNDERGROUND PARKING PLAN
1 : 250

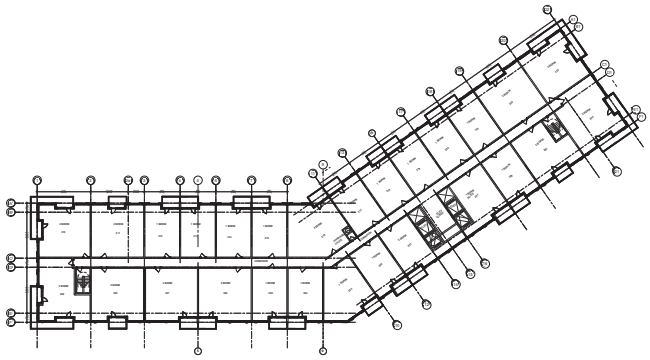


2 T/O UNDERGROUND PARKING 2
1 : 250

DEVELOPMENT CONSULTANT:
API
GENERAL NOTES:
FABIANI ARCHITECT LTD.
PROFESSIONAL CERTIFICATION
BA CONSULTING
KANATA MIXED-USE RESIDENTIAL PROJECT
APARTMENT C UNDERGROUND PLAN
Author
Checker
1 : 150
F19-049
PARCEL A
2
A-200C 1



1 GROUND FLOOR PLAN
SCALE 1 : 250



2 2ND - 8TH FLOOR PLAN
SCALE 1 : 250

DEVELOPMENT CONSULTANT:
API
GENERAL NOTES:
PROJECT NORTH
FABIANI ARCHITECT LTD.
ARCHITECTS
PROFESSIONAL CERTIFICATION
BA TOMLW
KANATA MIXED-USE RESIDENTIAL PROJECT
APARTMENT C FLOOR PLANS
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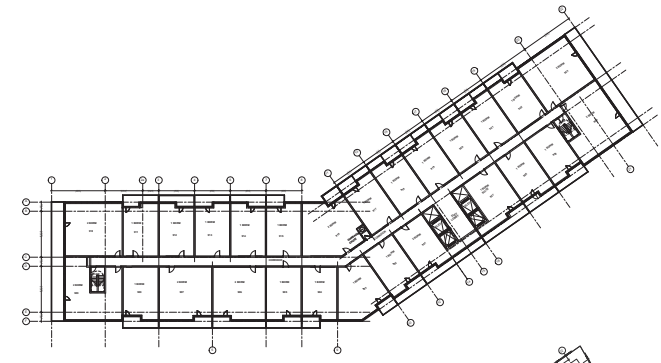
F19-049
PARCEL A
2
A-201C



1 9TH - 10TH FLOOR PLAN
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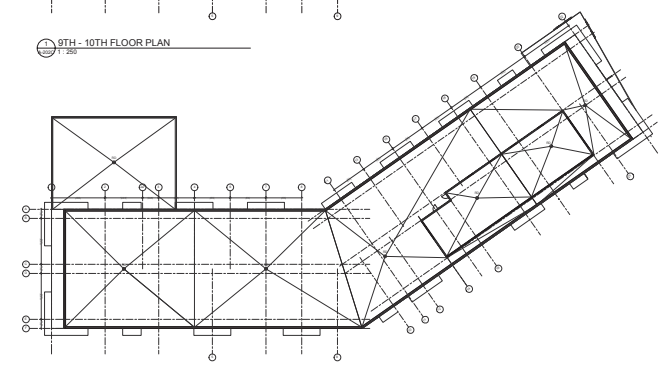
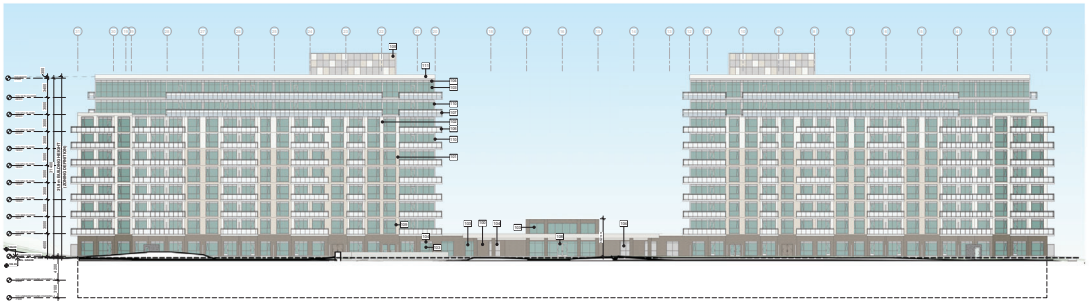
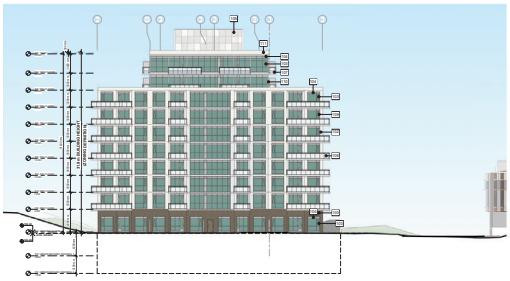


2 ROOF PLAN
SCALE 1 : 250

DEVELOPMENT CONSULTANT:
API
GENERAL NOTES:
PROJECT NORTH
FABIANI ARCHITECT LTD.
ARCHITECTS
PROFESSIONAL CERTIFICATION
BA TOMLW
KANATA MIXED-USE RESIDENTIAL PROJECT
APARTMENT C FLOOR PLANS
KP
1 : 250
F19-049
PARCEL A
2
A-202C



1 NORTH ELEVATION
SCALE 1 : 250



2 EAST ELEVATION
SCALE 1 : 250

EXTERIOR ELEVATION LEGEND

100 MANUFACTURED STONE MASONRY - COLOUR: BROWN (FAIRVIEW TAUPE HC-86 BY BENJAMIN MOORE)

101 PREFABRICATED PANELLED & PREFINISHED STONE CLADDING SYSTEM COLOUR:BEIGE (ULIANA WHITE HC-84 BY BENJAMIN MOORE)

102 PREFABRICATED PANELLED & PREFINISHED STONE CLADDING SYSTEM COLOUR:LIGHT GREY (OXFORD WHITE CC-30 BY BENJAMIN MOORE)

103 VISION GLASS (COLOUR:CLEAR C/W LIGHT GREEN LOW E COATING)

104 BACK PAINTED GLASS SPANDREL (COLOUR:LIGHT GREY TO MATCH MULLIONS)

106 NON-REFLECTIVE METAL SPANDREL PANELS - COLOUR: RANDOM VARIATION TO MATCH BUILDING COLOURS

106 CLEAR ANODIZED ALUMINUM GUARD RAIL WITH CLEAR GLAZING & SLAB-EDGE COVER (COLOUR: LIGHT GREY, CLEAR)

107 CLEAR ANODIZED ALUMINUM GUARD RAIL WITH FROSTED GLAZING & SLAB-EDGE COVER (COLOUR: LIGHT GREY CLEAR)

108 CLEAR ANODIZED STOREFRONT CLAZING (COLOUR: LIGHT GREY, CLEAR)

109 CLEAR ANODIZED ALUMINUM WINDOW (COLOUR: LIGHT GREY)

110 CLEAR ANODIZED ALUMINUM WINDOW WALL (COLOUR: LIGHT GREY)

111 PREFINISHED METAL CLADDING: LIGHT GREY (OXFORD WHITE CC-30 BY BENJAMIN MOORE)

DEVELOPMENT CONSULTANT:
API
APPLEWOOD PLANNING INC.

GENERAL NOTES:
1. IT IS THE CONTRACTORS RESPONSIBILITY TO NOTIFY THE ARCHITECT OF ANY DISCREPANCIES IN DIMENSIONS OR DRAWINGS PRIOR TO COMMENCING CONSTRUCTION.
2. VERIFY ALL GRIDS ALL DIMENSIONS PRIOR TO ORDERING MATERIALS OR CONSTRUCTION.
3. ALL WORK TO BE COMPLETED IN A WORKMANLIKE MANNER AND IN ACCORDANCE WITH THE ONTARIO BUILDING CODE.
4. ALL DIMENSIONS ARE GIVEN IN METRIC UNITS UNLESS NOTED OTHERWISE. DO NOT SCALE DRAWINGS. USE DIMENSIONS ONLY. ALL DIMENSIONS TO BE VERIFIED ON SITE BY THE CONTRACTOR BEFORE PROCEEDING.

ISSUED
No. Description Date
1 ISSUED FOR SPA 2015-12-16
2 ISSUED FOR SPA 2016-03-16
3 ISSUED FOR SPA 2016-06-15
4 ISSUED FOR SPA 2016-08-15
5 ISSUED FOR SPA 2016-10-14
6 ISSUED FOR SPA 2016-12-16
7 ISSUED FOR SPA 2017-02-17

FABIANI ARCHITECT LTD.

PROFESSIONAL CERTIFICATION

BAYVIEW

PROJECT TITLE:
KANATA MIXED-USE RESIDENTIAL PROJECT
1 Kanata Avenue, Ottawa, Ontario

DRAWING TITLE:
APARTMENT A&B NORTH AND EAST ELEVATIONS

DATE: 2015-12-16
SCALE: AS NOTED
DRAWN BY: KP
CHECKED BY: KF
PROJECT NO.: F19-049
PARCEL #: 1
DRAWING NO.: A-300A
REVISION: 1

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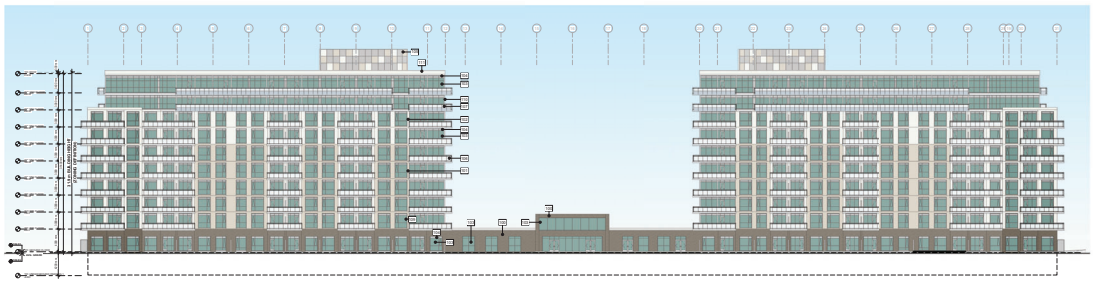
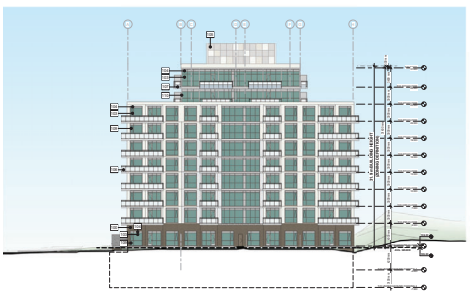


1 SOUTH ELEVATION
SCALE 1 : 250



2 WEST ELEVATION
SCALE 1 : 250

EXTERIOR ELEVATION LEGEND

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DEVELOPMENT CONSULTANT:
API
APPLEWOOD PLANNING INC.

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ISSUED
No. Description Date
1 ISSUED FOR SPA 2015-12-16
2 ISSUED FOR SPA 2016-03-16
3 ISSUED FOR SPA 2016-06-15
4 ISSUED FOR SPA 2016-08-15
5 ISSUED FOR SPA 2016-10-14
6 ISSUED FOR SPA 2016-12-16
7 ISSUED FOR SPA 2017-02-17

FABIANI ARCHITECT LTD.

PROFESSIONAL CERTIFICATION

BAYVIEW

PROJECT TITLE:
KANATA MIXED-USE RESIDENTIAL PROJECT
1 Kanata Avenue, Ottawa, Ontario

DRAWING TITLE:
APARTMENT A&B SOUTH AND WEST ELEVATIONS

DATE: 2015-12-16
SCALE: AS NOTED
DRAWN BY: KP
CHECKED BY: KF
PROJECT NO.: F19-049
PARCEL #: 1
DRAWING NO.: A-301A
REVISION: 1

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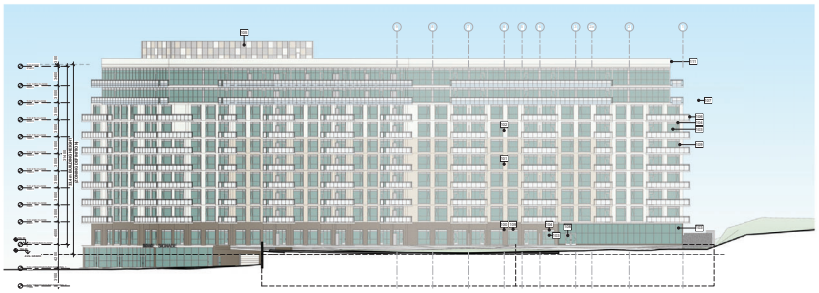
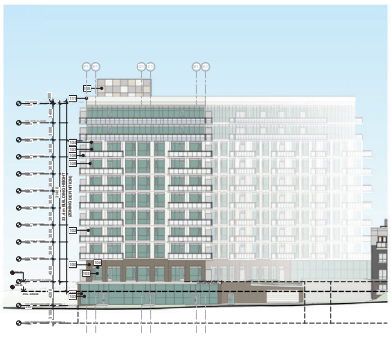


1 North Elevation
A-310C 1 : 250



2 East Elevation
A-310C 1 : 250

EXTERIOR ELEVATION LEGEND

100 MANUFACTURED STONE MASONRY - COLOUR: BROWN (FAIRVIEW TAUPE HC-86 BY BENJAMIN MOORE)

101 PREFABRICATED PANELIZED & PREFINISHED STONE CLADDING SYSTEM COLOUR/BEIGE (ELMIRA WHITE HC-84 BY BENJAMIN MOORE)

102 PREFABRICATED PANELIZED & PREFINISHED STONE CLADDING SYSTEM COLOUR/LIGHT GREY (OXFORD WHITE CC-30 BY BENJAMIN MOORE)

103 VISION GLASS (COLOUR/CLEAR CW LIGHT GREEN LOW E COATING)

104 BACK-PAINTED GLASS SPANDREL (COLOUR/LIGHT GREY TO MATCH MULLIONS)

105 NON-REFLECTIVE METAL SPANDREL PANELS - COLOUR: RANDOM VARIATION TO MATCH BUILDING COLOURS

106 CLEAR ANODIZED ALUMINUM GUARD RAIL WITH CLEAR GLAZING & SLAB-EDGE COVER (COLOUR: LIGHT GREY, CLEAR)

107 CLEAR ANODIZED ALUMINUM GUARD RAIL WITH FROSTED GLAZING & SLAB-EDGE COVER (COLOUR: LIGHT GREY CLEAR)

108 CLEAR ANODIZED STOREFRONT GLAZING (COLOUR: LIGHT GREY, CLEAR)

109 CLEAR ANODIZED ALUMINUM WINDOW (COLOUR: LIGHT GREY)

111 PREFINISHED METAL CLADDING: LIGHT GREY (OXFORD WHITE CC-30 BY BENJAMIN MOORE)

DEVELOPMENT CONSULTANT: API PLANNING + DESIGN
ENVIRONMENTAL

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No. Revision Date
1 ISSUED FOR SITE PLAN CONTROL 2019-12-20

FABIANI ARCHITECT LTD.

PROFESSIONAL CERTIFICATION

BAYVIEW

PROJECT: KANATA MIXED-USE RESIDENTIAL PROJECT
DRAWING: APARTMENT C: NORTH AND EAST ELEVATIONS
KP 2017-26
SCALE: AS NOTED @ 11x17
DRAWING NO. F19-049
PARCEL # 2
A-310C 1

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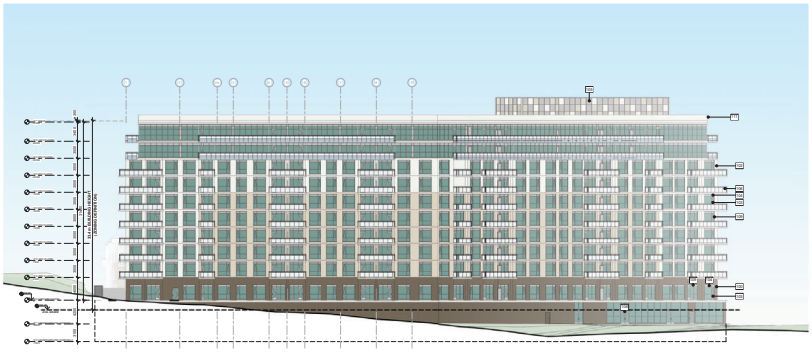
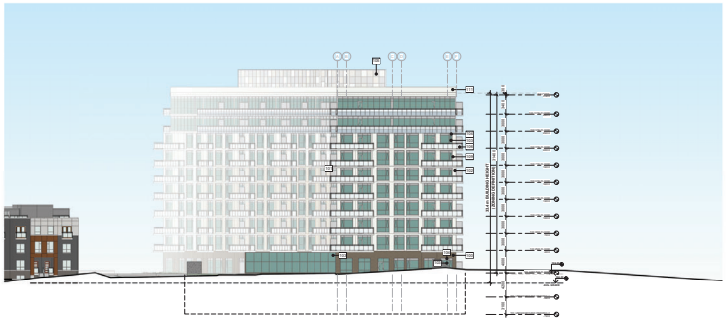


1 South Elevation
A-311C 1 : 250



2 West Elevation
A-311C 1 : 250

EXTERIOR ELEVATION LEGEND

100 MANUFACTURED STONE MASONRY - COLOUR: BROWN (FAIRVIEW TAUPE HC-86 BY BENJAMIN MOORE)

101 PREFABRICATED PANELIZED & PREFINISHED STONE CLADDING SYSTEM COLOUR/BEIGE (ELMIRA WHITE HC-84 BY BENJAMIN MOORE)

102 PREFABRICATED PANELIZED & PREFINISHED STONE CLADDING SYSTEM COLOUR/LIGHT GREY (OXFORD WHITE CC-30 BY BENJAMIN MOORE)

103 VISION GLASS (COLOUR/CLEAR CW LIGHT GREEN LOW E COATING)

104 BACK-PAINTED GLASS SPANDREL (COLOUR/LIGHT GREY TO MATCH MULLIONS)

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106 CLEAR ANODIZED ALUMINUM GUARD RAIL WITH CLEAR GLAZING & SLAB-EDGE COVER (COLOUR: LIGHT GREY, CLEAR)

107 CLEAR ANODIZED ALUMINUM GUARD RAIL WITH FROSTED GLAZING & SLAB-EDGE COVER (COLOUR: LIGHT GREY CLEAR)

108 CLEAR ANODIZED STOREFRONT GLAZING (COLOUR: LIGHT GREY, CLEAR)

109 CLEAR ANODIZED ALUMINUM WINDOW (COLOUR: LIGHT GREY)

111 PREFINISHED METAL CLADDING: LIGHT GREY (OXFORD WHITE CC-30 BY BENJAMIN MOORE)

DEVELOPMENT CONSULTANT: API PLANNING + DESIGN
ENVIRONMENTAL

GENERAL NOTES
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No. Revision Date
1 ISSUED FOR SITE PLAN CONTROL 2019-12-20

FABIANI ARCHITECT LTD.

PROFESSIONAL CERTIFICATION

BAYVIEW

PROJECT: KANATA MIXED-USE RESIDENTIAL PROJECT
DRAWING: APARTMENT C: SOUTH AND WEST ELEVATIONS
KP 2017-26
SCALE: AS NOTED @ 11x17
DRAWING NO. F19-049
PARCEL # 2
A-311C 1

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APPENDIX B

Road Traffic Data

Appendix B: Table of Traffic and Road Parameters To Be Used For Sound Level Predictions

Table B1 Traffic And Road Parameters To Be Used For Sound Level Predictions

Row Width (m)	Implied Roadway Class	AADT Vehicles/Day	Posted Speed Km/Hr	Day/Night Split %	Medium Trucks %	Heavy Trucks % [1]
NA [2]	Freeway, Queensway, Highway	18,333 per lane	100	92/8	7	5
37.5-44.5	6-Lane Urban Arterial-Divided (6 UAD)	50,000	50-80	92/8	7	5
34-37.5	4-Lane Urban Arterial-Divided (4-UAD)	35,000	50-80	92/8	7	5
23-34	4-Lane Urban Arterial-Undivided (4-UAU)	30,000	50-80	92/8	7	5
23-34	4-Lane Major Collector (4-UMCU)	24,000	40-60	92/8	7	5
30-35.5	2-Lane Rural Arterial (2-RAU)	15,000	50-80	92/8	7	5
20-30	2-Lane Urban Arterial (2-UAU)	15,000	50-80	92/8	7	5
20-30	2-Lane Major Collector (2-UMCU)	12,000	40-60	92/8	7	5
30-35.5	2-Lane Outer Rural Arterial (near the extremities of the City) (2-RAU)	10,000	50-80	92/8	7	5
20-30	2-Lane Urban Collector (2-UCU)	8,000	40-50	92/8	7	5

[1] The MOE Vehicle Classification definitions should be used to estimate automobiles, medium trucks and heavy trucks.

[2] The number of lanes is determined by the future mature state of the roadway.

TRANS-PLAN
transportation engineering

Turning Movement Count Diagram

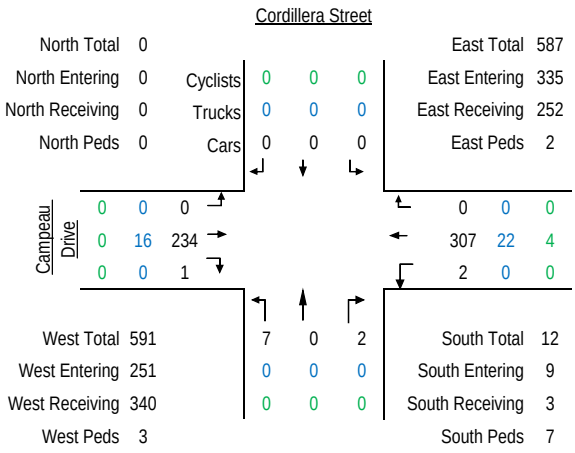
Intersection: Campeau Dr at Cordillera St

Intersection ID:

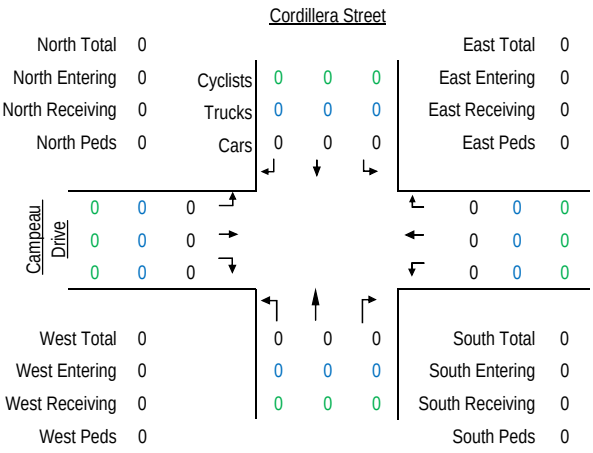
Municipality: Kanata, Ontario

Date: Tuesday September 22, 2020

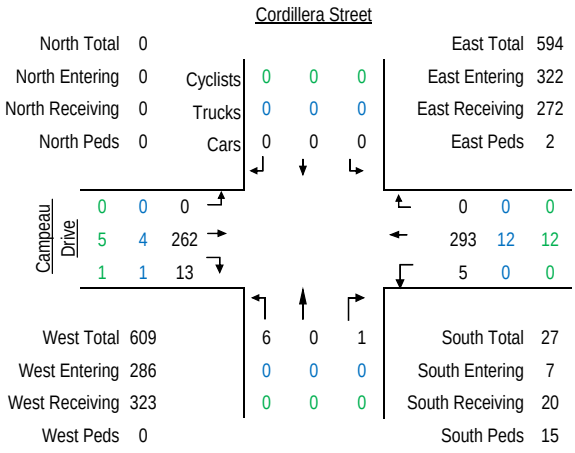
AM Peak Hour: 8:00 to 9:00



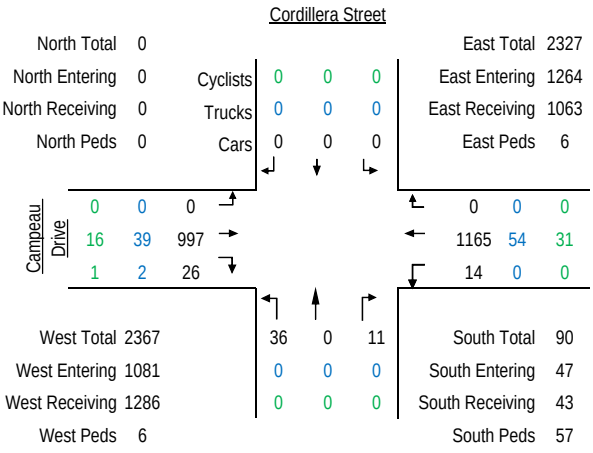
MD Peak Hour: - to -



PM Peak Hour: 16:00 to 17:00



Total 5-Hour Count



APPENDIX C

MECP Environmental Noise Guidelines

Ministry of the Environment, Conservation and Parks (MECP) Guideline Limits

Table 1 – Transportation Noise Criteria Summary

Space	Time Period	Criteria		
		Road (L_{eq} – dBA)[1]	Rail (L_{eq} – dBA)[1]	Aircraft (NEF/NEP)[2]
General offices, reception areas, retail stores, etc.	07:00 – 23:00	50	45	15
Living/dining, den areas of residences, hospitals, nursing homes, schools, daycare centres, libraries, theatres, places of worship etc.	07:00 – 23:00	45	40	5
	23:00 – 07:00[3]	45	40	
Individual or semi-private offices, conference rooms, etc.	07:00 – 23:00	45	40	10
Sleeping Quarters of residences, hospitals, nursing/retirement homes, etc.	07:00 – 23:00	45	40	0
	23:00 – 07:00	40	35	
Sleeping Quarters of hotels/motels	23:00 – 07:00	45	40	5
Outdoor Living Area	07:00 – 23:00	55[4]		30

Notes: 1. Leq – Energy equivalent continuous sound level over the specified time period.
2. NEF – Noise Exposure Forecast and NEP – Noise Exposure Projection contours are determined by methods approved by Transport Canada and apply over the full 24-hour period. Indoor values are representative of the indoor sound levels and are used as assessment criteria for the evaluation of acoustic insulation requirements.
3. Schools, daycare centres, libraries, theatres and places of worship have no criteria during in the nighttime time period.
4. Up to 5dB excess above the criteria is allowed if noise control measures are not feasible for technical, economic or administrative reasons with appropriate Warning Clauses included on occupancy agreements.

Source: Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning, publication NPC-300, August 2013

APPENDIX D

Sample Calculations

STAMSON 5.04 NORMAL REPORT Date: 02-12-2020 09:49:41
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: 10fsecef.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Campeau (day/night)

Car traffic volume : 12144/1056 veh/TimePeriod *
Medium truck volume : 966/84 veh/TimePeriod *
Heavy truck volume : 690/60 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15000
Percentage of Annual Growth : 2.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: Campeau (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 137.50 / 137.50 m
Receiver height : 30.50 / 30.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: C. Shield (day/night)

Car traffic volume : 6477/563 veh/TimePeriod *
Medium truck volume : 515/45 veh/TimePeriod *
Heavy truck volume : 368/32 veh/TimePeriod *
Posted speed limit : 40 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8000
Percentage of Annual Growth : 2.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: C. Shield (day/night)

```
Angle1   Angle2           : -90.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  16.00 / 16.00  m
Receiver height           :  30.50 / 30.50  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00


Road data, segment # 3: Cordillera (day/night)
----------------------------------------------
Car traffic volume  :   987/86    veh/TimePeriod  *
Medium truck volume :    79/7     veh/TimePeriod  *
Heavy truck volume  :    56/5     veh/TimePeriod  *
Posted speed limit  :    40 km/h
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):   1000
    Percentage of Annual Growth        :   2.00
    Number of Years of Growth          :  10.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 3: Cordillera (day/night)
--------------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  14.70 / 14.70  m
Receiver height           :  30.50 / 30.50  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00


Road data, segment # 4: 417 WB (day/night)
------------------------------------------
Car traffic volume  : 59370/5163  veh/TimePeriod  *
Medium truck volume :  4723/411   veh/TimePeriod  *
Heavy truck volume  :  3373/293   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

    24 hr Traffic Volume (AADT or SADT):  73332
    Percentage of Annual Growth        :   2.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00
```

```
Data for Segment # 4: 417 WB (day/night)
----------------------------------------
Angle1   Angle2           : -90.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 387.30 / 387.30 m
Receiver height           :  30.50 / 30.50  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00


Road data, segment # 5: 417 EB (day/night)
----------------------------------------
Car traffic volume  : 59370/5163  veh/TimePeriod  *
Medium truck volume :  4723/411   veh/TimePeriod  *
Heavy truck volume  :  3373/293   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

    24 hr Traffic Volume (AADT or SADT):  73332
    Percentage of Annual Growth        :   2.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 5: 417 EB (day/night)
----------------------------------------
Angle1   Angle2           : -90.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 422.80 / 422.80 m
Receiver height           :  30.50 / 30.50  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00


Results segment # 1: Campeau (day)
----------------------------------

Source height = 1.50 m

ROAD (0.00 + 55.85 + 0.00) = 55.85 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
     0     90   0.00  68.48   0.00  -9.62  -3.01   0.00   0.00   0.00  55.85
-------------------------------------------------------------------------------

Segment Leq : 55.85 dBA
```

Results segment # 2: C. Shield (day)

Source height = 1.50 m

ROAD (0.00 + 60.66 + 0.00) = 60.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	63.96	0.00	-0.28	-3.01	0.00	0.00	0.00	60.66

Segment Leq : 60.66 dBA

Results segment # 3: Cordillera (day)

Source height = 1.49 m

ROAD (0.00 + 56.55 + 0.00) = 56.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.46	0.00	0.09	0.00	0.00	0.00	0.00	56.55

Segment Leq : 56.55 dBA

Results segment # 4: 417 WB (day)

Source height = 1.50 m

ROAD (0.00 + 64.27 + 0.00) = 64.27 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	81.40	0.00	-14.12	-3.01	0.00	0.00	0.00	64.27

Segment Leq : 64.27 dBA

Results segment # 5: 417 EB (day)

Source height = 1.50 m

ROAD (0.00 + 63.89 + 0.00) = 63.89 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	81.40	0.00	-14.50	-3.01	0.00	0.00	0.00	63.89

Segment Leq : 63.89 dBA

Total Leq All Segments: 68.53 dBA

Results segment # 1: Campeau (night)

Source height = 1.50 m

ROAD (0.00 + 48.25 + 0.00) = 48.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	60.88	0.00	-9.62	-3.01	0.00	0.00	0.00	48.25

Segment Leq : 48.25 dBA

Results segment # 2: C. Shield (night)

Source height = 1.50 m

ROAD (0.00 + 53.07 + 0.00) = 53.07 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	56.36	0.00	-0.28	-3.01	0.00	0.00	0.00	53.07

Segment Leq : 53.07 dBA

Results segment # 3: Cordillera (night)

Source height = 1.50 m

ROAD (0.00 + 49.05 + 0.00) = 49.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	48.97	0.00	0.09	0.00	0.00	0.00	0.00	49.05

Segment Leq : 49.05 dBA

Results segment # 4: 417 WB (night)

Source height = 1.49 m

ROAD (0.00 + 56.67 + 0.00) = 56.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	73.80	0.00	-14.12	-3.01	0.00	0.00	0.00	56.67

Segment Leq : 56.67 dBA

Results segment # 5: 417 EB (night)

Source height = 1.49 m

ROAD (0.00 + 56.29 + 0.00) = 56.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	73.80	0.00	-14.50	-3.01	0.00	0.00	0.00	56.29

Segment Leq : 56.29 dBA

Total Leq All Segments: 60.93 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.53
(NIGHT): 60.93

STAMSON 5.04 NORMAL REPORT Date: 02-12-2020 09:50:17
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: 10fsecsf.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: C. Shield (day/night)

Car traffic volume : 6477/563 veh/TimePeriod *
Medium truck volume : 515/45 veh/TimePeriod *
Heavy truck volume : 368/32 veh/TimePeriod *
Posted speed limit : 40 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 8000
Percentage of Annual Growth : 2.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: C. Shield (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 16.00 / 16.00 m
Receiver height : 30.50 / 30.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Kanata (day/night)

Car traffic volume : 12144/1056 veh/TimePeriod *
Medium truck volume : 966/84 veh/TimePeriod *
Heavy truck volume : 690/60 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 15000
Percentage of Annual Growth : 2.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 7.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: Kanata (day/night)

```
Angle1   Angle2           :   0.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 234.50 / 234.50 m
Receiver height           :  30.50 / 30.50  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00


Road data, segment # 3: 417 WB (day/night)
------------------------------------------
Car traffic volume  : 59370/5163  veh/TimePeriod  *
Medium truck volume :  4723/411   veh/TimePeriod  *
Heavy truck volume  :  3373/293   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

    24 hr Traffic Volume (AADT or SADT):  73332
    Percentage of Annual Growth        :   2.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 3: 417 WB (day/night)
----------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 387.30 / 387.30 m
Receiver height           :  30.50 / 30.50  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00


Road data, segment # 4: 417 EB (day/night)
------------------------------------------
Car traffic volume  : 59370/5163  veh/TimePeriod  *
Medium truck volume :  4723/411   veh/TimePeriod  *
Heavy truck volume  :  3373/293   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

    24 hr Traffic Volume (AADT or SADT):  73332
    Percentage of Annual Growth        :   2.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00
```

Data for Segment # 4: 417 EB (day/night)

Angle1 Angle2	: -90.00 deg	90.00 deg
Wood depth	: 0	(No woods.)
No of house rows	: 0 / 0	
Surface	: 1	(Absorptive ground surface)
Receiver source distance	: 422.80 / 422.80 m	
Receiver height	: 30.50 / 30.50 m	
Topography	: 1	(Flat/gentle slope; no barrier)
Reference angle	: 0.00	

Results segment # 1: C. Shield (day)

Source height = 1.50 m

ROAD (0.00 + 63.68 + 0.00) = 63.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.96	0.00	-0.28	0.00	0.00	0.00	0.00	63.68

Segment Leq : 63.68 dBA

Results segment # 2: Kanata (day)

Source height = 1.50 m

ROAD (0.00 + 53.53 + 0.00) = 53.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	68.48	0.00	-11.94	-3.01	0.00	0.00	0.00	53.53

Segment Leq : 53.53 dBA

Results segment # 3: 417 WB (day)

Source height = 1.50 m

ROAD (0.00 + 67.28 + 0.00) = 67.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.40	0.00	-14.12	0.00	0.00	0.00	0.00	67.28

Segment Leq : 67.28 dBA

Results segment # 4: 417 EB (day)

Source height = 1.50 m

ROAD (0.00 + 66.90 + 0.00) = 66.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	81.40	0.00	-14.50	0.00	0.00	0.00	0.00	66.90

Segment Leq : 66.90 dBA

Total Leq All Segments: 71.07 dBA

Results segment # 1: C. Shield (night)

Source height = 1.50 m

ROAD (0.00 + 56.08 + 0.00) = 56.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.36	0.00	-0.28	0.00	0.00	0.00	0.00	56.08

Segment Leq : 56.08 dBA

Results segment # 2: Kanata (night)

Source height = 1.50 m

ROAD (0.00 + 45.93 + 0.00) = 45.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	60.88	0.00	-11.94	-3.01	0.00	0.00	0.00	45.93

Segment Leq : 45.93 dBA

Results segment # 3: 417 WB (night)

Source height = 1.49 m

ROAD (0.00 + 59.68 + 0.00) = 59.68 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.80	0.00	-14.12	0.00	0.00	0.00	0.00	59.68

Segment Leq : 59.68 dBA

Results segment # 4: 417 EB (night)

Source height = 1.49 m

ROAD (0.00 + 59.30 + 0.00) = 59.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	73.80	0.00	-14.50	0.00	0.00	0.00	0.00	59.30

Segment Leq : 59.30 dBA

Total Leq All Segments: 63.47 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 71.07
(NIGHT): 63.47

STAMSON 5.04 NORMAL REPORT Date: 02-12-2020 09:51:00
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b7neola.te Time Period: Day/Night 16/8 hours
Description:

Road data, segment # 1: Campeau (day/night)

Car traffic volume	: 12144/1056	veh/TimePeriod *
Medium truck volume	: 966/84	veh/TimePeriod *
Heavy truck volume	: 690/60	veh/TimePeriod *
Posted speed limit	: 50	km/h
Road gradient	: 0	%
Road pavement	: 1	(Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT)	15000
Percentage of Annual Growth	: 2.00
Number of Years of Growth	: 0.00
Medium Truck % of Total Volume	: 7.00
Heavy Truck % of Total Volume	: 5.00
Day (16 hrs) % of Total Volume	: 92.00

Data for Segment # 1: Campeau (day/night)

Angle1 Angle2	: -90.00 deg	90.00 deg
Wood depth	: 0	(No woods.)
No of house rows	: 0 / 0	
Surface	: 1	(Absorptive ground surface)
Receiver source distance	: 32.70 / 32.70	m
Receiver height	: 1.50 / 11.30	m
Topography	: 4	(Elevated; with barrier)
Barrier angle1	: -90.00 deg	Angle2 : 90.00 deg
Barrier height	: 1.60	m
Elevation	: 9.80	m
Barrier receiver distance	: 3.00 / 10.00	m
Source elevation	: 0.00	m
Receiver elevation	: 9.80	m
Barrier elevation	: 9.80	m
Reference angle	: 0.00	

Road data, segment # 2: Cordillera (day/night)

Car traffic volume	: 987/86	veh/TimePeriod *
Medium truck volume	: 79/7	veh/TimePeriod *
Heavy truck volume	: 56/5	veh/TimePeriod *
Posted speed limit	: 40	km/h
Road gradient	: 0	%
Road pavement	: 1	(Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT)	1000
Percentage of Annual Growth	: 2.00

```
    Number of Years of Growth          :  10.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 2: Cordillera (day/night)
------------------------------------------
Angle1   Angle2           : -60.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  19.70 / 19.70  m
Receiver height           :   1.50 / 4.50   m
Topography                :      4       (Elevated; with barrier)
Barrier angle1            : -60.00 deg   Angle2 : 90.00 deg
Barrier height            :   1.50 m
Elevation                 :   9.80 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          :   0.00 m
Receiver elevation        :   9.80 m
Barrier elevation         :   9.80 m
Reference angle           :   0.00


Results segment # 1: Campeau (day)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !        1.50 !        0.60 !        10.40

ROAD (0.00 + 54.96 + 0.00) = 54.96 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.27  68.48   0.00  -4.30  -0.70   0.00   0.00  -8.52  54.96
-------------------------------------------------------------------------------

Segment Leq : 54.96 dBA


Results segment # 2: Cordillera (day)
-------------------------------------

Source height = 1.49 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.49 !        1.50 !        0.01 !         9.81
```

ROAD (0.00 + 42.69 + 0.00) = 42.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-60	90	0.00	55.79	0.00	-1.18	-0.79	0.00	0.00	-11.12	42.69

Segment Leq : 42.69 dBA

Total Leq All Segments: 55.21 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.21