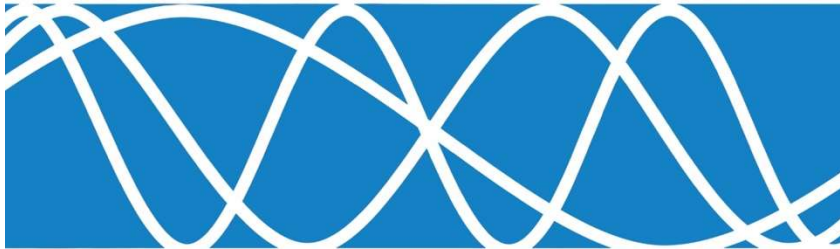


Noise Feasibility Study

**Proposed Residential  
Development**

**Healey Gore Secondary Plan,  
12879 The Gore Road  
Caledon, Ontario**

April 1, 2026  
HGC Project #: 02600045



Prepared for:

Alcan Holdings Inc.  
122 Romia Drive  
Concord, Ontario  
L4K 4Z7

**Version Control**  
**Proposed Residential Development, Mount Hope Lands, Caledon, Ontario**

Ver.	Date	Version Description	Prepared By
1.0	DRAFT	Noise Feasibility Study in support of the planning and approvals process	S. Paul
2.0	Final	Noise Feasibility Study in support of the planning and approvals process	S. Paul

Prepared by:



Sheeba Paul, MEng, PEng



**Howe Gastmeier Chapnik Limited**

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APPENDIX C – Sample STAMSON 5.04 Output

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# 1 INTRODUCTION AND SUMMARY

HGC Noise Vibration Acoustics was retained by Alcan Holdings Inc. to conduct a noise feasibility study for a proposed residential development at 12879 The Gore Road in the Town of Caledon, Ontario. The development is to be located east of The Gore Road and south of Healey Road. This analysis determines the impact of road traffic noise on the proposed development in accordance with the Ministry of Environment, Conservation, and Parks (MECP) and the Town of Caledon guidelines. A noise study is required by the municipality as part of the planning and approvals process.

The primary sources of noise are road traffic on The Gore Road, Healey Road and the future Highway 413 to the south of the development. The 2051 total traffic volumes were obtained from the Paradigm 12879 The Gore Road, Caledon Transportation Study. Traffic data for the future Highway 413 was obtained from the client for a similar development near Highway 413. The data was used to predict future road traffic noise at the proposed dwelling façades in and rear yard outdoor living areas (OLAs). The predicted sound levels were compared to the guidelines of the MECP and the Town to develop noise control recommendations for the proposed site.

The sound level predictions indicate that feasible means exist to reduce sound levels to ensure MECP guidelines are satisfied inside the proposed dwellings. Acoustic barriers are required for the rear yards of dwellings adjacent to The Gore Road and recommended adjacent to Healey Road. Central air conditioning is required for the dwellings units adjacent to The Gore Road and Healey Road. The provision for the future installation of air conditioning at the occupant's discretion is required for the dwellings in the second row from the roadways and adjacent to the North/South collector and with exposure to the future Highway 413.

Upgraded building and glazing constructions will be required for dwellings directly adjacent to The Gore Road and Healey Road. When detailed floor plans and building elevations are available for the dwellings/buildings directly adjacent



to the main roadways, window glazing requirements should be refined based on actual window to floor area ratios. Any building construction meeting the minimum requirements of the Ontario Building Code will provide sufficient acoustical insulation for the remaining dwellings. Noise warning clauses are recommended to inform future occupants of proximity to future commercial facilities. When detailed grading information is known for the lots and major roadways, the acoustic barrier heights should be refined.

## 2 SITE DESCRIPTION AND NOISE SOURCES

The key plan for the development is attached as Figure 1. The development site is located on the east side of The Gore Road and south of Healey Road. The site is also north of the future Highway 413 alignment. The Draft Plan of Subdivision, Part of Lot 5, Concession 4 (Geographic Township of Albion), Town of Caledon, Regional Municipality of Peel is included as Figure 2. Figure 3 shows the Healy Gore Secondary Plan provided by Solmar showing the future Highway 413 alignment. The prediction locations are included in Figure 2. The dwellings are proposed as 2-storeys. The latest grading plan prepared by Scheffers Consulting Engineers dated February 2026 was provided and is included in Appendix A but does not include lot grading at this time.

A site visit was conducted by HGC personnel on March 22, 2006, to investigate the acoustic environment. There are a few existing residences on the north side of Healey Road and to the east of The Gore Road. The subject site is relatively flat. The lands to the east of the site and west of Humber Station Road are currently vacant.

To the east of Humber Station Road at 12519 and 12713 Humber Station Road is a proposed industrial use with truck loading docks facing Humber Station Road. A preliminary sketch is provided in Appendix A. There are existing residences along Humber Station Road that are closer than the proposed residences. The proposed residences are located at approximately 690 m from the proposed industrial site. Due to the significant distance from the development site, further analysis and consideration is not required.



### 3 ROAD TRAFFIC NOISE ASSESSMENT

#### 3.1 Road Traffic Noise Criteria

Guidelines for acceptable levels of road traffic noise impacting residential developments are given in the MECP NPC-300, “Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning”, release date October 21, 2013, and are listed in Table 1 below. The values in Table 1 are energy equivalent (average) sound levels [ $L_{EQ}$ ] in units of A-weighted decibels [dBA]. The Town of Caledon Development Standard, Policies & Guidelines were also reviewed (version 5.0 – January 2019).

**Table 1: Road Traffic Noise Criteria**

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

Daytime refers to the period between 07:00 and 23:00, while nighttime refers to the period between 23:00 and 07:00. The term "Outdoor Living Area" (OLA) is used in reference to an outdoor patio, a backyard, a terrace or other area where passive recreation is expected to occur. Balconies that are less than 4 m in depth are not considered to be outdoor living areas under MECP guidelines.

The guidelines in the MECP publication allow the daytime sound levels in an OLA to be exceeded by up to 5 dBA, without mitigation, if warning clauses are placed in the purchase and rental agreements to the property. Where OLA sound levels exceed 60 dBA, physical mitigation is required to reduce the OLA sound level to below 60 dBA and as close to 55 dBA as technically, economically, and administratively practical. Where OLA noise levels exceed 60 dBA, noise control measures, such as an acoustical barrier, are required. The Town of Caledon requires 55 dBA in the OLA’s. If higher sound levels are to be achieved in the OLA’s, it is the proponent’s responsibility to delegate Council to seek relief from the 55 dBA requirements for the amenity areas. The maximum acoustic fence

height is 2.4 m. The remainder of the acoustic barrier height can be made up with an earth berm.

A central air conditioning system as an alternative means of ventilation to open windows is required for dwellings where nighttime sound levels outside bedroom/living/dining room windows exceed 60 dBA or daytime sound levels outside bedroom/living/dining room windows exceed 65 dBA. If the sound level in the plane of a bedroom or living/dining room window is greater than 55 dBA and less than or equal to 65 dBA during the daytime hours or in the range of 51 to 60 dBA during the nighttime hours, the dwelling should be designed with a provision for the installation of central air conditioning in the future, at the occupant's discretion.

Building components such as walls, windows and doors must be designed to achieve indoor sound level criteria when the plane of bedroom/living/dining room window nighttime sound level is greater than 60 dBA or the daytime sound level is greater than 65 dBA due to road traffic noise.

Warning clauses are required to notify future residents of possible excesses when nighttime sound levels exceed 50 dBA at the plane of the bedroom/living/dining room window and daytime sound levels exceed 55 dBA in the outdoor living area and at the plane of the bedroom/living/dining room window due to road traffic.

## 3.2 Traffic Sound Level Assessment

### 3.2.1 Road Traffic Data

The following information was obtained from the client from another project in the Town of Caledon.

- Future traffic volumes for The Gore Road were obtained from BA Group. Future volumes for the proposed Highway 413 on/off ramps were also derived from projected turning movement calculations provided by BA Group.

- Total commercial vehicle percentages were not included in the BA Group dataset, so assumptions for The Gore Road and Healey Road were made.
- As Highway 413 is still undergoing the Provincial Environmental Assessment, HGC attempted to contact the MTO team to obtain traffic volumes and information regarding day/night splits and vehicle types. As of the date of the report, no response had been received, so assumptions were made based on available published studies.
- The GTA West Corridor Environmental Assessment – Overview of Forecasting Travel Demand Analysis (2009) indicates that a typical 6-lane freeway (as proposed here) would have an AADT capacity of approximately 120,000, which is consistent with a Level of Service D and aligns with the Ministry of Transportation’s Environmental Guide for Noise (2022).
- Commercial vehicle percentages for Highway 413 were assumed to be 5% medium and 15% heavy, based on the MTO Environmental Guide for Noise (2022).
- A day/night traffic volume split of 90% daytime and 10% nighttime was used for The Gore Road, Healey Road, N/W Collector and the 413 on/off ramps, while a 66% daytime and 33% nighttime split was used for Highway 413, consistent with standard assumptions for provincial highways.

Traffic data projected to the year 2051 was obtained from Paradigm Transportation Solutions Limited traffic study for 12879 The Gore Road in Caledon, and is attached in Appendix B. The data includes heavy vehicle percentages and is the forecasted AM and PM peak hour volumes. The scenario used is for 2051 and includes the N/S Collector connecting to Humber Station Road or the George Bolton Parkway extension.

The existing speed limits are as follows: Healey Road: 70 kph west of The Gore Road; 60 kph between The Gore Road and Coleraine Drive; 50 kph east of Coleraine Drive, the Gore Road (Peel Regional Road 8): 80 kph and Humber Station Road: 80 kph. For future speed limits, as the area urbanizes, the speed

on the major roads is expected to be lowered to 60 kph or 50 kph. 60 kph was used as a conservative speed.

Projected traffic volumes for The Gore Road was also obtained from the Region of Peel and are included in Appendix B.

A comparative analysis was performed between both data sets (2051 from the Town of Caledon and data from the Region of Peel), with the more conservative values selected for the study. The traffic data for the roadways are provided in Appendix B.

Table 2 summarizes the traffic volume data used in this study.

**Table 2: Projected Road Traffic Data to Year 2051**

Roadway	AADT	Day / Night Split [%]	Trucks Percentage (%)		Speed Limit [km/h]
			Medium	Heavy	
The Gore Road	36 920	90/10	4.5	1	60
Healey Road	25 410	90/10	4.5	1	60
Future Highway 413	120 000	67/33	5	13	100
WB off ramp	3 740	90/10	1	1	50
WB on ramp	7 975	90/10	1	1	50
N/S collector road	5 470	90/10	1	1	60

Note: The commercial percentages for The Gore Road were obtained from the Region of Peel. The same commercial percentages were used for Healey Road.

### 3.2.2 Road Traffic Noise Predictions

To assess the levels of traffic noise which will impact the site in the future, sound level predictions were made using STAMSON version 5.04, a computer algorithm developed by the MECP. Sample STAMSON output is included in Appendix C.

Since building envelopes were not provided on the site plan, a 6 m front yard setback and a 6 m rear yard setback were used in the analysis. Sound levels were predicted at a height of 4.5 m for 2nd storey windows, assuming each block has 2-storey dwellings. Prediction locations were chosen around the

residential site, as shown in Figure 2, to obtain a good representation of the future sound levels at various dwellings. Table 3 summarizes the predicted sound levels at each of the sound level prediction locations.

**Table 3: Future Road Traffic Sound Levels, [dBA], Without Mitigation**

Prediction Location	Description	Daytime in OLA LEQ (16 hour)	Daytime at Façade LEQ (16 hour)	Nighttime at Façade LEQ (8 hour)
[A]	Fronting dwellings with exposure to Healey Road and The Gore Road	59	67	60
[B]	Flanking lots adjacent to Healey Road	60	66	60
[C]	Flanking lots adjacent to Healey Road	60	66	60
[D]	Fronting dwellings onto single loaded road with exposure to Healey Road	<55	64	58
[E]	Dwellings with backing exposure to Healey Road	<55	57	50
[F]	Flanking lots adjacent to The Gore	61	67	61
[G]	Backing exposure to The Gore and Highway 413	64	65	60
[H]	Some exposure to Highway 413	56	56	56
[I]	Some exposure to Highway 413	55	55	55
[J]	Flanking future roadway	55	56	51

Note: Since the distance of the future Hwy 413 is more than 500 m (maximum distance of Stamson), the sound levels were adjusted.

### 3.3 Traffic Noise Recommendations

The predictions indicate that the future traffic sound levels will exceed MECP guidelines at the façades closest to Healy Road and The Gore Road and with some exposure to Highway 413 and the N/S Collector. The following discussion outlines recommendations for acoustic barriers, ventilation requirements, upgraded building façade constructions, and warning clauses to achieve the noise criteria stated in Table 1.

#### 3.3.1 Outdoor Living Areas

Predicted sound levels in rear yards exposed to Healey Road are up to 60 dBA (prediction locations [A], [B] and [C]), exceeding the MECP limit of 55 dBA by 5 dBA, respectively. Acoustic barriers of 2.0 m height are recommended for the rear yards of the dwellings to meet 55 dBA.

Predicted sound levels in rear yards exposed to The Gore Road are up to 64 dBA (prediction locations [F], [G]), exceeding the MECP limit of 55 dBA by 9 dBA. Acoustic barriers of 2.5 m in height are required for these dwellings to meet 55 dBA.

As a general note, the wall component of the barrier should be of a solid construction with a surface density of no less than 20 kg/m<sup>2</sup>. The walls may be constructed from a variety of materials such as wood, brick, pre-cast concrete or other wood/concrete composite systems or transparent materials provided that it is free of gaps or cracks within or below its extent. The Caledon specific requirements for the construction of the acoustic barrier are included in Appendix D.

#### 3.3.2 Indoor Living Areas

##### Central Air Conditioning

The predicted future sound levels outside the façades of the dwellings adjacent to Healey Road and The Gore Road will be greater than 65 dBA during the daytime hours and/or greater than 60 dBA during the nighttime. To address these excesses, the MECP guidelines recommend that the dwelling units be

equipped with central air conditioning systems, so that the windows can be closed.

#### Provision for Future Installation of Air Conditioning

The predicted sound levels at the façades of dwellings in the second row from The Gore Road and Healey Road and adjacent to the N/S Collector will be between 56 and 65 dBA during daytime hours and/or between 51 to 60 dBA during nighttime hours. To address these excesses, the MECP guidelines recommend that these dwelling units be equipped with the provision for the future installation of air conditioning or a heat pump by the occupant.

Figure 4 shows the ventilation requirements for the development. Window or through-the-wall air conditioning units are not recommended for any residential units because of the noise they produce and because the units penetrate through the exterior wall which degrades the overall noise insulating properties of the envelope. The location, installation and sound ratings of the outdoor air conditioning devices and/or heat pumps should minimize noise impacts and comply with criteria of MECP publication NPC-216. The guidelines also recommend warning clauses for all units with ventilation requirements.

For the remaining dwelling units there are no specific ventilation requirements.

### 3.3.3 Building Façade Constructions

Given projected future sound levels at the proposed dwellings adjacent to The Gore Road and Healey Road, MECP guidelines recommend that the building envelopes be designed so that indoor sound levels comply with the MECP noise criteria.

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

façade components (walls, doors and windows) relative to the floor area of the adjacent room.

For the purposes of this preliminary analysis, typical window-to-floor areas were conservatively assumed to be 50%. Based upon these assumptions, the minimum required STC requirements are shown in Table 4 below assuming sound entering through windows and walls.

**Table 4: Preliminary Glazing Requirements**

Prediction Location	Description	<sup>1,2,3</sup> Minimum STC Requirements for Glazing
[A], [B], [C], [F], [G]	Southernmost façades adjacent to Columbia Way	STC-30
	Remaining dwellings	OBC

Note:

<sup>1</sup> Assumed window to floor area ratios of 50% for living/dining rooms and bedrooms; and assumed 100% wall to floor area ratio.

<sup>2</sup> Sound entering through windows and walls.

<sup>3</sup> When detailed floor plans and building elevations are available, the drawings should be reviewed to confirm exterior façade constructions and refine window glazing requirements based on actual window to floor area ratios.

OBC – Ontario Building Code

Note that this STC rating is a minimum for the entire assembly and test data should be provided to verify. If more glazing is incorporated, higher STC requirements may apply.

**Further Work**

Once detailed floor plans and building elevations are finalized, acoustical requirements for the building façades could be optimized as part of the detailed design of the dwellings.

## 4 WARNING CLAUSES

The MECP guidelines recommend that warning clauses be include in the property and tenancy agreements for all units with anticipated traffic sound level excesses. Examples are provided below.

Suggested wording for future dwellings with sound level excesses.

Type A:

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

A suggested wording for future dwellings for which physical mitigation has been provided is given below.

Type B:

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.

Suitable wording for future dwellings requiring the provision for the future installation of air conditioning at the occupant's discretion is given below.

Type C:

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 limits of the Municipality and the Ministry of the Environment.



Suitable wording for future dwelling units requiring the inclusion of central air conditioning systems is given below.

Type D:

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.

These sample clauses are provided by the MECP as examples and can be modified by the Municipality as required.

## 5 SUMMARY OF RECOMMENDATIONS

The following list and Table 5 summarize the recommendations made in this report.

1. Acoustic barriers are required for the rear yards of dwellings adjacent to The Gore Road and recommended for rear yards adjacent to Healey Road. When lot grading information is available, the acoustic barrier heights should be refined. See section 3.3.1, and Figures 3 for barrier requirements.
2. Central air conditioning is required for the dwelling units adjacent to The Gore Road and Healey Road. The provision for the future installation of air conditioning at the occupant's discretion is required for dwellings in the second row from The Gore Road and Healey Road and adjacent to the N/S Collector Road and with exposure to Highway 413. There are no specific ventilation requirements for the remaining units within the proposed development. See section 3.3.2 and Figure 4 for ventilation requirements.
3. Upgraded glazing is required for the dwellings directly adjacent to The Gore Road and Healey Road. Any exterior wall, and double-glazed window construction meeting the minimum requirements of the Ontario Building Code (OBC) will provide adequate sound insulation for the remaining dwelling units.



4. The use of warning clauses in the property and tenancy agreements is recommended to inform future residents of traffic noise issues.

The reader is referred to the previous sections of the report where these recommendations are discussed in more detail.



**Table 5: Summary of Noise Control Requirements and Noise Warning Clauses**

Prediction Location	Block No./Lot No.	Description	Acoustic Barrier	*Ventilation Requirements	Type of Warning Clause	STC Requirements LR/BR
[A]	BL-79, BL-80	Fronting dwellings with exposure to Healey Road and The Gore Road	✓	Central A/C	A, B, D	STC-30
[B]	Block 81, Block 95	End Flanking lots adjacent to Healey Road	✓	Central A/C	A, B, D	STC-30
		2 <sup>nd</sup> flanking lots	--	Provision for A/C	A, C	OBC
[C]	Block 113, Block 121, Block 153, Block 154, Block 181	End Flanking lots adjacent to Healey Road	✓	Central A/C	A, B, D	STC-30
		2 <sup>nd</sup> flanking lots	--	Provision for A/C	A, C	OBC
[D]	Block 96, Block 137	Fronting dwellings onto single loaded road with exposure to Healey Road	--	Provision for A/C	A, C	OBC
[E]	184 - 186	Dwellings with backing exposure to Healey Road	✓	Provision for A/C	A, C	OBC
--	Block 86	Fronting dwellings onto The Gore Road	--	Central A/C	A, B, D	STC-30
[F]	Block 78, 64	End Flanking lots adjacent to The Gore	✓	Central A/C	A, B, D	STC-30
		2 <sup>nd</sup> flanking lot	--	Provision for A/C	A, C	OBC
[G]	1, 7	Backing exposure to The Gore and Highway 413	✓	Central A/C	A, B, D	STC-30
	2, 6	Exposure to The Gore Road	--	Provision for A/C	A, C	OBC
[H]	8, 23 - 32	Some exposure to Highway 413	--	Provision for A/C	A, C	OBC
[I]	283 - 374, Block 281, Block 282	Some exposure to Highway 413	--	Provision for A/C	A, C	OBC
[J]	BL-229, BL-243, BL-244, BL-252, BL-253, BL-269, BL-270, BL-280	End units Flanking future roadway		Provision for A/C	A, C	OBC

Note:

-- no specific requirement.

✓ Refer to section 3.3.1 for acoustic barrier specifications.

\* The location, installation and sound rating of the air conditioning condensers must be compliant with MECP Guideline NPC-216.

OBC - Ontario Building Code



## 5.1 Implementation

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

- 1) When final lot grading is available, the acoustic barrier heights should be refined.
- 2) Prior to the issuance of building permits for this development, the Municipality's building inspector or a Professional Engineer qualified to perform acoustical engineering services in the Province of Ontario should certify that the noise control measures have been properly incorporated.
- 3) Prior to an application for occupancy permits for this development, the Municipality's building inspector or a Professional Engineer qualified to provide acoustical engineering services in Ontario shall certify that the noise control measures for the dwellings units have been properly installed and constructed.



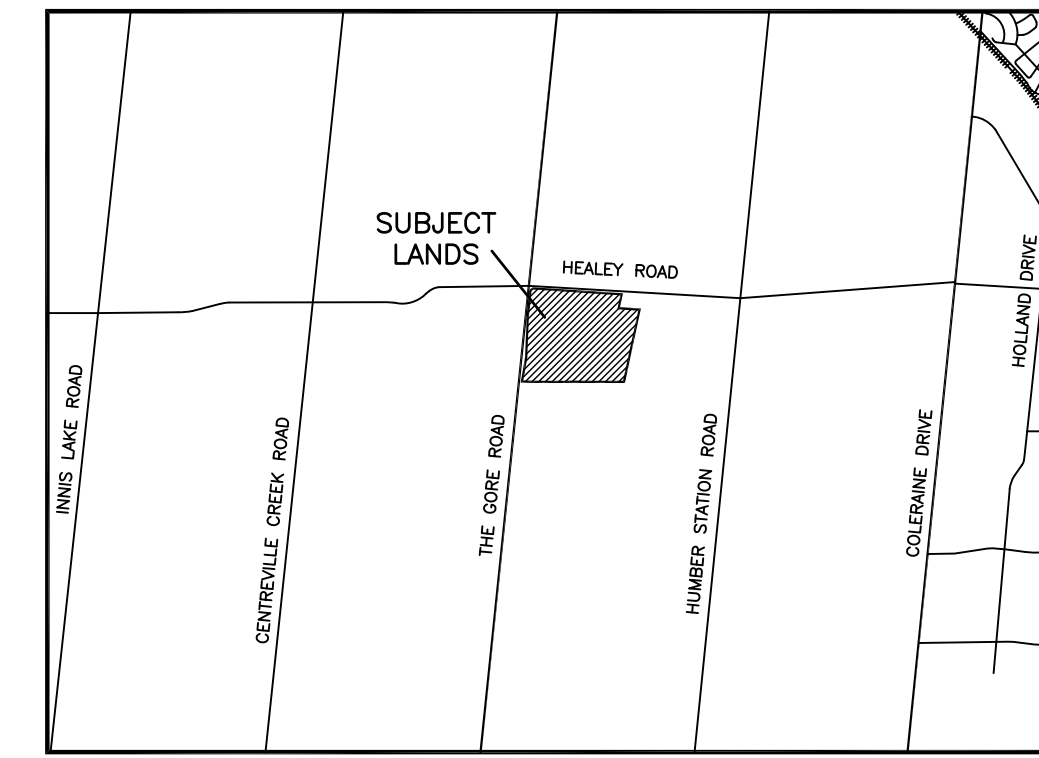


Figure 1 – Key Plan

# DRAFT PLAN OF SUBDIVISION PART OF LOT 5, CONCESSION 4 (GEOGRAPHIC TOWNSHIP OF ALBION) TOWN OF CALEDON REGIONAL MUNICIPALITY OF PEEL

SCALE: 1:1500

## DRAFT PLAN T-



KEY PLAN NTS

## SECTION 51, PLANNING ACT, ADDITIONAL INFORMATION

- A. AS SHOWN ON DRAFT PLAN
- B. AS SHOWN ON DRAFT PLAN
- C. AS SHOWN ON DRAFT PLAN
- D. SEE SCHEDULE OF LAND USE
- E. AS SHOWN ON DRAFT PLAN
- F. AS SHOWN ON DRAFT PLAN
- G. AS SHOWN ON DRAFT PLAN
- H. MUNICIPAL PIPED WATER AVAILABLE AT TIME OF DEVELOPMENT
- I. CLAY-LOAD
- J. AS SHOWN ON DRAFT PLAN
- K. SANITARY AND STORM SEWERS, GARBAGE COLLECTION, FIRE PROTECTION
- L. AS SHOWN ON DRAFT PLAN

## SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AS SHOWN ON THIS PLAN, AND THEIR RELATIONSHIP TO THE ADJACENT LAND ARE ACCURATELY AND CORRECTLY SHOWN.

DATE MARCH 25, 2026

*Ross Denbroeder*  
ROSS DENBROEDER, OLS  
R-PE SURVEYING LTD.  
643 CHRISLEA ROAD, SUITE 7  
ONTARIO, L4L 8A3

## OWNER'S CERTIFICATE

I AUTHORIZE KLM PLANNING PARTNERS INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF CALEDON FOR APPROVAL.

OWNER

## ALCAN HOLDING INC.

c/o

122 ROMINA DRIVE  
CONCORD, ONTARIO,  
L4K 4Z7

*Benedetto Marotta*  
BENEDETTO MAROTTA A.S.O.

## SCHEDULE OF LAND USE

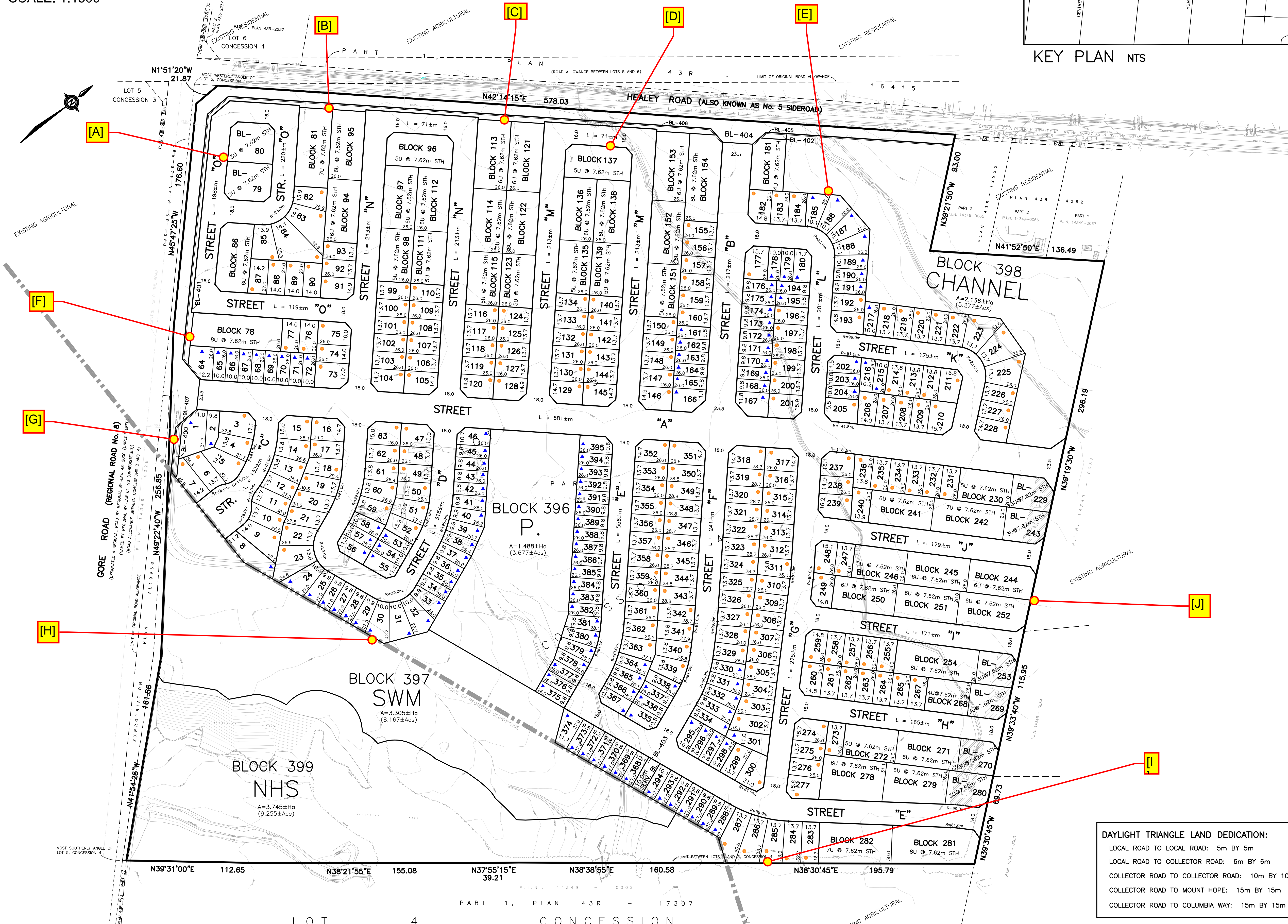
TOTAL AREA OF LAND TO BE SUBDIVIDED = 39.410±Ha. ( 97.384±Acs)

SINGLE DETACHED DWELLING	BLOCKS	LOTS	UNITS	±Ha.	±Acs.
<ul style="list-style-type: none"> <li>• LOTS 1, 2, 8, 24-46, 53-58, 64-72, 161-176, 178-180, 185-191, 194, 195, 202-204, 215-217, 288-298, 301, 330-338, AND 364-395</li> <li>MIN. LOT FRONTAGE = 9.8m. MIN. AREA = 250.0m<sup>2</sup></li> </ul>		128	128	3.634	8.980
<ul style="list-style-type: none"> <li>• SEMI DETACHED DWELLING</li> <li>• LOTS 3-7, 9-23, 47-52, 59-63, 73-77, 82-85, 87-93, 99-110, 116-120, 124-134, 140-150, 155-160, 177, 182-184, 192, 193, 195-201, 205-214, 218-228, 231-240, 247-249, 255-267, 273-277, 283-287, 299, 300, 302-329, AND 339-363</li> <li>MIN. LOT FRONTAGE = 13.7m. MIN. AREA = 350.0m<sup>2</sup></li> </ul>		215	430	8.666	21.414
<ul style="list-style-type: none"> <li>• STANDARD TOWNHOUSE DWELLING</li> <li>• BLOCKS 78-81, 86, 94-98, 111-115, 121-123, 135-139, 151-154, 181, 229-230, 241-246, 250-254, 268-272, AND 278-282</li> <li>MIN. UNIT FRONTAGE = 7.62m.</li> </ul>	51		227	6.377	15.758
<b>SUBTOTAL</b>	<b>51</b>	<b>343</b>	<b>785</b>	<b>18.677</b>	<b>46.152</b>
BLOCK 396 - PARK	1			1.488	3.677
BLOCK 397 - STORMWATER MANAGEMENT	1			3.305	8.167
BLOCK 398 - CHANNEL	1			2.136	5.277
BLOCK 399 - NATURAL HERITAGE SYSTEM	1			3.745	9.255
BLOCK 400-402 - ARTERIAL ROAD BUFFER	3			0.232	0.573
BLOCK 403 - SERVICING	1			0.027	0.067
BLOCK 404 - ROAD WIDENING	1			0.804	1.986
BLOCKS 405-407 - 0.3m RESERVE	3			0.034	0.085
<b>STREETS</b>				<b>8.962</b>	<b>22.145</b>
23.5m. WIDE TOTAL LENGTH = 897.2m. AREA= 2.109±Ha.					
18.0m. WIDE TOTAL LENGTH = 3,505.5m. AREA= 6.309±Ha.					
16.0m. WIDE TOTAL LENGTH = 340.0m. AREA= 0.544±Ha.					
<b>TOTAL</b>	<b>63</b>	<b>343</b>	<b>785</b>	<b>39.410</b>	<b>97.384</b>

- NOTES:
- ELEVATIONS RELATED TO CANADIAN GEODETIC DATUM
  - 0.3m RESERVES HAVE BEEN EXAGGERATED TO 1.0M FOR VISUAL PURPOSES

**PROJECT No. P-3251A**  
SCALE 1:1500 MARCH 24, 2026  
(3251ADES27) X-REF: (3251AMAS1 & 3251AMTOPI)


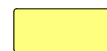



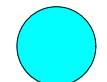



**KLM DWG. No. - 26:1**  
PLANNING 64 JARDIN DRIVE - UNIT 1B, CONCORD ONT. L4K 3P3 TEL: (905)669-4055

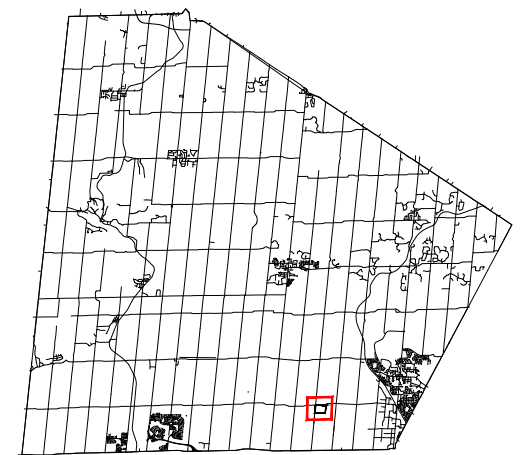
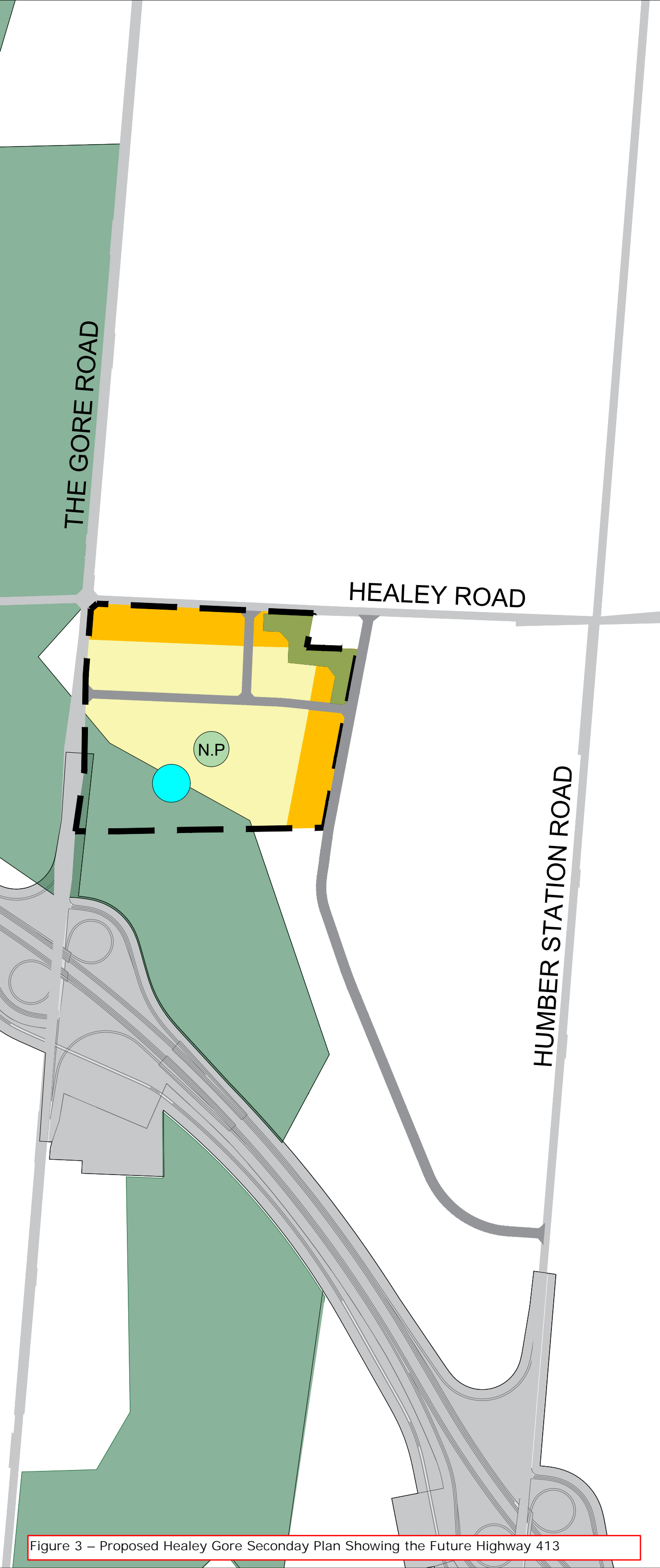


**DAYLIGHT TRIANGLE LAND DEDICATION:**  
LOCAL ROAD TO LOCAL ROAD: 5m BY 5m  
LOCAL ROAD TO COLLECTOR ROAD: 6m BY 6m  
COLLECTOR ROAD TO COLLECTOR ROAD: 10m BY 10m  
COLLECTOR ROAD TO MOUNT HOPE: 15m BY 15m  
COLLECTOR ROAD TO COLUMBIA WAY: 15m BY 15m

Figure 2 - Draft Plan indicating Prediction Locations

## LEGEND

-  Secondary Plan Area
-  Neighborhood Area
-  Urban Corridor
-  Existing Road Network
-  Proposed Road Network
-  Stormwater Pond
-  Neighbourhood Park
-  Greenbelt
-  Natural Features and Areas



Base Data Source: Town of Caledon

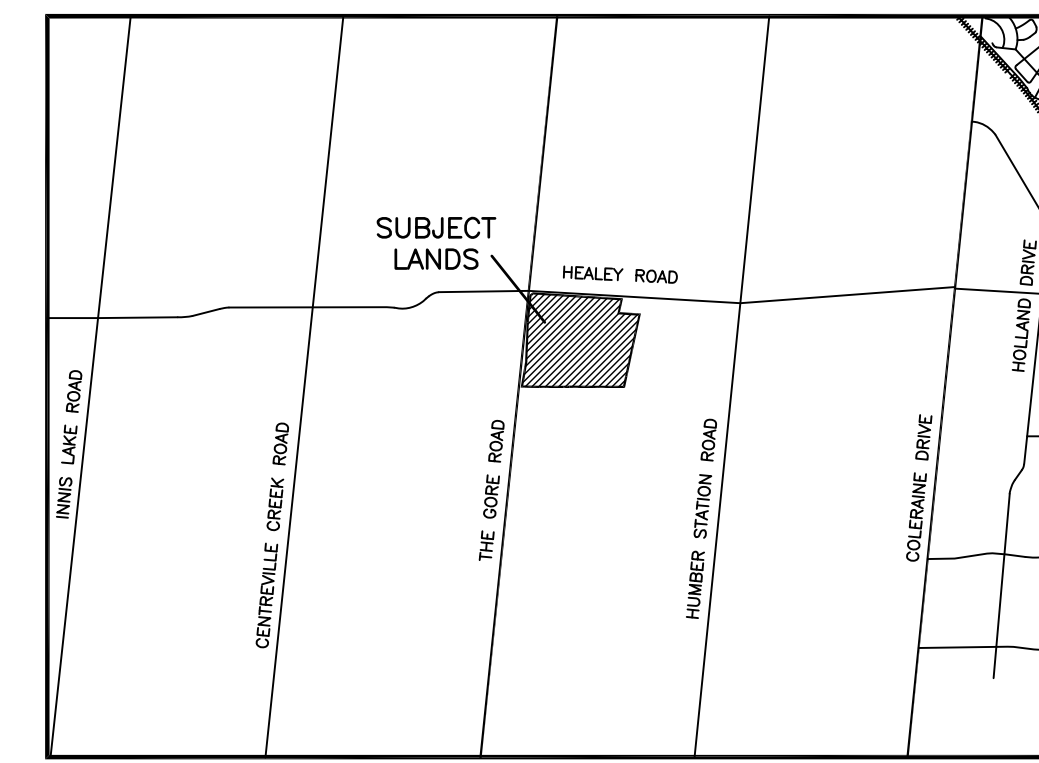
Figure 3 – Proposed Healey Gore Secondary Plan Showing the Future Highway 413



# DRAFT PLAN OF SUBDIVISION PART OF LOT 5, CONCESSION 4 (GEOGRAPHIC TOWNSHIP OF ALBION) TOWN OF CALEDON REGIONAL MUNICIPALITY OF PEEL

SCALE: 1:1500

## DRAFT PLAN T-



KEY PLAN NTS

## SECTION 51, PLANNING ACT, ADDITIONAL INFORMATION

- A. AS SHOWN ON DRAFT PLAN
- B. AS SHOWN ON DRAFT PLAN
- C. AS SHOWN ON DRAFT PLAN
- D. SEE SCHEDULE OF LAND USE
- E. AS SHOWN ON DRAFT PLAN
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- G. AS SHOWN ON DRAFT PLAN
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- I. CLAY-LOAD
- J. AS SHOWN ON DRAFT PLAN
- K. SANITARY AND STORM SEWERS, GARBAGE COLLECTION, FIRE PROTECTION
- L. AS SHOWN ON DRAFT PLAN

## SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AS SHOWN ON THIS PLAN, AND THEIR RELATIONSHIP TO THE ADJACENT LAND ARE ACCURATELY AND CORRECTLY SHOWN.

DATE MARCH 25, 2026

*Ross Denbroeder*  
ROSS DENBROEDER, OLS  
R-PE SURVEYING LTD.  
643 CHRISLEA ROAD, SUITE 7  
ONTARIO, L4L 8A3

## OWNER'S CERTIFICATE

I AUTHORIZE KLM PLANNING PARTNERS INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF CALEDON FOR APPROVAL.

OWNER

## ALCAN HOLDING INC.

c/o

122 ROMINA DRIVE  
CONCORD, ONTARIO,  
L4K 4Z7

*Benedetto Marotta*  
BENEDETTO MAROTTA A.S.O.

## SCHEDULE OF LAND USE

TOTAL AREA OF LAND TO BE SUBDIVIDED = 39.410±Ha. ( 97.384±AcS)

SINGLE DETACHED DWELLING	BLOCKS	LOTS	UNITS	±Ha.	±AcS.
<ul style="list-style-type: none"> <li>• LOTS 1, 2, 8, 24-46, 53-58, 64-72, 161-176, 178-180, 185-191, 194, 195, 202-204, 215-217, 288-298, 301, 330-338, AND 364-395</li> <li>MIN. LOT FRONTAGE = 9.8m. MIN. AREA = 250.0m<sup>2</sup></li> </ul>		128	128	3.634	8.980
<ul style="list-style-type: none"> <li>• SEMI DETACHED DWELLING</li> <li>• LOTS 3-7, 9-23, 47-52, 59-63, 73-77, 82-85, 87-93, 99-110, 116-120, 124-134, 140-150, 155-160, 177, 182-184, 192-193, 195-201, 205-214, 218-228, 231-240, 247-249, 255-267, 273-277, 283-287, 299, 300, 302-329, AND 339-363</li> <li>MIN. LOT FRONTAGE = 13.7m. MIN. AREA = 350.0m<sup>2</sup></li> </ul>		215	430	8.666	21.414
<ul style="list-style-type: none"> <li>• STANDARD TOWNHOUSE DWELLING</li> <li>• BLOCKS 78-81, 86, 94-98, 111-115, 121-123, 135-139, 151-154, 181, 229-230, 241-246, 250-254, 268-272, AND 278-282</li> <li>MIN. UNIT FRONTAGE = 7.62m.</li> </ul>	51		227	6.377	15.758
<b>SUBTOTAL</b>	<b>51</b>	<b>343</b>	<b>785</b>	<b>18.677</b>	<b>46.152</b>
BLOCK 396 - PARK	1			1.488	3.677
BLOCK 397 - STORMWATER MANAGEMENT	1			3.305	8.167
BLOCK 398 - CHANNEL	1			2.136	5.277
BLOCK 399 - NATURAL HERITAGE SYSTEM	1			3.745	9.255
BLOCK 400-402 - ARTERIAL ROAD BUFFER	3			0.232	0.573
BLOCK 403 - SERVICING	1			0.027	0.067
BLOCK 404 - ROAD WIDENING	1			0.804	1.986
BLOCKS 405-407 - 0.3m RESERVE	3			0.034	0.085
<b>STREETS</b>				<b>8.962</b>	<b>22.145</b>
23.5m. WIDE TOTAL LENGTH = 897.2m. AREA= 2.109±Ha.					
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16.0m. WIDE TOTAL LENGTH = 340.0m. AREA= 0.544±Ha.					
<b>TOTAL</b>	<b>63</b>	<b>343</b>	<b>785</b>	<b>39.410</b>	<b>97.384</b>

Acoustic Barrier

### NOTES:

- ELEVATIONS RELATED TO CANADIAN GEODETIC DATUM
- 0.3m RESERVES HAVE BEEN EXAGGERATED TO 1.0M FOR VISUAL PURPOSES

**PROJECT No. P-3251A**  
SCALE 1:1500 MARCH 24, 2026  
(3251ADES27) X-REF: (3251AMAS1 & 3251AMTOPI)

**KLM DWG. No. - 26:1**  
PLANNING 64 JARDIN DRIVE - UNIT 1B, CONCORD ONT. L4K 3P3 TEL: (905)669-4055

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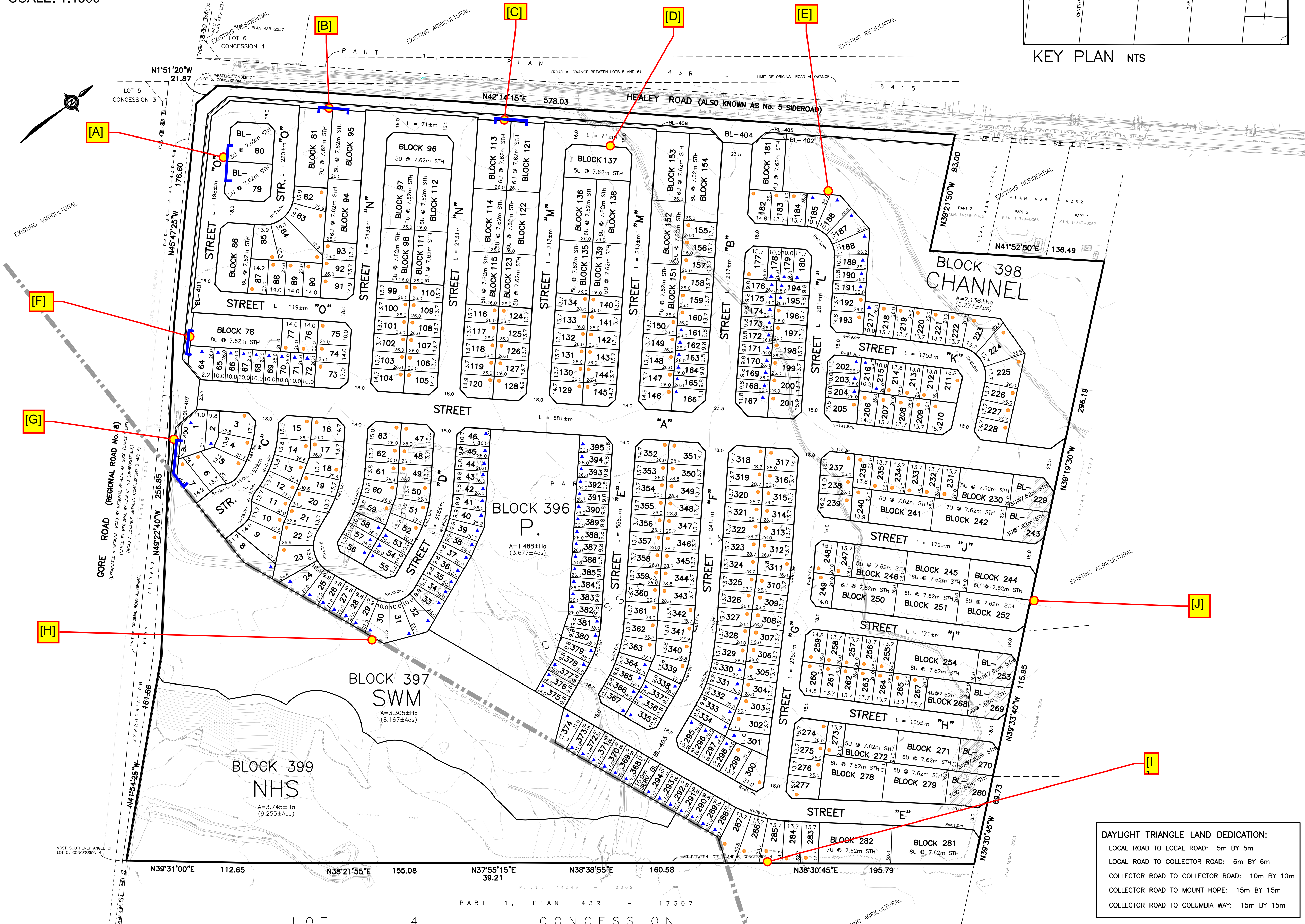
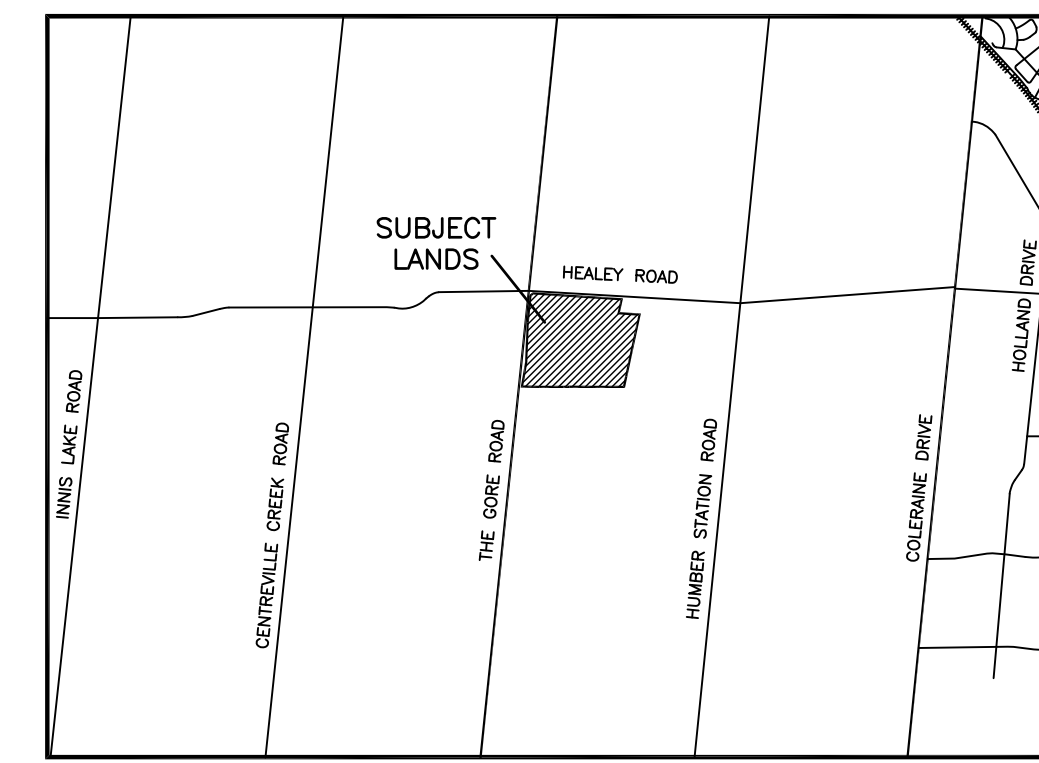


Figure 4 - Draft Plan indicating Barrier Requirements

# DRAFT PLAN OF SUBDIVISION PART OF LOT 5, CONCESSION 4 (GEOGRAPHIC TOWNSHIP OF ALBION) TOWN OF CALEDON REGIONAL MUNICIPALITY OF PEEL

SCALE: 1:1500

## DRAFT PLAN T-



KEY PLAN NTS

## SECTION 51, PLANNING ACT, ADDITIONAL INFORMATION

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OWNER

## ALCAN HOLDING INC.

c/o  
122 ROMINA DRIVE  
CONCORD, ONTARIO,  
L4K 4Z7

*Benedetto Marotta*  
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SEMI DETACHED DWELLING					
LOTS 3-7, 9-23, 47-52, 59-63, 73-77, 82-85, 87-93, 99-110, 116-120, 124-134, 140-150, 155-160, 177, 182-184, 192, 193, 195-201, 205-214, 218-228, 231-240, 247-249, 255-267, 273-277, 283-287, 299, 300, 302-329, AND 339-363 MIN. LOT FRONTAGE = 13.7m. MIN. AREA = 350.0m <sup>2</sup>		215	430	8.666	21.414
STANDARD TOWNHOUSE DWELLING					
BLOCKS 78-81, 86, 94-98, 111-115, 121-123, 135-139, 151-154, 181, 229-230, 241-246, 250-254, 268-272, AND 278-282 MIN. LOT FRONTAGE = 7.62m.	51		227	6.377	15.758
<b>SUBTOTAL</b>	<b>51</b>	<b>343</b>	<b>785</b>	<b>18.677</b>	<b>46.152</b>
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<b>TOTAL</b>	<b>63</b>	<b>343</b>	<b>785</b>	<b>39.410</b>	<b>97.384</b>

- Blue square: Forced air ventilation
  - Red square: Central AC
- NOTES:
- ELEVATIONS RELATED TO CANADIAN GEODETIC DATUM
  - 0.3m RESERVES HAVE BEEN EXAGGERATED TO 1.0M FOR VISUAL PURPOSES

DAYLIGHT TRIANGLE LAND DEDICATION:  
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SCALE 1:1500 MARCH 24, 2026  
(3251ADES27) X-REF: (3251AMAS1 & 3251AMTOPI)

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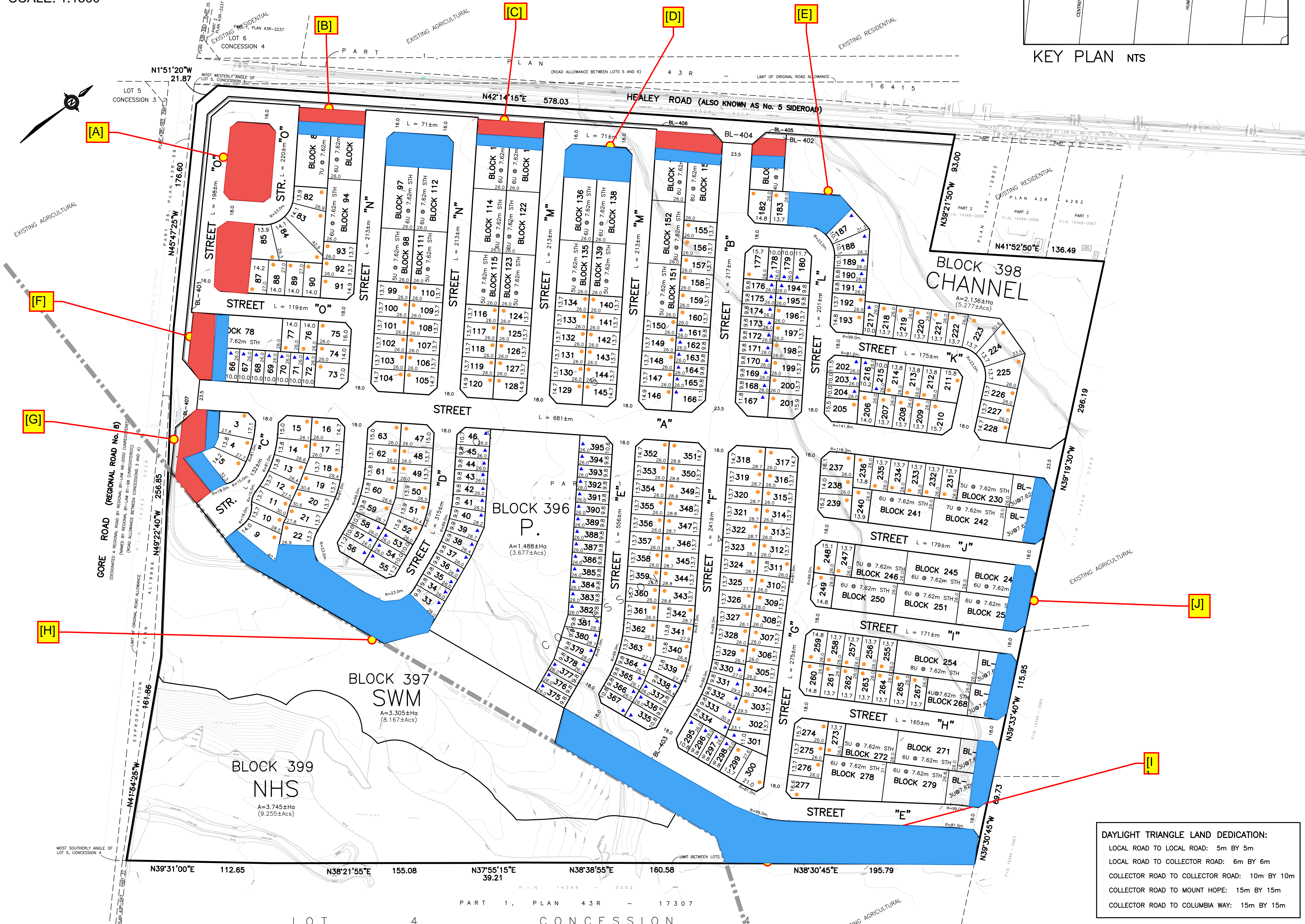


Figure 5 - Draft Plan indicating Showing Ventilation Requirements

# Appendix A

## Supporting Drawings



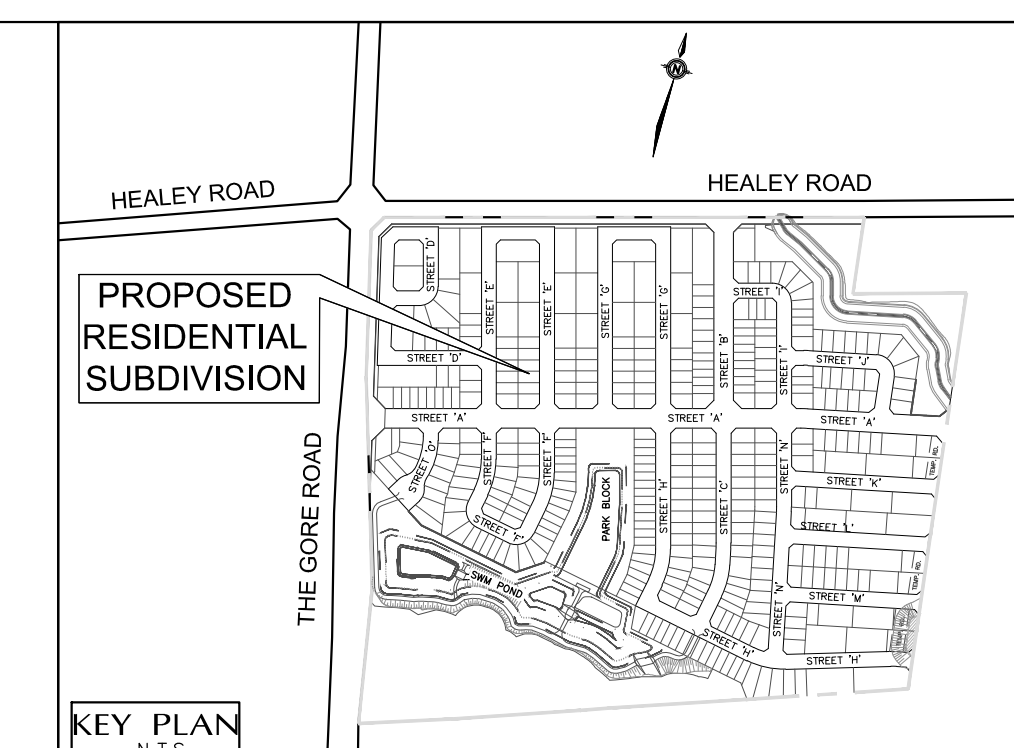
NOISE



VIBRATION



ACOUSTICS



**LEGEND**

- PROPOSED STORM MANHOLE
- PROPOSED SANITARY MANHOLE
- PROPOSED STORM SEWER
- PROPOSED SANITARY SEWER
- PROPOSED CLEAN WATER COLLECTOR
- PROPOSED WATERMAIN
- 2.40 EXISTING CONTOUR AND ELEVATION
- PROPERTY LIMIT
- OVERLAND FLOW ROUTE
- EXISTING ELEVATION
- PROPOSED ELEVATION
- SANITARY SEWER ORIENT
- STORM SEWER ORIENT
- CLEAN WATER COLLECTOR ORIENT
- INFILTRATION TRENCH 1.5m WIDTH x 0.75m DEPTH

**CONSTRAIN LINES FROM GEO CONSULTANTS (PROJECT: 2202527, DATED 13 JAN 2026)**

- DENOTES WATERCOURSE (RICA2000)
- DENOTES SIGNIFICANT WOODLAND
- DENOTES SIGNIFICANT WOODLAND +30m
- DENOTES LIMIT OF GREENBELT
- DENOTES TOP OF BANK (STATED WITH RICA, DEC 8/2024)
- DENOTES STAKED WETLAND (DRAINED BY 89-E, JULY 23, 2005)
- DENOTES STAKED WETLAND +10m

**NOTES**

- THE LOCATION OF ALL UNDERGROUND AND ABOVE GROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON CONTRACT DRAWINGS, AND WHERE SHOWN THE ACCURACY OF THE LOCATION AND ELEVATION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. PRIOR TO COMMENCING CONSTRUCTION, THE CONTRACTOR SHALL VERIFY EXACT LOCATION AND ELEVATION OF SUCH UTILITIES AND STRUCTURES AND SHALL ASSUME ALL LIABILITIES OF DAMAGE.
- ALL AREAS DISTURBED DURING CONSTRUCTION OF SEWERS AND WATERMAINS TO BE RESTORED TO ORIGINAL CONDITION OR BETTER, TO THE SATISFACTION OF THE TOWN OF CALEDON.

NO.	BY	DATE	REVISION	CONCL. ORDERED	TOWN APPROV.

NO.	DATE	ISSUED FOR

BENCH MARK:

**12879 THE GORE ROAD RESIDENTIAL SUBDIVISION**

**SCHAEFFERS CONSULTING ENGINEERS**  
 6 Romney Drive, Concord, Ontario L4R 4E3  
 Tel: (905) 738-6100 Fax: (905) 738-6875 Email: design@schaeffers.com

**Region of Peel Working for you**

**TOWN OF CALEDON**

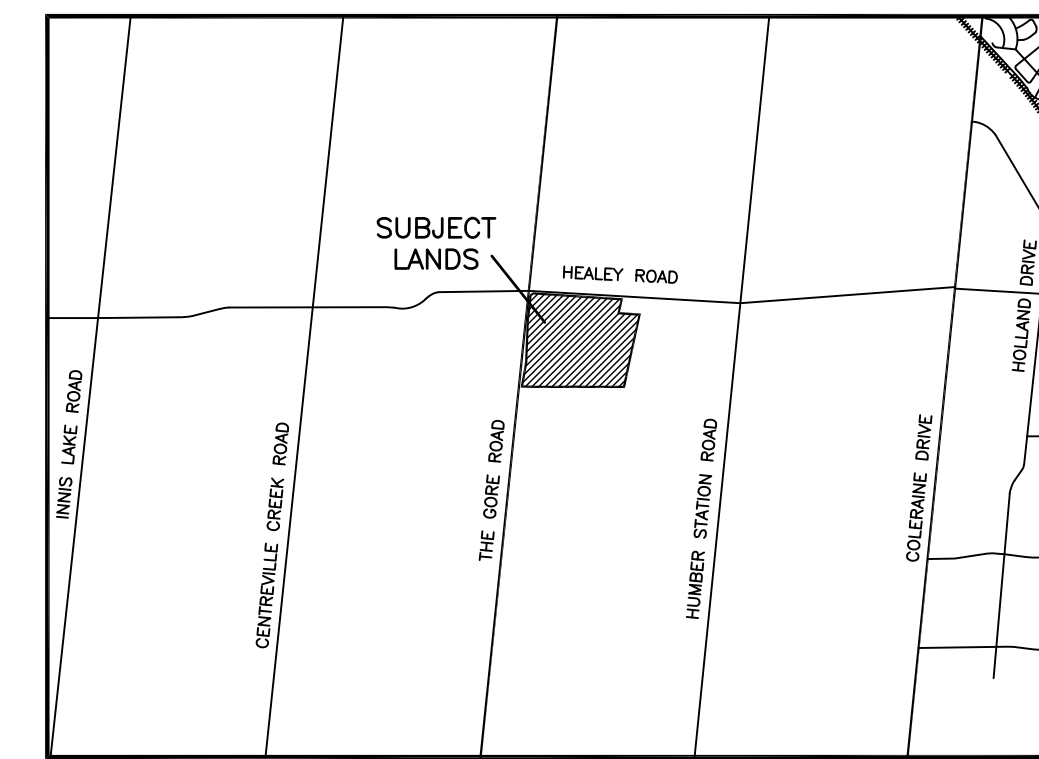
TOWN FILES: XXX-XXXXXXX  
 REGION FILES: XXX-XXXXXXX

SCALE: 1:1000 PROJECT NO: 2023-5342  
 DESIGNED BY: C.Z. DRAWN BY: F.L. DATE: FEB 2026 DRAWING NO./SHEET NO: GR/SS-1

# DRAFT PLAN OF SUBDIVISION PART OF LOT 5, CONCESSION 4 (GEOGRAPHIC TOWNSHIP OF ALBION) TOWN OF CALEDON REGIONAL MUNICIPALITY OF PEEL

SCALE: 1:1500

## DRAFT PLAN T-



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c/o  
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CONCORD, ONTARIO,  
L4K 4Z7

*Benedetto Marotta*  
BENEDETTO MAROTTA A.S.O.

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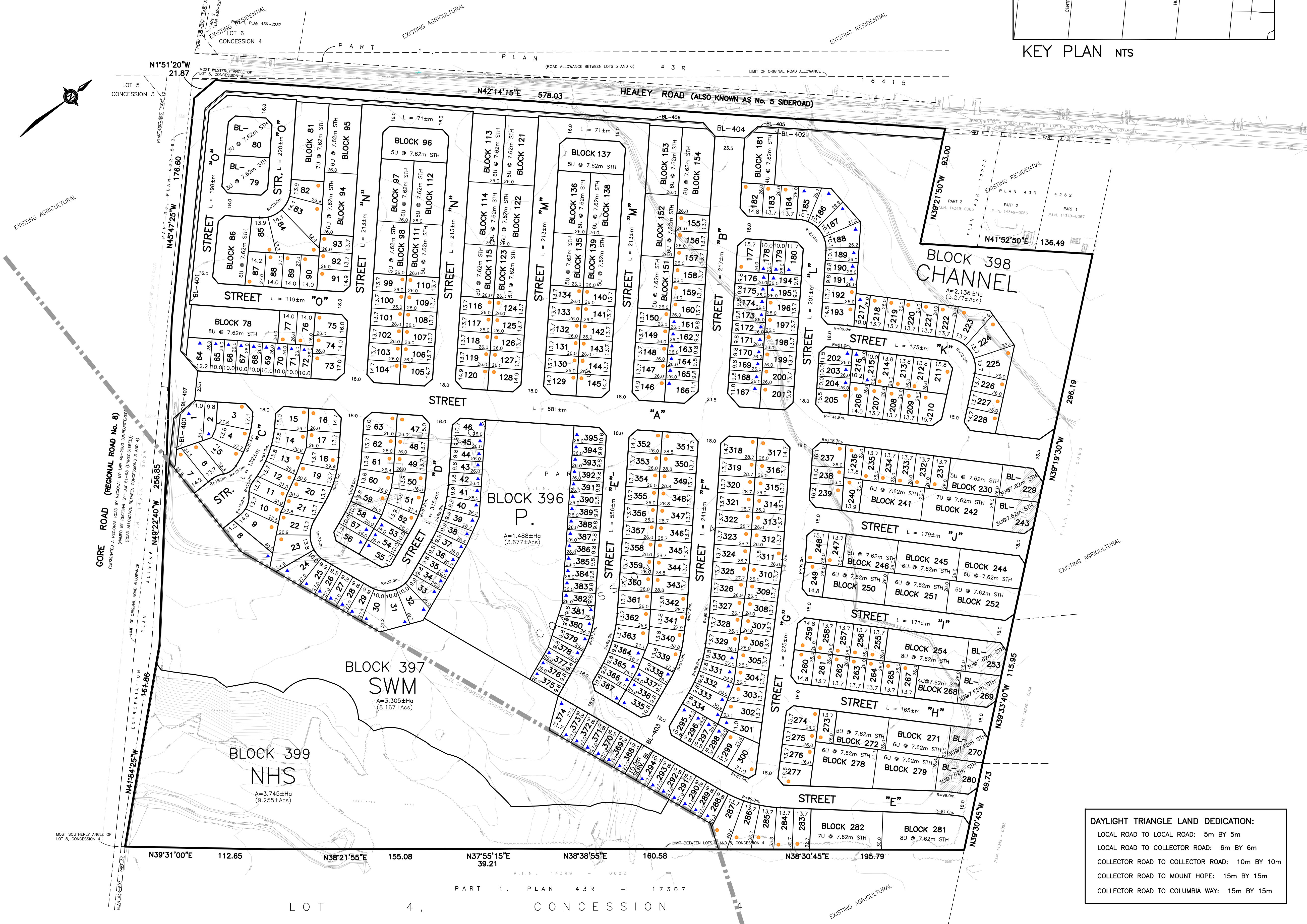
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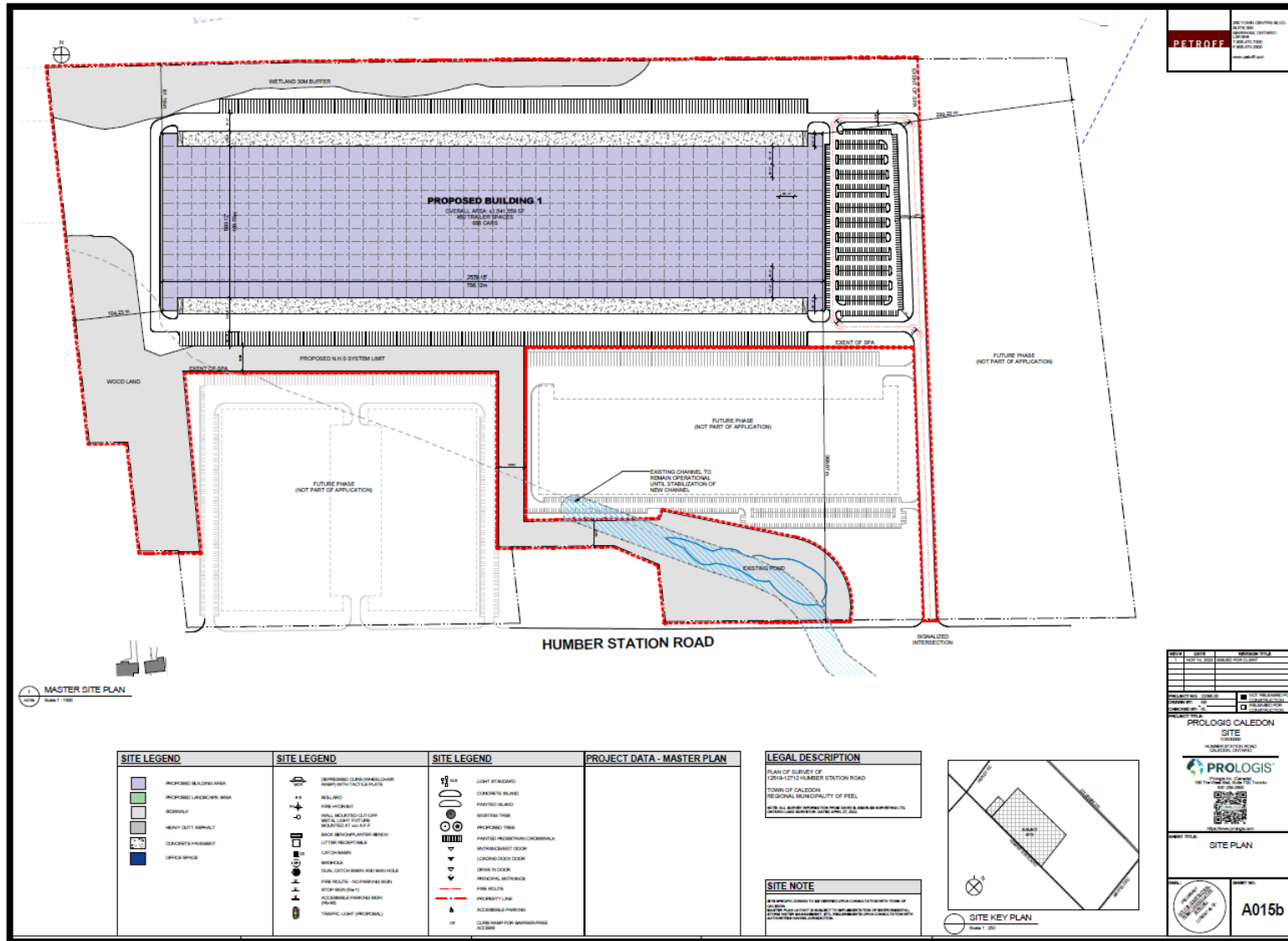
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# FIGURE 2 SITE PLAN



# Appendix A

## Road Traffic Data



NOISE



VIBRATION



ACOUSTICS

**Date:** Friday, March 13, 2026  
**Requestor:** Sheeba Paul, HGC Acoustics  
**Request Type:** Noise Traffic Data Request  
**Location:** The Gore Road - 1.5 KM North of Mayfield Road

Sheeba Paul,

As per your request, please see below traffic data from 2023:

	Existing	Ultimate
24 Hour Traffic Volume	7623	16200
# of Lanes	2	2
Day/Night Split	84/16	84/16
Day Trucks (% of Total Volume)	4.5% Medium 1.3% Heavy	4.5% Medium 1.3% Heavy
Night Trucks (% of Total Volume)	4.5% Medium 1.1% Heavy	4.5% Medium 1.1% Heavy
Right-of-Way Width	30 meters	
Posted Speed Limit	80 km/h	

**Note:**

1. The current volume is not the Annual Average Daily Traffic, but the averaged raw volumes over three data collection days. For Annual Average Traffic Volume, visit the Peel Open Data website below:  
<https://data.peelregion.ca/datasets/RegionofPeel::traffic-count-stations/explore>
2. The ultimate volume is the planned volume during a level of service 'D' where a 2 second vehicle headway and a volume to capacity ratio of 0.9 is assumed. Traffic signals and hourly variations in traffic are also incorporated into the ultimate volume.

If you require further assistance, please contact me at [transportationplanningdata@peelregion.ca](mailto:transportationplanningdata@peelregion.ca)

Regards,

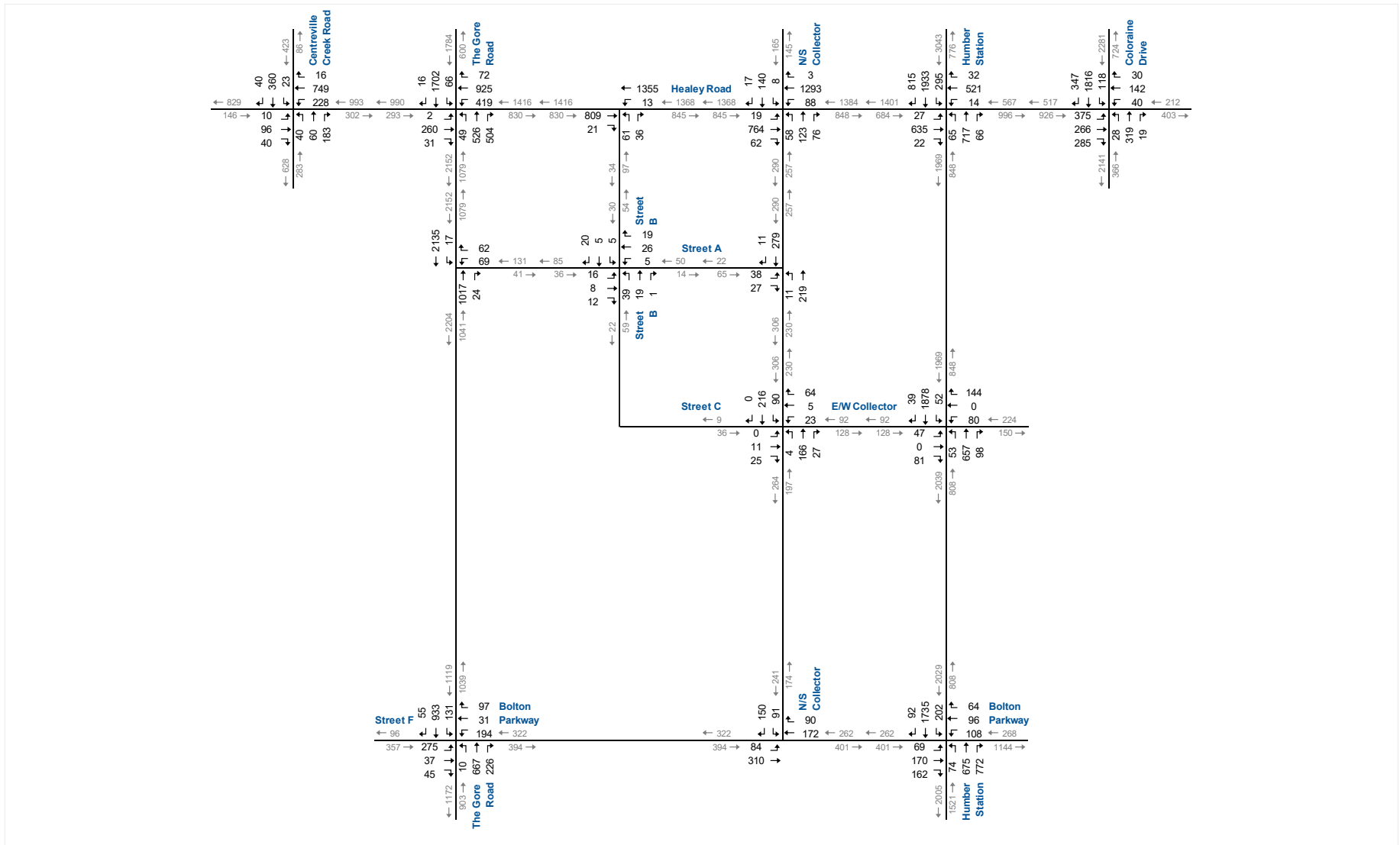
**Nebojsa Stulic**

Transportation Data & Modelling Advisor,  
 Transportation Policy & Modelling  
 Transportation Division | Public Works | Region of Peel  
 10 Peel Centre Drive, Suite B, 4th Floor

**Summary of Road Traffic Data Used in the Transportation Analysis**

Roadway <sup>[1]</sup>	Traffic Volumes AADT	% Day/Night Volume Split <sup>[2]</sup>		Commercial Vehicle Breakdown		Vehicle Speed (km/hr)
		Daytime	Night-time	% Medium Trucks	% Heavy Trucks	
Highway 413	120,000	67	33	5.0	15	100
EB Off Ramp	7,315	90	10	1.0	1.0	50
EB On Ramp – 1	6,380	90	10	1.0	1.0	50
EB On Ramp – 2	2,365	90	10	1.0	1.0	50
WB Off Ramp	3,740	90	10	1.0	1.0	50
WB On Ramp – 1	2,970	90	10	1.0	1.0	50
WB On Ramp – 2	7,975	90	10	1.0	1.0	50
Centreville Creek Road	4,950	90	10	1.0	1.0	50
Gore Road	9,570	90	10	1.0	1.0	50

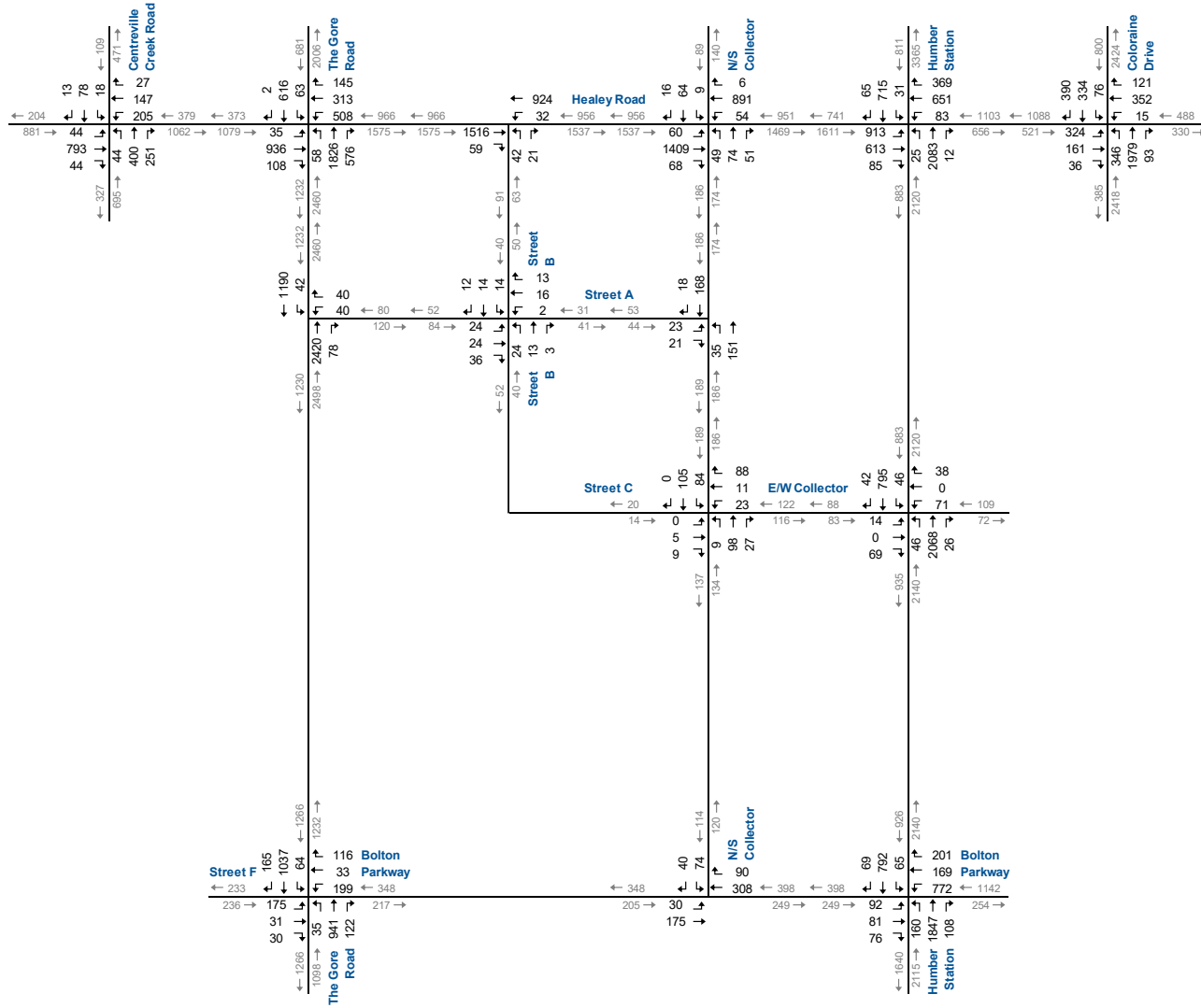
This data was provided by the client for another project in Caledon



## 2051 Total Traffic Volumes – Option 1 AM Peak Hour

12879 The Gore Road, Caledon  
250381

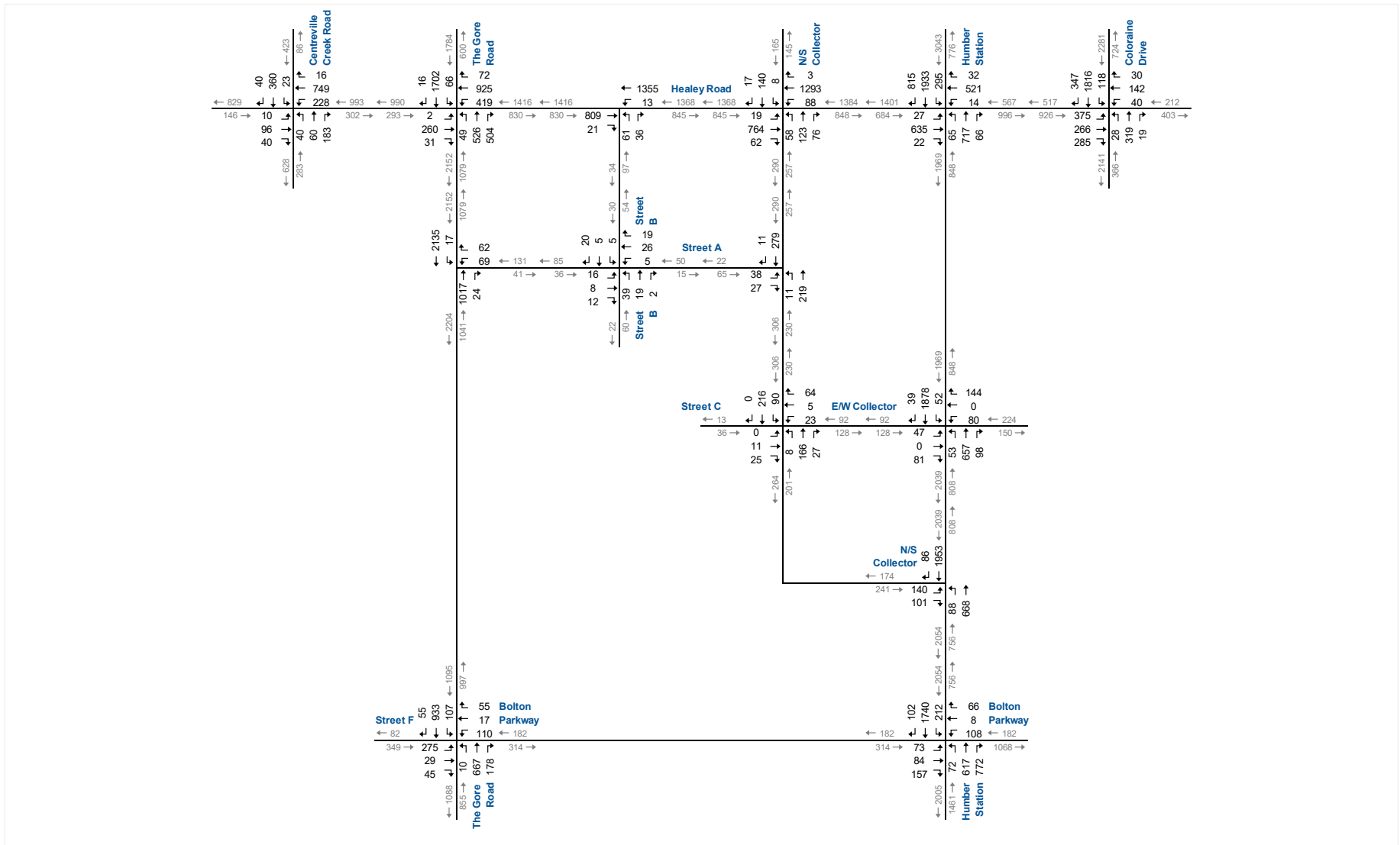
Figure 7.9



## 2051 Total Traffic Volumes – Option 1 PM Peak Hour

12879 The Gore Road, Caledon  
250381

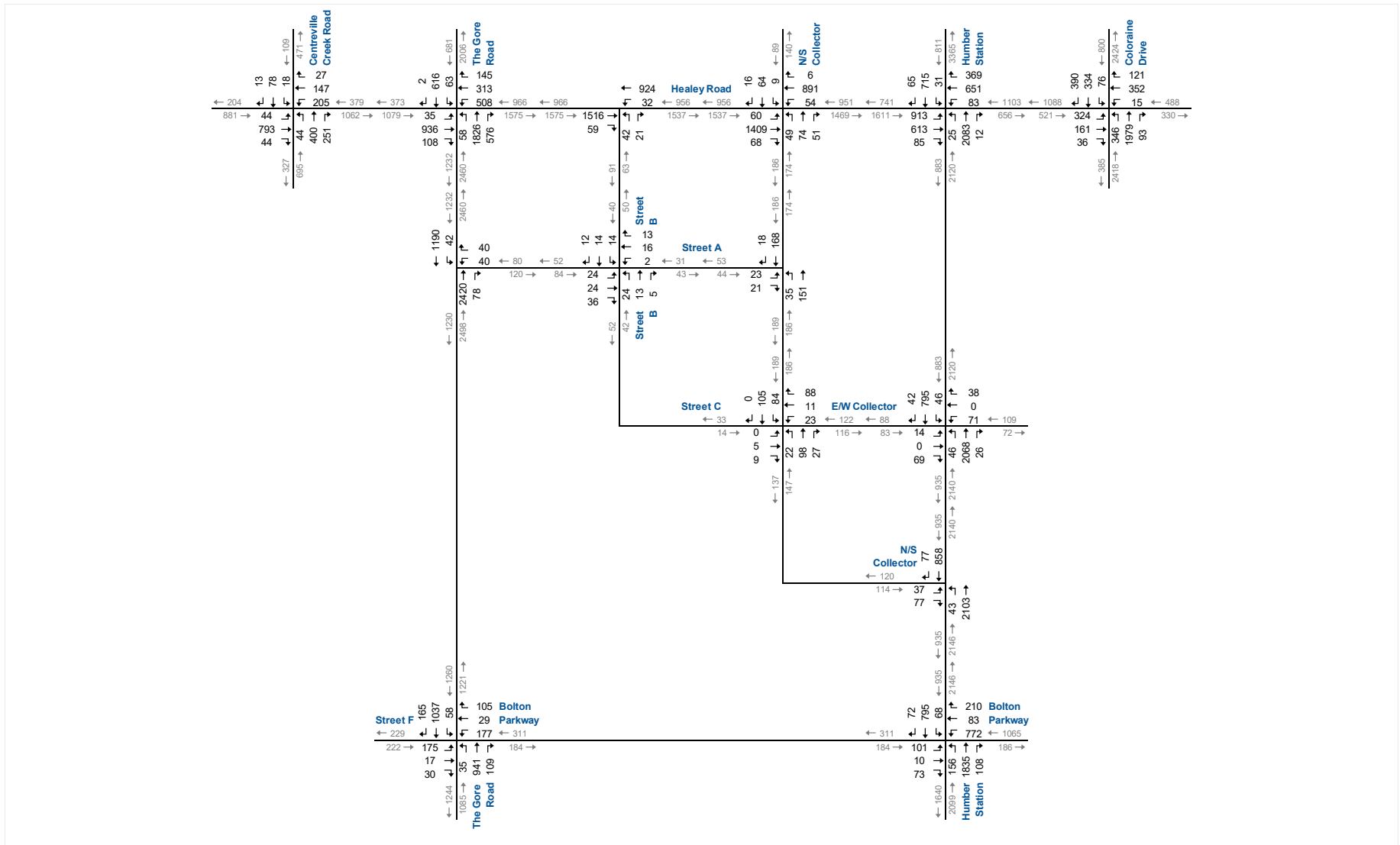
Figure 7.10



## 2051 Total Traffic Volumes – Option 2 AM Peak Hour

12879 The Gore Road, Caledon  
250381

Figure 7.11



## 2051 Total Traffic Volumes – Option 2 PM Peak Hour

12879 The Gore Road, Caledon  
250381

Figure 7.12

# Appendix C

## Sample STAMSON 5.04 Output



NOISE



VIBRATION



ACOUSTICS



Results segment # 1: Healey Rd (night)

-----  
Source height = 1.00 m

ROAD (0.00 + 59.65 + 0.00) = 59.65 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------

SubLeq									
-----	---								
	-90	90	0.00	62.43	0.00	-2.79	0.00	0.00	0.00
59.65									
-----	---								

Segment Leq : 59.65 dBA

Total Leq All Segments: 59.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.20  
(NIGHT): 59.65



Results segment # 1: The Gore Rd (night)

-----  
Source height = 1.00 m

ROAD (0.00 + 60.72 + 0.00) = 60.72 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj
SubLeq									

---									
-90	90	0.00	64.08	0.00	-3.36	0.00	0.00	0.00	0.00
60.72									

-----  
Segment Leq : 60.72 dBA

Total Leq All Segments: 60.72 dBA

TOTAL Leq FROM ALL SOURCES (DAY) : 67.25  
(NIGHT) : 60.72



STAMSON 5.0                    NORMAL REPORT                    Date: 01-04-2026 14:36:05  
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: fola.te                    Time Period: 16 hours  
Description: **Daytime sound level in the OLA at location [F], Flanking lots adjacent to The Gore Road, without mitigation**

Road data, segment # 1: The Gore Rd

-----  
Car traffic volume : 31400 veh/TimePeriod \*  
Medium truck volume : 1495 veh/TimePeriod \*  
Heavy truck volume : 332 veh/TimePeriod \*  
Posted speed limit : 60 km/h  
Road gradient : 0 %  
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: The Gore Rd

-----  
Angle1 Angle2 : -45.00 deg 45.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 0  
Surface : 1 (Absorptive ground surface)  
Receiver source distance : 35.50 m  
Receiver height : 1.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: The Gore Rd

-----  
Source height = 1.00 m

ROAD (0.00 + 61.08 + 0.00) = 61.08 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj  
SubLeq

-----  
---  
-45 45 0.66 70.61 0.00 -6.21 -3.32 0.00 0.00 0.00  
61.08  
-----  
---

Segment Leq : 61.08 dBA

Total Leq All Segments: 61.08 dBA

TOTAL Leq FROM ALL SOURCES: 61.08

Appendix D  
Relevant Pages from Town of Caledon  
Development Standards, Policies and  
Guidelines



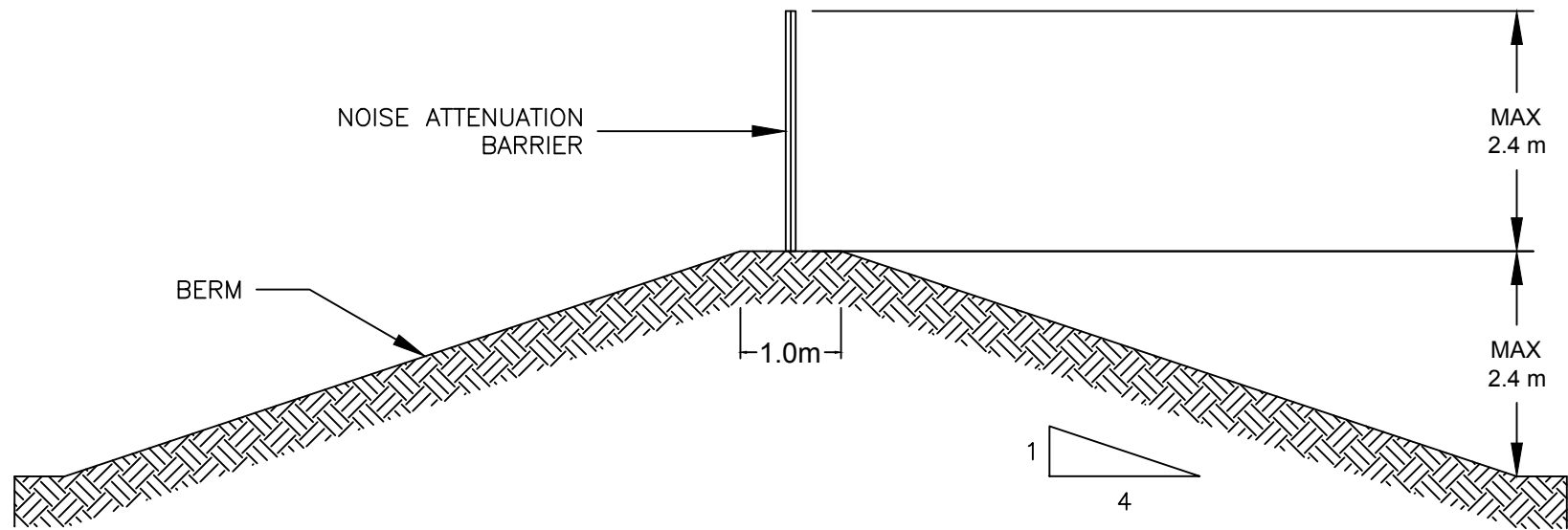
NOISE



VIBRATION



ACOUSTICS

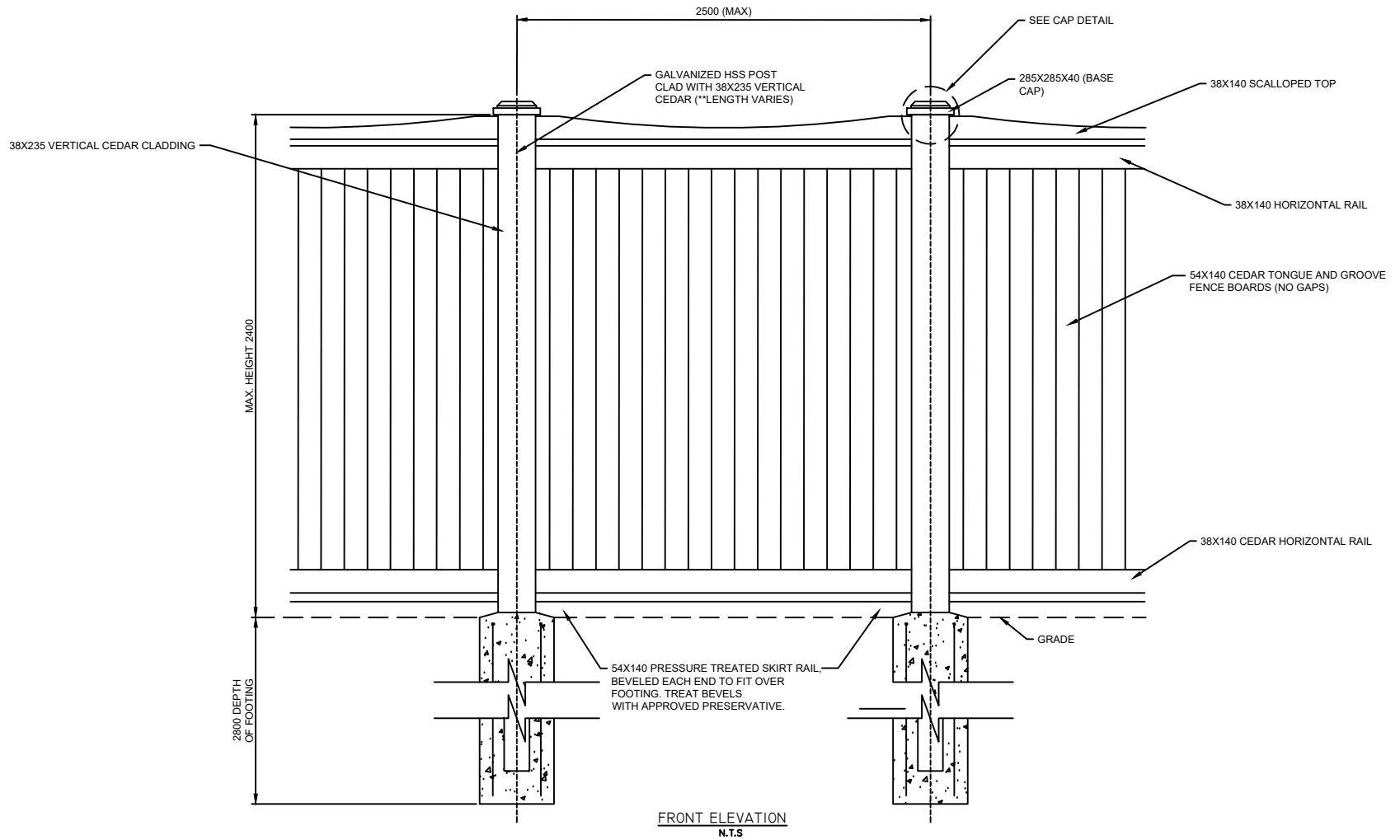


**NOTES:**

1. NOISE ATTENUATION BARRIER TO BE AS PER TOWN OF CALEDON STANDARD No. 614, 615, 616 & 617.
2. BERM FILL MATERIAL TO BE COMPACTED TO 98% S.P.D.
3. BERM SLOPES TO BE SODDED (INCLUDING "PEGGING") WITH 300mm DEPTH OF TOPSOIL.
4. FENCE TO BE LOCATED ON PRIVATE PROPERTY, AND NO PART OF BERM IS TO BE WITHIN THE MUNICIPAL R.O.W.

TOWN OF CALEDON					APR'D: C.C.	DATE: 2007/06
<b>NOISE ATTENUATION BARRIER AND BERM</b>	3	STANDARD No. 610 NOW 613, TEXT EDIT		JAN 18	DRAWN:	SCALE: NTS
	2	NOTE EDIT, S.P.D. CORRECTION, TOPSOIL CORRECTION STANDARD No. 931 NOW 610		JUNE 08		
	1	TOP OF BERM CORRECTION, ADD NOTE 4		MARCH 08	<b>STANDARD No. 613</b>	
	NO.	REVISION	APR'D	DATE		





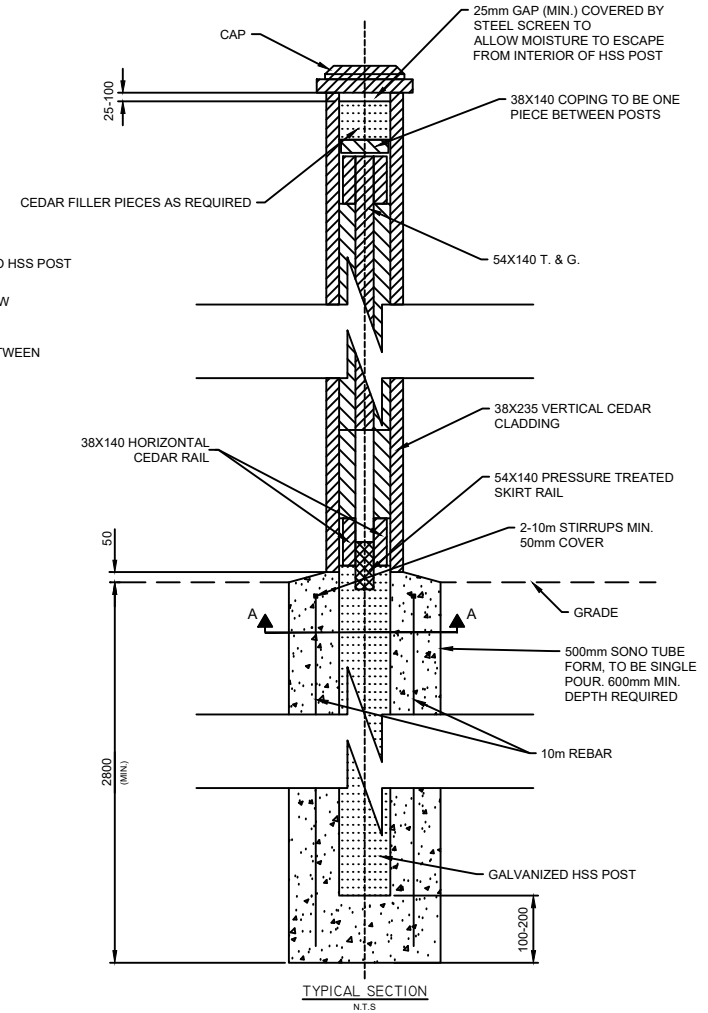
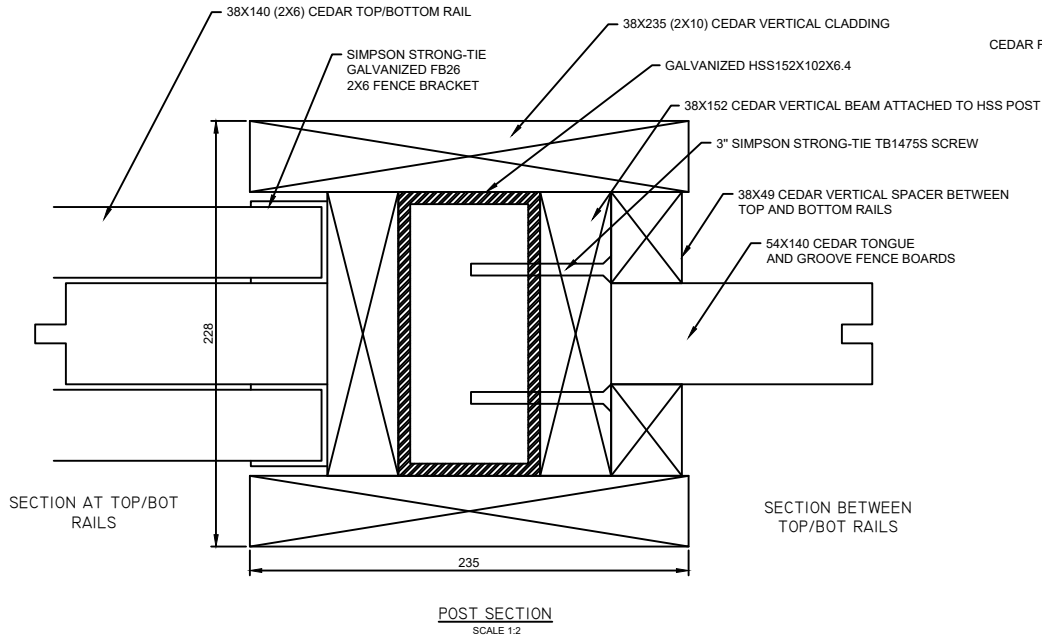
TOWN OF CALEDON

ACOUSTIC FENCE DETAIL

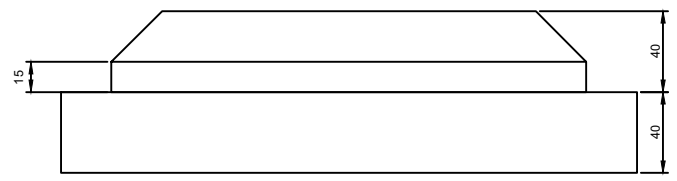
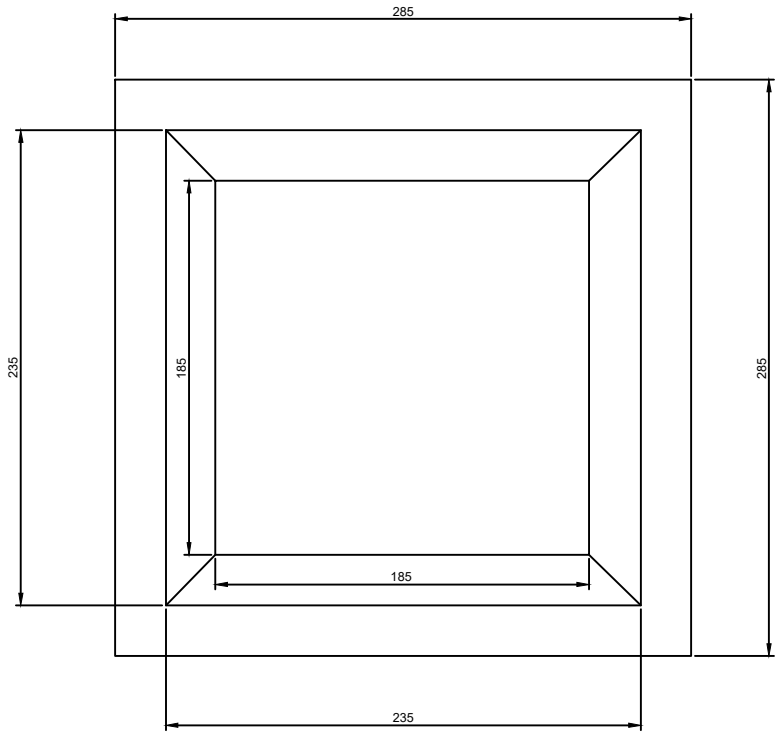
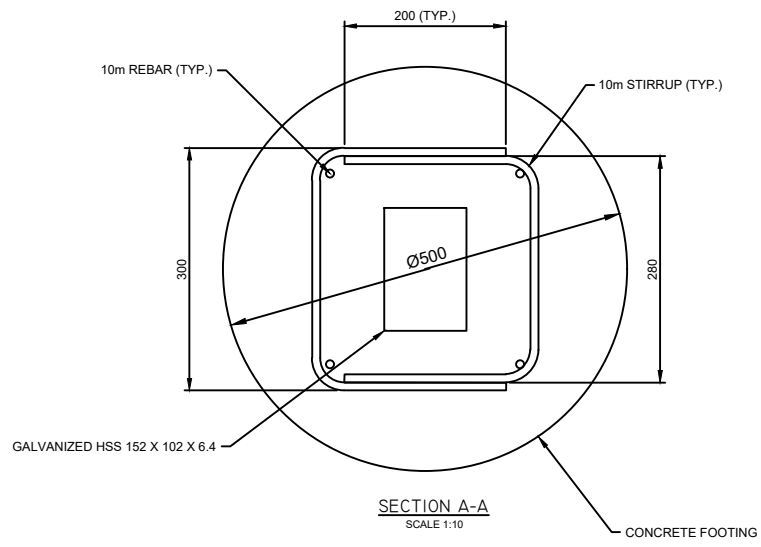
APR'D: R.G      DATE: JULY 17  
 DRAWN: B.M      SCALE: N.T.S.

1	TEXT AND DIMENSION REV.	KP	DEC 19
NO.	REVISION	APR'D	DATE

STANDARD No. 615



TOWN OF CALEDON				APR'D: R.G	DATE: JULY 17
ACOUSTIC FENCE DETAIL				DRAWN: B.M	SCALE: N.T.S.
				1 TEXT & DIMENSION REV. KP DEC 19	
NO.	REVISION	APR'D	DATE		



CAP DETAIL  
SCALE 1:2

NAILING TABLE			
PRIMARY MEMBER	SECONDARY MEMBER	CONNECTOR TYPE	COMMENTS
1. VERTICAL BEAM	HSS POST	3" SST TB1475S SCREW	2 @ EACH END + 5 IN A STAGGERED PATTERN ALONG BOARD (EVENLY SPACED)
2. HORIZONTAL RAILS	VERTICAL BEAM	SST FB26 FENCE BRACKET	NAILED AS PER MANUFACTURERS REQUIREMENTS
	SKIRT RAIL	3" NAILS	2 @ ENDS + 1 EVERY 300
3. SKIRT RAIL	VERTICAL BEAM	3" NAILS	2 @ EACH POST
4. T. & G. FENCE BOARDS	HORIZONTAL RAILS	3" NAILS	3 @ EACH END - AT LEAST 1 INTO EACH RAIL
5. VERTICAL SPACER	VERTICAL BEAM	3" NAIL	4 SPACED ALONG HEIGHT
6. VERTICAL CLADDING	VERTICAL BEAM	3" NAIL	2 @ EACH END + 5 IN A STAGGERED PATTERN ALONG BOARD (EVENLY SPACED)
	VERTICAL SPACER	3" NAIL	3 ALONG HEIGHT

TOWN OF CALEDON

ACOUSTIC FENCE DETAIL

1	NAILING TABLE TEXT REV.	KP	DEC 19
NO.	REVISION	APR'D	DATE

APR'D: R.G	DATE: JULY 17
DRAWN: B.M	SCALE: N.T.S.
STANDARD No. 617	