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2380 Tenth Line Road
City of Ottawa

Noise Impact Feasibility Report

Prepared for: Claridge Homes

Engineering excellence. Planning progress. Liveable landscapes.

2380 Tenth Line Road

City of Ottawa

Noise Impact Feasibility Report

Prepared By:

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Novatech File: 125079
Ref: R-2025-91

Submitted: October 16,2025

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Engineers, Planners & Landscape Architects

October 16, 2025

City of Ottawa
Planning, Development and Building Services Department (PDBS)
110 Laurier Avenue West, 4th Floor
Ottawa ON, K1P 1J1

Attention: **John Sevigny C.E.T – A/Manager, Development Review East Branch**

Reference: **2380 Tenth Line Road**
Noise Impact Feasibility Report
Our File No.: 125079

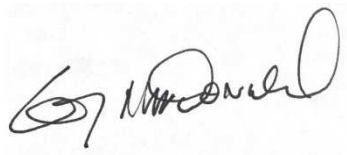
Please find enclosed the 'Noise Impact Feasibility Report' for the above-noted development located at 2380 Tenth Line Road in the City of Ottawa. This report is being submitted in support of a site plan application for the proposed development.

This report evaluates the environmental impact of noise from traffic and assesses the feasibility of mitigation measures to attenuate noise to acceptable levels.

Please contact the undersigned should you have any questions or comments on this report.

Yours truly,

NOVATECH



Greg MacDonald, P. Eng.
Director, Land Development and Public Sector Infrastructure

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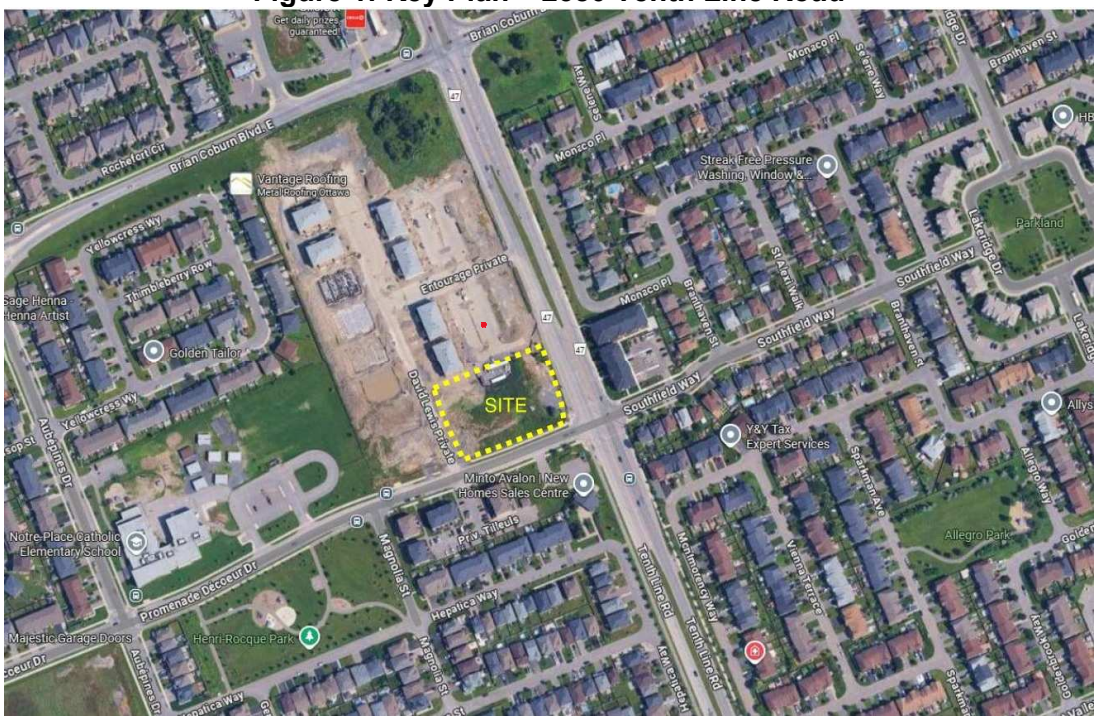
1.0 INTRODUCTION

Novatech has been retained to prepare a Noise Impact Feasibility Report on behalf of Claridge Homes to assess the impact of noise from traffic for the proposed site plan located at 2380 Tenth Line Road within the City of Ottawa. The report is in support of a site plan application for the subject development and predict and mitigate excess noise. **Figure 1 - Key Plan** shows the site location.

An aerial of the subject site is provided in **Figure 1 – Key Plan – 2380 Tenth Line Road.**

Figure 1: Key Plan – 2380 Tenth Line Road



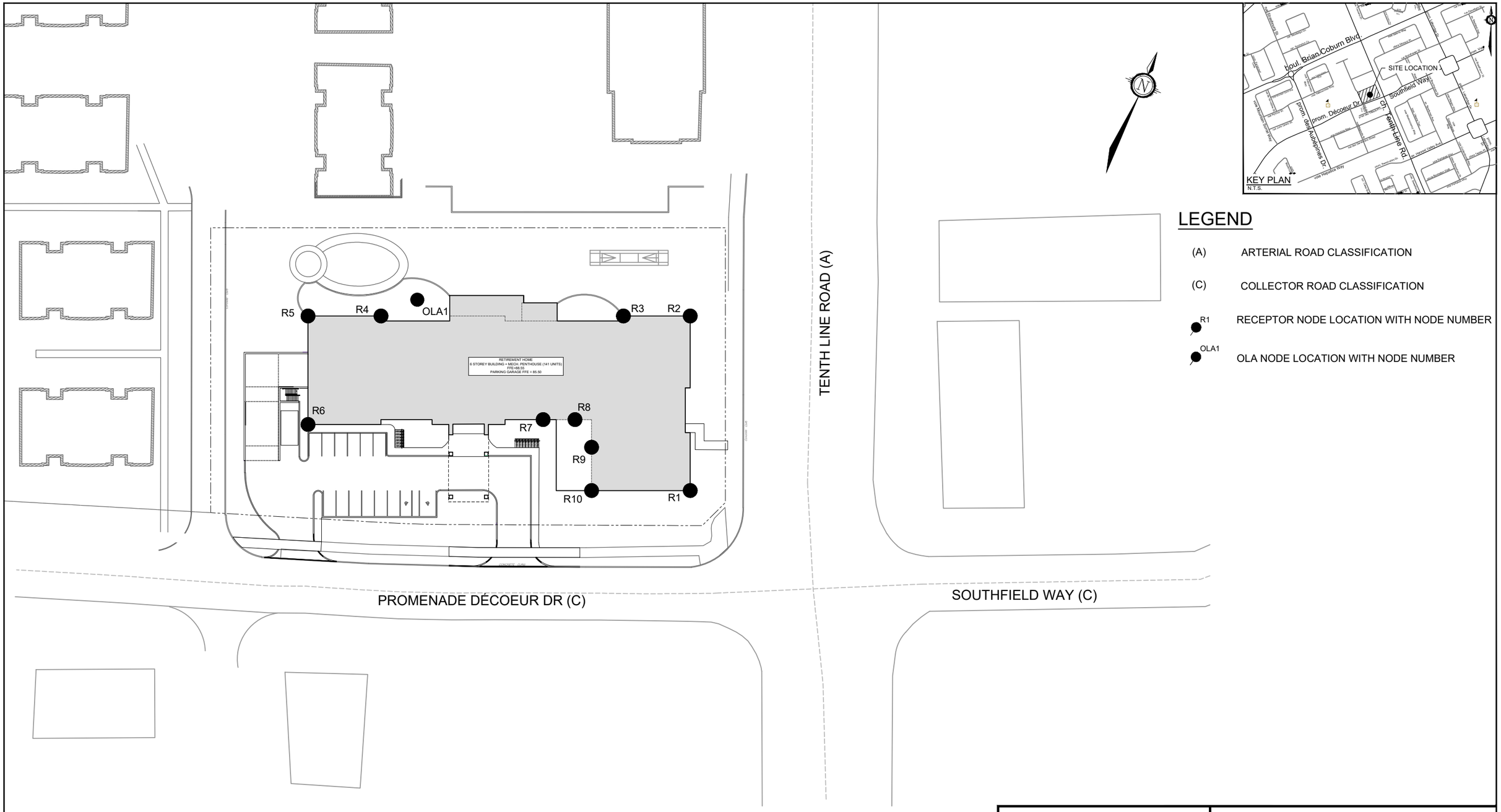
The proposed 0.625 hectares (ha.) development includes a six (6) storey Retirement Home complete with above ground parking and an underground parking structure. The building will have a footprint of 2101.72 m^2, with a total of 141 dwelling units. The locations of all nodes used to confirm the noise levels at the building are included in **Figure 2 – Node Location Plan**.

The Outdoor Living Area (OLA) noise levels that needs to be considered is selected 1.5m above finished grade. **Refer to Appendix A Architects plans** and **Landscape Plan**

The Indoor Living Areas (ILE's) noise levels are considered:

First Floor, both daytime and nighttime are selected 1.5m above the first-floor grade; Second Floor are selected 1.5m above the second-floor grade, which is 5.5m total; Third Floor, is 8.7m total; Forth Floor, is 12m total; Fifth Floor, is 14.93m total; Sixth Floor, is 17.85m total. **Refer to Appendix A Architects plans**

This report follows recommendations of the City of Ottawa's Environmental Nosie Control Guidelines (ENCG) and MOEE NPC-300 Environmental Noise Guideline.



LEGEND

(A)	ARTERIAL ROAD CLASSIFICATION
(C)	COLLECTOR ROAD CLASSIFICATION
R1	RECEPTOR NODE LOCATION WITH NODE NUMBER
OLA1	OLA NODE LOCATION WITH NODE NUMBER

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CITY OF OTTAWA
2380 TENTH LINE ROAD

NODE LOCATION PLAN

SCALE 1 : 750 (0, 10, 20, 30)
DATE OCT 2025
JOB 125079
FIGURE FIGURE 2

2.0 NOISE CRITERIA, NOISE SOURCES AND NOISE ATTENATION METHODS

The City of Ottawa criteria for noise from aircraft, roads, transitways, and railways is outlined in **Tables 2.2a: Sound Level Limit for Outdoor Living Areas – Road and Rail, Table 2.2b: Sound Level Limit for Indoor Living Areas Road and Rail,** and **Table 2.2c: Supplementary Sound Level Limits for Indoor Spaces – Road and Rail of the ENCG**. The maximum suggested sound levels for outdoor and indoor living areas between 7am and 11pm are 55 dBA and 45 dBA, respectively. The maximum suggested sound levels for indoor bedrooms are 40 dBA between 11pm and 7am. For reference, **Tables 2.2a, 2.2b and 2.2c of the ENCG** are included in **Appendix A**.

Outdoor Living Area and Indoor Living Area receivers are defined as:

- **Outdoor Living Area (OLA)**: The outdoor amenity area provided for quiet enjoyment of the outdoor environment during the daytime period (i.e., backyards, terraces, and patios). OLA noise levels are considered 1.5m above grade.

- **Indoor living Area (ILE)**: The indoor living area is provided for the quiet enjoyment of the living/ dining and sleeping quarters within a dwelling, during both the day-time and night-time periods. ILE noise levels are considered inside the building 1.5m above the floor level.

The noise level criteria are summarized in **Table 1:**

Table 1: Noise Level Criteria

Time Period		Receiver Location	Noise Level Criteria (Leq)
Daytime	(07:00 – 23:00)	OLA	55 dBA
Daytime	(07:00 – 23:00)	ILE - living/ dining rooms	45 dBA
Nighttime	(23:00 – 07:00)	ILE - sleeping quarters	40 dBA

For modelling purposes, predicted noise levels for ILE's are taken at the Plane of Window (POW) with noise attenuation being provided by the building envelope. This will be discussed further in the following sections of this report.

2.1 Noise Sources

The City of Ottawa Official Plan stipulates that a noise study shall be prepared when a new development is proposed within 100 metres of an arterial, major collector or collector road. There are no railway, airport, or stationary noise sources that affect this site. Tenth Line Road, Promenade Decoeur Drive, and Southfield Way are the noise sources which needs to be considered. Tenth Line Road is classified as an urban Arterial roadway with divided four-lane, and both Promenade Decoeur Drive and Southfield Way are two-lane urban collector in the City of Ottawa Official Plan. Refer to **Appendix A** for the excerpt from the City Official Plan. **Table 2** outlines the road noise sources for the site.

Table 2: Traffic and Roadway Parameters

	Tenth Line Road	Decoeur Drive/ Southfield Way
Roadway Classification	4-Lane Urban Arterial Divided	2-Lane Urban Collector Undivided
Annual Average Daily Traffic (AADT)	35,000 vehicles/day	8,000 vehicles/day
Day/Night Split (%)	92/8	92/8
Medium Trucks (%)	7	7
Heavy Trucks (%)	5	5
Posted Speed	60 km/hr	50 km/hr

2.2 Methods for Noise Attenuation

When OLA or ILE sound levels are predicted to be approximately equal to or less than the maximum suggested levels in ENCG (Table 1), attenuation measures are not required. If the predicted noise levels are found to exceed the limits, noise mitigation and /or warning clauses are required. Warning clauses are discussed in section 2.5. The City of Ottawa's preferred noise mitigation methods are:

- Increasing the amount of soft ground between the noise sources and noise receptor,
- Inserting noise insensitive land between the noise source and the noise receptor,
- Orientate the building to provide shelter to noise sensitive areas,
- Install acoustic (noise) barriers,
- Install air conditioning and forced air ventilation, and
- Enhance construction techniques and construction quality.

2.3 Noise Barrier Requirements

Acoustic (noise) barriers are typically the most effective noise mitigation measure listed in Section 2.2. However, acoustic barriers are also typically visually unappealing and expensive to install and maintain. Acoustic barriers are typically only considered when all other noise mitigation techniques listed in Section 2.2 are not sufficient to reduce predicted noise levels below the maximum allowable. Only noise mitigation measures that are economically and administratively feasible will be considered.

Acoustic barriers, if required, must conform to Part 3 of the City of Ottawa's Environmental Noise Control Guidelines (2016), and include the following characteristics:

- Minimum height of 2.2m
- Maximum height of 2.5m, unless approved by the City
- Located 0.30m inside the private property line
- Have a surface mass density of not less than 20kg/sq.m
- Have no holes or gaps.

2.4 Ventilation Requirements

A forced air heating system with provision for a central air conditioning system is required if the plane of window daytime noise level is between 55 dBA and 65 dBA and/or the nighttime noise level is between 50 dBA and 60 dBA.

The installation of a central air conditioning system is required when the daytime noise level exceeds 65 dBA and/or the nighttime noise level exceeds 60 dBA.

2.5 Warning Clauses

When predicted noise levels exceed the specified criteria, the City of Ottawa and the MOE recommend warning clauses be registered as a notice on title and incorporated into the lease/rental/sale agreements to warn potential purchaser/buyers/tenants of the possible elevated noise levels.

Typical warning clauses should be registered as shown below. Warning clauses are extracted from **Part 4, Appendix A the City of Ottawa ENCG** and excerpts have been provided in **Appendix A** of this report**.** As stated in the City of Ottawa ENCG, due to the variation of noise impacts for any given site, it may be necessary to amend the example warning clauses to recognize the site conditions in each development.

Type A

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

"To help address the need for sound attenuation this development has been designed so as to provide an outdoor amenity area and indoor environment that is within provincial guidelines. Measures for sound attenuation include:

- An acoustic barrier"

"To ensure that provincial sound level limits are not exceeded it is important to maintain sound attenuation features."

"The acoustic barrier shall be maintained and kept in good repair by the property owner. Any maintenance, repair or replacement is the responsibility of the owner and shall be with the same material or to the same standards, having the same colour, appearance and function of the original."

Additionally, if a tolerance of 5 dBA is being considered in some areas, it is recommended an additional noise clause be registered on title and incorporated into the agreement of purchase and sales:

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/rail/Light Rail/transitway traffic may, on occasion, interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the City and the Ministry of the Environment by up to 5 dBA."

"To help address the need for sound attenuation this development has been designed so as to provide an outdoor amenity area and indoor environment that is within provincial guidelines.

Type C

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

"To help address the need for sound attenuation this development has been designed so as to provide an outdoor amenity area and indoor environment that is within provincial guidelines. Measures for sound attenuation may include:

- Multi-pane glass
- Double brick veneer"

"To ensure that provincial sound level limits are not exceeded it is important to maintain sound attenuation features."

"This dwelling unit has also been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the City and the Ministry of the Environment"

Type D

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

"To help address the need for sound attenuation this development has been designed so as to provide an outdoor amenity area and indoor environment that is within provincial guidelines. Measures for sound attenuation may include:

- Multi-pane glass
- Double brick veneer
- High sound transmission class walls"

"To ensure that provincial sound level limits are not exceeded it is important to maintain sound attenuation features."

"This dwelling unit has also been supplied with a central air conditioning system and other measures 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 City and the Ministry of the Environment"

For units with multiple types of warning clauses, similar/identical wording can be combined as to not duplicate wording/information.

2.6 Building Component Assessment

When plane of window noise levels exceeds 65 dBA (daytime) or 60 dBA (nighttime) the exterior cladding system of the building envelope must be acoustically assessed to ensure indoor sound criteria are achieved. This includes analysis of the exterior wall, door, and/or glazing system specifications as appropriate.

The NRC research document entitled "*Acoustic Insulation Factor: A Rating for the Insulation of Buildings against Noise* (June 1980, JD Quirt)" is used to assess the building components and the required acoustic insulation factor (AIF). This method is recognized by the City of Ottawa.

The required AIF is based on the Outside L_{eq}, Indoor L_{eq} required, and the number of exterior façade components.

Minimum Required AIF = Outside L_{eq} – Indoor L_{eq} + 10 $\log_{10}$ (Number of Components) + 2dB

Where, N = Number of components (walls and windows)

L = Sound Level expressed on a common decibel scale.

2.7 Summary of Attenuation Requirements

Table 3 summarizes the required noise attenuation measures and warning clauses should sound criteria be exceeded. Excerpts from the MOE NPC-300 and City of Ottawa ENCG documents are included in **Appendix A** for reference.

Table 3: Noise Attenuation Measure Requirements

Assessment Location	L_{eq} (dBA)	Outdoor Control Measures	Indoor Control Measures		Warning Clause
			Ventilation Requirements	Building Components	
Outdoor Living Area (OLA)	Less than 55	None required	N/A	N/A	None required
	Between 55 and 60	Control measures (barriers) may not be required but should be considered	N/A	N/A	Required if resultant L_{eq} exceeds 55 dBA Type A* or Type B**
	More than 60	Barriers required	N/A	N/A	Required if resultant L_{eq} exceeds 55 dBA Type A* or Type B*
Plane of Living Room Window (POW)	Less than 55	N/A	None Required	None Required	None Required
	Between 55 and 65	N/A	Forced air heating with provision for central air conditioning	None Required	Required Type C
	More Than 65	N/A	Central Air Conditioning	Acoustical performance of the windows and walls should be specified	Required Type D
Plane of Sleeping Quarters Window (POW)	Less than 50	N/A	None Required	None Required	None Required
	Between 50 and 60	N/A	Forced air heating with provision for central air conditioning	None Required	Required Type C
	More than 60	N/A	Central Air Conditioning	Acoustical performance of the windows and walls should be specified	Required Type D

*Type A warning clause refers to units requiring a noise barrier that mitigates noise below 55dBA.
**Type B warning clause refers to units requiring a noise barrier but is technically or economically not feasible to reduce levels below 55dBA and a tolerance of up to 5dBA can be granted by the City.

3.0 PREDICTED NOISE LEVELS

Noise levels were analyzed using Version 5.03 of the STAMSON computer program. The predicted noise levels are listed in **Table 4** and **Table 5** bellow.

Table 4: Simulation Results – Outdoor Living Areas

Receiver Location*	Calculated Noise Level (dBa) 7:00-23:00		Outdoor Mitigation Method
	Un-attenuated	Attenuated	
OLA 1	52.28	-	N/A

*Locations found on **Figure 2 – Node Location Plan**

From **Table 4**, Noise level of OLA1 is lower than 55dBA and therefore no attenuated measures are required. Refer to **Appendix B** for noise calculations.

Table 5: Simulation Results – Plane of Window

Receiver Location*	Predicted Noise Level 7:00-23:00 (dBa)	Predicted Noise Level 23:00-7:00 (dBa)	Mitigation Method
	Un-attenuated	Un-attenuated	
R1 (1st Floor)	68.35	61.58	• Installation of Central Air Conditioning • Warning Clause Type D • Building Component Assessment
R1 (6th Floor)	70.32	62.72	• Installation of Central Air Conditioning • Warning Clause Type D • Building Component Assessment
R2 (1st Floor)	67.65	60.95	• Installation of Central Air Conditioning • Warning Clause Type D • Building Component Assessment
R2 (6th Floor)	69.79	63.08	• Installation of Central Air Conditioning • Warning Clause Type D • Building Component Assessment
R3 (1st Floor)	61.16	53.56	• Installation of Forced Air Heating with provision for Air Conditioning Warning Clause Type C
R3 (6th Floor)	64.58	56.98	• Installation of Forced Air Heating with provision for Air Conditioning Warning Clause Type C
R4 (1st Floor)	50.60	43.01	N/A
R4 (3rd Floor)	54.94	47.35	N/A

*Locations found on **Figure 2 – Node Location Plan**

Table 5 (Continued): Simulation Results – Plane of Window

Receiver Location*	Predicted Noise Level 7:00-23:00 (dBa)	Predicted Noise Level 23:00-7:00 (dBa)	Mitigation Method
	Un-attenuated	Un-attenuated	
R4 (6th Floor)	60.37	52.78	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R5 (1st Floor)	52.04	44.44	• N/A
R5 (3rd Floor)	54.80	47.20	• N/A
R5 (6th Floor)	58.85	51.25	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R6 (1st Floor)	55.85	48.26	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R6 (6th Floor)	59.54	51.94	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R7 (2ndFloor)	55.88	48.28	• Installation of Forced Air Heating with provision for Air Conditioning Warning Clause Type C
R7 (6th Floor)	58.59	51.00	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R8 (3rd Floor)	54.79	47.20	N/A
R8 (6th Floor)	56.76	49.17	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R9 (2ndFloor)	52.95	45.36	N/A
R9 (6th Floor)	54.85	47.26	N/A

*Locations found on **Figure 2 – Node Location Plan**

Table 5 (Continued): Simulation Results – Plane of Window

Receiver Location*	Predicted Noise Level 7:00-23:00 (dBa)	Predicted Noise Level 23:00-7:00 (dBa)	Mitigation Method
	Un-attenuated	Un-attenuated	
R10 (2nd Floor)	61.35	53.75	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R10 (6th Floor)	63.38	49.17	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C

*Locations found on **Figure 2 – Node Location Plan**

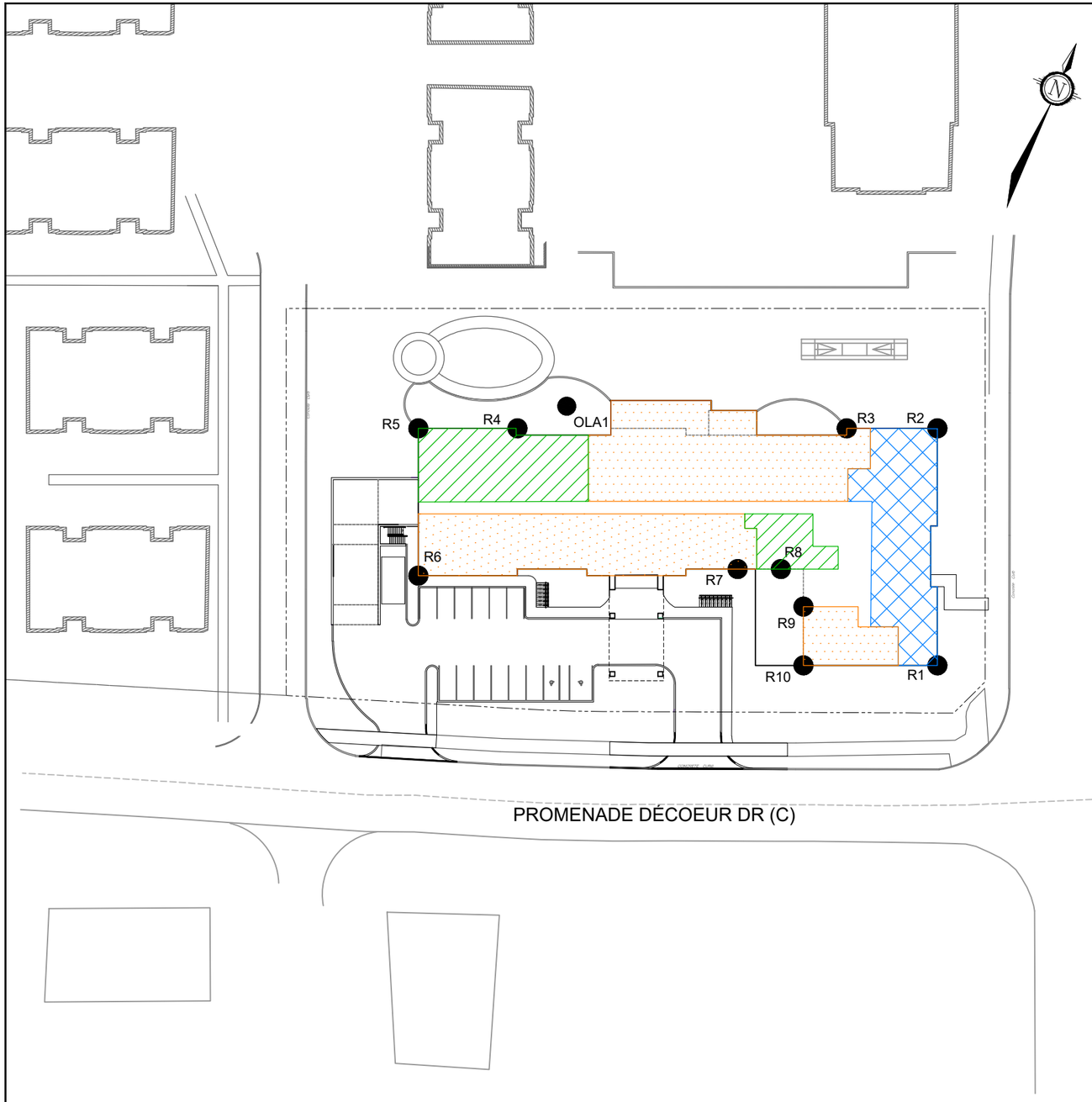
Based on the results in **Table 5** above, we recommend:

A. The installation of Central Air Conditioning and the inclusion of Noise Warning Clause Type D be registered as a notice on title and incorporated into the lease/rental/sale agreements of the units directly facing Tenth Line Road, which including:
   - First Floor: Library, Craft Room, Hair and Nail Salon, and Gym.
   - Second Floor: Units 06, 08, 10, 12, 14, and Lounge 252.
   - Third Floor: Units 04, 06, 08, 10, 12, and 14.
   - Floor 4-6: Units 02, 04, 06, and 08

   For the units above, the Building Components (exterior wall, door, and window) need to be assessed when the detailed Architect Floor Layouts have been finalized. Due to the limited information available at the time of study, detailed STC (Sound Transmission Class) calculations could not be performed now.

B. To simplify the migration methods, we recommend: Forced Air Heating with provision for Central Air Conditioning and the inclusion of Noise Warning Clause Type C be registered as a notice on title and incorporated into the lease/rental/sale agreements of all the units except the units listed above in A.

Refer to 2380 Tenth Line Road Architect Floor Plans in **Appendix A** for the units' locations. Refer to **Figure 3 – Noise Mitigation Plan** for all proposed noise mitigation measures. Refer to **Appendix B** for noise calculation.

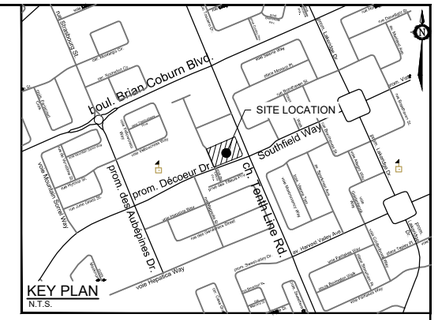


(A) ARTERIAL ROAD CLASSIFICATION

(C) COLLECTOR ROAD CLASSIFICATION

R1 RECEPTOR NODE LOCATION WITH NODE NUMBER

OLA1 OLA NODE LOCATION WITH NODE NUMBER



LEGEND

INDOOR MITIGATION METHODS INCLUDE FOR ALL UNITS FROM FIRST FLOOR TO SIXTH FLOOR:
- INSTALLATION OF CENTRAL AIR CONDITIONING
- WARNING CLAUSE TYPE D TO BE REGISTERED ON TITLE AND INCORPORATED INTO THE AGREEMENT OF LEASE/RENTAL/SALE
- BUILDING COMPONENT ASSESSMENT REQUIRED

INDOOR MITIGATION METHODS INCLUDE FOR ALL UNITS FROM FIRST FLOOR TO SIXTH FLOOR:
- INSTALLATION OF FORCED AIR HEATING WITH PROVISION FOR CENTRAL AIR CONDITIONING
- WARNING CLAUSE TYPE C TO BE REGISTERED ON TITLE AND INCORPORATED INTO THE AGREEMENT OF LEASE/RENTAL/SALE

INDOOR MITIGATION METHODS INCLUDE FOR ALL UNITS FROM FORTH FLOOR TO SIXTH FLOOR:
- INSTALLATION OF FORCED AIR HEATING WITH PROVISION FOR CENTRAL AIR CONDITIONING
- WARNING CLAUSE TYPE C TO BE REGISTERED ON TITLE AND INCORPORATED INTO THE AGREEMENT OF LEASE/RENTAL/SALE

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CITY OF OTTAWA
2380 TENTH LINE ROAD

NOISE MITIGATION PLAN

SCALE 1 : 750 (0, 10, 20, 30)

DATE OCT 2025 | JOB 125079 | FIGURE FIGURE 3

4.0 CONCLUSION

This report recommends:

A. The installation of Central Air Conditioning and the inclusion of Noise Warning Clause Type D be registered as a notice on title and incorporated into the lease/rental/sale agreements of the units directly facing Tenth Line Road, which including:
   - First Floor: Library, Craft Room, Hair and Nail Salon, and Gym.
   - Second Floor: Units 06, 08, 10, 12, 14, and Lounge 252.
   - Third Floor: Units 04, 06, 08, 10, 12, and 14.
   - Floor 4-6: Units 02, 04, 06, and 08

   The Building Components (exterior wall, door, and window) need to be assessed when the detailed Architect Floor Layouts have been finalized.

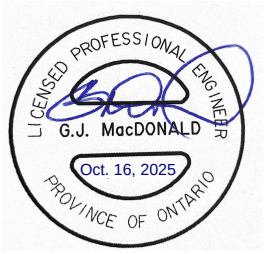
B. The installation of Forced Air Heating with provision for Central Air Conditioning and the inclusion of Noise Warning Clause Type C be registered as a notice on title and incorporated into the lease/rental/sale agreements of all the units except the units listed above in A.

NOVATECH ENGINEERING CONSULTANTS LTD.

Report By:

Ming Fang, C.E.T., B.Eng
Design Technologist

Reviewed By:



Greg MacDonald, P. Eng.
Director - Land Development and
Public Sector Infrastructure

APPENDIX A:

EXCERPTS FROM THE CITY OF OTTAWA ENVIRONMENTAL NOISE CONTROL GUIDELINES, THE MOE'S NPC-300, THE CITY OF OTTAWA'S OFFICIAL PLAN, ARCHITECT SITE PLAN, AND LANDSCAPE PLAN

PLANNING AND GROWTH MANAGEMENT
URBANISME ET GESTION DE LA CROISSANCE

ENVIRONMENTAL NOISE CONTROL GUIDELINES: Introduction and Glossary

January 2016

Table 2.2a: Sound Level Limit for Outdoor Living Areas - Road and Rail

(from NPC-300, 2013 Table C-1)

Time Period	Required L_{eq} (16) (dBA)
16-hour, 07:00 – 23:00	55

Table 2.2b: Sound Level Limit for Indoor Living Areas Road and Rail

(from NPC-300, 2013 Table C-2)

		Required L_{eq} (dBA)	
Type of Space	**Time Period**	**Road**	**Rail**
Living/dining, den areas of residences, hospitals, nursing homes, schools, daycare centres, etc.	07:00 – 23:00	45	40
Living/dining, den areas of residences, hospitals, nursing homes, etc. (except schools or daycare centres)	23:00 – 07:00	45	40
Sleeping quarters	07:00 – 23:00	45	40
	23:00 – 07:00	40	35

The Province also provides for supplementary indoor sound level limits for land uses not generally considered noise sensitive (see Table 2.2c below). These good practice design objectives should be addressed in any noise study prepared for the City. These supplementary sound level limits are based on the windows and doors to an indoor space being closed.

Table 2.2c: Supplementary Sound Level Limits for Indoor Spaces - Road and Rail (adapted from NPC-300 Table C-9)

		Required L_{eq} (dBA)	
Type of Space	**Time Period**	**Road**	**Rail**
General offices, reception areas, retail stores, etc.	16 hours between 07:00 – 23:00	50	45
Theatres, places of worship, libraries, individual or semi- private offices, conference rooms, reading rooms, etc.	16 hours between 07:00 – 23:00	45	40
Sleeping quarters of hotels/motels	8 hours between 23:00 – 07:00	45	40
Sleeping quarters of residences, hospitals, nursing/retirement homes, etc.	8 hours between 23:00 – 07:00	40	35

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.

Environmental Noise Guideline

Stationary and Transportation Sources – Approval and Planning

Publication NPC-300

Ontario

Table C-10
Supplementary Indoor Aircraft Noise Limits
(Applicable over 24-hour period)

Type of Space	Indoor NEF/NEP*
General offices, reception areas, retail stores, etc.	15
Individual or semi-private offices, conference rooms, etc.	10
Living/dining areas of residences, sleeping quarters of hotels/motels, theatres, libraries, schools, daycare centres, places of worship, etc.	5
Sleeping quarters of residences, hospitals, nursing/retirement homes, etc.	0

* The indoor NEF/NEP values listed in Table C-10 are not obtained from NEF/NEP contour maps. The values are representative of the indoor sound levels and are used as assessment criteria for the evaluation of acoustical insulation requirements.

C7 Noise Control Measures

The following sections provide MOE guidance for appropriate noise control measures. These sections constitute requirements that are applied to MOE approvals for stationary sources. This information is also provided as guidance which land use planning authorities may consider adopting.

The definition in Part A describes the various types and application of noise control measures. All the noise control measures described in the definition are appropriate to address the impact of noise of transportation sources (road, rail and aircraft) on planned sensitive land uses. Only some of the noise control measures described in the definition are appropriate to address the noise impact of stationary sources on planned sensitive land uses.

C7.1 Road Noise Control Measures

C7.1.1 Outdoor Living Areas

If the 16-Hour Equivalent Sound Level, L_{eq} (16) in the OLA is greater than 55 dBA and less than or equal to 60 dBA, noise control measures may be applied to reduce the sound level to 55 dBA. If measures are not provided, prospective purchasers or tenants should be informed of potential noise problems by a warning clause Type A.

If the 16-Hour Equivalent Sound Level, L_{eq} (16) in the OLA is greater than 60 dBA, noise control measures should be implemented to reduce the level to 55 dBA. Only in cases where the required noise control measures are not feasible for technical, economic or administrative reasons would an excess above the limit (55 dBA) be acceptable with a warning clause Type B. In the above situations, any excess above the limit will not be acceptable if it exceeds 5 dBA.

C7.1.2 Plane of a Window – Ventilation Requirements

C7.1.2.1 Daytime Period, 07:00 – 23:00 Hours

Noise control measures may not be required if the L_{eq} (16) daytime sound level in the plane of a bedroom or living/dining room window is less than or equal to 55 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, the dwelling should be designed with a provision for the installation of central air conditioning in the future, at the occupant's discretion. Warning clause Type C is also recommended.

If the daytime sound level in the plane of a bedroom or living/dining room window is greater than 65 dBA, installation of central air conditioning should be implemented with a warning clause Type D. In addition, building components including windows, walls and doors, where applicable, should be designed so that the indoor sound levels comply with the sound level limits in Table C-2. The location and installation of the outdoor air conditioning device should comply with sound level limits of Publication NPC-216, Reference [32], and guidelines contained in Environmental Noise Guidelines for Installation of Residential Air Conditioning Devices, Reference [6], or should comply with other criteria specified by the municipality.

C7.1.2.2 Nighttime Period, 23:00 – 07:00 Hours

Noise control measures may not be required if the L_{eq} (8) nighttime sound level in the plane of a bedroom or living/dining room window is less than or equal to 50 dBA. If the sound level in the plane of a bedroom or living/dining room window is greater than 50 dBA and less than or equal to 60 dBA, the dwelling should be designed with a provision for the installation of central air conditioning in the future, at the occupant's discretion. Warning clause Type C is also recommended.

If the nighttime sound level in the plane of a bedroom or living/dining room window is greater than 60 dBA, installation of central air conditioning should be implemented, with a warning clause Type D. In addition, building components including windows, walls and doors, where applicable, should be designed so that the indoor sound levels comply with the sound level limits in Table C-2. The location and installation of the outdoor air conditioning device should comply with sound level limits of Publication NPC-216, Reference [32], and guidelines contained in Environmental Noise Guidelines for Installation of Residential Air Conditioning Devices, Reference [6], or should comply with other criteria specified by the municipality.

C7.1.3 Indoor Living Areas – Building Components

If the nighttime sound level outside the bedroom or living/dining room windows exceeds 60 dBA or the daytime sound level outside the bedroom or living/dining area windows exceeds 65 dBA, building components including windows, walls and doors, where applicable, should be designed so that the indoor sound levels comply with the

sound level limits in Table C-2. The acoustical performance of the building components (windows, doors and walls) should be specified.

C7.2 Rail Noise Control Measures

C7.2.1 Outdoor Living Areas

Whistle noise is not included in the determination of the outdoor daytime sound level due to railway trains. All the provisions of Section C7.1.1 apply also to noise control requirements for rail noise.

C7.2.2 Plane of a Window – Ventilation Requirements

Whistle noise is not included in the determination of the sound level in the plane of a window. All the provisions of Section C7.1.2 apply also to noise control requirements for rail noise.

C7.2.3 Indoor Living Areas – Building Components

The sound level, L_{eq}, during the daytime (16-hour) and nighttime (8-hour) periods is determined using the prediction method STEAM, Reference [34], immediately outside the dwelling envelope. Whistle noise is included in the determination of the sound level.

If the nighttime sound level outside the bedroom or living/dining room windows exceeds 55 dBA or the daytime sound level outside the bedroom or living/dining area windows exceeds 60 dBA, building components including windows, walls and doors, where applicable, need to be designed so that the indoor sound levels comply with the sound level limits in Table C-2. The acoustical performance of the building components (windows, doors and walls) needs to be specified.

In addition, the exterior walls of the first row of dwellings next to railway tracks are to be built to a minimum of brick veneer or masonry equivalent construction, from the foundation to the rafters when the rail traffic L_{eq} (24-hour), estimated at a location of a nighttime receptor, is greater than 60 dBA, and when the first row of dwellings is within 100 metres of the tracks.

C7.3 Combination of Road and Rail Noise

The noise impact in the OLA and in the plane of a window, and the requirements for outdoor measures, ventilation measures and warning clauses, should be determined by combining road and rail traffic sound levels.

The assessment of the indoor sound levels and the resultant requirement for the acoustical descriptors of the building components should be done separately for road

In Class 4 areas, where windows for noise sensitive spaces are assumed to be closed, the use of central air conditioning may be acceptable if it forms an essential part of the overall building designs.

C7.9 Verification of Noise Control Measures

It is recommended that the implementation of noise control measures be verified by qualified individuals with experience in environmental acoustics.

C8 Warning Clauses

The use of warning clauses or easements in respect of noise are recommended when circumstances warrant. Noise warning clauses may be used to warn of potential annoyance due to an existing source of noise and/or to warn of excesses above the sound level limits. Direction on the use of warning clauses should be included in agreements that are registered on title to the lands in question. The warning clauses would be included in agreements of Offers of Purchase and Sale, lease/rental agreements and condominium declarations. Alternatively, the use of easements in respect of noise may be appropriate in some circumstances. Additional guidance on the use of noise warning clauses is provided in Section C7.1.1, Section C7.1.2.1, Section C7.1.2.2, Section C7.3 and Section C7.4.

C8.1 Transportation Sources

The following warning clauses may be used individually or in combination:

TYPE A: (see Section C7.1.1)

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

TYPE B: (see Section C7.1.1 and Section C7.4)

> "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 (rail traffic) (air 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."

TYPE C: (see Section C7.1.2.1, Section C7.1.2.2 and Section C7.4)

> "This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of

central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."

TYPE D: (see Section C7.1.2.1, Section C7.1.2.2 and Section C7.4)

"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."

C8.2 Stationary Sources

It is not acceptable to use warning clauses in place of physical noise control measures to identify an excess over the MOE sound level limits. Warning clause (Type E) for stationary sources may identify a potential concern due to the proximity of the facility but it is not acceptable to justify exceeding the sound level limits.

TYPE E: (see Section C7.6)

"Purchasers/tenants are advised that due to the proximity of the adjacent industry (facility) (utility), noise from the industry (facility) (utility) may at times be audible."

C8.3 Class 4 Area Notification

TYPE F: (see Section B9.2 and Section C4.4.2)

"Purchasers/tenants are advised that sound levels due to the adjacent industry (facility) (utility) are required to comply with sound level limits that are protective of indoor areas and are based on the assumption that windows and exterior doors are closed. This dwelling unit has been supplied with a ventilation/air conditioning system which will allow windows and exterior doors to remain closed."

Appendix A: Warning Clauses

Under the Official Plan and this guideline warning clauses may be required to be incorporated into development through development agreements, registration on title and inclusion in Agreements of Purchase and Sale. This requirement may be included in any development, regardless of whether it is considered a noise sensitive land use.

A warning clause provides recognition for the City, Province landowner or tenants that noise may be a concern, that noise may be audible at times or even quite loud, and, depending on the type of development, provincial guidelines for noise may be exceeded. Warning clauses also recognize that environmental noise is a potential health hazard that does impact people and neighbourhoods. It is for this reason that, unless a non-noise sensitive land use is established, a warning clause should also include noise mitigation.

A warning clause is not considered a form of noise mitigation. It is not acceptable therefore to use warning clauses in place of physical noise control measures to identify an excess over the MOE or City noise limits. The reason for a warning clause on all development is twofold. Firstly, it is important to note that a land use that although the development may not be considered noise sensitive it may include employees or tenants that are personally sensitive to noise. A warning clause provides protection against complaints to the ministry of Environment should provincial guidelines be exceeded. Secondly, a warning clause on title could obviate the need for a new noise study in the future. In a redevelopment scenario the warning clause would provide recognition of the extent noise conditions.

Given the variation in potential intensity and impact of noise it will often be necessary to amend warning clauses to recognize the site specific conditions in each development. Final wording of any warning clause is to be approved by the City.

The following subsections provide example text to be adapted into warning clauses.

Surface Transportation Warning Clauses

Table A1 Surface Transportation Warning Clauses

Type	Example	Notes
Generic	*Purchasers/tenants are advised that sound levels due to increasing road/rail/Light Rail/transitway traffic may occasionally interfere with some outdoor activities as the sound levels may exceed the sound level limits of the City and the Ministry of the Environment.* *To help address the need for sound attenuation this development has been designed so as to provide an outdoor amenity area that is within provincial guidelines. Measures for sound attenuation include:* • *A setback of buildings from the noise source and* • *An acoustic barrier.* *To ensure that provincial sound level limits are not exceeded it is important to maintain sound attenuation features.* *The acoustic barrier shall be maintained and kept in good repair by the property owner. Any maintenance, repair or replacement is the responsibility of the owner and shall be with the same material or to the same standards, having the same colour, appearance and function of the original.* *Additionally this development includes trees and shrubs to screen the source of noise from occupants.*	The generic warning clause outlines that MOE sound levels may be exceeded but the indoor environment and outdoor amenity areas are within guidelines. Mitigation measures are described including urban design features. Mention is also made of landscaping to screen the development visually from the source of noise.
Extensive mitigation of indoor and	*"Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units,*	The warning clause makes reference to MOE sound levels

Table A1 Surface Transportation Warning Clauses

Type	Example	Notes
outdoor amenity area	*sound levels due to increasing road/rail/Light Rail/transitway traffic may, on occasion, interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the City and the Ministry of the Environment.* *To help address the need for sound attenuation this development includes:* • *multi-pane glass;* • *double brick veneer;* • *an earth berm; and* • *an acoustic barrier.* *To ensure that provincial sound level limits are not exceeded it is important to maintain these sound attenuation features.* *The acoustic barrier shall be maintained and kept in good repair by the property owner. Any maintenance, repair or replacement is the responsibility of the owner and shall be with the same material or to the same standards, having the same colour, appearance and function of the original.* *This dwelling unit has also been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the City and the Ministry of the Environment.*	being exceeded from time to time and that there are sound attenuation features and landscaping within the development that should be maintained. An option for air conditioning is noted as well as landscaping to screen the source of noise.

Table A1 Surface Transportation Warning Clauses

Type	Example	Notes
	Additionally this development includes trees and shrubs to screen the source of noise from occupants.	
No outdoor amenity area	*Purchasers/tenants are advised that sound levels due to increasing road/rail/Light Rail/transitway traffic will interfere with outdoor activities as the sound levels exceed the sound level limits of the City and the Ministry of the Environment.* *To help address the need for sound attenuation this development includes:* • *multi-pane glass;* • *double brick veneer;* • *high sound transmission class walls.* *To ensure that provincial sound level limits are not exceeded it is important to maintain these sound attenuation features.* *This dwelling unit has been supplied with a central air conditioning system and other measures 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 City and the Ministry of the Environment*	This warning clause notes that only an indoor environment is being provided for.

Stationary Source Warning Clauses

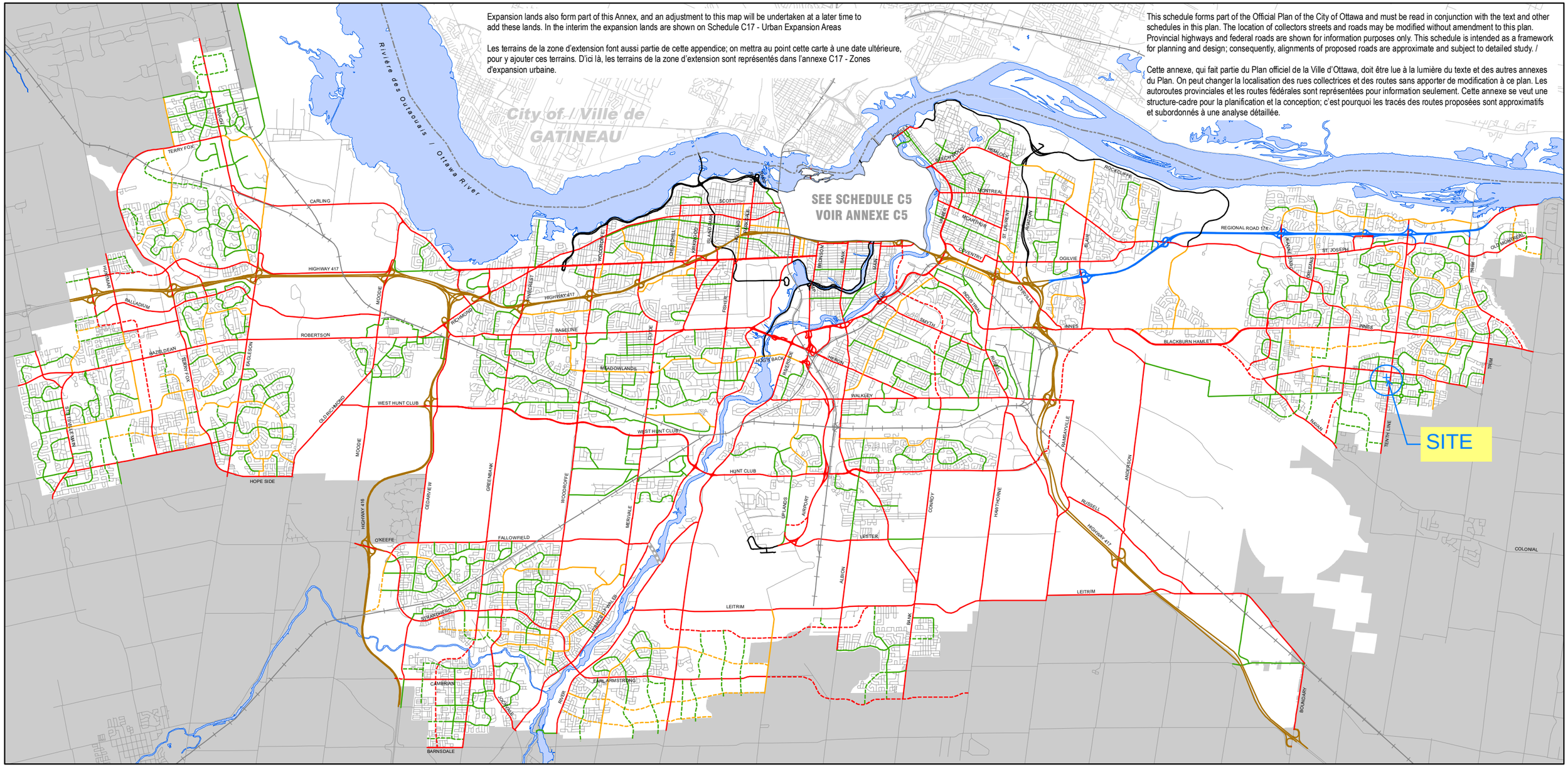
The Province notes that it is not acceptable to use warning clauses in place of physical noise control measures to identify an excess over the MOE sound level limits for stationary sources. The generic warning clause for stationary sources (called Type E in NPC-300) may identify a potential concern due to the proximity of the facility but it is not possible to justify exceeding the sound level limits.
The wording of the generic stationary noise warning clause may also be used as the basis for new development adjacent to areas licensed for mineral aggregate extraction.

Expansion lands also form part of this Annex, and an adjustment to this map will be undertaken at a later time to add these lands. In the interim the expansion lands are shown on Schedule C17 - Urban Expansion Areas

Les terrains de la zone d'extension font aussi partie de cette appendice; on mettra au point cette carte à une date ultérieure, pour y ajouter ces terrains. D'ici là, les terrains de la zone d'extension sont représentés dans l'annexe C17 - Zones d'expansion urbaine.

This schedule forms part of the Official Plan of the City of Ottawa and must be read in conjunction with the text and other schedules in this plan. The location of collectors streets and roads may be modified without amendment to this plan. Provincial highways and federal roads are shown for information purposes only. This schedule is intended as a framework for planning and design; consequently, alignments of proposed roads are approximate and subject to detailed study. /

Cette annexe, qui fait partie du Plan officiel de la Ville d'Ottawa, doit être lue à la lumière du texte et des autres annexes du Plan. On peut changer la localisation des rues collectrices et des routes sans apporter de modification à ce plan. Les autoroutes provinciales et les routes fédérales sont représentées pour information seulement. Cette annexe se veut une structure-cadre pour la planification et la conception; c'est pourquoi les tracés des routes proposées sont approximatifs et subordonnés à une analyse détaillée.



Arterial - Existing	Artère - Établie	Provincial Highway	Route provinciale
Arterial - Future (alignment defined)	Artère - Future (alignement déterminée)	Federally Owned Road	Chemins de propriété fédéral
Major Collector - Existing	Grande collectrice - Établie	City Freeway	Autoroute municipale
Major Collector - Future	Grande collectrice - Future		
Collector - Existing	Collectrice - Établie		
Collector - Future	Collectrice - Future		
River Crossing (corridor undefined)	Traversée de rivière (couloir non défini)		

Official Plan / Plan officiel

Schedule C4 - Urban Road Network
Annexe C4 Réseau routier urbain

Approved on November 4, 2022
Approuvé le 4 novembre 2022

Consolidation and Amendments / Consolidation et amendements

0 0.5 1 2 3 4 5 km

Planning, Infrastructure and Economic Development Department, Geospatial Analytics, Technology and Solutions
Services de la planification, de l'infrastructure et du développement économique, Analyse géospatiale, technologie et solutions

9/29/2025 10:51:57 AM

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Mitchell Avenue
Mitchell Avenue
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Mitchell Avenue

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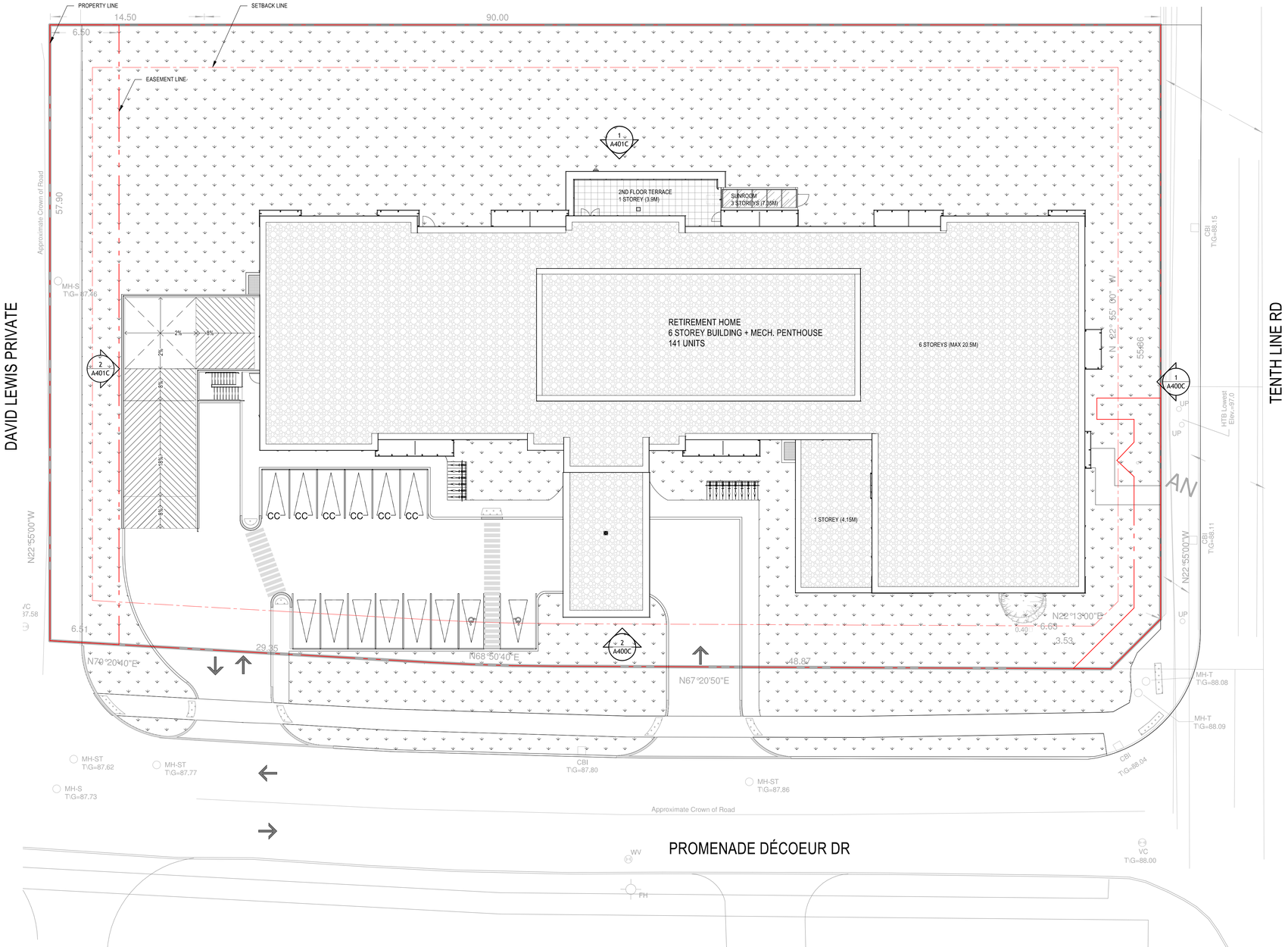

ROOF PLAN
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RIVERSTONE RETIREMENT COMMUNITIES

OUVRAGE Project

DÉCOEUR RETIREMENT HOME

EMPLACEMENT Location
2380 Tenth Line Road, Ottawa

NO PROJET No.
13677

NO	RÉVISION	DATE (aa-mm-jj)
A	ISSUED FOR SPA	2025-09-29

DESSINÉ PAR Drawn by
AA/CR

VÉRIFIÉ PAR Checked by
CR/LH

DATE (aa.mm.jj)
2023-01-01

ÉCHELLE Scale
1 : 200

TITRE DU DESSIN Drawing Title

SITE PLAN AT ROOF

RÉVISION Revision
A

NO. DESSIN Dwg Number
A101

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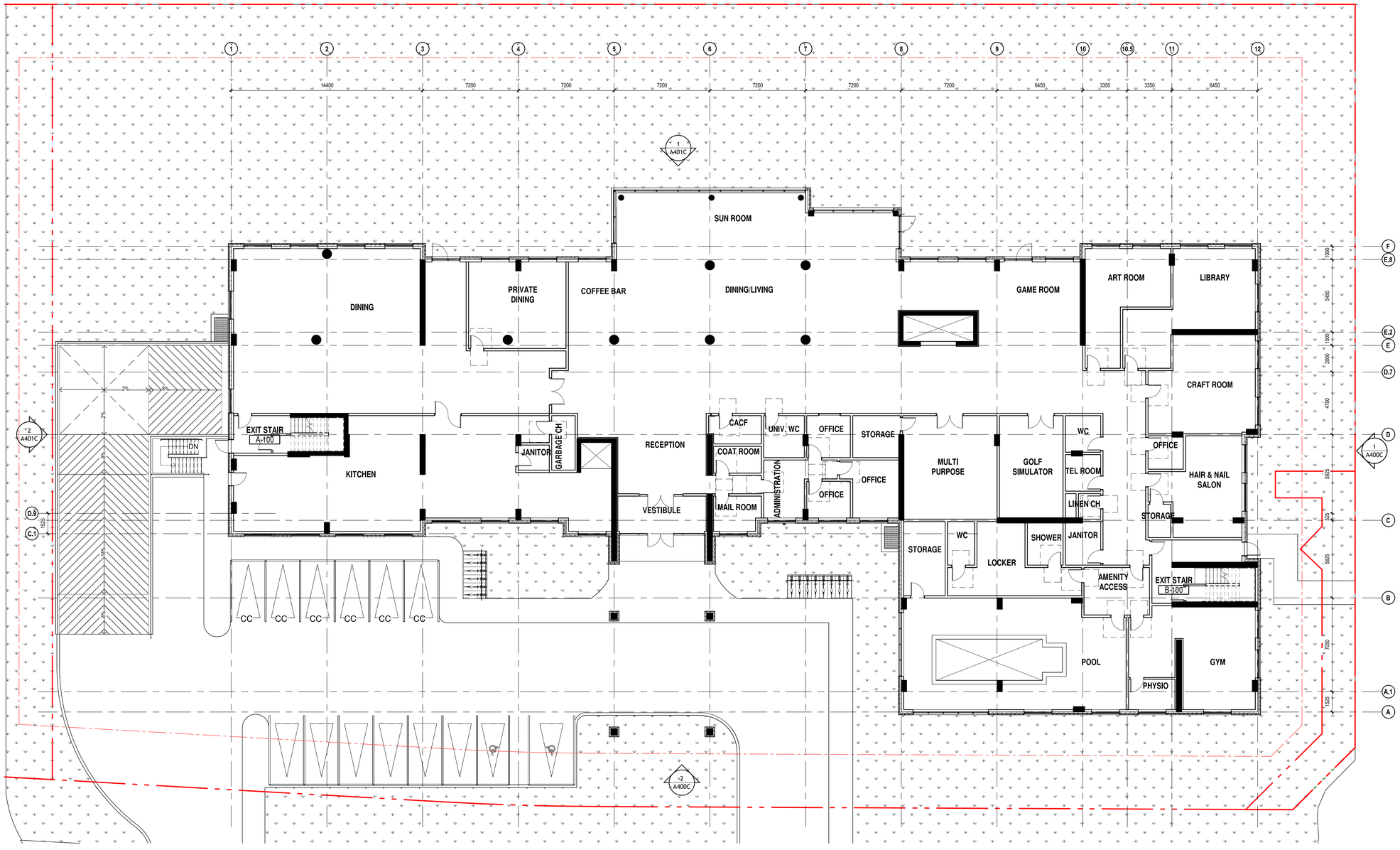

GROUND FLOOR PLAN
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NO	RÉVISION	DATE (aa-mm-jj)
A	SCHEMATIC REVIEW	2025-03-28
B	SCHEMATIC REVIEW	2025-04-03
C	FOR CLIENT REVIEW	2025-05-01
D	INTERNAL REVIEW	2025-05-05
E	INTERNAL REVIEW	2025-05-15
F	INTERNAL REVIEW	2025-05-22
G	FOR COORDINATION	2025-06-05
H	FOR COORDINATION	2025-06-20
I	SPA - FOR COORDINATION	2025-07-23
J	SPA	2025-09-19
K	ISSUED FOR SPA	2025-09-29

DESSINÉ PAR Drawn by
AA

VÉRIFIÉ PAR Checked by
CR / PV

DATE (aa.mm.jj)
2025-02-01

ÉCHELLE Scale
1 : 150

TITRE DU DESSIN Drawing Title

GROUND FLOOR PLAN

RÉVISION Revision
K

NO. DESSIN Dwg Number
A201

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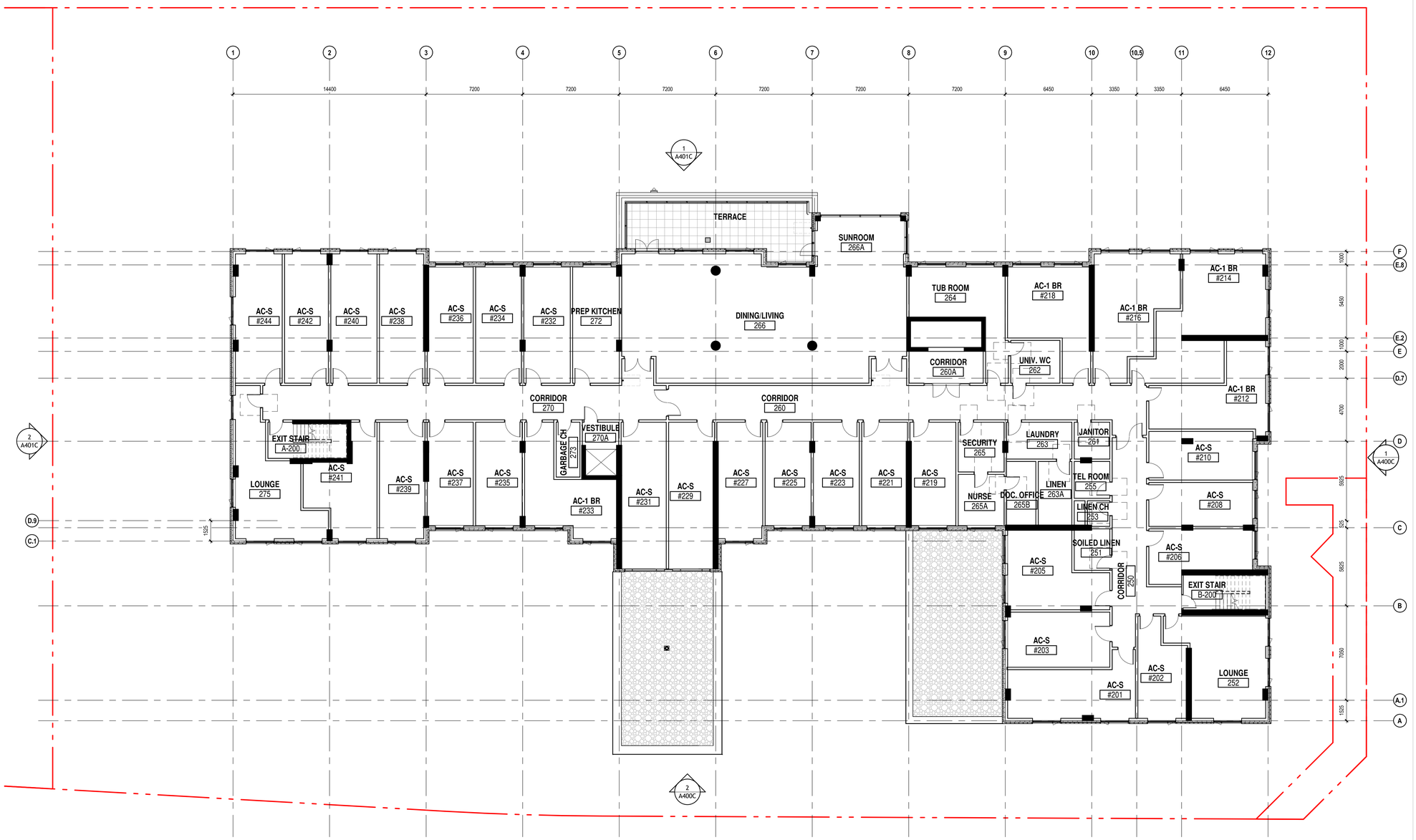

2ND FLOOR PLAN

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D	INTERNAL REVIEW	2025-05-05
E	INTERNAL REVIEW	2025-05-15
F	INTERNAL REVIEW	2025-05-22
G	FOR COORDINATION	2025-06-05
H	FOR COORDINATION	2025-06-20
I	SPA - FOR COORDINATION	2025-07-23
J	SPA	2025-09-19
K	ISSUED FOR SPA	2025-09-29

DESSINÉ PAR Drawn by
AA

VERIFIÉ PAR Checked by
CR / PV

DATE (aa.mm.jj)
2025-02-01

ÉCHELLE Scale
1 : 150

TITRE DU DESSIN Drawing Title

2ND FLOOR PLAN

RÉVISION Revision
K

NO. DESSIN Dwg Number
A202

Autodesk Docs://13677_DR_RET_HOME_R24/DECRH_13677_ARC_INT_R24.rvt

2025-09-26 19:55:25

3RD FLOOR PLAN
1 : 150

1
A203

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RIVERSTONE RETIREMENT COMMUNITIES

OUVRAGE Project
DÉCOEUR RETIREMENT HOME

EMPLACEMENT Location
2380 Tenth Line Road, Ottawa

NO PROJET No.
13677

NO	RÉVISION	DATE (aa-mm-jj)
A	SCHEMATIC REVIEW	2025-03-28
B	SCHEMATIC REVIEW	2025-04-03
C	FOR CLIENT REVIEW	2025-05-01
D	INTERNAL REVIEW	2025-05-05
E	INTERNAL REVIEW	2025-05-15
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J	SPA	2025-09-19
K	ISSUED FOR SPA	2025-09-29

DESSINÉ PAR Drawn by
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DATE (aa.mm.jj)
2025-02-01

ÉCHELLE Scale
1 : 150

TITRE DU DESSIN Drawing Title
3RD FLOOR PLAN

RÉVISION Revision
K

NO. DESSIN Dwg Number
A203

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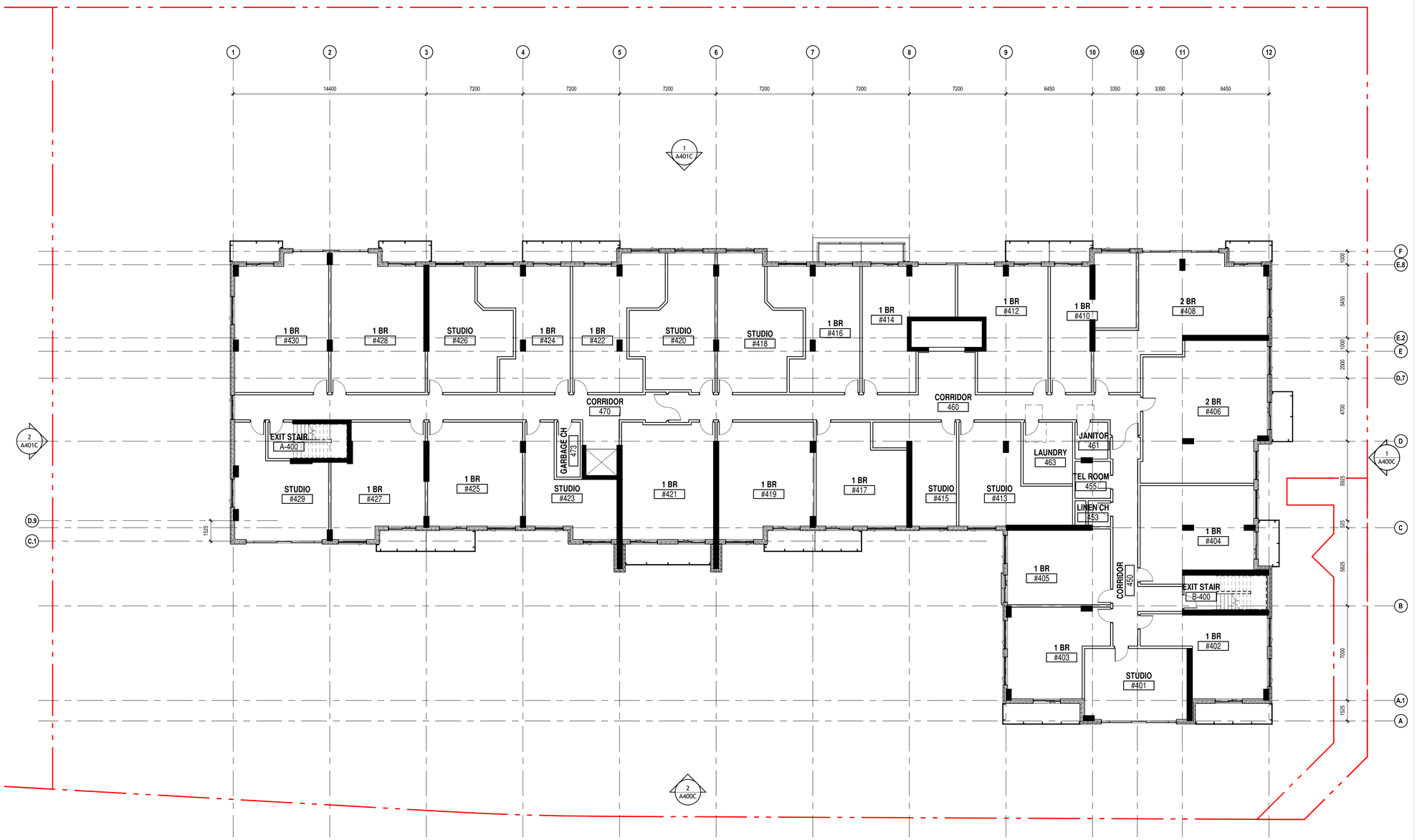

4TH & 5TH FLOOR PLAN

1 : 150

1 A204

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OUVRAGE Project

DÉCOEUR RETIREMENT HOME

EMPLACEMENT Location
2380 Tenth Line Road, Ottawa

NO PROJET No.
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2025-02-01

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1 : 150

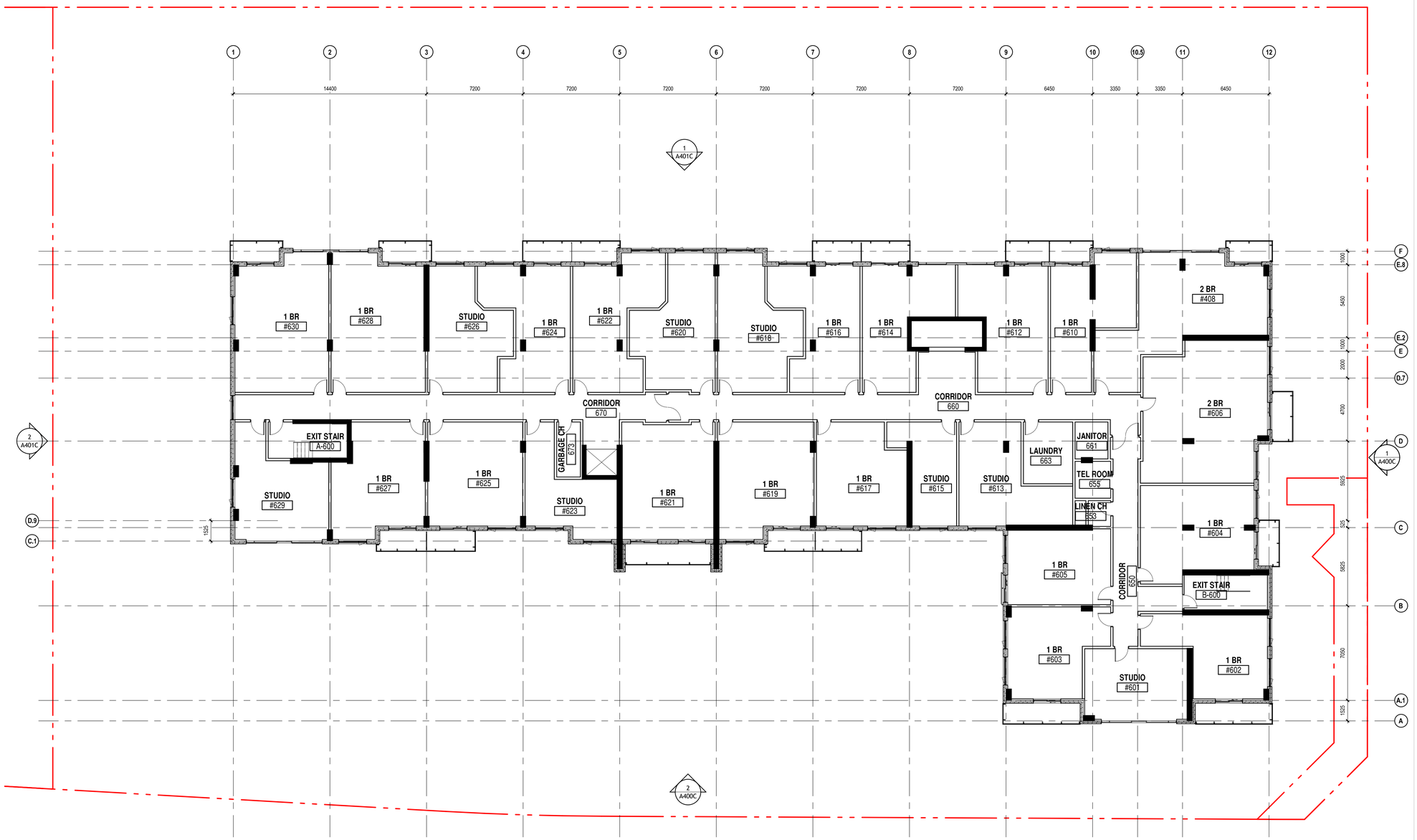
TITRE DU DESSIN Drawing Title

4TH & 5TH FLOOR PLAN

RÉVISION Revision
K

NO. DESSIN Dwg Number
A204

2025-09-26 19:55:41



6TH FLOOR PLAN
1 : 150

1 A205

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OUVRAGE Project
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EMPLACEMENT Location
2380 Tenth Line Road, Ottawa

NO PROJET No.
13677

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J	SPA	2025-09-19
K	ISSUED FOR SPA	2025-09-29

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VÉRIFIÉ PAR Checked by
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DATE (aa.mm.jj)
2025-02-01

ÉCHELLE Scale
1 : 150

TITRE DU DESSIN Drawing Title
6TH FLOOR PLAN

RÉVISION Revision
K

NO. DESSIN Dwg Number
A205

Autodesk Docs://13677_DR_RET_HOME_R24/DECRH_13677_ARC_INT_R24.rvt

2025-09-26 19:55:48

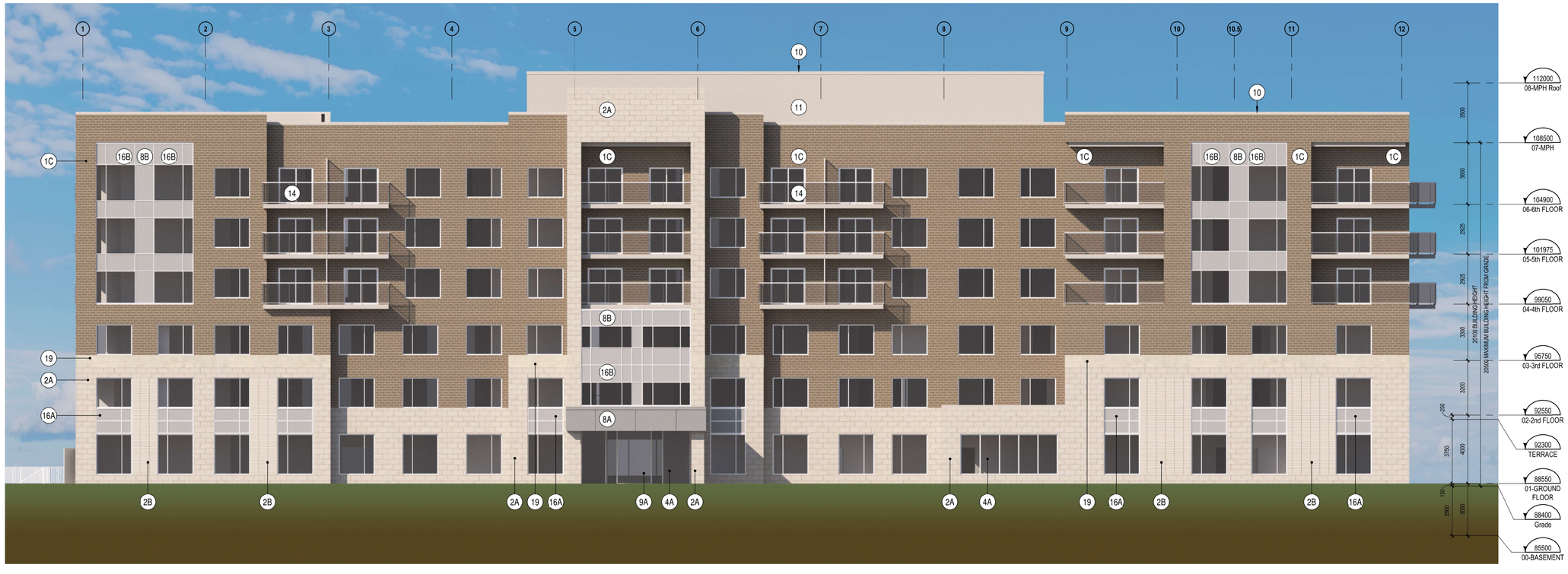
EAST ELEVATION

1 : 125

1 / A400C

ELEVATION KEYNOTE LEGEND	
NOTE	DESCRIPTION
1C	MASONRY BRICK VENEER. COLOUR "RUTHERFORD" BY "FORTERRA". UNIT FORMAT 79mm HIGH X 257mm X 90mm. ALL GROUT AND SEALANT TO MATCH UNIT COLOUR
2A	ARCHITECTURAL MASONRY BLOCK. COLOUR "RENAISSANCE WHITE" BY "ARRISCRAFT". UNIT FORMAT 290mm X 590mm 90mm. ALL GROUT AND SEALANT TO MATCH UNIT COLOUR
2B	ARCHITECTURAL MASONRY BLOCK. COLOUR "RENAISSANCE WHITE" BY "ARRISCRAFT". UNIT FORMAT 90mm X 590mm 90mm. ALL GROUT AND SEALANT TO MATCH UNIT COLOUR
4A	CURTAIN WALL - EXTERIOR & INTERIOR FRAMES CLEAR ANODIZED. SEE CURTAIN WALL ELEVATION PAGE
8A	PREFINISHED ALUMINUM MODULAR PANELS. COLOUR "CLEAR ANODIZED"
8B	PREFINISHED ALUMINUM MODULAR PANELS. COLOUR MATCH OF PRELCO MEDIUM GREY "PC-8948V"
9A	GLAZED ANODIZED ALUMINUM ENTRY DOOR (SEE DOOR SCHEDULE)
9B	PAINTED STEEL DOOR (SEE DOOR SCHEDULE)
10	PREPAINTED METAL FLASHING. COLOUR TO MATCH EXTERIOR FINISH
11	PREPAINTED HORIZONTAL STEEL CLADDING. COLOUR "BONE WHITE"
14	ANODIZED ALUMINUM GUARDRAIL AND POSTS WITH TEMPERED GLASS PANELS. POSTS @ 1500 O/C MAX. COLOUR CLEAR ANODIZED
16A	SPANDREL. COLOUR CODE: CH2405975 BY BEIJING NORTHTECH GLASS CO., Ltd.
16B	SPANDREL. COLOUR CODE: CH2405676 BY BEIJING NORTHTECH GLASS CO., Ltd.
19	MASONRY BLOCK TRANSITION BAND. COMPOSED OF SPLIT FACE FINISH STONE UNITS. COLOUR "RENAISSANCE WHITE" BY "ARRISCRAFT". SEE DETAIL FOR CONFIGURATION
21	OVERFLOW SCUPPER. COLOUR TO MATCH WALL CLADDING

0 1 2 5 10m



SOUTH ELEVATION

1 : 125

2 / A400C

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OUVRAGE Project

DÉCOEUR RETIREMENT HOME

EMPLACEMENT Location
2380 Tenth Line Road, Ottawa

NO PROJET No.
13677

NO	RÉVISION	DATE (aa-mm-jj)
A	INTERNAL REVIEW	2025-05-05
B	INTERNAL REVIEW	2025-05-15
C	INTERNAL REVIEW	2025-05-22
D	FOR COORDINATION	2025-06-05
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F	SPA - FOR COORDINATION	2025-07-23
G	SPA	2025-09-19
H	ISSUED FOR SPA	2025-09-29

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VÉRIFIÉ PAR Checked by
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DATE (aa.mm.jj)
2025-02-01

ÉCHELLE Scale
1 : 125

TITRE DU DESSIN Drawing Title

COLOURED ELEVATIONS

RÉVISION Revision
H

NO. DESSIN Dwg Number
A400C

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2025-09-26 19:55:55

WEST ELEVATION

1 : 125

2 / A401C

NORTH ELEVATION

1 : 125

1 / A401C

ELEVATION KEYNOTE LEGEND

NOTE	DESCRIPTION
1C	MASONRY BRICK VENEER. COLOUR "RUTHERFORD" BY "FORTERRA". UNIT FORMAT 79mm HIGH X 257mm X 90mm. ALL GROUT AND SEALANT TO MATCH UNIT COLOUR
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9A	GLAZED ANODIZED ALUMINUM ENTRY DOOR (SEE DOOR SCHEDULE)
9B	PAINTED STEEL DOOR (SEE DOOR SCHEDULE)
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OUVRAGE Project
DÉCOEUR RETIREMENT HOME

EMPLACEMENT Location
2380 Tenth Line Road, Ottawa

NO PROJET No.
13677

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DATE (aa.mm.jj)
2025-02-01

ÉCHELLE Scale
1 : 125

TITRE DU DESSIN Drawing Title
COLOURED ELEVATIONS

RÉVISION Revision
H

NO. DESSIN Dwg Number
A401C

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9/29/2025 10:19:26 AM

3D VIEW LOOKING NORTH FROM DÉCOEUR DR.

3D VIEW LOOKING SOUTH FROM TENTH LINE ROAD

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OUVRAGE Project

DÉCOEUR RETIREMENT HOME

EMPLACEMENT Location
2380 Tenth Line Road, Ottawa

NO PROJET No.
13677

NO	RÉVISION	DATE (aa-mm-jj)
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2025-09-15

ÉCHELLE Scale

TITRE DU DESSIN Drawing Title

PERSPECTIVES

RÉVISION Revision
B

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A1000

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3D AERIAL VIEW LOOKING NORTH FROM DÉCOEUR DR.

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ARCHITECT(E)S

CLIENT Client

CLARIDGE HOMES
RIVERSTONE RETIREMENT COMMUNITIES

OUVRAGE Project

DÉCOEUR RETIREMENT HOME

EMPLACEMENT Location
2380 Tenth Line Road, Ottawa

NO PROJET No.
13677

NO	RÉVISION	DATE (aa-mm-jj)
A	SPA	2025-09-19
B	ISSUED FOR SPA	2025-09-29

DESSINÉ PAR Drawn by
PI/AA

VÉRIFIÉ PAR Checked by
CR/LH

DATE (aa.mm.jj)
2023-01-01

ÉCHELLE Scale

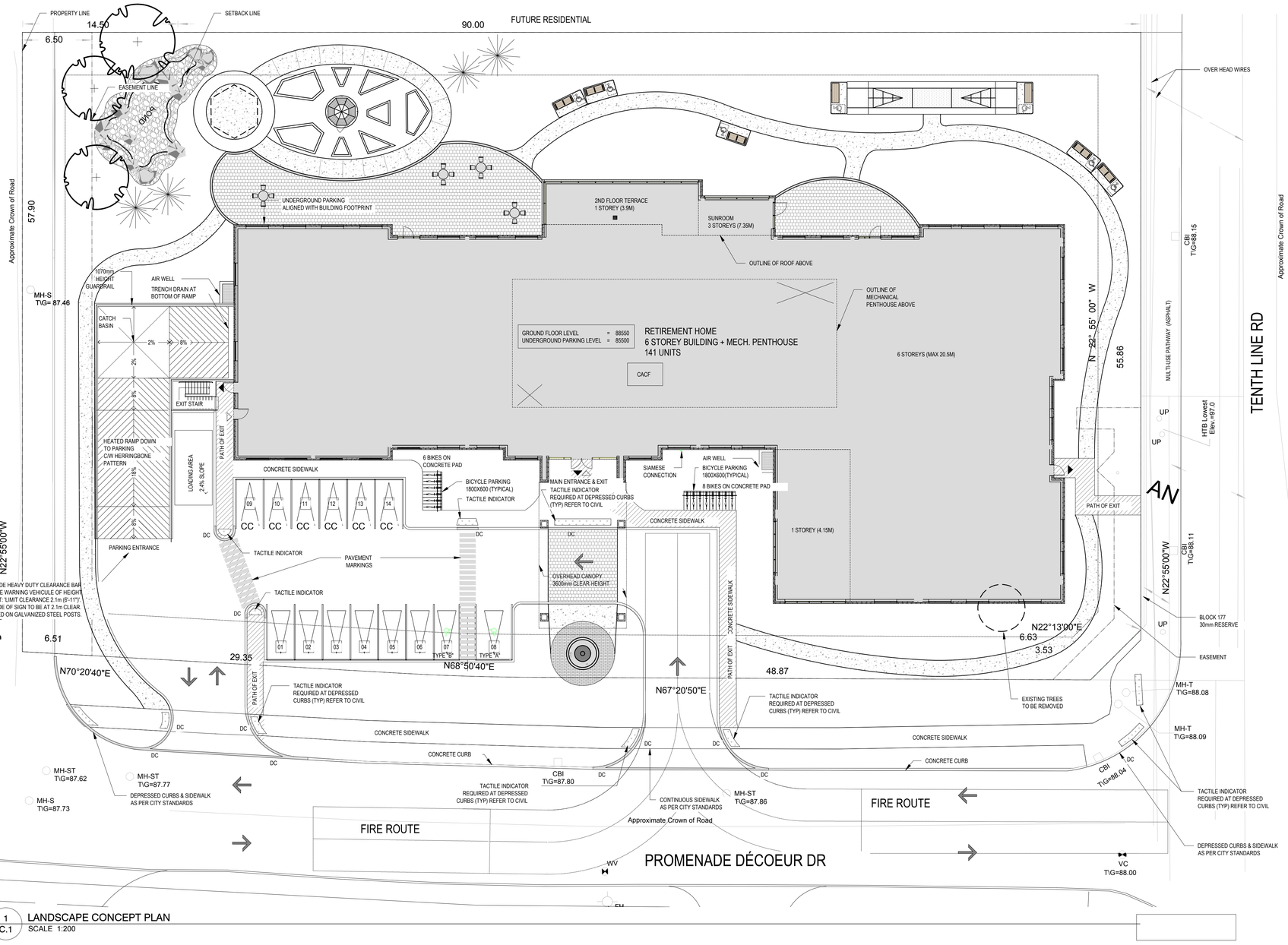
TITRE DU DESSIN Drawing Title

PERSPECTIVES

RÉVISION Revision
B

NO. DESSIN Dwg Number
A1001

Autodesk Docs://13677_DR_RET_HOME_R24/DECRH_13677_ARC_INT_R24.rvt



1 C.1 LANDSCAPE CONCEPT PLAN
SCALE 1:200

CLIENT

CLARIDGE HOMES

RIVERSTONE RETIREMENT COMMUNITIES

JAMES B. LENNOX & ASSOCIATES INC.
LANDSCAPE ARCHITECTS
3332 CARLING AVE. OTTAWA, ONTARIO K2H 5A8
Tel. (613) 722-5168 **Fax. 1(866) 343-3942**

PROJECT
DÉCOEUR RETIREMENT HOME
2380 Tenth Line Road, Ottawa

DRAWING
LANDSCAPE CONCEPT PLAN

STAMP

SCALE
AS SHOWN

START DATE
JULY, 2025

PROJECT NO.
25CLG2539

PROJECT NORTH

DRAWING NO.
L.1

PLOT SIZE ARCH-D

APPENDIX B

Sound Level Calculations

STAMSON 5.0 SUMMARY REPORT Date: 07-10-2025 10:06:08
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: ola1.te Time Period: Day/Night 16/8 hours
Description: OLA1 - Out Door Amenity Area

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35000
Percentage of Annual Growth : 0.00
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: Tenth Line (day/night)

Angle1 Angle2 : -90.00 deg -9.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 80.00 / 80.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -29.00 deg
Barrier height : 10.50 m
Barrier receiver distance : 27.00 / 27.00 m
Source elevation : 87.90 m
Receiver elevation : 88.40 m
Barrier elevation : 88.73 m
Reference angle : 0.00

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h

```
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  35000
    Percentage of Annual Growth        :   0.00
    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: Tenth Line (day/night)
-------------------------------------------
Angle1   Angle2           :  -9.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  80.00 / 80.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  -9.00 deg   Angle2 : 0.00 deg
Barrier height            :   4.00 m
Barrier receiver distance :   6.00 / 6.00   m
Source elevation          :  87.90 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00

Result summary (day)
--------------------

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Tenth Line       !     1.50 !    52.19 !    52.19
 2.Tenth Line       !     1.50 !    35.18 !    35.18
--------------------+----------+----------+----------
                      Total                   52.28 dBA

Result summary (night)
----------------------

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
```

1.Tenth Line	1.50	44.59	44.59
2.Tenth Line	1.50	27.58	27.58
Total			44.68 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.28
(NIGHT): 44.68

STAMSON 5.0 SUMMARY REPORT Date: 24-09-2025 15:56:07
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r1.te Time Period: Day/Night 16/8 hours
Description: R1 - POW First Floor

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35000
Percentage of Annual Growth : 0.00
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: Tenth Line (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 24.00 / 24.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -88.00 deg
Barrier height : 10.50 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 87.90 m
Receiver elevation : 88.55 m
Barrier elevation : 88.73 m
Reference angle : 0.00

Road data, segment # 2: Decoeur/Sf (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 : 50 km/h
Road gradient : 1 %

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	0.00
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: Decoeur/Sf (day/night)

Angle1 Angle2	: -90.00 deg	90.00 deg
Wood depth	: 0	(No woods.)
No of house rows	: 3 / 3	
House density	: 20 %	
Surface	: 1	(Absorptive ground surface)
Receiver source distance	: 21.00 / 21.00	m
Receiver height	: 1.50 / 1.50	m
Topography	: 2	(Flat/gentle slope; with barrier)
Barrier angle1	: -90.00 deg	Angle2 : -87.00 deg
Barrier height	: 10.50 m	
Barrier receiver distance	: 3.00 / 3.00	m
Source elevation	: 88.30 m	
Receiver elevation	: 88.55 m	
Barrier elevation	: 88.55 m	
Reference angle	: 0.00	

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Tenth Line	1.50	67.93	67.93
2.Decoeur/Sf	1.50	57.97	57.97
Total			68.35 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)

1.Tenth Line	1.50	61.24	61.24
2.Decoeur/Sf	1.50	50.37	50.37
Total			61.58 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 68.35
(NIGHT): 61.58

STAMSON 5.0 SUMMARY REPORT Date: 24-09-2025 15:59:45
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r16.te Time Period: Day/Night 16/8 hours
Description: R1 - POW Six Floor

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35000
Percentage of Annual Growth : 0.00
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: Tenth Line (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 24.00 / 24.00 m
Receiver height : 17.85 / 17.85 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -88.00 deg
Barrier height : 10.50 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 87.90 m
Receiver elevation : 88.55 m
Barrier elevation : 88.73 m
Reference angle : 0.00

Road data, segment # 2: Decoeur/Sf (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 : 50 km/h

```
Road gradient       :     1 %
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        :   0.00
    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: Decoeur/Sf (day/night)
--------------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  21.00 / 21.00  m
Receiver height           :  17.85 / 17.85  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -87.00 deg
Barrier height            :  10.50 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          :  88.30 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00

↟
Result summary (day)
--------------------

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Tenth Line       !     1.50 !    69.93 !    69.93 *
 2.Decoeur/Sf       !     1.50 !    59.68 !    59.68 *
--------------------+----------+----------+----------
                      Total                   70.32 dBA

  * Bright Zone  !

↟
Result summary (night)
----------------------

                    !  source  !   Road   !  Total
```

	height (m)	Leq (dBA)	Leq (dBA)
1.Tenth Line	1.50	62.33	62.33 *
2.Decoeur/Sf	1.50	52.08	52.08 *
Total			62.72 dBA

* Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 70.32
(NIGHT): 62.72

STAMSON 5.0 SUMMARY REPORT Date: 25-09-2025 12:17:00
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r2.te Time Period: Day/Night 16/8 hours
Description: R2 - POW First Floor

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35000
Percentage of Annual Growth : 0.00
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: Tenth Line (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 25.00 / 25.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -88.00 deg
Barrier height : 10.50 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 87.90 m
Receiver elevation : 88.55 m
Barrier elevation : 88.73 m
Reference angle : 0.00

Road data, segment # 2: Decoeur/Sf (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 : 50 km/h
Road gradient : 1 %

```
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        :   0.00
    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: Decoeur/Sf (day/night)
--------------------------------------------
Angle1   Angle2           : -90.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  56.00 / 56.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 0.00 deg
Barrier height            :  10.50 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          :  88.30 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00

↟
Result summary (day)
--------------------

                   !  source  !   Road   !  Total
                   !  height  !   Leq    !   Leq
                   !   (m)    !  (dBA)   !  (dBA)
-------------------+----------+----------+----------
 1.Tenth Line      !     1.50 !    67.64 !    67.64
 2.Decoeur/Sf      !     1.50 !    38.32 !    38.32
-------------------+----------+----------+----------
                     Total                   67.65 dBA

↟
Result summary (night)
----------------------

                   !  source  !   Road   !  Total
                   !  height  !   Leq    !   Leq
                   !   (m)    !  (dBA)   !  (dBA)
-------------------+----------+----------+----------
```

1.Tenth Line	1.50	60.95	60.95
2.Decoeur/Sf	1.50	30.73	30.73
Total			60.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.65
(NIGHT): 60.95

STAMSON 5.0 SUMMARY REPORT Date: 25-09-2025 12:23:08
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r26.te Time Period: Day/Night 16/8 hours
Description: R2 - POW Sixth Floor

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35000
Percentage of Annual Growth : 0.00
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: Tenth Line (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 25.00 / 25.00 m
Receiver height : 17.85 / 17.85 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -88.00 deg
Barrier height : 10.50 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 87.90 m
Receiver elevation : 88.55 m
Barrier elevation : 88.73 m
Reference angle : 0.00

Road data, segment # 2: Decoeur/Sf (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 : 50 km/h
Road gradient : 1 %

```
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        :   0.00
    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: Decoeur/Sf (day/night)
--------------------------------------------
Angle1   Angle2           : -90.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  56.00 / 56.00  m
Receiver height           :  17.85 / 17.85  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : 0.00 deg
Barrier height            :  10.50 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          :  88.30 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00

Result summary (day)
--------------------

                   !  source  !   Road   !  Total
                   !  height  !   Leq    !   Leq
                   !   (m)    !  (dBA)   !  (dBA)
-------------------+----------+----------+----------
 1.Tenth Line      !     1.50 !    69.72 !    69.72 *
 2.Decoeur/Sf      !     1.50 !    51.68 !    51.68 *
-------------------+----------+----------+----------
                     Total                   69.79 dBA

  * Bright Zone  !

Result summary (night)
----------------------

                   !  source  !   Road   !  Total
                   !  height  !   Leq    !   Leq
```

	! (m)	! (dBA)	! (dBA)	
1.Tenth Line	! 1.50	! 63.02	! 63.02	*
2.Decoeur/Sf	! 1.50	! 44.09	! 44.09	*
	Total		63.08 dBA	

* Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 69.79
(NIGHT): 63.08

STAMSON 5.0 SUMMARY REPORT Date: 30-09-2025 09:42:39
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r3.te Time Period: Day/Night 16/8 hours
Description: R3 - POW First Floor

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35000
Percentage of Annual Growth : 0.00
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: Tenth Line (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 38.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -67.00 deg
Barrier height : 10.50 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 87.90 m
Receiver elevation : 88.55 m
Barrier elevation : 88.73 m
Reference angle : 0.00

Result summary (day)
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)

1.Tenth Line	1.50	61.16	61.16
Total			61.16 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Tenth Line	1.50	53.56	53.56
Total			53.56 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.16
(NIGHT): 53.56

STAMSON 5.0 SUMMARY REPORT Date: 30-09-2025 10:19:04
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r36.te Time Period: Day/Night 16/8 hours
Description: R3 - POW Sixth Floor

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35000
Percentage of Annual Growth : 0.00
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: Tenth Line (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 38.00 / 38.00 m
Receiver height : 17.85 / 17.85 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -67.00 deg
Barrier height : 10.50 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 87.90 m
Receiver elevation : 88.55 m
Barrier elevation : 88.73 m
Reference angle : 0.00

Result summary (day)
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)

1.Tenth Line	1.50	64.58	64.58 *
	Total		64.58 dBA

* Bright Zone !

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Tenth Line	1.50	56.98	56.98 *
	Total		56.98 dBA

* Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 64.58
(NIGHT): 56.98

STAMSON 5.0 SUMMARY REPORT Date: 01-10-2025 09:39:25
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r4.te Time Period: Day/Night 16/8 hours
Description: R4 - POW First Floor

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35000
Percentage of Annual Growth : 0.00
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: Tenth Line (day/night)

Angle1 Angle2 : -90.00 deg -17.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 87.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -29.00 deg
Barrier height : 10.50 m
Barrier receiver distance : 31.00 / 31.00 m
Source elevation : 87.90 m
Receiver elevation : 88.55 m
Barrier elevation : 88.73 m
Reference angle : 0.00

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h

```
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  35000
    Percentage of Annual Growth        :   0.00
    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: Tenth Line (day/night)
--------------------------------------------
Angle1   Angle2           : -17.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  87.00 / 87.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -17.00 deg   Angle2 : 0.00 deg
Barrier height            :   4.00 m
Barrier receiver distance :  14.00 / 14.00  m
Source elevation          :  87.90 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00
```

↟

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Tenth Line	1.50	50.18	50.18
2.Tenth Line	1.50	40.23	40.23
Total			50.60 dBA

↟

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)

1.Tenth Line	1.50	42.59	42.59
2.Tenth Line	1.50	32.63	32.63
Total			43.01 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 50.60
(NIGHT): 43.01

STAMSON 5.0 SUMMARY REPORT Date: 01-10-2025 10:09:26
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r43.te Time Period: Day/Night 16/8 hours
Description: R4 - POW Third Floor

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35000
Percentage of Annual Growth : 0.00
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: Tenth Line (day/night)

Angle1 Angle2 : -90.00 deg -5.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 87.00 m
Receiver height : 8.70 / 8.70 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -29.00 deg
Barrier height : 10.50 m
Barrier receiver distance : 31.00 / 31.00 m
Source elevation : 87.90 m
Receiver elevation : 88.55 m
Barrier elevation : 88.73 m
Reference angle : 0.00

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h

```
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  35000
    Percentage of Annual Growth        :   0.00
    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: Tenth Line (day/night)
--------------------------------------------
Angle1   Angle2           :  -5.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  87.00 / 87.00  m
Receiver height           :   8.70 / 8.70   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  -5.00 deg   Angle2 : 0.00 deg
Barrier height            :  10.50 m
Barrier receiver distance :  29.00 / 29.00  m
Source elevation          :  87.90 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00

Result summary (day)
--------------------

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Tenth Line       !     1.50 !    54.89 !    54.89
 2.Tenth Line       !     1.50 !    35.83 !    35.83
--------------------+----------+----------+----------
                      Total                   54.94 dBA

Result summary (night)
----------------------

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
```

1.Tenth Line	1.50	47.30	47.30
2.Tenth Line	1.50	28.23	28.23
Total			47.35 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.94
(NIGHT): 47.35

STAMSON 5.0 SUMMARY REPORT Date: 01-10-2025 10:37:54
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r46.te Time Period: Day/Night 16/8 hours
Description: R4 - POW Sixth Floor

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35000
Percentage of Annual Growth : 0.00
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: Tenth Line (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 87.00 / 87.00 m
Receiver height : 17.85 / 17.85 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -29.00 deg
Barrier height : 10.50 m
Barrier receiver distance : 31.00 / 31.00 m
Source elevation : 87.90 m
Receiver elevation : 88.55 m
Barrier elevation : 88.73 m
Reference angle : 0.00

Result summary (day)
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)

1.Tenth Line	1.50	60.37	60.37 *
	Total		60.37 dBA

* Bright Zone !

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Tenth Line	1.50	52.78	52.78 *
	Total		52.78 dBA

* Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 60.37
(NIGHT): 52.78

STAMSON 5.0 SUMMARY REPORT Date: 30-09-2025 15:31:34
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r5.te Time Period: Day/Night 16/8 hours
Description: R5 - POW First Floor

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35000
Percentage of Annual Growth : 0.00
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: Tenth Line (day/night)

Angle1 Angle2 : -90.00 deg -10.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 102.00 / 102.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -25.00 deg
Barrier height : 10.50 m
Barrier receiver distance : 50.00 / 50.00 m
Source elevation : 87.90 m
Receiver elevation : 88.55 m
Barrier elevation : 88.73 m
Reference angle : 0.00

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h

```
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  35000
    Percentage of Annual Growth        :   0.00
    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: Tenth Line (day/night)
-------------------------------------------
Angle1   Angle2           : -10.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 102.00 / 102.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -10.00 deg   Angle2 : 0.00 deg
Barrier height            :   4.00 m
Barrier receiver distance :  28.00 / 28.00  m
Source elevation          :  87.90 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00

↟
Road data, segment # 3: Decoeur/Sf (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  :    50 km/h
Road gradient       :     1 %
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        :   0.00
    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: Decoeur/Sf (day/night)
-------------------------------------------
```

```
Angle1   Angle2           :   0.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  55.00 / 55.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  46.00 deg   Angle2 : 90.00 deg
Barrier height            :  10.50 m
Barrier receiver distance :  15.00 / 15.00  m
Source elevation          :  88.30 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.69 m
Reference angle           :   0.00
```

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Tenth Line	1.50	50.17	50.17
2.Tenth Line	1.50	38.74	38.74
3.Decoeur/Sf	1.50	46.86	46.86
Total			52.04 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Tenth Line	1.50	42.57	42.57
2.Tenth Line	1.50	31.14	31.14
3.Decoeur/Sf	1.50	39.26	39.26
Total			44.44 dBA

```
TOTAL Leq FROM ALL SOURCES (DAY): 52.04
                           (NIGHT): 44.44
```

STAMSON 5.0 SUMMARY REPORT Date: 30-09-2025 15:46:42
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r53.te Time Period: Day/Night 16/8 hours
Description: R5 - POW Third Floor

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35000
Percentage of Annual Growth : 0.00
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: Tenth Line (day/night)

Angle1 Angle2 : -90.00 deg -5.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 102.00 / 102.00 m
Receiver height : 8.70 / 8.70 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -25.00 deg
Barrier height : 10.50 m
Barrier receiver distance : 50.00 / 50.00 m
Source elevation : 87.90 m
Receiver elevation : 88.55 m
Barrier elevation : 88.73 m
Reference angle : 0.00

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h

```
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  35000
    Percentage of Annual Growth        :   0.00
    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: Tenth Line (day/night)
--------------------------------------------
Angle1   Angle2           :  -5.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 102.00 / 102.00 m
Receiver height           :   8.70 / 8.70   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  -5.00 deg   Angle2 : 0.00 deg
Barrier height            :  10.50 m
Barrier receiver distance :  43.00 / 43.00  m
Source elevation          :  87.90 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00

↟
Road data, segment # 3: Decoeur/Sf (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  :    50 km/h
Road gradient       :     1 %
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        :   0.00
    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: Decoeur/Sf (day/night)
--------------------------------------------
```

```
Angle1   Angle2           :   0.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  55.00 / 55.00  m
Receiver height           :   8.70 / 8.70   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  46.00 deg   Angle2 : 90.00 deg
Barrier height            :  10.50 m
Barrier receiver distance :  15.00 / 15.00  m
Source elevation          :  88.30 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.69 m
Reference angle           :   0.00
```

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Tenth Line	1.50	53.42	53.42
2.Tenth Line	1.50	34.97	34.97
3.Decoeur/Sf	1.50	48.97	48.97
Total			54.80 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Tenth Line	1.50	45.82	45.82
2.Tenth Line	1.50	27.37	27.37
3.Decoeur/Sf	1.50	41.38	41.38
Total			47.20 dBA

```
TOTAL Leq FROM ALL SOURCES (DAY): 54.80
                           (NIGHT): 47.20
```

STAMSON 5.0 SUMMARY REPORT Date: 30-09-2025 15:35:48
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r56.te Time Period: Day/Night 16/8 hours
Description: R5 - POW Sixth Floor

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35000
Percentage of Annual Growth : 0.00
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: Tenth Line (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 102.00 / 102.00 m
Receiver height : 17.85 / 17.85 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -25.00 deg
Barrier height : 10.50 m
Barrier receiver distance : 50.00 / 50.00 m
Source elevation : 87.90 m
Receiver elevation : 88.55 m
Barrier elevation : 88.73 m
Reference angle : 0.00

Road data, segment # 2: Decoeur/Sf (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 : 50 km/h

```
Road gradient       :     1 %
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        :   0.00
    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: Decoeur/Sf (day/night)
--------------------------------------------
Angle1   Angle2           :   0.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  55.00 / 55.00  m
Receiver height           :  17.85 / 17.85  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  46.00 deg   Angle2 : 90.00 deg
Barrier height            :  10.50 m
Barrier receiver distance :  15.00 / 15.00  m
Source elevation          :  88.30 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.69 m
Reference angle           :   0.00

↟
Result summary (day)
--------------------

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Tenth Line       !     1.50 !    57.90 !    57.90
 2.Decoeur/Sf       !     1.50 !    51.78 !    51.78 *
--------------------+----------+----------+----------
                      Total                   58.85 dBA

  * Bright Zone  !

↟
Result summary (night)
----------------------

                    !  source  !   Road   !  Total
```

	height (m)	Leq (dBA)	Leq (dBA)
1.Tenth Line	1.50	50.30	50.30
2.Decoeur/Sf	1.50	44.18	44.18 *
Total			51.25 dBA

* Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 58.85
(NIGHT): 51.25

STAMSON 5.0 SUMMARY REPORT Date: 01-10-2025 13:29:10
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r6.te Time Period: Day/Night 16/8 hours
Description: R6 - POW First Floor

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35000
Percentage of Annual Growth : 0.00
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: Tenth Line (day/night)

Angle1 Angle2 : 0.00 deg 14.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 102.00 / 102.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 0.00 deg Angle2 : 14.00 deg
Barrier height : 21.50 m
Barrier receiver distance : 50.00 / 50.00 m
Source elevation : 87.90 m
Receiver elevation : 88.55 m
Barrier elevation : 88.55 m
Reference angle : 0.00

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %

```
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  35000
    Percentage of Annual Growth        :   0.00
    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: Tenth Line (day/night)
---------------------------------------------
Angle1   Angle2           :  14.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 102.00 / 102.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  45.00 deg   Angle2 : 90.00 deg
Barrier height            :   8.30 m
Barrier receiver distance :  34.00 / 34.00  m
Source elevation          :  87.90 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00

↟
Road data, segment # 3: Decoeur/Sf (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  :    50 km/h
Road gradient       :     1 %
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        :   0.00
    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: Decoeur/Sf (day/night)
---------------------------------------------
```

```
Angle1   Angle2           : -90.00 deg   -75.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  33.00 / 33.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -75.00 deg
Barrier height            :  21.50 m
Barrier receiver distance :   7.00 / 7.00   m
Source elevation          :  88.30 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Decoeur/Sf (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  :    50 km/h
Road gradient       :     1 %
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        :   0.00
    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: Decoeur/Sf (day/night)
-----------------------------------------------
Angle1   Angle2           : -75.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  33.00 / 33.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  75.00 deg   Angle2 : 90.00 deg
Barrier height            :  10.50 m
Barrier receiver distance :   7.00 / 7.00   m
Source elevation          :  88.30 m
Receiver elevation        :  88.55 m
```

Barrier elevation   : 88.69 m
Reference angle   :   0.00

Result summary (day)
----

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Tenth Line	1.50	34.26	34.26
2.Tenth Line	1.50	49.79	49.79
3.Decoeur/Sf	1.50	34.31	34.31
4.Decoeur/Sf	1.50	54.53	54.53
Total			55.85 dBA

Result summary (night)
----

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Tenth Line	1.50	26.66	26.66
2.Tenth Line	1.50	42.19	42.19
3.Decoeur/Sf	1.50	26.72	26.72
4.Decoeur/Sf	1.50	46.94	46.94
Total			48.26 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.85
                        (NIGHT): 48.26

STAMSON 5.0 SUMMARY REPORT Date: 01-10-2025 13:42:28
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r66.te Time Period: Day/Night 16/8 hours
Description: R6 - POW Sixth Floor

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35000
Percentage of Annual Growth : 0.00
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: Tenth Line (day/night)

Angle1 Angle2 : 0.00 deg 14.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 102.00 / 102.00 m
Receiver height : 17.85 / 17.85 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 0.00 deg Angle2 : 14.00 deg
Barrier height : 21.50 m
Barrier receiver distance : 50.00 / 50.00 m
Source elevation : 87.90 m
Receiver elevation : 88.55 m
Barrier elevation : 88.55 m
Reference angle : 0.00

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %

```
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  35000
    Percentage of Annual Growth        :   0.00
    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: Tenth Line (day/night)
--------------------------------------------
Angle1   Angle2           :  14.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 102.00 / 102.00 m
Receiver height           :  17.85 / 17.85  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  45.00 deg   Angle2 : 90.00 deg
Barrier height            :   8.30 m
Barrier receiver distance :  34.00 / 34.00  m
Source elevation          :  87.90 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00

↟
Road data, segment # 3: Decoeur/Sf (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  :    50 km/h
Road gradient       :     1 %
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        :   0.00
    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: Decoeur/Sf (day/night)
--------------------------------------------
```

```
Angle1   Angle2           : -90.00 deg   -75.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  33.00 / 33.00  m
Receiver height           :  17.85 / 17.85  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -75.00 deg
Barrier height            :  21.50 m
Barrier receiver distance :   7.00 / 7.00   m
Source elevation          :  88.30 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Decoeur/Sf (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  :    50 km/h
Road gradient       :     1 %
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        :   0.00
    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: Decoeur/Sf (day/night)
-----------------------------------------------
Angle1   Angle2           : -75.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  33.00 / 33.00  m
Receiver height           :  17.85 / 17.85  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  75.00 deg   Angle2 : 90.00 deg
Barrier height            :  10.50 m
Barrier receiver distance :   7.00 / 7.00   m
Source elevation          :  88.30 m
Receiver elevation        :  88.55 m
```

Barrier elevation   : 88.69 m
Reference angle   :   0.00

Result summary (day)
----

	source height (m)	Road Leq (dBA)	Total Leq (dBA)	
1.Tenth Line	1.50	34.26	34.26	
2.Tenth Line	1.50	55.74	55.74	*
3.Decoeur/Sf	1.50	39.06	39.06	
4.Decoeur/Sf	1.50	57.10	57.10	*
Total			59.54 dBA	

  * Bright Zone !

Result summary (night)
----

	source height (m)	Road Leq (dBA)	Total Leq (dBA)	
1.Tenth Line	1.50	26.66	26.66	
2.Tenth Line	1.50	48.14	48.14	*
3.Decoeur/Sf	1.50	31.47	31.47	
4.Decoeur/Sf	1.50	49.50	49.50	*
Total			51.94 dBA	

  * Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 59.54
                       (NIGHT): 51.94

STAMSON 5.0 SUMMARY REPORT Date: 02-10-2025 15:29:34
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r72.te Time Period: Day/Night 16/8 hours
Description: R7 - POW Second Floor

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35000
Percentage of Annual Growth : 0.00
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: Tenth Line (day/night)

Angle1 Angle2 : 0.00 deg 54.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 55.00 / 55.00 m
Receiver height : 5.50 / 5.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 0.00 deg Angle2 : 54.00 deg
Barrier height : 21.50 m
Barrier receiver distance : 10.00 / 10.00 m
Source elevation : 87.90 m
Receiver elevation : 88.55 m
Barrier elevation : 88.55 m
Reference angle : 0.00

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %

```
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  35000
    Percentage of Annual Growth        :   0.00
    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: Tenth Line (day/night)
--------------------------------------------
Angle1   Angle2           :  54.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  55.00 / 55.00  m
Receiver height           :   5.50 / 5.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  72.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance :   5.00 / 5.00   m
Source elevation          :  87.90 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00

↟
Road data, segment # 3: Decoeur/Sf (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  :    50 km/h
Road gradient       :     1 %
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        :   0.00
    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: Decoeur/Sf (day/night)
--------------------------------------------
```

```
Angle1   Angle2           : -90.00 deg   -35.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  35.00 / 35.00  m
Receiver height           :   5.50 / 5.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -35.00 deg
Barrier height            :  21.50 m
Barrier receiver distance :   7.00 / 7.00   m
Source elevation          :  88.30 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Decoeur/Sf (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  :    50 km/h
Road gradient       :     1 %
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        :   0.00
    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: Decoeur/Sf (day/night)
-----------------------------------------------
Angle1   Angle2           : -35.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  35.00 / 35.00  m
Receiver height           :   5.50 / 5.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  83.00 deg   Angle2 : 90.00 deg
Barrier height            :  10.50 m
Barrier receiver distance :   7.00 / 7.00   m
Source elevation          :  88.30 m
Receiver elevation        :  88.55 m
```

Barrier elevation : 88.69 m
Reference angle : 0.00

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Tenth Line	1.50	42.80	42.80
2.Tenth Line	1.50	51.06	51.06
3.Decoeur/Sf	1.50	38.09	38.09
4.Decoeur/Sf	1.50	53.69	53.69
Total			55.88 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Tenth Line	1.50	35.21	35.21
2.Tenth Line	1.50	43.47	43.47
3.Decoeur/Sf	1.50	30.49	30.49
4.Decoeur/Sf	1.50	46.09	46.09
Total			48.28 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.88
(NIGHT): 48.28

STAMSON 5.0 SUMMARY REPORT Date: 02-10-2025 15:37:52
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r76.te Time Period: Day/Night 16/8 hours
Description: R7 - POW Sixth Floor

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35000
Percentage of Annual Growth : 0.00
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: Tenth Line (day/night)

Angle1 Angle2 : 0.00 deg 54.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 55.00 / 55.00 m
Receiver height : 17.85 / 17.85 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 0.00 deg Angle2 : 54.00 deg
Barrier height : 21.50 m
Barrier receiver distance : 10.00 / 10.00 m
Source elevation : 87.90 m
Receiver elevation : 88.55 m
Barrier elevation : 88.55 m
Reference angle : 0.00

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %

```
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  35000
    Percentage of Annual Growth        :   0.00
    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: Tenth Line (day/night)
---------------------------------------------
Angle1   Angle2           :  54.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  55.00 / 55.00  m
Receiver height           :  17.85 / 17.85  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  72.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance :   5.00 / 5.00   m
Source elevation          :  87.90 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00

↟
Road data, segment # 3: Decoeur/Sf (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  :    50 km/h
Road gradient       :     1 %
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        :   0.00
    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: Decoeur/Sf (day/night)
---------------------------------------------
```

```
Angle1   Angle2           : -90.00 deg   -35.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  35.00 / 35.00  m
Receiver height           :  17.85 / 17.85  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -35.00 deg
Barrier height            :  21.50 m
Barrier receiver distance :   7.00 / 7.00   m
Source elevation          :  88.30 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Decoeur/Sf (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  :    50 km/h
Road gradient       :     1 %
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        :   0.00
    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: Decoeur/Sf (day/night)
-----------------------------------------------
Angle1   Angle2           : -35.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  35.00 / 35.00  m
Receiver height           :  17.85 / 17.85  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  83.00 deg   Angle2 : 90.00 deg
Barrier height            :  10.50 m
Barrier receiver distance :   7.00 / 7.00   m
Source elevation          :  88.30 m
Receiver elevation        :  88.55 m
```

Barrier elevation   : 88.69 m
Reference angle   :   0.00

Result summary (day)
----

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Tenth Line	1.50	42.83	42.83
2.Tenth Line	1.50	55.15	55.15 *
3.Decoeur/Sf	1.50	40.72	40.72
4.Decoeur/Sf	1.50	55.62	55.62 *
Total			58.59 dBA

  * Bright Zone !

Result summary (night)
----

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Tenth Line	1.50	35.24	35.24
2.Tenth Line	1.50	47.55	47.55 *
3.Decoeur/Sf	1.50	33.13	33.13
4.Decoeur/Sf	1.50	48.03	48.03 *
Total			51.00 dBA

  * Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 58.59
                       (NIGHT): 51.00

STAMSON 5.0 SUMMARY REPORT Date: 02-10-2025 10:36:52
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r83.te Time Period: Day/Night 16/8 hours
Description: R8 - POW Third Floor

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35000
Percentage of Annual Growth : 0.00
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: Tenth Line (day/night)

Angle1 Angle2 : 0.00 deg 76.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 48.00 / 48.00 m
Receiver height : 8.70 / 8.70 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 0.00 deg Angle2 : 76.00 deg
Barrier height : 21.50 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 87.90 m
Receiver elevation : 88.55 m
Barrier elevation : 88.55 m
Reference angle : 0.00

↟
Road data, segment # 2: Tenth Line (day/night)

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %

```
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  35000
    Percentage of Annual Growth        :   0.00
    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: Tenth Line (day/night)
--------------------------------------------
Angle1   Angle2           :  76.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  48.00 / 48.00  m
Receiver height           :   8.70 / 8.70   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  76.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          :  87.90 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00

↟
Road data, segment # 3: Decoeur/Sf (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  :    50 km/h
Road gradient       :     1 %
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        :   0.00
    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: Decoeur/Sf (day/night)
--------------------------------------------
```

```
Angle1   Angle2           : -90.00 deg   -14.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  35.00 / 35.00  m
Receiver height           :   8.70 / 8.70   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -14.00 deg
Barrier height            :  21.50 m
Barrier receiver distance :   7.00 / 7.00   m
Source elevation          :  88.30 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Decoeur/Sf (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  :    50 km/h
Road gradient       :     1 %
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        :   0.00
    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: Decoeur/Sf (day/night)
-----------------------------------------------
Angle1   Angle2           : -14.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  35.00 / 35.00  m
Receiver height           :   8.70 / 8.70   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  83.00 deg   Angle2 : 90.00 deg
Barrier height            :  10.50 m
Barrier receiver distance :   7.00 / 7.00   m
Source elevation          :  88.30 m
Receiver elevation        :  88.55 m
```

Barrier elevation   : 88.69 m
Reference angle   :   0.00

Result summary (day)
----

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Tenth Line	1.50	44.88	44.88
2.Tenth Line	1.50	47.07	47.07 *
3.Decoeur/Sf	1.50	39.40	39.40
4.Decoeur/Sf	1.50	53.24	53.24
Total			54.79 dBA

Result summary (night)
----

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Tenth Line	1.50	37.28	37.28
2.Tenth Line	1.50	39.47	39.47 *
3.Decoeur/Sf	1.50	31.80	31.80
4.Decoeur/Sf	1.50	45.65	45.65
Total			47.20 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.79
                       (NIGHT): 47.20

STAMSON 5.0 SUMMARY REPORT Date: 02-10-2025 11:08:14
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r86.te Time Period: Day/Night 16/8 hours
Description: R8 - POW Sixth Floor

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35000
Percentage of Annual Growth : 0.00
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: Tenth Line (day/night)

Angle1 Angle2 : 0.00 deg 76.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 48.00 / 48.00 m
Receiver height : 17.85 / 17.85 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 0.00 deg Angle2 : 76.00 deg
Barrier height : 21.50 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 87.90 m
Receiver elevation : 88.55 m
Barrier elevation : 88.55 m
Reference angle : 0.00

↟
Road data, segment # 2: Tenth Line (day/night)

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %

```
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  35000
    Percentage of Annual Growth        :   0.00
    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: Tenth Line (day/night)
--------------------------------------------
Angle1   Angle2           :  76.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  48.00 / 48.00  m
Receiver height           :  17.85 / 17.85  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  76.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          :  87.90 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00

↟
Road data, segment # 3: Decoeur/Sf (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  :    50 km/h
Road gradient       :     1 %
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        :   0.00
    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: Decoeur/Sf (day/night)
--------------------------------------------
```

```
Angle1   Angle2           : -90.00 deg   -14.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  35.00 / 35.00  m
Receiver height           :  17.85 / 17.85  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -14.00 deg
Barrier height            :  21.50 m
Barrier receiver distance :   7.00 / 7.00   m
Source elevation          :  88.30 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Decoeur/Sf (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  :    50 km/h
Road gradient       :     1 %
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        :   0.00
    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: Decoeur/Sf (day/night)
-----------------------------------------------
Angle1   Angle2           : -14.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  35.00 / 35.00  m
Receiver height           :  17.85 / 17.85  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  83.00 deg   Angle2 : 90.00 deg
Barrier height            :  10.50 m
Barrier receiver distance :   7.00 / 7.00   m
Source elevation          :  88.30 m
Receiver elevation        :  88.55 m
```

Barrier elevation   : 88.69 m
Reference angle   :   0.00

Result summary (day)
----

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Tenth Line	1.50	45.28	45.28
2.Tenth Line	1.50	51.06	51.06 *
3.Decoeur/Sf	1.50	41.36	41.36
4.Decoeur/Sf	1.50	54.76	54.76 *
Total			56.76 dBA

  * Bright Zone !

Result summary (night)
----

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Tenth Line	1.50	37.68	37.68
2.Tenth Line	1.50	43.46	43.46 *
3.Decoeur/Sf	1.50	33.77	33.77
4.Decoeur/Sf	1.50	47.17	47.17 *
Total			49.17 dBA

  * Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 56.76
                       (NIGHT): 49.17

STAMSON 5.0 SUMMARY REPORT Date: 03-10-2025 10:13:16
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r92.te Time Period: Day/Night 16/8 hours
Description: R9 - POW Second Floor

Road data, segment # 1: Decoeur/Sf (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  :    50 km/h
Road gradient       :     1 %
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        :   0.00
    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: Decoeur/Sf (day/night)

```
Angle1   Angle2           :   0.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  30.00 / 30.00  m
Receiver height           :   5.50 / 5.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  87.00 deg   Angle2 : 90.00 deg
Barrier height            :  10.50 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          :  88.30 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.69 m
Reference angle           :   0.00
```

Result summary (day)
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)

1.Decoeur/Sf	1.50	52.95	52.95
	Total		52.95 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Decoeur/Sf	1.50	45.36	45.36
	Total		45.36 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.95
(NIGHT): 45.36

STAMSON 5.0 SUMMARY REPORT Date: 03-10-2025 10:36:24
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r96.te Time Period: Day/Night 16/8 hours
Description: R9 - POW Sixth Floor

Road data, segment # 1: Decoeur/Sf (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 : 50 km/h
Road gradient : 1 %
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 : 0.00
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: Decoeur/Sf (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 3 / 3
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 30.00 / 30.00 m
Receiver height : 17.85 / 17.85 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 87.00 deg Angle2 : 90.00 deg
Barrier height : 10.50 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 88.30 m
Receiver elevation : 88.55 m
Barrier elevation : 88.69 m
Reference angle : 0.00

Result summary (day)
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)

1.Decoeur/Sf	1.50	54.85	54.85 *
	Total		54.85 dBA

* Bright Zone !

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Decoeur/Sf	1.50	47.26	47.26 *
	Total		47.26 dBA

* Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 54.85
(NIGHT): 47.26

STAMSON 5.0 SUMMARY REPORT Date: 02-10-2025 13:31:59
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r102.te Time Period: Day/Night 16/8 hours
Description: R10 - POW Second Floor

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35000
Percentage of Annual Growth : 0.00
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: Tenth Line (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 3 / 3
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 44.00 / 44.00 m
Receiver height : 5.50 / 5.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 78.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 87.90 m
Receiver elevation : 88.55 m
Barrier elevation : 88.55 m
Reference angle : 0.00

Road data, segment # 2: Decoeur/Sf (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 : 50 km/h

```
Road gradient       :     1 %
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        :   0.00
    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: Decoeur/Sf (day/night)
--------------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  21.00 / 21.00  m
Receiver height           :   5.50 / 5.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -87.00 deg
Barrier height            :  10.50 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          :  88.30 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00

Result summary (day)
--------------------

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Tenth Line       !     1.50 !    58.32 !    58.32
 2.Decoeur/Sf       !     1.50 !    58.35 !    58.35
--------------------+----------+----------+----------
                      Total                   61.35 dBA

Result summary (night)
----------------------

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
```

1.Tenth Line	1.50	50.72	50.72
2.Decoeur/Sf	1.50	50.76	50.76
Total			53.75 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.35
(NIGHT): 53.75

STAMSON 5.0 SUMMARY REPORT Date: 02-10-2025 14:00:27
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r106.te Time Period: Day/Night 16/8 hours
Description: R10 - POW Sixth Floor

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

Car traffic volume : 28336/2464 veh/TimePeriod *
Medium truck volume : 2254/196 veh/TimePeriod *
Heavy truck volume : 1610/140 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 1 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 35000
Percentage of Annual Growth : 0.00
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: Tenth Line (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 3 / 3
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 44.00 / 44.00 m
Receiver height : 17.85 / 17.85 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 78.00 deg Angle2 : 90.00 deg
Barrier height : 6.00 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 87.90 m
Receiver elevation : 88.55 m
Barrier elevation : 88.55 m
Reference angle : 0.00

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

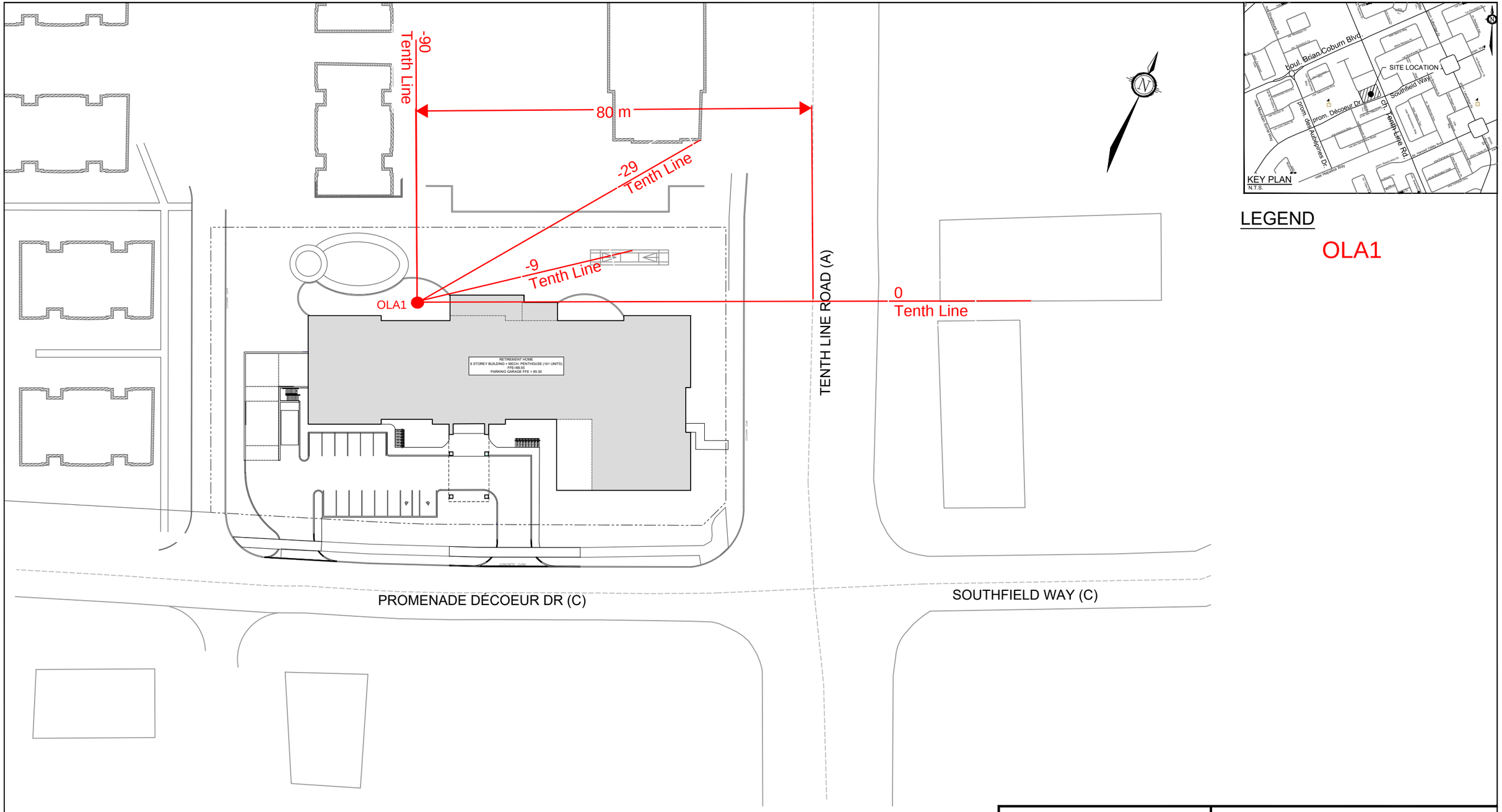
Car traffic volume : 6477/563 veh/TimePeriod *
Medium truck volume : 515/45 veh/TimePeriod *
Heavy truck volume : 368/32 veh/TimePeriod *
Posted speed limit : 50 km/h

```
Road gradient       :     1 %
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        :   0.00
    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: Decoeur/Sf (day/night)
--------------------------------------------
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      3 / 3
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  21.00 / 21.00  m
Receiver height           :  17.85 / 17.85  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -87.00 deg
Barrier height            :  10.50 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          :  88.30 m
Receiver elevation        :  88.55 m
Barrier elevation         :  88.55 m
Reference angle           :   0.00

Result summary (day)
--------------------

                   !  source  !   Road   !  Total
                   !  height  !   Leq    !   Leq
                   !   (m)    !  (dBA)   !  (dBA)
-------------------+----------+----------+----------
 1.Tenth Line      !     1.50 !    60.83 !    60.83 *
 2.Decoeur/Sf      !     1.50 !    59.68 !    59.68 *
-------------------+----------+----------+----------
                     Total                   63.30 dBA

  * Bright Zone  !

Result summary (night)
----------------------

                   !  source  !   Road   !  Total
```

	height (m)	Leq (dBA)	Leq (dBA)
1.Tenth Line	1.50	53.24	53.24 *
2.Decoeur/Sf	1.50	52.08	52.08 *
Total			55.71 dBA

* Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 63.30
(NIGHT): 55.71



LEGEND

OLA1

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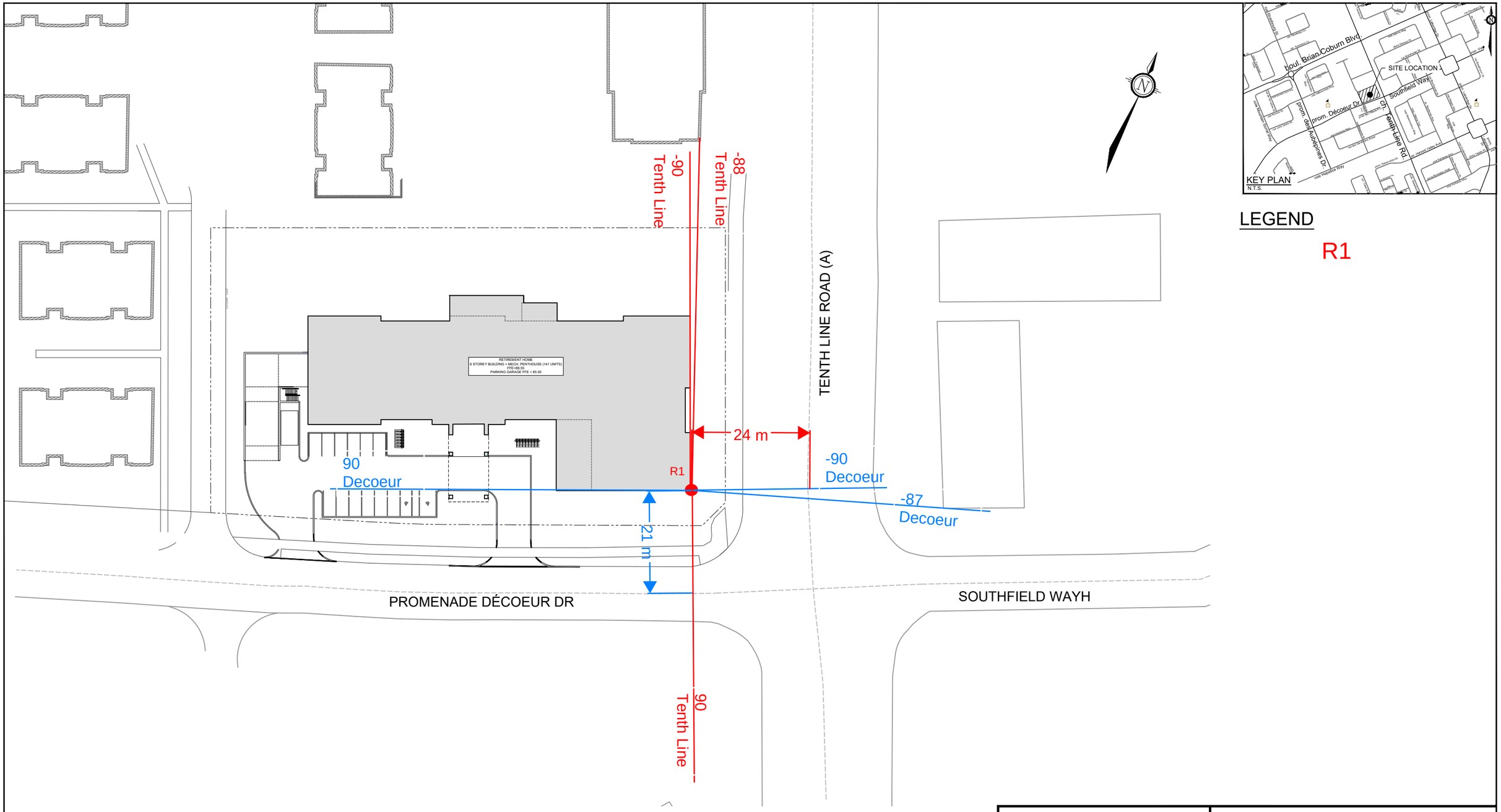
CITY OF OTTAWA
2380 TENTH LINE ROAD

ANGLES AND DISTANCE

SCALE 1 : 750 (0, 10, 20, 30)
DATE OCT 2025
JOB 125079
FIGURE OLA1



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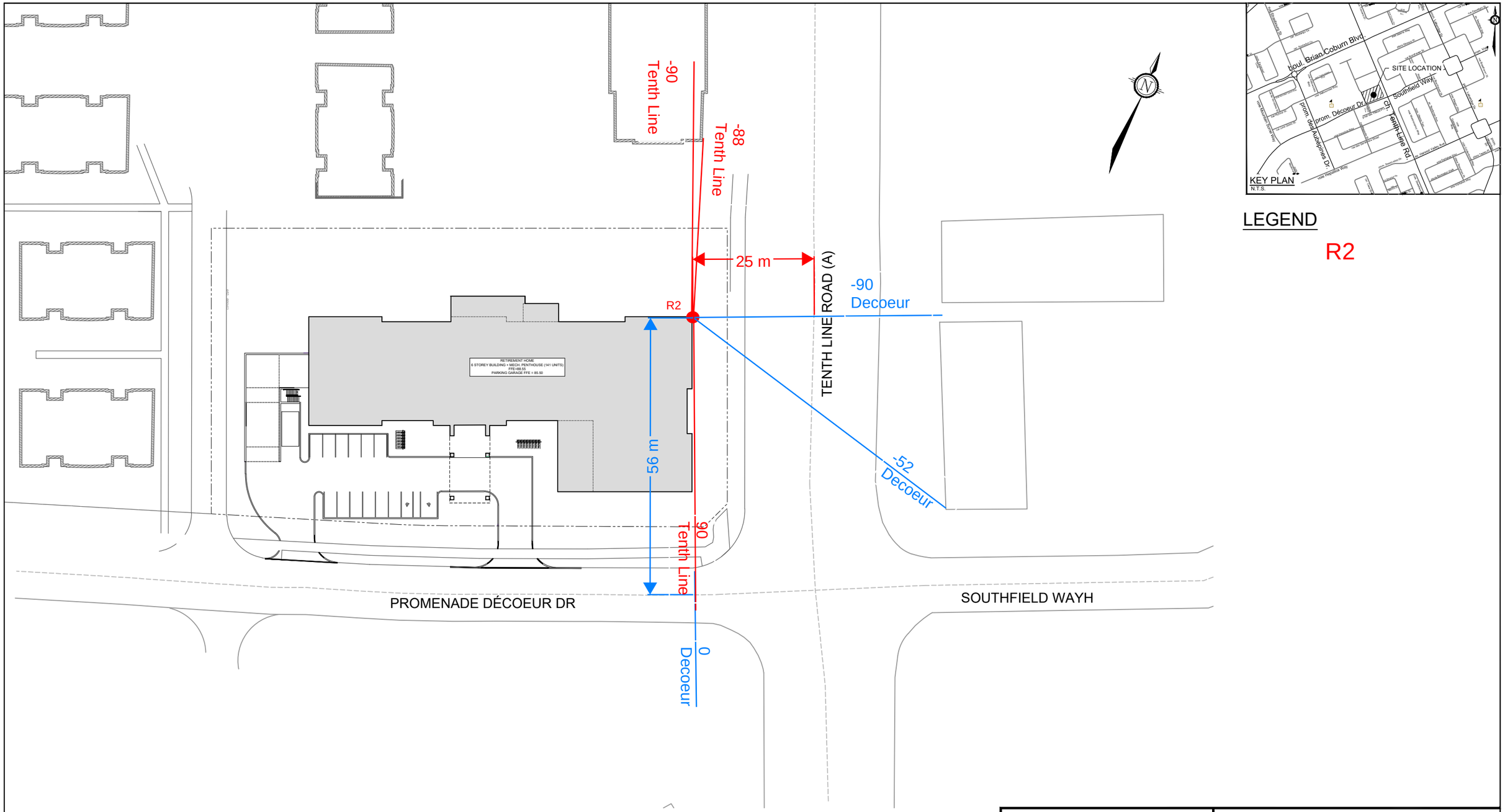
CITY OF OTTAWA
2380 TENTH LINE ROAD

R1 ANGLES AND DISTANCE

SCALE 1 : 750 (0, 10, 20, 30)
DATE OCT 2025
JOB 125079
FIGURE R1



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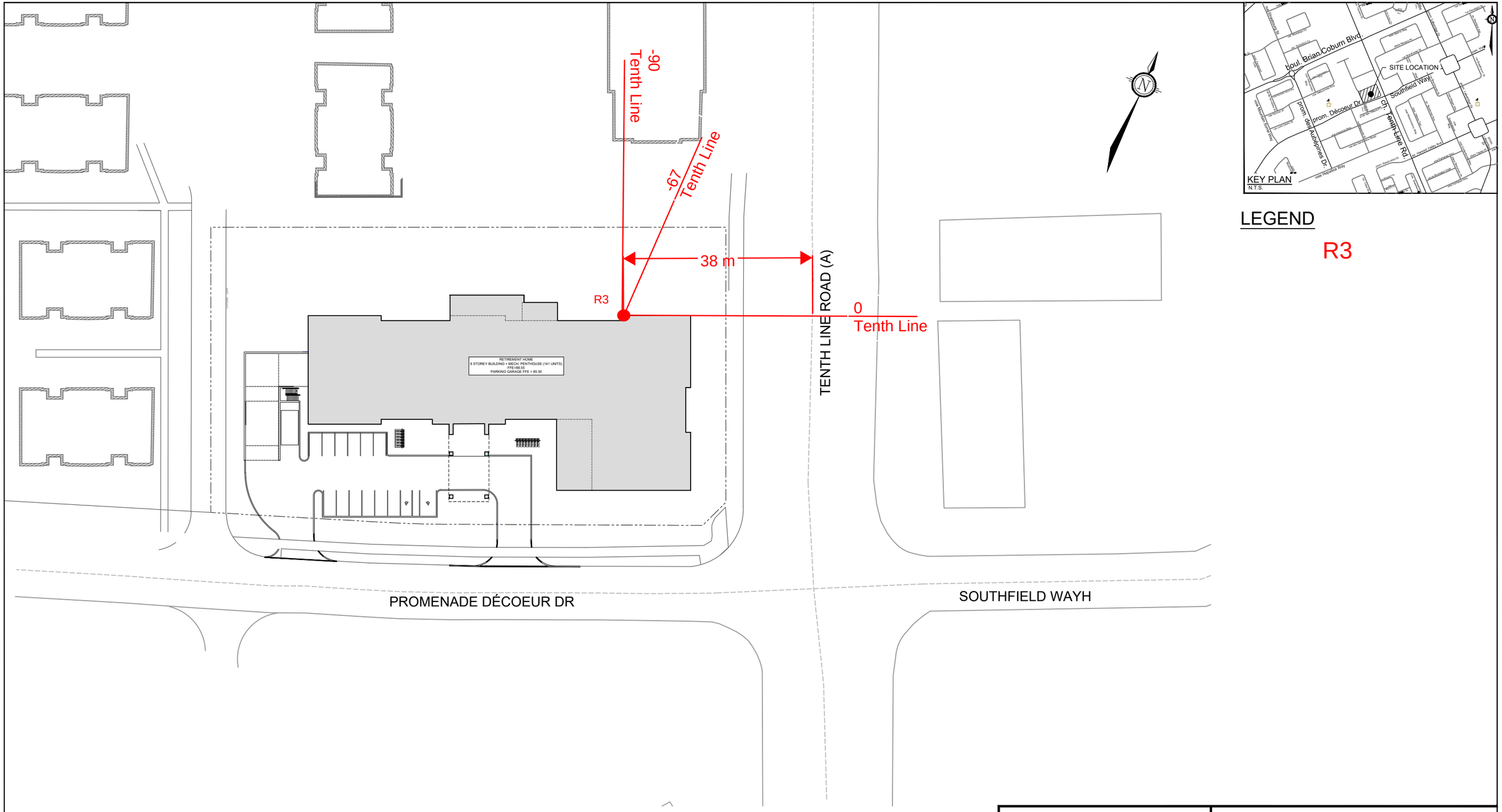
CITY OF OTTAWA
2380 TENTH LINE ROAD

R2 ANGLES AND DISTANCE

SCALE 1 : 750 (0, 10, 20, 30)

DATE	JOB	FIGURE
OCT 2025	125079	R2



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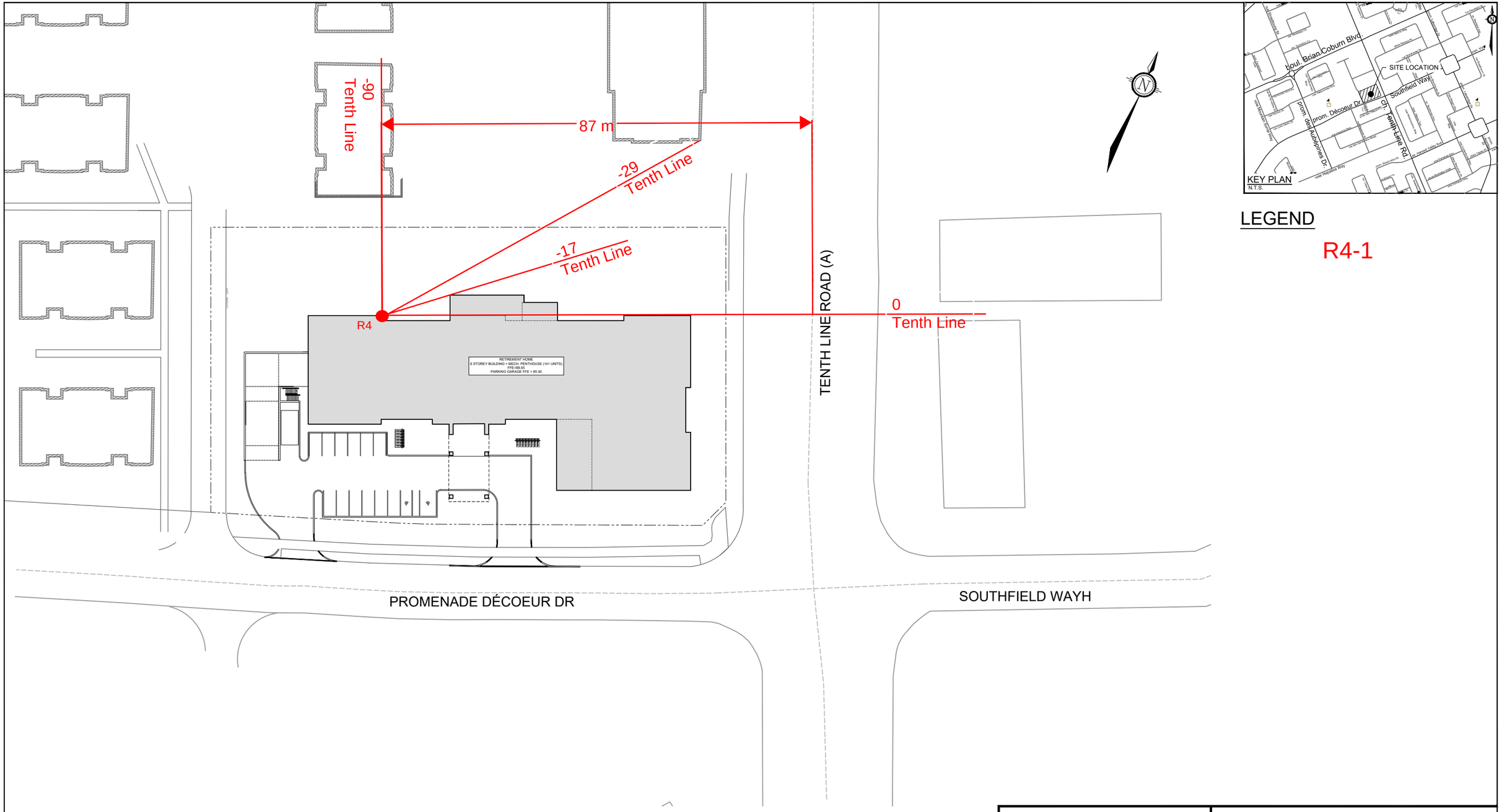
CITY OF OTTAWA
2380 TENTH LINE ROAD

R3 ANGLES AND DISTANCE

SCALE 1 : 750 (0, 10, 20, 30)

DATE	JOB	FIGURE
OCT 2025	125079	R3



LEGEND

R4-1

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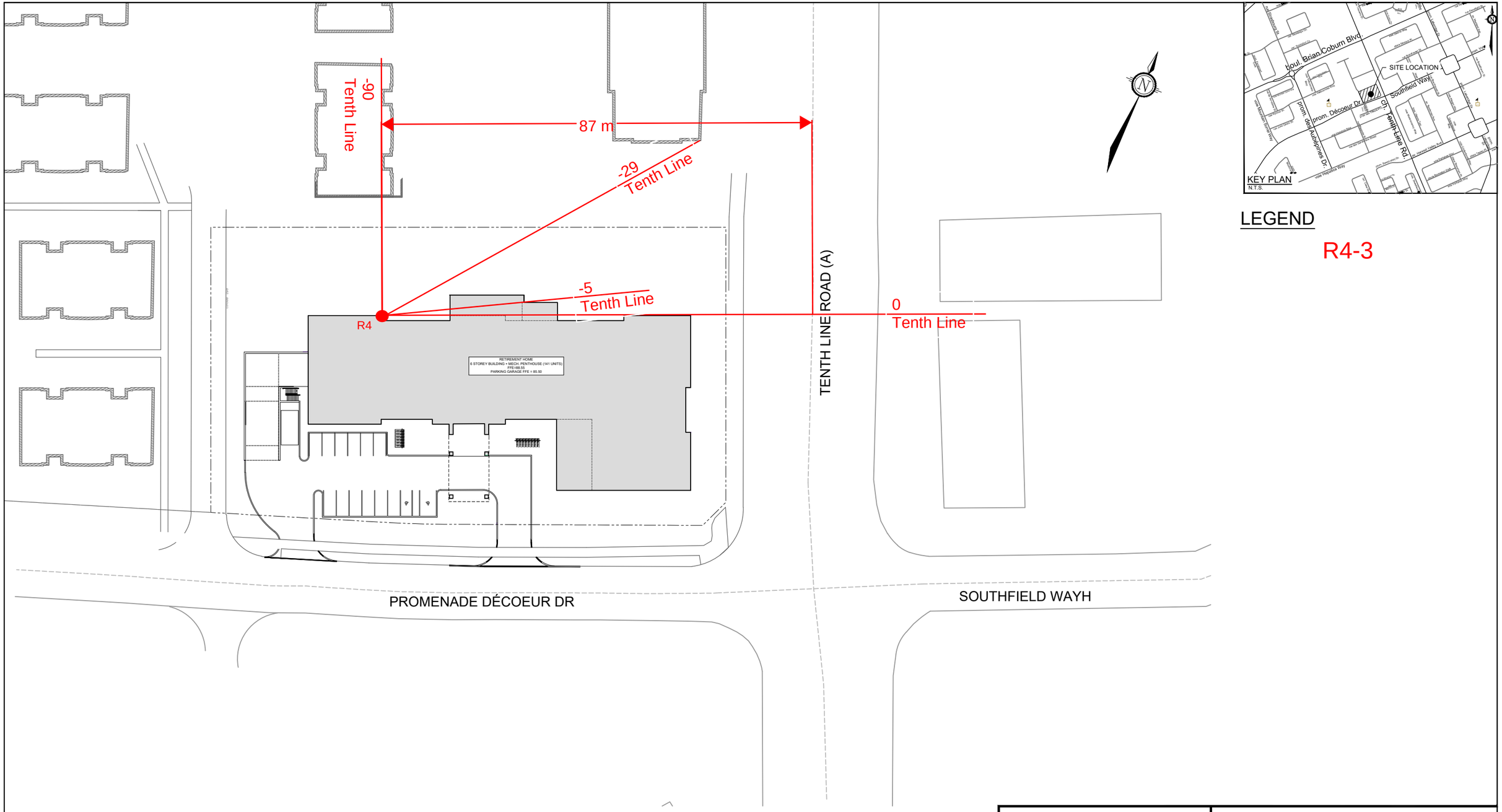
CITY OF OTTAWA
2380 TENTH LINE ROAD

R4 ANGLES AND DISTANCE

SCALE 1 : 750 (0, 10, 20, 30)

DATE OCT 2025 | JOB 125079 | FIGURE R4-1



LEGEND

R4-3

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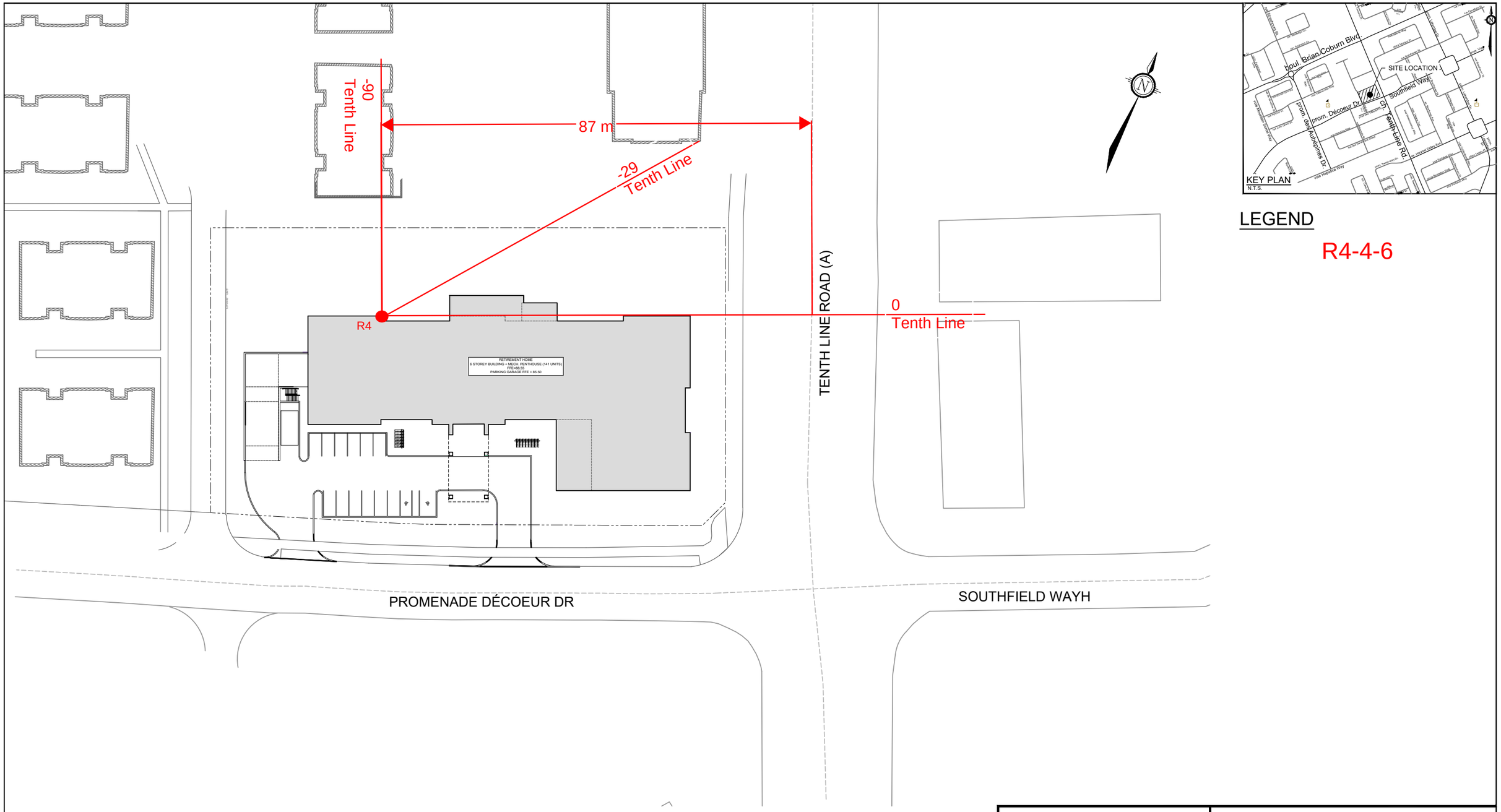
2380 TENTH LINE ROAD

R4 ANGLES AND DISTANCE

SCALE 1 : 750 (0, 10, 20, 30)
DATE OCT 2025
JOB 125079
FIGURE R4-3



LEGEND

R4-4-6

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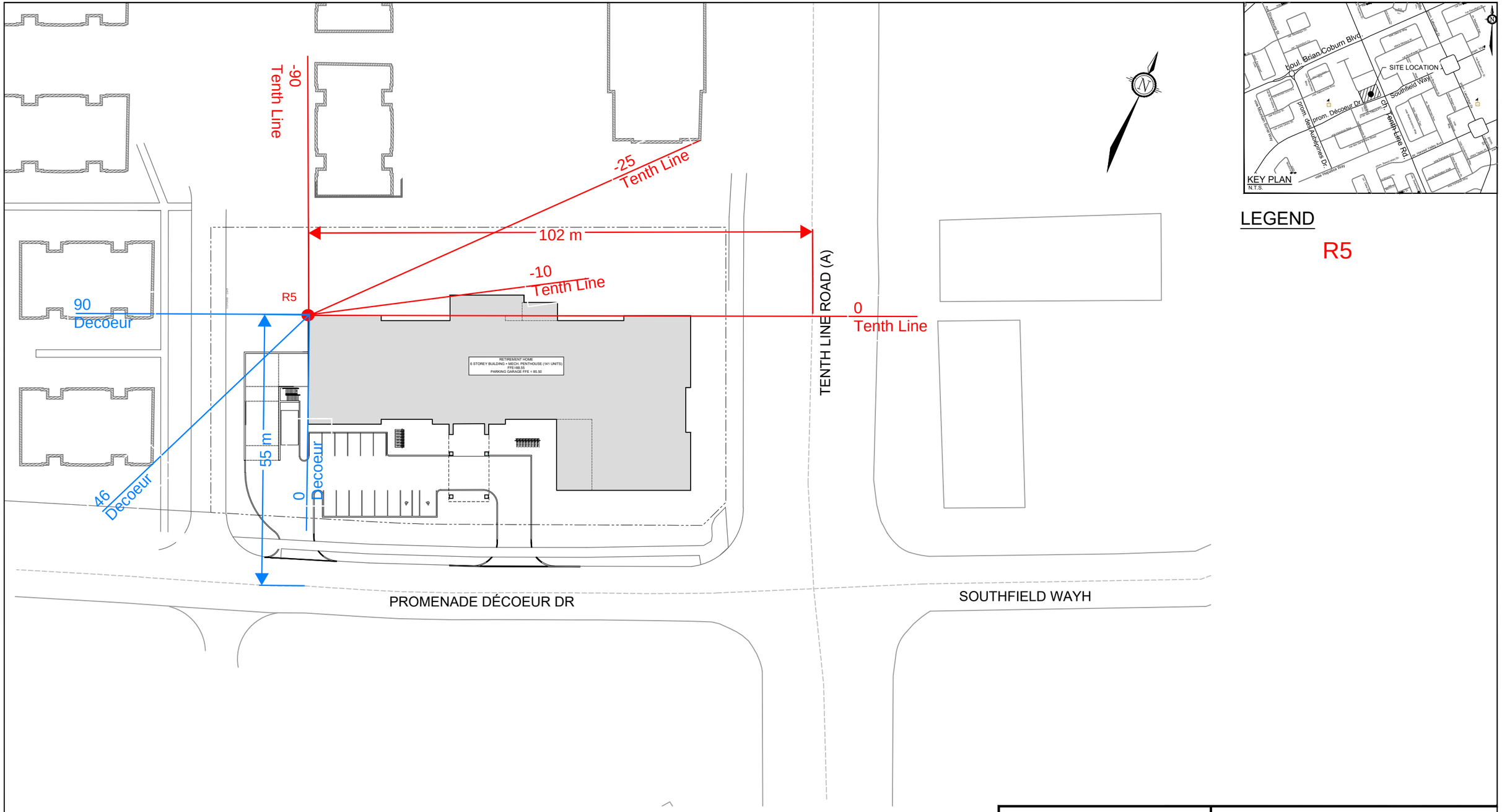
2380 TENTH LINE ROAD

R4 ANGLES AND DISTANCE

SCALE 1 : 750 (0, 10, 20, 30)
DATE OCT 2025
JOB 125079
FIGURE R4-4-6



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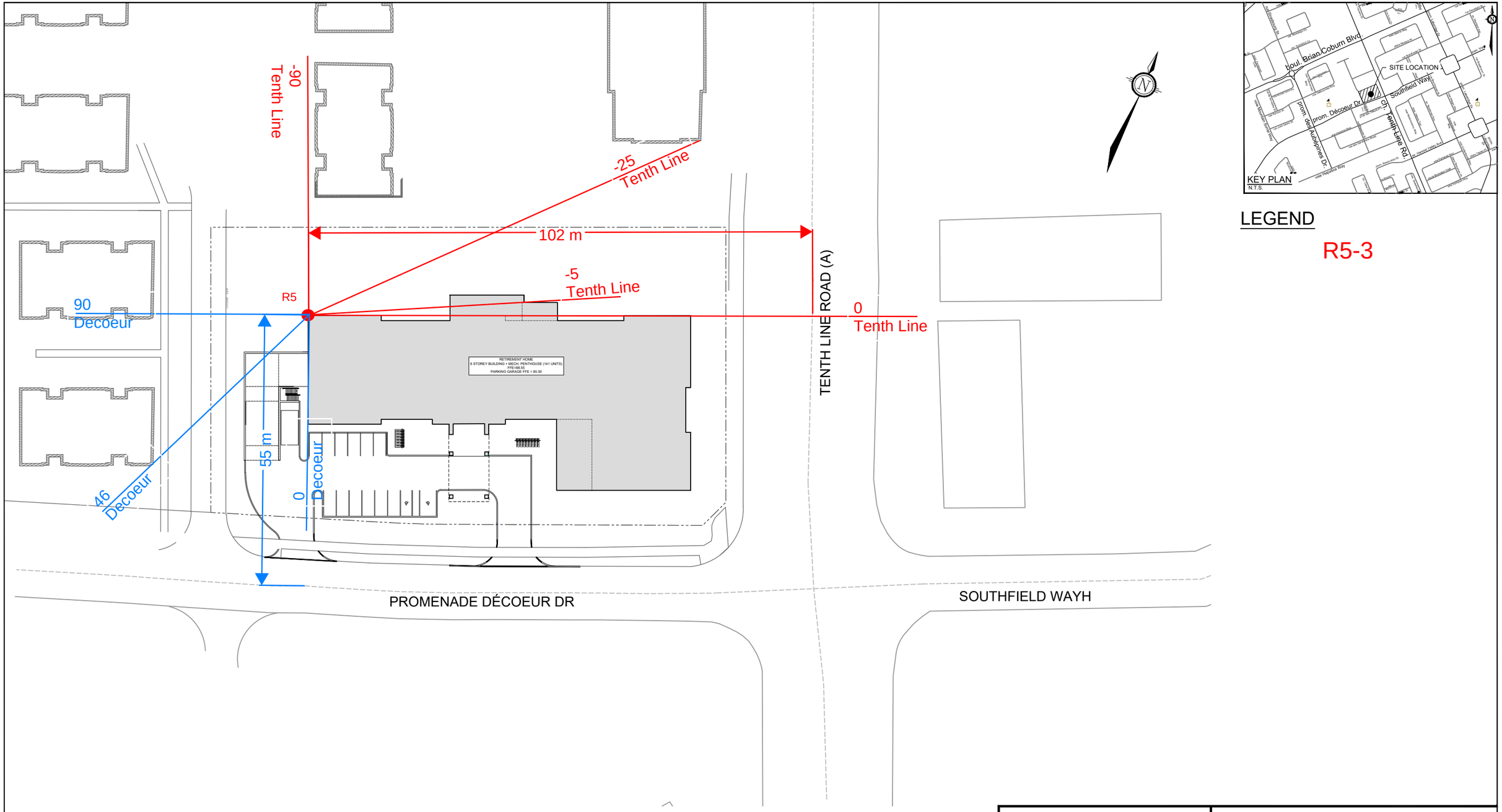
CITY OF OTTAWA
2380 TENTH LINE ROAD

R5 ANGLES AND DISTANCE

SCALE 1 : 750 (0, 10, 20, 30)

DATE	JOB	FIGURE
OCT 2025	125079	R5



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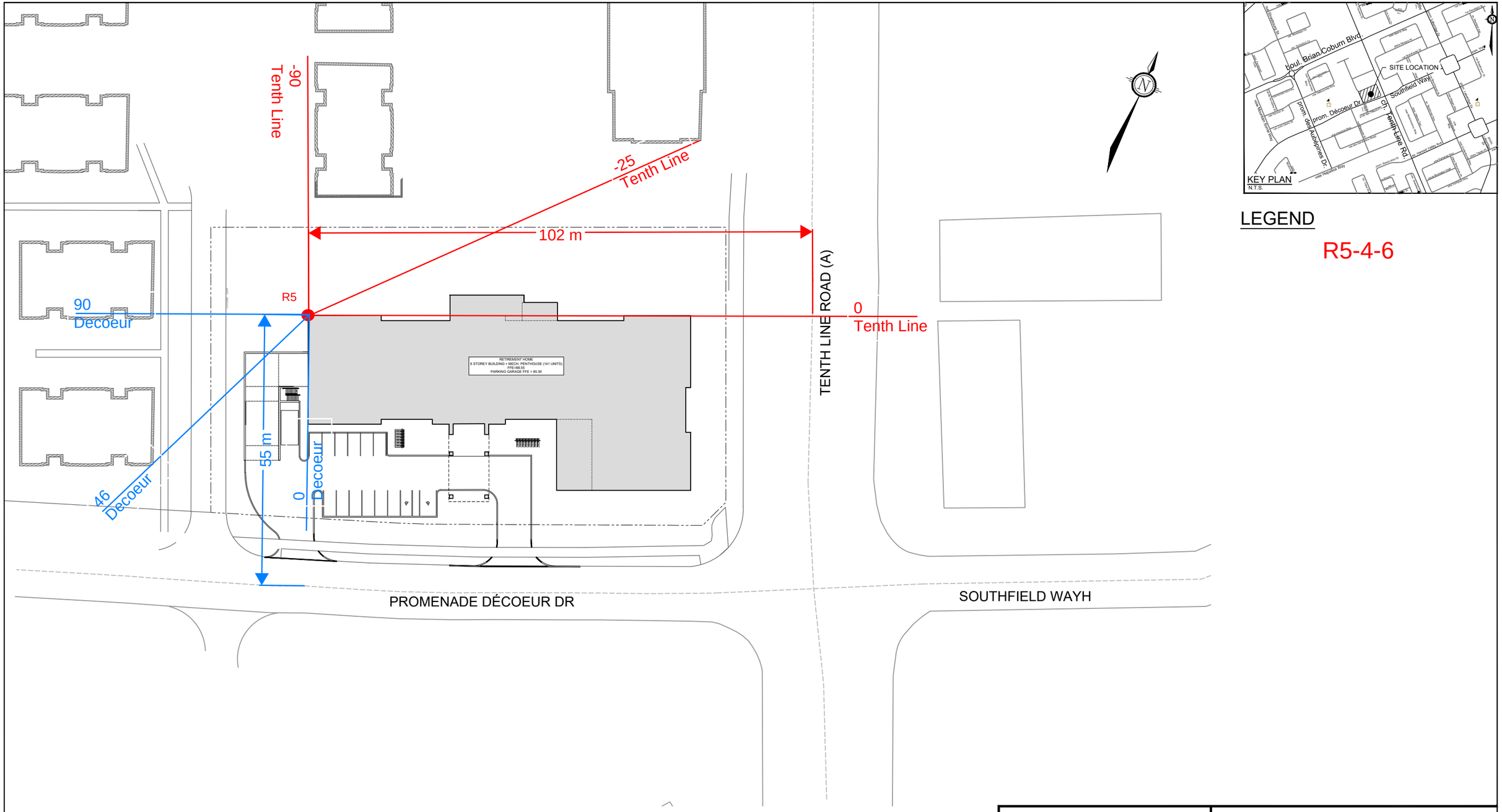
2380 TENTH LINE ROAD

R5 ANGLES AND DISTANCE

SCALE 1 : 750 (0, 10, 20, 30)

DATE	JOB	FIGURE
OCT 2025	125079	R5-3



LEGEND

R5-4-6

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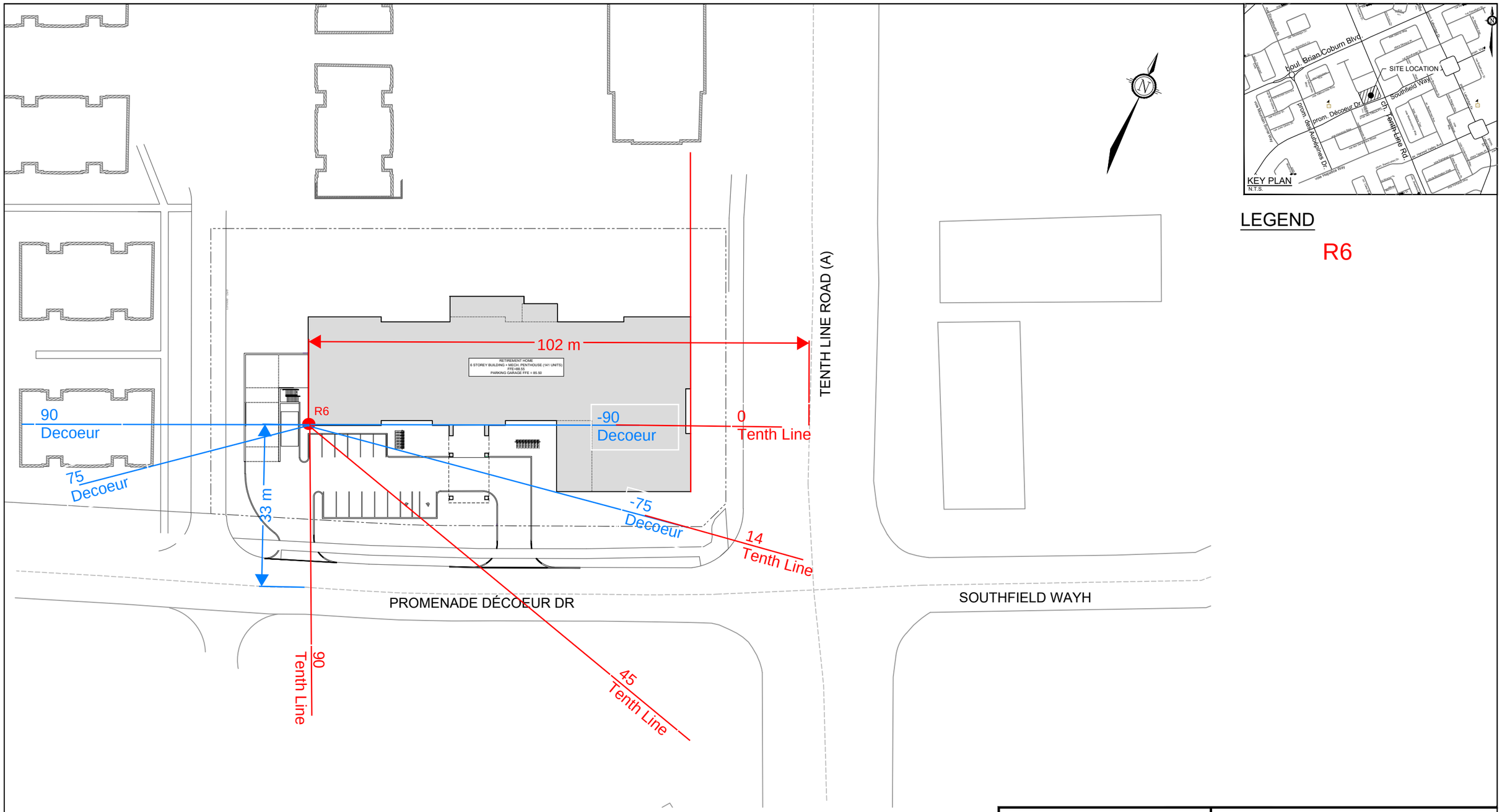
CITY OF OTTAWA
2380 TENTH LINE ROAD

R5 ANGLES AND DISTANCE

SCALE 1 : 750 (0, 10, 20, 30)

DATE OCT 2025 | JOB 125079 | FIGURE R5-4-6



LEGEND

R6

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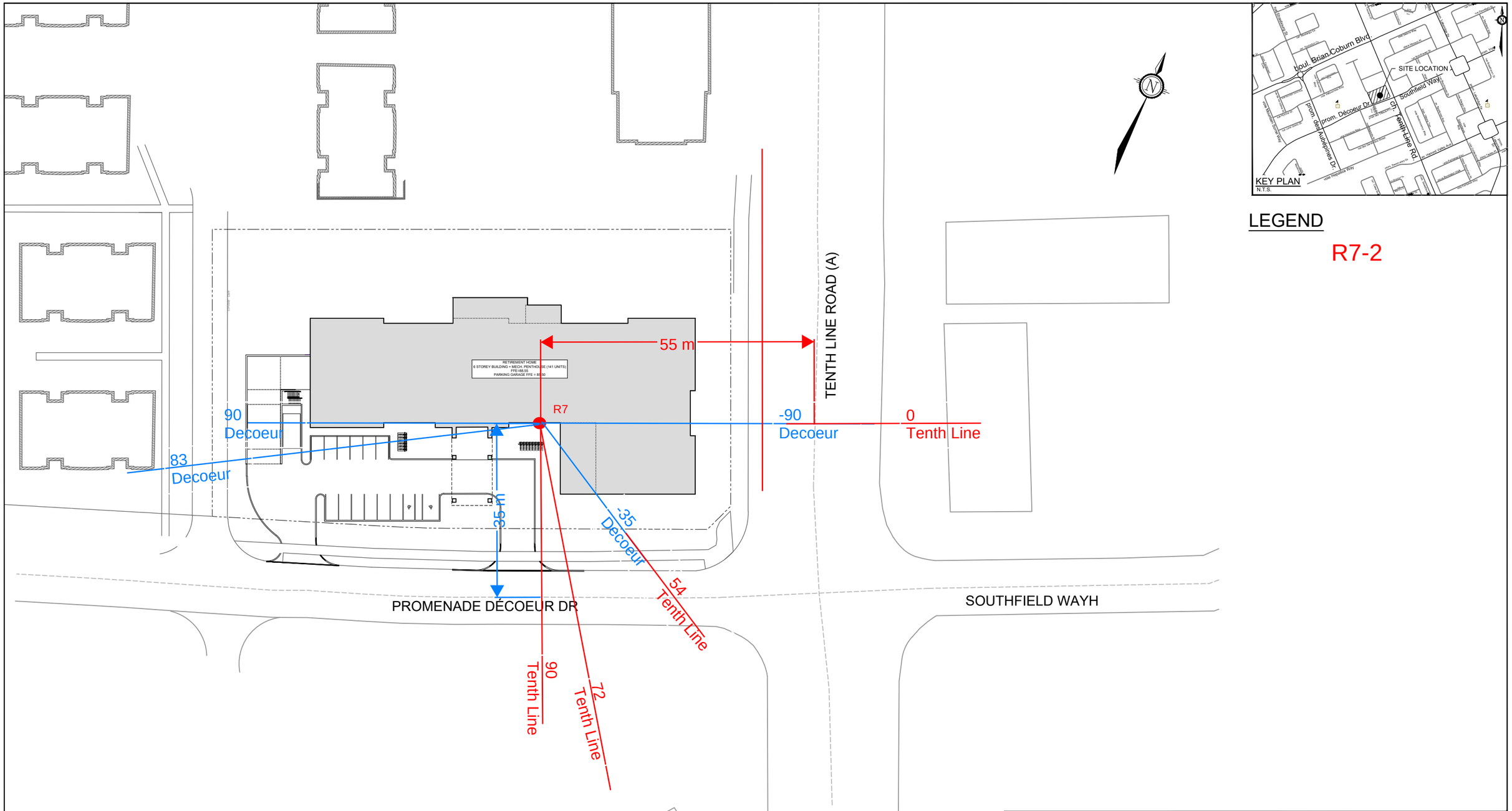
CITY OF OTTAWA
2380 TENTH LINE ROAD

R1 ANGLES AND DISTANCE

SCALE 1 : 750 (0, 10, 20, 30)

DATE OCT 2025 | JOB 125079 | FIGURE R6



LEGEND

R7-2

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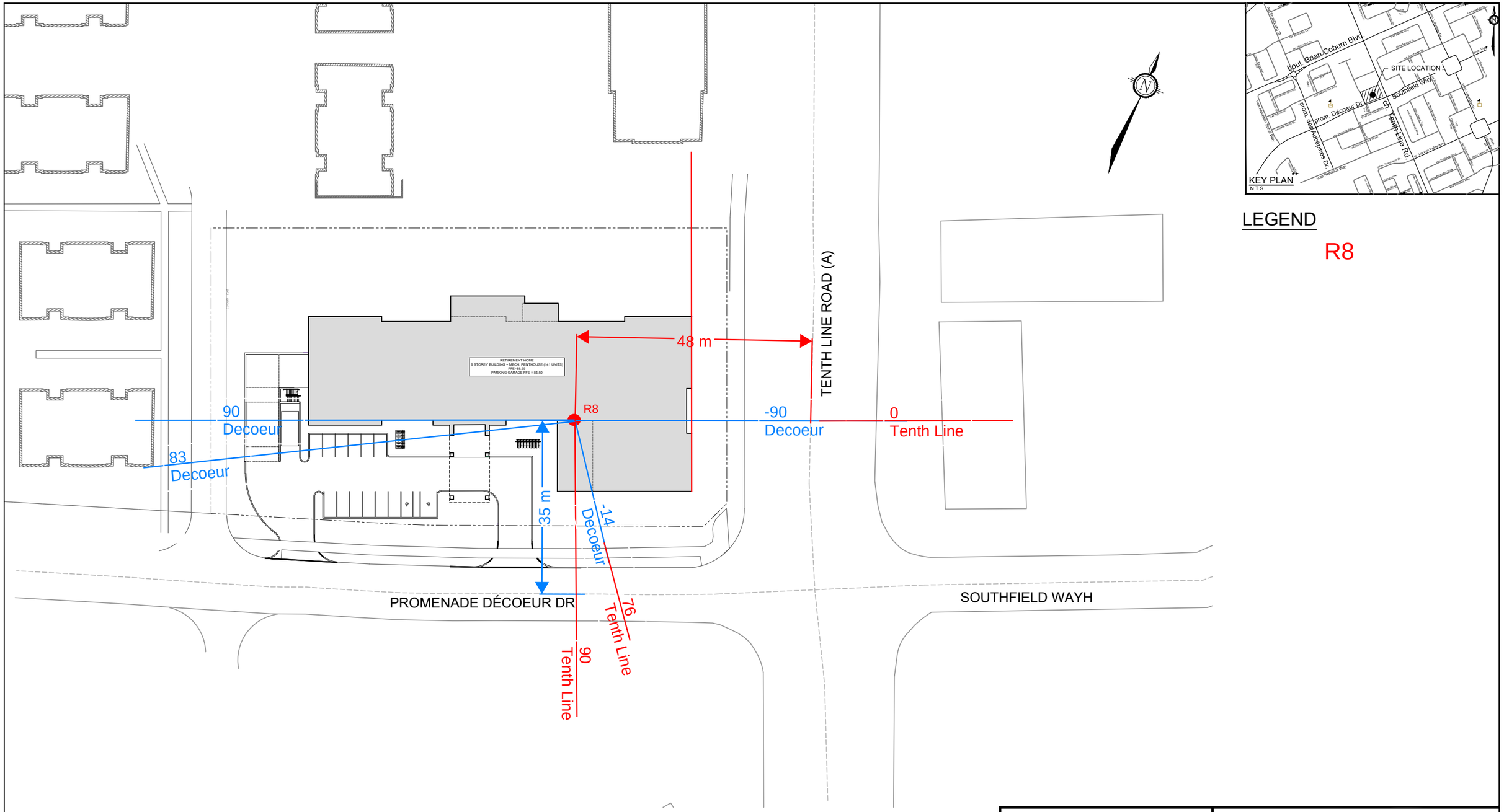
CITY OF OTTAWA
2380 TENTH LINE ROAD

R7 ANGLES AND DISTANCE

SCALE 1 : 750 (0, 10, 20, 30)

DATE	JOB	FIGURE
OCT 2025	125079	R7-2



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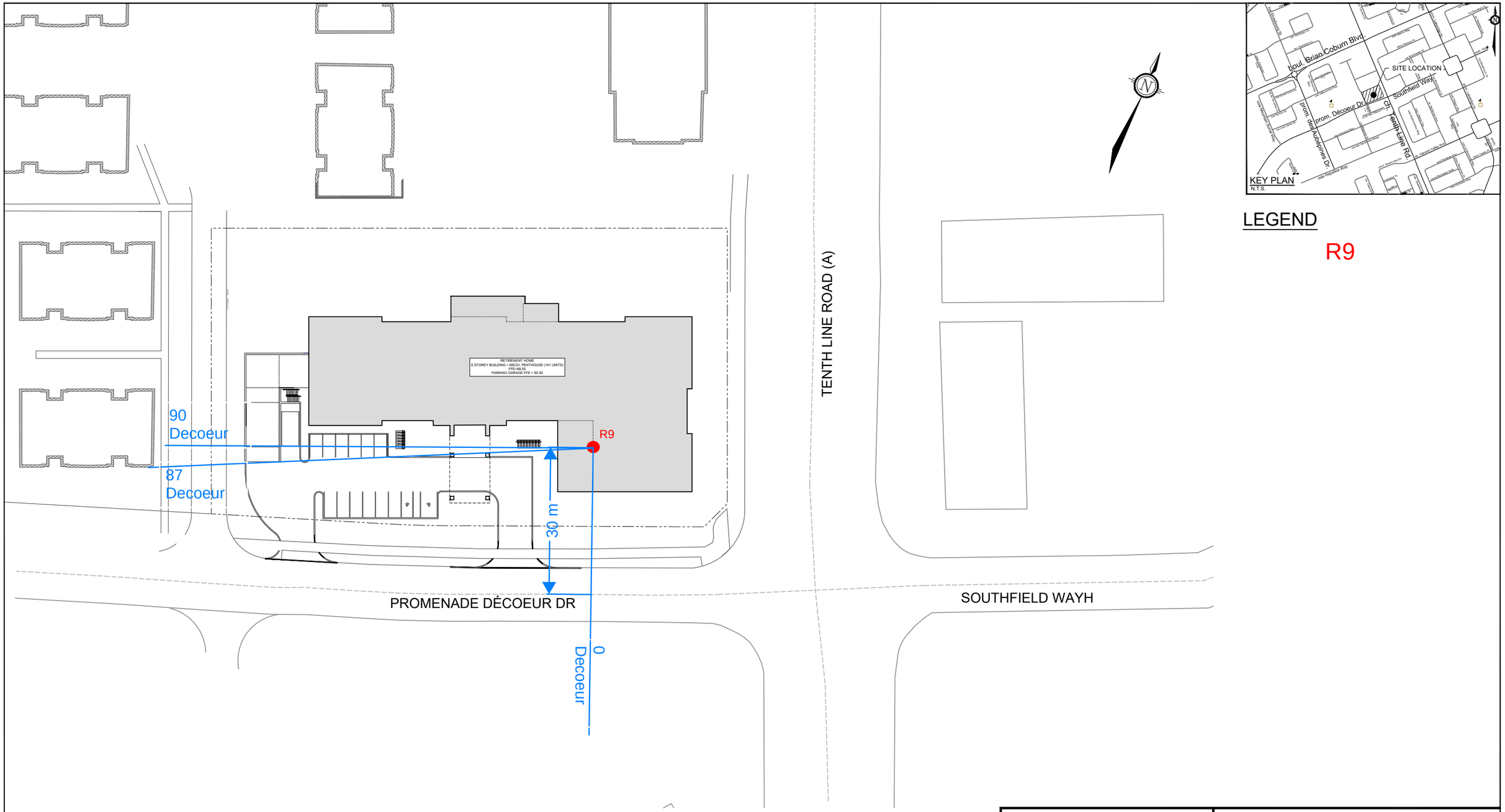
2380 TENTH LINE ROAD

R8 ANGLES AND DISTANCE

SCALE 1 : 750 (0, 10, 20, 30)

DATE	JOB	FIGURE
OCT 2025	125079	R8



LEGEND

R9

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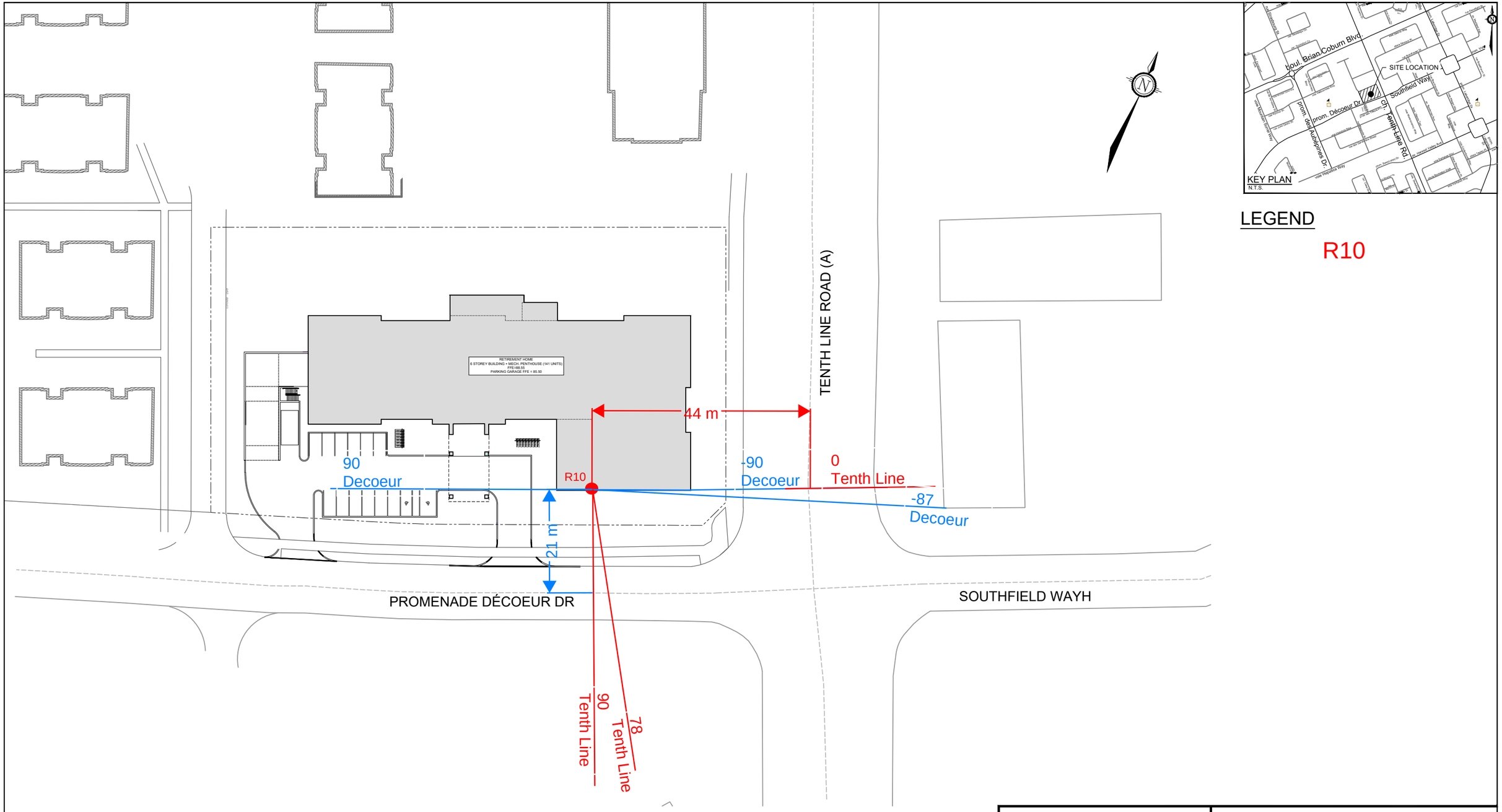
2380 TENTH LINE ROAD

R9 ANGLES AND DISTANCE

SCALE 1 : 750 (0, 10, 20, 30)

DATE	JOB	FIGURE
OCT 2025	125079	R9



LEGEND

R10

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CITY OF OTTAWA
2380 TENTH LINE ROAD

R10ANGLES AND DISTANCE

SCALE 1 : 750 (0, 10, 20, 30)
DATE OCT 2025
JOB 125079
FIGURE R10