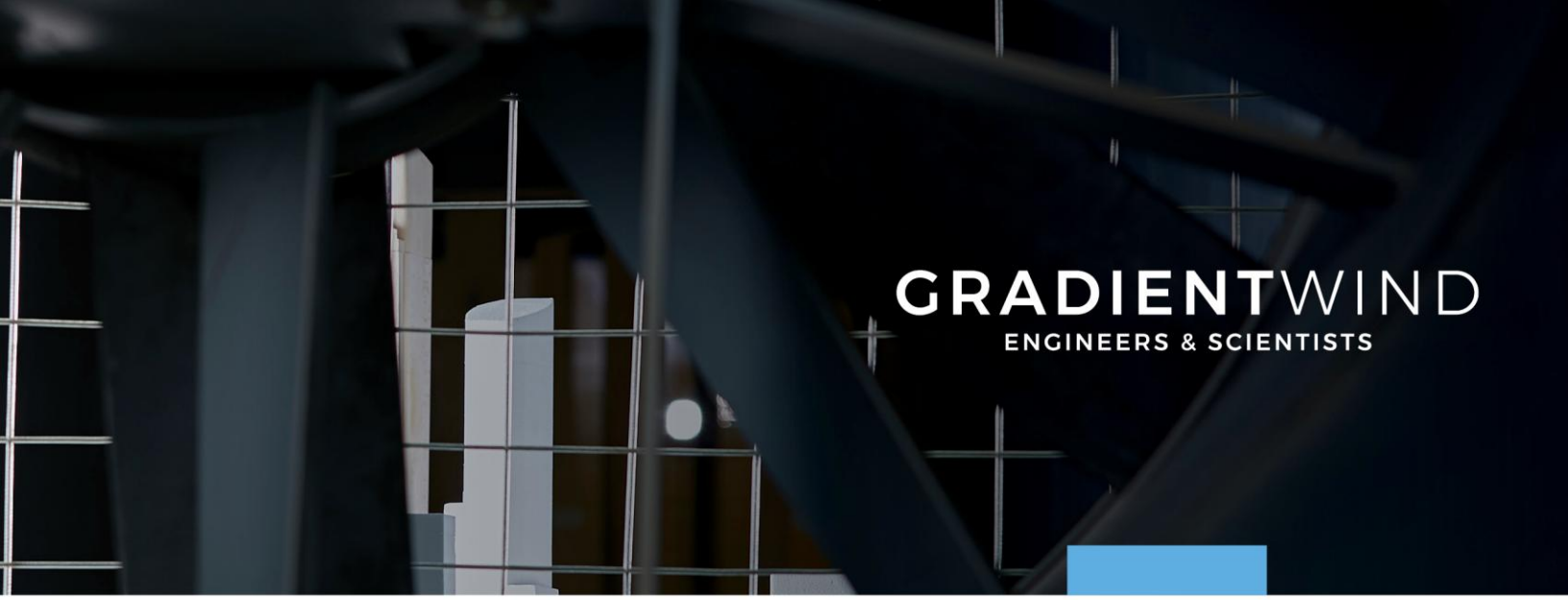

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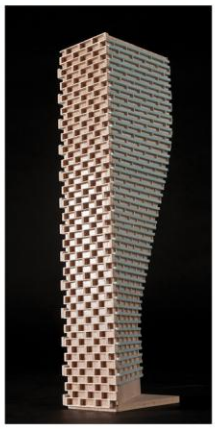
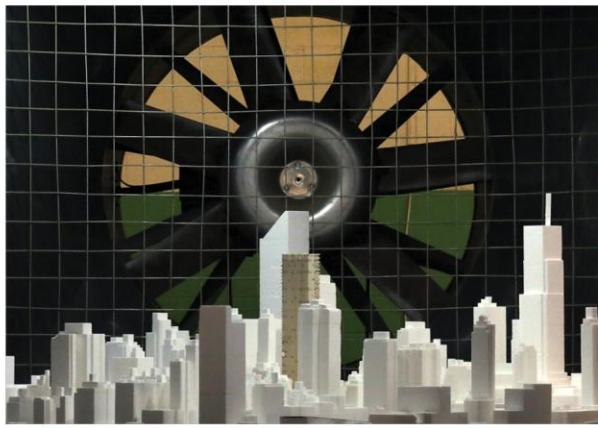
TRANSPORTATION NOISE ASSESSMENT

Barrhaven Conservancy Site Plan
Phase 6
Ottawa, Ontario

Report: 17-151 – Transportation Noise Phase 6





April 24, 2026

PREPARED FOR

Barrhaven Conservancy Development Corporation
3713 Borrisokane Road
Ottawa, ON K2J 4J4

PREPARED BY

Doryan Saavedra, B.Eng., Junior Acoustic Scientist
Joshua Foster, P.Eng., Lead Engineer

EXECUTIVE SUMMARY

This report describes a transportation noise assessment undertaken for a proposed site plan development, referred to as Barrhaven Conservancy Phase 6, which is located at 3288 Borrisokane Road in Ottawa, Ontario. The study site is situated in the southwest area of Barrhaven in Ottawa, Ontario. The proposed site is located on an irregular parcel of land near the center of the Barrhaven Conservancy Phase 5 development. The major sources of traffic noise impacting the residential site includes Borrisokane Road and a minor collector road referred to as 'Street 1' which will also contain the future Bus Rapid Transit (BRT). Figure 1 illustrates the site location with the surrounding context.

The assessment is based on (i) theoretical noise prediction methods that conform to the Ministry of the Environment, Conservation and Parks (MECP), Ministry of Transportation of Ontario (MTO), and City of Ottawa requirements; (ii) noise level criteria as specified by the City of Ottawa's Environmental Noise Control Guidelines (ENCG); (iii) future vehicular traffic volumes based on the City of Ottawa's Official Plan roadway classifications; and (iv) site plan drawings provided by Q4 Architects Inc. in April 2026.

The results of the current analysis indicate that noise levels will range between 44 and 64 dBA during the daytime period (07:00-23:00) and between 37 and 57 dBA during the nighttime period (23:00-07:00). The highest noise level (65 dBA) occurs at the north facade of Block 4, which is nearest and most exposed to both Borrisokane Road and Street 1.

As noise levels fall at or below 65 dBA during the daytime and 60 dBA during the nighttime, upgraded building components are not required. Blocks 1 to 4 and Block 13 will require forced air heating with provisions for installing air conditioning (AC) by the occupant as a minimum requirement. In addition, a Type C Warning Clause will be required on all Lease, Purchase, and Sale agreements, as outlined in Section 6. If AC is provided, it will allow exterior windows and doors to remain closed, thereby ensuring the indoor sound levels meet the ENCG criteria. If AC is provided in each affected block, a Type D Warning Clause must be used instead of Type C, as outlined in Section 6.

A review of satellite imagery confirmed there are no significant sources of stationary noise surrounding the site. The dominant source of noise impacting the development is from transportation noise sources.

TABLE OF CONTENTS

1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Barrhaven Conservancy Development Corporation to undertake a transportation noise assessment for a proposed site plan development, referred to as Barrhaven Conservancy Phase 6, which is located at 3288 Borrisokane Road in Ottawa, Ontario. This report summarizes the methodology, results, and recommendations related to the assessment of exterior and interior noise levels generated by local roadway traffic.

Our work is based on theoretical noise calculation methods conforming to the City of Ottawa[1] noise guidelines, Ministry of the Environment, Conservation and Parks (MECP)[2] guidelines, as well as the Ministry of Transportation Ontario (MTO)[3] noise guidelines. Noise calculations were based on site plan drawings provided by Q4 Architects Inc. in April 2026, with future traffic volumes corresponding to the City of Ottawa's Official Plan (OP) roadway classifications.

2. TERMS OF REFERENCE

The focus of this roadway traffic noise assessment is a proposed site plan development, referred to as Barrhaven Conservancy Phase 6, which is located at 3288 Borrisokane Road in Ottawa, Ontario. The proposed site is located on an irregular parcel of land near the center of the Barrhaven Conservancy Phase 5 development.

The development plan comprises 13 stacked townhouse blocks. Each block contains between 16 and 24 units. Outdoor parking is provided at the center of the development. Outdoor amenity space is provided to the north, west, and center of the site. As these amenities are provided as green space, they are not considered noise sensitive. A minor collector road is located to the north of the site, referred to as 'Street 1'.

The major sources of traffic noise impacting the residential site includes Borrisokane Road and a minor collector road referred to as 'Street 1' which will also contain the future Bus Rapid Transit (BRT). Figure 1 illustrates the site location with the surrounding context.

[1] City of Ottawa Environmental Noise Control Guidelines, January 2016
[2] Ontario Ministry of the Environment, Conservation and Parks – Environmental Noise Guidelines, Publication NPC-300, Queens Printer for Ontario, Toronto, 2013
[3] Environmental Guide for Noise, February 2022. Ministry of Transportation Ontario

3. OBJECTIVES

The principal objectives of this study are to (i) calculate the future noise levels on the study buildings produced by local roadway traffic, and (ii) ensure that interior and exterior noise levels do not exceed the allowable limits specified by the City of Ottawa's Environmental Noise Control Guidelines as outlined in Section 4.2 of this report.

4. METHODOLOGY

4.1 Background

Noise can be defined as any obtrusive sound. It is created at a source, transmitted through a medium, such as air, and intercepted by a receiver. Noise may be characterized in terms of the power of the source or the sound pressure at a specific distance. While the power of a source is characteristic of that particular source, the sound pressure depends on the location of the receiver and the path that the noise takes to reach the receiver. Measurement of noise is based on the decibel unit, dBA, which is a logarithmic ratio referenced to a standard noise level (2×10^{-5} Pascals). The 'A' suffix refers to a weighting scale, which better represents how the noise is perceived by the human ear. With this scale, a doubling of power results in a 3 dBA increase in measured noise levels and is just perceptible to most people. An increase of 10 dBA is often perceived to be twice as loud.

4.2 Roadway Traffic Noise

4.2.1 Criteria for Roadway Traffic Noise

For surface roadway traffic noise, the equivalent sound energy level, L_{eq}, provides a measure of the time-varying noise levels, which is well correlated with the annoyance of sound. It is defined as the continuous sound level, which has the same energy as a time-varying noise level over a period of time. For roadways, the L_{eq} is commonly calculated on the basis of a 16-hour (L_{eq16}) daytime (07:00-23:00) / 8-hour (L_{eq8}) nighttime (23:00-07:00) split to assess its impact on residential buildings. The City of Ottawa's Environmental Noise Control Guidelines (ENCG) specify that the recommended indoor noise limit range (that is relevant to this study) is 45 and 40 dBA for living rooms and sleeping quarters respectively for roadway as listed in Table 1.

TABLE 1: INDOOR SOUND LEVEL CRITERIA (ROAD) [4]

Type of Space	Time Period	L_{eq} (dBA)
General offices, reception areas, retail stores, etc.	07:00 – 23:00	50
Living/dining/den areas of **residences**, hospitals, schools, nursing/retirement homes, day-care centres, theatres, places of worship, libraries, individual or semi-private offices, conference rooms, etc.	07:00 – 23:00	45
Sleeping quarters of hotels/motels	23:00 – 07:00	45
Sleeping quarters of **residences**, hospitals, nursing/retirement homes, etc.	23:00 – 07:00	40

Predicted noise levels at the plane of window (POW) dictate the action required to achieve the recommended sound levels. An open window is considered to provide a 10 dBA reduction in noise, while a standard closed window is capable of providing a minimum 20 dBA noise reduction[5]. A closed window due to a ventilation requirement will bring noise levels down to achieve an acceptable indoor environment[6]. Therefore, where noise levels exceed 55 dBA daytime and 50 dBA nighttime, the ventilation for the building should consider the need for having windows and doors closed, which triggers the need for forced air heating with provision for central air conditioning. Where noise levels exceed 65 dBA daytime and 60 dBA nighttime, air conditioning will be required and building components will require higher levels of sound attenuation[7].

The sound level criterion for outdoor living areas (OLA) is 55 dBA, which applies during the daytime (07:00 to 23:00). When noise levels exceed 55 dBA, mitigation should be provided to reduce noise levels where technically and administratively feasible to acceptable levels at or below the criterion. Furthermore, noise levels at the OLA must not exceed 60 dBA if mitigation can be technically and administratively achieved.

[4] Adapted from ENCG 2016 – Tables 2.2b and 2.2c
[5] Burberry, P.B. (2014). Mitchell's Environment and Services. Routledge, Page 125
[6] MECP, Environmental Noise Guidelines, NPC 300 – Part C, Section 7.8
[7] MECP, Environmental Noise Guidelines, NPC 300 – Part C, Section 7.1.3

4.2.2 Theoretical Roadway Noise Predictions

The impact of transportation noise sources on the development was determined by two computer modelling programs. To provide a general sense of noise across the site, the employed software program was CadnaA, which utilizes the United States Federal Highway Administration's Traffic Noise Model (TNM) to represent the roadway line sources. The TNM model has been accepted as the preferred model as per the revised guideline titled "*Environmental Guide for Noise"* prepared by the Ministry of Transportation Ontario (MTO)[8]. This computer program can represent three-dimensional surfaces and the first reflections of sound waves over a suitable spectrum for human hearing. A set of comparative calculations were performed in the current Ontario traffic noise prediction model, STAMSON, for comparisons to CadnaA simulation results.

The STAMSON model is, however, older and requires each receptor to be calculated separately. STAMSON also does not accurately account for building reflections and multiple screening elements, and curved road geometry. A total of 12 receptor locations were identified around the site, as illustrated in Figure 2.

Roadway noise calculations were performed by treating each road segment as separate line sources of noise, and by using existing and proposed building locations as noise barriers. In addition to the traffic volumes summarized in Table 2, theoretical noise predictions were based on the following parameters:

- Truck traffic on all roadways was taken to comprise 5% heavy trucks and 7% medium trucks, as per ENCG requirements for noise level predictions.
- The BRT was modelled as a roadway noise source comprising solely of medium trucks using the traffic volume outlined in Table 2.
- The day/night split was taken to be 92% / 8% respectively for all streets.
- The ground surface was modelled as reflective due to the presence of hard (paved) ground.
- Receptor heights were taken to be 7.5 metres (m) above grade, representative of the third level Plane of Window (POW).
- The study site was treated as having flat or gently sloping topography.
- Massing surrounding the study site was included as potential noise screening elements.
- 12 receptors were strategically placed throughout the study area.

[8] Environmental Guide for Noise, February 2022. Ministry of Transportation Ontario

4.2.3 Roadway Traffic Volumes

The ENCG dictates that noise calculations should consider future sound levels based on a roadway's classification at the mature state of development. Therefore, traffic volumes are based on the roadway classifications outlined in the City of Ottawa's Official Plan (OP) and Transportation Master Plan[9] which provide additional details on future roadway expansions. Average Annual Daily Traffic (AADT) volumes are then based on data in Table B1 of the ENCG for each roadway classification. Table 2 (below) summarizes the AADT values used for each roadway included in this assessment.

TABLE 2: ROADWAY TRAFFIC DATA

Segment	Roadway Traffic Data	Speed Limit (km/h)	Traffic Volumes
Borrisokane Road	2-Lane Rural Arterial	80	**15,000**
Street 1	2-Lane Collector	50	**8,000**
	Bus Rapid Transit	50	**191/67***

*Daytime/nighttime volumes based on correspondence with the City of Ottawa on past projects.

[9] City of Ottawa Transportation Master Plan, November 2013

4.3 Indoor Noise Calculations

The difference between outdoor and indoor noise levels is the noise attenuation provided by the building envelope. According to common industry practice, complete walls and individual wall elements are rated according to the Sound Transmission Class (STC). The STC ratings of common residential walls built in conformance with the Ontario Building Code (2024) typically exceed STC 35, depending on exterior cladding, thickness and interior finish details. For example, brick veneer walls can achieve STC 50 or more. Standard commercially sided exterior metal stud walls have around STC 45. Standard good quality double-glazed non-operable windows can have STC ratings ranging from 25 to 40, depending on the window manufacturer, pane thickness and inter-pane spacing. As previously mentioned, the windows are the known weak point in a partition.

As per Section 4.2, when daytime noise levels from road sources at the plane of the window exceed 65 dBA, calculations must be performed to evaluate the sound transmission quality of the building components to ensure acceptable indoor noise levels are achieved. The calculation procedure[10] considers:

- Window type and total area as a percentage of total room floor area.
- Exterior wall type and total area as a percentage of the total room floor area.
- Acoustic absorption characteristics of the room.
- Outdoor noise source type and approach geometry.
- Indoor sound level criteria, which varies according to the intended use of a space.

Based on published research[11], exterior walls possess specific sound attenuation characteristics that are used as a basis for calculating the required STC ratings of windows in the same partition. Due to the limited information available at the time of the study, detailed floor layouts have not been finalized; therefore, detailed STC calculations could not be performed at this time. As a guideline, the anticipated STC requirements for windows have been estimated based on the overall noise reduction required for each intended use of space (STC = Outdoor Noise Level – Targeted Indoor Noise Levels + Safety Factor).

[10] Building Practice Note: Controlling Sound Transmission into Buildings by J.D. Quirt, National Research Council of Canada, September 1985
[11] CMHC, Road & Rail Noise: Effects on Housing

5. RESULTS

5.1 Roadway Traffic Noise Levels

The results of the roadway traffic noise calculations are summarized in Table 3 below. The results of the current analysis indicate that noise levels will range between 44 and 64 dBA during the daytime period (07:00-23:00) and between 37 and 57 dBA during the nighttime period (23:00-07:00). The highest noise level (65 dBA) occurs at the north facade of Block 4, which is nearest and most exposed to both Borrisokane Road and Street 1. Noise contours 7.5 m above grade are provided in Figures 4 and 5 for daytime and nighttime conditions, respectively.

As noise levels fall at or below 65 dBA during the daytime and 60 dBA during the nighttime, upgraded building components are not required. Blocks 1 to 4 and Block 13 will require forced air heating with provisions for installing air conditioning (AC) by the occupant as a minimum requirement. In addition, a Type C Warning Clause will be required on all Lease, Purchase, and Sale agreements, as outlined in Section 6. If AC is provided, it will allow exterior windows and doors to remain closed, thereby ensuring the indoor sound levels meet the ENCG criteria. If AC is provided in each affected block, a Type D Warning Clause must be used instead of Type C, as outlined in Section 6.

TABLE 3: EXTERIOR NOISE LEVELS DUE TO ROADWAY TRAFFIC

Receptor Number / Type	Receptor Height Above Grade (m)	Receptor Location	CadnaA Noise Level (dBA)	
			Day	Night
R1 / POW	7.5	Block 1 – Level 3 – West Façade	60	54
R2 / POW	7.5	Block 4 – Level 3 – North Façade	64	57
R3 / POW	7.5	Block 4 – Level 3 – East Façade	62	55
R4 / POW	7.5	Block 5 – Level 3 – West Façade	53	47
R5 / POW	7.5	Block 8 – Level 3 – North Façade	44	37
R6 / POW	7.5	Block 8 – Level 3 – East Façade	46	39
R7 / POW	7.5	Block 9 – Level 3 – South Façade	44	37
R8 / POW	7.5	Block 9 – Level 3 – East Façade	45	38
R9 / POW	7.5	Block 10 – Level 3 – South Façade	51	43

TABLE 3: EXTERIOR NOISE LEVELS DUE TO ROADWAY TRAFFIC (CONT.)

Receptor Number / Type	Receptor Height Above Grade (m)	Receptor Location	CadnaA Noise Level (dBA)	
			Day	Night
R10 / POW	7.5	Block 11 – Level 3 – South Façade	54	46
R11 / POW	7.5	Block 11 – Level 3 – East Façade	55	48
R12 / POW	7.5	Block 13 – Level 3 – East Façade	58	51

Table 4 shows a comparison in results between CadnaA and STAMSON. Noise levels calculated in STAMSON were found to have a good correlation with CadnaA and variability between the two programs was within an acceptable level of ±0-2 dBA. Sample calculations are presented in Appendix A.

TABLE 4: RESULTS OF STAMSON/CadnaA CORRELATION

Receptor ID	Receptor Location	Receptor Height (m)	STAMSON 5.04 Noise Level (dBA)		CadnaA Noise Level (dBA)	
			Day	Night	Day	Night
R1	Block 1 – Level 3 – West Façade	7.5	62	55	60	54

5.2 Noise Control Measures

The noise levels predicted due to roadway traffic fall at or below 65 dBA and 60 dBA during the daytime and nighttime periods, respectively. As such, upgraded building components are not required for any of the blocks. Standard building components that conform to the Ontario Building Code (OBC 2024) will be sufficient to allow indoor noise levels to meet ENCG criteria. Where noise levels fall between 55 dBA to 65 dBA during the day or between 50 dBA to 60 dBA during the nighttime, forced air heating with provisions for installing air conditioning by the occupant is required. In addition to the ventilation requirement, a Type C Warning Clause is required on all Lease, Purchase, and Sale Agreements, as outlined in Section 6. If AC is provided, it will allow exterior windows and doors to remain closed, thereby ensuring the indoor sound levels meet the ENCG criteria. If AC is provided in each affected block, a Type D Warning Clause must be used instead of Type C, as outlined in Section 6. Table 5 and Figure 3 indicate each Block of the development that required upgraded ventilation and a Type C Warning Clause at a minimum.

TABLE 5: VENTILATION AND WARNING CLAUSE REQUIREMENTS

Warning Clause	Ventilation Requirement	Applicable Blocks
Type C	Forced Air Heating with Provisions for Installing AC	**Blocks:** 1, 2, 3, 4, 13

6. CONCLUSIONS AND RECOMMENDATIONS

The results of the current analysis indicate that noise levels will range between 44 and 64 dBA during the daytime period (07:00-23:00) and between 37 and 57 dBA during the nighttime period (23:00-07:00). The highest noise level (65 dBA) occurs at the north facade of Block 4, which is nearest and most exposed to both Borrisokane Road and Street 1.

As noise levels fall at or below 65 dBA during the daytime and 60 dBA during the nighttime, upgraded building components are not required. Blocks 1 to 4 and Block 13 will require forced air heating with provisions for installing air conditioning (AC) by the occupant as a minimum requirement. In addition, a Type C Warning Clause will be required on all Lease, Purchase, and Sale agreements, as outlined below. If AC is provided, it will allow exterior windows and doors to remain closed, thereby ensuring the indoor sound levels meet the ENCG criteria. If AC is provided in each affected block, a Type D Warning Clause must be used instead of Type C, as outlined below.

Type C:

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

Type D:

> *"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks."*

A review of satellite imagery confirmed there are no significant sources of stationary noise surrounding the site. The dominant source of noise impacting the development is from transportation noise sources.

This concludes our transportation noise assessment and report. If you have any questions or wish to discuss our findings, please advise us. In the interim, we thank you for the opportunity to be of service.

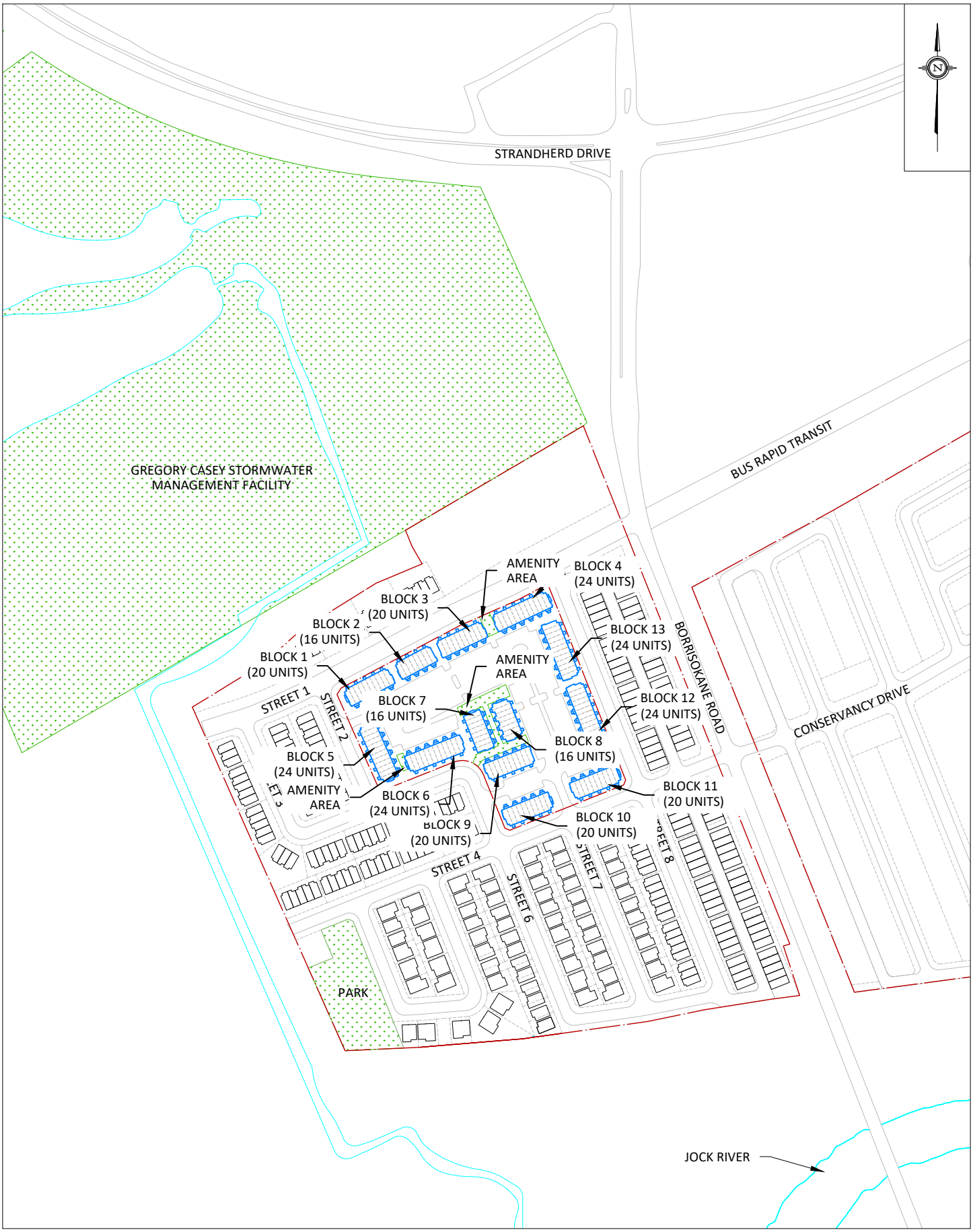
Sincerely,

Gradient Wind Engineering Inc.

Doryan Saavedra, B.Eng.
Junior Acoustic Scientist

Joshua Foster, P.Eng.
Lead Engineer

Gradient Wind File #17-151 - Transportation Noise – Phase 6



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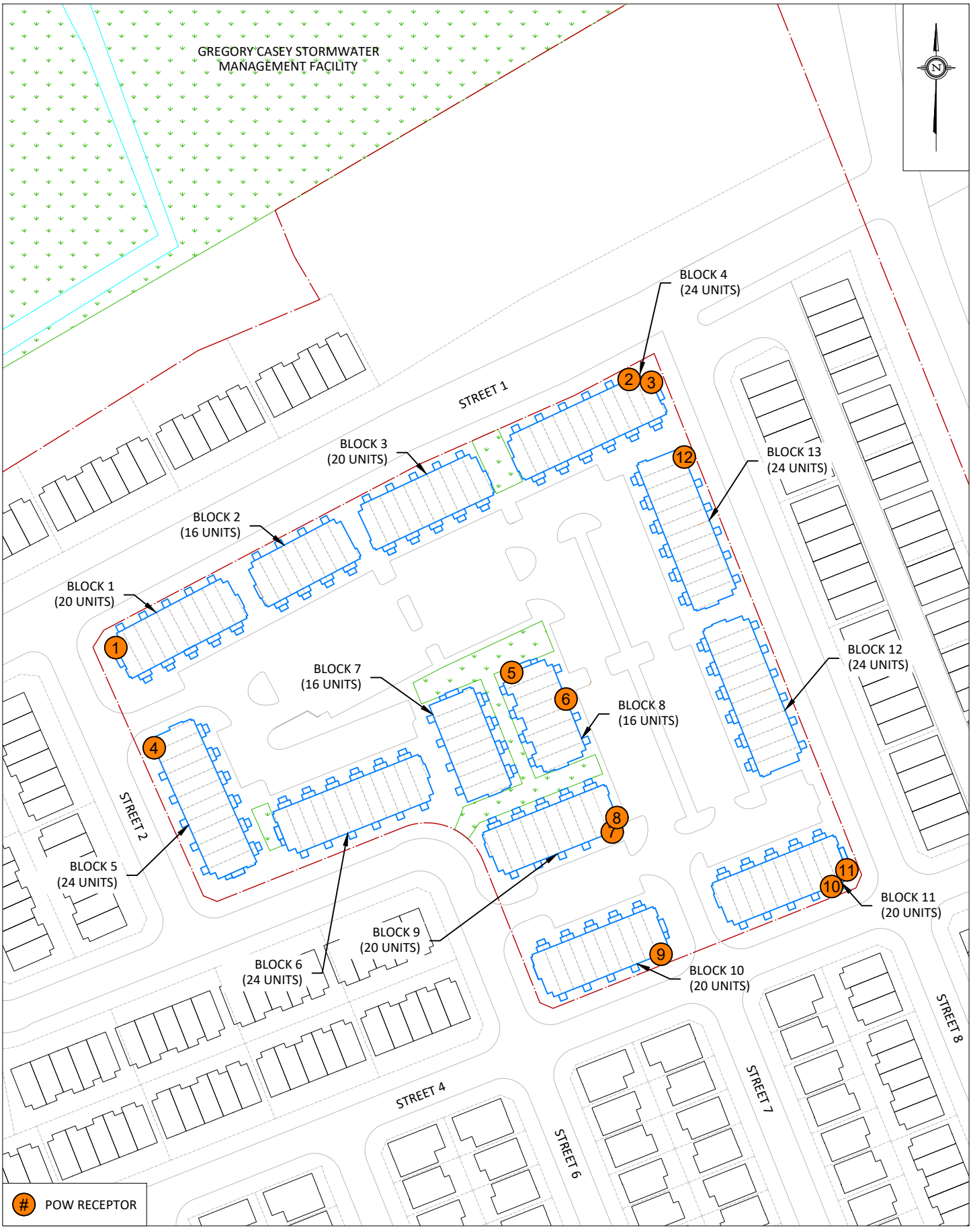
SCALE	1:4000 (APPROX.)	DRAWING NO.	17-151-ANV-1
DATE	APRIL 10, 2026	DRAWN BY	N.M.P.

FIGURE 1:
SITE PLAN AND SURROUNDING CONTEXT



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DESCRIPTION

FIGURE 2:
RECEPTOR LOCATIONS

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DATE	APRIL 10, 2026	DRAWN BY	N.M.P.

FIGURE 3:
VENTILATION REQUIREMENTS

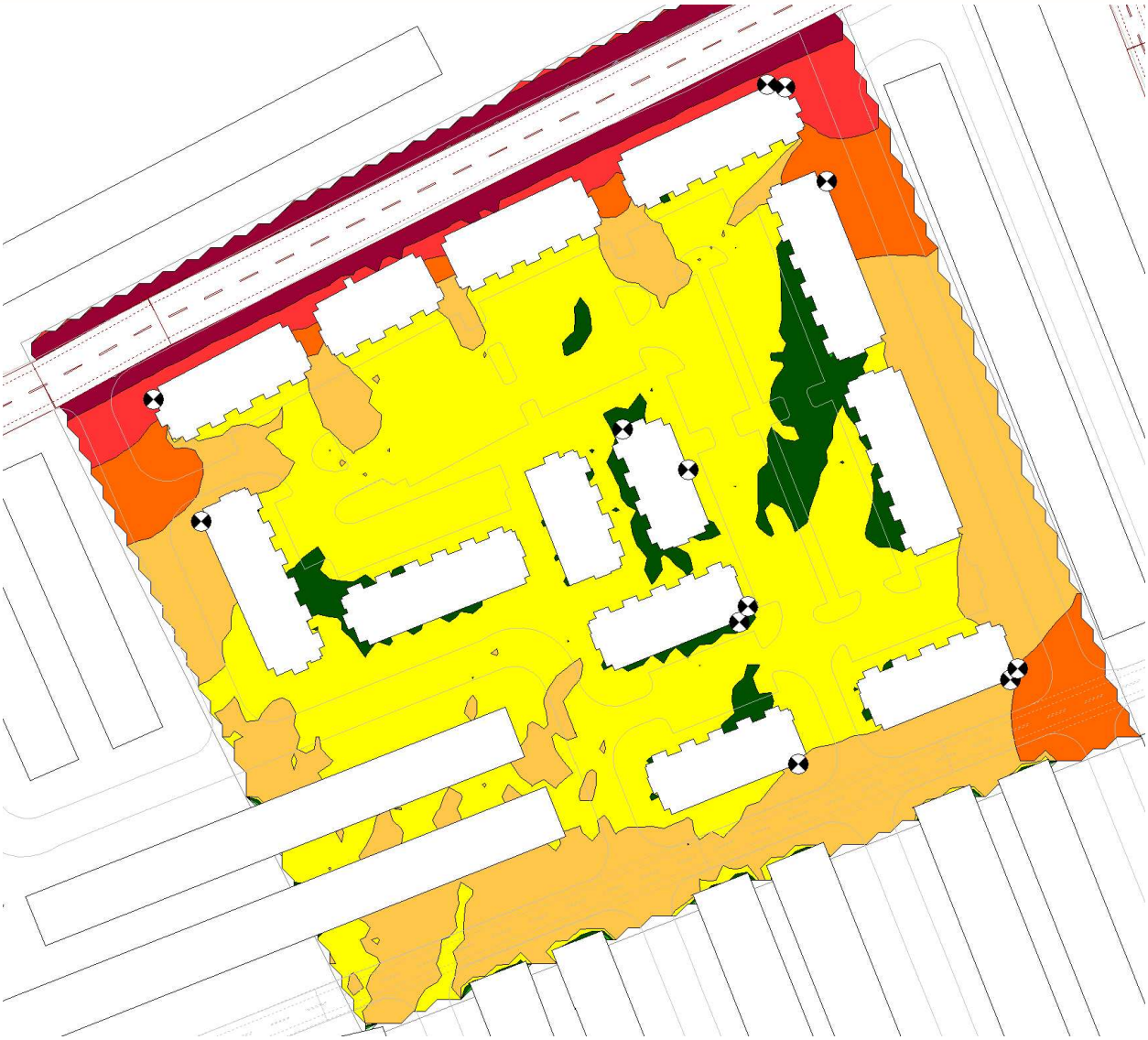

FIGURE 4: DAYTIME TRANSPORTATION NOISE CONTOUR (7.5 METERS ABOVE GRADE)

80 – 85 dB
75 – 80 dB
70 – 75 dB
65 – 70 dB
60 – 65 dB
55 – 60 dB
50 – 55 dB
45 – 50 dB
40 – 45 dB
35 – 40 dB
0 – 35 dB

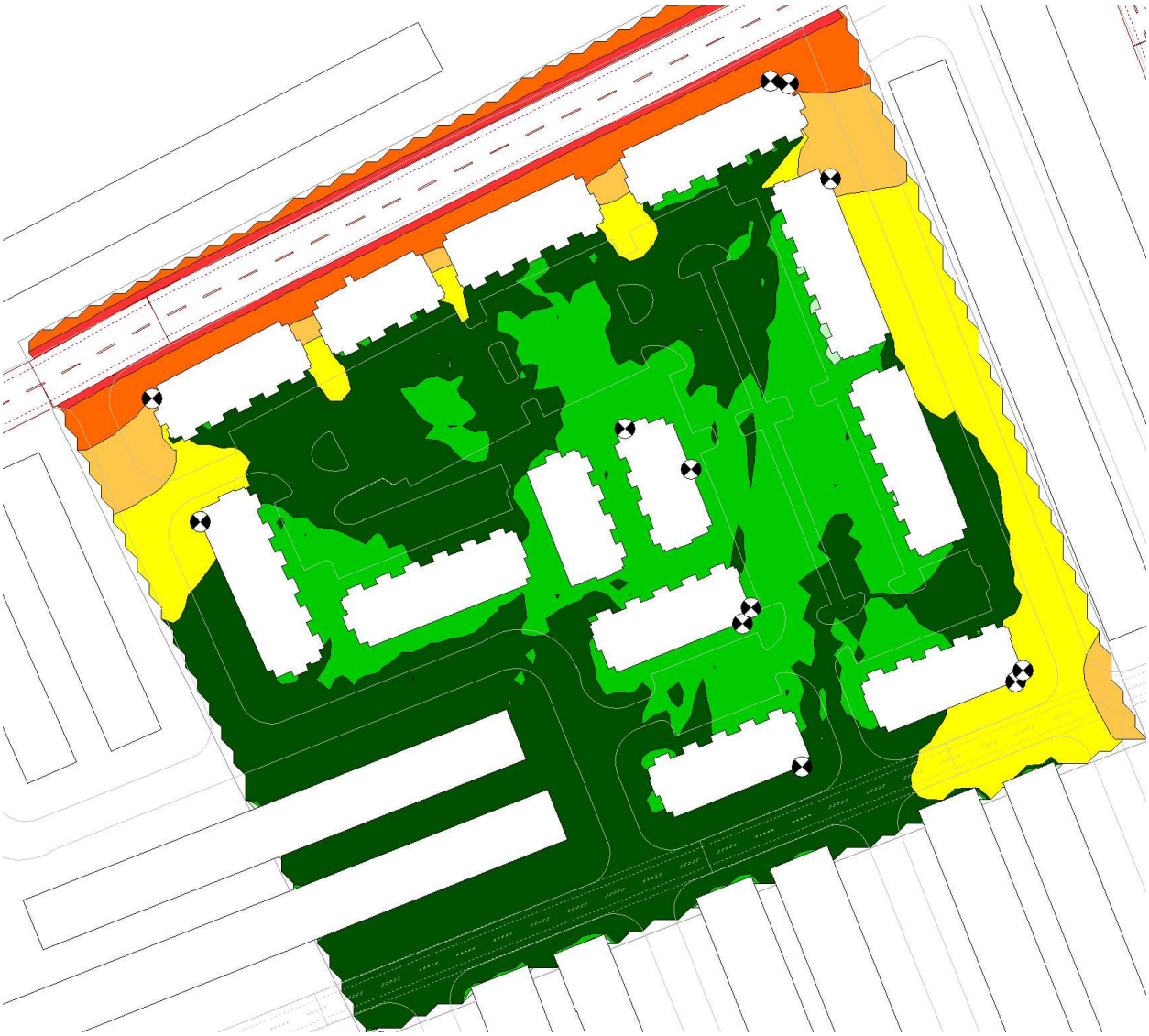

FIGURE 5: NIGHTTIME TRANSPORTATION NOISE CONTOUR (7.5 METERS ABOVE GRADE)

APPENDIX A

STAMSON 5.04 – INPUT AND OUTPUT DATA

127 WALGREEN ROAD, OTTAWA, ON, CANADA K0A 1L0 | 613 836 0934
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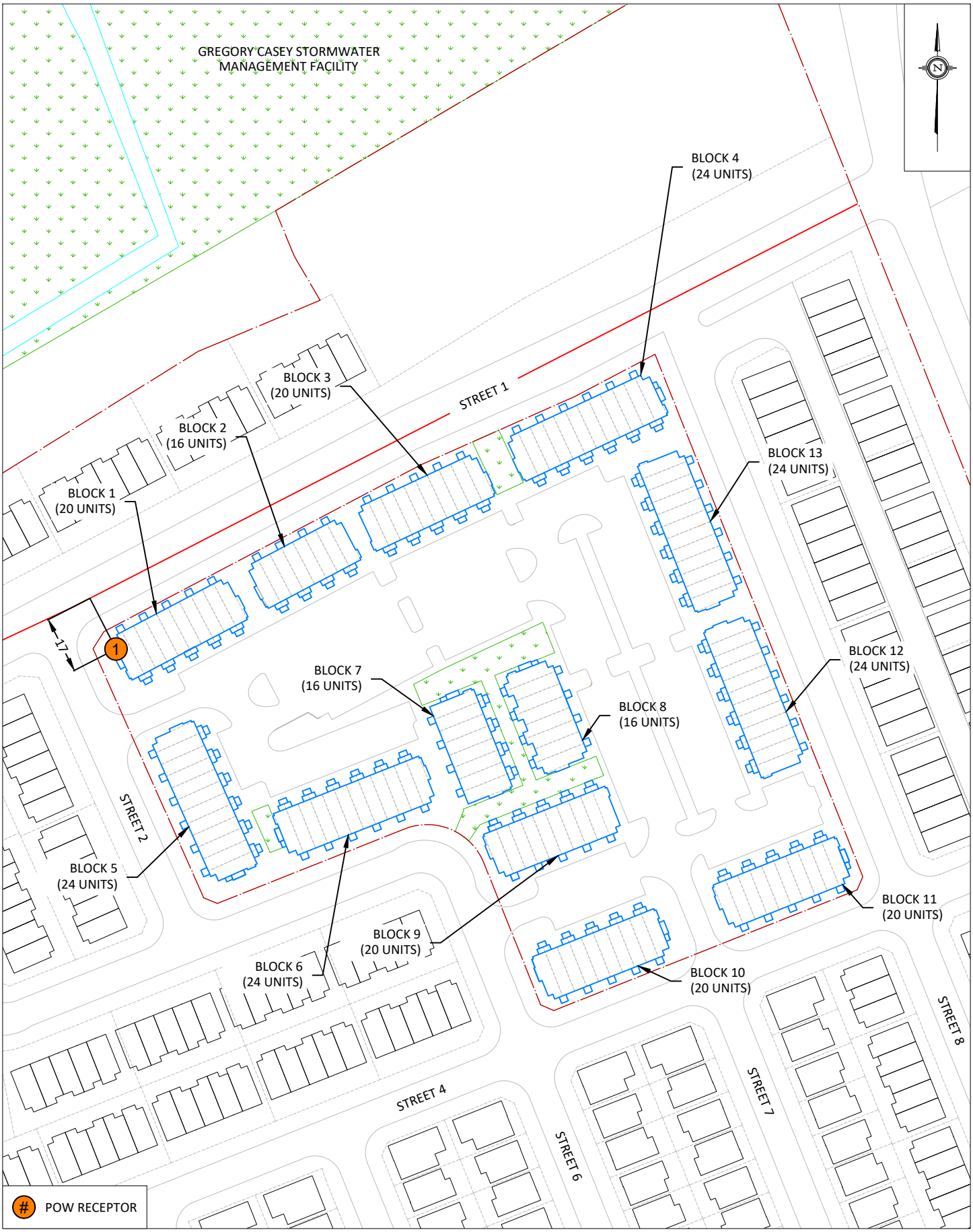
STAMSON 5.0 NORMAL REPORT Date: 23-04-2026 12:21:49
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r1.te Time Period: Day/Night 16/8 hours
Description: POW - Block 1 - Level 3 West Facade

```
Road data, segment # 1: Street 1 (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       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):   8000
    Percentage of Annual Growth        :   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: Street 1 (day/night)
-----------------------------------------------
Angle1   Angle2           : -90.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      2       (Reflective ground surface)
Receiver source distance  :  17.00 / 17.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

```
Results segment # 1: Street 1 (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 62.20 + 0.00) = 62.20 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90      0   0.00  65.75   0.00  -0.54  -3.01   0.00   0.00   0.00  62.20
-------------------------------------------------------------------------------

Segment Leq : 62.20 dBA

Total Leq All Segments: 62.20 dBA

Results segment # 1: Street 1 (night)
-------------------------------------

Source height = 1.50 m

ROAD (0.00 + 54.60 + 0.00) = 54.60 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90      0   0.00  58.16   0.00  -0.54  -3.01   0.00   0.00   0.00  54.60
-------------------------------------------------------------------------------

Segment Leq : 54.60 dBA

Total Leq All Segments: 54.60 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.20
                           (NIGHT): 54.60
```



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SCALE	1:1500 (APPROX.)
DRAWING NO.	17-151-ANV-A1
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DRAWN BY	N.M.P.

DESCRIPTION

FIGURE A1:
STAMSON INPUT PARAMETERS
RECEPTOR 1