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Palladium Terrace Phase 2
2765 Palladium Drive, Ottawa

Noise Impact Feasibility Report

Palladium Terrace Phase 2

2765 Palladium Drive

City of Ottawa

Noise Impact Feasibility Report

Prepared By:

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Novatech File: 125091
Ref: R-2026-054

Submitted: June 10,2026

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June 10, 2026

City of Ottawa
Planning, Real Estate and Economic Development Department
Planning and Infrastructure Approvals Branch
110 Laurier Avenue West, 4th Floor
Ottawa ON, K1P 1J1

Attention: **Colette Gorni, MCIP RPP, Planner II, Development Review West**

Reference: **2765 Palladium Drive– Palladium Terrace Phase 2**
Noise Impact Feasibility Report
Our File No.: 125091

Please find enclosed the 'Noise Impact Feasibility Report' for the above-noted development located at 2765 Palladium Drive 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

Table of Contents

1.0 INTRODUCTION 1
2.0 NOISE CRITERIA, NOISE SOURCES AND NOISE ATTENATION METHODS 2
2.1 Noise Sources 2
2.2 Methods for Noise Attenuation 3
2.3 Noise Barrier Requirements 3
2.4 Ventilation Requirements 4
2.5 Warning Clauses 4
2.6 Building Component Assessment 6
2.7 Summary of Attenuation Requirements 6
3.0 PREDICTED NOISE LEVELS 7
4.0 BUILDING FAÇADE ANALYSIS 11
5.0 CONCLUSION 14

Appendices

Appendix A: Excerpts from the City of Ottawa Environmental Noise Control Guidelines, MOE's NPC-300, the City of Ottawa's Transportation Master Plan and Official Plan, and Architect Site Plans
Appendix B: Sound Level Calculations
Appendix C: Acoustic Insulation Factor Tables

Tables

Table 1: Noise Level Criteria 2
Table 2: Traffic and Roadway Parameters 3
Table 3: Noise Attenution measure requirements 7
Table 4: Simulation Results – Outdoor Living Area 7
Table 5: Simulation Results – Plan Of Window 8-11

Figures

Figure 1: Key Plan
Figure 2: Receiver Location Plan
Figure 3: Noise Attenuation Measures Plan

1.0 INTRODUCTION

Novatech has been retained to prepare a Noise Impact Feasibility Report on behalf of Broadstreet Properties to assess the impact of noise from traffic for the proposed site plan located at 2765 Palladium Drive 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 – 2765 Palladium Drive.**

Figure 1: Key Plan – 2765 Palladium Drive

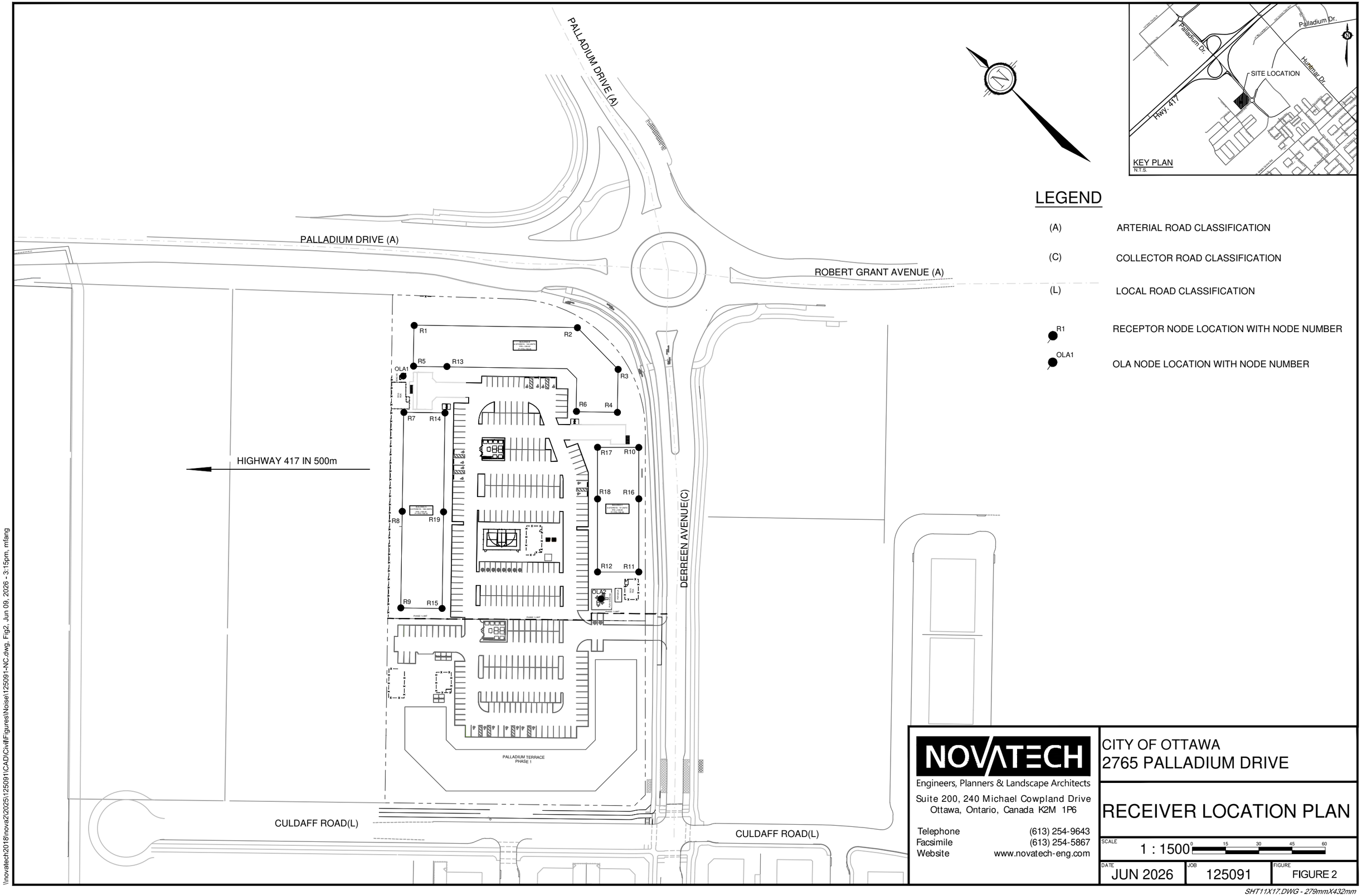


It is proposed to develop the site with three (3) six (6) storey apartment buildings (denoted as Buildings A, B, and C) complete with a central above-ground parking area. The buildings will have one (1) level of underground parking beneath the proposed building footprints. The site will provide a total of 304 residential units. The locations of all nodes used to confirm the noise levels at the building are included in **Figure 2 – Receiver Location Plan**.

The Outdoor Living Area (OLA) noise levels that needs to be considered is the designated public amenity area where selected 1.5m above finished grade. Refer to **Appendix A** Architects plans

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 4.22m total; Third Floor, is 6.97m total; Forth Floor, is 9.73m total; Fifth Floor, is 12.49m total; Sixth Floor, is 15.24m total. Refer to **Appendix A** Architects plans



LEGEND

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

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CITY OF OTTAWA
2765 PALLADIUM DRIVE

RECEIVER LOCATION PLAN

SCALE 1 : 1500 (0, 15, 30, 45, 60)
DATE JUN 2026
JOB 125091
FIGURE FIGURE 2

SHT11X17.DWG - 279mmX432mm

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

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 is 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 roadway, or a rapid-transit corridor, or 500m from the right-of-way of 400-series Province highway. There are no railway, airport, or stationary noise sources that affect this site. Highway 417, Palladium Drive, Robert Grant Avenue, and Derreen Avenue are the noise sources which needs to be considered. Derreen Avenue is classified as an urban collector roadway, Palladium Drive and Robert Grant Avenue are classified as an urban arterial roadway in City of Ottawa Transportation Master Plan

and Official Plan. Refer to **Appendix A** for the excerpt from the Official Plan and TMP. **Table 2** outlines the road noise sources for the site.

Table 2: Traffic and Roadway Parameters

	Highway 417	Robert Grant Avenue	Palladium Drive	Derreen Avenue
Roadway Classification	Highway	4-Lane Urban Arterial divided	4-Lane Urban Arterial divided	2-Lane Urban Collector Undivided
Annual Average Daily Traffic (AADT)	18,333 x 6=109,998 vehicles/day	35,000 vehicles/day	35,000 vehicles/day	8,000 vehicles/day
Day/Night Split (%)	92/8	92/8	92/8	92/8
Medium Trucks (%)	7	7	7	7
Heavy Trucks (%)	5	5	5	5
Posted Speed	100 km/hr	60 km/hr	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. Measures for sound attenuation include:

- An acoustic barrier"

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 bellow 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. OLA is for the amenity area. For POWs, the units in worst noise scenario are selected. 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	61.10	54.98	• Installation of 2.75m Noise Wall • Warning Clause Type A
OLA 2	57.86	N/A	• Warning Clause Type B

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

From **Table 4**, Noise level of OLA1 exceeds 55dBA, Attenuation measures are required. The installation of 2.75m noise barrier can mitigate it to 54.98dBa. The registration of Warning Type A is required as well. Noise level of OLA2 exceeds 55 dBA but less than 60dBA. As per C7.1.1 of the NPC-300, OLA noise levels up to 60dBA are permitted if noise control measures are not feasible to reduce noise level below 55dBA. The installation of a noise wall to reduce OLA2 noise levels below 55dBA was considered but deemed not feasible, due to busy and narrow set back from Derreen Avenue. Therefore, we recommend no noise wall installed and the registration of Warning Type B is required to be approved by City. Refer to **Figure 3 – Noise Attenuation Measures Plan** for all proposed noise mitigation measures. 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)	66.90	59.30	• Installation of Central Air Conditioning • Warning Clause Type D • Building Component Assessment
R1 (6th Floor)	69.51	61.91	• Installation of Central Air Conditioning • Warning Clause Type D • Building Component Assessment
R2 (1st Floor)	68.00	60.30	• Installation of Central Air Conditioning • Warning Clause Type D • Building Component Assessment
R2 (6th Floor)	70.00	62.50	• Installation of Central Air Conditioning • Warning Clause Type D • Building Component Assessment
R3 (1st Floor)	66.05	58.40	• Installation of Central Air Conditioning • Warning Clause Type D Building Component Assessment
R3 (6th Floor)	68.40	60.70	• Installation of Central Air Conditioning • Warning Clause Type D Building Component Assessment
R4 (1st Floor)	63.25	55.65	• Installation of Forced Air Heating with provision for Air Conditioning Warning Clause Type C
R4 (4th Floor)	64.72	57.13	• Installation of Central Air Conditioning • Warning Clause Type C
R4 (6th Floor)	65.85	58.26	• Installation of Central Air Conditioning • Warning Clause Type D • Building Component Assessment
R5 (1st Floor)	60.97	53.37	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C

*Locations found on **Figure 2 – Receiver 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	
R5 (6th Floor)	64.82	57.22	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R6 (1st Floor)	52.47	44.88	• N/A
R6 (4th Floor)	54.57	46.98	• N/A
R6 (6th Floor)	57.52	49.92	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R7 (1st Floor)	59.25	51.66	• Installation of Forced Air Heating with provision for Air Conditioning Warning Clause Type C
R7 (6th Floor)	63.78	56.18	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R8 (1st Floor)	56.44	48.84	• Installation of Forced Air Heating with provision for Air Conditioning Warning Clause Type C
R8 (6th Floor)	62.03	54.44	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R9 (1st Floor)	55.34	47.74	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R9 (6th Floor)	61.35	53.75	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R10 (1st Floor)	65.29	57.70	• Installation of Central Air Conditioning • Warning Clause Type D • Building Component Assessment
R10 (6th Floor)	67.30	59.70	• Installation of Central Air Conditioning • Warning Clause Type D • Building Component Assessment
R11 (1st Floor)	63.39	55.79	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C

*Locations found on **Figure 2 – Receiver 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	
R11 (6th Floor)	64.98	57.48	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R12 (1st Floor)	56.08	48.49	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R12 (6th Floor)	60.26	52.66	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R13 (6th Floor)	51.81	44.21	• N/A
R14 (1st Floor)	56.58	48.98	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R14 (6th Floor)	61.75	54.15	• Installation of Forced Air Heating with provision for Air Conditioning Warning Clause Type C
R15 (1st Floor)	50.64	43.04	• N/A
R15 (5th Floor)	55.10	47.51	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R15 (6th Floor)	56.11	48.52	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R16 (1st Floor)	63.84	56.25	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R16 (4th Floor)	64.87	57.27	• Installation of Forced Air Heating with provision for Air Conditioning Warning Clause Type C
R16 (6th Floor)	65.67	58.08	• Installation of Central Air Conditioning • Warning Clause Type D • Building Component Assessment

*Locations found on **Figure 2 – Receiver 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	
R17 (1st Floor)	58.46	50.87	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R17 (6th Floor)	62.27	54.67	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R18 (5th Floor)	54.91	47.31	• N/A
R18 (6th Floor)	57.00	49.41	• Installation of Forced Air Heating with provision for Air Conditioning • Warning Clause Type C
R19 (6th Floor)	51.93	44.34	• N/A

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

Based on the results above in **Table 5**, we recommend:
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 the 112 units. the exact 112 units numbers and locations Refer to **Figure 3 – Noise Attenuation Measures Plan** and will be concluded in Section **5.0 Conclusion**.

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 76 units. The exact 76 units numbers and locations Refer to **Figure 3 – Noise Attenuation Measures Plan** and will be concluded in Section **5.0 Conclusion**.

Refer to Architect Floor Plans in **Appendix A** for the units' locations. Refer to **Figure 3 – Noise Attenuation Measures Plan** for all proposed noise mitigation measures. Refer to **Appendix B** for noise calculation.

4.0 BUILDING FAÇADE ANALYSIS

As outlined in Section 2.2.4, the City of Ottawa ENCG requires that the exterior cladding system of the building envelope be reviewed when noise levels exceed minimum requirements outlined in **Table 3.**

Per **Table 5**, R2 Sixth Floor is selected as the worst scenario need to be assessed due to the day-time noise exceeds the limits 65dBa. The Acoustical Insulation Factor (AIF) method recognized by the City of Ottawa is used to assess the wall and window requirements.

The AIF is used as a measure of the reduction of outdoor noise provided by the elements of the outer surface of a building. The difference between the indoor noise criterion and the outdoor noise level establishes the acoustical insulation requirement for the exterior shell. The exterior shell is comprised of primarily two components; windows and walls (patio doors are treated as windows).

Mathematically, this AIF can be expressed as:

$$\text{Required AIF} = L_{eq}\,(\text{Outside}) - L_{eq}\,(\text{Inside}) + 10\log_{10}(N) + 2\text{dBA}$$

Where, N = Number of components;
L = Sound Level expressed on a common decibel scale.

The required AIF and building façade analysis R2 (Sixth Floor) are calculated as follows:

$$AIF_{Residential(day)} = 70.00\text{ dBA} - 45\text{ dBA} + 10\log(2)\text{ dBA} + 2\text{dBA} = 30\text{ dBA}$$

Tables from the document entitled “Acoustic Insulation Factor: A Rating for the Insulation of Buildings Against Outdoor Noise”, produced by the Division of Building Research, National Research Council of Canada, June 1980 (J.D. Quirt) were used to assess the exterior facade against the required AIF. This reference material is included in **Appendix C**.

To assess the façade against the required AIF respective Leq values, the number of components in a wall, the calculated required AIF, percentage of window to room areas and exterior wall to room areas are required. Exterior facade analysis data is presented in **Tables 6.**

Table 6: Exterior Façade Analysis Data – R2 - Sixth Floor

Description	Residential Livingroom
Number and Type of Components Forming Building Envelope.	2 – Windows and Exterior Walls
Percentage of Window Area to Total Floor Area of Room.	**16%**
Percentage of Wall Area to Total Floor Area of Room.	**82%**

Architect floor and elevation plans were reviewed to calculate the window and wall to floor ratios (as seen above). The architect plans are included in **Appendix A.**

Using the percentage of window area to room area, and the required acoustical insulation factor (AIF), **Table 5** in **Appendix C** was used to identify the various window assemblies needed to satisfy the required AIF. Similarly, **Table 6.3** in **Appendix C** was used to select the typical wall assembly needed to satisfy the required AIF.

Table 7 below summarizes the results of the analysis requiring assemblies to mitigate the indoor noise levels.

Table 7: Selected Window and Wall Assemblies to Meet Maximum Attenuation Requirements

Description	AIF	Double Pane Window Assembly Options	Typical Wall Assembly
R2 (Sixth Floor)	30	2 mm – 13 mm – 2 mm	EW1

Notes:

I. Refer to **Appendix C** for calculations for walls and windows.

II. EW1 type wall consisting of 12.7mm gypsum board, vapour barrier, 38x89mm studs with 50mm (or thicker) mineral wool or glass fibre batts in inter-stud cavities.

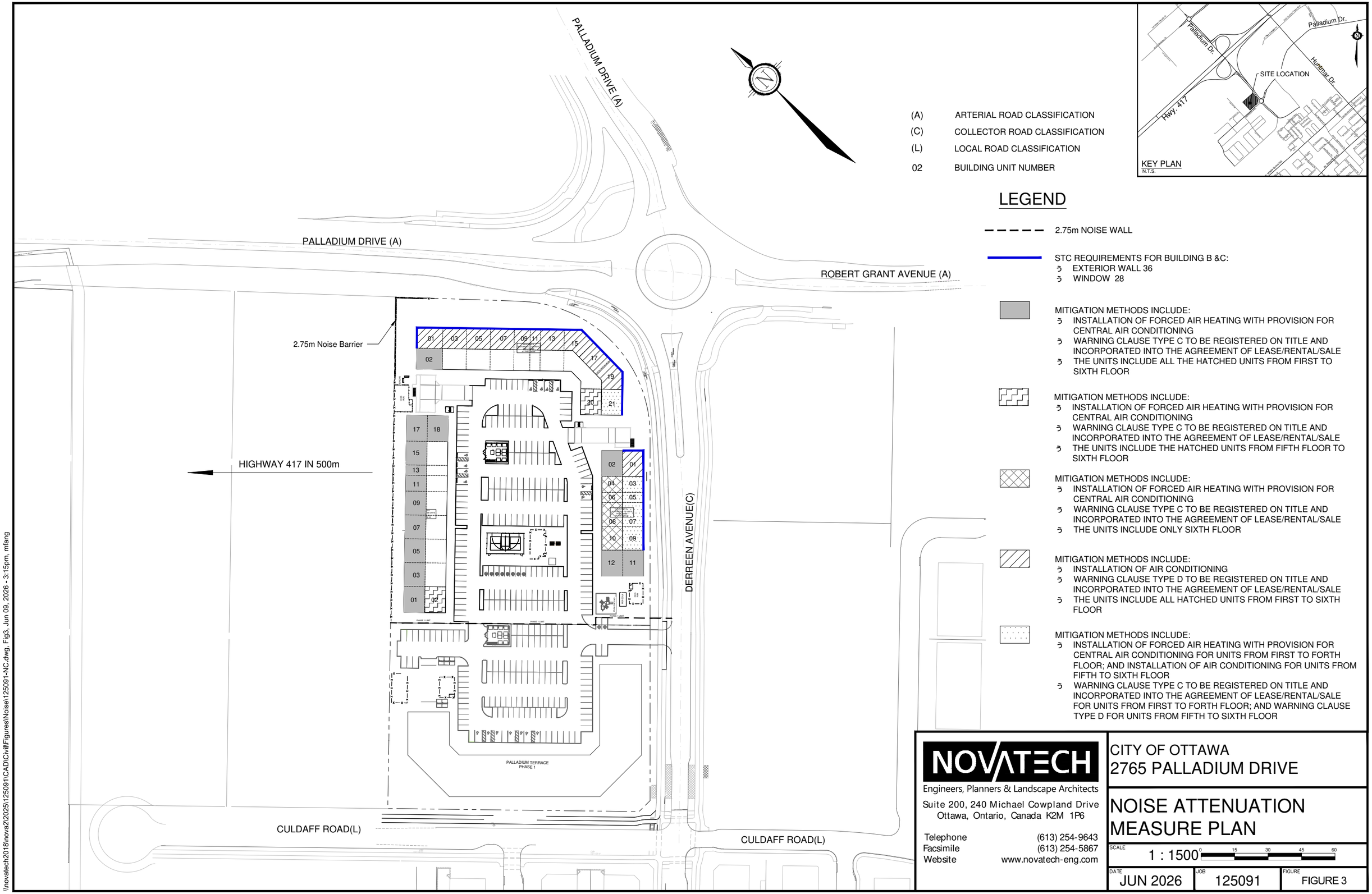
III. "2 mm – 13 mm – 2 mm" denotes 2 mm glass, 13 mm air space and 2 mm glass

Table 11 and 12 in **Appendix C** were used to convert the AIF values to Sound Transmission Class (STC) values. The STC results for selected analyzed units are summarized in **Table 8** bellow. Window and wall assemblies should meet the STC values as a minimum.

Table 8: Equivalent Sound Transmission Class, STC Values

		Windows		Walls	
	AIF	Conversion	STC	Conversion	STC
R1 (Sixth Floor)	30	STC+2 = AIF	28	STC-6= AIF	36

The R2 Sixth Floor is the worst scenario for window and exterior wall assembly requirement. To simplify the situation, the window and exterior wall requirement for R2 Sixth Floor will be applied to all the units where noise levels exceed the limits 65dBa. Refer to **Figure 3 – Noise Attenuation Measures Plan** for all proposed noise mitigation measures



LEGEND

2.75m NOISE WALL

STC REQUIREMENTS FOR BUILDING B &C:
- EXTERIOR WALL 36
- WINDOW 28

MITIGATION METHODS INCLUDE:
- 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
- THE UNITS INCLUDE ALL THE HATCHED UNITS FROM FIRST TO SIXTH FLOOR

MITIGATION METHODS INCLUDE:
- 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
- THE UNITS INCLUDE THE HATCHED UNITS FROM FIFTH FLOOR TO SIXTH FLOOR

MITIGATION METHODS INCLUDE:
- 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
- THE UNITS INCLUDE ONLY SIXTH FLOOR

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

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

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CITY OF OTTAWA
2765 PALLADIUM DRIVE

NOISE ATTENUATION MEASURE PLAN

SCALE 1 : 1500 (0 15 30 45 60)
DATE JUN 2026
JOB 125091
FIGURE FIGURE 3

SHT11X17.DWG - 279mmX432mm

\\novatech2018\nova2\2025\125091\CAD\Civil\Figures\Noise\125091-NC.dwg, Fig3, Jun 09, 2026 - 3:15pm, mfang

5.0 CONCLUSION

This report recommends:

- The Installation of 2.75m noise barrier and Warning Clause Type A and B to be registered as a notice on title and incorporated into the lease/rental/sale agreements as outlined in **Figure 3 – Noise Attenuation Measures Plan**

- The inclusion of Forced Air Heating with provision for Central Air Conditioning and Warning Clause Type C to be registered as a notice on title and incorporated into the lease/rental/sale agreements for 112 units:
  - **Building A**: Unit 01,03,05,07,09,11,13,15,17, and 18 from First to Sixth Floor; Unit 02 from Fifth to Sixth Floor.
  - **Building B**: Unit 02, from First to Sixth Floor; Unit 20 from Fifth to Sixth Floor; Unit 21 from First to Forth Floor.
  - **Building C**: Unit 02, 11, and 12 from First to Sixth Floor; Unit 03,05,07, and 09 from First to Forth Floor; Unit 04,06,08, and 10 only Sixth Floor.

- The inclusion of Central Air Conditioning and Warning Clause Type D to be registered as a notice on title and incorporated into the lease/rental/sale agreements for 76 units:
  - **Building B**: Unit 01,03,05,07,09,11,13,15,17, and 19 from First to Sixth Floor; Unit 21 from Fifth to Sixth Floor.
  - **Building C**: Unit 01 from First to Sixth Floor; Unit 03,05,07, and 09 from Fifth to Sixth Floor.

NOVATECH ENGINEERING CONSULTANTS LTD.

Report By:

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

Reviewed By:

LICENSED PROFESSIONAL ENGINEER
G.J. MacDONALD
June 10, 2026
PROVINCE OF ONTARIO

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 TRANSPORTATION MASTER PLAN AND OFFICIAL PLAN, AND ARCHITECT SITE 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."

Excerpt from ORNAMENT

5.2 Road Gradient Adjustment

This adjustment is applied to heavy trucks travelling in the upgrade direction when road gradient is more than 2 % and the change in elevation is more than 6 m. The adjustment is in the form of a multiplication factor K_g applied to number of trucks travelling up the grade. Values of this factor are tabulated in Table 1.

5.3 Traffic Volume Adjustment

The adjustment to the traffic volume V is given by

$$A_v = 10 \log(V/V_{ref}) = 10 \log (V/40) \quad \ldots(12)$$

where V_{ref} is the reference traffic volume, V_{ref} = 40 vph.

Figure 2 and Table 2 present the volume adjustment.

5.4 Pavement Surface Adjustment

This adjustment is applicable when the posted speed limit is equal or greater than 80 km/h. The values of the adjustment are given in Table 12.

5.5 Distance Adjustment

The distance adjustment, which accounts both for the geometric spreading as well as the effect of ground surface, is given by the following expression:

$$A_d = 10 (1 + \alpha) \log(D_{ref}/D) \quad \ldots (13)$$

where

1. Reflective Surfaces (hard ground)

$\alpha = 0$

2. Absorptive Surfaces (soft ground)

$\alpha = 0.66$, $h_{eff} \leq 3$ m

$\alpha = 0.75 \left(1 - \frac{h_{eff}}{25} \right)$, $3 < h_{eff} \leq 25$ m

$\alpha = 0$, $h_{eff} > 25$ m

where α is the ground absorption coefficient and h_{eff} is the total effective height.

Distance adjustment values are shown in Table 7 and Figure 3.

5.5.1 Reflective Surfaces

Water surfaces and hard ground surfaces (e.g. all pavements, and hard packed gravel, earth, etc.) are considered to be sound reflective. If more than half of the ground surface between the centre line of the traffic lanes under consideration and the point of reception is sound reflective, the ground absorption coefficient, α, is assumed to be zero.

5.5.2 Absorptive Surfaces

Soft ground surfaces such as ploughed fields, or ground covered with grass, shrubs, or other forms of vegetation are considered to be sound absorptive. If more than half of the ground surface between the centre line of the traffic lanes under consideration and the point of reception is sound absorptive, the ground absorption coefficient is assumed to be given by the expression for absorptive ground, varying between 0 and 0.66.

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

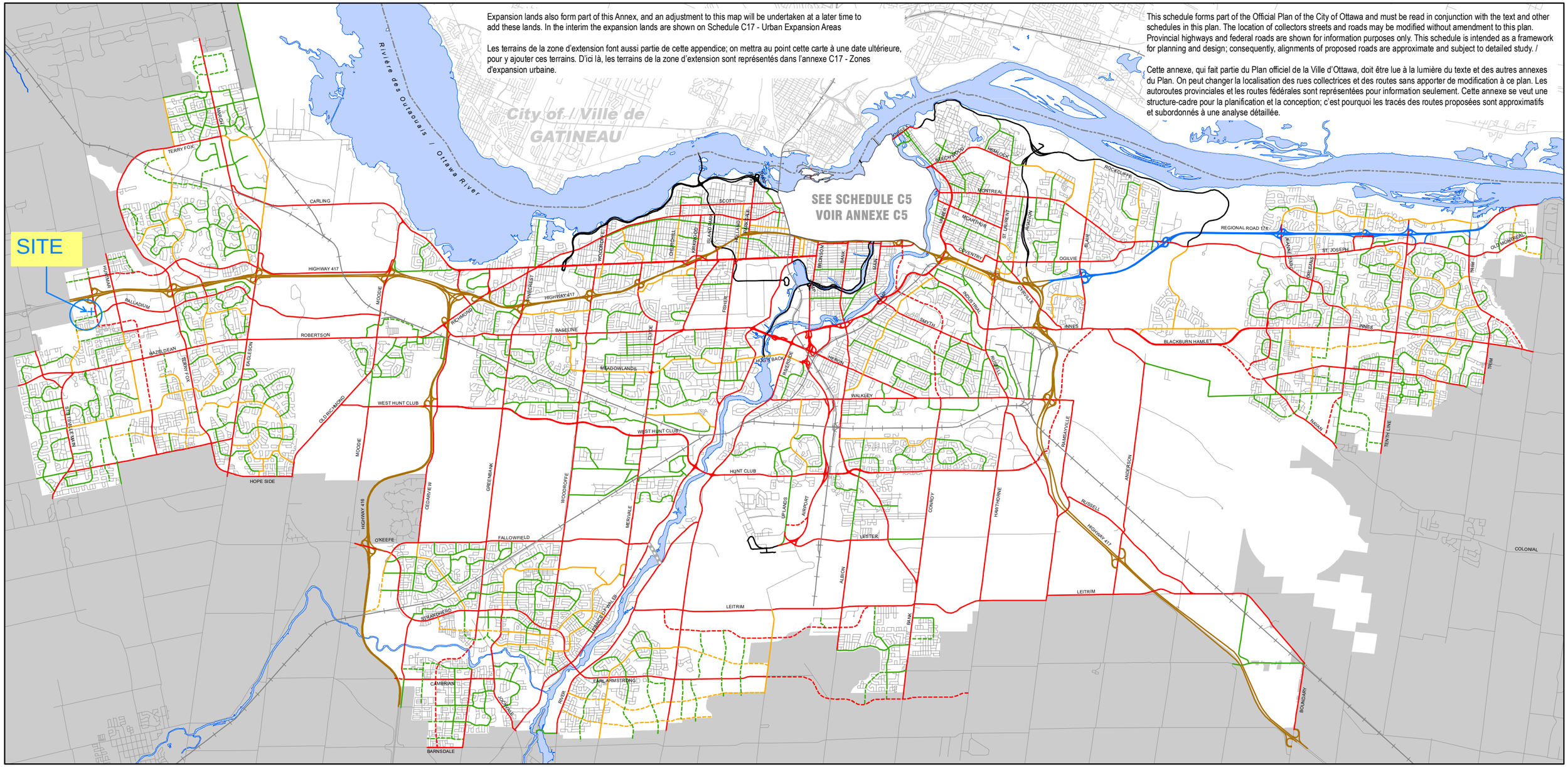
The Province notes that it is not acceptable to use warning clauses in place of physical noise control measures to identify an excess over the MOE sound level limits for stationary sources. The generic warning clause for stationary sources (called Type E in NPC-300) may identify a potential concern due 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

10

Note:
1) This map forms part of the Transportation Master Plan of the City of Ottawa and must be read in conjunction with the text.
2) This map is intended as a framework for planning and design; consequently alignments of proposed roads are approximate and subject to detailed study.

Note:
1) La présente carte fait partie du Plan directeur des transports de la Ville d'Ottawa et doit être consultée en se reportant au texte même du Plan officiel.
2) La présente carte doit servir de guide en matière de planification et de conception;il s'ensuit que le tracé des routes proposées n'est qu'approximatif et donnera lieu à une étude plus approfondie.

SITE

City of / Ville de GATINEAU

Rivière des Outaouais / Ottawa River

CARP
HUNTMAR
MARCH
CARLING
CAMPEAU
PALADIUM
HAZELDEAN
TERRY FOX
EAGLESON
TIMM
ROBERTSON
SITTSVILLE MAIN
FERNBANK
HOPESIDE
OLD RICHMOND
WEST HUNT CLUB
CEDARVIEW
GREENBANK
WOODROFFE
BASELINE
MEADOWLANDS
MERIVALE
FISHER
HOLLAND
BRONSON
BANK
MAIN
RIVERSIDE
HERON
WALKLEY
SCOTT
HEMLOCK
MONTREAL
McARTHUR
ST LAURENT
OGILVIE
INDUSTRIAL
SMYTH
BLAIR
INNES
BLACKBURN BYPASS
ANDERSON
HUNT CLUB
AIRPORT
CONROY
HAWTHORNE
RAMSAYVILLE
ORLEANS
JEANNE D'ARC
ST JOSEPH
MER BLEUE
TENTH LINE
TRIM
NAVAN
RUSSELL
MILTON
FRANK KENNY
LEITRIM
ALBION
BANK
EARL ARMSTRONG
PRINCE OF WALES
RIVER
CAMBRIAN
JOCKVALE
FALLOWFIELD
EAGLESON
MOODIE
PERTH
BROPHY
BANKFIELD
MITCH OWENS

1 0.5 0 1 2 3 km

Prepared by: Planning and Growth Management Department, Mapping & Graphics Unit, 2015 Revision
Préparé par: Service de l'urbanisme et de la gestion de la croissance, Unité de la cartographie et des graphiques, Révision 2015

New Arterials	Nouvelles artères
Widened Arterial	Artères élargies
Conceptual Arterial	Conception d'artères
New or Widened Collector	Artères élargies ou nouvelles
New Interchange	Nouvel échangeur

TRANSPORTATION MASTER PLAN - Map 10
ROAD NETWORK – 2031 NETWORK CONCEPT

PLAN DIRECTEUR DES TRANSPORTS - Carte 10
RÉSEAU ROUTIER - CONCEPT DU RÉSEAU 2031

SITE INFORMATION

PROJECT DESCRIPTION	3-MULTIFAMILY RESIDENTIAL APARTMENT (6 STOREY)		
TOTAL UNITS	304 UNITS		
ROOF TYPE	GABLE ROOF		
CIVIC ADDRESS	2765 PALLADIUM DRIVE		
MUNICIPALITY	CITY OF OTTAWA		
ZONING	CM2: MINOR CORRIDOR ZONE 2		
LEGAL DESCRIPTION	Part Block 242, Plan 4M1687, Part 3 on 4R35406		
LOT AREA	15,940 m^2	3.94 ACRES	1.59 HECTARES
DENSITY	77.2 DU/ACRE		
FLOOR SPACE INDEX (FSI)	1.74 (2.0 MAX)		

ZONING SUMMARY

	REQUIRED		PROPOSED	
MAX. BUILDING HEIGHT	18 m		18 m	
MIN. FRONT YARD S.B.	3.0	m	3.0	m
MIN. REAR YARD S.B.	7.5	m	7.5	m
MIN. INTERIOR SIDE YARD S.B.	3.0	m	3.0	m
MIN. CORNER SIDE YARD S.B.	3.0	m	3.0	m
MIN. LOT AREA	No minimum	m^2	15,940	m^2
MIN. LOT WIDTH	No minimum	m	144.63	m

VEHICULAR PARKING

	REQUIRED	UNITS/AREA	REQUIRED	PROPOSED
APARTMENT - REGULAR	1.2 / UNIT	304	365	274
VISITORS	0.2 / UNIT	304	61	61
TOTAL PARKING STALLS			**426**	***326**
OTHER PARKING PROVISIONS				
SMALL CAR	MAX 50%		MAX 158	77
ACCESSIBLE TYPE A			5	5
ACCESSIBLE TYPE B			5	5
EV INSTALLED			-	-
EV CAPABLE	25%	304	64	64

*** PARKING VARIANCE REQUIRED** 269/304 = 0.9

BICYCLE PARKING

	RATE	UNITS/AREA	REQUIRED	PROPOSED
APARTMENT BUILDING	.75	304	228	230
TOTAL BICYCLE			**256**	**258**
OTHER BICYCLE PROVISIONS				
INCLUSIVE	5% ALL SPACES	-	12	12
SHORT TERM	1 PER 20 DU	304	16	16

BUILDING INFORMATION

BUILDING	STORIES	UNIT #	FOOTPRINT	GROSS BLDG AREA
A	**6**	**108**	1,640.62 m^2	9,843.72 m^2
B	**6**	**126**	1,913.83 m^2	11,482.98 m^2
C	**6**	**72**	1,045.58 m^2	6,341.58 m^2
TOTAL			4,600.03 m^2	27,668.28 m^2

UNIT BREAKDOWN

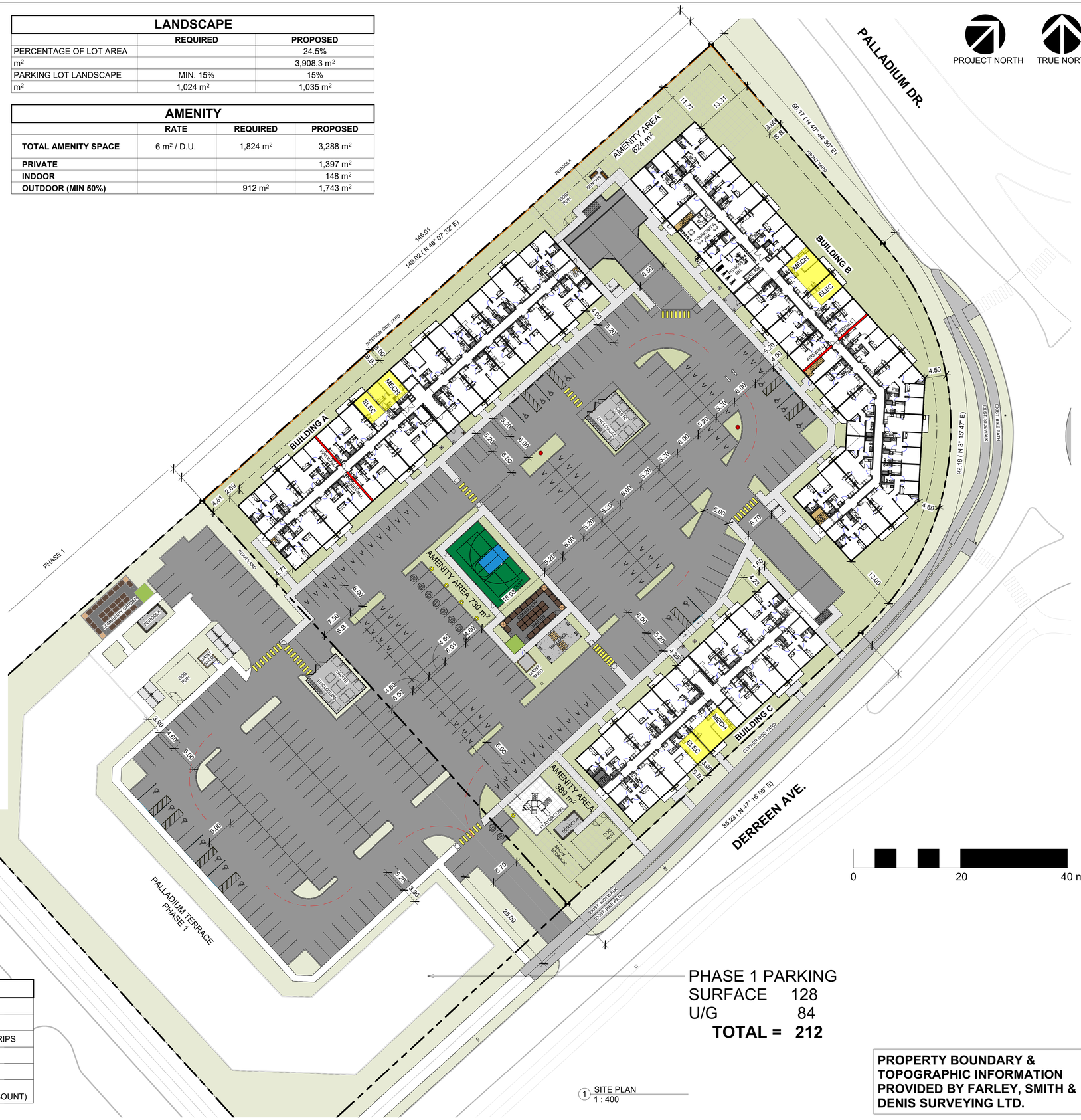
	BUILDING A	BUILDING B	BUILDING C		
					%
STUDIO	12	12	12		17%
1 BED / 1BATH	13	31	13		18%
2 BED / 1 BATH	7	6	6		8%
2 BED / 2 BATH	64	45	29		40%
3 BED / 2 BATH	12	30	12		17%
	108	124	72		
TOTAL	**304 UNITS**				

LANDSCAPE

	REQUIRED	PROPOSED
PERCENTAGE OF LOT AREA		24.5%
m^2		3,908.3 m^2
PARKING LOT LANDSCAPE	MIN. 15%	15%
m^2	1,024 m^2	1,035 m^2

AMENITY

	RATE	REQUIRED	PROPOSED
TOTAL AMENITY SPACE	6 m^2 / D.U.	1,824 m^2	3,288 m^2
PRIVATE			1,397 m^2
INDOOR			148 m^2
OUTDOOR (MIN 50%)		912 m^2	1,743 m^2



PHASE 1 PARKING
SURFACE 128
U/G 84
TOTAL = 212

1 SITE PLAN
1 : 400

LEGEND

	PROPERTY LINE		CHAINLINK FENCE
	SETBACK LINE		LANDSCAPE AREA
	BUILDING OUTLINE		CROSSWALK 1.5 X .45 STRIPS
	FIRE HYDRANT		SIDEWALK LETDOWN
	EV CAPABLE CHARGER		ACCESSIBLE PARKING
	WOODEN FENCE		BIKE PARKING (NUMBER REPRESENTS COUNT)

PROPERTY BOUNDARY & TOPOGRAPHIC INFORMATION PROVIDED BY FARLEY, SMITH & DENIS SURVEYING LTD.

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SITE MAP:



PROJECT STATUS:

CONCEPT

Revision Schedule

No.	Description	Revision Date
A	CONCEPT APPROVED	APR 29, 2025
B	AMENITY REVIEW	JUNE 4, 2025
C	SITE PLAN REVISION	JULY 4, 2025
D	SITE PLAN REVISION - 2	AUG 11, 2025
E	SITE PLAN REVISION - 3	NOV 10, 2025
F	SITE PLAN REVISION - 4	NOV 21, 2025
G	SITE PLAN REVISION -5	DEC 4, 2025
H	SITE PLAN REVISION - 6	DEC 15 2025
I	SITE PLAN REVISION - 7	JAN 26, 2026
J	SITE PLAN REVISION - 8	MAR 9 2026
K	ISSUED FOR DEVELOPMENT PERMIT	APR 22 2026
L	ISSUED FOR REVIEW	MAY/26/2026

SEAL: **ABELE**ARCHITECTURE
THOMAS C. ABELE, ARCHITECT OAA, T: 604 682-6818

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PROJECT NAME:
PALLADIUM TERRACE - PHASE 2

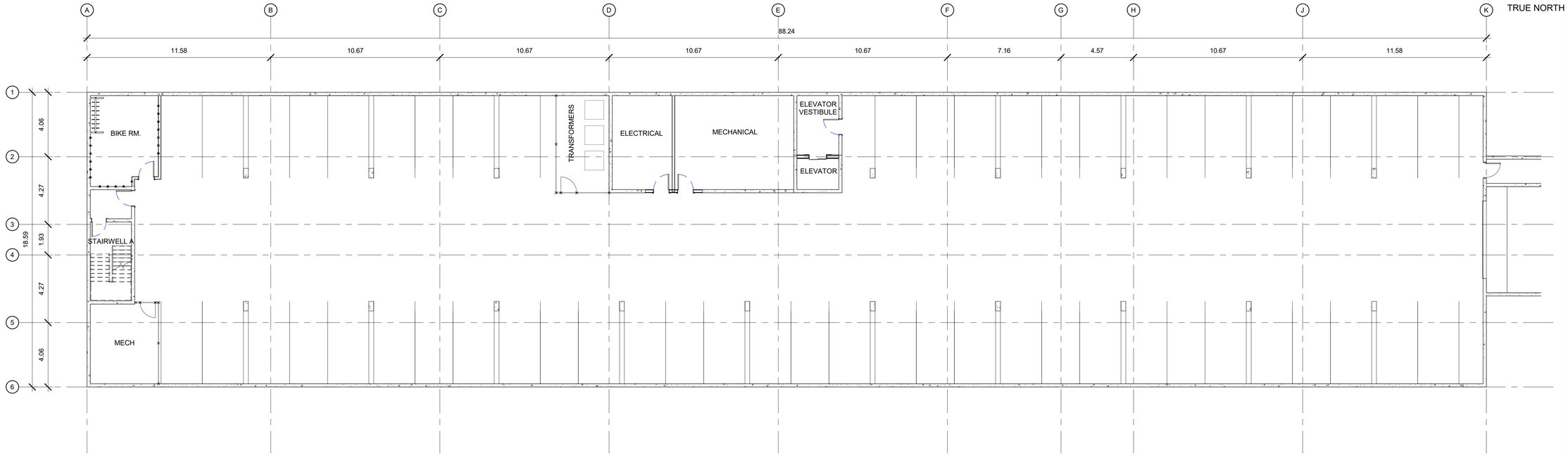
PROJECT NUMBER:
VP 2508

ADDRESS:
2765 PALLADIUM DRIVE
OTTAWA, ON

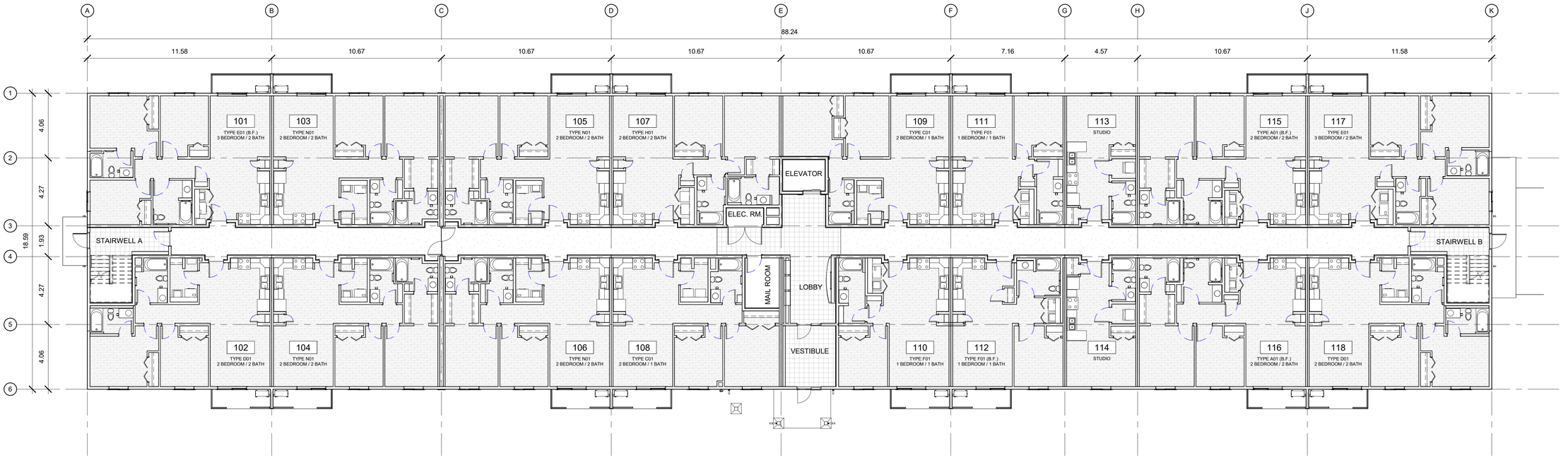
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CHECKED BY:	BM
DATE:	MAR 9, 2026
SCALE:	As indicated
DRAWING #:	A1.00
REV #:	L

05/29/2026 11:48:06 AM



1 PARKADE FLOOR PLAN
1 : 125



2 FLOOR PLAN - LEVEL 1
1 : 125

01/27/2026 8:39:21 AM

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SITE MAP:



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Project Status

Revision Schedule

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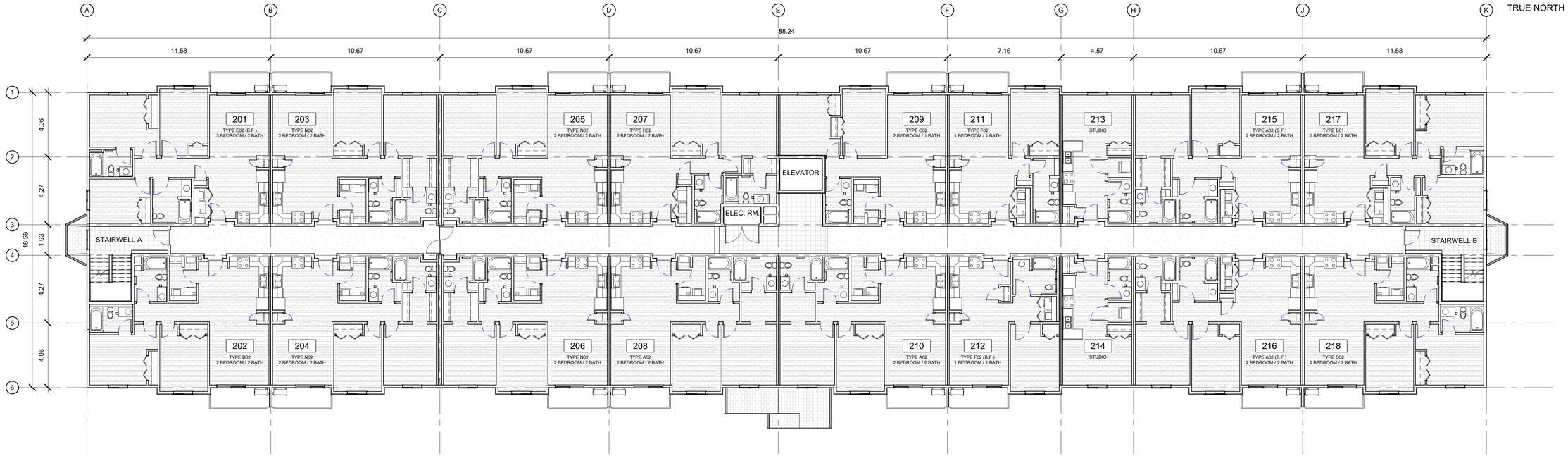
PROJECT NAME:
PALLADIUM TERRACE - PHASE 2

PROJECT NUMBER:
VP 2508

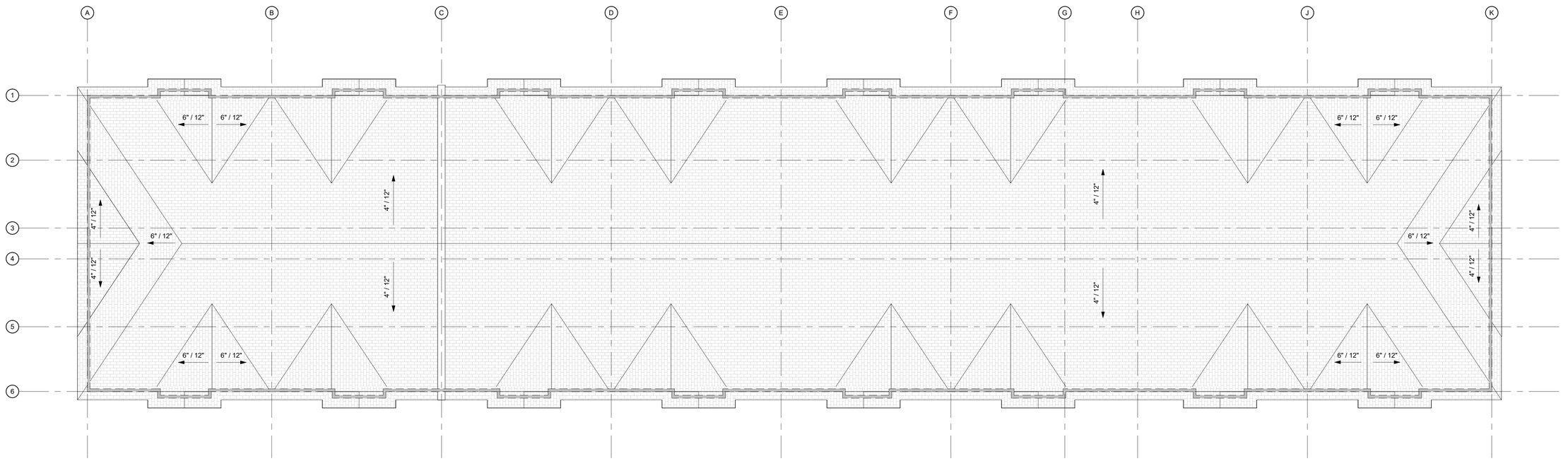
ADDRESS:
2765 PALLADIUM DRIVE
OTTAWA, ON

DRAWING TITLE:
BUILDING A
PARKADE & FIRST FLOOR PLAN

DRAWN BY:	EC
CHECKED BY:	BM
DATE:	MAY 9, 2025
SCALE:	As indicated
DRAWING #:	A2.00
REV #:	



1 FLOOR PLAN - LEVEL 2
1 : 125



2 ROOF PLAN
1 : 125

01/27/2026 8:39:27 AM

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SITE MAP:



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Project Status

Revision Schedule

No.	Description	Revision Date

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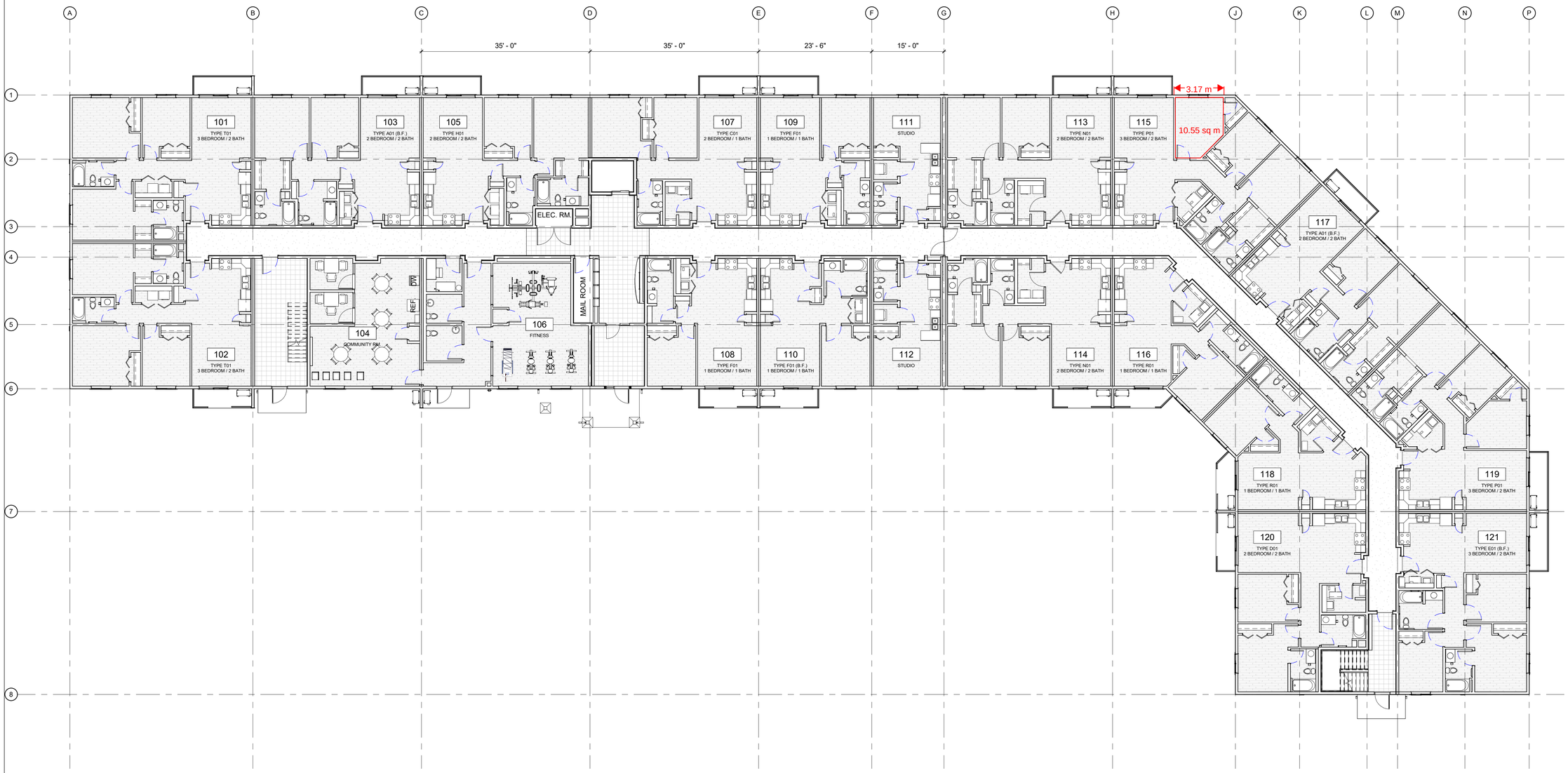
PROJECT NAME:
PALLADIUM TERRACE - PHASE 2

PROJECT NUMBER:
VP 2508

ADDRESS:
2765 PALLADIUM DRIVE
OTTAWA, ON

DRAWING TITLE:
BUILDING A
TYPICAL & ROOF FLOOR PLAN

DRAWN BY:	EC
CHECKED BY:	BM
DATE:	MAY 9, 2025
SCALE:	As indicated
DRAWING #:	A2.01
REV #:	



1 FLOOR PLAN - LEVEL 1
1 : 125

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Project Status

Revision Schedule

No.	Description	Revision Date

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PROJECT NUMBER:
VP 2508

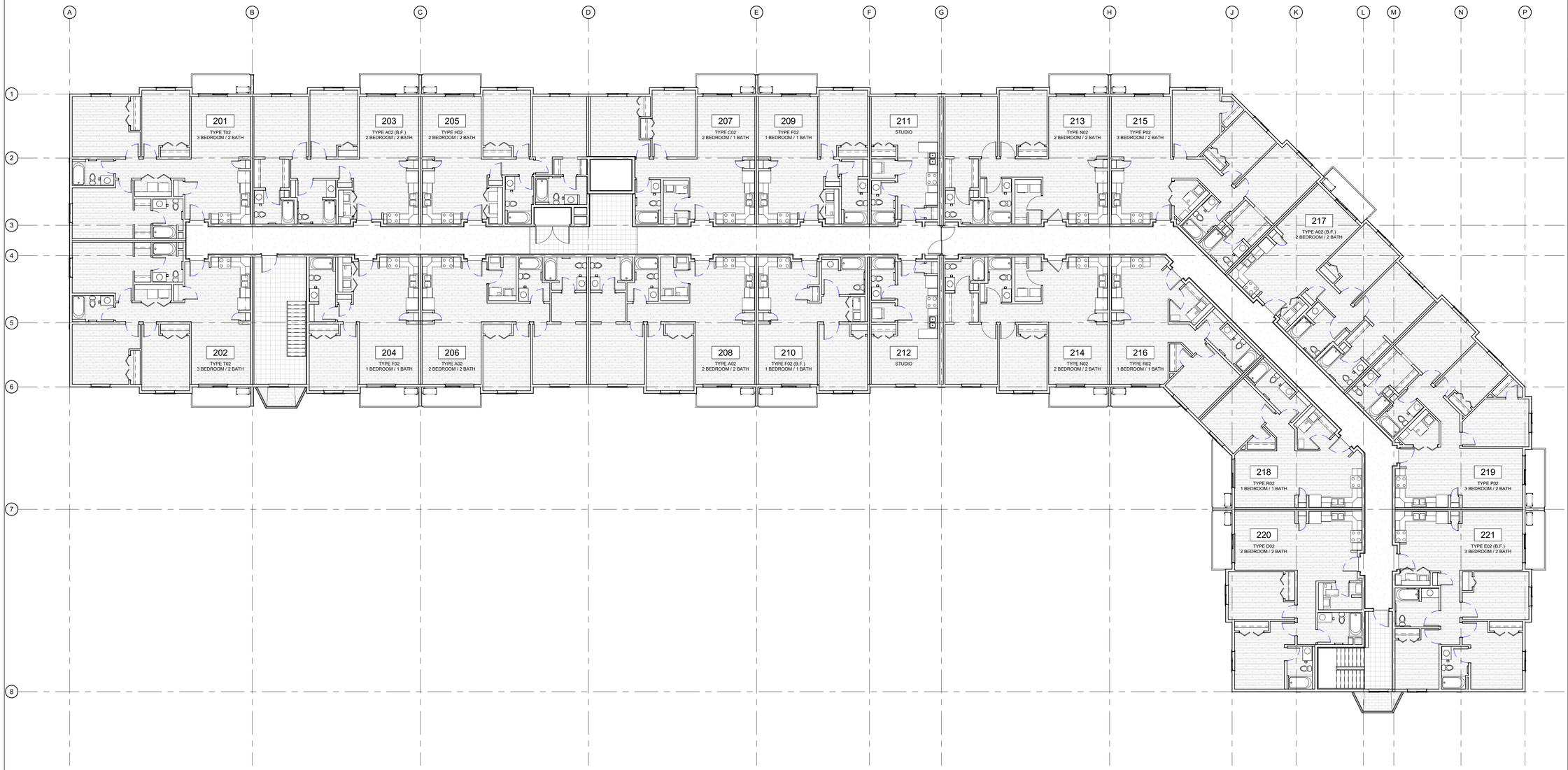
ADDRESS:
2765 PALLADIUM DRIVE
OTTAWA, ON

DRAWING TITLE:
BUILDING B
FIRST FLOOR PLAN

DRAWN BY:	EC
CHECKED BY:	BM
DATE:	MAY 9, 2025
SCALE:	As indicated
DRAWING #:	REV #:

A2.03

01/27/2026 8:43:22 AM



1 TYPICAL FLOOR PLAN
1 : 125

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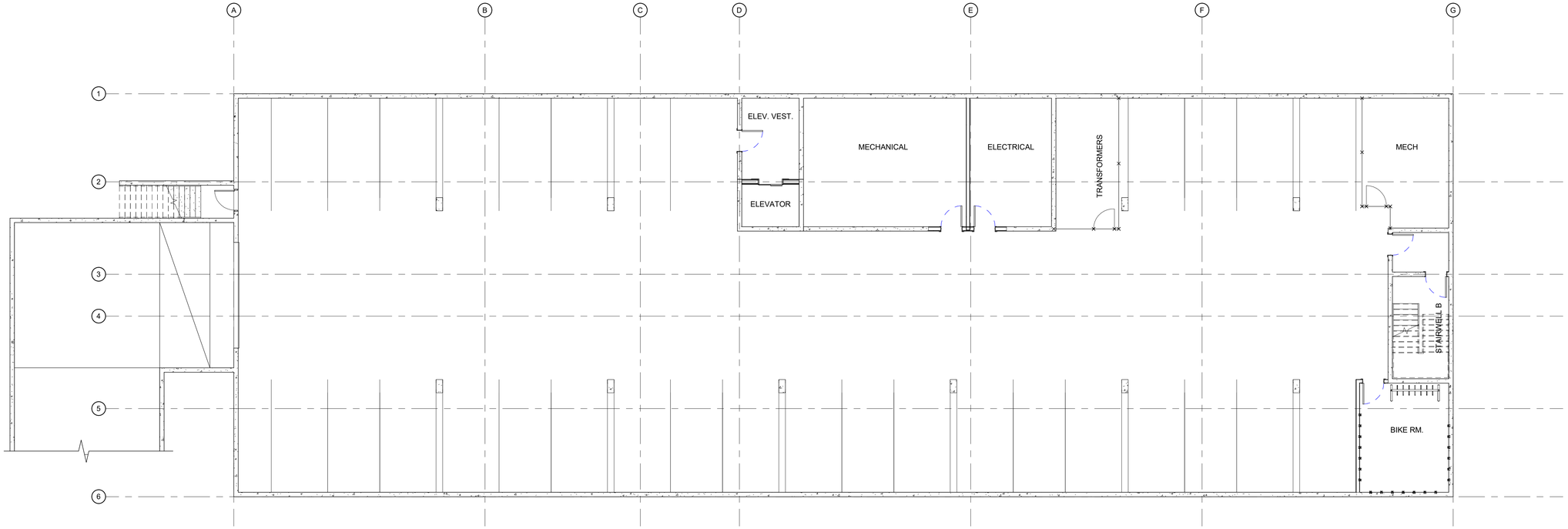
PROJECT NUMBER:
VP 2508

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2765 PALLADIUM DRIVE
OTTAWA, ON

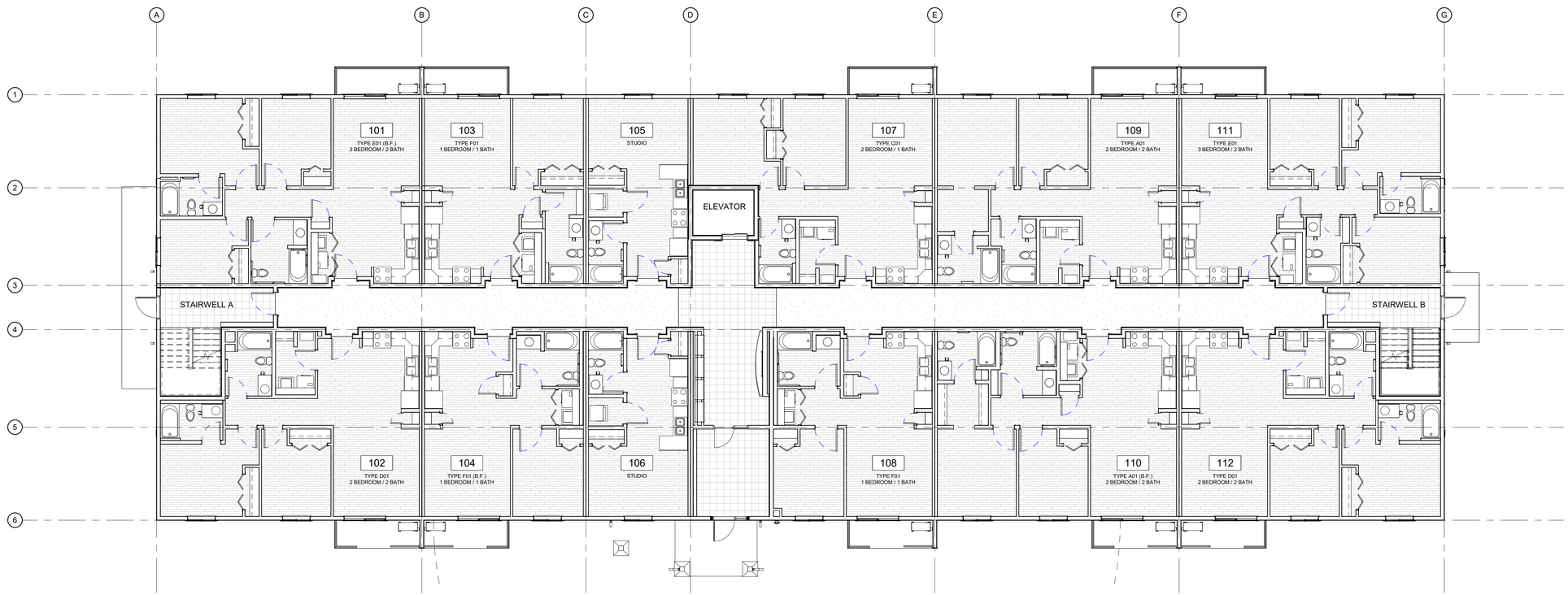
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BUILDING B
TYPICAL FLOOR PLAN

DRAWN BY:	EC
CHECKED BY:	BM
DATE:	MAY 9, 2025
SCALE:	As indicated
DRAWING #:	REV #:

A2.04



1 PARKADE FLOOR PLAN
1 : 100



2 FLOOR PLAN - LEVEL 1
1 : 100

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Project Status

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No.	Description	Revision Date

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PROJECT NAME:
PALLADIUM TERRACE - PHASE 2

PROJECT NUMBER:
VP 2508

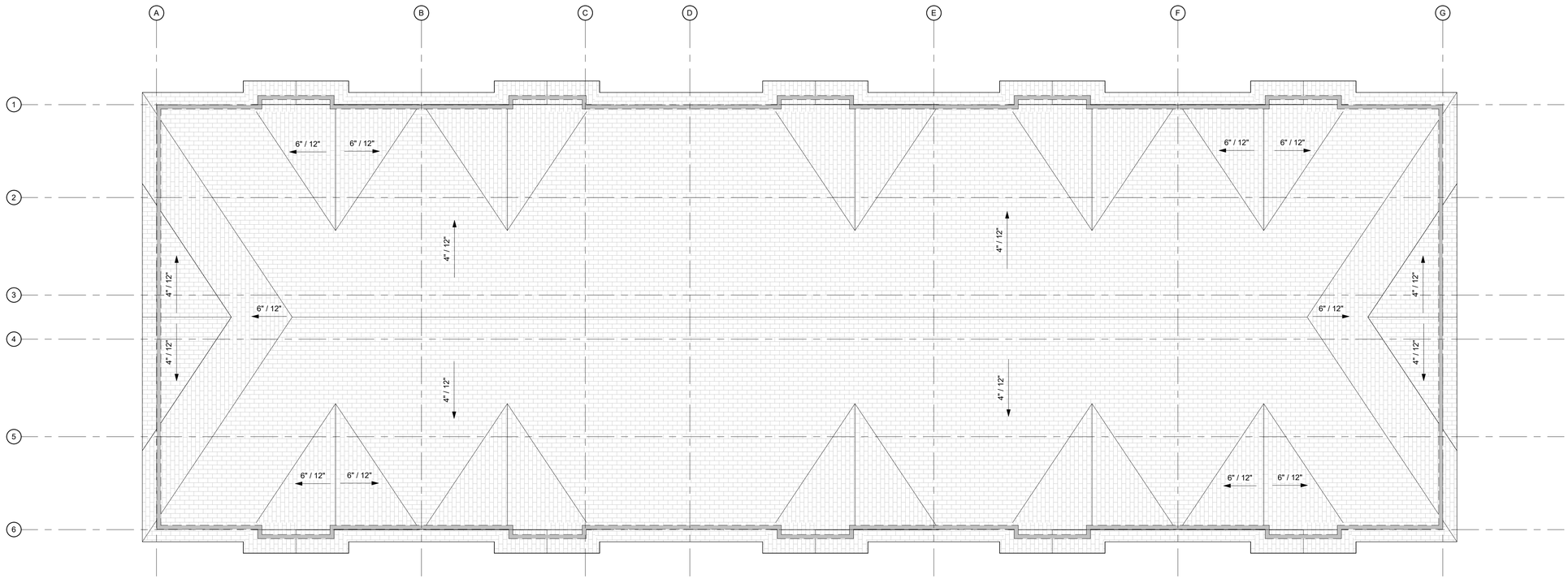
ADDRESS:
2765 PALLADIUM DRIVE
OTTAWA, ON

DRAWING TITLE:
BUILDING C
FIRST FLOOR PLAN

DRAWN BY:	EC
CHECKED BY:	BM
DATE:	MAY 9, 2025
SCALE:	As indicated
DRAWING #:	A2.06
REV #:	



1 TYPICAL FLOOR PLAN
1 : 100



2 ROOF PLAN
1 : 100

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2765 PALLADIUM DRIVE
OTTAWA, ON

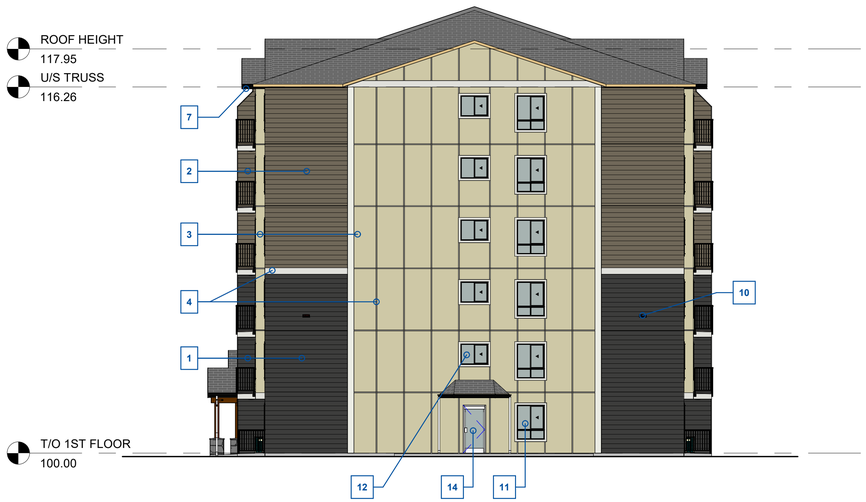
DRAWING TITLE:
BUILDING C
TYPICAL & ROOF FLOOR PLAN

DRAWN BY:	EC
CHECKED BY:	BM
DATE:	MAY 9, 2025
SCALE:	As indicated
DRAWING #:	REV #:

A2.07



1 EAST ELEVATION
1 : 125



2 NORTH ELEVATION
1 : 125

MATERIAL LEGEND

1	PLANK - CEDARMILL (IRON GREY)	8	EASY TRIM / BUILDING NUMBERING - STANDARD CLEAR ANODIZED
2	PLANK - CEDARMILL (TIMBER BARK)	9	CULTURED STONE - TBC
3	PANEL - SMOOTH (NAVAJO BEIGE)	10	LED WALL SCONCE
4	TRIM - SMOOTH (ARTIC WHITE)	11	WINDOW - SLIDER - WHITE
5	TIMBER - STAIN TBD	12	WINDOW - FIXED - WHITE
6	ALUMINUM RAILING - WELDED SYSTEM - BLACK	13	PATIO DOOR - SLIDER - WHITE
7	3 PANEL CLASSIC SOFFIT - WHITE	14	ENTRY DOOR - SWING - ALUMINUM

01/27/2026 8:39:58 AM

SEYMOUR PACIFIC DEVELOPMENTS LTD.
100 St Anns Street, Campbell River, B.C.
(T)250.286.8045 (F)250.286.8046
www.seymourpacific.ca

SITE MAP:



PROJECT STATUS:

Project Status

Revision Schedule

No.	Description	Revision Date

SEAL: **ABELE**ARCHITECTURE
THOMAS C. ABELE, ARCHITECT OAA, T: 604.682-6818

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PROJECT NAME:
PALLADIUM TERRACE - PHASE 2

PROJECT NUMBER:
VP 2508

ADDRESS:
2765 PALLADIUM DRIVE
OTTAWA, ON

DRAWING TITLE:
ELEVATION

DRAWN BY:	EC
CHECKED BY:	BM
DATE:	MAY 9, 2025
SCALE:	As indicated
DRAWING #:	A3.00
REV #:	A



1 WEST ELEVATION
1 : 125



2 SOUTH ELEVATION
1 : 125

MATERIAL LEGEND

1	PLANK - CEDARMILL (IRON GREY)	8	EASY TRIM / BUILDING NUMBERING - STANDARD CLEAR ANODIZED
2	PLANK - CEDARMILL (TIMBER BARK)	9	CULTURED STONE - TBC
3	PANEL - SMOOTH (NAVAJO BEIGE)	10	LED WALL SCONCE
4	TRIM - SMOOTH (ARTIC WHITE)	11	WINDOW - SLIDER - WHITE
5	TIMBER - STAIN TBD	12	WINDOW - FIXED - WHITE
6	ALUMINUM RAILING - WELDED SYSTEM - BLACK	13	PATIO DOOR - SLIDER - WHITE
7	3 PANEL CLASSIC SOFFIT - WHITE	14	ENTRY DOOR - SWING - ALUMINUM

01/27/2026 8:40:27 AM

SEYMOUR PACIFIC DEVELOPMENTS LTD.
100 St Anns Street, Campbell River, B.C.
(T)250.286.8045 (F)250.286.8046
www.seymourpacific.ca

SITE MAP:



PROJECT STATUS:

Project Status

Revision Schedule

No.	Description	Revision Date

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PROJECT NAME:
PALLADIUM TERRACE - PHASE 2

PROJECT NUMBER:
VP 2508

ADDRESS:
2765 PALLADIUM DRIVE
OTTAWA, ON

DRAWING TITLE:
ELEVATION

DRAWN BY:	EC
CHECKED BY:	BM
DATE:	MAY 9, 2025
SCALE:	As indicated
DRAWING #:	A3.01
REV #:	A

Building B



1 NORTH ELEVATION
1 : 140



2 EAST ELEVATION
1 : 140

MATERIAL LEGEND

1	PLANK - CEDARMILL (IRON GREY)	8	EASY TRIM / BUILDING NUMBERING - STANDARD CLEAR ANODIZED
2	PLANK - CEDARMILL (TIMBER BARK)	9	CULTURED STONE - TBC
3	PANEL - SMOOTH (NAVAJO BEIGE)	10	LED WALL SCONCE
4	TRIM - SMOOTH (ARTIC WHITE)	11	WINDOW - SLIDER - WHITE
5	TIMBER - STAIN TBD	12	WINDOW - FIXED - WHITE
6	ALUMINUM RAILING - WELDED SYSTEM - BLACK	13	PATIO DOOR - SLIDER - WHITE
7	3 PANEL CLASSIC SOFFIT - WHITE	14	ENTRY DOOR - SWING - ALUMINUM

01/27/2026 8:44:08 AM

BROADSTREET PROPERTIES LTD.
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www.broadstreet.ca

SITE MAP:

PROJECT STATUS:

Project Status

Revision Schedule

No.	Description	Revision Date

SEAL: **ABELE**ARCHITECTURE
THOMAS C. ABELE, ARCHITECT OAA, T: 604.682-6818

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PROJECT NAME:
PALLADIUM TERRACE - PHASE 2

PROJECT NUMBER:
VP 2508

ADDRESS:
2765 PALLADIUM DRIVE
OTTAWA, ON

DRAWING TITLE:
BUILDING B
ELEVATION

DRAWN BY:	EC
CHECKED BY:	BM
DATE:	MAY 9, 2025
SCALE:	As indicated
DRAWING #:	REV #:

A3.02



1 SOUTH ELEVATION
1 : 140



2 WEST ELEVATION
1 : 140

MATERIAL LEGEND

1	PLANK - CEDARMILL (IRON GREY)	8	EASY TRIM / BUILDING NUMBERING - STANDARD CLEAR ANODIZED
2	PLANK - CEDARMILL (TIMBER BARK)	9	CULTURED STONE - TBC
3	PANEL - SMOOTH (NAVAJO BEIGE)	10	LED WALL SCONCE
4	TRIM - SMOOTH (ARTIC WHITE)	11	WINDOW - SLIDER - WHITE
5	TIMBER - STAIN TBD	12	WINDOW - FIXED - WHITE
6	ALUMINUM RAILING - WELDED SYSTEM - BLACK	13	PATIO DOOR - SLIDER - WHITE
7	3 PANEL CLASSIC SOFFIT - WHITE	14	ENTRY DOOR - SWING - ALUMINUM

01/27/2026 8:44:42 AM

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(T)250.286.8045 (F)250.286.8046
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SITE MAP:

PROJECT STATUS:

Project Status

Revision Schedule

No.	Description	Revision Date

SEAL: **ABELE**ARCHITECTURE
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PROJECT NAME:
PALLADIUM TERRACE - PHASE 2

PROJECT NUMBER:
VP 2508

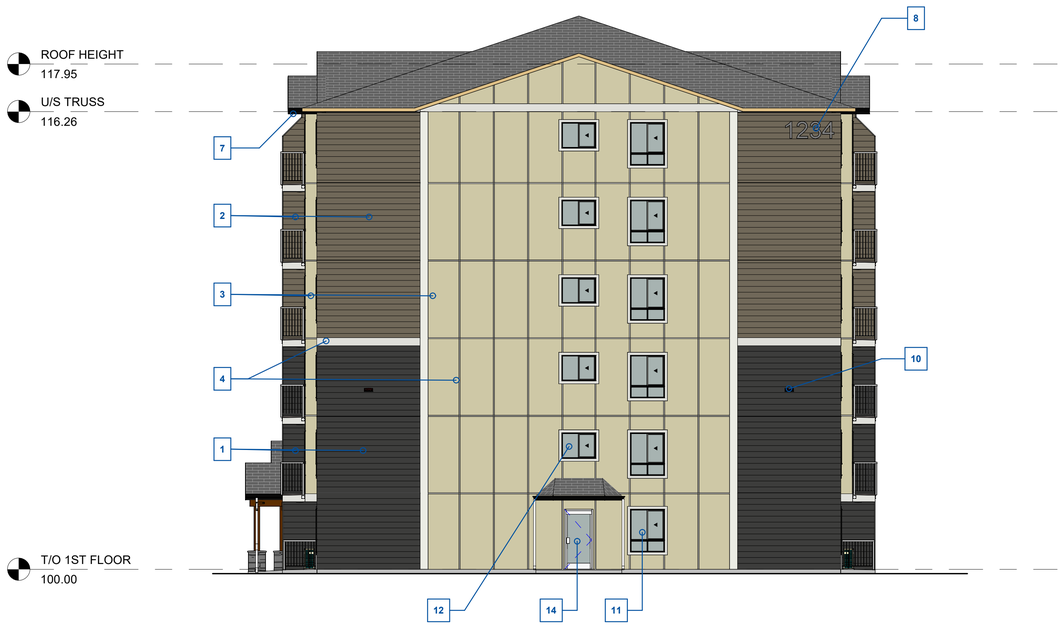
ADDRESS:
2765 PALLADIUM DRIVE
OTTAWA, ON

DRAWING TITLE:
BUILDING B
ELEVATION

DRAWN BY:	EC
CHECKED BY:	BM
DATE:	MAY 9, 2025
SCALE:	As indicated
DRAWING #:	A3.03
REV #:	



1 EAST ELEVATION
1 : 100



2 NORTH ELEVATION
1 : 100

MATERIAL LEGEND

1	PLANK - CEDARMILL (IRON GREY)	8	EASY TRIM / BUILDING NUMBERING - STANDARD CLEAR ANODIZED
2	PLANK - CEDARMILL (TIMBER BARK)	9	CULTURED STONE - TBC
3	PANEL - SMOOTH (NAVAJO BEIGE)	10	LED WALL SCONCE
4	TRIM - SMOOTH (ARTIC WHITE)	11	WINDOW - SLIDER - WHITE
5	TIMBER - STAIN TBD	12	WINDOW - FIXED - WHITE
6	ALUMINUM RAILING - WELDED SYSTEM - BLACK	13	PATIO DOOR - SLIDER - WHITE
7	3 PANEL CLASSIC SOFFIT - WHITE	14	ENTRY DOOR - SWING - ALUMINUM

01/27/2026 8:48:55 AM

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www.broadstreet.ca

SITE MAP:



PROJECT STATUS:

Project Status

Revision Schedule

No.	Description	Revision Date

SEAL: **ABELE**ARCHITECTURE
THOMAS C. ABELE, ARCHITECT OAA, T: 604.682-6818

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PROJECT NAME:
PALLADIUM TERRACE - PHASE 2

PROJECT NUMBER:
VP 2508

ADDRESS:
2765 PALLADIUM DRIVE
OTTAWA, ON

DRAWING TITLE:
BUILDING C
ELEVATION

DRAWN BY:	EC
CHECKED BY:	BM
DATE:	MAY 9, 2025
SCALE:	As indicated
DRAWING #:	A3.04
REV #:	



1 WEST ELEVATION
1 : 100



2 SOUTH ELEVATION
1 : 100

MATERIAL LEGEND

1	PLANK - CEDARMILL (IRON GREY)	8	EASY TRIM / BUILDING NUMBERING - STANDARD CLEAR ANODIZED
2	PLANK - CEDARMILL (TIMBER BARK)	9	CULTURED STONE - TBC
3	PANEL - SMOOTH (NAVAJO BEIGE)	10	LED WALL SCONCE
4	TRIM - SMOOTH (ARTIC WHITE)	11	WINDOW - SLIDER - WHITE
5	TIMBER - STAIN TBD	12	WINDOW - FIXED - WHITE
6	ALUMINUM RAILING - WELDED SYSTEM - BLACK	13	PATIO DOOR - SLIDER - WHITE
7	3 PANEL CLASSIC SOFFIT - WHITE	14	ENTRY DOOR - SWING - ALUMINUM

01/27/2026 8:49:16 AM

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SITE MAP:



PROJECT STATUS:

Project Status

Revision Schedule

No.	Description	Revision Date

SEAL: **ABELE**ARCHITECTURE
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PROJECT NAME:
PALLADIUM TERRACE - PHASE 2

PROJECT NUMBER:
VP 2508

ADDRESS:
2765 PALLADIUM DRIVE
OTTAWA, ON

DRAWING TITLE:
BUILDING C
ELEVATION

DRAWN BY:	EC
CHECKED BY:	BM
DATE:	MAY 9, 2025
SCALE:	As indicated
DRAWING #:	A3.05
REV #:	

APPENDIX B

Sound Level Calculations

STAMSON 5.0 SUMMARY REPORT Date: 08-06-2026 14:38:34
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

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

Angle1 Angle2 : -90.00 deg 83.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
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 : 7.00 deg Angle2 : 83.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 108.40 m
Receiver elevation : 109.27 m
Barrier elevation : 109.40 m
Reference angle : 0.00

Road data, segment # 2: Palladium -2 (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: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -90.00 deg   -18.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 120.00 / 120.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -74.00 deg   Angle2 : -18.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   7.00 / 7.00   m
Source elevation          : 104.50 m
Receiver elevation        : 109.27 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00

♠
Road data, segment # 3: Derren Ave. (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: Derren Ave. (day/night)
-----------------------------------------------
Angle1   Angle2           : -18.00 deg   21.00 deg
```

```
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 120.00 / 120.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -18.00 deg   Angle2 : 16.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  10.00 / 10.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.27 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Derren Ave. (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: Derren Ave. (day/night)
---------------------------------------------
Angle1   Angle2           :  21.00 deg   55.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 120.00 / 120.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  21.00 deg   Angle2 : 50.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  80.00 / 80.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.27 m
Barrier elevation         : 109.20 m
Reference angle           :   0.00
```

↟
Road data, segment # 5: Derren Ave. (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 # 5: Derren Ave. (day/night)

Angle1 Angle2 : 55.00 deg 83.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 120.00 / 120.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 55.00 deg Angle2 : 83.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 40.00 / 40.00 m
Source elevation : 108.40 m
Receiver elevation : 109.27 m
Barrier elevation : 109.00 m
Reference angle : 0.00

↟
Road data, segment # 6: Hwy417 (day/night)

Car traffic volume : 89054/7744 veh/TimePeriod *
Medium truck volume : 7084/616 veh/TimePeriod *
Heavy truck volume : 5060/440 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 109998
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 # 6: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -82.00 deg   9.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```



```
Road data, segment # 7: Hwy417 (day/night)
----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 7: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :   9.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  29.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance :  15.00 / 15.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.27 m
```

Barrier elevation : 103.50 m
Reference angle : 0.00

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	60.27	60.27
2.Palladium -2	1.50	44.16	44.16
3.Derren Ave.	1.50	36.11	36.11
4.Derren Ave.	1.50	34.97	34.97
5.Derren Ave.	1.50	29.63	29.63
6.Hwy417	1.50	48.88	48.88
7.Hwy417	1.50	50.46	50.46 *
Total			61.10 dBA

* Bright Zone !

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	52.67	52.67
2.Palladium -2	1.50	36.56	36.56
3.Derren Ave.	1.50	28.51	28.51
4.Derren Ave.	1.50	27.38	27.38
5.Derren Ave.	1.50	22.03	22.03
6.Hwy417	1.50	41.28	41.28
7.Hwy417	1.50	42.86	42.86 *
Total			53.50 dBA

* Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 61.10
(NIGHT): 53.50

STAMSON 5.0 SUMMARY REPORT Date: 08-06-2026 13:19:56
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: ola1w.te Time Period: Day/Night 16/8 hours
Description: OLA1-2.75m Noise Wall

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

Angle1 Angle2 : -90.00 deg 7.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
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 : 7.00 deg
Barrier height : 2.75 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 108.40 m
Receiver elevation : 109.27 m
Barrier elevation : 109.30 m
Reference angle : 0.00



Road data, segment # 2: Palladium -1 (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: Palladium -1 (day/night)
-----------------------------------------------
Angle1   Angle2           :   7.00 deg   83.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
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            :   7.00 deg   Angle2 : 83.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 108.40 m
Receiver elevation        : 109.27 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00

♠
Road data, segment # 3: Derren Ave. (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: Derren Ave. (day/night)
-----------------------------------------------
Angle1   Angle2           : -18.00 deg   21.00 deg
```

```
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 120.00 / 120.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -18.00 deg   Angle2 : 16.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  10.00 / 10.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.27 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Derren Ave. (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: Derren Ave. (day/night)
---------------------------------------------
Angle1   Angle2           :  21.00 deg   55.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 120.00 / 120.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  21.00 deg   Angle2 : 50.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  80.00 / 80.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.27 m
Barrier elevation         : 109.20 m
Reference angle           :   0.00
```

Road data, segment # 5: Derren Ave. (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 # 5: Derren Ave. (day/night)

Angle1 Angle2 : 55.00 deg 83.00 deg
Wood depth : 0 (No woods.)
No of house rows : 2 / 2
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 120.00 / 120.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 55.00 deg Angle2 : 83.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 40.00 / 40.00 m
Source elevation : 108.40 m
Receiver elevation : 109.27 m
Barrier elevation : 109.00 m
Reference angle : 0.00

Road data, segment # 6: Palladium -2 (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 # 6: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -90.00 deg   -74.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 120.00 / 120.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -74.00 deg
Barrier height            :   2.75 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 104.50 m
Receiver elevation        : 109.27 m
Barrier elevation         : 109.30 m
Reference angle           :   0.00

♠
Road data, segment # 7: Palladium -2 (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 # 7: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -74.00 deg   -18.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 120.00 / 120.00 m
Receiver height           :   1.50 / 1.50   m
```

```
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -74.00 deg   Angle2 : -18.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   7.00 / 7.00   m
Source elevation          : 104.50 m
Receiver elevation        : 109.27 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

↟

```
Road data, segment # 8: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 8: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -82.00 deg   9.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

↟

```
Road data, segment # 9: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

```
    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 9: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :   9.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   9.00 deg   Angle2 : 90.00 deg
Barrier height            :   2.75 m
Barrier receiver distance :   4.75 / 4.75   m
Source elevation          : 107.00 m
Receiver elevation        : 109.27 m
Barrier elevation         : 109.30 m
Reference angle           :   0.00
```

↟

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

                   !  source  !   Road   !  Total
                   !  height  !   Leq    !   Leq
                   !   (m)    !  (dBA)   !  (dBA)
-------------------+----------+----------+----------
 1.Palladium -1    !     1.50 !    51.31 !    51.31
 2.Palladium -1    !     1.50 !    44.21 !    44.21
 3.Derren Ave.     !     1.50 !    36.11 !    36.11
 4.Derren Ave.     !     1.50 !    34.97 !    34.97
 5.Derren Ave.     !     1.50 !    29.63 !    29.63
 6.Palladium -2    !     1.50 !    38.35 !    38.35
 7.Palladium -2    !     1.50 !    39.57 !    39.57
 8.Hwy417          !     1.50 !    48.88 !    48.88
 9.Hwy417          !     1.50 !    47.18 !    47.18
-------------------+----------+----------+----------
                     Total                   54.98 dBA
```

↟

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

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	43.71	43.71
2.Palladium -1	1.50	36.61	36.61
3.Derren Ave.	1.50	28.51	28.51
4.Derren Ave.	1.50	27.38	27.38
5.Derren Ave.	1.50	22.03	22.03
6.Palladium -2	1.50	30.76	30.76
7.Palladium -2	1.50	31.98	31.98
8.Hwy417	1.50	41.28	41.28
9.Hwy417	1.50	39.58	39.58
Total			47.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.98
(NIGHT): 47.39

STAMSON 5.0 SUMMARY REPORT Date: 08-06-2026 15:21:20
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: ola2.te Time Period: Day/Night 16/8 hours
Description: OLA2 - Outdoor Amenity Area

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

Angle1 Angle2 : -90.00 deg -44.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 150.00 / 150.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -44.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 108.40 m
Receiver elevation : 108.88 m
Barrier elevation : 109.40 m
Reference angle : 0.00

Road data, segment # 2: Palladium -1 (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: Palladium -1 (day/night)
-----------------------------------------------
Angle1   Angle2           : -44.00 deg   63.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 150.00 / 150.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -44.00 deg   Angle2 : 51.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  10.00 / 10.00  m
Source elevation          : 108.40 m
Receiver elevation        : 108.88 m
Barrier elevation         : 109.30 m
Reference angle           :   0.00

♠
Road data, segment # 3: Palladium -2 (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 # 3: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -90.00 deg   -79.00 deg
```

```
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  34.00 / 34.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -79.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 104.50 m
Receiver elevation        : 108.88 m
Barrier elevation         : 109.20 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Derreen Ave. (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: Derreen Ave. (day/night)
----------------------------------------------
Angle1   Angle2           : -79.00 deg   59.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  34.00 / 34.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -79.00 deg   Angle2 : -36.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 108.40 m
Receiver elevation        : 108.88 m
Barrier elevation         : 109.20 m
Reference angle           :   0.00
```

↟
Road data, segment # 5: Derreen Ave. (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 # 5: Derreen Ave. (day/night)

Angle1 Angle2 : 59.00 deg 86.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 34.00 / 34.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 59.00 deg Angle2 : 86.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 108.40 m
Receiver elevation : 108.88 m
Barrier elevation : 109.00 m
Reference angle : 0.00

↟
Road data, segment # 6: Hwy417 (day/night)

Car traffic volume : 89054/7744 veh/TimePeriod *
Medium truck volume : 7084/616 veh/TimePeriod *
Heavy truck volume : 5060/440 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 109998
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 # 6: Hwy417 (day/night)
---------------------------------------
Angle1   Angle2           : -80.00 deg   -4.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -80.00 deg   Angle2 : -30.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  30.00 / 30.00  m
Source elevation          : 107.00 m
Receiver elevation        : 108.88 m
Barrier elevation         : 109.00 m
Reference angle           :   0.00

↟
Road data, segment # 7: Hwy417 (day/night)
-----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 7: Hwy417 (day/night)
---------------------------------------
Angle1   Angle2           :  -4.00 deg   49.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
```

```
Barrier angle1            :  -4.00 deg   Angle2 : 49.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  69.00 / 69.00  m
Source elevation          : 107.00 m
Receiver elevation        : 108.88 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

↟

```
Road data, segment # 8: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 8: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :  49.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  49.00 deg   Angle2 : 90.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 107.00 m
Receiver elevation        : 108.88 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

↟

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

                    !  source  !   Road   !  Total
```

	height (m)	Leq (dBA)	Leq (dBA)
1.Palladium -1	1.50	39.19	39.19
2.Palladium -1	1.50	45.44	45.44
3.Palladium -2	1.50	41.47	41.47
4.Derreen Ave.	1.50	56.71	56.71
5.Derreen Ave.	1.50	33.99	33.99
6.Hwy417	1.50	46.39	46.39
7.Hwy417	1.50	42.62	42.62
8.Hwy417	1.50	43.15	43.15
Total			57.86 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	31.59	31.59
2.Palladium -1	1.50	37.85	37.85
3.Palladium -2	1.50	33.87	33.87
4.Derreen Ave.	1.50	49.11	49.11
5.Derreen Ave.	1.50	26.39	26.39
6.Hwy417	1.50	38.80	38.80
7.Hwy417	1.50	35.02	35.02
8.Hwy417	1.50	35.55	35.55
Total			50.26 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.86
(NIGHT): 50.26

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 08:18:31
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

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

Angle1 Angle2 : -90.00 deg 83.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 33.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↟
Road data, segment # 2: Palladium -2 (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: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -90.00 deg   -15.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 113.00 / 113.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

🠝

```
Road data, segment # 3: Derren Ave. (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: Derren Ave. (day/night)
-----------------------------------------------
Angle1   Angle2           : -15.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 113.00 / 113.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

🠝

```
Road data, segment # 4: Hwy417 (day/night)
-----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
```

```
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
-----------------------------------------
Angle1   Angle2           : -82.00 deg   6.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

🠉
Road data, segment # 5: Hwy417 (day/night)
-----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 5: Hwy417 (day/night)
-----------------------------------------
Angle1   Angle2           :   6.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
```

House density   :   20 %
Surface   :   1   (Absorptive ground surface)
Receiver source distance : 500.00 / 500.00 m
Receiver height   :   1.50 / 1.50   m
Topography   :   2   (Flat/gentle slope; with barrier)
Barrier angle1   : 25.00 deg   Angle2 : 90.00 deg
Barrier height   :   6.00 m
Barrier receiver distance : 15.00 / 15.00 m
Source elevation   : 107.00 m
Receiver elevation   : 109.40 m
Barrier elevation   : 103.50 m
Reference angle   :   0.00

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	66.50	66.50
2.Palladium -2	1.50	53.51	53.51
3.Derren Ave.	1.50	40.37	40.37
4.Hwy417	1.50	48.71	48.71
5.Hwy417	1.50	50.69	50.69 *
Total			66.90 dBA

  * Bright Zone !

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	58.90	58.90
2.Palladium -2	1.50	45.91	45.91
3.Derren Ave.	1.50	32.77	32.77
4.Hwy417	1.50	41.12	41.12
5.Hwy417	1.50	43.09	43.09 *
Total			59.30 dBA

  * Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 66.90
(NIGHT): 59.30

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 08:28:03
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

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

Angle1 Angle2 : -90.00 deg 83.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 33.00 / 33.00 m
Receiver height : 15.24 / 15.24 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↟
Road data, segment # 2: Palladium -2 (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: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -90.00 deg   -15.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 113.00 / 113.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

🠝

```
Road data, segment # 3: Derren Ave. (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: Derren Ave. (day/night)
-----------------------------------------------
Angle1   Angle2           : -15.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 113.00 / 113.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

🠝

```
Road data, segment # 4: Hwy417 (day/night)
-----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
```

```
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
-----------------------------------------
Angle1   Angle2           : -82.00 deg   6.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

🠉
Road data, segment # 5: Hwy417 (day/night)
-----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 5: Hwy417 (day/night)
-----------------------------------------
Angle1   Angle2           :   6.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
```

House density   :   20 %
Surface   :   1   (Absorptive ground surface)
Receiver source distance : 500.00 / 500.00 m
Receiver height   : 15.24 / 15.24 m
Topography   :   2   (Flat/gentle slope; with barrier)
Barrier angle1   : 25.00 deg   Angle2 : 90.00 deg
Barrier height   :   6.00 m
Barrier receiver distance : 15.00 / 15.00 m
Source elevation   : 107.00 m
Receiver elevation   : 109.40 m
Barrier elevation   : 103.50 m
Reference angle   :   0.00

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	68.66	68.66
2.Palladium -2	1.50	58.14	58.14
3.Derren Ave.	1.50	44.00	44.00
4.Hwy417	1.50	54.82	54.82
5.Hwy417	1.50	57.84	57.84 *
Total			69.51 dBA

  * Bright Zone !

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	61.06	61.06
2.Palladium -2	1.50	50.54	50.54
3.Derren Ave.	1.50	36.41	36.41
4.Hwy417	1.50	47.22	47.22
5.Hwy417	1.50	50.24	50.24 *
Total			61.91 dBA

  * Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 69.51
(NIGHT): 61.91

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 08:38:45
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

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

Angle1 Angle2 : -90.00 deg 83.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 30.00 / 30.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↟
Road data, segment # 2: Palladium -2 (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: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -90.00 deg   -25.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  45.00 / 45.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

🠝
Road data, segment # 3: Derreen (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: Derreen (day/night)
-----------------------------------------
Angle1   Angle2           : -34.00 deg   43.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  40.00 / 40.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

🠝
Road data, segment # 4: Hwy417 (day/night)
-----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
```

```
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :   0.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      5 / 5
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  22.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance :  15.00 / 15.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 103.50 m
Reference angle           :   0.00

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

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Palladium -1     !     1.50 !    67.19 !    67.19
 2.Palladium -2     !     1.50 !    59.21 !    59.21
 3.Derreen          !     1.50 !    54.76 !    54.76
 4.Hwy417           !     1.50 !    46.61 !    46.61 *
--------------------+----------+----------+----------
                      Total                   68.07 dBA

  * Bright Zone  !
```

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	59.59	59.59
2.Palladium -2	1.50	51.61	51.61
3.Derreen	1.50	47.17	47.17
4.Hwy417	1.50	39.01	39.01 *
Total			60.47 dBA

* Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 68.07 68.00
(NIGHT): 60.47 60.30

Most distances from HWY 417 is 600m. then the Adjusted noise level should be:
Ad = 10(1+0.66) log (500/600) = 10*1.66*(-0.079)=-1.34dBA
For this case, the distance is 570m. so, approximately -1.2dBA will be adjusted for Hwy 417 segment.

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 08:42:55
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

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

Angle1 Angle2 : -90.00 deg 83.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 30.00 / 30.00 m
Receiver height : 15.24 / 15.24 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↟
Road data, segment # 2: Palladium -2 (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: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -90.00 deg   -25.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  45.00 / 45.00  m
Receiver height           :  15.24 / 15.24  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

🠝

```
Road data, segment # 3: Derreen (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: Derreen (day/night)
-----------------------------------------
Angle1   Angle2           : -34.00 deg   43.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  40.00 / 40.00  m
Receiver height           :  15.24 / 15.24  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

🠝

```
Road data, segment # 4: Hwy417 (day/night)
-----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
```

```
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :   0.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      5 / 5
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  22.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance :  15.00 / 15.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 103.50 m
Reference angle           :   0.00

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

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Palladium -1     !     1.50 !    69.17 !    69.17
 2.Palladium -2     !     1.50 !    62.38 !    62.38
 3.Derreen          !     1.50 !    56.66 !    56.66
 4.Hwy417           !     1.50 !    53.69 !    53.69 *
--------------------+----------+----------+----------
                      Total                   70.29 dBA

  * Bright Zone  !
```

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	61.58	61.58
2.Palladium -2	1.50	54.79	54.79
3.Derreen	1.50	49.07	49.07
4.Hwy417	1.50	46.09	46.09 *
Total			62.70 dBA

* Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 70.29 70.0
(NIGHT): 62.70 62.5

Most distances from HWY 417 is 600m. then the Adjusted noise level should be:
Ad = 10(1+0.66) log (500/600) = 10*1.66*(-0.079)=-1.34dBA
For this case, the distance is 570m. so, approximately -1.2dBA will be adjusted for Hwy 417 segment.

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 08:51:16
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

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

Angle1 Angle2 : -47.00 deg 79.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 46.00 / 46.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↟
Road data, segment # 2: Palladium -2 (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: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -90.00 deg   -59.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  25.00 / 25.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

♠
Road data, segment # 3: Derreen (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: Derreen (day/night)
-----------------------------------------
Angle1   Angle2           : -59.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  22.00 / 22.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  78.00 deg   Angle2 : 90.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.20 m
```

```
Reference angle           :   0.00
```

↟

```
Road data, segment # 4: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :  45.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      5 / 5
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 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            :   6.00 m
Barrier receiver distance :  15.00 / 15.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 103.50 m
Reference angle           :   0.00
```

↟

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

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	63.28	63.28
2.Palladium -2	1.50	58.33	58.33
3.Derreen	1.50	61.01	61.01

4.Hwy417	1.50	42.03	42.03 *
	Total		66.11 dBA

* Bright Zone !

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	55.69	55.69
2.Palladium -2	1.50	50.73	50.73
3.Derreen	1.50	53.42	53.42
4.Hwy417	1.50	34.43	34.43 *
	Total		58.52 dBA

* Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 66.11 66.05
(NIGHT): 58.52 58.4

Most distances from HWY 417 is 600m. then the Adjusted noise level should be:
Ad = 10(1+0.66) log (500/600) = 10*1.66*(-0.079)=-1.34dBA
For this case, the distance is 590m. so, approximately -1.3dBA will be adjusted for Hwy 417 segment.

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 08:54:51
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

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

Angle1 Angle2 : -47.00 deg 79.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 46.00 / 46.00 m
Receiver height : 15.24 / 15.24 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↟
Road data, segment # 2: Palladium -2 (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: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -90.00 deg   -59.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  25.00 / 25.00  m
Receiver height           :  15.24 / 15.24  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```



```
Road data, segment # 3: Derreen (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: Derreen (day/night)
-----------------------------------------
Angle1   Angle2           : -59.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  22.00 / 22.00  m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  78.00 deg   Angle2 : 90.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.20 m
```

```
Reference angle           :   0.00
```

↟

```
Road data, segment # 4: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :  45.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      5 / 5
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  45.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance :  15.00 / 15.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 103.50 m
Reference angle           :   0.00
```

↟

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

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Palladium -1     !     1.50 !    65.74 !    65.74
 2.Palladium -2     !     1.50 !    61.63 !    61.63
 3.Derreen          !     1.50 !    62.19 !    62.19
```

4.Hwy417	1.50	50.07	50.07 *
	Total		68.43 dBA

* Bright Zone !

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	58.14	58.14
2.Palladium -2	1.50	54.03	54.03
3.Derreen	1.50	54.60	54.60
4.Hwy417	1.50	42.47	42.47 *
	Total		60.83 dBA

* Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 68.43 68.4
(NIGHT): 60.83 60.7

Most distances from HWY 417 is 600m. then the Adjusted noise level should be:
Ad = 10(1+0.66) log (500/600) = 10*1.66*(-0.079)=-1.34dBA
For this case, the distance is 590m. so, approximately -1.3dBA will be adjusted for Hwy 417 segment.

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 09:05:55
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

Road data, segment # 1: Palladium -1 (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: Palladium -1 (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 : 66.00 / 66.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↟
Road data, segment # 2: Palladium -2 (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: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -82.00 deg   -66.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  25.00 / 25.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```



```
Road data, segment # 3: Derreen (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: Derreen (day/night)
-----------------------------------------
Angle1   Angle2           : -66.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 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            :  69.00 deg   Angle2 : 90.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.20 m
```

```
Reference angle           :   0.00
```

↟

```
Road data, segment # 4: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -80.00 deg   -48.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -80.00 deg   Angle2 : -54.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  46.00 / 46.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.00 m
Reference angle           :   0.00
```

↟

```
Road data, segment # 5: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

```
    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 5: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -48.00 deg   0.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -48.00 deg   Angle2 : 0.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  75.00 / 75.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

↟

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

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Palladium -1     !     1.50 !    58.30 !    58.30
 2.Palladium -2     !     1.50 !    55.74 !    55.74
 3.Derreen          !     1.50 !    60.11 !    60.11
 4.Hwy417           !     1.50 !    42.74 !    42.74
 5.Hwy417           !     1.50 !    42.22 !    42.22
--------------------+----------+----------+----------
                      Total                   63.25 dBA
```

↟

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

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Palladium -1     !     1.50 !    50.70 !    50.70
 2.Palladium -2     !     1.50 !    48.14 !    48.14
```

3.Derreen	!	1.50	52.51	52.51
4.Hwy417	!	1.50	35.14	35.14
5.Hwy417	!	1.50	34.62	34.62
Total				55.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.25
(NIGHT): 55.65

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 09:36:07
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

Road data, segment # 1: Palladium -1 (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: Palladium -1 (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 : 66.00 / 66.00 m
Receiver height : 9.73 / 9.73 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↟
Road data, segment # 2: Palladium -2 (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: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -82.00 deg   -66.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  25.00 / 25.00  m
Receiver height           :   9.73 / 9.73   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

↟

```
Road data, segment # 3: Derreen (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: Derreen (day/night)
-----------------------------------------
Angle1   Angle2           : -66.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  25.00 / 25.00  m
Receiver height           :   9.73 / 9.73   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  69.00 deg   Angle2 : 90.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.20 m
```

```
Reference angle           :   0.00

↟
Road data, segment # 4: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -80.00 deg   -48.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   9.73 / 9.73   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -80.00 deg   Angle2 : -54.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  46.00 / 46.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.00 m
Reference angle           :   0.00

↟
Road data, segment # 5: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

```
    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 5: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -48.00 deg   0.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   9.73 / 9.73   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -48.00 deg   Angle2 : 0.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  75.00 / 75.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

↟

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

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Palladium -1     !     1.50 !    60.21 !    60.21
 2.Palladium -2     !     1.50 !    57.67 !    57.67
 3.Derreen          !     1.50 !    60.92 !    60.92
 4.Hwy417           !     1.50 !    47.47 !    47.47
 5.Hwy417           !     1.50 !    45.99 !    45.99
--------------------+----------+----------+----------
                      Total                   64.72 dBA
```

↟

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

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Palladium -1     !     1.50 !    52.62 !    52.62
 2.Palladium -2     !     1.50 !    50.07 !    50.07
```

3.Derreen	!	1.50	53.32	53.32
4.Hwy417	!	1.50	39.87	39.87
5.Hwy417	!	1.50	38.39	38.39
Total				57.13 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.72
(NIGHT): 57.13

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 09:44:30
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

Road data, segment # 1: Palladium -1 (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: Palladium -1 (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 : 66.00 / 66.00 m
Receiver height : 15.24 / 15.24 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↟
Road data, segment # 2: Palladium -2 (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: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -82.00 deg   -66.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  25.00 / 25.00  m
Receiver height           :  15.24 / 15.24  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```



```
Road data, segment # 3: Derreen (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: Derreen (day/night)
-----------------------------------------
Angle1   Angle2           : -66.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  25.00 / 25.00  m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  69.00 deg   Angle2 : 90.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.20 m
```

```
Reference angle           :   0.00

```
↟
```
Road data, segment # 4: Hwy417 (day/night)
-----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -80.00 deg   -48.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -80.00 deg   Angle2 : -54.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  46.00 / 46.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.00 m
Reference angle           :   0.00

```
↟
```
Road data, segment # 5: Hwy417 (day/night)
-----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

```
    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 5: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -48.00 deg   0.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -48.00 deg   Angle2 : 0.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  75.00 / 75.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

↟

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

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Palladium -1     !     1.50 !    61.51 !    61.51
 2.Palladium -2     !     1.50 !    58.97 !    58.97
 3.Derreen          !     1.50 !    61.48 !    61.48
 4.Hwy417           !     1.50 !    50.43 !    50.43
 5.Hwy417           !     1.50 !    50.96 !    50.96
--------------------+----------+----------+----------
                      Total                   65.85 dBA
```

↟

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

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Palladium -1     !     1.50 !    53.92 !    53.92
 2.Palladium -2     !     1.50 !    51.37 !    51.37
```

3.Derreen	1.50	53.89	53.89
4.Hwy417	1.50	42.83	42.83
5.Hwy417	1.50	43.36	43.36
Total			58.26 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.85
(NIGHT): 58.26

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 09:52:09
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

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

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 52.00 / 52.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Derren Ave. (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: Derren Ave. (day/night)
-----------------------------------------------
Angle1   Angle2           :   0.00 deg   83.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      1 / 1
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 115.00 / 115.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   0.00 deg   Angle2 : 83.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  70.00 / 70.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.30 m
Reference angle           :   0.00

♠
Road data, segment # 3: Hwy417 (day/night)
-----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
---------------------------------------
Angle1   Angle2           : -82.00 deg   8.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
```

```
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

↟

```
Road data, segment # 4: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :   8.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  27.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance :  15.00 / 15.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 103.50 m
Reference angle           :   0.00
```

↟

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

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	60.25	60.25
2.Derren Ave.	1.50	33.87	33.87

3.Hwy417	1.50	48.83	48.83
4.Hwy417	1.50	50.54	50.54 *
	Total		60.97 dBA

* Bright Zone !

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	52.65	52.65
2.Derren Ave.	1.50	26.28	26.28
3.Hwy417	1.50	41.23	41.23
4.Hwy417	1.50	42.94	42.94 *
	Total		53.37 dBA

* Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 60.97
(NIGHT): 53.37

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 09:59:24
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

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

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 52.00 / 52.00 m
Receiver height : 15.24 / 15.24 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Derren Ave. (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: Derren Ave. (day/night)
-----------------------------------------------
Angle1   Angle2           :   0.00 deg   83.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      1 / 1
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 115.00 / 115.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   0.00 deg   Angle2 : 83.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  70.00 / 70.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.30 m
Reference angle           :   0.00

♠
Road data, segment # 3: Hwy417 (day/night)
-----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
---------------------------------------
Angle1   Angle2           : -82.00 deg   8.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
```

```
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

↟

```
Road data, segment # 4: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :   8.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  27.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance :  15.00 / 15.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 103.50 m
Reference angle           :   0.00
```

↟

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

                   !  source  !   Road   !  Total
                   !  height  !   Leq    !   Leq
                   !   (m)    !  (dBA)   !  (dBA)
-------------------+----------+----------+----------
 1.Palladium -1    !     1.50 !    63.28 !    63.28
 2.Derren Ave.     !     1.50 !    35.14 !    35.14
```

3.Hwy417	1.50	54.92	54.92
4.Hwy417	1.50	57.72	57.72 *
	Total		64.82 dBA

* Bright Zone !

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	55.68	55.68
2.Derren Ave.	1.50	27.55	27.55
3.Hwy417	1.50	47.32	47.32
4.Hwy417	1.50	50.12	50.12 *
	Total		57.22 dBA

* Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 64.82
(NIGHT): 57.22

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 10:06:25
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

Road data, segment # 1: Derreen Ave. (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: Derreen Ave. (day/night)

Angle1 Angle2 : 6.00 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 : 43.00 / 43.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 34.00 deg Angle2 : 90.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 12.00 / 12.00 m
Source elevation : 108.40 m
Receiver elevation : 109.40 m
Barrier elevation : 109.20 m
Reference angle : 0.00

Road data, segment # 2: Hwy417 (day/night)

Car traffic volume : 89054/7744 veh/TimePeriod *
Medium truck volume : 7084/616 veh/TimePeriod *
Heavy truck volume : 5060/440 veh/TimePeriod *
Posted speed limit : 100 km/h

```
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -79.00 deg   -59.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -79.00 deg   Angle2 : -59.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.00 m
Reference angle           :   0.00

↟
Road data, segment # 3: Hwy417 (day/night)
----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
```

```
Angle1   Angle2           : -59.00 deg   0.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -59.00 deg   Angle2 : 0.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  70.00 / 70.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

↟

```
Road data, segment # 4: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :   0.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  16.00 deg   Angle2 : 90.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
```

Reference angle : 0.00

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Derreen Ave.	1.50	49.27	49.27
2.Hwy417	1.50	38.39	38.39
3.Hwy417	1.50	43.25	43.25
4.Hwy417	1.50	48.07	48.07
Total			52.47 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Derreen Ave.	1.50	41.68	41.68
2.Hwy417	1.50	30.79	30.79
3.Hwy417	1.50	35.66	35.66
4.Hwy417	1.50	40.47	40.47
Total			44.88 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 52.47
(NIGHT): 44.88

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 10:10:46
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

Road data, segment # 1: Derreen Ave. (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: Derreen Ave. (day/night)

Angle1 Angle2 : 6.00 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 : 43.00 / 43.00 m
Receiver height : 9.73 / 9.73 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 34.00 deg Angle2 : 90.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 12.00 / 12.00 m
Source elevation : 108.40 m
Receiver elevation : 109.40 m
Barrier elevation : 109.20 m
Reference angle : 0.00

Road data, segment # 2: Hwy417 (day/night)

Car traffic volume : 89054/7744 veh/TimePeriod *
Medium truck volume : 7084/616 veh/TimePeriod *
Heavy truck volume : 5060/440 veh/TimePeriod *
Posted speed limit : 100 km/h

```
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -79.00 deg   -59.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   9.73 / 9.73   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -79.00 deg   Angle2 : -59.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.00 m
Reference angle           :   0.00

↟
Road data, segment # 3: Hwy417 (day/night)
----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
```

```
Angle1   Angle2           : -59.00 deg   0.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   9.73 / 9.73   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -59.00 deg   Angle2 : 0.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  70.00 / 70.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

↟

```
Road data, segment # 4: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :   0.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   9.73 / 9.73   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  16.00 deg   Angle2 : 90.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
```

Reference angle : 0.00

↟

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Derreen Ave.	1.50	50.47	50.47
2.Hwy417	1.50	38.65	38.65
3.Hwy417	1.50	47.10	47.10
4.Hwy417	1.50	50.67	50.67
Total			54.57 dBA

↟

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Derreen Ave.	1.50	42.88	42.88
2.Hwy417	1.50	31.05	31.05
3.Hwy417	1.50	39.50	39.50
4.Hwy417	1.50	43.07	43.07
Total			46.98 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 54.57
(NIGHT): 46.98

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STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 10:15:13
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

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

Road data, segment # 1: Derreen Ave. (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: Derreen Ave. (day/night)

Angle1 Angle2 : 6.00 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 : 43.00 / 43.00 m
Receiver height : 15.24 / 15.24 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 34.00 deg Angle2 : 90.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 12.00 / 12.00 m
Source elevation : 108.40 m
Receiver elevation : 109.40 m
Barrier elevation : 109.20 m
Reference angle : 0.00

Road data, segment # 2: Hwy417 (day/night)

Car traffic volume : 89054/7744 veh/TimePeriod *
Medium truck volume : 7084/616 veh/TimePeriod *
Heavy truck volume : 5060/440 veh/TimePeriod *
Posted speed limit : 100 km/h

```
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -79.00 deg   -59.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -79.00 deg   Angle2 : -59.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.00 m
Reference angle           :   0.00

↟
Road data, segment # 3: Hwy417 (day/night)
----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
```

```
Angle1   Angle2           : -59.00 deg   0.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -59.00 deg   Angle2 : 0.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  70.00 / 70.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

↟

```
Road data, segment # 4: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :   0.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  16.00 deg   Angle2 : 90.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
```

Reference angle : 0.00

↟

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Derreen Ave.	1.50	51.39	51.39
2.Hwy417	1.50	44.83	44.83
3.Hwy417	1.50	52.15	52.15
4.Hwy417	1.50	53.66	53.66
Total			57.52 dBA

↟

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Derreen Ave.	1.50	43.79	43.79
2.Hwy417	1.50	37.24	37.24
3.Hwy417	1.50	44.55	44.55
4.Hwy417	1.50	46.06	46.06
Total			49.92 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 57.52
(NIGHT): 49.92

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STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 11:19:11
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r7.te Time Period: Day/Night 16/8 hours
Description: R7 - First Floor

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

Angle1 Angle2 : -90.00 deg 78.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.00 / 73.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 2.00 deg Angle2 : 78.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 20.00 / 20.00 m
Source elevation : 108.40 m
Receiver elevation : 109.40 m
Barrier elevation : 109.40 m
Reference angle : 0.00

Road data, segment # 2: Palladium -2 (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: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -90.00 deg   -25.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 120.00 / 120.00 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            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 104.50 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00

♠
Road data, segment # 3: Derren Ave. (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: Derren Ave. (day/night)
-----------------------------------------------
Angle1   Angle2           : -25.00 deg   4.00 deg
```

```
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 120.00 / 120.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -25.00 deg   Angle2 : 4.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -82.00 deg   11.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```



```
Road data, segment # 5: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
```

```
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 5: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :  11.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  31.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance :  15.00 / 15.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 103.50 m
Reference angle           :   0.00

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

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Palladium -1     !     1.50 !    58.07 !    58.07
 2.Palladium -2     !     1.50 !    41.27 !    41.27
 3.Derren Ave.      !     1.50 !    28.79 !    28.79
 4.Hwy417           !     1.50 !    48.99 !    48.99
 5.Hwy417           !     1.50 !    50.30 !    50.30 *
--------------------+----------+----------+----------
                      Total                   59.25 dBA

  * Bright Zone  !

↟
```

Result summary (night)
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	50.48	50.48
2.Palladium -2	1.50	33.67	33.67
3.Derren Ave.	1.50	21.20	21.20
4.Hwy417	1.50	41.39	41.39
5.Hwy417	1.50	42.70	42.70 *
Total			51.66 dBA

* Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 59.25
(NIGHT): 51.66

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 11:22:50
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r7.te Time Period: Day/Night 16/8 hours
Description: R7 - Sixth Floor

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

Angle1 Angle2 : -90.00 deg 78.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.00 / 73.00 m
Receiver height : 15.24 / 15.24 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 2.00 deg Angle2 : 78.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 20.00 / 20.00 m
Source elevation : 108.40 m
Receiver elevation : 109.40 m
Barrier elevation : 109.40 m
Reference angle : 0.00

Road data, segment # 2: Palladium -2 (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: Palladium -2 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -25.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 120.00 / 120.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -25.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 104.50 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00

♠
Road data, segment # 3: Derren Ave. (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: Derren Ave. (day/night)
---------------------------------------------
Angle1   Angle2           : -25.00 deg   4.00 deg
```

```
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 120.00 / 120.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -25.00 deg   Angle2 : 4.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Hwy417 (day/night)
-----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -82.00 deg   11.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```



```
Road data, segment # 5: Hwy417 (day/night)
-----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
```

```
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 5: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :  11.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  31.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance :  15.00 / 15.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 103.50 m
Reference angle           :   0.00

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

                   !  source  !   Road   !  Total
                   !  height  !   Leq    !   Leq
                   !   (m)    !  (dBA)   !  (dBA)
-------------------+----------+----------+----------
 1.Palladium -1    !     1.50 !    61.65 !    61.65
 2.Palladium -2    !     1.50 !    45.48 !    45.48
 3.Derren Ave.     !     1.50 !    28.83 !    28.83
 4.Hwy417          !     1.50 !    55.06 !    55.06
 5.Hwy417          !     1.50 !    57.53 !    57.53 *
-------------------+----------+----------+----------
                      Total                  63.78 dBA

  * Bright Zone  !

↟
```

Result summary (night)
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	54.05	54.05
2.Palladium -2	1.50	37.89	37.89
3.Derren Ave.	1.50	21.24	21.24
4.Hwy417	1.50	47.46	47.46
5.Hwy417	1.50	49.93	49.93 *
Total			56.18 dBA

* Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 63.78
(NIGHT): 56.18

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 13:13:18
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r8.te Time Period: Day/Night 16/8 hours
Description: R8 - First Floor

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

Angle1 Angle2 : -90.00 deg -3.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 118.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↟
Road data, segment # 2: Hwy417 (day/night)

Car traffic volume : 89054/7744 veh/TimePeriod *
Medium truck volume : 7084/616 veh/TimePeriod *
Heavy truck volume : 5060/440 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 109998
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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -82.00 deg   16.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

↟

```
Road data, segment # 3: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :  16.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  35.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance :  15.00 / 15.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
```

Barrier elevation : 103.50 m
Reference angle : 0.00

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	54.13	54.13
2.Hwy417	1.50	49.25	49.25
3.Hwy417	1.50	49.88	49.88 *
Total			56.44 dBA

* Bright Zone !

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	46.53	46.53
2.Hwy417	1.50	41.65	41.65
3.Hwy417	1.50	42.28	42.28 *
Total			48.84 dBA

* Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 56.44
(NIGHT): 48.84

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 13:15:27
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r8.te Time Period: Day/Night 16/8 hours
Description: R8 - Sixth Floor

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

Angle1 Angle2 : -90.00 deg -3.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 118.00 / 118.00 m
Receiver height : 15.24 / 15.24 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↟
Road data, segment # 2: Hwy417 (day/night)

Car traffic volume : 89054/7744 veh/TimePeriod *
Medium truck volume : 7084/616 veh/TimePeriod *
Heavy truck volume : 5060/440 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 109998
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: Hwy417 (day/night)
---------------------------------------
Angle1   Angle2           : -82.00 deg   16.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```



```
Road data, segment # 3: Hwy417 (day/night)
-----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
---------------------------------------
Angle1   Angle2           :  16.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  35.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance :  15.00 / 15.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
```

Barrier elevation : 103.50 m
Reference angle : 0.00

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	58.66	58.66
2.Hwy417	1.50	55.29	55.29
3.Hwy417	1.50	57.19	57.19 *
Total			62.03 dBA

* Bright Zone !

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	51.07	51.07
2.Hwy417	1.50	47.69	47.69
3.Hwy417	1.50	49.59	49.59 *
Total			54.44 dBA

* Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 62.03
(NIGHT): 54.44

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 13:17:57
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r9.te Time Period: Day/Night 16/8 hours
Description: R9 - First Floor

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

Angle1 Angle2 : -90.00 deg -3.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 160.00 / 160.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Derren Ave. (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: Derren Ave. (day/night)
---------------------------------------------
Angle1   Angle2           :   0.00 deg   75.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 124.00 / 124.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  11.00 deg   Angle2 : 75.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.00 m
Reference angle           :   0.00

♠
Road data, segment # 3: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -82.00 deg   20.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
```

```
Reference angle           :   0.00
```

↟

```
Road data, segment # 4: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :  20.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  39.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance :  15.00 / 15.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 103.50 m
Reference angle           :   0.00
```

↟

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

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	51.94	51.94
2.Derren Ave.	1.50	39.28	39.28
3.Hwy417	1.50	49.44	49.44

4.Hwy417	1.50	49.52	49.52 *
	Total		55.34 dBA

* Bright Zone !

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	44.34	44.34
2.Derren Ave.	1.50	31.69	31.69
3.Hwy417	1.50	41.84	41.84
4.Hwy417	1.50	41.92	41.92 *
	Total		47.74 dBA

* Bright Zone !

TOTAL Leq FROM ALL SOURCES (DAY): 55.34
(NIGHT): 47.74

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 13:20:08
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r9.te Time Period: Day/Night 16/8 hours
Description: R9 - Sixth Floor

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

Angle1 Angle2 : -90.00 deg -3.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 160.00 / 160.00 m
Receiver height : 15.24 / 15.24 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Derren Ave. (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: Derren Ave. (day/night)
---------------------------------------------
Angle1   Angle2           :   0.00 deg   75.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 124.00 / 124.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  11.00 deg   Angle2 : 75.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.00 m
Reference angle           :   0.00

♠
Road data, segment # 3: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -82.00 deg   20.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      1       (Flat/gentle slope; no barrier)
```

```
Reference angle           :   0.00
```

↟

```
Road data, segment # 4: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :  20.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  39.00 deg   Angle2 : 90.00 deg
Barrier height            :   6.00 m
Barrier receiver distance :  15.00 / 15.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 103.50 m
Reference angle           :   0.00
```

↟

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

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	57.01	57.01
2.Derren Ave.	1.50	42.92	42.92
3.Hwy417	1.50	55.46	55.46

4.Hwy417	1.50	56.90	56.90 *
	Total		61.35 dBA

* Bright Zone !

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	49.42	49.42
2.Derren Ave.	1.50	35.33	35.33
3.Hwy417	1.50	47.87	47.87
4.Hwy417	1.50	49.30	49.30 *
	Total		53.75 dBA

* Bright Zone !

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

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 13:29:47
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r10.te Time Period: Day/Night 16/8 hours
Description: R10 - First Floor

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

Angle1 Angle2 : -90.00 deg 73.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 81.00 / 81.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -18.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 15.00 / 15.00 m
Source elevation : 108.40 m
Receiver elevation : 109.20 m
Barrier elevation : 109.40 m
Reference angle : 0.00

Road data, segment # 2: Palladium -2 (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: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -90.00 deg   -77.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  16.00 / 16.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

♠
Road data, segment # 3: Derreen Ave. (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: Derreen Ave. (day/night)
-----------------------------------------------
Angle1   Angle2           : -76.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  16.00 / 16.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
```

```
Reference angle           :   0.00
```

↟

```
Road data, segment # 4: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :   0.00 deg   9.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   0.00 deg   Angle2 : 9.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  80.00 / 80.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

↟

```
Road data, segment # 5: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

```
    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 5: Hwy417 (day/night)
-----------------------------------------
Angle1   Angle2           :   9.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  18.00 deg   Angle2 : 90.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  10.00 / 10.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	58.03	58.03
2.Palladium -2	1.50	55.33	55.33
3.Derreen Ave.	1.50	63.71	63.71
4.Hwy417	1.50	34.92	34.92
5.Hwy417	1.50	47.18	47.18
Total			65.29 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	50.43	50.43

2.Palladium -2	1.50	47.74	47.74
3.Derreen Ave.	1.50	56.12	56.12
4.Hwy417	1.50	27.32	27.32
5.Hwy417	1.50	39.58	39.58
Total			57.70 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.29
(NIGHT): 57.70

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 13:32:04
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r10.te Time Period: Day/Night 16/8 hours
Description: R10 - Sixth Floor

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

Angle1 Angle2 : -90.00 deg 73.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 81.00 / 81.00 m
Receiver height : 15.24 / 15.24 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -18.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 15.00 / 15.00 m
Source elevation : 108.40 m
Receiver elevation : 109.20 m
Barrier elevation : 109.40 m
Reference angle : 0.00

Road data, segment # 2: Palladium -2 (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: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -90.00 deg   -77.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  16.00 / 16.00  m
Receiver height           :  15.24 / 15.24  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

♠
Road data, segment # 3: Derreen Ave. (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: Derreen Ave. (day/night)
-----------------------------------------------
Angle1   Angle2           : -76.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  16.00 / 16.00  m
Receiver height           :  15.24 / 15.24  m
Topography                :      1       (Flat/gentle slope; no barrier)
```

```
Reference angle           :   0.00

↟
Road data, segment # 4: Hwy417 (day/night)
-----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :   0.00 deg   9.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :   0.00 deg   Angle2 : 9.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  80.00 / 80.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00

↟
Road data, segment # 5: Hwy417 (day/night)
-----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

```
    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 5: Hwy417 (day/night)
---------------------------------------
Angle1   Angle2           :   9.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 2
House density             :     20 %
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  18.00 deg   Angle2 : 90.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  10.00 / 10.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```



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

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Palladium -1     !     1.50 !    61.50 !    61.50
 2.Palladium -2     !     1.50 !    59.35 !    59.35
 3.Derreen Ave.     !     1.50 !    64.52 !    64.52
 4.Hwy417           !     1.50 !    42.98 !    42.98
 5.Hwy417           !     1.50 !    53.88 !    53.88
--------------------+----------+----------+----------
                      Total                   67.30 dBA
```



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

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Palladium -1     !     1.50 !    53.91 !    53.91
```

2.Palladium -2	!	1.50 !	51.75 !	51.75
3.Derreen Ave.	!	1.50 !	56.93 !	56.93
4.Hwy417	!	1.50 !	35.38 !	35.38
5.Hwy417	!	1.50 !	46.29 !	46.29
Total				59.71 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.30
(NIGHT): 59.71

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 13:36:55
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r11.te Time Period: Day/Night 16/8 hours
Description: R11 - First Floor

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

Angle1 Angle2 : 1.00 deg 60.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 137.00 / 137.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↟
Road data, segment # 2: Derreen Ave. (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: Derreen Ave. (day/night)
-----------------------------------------------
Angle1   Angle2           : -84.00 deg   86.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  18.00 / 18.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

↟

```
Road data, segment # 3: Hwy417 (day/night)
---------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
-----------------------------------------
Angle1   Angle2           : -80.00 deg   -11.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -80.00 deg   Angle2 : -31.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  50.00 / 50.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.00 m
```

```
Reference angle           :   0.00
```

↟

```
Road data, segment # 4: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -11.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -11.00 deg   Angle2 : 0.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  89.00 / 89.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

↟

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

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Palladium -1     !     1.50 !    52.31 !    52.31
 2.Derreen Ave.     !     1.50 !    62.94 !    62.94
 3.Hwy417           !     1.50 !    46.17 !    46.17
 4.Hwy417           !     1.50 !    35.79 !    35.79
```

	Total		63.39 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	44.72	44.72
2.Derreen Ave.	1.50	55.34	55.34
3.Hwy417	1.50	38.57	38.57
4.Hwy417	1.50	28.19	28.19
	Total		55.79 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.39
(NIGHT): 55.79

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 14:13:15
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r11.te Time Period: Day/Night 16/8 hours
Description: R11 - Sixth Floor

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

Angle1 Angle2 : 1.00 deg 60.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 137.00 / 137.00 m
Receiver height : 15.24 / 15.24 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Derreen Ave. (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: Derreen Ave. (day/night)
-----------------------------------------------
Angle1   Angle2           : -84.00 deg   86.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  18.00 / 18.00  m
Receiver height           :  15.24 / 15.24  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

↟

```
Road data, segment # 3: Hwy417 (day/night)
-----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
-----------------------------------------
Angle1   Angle2           : -80.00 deg   -11.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -80.00 deg   Angle2 : -31.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  50.00 / 50.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.00 m
```

```
Reference angle           :   0.00
```

↟

```
Road data, segment # 4: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -11.00 deg   0.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -11.00 deg   Angle2 : 0.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  89.00 / 89.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

↟

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

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Palladium -1     !     1.50 !    56.62 !    56.62
 2.Derreen Ave.     !     1.50 !    63.98 !    63.98
 3.Hwy417           !     1.50 !    53.76 !    53.76
 4.Hwy417           !     1.50 !    43.82 !    43.82
```

	Total		65.08 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	49.02	49.02
2.Derreen Ave.	1.50	56.39	56.39
3.Hwy417	1.50	46.17	46.17
4.Hwy417	1.50	36.22	36.22
	Total		57.49 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.08 64.98
(NIGHT): 57.49

Per ORNAMENT Distance Adjustment need to be considered.,R11 is 600m away from Hwy417, but the maximum distance is 500m in STAMSON. So, Ad = 10(1+*a*) log (D_{ref}/D) = 10*(1+0.66)*log(500/600)=-1.31dBA, for 6th floor,
Daytime: Derreen is 63.98, Palladium is 56.62, H417 adjusted to 53.76-1.31=52.45, and 44.12-1.31=42.81, so total noise is:64.98.
Nighttime: Derreen is 56.39, Palladium is 49.02, H417 adjusted to 46.17-1.31=44.86, and 36.52-1.31=35.21, so total noise is:57.48

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 15:00:05
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r12.te Time Period: Day/Night 16/8 hours
Description: R12 - First Floor

Road data, segment # 1: Derreen Ave. (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: Derreen Ave. (day/night)

Angle1 Angle2 : -2.00 deg 84.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 36.00 / 36.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 64.00 deg Angle2 : 84.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 9.00 / 9.00 m
Source elevation : 108.40 m
Receiver elevation : 109.20 m
Barrier elevation : 109.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy417 (day/night)

Car traffic volume : 89054/7744 veh/TimePeriod *
Medium truck volume : 7084/616 veh/TimePeriod *
Heavy truck volume : 5060/440 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %

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

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -80.00 deg   -36.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -80.00 deg   Angle2 : -36.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  40.00 / 40.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.00 m
Reference angle           :   0.00

↟
Road data, segment # 3: Hwy417 (day/night)
----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -36.00 deg   90.00 deg
```

```
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -14.00 deg   Angle2 : 90.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  60.00 / 60.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Palladium 1 (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 # 4: Palladium 1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -47.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 138.00 / 138.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -47.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 108.40 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

Road data, segment # 5: Palladium 1 (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 # 5: Palladium 1 (day/night)

Angle1 Angle2 : -47.00 deg -4.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 138.00 / 138.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -47.00 deg Angle2 : -4.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 75.00 / 75.00 m
Source elevation : 108.40 m
Receiver elevation : 109.20 m
Barrier elevation : 109.40 m
Reference angle : 0.00

Result summary (day)
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Derreen Ave.	1.50	54.48	54.48
2.Hwy417	1.50	42.69	42.69
3.Hwy417	1.50	49.63	49.63
4.Palladium 1	1.50	39.36	39.36
5.Palladium 1	1.50	37.82	37.82

Total		56.08 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Derreen Ave.	1.50	46.89	46.89
2.Hwy417	1.50	35.09	35.09
3.Hwy417	1.50	42.04	42.04
4.Palladium 1	1.50	31.76	31.76
5.Palladium 1	1.50	30.22	30.22
Total			48.49 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.08
(NIGHT): 48.49

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 15:07:27
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r12.te Time Period: Day/Night 16/8 hours
Description: R12 - Sixth Floor

Road data, segment # 1: Derreen Ave. (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: Derreen Ave. (day/night)

Angle1 Angle2 : -2.00 deg 84.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 36.00 / 36.00 m
Receiver height : 15.24 / 15.24 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 64.00 deg Angle2 : 84.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 9.00 / 9.00 m
Source elevation : 108.40 m
Receiver elevation : 109.20 m
Barrier elevation : 109.00 m
Reference angle : 0.00

Road data, segment # 2: Hwy417 (day/night)

Car traffic volume : 89054/7744 veh/TimePeriod *
Medium truck volume : 7084/616 veh/TimePeriod *
Heavy truck volume : 5060/440 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %

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

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -80.00 deg   -36.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -80.00 deg   Angle2 : -36.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  40.00 / 40.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.00 m
Reference angle           :   0.00

♠
Road data, segment # 3: Hwy417 (day/night)
----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -36.00 deg   90.00 deg
```

```
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -14.00 deg   Angle2 : 90.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  60.00 / 60.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Palladium 1 (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 # 4: Palladium 1 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -47.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 138.00 / 138.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -47.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 108.40 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

Road data, segment # 5: Palladium 1 (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 # 5: Palladium 1 (day/night)

Angle1 Angle2 : -47.00 deg -4.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 138.00 / 138.00 m
Receiver height : 15.24 / 15.24 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -47.00 deg Angle2 : -4.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 75.00 / 75.00 m
Source elevation : 108.40 m
Receiver elevation : 109.20 m
Barrier elevation : 109.40 m
Reference angle : 0.00

Result summary (day)
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Derreen Ave.	1.50	56.45	56.45
2.Hwy417	1.50	51.81	51.81
3.Hwy417	1.50	56.38	56.38
4.Palladium 1	1.50	44.37	44.37
5.Palladium 1	1.50	38.27	38.27

Total		60.26 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Derreen Ave.	1.50	48.85	48.85
2.Hwy417	1.50	44.21	44.21
3.Hwy417	1.50	48.78	48.78
4.Palladium 1	1.50	36.77	36.77
5.Palladium 1	1.50	30.68	30.68
Total			52.66 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 60.26
(NIGHT): 52.66

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 15:28:43
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r13.te Time Period: Day/Night 16/8 hours
Description: R13 - Sixth Floor

Road data, segment # 1: Derren Ave. (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: Derren Ave. (day/night)

Angle1 Angle2 : 16.00 deg 85.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 100.00 m
Receiver height : 15.24 / 15.24 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 16.00 deg Angle2 : 85.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 57.00 / 57.00 m
Source elevation : 108.40 m
Receiver elevation : 109.40 m
Barrier elevation : 109.30 m
Reference angle : 0.00

Road data, segment # 2: Hwy417 (day/night)

Car traffic volume : 89054/7744 veh/TimePeriod *
Medium truck volume : 7084/616 veh/TimePeriod *
Heavy truck volume : 5060/440 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %

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

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -81.00 deg   -20.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -81.00 deg   Angle2 : -48.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   5.00 / 5.00   m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00

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

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Derren Ave.      !     1.50 !    35.60 !    35.60
 2.Hwy417           !     1.50 !    51.70 !    51.70
--------------------+----------+----------+----------
                      Total                   51.81 dBA

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

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Derren Ave.      !     1.50 !    28.01 !    28.01
```

2.Hwy417	1.50	44.10	44.10
Total			44.21 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 51.81
(NIGHT): 44.21

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 15:56:23
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r14.te Time Period: Day/Night 16/8 hours
Description: R14 - First Floor

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

Angle1 Angle2 : -90.00 deg 73.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 71.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -43.00 deg Angle2 : 73.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 20.00 / 20.00 m
Source elevation : 108.40 m
Receiver elevation : 109.40 m
Barrier elevation : 109.40 m
Reference angle : 0.00

Road data, segment # 2: Palladium -2 (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: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -90.00 deg   -29.00 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            : -90.00 deg   Angle2 : -29.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 104.50 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00

♠
Road data, segment # 3: Derren Ave. (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: Derren Ave. (day/night)
-----------------------------------------------
Angle1   Angle2           : -29.00 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            : -29.00 deg   Angle2 : 4.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  55.00 / 55.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Derren Ave. (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: Derren Ave. (day/night)
---------------------------------------------
Angle1   Angle2           :  14.00 deg   56.00 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            :  14.00 deg   Angle2 : 50.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  59.00 / 59.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.20 m
Reference angle           :   0.00
```

↟
Road data, segment # 5: Derren Ave. (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 # 5: Derren Ave. (day/night)

Angle1 Angle2 : 56.00 deg 84.00 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 : 56.00 deg Angle2 : 84.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 30.00 / 30.00 m
Source elevation : 108.40 m
Receiver elevation : 109.40 m
Barrier elevation : 109.00 m
Reference angle : 0.00

↟
Road data, segment # 6: Hwy417 (day/night)

Car traffic volume : 89054/7744 veh/TimePeriod *
Medium truck volume : 7084/616 veh/TimePeriod *
Heavy truck volume : 5060/440 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 109998
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 # 6: Hwy417 (day/night)
---------------------------------------
Angle1   Angle2           :   4.00 deg   14.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```



```
Road data, segment # 7: Hwy417 (day/night)
-----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 7: Hwy417 (day/night)
---------------------------------------
Angle1   Angle2           :  14.00 deg   59.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  33.00 deg   Angle2 : 59.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 260.00 / 260.00 m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 103.50 m
```

```
Reference angle           :   0.00
```

↟

```
Road data, segment # 8: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 8: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :  59.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  59.00 deg   Angle2 : 90.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

↟

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

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Palladium -1     !     1.50 !    54.27 !    54.27
 2.Palladium -2     !     1.50 !    41.74 !    41.74
 3.Derren Ave.      !     1.50 !    39.82 !    39.82
 4.Derren Ave.      !     1.50 !    36.83 !    36.83
```

5.Derren Ave.	1.50	30.12	30.12
6.Hwy417	1.50	39.87	39.87
7.Hwy417	1.50	51.14	51.14 *
8.Hwy417	1.50	42.42	42.42
Total			56.58 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	46.67	46.67
2.Palladium -2	1.50	34.14	34.14
3.Derren Ave.	1.50	32.23	32.23
4.Derren Ave.	1.50	29.24	29.24
5.Derren Ave.	1.50	22.52	22.52
6.Hwy417	1.50	32.27	32.27
7.Hwy417	1.50	43.55	43.55 *
8.Hwy417	1.50	34.82	34.82
Total			48.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.58
(NIGHT): 48.98

STAMSON 5.0 SUMMARY REPORT Date: 02-03-2026 16:01:14
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r14.te Time Period: Day/Night 16/8 hours
Description: R14 - Sixth Floor

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

Angle1 Angle2 : -90.00 deg 73.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 71.00 / 71.00 m
Receiver height : 15.24 / 15.24 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -43.00 deg Angle2 : 73.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 20.00 / 20.00 m
Source elevation : 108.40 m
Receiver elevation : 109.40 m
Barrier elevation : 109.40 m
Reference angle : 0.00

Road data, segment # 2: Palladium -2 (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: Palladium -2 (day/night)
---------------------------------------------
Angle1   Angle2           : -90.00 deg   -29.00 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           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -29.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 104.50 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00

♠
Road data, segment # 3: Derren Ave. (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: Derren Ave. (day/night)
---------------------------------------------
Angle1   Angle2           : -29.00 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           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -29.00 deg   Angle2 : 4.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  55.00 / 55.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Derren Ave. (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: Derren Ave. (day/night)
---------------------------------------------
Angle1   Angle2           :  14.00 deg   56.00 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           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  14.00 deg   Angle2 : 50.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  59.00 / 59.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.20 m
Reference angle           :   0.00
```

↟
Road data, segment # 5: Derren Ave. (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 # 5: Derren Ave. (day/night)

Angle1 Angle2 : 56.00 deg 84.00 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 : 15.24 / 15.24 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 56.00 deg Angle2 : 84.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 30.00 / 30.00 m
Source elevation : 108.40 m
Receiver elevation : 109.40 m
Barrier elevation : 109.00 m
Reference angle : 0.00

↟
Road data, segment # 6: Hwy417 (day/night)

Car traffic volume : 89054/7744 veh/TimePeriod *
Medium truck volume : 7084/616 veh/TimePeriod *
Heavy truck volume : 5060/440 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 109998
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 # 6: Hwy417 (day/night)
---------------------------------------
Angle1   Angle2           :   4.00 deg   14.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```



```
Road data, segment # 7: Hwy417 (day/night)
-----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 7: Hwy417 (day/night)
---------------------------------------
Angle1   Angle2           :  14.00 deg   59.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  33.00 deg   Angle2 : 59.00 deg
Barrier height            :   6.00 m
Barrier receiver distance : 260.00 / 260.00 m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 103.50 m
```

```
Reference angle           :   0.00
```

↟

```
Road data, segment # 8: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 8: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :  59.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  59.00 deg   Angle2 : 90.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 107.00 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

↟

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

                    !  source  !   Road   !  Total
                    !  height  !   Leq    !   Leq
                    !   (m)    !  (dBA)   !  (dBA)
--------------------+----------+----------+----------
 1.Palladium -1     !     1.50 !    58.46 !    58.46
 2.Palladium -2     !     1.50 !    45.93 !    45.93
 3.Derren Ave.      !     1.50 !    43.02 !    43.02
 4.Derren Ave.      !     1.50 !    40.49 !    40.49
```

5.Derren Ave.	1.50	36.41	36.41
6.Hwy417	1.50	45.38	45.38
7.Hwy417	1.50	57.86	57.86 *
8.Hwy417	1.50	48.64	48.64
Total			61.75 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	50.87	50.87
2.Palladium -2	1.50	38.33	38.33
3.Derren Ave.	1.50	35.43	35.43
4.Derren Ave.	1.50	32.90	32.90
5.Derren Ave.	1.50	28.81	28.81
6.Hwy417	1.50	37.78	37.78
7.Hwy417	1.50	50.26	50.26 *
8.Hwy417	1.50	41.05	41.05
Total			54.15 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.75
(NIGHT): 54.15

STAMSON 5.0 SUMMARY REPORT Date: 03-03-2026 10:04:49
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r15.te Time Period: Day/Night 16/8 hours
Description: R15 - First Floor

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

Angle1 Angle2 : -7.00 deg 37.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 158.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -7.00 deg Angle2 : 34.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 100.00 / 100.00 m
Source elevation : 108.40 m
Receiver elevation : 109.40 m
Barrier elevation : 109.40 m
Reference angle : 0.00

Road data, segment # 2: Palladium -1 (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: Palladium -1 (day/night)
-----------------------------------------------
Angle1   Angle2           :  37.00 deg   63.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 158.00 / 158.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  37.00 deg   Angle2 : 63.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  40.00 / 40.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.20 m
Reference angle           :   0.00

♠
Road data, segment # 3: Palladium -2 (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 # 3: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -90.00 deg   -57.00 deg
```

```
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 105.00 / 105.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -57.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 104.50 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Derren Ave. (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: Derren Ave. (day/night)
---------------------------------------------
Angle1   Angle2           : -57.00 deg   -46.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 105.00 / 105.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -57.00 deg   Angle2 : -49.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  70.00 / 70.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

↟
Road data, segment # 5: Derren Ave. (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 # 5: Derren Ave. (day/night)

Angle1 Angle2 : -46.00 deg 14.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.00 / 105.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -46.00 deg Angle2 : -11.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 70.00 / 70.00 m
Source elevation : 108.40 m
Receiver elevation : 109.40 m
Barrier elevation : 109.20 m
Reference angle : 0.00

↟
Road data, segment # 6: Derren Ave. (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 # 6: Derren Ave. (day/night)
---------------------------------------------
Angle1   Angle2           :  14.00 deg   78.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 105.00 / 105.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  14.00 deg   Angle2 : 78.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  30.00 / 30.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.00 m
Reference angle           :   0.00

♠
Road data, segment # 7: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 7: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -82.00 deg   0.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
```

Barrier angle1 : -82.00 deg Angle2 : -70.00 deg
Barrier height : 18.47 m
Barrier receiver distance : 8.00 / 8.00 m
Source elevation : 107.00 m
Receiver elevation : 109.40 m
Barrier elevation : 109.00 m
Reference angle : 0.00

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	40.74	40.74
2.Palladium -1	1.50	35.05	35.05
3.Palladium -2	1.50	39.70	39.70
4.Derren Ave.	1.50	33.33	33.33
5.Derren Ave.	1.50	43.34	43.34
6.Derren Ave.	1.50	32.85	32.85
7.Hwy417	1.50	48.18	48.18
Total			50.64 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	33.14	33.14
2.Palladium -1	1.50	27.45	27.45
3.Palladium -2	1.50	32.10	32.10
4.Derren Ave.	1.50	25.73	25.73
5.Derren Ave.	1.50	35.75	35.75
6.Derren Ave.	1.50	25.26	25.26
7.Hwy417	1.50	40.58	40.58
Total			43.04 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 50.64
(NIGHT): 43.04

STAMSON 5.0 SUMMARY REPORT Date: 03-03-2026 10:09:38
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r15.te Time Period: Day/Night 16/8 hours
Description: R15 - Fifth Floor

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

Angle1 Angle2 : -7.00 deg 37.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 158.00 m
Receiver height : 12.49 / 12.49 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -7.00 deg Angle2 : 34.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 100.00 / 100.00 m
Source elevation : 108.40 m
Receiver elevation : 109.40 m
Barrier elevation : 109.40 m
Reference angle : 0.00

Road data, segment # 2: Palladium -1 (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: Palladium -1 (day/night)
-----------------------------------------------
Angle1   Angle2           :  37.00 deg   63.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 158.00 / 158.00 m
Receiver height           :  12.49 / 12.49  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  37.00 deg   Angle2 : 63.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  40.00 / 40.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.20 m
Reference angle           :   0.00

↟
Road data, segment # 3: Palladium -2 (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 # 3: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -90.00 deg   -57.00 deg
```

```
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 105.00 / 105.00 m
Receiver height           :  12.49 / 12.49  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -57.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 104.50 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Derren Ave. (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: Derren Ave. (day/night)
---------------------------------------------
Angle1   Angle2           : -57.00 deg   -46.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 105.00 / 105.00 m
Receiver height           :  12.49 / 12.49  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -57.00 deg   Angle2 : -49.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  70.00 / 70.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

↟
Road data, segment # 5: Derren Ave. (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 # 5: Derren Ave. (day/night)

Angle1 Angle2 : -46.00 deg 14.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.00 / 105.00 m
Receiver height : 12.49 / 12.49 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -46.00 deg Angle2 : -11.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 70.00 / 70.00 m
Source elevation : 108.40 m
Receiver elevation : 109.40 m
Barrier elevation : 109.20 m
Reference angle : 0.00

↟
Road data, segment # 6: Derren Ave. (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 # 6: Derren Ave. (day/night)
---------------------------------------------
Angle1   Angle2           :  14.00 deg   78.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 105.00 / 105.00 m
Receiver height           :  12.49 / 12.49  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  14.00 deg   Angle2 : 78.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  30.00 / 30.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.00 m
Reference angle           :   0.00

♠
Road data, segment # 7: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 7: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -82.00 deg   0.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  12.49 / 12.49  m
Topography                :      2       (Flat/gentle slope; with barrier)
```

Barrier angle1 : -82.00 deg Angle2 : -70.00 deg
Barrier height : 18.47 m
Barrier receiver distance : 8.00 / 8.00 m
Source elevation : 107.00 m
Receiver elevation : 109.40 m
Barrier elevation : 109.00 m
Reference angle : 0.00

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	43.20	43.20
2.Palladium -1	1.50	38.46	38.46
3.Palladium -2	1.50	42.38	42.38
4.Derren Ave.	1.50	36.41	36.41
5.Derren Ave.	1.50	46.04	46.04
6.Derren Ave.	1.50	35.10	35.10
7.Hwy417	1.50	53.63	53.63
Total			55.10 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	35.60	35.60
2.Palladium -1	1.50	30.87	30.87
3.Palladium -2	1.50	34.79	34.79
4.Derren Ave.	1.50	28.81	28.81
5.Derren Ave.	1.50	38.44	38.44
6.Derren Ave.	1.50	27.51	27.51
7.Hwy417	1.50	46.04	46.04
Total			47.51 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 55.10
(NIGHT): 47.51

STAMSON 5.0 SUMMARY REPORT Date: 03-03-2026 10:22:25
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r15.te Time Period: Day/Night 16/8 hours
Description: R15 - Sixth Floor

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

Angle1 Angle2 : -7.00 deg 37.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 158.00 / 158.00 m
Receiver height : 15.24 / 15.24 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -7.00 deg Angle2 : 34.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 100.00 / 100.00 m
Source elevation : 108.40 m
Receiver elevation : 109.40 m
Barrier elevation : 109.40 m
Reference angle : 0.00

Road data, segment # 2: Palladium -1 (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: Palladium -1 (day/night)
-----------------------------------------------
Angle1   Angle2           :  37.00 deg   63.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 158.00 / 158.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  37.00 deg   Angle2 : 63.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  40.00 / 40.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.20 m
Reference angle           :   0.00

↟
Road data, segment # 3: Palladium -2 (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 # 3: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -90.00 deg   -57.00 deg
```

```
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 105.00 / 105.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -57.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 104.50 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Derren Ave. (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: Derren Ave. (day/night)
---------------------------------------------
Angle1   Angle2           : -57.00 deg   -46.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 105.00 / 105.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -57.00 deg   Angle2 : -49.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  70.00 / 70.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

↟
Road data, segment # 5: Derren Ave. (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 # 5: Derren Ave. (day/night)

Angle1 Angle2 : -46.00 deg 14.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.00 / 105.00 m
Receiver height : 15.24 / 15.24 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -46.00 deg Angle2 : -11.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 70.00 / 70.00 m
Source elevation : 108.40 m
Receiver elevation : 109.40 m
Barrier elevation : 109.20 m
Reference angle : 0.00

↟
Road data, segment # 6: Derren Ave. (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 # 6: Derren Ave. (day/night)
---------------------------------------------
Angle1   Angle2           :  14.00 deg   78.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 105.00 / 105.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  14.00 deg   Angle2 : 78.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  30.00 / 30.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.00 m
Reference angle           :   0.00

♠
Road data, segment # 7: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 7: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -82.00 deg   0.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
```

Barrier angle1 : -82.00 deg Angle2 : -70.00 deg
Barrier height : 18.47 m
Barrier receiver distance : 8.00 / 8.00 m
Source elevation : 107.00 m
Receiver elevation : 109.40 m
Barrier elevation : 109.00 m
Reference angle : 0.00

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	43.91	43.91
2.Palladium -1	1.50	40.75	40.75
3.Palladium -2	1.50	45.06	45.06
4.Derren Ave.	1.50	37.20	37.20
5.Derren Ave.	1.50	46.72	46.72
6.Derren Ave.	1.50	37.24	37.24
7.Hwy417	1.50	54.51	54.51
Total			56.11 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	36.31	36.31
2.Palladium -1	1.50	33.16	33.16
3.Palladium -2	1.50	37.47	37.47
4.Derren Ave.	1.50	29.61	29.61
5.Derren Ave.	1.50	39.13	39.13
6.Derren Ave.	1.50	29.64	29.64
7.Hwy417	1.50	46.92	46.92
Total			48.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 56.11
(NIGHT): 48.52

STAMSON 5.0 SUMMARY REPORT Date: 12-02-2026 10:30:38
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r16.te Time Period: Day/Night 16/8 hours
Description: R16 - First Floor

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

Angle1 Angle2 : -4.00 deg 69.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 104.00 / 104.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↟
Road data, segment # 2: Palladium -2 (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: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -88.00 deg   -81.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  18.00 / 18.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

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```
Road data, segment # 3: Derreen Ave. (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: Derreen Ave. (day/night)
-----------------------------------------------
Angle1   Angle2           : -81.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  18.00 / 18.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

🠝

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

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	55.08	55.08
2.Palladium -2	1.50	51.47	51.47
3.Derreen Ave.	1.50	62.92	62.92
	Total		63.84 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	47.48	47.48
2.Palladium -2	1.50	43.87	43.87
3.Derreen Ave.	1.50	55.33	55.33
	Total		56.25 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.84
(NIGHT): 56.25

STAMSON 5.0 SUMMARY REPORT Date: 12-02-2026 11:00:52
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r16.te Time Period: Day/Night 16/8 hours
Description: R16 - Forth Floor

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

Angle1 Angle2 : -4.00 deg 69.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 104.00 / 104.00 m
Receiver height : 9.73 / 9.73 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↟
Road data, segment # 2: Palladium -2 (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: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -88.00 deg   -81.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  18.00 / 18.00  m
Receiver height           :   9.73 / 9.73   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

🠝

```
Road data, segment # 3: Derreen Ave. (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: Derreen Ave. (day/night)
-----------------------------------------------
Angle1   Angle2           : -81.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  18.00 / 18.00  m
Receiver height           :   9.73 / 9.73   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

🠝

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

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	57.41	57.41
2.Palladium -2	1.50	54.17	54.17
3.Derreen Ave.	1.50	63.53	63.53
Total			64.87 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	49.81	49.81
2.Palladium -2	1.50	46.57	46.57
3.Derreen Ave.	1.50	55.94	55.94
Total			57.27 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 64.87
(NIGHT): 57.27

STAMSON 5.0 SUMMARY REPORT Date: 12-02-2026 10:52:06
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r16.te Time Period: Day/Night 16/8 hours
Description: R16 - Sixth Floor

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

Angle1 Angle2 : -4.00 deg 69.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 104.00 / 104.00 m
Receiver height : 15.24 / 15.24 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↟
Road data, segment # 2: Palladium -2 (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: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -88.00 deg   -81.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  18.00 / 18.00  m
Receiver height           :  15.24 / 15.24  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

↟

```
Road data, segment # 3: Derreen Ave. (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: Derreen Ave. (day/night)
-----------------------------------------------
Angle1   Angle2           : -81.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  18.00 / 18.00  m
Receiver height           :  15.24 / 15.24  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

↟

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

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	58.98	58.98
2.Palladium -2	1.50	56.00	56.00
3.Derreen Ave.	1.50	63.98	63.98
Total			65.67 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	51.38	51.38
2.Palladium -2	1.50	48.40	48.40
3.Derreen Ave.	1.50	56.39	56.39
Total			58.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.67
(NIGHT): 58.08

STAMSON 5.0 SUMMARY REPORT Date: 03-03-2026 15:42:34
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r17.te Time Period: Day/Night 16/8 hours
Description: R17 - First Floor

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

Angle1 Angle2 : -90.00 deg -70.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 82.00 / 82.00 m
Receiver height : 1.50 / 1.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -81.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 108.40 m
Receiver elevation : 109.20 m
Barrier elevation : 109.40 m
Reference angle : 0.00

Road data, segment # 2: Palladium -1 (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: Palladium -1 (day/night)
-----------------------------------------------
Angle1   Angle2           : -70.00 deg   74.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  82.00 / 82.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -70.00 deg   Angle2 : 26.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  18.00 / 18.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00

♠
Road data, segment # 3: Palladium -2 (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 # 3: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -90.00 deg   -64.00 deg
```

```
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  35.00 / 35.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -64.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 104.50 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Derreen Ave. (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: Derreen Ave. (day/night)
----------------------------------------------
Angle1   Angle2           : -64.00 deg   4.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  35.00 / 35.00  m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -64.00 deg   Angle2 : -54.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   4.00 / 4.00   m
Source elevation          : 108.40 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

↟
Road data, segment # 5: Hwy417 (day/night)

Car traffic volume : 89054/7744 veh/TimePeriod *
Medium truck volume : 7084/616   veh/TimePeriod *
Heavy truck volume : 5060/440   veh/TimePeriod *
Posted speed limit :   100 km/h
Road gradient   :   0 %
Road pavement   :   1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 5: Hwy417 (day/night)

Angle1   Angle2   : -80.00 deg   -46.00 deg
Wood depth   :   2   (Wood depth 60 metres or more)
No of house rows   :   0 / 0
Surface   :   1   (Absorptive ground surface)
Receiver source distance : 500.00 / 500.00 m
Receiver height   :   1.50 / 1.50   m
Topography   :   2   (Flat/gentle slope; with barrier)
Barrier angle1   : -80.00 deg   Angle2 : -54.00 deg
Barrier height   : 18.37 m
Barrier receiver distance : 30.00 / 30.00 m
Source elevation   : 107.00 m
Receiver elevation   : 109.20 m
Barrier elevation   : 109.00 m
Reference angle   :   0.00

↟
Road data, segment # 6: Hwy417 (day/night)

Car traffic volume : 89054/7744 veh/TimePeriod *
Medium truck volume : 7084/616   veh/TimePeriod *
Heavy truck volume : 5060/440   veh/TimePeriod *
Posted speed limit :   100 km/h
Road gradient   :   0 %
Road pavement   :   1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 6: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -46.00 deg   24.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -46.00 deg   Angle2 : 13.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  69.00 / 69.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00

↟
Road data, segment # 7: Hwy417 (day/night)
----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 7: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :  24.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :   1.50 / 1.50   m
Topography                :      2       (Flat/gentle slope; with barrier)
```

Barrier angle1 : 24.00 deg Angle2 : 90.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 107.00 m
Receiver elevation : 109.20 m
Barrier elevation : 109.40 m
Reference angle : 0.00

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	46.03	46.03
2.Palladium -1	1.50	54.65	54.65
3.Palladium -2	1.50	43.43	43.43
4.Derreen Ave.	1.50	54.32	54.32
5.Hwy417	1.50	42.38	42.38
6.Hwy417	1.50	44.89	44.89
7.Hwy417	1.50	44.69	44.69
Total			58.46 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	38.43	38.43
2.Palladium -1	1.50	47.05	47.05
3.Palladium -2	1.50	35.83	35.83
4.Derreen Ave.	1.50	46.73	46.73
5.Hwy417	1.50	34.78	34.78
6.Hwy417	1.50	37.30	37.30
7.Hwy417	1.50	37.09	37.09
Total			50.87 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 58.46
(NIGHT): 50.87

STAMSON 5.0 SUMMARY REPORT Date: 03-03-2026 15:46:33
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r17.te Time Period: Day/Night 16/8 hours
Description: R17 - Sixth Floor

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

Angle1 Angle2 : -90.00 deg -70.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 82.00 / 82.00 m
Receiver height : 15.24 / 15.24 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -81.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 108.40 m
Receiver elevation : 109.20 m
Barrier elevation : 109.40 m
Reference angle : 0.00

Road data, segment # 2: Palladium -1 (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: Palladium -1 (day/night)
-----------------------------------------------
Angle1   Angle2           : -70.00 deg   74.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  82.00 / 82.00  m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -70.00 deg   Angle2 : 26.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  18.00 / 18.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00

♠
Road data, segment # 3: Palladium -2 (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 # 3: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -90.00 deg   -64.00 deg
```

```
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  35.00 / 35.00  m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -64.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 104.50 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Derreen Ave. (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: Derreen Ave. (day/night)
----------------------------------------------
Angle1   Angle2           : -64.00 deg   4.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  35.00 / 35.00  m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -64.00 deg   Angle2 : -54.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   4.00 / 4.00   m
Source elevation          : 108.40 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

↟
Road data, segment # 5: Hwy417 (day/night)

Car traffic volume : 89054/7744 veh/TimePeriod *
Medium truck volume : 7084/616   veh/TimePeriod *
Heavy truck volume : 5060/440   veh/TimePeriod *
Posted speed limit :   100 km/h
Road gradient   :   0 %
Road pavement   :   1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 5: Hwy417 (day/night)

Angle1   Angle2   : -80.00 deg   -46.00 deg
Wood depth   :   2   (Wood depth 60 metres or more)
No of house rows   :   0 / 0
Surface   :   1   (Absorptive ground surface)
Receiver source distance : 500.00 / 500.00 m
Receiver height   : 15.24 / 15.24 m
Topography   :   2   (Flat/gentle slope; with barrier)
Barrier angle1   : -80.00 deg   Angle2 : -54.00 deg
Barrier height   : 18.37 m
Barrier receiver distance : 30.00 / 30.00 m
Source elevation   : 107.00 m
Receiver elevation   : 109.20 m
Barrier elevation   : 109.00 m
Reference angle   :   0.00

↟
Road data, segment # 6: Hwy417 (day/night)

Car traffic volume : 89054/7744 veh/TimePeriod *
Medium truck volume : 7084/616   veh/TimePeriod *
Heavy truck volume : 5060/440   veh/TimePeriod *
Posted speed limit :   100 km/h
Road gradient   :   0 %
Road pavement   :   1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 6: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -46.00 deg   24.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -46.00 deg   Angle2 : 13.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  69.00 / 69.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00

♠
Road data, segment # 7: Hwy417 (day/night)
----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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 # 7: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           :  24.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
```

Barrier angle1 : 24.00 deg Angle2 : 90.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 107.00 m
Receiver elevation : 109.20 m
Barrier elevation : 109.40 m
Reference angle : 0.00

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	51.61	51.61
2.Palladium -1	1.50	58.41	58.41
3.Palladium -2	1.50	47.64	47.64
4.Derreen Ave.	1.50	56.09	56.09
5.Hwy417	1.50	50.69	50.69
6.Hwy417	1.50	52.53	52.53
7.Hwy417	1.50	49.36	49.36
Total			62.27 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	44.02	44.02
2.Palladium -1	1.50	50.81	50.81
3.Palladium -2	1.50	40.05	40.05
4.Derreen Ave.	1.50	48.50	48.50
5.Hwy417	1.50	43.09	43.09
6.Hwy417	1.50	44.93	44.93
7.Hwy417	1.50	41.76	41.76
Total			54.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.27
(NIGHT): 54.67

STAMSON 5.0 SUMMARY REPORT Date: 04-03-2026 10:30:43
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r18.te Time Period: Day/Night 16/8 hours
Description: R18 - Fifth Floor

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

Angle1 Angle2 : -90.00 deg -58.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.00 / 105.00 m
Receiver height : 12.49 / 12.49 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -64.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 108.40 m
Receiver elevation : 109.20 m
Barrier elevation : 109.40 m
Reference angle : 0.00

Road data, segment # 2: Palladium -1 (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: Palladium -1 (day/night)
---------------------------------------------
Angle1   Angle2           : -58.00 deg   -4.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 105.00 / 105.00 m
Receiver height           :  12.49 / 12.49  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -58.00 deg   Angle2 : -4.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  55.00 / 55.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00

♠
Road data, segment # 3: Hwy417 (day/night)
-----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
---------------------------------------
Angle1   Angle2           : -79.00 deg   -35.00 deg
```

```
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  12.49 / 12.49  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -79.00 deg   Angle2 : -47.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  30.00 / 30.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.00 m
Reference angle           :   0.00
```

↟

```
Road data, segment # 4: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -35.00 deg   36.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  12.49 / 12.49  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -35.00 deg   Angle2 : 30.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  69.00 / 69.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

Road data, segment # 5: Hwy417 (day/night)

Car traffic volume : 89054/7744 veh/TimePeriod *
Medium truck volume : 7084/616 veh/TimePeriod *
Heavy truck volume : 5060/440 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 109998
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 # 5: Hwy417 (day/night)

Angle1 Angle2 : 36.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 2 / 2
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 500.00 / 500.00 m
Receiver height : 12.49 / 12.49 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 36.00 deg Angle2 : 90.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 107.00 m
Receiver elevation : 109.20 m
Barrier elevation : 109.40 m
Reference angle : 0.00

Result summary (day)
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	47.92	47.92
2.Palladium -1	1.50	40.04	40.04
3.Hwy417	1.50	49.93	49.93
4.Hwy417	1.50	49.82	49.82
5.Hwy417	1.50	46.37	46.37

	Total		54.91 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	40.33	40.33
2.Palladium -1	1.50	32.44	32.44
3.Hwy417	1.50	42.33	42.33
4.Hwy417	1.50	42.23	42.23
5.Hwy417	1.50	38.77	38.77
	Total		47.31 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.91
(NIGHT): 47.31

STAMSON 5.0 SUMMARY REPORT Date: 04-03-2026 10:38:36
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r18.te Time Period: Day/Night 16/8 hours
Description: R18 - Sixth Floor

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

Angle1 Angle2 : -90.00 deg -58.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 105.00 / 105.00 m
Receiver height : 15.24 / 15.24 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -64.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 108.40 m
Receiver elevation : 109.20 m
Barrier elevation : 109.40 m
Reference angle : 0.00

Road data, segment # 2: Palladium -1 (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: Palladium -1 (day/night)
---------------------------------------------
Angle1   Angle2           : -58.00 deg   -4.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 105.00 / 105.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -58.00 deg   Angle2 : -4.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  55.00 / 55.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00

♠
Road data, segment # 3: Hwy417 (day/night)
-----------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
---------------------------------------
Angle1   Angle2           : -79.00 deg   -35.00 deg
```

```
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -79.00 deg   Angle2 : -47.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  30.00 / 30.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.00 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Hwy417 (day/night)
------------------------------------------
Car traffic volume  : 89054/7744  veh/TimePeriod  *
Medium truck volume :  7084/616   veh/TimePeriod  *
Heavy truck volume  :  5060/440   veh/TimePeriod  *
Posted speed limit  :   100 km/h
Road gradient       :     0 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT): 109998
    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: Hwy417 (day/night)
----------------------------------------
Angle1   Angle2           : -35.00 deg   36.00 deg
Wood depth                :      2       (Wood depth 60 metres or more)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 500.00 / 500.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -35.00 deg   Angle2 : 30.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  69.00 / 69.00  m
Source elevation          : 107.00 m
Receiver elevation        : 109.20 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

Road data, segment # 5: Hwy417 (day/night)

Car traffic volume : 89054/7744 veh/TimePeriod *
Medium truck volume : 7084/616 veh/TimePeriod *
Heavy truck volume : 5060/440 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 109998
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 # 5: Hwy417 (day/night)

Angle1 Angle2 : 36.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 2 / 2
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 500.00 / 500.00 m
Receiver height : 15.24 / 15.24 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 36.00 deg Angle2 : 90.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 107.00 m
Receiver elevation : 109.20 m
Barrier elevation : 109.40 m
Reference angle : 0.00

Result summary (day)
---

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	49.38	49.38
2.Palladium -1	1.50	40.30	40.30
3.Hwy417	1.50	51.81	51.81
4.Hwy417	1.50	52.33	52.33
5.Hwy417	1.50	49.10	49.10

	Total		57.00 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	41.78	41.78
2.Palladium -1	1.50	32.70	32.70
3.Hwy417	1.50	44.21	44.21
4.Hwy417	1.50	44.74	44.74
5.Hwy417	1.50	41.50	41.50
	Total		49.41 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.00
(NIGHT): 49.41

STAMSON 5.0 SUMMARY REPORT Date: 04-03-2026 11:19:11
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r19.te Time Period: Day/Night 16/8 hours
Description: R19 - Sixth Floor

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

Angle1 Angle2 : -9.00 deg 58.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 115.00 / 115.00 m
Receiver height : 15.24 / 15.24 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -9.00 deg Angle2 : 51.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 76.00 / 76.00 m
Source elevation : 108.40 m
Receiver elevation : 109.40 m
Barrier elevation : 109.40 m
Reference angle : 0.00

↟
Road data, segment # 2: Palladium -1 (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: Palladium -1 (day/night)
-----------------------------------------------
Angle1   Angle2           :  58.00 deg   66.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 115.00 / 115.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  58.00 deg   Angle2 : 66.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  20.00 / 20.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.20 m
Reference angle           :   0.00

♠
Road data, segment # 3: Palladium -2 (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 # 3: Palladium -2 (day/night)
-----------------------------------------------
Angle1   Angle2           : -90.00 deg   -46.00 deg
```

```
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 106.00 / 106.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -90.00 deg   Angle2 : -46.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :   3.00 / 3.00   m
Source elevation          : 104.50 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```



```
Road data, segment # 4: Derren Ave. (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: Derren Ave. (day/night)
---------------------------------------------
Angle1   Angle2           : -46.00 deg   -21.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 106.00 / 106.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            : -46.00 deg   Angle2 : -28.00 deg
Barrier height            :  18.37 m
Barrier receiver distance :  60.00 / 60.00  m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.40 m
Reference angle           :   0.00
```

↟
Road data, segment # 5: Derren Ave. (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 # 5: Derren Ave. (day/night)

Angle1 Angle2 : -21.00 deg 39.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 106.00 / 106.00 m
Receiver height : 15.24 / 15.24 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -21.00 deg Angle2 : 23.00 deg
Barrier height : 18.37 m
Barrier receiver distance : 70.00 / 70.00 m
Source elevation : 108.40 m
Receiver elevation : 109.40 m
Barrier elevation : 109.20 m
Reference angle : 0.00

↟
Road data, segment # 6: Derren Ave. (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 # 6: Derren Ave. (day/night)
-----------------------------------------------
Angle1   Angle2           :  39.00 deg   81.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 106.00 / 106.00 m
Receiver height           :  15.24 / 15.24  m
Topography                :      2       (Flat/gentle slope; with barrier)
Barrier angle1            :  39.00 deg   Angle2 : 81.00 deg
Barrier height            :  18.37 m
Barrier receiver distance : 100.00 / 100.00 m
Source elevation          : 108.40 m
Receiver elevation        : 109.40 m
Barrier elevation         : 109.00 m
Reference angle           :   0.00
```

↟

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	48.60	48.60
2.Palladium -1	1.50	37.37	37.37
3.Palladium -2	1.50	45.40	45.40
4.Derren Ave.	1.50	41.13	41.13
5.Derren Ave.	1.50	44.67	44.67
6.Derren Ave.	1.50	30.94	30.94
Total			51.93 dBA

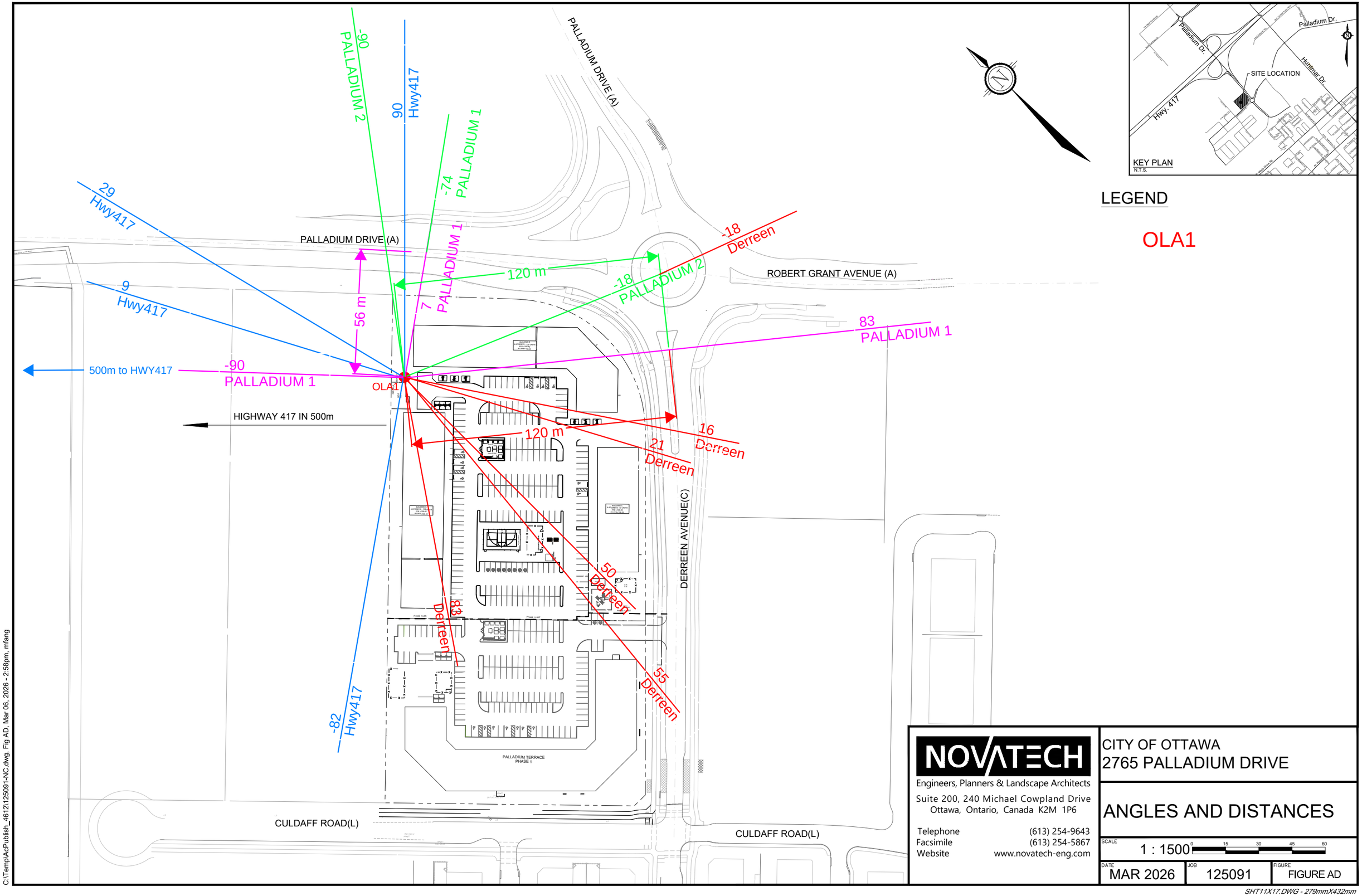
↟

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Palladium -1	1.50	41.01	41.01
2.Palladium -1	1.50	29.77	29.77
3.Palladium -2	1.50	37.80	37.80

4.Derren Ave.	!	1.50 !	33.54 !	33.54
5.Derren Ave.	!	1.50 !	37.07 !	37.07
6.Derren Ave.	!	1.50 !	23.34 !	23.34
Total				44.34 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 51.93
(NIGHT): 44.34



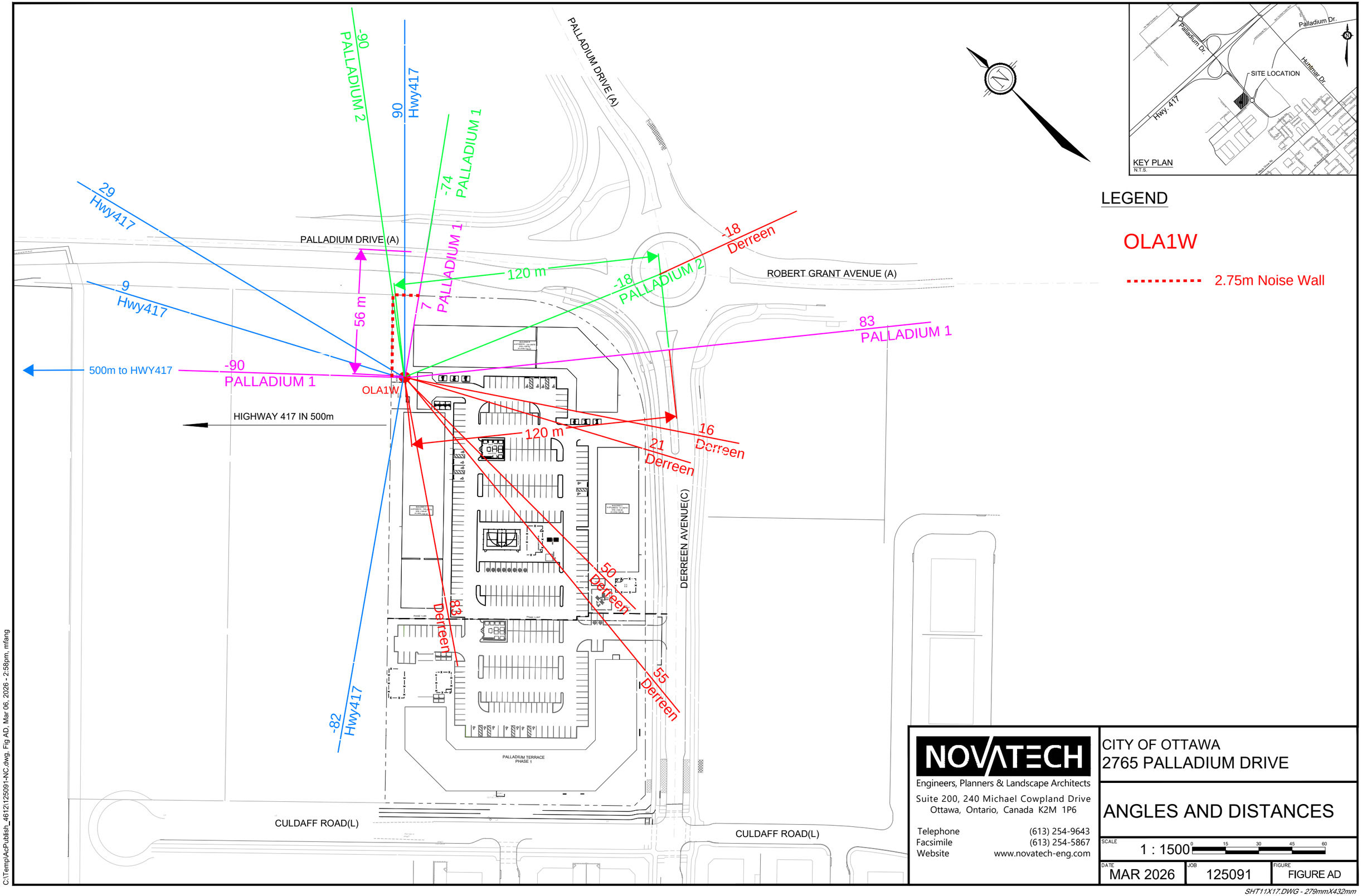
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CITY OF OTTAWA
2765 PALLADIUM DRIVE

ANGLES AND DISTANCES

SCALE 1 : 1500 (0, 15, 30, 45, 60)
DATE MAR 2026
JOB 125091
FIGURE FIGURE AD

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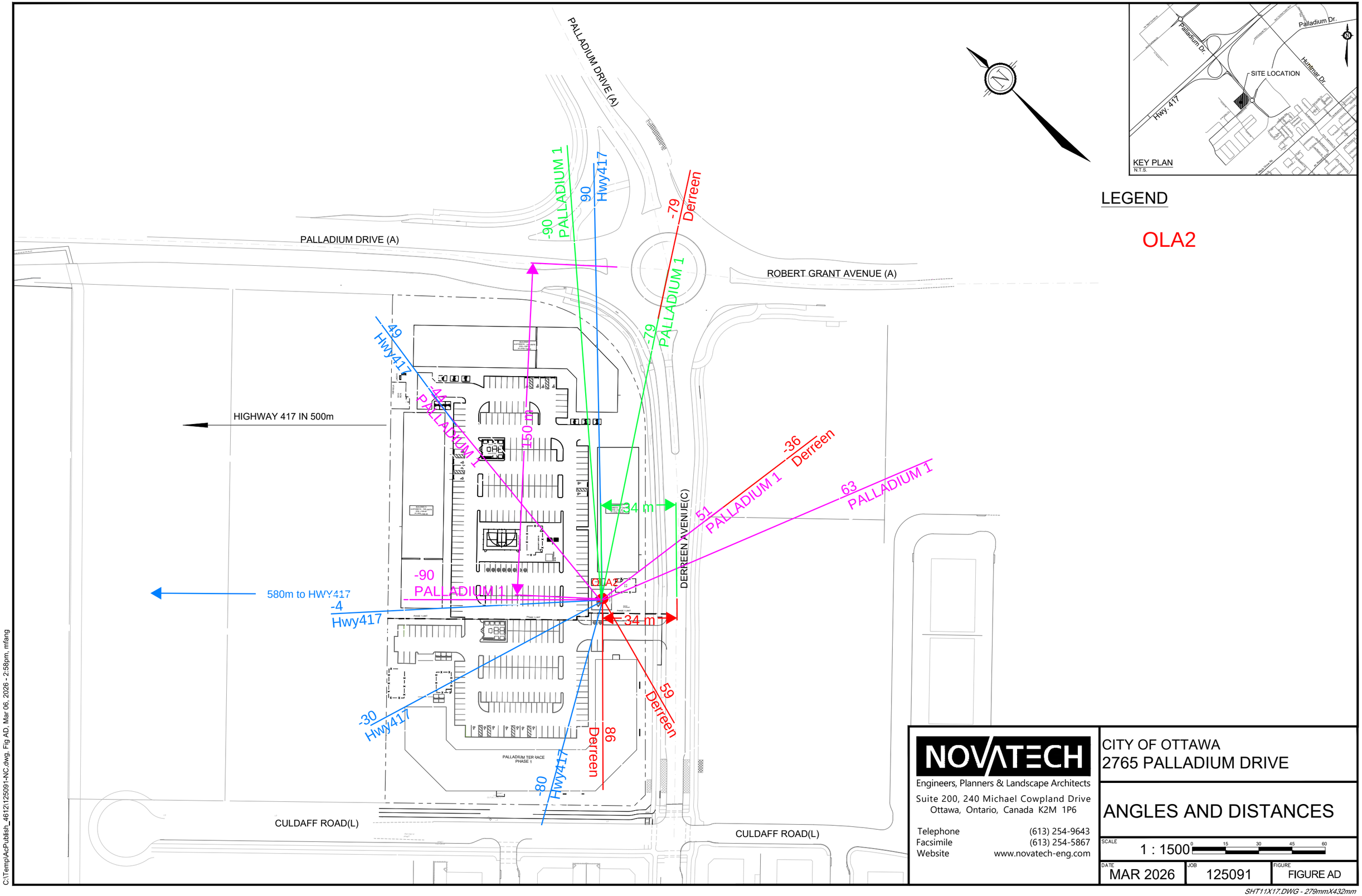
CITY OF OTTAWA
2765 PALLADIUM DRIVE

ANGLES AND DISTANCES

SCALE 1 : 1500 (0, 15, 30, 45, 60)
DATE MAR 2026
JOB 125091
FIGURE FIGURE AD

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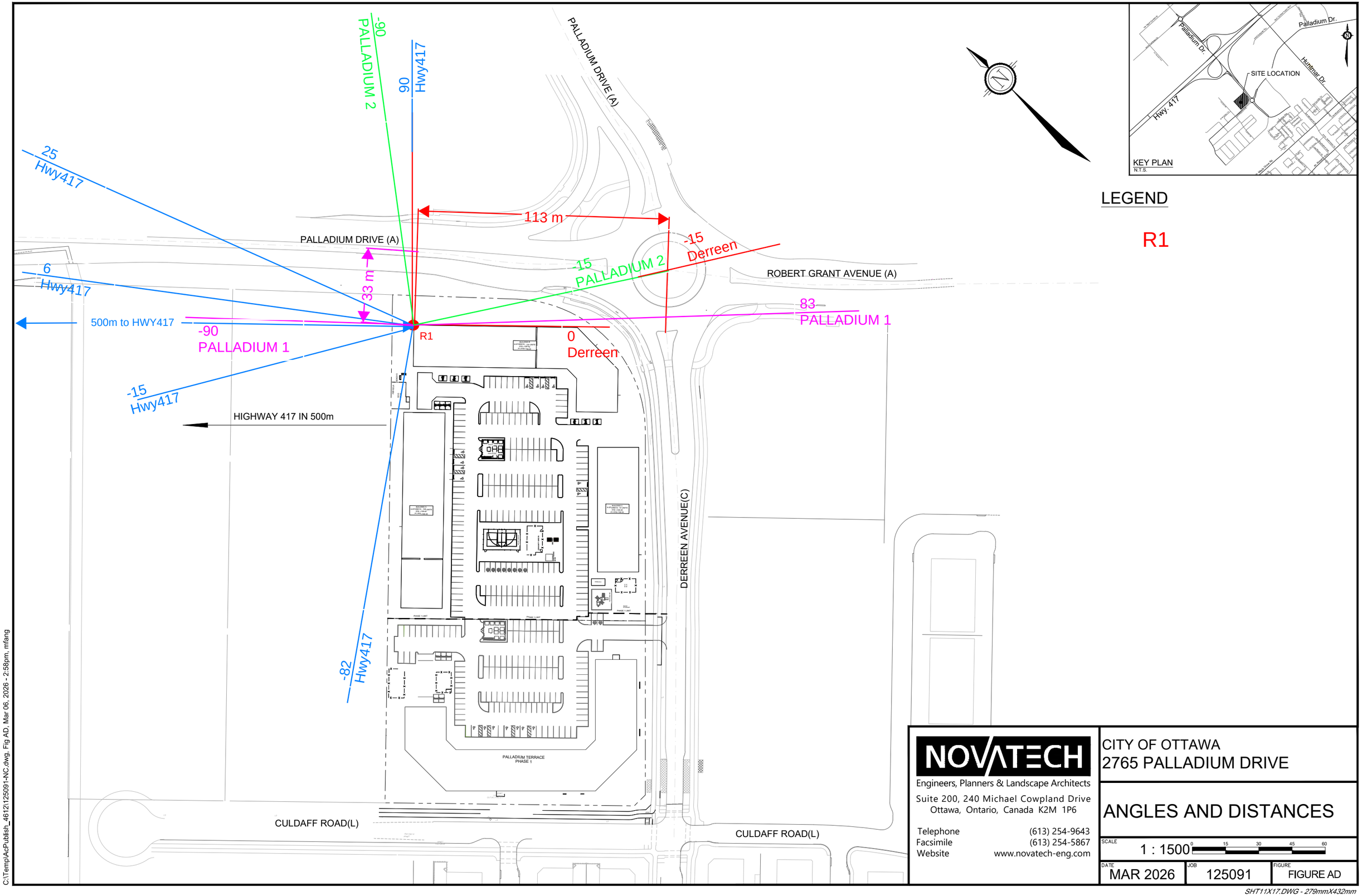
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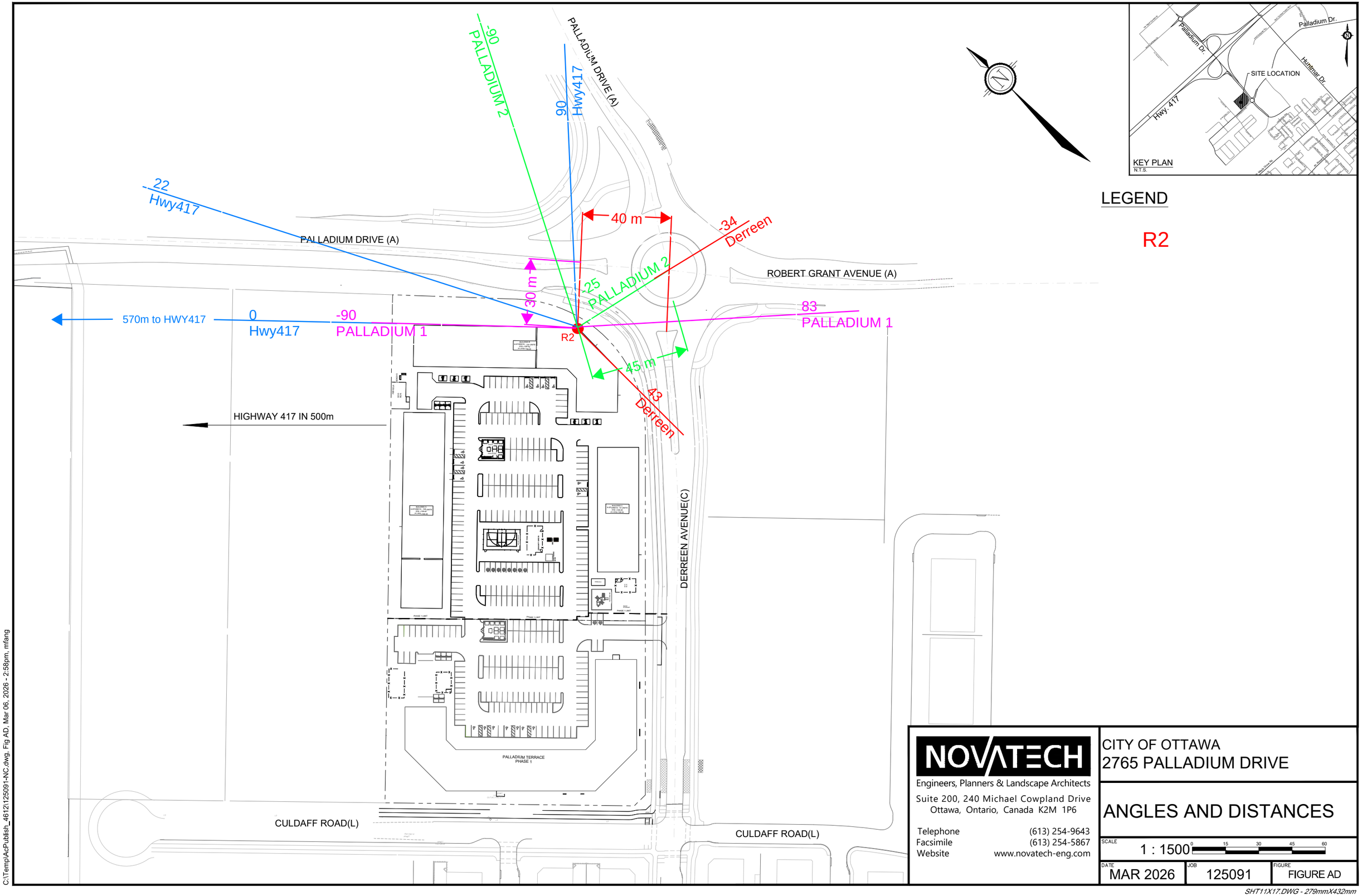
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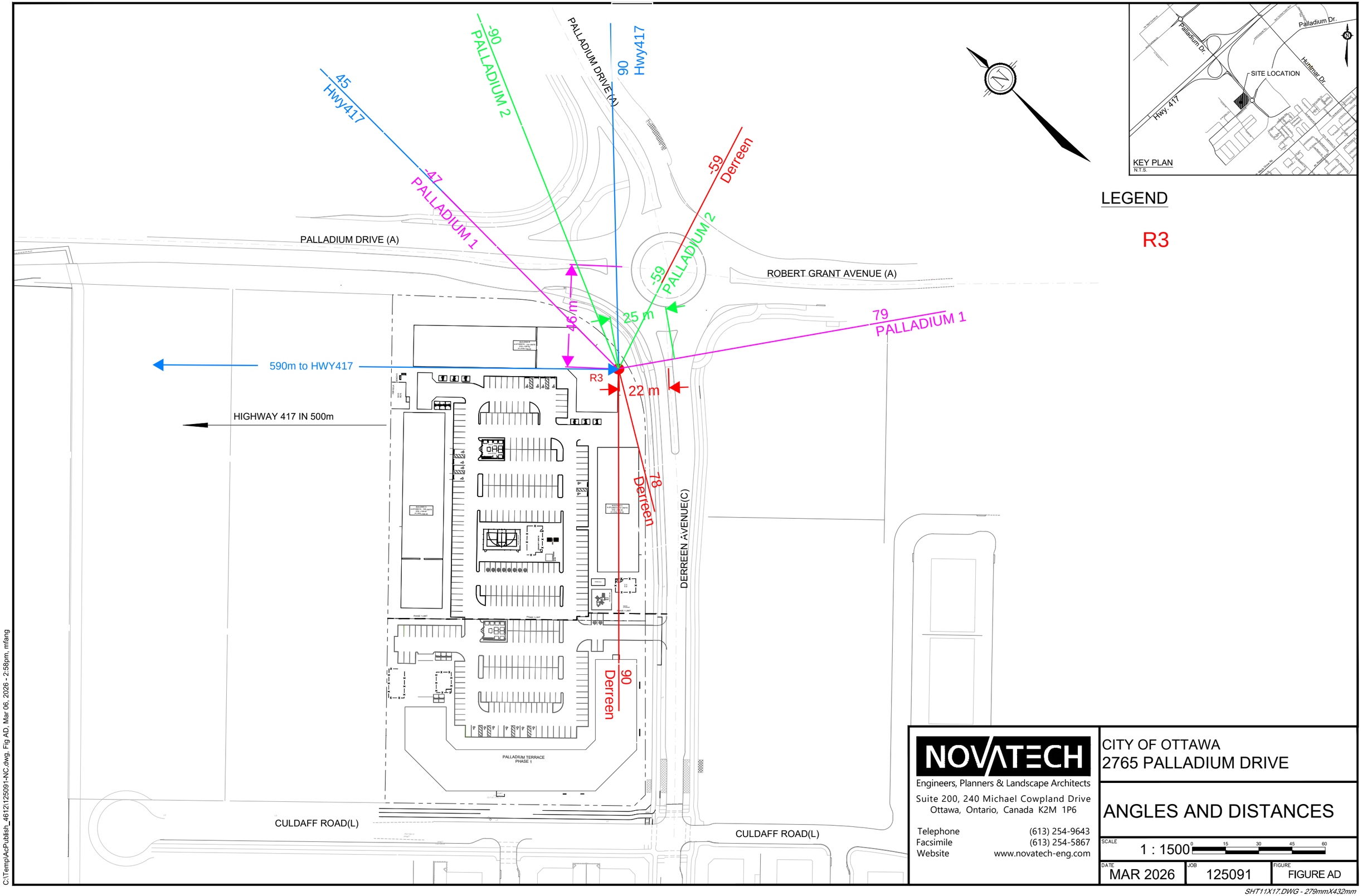
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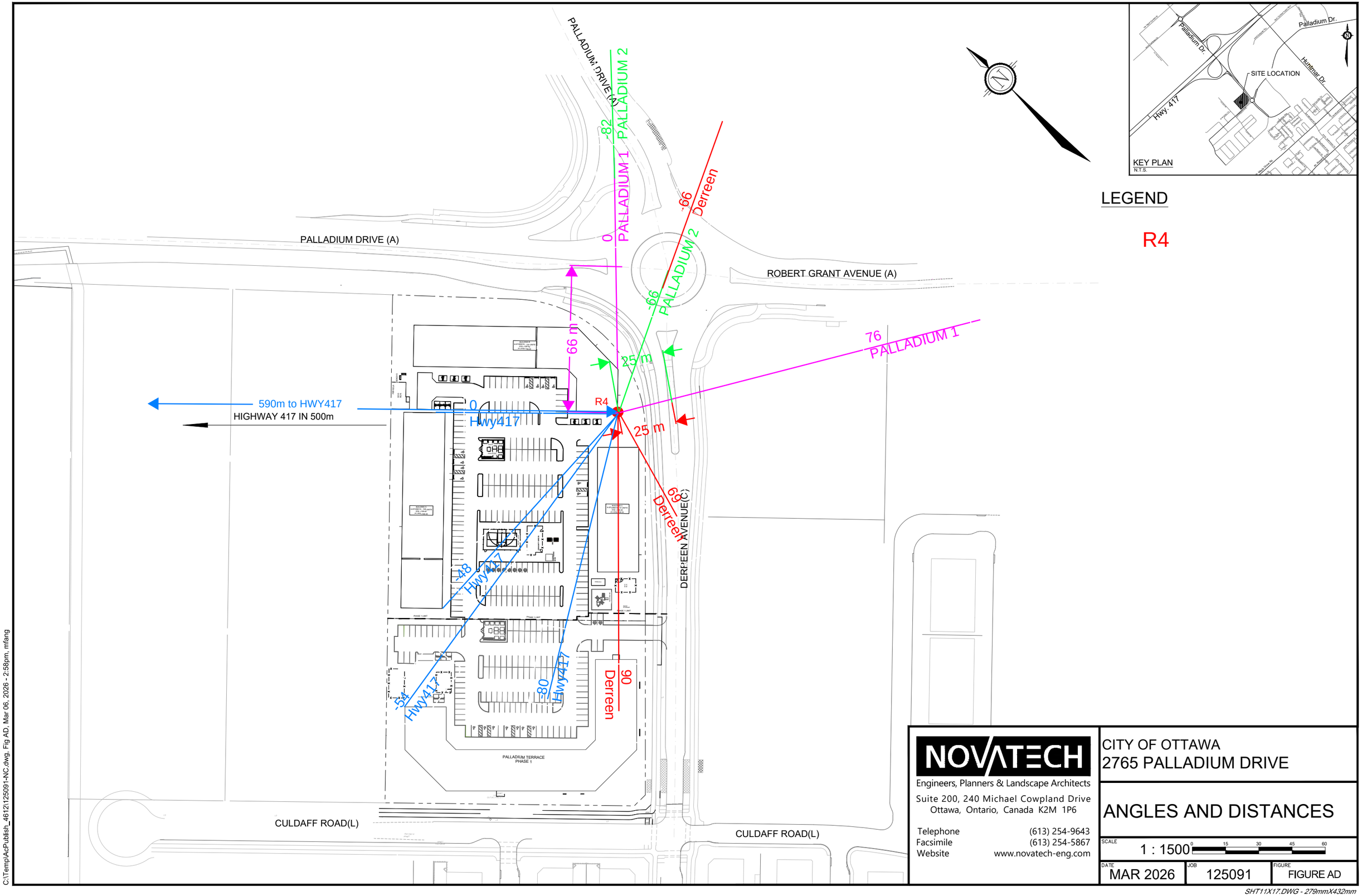
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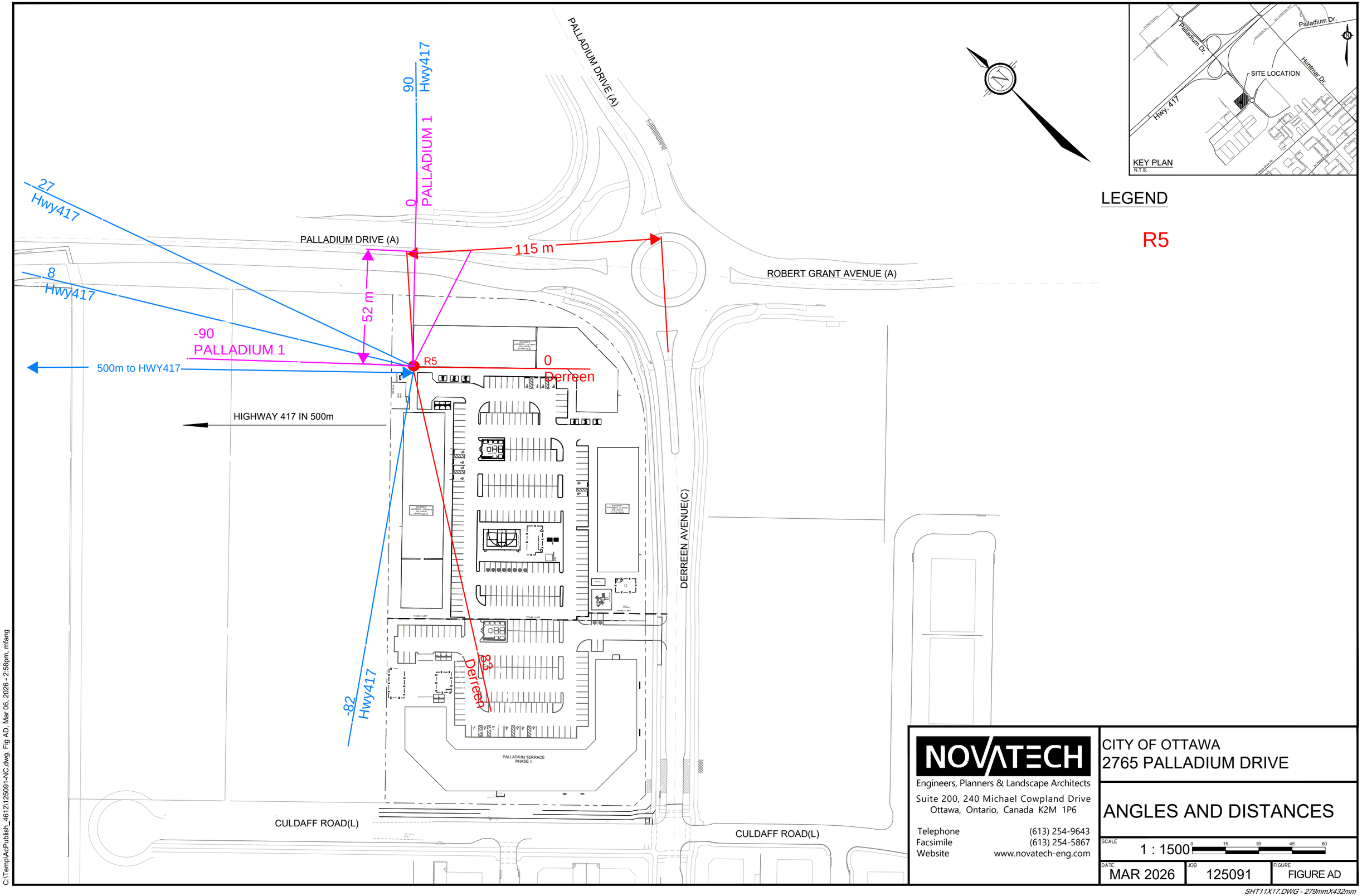
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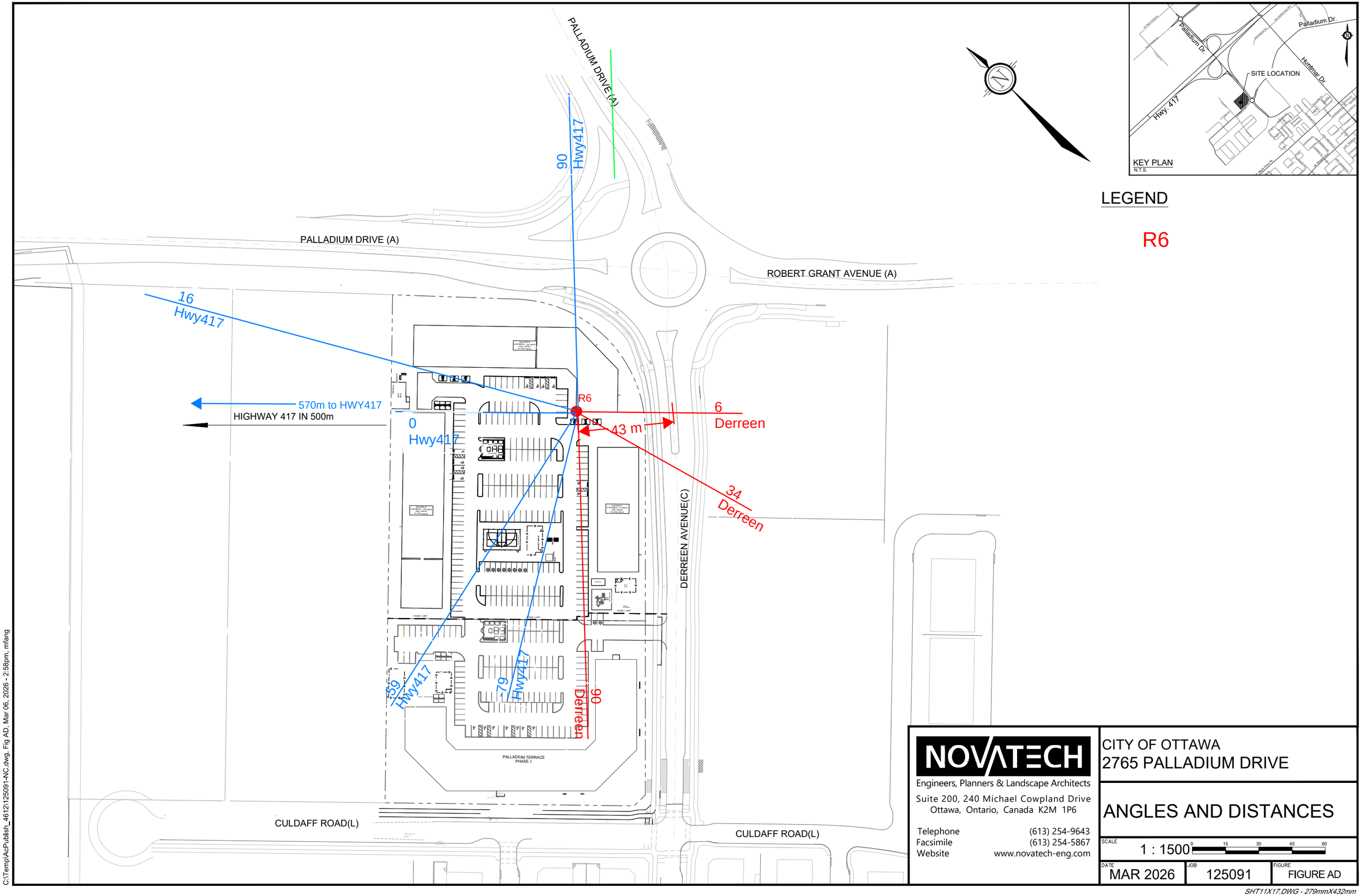
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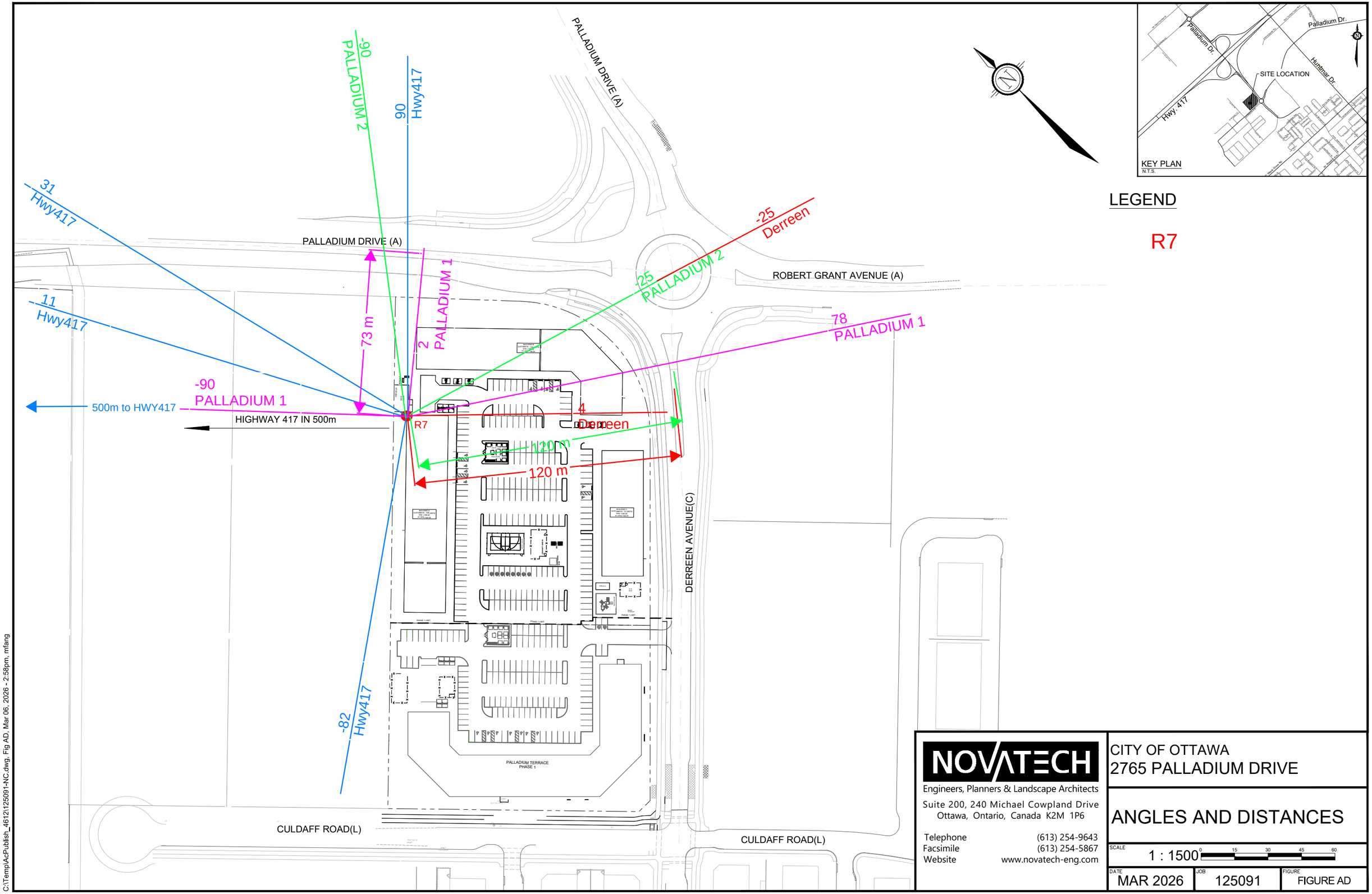
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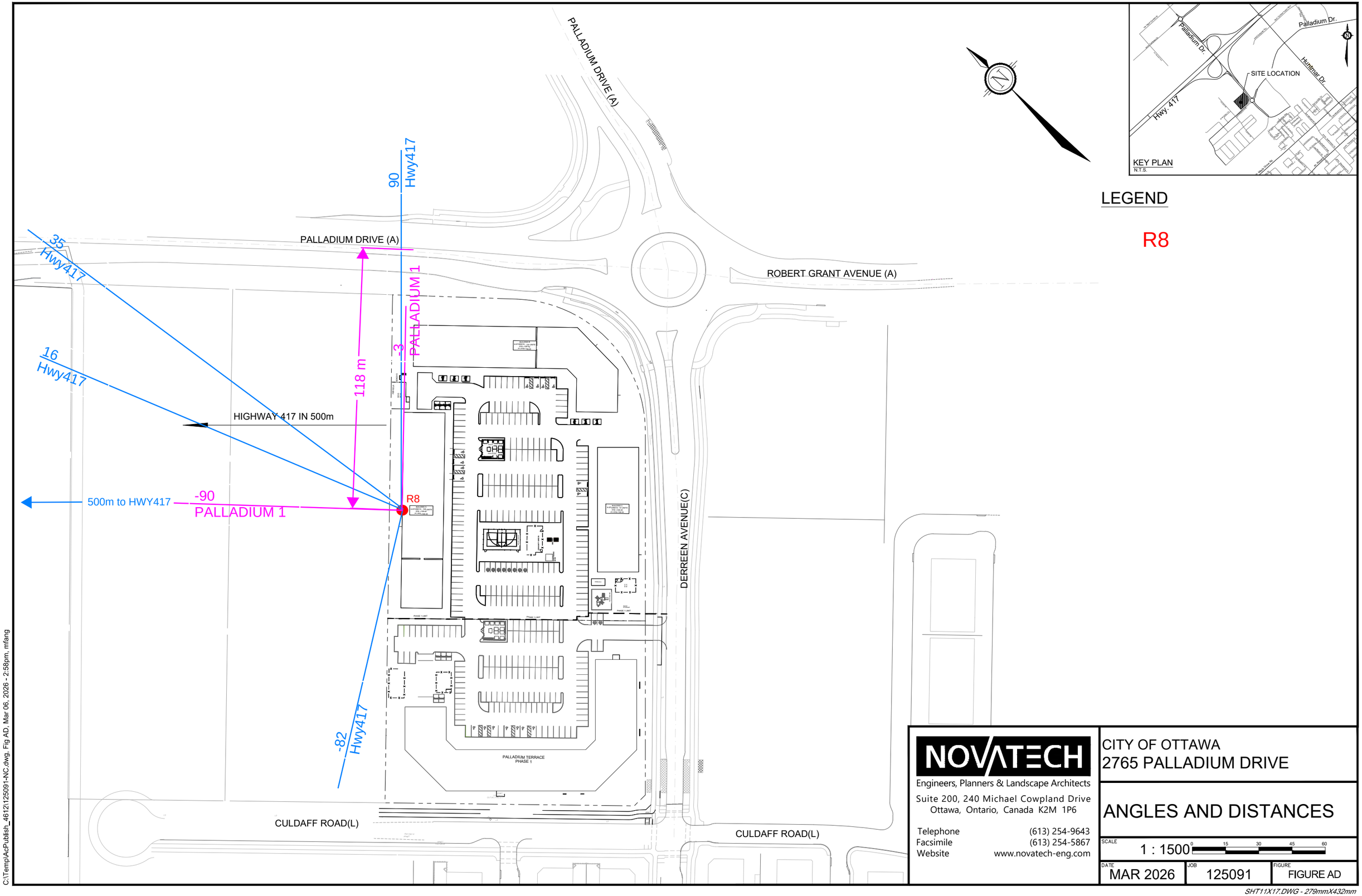
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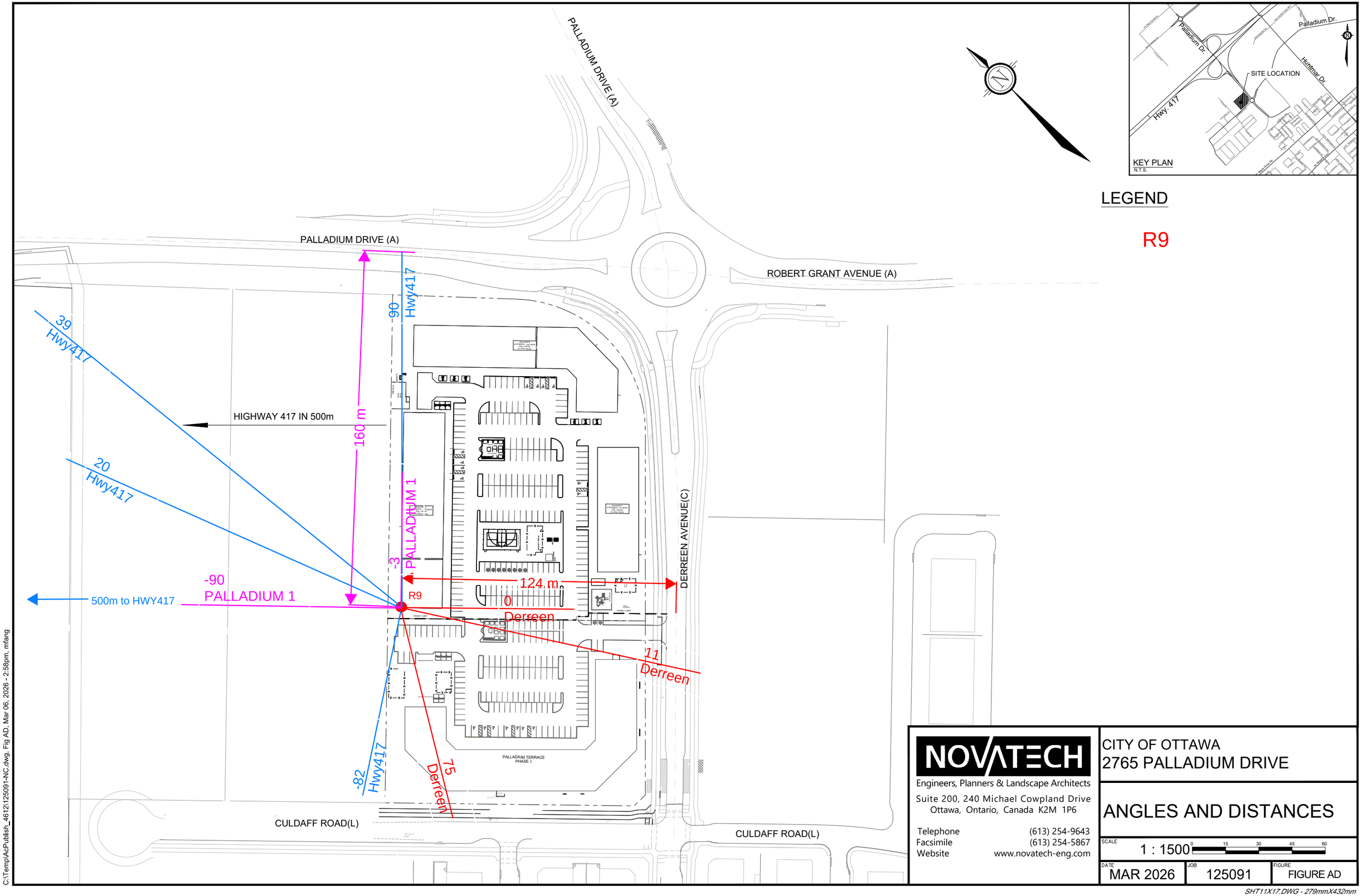
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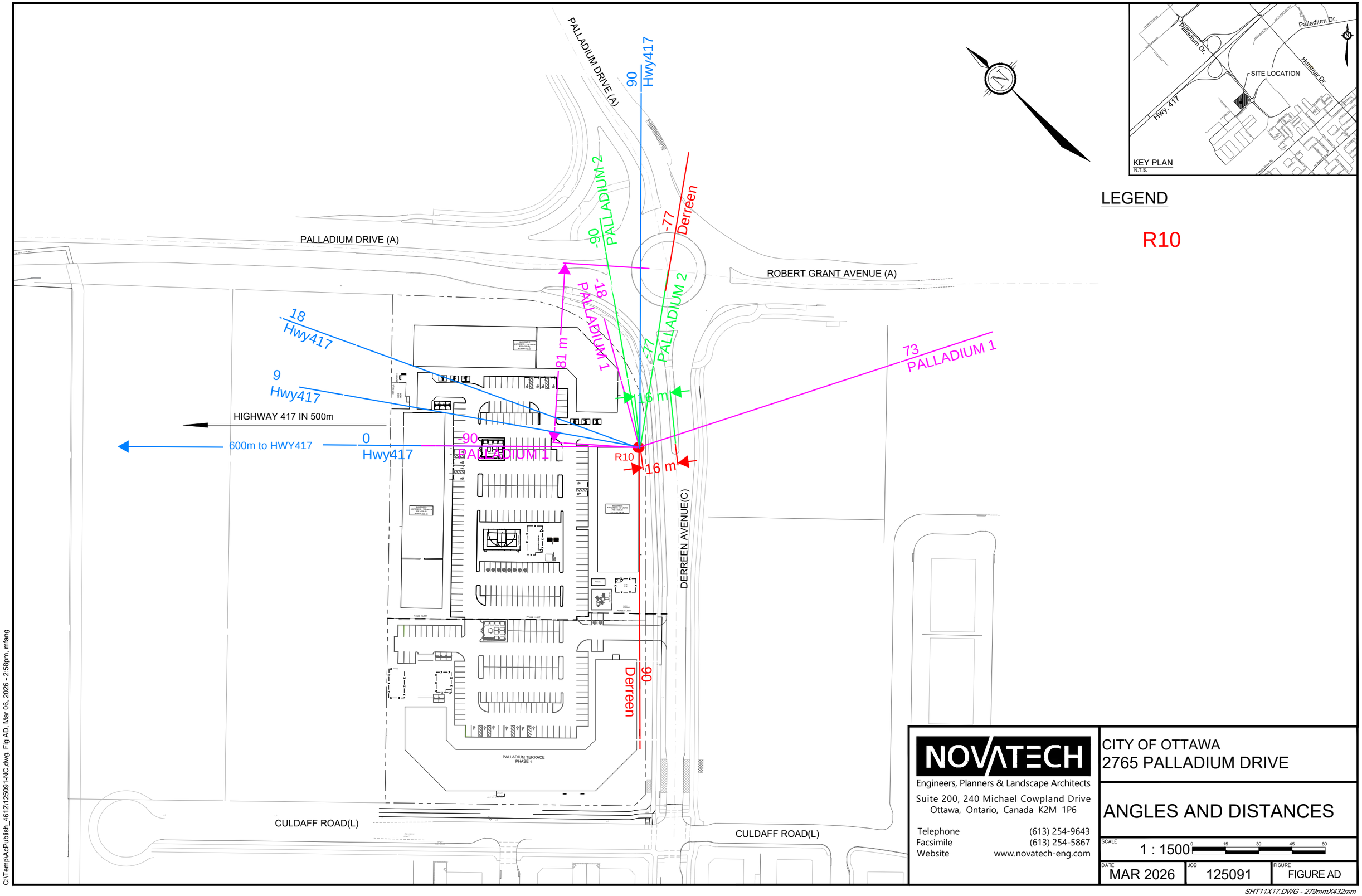
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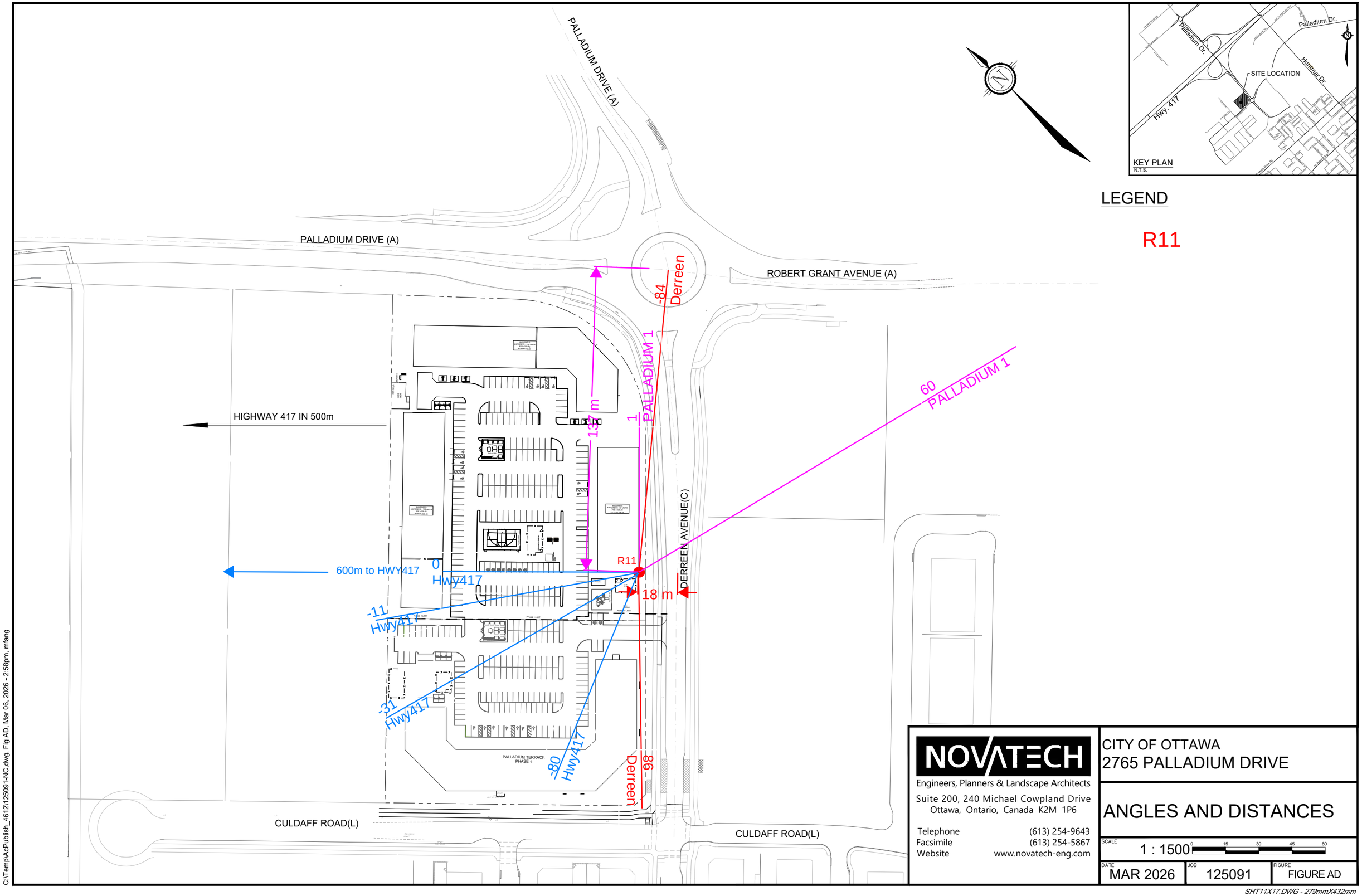
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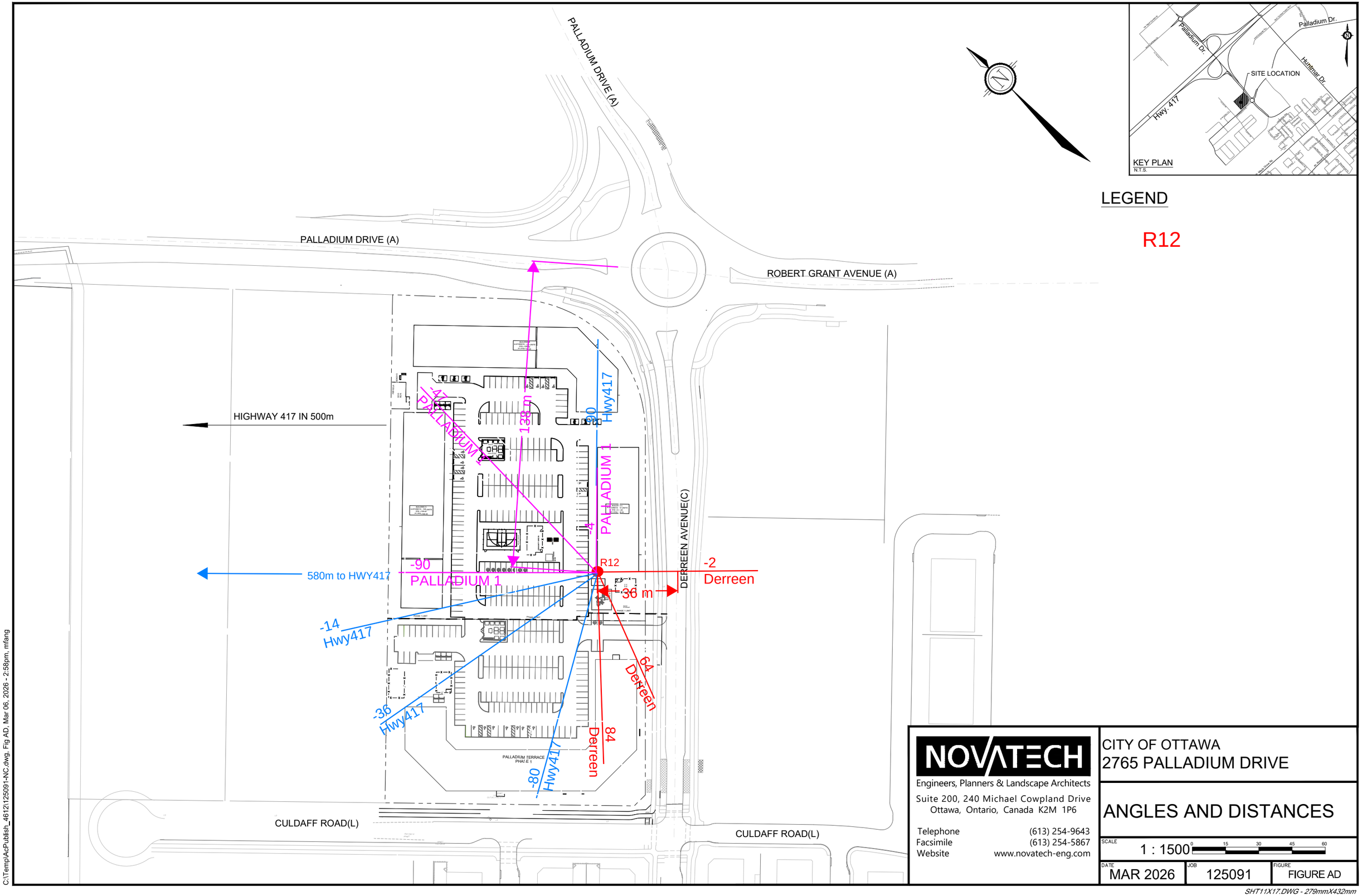
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R12

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SHT11X17.DWG - 279mmX432mm

PALLADIUM DRIVE (A)

PALLADIUM DRIVE (A)

ROBERT GRANT AVENUE (A)

100 m

510m to HWY417

-20
Hwy417

HIGHWAY 417 IN 500m

R13

16
Derreen

-48
Hwy417

-81
Hwy417

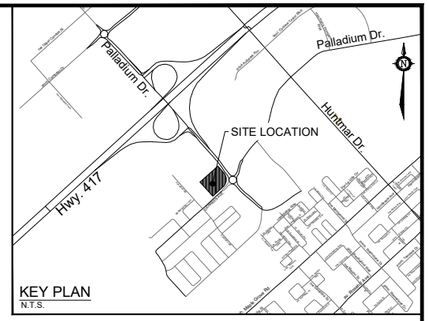
85
Derreen

DERREEN AVENUE(C)

PALLADIUM TERRACE
PHASE 1

CULDAFF ROAD(L)

CULDAFF ROAD(L)



LEGEND

R13

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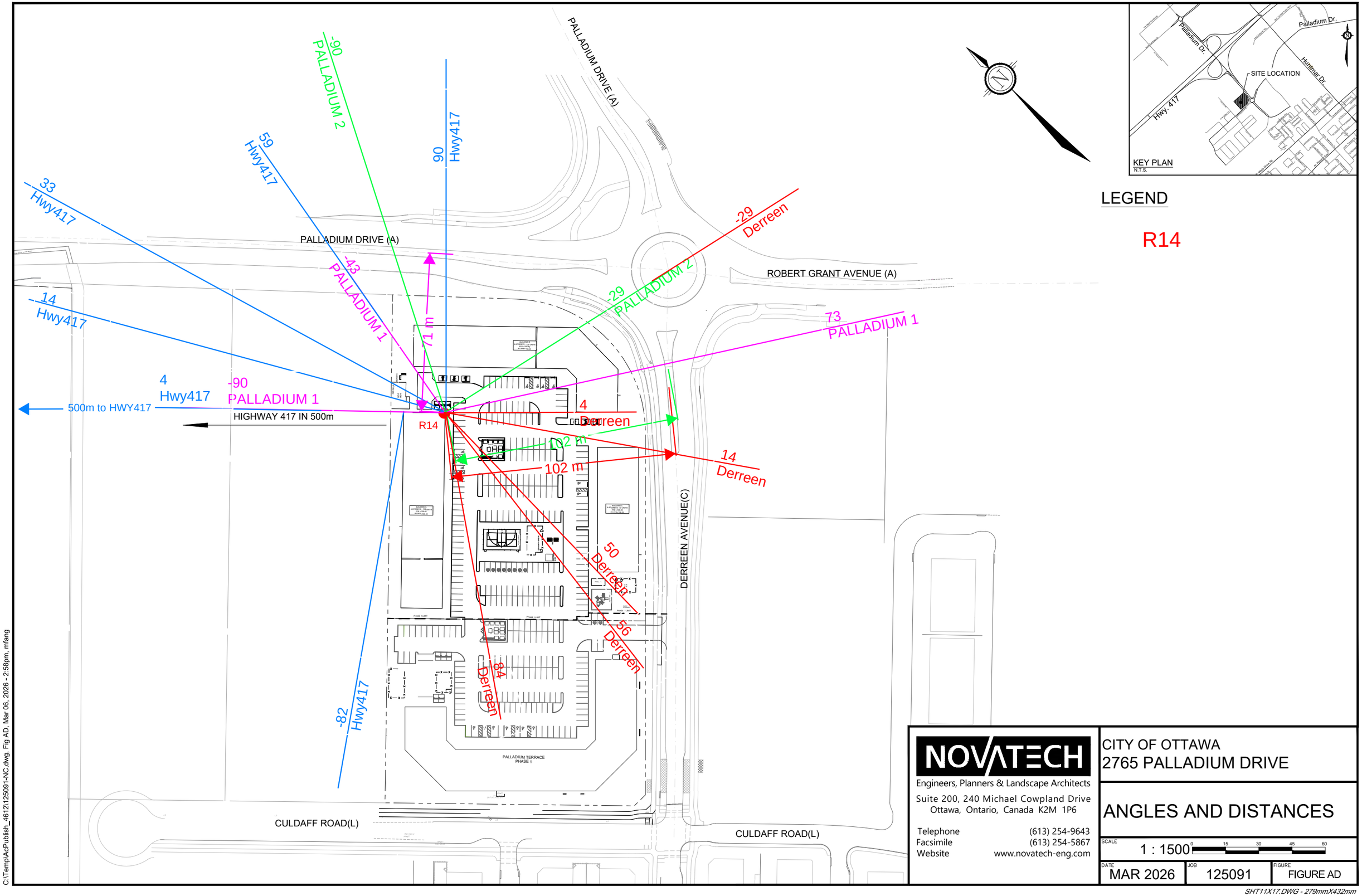
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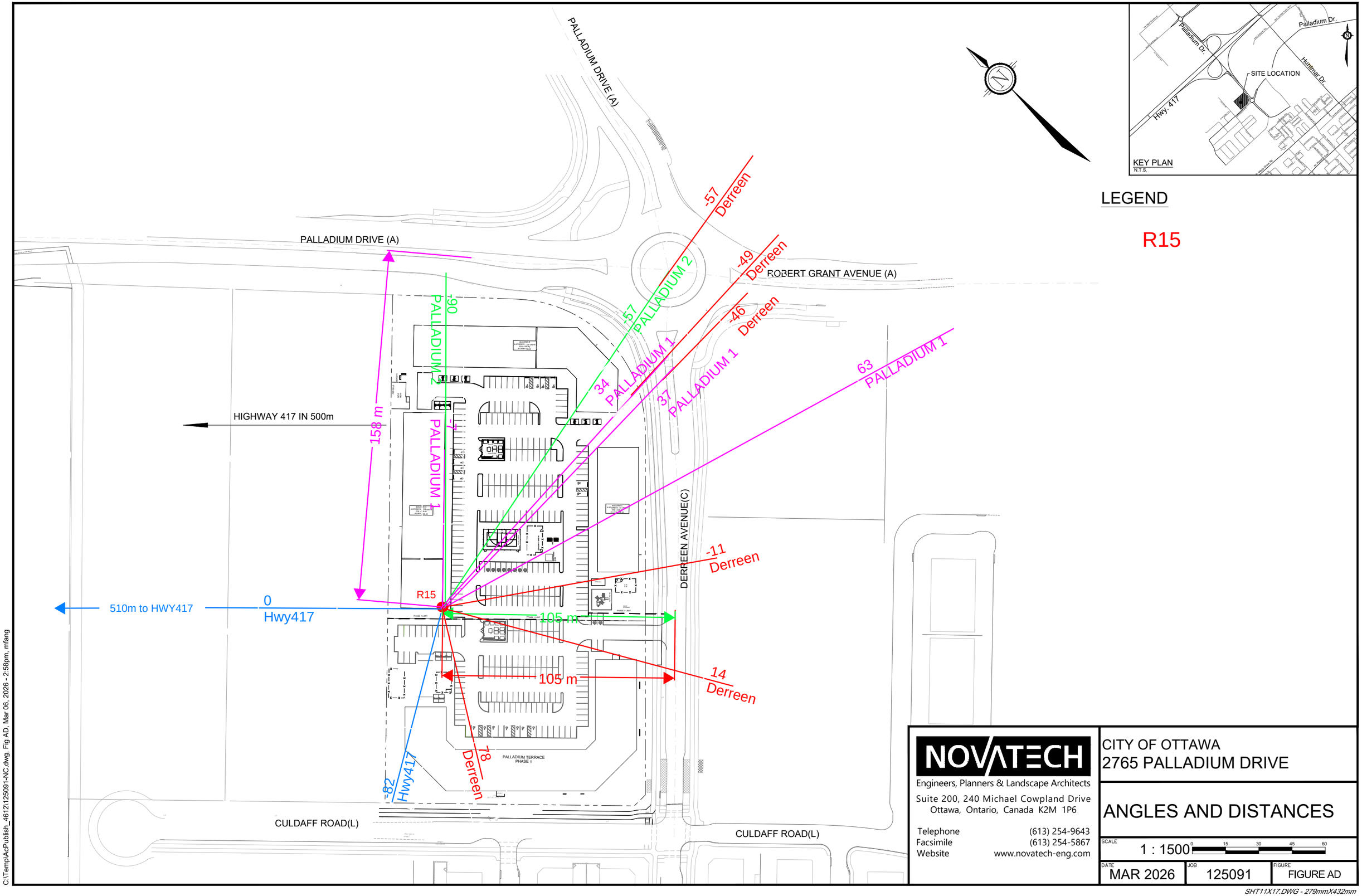
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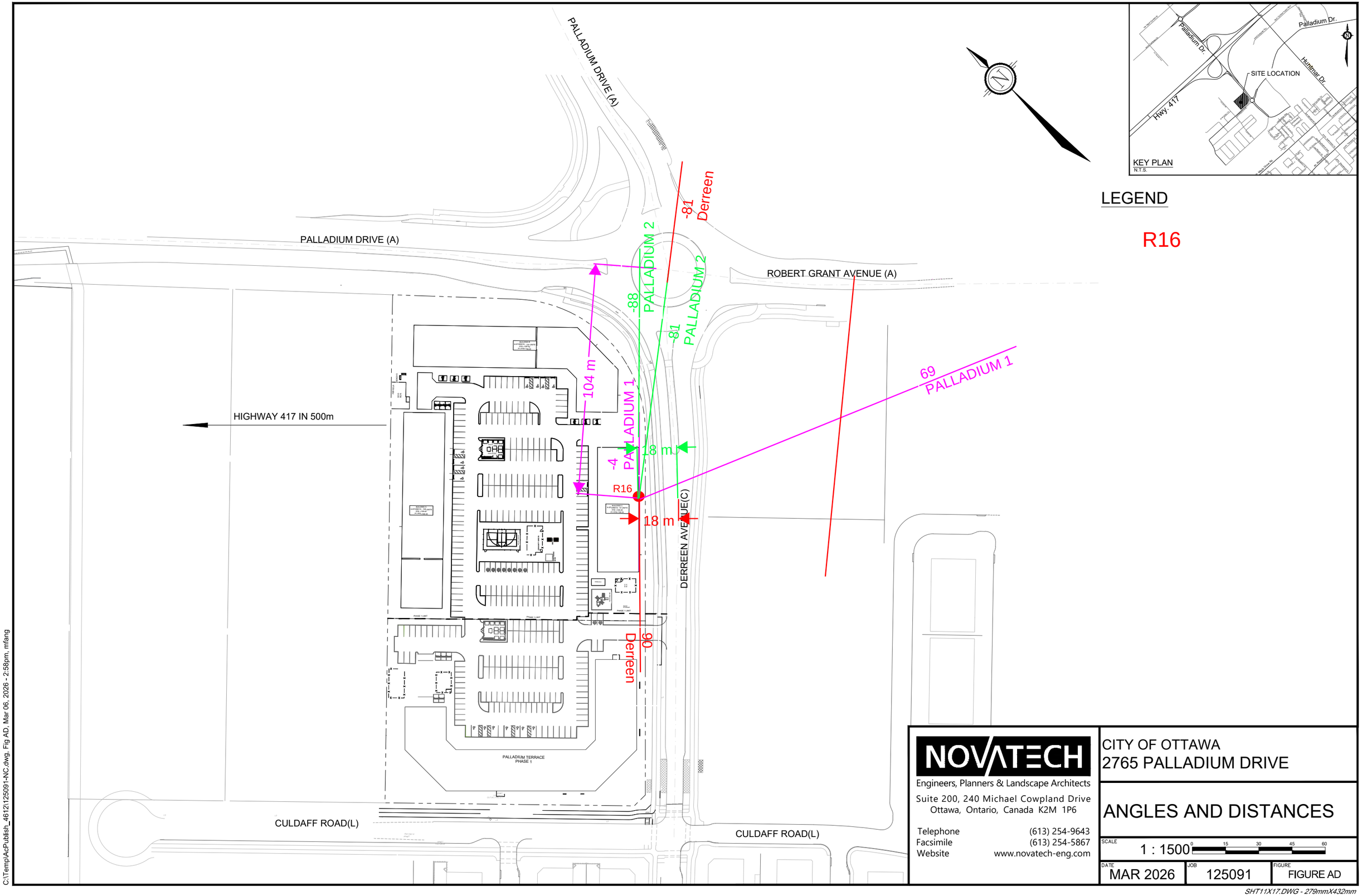
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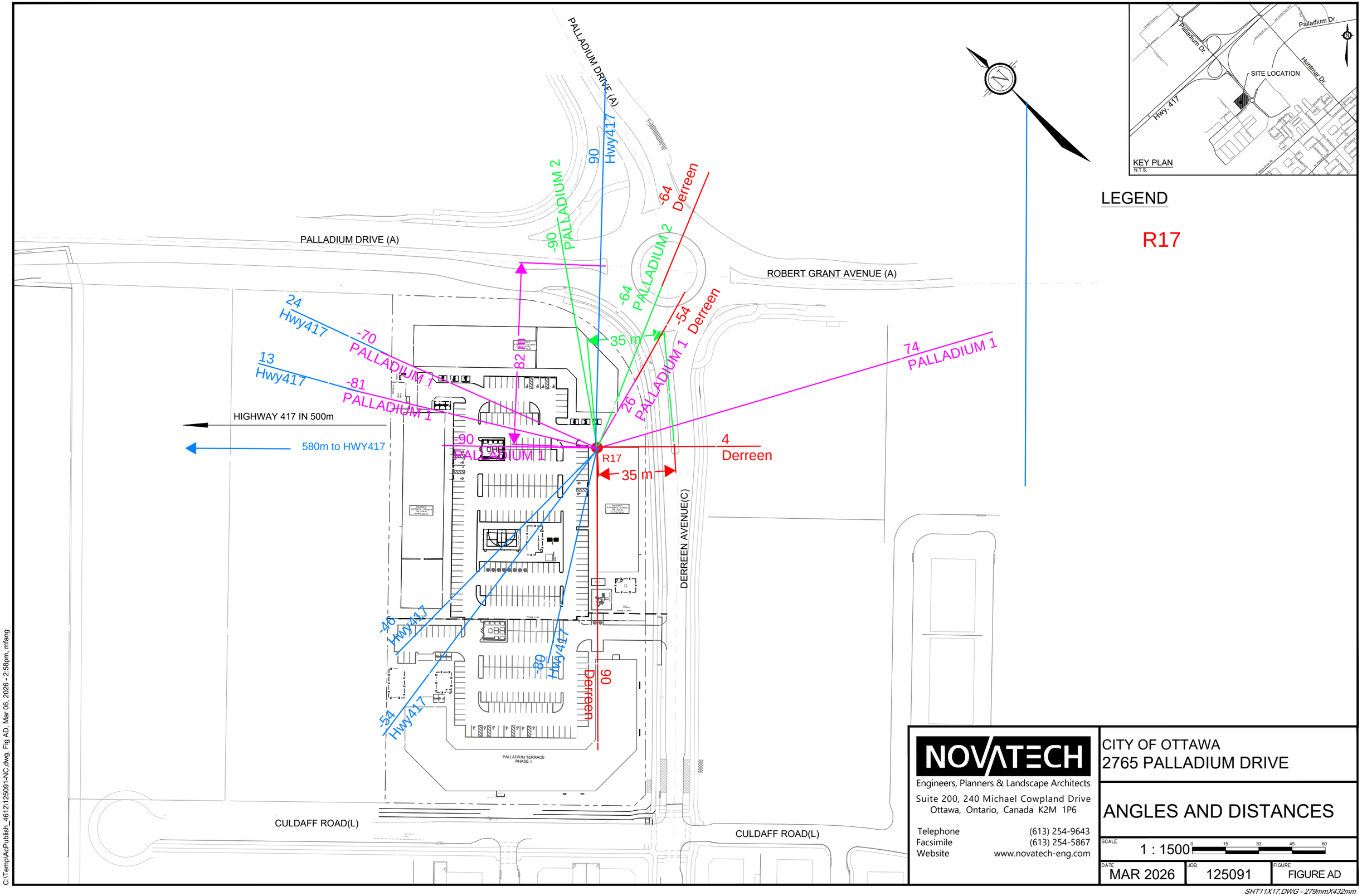
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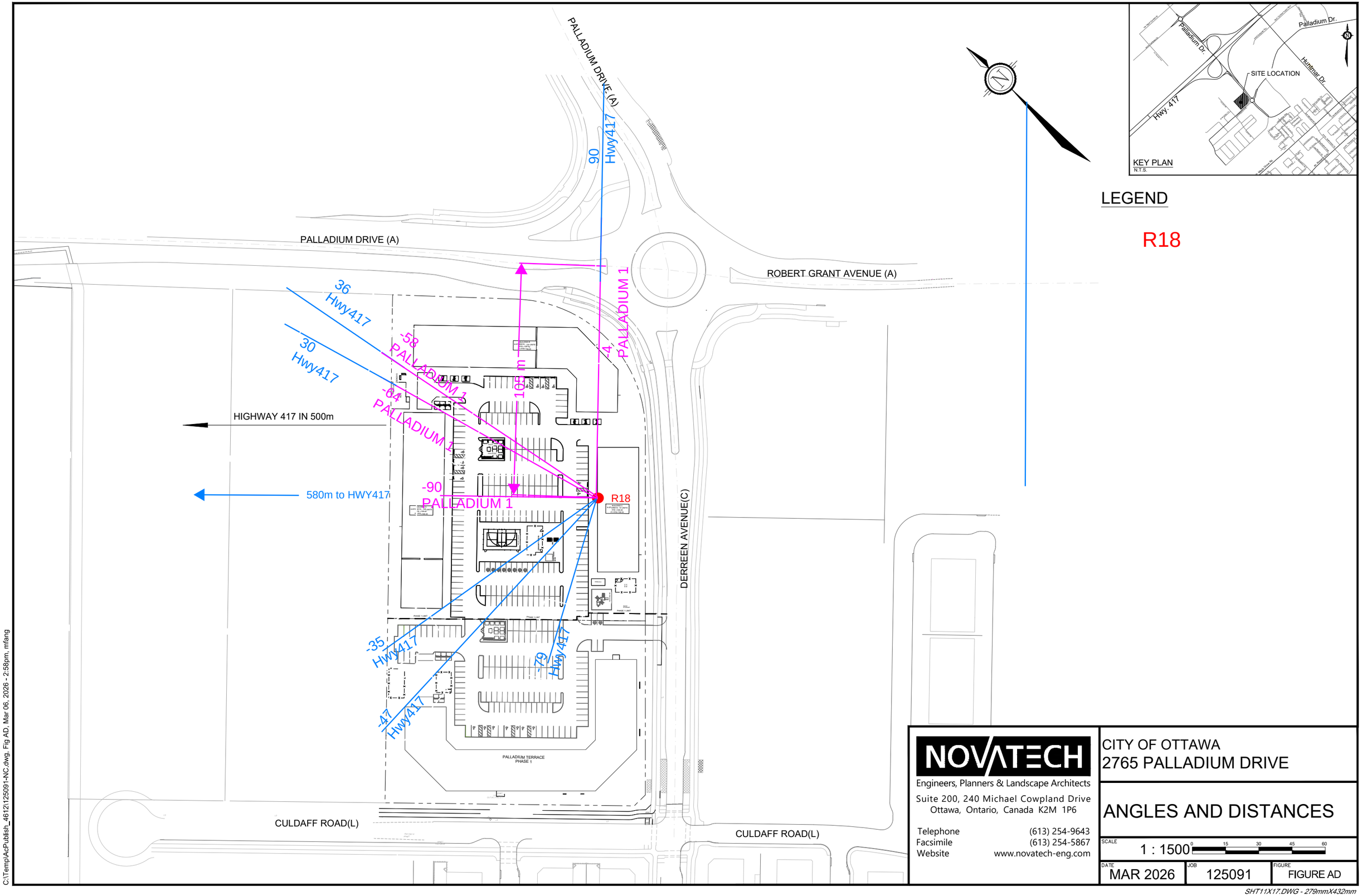
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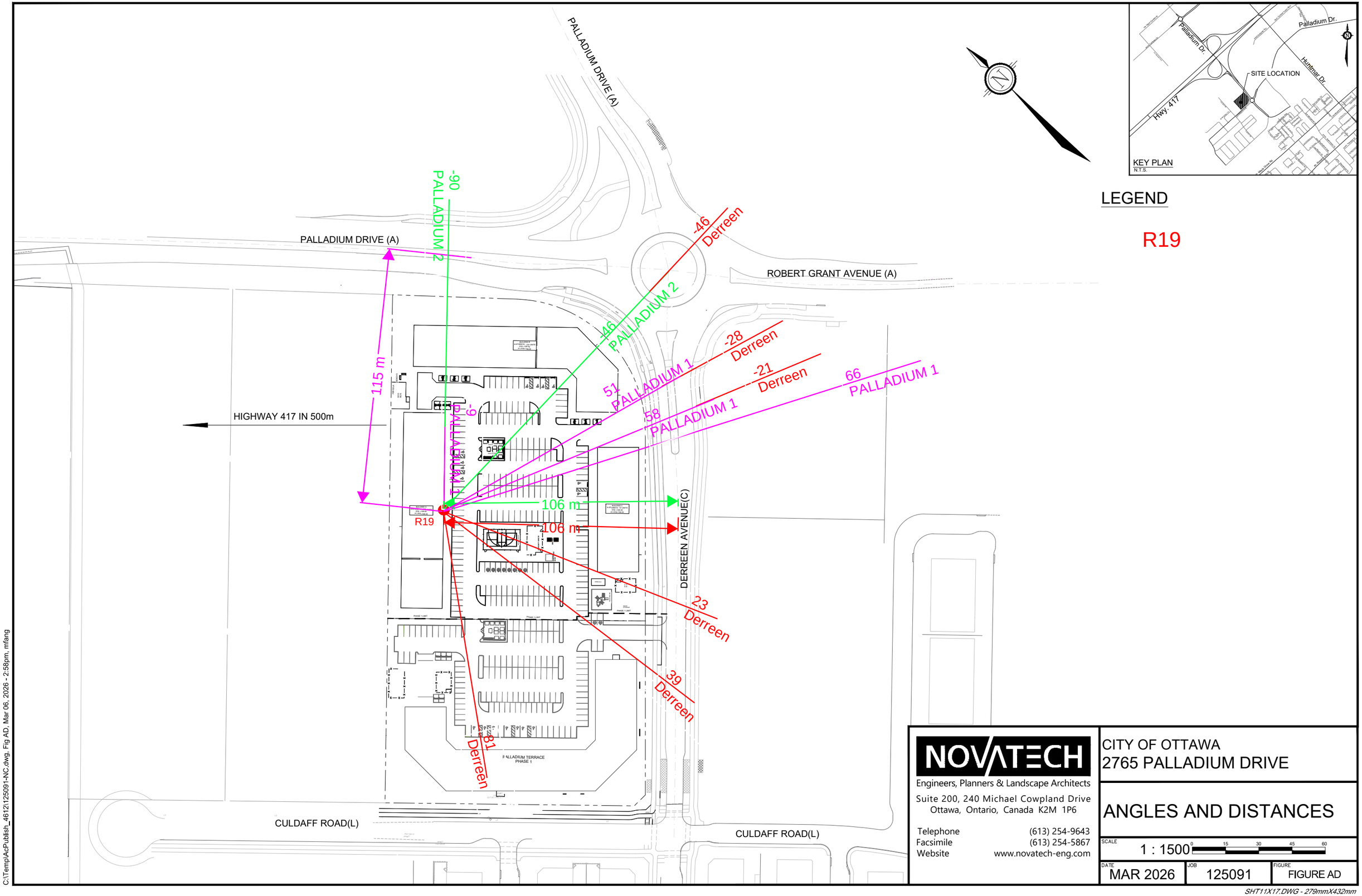
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SHT11X17.DWG - 279mmX432mm

APPENDIX C

Acoustic Insulation Factors Tables

R2 6th Floor

TABLE 12: Approximate conversion from STC to AIF for exterior walls:

Exterior wall area expressed as percentage of room floor area	Acoustic Insulation Factor (AIF)
200	STC-10
160	STC-9
125	STC-8
100	STC-7
80	STC-6
63	STC-5
50	STC-4
40	STC-3
32	STC-2
25	STC-1
20	STC
16	STC+1
12.5	STC+2
10	STC+3
8	

Note: For area percentages not listed in the table use the nearest listed value.

Example: For a wall whose area = 120% of room floor area and STC = 48 the AIF is 48 - 8 = 40.

STC = AIF + 6 = 30 + 6 = 36 dBA

R2 6th Floor

Table 6.3 - Acoustic Insulation Factor for Various Types of Exterior Wall

	Percentage of exterior wall area to total floor area of room											Type of Exterior Wall
	16	20	25	32	40	50	63	80	100	125	160	
Acoustic	39	38	37	36	35	34	33	32	31	30	29	EW1
Insulation	41	40	39	38	37	36	35	34	33	32	31	EW2
Factor	44	43	42	41	40	39	38	37	36	35	34	EW3
	47	46	45	44	43	42	41	40	39	38	37	EW4
	48	47	46	45	44	43	42	41	40	39	38	EW1R
	49	48	47	46	45	44	43	42	41	40	39	EW2R
	50	49	48	47	46	45	44	43	42	41	40	EW3R
	55	54	53	52	51	50	49	48	47	46	45	EW5
	56	55	54	53	52	51	50	49	48	47	46	EW4R
	58	57	56	55	54	53	52	51	50	49	48	EW6
	59	58	57	56	55	54	53	52	51	50	49	EW7 or EW5R
	63	62	61	60	59	58	57	56	55	54	53	EW8

Source : National Research Council, Division of Building Research, December 1980.

Explanatory Notes :

1) Where the calculated percentage wall area is not presented as a column heading, the nearest percentage column in the table should be used.
2) The common structure of walls EW1 to EW5 is composed of 12.7 mm gypsum board, vapour barrier, and 38 x 89 mm studs with 50 mm (or thicker) mineral wool or glass fibre batts in inter-stud cavities.
3) EW1 denotes exterior wall as in Note 2), plus sheathing, plus wood siding or metal siding and fibre backer board.
EW2 denotes exterior wall as in Note 2), plus rigid insulation (25-30 mm), and wood siding or metal siding and fibre backer board.
EW3 denotes simulated mansard with structure as in Note 2), plus sheathing, 28 x 89 mm framing, sheathing, and asphalt roofing material.
EW4 denotes exterior wall as in Note 2), plus sheathing and 20 mm stucco.
EW5 denotes exterior wall as in Note 2), plus sheathing, 25 mm air space, 100 mm brick veneer.
EW6 denotes exterior wall composed of 12.7 mm gypsum board, rigid insulation (25-50 mm), 100 mm back-up block, 100 mm face brick.
EW7 denotes exterior wall composed of 12.7 mm gypsum board, rigid insulation (25-50 mm), 140 mm back-up block, 100 mm face brick.
EW8 denotes exterior wall composed of 12.7 mm gypsum board, rigid insulation (25-50 mm), 200 mm concrete.
4) R signifies the mounting of the interior gypsum board on resilient clips.
5) An exterior wall conforming to rainscreen design principles and composed of 12.7 mm gypsum board, 100 mm concrete block, rigid insulation (25-50 mm), 25 mm air space, and 100 mm brick veneer has the same AIF as EW6.
6) An exterior wall described in EW1 with the addition of rigid insulation (25-50 mm) between the sheathing and the external finish has the same AIF as EW2.

R2. 6th Floor

TABLE 11: Approximate conversion from STC to AIF for windows and doors:

Window (or door) area expressed as percentage of room floor area	Acoustic Insulation Factor (AIF)
80	STC-5
63	STC-4
50	STC-3
40	STC-2
32	STC-1
25	STC
20	STC+1
16	STC+2
12.5	STC+3
10	STC+4
8	STC+5
6.3	STC+6
5	STC+7
4	STC+8

Note: For area percentages not listed in the table use the nearest listed value.

Examples: For a window whose area = 20% of the room floor area and STC = 32 the AIF is 32 + 1 = 33.

For a window whose area = 60% of the room floor area and STC = 29 the AIF is 29 - 4 = 25.

STC = AIF - 2 = 30 - 2 = 28 dBA

R 2 6th Floor

TABLE 5: Acoustic Insulation Factor for Various Types of Windows

Window area as a percentage of total floor area of room[1]														Single glazing	Double glazing of indicated glass thickness				Triple Glazing	
4	5	6	8	10	13	16	20	25	32	40	50	63	80		2mm and 2mm glass	3mm and 3mm glass	4mm and 4mm glass	3mm and 6mm glass	6mm and 6mm glass	3mm, 3mm and 3mm glass	3mm, 3mm and 6mm glass
Acoustic Insulation Factor (AIF)[2]														Thickness	Interpane spacing in mm[3]					Interpane spacings in mm[5]	
35	34	33	32	31	30	29	28	27	26	25	24	23	22	2mm	6						
36	35	34	33	32	31	30	29	28	27	26	25	24	23		13						
37	36	35	34	33	32	31	30	29	28	27	26	25	24	3mm	15	6					
38	37	36	35	34	33	32	31	30	29	28	27	26	25	3mm, 6mm	19	13	6				
39	38	37	36	35	34	33	32	31	30	29	28	27	26		22	16	13	6	6	6,6	
40	39	38	37	36	35	34	33	32	31	30	29	28	27	9mm[4]	28	20	16	13	13	6,10	6,6
41	40	39	38	37	36	35	34	33	32	31	30	29	28		35	25	20	16	16	6,15	6,10
42	41	40	39	38	37	36	35	34	33	32	31	30	29	12mm[4]	42	32	25	20	20	6,20	6,15
43	42	41	40	39	38	37	36	35	34	33	32	31	30		50	40	32	25	24	6,30	6,20
44	43	42	41	40	39	38	37	36	35	34	33	32	31		63	50	40	32	30	6,40	6,30
45	44	43	42	41	40	39	38	37	36	35	34	33	32		80	63	50	40	37	6,50	6,40
46	45	44	43	42	41	40	39	38	37	36	35	34	33		100	80	63	55	50	6,65	6,50
47	46	45	44	43	42	41	40	39	38	37	36	35	34		125	100	80	75	70	6,80	6,65
48	47	46	45	44	43	42	41	40	39	38	37	36	35		150	125	100	95	90	6,100	6,80
49	48	47	46	45	44	43	42	41	40	39	38	37	36			150	125	110	100		6,100
50	49	48	47	46	45	44	43	42	41	40	39	38	37				150	135	125		

Source: National Research Council, Division of Building Research, June 1980.

Explanatory Notes:

1) Where the calculated percentage window area is not presented as a column heading, the nearest percentage column in the table values should be used.
2) AIF data listed in the table are for well-fitted weatherstripped units that can be opened. The AIF values apply only when the windows are closed. For windows fixed and sealed to the frame, add three (3) to the AIF given in the table.
3) If the interpane spacing or glass thickness for a specific double glazed window is not listed in the table, the nearest listed values should be used.
4) The AIF ratings for 9mm and 12mm glass are for laminated glass only; for solid glass subtract two (2) from the AIF values listed in the table.
5) If the interpane spacings for a specific triple-glazed window are not listed in the table, use the listed case whose combined spacings are nearest the actual combined spacing.
6) The AIF data listed in the table are for typical windows, but details of glass mounting, window seals, etc. may result in slightly different performance for some manufacturers' products. If laboratory sound transmission loss data (conforming to ASTM test method E-90) are available, these should be used to calculate the AIF.