

Environmental Noise Control Study

Proposed Residential Development

551 Riverdale Avenue
Ottawa, Ontario

Prepared for JSS Riverdale Holdings Inc.

Report PG7956-1 Revision 3 dated August 12, 2026

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1.0 Introduction

Paterson Group (Paterson) was commissioned by JSS Riverdale Holdings Inc. to conduct an environmental noise control study for the proposed residential development to be located at 551 Riverdale Avenue in the City of Ottawa.

The objectives of the current study are to:

- ☐ Determine the primary noise sources impacting the site and compare the projected sound levels to guidelines set out by the Ministry of Environment and Conservation and Parks (MOECP) and the City of Ottawa.
- ☐ Review the projected noise levels and offer recommendations regarding warning classes, construction materials or alternative sound barriers.

The following report has been prepared specifically and solely for the aforementioned project, which is described herein. It contains our findings and includes acoustical recommendations pertaining to the design and construction of the subject residential development as they are understood at the time of writing this report.

This study has been conducted according to the City of Ottawa document - Engineering Noise Control Guidelines (ENCG), dated January 2016, and the Ontario Ministry of the Environment Guideline NPC-300.

2.0 Proposed Development

It is understood that the proposed residential development will consist of a multi-storey residential building. Associated at-grade roadways, parking areas, an outdoor living area, and landscaped areas are also anticipated as a part of the proposed residential development.

3.0 Methodology and Noise Assessment Criteria

The City of Ottawa outlines 3 sources of environmental noise that must be analyzed separately:

- ☐ Surface Transportation Noise
- ☐ Stationary Noise
 - New noise-sensitive development applications (noise receptors) in proximity to existing or approved stationary sources of noise and
 - New stationary sources of noise (noise generating) in proximity to existing or approved noise-sensitive developments.
- ☐ Aircraft noise

Surface Transportation Noise

The City of Ottawa's Official Plan, in addition to the ENCG, dictate that the influence area must contain any of the following conditions to classify as a surface transportation noise source for a subject site:

- ☐ Within 100 m of the right-of-way of an existing or proposed arterial, collector or major collector road; a light rail transit corridor; bus rapid transit, or transit priority corridor.
- ☐ Within 250 m of the right-of-way for an existing or proposed highway or secondary rail line.
- ☐ Within 300 m from the right of way of a proposed or existing rail corridor or a secondary main railway line.
- ☐ Within 500 m of an existing 400 series provincial highway, freeway or principal main railway line.

The NPC-300 outlines the limitations of the stationary and environmental noise levels in relation to the location of the receptors. These can be found below in the following tables:

Table 1 - Sound Level Limits for Outdoor Living Areas

Time Period	Required $L_{eq(16)}$ (dBA)
16 hours, 7:00-23:00	55
I. Standards taken from Table 2.2a; Sound Level Limit for Outdoor Living Areas - Road and Rail	

Table 2 - Sound Level Limits for Indoor Living Areas

Type of Space	Time Period	Required L_{eq} (dBA)	
		Road	Rail
Living/Dining, den areas of residences, hospitals, nursing homes, schools, daycare centres, etc	7:00-23:00	45	40
Theatres, places of worship, libraries, individual or semi-private offices, conference rooms, reading rooms	23:00-7:00	45	40
Sleeping quarters	7:00-23:00	45	40
	23:00-7:00	40	35
I. Standards taken from Table 2.2b; Sound Level Limit for Indoor Living Areas - Road and Rail			

It is noted in ENCG that the limits outlined in Table 2 are for the sound levels on the interior of the glass pane. The ENCG further goes on to state that the limit for the exterior of the pane of glass will be 55 dBA.

If the sound level limits are exceeded at the window panes for the indoor living areas, the following Warning Clauses may be referenced:

Table 3 - Warning Clauses for Sound Level Exceedances

Warning Clause	Description
Warning Clause Type A	"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."
Warning Clause Type B	"Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic (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."
Warning Clause Type C	"This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium-density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."
Warning Clause Type D	"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."
I.	Clauses taken from section C8 Warning Clauses; Environmental Noise Guidelines - NPC-300

Stationary Noise

Stationary noise sources include sources or facilities that are fixed or mobile and can cause a combination of sound and vibration levels emitted beyond the property line. These sources may include commercial air conditioner units, generators and fans. Facilities that may contribute to stationary noise may include car washes, snow disposal sites, transit stations and manufacturing facilities.

The proposed residential development is not in proximity to any existing or approved stationary sources of noise. Therefore, a stationary noise analysis will not be required with respect to off-site stationary noise sources impacting the proposed residential development.

4.0 Analysis

Surface Transportation Noise

The subject site is currently occupied by an existing residential development, with Riverdale Avenue to the west, Bank Street to the south, the Rideau River to the east, and residential dwellings to the north. Bank Street and Riverdale Avenue were identified within the 100 m radius of the proposed residential development.

It is understood that the existing building on site will be demolished and a new building is to be constructed. Therefore, the existing buildings on site were not taken into consideration for this assignment.

Based on the new City of Ottawa Official Plan, Schedule F, Bank Street is considered a 4-lane undivided urban arterial (4-UAU) and Riverdale Avenue is considered a 2-lane urban collector (2-UCU). Other roads within the 100 m radius of the proposed residential development are not classified as either arterial, collector, or major collector roads and, therefore, are not included in this study.

All noise sources are presented in Drawing PG7956-1-Site Geometry, located in Appendix 1.

The City of Ottawa provides noise levels from road traffic, taking into consideration the right-of-way width and the implied roadway class. These values represent the maximum allowable capacity of the proposed roadways. The parameters to be used for sound-level predictions can be found below.

Table 4 - Traffic and Road Parameters						
Road	Implied Roadway	AADT (Veh/day)	Posted Speed (km/h)	Day/Night Split %	Medium Truck %	Heavy Truck %
Bank Street	4-UAU	30000	50	92/8	7	5
Riverdale Ave	2-UCU	8000	50	92/8	7	5
Data obtained from the City of Ottawa document ENCG or City of Ottawa Officials						

Two (2) levels of reception points were selected for this analysis. The following elevations were selected from the heights provided on the survey plan for the subject buildings.

Table 5 - Elevation of Reception Points			
Floor Number	Elevation at the Centre of Window / Ground Surface (m)	Floor Use	Daytime/Nighttime Analysis
Ground Floor/OLA	1.5	Living Area/Bedroom	Daytime/nighttime
Forth Level	10.5	Living Area/Bedroom	Daytime/nighttime

For this analysis, a reception point was taken at the centre of each floor, on the ground floor and fourth floor. Reception points are detailed in Drawing PG7956-2 Receptor Location Plans presented in Appendix 1.

All horizontal distances have been measured from the reception point to the edge of the right-of-way. The roadways were analyzed where they intersected the 100 m buffer zone which is reflected in the local angles described in Paterson Drawings PG7956-3A to 3H-Site Geometry in Appendix 1.

Table 8 - Summary of Reception Points and Geometry, located in Appendix 1, provides a summary of the points of reception and their geometry concerning the noise sources. The analysis is completed so that no effects of sound reflection off the building facade are considered, as stipulated by the ENCG. It should be noted that one receptor is assigned to the side of the building affected by noise. There are two noise sources: Bank Street and Riverdale Avenue. The anticipated noise at each receptor represents the worst-case scenario for each building.

The analysis was completed using STAMSON version 5.04, a computer program which uses the road and rail traffic noise prediction methods using ORNAMENT (Ontario Road Noise Analysis Method for Environment and Transportation) and STEAM (Sound from Trains Environment Analysis Method), publications from the Ontario Ministry of Environment and Energy.

The subject site is relatively level and at grade with the neighbouring roads within the 100 m radius.

5.0 Results

Surface Transportation

The primary descriptors are the 16-hour daytime and the 8-hour nighttime equivalent sound levels, $L_{eq(16)}$ and the $L_{eq(8)}$ for City roads.

The proposed traffic noise levels were analyzed at all reception points. The results of the STAMSON software are located in Appendix 2, and the summary of the results is noted in Table 6 below.

Table 6 - Summary of Results			
Reception Point	Description	Daytime at Facade $L_{eq(16)}$ (dBA)	Nighttime at Facade $L_{eq(8)}$ (dBA)
REC 1-1	Western Elevation - Building B3 - 1st Floor	57.64	50.05
REC 1-3	Western Elevation - Building B3 - 3rd Floor	58.64	51.05
REC 2-1	Western Elevation - Building A - 1st Floor	52.90	45.30
REC 2-4	Western Elevation - Building A - 4th Floor	54.28	46.68
REC 3-1	Southern Elevation - Building A - 1st Floor	50.37	43.68
REC 3-4	Southern Elevation - Building A - 4th Floor	52.86	45.27
REC 4-1	Southern Elevation - Building A - 1st Floor	61.39	53.79
REC 4-4	Southern Elevation - Building A - 4th Floor	61.91	54.31
REC 5-1	Western Elevation - Building A - 1st Floor	64.16	56.57
REC 5-4	Western Elevation - Building A - 4th Floor	64.57	56.57
REC 6-1	Northern Elevation - Building A - 1st Floor	61.15	53.56
REC 6-4	Northern Elevation - Building A - 4th Floor	61.55	53.96
REC 7-1	Northern Elevation - Building A - 1st Floor	52.78	45.18
REC 7-4	Northern Elevation - Building A - 4th Floor	54.26	46.67
REC 8	Outdoor Living Area	54.11	-

6.0 Discussion and Recommendations

6.1 Outdoor Living Areas

One outdoor living area was identified to the south of the proposed building. The results of the STAMSON modelling indicate that the $L_{eq(16)}$ for this outdoor living area will be 54.11 dBA, which is below the limit of 55 dBA as specified by the ENGCG. Therefore, no additional noise mitigation measures are required for this outdoor living area.

6.2 Indoor Living Areas and Ventilation

The results of the STAMSON modelling indicate that the $L_{eq(16)}$ ranges between 54.55 dBA and 64.16 dBA. Some of the values calculated exceed the limit of 55 dBA as specified by the ENGCG, and therefore, warning clauses will be required to be stated on any deeds of sale.

Table 7 - Summary of Warning Clauses – Indoor Living Areas			
Building	Elevation	Applicable Warning Clause	Additional Considerations
Building A	All	Warning Clause Type C	"This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium-density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."

No receptors exceed the 65 dBA threshold; therefore, no analysis of the building materials will be required. It is understood that standard construction materials would be sufficient noise mitigation.

7.0 Summary of Findings

The subject site is located at 551 Riverdale Avenue. It is understood that the proposed residential development will consist of a multi-level residential building. The associated analysis identified two surface transportation noise sources: Bank Street and Riverdale Avenue.

Several reception points were selected for the analysis, consisting of an outdoor living area, panes of glass reception points on both the first level and fourth level.

The sound levels for the outdoor living area were below the 55 dBA threshold and is therefore considered acceptable without any mitigation measures.

The sound levels for Building A exceeded the 55 dBA but were below the 65 dBA threshold as specified by ENCG. and will therefore require Warning Clause Type C to be included on all applicable unit Offers of Purchase and Sale. It is understood that standard construction materials would be sufficient noise mitigation and a further analysis of building materials will not be required.

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

8.0 Statement of Limitations

The recommendations made in this report are in accordance with our present understanding of the project. Our recommendations should be reviewed when the project drawings and specifications are complete.

The present report applies only to the project described in this document. Use of this report for purposes other than those described herein or by person(s) other than JSS Riverdale Holdings Inc. or their agent(s) is not authorized without review by this firm for the applicability of our recommendations to the altered use of the report.

Paterson Group Inc.



Nicole Patey, P.Eng.



Stephanie Boisvenue, P.Eng.

Report Distribution:

- ☐ Riverdale Holdings Inc.
- ☐ Paterson Group

APPENDIX 1

TABLE 8 – SUMMARY OF RECEPTION POINTS AND GEOMETRY

DRAWING PG7956-1-SITE PLAN

DRAWING PG7956-2-RECEPTOR LOCATION PLAN

DRAWING PG7956-3-SITE GEOMETRY (BUILDING A)

DRAWING PG7956-3A-SITE GEOMETRY (REC 1-1 & REC 1-4)

DRAWING PG7956-3B-SITE GEOMETRY (REC 2-1 & REC 2-4)

DRAWING PG7956-3C-SITE GEOMETRY (REC 3-1 & REC 3-4)

DRAWING PG7956-3D-SITE GEOMETRY (REC 4-1 & REC 4-4)

DRAWING PG7956-3E-SITE GEOMETRY (REC 5-1 & REC 5-4)

DRAWING PG7956-3F-SITE GEOMETRY (REC 6-1 & REC 6-4)

DRAWING PG7956-3G-SITE GEOMETRY (REC 7-1 & REC 7-4)

DRAWING PG7856-3H-SITE GEOMETRY (REC 8)

Table 8 - Summary of Reception Points and Geometry											
Proposed Residential Development											
Point of Reception	Location	Total Leq Day (dBA)	Total Leq Night (dBA)	Bank Street				Riverdale Avenue			
				Horizontal	Vertical	Total	Local Angle	Horizontal	Vertical	Total	Local Angle
				(m)	(m)	(m)	(degree)	(m)	(m)	(m)	(degree)
REC 1-1	Western Elevation - Building B3 - 1st Floor	57.64	50.05	92	1.5	92.01	-32, 16	38	1.5	38.03	-56, 52
REC 1-3	Western Elevation - Building B3 - 3rd Floor	58.64	51.05	92	7.5	92.31	-32, 16	38	7.5	38.73	-56, 52
REC 2-1	Western Elevation - Building A - 1st Floor	52.90	45.3	n/a	n/a	n/a	n/a	45	1.5	45.02	-45, 16
REC 2-4	Western Elevation - Building A - 4th Floor	54.28	46.68	n/a	n/a	n/a	n/a	45	10.5	46.21	-45, 16
REC 3-1	Southern Elevation - Building A - 1st Floor	50.37	43.68	n/a	n/a	n/a	n/a	36	1.5	36.03	-70, -32
REC 3-4	Southern Elevation - Building A - 4th Floor	52.86	45.27	n/a	n/a	n/a	n/a	36	10.5	37.5	-70, -32
REC 4-1	Southern Elevation - Building A - 1st Floor	61.39	53.79	100	1.5	100.01	-6, 12	15	1.5	15.07	-84, 0
REC 4-4	Southern Elevation - Building A - 4th Floor	61.91	54.31	100	10.5	100.55	-6, 12	15	10.5	18.31	-84, 0
REC 5-1	Western Elevation - Building A - 1st Floor	64.16	56.57	n/a	n/a	n/a	n/a	7	1.5	7.16	-84, 77
REC 5-4	Western Elevation - Building A - 4th Floor	64.57	56.98	n/a	n/a	n/a	n/a	7	10.5	12.62	-84, 77
REC 6-1	Northern Elevation - Building A - 1st Floor	61.15	53.56	n/a	n/a	n/a	n/a	15	1.5	15.07	0, 80
REC 6-4	Northern Elevation - Building A - 4th Floor	61.55	53.96	n/a	n/a	n/a	n/a	15	10.5	18.31	0, 80
REC 7-1	Northern Elevation - Building A - 1st Floor	52.78	45.18	n/a	n/a	n/a	n/a	42	1.5	42.03	5, 64
REC 7-4	Northern Elevation - Building A - 4th Floor	54.26	46.67	n/a	n/a	n/a	n/a	42	10.5	43.29	5, 64
REC 8	Outdoor Living Area	54.11	--	100	1.5	100.01	-65, 0	40	1.5	40.03	-81, -39



9 AURIGA DRIVE
OTTAWA, ON
K2E 7T9
TEL: (613) 226-7381

NO.	REVISIONS	DD/MM/YYYY	INITIAL
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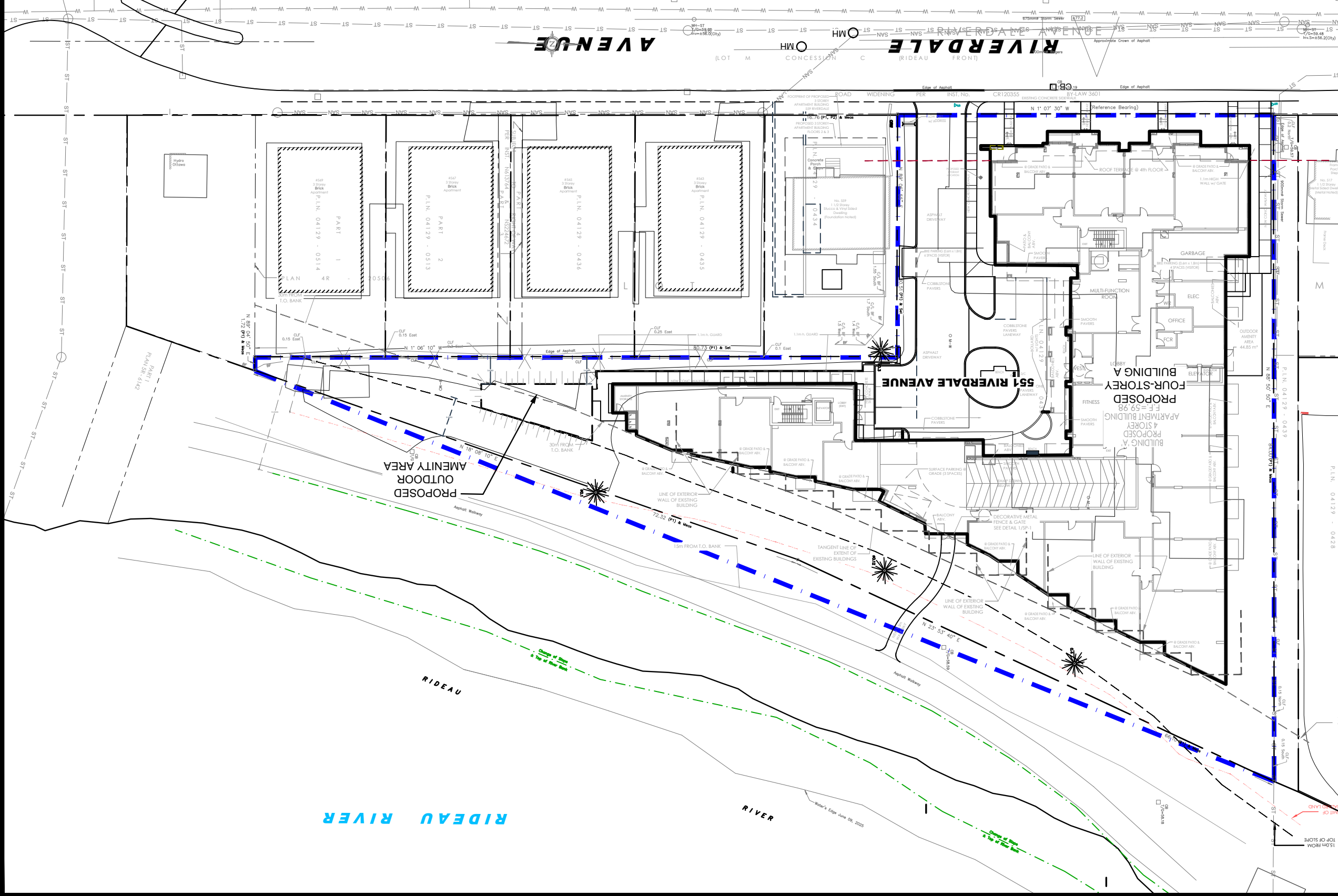
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OTTAWA,

J.S.S. RIVERDALE HOLDINGS INC.
ENVIRONMENTAL NOISE CONTROL STUDY
PROPOSED RESIDENTIAL DEVELOPMENT
551 RIVERDALE AVENUE
ONTARIO

SITE PLAN

Scale:	1:500
Drawn by:	YA
Checked by:	OM
Approved by:	SB

Date:	04/2026
Report No.:	PG7956-1
Dwg. No.:	PG7956-1
Revision No.:	1





9 AURIGA DRIVE
OTTAWA, ON
K2E 7T9
TEL: (613) 226-7381

NO.	REVISIONS	DD/MM/YYYY	INITIAL
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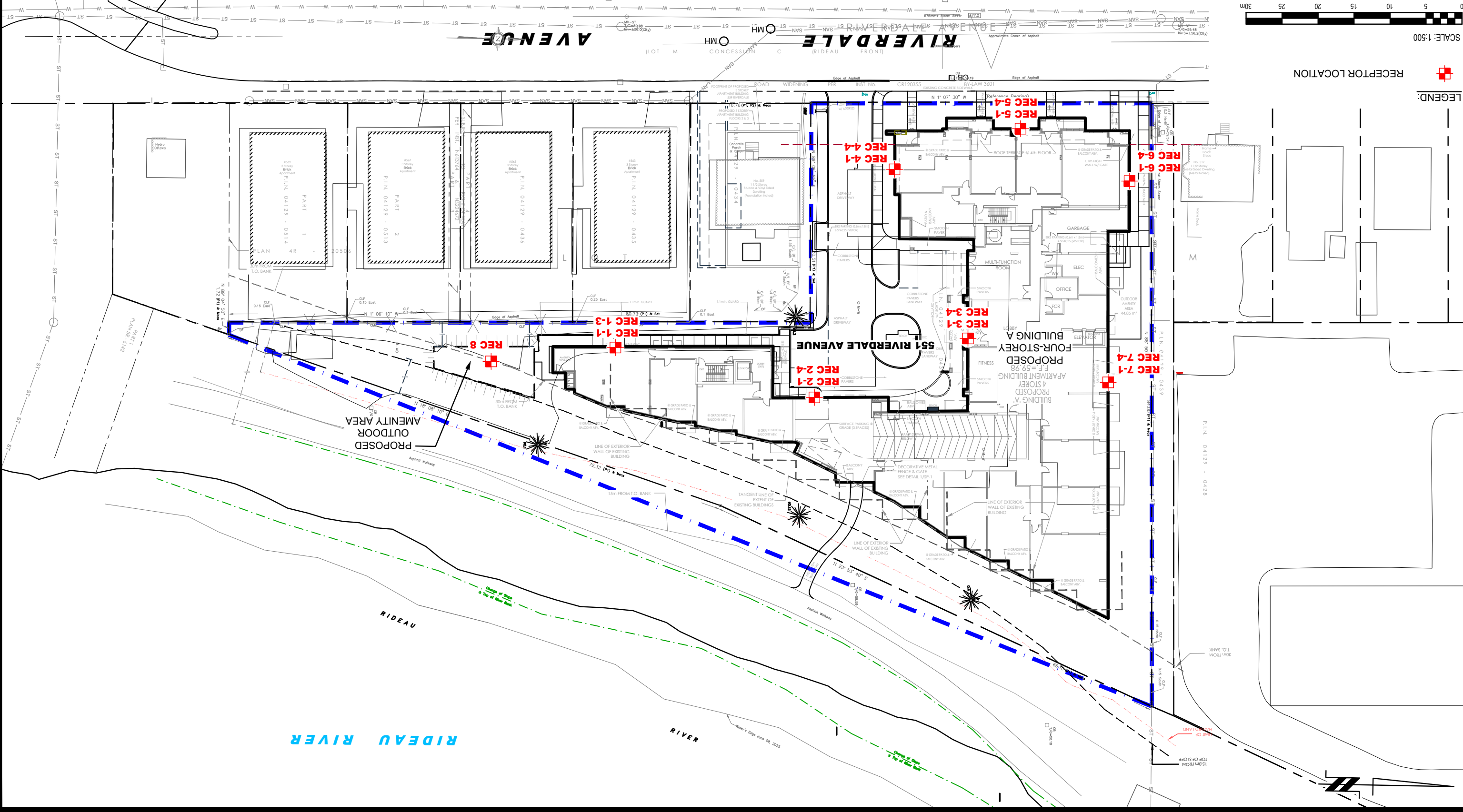
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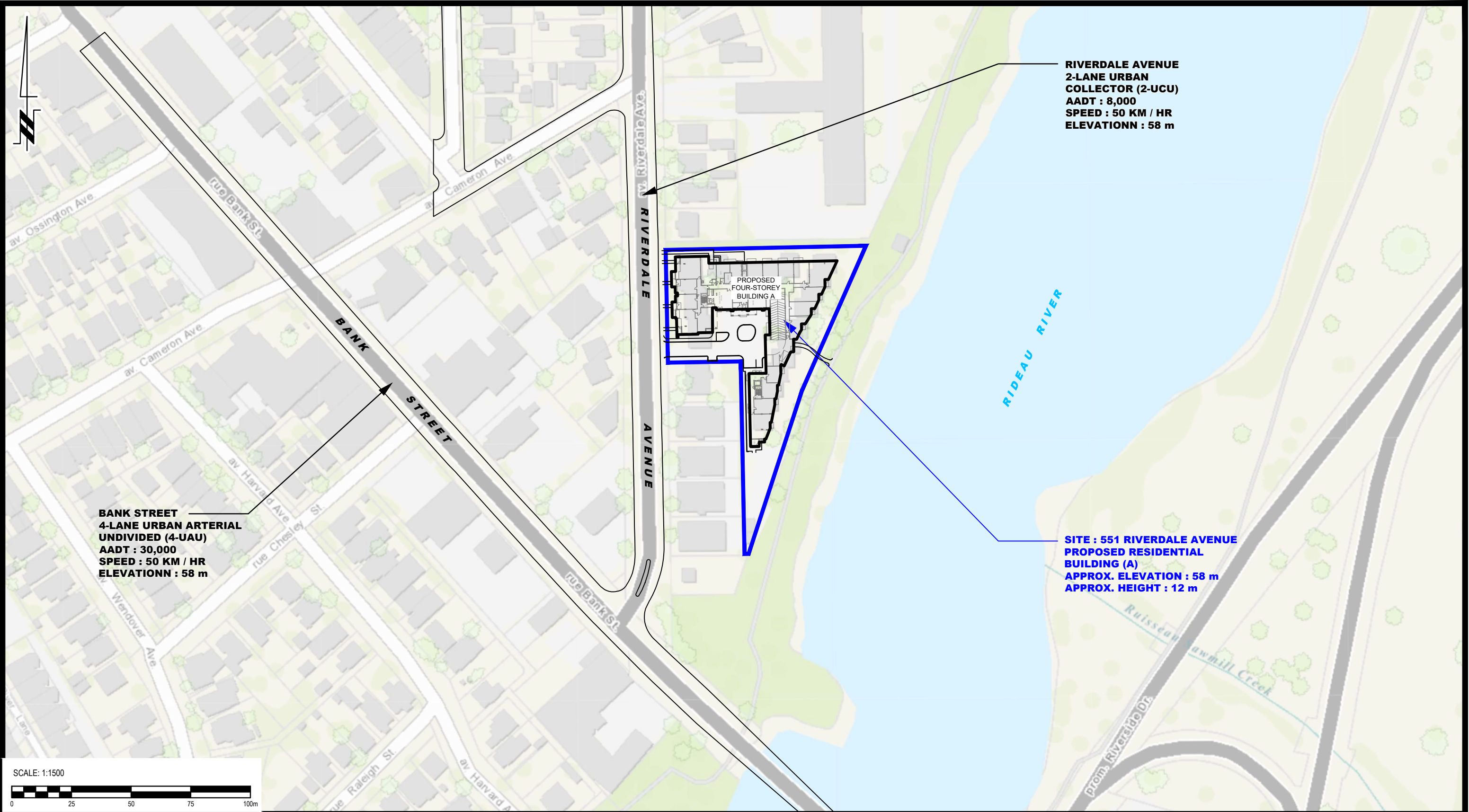
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ENVIRONMENTAL NOISE CONTROL STUDY
PROPOSED RESIDENTIAL DEVELOPMENT
551 RIVERDALE AVENUE
ONTARIO

Scale:	1:500	Drawn by:	YA	Report No.:	PG7956-1	Dwg. No.:	PG7956-2	Revision No.:	1
Approved by:	OM	Checked by:	OM	SB					



RECEPTOR LOCATION
LEGEND:







9 AURIGA DRIVE
OTTAWA, ON
K2E 7T9
TEL: (613) 226-7381

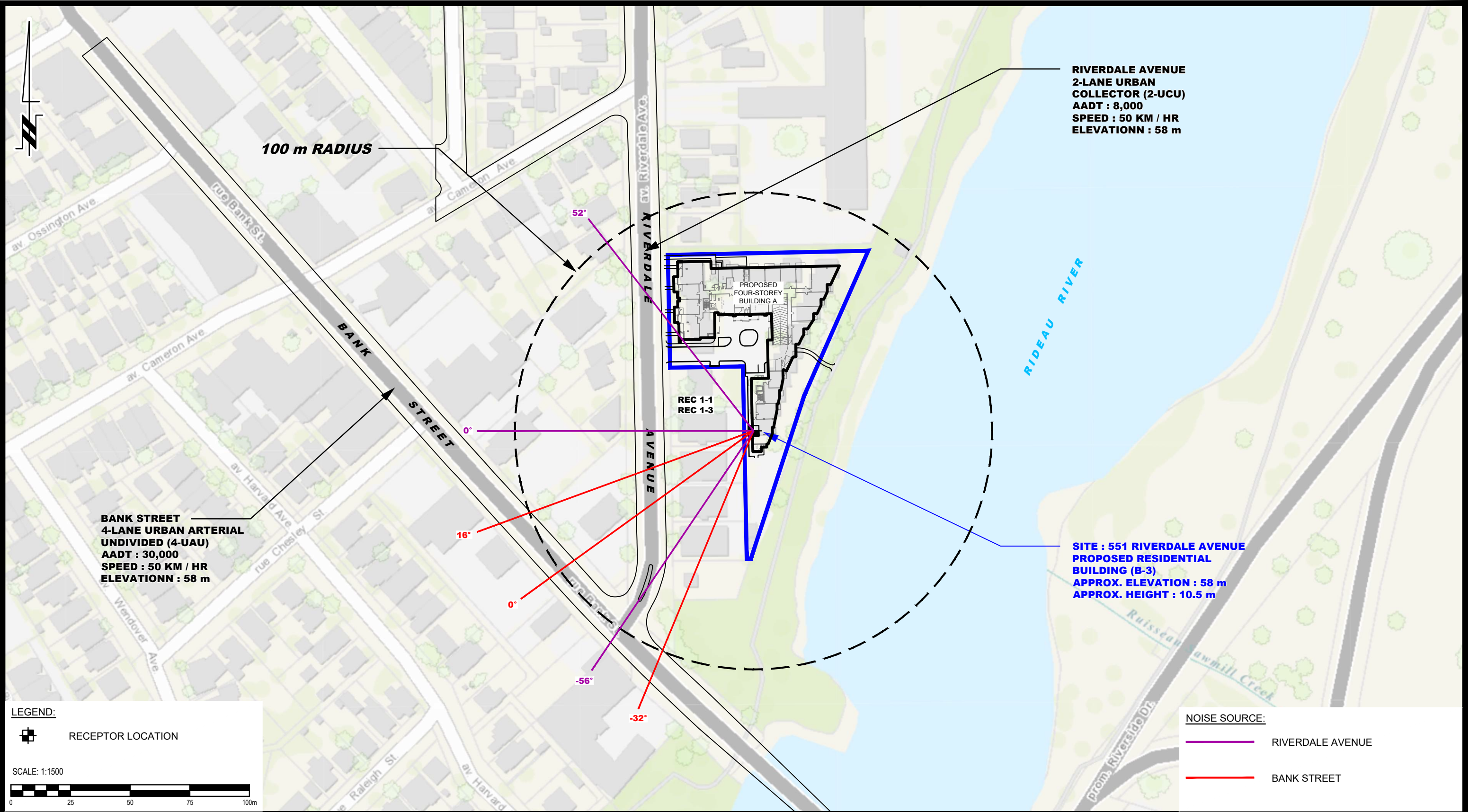
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NO.	REVISIONS	DD/MM/YYYY	INITIAL

OTTAWA,
Title:

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ENVIRONMENTAL NOISE CONTROL STUDY
PROPOSED RESIDENTIAL DEVELOPMENT
551 RIVERDALE AVENUE
SITE GEOMETRY - BUILDING A

ONTARIO

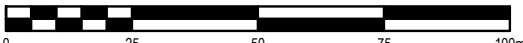
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Approved by:	SB	Revision No.:	1



LEGEND:

 RECEPTOR LOCATION

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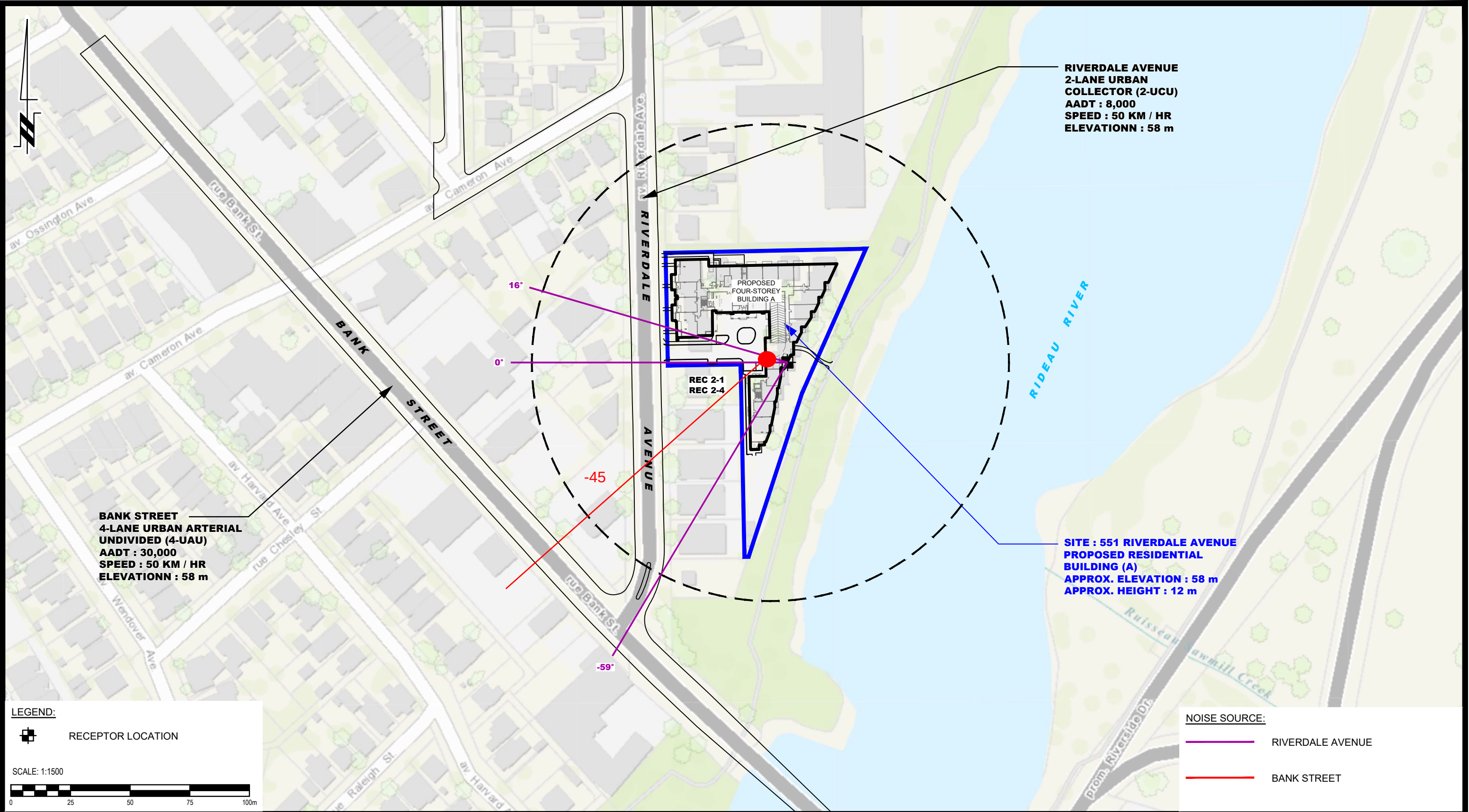


NOISE SOURCE:

 RIVERDALE AVENUE

 BANK STREET

 PATERSON GROUP 9 AURIGA DRIVE OTTAWA, ON K2E 7T9 TEL: (613) 226-7381					J.S.S. RIVERDALE HOLDINGS INC. ENVIRONMENTAL NOISE CONTROL STUDY PROPOSED RESIDENTIAL DEVELOPMENT 551 RIVERDALE AVENUE OTTAWA, ONTARIO	Scale: 1:1500	Date: 04/2026
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						Checked by: OM	Dwg. No.: PG7956-3A
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RECEPTOR LOCATION

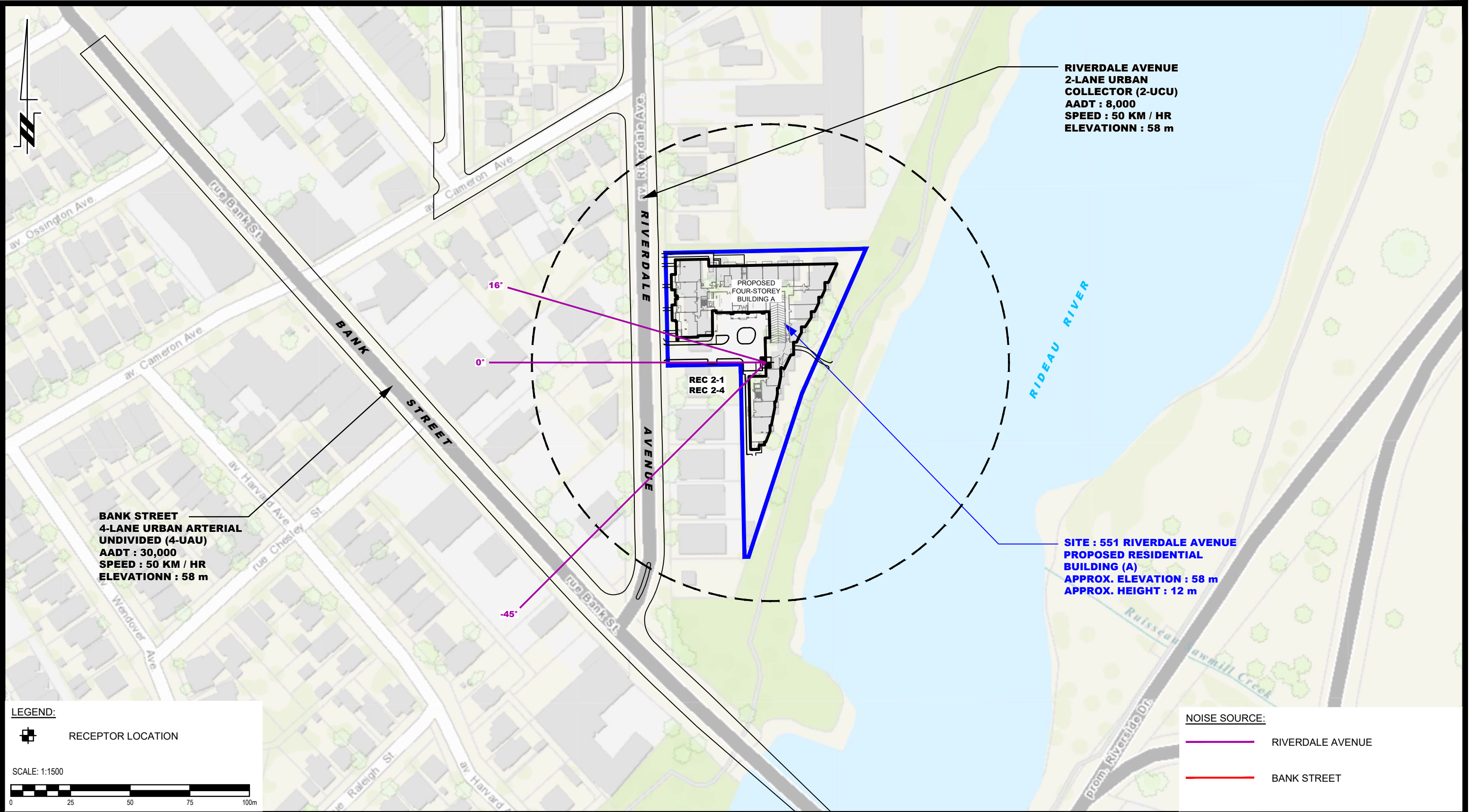
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NOISE SOURCE:

RIVERDALE AVENUE

BANK STREET

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							Checked by: OM	Dwg. No.: PG7956-3B
							Approved by: SB	Revision No.: 1
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RECEPTOR LOCATION

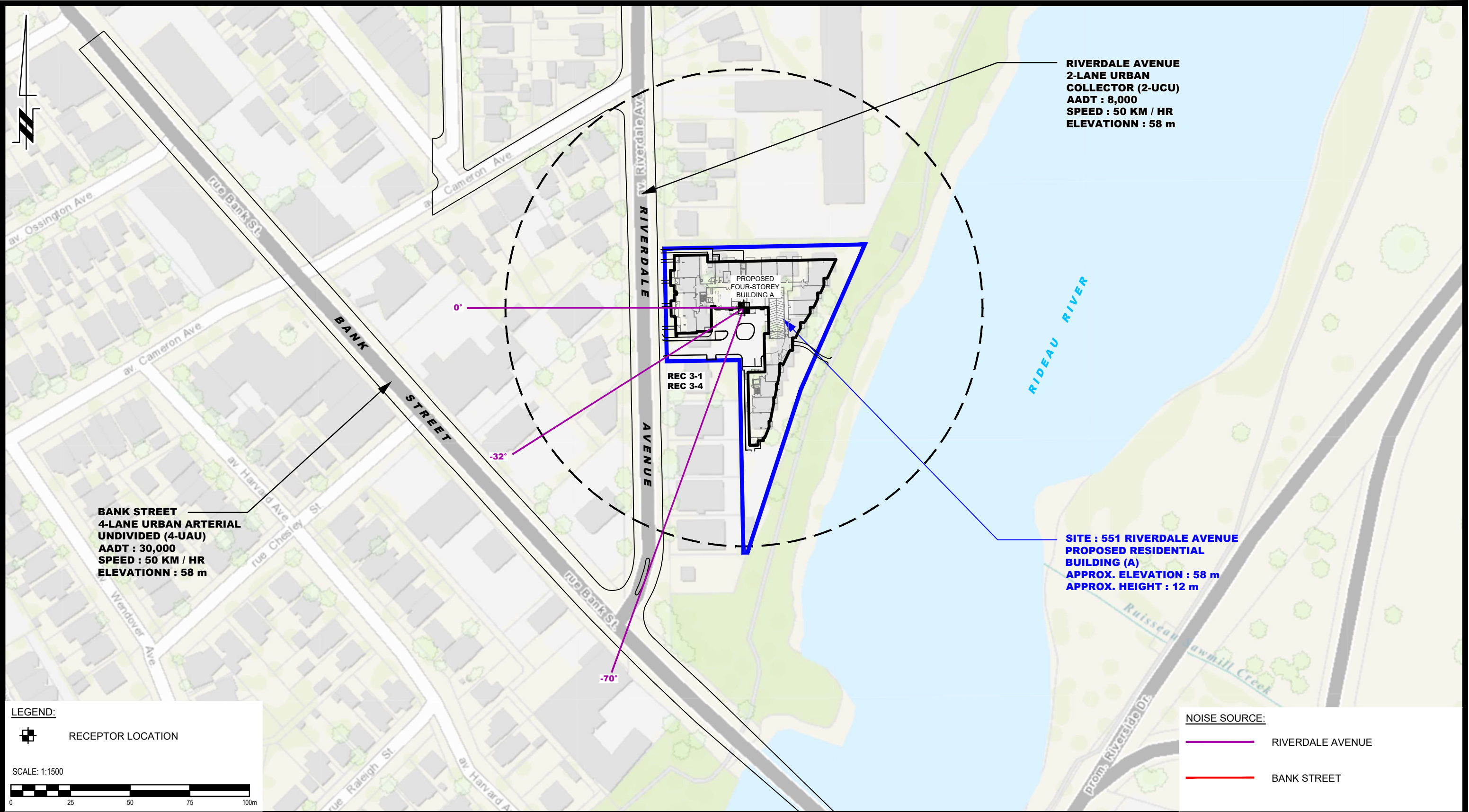
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NOISE SOURCE:

RIVERDALE AVENUE

BANK STREET

 9 AURIGA DRIVE OTTAWA, ON K2E 7T9 TEL: (613) 226-7381				J.S.S. RIVERDALE HOLDINGS INC. ENVIRONMENTAL NOISE CONTROL STUDY PROPOSED RESIDENTIAL DEVELOPMENT 551 RIVERDALE AVENUE OTTAWA, ONTARIO			Scale: 1:1500	Date: 04/2026
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							Checked by: OM	Dwg. No.: PG7956-3B
							Approved by: SB	Revision No.: 1
NO.	REVISIONS	DD/MM/YYYY	INITIAL					
1	UPDATED TO NEW CONCEPTUAL PLAN	16/07/2026	NP					



RIVERDALE AVENUE
2-LANE URBAN
COLLECTOR (2-UCU)
AADT : 8,000
SPEED : 50 KM / HR
ELEVATIONNN : 58 m

BANK STREET
4-LANE URBAN ARTERIAL
UNDIVIDED (4-UAU)
AADT : 30,000
SPEED : 50 KM / HR
ELEVATIONNN : 58 m

SITE : 551 RIVERDALE AVENUE
PROPOSED RESIDENTIAL
BUILDING (A)
APPROX. ELEVATION : 58 m
APPROX. HEIGHT : 12 m

LEGEND:

 **RECEPTOR LOCATION**

SCALE: 1:1500



NOISE SOURCE:

 **RIVERDALE AVENUE**
 **BANK STREET**



PATERSON GROUP
9 AURIGA DRIVE
OTTAWA, ON
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TEL: (613) 226-7381

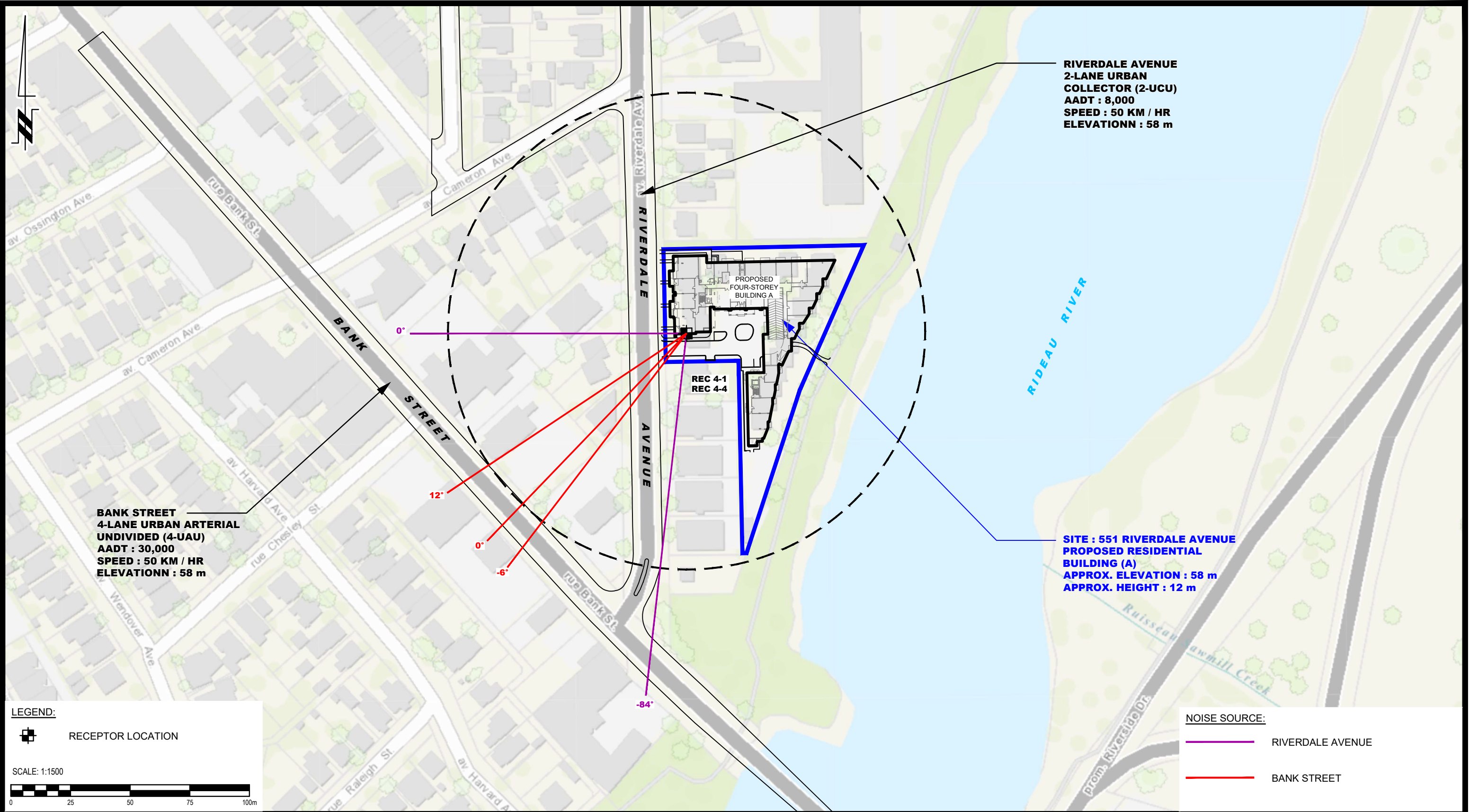
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J.S.S. RIVERDALE HOLDINGS INC.
ENVIRONMENTAL NOISE CONTROL STUDY
PROPOSED RESIDENTIAL DEVELOPMENT
551 RIVERDALE AVENUE

OTTAWA, ONTARIO

Title: **SITE GEOMETRY - REC 3-1 AND REC 3-4**

Scale:	1:1500	Date:	04/2026
Drawn by:	YA	Report No.:	PG7956-1
Checked by:	OM	Dwg. No.:	PG7956-3C
Approved by:	SB	Revision No.:	1



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RECEPTOR LOCATION

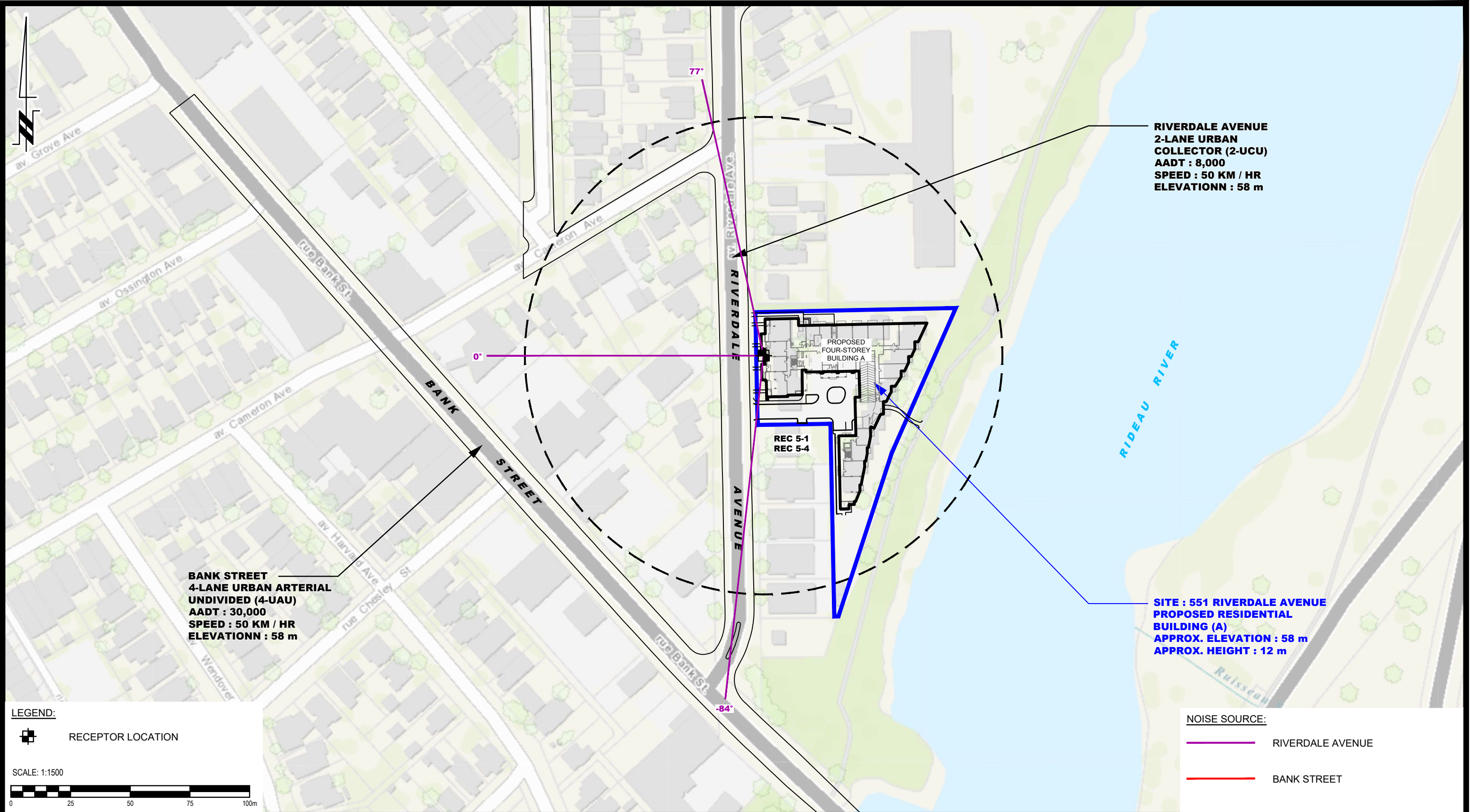
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NOISE SOURCE:

RIVERDALE AVENUE

BANK STREET

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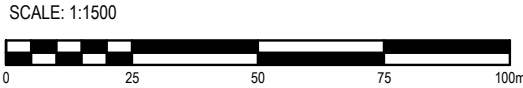


BANK STREET
4-LANE URBAN ARTERIAL
UNDIVIDED (4-UAU)
AADT : 30,000
SPEED : 50 KM / HR
ELEVATIONNN : 58 m

RIVERDALE AVENUE
2-LANE URBAN
COLLECTOR (2-UCU)
AADT : 8,000
SPEED : 50 KM / HR
ELEVATIONNN : 58 m

SITE : 551 RIVERDALE AVENUE
PROPOSED RESIDENTIAL
BUILDING (A)
APPROX. ELEVATION : 58 m
APPROX. HEIGHT : 12 m

LEGEND:
 **RECEPTOR LOCATION**



NOISE SOURCE:
 **RIVERDALE AVENUE**
 **BANK STREET**



PATERSON GROUP

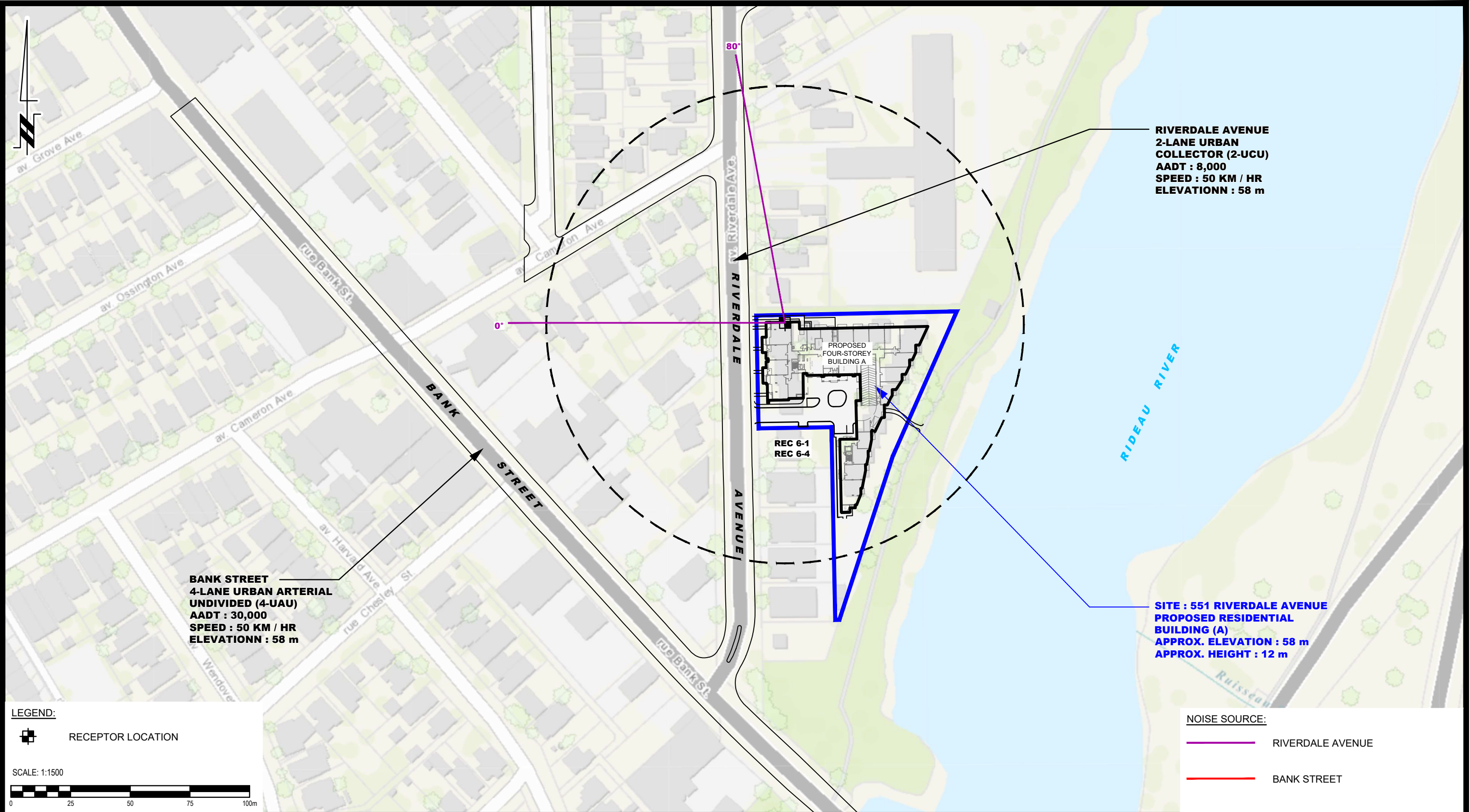
9 AURIGA DRIVE
OTTAWA, ON
K2E 7T9
TEL: (613) 226-7381

1	UPDATED TO NEW CONCEPTUAL PLAN	16/07/2026	NP
NO.	REVISIONS	DD/MM/YYYY	INITIAL

J.S.S. RIVERDALE HOLDINGS INC.
ENVIRONMENTAL NOISE CONTROL STUDY
PROPOSED RESIDENTIAL DEVELOPMENT
551 RIVERDALE AVENUE

OTTAWA,
Title: **SITE GEOMETRY - REC 5-1 AND REC 5-4**ONTARIO

Scale:	1:1500	Date:	04/2026
Drawn by:	YA	Report No.:	PG7956-1
Checked by:	OM	Dwg. No.:	PG7956-3E
Approved by:	SB	Revision No.:	1



LEGEND:

 RECEPTOR LOCATION

SCALE: 1:1500



NOISE SOURCE:

 RIVERDALE AVENUE

 BANK STREET

**PATERSON GROUP**

9 AURIGA DRIVE
OTTAWA, ON
K2E 7T9
TEL: (613) 226-7381

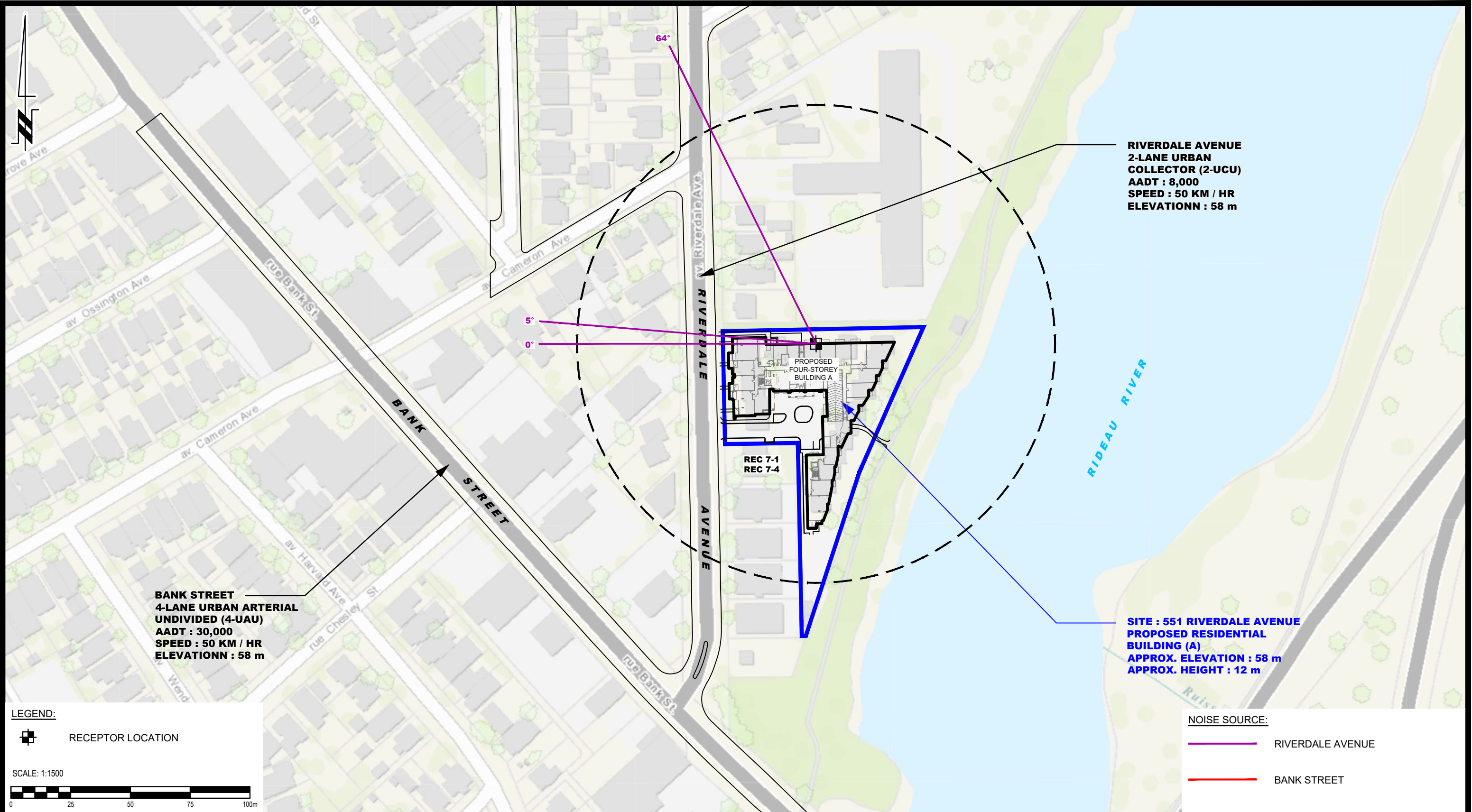
1	UPDATED TO NEW CONCEPTUAL PLAN	16/07/2026	NP
NO.	REVISIONS	DD/MM/YYYY	INITIAL

J.S.S. RIVERDALE HOLDINGS INC.
ENVIRONMENTAL NOISE CONTROL STUDY
PROPOSED RESIDENTIAL DEVELOPMENT
551 RIVERDALE AVENUE

OTTAWA, ONTARIO

Title: **SITE GEOMETRY - REC 6-1 AND REC 6-4**

Scale:	1:1500	Date:	04/2026
Drawn by:	YA	Report No.:	PG7956-1
Checked by:	OM	Dwg. No.:	PG7956-3F
Approved by:	SB	Revision No.:	1



LEGEND:

 RECEPTOR LOCATION

SCALE: 1:1500



NOISE SOURCE:

 RIVERDALE AVENUE

 BANK STREET

 PATERSON GROUP 9 AURIGA DRIVE OTTAWA, ON K2E 7T9 TEL: (613) 226-7381					J.S.S. RIVERDALE HOLDINGS INC. ENVIRONMENTAL NOISE CONTROL STUDY PROPOSED RESIDENTIAL DEVELOPMENT 551 RIVERDALE AVENUE OTTAWA, ONTARIO	Scale: 1:1500	Date: 04/2026
						Drawn by: YA	Report No.: PG7956-1
						Checked by: OM	Dwg. No.: PG7956-3G
						Approved by: SB	
	1	UPDATED TO NEW CONCEPTUAL PLAN	16/07/2026	NP		Title: SITE GEOMETRY - REC 7-1 AND REC 7-4	
	NO.	REVISIONS	DD/MM/YYYY	INITIAL			

APPENDIX 2

STAMSON RESULTS

Filename: rec11.te Time Period: Day/Night 16/8 hours
Description: REC 1-1 - Building B3

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

Car traffic volume : 24288/2112 veh/TimePeriod *
Medium truck volume : 1932/168 veh/TimePeriod *
Heavy truck volume : 1380/120 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 30000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium 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: Bank Street (day/night)

Angle1 Angle2 : -32.00 deg 16.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 92.00 / 92.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00



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

Car traffic volume : 6477/563 veh/TimePeriod *
Medium truck volume : 515/45 veh/TimePeriod *
Heavy truck volume : 368/32 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 8000

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 7.00
 Heavy Truck % of Total Volume : 5.00
 Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: Riverdale Av (day/night)

 Angle1 Angle2 : -56.00 deg 52.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 38.00 / 38.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00



Results segment # 1: Bank Street (day)

 Source height = 1.50 m

ROAD (0.00 + 51.66 + 0.00) = 51.66 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-32	16	0.66	71.49	0.00	-13.08	-5.85	0.00	-0.90	0.00	51.66

Segment Leq : 51.66 dBA



Results segment # 2: Riverdale Av (day)

 Source height = 1.50 m

ROAD (0.00 + 56.38 + 0.00) = 56.38 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-56	52	0.66	65.75	0.00	-6.70	-2.67	0.00	0.00	0.00	56.38

Segment Leq : 56.38 dBA

Total Leq All Segments: 57.64 dBA



Results segment # 1: Bank Street (night)

Source height = 1.50 m

ROAD (0.00 + 44.06 + 0.00) = 44.06 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-32	16	0.66	63.89	0.00	-13.08	-5.85	0.00	-0.90	0.00	44.06

Segment Leq : 44.06 dBA

↑

Results segment # 2: Riverdale Av (night)

Source height = 1.50 m

ROAD (0.00 + 48.79 + 0.00) = 48.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-56	52	0.66	58.16	0.00	-6.70	-2.67	0.00	0.00	0.00	48.79

Segment Leq : 48.79 dBA

Total Leq All Segments: 50.05 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 57.64
(NIGHT): 50.05

↑

↑

STAMSON 5.0 NORMAL REPORT Date: 09-04-2026 11:16:35
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec13.te Time Period: Day/Night 16/8 hours
Description: REC 1-3 - Building B3

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

Car traffic volume : 24288/2112 veh/TimePeriod *
Medium truck volume : 1932/168 veh/TimePeriod *
Heavy truck volume : 1380/120 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 30000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium 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: Bank Street (day/night)

Angle1 Angle2 : -32.00 deg 16.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 92.00 / 92.00 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↑

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

Car traffic volume : 6477/563 veh/TimePeriod *
Medium truck volume : 515/45 veh/TimePeriod *
Heavy truck volume : 368/32 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 8000

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 7.00
 Heavy Truck % of Total Volume : 5.00
 Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: Riverdale Av (day/night)

 Angle1 Angle2 : -56.00 deg 52.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 38.00 / 38.00 m
 Receiver height : 7.50 / 7.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00



Results segment # 1: Bank Street (day)

 Source height = 1.50 m

ROAD (0.00 + 53.11 + 0.00) = 53.11 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-32	16	0.48	71.49	0.00	-11.66	-5.82	0.00	-0.90	0.00	53.11

Segment Leq : 53.11 dBA



Results segment # 2: Riverdale Av (day)

 Source height = 1.50 m

ROAD (0.00 + 57.22 + 0.00) = 57.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-56	52	0.48	65.75	0.00	-5.98	-2.55	0.00	0.00	0.00	57.22

Segment Leq : 57.22 dBA

Total Leq All Segments: 58.64 dBA



Results segment # 1: Bank Street (night)

Source height = 1.50 m

ROAD (0.00 + 45.51 + 0.00) = 45.51 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-32	16	0.48	63.89	0.00	-11.66	-5.82	0.00	-0.90	0.00	45.51

Segment Leq : 45.51 dBA

↑

Results segment # 2: Riverdale Av (night)

Source height = 1.50 m

ROAD (0.00 + 49.63 + 0.00) = 49.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-56	52	0.48	58.16	0.00	-5.98	-2.55	0.00	0.00	0.00	49.63

Segment Leq : 49.63 dBA

Total Leq All Segments: 51.05 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 58.64
(NIGHT): 51.05

↑

↑

Filename: rec21R.te Time Period: Day/Night 16/8 hours
 Description: Receptor Point 2-1

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

 Car traffic volume : 6477/563 veh/TimePeriod *
 Medium truck volume : 515/45 veh/TimePeriod *
 Heavy truck volume : 368/32 veh/TimePeriod *
 Posted speed limit : 50 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

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

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

Data for Segment # 1: Riverdale Av (day/night)

 Angle1 Angle2 : -45.00 deg 16.00 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



Results segment # 1: Riverdale Av (day)

 Source height = 1.50 m

ROAD (0.00 + 52.90 + 0.00) = 52.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-45	16	0.66	65.75	0.00	-7.92	-4.93	0.00	0.00	0.00	52.90

Segment Leq : 52.90 dBA

Total Leq All Segments: 52.90 dBA

↑

Results segment # 1: Riverdale Av (night)

Source height = 1.50 m

ROAD (0.00 + 45.30 + 0.00) = 45.30 dBA

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

-45	16	0.66	58.16	0.00	-7.92	-4.93	0.00	0.00	0.00	45.30
-----	----	------	-------	------	-------	-------	------	------	------	-------

Segment Leq : 45.30 dBA

Total Leq All Segments: 45.30 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 52.90

(NIGHT): 45.30

↑

↑

Filename: rec22R.te Time Period: Day/Night 16/8 hours
 Description: Receptor Point 2-4

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

 Car traffic volume : 6477/563 veh/TimePeriod *
 Medium truck volume : 515/45 veh/TimePeriod *
 Heavy truck volume : 368/32 veh/TimePeriod *
 Posted speed limit : 50 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

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

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

Data for Segment # 1: Riverdale Av (day/night)

 Angle1 Angle2 : -45.00 deg 16.00 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 : 10.50 / 10.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00



Results segment # 1: Riverdale Av (day)

 Source height = 1.50 m

ROAD (0.00 + 54.28 + 0.00) = 54.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-45	16	0.39	65.75	0.00	-6.63	-4.84	0.00	0.00	0.00	54.28

Segment Leq : 54.28 dBA

Total Leq All Segments: 54.28 dBA

↑

Results segment # 1: Riverdale Av (night)

Source height = 1.50 m

ROAD (0.00 + 46.68 + 0.00) = 46.68 dBA

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

-45	16	0.39	58.16	0.00	-6.63	-4.84	0.00	0.00	0.00	46.68
-----	----	------	-------	------	-------	-------	------	------	------	-------

Segment Leq : 46.68 dBA

Total Leq All Segments: 46.68 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 54.28

(NIGHT): 46.68

↑

↑

Filename: rec31R.te Time Period: Day/Night 16/8 hours
 Description: Receptor Point 3-1

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

 Car traffic volume : 6477/563 veh/TimePeriod *
 Medium truck volume : 515/45 veh/TimePeriod *
 Heavy truck volume : 368/32 veh/TimePeriod *
 Posted speed limit : 50 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

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

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

Data for Segment # 1: Riverdale Av (day/night)

 Angle1 Angle2 : -70.00 deg -32.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 1 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 36.00 / 36.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00



Results segment # 1: Riverdale Av (day)

 Source height = 1.50 m

ROAD (0.00 + 50.37 + 0.00) = 50.37 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-70	-32	0.66	65.75	0.00	-6.31	-8.16	0.00	-0.90	0.00	50.37

Segment Leq : 50.37 dBA

Total Leq All Segments: 50.37 dBA

↑

Results segment # 1: Riverdale Av (night)

Source height = 1.50 m

ROAD (0.00 + 43.68 + 0.00) = 43.68 dBA

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

-70	-32	0.66	58.16	0.00	-6.31	-8.16	0.00	0.00	0.00	43.68
-----	-----	------	-------	------	-------	-------	------	------	------	-------

Segment Leq : 43.68 dBA

Total Leq All Segments: 43.68 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 50.37

(NIGHT): 43.68

↑

↑

Filename: rec33R.te Time Period: Day/Night 16/8 hours
 Description: Receptor Point 3-4

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

 Car traffic volume : 6477/563 veh/TimePeriod *
 Medium truck volume : 515/45 veh/TimePeriod *
 Heavy truck volume : 368/32 veh/TimePeriod *
 Posted speed limit : 50 km/h
 Road gradient : 0 %
 Road pavement : 1 (Typical asphalt or concrete)

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

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

Data for Segment # 1: Riverdale Av (day/night)

 Angle1 Angle2 : -70.00 deg -32.00 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 : 10.50 / 10.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00



Results segment # 1: Riverdale Av (day)

 Source height = 1.50 m

ROAD (0.00 + 52.86 + 0.00) = 52.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-70	-32	0.39	65.75	0.00	-5.29	-7.60	0.00	0.00	0.00	52.86

Segment Leq : 52.86 dBA

Total Leq All Segments: 52.86 dBA

↑

Results segment # 1: Riverdale Av (night)

Source height = 1.50 m

ROAD (0.00 + 45.27 + 0.00) = 45.27 dBA

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

-70	-32	0.39	58.16	0.00	-5.29	-7.60	0.00	0.00	0.00	45.27
-----	-----	------	-------	------	-------	-------	------	------	------	-------

Segment Leq : 45.27 dBA

Total Leq All Segments: 45.27 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 52.86

(NIGHT): 45.27

↑

↑

Filename: rec41.te Time Period: Day/Night 16/8 hours
Description: REC 4-1 - Building A

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

Car traffic volume : 24288/2112 veh/TimePeriod *
Medium truck volume : 1932/168 veh/TimePeriod *
Heavy truck volume : 1380/120 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 30000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium 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: Bank Street (day/night)

Angle1 Angle2 : -6.00 deg 12.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 100.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00



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

Car traffic volume : 6477/563 veh/TimePeriod *
Medium truck volume : 515/45 veh/TimePeriod *
Heavy truck volume : 368/32 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 8000

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 7.00
 Heavy Truck % of Total Volume : 5.00
 Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: Riverdale Av (day/night)

 Angle1 Angle2 : -84.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 15.00 / 15.00 m
 Receiver height : 1.50 / 1.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00



Results segment # 1: Bank Street (day)

 Source height = 1.50 m

ROAD (0.00 + 46.90 + 0.00) = 46.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-6	12	0.66	71.49	0.00	-13.68	-10.02	0.00	-0.90	0.00	46.90

Segment Leq : 46.90 dBA



Results segment # 2: Riverdale Av (day)

 Source height = 1.50 m

ROAD (0.00 + 61.23 + 0.00) = 61.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-84	0	0.66	65.75	0.00	0.00	-4.52	0.00	0.00	0.00	61.23

Segment Leq : 61.23 dBA

Total Leq All Segments: 61.39 dBA



Results segment # 1: Bank Street (night)

Source height = 1.50 m

ROAD (0.00 + 39.30 + 0.00) = 39.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-6	12	0.66	63.89	0.00	-13.68	-10.02	0.00	-0.90	0.00	39.30

Segment Leq : 39.30 dBA

↑

Results segment # 2: Riverdale Av (night)

Source height = 1.50 m

ROAD (0.00 + 53.63 + 0.00) = 53.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-84	0	0.66	58.16	0.00	0.00	-4.52	0.00	0.00	0.00	53.63

Segment Leq : 53.63 dBA

Total Leq All Segments: 53.79 dBA

↑

TOTAL Leq FROM ALL SOURCES (DAY): 61.39
(NIGHT): 53.79

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STAMSON 5.0 NORMAL REPORT Date: 09-04-2026 11:30:25
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec43.te Time Period: Day/Night 16/8 hours
Description: REC 4-4 - Building A

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

Car traffic volume : 24288/2112 veh/TimePeriod *
Medium truck volume : 1932/168 veh/TimePeriod *
Heavy truck volume : 1380/120 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 30000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium 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: Bank Street (day/night)

Angle1 Angle2 : -6.00 deg 12.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 100.00 m
Receiver height : 10.50 / 10.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 6477/563 veh/TimePeriod *
Medium truck volume : 515/45 veh/TimePeriod *
Heavy truck volume : 368/32 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 8000

Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 7.00
 Heavy Truck % of Total Volume : 5.00
 Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: Riverdale Av (day/night)

 Angle1 Angle2 : -84.00 deg 0.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 15.00 / 15.00 m
 Receiver height : 10.50 / 10.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00



Results segment # 1: Bank Street (day)

 Source height = 1.50 m

ROAD (0.00 + 49.13 + 0.00) = 49.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-6	12	0.39	71.49	0.00	-11.45	-10.01	0.00	-0.90	0.00	49.13

Segment Leq : 49.13 dBA



Results segment # 2: Riverdale Av (day)

 Source height = 1.50 m

ROAD (0.00 + 61.67 + 0.00) = 61.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-84	0	0.39	65.75	0.00	0.00	-4.08	0.00	0.00	0.00	61.67

Segment Leq : 61.67 dBA

Total Leq All Segments: 61.91 dBA



Results segment # 1: Bank Street (night)

Source height = 1.50 m

ROAD (0.00 + 41.53 + 0.00) = 41.53 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-6	12	0.39	63.89	0.00	-11.45	-10.01	0.00	-0.90	0.00	41.53

Segment Leq : 41.53 dBA

↑

Results segment # 2: Riverdale Av (night)

Source height = 1.50 m

ROAD (0.00 + 54.08 + 0.00) = 54.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-84	0	0.39	58.16	0.00	0.00	-4.08	0.00	0.00	0.00	54.08

Segment Leq : 54.08 dBA

Total Leq All Segments: 54.31 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 61.91
(NIGHT): 54.31

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STAMSON 5.0 NORMAL REPORT Date: 09-04-2026 11:34:23
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec51.te Time Period: Day/Night 16/8 hours
Description: REC 5-1 - Building A

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

Car traffic volume : 6477/563 veh/TimePeriod *
Medium truck volume : 515/45 veh/TimePeriod *
Heavy truck volume : 368/32 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

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

Data for Segment # 1: Riverdale Av (day/night)

Angle1 Angle2 : -84.00 deg 77.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 15.00 / 15.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↑

Results segment # 1: Riverdale Av (day)

Source height = 1.50 m

ROAD (0.00 + 64.16 + 0.00) = 64.16 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-84	77	0.66	65.75	0.00	0.00	-1.59	0.00	0.00	0.00	64.16

Segment Leq : 64.16 dBA

Total Leq All Segments: 64.16 dBA

↑

Results segment # 1: Riverdale Av (night)

Source height = 1.50 m

ROAD (0.00 + 56.57 + 0.00) = 56.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-84	77	0.66	58.16	0.00	0.00	-1.59	0.00	0.00	0.00	56.57
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Segment Leq : 56.57 dBA

Total Leq All Segments: 56.57 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 64.16

(NIGHT): 56.57

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STAMSON 5.0 NORMAL REPORT Date: 09-04-2026 11:36:48
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec54.te Time Period: Day/Night 16/8 hours
Description: REC 5-4 - Building A

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

Car traffic volume : 6477/563 veh/TimePeriod *
Medium truck volume : 515/45 veh/TimePeriod *
Heavy truck volume : 368/32 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

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

Data for Segment # 1: Riverdale Av (day/night)

Angle1 Angle2 : -84.00 deg 77.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 15.00 / 15.00 m
Receiver height : 10.50 / 10.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↑

Results segment # 1: Riverdale Av (day)

Source height = 1.50 m

ROAD (0.00 + 64.57 + 0.00) = 64.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-84	77	0.39	65.75	0.00	0.00	-1.18	0.00	0.00	0.00	64.57

Segment Leq : 64.57 dBA

Total Leq All Segments: 64.57 dBA

↑

Results segment # 1: Riverdale Av (night)

Source height = 1.50 m

ROAD (0.00 + 56.98 + 0.00) = 56.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-84	77	0.39	58.16	0.00	0.00	-1.18	0.00	0.00	0.00	56.98
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Segment Leq : 56.98 dBA

Total Leq All Segments: 56.98 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 64.57

(NIGHT): 56.98

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STAMSON 5.0 NORMAL REPORT Date: 09-04-2026 10:33:15
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec61.te Time Period: Day/Night 16/8 hours
Description: REC 6-1 - Building A

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

Car traffic volume : 6477/563 veh/TimePeriod *
Medium truck volume : 515/45 veh/TimePeriod *
Heavy truck volume : 368/32 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

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

Data for Segment # 1: Riverdale Av (day/night)

Angle1 Angle2 : 0.00 deg 80.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 15.00 / 15.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↑

Results segment # 1: Riverdale Av (day)

Source height = 1.50 m

ROAD (0.00 + 61.15 + 0.00) = 61.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	80	0.66	65.75	0.00	0.00	-4.60	0.00	0.00	0.00	61.15

Segment Leq : 61.15 dBA

Total Leq All Segments: 61.15 dBA

↑

Results segment # 1: Riverdale Av (night)

Source height = 1.50 m

ROAD (0.00 + 53.56 + 0.00) = 53.56 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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0	80	0.66	58.16	0.00	0.00	-4.60	0.00	0.00	0.00	53.56
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Segment Leq : 53.56 dBA

Total Leq All Segments: 53.56 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 61.15

(NIGHT): 53.56

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STAMSON 5.0 NORMAL REPORT Date: 09-04-2026 10:41:15
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec64.te Time Period: Day/Night 16/8 hours
Description: REC 6-4 - Building A

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

Car traffic volume : 6477/563 veh/TimePeriod *
Medium truck volume : 515/45 veh/TimePeriod *
Heavy truck volume : 368/32 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

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

Data for Segment # 1: Riverdale Av (day/night)

Angle1 Angle2 : 0.00 deg 80.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 15.00 / 15.00 m
Receiver height : 10.50 / 10.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↑

Results segment # 1: Riverdale Av (day)

Source height = 1.50 m

ROAD (0.00 + 61.55 + 0.00) = 61.55 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	80	0.39	65.75	0.00	0.00	-4.20	0.00	0.00	0.00	61.55

Segment Leq : 61.55 dBA

Total Leq All Segments: 61.55 dBA

↑

Results segment # 1: Riverdale Av (night)

Source height = 1.50 m

ROAD (0.00 + 53.96 + 0.00) = 53.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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0	80	0.39	58.16	0.00	0.00	-4.20	0.00	0.00	0.00	53.96
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Segment Leq : 53.96 dBA

Total Leq All Segments: 53.96 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 61.55

(NIGHT): 53.96

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STAMSON 5.0 NORMAL REPORT Date: 09-04-2026 10:43:25
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec71.te Time Period: Day/Night 16/8 hours
Description: REC 7-1 - Building A

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

Car traffic volume : 6477/563 veh/TimePeriod *
Medium truck volume : 515/45 veh/TimePeriod *
Heavy truck volume : 368/32 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

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

Data for Segment # 1: Riverdale Av (day/night)

Angle1 Angle2 : 5.00 deg 64.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 42.00 / 42.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↑

Results segment # 1: Riverdale Av (day)

Source height = 1.50 m

ROAD (0.00 + 52.78 + 0.00) = 52.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
5	64	0.66	65.75	0.00	-7.42	-5.55	0.00	0.00	0.00	52.78

Segment Leq : 52.78 dBA

Total Leq All Segments: 52.78 dBA

↑

Results segment # 1: Riverdale Av (night)

Source height = 1.50 m

ROAD (0.00 + 45.18 + 0.00) = 45.18 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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5	64	0.66	58.16	0.00	-7.42	-5.55	0.00	0.00	0.00	45.18
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Segment Leq : 45.18 dBA

Total Leq All Segments: 45.18 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 52.78

(NIGHT): 45.18

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STAMSON 5.0 NORMAL REPORT Date: 09-04-2026 10:47:01
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: rec74.te Time Period: Day/Night 16/8 hours
Description: REC 7-4 - Building A

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

Car traffic volume : 6477/563 veh/TimePeriod *
Medium truck volume : 515/45 veh/TimePeriod *
Heavy truck volume : 368/32 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

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

Data for Segment # 1: Riverdale Av (day/night)

Angle1 Angle2 : 5.00 deg 64.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 42.00 / 42.00 m
Receiver height : 10.50 / 10.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↑

Results segment # 1: Riverdale Av (day)

Source height = 1.50 m

ROAD (0.00 + 54.26 + 0.00) = 54.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
5	64	0.39	65.75	0.00	-6.22	-5.27	0.00	0.00	0.00	54.26

Segment Leq : 54.26 dBA

Total Leq All Segments: 54.26 dBA

↑

Results segment # 1: Riverdale Av (night)

Source height = 1.50 m

ROAD (0.00 + 46.67 + 0.00) = 46.67 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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5	64	0.39	58.16	0.00	-6.22	-5.27	0.00	0.00	0.00	46.67
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Segment Leq : 46.67 dBA

Total Leq All Segments: 46.67 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 54.26

(NIGHT): 46.67

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Filename: rec48.te Time Period: Day/Night 16/8 hours
Description: Reception Point 8 - OLA

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

Car traffic volume : 24288/2112 veh/TimePeriod *
Medium truck volume : 1932/168 veh/TimePeriod *
Heavy truck volume : 1380/120 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 30000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium 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: Bank Street (day/night)

Angle1 Angle2 : -65.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 1 / 1
House density : 20 %
Surface : 1 (Absorptive ground surface)
Receiver source distance : 100.00 / 100.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

↑

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

Car traffic volume : 6477/563 veh/TimePeriod *
Medium truck volume : 515/45 veh/TimePeriod *
Heavy truck volume : 368/32 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 8000
Percentage of Annual Growth : 0.00

Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 7.00
 Heavy Truck % of Total Volume : 5.00
 Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 2: Riverdale Av (day/night)

 Angle1 Angle2 : -81.00 deg -39.00 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



Results segment # 1: Bank Street (day)

Source height = 1.50 m

ROAD (0.00 + 51.82 + 0.00) = 51.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-65	0	0.66	71.49	0.00	-13.68	-5.09	0.00	-0.90	0.00	51.82

Segment Leq : 51.82 dBA



Results segment # 2: Riverdale Av (day)

Source height = 1.50 m

ROAD (0.00 + 50.23 + 0.00) = 50.23 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-81	-39	0.66	65.75	0.00	-7.07	-8.45	0.00	0.00	0.00	50.23

Segment Leq : 50.23 dBA

Total Leq All Segments: 54.11 dBA



Results segment # 1: Bank Street (night)

Source height = 1.50 m

ROAD (0.00 + 44.22 + 0.00) = 44.22 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-65	0	0.66	63.89	0.00	-13.68	-5.09	0.00	-0.90	0.00	44.22
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Segment Leq : 44.22 dBA

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Results segment # 2: Riverdale Av (night)

Source height = 1.50 m

ROAD (0.00 + 42.64 + 0.00) = 42.64 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
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-81	-39	0.66	58.16	0.00	-7.07	-8.45	0.00	0.00	0.00	42.64
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Segment Leq : 42.64 dBA

Total Leq All Segments: 46.51 dBA

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TOTAL Leq FROM ALL SOURCES (DAY): 54.11
(NIGHT): 46.51

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