

NOISE & VIBRATION IMPACT STUDY
22-STOREY APARTMENT BUILDING AND
18 3-STOREY BLOCK TOWNHOUSES
63 ALBANY STREET &
467 AND 469 ALBERT STREET
OSHAWA, ON

Prepared for:

Albany Street Investments Ltd.
c/o Effort Trust
50 King Street East
Hamilton, ON
L8N 1A6

Prepared By:



Nicole Cleaver
Noise Consultant

Reviewed By:



Frank Westaway
President/Owner

Our File No: 24-2049
August 2024

dBa Acoustical Consultants Inc.
P.O Box 32059
1447 Upper Ottawa, Unit 8
Hamilton, ON
L8W 3K0

TABLE OF CONTENTS

1.0 INTRODUCTION.....	Page 3
2.0 SITE DESCRIPTION.....	Page 3
3.0 NOISE IMPACT ASSESSMENT.....	Page 4
3.1 Noise Criteria.....	Page 4
3.2 Rail Noise (22 Storey).....	Page 5
3.3 Road Noise.....	Page 8
3.4 Rail Noise (3 Storey Townhouses).....	Page 13
3.5 Road Noise (3 Storey Townhouses).....	Page 14
3.6 Vibration.....	Page 16
4.0 RECOMMENDATIONS.....	Page 16
4.1 Outdoor Living Areas (22 Storey).....	Page 16
4.2 Outdoor Living Areas (3 Storey Townhouses).....	Page 16
4.3 Indoor Noise levels (22 Storey).....	Page 16
4.4 Indoor Noise levels (3 Storey).....	Page 17
5.0 VENTILATION/WARNING CLAUSES.....	Page 17
6.0 SUMMARY OF CONCLUSIONS.....	Page 18
7.0 CONCLUSIONS.....	Page 19

Figure 1 -	KEY PLAN
Figure 2 -	SITE PLAN
Figure 3 -	RECEPTOR LOCATIONS (22 STOREY)
Figure 4 -	RECEPTOR LOCATIONS (3 STOREY)
Figure 4 -	SAFETY GUARD RAILINGS
Figure 5 -	SAFETY GUARD RAILING LOCATIONS

APPENDIX “A”

2019 City of Oshawa Traffic Data
Metrolinx Train Traffic Data
CP Rail Email
CP Rail Principal Main Line Requirements
Stamson Calculations
Floor Plans
Elevations
Building Sections
Perspective Views
Site Statistics
Exterior Wall STC Ratings

1.0 INTRODUCTION

dBA Acoustical Consulting Inc. has been retained to provide a noise and vibration impact study on behalf of Albany Street Investments Ltd. for the proposed Residential Buildings located at 63 Albany Street and 467 and 469 Albert Street, Oshawa, ON.

The purpose of the study is to determine the noise and vibration impact from Simcoe Street South, Olive Street vehicular traffic and the Canadian Pacific Railway corridor (CP) and the Oshawa GO Station train traffic that may impact the proposed residential buildings as required for Site Plan Application (SPA) resubmission for the City of Oshawa, Regional Municipality of Durham.

This study will detail noise impact relative to the site plan and recommend noise control measures necessary (if applicable) to meet Ministry of Environment Conservation and Parks (MECP) Publication NPC-300 entitled “Stationary & Transportation Sources-Approval & Planning guidelines while satisfying the planning requirements of the City of Oshawa, Regional Municipality of Durham.

Vibration is considered as there are railway lines within the required setback distances. Aircraft is not a concern as the development is located outside the NEF 25 contour of any area Airports. Site Location attached as Figure 1. There are no area stationary noise sources (rooftop HVAC Units) abutting or in the general area that will have an acoustical impact on the proposed development.

2.0 SITE DESCRIPTION

Proposed for the site is a 22-storey residential building with 2 levels of underground parking and a rooftop mechanical room. There are 297 units proposed as well as a 3rd floor rooftop amenity area and a 4th floor rooftop amenity area. Standard balconies are proposed and are less than 4m in depth and therefore not considered as Outdoor Living Areas (OLA’s). Also proposed are eighteen 3-storey block townhouses that have standard balconies proposed that are less than 4m in depth and therefore not considered as OLA’s. The total number of units for the development is 315 units.

The proposed 22-storey residential building is located approximately 175m west from the center line of Simcoe Street South which is a 4-lane roadway running north and south and has a speed of 50 km/hr. Olive Avenue is approximately 325m, north of the proposed 22-storey residential building and is a 2-lane roadway running east and west and has a speed limit of 40 km/hr. The proposed 3-storey townhouses are located approximately 220m east of the center line of Simcoe Street South. Olive Avenue is approximately 415m north of the proposed 3-storey townhouse units.

To the immediate north, west and south of the proposed site are 2-storey single family dwellings. To the east is the proposed GO Station.

The proposed development is located approximately 120m south of the Canadian Pacific Rail (CPR) and GO Transit (Metrolinx) train line. See Figure 2 for Site Plan.

3.0 NOISE IMPACT ASSESSMENT

3.1 NOISE CRITERIA

MECP specifies limits for road noise relative to new residential developments. The MECP Publication NPC-300 entitled “Stationary & Transportation Sources-Approval & Planning, specifies the criteria, summarized as follows:

TABLE 1- Road Traffic Sound Levels Limits	
Time Period	Leq (dBA)
07:00 – 23:00 (16 hr.)	55 Outdoor Living Area
07:00 – 23:00 (16 hr.)	55 Plane of Window
23:00 – 07:00 (8 hr.)	50 Plane of Bedroom Window

Where noise levels estimated at the Plane of the Window (POW) are equal to or less than the values listed in Table 1, no noise control measures are required. Where noise levels exceed Table 1 values, the following action is required:

TABLE 2 –Noise Control Requirements		
Time Period	Noise Level Leq (dBA)	Action Required
07:00 - 23:00 Daytime (OLA)	56 to 60	Warning Clause Type “A”
	> 60	Barrier & Warning Clause Type “B”
07:00 – 23:00 Daytime (POW)	>55	Provision for A/C, Warning Clause “C”
	>65	Central A/C, Warning Clause “D”
	>65	Building Component Specification
23:00 to 07:00 Nighttime (POW)	> 50	Provision for A/C and Warning Clause Type “C”
	> 60	Building Component Specification
	> 60	Central Air and Warning Clause Type “D”

Where nighttime noise levels exceed 60 dBA, building components must be designed to meet Table 3 indoor sound level limits.

TABLE 3 - Indoor Road Sound Levels Limits	
Indoor Location	Leq (dBA)
	Road
Living/Dining/ Bedroom 7:00 – 23:00	45
Living/Dining/ Bedroom 23:00 - 07:00	40

3.2 RAIL NOISE – 22-STOREY RESIDENTIAL BUILDING

Train traffic data dated August 9, 2024, obtained from Metrolinx (see Appendix “A”), was used to carry out prediction calculations using the MECP “Stamson, Version 5.04” computer program. CP Rail no longer supplies train traffic data; therefore, we anticipated the number of trains for this track location. Calculations were performed for daytime and nighttime periods. An annual growth factor of 2.5% per annum was projected over 10 years for CP Rail and for GO Transit. The data is summarized in Table 4.

TABLE 4 – GO Transit (Metrolinx) Train Traffic Data	
Type	Passenger/GO
Number of Trains 07:00 - 23:00	64
23:00 - 07:00	14
Number of Cars per Train	4
Number of Locomotives per Train	1
Maximum Train Speed (km/hr.)	97 km/hr.

TABLE 5 – CP Rail Train Traffic Data	
Type	Freight
Number of Trains 07:00 - 23:00	5
23:00 - 07:00	3
Number of Cars per Train	140
Number of Locomotives per Train	4
Maximum Train Speed (km/hr.)	80 km/hr.

The following Table 6A summarizes the “free field” traffic noise prediction results for GO Transit (Metrolinx). (See Figure 3 Receptor Locations).

TABLE 6A - Predicted Rail Traffic Noise Levels-Free Field		
Location from GO Transit	L _{eq} (dBA)	
	07:00 - 23:00	23:00 - 07:00
R1 – North Façade 1 st Floor Residential (2m)	57 dBA	53 dBA
R2 – North Façade 12 th Floor Residential (36m)	64 dBA	60 dBA
R3 – North Façade 22 nd Floor Residential (67m)	61 dBA	57 dBA
R4 – East Façade 1 st Floor Residential (2m)	48 dBA	45 dBA
R5 – East Façade 12 th Floor Residential (36m)	54 dBA	51 dBA
R6 – East Façade 22 nd Floor Residential (67m)	54 dBA	51 dBA
R7 – South Façade 12 th Floor Residential (36m)	54 dBA	50 dBA
R8 – South Façade 22 nd Floor Residential (67m)	54 dBA	50 dBA
R9 – South Facade 1 st Floor Residential (2m)	48 dBA	47 dBA
R10 – West Façade 1 st Floor Residential (2m)	53 dBA	50 dBA
R11 – West Façade 12 th Floor Residential (36m)	60 dBA	57 dBA
R12 – West Façade 22 nd Floor Residential (67m)	63 dBA	60 dBA
R13 – North Façade 4 th Floor Rooftop OLA (15m)	50 dBA	N/A
R14 – East Façade 3 rd Floor Rooftop OLA (11.5m)	40 dBA	N/A
R15 – South Façade 3 rd Floor Rooftop OLA (11.5m)	40 dBA	N/A
R16 – South Façade 4 th Floor Rooftop OLA (15m)	52 dBA	N/A
R17 – West Façade 4 th Floor Rooftop OLA (15m)	52 dBA	N/A

The following Table 6B summarizes the “free field” traffic noise prediction results for CP Rail. (See Figure 3 Receptor Locations).

TABLE 6B - Mitigated Rail Traffic Noise Levels-Free Field		
Rail Location from CP Rail	L _{eq} (dBA)	
	07:00 - 23:00	23:00 - 07:00
R1 – North Façade 1 st Floor Residential (2m)	56 dBA	57 dBA
R2 – North Façade 12 th Floor Residential (36m)	62 dBA	63 dBA
R3 – North Façade 22 nd Floor Residential (67m)	60 dBA	60 dBA
R4 – East Façade 1 st Floor Residential (2m)	47 dBA	48 dBA
R5 – East Façade 12 th Floor Residential (36m)	53 dBA	54 dBA
R6 – East Façade 22 nd Floor Residential (67m)	53 dBA	54 dBA
R7 – South Façade 12 th Floor Residential (36m)	53 dBA	53 dBA
R8 – South Façade 22 nd Floor Residential (67m)	53 dBA	53 dBA
R9 – South Façade 1 st Floor Residential (2m)	44 dBA	47 dBA
R10 – West Façade 1 st Floor Residential (2m)	52 dBA	53 dBA
R11 – West Façade 12 th Floor Residential (36m)	59 dBA	60 dBA
R12 – West Façade 22 nd Floor Residential (67m)	62 dBA	63 dBA
R13 – North Façade 4 th Floor Rooftop OLA (15m)	49 dBA	N/A
R14 – East Façade 3 rd Floor Rooftop OLA (11.5m)	39 dBA	N/A
R15 – South Façade 3 rd Floor Rooftop OLA (11.5m)	38 dBA	N/A
R16 – South Façade 4 th Floor Rooftop OLA (15m)	51 dBA	N/A
R17 – West Façade 4 th Floor Rooftop OLA (15m)	51 dBA	N/A

The following Table 6C summarizes the “free field” traffic noise prediction results for both GO Transit and CP Rail. (See Figure 3 Receptor Locations).

TABLE 6C – COMBINED Mitigated Rail Traffic Noise Levels-Free Field		
COMBINED GO Transit & CP Rail	L _{eq} (dBA)	
	07:00 - 23:00	23:00 - 07:00
R1 – North Façade 1 st Floor Residential (2m)	60 dBA	58 dBA
R2 – North Façade 12 th Floor Residential (36m)	66 dBA	65 dBA
R3 – North Façade 22 nd Floor Residential (67m)	63 dBA	62 dBA
R4 – East Façade 1 st Floor Residential (2m)	51 dBA	50 dBA
R5 – East Façade 12 th Floor Residential (36m)	57 dBA	56 dBA
R6 – East Façade 22 nd Floor Residential (67m)	57 dBA	56 dBA
R7 – South Façade 12 th Floor Residential (36m)	56 dBA	55 dBA
R8 – South Façade 22 nd Floor Residential (67m)	56 dBA	55 dBA
R9 – South Façade 1 st Floor Residential (2m)	50 dBA	49 dBA
R10 – West Façade 1 st Floor Residential (2m)	56 dBA	55 dBA
R11 – West Façade 12 th Floor Residential (36m)	63 dBA	62 dBA
R12 – West Façade 22 nd Floor Residential (67m)	66 dBA	65 dBA
R13 – North Façade 4 th Floor Rooftop OLA (15m)	52 dBA	N/A
R14 – East Façade 3 rd Floor Rooftop OLA (11.5m)	42 dBA	N/A
R15 – South Façade 3 rd Floor Rooftop OLA (11.5m)	42 dBA	N/A
R16 – South Façade 4 th Floor Rooftop OLA (15m)	54 dBA	N/A
R17 – West Façade 4 th Floor Rooftop OLA (15m)	55 dBA	N/A

3.3 ROAD NOISE

Predicted road traffic noise levels were calculated for Simcoe Street South and Olive Avenue, the main road noise sources in the proposed site area. The 2019 AADT road traffic volumes for all roadways were sourced from the City of Oshawa Open Data website. These are the most up to date AADT road traffic volumes available. The MECP computer program STAMSON version 5.04 was used to carry out prediction calculations (See Appendix “A”). Traffic data is summarized in Table 4.

The daytime/nighttime volume ratios relative to Simcoe Street South and Olive Avenue are typically calculated using a 90/10 split and a 16/8 hr assessment is required by the MECP. The percentage of annual growth was figured at 2% over 15 years for both roadways. The AADT (Annual Average Daily Traffic) volumes used are reflective of the worst-case scenario. Truck volumes were factored at 2% medium and 2% heavy of the total vehicle volumes for Simcoe Street South and Olive Avenue.

TABLE 7 – Future Road Traffic Volumes (2034)			
Simcoe Street South	AADT - 75067 Vehicles		
	Cars	Medium Trucks	Heavy Trucks
Day	60804	2702	4054
Night	6756	300	450
Olive Avenue	AADT - 18352 Vehicles		
	Cars	Medium Trucks	Heavy Trucks
Day	15856	330	330
Night	1762	37	37

The following Table 8A represents the free field noise levels of road traffic from Simcoe Street South. 17 Receptor locations were considered for this report for the north, east, south and west facades as well as the Outdoor Living Areas (OLA's). See Figure 3 Receptor Locations.

TABLE 8A – Predicted Future Traffic Noise (dBA) Simcoe Street South		
Location	07:00 – 23:00	23:00 – 07:00
R1 – North Façade 1 st Floor Residential (2m)	46 dBA	39 dBA
R2 – North Façade 12 th Floor Residential (36m)	54 dBA	47 dBA
R3 – North Façade 22 nd Floor Residential (67m)	54 dBA	47 dBA
R4 – East Façade 1 st Floor Residential (2m)	40 dBA	33 dBA
R5 – East Façade 12 th Floor Residential (36m)	48 dBA	42 dBA
R6 – East Façade 22 nd Floor Residential (67m)	48 dBA	42 dBA
R7 – South Façade 12 th Floor Residential (36m)	54 dBA	47 dBA
R8 – South Façade 22 nd Floor Residential (67m)	54 dBA	47 dBA
R9 – South Façade 1 st Floor Residential (2m)	46 dBA	40 dBA
R10 – West Façade 1 st Floor Residential (2m)	50 dBA	43 dBA
R11 – West Façade 12 th Floor Residential (36m)	57 dBA	51 dBA
R12 – West Façade 22 nd Floor Residential (67m)	57 dBA	51 dBA
R13 – North Façade 4 th Floor Rooftop OLA (15m)	36 dBA	N/A
R14 – East Façade 3 rd Floor Rooftop OLA (11.5m)	34 dBA	N/A
R15 – South Façade 3 rd Floor Rooftop OLA (11.5m)	41 dBA	N/A
R16 – South Façade 4 th Floor Rooftop OLA (15m)	45 dBA	N/A
R17 – West Façade 4 th Floor Rooftop OLA (15m)	46 dBA	N/A

The following Table 8B represents the free field noise levels of road traffic from Olive Avenue. 17 Receptor locations were considered for this report for the north, east, south and west facades as well as the Outdoor Living Areas (OLA's). See Figure 3 Receptor Locations.

TABLE 8B – Predicted Future Traffic Noise (dBA) Olive Avenue		
Location	07:00 – 23:00	23:00 – 07:00
R1 – North Façade 1 st Floor Residential (2m)	41 dBA	34 dBA
R2 – North Façade 12 th Floor Residential (36m)	51 dBA	45 dBA
R3 – North Façade 22 nd Floor Residential (67m)	48 dBA	42 dBA
R4 – East Façade 1 st Floor Residential (2m)	33 dBA	27 dBA
R5 – East Façade 12 th Floor Residential (36m)	43 dBA	36 dBA
R6 – East Façade 22 nd Floor Residential (67m)	43 dBA	36 dBA
R7 – South Façade 12 th Floor Residential (36m)	42 dBA	35 dBA
R8 – South Façade 22 nd Floor Residential (67m)	42 dBA	35 dBA
R9 – South Façade 1 st Floor Residential (2m)	33 dBA	26 dBA
R10 – West Façade 1 st Floor Residential (2m)	38 dBA	31 dBA
R11 – West Façade 12 th Floor Residential (36m)	48 dBA	41 dBA
R12 – West Façade 22 nd Floor Residential (67m)	51 dBA	44 dBA
R13 – North Façade 4 th Floor Rooftop OLA (15m)	36 dBA	N/A
R14 – East Façade 3 rd Floor Rooftop OLA (11.5m)	27 dBA	N/A
R15 – South Façade 3 rd Floor Rooftop OLA (11.5m)	26 dBA	N/A
R16 – South Façade 4 th Floor Rooftop OLA (15m)	39 dBA	N/A
R17 – West Façade 4 th Floor Rooftop OLA (15m)	39 dBA	N/A

The following Table 8C represents the free field noise levels of combined road traffic from Simcoe Street South and Olive Avenue. 17 Receptor locations were considered for this report for the north, east, south and west facades as well as the Outdoor Living Areas (OLA's). See Figure 3 Receptor Locations.

TABLE 8C – Predicted Combined Future Road Traffic Noise (dBA)		
Location	07:00 – 23:00	23:00 – 07:00
R1 – North Façade 1 st Floor Residential (2m)	47 dBA	40 dBA
R2 – North Façade 12 th Floor Residential (36m)	56 dBA	49 dBA
R3 – North Façade 22 nd Floor Residential (67m)	55 dBA	48 dBA
R4 – East Façade 1 st Floor Residential (2m)	41 dBA	34 dBA
R5 – East Façade 12 th Floor Residential (36m)	49 dBA	43 dBA
R6 – East Façade 22 nd Floor Residential (67m)	49 dBA	43 dBA
R7 – South Façade 12 th Floor Residential (36m)	54 dBA	48 dBA
R8 – South Façade 22 nd Floor Residential (67m)	54 dBA	48 dBA
R9 – South Façade 1 st Floor Residential (2m)	46 dBA	40 dBA
R10 – West Façade 1 st Floor Residential (2m)	50 dBA	44 dBA
R11 – West Façade 12 th Floor Residential (36m)	58 dBA	51 dBA
R12 – West Façade 22 nd Floor Residential (67m)	58 dBA	51 dBA
R13 – North Façade 4 th Floor Rooftop OLA (15m)	39 dBA	N/A
R14 – East Façade 3 rd Floor Rooftop OLA (11.5m)	35 dBA	N/A
R15 – South Façade 3 rd Floor Rooftop OLA (11.5m)	41 dBA	N/A
R16 – South Façade 4 th Floor Rooftop OLA (15m)	46 dBA	N/A
R17 – West Façade 4 th Floor Rooftop OLA (15m)	47 dBA	N/A

The following Table 8D represents the free field noise levels of combined road traffic from Simcoe Street South, Olive Avenue and CP Rail trains and GO Transit Rail traffic. 17 Receptor locations were considered for this report for the north, east, south and west facades as well as the Outdoor Living Areas (OLA's). See Figure 3 Receptor Locations.

TABLE 8D - COMBINED Rail and Road Traffic Noise Levels		
Location	L _{eq} (dBA)	
	07:00 - 23:00	23:00 - 07:00
R1 – North Façade 1 st Floor Residential (2m)	60 dBA	58 dBA
R2 – North Façade 12 th Floor Residential (36m)	66 dBA	65 dBA
R3 – North Façade 22 nd Floor Residential (67m)	64 dBA	62 dBA
R4 – East Façade 1 st Floor Residential (2m)	51 dBA	50 dBA
R5 – East Façade 12 th Floor Residential (36m)	58 dBA	56 dBA
R6 – East Façade 22 nd Floor Residential (67m)	58 dBA	56 dBA
R7 – South Façade 12 th Floor Residential (36m)	58 dBA	56 dBA
R8 – South Façade 22 nd Floor Residential (67m)	58 dBA	56 dBA
R9 – South Façade 1 st Floor Residential (2m)	52 dBA	50 dBA
R10 – West Façade 1 st Floor Residential (2m)	57 dBA	55 dBA
R11 – West Façade 12 th Floor Residential (36m)	64 dBA	62 dBA
R12 – West Façade 22 nd Floor Residential (67m)	66 dBA	65 dBA
R13 – North Façade 4 th Floor Rooftop OLA (15m)	52 dBA	N/A
R14 – East Façade 3 rd Floor Rooftop OLA (11.5m)	43 dBA	N/A
R15 – South Façade 3 rd Floor Rooftop OLA (11.5m)	45 dBA	N/A
R16 – South Façade 4 th Floor Rooftop OLA (15m)	55 dBA	N/A
R17 – West Façade 4 th Floor Rooftop OLA (15m)	55 dBA	N/A

3.4 RAIL NOISE – EIGHTEEN 3-STOREY BLOCK TOWNHOUSES

The following Table 9A summarizes the “free field” traffic noise prediction results for GO Transit (Metrolinx). 6 Receptor locations were considered for this report for the east, south and west facades. See Figure 3 Receptor Locations.

TABLE 9A - Mitigated Rail Traffic Noise Levels-Free Field		
Rail Location from GO Transit	L _{eq} (dBA)	
	07:00 - 23:00	23:00 - 07:00
R18 – East Façade 1 st Floor Residential (2m)	57 dBA	53 dBA
R19 – East Façade 3 rd Floor Residential (8.5m)	53 dBA	49 dBA
R20 – South Façade 1 st Floor Residential (2m)	46 dBA	43 dBA
R21 – South Façade 3 rd Floor Residential (8.5m)	49 dBA	45 dBA
R22 – West Façade 1 st Floor Residential (2m)	48 dBA	45 dBA
R23 – West Façade 3 rd Floor Residential (8.5m)	51 dBA	47 dBA

The following Table 9B summarizes the “free field” traffic noise prediction results for CP Rail. 6 Receptor locations were considered for this report for the east, south and west facades. See Figure 3 Receptor Locations.

TABLE 9B - Mitigated Rail Traffic Noise Levels-Free Field		
Rail Location from CP Rail	L _{eq} (dBA)	
	07:00 - 23:00	23:00 - 07:00
R1 – East Façade 1 st Floor Residential (2m)	56 dBA	57 dBA
R2 – East Façade 3 rd Floor Residential (8.5m)	52 dBA	53 dBA
R3 – South Façade 1 st Floor Residential (2m)	45 dBA	46 dBA
R4 – South Façade 3 rd Floor Residential (8.5m)	47 dBA	48 dBA
R5 – West Façade 1 st Floor Residential (2m)	47 dBA	48 dBA
R6 – West Façade 3 rd Floor Residential (8.5m)	50 dBA	50 dBA

The following Table 9C summarizes the “free field” traffic noise prediction results for both GO Transit and CN Rail. 6 Receptor locations were considered for this report for the east, south and west facades. See Figure 3 Receptor Locations.

TABLE 9C – COMBINED Mitigated Rail Traffic Noise Levels-Free Field		
COMBINED GO Transit & CP Rail	L _{eq} (dBA)	
	07:00 - 23:00	23:00 - 07:00
R1 – East Façade 1 st Floor Residential (2m)	60 dBA	58 dBA
R2 – East Façade 3 rd Floor Residential (8.5m)	55 dBA	54 dBA
R3 – South Façade 1 st Floor Residential (2m)	49 dBA	47 dBA
R4 – South Façade 3 rd Floor Residential (8.5m)	51 dBA	50 dBA
R5 – West Façade 1 st Floor Residential (2m)	51 dBA	50 dBA
R6 – West Façade 3 rd Floor Residential (8.5m)	53 dBA	52 dBA

3.5 ROAD NOISE – EIGHTEEN 3-STOREY BLOCK TOWNHOUSES

The following Table 10A represents the free field noise levels of road traffic from Simcoe Street South. 6 Receptor locations were considered for this report for the east, south and west facades. See Figure 3 Receptor Locations.

TABLE 10A – Predicted Future Traffic Noise Levels-Free Field		
Simcoe Street South	L _{eq} (dBA)	
	07:00 - 23:00	23:00 - 07:00
R1 – East Façade 1 st Floor Residential (2m)	46 dBA	39 dBA
R2 – East Façade 3 rd Floor Residential (8.5m)	38 dBA	32 dBA
R3 – South Façade 1 st Floor Residential (2m)	44 dBA	37 dBA
R4 – South Façade 3 rd Floor Residential (8.5m)	47 dBA	40 dBA
R5 – West Façade 1 st Floor Residential (2m)	45 dBA	39 dBA
R6 – West Façade 3 rd Floor Residential (8.5m)	48 dBA	41 dBA

The following Table 10B represents the free field noise levels of road traffic from Olive Avenue. 6 Receptor locations were considered for this report for the east, south and west facades. See Figure 3 Receptor Locations.

TABLE 10B – Predicted Future Traffic Noise Levels-Free Field		
Olive Avenue	L _{eq} (dBA)	
	07:00 - 23:00	23:00 - 07:00
R1 – East Façade 1 st Floor Residential (2m)	41 dBA	34 dBA
R2 – East Façade 3 rd Floor Residential (8.5m)	39 dBA	33 dBA
R3 – South Façade 1 st Floor Residential (2m)	32 dBA	26 dBA
R4 – South Façade 3 rd Floor Residential (8.5m)	35 dBA	29 dBA
R5 – West Façade 1 st Floor Residential (2m)	N/A	N/A
R6 – West Façade 3 rd Floor Residential (8.5m)	N/A	N/A

The following Table 10C summarizes the “free field” traffic noise prediction results for both Simcoe Street South and Olive Avenue. (See Figure 3 Receptor Locations).

TABLE 10C – COMBINED Future Traffic Noise Levels-Free Field		
Simcoe Street South & Olive Avenue	L _{eq} (dBA)	
	07:00 - 23:00	23:00 - 07:00
R1 – East Façade 1 st Floor Residential (2m)	47 dBA	40 dBA
R2 – East Façade 3 rd Floor Residential (8.5m)	42 dBA	35 dBA
R3 – South Façade 1 st Floor Residential (2m)	44 dBA	38 dBA
R4 – South Façade 3 rd Floor Residential (8.5m)	47 dBA	40 dBA
R5 – West Façade 1 st Floor Residential (2m)	45 dBA	39 dBA
R6 – West Façade 3 rd Floor Residential (8.5m)	48 dBA	41 dBA

The following Table 10D represents the combined Rail and road traffic prediction results.

TABLE 10D – COMBINED Rail and Road Traffic Noise Levels		
Location	L _{eq} (dBA)	
	07:00 - 23:00	23:00 - 07:00
R1 – East Façade 1 st Floor Residential (2m)	60 dBA	58 dBA
R2 – East Façade 3 rd Floor Residential (8.5m)	56 dBA	54 dBA
R3 – South Façade 1 st Floor Residential (2m)	50 dBA	48 dBA
R4 – South Façade 3 rd Floor Residential (8.5m)	52 dBA	50 dBA
R5 – West Façade 1 st Floor Residential (2m)	52 dBA	50 dBA
R6 – West Façade 3 rd Floor Residential (8.5m)	54 dBA	52 dBA

3.6 VIBRATION

The City of Oshawa and/or the Regional Municipality of Durham may require pre-condition surveys of area buildings within the area of influence, vibration protocol, and vibration monitoring may be required during all heavy construction activities. Further information will be provided prior to the issuance of a building permit.

4.0 RECOMMENDATIONS - NOISE CONTROL

4.1 OUTDOOR LIVING AREAS – 22-STOREY RESIDENTIAL BUILDING

Calculated road and rail noise levels exceed the 55 dBA daytime criteria outlined in Table 1. The 3rd floor and 4th floor rooftop Outdoor Amenity Spaces (OLA's) will require a minimum 0.91m Safety Guard Railing or equivalent.

For reference, the MECP requirements for an acoustical barrier / Safety Guard Railing are:

- Minimum surface density (Face Weight) of 20 kg/m².
- Structurally sound.
- Appropriately designed to withstand wind and snow load and constructed without cracks or surface gaps.

4.2 OUTDOOR LIVING AREAS – EIGHTEEN 3-STOREY TOWNHOUSES

There are no OLA's for the block townhouses, therefore mitigation measures are not required.

4.3 INDOOR NOISE LEVELS – 22-STOREY RESIDENTIAL BUILDING

Calculated nighttime road and rail noise levels at the Plane of Window (POW) exceed the 50 dBA criteria outlined in Table 1 for indoor space for all residential units. Specific building components (walls, windows, doors etc.) are required and confirmed using the STC (Sound Transmission Class) method. Building design specifications were not made available at report time and STC calculations (Sound Transmission Class) method are summarized in Table 11 following.

As a cost-efficient consideration for the builder, all windows for all floors and facades of the proposed building require the same window STC value configurations. Acoustically tested windows must be installed and verified by a letter from the appropriate window company be issued to confirm the STC values have been achieved.

4.4 INDOOR NOISE LEVELS – EIGHTEEN 3-STOREY TOWNHOUSES

Calculated nighttime road noise levels at the Plane of Window (POW) exceed the 50 dBA criteria outlined in Table 1 for indoor space for all residential units. Specific building components (walls, windows, doors etc.) are required and confirmed using the STC (Sound Transmission Class) method. Building design specifications were not made available at report time and STC calculations (Sound Transmission Class) method are summarized in Table 11 following.

As a cost-efficient consideration for the builder, all windows for all floors and facades of the proposed building require the same window STC value configurations. Acoustically tested windows must be installed and verified by a letter from the appropriate window company be issued to confirm the STC values have been achieved.

TABLE 11 – Recommended Door, Wall, and Window Construction			
LOCATION	Acoustically Tested Window STC	Exterior Wall STC	Patio Door Construction STC
22-Storey Residential Building	Example	Example	Example
Bedroom	STC-40	STC-42	STC-40
Living room	STC-40	STC-42	STC-40
Eighteen 3-Storey Block Townhouses	Example	Example	Example
Bedroom	STC-34	STC-36	STC-34
Living room	STC-34	STC-36	STC-34

5.0 VENTILATION / WARNING CLAUSES

Ventilation and warning clause requirements are required for this project as noted in Table 7 following. The proposed site plans appear to have a top floor mechanical room which will be completely enclosed for the heat and air ventilation systems. As these units are enclosed, no noise shall emanate from the mechanical room.

TABLE 12 - Ventilation and Warning Clause Requirements		
LOCATION	VENTILATION	WARNING CLAUSE
22-Storey Residential Building	Central Air Conditioning	Type “D”
3-Storey Block Townhouses	Provisions for Air Conditioning	Type “C”

It is recommended that the appropriate warning clauses be inserted into all Offers and Agreements of Purchase and Sale or Lease. See the following for specific warning clause wording:

TYPE D: All Residential Units in 22-Storey Building

“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 Municipality’s and the MECP’s noise criteria.”

TYPE C: 3-Storey Block Townhouses

“This dwelling unit had been fitted with a forced air heating system and the ducting, etc. was sized to accommodate central air conditioning. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the Municipality’s and the MECP’s noise criteria.

METROLINX/GO TRANSIT: All Units within 300m of Metrolinx Property Line

“Warning: Metrolinx and its assigns and successors in interest operate commuter transit service within 300 metres from the subject land. In addition to the current use of these lands, there may be alterations or expansions of the rail and other facilities on such lands in the future including the possibility that Metrolinx or any other railway assigns or successors as aforesaid may expand their operations, which expansion may affect the environment of the occupants in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual units. Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under these lands.”

CPR Warning Clause: All Units within 300m of CP Rail Property Line

“Warning: Canadian Pacific Railway Company or its assigns or successors in interest have a right-of-way within 300m from the land the subject hereof. There may be alterations to, or exceptions of, the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(S). CPR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.”

6.0 SUMMARY OF RECOMMENDATIONS

The following noise control measures are required to satisfy the indoor and outdoor noise level criterion:

- A/C Units for all Residential Units as recommended in Table 12.
- Window, Door, and Wall construction as recommended in Table 11
- Type “D” Warning Clause for all residential units are required and registered on title (All Residential Units in 22-Storey Building).
- Type “C” Warning Clause for all residential units are required and registered on title (All Residential Units in 3-Storey Block Townhouses).
- The 3rd floor & 4th floor Rooftop OLA’s require a minimum 0.91m Safety Guard Railing or equivalent.
- A letter from the window company be issued to confirm STC values for all proposed windows to be installed and an Acoustical Certificate to be sent to the City of Hamilton confirming that STC values have been achieved.
- It is recommended that a qualified acoustical consultant certify that the required noise control measures have been incorporated into the builder’s plans prior to issuance of a building permit.
- It is recommended that a qualified acoustical consultant certify that the required control measures have been properly installed prior to an occupancy permit.

7.0 CONCLUSIONS

dBA Acoustical Consulting Inc. has provided a noise and vibration impact study on behalf of Albany Street Investments Ltd. for the proposed Residential Buildings located at 63 Albany Street and 467 and 469 Albert Street, Oshawa, ON.

This study determined the noise and vibration impact from Simcoe Street South, Olive Street vehicular traffic and the Canadian Pacific Railway corridor (CP) and the Oshawa GO Station train traffic that may impact the proposed residential buildings as required for Site Plan Application (SPA) resubmission for the City of Oshawa, Regional Municipality of Durham.

This study detailed noise impact relative to the site plan and recommended noise control measures necessary to meet Ministry of Environment Conservation and Parks (MECP) Publication NPC-300 entitled “Stationary & Transportation Sources-Approval & Planning guidelines while satisfying the planning requirements of the City of Oshawa, Regional Municipality of Durham.

Vibration is considered as there are railway lines within the required setback distances. Aircraft is not a concern as the development is located outside the NEF 25 contour of any area Airports.

FIGURE 1 KEY PLAN



FIGURE 2
SITE PLAN

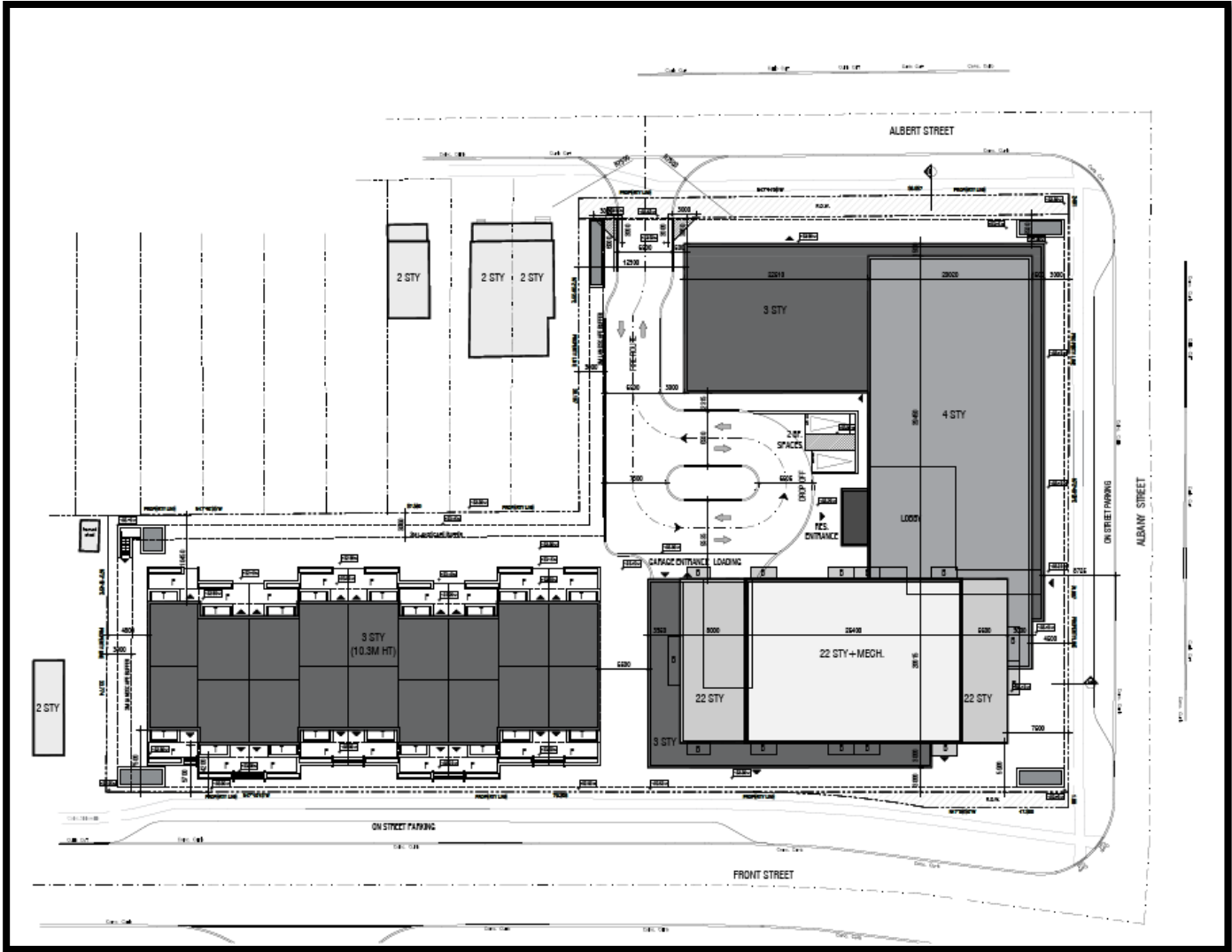


FIGURE 3
RECEPTOR LOCATIONS
22-STOREY RESIDENTIAL BUILDING

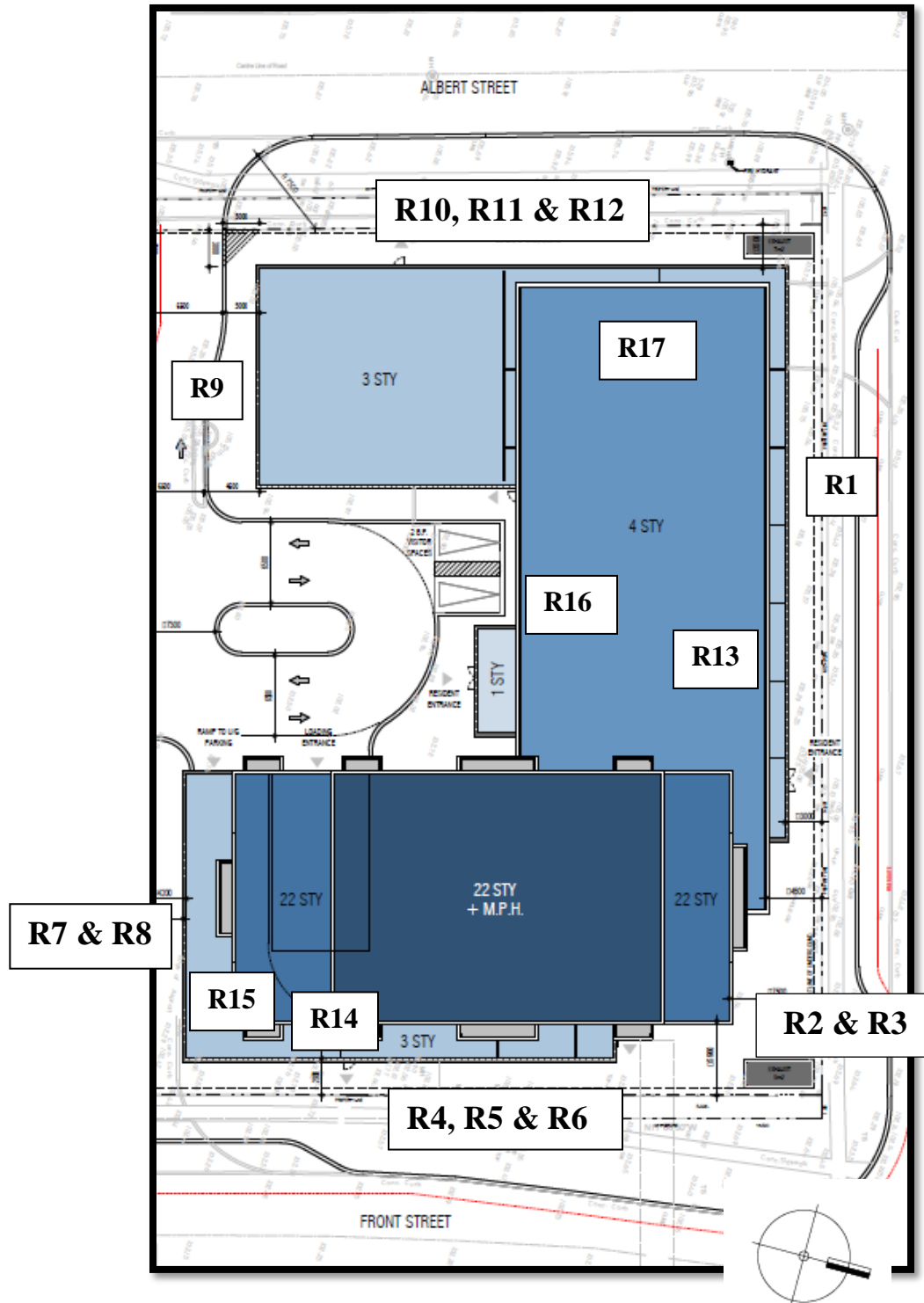


FIGURE 4
RECEPTOR LOCATIONS
EIGHTEEN 3-STOREY BLOCK TOWNHOUSES

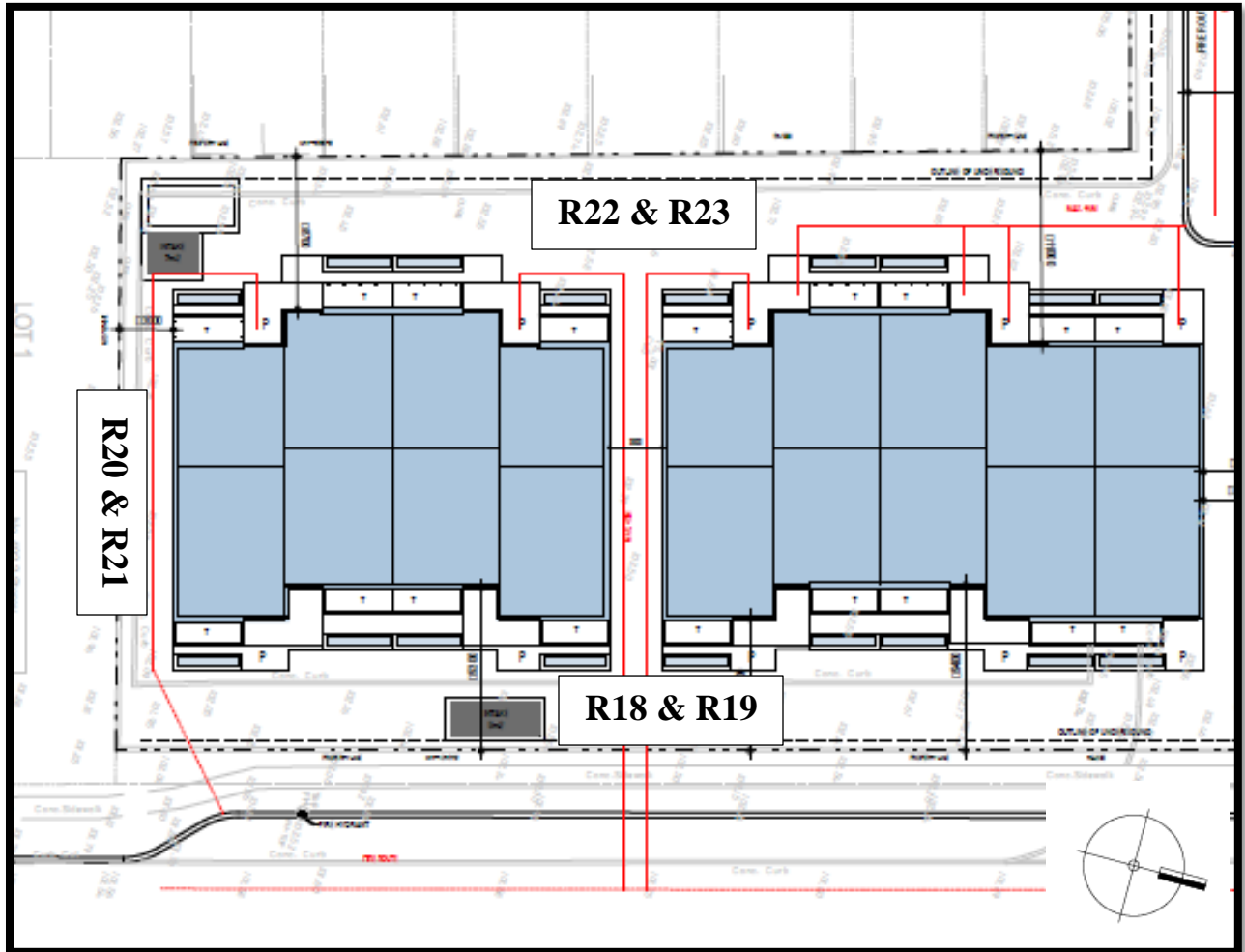
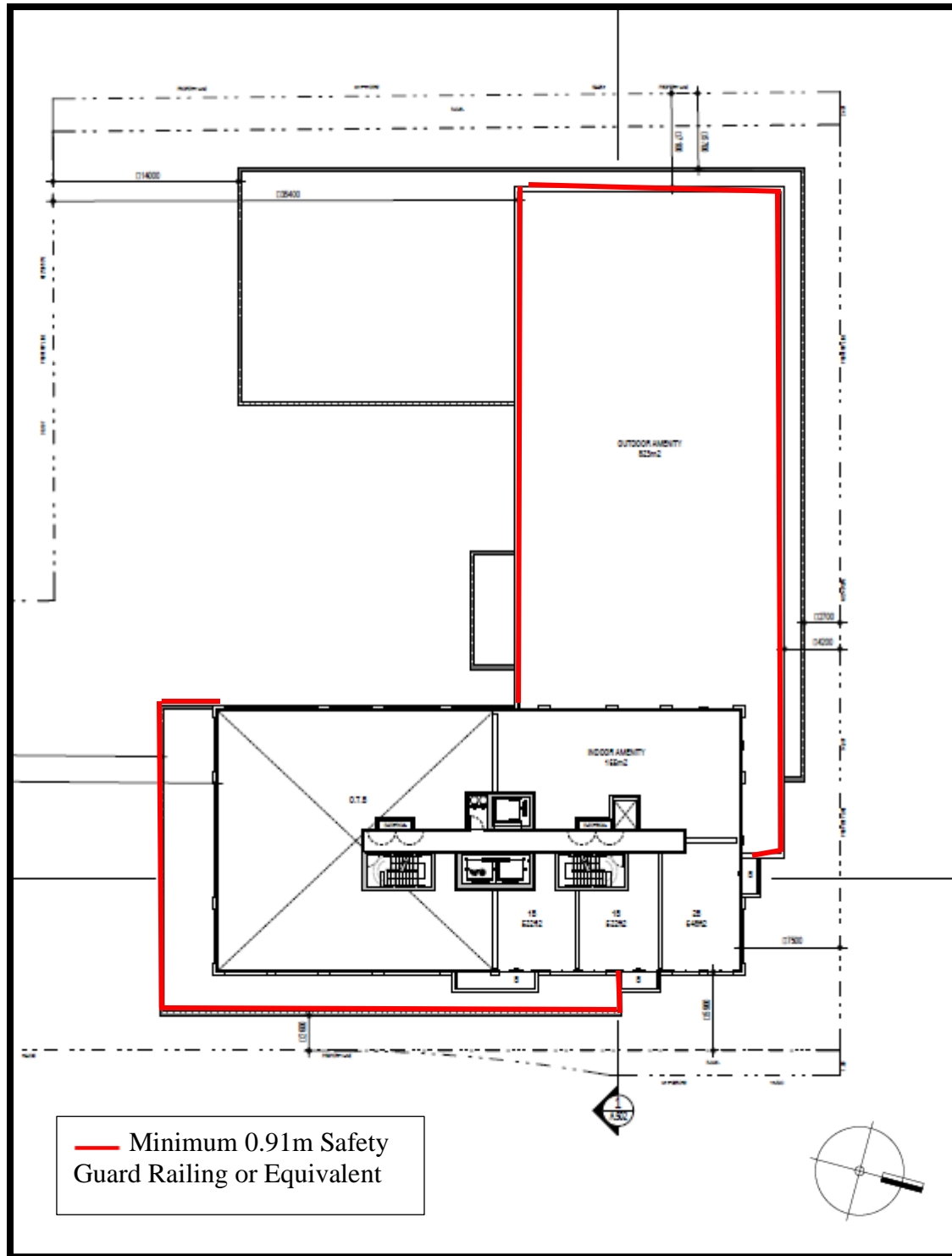
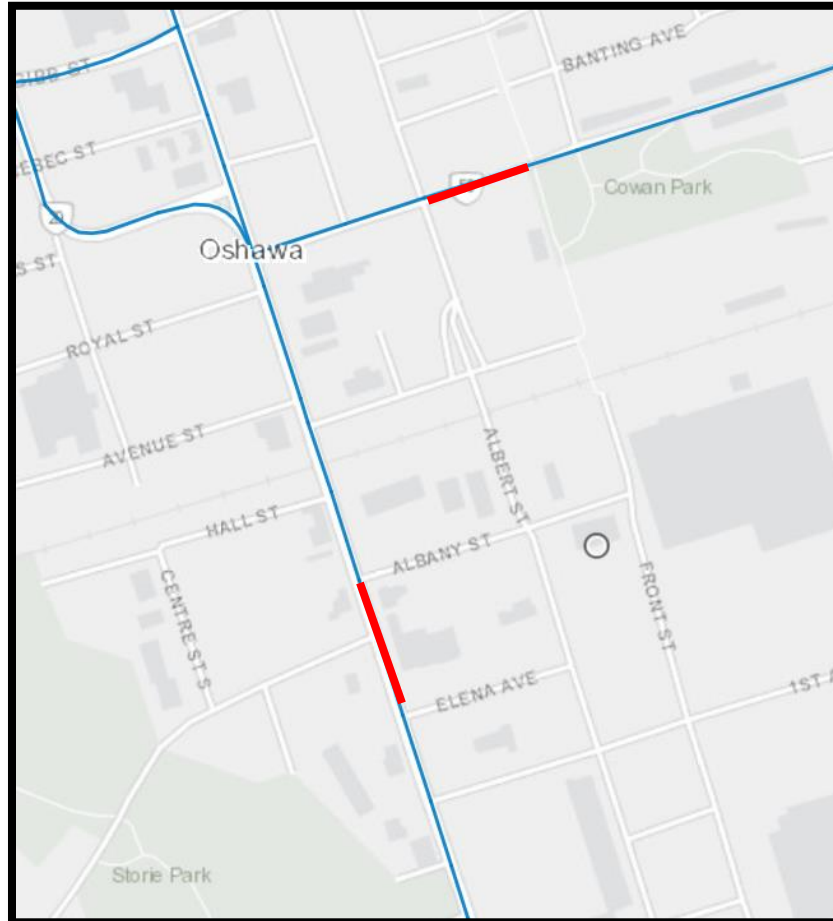



FIGURE 5
22-STOUREY RESIDENTIAL BUILDING
0.91m SAFETY GUARD RAILINGS




APPENDIX “A”

2019 CITY OF OSHAWA AADT TRAFFIC DATA SIMCOE STREET SOUTH & OLIVE AVENUE



 City of Oshawa Open Data

Annual Average Daily Traffic (AADT)

 GIS Services Region of Durham
Regional Municipality of Durham

Summary

Annual Average Daily Traffic (AADT) volume in Durham Region

Simcoe Street South 2019 - 25250
2022 - 18390
2023 - 17840

Olive Avenue 2019 - 9310
2022 - 8520
2023 - 8575

Due to lower traffic volumes during COVID we have used the 2019 AADT numbers as they were higher and more accurately represent the AADT and provide a worst-case scenario.

Hi Nicole,

Further to your request dated August 8, 2024, the subject lands (63 Albany Street, Oshawa) are located within 300 metres of the Canadian Pacific (CP) Belleville Subdivision (which carries the future Lakeshore East GO Bowmanville Extension).

It's anticipated that GO rail service on this Subdivision will be comprised of diesel trains only. The GO rail fleet combination on this Subdivision will consist of up to 1 locomotive and 4 passenger cars. The typical GO rail weekday train volume forecast near the subject lands, including both revenue and equipment trips is in the order of 78 trains. The planned detailed trip breakdown is listed below:

	1 Diesel Locomotive		1 Diesel Locomotive
Day (0700-2300)	64	Night (2300-0700)	14

The current track design speed near the subject lands is 60 mph (97 km/h).

There are no *anti-whistling by-laws* in affect near the subject lands. Operational information is subject to change and may be influenced by, among other factors, service planning priorities, operational considerations, funding availability and passenger demand.

It should be noted that this information only pertains to Metrolinx rail service. It would be prudent to contact other rail operators in the area directly for rail traffic information pertaining to non-Metrolinx rail service.

I trust this information is useful. Should you have any questions or concerns, please do not hesitate to contact me.

Best,

Jenna Auger (She/Her)

Third Party Projects Review (TPPR)
Development & Real Estate Management
10 Bay Street | Toronto | Ontario | M5J 2N8



CP RAIL EMAIL

Good Morning Frank,

Wed 2020-12-16 12:50 PM

Per our phone call conversation this morning, please note that CP Real Estate has changed its position regarding the sharing of train information and will no longer provide Rail Data information.

We appreciate that this is a change to what was previously provided by our group.

CP freight trains operate 24/7 and scheduled/volumes are subject to change.

The attached link provides some basic information related to train information for any given corridor.

To be clear, CP is not in favour of residential uses adjacent to its rail facilities and/or operations.

Recommend a clause be inserted in all offers of purchase and sale or lease and in the title deed or lease of **each dwelling within 300m of the railway right of way**, warning prospective purchasers or tenants of the existence of the Railway's operating right-of-way; the possibility of alterations including the possibility that the Railway may expand its operations, which expansion may affect the living environment of the residents notwithstanding the inclusion of noise and vibration attenuating measures in the design of the subdivision and the individual units, and that the Railway will not be responsible for complaints or claims arising from the use of its facilities and/or operations.

Sincerely,



Frank Gulas
Manager Real Estate
-
Ontario & Manitoba
O 403-319-3436
F 403-319-3727
7550 Ogden Dale Road
SE Calgary AB T2C
4X9



CANADIAN PACIFIC RAILWAY

PRINCIPAL MAIN LINE REQUIREMENTS

1. Berm, or combination berm and noise attenuation fence, having extensions or returns at the ends, to be erected on adjoining property, parallel to the railway right-of-way with construction according to the following:
 - a) Minimum total height 5.5 metres above top-of-rail;
 - b) Berm minimum height 2.5 metres and side slopes not steeper than 2.5 to 1.
 - c) Fence, or wall, to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre (4 lb/sq.ft.) of surface area.

No part of the berm/noise barrier is to be constructed on railway property.

A clause should be inserted in all offers of purchase and sale or lease, and be registered on title or included in the lease for each dwelling affected by any noise and vibration attenuation measures, advising that any berm, fencing, or vibration isolation features implemented are not to be tampered with or altered, and further that the owner shall have the sole responsibility for and shall maintain these features.

Dwellings must be constructed such that the interior noise levels meet the criteria of the appropriate Ministry. A noise study should be carried out by a professional noise consultant to determine what impact, if any, railway noise would have on residents of proposed subdivisions and to recommend mitigation measures, if required. The Railway may consider other measures recommended by the study.
2. Setback of dwellings from the railway right-of-way to be a minimum of 30 metres. While no dwelling should be closer to the right-of-way than the specified setback, an unoccupied building, such as a garage, may be built closer. The 2.5 metre high earth berm adjacent to the right-of-way must be provided in all instances.
3. Ground vibration transmission to be estimated through site tests. If in excess of the acceptable levels, all dwellings within 75 metres of the nearest track should be protected. The measures employed may be:
 - a) Support the building on rubber pads between the foundation and the occupied structure so that the maximum vertical natural frequency of the structure on the pads is 12 Hz;
 - b) Insulate the building from the vibration originating at the railway tracks by an intervening discontinuity or by installing adequate insulation outside the building, protected from the compaction that would reduce its effectiveness so that vibration in the building became unacceptable; or
 - c) Other suitable measures that will retain their effectiveness over time.
4. A clause should be inserted in all offers of purchase and sale or lease and in the title deed or lease of each dwelling within 300m of the railway right-of-way, warning prospective purchasers or tenants of the existence of the Railway's operating right-of-way; the possibility of alterations including the possibility that the Railway may expand its operations, which expansion may affect the living environment of the residents notwithstanding the inclusion of noise and vibration attenuating measures in the design of the subdivision and individual units, and that the Railway will not be responsible for complaints or claims arising from the use of its facilities and/or operations.
5. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway, and be substantiated by a drainage report to be reviewed by the Railway.
6. A 1.83 metre high chain link security fence be constructed and maintained along the common property line of the Railway and the development by the developer at his expense, and the developer is made aware of the necessity of including a covenant running with the lands, in all deeds, obliging the purchasers of the land to maintain the fence in a satisfactory condition at their expense.
7. Any proposed utilities under or over railway property to serve the development must be approved prior to their installation and be covered by the Railway's standard agreement.

STAMSON CALCULATIONS

STAMSON 5.04 SUMMARY REPORT Date: 19-08-2024 13:06:09
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r1albany.te Time Period: Day/Night 16/8 hours
Description: R1 Albany North Facade 1st floor residential
TOTAL Leq FROM ALL SOURCES (DAY): 59.78
(NIGHT): 58.44

Rail data, segment # 1: GO TRAINS` (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. GO Train	! 81.9/17.9	! 97.0	! 1.0	! 4.0	!Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train type: No Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1. GO Train	! 64.0/14.0	! 2.50	! 10.00

Data for Segment # 1: GO TRAINS` (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.00 / 125.00 m
Receiver height : 2.00 / 2.00 m
Topography : 1 (Flat/gentle slope; no barrier)
No Whistle
Reference angle : 0.00

Rail data, segment # 2: CP Rail (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. CP Rail	! 6.4/3.8	! 80.0	! 4.0	!140.0	!Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train type: No Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1. CP Rail	! 5.0/3.0	! 2.50	! 10.00

Data for Segment # 2: CP Rail (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth      :           0       (No woods.)
No of house rows :           0 / 0
Surface         :           1       (Absorptive ground surface)
Receiver source distance : 125.00 / 125.00 m
Receiver height  :           2.00 / 2.00 m
Topography      :           1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle :           0.00
Results segment # 1: GO TRAINS` (day)
-----

```

	! Loc	! Wheel	! Whistle	! Whistle	! Total
	! Leq	! Leq	! Left Leq	! Right Leq!	! Leq
	! (dBA)	! (dBA)	! (dBA)	! (dBA)	! (dBA)
1.GO TRAINS`	! 56.76	! 45.43	! --	! --	! 57.07
2.CP Rail	! 55.23	! 47.64	! --	! --	! 55.93
Total					59.55 dBA

* Bright Zone !

Result summary (night)

	! Loc	! Wheel	! Whistle	! Whistle	! Total
	! Leq	! Leq	! Left Leq	! Right Leq!	! Leq
	! (dBA)	! (dBA)	! (dBA)	! (dBA)	! (dBA)
1.GO TRAINS`	! 53.16	! 41.84	! --	! --	! 53.47
2.CP Rail	! 55.97	! 48.39	! --	! --	! 56.67
Total					58.37 dBA

* Bright Zone !

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

```

-----
Car traffic volume : 29361/3262 veh/TimePeriod *
Medium truck volume : 612/68 veh/TimePeriod *
Heavy truck volume : 612/68 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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Simcoe (day/night)

Angle1 Angle2 : -0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.00 / 205.00 m
Receiver height : 2.00 / 2.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 10826/1203 veh/TimePeriod *
Medium truck volume : 226/25 veh/TimePeriod *
Heavy truck volume : 226/25 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): 9310
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Olive (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 330.00 / 330.00 m
Receiver height : 2.00 / 2.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary (day)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 45.66	! 45.66
2.Olive	! 1.19	! 40.92	! 40.92
	Total		46.92 dBA

Result summary (night)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 39.13	! 39.13
2.Olive	! 1.19	! 34.38	! 34.38
	Total		40.38 dBA

STAMSON 5.04 SUMMARY REPORT Date: 19-08-2024 13:09:12
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r2albany.te Time Period: Day/Night 16/8 hours
Description: R2 Albany North Facade 12th floor residential
TOTAL Leq FROM ALL SOURCES (DAY): 66.43
(NIGHT): 65.00

Rail data, segment # 1: GO TRAINS` (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. GO Train	! 81.9/17.9	! 97.0	! 1.0	! 4.0	!Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train type: No Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1. GO Train	! 64.0/14.0	! 2.50	! 10.00

Data for Segment # 1: GO TRAINS` (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 130.00 m
Receiver height : 36.00 / 36.00 m
Topography : 1 (Flat/gentle slope; no barrier)
No Whistle
Reference angle : 0.00

Rail data, segment # 2: CP Rail (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. CP Rail	! 6.4/3.8	! 80.0	! 4.0	!140.0	!Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train type: No Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1. CP Rail	! 5.0/3.0	! 2.50	! 10.00

Data for Segment # 2: CP Rail (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth      :           0       (No woods.)
No of house rows :           0 / 0
Surface         :           1       (Absorptive ground surface)
Receiver source distance : 130.00 / 130.00 m
Receiver height  :   36.00 / 36.00 m
Topography      :           1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle :           0.00
  
```

Result summary (day)

```

-----
!   Loc   !   Wheel   ! Whistle ! Whistle !   Total
!   Leq   !   Leq     ! Left Leq ! Right Leq!   Leq
! (dBA)  ! (dBA)    ! (dBA)   ! (dBA)   ! (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS`  !   63.14 !   52.80 !   --   !   --   !   63.52
2.CP Rail     !   61.61 !   55.01 !   --   !   --   !   62.47
-----+-----+-----+-----+-----
Total                                               66.04 dBA
  
```

* Bright Zone !

Result summary (night)

```

-----
!   Loc   !   Wheel   ! Whistle ! Whistle !   Total
!   Leq   !   Leq     ! Left Leq ! Right Leq!   Leq
! (dBA)  ! (dBA)    ! (dBA)   ! (dBA)   ! (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS`  !   59.54 !   49.20 !   --   !   --   !   59.92
2.CP Rail     !   62.35 !   55.75 !   --   !   --   !   63.21
-----+-----+-----+-----+-----
Total                                               64.88 dBA
  
```

* Bright Zone !

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

```

-----
Car traffic volume : 29361/3262 veh/TimePeriod *
Medium truck volume : 612/68 veh/TimePeriod *
Heavy truck volume : 612/68 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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Simcoe (day/night)

Angle1 Angle2 : -0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 235.00 / 235.00 m
Receiver height : 36.00 / 36.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 10826/1203 veh/TimePeriod *
Medium truck volume : 226/25 veh/TimePeriod *
Heavy truck volume : 226/25 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): 9310
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Olive (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 335.00 / 335.00 m
Receiver height : 36.00 / 36.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary (day)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 53.94	! 53.94
2.Olive	! 1.19	! 51.09	! 51.09
	Total		55.76 dBA

Result summary (night)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 47.41	! 47.41
2.Olive	! 1.19	! 44.54	! 44.54
	Total		49.22 dBA

STAMSON 5.04 SUMMARY REPORT Date: 19-08-2024 13:10:44
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r3albany.te Time Period: Day/Night 16/8 hours
Description: R3 Albany North Facade 22nd floor residential
TOTAL Leq FROM ALL SOURCES (DAY): 63.65
(NIGHT): 62.06

Rail data, segment # 1: GO TRAINS` (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. GO Train	! 81.9/17.9	! 97.0	! 1.0	! 4.0	!Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train type: No Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1. GO Train	! 64.0/14.0	! 2.50	! 10.00

Data for Segment # 1: GO TRAINS` (day/night)

Angle1 Angle2 : -0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 130.00 m
Receiver height : 67.00 / 67.00 m
Topography : 1 (Flat/gentle slope; no barrier)
No Whistle
Reference angle : 0.00

Rail data, segment # 2: CP Rail (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. CP Rail	! 6.4/3.8	! 80.0	! 4.0	!140.0	!Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train type: No Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1. CP Rail	! 5.0/3.0	! 2.50	! 10.00

Data for Segment # 2: CP Rail (day/night)

```

-----
Angle1   Angle2           : -0.00 deg   90.00 deg
Wood depth      :           0       (No woods.)
No of house rows :           0 / 0
Surface         :           1       (Absorptive ground surface)
Receiver source distance : 130.00 / 130.00 m
Receiver height  :   67.00 / 67.00 m
Topography      :           1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle :           0.00
  
```

Result summary (day)

```

-----
!   Loc   ! Wheel ! Whistle ! Whistle ! Total
!   Leq   ! Leq   ! Left Leq ! Right Leq! Leq
!   (dBA) ! (dBA) ! (dBA)   ! (dBA)   ! (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS` !   60.13 !   49.79 !   --   !   --   !   60.51
2.CP Rail    !   58.60 !   52.00 !   --   !   --   !   59.46
-----+-----+-----+-----+-----
Total                                               63.03 dBA
  
```

* Bright Zone !

Result summary (night)

```

-----
!   Loc   ! Wheel ! Whistle ! Whistle ! Total
!   Leq   ! Leq   ! Left Leq ! Right Leq! Leq
!   (dBA) ! (dBA) ! (dBA)   ! (dBA)   ! (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS` !   56.53 !   46.19 !   --   !   --   !   56.91
2.CP Rail    !   59.34 !   52.74 !   --   !   --   !   60.20
-----+-----+-----+-----+-----
Total                                               61.87 dBA
  
```

* Bright Zone !

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

```

-----
Car traffic volume : 29361/3262 veh/TimePeriod *
Medium truck volume :   612/68   veh/TimePeriod *
Heavy truck volume  :   612/68   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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Simcoe (day/night)

Angle1 Angle2 : -0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 235.00 / 235.00 m
Receiver height : 67.00 / 67.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 10826/1203 veh/TimePeriod *
Medium truck volume : 226/25 veh/TimePeriod *
Heavy truck volume : 226/25 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): 9310
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Olive (day/night)

Angle1 Angle2 : -0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 335.00 / 335.00 m
Receiver height : 67.00 / 67.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary (day)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 53.94	! 53.94
2.Olive	! 1.19	! 48.08	! 48.08
	Total		54.94 dBA

Result summary (night)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 47.41	! 47.41
2.Olive	! 1.19	! 41.53	! 41.53
	Total		48.41 dBA

STAMSON 5.04 SUMMARY REPORT Date: 19-08-2024 13:12:12
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r4albany.te Time Period: Day/Night 16/8 hours
Description: R4 Albany East Facade 1st floor residential
TOTAL Leq FROM ALL SOURCES (DAY): 51.36
(NIGHT): 49.91

Rail data, segment # 1: GO TRAINS` (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. GO Train	! 81.9/17.9	! 97.0	! 1.0	! 4.0	!Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train type: No Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1. GO Train	! 64.0/14.0	! 2.50	! 10.00

Data for Segment # 1: GO TRAINS` (day/night)

Angle1 Angle2 : -0.00 deg 25.00 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 : 2.00 / 2.00 m
Topography : 1 (Flat/gentle slope; no barrier)
No Whistle
Reference angle : 0.00

Rail data, segment # 2: CP Rail (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. CP Rail	! 6.4/3.8	! 80.0	! 4.0	!140.0	!Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train type: No Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1. CP Rail	! 5.0/3.0	! 2.50	! 10.00

Data for Segment # 2: CP Rail (day/night)

```

-----
Angle1   Angle2           :  -0.00 deg   25.00 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       :      2.00 / 2.00 m
Topography           :      1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle      :      0.00

```

Result summary (day)

```

-----
!   Loc   !   Wheel   ! Whistle ! Whistle !   Total
!   Leq   !   Leq     ! Left Leq ! Right Leq!   Leq
! (dBA)  ! (dBA)    ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS`      !   48.16 !   36.91 !   --   !   --   !   48.47
2.CP Rail         !   46.63 !   39.12 !   --   !   --   !   47.34
-----+-----+-----+-----+-----
Total                                     50.95 dBA

```

* Bright Zone !

Result summary (night)

```

-----
!   Loc   !   Wheel   ! Whistle ! Whistle !   Total
!   Leq   !   Leq     ! Left Leq ! Right Leq!   Leq
! (dBA)  ! (dBA)    ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS`      !   44.57 !   33.32 !   --   !   --   !   44.88
2.CP Rail         !   47.38 !   39.87 !   --   !   --   !   48.09
-----+-----+-----+-----+-----
Total                                     49.79 dBA

```

* Bright Zone !

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

```

-----
Car traffic volume : 29361/3262 veh/TimePeriod *
Medium truck volume : 612/68 veh/TimePeriod *
Heavy truck volume : 612/68 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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Simcoe (day/night)

Angle1 Angle2 : -0.00 deg 25.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 250.00 / 250.00 m
Receiver height : 2.00 / 2.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 10826/1203 veh/TimePeriod *
Medium truck volume : 226/25 veh/TimePeriod *
Heavy truck volume : 226/25 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): 9310
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Olive (day/night)

Angle1 Angle2 : -0.00 deg 25.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 350.00 / 350.00 m
Receiver height : 2.00 / 2.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary (day)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 40.03	! 40.03
2.Olive	! 1.19	! 33.28	! 33.28
	Total		40.86 dBA

Result summary (night)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 33.49	! 33.49
2.Olive	! 1.19	! 26.74	! 26.74
	Total		34.32 dBA

STAMSON 5.04 SUMMARY REPORT Date: 19-08-2024 13:12:46
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r5albany.te Time Period: Day/Night 16/8 hours
Description: R5 Albany East Facade 12th floor residential
TOTAL Leq FROM ALL SOURCES (DAY): 57.52
(NIGHT): 55.90

Rail data, segment # 1: GO TRAINS` (day/night)

```
-----
Train      ! Trains      ! Speed !# loc !# Cars! Eng !Cont
Type      !              ! (km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----+-----
* 1. GO Train ! 81.9/17.9 ! 97.0 ! 1.0 ! 4.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
-----+-----+-----+-----+
Train type:      ! Unadj. ! Annual % ! Years of !
No Name         ! Trains ! Increase ! Growth !
-----+-----+-----+-----+
1. GO Train     ! 64.0/14.0 ! 2.50 ! 10.00 !
```

Data for Segment # 1: GO TRAINS` (day/night)

```
-----
Angle1 Angle2      : -0.00 deg 25.00 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  : 36.00 / 36.00 m
Topography       : 1 (Flat/gentle slope; no barrier)
No Whistle
Reference angle  : 0.00
```

Rail data, segment # 2: CP Rail (day/night)

```
-----
Train      ! Trains      ! Speed !# loc !# Cars! Eng !Cont
Type      !              ! (km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----+-----
* 1. CP Rail ! 6.4/3.8 ! 80.0 ! 4.0 !140.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
-----+-----+-----+-----+
Train type:      ! Unadj. ! Annual % ! Years of !
No Name         ! Trains ! Increase ! Growth !
-----+-----+-----+-----+
1. CP Rail     ! 5.0/3.0 ! 2.50 ! 10.00 !
```

Data for Segment # 2: CP Rail (day/night)

```

-----
Angle1   Angle2           : -0.00 deg   25.00 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      :   36.00 / 36.00 m
Topography           :           1   (Flat/gentle slope; no barrier)
No Whistle
Reference angle      :   0.00

```

Result summary (day)

	! Loc	! Wheel	! Whistle	! Whistle	! Total
	! Leq	! Leq	! Left Leq	! Right Leq!	! Leq
	! (dBA)	! (dBA)	! (dBA)	! (dBA)	! (dBA)
1.GO TRAINS`	! 53.94	! 43.60	! --	! --	! 54.32
2.CP Rail	! 52.41	! 45.81	! --	! --	! 53.27
Total					56.84 dBA

* Bright Zone !

Result summary (night)

	! Loc	! Wheel	! Whistle	! Whistle	! Total
	! Leq	! Leq	! Left Leq	! Right Leq!	! Leq
	! (dBA)	! (dBA)	! (dBA)	! (dBA)	! (dBA)
1.GO TRAINS`	! 50.35	! 40.01	! --	! --	! 50.73
2.CP Rail	! 53.16	! 46.56	! --	! --	! 54.02
Total					55.69 dBA

* Bright Zone !

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

```

-----
Car traffic volume   : 29361/3262 veh/TimePeriod *
Medium truck volume  :   612/68   veh/TimePeriod *
Heavy truck volume   :   612/68   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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Simcoe (day/night)

Angle1 Angle2 : -0.00 deg 25.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 250.00 / 250.00 m
Receiver height : 36.00 / 36.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 10826/1203 veh/TimePeriod *
Medium truck volume : 226/25 veh/TimePeriod *
Heavy truck volume : 226/25 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): 9310
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Olive (day/night)

Angle1 Angle2 : -0.00 deg 25.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 330.00 / 330.00 m
Receiver height : 36.00 / 36.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary (day)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 48.11	! 48.11
2.Olive	! 1.19	! 42.58	! 42.58
	Total		49.18 dBA

Result summary (night)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 41.58	! 41.58
2.Olive	! 1.19	! 36.03	! 36.03
	Total		42.65 dBA

STAMSON 5.04 SUMMARY REPORT Date: 19-08-2024 13:14:37
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r6albany.te Time Period: Day/Night 16/8 hours
Description: R6 Albany East Facade 22nd floor residential
TOTAL Leq FROM ALL SOURCES (DAY): 57.52
(NIGHT): 55.90

Rail data, segment # 1: GO TRAINS` (day/night)

```
-----
Train      ! Trains      ! Speed !# loc !# Cars! Eng !Cont
Type      !              ! (km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----+-----
* 1. GO Train ! 81.9/17.9 ! 97.0 ! 1.0 ! 4.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
-----+-----+-----+-----+
Train type:      ! Unadj. ! Annual % ! Years of !
No Name         ! Trains ! Increase ! Growth !
-----+-----+-----+-----+
1. GO Train     ! 64.0/14.0 ! 2.50 ! 10.00 !
```

Data for Segment # 1: GO TRAINS` (day/night)

```
-----
Angle1 Angle2      : -0.00 deg 25.00 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 : 67.00 / 67.00 m
Topography      : 1 (Flat/gentle slope; no barrier)
No Whistle
Reference angle : 0.00
```

Rail data, segment # 2: CP Rail (day/night)

```
-----
Train      ! Trains      ! Speed !# loc !# Cars! Eng !Cont
Type      !              ! (km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----+-----
* 1. CP Rail ! 6.4/3.8 ! 80.0 ! 4.0 !140.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
-----+-----+-----+-----+
Train type:      ! Unadj. ! Annual % ! Years of !
No Name         ! Trains ! Increase ! Growth !
-----+-----+-----+-----+
1. CP Rail     ! 5.0/3.0 ! 2.50 ! 10.00 !
```

Data for Segment # 2: CP Rail (day/night)

```

-----
Angle1   Angle2           : -0.00 deg   25.00 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      :   67.00 / 67.00 m
Topography           :           1   (Flat/gentle slope; no barrier)
No Whistle
Reference angle      :           0.00
  
```

Result summary (day)

```

-----
!   Loc   !   Wheel ! Whistle ! Whistle !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq!   Leq
! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS`      !   53.94 !   43.60 !   --   !   --   !   54.32
2.CP Rail         !   52.41 !   45.81 !   --   !   --   !   53.27
-----+-----+-----+-----+-----
Total                                     56.84 dBA
  
```

* Bright Zone !

Result summary (night)

```

-----
!   Loc   !   Wheel ! Whistle ! Whistle !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq!   Leq
! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS`      !   50.35 !   40.01 !   --   !   --   !   50.73
2.CP Rail         !   53.16 !   46.56 !   --   !   --   !   54.02
-----+-----+-----+-----+-----
Total                                     55.69 dBA
  
```

* Bright Zone !

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

```

-----
Car traffic volume : 29361/3262 veh/TimePeriod *
Medium truck volume : 612/68 veh/TimePeriod *
Heavy truck volume : 612/68 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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Simcoe (day/night)

Angle1 Angle2 : -0.00 deg 25.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 250.00 / 250.00 m
Receiver height : 67.00 / 67.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 10826/1203 veh/TimePeriod *
Medium truck volume : 226/25 veh/TimePeriod *
Heavy truck volume : 226/25 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): 9310
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Olive (day/night)

Angle1 Angle2 : -0.00 deg 25.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 330.00 / 330.00 m
Receiver height : 67.00 / 67.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary (day)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 48.11	! 48.11
2.Olive	! 1.19	! 42.58	! 42.58
	Total		49.18 dBA

Result summary (night)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 41.58	! 41.58
2.Olive	! 1.19	! 36.03	! 36.03
	Total		42.65 dBA

STAMSON 5.04 SUMMARY REPORT Date: 19-08-2024 13:15:18
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r7albany.te Time Period: Day/Night 16/8 hours
Description: R7 Albany South facade 12th floor residential
TOTAL Leq FROM ALL SOURCES (DAY): 58.39
(NIGHT): 55.86

Rail data, segment # 1: GO TRAINS` (day/night)

```
-----  
Train      ! Trains      ! Speed !# loc !# Cars! Eng !Cont  
Type       !              ! (km/h) !/Train!/Train! type !weld  
-----+-----+-----+-----+-----+-----+-----  
* 1. GO Train ! 81.9/17.9 ! 97.0 ! 1.0 ! 4.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
Train type:      ! Unadj. ! Annual % ! Years of !  
No Name         ! Trains ! Increase ! Growth !  
-----+-----+-----+-----+-----+  
1. GO Train     ! 64.0/14.0 ! 2.50 ! 10.00 !
```

Data for Segment # 1: GO TRAINS` (day/night)

```
-----  
Angle1 Angle2      : -0.00 deg 25.00 deg  
Wood depth      : 0 (No woods.)  
No of house rows : 0 / 0  
Surface         : 1 (Absorptive ground surface)  
Receiver source distance : 170.00 / 170.00 m  
Receiver height : 36.00 / 36.00 m  
Topography      : 1 (Flat/gentle slope; no barrier)  
No Whistle  
Reference angle : 0.00
```

Rail data, segment # 2: CP Rail (day/night)

```
-----  
Train      ! Trains      ! Speed !# loc !# Cars! Eng !Cont  
Type       !              ! (km/h) !/Train!/Train! type !weld  
-----+-----+-----+-----+-----+-----  
* 1. CP Rail ! 6.4/3.8 ! 80.0 ! 4.0 !140.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
Train type:      ! Unadj. ! Annual % ! Years of !  
No Name         ! Trains ! Increase ! Growth !  
-----+-----+-----+-----+-----+  
1. CP Rail     ! 5.0/3.0 ! 2.50 ! 10.00 !
```

Data for Segment # 2: CP Rail (day/night)

```

-----
Angle1   Angle2           :  -0.00 deg   25.00 deg
Wood depth           :      0       (No woods.)
No of house rows     :      0 / 0
Surface              :      1       (Absorptive ground surface)
Receiver source distance : 170.00 / 170.00 m
Receiver height      :   36.00 / 36.00 m
Topography           :      1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle      :    0.00

```

Result summary (day)

	! Loc	! Wheel	! Whistle	! Whistle	! Total
	! Leq	! Leq	! Left Leq	! Right Leq!	! Leq
	! (dBA)	! (dBA)	! (dBA)	! (dBA)	! (dBA)
1.GO TRAINS`	! 53.40	! 43.06	! --	! --	! 53.78
2.CP Rail	! 51.87	! 45.27	! --	! --	! 52.73
	Total				56.30 dBA

* Bright Zone !

Result summary (night)

	! Loc	! Wheel	! Whistle	! Whistle	! Total
	! Leq	! Leq	! Left Leq	! Right Leq!	! Leq
	! (dBA)	! (dBA)	! (dBA)	! (dBA)	! (dBA)
1.GO TRAINS`	! 49.80	! 39.46	! --	! --	! 50.18
2.CP Rail	! 52.61	! 46.01	! --	! --	! 53.47
	Total				55.14 dBA

* Bright Zone !

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

```

-----
Car traffic volume   : 29361/3262 veh/TimePeriod *
Medium truck volume  :   612/68   veh/TimePeriod *
Heavy truck volume   :   612/68   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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Simcoe (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 : 235.00 / 235.00 m
Receiver height : 36.00 / 36.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 10826/1203 veh/TimePeriod *
Medium truck volume : 226/25 veh/TimePeriod *
Heavy truck volume : 226/25 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): 9310
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Olive (day/night)

Angle1 Angle2 : -0.00 deg 25.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 380.00 m
Receiver height : 36.00 / 36.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary (day)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 53.94	! 53.94
2.Olive	! 1.19	! 41.97	! 41.97
	Total		54.21 dBA

Result summary (night)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 47.41	! 47.41
2.Olive	! 1.19	! 35.42	! 35.42
	Total		47.68 dBA

STAMSON 5.04 SUMMARY REPORT Date: 19-08-2024 13:15:53
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r8albany.te Time Period: Day/Night 16/8 hours
Description: R8 Albany South facade 22nd floor residential
TOTAL Leq FROM ALL SOURCES (DAY): 58.39
(NIGHT): 55.86

Rail data, segment # 1: GO TRAINS` (day/night)

```
-----
Train      ! Trains      ! Speed !# loc !# Cars! Eng !Cont
Type      !              ! (km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----+-----
* 1. GO Train ! 81.9/17.9 ! 97.0 ! 1.0 ! 4.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
-----+-----+-----+-----+
Train type:      ! Unadj. ! Annual % ! Years of !
No Name         ! Trains ! Increase ! Growth !
-----+-----+-----+-----+
1. GO Train     ! 64.0/14.0 ! 2.50 ! 10.00 !
```

Data for Segment # 1: GO TRAINS` (day/night)

```
-----
Angle1 Angle2      : -0.00 deg 25.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0 / 0
Surface         : 1 (Absorptive ground surface)
Receiver source distance : 170.00 / 170.00 m
Receiver height : 67.00 / 67.00 m
Topography      : 1 (Flat/gentle slope; no barrier)
No Whistle
Reference angle : 0.00
```

Rail data, segment # 2: CP Rail (day/night)

```
-----
Train      ! Trains      ! Speed !# loc !# Cars! Eng !Cont
Type      !              ! (km/h) !/Train!/Train! type !weld
-----+-----+-----+-----+-----+-----+-----
* 1. CP Rail ! 6.4/3.8 ! 80.0 ! 4.0 !140.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
-----+-----+-----+-----+
Train type:      ! Unadj. ! Annual % ! Years of !
No Name         ! Trains ! Increase ! Growth !
-----+-----+-----+-----+
1. CP Rail     ! 5.0/3.0 ! 2.50 ! 10.00 !
```

Data for Segment # 2: CP Rail (day/night)

```

-----
Angle1   Angle2           : -0.00 deg   25.00 deg
Wood depth           :           0   (No woods.)
No of house rows     :           0 / 0
Surface              :           1   (Absorptive ground surface)
Receiver source distance : 170.00 / 170.00 m
Receiver height       :   67.00 / 67.00 m
Topography           :           1   (Flat/gentle slope; no barrier)
No Whistle
Reference angle      :   0.00
  
```

Result summary (day)

	! Loc	! Wheel	! Whistle	! Whistle	! Total
	! Leq	! Leq	! Left Leq	! Right Leq!	! Leq
	! (dBA)	! (dBA)	! (dBA)	! (dBA)	! (dBA)
1.GO TRAINS`	! 53.40	! 43.06	! --	! --	! 53.78
2.CP Rail	! 51.87	! 45.27	! --	! --	! 52.73
	Total				56.30 dBA

* Bright Zone !

Result summary (night)

	! Loc	! Wheel	! Whistle	! Whistle	! Total
	! Leq	! Leq	! Left Leq	! Right Leq!	! Leq
	! (dBA)	! (dBA)	! (dBA)	! (dBA)	! (dBA)
1.GO TRAINS`	! 49.80	! 39.46	! --	! --	! 50.18
2.CP Rail	! 52.61	! 46.01	! --	! --	! 53.47
	Total				55.14 dBA

* Bright Zone !

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

```

-----
Car traffic volume   : 29361/3262 veh/TimePeriod *
Medium truck volume  :   612/68   veh/TimePeriod *
Heavy truck volume   :   612/68   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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Simcoe (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 : 235.00 / 235.00 m
Receiver height : 67.00 / 67.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 10826/1203 veh/TimePeriod *
Medium truck volume : 226/25 veh/TimePeriod *
Heavy truck volume : 226/25 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): 9310
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Olive (day/night)

Angle1 Angle2 : -0.00 deg 25.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 380.00 m
Receiver height : 67.00 / 67.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary (day)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 53.94	! 53.94
2.Olive	! 1.19	! 41.97	! 41.97
	Total		54.21 dBA

Result summary (night)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 47.41	! 47.41
2.Olive	! 1.19	! 35.42	! 35.42
	Total		47.68 dBA

STAMSON 5.04 SUMMARY REPORT Date: 19-08-2024 13:18:00
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r9albany.te Time Period: Day/Night 16/8 hours
Description: R9 Albany South West facade 1st floor residential
TOTAL Leq FROM ALL SOURCES (DAY): 51.78
(NIGHT): 49.61

Rail data, segment # 1: GO TRAINS` (day/night)

```
-----  
Train      ! Trains      ! Speed !# loc !# Cars! Eng !Cont  
Type       !              ! (km/h) !/Train!/Train! type !weld  
-----+-----+-----+-----+-----+-----+-----  
* 1. GO Train ! 81.9/17.9 ! 97.0 ! 1.0 ! 4.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
Train type:      ! Unadj. ! Annual % ! Years of !  
No Name         ! Trains ! Increase ! Growth !  
-----+-----+-----+-----+-----+  
1. GO Train     ! 64.0/14.0 ! 2.50 ! 10.00 !
```

Data for Segment # 1: GO TRAINS` (day/night)

```
-----  
Angle1 Angle2      : -0.00 deg 25.00 deg  
Wood depth      : 0 (No woods.)  
No of house rows : 0 / 0  
Surface         : 1 (Absorptive ground surface)  
Receiver source distance : 165.00 / 165.00 m  
Receiver height : 2.00 / 2.00 m  
Topography      : 1 (Flat/gentle slope; no barrier)  
No Whistle  
Reference angle : 0.00
```

Rail data, segment # 2: CP Rail (day/night)

```
-----  
Train      ! Trains      ! Speed !# loc !# Cars! Eng !Cont  
Type       !              ! (km/h) !/Train!/Train! type !weld  
-----+-----+-----+-----+-----+-----  
* 1. CP Rail ! 6.4/3.8 ! 80.0 ! 4.0 !140.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
Train type:      ! Unadj. ! Annual % ! Years of !  
No Name         ! Trains ! Increase ! Growth !  
-----+-----+-----+-----+-----+  
1. CP Rail     ! 5.0/3.0 ! 2.50 ! 10.00 !
```

Data for Segment # 2: CP Rail (day/night)

```

-----
Angle1   Angle2           :  -0.00 deg   25.00 deg
Wood depth           :      0       (No woods.)
No of house rows     :      0 / 0
Surface              :      1       (Absorptive ground surface)
Receiver source distance : 165.00 / 165.00 m
Receiver height      :      2.00 / 2.00 m
Topography           :      1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle      :      0.00
  
```

Result summary (day)

```

-----
!   Loc   ! Wheel ! Whistle ! Whistle ! Total
!   Leq   ! Leq   ! Left Leq ! Right Leq! Leq
! (dBA)  ! (dBA) ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS`  !  47.51 !   36.22 !    -- !    -- !  47.82
2.CP Rail     !  45.98 !   38.43 !    -- !    -- !  46.68
-----+-----+-----+-----+-----
Total                                               50.30 dBA
  
```

* Bright Zone !

Result summary (night)

```

-----
!   Loc   ! Wheel ! Whistle ! Whistle ! Total
!   Leq   ! Leq   ! Left Leq ! Right Leq! Leq
! (dBA)  ! (dBA) ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS`  !  43.92 !   32.63 !    -- !    -- !  44.23
2.CP Rail     !  46.73 !   39.18 !    -- !    -- !  47.43
-----+-----+-----+-----+-----
Total                                               49.13 dBA
  
```

* Bright Zone !

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

```

-----
Car traffic volume : 29361/3262 veh/TimePeriod *
Medium truck volume : 612/68 veh/TimePeriod *
Heavy truck volume : 612/68 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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Simcoe (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 : 190.00 / 190.00 m
Receiver height : 2.00 / 2.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 10826/1203 veh/TimePeriod *
Medium truck volume : 226/25 veh/TimePeriod *
Heavy truck volume : 226/25 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): 9310
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Olive (day/night)

Angle1 Angle2 : -0.00 deg 25.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 375.00 / 375.00 m
Receiver height : 2.00 / 2.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary (day)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Simcoe	! 1.19 !	46.21	! 46.21
2.Olive	! 1.19 !	32.79	! 32.79
	Total		46.40 dBA

Result summary (night)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Simcoe	! 1.19 !	39.67	! 39.67
2.Olive	! 1.19 !	26.24	! 26.24
	Total		39.86 dBA

STAMSON 5.04 SUMMARY REPORT Date: 19-08-2024 13:18:55
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r10alban.te Time Period: Day/Night 16/8 hours
Description: R10 Albany West facade 1st floor residential
TOTAL Leq FROM ALL SOURCES (DAY): 56.79
(NIGHT): 54.91

Rail data, segment # 1: GO TRAINS` (day/night)

```
-----  
Train                    ! Trains            ! Speed !# loc !# Cars! Eng !Cont  
Type                    !                    ! (km/h) !/Train!/Train! type !weld  
-----+-----+-----+-----+-----+-----+-----  
* 1. GO Train            ! 81.9/17.9        ! 97.0 ! 1.0 ! 4.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
Train type:                    ! Unadj. ! Annual % ! Years of !  
No Name                      ! Trains ! Increase ! Growth !  
-----+-----+-----+-----+-----+  
1. GO Train                  ! 64.0/14.0        ! 2.50 ! 10.00 !
```

Data for Segment # 1: GO TRAINS` (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        : 140.00 / 140.00 m  
Receiver height                 :            2.00 / 2.00 m  
Topography                      :            1            (Flat/gentle slope; no barrier)  
No Whistle  
Reference angle                 :            0.00
```

Rail data, segment # 2: CP Rail (day/night)

```
-----  
Train                    ! Trains            ! Speed !# loc !# Cars! Eng !Cont  
Type                    !                    ! (km/h) !/Train!/Train! type !weld  
-----+-----+-----+-----+-----+-----  
* 1. CP Rail              ! 6.4/3.8            ! 80.0 ! 4.0 !140.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
Train type:                    ! Unadj. ! Annual % ! Years of !  
No Name                      ! Trains ! Increase ! Growth !  
-----+-----+-----+-----+-----+  
1. CP Rail                    ! 5.0/3.0            ! 2.50 ! 10.00 !
```

Data for Segment # 2: CP Rail (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 : 140.00 / 140.00 m
Receiver height  :           2.00 / 2.00 m
Topography      :           1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle  :           0.00
  
```

Result summary (day)

```

-----
!   Loc   ! Wheel ! Whistle ! Whistle ! Total
!   Leq   ! Leq   ! Left Leq ! Right Leq! Leq
! (dBA)  ! (dBA) ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS` ! 52.97 ! 41.61 ! -- ! -- ! 53.28
2.CP Rail    ! 51.44 ! 43.82 ! -- ! -- ! 52.13
-----+-----+-----+-----+-----
Total                                               55.75 dBA
  
```

* Bright Zone !

Result summary (night)

```

-----
!   Loc   ! Wheel ! Whistle ! Whistle ! Total
!   Leq   ! Leq   ! Left Leq ! Right Leq! Leq
! (dBA)  ! (dBA) ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS` ! 49.38 ! 38.01 ! -- ! -- ! 49.69
2.CP Rail    ! 52.19 ! 44.56 ! -- ! -- ! 52.88
-----+-----+-----+-----+-----
Total                                               54.58 dBA
  
```

* Bright Zone !

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

```

-----
Car traffic volume : 29361/3262 veh/TimePeriod *
Medium truck volume : 612/68 veh/TimePeriod *
Heavy truck volume : 612/68 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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Simcoe (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 175.00 m
Receiver height : 2.00 / 2.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 10826/1203 veh/TimePeriod *
Medium truck volume : 226/25 veh/TimePeriod *
Heavy truck volume : 226/25 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): 9310
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Olive (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 : 340.00 / 340.00 m
Receiver height : 2.00 / 2.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary (day)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 49.81	! 49.81
2.Olive	! 1.19	! 37.70	! 37.70
	Total		50.07 dBA

Result summary (night)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 43.27	! 43.27
2.Olive	! 1.19	! 31.15	! 31.15
	Total		43.53 dBA

STAMSON 5.04 SUMMARY REPORT Date: 19-08-2024 13:19:37
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r11alban.te Time Period: Day/Night 16/8 hours
Description: R11 Albany West facade 12th floor residential
TOTAL Leq FROM ALL SOURCES (DAY): 63.86
(NIGHT): 61.92

Rail data, segment # 1: GO TRAINS` (day/night)

```
-----  
Train      ! Trains      ! Speed !# loc !# Cars! Eng !Cont  
Type       !              ! (km/h) !/Train!/Train! type !weld  
-----+-----+-----+-----+-----+-----+-----  
* 1. GO Train ! 81.9/17.9 ! 97.0 ! 1.0 ! 4.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
Train type:      ! Unadj. ! Annual % ! Years of !  
No Name         ! Trains ! Increase ! Growth !  
-----+-----+-----+-----+-----+  
1. GO Train     ! 64.0/14.0 ! 2.50 ! 10.00 !
```

Data for Segment # 1: GO TRAINS` (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 : 140.00 / 140.00 m  
Receiver height : 36.00 / 36.00 m  
Topography      : 1 (Flat/gentle slope; no barrier)  
No Whistle  
Reference angle : 0.00
```

Rail data, segment # 2: CP Rail (day/night)

```
-----  
Train      ! Trains      ! Speed !# loc !# Cars! Eng !Cont  
Type       !              ! (km/h) !/Train!/Train! type !weld  
-----+-----+-----+-----+-----+-----  
* 1. CP Rail ! 6.4/3.8 ! 80.0 ! 4.0 !140.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
Train type:      ! Unadj. ! Annual % ! Years of !  
No Name         ! Trains ! Increase ! Growth !  
-----+-----+-----+-----+-----+  
1. CP Rail     ! 5.0/3.0 ! 2.50 ! 10.00 !
```

Data for Segment # 2: CP Rail (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 : 140.00 / 140.00 m
Receiver height  :   36.00 / 36.00 m
Topography      :           1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle :   0.00
  
```

Result summary (day)

	! Loc	! Wheel	! Whistle	! Whistle	! Total
	! Leq	! Leq	! Left Leq	! Right Leq	! Leq
	! (dBA)	! (dBA)	! (dBA)	! (dBA)	! (dBA)
1.GO TRAINS`	! 59.80	! 49.47	! --	! --	! 60.18
2.CP Rail	! 58.27	! 51.67	! --	! --	! 59.13
	Total				62.70 dBA

* Bright Zone !

Result summary (night)

	! Loc	! Wheel	! Whistle	! Whistle	! Total
	! Leq	! Leq	! Left Leq	! Right Leq	! Leq
	! (dBA)	! (dBA)	! (dBA)	! (dBA)	! (dBA)
1.GO TRAINS`	! 56.21	! 45.87	! --	! --	! 56.59
2.CP Rail	! 59.02	! 52.42	! --	! --	! 59.88
	Total				61.55 dBA

* Bright Zone !

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

```

-----
Car traffic volume : 29361/3262 veh/TimePeriod *
Medium truck volume : 612/68 veh/TimePeriod *
Heavy truck volume : 612/68 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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Simcoe (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 230.00 m
Receiver height : 36.00 / 36.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 10826/1203 veh/TimePeriod *
Medium truck volume : 226/25 veh/TimePeriod *
Heavy truck volume : 226/25 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): 9310
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Olive (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 : 340.00 / 340.00 m
Receiver height : 36.00 / 36.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary (day)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Simcoe	! 1.19 !	57.05	! 57.05
2.Olive	! 1.19 !	48.01	! 48.01
	Total		57.56 dBA

Result summary (night)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Simcoe	! 1.19 !	50.52	! 50.52
2.Olive	! 1.19 !	41.47	! 41.47
	Total		51.03 dBA

STAMSON 5.04 SUMMARY REPORT Date: 21-08-2024 15:04:05
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r12alban.te Time Period: Day/Night 16/8 hours
Description: R12 West Façade 22nd Floor
TOTAL Leq FROM ALL SOURCES (DAY): 66.39
(NIGHT): 64.77

Rail data, segment # 1: GO TRAINS` (day/night)

```
-----  
Train      ! Trains      ! Speed !# loc !# Cars! Eng !Cont  
Type       !              ! (km/h) !/Train!/Train! type !weld  
-----+-----+-----+-----+-----+-----+-----  
* 1. GO Train ! 81.9/17.9 ! 97.0 ! 1.0 ! 4.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
-----+-----+-----+-----+-----+  
Train type:      ! Unadj. ! Annual % ! Years of !  
No Name         ! Trains ! Increase ! Growth !  
-----+-----+-----+-----+-----+  
1. GO Train     ! 64.0/14.0 ! 2.50 ! 10.00 !
```

Data for Segment # 1: GO TRAINS` (day/night)

```
-----  
Angle1 Angle2      : -90.00 deg 90.00 deg  
Wood depth      : 0 (No woods.)  
No of house rows : 0 / 0  
Surface         : 1 (Absorptive ground surface)  
Receiver source distance : 140.00 / 140.00 m  
Receiver height : 67.00 / 67.00 m  
Topography      : 1 (Flat/gentle slope; no barrier)  
No Whistle  
Reference angle : 0.00
```

Rail data, segment # 2: CP Rail (day/night)

```
-----  
Train      ! Trains      ! Speed !# loc !# Cars! Eng !Cont  
Type       !              ! (km/h) !/Train!/Train! type !weld  
-----+-----+-----+-----+-----+-----  
* 1. CP Rail ! 6.4/3.8 ! 80.0 ! 4.0 !140.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
-----+-----+-----+-----+-----+  
Train type:      ! Unadj. ! Annual % ! Years of !  
No Name         ! Trains ! Increase ! Growth !  
-----+-----+-----+-----+-----+  
1. CP Rail     ! 5.0/3.0 ! 2.50 ! 10.00 !
```

Data for Segment # 2: CP Rail (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth      :           0       (No woods.)
No of house rows :           0 / 0
Surface         :           1       (Absorptive ground surface)
Receiver source distance : 140.00 / 140.00 m
Receiver height  :   67.00 / 67.00 m
Topography      :           1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle :   0.00
Result summary (day)
-----

```

	! Loc	! Wheel	! Whistle	! Whistle	! Total
	! Leq	! Leq	! Left Leq	! Right Leq!	! Leq
	! (dBA)	! (dBA)	! (dBA)	! (dBA)	! (dBA)
1.GO TRAINS`	! 62.81	! 52.48	! --	! --	! 63.19
2.CP Rail	! 61.28	! 54.68	! --	! --	! 62.14
Total					65.71 dBA

* Bright Zone !

Result summary (night)

	! Loc	! Wheel	! Whistle	! Whistle	! Total
	! Leq	! Leq	! Left Leq	! Right Leq!	! Leq
	! (dBA)	! (dBA)	! (dBA)	! (dBA)	! (dBA)
1.GO TRAINS`	! 59.22	! 48.88	! --	! --	! 59.60
2.CP Rail	! 62.03	! 55.43	! --	! --	! 62.89
Total					64.56 dBA

* Bright Zone !

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

```

-----
Car traffic volume : 29361/3262 veh/TimePeriod *
Medium truck volume : 612/68 veh/TimePeriod *
Heavy truck volume : 612/68 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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Simcoe (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 230.00 / 230.00 m
Receiver height : 67.00 / 67.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 10826/1203 veh/TimePeriod *
Medium truck volume : 226/25 veh/TimePeriod *
Heavy truck volume : 226/25 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): 9310
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Olive (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 340.00 m
Receiver height : 67.00 / 67.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary (day)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 57.05	! 57.05
2.Olive	! 1.19	! 51.02	! 51.02
	Total		58.02 dBA

Result summary (night)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 50.52	! 50.52
2.Olive	! 1.19	! 44.48	! 44.48
	Total		51.49 dBA

STAMSON 5.04 SUMMARY REPORT Date: 21-08-2024 15:08:00
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r13alban.te Time Period: Day/Night 16/8 hours
Description: R13 North Façade 4th Floor Rooftop OLA Mitigated 0.91m
TOTAL Leq FROM ALL SOURCES (DAY): 52.46

Rail data, segment # 1: GO TRAINS` (day/night)

Train Type	! Trains	! Speed ! (km/h)	!# loc !/Train!	!# Cars !/Train!	! Eng ! type	!Cont !weld
* 1. GO Train	! 81.9/17.9	! 97.0	! 1.0	! 4.0	! Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train No	Name	! Unadj. ! Trains	! Annual % ! Increase	! Years of ! Growth
1.	GO Train	! 64.0/14.0	! 2.50	! 10.00

Data for Segment # 1: GO TRAINS` (day/night)

Angle1 Angle2 : -0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 125.00 / 125.00 m
Receiver height : 15.00 / 15.00 m
Topography : 2 (Flat/gentle slope; with barrier)
No Whistle
Barrier angle1 : -0.00 deg Angle2 : 90.00 deg
Barrier height : 0.91 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 15.00 m
Reference angle : 0.00

Rail data, segment # 2: CP Rail (day/night)

Train Type	! Trains	! Speed ! (km/h)	!# loc !/Train!	!# Cars !/Train!	! Eng ! type	!Cont !weld
* 1. CP Rail	! 6.4/3.8	! 80.0	! 4.0	!140.0	! Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train No	Name	! Unadj. ! Trains	! Annual % ! Increase	! Years of ! Growth
1.	CP Rail	! 5.0/3.0	! 2.50	! 10.00

Data for Segment # 2: CP Rail (day/night)

```

-----
Angle1   Angle2           :  -0.00 deg   90.00 deg
Wood depth           :      0       (No woods.)
No of house rows     :      0 / 0
Surface              :      1       (Absorptive ground surface)
Receiver source distance : 125.00 / 125.00 m
Receiver height       :  15.00 / 15.00 m
Topography           :      2       (Flat/gentle slope; with barrier)
No Whistle
Barrier angle1       :  -0.00 deg   Angle2 : 90.00 deg
Barrier height        :    0.91 m
Barrier receiver distance :  3.00 / 3.00 m
Source elevation      :    0.00 m
Receiver elevation    :    0.00 m
Barrier elevation     :   15.00 m
Reference angle       :    0.00
  
```

Result summary (day)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   !   Total
!   Leq   !   Leq     ! Left Leq  ! Right Leq!   Leq
!   (dBA) !   (dBA)   ! (dBA)     ! (dBA)     !   (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS`   !   49.54 !   37.62 !   --   !   --   !   49.81
2.CP Rail      !   48.01 !   39.83 !   --   !   --   !   48.62
-----+-----+-----+-----+-----
                        Total                               52.27 dBA
  
```

* Bright Zone !

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

```

-----
Car traffic volume : 29361/3262 veh/TimePeriod *
Medium truck volume : 612/68 veh/TimePeriod *
Heavy truck volume : 612/68 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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00
  
```


Data for Segment # 1: Simcoe (day/night)

Angle1 Angle2 : -0.00 deg 25.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.00 / 205.00 m
Receiver height : 15.00 / 15.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -0.00 deg Angle2 : 25.00 deg
Barrier height : 0.91 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 15.00 m
Reference angle : 0.00

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

Car traffic volume : 10826/1203 veh/TimePeriod *
Medium truck volume : 226/25 veh/TimePeriod *
Heavy truck volume : 226/25 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): 9310
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Olive (day/night)

Angle1 Angle2 : -0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 330.00 / 330.00 m
Receiver height : 15.00 / 15.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -0.00 deg Angle2 : 90.00 deg
Barrier height : 0.91 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 15.00 m
Reference angle : 0.00

Result summary (day)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Simcoe	! 1.19 !	35.56	! 35.56
2.Olive	! 1.19 !	36.16	! 36.16
	Total		38.88 dBA

STAMSON 5.04 SUMMARY REPORT Date: 19-08-2024 13:31:50
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r14alban.te Time Period: Day/Night 16/8 hours
Description: R14 Albany East facade 3rd floor OLA residential
TOTAL Leq FROM ALL SOURCES (DAY): 43.29

Rail data, segment # 1: GO TRAINS` (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. GO Train	! 81.9/17.9	! 97.0	! 1.0	! 4.0	!Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train No	Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1.	GO Train	! 64.0/14.0	! 2.50	! 10.00

Data for Segment # 1: GO TRAINS` (day/night)

Angle1 Angle2 : -0.00 deg 20.00 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 : 11.50 / 11.50 m
Topography : 2 (Flat/gentle slope; with barrier)
No Whistle
Barrier angle1 : -0.00 deg Angle2 : 20.00 deg
Barrier height : 0.91 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 11.50 m
Reference angle : 0.00

Rail data, segment # 2: CP Rail (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. CP Rail	! 6.4/3.8	! 80.0	! 4.0	!140.0	!Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train No	Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1.	CP Rail	! 5.0/3.0	! 2.50	! 10.00

Data for Segment # 2: CP Rail (day/night)

```

-----
Angle1   Angle2           :  -0.00 deg   20.00 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      :   11.50 / 11.50 m
Topography          :           2   (Flat/gentle slope; with barrier)
No Whistle
Barrier angle1      :  -0.00 deg   Angle2 : 20.00 deg
Barrier height      :           0.91 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation    :           0.00 m
Receiver elevation  :           0.00 m
Barrier elevation   :   11.50 m
Reference angle     :           0.00
    
```

Result summary (day)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   !   Total
!   Leq   !   Leq     ! Left Leq  ! Right Leq !   Leq
!   (dBA) !   (dBA)   ! (dBA)     ! (dBA)     !   (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS`   !   39.93 !   28.06 !   --   !   --   !   40.20
2.CP Rail      !   38.40 !   30.27 !   --   !   --   !   39.02
-----+-----+-----+-----+-----
                        Total                               42.66 dBA
    
```

* Bright Zone !

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

```

-----
Car traffic volume : 29361/3262 veh/TimePeriod *
Medium truck volume : 612/68 veh/TimePeriod *
Heavy truck volume : 612/68 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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00
    
```

Data for Segment # 1: Simcoe (day/night)

Angle1 Angle2 : -25.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 250.00 / 250.00 m
Receiver height : 11.50 / 11.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -25.00 deg Angle2 : 0.00 deg
Barrier height : 0.91 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 11.50 m
Reference angle : 0.00

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

Car traffic volume : 10826/1203 veh/TimePeriod *
Medium truck volume : 226/25 veh/TimePeriod *
Heavy truck volume : 226/25 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): 9310
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Olive (day/night)

Angle1 Angle2 : -0.00 deg 20.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 340.00 m
Receiver height : 11.50 / 11.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -0.00 deg Angle2 : 20.00 deg
Barrier height : 0.91 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 11.50 m
Reference angle : 0.00

Result summary (day)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Simcoe	! 1.19 !	33.75	! 33.75
2.Olive	! 1.19 !	26.91	! 26.91
	Total		34.57 dBA

STAMSON 5.04 SUMMARY REPORT Date: 19-08-2024 13:32:18
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r15alban.te Time Period: Day/Night 16/8 hours
Description: R15 Albany South facade 3rd floor OLA residential
TOTAL Leq FROM ALL SOURCES (DAY): 44.54

Rail data, segment # 1: GO TRAINS` (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. GO Train	! 81.9/17.9	! 97.0	! 1.0	! 4.0	!Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train type: No Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1. GO Train	! 64.0/14.0	! 2.50	! 10.00

Data for Segment # 1: GO TRAINS` (day/night)

Angle1 Angle2 : -10.00 deg 10.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 170.00 / 170.00 m
Receiver height : 11.50 / 11.50 m
Topography : 2 (Flat/gentle slope; with barrier)
No Whistle
Barrier angle1 : -10.00 deg Angle2 : 10.00 deg
Barrier height : 0.91 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 11.50 m
Reference angle : 0.00

Rail data, segment # 2: CP Rail (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. CP Rail	! 6.4/3.8	! 80.0	! 4.0	!140.0	!Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train type: No Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1. CP Rail	! 5.0/3.0	! 2.50	! 10.00

Data for Segment # 2: CP Rail (day/night)

```

-----
Angle1   Angle2           : -10.00 deg   10.00 deg
Wood depth      :           0       (No woods.)
No of house rows :           0 / 0
Surface         :           1       (Absorptive ground surface)
Receiver source distance : 170.00 / 170.00 m
Receiver height  :   11.50 / 11.50 m
Topography      :           2       (Flat/gentle slope; with barrier)
No Whistle
Barrier angle1   : -10.00 deg   Angle2 : 10.00 deg
Barrier height   :    0.91 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation :    0.00 m
Receiver elevation :    0.00 m
Barrier elevation :   11.50 m
Reference angle  :    0.00
  
```

Result summary (day)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   !   Total
!   Leq   !   Leq     ! Left Leq  ! Right Leq !   Leq
!   (dBA) !   (dBA)   ! (dBA)     ! (dBA)     !   (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS` !   39.35 !   27.48 !   --   !   --   !   39.62
2.CP Rail     !   37.82 !   29.69 !   --   !   --   !   38.44
-----+-----+-----+-----+-----
                        Total                               42.08 dBA
  
```

* Bright Zone !

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

```

-----
Car traffic volume : 29361/3262 veh/TimePeriod *
Medium truck volume : 612/68 veh/TimePeriod *
Heavy truck volume : 612/68 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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00
  
```


Data for Segment # 1: Simcoe (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 : 235.00 / 235.00 m
Receiver height : 11.50 / 11.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 0.00 deg
Barrier height : 0.91 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 11.50 m
Reference angle : 0.00

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

Car traffic volume : 10826/1203 veh/TimePeriod *
Medium truck volume : 226/25 veh/TimePeriod *
Heavy truck volume : 226/25 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): 9310
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Olive (day/night)

Angle1 Angle2 : -10.00 deg 10.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 380.00 / 380.00 m
Receiver height : 11.50 / 11.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -10.00 deg Angle2 : 10.00 deg
Barrier height : 0.91 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 11.50 m
Reference angle : 0.00

Result summary (day)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Simcoe	! 1.19 !	40.74	! 40.74
2.Olive	! 1.19 !	26.31	! 26.31
	Total		40.89 dBA

STAMSON 5.04 SUMMARY REPORT Date: 19-08-2024 13:32:58
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r16alban.te Time Period: Day/Night 16/8 hours
Description: R16 Albany South facade 4th floor OLA residential
TOTAL Leq FROM ALL SOURCES (DAY): 54.87

Rail data, segment # 1: GO TRAINS` (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. GO Train	! 81.9/17.9	! 97.0	! 1.0	! 4.0	!Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train type: No Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1. GO Train	! 64.0/14.0	! 2.50	! 10.00

Data for Segment # 1: GO TRAINS` (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 165.00 / 165.00 m
Receiver height : 15.00 / 15.00 m
Topography : 2 (Flat/gentle slope; with barrier)
No Whistle
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 0.91 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 15.00 m
Reference angle : 0.00

Rail data, segment # 2: CP Rail (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. CP Rail	! 6.4/3.8	! 80.0	! 4.0	!140.0	!Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train type: No Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1. CP Rail	! 5.0/3.0	! 2.50	! 10.00

Data for Segment # 2: CP Rail (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth      :           0       (No woods.)
No of house rows :           0 / 0
Surface         :           1       (Absorptive ground surface)
Receiver source distance : 165.00 / 165.00 m
Receiver height  :   15.00 / 15.00 m
Topography      :           2       (Flat/gentle slope; with barrier)
No Whistle
Barrier angle1  : -90.00 deg   Angle2 : 90.00 deg
Barrier height  :    0.91 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation :    0.00 m
Receiver elevation :    0.00 m
Barrier elevation :   15.00 m
Reference angle :    0.00
    
```

Result summary (day)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   !   Total
!   Leq   !   Leq     ! Left Leq  ! Right Leq !   Leq
!   (dBA) !   (dBA)  !   (dBA)   !   (dBA)   !   (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS`   !   51.49 !   39.52 !         -- !         -- !   51.76
2.CP Rail      !   49.96 !   41.73 !         -- !         -- !   50.57
-----+-----+-----+-----+-----
                        Total                               54.22 dBA
    
```

* Bright Zone !

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

```

-----
Car traffic volume : 29361/3262 veh/TimePeriod *
Medium truck volume : 612/68 veh/TimePeriod *
Heavy truck volume : 612/68 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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00
    
```

Data for Segment # 1: Simcoe (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 215.00 m
Receiver height : 15.00 / 15.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 0.91 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 15.00 m
Reference angle : 0.00

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

Car traffic volume : 10826/1203 veh/TimePeriod *
Medium truck volume : 226/25 veh/TimePeriod *
Heavy truck volume : 226/25 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): 9310
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Olive (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 340.00 m
Receiver height : 15.00 / 15.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 0.91 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 15.00 m
Reference angle : 0.00

Result summary (day)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Simcoe	! 1.19 !	45.44	! 45.44
2.Olive	! 1.19 !	39.04	! 39.04
	Total		46.34 dBA

STAMSON 5.04 SUMMARY REPORT Date: 19-08-2024 13:33:25
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r17alban.te Time Period: Day/Night 16/8 hours
Description: R17 Albany West facade 4th floor OLA residential
TOTAL Leq FROM ALL SOURCES (DAY): 55.52

Rail data, segment # 1: GO TRAINS` (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. GO Train	! 81.9/17.9	! 97.0	! 1.0	! 4.0	!Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train type: No Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1. GO Train	! 64.0/14.0	! 2.50	! 10.00 !

Data for Segment # 1: GO TRAINS` (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 140.00 / 140.00 m
Receiver height : 15.00 / 15.00 m
Topography : 2 (Flat/gentle slope; with barrier)
No Whistle
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 0.91 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 15.00 m
Reference angle : 0.00

Rail data, segment # 2: CP Rail (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. CP Rail	! 6.4/3.8	! 80.0	! 4.0	!140.0	!Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train type: No Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1. CP Rail	! 5.0/3.0	! 2.50	! 10.00 !

Data for Segment # 2: CP Rail (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth      :           0       (No woods.)
No of house rows :           0 / 0
Surface         :           1       (Absorptive ground surface)
Receiver source distance : 140.00 / 140.00 m
Receiver height  :   15.00 / 15.00 m
Topography      :           2       (Flat/gentle slope; with barrier)
No Whistle
Barrier angle1  : -90.00 deg   Angle2 : 90.00 deg
Barrier height  :    0.91 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation :    0.00 m
Receiver elevation :    0.00 m
Barrier elevation :   15.00 m
Reference angle :    0.00
  
```

Result summary (day)

```

-----
!   Loc   !   Wheel   ! Whistle   ! Whistle   !   Total
!   Leq   !   Leq     ! Left Leq  ! Right Leq !   Leq
!   (dBA) !   (dBA)  !   (dBA)   !   (dBA)   !   (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS`   !   52.13 !   40.19 !         -- !         -- !   52.40
2.CP Rail      !   50.60 !   42.40 !         -- !         -- !   51.21
-----+-----+-----+-----+-----
                        Total                               54.86 dBA
  
```

* Bright Zone !

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

```

-----
Car traffic volume : 29361/3262 veh/TimePeriod *
Medium truck volume : 612/68 veh/TimePeriod *
Heavy truck volume : 612/68 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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00
  
```


Data for Segment # 1: Simcoe (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 175.00 / 175.00 m
Receiver height : 15.00 / 15.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 0.91 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 15.00 m
Reference angle : 0.00

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

Car traffic volume : 10826/1203 veh/TimePeriod *
Medium truck volume : 226/25 veh/TimePeriod *
Heavy truck volume : 226/25 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): 9310
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Olive (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 340.00 / 340.00 m
Receiver height : 15.00 / 15.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 0.91 m
Barrier receiver distance : 3.00 / 3.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 15.00 m
Reference angle : 0.00

Result summary (day)

	! source !	Road	! Total
	! height !	Leq	! Leq
	! (m) !	(dBA)	! (dBA)
1.Simcoe	! 1.19 !	46.32	! 46.32
2.Olive	! 1.19 !	39.04	! 39.04
	Total		47.06 dBA

STAMSON 5.04 SUMMARY REPORT Date: 19-08-2024 14:01:59
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r18alban.te Time Period: Day/Night 16/8 hours
Description: R18 Albany East facade 1st floor
TOTAL Leq FROM ALL SOURCES (DAY): 59.78
(NIGHT): 58.44

Rail data, segment # 1: GO TRAINS` (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. GO Train	81.9/17.9	97.0	1.0	4.0	Diesel	Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train type: No Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1. GO Train	64.0/14.0	2.50	10.00

Data for Segment # 1: GO TRAINS` (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 125.00 / 125.00 m
 Receiver height : 2.00 / 2.00 m
 Topography : 1 (Flat/gentle slope; no barrier)
 No Whistle
 Reference angle : 0.00

Rail data, segment # 2: CP Rail (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. CP Rail	6.4/3.8	80.0	4.0	140.0	Diesel	Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train type: No Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1. CP Rail	5.0/3.0	2.50	10.00

Data for Segment # 2: CP Rail (day/night)

```

-----
Angle1   Angle2           : -90.00 deg   90.00 deg
Wood depth      :           0       (No woods.)
No of house rows :           0 / 0
Surface         :           1       (Absorptive ground surface)
Receiver source distance : 125.00 / 125.00 m
Receiver height  :           2.00 / 2.00 m
Topography      :           1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle :           0.00
  
```

Result summary (day)

```

-----
!   Loc   !   Wheel ! Whistle ! Whistle !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq!   Leq
!   (dBA) !   (dBA) !   (dBA)  !   (dBA)  !   (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS` !   56.76 !   45.43 !   -- !   -- !   57.07
2.CP Rail     !   55.23 !   47.64 !   -- !   -- !   55.93
-----+-----+-----+-----+-----
Total                                               59.55 dBA
  
```

* Bright Zone !

Result summary (night)

```

-----
!   Loc   !   Wheel ! Whistle ! Whistle !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq!   Leq
!   (dBA) !   (dBA) !   (dBA)  !   (dBA)  !   (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS` !   53.16 !   41.84 !   -- !   -- !   53.47
2.CP Rail     !   55.97 !   48.39 !   -- !   -- !   56.67
-----+-----+-----+-----+-----
Total                                               58.37 dBA
  
```

* Bright Zone !

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

```

-----
Car traffic volume : 29361/3262 veh/TimePeriod *
Medium truck volume : 612/68 veh/TimePeriod *
Heavy truck volume : 612/68 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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00
  
```

Data for Segment # 1: Simcoe (day/night)

Angle1 Angle2 : -0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 205.00 / 205.00 m
Receiver height : 2.00 / 2.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 10826/1203 veh/TimePeriod *
Medium truck volume : 226/25 veh/TimePeriod *
Heavy truck volume : 226/25 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): 9310
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Olive (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 330.00 / 330.00 m
Receiver height : 2.00 / 2.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary (day)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 45.66	! 45.66
2.Olive	! 1.19	! 40.92	! 40.92
	Total		46.92 dBA

Result summary (night)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 39.13	! 39.13
2.Olive	! 1.19	! 34.38	! 34.38
	Total		40.38 dBA

STAMSON 5.04 SUMMARY REPORT Date: 20-08-2024 10:16:33
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r19alban.te Time Period: Day/Night 16/8 hours
Description: R19 Albany East façade 3rd Floor
TOTAL Leq FROM ALL SOURCES (DAY): 55.60
(NIGHT): 54.29

Rail data, segment # 1: GO TRAINS` (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. GO Train	! 81.9/17.9	! 97.0	! 1.0	! 4.0	!Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train type: No Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1. GO Train	! 64.0/14.0	! 2.50	! 10.00

Data for Segment # 1: GO TRAINS` (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 : 215.00 / 215.00 m
Receiver height : 8.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
No Whistle
Reference angle : 0.00

Rail data, segment # 2: CP Rail (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. CP Rail	! 6.4/3.8	! 80.0	! 4.0	!140.0	!Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train type: No Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1. CP Rail	! 5.0/3.0	! 2.50	! 10.00

Data for Segment # 2: CP Rail (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 : 215.00 / 215.00 m
Receiver height  :           8.50 / 8.50 m
Topography      :           1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle :           0.00
  
```

Result summary (day)

```

-----
!   Loc   !   Wheel ! Whistle ! Whistle !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq!   Leq
! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS`  !   52.67 !   40.91 !   --   !   --   !   52.95
2.CP Rail     !   51.14 !   43.12 !   --   !   --   !   51.78
-----+-----+-----+-----+-----
Total                                               55.41 dBA
  
```

* Bright Zone !

Result summary (night)

```

-----
!   Loc   !   Wheel ! Whistle ! Whistle !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq!   Leq
! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS`  !   49.08 !   37.32 !   --   !   --   !   49.36
2.CP Rail     !   51.89 !   43.87 !   --   !   --   !   52.53
-----+-----+-----+-----+-----
Total                                               54.24 dBA
  
```

* Bright Zone !

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

```

-----
Car traffic volume : 29361/3262 veh/TimePeriod *
Medium truck volume : 612/68 veh/TimePeriod *
Heavy truck volume : 612/68 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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00
  
```


Data for Segment # 1: Simcoe (day/night)

Angle1 Angle2 : -0.00 deg 10.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 260.00 / 260.00 m
Receiver height : 8.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 10826/1203 veh/TimePeriod *
Medium truck volume : 226/25 veh/TimePeriod *
Heavy truck volume : 226/25 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): 9310
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Olive (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 : 415.00 / 415.00 m
Receiver height : 8.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary (day)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 38.26	! 38.26
2.Olive	! 1.19	! 39.42	! 39.42
	Total		41.89 dBA

Result summary (night)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 31.73	! 31.73
2.Olive	! 1.19	! 32.88	! 32.88
	Total		35.35 dBA

STAMSON 5.04 SUMMARY REPORT Date: 19-08-2024 14:40:56
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r20alban.te Time Period: Day/Night 16/8 hours
Description: R20 Albany South facade 1st floor
TOTAL Leq FROM ALL SOURCES (DAY): 49.98
(NIGHT): 47.89

Rail data, segment # 1: GO TRAINS` (day/night)

```
-----  
Train      ! Trains      ! Speed !# loc !# Cars! Eng !Cont  
Type       !              ! (km/h) !/Train!/Train! type !weld  
-----+-----+-----+-----+-----+-----+-----  
* 1. GO Train ! 81.9/17.9 ! 97.0 ! 1.0 ! 4.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
Train type:      ! Unadj. ! Annual % ! Years of !  
No Name         ! Trains ! Increase ! Growth !  
-----+-----+-----+-----+  
1. GO Train     ! 64.0/14.0 ! 2.50 ! 10.00 !
```

Data for Segment # 1: GO TRAINS` (day/night)

```
-----  
Angle1 Angle2      : -0.00 deg 30.00 deg  
Wood depth      : 0 (No woods.)  
No of house rows : 0 / 0  
Surface         : 1 (Absorptive ground surface)  
Receiver source distance : 235.00 / 235.00 m  
Receiver height : 2.00 / 2.00 m  
Topography      : 1 (Flat/gentle slope; no barrier)  
No Whistle  
Reference angle : 0.00
```

Rail data, segment # 2: CP Rail (day/night)

```
-----  
Train      ! Trains      ! Speed !# loc !# Cars! Eng !Cont  
Type       !              ! (km/h) !/Train!/Train! type !weld  
-----+-----+-----+-----+-----+-----  
* 1. CP Rail ! 6.4/3.8 ! 80.0 ! 4.0 !140.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
Train type:      ! Unadj. ! Annual % ! Years of !  
No Name         ! Trains ! Increase ! Growth !  
-----+-----+-----+-----+  
1. CP Rail     ! 5.0/3.0 ! 2.50 ! 10.00 !
```

Data for Segment # 2: CP Rail (day/night)

```

-----
Angle1   Angle2           : -0.00 deg   30.00 deg
Wood depth      :           0       (No woods.)
No of house rows :           0 / 0
Surface         :           1       (Absorptive ground surface)
Receiver source distance : 235.00 / 235.00 m
Receiver height  :           2.00 / 2.00 m
Topography      :           1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle :           0.00

```

Result summary (day)

	! Loc	! Wheel	! Whistle	! Whistle	! Total
	! Leq	! Leq	! Left Leq	! Right Leq	! Leq
	! (dBA)	! (dBA)	! (dBA)	! (dBA)	! (dBA)
1.GO TRAINS`	! 45.86	! 34.42	! --	! --	! 46.16
2.CP Rail	! 44.33	! 36.63	! --	! --	! 45.01
Total					48.63 dBA

* Bright Zone !

Result summary (night)

	! Loc	! Wheel	! Whistle	! Whistle	! Total
	! Leq	! Leq	! Left Leq	! Right Leq	! Leq
	! (dBA)	! (dBA)	! (dBA)	! (dBA)	! (dBA)
1.GO TRAINS`	! 42.26	! 30.83	! --	! --	! 42.56
2.CP Rail	! 45.07	! 37.38	! --	! --	! 45.75
Total					47.45 dBA

* Bright Zone !

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

```

-----
Car traffic volume : 29361/3262 veh/TimePeriod *
Medium truck volume : 612/68 veh/TimePeriod *
Heavy truck volume : 612/68 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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

```

Data for Segment # 1: Simcoe (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 : 260.00 / 260.00 m
Receiver height : 2.00 / 2.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 10826/1203 veh/TimePeriod *
Medium truck volume : 226/25 veh/TimePeriod *
Heavy truck volume : 226/25 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): 9310
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Olive (day/night)

Angle1 Angle2 : -0.00 deg 30.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 440.00 / 440.00 m
Receiver height : 2.00 / 2.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary (day)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 43.95	! 43.95
2.Olive	! 1.19	! 32.39	! 32.39
	Total		44.24 dBA

Result summary (night)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 37.42	! 37.42
2.Olive	! 1.19	! 25.84	! 25.84
	Total		37.71 dBA

STAMSON 5.04 SUMMARY REPORT Date: 20-08-2024 10:00:23
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r21alban.te Time Period: Day/Night 16/8 hours
Description: R19 Albany South façade 3rd floor
TOTAL Leq FROM ALL SOURCES (DAY): 52.45
(NIGHT): 50.28

Rail data, segment # 1: GO TRAINS` (day/night)

```
-----  
Train      ! Trains      ! Speed !# loc !# Cars! Eng !Cont  
Type       !              ! (km/h) !/Train!/Train! type !weld  
-----+-----+-----+-----+-----+-----+-----  
* 1. GO Train ! 81.9/17.9 ! 97.0 ! 1.0 ! 4.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
-----+-----+-----+-----+-----+  
Train type:      ! Unadj. ! Annual % ! Years of !  
No Name         ! Trains ! Increase ! Growth !  
-----+-----+-----+-----+-----+  
1. GO Train     ! 64.0/14.0 ! 2.50 ! 10.00 !
```

Data for Segment # 1: GO TRAINS` (day/night)

```
-----  
Angle1 Angle2      : -0.00 deg 30.00 deg  
Wood depth      : 0 (No woods.)  
No of house rows : 0 / 0  
Surface         : 1 (Absorptive ground surface)  
Receiver source distance : 235.00 / 235.00 m  
Receiver height : 8.50 / 8.50 m  
Topography      : 1 (Flat/gentle slope; no barrier)  
No Whistle  
Reference angle : 0.00
```

Rail data, segment # 2: CP Rail (day/night)

```
-----  
Train      ! Trains      ! Speed !# loc !# Cars! Eng !Cont  
Type       !              ! (km/h) !/Train!/Train! type !weld  
-----+-----+-----+-----+-----+-----  
* 1. CP Rail ! 6.4/3.8 ! 80.0 ! 4.0 !140.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
-----+-----+-----+-----+-----+  
Train type:      ! Unadj. ! Annual % ! Years of !  
No Name         ! Trains ! Increase ! Growth !  
-----+-----+-----+-----+-----+  
1. CP Rail     ! 5.0/3.0 ! 2.50 ! 10.00 !
```

Data for Segment # 2: CP Rail (day/night)

```

-----
Angle1   Angle2           : -0.00 deg   30.00 deg
Wood depth           :           0   (No woods.)
No of house rows     :           0 / 0
Surface              :           1   (Absorptive ground surface)
Receiver source distance : 235.00 / 235.00 m
Receiver height      :           8.50 / 8.50 m
Topography           :           1   (Flat/gentle slope; no barrier)
No Whistle
Reference angle      :           0.00
  
```

Result summary (day)

```

-----
!   Loc   !   Wheel ! Whistle ! Whistle !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq!   Leq
! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS`      !   48.23 !   36.61 !   --   !   --   !   48.52
2.CP Rail         !   46.70 !   38.82 !   --   !   --   !   47.36
-----+-----+-----+-----+-----
Total                                     50.99 dBA
  
```

* Bright Zone !

Result summary (night)

```

-----
!   Loc   !   Wheel ! Whistle ! Whistle !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq!   Leq
! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)  ! (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS`      !   44.63 !   33.02 !   --   !   --   !   44.92
2.CP Rail         !   47.44 !   39.57 !   --   !   --   !   48.10
-----+-----+-----+-----+-----
Total                                     49.81 dBA
  
```

* Bright Zone !

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

```

-----
Car traffic volume : 29361/3262 veh/TimePeriod *
Medium truck volume : 612/68 veh/TimePeriod *
Heavy truck volume : 612/68 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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00
  
```


Data for Segment # 1: Simcoe (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 : 260.00 / 260.00 m
Receiver height : 8.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 10826/1203 veh/TimePeriod *
Medium truck volume : 226/25 veh/TimePeriod *
Heavy truck volume : 226/25 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): 9310
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Olive (day/night)

Angle1 Angle2 : -0.00 deg 30.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 440.00 / 440.00 m
Receiver height : 8.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary (day)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 46.72	! 46.72
2.Olive	! 1.19	! 35.29	! 35.29
	Total		47.02 dBA

Result summary (night)

	! source	! Road	! Total
	! height	! Leq	! Leq
	! (m)	! (dBA)	! (dBA)
1.Simcoe	! 1.19	! 40.18	! 40.18
2.Olive	! 1.19	! 28.74	! 28.74
	Total		40.48 dBA

STAMSON 5.04 SUMMARY REPORT Date: 19-08-2024 14:53:47
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r22alban.te Time Period: Day/Night 16/8 hours
Description: R22 Albany west facade 1st floor
TOTAL Leq FROM ALL SOURCES (DAY): 51.88
(NIGHT): 50.00

Rail data, segment # 1: GO TRAINS` (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. GO Train	! 81.9/17.9	! 97.0	! 1.0	! 4.0	!Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train type: No Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1. GO Train	! 64.0/14.0	! 2.50	! 10.00

Data for Segment # 1: GO TRAINS` (day/night)

Angle1 Angle2 : -45.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 215.00 / 215.00 m
Receiver height : 2.00 / 2.00 m
Topography : 1 (Flat/gentle slope; no barrier)
No Whistle
Reference angle : 0.00

Rail data, segment # 2: CP Rail (day/night)

Train Type	! Trains	! Speed (km/h)	!# loc /Train	!# Cars /Train	! Eng type	!Cont weld
* 1. CP Rail	! 6.4/3.8	! 80.0	! 4.0	!140.0	!Diesel	! Yes

* The identified number of trains have been adjusted for future growth using the following parameters:

Train type: No Name	! Unadj. Trains	! Annual % Increase	! Years of Growth
1. CP Rail	! 5.0/3.0	! 2.50	! 10.00

Data for Segment # 2: CP Rail (day/night)

```

-----
Angle1   Angle2           : -45.00 deg   0.00 deg
Wood depth      :           0       (No woods.)
No of house rows :           0 / 0
Surface         :           1       (Absorptive ground surface)
Receiver source distance : 215.00 / 215.00 m
Receiver height  :           2.00 / 2.00 m
Topography      :           1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle :           0.00

```

Result summary (day)

	! Loc	! Wheel	! Whistle	! Whistle	! Total
	! Leq	! Leq	! Left Leq	! Right Leq!	! Leq
	! (dBA)	! (dBA)	! (dBA)	! (dBA)	! (dBA)
1.GO TRAINS`	! 48.07	! 36.65	! --	! --	! 48.37
2.CP Rail	! 46.54	! 38.86	! --	! --	! 47.22
	Total				50.84 dBA

* Bright Zone !

Result summary (night)

	! Loc	! Wheel	! Whistle	! Whistle	! Total
	! Leq	! Leq	! Left Leq	! Right Leq!	! Leq
	! (dBA)	! (dBA)	! (dBA)	! (dBA)	! (dBA)
1.GO TRAINS`	! 44.48	! 33.06	! --	! --	! 44.78
2.CP Rail	! 47.29	! 39.61	! --	! --	! 47.97
	Total				49.67 dBA

* Bright Zone !

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

```

-----
Car traffic volume : 29361/3262 veh/TimePeriod *
Medium truck volume : 612/68 veh/TimePeriod *
Heavy truck volume : 612/68 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): 25250
Percentage of Annual Growth : 2.00
Number of Years of Growth : 15.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 2.00
Day (16 hrs) % of Total Volume : 90.00

```

Data for Segment # 1: Simcoe (day/night)

Angle1 Angle2 : -0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.00 / 220.00 m
Receiver height : 2.00 / 2.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Result summary (day)

! source ! Road ! Total
! height ! Leq ! Leq
! (m) ! (dBA) ! (dBA)
-----+-----+-----+-----
1.Simcoe ! 1.19 ! 45.15 ! 45.15
-----+-----+-----+-----
Total 45.15 dBA

Result summary (night)

! source ! Road ! Total
! height ! Leq ! Leq
! (m) ! (dBA) ! (dBA)
-----+-----+-----+-----
1.Simcoe ! 1.19 ! 38.62 ! 38.62
-----+-----+-----+-----
Total 38.62 dBA

STAMSON 5.04 SUMMARY REPORT Date: 19-08-2024 15:00:18
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r22alban.te Time Period: Day/Night 16/8 hours
Description: R23 Albany west facade 3rd floor
TOTAL Leq FROM ALL SOURCES (DAY): 54.28
(NIGHT): 52.35

Rail data, segment # 1: GO TRAINS` (day/night)

```
-----  
Train      ! Trains      ! Speed !# loc !# Cars! Eng !Cont  
Type       !              ! (km/h) !/Train!/Train! type !weld  
-----+-----+-----+-----+-----+-----+-----  
* 1. GO Train ! 81.9/17.9 ! 97.0 ! 1.0 ! 4.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
Train type:      ! Unadj. ! Annual % ! Years of !  
No Name         ! Trains ! Increase ! Growth !  
-----+-----+-----+-----+-----+  
1. GO Train     ! 64.0/14.0 ! 2.50 ! 10.00 !
```

Data for Segment # 1: GO TRAINS` (day/night)

```
-----  
Angle1 Angle2      : -45.00 deg 0.00 deg  
Wood depth      : 0 (No woods.)  
No of house rows : 0 / 0  
Surface         : 1 (Absorptive ground surface)  
Receiver source distance : 215.00 / 215.00 m  
Receiver height : 8.50 / 8.50 m  
Topography      : 1 (Flat/gentle slope; no barrier)  
No Whistle  
Reference angle : 0.00
```

Rail data, segment # 2: CP Rail (day/night)

```
-----  
Train      ! Trains      ! Speed !# loc !# Cars! Eng !Cont  
Type       !              ! (km/h) !/Train!/Train! type !weld  
-----+-----+-----+-----+-----+-----  
* 1. CP Rail ! 6.4/3.8 ! 80.0 ! 4.0 !140.0 !Diesel! Yes
```

* The identified number of trains have been adjusted for future growth using the following parameters:

```
Train type:      ! Unadj. ! Annual % ! Years of !  
No Name         ! Trains ! Increase ! Growth !  
-----+-----+-----+-----+-----+  
1. CP Rail     ! 5.0/3.0 ! 2.50 ! 10.00 !
```

Data for Segment # 2: CP Rail (day/night)

```

-----
Angle1   Angle2           : -45.00 deg   0.00 deg
Wood depth      :           0       (No woods.)
No of house rows :           0 / 0
Surface         :           1       (Absorptive ground surface)
Receiver source distance : 215.00 / 215.00 m
Receiver height  :           8.50 / 8.50 m
Topography      :           1       (Flat/gentle slope; no barrier)
No Whistle
Reference angle :           0.00

```

Result summary (day)

```

-----
!   Loc   !   Wheel ! Whistle ! Whistle !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq!   Leq
!   (dBA) !   (dBA) !   (dBA)  !   (dBA)  !   (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS`  !   50.42 !   38.82 !   --   !   --   !   50.71
2.CP Rail     !   48.89 !   41.03 !   --   !   --   !   49.55
-----+-----+-----+-----+-----
Total                                               53.18 dBA

```

* Bright Zone !

Result summary (night)

```

-----
!   Loc   !   Wheel ! Whistle ! Whistle !   Total
!   Leq   !   Leq   ! Left Leq ! Right Leq!   Leq
!   (dBA) !   (dBA) !   (dBA)  !   (dBA)  !   (dBA)
-----+-----+-----+-----+-----
1.GO TRAINS`  !   46.82 !   35.22 !   --   !   --   !   47.11
2.CP Rail     !   49.63 !   41.77 !   --   !   --   !   50.29
-----+-----+-----+-----+-----
Total                                               52.00 dBA

```

* Bright Zone !

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

```

-----
Car traffic volume : 29361/3262 veh/TimePeriod *
Medium truck volume : 612/68 veh/TimePeriod *
Heavy truck volume : 612/68 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): 25250
Percentage of Annual Growth       : 2.00
Number of Years of Growth         : 15.00
Medium Truck % of Total Volume    : 2.00
Heavy Truck % of Total Volume     : 2.00
Day (16 hrs) % of Total Volume    : 90.00

```

Data for Segment # 1: Simcoe (day/night)

Angle1 Angle2 : -0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 220.00 / 220.00 m
Receiver height : 8.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

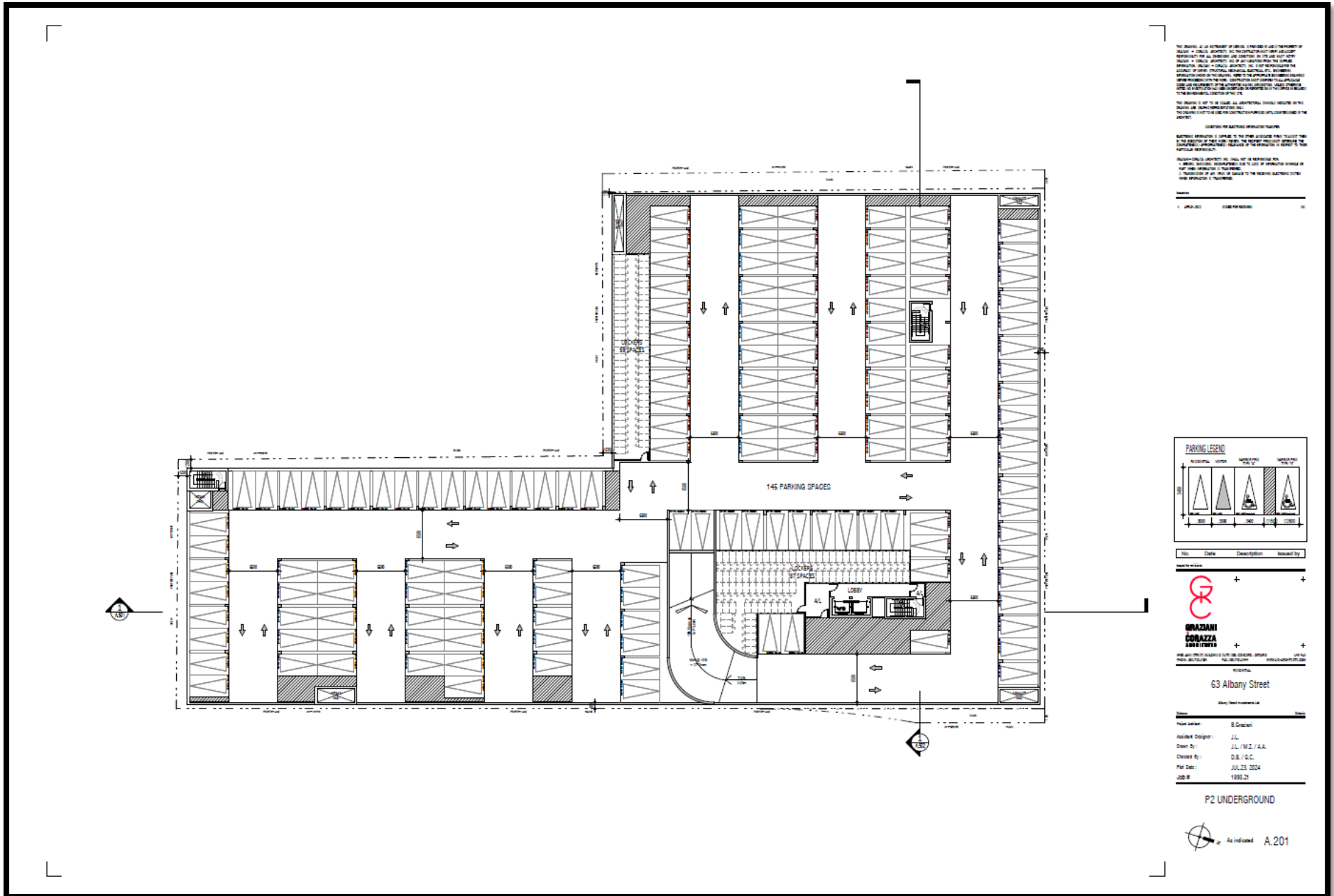
Result summary (day)

! source ! Road ! Total
! height ! Leq ! Leq
! (m) ! (dBA) ! (dBA)
-----+-----+-----+-----
1.Simcoe ! 1.19 ! 47.78 ! 47.78
-----+-----+-----+-----
Total 47.78 dBA

Result summary (night)

! source ! Road ! Total
! height ! Leq ! Leq
! (m) ! (dBA) ! (dBA)
-----+-----+-----+-----
1.Simcoe ! 1.19 ! 41.24 ! 41.24
-----+-----+-----+-----
Total 41.24 dBA

FLOOR PLANS



THIS DRAWING IS AN EXTENSION OF SERVICES PROVIDED BY THE CONSULTANT AND IS NOT TO BE USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN CONSENT OF THE CONSULTANT. THE CONSULTANT IS NOT RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT OR FOR THE CONSEQUENCES OF ANY ACTION TAKEN BY THE CLIENT OR ANY OTHER PARTY. THE CONSULTANT'S LIABILITY IS LIMITED TO THE SERVICES PROVIDED AND DOES NOT INCLUDE THE DESIGN OF ANY STRUCTURAL ELEMENTS OR THE CONSTRUCTION OF ANY STRUCTURAL ELEMENTS. THE CONSULTANT IS NOT TO BE HELD RESPONSIBLE FOR ANY STRUCTURAL DAMAGE OR INJURY TO PERSONS OR PROPERTY CAUSED BY THE FAILURE OF ANY STRUCTURAL ELEMENTS OR THE CONSTRUCTION OF ANY STRUCTURAL ELEMENTS.

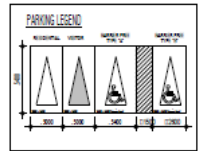
DESIGN FOR ELECTRIC INSTALLATION TYPING

ELECTRIC INSTALLATION IS SUBJECT TO THE OTHER DRAWINGS AND TYPING THEREON. IN THE EVENT OF A DISCREPANCY BETWEEN THE DRAWINGS AND TYPING, THE DRAWINGS SHALL PREVAIL. THE CONSULTANT IS NOT RESPONSIBLE FOR THE CONSTRUCTION OF ANY ELECTRICAL SYSTEMS OR THE CONSTRUCTION OF ANY ELECTRICAL SYSTEMS.

DESIGN FOR ELECTRIC INSTALLATION TYPING

ELECTRIC INSTALLATION IS SUBJECT TO THE OTHER DRAWINGS AND TYPING THEREON. IN THE EVENT OF A DISCREPANCY BETWEEN THE DRAWINGS AND TYPING, THE DRAWINGS SHALL PREVAIL. THE CONSULTANT IS NOT RESPONSIBLE FOR THE CONSTRUCTION OF ANY ELECTRICAL SYSTEMS OR THE CONSTRUCTION OF ANY ELECTRICAL SYSTEMS.

No.	Date	Description	Issued by
1	2024-07-23	ISSUE FOR PERMITS	JK



No.	Date	Description	Issued by
1	2024-07-23	ISSUE FOR PERMITS	JK

GRAZIANI
GORAZZANI
ARCHITETTI

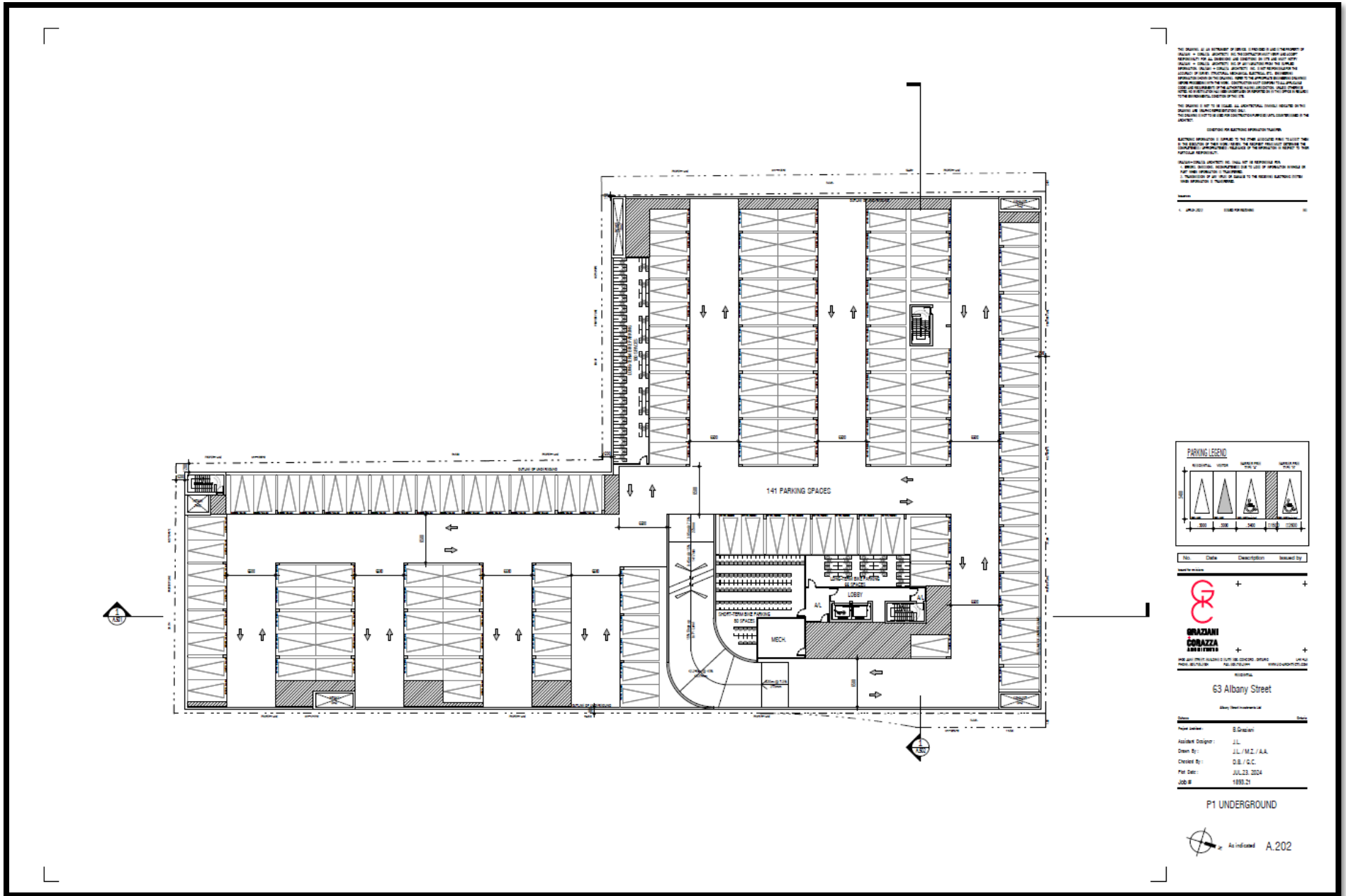
1000 BAYVIEW AVENUE SUITE 200 SCARBOROUGH, ONTARIO M1H 2P9
TEL: (416) 291-1111 WWW.GRAZIANIARCHITETTI.COM

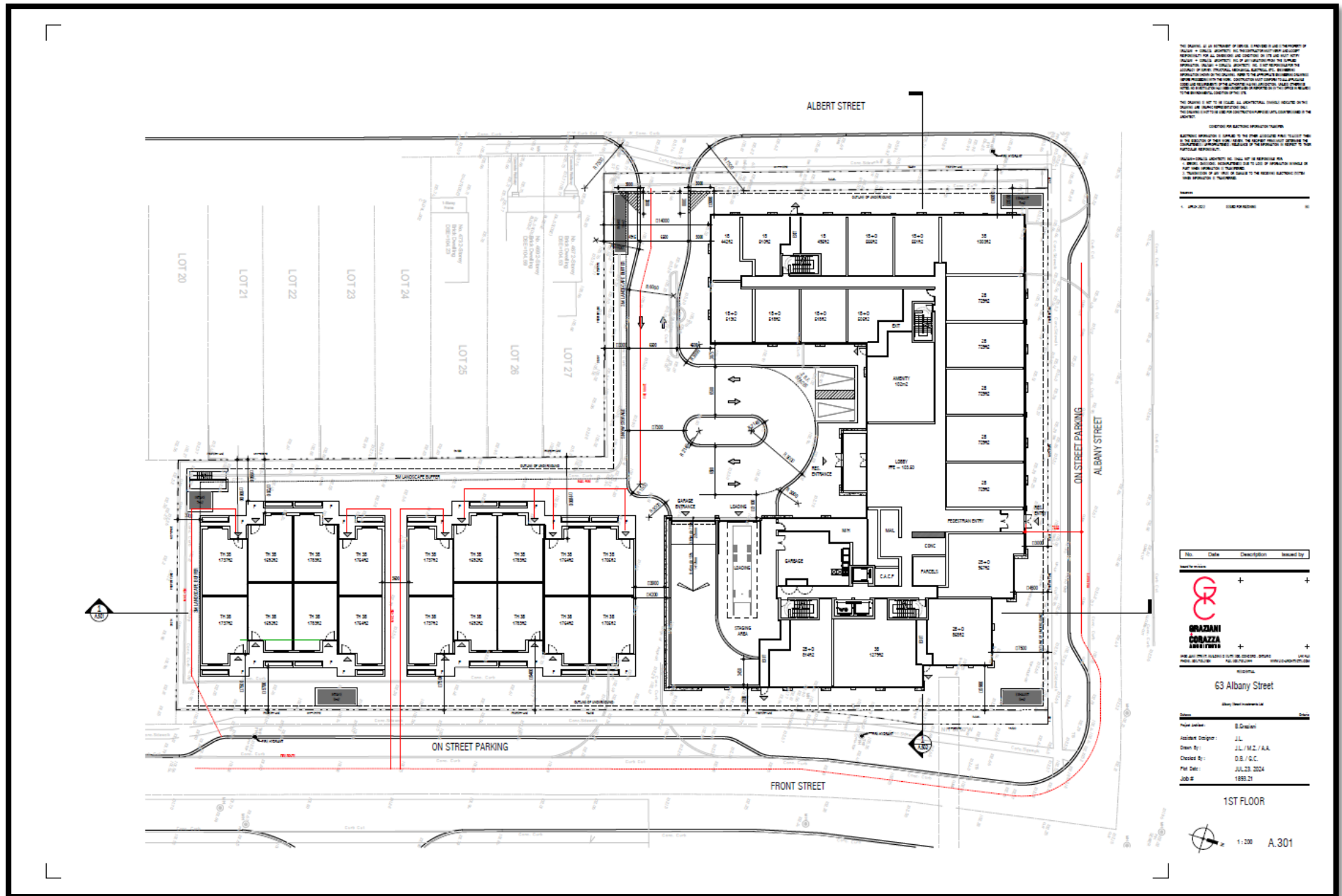
63 Albany Street
Oshawa, Ontario L1H 7R7

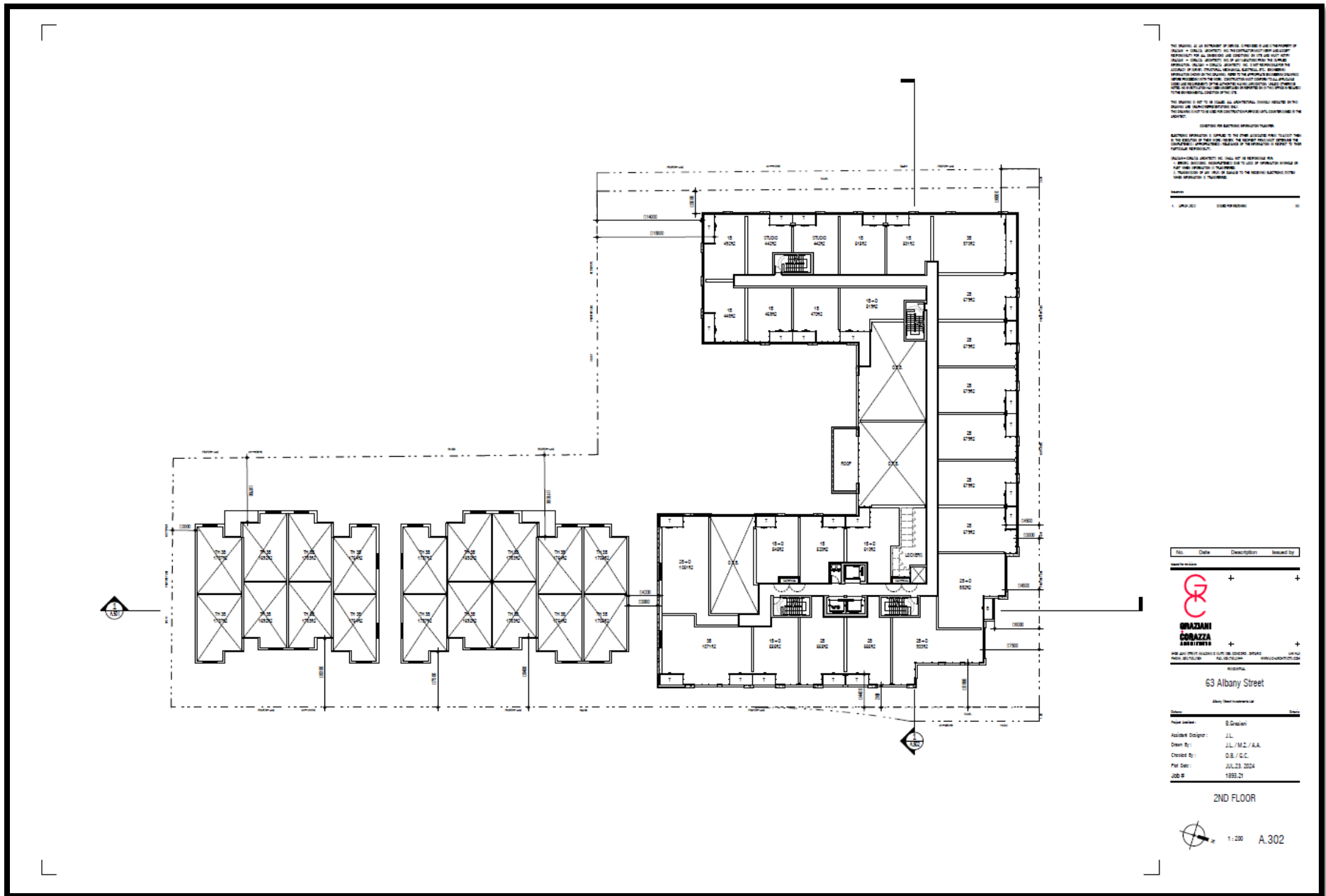
Date	Drawn
2024-07-23	JK
2024-07-23	JK
2024-07-23	JK
2024-07-23	JK
2024-07-23	JK

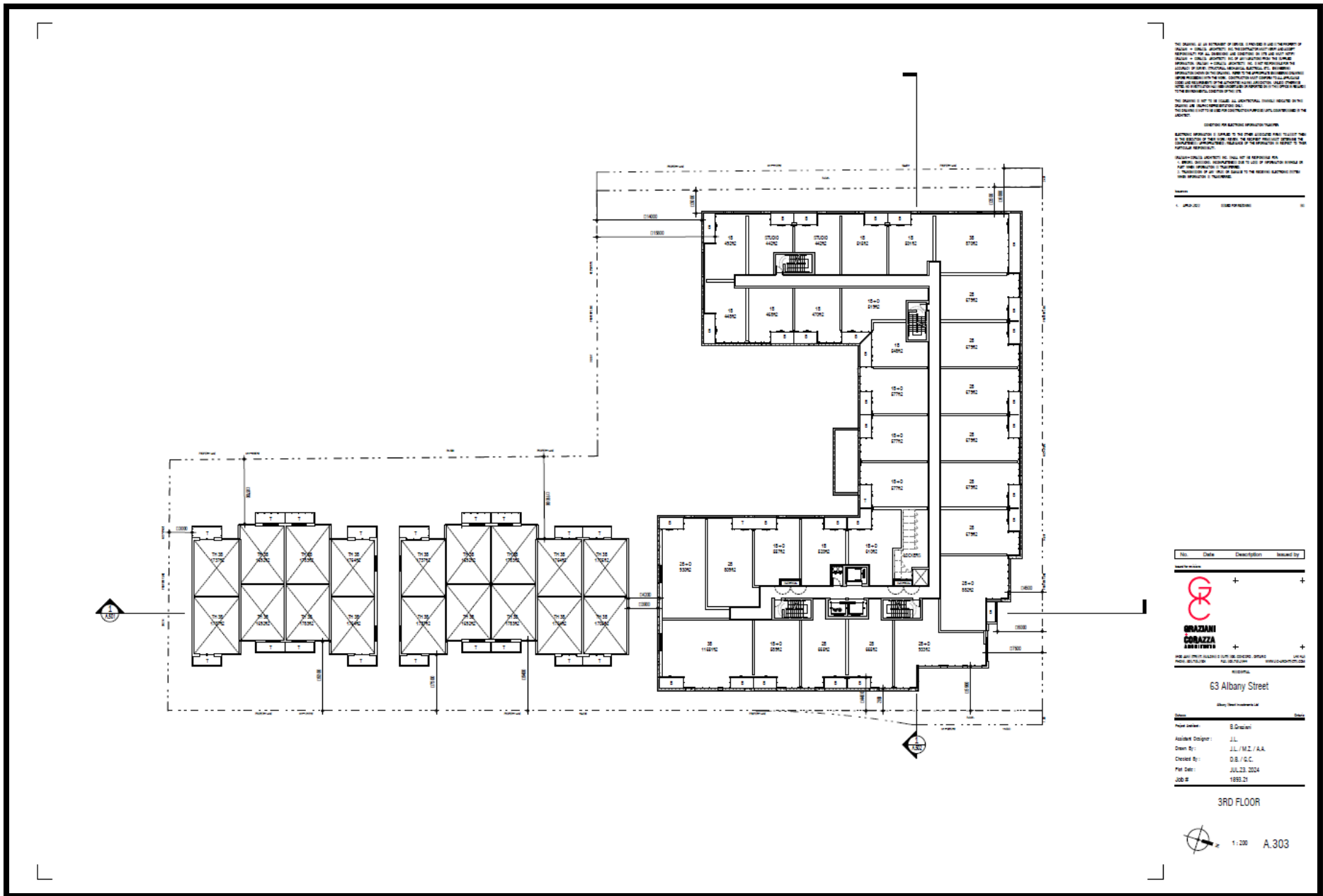
P2 UNDERGROUND

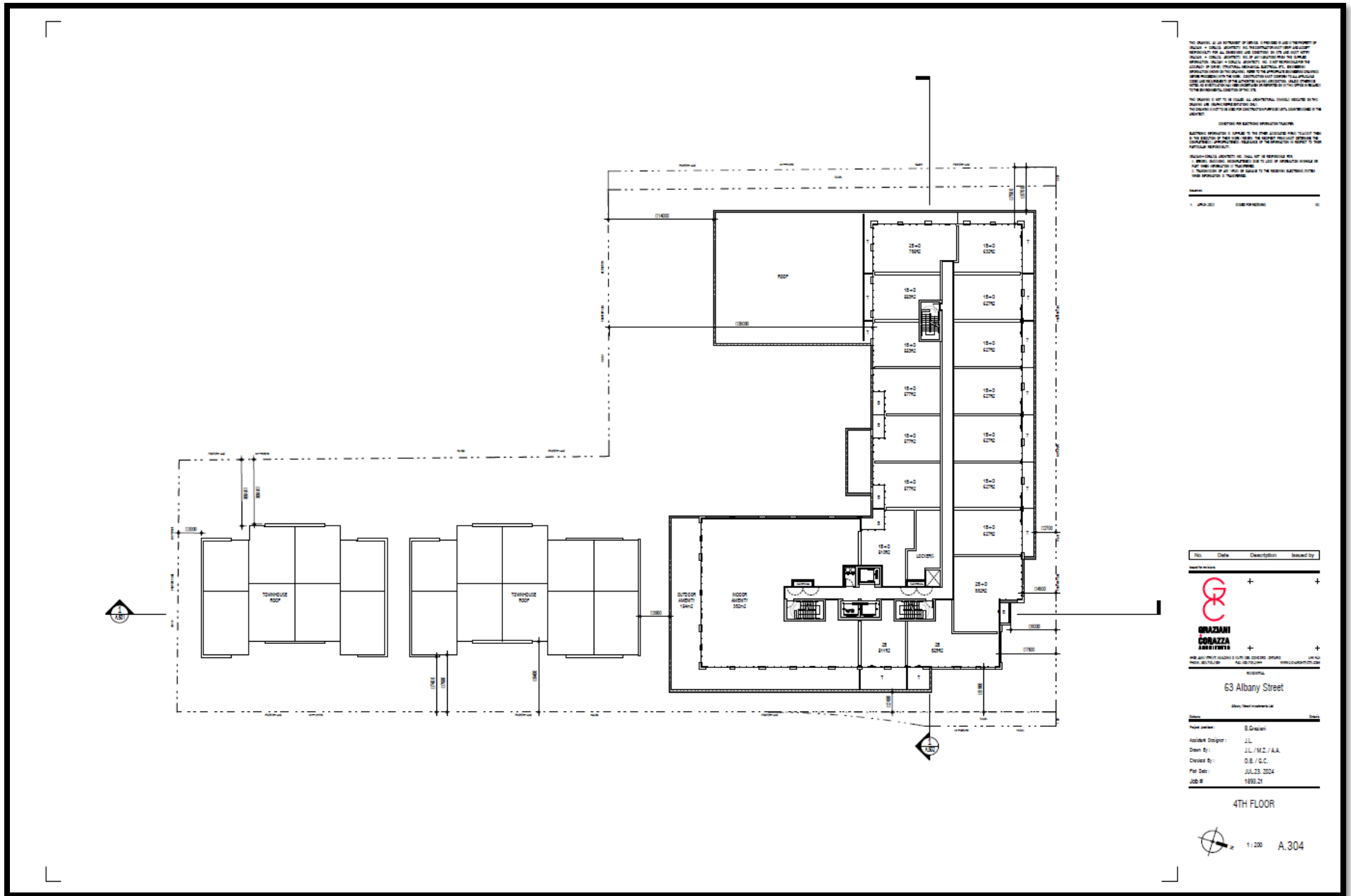
As indicated A.201









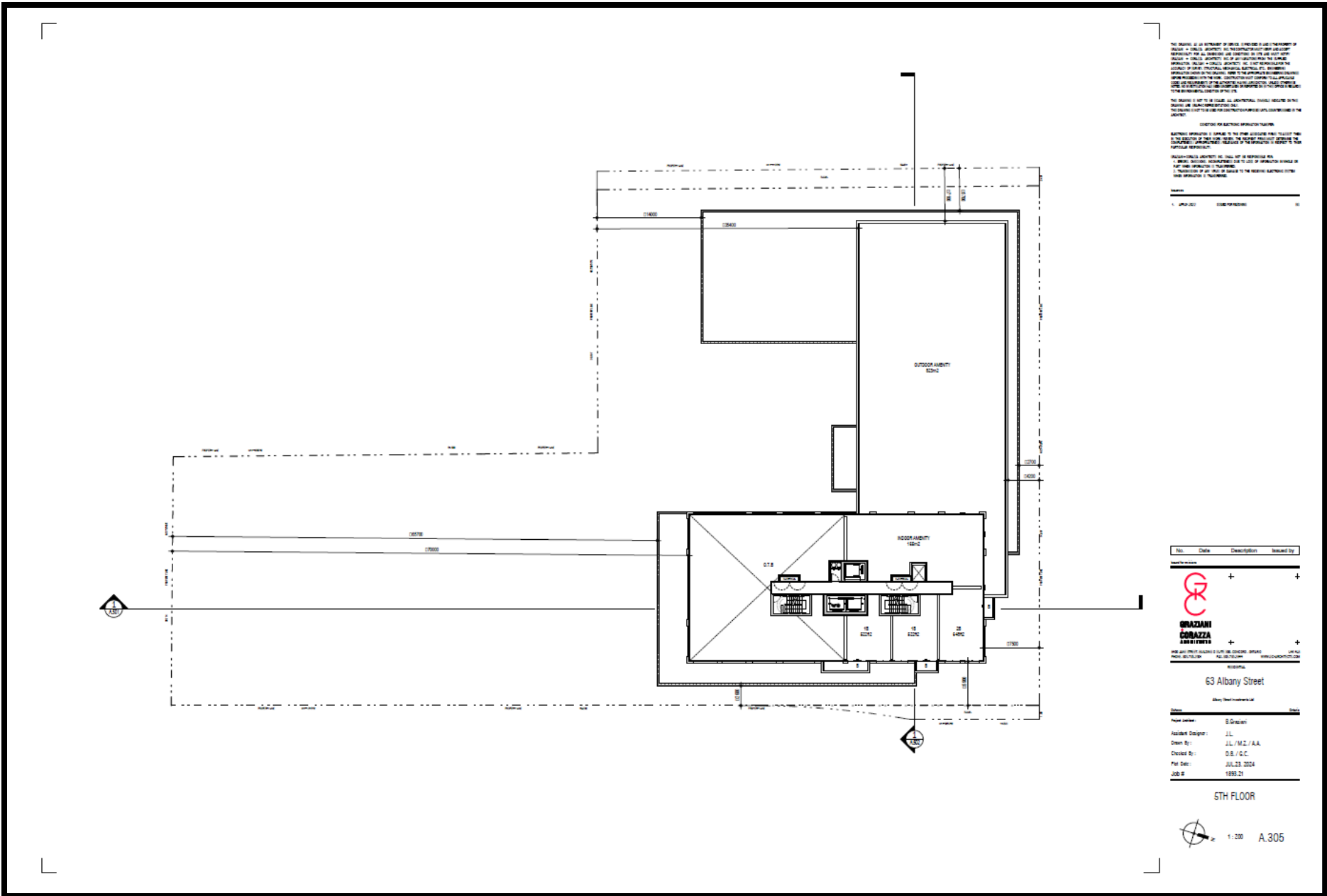


THIS DRAWING IS AN INSTRUMENT OF SERVICE. IT PROVIDES A BASIS FOR THE PROVISION OF NOISE & VIBRATION IMPACT STUDY REPORTS FOR ALL DESIGN AND CONSTRUCTION AND DOES NOT REPRESENT A GUARANTEE OF ACCURACY OR COMPLETION OF ANY WORK. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED TO THE ENGINEER. THE ENGINEER'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES PROVIDED AND DOES NOT EXTEND TO ANY OTHER WORK. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED TO THE ENGINEER. THE ENGINEER'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES PROVIDED AND DOES NOT EXTEND TO ANY OTHER WORK.

NOISE & VIBRATION IMPACT STUDY
63 ALBANY STREET, OSHAWA, ONTARIO
DATE: JULY 13, 2024
JOB # 1999.21

No.	Date	Description	Issued by
1	2024.07.13	ISSUED FOR REVIEW	DBA

4TH FLOOR
1:200 A.304




THIS REPORT IS AN STATEMENT OF OPINION BASED ON THE INFORMATION PROVIDED BY THE CLIENT AND IS NOT A GUARANTEE OF ACCURACY OR COMPLETENESS. THE CLIENT IS RESPONSIBLE FOR THE ACCURACY AND COMPLETENESS OF THE INFORMATION PROVIDED. THE CONSULTANT HAS CONDUCTED VISUAL INSPECTIONS AND SOUND LEVEL MEASUREMENTS AT THE LOCATION OF THE PROJECT. THE CONSULTANT HAS CONDUCTED VISUAL INSPECTIONS AND SOUND LEVEL MEASUREMENTS AT THE LOCATION OF THE PROJECT. THE CONSULTANT HAS CONDUCTED VISUAL INSPECTIONS AND SOUND LEVEL MEASUREMENTS AT THE LOCATION OF THE PROJECT.

THE REPORT IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN CONSENT OF THE CONSULTANT. THE CONSULTANT IS NOT RESPONSIBLE FOR ANY DAMAGE OR INJURY TO PERSONS OR PROPERTY ARISING FROM THE USE OF THIS REPORT. THE CONSULTANT IS NOT RESPONSIBLE FOR ANY DAMAGE OR INJURY TO PERSONS OR PROPERTY ARISING FROM THE USE OF THIS REPORT.

DATE: 1999.21

No.	Date	Description	Issued by
1	1999.21	ISSUE FOR PERMIT	JL


GRAZIANI
SORAZIANI
ARCHITECTS
 63 ALBANY STREET, OSHAWA, ONTARIO L1H 4R2
 TEL: (905) 476-1111
 WWW.GRAZIANISORAZIANI.COM

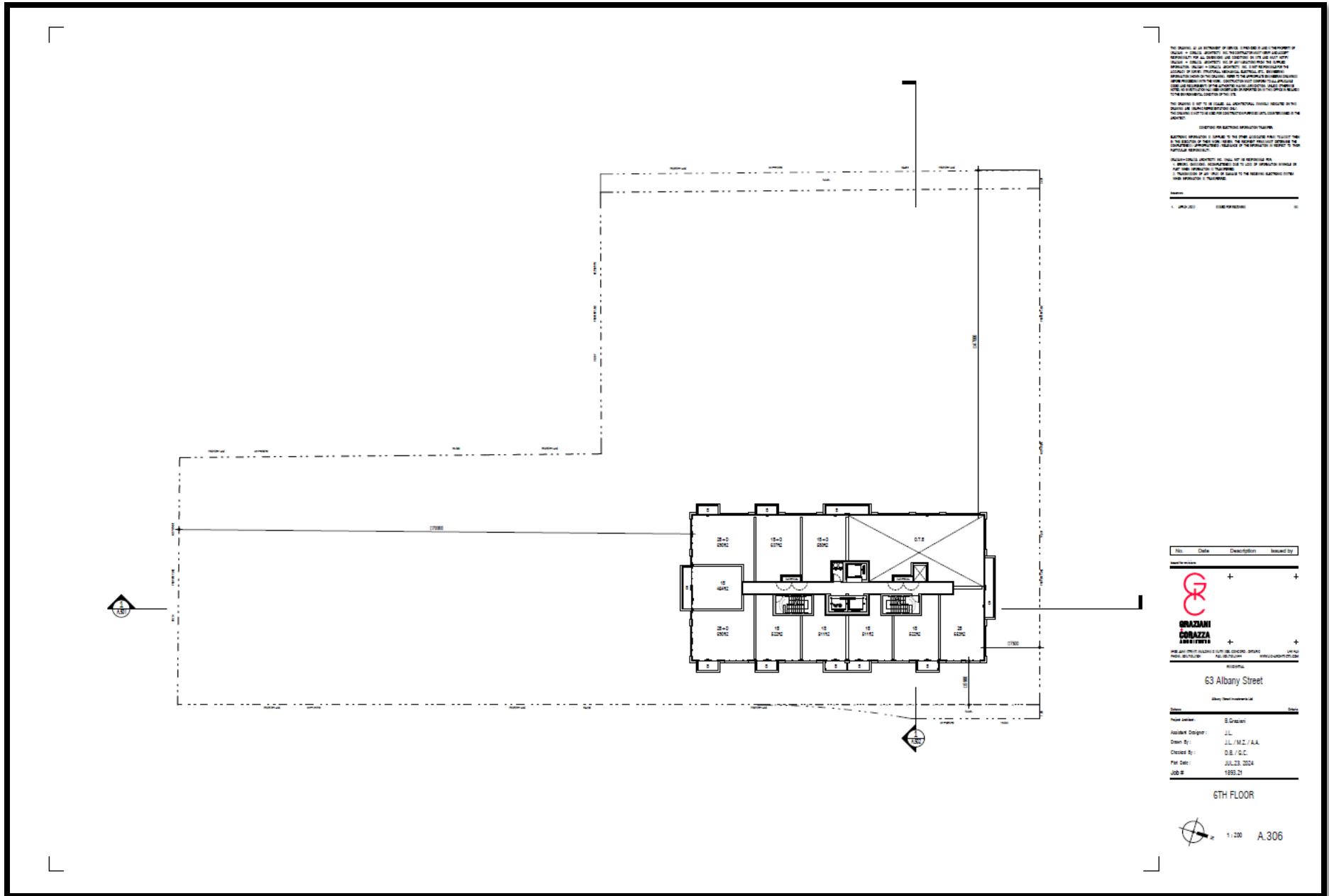
63 Albany Street

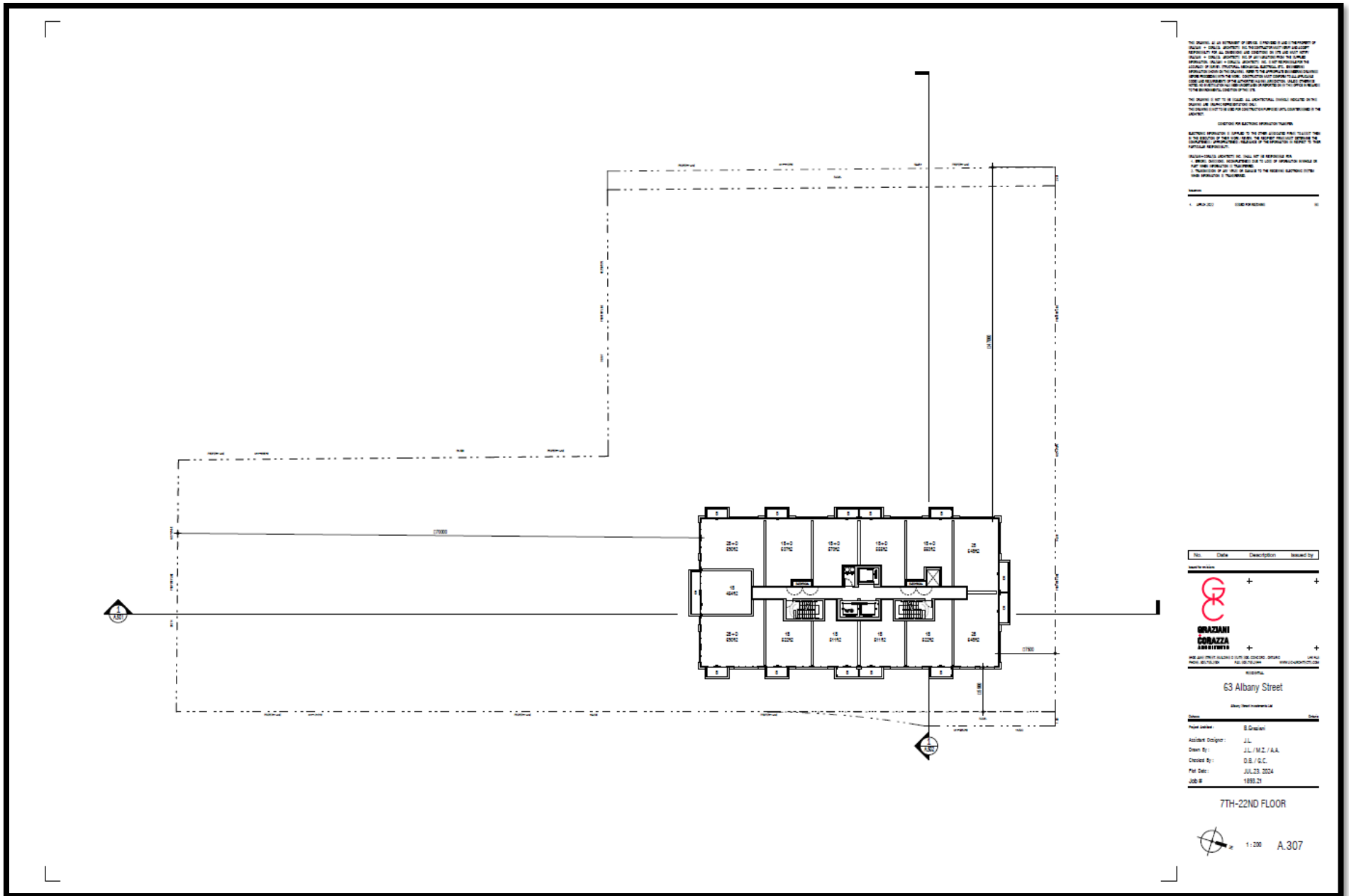
Albany Street, Oshawa, Ontario

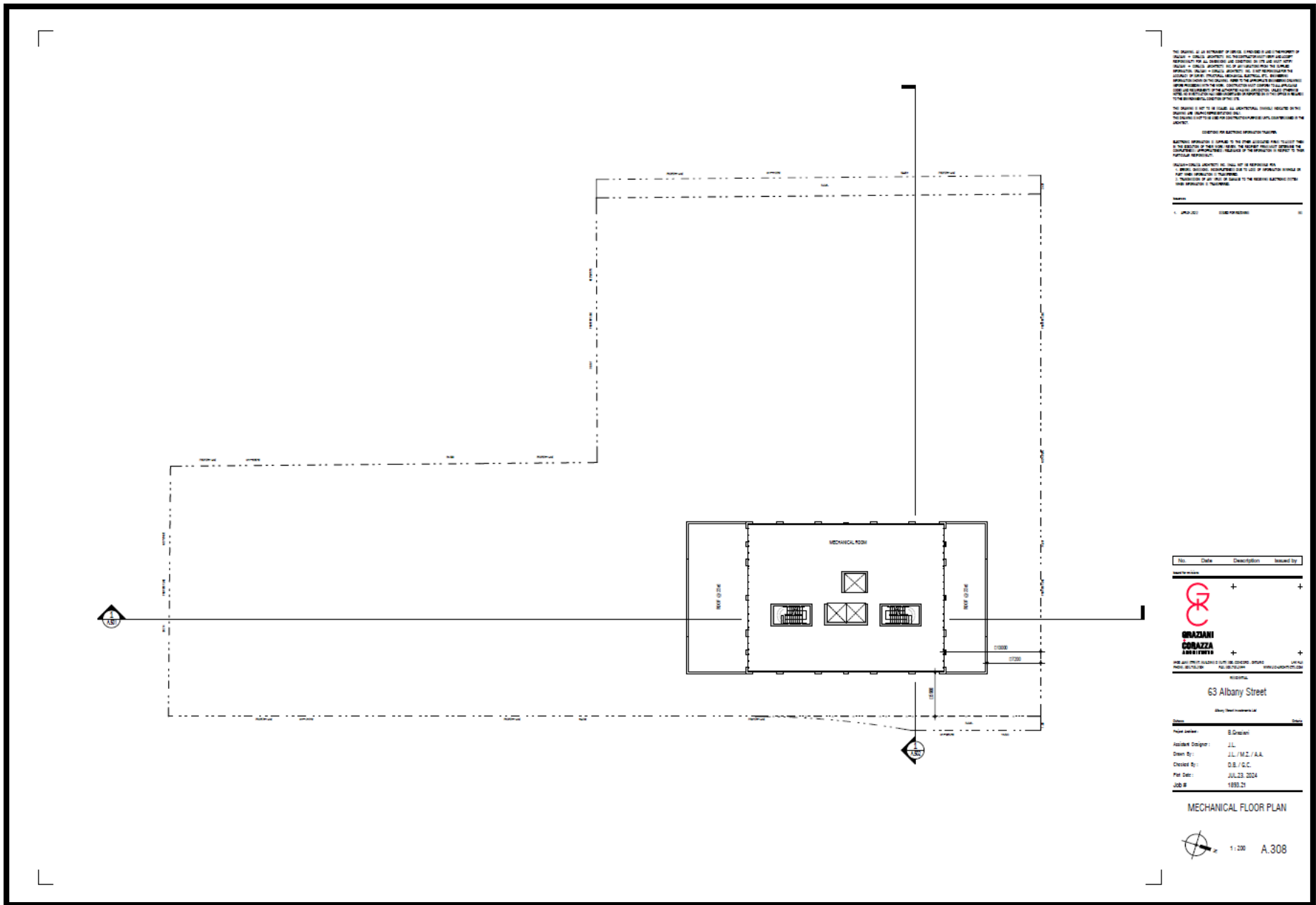
Project Location: 63 Albany Street
 Assistant Designer: J.L.
 Drawn By: J.L./M.Z./A.K.
 Checked By: D.B./G.C.
 Plot Date: JUL 23, 2024
 Job #: 1999.21

5TH FLOOR

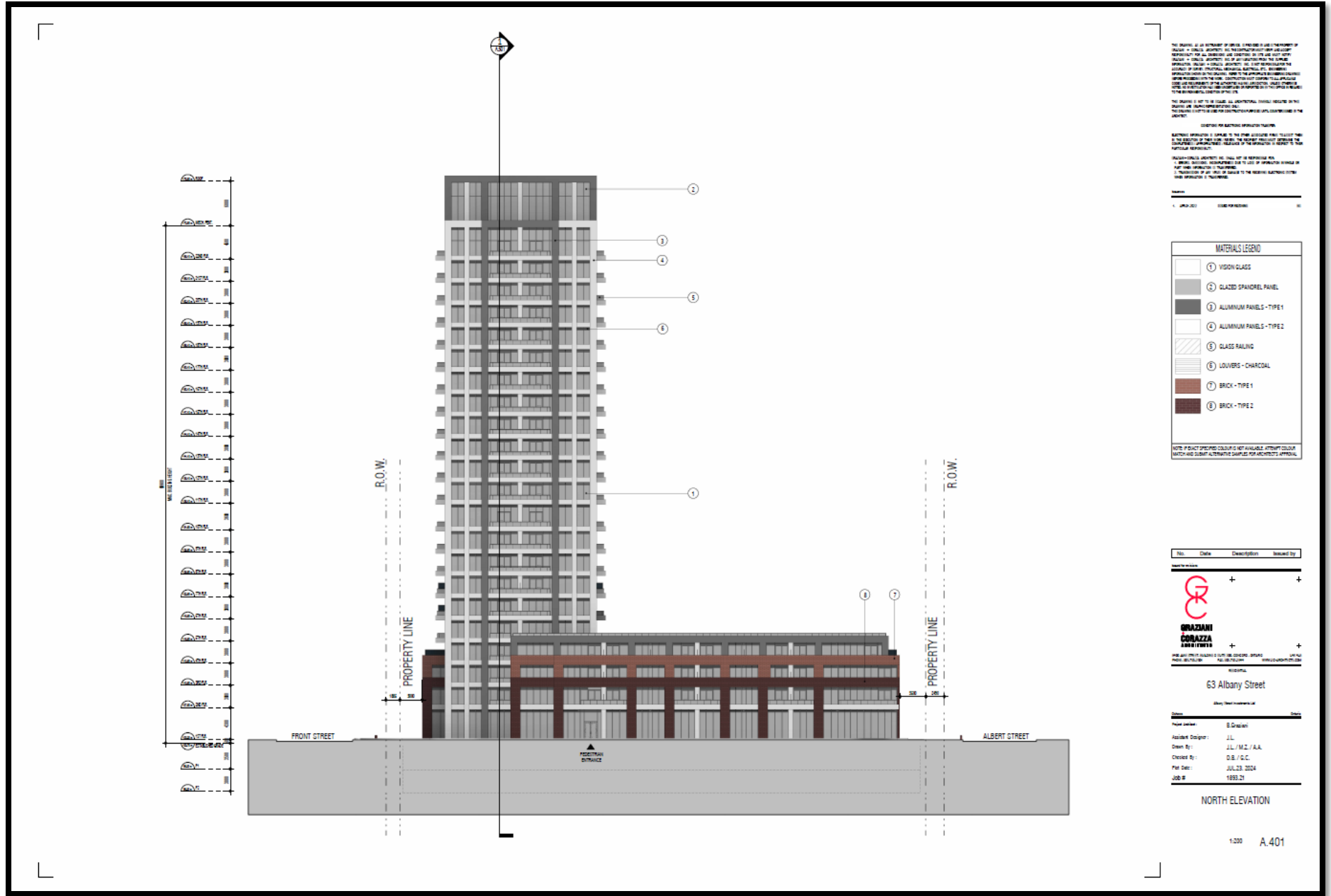
1:200 A.305

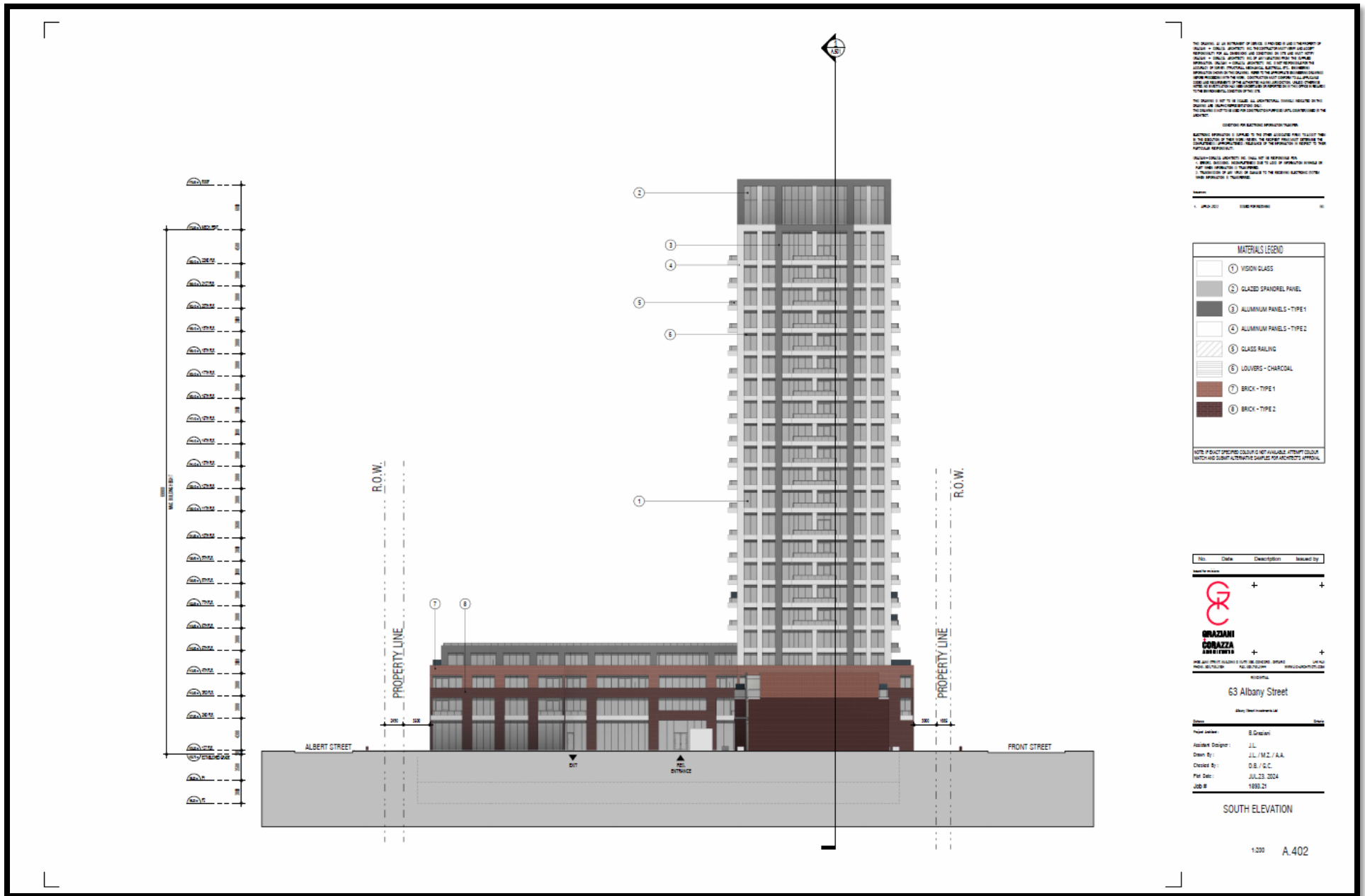


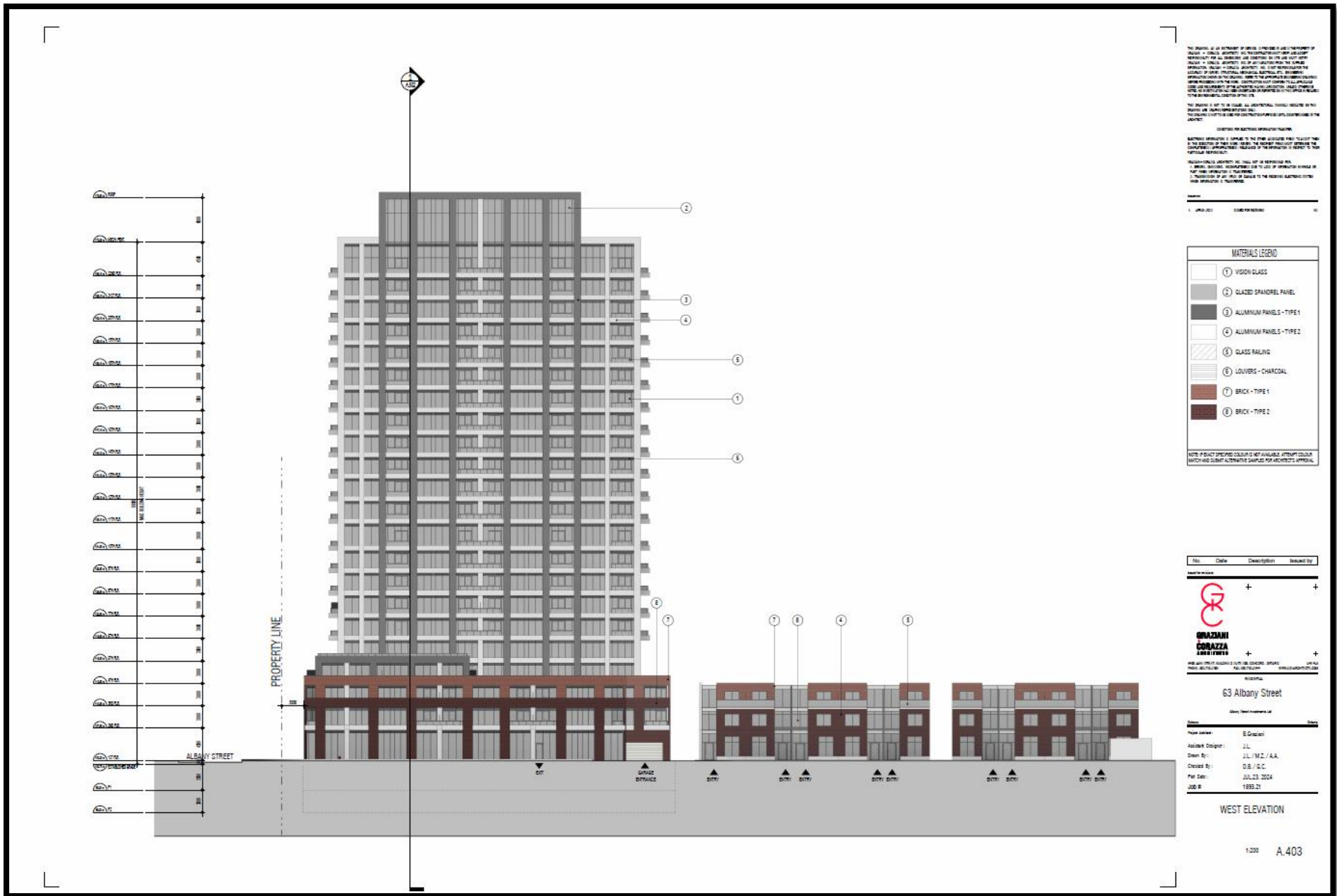


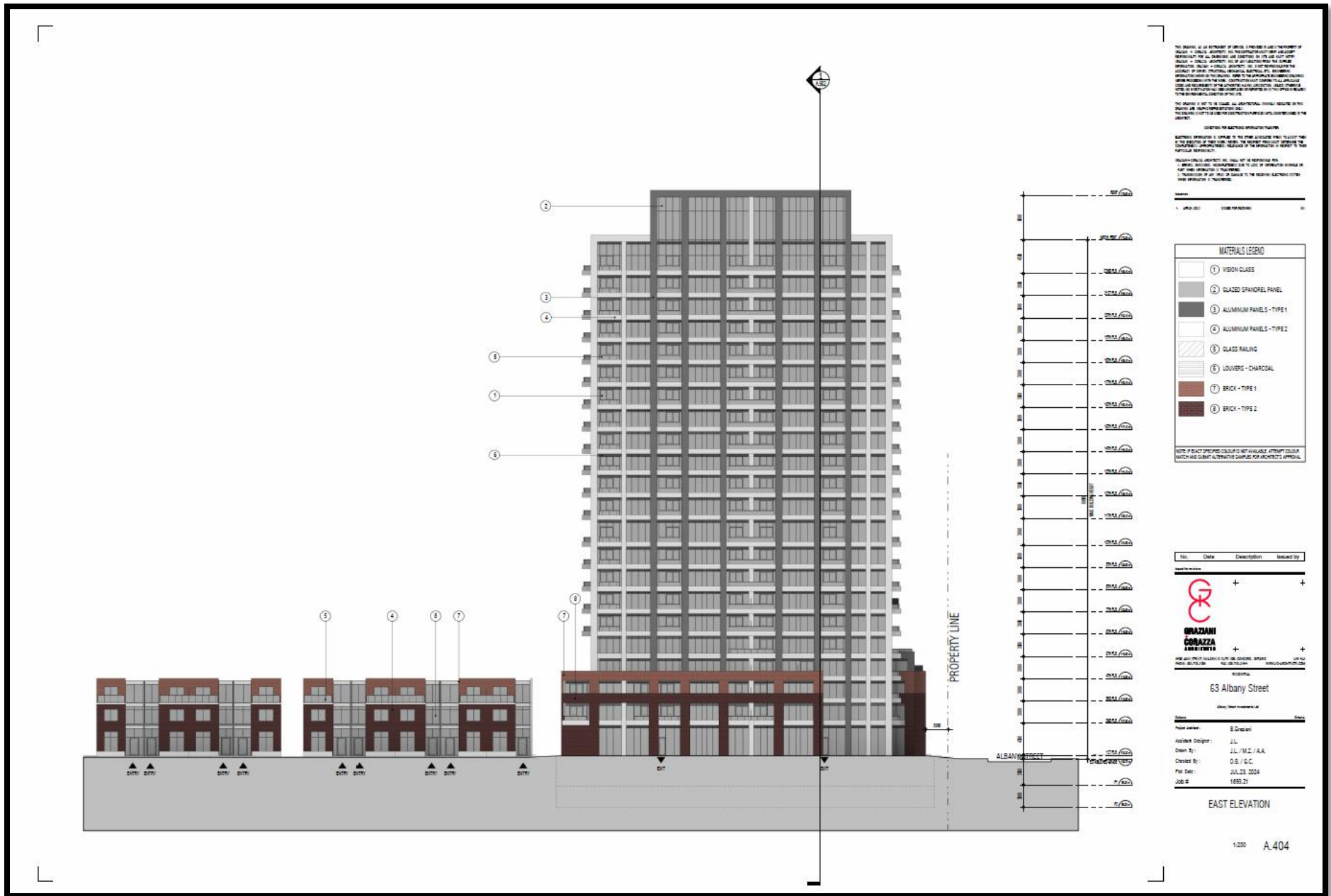


ELEVATIONS

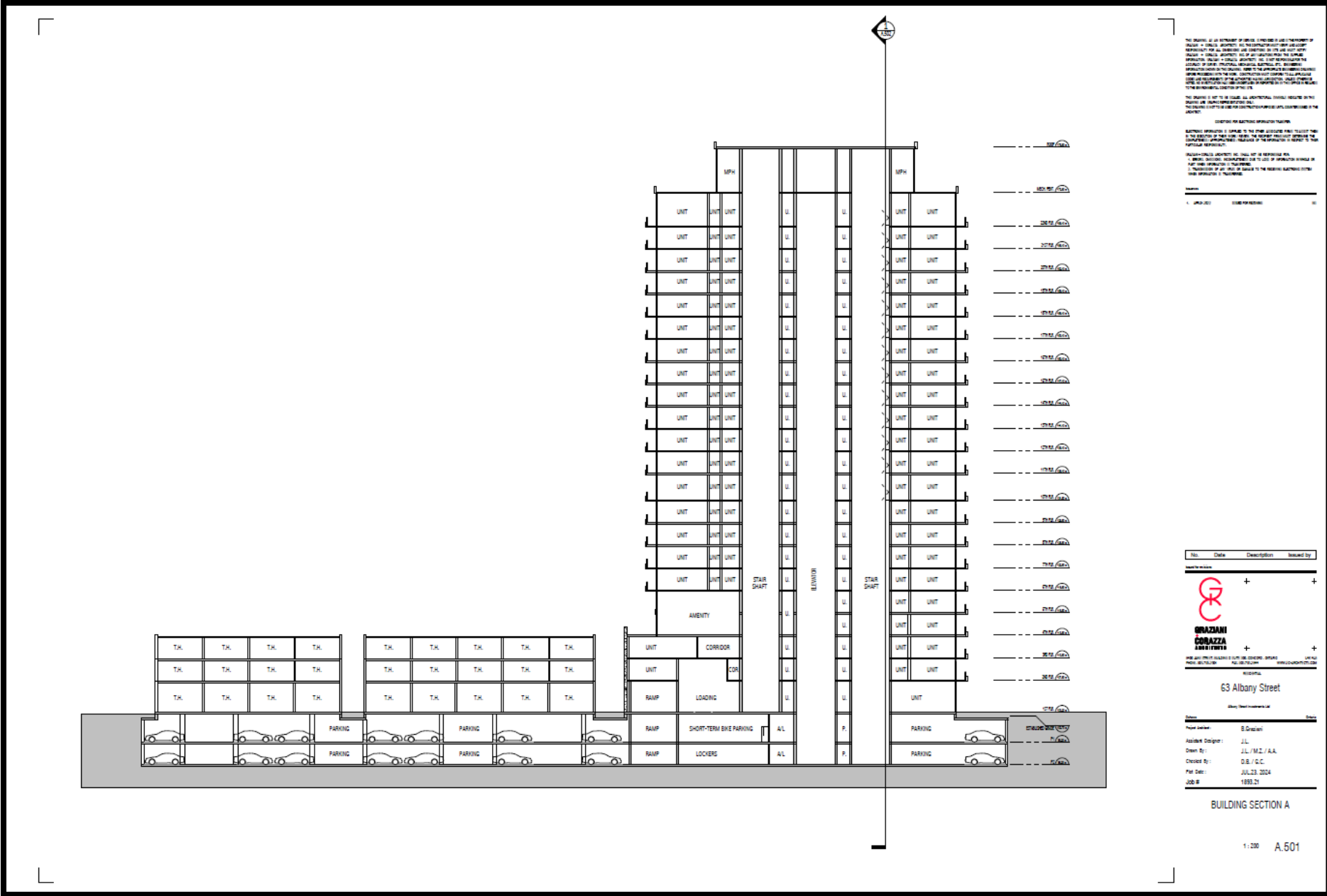








BUILDING SECTIONS



THIS DRAWING IS AN INSTRUMENT OF SERVICE PROVIDED TO YOU FOR THE PROJECT OF WHICH IT IS PART. IT IS THE PROPERTY OF DBA ACOUSTICAL CONSULTING INC. AND IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE WRITTEN PERMISSION OF DBA ACOUSTICAL CONSULTING INC. ANY UNAUTHORIZED USE OF THIS DRAWING IS PROHIBITED. THE USER OF THIS DRAWING IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES. THE USER OF THIS DRAWING IS ALSO RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES. THE USER OF THIS DRAWING IS ALSO RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES.

THE DRAWING IS NOT TO BE USED FOR ANY OTHER PROJECT WITHOUT THE WRITTEN PERMISSION OF DBA ACOUSTICAL CONSULTING INC. ANY UNAUTHORIZED USE OF THIS DRAWING IS PROHIBITED. THE USER OF THIS DRAWING IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES. THE USER OF THIS DRAWING IS ALSO RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES.

CONDITION FOR ELECTRONIC REPRODUCTION RIGHTS
 ELECTRONIC REPRODUCTION IS PERMITTED TO THE EXTENT OF THE FOLLOWING: THE USER OF THIS DRAWING IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES. THE USER OF THIS DRAWING IS ALSO RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES.

REVISIONS TO THIS DRAWING SHALL BE MADE BY THE ORIGINAL DESIGNER OR HIS AUTHORIZED REPRESENTATIVE. ANY CHANGES TO THIS DRAWING SHALL BE MADE BY THE ORIGINAL DESIGNER OR HIS AUTHORIZED REPRESENTATIVE. ANY CHANGES TO THIS DRAWING SHALL BE MADE BY THE ORIGINAL DESIGNER OR HIS AUTHORIZED REPRESENTATIVE.

No.	Date	Description	Issued by
1	2024-07-23	ISSUE FOR PERMITS	JL

No.	Date	Description	Issued by
1	2024-07-23	ISSUE FOR PERMITS	JL

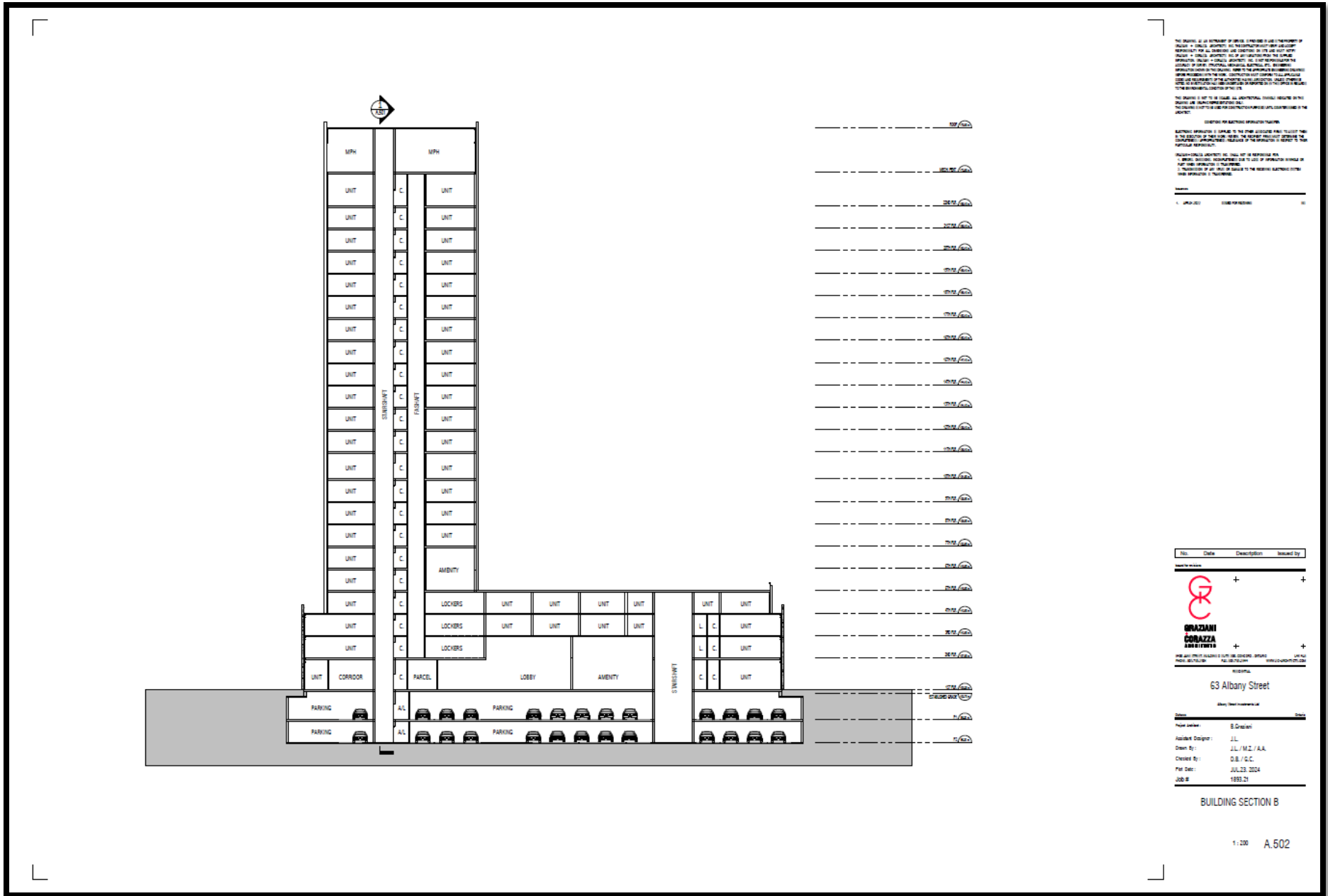
GORAZANI ENGINEERING CONSULTANTS INC.

 63 Albany Street

Project location: 63 Albany Street
 Architect Designer: J.L.
 Drawn By: J.L./M.Z./A.A.
 Checked By: D.B./G.C.
 Plot Date: JUL 23, 2024
 Job #: 1999-21

BUILDING SECTION A

1:200 A.501



THIS DRAWING IS AN INSTRUMENT OF SERVICE. IT IS THE PROPERTY OF DBA ACOUSTICAL CONSULTING INC. AND IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE WRITTEN PERMISSION OF DBA ACOUSTICAL CONSULTING INC. THE USER OF THIS DRAWING IS TO BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE USER OF THIS DRAWING IS TO BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREON. THE USER OF THIS DRAWING IS TO BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREON.

THIS DRAWING IS NOT TO BE USED AS A CONTRACTUAL INSTRUMENT. IT IS THE PROPERTY OF DBA ACOUSTICAL CONSULTING INC. AND IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE WRITTEN PERMISSION OF DBA ACOUSTICAL CONSULTING INC. THE USER OF THIS DRAWING IS TO BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED HEREON.

DATE: 1 JUN 2024
DRAWN BY: J.L.
CHECKED BY: D.B./G.C.
JOB #: 1888-21

No.	Date	Description	Issued By
1	1 JUN 2024	ISSUED FOR PERMIT	J.L.

GRAZIANI CORAZZA ARCHITECTS

63 Albany Street
Oshawa, Ontario L1H 7R7
Canada

Phone: (905) 881-1111
Fax: (905) 881-1112
www.grazianicorazza.com

BUILDING SECTION B

1:200 A.502

PERSPECTIVE VIEWS



THE DRAWING IS AN APPROXIMATE REPRESENTATION OF THE PROPOSED PROJECT AND IS NOT INTENDED TO BE USED FOR CONSTRUCTION OR AS A BASIS FOR ANY OTHER DESIGN OR ENGINEERING WORK. THE DRAWING IS NOT TO BE USED FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN PERMISSION OF THE CONSULTANT.

THE DRAWING IS NOT TO BE USED FOR ANY OTHER PURPOSE WITHOUT THE WRITTEN PERMISSION OF THE CONSULTANT.

1. 2024.08.01 2024.08.01

No.	Date	Description	Issued By

GHAZIANI
CORAZZA
AND ASSOCIATES

63 Albany Street
Oshawa, Ontario L1G 4K1

Project Name: 63 Albany Street
 Architect/Designer: J.L.
 Drawn By: J.L./M.Z./A.A.
 Checked By: D.B./J.C.
 Plot Date: JUL 23 2024
 Job #: 1893.21

PERSPECTIVE VIEWS

A.601

SITE STATISTICS

PROJECT STATISTICS

JOB No: 1893.21 63 Albany, Oshawa
 DATE: Jun.07.2024

01. SITE STATS		(m2)	(ha)	(ft2)	(ac)	% of site area
SITE AREA	GROSS	6366.25	0.636625	68526	1.5731	
	R.O.W.	195.48	0.019548	2104	0.0483	
	NET	6170.77	0.617077	66422	1.5248	
LOT COVERAGE	(GF GCA/NET SITE AREA)					53%
LANDSCAPE OPEN SPACE		2466.45	0.246645	26549	0.6095	

02. G.F.A. (m2)	TOWER (By-Law 60-94)	TOWNHOUSE (By-Law 60-94)
RESIDENTIAL	20,078.50	2,861.20
TOTAL	22,939.70	

03. F.S.I	PROPOSED	By-Law 60-94
	3.72	3.5 - 4.5max

04. SETBACKS* (m)		PROPOSED	By-Law 60-94 (124-2019)
BELOW GRADE	NORTH	0.9m	
	EAST	0.9m	
	SOUTH	1.2m	
	WEST	0.15m	
ABOVE GRADE	NORTH	3.0m	3.0m
	EAST	3.0m	3.0m
	SOUTH	4.8m	3.0m
	WEST	3.0m	4.5m

05. UNIT BREAKDOWN		TOWER		TOWNHOUSE	
RESIDENTIAL UNITS	Studio	4	1%	3 Bedroom	18 100%
	1 Bedroom	185	62%		
	2 Bedroom	102	34%		
	3 Bedroom	6	2%		
SUB TOTAL	297	100%	18	100%	
TOTAL	315				

06. PARKING		PROPOSED				IBI Approved Parking Study		
RESIDENTIAL		GF	P1	P2	TOTAL	RATIO	# of UNITS	REQUIRED
	Studio/1 Bedroom					0.5	189	94
	2 Bedroom					0.75	102	76
	3 Bedroom	2	141	142	285	1	24	24
VISITOR						0.25	315	78
TOTAL					285			272

07. BIKE PARKING		PROPOSED		IBI Approved Parking Study		
				RATIO	# of UNITS	REQUIRED
	LONG TERM		246	0.68	315	215
	SHORT TERM		80	0.1	315	32
	TOTAL		326			247

08. STORAGE LOCKERS			
PROPOSED		174	
			TOTAL # OF UNITS
			315

09. ESTABLISHED GRADE			
		102.70M	

10. BUILDING HEIGHT (m)		PROPOSED		By-Law 60-94	
	TO MAIN ROOF SLAB		22 sty + Mech.		
	TO MECH. PENTHOUSE		22 sty		

11. AMENITY (m2)		PROPOSED		By-Law 60-94		
				RATIO	# of BEDROOMS	REQ'D
	INDOOR		649	N/A	N/A	0
	OUTDOOR		977	1	465	465
	TOTAL		1,626			465

NOTES:
 * setbacks to main building face
 ** actual unit count may vary depending on market demand

EXTERIOR WALL STC RATINGS

EXTERIOR WALL STC RATINGS

Wall Configuration	EW1	EW2	EW3	EW4	EW1R	EW2R	EW3R	EW5	EW4R	EW6	EW7 EW5R	EW8
STC Rating	38	40	43	46	47	48	49	54	55	57	58	62

Source: National Research Council, Division of Building Research

NOTES:

- 1 The common structure of walls EW1 to EW5 is composed of 12.7mm gypsum board, vapour barrier and 38x89 mm studs with 50 mm (or thicker) mineral wool or glass fibre batts in inter-stud cavities.
 - EW1 denotes the common structure, plus sheathing, plus wood siding or metal siding and fibre backer board
 - EW2 denotes the common structure, plus rigid insulation (25 to 30 mm), and wood siding or metal siding and fibre backer board.
 - EW3 denotes simulated mansard with the common structure, plus sheathing, 28 X89 mm framing, sheathing and asphalt roofing material
 - EW4 denotes the common structure, plus sheathing and 20 mm stucco.
 - EW5 denotes the common structure, plus sheathing, 25 mm air space, 100mm brick veneer.
 - EW6 denotes exterior wall composed of 12.7 mm gypsum board, rigid insulation (25 to 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 to 50 mm), 140mm back-up block, 100 mm face brick.
 - EW8 denotes exterior wall composed of 12.7 mm gypsum board, rigid insulation (25 to 50 mm), 200 mm concrete.
- 2 R signifies the mounting of the interior gypsum board on resilient clips.
- 3 An exterior wall conforming to rainscreen design principles and composed of 12.7 mm gypsum board, 100 mm concrete block, rigid insulation (25 to 50 mm), 25 mm air space, and 100 mm brick veneer has the same STC as EW6.
- 4 An exterior wall described in EW1 with the addition of rigid insulation (25 to 50 mm) between the sheathing and the external finish has the same STC as EW2.