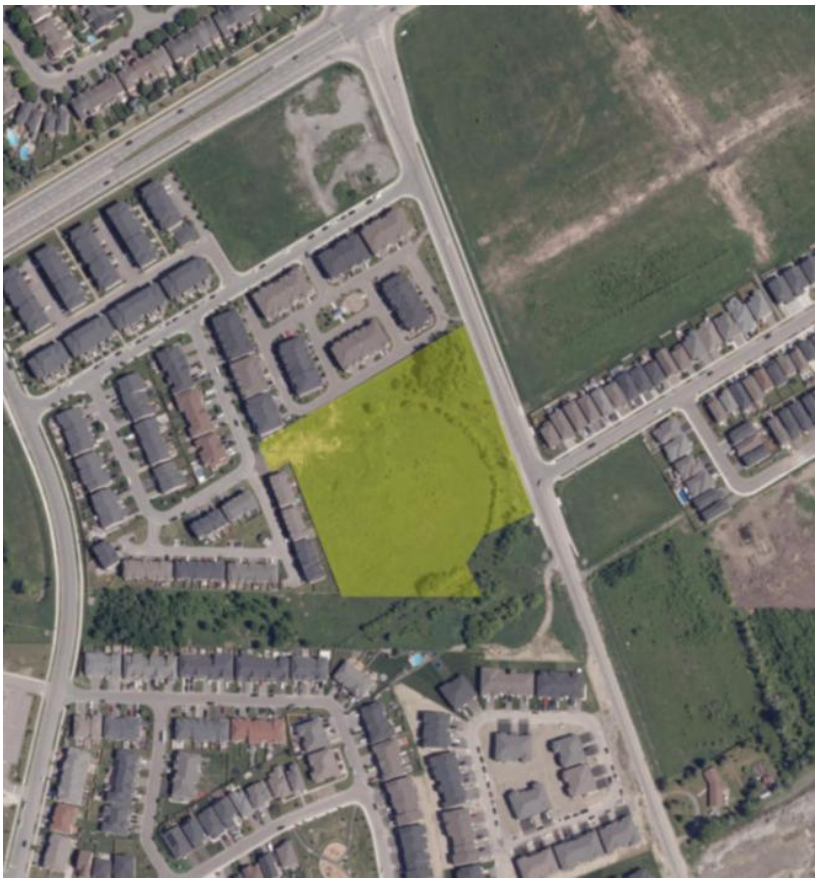
REPORT
Project: 135856-6.04.01

ENVIRONMENTAL NOISE IMPACT ASSESSMENT
4624 SPRATT ROAD



Prepared for Claridge Homes
by Arcadis
January 30, 2026

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1 Introduction

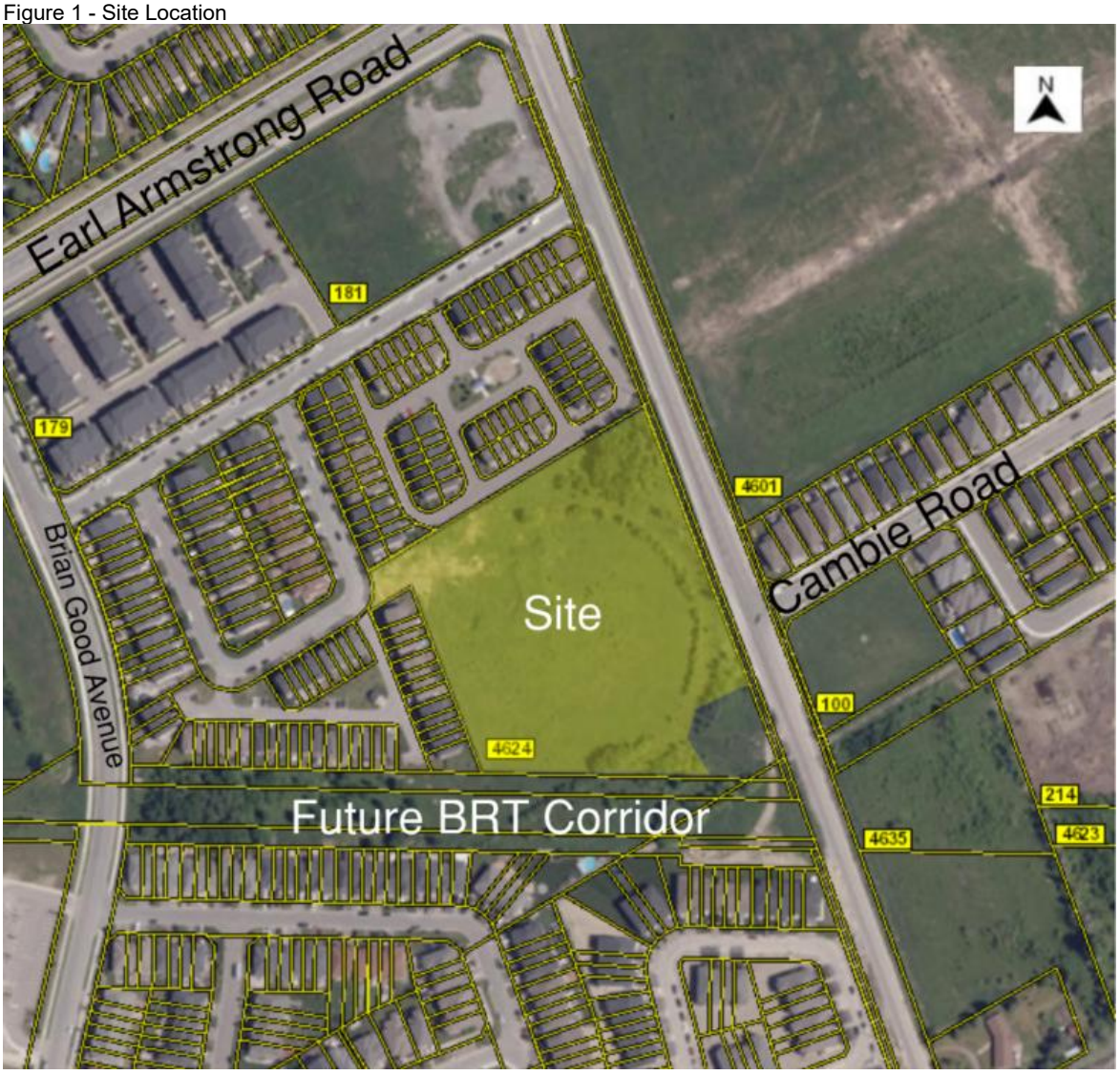
Arcadis was retained by Claridge Homes to conduct an Environmental Noise Impact Assessment (ENIA) in support of a Site Plan Control application for a mid-density residential development located at 4624 Spratt in the Riverside South Community of Ottawa, Ontario.

The proposed development consists of 120 residential dwelling units arranged in ten, three-storey blocks and is generally bound by Spratt Road to the east, the future Bus Rapid Transit (BRT) corridor to the south, as well as, low-rise residential to the north and west.

This study evaluated the transportation-related noise levels within the subject development and recommended warning clauses or noise abatement measures for the Purchase and Sale of each dwelling unit, as required. The analysis for this study was conducted in accordance with the City of Ottawa 2016 Environmental Noise Control (ENC) Guidelines, as well as the Ministry of the Environment Publication NPC-300 (August 2013).

The site location and its surrounding context are shown in **Figure 1** below.

Figure 1 - Site Location



2 Background

2.1 Noise Sources

The proposed development will be primarily subjected to roadway noise from Spratt Road, as well as the future Bus Rapid Transit (BRT) corridor. All other roads within 100 metres of subject development are identified as local roads and therefore were not analysed as part of this study.

The subject property is located within the limits of the Airport Vicinity Development Zone (AVDZ) for the Ottawa International Airport, as shown on Schedule C14 of the 2021 Official Plan. As such, aircraft noise will be considered in this study.

There are no rail lines within 500 metres of the site, therefore no consideration has been given to the noise impacts from rail traffic, in accordance with the City of Ottawa ENC Guidelines.

2.2 Sound Level Limits for Road Traffic

Sound level criteria for road traffic, as described in the following sub-sections, was extracted from the ENC Guidelines and the *Ministry of the Environment Publication NPC-300 (August 2013)*. Noise levels are expressed in the form Leq (T), which refers to a weighted level of a steady sound carrying the same total energy in the time period T (in hours) as the observed fluctuation sound.

2.2.1 Indoor Sound Level Criterion

The recommended indoor sound level criteria from Table 2.2b of the ENC Guidelines are:

- Bedroom or Sleeping quarters – 23:00 to 07:00 – 40 dBA Leq (8 hours)
- Living/Dining/Den Areas – 07:00 to 23:00 – 45 dBA Leq (16 hours)

The sound levels are based on the windows and doors to an indoor space being closed.

As discussed previously, the proposed development consists of 3-storey residential blocks, referred to herein as Buildings ‘A’ to ‘K’. For the purpose of assessing noise levels at the building face, receptor locations were reviewed at 7.5 metres above ground level under both daytime and nighttime conditions to determine sounds levels for the most exposed, third-storey windows.

As per NPC-300 C7.1.2.1 and C7.1.2.2, when the outdoor noise levels at the living room window are greater than 55 dBA and less than or equal to 65 dBA and/or greater than 50 dBA and less than or equal to 60 dBA at the bedroom window, then a warning clause specifying the use of forced air heating and a provision for central air conditioning is required. Should the outdoor noise levels exceed 65 dBA at the living room and/or exceed 60 dBA at the bedroom, then central air conditioning is mandatory, building components (walls, windows etc.) must be designed in compliance with the Ontario Building Code to achieve the indoor sound level criteria and a warning clause is required.

2.2.2 Outdoor Sound Level Criterion

As per Table 2.2a of the ENC Guidelines, the outdoor living area (OLA) sound level criteria for the daytime period between 07:00 and 23:00 hours is 55 dBA Leq (16). Sound levels for the OLA are typically calculated 3 metres from the building face at the centre of the building or within the centre of the OLA at a height of 1.5 metres above the ground. In this case, there is a shared amenity space for all residents instead of separate private backyards. As such, this shared Outdoor Living Area was evaluated against the noise criteria.

If the Leq sound level is less than or equal to the above criteria, then no further action is required by the proponent. If the sound level exceeds the criteria by less than 5 dBA then the proponent may, with City approval, either provide a warning clause to prospective purchasers/tenants or install physical attenuation. For sound levels greater than 5 dBA above the criteria, control measures are required to reduce the noise levels as close to 55 dBA as technically, economically and administratively possible. Should the sound levels with the barrier in place exceed 55 dBA, then a warning clause is also required.

3 Roadway Noise

3.1 Traffic Volume Data

Based on the configuration of the collector and higher-order transportation network with respect to the proposed development, it is assumed that the major sources of transportation noise impacting the site will originate externally from Spratt Road to the west and the future BRT corridor to the south.

Borbridge Avenue is well separated from the subject site by at least 150 metres and screened existing street townhome units; therefore, no consideration of this collector road is required in the noise analysis for this study.

Spratt Road

Spratt Road presently exists as a two-lane, undivided major collector (2-UMCU) under the jurisdiction of the City of Ottawa with a posted speed limit of 60km/h.

Bus Rapid Transit (BRT) Corridor

Right-of-way is being protected for a future at-grade BRT corridor that will extend from Barrhaven Centre to the Riverside South Community Core. A portion of this protected corridor is abutting the subject development to the south and is approximately 40 metres in width.

Traffic volume parameters for Spratt Road were extracted from Appendix B: Table B1 of the ENC Guidelines and are conservatively based on the capacity of this roadway type, while assumptions for the BRT line were determined through correspondence with City of Ottawa technical staff (see **Appendix A**).

Table 1 below summarizes the traffic and road parameters used in this report. These parameters were extracted from Appendix B: Table B1 of the ENC Guidelines, and are conservatively based on roadway capacity.

Table 1 - TRAFFIC AND ROAD DATA SUMMARY

	SPRATT ROAD (2-UMCU)	BUS RAPID TRANSIT (BRT)
Annual Average Daily Traffic (AADT)	12,000	600 buses
Posted Speed Limit (km/h)	60	80
% Medium Trucks	7%	-
% Heavy Trucks	5%	-
% Daytime Traffic	92%	74%

3.2 Calculation Methods

Roadway noise is calculated using the STAMSON 5.04 computer program from the Ontario Ministry of the Environment, Conservation and Parks (MECP).

Unattenuated daytime and nighttime noise levels at the building face were calculated to determine indoor sound levels, the results of which are presented in below. Parameters used for calculating

the noise levels, including the perpendicular distance from source to receiver and the roadway segment angles are also indicated. The traffic noise for the BRT corridor was modelled using a custom noise source to remain consistent with other studies conducted within the Riverside South Community.

Locations of the indoor and outdoor receptors used for the noise calculations were selected to determine the limits of the noise criteria. For example, where dwelling units are flanking a major collector road, the limit of the Type 'C' warning clause for indoor noise is determined by calculating the closest dwelling unit that falls below the 55 dBA threshold. If the arrangement of the block mirrors a scenario which has already been modelled, then it is not necessary to repeat the calculations to determine the limits of the noise levels as STAMSON will produce the same overall result.

The results of the analysis for the indoor living area at the building face are presented in **Table 2** below. STAMSON noise calculations are included in **Appendix B**.

Table 2 - UNATTENUATED NOISE LEVELS AT BUILDING FACE

LOCATION		ROADWAY	SOURCE - RECEIVER DISTANCE (m)	SEGMENT ANGLES		INDOOR NOISE LEVELS (dBA)	
LOT/BLOCK	DESCRIPTION			LEFT	RIGHT	DAYTIME	NIGHTTIME
Building A	Units 1,2,3	Spratt Road	44.5	-10.00	55.00	57.32	49.72
Building A	Units 4,5,6	Spratt Road	35.5	-10.00	70.00	59.46	51.86
Building A	Units 7,8,9	Spratt Road	29.0	-10.00	80.00	61.06	53.46
Building A	Units 10,11,12	Spratt Road	20.5	-90.00	90.00	65.88	58.28
Building B	Units 10,11,12	Spratt Road	58.0	-10.00	40.00	54.63	47.03
Building D	Units 1,2,3	BRT	83.0	-20.00	10.00	50.56	49.02
Building E	Units 10,11,12	Spratt Road	65.0	-45.00	-10.00	52.20	44.60
Building F	Units 1,2,3	Spratt Road	47.5	-60.00	-15.00	55.04	47.44
Building F	Units 4,5,6	Spratt Road	39.5	-70.00	-20.00	56.41	48.81
Building F	Units 7,8,9	Spratt Road	31.5	-85.00	-20.00	58.55	50.95
Building F	Units 10,11,12	Spratt Road	21.5	-90.00	90.00	65.58	57.98
Building G	Units 1,2,3	Spratt Road	45.5	-10.00	90.00	58.33	50.73
Building G	Units 4,5,6	Spratt Road	47.5	-10.00	90.00	58.05	50.45
Building G	Units 7,8,9	Spratt Road	29.5	-10.00	90.00	61.12	53.52
Building G	Units 10,11,12	Spratt Road	22.0	-90.00	90.00	65.43	57.94
Building H	Units 1,2,3	Spratt Road BRT	85.5 84.5	-15.00 -20.00	55.00 60.00	56.98	53.68
Building H	Units 4,5,6	Spratt Road BRT BRT	77.5 88.00 88.00	-10.00 -80.00 -20.00	90.00 -45.00 50.00	57.99	54.01
Building H	Units 7,8,9	Spratt Road BRT BRT	69.5 92.0 92.0	-10.00 -90.00 -10.00	90.00 -30.00 55.00	58.44	51.96
Building H	Units 10,11,12	Spratt Road BRT	61.5 96.5	-10.00 -90.00	90.00 70.00	59.24	55.56
Building J	Units 1,2,3	BRT	58.0	-75.00	30.00	57.80	56.27
Building J	Units 4,5,6	BRT	62.5	-65.00	35.00	57.26	55.73
Building J	Units 7,8,9	BRT	66.5	-60.00	40.00	56.91	55.38
Building J	Units 10,11,12	BRT	71.0	-55.00	45.00	56.53	54.99
Building K	Units 1,2,3	BRT	49.5	-50.00	90.00	58.27	52.05
Building K	Units 4,5,6	BRT	42.0	-20.00	90.00	59.65	58.12
Building K	Units 7,8,9	BRT	34.5	-20.00	90.00	60.89	59.36
Building K	Units 10,11,12 Units 10,11,12	Spratt Road BRT	78.5 26.5	0.00 -90.0	90.00 90.00	64.88	61.99

As indicated in **Table 2** above, there are numerous locations which exceed the 55 dBA daytime or 50 dBA nighttime noise criteria at the building face. Noise attenuation measures and warning clauses will therefore be considered in subsequent sections of the report.

As indicated on **Noise Plan – Drawing No. 135856-1**, a park will abut the future Bus Rapid Transit (BRT) right-of-way protection beside Buildings 'K' and receive direct exposure to noise generated from this dedicated transit facility once it is constructed. It is understood that this park is defined as an outdoor living area in the ENC Guidelines, as it contributes to the required amenity space for this subject development and therefore was evaluated as part of this study. The results of the analysis for the outdoor amenity area are presented in **Table 3** below.

Table 3 - UNATTENUATED NOISE LEVELS AT OLA

LOCATION	ROADWAY	SOURCE - RECEIVER DISTANCE (m)	SEGMENT ANGLES		OUTDOOR NOISE LEVELS (dBA)
			LEFT	RIGHT	
Park (Shared Amenity Area) – P1	BRT	42.5	-65.00	80.00	59.98

As presented in **Table 3** above, an analysis of the shared amenity area at the P1 receptor location identified on **Noise Plan Drawing No. 135856-1** indicates that this location will experience noise levels above 55 dBA but below 60 dBA. As such, the need for abatement measures, including warning clauses or physical attenuation, will be reviewed in subsequent sections of this study.

3.3 Aircraft Sound Levels

As stated in Section 2.1, the subject lands are entirely located within the Airport Vicinity Development Zone (AVDZ). The site is, however, outside of the 25 NEF/NEP contour line so the building components and ventilation requirements of Part 6: Prescribed Measures for Aircraft Noise of the ENC Guidelines do not apply. A warning clause is required for the residential units inside the AVDZ, which in this case applies to all dwelling units proposed within the 4624 Spratt Road development.

Warning clause for aircraft noise is as follows:

"Purchasers/tenants are advised that due to the proximity of the Ottawa Macdonald-Cartier International Airport, noise from the airport and individual aircraft may at times interfere with outdoor or indoor activities".

4 Abatement Measures

4.1 Indoor Sound Levels

As indicated previously in noise analysis conducted at the building face and summarized in Section 3.2.1, dwelling units directly facing or flanking Spratt Road or the future BRT corridor will have daytime noise levels exceeding 65 dBA under daytime conditions or 60 dBA under nighttime conditions. As such, central air conditioning, a review of the building components and a Type 'D' warning clause are required for these units.

Select dwelling units Buildings 'A', 'F', 'G', 'H', 'J' and 'K' with partial screening of traffic noise from adjacent buildings will also require attenuation measures. For all of these units, an alternative means of ventilation is required, as well as a Type 'C' warning clause in the Agreement of Purchase and Sale. Alternative means of ventilation usually consist of a forced air heating system with ducts sized for future installation of central air conditioning.

4.2 Outdoor Living Areas (OLAs)

With respect to the OLA noise analysis presented in **Table 3** above, warning clause Type 'A' is proposed for the proposed shared amenity area/park-space in lieu of a noise barrier, as the unattenuated noise levels within the OLA are shown to remain below 60 dBA but will still exceed 55 dBA. Further, it is not practical or necessary to include a to include a noise barrier around a shared park amenity space.

4.3 Building Components

Based on the results of the indoor noise assessment presented previously in **Table 2**, an analysis of the required building components for dwelling units exceeding noise levels at the building face of 65 dBA during the daytime or 60 dBA at nighttime, has been conducted following the Sound Transmission Class (STC) Method. This method was developed by the National Research Council (NRC) and involves a review of architectural plans to determine appropriate design assumptions (i.e. window/floor area ratios) in order to calculate the STC rating for windows and glazed doors. The den/dining area was included in the 'living room' calculation during the daytime, as the architectural plans indicate that any interior partitioning between these living spaces may be optional. The dimensions of the master bedroom of unit G4 were used to calculate the STC ratings since receive the maximum exposure to transportation-related noise sources.

The STC calculations were carried out to determine the required STC rating for exterior windows and glazed doors for building facades with the highest exposure to traffic noise, including the east façades of Building 'A', 'F' and 'G'. Exterior walls were assumed to have an STC rating of 40, which is a conservative value for a brick wall designed to accommodate Ottawa winters. With the exterior walls in place, the amount of sound energy absorbed by the windows was calculated and the STC rating required to meet the sound criteria was determined. All rooms were assumed to have an intermediate absorptive interior rather than a hard or very absorptive interior, as would be expected for a residential unit. The required STC ratings for the windows and glazed doors are summarized in below.

Sample architectural plans and STC calculations for dwelling units with direct exposure to either the future BRT corridor or Spratt Road are included in **Appendix C** and **Appendix D**, respectively.

In this case, the STC calculations were only completed for the master bedroom and not the living room space, as the latter does not share a wall on the critical eastern façade which has the highest exposure to Spratt Road traffic noise.

Table 4 - REQUIRED STC RATINGS

DWELLING UNIT	LEVEL	ROOM TYPE	REQUIRED STC RATING
			WINDOWS & GLAZED DOORS
Buildings A, F or G East Façade – 'Large Block' Units Facing Spratt Road	3rd Floor	Bedroom	28

As indicated in **Table 4** above, the required STC rating for windows and glazed doors with the highest exposure to traffic noise was calculated to be 35 for the critical nighttime scenario.

5 Summary of Attenuation Measures

5.1 Warning Clauses

A clause regarding noise must appear on the Agreement of Purchase and Sale for the impacted units, as indicated on **Noise Plan – Drawing No. 135856-1** and listed below:

Type 'A' All Units

Type 'C' Building 'A' – Units 1-3, 4-6 and 7-9
Building 'F' – Units 1-3, 4-6 and 7-9
Building 'G' – Units 1-3, 4-6 and 7-9
Building 'J' – All Units
Building 'K' – All Units

Type 'D' Building 'A' – Units 10-12
Building 'F' – Units 10-12
Building 'G' – Units 10-12

Aircraft Warning Applicable to all dwelling units within the 4624 Spratt Road development

The following warning clauses are taken from Section C8.1 of NPC 300:

Type 'A'	"Purchasers/tenants are advised that sound levels due to BRT traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment's noise criteria."
Type 'C'	"This dwelling unit has 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 City's and the Ministry of the Environment's noise criteria. (Note: The location and installation of the outdoor air conditioning device should be done so as to comply with noise criteria of MOE Publication NPC-216, Residential Air Conditioning Devices and thus minimize the noise impacts both on and in the immediate vicinity of the subject property."
Type 'D'	"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the City's and the Ministry of the Environment's noise criteria."

The aircraft warning clause was provided previously in Section 3.3.

5.2 Ventilation Requirements and Building Components

All dwelling units requiring a Type ‘C’ warning clause listed in Section 5.1 shall have a forced air heating system sized to accommodate a central air conditioning system.

All dwelling units requiring a Type ‘D’ warning clause, as identified in Section 5.1, shall have mandatory central air conditioning and acoustical review of building components.

6 Conclusion

This Environmental Noise Impact Assessment evaluated the impact of roadway noise on the proposed mid-density residential development, located within the Riverside South Community at 4624 Spratt, Ottawa. As indicated through the analysis conducted for this study, it is anticipated that noise levels will remain within the standards established by the City of Ottawa and Ministry of the Environment (MOE), with the exception of select units identified on **Noise Plan – Drawing No.135856-1**. For these dwelling units, appropriate warning clauses and associated noise abatement measures must be provided on the Agreement of Purchase and Sale for each unit. A noise barrier is not considered necessary between the proposed park and the future BRT corridor, as this area is a shared outdoor amenity space rather than a private rear yard. Since the subject site is located entirely within the Airport Vicinity Development Zone (AVDZ), a warning clause will be required in the Agreement of Purchase and Sale for each dwelling unit as well.

Ben Pascolo-Neveu, P.Eng.
Transportation Engineer

Appendix A
BRT Study Parameters

Lance Erion

From: Yousfani, Asad <Asad.Yousfani@ottawa.ca>
Sent: Monday, April 04, 2016 10:08 AM
To: Lance Erion
Cc: Kaufman, Cathlyn; Jim Burghout; Terry Brule
Subject: FW: BRRT

Hi Lance,

I've received the following information from Frank for you to update the noise study.

Thanks,

Asad

From: McKinney, Frank
Sent: Monday, April 04, 2016 9:39 AM
To: Yousfani, Asad
Subject: FW: BRRT

Hi Asad, as requested by IBI at Friday's meeting:

As per p. 5 of Appendix F, the vehicle type, volume and speed assumptions were as follows:

"The ENCG accepts noise models based on the Ontario Road Noise Analysis Method for Environment and Transportation (ORNAMENT), including the computerized version, STAMSON (MOE 1996). These models have built-in sound power data for road vehicles; however, they do not specify values specifically for buses. Based on ENCG section 2.4.1, transitway buses should be classified as "medium trucks" for modeling purposes using STAMSON. However, the buses operating on the BRT are 60 foot articulating buses, with three axles and a weight over 18,000 kg. Based on the MOE "STAMSON Version 4.1 User's Guide", a vehicle with three or more axles and a weight greater than 12,000 kg should be considered as a "heavy truck" for modelling. Therefore, the proposed BRT buses were modelled as "heavy trucks". A summary of the model inputs is presented below in Table 3.

Table 3: Traffic Inputs for Surface Transportation Corridor Modelling

	Dedicated BRT Sections of Project	Transit Street without Proposed BRT	Transit Street with Median BRT
AADT	600	14000	14600
Speed Limit	80 km/h	60 km/h	60 km/h
Day / Night Split	74% / 26%	92% / 8%	91% / 9%
% Medium / % Heavy of Total Traffic	0% / 100%	7% / 5%	7% / 8%

Frank

Appendix B
STAMSON Noise Calculations

Noise Calculations - Indoor

```
STAMSON 5.0        NORMAL REPORT        Date: 06-01-2026 11:51:10
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename:                       Time Period: Day/Night 16/8 hours
Description: building a unit 1-3 indoor


Road data, segment # 1: Spratt Road (day/night)
----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: Spratt Road (day/night)
---------------------------------------------
Angle1   Angle2           : -10.00 deg   55.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  44.50 / 44.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: Spratt Road (day)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 57.32 + 0.00) = 57.32 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -10     55   0.48  69.03   0.00  -6.99  -4.71   0.00   0.00   0.00  57.32
-------------------------------------------------------------------------------

Segment Leq : 57.32 dBA

Total Leq All Segments: 57.32 dBA

FF
Results segment # 1: Spratt Road (night)
-----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 49.72 + 0.00) = 49.72 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -10     55   0.48  61.43   0.00  -6.99  -4.71   0.00   0.00   0.00  49.72
-------------------------------------------------------------------------------

Segment Leq : 49.72 dBA
```

Total Leq All Segments: 49.72 dBA

FF

TOTAL Leq FROM ALL SOURCES (DAY): 57.32
(NIGHT): 49.72

FF

FF

```
STAMSON 5.0        NORMAL REPORT        Date: 06-01-2026 11:52:45
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename:                       Time Period: Day/Night 16/8 hours
Description: building a unit 4-6 indoor


Road data, segment # 1: Spratt Road (day/night)
----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: Spratt Road (day/night)
---------------------------------------------
Angle1   Angle2           : -10.00 deg   70.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  35.50 / 35.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: Spratt Road (day)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 59.46 + 0.00) = 59.46 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -10     70   0.48  69.03   0.00  -5.54  -4.03   0.00   0.00   0.00  59.46
-------------------------------------------------------------------------------

Segment Leq : 59.46 dBA

Total Leq All Segments: 59.46 dBA

FF
Results segment # 1: Spratt Road (night)
-----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 51.86 + 0.00) = 51.86 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -10     70   0.48  61.43   0.00  -5.54  -4.03   0.00   0.00   0.00  51.86
-------------------------------------------------------------------------------

Segment Leq : 51.86 dBA
```

Total Leq All Segments: 51.86 dBA

FF

TOTAL Leq FROM ALL SOURCES (DAY): 59.46
(NIGHT): 51.86

FF

FF

```
STAMSON 5.0        NORMAL REPORT        Date: 06-01-2026 11:53:37
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename:                        Time Period: Day/Night 16/8 hours
Description: building a unit 7-9 indoor


Road data, segment # 1: Spratt Road (day/night)
-----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: Spratt Road (day/night)
---------------------------------------------
Angle1   Angle2           : -10.00 deg   80.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  29.00 / 29.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: Spratt Road (day)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 61.06 + 0.00) = 61.06 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -10     80   0.48  69.03   0.00  -4.24  -3.73   0.00   0.00   0.00  61.06
-------------------------------------------------------------------------------

Segment Leq : 61.06 dBA

Total Leq All Segments: 61.06 dBA

FF
Results segment # 1: Spratt Road (night)
----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 53.46 + 0.00) = 53.46 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -10     80   0.48  61.43   0.00  -4.24  -3.73   0.00   0.00   0.00  53.46
-------------------------------------------------------------------------------

Segment Leq : 53.46 dBA
```

```
Total Leq All Segments: 53.46 dBA

FF



TOTAL Leq FROM ALL SOURCES (DAY): 61.06
                           (NIGHT): 53.46
FF
FF

```

```
STAMSON 5.0        NORMAL REPORT        Date: 30-01-2026 15:11:25
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename:                       Time Period: Day/Night 16/8 hours
Description: building a unit 10 to 12 indoor


Road data, segment # 1: spratt road (day/night)
-----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: spratt road (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  :  20.50 / 20.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: spratt road (day)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 65.88 + 0.00) = 65.88 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.48  69.03   0.00  -2.01  -1.14   0.00   0.00   0.00  65.88
-------------------------------------------------------------------------------

Segment Leq : 65.88 dBA

Total Leq All Segments: 65.88 dBA

FF
Results segment # 1: spratt road (night)
-----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 58.28 + 0.00) = 58.28 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.48  61.43   0.00  -2.01  -1.14   0.00   0.00   0.00  58.28
-------------------------------------------------------------------------------

Segment Leq : 58.28 dBA
```

Total Leq All Segments: 58.28 dBA

FF

TOTAL Leq FROM ALL SOURCES (DAY): 65.88
(NIGHT): 58.28

FF

FF

```
STAMSON 5.0        NORMAL REPORT        Date: 06-01-2026 11:54:46
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename:                        Time Period: Day/Night 16/8 hours
Description: building b unit 10-12 indoor


Road data, segment # 1: Spratt Road (day/night)
----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: Spratt Road (day/night)
---------------------------------------------
Angle1   Angle2           : -10.00 deg   40.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  58.00 / 58.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: Spratt Road (day)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 54.63 + 0.00) = 54.63 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -10     40   0.48  69.03   0.00  -8.69  -5.71   0.00   0.00   0.00  54.63
-------------------------------------------------------------------------------

Segment Leq : 54.63 dBA

Total Leq All Segments: 54.63 dBA

FF
Results segment # 1: Spratt Road (night)
-----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 47.03 + 0.00) = 47.03 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -10     40   0.48  61.43   0.00  -8.69  -5.71   0.00   0.00   0.00  47.03
-------------------------------------------------------------------------------

Segment Leq : 47.03 dBA
```

Total Leq All Segments: 47.03 dBA

FF

TOTAL Leq FROM ALL SOURCES (DAY): 54.63
(NIGHT): 47.03

FF

FF

```
STAMSON 5.0        NORMAL REPORT        Date: 06-01-2026 11:55:56
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename:                       Time Period: Day/Night 16/8 hours
Description: building f unit 1-3 indoor


Road data, segment # 1: Spratt Road (day/night)
----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: Spratt Road (day/night)
---------------------------------------------
Angle1   Angle2           : -60.00 deg   -15.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  47.50 / 47.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: Spratt Road (day)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 55.04 + 0.00) = 55.04 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -60    -15   0.48  69.03   0.00  -7.41  -6.58   0.00   0.00   0.00  55.04
-------------------------------------------------------------------------------

Segment Leq : 55.04 dBA

Total Leq All Segments: 55.04 dBA

FF
Results segment # 1: Spratt Road (night)
----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 47.44 + 0.00) = 47.44 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -60    -15   0.48  61.43   0.00  -7.41  -6.58   0.00   0.00   0.00  47.44
-------------------------------------------------------------------------------

Segment Leq : 47.44 dBA
```

Total Leq All Segments: 47.44 dBA

FF

TOTAL Leq FROM ALL SOURCES (DAY): 55.04
(NIGHT): 47.44

FF

FF

```
STAMSON 5.0        NORMAL REPORT        Date: 06-01-2026 11:55:26
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename:                       Time Period: Day/Night 16/8 hours
Description: building e unit 10-12 indoor


Road data, segment # 1: Spratt Road (day/night)
----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: Spratt Road (day/night)
---------------------------------------------
Angle1   Angle2           : -45.00 deg   -10.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  65.00 / 65.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: Spratt Road (day)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 52.20 + 0.00) = 52.20 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -45    -10   0.48  69.03   0.00  -9.43  -7.40   0.00   0.00   0.00  52.20
-------------------------------------------------------------------------------

Segment Leq : 52.20 dBA

Total Leq All Segments: 52.20 dBA

FF
Results segment # 1: Spratt Road (night)
----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 44.60 + 0.00) = 44.60 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -45    -10   0.48  61.43   0.00  -9.43  -7.40   0.00   0.00   0.00  44.60
-------------------------------------------------------------------------------

Segment Leq : 44.60 dBA
```

```
Total Leq All Segments: 44.60 dBA

FF



TOTAL Leq FROM ALL SOURCES (DAY): 52.20
                           (NIGHT): 44.60
FF
FF

```

```
STAMSON 5.0        NORMAL REPORT        Date: 06-01-2026 11:55:56
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename:                       Time Period: Day/Night 16/8 hours
Description: building f unit 1-3 indoor


Road data, segment # 1: Spratt Road (day/night)
----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: Spratt Road (day/night)
---------------------------------------------
Angle1   Angle2           : -60.00 deg   -15.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  47.50 / 47.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: Spratt Road (day)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 55.04 + 0.00) = 55.04 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -60    -15   0.48  69.03   0.00  -7.41  -6.58   0.00   0.00   0.00  55.04
-------------------------------------------------------------------------------

Segment Leq : 55.04 dBA

Total Leq All Segments: 55.04 dBA

FF
Results segment # 1: Spratt Road (night)
----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 47.44 + 0.00) = 47.44 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -60    -15   0.48  61.43   0.00  -7.41  -6.58   0.00   0.00   0.00  47.44
-------------------------------------------------------------------------------

Segment Leq : 47.44 dBA
```

Total Leq All Segments: 47.44 dBA

FF

TOTAL Leq FROM ALL SOURCES (DAY): 55.04
(NIGHT): 47.44

FF

FF

```
STAMSON 5.0        NORMAL REPORT        Date: 06-01-2026 11:56:34
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename:                       Time Period: Day/Night 16/8 hours
Description: building f unit 4-6 indoor


Road data, segment # 1: Spratt Road (day/night)
-----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: Spratt Road (day/night)
---------------------------------------------
Angle1   Angle2           : -70.00 deg   -20.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  39.50 / 39.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: Spratt Road (day)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 56.41 + 0.00) = 56.41 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -70    -20   0.48  69.03   0.00  -6.22  -6.39   0.00   0.00   0.00  56.41
-------------------------------------------------------------------------------

Segment Leq : 56.41 dBA

Total Leq All Segments: 56.41 dBA

FF
Results segment # 1: Spratt Road (night)
-----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 48.81 + 0.00) = 48.81 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -70    -20   0.48  61.43   0.00  -6.22  -6.39   0.00   0.00   0.00  48.81
-------------------------------------------------------------------------------

Segment Leq : 48.81 dBA
```

```
Total Leq All Segments: 48.81 dBA

FF



TOTAL Leq FROM ALL SOURCES (DAY): 56.41
                           (NIGHT): 48.81
FF
FF

```

```
STAMSON 5.0        NORMAL REPORT        Date: 06-01-2026 11:57:09
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename:                       Time Period: Day/Night 16/8 hours
Description: building f unit 7-9 indoor


Road data, segment # 1: Spratt Road (day/night)
----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: Spratt Road (day/night)
---------------------------------------------
Angle1   Angle2           : -85.00 deg   -20.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  31.50 / 31.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: Spratt Road (day)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 58.55 + 0.00) = 58.55 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -85    -20   0.48  69.03   0.00  -4.77  -5.71   0.00   0.00   0.00  58.55
-------------------------------------------------------------------------------

Segment Leq : 58.55 dBA

Total Leq All Segments: 58.55 dBA

FF
Results segment # 1: Spratt Road (night)
-----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 50.95 + 0.00) = 50.95 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -85    -20   0.48  61.43   0.00  -4.77  -5.71   0.00   0.00   0.00  50.95
-------------------------------------------------------------------------------

Segment Leq : 50.95 dBA
```

Total Leq All Segments: 50.95 dBA

FF

TOTAL Leq FROM ALL SOURCES (DAY): 58.55
(NIGHT): 50.95

FF

FF

```
STAMSON 5.0        NORMAL REPORT        Date: 06-01-2026 11:58:16
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename:                       Time Period: Day/Night 16/8 hours
Description: building f unit 10-12 indoor


Road data, segment # 1: Spratt Road (day/night)
----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: Spratt Road (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  :  21.50 / 31.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: Spratt Road (day)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 65.58 + 0.00) = 65.58 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.48  69.03   0.00  -2.31  -1.14   0.00   0.00   0.00  65.58
-------------------------------------------------------------------------------

Segment Leq : 65.58 dBA

Total Leq All Segments: 65.58 dBA

FF
Results segment # 1: Spratt Road (night)
----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 55.52 + 0.00) = 55.52 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.48  61.43   0.00  -4.77  -1.14   0.00   0.00   0.00  55.52
-------------------------------------------------------------------------------

Segment Leq : 55.52 dBA
```

Total Leq All Segments: 55.52 dBA

FF

TOTAL Leq FROM ALL SOURCES (DAY): 65.58
(NIGHT): 55.52

FF

FF

```
STAMSON 5.0        NORMAL REPORT        Date: 06-01-2026 11:58:48
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename:                       Time Period: Day/Night 16/8 hours
Description: building g unit 1-3 indoor


Road data, segment # 1: Spratt Road (day/night)
-----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: Spratt Road (day/night)
---------------------------------------------
Angle1   Angle2           : -10.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  45.50 / 45.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: Spratt Road (day)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 58.33 + 0.00) = 58.33 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -10     90   0.48  69.03   0.00  -7.13  -3.56   0.00   0.00   0.00  58.33
-------------------------------------------------------------------------------

Segment Leq : 58.33 dBA

Total Leq All Segments: 58.33 dBA

FF
Results segment # 1: Spratt Road (night)
-----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 50.73 + 0.00) = 50.73 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -10     90   0.48  61.43   0.00  -7.13  -3.56   0.00   0.00   0.00  50.73
-------------------------------------------------------------------------------

Segment Leq : 50.73 dBA
```

Total Leq All Segments: 50.73 dBA

FF

TOTAL Leq FROM ALL SOURCES (DAY): 58.33
(NIGHT): 50.73

FF

FF

```
STAMSON 5.0        NORMAL REPORT        Date: 06-01-2026 11:59:15
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename:                       Time Period: Day/Night 16/8 hours
Description: building g unit 4-6 indoor


Road data, segment # 1: Spratt Road (day/night)
-----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: Spratt Road (day/night)
---------------------------------------------
Angle1   Angle2           : -10.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  47.50 / 47.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: Spratt Road (day)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 58.05 + 0.00) = 58.05 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -10     90   0.48  69.03   0.00  -7.41  -3.56   0.00   0.00   0.00  58.05
-------------------------------------------------------------------------------

Segment Leq : 58.05 dBA

Total Leq All Segments: 58.05 dBA

FF
Results segment # 1: Spratt Road (night)
-----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 50.45 + 0.00) = 50.45 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -10     90   0.48  61.43   0.00  -7.41  -3.56   0.00   0.00   0.00  50.45
-------------------------------------------------------------------------------

Segment Leq : 50.45 dBA
```

Total Leq All Segments: 50.45 dBA

FF

TOTAL Leq FROM ALL SOURCES (DAY): 58.05
(NIGHT): 50.45

FF

FF

```
STAMSON 5.0        NORMAL REPORT        Date: 06-01-2026 11:59:39
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename:                       Time Period: Day/Night 16/8 hours
Description: building g unit 7t9 indoor


Road data, segment # 1: Spratt Road (day/night)
-----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: Spratt Road (day/night)
---------------------------------------------
Angle1   Angle2           : -10.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  29.50 / 29.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: Spratt Road (day)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 61.12 + 0.00) = 61.12 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -10     90   0.48  69.03   0.00  -4.35  -3.56   0.00   0.00   0.00  61.12
-------------------------------------------------------------------------------

Segment Leq : 61.12 dBA

Total Leq All Segments: 61.12 dBA

FF
Results segment # 1: Spratt Road (night)
----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 53.52 + 0.00) = 53.52 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -10     90   0.48  61.43   0.00  -4.35  -3.56   0.00   0.00   0.00  53.52
-------------------------------------------------------------------------------

Segment Leq : 53.52 dBA
```

Total Leq All Segments: 53.52 dBA

FF

TOTAL Leq FROM ALL SOURCES (DAY): 61.12
(NIGHT): 53.52

FF

FF

```
STAMSON 5.0        NORMAL REPORT        Date: 30-01-2026 15:11:55
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename:                       Time Period: Day/Night 16/8 hours
Description: building f unit 10 to 12 indoor


Road data, segment # 1: spratt road (day/night)
----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: spratt road (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  :  21.50 / 21.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: spratt road (day)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 65.58 + 0.00) = 65.58 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.48  69.03   0.00  -2.31  -1.14   0.00   0.00   0.00  65.58
-------------------------------------------------------------------------------

Segment Leq : 65.58 dBA

Total Leq All Segments: 65.58 dBA

FF
Results segment # 1: spratt road (night)
-----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 57.98 + 0.00) = 57.98 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.48  61.43   0.00  -2.31  -1.14   0.00   0.00   0.00  57.98
-------------------------------------------------------------------------------

Segment Leq : 57.98 dBA
```

Total Leq All Segments: 57.98 dBA

FF

TOTAL Leq FROM ALL SOURCES (DAY): 65.58
(NIGHT): 57.98

FF

FF

```
STAMSON 5.0        NORMAL REPORT        Date: 30-01-2026 15:12:33
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename:                       Time Period: Day/Night 16/8 hours
Description: building g unit 10 to 12 indoor


Road data, segment # 1: spratt road (day/night)
----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: spratt road (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  :  22.00 / 22.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: spratt road (day)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 65.43 + 0.00) = 65.43 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.48  69.03   0.00  -2.46  -1.14   0.00   0.00   0.00  65.43
-------------------------------------------------------------------------------

Segment Leq : 65.43 dBA

Total Leq All Segments: 65.43 dBA

FF
Results segment # 1: spratt road (night)
-----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 57.83 + 0.00) = 57.83 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -90     90   0.48  61.43   0.00  -2.46  -1.14   0.00   0.00   0.00  57.83
-------------------------------------------------------------------------------

Segment Leq : 57.83 dBA

```

Total Leq All Segments: 57.83 dBA

FF

TOTAL Leq FROM ALL SOURCES (DAY): 65.43
(NIGHT): 57.83

FF

FF

```
STAMSON 5.0        NORMAL REPORT        Date: 30-01-2026 15:44:37
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: bh1t3.te             Time Period: Day/Night 16/8 hours
Description: building h unit 1 to 3 indoor


Road data, segment # 1: spratt 1 (day/night)
-------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: spratt 1 (day/night)
-------------------------------------------
Angle1   Angle2           : -15.00 deg   55.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  85.50 / 85.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: spratt 1 (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 53.46 + 0.00) = 53.46 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -15     55   0.48  69.03   0.00 -11.19  -4.37   0.00   0.00   0.00  53.46
-------------------------------------------------------------------------------

Segment Leq : 53.46 dBA

Total Leq All Segments: 53.46 dBA

FF
Results segment # 1: spratt 1 (night)
-------------------------------------

Source height = 1.50 m

ROAD (0.00 + 45.86 + 0.00) = 45.86 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -15     55   0.48  61.43   0.00 -11.19  -4.37   0.00   0.00   0.00  45.86
-------------------------------------------------------------------------------

Segment Leq : 45.86 dBA
```

```
Total Leq All Segments: 45.86 dBA

FF
RT/Custom data, segment # 1: brt (day/night)
-----------------------------------------
1 - Custom (87.0 dBA):
Traffic volume    :   444/156   veh/TimePeriod
Speed             :    80 km/h

Data for Segment # 1: brt (day/night)
-------------------------------------
Angle1   Angle2           : -20.00 deg   60.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  84.50 / 84.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: brt (day)
------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 54.43 + 0.00) = 54.43 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -20     60   0.45  69.16 -10.91  -3.82   0.00   0.00   0.00  54.43
-------------------------------------------------------------------------

Segment Leq : 54.43 dBA

Total Leq All Segments: 54.43 dBA

FF
Results segment # 1: brt (night)
--------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 52.90 + 0.00) = 52.90 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -20     60   0.45  67.63 -10.91  -3.82   0.00   0.00   0.00  52.90
-------------------------------------------------------------------------

Segment Leq : 52.90 dBA

Total Leq All Segments: 52.90 dBA

FF



TOTAL Leq FROM ALL SOURCES (DAY): 56.98
                           (NIGHT): 53.68
FF
FF
```

```
STAMSON 5.0        NORMAL REPORT        Date: 30-01-2026 15:36:25
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: bh4t6.te             Time Period: Day/Night 16/8 hours
Description: building h unit 4 to 6 indoor


Road data, segment # 1: spratt road (day/night)
-----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: spratt road (day/night)
---------------------------------------------
Angle1   Angle2           : -10.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  77.50 / 77.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: spratt road (day)
---------------------------------------

Source height = 1.50 m

ROAD (0.00 + 54.91 + 0.00) = 54.91 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -10     90   0.48  69.03   0.00 -10.56  -3.56   0.00   0.00   0.00  54.91
-------------------------------------------------------------------------------

Segment Leq : 54.91 dBA

Total Leq All Segments: 54.91 dBA

FF
Results segment # 1: spratt road (night)
-----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 47.31 + 0.00) = 47.31 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -10     90   0.48  61.43   0.00 -10.56  -3.56   0.00   0.00   0.00  47.31
-------------------------------------------------------------------------------

Segment Leq : 47.31 dBA
```

```
Total Leq All Segments: 47.31 dBA

FF
RT/Custom data, segment # 1: brt (day/night)
-----------------------------------------
1 - Custom (87.0 dBA):
Traffic volume    :   444/156   veh/TimePeriod
Speed             :    80 km/h

Data for Segment # 1: brt (day/night)
-------------------------------------
Angle1   Angle2           : -80.00 deg   -45.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  88.00 / 88.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
RT/Custom data, segment # 2: brt2 (day/night)
---------------------------------------------
1 - Custom (87.0 dBA):
Traffic volume    :   444/156   veh/TimePeriod
Speed             :    80 km/h

Data for Segment # 2: brt2 (day/night)
--------------------------------------
Angle1   Angle2           : -20.00 deg   50.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  88.00 / 88.00  m
Receiver height           :   7.50 / 4.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: brt (day)
------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 49.27 + 0.00) = 49.27 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -80    -45   0.45  69.16 -11.16  -8.73   0.00   0.00   0.00  49.27
-------------------------------------------------------------------------

Segment Leq : 49.27 dBA

FF
Results segment # 2: brt2 (day)
-------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 53.70 + 0.00) = 53.70 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -20     50   0.45  69.16 -11.16  -4.30   0.00   0.00   0.00  53.70
-------------------------------------------------------------------------

Segment Leq : 53.70 dBA
```

Total Leq All Segments: 55.04 dBA

FF

Results segment # 1: brt (night)

Source height = 2.40 m

RT/Custom (0.00 + 47.73 + 0.00) = 47.73 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-80	-45	0.45	67.63	-11.16	-8.73	0.00	0.00	0.00	47.73

Segment Leq : 47.73 dBA

FF

Results segment # 2: brt2 (night)

Source height = 2.40 m

RT/Custom (0.00 + 51.43 + 0.00) = 51.43 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-20	50	0.54	67.63	-11.86	-4.34	0.00	0.00	0.00	51.43

Segment Leq : 51.43 dBA

Total Leq All Segments: 52.97 dBA

FF

TOTAL Leq FROM ALL SOURCES (DAY): 57.98
(NIGHT): 54.02

FF

FF

```
STAMSON 5.0        NORMAL REPORT        Date: 30-01-2026 15:33:58
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: bh7t9.te             Time Period: Day/Night 16/8 hours
Description: building h unit 7 to 9 indoor


Road data, segment # 1: spratt road (day/night)
-----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: spratt road (day/night)
---------------------------------------------
Angle1   Angle2           : -10.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  69.50 / 69.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: spratt road (day)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 55.61 + 0.00) = 55.61 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -10     90   0.48  69.03   0.00  -9.86  -3.56   0.00   0.00   0.00  55.61
-------------------------------------------------------------------------------

Segment Leq : 55.61 dBA

Total Leq All Segments: 55.61 dBA

FF
Results segment # 1: spratt road (night)
----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 48.01 + 0.00) = 48.01 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -10     90   0.48  61.43   0.00  -9.86  -3.56   0.00   0.00   0.00  48.01
-------------------------------------------------------------------------------

Segment Leq : 48.01 dBA
```

```
Total Leq All Segments: 48.01 dBA

FF
RT/Custom data, segment # 1: brt (day/night)
-----------------------------------------
1 - Custom (87.0 dBA):
Traffic volume    :   444/156   veh/TimePeriod
Speed             :    80 km/h

Data for Segment # 1: brt (day/night)
-------------------------------------
Angle1   Angle2           : -90.00 deg   -30.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  92.00 / 92.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
RT/Custom data, segment # 2: brt2 (day/night)
-----------------------------------------
1 - Custom (87.0 dBA):
Traffic volume    :   444/0     veh/TimePeriod
Speed             :    80 km/h

Data for Segment # 2: brt2 (day/night)
--------------------------------------
Angle1   Angle2           : -10.00 deg   55.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  92.00 / 92.00  m
Receiver height           :   7.50 / 4.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: brt (day)
------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 51.26 + 0.00) = 51.26 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90    -30   0.45  69.16 -11.45  -6.46   0.00   0.00   0.00  51.26
-------------------------------------------------------------------------

Segment Leq : 51.26 dBA

FF
Results segment # 2: brt2 (day)
-------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 53.02 + 0.00) = 53.02 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -10     55   0.45  69.16 -11.45  -4.70   0.00   0.00   0.00  53.02
-------------------------------------------------------------------------

Segment Leq : 53.02 dBA
```

Total Leq All Segments: 55.24 dBA

FF

Results segment # 1: brt (night)

Source height = 2.40 m

RT/Custom (0.00 + 49.73 + 0.00) = 49.73 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-30	0.45	67.63	-11.45	-6.46	0.00	0.00	0.00	49.73

Segment Leq : 49.73 dBA

FF

Results segment # 2: brt2 (night)

Source height = 2.40 m

RT/Custom (0.00 + -16.90 + 0.00) = 0.00 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-10	55	0.54	0.00	-12.15	-4.75	0.00	0.00	0.00	-16.90

Segment Leq : 0.00 dBA

Total Leq All Segments: 49.73 dBA

FF

TOTAL Leq FROM ALL SOURCES (DAY): 58.44
(NIGHT): 51.96

FF

FF

```
STAMSON 5.0        NORMAL REPORT        Date: 30-01-2026 15:32:10
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: bh10t12.te           Time Period: Day/Night 16/8 hours
Description: building h units 10 to 12 indoorg


Road data, segment # 1: spratt 1 (day/night)
-------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: spratt 1 (day/night)
-------------------------------------------
Angle1   Angle2           : -10.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  61.50 / 61.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: spratt 1 (day)
-----------------------------------

Source height = 1.50 m

ROAD (0.00 + 56.39 + 0.00) = 56.39 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -10     90   0.48  69.03   0.00  -9.07  -3.56   0.00   0.00   0.00  56.39
-------------------------------------------------------------------------------

Segment Leq : 56.39 dBA

Total Leq All Segments: 56.39 dBA

FF
Results segment # 1: spratt 1 (night)
-------------------------------------

Source height = 1.50 m

ROAD (0.00 + 48.79 + 0.00) = 48.79 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -10     90   0.48  61.43   0.00  -9.07  -3.56   0.00   0.00   0.00  48.79
-------------------------------------------------------------------------------

Segment Leq : 48.79 dBA
```

```
Total Leq All Segments: 48.79 dBA

FF
RT/Custom data, segment # 1: brt (day/night)
-----------------------------------------
1 - Custom (87.0 dBA):
Traffic volume    :   444/156   veh/TimePeriod
Speed             :    80 km/h

Data for Segment # 1: brt (day/night)
-------------------------------------
Angle1   Angle2           : -90.00 deg   70.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  96.50 / 96.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: brt (day)
------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 56.06 + 0.00) = 56.06 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90     70   0.45  69.16 -11.75  -1.36   0.00   0.00   0.00  56.06
-------------------------------------------------------------------------

Segment Leq : 56.06 dBA

Total Leq All Segments: 56.06 dBA

FF
Results segment # 1: brt (night)
--------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 54.53 + 0.00) = 54.53 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90     70   0.45  67.63 -11.75  -1.36   0.00   0.00   0.00  54.53
-------------------------------------------------------------------------

Segment Leq : 54.53 dBA

Total Leq All Segments: 54.53 dBA

FF



TOTAL Leq FROM ALL SOURCES (DAY): 59.24
                           (NIGHT): 55.56
FF
FF
```

```
STAMSON 5.0        NORMAL REPORT        Date: 06-01-2026 12:05:57
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: brt2.te              Time Period: Day/Night 16/8 hours
Description: building j unit 1-3 indoor


RT/Custom data, segment # 1: brt (day/night)
-------------------------------------------
1 - Custom (87.0 dBA):
Traffic volume    :   444/156   veh/TimePeriod
Speed             :    80 km/h

Data for Segment # 1: brt (day/night)
-------------------------------------
Angle1   Angle2           : -75.00 deg   30.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  58.00 / 58.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: brt (day)
------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 57.80 + 0.00) = 57.80 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -75     30   0.45  69.16  -8.53  -2.83   0.00   0.00   0.00  57.80
-------------------------------------------------------------------------

Segment Leq : 57.80 dBA

Total Leq All Segments: 57.80 dBA

FF
Results segment # 1: brt (night)
--------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 56.27 + 0.00) = 56.27 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -75     30   0.45  67.63  -8.53  -2.83   0.00   0.00   0.00  56.27
-------------------------------------------------------------------------

Segment Leq : 56.27 dBA

Total Leq All Segments: 56.27 dBA

FF



TOTAL Leq FROM ALL SOURCES (DAY): 57.80
                           (NIGHT): 56.27
FF
FF
```

```
STAMSON 5.0        NORMAL REPORT        Date: 06-01-2026 12:06:31
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: brt2.te              Time Period: Day/Night 16/8 hours
Description: building j unit 4-6 indoor


RT/Custom data, segment # 1: brt (day/night)
-------------------------------------------
1 - Custom (87.0 dBA):
Traffic volume    :   444/156   veh/TimePeriod
Speed             :    80 km/h

Data for Segment # 1: brt (day/night)
-------------------------------------
Angle1   Angle2           : -65.00 deg   35.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  62.50 / 62.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: brt (day)
------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 57.26 + 0.00) = 57.26 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -65     35   0.45  69.16  -9.01  -2.90   0.00   0.00   0.00  57.26
-------------------------------------------------------------------------

Segment Leq : 57.26 dBA

Total Leq All Segments: 57.26 dBA

FF
Results segment # 1: brt (night)
--------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 55.73 + 0.00) = 55.73 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -65     35   0.45  67.63  -9.01  -2.90   0.00   0.00   0.00  55.73
-------------------------------------------------------------------------

Segment Leq : 55.73 dBA

Total Leq All Segments: 55.73 dBA

FF



TOTAL Leq FROM ALL SOURCES (DAY): 57.26
                           (NIGHT): 55.73
FF
FF
```

```
STAMSON 5.0        NORMAL REPORT        Date: 06-01-2026 12:07:05
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: brt2.te              Time Period: Day/Night 16/8 hours
Description: building j unit 7-9 indoor


RT/Custom data, segment # 1: brt (day/night)
-------------------------------------------
1 - Custom (87.0 dBA):
Traffic volume    :   444/156   veh/TimePeriod
Speed             :    80 km/h

Data for Segment # 1: brt (day/night)
-------------------------------------
Angle1   Angle2           : -60.00 deg   40.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  66.50 / 66.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: brt (day)
------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 56.91 + 0.00) = 56.91 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -60     40   0.45  69.16  -9.40  -2.85   0.00   0.00   0.00  56.91
-------------------------------------------------------------------------

Segment Leq : 56.91 dBA

Total Leq All Segments: 56.91 dBA

FF
Results segment # 1: brt (night)
--------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 55.38 + 0.00) = 55.38 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -60     40   0.45  67.63  -9.40  -2.85   0.00   0.00   0.00  55.38
-------------------------------------------------------------------------

Segment Leq : 55.38 dBA

Total Leq All Segments: 55.38 dBA

FF



TOTAL Leq FROM ALL SOURCES (DAY): 56.91
                           (NIGHT): 55.38
FF
FF
```

```
STAMSON 5.0        NORMAL REPORT        Date: 06-01-2026 12:07:35
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: brt2.te              Time Period: Day/Night 16/8 hours
Description: building j unit 10-12 indoor


RT/Custom data, segment # 1: brt (day/night)
-------------------------------------------
1 - Custom (87.0 dBA):
Traffic volume    :   444/156   veh/TimePeriod
Speed             :    80 km/h

Data for Segment # 1: brt (day/night)
-------------------------------------
Angle1   Angle2           : -55.00 deg   45.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  71.00 / 71.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: brt (day)
------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 56.53 + 0.00) = 56.53 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -55     45   0.45  69.16  -9.81  -2.83   0.00   0.00   0.00  56.53
-------------------------------------------------------------------------

Segment Leq : 56.53 dBA

Total Leq All Segments: 56.53 dBA

FF
Results segment # 1: brt (night)
--------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 54.99 + 0.00) = 54.99 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -55     45   0.45  67.63  -9.81  -2.83   0.00   0.00   0.00  54.99
-------------------------------------------------------------------------

Segment Leq : 54.99 dBA

Total Leq All Segments: 54.99 dBA

FF



TOTAL Leq FROM ALL SOURCES (DAY): 56.53
                           (NIGHT): 54.99
FF
FF
```

```
STAMSON 5.0        COMPREHENSIVE REPORT        Date: 06-01-2026 12:22:39
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: brt2.te              Time Period: Day/Night 16/8 hours
Description: building k unit 1-3 indoor


Road data, segment # 1: spratt road (day/night)
----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: spratt road (day/night)
---------------------------------------------
Angle1   Angle2           : -50.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  65.00 / 65.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Segment # 1: spratt road (day)
------------------------------

Source height = 1.50 m

ROAD (0.00 + 57.70 + 0.00) = 57.70 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -50     90   0.48  69.03   0.00  -9.43  -1.90   0.00   0.00   0.00  57.70
-------------------------------------------------------------------------------

Segment Leq : 57.70 dBA

Total Leq All Segments: 57.70 dBA

FF
Segment # 1: spratt road (night)
--------------------------------

Source height = 1.50 m

ROAD (0.00 + 50.10 + 0.00) = 50.10 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
   -50     90   0.48  61.43   0.00  -9.43  -1.90   0.00   0.00   0.00  50.10
-------------------------------------------------------------------------------

Segment Leq : 50.10 dBA
```

```
Total Leq All Segments: 50.10 dBA

FF
RT/Custom data, segment # 1: brt (day/night)
-----------------------------------------
1 - Custom (87.0 dBA):
Traffic volume    :   444/156   veh/TimePeriod
Speed             :    80 km/h

Data for Segment # 1: brt (day/night)
-------------------------------------
Angle1   Angle2           : -90.00 deg   -65.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  54.50 / 54.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Segment # 1: brt (day)
----------------------

Source height = 2.40 m

RT/Custom (0.00 + 49.17 + 0.00) = 49.17 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90    -65   0.45  69.16  -8.14 -11.85   0.00   0.00   0.00  49.17
-------------------------------------------------------------------------

Segment Leq : 49.17 dBA

Total Leq All Segments: 49.17 dBA

FF
Segment # 1: brt (night)
------------------------

Source height = 2.40 m

RT/Custom (0.00 + 47.64 + 0.00) = 47.64 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90    -65   0.45  67.63  -8.14 -11.85   0.00   0.00   0.00  47.64
-------------------------------------------------------------------------

Segment Leq : 47.64 dBA

Total Leq All Segments: 47.64 dBA

FF



TOTAL Leq FROM ALL SOURCES (DAY): 58.27
                           (NIGHT): 52.05
FF
FF
```

```
STAMSON 5.0        NORMAL REPORT        Date: 06-01-2026 12:09:06
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: brt2.te              Time Period: Day/Night 16/8 hours
Description: building k unit 4-6 indoor


RT/Custom data, segment # 1: brt (day/night)
-------------------------------------------
1 - Custom (87.0 dBA):
Traffic volume    :   444/156   veh/TimePeriod
Speed             :    80 km/h

Data for Segment # 1: brt (day/night)
-------------------------------------
Angle1   Angle2           : -20.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  42.00 / 42.00  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: brt (day)
------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 59.65 + 0.00) = 59.65 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -20     90   0.45  69.16  -6.50  -3.02   0.00   0.00   0.00  59.65
-------------------------------------------------------------------------

Segment Leq : 59.65 dBA

Total Leq All Segments: 59.65 dBA

FF
Results segment # 1: brt (night)
--------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 58.12 + 0.00) = 58.12 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -20     90   0.45  67.63  -6.50  -3.02   0.00   0.00   0.00  58.12
-------------------------------------------------------------------------

Segment Leq : 58.12 dBA

Total Leq All Segments: 58.12 dBA

FF



TOTAL Leq FROM ALL SOURCES (DAY): 59.65
                           (NIGHT): 58.12
FF
FF
```

```
STAMSON 5.0        NORMAL REPORT        Date: 06-01-2026 12:09:41
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: brt2.te              Time Period: Day/Night 16/8 hours
Description: building k unit 7-9 indoor


RT/Custom data, segment # 1: brt (day/night)
-------------------------------------------
1 - Custom (87.0 dBA):
Traffic volume    :   444/156   veh/TimePeriod
Speed             :    80 km/h

Data for Segment # 1: brt (day/night)
-------------------------------------
Angle1   Angle2           : -20.00 deg   90.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      0 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  :  34.50 / 34.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: brt (day)
------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 60.89 + 0.00) = 60.89 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -20     90   0.45  69.16  -5.26  -3.02   0.00   0.00   0.00  60.89
-------------------------------------------------------------------------

Segment Leq : 60.89 dBA

Total Leq All Segments: 60.89 dBA

FF
Results segment # 1: brt (night)
--------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 59.36 + 0.00) = 59.36 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -20     90   0.45  67.63  -5.26  -3.02   0.00   0.00   0.00  59.36
-------------------------------------------------------------------------

Segment Leq : 59.36 dBA

Total Leq All Segments: 59.36 dBA

FF



TOTAL Leq FROM ALL SOURCES (DAY): 60.89
                           (NIGHT): 59.36
FF
FF
```

```
STAMSON 5.0        NORMAL REPORT        Date: 06-01-2026 13:08:13
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: brt2.te              Time Period: Day/Night 16/8 hours
Description: building k 10-12 indoor


Road data, segment # 1: spratt road (day/night)
-----------------------------------------------
Car traffic volume  :  9715/845   veh/TimePeriod  *
Medium truck volume :   773/67    veh/TimePeriod  *
Heavy truck volume  :   552/48    veh/TimePeriod  *
Posted speed limit  :    60 km/h
Road gradient       :     1 %
Road pavement       :     1 (Typical asphalt or concrete)

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

    24 hr Traffic Volume (AADT or SADT):  12000
    Percentage of Annual Growth        :   0.00
    Number of Years of Growth          :   0.00
    Medium Truck % of Total Volume     :   7.00
    Heavy Truck  % of Total Volume     :   5.00
    Day (16 hrs) % of Total Volume     :  92.00

Data for Segment # 1: spratt road (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  :  78.50 / 78.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: spratt road (day)
--------------------------------------

Source height = 1.50 m

ROAD (0.00 + 54.24 + 0.00) = 54.24 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
     0     90   0.48  69.03   0.00 -10.64  -4.15   0.00   0.00   0.00  54.24
-------------------------------------------------------------------------------

Segment Leq : 54.24 dBA

Total Leq All Segments: 54.24 dBA

FF
Results segment # 1: spratt road (night)
----------------------------------------

Source height = 1.50 m

ROAD (0.00 + 46.64 + 0.00) = 46.64 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------------
     0     90   0.48  61.43   0.00 -10.64  -4.15   0.00   0.00   0.00  46.64
-------------------------------------------------------------------------------

Segment Leq : 46.64 dBA
```

```
Total Leq All Segments: 46.64 dBA

FF
RT/Custom data, segment # 1: brt (day/night)
-----------------------------------------
1 - Custom (87.0 dBA):
Traffic volume    :   444/156   veh/TimePeriod
Speed             :    80 km/h

Data for Segment # 1: brt (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  :  26.50 / 31.50  m
Receiver height           :   7.50 / 7.50   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00

FF
Results segment # 1: brt (day)
------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 64.49 + 0.00) = 64.49 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90     90   0.45  69.16  -3.59  -1.09   0.00   0.00   0.00  64.49
-------------------------------------------------------------------------

Segment Leq : 64.49 dBA

Total Leq All Segments: 64.49 dBA

FF
Results segment # 1: brt (night)
--------------------------------

Source height = 2.40 m

RT/Custom (0.00 + 61.86 + 0.00) = 61.86 dBA
Angle1 Angle2  Alpha RefLeq  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
-------------------------------------------------------------------------
   -90     90   0.45  67.63  -4.68  -1.09   0.00   0.00   0.00  61.86
-------------------------------------------------------------------------

Segment Leq : 61.86 dBA

Total Leq All Segments: 61.86 dBA

FF



TOTAL Leq FROM ALL SOURCES (DAY): 64.88
                           (NIGHT): 61.99
FF
FF

```

Noise Calculations – Outdoor Living Area (OLA)

STAMSON 5.0 NORMAL REPORT Date: 30-01-2026 16:16:09
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: ola.te Time Period: Day/Night 16/8 hours
Description: ola

RT/Custom data, segment # 1: brt (day/night)
---
1 - Custom (87.0 dBA):
Traffic volume : 444/156 veh/TimePeriod
Speed : 80 km/h

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

Angle1 Angle2 : -65.00 deg 80.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 42.50 / 42.50 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: brt (day)

Source height = 2.40 m

RT/Custom (0.00 + 59.98 + 0.00) = 59.98 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-65	80	0.63	69.16	-7.39	-1.80	0.00	0.00	0.00	59.98

Segment Leq : 59.98 dBA

Total Leq All Segments: 59.98 dBA

Results segment # 1: brt (night)

Source height = 2.40 m

RT/Custom (0.00 + 58.45 + 0.00) = 58.45 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-65	80	0.63	67.63	-7.39	-1.80	0.00	0.00	0.00	58.45

Segment Leq : 58.45 dBA

Total Leq All Segments: 58.45 dBA

♠

TOTAL Leq FROM ALL SOURCES (DAY): 59.98
(NIGHT): 58.45

♠
♠

Appendix C
Architectural Drawings

IRON VALLEY II - TERRACE HOMES

5331 FERNBANK ROAD, OTTAWA, ON

RLA PROJECT #: 2033

ISSUED FOR REVISED SITE PLAN CONTROL APP.

251117

ARCHITECTURAL

RLA ARCHITECTURE
56 BEECH ST
OTTAWA, ON K1S 3J6
613-724-9932

ARCHITECTURAL	
Sheet Number	**Sheet Name**

ELECTRICAL

QM&E ENGINEERING
9 GURDWARA RD, SUITE 200
NEPEAN K2E 7X6
(613) 366-4763

ELECTRICAL	
Sheet Number	**Sheet Name**
E001	SHEET TITLE

MECHANICAL

QM&E ENGINEERING
9 GURDWARA RD, SUITE 200
NEPEAN K2E 7X6
(613) 366-4763

MECHANICAL	
Sheet Number	**Sheet Name**
M.01	SHEET TITLE

STRUCTURAL

ADJELEIAN ALLEN RUBELI LTD.
75 ALBERT STREET, SUITE 1005
OTTAWA K1P 5E7
(613) 232-5786

STRUCTURAL	
Sheet Number	**Sheet Name**
S001	SHEET TITLE

CIVIL

COMPANY NAME
ADDRESS
CITY POSTAL CODE
PHONE NUMBER

CIVIL	
Sheet Number	**Sheet Name**
EC-1	EROSION CONTROL PLAN
EX-1	EXISTING CONDITIONS PLAN
GP-1	GRADING PLAN
SSP-1	SITE SERVICING PLAN
SWM-1	STORMWATER MANAGEMENT PLAN

LANDSCAPE

COMPANY NAME
ADDRESS
CITY POSTAL CODE
PHONE NUMBER

LANDSCAPE	
Sheet Number	**Sheet Name**
L001	SHEET TITLE

PAPER SIZE: ISO Full Bleed B1 (707.00 x 1000.00 MM)

PLOT SCALE: 1:1

C:\Users\jdurand\OneDrive - Roderick Lahey Architect Inc\Documents\2033 Spratt Zen 250922_R24_jdurandPFWWY.rvt

PLOT DATE: 2025-11-27 1:56:25 PM

ONTARIO BUILDING CODE DATA MATRIX PART 3 / 9

			OBC REFERENCE	
			All references are to Division B of the OBC unless preceded by [A] for Division A or [C] for Division C	
00	Building Code Version: O. Reg. 203/24	Last Amendment: N/A		
01	Project Type	■ New ☐ Addition ☐ Renovation ☐ Change of Use ☐ Addition & Renovation	☐ Part 3 [A] 1.3.3.2.	■ Part 9 [A] 1.3.3.3.
02	Major Occupancy Classification	Occupancy: GROUP C Use: RESIDENTIAL	3.1.2.	9.10.2.
03	Superimposed Major Occupancy	■ No ☐ Yes ■ N/A	3.2.2.7.	9.10.2.3.
04	Building Area (m²)	Total: 419.72 m²	[A] 1.4.1.2.	[A] 1.4.1.2.
05	Gross Area (m²)	Description: BASEMENT = 418 m²; 1st FLOOR = 419 m²; 2nd FLOOR = 417 m²	[A] 1.4.1.2.	[A] 1.4.1.2.
06	Mezzanine Area (m²)	Total: 0 m²	3.2.1.1.	9.10.4.1.
07	Building Height	2 Storeys Above Grade; 1 Storeys Below Grade	[A] 1.4.1.2. & 3.2.1.1.	[A] 1.4.1.2. & 9.10.4.
08	High Building	■ No ☐ Yes	3.2.6.	N/A
09	Number of Streets / Firefighter Access	1 Street(s)	3.2.2.10. & 3.2.5.	9.10.4.20
10	Building Classification	3.2.2.54 GROUP C - UP TO 3 STOREYS	3.2.2.20. - 93.	N/A
11	Sprinkler System	☐ Required ■ Not Required Proposed: ☐ Entire Building ☐ Selected Compartments ☐ Selected Floor Areas ☐ Basement ☐ In Lieu of Roof Rating ☐ None	3.2.1.5. & 3.2.2.18., 21., .22., .29., 3.2.4.1., 3.2.4.9., 3.2.4.15, & 3.2.5.12. -.14.	9.10.8.2. -.4. & 3.2.4.7.(4)
12	Standpipe System	☐ Required ■ Not Required	3.2.5.8. -.11.	N/A
13	Fire Alarm System	☐ Required ■ Not Required Proposed: ☐ Single Stage ☐ Two Stage ☐ None ☐ Not Applicable	3.2.4.	9.10.18.
14	Water Service / Supply is Adequate	☐ No ■ Yes	3.2.5.7.	9.31.3.
15	Construction Type	Restriction: ☐ Combustible Permitted ■ Non-Combustible Required Actual: ☐ Combustible ■ Non-Combustible ☐ Combination Heavy Timber: ■ No ☐ Yes	3.2.2.20. - 93. & 3.1.6. 3.1.4.6. -.7. & 3.2.2.16.	9.10.6., 3.1.5., & 3.1.4.7.
16	Occupant Load	Level / Area — Type — Based On — Occupant Load (Persons) BASEMENT — residential — 2 persons/bedroom — 8 bedrooms = 16 persons 1st FLOOR — residential — 2 persons/bedroom — 8 bedrooms = 16 persons 2nd FLOOR — residential — 2 persons/bedroom — 8 bedrooms = 16 persons **TOTAL OCCUPANT LOAD: 48 Persons (Residential)**	3.1.17	9.9.1.3. & Table 3.1.17.1
17	Barrier-free Design	■ No ☐ Yes Explanation:	3.8	9.5.2 & 3.8.
18	Hazardous Substances	■ No ☐ Yes Explanation:	3.3.1.2.	9.10.1.3.
19	Required Fire Resistance Ratings	Horizontal Assembly — Rating — Supporting Assembly — Non-Combustible in Lieu Floors Over Basement — 45m — 45m — ■ No ☐ Yes ☐ N/A Floors — 45m — 45m — ■ No ☐ Yes ☐ N/A Roof — N/A — N/A — ☐ No ☐ Yes ■ N/A	3.2.2.20. -.93. & 3.2.1.2. & 3.2.1.4. & 3.2.2.15. & 3.3.2.1.	9.10.8. & 9.10.11.

20 **Spatial Separation - Construction of Exterior Walls** — 3.2.3. Table 3.2.3.D

Exposed Building Face (EBF)	Area of EBF (m²)	Lim. Dist. (m)	Permitted % of Unprotected Openings	Actual % of Openings	Actual % of Unprotected Openings	Actual % of Protected Openings	FRR (Hours)	Listed Design or Description	Noncomb. Const. Req'd.	Noncomb. Clad. Req'd.
NORTH ELEVATION										
	254.1 m²	9m	27%	24.75%	24.75%	0%	45m		☐	☐
EAST ELEVATION										
	102.13m²	1.5m	7%	5.86%	5.86%	0%	45m		☐	☐
SOUTH ELEVATION										
	272.61 m²	10m	32%	28.37%	28.37%	0%	45m		☐	☐
WEST ELEVATION										
	98.51	1.5m	7%	0.59%	0.59%	0%	45m		☐	☐

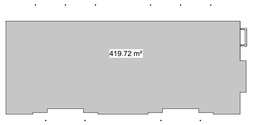
21 Notes: -

GENERAL NOTES

1. ALL ENTRY CLOSETS TO RECEIVE 1 ROD & SHELF. ALL BEDROOM CLOSETS TO RECEIVE 2 RODS & 1 SHELF. ALL LINENS TO RECEIVE 5 SHELVES.
2. STRUCTURE LOCATED IN FLOOR ASSEMBLY MAY VARY DUE TO FINAL JOIST LAYOUT. STRUCTURE LOCATED IN ROOF ASSEMBLY MAY VARY DUE TO FINAL TRUSS LAYOUT. FINAL LOCATIONS AND LAYOUTS TO BE CONFIRMED BY MANUFACTURER'S SHOP DRAWINGS.
3. ALL WINDOWS & DOORS TO BE FOAMED IN PLACE WITH LOW-EXPANDING POLYURETHANE FOAM INSULATION
4. ALL STAIR STRINGERS TO INCLUDE A 15mm AIR SPACE BETWEEN ADJACENT ASSEMBLY. TO BE RESERVED FOR ACOUSTIC SEALANTS AND FIRE/SMOKE CAULKS AS PER DRAWINGS AND SPECIFICATIONS.
5. STONE & BRICK MASONRY TO OVERHANG SUPPORTING FOUNDATION BY 15mm U.N.O.
6. THROUGH-WALL FLASHINGS TO BE LAPPED BENEATH BUILDING PAPER, ALL JOINTS TO BE TAPED & SEALED
7. ALL EXPOSED STEEL TO RECEIVE CORROSION RESISTANT PAINT, COMPATIBLE PRIMER, AND FINISHING COAT
8. SUPPLY AND INSTALL COMBINED c02/STROBE TYPE SMOKE DETECTORS AS PER O.B.C. 9.10.19. REQUIREMENTS - SEE PLAN FOR GENERAL LOCATIONS, EXACT LOCATIONS TO BE CONFIRMED ON SITE.
9. ALL INTERIOR DIMENSIONS TAKEN FROM FINISHED FACE
10. ALL EXTERIOR DIMENSIONS TAKEN FROM FACE OF STUDS, CONCRETE, OR GRIDLINES.
11. ALL INTERIOR PARTITION WALLS TO BE WALL TYPE P4 U.N.O.
12. ALL GUARDS AND HANDRAILS TO BE INSTALLED IN ACCORDANCE WITH O.B.C. 9.8.7. AND 9.8.8. MANUFACTURER TO PROVIDE SHOP DRAWINGS c/w CONNECTION DETAILS FOR ARCHITECT'S REVIEW PRIOR TO FABRICATION.
13. FINISH FLOORING TO BE CARPET OR LAMINATE FLOORING IN ALL DRY LIVING SPACES. CERAMIC TILE IN ALL WET AREAS, AND SHEET VINYL IN M&E CLOSETS.
14. ALL WASHING MACHINES TO BE c/w GALVANIZED METAL PAN AND DRAIN. WASHERS LOCATED AT BASEMENT LEVEL TO BE LOCATED ABOVE A FLOOR DRAIN.
15. ALL AIR/VAPOUR BARRIERS TO BE CONTINUOUS, LAPPED, TAPED, AND SEALED AROUND DOOR & WINDOW OPENINGS
16. PROVIDE DRAINAGE TILE AT PERIMETER OF FOUNDATION WALL

NOTATION SYMBOLS:

- ## — INDICATES DRAWING NOTES, LISTED ON EACH SHEET
- F## — INDICATES ASSEMBLY TYPE; REFER TO TYPICAL ASSEMBLIES SCHEDULE
- ### — INDICATES DOOR TYPE
- WXX — INDICATES WINDOW TYPE
- X — INDICATES GRID NUMBER
- ROOM NAME / 101 / 150 SF — INDICATES ROOM NAME, NUMBER, & AREA
- Ref / A### — INDICATES BUILDING SECTION
- 1 / A101 Ref — INDICATES FLOOR PLAN, WALL SECTION, AND DETAIL CALLOUTS
- INDICATES SPOT ELEVATIONS
- DETAIL NUMBER / DETAIL REFERENCE PAGE / DETAIL CALLOUT LOCATION — 1 / A### View Name / View Scale — Ref: # / A###



BUILDING AREA

TYPICAL DRAWING HATCHES:

ALUMINUM, BACKFILL, CONCRETE, FIBREBOARD, GRASS, GYPSUM BOARD (SECTION), INSULATION (EXPANDABLE FOAM), INSULATION (SEMI-RIGID), INSULATION (RIGID), LEVELLING BED (GRAVEL), LEVELLING BED (SAND), MASONRY (CONCRETE BLOCK), MASONRY (BRICK), MASONRY (STONE), PLYWOOD, ROCK, SOIL (DISTURBED), SOIL (UNDISTURBED), STEEL, WOOD

DETAIL ITEM LINES:

- WEEPING TILE
- TO BE USED **ONLY** IN DETAILS, IF REQ'D:
- 2 HOUR REQ'D FIRE RESISTANCE RATING
- 1.5 HOUR REQ'D FIRE RESISTANCE RATING
- 1HOUR REQ'D FIRE RESISTANCE RATING
- 0.45 HOUR REQ'D FIRE RESISTANCE RATING

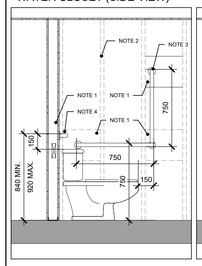
GRAB-BAR REINFORCING:

REQUIRED REINFORCEMENT FOR GRAB BARS (OBC 3.3.4.9.):
IF GRAB BARS ARE NOT INSTALLED IN THE MAIN BATHROOM OF A RESIDENTIAL SUITE AT THE TIME OF CONSTRUCTION, BLOCKING SHALL BE INSTALLED BEHIND AND BESIDE THE WATER CLOSET AND WITHIN THE BATHTUB / SHOWER TO PERMIT THE FUTURE INSTALLATION OF GRAB BARS.

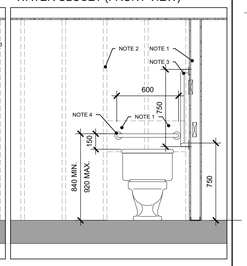
GRAB BARS REQUIREMENTS (OBC 3.8.3.8.(7)):
A GRAB BAR SHALL:
a. BE INSTALLED TO RESIST A LOAD OF AT LEAST 1.3 kN APPLIED VERTICALLY OR HORIZONTALLY,
b. BE NOT LESS THAN 30 mm AND NOT MORE THAN 40 mm IN DIAMETER,
c. HAVE A CLEARANCE OF NOT LESS THAN 38 mm AND NOT MORE THAN 50 mm FROM THE WALL TO THE INSIDE SURFACE OF THE GRAB BAR, AND
d. HAVE A SLIP-RESISTANT SURFACE

TYPICAL BLOCKING SKETCH NOTES:
NOTE 1: SOLID WOOD OR METAL PLATE BLOCKING (MECHANICAL FASTENERS REQUIRED, BOTH SIDES)
NOTE 2: STUDS BEYOND
NOTE 3: FUTURE 'L-SHAPED' GRAB BAR
NOTE 4: FUTURE HORIZONTAL GRAB BAR
NOTE 5: FUTURE VERTICAL GRAB BAR

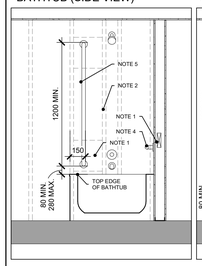
WATER CLOSET (SIDE VIEW)



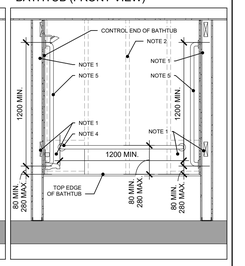
WATER CLOSET (FRONT VIEW)



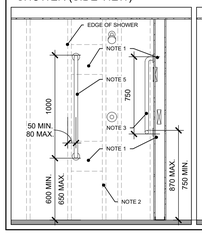
BATHTUB (SIDE VIEW)



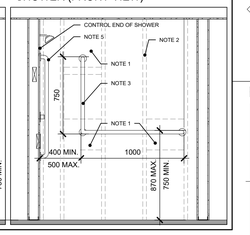
BATHTUB (FRONT VIEW)



SHOWER (SIDE VIEW)

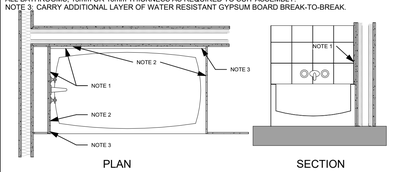


SHOWER (FRONT VIEW)

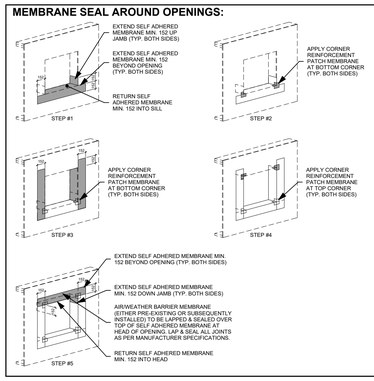


TYPICAL BATHTUB DETAILS:

NOTE 1: IN ALL BATHROOMS AN ADDITIONAL LAYER OF WATER RESISTANT GYPSUM BOARD MUST BE APPLIED TO PROVIDE SUBSTRATE FOR FINISHES TO TOP OF BATH TUBS.
NOTE 2: SUBSTITUTE GYPSUM BOARD WITH FIBERGLASS-MAT WATER RESISTANT GYPSUM BACKING PANEL IN ALL BATHROOMS, 13mm OR 16mm THICKNESS AS REQUIRED TO SUIT ASSEMBLY.
NOTE 3: CARRY ADDITIONAL LAYER OF WATER RESISTANT GYPSUM BOARD BREAK-TO-BREAK.

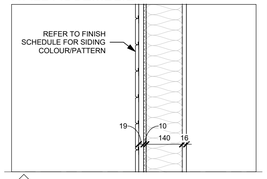


MEMBRANE SEAL AROUND OPENINGS:

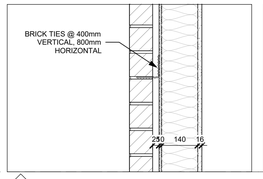


CONSTRUCTION ASSEMBLIES

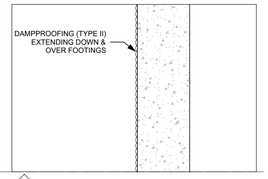
WALL ASSEMBLIES



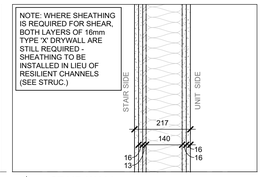
W1 VINYL SIDING ON WOOD STUD WALL (R22)
19 VINYL SIDING (SEE FINISH SCHEDULE)
19 STRAPPING
0 AIR BARRIER, IMPERMEABLE
10 OSB SHEATHING
140 DIMENSIONAL LUMBER STUDS c/w R22 BATT INSULATION
0 POLYETHYLENE VAPOUR BARRIER
16 TYPE 'X' GYPSUM WALL BOARD



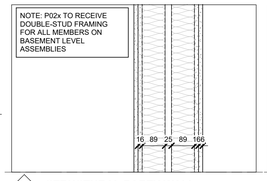
W2 BRICK ON WOOD STUD WALL (R22)
90 METRIC MODULAR BRICK (SEE FINISH SCHEDULE)
25 AIR GAP
0 AIR BARRIER, IMPERMEABLE
10 OSB SHEATHING
140 DIMENSIONAL LUMBER STUDS c/w R22 BATT INSULATION
0 POLYETHYLENE VAPOUR BARRIER
16 TYPE 'X' GYPSUM WALL BOARD



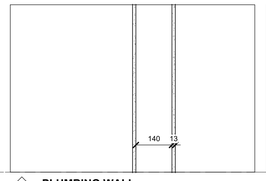
W5 FOUNDATION WALL
13 DRAINAGE BOARD
305 CAST IN PLACE FOUNDATION WALL



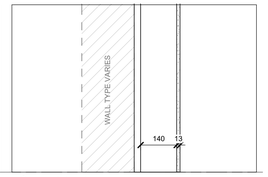
P02 STAIR WALL
16 TYPE 'X' GYPSUM WALL BOARD
16 TYPE 'X' GYPSUM WALL BOARD
13 RESILIENT CHANNELS @ 600 O.C.
140 DIMENSIONAL LUMBER STUDS
16 TYPE 'X' GYPSUM WALL BOARD
16 TYPE 'X' GYPSUM WALL BOARD



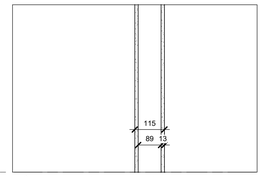
P02x STRUCTURAL PARTY WALL
16 TYPE 'X' GYPSUM WALL BOARD
16 TYPE 'X' GYPSUM WALL BOARD
89 DIMENSIONAL LUMBER STUDS
25 AIR GAP
89 DIMENSIONAL LUMBER STUDS
16 TYPE 'X' GYPSUM WALL BOARD
16 TYPE 'X' GYPSUM WALL BOARD



P03 PLUMBING WALL
13 TYPE 'X' GYPSUM WALL BOARD
140 DIMENSIONAL LUMBER STUDS
13 TYPE 'X' GYPSUM WALL BOARD

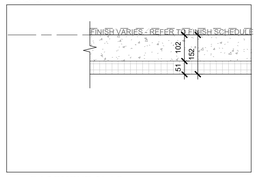


P06 WOOD STUD WALL AT FOUNDATION
25 AIR GAP
140 DIMENSIONAL LUMBER STUDS
13 TYPE 'X' GYPSUM WALL BOARD

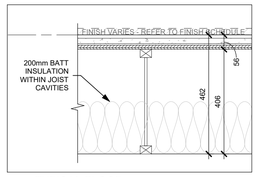


P04 INTERIOR PARTITION
13 TYPE 'X' GYPSUM WALL BOARD
89 DIMENSIONAL LUMBER STUDS
13 TYPE 'X' GYPSUM WALL BOARD

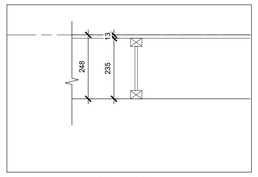
FLOOR ASSEMBLIES



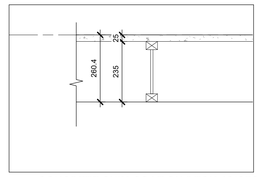
F1a BASEMENT SLAB
101.6 CONCRETE SKIM COAT
50.8 POLYISOMETRIC RIGID INSULATION (R12)



F2d TYPICAL FLOOR
13 FINISHED FLOOR (REFER TO FINISH SCHEDULE)
21 CEMENTITIOUS FLOOR UNDERLAYMENT (LEVELROCK)
6 POLYISOMETRIC RIGID INSULATION (R12)
16 PLYWOOD SHEATHING
406 ENGINEERED WOOD JOISTS (SEE STRUCTURAL)

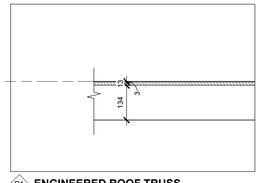


F6a MDF ON DECK JOISTS
15 UV-RESISTANT MDF PLANK DECKING
235 ENGINEERED WOOD JOISTS (SEE STRUCTURAL)



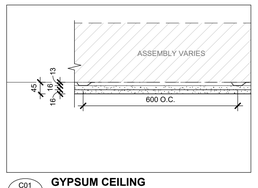
F6b CONCRETE SKIM COAT ON DECK JOISTS
25.4 CEMENTITIOUS FLOOR UNDERLAYMENT (LEVELROCK)
235 ENGINEERED WOOD JOISTS (SEE STRUCTURAL)

ROOF ASSEMBLIES



R1 ENGINEERED ROOF TRUSS
3 ASPHALT ROOF SHINGLE (SEE FINISH SCHEDULE)
0 ICE & RAIN SHIELD
13 PLYWOOD SHEATHING
134 ENGINEERED WOOD TRUSS (SEE STRUCTURAL)

CEILING ASSEMBLIES



C01 GYPSUM CEILING
13 RESILIENT CHANNEL
16 TYPE 'X' GYPSUM CEILING BOARD, TAPED & SANDED
16 TYPE 'X' GYPSUM CEILING BOARD, TAPED & SANDED

DOOR SCHEDULE

MARK	DESCRIPTION	QTY.	OPENING ROUGH WIDTH	OPENING ROUGH HEIGHT	HEAD HEIGHT	OPERATION	COMMENTS
ED02	EXTERIOR GLAZED SLIDING DOOR w/ SIDELITE	12	2310	2169	<varies>		
ED03	EXTERIOR GLAZED ENTRY DOOR w/ TRANSOM	12	979	2167	<varies>		
ED04	EXTERIOR STEEL MECHANICAL CLOSET DOOR	1	1950	2194	2334		
ID01	INTERIOR PARTITION	70	822.042	2062.021	<varies>		
ID02	INTERIOR DOUBLE-LEAF OUTSWING CLOSET DOOR	32	1266	2157	<varies>		
ID03	INTERIOR PARTITION	7	669.6	2062	2057.4	-	

WINDOW SCHEDULE

MARK	DESCRIPTION	QTY.	OPENING ROUGH WIDTH	OPENING ROUGH HEIGHT	HEAD HEIGHT	OPERATION	COMMENTS
W01	SINGLE CASEMENT, SINGLE FIXED, DOUBLE SASH	12	1340.8	1345.8	<varies>	CASEMENT	
W02	SINGLE CASEMENT WITH TRANSOM	2	959.8	1345.8	2473.5	CASEMENT	
W03	FIXED	12	2155	2025	<varies>	-	
W04	SINGLE CASEMENT WITH TRANSOM	16	960	1601	<varies>	CASEMENT	
W05	SINGLE AWNING WITH TRANSOM	2	782	634.6	<varies>	AWNING	
W06	SINGLE CASEMENT, SINGLE FIXED, DOUBLE SASH, DOUBLE TRANSOM	4	1340.8	2031.6	2373.234		

No.	DESCRIPTION	YYYY-MM-DD

REVISIONS:

ARCHITECT SEAL:

NORTH ARROW: TRUE NORTH

CLIENT: CLARIDGE HOMES

ARCHITECT:
rla/architecture
56 Beech Street, Ottawa, Ontario K1S 3J6
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PROJECT TITLE:
IRON VALLEY II - TERRACE HOMES
5331 FERNBANK ROAD, OTTAWA, ON

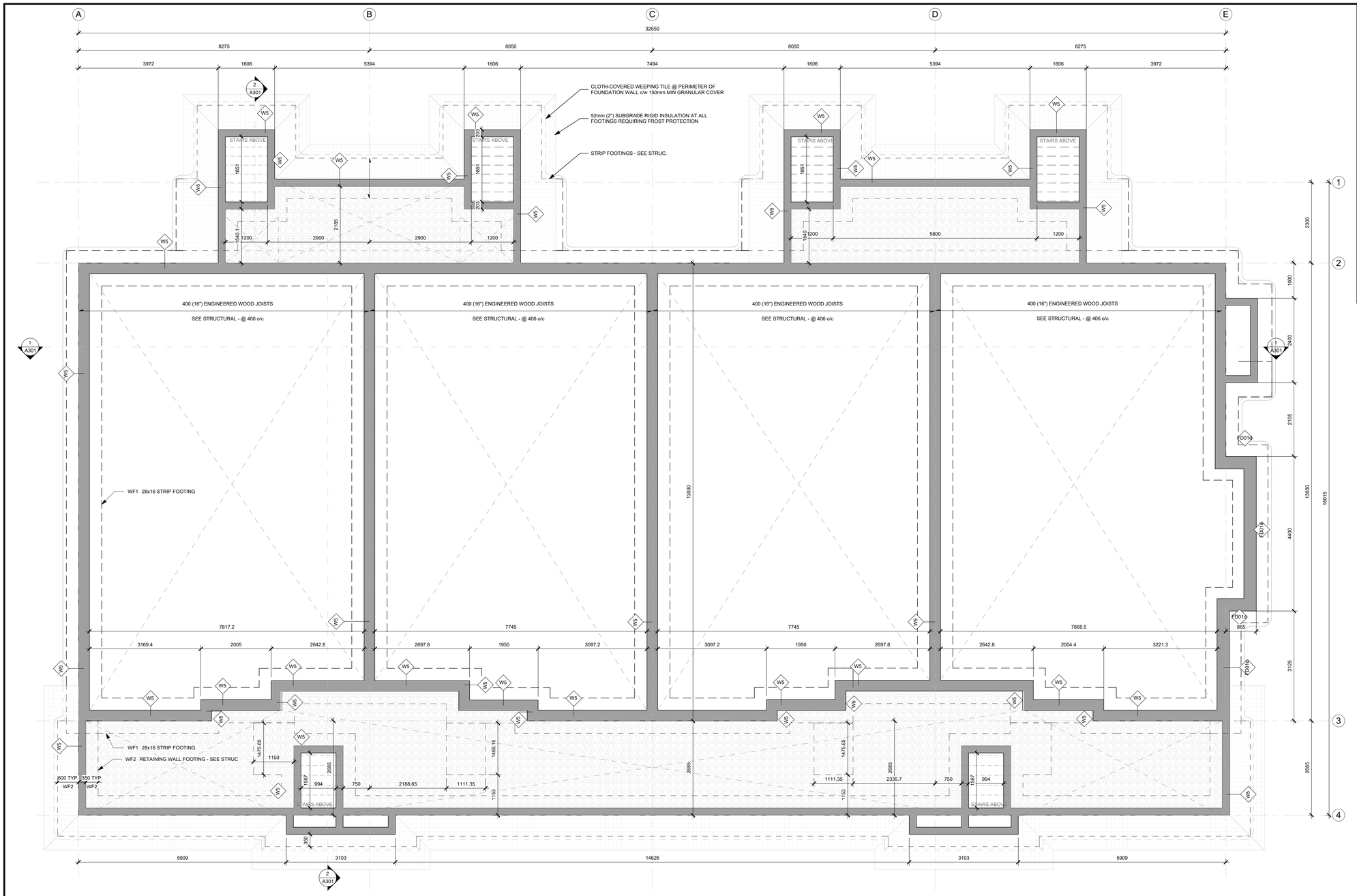
SHEET TILE:
CODE MATRIX, TYPICAL NOTES, SYMBOLS AND HATCHES, CONSTRUCTION ASSEMBLIES

DRAWN:	CHECKED:
Author	Checker
SCALE: As indicated	SHEET No: A002
PROJECT No: 2033	

PAPER SIZE: ISO Full Bleed B1 (707.00 x 1000.00mm)

DOT-12-17-0171

PLOT DATE: 2025-11-27 1:56:26 PM



1 A101 FOUNDATION PLAN
1 : 50

GENERAL NOTES

1. ALL ENTRY CLOSETS TO RECEIVE 1 ROD & SHELF. ALL BEDROOM CLOSETS TO RECEIVE 2 RODS & 1 SHELF. ALL LINENS TO RECEIVE 5 SHELVES.
2. STRUCTURE LOCATED IN FLOOR ASSEMBLY MAY VARY DUE TO FINAL JOIST LAYOUT. STRUCTURE LOCATED IN ROOF ASSEMBLY MAY VARY DUE TO FINAL TRUSS LAYOUT. FINAL LOCATIONS AND LAYOUTS TO BE CONFIRMED BY MANUFACTURER'S SHOP DRAWINGS.
3. ALL WINDOWS & DOORS TO BE FOAMED IN PLACE WITH LOW-EXPANDING POLYURETHANE FOAM INSULATION
4. ALL STAIR STRINGERS TO INCLUDE A 15mm AIR SPACE BETWEEN ADJACENT ASSEMBLY, TO BE RESERVED FOR ACOUSTIC SEALANTS AND FIRE/SMOKE CAULKS AS PER DRAWINGS AND SPECIFICATIONS.
5. STONE & BRICK MASONRY TO OVERHANG SUPPORTING FOUNDATION BY 15mm U.N.O.
6. THROUGH-WALL FLASHINGS TO BE LAPPED BENEATH BUILDING PAPER, ALL JOINTS TO BE TAPED & SEALED
7. ALL EXPOSED STEEL TO RECEIVE CORROSION RESISTANT PAINT, COMPATIBLE PRIMER, AND FINISHING COAT
8. SUPPLY AND INSTALL COMBINED c02/STROBE TYPE SMOKE DETECTORS AS PER O.B.C. 9.10.19. REQUIREMENTS - SEE PLAN FOR GENERAL LOCATIONS, EXACT LOCATIONS TO BE CONFIRMED ON SITE.
9. ALL INTERIOR DIMENSIONS TAKEN FROM FINISHED FACE
10. ALL EXTERIOR DIMENSIONS TAKEN FROM FACE OF STUDS, CONCRETE, OR GRIDLINES.
11. ALL INTERIOR PARTITION WALLS TO BE WALL TYPE P4 U.N.O.
12. ALL GUARDS AND HANDRAILS TO BE INSTALLED IN ACCORDANCE WITH O.B.C. 9.8.7. AND 9.8.8. MANUFACTURER TO PROVIDE SHOP DRAWINGS c/w CONNECTION DETAILS FOR ARCHITECTS REVIEW PRIOR TO FABRICATION.
13. FINISH FLOORING TO BE CARPET OR LAMINATE FLOORING IN ALL DRY LIVING SPACES, CERAMIC TILE IN ALL WET AREAS, AND SHEET VINYL IN M&E CLOSETS.
14. ALL WASHING MACHINES TO BE c/w GALVANIZED METAL PAN AND DRAIN. WASHERS LOCATED AT BASEMENT LEVEL TO BE LOCATED ABOVE A FLOOR DRAIN.
15. ALL AIR/VAPOUR BARRIERS TO BE CONTINUOUS, LAPPED, TAPED, AND SEALED AROUND DOOR & WINDOW OPENINGS
16. PROVIDE DRAINAGE TILE AT PERIMETER OF FOUNDATION WALL

NOTATION SYMBOLS:

- (##) INDICATES DRAWING NOTES, LISTED ON EACH SHEET
- (F##) INDICATES ASSEMBLY TYPE; REFER TO TYPICAL ASSEMBLIES SCHEDULE
- (###) INDICATES DOOR TYPE
- (WXX) INDICATES WINDOW TYPE
- (X) INDICATES GRID NUMBER
- ROOM NAME 101 150 SF — INDICATES ROOM NAME, NUMBER, & AREA
- # Ref A### — INDICATES BUILDING SECTION
- 1 Ref A101 — INDICATES FLOOR PLAN, WALL SECTION, AND DETAIL CALLOUTS
- INDICATES SPOT ELEVATIONS
- 1 A### View Name Scale — DETAIL NUMBER; DETAIL REFERENCE PAGE; DETAIL CALLOUT LOCATION; Ref: # / A###

No.	DESCRIPTION	YYYY-MM-DD

REVISIONS:

ARCHITECT SEAL:

NORTH ARROW: TRUE NORTH

CLIENT: CLARIDGE HOMES

ARCHITECT:
rla/architecture
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PROJECT TITLE:
IRON VALLEY II - TERRACE HOMES
5331 FERNBANK ROAD, OTTAWA, ON

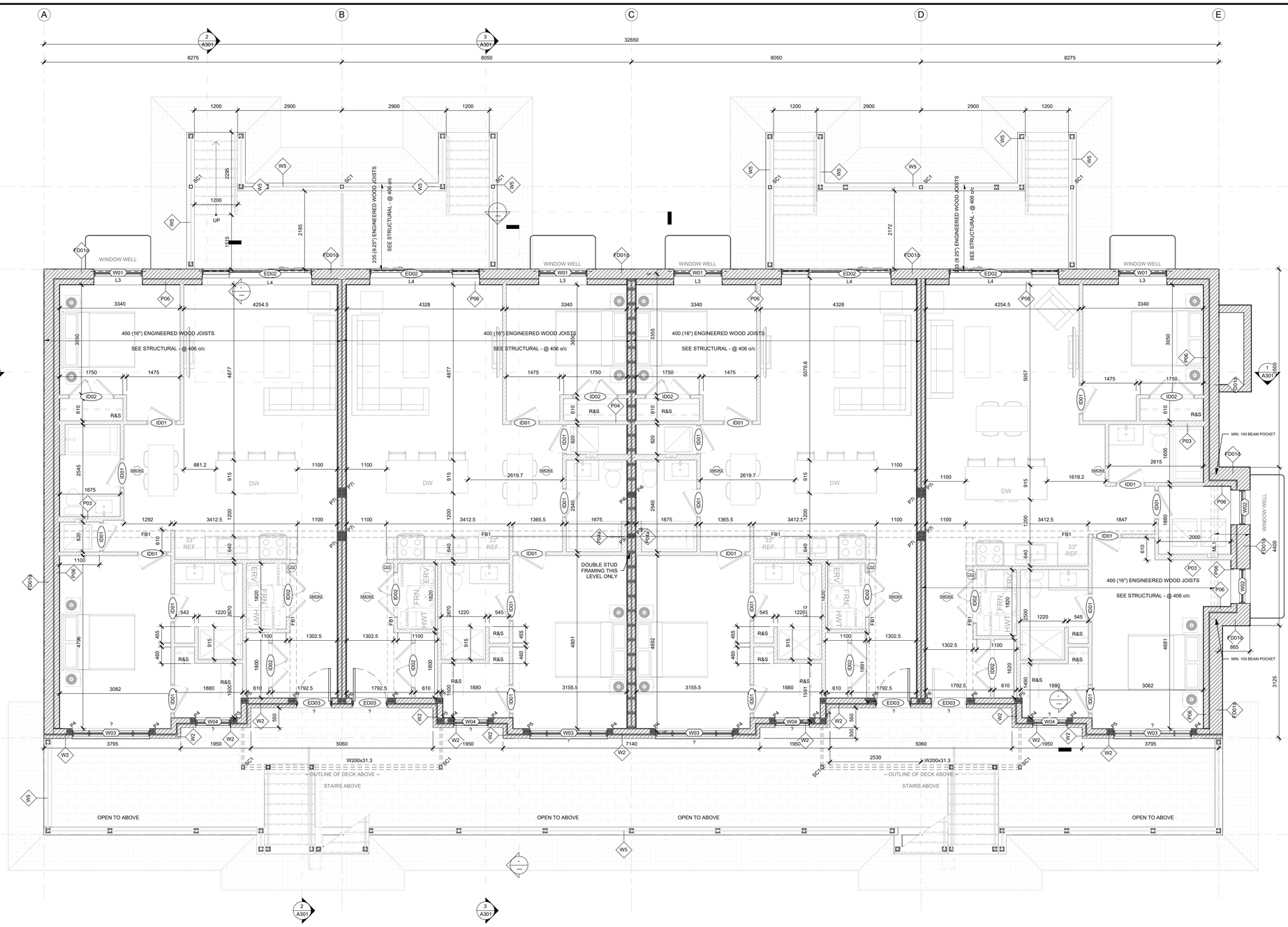
SHEET TILE:
FOUNDATION PLAN

DRAWN:	CHECKED:
Author	Checker
SCALE: As indicated	SHEET No: A101
PROJECT No: 2033	

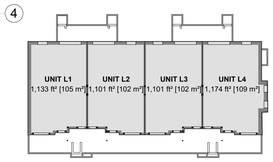
PAPER SIZE: ISO Full Bleed B1 (707.00 x 1000.00mm)

D07-12-17-0171

PLOT DATE: 2025-11-27 1:56:27 PM



1 A301 BASEMENT FLOOR PLAN
1 : 50



TOTAL GROSS FLOOR AREA: 418 sqm

2 A151 GFA BASEMENT FLOOR
1 : 360

GENERAL NOTES

1. ALL ENTRY CLOSETS TO RECEIVE 1 ROD & SHELF. ALL BEDROOM CLOSETS TO RECEIVE 2 RODS & 1 SHELF. ALL LINENS TO RECEIVE 5 SHELVES.
2. STRUCTURE LOCATED IN FLOOR ASSEMBLY MAY VARY DUE TO FINAL JOIST LAYOUT. STRUCTURE LOCATED IN ROOF ASSEMBLY MAY VARY DUE TO FINAL TRUSS LAYOUT. FINAL LOCATIONS AND LAYOUTS TO BE CONFIRMED BY MANUFACTURER'S SHOP DRAWINGS.
3. ALL WINDOWS & DOORS TO BE FOAMED IN PLACE WITH LOW-EXPANDING POLYURETHANE FOAM INSULATION
4. ALL STAIR STRINGERS TO INCLUDE A 15mm AIR SPACE BETWEEN ADJACENT ASSEMBLY, TO BE RESERVED FOR ACOUSTIC SEALANTS AND FIRE/SMOKE CAULKS AS PER DRAWINGS AND SPECIFICATIONS.
5. STONE & BRICK MASONRY TO OVERHANG SUPPORTING FOUNDATION BY 15mm U.N.O.
6. THROUGH-WALL FLASHINGS TO BE LAPPED BENEATH BUILDING PAPER, ALL JOINTS TO BE TAPED & SEALED
7. ALL EXPOSED STEEL TO RECEIVE CORROSION RESISTANT PAINT, COMPATIBLE PRIMER, AND FINISHING COAT
8. SUPPLY AND INSTALL COMBINED c02/STROBE TYPE SMOKE DETECTORS AS PER O.B.C. 9.10.19. REQUIREMENTS - SEE PLAN FOR GENERAL LOCATIONS, EXACT LOCATIONS TO BE CONFIRMED ON SITE.
9. ALL INTERIOR DIMENSIONS TAKEN FROM FINISHED FACE
10. ALL EXTERIOR DIMENSIONS TAKEN FROM FACE OF STUDS, CONCRETE, OR GRIDLINES.
11. ALL INTERIOR PARTITION WALLS TO BE WALL TYPE P4 U.N.O.
12. ALL GUARDS AND HANDRAILS TO BE INSTALLED IN ACCORDANCE WITH O.B.C. 9.8.7. AND 9.8.8. MANUFACTURER TO PROVIDE SHOP DRAWINGS c/w CONNECTION DETAILS FOR ARCHITECT'S REVIEW PRIOR TO FABRICATION.
13. FINISH FLOORING TO BE CARPET OR LAMINATE FLOORING IN ALL DRY LIVING SPACES, CERAMIC TILE IN ALL WET AREAS, AND SHEET VINYL IN M&E CLOSETS.
14. ALL WASHING MACHINES TO BE c/w GALVANIZED METAL PAN AND DRAIN. WASHERS LOCATED AT BASEMENT LEVEL TO BE LOCATED ABOVE A FLOOR DRAIN.
15. ALL AIR/VAPOUR BARRIERS TO BE CONTINUOUS, LAPPED, TAPED, AND SEALED AROUND DOOR & WINDOW OPENINGS
16. PROVIDE DRAINAGE TILE AT PERIMETER OF FOUNDATION WALL

IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND TO REPORT ALL ERRORS AND/OR OMISSIONS TO THE ARCHITECT.

ALL CONTRACTORS MUST COMPLY WITH ALL PERTINENT CODES AND BY-LAWS.

THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION UNTIL SIGNED BY THE ARCHITECT.

DO NOT SCALE DRAWINGS.

NOTATION SYMBOLS:

LINETING LINES:

- 3 HOUR REQ'D FIRE RESISTANCE RATING
- (##) INDICATES DRAWING NOTES, LISTED ON EACH SHEET
- (P##) INDICATES ASSEMBLY TYPE REFER TO TYPICAL ASSEMBLIES SCHEDULE
- 2 HOUR REQ'D FIRE RESISTANCE RATING
- ### INDICATES DOOR TYPE
- 1.5 HOUR REQ'D FIRE RESISTANCE RATING
- WXX INDICATES WINDOW TYPE
- X INDICATES GRID NUMBER
- 1 HOUR REQ'D FIRE RESISTANCE RATING

ROOM NAME
101
150 SF
INDICATES ROOM NAME, NUMBER & AREA

0 HOUR REQ'D FIRE RESISTANCE RATING

A#### Ref — INDICATES BUILDING SECTION

1 A101 Ref — INDICATES FLOOR PLAN, WALL SECTION, AND DETAIL CALLOUTS

INDICATES SPOT ELEVATIONS

1 A### View Name (View Scale) Ref: # / A#### — DETAIL NUMBER, DETAIL CALLOUT LOCATION, DETAIL REFERENCE PAGE

No.	DESCRIPTION	YYYY-MM-DD

REVISIONS:

ARCHITECT SEAL:

NORTH ARROW: TRUE NORTH

CLIENT: CLARIDGE HOMES

ARCHITECT:

rla/architecture
56 Beech Street, Ottawa, Ontario K1S 3J6
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PROJECT TITLE:

IRON VALLEY II - TERRACE HOMES

5331 FERNBANK ROAD, OTTAWA, ON

SHEET TILE:

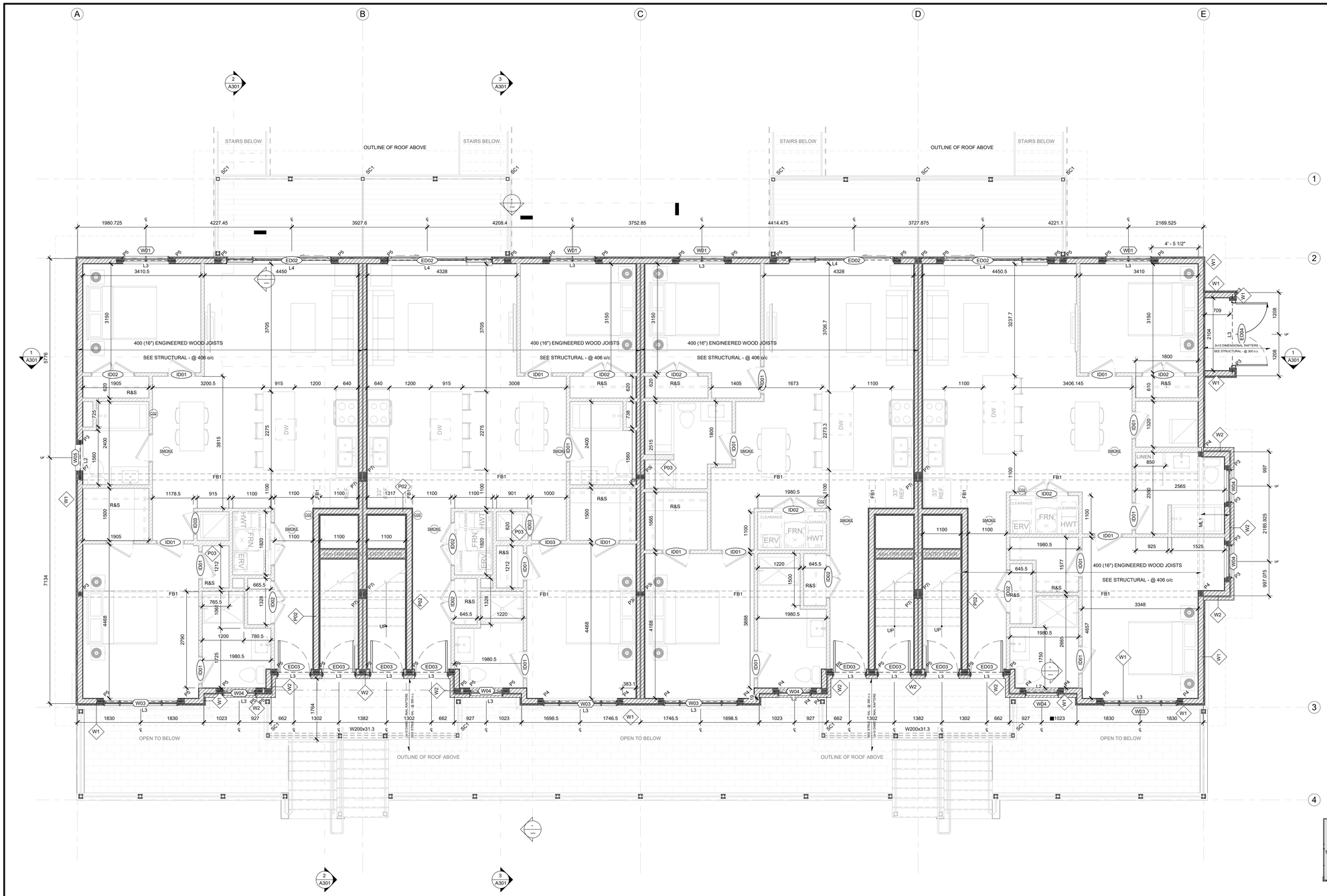
BASEMENT FLOOR PLAN

DRAWN:	CHECKED:
Author	Checker
SCALE: As indicated	SHEET No: A151
PROJECT No: 2033	

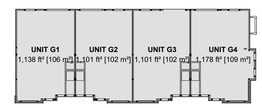
PAPER SIZE: ISO Full Bleed B1 (707.00 x 1000.00mm)

D07-12-17-0171

PLOT DATE: 2025-11-27 1:56:31 PM



1 A152 FIRST FLOOR PLAN
1 : 50



TOTAL GROSS FLOOR AREA: 419 sqm

2 A152 GFA GROUND FLOOR
1 : 360

IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND TO REPORT ALL ERRORS AND/OR OMISSIONS TO THE ARCHITECT.

ALL CONTRACTORS MUST COMPLY WITH ALL PERTINENT CODES AND BY-LAWS.

THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION UNTIL SIGNED BY THE ARCHITECT.

DO NOT SCALE DRAWINGS.

No.	DESCRIPTION	YYYY-MM-DD

REVISIONS:

ARCHITECT SEAL:

NORTH ARROW: TRUE NORTH

CLIENT:
CLARIDGE HOMES

ARCHITECT:
rla/architecture
56 Beech Street, Ottawa, Ontario K1S 3J6
t.613.724.9932 f.613.724.1209 www.rodericklahey.ca

PROJECT TITLE:
IRON VALLEY II - TERRACE HOMES
5331 FERNBANK ROAD, OTTAWA, ON

SHEET TILE:
FIRST FLOOR PLAN

DRAWN:	CHECKED:
Author	Checker
SCALE: As indicated	SHEET No: A152
PROJECT No: 2033	

PAPER SIZE: ISO Full Bleed B1 (707.00 x 1000.00mm)

DOT-12-17-0171

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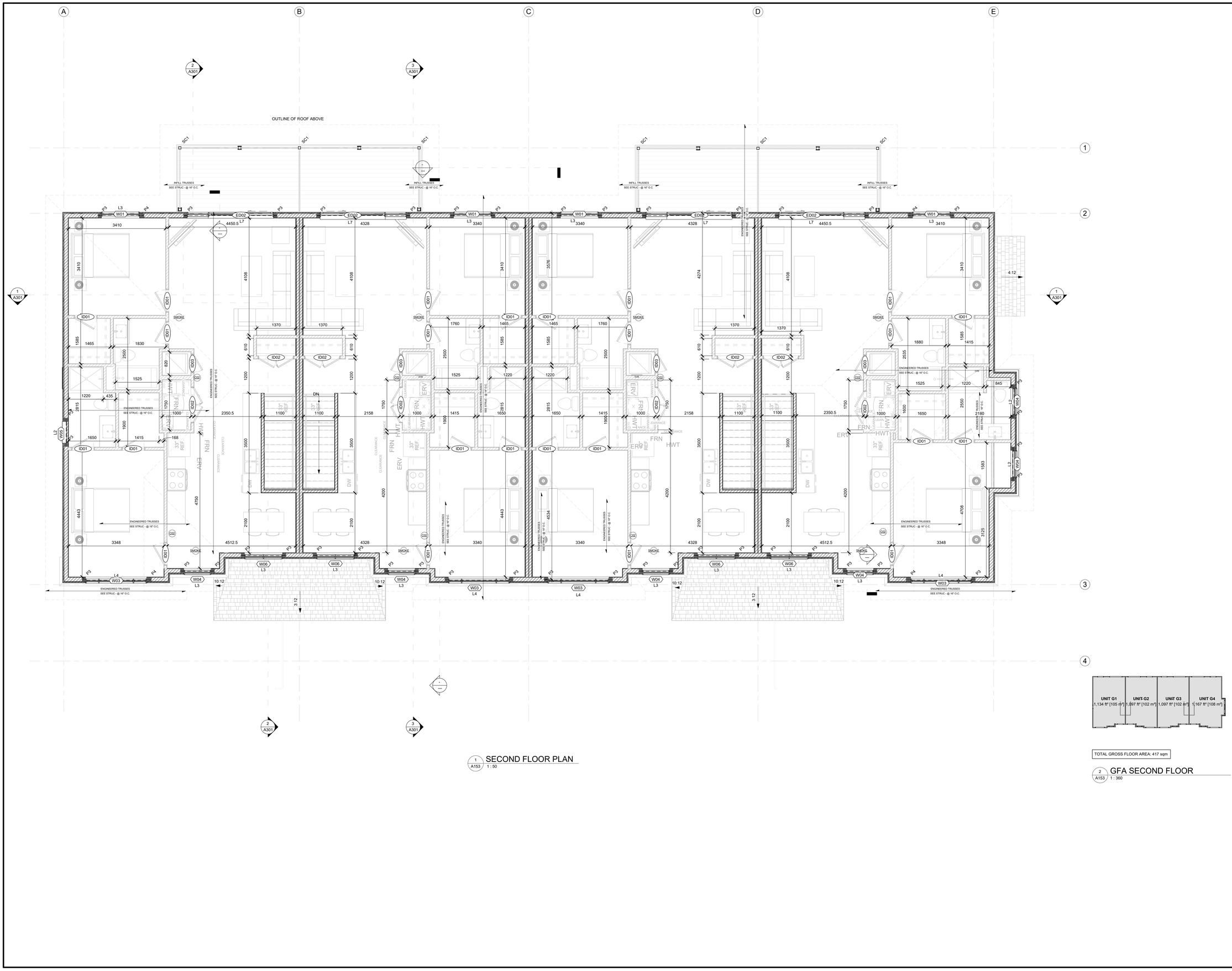

1 / A153 SECOND FLOOR PLAN
1 : 50

TOTAL GROSS FLOOR AREA: 417 sqm

2 / A153 GFA SECOND FLOOR
1 : 360

IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND TO REPORT ALL ERRORS AND/OR OMISSIONS TO THE ARCHITECT.

ALL CONTRACTORS MUST COMPLY WITH ALL PERTINENT CODES AND BY-LAWS.

THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION UNTIL SIGNED BY THE ARCHITECT.

DO NOT SCALE DRAWINGS.

No.	DESCRIPTION	YYYY-MM-DD

REVISIONS:

ARCHITECT SEAL:

NORTH ARROW: TRUE NORTH

CLIENT: CLARIDGE HOMES

ARCHITECT:
rla/architecture
56 Beech Street, Ottawa, Ontario K1S 3J6
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PROJECT TITLE:
IRON VALLEY II - TERRACE HOMES
5331 FERNBANK ROAD, OTTAWA, ON

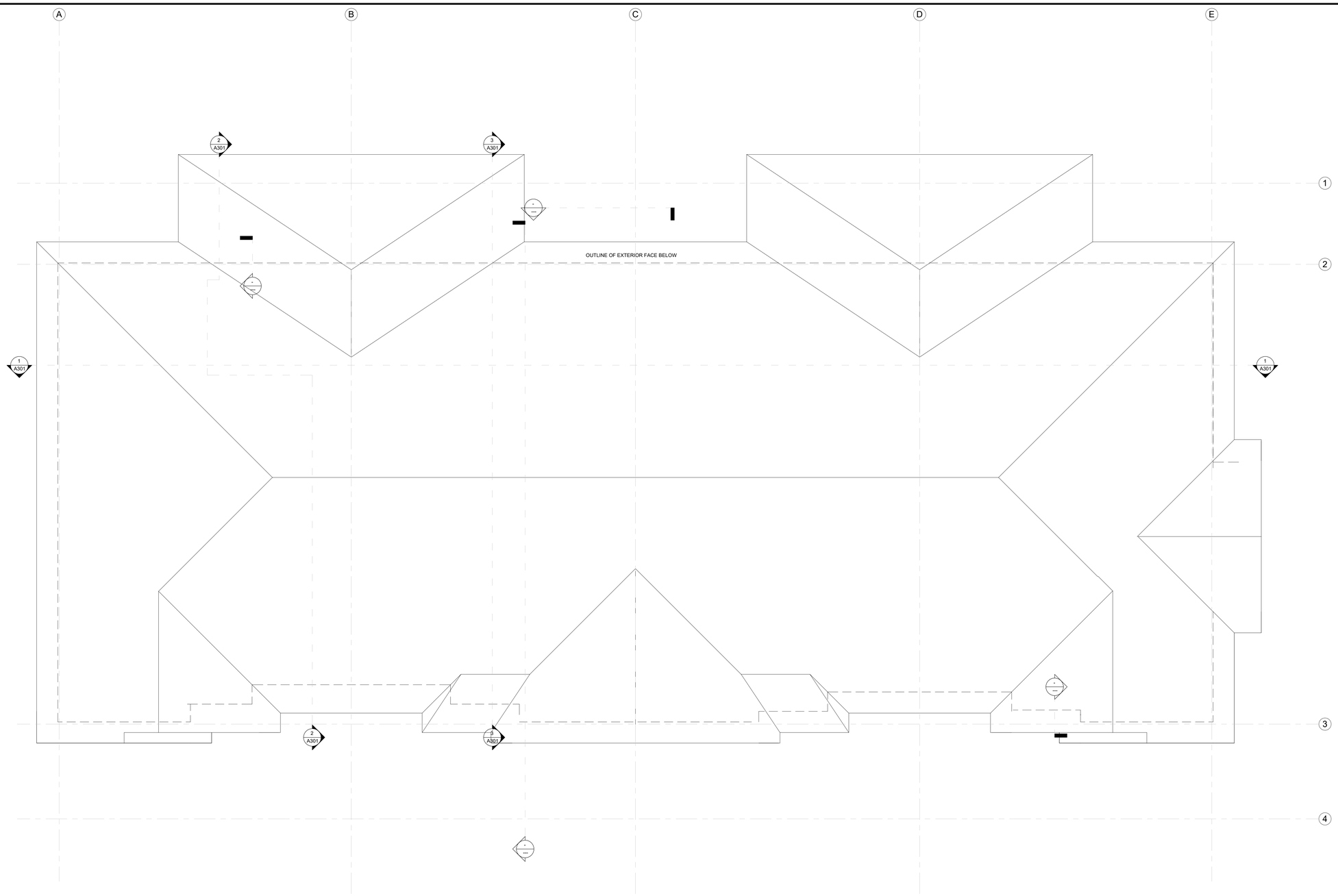
SHEET TILE:
SECOND FLOOR PLAN

DRAWN:	CHECKED:
Author	Checker
SCALE: As indicated	SHEET No: A153
PROJECT No: 2033	

PAPER SIZE: ISO Full Bleed B1 (707.00 x 1000.00mm)

D07-12-17-0171

PLOT DATE: 2025-11-27 1:56:35 PM



1 A154 ROOF PLAN
1 : 50

No.	DESCRIPTION	YYYY-MM-DD

REVISIONS:

ARCHITECT SEAL:

NORTH ARROW:

TRUE NORTH

CLIENT:

CLARIDGE HOMES

ARCHITECT:

rla/architecture
56 Beech Street, Ottawa, Ontario K1S 3J6
t.613.724.9932 f.613.724.1209 www.rodericklahey.ca

PROJECT TITLE:

IRON VALLEY II - TERRACE HOMES

5331 FERNBANK ROAD, OTTAWA, ON

SHEET TILE:

ROOF PLAN

DRAWN:	CHECKED:
Author	Checker
SCALE: 1 : 50	SHEET No: A154
PROJECT No: 2033	

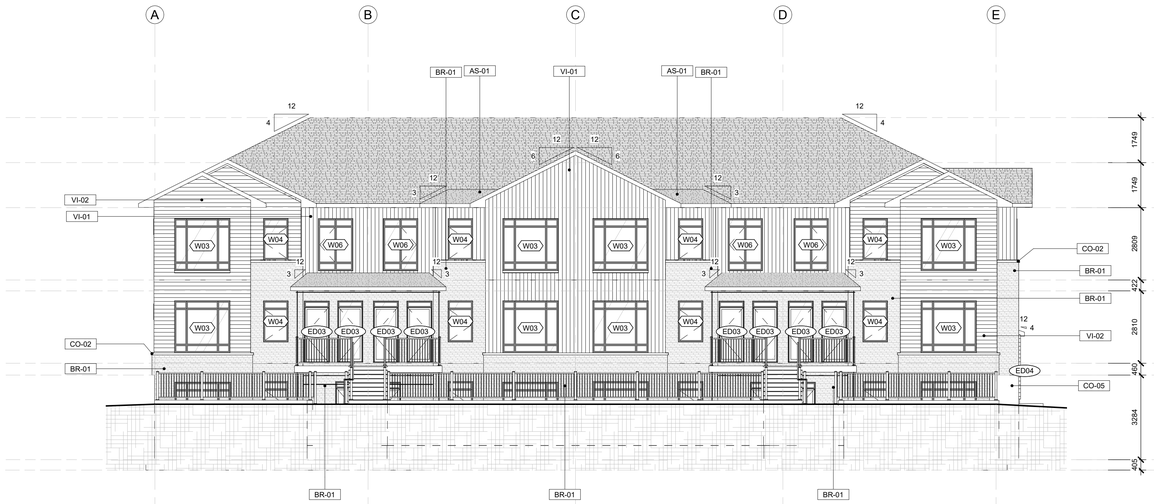
PAPER SIZE: ISO Full Bleed B1 (707.00 x 1000.00mm)

D07-12-17-0171

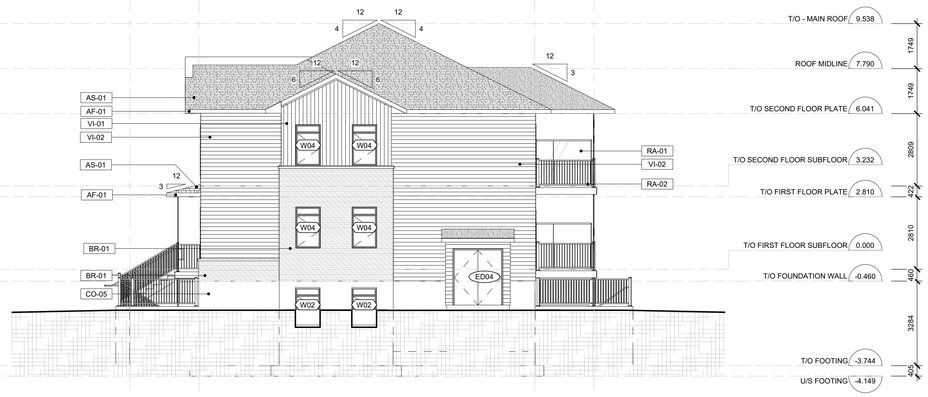
PLOT DATE: 2025-11-27 1:56:36 PM

MATERIAL KEYNOTE LEGEND

1	CONCRETE FOUNDATION WALL: DAMPPROOFING TO EXTEND DOWN AND OVER FOOTINGS, PARGING TO EXTEND 150mm BELOW GRADE
2	CLOTH COVERED DRAINAGE TILE @ PERIMETER OF FOUNDATION WALL c/w 150mm MIN. GRANULAR COVER - ALL EXTERIOR CONNECTIONS TO BE COORDINATED WITH AND CONFIRMED BY CIVIL
3	STEEL ANCHOR BOLTS EMBEDDED IN CONCRETE FOUNDATION WALL THROUGH SILL PLATE
4	TYVEK RIM BOARD WRAP c/w BATT INSULATION
AF-01	ALUMINUM FASCIA - DARK GREY
AS-01	ASPHALT SHINGLES - DARK GREY
BR-01	MASONRY - PACKAGE 1: ARRISCRAFT CAMBRIDGE RENAISSANCE - BIRCHBARK
CO-02	PRECAST SILL
CO-05	PARGING
RA-01	ALUMINUM BALCONY RAILINGS c/w GLAZING AS PER MANUFACTURER'S INSTRUCTIONS
RA-02	ALUMINUM BALCONY RAILINGS c/w PICKETS @ 100mm o.c. MAX AS PER MANUFACTURER'S INSTRUCTIONS
VI-01	VINYL - PACKAGE 1: VERTICAL BOARD & BATTEN SIDING - LIGHT GRAY
VI-02	VINYL - PACKAGE 2: HORIZONTAL LAP SIDING - LIGHT GREY

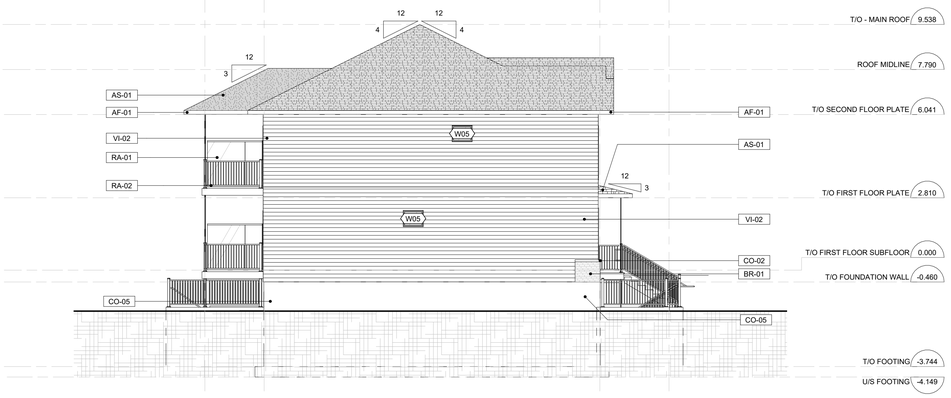


1 A202 FRONT ELEVATION
1 : 100



2 A202 RIGHT ELEVATION
1 : 100

3 A202 REAR ELEVATION
1 : 100



4 A202 LEFT ELEVATION
1 : 100

PROTECTED OPENING WITH DELUGE SPRINKLERS

OPERABLE GLAZING

No.	DESCRIPTION	YYYY-MM-DD
03	ISSUED FOR REVISED SITE PLAN CONTROL APP.	251117
01	ISSUED FOR CLIENT COMMENTS	251015

REVISIONS:

ARCHITECT SEAL:

NORTH ARROW:

CLIENT:

CLARIDGE HOMES

ARCHITECT:

rla/architecture
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t.613.724.9932 f.613.724.1209 www.rodericklahey.ca

PROJECT TITLE:

IRON VALLEY II - TERRACE HOMES

5331 FERNBANK ROAD, OTTAWA, ON

SHEET TILE:

ELEVATIONS - BLACK & WHITE

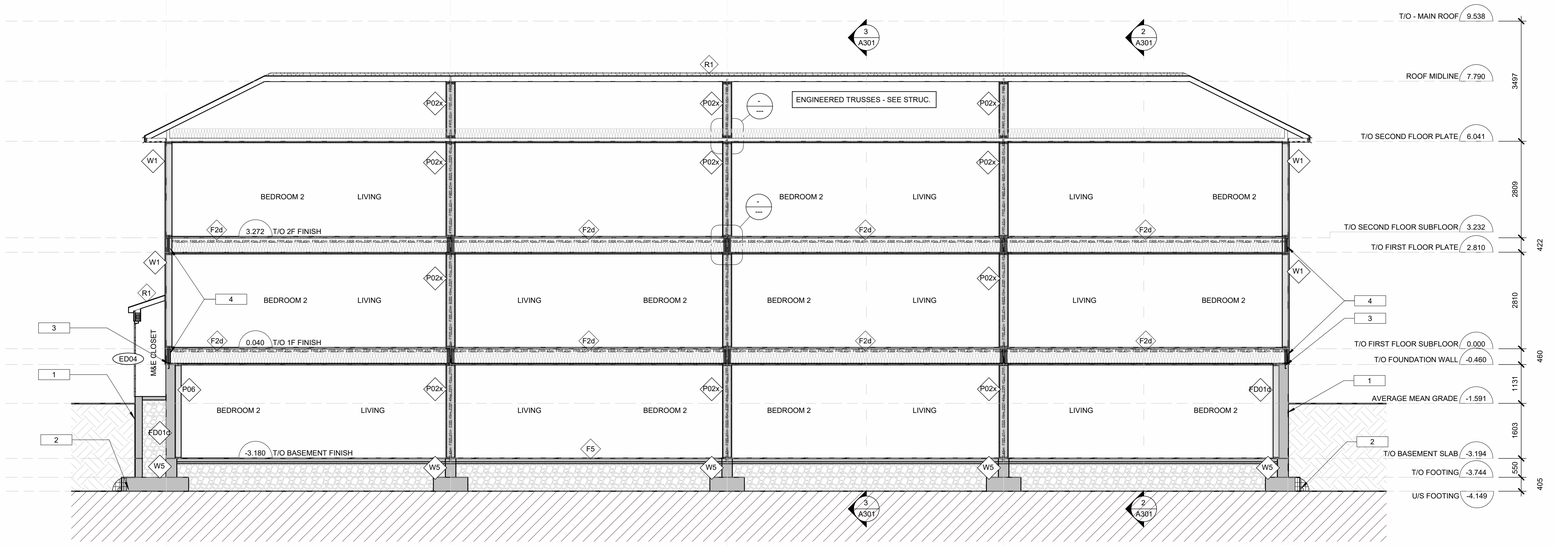
DRAWN: JWD	CHECKED: VP
SCALE: 1:100	SHEET No: A202
PROJECT No: 2033	

PAPER SIZE: ISO Full Bleed B1 (707.00 x 1000.00mm)

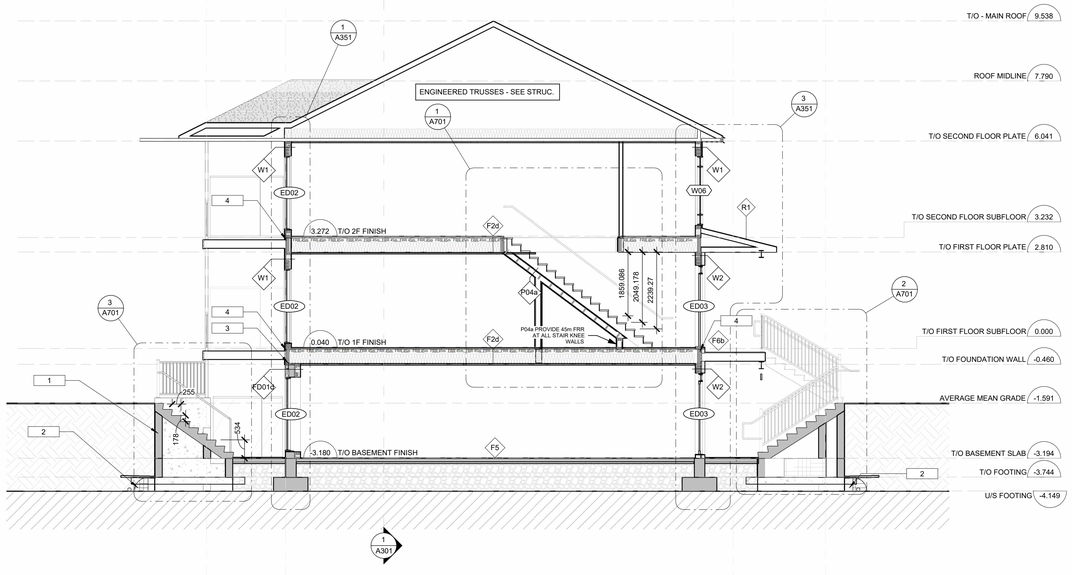
D07-12-17-0171

PLOT DATE: 2025-11-27 1:56:50 PM

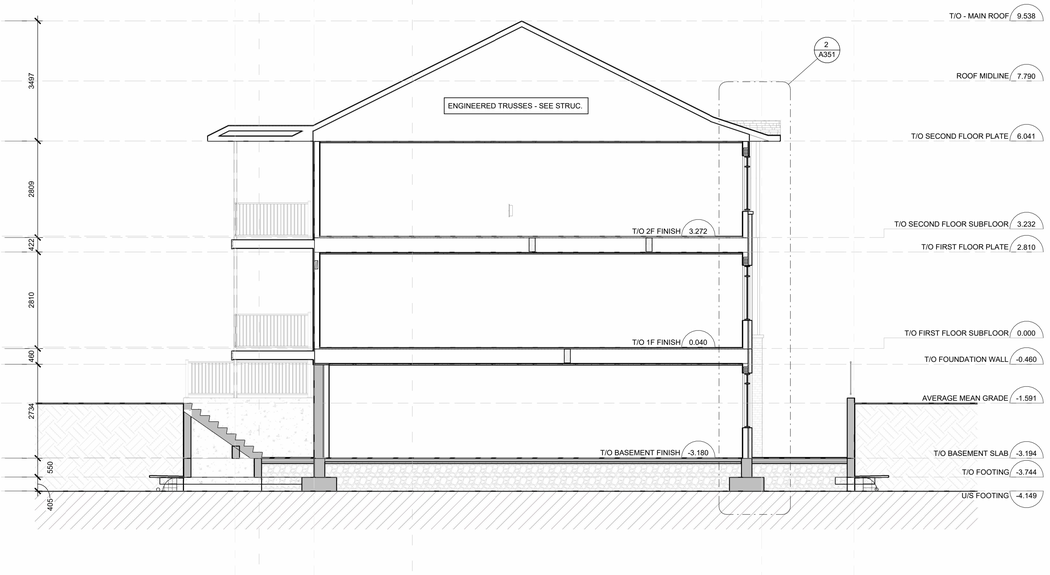
Keynote Legend - Sections	
Key Value	Keynote Text
1	CONCRETE FOUNDATION WALL: DAMPPROOFING TO EXTEND DOWN AND OVER FOOTINGS, PARGING TO EXTEND 150mm BELOW GRADE.
2	CLOTH COVERED DRAINAGE TILE @ PERIMETER OF FOUNDATION WALL c/w 150mm MIN. GRANULAR COVER - ALL EXTERIOR CONNECTIONS TO BE COORDINATED WITH AND CONFIRMED BY CIVIL
3	STEEL ANCHOR BOLTS EMBEDDED IN CONCRETE FOUNDATION WALL THROUGH SILL PLATE
4	TYVEK RIM BOARD WRAP c/w BATT INSULATION



1 A301 SECTION A
1 : 75



2 A301 SECTION B
1 : 75



3 A301 SECTION C
1 : 75

No.	DESCRIPTION	YYYY-MM-DD

REVISIONS:

ARCHITECT SEAL:

NORTH ARROW:

CLIENT:

CLARIDGE HOMES

ARCHITECT:

rla/architecture
56 Beech Street, Ottawa, Ontario K1S 3J6
t.613.724.9932 f.613.724.1209 www.rodericklahey.ca

PROJECT TITLE:

IRON VALLEY II - TERRACE HOMES

5331 FERNBANK ROAD, OTTAWA, ON

SHEET TILE:

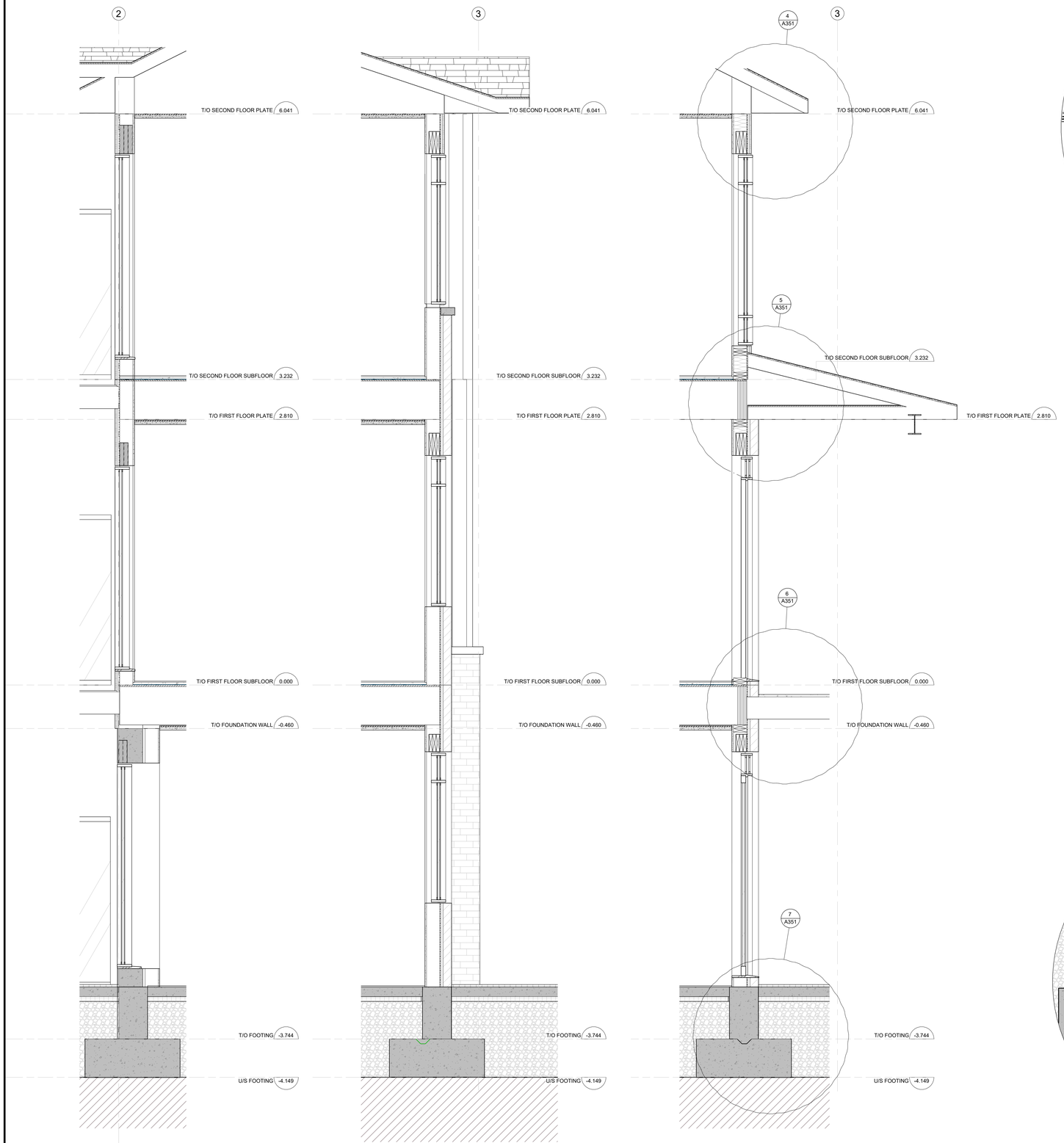
BUILDING SECTIONS

DRAWN:	CHECKED:
Author	Checker
SCALE: 1 : 75	SHEET No: A301
PROJECT No: 2033	

PAPER SIZE: ISO Full Bleed B1 (707.00 x 1000.00mm)

D07-12-17-0171

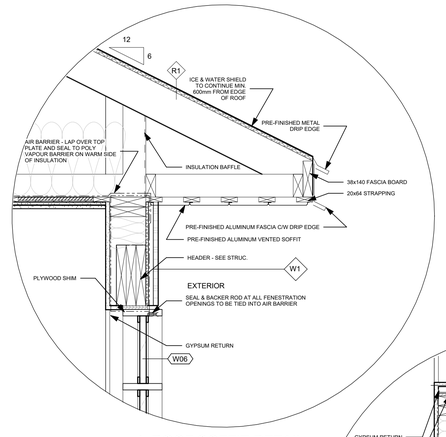
PLOT DATE: 2025-11-27 1:56:55 PM



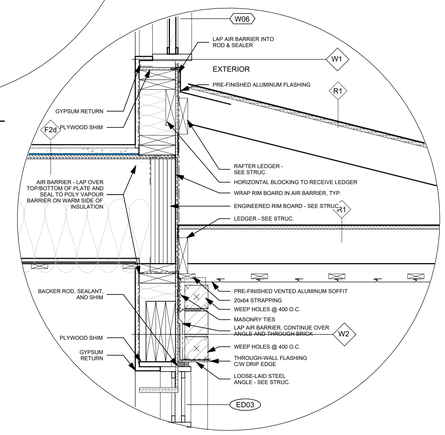
1 A351 WALL SECTION @ REAR
1 : 20

2 A351 WALL SECTION AT FRONT MASONRY
1 : 20

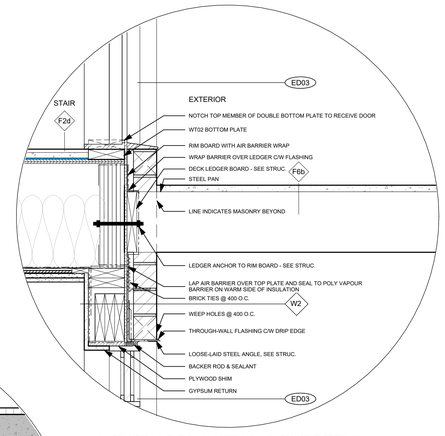
3 A351 WALL SECTION @ ENTRY
1 : 20



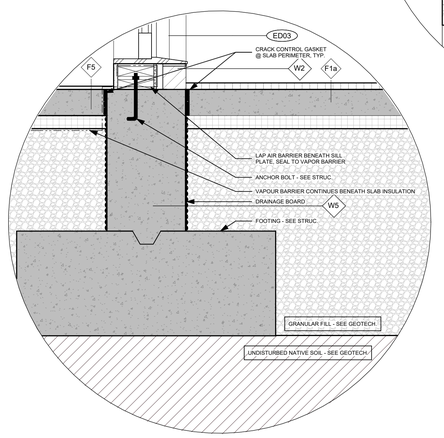
4. ROOF SOFFIT DETAIL



5. ENTRY ROOF ATTACHMENT DETAIL



6. ENTRY DECK ATTACHMENT DETAIL



7. BASEMENT ENTRANCE @ SLAB DETAIL

No.	DESCRIPTION	YYYY-MM-DD

REVISIONS:

ARCHITECT SEAL:

NORTH ARROW:

CLIENT:

CLARIDGE HOMES

ARCHITECT:
rla/architecture
56 Beech Street, Ottawa, Ontario K1S 3J6
t.613.724.9932 f.613.724.1209 www.rodericklahey.ca

PROJECT TITLE:

IRON VALLEY II - TERRACE HOMES

5331 FERNBANK ROAD, OTTAWA, ON

SHEET TILE:

WALL SECTIONS

DRAWN:	CHECKED:
Author	Checker
SCALE: As indicated	SHEET No: A351
PROJECT No: 2033	

PAPER SIZE: ISO Full Bleed B1 (707.00 x 1000.00mm)

D07-12-17-0171

PLOT DATE: 2025-11-27 1:56:56 PM

Appendix D
STC Calculations

Master Bedroom - West Façade Loft Style Unit (Tower 'B' - 21st Storey)

Reverse Evaluation of Sound Transmission Class (STC) for Building Components

1.0	Free field sound level		62	dBA	Noise source
	Correction for reflections		3	dBA	Road
	Outdoor sound level		65	dBA	Indoor Quarters
	Indoor sound level	(Night time)	40	dBA	Sleeping
	Required Noise Reduction (NR)		25	dB	Subtract indoor from outdoor sound level
2.0	Sound angle of insidence	0 to 90 degrees			C_1 Correction from Table 7.7 0 dB
					Sum 25 dB

	Component:	Wall		STC 50 dB
3.0	Noise spectrum type	D - Mixed Road Traffic, Distant Aircraft		C_4 from Table 7.10 7 dB
	Component category	d. Sealed thick window, or exterior wall, or roof/ceiling		Correction -7 dB
4.0	Room floor area	17 m^2	108.7647 % of floor area	
	Component Area	18.49 m^2		
	Room absorption category	Intermediate		C_3 from Table 7.9 -4 dB
				Correction 4 dB
5.0	Noise reduction if only this component transmits sound			47 dB
6.0	Required noise reduction (from Step 1)			25 dB
7.0	Term C_2: Subtract the Required NR from the Noise Reduction for this component			22 dB
8.0	Determine from Table 7.8 the corresponding value of total transmitted sound energy			5 %

	Component:	Window		After step 2 25 dB
9.0	Transmits	95 % of total sound energy		C_2 from Table 7.8 0 dB
10.0	Room floor area	17 m^2	34.17647 % of floor area	
	Component Area	5.81 m^2		
	Room absorption category	Intermediate		C_3 from Table 7.9 -4 dB
11.0	Noise spectrum type	D - Mixed Road Traffic, Distant Aircraft		
	Component category	d. Sealed thick window, or exterior wall, or roof/ceili		C_4 from Table 7.10 7 dB
			$STC=NR+C_1+C_2+C_3+C_4$	Required STC 28

Tables from Environmental Noise Assessment in Land Use Planning, dated 1999, published by the MOE