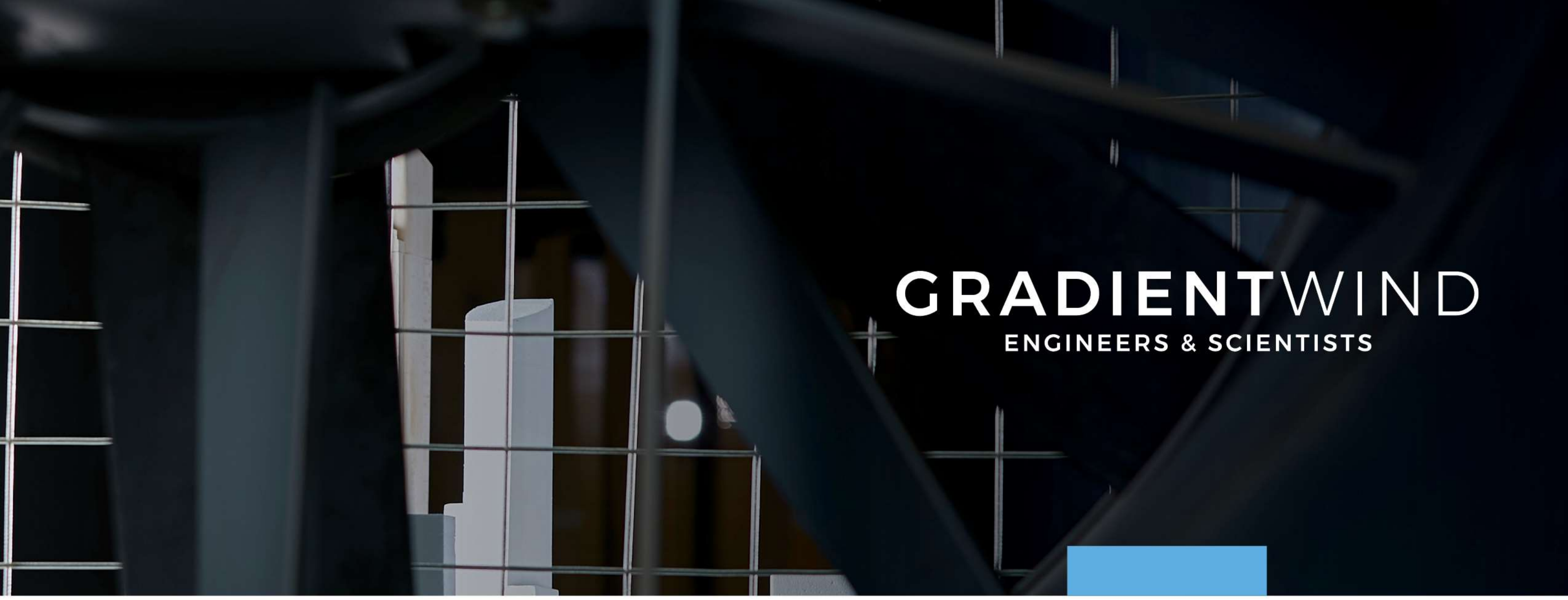
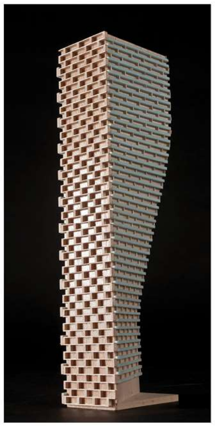
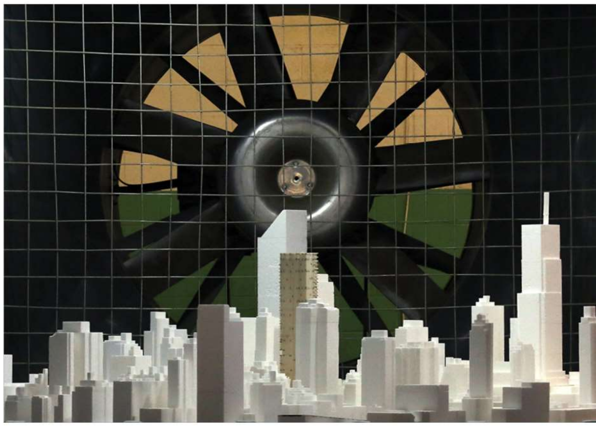


TRANSPOTATION NOISE AND VIBRATION ASSESSMENT

797 Richmond Road
Ottawa, Ontario

REPORT: GWE21-048-Noise & Vibration





May 20, 2021

PREPARED FOR
Dentech Holdings Inc.
797 Richmond Road
Ottawa, ON K2A 0G7

PREPARED BY
Tanyon Matheson-Fitchett, Jr. Environmental Scientist
Joshua Foster, P.Eng., Principal

EXECUTIVE SUMMARY

This report describes a transportation noise and vibration assessment is prepared to satisfy concurrent Zoning By-law Amendment (ZBLA) and Site Plan Control Application (SPA) submissions for the proposed development located at 797 Richmond Road in Ottawa, Ontario. The proposed development is a nine-storey building with commercial units at grade, and residential units comprising floors 2 to 9. The building is topped with a mechanical penthouse and a rooftop outdoor amenity area. Throughout this report, the Richmond Road elevation is referred to as the south elevation. Figure 1 illustrates a complete site plan with the surrounding context.

The assessment is based on (i) theoretical noise prediction methods that conform to the City of Ottawa Environmental Noise Control Guidelines (ENCG); (ii) noise level criteria as specified by the ENCG guidelines; (iii) future vehicular traffic volumes corresponding to roadway classification, roadway traffic volumes obtained from the City of Ottawa, and LRT information from the Rail Implementation Office; and (iv) architectural drawings of the development prepared by Chmiel Architects Inc., dated April 15, 2021.

The major sources of transportation noise are Richmond Road which borders the site directly to the south, Byron Avenue, and Sherbourne Road (see Figure 1). The Light Rail Transit (LRT) Confederation Line under development will run parallel to Richmond Road and Byron Avenue, directly in between these roadways. Sherbourne Station will be located across Richmond Road from the study building. The section of the LRT Confederation Line running along the study site will travel underground, and therefore was excluded from the transportation noise analysis as noise levels are dominated by roadway traffic. However, potential ground vibration impacts caused by the LRT were analyzed in this study.

The results of the current analysis indicate that noise levels will range between 65 and 69 dBA at the Plane of Window (POW) receptors during the daytime period (07:00-23:00) and between 57 and 62 dBA during the nighttime period (23:00-07:00). The highest noise level (69 dBA) occurs along the south façade of the building, which is nearest and most exposed to Richmond Road. Building components with a higher Sound Transmission Class (STC) rating will be required where noise levels exceed 65 dBA, indicated in Figure 3.

In addition to upgraded windows, the installation of central air conditioning (or similar mechanical system) will be required for all units in the development, which will allow occupants to keep windows closed and

maintain a comfortable living environment. A Warning Clause[1] will be required in all Agreements of Lease, Purchase and Sale for these units, as summarized in section 6.

The building's proposed HVAC equipment has potential for noise impacts on surrounding buildings and the study building itself. Typically, noise levels can be controlled by judicious selection and placement of the equipment and the introduction of silencers or noise screens where needed. A stationary noise assessment for on-site sources will be completed once the mechanical information for the building's HVAC systems is known.

Noise levels at the Outdoor Living Area (OLA) receptor on the east side of the building rooftop are expected to approach 51 dBA, which is below the ENCG limit of 55 dBA for OLAs. The outdoor amenity area located on the north side of the building rooftop is less exposed to the transportation noise sources, thus noise levels are also expected to be within the ENCG criteria.

The estimated vibration level due to Light Rail Transit in the area is expected to be 0.054 mm/s RMS (67 dBV) at the nearest point of reception based on the FTA protocol. Since predicted vibration levels are below the criterion of 0.10 mm/s RMS, no mitigation will be required.

[1] City of Ottawa Environmental Noise Control Guidelines, January 2016

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1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Dentech Holdings Inc. to undertake a transportation noise and vibration assessment to satisfy concurrent Zoning By-law Amendment (ZBLA) and Site Plan Control Application (SPA) submissions for the proposed development located at 797 Richmond Road in Ottawa (hereinafter referred to as "study building" or "proposed development"). This report summarizes the methodology, results, and recommendations related to a transportation noise and ground vibration assessment.

The present scope of work involves assessing exterior and interior noise levels generated by local transportation sources, as well as vibration levels generated by local light rail transit (LRT) activity. The assessment is based on (i) theoretical noise prediction methods that conform to the City of Ottawa Environmental Noise Control Guidelines[2] (ENCG); (ii) noise level criteria as specified by the ENCG guidelines; (iii) future vehicular traffic volumes corresponding to roadway classification, roadway traffic volumes obtained from the City of Ottawa, and LRT information from the Rail Implementation Office; and (iv) architectural drawings of the development prepared by Chmiel Architects Inc., dated April 15, 2021.

2. TERMS OF REFERENCE

The study building is located at 797 Richmond Road on the north elevation of Richmond Road, approximately 80 meters (m) to the west of the intersection of Cleary Avenue and Richmond Road. Throughout this report, the Richmond Road elevation is referred to as the south elevation.

The proposed development comprises a 9-storey building plus a mechanical penthouse. Above two levels of underground parking, the grade level has a nearly square planform and comprises retail units along the east and west elevations, a main lobby along the south elevation, and shared building support spaces throughout the remainder of the level. At Level 2, the building steps out at the north and east elevations. Levels 2 through 9 comprise residential units with balconies on all façades. Above Level 9, the building steps back from the north and south elevations at the roof level. The roof level comprises mechanical space along the west elevation, and outdoor amenity areas towards the east side and north elevations. The roof level also accommodates mechanical space along the south elevation.

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[2] City of Ottawa Environmental Noise Control Guidelines, January 2016

The study site is surrounded by low to mid-rise residential and commercial buildings to the west and north, Richmond Road to the south, and a high-rise residential building to the east along Richmond Road. The major sources of transportation noise are Richmond Road which borders the site directly to the south, Byron Avenue, and Sherbourne Road. The Light Rail Transit (LRT) Confederation Line under development will run parallel to Richmond Road and Byron Avenue, directly in between these roadways. Sherbourne Station will be located across Richmond Road from the study building. The section of the LRT Confederation Line running along the study site will travel underground, and therefore was excluded from the transportation noise analysis as noise levels are dominated by roadways. However, potential ground vibration impacts caused by the LRT were analyzed in this study. Figure 1 illustrates a complete site plan and surrounding context.

3. OBJECTIVES

The main goals of this work are to (i) calculate the future noise levels on the study building produced by local transportation noise sources, (ii) calculate the future vibration levels on the study building produced by local LRT traffic, and (iii) ensure that interior noise levels and vibration levels do not exceed the allowable limits specified by the City of Ottawa's Environmental Noise Control Guidelines as outlined in Section 4 of this report.

4. METHODOLOGY

4.1 Background

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

4.2 Transportation Noise

4.2.1 Criteria for Transportation Noise

For vehicle traffic, the equivalent sound energy level, L_{eq}, provides a measure of the time-varying noise levels, which is well correlated with the annoyance of sound. It is defined as the continuous sound level that has the same energy as a time-varying noise level over a period of time. For roadways, the L_{eq} is commonly calculated on the basis of a 16-hour (L_{eq16}) daytime (07:00-23:00) / 8-hour (L_{eq8}) nighttime (23:00-07:00) split to assess its impact on residential buildings. The City of Ottawa's Environmental Noise Control Guidelines (ENCG) specifies that the recommended indoor noise limit range (that is relevant to this study) is 50, 45 and 40 dBA for retail, living rooms and sleeping quarters, respectively, as listed in Table 1. However, to account for deficiencies in building construction and control peak noise, these levels should be targeted toward 47, 42 and 37 dBA.

TABLE 1: INDOOR SOUND LEVEL CRITERIA (ROAD) [3]

Type of Space	Time Period	Leq (dBA)	
		Road	Rail
General offices, reception areas, **retail** stores, etc.	07:00 – 23:00	50	45
Living/dining/den areas of **residences**, hospitals, schools, nursing/retirement homes, day-care centres, theatres, places of worship, libraries, individual or semi-private offices, conference rooms, etc.	07:00 – 23:00	45	40
Sleeping quarters of hotels/motels	23:00 – 07:00	45	40
Sleeping quarters of **residences**, hospitals, nursing/retirement homes, etc.	23:00 – 07:00	40	35

Predicted noise levels at the plane of window (POW) dictate the action required to achieve the recommended sound levels. An open window is considered to provide a 10 dBA reduction in noise while a standard closed window is capable of providing a minimum 20 dBA noise reduction[4]. Therefore, where

[3] Adapted from ENCG 2016 – Tables 2.2b and 2.2c
[4] Burberry, P.B. (2014). Mitchell's Environment and Services. Routledge, Page 125

noise levels exceed 55 dBA daytime and 50 dBA nighttime, the ventilation for the building should consider the need for having windows and doors closed, which normally triggers the need for central air conditioning (or similar systems). Where noise levels exceed 65 dBA daytime and 60 dBA nighttime building components will require higher levels of sound attenuation[5].

The sound level criterion for outdoor living areas is 55 dBA, which applies during the daytime (07:00 to 23:00). When noise levels exceed 55 dBA, mitigation must be provided to reduce noise levels where technically and administratively feasible to acceptable levels at or below the criterion.

4.2.2 Roadway Traffic Volumes

The ENCG dictates that noise calculations should consider future sound levels based on a roadway's classification at the mature state of development. Therefore, traffic volumes are based on the roadway classifications outlined in the City of Ottawa's Official Plan (OP) and Transportation Master Plan[6] which provide additional details on future roadway expansions. Average Annual Daily Traffic (AADT) volumes are then based on data in Table B1 of the ENCG for each roadway classification. Table 2 (below) summarizes the AADT values used for each roadway included in this assessment.

TABLE 2: ROADWAY TRAFFIC DATA

Segment	Roadway Traffic Data	Speed Limit (km/h)	Traffic Volumes
Richmond Road	2-UAU	50	15,000
Byron Avenue	2-UCU	40	8,000
Sherbourne Road	2-UMCU	50	12,000

4.2.3 Theoretical Transportation Noise Predictions

Noise predictions were performed with the aid of the MOECP computerized noise assessment program, STAMSON 5.04, for road and rail analysis. Appendix A includes the STAMSON 5.04 input and output data.

[5] MOECP, Environmental Noise Guidelines, NPC 300 – Part C, Section 7.1.3
[6] City of Ottawa Transportation Master Plan, November 2013

Roadway noise calculations were performed by treating each road segment as a separate line source of noise, and by using existing building locations as noise barriers. In addition to the traffic volumes summarized in Table 4, theoretical noise predictions were based on the following parameters:

- Truck traffic on all roadways was taken to comprise 5% heavy trucks and 7% medium trucks, as per ENCG requirements for noise level predictions.
- The day/night split was taken to be 92%/8% respectively for all streets.
- Ground surfaces were taken to be absorptive and reflective based on specific source-receiver path ground characteristics.
- Site topography was assumed to be a flat/gentle slope surrounding the study building.
- Noise receptors were strategically placed at 5 locations around the study building (see Figure 2).
- Receptor height was taken to be 27 meters at level 9 for the center of the window (height to 9^{th} floor slab + 1.5 meters) for receptors 1-4, and 30 meters for the rooftop Receptor 5.
- A standard 1.1 meter tall parapet was assumed to enclose the rooftop outdoor amenity area.
- For select sources where appropriate, Receptors 1-5 considered the high-rise building at 75 Clearly Avenue as a barrier partially obstructing exposure to the sources.
- Receptor distances and exposure angles are illustrated in Appendix A Figures 1-3.

4.3 Indoor Noise Calculations

The difference between outdoor and indoor noise levels is the noise attenuation provided by the building envelope. According to common industry practice, complete walls and individual wall elements are rated according to the Sound Transmission Class (STC). The STC ratings of common residential walls built in conformance with the Ontario Building Code (2012) typically exceed STC 35, depending on exterior cladding, thickness and interior finish details. For example, concrete and masonry walls can achieve STC 50 or more. Curtainwall systems typically provide around STC 35, depending on the glazing elements. Standard good quality double-glazed non-operable windows can have STC ratings ranging from 25 to 40 depending on the window manufacturer, pane thickness and inter-pane spacing. As previously mentioned, the windows are the known weak point in a partition.

According to the ENCG, when daytime noise levels at the plane of the window exceed 65 dBA, calculations must be performed to evaluate the sound transmission quality of the building components to ensure acceptable indoor noise levels. The calculation procedure[7] considers:

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

Based on published research[8], exterior walls possess specific sound attenuation characteristics that are used as a basis for calculating the required STC ratings of windows in the same partition. Due to the limited information available at the time of the study, which was prepared for site plan approval, final detailed floor layouts and building elevations were unavailable and therefore detailed STC calculations could not be performed at this time. As a guideline, the anticipated STC requirements for windows have been estimated based on the overall noise reduction required for each intended use of space (STC = outdoor noise level – targeted indoor noise levels).

4.4 Ground Vibration & Ground-borne Noise

Transit systems and heavy vehicles on roadways can produce perceptible levels of ground vibrations, especially when they are in close proximity to residential neighbourhoods or vibration-sensitive buildings. Similar to sound waves in air, vibrations in solids are generated at a source, propagated through a medium, and intercepted by a receiver. In the case of ground vibrations, the medium can be uniform, or more often, a complex layering of soils and rock strata. Also, similar to sound waves in air, ground vibrations produce perceptible motions and regenerated noise known as 'ground-borne noise' when the vibrations encounter a hollow structure such as a building. Ground-borne noise and vibrations are generated when there is excitation of the ground, such as from a train. Repetitive motion of the wheels on the track or rubber tires passing over an uneven surface causes vibrations to propagate through the soil. When they

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

encounter a building, vibrations pass along the structure of the building beginning at the foundation and propagating to all floors. Air inside the building excited by the vibrating walls and floors represents regenerated airborne noise. Characteristics of the soil and the building are imparted to the noise, thereby creating a unique noise signature.

Human response to ground vibrations is dependent on the magnitude of the vibrations, which is measured by the root mean square (RMS) of the movement of a particle on a surface. Typical units of ground vibration measures are millimeters per second (mm/s), or inch per second (in/s). Since vibrations can vary over a wide range, it is also convenient to represent them in decibel units, or dBV. In North America, it is common practice to use the reference value of one micro-inch per second (µin/s) to represent vibration levels for this purpose. The threshold level of human perception to vibrations is about 0.10 mm/s RMS or about 72 dBV. Although somewhat variable, the threshold of annoyance for continuous vibrations is 0.5 mm/s RMS (or 85 dBV), five times higher than the perception threshold, whereas the threshold for significant structural damage is 10 mm/s RMS (or 112 dBV), at least one hundred times higher than the perception threshold level.

4.4.1 Ground Vibration Criteria

In the United States, the Federal Transportation Authority (FTA) has set vibration criteria for sensitive land uses next to transit corridors. Similar standards have been developed by a partnership between the MOECP and the Toronto Transit Commission[9]. These standards indicate that the appropriate criteria for residential buildings is 0.10 mm/s RMS for vibrations. For main line railways, a document titled Guidelines for New Development in Proximity to Railway Operations[10], indicates that vibration conditions should not exceed 0.14 mm/s RMS averaged over a one-second time period at the first floor and above of the proposed building. As the main vibration source is due to the LRT lines, which will have frequent events, the 0.10 mm/s RMS (72 dBV) vibration criteria and 35 dBA ground borne noise criteria were adopted for this study.

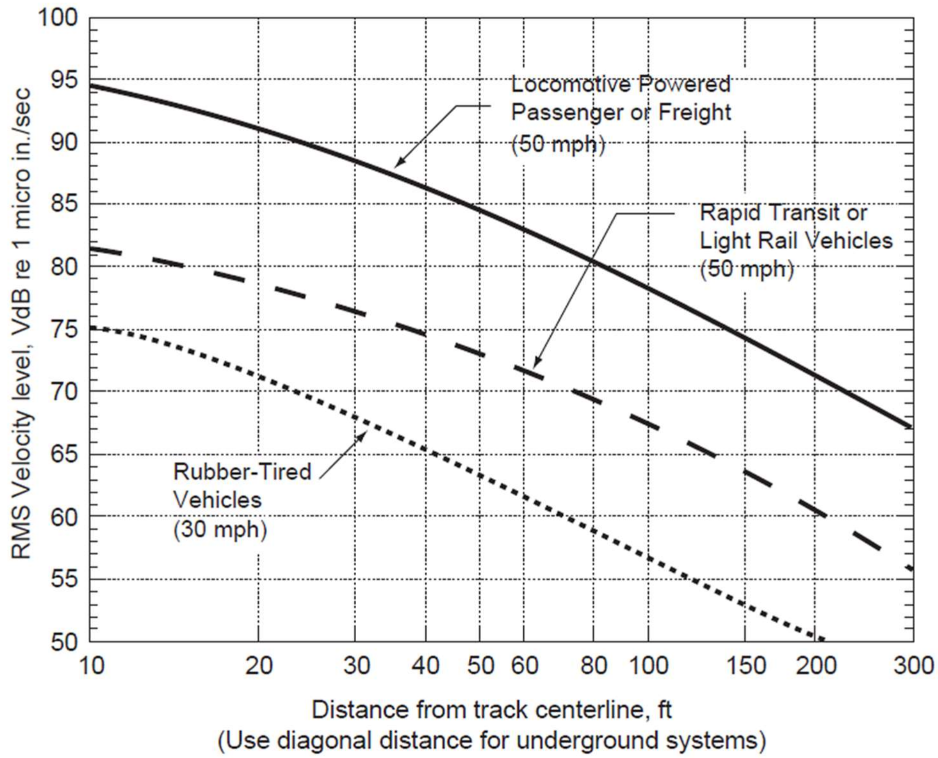
[9] MOECP/TTC Protocol for Noise and Vibration Assessment for the Proposed Yonge-Spadina Subway Loop, June 16, 1993

[10] Dialog and J.E. Coulter Associates Limited, prepared for The Federation of Canadian Municipalities and The Railway Association of Canada, May 2013

4.4.2 Theoretical Ground Vibration Prediction Procedure

Potential vibration impacts of the future Confederation LRT rail line, currently under construction, were predicted using the FTA's Transit Noise and Vibration Impact Assessment[11] protocol. The FTA general vibration assessment is based on an upper bound generic set of curves that show vibration level attenuation with distance. These curves, illustrated in the figure below, are based on ground vibration measurements at various transit systems throughout North America. Vibration levels at points of reception are adjusted by various factors to incorporate known characteristics of the system being analyzed, such as operating speed of vehicle, conditions of the track, construction of the track and geology, as well as the structural type of the impacted building structures. Based on the setback distance of the closest building, initial vibration levels were deduced from a curve for light rail trains at 50 miles per hour (mph) and applying an adjustment factor of -1 dBV to account for an operational speed of 43.4 mph (70 km/h). The track was assumed to be jointed with no welds. Details of the vibration calculations are presented in Appendix B.

[11] C. E. Hanson; D. A. Towers; and L. D. Meister, Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.



FTA GENERALIZED CURVES OF VIBRATION LEVELS VERSUS DISTANCE (ADOPTED FROM FIGURE 10-1, FTA TRANSIT NOISE AND VIBRATION IMPACT ASSESSMENT)

5. RESULTS AND DISCUSSION

5.1 Roadway Traffic Noise Levels

The results of the roadway noise calculations are summarized in Table 3 below. A complete set of input and output data from all STAMSON 5.04 calculations are available in Appendix A.

TABLE 3: EXTERIOR NOISE LEVELS DUE TO ROADWAY TRAFFIC SOURCES

Receptor Number	Receptor Height Above Grade (m)	Receptor Location	Traffic Noise Level (dBA)	
			Day	Night
1	27	POW / 9th Floor - South Façade	69	62
2	27	POW / 9th Floor - South Façade	69	62
3	27	POW / 9th Floor - East Façade	65	57
4	27	POW / 9th Floor - West Façade	66	58
5	30	OLA / Rooftop Amenity - East Side	51	N/A*

*Nighttime noise levels are not considered as per the ENCG

The results of the current analysis indicate that noise levels will range between 65 and 69 dBA at the Plane of Window (POW) receptors during the daytime period (07:00-23:00) and between 57 and 62 dBA during the nighttime period (23:00-07:00). The highest noise level (69 dBA) occurs along the south façade of the building, which is nearest and most exposed to Richmond Road. Noise levels at the Outdoor Living Area (OLA) receptor on the east side of the building rooftop are expected to approach 51 dBA.

5.2 Noise Control Measures

The noise levels predicted due to roadway traffic exceed the criteria listed in Section 4.2 for building components. As discussed in Section 4.3, the anticipated STC requirements for windows have been estimated based on the overall noise reduction required for each intended use of space (STC = outdoor noise level – targeted indoor noise levels). As per city of Ottawa requirements, detailed STC calculations will be required to be completed prior to building permit application for each unit type. The STC requirements for the windows are summarized below for various units within the development (see Figure 3):

- **Bedroom Windows**

(i) Bedroom windows facing south will require a minimum STC of 32

(ii) Bedroom windows facing west will require a minimum STC of 29

(iii) All other bedroom windows are to satisfy Ontario Building Code (OBC 2012) requirements

- **Living Room Windows**

(i) Living room windows facing south will require a minimum STC of 27

(ii) Living room windows facing west will require a minimum STC of 24

(iii) All other living room windows are to satisfy Ontario Building Code (OBC 2012) requirements

- **Exterior Walls**

(i) Exterior wall components on the south and west façades will require a minimum STC of 45, which will be achieved with brick cladding or an acoustical equivalent according to NRC test data[12]

The STC requirements apply to windows, doors, spandrel panels and curtainwall elements. Exterior wall components on these façades are recommended to have a minimum STC of 45, where a window/wall system is used. A review of window supplier literature indicates that the specified STC ratings can be achieved by a variety of window systems having a combination of glass thickness and inter-pane spacing. We have specified an example window configuration, however, several manufacturers and various combinations of window components, such as those proposed, will offer the necessary sound attenuation rating. It is the responsibility of the manufacturer to ensure that the specified window achieves the required STC. This can only be assured by using window configurations that have been certified by laboratory testing. The requirements for STC ratings assume that the remaining components of the building are constructed and installed according to the minimum standards of the Ontario Building Code. The specified STC requirements also apply to swinging and/or sliding patio doors.

Results of the calculations also indicate that the development will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. In addition to ventilation requirements, Warning Clauses will also be required in all Lease, Purchase and Sale Agreements, as summarized in Section 6.

[12] J.S. Bradley and J.A. Birta. Laboratory Measurements of the Sound Insulation of Building Façade Elements, National Research Council October 2000.

5.3 Ground Vibrations & Ground-borne Noise Levels

Based on an offset distance of 21 metres between the nearest railway track of the LRT Confederation Line and the building foundation, the estimated vibration level at the nearest point of reception is expected to be 0.054 mm/s RMS (67 dBV) based on the FTA protocol. Details of the calculation are provided in Appendix B. Since predicted vibration levels are below the criterion of 0.10 mm/s RMS, no mitigation will be required.

According to the United States Federal Transit Authority's vibration assessment protocol, ground borne noise can be estimated by subtracting 35 dB from the velocity vibration level in dBV. The result of our analysis indicates that the ground-bourne noise levels will be at 25 dB.

6. CONCLUSIONS AND RECOMMENDATIONS

The results of the current analysis indicate that noise levels will range between 65 and 69 dBA at the Plane of Window (POW) receptors during the daytime period (07:00-23:00) and between 57 and 62 dBA during the nighttime period (23:00-07:00). The highest noise level (69 dBA) occurs along the south façade of the building, which is nearest and most exposed to Richmond Road. Building components with a higher Sound Transmission Class (STC) rating will be required where noise levels exceed 65 dBA, indicated in Figure 3.

In addition to upgraded windows, the installation of central air conditioning (or similar mechanical system) will be required for all units in the development, which will allow occupants to keep windows closed and maintain a comfortable living environment. The following Warning Clause[13] will be required in all Agreements of Lease, Purchase and Sale for these units:

> *"Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing roadway traffic may, on occasion, interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the City and the Ministry of the Environment and Climate Change. To help address the need for sound attenuation, this development includes:*

[13] City of Ottawa Environmental Noise Control Guidelines, January 2016

- *STC rated multi-pane glass glazing elements and spandrel panels*
- *Upgraded exterior walls achieving STC 45 or greater*

This dwelling unit has also been designed with air conditioning (or similar mechanical system). Air conditioning will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the City and the Ministry of the Environment and Climate Change.

To ensure that provincial sound level limits are not exceeded, it is important to maintain these sound attenuation features."

In addition, the Rail Construction Program Office recommends that the warning clause identified below to be included in all agreements of purchase and sale and lease agreements for the proposed development including those prepared prior to the registration of the Site Plan Agreement:

"The Owner hereby acknowledges and agrees:

i) The proximity of the proposed development of the lands described in Schedule "A" hereto (the "Lands") to the City's existing and future transit operations, may result in noise, vibration, electromagnetic interferences, stray current transmissions, smoke and particulate matter (collectively referred to as "Interferences") to the development;

ii) It has been advised by the City to apply reasonable attenuation measures with respect to the level of the Interferences on and within the Lands and the proposed development; and

iii) The Owner acknowledges and agrees all agreements of purchase and sale and lease agreements, and all information on all plans and documents used for marketing purposes, for the whole or any part of the subject lands, shall contain the following clauses which shall also be incorporated in all transfer/deeds and leases from the Owner so that the clauses shall be covenants running with the lands for the benefit of the owner of the adjacent road:

> *'The Transferee/Lessee for himself, his heirs, executors, administrators, successors and assigns acknowledges being advised that a public transit light-rail rapid transit system (LRT) is proposed to be located in proximity to the subject lands, and the construction, operation and maintenance of the LRT may result in environmental impacts including, but not limited to noise, vibration, electromagnetic interferences, stray current transmissions, smoke and particulate matter (collectively referred to as the Interferences) to the subject lands. The Transferee/Lessee acknowledges and agrees that despite the inclusion of noise control features within the subject lands, Interferences may continue to be of concern, occasionally interfering with some activities of the occupants on the subject lands.*

The Transferee covenants with the Transferor and the Lessee covenants with the Lessor that the above clauses verbatim shall be included in all subsequent lease agreements, agreements of purchase and sale and deeds conveying the lands described herein, which covenants shall run with the lands and are for the benefit of the owner of the adjacent road.'"

The building's proposed HVAC equipment has potential for noise impacts on surrounding buildings and the study building itself. Typically, noise levels can be controlled by judicious selection and placement of the equipment and the introduction of silencers or noise screens where needed. A stationary noise assessment for on-site sources will be completed once the mechanical information for the building is known.

Noise levels at the Outdoor Living Area (OLA) receptor on the east side of the building rooftop are expected to approach 51 dBA, which is below the ENCG limit of 55 dBA for OLAs. The outdoor amenity area located on the north side of the building rooftop is less exposed to the transportation noise sources, thus noise levels are also expected to be within the ENCG criteria.

The estimated vibration level due to Light Rail Transit in the area is expected to be 0.054 mm/s RMS (67 dBV) at the nearest point of reception based on the FTA protocol. Since predicted vibration levels are below the criterion of 0.10 mm/s RMS, no mitigation will be required.

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

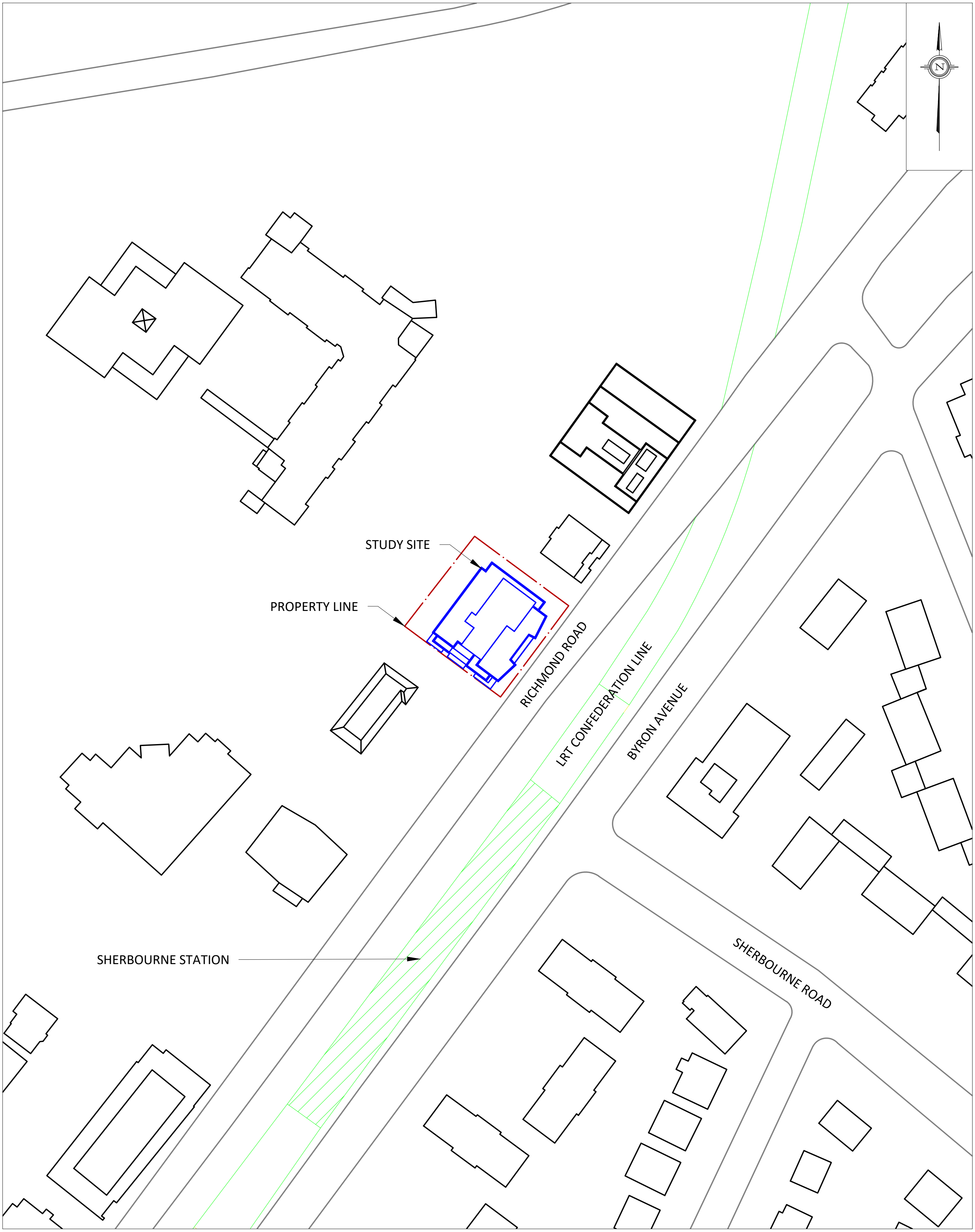
Sincerely,

Gradient Wind Engineering Inc.

Tanyon Matheson-Fitchett, B.Eng.
Junior Environmental Scientist

Joshua Foster, P.Eng.
Principal

Gradient Wind File #21-048-Noise&Vibration



GRADIENTWIND
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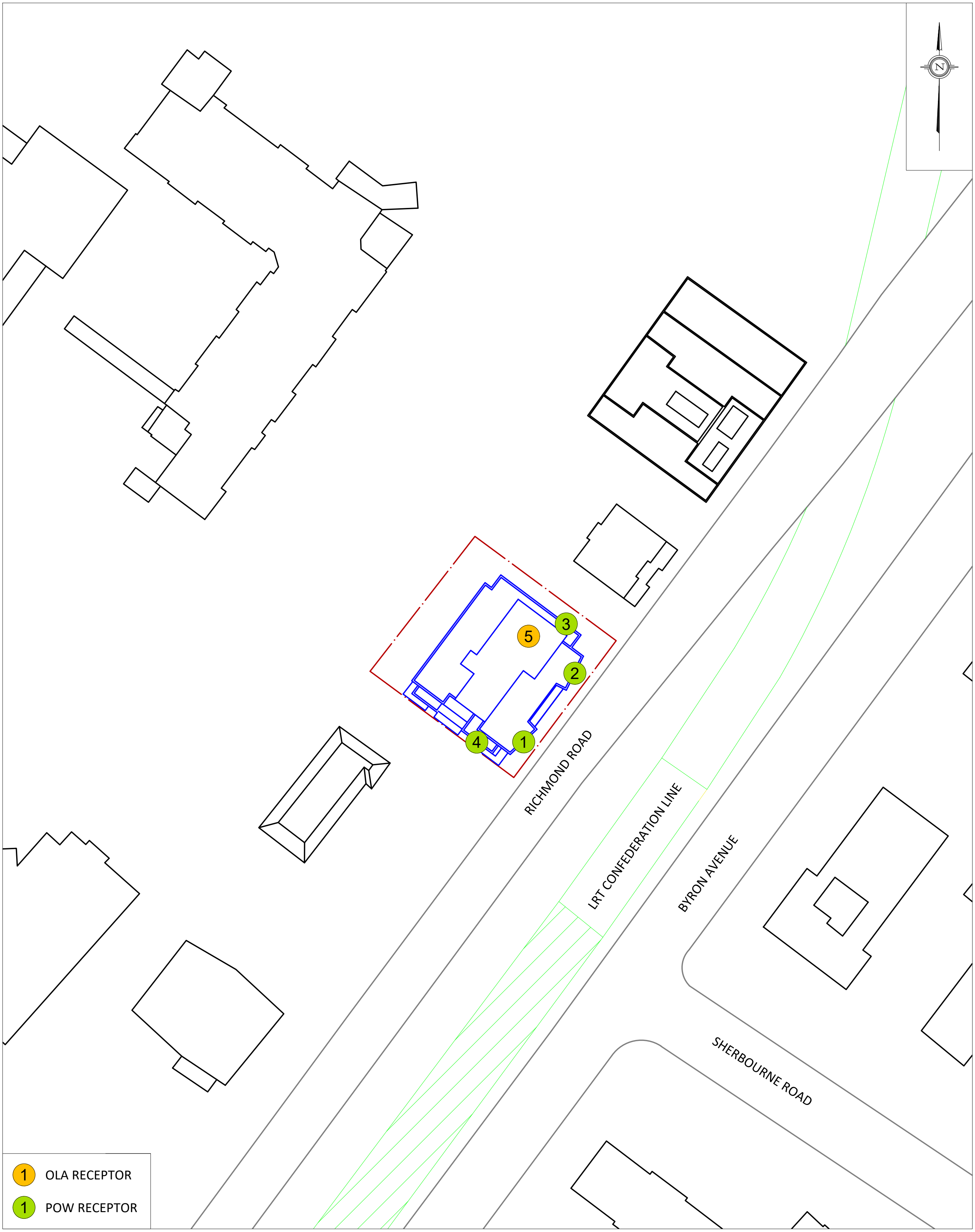
127 WALGREEN ROAD, OTTAWA, ON
613 836 0934 • GRADIENTWIND.COM

PROJECT	797 RICHMOND ROAD, OTTAWA TRANSPORTATION NOISE AND GROUND VIBRATIONS ASSESSMENT		
SCALE	1:1500 (APPROX.)	DRAWING NO.	21-048-1
DATE	MAY 10, 2021	DRAWN BY	T.M.F.

DESCRIPTION

FIGURE 1:
SITE PLAN AND SURROUNDING CONTEXT



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PROJECT	797 RICHMOND ROAD, OTTAWA TRANSPORTATION NOISE AND GROUND VIBRATIONS ASSESSMENT		
SCALE	1:1000 (APPROX.)	DRAWING NO.	20-048-2
DATE	MAY 10, 2021	DRAWN BY	T.M.F.

DESCRIPTION

FIGURE 2:
RECEPTOR LOCATIONS

BEDROOM/LIVING ROOM WINDOWS STC 29/24

BEDROOM/LIVING ROOM WINDOWS STC 32/27

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PROJECT	797 RICHMOND ROAD, OTTAWA TRANSPORTATION NOISE AND GROUND VIBRATIONS ASSESSMENT		
SCALE	1:500 (APPROX.)	DRAWING NO.	20-048-3
DATE	MAY 10, 2021	DRAWN BY	T.M.F.

DESCRIPTION

FIGURE 3:
WINDOW STC REQUIREMENTS

APPENDIX A

STAMSON 5.04 – INPUT AND OUTPUT DATA

127 WALGREEN ROAD, OTTAWA, ON, CANADA K0A 1L0 | 613 836 0934
GRADIENTWIND.COM

STAMSON 5.0 NORMAL REPORT Date: 13-05-2021 11:44:21
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r1.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 12144/1056 veh/TimePeriod *
Medium truck volume : 966/84 veh/TimePeriod *
Heavy truck volume : 690/60 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium 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: Richmond (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 15.00 m
Receiver height : 27.00 / 27.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 6477/563   veh/TimePeriod *
Medium truck volume :   515/45   veh/TimePeriod *
Heavy truck volume :   368/32   veh/TimePeriod *
Posted speed limit :   40 km/h
Road gradient   :   0 %
Road pavement   :   1 (Typical asphalt or concrete)

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

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

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

Angle1   Angle2   : -90.00 deg   90.00 deg
Wood depth   :   0   (No woods.)
No of house rows   :   0 / 0
Surface   :   2   (Reflective ground surface)
Receiver source distance : 44.00 / 44.00 m
Receiver height   : 27.00 / 27.00 m
Topography   :   1   (Flat/gentle slope; no barrier)
Reference angle   :   0.00

Road data, segment # 3: Sherbourne (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 : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 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 # 3: Sherbourne (day/night)

Angle1 Angle2 : -90.00 deg -57.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 28.00 / 28.00 m
Receiver height : 27.00 / 27.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Richmond (day)

Source height = 1.50 m

ROAD (0.00 + 68.48 + 0.00) = 68.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.48	0.00	0.00	0.00	0.00	0.00	0.00	68.48

Segment Leq : 68.48 dBA

Results segment # 2: Byron (day)

Source height = 1.50 m

ROAD (0.00 + 59.28 + 0.00) = 59.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.96	0.00	-4.67	0.00	0.00	0.00	0.00	59.28

Segment Leq : 59.28 dBA

Results segment # 3: Sherbourne (day)

Source height = 1.50 m

ROAD (0.00 + 57.43 + 0.00) = 57.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-57	0.00	67.51	0.00	-2.71	-7.37	0.00	0.00	0.00	57.43

Segment Leq : 57.43 dBA

Total Leq All Segments: 69.27 dBA

Results segment # 1: Richmond (night)

Source height = 1.50 m

ROAD (0.00 + 60.88 + 0.00) = 60.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.88	0.00	0.00	0.00	0.00	0.00	0.00	60.88

Segment Leq : 60.88 dBA

Results segment # 2: Byron (night)

Source height = 1.50 m

ROAD (0.00 + 51.69 + 0.00) = 51.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.36	0.00	-4.67	0.00	0.00	0.00	0.00	51.69

Segment Leq : 51.69 dBA

Results segment # 3: Sherbourne (night)

Source height = 1.50 m

ROAD (0.00 + 49.83 + 0.00) = 49.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-57	0.00	59.91	0.00	-2.71	-7.37	0.00	0.00	0.00	49.83

Segment Leq : 49.83 dBA

Total Leq All Segments: 61.67 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.27
(NIGHT): 61.67

STAMSON 5.0 NORMAL REPORT Date: 13-05-2021 11:45:49
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r2.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 12144/1056 veh/TimePeriod *
Medium truck volume : 966/84 veh/TimePeriod *
Heavy truck volume : 690/60 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium 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: Richmond (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 / 15.00 m
Receiver height : 27.00 / 27.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 6477/563 veh/TimePeriod *
Medium truck volume : 515/45 veh/TimePeriod *
Heavy truck volume : 368/32 veh/TimePeriod *
Posted speed limit : 40 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

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

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

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 44.00 / 44.00 m
Receiver height : 27.00 / 27.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Sherbourne (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 : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 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 # 3: Sherbourne (day/night)

Angle1 Angle2 : -90.00 deg -43.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 45.00 / 45.00 m
Receiver height : 27.00 / 27.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Richmond (day)

Source height = 1.50 m

ROAD (0.00 + 68.48 + 0.00) = 68.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.48	0.00	0.00	0.00	0.00	0.00	0.00	68.48

Segment Leq : 68.48 dBA

Results segment # 2: Byron (day)

Source height = 1.50 m

ROAD (0.00 + 59.28 + 0.00) = 59.28 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	63.96	0.00	-4.67	0.00	0.00	0.00	0.00	59.28

Segment Leq : 59.28 dBA

Results segment # 3: Sherbourne (day)

Source height = 1.50 m

ROAD (0.00 + 56.91 + 0.00) = 56.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-43	0.00	67.51	0.00	-4.77	-5.83	0.00	0.00	0.00	56.91

Segment Leq : 56.91 dBA

Total Leq All Segments: 69.24 dBA

Results segment # 1: Richmond (night)

Source height = 1.50 m

ROAD (0.00 + 60.88 + 0.00) = 60.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.88	0.00	0.00	0.00	0.00	0.00	0.00	60.88

Segment Leq : 60.88 dBA

Results segment # 2: Byron (night)

Source height = 1.50 m

ROAD (0.00 + 51.69 + 0.00) = 51.69 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	56.36	0.00	-4.67	0.00	0.00	0.00	0.00	51.69

Segment Leq : 51.69 dBA

Results segment # 3: Sherbourne (night)

Source height = 1.50 m

ROAD (0.00 + 49.31 + 0.00) = 49.31 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-43	0.00	59.91	0.00	-4.77	-5.83	0.00	0.00	0.00	49.31

Segment Leq : 49.31 dBA

Total Leq All Segments: 61.64 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.24
(NIGHT): 61.64

STAMSON 5.0   NORMAL REPORT   Date: 13-05-2021 11:46:56
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r3.te   Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 12144/1056 veh/TimePeriod *
Medium truck volume :   966/84   veh/TimePeriod *
Heavy truck volume :   690/60   veh/TimePeriod *
Posted speed limit :   50 km/h
Road gradient   :   0 %
Road pavement   :   1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15000
Percentage of Annual Growth   : 0.00
Number of Years of Growth   : 0.00
Medium 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: Richmond (day/night)

Angle1   Angle2   : -90.00 deg   0.00 deg
Wood depth   :   0   (No woods.)
No of house rows   :   0 / 0
Surface   :   2   (Reflective ground surface)
Receiver source distance : 17.00 / 17.00 m
Receiver height   : 27.00 / 27.00 m
Topography   :   2   (Flat/gentle slope; with barrier)
Barrier angle1   : -90.00 deg   Angle2 : -77.00 deg
Barrier height   : 47.00 m
Barrier receiver distance :   8.00 / 8.00   m
Source elevation   :   0.00 m
Receiver elevation   :   0.00 m
Barrier elevation   :   0.00 m
Reference angle   :   0.00

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

Car traffic volume : 6477/563   veh/TimePeriod *
Medium truck volume :   515/45   veh/TimePeriod *
Heavy truck volume :   368/32   veh/TimePeriod *
Posted speed limit :   40 km/h
Road gradient   :   0 %
Road pavement   :   1 (Typical asphalt or concrete)

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

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

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

Angle1   Angle2   : -90.00 deg   0.00 deg
Wood depth   :   0   (No woods.)
No of house rows   :   0 / 0
Surface   :   2   (Reflective ground surface)
Receiver source distance : 51.00 / 51.00 m
Receiver height   : 27.00 / 27.00 m
Topography   :   2   (Flat/gentle slope; with barrier)
Barrier angle1   : -90.00 deg   Angle2 : -77.00 deg
Barrier height   : 47.00 m
Barrier receiver distance :   8.00 / 8.00   m
Source elevation   :   0.00 m
Receiver elevation   :   0.00 m
Barrier elevation   :   0.00 m
Reference angle   :   0.00

Results segment # 1: Richmond (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	27.00	15.00	15.00

ROAD (0.00 + 38.53 + 64.25) = 64.26 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-77	0.00	68.48	0.00	-0.54	-11.41	0.00	0.00	-18.00	38.53
-77	0	0.00	68.48	0.00	-0.54	-3.69	0.00	0.00	0.00	64.25

Segment Leq : 64.26 dBA

Results segment # 2: Byron (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	27.00	23.00	23.00

ROAD (0.00 + 29.79 + 54.95) = 54.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-77	0.00	63.96	0.00	-5.31	-11.41	0.00	0.00	-17.44	29.79
-77	0	0.00	63.96	0.00	-5.31	-3.69	0.00	0.00	0.00	54.95

Segment Leq : 54.97 dBA

Total Leq All Segments: 64.74 dBA

Results segment # 1: Richmond (night)

Source height = 1.50 m

Barrier height for grazing incidence

```
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       27.00 !       15.00 !        15.00

ROAD (0.00 + 30.93 + 56.65) = 56.66 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
--------------------------------------------------------------------------
   -90    -77   0.00  60.88   0.00  -0.54 -11.41   0.00   0.00 -18.00  30.93
--------------------------------------------------------------------------
   -77      0   0.00  60.88   0.00  -0.54  -3.69   0.00   0.00   0.00  56.65
--------------------------------------------------------------------------
```

Segment Leq : 56.66 dBA

```
Results segment # 2: Byron (night)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       27.00 !       23.00 !       23.00

ROAD (0.00 + 22.20 + 47.36) = 47.37 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
--------------------------------------------------------------------------
   -90    -77   0.00  56.36   0.00  -5.31 -11.41   0.00   0.00 -17.44  22.20
--------------------------------------------------------------------------
   -77      0   0.00  56.36   0.00  -5.31  -3.69   0.00   0.00   0.00  47.36
--------------------------------------------------------------------------

Segment Leq : 47.37 dBA

Total Leq All Segments: 57.14 dBA



TOTAL Leq FROM ALL SOURCES (DAY): 64.74
                         (NIGHT): 57.14
```

STAMSON 5.0 NORMAL REPORT Date: 13-05-2021 11:47:45
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r4.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 12144/1056 veh/TimePeriod *
Medium truck volume : 966/84 veh/TimePeriod *
Heavy truck volume : 690/60 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium 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: Richmond (day/night)

Angle1 Angle2 : 0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 17.00 / 17.00 m
Receiver height : 27.00 / 27.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 6477/563   veh/TimePeriod *
Medium truck volume : 515/45   veh/TimePeriod *
Heavy truck volume : 368/32   veh/TimePeriod *
Posted speed limit :   40 km/h
Road gradient   :   0 %
Road pavement   :   1 (Typical asphalt or concrete)

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

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

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

Angle1   Angle2   : 0.00 deg   90.00 deg
Wood depth   :   0   (No woods.)
No of house rows   :   0 / 0
Surface   :   2   (Reflective ground surface)
Receiver source distance : 51.00 / 51.00 m
Receiver height   : 27.00 / 27.00 m
Topography   :   1   (Flat/gentle slope; no barrier)
Reference angle   : 0.00

Road data, segment # 3: Sherbourne (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 : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 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 # 3: Sherbourne (day/night)

Angle1 Angle2 : -90.00 deg -66.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 23.00 / 23.00 m
Receiver height : 27.00 / 27.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Richmond (day)

Source height = 1.50 m

ROAD (0.00 + 64.93 + 0.00) = 64.93 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	68.48	0.00	-0.54	-3.01	0.00	0.00	0.00	64.93

Segment Leq : 64.93 dBA

Results segment # 2: Byron (day)

Source height = 1.50 m

ROAD (0.00 + 55.63 + 0.00) = 55.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	63.96	0.00	-5.31	-3.01	0.00	0.00	0.00	55.63

Segment Leq : 55.63 dBA

Results segment # 3: Sherbourne (day)

Source height = 1.50 m

ROAD (0.00 + 56.90 + 0.00) = 56.90 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-66	0.00	67.51	0.00	-1.86	-8.75	0.00	0.00	0.00	56.90

Segment Leq : 56.90 dBA

Total Leq All Segments: 65.98 dBA

Results segment # 1: Richmond (night)

Source height = 1.50 m

ROAD (0.00 + 57.33 + 0.00) = 57.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	60.88	0.00	-0.54	-3.01	0.00	0.00	0.00	57.33

Segment Leq : 57.33 dBA

Results segment # 2: Byron (night)

Source height = 1.50 m

ROAD (0.00 + 48.04 + 0.00) = 48.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.00	56.36	0.00	-5.31	-3.01	0.00	0.00	0.00	48.04

Segment Leq : 48.04 dBA

Results segment # 3: Sherbourne (night)

Source height = 1.50 m

ROAD (0.00 + 49.30 + 0.00) = 49.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-66	0.00	59.91	0.00	-1.86	-8.75	0.00	0.00	0.00	49.30

Segment Leq : 49.30 dBA

Total Leq All Segments: 58.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.98
(NIGHT): 58.39

STAMSON 5.0 NORMAL REPORT Date: 13-05-2021 11:48:20
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r5.te Time Period: Day/Night 16/8 hours
Description:

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

Car traffic volume : 12144/1056 veh/TimePeriod *
Medium truck volume : 966/84 veh/TimePeriod *
Heavy truck volume : 690/60 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 15000
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium 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: Richmond (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 21.00 / 21.00 m
Receiver height : 30.00 / 30.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 31.10 m
Barrier receiver distance : 6.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

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

Car traffic volume : 6477/563 veh/TimePeriod *
Medium truck volume : 515/45 veh/TimePeriod *
Heavy truck volume : 368/32 veh/TimePeriod *
Posted speed limit : 40 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

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

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

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 55.00 / 55.00 m
Receiver height : 30.00 / 30.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg
Barrier height : 31.10 m
Barrier receiver distance : 6.00 / 6.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00

Road data, segment # 3: Sherbourne (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 :   50 km/h
Road gradient   :   0 %
Road pavement   :   1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 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 # 3: Sherbourne (day/night)

Angle1   Angle2   : -90.00 deg   -50.00 deg
Wood depth   :   0   (No woods.)
No of house rows   :   0 / 0
Surface   :   2   (Reflective ground surface)
Receiver source distance : 46.00 / 46.00 m
Receiver height   : 30.00 / 30.00 m
Topography   :   2   (Flat/gentle slope; with barrier)
Barrier angle1   : -90.00 deg   Angle2 : -50.00 deg
Barrier height   : 31.10 m
Barrier receiver distance :   6.00 / 6.00   m
Source elevation   :   0.00 m
Receiver elevation   :   0.00 m
Barrier elevation   :   0.00 m
Reference angle   :   0.00

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

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
      1.50 !      30.00 !      21.86 !       21.86

ROAD (0.00 + 49.61 + 0.00) = 49.61 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
--------------------------------------------------------------------------
   -90     90   0.00  68.48   0.00  -1.46   0.00   0.00   0.00 -17.41  49.61
--------------------------------------------------------------------------

Segment Leq : 49.61 dBA


Results segment # 2: Byron (day)
--------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
      1.50 !      30.00 !      26.89 !       26.89

ROAD (0.00 + 43.56 + 0.00) = 43.56 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
--------------------------------------------------------------------------
   -90     90   0.00  63.96   0.00  -5.64   0.00   0.00   0.00 -14.75  43.56
--------------------------------------------------------------------------

Segment Leq : 43.56 dBA
```

Results segment # 3: Sherbourne (day)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	30.00	26.28	26.28

ROAD (0.00 + 43.14 + 0.00) = 43.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-50	0.00	67.51	0.00	-4.87	-6.53	0.00	0.00	-12.97	43.14

Segment Leq : 43.14 dBA

Total Leq All Segments: 51.29 dBA

Results segment # 1: Richmond (night)

Source height = 1.50 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.50	30.00	21.86	21.86

ROAD (0.00 + 42.02 + 0.00) = 42.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	60.88	0.00	-1.46	0.00	0.00	0.00	-17.41	42.02

Segment Leq : 42.02 dBA

```
Results segment # 2: Byron (night)
----------------------------------

Source height = 1.50 m

Barrier height for grazing incidence
------------------------------------
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
       1.50 !       30.00 !       26.89 !        26.89

ROAD (0.00 + 35.97 + 0.00) = 35.97 dBA
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
--------------------------------------------------------------------------
   -90     90   0.00  56.36   0.00  -5.64   0.00   0.00   0.00 -14.75  35.97
--------------------------------------------------------------------------

Segment Leq : 35.97 dBA
```

Results segment # 3: Sherbourne (night)

Source height = 1.50 m

Barrier height for grazing incidence

```
Source      ! Receiver    ! Barrier     ! Elevation of
Height  (m) ! Height  (m) ! Height  (m) ! Barrier Top  (m)
------------+-------------+-------------+--------------
      1.50 !      30.00 !      26.28 !       26.28
```

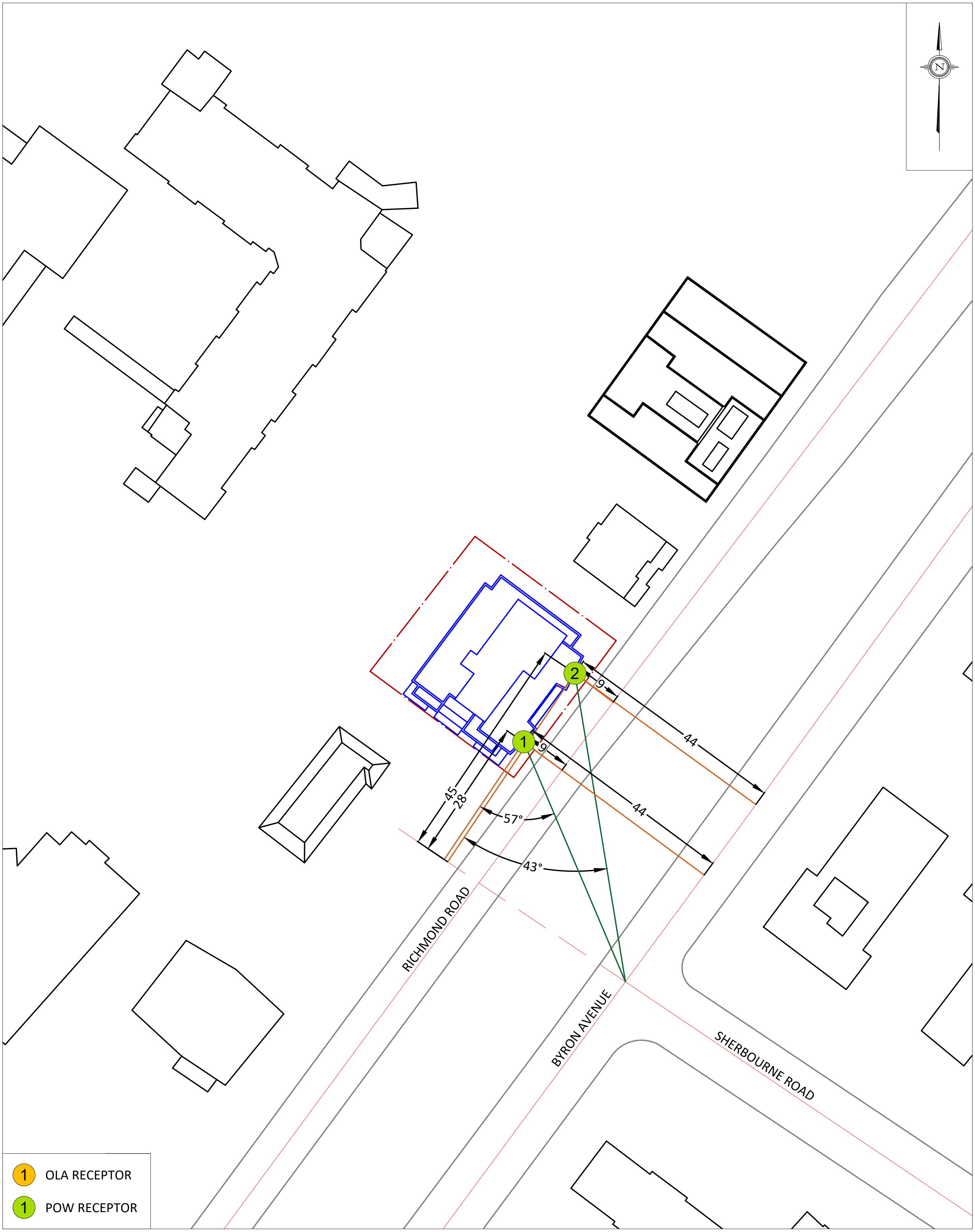
ROAD (0.00 + 35.54 + 0.00) = 35.54 dBA

```
Angle1 Angle2  Alpha RefLeq  P.Adj  D.Adj  F.Adj  W.Adj  H.Adj  B.Adj SubLeq
--------------------------------------------------------------------------
   -90    -50   0.00  59.91   0.00  -4.87  -6.53   0.00   0.00 -12.97  35.54
--------------------------------------------------------------------------
```

Segment Leq : 35.54 dBA

Total Leq All Segments: 43.70 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 51.29
(NIGHT): 43.70



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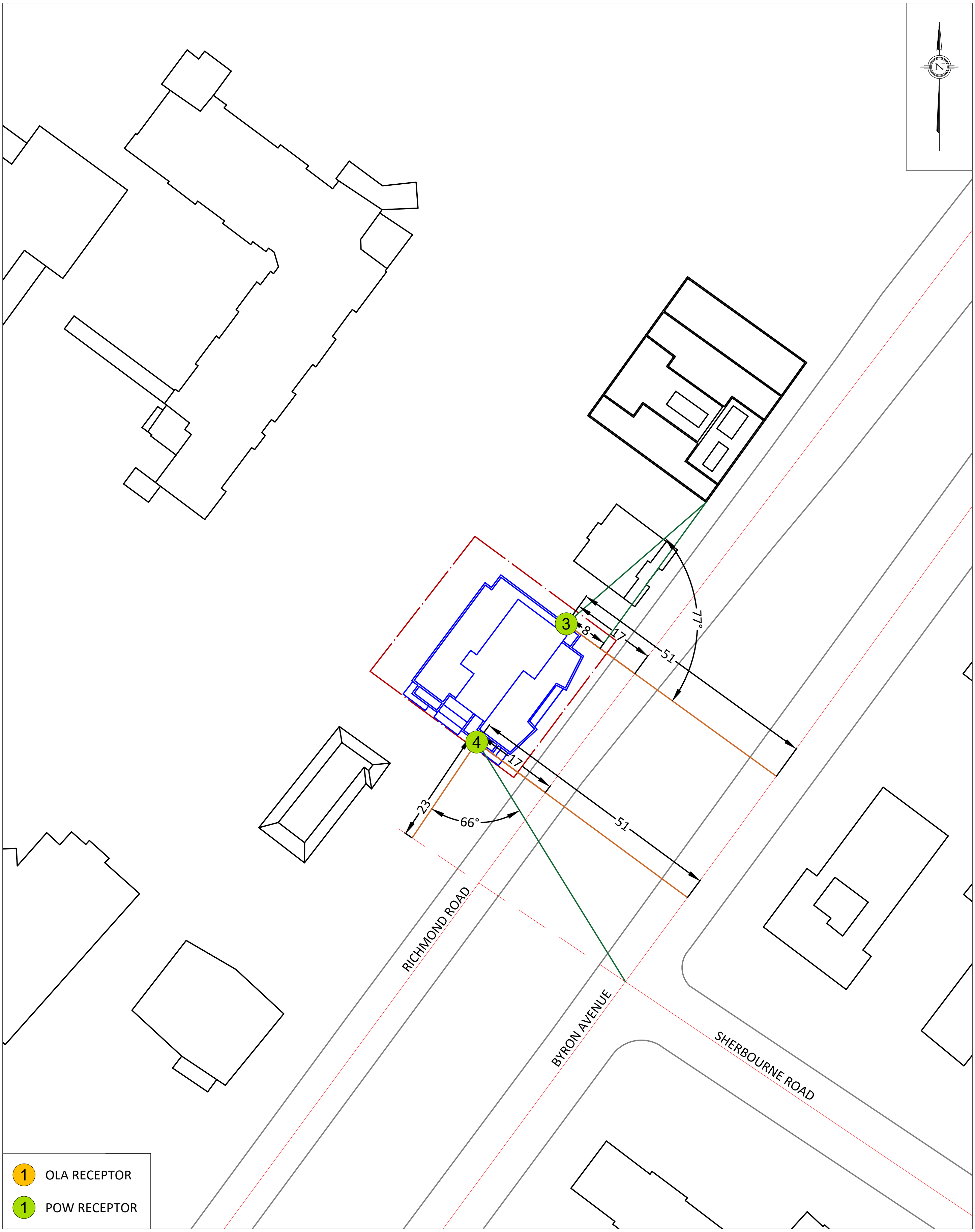
SCALE	1:1000 (APPROX.)	DRAWING NO.	20-048-A1
DATE	MAY 10, 2021	DRAWN BY	T.M.F.

DESCRIPTION

FIGURE A1:
RECEPTORS 1 & 2 STAMSON INPUT PARAMETERS



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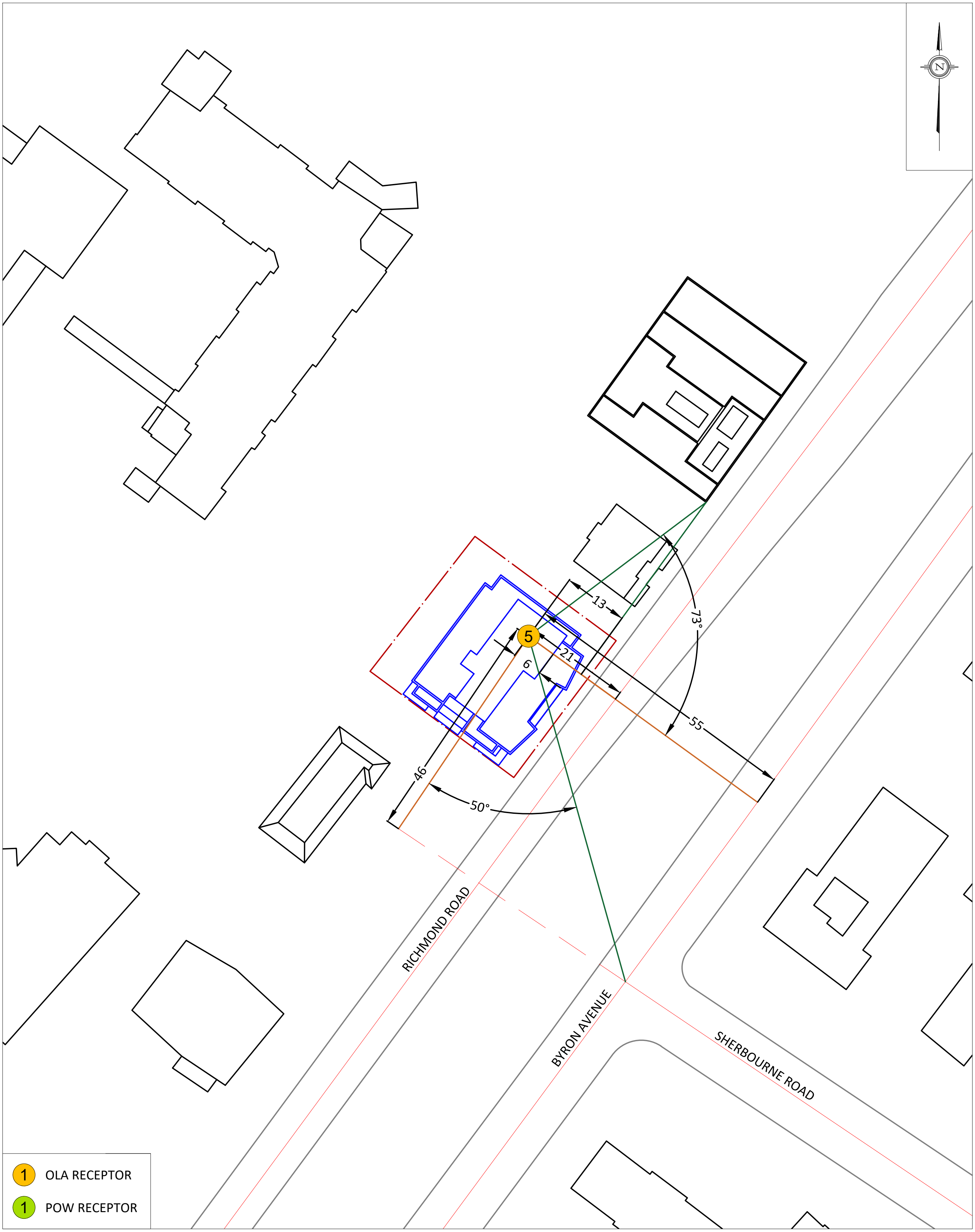
DATE	MAY 10, 2021	DRAWN BY	T.M.F.

DESCRIPTION

FIGURE A2:
RECEPTORS 3 & 4 STAMSON INPUT PARAMETERS



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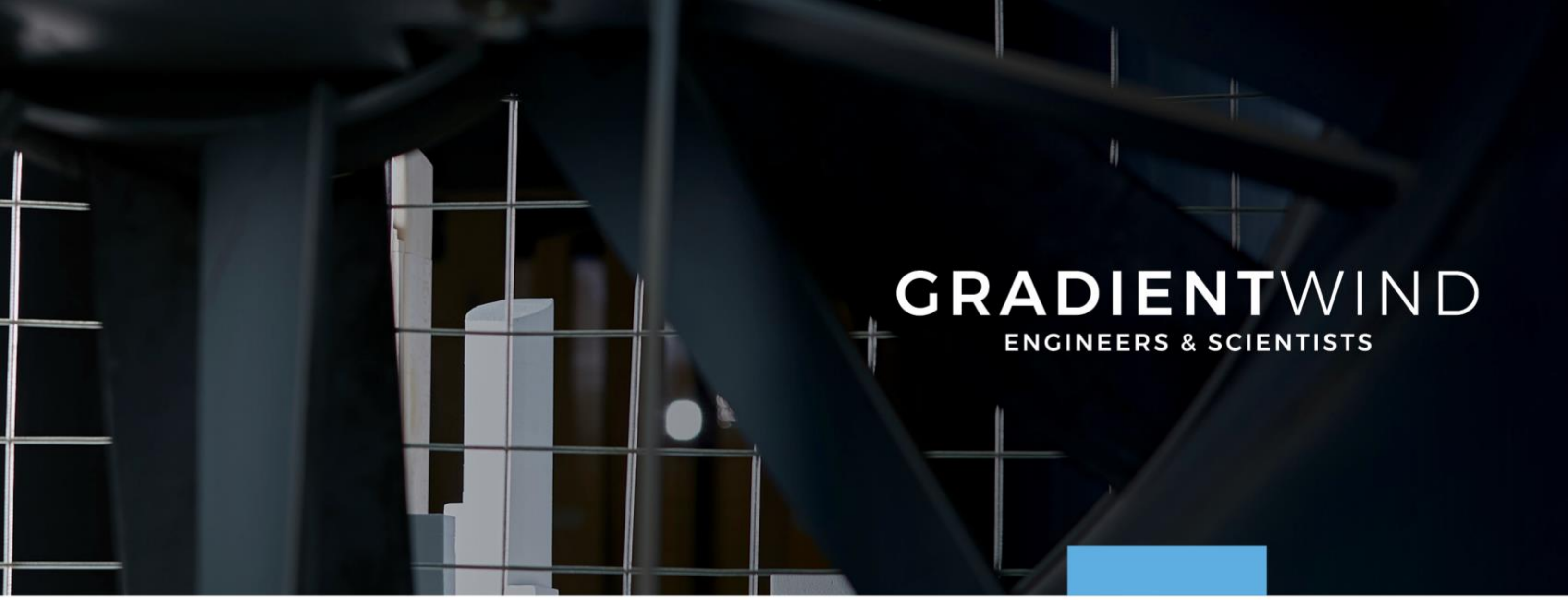
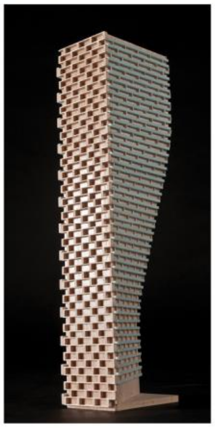
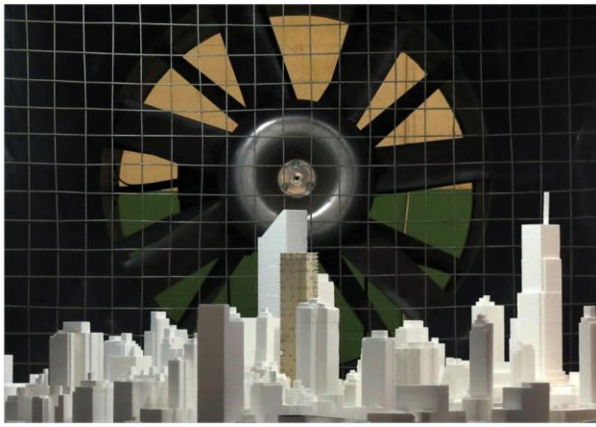
DRAWING NO.	20-048-A3
DATE	MAY 10, 2021
DRAWN BY	T.M.F.
DESCRIPTION	FIGURE A3: RECEPTOR 5 STAMSON INPUT PARAMETERS







APPENDIX B

FTA VIBRATION CALCULATIONS

127 WALGREEN ROAD, OTTAWA, ON, CANADA K0A 1L0 | 613 836 0934
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GW21-048 13-May-21

Possible Vibration Impacts on 797 Richmond Road
Perdicted using FTA General Assesment

Train Speed 50 km/h 30 mph

	Distance from	
	(m)	(ft)
LRT	21.0	68.9

Vibration

From FTA Manual Fig 10-1

Vibration Levels at distance from track	71	dBV re 1 micro in/sec	

Adjustment Factors FTA Table 10-1

Speed reference 50 mph	-4	Trains slowing into station 50 km/h (30 mph)	
Vehicle Parameters	0	Assume Soft primary suspension, Weels run true	
Track Condition	0	None	
Track Treatments	0	None	
Type of Transit Structure	-5	Station	
Efficient vibration Propagation	0	None	
Vibration Levels at Fdn	62		0.031
Coupling to Building Foundation	0	Founded in rock	
Floor to Floor Attenuation	-1.0	Ground Floor Ocupied	
Amplification of Floor and Walls	6		
Total Vibration Level	66.6	dBV or	0.054 mm/s
Noise Level in dBA	31.6	dBA	

Table 10-1. Adjustment Factors for Generalized Predictions of Ground-Borne Vibration and Noise

Factors Affecting Vibration Source				
Source Factor	**Adjustment to Propagation Curve**			**Comment**
		Reference Speed		
Speed	Vehicle Speed	50 mph	30 mph	Vibration level is approximately proportional to $20*\log(speed/speed_{ref})$. Sometimes the variation with speed has been observed to be as low as 10 to 15 $\log(speed/speed_{ref})$.
	60 mph	+1.6 dB	+6.0 dB	
	50 mph	0.0 dB	+4.4 dB	
	40 mph	-1.9 dB	+2.5 dB	
	30 mph	-4.4 dB	0.0 dB	
	20 mph	-8.0 dB	-3.5 dB	
Vehicle Parameters (not additive, apply greatest value only)				
Vehicle with stiff primary suspension	+8 dB			Transit vehicles with stiff primary suspensions have been shown to create high vibration levels. Include this adjustment when the primary suspension has a vertical resonance frequency greater than 15 Hz.
Resilient Wheels	0 dB			Resilient wheels do not generally affect ground-borne vibration except at frequencies greater than about 80 Hz.
Worn Wheels or Wheels with Flats	+10 dB			Wheel flats or wheels that are unevenly worn can cause high vibration levels. This can be prevented with wheel truing and slip-slide detectors to prevent the wheels from sliding on the track.
Track Conditions (not additive, apply greatest value only)				
Worn or Corrugated Track	+10 dB			If both the wheels and the track are worn, only one adjustment should be used. Corrugated track is a common problem. Mill scale on new rail can cause higher vibration levels until the rail has been in use for some time.
Special Trackwork	+10 dB			Wheel impacts at special trackwork will significantly increase vibration levels. The increase will be less at greater distances from the track.
Jointed Track or Uneven Road Surfaces	+5 dB			Jointed track can cause higher vibration levels than welded track. Rough roads or expansion joints are sources of increased vibration for rubber-tire transit.
Track Treatments (not additive, apply greatest value only)				
Floating Slab Trackbed	-15 dB			The reduction achieved with a floating slab trackbed is strongly dependent on the frequency characteristics of the vibration.
Ballast Mats	-10 dB			Actual reduction is strongly dependent on frequency of vibration.
High-Resilience Fasteners	-5 dB			Slab track with track fasteners that are very compliant in the vertical direction can reduce vibration at frequencies greater than 40 Hz.

Table 10-1. Adjustment Factors for Generalized Predictions of Ground-Borne Vibration and Noise (Continued)

Factors Affecting Vibration Path			
Path Factor	**Adjustment to Propagation Curve**		**Comment**
Resiliently Supported Ties	-10 dB		Resiliently supported tie systems have been found to provide very effective control of low-frequency vibration.
Track Configuration (not additive, apply greatest value only)			
Type of Transit Structure	Relative to at-grade tie & ballast: Elevated structure -10 dB Open cut 0 dB		The general rule is the heavier the structure, the lower the vibration levels. Putting the track in cut may reduce the vibration levels slightly. Rock-based subways generate higher-frequency vibration.
	Relative to bored subway tunnel in soil: Station -5 dB Cut and cover -3 dB Rock-based - 15 dB		
Ground-borne Propagation Effects			
Geologic conditions that promote efficient vibration propagation	Efficient propagation in soil +10 dB		Refer to the text for guidance on identifying areas where efficient propagation is possible.
	Propagation in rock layer — **Dist.**: 50 ft, 100 ft, 150 ft, 200 ft	**Adjust.**: +2 dB, +4 dB, +6 dB, +9 dB	The positive adjustment accounts for the lower attenuation of vibration in rock compared to soil. It is generally more difficult to excite vibrations in rock than in soil at the source.
Coupling to building foundation	Wood Frame Houses -5 dB 1-2 Story Masonry -7 dB 3-4 Story Masonry -10 dB Large Masonry on Piles -10 dB Large Masonry on Spread Footings -13 dB Foundation in Rock 0 dB		The general rule is the heavier the building construction, the greater the coupling loss.
Factors Affecting Vibration Receiver			
Receiver Factor	**Adjustment to Propagation Curve**		**Comment**
Floor-to-floor attenuation	1 to 5 floors above grade: -2 dB/floor 5 to 10 floors above grade: -1 dB/floor		This factor accounts for dispersion and attenuation of the vibration energy as it propagates through a building.
Amplification due to resonances of floors, walls, and ceilings	+6 dB		The actual amplification will vary greatly depending on the type of construction. The amplification is lower near the wall/floor and wall/ceiling intersections.
Conversion to Ground-borne Noise			
Noise Level in dBA	Peak frequency of ground vibration: Low frequency (<30 Hz): -50 dB Typical (peak 30 to 60 Hz): -35 dB High frequency (>60 Hz): -20 dB		Use these adjustments to estimate the A-weighted sound level given the average vibration velocity level of the room surfaces. See text for guidelines for selecting low, typical or high frequency characteristics. Use the high-frequency adjustment for subway tunnels in rock or if the dominant frequencies of the vibration spectrum are known to be 60 Hz or greater.