



Marsville Estates Inc.

NOISE IMPACT STUDY UPDATE

Proposed Residential Subdivision

063076 County Road 3
Township of East Garafraxa

April 2026
20339.02



LEA Consulting Ltd.

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Markham, ON, L3R 9R9 Canada
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WWW.LEA.CA

April 13, 2026

Reference Number:

20339 - 063076 County Road 3
(Noise)

Marsville Estate Inc.
Sunray Group
c/o Frank Venditti
515 Consumers Road, Suite 701
North York, ON
M2J 4Z2

**RE: Noise Impact Study
Proposed Residential Subdivision
063076 County Road 3, Township of East Garafraxa, ON**

Dear Mr. Venditti:

LEA Consulting Ltd. is pleased to present the findings of this Noise Impact Study (NIS) for the proposed residential subdivision at 063076 County Road in the Township of East Garafraxa.

The report concludes that no noise mitigation measures are recommended or need to be implemented due to the transportation noise sources from the environment.

Should you have any questions regarding this NIS, please do not hesitate to contact us.

Yours truly,

LEA CONSULTING LTD.

Ian Dinsmore
Noise and Vibration Analyst

Daniel Eduardo Adarve Villanueva, P. Eng.
Project Manager
Noise and Vibration Engineer



Encl.

Revision History

Rev. No.	Description	Author	Reviewed By	Date
1	Initial Draft	Daniel Eduardo Adarve Villanueva	Tony Chiu	March 27, 2020
1	Initial Final	Daniel Eduardo Adarve Villanueva	Tony Chiu	March 27, 2020
2	Second Draft	Daniel Eduardo Adarve Villanueva	Tony Chiu	January 25, 2021
3	Third Draft	Daniel Eduardo Adarve Villanueva	Joseph Doran	September 27, 2021
3	Second Final	Daniel Eduardo Adarve Villanueva	Joseph Doran, Ken Chan	September 29, 2021
4	Update Draft	Ian Dinsmore	Daniel Eduardo Adarve Villanueva	January 29, 2026
5	Second Update Draft	Ian Dinsmore	Daniel Eduardo Adarve Villanueva	March 24, 2026
6	Final	Ian Dinsmore	Daniel Eduardo Adarve Villanueva	April 13, 2026

Distribution List

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TABLE OF CONTENTS

1	Introduction	3
2	Noise Sources	3
2.1	<i>Transportation Noise Sources</i>	3
2.1.1	Road Traffic	3
2.1.2	Rail Sources	3
2.1.3	Air Traffic.....	3
2.2	<i>Stationary Noise Sources.....</i>	4
3	Noise Criteria.....	4
3.1	<i>Transportation Noise</i>	4
3.1.1	Indoors	4
3.1.2	Outdoors	5
4	Noise Impact Assessment.....	5
4.1	<i>Transportation Noise assessment.....</i>	5
4.1.1	Road Traffic Data.....	5
4.1.2	Transportation Noise Predictions	6
5	Noise Abatement Requirements.....	8
5.1	<i>Indoor Living Areas and AC/Ventilation Requirements.....</i>	8
5.1.1	Building Façade Constructions.....	8
5.1.2	Ventilation Requirements	8
6	Conclusions and Recommendations.....	9
7	References.....	10

LIST OF TABLES AND FIGURES

Table 1: MECP Sound Level Limits for Indoor Spaces	4
Table 2: MECP Ventilation Requirements.....	5
Table 3: MECP Sound Level Limits for Outdoor Living Area	5
Table 5: Summary of Traffic Data	6
Table 6: Predicted (Unattenuated) Transportation Sound Levels (Plane of Window)	7

Figure 1: Key Plan showing Site Location and Area

Figure 2: Transportation Noise Receptor Locations – Site Plan

APPENDICES

APPENDIX A	SITE PLAN
APPENDIX B	ZONING INFORMATION AND EMAIL CORRESPONDENCE
APPENDIX C	TRAFFIC DATA
APPENDIX D	DETAILED STAMSON ANALYSIS

SUMMARY

LEA Consulting Ltd. (LEA) has been retained by Marsville Estates Inc. (Marsville) to prepare a Noise Impact Study (NIS) in support of the proposed residential subdivision located on the existing agricultural property 063076 County Road 3 in the Township of East Garafraxa in Dufferin County. This study examined the future noise environment in the development area and evaluated its impact potential on future noise-sensitive receptors. Transportation noise assessment was accomplished based on the Ontario Road Noise Analysis Method for Environment and Transportation (ORNAMENT) using the Ontario Ministry of the Environment, Conservation and Parks (MECP) STAMSON noise prediction software. The stationary sound level assessment was not included in this report. Based on the analysis, the noise impact from the environment on the proposed development is within the applicable MECP limits. Mitigative measures are not required to meet the MECP limits.

Transportation Noise Sources – Outdoor:

- ▶ No mitigation measures are required for OLA points of reception affected by road noise sources.

Transportation Noise Sources – Indoor:

- ▶ OBC-compliant exterior window and wall constructions are sufficient for the development of all façades of the proposed residential development.

Stationary Noise Sources:

- ▶ An environment-to-site stationary noise assessment that accounts for the future development of the surrounding lands is not feasible at this time. Any future builds in the “*Future Employment*” lands to the north of the subject site should be designed to maintain land-use compatibility from a noise perspective on the subject site; and
- ▶ Receptor locations are assumed based on the zoning minimum frontyard setback, as such, the Noise Impact Study should be reviewed when the building footprints are included in the site plan.

1 INTRODUCTION

LEA Consulting Ltd. (LEA) has been retained by Marsville Estates Inc. (Marsville) to prepare a Noise Impact Study (NIS) in support of the proposed residential subdivision located on the existing agricultural property 063076 County Road 3 in the Township of East Garafraxa in Dufferin County.

This report has been updated from the previous NIS dated September 2021 due to site plan updates. The latest site plans include a new layout of the residential hamlet lots. This report addresses said changes. It is worth mentioning that the previous report utilised a site plan which provided building footprints. The latest site plan does not include building footprints; therefore, assumptions were made for noise-sensitive receptor locations based on the minimum front yard setback.

The proposed development covers an approximate total area of 26.89 hectares (ha), including seventy-eight (78) residential lots covering an area of 19.75 ha, and is currently occupied by vacant agricultural land.

The proposed development is located on the southwest corner of County Road 3 and County Road 24 in the Township of East Garafraxa. Surrounding land uses include agricultural land to the east and south, and institutional to the immediate west. The lands to the north of the proposed area are zoned for “*Future Employment*”, but are currently vacant agricultural lands.

This study examined the existing and future noise environment in the development area and evaluated its potential impact on future noise-sensitive receptors. This report investigates the noise control measures that are required in order for the development to meet the noise guidelines of the Ontario Ministry of the Environment, Conservation and Parks (MECP) and to satisfy the requirements of the Township of East Garafraxa and County of Dufferin. This noise report is based on the methodology and approach outlined in the MECP guideline NPC-300 “*Stationary and Transportation Sources – Approval and Planning*” (August 2013).

Figure 1 provides a key plan showing the location of the proposed development.

This report is based on the site plan prepared by Innovative Planning Solutions, dated August 29th, 2023. A copy of the site plan is shown in **Appendix A**.

2 NOISE SOURCES

2.1 TRANSPORTATION NOISE SOURCES

2.1.1 Road Traffic

Vehicular traffic along County Road 3 and County Road 24 are the dominant sources of transportation noise that could impact the subject site. Due to the low vehicular traffic, any local access streets on the development are deemed acoustically insignificant and will not be included in this study.

2.1.2 Rail Sources

This development is not impacted by rail noise sources.

2.1.3 Air Traffic

The development is not impacted by aircraft noise sources.

2.2 STATIONARY NOISE SOURCES

As indicated in the client-provided site plan, the existing agricultural lands to the north of the proposed development are designated as “*Future Employment*” in the Township of East Garafraxa Official Zoning Plan. Permitted uses within this designation include, but are not limited to, manufacturing, retail, offices, restaurant, hotel, recreation, fire halls, and police stations. LEA personnel contacted the Township planner to inquire about any proposed or anticipated development plans for these lands. Based on correspondence with the Township, there are currently no formal development applications or submissions associated with these lands.

Given the broad range of permitted uses with no current plans, it is recommended that any future plans in the employment area be designed to maintain land-use compatibility from a noise perspective on the subject site. Modelling noise impacts for the employment area at this stage would require numerous assumptions regarding potential uses and operational characteristics, such as locations of accesses, loading bays, rooftop units, and building footprints, and, as such, the results would be unreliable and not meaningful.

Zoning Information and correspondence with the Township planner are provided in **Appendix B**.

Furthermore, the surrounding environment will not be impacted by stationary noise sources generated from the subject site. This is because the hamlet style residential lots will have a small enough building footprint to not require large commercial scale Heating, Ventilation, and Air Conditioning (HVAC) Rooftop Units (RTUs). As such, stationary noise impacts from the site are expected to be negligible, and a stationary noise assessment will not be included in this study.

3 NOISE CRITERIA

3.1 TRANSPORTATION NOISE

3.1.1 Indoors

The indoor noise level impact due to road traffic was examined as per the noise criteria outlined in the MECP guidelines. The indoor sound level limit due to road traffic for a living or dining room area during the daytime (07:00-23:00) and nighttime (23:00-07:00) hours are a $L_{eq-16hr}$ and L_{eq-8hr} of 45 dBA, respectively. The indoor sound level limit due to road traffic for a bedroom during the daytime is a $L_{eq-16hr}$ of 45 dBA and during the nighttime hours is an L_{eq-8hr} of 40 dBA. To satisfy the limits set out by the MECP guidelines, the MECP has provided a basis for the type of windows, doors, and exterior walls that will be required based on projected outdoor noise levels.

The required limits as per NPC-300 guidelines are summarised in **Table 1**. Moreover, the ventilation requirements from transportation noise sources as per NPC-300 guidelines are presented in **Table 2**.

Table 1: MECP Sound Level Limits for Indoor Spaces

Type of Space	Time Period	Sound Level Limits
		Road
Living/Dining, Den Areas of Residences	07:00 – 23:00	L_{eq} (16 hours): 45 dBA
	23:00 – 07:00	L_{eq} (8 hours): 45 dBA
Sleeping quarters	07:00 – 23:00	L_{eq} (16 hours): 45 dBA
	23:00 – 07:00	L_{eq} (8 hours): 40 dBA

Table 2: MECP Ventilation Requirements

Plane of Window Sound Level (L_{eq})	Ventilation Requirement	Warning Clause Requirement
Daytime (07:00 to 23:00)		
≤ 55 dBA	None	None
$55 \leq 65$ dBA	Forced air heating with provisions for the installation of central air conditioning	Recommended
> 65 dBA	Central air conditioning	Required
Nighttime (23:00 to 07:00)		
≤ 50 dBA	None	None
$50 \leq 60$ dBA	Forced air heating with provisions for the installation of central air conditioning	Recommended
> 60 dBA	Central air conditioning	Required

3.1.2 Outdoors

Guidelines set out by the MECP recommend that equivalent noise levels (i.e., $L_{eq-16hr}$) in outdoor living areas should not exceed 55 dBA. If the predicted $L_{eq-16hr}$ is greater than 60 dBA, noise control measures should be implemented to reduce the level to 55 dBA. If it is not technically, economically, or administratively feasible to achieve a level of 55 dBA, noise levels between 55 dBA and 60 dBA may be acceptable, provided that the future occupants of the dwellings are made aware of the potential noise problems through a warning clause. The required limits are summarised in **Table 3**.

Table 3: MECP Sound Level Limits for Outdoor Living Area

Type of Space	Time Period	Sound Level Limits	
		Road	Rail
Outdoor Living Area (OLA)	07:00 – 23:00	L_{eq} (16 hours): 55 dBA (may consider noise control measures)	
		L_{eq} (16 hours): 60 dBA (noise control measures are required)	

4 NOISE IMPACT ASSESSMENT

4.1 TRANSPORTATION NOISE ASSESSMENT

As noted in **Section 2.1.1**, the study area's dominant transportation traffic noise source is traffic noise generated by County Road 3 and County Road 24. County Road 3 is located to the north of the subject site with a posted speed limit of 60 km/h. County Road 24 is located to the east of the subject site with a posted speed limit of 80 km/h.

Noise level calculations were performed in accordance with the methodology outlined in MECP guidelines, including the Ontario Road Noise Analysis Method for Environment and Transportation (ORNAMENT).

4.1.1 Road Traffic Data

Historical traffic data for County Road 3 and County Road 24 was obtained from the County of Dufferin. The latest Average Annual Daily Traffic (AADT) data for both roadways were collected in 2018; therefore, up-to-date turning movement counts (TMC) were collected and used in the analysis. The data was then escalated to the year 2036, a ten (10) year horizon, with a yearly growth rate of 2%.

LEA personnel conducted on-site TMC on January 20th, 2026, for the County Road 3 and County Road 24 intersection, during the weekday AM and PM peak hours. LEA also collected TMCs on January 23rd, 2020 for the previous submission. This data was compared with the current data to observe traffic trends. No buses

were observed on the road during the measurement. The heavy/medium truck split within the "trucks" classification was determined based on the "Ministry of Transportation Ontario (MTO) Environmental Guide for Noise", dated February 2022. This heavy/medium truck split is considered conservative. The day/night traffic volume splits are consistent with those used in the previous submission and were calculated from the County's 2018 AADT data. Updated AADT data is not currently available, and a review of the 2020 and 2026 TMCs indicates comparable traffic volumes; as such, the day/night splits are expected to remain consistent.

Predictions of road traffic noise were based on the road traffic data outlined in **Table 4** below. Road traffic data is included in **Appendix C**.

Table 4: Summary of Traffic Data

Traffic Data	Future AADT	Day/Night Ratio	Percentage of Medium Trucks	Percentage of Heavy Trucks	Posted Speed Limit
County Road 3	5,351	92/8	3.32%	2.07%	60 km/h
County Road 24	3,462	89/11	4.42%	2.77%	80 km/h

4.1.2 Transportation Noise Predictions

Noise impact assessments for the proposed development were conducted with consideration of the predicted future traffic volume. Daytime and nighttime impacts from transportation noise were investigated. Distance adjustment corrections were applied wherever applicable.

As noted in **Section 1**, the proposed development consists of fifty-eight (58) residential hamlet estate style lots. Each lot is expected to have a backyard that can be considered an Outdoor Living Area (OLA) that may be negatively impacted by road traffic. Therefore, OLA receptors were considered for the proposed development.

The latest site plan does not identify building footprints; therefore, receptor locations are based on the minimum required front-yard setback and at a third-floor height, based on the maximum building height of 10.5 metres. Locating receptors based on the minimum rear yard setback is considered overly conservative, particularly given that the previous site plan identified building footprints established using the minimum front yard setback. When building footprints become available, they should be reviewed, and the LEA NIS should be updated accordingly, if required.

Table 5 shows the unattenuated daytime and nighttime predicted L_{eq} 's due to road traffic at the noise-sensitive receptors within the proposed development. Nighttime L_{eq} 's are only required for sleeping quarters; therefore, the OLA receptors do not include nighttime noise level values. Façade receptors are labelled as R01 to R09, and OLA receptors are labelled OLA01 to OLA09 within **Figure 2**. Detailed sound-level calculations are provided in **Appendix D**.

Table 5: Predicted (Unattenuated) Transportation Sound Levels (Plane of Window)

Receptor	Receptor Height (m)	Description	Source	Distance (m)	Overall L_{eq} (dBA) Day	Overall L_{eq} (dBA) Night
R01	7.5	North Façade - Lot 9	County Road 3	135	49	42
			County Road 24	653		
R02	7.5	North Façade - Lot 10	County Road 3	81	52	44
			County Road 24	650		
R03	7.5	North Façade - Lot 14	County Road 3	81	52	44
			County Road 24	527		
R04	7.5	North Façade - Lot 72	County Road 3	111	50	43
			County Road 24	394		
R05	7.5	North Façade - Lot 50	County Road 3	74	53	45
			County Road 24	275		
R06	7.5	North Façade - Lot 44	County Road 3	81	55	48
			County Road 24	83		
R07	7.5	East Façade - Lot 37	County Road 3	302	55	49
			County Road 24	65		
R08	7.5	East Façade - Lot 36	County Road 3	311	47	41
			County Road 24	226		
OLA01	1.5	Backyard - Lot 9	County Road 3	141	47	-
			County Road 24	627		
OLA02	1.5	Backyard - Lot 10	County Road 3	80	51	-
			County Road 24	644		
OLA03	1.5	Backyard - Lot 14	County Road 3	69	52	-
			County Road 24	525		
OLA04	1.5	Backyard - Lot 72	County Road 3	119	48	-
			County Road 24	376		
OLA05	1.5	Backyard - Lot 50	County Road 3	65	54	-
			County Road 24	269		
OLA06	1.5	Backyard - Lot 44	County Road 3	65	54	-
			County Road 24	177		
OLA07	1.5	Backyard - Lot 37	County Road 3	130	54	-
			County Road 24	218		
OLA08	1.5	Backyard - Lot 36	County Road 3	310	46	-
			County Road 24	218		
			County Road 24	197		

5 NOISE ABATEMENT REQUIREMENTS

5.1 INDOOR LIVING AREAS AND AC/VENTILATION REQUIREMENTS

Indoor sound levels have been examined with respect to MECP Guidelines, as summarised in **Section 3.1.1** of this report. The recommendations discussed below should be verified upon the final detailed review of the architectural design of the proposed development.

5.1.1 Building Façade Constructions

According to NPC-300 guideline:

*“If the nighttime sound level outside the bedroom or living/dining room windows exceeds **60 dBA** or the daytime sound level outside the bedroom or living/dining area windows exceeds **65 dBA**, building components, including windows, walls and doors, where applicable, should be designed so that the indoor sound levels comply with the sound level limits.”*

Based on the predicted outdoor façade sound levels shown in **Table 5** and the statement above from NPC-300 guideline, window and wall upgrades for all façades are not required to meet the MECP indoor sound level limits shown in **Table 1**.

The exterior window and wall STC values show that the following are required to mitigate road traffic sound levels to the MECP and Township of East Garafraxa indoor sound level criteria:

- ▶ OBC-compliant exterior window and wall constructions are sufficient for the residential development on all façades of the proposed residential development.

5.1.2 Ventilation Requirements

Based on the unattenuated noise levels shown in **Table 5** and the ventilation requirements in **Table 2**, the residential lots do not require warning clauses for future occupants in their Agreements of Purchase/Sale.

6 CONCLUSIONS AND RECOMMENDATIONS

According to the NPC-300 noise guidelines, the implementation of all required noise control measures should be verified by a qualified Acoustical Consultant. All relevant builder's plans should be confirmed by an Acoustic Consultant as being in conformance with the recommendations of the approved Noise Impact Study. Further, prior to the final inspection and release for occupancy, the recommended noise control measures within the subject site should be inspected by an Acoustic Consultant. The intent is to ensure that the recommendations and builder's plans are compliant with the approved Noise Impact Study.

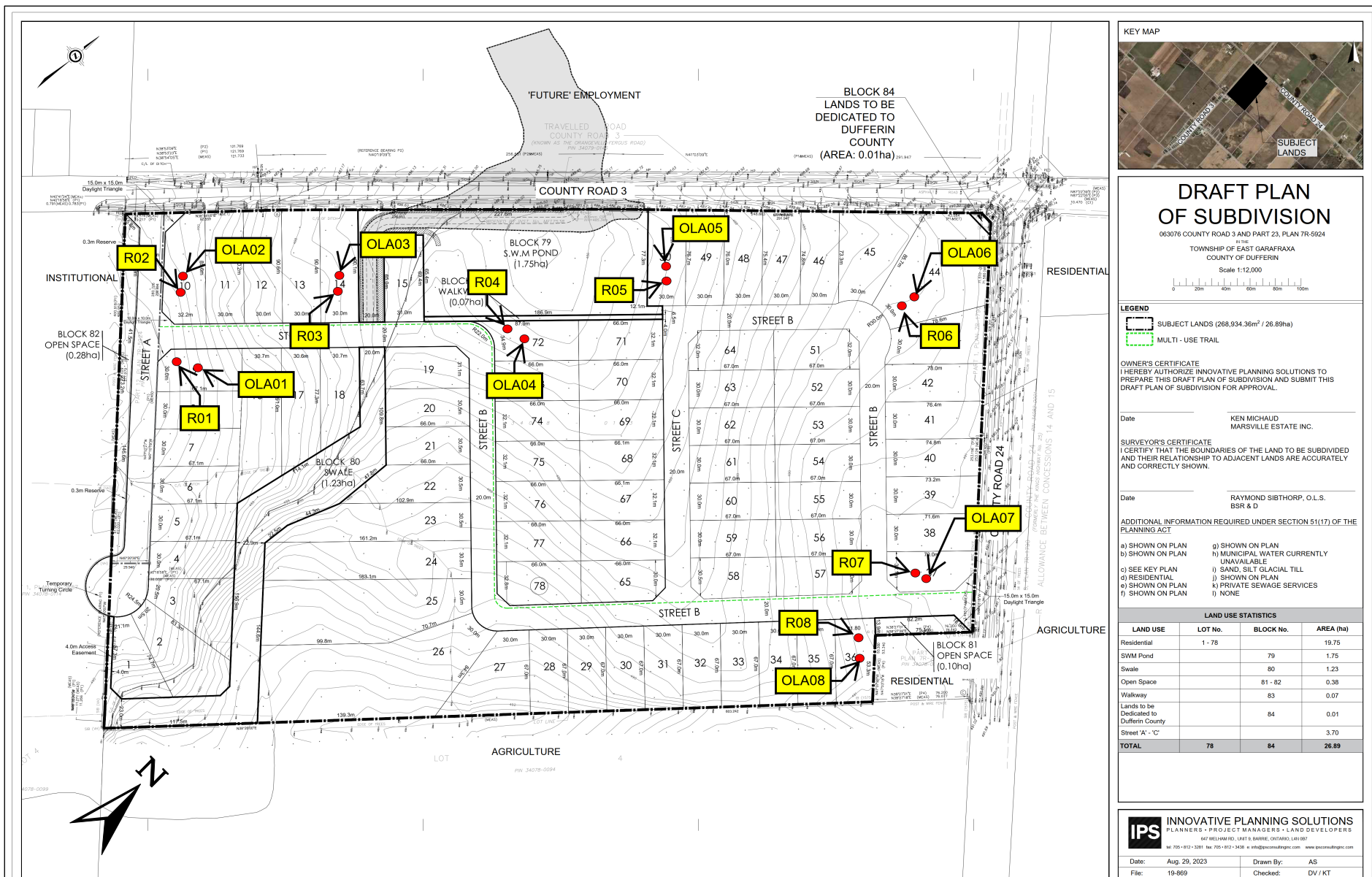
Based on the analysis, the impact from the environment on the proposed development is within the applicable MECP limits. The following is a summary of our noise analysis:

- ▶ An environment-to-site stationary noise assessment that accounts for the future development of the surrounding lands is not feasible at this time. Any future builds in the “*Future Employment*” lands to the north of the subject site should be designed to maintain land-use compatibility from a noise perspective on the subject site;
- ▶ Receptor locations are assumed based on the zoning minimum frontyard setback, as such, the Noise Impact Study should be reviewed when the building footprints are included in the site plan;
- ▶ No mitigation measures are required for OLA points of reception affected by road noise sources;
- ▶ OBC-compliant exterior window and wall constructions are sufficient for the development on all façades of the proposed residential development; and
- ▶ Should any of the plans or information used in the completion of this report change, a detailed review should be completed by an acoustical consultant to ensure the sound level limits are met.

7 REFERENCES

1. ORNAMENT – “Ontario Road Noise Analysis Method for Environmental and Transportation”, Ontario Ministry of the Environment, October 1989.
2. “Noise Guideline, Stationary and Transportation Sources – Approval and Planning, Publication NPC 300”, Ontario Ministry of the Environment, Aug 2013





DRAFT PLAN OF SUBDIVISION

063076 COUNTY ROAD 3 AND PART 23, PLAN 7R-5924

TOWNSHIP OF EAST GARAFRAXA

COUNTY OF DUFFERIN

Scale 1:12,000



LEGEND

- SUBJECT LANDS (268,934.36m² / 26.89ha)
- MULTI - USE TRAIL

OWNER'S CERTIFICATE

I HEREBY AUTHORIZE INNOVATIVE PLANNING SOLUTIONS TO PREPARE THIS DRAFT PLAN OF SUBDIVISION AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION FOR APPROVAL.

Date: KEN MICHAUD
MARSVILLE ESTATE INC.

SURVEYOR'S CERTIFICATE
I CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE ACCURATE AND CORRECTLY SHOWN.

Date: RAYMOND SIBTHORP, O.L.S.
BSR & D

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT

- | | |
|------------------|--|
| a) SHOWN ON PLAN | g) SHOWN ON PLAN |
| b) SHOWN ON PLAN | h) MUNICIPAL WATER CURRENTLY UNAVAILABLE |
| c) SEE KEY PLAN | i) SAND, SILT GLACIAL TILL |
| d) RESIDENTIAL | j) SHOWN ON PLAN |
| e) SHOWN ON PLAN | k) PRIVATE SEWAGE SERVICES |
| f) SHOWN ON PLAN | l) NONE |

LAND USE STATISTICS

LAND USE	LOT No.	BLOCK No.	AREA (ha)
Residential	1 - 78		19.75
SWM Pond		79	1.75
Swale		80	1.23
Open Space		81 - 82	0.38
Walkway		83	0.07
Lands to be Dedicated to Dufferin County		84	0.01
Street 'A' - 'C'			3.70
TOTAL	78	84	26.89

IPS INNOVATIVE PLANNING SOLUTIONS
PLANNERS • PROJECT MANAGERS • LAND DEVELOPERS
647 WILMAR RD, UNIT 8, BARRE, ONTARIO, L4H 1B7
Tel: 705-812-1201 Fax: 705-812-1342 E: info@innovativeplanning.com Web: www.innovativeplanning.com

Date: Aug. 29, 2023 Drawn By: AS
File: 19-869 Checked: DV / KT

Project ID: 20339.02

Scale: NTS
Drawn by: ID
Reviewed by: DEA
Date: Mar 23, 2026
Revision: 2

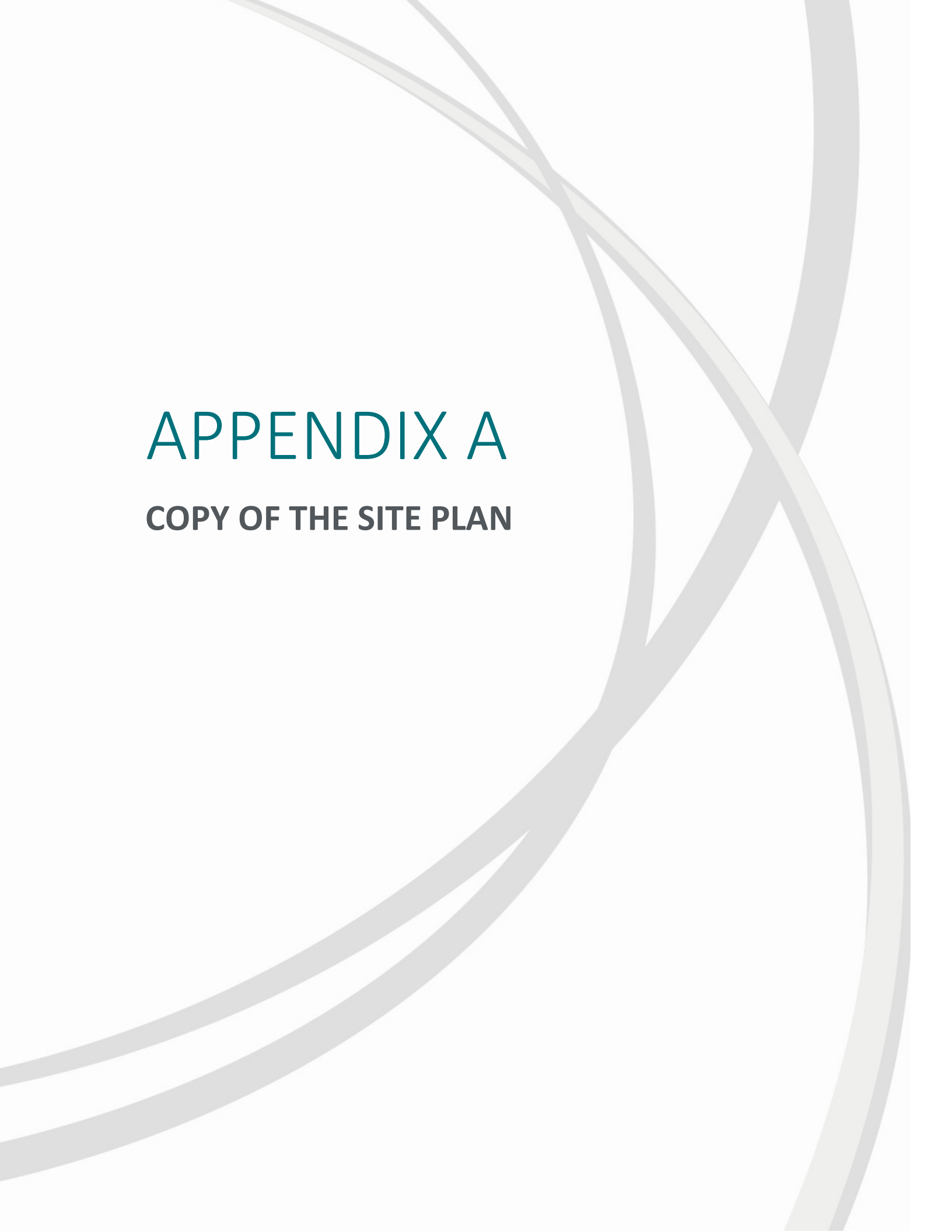
Project Name

63077 County Road 3, East Garafraxa NIS

Figure Title

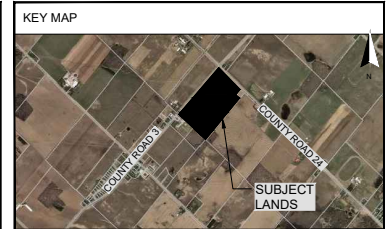
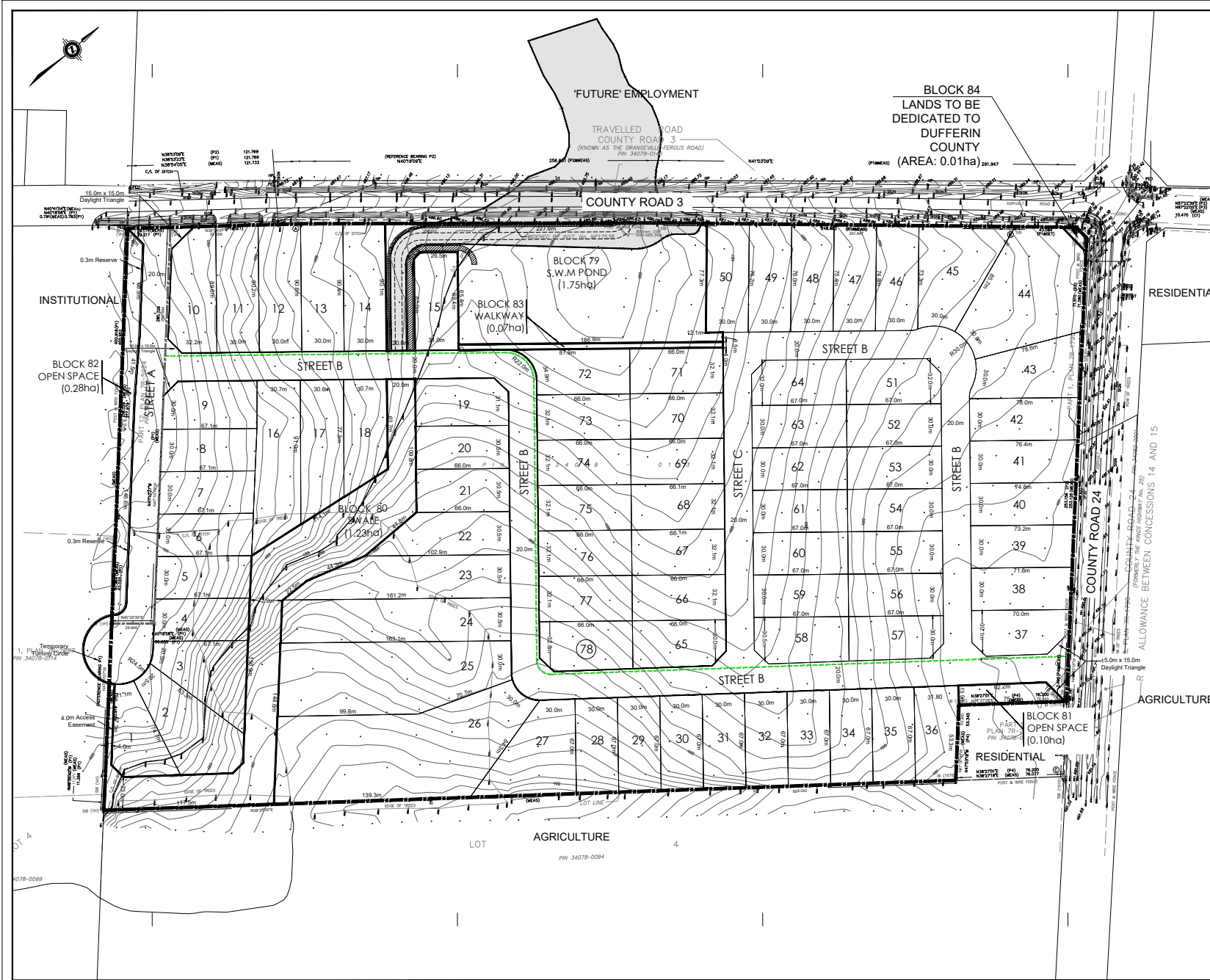
Transportation Noise Receptor Locations - Site Plan

Figure 2



APPENDIX A

COPY OF THE SITE PLAN



DRAFT PLAN OF SUBDIVISION

063076 COUNTY ROAD 3 AND PART 23, PLAN 7R-5924

TOWNSHIP OF EAST GARAFRAXA
COUNTY OF DUFFERIN

Scale 1:12,000

LEGEND

SUBJECT LANDS (268,934.36m² / 26.89ha)

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MARSVILLE ESTATE INC.

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BSR & D

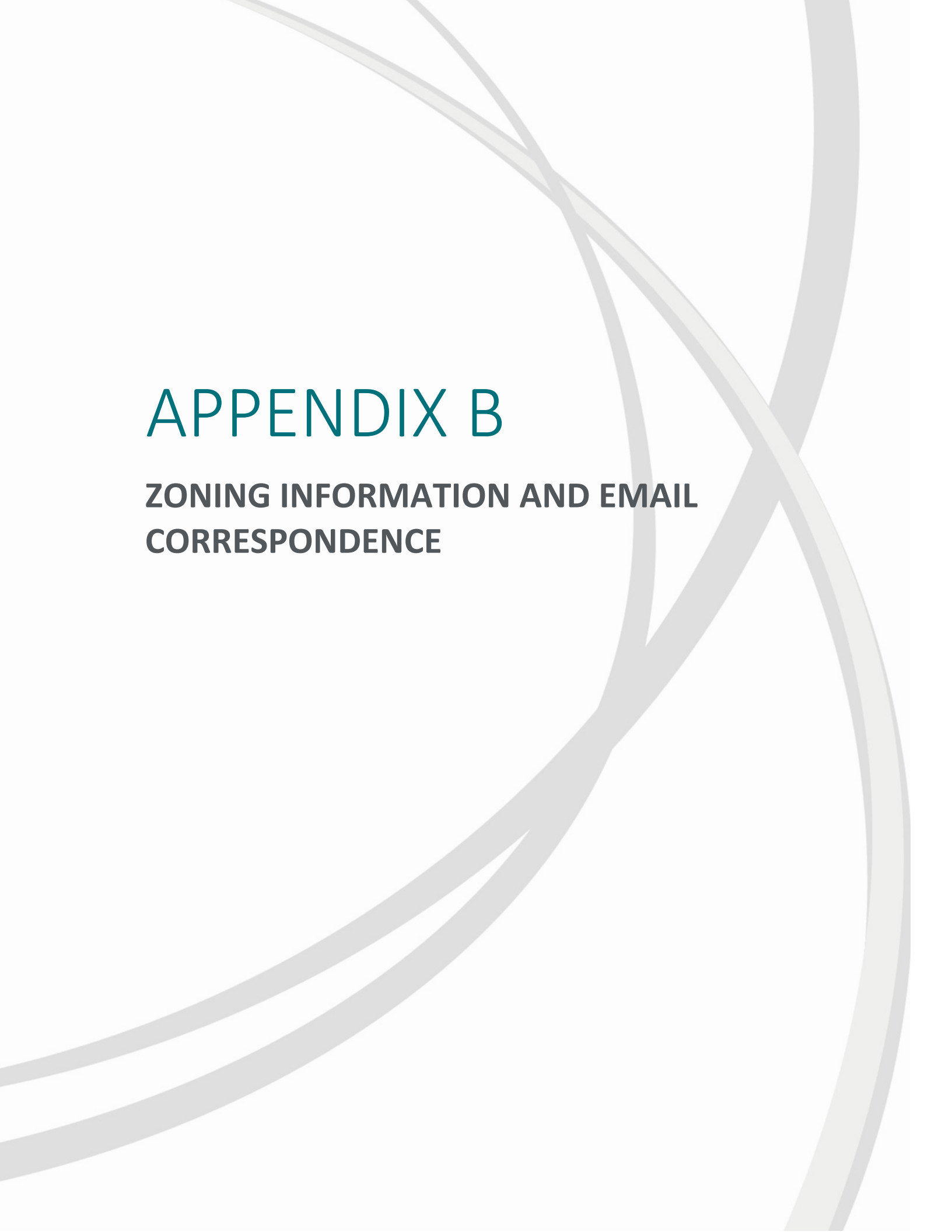
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| c) SEE KEY PLAN | i) SAND, SILT GLACIAL TILL |
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| f) SHOWN ON PLAN | l) NONE |

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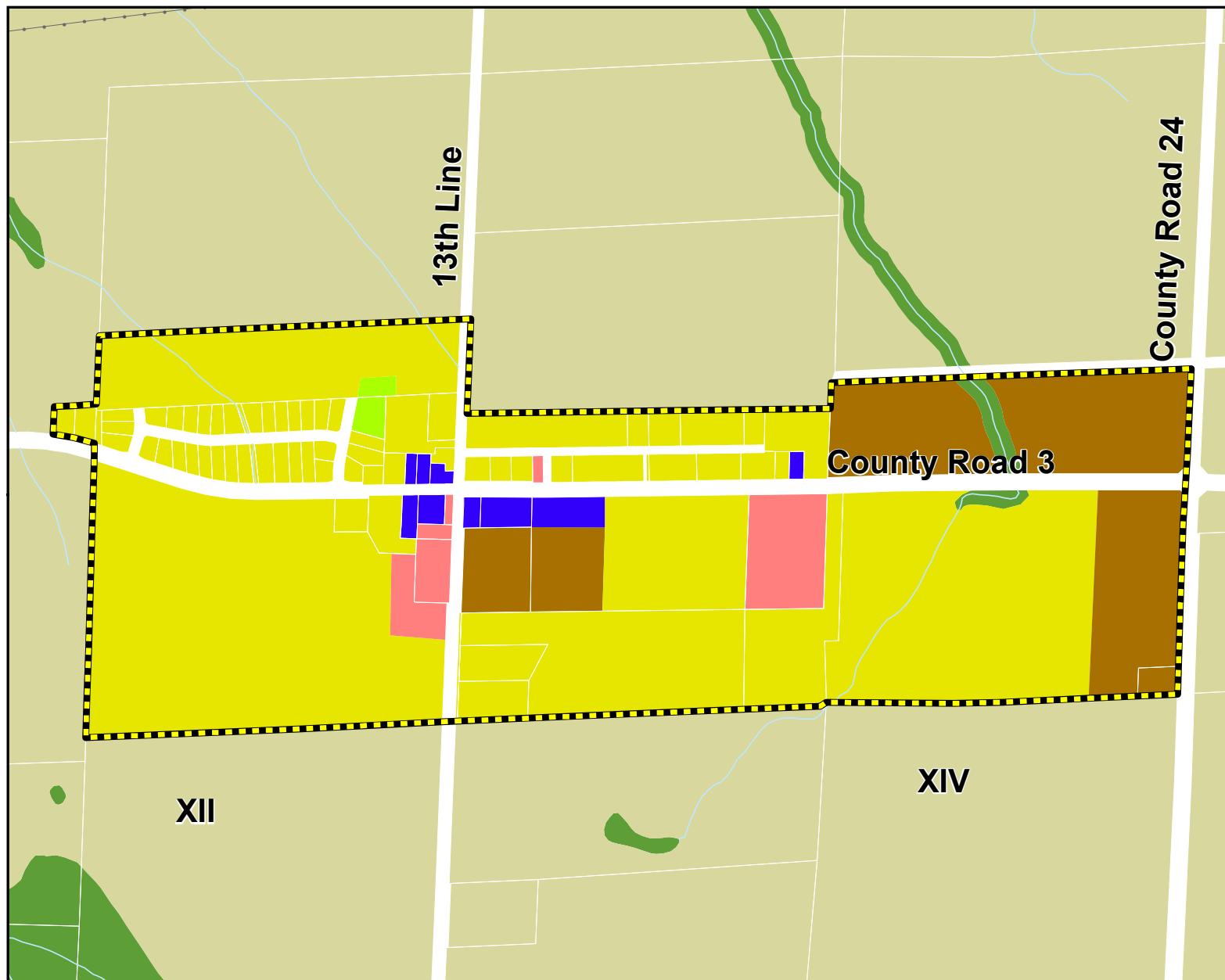
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Date: Aug. 29, 2023 Drawn By: AS
File: 19-869 Checked: DV / KT



APPENDIX B

ZONING INFORMATION AND EMAIL CORRESPONDENCE



**TOWNSHIP OF EAST GARAFRAXA
OFFICIAL PLAN
SCHEDULE "A-1"
OFFICE CONSOLIDATION
MARSVILLE
LAND USE AND TRANSPORTATION**

Meters
150 75 0 150

Legend

- Community Residential
- Community Commercial
- Employment
- Community Institutional
- Agricultural
- Rural
- Environmental Protection
- Open Space
- Community Boundary
- Water Features

RE: New Inquiry Completed for 063077 DUFFERIN COUNTY ROAD 3

From Sayana Sherif <sherif@fotenn.com>

Date Wed 1/21/2026 11:48 AM

To Ian Dinsmore <IDinsmore@lea.ca>

Cc Jennifer Maestre <jmaestre@eastgarafraxa.ca>; Planning <planning@eastgarafraxa.ca>

External Sender

Hi Ian,

I am a Planner with Fotenn Planning + Design, the Township of East Garafraxa's retained Planning Consultant. We have received your inquiry below and are providing the following comments on behalf of the Township.

The subject lands, 63077 County Road 3, are currently designated Employment Area in the Township Official Plan. At present, we have not received any formal proposals or submissions for these lands. To our knowledge, no noise studies have been completed/submitted either. It is recommended that the Noise Study you are undertaking consider the permitted Employment Area uses and what would be expected in terms of noise to determine measures that should be taken for the residential uses. This would assist in reducing barriers for future employment uses and provide land use compatibility between the two uses.

Uses permitted in the Official Plan for lands designated Employment Area are as follows:

- manufacturing, assembly, clean processing, recycling, warehousing and materials storage, including contractors yards, transportation terminals, and other similar facilities associated with buildings and structures;
- accessory retail sales, offices, cafeterias and other accessory uses that are smaller in scale and that are located on the same lot as the primary industrial use to which they are incidental;
- free-standing business oriented sales, service and office operations such as vehicle, machinery and equipment sales, service and leasing operations, printing, telecommunication and electronic data processing facilities, and vehicle fuel retailing operations;
- business and professional offices;
- specialized retail outlets;
- restaurant facilities;
- hotels and motels;
- open space, recreation uses;
- fire halls, police and ambulance stations, utilities and similar public facilities;
- automotive commercial uses, such as service stations, automotive sales and service, including mechanical and body repair, recreational vehicle or trailer sales and service, car rental outlet;
- building materials outlets, gardening supply, nursery centres, and other similar uses;
- existing legal residential uses;
- one accessory dwelling unit; and
- The legal licensed production of marijuana shall only be permitted on lands in the Employment Area designation in lands in an Industrial or Business Park Zone in an enclosed building subject to a zoning by-law amendment and site plan control. Through the rezoning process the Township will

be satisfied that compatibility with adjacent land uses can be achieved through approaches such as the installation and operation of odour and light mitigation systems, odour and light control, maintenance and monitoring plans, maintaining appropriate setbacks from sensitive receptors and a waste management plan.

If you have any additional questions, we would be happy to connect you with the Township Engineering consultants.

Best regards,

On behalf of the Township of East Garafraxa

Sayana Sherif

Planner

T 416.789.4530 x 126

sherif@fotenn.com

From: noreply@eastgarafraxa.ca <noreply@eastgarafraxa.ca>

Sent: Wednesday, January 14, 2026 1:26 PM

To: Planning <planning@eastgarafraxa.ca>

Subject: New Inquiry Completed for 063077 DUFFERIN COUNTY ROAD 3

Hello,

Please note the following inquiry for, Land Use Inquiry Form has been submitted at Wednesday January 14th 2026 1:22 PM with reference number 2026-01-14-001.

- **Applicant's Name**
Ian Dinsmore
- **Applicant's Email Address**
idinsmore@lea.ca
- **Applicant's Address**
625 Cochrane Dr, Markham ON
- **Applicant's Phone Number**
(289) 971-1656
- **I am the**
Other
- **This Inquiry is About (Please Check All that Apply)**
Zoning and Permitted Uses, Redevelopment of Lot, Vacant Property Inquiry
- **Subject Lands Municipal Address**
063077 DUFFERIN COUNTY ROAD 3
- **Subject Lands Assessment Roll Number (including dashes)**
22-01-000-000-00022-0440

- **Please provide a description of what you would like to do/know.**

The property at 063077 Dufferin County Road 3 is identified as "Future Employment" on the approved site plan for the subdivision development located immediately south of this parcel.

We are currently preparing a Noise Impact Study in support of the subdivision development at East Garafraxa Concession 14, Part Lot 5 (south of Ferguson Road). To appropriately assess potential future noise sources and land-use compatibility, we are requesting any available information regarding the planned development of the Future Employment lands at 063077 Dufferin County Road 3.

Specifically, we are seeking the following:

Details on any proposed or anticipated uses or development plans for the Future Employment lands; and

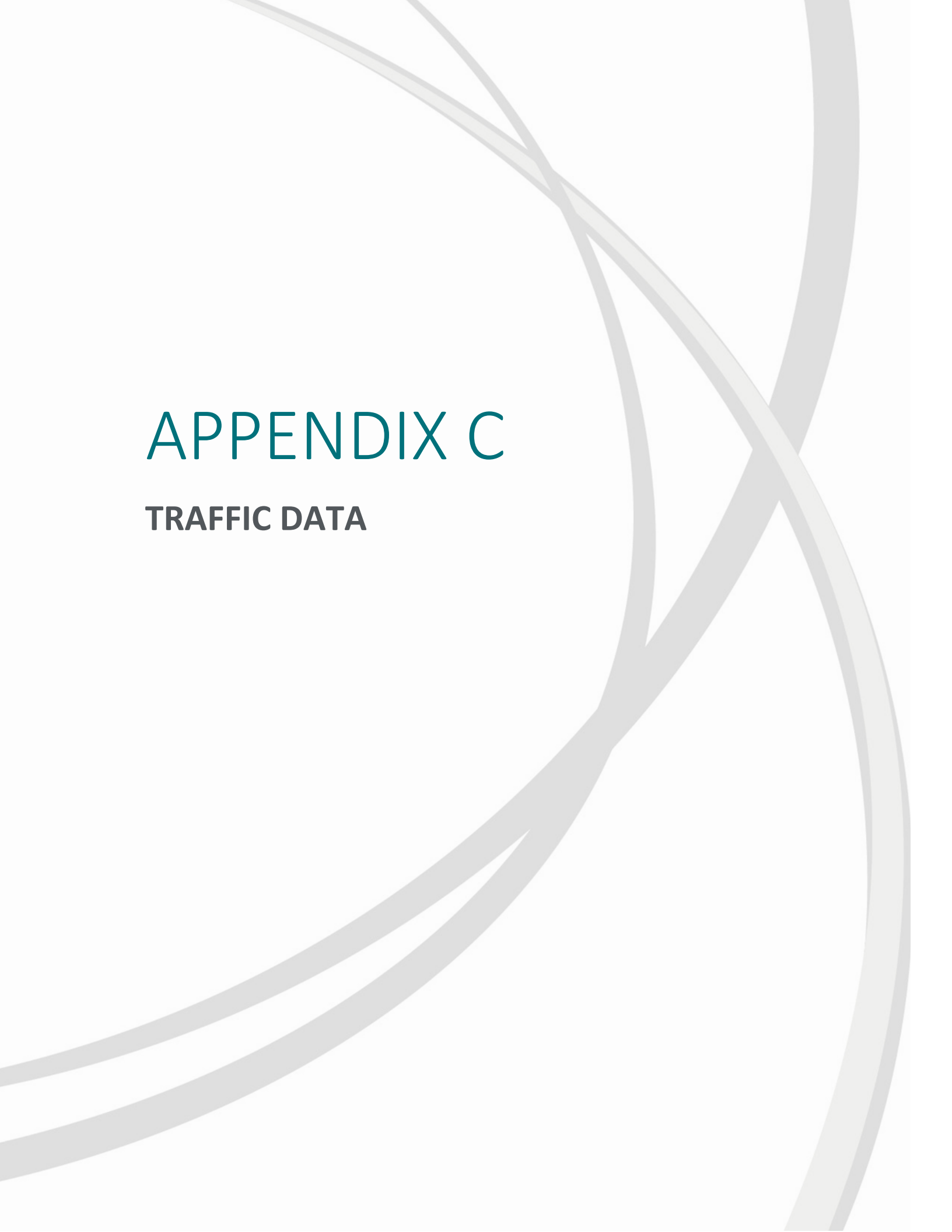
Copies of any Noise Impact Studies or environmental noise assessments that have been completed in support of planned or approved development on this property.

This information will assist in evaluating potential future noise impacts on the proposed residential subdivision.

- **Please include drawings/sketches or site plans.**

1. [4- OLT Draft Approved Plan of Subdivision - Marsville Subdivision.pdf](#)
[911.5 KB]

[This is an automated email notification -- please do not respond]



APPENDIX C

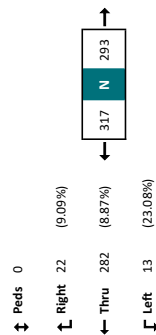
TRAFFIC DATA

Turning Movement Count - County Road 24 & Dufferin County Road 3

	County Road 24 Southbound					Dufferin County Road 3 Westbound					County Road 24 Northbound					Dufferin County Road 3 Eastbound										
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total	
7:00	0	0	25	1	0	26	0	8	32	1	0	41	0	2	1	3	3	0	6	0	1	33	4	0	37	110
7:15	0	0	29	4	0	33	0	8	44	0	0	52	0	4	5	5	0	14	0	0	31	4	0	35	134	
7:30	0	1	36	0	0	37	0	12	37	0	0	49	0	2	9	6	0	17	0	3	41	3	0	47	150	
7:45	0	0	32	1	0	33	0	11	38	0	0	49	0	1	8	4	0	13	0	2	54	5	0	61	156	
Hourly Total	0	1	122	6	0	129	0	39	151	1	0	191	0	9	23	18	0	50	0	6	158	6	0	164	540	
8:00	0	0	17	1	0	18	0	9	56	2	0	67	0	3	8	10	0	21	0	1	36	2	0	39	145	
8:15	0	1	23	1	0	25	0	2	34	0	0	36	0	2	5	7	0	14	0	1	74	1	0	76	151	
8:30	0	2	18	2	0	22	0	7	52	0	0	59	0	5	8	7	0	20	0	0	44	8	0	52	153	
8:45	0	1	20	2	0	23	0	5	30	0	0	35	0	2	10	7	0	19	0	0	50	5	2	57	129	
Hourly Total	0	4	78	6	0	88	0	23	172	2	0	197	0	12	31	31	0	74	0	2	204	13	0	219	578	
* Break *																										
16:00	0	1	7	2	0	10	0	4	53	2	0	59	0	10	17	7	0	34	0	1	43	4	0	48	151	
16:15	0	0	10	0	0	10	0	3	54	2	0	59	0	0	30	13	0	43	0	0	44	30	4	47	159	
16:30	0	1	8	1	0	10	0	6	51	0	0	57	0	5	28	13	0	46	0	5	49	4	0	58	171	
16:45	0	1	16	4	0	21	0	7	45	2	0	54	0	4	24	14	0	42	0	5	36	2	0	43	160	
Hourly Total	0	3	41	7	0	51	0	20	203	6	0	229	0	19	99	47	0	165	0	11	172	13	0	196	641	
17:00	0	3	7	0	0	10	0	3	54	2	0	59	0	3	27	8	0	38	0	1	53	5	0	59	166	
17:15	0	2	12	0	0	14	0	5	39	0	0	44	0	8	19	10	0	37	0	1	40	0	0	41	136	
17:30	0	0	11	1	0	12	0	4	48	1	0	53	0	12	30	12	0	54	0	0	49	3	0	52	171	
17:45	0	0	11	2	0	13	0	9	37	2	0	48	0	6	28	15	0	49	0	1	46	3	0	50	160	
Hourly Total	0	5	41	3	0	49	0	21	178	5	0	204	0	29	104	45	0	178	0	3	188	11	0	202	633	
Grand Total	0	13	282	22	0	317	0	103	704	14	0	821	0	69	257	141	0	467	0	22	722	53	0	797	2402	
Approach %	0.0%	4.1%	89.0%	6.9%	-	-	0.0%	12.5%	85.7%	1.7%	-	-	0.0%	14.8%	55.0%	30.2%	-	-	0.0%	2.8%	90.6%	6.6%	-	-	-	
Total %	0.0%	0.5%	11.7%	0.9%	-	-	0.0%	4.3%	29.3%	0.6%	-	-	0.0%	2.9%	10.7%	5.9%	-	-	0.0%	0.9%	30.1%	2.2%	-	-	-	
Lights	0	10	257	20	-	287	0	92	667	13	-	772	0	65	237	128	-	430	0	21	681	52	-	754	2243	
% Lights	-	76.9%	91.1%	90.9%	-	90.5%	-	89.3%	94.7%	92.9%	-	94.0%	-	94.2%	92.2%	90.8%	-	92.1%	-	95.5%	94.3%	98.1%	-	-	94.6%	93.4%
Buses	-	0	1	0	-	1	-	0	1	0	-	1	-	0	0	0	-	0	-	0	0	0	-	0	-	
% Buses	-	0.0%	0.4%	0.0%	-	0.3%	-	0.0%	0.1%	0.0%	-	0.1%	-	0.0%	0.0%	0.0%	-	0.0%	-	0.0%	0.0%	0.0%	-	0.0%	0.1%	
Trucks	-	3	24	2	-	29	-	11	36	1	-	48	-	4	20	13	-	37	-	1	41	3	-	47	157	
% Trucks	-	23.1%	8.5%	-	-	9.1%	-	10.7%	5.1%	7.1%	-	5.8%	-	5.8%	7.8%	9.2%	-	7.9%	-	4.5%	5.7%	1.9%	-	5.4%	6.5%	
Bicycles	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	-	0	0	
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	-	0	0	

Legend

← ###(##.###) Total(Heavy %)



County Road 24

↑ Peds 0
 ↑ Right 14 (0.14%)
 ↑ Thru 704 (5.26%)
 ↑ Left 103 (10.68%)
 ↺ U-Turn 0



Dufferin County Road 3



↺ U-Turn 0
 (4.55%) 22 Left
 (5.68%) 722 Thru
 (1.89%) 53 Right
 0 Peds

County Road 24

↺ U-Turn 0
 (5.80%) 69 Left
 (7.78%) 257 Thru
 (9.22%) 141 Right
 0 Peds



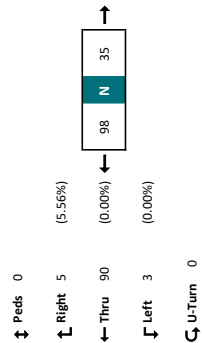
Dufferin County Road 3

AM Peak Hour - County Road 24 & Dufferin County Road 3

	County Road 24 Southbound						Dufferin County Road 3 Westbound						County Road 24 Northbound						Dufferin County Road 3 Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
7:45	0	0	32	1	0	33	0	11	38	0	0	49	0	1	8	4	0	13	0	2	54	5	0	61	156
8:00	0	0	17	1	0	18	0	9	54	2	0	67	0	3	8	10	0	21	0	1	36	2	0	39	145
8:15	0	1	23	1	0	25	0	2	34	0	0	36	0	2	5	7	0	14	0	1	74	1	0	76	151
8:30	0	2	18	2	0	22	0	7	52	0	0	59	0	5	8	7	0	20	0	0	44	8	0	52	153
Hourly Total	0	3	90	5	0	98	0	29	180	2	0	211	0	11	29	28	0	68	0	4	208	16	0	228	605
Approach %	0.0%	3.1%	91.8%	5.1%	-	-	0.0%	13.7%	85.3%	0.9%	-	-	0.0%	16.2%	42.6%	41.2%	-	-	0.0%	1.8%	91.2%	7.0%	-	-	-
Total %	0.0%	0.5%	14.9%	0.8%	-	16.2%	0.0%	4.8%	29.8%	0.3%	-	34.9%	0.0%	1.8%	4.8%	4.6%	-	11.2%	0.0%	0.7%	34.4%	2.6%	-	37.7%	-
PHF	0	0.38	0.7	0.63	-	0.74	0	0.66	0.8	0.25	-	0.79	0	0.55	0.91	0.7	-	0.81	0	0.5	0.7	0.5	-	0.75	0.97
Lights	0	3	85	4	-	92	0	25	170	2	-	197	0	9	24	22	-	55	0	3	200	16	-	219	563
% Lights	-	100.0%	94.4%	80.0%	-	93.9%	-	86.2%	94.4%	100.0%	-	93.4%	-	81.8%	82.8%	78.6%	-	80.9%	-	75.0%	96.2%	100.0%	-	96.1%	93.1%
Buses	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0
% Buses	-	0	0.0%	0.0%	-	0.0%	-	0.0%	0.0%	0.0%	-	0.0%	-	0.0%	0.0%	0.0%	-	0.0%	-	0.0%	0.0%	0.0%	-	0.0%	0.0%
Trucks	-	0	5	1	-	6	-	4	10	0	-	14	-	2	5	6	-	13	-	1	8	0	-	9	42
% Trucks	-	0.0%	5.6%	20.0%	-	6.1%	-	13.8%	5.6%	0.0%	-	6.6%	-	18.2%	17.2%	21.4%	-	19.1%	-	25.0%	3.8%	0.0%	-	3.9%	6.9%
Bicycles	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	0
Pedestrians	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	0

Legend

← ###(#.##%) Total(Heavy %)



County Road 24

↑ Pedals 0
↑ Right 2 (0.00%)
↑ Thru 180 (5.56%)
↑ Left 29 (13.79%)
↑ U-Turn 0



Dufferin County Road 3



0 U-Turn
(25.00%) 4 Left
(3.85%) 208 Thru
(0.00%) 16 Right
0 Pedals

County Road 24

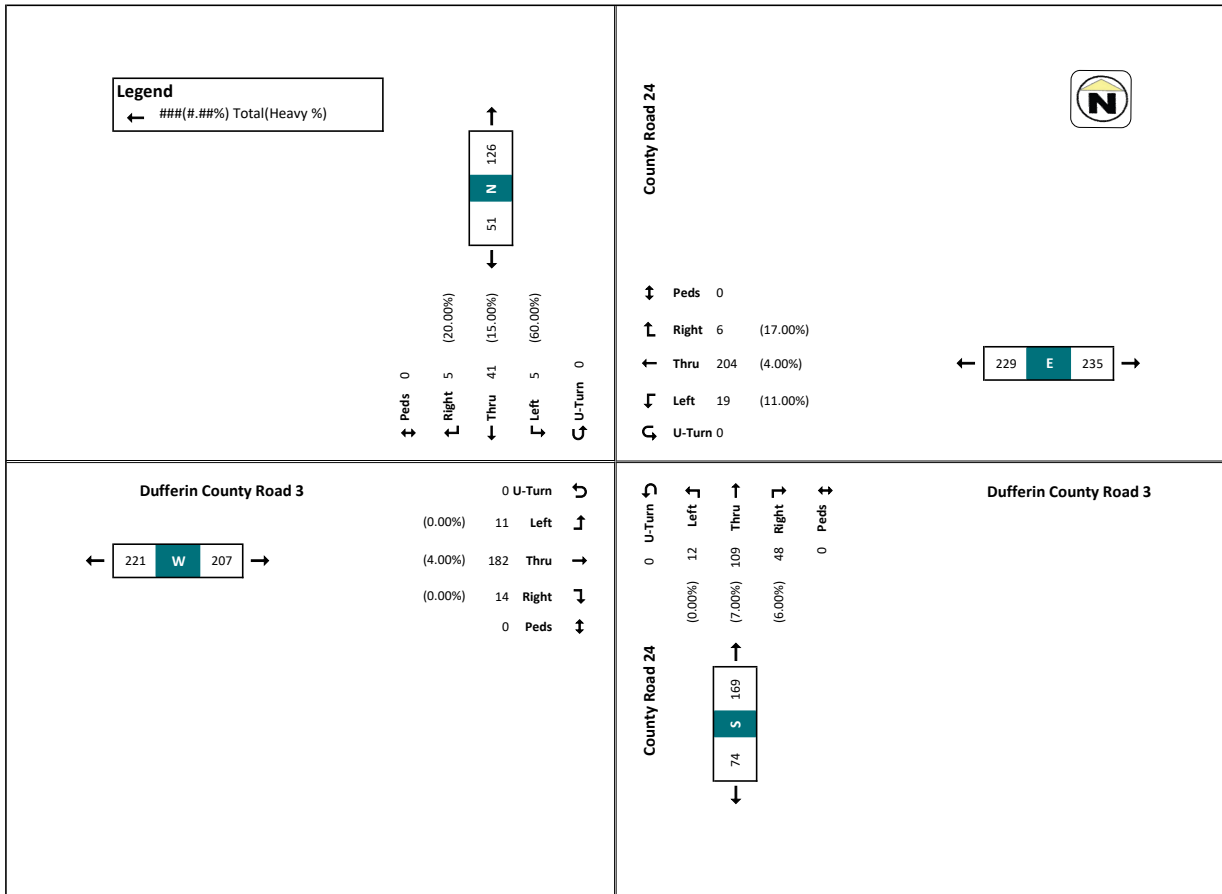
0 U-Turn
11 Left (18.18%)
29 Thru (17.24%)
28 Right (21.43%)
0 Pedals

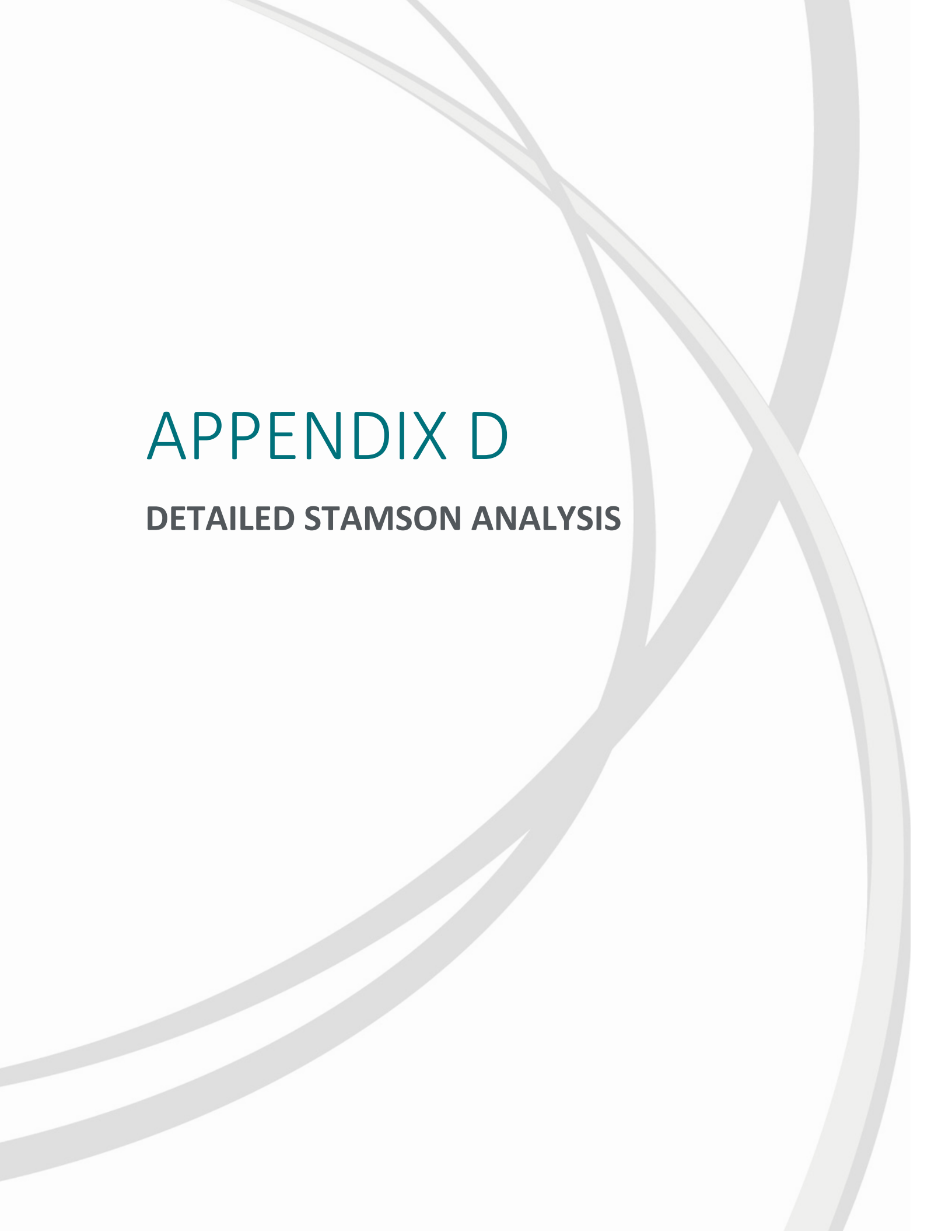
Dufferin County Road 3



PM Peak Hour - County Road 24 & Dufferin County Road 3

Start Time	County Road 24 Southbound						Dufferin County Road 3 Westbound						County Road 24 Northbound						Dufferin County Road 3 Eastbound						Grand Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:15	0	0	10	0	0	10	0	3	54	2	0	57	0	0	30	13	0	43	0	0	44	3	0	47	159
16:30	0	1	8	1	0	10	0	6	31	0	0	37	0	5	28	13	0	46	0	5	49	4	0	58	171
16:45	0	1	16	4	0	21	0	7	45	2	0	54	0	4	24	14	0	42	0	5	35	2	0	43	160
17:00	0	3	7	0	0	10	0	3	54	2	0	59	0	3	27	8	0	38	0	1	53	5	0	59	166
Hourly Total	0	5	41	5	0	51	0	19	204	6	0	229	0	12	109	48	0	169	0	11	182	14	0	207	656
Approach %	0.0%	9.8%	80.4%	9.8%	-	-	0.0%	8.3%	89.1%	2.6%	-	-	0.0%	7.1%	64.5%	28.4%	-	-	0.0%	5.3%	87.9%	6.8%	-	-	-
Total %	0.0%	0.8%	6.3%	0.8%	-	7.8%	0.0%	3.1%	33.7%	0.9%	-	34.9%	0.0%	2.0%	18.0%	7.9%	-	25.8%	0.0%	1.8%	30.1%	2.3%	-	31.6%	-
PHF	0	0.42	0.64	0.31	-	0.61	0	0.68	0.94	0.75	-	0.97	0	0.6	0.91	0.86	-	0.92	0	0.55	0.86	0.7	-	0.88	0.96
Lights	0	2	35	4	-	41	0	17	196	5	-	218	0	12	101	45	-	158	0	11	174	14	-	199	616
% Lights	-	40.0%	85.4%	80.0%	-	80.4%	-	89.5%	96.1%	83.3%	-	95.2%	-	100.0%	92.7%	93.8%	-	93.5%	-	100.0%	95.6%	100.0%	-	96.1%	93.9%
% Buses	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	-	0	0	0	-	0	0
% Trucks	-	3	6	1	-	10	-	2	8	1	-	11	-	0	8	3	-	11	-	0	8	0	-	8	40
% Trucks	-	60.0%	14.6%	20.0%	-	19.6%	-	10.5%	3.9%	16.7%	-	4.8%	-	0.0%	7.3%	6.3%	-	6.5%	-	0.0%	4.4%	0.0%	-	3.9%	6.1%
Bicycles	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	0
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	0





APPENDIX D

DETAILED STAMSON ANALYSIS

STAMSON 5.0 NORMAL REPORT Date: 13-04-2026 09:58:14
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: OLA01.te Time Period: Day/Night 16/8 hours
Description: Backyard Lot 9

Road data, segment # 1: County Rd 3 (day/night)

Car traffic volume : 4658/405 veh/TimePeriod *
Medium truck volume : 102/9 veh/TimePeriod *
Heavy truck volume : 163/14 veh/TimePeriod *
Posted speed limit : 60 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): 4390
Percentage of Annual Growth : 2.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: County Rd 3 (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 : 139.00 / 361.00 m
Receiver height : 1.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: County Rd 24 (day/night)

Car traffic volume : 2860/353 veh/TimePeriod *
Medium truck volume : 85/11 veh/TimePeriod *
Heavy truck volume : 136/17 veh/TimePeriod *
Posted speed limit : 80 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): 2840
Percentage of Annual Growth : 2.00

Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.77
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 89.00

Data for Segment # 2: County Rd 24 (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 : 500.00 / 194.00 m
Receiver height : 1.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: County Rd 3 (day)

Source height = 1.35 m

ROAD (0.00 + 46.25 + 0.00) = 46.25 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.66 63.75 0.00 -16.05 -1.46 0.00 0.00
0.00 46.25

Segment Leq : 46.25 dBA

Results segment # 2: County Rd 24 (day)

Source height = 1.45 m

ROAD (0.00 + 38.30 + 0.00) = 38.30 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.66 65.04 0.00 -25.28 -1.46 0.00 0.00
0.00 38.30

Segment Leq : 38.30 dBA

Total Leq All Segments: 46.90 dBA

Results segment # 1: County Rd 3 (night)

Source height = 1.34 m

ROAD (0.00 + 34.95 + 0.00) = 34.95 dBA

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

-90	90	0.45	56.13	0.00	-20.09	-1.09	0.00	0.00
0.00	34.95							

Segment Leq : 34.95 dBA

Results segment # 2: County Rd 24 (night)

Source height = 1.45 m

ROAD (0.00 + 41.80 + 0.00) = 41.80 dBA

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

-90	90	0.45	59.02	0.00	-16.14	-1.08	0.00	0.00
0.00	41.80							

Segment Leq : 41.80 dBA

Total Leq All Segments: 42.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 46.90
(NIGHT): 42.62

STAMSON 5.0 NORMAL REPORT Date: 13-04-2026 09:58:16
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: OLA02.te Time Period: Day/Night 16/8 hours
Description: Backyard - Lot 10

Road data, segment # 1: County Rd 3 (day/night)

Car traffic volume : 4658/405 veh/TimePeriod *
Medium truck volume : 102/9 veh/TimePeriod *
Heavy truck volume : 163/14 veh/TimePeriod *
Posted speed limit : 60 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): 4390
Percentage of Annual Growth : 2.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: County Rd 3 (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 : 76.00 / 361.00 m
Receiver height : 1.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: County Rd 24 (day/night)

Car traffic volume : 2860/353 veh/TimePeriod *
Medium truck volume : 85/11 veh/TimePeriod *
Heavy truck volume : 136/17 veh/TimePeriod *
Posted speed limit : 80 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): 2840
Percentage of Annual Growth : 2.00

Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.77
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 89.00

Data for Segment # 2: County Rd 24 (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 : 500.00 / 194.00 m
Receiver height : 1.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: County Rd 3 (day)

Source height = 1.35 m

ROAD (0.00 + 50.60 + 0.00) = 50.60 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.66 63.75 0.00 -11.70 -1.46 0.00 0.00
0.00 50.60

Segment Leq : 50.60 dBA

Results segment # 2: County Rd 24 (day)

Source height = 1.45 m

ROAD (0.00 + 38.30 + 0.00) = 38.30 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.66 65.04 0.00 -25.28 -1.46 0.00 0.00
0.00 38.30

Segment Leq : 38.30 dBA

Total Leq All Segments: 50.85 dBA

Results segment # 1: County Rd 3 (night)

Source height = 1.34 m

ROAD (0.00 + 34.95 + 0.00) = 34.95 dBA

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

-90	90	0.45	56.13	0.00	-20.09	-1.09	0.00	0.00
0.00	34.95							

Segment Leq : 34.95 dBA

Results segment # 2: County Rd 24 (night)

Source height = 1.45 m

ROAD (0.00 + 41.80 + 0.00) = 41.80 dBA

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

-90	90	0.45	59.02	0.00	-16.14	-1.08	0.00	0.00
0.00	41.80							

Segment Leq : 41.80 dBA

Total Leq All Segments: 42.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 50.85
(NIGHT): 42.62

STAMSON 5.0 NORMAL REPORT Date: 13-04-2026 09:58:18
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: OLA03.te Time Period: Day/Night 16/8 hours
Description: backyard - Lot 14

Road data, segment # 1: County Rd 3 (day/night)

Car traffic volume : 4658/405 veh/TimePeriod *
Medium truck volume : 102/9 veh/TimePeriod *
Heavy truck volume : 163/14 veh/TimePeriod *
Posted speed limit : 60 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): 4390
Percentage of Annual Growth : 2.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: County Rd 3 (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 : 69.00 / 361.00 m
Receiver height : 1.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: County Rd 24 (day/night)

Car traffic volume : 2860/353 veh/TimePeriod *
Medium truck volume : 85/11 veh/TimePeriod *
Heavy truck volume : 136/17 veh/TimePeriod *
Posted speed limit : 80 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): 2840
Percentage of Annual Growth : 2.00

Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.77
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 89.00

Data for Segment # 2: County Rd 24 (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 : 500.00 / 194.00 m
Receiver height : 1.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: County Rd 3 (day)

Source height = 1.35 m

ROAD (0.00 + 51.29 + 0.00) = 51.29 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.66 63.75 0.00 -11.00 -1.46 0.00 0.00
0.00 51.29

Segment Leq : 51.29 dBA

Results segment # 2: County Rd 24 (day)

Source height = 1.45 m

ROAD (0.00 + 38.30 + 0.00) = 38.30 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.66 65.04 0.00 -25.28 -1.46 0.00 0.00
0.00 38.30

Segment Leq : 38.30 dBA

Total Leq All Segments: 51.50 dBA

Results segment # 1: County Rd 3 (night)

Source height = 1.34 m

ROAD (0.00 + 34.95 + 0.00) = 34.95 dBA

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

-90	90	0.45	56.13	0.00	-20.09	-1.09	0.00	0.00
0.00	34.95							

Segment Leq : 34.95 dBA

Results segment # 2: County Rd 24 (night)

Source height = 1.45 m

ROAD (0.00 + 41.80 + 0.00) = 41.80 dBA

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

-90	90	0.45	59.02	0.00	-16.14	-1.08	0.00	0.00
0.00	41.80							

Segment Leq : 41.80 dBA

Total Leq All Segments: 42.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 51.50
(NIGHT): 42.62

STAMSON 5.0 NORMAL REPORT Date: 13-04-2026 09:58:20
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: OLA04.te Time Period: Day/Night 16/8 hours
Description: Backyard - Lot 72

Road data, segment # 1: County Rd 3 (day/night)

Car traffic volume : 4658/405 veh/TimePeriod *
Medium truck volume : 102/9 veh/TimePeriod *
Heavy truck volume : 163/14 veh/TimePeriod *
Posted speed limit : 60 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): 4390
Percentage of Annual Growth : 2.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: County Rd 3 (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 : 119.00 / 361.00 m
Receiver height : 1.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: County Rd 24 (day/night)

Car traffic volume : 2860/353 veh/TimePeriod *
Medium truck volume : 85/11 veh/TimePeriod *
Heavy truck volume : 136/17 veh/TimePeriod *
Posted speed limit : 80 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): 2840
Percentage of Annual Growth : 2.00

Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.77
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 89.00

Data for Segment # 2: County Rd 24 (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 : 376.00 / 194.00 m
Receiver height : 1.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: County Rd 3 (day)

Source height = 1.35 m

ROAD (0.00 + 47.37 + 0.00) = 47.37 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.66 63.75 0.00 -14.93 -1.46 0.00 0.00
0.00 47.37

Segment Leq : 47.37 dBA

Results segment # 2: County Rd 24 (day)

Source height = 1.45 m

ROAD (0.00 + 40.36 + 0.00) = 40.36 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.66 65.04 0.00 -23.23 -1.46 0.00 0.00
0.00 40.36

Segment Leq : 40.36 dBA

Total Leq All Segments: 48.16 dBA

Results segment # 1: County Rd 3 (night)

Source height = 1.34 m

ROAD (0.00 + 34.95 + 0.00) = 34.95 dBA

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

-90	90	0.45	56.13	0.00	-20.09	-1.09	0.00	0.00
0.00	34.95							

Segment Leq : 34.95 dBA

Results segment # 2: County Rd 24 (night)

Source height = 1.45 m

ROAD (0.00 + 41.80 + 0.00) = 41.80 dBA

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

-90	90	0.45	59.02	0.00	-16.14	-1.08	0.00	0.00
0.00	41.80							

Segment Leq : 41.80 dBA

Total Leq All Segments: 42.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 48.16
(NIGHT): 42.62

STAMSON 5.0 NORMAL REPORT Date: 13-04-2026 09:58:22
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: OLA05.te Time Period: Day/Night 16/8 hours
Description: Backyard - Lot 50

Road data, segment # 1: County Rd 3 (day/night)

Car traffic volume : 4658/405 veh/TimePeriod *
Medium truck volume : 102/9 veh/TimePeriod *
Heavy truck volume : 163/14 veh/TimePeriod *
Posted speed limit : 80 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): 4390
Percentage of Annual Growth : 2.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: County Rd 3 (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 : 69.00 / 361.00 m
Receiver height : 1.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: County Rd 24 (day/night)

Car traffic volume : 2860/353 veh/TimePeriod *
Medium truck volume : 85/11 veh/TimePeriod *
Heavy truck volume : 136/17 veh/TimePeriod *
Posted speed limit : 80 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): 2840
Percentage of Annual Growth : 2.00

Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.77
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 89.00

Data for Segment # 2: County Rd 24 (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 : 275.00 / 194.00 m
Receiver height : 1.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: County Rd 3 (day)

Source height = 1.35 m

ROAD (0.00 + 53.87 + 0.00) = 53.87 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.66 66.33 0.00 -11.00 -1.46 0.00 0.00
0.00 53.87

Segment Leq : 53.87 dBA

Results segment # 2: County Rd 24 (day)

Source height = 1.45 m

ROAD (0.00 + 42.61 + 0.00) = 42.61 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.66 65.04 0.00 -20.97 -1.46 0.00 0.00
0.00 42.61

Segment Leq : 42.61 dBA

Total Leq All Segments: 54.18 dBA

Results segment # 1: County Rd 3 (night)

Source height = 1.34 m

ROAD (0.00 + 37.53 + 0.00) = 37.53 dBA

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

-90	90	0.45	58.71	0.00	-20.09	-1.09	0.00	0.00
0.00	37.53							

Segment Leq : 37.53 dBA

Results segment # 2: County Rd 24 (night)

Source height = 1.45 m

ROAD (0.00 + 41.80 + 0.00) = 41.80 dBA

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

-90	90	0.45	59.02	0.00	-16.14	-1.08	0.00	0.00
0.00	41.80							

Segment Leq : 41.80 dBA

Total Leq All Segments: 43.18 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.18
(NIGHT): 43.18

STAMSON 5.0 NORMAL REPORT Date: 13-04-2026 09:58:24
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: OLA06.te Time Period: Day/Night 16/8 hours
Description: Backyard - Lot 44

Road data, segment # 1: County Rd 3 (day/night)

Car traffic volume : 4658/405 veh/TimePeriod *
Medium truck volume : 102/9 veh/TimePeriod *
Heavy truck volume : 163/14 veh/TimePeriod *
Posted speed limit : 60 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): 4390
Percentage of Annual Growth : 2.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: County Rd 3 (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 : 81.00 / 361.00 m
Receiver height : 1.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: County Rd 24 (day/night)

Car traffic volume : 2860/353 veh/TimePeriod *
Medium truck volume : 85/11 veh/TimePeriod *
Heavy truck volume : 136/17 veh/TimePeriod *
Posted speed limit : 80 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): 2840
Percentage of Annual Growth : 2.00

Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.77
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 89.00

Data for Segment # 2: County Rd 24 (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 : 79.00 / 194.00 m
Receiver height : 1.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: County Rd 3 (day)

Source height = 1.35 m

ROAD (0.00 + 50.14 + 0.00) = 50.14 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.66 63.75 0.00 -12.16 -1.46 0.00 0.00
0.00 50.14

Segment Leq : 50.14 dBA

Results segment # 2: County Rd 24 (day)

Source height = 1.45 m

ROAD (0.00 + 51.60 + 0.00) = 51.60 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.66 65.04 0.00 -11.98 -1.46 0.00 0.00
0.00 51.60

Segment Leq : 51.60 dBA

Total Leq All Segments: 53.94 dBA

Results segment # 1: County Rd 3 (night)

Source height = 1.34 m

ROAD (0.00 + 34.95 + 0.00) = 34.95 dBA

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

-90	90	0.45	56.13	0.00	-20.09	-1.09	0.00	0.00
0.00	34.95							

Segment Leq : 34.95 dBA

Results segment # 2: County Rd 24 (night)

Source height = 1.45 m

ROAD (0.00 + 41.80 + 0.00) = 41.80 dBA

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

-90	90	0.45	59.02	0.00	-16.14	-1.08	0.00	0.00
0.00	41.80							

Segment Leq : 41.80 dBA

Total Leq All Segments: 42.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 53.94
(NIGHT): 42.62

STAMSON 5.0 NORMAL REPORT Date: 13-04-2026 09:58:25
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: OLA07.te Time Period: Day/Night 16/8 hours
Description: Backyard - Lot 37

Road data, segment # 1: County Rd 3 (day/night)

Car traffic volume : 4658/405 veh/TimePeriod *
Medium truck volume : 102/9 veh/TimePeriod *
Heavy truck volume : 163/14 veh/TimePeriod *
Posted speed limit : 60 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): 4390
Percentage of Annual Growth : 2.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: County Rd 3 (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 130.00 / 361.00 m
Receiver height : 1.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: County Rd 24 (day/night)

Car traffic volume : 2860/353 veh/TimePeriod *
Medium truck volume : 85/11 veh/TimePeriod *
Heavy truck volume : 136/17 veh/TimePeriod *
Posted speed limit : 80 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): 2840
Percentage of Annual Growth : 2.00

Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.77
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 89.00

Data for Segment # 2: County Rd 24 (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 : 60.00 / 194.00 m
Receiver height : 1.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: County Rd 3 (day)

Source height = 1.35 m

ROAD (0.00 + 46.73 + 0.00) = 46.73 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.66 63.75 0.00 -15.57 -1.46 0.00 0.00
0.00 46.73

Segment Leq : 46.73 dBA

Results segment # 2: County Rd 24 (day)

Source height = 1.45 m

ROAD (0.00 + 53.59 + 0.00) = 53.59 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.66 65.04 0.00 -9.99 -1.46 0.00 0.00
0.00 53.59

Segment Leq : 53.59 dBA

Total Leq All Segments: 54.40 dBA

Results segment # 1: County Rd 3 (night)

Source height = 1.34 m

ROAD (0.00 + 34.95 + 0.00) = 34.95 dBA

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

-90	90	0.45	56.13	0.00	-20.09	-1.09	0.00	0.00
0.00	34.95							

Segment Leq : 34.95 dBA

Results segment # 2: County Rd 24 (night)

Source height = 1.45 m

ROAD (0.00 + 41.80 + 0.00) = 41.80 dBA

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

-90	90	0.45	59.02	0.00	-16.14	-1.08	0.00	0.00
0.00	41.80							

Segment Leq : 41.80 dBA

Total Leq All Segments: 42.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.40
(NIGHT): 42.62

STAMSON 5.0 NORMAL REPORT Date: 13-04-2026 09:58:27
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: OLA08.te Time Period: Day/Night 16/8 hours
Description: Backyard - Lot 36

Road data, segment # 1: County Rd 3 (day/night)

Car traffic volume : 4658/405 veh/TimePeriod *
Medium truck volume : 102/9 veh/TimePeriod *
Heavy truck volume : 163/14 veh/TimePeriod *
Posted speed limit : 60 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): 4390
Percentage of Annual Growth : 2.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: County Rd 3 (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 : 310.00 / 361.00 m
Receiver height : 1.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: County Rd 24 (day/night)

Car traffic volume : 2860/353 veh/TimePeriod *
Medium truck volume : 85/11 veh/TimePeriod *
Heavy truck volume : 136/17 veh/TimePeriod *
Posted speed limit : 80 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): 2840
Percentage of Annual Growth : 2.00

Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.77
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 89.00

Data for Segment # 2: County Rd 24 (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 : 218.00 / 194.00 m
Receiver height : 1.50 / 8.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: County Rd 3 (day)

Source height = 1.35 m

ROAD (0.00 + 40.46 + 0.00) = 40.46 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.66 63.75 0.00 -21.83 -1.46 0.00 0.00
0.00 40.46

Segment Leq : 40.46 dBA

Results segment # 2: County Rd 24 (day)

Source height = 1.45 m

ROAD (0.00 + 44.29 + 0.00) = 44.29 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.66 65.04 0.00 -19.30 -1.46 0.00 0.00
0.00 44.29

Segment Leq : 44.29 dBA

Total Leq All Segments: 45.79 dBA

Results segment # 1: County Rd 3 (night)

Source height = 1.34 m

ROAD (0.00 + 34.95 + 0.00) = 34.95 dBA

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

-90	90	0.45	56.13	0.00	-20.09	-1.09	0.00	0.00
0.00	34.95							

Segment Leq : 34.95 dBA

Results segment # 2: County Rd 24 (night)

Source height = 1.45 m

ROAD (0.00 + 41.80 + 0.00) = 41.80 dBA

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

-90	90	0.45	59.02	0.00	-16.14	-1.08	0.00	0.00
0.00	41.80							

Segment Leq : 41.80 dBA

Total Leq All Segments: 42.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 45.79
(NIGHT): 42.62

STAMSON 5.0 NORMAL REPORT Date: 13-04-2026 09:57:59
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R01.te Time Period: Day/Night 16/8 hours
Description: North Façade - Lot 9

Road data, segment # 1: County Rd 3 (day/night)

Car traffic volume : 4658/405 veh/TimePeriod *
Medium truck volume : 102/9 veh/TimePeriod *
Heavy truck volume : 163/14 veh/TimePeriod *
Posted speed limit : 60 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): 4390
Percentage of Annual Growth : 2.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: County Rd 3 (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 : 135.00 / 132.00 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: County Rd 24 (day/night)

Car traffic volume : 2860/353 veh/TimePeriod *
Medium truck volume : 85/11 veh/TimePeriod *
Heavy truck volume : 136/17 veh/TimePeriod *
Posted speed limit : 80 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): 2840
Percentage of Annual Growth : 2.00

Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.77
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 89.00

Data for Segment # 2: County Rd 24 (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 500.00 / 500.00 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: County Rd 3 (day)

Source height = 1.35 m

ROAD (0.00 + 48.44 + 0.00) = 48.44 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.48 63.75 0.00 -14.17 -1.15 0.00 0.00
0.00 48.44

Segment Leq : 48.44 dBA

Results segment # 2: County Rd 24 (day)

Source height = 1.45 m

ROAD (0.00 + 38.32 + 0.00) = 38.32 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 0 0.48 65.04 0.00 -22.56 -4.15 0.00 0.00
0.00 38.32

Segment Leq : 38.32 dBA

Total Leq All Segments: 48.84 dBA

Results segment # 1: County Rd 3 (night)

Source height = 1.34 m

ROAD (0.00 + 40.96 + 0.00) = 40.96 dBA

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

-90	90	0.48	56.13	0.00	-14.02	-1.15	0.00	0.00
0.00	40.96							

Segment Leq : 40.96 dBA

Results segment # 2: County Rd 24 (night)

Source height = 1.45 m

ROAD (0.00 + 32.31 + 0.00) = 32.31 dBA

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

-90	0	0.48	59.02	0.00	-22.56	-4.15	0.00	0.00
0.00	32.31							

Segment Leq : 32.31 dBA

Total Leq All Segments: 41.52 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 48.84
(NIGHT): 41.52

STAMSON 5.0 NORMAL REPORT Date: 13-04-2026 09:58:01
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R02.te Time Period: Day/Night 16/8 hours
Description: North Façade - Lot 10

Road data, segment # 1: County Rd 3 (day/night)

Car traffic volume : 4658/405 veh/TimePeriod *
Medium truck volume : 102/9 veh/TimePeriod *
Heavy truck volume : 163/14 veh/TimePeriod *
Posted speed limit : 60 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): 4390
Percentage of Annual Growth : 2.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: County Rd 3 (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 : 81.00 / 81.00 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: County Rd 24 (day/night)

Car traffic volume : 2860/353 veh/TimePeriod *
Medium truck volume : 85/11 veh/TimePeriod *
Heavy truck volume : 136/17 veh/TimePeriod *
Posted speed limit : 80 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): 2840
Percentage of Annual Growth : 2.00

Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.77
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 89.00

Data for Segment # 2: County Rd 24 (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 500.00 / 500.00 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: County Rd 3 (day)

Source height = 1.35 m

ROAD (0.00 + 51.73 + 0.00) = 51.73 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.48 63.75 0.00 -10.87 -1.15 0.00 0.00
0.00 51.73

Segment Leq : 51.73 dBA

Results segment # 2: County Rd 24 (day)

Source height = 1.45 m

ROAD (0.00 + 38.32 + 0.00) = 38.32 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 0 0.48 65.04 0.00 -22.56 -4.15 0.00 0.00
0.00 38.32

Segment Leq : 38.32 dBA

Total Leq All Segments: 51.92 dBA

Results segment # 1: County Rd 3 (night)

Source height = 1.34 m

ROAD (0.00 + 44.11 + 0.00) = 44.11 dBA

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

-90	90	0.48	56.13	0.00	-10.87	-1.15	0.00	0.00
0.00	44.11							

Segment Leq : 44.11 dBA

Results segment # 2: County Rd 24 (night)

Source height = 1.45 m

ROAD (0.00 + 32.31 + 0.00) = 32.31 dBA

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

-90	0	0.48	59.02	0.00	-22.56	-4.15	0.00	0.00
0.00	32.31							

Segment Leq : 32.31 dBA

Total Leq All Segments: 44.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 51.92
(NIGHT): 44.39

STAMSON 5.0 NORMAL REPORT Date: 13-04-2026 09:58:03
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R03.te Time Period: Day/Night 16/8 hours
Description: North Façade - Lot 14

Road data, segment # 1: County Rd 3 (day/night)

Car traffic volume : 4658/405 veh/TimePeriod *
Medium truck volume : 102/9 veh/TimePeriod *
Heavy truck volume : 163/14 veh/TimePeriod *
Posted speed limit : 60 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): 4390
Percentage of Annual Growth : 2.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: County Rd 3 (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 : 81.00 / 81.00 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: County Rd 24 (day/night)

Car traffic volume : 2860/353 veh/TimePeriod *
Medium truck volume : 85/11 veh/TimePeriod *
Heavy truck volume : 136/17 veh/TimePeriod *
Posted speed limit : 80 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): 2840
Percentage of Annual Growth : 2.00

Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.77
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 89.00

Data for Segment # 2: County Rd 24 (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 500.00 / 500.00 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: County Rd 3 (day)

Source height = 1.35 m

ROAD (0.00 + 51.73 + 0.00) = 51.73 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.48 63.75 0.00 -10.87 -1.15 0.00 0.00
0.00 51.73

Segment Leq : 51.73 dBA

Results segment # 2: County Rd 24 (day)

Source height = 1.45 m

ROAD (0.00 + 38.32 + 0.00) = 38.32 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 0 0.48 65.04 0.00 -22.56 -4.15 0.00 0.00
0.00 38.32

Segment Leq : 38.32 dBA

Total Leq All Segments: 51.92 dBA

Results segment # 1: County Rd 3 (night)

Source height = 1.34 m

ROAD (0.00 + 44.11 + 0.00) = 44.11 dBA

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

-90	90	0.48	56.13	0.00	-10.87	-1.15	0.00	0.00
0.00	44.11							

Segment Leq : 44.11 dBA

Results segment # 2: County Rd 24 (night)

Source height = 1.45 m

ROAD (0.00 + 32.31 + 0.00) = 32.31 dBA

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

-90	0	0.48	59.02	0.00	-22.56	-4.15	0.00	0.00
0.00	32.31							

Segment Leq : 32.31 dBA

Total Leq All Segments: 44.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 51.92
(NIGHT): 44.39

STAMSON 5.0 NORMAL REPORT Date: 13-04-2026 09:58:04
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R04.te Time Period: Day/Night 16/8 hours
Description: North Façade - Lot 72

Road data, segment # 1: County Rd 3 (day/night)

Car traffic volume : 4658/405 veh/TimePeriod *
Medium truck volume : 102/9 veh/TimePeriod *
Heavy truck volume : 163/14 veh/TimePeriod *
Posted speed limit : 60 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): 4390
Percentage of Annual Growth : 2.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: County Rd 3 (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 : 113.00 / 113.00 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: County Rd 24 (day/night)

Car traffic volume : 2860/353 veh/TimePeriod *
Medium truck volume : 85/11 veh/TimePeriod *
Heavy truck volume : 136/17 veh/TimePeriod *
Posted speed limit : 80 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): 2840
Percentage of Annual Growth : 2.00

Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.77
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 89.00

Data for Segment # 2: County Rd 24 (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 392.00 / 392.00 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: County Rd 3 (day)

Source height = 1.35 m

ROAD (0.00 + 49.59 + 0.00) = 49.59 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.48 63.75 0.00 -13.02 -1.15 0.00 0.00
0.00 49.59

Segment Leq : 49.59 dBA

Results segment # 2: County Rd 24 (day)

Source height = 1.45 m

ROAD (0.00 + 39.89 + 0.00) = 39.89 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 0 0.48 65.04 0.00 -21.00 -4.15 0.00 0.00
0.00 39.89

Segment Leq : 39.89 dBA

Total Leq All Segments: 50.03 dBA

Results segment # 1: County Rd 3 (night)

Source height = 1.34 m

ROAD (0.00 + 41.97 + 0.00) = 41.97 dBA

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

-90	90	0.48	56.13	0.00	-13.02	-1.15	0.00	0.00
0.00	41.97							

Segment Leq : 41.97 dBA

Results segment # 2: County Rd 24 (night)

Source height = 1.45 m

ROAD (0.00 + 33.87 + 0.00) = 33.87 dBA

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

-90	0	0.48	59.02	0.00	-20.99	-4.15	0.00	0.00
0.00	33.87							

Segment Leq : 33.87 dBA

Total Leq All Segments: 42.60 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 50.03
(NIGHT): 42.60

STAMSON 5.0 NORMAL REPORT Date: 13-04-2026 09:58:06
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R05.te Time Period: Day/Night 16/8 hours
Description: North Façade - Lot 50

Road data, segment # 1: County Rd 3 (day/night)

Car traffic volume : 4658/405 veh/TimePeriod *
Medium truck volume : 102/9 veh/TimePeriod *
Heavy truck volume : 163/14 veh/TimePeriod *
Posted speed limit : 60 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): 4390
Percentage of Annual Growth : 2.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: County Rd 3 (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 : 111.00 / 111.00 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: County Rd 24 (day/night)

Car traffic volume : 2860/353 veh/TimePeriod *
Medium truck volume : 85/11 veh/TimePeriod *
Heavy truck volume : 136/17 veh/TimePeriod *
Posted speed limit : 80 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): 2840
Percentage of Annual Growth : 2.00

Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.77
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 89.00

Data for Segment # 2: County Rd 24 (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 394.00 / 394.00 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: County Rd 3 (day)

Source height = 1.35 m

ROAD (0.00 + 49.70 + 0.00) = 49.70 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.48 63.75 0.00 -12.90 -1.15 0.00 0.00
0.00 49.70

Segment Leq : 49.70 dBA

Results segment # 2: County Rd 24 (day)

Source height = 1.45 m

ROAD (0.00 + 39.86 + 0.00) = 39.86 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 0 0.48 65.04 0.00 -21.03 -4.15 0.00 0.00
0.00 39.86

Segment Leq : 39.86 dBA

Total Leq All Segments: 50.13 dBA

Results segment # 1: County Rd 3 (night)

Source height = 1.34 m

ROAD (0.00 + 42.08 + 0.00) = 42.08 dBA

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

-90	90	0.48	56.13	0.00	-12.91	-1.15	0.00	0.00
0.00	42.08							

Segment Leq : 42.08 dBA

Results segment # 2: County Rd 24 (night)

Source height = 1.45 m

ROAD (0.00 + 33.84 + 0.00) = 33.84 dBA

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

-90	0	0.48	59.02	0.00	-21.03	-4.15	0.00	0.00
0.00	33.84							

Segment Leq : 33.84 dBA

Total Leq All Segments: 42.69 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 50.13
(NIGHT): 42.69

STAMSON 5.0 NORMAL REPORT Date: 13-04-2026 09:58:08
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R06.te Time Period: Day/Night 16/8 hours
Description: North Façade - Lot 44

Road data, segment # 1: County Rd 3 (day/night)

Car traffic volume : 4658/405 veh/TimePeriod *
Medium truck volume : 102/9 veh/TimePeriod *
Heavy truck volume : 163/14 veh/TimePeriod *
Posted speed limit : 60 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): 4390
Percentage of Annual Growth : 2.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: County Rd 3 (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 : 81.00 / 81.00 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: County Rd 24 (day/night)

Car traffic volume : 2860/353 veh/TimePeriod *
Medium truck volume : 85/11 veh/TimePeriod *
Heavy truck volume : 136/17 veh/TimePeriod *
Posted speed limit : 80 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): 2840
Percentage of Annual Growth : 2.00

Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.77
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 89.00

Data for Segment # 2: County Rd 24 (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 : 83.00 / 83.00 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: County Rd 3 (day)

Source height = 1.35 m

ROAD (0.00 + 49.82 + 0.00) = 49.82 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-20 90 0.48 63.75 0.00 -10.87 -3.06 0.00 0.00
0.00 49.82

Segment Leq : 49.82 dBA

Results segment # 2: County Rd 24 (day)

Source height = 1.45 m

ROAD (0.00 + 52.63 + 0.00) = 52.63 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 70 0.48 65.04 0.00 -11.01 -1.40 0.00 0.00
0.00 52.63

Segment Leq : 52.63 dBA

Total Leq All Segments: 54.46 dBA

Results segment # 1: County Rd 3 (night)

Source height = 1.34 m

ROAD (0.00 + 42.20 + 0.00) = 42.20 dBA

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

-20	90	0.48	56.13	0.00	-10.87	-3.06	0.00	0.00
0.00	42.20							

Segment Leq : 42.20 dBA

Results segment # 2: County Rd 24 (night)

Source height = 1.45 m

ROAD (0.00 + 46.61 + 0.00) = 46.61 dBA

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

-90	70	0.48	59.02	0.00	-11.01	-1.40	0.00	0.00
0.00	46.61							

Segment Leq : 46.61 dBA

Total Leq All Segments: 47.95 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.46
(NIGHT): 47.95

STAMSON 5.0 NORMAL REPORT Date: 13-04-2026 09:58:09
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R07.te Time Period: Day/Night 16/8 hours
Description: East Façade - Lot 37

Road data, segment # 1: County Rd 3 (day/night)

Car traffic volume : 4658/405 veh/TimePeriod *
Medium truck volume : 102/9 veh/TimePeriod *
Heavy truck volume : 163/14 veh/TimePeriod *
Posted speed limit : 60 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): 4390
Percentage of Annual Growth : 2.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: County Rd 3 (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 : 302.00 / 302.00 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: County Rd 24 (day/night)

Car traffic volume : 2860/353 veh/TimePeriod *
Medium truck volume : 85/11 veh/TimePeriod *
Heavy truck volume : 136/17 veh/TimePeriod *
Posted speed limit : 80 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): 2840
Percentage of Annual Growth : 2.00

Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.77
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 89.00

Data for Segment # 2: County Rd 24 (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 : 65.00 / 65.00 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: County Rd 3 (day)

Source height = 1.35 m

ROAD (0.00 + 40.24 + 0.00) = 40.24 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

0 90 0.48 63.75 0.00 -19.36 -4.16 0.00 0.00
0.00 40.24

Segment Leq : 40.24 dBA

Results segment # 2: County Rd 24 (day)

Source height = 1.45 m

ROAD (0.00 + 54.46 + 0.00) = 54.46 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.48 65.04 0.00 -9.43 -1.14 0.00 0.00
0.00 54.46

Segment Leq : 54.46 dBA

Total Leq All Segments: 54.62 dBA

Results segment # 1: County Rd 3 (night)

Source height = 1.34 m

ROAD (0.00 + 32.62 + 0.00) = 32.62 dBA

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

0	90	0.48	56.13	0.00	-19.36	-4.16	0.00	0.00
0.00	32.62							

Segment Leq : 32.62 dBA

Results segment # 2: County Rd 24 (night)

Source height = 1.45 m

ROAD (0.00 + 48.44 + 0.00) = 48.44 dBA

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

-90	90	0.48	59.02	0.00	-9.43	-1.14	0.00	0.00
0.00	48.44							

Segment Leq : 48.44 dBA

Total Leq All Segments: 48.55 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 54.62
(NIGHT): 48.55

STAMSON 5.0 NORMAL REPORT Date: 13-04-2026 09:58:11
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: R08.te Time Period: Day/Night 16/8 hours
Description: East Façade - Lot 36

Road data, segment # 1: County Rd 3 (day/night)

Car traffic volume : 4658/405 veh/TimePeriod *
Medium truck volume : 102/9 veh/TimePeriod *
Heavy truck volume : 163/14 veh/TimePeriod *
Posted speed limit : 60 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): 4390
Percentage of Annual Growth : 2.00
Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.07
Heavy Truck % of Total Volume : 3.32
Day (16 hrs) % of Total Volume : 92.00

Data for Segment # 1: County Rd 3 (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 : 311.00 / 311.00 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: County Rd 24 (day/night)

Car traffic volume : 2860/353 veh/TimePeriod *
Medium truck volume : 85/11 veh/TimePeriod *
Heavy truck volume : 136/17 veh/TimePeriod *
Posted speed limit : 80 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): 2840
Percentage of Annual Growth : 2.00

Number of Years of Growth : 10.00
Medium Truck % of Total Volume : 2.77
Heavy Truck % of Total Volume : 4.42
Day (16 hrs) % of Total Volume : 89.00

Data for Segment # 2: County Rd 24 (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 : 226.00 / 226.00 m
Receiver height : 7.50 / 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: County Rd 3 (day)

Source height = 1.35 m

ROAD (0.00 + 40.05 + 0.00) = 40.05 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

0 90 0.48 63.75 0.00 -19.55 -4.16 0.00 0.00
0.00 40.05

Segment Leq : 40.05 dBA

Results segment # 2: County Rd 24 (day)

Source height = 1.45 m

ROAD (0.00 + 46.44 + 0.00) = 46.44 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj
B.Adj SubLeq

-90 90 0.48 65.04 0.00 -17.45 -1.14 0.00 0.00
0.00 46.44

Segment Leq : 46.44 dBA

Total Leq All Segments: 47.34 dBA

Results segment # 1: County Rd 3 (night)

Source height = 1.34 m

ROAD (0.00 + 32.43 + 0.00) = 32.43 dBA

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

0	90	0.48	56.13	0.00	-19.55	-4.16	0.00	0.00
0.00	32.43							

Segment Leq : 32.43 dBA

Results segment # 2: County Rd 24 (night)

Source height = 1.45 m

ROAD (0.00 + 40.43 + 0.00) = 40.43 dBA

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

-90	90	0.48	59.02	0.00	-17.45	-1.14	0.00	0.00
0.00	40.43							

Segment Leq : 40.43 dBA

Total Leq All Segments: 41.07 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 47.34
(NIGHT): 41.07

