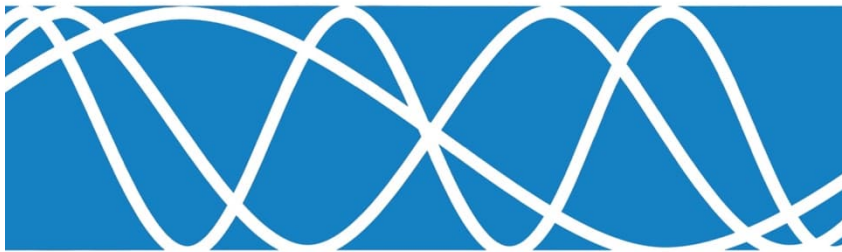


Noise Feasibility Study

Proposed Residential Development – The Nine Ninth Line and Doug Leavens Boulevard, Mississauga, ON

January 9, 2026
HGC Project #: 02400056



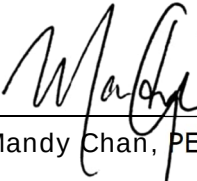
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1 INTRODUCTION AND SUMMARY

HGC Noise Vibration Acoustics was retained by Mattamy Homes Canada to conduct a Noise Feasibility Study for a proposed residential development located south of the intersection of Ninth Line and Doug Leavens Boulevard in Mississauga, Ontario. The purpose of this study is to determine the impact of environmental noise from the surrounding area in accordance with the Ministry of Environment, Conservation, and Parks (MECP) guidelines. The site proposes three, 6-storey modular residential buildings as well as underground parking. This study has been prepared as part of the approvals process.

The primary noise sources at the proposed development site were determined to be road traffic on Ninth Line and Highway 407. Relevant traffic data was obtained from the City of Mississauga and the GTA West Corridor Planning & Environmental Assessment Study. The data was used to predict future traffic sound levels at the locations of the proposed building façades and in the outdoor living areas. The predicted sound levels were evaluated with respect to the guidelines of the Ministry of the Environment, Conservation and Parks (MECP).

The sound level predictions indicate that with suitable noise control measures integrated into the design of the buildings, it is feasible to achieve MECP guideline sound levels. Central air conditioning systems will be required for all buildings. Upgraded glazing constructions will be required for the proposed buildings. Associated acoustical requirements are specified in this report. Noise warning clauses are also required to inform future occupants of the sound level excesses and the proximity to commercial uses.

A computer model of the area was created to predict the sound levels at the facades of the proposed buildings due to off-site stationary noise sources from existing commercial uses in the area. The results indicate that the sound emissions of the nearby stationary noise sources are within the MECP guideline sound levels at the proposed development. Mitigation for existing stationary noise sources is not required.



An investigation of the potential noise impact from mechanical equipment and the generator for the proposed development was also conducted. The analysis is based on similar equipment from past HGC projects and manufacturer's data for the generator. The results indicate that the potential noise from the proposed stationary noise sources can meet the applicable noise guideline limits of the MECP at the noise sensitive receptors provided the sound power levels of the proposed mechanical equipment are below the threshold levels included in this report. When design of the rooftop mechanical equipment has been undertaken and a roof plan and equipment specifications are available, they shall be reviewed to confirm that the MECP limits can be met at all noise sensitive uses. Sound levels from the proposed generator are expected to be within the applicable sound level criteria at the noise sensitive receptors.

In summary, with suitable controls integrated into the various building plans, the proposed development is anticipated to meet the MECP guidelines and is feasible from a noise perspective. Details of the assessment leading to this conclusion are provided herein.

2 SITE DESCRIPTION AND NOISE SOURCES

A key plan for the site is attached as Figure 1 [1]. The site is located south of the intersection of Ninth Line and Doug Leavens Boulevard in Mississauga, Ontario. A site plan prepared by Lemay dated December 12, 2025, is provided as Figure 2. The proposed development will include three, 6-storey modular residential buildings as well as underground parking. Appendix A includes preliminary floor plans.

HGC personnel visited the site in October 2024 to observe the acoustical environment, measure background sound levels, identify significant noise sources within the vicinity and identify the noise sensitive receptors in the area. This area is considered Class 1 in terms of its acoustical environment. Road traffic on Ninth Line and Highway 407 were confirmed to be the dominant noise sources.



The site is currently unoccupied. The surrounding area includes residential houses and a small low-rise commercial plaza to the northeast across Ninth Line. On the southwest side of Ninth Line the site is surrounded by undeveloped lands. However, it is understood that the Mississauga Master Plan has targeted development of the surrounding areas. The significant surrounding stationary noise sources are assessed in Section 4. Noise from these surrounding uses were not discernable from the high levels of traffic noise observed during the site visit. Nevertheless, due to the proximity of the site to a variety of existing retail, commercial, and institutional uses, it is recommended that a noise warning clause to identify that such uses may be audible at times be included in the tenancy agreements, as described in Section 5.

3 ROAD TRAFFIC NOISE ASSESSMENT

3.1 Traffic Noise Criteria

Guidelines for acceptable levels of road traffic noise impacting residential developments are given in the MECP publication NPC-300, “Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning”, release date October 21, 2013 [2] and are listed in Table 1 below. The values in Table 1 are energy equivalent (average) sound levels [L_{EQ}] in units of A-weighted decibels [dBA].

Table 1: MECP Traffic Noise Criteria [dBA]

Space	Daytime L_{EQ} (16 hour)	Nighttime L_{EQ} (8 hour)
Outdoor Living Areas	55 dBA	--
Inside Living/Dining Rooms	45 dBA	40 dBA
Inside Bedrooms	45 dBA	40 dBA

Daytime refers to the period between 07:00 and 23:00, while nighttime refers to the period between 23:00 and 07:00. The term “Outdoor Living Area” (OLA) is used in reference to an outdoor patio, a backyard, a terrace or other areas where passive recreation is expected to occur. Balconies and terraces that are

less than 4 m in depth are not considered to be outdoor living areas under MECP guidelines, and accordingly the noise criteria are not applicable there. Large private terraces require consideration only if they are the only OLA for the occupant; in general. Common outdoor amenity terraces associated with high-rise buildings are the only OLA that require consideration.

The guidelines in the MECP publication allow the daytime sound levels in an Outdoor Living Area to be exceeded by up to 5 dBA, without mitigation, if warning clauses are placed in the purchase and rental agreements to the property. Where OLA sound levels exceed 60 dBA, physical mitigation is required to reduce the OLA sound level to below 60 dBA and as close to 55 dBA as technically, economically, and administratively practical.

A central air conditioning system as an alternative means of ventilation to open windows is required for dwellings where nighttime sound levels outside bedroom or living/dining room windows exceed 60 dBA or daytime sound levels outside bedroom or living/dining room windows exceed 65 dBA. Forced air ventilation with ducts sized to accommodate the future installation of air conditioning is required when nighttime sound levels at bedroom or living/dining room windows are in the range of 51 to 60 dBA or when daytime sound levels at bedroom or living/dining room windows are in the range of 56 to 65 dBA.

Building components such as walls, windows and doors must be designed to achieve indoor sound level criteria when the plane of window nighttime sound level is greater than 60 dBA or the daytime sound level is greater than 65 dBA due to road traffic noise.

Warning clauses are required to notify future residents of possible excesses when nighttime sound levels exceed 50 dBA at the plane of the bedroom/living/dining room window and daytime sound levels exceed 55 dBA in the outdoor living area and at the plane of the bedroom/living/dining room window due to road traffic.



3.2 Road Traffic Data

Ultimate road traffic data for Ninth Line was obtained from the City of Mississauga (see Appendix B). A day/night split of 90/10 and a posted speed limit of 70 km/h were used in the analysis. A commercial vehicle percentage of 2%, split into 1.1% medium trucks and 0.9% heavy trucks was applied.

For Highway 407, traffic volumes are not publicly available. Road traffic data for Highway 407 was obtained from the GTA West Corridor Planning & Environmental Assessment Study (see Appendix B). The traffic data was projected to the year 2036 using a conservative estimate of 2.5% growth per year. A day/night split of 85/15 and a posted speed limit of 100 km/h were used in the analysis. A commercial vehicle percentage of 13%, split into 5% medium trucks and 8% heavy trucks was applied. Table 2 below summarizes the road traffic volume data used in this study.

Table 2: Road Traffic Data

Roadway	AADT	Day / Night Split [%]	Trucks Percentage (%)		Speed Limit [km / h]
			Medium	Heavy	
Ninth Line, north of Doug Leavens Blvd (<i>ultimate</i>)	33 600	90 / 10	1.1	0.9	70
Ninth Line, south of Doug Leavens Blvd (<i>ultimate</i>)	32 700	90 / 10	1.1	0.9	70
Highway 407 (<i>projected</i>)	58 154	85 / 15	5	8	100

3.3 Traffic Noise Predictions

To assess the levels of traffic noise which will impact the site in the future, predictions were made using STAMSON version 5.04, a computer algorithm developed by the MECP. This modeling software was used to predict the future road traffic sound levels (L_{EQ}) at various locations. STAMSON output is provided in Appendix C. The results of these predictions, without mitigation, are summarized in Table 3.

Table 3: Maximum Traffic Sound Level Predictions [dBA]

Building	Location	Daytime L _{EQ} (16 hour)	Nighttime L _{EQ} (8 hour)
Building A	North Façade	69	63
	East Façade	67	61
	South Façade	61	57
	West Façade	67	60
	At-Grade OLA	55	--
Building B	North Façade	62	56
	East Façade	60	55
	South Façade	63	58
	West Façade	67	62
Building C	North Façade	57	51
	East Façade	63	58
	South Façade	65	61
	West Façade	63	58

3.4 Traffic Noise Recommendations

The sound level predictions indicate that the future traffic sound levels will exceed the MECP guidelines at the façades of the proposed buildings.

Recommendations are provided in the following sections.

3.4.1 Outdoor Living Areas

The dwelling units in the proposed development may have balconies that are less than 4 m in depth. These areas are not considered to be outdoor amenity areas under MECP guidelines, and therefore are exempt from traffic noise assessment.

The predicted daytime sound level in the at-grade outdoor amenity area is within the MECP limit of 55 dBA. No additional mitigation is required for these areas.



3.4.2 Indoor Living Areas and Ventilation Requirements

For all Buildings, the predicted future sound levels at most of the building façades will be greater than 65 dBA during the daytime and/or 60 dBA during the nighttime hours. To address these excesses, the MECP guidelines recommend that these buildings be equipped with a central air conditioning system, so that the windows can be closed.

Window or through-the-wall air conditioning units are not recommended because of the noise they produce and because the units penetrate through the exterior wall which degrades the overall sound insulating properties of the envelope. Acceptable units are those housed in their own insulated closet with an access door for maintenance. The location, installation and sound ratings of the outdoor air conditioning devices should minimize noise impacts and comply with criteria of MECP publication NPC-300. Associated warning clauses are also recommended.

3.4.3 Building Façade Constructions

Predicted sound levels at the building facades were used to determine sound insulation requirements of the building envelopes. The required acoustic insulation of the wall and window components was determined using methods developed by the National Research Council (NRC) [3].

Detailed glazing requirements for different facades and spaces could be considered in value engineering, when detailed floor plans and building elevations are available.

Exterior Wall Constructions

The exterior walls of the proposed buildings may include precast/masonry panel portions, as well as spandrel glass panels within an aluminum window system. In this analysis, it has been assumed that sound transmitted through elements other than the glazing elements is negligible in comparison. For this assumption to be true, spandrel or metal panel sections must have an insulated drywall partition on separate framing behind.



Exterior Doors

There may be swing doors and some glazed sliding patio doors for entry onto the balconies from living/dining/bedrooms. The glazing areas on the doors are to be counted as part of the total window glazing area. If exterior swing doors are to be used, they shall be insulated metal doors equipped with head, jamb and threshold weather seals.

Acoustical Requirements for Glazing

The latest floor plans and building elevations (included in Appendix A) were reviewed by HGC. Based on the window to floor area ratios for the living/dining rooms (up to 28%) and the bedrooms (up to 30%), the minimum acoustical requirement for the basic window glazing, including glass in fixed sections, swing or sliding doors, and operable windows, is provided in Table 4.

Table 4: Required Minimum Glazing STC for Specific Building Façades

Building	Location	Minimum Glazing STC
All Buildings	All Façades	STC-32

Since the proposed development is located in an urban environment with high background sound levels from the adjacent roadways, the minimum acoustical requirement for the glazing is recommended to be STC-32 to address spurious environmental noises that have not been specifically modelled.

Note that acoustic performance varies with manufacturer's construction details, and these are only guidelines to provide some indication of the type of glazing likely to be required. Acoustical test data for the selected assemblies should be requested from the suppliers, to ensure that the stated acoustic performance levels will be achieved by their assemblies.

4 STATIONARY SOURCE ASSESSMENT

Noise sources associated with industrial and commercial facilities are assessed separately from traffic sources under MECP guidelines. These facilities are considered to be Stationary Sources of Sound and criteria for their assessment are contained in the following section.

4.1 Criteria Governing Stationary Noise Sources

An industrial or commercial facility is classified in MECP guidelines as a stationary source of sound (as opposed to sources such as traffic or construction, for example) for noise assessment purposes. The proposed development is located in an urban acoustical environment classified as Class I according to MECP guidelines, which can be characterized by the background sound level being dominated by traffic and human activity.

The façade of a residence, or any associated usable outdoor area, is considered a sensitive point of reception. NPC-300 stipulates that the exclusionary minimum sound level limit for a stationary noise source in an urban Class 1 area is 50 dBA during daytime (07:00 to 19:00) and evening (19:00 to 23:00) hours, and 45 dBA during nighttime hours (23:00 to 07:00). If the background sound levels due to road traffic exceed the exclusionary minimum limits, then the background sound level becomes the criterion. The background sound level is defined as the sound level that is present when the stationary source under consideration is not operating, and may include traffic noise and natural sounds.

Elevated background sound levels due to road traffic on the surrounding roadways are considerable, especially at the façades with direct exposure to the roadways. The provided traffic data was applied to a generic 24-hour traffic pattern for weekday urban/rural traffic developed by the US Department of Transportation, Federal Highway Administration contained in the report titled “Summary of National and Regional Travel Trends 1970 – 1995”, dated May 1996 [4]. The minimum hour traffic volumes used in the analysis are summarized in the following table.

Table 5: Minimum Hourly Traffic Volumes on Surrounding Roadways

Roadway	Hourly Data		Heavy Vehicle %
	Day	Night	
Ninth Line, north of Doug Leavens Blvd	874	202	2
Ninth Line, south of Doug Leavens Blvd	850	196	2
Highway 407	1 244	246	13

Minimum background sound levels were calculated using a numerical computer modelling package (Cadna/A version 2025, build: 209.5501). The model is based on the methods from ISO Standard 9613-2.2, “Acoustics – Attenuation of Sound During Propagation Outdoors” [5], which accounts for reduction in sound level with distance due to geometrical spreading, air absorption, ground attenuation and acoustical shielding by intervening structures. Additional information about the computer modelling package is provided in Appendix D. The road noise sources were included in the model as line sources producing equivalent sound pressure levels at a reference distance to those predicted by STAMSON 5.04, a computer algorithm developed by the MECP. Calibration STAMSON output is included in Appendix C. The higher of the minimum background sound levels due to road traffic on the surrounding roadways, and the exclusionary minimum sound levels at the façades of the proposed buildings are shown in Figures 3 and 4.

Commercial activities such as the occasional movement of customer vehicles, occasional deliveries, and garbage collection are not of themselves considered to be significant noise sources in the MECP guidelines. Accordingly, these sources have not been considered in this study. Noise from safety equipment (e.g., back-up beepers), as well as emergency facilities (e.g., fire stations) are also exempt from consideration.

The MECP guidelines stipulate that the sound level impact during a “predicable worst case hour” be considered. This is defined to be an hour when a typically busy “planned and predictable mode of operation” occurs at the subject facility

or facilities, coincident with a period of minimal background sound. Compliance with MECP criteria generally results in acceptable levels of sound at residential receptors although there may still be residual audibility during periods of low background sound.

4.2 Existing Adjacent Commercial Facilities

Northwest of the site, across Ninth Line there are various commercial uses in a low-rise commercial plaza. The noise sources associated with these facilities are rooftop HVAC units. The facilities operate during daytime hours only. For the vacant units in the commercial plaza, it is assumed that the future use could operate during daytime and nighttime hours.

4.3 Assessment of Existing Stationary Noise Sources on Proposed Residential Development

4.3.1 Existing Stationary Source Noise Predictions

Predictive noise modelling was used to assess the sound impact of the nearby stationary sources at the most critically impacted façades of the proposed buildings in accordance with MECP guidelines. The noise prediction model was constructed based on a review of the proposed site plan, site visits, satellite aerial photos and estimates of sound emission levels of stationary sources taken from similar past HGC project files.

Table 6: Existing Source Sound Power Levels [dB re 10-12 W]

Source	Octave Band Centre Frequency [Hz]								Overall [dBA]
	63	125	250	500	1k	2k	4k	8k	
Lennox 3-Ton HVAC (TGA036)	--	63	66	70	71	68	62	53	75
Lennox 5-Ton HVAC (KG060)	--	67	72	77	76	73	68	61	80

The above data were inputted into a predictive computer model. The software used for this purpose (Cadna/A version 2025, build: 209.5501) is a computer implementation of ISO Standard 9613-2.2 “Acoustics – Attenuation of Sound During Propagation Outdoors.” The ISO method accounts for reduction in sound

level with distance due to geometrical spreading, air absorption, ground attenuation and acoustical shielding by intervening structures such as barriers.

The following information and assumptions were used in the analysis.

- Rooftop mechanical equipment was assumed to be Lennox TGA036 3-Ton and Lennox KG060 5-Ton HVAC units at a height of 1.5 m above the roof.
- Sound data for the above sources was obtained from past HGC project files of similar facilities, which were either originally obtained from the manufacturer or measured at similar facilities.
- Location of stationary noise sources are shown in Figure 5. Rooftop HVAC units are shown as green crosses.

In this impact assessment, we have considered typical worst-case (busiest hour) scenarios for each time period to be as follows:

Assumed day/evening worst-case scenario:

- All rooftop HVAC units operating continuously.

Assumed night worst-case scenario:

- For facilities that are open during the nighttime hours, HVAC units operating for 30 minutes out of an hour.
- For facilities that are closed during the nighttime hours, HVAC units operating for 15 minutes out of an hour.

4.3.2 Results

The unmitigated sound levels due to existing stationary noise sources at the façades of the proposed building are summarized in Table 7 and presented graphically in Figures 6 and 7. A Cadna/A output table is included in Appendix D for a location on the north façade of Building A.

Table 7: Predicted Sound Levels from Existing Stationary Noise Sources on the Proposed Building [dBA]

Building	Location	Daytime (07:00 – 23:00)	Nighttime (23:00 – 07:00)
All Proposed Buildings	All Façades	<50	<45

The results of the calculations indicate that the predicted sound levels due to the operation of the nearby steady stationary sources of noise are within the applicable MECP limits at the façades of the proposed building during an assumed worst-case operational scenario. Mitigation is not required for existing steady stationary noise sources in the area.

4.4 Assessment of Proposed Stationary Noise Sources on Sensitive Receptors

4.4.1 Sound Level Limits at Receptors

MECP Publication NPC-300 stipulate sound level limits for new stationary (non-traffic) sources of noise. The sound level limit for a stationary source which operates in a Class 1 urban environment is related to the minimum one-hour L_{EQ} ambient (background) sound level, at any potentially impacted residential point of reception.

The proposed building itself and existing noise sensitive receptors surrounding the subject site were considered to be the representative receptors in this assessment. Existing residences surrounding the subject site (represented by R1 to R4) include 2-storey dwellings across Ninth Line to the northwest.

Receptor locations are shown on Figure 8. The same sound level limits apply as described in Section 4.1.

4.4.2 Proposed Stationary Source Noise Predictions

The final selection of mechanical equipment for the proposed building has not been completed at this time. To consider the potential worst case scenario, a cooling tower from past similar HGC project files was included in the analysis for each residential building. The preliminary site plan shows the location of one proposed parking exhaust fan shaft. The parking exhaust fan was assumed to operate only when carbon monoxide levels are detected, conservatively estimated at 15 minutes out of an hour during the daytime and 5 minutes out of an hour during the nighttime. The cooling towers were assumed to operate continuously during the daytime and 30 minutes out of an hour during the nighttime. Sound data for the parking exhaust fan and cooling towers was



obtained from past HGC project files for similar sites, which were originally obtained from the manufacturer or measured at similar sites.

Table 8: Proposed Source Sound Power Levels [dB re 10-12 W]

Source	Octave Band Centre Frequency [Hz]								Overall [dBA]
	63	125	250	500	1k	2k	4k	8k	
Parking Garage Exhaust Fan	90	87	83	83	80	76	71	65	85
Cooling Tower	92	90	95	94	94	93	85	85	99

The above data were inputted into a predictive computer model. The software used for this purpose (Cadna-A version 2025, build: 209.5501) is a computer implementation of ISO Standard 9613-2.2 “Acoustics - Attenuation of Sound During Propagation Outdoors.” The ISO method accounts for reduction in sound level with distance due to geometrical spreading, air absorption, ground attenuation and acoustical shielding by intervening structures such as barriers.

The locations of the proposed stationary noise sources are shown in Figure 8. The cooling towers and parking garage exhaust fan are represented as green crosses. The cooling towers are assumed to be 4 m in height above the roof of each proposed building.

4.4.3 Results

The predicted sound levels at the plane of windows of the on and offsite noise sensitive receptors are provided in the table below.

Table 9: Predicted Sound Levels from Proposed Stationary Noise Sources at the Noise Sensitive Receptors [dBA]

Building	Location	Daytime (07:00 – 23:00)	Nighttime (23:00 – 07:00)	Criteria Day / Night	Criteria Met (Y/N)
Building A	North Façade	50	47	59 / 53	Y
	East Façade	45	42	57 / 51	Y
	South Façade	58	54	54 / 46	N
	West Façade	54	51	58 / 52	Y
	At-Grade OLA	54	--	53 / --	N
Building B	North Façade	60	57	54 / 48	N
	East Façade	61	58	52 / 45	N
	South Façade	61	58	52 / 46	N
	West Façade	50	47	55 / 49	Y
Building C	North Façade	58	55	52 / 45	N
	East Façade	43	40	57 / 50	Y
	South Façade	52	49	58 / 51	Y
	West Façade	51	48	57 / 50	Y
Existing	R1	46	43	56 / 49	Y
	R2	50	47	59 / 52	Y
	R3	50	47	58 / 52	Y
	R4	47	44	56 / 50	Y
Future	TH1	50	45	56 / 50	N
	TH2	50	45	53 / 50	N

The results of the calculations indicate that the predicted sound levels due to the operation of the proposed stationary sources of noise have the potential to exceed the MECP limits at the adjacent noise sensitive receptors during an assumed worst-case operational scenario.

4.4.4 Recommended Noise Mitigation Measures for the Proposed Stationary Noise Sources

Feasible means exist to reduce sound levels from the proposed parking garage exhaust fan and cooling towers on the noise sensitive receptors to meet MECP criteria.

Based on the preliminary assessment in Section 4.4.3, it is recommended that the cooling towers be designed with a maximum sound power level of 85 dBA and a maximum sound power level of 82 dBA for the parking garage exhaust



fans to meet the applicable sound level limits as shown on Figures 9 and 10. Achieving these sound levels will likely require the implementation of noise control measures for each piece of equipment.

With the above mitigation measures implemented for the parking garage exhaust fan and the cooling towers, sound levels can be reduced to within MECP criteria for all of the sensitive receptors. When final mechanical selections are made, they shall be reviewed by an acoustical consultant and any mitigation requirements should be confirmed.

4.5 Assessment of Proposed Generator

There is a proposed generator on the east side of Building A. Under current guidelines, in order for the site to be exempt from approval/registration requirements of the MECP, as per O. Reg. 524/98 (last amendment O. Reg 14/17), the overall sound pressure level at a distance of 7 m from the outdoor generator set must not exceed 75 dBA (other non-acoustical conditions for exemption must also be met). The proposed generator is noted to have a sound pressure level of 55 dBA at a distance of 7 m, as attached in Appendix D.

The sound level limits for noise produced by emergency equipment (generator) operating in non-emergency situations, such as testing or maintenance of such equipment, are 5 dB greater than the sound level limits otherwise applicable to stationary sources. The testing of emergency generators is also assessed separately from all other stationary noise sources. Based on the provided sound level for the generator and an assumed testing operating time of 60 minutes, the predicted sound levels due to the testing were found to meet the applicable limits at the noise sensitive receptors. The generator should be oriented such that the exhaust discharge is located at the west end, away from the proposed development and the adjacent future townhouse block.



5 WARNING CLAUSES

The MECP guidelines recommend that warning clauses be included in the property and tenancy agreements for all units with anticipated traffic sound level excesses. Examples are provided below.

Suggested wording for future dwellings with sound level excesses.

Type A:

Purchasers/tenants are advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.

Suitable wording for future dwellings requiring central air conditioning systems is given below.

Type D:

This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks. (Note: the location and installation of the outdoor air conditioning device should be done so as to minimize the noise impacts and comply with criteria of MECP publication NPC-300.)

Suitable wording to inform future residents of the nearby commercial facilities and that sounds from these facilities may at times be audible.

Type E:

Purchasers/tenants are advised that due to the proximity of the nearby retail, commercial, and/or institutional facilities, noise from the facilities may at times be audible.

These sample clauses are provided by the MECP as examples and can be modified by the Municipality as required.



6 IMPACT OF THE DEVELOPMENT ON ITSELF

Section 5.8.1.1 of the Ontario Building Code (OBC), released on January 1, 2020 [6], specifies the minimum required sound insulation characteristics for demising partitions of dwelling units, in terms of Sound Transmission Class (STC) or Apparent Sound Transmission Class (ASTC) values. In order to maintain adequate acoustical privacy between separate suites in a multi-tenant building, inter-suite walls must meet or exceed STC-50 or ASTC-47. Suite separation from a refuse chute, or elevator shaft, must meet or exceed STC-55. In addition, it is recommended that the floor/ceiling constructions separating suites from any amenity, commercial or other mechanical spaces also meet or exceed STC-55. Tables 1 and 2 in Section SB-3 of the Supplementary Guideline to the OBC provide a comprehensive list of constructions that will meet the above requirements.

Tarion's Builder Bulletin B19R requires the internal design of condominium projects to integrate suitable acoustic features to insulate the suites from noise from each other and amenities in accordance with the OBC, and limit the potential intrusions of mechanical and electrical services in the development on its residents. If B19R certification is needed, an acoustical consultant is required to review the mechanical and electrical drawings and details of demising constructions and mechanical/electrical equipment, when available, to help ensure that the noise impact of the development on itself is maintained within acceptable levels.



7 SUMMARY OF RECOMMENDATIONS

The following list and Table 10 summarize the recommendations made in this report.

For transportation noise sources

1. Air conditioning systems are required for all Buildings as outlined in Section 3.4.2. The location, installation and sound ratings of the air conditioning devices should comply with NPC-300, as applicable.
2. Upgraded glazing constructions are required for the proposed buildings as outlined in Section 3.4.3.
3. Warning clauses should be used to inform future residents of the road traffic noise issues and the nearby commercial facilities as outlined in Section 5.
4. Tarion Builders Bulletin B19R requires that the internal design of condominium projects integrates suitable acoustic features to insulate the suites from noise from each other and amenities in accordance with the OBC, and limit the potential intrusions of mechanical and electrical services of the buildings on its residents. If B19R certification is to be sought, an acoustical consultant is required to review the mechanical and electrical drawings and details of demising constructions, details of any mechanical equipment associate with the underground parking, when available, to help ensure that the noise impact of the development on itself are maintained within acceptable levels.

For stationary noise sources

5. Preliminary assessment indicate that the parking garage exhaust fan and cooling towers should each be selected for a maximum sound power level of 82 dBA and 85 dBA respectively.
6. When final selections of the mechanical equipment have been made, the mitigation requirements should be refined.

The reader is referred to the previous sections of the report where these recommendations are discussed in more detail.



Table 10: Summary of Noise Control Requirements and Noise Warning Clauses

Building	Location	Acoustic Barrier	Ventilation Requirements *	Type of Warning Clause	Minimum Glazing STC
All Buildings	All Façades	--	Central A/C	A, D, E	STC-32
	At-Grade OLAs	--	--	--	--

Note:

-- no specific requirement

* The location, installation and sound rating of the air conditioning condensers must be compliant with MECP Guideline NPC-300, as applicable.

7.1 Implementation

To ensure that the noise recommendations outlined above are fully implemented, it is recommended that:

1. When detailed information regarding the make, model and sound data for the mechanical equipment for the proposed development is available, an acoustical consultant should verify the sound levels are consistent with the representative sound levels provided in this report.
2. Prior to the issuance of occupancy permits for this development, the City's building inspector or a Professional Engineer qualified to perform acoustical engineer services in the Province of Ontario should certify that the noise control measures have been properly incorporated, installed, and constructed.



8 REFERENCES

1. *Google Earth, June 26, 2019, Mississauga, ON Canada, 43°33'56"N, 79°46'33"W, "earth.google.com/web", Accessed August 14, 2025.*
2. *Ontario Ministry of the Environment Publication NPC-300, Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning, August 2013.*
3. *J.D. Quirt, Division of Building Research, National Research Council of Canada, Acoustic Insulation Factor: A Rating for the Insulation of Buildings Against Outdoor Noise, June 1980.*
4. *United States Department of Transportation, Federal Highway Administration, Summary of National and Regional Travel Trends: 1970-1995, Washington, D.C., May 1996.*
5. *International Organization for Standardization, Acoustics – Attenuation of Sound during Propagation Outdoors – Part 2: Engineering Method for the Prediction of Sound Pressure Levels Outdoors, ISO-9613-2.2, Switzerland, January 2024.*
6. *Ontario Building Code, O Reg. 332/12. S.5.8.1.1*





Figure 1 – Key Plan

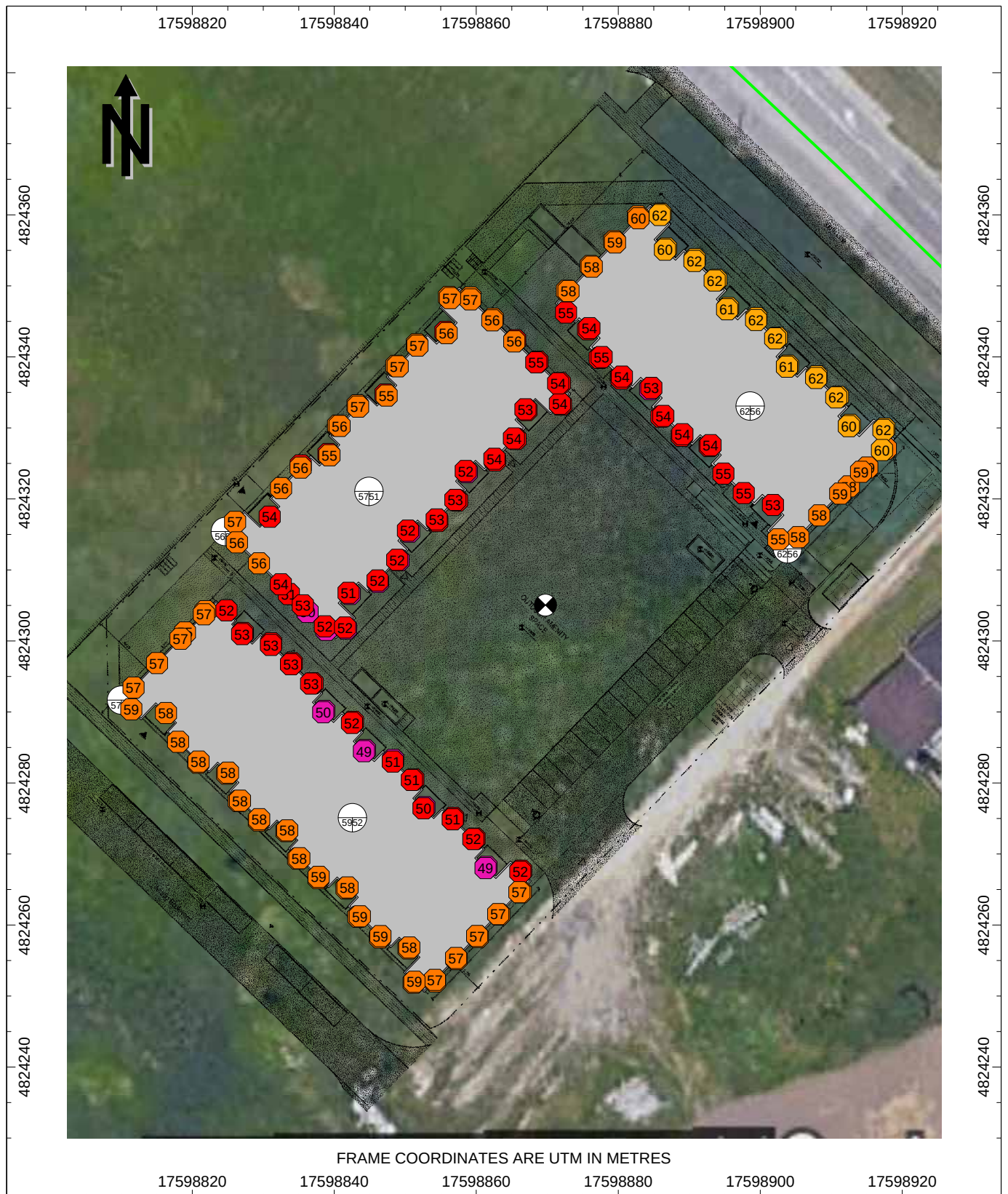


Figure 3 - Stationary Noise Sound Level Criteria, Daytime

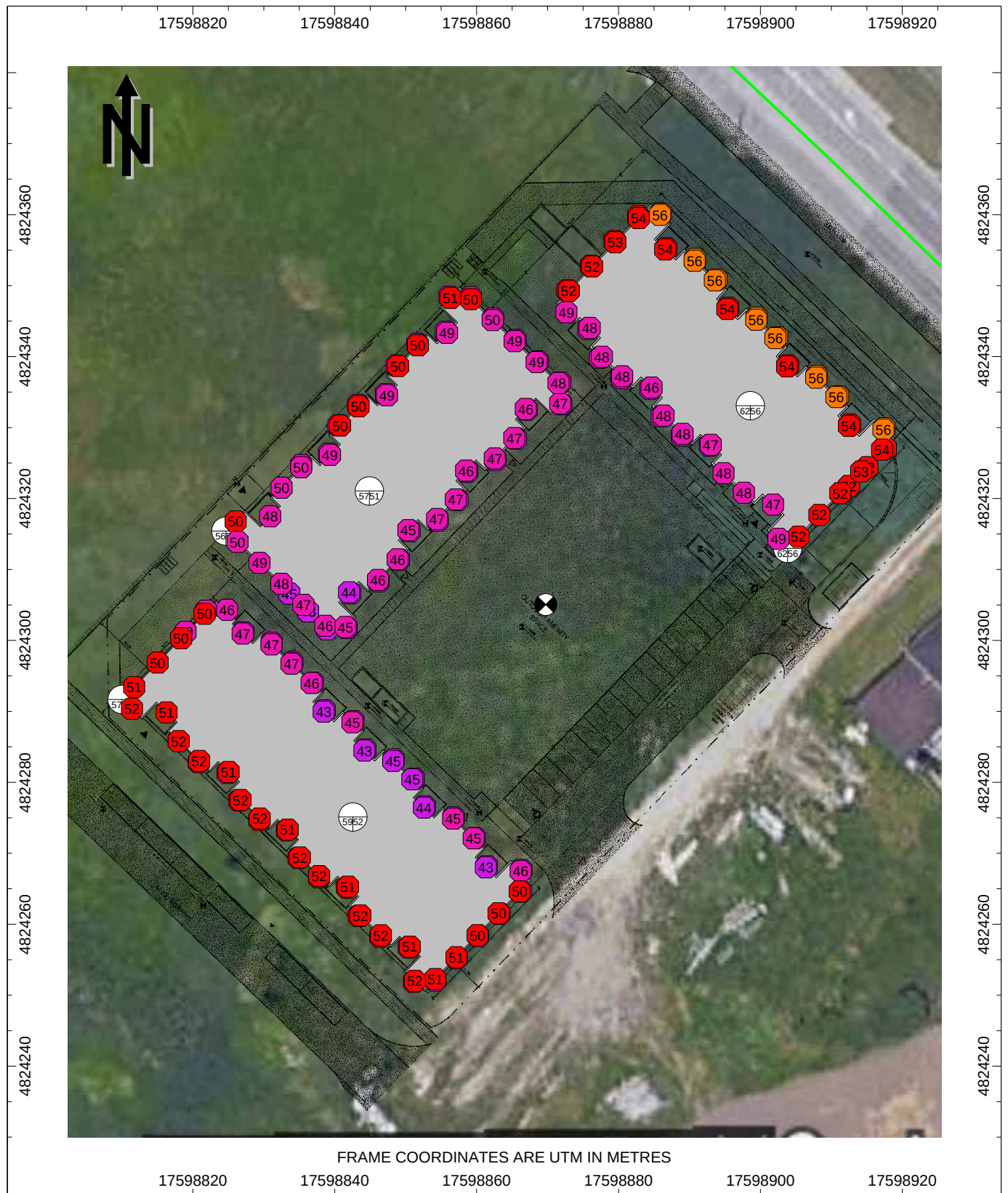


Figure 4 - Stationary Noise Sound Level Criteria, Nighttime



NOISE



VIBRATION



ACOUSTICS

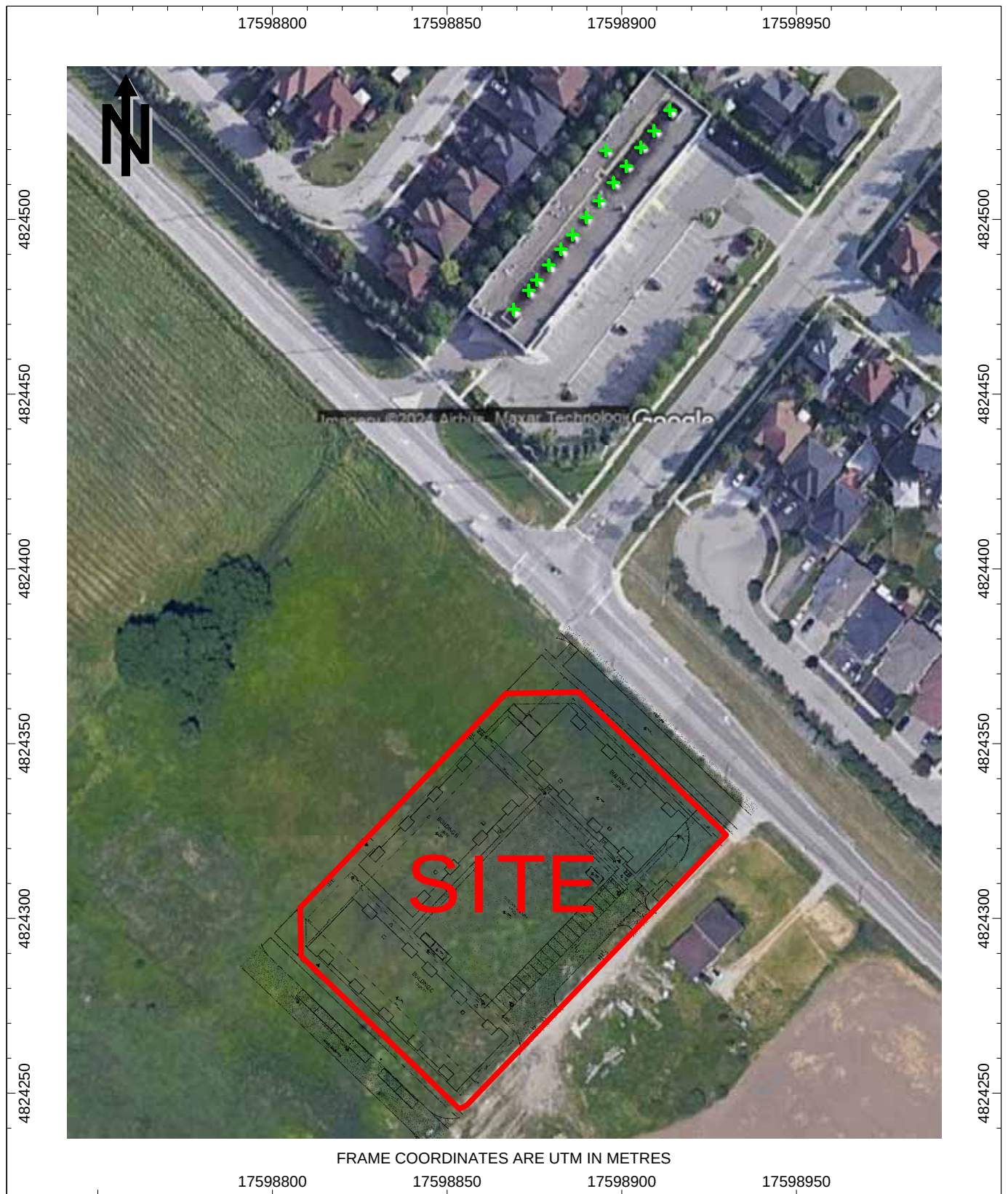


Figure 5 - Locations of Existing Stationary Noise Sources



NOISE



VIBRATION



ACOUSTICS

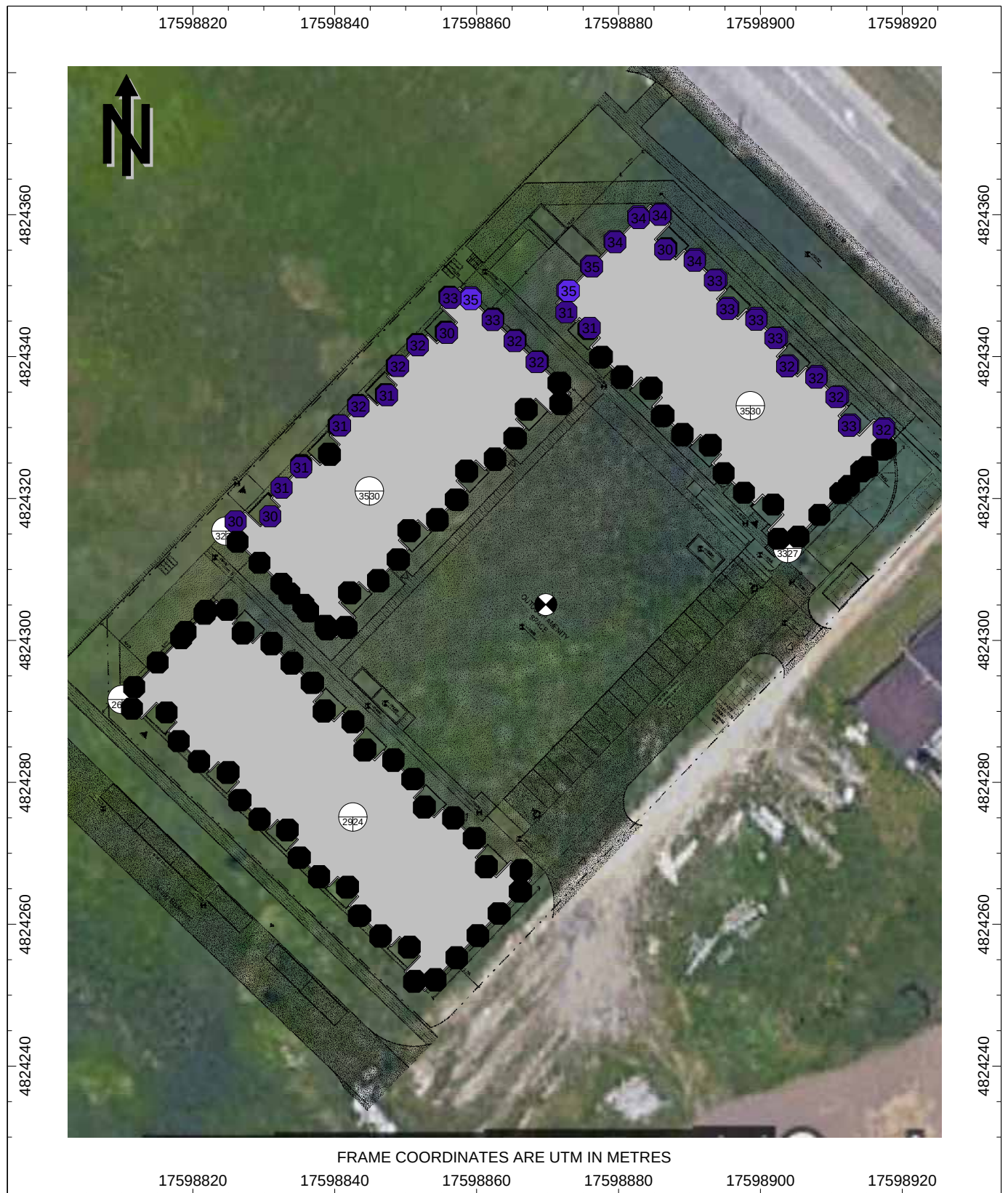


Figure 6 - Impact of Existing Stationary Noise, Daytime



NOISE



VIBRATION



ACOUSTICS

www.hgcacoustics.com

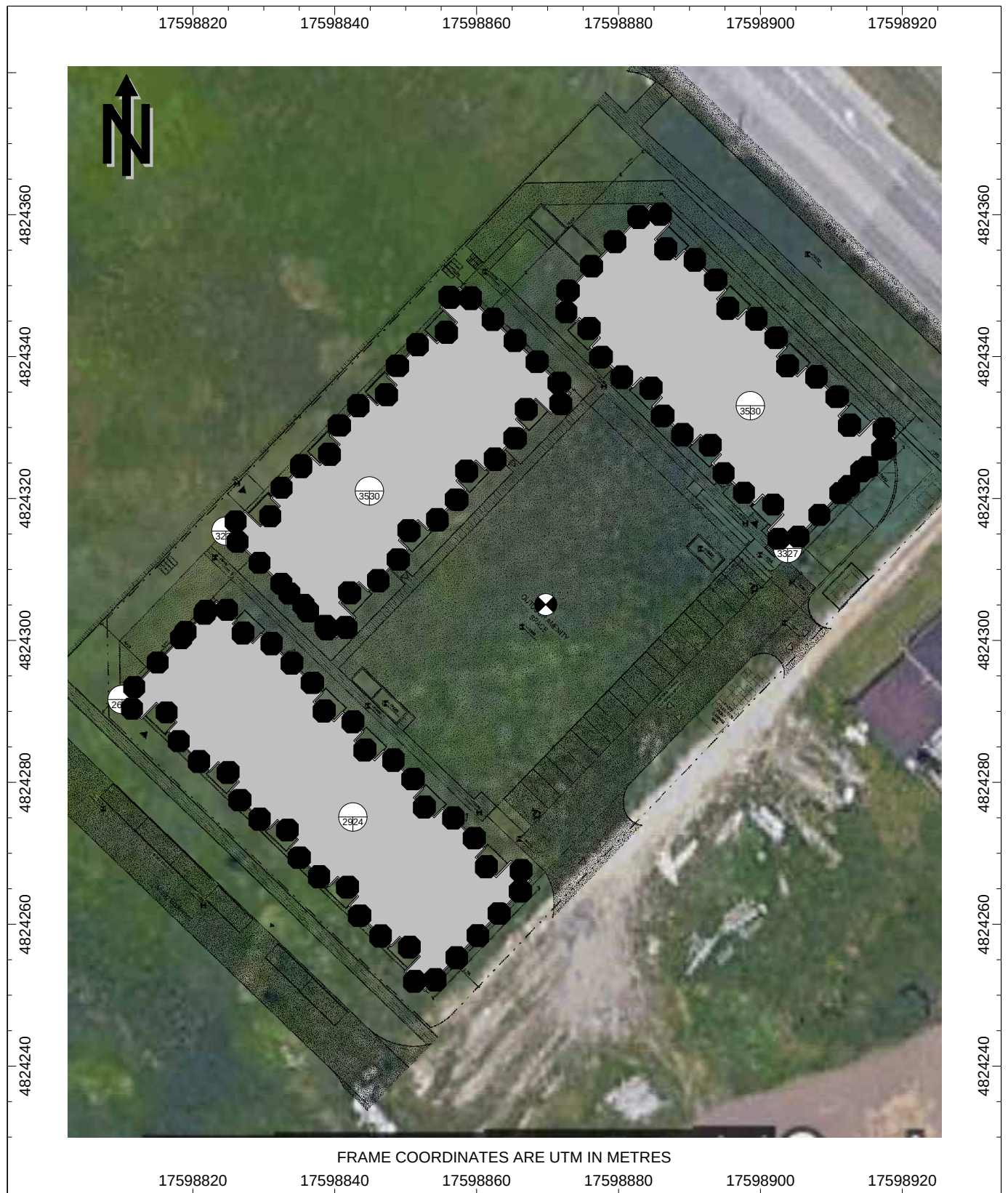


Figure 7 - Impact of Existing Stationary Noise, Nighttime



NOISE



VIBRATION



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Figure 8 - Locations of Proposed Stationary Noise Sources and Receptors



Figure 9 - Impact of Proposed Stationary Noise With Mitigation, Daytime



Figure 10 - Impact of Proposed Stationary Noise with Mitigation, Nighttime

Appendix A

Supporting Drawings



NOISE



VIBRATION



ACOUSTICS

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PROJECT TITLE

THE NINE - MATTAMY MODULAR

PROJECT INFO

LOCATION

PROJECT ADDRESS
NINTH LINE
MISSISSAUGA, ON L5M 0R5

LEGAL ADDRESS
888 888 888

SCOPE OF WORK

THE PROJECT CONSISTS OF THREE SIX-STORY MODULAR RESIDENTIAL BUILDINGS IN MISSISSAUGA, ONTARIO, PROVIDING A MIX OF 1-BEDROOM, 2-BEDROOM, 2-BEDROOM PLUS DEN, AND 3-BEDROOM UNITS, INCLUDING BARRIER-FREE OPTIONS. CLASSIFIED AS GROUP C OCCUPANCY UNDER THE ONTARIO BUILDING CODE. THE PROJECT INCLUDES STRUCTURAL, MECHANICAL, ELECTRICAL, LANDSCAPE, CIVIL, AND TRAFFIC CONSULTANTS, EACH RESPONSIBLE FOR THE DESIGN AND COORDINATION OF THEIR RESPECTIVE SCOPES INCLUDING BUILDING SYSTEMS, SITE INFRASTRUCTURE, AND OUTDOOR AMENITIES. IN-ADDITION TRADES INCLUDE MODULAR CONSTRUCTION AND INSTALLATION, CIVIL, AND SITE SERVING CONCRETE AND FOUNDATIONS, STRUCTURAL FRAMING, MECHANICAL AND ELECTRICAL WORK, LANDSCAPING, AND ACCESSIBILITY COMPLIANCE. INTERIOR DESIGN AND UNIT FIT-OUT ARE NOT INCLUDED WITHIN THE SCOPE OF WORK.

DRAWING LIST

ARCHITECTURE

A001	COVER SHEET
A002	PROJECT DATA/NOTES/DESCRIPTION
A003	CONTRACTOR INFORMATION
A004	VENDOR SCHEDULE
A005	EXTERIOR ELEVATION
A006	INTERIOR ELEVATION - LIFE SAFETY
A007	INTERIOR ELEVATION - LIFE SAFETY
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TORONTO, ON M2H 3

SITE STATISTICS

ZONING BY-LAW	OZS-2017
ZONING CATEGORY	R20
LOT AREA	8,210 m ² (10,363 sf) (1.02 ha) (2.50 ac)
LOT LENGTH	111.92 m (367.10 ft)
LOT DEPTH	75.00 m (246.12 ft)
BUILDING HEIGHT	16.76 m (55 ft) (6 STOREYS)
TOTAL NUMBER OF UNITS	21 UNITS
PROPOSED DENSITY	2.57 UNITS/ha = 1.06 UNITS/AC 10.52 UNITS/AC = 7.5 UNITS/AC
GROSS FLOOR AREA	15,866 m ² (171,600 sf)
FLOOR SPACE INDEX (GFA/LOT)	1.94

Project	Project Statistics													
	Team		Resources		Performance		Efficiency		Quality		Compliance		Risk	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project A	Team A		Resources A		Performance A		Efficiency A		Quality A		Compliance A		Risk A	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project B	Team B		Resources B		Performance B		Efficiency B		Quality B		Compliance B		Risk B	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project C	Team C		Resources C		Performance C		Efficiency C		Quality C		Compliance C		Risk C	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project D	Team D		Resources D		Performance D		Efficiency D		Quality D		Compliance D		Risk D	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project E	Team E		Resources E		Performance E		Efficiency E		Quality E		Compliance E		Risk E	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project F	Team F		Resources F		Performance F		Efficiency F		Quality F		Compliance F		Risk F	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project G	Team G		Resources G		Performance G		Efficiency G		Quality G		Compliance G		Risk G	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project H	Team H		Resources H		Performance H		Efficiency H		Quality H		Compliance H		Risk H	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project I	Team I		Resources I		Performance I		Efficiency I		Quality I		Compliance I		Risk I	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
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	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project K	Team K		Resources K		Performance K		Efficiency K		Quality K		Compliance K		Risk K	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project L	Team L		Resources L		Performance L		Efficiency L		Quality L		Compliance L		Risk L	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
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	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
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	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
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	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
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	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
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	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project R	Team R		Resources R		Performance R		Efficiency R		Quality R		Compliance R		Risk R	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project S	Team S		Resources S		Performance S		Efficiency S		Quality S		Compliance S		Risk S	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project T	Team T		Resources T		Performance T		Efficiency T		Quality T		Compliance T		Risk T	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project U	Team U		Resources U		Performance U		Efficiency U		Quality U		Compliance U		Risk U	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project V	Team V		Resources V		Performance V		Efficiency V		Quality V		Compliance V		Risk V	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project W	Team W		Resources W		Performance W		Efficiency W		Quality W		Compliance W		Risk W	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project X	Team X		Resources X		Performance X		Efficiency X		Quality X		Compliance X		Risk X	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project Y	Team Y		Resources Y		Performance Y		Efficiency Y		Quality Y		Compliance Y		Risk Y	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project Z	Team Z		Resources Z		Performance Z		Efficiency Z		Quality Z		Compliance Z		Risk Z	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AA	Team AA		Resources AA		Performance AA		Efficiency AA		Quality AA		Compliance AA		Risk AA	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AB	Team AB		Resources AB		Performance AB		Efficiency AB		Quality AB		Compliance AB		Risk AB	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AC	Team AC		Resources AC		Performance AC		Efficiency AC		Quality AC		Compliance AC		Risk AC	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AD	Team AD		Resources AD		Performance AD		Efficiency AD		Quality AD		Compliance AD		Risk AD	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AE	Team AE		Resources AE		Performance AE		Efficiency AE		Quality AE		Compliance AE		Risk AE	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AF	Team AF		Resources AF		Performance AF		Efficiency AF		Quality AF		Compliance AF		Risk AF	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AG	Team AG		Resources AG		Performance AG		Efficiency AG		Quality AG		Compliance AG		Risk AG	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AH	Team AH		Resources AH		Performance AH		Efficiency AH		Quality AH		Compliance AH		Risk AH	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AI	Team AI		Resources AI		Performance AI		Efficiency AI		Quality AI		Compliance AI		Risk AI	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AJ	Team AJ		Resources AJ		Performance AJ		Efficiency AJ		Quality AJ		Compliance AJ		Risk AJ	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AK	Team AK		Resources AK		Performance AK		Efficiency AK		Quality AK		Compliance AK		Risk AK	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AL	Team AL		Resources AL		Performance AL		Efficiency AL		Quality AL		Compliance AL		Risk AL	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AM	Team AM		Resources AM		Performance AM		Efficiency AM		Quality AM		Compliance AM		Risk AM	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AN	Team AN		Resources AN		Performance AN		Efficiency AN		Quality AN		Compliance AN		Risk AN	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AO	Team AO		Resources AO		Performance AO		Efficiency AO		Quality AO		Compliance AO		Risk AO	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AP	Team AP		Resources AP		Performance AP		Efficiency AP		Quality AP		Compliance AP		Risk AP	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AQ	Team AQ		Resources AQ		Performance AQ		Efficiency AQ		Quality AQ		Compliance AQ		Risk AQ	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AR	Team AR		Resources AR		Performance AR		Efficiency AR		Quality AR		Compliance AR		Risk AR	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AS	Team AS		Resources AS		Performance AS		Efficiency AS		Quality AS		Compliance AS		Risk AS	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AT	Team AT		Resources AT		Performance AT		Efficiency AT		Quality AT		Compliance AT		Risk AT	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AU	Team AU		Resources AU		Performance AU		Efficiency AU		Quality AU		Compliance AU		Risk AU	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AV	Team AV		Resources AV		Performance AV		Efficiency AV		Quality AV		Compliance AV		Risk AV	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AW	Team AW		Resources AW		Performance AW		Efficiency AW		Quality AW		Compliance AW		Risk AW	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AX	Team AX		Resources AX		Performance AX		Efficiency AX		Quality AX		Compliance AX		Risk AX	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AY	Team AY		Resources AY		Performance AY		Efficiency AY		Quality AY		Compliance AY		Risk AY	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project AZ	Team AZ		Resources AZ		Performance AZ		Efficiency AZ		Quality AZ		Compliance AZ		Risk AZ	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project BA	Team BA		Resources BA		Performance BA		Efficiency BA		Quality BA		Compliance BA		Risk BA	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project BB	Team BB		Resources BB		Performance BB		Efficiency BB		Quality BB		Compliance BB		Risk BB	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project BC	Team BC		Resources BC		Performance BC		Efficiency BC		Quality BC		Compliance BC		Risk BC	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project BD	Team BD		Resources BD		Performance BD		Efficiency BD		Quality BD		Compliance BD		Risk BD	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project BE	Team BE		Resources BE		Performance BE		Efficiency BE		Quality BE		Compliance BE		Risk BE	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project BF	Team BF		Resources BF		Performance BF		Efficiency BF		Quality BF		Compliance BF		Risk BF	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project BG	Team BG		Resources BG		Performance BG		Efficiency BG		Quality BG		Compliance BG		Risk BG	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project BH	Team BH		Resources BH		Performance BH		Efficiency BH		Quality BH		Compliance BH		Risk BH	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project BI	Team BI		Resources BI		Performance BI		Efficiency BI		Quality BI		Compliance BI		Risk BI	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project BJ	Team BJ		Resources BJ		Performance BJ		Efficiency BJ		Quality BJ		Compliance BJ		Risk BJ	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project BK	Team BK		Resources BK		Performance BK		Efficiency BK		Quality BK		Compliance BK		Risk BK	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project BL	Team BL		Resources BL		Performance BL		Efficiency BL		Quality BL		Compliance BL		Risk BL	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project BM	Team BM		Resources BM		Performance BM		Efficiency BM		Quality BM		Compliance BM		Risk BM	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project BN	Team BN		Resources BN		Performance BN		Efficiency BN		Quality BN		Compliance BN		Risk BN	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project BO	Team BO		Resources BO		Performance BO		Efficiency BO		Quality BO		Compliance BO		Risk BO	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project BP	Team BP		Resources BP		Performance BP		Efficiency BP		Quality BP		Compliance BP		Risk BP	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project BQ	Team BQ		Resources BQ		Performance BQ		Efficiency BQ		Quality BQ		Compliance BQ		Risk BQ	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project BR	Team BR		Resources BR		Performance BR		Efficiency BR		Quality BR		Compliance BR		Risk BR	
	Team Lead	Team Size	Resources	Cost	Time	Quality	Efficiency	Quality	Efficiency	Compliance	Risk	Compliance	Risk	
Project BS														

Unit	Project Statistics - Building A													
	FHA (Financial Overview)				MGA (Marketing & Sales)				Selling Team (Sales & Marketing)				SMA (Sales & Marketing)	
	Initial Cost	Current Cost	Profit Margin	ROI (%)	Active Units	Units Sold	Units Pending	Units Cancelled	Rep 1 Units	Rep 2 Units	Rep 3 Units	Rep 4 Units	Rep 5 Units	Rep 6 Units
Unit A	100	95	5%	10%	10	8	2	0	2	2	2	2	2	2
Unit B	120	115	4%	12%	12	9	3	0	3	3	3	3	3	3
Unit C	150	140	7%	15%	15	10	5	0	4	4	4	4	4	4
Unit D	180	165	8%	18%	18	12	6	0	5	5	5	5	5	5
Unit E	200	180	10%	20%	20	14	6	0	6	6	6	6	6	6
Unit F	220	200	10%	22%	22	15	7	0	7	7	7	7	7	7
Unit G	250	225	10%	25%	25	16	9	0	8	8	8	8	8	8
Unit H	280	250	11%	28%	28	18	10	0	9	9	9	9	9	9
Unit I	300	270	10%	30%	30	20	10	0	10	10	10	10	10	10
Unit J	320	290	10%	32%	32	21	11	0	11	11	11	11	11	11
Unit K	350	315	10%	35%	35	23	12	0	12	12	12	12	12	12
Unit L	380	340	11%	38%	38	25	13	0	13	13	13	13	13	13
Unit M	400	360	10%	40%	40	26	14	0	14	14	14	14	14	14
Unit N	420	375	11%	42%	42	27	15	0	15	15	15	15	15	15
Unit O	450	405	10%	45%	45	29	16	0	16	16	16	16	16	16
Unit P	480	432	10%	48%	48	30	18	0	18	18	18	18	18	18
Unit Q	500	450	10%	50%	50	31	19	0	19	19	19	19	19	19
Unit R	520	468	11%	52%	52	32	20	0	20	20	20	20	20	20
Unit S	550	495	10%	55%	55	34	21	0	21	21	21	21	21	21
Unit T	580	522	10%	58%	58	35	23	0	22	22	22	22	22	22
Unit U	600	540	10%	60%	60	36	24	0	23	23	23	23	23	23
Unit V	620	558	11%	62%	62	37	25	0	24	24	24	24	24	24
Unit W	650	585	10%	65%	65	38	27	0	25	25	25	25	25	25
Unit X	680	612	10%	68%	68	39	29	0	26	26	26	26	26	26
Unit Y	700	630	10%	70%	70	40	30	0	27	27	27	27	27	27
Unit Z	720	648	11%	72%	72	41	31	0	28	28	28	28	28	28
Unit AA	750	675	10%	75%	75	42	32	0	29	29	29	29	29	29
Unit AB	780	702	10%	78%	78	43	34	0	30	30	30	30	30	30
Unit AC	800	720	10%	80%	80	44	35	0	31	31	31	31	31	31
Unit AD	820	738	11%	82%	82	45	36	0	32	32	32	32	32	32
Unit AE	850	765	10%	85%	85	46	38	0	33	33	33	33	33	33
Unit AF	880	792	10%	88%	88	47	39	0	34	34	34	34	34	34
Unit AG	900	810	10%	90%	90	48	40	0	35	35	35	35	35	35
Unit AH	920	828	11%	92%	92	49	41	0	36	36	36	36	36	36
Unit AI	950	855	10%	95%	95	50	42	0	37	37	37	37	37	37
Unit AJ	980	882	10%	98%	98	51	43	0	38	38	38	38	38	38
Unit AK	1000	900	10%	100%	100	52	44	0	39	39	39	39	39	39
Unit AL	1050	945	10%	105%	105	54	46	0	40	40	40	40	40	40
Unit AM	1100	990	10%	110%	110	56	48	0	41	41	41	41	41	41
Unit AN	1150	1035	10%	115%	115	58	50	0	42	42	42	42	42	42
Unit AO	1200	1080	10%	120%	120	60	52	0	43	43	43	43	43	43
Unit AP	1250	1125	10%	125%	125	62	54	0	44	44	44	44	44	44
Unit AQ	1300	1170	10%	130%	130	64	56	0	45	45	45	45	45	45
Unit AR	1350	1215	10%	135%	135	66	58	0	46	46	46	46	46	46
Unit AS	1400	1260	10%	140%	140	68	60	0	47	47	47	47	47	47
Unit AT	1450	1305	10%	145%	145	70	62	0	48	48	48	48	48	48
Unit AU	1500	1350	10%	150%	150	72	64	0	49	49	49	49	49	49
Unit AV	1550	1395	10%	155%	155	74	66	0	50	50	50	50	50	50
Unit AW	1600	1440	10%	160%	160	76	68	0	51	51	51	51	51	51
Unit AX	1650	1485	10%	165%	165	78	70	0	52	52	52	52	52	52
Unit AY	1700	1530	10%	170%	170	80	72	0	53	53	53	53	53	53
Unit AZ	1750	1575	10%	175%	175	82	74	0	54	54	54	54	54	54
Unit BA	1800	1620	10%	180%	180	84	76	0	55	55	55	55	55	55
Unit BB	1850	1665	10%	185%	185	86	78	0	56	56	56	56	56	56
Unit BC	1900	1710	10%	190%	190	88	80	0	57	57	57	57	57	57
Unit BD	1950	1755	10%	195%	195	90	82	0	58	58	58	58	58	58
Unit BE	2000	1800	10%	200%	200	92	84	0	59	59	59	59	59	59
Unit BF	2050	1845	10%	205%	205	94	86	0	60	60	60	60	60	60
Unit BG	2100	1890	10%	210%	210	96	88	0	61	61	61	61	61	61
Unit BH	2150	1935	10%	215%	215	98	90	0	62	62	62	62	62	62
Unit BI	2200	1980	10%	220%	220	100	92	0	63	63	63	63	63	63
Unit BJ	2250	2025	10%	225%	225	102	94	0	64	64	64	64	64	64
Unit BK	2300	2070	10%	230%	230	104	96	0	65	65	65	65	65	65
Unit BL	2350	2115	10%	235%	235	106	98	0	66	66	66	66	66	66
Unit BM	2400	2160	10%	240%	240	108	100	0	67	67	67	67	67	67
Unit BN	2450	2205	10%	245%	245	110	102	0	68	68	68	68	68	68
Unit BO	2500	2250	10%	250%	250	112	104	0	69	69	69	69	69	69
Unit BP	2550	2295	10%	255%	255	114	106	0	70	70	70	70	70	70
Unit BQ	2600	2340	10%	260%	260	116	108	0	71	71	71	71	71	71
Unit BR	2650	2385	10%	265%	265	118	110	0	72	72	72	72	72	72
Unit BS	2700	2430	10%	270%	270	120	112	0	73	73	73	73	73	73
Unit BT	2750	2475	10%	275%	275	122	114	0	74	74	74	74	74	74
Unit BU	2800	2520	10%	280%	280	124	116	0	75	75	75	75	75	75
Unit BV	2850	2565	10%	285%	285	126	118	0	76	76	76	76	76	76
Unit BW	2900	2610	10%	290%	290	128	120	0	77	77	77	77	77	77
Unit BX	2950	2655	10%	295%	295	130	122	0	78	78	78	78	78	78
Unit BY	3000	2700	10%	300%	300	132	124	0	79	79	79	79	79	79
Unit BZ	3050	2745	10%	305%	305	134	126	0	80	80	80	80	80	80
Unit CA	3100	2790	10%	310%	310	136	128	0	81	81	81	81	81	81
Unit CB	3150	2835	10%	315%	315	138	130	0	82	82	82	82	82	82
Unit CC	3200	2880	10%	320%	320	140	132	0	83	83	83	83	83	83
Unit CD	3250	2925	10%	325%	325	142	134	0	84	84	84	84	84	84
Unit CE	3300	2970	10%	330%	330	144	136	0	85	85	85	85	85	85
Unit CF	3350	3015	10%	335%	335	146	138	0	86	86	86	86	86	86
Unit CG	3400	3060	10%	340%	340	148	140	0	87	87	87	87	87	87
Unit CH	3450	3105	10%	345%	345	150	142	0	88	88	88	88	88	88
Unit CI	3500	3150	10%	350%	350	152	144	0	89	89	89	89	89	89
Unit CJ	3550	3195	10%	355%	355	154	146	0	90	90	90	90	90	90
Unit CK	3600	3240	10%	360%	360	156	148	0	91	91	91	91	91	91
Unit CL	3650	3285	10%	365%	365	158	150	0	92	92	92	92	92	92
Unit CM	3700	3330	10%	370%	370	160	152	0	93	93	93	93	93	93
Unit CN	3750	3375	10%	375%	375	162	154	0	94	94	94	94	94	94
Unit CO	3800	3420	10%	380%	380	164	156	0	95	95	95	95	95	95
Unit CP	3850	3465	10%	385%	385	166	158	0	96	96	96	96	96	96
Unit CQ	3900	3510	10%	390%	390	168	160	0	97	97	97	97	97	97
Unit CR	3950	3555	10%	395%	395	170	162	0	98	98	98	98	98	98
Unit CS	4000	3600	10%	400%	400	172	164	0	99	99	99	99	99	99
Unit CT	4050	3645	10%	405%	405	174	166	0	100	100	100	100	100	100
Unit CU	4100	3690	10%	410%	410	176	168	0	101	101	101	101	101	101
Unit CV	4150	3735	10%	415%	415	178	170	0	102	102	102	102	102	102
Unit CW	4200	3780	10%	420%	420	180	172	0	103	103	103	103	103	103
Unit CX	4250	3825	10%	425%	425	182	174	0	104	104	104	104	104	104
Unit CY	4300	3870	10%	430%	430	184	176	0	105	105	105	105	105	105
Unit CZ	4350	3915	10%	435%	435	186	178	0	106	106	106	106	106	106
Unit DA	4400	3960	10%	440%	440	188	180	0	107	107	107	107	107	107
Unit DB	4450	4005	10%	445%	445	190	182	0	108	108	108	108	108	108
Unit DC	4500	4050	10%	450%	450	192	184	0	109	109	109	109	109	109
Unit DD	4550	4095	10%</											

Project Statistics - Building B														
Item	NSA				DCA				Estimates (Current)				NSA	Efficiency
	Total (USD)		Per Unit (USD)		Area (USD)		Unit (USD)		Per Unit (USD)		Area (USD)		NSA/DCA	
	Value	Unit	Value	Unit	Value	Unit	Value	Unit	Value	Unit	Value	Unit		
Unit 001	500	50.00	10	500.00	500	50.00	10	500.00	500	50.00	10	500.00	NSA/DCA	
Unit 002	500	55.54	11	554.96	500	50.00	10	500.00	520	52.00	11	520.00	7.97%	
Unit 003	500	61.09	12	610.92	500	50.00	10	500.00	540	54.00	12	540.00	8.20%	
Unit 004	500	66.64	13	666.32	500	50.00	10	500.00	560	56.00	13	560.00	8.40%	
Unit 005	500	72.19	14	721.66	500	50.00	10	500.00	580	58.00	14	580.00	8.60%	
Unit 006	500	77.74	15	777.10	500	50.00	10	500.00	600	60.00	15	600.00	8.80%	
Unit 007	500	83.29	16	832.48	500	50.00	10	500.00	620	62.00	16	620.00	9.00%	
Unit 008	500	88.84	17	888.34	500	50.00	10	500.00	640	64.00	17	640.00	9.20%	
Unit 009	500	94.39	18	943.62	500	50.00	10	500.00	660	66.00	18	660.00	9.40%	
Unit 010	500	100.00	19	1000.00	500	50.00	10	500.00	680	68.00	19	680.00	9.60%	
Unit 011	500	105.56	20	1055.60	500	50.00	10	500.00	700	70.00	20	700.00	9.80%	
Unit 012	500	111.11	21	1111.11	500	50.00	10	500.00	720	72.00	21	720.00	10.00%	
Unit 013	500	116.67	22	1166.67	500	50.00	10	500.00	740	74.00	22	740.00	10.20%	
Unit 014	500	122.22	23	1222.22	500	50.00	10	500.00	760	76.00	23	760.00	10.40%	
Unit 015	500	127.78	24	1277.78	500	50.00	10	500.00	780	78.00	24	780.00	10.60%	
Unit 016	500	133.33	25	1333.33	500	50.00	10	500.00	800	80.00	25	800.00	10.80%	
Unit 017	500	138.89	26	1388.89	500	50.00	10	500.00	820	82.00	26	820.00	11.00%	
Unit 018	500	144.44	27	1444.44	500	50.00	10	500.00	840	84.00	27	840.00	11.20%	
Unit 019	500	150.00	28	1500.00	500	50.00	10	500.00	860	86.00	28	860.00	11.40%	
Unit 020	500	155.56	29	1555.56	500	50.00	10	500.00	880	88.00	29	880.00	11.60%	
Unit 021	500	161.11	30	1611.11	500	50.00	10	500.00	900	90.00	30	900.00	11.80%	
Unit 022	500	166.67	31	1666.67	500	50.00	10	500.00	920	92.00	31	920.00	12.00%	
Unit 023	500	172.22	32	1722.22	500	50.00	10	500.00	940	94.00	32	940.00	12.20%	
Unit 024	500	177.78	33	1777.78	500	50.00	10	500.00	960	96.00	33	960.00	12.40%	
Unit 025	500	183.33	34	1833.33	500	50.00	10	500.00	980	98.00	34	980.00	12.60%	
Unit 026	500	188.89	35	1888.89	500	50.00	10	500.00	1000	100.00	35	1000.00	12.80%	
Unit 027	500	194.44	36	1944.44	500	50.00	10	500.00	1020	102.00	36	1020.00	13.00%	
Unit 028	500	200.00	37	2000.00	500	50.00	10	500.00	1040	104.00	37	1040.00	13.20%	
Unit 029	500	205.56	38	2055.56	500	50.00	10	500.00	1060	106.00	38	1060.00	13.40%	
Unit 030	500	211.11	39	2111.11	500	50.00	10	500.00	1080	108.00	39	1080.00	13.60%	
Unit 031	500	216.67	40	2166.67	500	50.00	10	500.00	1100	110.00	40	1100.00	13.80%	
Unit 032	500	222.22	41	2222.22	500	50.00	10	500.00	1120	112.00	41	1120.00	14.00%	
Unit 033	500	227.78	42	2277.78	500	50.00	10	500.00	1140	114.00	42	1140.00	14.20%	
Unit 034	500	233.33	43	2333.33	500	50.00	10	500.00	1160	116.00	43	1160.00	14.40%	
Unit 035	500	238.89	44	2388.89	500	50.00	10	500.00	1180	118.00	44	1180.00	14.60%	
Unit 036	500	244.44	45	2444.44	500	50.00	10	500.00	1200	120.00	45	1200.00	14.80%	
Unit 037	500	250.00	46	2500.00	500	50.00	10	500.00	1220	122.00	46	1220.00	15.00%	
Unit 038	500	255.56	47	2555.56	500	50.00	10	500.00	1240	124.00	47	1240.00	15.20%	
Unit 039	500	261.11	48	2611.11	500	50.00	10	500.00	1260	126.00	48	1260.00	15.40%	
Unit 040	500	266.67	49	2666.67	500	50.00	10	500.00	1280	128.00	49	1280.00	15.60%	
Unit 041	500	272.22	50	2722.22	500	50.00	10	500.00	1300	130.00	50	1300.00	15.80%	
Unit 042	500	277.78	51	2777.78	500	50.00	10	500.00	1320	132.00	51	1320.00	16.00%	
Unit 043	500	283.33	52	2833.33	500	50.00	10	500.00	1340	134.00	52	1340.00	16.20%	
Unit 044	500	288.89	53	2888.89	500	50.00	10	500.00	1360	136.00	53	1360.00	16.40%	
Unit 045	500	294.44	54	2944.44	500	50.00	10	500.00	1380	138.00	54	1380.00	16.60%	
Unit 046	500	300.00	55	3000.00	500	50.00	10	500.00	1400	140.00	55	1400.00	16.80%	
Unit 047	500	305.56	56	3055.56	500	50.00	10	500.00	1420	142.00	56	1420.00	17.00%	
Unit 048	500	311.11	57	3111.11	500	50.00	10	500.00	1440	144.00	57	1440.00	17.20%	
Unit 049	500	316.67	58	3166.67	500	50.00	10	500.00	1460	146.00	58	1460.00	17.40%	
Unit 050	500	322.22	59	3222.22	500	50.00	10	500.00	1480	148.00	59	1480.00	17.60%	
Unit 051	500	327.78	60	3277.78	500	50.00	10	500.00	1500	150.00	60	1500.00	17.80%	
Unit 052	500	333.33	61	3333.33	500	50.00	10	500.00	1520	152.00	61	1520.00	18.00%	
Unit 053	500	338.89	62	3388.89	500	50.00	10	500.00	1540	154.00	62	1540.00	18.20%	
Unit 054	500	344.44	63	3444.44	500	50.00	10	500.00	1560	156.00	63	1560.00	18.40%	
Unit 055	500	350.00	64	3500.00	500	50.00	10	500.00	1580	158.00	64	1580.00	18.60%	
Unit 056	500	355.56	65	3555.56	500	50.00	10	500.00	1600	160.00	65	1600.00	18.80%	
Unit 057	500	361.11	66	3611.11	500	50.00	10	500.00	1620	162.00	66	1620.00	19.00%	
Unit 058	500	366.67	67	3666.67	500	50.00	10	500.00	1640	164.00	67	1640.00	19.20%	
Unit 059	500	372.22	68	3722.22	500	50.00	10	500.00	1660	166.00	68	1660.00	19.40%	
Unit 060	500	377.78	69	3777.78	500	50.00	10	500.00	1680	168.00	69	1680.00	19.60%	
Unit 061	500	383.33	70	3833.33	500	50.00	10	500.00	1700	170.00	70	1700.00	19.80%	
Unit 062	500	388.89	71	3888.89	500	50.00	10	500.00	1720	172.00	71	1720.00	20.00%	
Unit 063	500	394.44	72	3944.44	500	50.00	10	500.00	1740	174.00	72	1740.00	20.20%	
Unit 064	500	400.00	73	4000.00	500	50.00	10	500.00	1760	176.00	73	1760.00	20.40%	
Unit 065	500	405.56	74	4055.56	500	50.00	10	500.00	1780	178.00	74	1780.00	20.60%	
Unit 066	500	411.11	75	4111.11	500	50.00	10	500.00	1800	180.00	75	1800.00	20.80%	
Unit 067	500	416.67	76	4166.67	500	50.00	10	500.00	1820	182.00	76	1820.00	21.00%	
Unit 068	500	422.22	77	4222.22	500	50.00	10	500.00	1840	184.00	77	1840.00	21.20%	
Unit 069	500	427.78	78	4277.78	500	50.00	10	500.00	1860	186.00	78	1860.00	21.40%	
Unit 070	500	433.33	79	4333.33	500	50.00	10	500.00	1880	188.00	79	1880.00	21.60%	
Unit 071	500	438.89	80	4388.89	500	50.00	10	500.00	1900	190.00	80	1900.00	21.80%	
Unit 072	500	444.44	81	4444.44	500	50.00	10	500.00	1920	192.00	81	1920.00	22.00%	
Unit 073	500	450.00	82	4500.00	500	50.00	10	500.00	1940	194.00	82	1940.00	22.20%	
Unit 074	500	455.56	83	4555.56	500	50.00	10	500.00	1960	196.00	83	1960.00	22.40%	
Unit 075	500	461.11	84	4611.11	500	50.00	10	500.00	1980	198.00	84	1980.00	22.60%	
Unit 076	500	466.67	85	4666.67	500	50.00	10	500.00	2000	200.00	85	2000.00	22.80%	
Unit 077	500	472.22	86	4722.22	500	50.00	10	500.00	2020	202.00	86	2020.00	23.00%	
Unit 078	500	477.78	87	4777.78	500	50.00	10	500.00	2040	204.00	87	2040.00	23.20%	
Unit 079	500	483.33	88	4833.33	500	50.00	10	500.00	2060	206.00	88	2060.00	23.40%	
Unit 080	500	488.89	89	4888.89	500	50.00	10	500.00	2080	208.00	89	2080.00	23.60%	
Unit 081	500	494.44	90	4944.44	500	50.00	10	500.00	2100	210.00	90	2100.00	23.80%	
Unit 082	500	500.00	91	5000.00	500	50.00	10	500.00	2120	212.00	91	2120.00	24.00%	
Unit 083	500	505.56	92	5055.56	500	50.00	10	500.00	2140	214.00	92	2140.00	24.20%	
Unit 084	500	511.11	93	5111.11	500	50.00	10	500.00	2160	216.00	93	2160.00	24.40%	
Unit 085	500	516.67	94	5166.67	500	50.00	10	500.00	2180	218.00	94	2180.00	24.60%	
Unit 086	500	522.22	95	5222.22	500	50.00	10	500.00	2200	220.00	95	2200.00	24.80%	
Unit 087	500	527.78	96	5277.78	500	50.00	10	500.00	2220	222.00	96	2		

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MISSISSAUGA ZONING BY-LAW NO. 0225-208

Gross Floor Area (GFA) - Apartment Zone
Means the sum of the areas of each story of a building above or below established grade, measured from the exterior of outside walls of the building including floor area occupied by interior walls but **excluding** any part of the building used for mechanical floor area, stairwells, elevators, motor vehicle parking, bicycle parking, storage lockers, below grade storage, any enclosed area used for the collection or storage of disposable or recyclable waste generated within the building, common facilities for the use of the residents of the building, a day care and amenity area. (317A-2017)

Floor Space Index (FSI) – Apartment Zone
measures the ratio of the gross floor area – apartment zone of all buildings and structures to the lot area. (2074-2017)

Bicycle Parking Required					Vehicular Parking Required				
Spots	Long-Term Rate	Bicycles Required	Short-Term Rate	Bicycles Required	Spots	Long-Term Rate	Vehicles Required	Short-Term Rate	Vehicles Required
1500	\$0.05	303	\$0.00	0	1500	\$1.00	353	\$0.55	000

Bicycle Parking Provided					
Level	Type	Total	%	Ratio	
PARKING LEVEL 1	LONG TERM BICYCLE RACKS	80	50%		
		100	100%		

Vehicle Parking Provided						
Level	Type	Total	%	Ratio		
PARKING LEVEL 1	REGULAR	130				
PARKING LEVEL 1	TANDUM	40	100%	80%		
PARKING LEVEL 1	REGULAR	130				
PARKING LEVEL 1	REGULAR	40				
PARKING LEVEL 1	REGULAR	130				
PARKING LEVEL 1	BARRIER FREE - A	10			24	13%
PARKING LEVEL 1	BARRIER FREE - B	1				
PARKING LEVEL 1	BARRIER FREE - C	1				

Unit Mix Provided													
Level	1B	1B.5F	2B	2B.5F	2B+0.1	2B+0.1.5F	2B+0.2	2B+0.2.5F	3B.1	3B.1.5F	3B.2	3B.2.5F	Total
Level 0	6	0	6	0	2	0	2	0	5	0	5	0	26
Level 1	6	0	6	0	2	0	2	0	5	0	5	0	26
Level 4	6	0	6	0	2	0	2	0	5	0	5	0	26
Level 5	6	0	6	0	2	0	2	0	5	0	5	0	26
Level 2	0	6	0	6	0	2	2	0	5	0	5	0	26
Level 3	0	6	0	6	0	2	2	0	5	0	5	0	26
TOTAL	30	0	30	0	10	0	10	0	25	0	25	0	153

Unit Mix Provided - Building A											
Level	1B	1B.8P	2B	2B.8P	3B	3B.8P	4B	4B.8P	5B	5B.8P	Total
level 1A	2	0	2	0	0	0	0	1	0	1	2
level 1A	2	0	2	0	0	0	1	0	1	0	2
level 1A	2	0	2	0	0	0	1	0	1	0	2
level 1A	2	0	2	0	0	0	1	0	1	0	2
level 2A	2	0	2	0	0	0	1	0	1	0	2
level 2A	2	0	2	0	0	0	1	0	1	0	2
level 3A	0	2	0	2	0	0	0	1	0	0	2
TOTAL	10	2	10	2	0	0	5	1	5	0	42

Unit Mix Provided - Building B													
Level	SB	18.8F	20	28.8F	20+0.1	20+0.5, 8F	20+0.2	20+0.3, 8F	30.1	30.1, 8F	30.2	30.2, 8F	Total
Level 01	2	0	2	0	0	0	0	0	2	0	2	0	6
Level 02	2	0	2	0	0	0	0	2	2	0	2	0	8
Level 03	2	0	2	0	0	0	0	2	2	2	2	0	8
Level 04	2	0	2	0	0	0	0	2	2	2	2	0	8
Level 05	2	0	2	0	0	0	0	2	2	2	2	0	8
Level 1B	0	2	0	0	0	0	0	0	0	0	0	2	2
TOTAL	10	2	10	0	0	0	0	10	0	10	10	2	42

Unit Mix Provided - Building C												
Level	1B	1B.8F	2B	2B.8F	2B-1.0	2B-1.0.3F	2B-2.0	2B-2.0.3F	3B.1	3B.2	3B.2.3F	Total
Level 6C2	2	0	2	0	2	0	1	0	2	0	1	10
Level 6C1	2	0	2	0	2	0	1	0	2	0	1	10
Level 5C2	2	0	2	0	2	0	1	0	2	0	1	10
Level 5C1	2	0	2	0	2	0	1	0	2	0	1	10
Level 2C1	2	0	2	0	2	0	1	0	2	0	1	10
Level 1C1	2	0	2	0	2	0	1	0	2	0	1	10
TOTAL	10	0	2	10	2	10	2	6	1	10	1	66

Unit Type	Unit Mix Provided by Type				%	% BT
	Average Areas	Count				
	Area (sqft)	By Type	By Category			
SB	62.17	460	30	26	24%	4%
SB.BF	62.26	6175	6	38		
SB.BF	62.64	901	7	37	24%	5%
SB.BF	66.61	904	7			
SB+0.1	95.03	1,002	30			
SB+0.1.BF	95.45	1,027	2	24	18%	3%
SB+0.1.BF	92.84	1,136	2			
SB+0.2.BF	137.58	1,108	2			
SB.1	112.60	1,214	20			
SB.1.BF	112.61	1,214	1	36	37%	4%
SB.1.BF	112.74	1,213	6			

Activity Space		
Units	Area / Unit	Area Required
153	6.6	1017

Activity Space Provided			
Level	Type	Total	%
LEVEL 1	AMPHITHEATRE OUTDOOR	3,536.89	100%
Various	BALCONY	1,288.75	40%
Total		2,875.64	100%

Level	Count	%
Level 6	15	17%
Level 5	15	17%
Level 4	15	17%
Level 3	15	17%
Level 2	15	17%
Level 1	12	14%
TOTAL	87	100%
nonlocking	52	60%
TOTAL	153	100%

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NOT

ISSUE		
11	12/13/2005	ISSUED FOR 85% DD
10	11/17/2005	ISSUED FOR COORDINATION
9	10/20/2005	ISSUED FOR 75% DD
8	08/22/2005	ISSUED FOR 50% DD
7	08/15/2005	ISSUED FOR 25% DD
6	08/03/2005	ISSUED FOR 100% DD
5	08/25/2005	ISSUED FOR COORDINATION
#	DATE	DESCRIPTION

PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME
PROJECT STATISTICS & OBC MATRIX

SHEET NAME
PROJECT STATISTICS & OBC MATRIX

DATE/TIME STARTED: _____

APPROVED BY
 Approver

CHECKED BY
Checker
DRAWN BY
SHEET NUMBER

A001

A001

SHEET SIZE - ARCH E (914x1219 2mm) 36"X48"



RESERVED

NOTE

1. PORTIONS OF EXTERIOR CLADDING TO BE SITE APPLIED (I.E. AT FLOORS, AROUND BALCONY. REFER TO ARCHITECTURAL DRAWINGS FOR LOCATIONS).
2. PROVIDE PRE-PAVED ACQUISITION/GRADE SEALANT ALL AROUND INTERSECTIONS ON BOTH SIDES OF ALL PRE-PAVED ASSEMBLIES.
3. REFER TO SPECIFICATIONS FOR DETAILED DESCRIPTIONS OF MATERIALS.
4. TAKE STOCK TO USE OF STRUCTURE UNLESS NOTED OTHERWISE.
5. USE THICKNESS TO BE 1/4"min, 3/8"max UNLESS NOTED.
6. FASTENERS:
NAILS - 5" LONG
SPACING - 12"max
1x4 - 12"max
1x6 - 12"max
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[illegible]

DETAILS LEGEND

GENERAL NOTES

1. REFER TO ASSEMBLED SHEETS AND RESEARCH CONNECTION WITH DETAIL SHEETS

LEGEND

	GRID PATTERN CELLULOSE INSULATION		FLY ASHES
	GRID CIRCLE SPANFON INSULATION		FOSS (BURST)
	MINERAL WOOL INSULATION		COMPACTED RIGID GRAVEL CONSTRUCTION (7 FEET AND FASTER)
	ACROUSTIC FILL INSULATION		NORMAL SLAB (BURST)
	BATT INSULATION		ROCKWOOL INSULATION

WALL ASSEMBLY ANNOTATION

 TYP. WALL ASSEMBLY TWO



1. EXTERIOR WALL TYPE
 2. INTERIOR WALL TYPE
 3. FINISH ONLY
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CEMENT
MATTY MATY HONES
SUIT 801
3308 BLOOR ST WEST
TORONTO, ON M6P 1E9
905.747.9440
WWW.MATTYHONES.COM

ARCHITECTURE
replay
LARRY COHEN

CONCRETE
STRUCTURAL ENGINEERING
SUIT 810
3400 SHEPPARD AVE E
TORONTO, ON M2N 6L2
416.491.4100
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ELECTRICAL
WILLIAMSON
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TORONTO, ON M2N 6L2
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LANDSCAPE
NAME
SUIT 104
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PLANNING
JOHN A. KOSARSKI & ASSOCIATES
C/O CIRCLE
1000 DUNDAS ST. W. SUITE 200
TORONTO, ON M6J 1B5
416.593.4444
WWW.CKAPLAN.COM

MECHANICAL
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CIVIL
WILLIAMSON
SUIT 104
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TRANSPORTATION
CHEN
SUIT 104
104 SHEPPARD AVE E
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WWW.SHEPPARD101.COM

[illegible]

LEGEND:

WINDOW

NOTES:

1. REFER TO STRUCTURAL DRAWINGS FOR STRUCTURAL ITEMS

2. REFER TO MECHANICAL DRAWINGS FOR MECHANICAL ITEMS

3. REFER TO ELECTRICAL DRAWINGS FOR ELECTRICAL ITEMS

4. FOR FINISHES SPECIFICATIONS SEE FINISH SCHEDULE

5. FOR EQUIPMENT SPECIFICATIONS SEE FINISH SCHEDULE

CLIENT

MATTAMY HOMES

SUITE 100

100 BAYVIEW ST. WEST

TORONTO, ON M6H 2K2

416-640-0886

WWW.MATTAMYHOMES.COM

ARCHITECTURE

lemay

Lemay CO Inc

SUITE 501

100 BAYVIEW ST W

TORONTO, ON M6H 1R6

416-463-1810

WWW.LEMAYCO.COM

STRUCTURAL

BLACKWELL ENGINEERING

SUITE 101

14 PETER ST E

TORONTO, ON M5H 1G8

416-583-8300

BLACKWELL.CA

MECHANICAL

SMITH + ANDERSEN

100 DUNDAS ST. E

NORTH YORK, ON M2N 1C1

416-497-8195

SMITHANDANDERSEN.COM

ELECTRICAL

SMITH + ANDERSEN

100 DUNDAS ST. E

NORTH YORK, ON M2N 1C1

416-497-8195

SMITHANDANDERSEN.COM

CIVIL

UNSWERICH

SUITE 501

2765 KENNEDY RD

MARKHAM, ON L3R 9T7

905-944-8485

UNSWERICH.COM

LANDSCAPE

MAX

SUITE 111

2100 SHEPPARD AVE. E

TORONTO, ON M2P 1B2

416-497-8195

MAXDESIGNSTRATEGIES.COM

ARCHITECTURE

JABLONKOWY ASIA & PARTNERS

SUITE 405

2100 SHEPPARD AVE. E

TORONTO, ON M2P 1B2

416-497-8195

JABLONKOWY.CA

PLANNING

TRANSPORTATION

SUITE 405

2100 SHEPPARD AVE. E

TORONTO, ON M2P 1B2

416-497-8195

JABLONKOWY.CA

DESIGN

TRANSPORTATION

SUITE 405

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416-497-8195

JABLONKOWY.CA

DESIGN

TRANSPORTATION

SUITE 405

2100 SHEPPARD AVE. E

TORONTO, ON M2P 1B2

416-497-8195

JABLONKOWY.CA

NOTES

1. CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS PRIOR TO COMMENCING WORK

2. CONTRACTOR TO COMPLY WITH ALL BUILDING CODES, REGULATIONS, AND ORDINANCES OF AUTHORIZED HAVING JURISDICTION

3. THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNLESS IT IS STAMPED AND SIGNED FOR CONSTRUCTION BY LEMAY ARCHITECTURE

4. DO NOT SCALE DRAWING

5. THIS DRAWING MAY NOT BE COPIED, ALTERED, OR DISTRIBUTED IN WHOLE OR IN PART WITHOUT WRITTEN PERMISSION. COPYRIGHT LEMAY ARCHITECTURE AND DESIGN LTD.

6. REPORT ANY ERRORS AND OMISSIONS TO THE CONSULTANT IMMEDIATELY. THE CONSULTANT SHALL BE RESPONSIBLE FOR WRITTEN APPROVAL FROM CONSULTANT ARE SUBJECT TO CORRECTIONS AT CONTRACTOR'S EXPENSE.

7. DIMENSIONS ARE IN METRIC UNLESS NOTED OTHERWISE.

TABLE

NO.	DATE	DESCRIPTION
1	12/12/2024	ISSUED FOR PERMITS
2	11/17/2024	ISSUED FOR CONSTRUCTION
3	10/20/2024	ISSUED FOR PERMITS
4	10/20/2024	ISSUED FOR PERMITS
5	09/15/2024	ISSUED FOR PERMITS
6	08/05/2024	ISSUED FOR PERMITS
7	08/05/2024	ISSUED FOR CONSTRUCTION
8	DATE	DESCRIPTION

NOT FOR CONSTRUCTION

PROJECT NUMBER & PROJECT NAME

25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME

WINDOW SCHEDULE

APPROVED BY

DATE: 2024-12-11 12:30:39 PM

CHECKED BY

DATE: 2024-12-11 12:30:39 PM

DRAWN BY

DATE: 2024-12-11 12:30:39 PM

SCALE

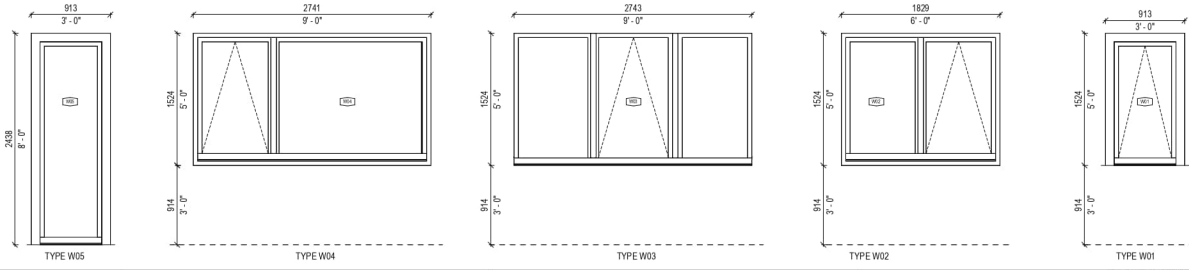
DATE: 2024-12-11 12:30:39 PM

As Indicated

DATE: 2024-12-11 12:30:39 PM

SHEET NUMBER

A003



LOCAL	TYPE	COUNT	TYPE	FINISH	MOD	HIGHT	TECHNICS	BLADETYPE	FINISH	WHEELSET	FINISHING	LABORATION
LOCAL	P01	1	Social		015	210	4			none		Sis-molded
LOCAL	P01	1	Social		010	210	4			none		Sis-molded
FINISHING	P01	3	Social		015	210	4			none		Sis-molded
FINISHING	P02	1	Social		001	220	4			none		Sis-molded
FINISHING	P03	1	Social		010	210	4			none		Sis-molded
FINISHING	P04	4	Social		010	210	4			none		Sis-molded
FINISHING	P05	1	Social		001	220	4			none		Sis-molded
FINISHING	P06	1	Social		010	210	4			none		Sis-molded

WT	QTY	DESCRIPTION	PRODUCT NUMBER	PRICE
01				
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NO	DESCRIPTION	SPECIFICATION
	Steel plate finish, semi matt	
A-6	ALUMINUM METAL PANEL COLOR BLACK, SMOOTH FINISH	

LEVEL	TIME	DATE	COUNT	DOOR- LOCK	DOOR- HOLD	EMERGENCY EXIT	THROBBER	DOOR-HAM- MER	DOOR- HOLD	REMARKS	REMARKS	REMARKS
LEVEL 1A	002	2	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	2	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	3	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	4	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	5	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	6	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	7	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	8	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	9	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	10	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	11	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	12	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	13	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	14	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	15	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	16	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	17	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	18	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	19	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	20	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	21	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	22	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	23	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	24	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	25	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	26	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	27	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	28	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	29	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	30	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	31	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	32	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	33	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	34	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	35	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	36	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	37	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	38	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	39	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	40	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	41	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	42	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	43	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	44	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	45	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	46	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	002	47	1	NO	NO	NO	NO	NO	NO			
LEVEL 1A	0											

[illegible]

SHEET	TYPE	COUNT	DOOR LEAF		DIMENSIONS			DOOR FRAME		HARDWARE SET	FIRE RATING	FABRICATION
			LEAF TYPE	FINISH	WIDTH	HEIGHT	THICKNESS	FRAME TYPE	FINISH			
DOOR 1C	000	4	4	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	001	6	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	002	1	4	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	003	7	4/8"	PF	360	2100	38	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	004	8	4/8"	PF	360	2100	38	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	005	6	1/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	006	1	4	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	007	1	4	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	008	2	1	PF	2100	3600	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	009	2	1	PF	2100	3600	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	010	2	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	011	2	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	012	2	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	013	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	014	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	015	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	016	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	017	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	018	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	019	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	020	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	021	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	022	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	023	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	024	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	025	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	026	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	027	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	028	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	029	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	030	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	031	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	032	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	033	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	034	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	035	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	036	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	037	1	5/8"	PF	360	2100	45	EC1	PF	INT	20 min	Std. Installed
DOOR 1C	038											

[illegible][illegible][illegible]

Year	Month	Day	Time	Location	Activity	Notes
2016	01	01	08:00	Room 101	Classroom	Classroom
2016	01	02	08:00	Room 101	Classroom	Classroom
2016	01	03	08:00	Room 101	Classroom	Classroom
2016	01	04	08:00	Room 101	Classroom	Classroom
2016	01	05	08:00	Room 101	Classroom	Classroom
2016	01	06	08:00	Room 101	Classroom	Classroom
2016	01	07	08:00	Room 101	Classroom	Classroom
2016	01	08	08:00	Room 101	Classroom	Classroom
2016	01	09	08:00	Room 101	Classroom	Classroom
2016	01	10	08:00	Room 101	Classroom	Classroom
2016	01	11	08:00	Room 101	Classroom	Classroom
2016	01	12	08:00	Room 101	Classroom	Classroom
2016	01	13	08:00	Room 101	Classroom	Classroom
2016	01	14	08:00	Room 101	Classroom	Classroom
2016	01	15	08:00	Room 101	Classroom	Classroom
2016	01	16	08:00	Room 101	Classroom	Classroom
2016	01	17	08:00	Room 101	Classroom	Classroom
2016	01	18	08:00	Room 101	Classroom	Classroom
2016	01	19	08:00	Room 101	Classroom	Classroom
2016	01	20	08:00	Room 101	Classroom	Classroom
2016	01	21	08:00	Room 101	Classroom	Classroom
2016	01	22	08:00	Room 101	Classroom	Classroom
2016	01	23	08:00	Room 101	Classroom	Classroom
2016	01	24	08:00	Room 101	Classroom	Classroom
2016	01	25	08:00	Room 101	Classroom	Classroom
2016	01	26	08:00	Room 101	Classroom	Classroom
2016	01	27	08:00	Room 101	Classroom	Classroom
2016	01	28	08:00	Room 101	Classroom	Classroom
2016	01	29	08:00	Room 101	Classroom	Classroom
2016	01	30	08:00	Room 101	Classroom	Classroom
2016	01	31	08:00	Room 101	Classroom	Classroom

Case	Size	1	2	4	8	16	32	64	128	256	512	1024	2048	4096	8192	16384	32768	65536	131072	262144	524288	1048576	2097152	4194304	8388608	16777216	33554432	67108864	134217728	268435456	536870912	1073741824	2147483648	4294967296	8589934592	17179869184	34359738368	68719476736	137438953472	274877906944	549755813888	1099511627776	2199023255552	4398046511104	8796093022208	17592186044416	35184372088832	70368744177664	140737488355328	281474976710656	562949953421312	1125899906842624	2251799813685248	4503599627370496	9007199254740992	18014398509481984	36028797018963968	72057594037927936	144115188075855872	288230376151711744	576460752303423488	1152921504606846976	2305843009213693952	4611686018427387904	9223372036854775808	18446744073709551616	36893488147419103232	73786976294838206464	147573952589676412928	295147905179352825856	590295810358705651712	1180591620717411303424	2361183241434822606848	4722366482869645213696	9444732965739290427392	18889465931478580854784	37778931862957161709568	75557863725914323419136	151115727451828646838272	302231454903657293676544	604462909807314587353088	1208925819614629174706176	2417851639229258349412352	4835703278458516698824704	9671406556917033397649408	19342813113834066795298816	38685626227668133590597632	77371252455336267181195264	154742504910672534362390528	309485009821345068724781056	618970019642690137449562112	1237940039285380274899124224	2475880078570760549798248448	4951760157141521099596496896	9903520314283042199192993792	19807040628566084398385987584	39614081257132168796771975168	79228162514264337593543950336	158456325028528675187087900672	316912650057057350374175801344	633825300114114700748351602688	1267650600228229401496703205376	2535301200456458802993406410752	5070602400912917605986812821504	10141204801825835211973625643008	20282409603651670423947251286016	40564819207303340847894502572032	81129638414606681695789005144064	162259276829213363391578010288128	324518553658426726783156020576256	649037107316853453566312041152512	1298074214633706907132624082305024	2596148429267413814265248164610048	5192296858534827628530496329220096	10384593717069655257060992658440192	20769187434139310514121985316880384	41538374868278621028243970633760768	83076749736557242056487941267521536	166153499473114484112975882535043072	332306998946228968225951765070086144	664613997892457936451903530140172288	1329227995784915872903807060280344576	2658455991569831745807614120560689152	5316911983139663491615228241121378304	10633823966279326983230456482242756608	21267647932558653966460912964485513216	42535295865117307932921825928971026432	85070591730234615865843651857942052864	170141183460469231731687303715884105728	340282366920938463463374607431768211456	680564733841876926926749214863536422912	1361129467683753853853498429727072845824	272225893536750770770699685945414569152	544451787073501541541399371890829138304	1088903574147003083082798743781658276608	2177807148294006166165597487563316553216	4355614296588012332331194975126633106432	8711228593176024664662389950253266212672	17422457186352049329324779900506532425344	34844914372704098658649559801013064850688	69689828745408197317299119602026129701376	139379657490816394634598239204052259402752	278759314981632789269196478408104518805504	557518629963265578538392956816209037611008	1115037259926531157076785913632418075222112	2230074519853062314153571827264836150444224</
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[illegible]

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TORONTO, ON M5V 1K8	416-467-8151
416-693-8300	SMITHANDANDERS@N.COM
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NOTES

1. CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS PRIOR TO COMMENCING WORK.
2. CONTRACTOR TO COMPLY WITH ALL BUILDING CODES, REGULATIONS, AND ORDINANCES OF AUTHORITIES HAVING JURISDICTION.
3. THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNLESS STAMPED AND ISSUED FOR CONSTRUCTION BY LEMAY ARCHITECTURE AND DESIGN LTD.
4. DO NOT SCALE DRAWING.
5. THIS DRAWING MAY NOT BE COPIED, ALTERED, OR DISTRIBUTED IN ANY FORM OR BY ANY MEANS WITHOUT WRITTEN PERMISSION FROM LEMAY ARCHITECTURE AND DESIGN LTD.
6. REPORT ANY ERRORS AND OMISSIONS TO THE CONSULTANT IMMEDIATELY BEFORE COMMENCING WORK.
7. NOTATIONS FROM THE CONTRACT DOCUMENTS WITHOUT WRITTEN APPROVAL FROM CONSULTANT ARE SUBJECT TO CORRECTIONS AT CONTRACTOR EXPENSE.
8. DIMENSIONS ARE IN METRIC UNLESS OTHERWISE NOTED OTHERWISE.

	ISSUE		
11	12/10/2005	ISSUED FOR 86% SD	
19	11/17/2006	ISSUED FOR COORDINATION	
9	12/09/2005	ISSUED FOR 75% SD	
8	08/02/2005	ISSUED FOR 80% SD	
7	08/15/2005	ISSUED FOR 28% SD	
#	DATE	DESCRIPTION	

SEALS

PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTANY MODULAR

SHEET NAME
DOOR SCHEDULE

DATE / TIME STAMP
2025-12-11 12:33:59 PM

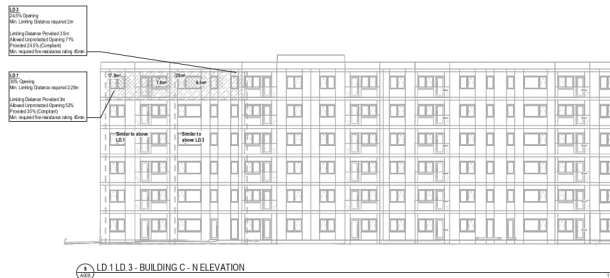
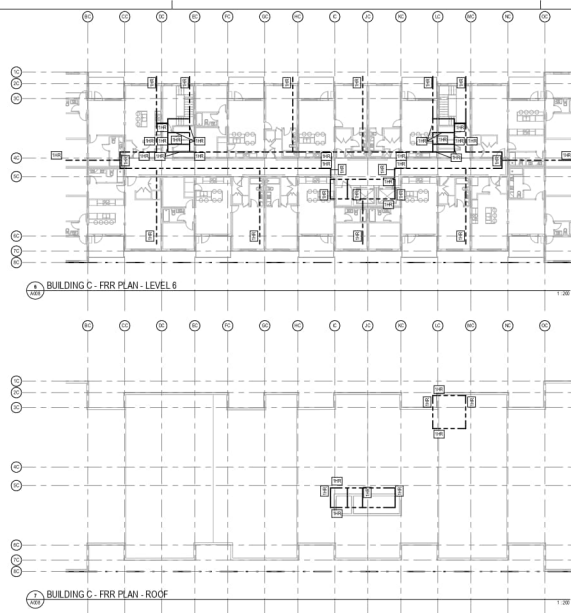
APPROVED BY _____
CHECKED BY _____
CHECKER _____

Author
SCALE
1:100

LIFE SAFETY LEGEND:		
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1/4"	1/8"	1/16"
1/8"	1/16"	1/32"
1/16"	1/32"	1/64"
1/32"	1/64"	1/128"
1/64"	1/128"	1/256"
1/128"	1/256"	1/512"
1/512"	1/1024"	1/2048"
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LIFE SAFETY LEGEND:		
3/4"	3/8"	3/8"
1/2"	1/4"	1/4"
1/4"	1/8"	1/8"
1/8"	1/16"	1/16"
1/16"	1/32"	1/32"
1/32"	1/64"	1/64"
1/64"	1/128"	1/128"
1/128"	1/256"	1/256"
1/256"	1/512"	1/512"
1/512"	1/1024"	1/1024"
1/1024"	1/2048"	1/2048"
1/2048"	1/4096"	1/4096"
1/4096"	1/8192"	1/8192"
1/8192"	1/16384"	1/16384"
1/16384"	1/32768"	1/32768"
1/32768"	1/65536"	1/65536"
1/65536"	1/131072"	1/131072"
1/131072"	1/262144"	1/262144"
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LIFE SAFETY LEGEND		
3/4"	3/8"	3/16"
1/2"	1/4"	1/8"
1/4"	1/8"	1/16"
1/8"	1/16"	1/32"
1/16"	1/32"	1/64"
1/32"	1/64"	1/128"
1/64"	1/128"	1/256"
1/256"	1/512"	1/1024"
1/1024"	1/2048"	1/4096"



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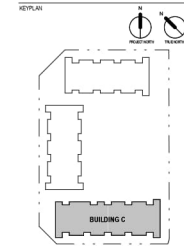
LANDSCAPE
HAK
SUITE 101
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PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME
BUILDING C - LIFE SAFETY

APPROVED BY
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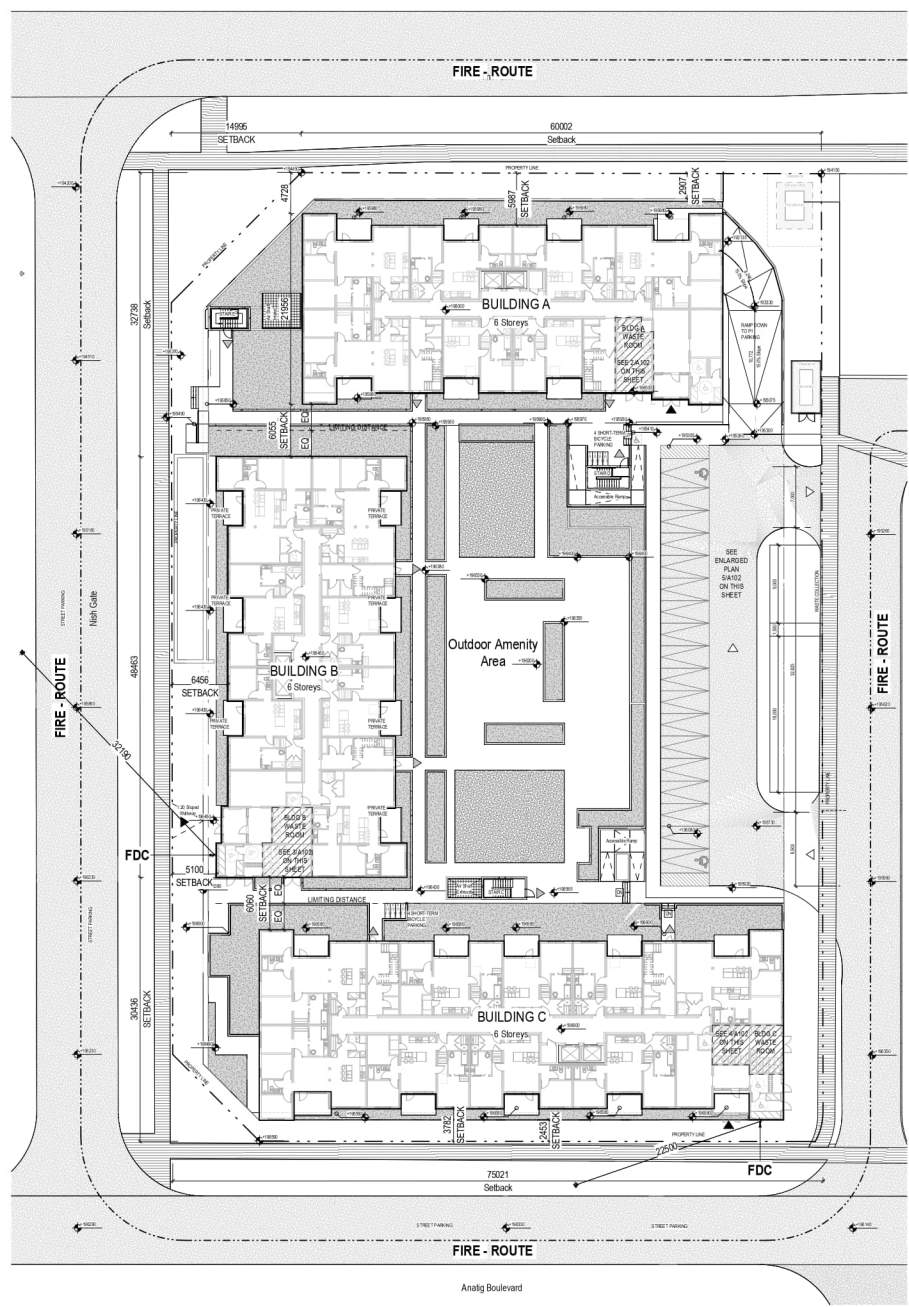
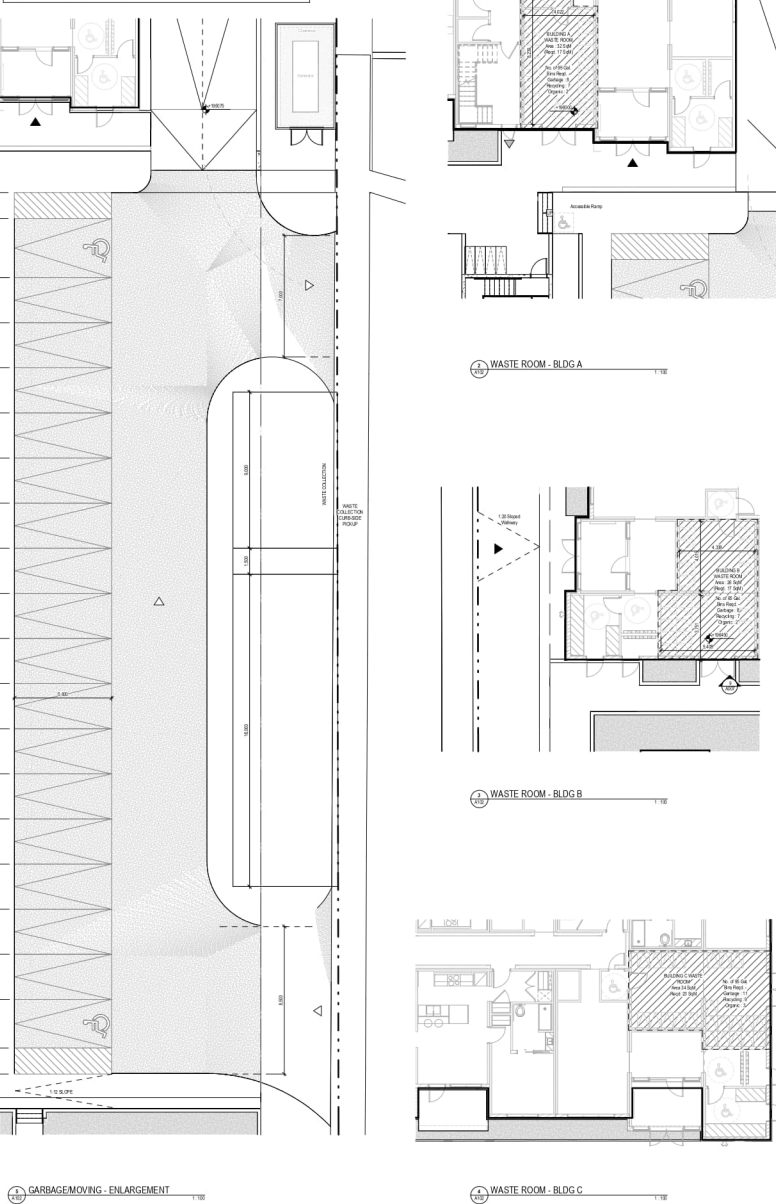
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CITY OF MISSISSAUGA GENERAL NOTES

1. THE DRAWING CONTRACTOR SHALL BE RESPONSIBLE FOR THE SITE DEVELOPMENT PLAN ARCHITECT OR ENGINEER'S DESIGN.
2. THE CITY OF MISSISSAUGA REQUESTS THAT ALL CONSTRUCTION BE SUBMITTED TO THE BUILDING DIVISION AS PART OF AN APPLICATION FOR THE ISSUANCE OF A BUILDING PERMIT. SHALL BE CONSIDERED BY THE ARCHITECT OR ENGINEER AS A BUILDING DIVISION OF THE CITY OF MISSISSAUGA.
3. THE CITY OF MISSISSAUGA REQUESTS THAT ALL CONSTRUCTION BE SUBMITTED TO THE BUILDING DIVISION AS PART OF AN APPLICATION FOR THE ISSUANCE OF A BUILDING PERMIT. SHALL BE CONSIDERED BY THE ARCHITECT OR ENGINEER AS A BUILDING DIVISION OF THE CITY OF MISSISSAUGA.
4. THE CITY OF MISSISSAUGA REQUESTS THAT ALL CONSTRUCTION BE SUBMITTED TO THE BUILDING DIVISION AS PART OF AN APPLICATION FOR THE ISSUANCE OF A BUILDING PERMIT. SHALL BE CONSIDERED BY THE ARCHITECT OR ENGINEER AS A BUILDING DIVISION OF THE CITY OF MISSISSAUGA.
5. THE CITY OF MISSISSAUGA REQUESTS THAT ALL CONSTRUCTION BE SUBMITTED TO THE BUILDING DIVISION AS PART OF AN APPLICATION FOR THE ISSUANCE OF A BUILDING PERMIT. SHALL BE CONSIDERED BY THE ARCHITECT OR ENGINEER AS A BUILDING DIVISION OF THE CITY OF MISSISSAUGA.
6. THE CITY OF MISSISSAUGA REQUESTS THAT ALL CONSTRUCTION BE SUBMITTED TO THE BUILDING DIVISION AS PART OF AN APPLICATION FOR THE ISSUANCE OF A BUILDING PERMIT. SHALL BE CONSIDERED BY THE ARCHITECT OR ENGINEER AS A BUILDING DIVISION OF THE CITY OF MISSISSAUGA.
7. THE CITY OF MISSISSAUGA REQUESTS THAT ALL CONSTRUCTION BE SUBMITTED TO THE BUILDING DIVISION AS PART OF AN APPLICATION FOR THE ISSUANCE OF A BUILDING PERMIT. SHALL BE CONSIDERED BY THE ARCHITECT OR ENGINEER AS A BUILDING DIVISION OF THE CITY OF MISSISSAUGA.
8. THE CITY OF MISSISSAUGA REQUESTS THAT ALL CONSTRUCTION BE SUBMITTED TO THE BUILDING DIVISION AS PART OF AN APPLICATION FOR THE ISSUANCE OF A BUILDING PERMIT. SHALL BE CONSIDERED BY THE ARCHITECT OR ENGINEER AS A BUILDING DIVISION OF THE CITY OF MISSISSAUGA.
9. THE CITY OF MISSISSAUGA REQUESTS THAT ALL CONSTRUCTION BE SUBMITTED TO THE BUILDING DIVISION AS PART OF AN APPLICATION FOR THE ISSUANCE OF A BUILDING PERMIT. SHALL BE CONSIDERED BY THE ARCHITECT OR ENGINEER AS A BUILDING DIVISION OF THE CITY OF MISSISSAUGA.
10. THE CITY OF MISSISSAUGA REQUESTS THAT ALL CONSTRUCTION BE SUBMITTED TO THE BUILDING DIVISION AS PART OF AN APPLICATION FOR THE ISSUANCE OF A BUILDING PERMIT. SHALL BE CONSIDERED BY THE ARCHITECT OR ENGINEER AS A BUILDING DIVISION OF THE CITY OF MISSISSAUGA.



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1. CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS PRIOR TO COMMENCING WORK.
2. CONTRACTOR TO COMPLY WITH ALL BUILDING CODES, REGULATIONS AND ORDINANCES OF AUTHORIZED HAVING JURISDICTION.
3. THE DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION UNLESS THEY ARE ISSUED FOR CONSTRUCTION BY LE MAY ARCHITECTURE.
4. DO NOT SCALE DRAWINGS.
5. THE DRAWINGS MAY NOT BE COPIED, ALTERED, OR DISTRIBUTED IN WHOLE OR IN PART WITHOUT WRITTEN PERMISSION FROM LE MAY ARCHITECTURE AND DESIGN LTD.
6. REPORT ANY ERRORS AND OMISSIONS TO THE CONSULTANT IMMEDIATELY. THE CONSULTANT SHALL BE RESPONSIBLE FOR CORRECTING ANY ERRORS AND OMISSIONS.
7. THE DRAWINGS ARE NOT TO BE USED FOR CONSTRUCTION UNLESS THEY ARE ISSUED FOR CONSTRUCTION BY LE MAY ARCHITECTURE.
8. DIMENSIONS ARE IN METRIC UNLESS NOTED OTHERWISE.

REVISIONS

#	DATE	DESCRIPTION
1	11/13/2023	ISSUED FOR BIDDING
2	11/13/2023	ISSUED FOR BIDDING
3	11/13/2023	ISSUED FOR BIDDING
4	11/13/2023	ISSUED FOR BIDDING
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7	11/13/2023	ISSUED FOR BIDDING
8	11/13/2023	ISSUED FOR BIDDING
9	11/13/2023	ISSUED FOR BIDDING
10	11/13/2023	ISSUED FOR BIDDING

NOT FOR CONSTRUCTION

PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME
SITE PLAN

APPROVED BY
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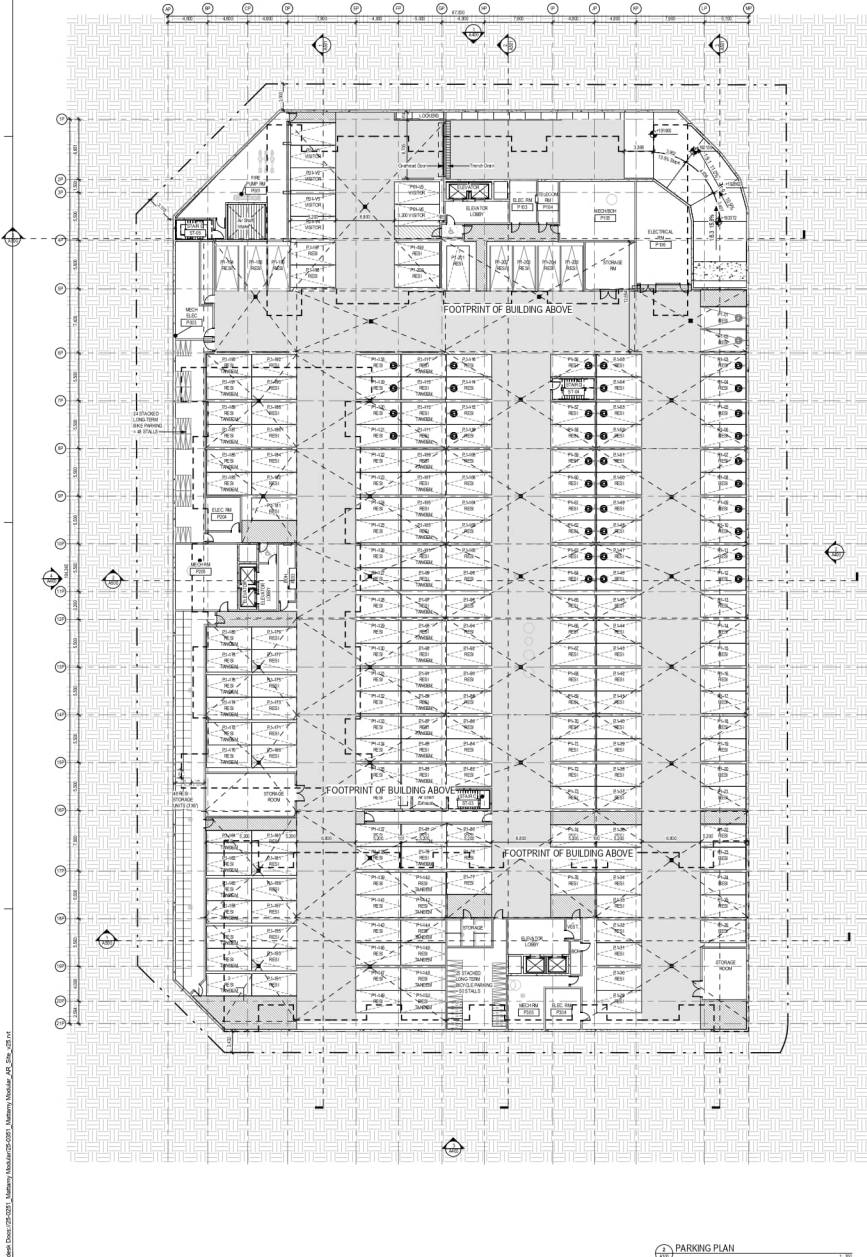
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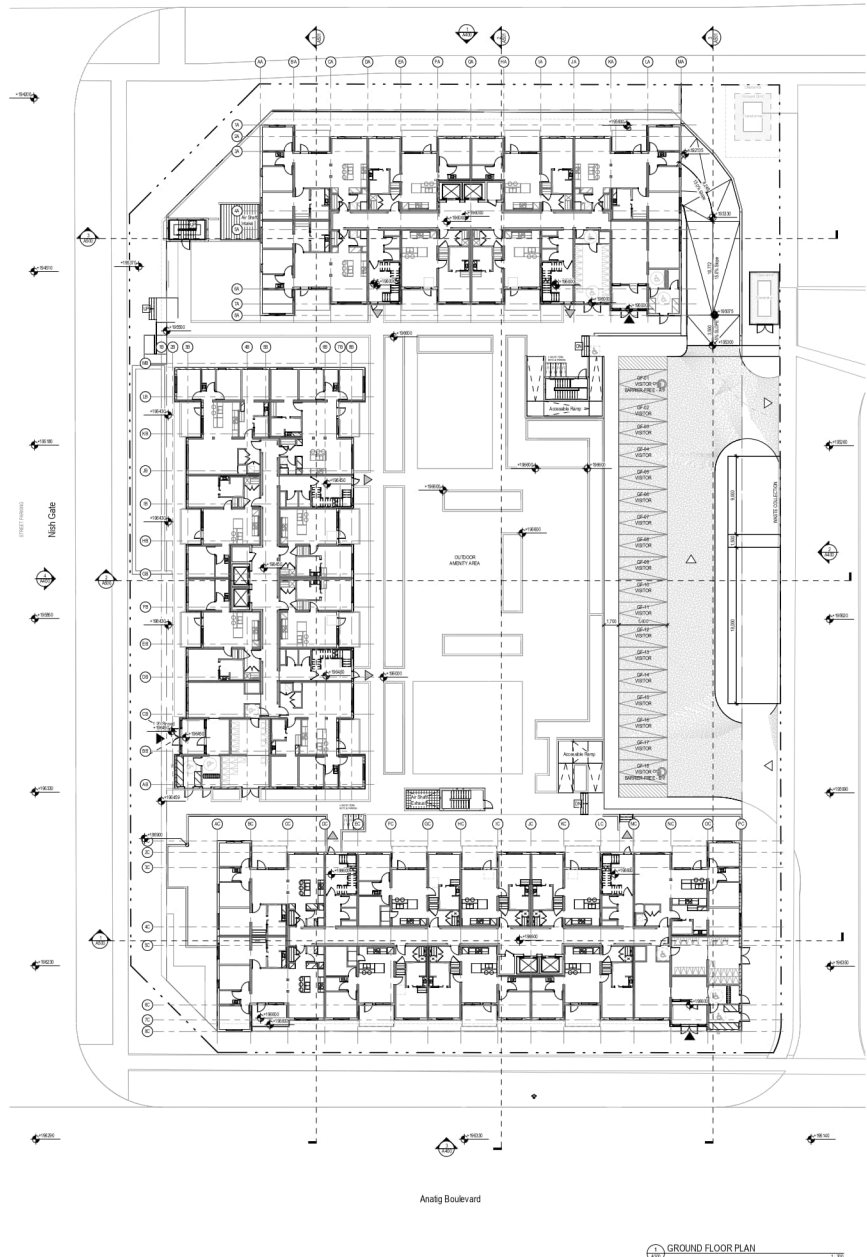
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SHEET NUMBER
A102

24-001 - AutoCAD Docx (25-0251) - Mattamy Modular25-0251 - Mattamy Modular_25-0251.dwg



PARKING PLAN



GROUND FLOOR PLAN

CLIENT
MATTAMY HOMES
SUITE 800
3000 BLOOR ST. WEST
TORONTO, ON M8S 2K2
416-593-0888
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416-291-1000
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DIMENSIONS ARE IN METRIC UNLESS NOTED OTHERWISE.

TABLE

NO.	DATE	DESCRIPTION
1	12/13/2024	ISSUED FOR BIDDING
2	01/10/2025	ISSUED FOR CONSTRUCTION
3	01/10/2025	ISSUED FOR TENDERS
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NOT FOR CONSTRUCTION

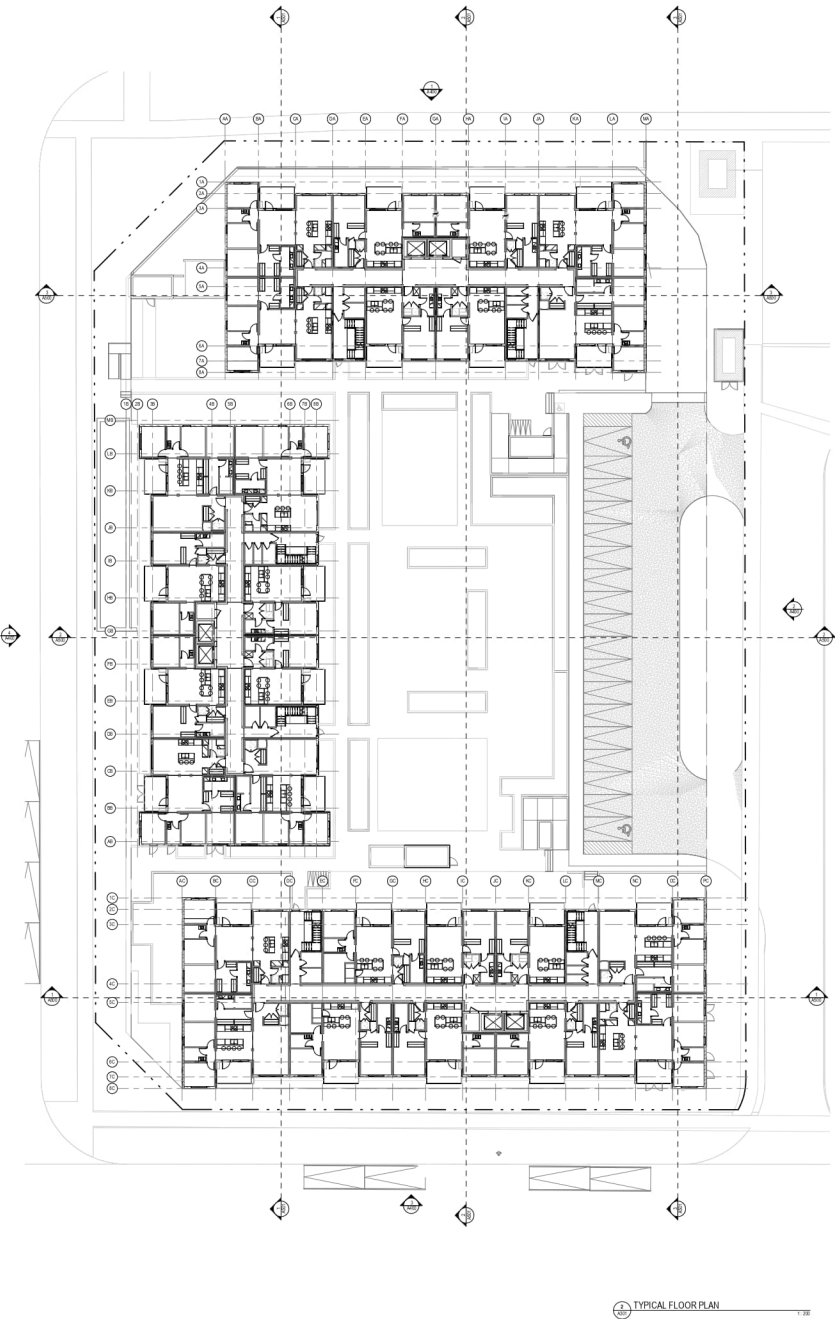
PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME
OVERALL PLAN - PARKING & GROUND FLOOR

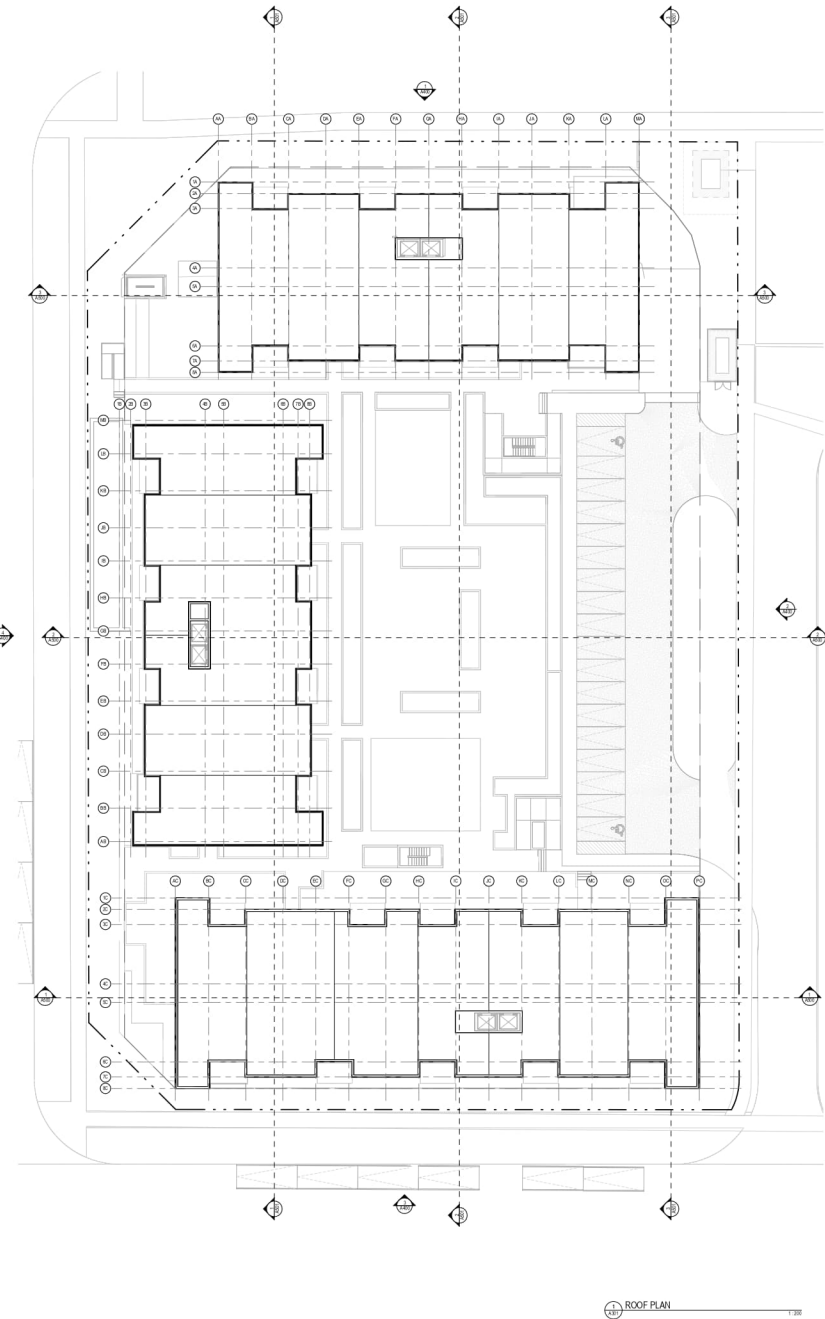
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APPROVED BY
[Signature]
CHECKED BY
[Signature]
DRAWN BY
[Signature]
SCALE
1:300

SHEET NUMBER
A300



1 TYPICAL FLOOR PLAN



2 ROOF PLAN

CLIENT
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- DIMENSIONS ARE IN METRIC UNLESS NOTED OTHERWISE.

REVISION

NO.	DATE	DESCRIPTION
11	12/13/2025	ISSUED FOR BIDDING
10	11/17/2025	ISSUED FOR CONSTRUCTION
9	10/20/2025	ISSUED FOR TENDERS
8	09/20/2025	ISSUED FOR TENDERS
7	08/10/2025	ISSUED FOR TENDERS
6	08/05/2025	ISSUED FOR TENDERS
5	08/05/2025	ISSUED FOR CONSTRUCTION
4	DATE	DESCRIPTION

NOT FOR CONSTRUCTION

PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME
OVERALL PLAN - TYPICAL FLOOR & ROOF

DATE/TIME STAMP
2025-12-11 12:50:21 PM

APPROVED BY
Signature

CHECKED BY
Signature

DRAWN BY
Signature

SCALE
1:300

SHEET NUMBER
A301

[illegible]

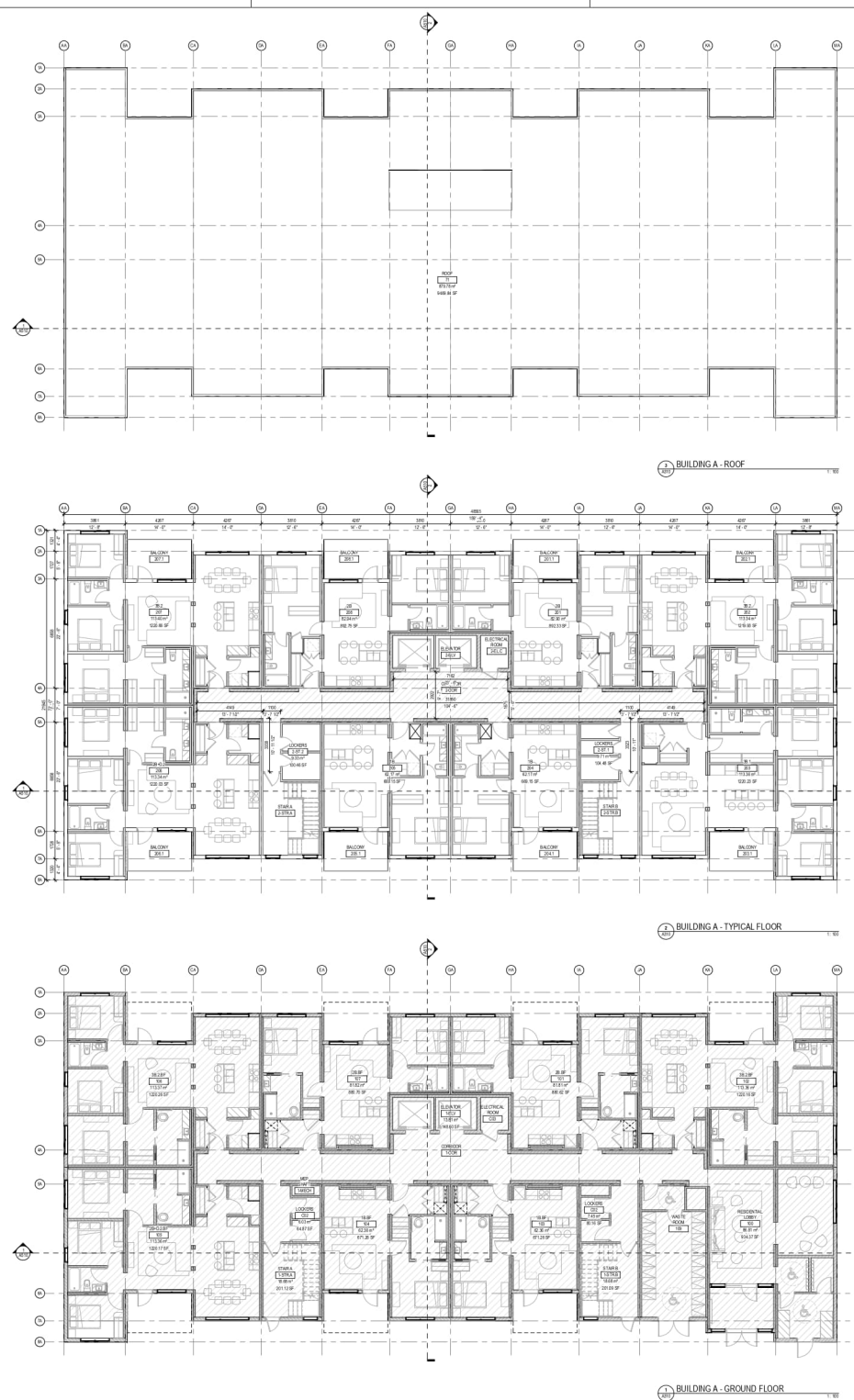
SEALS

PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME
BUILDING A - TYPICAL PLANS

APPROVED BY
Approver
CHECKED BY
Checker
DRAWN BY
Author
SCALE
1 : 100

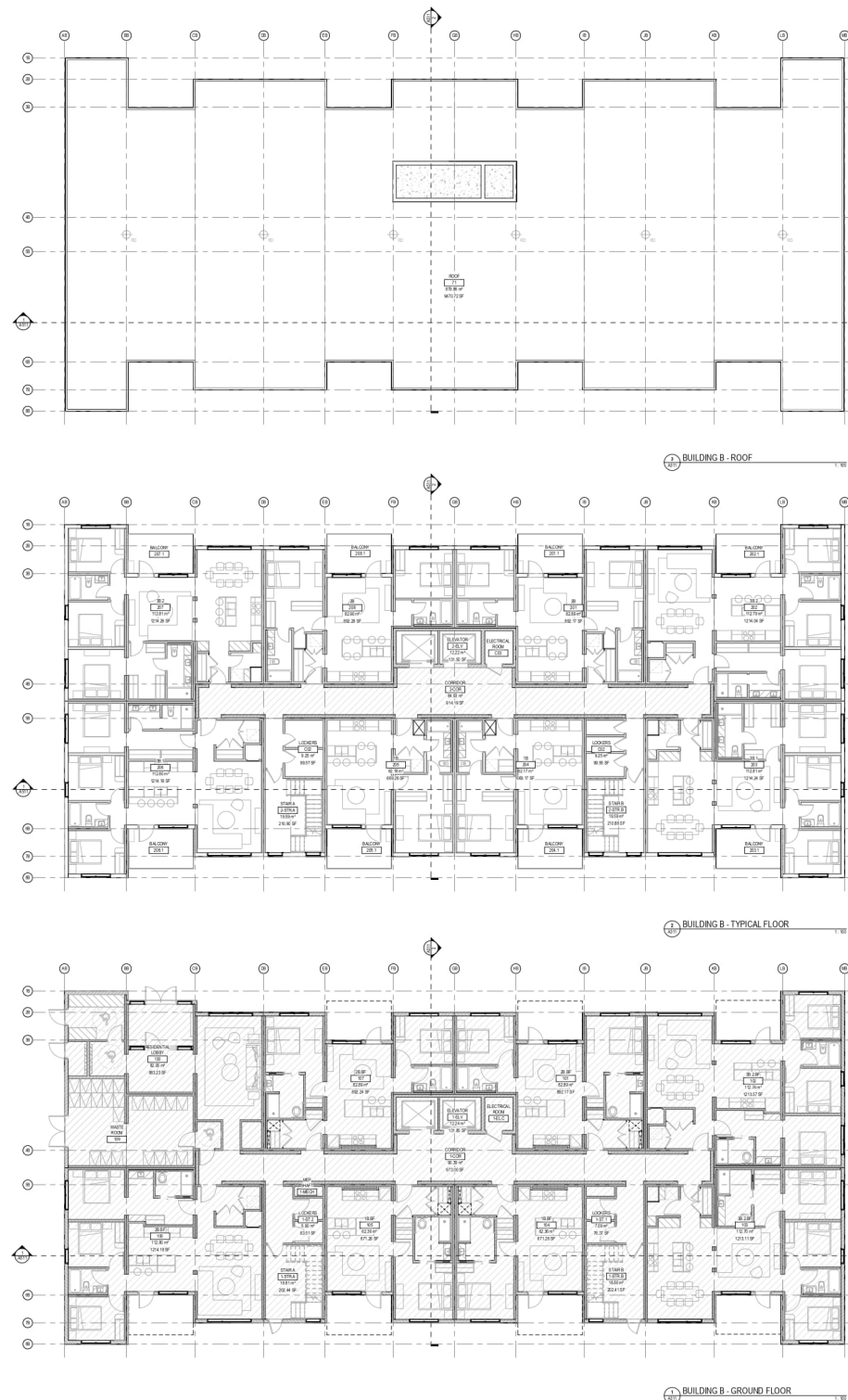
A310



FLOOR PLAN LEGEND:

	HATCHED AREA INDICATE FLOOR SLAB TO BE BUILT ON SITE.
	WALL SECTION TO BE BUILT ON SITE.

NOT FOR CONSTRUCTION



CLIENT
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8. DIMENSIONS ARE IN METRIC UNLESS NOTED OTHERWISE.

TABLE

#	DATE	DESCRIPTION
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SCALE

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PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME
BUILDING B - TYPICAL PLANS

APPROVED BY
[Signature]

CHECKED BY
[Signature]

DRAWN BY
[Signature]

SCALE
1:100

SHEET NUMBER
A311

NOTES	
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8.	DIMENSIONS ARE IN METRIC UNITS UNLESS NOTED OTHERWISE.

[illegible]

SEALS

NOT FOR CONSTRUCTION

SHEET NAME
BUILDING C - TYPICAL PLANS

DATE/TIME STAMP
12/11/2025 11:55:57 AM

APPROVED BY
Approver
CHECKED BY
Checker
DRAWN BY
Author
SCALE
NOT TO SCALE

A312

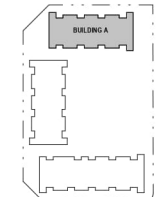


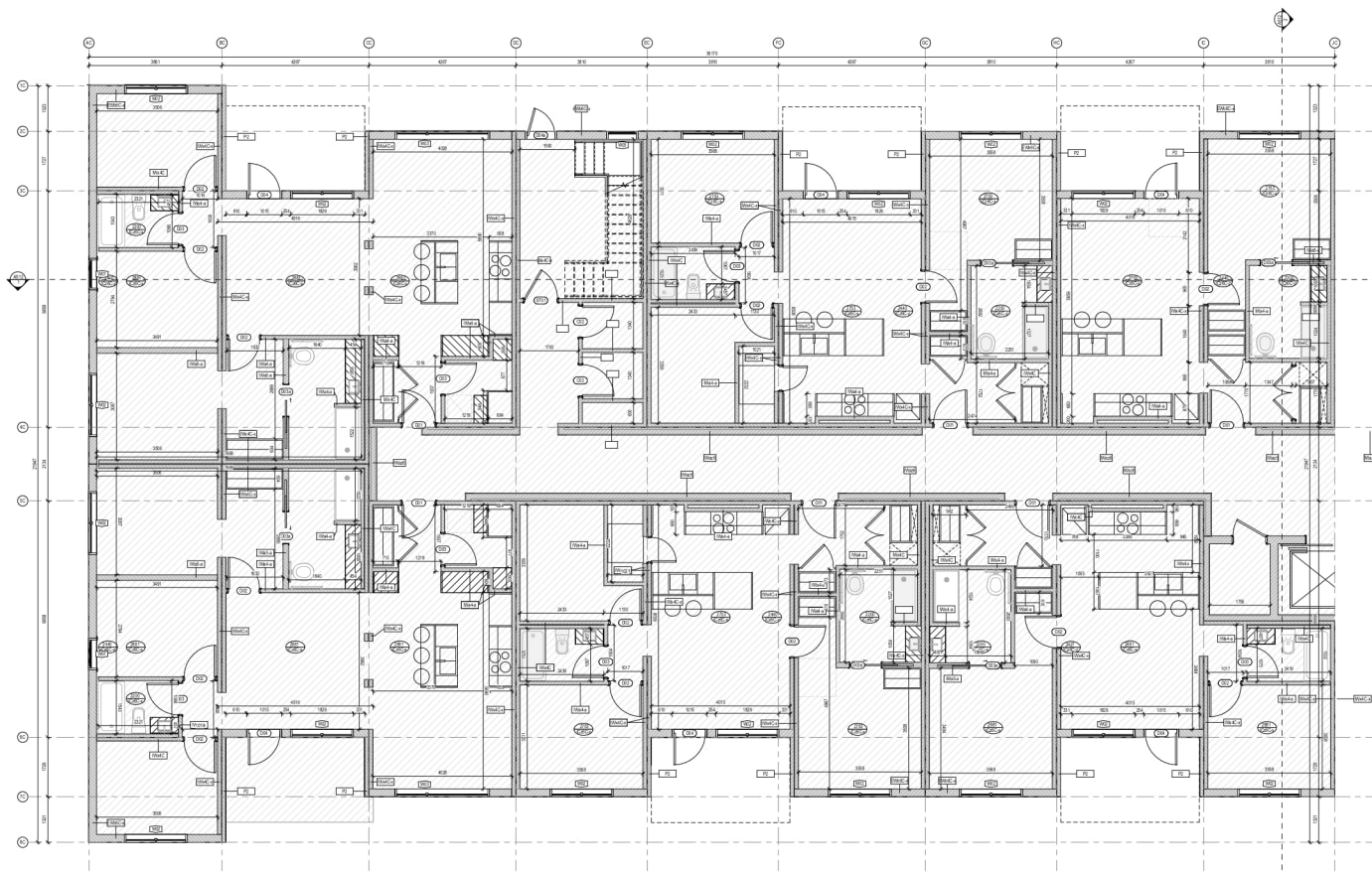
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5	08/25/2025	ISSUED FOR COORDINATION
#	DATE	DESCRIPTION

- NOTES
1. CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS PRIOR TO COMMENCING WORK.
 2. CONTRACTOR TO COMPLY WITH ALL BUILDING CODES, REGULATIONS AND ORDINANCES OF AUTHORIZED MAKING.
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 7. ALL DIMENSIONS ARE IN METRIC UNLESS NOTED OTHERWISE.

NO.	DATE	DESCRIPTION
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2	11/11/2021	ISSUED FOR PERMITS
3	10/10/2021	ISSUED FOR PERMITS
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9	04/04/2021	ISSUED FOR PERMITS
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NO.	DATE	DESCRIPTION
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8	05/05/2021	ISSUED FOR PERMITS
9	04/04/2021	ISSUED FOR PERMITS
10	03/03/2021	ISSUED FOR PERMITS





CLIENT
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SUITE 501
100 SHEPPARD AVE. E
NORTH YORK, ON M2N 6Z2
416.445.1111
WWW.SMITHANDANDERSEN.COM

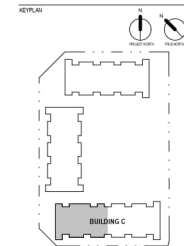
LANDSCAPE
MAX
SUITE 111
11 LEBRON RD
TORONTO, ON M8P 3B2
416.463.7000
MAXDESIGNSTRATEGIES.COM

PLANNING
GSAI
100 KENNEDY GARDEN
CIRCLE
MISSISSAUGA, ON L3R 3M8
905.668.8888
WWW.GSAI.CA

MECHANICAL
UNIBRECH
SUITE 101
276 KENNEDY AVE
NORTH YORK, ON M2T 3T7
905.446.3440
UNIBRECH.COM

STRUCTURAL
JABLONSKI & PARTNERS
SUITE 405
220 DUNDAS ST. E
NORTH YORK, ON M5C 3A7
416.463.7000
WWW.JABLONSKI.CA

TRANSPORTATION
ORDEN
SUITE 805
121 DUNDAS ST. W
TORONTO, ON M5G 1H1
416.471.1200
ORDEN.CA



NOTES

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NO.	DATE	DESCRIPTION
11	12/12/2020	ISSUED FOR BIDDING
12	11/11/2020	ISSUED FOR INFORMATION
13	11/11/2020	ISSUED FOR PERMITS
14	09/22/2020	ISSUED FOR PERMITS
15	06/10/2020	ISSUED FOR PERMITS

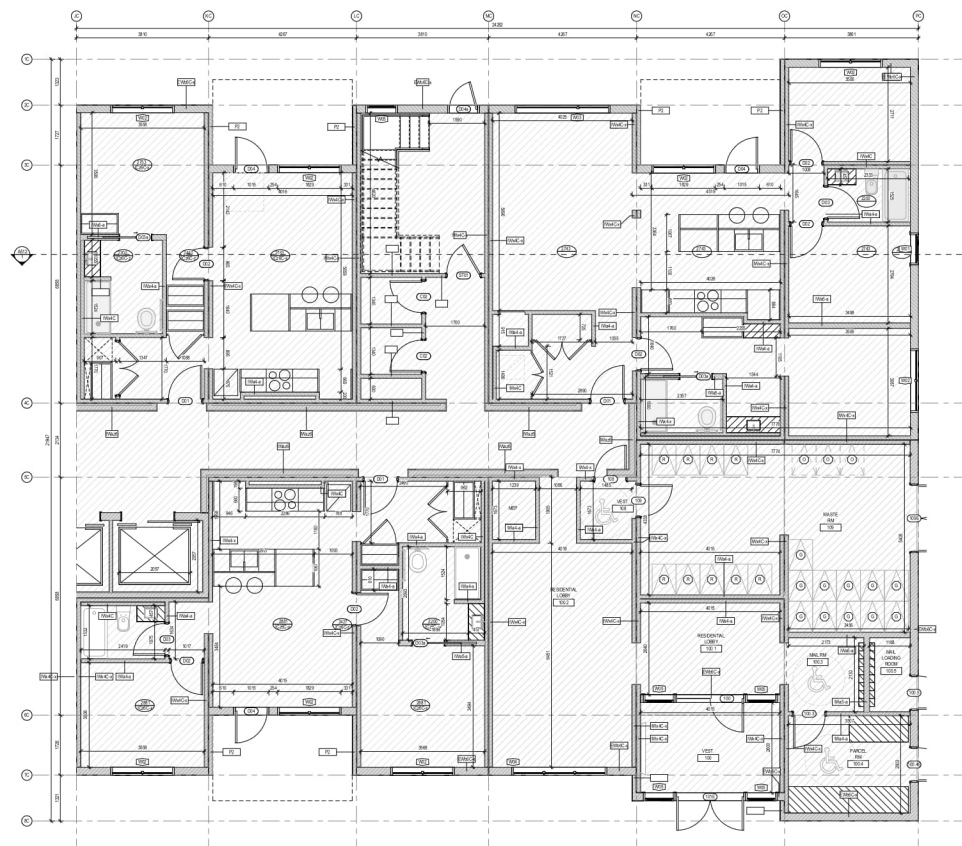
PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME
BUILDING C - ENLARGED PLANS - GROUND FLOOR 1.1

DATE: 12/11/2020 11:06:06 AM

APPROVED BY
[Signature]
CHECKED BY
[Signature]
DRAWN BY
[Signature]
SCALE
1:50

SHEET NUMBER
A358



NOTES	
1.	CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS PRIOR TO COMMENCING WORK.
2.	CONTRACTOR TO COMPLY WITH ALL BUILDING CODES, REGULATIONS, AND ORDINANCES OF AUTHORITIES HAVING JURISDICTION.
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7.	DEVIATIONS FROM THE CONTRACT DOCUMENTS WITHOUT WRITTEN APPROVAL FROM CONSULTANT ARE SUBJECT TO CORRECTIONS AT CONTRACTOR EXPENSE.
8.	DIMENSIONS ARE IN METRIC UNITS UNLESS NOTED OTHERWISE.

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SEALS

NOT FOR CONSTRUCTION

SHEET NAME
BUILDING C - ENLARGED PLANS - GROUND
FLOOR 1.2

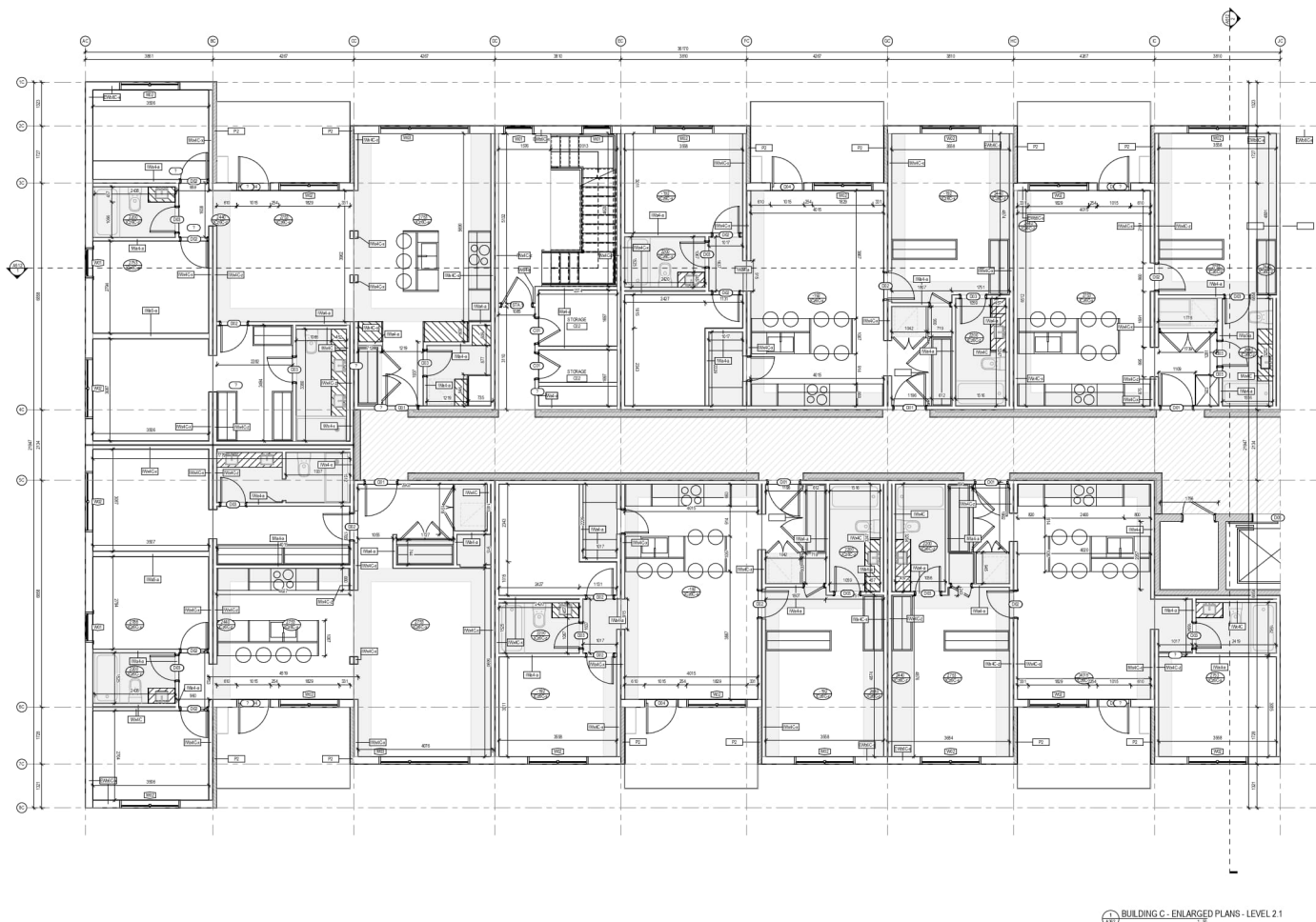
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12/11/2025 11:56:16 AM

APPROVED BY
 Approver
 CHECKED BY
 Checker
 DRAWN BY
 Author
 SCALE
 1:50

12/11/2025 11:56:16 AM

SHEET NUMBER
A359

SHEET NUMBER
A359



1:250 BUILDING C - ENLARGED PLANS - LEVEL 2.1

CLIENT
MATTAMY HOMES
SUITE 100
1000 BLOOR ST. WEST
TORONTO, ON M6H 2K2
416-593-0886
WWW.MATTAMYPHOMES.COM

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Lemay CO Inc
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36 KENNEDY AVE. ST W
TORONTO, ON M3J 1K5
416-291-1001
WWW.LEMAYCO.COM

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BLACKWELL ENGINEERING
SUITE 201
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TORONTO, ON M5G 1C8
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WWW.BLACKWELL-CA

MEDICAL
SMITH + ANDERSEN
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TORONTO, ON M5G 1C1
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WWW.SMITHANDERSEN.COM

ELECTRICAL
SMITH + ANDERSEN
100 DUNDAS AVE. E
TORONTO, ON M5G 1C1
416-593-0886
WWW.SMITHANDERSEN.COM

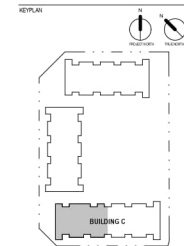
MECHANICAL
UNIVERSAL
SUITE 100
270 KENNEDY AVE. E
MARKHAM, ON L3R 9T7
905-464-4444
WWW.UNIVERSAL-CA

LANDSCAPE
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SUITE 111
111 LEBNBERG RD.
TORONTO, ON M3P 1B2
416-464-1000
WWW.HAK-CA

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TORONTO, ON M6H 2K2
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WWW.JABLONSKI-CA

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TORONTO, ON M6H 2K2
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WWW.TRANSPORTATION-CA

PLANNING
TRANSPORTATION
SUITE 100
2100 DUNDAS ST. W.
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416-593-0886
WWW.TRANSPORTATION-CA



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 - DIMENSIONS ARE IN METRIC UNITS UNLESS NOTED OTHERWISE.

NO.	DATE	DESCRIPTION
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2	11/13/2024	ISSUED FOR PERMITS
3	11/13/2024	ISSUED FOR PERMITS
4	09/22/2024	ISSUED FOR PERMITS
5	09/13/2024	ISSUED FOR PERMITS
6	09/13/2024	ISSUED FOR PERMITS

PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME
BUILDING C - ENLARGED PLANS - TYPICAL
FLOOR 2.1

DATE: 12/13/2024 11:00:27 AM

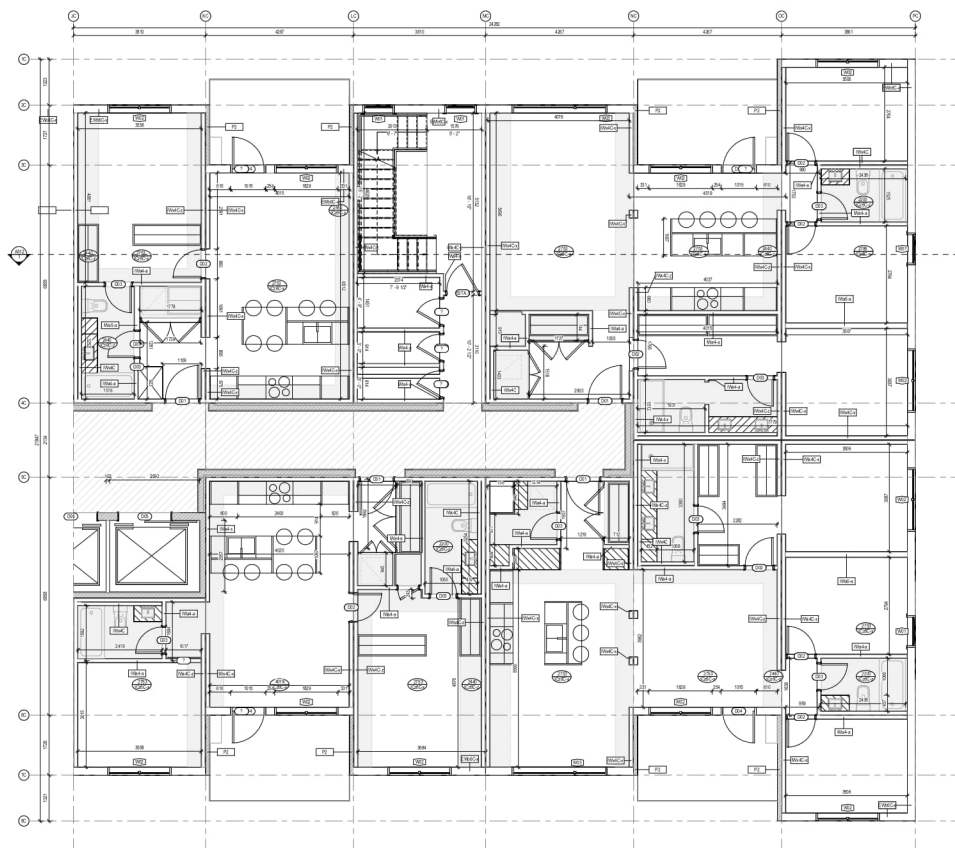
APPROVED BY
Signature

CHECKED BY
Signature

DRAWN BY
Signature

SCALE
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SHEET NUMBER
A362



3 BUILDING C - ENLARGED PLANS - LEVEL 22

NOTES
1. CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS PRIOR TO COMMENCING WORK.
2. CONTRACTOR TO COMPLY WITH ALL BUILDING CODES, REGULATIONS, AND ORDINANCES OF AUTHORITIES HAVING JURISDICTION.
3. THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNLESS STAMPED/ISSUED FOR CONSTRUCTION BY LEMAY ARCHITECTURE AND DESIGN LTD.
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6. REMOVE ANY EROSION AND DAMAGE TO THE CONSULTANT IMMEDIATELY BEFORE COMMENCING WORK.
7. DEVIATIONS FROM THE CONTRACT DOCUMENTS WITHOUT WRITTEN APPROVAL FROM CONSULTANT ARE SUBJECT TO DEDUCTIONS AT CONTRACTOR EXPENSE.
8. DIMENSIONS ARE IN METRIC UNITS UNLESS NOTED OTHERWISE.

[illegible]

SEALS

NOT FOR CONSTRUCTION

PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTANY MODULAR

SHEET NAME
BUILDING C - ENLARGED PLANS - TYPICAL
FLOOR 22

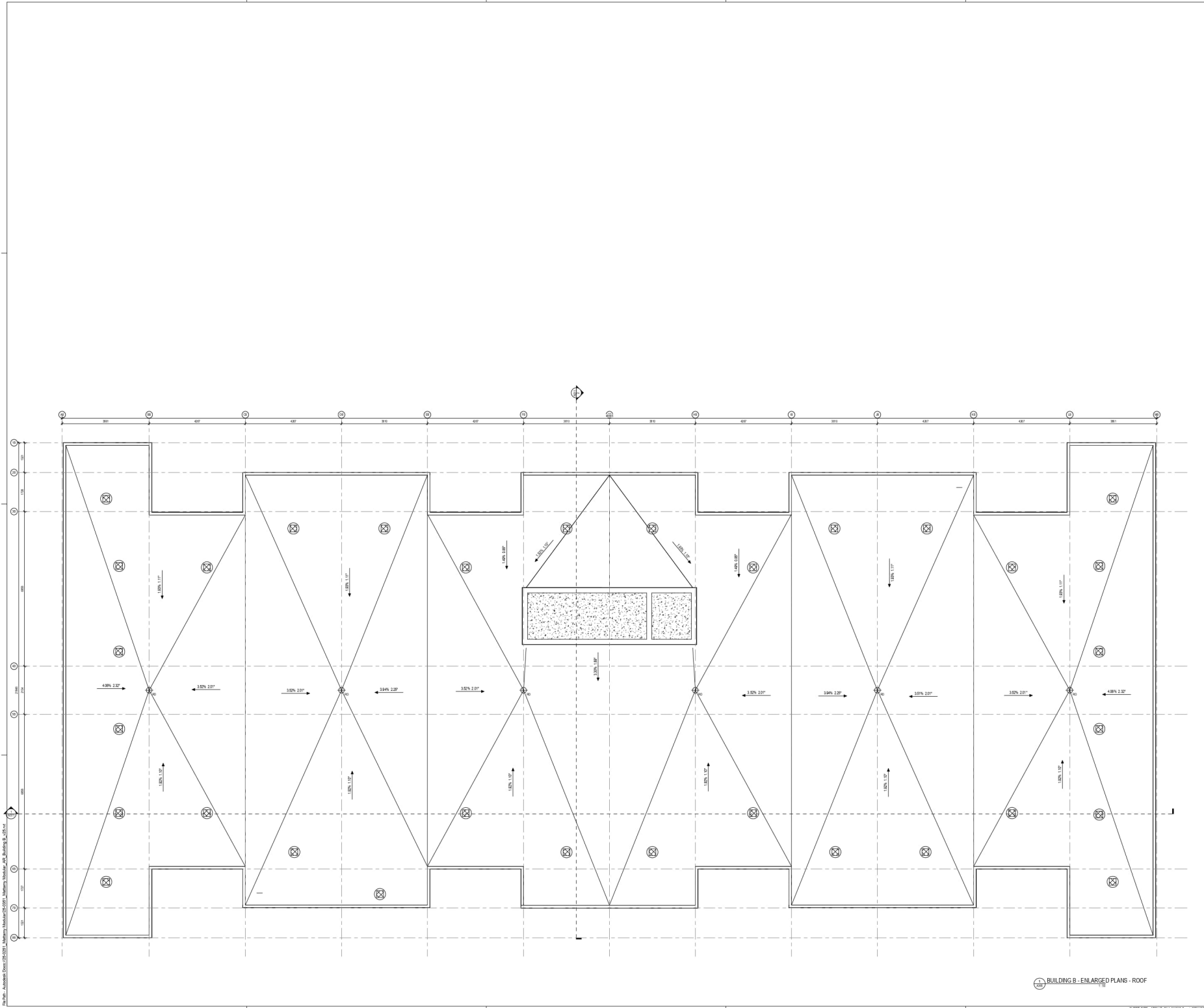
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12/11/2025 11:56:39 AM

APPROVED BY
Approver
CHECKED BY
Checker
DRAWN BY
Author
SCALE
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12/11/2025 11:56:39 AM

SHEET NUMBER
A363

A363



CLIENT
MATTAMY HOMES

SUITE 100
3000 BAYVIEW AVE. WEST
UNIT 100
MISSISSAUGA, ON L4W 3Y2
WWW.MATTAMYHOMES.COM

ARCHITECTURE
lemay

Lemay CO Inc
SUITE 101
3000 BAYVIEW AVE. WEST
UNIT 100
MISSISSAUGA, ON L4W 3Y2
WWW.LEMAYCO.COM

STRUCTURAL
BLACKWELL ENGINEERING
SUITE 101
1000 SHEPPARD AVE. EAST
TORONTO, ON M1S 1B2
WWW.BLACKWELLCANADA.COM

MECHANICAL
SMITH ANDERSON
SUITE 101
1000 SHEPPARD AVE. EAST
TORONTO, ON M1S 1B2
WWW.SMITHANDERSON.COM

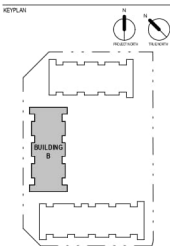
ELECTRICAL
SMITH ANDERSON
SUITE 101
1000 SHEPPARD AVE. EAST
TORONTO, ON M1S 1B2
WWW.SMITHANDERSON.COM

CIVIL
UNIVERSITY
SUITE 101
1000 SHEPPARD AVE. EAST
TORONTO, ON M1S 1B2
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LANDSCAPE
HAK
SUITE 101
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TORONTO, ON M1S 1B2
WWW.HAKLANDSCAPE.COM

STRUCTURAL
JABLONSKI PARTNERS
SUITE 101
1000 SHEPPARD AVE. EAST
TORONTO, ON M1S 1B2
WWW.JABLONSKI.COM

TRANSPORTATION
OSHA
SUITE 101
1000 SHEPPARD AVE. EAST
TORONTO, ON M1S 1B2
WWW.OSHA.COM



NOTES

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- ALL DIMENSIONS ARE IN METRIC UNLESS NOTED OTHERWISE.
- CONSTRUCTION AT CONTRACTOR'S RISK.

TABLE

NO.	DATE	DESCRIPTION
1	12/11/2025	ISSUED FOR PERMITS
2	11/11/2025	ISSUED FOR PERMITS
3	10/11/2025	ISSUED FOR PERMITS
4	09/11/2025	ISSUED FOR PERMITS
5	08/11/2025	ISSUED FOR PERMITS
6	07/11/2025	ISSUED FOR PERMITS
7	06/11/2025	ISSUED FOR PERMITS
8	05/11/2025	ISSUED FOR PERMITS
9	04/11/2025	ISSUED FOR PERMITS
10	03/11/2025	ISSUED FOR PERMITS
11	02/11/2025	ISSUED FOR PERMITS
12	01/11/2025	ISSUED FOR PERMITS

NOT FOR CONSTRUCTION

PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME
BUILDING B - ENLARGED PLANS - ROOF

DATE: 12/11/2025
12/11/2025 11:19:31 AM

APPROVED BY
Signature

CHECKED BY
Signature

DRAWN BY
Signature

SCALE
1:50

SHEET NUMBER
A365



NOTES
1. CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS PRIOR TO COMMENCING WORK.
2. CONTRACTOR TO COMPLY WITH ALL BUILDING CODES, REGULATIONS, AND ORDINANCES OF AUTHORITIES MAKING JURISDICTION.
3. THIS DRAWING IS NOT TO BE USED FOR CONSTRUCTION UNLESS STAMPED ISSUED FOR CONSTRUCTION BY LEMAY ARCHITECTURE AND DESIGN LTD.
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#	DATE	DESCRIPTION
11	12/12/2025	ISSUED FOR 85% SD
10	11/17/2025	ISSUED FOR COORDINATION
9	10/20/2025	ISSUED FOR 75% SD
8	09/22/2025	ISSUED FOR 60% SD
7	08/15/2025	ISSUED FOR 25% SD
#	DATE	DESCRIPTION

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DATE / TIME STAMP
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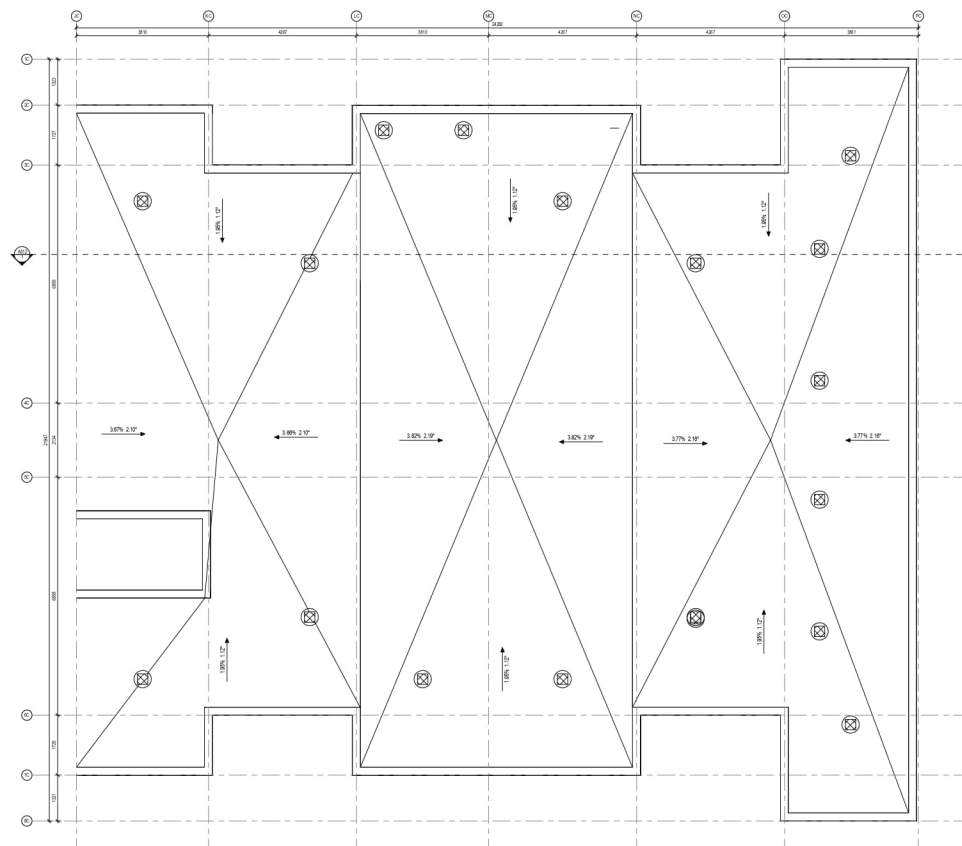
APPROVED BY
Approver

CHECKED BY
Checker

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Author

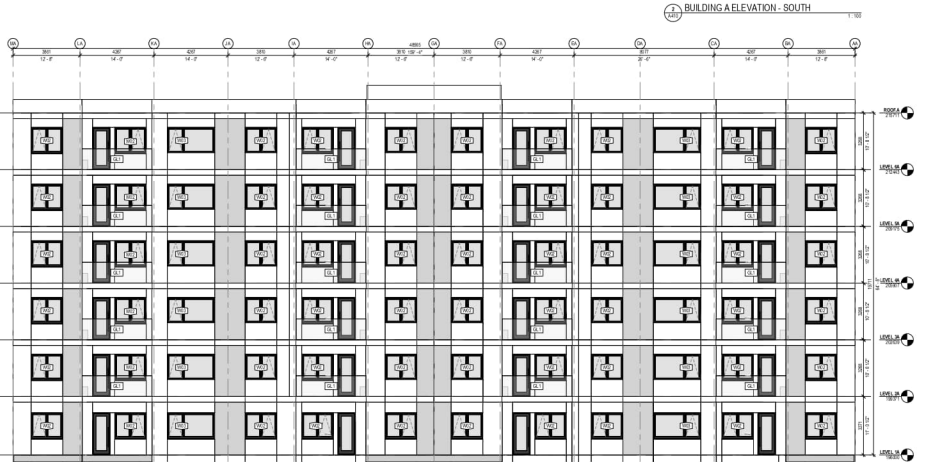
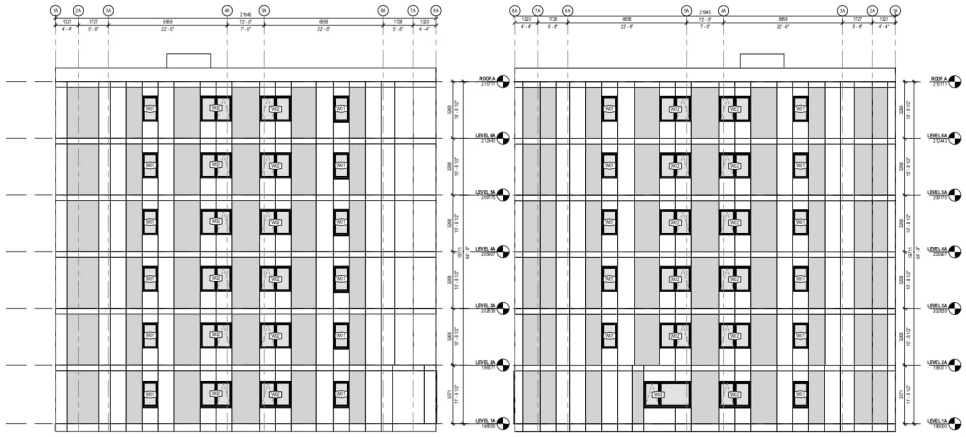
SCALE
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SHEET NUMBER
A367



1 BUILDING C - ENLARGED PLANS - ROOF.2
A307

ELEVATION MATERIAL TAG			
	WINDSHIELD		DOOR TAG
	FLOOR TILE TAG		ROOF TILE TAG
MATERIAL TYPE			
142	DESCRIPTION		
P1	PANEL BASE COLOR (SCHEDULE)		
P2	PANEL BODY COLOR (SCHEDULE)		
U1	CLEAR WINDOW GLASS (SCHEDULE)		



ENLARGED ELEVATION - SOUTH

BUILDING A ELEVATION - NORTH

CLIENT
MATTAMY HOMES

SUITE 100
1000 BAYVIEW ST. WEST
TORONTO, ON M6H 3A2
416-463-8888
WWW.MATTAMYPHOMES.COM

ARCHITECTURE
lemay
Lemay Co Inc
SUITE 501
1400 BAYVIEW ST. WEST
TORONTO, ON M6H 3A2
416-463-8888
WWW.LEMAYARCHITECTURE.COM

STRUCTURAL
BLACKWELL ENGINEERING
SUITE 101
1400 BAYVIEW ST. WEST
TORONTO, ON M6H 3A2
416-463-8888
WWW.BLACKWELLENGIN.COM

ELECTRICAL
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SUITE 101
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TORONTO, ON M6H 3A2
416-463-8888
WWW.SMITHANDERSEN.COM

LANDSCAPE
JANUSZKO & PARTNERS
SUITE 101
1400 BAYVIEW ST. WEST
TORONTO, ON M6H 3A2
416-463-8888
WWW.JANUSZKO.COM

TRANSPORTATION
TRANSPORTATION
SUITE 101
1400 BAYVIEW ST. WEST
TORONTO, ON M6H 3A2
416-463-8888
WWW.TRANSPORTATION.COM

NOTES

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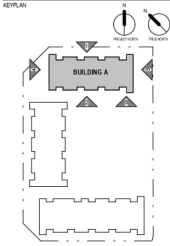
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Signature

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Signature

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Signature

SCALE
As Indicated

SHEET NUMBER
A410



NOTES

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DATE: 11/11/2025
TIME: 9:42 AM

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Signature

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Signature

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Signature

SCALE
As Indicated

SHEET NUMBER
A410

NOT FOR CONSTRUCTION

PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME
BUILDING A - EXTERIOR ELEVATIONS

DATE: 11/11/2025
TIME: 9:42 AM

APPROVED BY
Signature

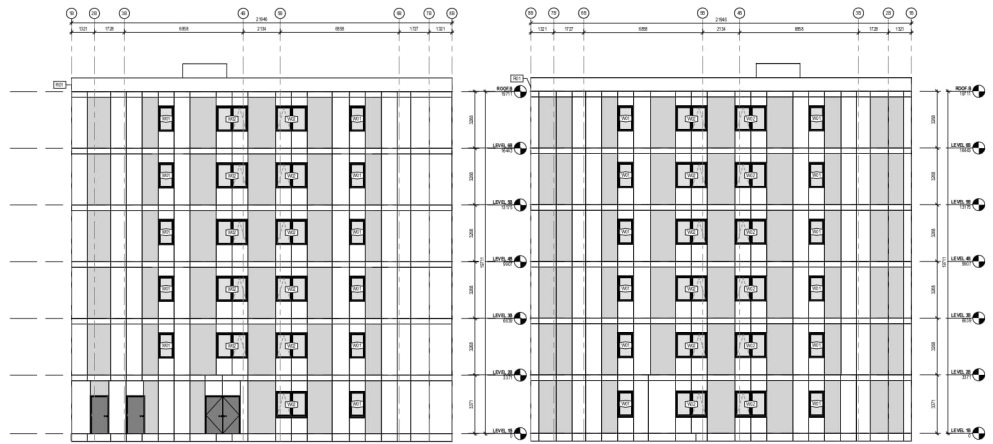
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Signature

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Signature

SCALE
As Indicated

SHEET NUMBER
A410

ELEVATION MATERIAL TAG			
W001	W002	W003	W004
F001	F002	F003	F004
MATERIAL TYPE			
TAG	DESCRIPTION	TAG	DESCRIPTION
W001	WALL MATERIAL: BRICK/CLAY	F001	FLOOR MATERIAL: POLISHED CONCRETE
W002	WALL MATERIAL: BRICK/CLAY	F002	FLOOR MATERIAL: POLISHED CONCRETE
W003	WALL MATERIAL: BRICK/CLAY	F003	FLOOR MATERIAL: POLISHED CONCRETE
W004	WALL MATERIAL: BRICK/CLAY	F004	FLOOR MATERIAL: POLISHED CONCRETE



1 ENLARGED ELEVATION - SOUTH

1 EXTERIOR ELEVATION - NORTH

CLIENT
MATTAMY HOMES

SUITE 100
100 BAYVIEW AVE. WEST
TORONTO, ON M2H 3A2
416-464-8888
WWW.MATTAMHOMES.COM

ARCHITECTURE
lemay

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TORONTO, ON M2H 3A2
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STRUCTURAL
BLACKWELL ENGINEERING
SUITE 101
100 BAYVIEW AVE. WEST
TORONTO, ON M2H 3A2
416-464-8888
WWW.BLACKWELLEN.COM

ELECTRICAL
SMITH + ANDERSEN
SUITE 101
100 BAYVIEW AVE. WEST
TORONTO, ON M2H 3A2
416-464-8888
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MECHANICAL
SMITH + ANDERSEN
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WWW.SMITHANDERSEN.COM

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TORONTO, ON M2H 3A2
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TORONTO, ON M2H 3A2
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WWW.HAKLANDSCAPE.COM

TRANSPORTATION
HAK
SUITE 101
100 BAYVIEW AVE. WEST
TORONTO, ON M2H 3A2
416-464-8888
WWW.HAKLANDSCAPE.COM

NOTES

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- DIMENSIONS ARE IN METRIC UNLESS NOTED OTHERWISE.

TABLE

NO.	DATE	DESCRIPTION
1	11/11/2020	ISSUED FOR PERMITS
2	11/11/2020	ISSUED FOR COORDINATION
3	11/11/2020	ISSUED FOR PERMITS
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8	11/11/2020	ISSUED FOR PERMITS

SCALE

NOT FOR CONSTRUCTION

PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME
BUILDING B - EXTERIOR ELEVATIONS

APPROVED BY
Signature

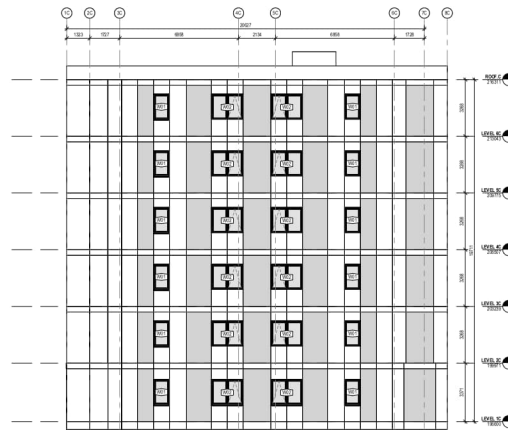
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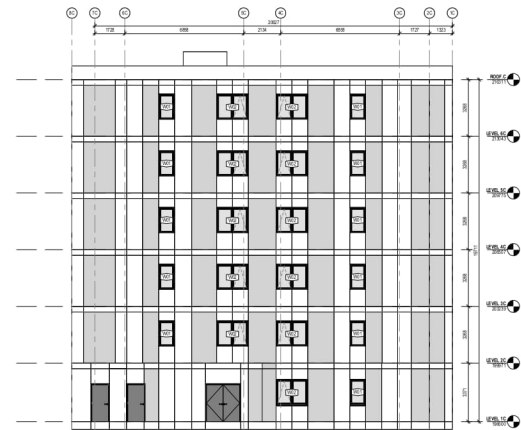
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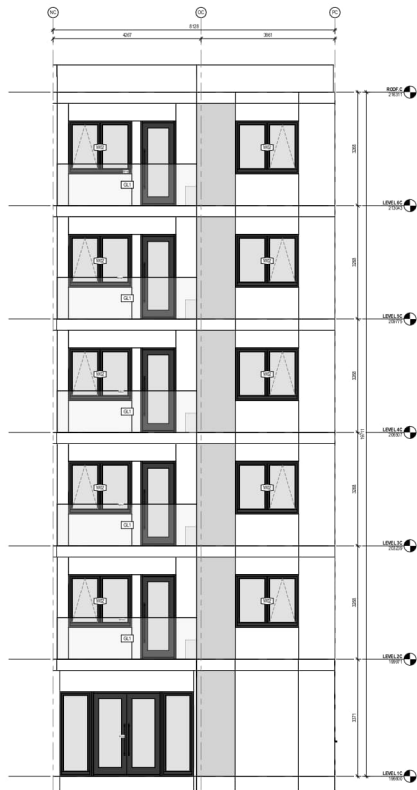
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	FINISH TAG		ROOF TAG
MATERIAL TYPE			
1	DESCRIPTION		
W1	WIND BONE COLOR: SMOKE/BLACK		
W2	WIND BONE COLOR: ALUMINUM		
SL	SLAT: VERTICAL: RESISTOR		



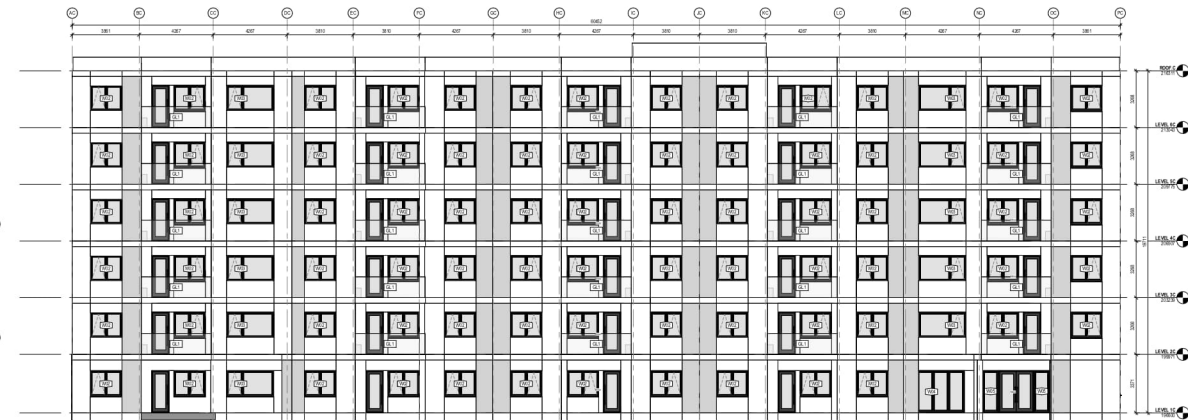
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BUILDING C ELEVATION - EAST



ENLARGED ELEVATION - SOUTH



BUILDING C ELEVATION - SOUTH



BUILDING C ELEVATION - NORTH

CLIENT: MATTAMY HOMES
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 100 BAYVIEW AVE. WEST
 TORONTO, ON M2H 3A2
 416-463-8888
 WWW.MATTAMHOMES.COM

ARCHITECTURE:
lemay
 Lemay CO Inc.
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 TORONTO, ON M2H 3A2
 416-463-8888
 WWW.LEMAYCO.COM

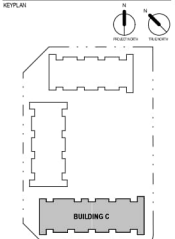
STRUCTURAL:
 BLACKWELL ENGINEERING
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LANDSCAPE:
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 WWW.MAXLANDSCAPE.COM

PLANNING:
 TRANSPORTATION
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NOTES

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TABLE

NO.	DATE	DESCRIPTION
1	11/11/2025	ISSUED FOR PERMITS
2	11/11/2025	ISSUED FOR COORDINATION
3	11/11/2025	ISSUED FOR PERMITS
4	11/11/2025	ISSUED FOR PERMITS
5	11/11/2025	ISSUED FOR PERMITS
6	11/11/2025	ISSUED FOR PERMITS
7	11/11/2025	ISSUED FOR PERMITS
8	11/11/2025	ISSUED FOR PERMITS
9	11/11/2025	ISSUED FOR PERMITS
10	11/11/2025	ISSUED FOR PERMITS

PROJECT NUMBER & PROJECT NAME
 25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME
 BUILDING C - EXTERIOR ELEVATIONS

APPROVED BY:
 [Signature]
 DATE: 11/11/2025

CHECKED BY:
 [Signature]
 DATE: 11/11/2025

DRAWN BY:
 [Signature]
 DATE: 11/11/2025

SCALE:
 As Indicated

SHEET NUMBER
 A412

CLIENT

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MAXDESIGNSTRATEGIES.COM

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8. DIMENSIONS ARE IN METRIC UNLESS OTHERWISE NOTED.

TABLE

#	DATE	DESCRIPTION
11	12/12/2020	ISSUED FOR PERMITS
10	11/17/2020	ISSUED FOR CONSTRUCTION
9	10/20/2020	ISSUED FOR PERMITS
8	09/15/2020	ISSUED FOR PERMITS
7	08/10/2020	ISSUED FOR PERMITS
6	06/03/2020	ISSUED FOR PERMITS
5	05/10/2020	ISSUED FOR CONSTRUCTION
4	DATE	DESCRIPTION

SCALE

NOT FOR CONSTRUCTION

PROJECT NUMBER & PROJECT NAME

25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME

OVERALL SECTIONS

DATE: 2025-12-11 1:14:04 PM

APPROVED BY

Signature

CHECKED BY

Checked

DRAWN BY

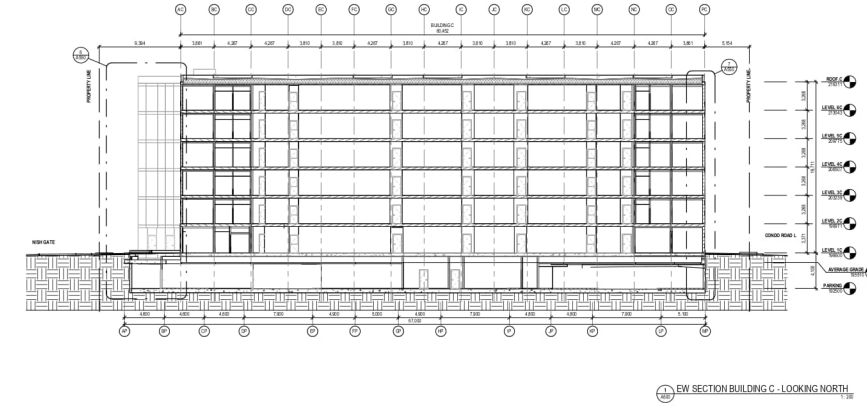
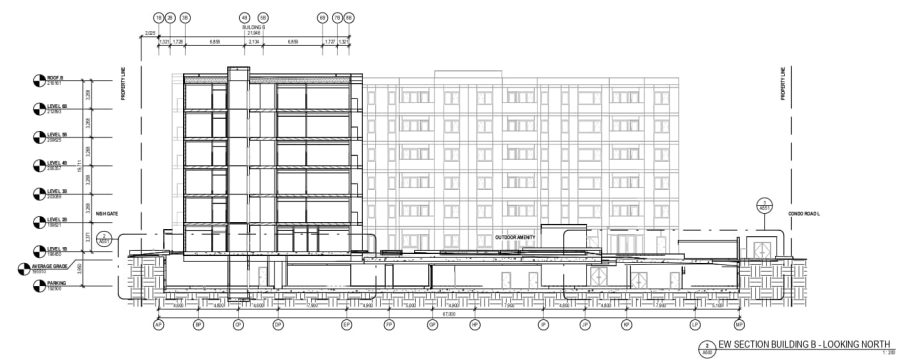
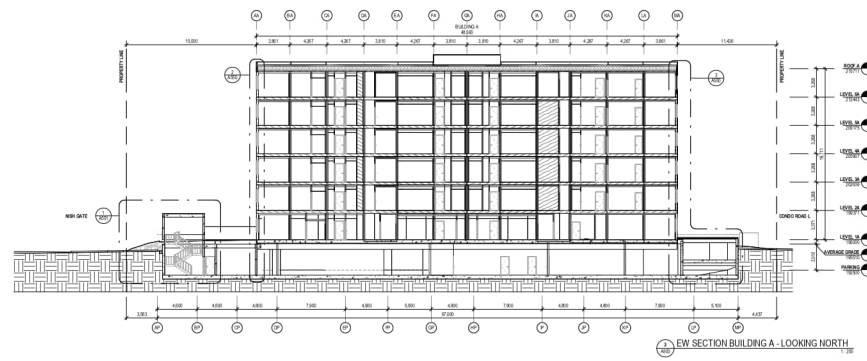
Author

SCALE

1:300

SHEET NUMBER

A500



CLIENT
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PLANNING

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416-477-1285
OSHA.CA

TRANSPORTATION

OSHA

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SUITE 800
TORONTO, ON M8Y 2H1
416-477-1285
OSHA.CA

TRANSPORTATION

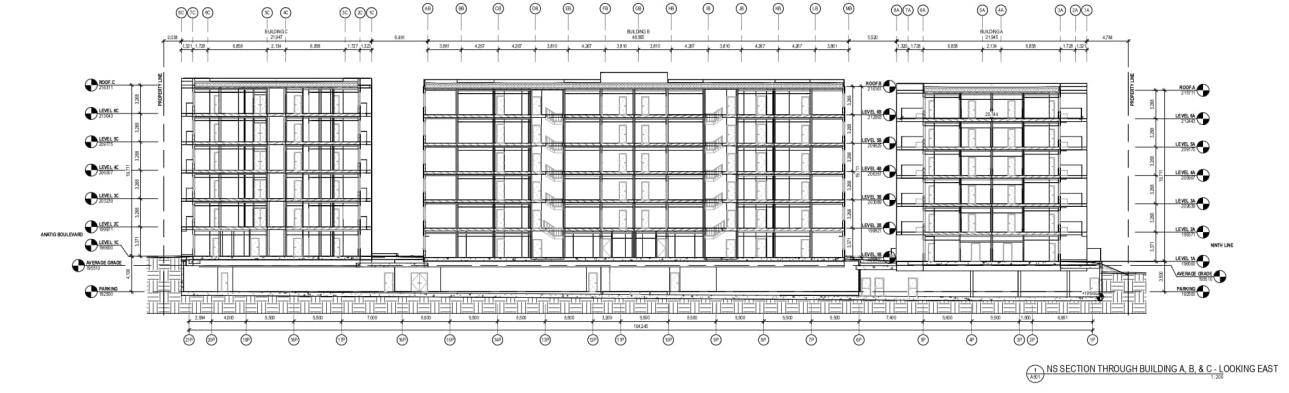
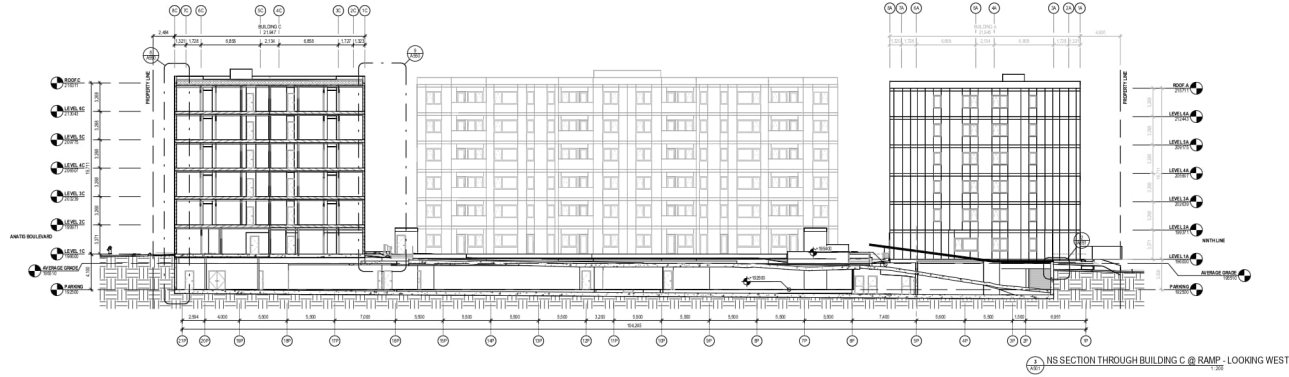
OSHA

100 KENNEDY GARDEN
SUITE 800
TORONTO, ON M8Y 2H1
416-477-1285
OSHA.CA

TRANSPORTATION

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- NOTES
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 8. DIMENSIONS ARE IN METRIC UNITS UNLESS NOTED OTHERWISE.

NO.	DATE	DESCRIPTION
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8	09/15/2020	ISSUED FOR PERMITS
7	08/10/2020	ISSUED FOR PERMITS
6	07/05/2020	ISSUED FOR PERMITS
5	06/01/2020	ISSUED FOR PERMITS
4	05/01/2020	ISSUED FOR CONSTRUCTION
3	04/01/2020	ISSUED FOR CONSTRUCTION
2	03/01/2020	ISSUED FOR CONSTRUCTION
1	02/01/2020	ISSUED FOR CONSTRUCTION

NO.	DATE	DESCRIPTION
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3	04/01/2020	ISSUED FOR PERMITS
2	03/01/2020	ISSUED FOR PERMITS
1	02/01/2020	ISSUED FOR PERMITS

PROJECT NUMBER & PROJECT NAME
25-0251 - THE NINE - MATTAMY MODULAR

SHEET NAME
OVERALL SECTIONS

APPROVED BY
Signature
CHECKED BY
Signature
DRAWN BY
Signature
SCALE
1:300

SHEET NUMBER
A501

Appendix B

Road Traffic Data



NOISE



VIBRATION



ACOUSTICS

www.hgcacoustics.com



Date: 18/Sep/24

REQUESTED BY:

Name: Andrew Rogers
Company: HCG Engineering
Fax#: 905.826.4044 x277

PREPARED BY:

Name: Naveda Dukhan
Tel#: 905-615-3200 ext.8948

NOISE REPORT FOR PROPOSED DEVELOPMENT

Location: 1. Ninth Line West from Britannia to Doug Leavens Blvd
2. Ninth Line West from Derry Rd west to Doug Leavens Blvd

ID# 633

ON SITE TRAFFIC DATA

Specific	Street Names				
	1. Ninth Line	2. Ninth Line			
AADT:	32700	33600			
# of Lanes:	4 Lanes	4 Lanes			
% Trucks:	2%	2%			
Medium/Heavy Truck Ratio:	55/45	55/45			
Day/Night Split:	90/10	90/10			
Posted Speed Limit:	70 Km/hr*	70 Km/hr*			
Gradient of Road:	2%	2%			
Ultimate R.O.W.:	35m	35m			

Comments: Ultimate Traffic data only (2041)
*Note: As part of the Ninth Line road widening project, the speed limit is proposed to be reduced from 70 km/h to 60 km/h.

Table 3-2: 2006 and 2031 SADT Forecasts

		AADT		%	SADT	
		2006	2031	Growth AADT	2006	2031
Niagara to GTA Study Area						
Hwy 403 Hamilton	Hwy 24 to Hwy 52	40,800	64,300	58%	45,300	71,400
	Hamilton 52 to Hwy 6 (Fiddlers Green)	57,800	83,300	44%	61,100	88,100
	Hwy 6 W to Hwy 6 E (York Blvd.)	113,100	146,500	30%	119,600	154,900
	Hwy 6 to QEW (Waterdown Road)	140,400	158,400	13%	156,000	176,000
QEW Halton	Hwy 403/QEW to Guelph Line (Brant St.)	182,000	244,600	34%	202,200	271,700
	Guelph Line to Burloak Dr. (Walkers Ln)	175,800	194,200	10%	195,300	215,700
	Burloak Dr. to Third Line (Bronte Rd.)	171,300	224,600	31%	190,300	249,500
	Third Line to Hwy 403 (Trafalgar Rd.)	175,600	210,100	20%	185,800	222,300
QEW Niagara	Fort Erie to Hwy 420 (McLeod Rd.)	35,000	61,800	77%	37,000	65,300
	Hwy 420 to Hwy 405 (Mountain Rd.)	90,000	95,900	7%	111,400	118,700
	Garden City Skyway Bridge	82,500	98,900	20%	99,500	119,300
	GC Skyway to Hwy 406 (Ontario St.)	90,600	120,900	33%	112,200	149,700
	Hwy 406 to Niagara Bdy (Casablanca)	91,000	140,500	54%	112,700	174,000
	Niagara Bndy to Eastport (Burlington St)	143,100	186,700	30%	159,000	207,400
Hwy 406	QEW to Hwy 58 (Glendale Ave.)	54,200	69,000	27%	57,300	72,900
	Hwy 58 to RR 20 (N. of RR 20)	29,500	43,700	48%	31,200	46,200
	RR 20 to East Main (Port Robinson Rd.)	21,100	39,000	85%	22,300	41,200
Hwy 405	QEW to Queenston-Lewiston Bridge	13,300	29,700	123%	16,500	36,800
Hwy 3	Fort Erie to Hwy 130 (Ridge Rd.)	11,700	21,100	80%	14,500	26,100
	Hwy 130 to Chambers Corners (Townline)	5,000	9,900	98%	6,050	12,000
Hwy 6	Hwy 403 to Hwy 5 (Dundas St.)	44,900	62,300	39%	54,200	75,200
	Hwy 5 to Campbellville Rd	31,400	49,400	57%	34,900	54,900
	Campbellville Rd to Hwy 401	24,900	28,000	12%	27,700	31,100
407 ETR	QEW to Dundas St		57,900	94%		66,100
NGTA	Dundas St to Bronte Rd		61,700	58%		67,200
	Bronte Rd to Hwy 403		51,600	21%		56,100
GTA-West Study Area						
407 ETR GTAWest	Hwy 403 to Hwy 401		47,800	14%		51,400
	Hwy 401 to Hwy 410		85,600	30%		91,900
	Hwy 410 to Hwy 427		151,400	69%		160,400
	Hwy 427 to Hwy 400		162,000	33%		170,600
Hwy 400	Hwy 9 to King Road (Aurora Rd.)	89,100	195,200	119%	110,300	241,600
	King Road to Hwy 407 (Langstaff Rd.)	135,400	176,200	30%	164,200	213,700
	Hwy 407 to Hwy 401 (Finch Ave.)	194,500	216,000	11%	205,700	228,400
Hwy 401	Hwy 24 to Hwy 6	126,100	175,600	39%	140,100	195,100
	Hwy 6 to Hwy 25 (Milton WL)	104,400	168,500	61%	116,000	187,200
	Hwy 25 to Hwy 407 (Trafalgar Rd.)	129,300	212,200	64%	143,700	235,800
	Hwy 407 to Hwy 410 (Mavis Rd.)	167,500	227,100	36%	186,100	252,300
	Hwy 410 to Hwy 427 (Renforth Ave.)	351,200	379,000	8%	390,200	421,100
	Hwy 427 to Hwy 400	408,000	442,100	8%	431,500	467,600
Hwy 410	Hwy 401 to Hwy 407 (Courtney Park Dr.)	170,600	187,800	10%	180,400	198,600
	Hwy 407 to Hwy 7 (Clark Blvd.)	135,400	170,300	26%	164,200	206,500
	North of Hwy 7 (Williams Parkway)	111,000	115,100	4%	123,000	127,500
Hwy 427	Hwy 401 to Hwy 409 (Dixon Rd.)	186,300	200,200	7%	207,000	222,400
	Hwy 409 to Hwy 407 (Rexdale Blvd.)	123,400	186,300	51%	130,600	197,200
Hwy 403 Mississauga	Hwy 407 to Hurontario St	165,700	190,500	15%	175,200	201,400
	Hurontario St to Hwy 401 (Eglinton Ave.)	180,100	208,100	16%	190,500	220,100
Hwy 6	Hwy 401 to Guelph Limits	27,100	39,400	45%	28,700	41,700
	Guelph Limits to Hwy 7	39,200	50,600	29%	41,500	53,600
Hwy 7	Hwy 6 to Hwy 25 (Wellington Rd. 27)	7,600	15,800	108%	7,450	15,500
	Hwy 25 to WC Blvd (Trafalgar Rd.)	18,200	27,600	52%	20,200	30,600

Appendix C

STAMSON Output



NOISE



VIBRATION



ACOUSTICS

www.hgcacoustics.com

STAMSON 5.0 NORMAL REPORT Date: 09-01-2026 11:47:07
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: a_e.te Time Period: Day/Night 16/8 hours
 Description: Predicted sound levels at Building A, East Façade

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

```
-----
Car traffic volume : 28841/3205 veh/TimePeriod *
Medium truck volume : 324/36 veh/TimePeriod *
Heavy truck volume : 265/29 veh/TimePeriod *
Posted speed limit : 70 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)
```

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

```
24 hr Traffic Volume (AADT or SADT): 32700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.10
Heavy Truck % of Total Volume : 0.90
Day (16 hrs) % of Total Volume : 90.00
```

Data for Segment # 1: Ninth S (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 : 23.00 / 23.00 m
Receiver height : 17.50 / 17.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Road data, segment # 2: 407 N (day/night)

```
-----
Car traffic volume : 21503/3795 veh/TimePeriod *
Medium truck volume : 1236/218 veh/TimePeriod *
Heavy truck volume : 1977/349 veh/TimePeriod *
Posted speed limit : 100 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): 25700
Percentage of Annual Growth : 2.50
Number of Years of Growth : 5.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 8.00
Day (16 hrs) % of Total Volume : 85.00
```

Data for Segment # 2: 407 N (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 : 373.00 / 373.00 m
Receiver height : 17.50 / 17.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```



Road data, segment # 3: 407 S (day/night)

```

-----
Car traffic volume : 21503/3795 veh/TimePeriod *
Medium truck volume : 1236/218 veh/TimePeriod *
Heavy truck volume : 1977/349 veh/TimePeriod *
Posted speed limit : 100 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): 25700
Percentage of Annual Growth : 2.50
Number of Years of Growth : 5.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 8.00
Day (16 hrs) % of Total Volume : 85.00

```

Data for Segment # 3: 407 S (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 : 401.00 / 401.00 m
Receiver height : 17.50 / 17.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Ninth S (day)

Source height = 0.97 m

ROAD (0.00 + 65.94 + 0.00) = 65.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	70.81	0.00	-1.86	-3.01	0.00	0.00	0.00	65.94

Segment Leq : 65.94 dBA

Results segment # 2: 407 N (day)

Source height = 1.68 m

ROAD (0.00 + 57.86 + 0.00) = 57.86 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.17	77.74	0.00	-16.39	-3.49	0.00	0.00	0.00	57.86

Segment Leq : 57.86 dBA

Results segment # 3: 407 S (day)

Source height = 1.68 m

ROAD (0.00 + 57.49 + 0.00) = 57.49 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.17	77.74	0.00	-16.76	-3.49	0.00	0.00	0.00	57.49

Segment Leq : 57.49 dBA

Total Leq All Segments: 67.07 dBA



Results segment # 1: Ninth S (night)

Source height = 0.97 m

ROAD (0.00 + 59.39 + 0.00) = 59.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	64.26	0.00	-1.86	-3.01	0.00	0.00	0.00	59.39

Segment Leq : 59.39 dBA

Results segment # 2: 407 N (night)

Source height = 1.68 m

ROAD (0.00 + 53.34 + 0.00) = 53.34 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.17	73.22	0.00	-16.39	-3.49	0.00	0.00	0.00	53.34

Segment Leq : 53.34 dBA

Results segment # 3: 407 S (night)

Source height = 1.68 m

ROAD (0.00 + 52.97 + 0.00) = 52.97 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.17	73.22	0.00	-16.76	-3.49	0.00	0.00	0.00	52.97

Segment Leq : 52.97 dBA

Total Leq All Segments: 61.08 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.07
 (NIGHT): 61.08



STAMSON 5.0 NORMAL REPORT Date: 09-01-2026 10:26:19
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: a_n.te Time Period: Day/Night 16/8 hours
 Description: Predicted sound levels at Building A, North Facade

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

```
-----
Car traffic volume : 29635/3293 veh/TimePeriod *
Medium truck volume : 333/37 veh/TimePeriod *
Heavy truck volume : 272/30 veh/TimePeriod *
Posted speed limit : 70 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)
```

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

```
24 hr Traffic Volume (AADT or SADT): 33600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.10
Heavy Truck % of Total Volume : 0.90
Day (16 hrs) % of Total Volume : 90.00
```

Data for Segment # 1: Ninth N (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 : 22.00 / 22.00 m
Receiver height : 17.50 / 17.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

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

```
-----
Car traffic volume : 28841/3205 veh/TimePeriod *
Medium truck volume : 324/36 veh/TimePeriod *
Heavy truck volume : 265/29 veh/TimePeriod *
Posted speed limit : 70 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)
```

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

```
24 hr Traffic Volume (AADT or SADT): 32700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.10
Heavy Truck % of Total Volume : 0.90
Day (16 hrs) % of Total Volume : 90.00
```

Data for Segment # 2: Ninth S (day/night)

```
-----
Angle1 Angle2 : -50.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 22.00 / 22.00 m
Receiver height : 17.50 / 17.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```



Results segment # 1: Ninth N (day)

Source height = 0.97 m

ROAD (0.00 + 62.73 + 0.00) = 62.73 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-50	0.00	70.92	0.00	-1.66	-6.53	0.00	0.00	0.00	62.73

Segment Leq : 62.73 dBA

Results segment # 2: Ninth S (day)

Source height = 0.97 m

ROAD (0.00 + 68.05 + 0.00) = 68.05 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-50	90	0.00	70.81	0.00	-1.66	-1.09	0.00	0.00	0.00	68.05

Segment Leq : 68.05 dBA

Total Leq All Segments: 69.17 dBA

Results segment # 1: Ninth N (night)

Source height = 0.97 m

ROAD (0.00 + 56.19 + 0.00) = 56.19 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-50	0.00	64.38	0.00	-1.66	-6.53	0.00	0.00	0.00	56.19

Segment Leq : 56.19 dBA

Results segment # 2: Ninth S (night)

Source height = 0.97 m

ROAD (0.00 + 61.50 + 0.00) = 61.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-50	90	0.00	64.26	0.00	-1.66	-1.09	0.00	0.00	0.00	61.50

Segment Leq : 61.50 dBA

Total Leq All Segments: 62.62 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 69.17
(NIGHT): 62.62



STAMSON 5.0 NORMAL REPORT Date: 09-01-2026 12:23:32
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b_s.te Time Period: Day/Night 16/8 hours
 Description: Predicted sound levels at Building B, South Façade

Road data, segment # 1: 407 N Bar (day/night)

 Car traffic volume : 21503/3795 veh/TimePeriod *
 Medium truck volume : 1236/218 veh/TimePeriod *
 Heavy truck volume : 1977/349 veh/TimePeriod *
 Posted speed limit : 100 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): 25700
 Percentage of Annual Growth : 2.50
 Number of Years of Growth : 5.00
 Medium Truck % of Total Volume : 5.00
 Heavy Truck % of Total Volume : 8.00
 Day (16 hrs) % of Total Volume : 85.00

Data for Segment # 1: 407 N Bar (day/night)

 Angle1 Angle2 : -90.00 deg -10.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 300.00 / 300.00 m
 Receiver height : 17.50 / 17.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : -10.00 deg
 Barrier height : 19.20 m
 Barrier receiver distance : 15.00 / 15.00 m
 Source elevation : 0.00 m
 Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

Road data, segment # 2: 407 S Bar (day/night)

 Car traffic volume : 21503/3795 veh/TimePeriod *
 Medium truck volume : 1236/218 veh/TimePeriod *
 Heavy truck volume : 1977/349 veh/TimePeriod *
 Posted speed limit : 100 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): 25700
 Percentage of Annual Growth : 2.50
 Number of Years of Growth : 5.00
 Medium Truck % of Total Volume : 5.00
 Heavy Truck % of Total Volume : 8.00
 Day (16 hrs) % of Total Volume : 85.00

Data for Segment # 2: 407 S Bar (day/night)

 Angle1 Angle2 : -90.00 deg -10.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 327.00 / 327.00 m
 Receiver height : 17.50 / 17.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : -10.00 deg
 Barrier height : 19.20 m



Barrier receiver distance : 15.00 / 15.00 m
 Source elevation : 0.00 m
 Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

Road data, segment # 3: 407 N (day/night)

 Car traffic volume : 21503/3795 veh/TimePeriod *
 Medium truck volume : 1236/218 veh/TimePeriod *
 Heavy truck volume : 1977/349 veh/TimePeriod *
 Posted speed limit : 100 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): 25700
 Percentage of Annual Growth : 2.50
 Number of Years of Growth : 5.00
 Medium Truck % of Total Volume : 5.00
 Heavy Truck % of Total Volume : 8.00
 Day (16 hrs) % of Total Volume : 85.00

Data for Segment # 3: 407 N (day/night)

 Angle1 Angle2 : -10.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 300.00 / 300.00 m
 Receiver height : 17.50 / 17.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Road data, segment # 4: 407 S (day/night)

 Car traffic volume : 21503/3795 veh/TimePeriod *
 Medium truck volume : 1236/218 veh/TimePeriod *
 Heavy truck volume : 1977/349 veh/TimePeriod *
 Posted speed limit : 100 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): 25700
 Percentage of Annual Growth : 2.50
 Number of Years of Growth : 5.00
 Medium Truck % of Total Volume : 5.00
 Heavy Truck % of Total Volume : 8.00
 Day (16 hrs) % of Total Volume : 85.00

Data for Segment # 4: 407 S (day/night)

 Angle1 Angle2 : -10.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 327.00 / 327.00 m
 Receiver height : 17.50 / 17.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00



Results segment # 1: 407 N Bar (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.68	17.50	16.71	16.71

ROAD (0.00 + 52.33 + 0.00) = 52.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-10	0.00	77.74	0.00	-13.01	-3.52	0.00	0.00	-8.87	52.33

Segment Leq : 52.33 dBA

Results segment # 2: 407 S Bar (day)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.68	17.50	16.77	16.77

ROAD (0.00 + 52.10 + 0.00) = 52.10 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-10	0.00	77.74	0.00	-13.38	-3.52	0.00	0.00	-8.74	52.10

Segment Leq : 52.10 dBA

Results segment # 3: 407 N (day)

Source height = 1.68 m

ROAD (0.00 + 59.48 + 0.00) = 59.48 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-10	90	0.17	77.74	0.00	-15.28	-2.98	0.00	0.00	0.00	59.48

Segment Leq : 59.48 dBA

Results segment # 4: 407 S (day)

Source height = 1.68 m

ROAD (0.00 + 59.04 + 0.00) = 59.04 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-10	90	0.17	77.74	0.00	-15.72	-2.98	0.00	0.00	0.00	59.04

Segment Leq : 59.04 dBA

Total Leq All Segments: 63.06 dBA



Results segment # 1: 407 N Bar (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.68	17.50	16.71	16.71

ROAD (0.00 + 47.81 + 0.00) = 47.81 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-10	0.00	73.22	0.00	-13.01	-3.52	0.00	0.00	-8.87	47.81

Segment Leq : 47.81 dBA

Results segment # 2: 407 S Bar (night)

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.68	17.50	16.77	16.77

ROAD (0.00 + 47.57 + 0.00) = 47.57 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-10	0.00	73.22	0.00	-13.38	-3.52	0.00	0.00	-8.74	47.57

Segment Leq : 47.57 dBA

Results segment # 3: 407 N (night)

Source height = 1.68 m

ROAD (0.00 + 54.96 + 0.00) = 54.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-10	90	0.17	73.22	0.00	-15.28	-2.98	0.00	0.00	0.00	54.96

Segment Leq : 54.96 dBA

Results segment # 4: 407 S (night)

Source height = 1.68 m

ROAD (0.00 + 54.52 + 0.00) = 54.52 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-10	90	0.17	73.22	0.00	-15.72	-2.98	0.00	0.00	0.00	54.52

Segment Leq : 54.52 dBA

Total Leq All Segments: 58.54 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.06
(NIGHT): 58.54



STAMSON 5.0 NORMAL REPORT Date: 09-01-2026 12:24:17
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: b_w.te Time Period: Day/Night 16/8 hours
 Description: Predicted sound levels at Building B, West Façade

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

 Car traffic volume : 19509/3443 veh/TimePeriod *
 Medium truck volume : 1121/198 veh/TimePeriod *
 Heavy truck volume : 1794/317 veh/TimePeriod *
 Posted speed limit : 70 km/h
 Road gradient : 2 %
 Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 23900
 Percentage of Annual Growth : 2.50
 Number of Years of Growth : 4.00
 Medium Truck % of Total Volume : 5.00
 Heavy Truck % of Total Volume : 8.00
 Day (16 hrs) % of Total Volume : 85.00

Data for Segment # 1: Ninth N (day/night)

 Angle1 Angle2 : 0.00 deg 70.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 50.00 / 50.00 m
 Receiver height : 17.50 / 17.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

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

 Car traffic volume : 19509/3443 veh/TimePeriod *
 Medium truck volume : 1121/198 veh/TimePeriod *
 Heavy truck volume : 1794/317 veh/TimePeriod *
 Posted speed limit : 70 km/h
 Road gradient : 2 %
 Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 23900
 Percentage of Annual Growth : 2.50
 Number of Years of Growth : 4.00
 Medium Truck % of Total Volume : 5.00
 Heavy Truck % of Total Volume : 8.00
 Day (16 hrs) % of Total Volume : 85.00

Data for Segment # 2: Ninth S (day/night)

 Angle1 Angle2 : 70.00 deg 90.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0 / 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 50.00 / 50.00 m
 Receiver height : 17.50 / 17.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00



Road data, segment # 3: 407 N (day/night)

```

-----
Car traffic volume : 21503/3795 veh/TimePeriod *
Medium truck volume : 1236/218 veh/TimePeriod *
Heavy truck volume : 1977/349 veh/TimePeriod *
Posted speed limit : 100 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): 25700
Percentage of Annual Growth : 2.50
Number of Years of Growth : 5.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 8.00
Day (16 hrs) % of Total Volume : 85.00

```

Data for Segment # 3: 407 N (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 : 346.00 / 346.00 m
Receiver height : 17.50 / 17.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Road data, segment # 4: 407 S (day/night)

```

-----
Car traffic volume : 21503/3795 veh/TimePeriod *
Medium truck volume : 1236/218 veh/TimePeriod *
Heavy truck volume : 1977/349 veh/TimePeriod *
Posted speed limit : 100 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): 25700
Percentage of Annual Growth : 2.50
Number of Years of Growth : 5.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 8.00
Day (16 hrs) % of Total Volume : 85.00

```

Data for Segment # 4: 407 S (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 : 374.00 / 374.00 m
Receiver height : 17.50 / 17.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Ninth N (day)

Source height = 1.68 m

ROAD (0.00 + 64.59 + 0.00) = 64.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	70	0.17	75.06	0.00	-6.14	-4.33	0.00	0.00	0.00	64.59

Segment Leq : 64.59 dBA



Results segment # 2: Ninth S (day)

Source height = 1.68 m

ROAD (0.00 + 57.88 + 0.00) = 57.88 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
70	90	0.17	75.06	0.00	-6.14	-11.04	0.00	0.00	0.00	57.88

Segment Leq : 57.88 dBA

Results segment # 3: 407 N (day)

Source height = 1.68 m

ROAD (0.00 + 58.25 + 0.00) = 58.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.17	77.74	0.00	-16.01	-3.49	0.00	0.00	0.00	58.25

Segment Leq : 58.25 dBA

Results segment # 4: 407 S (day)

Source height = 1.68 m

ROAD (0.00 + 57.85 + 0.00) = 57.85 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.17	77.74	0.00	-16.41	-3.49	0.00	0.00	0.00	57.85

Segment Leq : 57.85 dBA

Total Leq All Segments: 66.78 dBA

Results segment # 1: Ninth N (night)

Source height = 1.68 m

ROAD (0.00 + 60.08 + 0.00) = 60.08 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	70	0.17	70.54	0.00	-6.14	-4.33	0.00	0.00	0.00	60.08

Segment Leq : 60.08 dBA

Results segment # 2: Ninth S (night)

Source height = 1.68 m

ROAD (0.00 + 53.36 + 0.00) = 53.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
70	90	0.17	70.54	0.00	-6.14	-11.04	0.00	0.00	0.00	53.36

Segment Leq : 53.36 dBA



Results segment # 3: 407 N (night)

Source height = 1.68 m

ROAD (0.00 + 53.72 + 0.00) = 53.72 dBA

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

-90	0	0.17	73.22	0.00	-16.01	-3.49	0.00	0.00	0.00	53.72
-----	---	------	-------	------	--------	-------	------	------	------	-------

Segment Leq : 53.72 dBA

Results segment # 4: 407 S (night)

Source height = 1.68 m

ROAD (0.00 + 53.33 + 0.00) = 53.33 dBA

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

-90	0	0.17	73.22	0.00	-16.41	-3.49	0.00	0.00	0.00	53.33
-----	---	------	-------	------	--------	-------	------	------	------	-------

Segment Leq : 53.33 dBA

Total Leq All Segments: 62.27 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.78
 (NIGHT): 62.27



STAMSON 5.0 NORMAL REPORT Date: 09-01-2026 12:24:47
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: c_e.te Time Period: Day/Night 16/8 hours
 Description: Predicted sound levels at Building C, East Façade

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

 Car traffic volume : 28841/3205 veh/TimePeriod *
 Medium truck volume : 324/36 veh/TimePeriod *
 Heavy truck volume : 265/29 veh/TimePeriod *
 Posted speed limit : 70 km/h
 Road gradient : 2 %
 Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 32700
 Percentage of Annual Growth : 0.00
 Number of Years of Growth : 0.00
 Medium Truck % of Total Volume : 1.10
 Heavy Truck % of Total Volume : 0.90
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Ninth S (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 : 124.00 / 124.00 m
 Receiver height : 17.50 / 17.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Road data, segment # 2: 407 S (day/night)

 Car traffic volume : 21503/3795 veh/TimePeriod *
 Medium truck volume : 1236/218 veh/TimePeriod *
 Heavy truck volume : 1977/349 veh/TimePeriod *
 Posted speed limit : 100 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): 25700
 Percentage of Annual Growth : 2.50
 Number of Years of Growth : 5.00
 Medium Truck % of Total Volume : 5.00
 Heavy Truck % of Total Volume : 8.00
 Day (16 hrs) % of Total Volume : 85.00

Data for Segment # 2: 407 S (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 : 274.00 / 274.00 m
 Receiver height : 17.50 / 17.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00



Road data, segment # 3: 407 N (day/night)

```

-----
Car traffic volume : 21503/3795 veh/TimePeriod *
Medium truck volume : 1236/218 veh/TimePeriod *
Heavy truck volume : 1977/349 veh/TimePeriod *
Posted speed limit : 100 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): 25700
Percentage of Annual Growth : 2.50
Number of Years of Growth : 5.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 8.00
Day (16 hrs) % of Total Volume : 85.00

```

Data for Segment # 3: 407 N (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 : 301.00 / 301.00 m
Receiver height : 17.50 / 17.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Ninth S (day)

Source height = 0.97 m

ROAD (0.00 + 56.30 + 0.00) = 56.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.20	70.81	0.00	-10.97	-3.54	0.00	0.00	0.00	56.30

Segment Leq : 56.30 dBA

Results segment # 2: 407 S (day)

Source height = 1.68 m

ROAD (0.00 + 59.44 + 0.00) = 59.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.17	77.74	0.00	-14.82	-3.49	0.00	0.00	0.00	59.44

Segment Leq : 59.44 dBA

Results segment # 3: 407 N (day)

Source height = 1.68 m

ROAD (0.00 + 58.96 + 0.00) = 58.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.17	77.74	0.00	-15.30	-3.49	0.00	0.00	0.00	58.96

Segment Leq : 58.96 dBA

Total Leq All Segments: 63.21 dBA



Results segment # 1: Ninth S (night)

Source height = 0.97 m

ROAD (0.00 + 49.75 + 0.00) = 49.75 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.20	64.26	0.00	-10.97	-3.54	0.00	0.00	0.00	49.75

Segment Leq : 49.75 dBA

Results segment # 2: 407 S (night)

Source height = 1.68 m

ROAD (0.00 + 54.91 + 0.00) = 54.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.17	73.22	0.00	-14.82	-3.49	0.00	0.00	0.00	54.91

Segment Leq : 54.91 dBA

Results segment # 3: 407 N (night)

Source height = 1.68 m

ROAD (0.00 + 54.43 + 0.00) = 54.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	90	0.17	73.22	0.00	-15.30	-3.49	0.00	0.00	0.00	54.43

Segment Leq : 54.43 dBA

Total Leq All Segments: 58.33 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.21
(NIGHT): 58.33



STAMSON 5.0 NORMAL REPORT Date: 09-01-2026 12:25:36
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: c_s.te Time Period: Day/Night 16/8 hours
 Description: Predicted sound levels at Building C, Soutj Façade

Road data, segment # 1: 407 N (day/night)

 Car traffic volume : 21503/3795 veh/TimePeriod *
 Medium truck volume : 1236/218 veh/TimePeriod *
 Heavy truck volume : 1977/349 veh/TimePeriod *
 Posted speed limit : 100 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): 25700
 Percentage of Annual Growth : 2.50
 Number of Years of Growth : 5.00
 Medium Truck % of Total Volume : 5.00
 Heavy Truck % of Total Volume : 8.00
 Day (16 hrs) % of Total Volume : 85.00

Data for Segment # 1: 407 N (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 : 273.00 / 273.00 m
 Receiver height : 17.50 / 17.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00

Road data, segment # 2: 407 S (day/night)

 Car traffic volume : 21503/3795 veh/TimePeriod *
 Medium truck volume : 1236/218 veh/TimePeriod *
 Heavy truck volume : 1977/349 veh/TimePeriod *
 Posted speed limit : 100 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): 25700
 Percentage of Annual Growth : 2.50
 Number of Years of Growth : 5.00
 Medium Truck % of Total Volume : 5.00
 Heavy Truck % of Total Volume : 8.00
 Day (16 hrs) % of Total Volume : 85.00

Data for Segment # 2: 407 S (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 : 300.00 / 300.00 m
 Receiver height : 17.50 / 17.50 m
 Topography : 1 (Flat/gentle slope; no barrier)
 Reference angle : 0.00



Results segment # 1: 407 N (day)

Source height = 1.68 m

ROAD (0.00 + 62.47 + 0.00) = 62.47 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.17	77.74	0.00	-14.80	-0.47	0.00	0.00	0.00	62.47

Segment Leq : 62.47 dBA

Results segment # 2: 407 S (day)

Source height = 1.68 m

ROAD (0.00 + 61.99 + 0.00) = 61.99 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.17	77.74	0.00	-15.28	-0.47	0.00	0.00	0.00	61.99

Segment Leq : 61.99 dBA

Total Leq All Segments: 65.25 dBA

Results segment # 1: 407 N (night)

Source height = 1.68 m

ROAD (0.00 + 57.94 + 0.00) = 57.94 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.17	73.22	0.00	-14.80	-0.47	0.00	0.00	0.00	57.94

Segment Leq : 57.94 dBA

Results segment # 2: 407 S (night)

Source height = 1.68 m

ROAD (0.00 + 57.46 + 0.00) = 57.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.17	73.22	0.00	-15.28	-0.47	0.00	0.00	0.00	57.46

Segment Leq : 57.46 dBA

Total Leq All Segments: 60.72 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.25
(NIGHT): 60.72



STAMSON 5.0 NORMAL REPORT Date: 09-01-2026 14:37:51
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: c_w.te Time Period: Day/Night 16/8 hours
 Description: Predicted sound levels at Building C, West Façade

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

```
-----
Car traffic volume : 29635/3293 veh/TimePeriod *
Medium truck volume : 333/37 veh/TimePeriod *
Heavy truck volume : 272/30 veh/TimePeriod *
Posted speed limit : 70 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)
```

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

```
24 hr Traffic Volume (AADT or SADT): 33600
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.10
Heavy Truck % of Total Volume : 0.90
Day (16 hrs) % of Total Volume : 90.00
```

Data for Segment # 1: Ninth N (day/night)

```
-----
Angle1 Angle2 : 0.00 deg 80.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 123.00 / 123.00 m
Receiver height : 17.50 / 17.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Road data, segment # 2: Ninth S Bar (day/night)

```
-----
Car traffic volume : 28841/3205 veh/TimePeriod *
Medium truck volume : 324/36 veh/TimePeriod *
Heavy truck volume : 265/29 veh/TimePeriod *
Posted speed limit : 70 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)
```

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

```
24 hr Traffic Volume (AADT or SADT): 32700
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.10
Heavy Truck % of Total Volume : 0.90
Day (16 hrs) % of Total Volume : 90.00
```

Data for Segment # 2: Ninth S Bar (day/night)

```
-----
Angle1 Angle2 : 80.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 123.00 / 123.00 m
Receiver height : 17.50 / 17.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 80.00 deg Angle2 : 90.00 deg
Barrier height : 19.20 m
Barrier receiver distance : 26.00 / 26.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```



Road data, segment # 3: 407 N (day/night)

```

-----
Car traffic volume : 21503/3795 veh/TimePeriod *
Medium truck volume : 1236/218 veh/TimePeriod *
Heavy truck volume : 1977/349 veh/TimePeriod *
Posted speed limit : 100 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): 25700
Percentage of Annual Growth : 2.50
Number of Years of Growth : 5.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 8.00
Day (16 hrs) % of Total Volume : 85.00

```

Data for Segment # 3: 407 N (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 : 274.00 / 274.00 m
Receiver height : 17.50 / 17.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Road data, segment # 4: 407 S (day/night)

```

-----
Car traffic volume : 21503/3795 veh/TimePeriod *
Medium truck volume : 1236/218 veh/TimePeriod *
Heavy truck volume : 1977/349 veh/TimePeriod *
Posted speed limit : 100 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): 25700
Percentage of Annual Growth : 2.50
Number of Years of Growth : 5.00
Medium Truck % of Total Volume : 5.00
Heavy Truck % of Total Volume : 8.00
Day (16 hrs) % of Total Volume : 85.00

```

Data for Segment # 4: 407 S (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 : 301.00 / 301.00 m
Receiver height : 17.50 / 17.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Results segment # 1: Ninth N (day)

Source height = 0.97 m

ROAD (0.00 + 56.12 + 0.00) = 56.12 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	80	0.20	70.92	0.00	-10.93	-3.88	0.00	0.00	0.00	56.12

Segment Leq : 56.12 dBA



Results segment # 2: Ninth S Bar (day)

Source height = 0.97 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.97	17.50	14.01	14.01

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
80	90	0.00	70.81	0.00	-9.14	-12.55	0.00	0.00	-7.15	41.97

Segment Leq : 41.97 dBA

Results segment # 3: 407 N (day)

Source height = 1.68 m

ROAD (0.00 + 59.44 + 0.00) = 59.44 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.17	77.74	0.00	-14.82	-3.49	0.00	0.00	0.00	59.44

Segment Leq : 59.44 dBA

Results segment # 4: 407 S (day)

Source height = 1.68 m

ROAD (0.00 + 58.96 + 0.00) = 58.96 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.17	77.74	0.00	-15.30	-3.49	0.00	0.00	0.00	58.96

Segment Leq : 58.96 dBA

Total Leq All Segments: 63.20 dBA

Results segment # 1: Ninth N (night)

Source height = 0.97 m

ROAD (0.00 + 49.58 + 0.00) = 49.58 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
0	80	0.20	64.38	0.00	-10.93	-3.88	0.00	0.00	0.00	49.58

Segment Leq : 49.58 dBA



Results segment # 2: Ninth S Bar (night)

Source height = 0.97 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.97	17.50	14.01	14.01

ROAD (0.00 + 35.42 + 0.00) = 35.42 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
80	90	0.00	64.26	0.00	-9.14	-12.55	0.00	0.00	-7.15	35.42

Segment Leq : 35.42 dBA

Results segment # 3: 407 N (night)

Source height = 1.68 m

ROAD (0.00 + 54.91 + 0.00) = 54.91 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.17	73.22	0.00	-14.82	-3.49	0.00	0.00	0.00	54.91

Segment Leq : 54.91 dBA

Results segment # 4: 407 S (night)

Source height = 1.68 m

ROAD (0.00 + 54.43 + 0.00) = 54.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.17	73.22	0.00	-15.30	-3.49	0.00	0.00	0.00	54.43

Segment Leq : 54.43 dBA

Total Leq All Segments: 58.33 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 63.20
(NIGHT): 58.33



STAMSON 5.0 NORMAL REPORT Date: 09-01-2026 12:26:21
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: ola.te Time Period: 16 hours
 Description: Predicted sound levels at the OLA, At Grade Amenity

Road data, segment # 1: Ninth N Bar

 Car traffic volume : 29635 veh/TimePeriod *
 Medium truck volume : 333 veh/TimePeriod *
 Heavy truck volume : 272 veh/TimePeriod *
 Posted speed limit : 70 km/h
 Road gradient : 2 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Ninth N Bar

 Angle1 Angle2 : -90.00 deg -35.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 73.00 m
 Receiver height : 1.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -90.00 deg Angle2 : -35.00 deg
 Barrier height : 19.20 m
 Barrier receiver distance : 24.00 m
 Source elevation : 0.00 m
 Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00

Road data, segment # 2: Ninth S Bar

 Car traffic volume : 28841 veh/TimePeriod *
 Medium truck volume : 324 veh/TimePeriod *
 Heavy truck volume : 265 veh/TimePeriod *
 Posted speed limit : 70 km/h
 Road gradient : 2 %
 Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: Ninth S Bar

 Angle1 Angle2 : -35.00 deg 35.00 deg
 Wood depth : 0 (No woods.)
 No of house rows : 0
 Surface : 1 (Absorptive ground surface)
 Receiver source distance : 73.00 m
 Receiver height : 1.50 m
 Topography : 2 (Flat/gentle slope; with barrier)
 Barrier angle1 : -35.00 deg Angle2 : 35.00 deg
 Barrier height : 19.20 m
 Barrier receiver distance : 30.00 m
 Source elevation : 0.00 m
 Receiver elevation : 0.00 m
 Barrier elevation : 0.00 m
 Reference angle : 0.00



Road data, segment # 3: Ninth S

```

-----
Car traffic volume : 28841 veh/TimePeriod *
Medium truck volume : 324 veh/TimePeriod *
Heavy truck volume : 265 veh/TimePeriod *
Posted speed limit : 70 km/h
Road gradient : 2 %
Road pavement : 1 (Typical asphalt or concrete)

```

Data for Segment # 3: Ninth S

```

-----
Angle1 Angle2 : 35.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.00 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Road data, segment # 4: 407 N

```

-----
Car traffic volume : 21503 veh/TimePeriod *
Medium truck volume : 1236 veh/TimePeriod *
Heavy truck volume : 1977 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

Data for Segment # 4: 407 N

```

-----
Angle1 Angle2 : -90.00 deg -40.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 324.00 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```

Road data, segment # 5: 407 S

```

-----
Car traffic volume : 21503 veh/TimePeriod *
Medium truck volume : 1236 veh/TimePeriod *
Heavy truck volume : 1977 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

```

Data for Segment # 5: 407 S

```

-----
Angle1 Angle2 : -90.00 deg -40.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 351.00 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

```



Road data, segment # 6: 407 N Bar

```

-----
Car traffic volume : 21503 veh/TimePeriod *
Medium truck volume : 1236 veh/TimePeriod *
Heavy truck volume : 1977 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient      : 0 %
Road pavement     : 1 (Typical asphalt or concrete)

```

Data for Segment # 6: 407 N Bar

```

-----
Angle1  Angle2      : -40.00 deg   90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0
Surface        : 1 (Absorptive ground surface)
Receiver source distance : 324.00 m
Receiver height  : 1.50 m
Topography      : 2 (Flat/gentle slope; with barrier)
Barrier angle1   : -40.00 deg   Angle2 : 90.00 deg
Barrier height    : 19.20 m
Barrier receiver distance : 31.00 m
Source elevation  : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation  : 0.00 m
Reference angle   : 0.00

```

Road data, segment # 7: 407 S Bar

```

-----
Car traffic volume : 21503 veh/TimePeriod *
Medium truck volume : 1236 veh/TimePeriod *
Heavy truck volume : 1977 veh/TimePeriod *
Posted speed limit : 100 km/h
Road gradient      : 0 %
Road pavement     : 1 (Typical asphalt or concrete)

```

Data for Segment # 7: 407 S Bar

```

-----
Angle1  Angle2      : -40.00 deg   90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0
Surface        : 1 (Absorptive ground surface)
Receiver source distance : 351.00 m
Receiver height  : 1.50 m
Topography      : 2 (Flat/gentle slope; with barrier)
Barrier angle1   : -40.00 deg   Angle2 : 90.00 deg
Barrier height    : 19.20 m
Barrier receiver distance : 31.00 m
Source elevation  : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation  : 0.00 m
Reference angle   : 0.00

```

Results segment # 1: Ninth N Bar

Source height = 0.97 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver ! Barrier ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
0.97 ! 1.50 ! 1.33 ! 1.33

```

ROAD (0.00 + 40.85 + 0.00) = 40.85 dBA

```

-----
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
-90 -35 0.00 70.92 0.00 -6.87 -5.15 0.00 0.00 -18.05 40.85
-----

```

Segment Leq : 40.85 dBA



Results segment # 2: Ninth S Bar

Source height = 0.97 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
0.97	1.50	1.28	1.28

ROAD (0.00 + 39.83 + 0.00) = 39.83 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-35	35	0.00	70.81	0.00	-6.87	-4.10	0.00	0.00	-20.00	39.83

Segment Leq : 39.83 dBA

Results segment # 3: Ninth S

Source height = 0.97 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
35	90	0.66	70.81	0.00	-11.41	-7.67	0.00	0.00	0.00	51.73

Segment Leq : 51.73 dBA

Results segment # 4: 407 N

Source height = 1.68 m

ROAD (0.00 + 47.36 + 0.00) = 47.36 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-40	0.65	77.74	0.00	-22.08	-8.30	0.00	0.00	0.00	47.36

Segment Leq : 47.36 dBA

Results segment # 5: 407 S

Source height = 1.68 m

ROAD (0.00 + 46.79 + 0.00) = 46.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-40	0.65	77.74	0.00	-22.65	-8.30	0.00	0.00	0.00	46.79

Segment Leq : 46.79 dBA

Results segment # 6: 407 N Bar

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.68	1.50	1.52	1.52



ROAD (0.00 + 44.50 + 0.00) = 44.50 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-40	90	0.00	77.74	0.00	-13.34	-1.41	0.00	0.00	-18.48	44.50

Segment Leq : 44.50 dBA

Results segment # 7: 407 S Bar

Source height = 1.68 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.68	1.50	1.52	1.52

ROAD (0.00 + 44.17 + 0.00) = 44.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-40	90	0.00	77.74	0.00	-13.69	-1.41	0.00	0.00	-18.47	44.17

Segment Leq : 44.17 dBA

Total Leq All Segments: 55.15 dBA

TOTAL Leq FROM ALL SOURCES: 55.15



Appendix D

Cadna/A Model Parameters and Output Tables



NOISE



VIBRATION



ACOUSTICS

www.hgcacoustics.com

The predictive model used for this Assessment (*Cadna-A version 2025, Build 209.5501*) is based on methods from ISO Standard 9613-2.2 “Acoustics - Attenuation of Sound During Propagation Outdoors”, which accounts for reduction in sound level with distance due to geometrical spreading, air absorption, ground attenuation and acoustical shielding by intervening structures such as buildings. This modeling technique is acceptable to the MECP.

Ground attenuation was assumed to be spectral for all sources, with a ground factor (G) of 0.25. The temperature and relative humidity were assumed to be 10° C and 70%, respectively. The reference times were Daytime 07:00 to 19:00, Evening 19:00 to 23:00 and Nighttime 23:00 to 07:00. All buildings in the model had an absorption coefficient alpha of 0.2. Foliage was not included in the modelling.

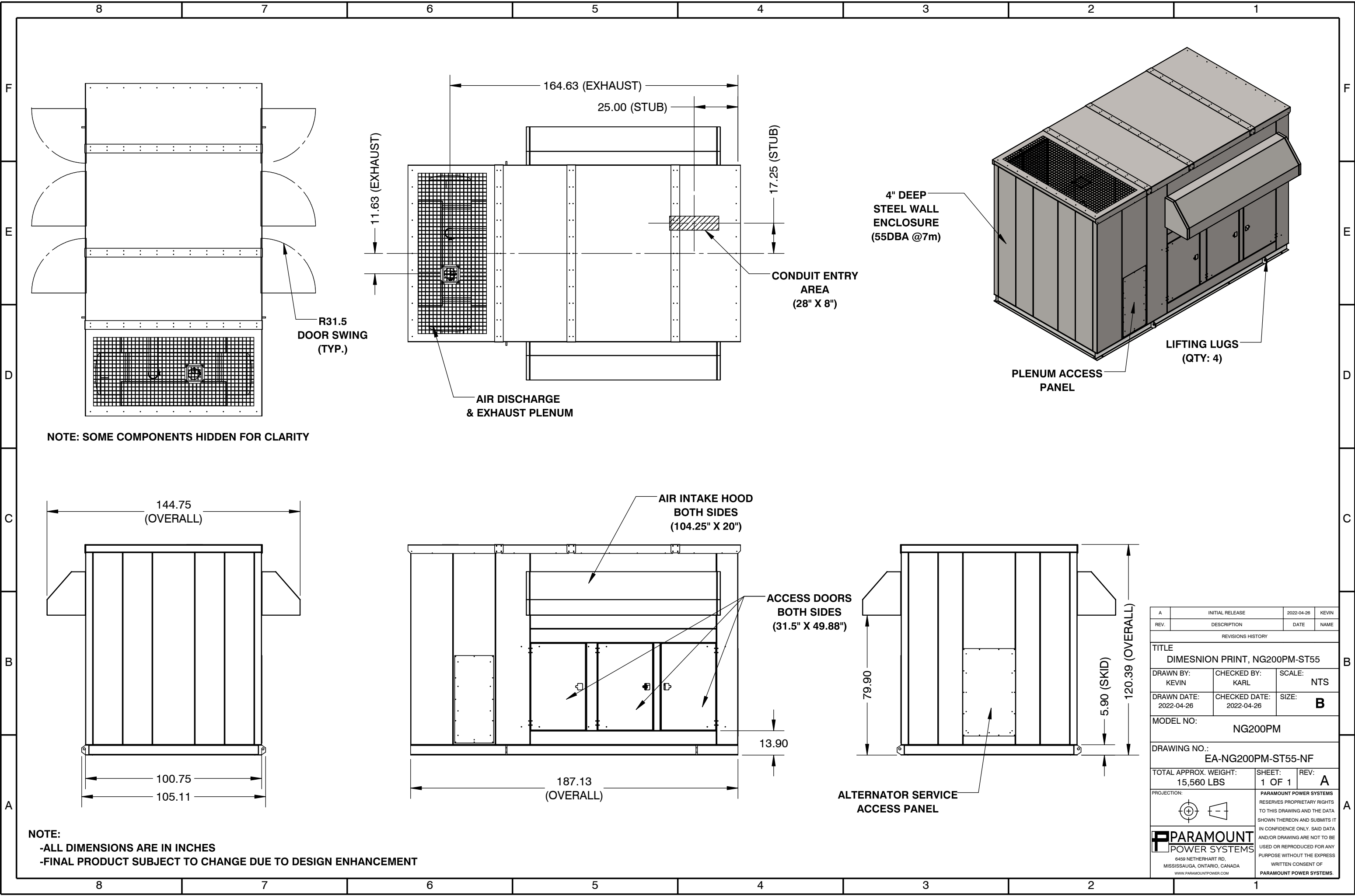
The predictive modelling considered one order of reflection, the sufficiency of which was verified through an iterative convergence analysis, using successively increasing orders of reflection.

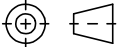
The rooftop mechanical equipment was modeled as point sources of sound, shown as green crosses in the relevant Figures.



BlgA_EastFacade		BlgA_EastFacade		17598886	4824361	20.5															
Src ID	Src Name	X	Y	Z	LxD	LxN	Adiv	K0	Dc	Agnd	Abar	Aatm	Afol	Ahous	CmetD	CmetN	RefID	RefIN	LrD	LrN	
9thLineDental	RTU 1-Fan	17598880	4824488	7.5	75	69	53.1	0	0.0	-1.5	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	22	16	
AjeeSalon	RTU 1-Fan	17598882	4824490	7.5	75	69	53.4	0	0.0	-1.5	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	22	16	
AxiZPhysio	RTU 2-Fan	17598872	4824473	7.5	80	74	52.2	0	0.0	-1.2	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	28	22	
JustLookOptometry	DrNails	RTU 1-Fan	17598888	4824502	7.5	75	69	53.9	0	0.0	-1.6	0.0	0.9	0.0	0.0	0.0	0.0	0.0	21	15	
	RTU 1-Fan	17598878	4824482	7.5	75	69	52.8	0	0.0	-1.4	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	22	16	
	Kumon	RTU 1-Fan	17598904	4824514	7.5	75	69	54.8	0	0.0	-1.7	0.0	1.0	0.0	0.0	0.0	0.0	0.0	20	14	
	Kumon	RTU 1-Fan	17598902	4824520	7.5	75	69	55.1	0	0.0	-1.7	0.0	1.0	0.0	0.0	0.0	0.0	0.0	20	14	
MarlinTravel	RTU 1-Fan	17598878	4824480	7.5	75	69	52.6	0	0.0	-1.4	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0	23	17	
Pharmasave	RTU 1-Fan	17598904	4824512	7.5	75	69	54.6	0	0.0	-1.6	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	21	15	
PizzaDepot	RTU 1-Fan	17598888	4824505	7.5	75	69	54.2	0	0.0	-1.6	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	21	15	
Vacant	RTU 1-Fan	17598882	4824496	7.5	75	72	53.6	0	0.0	-1.5	0.0	0.9	0.0	0.0	0.0	0.0	0.0	0.0	22	19	
Vacant	RTU 1-Fan	17598910	4824521	7.5	75	72	55.2	0	0.0	-1.7	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	20	17	
Vacant	RTU 1-Fan	17598910	4824527	7.5	75	72	55.4	0	0.0	-1.7	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	20	17	
WhitePines	RTU 2-Fan	17598914	4824530	7.5	80	74	55.8	0	0.0	-1.7	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	25	19	

Where: $L_r = L_x - A_{div} + K_0 + D_c - A_{gnd} - A_{bar} - A_{atm} - A_{fol} - A_{hous} + C_{met} + Refl$ 



A	INITIAL RELEASE		2022-04-26	KEVIN
REV.	DESCRIPTION		DATE	NAME
REVISIONS HISTORY				
TITLE				
DIMESNION PRINT, NG200PM-ST55				
DRAWN BY: KEVIN		CHECKED BY: KARL		SCALE: NTS
DRAWN DATE: 2022-04-26		CHECKED DATE: 2022-04-26		SIZE: B
MODEL NO: NG200PM				
DRAWING NO.: EA-NG200PM-ST55-NF				
TOTAL APPROX. WEIGHT: 15,560 LBS			SHEET: 1 OF 1	REV: A
PROJECTION: 			PARAMOUNT POWER SYSTEMS RESERVES PROPRIETARY RIGHTS TO THIS DRAWING AND THE DATA SHOWN THEREON AND SUBMITS IT IN CONFIDENCE ONLY. SAID DATA AND/OR DRAWING ARE NOT TO BE USED OR REPRODUCED FOR ANY PURPOSE WITHOUT THE EXPRESS WRITTEN CONSENT OF PARAMOUNT POWER SYSTEMS	
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