Noise Feasibility Study
Proposed Residential Development
Green Ginger Phase 2
Town of Oakville, Ontario

Prepared for:
Green Ginger Developments Inc.
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# Table of Contents

1 INTRODUCTION AND SUMMARY ........................................................................................................1

2 SITE DESCRIPTION AND SOURCES OF SOUND .............................................................................2

3 CRITERIA FOR ACCEPTABLE SOUND LEVELS ..............................................................................2  
   3.1 Road Traffic Noise Criteria ........................................................................................................2

4 TRAFFIC SOUND LEVEL ASSESSMENT ..........................................................................................4  
   4.1 Road Traffic Data ......................................................................................................................4
   4.2 Road Traffic Noise Predictions ..................................................................................................5

5 TRAFFIC NOISE RECOMMENDATIONS .........................................................................................5  
   5.1 Outdoor Living Areas .................................................................................................................5
   5.2 Indoor Living Areas ....................................................................................................................6
   5.3 Building Façade Constructions ..................................................................................................6
   5.4 Warning Clauses ......................................................................................................................6

6 SUMMARY AND RECOMMENDATIONS .........................................................................................8

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Figure 1: Key Plan  
Figure 2: Proposed Site Plan Showing Prediction Locations  
Figure 3: Proposed Site Plan Showing Ventilation Requirements

Appendix A: Road Traffic Data  
Appendix B: Sample STAMSON 5.04 Output
1 Introduction and Summary

HGC Engineering was retained by Green Ginger Developments Inc. to perform a noise feasibility study for a proposed residential development (Green Ginger Phase 2) located west of Trafalgar Road and north of Dundas Street East, north of Phase 1, in the Town of Oakville, Ontario. The proposed development will include townhouse blocks, urban cores, a secondary school, stormwater management facility, and associated roadways. The study is required by the Town of Oakville as part of the approvals process.

Road traffic data was obtained through correspondence with the Region of Halton and GHD personnel. The data was provided in the form of ultimate and projected road traffic data and was used to predict future traffic sound levels at the various dwellings. The predicted sound levels were compared to the guidelines of the Ministry of Environment and Climate Change (MOECC), the Region of Halton and the Town of Oakville.

The sound level predictions indicate that feasible means exist to reduce sound levels to ensure MOECC guidelines are satisfied inside the proposed dwellings. Forced air ventilation systems with ducts sized for the future installation of air conditioning by the occupant is required for dwellings with fronting exposure to Trafalgar Road or some exposure to Dundas Street East. Any exterior building façade constructions meeting the minimum requirements of the Ontario Building Code will provide sufficient acoustical insulation for all the dwelling units in the development. Warning clauses are also recommended to inform future occupants of the traffic noise impacts.
2 Site Description and Sources of Sound

Figure 1 shows a key plan which identifies the location of the proposed development. The residential development is located west of Trafalgar Road and north of Dundas Street East, north of Phase 1, in the Town of Oakville, Ontario. The proposed draft plan prepared by Malone Given Parsons Ltd. dated July 5, 2016 is included as Figure 2 and shows the prediction locations. The proposed development will include townhouse blocks, urban cores, a secondary school, village square, stormwater management facility, and associated roadways.

HGC Engineering personnel visited the site in the month of February 2016. Lands to the north are currently vacant, however are designated for future residential. Lands to the west are designated as a natural heritage system. To the west is Green Ginger Phase 1, which is currently under construction. Further to the west of the site is the Halton Regional Police (District 2). To the south of the site, on the southern side of Dundas Street East, is an existing commercial plaza. Lands east of Trafalgar Road are currently vacant. Sounds from these uses were not audible at the subject site over road traffic sounds, nevertheless, a noise warning clause is recommended in Section 5.4 to inform the future occupants of the presence of the existing commercial plaza to the south of Dundas Street East.

The primary sources of noise are road traffic noise from Dundas Street East and Trafalgar Road. Dundas Street East and Trafalgar Road are proposed to be widened to 6 lane roadways (3 lanes in each direction) in this area. There are no significant sources of stationary noise within 500 m of the subject site.

3 Criteria for Acceptable Sound Levels

3.1 Road Traffic Noise Criteria

Guidelines for acceptable levels of road traffic noise impacting residential developments are given in the MOECC publication NPC-300, “Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning”, Part C release date October 21, 2013 and are listed in Table 1 below. The values in Table 1 are energy equivalent (average) sound levels [LEQ] in units of A weighted decibels [dBA].
### Table 1: Road Traffic Noise Criteria

<table>
<thead>
<tr>
<th></th>
<th>Daytime $L_{\text{EQ}(16\text{ hour})}$</th>
<th>Nighttime $L_{\text{EQ}(8\text{ hour})}$</th>
</tr>
</thead>
<tbody>
<tr>
<td>Outside Bedroom Windows</td>
<td>55 dBA</td>
<td>50 dBA</td>
</tr>
<tr>
<td>Outdoor Living Areas</td>
<td>50 dBA</td>
<td>--</td>
</tr>
<tr>
<td>Inside Living/Dining Rooms</td>
<td>45 dBA</td>
<td>45 dBA</td>
</tr>
<tr>
<td>Inside Bedrooms</td>
<td>45 dBA</td>
<td>40 dBA</td>
</tr>
</tbody>
</table>

Daytime refers to the period between 07:00 and 23:00. Nighttime refers to the time period between 23:00 and 07:00. The term "Outdoor Living Area" (OLA) is used in reference to an outdoor patio, backyard, terrace, children's playground or other area where passive recreation is expected to occur.

The guidelines in the MOECC publication allow the sound level limit in an Outdoor Living Area to be exceeded by up to 5 dBA, without mitigation, if warning clauses are placed in the property agreements, offers of purchase and sale and rental agreements to the properties. Where future 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 feasible. The Region of Halton’s minimum noise barrier height is 2.4 m.

A central air conditioning system as an alternative means of ventilation to open windows is required for dwellings where future nighttime sound levels outside bedroom windows will exceed 60 dBA or future daytime sound levels outside living room windows will 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 windows will be in the range of 51 to 60 dBA or when daytime sound levels at living room windows will be 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 nighttime plane of window sound level will be greater than 60 dBA or the daytime plane of window sound level will be greater than 65 dBA. The use of warning clauses to notify future residents of possible excesses is also required.
4 Traffic Sound Level Assessment

4.1 Road Traffic Data

Ultimate road traffic information for Dundas Street East was obtained from the Region of Halton personnel and is provided in Appendix A. A speed limit of 60 km/h was used for Dundas Street East. A commercial vehicle percentage of 13% was used for Dundas Street East, split into 8% medium trucks and 5% heavy trucks, along with a day-night split of 90%/10%.

Ultimate road traffic information for Trafalgar Road was obtained from the Region of Halton personnel and is provided in Appendix A. A speed limit of 60 km/h was used for Trafalgar Road. A commercial vehicle percentage of 10% was used for Trafalgar Road, split into 5% medium trucks and 5% heavy trucks, along with a day-night split of 90%/10%. Table 2 summarizes the traffic volumes used in the analysis.

Projected road traffic information was provided for the interior roads in Green Ginger Phase 2 by GHD personnel. The projected volumes for these roads were less than 40 vehicles per hour (the minimum required by STAMSON) during nighttime hours and as such were not considered further in the analysis.

<table>
<thead>
<tr>
<th>Road Name</th>
<th>Cars</th>
<th>Medium Trucks</th>
<th>Heavy Trucks</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dundas Street East</td>
<td>Daytime</td>
<td>43 065</td>
<td>3 960</td>
<td>2 475</td>
</tr>
<tr>
<td></td>
<td>Nighttime</td>
<td>4 785</td>
<td>440</td>
<td>275</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>47 850</td>
<td>4 400</td>
<td>2 750</td>
</tr>
<tr>
<td>Trafalgar Road</td>
<td>Daytime</td>
<td>44 550</td>
<td>2 475</td>
<td>2 475</td>
</tr>
<tr>
<td></td>
<td>Nighttime</td>
<td>4 950</td>
<td>275</td>
<td>275</td>
</tr>
<tr>
<td></td>
<td>Total</td>
<td>49 500</td>
<td>2 750</td>
<td>2 750</td>
</tr>
</tbody>
</table>
4.2 Road Traffic Noise Predictions

Future traffic sound levels were predicted using STAMSON version 5.04, a computer algorithm developed by the MOECC. Sample STAMSON output is included in Appendix B.

Sound levels were predicted at the plane of the living/dining room windows during the daytime and at the plane of the bedroom windows during nighttime hours to investigate ventilation requirements. The results of these predictions, without mitigation, are summarized in Table 3.

**Table 3: Predicted Sound Levels, Without Mitigation, [dBA]**

<table>
<thead>
<tr>
<th>Prediction Location</th>
<th>Description</th>
<th>Daytime – in the OLA $L_{EQ-16\ hr}$</th>
<th>Daytime – at the Façade $L_{EQ-16\ hr}$</th>
<th>Night-time – at the Façade $L_{EQ-8\ hr}$</th>
</tr>
</thead>
<tbody>
<tr>
<td>[A]</td>
<td>Back-to-back townhouses, fronting exposure to Trafalgar Rd, some exposure to Dundas</td>
<td>--</td>
<td>62</td>
<td>57</td>
</tr>
<tr>
<td>[B]</td>
<td>Back-to-back townhouses, fronting exposure to Trafalgar Rd</td>
<td>--</td>
<td>59</td>
<td>55</td>
</tr>
<tr>
<td>[C]</td>
<td>Townhouses fronting onto Sixteen Mile Dr., some exposure to Trafalgar and Dundas</td>
<td>&lt;55</td>
<td>56</td>
<td>50</td>
</tr>
<tr>
<td>[D]</td>
<td>Second row of dwellings from Trafalgar Rd</td>
<td>&lt;55</td>
<td>&lt;55</td>
<td>&lt;50</td>
</tr>
</tbody>
</table>

5 Traffic Noise Recommendations

The predictions indicate that the future traffic sound levels will exceed MOECC guidelines at the facades with exposure to Dundas Street East and Trafalgar Road. Recommendations to address these excesses are discussed below.

5.1 Outdoor Living Areas

The predicted sound level in the rear yards of the dwelling units will be 55 dBA or less and physical mitigation is not required.
Back-to-back units with exposure to Trafalgar Road (prediction locations [A] and [B]) do not include rear yards and physical mitigation is not required.

5.2 Indoor Living Areas

Provision for the Future Installation of Air Conditioning

The predicted sound levels at the plane of the bedroom windows of the future dwellings with fronting exposure to Trafalgar Road (prediction locations [A] and [B]) and/or some exposure to Dundas Street East (prediction location [C]) will be between 51 and 60 dBA during the nighttime hours and between 56 to 65 dBA during the daytime hours. To address these excesses, the MOECC guidelines recommend that these dwelling units be equipped with a forced air ventilation systems with ducts sized to accommodate the future installation of air conditioning by the occupant. The guidelines also recommend warning clauses for these lots. Window or through-the-wall air conditioning units are not recommended for any residential units because of the noise they produce and because the units penetrate through the exterior wall which degrades the overall noise insulating properties of the envelope. The location, installation and sound ratings of the outdoor air conditioning devices should minimize noise impacts and comply with criteria of MOECC publication NPC-300, as applicable. These units are shown in Figure 3.

For the remaining dwelling units there are no specific ventilation requirements.

5.3 Building Façade Constructions

For all of the dwellings in the proposed development, any exterior wall, and double glazed window construction meeting the minimum requirements of the Ontario Building Code (OBC) will provide adequate sound insulation for the dwelling units. For any ancillary spaces (other than bedrooms, living and dining rooms), any window meeting the minimum requirements of the OBC will be sufficient.

5.4 Warning Clauses

The MOECC guidelines recommend that warning clauses be included in the property and tenancy agreements and offers of purchase and sale for all units/lots/blocks with anticipated traffic sound level excesses. Examples are provided below.
Suggested wording for dwellings with sound level excesses is given below:

Type A:

Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the noise criteria of the Municipality and the Ministry of the Environment and Climate Change.

Suitable wording for future dwellings requiring forced air ventilation systems is given below.

Type B:

This dwelling unit has been fitted with a forced air heating system and the ducting etc., was sized to accommodate central air conditioning. Installation of central air conditioning will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the noise criteria of the Municipality and the Ministry of the Environment and Climate Change. (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 MOECC publication NPC-300, as applicable.)

The suggested wording for future dwellings adjacent to commercial facilities is given below.

Type C:

Purchasers are advised that due to the proximity of the adjacent commercial facilities, sound levels from the facilities may at times be audible.

This sample clause is provided by the MOECC as examples and can be modified by the Municipality as required.
6 Summary and Recommendations

In summary, HGC Engineering has reviewed the draft plan and performed calculations to determine the potential road traffic noise impact on the proposed residential buildings with respect to MOECC guidelines. The sound level predictions indicate that feasible means exist to reduce sound levels to ensure MOECC guidelines are satisfied inside the proposed residential buildings. The following are the recommendations.

1. When the siting information for the secondary school and for the Urban Cores (Blocks 101, 102 and 103) becomes available, a noise study should be performed to determine the acoustic requirements for the sites to determine the impact of road traffic noise on the proposed buildings and to determine the impact of any stationary sources of noise on the adjacent residential dwellings in accordance with NPC-300.

2. Forced air ventilation systems with ductwork sized for the future installation of central air conditioning by the occupant is required for the dwellings with fronting exposure to Trafalgar Road and with some exposure to Dundas Street East.

3. Building constructions meeting the minimum requirements of the Ontario Building Code will provide sufficient acoustical insulation for the indoor spaces for all of the dwellings.

4. Warning clauses should be used to inform future residents of the traffic noise issues.

The following table summarizes the noise control recommendations and noise warning clauses for the lots in the proposed subdivision. Please see Figures 2 and 3, for reference.
Table 4: Summary of Noise Control Requirements and Noise Warning Clauses

<table>
<thead>
<tr>
<th>Prediction Location</th>
<th>Block No.</th>
<th>Description</th>
<th>Acoustic Barrier</th>
<th>Ventilation Requirements</th>
<th>Type of Warning Clause</th>
<th>Building Façade Constructions</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>95, 96, 97, 98, 99</td>
<td>Back-to-back townhouses, fronting exposure to Trafalgar Rd, some exposure to Dundas</td>
<td>--</td>
<td>Forced Air</td>
<td>A, B</td>
<td>OBC</td>
</tr>
<tr>
<td>B</td>
<td>82, 83, 84, 87, 88, 89</td>
<td>Back-to-back townhouses, fronting exposure to Trafalgar Rd</td>
<td>--</td>
<td>Forced Air</td>
<td>A, B</td>
<td>OBC</td>
</tr>
<tr>
<td>C</td>
<td>43, 44, 45</td>
<td>Townhouses fronting onto Sixteen Mile Dr., some exposure to Trafalgar and Dundas</td>
<td>--</td>
<td>Forced Air</td>
<td>A, B, C</td>
<td>OBC</td>
</tr>
<tr>
<td>--</td>
<td>--</td>
<td>Remaining Dwellings</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
</tbody>
</table>

Notes:
- no specific requirement
OBC – meeting the minimum requirements of the Ontario Building Code
Figure 3 - Proposed Draft Plan Showing Ventilation Requirements
APPENDIX A

Road Traffic Data
Hi Mandy,

Please use the following:

**Dundas Street:**
- 6 lanes
- 60 km/h existing/future
- 2031 AADT 55,000
- Truck % medium 8%, Heavy 5%

**Trafalgar Road:**
- 6 lanes
- 60 km/h existing/future
- 2031 AADT 55,000
- Truck % medium 5%, Heavy 5%

Let me know if you need anything else.

Matt

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From: Mandy Chan [mailto:machan@hgcengineering.com]
Sent: Friday, August 22, 2014 1:42 PM
To: Krusto, Matt
Subject: Traffic Data Request

Good afternoon Matt,

We’ve been asked to do the noise study for the development at 257 and 271 Dundas Street East and would like to request traffic data for Dundas and Trafalgar.

[http://goo.gl/maps/2GyTq](http://goo.gl/maps/2GyTq)

Thanks!

Regards,

Mandy Chan, P.Eng
Project Engineer
APPENDIX B

Sample STAMSON 5.04 Output
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Description: Back-to-back townhouses, fronting exposure to Trafalgar Rd, some exposure to Dundas

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

<table>
<thead>
<tr>
<th>Traffic Volume</th>
<th>Day/night</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car Traffic Volume</td>
<td>22275/2475 veh/TimePeriod</td>
</tr>
<tr>
<td>Medium truck volume</td>
<td>1238/138 veh/TimePeriod</td>
</tr>
<tr>
<td>Heavy truck volume</td>
<td>1238/138 veh/TimePeriod</td>
</tr>
</tbody>
</table>

Posted speed limit: 60 km/h

Road gradient: 0%

Road pavement: 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 27500

Data for Segment # 1: Trafalgar S (day/night)

<table>
<thead>
<tr>
<th>Angle1</th>
<th>Angle2</th>
</tr>
</thead>
<tbody>
<tr>
<td>-90.00</td>
<td>90.00</td>
</tr>
</tbody>
</table>

Wood depth: 0 (No woods.)

No of house rows: 0 / 0

Surface: 1 (Absorptive ground surface)

Receiver source distance: 127.00 / 91.00 m

Receiver height: 4.50 / 4.50 m

Topography: 1 (Flat/gentle slope; no barrier)

Reference angle: 0.00

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

<table>
<thead>
<tr>
<th>Traffic Volume</th>
<th>Day/night</th>
</tr>
</thead>
<tbody>
<tr>
<td>Car Traffic Volume</td>
<td>22275/2475 veh/TimePeriod</td>
</tr>
<tr>
<td>Medium truck volume</td>
<td>1238/138 veh/TimePeriod</td>
</tr>
<tr>
<td>Heavy truck volume</td>
<td>1238/138 veh/TimePeriod</td>
</tr>
</tbody>
</table>

Posted speed limit: 60 km/h

Road gradient: 0%

Road pavement: 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 27500

Data for Segment # 2: Trafalgar N (day/night)

<table>
<thead>
<tr>
<th>Angle1</th>
<th>Angle2</th>
</tr>
</thead>
<tbody>
<tr>
<td>-90.00</td>
<td>90.00</td>
</tr>
</tbody>
</table>

Wood depth: 0 (No woods.)

No of house rows: 0 / 0

Surface: 1 (Absorptive ground surface)

Receiver source distance: 133.00 / 90.00 m

Receiver height: 4.50 / 4.50 m
A. TXT

Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Dundas W (day/night)

Car traffic volume : 21533/2393 veh/TimePeriod *
Medium truck volume : 1980/220 veh/TimePeriod *
Heavy truck volume : 1238/138 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT) : 27500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 8.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 3: Dundas W (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 : 447.00 / 447.00 m
Receiver height : 4.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Dundas E (day/night)

Car traffic volume : 21533/2393 veh/TimePeriod *
Medium truck volume : 1980/220 veh/TimePeriod *
Heavy truck volume : 1238/138 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT) : 27500
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 8.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 4: Dundas E (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 : 457.00 / 457.00 m
Receiver height : 4.50 / 4.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Trafalgar S (day)
Source height = 1.50 m

<table>
<thead>
<tr>
<th>Angle1</th>
<th>Angle2</th>
<th>Alpha</th>
<th>RefLeq</th>
<th>P.Adj</th>
<th>D.Adj</th>
<th>F.Adj</th>
<th>W.Adj</th>
<th>H.Adj</th>
<th>B.Adj</th>
<th>SubLeq</th>
</tr>
</thead>
<tbody>
<tr>
<td>-90</td>
<td>90</td>
<td>0.57</td>
<td>72.27</td>
<td>0.00</td>
<td>-14.57</td>
<td>-1.30</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>56.40</td>
</tr>
</tbody>
</table>

Segment Leq : 56.40 dBA

Results segment # 2: Trafalgar N (day)

Source height = 1.50 m

<table>
<thead>
<tr>
<th>Angle1</th>
<th>Angle2</th>
<th>Alpha</th>
<th>RefLeq</th>
<th>P.Adj</th>
<th>D.Adj</th>
<th>F.Adj</th>
<th>W.Adj</th>
<th>H.Adj</th>
<th>B.Adj</th>
<th>SubLeq</th>
</tr>
</thead>
<tbody>
<tr>
<td>-90</td>
<td>90</td>
<td>0.57</td>
<td>72.27</td>
<td>0.00</td>
<td>-14.88</td>
<td>-1.30</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>56.09</td>
</tr>
</tbody>
</table>

Segment Leq : 56.09 dBA

Results segment # 3: Dundas W (day)

Source height = 1.50 m

<table>
<thead>
<tr>
<th>Angle1</th>
<th>Angle2</th>
<th>Alpha</th>
<th>RefLeq</th>
<th>P.Adj</th>
<th>D.Adj</th>
<th>F.Adj</th>
<th>W.Adj</th>
<th>H.Adj</th>
<th>B.Adj</th>
<th>SubLeq</th>
</tr>
</thead>
<tbody>
<tr>
<td>-90</td>
<td>0</td>
<td>0.00</td>
<td>72.66</td>
<td>0.00</td>
<td>-14.74</td>
<td>-3.01</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>54.91</td>
</tr>
</tbody>
</table>

Segment Leq : 54.91 dBA

Results segment # 4: Dundas E (day)

Source height = 1.50 m

<table>
<thead>
<tr>
<th>Angle1</th>
<th>Angle2</th>
<th>Alpha</th>
<th>RefLeq</th>
<th>P.Adj</th>
<th>D.Adj</th>
<th>F.Adj</th>
<th>W.Adj</th>
<th>H.Adj</th>
<th>B.Adj</th>
<th>SubLeq</th>
</tr>
</thead>
<tbody>
<tr>
<td>-90</td>
<td>0</td>
<td>0.00</td>
<td>72.66</td>
<td>0.00</td>
<td>-14.84</td>
<td>-3.01</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>54.81</td>
</tr>
</tbody>
</table>

Segment Leq : 54.81 dBA

Total Leq All Segments: 61.63 dBA

Results segment # 1: Trafalgar S (night)
Segment Leq : 52.15 dBA

Results segment # 2: Trafalgar N (night)

Source height = 1.50 m

<table>
<thead>
<tr>
<th>Angle1</th>
<th>Angle2</th>
<th>Alpha</th>
<th>RefLeq</th>
<th>P.Adj</th>
<th>D.Adj</th>
<th>F.Adj</th>
<th>W.Adj</th>
<th>H.Adj</th>
<th>B.Adj</th>
<th>SubLeq</th>
</tr>
</thead>
<tbody>
<tr>
<td>-90</td>
<td>90</td>
<td>0.57</td>
<td>65.75</td>
<td>0.00</td>
<td>-12.22</td>
<td>-1.30</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>52.23</td>
</tr>
</tbody>
</table>

Segment Leq : 52.23 dBA

Results segment # 3: Dundas W (night)

Source height = 1.50 m

<table>
<thead>
<tr>
<th>Angle1</th>
<th>Angle2</th>
<th>Alpha</th>
<th>RefLeq</th>
<th>P.Adj</th>
<th>D.Adj</th>
<th>F.Adj</th>
<th>W.Adj</th>
<th>H.Adj</th>
<th>B.Adj</th>
<th>SubLeq</th>
</tr>
</thead>
<tbody>
<tr>
<td>-90</td>
<td>0</td>
<td>0.00</td>
<td>66.14</td>
<td>0.00</td>
<td>-14.74</td>
<td>-3.01</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>48.38</td>
</tr>
</tbody>
</table>

Segment Leq : 48.38 dBA

Results segment # 4: Dundas E (night)

Source height = 1.50 m

<table>
<thead>
<tr>
<th>Angle1</th>
<th>Angle2</th>
<th>Alpha</th>
<th>RefLeq</th>
<th>P.Adj</th>
<th>D.Adj</th>
<th>F.Adj</th>
<th>W.Adj</th>
<th>H.Adj</th>
<th>B.Adj</th>
<th>SubLeq</th>
</tr>
</thead>
<tbody>
<tr>
<td>-90</td>
<td>0</td>
<td>0.00</td>
<td>66.14</td>
<td>0.00</td>
<td>-14.84</td>
<td>-3.01</td>
<td>0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>48.29</td>
</tr>
</tbody>
</table>

Segment Leq : 48.29 dBA

Total Leq All Segments: 56.70 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.63 dBA
(NIGHT): 56.70 dBA