

## Managing Noise Impacts

The widening of the Airport Parkway and Lester Road will result in minor changes in noise conditions along the corridor. An environmental noise consulting firm, Gradient Wind Engineering, is part of the study team and has completed a preliminary noise impact assessment. The assessment has regard for the municipal and provincial guidelines that apply to transportation projects. Key criteria include:

- noise sensitive receivers are identified as the rear yard amenity areas of residential dwellings, specifically that amenity area located 3.0 m behind the rear wall of dwellings and 1.5 m in height above the ground
- where the forecasted noise levels at sensitive receivers are higher than 60 dBA from the resulting ultimate build out condition for the project (i.e. road widening), noise attenuation is required to be investigated, and where technically, administratively, economically feasible should be provided as part of the project implementation

Having regard for these criteria, the following are preliminary locations identified where noise impacts may be mitigated:

### Flannery Drive / Ramsgate Private

Approximately 2 multiple attached dwelling lots, for a distance of 240 m, where noise levels are forecast to be 61 dBA prior to attenuation. This represents a 1 dBA increase from existing noise levels. In this location, the rear yard amenity areas will be approximately 30 m to 70 m from the travelled roadway. The roadway will be no closer to residences than exists today.

### Cromwell Drive

Approximately 23 residential lots, for a distance of 400 m, where noise levels are forecast to be 61 dBA prior to attenuation. This represents a 1 dBA increase from existing noise levels. In this location, the rear yard amenity areas will be approximately 50 m to 70 m from the travelled roadway. The nearest portion of the roadway will be approximately 4 m closer to residences than exists today. In this location, a notable earth berm exists. The role of this berm in attenuating noise will be evaluated.

### Plante Drive/Bankview Place/Bartlett Private

Approximately 34 residential lots, for a distance of 800 m, where noise levels are forecast to be 65 dBA to 58 dBA prior to attenuation. This represents a 1 dBA increase from existing noise levels. In this location, the rear yard amenity areas will be approximately 47 m to 90 m from the travelled roadway. The roadway will be no closer to residences than exists today.

### Albion Road

Approximately 1 residential lots, for a distance of 20 m, where noise levels are forecast to be 61 dBA prior to attenuation. This represents a 1 dBA increase from existing noise levels. In this location, the rear yard amenity areas will be approximately 30 m from the travelled roadway. The nearest portion of the roadway will be approximately 4 m further away from residences.

### Maple Key Private

Approximately 9 residential lots, for a distance of 160 m, where noise levels are forecast to be 59 dBA to 54 dBA prior to attenuation. This represents a 0 dBA increase from existing noise levels. In this location, the rear yard amenity areas will be approximately 71 m to 79 m from the travelled roadway. The nearest portion of the roadway will be approximately 4 m further away from residences. As noise levels at these residences is less than 60 dBA the inclusion of noise attenuation is not required but may be provided at the discretion of the City.

### Aladdin Lane

Approximately 1 multiple attached dwelling lots (~18 units), for a distance of 70 m, where noise levels are forecast to be 65 dBA prior to attenuation. This represents a 0 dBA increase from existing noise levels. In this location, the rear yard amenity areas will be approximately 27 m from the travelled roadway. The nearest portion of the roadway will be approximately 6 m further away from residences.

### Stedman Street

Approximately 12 residential lots, for a distance of 100 m, where noise levels are forecast to be 55 dBA prior to any further attenuation. This represents a 0 dBA increase from existing noise levels. In this location, the rear yard amenity areas will be approximately 47 m to 50 m from the travelled roadway. The nearest portion of the roadway will be approximately 5 m further away from residences. In this location, noise attenuation fences exist and the role in those fences in attenuating the project-related noise will be evaluated.

Future Development Blocks east of Meandering Brook Drive Along the north side of Lester Road, east of Meandering Brook Drive, new residential uses are proposed. In these locations, noise attenuation will be provided as part of the land development approval process.