ENVIRONMENTAL NOISE ASSESSMENT

12717 NINTH LINE

PROPOSED RESIDENTIAL DEVELOPMENT
TOWN OF WHITCHURCH-STOUFFVILLE

SEPTEMBER 10, 2026

VALCOUSTICS FILE: R267210.0029

PREPARED FOR:
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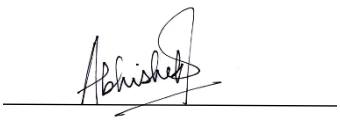
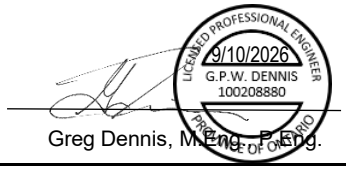
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TABLE OF CONTENTS

EXECUTIVE SUMMARY 1

1.0 INTRODUCTION 1

1.1 SCOPE 1

1.2 THE SITE AND SURROUNDING AREA 2

1.3 THE PROPOSED DEVELOPMENT 2

2.0 NOISE SOURCES 2

2.1 TRANSPORTATION NOISE SOURCE 2

2.2 STATIONARY SOURCES 3

3.0 ENVIRONMENTAL NOISE GUIDELINES 3

3.1 MECP PUBLICATION NPC-300 3

3.1.1 Transportation Noise Sources 4

3.1.1.1 Architectural Elements 4

3.1.1.2 Ventilation 4

3.1.1.3 Outdoors 4

3.2 YORK REGION 4

4.0 NOISE IMPACT ASSESSMENT – TRANSPORTATION SOURCES 5

4.1 NOISE ASSESSMENT 5

4.1.1 Method 5

4.1.2 Results 5

4.2 NOISE ABATEMENT REQUIREMENTS 6

4.2.1 Indoors 6

4.2.1.1 Architectural Requirements 6

4.2.1.2 Ventilation Requirements 7

...cont'd/

TABLE OF CONTENTS (continued)

4.2.2 Outdoors 7

4.3 WARNING CLAUSES 7

5.0 CONCLUSIONS 8

6.0 REFERENCES 8

LIST OF TABLES

TABLE 1 ROAD TRAFFIC DATA 3

TABLE 2 PREDICTED UNMITIGATED SOUND LEVELS 6

TABLE 3 MINIMUM NOISE ABATEMENT MEASURES 7

LIST OF FIGURES

FIGURE 1 KEY PLAN

FIGURE 2 SITE PLAN

LIST OF APPENDICES

APPENDIX A ARCHITECTURAL DRAWING SET

APPENDIX B ROAD TRAFFIC DATA

APPENDIX C ENVIRONMENTAL NOISE GUIDELINES

APPENDIX D SAMPLE TRANSPORTATION NOISE CALCULATION

Environmental Noise Assessment

12717 Ninth Line

Proposed Residential Development

Town of Whitchurch-Stouffville

EXECUTIVE SUMMARY

Trinity Consultants Canada Inc. – Valcoustics (Valcoustics) was retained to prepare an Environmental Noise Assessment for the proposed residential development in support of the Zoning By-law Amendment (ZBA) and Site Plan Application (SPA) submission to the Town of Whitchurch-Stouffville.

The site is located northeast of the intersection of Ninth Line and Bayberry Street in the Town of Whitchurch-Stouffville. The proposed development will consist of a 4-storey residential building with parking and indoor amenity spaces on the ground level and residential units above.

The main noise source with potential for impact on the proposed development is road traffic on Ninth Line. There are no stationary noise sources in the vicinity that are expected to have a significant impact on the subject site.

The sound levels on site have been determined and compared with the applicable Ministry of the Environment, Conservation and Parks (MECP) noise guideline limits to determine the need for noise mitigation.

To meet the applicable transportation noise source guideline limits:

- All units require air conditioning to allow windows to remain closed for noise control purposes; and
- Accounting for the brick veneer exterior wall construction shown on the architectural drawings, exterior windows meeting STC 27 are required to meet the indoor noise guideline limits of the MECP.

Final noise mitigation requirements should be checked if the floor plans, elevations and/or exterior wall construction are revised.

1.0 INTRODUCTION

1.1 SCOPE

Valcoustics was retained to prepare an Environmental Noise Assessment for the proposed 4-storey residential development in support of the ZBA and SPA application submissions to the Town of Whitchurch-Stouffville.

The predicted sound levels and noise mitigation requirements for the proposed development to comply with the MECP noise guidelines are outlined herein.

1.2 THE SITE AND SURROUNDING AREA

The site is located to the northeast of the intersection of Ninth Line and Bayberry Street in the Town of Whitchurch-Stouffville. The site is bounded by:

- The St. Katharine Drexel Catholic High School & Blessed Chiara Badano Catholic Elementary School with Meridian Drive beyond, to the north;
- Existing detached residential dwellings with Steam Whistle Drive beyond, to the east;
- Existing detached residential dwellings with Bayberry Street beyond, to the south; and
- Ninth Line, with existing detached residential dwellings and Timber Creek Mini Golf & Fun Centre beyond, to the west.

A Key Plan is included as Figure 1.

This study is based on the Site Plan drawings prepared by Z Square Consulting Inc. with a printed date of August 31, 2026. The Site Plan is included as Figure 2. The drawing set is included as Appendix A.

1.3 THE PROPOSED DEVELOPMENT

The proposed development will be a 4-storey residential building with parking and indoor amenity spaces in the ground level. Residential units will be located on Levels 2 to 4. The development is proposed to consist of 1-, 2-, and 3-bedroom units for a total of 40 units.

An outdoor amenity area will be provided at grade level to the south of the building. Additional parking spaces will be provided at grade, to the east of the building.

2.0 NOISE SOURCES

2.1 TRANSPORTATION NOISE SOURCE

The transportation noise source with the potential for impact on the proposed development is road traffic on Ninth Line. Traffic volumes on the other surrounding roadways are anticipated to be minor, and no significant noise impact is expected

Ultimate road traffic data for Ninth Line was obtained from the York Region. The dataset also included posted speed limit, medium/heavy truck volumes, and day/night split of traffic volumes.

The traffic data is shown in Appendix B and summarized in Table 1.

TABLE 1 ROAD TRAFFIC DATA

Roadway	Year	24-hour Volume	% Trucks		Day/Night (%)	Speed Limit (kph)
			Medium	Heavy		
Ninth Line(1)	Ultimate	18000	2	5	94/6	50

Notes:

(1) Ultimate road traffic data for Ninth Line obtained from Region of York. The data included medium/heavy truck volumes, day/night split of traffic volumes and posted speed limit for the roadway.

2.2 STATIONARY SOURCES

The St. Katharine Drexel Catholic High School & Blessed Chiara Badano Catholic Elementary School are located north of the subject site, with the building located approximately 110 m northeast of the east boundary of the site. The only noise sources associated with this facility are the rooftop HVAC equipment. Based on the setback distance and presence of residential dwellings at closer setback distances to the building than the subject site, significant noise impact is not expected at the proposed development. This was confirmed during a site visit by Valcoustic staff to the area on June 17, 2026, in which noise from the facility was not audible at the subject site.

The Timber Creek Mini Golf & Fun Centre is located on the west side of Ninth Line to the subject site, with the main club house located approximately 180 m northwest of the development. Activities at the facility include mini golf, driving range, batting cages, jumping castles, etc. The only noise source associated with the facility is expected to be the grade level HVAC equipment servicing the club house. Based on the setback distance and presence of the intervening Ninth Line (which contributes to a higher ambient sound level), significant noise impact from this facility is not expected and is not considered further. This was confirmed during the site visit by Valcoustics staff, in which noise from the facility was not audible at the subject site.

There are no other existing stationary noise sources in the area that are expected to impact the development.

3.0 ENVIRONMENTAL NOISE GUIDELINES

3.1 MECP PUBLICATION NPC-300

The applicable noise guidelines for new residential development are those in MECP Publication NPC-300, *"Environmental Noise Guideline, Stationary and Transportation Sources - Approval and Planning"*.

The environmental noise guidelines of the MECP, as provided in Publication NPC-300, are discussed briefly below and summarized in Appendix C.

3.1.1 Transportation Noise Sources

3.1.1.1 Architectural Elements

In the daytime, the indoor criterion for road traffic noise is $L_{eq\ Day}$(1) of 45 dBA for sensitive spaces such as living/dining rooms, dens and bedrooms. At night, the indoor criterion for road traffic noise is $L_{eq\ Night}$(2) of 45 dBA for sensitive spaces such as living/dining rooms and dens and 40 dBA for bedrooms.

The architectural design of the building envelope (walls, windows, etc.) must provide adequate sound isolation to achieve these indoor sound level limits.

3.1.1.2 Ventilation

In accordance with the MECP noise guideline for road traffic sources, if the daytime sound level, $L_{eq\ Day}$, at the exterior face of a noise sensitive window is greater than 65 dBA, means must be provided so that windows can be kept closed for noise control purposes and central air conditioning is required. For daytime sound levels between 56 dBA and 65 dBA inclusive, there need only be the provision for adding air conditioning at a later date. A warning clause advising the occupant of the potential interference with some activities is also required. At nighttime, air conditioning would be required when the sound level exceeds 60 dBA ($L_{eq\ Night}$) at a noise sensitive window (provision for adding air conditioning is required when greater than 50 dBA).

3.1.1.3 Outdoors

For outdoor amenity areas ("Outdoor Living Areas" - OLA's), the guideline is $L_{eq\ Day}$ of 55 dBA, with an excess not exceeding 5 dBA considered acceptable if it is technically not practicable to achieve the 55 dBA objective, providing warning clauses are registered on title. Note that a balcony is not considered an OLA, unless it is:

- the only OLA for the occupant;
- at least 4 m in depth; and
- unenclosed.

3.2 YORK REGION

The Region of York requires noise attenuation barriers adjacent to regional roads be a minimum of 2.2 m high and up to a maximum of 3.0 m high. Also, any mitigation measures deemed necessary shall attempt to achieve a minimum reduction of 6 dBA. The Region's outdoor daytime sound criteria is 55 dBA. A marginal excess of up to 5 dBA over the criteria may be accepted if it can be shown that it is not feasible to meet the 55 dBA criteria.

(1) 16-hour energy equivalent sound level (0700-2300 hours).
(2) 8-hour energy equivalent sound level (2300-0700 hours).

4.0 NOISE IMPACT ASSESSMENT – TRANSPORTATION SOURCES

4.1 NOISE ASSESSMENT

4.1.1 Method

Using the road traffic data in Table 1, the sound levels, in terms of $L_{eq\ Day}$ and $L_{eq\ Night}$, were determined using STAMSON V5.04 – ORNAMENT, the computerized road traffic noise prediction model of the MECP.

The daytime and nighttime sound levels at the 4-storey building facade were assessed at a height of 12.5 m, corresponding to the top storey (4^h floor) windows, the worst-case location. The height was taken from the elevation drawings.

The daytime OLA sound levels were assessed at the grade level outdoor amenity area to the south of the building. The sound levels were assessed at a height of 1.5 m above grade, at the centre of the space.

All private balconies in the building are less than 4 m in depth and are therefore not considered OLA's under the MECP guidelines.

Inherent screening of each building face due to its orientation to the noise source as well as that provided by the subject development itself was taken into account. To be conservative, screening from existing development in the vicinity was not included in the analysis.

The location of the receptor points used in this assessment are shown in Figure 2.

4.1.2 Results

At the building facades, the highest daytime and nighttime sound levels of 66 dBA and 57 dBA, respectively, are predicted to occur at the west facade of the building (i.e. the facade closest to Ninth Line).

The highest unmitigated daytime OLA sound level of 55 dBA is predicted to occur at the grade level common outdoor amenity area to the south of the building.

Table 2 summarizes the predicted sound levels at specific locations. A sample sound level calculation is included in Appendix D.

TABLE 2 PREDICTED UNMITIGATED SOUND LEVELS(1)

Location	Source	Distance (m)(2)	$L_{eq\ Day}$ (dBA)	$L_{eq\ Night}$ (dBA)
R1 – Southwest Corner West Façade	Ninth Line	22	66	57
R2 – Southwest Corner South Facade	Ninth Line	22	63	54
OLA - Grade Level OLA	Ninth Line	44	55	-

Notes:

(1) Daytime/nighttime receptors were taken at the top floor windows. OLA receptors were taken at 1.5 m above grade level.

(2) Distance indicated is from the centreline of the noise sources to facade or OLA.

4.2 NOISE ABATEMENT REQUIREMENTS

The noise control measures can generally be classified into two categories which are interrelated, but which can be treated separately for the most part:

a) Architectural elements to achieve acceptable indoor noise guidelines for transportation sources; and

b) Design features to protect the OLA's.

4.2.1 Indoors

4.2.1.1 Architectural Requirements

The indoor sound level guidelines can be achieved by using appropriate construction for the exterior walls, windows, and doors. In determining the worst-case architectural requirements for residential buildings, exterior wall and window areas were assumed to be 50% and 50%, respectively, of the associated floor area.

To meet the indoor sound level limits of the MECP criteria, exterior wall and window construction meeting STC 37 and STC 27, respectively are required.

Exterior wall construction meeting minimum non-acoustical requirements of the OBC are expected to meet STC 37. The elevation drawings show the building has brick veneer exterior wall construction which is expected to exceed this requirement.

Exterior windows meeting the minimum requirements of the OBC are expected to meet STC 27. This should be confirmed with the suppliers. The window frames themselves must also be designed to ensure that the overall sound isolation performance for the entire window unit meets the sound isolation requirement. This must be confirmed by the window manufacturer through the submission of acoustical test data. The final sound isolation requirements should be reviewed once detailed floor plans are available for the individual units.

4.2.1.2 Ventilation Requirements

All residential units in the development require air conditioning to allow windows to remain closed for noise control purposes.

4.2.2 Outdoors

The unmitigated sound levels at the grade level OLA are predicted to meet the 55 dBA requirement of the MECP noise guidelines. Sound barriers are therefore not required for this development.

4.3 WARNING CLAUSES

Warning clauses are a tool to inform prospective owners/occupants of potential annoyance due to existing noise sources. Where the guideline sound level limits are exceeded, appropriate warning clauses should be registered on title or included in the development agreement that is registered on title. The warning clauses should also be included in agreements of Offers of Purchase and Sale and lease/rental agreements to make future occupants aware of the potential noise situation.

Table 3 and the notes to Table 3 summarize the warning clauses for the site.

TABLE 3 MINIMUM NOISE ABATEMENT MEASURES

Location	Air Conditioning(1)	Exterior Wall(2)	Window STC Rating(2)	Noise Barriers	Warning Clauses(3)
All residential units	Mandatory	STC 37	STC 27	None	A + B + C

Notes:

(1) Where methods must be provided to allow windows to remain closed for noise control purposes, a commonly used technique is that of air conditioning.

(2) STC - Sound Transmission Class Rating (Reference ASTM-E413). Analyses were based on assumed window and wall area ratios of the associated floor area.

(3) The warning clauses to be registered on title and be included in Offers of Purchase and Sale for designated lots:

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 on occasions 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."

B. "This dwelling unit has been supplied with an 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 the Municipality and the Ministry of the Environment, Conservation and Parks."

C. "Purchasers/occupants are advised that due to the proximity of the Blessed Chiara Badano Catholic Elementary School & St. Katharine Drexel Catholic High School, sound levels from this facility may, at times, be audible."

5.0 CONCLUSIONS

With the incorporation of the recommended noise mitigation measures, the indoor noise guidelines can be met. Future occupants will be made aware of the potential noise situation through warning clauses, as per MECP guidelines.

6.0 REFERENCES

1) PC STAMSON 5.04, “Computer Program for Road Traffic Noise Assessment”, Ontario Ministry of the Environment.

2) Building Practice Note No. 56: "Controlling Sound Transmission into Buildings", by J. D. Quirt, Division of Building Research, National Council of Canada, September 1985.

3) “Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning”, Ontario Ministry of the Environment, Publication NPC-300, August 2013.

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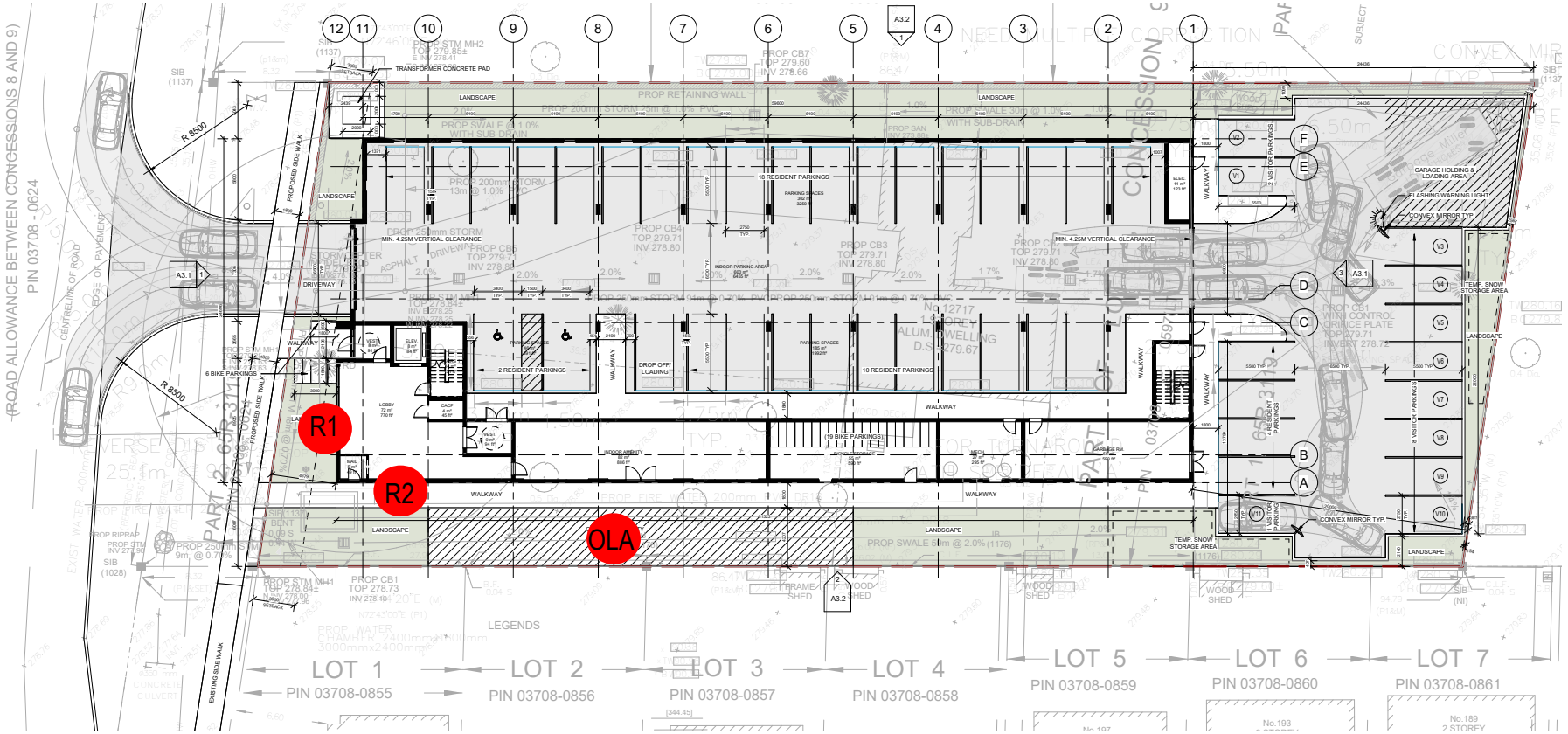


Trinity Consultants VALCOUSTICS CANADA

Title: **Key Plan**		Date: **2026-09-09**	Figure: **1**
Project Name: **12717 Ninth Line, Whitchurch-Stouffville**		Project No.: **R267210.0029**	

True North

Project North



Legend

Receptor Location

Base drawing by Z Square Consulting Inc.

Trinity Consultants / VALCOUSTICS CANADA	Title: **Site Plan**	Date: **2026-09-09**	Figure: **2**
	Project Name: **12717 Ninth Line, Whitchurch-Stouffville**	Project No.: **R267210.0029**	

APPENDIX A

ARCHITECTURAL DRAWING SET



12727 NINTH LINE DEVELOPMENT

ARCHITECTURAL DRAWINGS	
SHEET NO.	**SHEET NAME**
A0.1	COVER PAGE
A1.1	SITE PLAN
A1.2	OBC MATRIX AND AREA BREAKDWON
A2.1	SECOND FLOOR PLAN
A2.2	THIRD FLOOR PLAN
A2.3	FOURTH FLOOR PLAN
A2.4	MECH. PENTHOUSE LEVEL PLAN
A2.5	ROOF PLAN
A3.1	WEST AND EAST ELEVATIONS
A3.2	NORTH AND SOUTH ELEVATION
A4.1	AXO (SOUTH/WEST)
A4.2	AXO (NORTH/WEST)



1. ALL DIMENSIONS AND QUANTITIES OF MATERIALS ARE THE RESPONSIBILITY OF THE CONTRACTOR. AN ACCEPTABLE LEVEL OF FINISH MUST BE ACHIEVED AND APPROVED BY OWNER.

2. ALL TRADES TO VERIFY DIMENSIONS AND DATA HEREIN WITH EXISTING ON SITE.

3. REPORT ALL DISCOVERIES OF ERRORS, OMISSIONS OR DISCREPANCIES TO THE DESIGNER OR DESIGN ENGINEER AS APPLICABLE.

4. GENERAL CONTRACTOR TO PROVIDE ALL BLOCKING REQUIRED IN WALLS TO ACCOMODATE INSTALLATION OF MILLWORK, ARTWORK, FURNITURE, WASHROOM ACCESSORIES, AND EQUIPMENT.

5. MOULD RESISTANT GYPSUM BOARD IN LIEU OF GYPSUM BOARD INDICATED ON WALL SURFACES WITHIN WASHROOMS & MUDROOMS.

6. TILE BACKER BOARD TO BE USED IN LIEU OF GYPSUM BOARD INDICATED ON WALL TYPES TO EXTENT OF WALLS WHERE CERAMIC WALL TILES ARE INDICATED TO BE INSTALLED.

7. DO NOT SCALE DRAWINGS.

REVISION RECORD

No.	Description	Date
1	ISSUED FOR SUBMISSION	2026-08-31

ISSUE RECORD

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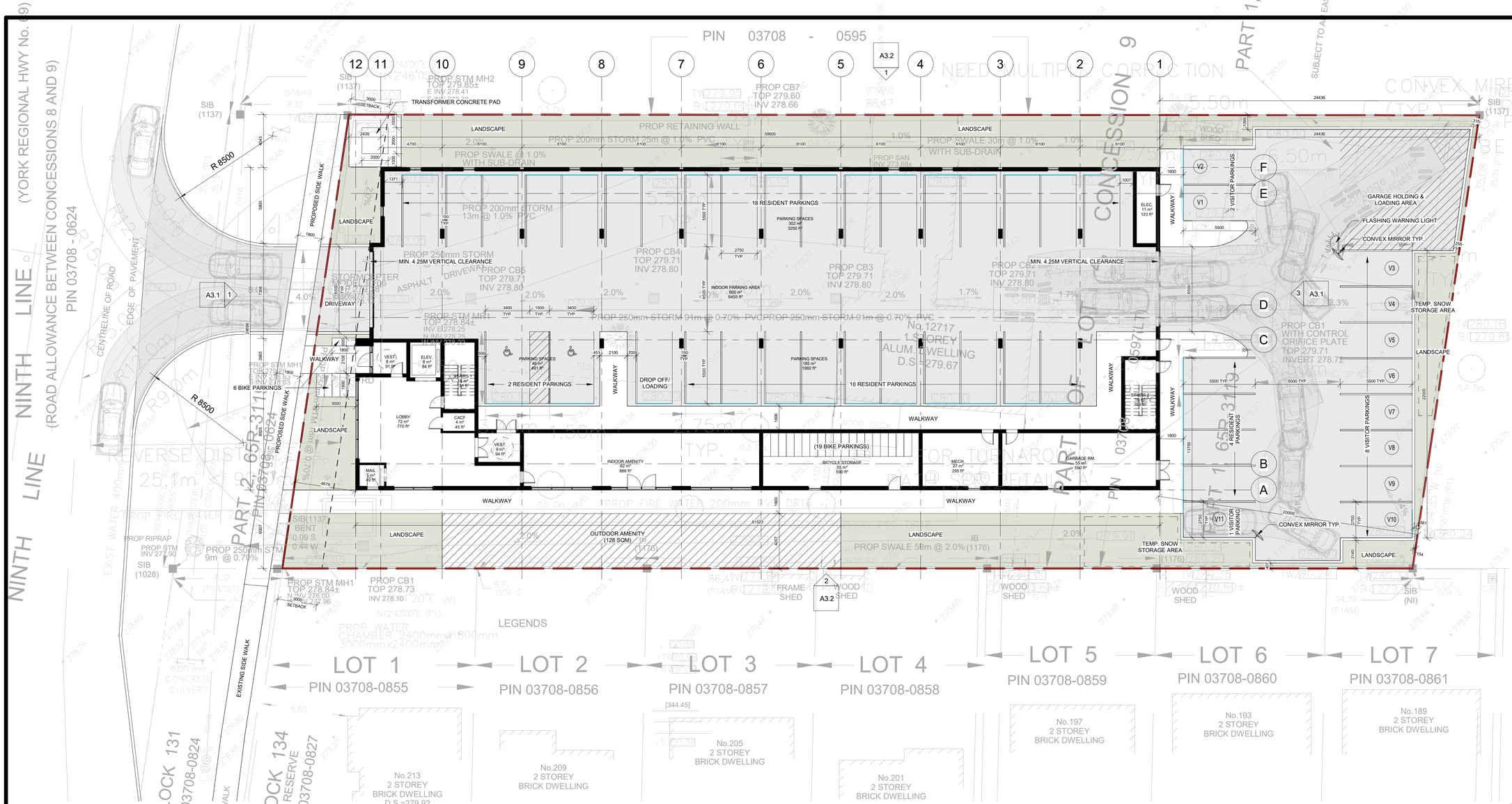
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PROJECT SCALE	DRAWN	REVIEWED

COVER PAGE

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1 SITE PLAN
1 : 150

SITE STATISTICS		
SITE AREA	3,002.9 SQM	
BUILDING AREA	1,519.2 SQM	
BUILDING COVERAGE	50.6%	
GROSS FLOOR AREA	4,991.59 SQM	
FLOOR AREA INDEX (DENSITY)	1.66 (4,991.59 SQM OUT OF 3,002.9 SQM)	
TOTAL LEASABLE AREA	3,950.81 SQM	
INDOOR AMENITY AREA	82 SQM	
OUTDOOR AMENITY AREA	128 SQM	
BUILDING HEIGHT	14.13M (NOT INCLUDE MPH)	
NUMBER OF STOREY	4	
NUMBER OF DWELLING UNIT	40	
	NUMBER OF UNIT	AVERAGE UNIT AREA
1 BEDROOM UNIT 2 BEDROOM UNIT 3 BEDROOM UNIT	4 (10%) 16 (40%) 20 (50%)	58.8 SQM 70.14 SQM 129.67 SQM
NUMBER OF BARRIER-FREE UNIT	REQUIRED UNIT #	PROPOSED UNIT #
1 BEDROOM UNIT 2 BEDROOM UNIT 3 BEDROOM UNIT	1 (15% MIN.) 3 (15% MIN.) 3 (15% MIN.)	1 (25%) 3 (18.75%) 3 (15%)
NUMBER OF LOADING SPACE	1	
TOTAL PARKING SPACE	47	
TOTAL BICYCLE PARKING SPACE	25	
OUTDOOR PARKINGS AND DRIVEWAY AREA	603.08 SQM (20.08% OF LOT AREA)	
HARD LANDSCAPE AREA	222.5 SQM (7.41% OF LOT AREA)	
SOFT LANDSCAPE AREA	548.64 SQM (18.27% OF LOT AREA)	
ROOFTOP AREA COVERED BY MECH. PENTHOUSE	16.01% (201.37 SQM OUT OF 1258.12 SQM)	

PARKING		
UNDERGROUND PAKING		0
GROUND/SURFACE		46
	REQUIRED	PROPOSED
RESIDENT	50 (1.25 PER UNIT)	35
VISITOR	11 (0.25 PER UNIT)	11
BARRIER FREE	3 (4% OF TOTAL REQ. PARKING)	2
TOTAL		46
RATIO	1.5 PER UNIT	1.15 PER UNIT

GROSS FLOOR AREA

Level	Area	Area (sf)
GROUND FLOOR	834.27 m²	8979.98 ft²
SECOND FLOOR	1460.66 m²	15722.43 ft²
THIRD FLOOR	1460.66 m²	15722.43 ft²
FOURTH FLOOR	1236.00 m²	13304.23 ft²
Total Area	4991.59 m²	53729.07 ft²

LEASEABLE AREA

Level	Area	Area (sf)
SECOND FLOOR	1357.40 m²	14610.95 ft²
THIRD FLOOR	1357.40 m²	14610.95 ft²
FOURTH FLOOR	1236.00 m²	13304.23 ft²
Total Area	3950.81 m²	42526.13 ft²

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12717 NINTH LINE DEVELOPMENT
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26019 — PROJECT SCALE
MDZ — DRAWN / REVIEWED

SITE PLAN

A1.1

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GROSS FLOOR AREA BREAKDOWN

Level	Name	Area	Area (sf)
GROUND FLOOR	LOBBY	71.55 m²	770.11 ft²
GROUND FLOOR	VEST.	8.48 m²	91.28 ft²
GROUND FLOOR	CACF	4.22 m²	45.46 ft²
GROUND FLOOR	VEST.	8.69 m²	93.52 ft²
GROUND FLOOR	MAIL	4.53 m²	48.76 ft²
GROUND FLOOR	INDOOR AMENITY	82.27 m²	885.55 ft²
GROUND FLOOR	BICYCLE STORAGE	54.85 m²	590.37 ft²
GROUND FLOOR	INDOOR PARKING AREA	599.68 m²	6454.94 ft²
SECOND FLOOR	UNIT 10 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 9 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 8 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 7 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 6 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 5 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 4 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 3 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 2 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 11 - 1B	52.38 m²	563.85 ft²
SECOND FLOOR	UNIT 12 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 13 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 14 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 15 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 16 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 17 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 18 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 19 - 1B	55.65 m²	599.01 ft²
SECOND FLOOR	UNIT 20 - 1B	68.30 m²	735.13 ft²
SECOND FLOOR	UNIT 1 - 1B	58.89 m²	633.83 ft²
SECOND FLOOR	CORRIDOR	103.26 m²	1111.48 ft²
THIRD FLOOR	UNIT 30 - 3B (1F)	70.14 m²	754.95 ft²
THIRD FLOOR	UNIT 29 - 3B (1F)	70.14 m²	754.95 ft²
THIRD FLOOR	UNIT 28 - 3B (1F)	70.14 m²	754.95 ft²
THIRD FLOOR	UNIT 27 - 3B (1F)	70.14 m²	754.95 ft²
THIRD FLOOR	UNIT 26 - 3B (1F)	70.14 m²	754.95 ft²
THIRD FLOOR	UNIT 25 - 3B (1F)	70.14 m²	754.95 ft²
THIRD FLOOR	UNIT 24 - 3B (1F)	70.14 m²	754.95 ft²
THIRD FLOOR	UNIT 23 - 3B (1F)	70.14 m²	754.95 ft²
THIRD FLOOR	UNIT 22 - 3B (1F)	70.14 m²	754.95 ft²
THIRD FLOOR	UNIT 31 - 3B (1F)	52.38 m²	563.85 ft²
THIRD FLOOR	UNIT 32 - 3B (1F)	70.14 m²	754.95 ft²
THIRD FLOOR	UNIT 33 - 3B (1F)	70.14 m²	754.95 ft²
THIRD FLOOR	UNIT 34 - 3B (1F)	70.14 m²	754.95 ft²
THIRD FLOOR	UNIT 35 - 3B (1F)	70.14 m²	754.95 ft²
THIRD FLOOR	UNIT 36 - 3B (1F)	70.14 m²	754.95 ft²
THIRD FLOOR	UNIT 37 - 3B (1F)	70.14 m²	754.95 ft²
THIRD FLOOR	UNIT 38 - 3B (1F)	70.14 m²	754.95 ft²
THIRD FLOOR	UNIT 39 - 3B (1F)	55.65 m²	599.01 ft²
THIRD FLOOR	UNIT 40 - 3B (1F)	68.30 m²	735.13 ft²
THIRD FLOOR	CORIDOR	103.26 m²	1111.48 ft²
FOURTH FLOOR	UNIT 21 - 3B (2F)	54.20 m²	583.44 ft²
FOURTH FLOOR	UNIT 22 - 3B (2F)	63.12 m²	679.44 ft²
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FOURTH FLOOR	UNIT 36 - 3B (2F)	63.12 m²	679.44 ft²
FOURTH FLOOR	UNIT 37 - 3B (2F)	63.12 m²	679.44 ft²
FOURTH FLOOR	UNIT 38 - 3B (2F)	63.12 m²	679.44 ft²
FOURTH FLOOR	UNIT 39 - 3B (2F)	48.80 m²	525.28 ft²
FOURTH FLOOR	UNIT 40 - 3B (2F)	59.93 m²	645.09 ft²
Total Area		4991.59 m²	53729.07 ft²

LEASEABLE AREA BREAKDOWN

Level	Name	Area	Area (sf)
SECOND FLOOR	UNIT 10 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 9 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 8 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 7 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 6 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 5 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 4 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 3 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 2 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 11 - 1B	52.38 m²	563.85 ft²
SECOND FLOOR	UNIT 12 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 13 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 14 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 15 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 16 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 17 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 18 - 2B	70.14 m²	754.95 ft²
SECOND FLOOR	UNIT 19 - 1B	55.65 m²	599.01 ft²
SECOND FLOOR	UNIT 20 - 1B	68.30 m²	735.13 ft²
SECOND FLOOR	UNIT 1 - 1B	58.89 m²	633.83 ft²
THIRD FLOOR	UNIT 30 - 3B (1F)	70.14 m²	754.95 ft²
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FOURTH FLOOR	UNIT 39 - 3B (2F)	48.80 m²	525.28 ft²
FOURTH FLOOR	UNIT 40 - 3B (2F)	59.93 m²	645.09 ft²
Total Area		3950.81 m²	42526.13 ft²

Firm Name: Z SQUARE CONSULTING INC.

Certificate of Practice Number: 5220

Address: 2710 14TH AVE, MARKHAM
ONTARIO, L3R 0J1
T 416-502-1616

Name of Project: 12717 NINTH LINE DEVELOPMENT

Location of Project: 12717 NINTH LINE, WHITCHURCH-STOUFFVILLE, ON L4A 2Z7

Item	Ontario Building Code Data Matrix Part 3 or 9		OBC Reference References are to Division B unless noted [A] for Division A or [C] for Division C.	
1	**Project Description:**	☒ New ☐ Addition ☐ Alteration ☐ Change of Use	☒ PART 3 1.1.2 [A]	☒ PART 9 1.1.2 [A] & 9.10.1.3
2	**Major Occupancy(s):**	GROUP C - APARTMENT 3.2.2.43	3.1.2.1.(1)	9.10.2
3	**Building Area (m²)**	Existing 0m² New 1,519.2m² Total 1,519.2m²	1.4.1.2. [A]	1.4.1.2. [A]
4	**Gross Floor Area (m²)**	Existing 0m² New 4,991.59m² Total 4,991.59m²		1.4.1.2. [A]
5	**Number of Storeys**	Above Grade 4 Below Grade 0	1.4.1.2. [A] & 3.2.1.1	1.4.1.2. [A] & 9.10.4
6	**Number of Streets/Access Routes**	1	3.2.2.10 & 3.2.5.5	9.10.20
7	**Building Classification**	GROUP C - APARTMENT	3.2.2.20. - .83	9.10.8.2
8	**Sprinkler System Proposed**	☒ Entire Building ☐ Basement and Group E Occupancies Only ☐ In Lieu of Roof Rating ☐ Not Required	3.2.2.20. - .83 3.2.1.5 3.2.2.17	9.10.8.2
9	**Standpipe required**	☒ Yes ☐ No N/A	3.2.9	N/A
10	**Fire Alarm required**	☒ Yes ☐ No	3.2.4	9.10.18
11	**Water Service/Supply is Adequate**	☒ Yes ☐ No N/A	3.2.5.7	N/A
12	**High Building**	☐ Yes ☒ No N/A	3.2.6	N/A
13	**Permitted Construction** **Actual Construction**	☐ Combustible ☒ Non-Combustible ☐ Both ☐ Combustible ☒ Non-Combustible ☐ Both	3.2.2.20. - .83	9.10.6
14	**Mezzanine(s) Area (m²)**	- -	3.2.1.1.(3) - (8)	9.10.4.1
15	**Occupant load based on** GROUND LEVEL: LOBBY (STAFF) BY DESIGN 2 PEOPLE INDOOR AMENITY BY DESIGN 92 PEOPLE 2ND - 4TH LEVEL: SUITES 2 PERSON PER BEDROOM 192 PEOPLE	☐ m²/Person ☒ Design of Building	3.1.17	9.9.1.3
16	**Barrier-free Design**	☒ Yes ☐ No (Explain) - Not Required for Houses	3.8	9.5.2
17	**Hazardous Substances**	☐ Yes ☒ No	3.3.1.2 & 3.3.1.19	9.10.1.3.(4)

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7. DO NOT SCALE DRAWINGS.

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12717 NINTH LINE DEVELOPMENT
12717 NINTH LINE, WHITCHURCH-STOUFFVILLE, ON L4A 2Z7

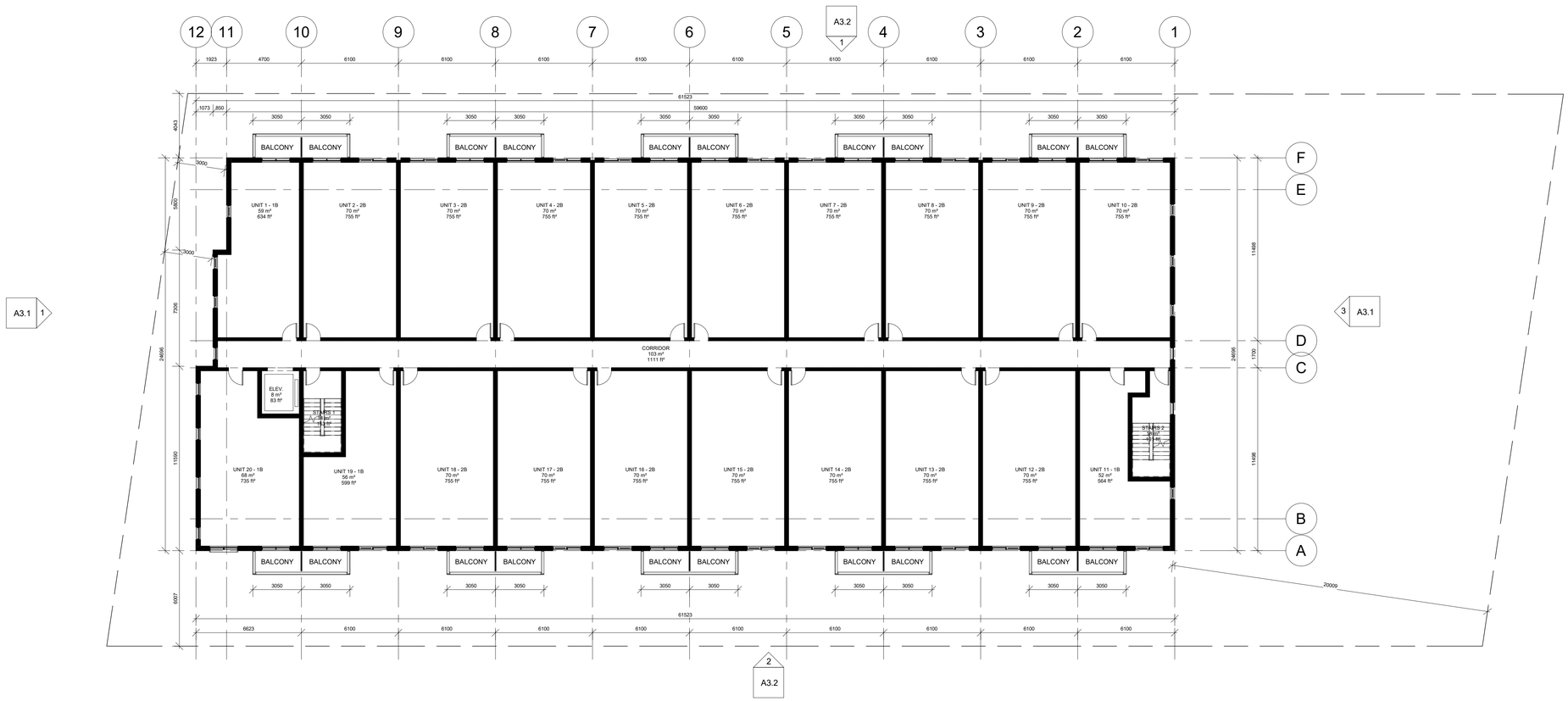
26019 PROJECT SCALE | MDZ DRAWN / REVIEWED

OBC MATRIX AND AREA BREAKDWON

A1.2

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1 SECOND FLOOR PLAN

1 : 150

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12717 NINTH LINE DEVELOPMENT

12717 NINTH LINE, WHITCHURCH-STOUFFVILLE, ON L4A 2Z7

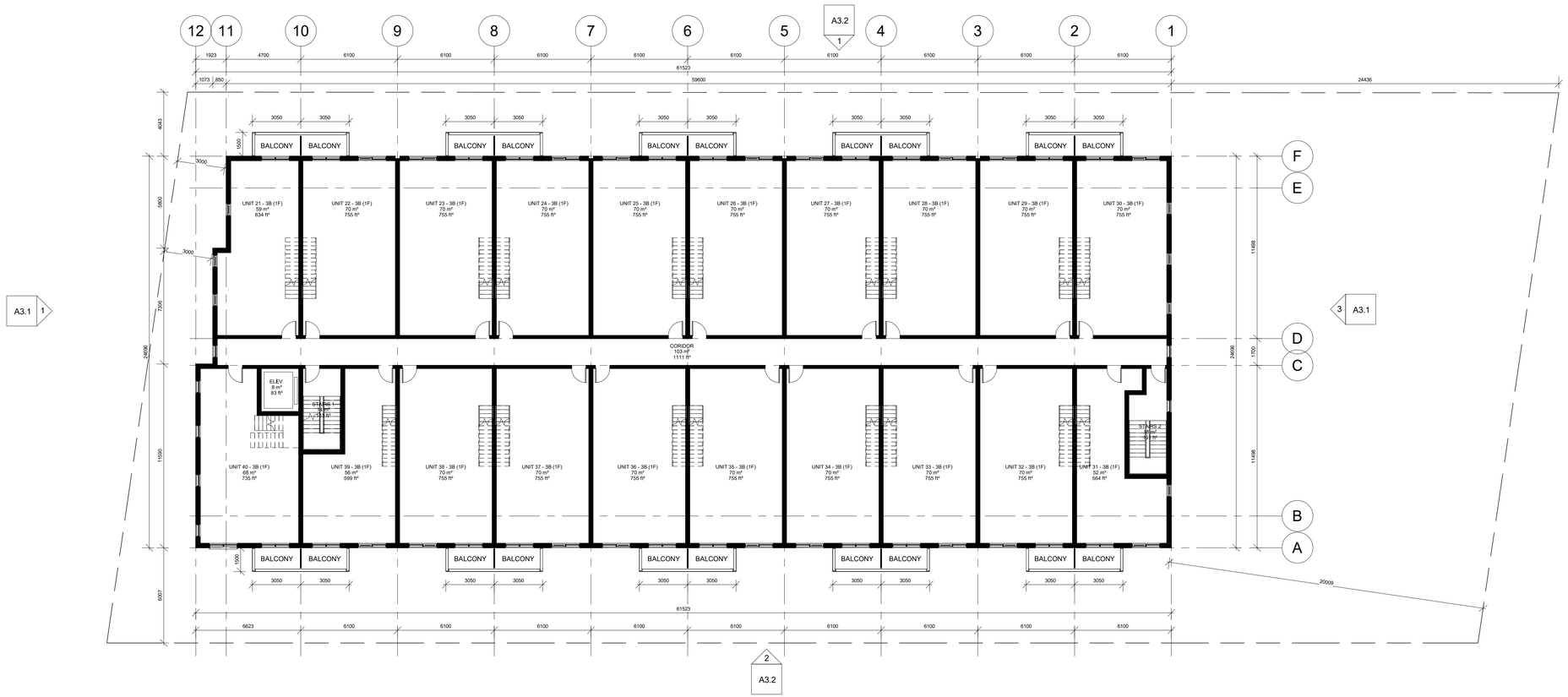
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PROJECT SCALE	DRAWN	REVIEWED

SECOND FLOOR PLAN

A2.1

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1 THIRD FLOOR PLAN

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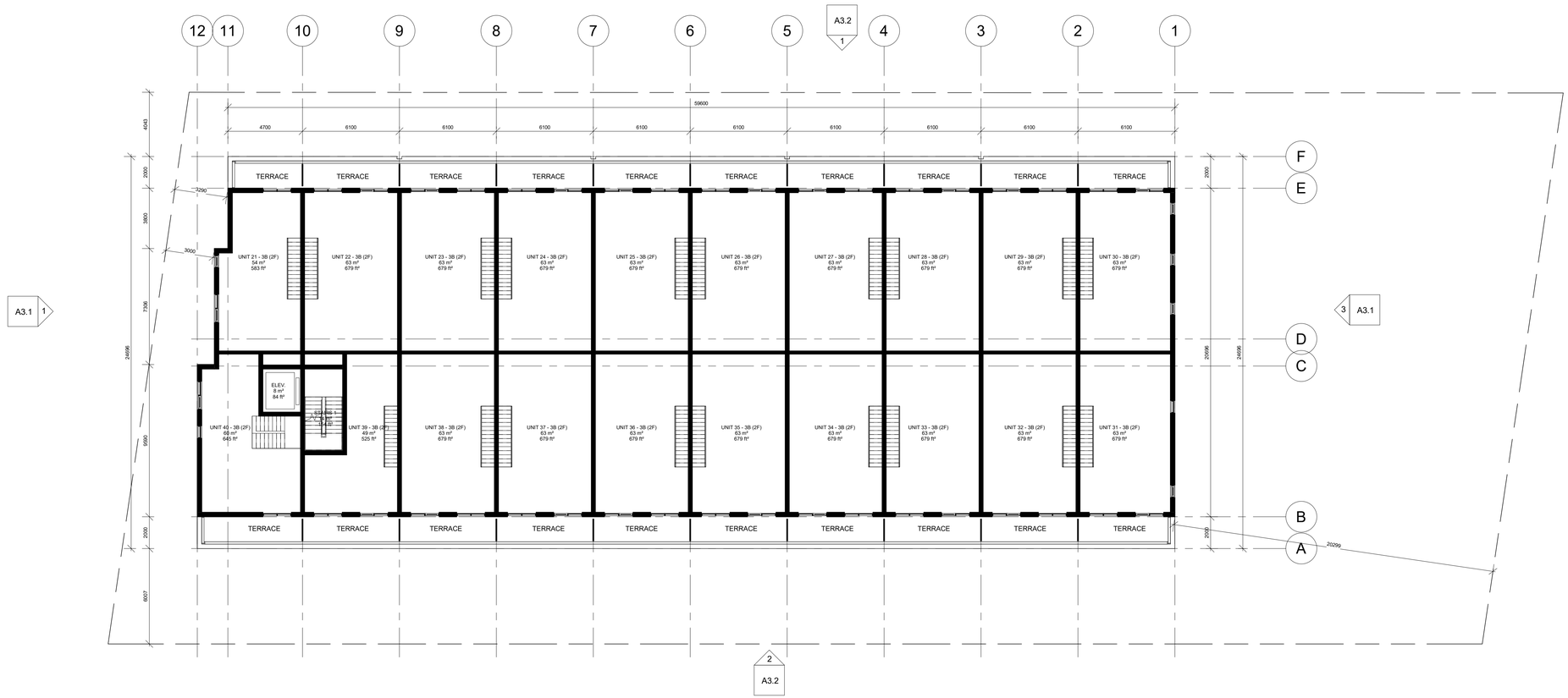
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THIRD FLOOR PLAN

A2.2

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1 FOURTH FLOOR PLAN
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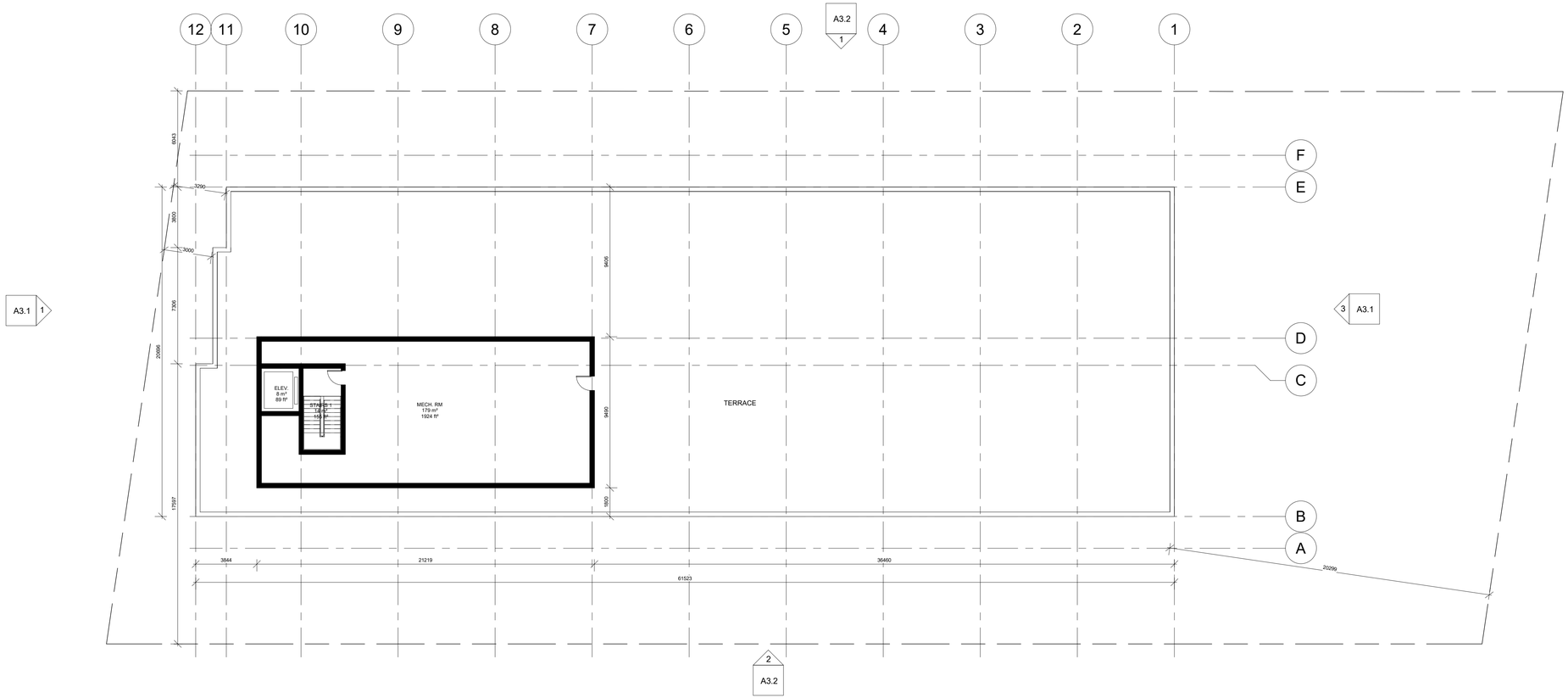
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FOURTH FLOOR PLAN

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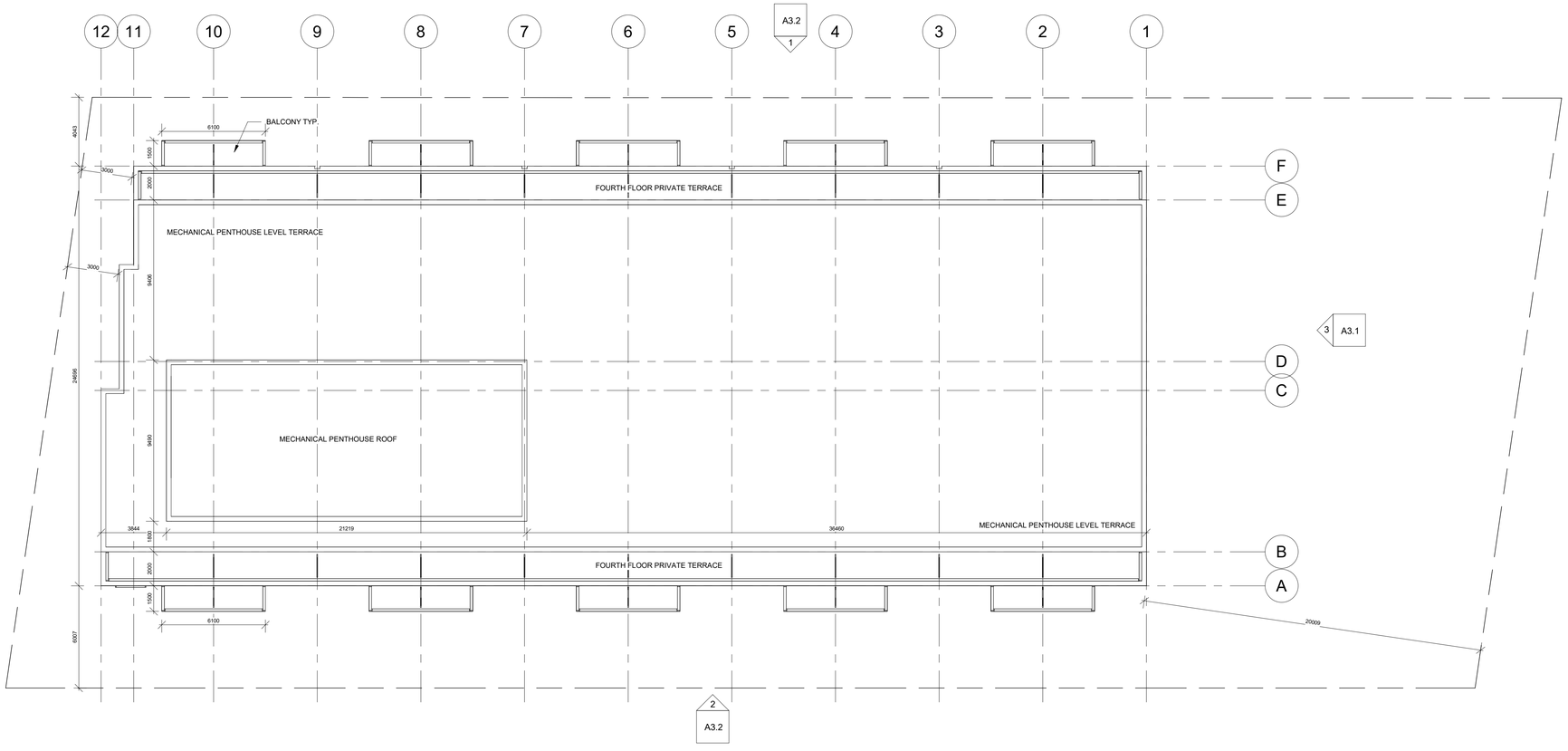
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MECH. PENTHOUSE LEVEL PLAN

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ROOF PLAN

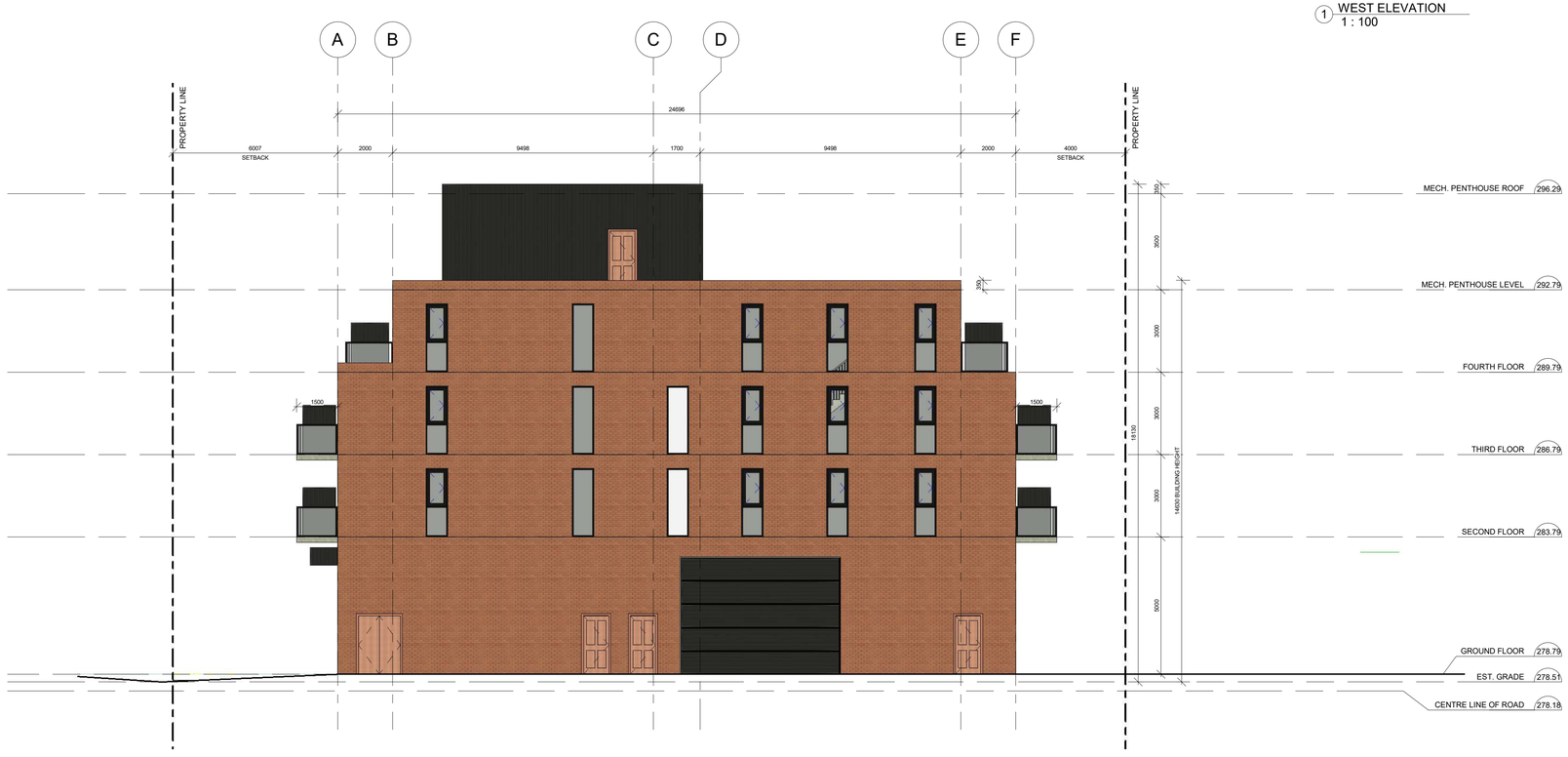
A2.5

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8/31/2026 12:25:02 PM



1 WEST ELEVATION
1 : 100



3 EAST ELEVATION
1 : 100

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3. REPORT ALL DISCOVERIES OF ERRORS, OMISSIONS OR DISCREPANCIES TO THE DESIGNER OR DESIGN ENGINEER AS APPLICABLE.

4. GENERAL CONTRACTOR TO PROVIDE ALL BLOCKING REQUIRED IN WALLS TO ACCOMODATE INSTALLATION OF MILLWORK, ARTWORK, FURNITURE, WASHROOM ACCESSORIES, AND EQUIPMENT.

5. MOULD RESISTANT GYPSUM BOARD IN LIEU OF GYPSUM BOARD INDICATED ON WALL SURFACES WITHIN WASHROOMS & MUDROOMS.

6. TILE BACKER BOARD TO BE USED IN LIEU OF GYPSUM BOARD INDICATED ON WALL TYPES TO EXTENT OF WALLS WHERE CERAMIC WALL TILES ARE INDICATED TO BE INSTALLED.

7. DO NOT SCALE DRAWINGS.

REVISION RECORD

No.	Description	Date
1	ISSUED FOR SUBMISSION	2026-08-31

ISSUE RECORD

Z SQUARE CONSULTING INC.
2710 14th Ave, Markham, ON, L3R 0J1
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ONTARIO ASSOCIATION OF ARCHITECTS
MENGDI ZHEN
LICENCE
8128

12717 NINTH LINE DEVELOPMENT

12717 NINTH LINE, WHITCHURCH-STOUFFVILLE, ON L4A 2Z7

26019 1 : 100 MDZ
PROJECT SCALE DRAWN REVIEWED

WEST AND EAST ELEVATIONS

A3.1

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1 NORTH ELEVATION
1 : 100



2 SOUTH ELEVATION
1 : 100

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26019 1 : 100 MDZ
PROJECT SCALE DRAWN REVIEWED

NORTH AND SOUTH ELEVATION

A3.2

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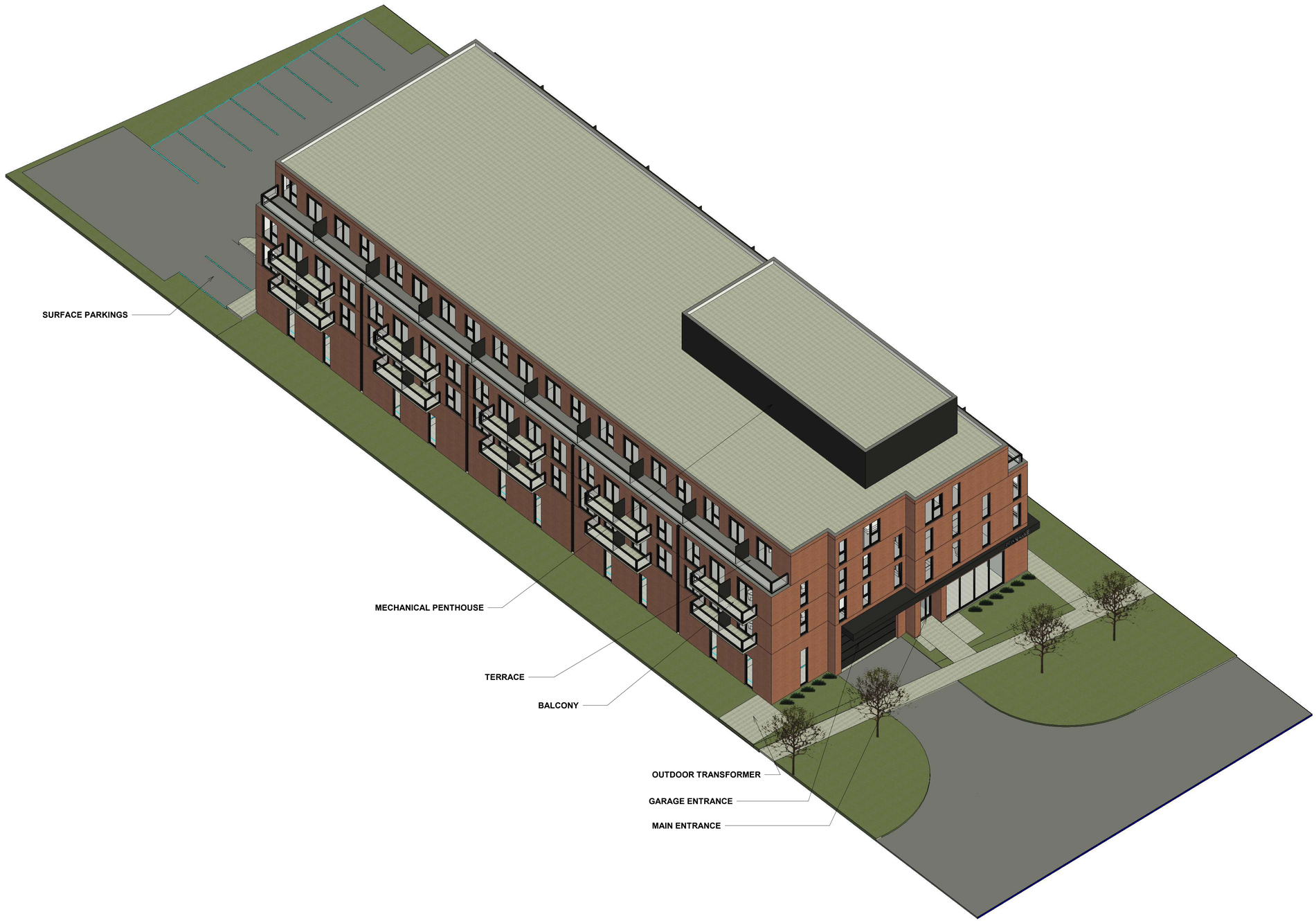
26019 — PROJECT SCALE
MDZ — DRAWN / REVIEWED

AXO (SOUTH/WEST)

A4.1

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9/3/2026 12:25:24 PM



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12717 NINTH LINE, WHITCHURCH-STOUFFVILLE, ON L4A 2Z7

26019 PROJECT SCALE
MDZ DRAWN REVIEWED

AXO (NORTH/WEST)

A4.2

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8/31/2026 12:25:30 PM

APPENDIX B

ROAD TRAFFIC DATA

York Region

Public Works
Transportation Infrastructure Asset Management

May 1, 2026

Abhishek Thyagarajan
Valcoustics Canada Ltd.
30 Wertheim Court, Unit 25
Richmond Hill, ON L4B 1B9

Re: Request for Traffic Data
File No. T09, Forecasts - Whitchurch-Stouffville

As requested, the traffic data for your study are summarized below.

	Ninth Line
Section No.	69-16
Location	North of Main Street
Existing AADT	10,500 (2025)
Ultimate AADT	18,000
No. of Lanes	2
Posted Speed	50 km/h
Trucks (Med/Heavy)	2% / 5%
Grade	Up to 2%
Day/Night Split	94/6
Planned ROW	Up to 36 m

I trust that this will be satisfactory for your study. The invoice will be sent to you separately.

Sincerely,

Wenli Gao
Transportation Planning, Forecasting

WG/wg

YORK-#17260268-v1-260024_Thyagarajan_Ninth_north_Main.docx

APPENDIX C

ENVIRONMENTAL NOISE GUIDELINES

APPENDIX C

ENVIRONMENTAL NOISE GUIDELINES

MINISTRY OF THE ENVIRONMENT AND CLIMATE CHANGE (MOE)

Reference: MOE Publication NPC-300, October 2013: *"Environmental Noise Guideline, Stationary and Transportation Source – Approval and Planning"*.

SPACE	SOURCE	TIME PERIOD	CRITERION
Living/dining, den areas of residences, hospitals, nursing homes, schools, daycare centres, etc.	Road Rail Aircraft	07:00 to 23:00 07:00 to 23:00 24-hour period	45 dBA 40 dBA NEF/NEP 5
Living/dining, den areas of residences, hospitals, nursing homes, etc. (except schools or daycare centres)	Road Rail Aircraft	23:00 to 07:00 23:00 to 07:00 24-hour period	45 dBA 40 dBA NEF/NEP 5
Sleeping quarters	Road Rail Aircraft	07:00 to 23:00 07:00 to 23:00 24-hour period	45 dBA 40 dBA NEF/NEP 0
Sleeping quarters	Road Rail Aircraft	23:00 to 07:00 23:00 to 07:00 24-hour period	40 dBA 35 dBA NEF/NEP 0
Outdoor Living Areas	Road and Rail	07:00 to 23:00	55 dBA
Outdoor Point of Reception	Aircraft	24-hour period	NEF/NEP 30#
	Stationary Source		
	Class 1 Area	07:00 to 19:00(1)	50* dBA
		19:00 to 23:00(1)	50* dBA
	Class 2 Area	07:00 to 19:00(2)	50* dBA
		19:00 to 23:00(2)	45* dBA
	Class 3 Area	07:00 to 19:00(3)	45* dBA
		19:00 to 23:00(3)	40* dBA
	Class 4 Area	07:00 to 19:00(4)	55* dBA
		19:00 to 23:00(4)	55* dBA

…./cont'd

SPACE	SOURCE	TIME PERIOD	CRITERION
Plane of a Window of Noise Sensitive Spaces	Stationary Source		
	Class 1 Area	07:00 to 19:00(1)	50* dBA
		19:00 to 23:00(1)	50* dBA
		23:00 to 07:00(1)	45* dBA
	Class 2 Area	07:00 to 19:00(2)	50* dBA
		19:00 to 23:00(2)	50* dBA
		23:00 to 07:00(2)	45* dBA
	Class 3 Area	07:00 to 19:00(3)	45* dBA
		19:00 to 23:00(3)	45* dBA
		23:00 to 07:00(3)	40* dBA
	Class 4 Area	07:00 to 19:00(4)	60* dBA
		19:00 to 23:00(4)	60* dBA
		23:00 to 07:00(4)	55* dBA

\# may not apply to in-fill or re-development.
* or the minimum hourly background sound exposure $L_{eq(1)}$, due to road traffic, if higher.
(1) Class 1 Area: Urban.
(2) Class 2 Area: Urban during day; rural-like evening and night.
(3) Class 3 Area: Rural.
(4) Class 4 Area: Subject to land use planning authority's approval.

Reference: MOE Publication ISBN 0-7729-2804-5, 1987: *"Environmental Noise Assessment in Land-Use Planning"*.

EXCESS ABOVE RECOMMENDED SOUND LEVEL LIMITS (dBA)	CHANGE IN SUBJECTIVE LOUDNESS ABOVE	MAGNITUDE OF THE NOISE PROBLEM	NOISE CONTROL MEASURES (OR ACTION TO BE TAKEN)
No excess (<55 dBA)	—	No expected noise problem	None
1 to 5 inclusive (56 to 60 dBA)	Noticeably louder	Slight noise impact	If no physical measures are taken, then prospective purchasers or tenants should be made aware by suitable warning clauses.
6 to 10 inclusive (61 - 65 dBA)	Almost twice as loud	Definite noise impact	Recommended.
11 to 15 inclusive (66 - 70 dBA)	Almost three times as loud	Serious noise impact	Strongly Recommended.
16 and over (>70 dBA)	Almost four times as loud	Very serious noise impact	Strongly Recommended (may be mandatory).

APPENDIX D

SAMPLE TRANSPORTATION NOISE CALCULATION

STAMSON 5.0 NORMAL REPORT Date: 28-08-2026 12:44:21
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r1.te Time Period: Day/Night 16/8 hours
Description: R1 - Southwest Corner West Facade

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

Car traffic volume : 15736/1004 veh/TimePeriod *
Medium truck volume : 338/22 veh/TimePeriod *
Heavy truck volume : 846/54 veh/TimePeriod *
Posted speed limit : 50 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): 18000
Percentage of Annual Growth : 5.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume : 5.00
Day (16 hrs) % of Total Volume : 94.00

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

Angle1 Angle2 : -90.00 deg 83.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 22.00 / 22.00 m
Receiver height : 12.50 / 12.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Ninth Line (day)

Source height = 1.50 m

ROAD (0.00 + 66.32 + 0.00) = 66.32 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	83	0.33	69.45	0.00	-2.21	-0.91	0.00	0.00	0.00	66.32

Segment Leq : 66.32 dBA

Total Leq All Segments: 66.32 dBA

Results segment # 1: Ninth Line (night)

Source height = 1.50 m

ROAD (0.00 + 57.39 + 0.00) = 57.39 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	83	0.33	60.51	0.00	-2.21	-0.91	0.00	0.00	0.00	57.39

Segment Leq : 57.39 dBA

Total Leq All Segments: 57.39 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.32
(NIGHT): 57.39