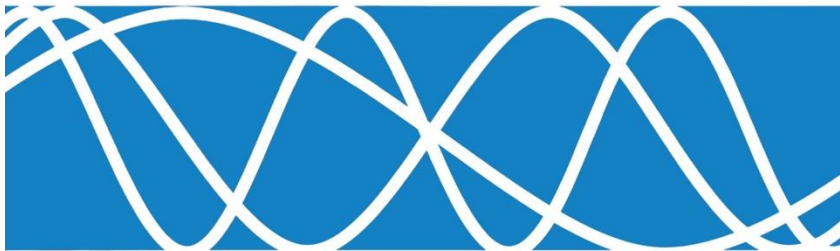


Noise Feasibility Study  
Proposed Residential Development  
5338 Wellington Road 125  
Erin, Ontario

April 29, 2026  
HGC Project#: 02600204



Prepared for:

Mulmur Aggregates Inc.  
P.O. Box 427  
Guelph, ON N1H 6K5

Version Control

Ver.	Date	Version Description	Prepared By
1	April 29, 2026	Noise Feasibility Study to support applications for Official Plan Amendment	C. Fernandes / M. Chan

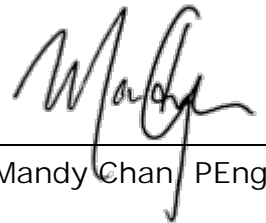
Prepared by:

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Howe Gastmeier Chapnik Limited



Mandy Chan PEng



Limitations

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Any conclusions and/or recommendations herein reflect the judgment of HGC based on information available at the time of preparation and were developed in good faith on information provided by others, as noted in the report, which has been assumed to be factual and accurate. Changed conditions or information occurring or becoming known after the date of this report could affect the results and conclusions presented.

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# 1 INTRODUCTION & SUMMARY

HGC Noise Vibration Acoustics was retained by Mulmur Aggregates Inc. to conduct a noise feasibility study for a proposed residential development (Ospringle Estate) to be located at 5338 Wellington Road 125, Erin, Ontario. The proposed development comprises 43 residential lots along with associated roadways. The study is required by the Town of Erin to support applications for Official Plan Amendment.

The primary source of transportation noise is road traffic from Wellington Road 125. Road traffic data was provided by the client, originally obtained from Paradigm Transportation Solutions Limited, and was used to predict future traffic sound levels at various locations around the proposed development. Detailed architectural plans were not available at the time of this report, and thus, conservative assumptions were applied. The predicted sound levels were compared to the guidelines of the Ministry of the Environment, Conservation and Parks (MECP) and the Town of Erin to develop noise mitigation recommendations.

The results show that the proposed development is feasible with the noise mitigation measures described in this report. Acoustic barriers are recommended for the outdoor living areas (OLAs) on lots 1, 2, 26, 27. Provisions for the future installation of central air conditioning at the occupant's discretion are recommended for the dwellings on lots 1, 2, 26, 27. Warning clauses are recommended to inform future residents of the road traffic noise impacts at the aforementioned lots.



## 2 SITE DESCRIPTION & NOISE SOURCES

### 2.1 Site Description

Figure 1 is a key plan indicating the location of the proposed site. The site is located to the southeast of Wellington Road 124, to the southwest of Wellington Road 125, and to the northeast of 1 Line in Erin, Ontario. Figure 2 shows the proposed site plan by Stovel and Associates Inc. dated March 23, 2026. The proposed residential development will consist of 43 residential lots along with associated roadways.

HGC personnel visited the site on April 27, 2026, to make observations of the acoustical environment. The site is situated on lands currently licensed for aggregate extraction. It is understood that aggregate operations will cease and the licence to be relinquished for this proposed residential development. Therefore, noise impact from aggregate operations is not assessed. The surrounding area consists primarily of residential and agricultural land uses. There are residential and commercial uses located further northwest of the site.

### 2.2 Noise Sources

The primary source of noise impacting the site was observed from road traffic on Wellington Road 125. Road traffic noise on Wellington Road 124 and 1 Line were not significant at the site area. An assessment of road traffic noise impact is conducted and detailed in Section 3. No stationary noise sources of concern were observed from the surrounding land uses.



## 3 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", dated August 2013 with release date October 21, 2013, and are listed in Table 1 below [1].

The values in Table 1 are energy equivalent (average) sound levels [ $L_{EQ}$ ] in units of A-weighted decibels [dBA].

Table 1: Applicable Sound Level Limits [dBA]

Space	Daytime [ $L_{EQ-16hr}$ ] Road	Nighttime [ $L_{EQ-8hr}$ ] Road
Outdoor Living Areas	55	--
Inside Living/Dining Rooms	45	45
Inside Bedrooms	45	40

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 area where passive recreation is expected to occur. Balconies that are less than 4 m in depth are not considered to be outdoor living areas under MECP guidelines.

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 sale 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 future nighttime sound levels outside

bedroom/living/dining room windows will exceed 60 dBA or future daytime sound levels exceed 65 dBA. If the sound level is greater than 55 dBA and less than or equal to 65 dBA, the dwelling should be designed with a provision for the installation of central air conditioning in the future, at the occupant's discretion.

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 to notify future residents of possible noise excesses are also required when nighttime sound levels exceed 50 dBA at the plane of a bedroom/living/dining room window and when daytime sound levels exceed 55 dBA at the plane of a bedroom/living/dining room window.

### 3.2 Road Traffic Data

Traffic data for Wellington Road 125 was provided by the client. This data was obtained from Paradigm Transportation Solutions Limited in the form of Turning Movement Count (TMC) traffic values for March 24, 2026, and is included in Appendix A. The data was used to calculate the Average Annual Daily Traffic (AADT) values, and projected to the year 2036 using a 2.5% per year growth rate. A projected volume of 6 042 vehicles per day was applied for Wellington Road 125 with a speed limit of 80 km/h. A commercial vehicle percentage of 6.0% was split into 3.0% for medium trucks and 3.0% for heavy trucks. An assumed day/night split of 90% / 10% was used for the roadway.

Road traffic data is included in Appendix A and is summarized below in Table 2.

Table 2: Projected Road Traffic Data to Year 2036

Roadway	AADT	Day / Night Split [%]	Trucks Percentage (%)		Speed Limit [km/h]
			Medium	Heavy	
Wellington Rd 125	6 042	90 / 10	3.0	3.0	80

### 3.3 Traffic Noise Assessment Methodology & Results

To assess the levels of road traffic noise which will impact the study area in the future, sound level predictions were made using STAMSON version 5.04, a computer algorithm developed by the MECP. Sample STAMSON output is included in Appendix C.

Prediction locations of the traffic sound levels were selected around the proposed residential development to obtain an appropriate representation of future sound levels at various lots. Detailed architectural plans were not available at the time of this report, and thus, each lot was assumed to be developed with a two-storey single detached dwelling with a rear yard OLA. Sound levels were predicted to be at the plane of a second-storey bedroom and/or living/dining room windows during daytime and nighttime hours to investigate ventilation and façade construction requirements. Minimum setback requirements from the Town of Erin Comprehensive Zoning By-law 07-67 were taken into consideration and the relevant pages are included in Appendix B [2].

Figure 2 shows the site plan with the prediction locations. The results are summarized below in Table 3.

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

Prediction Location	Description	Daytime, LEQ-16hr	Nighttime, LEQ-8hr
[A]	Lot 1 dwelling, closest to Wellington Rd 125*	61	55
[A_ola]	Lot 27 OLA, closest to Wellington Rd 125*	62	--
[B]	Lot 25, Second Row dwelling, flanking to Wellington Rd 125**	53	46
[B_ola]	Lot 25, Second Row dwelling OLA, flanking to Wellington Rd 125**	50	--
[C]	Lot 28, Second Row dwelling, Interior lot <sup>+</sup>	52	45
[C_ola]	Lot 28, Second Row dwelling OLA, Interior lot <sup>+</sup>	50	--

Notes: \* Representative of lots 1, 2, 26, 27. Assumed to be backing to yield worst-case predictions.  
\*\* Representative of lots 3, 25. Assumed to have side exposure to Wellington Road 125.  
+ Representative of lots 28, 43. Assumed to have side exposure to Wellington Road 125.

### 3.4 Traffic Noise Recommendations

The sound level predictions are based on conservative assumptions and indicate that the future traffic sound levels will exceed MECP guidelines at the proposed development. Recommendations to address these excesses are discussed below.

#### 3.4.1 Outdoor Living Areas

The predicted daytime sound levels in the OLAs closest to Wellington Road 125 (lots 1, 2, 26, and 27) will be up to 62 dBA, which exceeds the MECP guideline level. Physical mitigation in the form of an acoustic barrier is required to address this excess. The barrier heights required to achieve a sound level between 55 and 57 dBA are provided in Table 4. Figure 3 shows the approximate location of the barrier.

Table 4: Required Barrier Heights to Achieve Various Sound Levels

		Sound Level in OLA [dBA]		
		55	56	57
Prediction Location	[E]	2.3	2	1.8*
Barrier Height [m]	[E]	2.3	2	1.8*

Note: \* While MECP guidelines require physical mitigation to reduce the daytime sound levels to below 60 dBA and as close to 55 dBA as possible, we do not typically recommend less than a minimum height of 1.8m for an acoustic barrier. Hence, the barrier heights required to achieve sound levels between 58 and 60 dBA are not shown (barrier heights would be less than 1.8 m).

All noise barriers must return back to the dwelling units so that the rear yards are entirely shielded from the roadway. The wall component of the barrier should be of a solid construction with a surface density of no less than 20 kg/m<sup>2</sup>. The walls may be constructed from a variety of materials such as wood, glass, pre-cast concrete, or other concrete/wood composite systems provided that it is free of gaps or cracks within or below its extent.

The predicted daytime sound levels in the OLAs of the remainder of the lots are less than the MECP guideline level; no mitigation or warning clauses are required.

### Further Analysis

If large balconies/terraces greater than 4 m in depth are provided for the dwellings, or if other common outdoor living areas are provided, then sound level predictions should be refined to determine any requirements for mitigation measures, if applicable.

#### 3.4.2 Indoor Living Areas and Ventilation Requirements

##### Provision for Future Installation of Central Air Conditioning

The predicted daytime traffic sound levels outside the second-storey windows of prediction location [A] (lots 1, 2, 26, 27) are greater than 55 dBA and less than 65 dBA. To address these excesses, the dwellings should be designed with a provision for the installation of central air conditioning in the future, at the occupant's discretion. Figure 4 shows the ventilation requirements for the development.

The predicted daytime traffic sound levels outside the second-storey windows of the remainder of the lots are less than 55 dBA; no mitigation is required.

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. 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, as applicable.

#### 3.4.3 Building Façade Constructions

The predicted traffic sound levels at all lots will not exceed 65 dBA during daytime hours and 60 dBA during nighttime hours due to road traffic noise. Accordingly, any windows, walls, and doors (all dwelling units) meeting the minimum requirements of the Ontario Building Code (OBC) will ensure that indoor sound levels comply with MECP noise criteria.



## 4 WARNING CLAUSES

The MECP guidelines recommend that warning clauses be included in the property and tenancy agreements and offers of purchase and sale for all dwelling units with anticipated traffic sound level excesses. Examples are provided below and follow the labels outlined in NPC-300.

Suggested wording for future dwellings with sound level excesses is given below.

### 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.

Suggested wording for future dwellings for which physical mitigation is required is given below.

### TYPE B:

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.

Suggested wording for future dwelling units requiring the provision for future installation of central air conditioning systems is given below.

### TYPE C:

This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments 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.

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



## 5 SUMMARY

HGC has assessed the impact of traffic noise at the proposed residential development. The results show that the proposed development is feasible with the noise mitigation measures described in this report. The following list and Table 5 summarize recommendations made in this report. The reader is referred to the previous sections of the report where these recommendations are applied and discussed in more detail.

### For Transportation Noise

1. Acoustic barriers will be required for the OLAs on lots 1, 2, 26, 27.
2. Provision for the installation of central air conditioning systems in the future at the occupant’s discretion will be required for dwelling units on lots 1, 2, 26, 27.
3. Warning clauses are recommended to inform future residents of traffic noise issues for lots 1, 2, 26, 27.

Table 5: Summary of Noise Mitigation Requirements and Noise Warning Clauses

Lot No.	Acoustic Barrier*	Ventilation Requirements*	Type of Warning Clause
Lots 1, 2, 26, 27	✓	Provision for future installation of central A/C	A, B, C
Remaining lots	×	--	--

- Notes: -- No specific requirement.  
 \* When detailed architectural plans are available, a detailed noise study should be completed to refine the acoustic barrier and ventilation requirements.  
 ✓ OLAs require acoustic barriers. Refer to Section 3.4.1.  
 × OLAs do not require acoustic barriers. Refer to Section 3.4.1.

## 5.1 Implementation

To ensure that the noise mitigation recommendations outlined above are properly implemented prior to registration, it is recommended that:

1. Prior to the issuance of building permits for this development, a Professional Engineer qualified to perform acoustical engineering services in the Province of Ontario should review the site lotting and grading plans to refine the acoustic barrier and ventilation requirements.
2. Prior to the issuance of occupancy permits for this development, a Professional Engineer qualified to perform acoustical services in the Province of Ontario shall inspect the site to certify that the sound control measures as approved have been incorporated, properly installed and constructed.

## 6 REFERENCES

1. *Ontario Ministry of the Environment, Conservation and Parks, Publication NPC-300, Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning, August 2013.*
2. *The Corporation of the Town of Erin, Zoning By-law No. 07 – 67, January 2024.*
3. *Google Maps Aerial Imagery, Internet application: [maps.google.com](https://maps.google.com).*



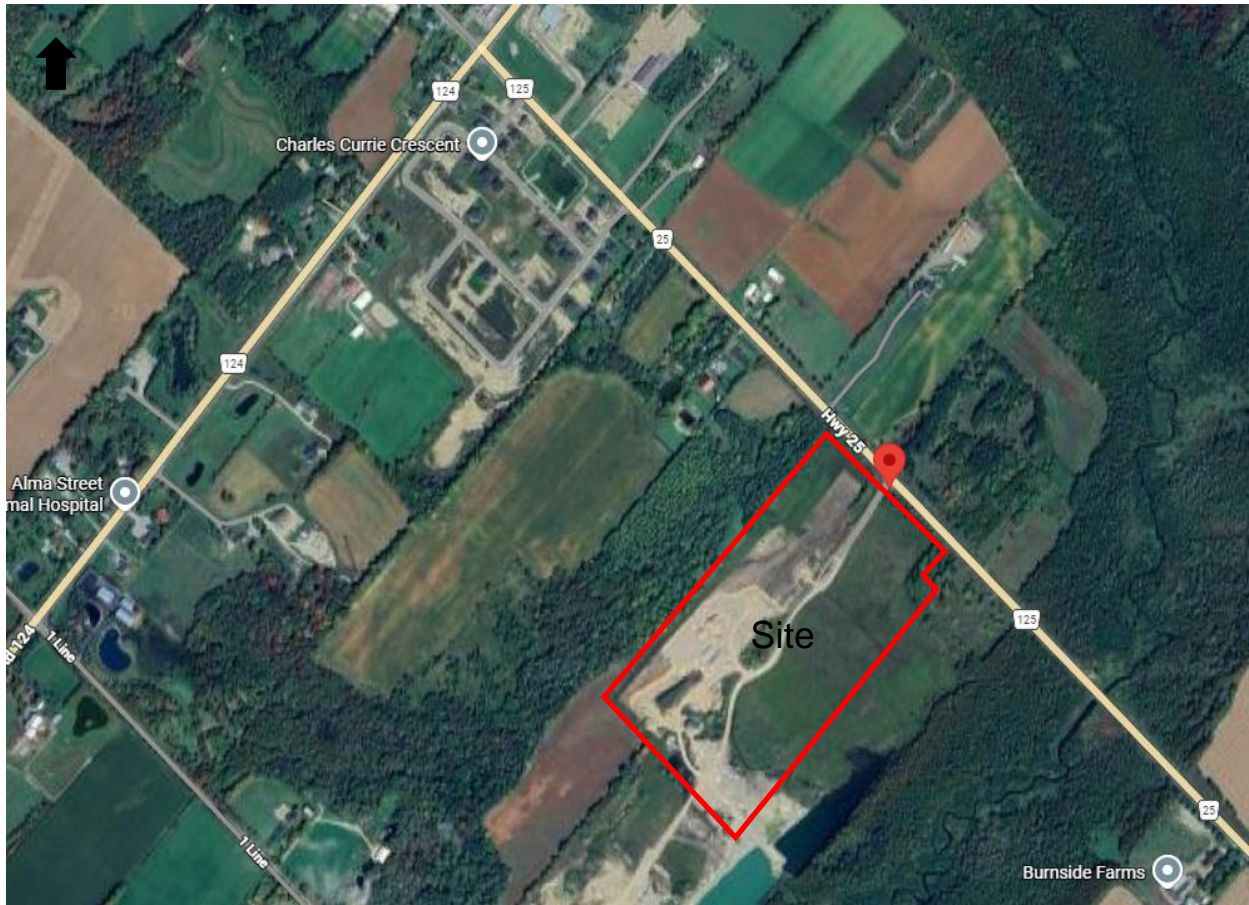
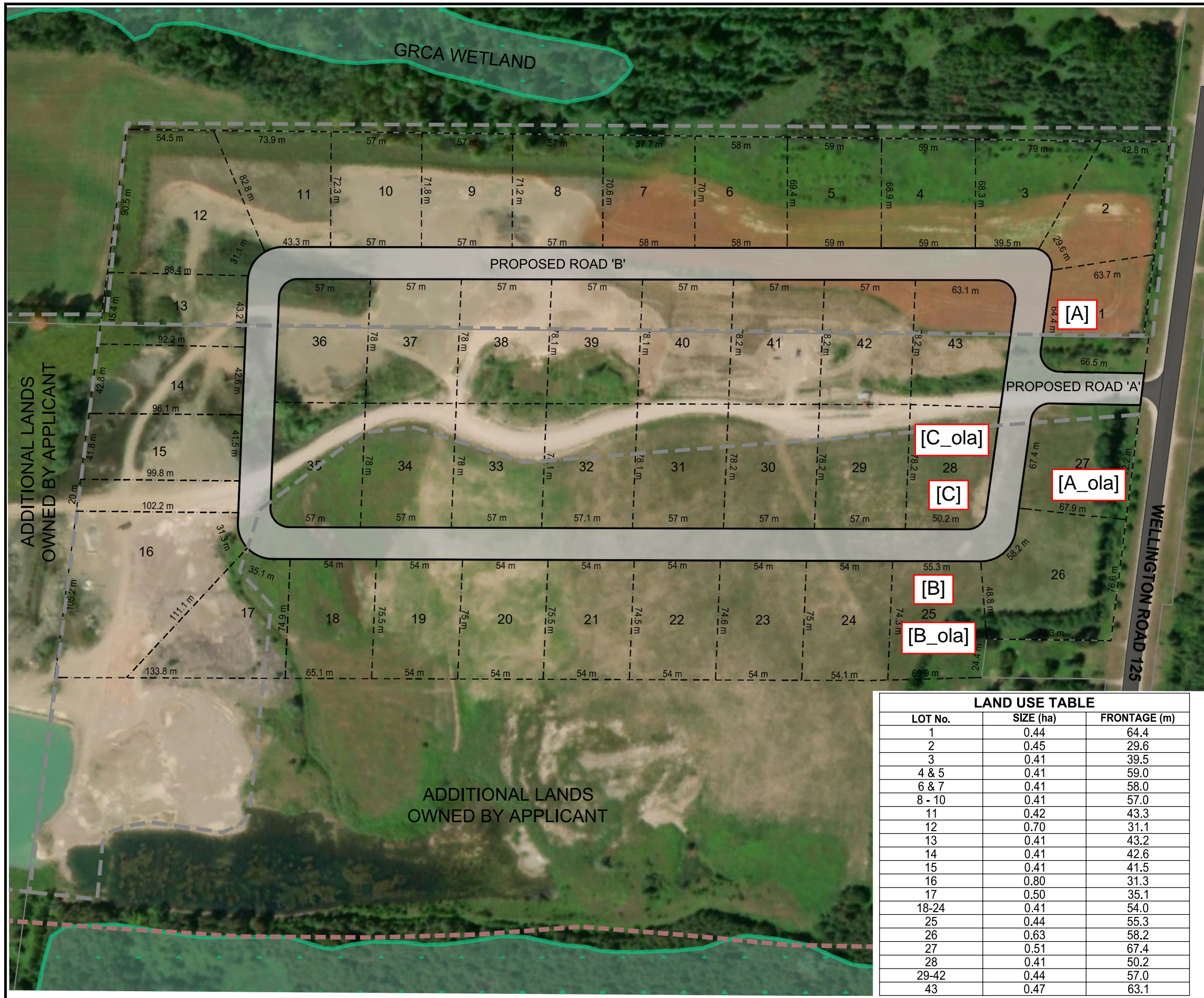


Figure 1 - Key Plan



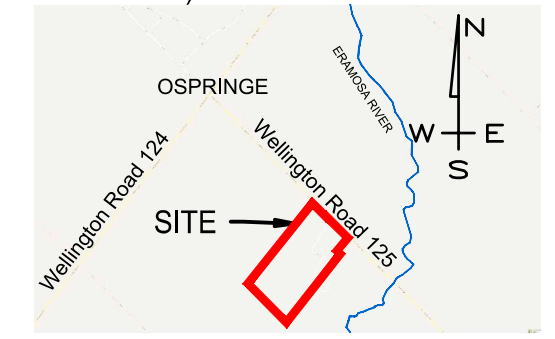
**CONCEPT PLAN**

**FIGURE 5**

**Mulmur Aggregates Inc.**

5338 WELLINGTON RD 125  
 PT LOT 11 and 12 CON 2  
 TOWN OF ERIN  
 COUNTY OF WELLINGTON

KEYMAP  
 (NOT TO SCALE)



**NOTES**

1. THIS IS NOT A PLAN OF SURVEY.
2. ALL MEASUREMENTS SHOWN ARE IN METRES.
3. THE SITE IS CURRENTLY ZONED M4 (EXTRACTIVE INDUSTRIAL).
5. THE SITE IS DESIGNATED SECONDARY AGRICULTURAL.

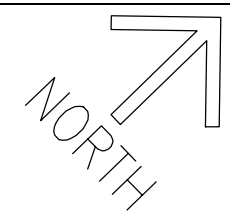
**LEGEND**

- PROPOSED LOT LINE
- PROPOSED RIGHT OF WAY (20 m Wide)
- REGULATORY FLOODPLAIN (GRCA)
- WETLAND
- LICENCE LIMIT
- EXISTING LOT LINE

LAND USE TABLE		
LOT No.	SIZE (ha)	FRONTAGE (m)
1	0.44	64.4
2	0.45	29.6
3	0.41	39.5
4 & 5	0.41	59.0
6 & 7	0.41	58.0
8 - 10	0.41	57.0
11	0.42	43.3
12	0.70	31.1
13	0.41	43.2
14	0.41	42.6
15	0.41	41.5
16	0.80	31.3
17	0.50	35.1
18-24	0.41	54.0
25	0.44	55.3
26	0.63	58.2
27	0.51	67.4
28	0.41	50.2
29-42	0.44	57.0
43	0.47	63.1



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3/23/2026

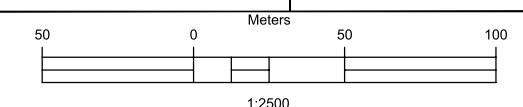
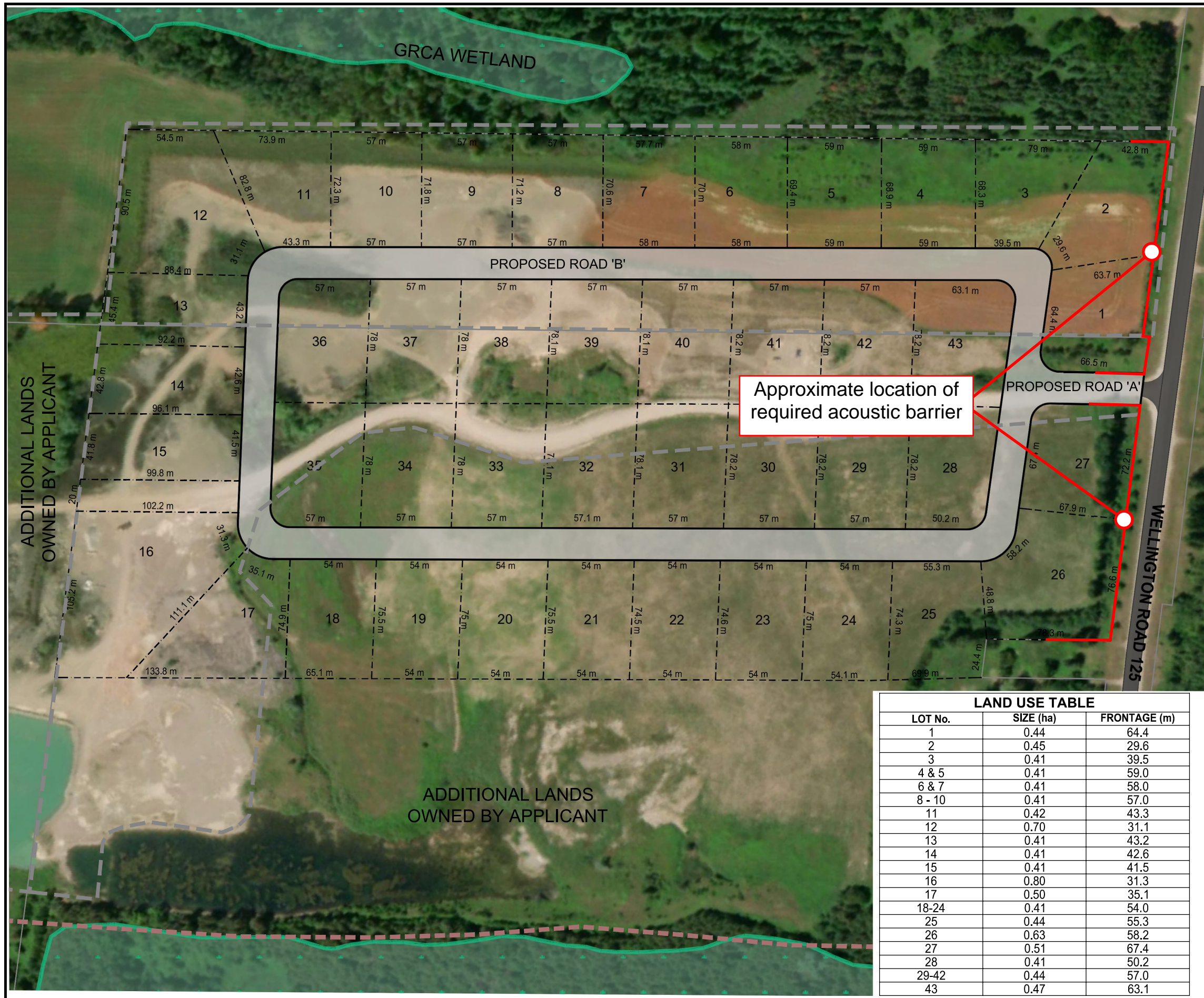


Figure 2 - Site Plan Showing Prediction Locations



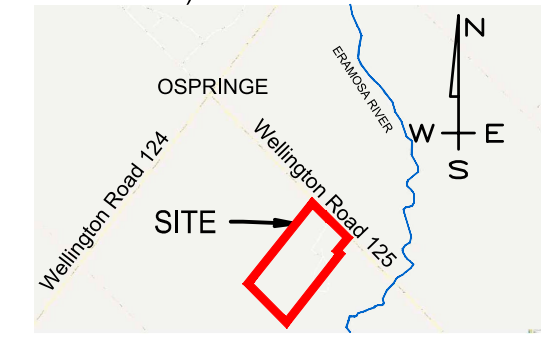
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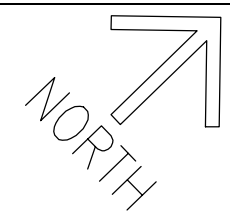
**LEGEND**

- PROPOSED LOT LINE
- PROPOSED RIGHT OF WAY (20 m Wide)
- REGULATORY FLOODPLAIN (GRCA)
- WETLAND
- LICENCE LIMIT
- EXISTING LOT LINE

LAND USE TABLE		
LOT No.	SIZE (ha)	FRONTAGE (m)
1	0.44	64.4
2	0.45	29.6
3	0.41	39.5
4 & 5	0.41	59.0
6 & 7	0.41	58.0
8 - 10	0.41	57.0
11	0.42	43.3
12	0.70	31.1
13	0.41	43.2
14	0.41	42.6
15	0.41	41.5
16	0.80	31.3
17	0.50	35.1
18-24	0.41	54.0
25	0.44	55.3
26	0.63	58.2
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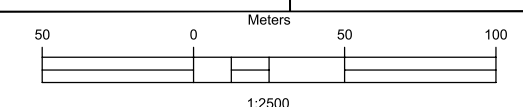


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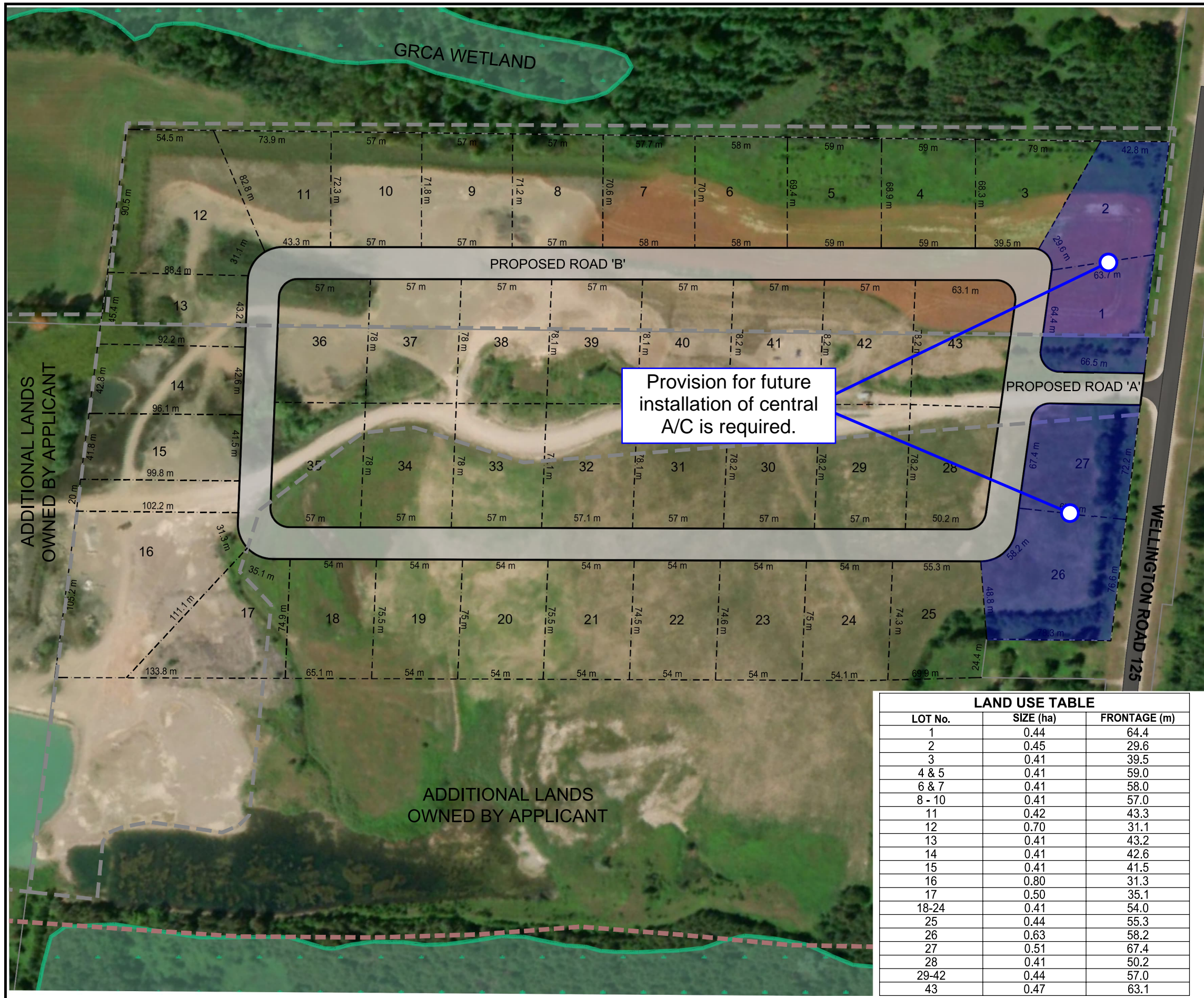


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3/23/2026



**Figure 3 - Site Plan Showing Barrier Requirements**



# CONCEPT PLAN

## FIGURE 5

Mulmur Aggregates Inc.

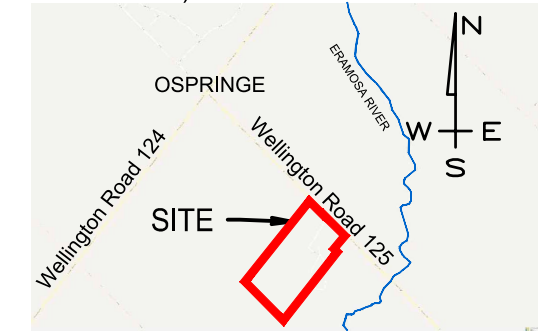
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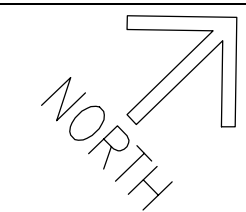
### LEGEND

- PROPOSED LOT LINE
- PROPOSED RIGHT OF WAY (20 m Wide)
- REGULATORY FLOODPLAIN (GRCA)
- WETLAND
- LICENCE LIMIT
- EXISTING LOT LINE

LAND USE TABLE		
LOT No.	SIZE (ha)	FRONTAGE (m)
1	0.44	64.4
2	0.45	29.6
3	0.41	39.5
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8 - 10	0.41	57.0
11	0.42	43.3
12	0.70	31.1
13	0.41	43.2
14	0.41	42.6
15	0.41	41.5
16	0.80	31.3
17	0.50	35.1
18-24	0.41	54.0
25	0.44	55.3
26	0.63	58.2
27	0.51	67.4
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3/23/2026

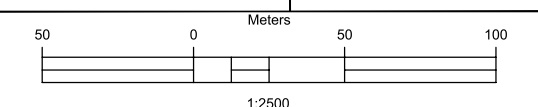


Figure 4 - Site Plan Showing Ventilation Requirements

# Appendix A

## Road Traffic Data



NOISE



VIBRATION



ACOUSTICS



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsl.com

Count Name: 5338 Wellington Road 125  
Site Code: 260151  
Start Date: 03/24/2026  
Page No: 1

### Turning Movement Data

Start Time	5338 Wellington Road 125 Eastbound					Wellington Road 125 Northbound					Wellington Road 125 Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	0	0	1	0	0	19	0	0	19	40	0	0	0	40	59
7:15 AM	0	0	0	0	0	0	35	0	0	35	59	0	0	0	59	94
7:30 AM	0	0	0	0	0	0	47	0	0	47	72	1	0	0	73	120
7:45 AM	0	0	0	0	0	0	37	0	0	37	77	0	0	0	77	114
Hourly Total	0	0	0	1	0	0	138	0	0	138	248	1	0	0	249	387
8:00 AM	0	1	0	0	1	0	22	0	0	22	57	0	0	0	57	80
8:15 AM	0	0	0	0	0	0	19	0	0	19	59	0	0	0	59	78
8:30 AM	0	0	0	0	0	0	16	0	0	16	46	0	0	0	46	62
8:45 AM	1	0	0	0	1	0	39	0	0	39	35	0	0	0	35	75
Hourly Total	1	1	0	0	2	0	96	0	0	96	197	0	0	0	197	295
9:00 AM	0	0	0	0	0	0	21	0	0	21	31	0	0	1	31	52
9:15 AM	0	0	0	0	0	0	26	0	0	26	36	1	0	0	37	63
9:30 AM	0	0	0	0	0	0	26	0	0	26	49	0	0	0	49	75
9:45 AM	0	0	0	0	0	0	29	0	0	29	28	0	0	0	28	57
Hourly Total	0	0	0	0	0	0	102	0	0	102	144	1	0	1	145	247
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:30 AM	0	0	0	0	0	0	27	0	0	27	31	0	0	0	31	58
11:45 AM	0	0	0	0	0	0	33	0	0	33	33	0	0	0	33	66
Hourly Total	0	0	0	0	0	0	60	0	0	60	64	0	0	0	64	124
12:00 PM	0	0	0	0	0	0	21	0	0	21	22	0	0	0	22	43
12:15 PM	0	0	0	0	0	0	29	0	0	29	34	1	0	0	35	64
12:30 PM	0	0	0	0	0	0	27	0	0	27	33	0	0	0	33	60
12:45 PM	0	0	0	0	0	0	24	0	0	24	24	0	0	0	24	48
Hourly Total	0	0	0	0	0	0	101	0	0	101	113	1	0	0	114	215
1:00 PM	0	0	0	0	0	0	29	0	0	29	34	0	0	0	34	63
1:15 PM	0	0	0	0	0	0	23	0	0	23	32	0	0	0	32	55
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	52	0	0	52	66	0	0	0	66	118
3:00 PM	1	0	0	0	1	0	34	0	0	34	29	0	0	0	29	64
3:15 PM	0	0	0	0	0	0	50	0	0	50	21	0	0	0	21	71
3:30 PM	0	0	0	0	0	0	69	0	0	69	28	0	0	0	28	97
3:45 PM	0	0	0	0	0	0	71	0	0	71	35	0	0	0	35	106
Hourly Total	1	0	0	0	1	0	224	0	0	224	113	0	0	0	113	338
4:00 PM	0	0	0	0	0	0	71	0	0	71	36	0	0	0	36	107
4:15 PM	1	0	0	0	1	0	75	0	0	75	32	0	0	0	32	108
4:30 PM	1	0	0	0	1	0	93	0	0	93	35	0	0	0	35	129

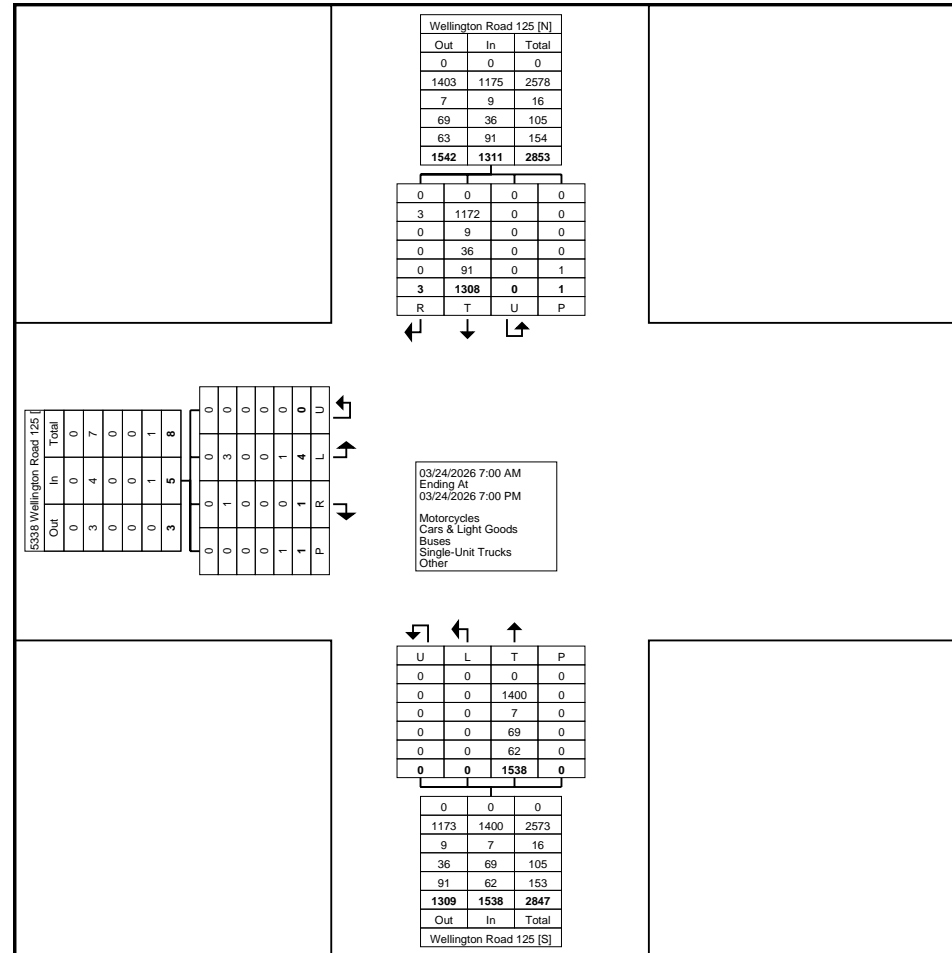
4:45 PM	0	0	0	0	0	0	76	0	0	76	42	0	0	0	42	118
Hourly Total	2	0	0	0	2	0	315	0	0	315	145	0	0	0	145	462
5:00 PM	0	0	0	0	0	0	79	0	0	79	38	0	0	0	38	117
5:15 PM	0	0	0	0	0	0	78	0	0	78	29	0	0	0	29	107
5:30 PM	0	0	0	0	0	0	67	0	0	67	31	0	0	0	31	98
5:45 PM	0	0	0	0	0	0	65	0	0	65	29	0	0	0	29	94
Hourly Total	0	0	0	0	0	0	289	0	0	289	127	0	0	0	127	416
6:00 PM	0	0	0	0	0	0	39	0	0	39	31	0	0	0	31	70
6:15 PM	0	0	0	0	0	0	50	0	0	50	18	0	0	0	18	68
6:30 PM	0	0	0	0	0	0	33	0	0	33	24	0	0	0	24	57
6:45 PM	0	0	0	0	0	0	39	0	0	39	18	0	0	0	18	57
Hourly Total	0	0	0	0	0	0	161	0	0	161	91	0	0	0	91	252
Grand Total	4	1	0	1	5	0	1538	0	0	1538	1308	3	0	1	1311	2854
Approach %	80.0	20.0	0.0	-	-	0.0	100.0	0.0	-	-	99.8	0.2	0.0	-	-	-
Total %	0.1	0.0	0.0	-	0.2	0.0	53.9	0.0	-	53.9	45.8	0.1	0.0	-	45.9	-
Motorcycles	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Motorcycles	0.0	0.0	-	-	0.0	-	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Cars & Light Goods	3	1	0	-	4	0	1400	0	-	1400	1172	3	0	-	1175	2579
% Cars & Light Goods	75.0	100.0	-	-	80.0	-	91.0	-	-	91.0	89.6	100.0	-	-	89.6	90.4
Buses	0	0	0	-	0	0	7	0	-	7	9	0	0	-	9	16
% Buses	0.0	0.0	-	-	0.0	-	0.5	-	-	0.5	0.7	0.0	-	-	0.7	0.6
Single-Unit Trucks	0	0	0	-	0	0	69	0	-	69	36	0	0	-	36	105
% Single-Unit Trucks	0.0	0.0	-	-	0.0	-	4.5	-	-	4.5	2.8	0.0	-	-	2.7	3.7
Articulated Trucks	1	0	0	-	1	0	62	0	-	62	91	0	0	-	91	154
% Articulated Trucks	25.0	0.0	-	-	20.0	-	4.0	-	-	4.0	7.0	0.0	-	-	6.9	5.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	-	-	0.0	-	0.0	-	-	0.0	0.0	0.0	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	0.0	-	-	-	-	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@pts.com

Count Name: 5338 Wellington Road 125  
Site Code: 260151  
Start Date: 03/24/2026  
Page No: 3



Turning Movement Data Plot





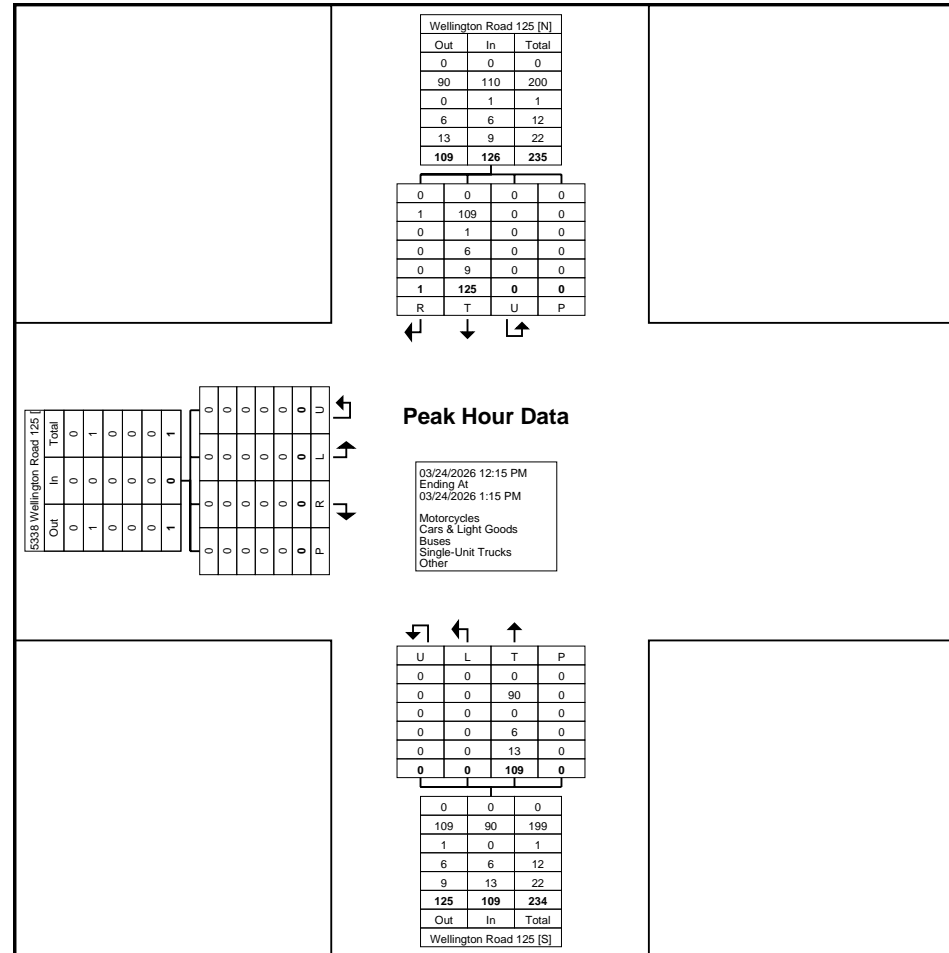




Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbonness@ptsI.com

Count Name: 5338 Wellington Road 125  
Site Code: 260151  
Start Date: 03/24/2026  
Page No: 7



Turning Movement Peak Hour Data Plot (12:15 PM)



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsl.com

Count Name: 5338 Wellington Road 125  
Site Code: 260151  
Start Date: 03/24/2026  
Page No: 8

### Turning Movement Peak Hour Data (4:15 PM)

Start Time	5338 Wellington Road 125 Eastbound					Wellington Road 125 Northbound					Wellington Road 125 Southbound					Int. Total
	Left	Right	U-Turn	Peds	App. Total	Left	Thru	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
4:15 PM	1	0	0	0	1	0	75	0	0	75	32	0	0	0	32	108
4:30 PM	1	0	0	0	1	0	93	0	0	93	35	0	0	0	35	129
4:45 PM	0	0	0	0	0	0	76	0	0	76	42	0	0	0	42	118
5:00 PM	0	0	0	0	0	0	79	0	0	79	38	0	0	0	38	117
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>323</b>	<b>0</b>	<b>0</b>	<b>323</b>	<b>147</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>147</b>	<b>472</b>
Approach %	100.0	0.0	0.0	-	-	0.0	100.0	0.0	-	-	100.0	0.0	0.0	-	-	-
Total %	0.4	0.0	0.0	-	0.4	0.0	68.4	0.0	-	68.4	31.1	0.0	0.0	-	31.1	-
PHF	0.500	0.000	0.000	-	0.500	0.000	0.868	0.000	-	0.868	0.875	0.000	0.000	-	0.875	0.915
Motorcycles	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Motorcycles	0.0	-	-	-	0.0	-	0.0	-	-	0.0	0.0	-	-	-	0.0	0.0
Cars & Light Goods	2	0	0	-	2	0	300	0	-	300	142	0	0	-	142	444
% Cars & Light Goods	100.0	-	-	-	100.0	-	92.9	-	-	92.9	96.6	-	-	-	96.6	94.1
Buses	0	0	0	-	0	0	5	0	-	5	1	0	0	-	1	6
% Buses	0.0	-	-	-	0.0	-	1.5	-	-	1.5	0.7	-	-	-	0.7	1.3
Single-Unit Trucks	0	0	0	-	0	0	4	0	-	4	4	0	0	-	4	8
% Single-Unit Trucks	0.0	-	-	-	0.0	-	1.2	-	-	1.2	2.7	-	-	-	2.7	1.7
Articulated Trucks	0	0	0	-	0	0	14	0	-	14	0	0	0	-	0	14
% Articulated Trucks	0.0	-	-	-	0.0	-	4.3	-	-	4.3	0.0	-	-	-	0.0	3.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	0.0	-	-	-	0.0	-	0.0	-	-	0.0	0.0	-	-	-	0.0	0.0
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

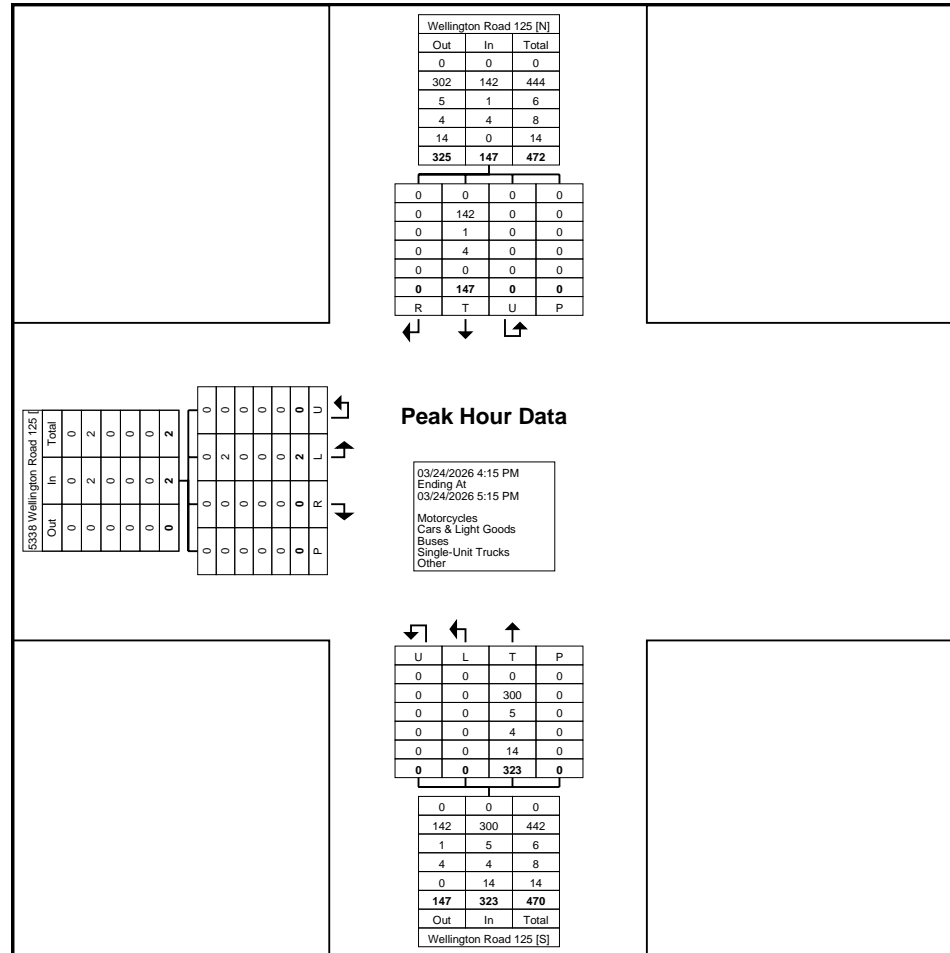
Total Count = 472  
 Total Buses + Single-Unit Trucks (Medium Trucks) = 14  
 Total Articulated Trucks (Heavy Trucks) = 14  
 Medium Truck % = 3%  
 Heavy Truck % = 3%  
 AADT = Total Count\*10 = 4720 (1-hr peak = 10% of AADT)



Paradigm Transportation Solutions Limited  
5A-150 Pinebush Rd

Cambridge, Ontario, Canada N1R 8J8  
519-896-3163 cbowness@ptsI.com

Count Name: 5338 Wellington Road 125  
Site Code: 260151  
Start Date: 03/24/2026  
Page No: 9



Turning Movement Peak Hour Data Plot (4:15 PM)

Appendix B  
Relevant Pages from Town of Erin  
Comprehensive Zoning By-law 07-67



NOISE



VIBRATION



ACOUSTICS



**THE CORPORATION  
OF THE  
TOWN OF ERIN**

**ZONING BY-LAW  
No. 07- 67**

**January 2024 Consolidation**

## **PREFACE**

**By-law 07-67, as amended, is the Comprehensive Zoning By-law of the Town of Erin. The By-law divides the Town into zones and in each zone permits specific uses of land, buildings and structures to the exclusion of all other uses. The Zoning By-law also regulates the manner in which permitted uses may be developed, providing for such things as minimum lot frontages and areas, minimum yards, height of buildings, etc.**

**Prior to the enactment of the Comprehensive Zoning By-law, several zoning by-laws covering specific portions of the then Town were in force, each of which had been amended many times. Most of these amendments provided for exemptions from the general zoning standards, which would only apply to a specific parcel of land. These site specific amendments are recognized as legal conforming uses by this By-law. The specific amendments are noted within Section 14 of this Zoning By-law.**

**The Comprehensive Zoning By-law refers to zoning maps which indicate the boundaries of the zoning categories and the location of site specific zoning amendments.**

**Any inquiries regarding the zoning of a particular parcel of land should be directed to the Planning & Development Department, at 519-855-4407 Ext. 242 or by email at [planning@erin.ca](mailto:planning@erin.ca).**

**This is an office consolidation prepared for the purposes of convenience only. For accuracy, reference should be made to the original approved comprehensive by-law and amending by-laws which are available from the Clerk's office or Planning Services.**

than 1.5 m;

- .2 A required *planting strip* shall be contained within the zone or on the *lands* for which it is a requirement, and shall run the entire length of the zone or property line or lines separating it from the abutting zone or *use* except that no *planting strip* shall be located between the *street line* and the *building line* in such a manner or of such a *height* as to obscure the vision of the operator of a *motor vehicle* travelling on a public *street*;
- .3 A required *planting strip* shall consist of a row of trees or a continuous unpierced hedgerow of evergreens or shrubs, and it shall be maintained at an ultimate *height* of not less than 1.75 m;
- .4 The *planting strip* shall be planted and maintained by the owner or owners of the *land* on which the *planting strips* are required;
- .5 Subject to site plan approval, a solid fence or wall of equivalent *height* may be considered as an alternative to a *planting strip*. When considering such an alternative buffer, regard shall be given to the location, *height*, materials, finishing and porosity of the wall or fence, as well as the site's characteristics.

#### 4.34 Servicing Requirements

No development of any kind shall be permitted within any zone unless serviced by an approved sewage disposal system and water supply, except that this provision shall not apply to any public *use* or utility which by its nature does not require such services.

#### 4.35 Setback from County Roads

A minimum *setback* of 27.4 m from the *centre line* of the road allowance of a County Road is required, except in the following circumstances:

- a) Where a reduced *setback* is granted by the County of Wellington Roads Department.
- b) Where Section 4.38 permits a reduced *setback*.
- c) Within the boundaries of a town, village, or hamlet.

But in no case other than provided for by Section 4.38 shall the *setback* be not less than the *front yard setback* regulations prescribed in the applicable zone.

#### 4.36 Setback from Environmental Protection Zones

No *building* or *structure*, including a sewage disposal system, shall be constructed within 15 m of the limits of an Environmental Protection Zone without the prior written approval of the *Conservation Authority* having jurisdiction in the area, with the exception of the following:

the following regulations:

.1 **Permitted Uses** - See TABLE 5

The site is currently zoned M4. Proposed residential development meets description and requirements of zone R3.

Amended by  
By-law 18-34

.2 **Lot Requirements:**

<b>R3 ZONE</b>	<b>Single Detached Dwelling</b>
Minimum <i>Lot Area</i>	2,000.0 m <sup>2</sup>
Minimum <i>Lot Frontage</i>	30.0 m
Minimum <i>Front Yard</i> (1)	7.5 m
Minimum <i>Rear Yard</i> (1)	7.5 m
Minimum <i>Side Yard</i> (1)	3.0 m
Minimum <i>Exterior Side Yard</i>	4.5 m
Maximum <i>Lot Coverage</i>	30%
Maximum <i>Building Height</i>	11.0 m
Notes:	
(1) Where a <i>yard</i> abuts a County Road, no <i>building</i> or <i>structure</i> shall be erected within 27.4 m of the <i>centre line</i> of the road allowance. See Section 4.35 and 4.38.	

#### 6.4 Multiple Residential (R4) Zone

In an R4 Zone, no *person* shall *erect* or *use* a *building* except in accordance with the following regulations:

.1 **Permitted Uses** - See TABLE 5

.2 **Lot Requirements:**

<b>R4 ZONE</b>	<b><i>Triplex</i></b>	<b><i>Fourplex</i></b>	<b><i>Apartment</i></b>	<b><i>Townhouse</i></b>
Minimum <i>Lot Area</i>	2,750 m <sup>2</sup>	3,700 m <sup>2</sup>	8,000.0 m <sup>2</sup>	8,000.0 m <sup>2</sup>
Minimum <i>Lot Frontage</i>	24.4 m	24.4 m	75.0 m	75.0 m
Minimum <i>Front Yard</i> (1)	6.0 m	6.0 m	7.5 m	7.5 m
Minimum <i>Rear Yard</i> (1)	9.0 m	9.0 m	15.0 m	15.0 m
Minimum <i>Side Yard</i> (1)	3.0 m	3.0 m	4.5 m	4.5 m
Minimum <i>Exterior Side Yard</i>	6.0 m	6.0 m	6.0 m	6.0 m
Maximum <i>Lot Coverage</i>	30%	30%	40%	30%
Maximum <i>Building Height</i>	11.0 m	11.0 m	11.0 m	11.0 m

# Appendix C

## Sample STAMSON 5.04 Output



NOISE



VIBRATION



ACOUSTICS

STAMSON 5.0 NORMAL REPORT Date: 29-04-2026 15:15:43  
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: a.te Time Period: Day/Night 16/8 hours  
Description: [A] Lot 1 Dwelling, closest to Wellington Rd 125

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

Car traffic volume : 5112/568 veh/TimePeriod \*  
Medium truck volume : 163/18 veh/TimePeriod \*  
Heavy truck volume : 163/18 veh/TimePeriod \*  
Posted speed limit : 80 km/h  
Road gradient : 0 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 4720  
Percentage of Annual Growth : 2.50  
Number of Years of Growth : 10.00  
Medium Truck % of Total Volume : 3.00  
Heavy Truck % of Total Volume : 3.00  
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Wellington 1 (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 : 27.40 / 27.40 m  
Receiver height : 4.50 / 4.50 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Wellington 1 (day)

Source height = 1.32 m

ROAD (0.00 + 61.33 + 0.00) = 61.33 dBA  
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq  
-90 90 0.58 66.76 0.00 -4.12 -1.31 0.00 0.00 0.00 61.33

Segment Leq : 61.33 dBA

Total Leq All Segments: 61.33 dBA

Results segment # 1: Wellington 1 (night)

Source height = 1.31 m

ROAD (0.00 + 54.78 + 0.00) = 54.78 dBA  
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq  
-90 90 0.58 60.21 0.00 -4.12 -1.31 0.00 0.00 0.00 54.78

Segment Leq : 54.78 dBA

Total Leq All Segments: 54.78 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 61.33  
(NIGHT): 54.78



STAMSON 5.0                    NORMAL REPORT                    Date: 29-04-2026 15:16:25  
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: a\_ola.te                    Time Period: 16 hours  
 Description: [A\_ola] Lot 27 OLA, closest to Wellington Rd 125 (no mitigation)

Road data, segment # 1: Wellington 1

```
-----
Car traffic volume : 5112 veh/TimePeriod *
Medium truck volume : 163 veh/TimePeriod *
Heavy truck volume : 163 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient      : 0 %
Road pavement     : 1 (Typical asphalt or concrete)
```

Data for Segment # 1: Wellington 1

```
-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0
Surface        : 1 (Absorptive ground surface)
Receiver source distance : 24.40 m
Receiver height : 1.50 m
Topography     : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00
```

Results segment # 1: Wellington 1

Source height = 1.32 m

ROAD (0.00 + 61.80 + 0.00) = 61.80 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.66	66.76	0.00	-3.51	-1.46	0.00	0.00	0.00	61.80

Segment Leq : 61.80 dBA

Total Leq All Segments: 61.80 dBA

TOTAL Leq FROM ALL SOURCES:                    61.80

STAMSON 5.0            NORMAL REPORT            Date: 29-04-2026 15:17:17  
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: a\_olabar.te            Time Period: 16 hours  
 Description: [A\_ola] Lot 27 OLA, closest to Wellington Rd 125 (with mitigation)

Road data, segment # 1: Wellington 1

```
-----
Car traffic volume : 5112 veh/TimePeriod *
Medium truck volume : 163 veh/TimePeriod *
Heavy truck volume : 163 veh/TimePeriod *
Posted speed limit : 80 km/h
Road gradient      : 0 %
Road pavement     : 1 (Typical asphalt or concrete)
```

Data for Segment # 1: Wellington 1

```
-----
Angle1  Angle2      : -90.00 deg  90.00 deg
Wood depth      : 0 (No woods.)
No of house rows : 0
Surface         : 1 (Absorptive ground surface)
Receiver source distance : 24.40 m
Receiver height : 1.50 m
Topography      : 2 (Flat/gentle slope; with barrier)
Barrier angle1  : -90.00 deg  Angle2 : 90.00 deg
Barrier height  : 1.80 m
Barrier receiver distance : 7.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 0.00 m
Reference angle : 0.00
```

Results segment # 1: Wellington 1

Source height = 1.32 m

Barrier height for grazing incidence

```
-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          1.32 !          1.50 !          1.45 !          1.45
```

```
ROAD (0.00 + 56.79 + 0.00) = 56.79 dBA
Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
   -90    90   0.56 66.76  0.00 -3.29 -1.28  0.00  0.00 -5.40 56.79
-----+-----+-----+-----+-----+-----+-----+-----+-----+-----+-----
```

Segment Leq : 56.79 dBA

Total Leq All Segments: 56.79 dBA

TOTAL Leq FROM ALL SOURCES:            56.79