

October 4, 2024

Attention: Melissa McKay
1 Rosetta Street Inc.
700 Lawrence Street West, Suite 375, West Office Tower
Toronto, ON M6A 3BV

SLR Project No.: 241.V20210.00002

Revision: 0

**RE: 1 Rosetta Street, Georgetown – Environmental Noise and Vibration Study
Supplementary Comparative Assessment of Proposed Development
Buildings 01 & 02, Connected vs. Unconnected Structures**

1.0 Introduction

SLR Consulting (Canada) Ltd. (SLR) was retained by 1 Rosetta Street Inc. to conduct environmental noise and vibration studies for the proposed development at 1 Rosetta Street, Georgetown.

The Town of Halton Hills (the Town) Urban Design department has provided comments related to the massing connection of Buildings 01 and 02 of the proposed development at 1 Rosetta Street, Georgetown (the Project site), as part of the last Official Plan Amendment (OPA) and Zoning By-Law Amendment (ZBA) planning application process.

The purpose of this letter is to provide a supplementary comparative assessment of rail transportation and stationary source noise, comparing results at the proposed development for two scenarios:

- (1) **Scenario 1**, Building 01 and Building 02 are connected
- (2) **Scenario 2**, Building 01 and Building 02 are not connected above the 2-storey podium structure

SLR has also prepared a separate Updated Environmental Noise and Vibration Study dated October 4, 2024 to support the latest resubmission as part of the OPA/ZBA process. Key details of the transportation and stationary noise assessment, including model inputs and analysis methods, should be referred to in that report.

The following sections describe the differences in sound levels at the proposed development buildings, including Building 03 at the interior of the Project site, for the two above-noted scenarios. Site plans for the two scenarios are provided for reference in **Attachment A**.

2.0 Supplemental Comparative Evaluation

2.1 Evaluation Methodology

2.1.1 Transportation Sources

Rail transportation sound levels were predicted at the proposed development for the two scenarios, using the U.S. Department of Transportation Federal Transit Administration (“FTA”) and Federal Railway Administration (“FRA”) rail noise modelling algorithms included in Cadna/A software. The building massing for both Scenario 1 and Scenario 2 was modelled separately, and transportation sound levels between the two scenarios were compared for all façade and outdoor living area (OLA) assessment locations. Details regarding sources, guidelines, and rail traffic data are provided and can be referred to in **Section 2.0** of the Updated Environmental Noise and Vibration Study dated October 4, 2024.

Predicted rail traffic sound levels are summarized in the following Figures, provided in **Attachment B**:

- **Figure B1:** Daytime rail traffic sound levels, Scenario 1 vs. Scenario 2
- **Figure B2:** Nighttime rail traffic sound levels, Scenario 1 vs. Scenario 2
- **Figure B3:** 24-hour rail traffic sound levels, Scenario 1 vs. Scenario 2

A discussion providing comparisons of rail traffic sound levels between Scenario 1 and Scenario 2 is provided in **Section 3.0**.

2.1.2 Stationary Sources

Idling locomotives operating at the Georgetown GO Layover Yard were assessed in this study based on observed locations of 2 locomotives by SLR staff. The 2 idling locomotives were modelled based on historical sound level data, as area sources within the Yard, in which the layover yard guideline limits are met at existing homes. Both trains were included in the daytime, evening and nighttime 1-hour periods based on a predictable worst-case assessment of noise impacts.

Sound levels from stationary sources were modelled using Cadna/A, a software implementation of the internationally recognized ISO-9613-2 environmental noise propagation algorithms. Cadna/A / ISO-9613 is the preferred noise model of the MECP. Details regarding sources, guidelines, and source-specific data are provided and can be referred to in **Section 4.0** of the Updated Environmental Noise and Vibration Study dated October 4, 2024. The guidelines considered were those in MECP Publication NPC-300, including for layover-yard specific criteria and Class 4 minimum exclusionary limits.

Predicted stationary source sound levels are summarized in the following Figures, provided in **Attachment B**:

- **Figure B4:** Unmitigated stationary source sound levels, Scenario 1 vs. Scenario 2
- **Figure B5:** Unmitigated stationary source sound levels, 3D view facing north to Building 03, Scenario 1 vs. Scenario 2
- **Figure B6:** Mitigated stationary source sound levels (i.e., with enclosed noise buffer (ENBs) included), Scenario 2



The ‘Mitigated’ stationary source scenarios consider the inclusion of ENBs where sound levels exceed the MECP Publication NPC-300 Class 4 exclusion limits. ENBs overlap sensitive windows and essentially act as a “secondary skin facade”, providing an initial reduction in noise prior to impacting the window on the sensitive space, thus ensuring that the noise guidelines are met at the exterior plane of windows next to noise sensitive spaces.

A discussion comparing stationary source sound levels between Scenario 1 and Scenario 2 is provided in **Section 3.0**.

3.0 Comparison of Sound Levels – Connected vs. Unconnected Buildings 01 and 02

In Scenario 1, the connected Building 01/Building 02 massing acts as a barrier to the interior of the site, with respect to both transportation and stationary source noise related to the railway and Georgetown Layover Yard. If Building 01 and Building 02 unconnected, a line of sight is introduced from Building 03 and the interior of the Project site to the railway. This is predicted to result in sound level increases at Building 03 and the associated rooftop outdoor amenity space, for both transportation and stationary sources.

The differences in sound levels were compared to literature sources where the relationship between changes in sound pressure level and approximate loudness/perceptibility are documented. An example comparison chart adapted from “Noise Control for Buildings and Manufacturing Plants” by Hoover and Keith Inc. and “Engineering Noise Control – Theory and Practice Fourth Edition” by Bies and Hansen, is shown in **Table 1**.

Table 1: Changes in Sound Level and Relative Loudness

Sound Level Change (Increase)	Relative Loudness/Perceptibility
0 dB	Reference Sound Level
3 dB	‘Just Perceptible’ Change
5 to 6 dB	‘Clearly Noticeable’ Change
10 dB	Twice as Loud

3.1 Transportation Sources

As shown in **Figure B1**, the daytime rail traffic sound levels are predicted to increase by approximately 1 dB along the west façade of Building 03, facing the railway. There is no predicted increase in the OLA sound level.

Figure B2 shows that, during the nighttime period, rail traffic sound levels on Building 03 are predicted to increase by up to 2 dB.

The 24-hour sound levels are also predicted to increase by up to 2 dB, as shown in **Figure B3**.

These changes are not predicted to be significant from a relative loudness or perceptibility standpoint, based on the guidance in **Table 1**



3.2 Stationary Sources

As shown in **Figure B4** and **Figure B5**, stationary source sound levels are predicted to increase by up to 19 dB at the upper floors of the Building 03 west façade (i.e., from 32 dBA up to 51 dBA). Generally, predicted sound levels increased from between 29 dBA-to-34 dBA (Scenario 1) up to 39 dBA-to-51 dBA (Scenario 2). These increases would be considered significant in terms of relative loudness and perceptibility. However, the predicted sound levels in Scenario 2 would still meet the applicable MECP Publication NPC-300 guideline limits for layover yards.

Similarly, as shown in **Figure B4**, the outdoor point of reception sound levels on the Building 03 rooftop terrace are predicted to increase by more than 7 dB. This would also be considered very noticeable terms of relative loudness and perceptibility, but sound levels would still meet the applicable MECP Publication NPC-300 guideline limits for layover yards.

For Scenario 1, the predicted façade sound levels along the Building 02 south façade, a portion of the Building 02 west façade, the south façade of Building 01, and a portion of the east façade of Building 01 exceed the applicable layover yard guideline limits during all hours. Furthermore, the Class 4 limits are predicted to be exceeded during nighttime hours at these locations. Therefore, ENBs are recommended as discussed further in the Updated Environmental Noise and Vibration Study report dated October 4, 2024 (see **Section 4.4**).

For Scenario 2, excesses above Class 4 nighttime limits are also predicted along the west façade of Building 01, and the east façade of Building 02. Therefore, ENBs would be required at these locations. Alternatively, these locations could be made ‘blank façades’, with no windows to noise sensitive spaces included as part of the exterior façade design. **Figure B6** identifies areas where ENBs (or blank facades) would be required for both Scenarios. These requirements would provide limitations to the programming and layout of the suites at these locations.

4.0 Conclusions

A comparative evaluation of the proposed development of 1 Rosetta Street, Georgetown was completed, contemplating Building 01 and Building 02 being connected (the proposed building massing), versus a scenario where the two buildings are unconnected above the 2-storey podium structure.

It is predicted that with an unconnected tower structure between Building 01 and Building 02, the west façade of Building 01 and the east façade of Building 02 would require ENBs (or blank facades, such that there are no windows to noise sensitive spaces). Sound levels at Building 03 due to idling locomotives at the Georgetown Layover Yard are predicted to increase by up to 19 dB at some upper floors of the façade facing the railway (perceived noise more than twice as loud). Although MECP Publication NPC-300 layover yard limits and Class 4 minimum exclusionary limits would be met, noticeable changes are predicted from a loudness and perceptibility standpoint at the Building 03 rooftop terrace (predicted sound level increase of 7 dB).



5.0 References

Hoover & Keith Inc. – Noise Control for Buildings, Manufacturing Plants, Equipment and Products, Houston, Texas, 1981.

Bies, David D. and Hansen, Colin H. Engineering Noise Control Theory and Practice – Fourth Edition, New York, NW, 2009.



6.0 Statement of Limitations

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7.0 Closure

Please contact the undersigned if you have any questions.

Regards,

SLR Consulting (Canada) Ltd.



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Senior Acoustics Engineer
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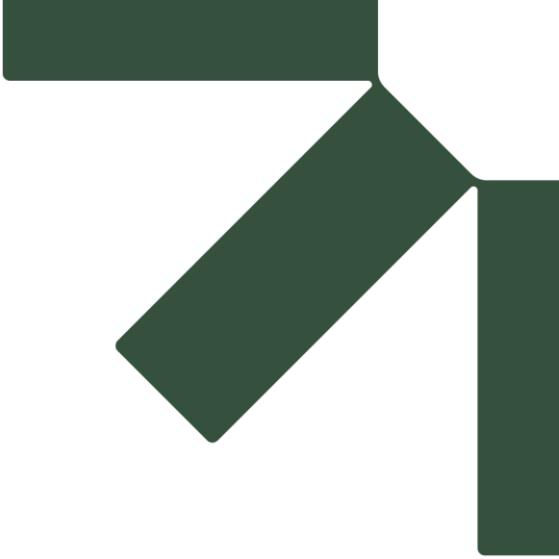
R.L. Scott Penton, P.Eng.
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Attachments

Attachment A – Development Drawings

Attachment B – Figures





Attachment A – Development Drawings

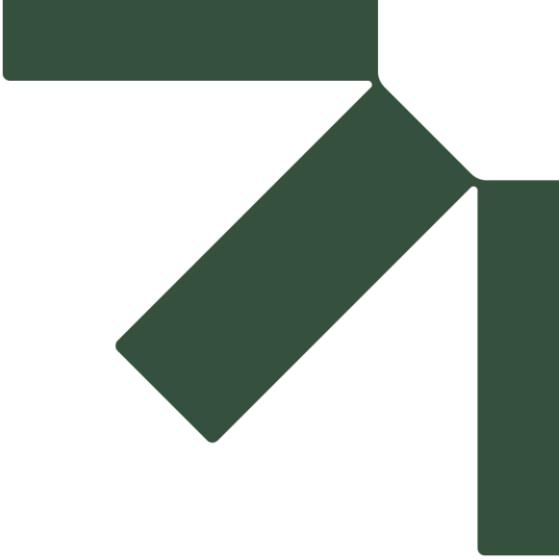
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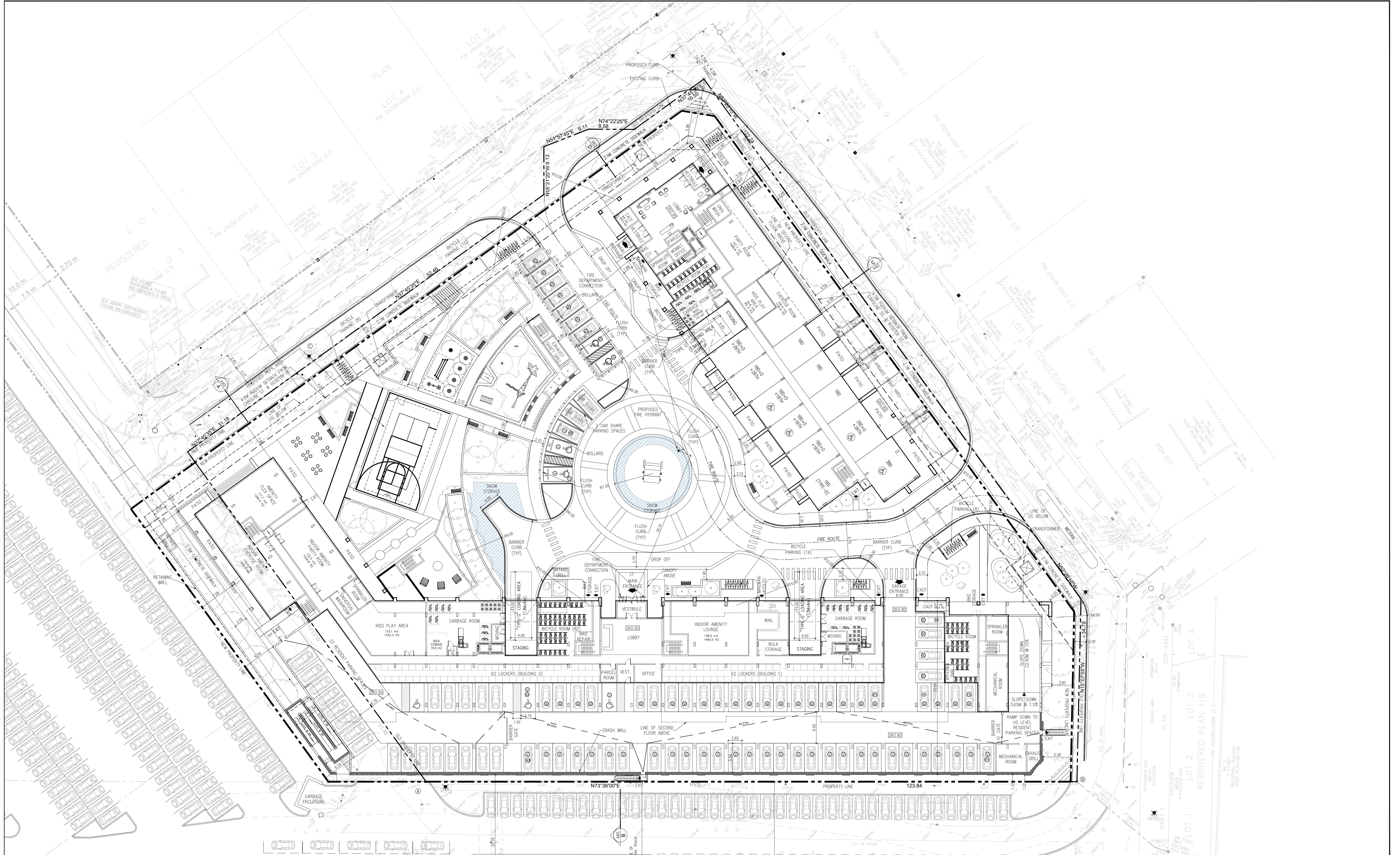
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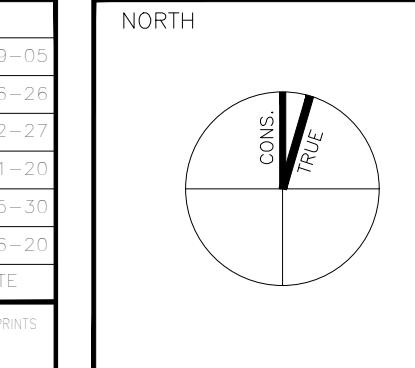
Scenario 1 – Buildings 01 and 02 Connected



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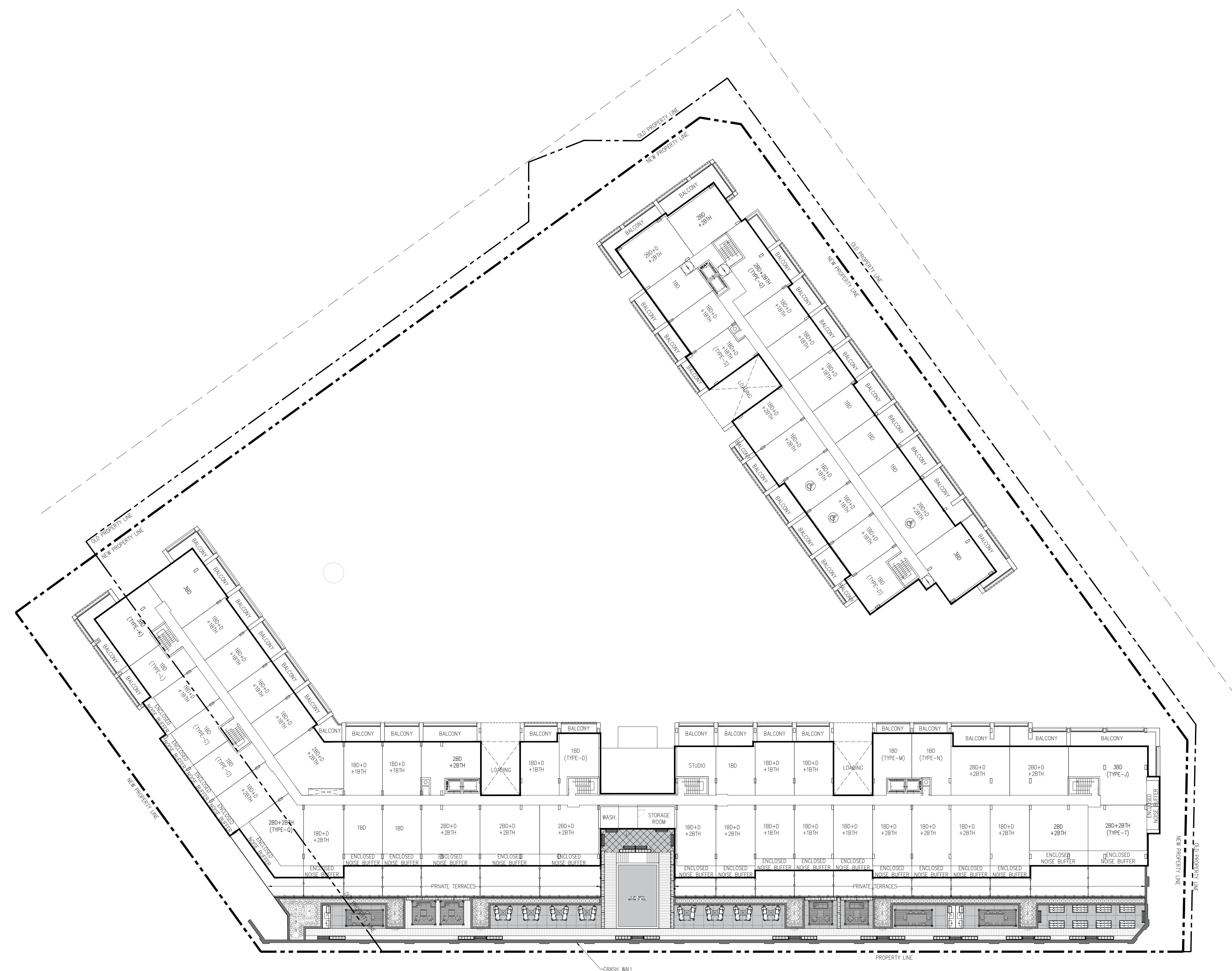


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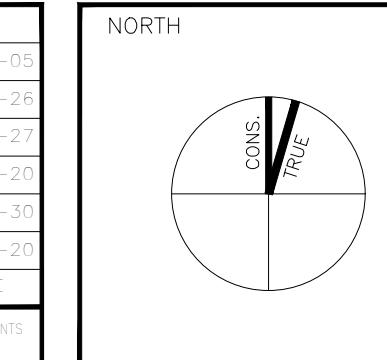
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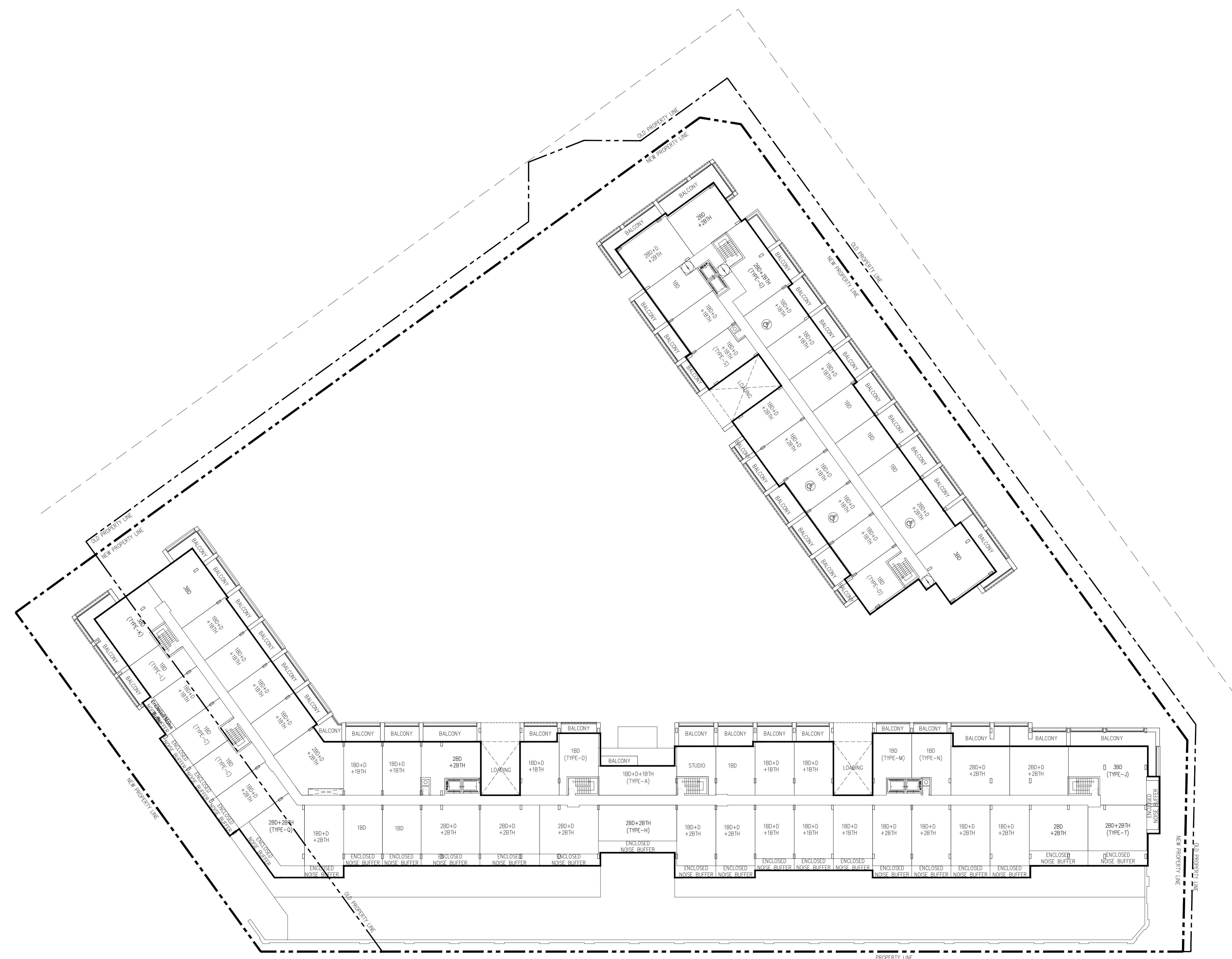


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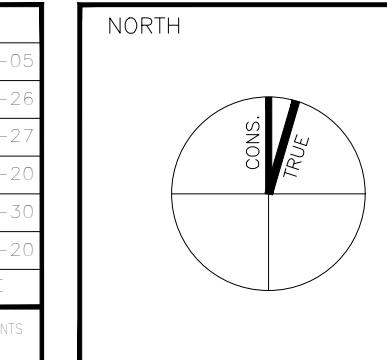
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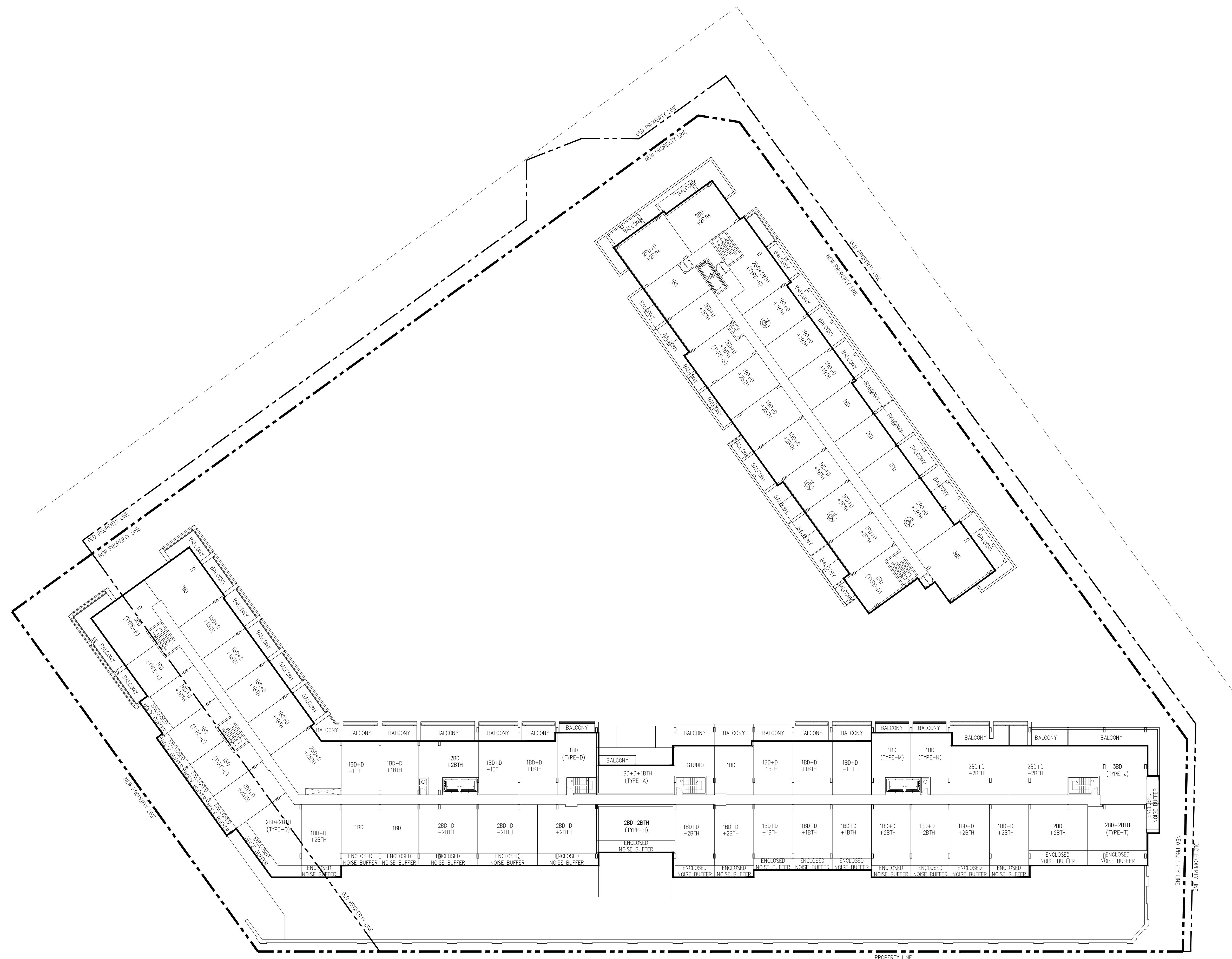
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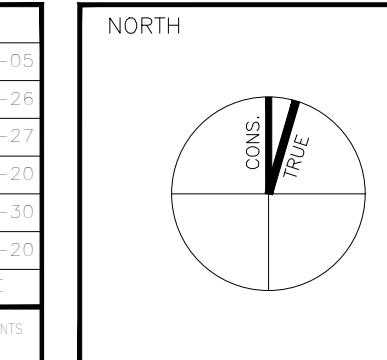
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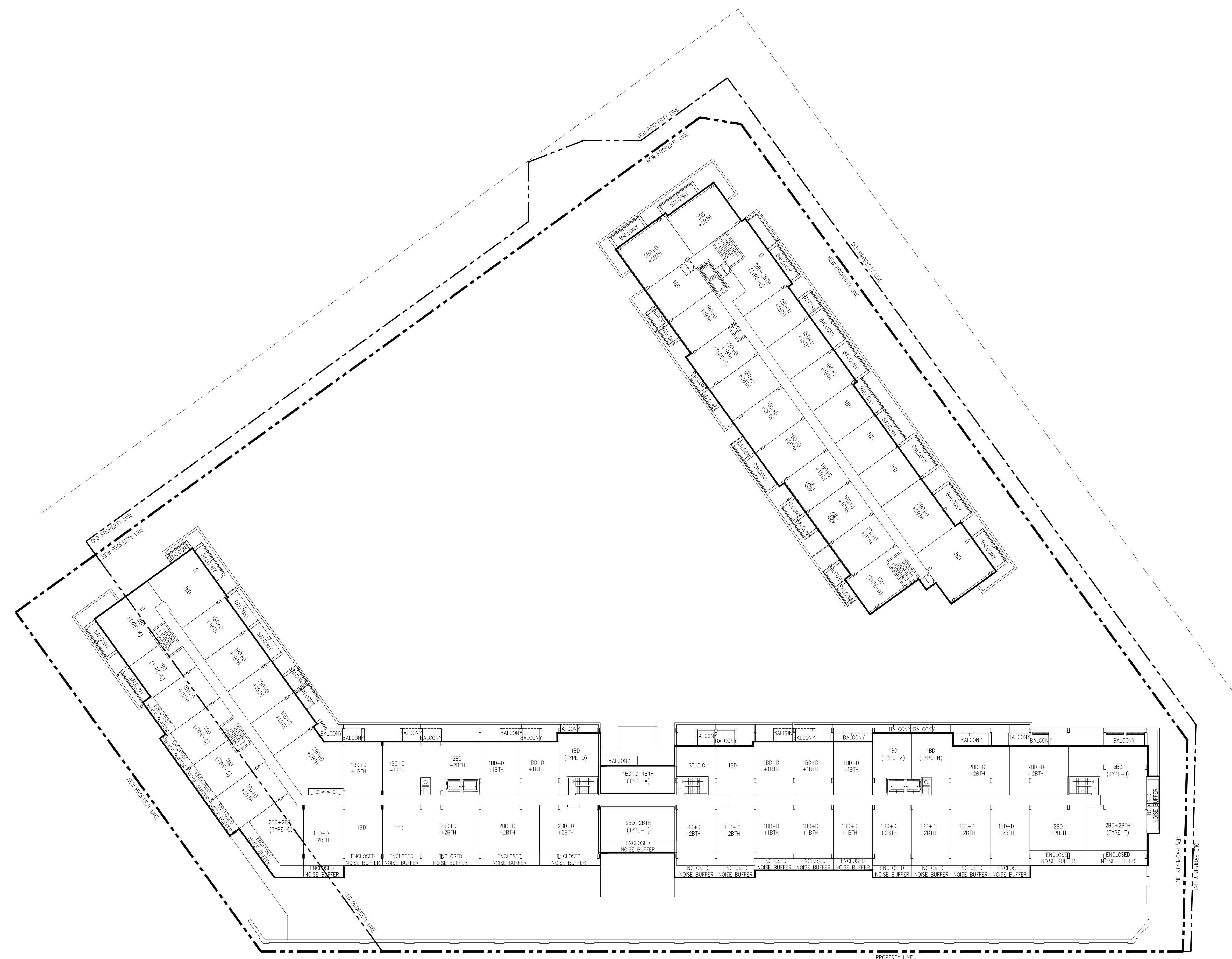
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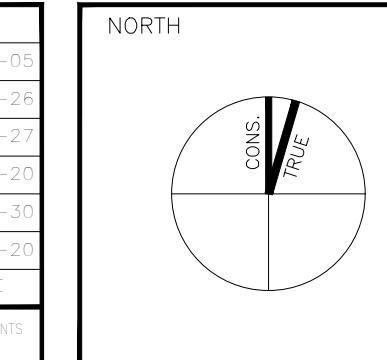
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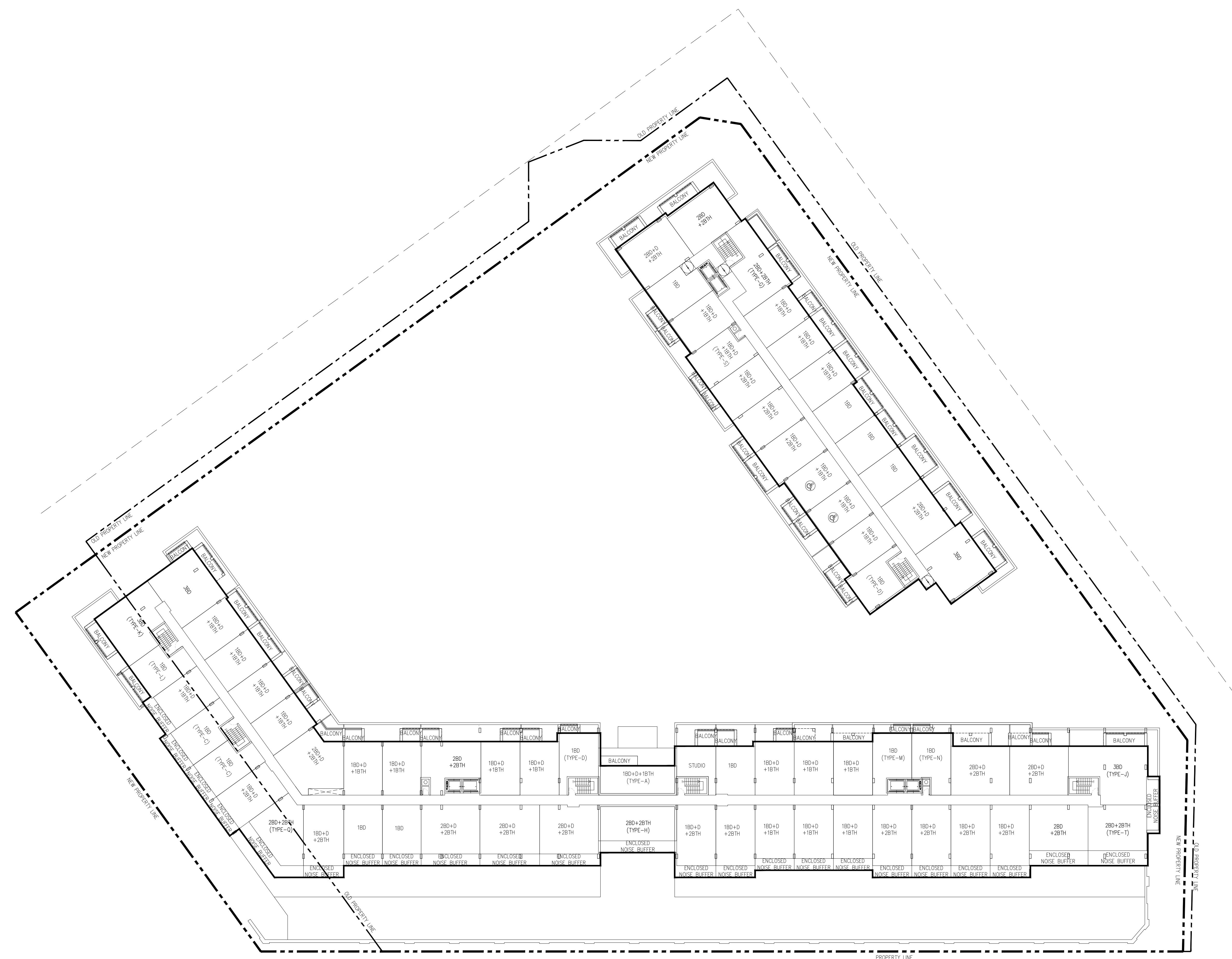
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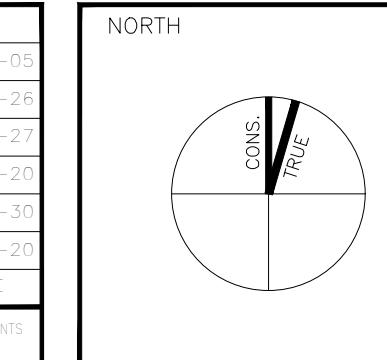
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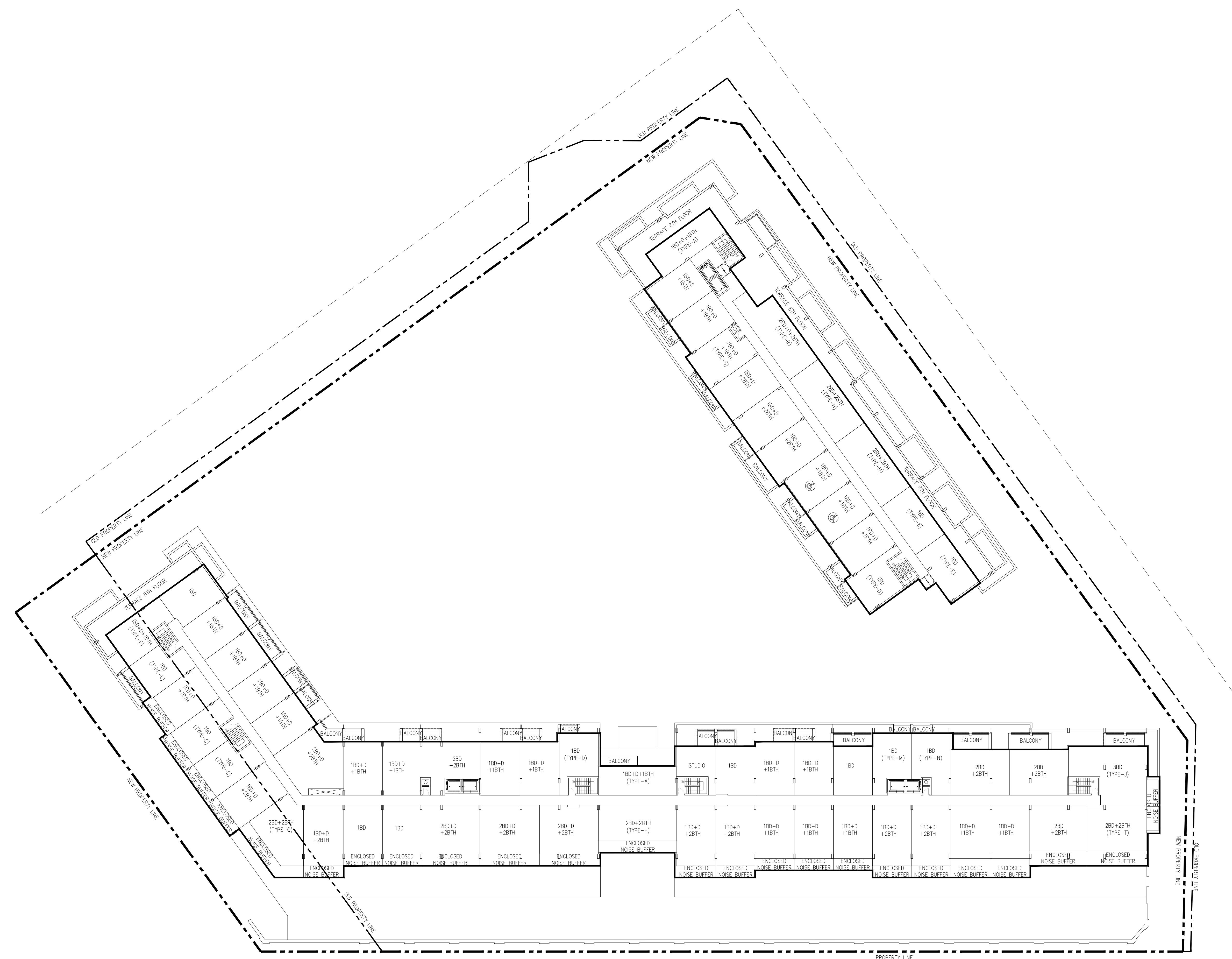
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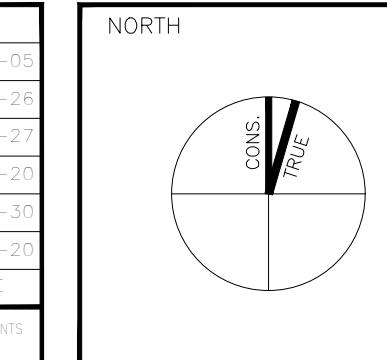
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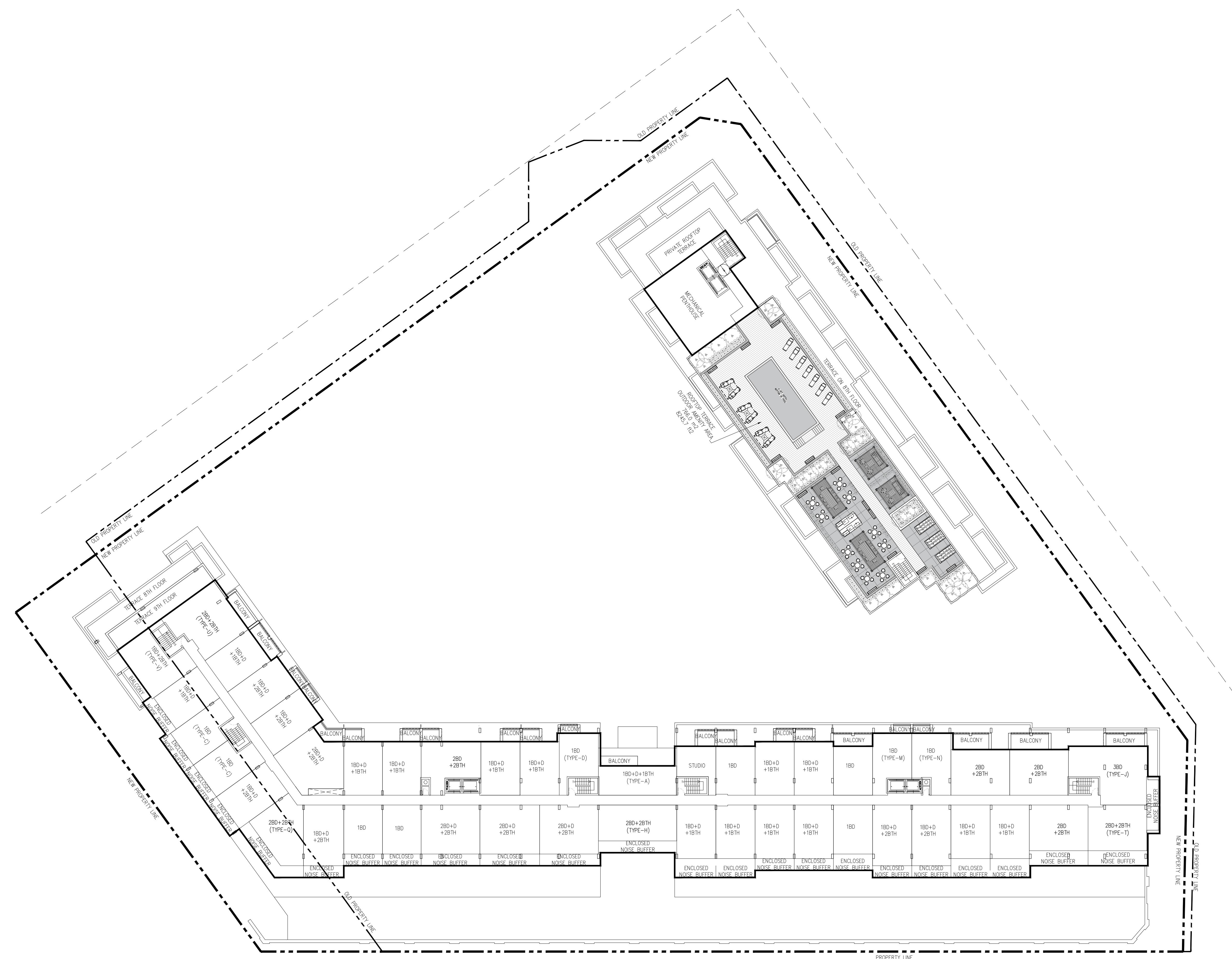
1 ROSETTA STREET
GEOGETOWN, ON

DRAWING TITLE:
8TH FLOOR PLAN
Scale:
1/300
Date:
SEP.05, 2024
Project No.
17127

Drawn by:
YA
Checked by:
RE
Drawing No.
A210

813-4789 YONGE ST TORONTO
ICON ARCHITECTS LTD
MAN.053 F.416-224-6505
T.416-224-6504

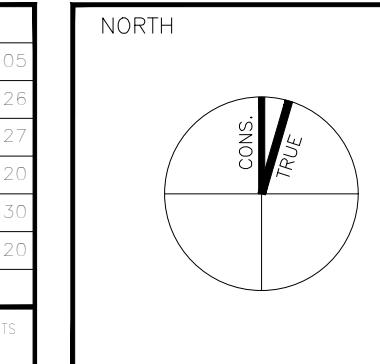
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NO.	REVISION/ISSUE	DATE	NO.	REVISION/ISSUE	DATE
6	RE-ISSUED FOR OPA & REZONING	24-09-05			
5	ISSUED FOR COORDINATION	24-06-28			
4	ISSUED FOR CLIENT REVIEW	24-02-27			
3	FOR MEETING WITH CITY	23-11-20			
2	RE-ISSUED FOR OPA & REZONING	23-05-30			
1	ISSUED FOR OPA & REZONING	22-06-20			

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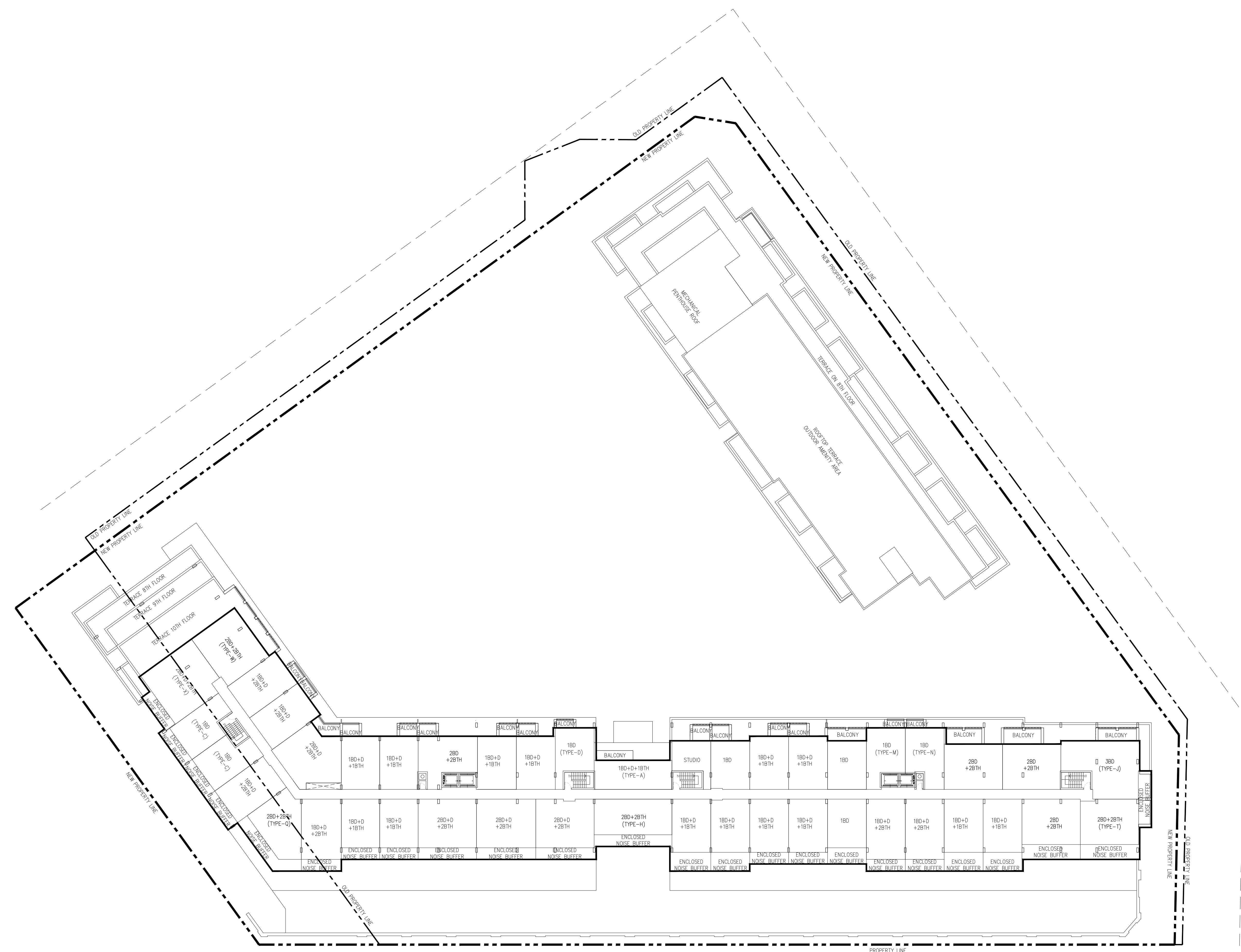


1 ROSETTA STREET
GEORGETOWN, ON

DRAWING TITLE:
9TH FLOOR PLAN
Scale:
1/300
Date:
SEP.05, 2024
Project No.
17127
A211

Drawn by:
YA
Checked by:
RE
Drawing No.
A211
813-4789 YONGE ST TORONTO
EDTS CA
MAN 063 F416-224-6505
T416-224-6504

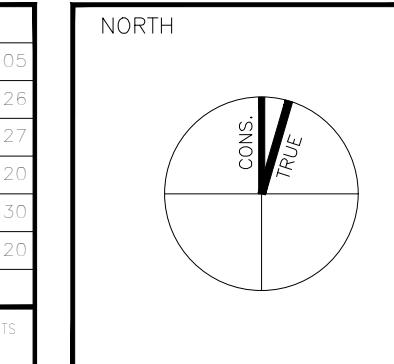
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BY THE ARCHITECT ON THE REVISION COLUMN.
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NO.	REVISION/ISSUE	DATE	NO.	REVISION/ISSUE	DATE
6	RE-ISSUED FOR OPA & REZONING	24-09-05			
5	ISSUED FOR COORDINATION	24-06-28			
4	ISSUED FOR CLIENT REVIEW	24-02-27			
3	FOR MEETING WITH CITY	23-11-20			
2	RE-ISSUED FOR OPA & REZONING	23-05-30			
1	ISSUED FOR OPA & REZONING	22-06-20			

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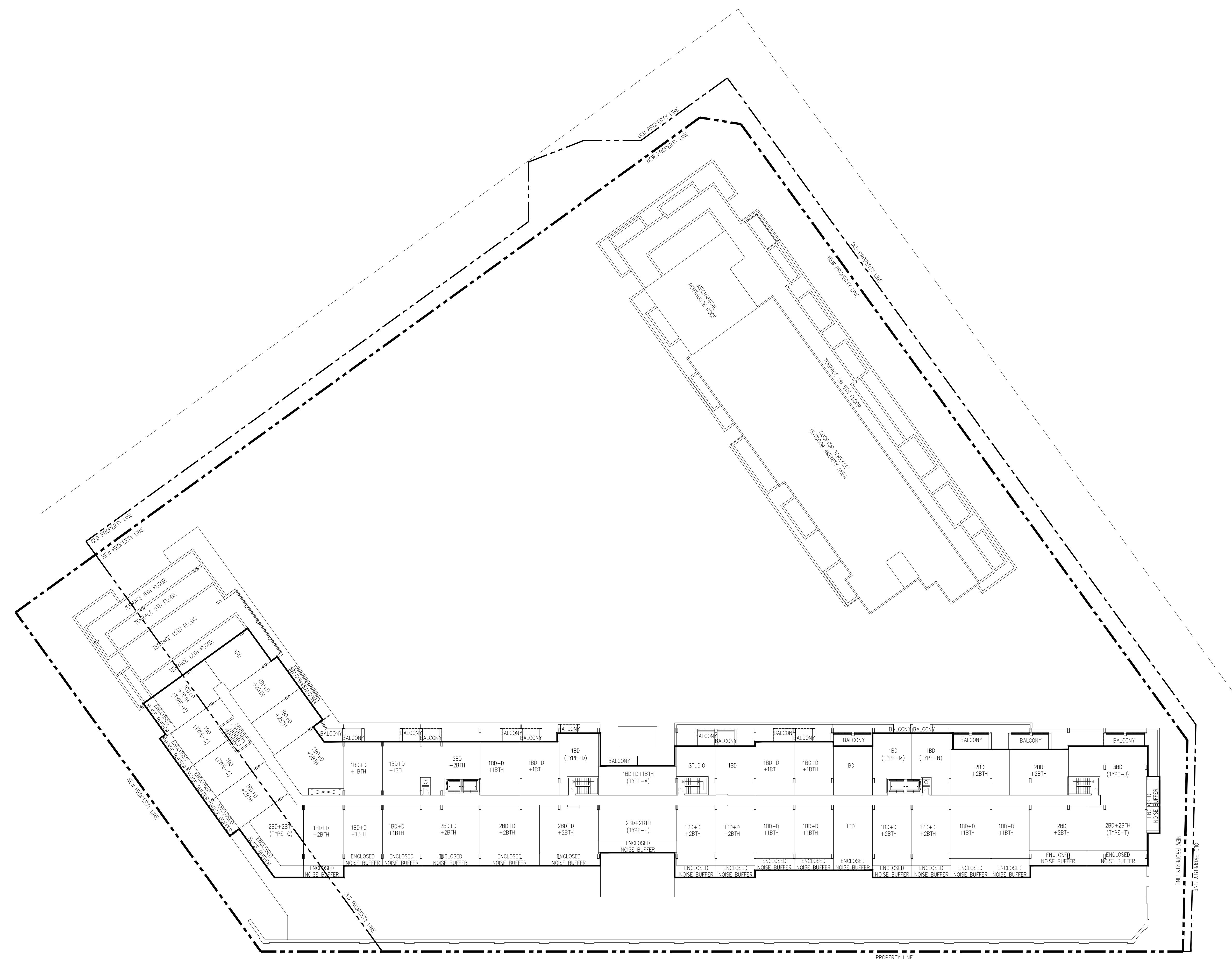


1 ROSETTA STREET
GEORGETOWN, ON

DRAWING TITLE:
10TH&11TH FLOOR PLAN
Scale:
1/300
Date:
SEP.05, 2024
Project No.
17127

Drawn by:
YA
Checked by:
RE
Drawing No.
A212
813 - 4789 YONGE ST TORONTO
ICON ARCHITECTS LTD
M/N 053 F/A 16-224-6565
T/A 16-224-6565

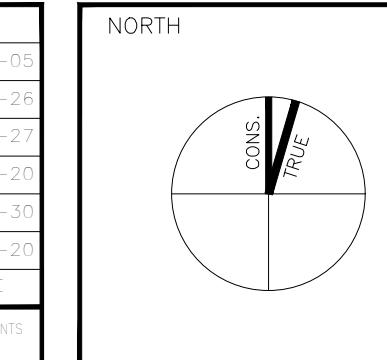
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NO.	REVISION/ISSUE	DATE	NO.	REVISION/ISSUE	DATE
6	RE-ISSUED FOR OPA & REZONING	24-09-05			
5	ISSUED FOR COORDINATION	24-06-28			
4	ISSUED FOR CLIENT REVIEW	24-02-27			
3	FOR MEETING WITH CITY	23-11-20			
2	RE-ISSUED FOR OPA & REZONING	23-05-30			
1	ISSUED FOR OPA & REZONING	22-06-20			

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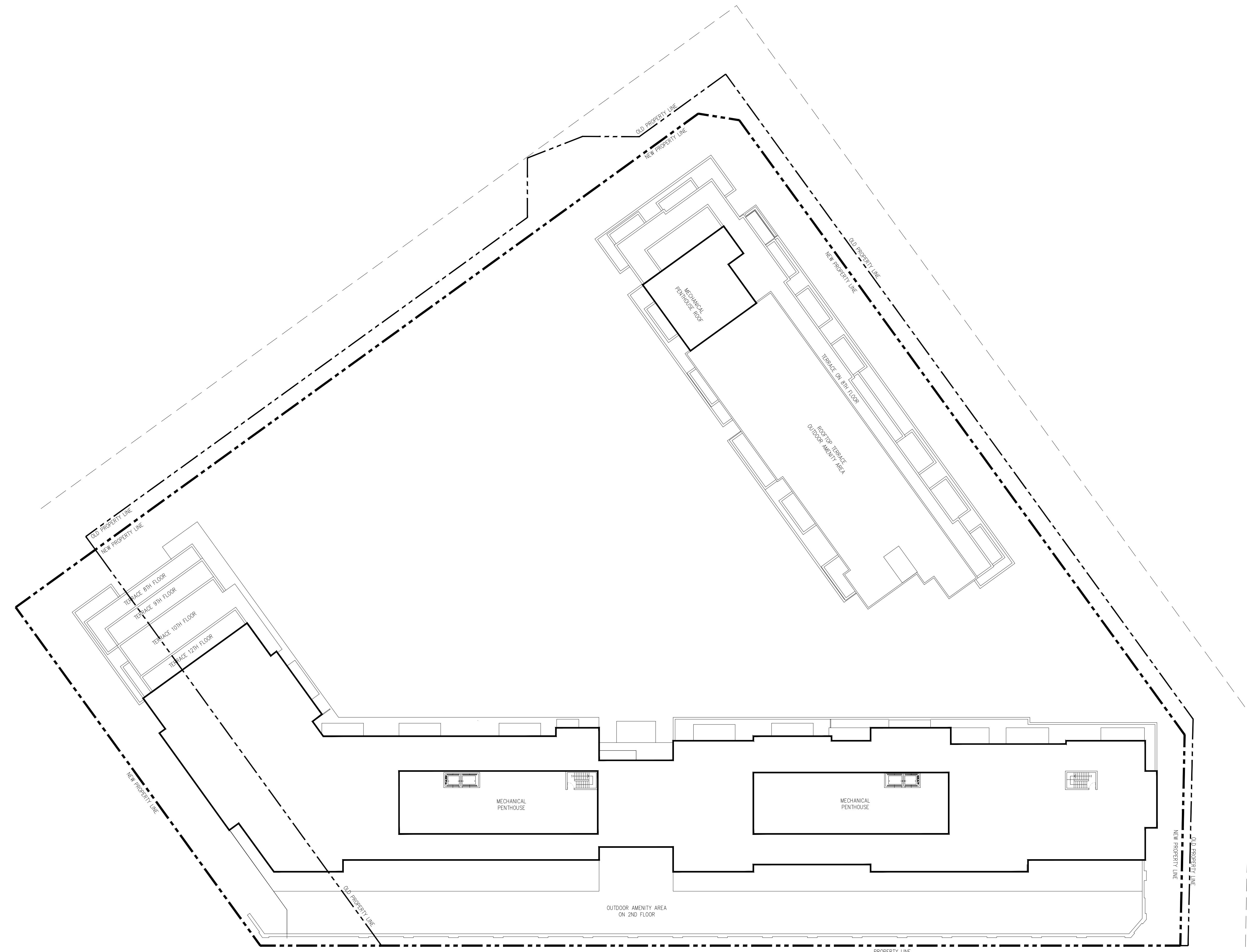
1 ROSETTA STREET
GEOGETOWN, ON

DRAWING TITLE:
12TH FLOOR PLAN
Scale:
1/300
Date:
SEP.05, 2024
Project No.
17127

Drawn by:
YA
Checked by:
RE
Drawing No.
A213

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T416-224-6505
M416-224-6505

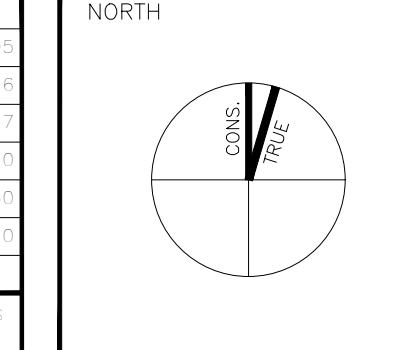
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3	FOR MEETING WITH CITY	23-11-20			
2	RE-ISSUED FOR OPA & REZONING	23-05-30			
1	ISSUED FOR OPA & REZONING	22-06-20			

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1 ROSETTA STREET
GEORGETOWN, ON

DRAWING TITLE:
ROOF FLOOR PLAN
Scale:
1/300
Date:
SEP.05, 2024
Project No.
17127

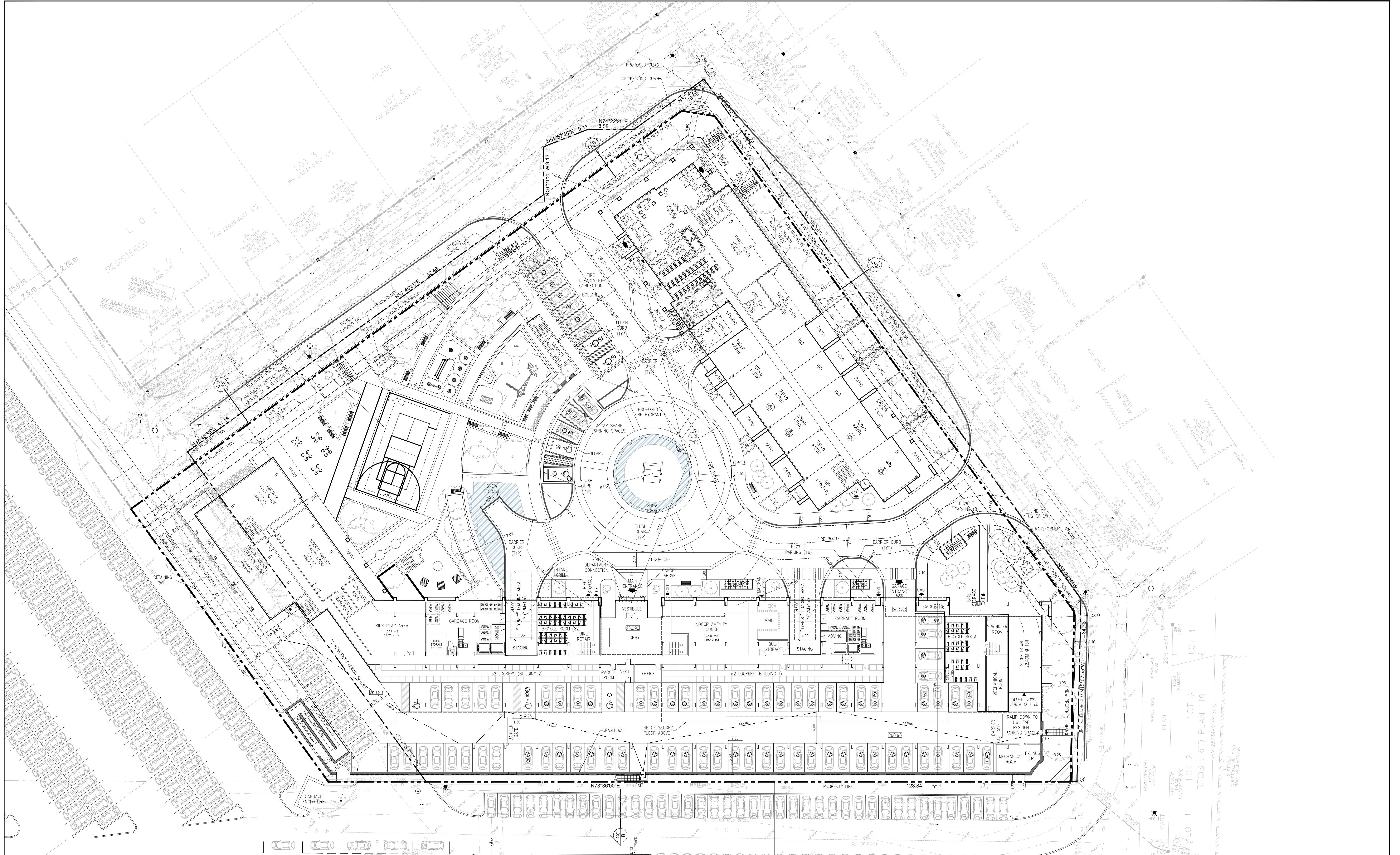
Drawn by:
YA
Checked by:
RE
Drawing No.
A214

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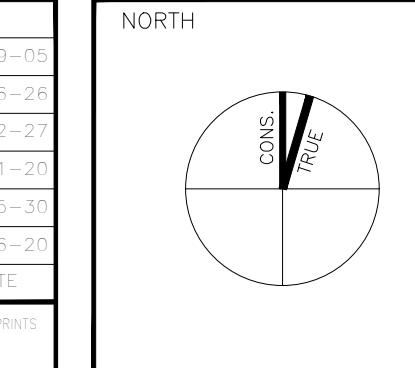
Scenario 2 – Buildings 01 and 02 Unconnected



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NO.	REVISION/ISSUE	DATE	NO.	REVISION/ISSUE	DATE
6	RE-ISSUED FOR OPA & REZONING	24-09-05			
5	ISSUED FOR COORDINATION	24-06-26			
4	ISSUED FOR CLIENT REVIEW	24-02-27			
3	FOR MEETING WITH CITY	23-11-20			
2	RE-ISSUED FOR OPA & REZONING	23-05-30			
1	ISSUED FOR OPA & REZONING	22-06-20			

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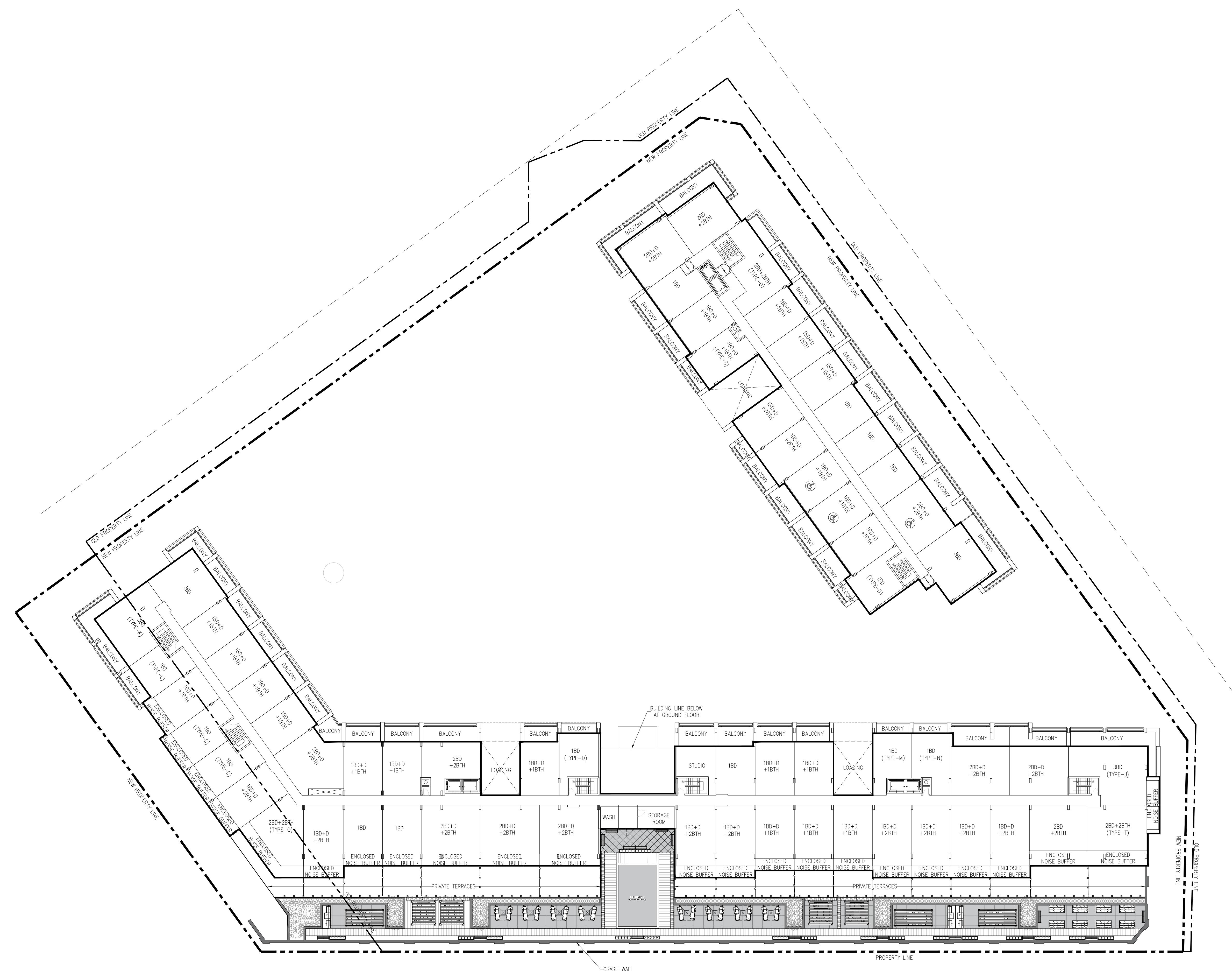


1 ROSETTA STREET
GEOGETOWN, ON

DRAWING TITLE:
GROUND FLOOR PLAN
Scale: 1/300
Date: SEP.05, 2024
Project No. 17127
Drawn by: YA
Checked by: RE
Drawing No. A203

813-4789 YONGE ST TORONTO
M5N 0G3 ETSI CA
T416-224-6505 F416-224-6504

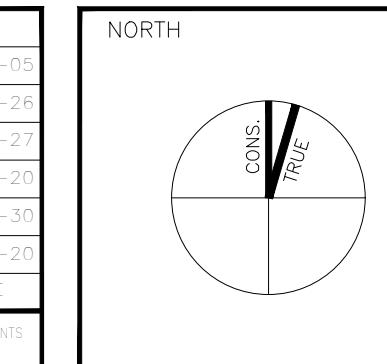
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5	ISSUED FOR COORDINATION	24-06-26			
4	ISSUED FOR CLIENT REVIEW	24-02-27			
3	FOR MEETING WITH CITY	23-11-20			
2	RE-ISSUED FOR OPA & REZONING	23-05-30			
1	ISSUED FOR OPA & REZONING	22-06-20			

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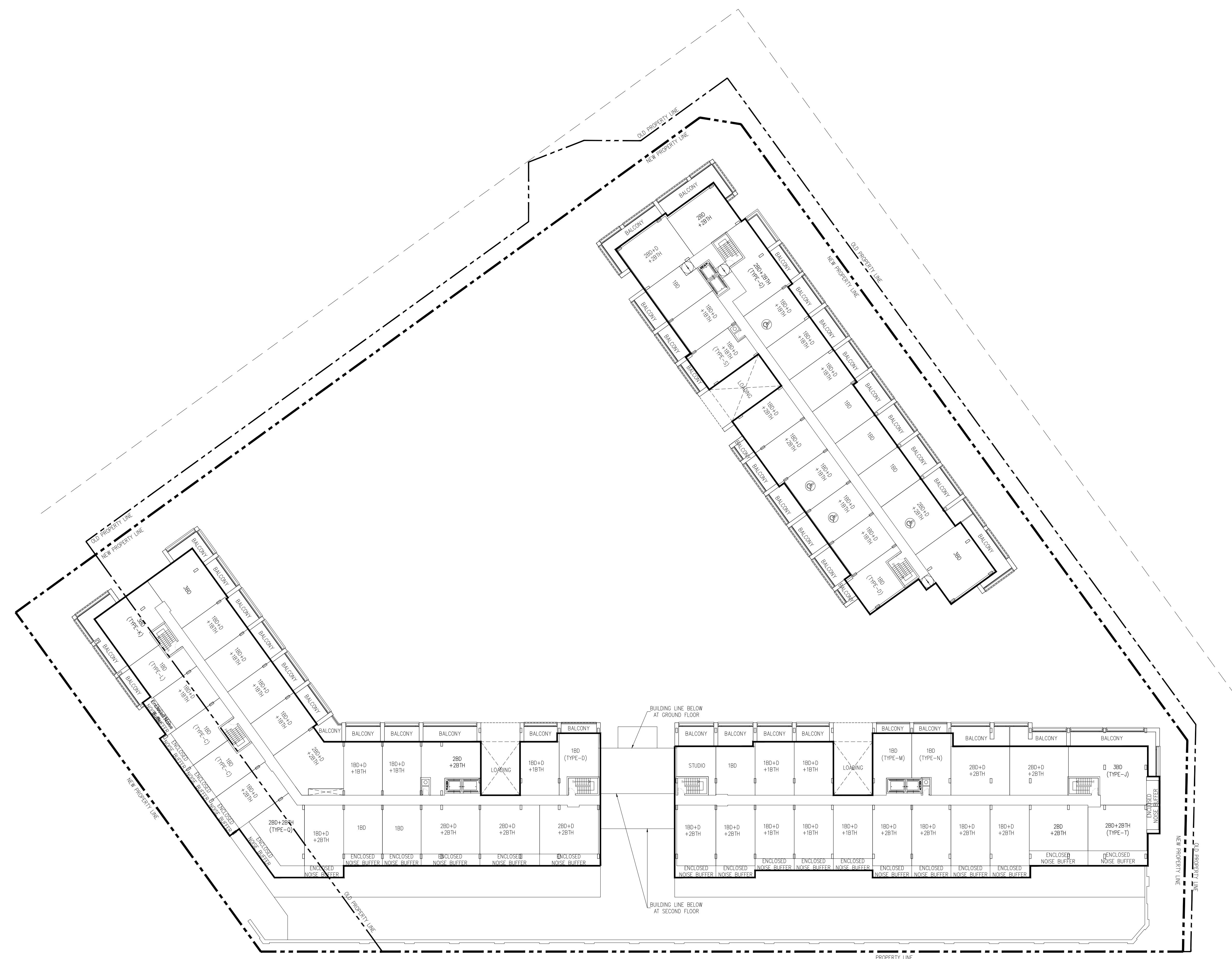


1 ROSETTA STREET
GEORGETOWN, ON

DRAWING TITLE:
2ND FLOOR PLAN
Scale:
1/300
Date:
SEP.05, 2024
Project No.
17127

Drawn by:
YA
Checked by:
RE
Drawing No.
A205
813 - 4789 YONGE ST TORONTO
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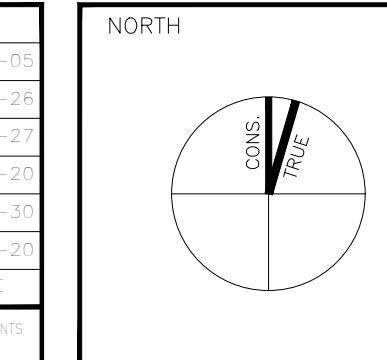
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NO.	REVISION/ISSUE	DATE	NO.	REVISION/ISSUE	DATE
6	RE-ISSUED FOR OPA & REZONING	24-09-05			
5	ISSUED FOR COORDINATION	24-06-28			
4	ISSUED FOR CLIENT REVIEW	24-02-27			
3	FOR MEETING WITH CITY	23-11-20			
2	RE-ISSUED FOR OPA & REZONING	23-05-30			
1	ISSUED FOR OPA & REZONING	22-06-20			

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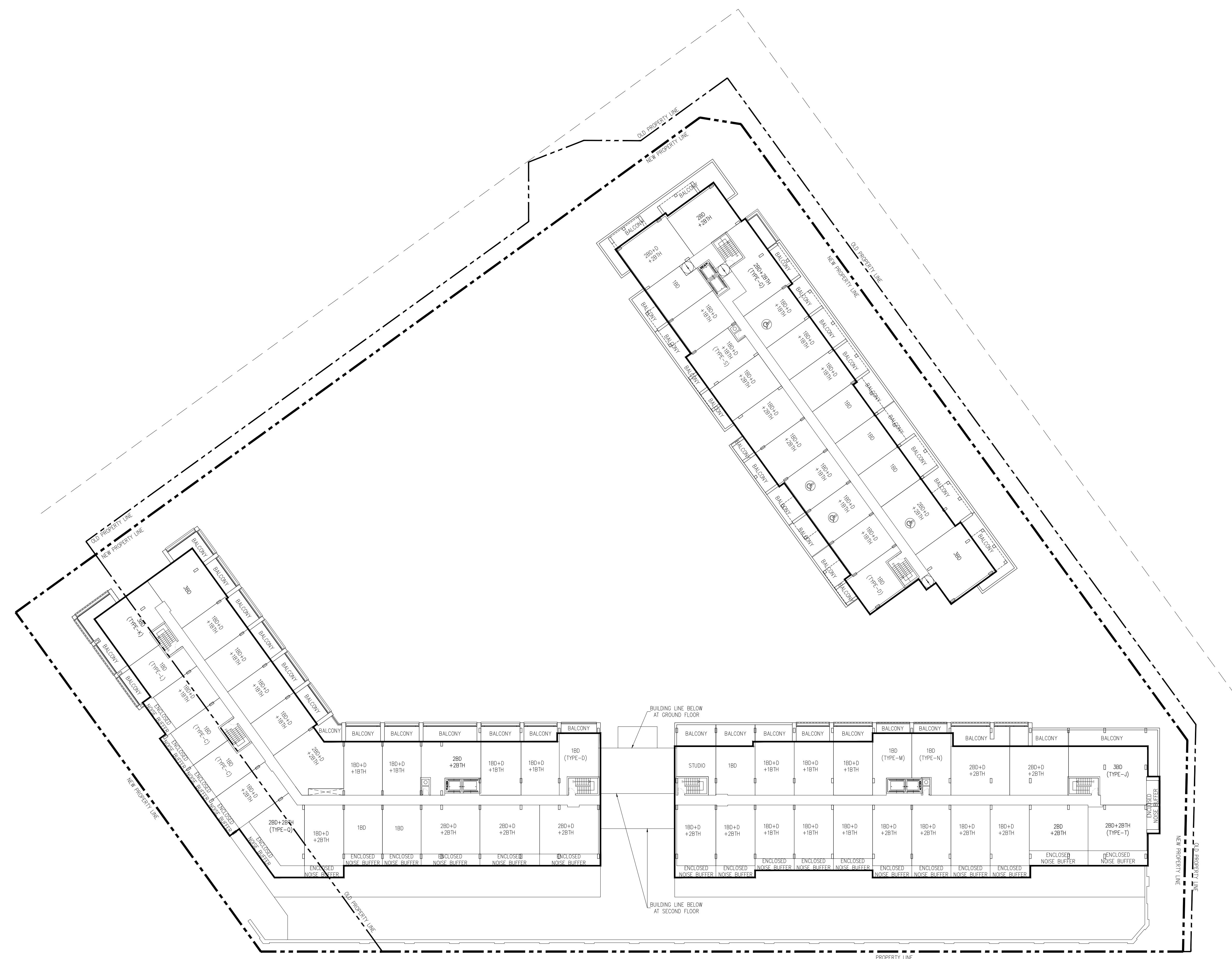
1 ROSETTA STREET
GEORGETOWN, ON

DRAWING TITLE:
3RD FLOOR PLAN
Scale:
1/300
Date:
SEP.05, 2024
Project No.
17127

Drawn by:
YA
Checked by:
RE
Drawing No.
A206

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ICON ARCHITECTS LTD
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T.416-224-6504

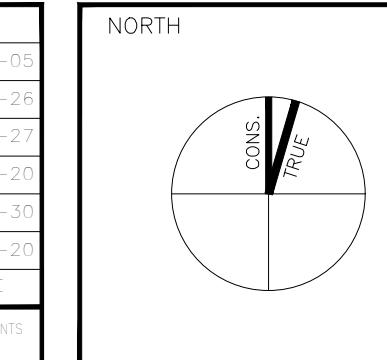
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NO.	REVISION/ISSUE	DATE	NO.	REVISION/ISSUE	DATE
6	RE-ISSUED FOR OPA & REZONING	24-09-05			
5	ISSUED FOR COORDINATION	24-06-28			
4	ISSUED FOR CLIENT REVIEW	24-02-27			
3	FOR MEETING WITH CITY	23-11-20			
2	RE-ISSUED FOR OPA & REZONING	23-05-30			
1	ISSUED FOR OPA & REZONING	22-06-20			

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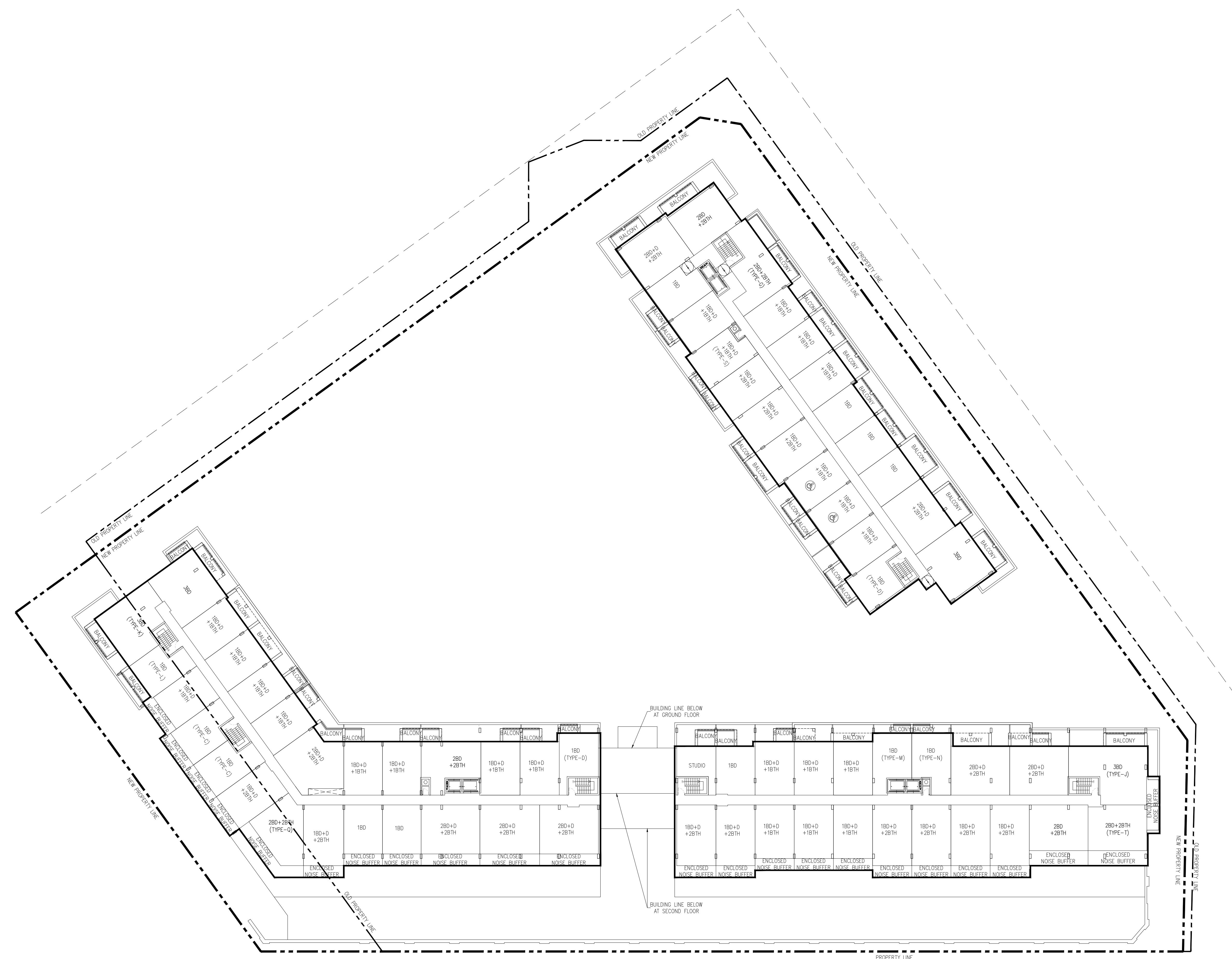
1 ROSETTA STREET
GEORGETOWN, ON

DRAWING TITLE:
4TH FLOOR PLAN
Scale:
1/300
Date:
SEP.05, 2024
Project No.
17127

Drawn by:
YA
Checked by:
RE
Drawing No.
A207

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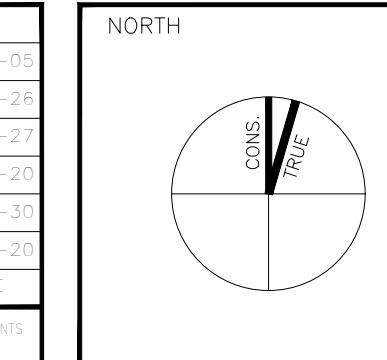
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NO.	REVISION/ISSUE	DATE	NO.	REVISION/ISSUE	DATE
6	RE-ISSUED FOR OPA & REZONING	24-09-05			
5	ISSUED FOR COORDINATION	24-06-28			
4	ISSUED FOR CLIENT REVIEW	24-02-27			
3	FOR MEETING WITH CITY	23-11-20			
2	RE-ISSUED FOR OPA & REZONING	23-05-30			
1	ISSUED FOR OPA & REZONING	22-06-20			

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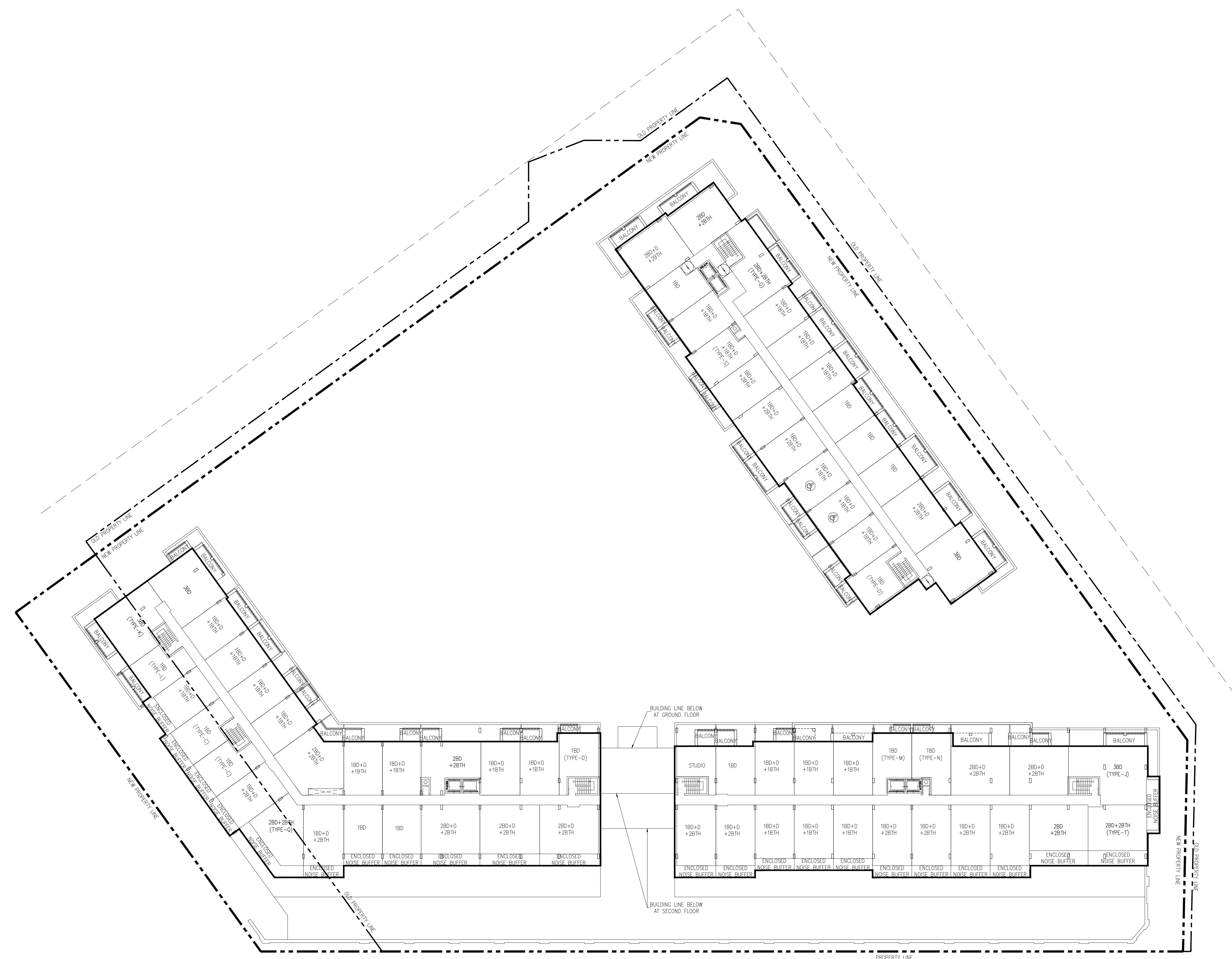


1 ROSETTA STREET
GEORGETOWN, ON

DRAWING TITLE:
5TH FLOOR PLAN
Scale:
1/300
Date:
SEP.05, 2024
Project No.
17127

Drawn by:
YA
Checked by:
RE
Drawing No.
A208

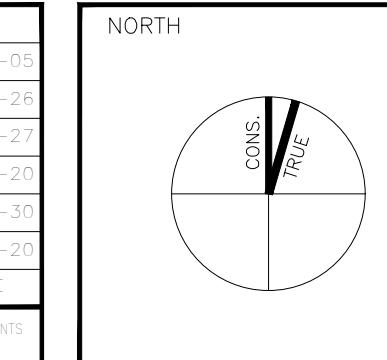
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NO.	REVISION/ISSUE	DATE	NO.	REVISION/ISSUE	DATE
6	RE-ISSUED FOR OPA & REZONING	24-09-05			
5	ISSUED FOR COORDINATION	24-06-28			
4	ISSUED FOR CLIENT REVIEW	24-02-27			
3	FOR MEETING WITH CITY	23-11-20			
2	RE-ISSUED FOR OPA & REZONING	23-05-30			
1	ISSUED FOR OPA & REZONING	22-06-20			

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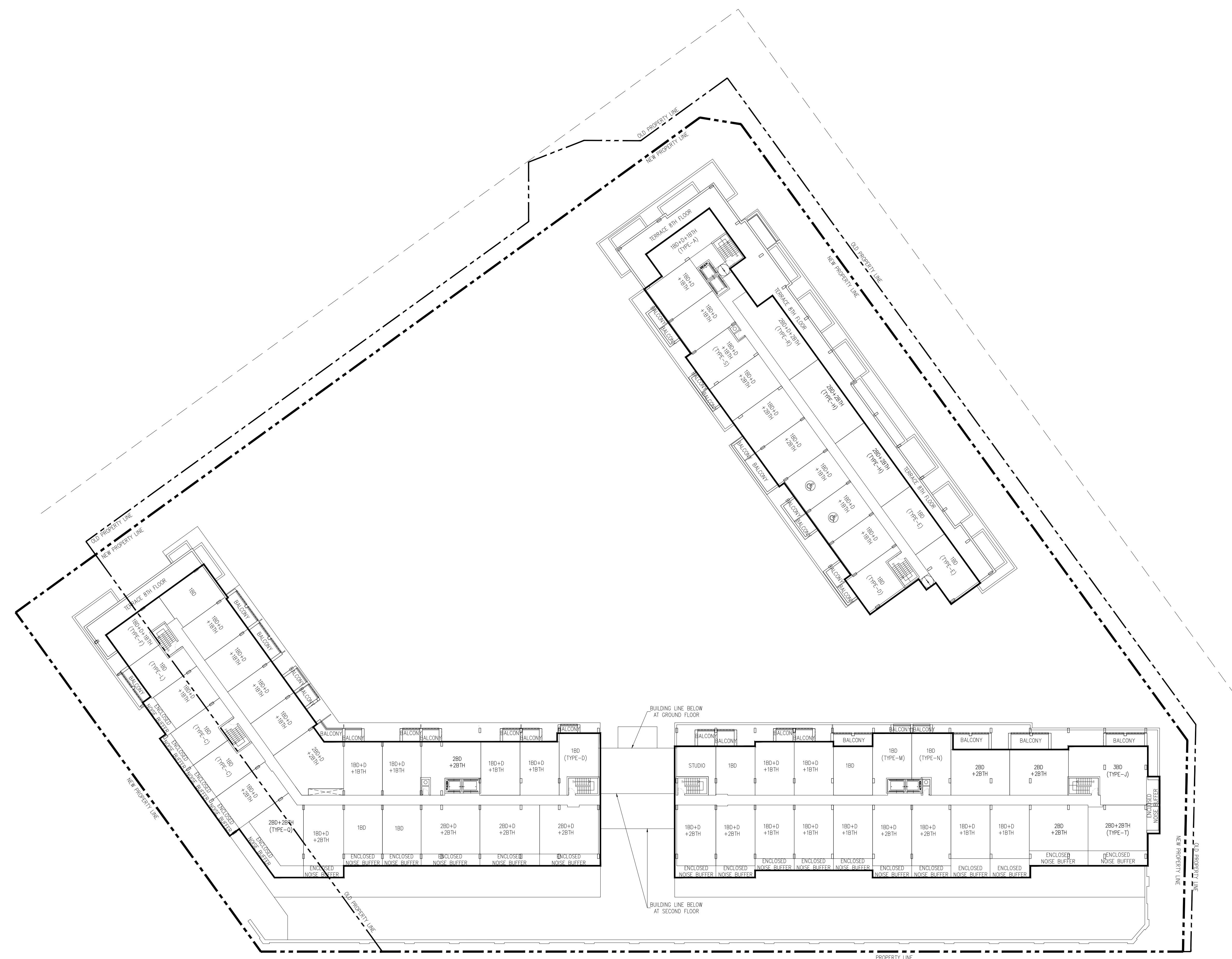


1 ROSETTA STREET
GEORGETOWN, ON

DRAWING TITLE:
6TH&7TH FLOOR PLAN
Scale:
1/300
Date:
SEP.05, 2024
Project No.
17127

Drawn by:
YA
Checked by:
RE
Drawing No.
A209

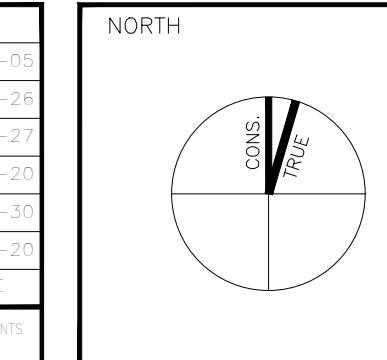
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5	ISSUED FOR COORDINATION	24-06-28			
4	ISSUED FOR CLIENT REVIEW	24-02-27			
3	FOR MEETING WITH CITY	23-11-20			
2	RE-ISSUED FOR OPA & REZONING	23-05-30			
1	ISSUED FOR OPA & REZONING	22-06-20			

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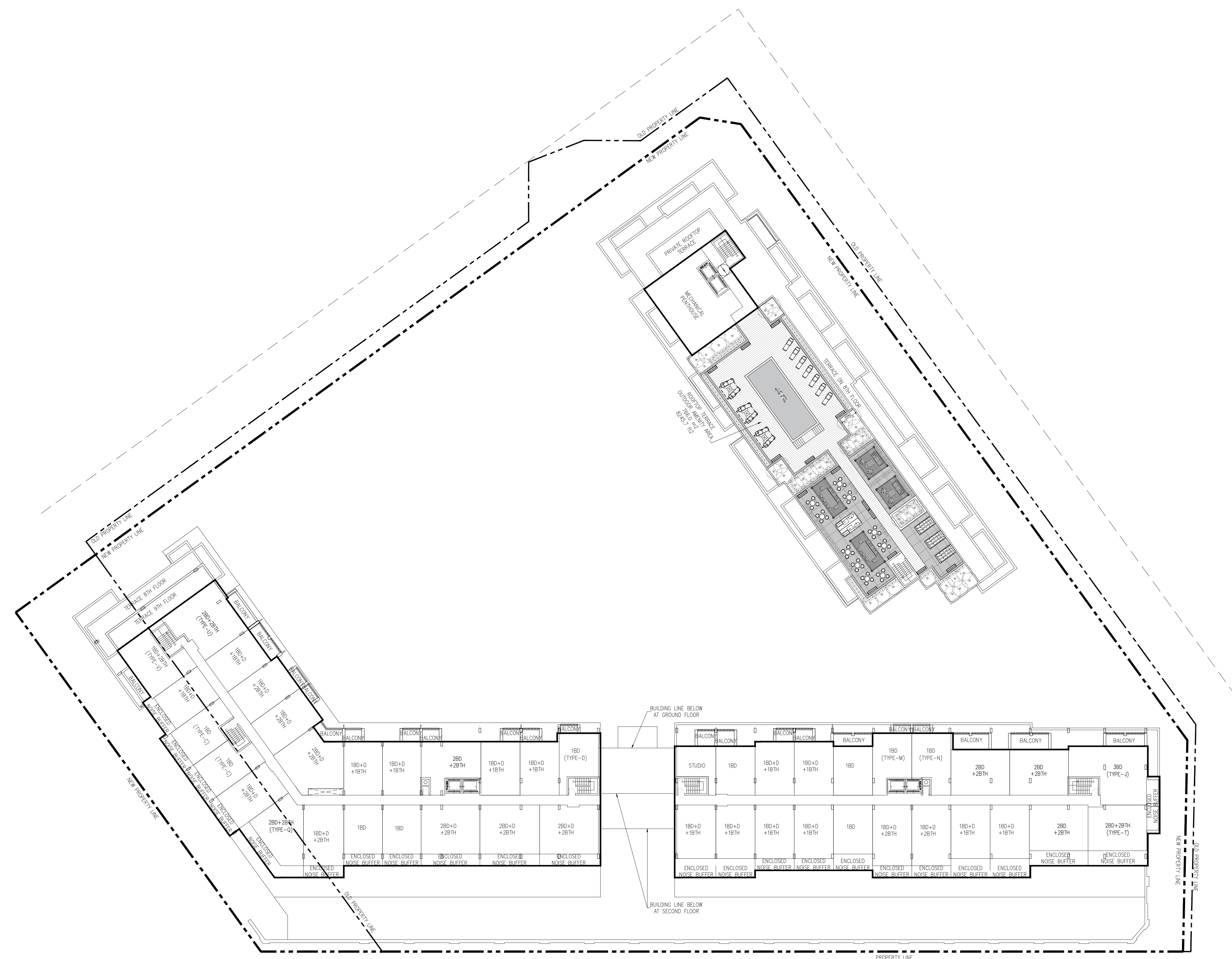
1 ROSETTA STREET
GEORGETOWN, ON

DRAWING TITLE:
8TH FLOOR PLAN
Scale:
1/300
Date:
SEP.05, 2024
Project No.
17127

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YA
Checked by:
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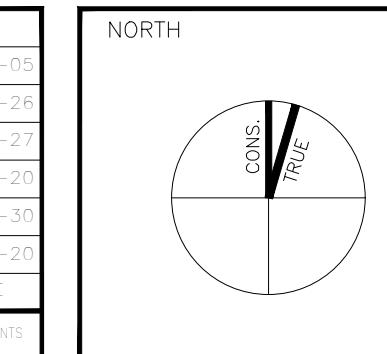
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1	ISSUED FOR OPA & REZONING	22-06-20			

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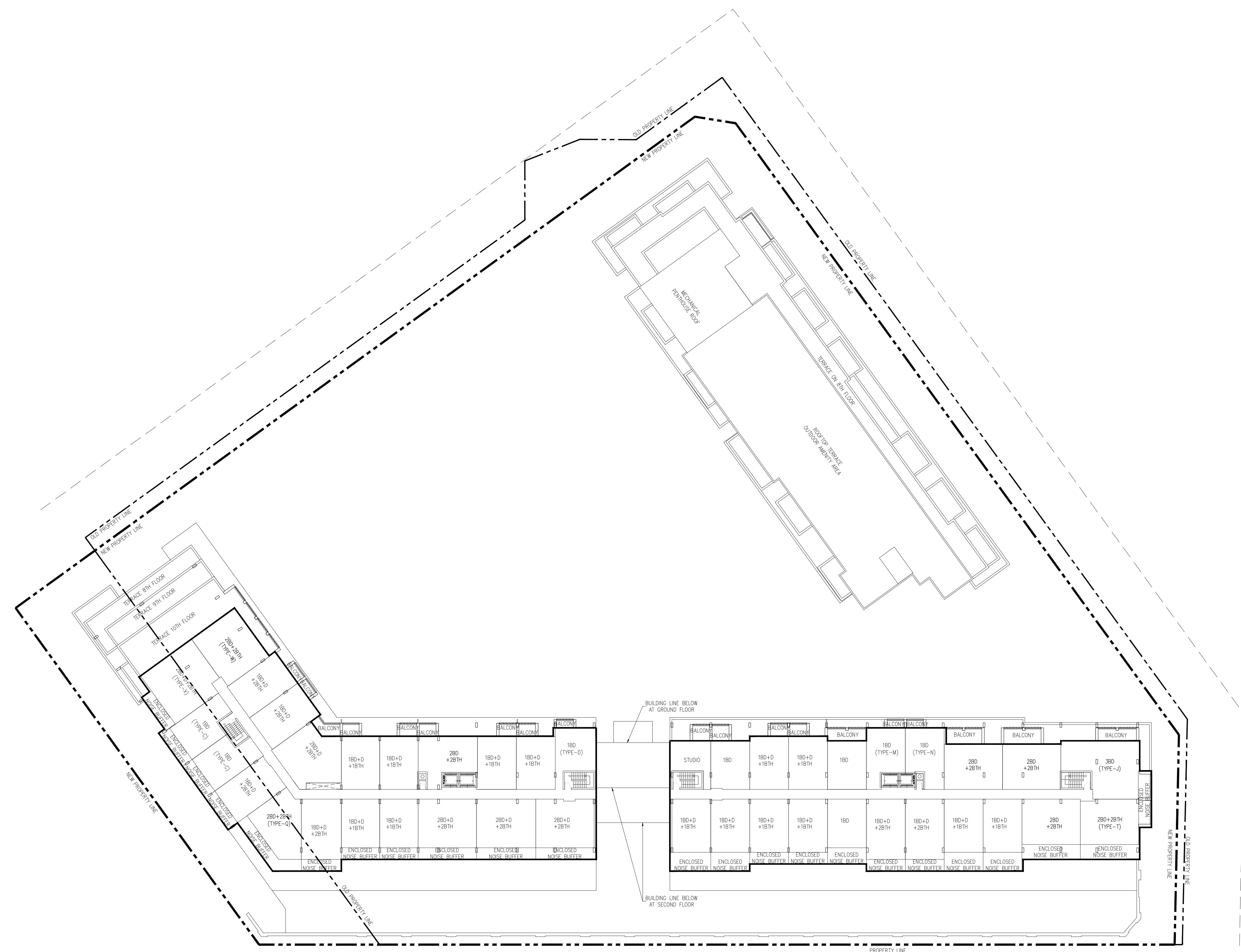


1 ROSETTA STREET
GEORGETOWN, ON

DRAWING TITLE:
9TH FLOOR PLAN
Scale:
1/300
Date:
SEP.05, 2024
Project No.
17127

Drawn by:
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Drawing No.
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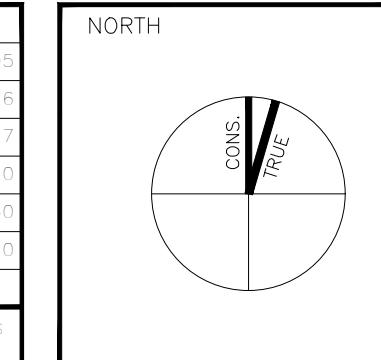
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1	ISSUED FOR OPA & REZONING	22-06-20			

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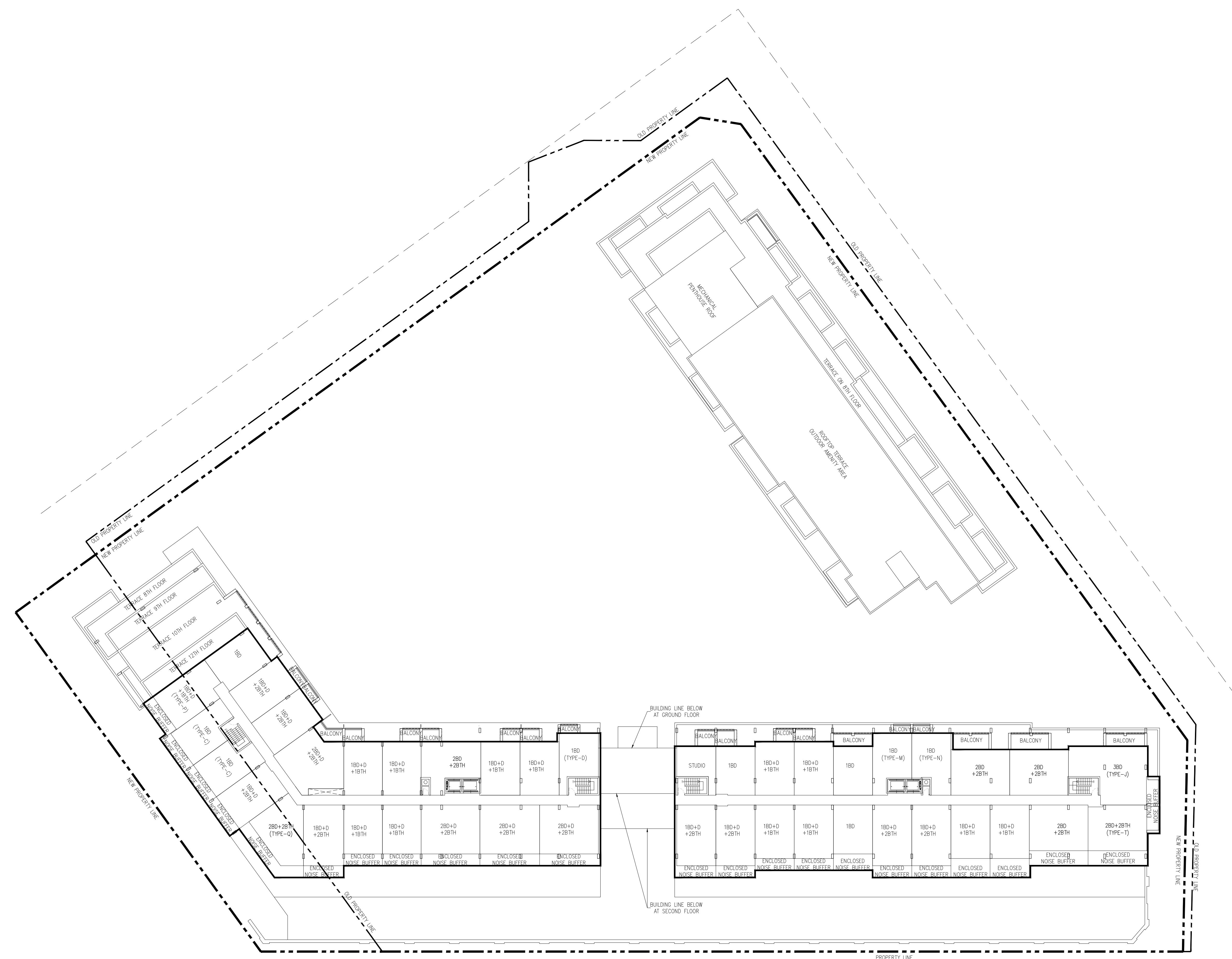


1 ROSETTA STREET
GEORGETOWN, ON

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10TH&11TH FLOOR PLAN
Scale:
1/300
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SEP.05, 2024
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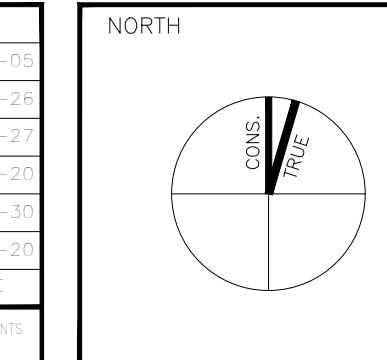
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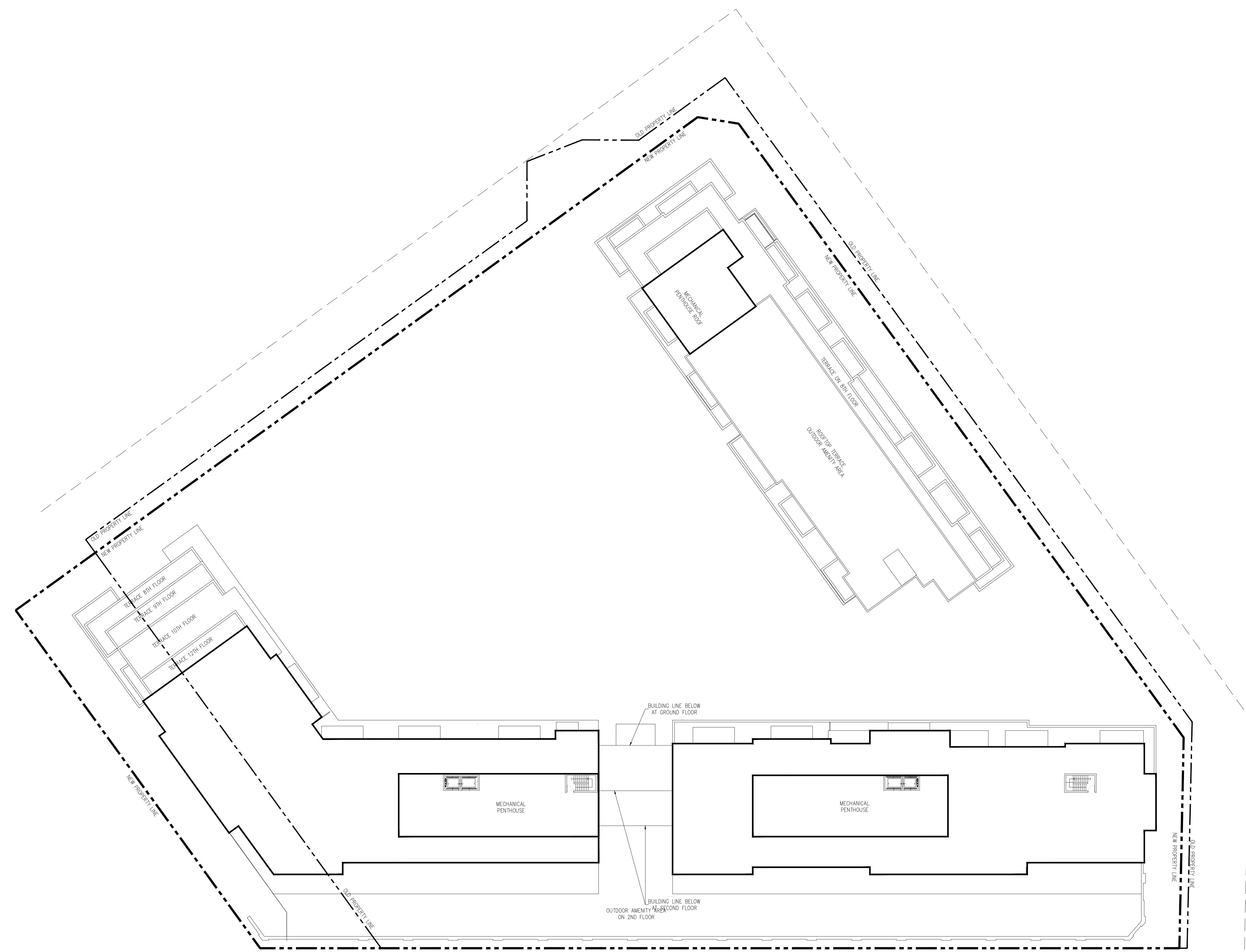
1 ROSETTA STREET
GEOGETOWN, ON

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12TH FLOOR PLAN
Scale:
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Date:
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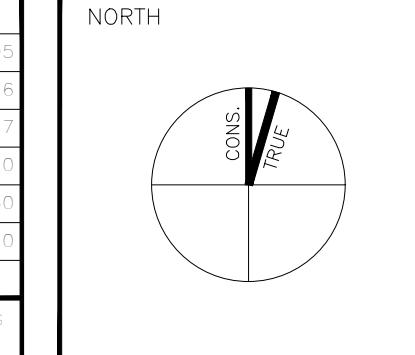
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GEORGETOWN, ON

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Scale:
1/300
Date:
SEP.05, 2024
Project No.
17127

Drawn by:
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Attachment B – Figures

Supplementary Comparative Assessment of Proposed Development

1 Rosetta Street, Georgetown

1 Rosetta Street Inc.

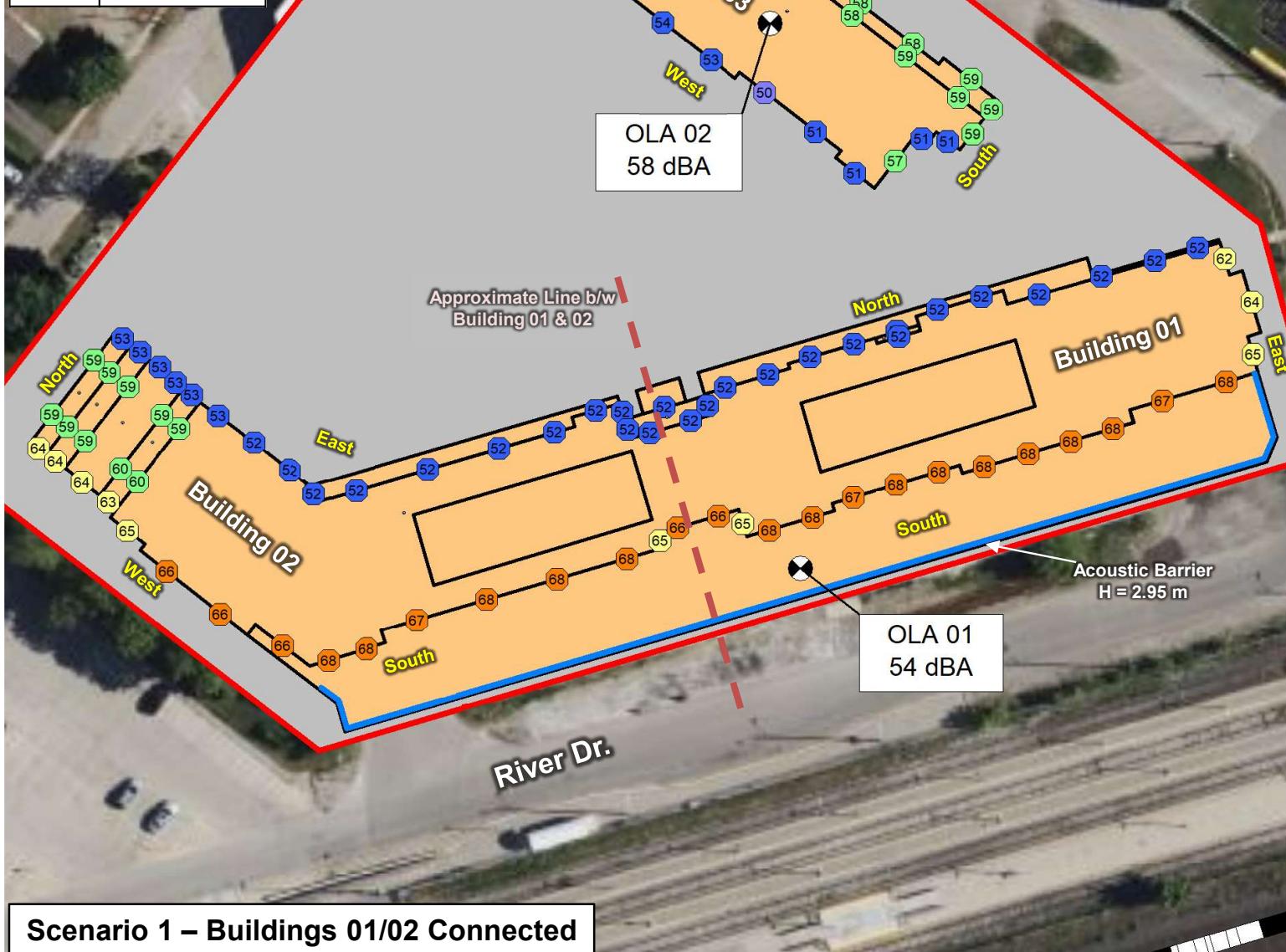
SLR Project No.: 241.V20210.00002

October 4, 2024

Legend	
	Proposed Development - Building
	Project Property Line (approx.)
	Façade Sound Level (dBA) (see Legend below)
	Acoustic Barrier

Sound Level Legend

	< 30 dBA
	≥ 30 ... ≤ 40 dBA
	≥ 41 ... ≤ 45 dBA
	≥ 46 ... ≤ 50 dBA
	≥ 51 ... ≤ 55 dBA
	≥ 56 ... ≤ 60 dBA
	≥ 61 ... ≤ 65 dBA
	≥ 66 ... ≤ 70 dBA
	≥ 71 ... ≤ 75 dBA



1 ROSETTA STREET INC.

1 ROSETTA STREET, GEORGETOWN

PREDICTED FAÇADE & OLA SOUND LEVELS – RAIL TRAFFIC – DAYTIME
SCENARIO 1, CONNECTED (LEFT) VS. SCENARIO 2, UNCONNECTED (RIGHT)

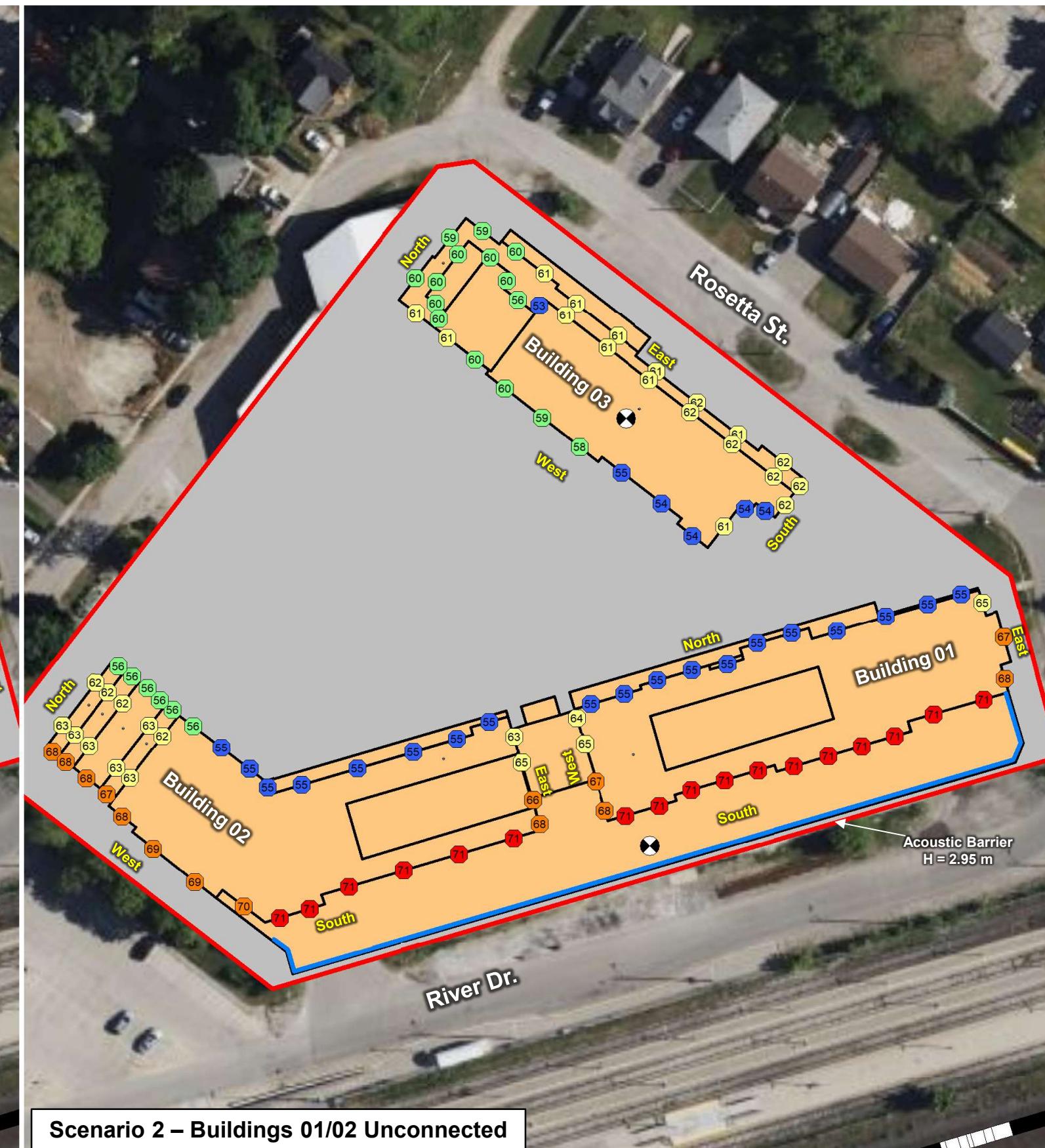
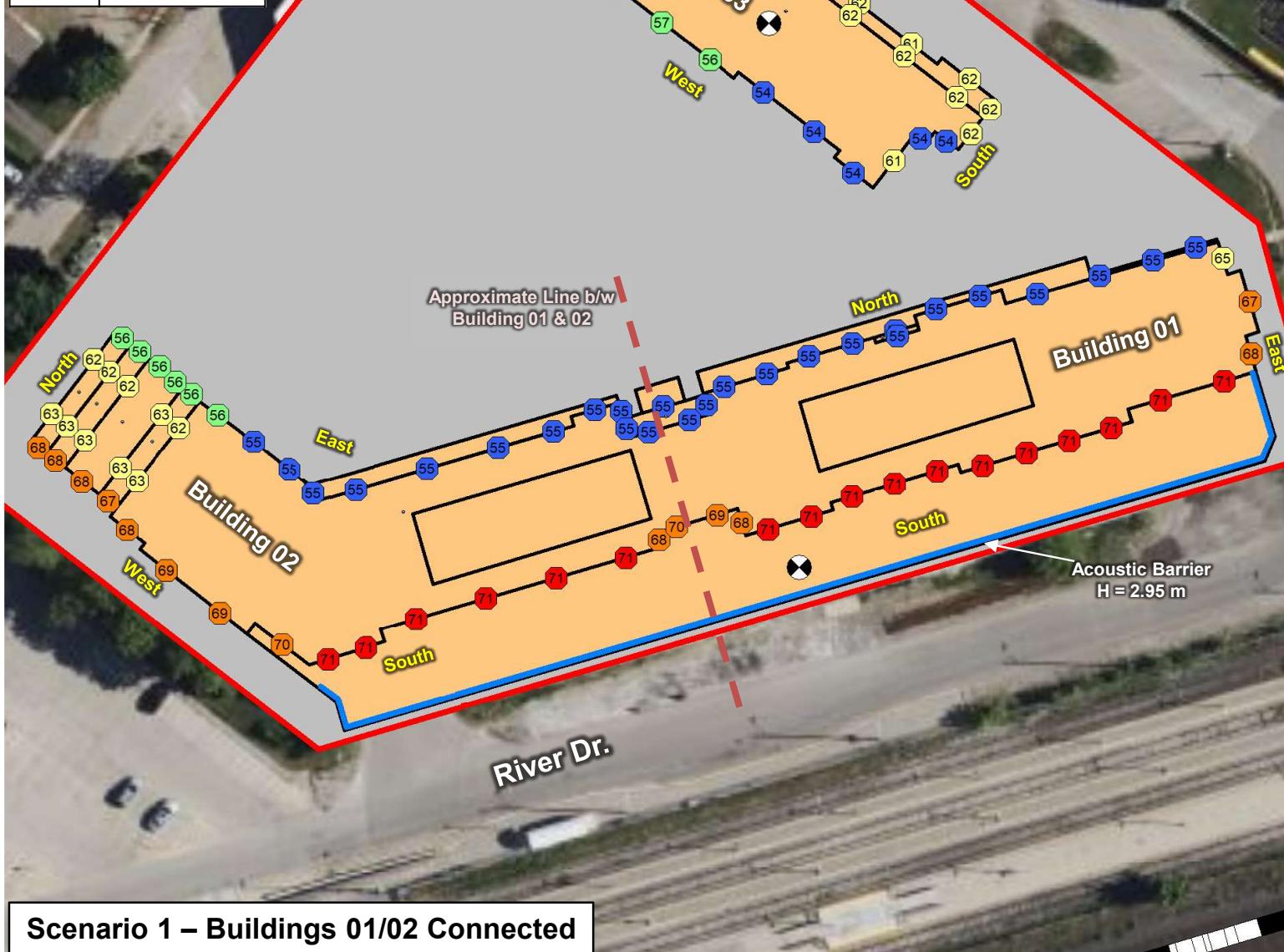


Scale: 1:850 METRES
Date: Oct. 4, 2024 Rev. 0 Figure No. B1
Project No.: 241.V20210.00002

Legend	
	Proposed Development - Building
	Project Property Line (approx.)
	Façade Sound Level (dBA) (see Legend below)
	Acoustic Barrier

Sound Level Legend

	< 30 dBA
	≥ 30 ... ≤ 40 dBA
	≥ 41 ... ≤ 45 dBA
	≥ 46 ... ≤ 50 dBA
	≥ 51 ... ≤ 55 dBA
	≥ 56 ... ≤ 60 dBA
	≥ 61 ... ≤ 65 dBA
	≥ 66 ... ≤ 70 dBA
	≥ 71 ... ≤ 75 dBA



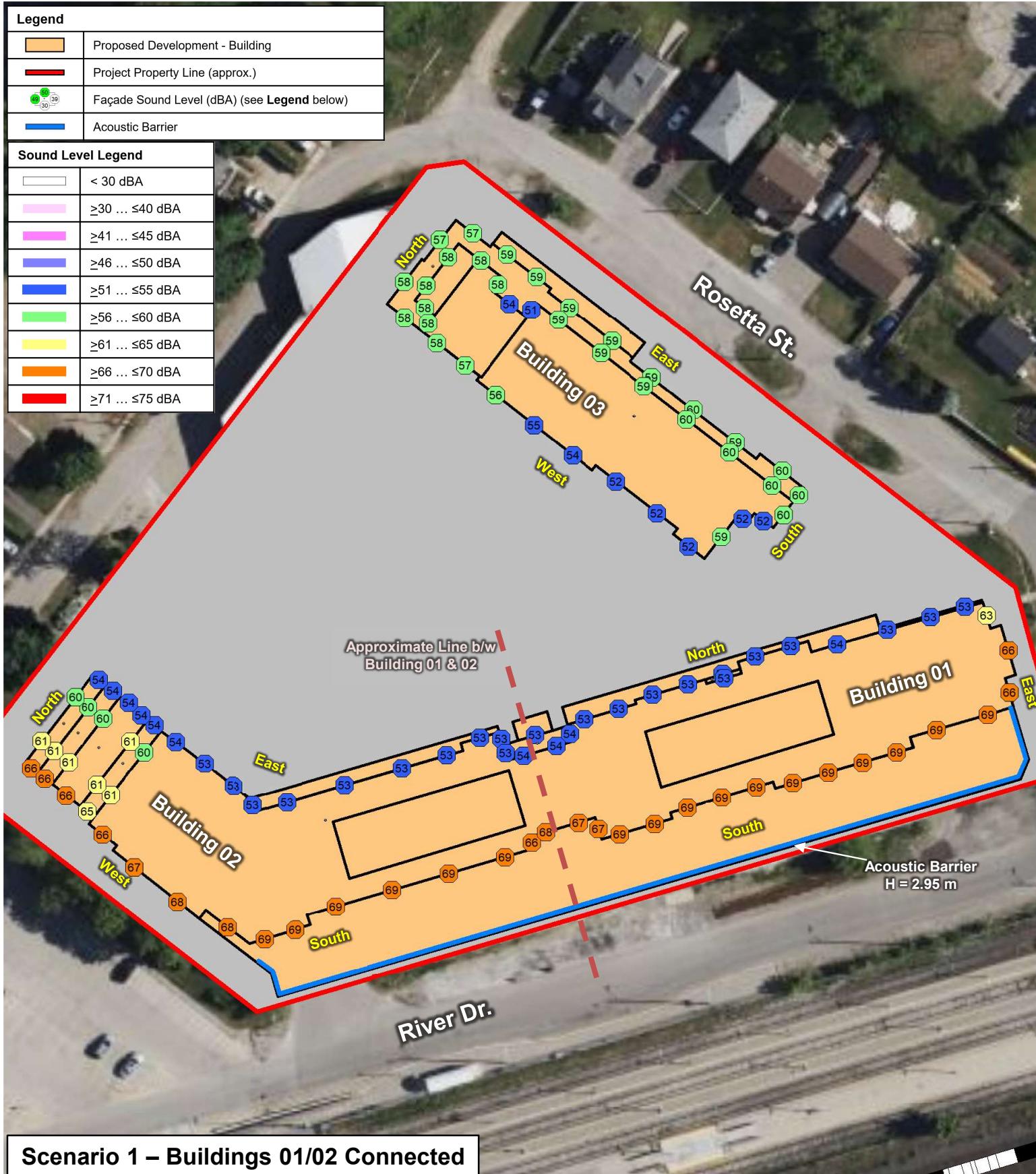
1 ROSETTA STREET INC. 1 ROSETTA STREET, GEORGE TOWN PREDICTED FAÇADE SOUND LEVELS – RAIL TRAFFIC – NIGHTTIME SCENARIO 1, CONNECTED (LEFT) VS. SCENARIO 2, UNCONNECTED (RIGHT)	True North 	Scale: 1:850 METRES
	Date: Oct. 4, 2024 Rev. 0	Figure No. B2
	Project No.: 241.V20210.00002	

SLR

Legend	
	Proposed Development - Building
	Project Property Line (approx.)
	Façade Sound Level (dBA) (see Legend below)
	Acoustic Barrier

Sound Level Legend

	< 30 dBA
	≥ 30 ... ≤ 40 dBA
	≥ 41 ... ≤ 45 dBA
	≥ 46 ... ≤ 50 dBA
	≥ 51 ... ≤ 55 dBA
	≥ 56 ... ≤ 60 dBA
	≥ 61 ... ≤ 65 dBA
	≥ 66 ... ≤ 70 dBA
	≥ 71 ... ≤ 75 dBA



1 ROSETTA STREET INC.

1 ROSETTA STREET, GEORGETOWN

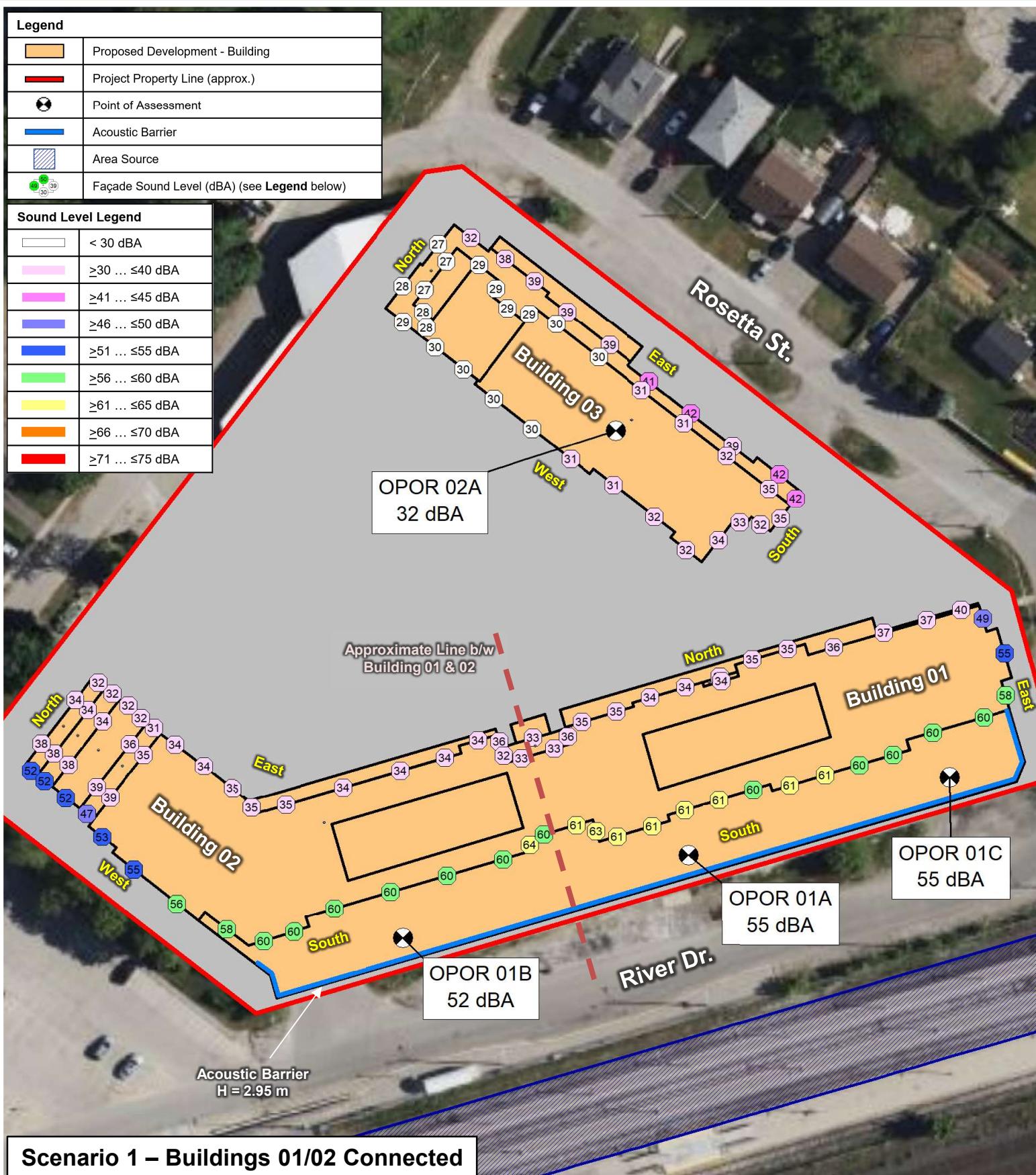
PREDICTED FAÇADE SOUND LEVELS – RAIL TRAFFIC – 24-HOUR
SCENARIO 1, CONNECTED (LEFT) VS. SCENARIO 2, UNCONNECTED (RIGHT)

True North

Scale: 1:850 METRES
Date: Oct. 4, 2024 Rev. 0 Figure No.
Project No.: 241.V20210.00002 B3

Legend	
	Proposed Development - Building
	Project Property Line (approx.)
	Point of Assessment
	Acoustic Barrier
	Area Source
	Façade Sound Level (dBA) (see Legend below)

Sound Level Legend	
	< 30 dBA
	≥30 ... ≤40 dBA
	≥41 ... ≤45 dBA
	≥46 ... ≤50 dBA
	≥51 ... ≤55 dBA
	≥56 ... ≤60 dBA
	≥61 ... ≤65 dBA
	≥66 ... ≤70 dBA
	≥71 ... ≤75 dBA



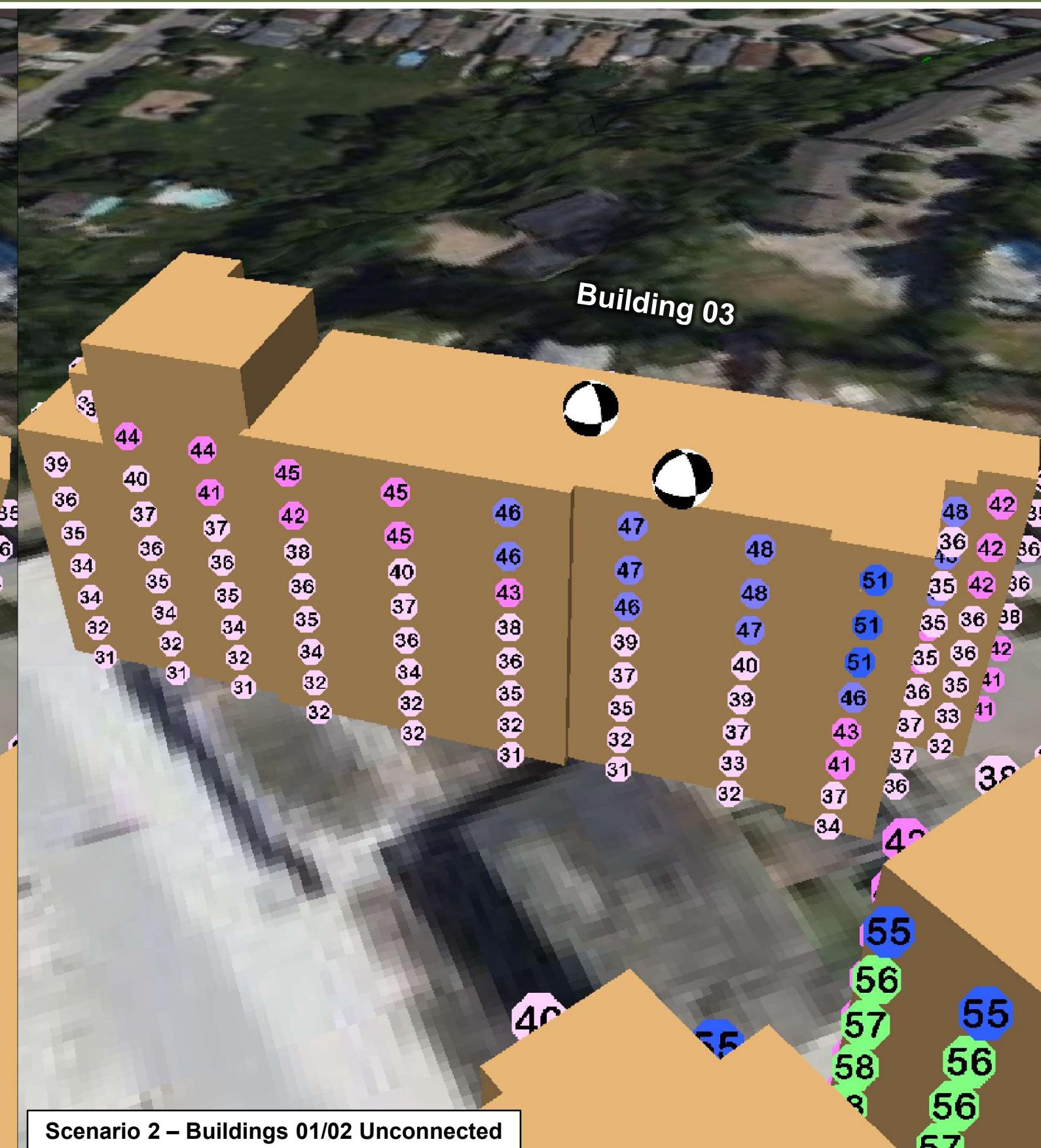
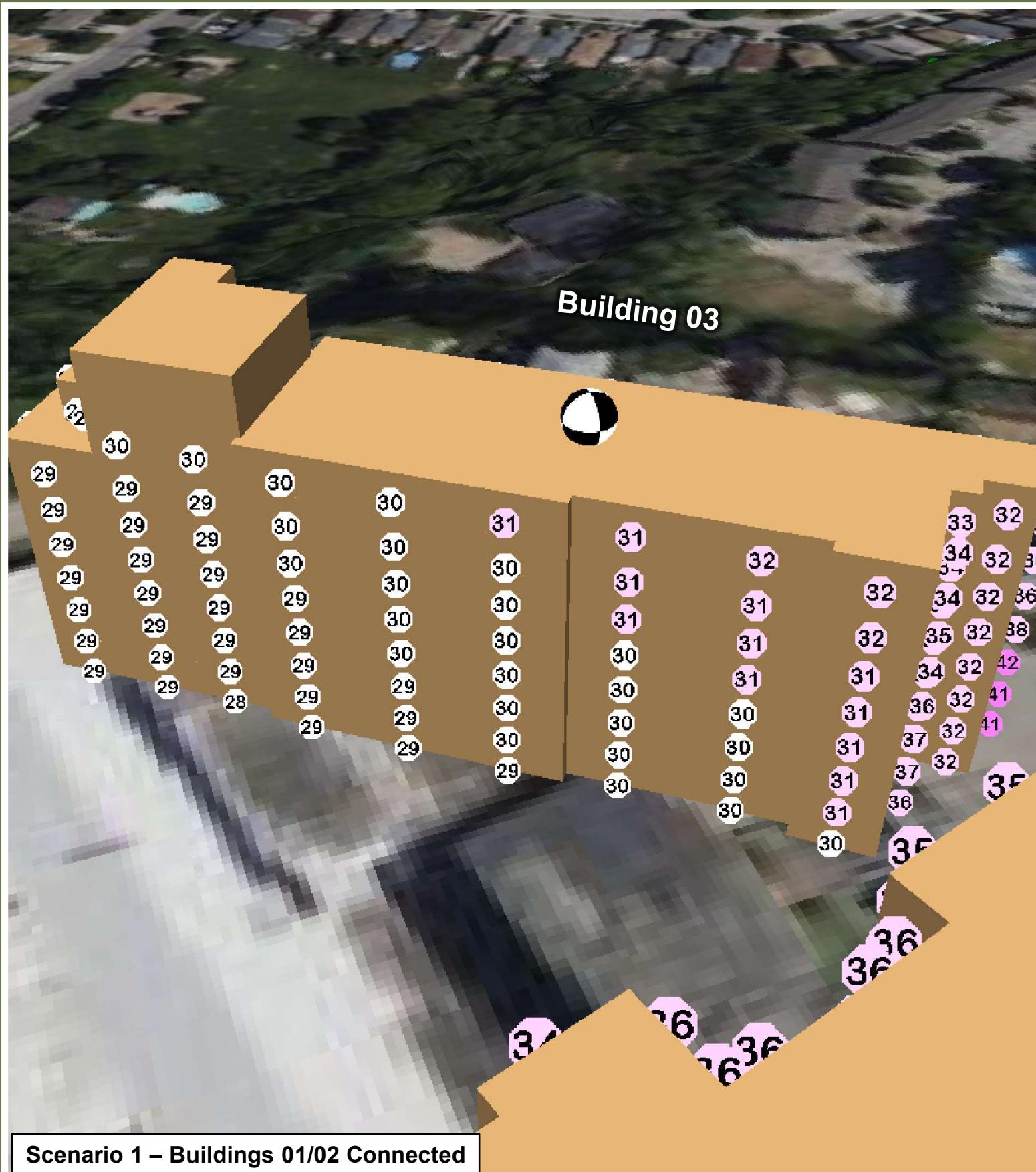
1 ROSETTA STREET INC.

1 ROSETTA STREET, GEORGETOWN

PREDICTED STATIONARY SOURCE SOUND LEVELS – DAYTIME/EVENING/NIGHTTIME PERIODS UNMITIGATED
SCENARIO 1, CONNECTED VS. SCENARIO 2, UNCONNECTED



Scale: 1:850 METRES
Date: Oct. 4, 2024 Rev. 0 Figure No. B4
Project No.: 241.V20210.00002



1 ROSETTA STREET INC.

1 ROSETTA STREET, GEORGETOWN

PREDICTED STATIONARY SOURCE SOUND LEVELS – DAYTIME/EVENING/NIGHTTIME PERIODS UNMITIGATED
SCENARIO 1 (CONNECTED) VS. SCENARIO 2 (UNCONNECTED), 3D VIEW, LOOKING NORTHEAST TOWARDS BUILDING 03 WEST FAÇADE



Scale: 1:850 METRES
Date: Oct. 4, 2024 Rev. 0 Figure No.
Project No.: 241.V20210.00002 B5

SLR

Legend	
	Proposed Development - Building
	Project Property Line (approx.)
	Point of Assessment
	Acoustic Barrier
	Area Source
	Façade Sound Level (dBA) (see Legend below)

Sound Level Legend	
	< 30 dBA
	≥30 ... ≤40 dBA
	≥41 ... ≤45 dBA
	≥46 ... ≤50 dBA
	≥51 ... ≤55 dBA
	≥56 ... ≤60 dBA
	≥61 ... ≤65 dBA
	≥66 ... ≤70 dBA
	≥71 ... ≤75 dBA

