SLR Consulting (Canada) Ltd.
100 Stone Road West, Suite 201, Guelph, ON N1G 5L3

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 Assessment of Rail Noise Reflections to Surrounding Environment

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. Public Open House and Agency review comments regarding the proposed development at 1 Rosetta Street, Georgetown have been received, regarding potential reflections of rail traffic noise from the proposed development to the surrounding area.

Specifically, the following comment from the Town of Halton Hills Planning Manager regarding concerns about potential reflections of rail traffic noise off of the proposed development structures to the surrounding area:

> "I also wanted to flag for your attention that the Mayor has recently inquired about whether the noise and vibration study took into consideration whether the design of the buildings could cause noise from passing trains [to] bounce off the buildings and out into the surrounding neighbourhood. I expect that this question will be raised by the Mayor whenever this application proceeds to a Recommendations Report. So it would be useful if your resubmission could include an evaluation of this."

The purpose of this letter is to provide a supplementary evaluation of rail noise reflections to the surrounding environment, to address above-noted comments. A separate Updated Environmental Noise and Vibration Study dated October 4, 2024 has also been prepared, but sufficient information and detail has been provided in this letter report that it can be read as a standalone document.

2.0 Supplemental Rail Reflections Assessment

2.1 Evaluation Methodology

Assessing reflections from proposed development buildings to the surrounding neighbourhood is not typically part of a standard environmental noise and vibration study, as historically this has not been an issue of concern; however, evaluation techniques are available using industry-standard modelling software.

To address the comment from the Planning Manager, SLR used forecasted rail traffic data obtained from Canadian National Railway (CN) and Metrolinx along the Halton Subdivision to predict daytime and nighttime rail traffic sound levels in the neighbourhood surrounding the proposed development at 1 Rosetta Street. Future rail traffic sound levels were predicted for two scenarios:

- **Scenario 1:** Future Build – in this scenario, it was assumed that the proposed development would be constructed. This would involve demolishing the existing industrial building located on the Project site, along with two homes on the corner of St. Michaels Street and Caroline Street.
- **Scenario 2:** Future No-Building Scenario – in this scenario, it was assumed that the proposed development would not be constructed, and existing structures on the Project site would remain.

Figures showing the two Scenario site configurations are provided in **Attachment A**, **Figure A1**.

2.2 Rail Traffic Data and Future Projections

Metrolinx/GO train volumes were obtained directly from Metrolinx in the form of future forecasted volumes. A copy of the most recent traffic data correspondence is included in **Attachment B**.

CN rail data for this track segment from year 2020 was grown to the future 2037 year assuming the typical growth rate of 2.5% per annum. CN traffic data are provided in **Attachment B** for reference.

Table 1 summarizes the rail traffic data used in the reflections analysis.

Table 1: Summary of Rail Traffic Data Used in Transportation Noise Assessment

Railway Source	Train Type	Max. Locomotives per Train	Max. Cars per Train	Forecasted Train Volumes		Train Speed (km/hr)
				Daytime	Nighttime	
CN Trains Halton Subdivision	CN Passenger (diesel)[1]	2	10	0	7[3]	80
	CN Freight (diesel) [1]	4	140	10[3]	14[3]	80
Metrolinx GO Trains Halton Subdivision	Metrolinx/GO (diesel) [2]	1	12	56	12	80
	Metrolinx/GO (diesel) [2]	2	12	8	0	80

Notes: [1] Rail traffic data provided by CN for year 2020 was projected to year 2037 at 2.5% annual growth rate.
[2] Metrolinx data represents forecasted future volumes
[3] Volumes are rounded up to the nearest whole number.

2.3 Modelling Methods

Rail traffic sound levels at the proposed development were predicted 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 FTA/FRA algorithms are the replacement models for the former MECP "STEAM" model and are written into the current draft version of MECP Publication NPC-306, which will replace the current NPC-206 guideline on transportation noise prediction. The FTA/FRA algorithms have been used in numerous Environmental Assessments ("EAs") for Metrolinx and CN railway projects, as well as in numerous land use planning projects across the province.

The following additional parameters were used in the modelling, which are consistent with providing a conservative (worst-case assessment of noise levels):

- Temperature: 10°C;
- Relative Humidity: 70%;
- Ground Absorption G: G = 0.0 (reflective) as default global parameter;
- Reflection: An order of reflection of 2 was used (accounts for noise reflecting from walls). Note, typically, a reflection order of 0 is used in rail traffic noise assessments, as criterion used in rail noise assessments represent free-field sound levels;
- Wall Absorption Coefficients: Two orders of reflection from all buildings in the neighbourhood were considered. Reflections from the existing on-site building proposed development considered an absorption coefficient of 0.37 (i.e., a "structured façade").
- Terrain: 1 m topographic contours from the Ontario GeoHub digital terrain model.

Daytime/night-time (16-hour/8-hour L_{eq}(dBA)) rail traffic sound levels at 83 surrounding residential dwellings. Residential dwellings considered in the assessment are shown in **Figure A2**.

The "building evaluation" feature of Cadna/A was used to predict sound levels at all 83 surrounding residential dwellings. This feature allows for sound levels to be predicted across the entire façade of a structure.

Sample calculations are provided for reference in **Attachment B**.

2.4 Method for Comparison of Sound Levels

Differences in sound levels between Scenario 1 and Scenario 2 were calculated for the 83 residential dwellings in the area surrounding the Project site. 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 2**.

Table 2: 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

2.5 Assessment Results

The calculated differences in sound levels are provided for all 83 residences in **Table 3**. Most residences will see no change in sound levels. Nineteen of the modelled residences will see slight decreases in sound levels, and 34 residences will see slight increases in sound levels. The maximum increase in daytime period sound level is predicted to be +0.6 dB, and +0.5 dB for the nighttime period. The majority of increases in sound levels are less than +0.2 dB.

Based on the results of the assessment, it was shown that where increases in sound level are predicted in a future Build scenario, the changes will be imperceptible.

Table 3: Predicted Rail Traffic Sound Levels – Future Build and No-Build Scenarios – with Reflections

Receptor – Assessment Location	Maximum Predicted Rail Traffic Sound Level BUILD SCENARIO (SCENARIO 1)		Maximum Predicted Rail Traffic Sound Level NO-BUILD SCENARIO (SCENARIO 2)		Difference in Maximum Predicted Rail Traffic Sound Level BUILD – NO-BUILD (SCENARIO 1 – SCENARIO 2)	
	Daytime L_{eq}(16-hr)(dBA)	Nighttime L_{eq}(8-hr)(dBA)	Daytime L_{eq}(16-hr)(dBA)	Nighttime L_{eq}(8-hr)(dBA)	Daytime (dBA)	Nighttime (dBA)
3 Caroline Street – Dwelling	62.6	65.9	64.1	67.4	-1.5	-1.5
7 Caroline Street – Dwelling	59.2	62.5	62.5	65.8	-3.3	-3.3
9 Caroline Street – Dwelling	58.7	62.0	62.6	65.9	-3.9	-3.9
11 Caroline Street – Dwelling	54.9	58.2	60.0	63.4	-5.1	-5.2
15 Caroline Street – Dwelling	53.1	56.4	53.6	56.9	-0.5	-0.5
17 Caroline Street – Dwelling	56.4	59.7	57.2	60.5	-0.8	-0.8
8 Rosetta Street – Dwelling	58.7	62.0	59.7	63.0	-1.0	-1.0
10 Rosetta Street – Dwelling	57.3	60.6	58.7	62.0	-1.4	-1.4
12 Rosetta Street – Dwelling	58.3	61.6	59.5	62.8	-1.2	-1.2
16 Rosetta Street – Dwelling	56.9	60.2	58.2	61.5	-1.3	-1.3
25/26 Rosetta Street – Dwelling	54.0	57.3	54.3	57.7	-0.3	-0.4
4 River Drive – Dwelling	59.7	63.0	59.7	62.9	0.0	0.1
6 River Drive – Dwelling	59.6	62.9	59.6	62.9	0.0	0.0
10 River Drive – Dwelling	60.8	64.0	60.2	63.5	0.6	0.5
2 River Drive – Dwelling	63.1	66.3	63.0	66.2	0.1	0.1
42-50 Daniela Court – Dwellings	59.1	62.4	59.7	63.0	-0.6	-0.6
28-38 Daniela Court – Dwellings	54.3	57.6	54.3	57.6	0.0	0.0
14-24 Daniela Court – Dwellings	59.5	62.8	59.5	62.8	0.0	0.0
23-35 Daniela Court – Dwellings	60.9	64.2	60.7	64.0	0.2	0.2
20 John Street – Dwelling	65.9	69.1	65.8	69.1	0.1	0.0
24 John Street – Dwelling	63.8	67.1	63.8	67.1	0.0	0.0

Receptor – Assessment Location	Maximum Predicted Rail Traffic Sound Level BUILD SCENARIO (SCENARIO 1)		Maximum Predicted Rail Traffic Sound Level NO-BUILD SCENARIO (SCENARIO 2)		Difference in Maximum Predicted Rail Traffic Sound Level BUILD – NO-BUILD (SCENARIO 1 – SCENARIO 2)	
	Daytime L_{eq}(16-hr)(dBA)	Nighttime L_{eq}(8-hr)(dBA)	Daytime L_{eq}(16-hr)(dBA)	Nighttime L_{eq}(8-hr)(dBA)	Daytime (dBA)	Nighttime (dBA)
26 John Street – Dwelling	62.3	65.6	62.6	65.9	-0.3	-0.3
30 John Street – Dwelling	61.5	64.8	62.3	65.6	-0.8	-0.8
32 John Street – Dwelling	61.6	64.9	62.5	65.7	-0.9	-0.8
34 John Street – Dwelling	63.5	66.8	63.6	66.9	-0.1	-0.1
38 John Street – Dwelling	57.5	60.8	58.9	62.2	-1.4	-1.4
44 John Street – Dwelling	52.4	55.7	52.7	56.0	-0.3	-0.3
1 Victoria Street – Dwelling	66.6	69.8	66.6	69.8	0.0	0.0
2 Victoria Street – Dwelling	67.5	70.7	67.3	70.6	0.2	0.1
3 Victoria Street – Dwelling	64.3	67.6	64.7	68.0	-0.4	-0.4
5 Victoria Street – Dwelling	63.9	67.2	64.0	67.2	-0.1	0.0
6 Victoria Street – Dwelling	65.4	68.7	65.4	68.7	0.0	0.0
11 Emery Street – Dwelling	67.0	70.2	67.0	70.2	0.0	0.0
15 Emery Street – Dwelling	68.9	72.2	68.9	72.2	0.0	0.0
19 Emery Street – Dwelling	67.3	70.6	67.3	70.6	0.0	0.0
8 King Street – Dwelling	64.8	68.1	64.8	68.1	0.0	0.0
12 King Street – Dwelling	65.1	68.4	65.1	68.4	0.0	0.0
21 King Street – Dwelling	67.3	70.6	67.3	70.6	0.0	0.0
23 King Street – Dwelling	67.3	70.6	67.3	70.6	0.0	0.0
25 King Street – Dwelling	67.6	70.9	67.6	70.9	0.0	0.0
27 King Street – Dwelling	67.4	70.7	67.4	70.6	0.0	0.1
29 King Street – Dwelling	67.4	70.7	67.4	70.7	0.0	0.0
31 King Street – Dwelling	67.2	70.5	67.1	70.4	0.1	0.1

Receptor – Assessment Location	Maximum Predicted Rail Traffic Sound Level BUILD SCENARIO (SCENARIO 1)		Maximum Predicted Rail Traffic Sound Level NO-BUILD SCENARIO (SCENARIO 2)		Difference in Maximum Predicted Rail Traffic Sound Level BUILD – NO-BUILD (SCENARIO 1 – SCENARIO 2)	
	Daytime L_{eq}(16-hr)(dBA)	Nighttime L_{eq}(8-hr)(dBA)	Daytime L_{eq}(16-hr)(dBA)	Nighttime L_{eq}(8-hr)(dBA)	Daytime (dBA)	Nighttime (dBA)
33 King Street – Dwelling	67.4	70.6	67.4	70.6	0.0	0.0
36 King Street – Dwelling	65.1	68.4	65.0	68.3	0.1	0.1
39 King Street – Dwelling	67.2	70.5	67.2	70.5	0.0	0.0
40 King Street – Dwelling	64.6	67.9	64.5	67.8	0.1	0.1
41 King Street – Dwelling	68.1	71.4	68.0	71.2	0.1	0.2
45 King Street – Dwelling	67.1	70.4	67.1	70.3	0.0	0.1
46 King Street – Dwelling	62.5	65.8	62.4	65.7	0.1	0.1
47 King Street – Dwelling	68.0	71.2	67.9	71.1	0.1	0.1
48 King Street – Dwelling	62.2	65.5	62.0	65.3	0.2	0.2
49 King Street – Dwelling	67.9	71.2	67.9	71.1	0.0	0.1
50 King Street – Dwelling	63.0	66.2	63.0	66.3	0.0	-0.1
53 King Street – Dwelling	67.9	71.1	67.9	71.2	0.0	-0.1
54 King Street – Dwelling	62.4	65.7	62.4	65.7	0.0	0.0
55 King Street – Dwelling	67.5	70.8	67.5	70.7	0.0	0.1
59 King Street – Dwelling	66.5	69.8	66.4	69.7	0.1	0.1
60 King Street – Dwelling	63.5	66.8	63.4	66.7	0.1	0.1
61 King Street – Dwelling	66.7	70.0	66.7	69.9	0.0	0.1
62 King Street – Dwelling	62.8	66.1	62.7	66.1	0.1	0.0
63 King Street – Dwelling	67.0	70.3	66.9	70.2	0.1	0.1
64 King Street – Dwelling	63.2	66.5	63.1	66.4	0.1	0.1
65 King Street – Dwelling	66.6	69.9	66.6	69.9	0.0	0.0
1 Sarah Street – Dwelling	65.0	68.3	64.8	68.1	0.2	0.2

Receptor – Assessment Location	Maximum Predicted Rail Traffic Sound Level BUILD SCENARIO (SCENARIO 1)		Maximum Predicted Rail Traffic Sound Level NO-BUILD SCENARIO (SCENARIO 2)		Difference in Maximum Predicted Rail Traffic Sound Level BUILD – NO-BUILD (SCENARIO 1 – SCENARIO 2)	
	Daytime L_{eq}(16-hr)(dBA)	Nighttime L_{eq}(8-hr)(dBA)	Daytime L_{eq}(16-hr)(dBA)	Nighttime L_{eq}(8-hr)(dBA)	Daytime (dBA)	Nighttime (dBA)
66 King Street – Dwelling	63.0	66.3	62.9	66.2	0.1	0.1
67 King Street – Dwelling	67.9	71.1	67.8	71.0	0.1	0.1
69 King Street – Dwelling	67.4	70.7	67.3	70.6	0.1	0.1
70 King Street – Dwelling	65.2	68.5	65.0	68.3	0.2	0.2
72 King Street – Dwelling	64.7	68.1	64.6	67.9	0.1	0.2
74 King Street – Dwelling	64.5	67.8	64.3	67.7	0.2	0.1
75 King Street – Dwelling	67.8	71.1	67.8	71.1	0.0	0.0
2 Lamb Street – Dwelling	65.7	69.0	65.5	68.8	0.2	0.2
77 King Street – Dwelling	68.0	71.4	68.0	71.4	0.0	0.0
78 King Street – Dwelling	63.1	66.4	62.9	66.2	0.2	0.2
80 King Street – Dwelling	61.5	64.8	61.5	64.8	0.0	0.0
81 King Street – Dwelling	67.4	70.8	67.4	70.7	0.0	0.1
83 King Street – Dwelling	65.0	68.4	65.0	68.4	0.0	0.0
85 King Street – Dwelling	67.4	70.8	67.4	70.7	0.0	0.1
41 Queen Street – Dwelling	63.5	66.8	63.5	66.8	0.0	0.0
43 Queen Street – Dwelling	64.3	67.6	64.2	67.5	0.1	0.1
45 Queen Street – Dwelling	64.8	68.0	64.8	68.1	0.0	-0.1

3.0 Conclusions

An evaluation of changes in surrounding neighbourhood sound levels between future “Build” (Scenario 1) and “No Build” (Scenario 2) scenarios was completed, assessing potential reflections of rail traffic noise from the proposed development at 1 Rosetta Street, Georgetown

It was predicted that reflections from the proposed development would result in an imperceptible change in rail traffic sound levels in the surrounding area where increases were calculated.

4.0 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.

5.0 Statement of Limitations

This report has been prepared by SLR Consulting (Canada) Ltd. (SLR) for 1 Rosetta Street Inc. (Client) in accordance with the scope of work and all other terms and conditions of the agreement between such parties. SLR acknowledges and agrees that the Client may provide this report to government agencies, interest holders, and/or Indigenous communities as part of project planning or regulatory approval processes. Copying or distribution of this report, in whole or in part, for any other purpose other than as aforementioned is not permitted without the prior written consent of SLR.

Any findings, conclusions, recommendations, or designs provided in this report are based on conditions and criteria that existed at the time work was completed and the assumptions and qualifications set forth herein.

This report may contain data or information provided by third party sources on which SLR is entitled to rely without verification and SLR does not warranty the accuracy of any such data or information.

Nothing in this report constitutes a legal opinion nor does SLR make any representation as to compliance with any laws, rules, regulations, or policies established by federal, provincial territorial, or local government bodies, other than as specifically set forth in this report. Revisions to legislative or regulatory standards referred to in this report may be expected over time and, as a result, modifications to the findings, conclusions, or recommendations may be necessary.

6.0 Closure

Please contact the undersigned if you have any questions.

Regards,

SLR Consulting (Canada) Ltd.

Keni Mallinen, M.A.Sc., P.Eng.
Senior Acoustics Engineer
kmallinen@slrconsulting.com

R.L. Scott Penton, P.Eng.
Principal Acoustics Engineer
spenton@slrconsulting.com

Attachments

Attachment A – Figures

Attachment B – Traffic Data and Sample Calculations

Attachment A – Figures

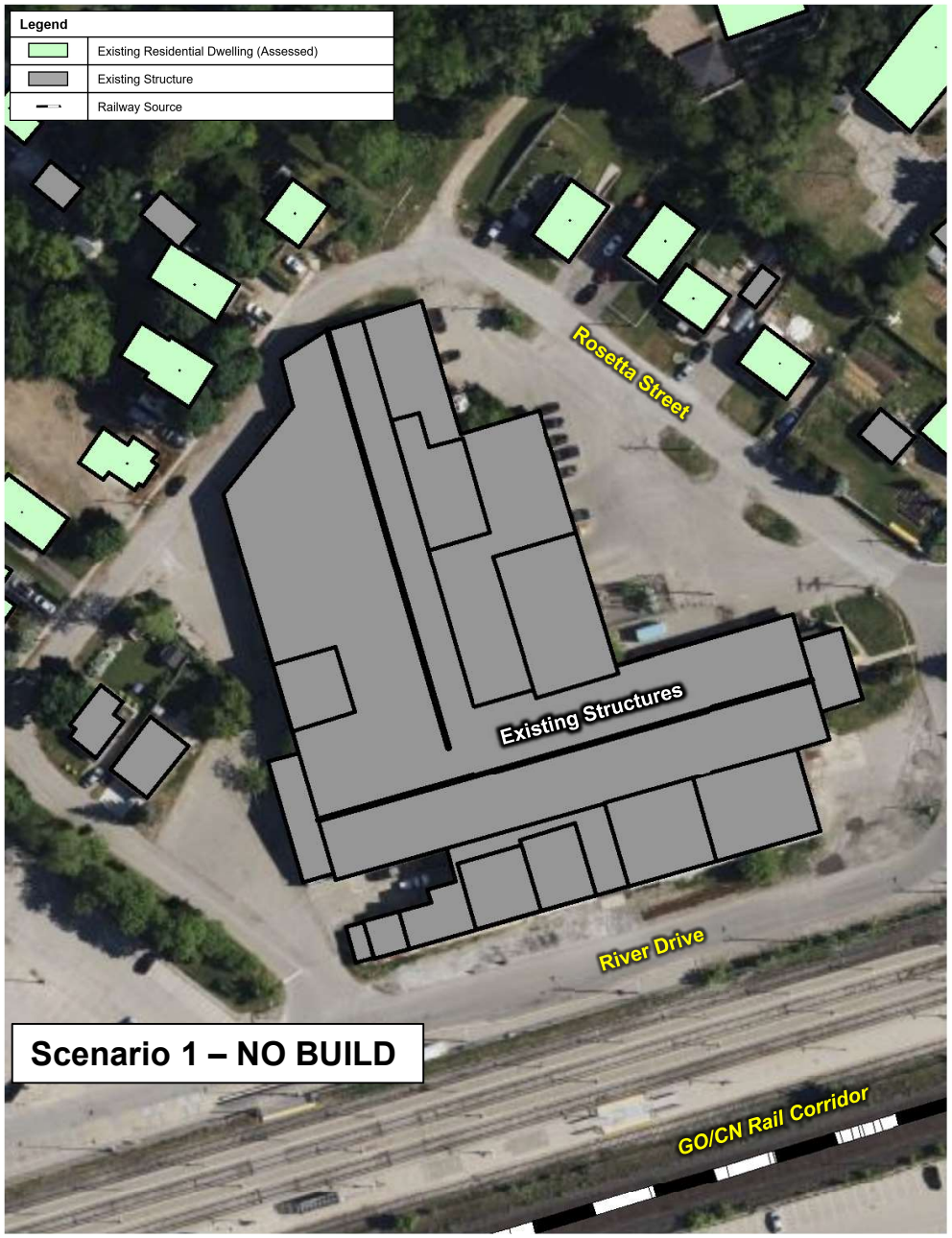
Supplementary Assessment of Rail Noise Reflections

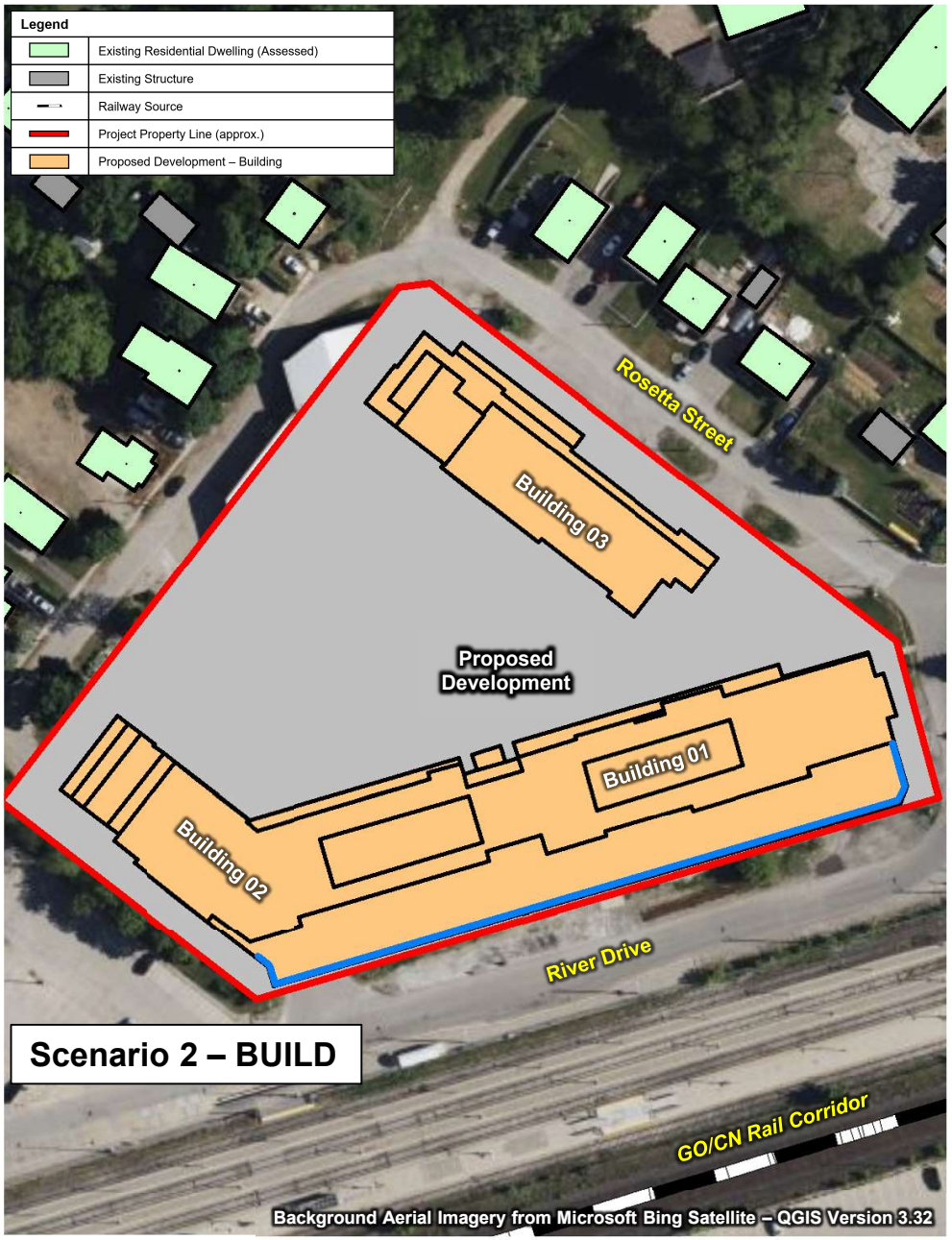
1 Rosetta Street, Georgetown

1 Rosetta Street Inc.

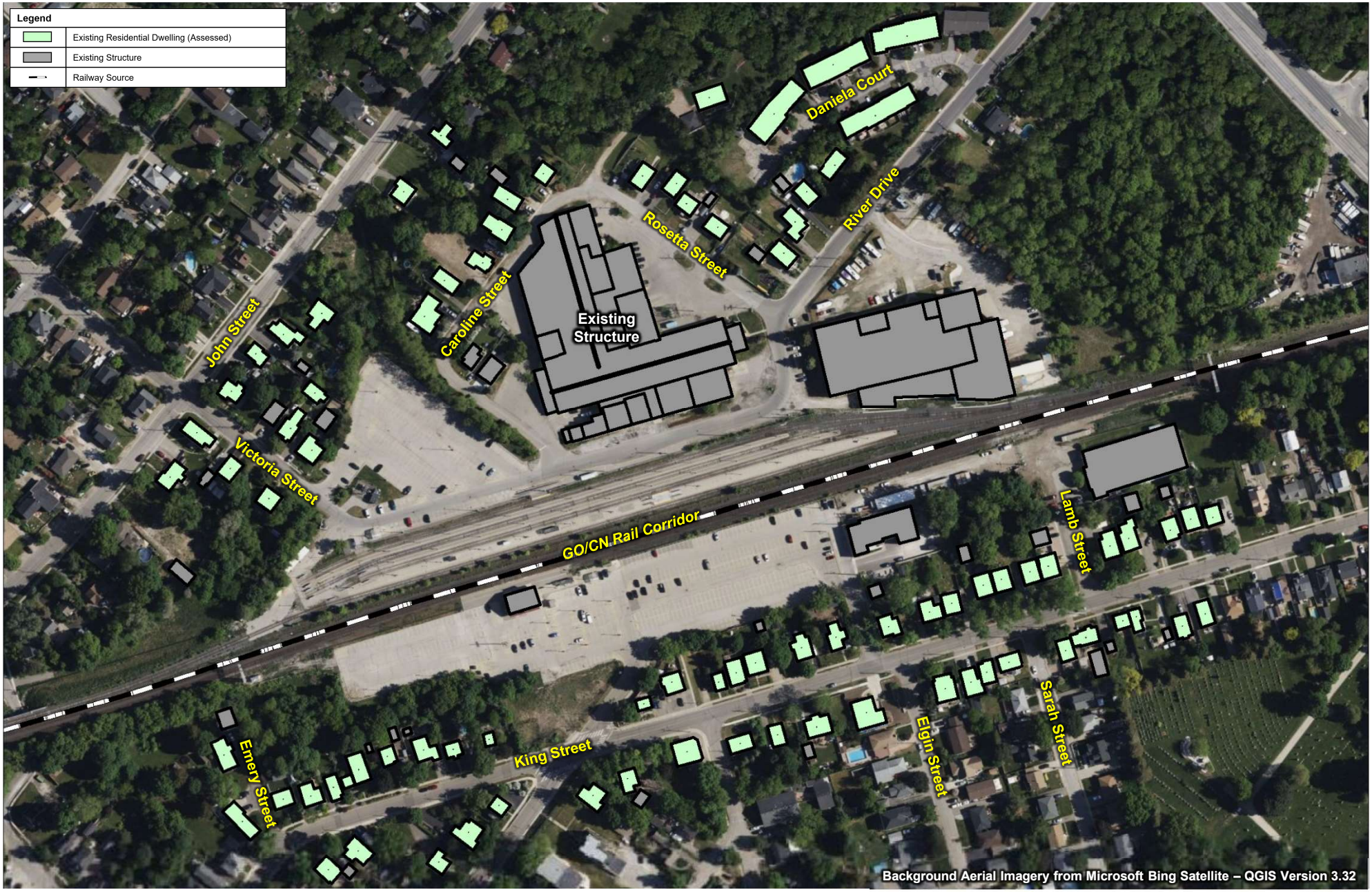
SLR Project No.: 241.V20210.00002

October 4, 2024





1 ROSETTA STREET INC.	True North	Scale: 1:1,500	METRES
1 ROSETTA STREET, GEORGETOWN		Date: Oct. 4, 2024 Rev. 0	Figure No. **A1**
RAIL REFLECTIONS ASSESSMENT – SCENARIO 1 AND SCENARIO 2 SITE CONFIGURATIONS		Project No. 241.V20210.00002	



1 ROSETTA STREET INC.

1 ROSETTA STREET, GEORGETOWN

SCENARIO 1 (BUILD) – SITE CONFIGURATION AND SURROUNDING RECEPTORS

True North

Scale: 1:3,000

METRES

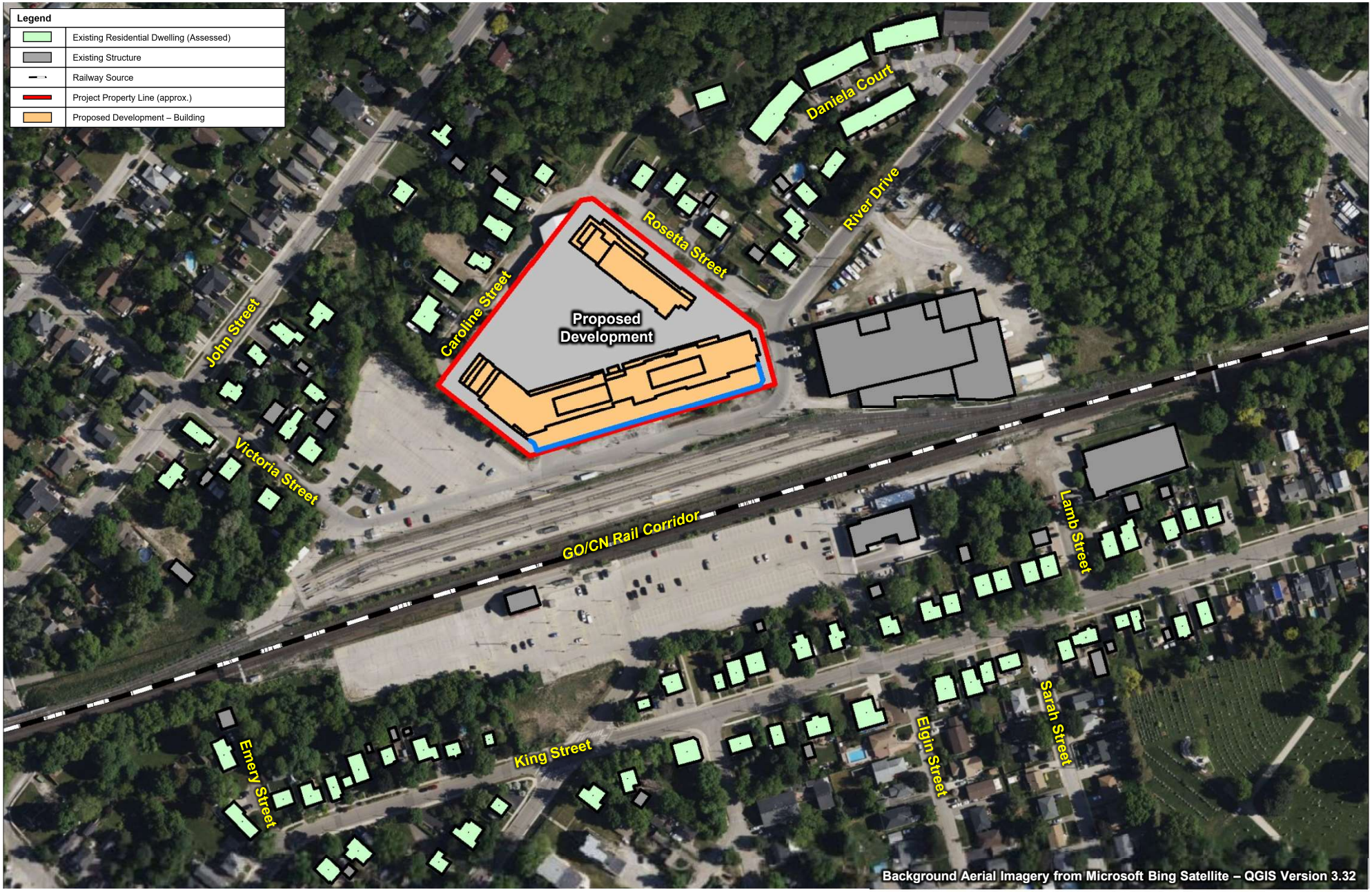
Date: Oct. 4, 2024

Rev. 0

Project No. 241.V20210.00002

Figure No. **A2**

SLR



1 ROSETTA STREET INC.	True North	Scale: 1:3,000	METRES
1 ROSETTA STREET, GEORGETOWN		Date: Oct. 4, 2024 Rev. 0	Figure No. **A3**
SCENARIO 2 (NO-BUILD) – SITE CONFIGURATION AND SURROUNDING RECEPTORS		Project No. 241.V20210.00002	

SLR

Attachment B – Traffic Data and Calculations

Supplementary Assessment of Rail Noise Reflections

1 Rosetta Street, Georgetown

1 Rosetta Street Inc.

SLR Project No.: 241.V20210.00002

October 4, 2024

System Engineering
Engineering Services

1 Administration Road
Concord, ON, L4K 1B9
T: 905.669.3264
F: 905.760.3406

Train Count Data

TRANSMITTAL

To: *Destinataire :*	SLR 150 Research Lane Suite 105 Limited	*Project :*	HAL – 23.5 Georgetown Go Station, Georgetown ON
Att'n:	Marcus Li	*Routing:*	mli@slrconsulting.com
From: *Expéditeur :*	Michael Vallins	*Date:*	2020/12/18
Cc:	Adjacent Development CN via e-mail		

☐ Urgent ☐ For Your Use ☐ For Review ☐ For Your Information ☐ Confidential

Re: Train Traffic Data – CN Halton Subdivision near Georgetown Go Station in Georgetown, ON

Please find attached the requested Train Traffic Data; this data does not reflect GO Metrolinx Traffic. The application fee in the amount of **$500.00** +HST will be invoiced.

Should you have any questions, please do not hesitate to contact the undersigned at permits.gld@cn.ca

Sincerely,
CN Design & Construction

Michael Vallins P.Eng
Manager, Public Works-Eastern Canada
Permits.gld@cn.ca

Date: 2020/12/18 Project Number: HAL – 23.5 – Georgetown Go station, Georgetown ON

Dear Marcus:

Re: Train Traffic Data – CN Halton Subdivision near 11611 Trafalgar in Georgetown, ON

The following is provided in response to Marcus's 2020/09/08 request for information regarding rail traffic in the vicinity of Georgetown Go station in Georgetown at approximately Mile 23.5 on CN's Halton Subdivision.

Typical daily traffic volumes are recorded below. However, traffic volumes may fluctuate due to overall economic conditions, varying traffic demands, weather conditions, track maintenance programs, statutory holidays and traffic detours that when required may be heavy although temporary. For the purpose of noise and vibration reports, train volumes must be escalated by 2.5% per annum for a 10-year period.

Typical daily traffic volumes at this site location are as follows:

***Maximum train speed is given in Miles per Hour**

	0700-2300			
Type of Train	Volumes	Max.Consist	Max. Speed	Max. Power
Freight	6	140	50	4
Way Freight	0	25	50	4
Passenger	0	10	50	2

	2300-0700			
Type of Train	Volumes	Max.Consist	Max. Speed	Max. Power
Freight	9	140	50	4
Way Freight	0	25	50	4
Passenger	4	10	50	2

The volumes recorded reflect westbound and eastbound freight and passenger operations on CN's Halton Subdivision.

Except where anti-whistling bylaws are in effect, engine-warning whistles and bells are normally sounded at all at-grade crossings. There is no at-grade crossing in the immediate vicinity of the study area. Please note that engine warning whistles may be sounded in cases of emergency, as a safety and or warning precaution at station locations and pedestrian crossings and occasionally for operating requirements.

With respect to equipment restrictions, the gross weight of the heaviest permissible car is 286,000 lbs.

The double mainline track is considered to be continuously welded rail throughout the study area.

The Canadian National Railway continues to be strongly opposed to locating developments near railway facilities and rights-of-way due to potential safety and environmental conflicts. Development adjacent to the Railway Right-of-Way is not appropriate without sound impact mitigation measures to reduce the incompatibility. For confirmation of the applicable rail noise, vibration and safety standards, Adjacent Development, Canadian National Railway Properties at Proximity@cn.ca should be contacted directly.

I trust the above information will satisfy your current request.

Sincerely,

Michael Vallins P.Eng
Manager, Public Works-Eastern Canada
Permits.gld@cn.ca

Keni Mallinen

From: Sarangan Srikanth <Sarangan.Srikanth@cn.ca>
Sent: September 10, 2024 10:40 AM
To: Keni Mallinen
Subject: RE: Confirmation - Validity of Rail Volume Data for Noise Study

Hello Keni,

This data is still valid.

Thank you,

Sarangan Srikanth
Officer Public Works | Engineering-GLD- Eastern Canada
T: **905-669-3000** | C: **437-329-4963**

What's New at CN | *Quoi de neuf au CN*

From: Keni Mallinen <kmallinen@slrconsulting.com>
Sent: Tuesday, February 27, 2024 1:48 PM
To: GLD-Permits <permits.gld@cn.ca>
Subject: Confirmation - Validity of Rail Volume Data for Noise Study

Good day,

SLR Consulting previously purchased rail traffic data from CN for the Halton Subdivision, Mile 23.5, near Georgetown GO Station. That data set is attached.

Could CN please provide comment as to whether the volumes in the attached document remain applicable?

If questions or clarifications regarding this request are required, please let me know.

Best regards,
Keni

Keni Mallinen M.A.Sc., P.Eng.
Senior Acoustics Engineer

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SLR Consulting (Canada) Ltd.

100 Stone Road West, Suite 201,GuelphONCanadaN1G 5L3

Marcus Li

From: Rail Data Requests <RailDataRequests@metrolinx.com>
Sent: January 17, 2023 12:59 PM
To: Marcus Li
Subject: RE: Confirm Rail Traffic Data Up-to-Date: 18 Mill St., Georgetown (from May 19, 2021)

Hi Marcus,
Further to your request dated January 16, 2023, the subject lands (18 Mill St., Georgetown) are located within 300 metres of the CN Halton Subdivision (which carries Kitchener GO rail service).

It's anticipated that GO rail service on this Subdivision will be comprised of diesel trains. The GO rail fleet combination on this Subdivision will consist of up to 2 locomotives and 12 passenger cars. The typical GO rail weekday train volume forecast near the subject lands, including both revenue and equipment trips is in the order of 76 trains. The planned detailed trip breakdown is listed below:

	1 Diesel Locomotive	2 Diesel Locomotives		1 Diesel Locomotive	2 Diesel Locomotives
Day (0700-2300)	56	8	Night (2300-0700)	12	0

The current track design speed near the subject lands is 50 mph (80 km/h).

There are no *anti-whistling by-laws* in affect near the subject lands.
Operational information is subject to change and may be influenced by, among other factors, service planning priorities, operational considerations, funding availability and passenger demand.

It should be noted that this information only pertains to Metrolinx rail service. It would be prudent to contact other rail operators in the area directly for rail traffic information pertaining to non-Metrolinx rail service.

I trust this information is useful. Should you have any questions or concerns, please do not hesitate to contact me.

Regards,
Tara Kamal Ahmadi

Tara Kamal Ahmadi
Junior Analyst
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METROLINX

From: Marcus Li <mli@slrconsulting.com>
Sent: January 16, 2023 11:28 AM
To: Rail Data Requests <RailDataRequests@metrolinx.com>; Keni Mallinen <kmallinen@slrconsulting.com>
Subject: RE: Confirm Rail Traffic Data Up-to-Date: 18 Mill St., Georgetown (from May 19, 2021)

RAILWAY SOURCES

Description	Name	M.	ID	Lw' Day (dBA)	Lw' Night (dBA)	Train Class	Correct. Track (dB)	Vmax (km(km/h)	Height A (m)	E (m)	A_att	E_Att	Length (m)	Train Type 1 Type	No. Day	No. Night	Speed (km/h)	Throttle (1 to 8)
GO Train - Locomotive	GO		Go_loco	69.0	64.2	(local)	0		0.6		r		2639	FTA_COMM_LOC_DE	72	12	80	8
GO Train - Wheel	GO		Go_wheel	63.2	58.9	(local)	0		0.6		r		2639	FTA_COMM_CAR	768	144	80	0
Freight Train - Locomotive	Freight		freight_loco	72.3	76.8	(local)	0		0.6		r		2639	FRA_CONV_FRE_LOC	40	56	80	8
Freight Train - Wheel	Freight		freight_wheel	65.8	70.2	(local)	0		0.6		r		2639	FTA_COMM_CAR	1400	1960	80	0
Passenger Train - Locomotive	Passenger		pass_loco	-81.0	64.9	(local)	0		0.6		r		2639	FTA_COMM_LOC_DE	0	14	80	8
Passenger Train - Wheel	Passenger		pass_wheel	-81.0	55.8	(local)	0		0.6		r		2639	FTA_COMM_CAR	0	70	80	0
GO Train - 24-hour Locomotive	GO		Go_loco_24Loco	69.6	-81.0	(local)	0		0.6		r		2639	FTA_COMM_LOC_DE	84	0	80	8
GO Train - 24-hour Wheel	GO		Go_wheel_24wheel	63.9	-81.0	(local)	0		0.6		r		2639	FTA_COMM_CAR	912	0	80	0
Freight Train - 24-hour Locomotive	Freight		FR_D_24Loco	76.1	-81.0	(local)	0		0.6		r		2639	FRA_CONV_FRE_LOC	96	0	80	8
Freight Train - 24-hour Wheel	Freight		FR_D_24Wheel	69.6	-81.0	(local)	0		0.6		r		2639	FTA_COMM_CAR	3360	0	80	0
Passenger Train - 24-hour Locomotive	Passenger		P_D_24Loco	61.8	-81.0	(local)	0		0.6		r		2639	FTA_COMM_LOC_DE	14	0	80	8
Passenger Train - 24-hour Wheel	Passenger		P_D_24Wheel	52.8	-81.0	(local)	0		0.6		r		2639	FTA_COMM_CAR	70	0	80	0