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Environmental Noise Assessment

16-18 Mill Street, Georgetown, Ontario

AGK Multi Res c/o Egmond Associates Ltd.

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Making Sustainability Happen

Revision Record

Revision	Date	Prepared By	Checked By	Authorized By
0	October 24, 2024	Colin Jakubec	Keni Mallinen	Keni Mallinen

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Acronyms and Abbreviations

dB	Decibel	
dBA	A-weighted decibels	
CN	Canadian National Railway	
FCM	Federation of Canadian Municipalities	
L _{eq}	Energy equivalent sound level	
m	Meters	
MECP	Ministry of the Environment, Conservation and Parks	
OLA	Outdoor Living Area	
RAC	Railway Association of Canada	
RoW	Right of Way	
STC	Sound Transmission Class	
SLR	SLR Consulting (Canada) Ltd.	

1.0 Introduction

SLR Consulting (Canada) Ltd. was retained by AGK Multi Res c/o Egmond Associates Ltd. to conduct an environmental noise assessment for the proposed residential development to be located at 16-18 Mill, Georgetown, Ontario (the Project site). This report has been prepared in support of an Official Plan Amendment (OPA) And Zoning By-Law Amendment (ZBA) application for the proposed development.

1.1 Focus of Report

In keeping with Ministry of Environment, Conservation and Parks (MECP) and Region of Halton requirements, this report examines the potential for:

- Impacts of the environment on the proposed development;
- Impacts of the proposed development on the environment; and
- Impacts of the proposed development on itself.

1.2 Description of Proposed Development

The Project site is located at 16-18 Mill Street, Georgetown (Halton Hills), on the north side of Mill Street, between Dayfoot Drive to the west and McNabb Street to the east. It is currently occupied by a low-rise residential building and a 2-storey house.

The proposed development will have two 4-storey townhouse buildings (herein referred to as the North Building and South Building, respectively). Two levels of underground parking will be provided.

The area between the two townhouse blocks will accommodate several at-grade private patios. Private at-grade backyards are planned for units on the first floor of the North Building.

Development drawings are provided for reference in Appendix A.

1.3 Nature of the Surroundings

Low-rise detached residential homes are situated immediately adjacent to the south and west of the Project site. An automotive shop (Kiyos Japanese Car Service) is located to the south at 21 Mill Street (on the opposite side of the road), and there is green space to the north and east.

Beyond the immediate surroundings, the Project area is dominated by detached residential dwellings to the west, east and south, and new residential developments on the north side of Mill Street between Guelph Street to the west and Dayfoot Drive to the east. Small commercial businesses are located along Guelph Street approximately 200 m or more to the south.

The CN Halton Subdivision is located approximately 90 m to the north. The Georgetown GO station, which is also currently used as a layover yard by Metrolinx, is located approximately 300 metres northeast of the Project site.

The topography of the immediate surrounding area is relatively flat, with a minor increase in grade to the northwest along Dayfoot Drive, and a minor decrease in grade along Mill Street to the northeast.

A context plan is provided as Figure 1.



Part 1: Impacts of the Environment on the Development

In assessing potential impacts of the environment on the proposed development, the focus of this report is to assess:

- Transportation noise from the GO (Metrolinx), CN Freight and Passenger trains along the CN Halton Subdivision; and
- Stationary noise from surrounding industries.

As the rail corridor right of way (RoW) is located more than 75 m from the Project site, in accordance with Federation of Canadian Municipalities/Railway Association of Canada (FCM/RAC) Proximity Guidelines, a vibration assessment was not completed.

2.0 Transportation Noise Impacts

2.1 Transportation Noise Sources

The transportation source with potential to impact the proposed development is railway noise from CN Freight, VIA and GO trains along the CN Halton Subdivision.

Road traffic volumes and subsequent road traffic sound levels from Mill Street are not considered to be significant. Analysis of road traffic noise has not been considered further in the analysis.

Sound levels at the proposed development have been predicted, and this information has been used to identify façade, ventilation and warning clause requirements.

2.2 Surface Transportation Noise Criteria

2.2.1 Noise Sensitive Developments

Ministry of the Environment, Conservation and Parks (MECP) Publication NPC-300 provides sound level criteria for noise sensitive developments. The applicable portions of NPC-300 are Part C – Land Use Planning and the associated definitions outlined in Part A – Background. Table 1 to Table 4 summarize the applicable surface transportation (road and rail) criteria limits.

2.2.2 Location Specific Criteria

Table 1 outlines sound level limits in terms of energy equivalent sound levels (L_{eq}) for specific noise-sensitive locations. Both outdoor and indoor locations are identified, with the focus of outdoor areas being amenity spaces. Indoor criteria vary with sensitivity of the space. As a result, Sleeping Quarters have more stringent criteria than Living/Dining Room spaces.

2.2.3 Outdoor Amenity Areas

Table 2 summarizes the noise mitigation requirements for outdoor amenity areas ("Outdoor Living Areas" or "OLAs").

For the assessment of OLA sound levels, the surface transportation noise impacts are determined by combining road and rail traffic sound levels. Whistle noise from trains is not included in the determination of OLA sound levels.

Type of Space	Time Period	Energy Equivalent Sound Level - L _{eq} (dBA)		Assessment Location
		Road	Rail ^[1]	
Outdoor Living Area (OLA)	Daytime (0700-2300h)	55	55	Outdoors [2]
Living/Dining Room	Daytime (0700-2300h)	45	40	Indoors [3]
	Nighttime (2300-0700h)	45	40	Indoors [3]
Sleeping Quarters	Daytime (0700-2300h)	45	40	Indoors [3]
	Nighttime (2300-0700h)	40	35	Indoors ^[3]
Notes: [1] Whistle noise is excluded for OLA noise assessments, and included for Living/Dining Room and Sleeping				
Quarters assessments.				
[2] Road and Rail noise impacts are to be combined for assessment of OLA impacts.				

Table 1: MECP Publication NPC-300 Sound Level Criteria for Road and Rail Noise

Table 2: MECP Publication NPC-300 Outdoor Living Area Mitigation Requirements

[3] An assessment of indoor noise levels is required only if the criteria in Table 4 are exceeded.

Time Period	Energy Equivalent Sound Level in Outdoor Living Area (dBA)	Mitigation and Warning Clause Requirements			
Daytime	<u><</u> 55	None			
(0700-2300h)	56 to 60 incl.	Noise barrier or MECP Type A warning clause			
	> 60	Noise barrier to reduce noise to 55 dBA or			
		Noise barrier to reduce noise to 60 dBA and MECP Type B warning clause			

2.2.4 Ventilation and Warning Clauses

Table 3 outlines ventilation requirements where windows would potentially have to remain closed as a means of noise control. Despite implementation of ventilation measures where required, if sound exposure levels exceed the guideline limits in Table 1, warning clauses advising future occupants of the potential excesses are required. Warning clauses also apply to OLAs.

Assessment Location	Time Period	Energy Equivalent Sound Level - L _{eq} (dBA)		Ventilation and Warning Clause Requirements ^[2]	
		Road	Rail ^[1]		
Outdoor Living Area	Daytime (0700-2300h)	56 to 60 incl.		Type A Warning Clause	
Plane of	Daytime (0700-2300h)	≤ 55		None	
Window		56 to 65 incl.		Forced Air Heating /provision to add air conditioning + MECP Type C warning clause	
		> 65		Central Air Conditioning + MECP Type D warning clause	
	Nighttime (2300-0700h)	51 to 60 incl.		Forced Air Heating/ provision to add air conditioning + MECP Type C warning clause	
		> 60		Central Air Conditioning + MECP Type D warning clause	
Notes: [1] Rail whistle noise is excluded. [2] Road and Rail noise is combined for determining ventilation and warning clause requirements.					

Table 3: MECP Publication NPC-300 Ventilation & Warning Clause Requirements

2.2.5 Building Shell Requirements

Table 4 provides sound level thresholds which if exceeded, require the building shell and components (i.e., wall, windows) to be designed and selected accordingly to ensure that the Table 3 and Table 4 indoor sound criteria are met.

Table 4:	MECP Publication NPC-300 Building Component Requirements
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Assessment Location	Time Period	Energy Equivalent Sound Exposure Level - L _{eq} (dBA))		Component Requirements	
		Road	Rail ^[1]		
Plane of	Daytime (0700-2300h)	> 65	> 60	Designed/ Selected to Meet Indoor Requirements ^[2]	
Window	Nighttime (2300-0700h)	> 60	> 55		
Notes: [1] Rail whistle noise is included. [2] Building component requirements are assessed separately for Road and Rail noise. The resultant sound isolation parameter is required to be combined to determine an overall acoustic parameter.					

In addition to the requirements outlined in Table 4, NPC-300 also recommends façade construction upgrades for rail noise when a proposed sensitive land use is located within 100 m of a RoW, as outlined in Table 5. Upgraded exterior wall construction is recommended if the proposed development is located in the first row of dwellings adjacent to the rail corridor, within 100 m of the tracks, and the 24-hr rail sound level ($L_{eq}(24-hr)$) is greater than 60 dBA (when predicted at a location of a nighttime receptor).



Assessment Location	Distance to Railway Tracks	L _{eq} (24-hr) ^{[1], [2]} (dBA)	Noise Control Requirements
Plane of	Less than 100 m	<u>≤</u> 60	No additional requirement
Bedroom Window		> 60	Brick Veneer or Masonry Equivalent Construction from foundation to rafters
	Greater than 100 m	<u><</u> 60	No additional requirement
		> 60	No additional requirement
Notes: [1] As	ssessed for proposed developments lo ssessment includes train whistle noise.	cated within the first	row of dwellings within 100 m of the rail tracks.

Table 5: MECP Publication NPC-300 Rail Noise Façade Requirements

2.3 Traffic Data and Future Projections

Metrolinx (GO) train volumes were obtained directly from Metrolinx in the form of ultimate forecasted volumes. Correspondence including the forecasted traffic data volumes is included for reference in Appendix B.

CN rail volume data for this track segment was confirmed directly by CN, with correspondence provided in Appendix B. Train volumes were grown to the future 2037 year assuming a typical growth rate of 2.5% per annum. This growth rate is recommended by CN for rail noise assessments.

Table 6 summarizes the rail traffic data used in the analysis.

Type of Trains	No. of Locomotives per	No. of Cars per	No. of	Modelled	
	Train	Train	Daytime (0700-2300h)	Nighttime (2300-0700h)	Speed (km/h)
CN Passenger (Diesel)	2	10	0	7	80
CN Freight (Diesel)	4	140	10	14	80
GO/Metrolinx	1	12	56	12	80
Passenger (Diesel)	2	12	8	0	80

Table 6: Summary of Rail Traffic Data Used in Transportation Noise Assessment

2.4 Predicted Sound Levels

Future 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 the Cadna/A software package. FTA reference sound levels were applied to passenger train (GO/Metrolinx and VIA) diesel locomotives and rail cars, with FRA reference sound levels for Freight Train locomotives. 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.

Sound levels were predicted along the facades of the proposed development using the "building evaluation" feature of Cadna/A. This feature allows for sound levels to be predicted across the entire façade of a structure. OLA sound levels for the North Building were assessed at a height of 1.5 m above grade. Most of the intervening ground between the railway line and the Project site is open green space and forest; therefore, absorptive ground was considered in the assessment for applicable areas between the RoW and the Project site.

2.4.1 Facade Sound Levels

Predicted worst-case façade sound levels are presented in Table 7 and shown in Figure 2 and Figure 3.

Project Building	Façade ^[1]	Predicted Rail Traffic Sound Levels ^[2]				
		L _{eq} (16-hr), Daytime (dBA)	L _{eq} (8-hr), Nighttime (dBA)			
North Building	North	62	65			
	East	55	58			
	South	55	58			
	West	62	65			
South Building	North	59	63			
	East	54	58			
	South	57	60			
	West	62	65			
Notes: [1] Project façade locations are shown in Figure 2 and Figure 3. [2] The sound levels presented are the worst case for the identified facade.						

 Table 7:
 Summary of Predicted Transportation Facade Sound Levels

The façade sound levels due to rail traffic are predicted to be above 55 dBA during the nighttime period at some locations; therefore, an assessment of building components is required. Ventilation requirements are also applicable. Refer to Section 2.5.

2.4.2 Façade Sound Levels – 24-hr Period

An assessment of 24-hour Leq sound levels was completed as a portion of the northeast corner of the North Building is within 100 m of the CN Halton Subdivision.

Predicted worst-case façade 24-hour rail traffic sound levels are presented in Table 8 and shown in Figure 4.

Project Building	Façade ^[1]	Predicted Rail Traffic Sound Levels ^[2] L _{eq} (24-hr_ (dBA)
North Building	North	63
	East	56
	South	56
	West	63
South Building	North	61
	East	55
	South	58
	West	63
Notes: [1] Project faça [2] The sound	ade locations are shown in F levels presented are the wo	Figure 4. rst case for the identified facade.

Table 8: Summary of Transportation Facade Sound Levels – 24-hr

The predicted 24-hr rail traffic sound levels exceed 60 dBA at the North Building. Therefore, upgraded exterior wall construction (i.e., brick veneer or masonry equivalent) is recommended. Refer to Section 2.5.

2.4.3 Outdoor Living Area Sound Levels

At-grade backyards and patio areas on the proposed development are intended for individual use by the proposed development tenants, and there is no common amenity space planned. An assessment of private backyards and at grade patios was therefore completed, based on the definitions outline in NPC-300. All private elevated balconies and terraces in the proposed development are less than 4 m deep and do not meet the minimum MECP requirements for inclusion; therefore, they have not been included in this assessment.

Predicted OLA sound levels are summarized in Table 9 and shown in Figure 2.

OLA ID	Location Description	Predicted Rail Traffic Sound Level L _{eq} (16-hr), Daytime (dBA)
OLA_01	North Building Backyard – North	58
OLA_02	North Building Backyard – North Central	58
OLA_03	North Building Backyard – Central	57
OLA_04	North Building Backyard – South Central	57
OLA_05	North Building Backyard – South	56
OLA_06	North Building Patio – North	54
OLA_07	North Building Patio – North Central	50
OLA_08	North Building Patio – Central	50
OLA_09	North Building Patio – South Central	50

Table 9: Summary of Predicted Outdoor Living Area Sound Levels

OLA ID	Location Description	Predicted Rail Traffic Sound Level L _{eq} (16-hr), Daytime (dBA)
OLA_10	North Building Patio – South	50
OLA_11	South Building Patio – North	55
OLA_12	South Building Patio – South	50

Sound levels are predicted to be above 55 dBA for some OLAs associated with ground floor units at the North Building; therefore, warning clauses are required. Refer to Section 2.5.

2.5 Noise Control Measures

2.5.1 Facade Assessment

2.5.1.1 Building Component Requirements

An assessment of indoor sound levels is required because façade sound levels due to transportation noise exceed thresholds summarized in **Table 4**.

Indoor sound levels and required façade Sound Transmission Classes (STCs) were estimated using the procedures outlined in National Research Council Building Practice Note 56 (i.e., BPN-56). Dimensions from floor plans and elevation drawings included in Appendix A were used in the assessment.

Preliminary acoustical requirements for the Project townhouse blocks are summarized in Table 10 and the notes to Table 10.

Where STC 54 construction is noted, brick veneer or masonry equivalent construction should be used. Development drawings indicate Floors 1 to 3 of both the North and South Buildings will generally be constructed with a brick-patterned concrete or cement board construction, which address this requirement provided the overall assembly meets a rating of STC 54. For Floor 4, where aluminum siding is currently shown, the overall assembly in the North Building should contain a concrete/cement masonry component (i.e., interior wall), such that it meets an STC 54 rating.

The South Building is more than 100 m from the rail corridor and part of the second row of dwellings; therefore, Table 5 guidelines are not applicable. It was assumed that the cement panel/brick-patterned concrete construction will also meet STC 54, and aluminum siding portions of the exterior wall meet a minimum rating of STC 38.

For the northwest corner of Floor 4 of the South Building, where aluminum siding is currently shown, it is recommended that an STC 54 rated assembly be used (instead of just the aluminum siding as shown), to maintain feasible window STC rating requirements.

Where upgraded glazing is required, the combined glazing and frame assembly must be constructed to ensure the overall sound isolation performance of the entire window unit meets the specified STC rating. It is recommended that the window manufacturer's test data be reviewed by an Acoustics Consultant to confirm the required acoustical performance is achieved.

Project	Floor	Location	Non-Glazing	Glazing Rec	uirements ^[1]
Building			Component	Living Room	Bedroom
North Building	1 st Floor	West Façade	54	-	OBC
		Northwest Corner	54 (North)/54 (West)	-	32
		North Façade	54	OBC	31
		Northeast Corner	54 (North)/54 (East)	-	OBC
	2 nd Floor	West Façade	54	-	31
		Northwest Corner	54 (North)/54 (West)	-	33
		North Façade	54	OBC	31
		Northeast Corner	54 (North)/54 (East)	-	OBC
	3 rd Floor	West Façade	54	-	32
		Northwest Corner	54 (North)/54 (West)	-	34
		North Façade	54	OBC	33
		Northeast Corner	54 (North)/54 (East)	-	31
	4 th Floor	West Façade	54	-	33
		Northwest Corner ^[2]	54 (North)/54 (West)	-	35
		North Façade	54	31	34
		Northeast Corner	54 (North)/54 (East)	-	31
South Building	2 nd Floor	Northwest Corner	38 (North)/54 (West)	-	33
		North Façade	54	-	OBC
		Southwest Corner	54 (South)/54 (West)	OBC	-
		Southeast Corner	54 (South)/54 (West)	-	OBC
	3 rd Floor	Northwest Corner	38 (North)/54 (West)	OBC	-
		Southwest Corner	54 (South)/54 (West)	-	32
		South Façade	54	OBC	OBC
		Southeast Corner	54 (South)/54 (West)	-	OBC
	4 th Floor	Northwest Corner ^[3]	54 (North)/54 (West)	-	34
		North Façade	54	-	32
		Southwest Corner	38 (South)/54 (West)	OBC	-
		South Façade	38	OBC	OBC
		Southeast Corner	38 (South)/54 (East)	OBC	-
Notes: [1] O meet [2] TI be up [3] TI	BC = windo ing a rating he 4 th floor N ograded to in he 4 th floor S	ws meeting the minimun of STC 29 North Building northwest nclude a masonry compo South Building northwest	n non-acoustic requirements corner unit (currently show onent and meet a rating of s	s of the Ontario Bu n to include alumin STC 54. n to include alumin	ilding Code, um siding) should uum siding)

Table 10: Summary of Project Building Component Requirements

should be upgraded to meet a rating of STC 54.

2.5.1.2 Ventilation and Warning Clause Requirements

The triggers for warning clause requirements were previously summarized in Table 3. Where required, the warning clauses should be included in agreements registered on Title for the residential units, and included in all agreements of purchase and sale or lease, and all rental agreements.

Based on the predicted façade noise levels and preliminary drawings, all units require central air conditioning for noise control purposes, along with an MECP Type D warning clause.

Due to the proximity of the proposed development to the railway corridor, standard CN and Metrolinx warning clauses are also required for all residential units.

Required warning clauses are summarized in Appendix C.

2.5.2 Outdoor Living Area Assessment

As predicted sound levels are above 55 dBA but below 60 dBA for OLA_01 to OLA_05, an MECP Type A warning clause is recommended for the first-floor residential units at grade for the North Block of proposed development.

Warning clause text can be referred to in Appendix C.

3.0 Stationary Source Noise Impacts

The surrounding lands contain primarily existing noise sensitive residential land uses, and the current dwellings on the Project site are also already noise sensitive.

Stationary noise from surrounding buildings is anticipated to be of concern, as they are already required to meet applicable sound level limits at the Project site. In addition, any significant existing stationary noise sources (e.g., GO/Metrolinx Georgetown Layover Yard, auto mechanic shop) are required to meet the applicable NPC-300 guideline limits at closer, intervening noise-sensitive buildings. Therefore, stationary source noise impacts are not anticipated and a detailed assessment of surrounding stationary noise impacts on the development was not completed.

It should also be noted that SLR understands a new Metrolinx Heritage Layover Yard is proposed at a location approximately 4 km east of the Project site. Based on information provided by Metrolinx, the Heritage Road Layover Yard is expected to replace the existing Georgetown Layover Yard, with construction tentatively scheduled to be completed in 2026/2027. The current Georgetown Layover Yard will therefore no longer be a stationary source of noise once the Heritage Road Layover Yard has been completed and is operational.

Part 2: Impacts of the Development on the Surrounding Area

4.0 Noise Impacts on Surrounding Environmental

In terms of the acoustic environment of the area, it is expected that the proposed development shall have a negligible effect on neighbouring properties.

Traffic volumes related to the proposed development will be small relative to existing traffic volumes within the area; therefore, road traffic noise is not of concern.

Other possible development noise sources with potential for noise impacts on the surrounding neighbourhood dwellings are mechanical equipment associated with the townhouse blocks (e.g., air conditioning units, parking garage vents and others). Mechanical equipment associated with the proposed development should be designed to meet MECP Publication NPC 300 guidelines at off-site noise sensitive receptors.

Potential impacts should be assessed as part of the final building design. The criteria can be met at all surrounding receptors through appropriate selection of mechanical equipment, by locating equipment with sufficient setback from noise sensitive locations, and by incorporating control measures (e.g., silencers, barriers) into the design.

It is recommended the mechanical systems be reviewed by an Acoustical Consultant prior to final equipment selections.

Part 3: Impacts of the Development on Itself

5.0 Noise Impacts from the Development on Itself

The proposed development mechanical systems (e.g., air conditioning units, parking garage vents and others) have not been designed in detail at this stage. Although no adverse noise impacts are expected, such equipment has the potential to result in noise impacts on the noise sensitive spaces within the development itself.

Therefore, noise impacts from the proposed development mechanical equipment on the development itself should be assessed as part of the final building design. Applicable sound levels are expected to be achieved at all on-site receptors with the appropriate selection of mechanical equipment, by locating equipment to minimize noise impacts within the development, and by incorporating control measures (e.g., silencers, barriers) into the design where needed.

It is recommended that the mechanical systems be reviewed by an Acoustical Consultant prior to final equipment selection.

6.0 Conclusions and Recommendations

The potential for noise impacts on and from the proposed development have been assessed. Impacts of the environment on the development, the development on the surrounding area and the development on itself have been considered. Based on the results of this assessment, the following conclusions have been reached:

Transportation Noise Assessment

- An assessment of rail traffic sound levels from the CN Halton Subdivision has been completed.
 - Upgraded exterior wall and glazing is required for some residential units as outlined in Section 2.5.1;
 - Ventilation and warning clause requirements are outlined in Section 2.5, and summarized as follows:
 - Central Air Conditioning and an MECP Type D warning clause are required for all residential units;
 - An MECP Type A warning clause is required for all north-facing residential units at grade at the North Building; and
 - Standard CN and Metrolinx proximity warning clauses are required for all residential units.
- Warning clauses should be included in agreements registered on Title for the residential units and included in agreements of purchase and sale/rental agreements.
 - Required warning clauses are summarized in in Appendix C.

Stationary Noise Assessment

• As the surrounding lands already contain residential homes/sensitive uses, and the Project site dwellings are currently noise sensitive, stationary noise is not expected to be a concern.

Overall Assessment

- Impacts of the environment on the proposed development can be adequately controlled through the feasible mitigation measures and warning clauses detailed in Part 1 of this report.
- Impacts of the proposed development on the surrounding area are anticipated to be adequately controlled by following the design guidance outlined in Part 2 of this report.
- Impacts of the proposed development on itself are anticipated to be adequately controlled by following the design guidance outlined in Part 3 of this report.
- As the mechanical systems for the proposed development have not been designed at the time of this assessment, the acoustical requirements above should be confirmed by an Acoustical Consultant as part of the final building design.

Regards,

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Figures

Environmental Noise Assessment

16-18 Mill Street, Georgetown, Ontario

AGK Multi Res c/o Egmond Associates Ltd.

SLR Project No.: 241.V20189.00001

October 24, 2024













Appendix A Development Drawings

Environmental Noise Assessment

16-18 Mill Street, Georgetown, Ontario

AGK Multi Res c/o Egmond Associates Ltd.

SLR Project No.: 241.V20189.00001

October 24, 2024



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	SRM Architects Inc. 279 King Street West Suite 200											
	Kitchener, Ontario, N2G 1 T: 519.885.5600	32										
	Certificate of Practice Nu	mber: 4273										
	Name of Project: 16 & 18 Mill St. Georgetov	'n						a	The Architect note responsible contro activities. The Arch Archite	d above has exercis I with respect to des itects seal number is ect's BCDN.	sed lign s the	
em	Ontario Building Code Mat	rix Parts 3 & 9						OBC Sec	tion Reference			
1	Project Description:			New	Construction	Part 11		Part	3	Part 9		
				🗌 Addit	tion	11.1 to 11.4		1.1.2.[A]		1.1.2.[A] and 9.	10.1.3.	
		Change of	Use		ation							
2	Major Occupancy (s)	Frieti	Group C - Multi-U	New	913 7 (m ²)	Total 9137	(m ²)	3.1.2.1(1)	9.10.2		
4	Gross Area (m ²)	Existi	ng XX	New	3,211.3 (m ²)	Total 3,211.3	<u>(m²)</u> 3 (m²)	1.4.1.2.[/	N]	1.4.1.2.[A]		
5	Number of Storeys	Above	e Grade	4	Below Grade	2		1.4.1.2.[/	A] & 3.2.1.1.	1.4.1.2.[A] & 9.1	10.4.	
6	Height of Building	15.1 m	(finished grade	e to floor level of	f top storey)							
7	Number of Streets / Acces	Group C. up	to 4 Storevs noncor	1 mbustible constr	uction	322	44	3.2.2.10	& 3.2.5.	9.10.20		
9	Sprinkler System Propose	d	Entire Build	ling [Only [Selected Cor	npartments or Areas		3.2.2.20 3.2.1.5	- 83	9.10.8.2		
			In lieu of ro	of rating				3.2.2.17		Indov		
10	Standpipe required			u 📕 Ye	s] No	3.2.9		N/A		
11	Fire Alarm required			Ye	s] No	3.2.4		9.10.18.		
12	Water Service Supply is A	dequate		Ye:	S] No	3.2.5.7		N/A		
13	High Building			s (refer to High I	Building Summa	ry)	No	3.2.6	02	N/A		
14	Actual Construction		ible permitted	Non-combus	stible required	🔲 Both		3.2.2.20	- 83	9.10.6		
15	Mezzanine (s) Area (m ²)	N/A	יאוטי		SUDIC			3.2.1.1.(3	3)-(8)	9.10.4.1		
16	Occupant Load Based on		m² / person	2 F	Persons/Sleeping	g Room		3.1.17		9.9.1.3		
	Level P2: C Level P1: C Level 1: C Level 2: C Level 3: C Level 4: C	Decupancy F3 Decupancy F3 Decupancy A2 Decupancy C	Loa	ad 2 ad 2	29 pe 29 pe 4 pe 34 pe 10 pe 12 pe 22 pe	ersons ersons ersons ersons ersons ersons ersons						
17	Barrier Free Design		Total Building Lo		24 pe	ersons		2.0		0.5.2		
18	Hazardous Substances	res			iaiii)			3.0 3.3.1.2. 8	\$ 3.3.1.19.	9.10.1.3(4)		
19		Horizo	ontal Assemblies		Listed De	esign No.		3.2.2.20	- 83 & 3.2.1.4.	9.10.8 & 9.10.9		
		Fire R	esistance Rating (hours)		or Descrip	tion (SB-2)						
	Required	Floors	1F	lours	SB-2 T.	2.2.1.A	_					
	Fire	Roof	1 H	lours								
	(FRR)		esistance Rating		Listed D4	esign No						
		of Sup	porting Members		or Descrip	tion (SB-2)						
		Floors	1 H	lours	SB-2 1	1.2.1.1						
		Mezzanine	F N/A ⊢	lours								
20	Washroom Requirements:	N/A		I				3.7.4.		9.31.		
21	Exits				E 11 D	^		3.4.		9.9		
	Level P2: C	occupancy F3 Occupancy F3	Exits Requir Exits Requir	rea <u>2</u> red 2	_ Exits Provide _ Exits Provide	ed <u>2</u> ed <u>2</u>						
	Level 1: C	Occupancy A2	Exits Requir	red 1/DU	Exits Provide	ed <u>1/DU</u>						
	Level 1: C	Occupancy <u>C</u> Occupancy C	Exits Requir	red <u>1/DU</u> red <u>2</u>	Exits Provide	ed <u>1/DU</u> ed <u>2</u>						
	Level 3: C	Occupancy <u>C</u>	Exits Requir	red 2	_ Exits Provide	ed 2						
	Level 4: C	ccupancy <u>C</u>	Exits Requir	red <u>2</u>	_ Exits Provide	ed <u>2</u>						
20	Fire Demonsti											
44	Suites: 1HR							3.3.1.1.,	3.3.4.2.	9.10.9.13., 9.10	.9.14.	
	Public Corridor: 1HR							3.3.1.4. 3.3.1.20.		9.10.9.15.		
	Janitor's Room: 0HF	2						3.6.2. 3.6.3		9.10.10. 9.10.1.3		
	Janitor's Room: 0HR Service Rooms: 1HF Vertical Service Spa	ces: 1HR						3.5.3.1.				
	Janitor's Room: 0HR Service Rooms: 1HF Vertical Service Spa Elevator Hoistway: 1	ces: 1HR HR hom: 1HR						ບ.ບ.ປ.ປ.		9.9.4.		
	Janitor's Room: 0HR Service Rooms: 1HF Vertical Service Spa Elevator Hoistway: 1 Elevator Machine Ro Exits: 1HR	ces: 1HR HR pom: 1HR						3.4.4.		1 0 0 4		
	Janitor's Room: 0HR Service Rooms: 1HF Vertical Service Spa Elevator Hoistway: 1 Elevator Machine Ro Exits: 1HR Stairwell: 1HR Storage Garage: 1.5	ces: 1HR HR pom: 1HR HR						3.4.4. 3.4.4. 3.2.1.2.,	3.3.5.6.	9.9.4. 9.10.4.3., 9.10.9	9.16	
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GENERAL NOTES

- Do not scale drawings. Written dimensions shall have precedence over scaled dimensions.
- All work shall comply with the 2012 Ontario Building Code and amendments.
- Contractors must check and verify all dimensions and specifications and report any discrepancies to the architect before proceeding with the work.
- All contractors and sub-contractors shall have a set of approved construction documents on site at all times.
- 5. All documents remain the property of the architect. Unauthorized use, modification, and/or reproduction of these documents is prohibited without written permission. The contract documents were prepared by the consultant for the account of the owner.
- 6. The material contained herein reflects the consultants best judgement in light of the information available to him at the time of preparation. Any use which a third party makes of the contract documents, or any reliance on/or decisions to be made based on them are the responsibility of such third parties.
- The consultant accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on the contract documents.

No.	Date	Revision
-		
1	2020-12-16	ISSUED FOR REZONING
2	2022-04-06	ISSUED FOR REZONING
3	2022-04-11	ISSUED FOR OPA/ZBA
4	2024-08-22	ISSUED FOR OPA/ZBA

16 & 18 MILL STREET, GEORGETOWN DEVELOPMENT

Project Name / Address:



OBC MATRIX

Drowing Scalo:	
Drawing Scale.	1:1
Status:	OPA/ZBA
Revision No.:	r4
Drawing No.:	
ļ	\0.1



GREENSPACE - SILVER CREEK



SITE DATA 16 + 18 Mill Street, Georgetown, Ontario							
DA1	Ā	EXISTING ZONE	PROPOSED ZONE	PROPOSED			
EXIS	TING ZONING	ZONING - LDR1-2					
PRO	POSED ZONING	ZONING - MDR2-SPECIAL (MULTIPLE DWELLING)					
LOT AREA (m ²) - PRE-ROAD WIDENING		2271.69 (m²)					
LOT	AREA (m²) - POST-ROAD WIDENING		2070.51 (m	1 ²)			
MINI	MUM LOT FRONTAGE (m)	11.0 (m)	11.0 (m)	40.23 (m)			
Ś	FRONT YARD (m)	4.5 (m)	4.5 (m)	7.9(m) pre-road widening 2.9(m) post-road widening			
TBAC	INTERIOR SIDE YARD (m)	4.5 (m)	4.5 (m)	3.5 m (north) & 7.5 m (south)			
SE	EXTERIOR SIDE YARD (m)	4.5 (m)	3.5 (m)	3.5 (m)			
	REAR YARD (m)	4.5 (m)	4.5 (m)	5.0 (m)			

BUILDING DATA						
REQUIRED	PROVIDED					
145 (units per ha.)	34 units (Pre-Road Widening, 150 units per ha)					
	(Post-Road Widening, 164 units per ha)					
XX (m²)	450.1 (m²)					
	463.6 (m ²)					
	913.7 (m²)					
	1,440.2 (m²)					
	1,440.2 (m²)					
	705.3 (m²)					
	804.5 (m²)					
	894.9 (m²)					
	806.6 (m²)					
XX (m²)	1,756.8 (m²)					
XX (m²)	1,454.5 (m²)					
	3,211.3 (m²)					
XX (m²)	GFA + P1 & P2 COMM. AND SERVICE/ LOT AREA = 1.5					
XX (m²)	GFA + P1 & P2 COMM. AND SERVICE/ LOT AREA = 1.4					
XX (m²)	GFA / LOT AREA =0.85					
XX (m²)	GFA / LOT AREA = 0.70					
6 MAX.	4					
11 (m) MAX.	15.1 (m)					
	REQUIRED 145 (units per ha.) XX (m²) 1 (m) MAX.					

UNIT DATA						
DATA	REQUIRED	PROVIDED				
NORTH BUILDING	ХХ	2 BED = 12 (2 B.F. INCL.) 3 BED = 8 (1 B.F. INCL.)				
		TOTAL = 20				
SOUTH BUILDING	ХХ	2 BED = 9 (2 B.F. INCL.) 3 BED = 5 (1 B.F. INCL.)				
		TOTAL = 14				
COMBINED TOTAL	ХХ	2 BED = 21 (4 B.F. INCL.) 3 BED = 13 (2 B.F. INCL.)				
		TOTAL = 34				

LANDSCAPING DATA

NOTES:

As recommended within the Environmental Noise Assessment prepared by SLR Consulting (Canada) Ltd., dated December 14, 2020; An Acoustical Consultant (a qualified professional) shall be retained to

review and confirm the final building design to ensure compliance with

the recommendations made within the report.

DATA	REQUIRED	PROVIDED
LANDSCAPE AREA (percentage)	XX (%)	29 (%)
LANDSCAPE AREA (m²)	XX (m²)	748 (m²)

VEHICLE PARKING	DATA	
DATA	REQUIRED	PROVIDED
RESIDENTIAL PARKING (NORTH BUILDING)	In Multiple Dwelling - 2 per dwelling unit= 50	
	2 * 20 residential units = 40	
RESIDENTIAL PARKING (SOUTH BUILDING)	In Multiple Dwelling - 2 per dwelling unit= 50	52
	2 * 14 residential units = 28	
TOTAL	68	52
BARRIER FREE PARKING (INCLUDED IN RES. COUNT)	3	5
/ISITOR PARKING	34 UNITS*0.3 = 11	9 (1 BF INCL.)
	TOTAL	61

BICYCLE PARKING	DATA	
DATA	REQUIRED	PROVIDED
RESIDENTIAL BICYCLE PARKING	N/A	2 SHORT TERM 36 LONG TERM
	TOTAL	38



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- 4. All contractors and sub-contractors shall have a set of approved construction documents on site at all times.
- 5. All documents remain the property of the architect. Unauthorized use, modification, and/or reproduction of these documents is prohibited without written permission. The contract documents were prepared by the consultant for the account of the owner.
- 6. The material contained herein reflects the consultants best judgement in light of the information available to him at the time of preparation. Any use which a third party makes of the contract documents, or any reliance on/or decisions to be made based on them are the responsibility of such third parties.
- 7. The consultant accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on the contract documents.

140.	Date	1/24131011
No	Dato	Povision
	-	·
1	2022-04-06	ISSUED FOR REZONING
2	2022-04-11	ISSUED FOR OPA/ZBA
3	2024-02-16	REVIEW SET
4	2024-03-19	ISSUED FOR OPA/ZBA
5	2024-08-08	ISSUED FOR COORDINATION
6	2024-08-22	ISSUED FOR OPA/ZBA

16 & 18 MILL STREET, GEORGETOWN DEVELOPMENT

Project Name / Address:

Drawing Name:



20052 09-28-2020 Checked by MYV KITCHENER 2024-08-30 2:58:01 PM

SITE PLAN

Drawing Scale: As indicated Status OPA/ZBA **r**6 A1.1

Ш M ()Z





2024-08-30 2:58:02 PM

20052





Project Name / Address:

Drawing Name:

16 & 18 MILL STREET, GEORGETOWN DEVELOPMENT







6. The material contained herein reflects the consultants best judgement in light of the information available to him at the time of preparation. Any use which a third party makes of the contract documents, or any reliance on/or decisions to be made based on them are the responsibility of such third parties. 7. The consultant accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made or actions based on the contract documents.

Project North

precedence over scaled dimensions.

before proceeding with the work.

construction documents on site at all times.

5. All documents remain the property of the architect.

1. Do not scale drawings. Written dimensions shall have

3. Contractors must check and verify all dimensions and

2. All work shall comply with the 2012 Ontario Building Code and

specifications and report any discrepancies to the architect

4. All contractors and sub-contractors shall have a set of approved

Unauthorized use, modification, and/or reproduction of these documents is prohibited without written permission. The contract

documents were prepared by the consultant for the account of

GENERAL NOTES

amendments.

the owner.

True North





GENERAL NOTES

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2022-04-06 2020-12-16 2020-12-04 2020-11-19 2020-09-28	ISSUED FOR REZONING ISSUED FOR REZONING CONSULTANT COORDINATION CONSULTANT COORDINATION CONSULTANT COORDINATION
2022-04-06 2020-12-16 2020-12-04 2020-11-19	ISSUED FOR REZONING ISSUED FOR REZONING CONSULTANT COORDINATION CONSULTANT COORDINATION
2022-04-06 2020-12-16 2020-12-04 2020-11-10	ISSUED FOR REZONING ISSUED FOR REZONING CONSULTANT COORDINATION
2022-04-06 2020-12-16 2020-12-04	ISSUED FOR REZONING ISSUED FOR REZONING CONSULTANT COORDINATION
2022-04-06 2020-12-16	ISSUED FOR REZONING ISSUED FOR REZONING
2022-04-06	ISSUED FOR REZONING
2022-04-11	ISSUED FOR OPA/ZBA
2024-02-16	REVIEW SET
2024-03-19	ISSUED FOR OPA/ZBA
	ISSUED FOR COORDINATION
2024-08-08	
	2024-08-08



Project Name / Address:

Drawing Name:



09-28-2020 Checked by: MYV KITCHENER 2024-08-30 2:58:02 PM

20052

P2 LEVEL PARKING



1 P2 PARKING LEVEL

C:\Users\jfarquharson\Documents\20052_16 & 18 Mill St.Georgetown_V11_JfarquharsonPHRR



UNIT DATA	- LEVEL 1
WALKUP UNITS (GROUND FLOOR)
TYPE	COUNT
2 BED	4 (2 B.F. INCL.)
3 BED	3 (1 B.F. INCL.)
TOTAL	7



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No.	Date	Revision
I	2020-09-28	CONSULTANT COORDINATION
1	2020 00 20	
2	2020-11-19	CONSULTANT COORDINATION
3	2020-12-04	CONSULTANT COORDINATION
4	2020-12-16	ISSUED FOR REZONING
5	2022-04-06	ISSUED FOR REZONING
6	2022-04-11	ISSUED FOR OPA/ZBA
7	2024-02-16	REVIEW SET
8	2024-08-08	ISSUED FOR COORDINATION
9	2024-08-22	ISSUED FOR OPA/ZBA

16 & 18 MILL STREET, GEORGETOWN DEVELOPMENT

Project Name / Address:



LEVEL 1 FLOOR PLAN



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UNIT DATA	- LEVEL 2
WALKUP UNITS (SECOND FLOOR)
TYPE	COUNT
2 BED	7 (1 B.F. INCL.)
3 BED	2 (0 B.F. INCL.)
TOTAL	9





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3	2020-12-04	CONSULTANT COORDINATION
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5	2022-04-06	ISSUED FOR REZONING
6	2022-04-11	ISSUED FOR OPA/ZBA
7	2024-08-08	ISSUED FOR COORDINATION
8	2024-08-22	ISSUED FOR OPAZBA

1 FLOOR PLAN - LEVEL 2

16 & 18 MILL STREET, GEORGETOWN DEVELOPMENT

Project Name / Address:



LEVEL 2 FLOOR PLAN







GENERAL NOTES

COUNT

4 (1 B.F. INCL.)

5 (1 B.F. INCL.)

9

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No.	Date	Revision
	2020-00-20	CONCELANT COOLDINATION
1	2020-09-28	CONSULTANT COORDINATION
2	2020-11-19	CONSULTANT COORDINATION
3	2020-12-04	CONSULTANT COORDINATION
4	2020-12-16	ISSUED FOR REZONING
5	2022-04-06	ISSUED FOR REZONING
6	2022-04-11	ISSUED FOR OPA/ZBA
7	2024-08-08	ISSUED FOR COORDINATION
8	2024-08-22	ISSUED FOR OPA/ZBA

16 & 18 MILL STREET,

GEORGETOWN

DEVELOPMENT

Project No

Drawing Date

Drawn by:

Office Location:

Plot Date / Time:

M.S

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20052

09-28-2020

Checked by: MYV

KITCHENER

Project Name / Address:

SRN

Drawing Name:

architects+ urban*designers

1 : 100 LEVEL 3 FLOOR PLAN

LEVEL 3 FLOOR PLANS





UNIT DATA	- LEVEL 4
LOFT STYLE UNI	TS (MEZZANINE)
TYPE	COUNT
2 BED	6 (0 B.F. INCL.)
3 BED	3 (0 B.F. INCL.)
TOTAL	9



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6	2022-04-11	ISSUED FOR OPA/ZBA
7	2024-08-08	ISSUED FOR COORDINATION
8	2024-08-22	ISSUED FOR OPA/ZBA

	2	2020-11-19	CONSULTANT COORDINATION
	1	2020-09-28	CONSULTANT COORDINATION
	No.	Date	Revision
•			
	Client:		





Project Name / Address:

Drawing Name:

20052 09-28-2020 Checked by: MYV M.S KITCHENER

LEVEL 4 FLOOR PLANS



1 LEVEL 4 FLOOR PLAN

MATERIAL LEGEND

- 1. Aluminum Siding Light Brown Wood Finish
- 2. Cement Board White
- 3. Brick Patterned Concrete Grey
- 4. Cement Board Grey
- 5. Thermally Broken Anod. Alum. Window and Frame
- 6. Preformed Aluminum Flashing Dark Anodized
- 7. Tempered Glass Guard Rail
- 8. Thermally Broken Anod. Alum. Door and Frame Paint TBD

_ ____ _

- 9. Backlit Metal Channel Lettering
- 10. Aluminum Siding White Finish
- 11. Aluminum Siding Grey Finish
- 12. Precast Concrete White 13. Metal Soffit - White



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GENERAL NOTES

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3	2020-12-16	ISSUED FOR REZONING
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5	2022-04-11	ISSUED FOR OPA/ZBA
6	2024-03-19	ISSUED FOR OPA/ZBA
7	2024-08-08	ISSUED FOR COORDINATION
8	2024-08-22	ISSUED FOR OPA/ZBA



Project Name / Address:

EAST & WEST ELEVATIONS



2 WEST ELEVATION 1:100

MATERIAL LEGEND

- 1. Aluminum Siding Light Brown Wood Finish
- 2. Cement Board White
- 3. Brick Patterned Concrete Grey
- 4. Cement Board Grey
- 5. Thermally Broken Anod. Alum. Window and Frame
- 6. Preformed Aluminum Flashing Dark Anodized
- 7. Tempered Glass Guard Rail
- 8. Thermally Broken Anod. Alum. Door and Frame Paint TBD
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- 12. Precast Concrete White
- 13. Metal Soffit White





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2 SOUTH ELEVATION 1:100

1 NORTH ELEVATION

No.	Date	Revision
	T	
1	2020-09-28	CONSULTANT COORDINATION
2	2020-11-19	CONSULTANT COORDINATION
3	2020-12-16	ISSUED FOR REZONING
4	2022-04-06	ISSUED FOR REZONING
5	2022-04-11	ISSUED FOR OPA/ZBA
6	2024-03-19	ISSUED FOR OPA/ZBA
7	2024-08-08	ISSUED FOR COORDINATION
8	2024-00-22	

Client:		
No.	Date	Revision
1	2020-09-28	CONSULTANT COORDINATION
2	2020-11-19	CONSULTANT COORDINATION
3	2020-12-16	ISSUED FOR REZONING
4	2022-04-06	ISSUED FOR REZONING
5	2022-04-11	ISSUED FOR OPA/ZBA
6	2024-03-19	ISSUED FOR OPA/ZBA
7	2024-08-08	ISSUED FOR COORDINATION

Α	3.	2

As indicated

OPA/ZBA

r8

NORTH & SOUTH **ELEVATIONS**

Drawing Scale:

Revision No.

Drawing No.:

Status



GEORGETOWN DEVELOPMENT

16 & 18 MILL STREET,

Project Name / Address:

MATERIAL LEGEND

- 1. Aluminum Siding Light Brown Wood Finish
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- 3. Brick Patterned Concrete Grey
- 4. Cement Board Grey
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1 20	24-08-08	ISSUED FOR COORDINATION
No.	Date	Revision



As indicated Status: OPA/ZBA Revision No.: r2 Drawing No.: A3.3





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No.	Date	Revision
	00 10	
1	2024-03-19	ISSUED FOR OPA/ZBA
2	2024-08-08	ISSUED FOR COORDINATION
3	2024-08-22	ISSUED FOR OPA/ZBA





Appendix B Traffic Data and Calculations

Environmental Noise Assessment

16-18 Mill Street, Georgetown, Ontario

AGK Multi Res c/o Egmond Associates Ltd.

SLR Project No.: 241.V20189.00001

October 24, 2024





Train Count Data

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

TRANSMITTAL

Dos Troi	Troff Date ONLY	1. 0	T TE
Urgent	🗌 For Your Use 🔲 For I	Review [For Your Information Confidential
Cc:	Adjacent Development CN via e-mail		
From: Expéditeur :	Michael Vallins	Date:	2020/12/18
Att'n:	Marcus Li	Routing:	mli@slrconsulting.com
To: Destinataire :	SLR 150 Research Lane Suite 105 Limited	Project :	HAL – 23.5 Georgetown Go Station, Georgetown ON

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

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:

	0700-0000	and the second second		
Type of Train	Volumes	Max Consist	Max Speed	Man Day
Freight	6	140	50	Max. Power
Way Freight	0	25	50	4
Passenger	0	10	50	2

*Maximum train speed is given in Miles per Hour

	2300-0700			
Type of Train	Volumes	Max.Consist	Max. Speed	Max Power
Freight	9	140	50	A A
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 <u>Proximity@cn.ca</u> 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></sarangan.srikanth@cn.ca>
Sent:	September 10, 2024 10:40 AM
То:	Keni Mallinen
Subject:	RE: Confirmation - Validity of Rail Volume Data for Noise Study

You don't often get email from sarangan.srikanth@cn.ca. Learn why this is important

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

CAUTION: This email originated from outside CN: DO NOT click links or open attachments unless you recognize the sender AND KNOW the content is safe.

AVERTISSEMENT : ce courriel provient d'une source externe au CN : NE CLIQUEZ SUR AUCUN lien ou pièce jointe à moins de reconnaitre l'expéditeur et d

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

O +1 226 706 8080

- M +1 226 203 7385
- E kmallinen@slrconsulting.com

SLR Consulting (Canada) Ltd.

100 Stone Road West, Suite 201, GuelphONCanadaN1G 5L3



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Marcus Li

From:	Rail Data Requests <raildatarequests@metrolinx.com></raildatarequests@metrolinx.com>
Sent:	January 17, 2023 12:59 PM
То:	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 Third Party Projects Review, Capital Projects Group Metrolinx | 20 Bay Street | Suite 600 | Toronto | Ontario | M5J 2W3

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)

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe. EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

RAILWAY SOURCES																	
			L	w'	Train Class	Correct.	Vmax	Height				Length	Train Type 1				
Description	Name	M. ID	Day	Night		Track		Α	E	A_att	E_Att	(m)	Туре	No.		Speed	Throttle
			(dBA)	(dBA)		(dB)	(km(km/h)	(m)	(m)					Day	Night	(km/h)	(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



Appendix C Warning Clause, **Ventilation and Mitigation Summary**

Environmental Noise Assessment

16-18 Mill Street, Georgetown, Ontario

AGK Multi Res c/o Egmond Associates Ltd.

SLR Project No.: 241.V20189.00001

October 24, 2024



Appendix C Ventilation, Warning Clause and Mitigation Summary

The following warning clauses are recommended for inclusion in agreements registered on Title for the residential units and included in all agreements of purchase and sale or lease, and all rental agreements.

A summary of the warning clause, ventilation and OLA mitigation requirements is included in **Table C.1**. Glazing requirements are presented separately in **Table C.2**.

MECP Type A: "Purchasers/tenants are advised that sound levels due to increasing road and rail 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."

MECP Type D: "This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."

Metrolinx: "Metrolinx and its assigns and successors in interest operate commuter transit service within 300 metres from the land which is the subject hereof. In addition to the current use of these lands, there may be alterations to or expansions of the rail and other facilities on such lands in the future including the possibility that Metrolinx or any railway entering into an agreement with Metrolinx or any railway assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwellings. Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under these lands."

CN: "Purchasers are advised that Canadian National Railway Company or its assigns or successors in interest has or have a right-of-way within 300 metres from the land the subject thereof. There may be alterations to or expansions of the rail facilities on such right-of-way in the future, including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way."

Residential Units	Façade Building Component Requirements	Barrier Requirements	Ventilation Requirements	Warning Clause Requirements
North Building Ground Floor North Facing Units	See Table C.2 and Report Section 2.5.	None	Central Air Conditioning	Type A, Type D, Metrolinx, CN
North Building All Other Residential Units			Central Air Conditioning	Type D, Metrolinx, CN
South Building All Residential Units			Central Air Conditioning	Type D, Metrolinx, CN

Table C.1: Summary of Mitigation, Ventilation and Warning Clause Requirements

Project	Floor	Location	Non-Glazing	Glazing Requirements ^[1]				
Building			Component	Living Room	Bedroom			
North Building 1 st Floor		West Façade	54	-	OBC			
		Northwest Corner	54 (North)/54 (West)	-	32			
		North Façade	54	OBC	31			
		Northeast Corner	54 (North)/54 (East)	-	OBC			
	2 nd Floor	West Façade	54	-	31			
		Northwest Corner	Corner 54 (North)/54 (West) -					
		North Façade	54	OBC	31			
		Northeast Corner	54 (North)/54 (East)	-	OBC			
	3 rd Floor	West Façade	54	-	32			
		Northwest Corner	54 (North)/54 (West)	34				
		North Façade	54	OBC	33			
		Northeast Corner	54 (North)/54 (East)	-	31			
4 th Floor		West Façade	54	- 33				
		Northwest Corner ^[2]	54 (North)/54 (West)	-	35			
		North Façade	54	31	34			
		Northeast Corner	54 (North)/54 (East)	-	31			
South Building	2 nd Floor	Northwest Corner	38 (North)/54 (West)	-	33			
		North Façade	54	-	OBC			
		Southwest Corner	54 (South)/54 (West)	OBC	-			
		Southeast Corner	54 (South)/54 (West)	-	OBC			
	3 rd Floor	Northwest Corner	38 (North)/54 (West)	OBC	-			
		Southwest Corner	54 (South)/54 (West)	-	32			
		South Façade	54	OBC	OBC			
		Southeast Corner	54 (South)/54 (West)	-	OBC			
	4 th Floor	Northwest Corner ^[3]	54 (North)/54 (West)	-	34			
		North Façade	54	-	32			
		Southwest Corner	38 (South)/54 (West)	OBC	-			
		South Façade	38	OBC	OBC			
		Southeast Corner	38 (South)/54 (East)	OBC	-			
 Notes: [1] OBC = windows meeting the minimum non-acoustic requirements of the Ontario Building Code, meeting a rating of STC 29 [2] The 4th floor North Building northwest corner unit (currently shown to include aluminum siding) should be upgraded to include a masonry component and meet a rating of STC 54. [3] The 4th floor South Building northwest corner unit (currently shown to include aluminum siding) should be upgraded to meet a rating of STC 54. 								

Table C.2:	Summary of Project	Building Component	Requirements
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