

# **Environmental Noise and Vibration**

## **Feasibility Study**

### **50 High Street East**

#### **Proposed Residential Development**

City of Mississauga

July 17, 2025

Project: 125-0117

Prepared for

**1001107672 Ontario Inc.**

Prepared by

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**VALCOUSTICS**

*Canada Ltd.*

## Version History

Version #	Date	Comments
1.0	July 17, 2025	Prepared for Submission

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# **Environmental Noise and Vibration**

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### **50 High Street East**

#### **Proposed Residential Development** City of Mississauga

#### **EXECUTIVE SUMMARY**

Valcoustics Canada Ltd. (VCL) was retained to prepare an Environmental Noise and Vibration Feasibility Study in support of the Zoning By-law Amendment (ZBA) application submission to the City of Mississauga.

The proposed development consists of an 11-storey residential building. Common outdoor amenity space will be provided at Level 10 and the rooftop.

The significant transportation noise sources in the vicinity are road traffic on Hurontario Street and Lakeshore Road East and rail traffic on the Canadian National Railway (CN) Oakville Subdivision/GO Lakeshore West Line. There are no stationary sources with the potential for significant noise impact on the proposed development.

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

To meet the applicable transportation noise source guideline limits, the noise mitigation requirements are:

- Exterior wall construction meeting a Sound Transmission Class (STC) rating of 45.
- Exterior windows with ratings up to STC 35.
- Mandatory air conditioning for all dwelling units to allow windows to remain closed for noise control purposes.
- A 1.1 m high parapet sound barrier at the rooftop outdoor amenity area.

The proposed development will be greater than 75 m from the CN Oakville Subdivision/GO Lakeshore West Line. Thus, vibration from the railway was not considered further.

## **1.0 INTRODUCTION**

VCL was retained to prepare an Environmental Noise and Vibration Feasibility Study in support of the ZBA application submission to the City of Mississauga.

The predicted sound levels and noise mitigation measures needed for the proposed development to comply with noise guidelines of the MECP and the Region of Peel are outlined herein.

### **1.1 THE SITE AND SURROUNDING AREA**

The proposed development is located at 50 High Street East in the City of Mississauga and is bounded by:

- Existing low-rise and high-rise residential buildings, with Park Street East beyond, to the north;
- Existing high-rise residential buildings with Helene Street North beyond, to the east;
- High Street East, with existing high-rise residential and commercial buildings beyond, to the south;
- Existing low-rise and high-rise residential buildings, with Elizabeth Street North beyond, to the west.

The site is currently occupied by an existing 3-storey residential building that will be demolished as part of the development.

A Key Plan is included as Figure 1.

This report was prepared using the architectural drawings prepared by Chamberlain Architect Services Ltd. dated April 2025. The architectural drawings are included as Appendix A. The Site Plan and Roof Deck Plan from the drawing set are shown as Figures 2A and 2B, respectively.

### **1.2 THE PROPOSED DEVELOPMENT**

The proposed development consists of an 11-storey residential building. Common outdoor amenity space will be provided at Level 10 and the rooftop.

## **2.0 NOISE SOURCES**

### **2.1 TRANSPORTATION NOISE SOURCES**

The significant transportation noise sources in the vicinity are road traffic on Hurontario Street and Lakeshore Road East and rail traffic on the CN Oakville Subdivision/GO Lakeshore West

Line. Traffic volumes on the other roadways in the vicinity are anticipated to be minor and no significant noise impact is expected. Thus, these roads are not considered further in this report.

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

### 2.1.1 Road Traffic Noise Sources

Ultimate traffic data for Hurontario Street and Lakeshore Road East was provided by the City of Mississauga.

**TABLE 1A ROAD TRAFFIC DATA**

Roadway	AADT <sup>(1)</sup>	% Trucks		Speed Limit (kph)	Day/Night Split (%)
		Medium	Heavy		
Hurontario Street <sup>(2)</sup>	36 800	3.3	2.7	40	90/10
Lakeshore Road East <sup>(2)</sup>	46 600	2.2	1.8	40	90/10

Notes:

(1) AADT – Annual Average Daily Traffic

(2) Ultimate traffic data provided by the City of Mississauga

### 2.1.2 Rail Traffic Noise Sources

#### 2.1.2.1 CN Oakville Subdivision

Rail traffic data for the CN Oakville Subdivision applicable for the year 2025 was obtained directly from CN. Rail traffic consists of way freight and passenger trains. The rail traffic data was escalated to the year 2035 design condition using a growth rate of 2.5%, compounded annually. This escalation rate is suggested by the MECP for rail traffic data in preparing environmental noise studies.

#### 2.1.2.2 GO Lakeshore West Line

Future GO rail traffic volumes for the GO Lakeshore West Line, applicable to a 10-year time horizon, were provided by Metrolinx in an email received May 9, 2025. The GO Lakeshore West line will consist of both electric and diesel single-locomotive passenger trains.

Metrolinx has not yet made final decisions regarding the electric train technology to be used. In the interim, for the purposes of environmental noise studies, Metrolinx is recommending that the noise level and spectrum of a diesel train be used to model the impact from the electric trains. As recommended by Metrolinx, all future train traffic was modelled using the reference data for diesel trains.

**TABLE 1B RAIL TRAFFIC DATA**

Track	Period	Train Type	Maximum # of Trains	Maximum # of Cars/Train	Maximum # of Locomotives/Train	Maximum Speed (kph)
CN Oakville Subdivision <sup>(1)</sup>	Daytime	Way Freight	0 (0)	25	4	97
	Nighttime	Way Freight	5 (6.4)	25	4	97
	Daytime	Passenger	14 (17.9)	10	2	153
	Nighttime	Passenger	0 (0)	10	2	153
GO Transit Lakeshore West Line <sup>(2)</sup>	Daytime	Passenger	354	10	1	137
	Nighttime	Passenger	54	10	1	137

**Notes:**

- (1) Data obtained from CN for the year 2025. Values shown in brackets have been extrapolated to the year 2035 design condition using a 2.5 % growth rate, compounded annually.
- (2) Data obtained from GO Transit for the year 2035.

## 2.2 STATIONARY NOISE SOURCES

There is an existing Bell utility building located at 80 High Street East, approximately 140 m east of the subject site. The main noise sources at this facility are the rooftop mechanical equipment and emergency generator. VCL conducted noise measurements at this facility in 2022, as part of a different project. Using on the noise model that was built in 2022, it was determined that that the Bell facility would not have a significant impact on the subject site and thus, has not been considered further.

There are existing commercial buildings on Lakeshore Road West, approximately 100 m south of the proposed development. The main noise sources at these facilities are anticipated to be the rooftop mechanical units. Based on the distance separation and the presence of existing residential developments located at a closer setback distances, noise from these facilities is not expected to have a significant impact on the subject site. Thus, these facilities have not been considered further in the assessment.

There is an existing residential building located at 12 Helene St N, immediately east of the subject site. The main noise sources at this building are the rooftop mechanical equipment and a small emergency generator located at grade. During the site visit by VCL staff on June 26, 2025, noise from the rooftop equipment was not audible at the subject site. The emergency generator is located at the east side of the building, approximately 7 m from the existing residential building on the subject site. The onus is on the residential building at 12 Helene St N to ensure that the applicable sound level limits at the existing residential building at 50 High Street are met. Thus, it is expected that by virtue of the limits being met at the existing residential building, they will also be met for the proposed development.



The remaining residential buildings in the vicinity do not appear to have any significant rooftop or at-grade noise sources with the potential to impact the subject site. This was confirmed by VCL staff during the site visit on June 26, 2025, when noise from these buildings was not audible.

During the site visit by VCL staff on June 26, 2025, noise from the above facilities was not audible at the subject site.

### 3.0 ENVIRONMENTAL NOISE GUIDELINES

#### 3.1 MECP PUBLICATION NPC-300

The applicable noise guideline limits for new residential development are those in MECP Publication NPC-300, “Environmental Noise Guideline, Stationary, and Transportation Sources-Approval and Planning”. These are discussed briefly below and are summarized in Appendix C.

##### 3.1.1 Transportation Noise Sources

###### 3.1.1.1 Architectural Elements

In the daytime (0700 to 2300), the indoor criterion for road noise is  $L_{eq\ Day}^{(1)}$  of 45 dBA for sensitive spaces such as living/dining rooms, dens and bedrooms. At night, the indoor criterion for road noise is  $L_{eq\ Night}^{(2)}$  of 45 dBA for sensitive spaces such as living/dining rooms and dens and 40 dBA for bedrooms. The indoor criteria for rail noise are 5 dBA lower than those for road noise; that is, 40 dBA for living/dining rooms, dens and bedrooms during the daytime and nighttime periods except for bedrooms where the nighttime indoor criterion is 35 dBA.

The architectural design of the building envelope (walls, windows, etc.) must provide adequate sound isolation to achieve the above indoor sound level limits applying the outdoor sound level predicted at the facades.

###### 3.1.1.2 Ventilation

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

###### 3.1.1.3 Outdoors

For Outdoor Living Areas (OLA's), the guideline objective is  $L_{eq\ Day}$  of 55 dBA with an excess not exceeding 5 dBA considered acceptable if it is technically not practicable to meet the 55 dBA objective, providing warning clauses are also registered on title.

(1)  $L_{eq\ Day}$  16-hour energy equivalent sound level (0700-2300 hours).  
(2)  $L_{eq\ Night}$  8-hour energy equivalent sound level (0700-2300 hours).

A balcony or elevated terrace is not considered an OLA unless it is:

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

### **3.2 REGION OF PEEL**

The Region of Peel guidelines are essentially the same as the MECP guidelines except that the night-time level for triggering the air conditioning requirement is 1 dBA more stringent (i.e., lower) than the levels specified by the MECP – i.e., mandatory air conditioning for nighttime sound levels of 60 dBA or greater, and the provision for adding air conditioning for levels between 51 to 59 dBA inclusive.

### **3.3 FEDERATION OF CANADIAN MUNICIPALITIES AND RAILWAY ASSOCIATION OF CANADA**

The standard noise mitigation measures required by the Federation of Canadian Municipalities and the Railway Association of Canada (FCM/RAC) are:

- a minimum setback of 30 m from the edge of the railway right-of-way to the closest dwelling facade;
- a safety berm at least 2.5 m above grade at the property line;
- an approximately 3.0 m high acoustic fence atop the safety berm (to achieve a total height of 5.5 m above the top of the rail);
- brick veneer exterior wall construction; and
- warning clauses specific to the railway for all dwellings within 300 m of the right-of-way.

The FCM/RAC guideline identifies standard mitigation requirements for dwellings adjacent to a principal main line (which the CN Oakville Subdivision is considered). However, given the distance separation (over 200 m) and the presence of the existing, intervening residential dwellings, the standard mitigation measures would not be expected to apply to this development, with the exception of the warning clause.

Aside from the “standard” requirements regarding the setback of dwellings and safety berm/sound barrier configuration, the sound level design objectives of FCM/RAC are similar to those of the MECP. See Appendix C. Note that the FCM/RAC also permit modifications to their standard requirements where substantiated by a detailed noise impact assessment.

## **4.0 NOISE IMPACT ASSESSMENT**

### **4.1 ANALYSIS METHOD**

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

The daytime and nighttime sound levels at the building facades were assessed at a height of 33.8 m, representing the top floor (worst-case) locations.

The daytime sound level at the outdoor amenity areas were assessed at a height of 1.5 m above the terrace floor, at the approximate centre of the space, in accordance with the NPC-300 requirements.

Inherent screening of each building face due to its orientation to the noise source was taken into account. In addition, screening from the existing development in the vicinity was included in the assessment.

## 4.2 PREDICTED SOUND LEVELS

The highest unmitigated daytime/nighttime sound levels of 67 dBA/63 dBA are predicted to occur at the north façade, the closest to the CN Oakville Subdivision/GO Lakeshore West Line.

The highest unmitigated daytime OLA sound level is predicted to be 64 dBA at the north area of the rooftop outdoor amenity area.

Table 2 summarizes the unmitigated daytime and nighttime sound level predictions. Sample Stamson calculations are included as Appendix D.

**TABLE 2 PREDICTED UNMITIGATED SOUND LEVELS OUTDOORS**

Location <sup>(1)</sup>	Source	Distance (m) <sup>(2)</sup>	Leq Day (dBA)	Leq Night (dBA)
Northeast Corner (North Facade)	Hurontario Street	265	46	39
	CN Oakville/GO Lakeshore West	218	67	63
	<b>TOTAL</b>	–	<b>67</b>	<b>63</b>
Northeast Corner (East Facade)	Hurontario Street	265	49	42
	Lakeshore Road East	181	44	38
	CN Oakville/GO Lakeshore West	218	64	60
	<b>TOTAL</b>	–	<b>64</b>	<b>60</b>
Level 10 Outdoor Amenity Area	Hurontario Street	265	48	-
	Lakeshore Road East	142	53	-
	<b>TOTAL</b>	–	<b>54</b>	-
Rooftop Outdoor Amenity Area (East Area)	Hurontario Street	267	49	-
	Lakeshore Road East	154	47	-
	CN Oakville/GO Lakeshore West	246	62	-
	<b>TOTAL</b>	–	<b>62</b>	-
Rooftop Outdoor Amenity Area (North Area)	Hurontario Street	273	47	-
	CN Oakville/GO Lakeshore West	222	64	-
	<b>TOTAL</b>	–	<b>64</b>	-

**Notes:**

- (1) See Figure 2A.
- (2) Distance indicated is from the centreline of the noise source.

### 4.3 NOISE ABATEMENT REQUIREMENTS

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

- a) Architectural elements to achieve the indoor noise guidelines.
- b) Design features to protect the OLA's.

Noise abatement requirements are summarized on Figures 2A, 2B and in Table 3 along with the notes to Table 3.

#### 4.3.1 Indoors

##### 4.3.1.1 Architectural Elements

The indoor noise guidelines can be achieved by using appropriate construction for exterior walls, windows and doors. To determine the worst-case architectural requirements for the dwelling units, wall and window areas were calculated using the floor plans and elevation drawings. It was assumed that the detailed floor plan for the 2<sup>nd</sup> floor northwest corner bedroom would be identical to the top floor northeast and northwest units. The west-facing walls and windows were calculated to be 100% and 24%, respectively of the associated floor area. The north-facing walls and windows were calculated to be 77% and 23%, respectively of the associated floor area.

Based on the predicted sound levels and window/wall areas, exterior wall construction meeting STC 45 and exterior windows with ratings up to STC 35 will be required to meet the indoor noise guideline limits for all dwelling units.

With window wall construction, a typical spandrel panel exterior wall with back-up wall assembly (one layer of gypsum board on an independent row of steel studs) is expected to meet at least STC 45.

The window frames themselves must also be designed to ensure that the overall sound isolation performance for the entire window unit meets the sound isolation requirement. This must be confirmed by the window manufacturer through the submission of acoustical test data.

The final sound isolation requirements should be reviewed when full detailed architectural plans are developed. Wall and window constructions should also be reviewed at this point to ensure that they will meet the required sound isolation performance. This is typically required by the City at the time of building permit application.

##### 4.3.1.2 Ventilation Requirements

The predicted sound levels are such that all residential units require mandatory air conditioning to allow windows to remain closed for noise control purposes.

#### **4.3.2 Outdoors**

The unmitigated daytime OLA sound levels at the outdoor amenity areas are predicted to be up to 64 dBA, which exceeds the maximum permitted under MECP guidelines. Thus, sound barriers are required.

To mitigate the daytime sound levels to the 55 dBA objective, a 2.6 m high parapet sound barrier would be required. This is not considered feasible or desirable. A 1.1 m high parapet sound barrier would mitigate the daytime OLA sound levels to 59 dBA. This is within the maximum permitted under the MECP guidelines, provided warning clauses are registered on title.

The sound level at the 10<sup>th</sup> floor outdoor amenity area is predicted to be below 55 dBA, thus, sound barriers are not required at this location.

The sound barriers must be of solid construction with no gaps, cracks or holes (except for small, localized openings where required for water drainage) and must have a minimum surface weight of 20 kg/m<sup>2</sup>. A variety of materials are available, including concrete, masonry, glass, wood, specialty composite materials, or a combination of the above.

The sound barrier location is shown on Figure 2B.

### **5.0 WARNING CLAUSES**

Warning clauses are a tool to inform prospective owners/occupants of potential annoyance due to existing noise sources. Where the guideline sound level limits are exceeded, appropriate warning clauses should be registered on title or included in the development agreement that is registered on title. The warning clauses should also be included in Offers of Purchase and Sale and lease/rental agreements to make future occupants aware of the potential noise situation. Locations requiring warning clauses and the MECP recommended wording are given in Table 3.

**TABLE 3 SUMMARY OF MINIMUM NOISE ABATEMENT REQUIREMENTS**

Location	Air Conditioning <sup>(1)</sup>	Exterior Wall <sup>(2)</sup>	Exterior Window <sup>(2)</sup>	Sound Barrier <sup>(3)</sup>	Warning Clauses <sup>(4)</sup>
All Dwelling Units	Mandatory	STC 45	Up to STC 35	1.1 m High at the rooftop outdoor amenity area	A + B + C + D

**Notes:**

- (1) Where methods must be provided to allow windows to remain closed for noise control purposes, a commonly used technique is that of air conditioning.
- (2) STC - Sound Transmission Class Rating (Reference ASTM-E413).
- The requirements are based on the floor plans and elevation drawings prepared by Chamberlain Architect Services Ltd. dated April 2025 and the assumption that the 2<sup>nd</sup> floor detailed floor plan is applicable to the remaining floors. The requirements should be checked once full detailed suite layouts become available.
- A sliding glass walkout door should be considered as a window and be included in the percentage of glazing.
- (3) Sound barriers must be of solid construction having a minimum face density of 20 kg/m<sup>2</sup> with no gaps or cracks.
- (4) Warning clauses to be registered on title and be included in Offers of Purchase and Sale and Leases on designated units:
- A. "Purchasers and tenants/lessees are advised that despite the inclusion of noise control features in this development and within the building units, sound levels due to increasing road traffic may on occasion interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks".
- B. "This dwelling 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, Conservation and Parks".
- C. "Purchasers/tenants are advised that due to the proximity of the existing residential, commercial and utility buildings, sound levels from these facilities may at times be audible."
- D. "Canadian National Railways, Metrolinx or its affiliated railway companies has or have a railway right-of-way within 300 m from this dwelling unit. There may be alterations to or expansions of the railway facilities of such right-of-way in the future, including the possibility that Canadian National Railways, Metrolinx or its affiliated railway companies as aforesaid, or their assigns or successors may expand their business operations. Such expansion may affect the living and business environment of the residents, tenants and their visitors, employees, customers and patients in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating features in the design of the development. Canadian National Railways, Metrolinx, its affiliated railway companies and their successors and assigns 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."
- (5) All exterior doors shall be fully weather-stripped.

## 6.0 ENVIRONMENTAL VIBRATION

The CN Oakville/GO Lakeshore West line is approximately 218 m from the subject site, which is significantly greater than the 75 m maximum setback required for vibration assessments. There are existing residential buildings located between the rail line and the subject site. In addition, there is no heavy industry (such as stamping plants) in the vicinity. Thus, environmental vibration has not been considered further in this assessment.

## 7.0 CONCLUSIONS

With the incorporation of the recommended noise mitigation measures, the applicable MECP noise guidelines can be met, and a suitable acoustical environment provided for the occupants.

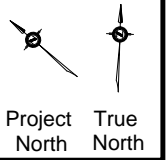
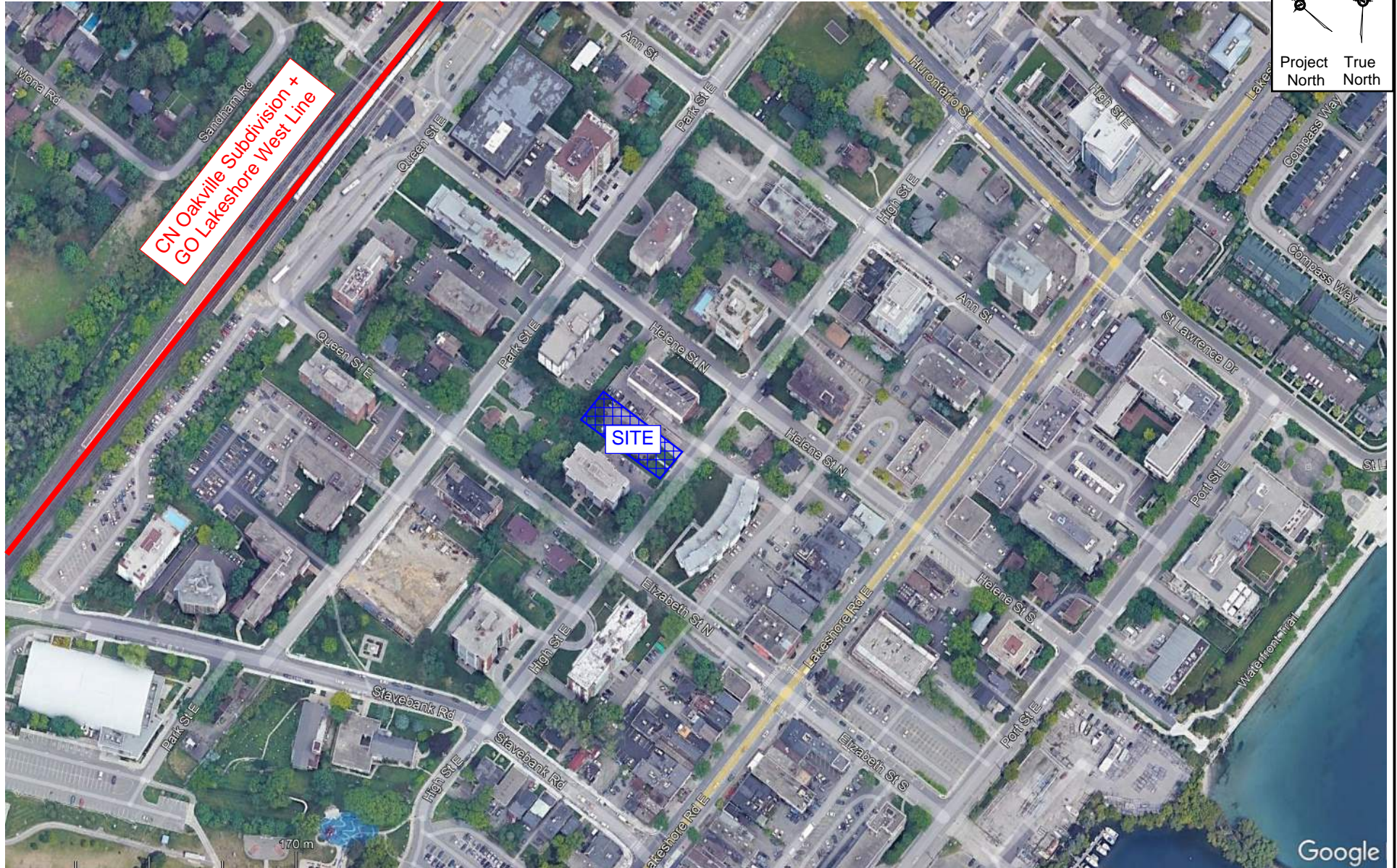
The approvals and administrative procedures are available to ensure that the acoustical requirements are implemented. Warning clauses are recommended to advise the future occupants of the potential noise situation.

## 8.0 REFERENCES

1. "Environmental Noise Guideline – Stationary, and Transportation Sources, Approval and Planning", Ontario Ministry of the Environment, Publication NPC-300, October 2013.
2. PC STAMSON 5.04, "Computer Program for Road Traffic Noise Assessment", Ontario Ministry of the Environment.
3. Building Practice Note No. 56: "Controlling Sound Transmission into Buildings", by J. D. Quirt, Division of Building Research, National Council of Canada, September 1985.
4. "Environmental Noise Assessment in Land-Use Planning 1987", Ontario Ministry of the Environment, February 1987, ISBN 0-7729-2804-5.
5. "General Guidelines for the Preparation of Acoustical Reports in the Region of Peel", Region of Peel. November 2012.

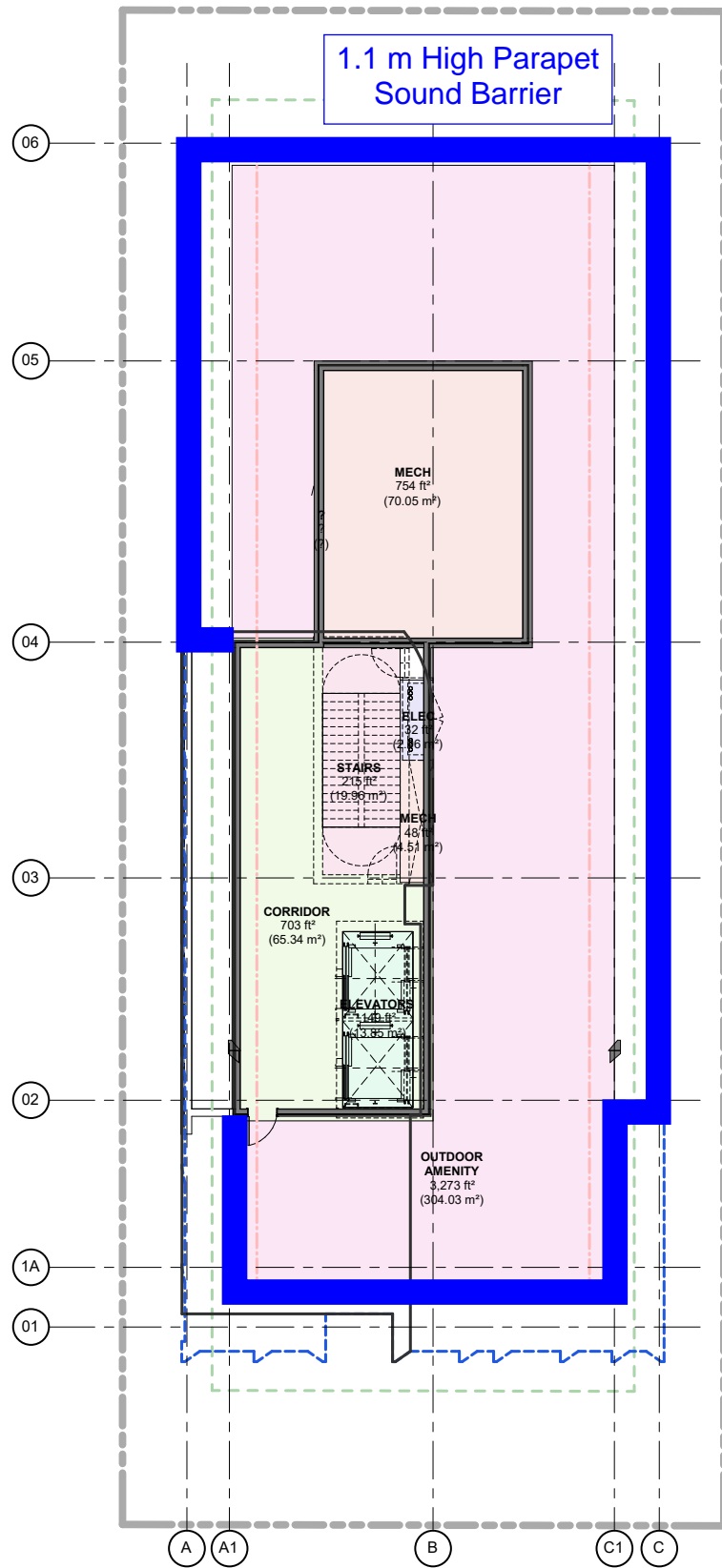
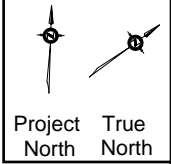
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Base drawing prepared by Chamberlain Architect Services Ltd.

	<b>Title</b> <b>Roof Deck Plan</b>		<b>Date</b> <b>June 25, 2025</b>	<b>Figure</b> <b>2B</b>
	<b>Project Name</b> <b>50 High Street E, Mississauga</b>		<b>Project No.</b> <b>125-0117</b>	

# **APPENDIX A**

## **ARCHITECTURAL DRAWINGS**





<b><u>DIMENSIONS:</u></b>	
STANDARD (90°)	2.60 x 5.20 m
BARRIER FREE TYPE (A)	3.40 x 5.20 m
BARRIER FREE TYPE (B)	2.40 x 5.20 m
<b><u>WIDTH OF DRIVEWAYS:</u></b>	
ONE-WAY AISLE	5.50 m
TWO-WAY AISLE	7.00 m

One loading space per apartment building containing a minimum of 30 dwelling units

Required loading spaces shall have an unobstructed rectangular area with a minimum width of 3.5 m and a minimum length of 9.0 m.

**Accessible parking spaces** for residential uses shall only apply to the total number of visitor parking spaces required. If total number of required visitor parking spaces is 13-100, then NO. OF REQUIRED ACCESSIBLE PARKING = 4% OF THE TOTAL OF THE REQUIRED PARKING

## SITE STATISTICS

SITE STATISTICS			
DESCRIPTION	AREA (SM)	AREA (SF)	PERCENTAGE

## GFA & FSI

## BICYCLE PARKING

**0.6 SPACES PER UNIT FOR CLASS (A)**

PROVIDED BICYCLE PARKING	
DESCRIPTION	COUNT
BIKE PARKING - CLASS (A)	51
BIKE PARKING - CLASS (B)	6
Grand total	57

**REQUIRED LOADING SPACES:**  
BUILDING CONTAINS 85 UNITS

CLASS (A) =  $0.6 \times 96$  UNITS = 58 SPACES

CLASS (B) =  $0.05 * 96 \text{ UNITS} = 5$   
SPACES

GROSS FLOOR AREA(APARTMENT ZONE)  
THE SUM OF THE AREAS OF EACH STOREY OF A BUILDING ABOVE OR BELOW  
ESTABLISHED GRADE, MEASURED FROM THE EXTERIOR OF OUTSIDE WALLS  
OF THE BUILDING INCLUDING FLOOR AREA OCCUPIED BY INTERIOR WALLS  
BUT EXCLUDING ANY PART OF THE BUILDING USED FOR MECHANICAL  
FLOOR AREA, STAIRWELLS, ELEVATORS, MOTOR VEHICLE PARKING,  
BICYCLE PARKING, STORAGE LOCKERS, BELOW-GRADE STORAGE, ANY  
ENCLOSED AREA USED FOR THE COLLECTION OR STORAGE OF DISPOSABLE  
SOLID WASTE, AND AREAS LOCATED WITHIN THE BUILDING, COMMON  
FACILITIES FOR THE USE OF THE RESIDENTS OF THE BUILDING, A DAY CARE  
AND AMENITY AREA. (0174-2017)
















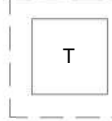


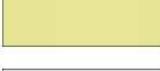



**CITY :** City of Mississauga  
**PROPERTY ADDRESS:** 50 High Street E, Mississauga  
**LOT AREA :** 1,020 m<sup>2</sup>  
**ZONE CODE :** RA1-6  
**ZONE DESCRIPTION :** Apartment, Long-Term Care, Retirement Buildings  
**ZONE CATEGORY :** Residential  
**BY-LAW :** 0225-2007  
**DESIGNATION:** Residential High Density  
**Z-Area:** Z08

## KEY PLAN

[illegible]

## SETBACK PLAN

## SITE PLAN LEGEND

	ENTRANCE / EXIT		MAN-HOLE
			CATCHBASIN
	PROPERTY LINE		DESIGNATED BARRIER-FREE PARKING SPACE
	BUILDING SETBACK LINE		6m WIDE FIRE ROUTE WITH HEAVY DUTY ASPHALT
	LANDSCAPE SETBACK LINE		SIAMESE CONNECTION
	EASEMENT AREA		PROPOSED FIRE HYDRANT
	PROPOSED BUILDING		LIGHT STANDARD
	EXISTING BUILDING		PROPOSED PAD MOUNTED TRANSFORMER (REFER TO ELECTRICAL DRAWINGS)
	ASPHALT		DEPRESSED CURB
	LANDSCAPE / SOD AREA		PARKING COUNT
	CONCRETE SIDEWALK c/w SIDEWALK		
	PEDESTRIAN CROSSWALK		



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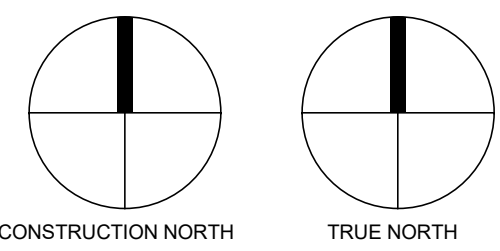
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## 50 High Street Affordable

50 High Street  
Mississauga

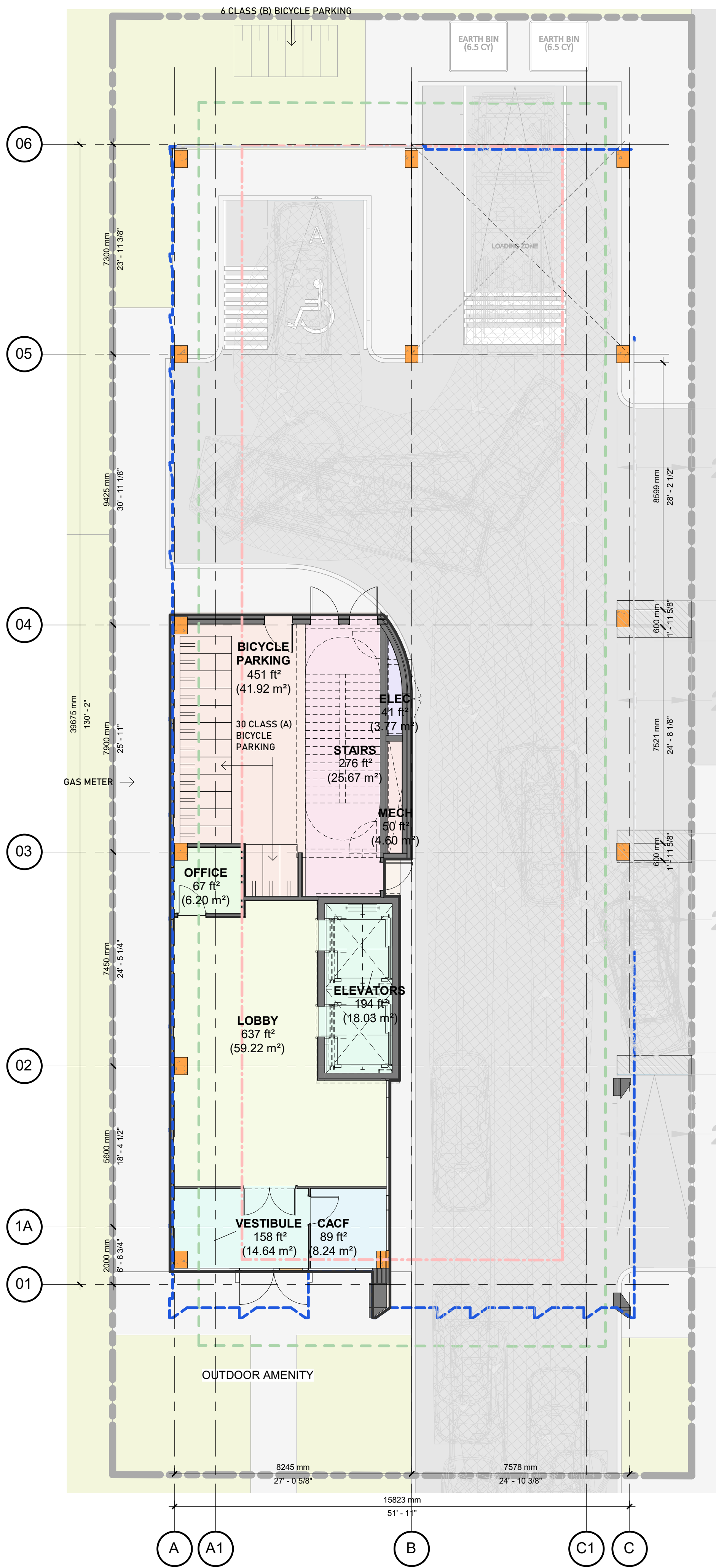
## SITE PLAN

START DATE	April 2025
DRAWN BY	MK
CHECKED BY	SM
SCALE	As indicated
PROJECT NO.	125021

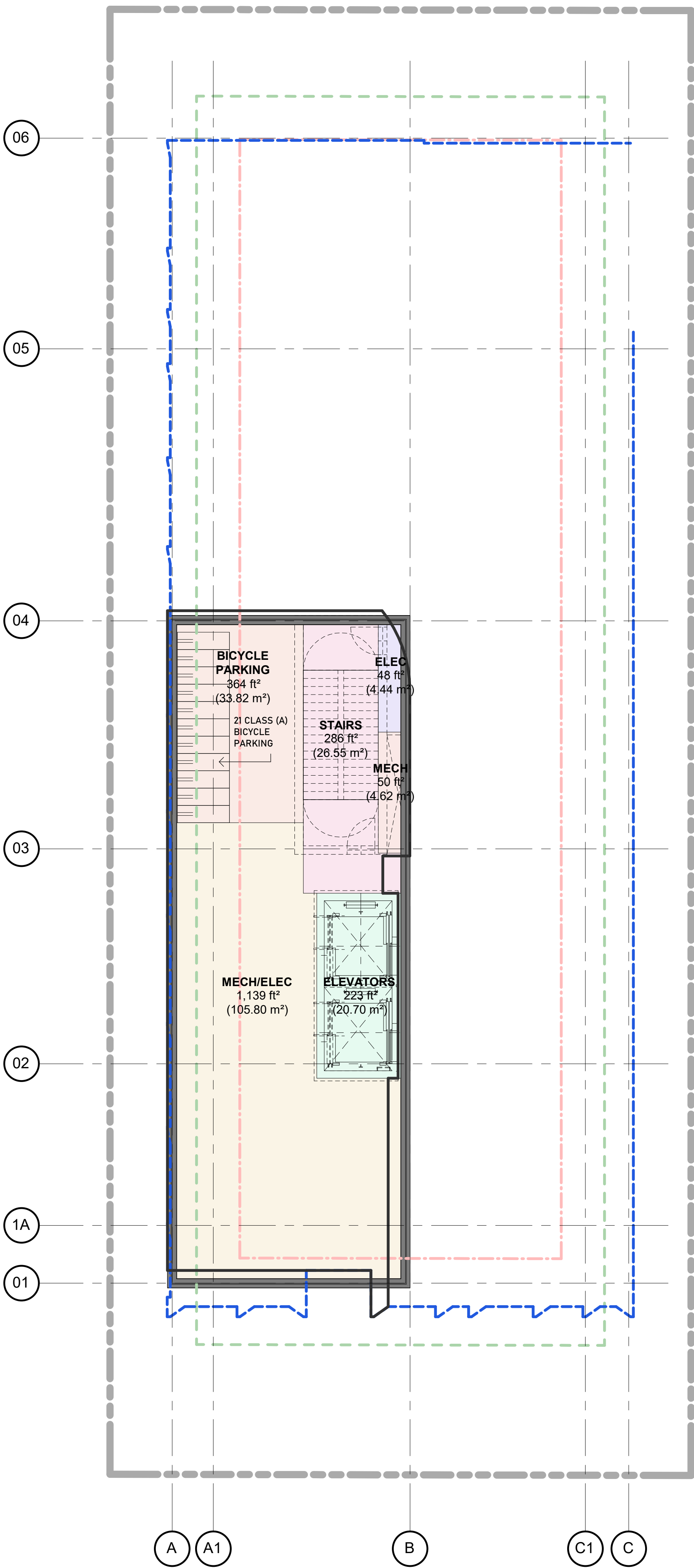
# A.001

C:\Users\ma\Documents\125021 - 50 High Street Affordable - Current Site 2025-05-23(Recovery) ma\BAILAY.mt





1 GROUND FLOOR PLAN  
A100 1 : 100



4 BASEMENT  
A100 1 : 100

UNIT MIX - PER FLOOR			
NAME	AVERAGE AREA	COUNT	% BY COUNT
LVL 2			
1-BR	46 m² ... 62 m²	6	6%
2-BR	66 m² ... 73 m²	3	3%
LVL 3-9			
1-BR	46 m² ... 48 m²	6	6%
2-BR	65 m² ... 70 m²	4	4%
LVL 4			
1-BR	46 m² ... 48 m²	6	6%
2-BR	65 m² ... 70 m²	4	4%
LVL 5			
1-BR	46 m² ... 48 m²	6	6%
2-BR	65 m² ... 71 m²	4	4%
LVL 6			
1-BR	46 m² ... 48 m²	6	6%
2-BR	65 m² ... 70 m²	4	4%
LVL 7			
1-BR	46 m² ... 48 m²	6	6%
2-BR	65 m² ... 70 m²	4	4%
LVL 8			
1-BR	46 m² ... 48 m²	6	6%
2-BR	65 m² ... 70 m²	4	4%
LVL 9			
1-BR	46 m² ... 48 m²	6	6%
2-BR	65 m² ... 70 m²	4	4%
LVL 10			
1-BR	46 m² ... 49 m²	6	6%
2-BR	65 m² ... 70 m²	2	2%
LVL 11			
1-BR	46 m² ... 50 m²	6	6%
2-BR	66 m² ... 71 m²	2	2%
3-BR	87 m²	1	1%
		96	100%

UNIT MIX			
NAME	AVERAGE AREA	COUNT	% BY COUNT
1-BR	46 m² ... 62 m²	60	63%
2-BR	65 m² ... 73 m²	35	36%
3-BR	87 m²	1	1%
		96	100%

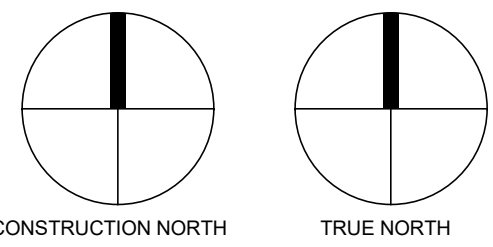


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SHEET NAME

OVERALL FLOOR  
PLANS I

START DATE April 2025

DRAWN BY MK

CHECKED BY SM

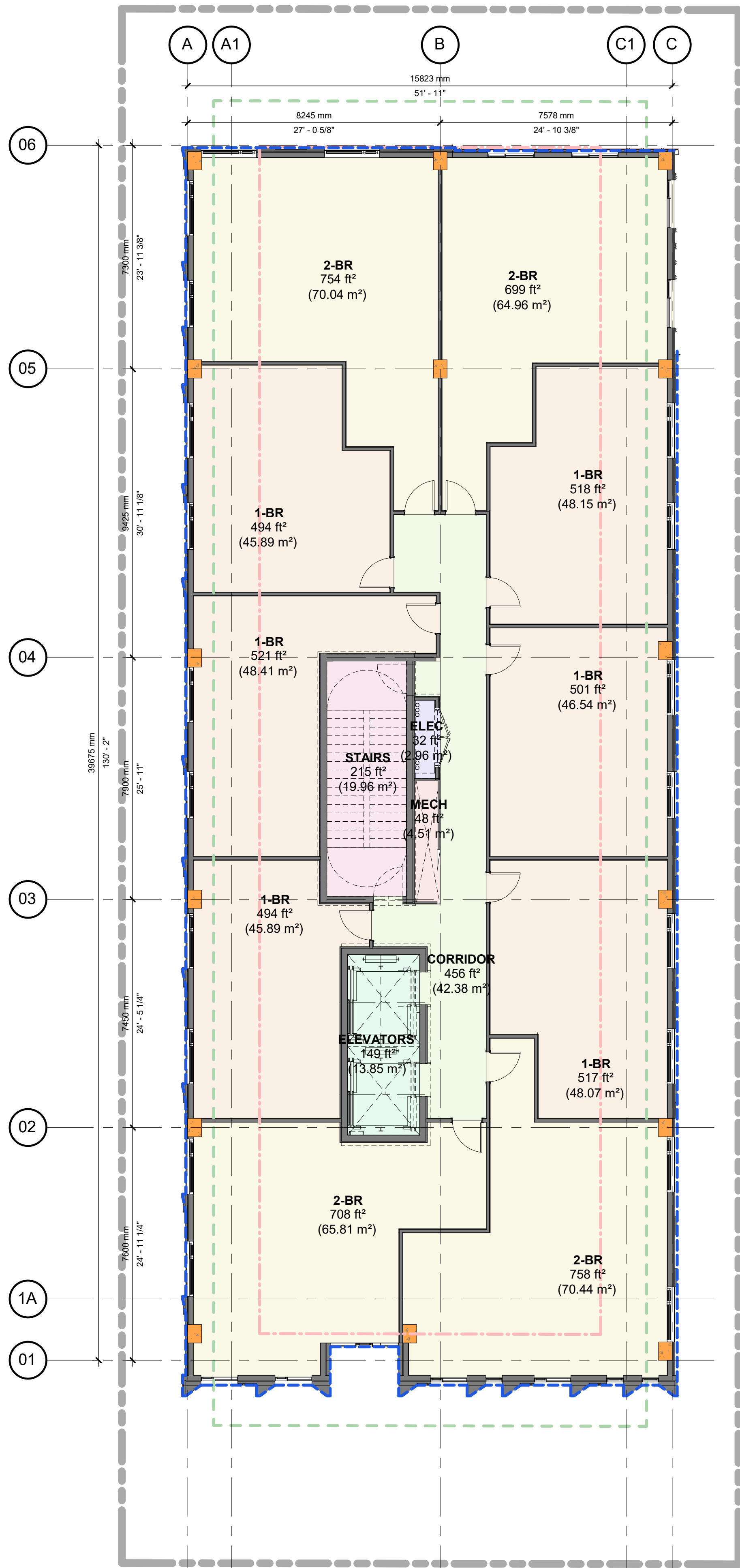
SCALE 1 : 100

PROJECT NO. 125021

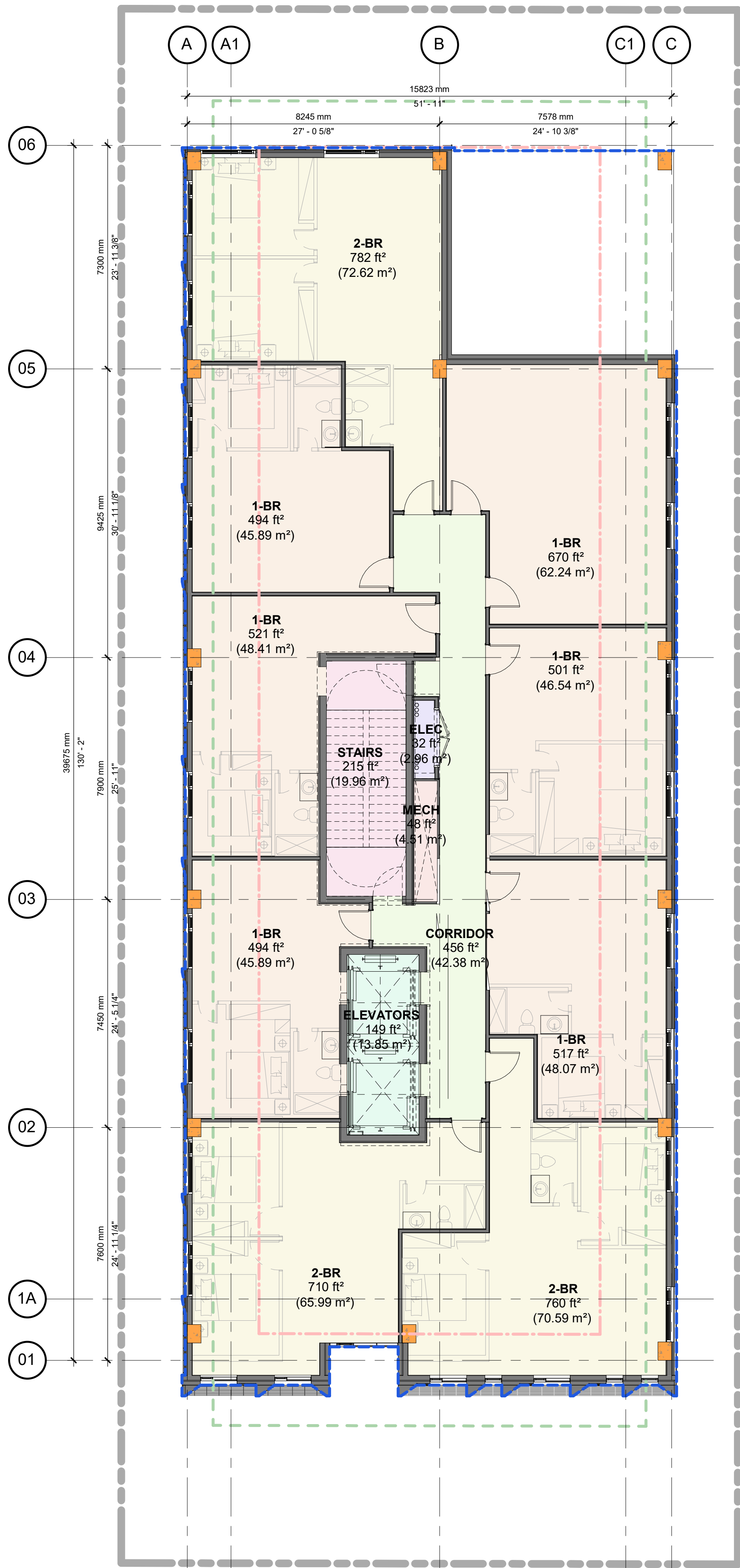
DRAWING

A100





1 LVL 3-9  
A101 1 : 100



3 SECOND FLOOR PLAN  
A101 1 : 100

UNIT MIX - PER FLOOR			
NAME	AVERAGE AREA	COUNT	% BY COUNT
LVL 2			
1-BR	46 m <sup>2</sup> ... 62 m <sup>2</sup>	6	6%
2-BR	66 m <sup>2</sup> ... 73 m <sup>2</sup>	3	3%
LVL 3-9			
1-BR	46 m <sup>2</sup> ... 48 m <sup>2</sup>	6	6%
2-BR	65 m <sup>2</sup> ... 70 m <sup>2</sup>	4	4%
LVL 4			
1-BR	46 m <sup>2</sup> ... 48 m <sup>2</sup>	6	6%
2-BR	65 m <sup>2</sup> ... 70 m <sup>2</sup>	4	4%
LVL 5			
1-BR	46 m <sup>2</sup> ... 48 m <sup>2</sup>	6	6%
2-BR	65 m <sup>2</sup> ... 71 m <sup>2</sup>	4	4%
LVL 6			
1-BR	46 m <sup>2</sup> ... 48 m <sup>2</sup>	6	6%
2-BR	65 m <sup>2</sup> ... 70 m <sup>2</sup>	4	4%
LVL 7			
1-BR	46 m <sup>2</sup> ... 48 m <sup>2</sup>	6	6%
2-BR	65 m <sup>2</sup> ... 70 m <sup>2</sup>	4	4%
LVL 8			
1-BR	46 m <sup>2</sup> ... 48 m <sup>2</sup>	6	6%
2-BR	65 m <sup>2</sup> ... 70 m <sup>2</sup>	4	4%
LVL 9			
1-BR	46 m <sup>2</sup> ... 48 m <sup>2</sup>	6	6%
2-BR	65 m <sup>2</sup> ... 70 m <sup>2</sup>	4	4%
LVL 10			
1-BR	46 m <sup>2</sup> ... 49 m <sup>2</sup>	6	6%
2-BR	65 m <sup>2</sup> ... 70 m <sup>2</sup>	2	2%
LVL 11			
1-BR	46 m <sup>2</sup> ... 50 m <sup>2</sup>	6	6%
2-BR	66 m <sup>2</sup> ... 71 m <sup>2</sup>	2	2%
3-BR	87 m <sup>2</sup>	1	1%
		96	100%

UNIT MIX			
NAME	AVERAGE AREA	COUNT	% BY COUNT
1-BR	46 m <sup>2</sup> ... 62 m <sup>2</sup>	60	63%
2-BR	65 m <sup>2</sup> ... 73 m <sup>2</sup>	35	36%
3-BR	87 m <sup>2</sup>	1	1%
		96	100%

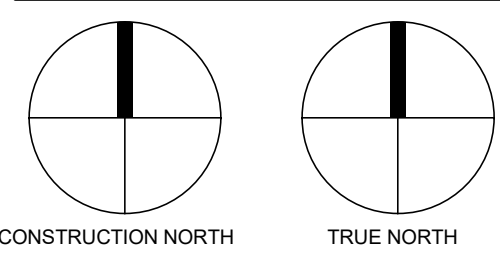


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SHEET NAME

OVERALL FLOOR  
PLANS II

START DATE  
April 2025

DRAWN BY  
MK

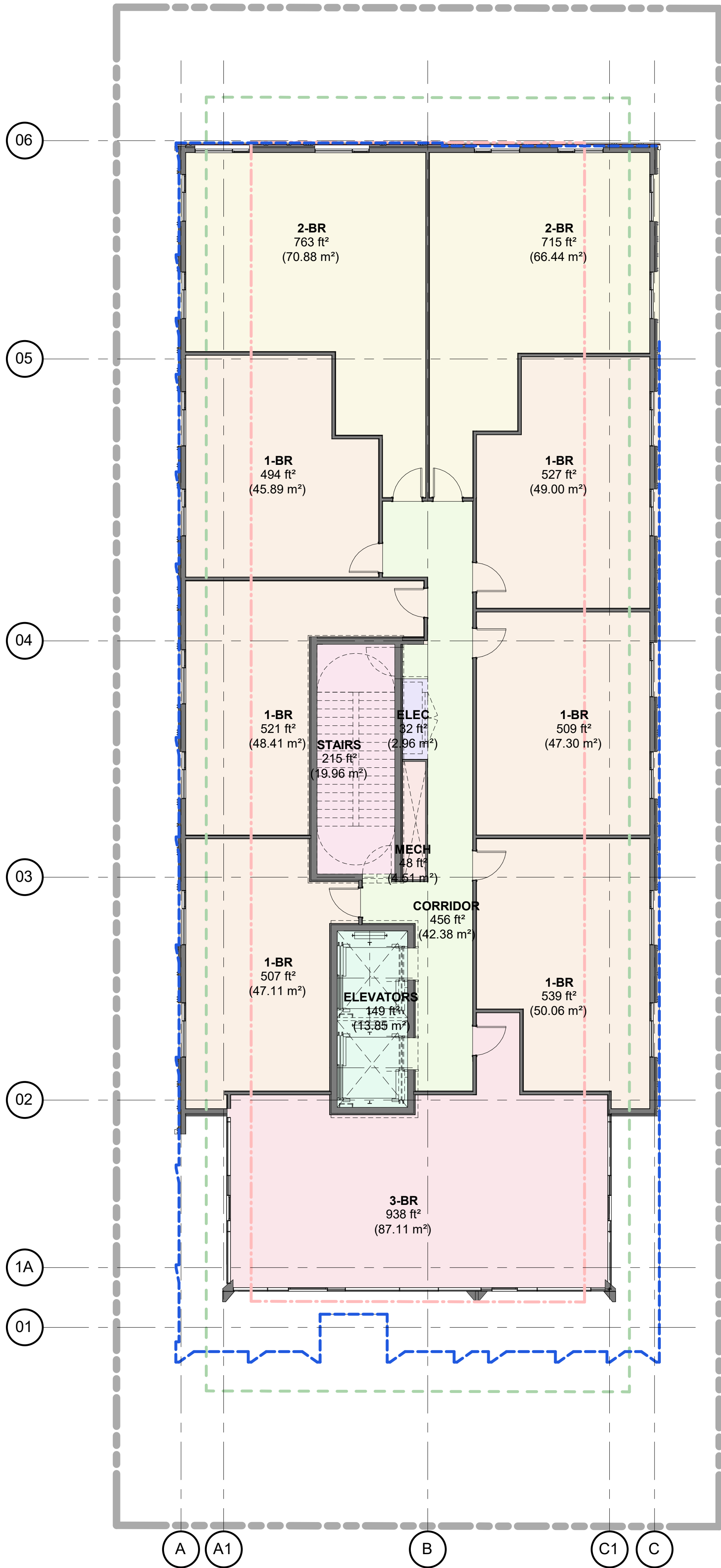
CHECKED BY  
SM

SCALE  
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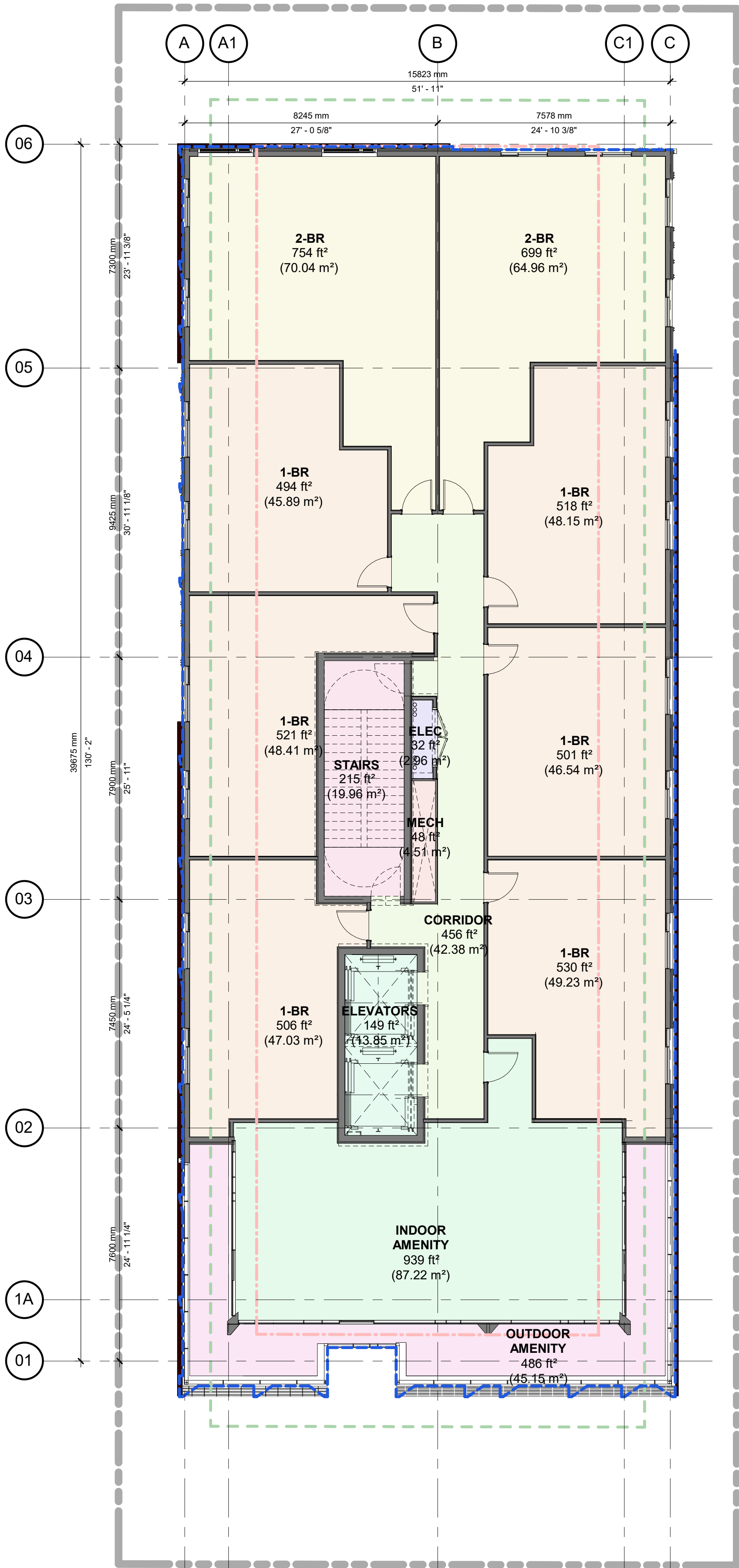
PROJECT NO.  
125021

DRAWING

A101



1 LVL 11  
A102 1 : 100



2 LVL 10  
A102 1 : 100

UNIT MIX - PER FLOOR			
NAME	AVERAGE AREA	COUNT	% BY COUNT

LVL 2			
1-BR	46 m² ... 62 m²	6	6%
2-BR	66 m² ... 73 m²	3	3%
LVL 3-9			
1-BR	46 m² ... 48 m²	6	6%
2-BR	65 m² ... 70 m²	4	4%
LVL 4			
1-BR	46 m² ... 48 m²	6	6%
2-BR	65 m² ... 70 m²	4	4%
LVL 5			
1-BR	46 m² ... 48 m²	6	6%
2-BR	65 m² ... 71 m²	4	4%
LVL 6			
1-BR	46 m² ... 48 m²	6	6%
2-BR	65 m² ... 70 m²	4	4%
LVL 7			
1-BR	46 m² ... 48 m²	6	6%
2-BR	65 m² ... 70 m²	4	4%
LVL 8			
1-BR	46 m² ... 48 m²	6	6%
2-BR	65 m² ... 70 m²	4	4%
LVL 9			
1-BR	46 m² ... 48 m²	6	6%
2-BR	65 m² ... 70 m²	4	4%
LVL 10			
1-BR	46 m² ... 49 m²	6	6%
2-BR	65 m² ... 70 m²	2	2%
LVL 11			
1-BR	46 m² ... 50 m²	6	6%
2-BR	66 m² ... 71 m²	2	2%
3-BR	87 m²	1	1%
		96	100%

UNIT MIX			
NAME	AVERAGE AREA	COUNT	% BY COUNT

1-BR	46 m² ... 62 m²	60	63%
2-BR	65 m² ... 73 m²	35	36%
3-BR	87 m²	1	1%
		96	100%

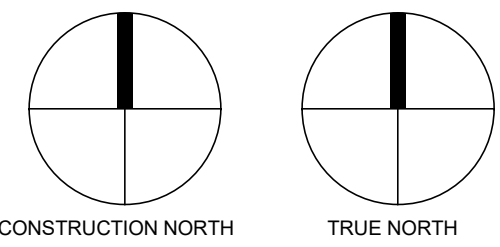


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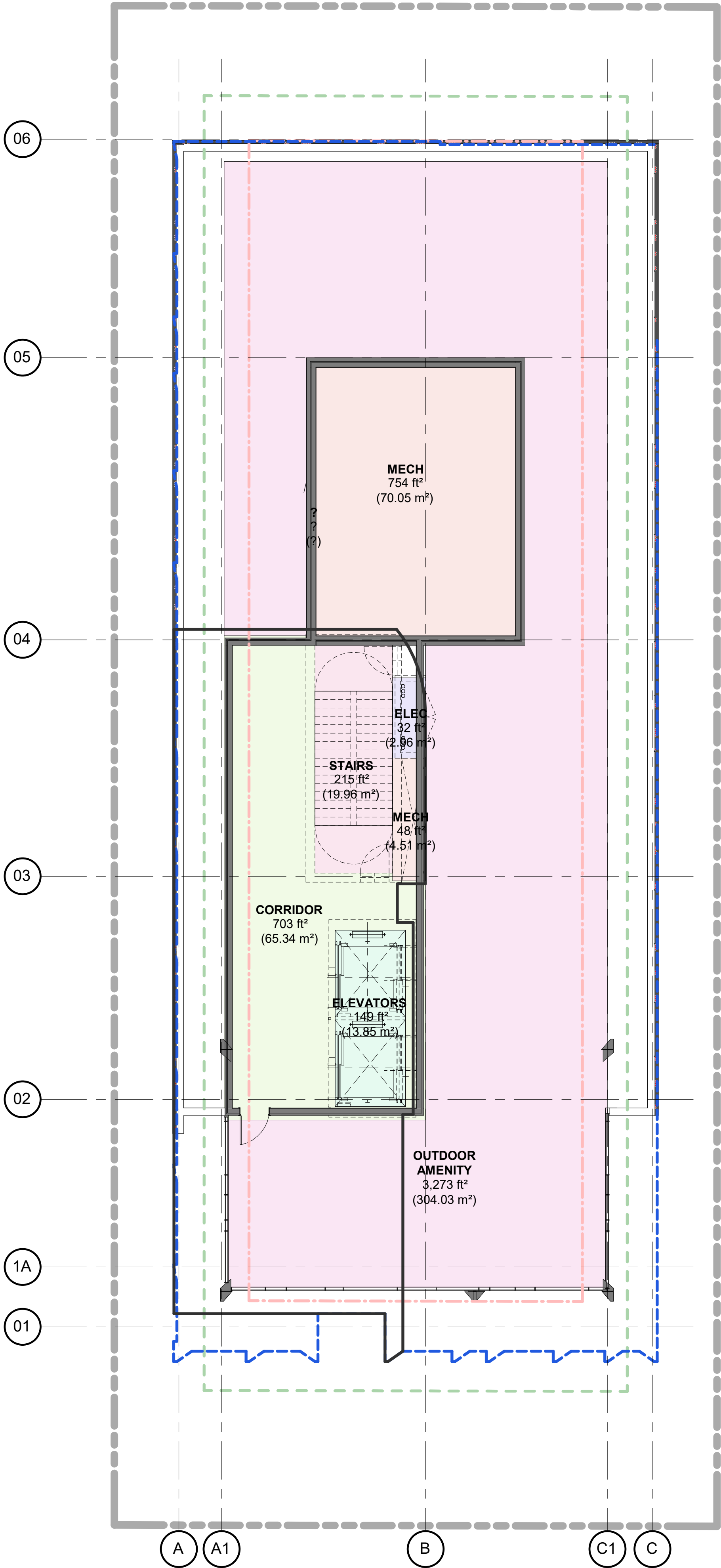
OVERALL FLOOR  
PLANS III

START DATE	April 2025
DRAWN BY	Author
CHECKED BY	Checker
SCALE	1 : 100
PROJECT NO.	125021

DRAWING

A102





1 T/O ROOF DECK  
A103 1 : 100

UNIT MIX - PER FLOOR			
NAME	AVERAGE AREA	COUNT	% BY COUNT
LVL 2			
1-BR	46 m² ... 62 m²	6	6%
2-BR	66 m² ... 73 m²	3	3%
LVL 3-9			
1-BR	46 m² ... 48 m²	6	6%
2-BR	65 m² ... 70 m²	4	4%
LVL 4			
1-BR	46 m² ... 48 m²	6	6%
2-BR	65 m² ... 70 m²	4	4%
LVL 5			
1-BR	46 m² ... 48 m²	6	6%
2-BR	65 m² ... 71 m²	4	4%
LVL 6			
1-BR	46 m² ... 48 m²	6	6%
2-BR	65 m² ... 70 m²	4	4%
LVL 7			
1-BR	46 m² ... 48 m²	6	6%
2-BR	65 m² ... 70 m²	4	4%
LVL 8			
1-BR	46 m² ... 48 m²	6	6%
2-BR	65 m² ... 70 m²	4	4%
LVL 9			
1-BR	46 m² ... 48 m²	6	6%
2-BR	65 m² ... 70 m²	4	4%
LVL 10			
1-BR	46 m² ... 49 m²	6	6%
2-BR	65 m² ... 70 m²	2	2%
LVL 11			
1-BR	46 m² ... 50 m²	6	6%
2-BR	66 m² ... 71 m²	2	2%
3-BR	87 m²	1	1%
		96	100%

UNIT MIX			
NAME	AVERAGE AREA	COUNT	% BY COUNT
1-BR	46 m² ... 62 m²	60	63%
2-BR	65 m² ... 73 m²	35	36%
3-BR	87 m²	1	1%
		96	100%

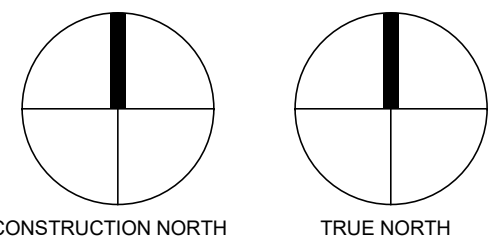


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SHEET NAME

OVERALL FLOOR  
PLANS IV

START DATE  
April 2025

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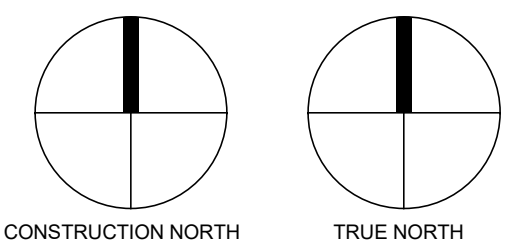
SCALE  
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PROJECT NO.  
125021

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A103





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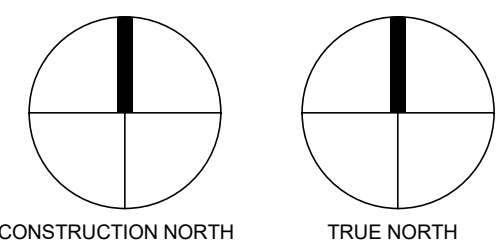
SHEET NAME

EXTERIOR  
ELEVATION I

START DATE	April 2025
DRAWN BY	Author
CHECKED BY	Checker
SCALE	1 : 100
PROJECT NO.	125021
DRAWING	

**A201**





50 High Street  
Affordable

50 High Street E,  
Mississauga

SHEET NAME

EXTERIOR  
ELEVATION II

START DATE  
April 2025

DRAWN BY  
Author

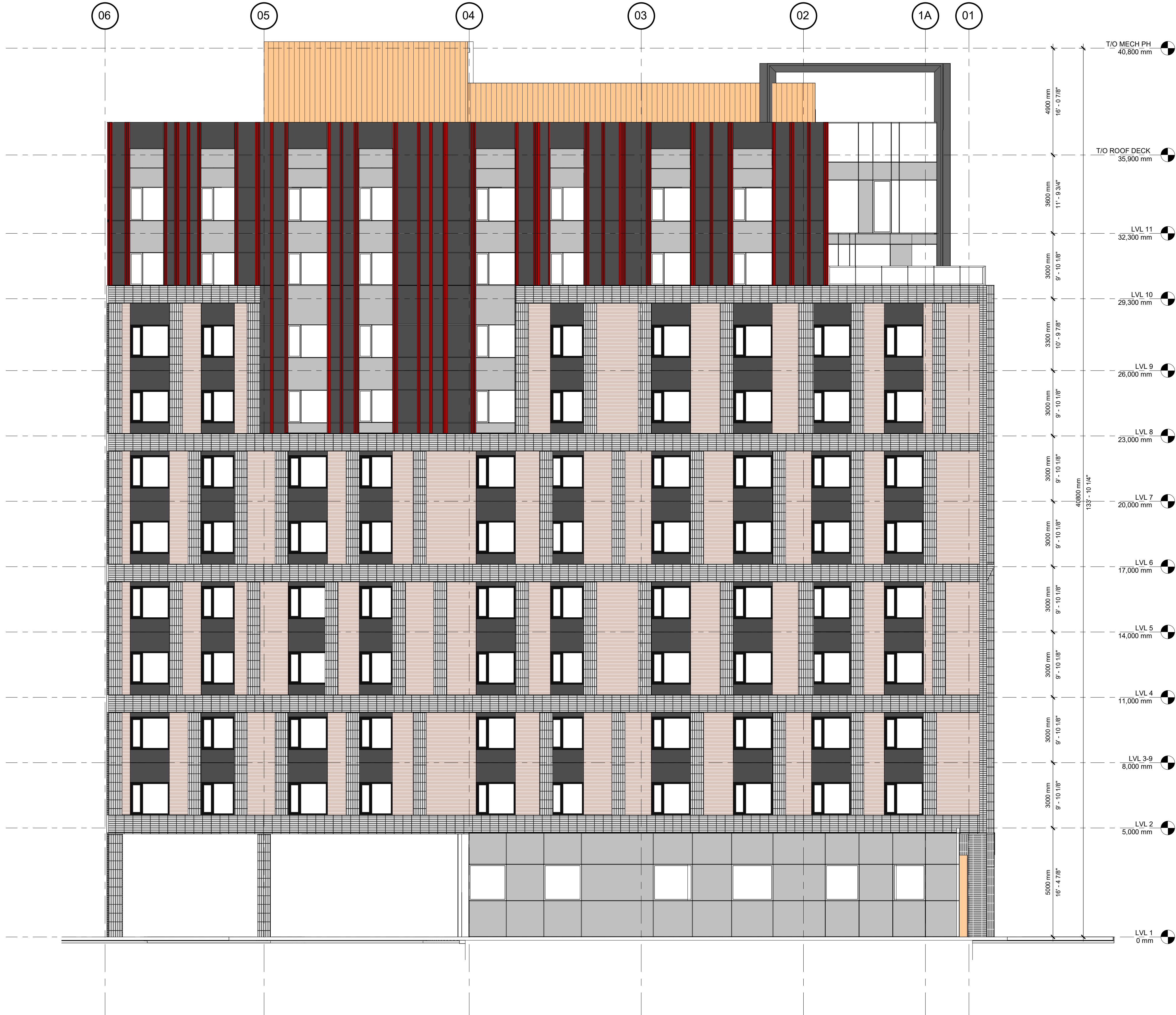
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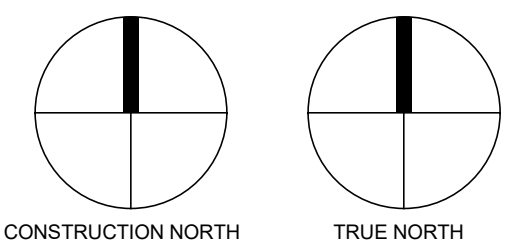
SCALE  
1 : 100

PROJECT NO.  
125021

DRAWING

A202





## 50 High Street Affordable

50 High Street E,  
Mississauga

SHEET NAME

## EXTERIOR ELEVATION III

START DATE	April 2025
DRAWN BY	Author
CHECKED BY	Checker
SCALE	1 : 100
PROJECT NO.	125021
DRAWING	

# A203



1 NORTH ELEVATION  
A203 1 : 100



2 SOUTH ELEVATION  
A203 1 : 100



SEAL



50 High Street E,  
Mississauga

SHEET NAME

## BUILDING SECTIONS

START DATE April 2025

DRAWN BY Author

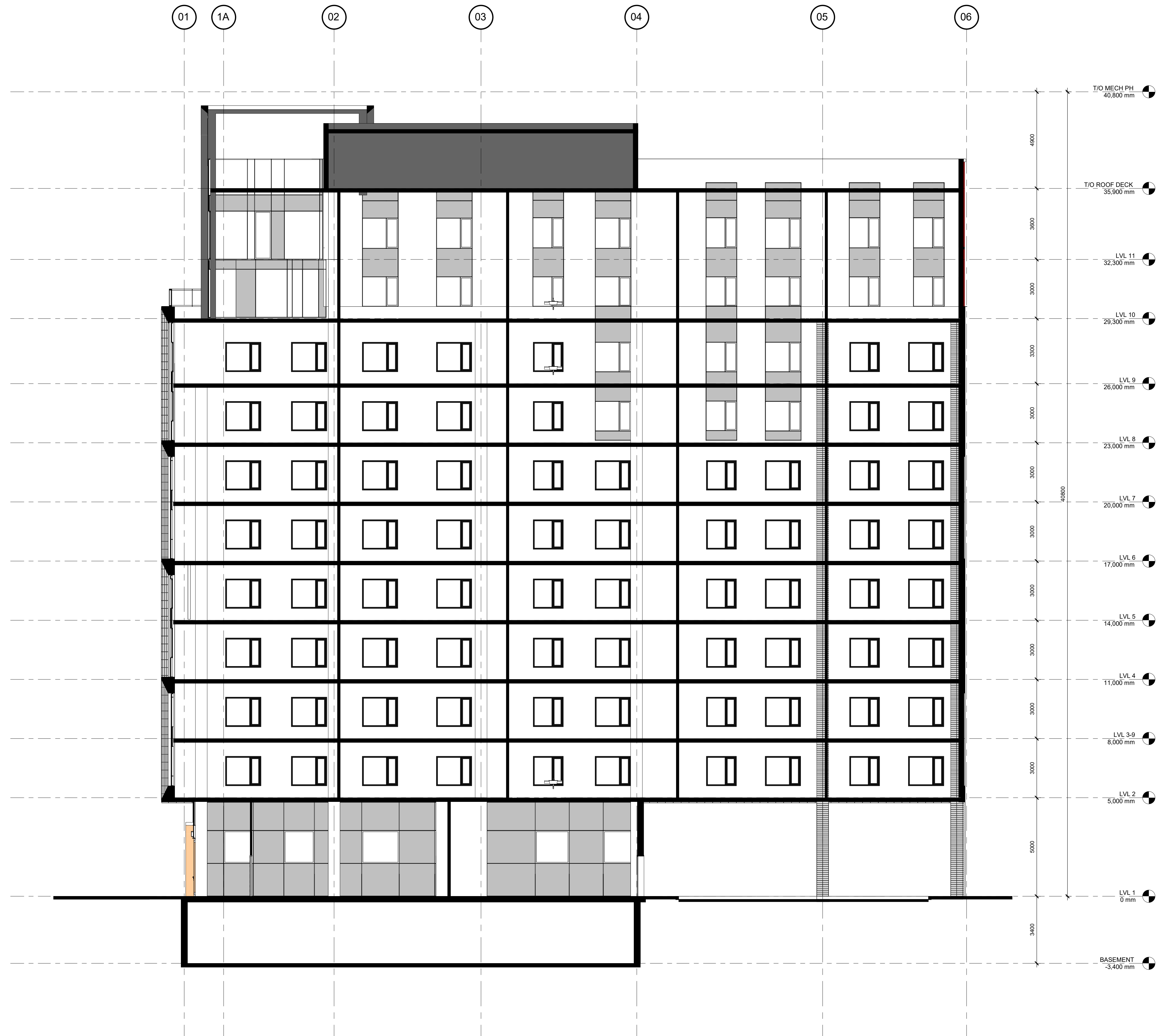
CHECKED BY \_\_\_\_\_ Checker \_\_\_\_\_

SCALE 1 : 100

PROJECT NO. 125021

**DRAWING**

# A301



1 BUILDING SECTION I  
A301 1 : 100

# **APPENDIX B**

## **ROAD AND RAIL TRAFFIC DATA**

## Brett Lipson

---

**From:** Sarangan Srikanth <Sarangan.Srikanth@cn.ca>  
**Sent:** Monday, May 5, 2025 5:25 PM  
**To:** Brett Lipson  
**Subject:** RE: Rail Data Request (VCL File: 1250117)

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

### This Message Is From an Untrusted Sender

You have not previously corresponded with this sender.

[Report Suspicious](#)

Hello Brett,

This location in question is not CN right of way. Since we have operating rights, please find the information below:

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	0	140	60	4
Way Freight	0	25	60	4
Passenger	14	10	95	2

	2300-0700			
Type of Train	Volumes	Max.Consist	Max. Speed	Max. Power
Freight	0	140	60	4
Way Freight	5	25	60	4
Passenger	0	10	95	2

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

## Brett Lipson

---

**From:** Rail Data Requests <RailDataRequests@metrolinx.com>  
**Sent:** Friday, May 9, 2025 3:29 PM  
**To:** Brett Lipson  
**Subject:** RE: Rail Data Request (VCL File: 1250117)

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello,

Further to your request dated April 29th, 2025, the subject lands High St (Between Hurontario St and Stavebank Rd ) are located within 300 metres of the Metrolinx Oakville Subdivision (which carries Lakeshore West GO rail service).

It's anticipated that GO rail service on this Subdivision will be comprised of diesel and electric trains. The GO rail fleet combination on this Subdivision will consist of up to 1 locomotive and 10 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 408 trains. The planned detailed trip breakdown is listed below:

	1 Diesel Locomotives	1 Electric Locomotive		1 Diesel Locomotive	1 Electric Locomotive
Day (0700- 2300)	132	222	Night (2300- 0700)	20	34

The current track design speed near the subject lands is 85 mph (137km/h).

There are two *anti-whistling by-laws* in affect near the subject lands at Revus Ave and Stavebank Rd at railway crossings.

With respect to future electrified rail service, Metrolinx is committed to finding the most sustainable solution for electrifying the GO rail network and we are currently working towards the next phase.

Options have been studied as part of the Transit Project Assessment Process (TPAP) for the GO Expansion program, currently in the Development Phase. ONxpress will be responsible for selecting and delivering the right trains and infrastructure to unlock the benefits of GO Expansion. Construction to support GO Expansion is currently underway.

However, we can advise that train noise is dominated by the powertrain at lower speeds and by the wheel-track interaction at higher speeds. Hence, the noise level and spectrum of electric trains is expected to be very similar at higher speeds, if not identical, to those of equivalent diesel trains.

Given the above considerations, it would be prudent at this time, for the purposes of acoustical analyses for development in proximity to Metrolinx corridors, to assume that the acoustical characteristics of electrified and diesel trains are equivalent. In light of the aforementioned information, acoustical models should employ diesel train parameters as the basis for analyses. We anticipate that additional information regarding specific operational parameters for electrified trains will become available in the future once the proponent team is selected.

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.

Best Regards,

Lucy Wu

Summer Student, Third-Party Adjacent Works (ACR), *Formerly Third-Party Projects Review (TPPR)*

Real Estate & Development

20 Bay Street, Suite 600 | Toronto, ON | M5J 2N8



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**From:** Brett Lipson <blipson@valcoustics.com>

**Sent:** Monday, April 28, 2025 4:31 PM

**To:** Rail Data Requests <RailDataRequests@metrolinx.com>

**Subject:** Rail Data Request (VCL File: 1250117)

**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.

Good Afternoon,

We are currently working on a noise report for a development located on High St in Mississauga, near the Port Credit GO station.

Can you please provide the future rail traffic data for the GO Lakeshore West Line between Hurontario St. and Stavebank Rd in Mississauga?



	Date:	19/Jun/25		<b>NOISE REPORT FOR PROPOSED DEVELOPMENT</b>		
	<b>REQUESTED BY:</b>		Location:			
	Name:	Brett Lipson, M.Eng., P.Eng.		1. Hurontario St		
	Company:	Valcoustics		2. Lakeshore Rd		
	Fax#:	905-764-5223 ext. 249				
<b>PREPARED BY:</b>						
Name:	Naveda Dukhan					
Tel#:	905-615-3200 ext 8948		ID#:	651		
<b>ON SITE TRAFFIC DATA</b>						
<b>Specific</b>	<b>Street Names</b>					
	Hurontatio St	Lakeshore Rd				
AADT:	36800	46600				
# of Lanes:	4	4				
% Trucks:	6%	4%				
Medium/Heavy Truck Ratio:	55/45	55/45				
Day/Night Split:	90/10	90/10				
Posted Speed Limit:	40km/hr	40km/hr				
Gradient of Road:	2%	2%				
Ultimate R.O.W.:	36m	26.0 m				
Comments:	Ultimate Traffic Data Only (2041)					

# **APPENDIX C**

## **ENVIRONMENTAL NOISE GUIDELINES**

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## APPENDIX C

### ENVIRONMENTAL NOISE GUIDELINES

#### MINISTRY OF THE ENVIRONMENT, CONSERVATION AND PARKS (MECP)

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

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

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

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

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

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

# **APPENDIX D**

## **SAMPLE CALCULATIONS**

STAMSON 5.04                      NORMAL REPORT                      Date: 15-07-2025 26:36:15  
MINISTRY OF ENVIRONMENT, CONSERVATION AND PARKS / NOISE ASSESSMENT

Filename: ne\_nf.te                      Time Period: Day/Night 16/8 hours  
Description: **Northeast corner, north facade**

Rail data, segment # 1: CN Oakville (day/night)

Train Type	! Trains !	! Speed ! (km/h)	! # loc ! /Train	! # Cars ! /Train	! Eng type !	! Cont weld !
* 1. Way Freight	! 0.0/6.4 !	! 97.0 !	! 4.0 !	! 25.0 !	! Diesel !	! Yes !
* 2. Passenger	! 17.9/0.0 !	! 153.0 !	! 2.0 !	! 10.0 !	! Diesel !	! Yes !
* 3. GO	! 354.0/54.0 !	! 137.0 !	! 1.0 !	! 10.0 !	! Diesel !	! Yes !

\* The identified number of trains have been adjusted for future growth using the following parameters:

Train type:	! Unadj. !	! Annual % !	! Years of !
No Name	! Trains !	! Increase !	! Growth !
1. Way Freight	! 0.0/5.0 !	! 2.50 !	! 10.00 !
2. Passenger	! 14.0/0.0 !	! 2.50 !	! 10.00 !
3. GO	! 354.0/54.0 !	! 2.50 !	! 0.00 !

Data for Segment # 1: CN Oakville (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 1 / 1  
House density : 70 %  
Surface : 1 (Absorptive ground surface)  
Receiver source distance : 218.00 / 218.00 m  
Receiver height : 33.80 / 33.80 m  
Topography : 1 (Flat/gentle slope; no barrier)  
No Whistle  
Reference angle : 0.00

Results segment # 1: CN Oakville (day)

LOCOMOTIVE (0.00 + 66.43 + 0.00) = 66.43 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	82.21	-11.62	0.00	0.00	-4.15	0.00	66.43

WHEEL (0.00 + 58.81 + 0.00) = 58.81 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	74.59	-11.62	0.00	0.00	-4.15	0.00	58.81

Segment Leq : 67.12 dBA

Total Leq All Segments: 67.12 dBA

Results segment # 1: CN Oakville (night)

LOCOMOTIVE (0.00 + 61.87 + 0.00) = 61.87 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	77.65	-11.62	0.00	0.00	-4.15	0.00	61.87

WHEEL (0.00 + 54.10 + 0.00) = 54.10 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	69.88	-11.62	0.00	0.00	-4.15	0.00	54.10

Segment Leq : 62.54 dBA

Total Leq All Segments: 62.54 dBA

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

Car traffic volume : 31133/3459 veh/TimePeriod \*  
Medium truck volume : 1093/121 veh/TimePeriod \*  
Heavy truck volume : 894/99 veh/TimePeriod \*  
Posted speed limit : 40 km/h  
Road gradient : 2 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 36800  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
Medium Truck % of Total Volume : 3.30  
Heavy Truck % of Total Volume : 2.70  
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Hurontario (day/night)

Angle1 Angle2 : -90.00 deg 0.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 1 / 1  
House density : 95 %  
Surface : 1 (Absorptive ground surface)  
Receiver source distance : 265.00 / 265.00 m  
Receiver height : 33.80 / 33.80 m  
Topography : 1 (Flat/gentle slope; no barrier)  
Reference angle : 0.00

Results segment # 1: Hurontario (day)

Source height = 1.28 m

ROAD (0.00 + 45.71 + 0.00) = 45.71 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	68.90	0.00	-12.47	-3.01	0.00	-7.71	0.00	45.71

Segment Leq : 45.71 dBA

Total Leq All Segments: 45.71 dBA

Results segment # 1: Hurontario (night)

Source height = 1.28 m

ROAD (0.00 + 39.17 + 0.00) = 39.17 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	0	0.00	62.35	0.00	-12.47	-3.01	0.00	-7.71	0.00	39.17

Segment Leq : 39.17 dBA

Total Leq All Segments: 39.17 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 67.15  
(NIGHT): 62.56



STAMSON 5.04                      NORMAL REPORT                      Date: 15-07-2025 26:36:49  
MINISTRY OF ENVIRONMENT, CONSERVATION AND PARKS/ NOISE ASSESSMENT

Filename: rt\_eola.te                      Time Period: Day/Night 16/8 hours  
Description: **Rooftop OLA, East Area**

Rail data, segment # 1: CN Oakville (day/night)

Train Type	! Trains	! Speed ! (km/h)	!# loc !/Train	!# Cars !/Train	! Eng type	!Cont weld
* 1. Way Freight	! 0.0/6.4	! 97.0	! 4.0	! 25.0	!Diesel	! Yes
* 2. Passenger	! 17.9/0.0	! 153.0	! 2.0	! 10.0	!Diesel	! Yes
* 3. GO	! 354.0/54.0	! 137.0	! 1.0	! 10.0	!Diesel	! Yes

\* The identified number of trains have been adjusted for future growth using the following parameters:

Train type:	! Unadj. !	! Annual % !	! Years of !
No Name	! Trains !	! Increase !	! Growth !
1. Way Freight	! 0.0/5.0	! 2.50	! 10.00
2. Passenger	! 14.0/0.0	! 2.50	! 10.00
3. GO	! 354.0/54.0	! 2.50	! 0.00

Data for Segment # 1: CN Oakville (day/night)

Angle1	Angle2	: 65.00 deg	90.00 deg
Wood depth		: 0	(No woods.)
No of house rows		: 0 / 0	
Surface		: 1	(Absorptive ground surface)
Receiver source distance		: 246.00 / 246.00 m	
Receiver height		: 1.50 / 86.75 m	
Topography		: 4	(Elevated; with barrier)
No Whistle			
Barrier angle1		: 65.00 deg	Angle2 : 90.00 deg
Barrier height		: 0.00 m	
Elevation		: 35.90 m	
Barrier receiver distance		: 6.00 / 6.00 m	
Source elevation		: 0.00 m	
Receiver elevation		: 35.90 m	
Barrier elevation		: 35.90 m	
Reference angle		: 0.00	

Results segment # 1: CN Oakville (day)

Barrier height for grazing incidence

Source Height (m)	! Receiver Height (m)	! Barrier Height (m)	! Elevation of Barrier Top (m)			
4.00	!	1.50	!	0.69	!	36.59
0.50	!	1.50	!	0.60	!	36.50

LOCOMOTIVE (0.00 + 61.48 + 0.00) = 61.48 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
65	90	0.00	82.21	-12.15	-8.57	0.00	0.00	-4.53	56.95*
65	90	0.00	82.21	-12.15	-8.57	0.00	0.00	0.00	61.48

\* Bright Zone !

WHEEL (0.00 + 53.87 + 0.00) = 53.87 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
65	90	0.00	74.59	-12.15	-8.57	0.00	0.00	-4.65	49.22*
65	90	0.00	74.59	-12.15	-8.57	0.00	0.00	0.00	53.87

\* Bright Zone !

Segment Leq : 62.17 dBA

Total Leq All Segments: 62.17 dBA

Results segment # 1: CN Oakville (night)

Barrier height for grazing incidence

Source Height (m)	! Receiver ! Height (m)	! Barrier ! Height (m)	! Elevation of ! Barrier Top (m)			
4.00	!	86.75	!	83.86	!	119.76
0.50	!	86.75	!	83.77	!	119.67

LOCOMOTIVE (0.00 + 56.93 + 0.00) = 56.93 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
65	90	0.00	77.65	-12.15	-8.57	0.00	0.00	-0.01	56.92*
65	90	0.00	77.65	-12.15	-8.57	0.00	0.00	0.00	56.93

\* Bright Zone !

WHEEL (0.00 + 49.16 + 0.00) = 49.16 dBA

Angle1	Angle2	Alpha	RefLeq	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
65	90	0.00	69.88	-12.15	-8.57	0.00	0.00	-0.01	49.15*
65	90	0.00	69.88	-12.15	-8.57	0.00	0.00	0.00	49.16

\* Bright Zone !

Segment Leq : 57.60 dBA

Total Leq All Segments: 57.60 dBA

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

Car traffic volume : 31133/3459 veh/TimePeriod \*

Medium truck volume : 1093/121 veh/TimePeriod \*

Heavy truck volume : 894/99 veh/TimePeriod \*

Posted speed limit : 40 km/h

Road gradient : 2 %

Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 36800

Percentage of Annual Growth : 0.00

Number of Years of Growth : 0.00

Medium Truck % of Total Volume : 3.30

Heavy Truck % of Total Volume : 2.70

Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Hurontario (day/night)

-----  
Angle1 Angle2 : -90.00 deg 90.00 deg  
Wood depth : 0 (No woods.)  
No of house rows : 1 / 0  
Surface : 1 (Absorptive ground surface)  
Receiver source distance : 267.00 / 125.00 m  
Receiver height : 1.50 / 86.75 m  
Topography : 4 (Elevated; with barrier)  
Barrier angle1 : -90.00 deg Angle2 : 90.00 deg  
Barrier height : 0.00 m  
Elevation : 35.90 m  
Barrier receiver distance : 4.50 / 10.00 m  
Source elevation : 0.00 m  
Receiver elevation : 35.90 m  
Barrier elevation : 35.90 m  
Reference angle : 0.00

Road data, segment # 2: Lakeshore (day/night)

-----  
Car traffic volume : 40262/4474 veh/TimePeriod \*  
Medium truck volume : 923/103 veh/TimePeriod \*  
Heavy truck volume : 755/84 veh/TimePeriod \*  
Posted speed limit : 40 km/h  
Road gradient : 2 %  
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 46600  
Percentage of Annual Growth : 0.00  
Number of Years of Growth : 0.00  
Medium Truck % of Total Volume : 2.20  
Heavy Truck % of Total Volume : 1.80  
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: Lakeshore (day/night)

```

-----
Angle1   Angle2       : -55.00 deg   -18.00 deg
Wood depth      :           0       (No woods.)
No of house rows :           0 / 0
Surface         :           1       (Absorptive ground surface)
Receiver source distance : 154.00 / 154.00 m
Receiver height  :           1.50 / 86.75 m
Topography      :           4       (Elevated; with barrier)
Barrier angle1   : -55.00 deg   Angle2 : -18.00 deg
Barrier height    :           0.00 m
Elevation        :           35.90 m
Barrier receiver distance : 7.00 / 7.00 m
Source elevation  :           0.00 m
Receiver elevation :           35.90 m
Barrier elevation  :           35.90 m
Reference angle   :           0.00
  
```

Results segment # 1: Hurontario (day)

Source height = 1.28 m

Barrier height for grazing incidence

```

-----
Source      ! Receiver      ! Barrier      ! Elevation of
Height (m) ! Height (m) ! Height (m) ! Barrier Top (m)
-----+-----+-----+-----
          1.28 !          1.50 !          0.89 !          36.79
  
```

ROAD (0.00 + 48.70 + 0.00) = 48.70 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	68.90	0.00	-12.50	0.00	0.00	-7.70	0.00	48.70
-90	90	0.00	68.90	0.00	-12.50	0.00	0.00	0.00	-1.19	
55.20*										
-90	90	0.00	68.90	0.00	-12.50	0.00	0.00	0.00	0.00	56.39

\* Bright Zone !

Segment Leq : 48.70 dBA

Results segment # 2: Lakeshore (day)

Source height = 1.16 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.16	!	1.50	!	-0.15	!	35.75

ROAD (0.00 + 46.59 + 0.00) = 46.59 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-55	-18	0.00	68.64	0.00	-10.11	-6.87	0.00	0.00	-5.06	46.59

Segment Leq : 46.59 dBA

Total Leq All Segments: 50.78 dBA

Results segment # 1: Hurontario (night)

Source height = 1.28 m

Barrier height for grazing incidence

Source	!	Receiver	!	Barrier	!	Elevation of
Height (m)	!	Height (m)	!	Height (m)	!	Barrier Top (m)
1.28	!	86.75	!	77.04	!	112.94

ROAD (0.00 + 53.15 + 0.00) = 53.15 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	62.35	0.00	-9.21	0.00	0.00	0.00	-0.00	
53.14*										
-90	90	0.00	62.35	0.00	-9.21	0.00	0.00	0.00	0.00	53.15

\* Bright Zone !

Segment Leq : 53.15 dBA

Results segment # 2: Lakeshore (night)

Source height = 1.16 m

Barrier height for grazing incidence

Source Height (m)	Receiver Height (m)	Barrier Height (m)	Elevation of Barrier Top (m)
1.16	86.75	81.23	117.13

ROAD (0.00 + 45.13 + 0.00) = 45.13 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-55	-18	0.00	62.11	0.00	-10.11	-6.87	0.00	0.00	0.00	
45.13*										
-55	-18	0.00	62.11	0.00	-10.11	-6.87	0.00	0.00	0.00	45.13

\* Bright Zone !

Segment Leq : 45.13 dBA

Total Leq All Segments: 53.79 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 62.47  
(NIGHT): 59.11