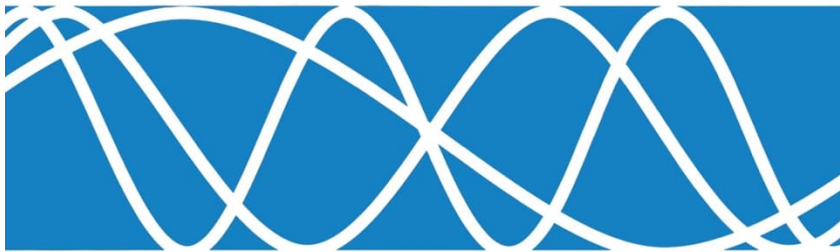


Noise Feasibility Study

Proposed Mixed- Use / Residential Development Milton Education Village (MEV) Milton, Ontario

DRAFT: October 8, 2025
HGC Project #: 02500581



Prepared for:

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Version Control
Milton Education Village, Milton, Ontario

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1 INTRODUCTION AND SUMMARY

HGC Noise Vibration Acoustics (HGC) was retained by Milton Land Four Investments Limited to conduct a noise feasibility study for a proposed mixed-use/residential development to be located on the west side of Tremaine Road, north of Louis St. Laurent Avenue, and south of Derry Road, in Milton, Ontario. The surrounding lands are primarily vacant/agricultural and existing residential. To the south of the site is the Mattamy National Cycling Centre. The study is required by the Municipality as part of the planning and approvals process.

The primary noise source impacting the site was determined to be road traffic on Tremaine Road. Relevant road traffic data was obtained from the Region of Halton and was used to predict future traffic sound levels at the locations of the proposed residential dwellings. The predicted sound levels were compared to the guidelines of the Ministry of the Environment, Conservation and Parks (MECP) and the Municipality.

The results of this study indicate that with suitable noise control measures integrated into the design of the dwellings, it is feasible to achieve the indoor MECP guidelines sound levels from the transportation source. The provision for the future installation of air conditioning at the occupant's discretion is required for dwellings closest to Tremaine Road. Any exterior wall, and double-glazed window construction meeting the minimum requirements of the Ontario Building Code (OBC) will provide adequate sound insulation for all the dwelling units in this development. Any building construction and double-glazed windows meeting the minimum requirements of the Ontario Building Code (OBC) will provide adequate sound insulation for the proposed buildings.

Noise warning clauses are also required to inform future occupants of the road traffic sound level excesses, and the proximity of the neighbouring cycling centre and future secondary school block.



2 SITE DESCRIPTION AND NOISE SOURCES

The proposed mixed-use development is located on the west side of Tremaine Road, north of Louis St. Laurent Avenue, and south of Derry Road in the Town of Milton, Ontario. Figure 1 shows a key plan [1]. A preliminary draft plan prepared by Korsiak Urban Planning dated May 21, 2025 is shown in Figure 2, also showing the prediction locations. The proposed development will include single detached-dwellings, townhouse blocks, parklands, a medium/high density block, hospice block, a secondary school block, along with associated roadways.

HGC personnel visited the site during September 2025. The acoustical environment surrounding the site is urban in nature. Figure 3 includes an aerial photo showing the surrounding uses. The surrounding areas to the north and west of the site are existing agricultural or vacant lands. To the east of the site to the northwest of the intersection of Tremaine Road and Dymott Avenue is the Schlegel Village Long-Term Care Home which is currently under construction. To the east side of Tremaine Road are existing residential lands. To the south of the site, the draft plan indicates future blocks with uses including a transit hub, and future development. There are existing residences further to the north of the site. The Mattamy National Cycling Centre is located to the south of the site. The closest residential block is located approximately 40 m from the Mattamy National Cycling Centre.

3 TRAFFIC NOISE ASSESSMENT

3.1 Traffic Noise Criteria

Guidelines for acceptable levels of road traffic noise impacting residential developments are given in the MECP publication NPC-300, “Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning”, Part C release date October 21, 2013 [2] and are listed in Table 1 below. The values in Table 1 are energy equivalent (average) sound levels [L_{EQ}] in units of A weighted decibels [dBA].



Table 1: Road Traffic Noise Criteria

Space	Daytime $L_{EQ(16 \text{ hour})}$ Road	Nighttime $L_{EQ(8 \text{ hour})}$ Road
Outdoor Living Areas	55 dBA	--
Inside Living/Dining Rooms	45 dBA	45 dBA
Inside Bedrooms	45 dBA	40 dBA

Daytime refers to the period between 07:00 and 23:00, while nighttime refers to the period between 23:00 and 07:00. The term "Outdoor Living Area" (OLA) is used in reference to an outdoor patio, a backyard, a terrace or other area where passive recreation is expected to occur. Balconies that are less than 4 m in depth are not considered to be outdoor living areas under MECP guidelines.

The guidelines in the MECP publication allow the sound level in an OLA to be exceeded by up to 5 dBA, without mitigation, if warning clauses are placed in the purchase and rental agreements to the property. Where OLA sound levels exceed 60 dBA, physical mitigation is required to reduce the OLA sound level to below 60 dBA and as close to 55 dBA as technically, economically and administratively feasible.

A central air conditioning system as an alternative means of ventilation to open windows is required for dwellings where nighttime sound levels at the façade exceed 60 dBA or daytime sound levels at the façade exceed 65 dBA. The provision for the future installation of air conditioning at the occupant's discretion is required when nighttime sound levels at the façade are in the range of 51 to 60 dBA or when daytime sound levels at the façade are in the range of 56 to 65 dBA.

Building components such as walls, windows and doors must be designed to achieve indoor sound level criteria when the sound level at the façade is greater than 60 dBA during the nighttime and greater than 65 dBA during the daytime hours due to road traffic noise.



Warning clauses are required to notify future residents of possible excesses when nighttime sound levels exceed 50 dBA at the plane of the bedroom window and daytime sound levels exceed 55 dBA in the outdoor living area and at the façade due to traffic noise.

3.2 Traffic Sound Level Assessment

3.2.1 Road Traffic Data

Traffic data for Tremaine Road was obtained from the Region in the form of ultimate annual average daily traffic (AADT) and is included in Appendix A. The commercial vehicle percentage were calculated for Tremaine Road. Table 2 summarizes the road traffic volume data used in this study.

Table 2: Ultimate Road Traffic Data

Roadway	AADT	Day / Night Split [%]	Trucks Percentage (%)		Speed Limit [km / h]
			Medium	Heavy	
Tremaine Road	51,000	90 / 10	3.0	3.9	70

3.2.2 Traffic Noise Predictions

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

Predictions of the traffic sound levels were made at the various dwelling units. The results of these predictions are summarized in Table 3. The acoustic requirements may be subject to modifications if the draft plan is changed significantly.

Sound levels were predicted at the plane of the top storey windows during daytime and nighttime hours to investigate ventilation requirements and during the daytime in the OLAs. Distance setbacks of 6 m rear yard, 2 m front yard and a 0.5 m side yard were used in the analysis.

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

Prediction Location	Description	Daytime in OLA L _{EQ} (16 hour)	Daytime at Façade L _{EQ} (16 hour)	Nighttime at Façade L _{EQ} (8 hour)
[A]	Dwellings with backing exposure to Tremaine Road	59	60	53
[B]	Dwellings with some exposure to Tremaine Road	57	55	<50
[C]	Dwellings with direct exposure to Pan Am Blvd	<55	<55	<50

3.3 Discussion and Recommendations

The following discussion outlines preliminary recommendations for building façade constructions to achieve the noise criteria stated in Table 1. Ventilation requirements and outdoor amenity areas are also discussed below.

3.3.1 Building Façade Constructions

Provision for Adding Central Air Conditioning

The predicted future sound levels outside the façade of dwellings closest to Tremaine Road (prediction location [A]) will be between 56 and 65 dBA during the daytime hours and/or between 51 and 60 dBA during the nighttime. To address this excess, the MECP guidelines recommend that this dwelling be equipped with the provision for the future installation of air conditioning at the occupant's discretion.

Figure 4 shows the ventilation requirements for the development. Window or through-the-wall air conditioning units are not recommended for any residential units because of the noise they produce and because the units penetrate through the exterior wall which degrades the overall noise insulating properties of the envelope. The location, installation and sound ratings of the outdoor air conditioning devices should minimize noise impacts and comply with criteria of MECP publication NPC-216 and NPC-300, as applicable. The guidelines also recommend warning clauses for all units with ventilation requirements.



3.3.2 Outdoor Living Areas

The predicted sound level in the rear yards of dwellings with backing exposure to Tremaine Road (prediction location [A]) will be up to 59 dBA, 4 dBA in excess of the MECP limit of 55 dBA. The predicted sound level is within the allowable 5 dBA discretionary range of the MECP's limit of 55 dBA, provided that a warning clause be included in the property and tenancy agreements.

Alternatively, a 2.4 m high acoustic barrier would reduce the sound level in this amenity space to less than 55 dBA.

The predicted sound level in the rear yards of dwellings with some backing exposure to Tremaine Road (prediction location [B]) will be up to 57 dBA. The predicted sound level is within the allowable 5 dBA discretionary range of the MECP's limit of 55 dBA, provided that a warning clause be included in the property and tenancy agreements.

The predicted sound level in the rear yards of the remaining dwellings will be less than 55 dBA. No further mitigation is required.

3.3.3 Additional Studies

Medium/High Density Residential (Block 298)

Since the details of the siting, density and height of the buildings are not known for this block, a detailed noise study will be required for Block 298 to determine the acoustic requirements (acoustic barriers, ventilation and building façade construction) when siting, grading, building elevations and floor plans are available.

Secondary School Block (Block 299) and Hospice Block (Block 300)

There is secondary block and hospice block. A detailed noise study should be conducted for the blocks by the developer of these lands when siting and mechanical equipment information is known to determine the specific rooftop screening requirements, acoustic barrier requirements, and ventilation requirements for the building along with envelope construction.



4 STATIONARY NOISE ASSESSMENT

Noise sources associated with industrial, commercial/retail, and institutional facilities are assessed separately from traffic sources under MECP guidelines. These facilities are considered to be Stationary Sources of Sound and criteria for their assessment are contained in the following section.

4.1 Noise Source Description

HGC visited the subject site to observe the operations of the Mattamy Cycling Centre to identify potentially significant sources of sound. From site observations, aerial photos and past experience with similar past projects, the noise sources identified to be potentially significant with respect to the subject site were determined. These sources included mechanical equipment on the north side of the Cycling Centre building at ground level. There is also mechanical equipment located on the southern side of the cycling facility which was not audible at the subject site and has not been considered further in this study.

4.2 Stationary Noise Criteria

Under MECP guidelines, the acoustical environment in this area is classified as “urban” or “Class 1”, as background sound levels are dominated by road traffic on surrounding roadways during daytime and nighttime hours.

MECP Guideline NPC-300 is the applicable guideline for use in assessing the sound emissions from stationary sources. The term stationary source is used to designate all noise sources at the site including mechanical equipment and conveyances, such as trucks when they are moving within the site boundaries. Commercial activities such as occasional movement of customer and employee vehicles, or garbage collection are not themselves considered to be significant noise sources in the MECP guidelines. Accordingly, these sources have not been considered in this study.



NPC-300 is intended for use in the planning of both residential and commercial/industrial land uses and provides the acceptability limits for sound due to commercial operations. The façade of a residence (i.e., in the plane of a window), or any associated usable outdoor area is considered a sensitive point of reception (within 30 m of a dwelling façade). NPC-300 stipulates that the exclusionary sound level limit for a stationary noise source in urban Class 1 and 2 areas are taken to be 50 dBA during daytime and evening hours (07:00 to 19:00 and 19:00 to 23:00), and 45 dBA during nighttime hours (23:00 to 07:00) at the plane of the windows of noise sensitive spaces. In an OLA, the criteria is 50 dBA during the daytime and evening hours (07:00 to 23:00). If the background sound levels due to road traffic exceed the exclusionary limits, then that background sound level becomes the criterion. The background sound level is defined as the sound level that occurs when the source under consideration is not operating and may include traffic noise and natural sounds.

Compliance with MECP criteria generally results in acceptable levels of sound at residential receptors although there may be residual audibility during periods of low background sound.

4.3 Stationary Source Assessment

Predictive noise modelling was used to assess the potential sound impact of the nearby land uses at the closest sensitive receptors. The noise prediction model was based on the sound emission levels from the nearby noise sources, assumed operational profiles (during the day and night), and established engineering methods for the prediction of outdoor sound propagation. These methods include the effects of distance, air absorption, and acoustical screening by barrier obstacles.

The potentially significant noise sources associated with the nearby recreational uses are rooftop equipment. Measurements were conducted of the mechanical equipment associated with the cycling facility located to the north of the facility at grade. The equipment was noted to be tonal. The source levels associated used in the analysis is listed in below.



Table 4: Source Sound Power Levels [dB re 10-12 W]

Source	Octave Band Centre Frequency [Hz]								dBA
	63	125	250	500	1k	2k	4k	8k	
Cycling Centre Mechanical Equipment*	96	84	106	83	79	72	63	54	98

Note: *Includes 5 dB tonal penalty

The above outlined sound levels and site features were used as input to a predictive computer model. The software used for this purpose (*Cadna-A Version 2025 build: 209.5501*) is a computer implementation of ISO Standard 9613-2.2 “Acoustics - Attenuation of Sound During Propagation Outdoors.” [3] The ISO method accounts for reduction in sound level with distance due to geometrical spreading, air absorption, ground attenuation and acoustical shielding by intervening structures such as barriers.

The following information and assumptions were used in the analysis.

Mattamy National Cycling Centre

- The height of the cycling centre was assumed to be 30 m
- The HVAC mechanical units were located at grade on the north side of the building and estimated to be 1.5 m in height
- Typical hours of operation for the commercial/retail facilities include daytime and nighttime hours (06:00 to 23:00)

Receptors

- Residential in proposed development

Assumed daytime and nighttime worst-case scenario:

- HVAC equipment operating for 60 minutes in an hour



4.4 Results

The calculations consider the acoustical effects of distance and shielding by the buildings. The sound levels due to the mechanical equipment at the closest proposed residences are summarized in the following table. The calculations consider the acoustical effects of distance and shielding by the buildings. Sound level contours at 4.5 m in height are shown in Figure 5.

Table 5: Predicted Sound Levels from Existing Steady Stationary Noise Sources on the Proposed Buildings [dBA]

Receptor	Criteria			Predicted Sound Levels			Criteria Met
	OLA Day/Eve	Façade Day/Eve	Façade Night	OLA Day/Eve	Façade Day/Eve	Façade Night	
R1	50	50	45	44	44	44	Y
R2	50	50	45	45	44	44	Y
R3	50	50	45	45	44	44	Y

The results of the calculations indicate that the predicted sound levels due to the existing recreational facility is expected to meet the MECP's minimum exclusionary limits at the proposed residential development during a worst-case operational scenario. A warning clause is recommended to inform future residents of the nearby existing recreational and future institutional uses and is included in Section 5.0.

5 WARNING CLAUSES

MECP guidelines recommend that appropriate warning clauses be used in the Development Agreements and in purchase, sale and lease agreements (typically by reference to the Development Agreements), to inform future owners and occupants about potential noise concerns from sources in the area. The following clauses are recommended:

Suggested wording for future dwellings with sound level excesses of the MECP criteria for which physical mitigation has not been provided is given below.

Type A:

Purchasers/tenants are advised that sound levels due to increasing road traffic may occasionally interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment.

Suitable wording for future dwellings requiring the provision for the future installation of air conditioning at the occupant's discretion is given below.

Type C:

This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant in low and medium density developments will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment.

Suitable wording regarding the presence of nearby the Mattamy National Cycling Centre and future institutional blocks.

Type E:

Purchasers/tenants are advised that due to the proximity of the Mattamy National Cycling Centre and future institutional blocks, noise from these facilities may at times be audible.

These sample clauses are provided only as examples, and can be modified by the owner's legal representative, in consultation with the Municipality in order to suit site-specific requirements.



6 SUMMARY OF RECOMMENDATIONS

The following list summarizes the conclusions and recommendations made in this report. The reader is referred to the previous sections of the report where these recommendations are discussed in more detail:

Traffic Noise Recommendations

1. For the building envelope, any double-glazed window and building constructions meeting the minimum requirements of the OBC are required to ensure adequate indoor sound levels from traffic noise.
2. Ventilation requirements in the form of the provision for the future installation of air conditioning at the occupant's discretion is recommended for dwellings closest to Tremaine Road. Details are included in Section 3.3 and summary table below.

Table 6: Summary of Noise Control Requirements and Noise Warning Clauses

Unit/Block No.	Acoustic Barrier	*Ventilation Requirements	Type of Warning Clause	#STC Requirements
1 – 6	+	Provision for A/C	A, C	OBC
7	--	--	A	OBC
Blks 256 – 260, 281	--	--	E	OBC
Remaining Dwellings	--	--	--	OBC
Block 298	O	O	O	O
Blocks 299, 300	O	O	O	O

Note:

-- no specific requirement

* The location, installation and sound rating of the air conditioning condensers must be compliant with MECP Guideline NPC-300, as applicable.

Based on assumed window to floor area ratios. When detailed floor plans and building elevations are available, the glazing requirements should be refined based on actual window to floor area ratios.

+ If required by the Region of Halton

O - When siting information is available for these blocks, a detailed noise study should be conducted to determine the acoustic requirements (acoustic barriers, ventilation, and building façade construction) when siting, grading, building elevations and floor plans are available and in the case of the school/hospice blocks, to ensure compliance with NPC-300.



7 CONCLUSIONS

The results of this study indicate that the proposed residential is feasible from a noise impact perspective, with the inclusion of standard acoustical design features.



8 REFERENCES

1. *Google Maps and Aerial Imagery, Internet application: maps.google.com*
2. *Ontario Ministry of the Environment, Conservation and Parks Publication NPC-300, Environmental Noise Guideline, Stationary and Transportation Sources - Approval and Planning, October, 2013.*
3. *International Organization for Standardization, Acoustics – Attenuation of Sound during Propagation Outdoors – Part 2: General Method of Calculation, ISO-9613-2, Switzerland, 1996.*



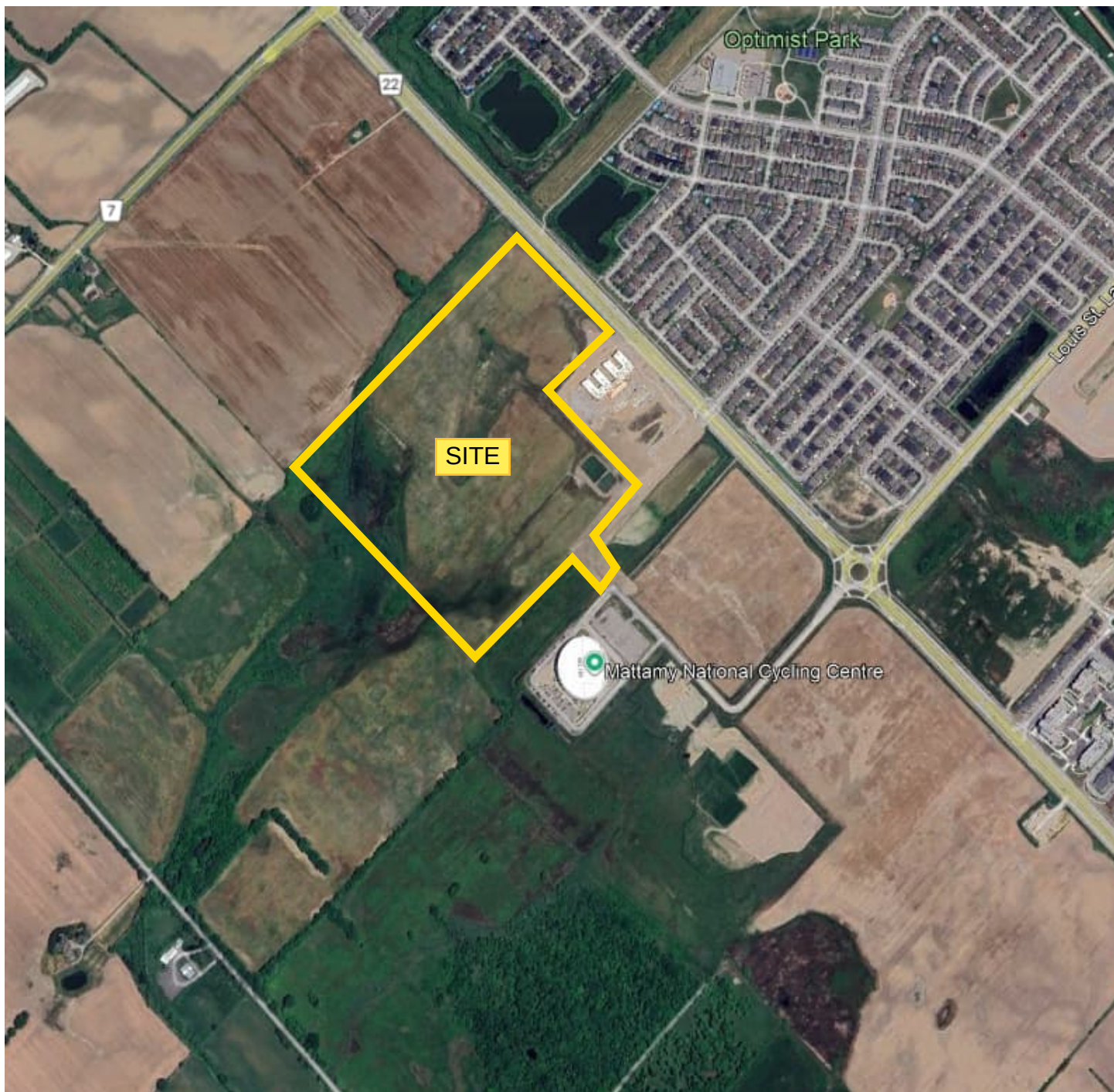


Figure 1 - Key Plan



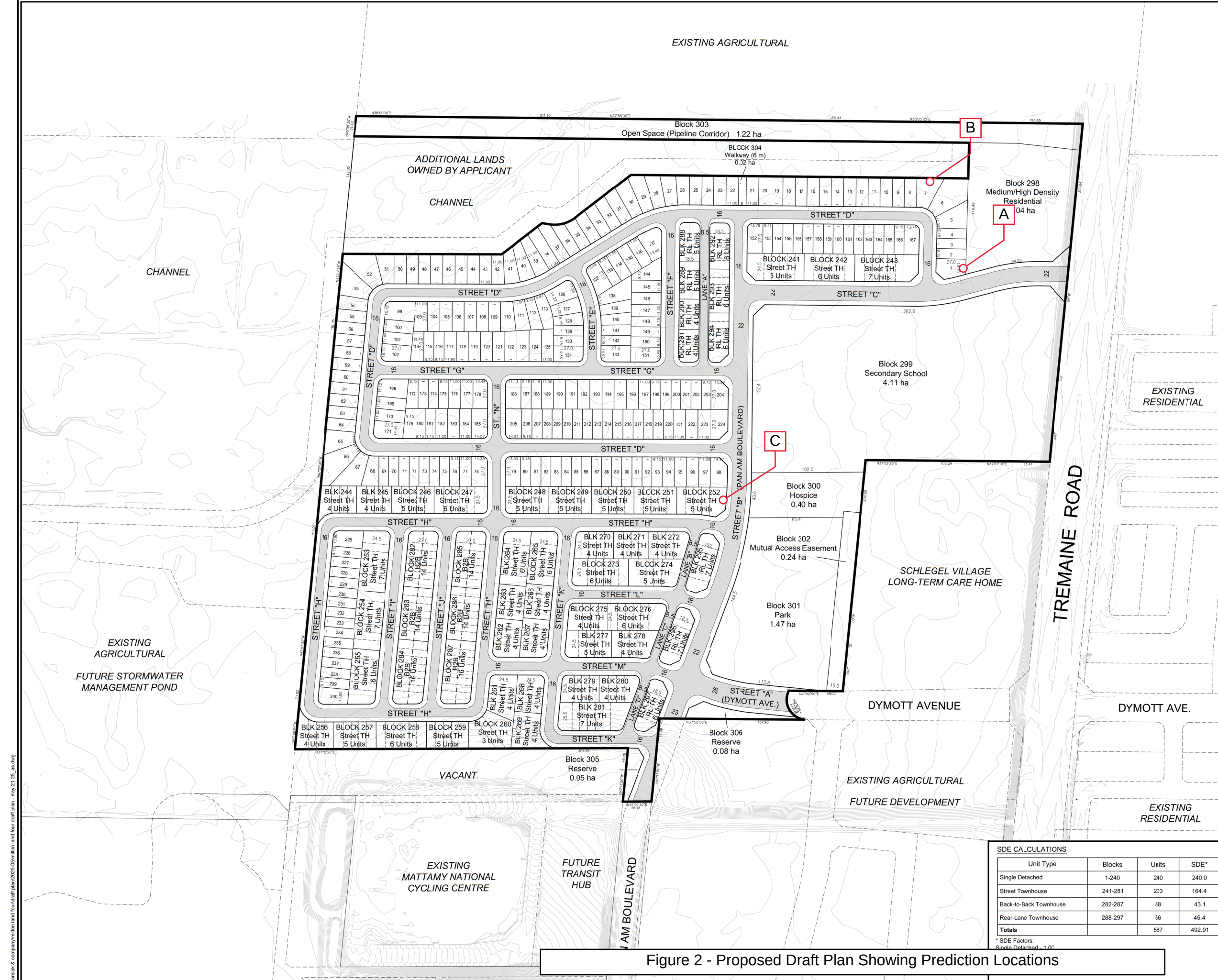
NOISE



VIBRATION



ACOUSTICS



DRAFT PLAN OF SUBDIVISION 24T-

PART OF LOT 9
CONCESSION 7, NEW SURVEY

(GEOGRAPHIC TOWNSHIP OF NELSON)
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON

KEY MAP
N.T.S.

SUBJECT LANDS
ADDITIONAL LANDS OWNED BY APPLICANT

MILTON LAND FOUR - MILTON EDUCATION VILLAGE

OWNER'S AUTHORIZATION
I HEREBY AUTHORIZE KORSIK URBAN PLANNING TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE TOWN OF MILTON FOR APPROVAL.

SIGNED _____ DATE _____
Tom Tsampiras
MILTON LAND FOUR INVESTMENTS INC.
450 MAIN STREET NORTH
BRAMPTON, ON L6Y 1P8

SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED _____ DATE June 3, 2025
Ross DenBroeder, Ontario Land Surveyor
RPE Surveying LTD.
ONTARIO LAND SURVEYORS
643 CHRISLEA ROAD, SUITE 7, WOODBRIDGE, ONTARIO L4L 8A3
Tel: (416) 635-5000 Fax: (416) 635-5001

ADDITIONAL INFORMATION (UNDER SECTION 51 (17) OF THE PLANNING ACT)
A) SHOWN ON PLAN
B) SHOWN ON PLAN
C) SHOWN ON PLAN
D) SHOWN ON PLAN
E) SHOWN ON PLAN
F) SHOWN ON PLAN
G) SHOWN ON PLAN
H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
I) CLAY LOAM
J) SHOWN ON PLAN
K) SANITARY AND STORM SEWERS TO BE PROVIDED
L) SHOWN ON PLAN

LAND USE SCHEDULE

Land Use	Lots/Blocks	Block Total	Area (ha)	Units
Single Detached	1-240	240	7.34	240
Street Townhouse	241-281	41	4.17	203
Back-to-Back Townhouse	282-287	6	0.84	88
Rear lane Townhouse	288-297	10	0.73	56
Medium/High Density Residential	298	1	1.04	TBD
Secondary School	299	1	4.11	
Hospice	300	1	0.40	
Park	301	1	1.47	
Mutual Access Easement	302	1	0.24	
Open Space (Pipeline Corridor)	303	1	1.22	
Walkway (6m)	304	1	0.02	
Reserve	305-306	2	0.13	
8.5m ROW (283 m)			0.25	
18m ROW (3,418 m)			5.53	
22m ROW (643 m)			1.45	
23m ROW (63 m)			0.16	
26m ROW (105 m)			0.28	
Totals		306	29.33	587

May 21, 2025	Original Submission	A	KC
DATE	REVISION	DWG	BY

NOTES:
- Pavement illustration is diagrammatic
- Local/Local corner radii = 5m
- Local/Collector corner triangle = 7.5m
- Collector/Collector corner triangle = 10m
- Collector/Arterial corner triangle = 15m

SCALE 1:1500 May 21, 2025

DRAWN BY: AS CHECKED BY: KC

Figure 2 - Proposed Draft Plan Showing Prediction Locations

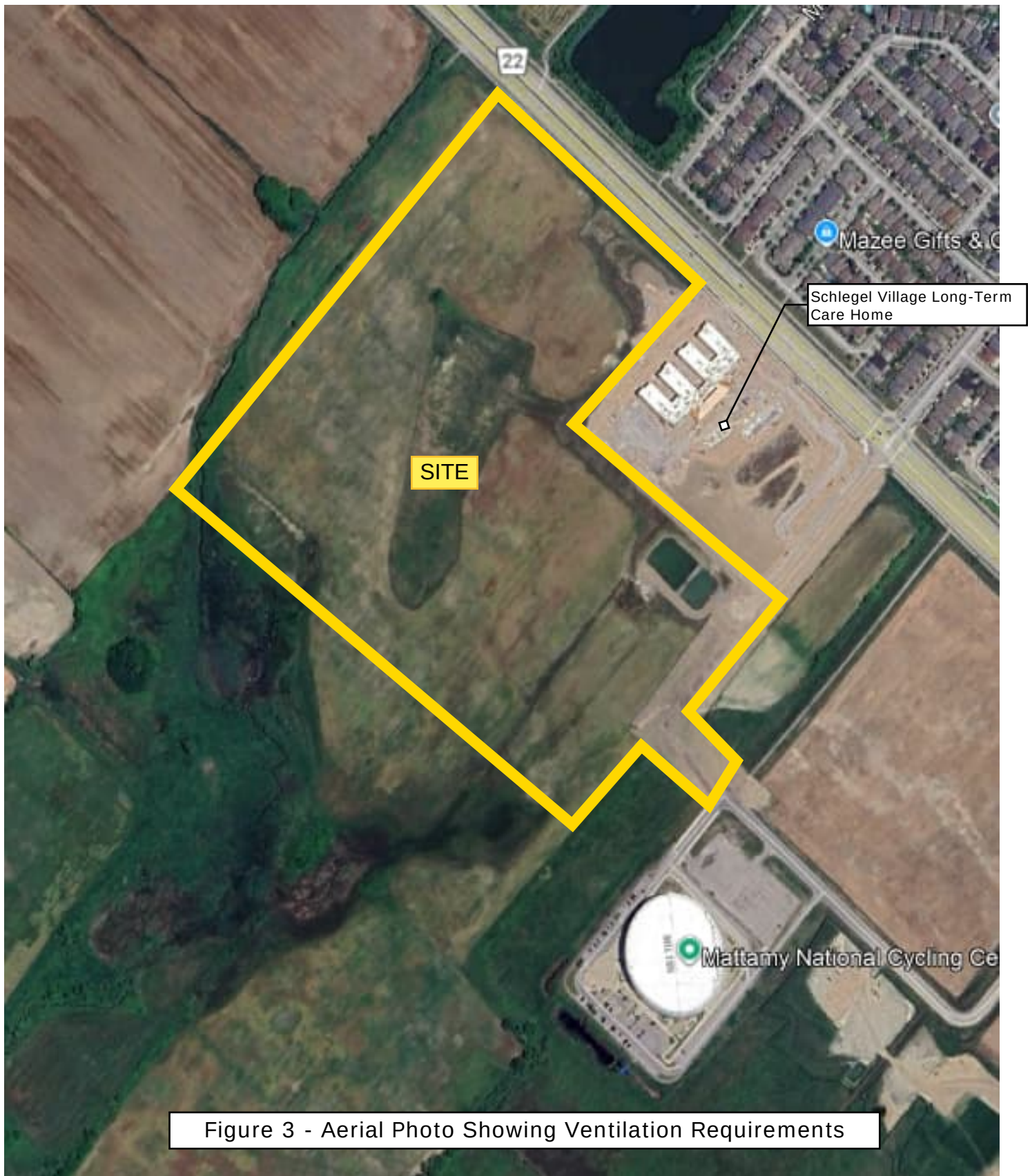


Figure 3 - Aerial Photo Showing Ventilation Requirements



NOISE



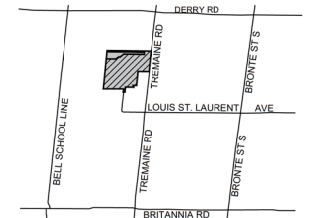
VIBRATION



ACOUSTICS

- Provision for the future installation of air conditioning at the occupant's discretion

(GEOGRAPHIC TOWNSHIP OF NELSON)
TOWN OF MILTON
REGIONAL MUNICIPALITY OF HALTON



KEY MAP

N.T.S.



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SIGNED R. Den Broeder DATE June 3, 2025
Ross DenBroeder, Ontario Land Surveyor

rpe
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| B) SHOWN ON PLAN | H) MUNICIPAL AND PIPED WATER TO BE PROVIDED |
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| D) SHOWN ON PLAN | J) SHOWN ON PLAN |
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May. 21, 2025	Original Submission	A	KC
DATE	REVISION	DWG	BY

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SCALE 1:1500 May 21, 2025

DRAWN BY: AS

CHECKED BY: KC



KORSIAK | Urban Planning

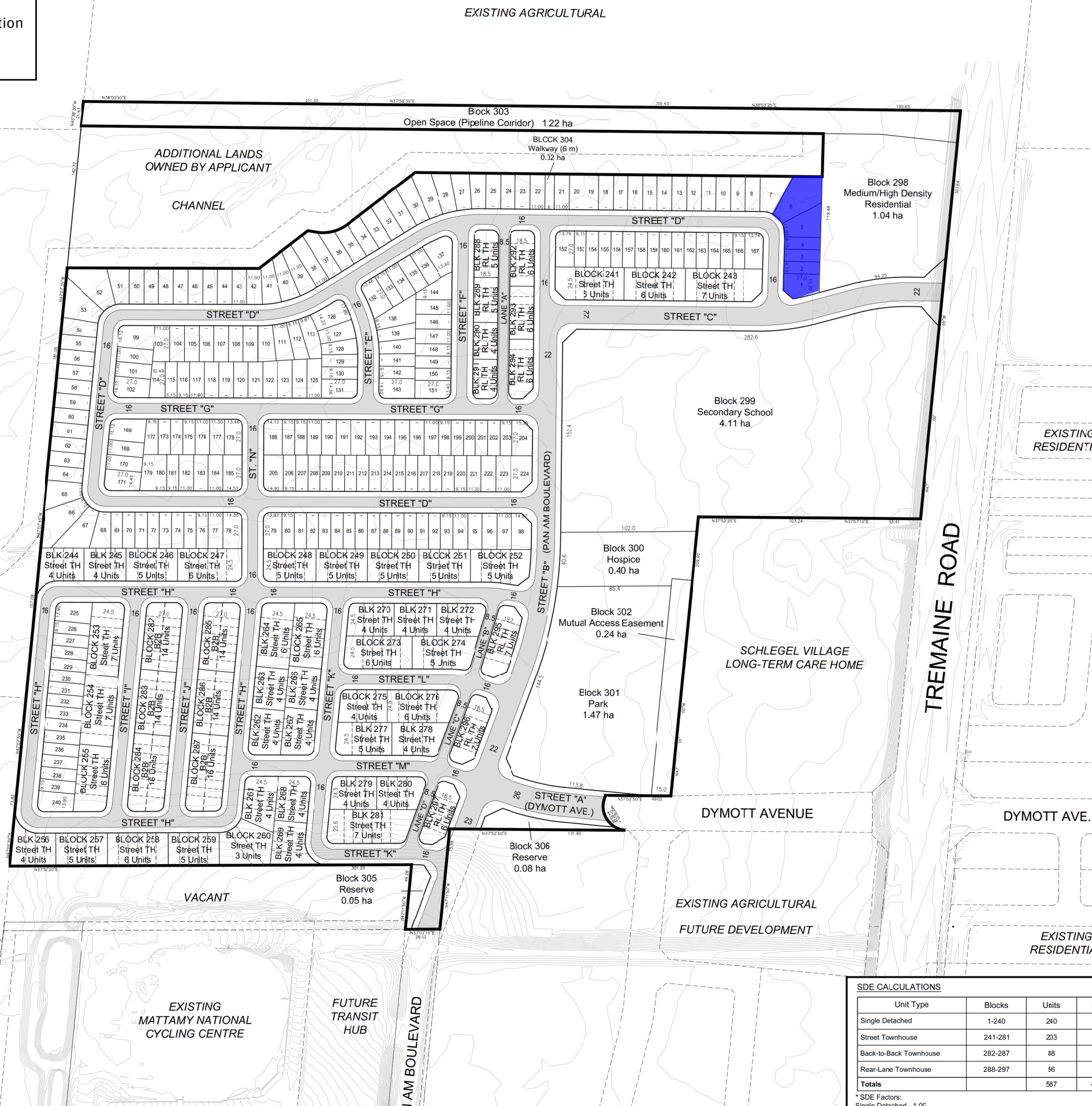


Figure 4 - Proposed Draft Plan Showing Ventilation Requirements

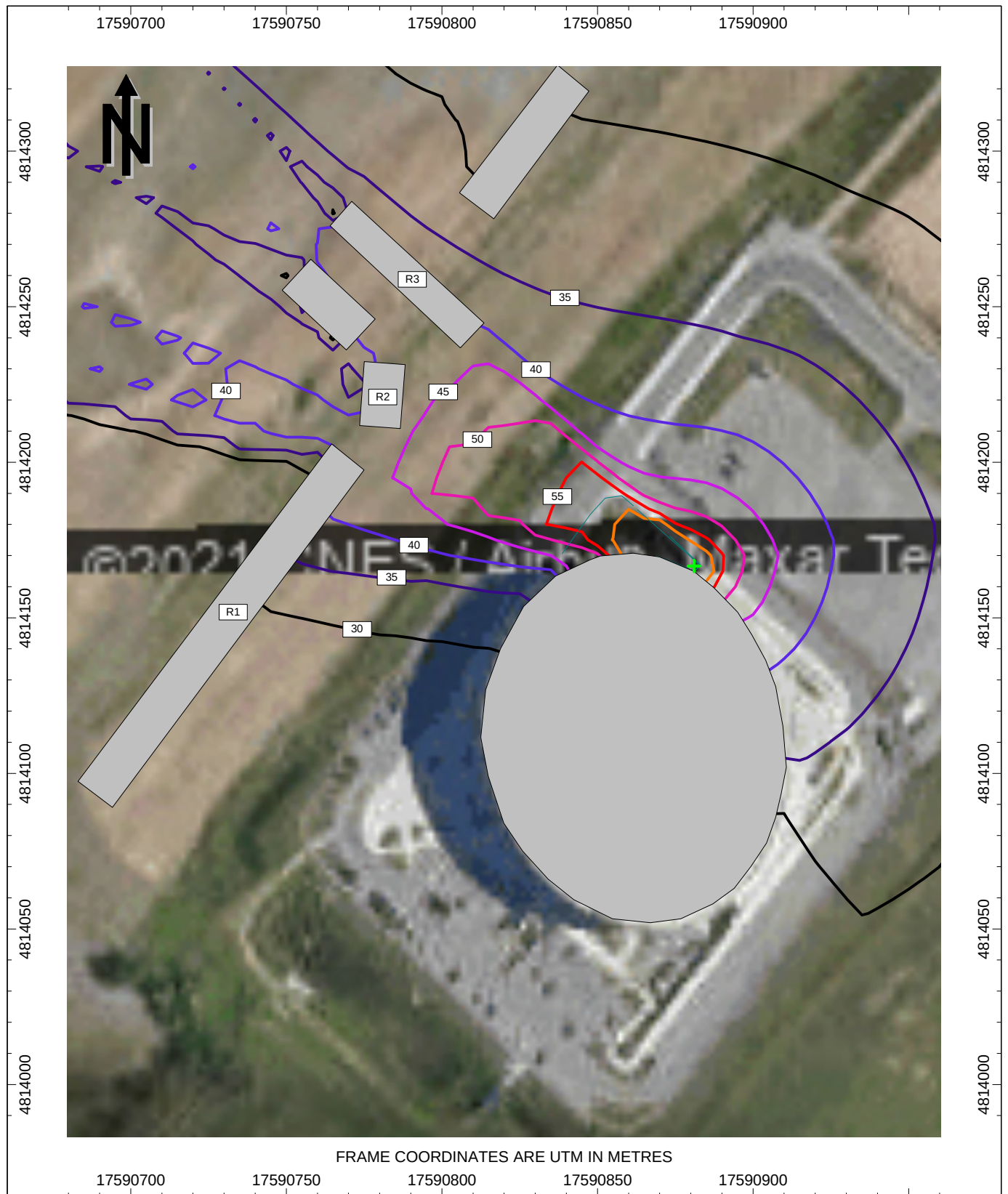


Figure 5: Daytime and Nighttime Sound Level Contours at 4.5 m in Height, dBA