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Noise Impact Study

PROPOSED COMMERCIAL DEVELOPMENT

8584, 8598, and 8604 Regional Road 25
Milton, Ontario

March 6, 2024
Project No: NT-23-021



Consulting Engineers

A Division of NextEng Consulting Group Inc.

March 6, 2024

1000317928 Ontario Inc.
59 Hanbury Crescent
Brampton, ON
L6X 5N8

Attention: Mr. Ranjit Nizzer

**Re: Noise Impact Study
Proposed Commercial Truck Dealership
8584, 8598, and 8604 Regional Road 25, Milton, Ontario
Our Project No. NT-23-021**

NexTrans Consulting Engineers ('Nextrans' a Division of NextEng Consulting Group Inc.) is pleased to present the enclosed Noise Impact Study in support of a Zoning By-law Amendment (ZBA).

Nextrans was retained by 1000317928 Ontario Inc. (the "Client") to prepare a Noise Impact Study for the ZBA located at 8584, 8598, and 8604 Regional Road 25 in Milton, Ontario (herein referred to as the "Site"). The Site is located on the southwest side of Regional Road 25 approximately 180 m northwest of the intersection of James Snow Parkway and Regional Road 25 in Milton, Ontario. This Noise Impact Study is in support of a zoning amendment for commercial development approval of a commercial truck dealership on the Site.

The study considers the following requirements:

- Impact of transportation and stationary noise sources on the proposed commercial development;
- Impact of the development on itself; and
- Impact of the development on the surrounding environment.

This assessment was based on the concept site plan by Salmona Development Consultants, dated June 2023. The proposed development consists of an approximate 21,500 SF two-storey slab on grade commercial building with individual condo units each with an area of 2,150 SF and an upper level mezzanine office and storage space.

The study concludes that the proposed commercial development is feasible in terms of environmental noise, both within the proposed development and at the surrounding areas.

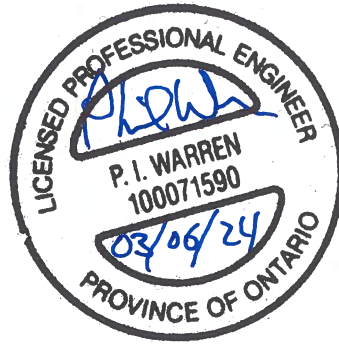
We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

NEXTRANS CONSULTING ENGINEERS

A Division of NextEng Consulting Group Inc.

Prepared by:



Philip Warren, P.Eng
Senior Project Manager

Approved by:

A handwritten signature in black ink, appearing to read "R. Pernicky".

Richard Pernicky, MITE
Principal

Issues and Revisions Registry

Identification	Date	Description of issued and/or revision
Draft Report	March 05, 2024	For Client review
Final Report	March 06, 2024	Final

EXECUTIVE SUMMARY

Nextrans was retained by 1000317928 Ontario Inc. (the “Client”) to prepare a Noise Impact Study for a Zoning By-law Amendment (ZBA) for the properties located at 8584, 8598, and 8604 Regional Road 25 in Milton, Ontario (herein referred to as the “Site”). The Site is located on the southwest side of Regional Road 25 approximately 180 m northwest of the intersection of James Snow Parkway and Regional Road 25 in Milton, Ontario. This Noise Impact Study is in support of a zoning amendment for commercial development approval of a commercial truck dealership on the Site.

The study considers the following requirements:

- Impact of transportation and stationary noise sources on the proposed commercial development;
- Impact of the development on itself; and
- Impact of the development on the surrounding environment.

This assessment was based on the concept site plan by Salmona Development Consultants, dated June 2023. The proposed development consists of an approximate 21,500 SF two-storey slab on grade commercial building with individual condo units each with an area of 2,150 SF and an upper mezzanine office and storage space.

The Site is currently occupied by single family homes (one per municipal address). There was no stationary noise of significance within the commercial/industrial area identified during the assessment that would affect the proposed commercial development.

The CN railway is located approximately 860m northeast of the Site was not considered a significant source of transportation noise.

Regional Road 25 to southwest and James Snow Parkway to the northeast of the proposed Site were identified as the potential transportation noise sources that could impact the proposed development. No Stationary Noise was identified as exceeding the MECP guidelines. The CN railway is located approximately 860m northeast of the Site was not considered a significant source of transportation noise.

The results of the study indicate that the predicted noise levels at the proposed commercial development are expected to meet the MECP criteria at all outdoor and plane of window receptor locations, with the exception of the outdoor daycare boundary receptor location no.5 (sensitive noise receptor). Noise control measures in the form of an acoustic barrier is recommended at the location shown on Figure 2 in Appendix A.

The proposed demolition and new facility construction activities within the commercial/industrial area are considered acceptable if they comply with local noise by-laws. Adverse noise impacts of significance from the construction are not anticipated.

The study concludes that the proposed commercial development is feasible in terms of environmental noise, both within the proposed facility and at the outside receptor areas. An acoustic barrier mitigating noise at the outdoor daycare boundary is recommended, as are design considerations for the new facility interior second floor mezzanine office windows, walls, and ventilation as they pertain to noise from the commercial trucks associated with the facility.

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1.0 INTRODUCTION

Nextrans was retained by 1000317928 Ontario Inc. (the “Client”) to prepare a Noise Impact Study for the proposed ZBA located at 8584, 8598, and 8604 Regional Road 25 in Milton, Ontario (herein referred to as the “Site”). The Site is located on the southwest side of Regional Road 25 approximately 180m northwest of the intersection of James Snow Parkway and Regional Road 25 in Milton, Ontario. This Noise Impact Study is in support of a zoning amendment for commercial development approval of a commercial truck dealership on the Site.

The study considers the following requirements:

- Impact of transportation and stationary noise sources on the proposed residential development;
- Impact of the development on itself; and
- Impact of the development on the surrounding environment.

This assessment was based on the concept site plan by Salmona Development Consultants, dated June 2023. The proposed development consists of an approximate 21,500 SF two-storey slab on grade commercial building with individual condo units each with an area of 2,150 SF and an upper mezzanine office and storage space. See attached concept plan in Appendix B. The Site is surrounded by the following land uses:

- Commercial, Industrial and some undeveloped lands to the north;
- Undeveloped and Commercial/Industrial lands to the south;
- Commercial lands to the east; and
- Undeveloped and Commercial/Industrial lands to the west.

The Site is currently occupied by single family homes (one per municipal address). There was no stationary noise of significance within the commercial/industrial area identified during the assessment that would affect the proposed commercial development.

The CN railway is located approximately 860m northeast of the Site was not considered a significant source of transportation noise.

2.0 GUIDELINES AND CRITERIA

The Ministry of the Environment, Conservation and Parks (MECP 2013) NPC-300, Part C, guidelines for land use planning was used for this noise impact study.

2.1. TRANSPORTATION NOISE

Table 2-1 provides a summary of the applicable limits for a road traffic noise study as per the applicable guidelines.

Table 2-1: Noise Criteria Limits for Road Traffic

Space Type	Time Period	Noise Criteria L_{eq} (dBA)
Indoor Living Area / Dining Room Area	Day: 07:00 - 23:00	45
	Night: 23:00 - 07:00	45
Indoor Sleeping Quarters / Bedrooms	Day: 07:00 - 23:00	45
	Night: 23:00 - 07:00	40
Outdoor Living Areas (OLA)	Day: 07:00 - 23:00	55
	Night: 23:00 - 07:00	N/A

Predicted noise levels between 55 dBA and 60 dBA at the OLA may be acceptable, provided future occupants are made aware of the potential noise problems which are to be addressed accordingly through the appropriate warning clauses (Type A). Noise levels above 60 dBA at OLA are generally not acceptable and may require outdoor control measures such as barriers to achieve the target 55 dBA. Private balconies and terraces less than 4 m in depth are not considered OLA's per the MECP guidelines and are not required to meet MECP noise criteria. At this application stage the design is not yet developed to complete a detailed assessment of balconies or terraces and can be confirmed at a later stage of the design (i.e. there are no OLAs on the concept plan for the commercial development).

If the noise control is not technically, economically or administratively feasible, sound levels above 60 dBA may be acceptable with practical noise controls and appropriate warning clauses for future occupants (Type B).

Building ventilation noise control requirements are not required if either the daytime noise level at the residential plane of a window is less than or equal to 55 dBA or less than or equal to 50 dBA during the nighttime.

Developments are required to include a provision for the installation of central air conditioning in the future, at the occupant's discretion and the warning clause (Type C) in agreements of Offers of Purchase and Sale if the noise level at the residential plane of window is:

- Greater than 55 dBA and less than or equal to 65 dBA during the daytime; or
- Greater than 50 dBA and less than or equal to 60 dBA during the nighttime.

Developments are required to include central air conditioning with a warning clause (Type D) in agreements of Offers of Purchase and Sale if the noise level at the residential plane of window is:

- Greater than 65 dBA during the daytime; or
- Greater than 60 dBA during the nighttime.

Exterior building components including windows and walls for residential units (not applicable in this case since the proposed development is commercial) should be designed so that the indoor noise levels comply with the criteria limits. If the noise levels outside residential plane of window exceed 65 dBA during the daytime or 60 dBA during the nighttime then exterior building components including windows and walls must be designed so that the indoor noise levels comply with the applicable limits and acoustical performance of building components must be specified.

2.2. STATIONARY NOISE

MECP establishes criteria limit for noise levels from stationary sources for both Plane of Window and Outdoor Receptors expressed as one-hour equivalent sound levels (Leq, 1-Hour) at the receptor location. The higher of the MECP exclusion limit and the lowest existing hourly background sound level (ambient) at any point of reception is used as the applicable criteria for stationary noise. The proposed site is representative of a Class 1 Area (Urban) as described by the MECP classification, and the corresponding noise criteria limits for stationary noise impacting the site, as outlined in NPC-300, are summarized in Table 2-2.

Table 2-2: Noise Exclusion Limits - Stationary Noise Sources

Receptor Category	Time Period	Leq (1Hr) dBA ¹
Outdoor	07:00 - 19:00	50
Outdoor	19:00 - 23:00	50
Plane of Window	07:00 – 19:00	50
Plane of Window	19:00 – 23:00	50
Plane of Window	23:00 - 07:00	45

Notes:

1 Higher of the minimum existing hourly background (ambient) sound level or the exclusion limits.

3.0 ASSESSMENT METHODOLOGY

3.1. ROAD TRAFFIC

Road noise calculations were performed according to the MECP guidelines using the Ontario Road Noise Analysis Method for Environment and Transportation (ORNAMENT).

The proposed development includes a single-storey slab-on-grade commercial building. The following noise receptor locations have been considered for the road traffic noise impact assessment for the proposed development:

- Southwest façade of proposed building (plane of window);
- Northwest façade of proposed building (plane of window);
- Northeast façade of proposed building (plane of window);
- Second floor mezzanine office;
- Outdoor daycare boundary;
- Adjacent property (8612 Regional Road 25 - plane of window);
- Adjacent property (2999 James Snow Parkway); and
- Adjacent property (3025 James Snow Parkway - plane of window)

Traffic volumes for Regional Road 25 and James Snow Parkway were obtained from Halton Region. Annual Average Daily Traffic (AADT) data for 2023, Day and Night splits, as well as truck percentages were also provided with the traffic data.

Where data was not obtained, reasonable estimates were utilised. Road traffic data and correspondence are provided in Appendix C.

3.2. STATIONARY NOISE

The Site and surrounding areas were surveyed for stationary noise sources that may impact the proposed commercial development. There was no stationary noise of significance within the commercial/industrial area identified during the assessment that would affect the proposed commercial development.

4.0. TRANSPORTATION NOISE IMPACT ASSESSMENT

4.1. TRANSPORTATION NOISE

Equivalent Sound Levels (Leq) due to traffic from the applicable roadways were predicted at worst impacted (most exposed) receptor locations.

The daytime worst-case predicted noise (Leq) levels from road traffic at the receptor locations are presented in Table 4-1. Nighttime predicted noise levels were not assessed since there would be no residential receptors in the area and commercial operations were anticipated during typical business hours. Appendix A Figure 2 shows the location of the noise sensitive receptors assessed.

Table 4-1: Predicted Transportation Noise Levels at Receptor Locations

Receptor Location	Description	Predicted Sound Levels (dBA)	
		Leq Day	Leq Night
1	Southwest façade	43	N/A
2	Northwest façade	42	N/A
3	Northeast façade	42	N/A
4	2 nd floor office	41	N/A
5	Daycare property limit	43	N/A
6	Adjacent property (8612 RR 25)	43	N/A
7	Adjacent property (2999 James Snow Parkway)	43	N/A
8	Adjacent property (3025 James Snow Parkway)	44	N/A

Sample road traffic noise calculations are provided in Appendix D and a copy of the concept plan is included in Appendix B.

5.0 NOISE CONTROL REQUIREMENTS

Transportation noise from the road traffic does not exceed the limits set by MECP at the receptor locations 1 through 8. Therefore, noise controls are not deemed to be required for the proposed development, with the exception of the outdoor daycare boundary which will be discussed below (receptor location no.5). Exterior wall and window constructions should be reviewed once final architectural drawings are available to confirm construction satisfies building component requirements. This is typically required by municipalities at a later stage of design.

Since the proposed facility will have both steady and impulsive noise sources (background traffic vs. commercial truck loading starting and stopping), the recommended noise mitigation required for the proposed facility includes the installation of a “acoustic barrier” at the east corner of the Site at the outdoor daycare boundary. An acoustic barrier can take many different forms (berm, engineered wall, solid fence, etc.). The barrier must be free of gaps or damage to the barrier composition, and the dimensions (length and height) should satisfy acoustic requirements while being implemented in a practical way to accommodate the proposed facility. The proposed location of the acoustic barrier is shown in blue in Appendix A – Figure 2.

6.0 IMPACT OF DEVELOPMENT ON ITSELF AND SURROUNDING AREA

New developments are required to consider the noise impact of the development both on itself and the surrounding area. The surrounding area is commercial and industrial, making it less sensitive to noise as compared to a residential area. Automobile, transport truck traffic, and rooftop HVAC units would be the primary noise generators anticipated for the proposed commercial development.

Demolition of the existing residential homes and construction of the new facility should comply with local noise by-laws. Given the commercial/industrial area, no significant adverse noise impacts from the demolition and construction are anticipated.

Noise control measures for the development’s mechanical equipment can be readily incorporated into the design. A more detailed review of the noise impacts on the exterior and interior areas of the facility can be conducted prior to the building permit application. Specifically, the upper mezzanine office space interior wall and window construction should be assessed taking into account the commercial truck noise the facility will generate.

7.0 CONCLUSIONS

Nextrans was retained by 1000317928 Ontario Inc. (the “Client”) to prepare a Noise Impact Study for the ZBA located at 8584, 8598, and 8604 Regional Road 25 in Milton, Ontario (herein referred to as the “Site”). The Site is located on the southwest side of Regional Road 25 approximately 180 m northwest of the intersection of James Snow Parkway and Regional Road 25 in Milton, Ontario. This Noise Impact Study is in support of a zoning amendment for commercial development approval of a commercial truck dealership on the Site.

Regional Road 25 to southwest and James Snow Parkway to the northeast of the proposed Site were identified as the potential transportation noise sources that could impact the proposed development. No Stationary Noise was identified as exceeding the MECP guidelines. The CN railway is located approximately 860m northeast of the Site was not considered a significant source of transportation noise.

The results of the study indicate that the predicted noise levels at the proposed commercial development are expected to meet the MECP criteria at all outdoor and plane of window receptor locations, with the exception of the outdoor daycare boundary receptor location no.5 (sensitive noise receptor). Noise control measures in the form of an acoustic barrier is recommended at the location shown on Figure 2 in Appendix A.

The proposed demolition and new facility construction activities within the commercial/industrial area are considered acceptable if they comply with local noise by-laws. Adverse noise impacts of significance from the construction are not anticipated.

The study concludes that the proposed commercial development is feasible in terms of environmental noise, both within the proposed facility and at the outside receptor areas. An acoustic barrier mitigating noise at the outdoor daycare boundary is recommended, as are design considerations for the new facility interior second floor mezzanine office windows, walls, and ventilation as they pertain to noise from the commercial trucks associated with the facility.

8.0 REFERENCES

- Ministry of the Environment, “Model Municipal Noise Control By-Law, Final Report”, August 1978.
- Ontario Ministry of the Environment, Environmental Approvals and Land Use Planning Branch, “Guidelines for Road Traffic Noise Assessment”, July 1986.
- Ministry of the Environment’s STAMSON Computer Program (Version 5.03) for the IBM PC.
- Ministry of the Environment, ORNAMENT, “Ontario Road Noise Analysis Method for Environment and Transportation”, November 1988.
- Quirt, D.J., “Controlling Sound Transmission into Buildings”, National Research Council, Building Practice Note 56, Update 1.1.
- Ministry of the Environment, STEAM “Sound from Trains Environmental Analysis Method”, July 1990.
- Ministry of the Environment, “Environmental Noise Guideline: Stationary and Transportation Sources – Approval and Planning”, Publication NPC-300, August 2013.

Appendix A – Figures

FIGURE 1 - SITE LOCATION MAP



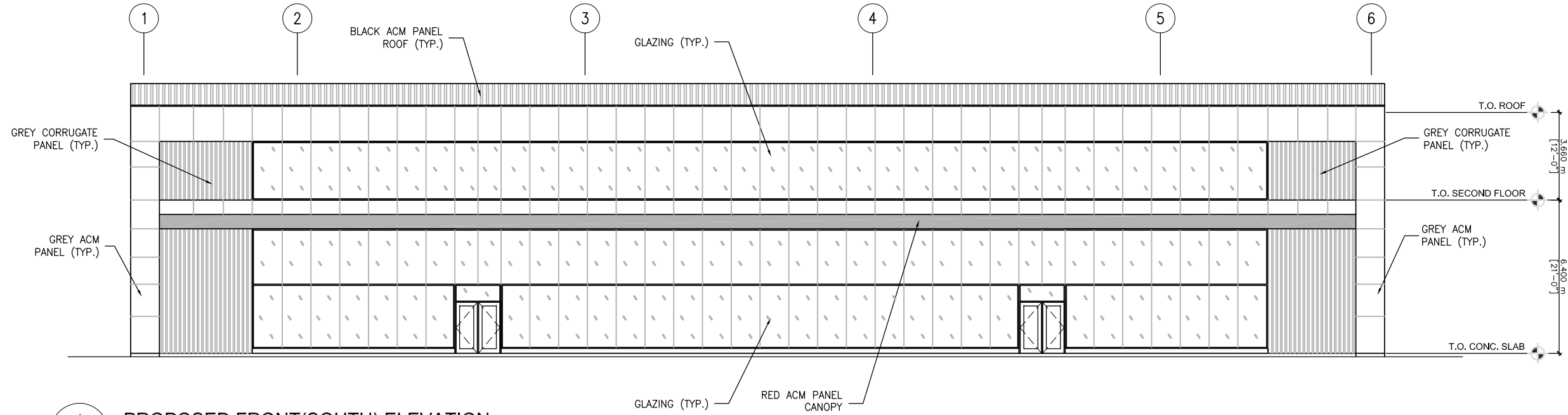
SITE

1 km

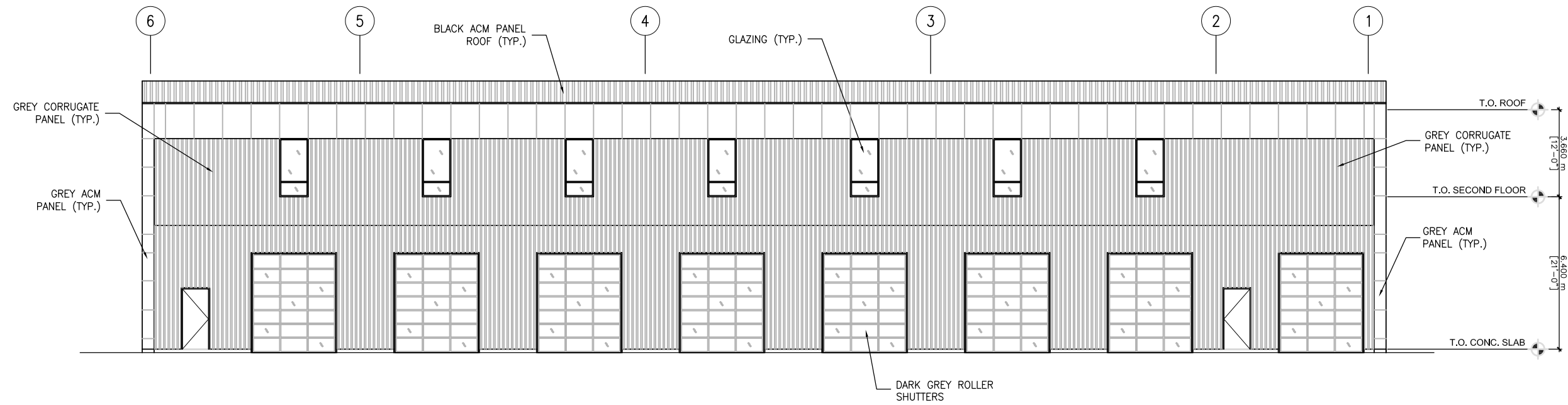
Appendix B – Concept Plan



KEY PLAN N.T.S.



1 PROPOSED FRONT(SOUTH) ELEVATION
A03 SCALE 1:200



2 PROPOSED REAR(NORTH) ELEVATION
A03 SCALE 1:200

DATE	DESCRIPTION	CHECKED BY

REVISIONS

NOTE: Contractor is to check and verify all dimensions and conditions on the project, and is immediately report any discrepancies to the landscape architect before proceeding with the work.

SALMONA DEVELOPMENT CONSULTANTS
2578 BRISTOL CIRCLE - SUITE 12
OAKVILLE, ONTARIO L6H 6Z7
TEL: 416-809-8119
EMAIL: JURISALMONA@GMAIL.COM

Project Name:
8584 Regional Rd No. 25

Sheet Description:
ELEVATIONS

Date:	Issued:
JUNE 2023	-
Job No.:	Drawn By.:
SDC 20230219	ZZ
Scale:	Checked By:
1:200	-
SHEET No.:	File No.:
A03	-

Appendix C – Traffic Data and Correspondence


RE: URGENT - Traffic Data for Noise Assessment - Regional Road 25 in Milton - 8584 RR 25

PapiezLopata, Brittany <Brittany.PapiezLopata@halton.ca>

Wed 11/29/2023 9:04 PM

To: Philip Warren <philip@nextrans.ca>

Cc: 'ffiorani@bruttoconsulting.ca' <ffiorani@bruttoconsulting.ca>; Loro, Darren <Darren.Loro@halton.ca>

 24 attachments (686 KB)

10281101 - REGIONAL RD 25 @ JAMES SNOW.xls; 10281101 - REGIONAL RD 25 @ JAMES SNOW.pdf; 10281101 - REGIONAL RD 25 @ JAMES SNOW.xls; 10281101 - REGIONAL RD 25 @ JAMES SNOW.pdf; 10303601 - JAMES SNOW @ ESCARPMENT.pdf; 10303601 - JAMES SNOW @ ESCARPMENT.xls; 10303601 - JAMES SNOW @ ESCARPMENT.xls; 102506 - sb class.xls; 102506 - nb class.xls; 102506 - nb & sb volume.xls; 102506 - sb speed.xls; 102506 - nb speed.xls; 100404 - wb speed.xls; 100404 - eb speed.xls; 100404 - wb class.xls; 100404 - eb class.xls; 100404 - eb & wb volume.xls; 102508 - sb class.xls; 102508 - nb class.xls; 102508 - nb & sb volume.xls; 102508 - sb speed.xls; 102508 - nb speed.xls; RR & JSP.xlsx;

Hello Philip,

I want to start off with apologizing for this not being look after, I will follow up with Access Halton. Moving forward please feel free to use my contact directly or trafficdatarequests@halton.ca for future requests.

Please find attached data, let me know if anything else is needed. I am also available by cell at 289-259-2077.

Kind Regards,

Brittany

Brittany PapiezLopata**Road Operations Technician**

Waste Management & Road Operations

Public Works

Halton Region

905-825-6000, ext. 7862 | 1-866-442-5866



This message, including any attachments, is intended only for the person(s) named above and may contain confidential and/or privileged information. Any use, distribution, copying or disclosure by anyone other than the intended recipient is strictly prohibited. If you are not the intended recipient, please notify us immediately by telephone or e-mail and permanently delete the original transmission from us, including any attachments, without making a copy.

James Snow Pkwy N @ Escarpment Way

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 9:00:00

One Hour Peak

From: 7:45:00

To: 8:45:00

Municipality: Halton Region
Site #: 1030360100
Intersection: James Snow Pkwy N & Escarpment
TFR File #: 19
Count date: 12-Oct-2023

Weather conditions:
Clear/Dry
Person(s) who counted:
Cam

**** Non-Signalized Intersection ****

Major Road: James Snow Pkwy N runs W/E

North Leg Total: 299
 North Entering: 118
 North Peds: 0
 Peds Cross: \times

Heavys	8	0	4	12
Trucks	0	0	0	0
Cars	21	1	84	106
Totals	29	1	88	



Heavys	7
Trucks	0
Cars	174
Totals	181

East Leg Total: 790
 East Entering: 433
 East Peds: 0
 Peds Cross: \times

Heavys	Trucks	Cars	Totals
62	4	218	284

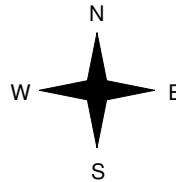


Escarpment Way

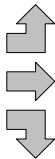
Cars	Trucks	Heavys	Totals
130	0	6	136
193	4	54	251
43	1	2	46
366	5	62	



James Snow Pkwy N



Heavys	Trucks	Cars	Totals
1	0	44	45
47	4	213	264
1	0	5	6
49	4	262	



James Snow Pkwy N



Cars	Trucks	Heavys	Totals
299	5	53	357

Peds Cross: \times
 West Peds: 0
 West Entering: 315
 West Leg Total: 599

Cars	49
Trucks	1
Heavys	3
Totals	53



Cars	4	0	2	6
Trucks	0	0	1	1
Heavys	0	0	2	2
Totals	4	0	5	

Peds Cross: \times
 South Peds: 0
 South Entering: 9
 South Leg Total: 62

Comments

James Snow Pkwy N @ Escarpment Way

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 14:00:00

One Hour Peak

From: 13:00:00

To: 14:00:00

Municipality: Halton Region
Site #: 1030360100
Intersection: James Snow Pkwy N & Escarpment
TFR File #: 19
Count date: 12-Oct-2023

Weather conditions:
Clear/Dry
Person(s) who counted:
Cam

**** Non-Signalized Intersection ****

Major Road: James Snow Pkwy N runs W/E

North Leg Total: 95

North Entering: 34

North Peds: 3

Peds Cross: \times

Heavys	0	1	6	7
Trucks	2	0	3	5
Cars	3	0	19	22
Totals	5	1	28	



Heavys 13

Trucks 5

Cars 43

Totals 61

East Leg Total: 692

East Entering: 388

East Peds: 0

Peds Cross: \times

Heavys	Trucks	Cars	Totals
56	12	261	329

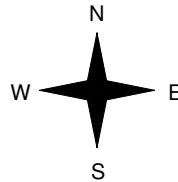


Escarpment Way

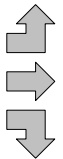
Cars	Trucks	Heavys	Totals
32	4	12	48
253	10	56	319
18	0	3	21
303	14	71	



James Snow Pkwy N



Heavys	Trucks	Cars	Totals
1	1	11	13
64	8	197	269
0	0	4	4
65	9	212	



James Snow Pkwy N



Cars	Trucks	Heavys	Totals
222	11	71	304

Peds Cross: \times

West Peds: 2

West Entering: 286

West Leg Total: 615

Cars	22	Cars	5	0	6	11
Trucks	0	Trucks	0	0	0	0
Heavys	4	Heavys	0	0	1	1
Totals	26	Totals	5	0	7	



Chudleigh Way



Peds Cross: \times

South Peds: 0

South Entering: 12

South Leg Total: 38

Comments

James Snow Pkwy N @ Escarpment Way

Afternoon Peak Diagram

Specified Period

From: 15:00:00

To: 18:00:00

One Hour Peak

From: 16:15:00

To: 17:15:00

Municipality: Halton Region
Site #: 1030360100
Intersection: James Snow Pkwy N & Escarpment
TFR File #: 19
Count date: 12-Oct-2023

Weather conditions:

Clear/Dry

Person(s) who counted:

Cam

** Non-Signalized Intersection **

Major Road: James Snow Pkwy N runs W/E

North Leg Total: 182

North Entering: 83

North Peds: 0

Peds Cross: \times

Heavys	4	0	2	6
Trucks	0	0	1	1
Cars	18	0	58	76
Totals	22	0	61	



Heavys 25

Trucks 2

Cars 72

Totals 99

East Leg Total: 971

East Entering: 628

East Peds: 0

Peds Cross: \times

Heavys	Trucks	Cars	Totals
32	5	529	566

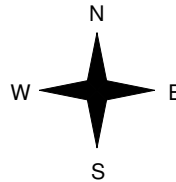


Escarpment Way

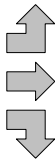
Cars	Trucks	Heavys	Totals
55	1	16	72
504	5	28	537
18	1	0	19
577	7	44	



James Snow Pkwy N



Heavys	Trucks	Cars	Totals
9	1	13	23
31	2	224	257
0	1	2	3
40	4	239	



James Snow Pkwy N



Cars	Trucks	Heavys	Totals
306	4	33	343

Peds Cross: \times

West Peds: 0

West Entering: 283

West Leg Total: 849

Cars	20
Trucks	2
Heavys	0
Totals	22



Cars	7	4	24	35
Trucks	0	0	1	1
Heavys	0	0	0	0
Totals	7	4	25	

Peds Cross: \times

South Peds: 1

South Entering: 36

South Leg Total: 58

Comments

James Snow Pkwy N @ Escarpment Way

Total Count Diagram

Municipality: Halton Region
Site #: 1030360100
Intersection: James Snow Pkwy N & Escarpment
TFR File #: 19
Count date: 12-Oct-2023

Weather conditions:
 Clear/Dry
Person(s) who counted:
 Cam

**** Non-Signalized Intersection ****

Major Road: James Snow Pkwy N runs W/E

North Leg Total: 1308
 North Entering: 561
 North Peds: 9
 Peds Cross: \bowtie

Heavys	25	1	39	65
Trucks	2	0	12	14
Cars	104	6	372	482
Totals	131	7	423	



Heavys	111
Trucks	22
Cars	614
Totals	747

East Leg Total: 5899
 East Entering: 3364
 East Peds: 1
 Peds Cross: \bowtie

Heavys	Trucks	Cars	Totals
393	54	2334	2781

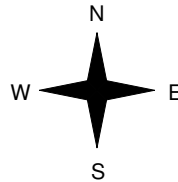


Escarpment Way

Cars	Trucks	Heavys	Totals
463	16	90	569
2192	52	366	2610
166	4	15	185
2821	72	471	



James Snow Pkwy N



Heavys	Trucks	Cars	Totals
20	6	140	166
380	60	1553	1993
1	1	25	27
401	67	1718	



James Snow Pkwy N



Cars	Trucks	Heavys	Totals
2026	75	434	2535

Chudleigh Way



Peds Cross: \bowtie
 West Peds: 3
 West Entering: 2186
 West Leg Total: 4967

Cars	197	Cars	38	11	101	150
Trucks	5	Trucks	0	0	3	3
Heavys	17	Heavys	2	1	15	18
Totals	219	Totals	40	12	119	



Peds Cross: \bowtie
 South Peds: 4
 South Entering: 171
 South Leg Total: 390

Comments

Regional Rd 25 @ James Snow Pkwy

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 9:00:00

One Hour Peak

From: 7:45:00

To: 8:45:00

Municipality: Halton Region
Site #: 1028110100
Intersection: Regional Rd 25 & James Snow Pkw
TFR File #: 12
Count date: 8-Sep-2022

Weather conditions:
Clear/Dry
Person(s) who counted:
Cam

**** Signalized Intersection ****

Major Road: Regional Rd 25 runs N/S

North Leg Total: 1237
 North Entering: 764
 North Peds: 3
 Peds Cross: \times

Heavys	9	85	13	107
Trucks	1	13	3	17
Cars	23	410	207	640
Totals	33	508	223	



Heavys	73
Trucks	18
Cars	382
Totals	473

East Leg Total: 1461
 East Entering: 606
 East Peds: 2
 Peds Cross: \times

Heavys	Trucks	Cars	Totals
150	18	350	518

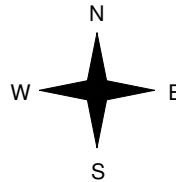


Regional Rd 25

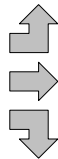
Cars	Trucks	Heavys	Totals
100	4	22	126
206	11	95	312
125	5	38	168
431	20	155	



James Snow Pkwy



Heavys	Trucks	Cars	Totals
2	0	16	18
54	7	350	411
62	5	151	218
118	12	517	



James Snow Pkwy



Regional Rd 25



Cars	Trucks	Heavys	Totals
744	13	98	855

Peds Cross: \times
 West Peds: 1
 West Entering: 647
 West Leg Total: 1165

Cars	686	Cars	121	266	187	574
Trucks	23	Trucks	6	14	3	23
Heavys	185	Heavys	46	49	31	126
Totals	894	Totals	173	329	221	



Peds Cross: \times
 South Peds: 2
 South Entering: 723
 South Leg Total: 1617

Comments

Regional Rd 25 @ James Snow Pkwy

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 14:00:00

One Hour Peak

From: 13:00:00

To: 14:00:00

Municipality: Halton Region
Site #: 1028110100
Intersection: Regional Rd 25 & James Snow Pkw
TFR File #: 12
Count date: 8-Sep-2022

Weather conditions:
Clear/Dry
Person(s) who counted:
Cam

**** Signalized Intersection ****

Major Road: Regional Rd 25 runs N/S

North Leg Total: 1100
 North Entering: 529
 North Peds: 2
 Peds Cross: \times

Heavys	9	70	24	103
Trucks	1	9	6	16
Cars	32	310	68	410
Totals	42	389	98	



Heavys	72
Trucks	20
Cars	479
Totals	571

East Leg Total: 697
 East Entering: 322
 East Peds: 0
 Peds Cross: \times

Heavys	Trucks	Cars	Totals
164	18	204	386

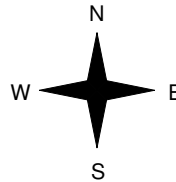


Regional Rd 25

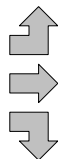
Cars	Trucks	Heavys	Totals
76	2	17	95
82	5	36	123
54	4	46	104
212	11	99	



James Snow Pkwy



Heavys	Trucks	Cars	Totals
3	0	21	24
22	4	63	89
92	3	108	203
117	7	192	



Regional Rd 25

James Snow Pkwy



Cars	Trucks	Heavys	Totals
257	18	100	375

Peds Cross: \times
 West Peds: 2
 West Entering: 316
 West Leg Total: 702

Cars	472	Cars	90	382	126	598
Trucks	16	Trucks	12	18	8	38
Heavys	208	Heavys	119	52	54	225
Totals	696	Totals	221	452	188	



Peds Cross: \times
 South Peds: 0
 South Entering: 861
 South Leg Total: 1557

Comments

Regional Rd 25 @ James Snow Pkwy

Afternoon Peak Diagram

Specified Period

From: 15:00:00

To: 18:00:00

One Hour Peak

From: 15:45:00

To: 16:45:00

Municipality: Halton Region
Site #: 1028110100
Intersection: Regional Rd 25 & James Snow Pkw
TFR File #: 12
Count date: 8-Sep-2022

Weather conditions:
Clear/Dry
Person(s) who counted:
Cam

**** Signalized Intersection ****

Major Road: Regional Rd 25 runs N/S

North Leg Total: 1456
 North Entering: 674
 North Peds: 0
 Peds Cross: ∇

Heavys	13	55	22	90
Trucks	1	8	4	13
Cars	12	452	107	571
Totals	26	515	133	



Heavys	51
Trucks	10
Cars	721
Totals	782

East Leg Total: 1255
 East Entering: 722
 East Peds: 1
 Peds Cross: ∇

Heavys	Trucks	Cars	Totals
71	8	390	469

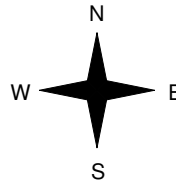


Regional Rd 25

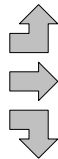
Cars	Trucks	Heavys	Totals
180	4	23	207
273	4	35	312
181	2	20	203
634	10	78	



James Snow Pkwy



Heavys	Trucks	Cars	Totals
5	0	40	45
59	3	211	273
57	8	298	363
121	11	549	



James Snow Pkwy



Regional Rd 25



Cars	Trucks	Heavys	Totals
424	8	101	533

Peds Cross: ∇
 West Peds: 0
 West Entering: 681
 West Leg Total: 1150

Cars	931	Cars	105	501	106	712
Trucks	18	Trucks	3	6	1	10
Heavys	132	Heavys	23	23	20	66
Totals	1081	Totals	131	530	127	



Peds Cross: ∇
 South Peds: 1
 South Entering: 788
 South Leg Total: 1869

Comments

Regional Rd 25 @ James Snow Pkwy

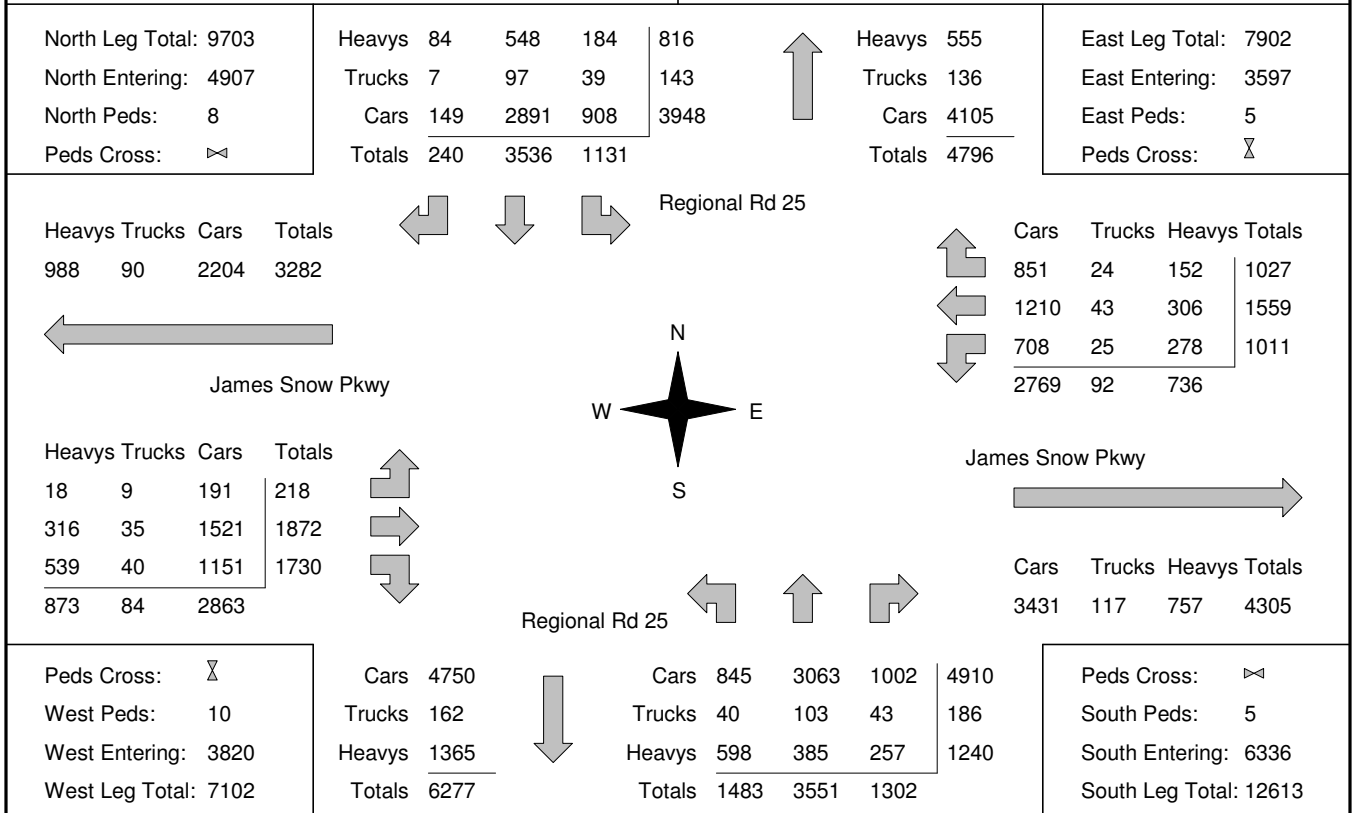
Total Count Diagram

Municipality: Halton Region
Site #: 1028110100
Intersection: Regional Rd 25 & James Snow Pkw
TFR File #: 12
Count date: 8-Sep-2022

Weather conditions:
 Clear/Dry
Person(s) who counted:
 Cam

**** Signalized Intersection ****

Major Road: Regional Rd 25 runs N/S



Comments

Regional Rd 25 @ James Snow Pkwy

Morning Peak Diagram

Specified Period

From: 7:00:00

To: 9:00:00

One Hour Peak

From: 7:45:00

To: 8:45:00

Municipality: Halton Region
Site #: 1028110100
Intersection: Regional Rd 25 & James Snow Pkw
TFR File #: 12
Count date: 8-Sep-2022

Weather conditions:
Clear/Dry
Person(s) who counted:
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**** Signalized Intersection ****

Major Road: Regional Rd 25 runs N/S

North Leg Total: 1237
 North Entering: 764
 North Peds: 3
 Peds Cross: \times

Heavys	9	85	13	107
Trucks	1	13	3	17
Cars	23	410	207	640
Totals	33	508	223	



Heavys	73
Trucks	18
Cars	382
Totals	473

East Leg Total: 1461
 East Entering: 606
 East Peds: 2
 Peds Cross: \times

Heavys	Trucks	Cars	Totals
150	18	350	518

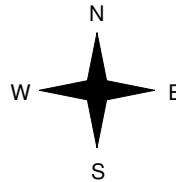


Regional Rd 25

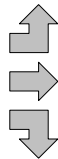
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100	4	22	126
206	11	95	312
125	5	38	168
431	20	155	



James Snow Pkwy



Heavys	Trucks	Cars	Totals
2	0	16	18
54	7	350	411
62	5	151	218
118	12	517	



James Snow Pkwy



Peds Cross: \times
 West Peds: 1
 West Entering: 647
 West Leg Total: 1165

Cars	686	Cars	121	266	187	574
Trucks	23	Trucks	6	14	3	23
Heavys	185	Heavys	46	49	31	126
Totals	894	Totals	173	329	221	



Regional Rd 25



Peds Cross: \times
 South Peds: 2
 South Entering: 723
 South Leg Total: 1617

Comments

Regional Rd 25 @ James Snow Pkwy

Mid-day Peak Diagram

Specified Period

From: 11:00:00

To: 14:00:00

One Hour Peak

From: 13:00:00

To: 14:00:00

Municipality: Halton Region
Site #: 1028110100
Intersection: Regional Rd 25 & James Snow Pkw
TFR File #: 12
Count date: 8-Sep-2022

Weather conditions:
Clear/Dry
Person(s) who counted:
Cam

**** Signalized Intersection ****

Major Road: Regional Rd 25 runs N/S

North Leg Total: 1100
 North Entering: 529
 North Peds: 2
 Peds Cross: \times

Heavys	9	70	24	103
Trucks	1	9	6	16
Cars	32	310	68	410
Totals	42	389	98	



Heavys	72
Trucks	20
Cars	479
Totals	571

East Leg Total: 697
 East Entering: 322
 East Peds: 0
 Peds Cross: \times

Heavys	Trucks	Cars	Totals
164	18	204	386

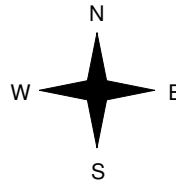


Regional Rd 25

Cars	Trucks	Heavys	Totals
76	2	17	95
82	5	36	123
54	4	46	104
212	11	99	



James Snow Pkwy



Heavys	Trucks	Cars	Totals
3	0	21	24
22	4	63	89
92	3	108	203
117	7	192	



James Snow Pkwy



Regional Rd 25



Cars	Trucks	Heavys	Totals
257	18	100	375

Peds Cross: \times
 West Peds: 2
 West Entering: 316
 West Leg Total: 702

Cars	472	Cars	90	382	126	598
Trucks	16	Trucks	12	18	8	38
Heavys	208	Heavys	119	52	54	225
Totals	696	Totals	221	452	188	



Peds Cross: \times
 South Peds: 0
 South Entering: 861
 South Leg Total: 1557

Comments

Regional Rd 25 @ James Snow Pkwy

Afternoon Peak Diagram

Specified Period

From: 15:00:00

To: 18:00:00

One Hour Peak

From: 15:45:00

To: 16:45:00

Municipality: Halton Region
Site #: 1028110100
Intersection: Regional Rd 25 & James Snow Pkw
TFR File #: 12
Count date: 8-Sep-2022

Weather conditions:
Clear/Dry
Person(s) who counted:
Cam

**** Signalized Intersection ****

Major Road: Regional Rd 25 runs N/S

North Leg Total: 1456
 North Entering: 674
 North Peds: 0
 Peds Cross: ∇

Heavys	13	55	22	90
Trucks	1	8	4	13
Cars	12	452	107	571
Totals	26	515	133	



Heavys	51
Trucks	10
Cars	721
Totals	782

East Leg Total: 1255
 East Entering: 722
 East Peds: 1
 Peds Cross: ∇

Heavys	Trucks	Cars	Totals
71	8	390	469

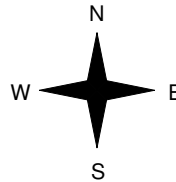


Regional Rd 25

Cars	Trucks	Heavys	Totals
180	4	23	207
273	4	35	312
181	2	20	203
634	10	78	



James Snow Pkwy



Heavys	Trucks	Cars	Totals
5	0	40	45
59	3	211	273
57	8	298	363
121	11	549	



James Snow Pkwy



Regional Rd 25



Cars	Trucks	Heavys	Totals
424	8	101	533

Peds Cross: ∇
 West Peds: 0
 West Entering: 681
 West Leg Total: 1150

Cars	931	Cars	105	501	106	712
Trucks	18	Trucks	3	6	1	10
Heavys	132	Heavys	23	23	20	66
Totals	1081	Totals	131	530	127	



Peds Cross: ∇
 South Peds: 1
 South Entering: 788
 South Leg Total: 1869

Comments

Regional Rd 25 @ James Snow Pkwy

Total Count Diagram

Municipality: Halton Region
Site #: 1028110100
Intersection: Regional Rd 25 & James Snow Pkw
TFR File #: 12
Count date: 8-Sep-2022

Weather conditions:
 Clear/Dry
Person(s) who counted:
 Cam

**** Signalized Intersection ****

Major Road: Regional Rd 25 runs N/S

North Leg Total: 9703 North Entering: 4907 North Peds: 8 Peds Cross: \bowtie	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black;">Heavys 84</td> <td style="border-right: 1px solid black;">548</td> <td style="border-right: 1px solid black;">184</td> <td style="border-right: 1px solid black;">816</td> </tr> <tr> <td style="border-right: 1px solid black;">Trucks 7</td> <td style="border-right: 1px solid black;">97</td> <td style="border-right: 1px solid black;">39</td> <td style="border-right: 1px solid black;">143</td> </tr> <tr> <td style="border-right: 1px solid black;">Cars 149</td> <td style="border-right: 1px solid black;">2891</td> <td style="border-right: 1px solid black;">908</td> <td style="border-right: 1px solid black;">3948</td> </tr> <tr> <td style="border-right: 1px solid black;">Totals 240</td> <td style="border-right: 1px solid black;">3536</td> <td style="border-right: 1px solid black;">1131</td> <td></td> </tr> </table>	Heavys 84	548	184	816	Trucks 7	97	39	143	Cars 149	2891	908	3948	Totals 240	3536	1131		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black;">Heavys 555</td> <td style="border-right: 1px solid black;">136</td> <td style="border-right: 1px solid black;">4105</td> <td style="border-right: 1px solid black;">4796</td> </tr> <tr> <td style="border-right: 1px solid black;">Trucks 136</td> <td style="border-right: 1px solid black;">4105</td> <td style="border-right: 1px solid black;">4796</td> <td></td> </tr> <tr> <td style="border-right: 1px solid black;">Cars 4105</td> <td style="border-right: 1px solid black;">4796</td> <td style="border-right: 1px solid black;">4796</td> <td></td> </tr> <tr> <td style="border-right: 1px solid black;">Totals 4796</td> <td style="border-right: 1px solid black;">4796</td> <td style="border-right: 1px solid black;">4796</td> <td></td> </tr> </table>	Heavys 555	136	4105	4796	Trucks 136	4105	4796		Cars 4105	4796	4796		Totals 4796	4796	4796		East Leg Total: 7902 East Entering: 3597 East Peds: 5 Peds Cross: \bowtie																																																																																																										
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<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 25%; padding: 5px;"> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black;">Heavys 988</td> <td style="border-right: 1px solid black;">90</td> <td style="border-right: 1px solid black;">2204</td> <td style="border-right: 1px solid black;">3282</td> </tr> <tr> <td style="border-right: 1px solid black;">Trucks 90</td> <td style="border-right: 1px solid black;">2204</td> <td style="border-right: 1px solid black;">3282</td> <td></td> </tr> <tr> <td style="border-right: 1px solid black;">Cars 2204</td> <td style="border-right: 1px solid black;">3282</td> <td style="border-right: 1px solid black;">3282</td> <td></td> </tr> <tr> <td style="border-right: 1px solid black;">Totals 3282</td> <td style="border-right: 1px solid black;">3282</td> <td style="border-right: 1px solid black;">3282</td> <td></td> </tr> </table> </td> <td style="width: 25%; text-align: center; padding: 5px;"> Regional Rd 25 </td> <td style="width: 25%; 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Comments

Appendix D – Sample Road Noise Calculation

Filename: o1a_a.te Time Period: Day/Night 16/8
hours Description: Outdoor Daycare Boundary

Road data, segment # 1: RR 25 (day/night)

Car traffic volume: 386 veh/TimePeriod*
Medium truck volume : 8/25 veh/TimePeriod *
Heavy truck volume : 8/25 veh/TimePeriod *
Posted speed limit : 70 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 402
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 2.00
Heavy Truck % of Total Volume: 2.00
Day (16 hrs) % of Total Volume : 90.00

Data for Segment#1: RR 25 (day/night)

Angle 1 Angle2 : -90.00 deg -45.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 62.00 / 62.00 m
Receiver height : 1.50 / 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment #1: RR 25 (Day)

Source height = 1.41 m

ROAD (0.00+39.00+0.00)=39.00 dBA

Angle1 Angle2 Alpha RefLeq P.Adj D.Adj F.Adj W.Adj H.Adj B.Adj SubLeq

-90 -45 0.00 70.42 0.00 -6.16 -6.02 0.00 0.00 0.00 39.00

Segment Leq: 39.00 dBA

Total Leq All Segments: 43.00dBA