



Environmental Noise and Vibration Study

Milton Link, Milton, Ontario

Tribal Development Management Services Inc. (doing business as "Matthews")

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Executive Summary

SLR Consulting (Canada) Ltd. (SLR), was retained by The Proponent, Tribal Development Management Services Inc. (doing business as "Matthews"), to prepare an environmental noise and vibration study in support of the proposed development. The Proponent is advancing the development lands located adjacent to the CN Logistics Hub in the Town of Milton. Official Plan and Zoning By-law Amendments are being pursued to designate the subject lands as Industrial Area to be included within the Sustainable Halton Plan (SHP) Urban Area Boundary. The site will seek the entitlements associated with the Employment Zone, with site-specific provisions to support the intended development.

The Project Site is generally located south of Britannia Road, east of Tremaine Road, west of Regional Road 25, and north of No. 2 Side Road. The current lands are mainly used for agricultural purposes. The current proposed design is for 11 warehouse buildings and will be developed in four (4) phases as broken down below:

- Phase 1 – three (3) buildings (labeled as buildings 1.A through 1.C);
- Phase 2 – three (3) buildings (labeled as buildings 2.A through 2.C);
- Phase 3 – four (4) buildings (labeled as buildings 3.A through 3.D); and
- Phase 4 – one (1) building (labeled as building 4.A).

The warehouse buildings are currently modelled/ planned as dry storage use, though the draft by-law includes the possibility for cold storage uses. The proposed development will not contain noise sensitive land uses. The warehouses are anticipated to include HVAC, exhaust fans, emergency generators, and trucking activities for noise sources.

Based on the review completed, with the inclusion of the buffer separation distances, physical mitigation measures and onsite policies, no adverse impacts from noise or vibration are anticipated. Operations of the various buildings are predicted to meet the applicable sound level limits. Should cold storage uses be pursued in the future, a revised noise study should be completed prior to building permits to ensure the applicable noise limits are met.



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Acronyms and Abbreviations

dB	Decibels
dBA	Decibels (A-weighted)
dBAI	Decibels (A-weighted), Impulsive
EASR	Environmental Activity and Sector Registry
ECA	Environmental Compliance Approval
EPA	Environmental Protection Act
G	Ground absorption factor
Guideline D-2	D-series guideline addressing sewage treatment
Guideline D-3	D-series guideline addressing gas and oil pipelines
Guideline D-4	D-series guideline addressing landfills
Guideline D-5	D-series guideline addressing water services
Guideline D-6	D-series guideline addressing industries; <i>Compatibility between Industrial Facilities and Sensitive Land Uses</i>
HVAC	Heating Ventilation and Air Conditioning
ISO	International Organization for Standardization
kg/m ²	Kilograms per square metre
L _{eq}	Energy Equivalent Sound Level
L _{LM}	Logarithmic Mean Impulse Sound Level
m	Metres
m ²	Square metres
MECP	Ministry of the Environment, Conservation and Parks
MMAH	Ontario Ministry of Municipal Affairs and Housing
NPC-300	MECP Publication NPC-300
OPA	Official Plan Amendment
PORs	Points of reception
PPS	Provincial Planning Statement
PWL	Sound Power Level
SPL	Sound Pressure Level
ZBA	Zoning By-law Amendment
SLR	SLR Consulting (Canada) Ltd.
ON	Ontario



1.0 Introduction

SLR Consulting (Canada) Ltd. (SLR) was retained by The Proponent, Tribal Development Management Services Inc. (doing business as "Matthews"), to prepare an environmental noise and vibration study in support the proposed development. The Proponent is advancing the development of lands located adjacent to the CN Logistics Hub in the Town of Milton. Official Plan and Zoning By-law Amendments are being pursued to designate the subject lands as Industrial Area to be included within the Sustainable Halton Plan (SHP) Urban Area Boundary. The site will seek the entitlements associated with the Employment Zone, with site-specific provisions to support the intended development.

1.1 Nature of the Subject Lands

The Project Site is generally located south of Britannia Road, east of Tremaine Road, west of Regional Road 25, and north of No. 2 Side Road. The current lands are mainly used for agricultural purposes.

The current proposed design is for 11 warehouse buildings and will be developed in four (4) phases as broken down below:

- Phase 1 – three (3) buildings (labeled as buildings 1.A through 1.C);
- Phase 2 – three (3) buildings (labeled as buildings 2.A through 2.C);
- Phase 3 – four (4) buildings (labeled as buildings 3.A through 3.D); and
- Phase 4 – one (1) building (labeled as building 4.A).

The warehouse buildings are currently modelled/ planned as dry storage use, though the draft by-law includes the possibility for cold storage uses. Should cold storage uses be pursued in the future, a revised noise study should be completed prior to building permits to ensure the applicable noise limits are met. The proposed development will not contain noise sensitive land uses.

The Project Site is not anticipated to contain any significant sources of vibration. Therefore, a vibration assessment is not required.

The current development drawings are included in Appendix A.

1.2 Nature of the Surroundings

The lands surrounding the development are dominated by agricultural lands, industrial lands, and residential lands. One and two storey single family homes are located adjacent to the Project Site. Proposed developments include residential uses up to approximately 13 storeys along Britannia Road. The surrounding topography is mainly flat with no significant variations.

A context plan is shown in Figure 1.

2.0 Assessment Framework

The intent of this report is to identify any existing and potential land use compatibility issues and to identify and evaluate options to achieve appropriate design, buffering and/or separation distances between the proposed industrial land uses and the surrounding residential uses. Recommended measures intended to eliminate or mitigate negative impacts and adverse effects are provided.



The requirements of Ontario's planning regime are organized such that generic policy is informed by specific policy, guidance, and legislation, as follows:

- The Ministry of Environment, Conservation, and Parks (MECP) D-series of guidelines set out methods to determine if assessments are required (areas of influence, recommended separation distances, and the need for additional studies); then
- MECP and Municipal regulations, policies, standards and guidelines then set out the requirements of additional air quality, noise and vibration studies and the applicable policies, standards, guidelines and objectives to ensure that adverse effects do not occur.

2.1 D-Series of Guidelines

The D-series of guidelines were developed by the MECP in 1995 as a means to assess recommended separation distances and other control measures for land use planning proposals in an effort to prevent or minimize 'adverse effects' from the encroachment of incompatible land uses where a facility either exists or is proposed. D-series guidelines address sources including sewage treatment (Guideline D-2), gas and oil pipelines (Guideline D-3), landfills (Guideline D-4), water services (Guideline D-5) and industries (Guideline D-6).

For this project, the applicable guideline is Guidelines D-6 - *Compatibility between Industrial Facilities and Sensitive Land Uses*. Guideline D-6 specifically addresses issues of air quality, odour, dust, noise, and litter from industrial facilities.

Adverse effect is a term defined in the Environmental Protection Act and "means one or more of

- impairment of the quality of the natural environment for any use that can be made of it,
- injury or damage to property or to plant or animal life,
- harm or material discomfort to any person,
- an adverse effect on the health of any person,
- impairment of the safety of any person,
- rendering any property or plant or animal life unfit for human use,
- loss of enjoyment of normal use of property, and
- interference with the normal conduct of business".

2.1.1 Guideline D-6 Requirements

To minimize the potential to cause an adverse effect from industrial operations, areas of influence and recommended minimum setback distances are included within Guideline D-6. The areas of influence and recommended separation distances from the guideline are provided in the table below.



Table A: Guideline D-6 - Potential Influence Areas and Recommended Minimum Setback Distances for Industrial Land Uses

Industry Classification	Area of Influence	Recommended Minimum Setback Distance
Class I – Light Industrial	70 metres (m)	20 m
Class II – Medium Industrial	300 m	70 m
Class III – Heavy Industrial	1000 m	300 m

Industrial categorization criteria are supplied in Guideline D-6-2, and are shown in the following table:

Table B: Guideline D-6 - Industrial Categorization Criteria

Category	Outputs	Scale	Process	Operations / Intensity	Possible Examples
Class I Light Industry	- Noise: Sound not audible off-property - Dust: Infrequent and not intense - Odour: Infrequent and not intense - Vibration: No ground-borne vibration on plant property	- No outside storage - Small-scale plant or scale is irrelevant in relation to all other criteria for this Class	- Self-contained plant or building which produces/ stores a packaged product - Low probability of fugitive emissions	- Daytime operations only - Infrequent movement of products and/ or heavy trucks	- Electronics manufacturing and repair - Furniture repair and refinishing - Beverage bottling - Auto parts supply - Packaging and crafting services - Distribution of dairy products - Laundry and linen supply



Category	Outputs	Scale	Process	Operations / Intensity	Possible Examples
Class II Medium Industry	- Noise: Sound occasionally heard off-property - Dust: Frequent and occasionally intense - Odour: Frequent and occasionally intense - Vibration: Possible ground-borne vibration, but cannot be perceived off-property	- Outside storage permitted - Medium level of production allowed	- Open process - Periodic outputs of minor annoyance - Low probability of fugitive emissions	- Shift operations permitted - Frequent movements of products and/or heavy trucks with the majority of movements during daytime hours	- Magazine printing - Paint spray booths - Metal command - Electrical production - Manufacturing of dairy products - Dry cleaning services - Feed packing plants
Class III Heavy Industry	- Noise: Sound frequently audible off property - Dust: Persistent and/ or intense - Odour: Persistent and/ or intense - Vibration: Ground-borne vibration can frequently be perceived off-property	- Outside storage of raw and finished products - Large production levels	- Open process - Frequent outputs of major annoyances - High probability of fugitive emissions	- Continuous movement of products and employees - Daily shift operations permitted	- Paint and varnish manufacturing - Organic chemical manufacturing - Breweries - Solvent recovery plants - Soaps and detergent manufacturing - Metal refining and manufacturing



2.1.2 Requirements for Assessments

The D-Series of Guidelines require that studies be conducted to assess impacts where sensitive land uses are proposed within the potential area of influence of a facility. This report is intended to fulfill this requirement.

The D-series guidelines reference previous versions of the noise guidelines (Publications NPC-205 and LU-131). However, the D-Series of guidelines are still in force, still represent current MECP policy and are specifically referenced in numerous other current MECP policies. In applying the D-series guidelines, the current policies, regulations, standards and guidelines have been used (e.g., Publication NPC-300).

2.1.3 Requirements for Minimum Separation Distances

Guideline D-6 also *recommends* that no sensitive land use be placed within the Recommended Minimum Separation Distance. However, it should be noted that this is a recommendation only. Section 4.10 of the Guideline allows for development within the separation distance, in cases of redevelopment, infilling, and transitions to mixed use, provided that the appropriate studies are conducted and that the relevant noise guidelines are met.

3.0 Industry Classification

Based on the proposed facility description, the potential for noise impacts on the surrounding sensitive land uses exists. Potential sources of noise impacts include roof top mechanical units, idling trucks, and truck traffic at the proposed development. According to the D-6 Guidelines, the facility could be classified as a Class I or II industry. Due to the main noise being generated by trucking activities at a dry storage facility, a Class I has been deemed appropriate for this site.

3.1 Minimum Separation Distance and Potential Area of Influence

Based on the D-6 Guidelines, the Project site has 20 metres (m) recommended minimum separation and a potential area of influence up to 70 m.

These separation distances are illustrated in Figures 2a and 2b.

The proposed industrial development is surrounded by existing and proposed noise sensitive land uses. As a result, a detailed noise study was completed for the proposed development.

The local area surrounding the southwestern portion of the Project is slated for future employment and is adjacent to the CN Logistics Hub. Some of the surrounding existing noise sensitive land uses (southeastern portion of project) have the potential to be bought and removed or held for other future uses. This study should be updated if any of the surrounding land uses are converted to be non-noise sensitive or if the Project Site undergoes major design changes.



4.0 Applicable Guideline Limits

4.1 Industrial (Stationary) Sources

4.1.1 Ministry of the Environment, Conservation and Parks Publication NPC-300 Guidelines for Stationary Noise

The applicable MECP noise guidelines for new sensitive land uses adjacent to existing industrial commercial uses are provided in MECP Publication NPC-300. NPC-300 revokes and replaces the previous noise assessment guideline, Publication LU-131 and Publication NPC-205, which was previously used for assessing noise impacts as part of Certificates of Approval / Environmental Compliance Approvals granted by the MECP for industries.

The new guideline sets out noise limits for two main types of noise sources:

- Non-impulsive, “continuous” noise sources such as ventilation fans, mechanical equipment, and vehicles while moving within the property boundary of an industry. Continuous noise is measured using 1-hour average sound exposures (Energy Equivalent Sound Level [L_{eq}] [1-hr] values), in Decibels (A-weighted) (dBA); and
- Impulsive noise, which is a “banging” type noise characterized by rapid rise time and decay. Impulsive noise is measured using a logarithmic mean (average) level (L_{LM}) of the impulses in a one-hour period, in Decibels (A-weighted), Impulsive (dBAI).

Furthermore, the guideline requires an assessment at, and provides separate guideline limits for:

- Outdoor points of reception (OPOR, e.g., back yards, communal outdoor amenity areas); and
- Façade points of reception such as the plane of windows on the outdoor façade which connect onto noise sensitive spaces, such as living rooms, dens, eat-in kitchens, dining rooms and bedrooms.

The applicable noise limits at a point of reception are the higher of:

- The existing ambient sound level due to road traffic, or
- The exclusion limits set out in the guideline.

The following tables set out the exclusion limits from the guideline.

Table C: NPC-300 Exclusion Limits for Non-Impulsive Sounds (L_{eq} (1-hr), dBA)

Time of Day	Class 1 Area	
	Plane of Windows of Noise Sensitive Spaces	Outdoor Points of Reception
7 am to 7 pm	50	50
7 pm to 11 pm	50	50
11 pm to 7 am	45	n/a



Table D: NPC-300 Exclusion Limits for Impulsive Sounds (L_{LLM}, dBAI)

Time of Day	No. of Impulses in a 1-hour Period	Class 1 Area	
		Plane of Windows of Noise Sensitive Spaces	Outdoor Points of Reception
7 am to 11 pm	9 or more	50	50
	7 to 8	55	55
	5 to 6	60	60
	4	65	65
	3	70	70
	2	75	75
	1	80	80
11 pm to 7 am	9 or more	45	n/a
	7 to 8	50	n/a
	5 to 6	55	n/a
	4	60	n/a
	3	65	n/a
	2	70	n/a
	1	75	n/a
Notes: n/a - Not Applicable. Outdoor points of reception are not considered to be noise sensitive during the overnight period.			

The applicable guideline limits for infrequent events such as emergency generator set testing are +5 decibels (dB) higher than the values in Table C and are evaluated separately from other noise sources.

4.1.1.1 Ambient Sound Levels and Guideline Limits

During the SLR site visit on February 25, 2026, it was observed that the acoustic environment surrounding Britannia Road of the Project Site is dominated by the roadway noise. As NPC-300 allows for the higher of the existing ambient sound level or the exclusion limits, an assessment of roadway noise ambient levels was completed.

Phase 1 of the Project is not anticipated to be completed until the CN Logistics Hub is completed. The scheduled completion year of the CN Logistics Hub is 2029. CN Logistic Hub's truck vehicle traffic will be travelling along the surrounding roadways, including Britannia Road. The LEA Consulting report entitled "Transportation Impact Study, Proposed Industrial Development CN logistics Hub Employment Zone, Town of Milton", dated November 2024 provided turning movement counts and Commercial vehicle percentages (excluding traffic from the Project warehouses). These turning movement counts were used to calculate Average Annual Daily Traffic (AADT) for the roadways. Hourly breakdowns were based on SLR database for similar types of roadways. Copies of all traffic data used, and calculations can be found in Appendix B. The following summarizes the road traffic volumes used in the analysis.



Table E: Summary of Ambient Road Traffic Data

Roadway Link	2029 Ambient Traffic Volume (AADT)	Minimum Hourly Percentages ^[1]			% Commercial Traffic Breakdown		Vehicle Speed (km/h)
		Daytime 7am-7pm	Evening 7pm-11pm	Night-time 11pm-7am	Medium Trucks	Heavy Trucks	
Britannia Road (East Bronte)	8,820	4.3	3.1	0.4	0.4%	2.3%	70
Britannia Road (West of Regional Road 25)	11,410	4.3	3.1	0.4	0.4%	2.3%	70
Notes:							
[1] Determined based on SLR historic data for arterial distributions for roadways.							

Ambient road traffic was modelled using Cadna/A (a commercially available noise propagation modelling software). Roadway was modelled as line sources of sound, with sound emission rates calculated using the ORNAMENT algorithms, the road traffic noise model of the MECP. These predictions were validated and are equivalent to those made using the MECP's ORNAMENT or STAMSON v5.04 road traffic noise models.

Elevated ambient sound levels due to traffic were only assessed at the noise sensitive uses around Bronte Road South and Britannia Road. Façade ambient sound levels, resulting from Britannia Road are shown in Figures 3a, 3b, and 3c for daytime, evening, and nighttime, respectively.

4.1.1.2 Application of the NPC-300 Guidelines

The stationary noise guidelines apply only to residential land uses and to noise-sensitive commercial and institutional uses, as defined in NPC-300 (e.g., schools, daycares, hotels). For the Project, the stationary noise guidelines only apply to the residential near the development, including:

- Individual residences; and
- Outdoor amenity area associated with the residences.

All of the above have been considered as noise-sensitive points of reception in the analysis.

The acoustic environment surrounding the proposed development is considered a Class 1 area, as roadway noise and other activities are expected to be audible during all times.

4.1.2 Halton Region

The Halton Region guidelines include the Noise Abatement Guidelines, and the Land Use Compatibility Guidelines, dated June 18, 2014. As of July 1, 2024, The Halton Region Official Plan is no longer a Regional Plan. It is now a Local Plan of the four Local Municipalities in Halton. In general, the Halton Region guidelines are consistent with the MECP NPC-300 guidelines, with the exception of the barrier assessment and exclusion of elevated outdoor living area receptors.



4.1.3 Town of Milton

The Town of Milton includes a Terms of Reference for conducting Noise and Vibration studies dated January 2023. The Milton Terms of Reference references and follows MECP sound level limits for similar projects.

5.0 Points of Reception

Noise-sensitive receptors with the potential to be impacted by the proposed development are the residential units located along:

- Britannia Road and connecting streets,
- Bronte Road South/ First Line and connecting streets,
- Lower Base Line West, and
- Tremaine Road North.

Discrete modelled receptor locations include windows along all building façades. As a conservative assessment of noise impacts, all windows were assumed to be located in a noise-sensitive space (i.e. a living/dining room or bedroom). Unless otherwise noted, the upper floor window locations are considered the “worst-case” for noise impacts.

Due to the large geographical size and numerous potentially affected noise sensitive points of reception, Table F summarizes the points of reception (PORs) with the highest predicted sound level in the vicinity of each phase of the Project Site. The context plan in Figures 4a and 4b also shows the location of each POR with respect to the development.

Table F: Representative Worst-Case Point of Reception Summary

ID	Address	Description	Modelled Receptor Height (m)
POR 01	Proposed 13-storey building on the northwest corner of Britannia Road and Regional Road 25	13-Storey Residence	37.5
POR 02	1595 Rae Crescent	3-Storey Residence	7.5
POR 03	1627 Sorensen Court	2-Storey Residence	4.5
POR 04	Proposed 10-storey building on the northeast corner of Britannia Road and Bronte Street South	10-Storey Residence	28.5
POR 05	5316 First Line	1-Storey Residence	1.5
POR 06	5215 First Line	2-Storey Residence	4.5
POR 07	5121 First Line	2-Storey Residence	4.5
POR 08	5061 First Line	2-Storey Residence	4.5



ID	Address	Description	Modelled Receptor Height (m)
POR 09	3006 Lower Base Line West	1-Storey Residence	1.5
POR 10	3136 Lower Base Line West	2-Storey Residence	4.5
POR 11	3316 Lower Base Line West	1.5-Storey Residence	3.0
POR 12	4505 Tremaine Road North	1.5-Storey Residence	3.0
POR 13	4492 Tremaine Road North	1-Storey Residence	1.5
POR 14	4492 Tremaine Road North	2-Storey Residence	4.5
POR 15	4259 Tremaine Road North	1.5-Storey Residence	3.0

The surrounding existing noise sensitive land uses may change as the Project progresses through approvals. This study is recommended to be updated if any of the surrounding land uses are converted to be non-noise sensitive.

6.0 Stationary Noise Impacts

6.1 Stationary Noise Sources

An investigation of “dry storage” facilities, where refrigeration “reefer” trucks are not required, has been completed.

Preliminary traffic counts for moving trucks were provided by LEA Consulting (the traffic consultant for the proposed facility), as can be found in Appendix B. These traffic counts were combined with experience to generate the data used in the assessment.

The location and quantity of the modelled stationary noise sources can be seen in Figures 5a, 5b, 5c, and 5d.

6.1.1.1 Non-Impulsive “Continuous” Noise Sources

The following non-impulsive “continuous” noise sources have been modelled:

- Office heating ventilation and air conditioning (HVAC);
- Rooftop Make-up Air units (MUA);
- Rooftop Exhaust Fans;
- Emergency Generator;
- Idling Trucks at Loading Bays (5 minutes per truck); and
- Moving Trucks at 15km per hour.



6.1.1.2 Impulsive Noise Sources

Impulsive noise can occur from truck tractor trailers coupling and uncoupling at loading docks, and from forklifts loading the parked trucks, while travelling over the loading dock plates. Under the Publication NPC-300 noise guidelines the log-average of both of these types of impulses are assessed cumulatively versus the applicable noise guideline (L_{LM} measured in dBAI). For modelling purposes, the multiple types of impulses were combined to obtain an overall averaged impulsive noise sound power level of 103 dBAI, representing two (2) low speed (maximum 15 km/ hour) coupling/uncoupling impulses, and twenty (20) forklift impulses for loading and unloading trailers. The impulse noises were modelled as line sources, distributing the sound emission along the loading dock areas. The quantity of the modelled sources are listed in Figures 5a, 5b, 5c, and 5d.

6.1.1.3 Modelling Scenarios

The following noise modelling scenarios were analyzed to predict the worst-case operations from the facility:

1. Normal continuous operations;
2. Emergency generator testing; and
3. Impulsive operations.

6.2 Stationary Noise Modelling

Noise impacts from stationary sources were modelled using Cadna/A, a software implementation of the internationally recognized ISO-9613-2 (1996) environmental noise propagation algorithms. Cadna/A and ISO-9613 is the preferred noise model of the MECP. The ISO-9613 equations account for:

- Source to receiver geometry;
- Distance attenuation;
- Atmospheric absorption;
- Reflections off of the ground and ground absorption;
- Reflections off of vertical walls; and
- Screening effects of buildings, terrain, and purpose-built noise barriers (noise walls, berms, etc.), where applicable.

One (1) order of reflection was considered to account for effects from the proposed development and surrounding buildings. As described in ISO 9613-2, ground factor values that represent the effects of ground absorption on sound levels range between 0 and 1. A global ground absorption factor of $G = 0.5$ (mix of soft and hard surfaces) was assumed. The proposed paved area of the Project Site were modelled with a ground absorption factor of $G = 0.2$.

Changes in ground elevation for the surrounding area were not included in the modelling, as the general area of the Project Site and the surrounding area are flat or gently sloping.

Sound level for data for mechanical equipment, trucking, and impulsive noise were based on SLR's in-house database. Actual sound levels for facility equipment should be included and used in future designs.



Sound levels were predicted at the surrounding noise sensitive building facades and at their respective (where applicable) outdoor points of reception (modelled at a height of 1.5m above grade).

6.3 Required Noise Mitigation Measures

Noise impacts from the Project Site operations were predicted for each of the three (3) scenarios outlined above at the surrounding noise sensitive receptors. Noise mitigation measures were investigated to ensure that the applicable Publication NPC-300, Class 1 area noise guideline limits are met.

The following noise mitigation measures are required:

- 1) Noise barriers are required for Phases 3 and 4, as shown in Figures 5c and 5d.
- 2) Limit coupling and uncouple of tractor and trailer to a maximum of 15 km/hr.
- 3) Emergency generators must at a minimum be fitted with industrial grade silencers.

Noise barriers can be constructed using noise walls, earthen berms, or a combination of the two. Where noise walls are used, the walls should have a minimum face density (mass per unit area) of 20 kilograms per square metre (kg/m²) and should be free of gaps and cracks. Any openings at the bottom of the barrier which may be required for drainage should be small (less than 25 mm high) and localized (not continuous along the bottom of the wall). The wall should be designed to withstand any wind loads. There are a number of commercial products and designs available which meet these requirements, including walls made of wood.

As the application advances through the OPA/ZBA application, the overall site plan may change which may result in acoustical mitigation recommendations being revised and reported on by the Acoustical Consultant. Additionally, when available, detailed mechanical information will be factored into the analysis. At a minimum, revised acoustical analysis may be required through Site Plan Application (SPA) and at the building permit stage.

6.4 Predicted Mitigated Stationary Noise Levels

6.4.1 Normal Operations

Mitigated sound levels from normal continuous operations are presented in Table G below. Predicted sound levels on the surroundings are presented in Figures 6a, 6b, 6c, and 6d.

Refer to figures for predicted impacts at Outdoor Points of Reception (OPOR).

Table G: Predicted Sound Levels – Normal Continuous Operations – Mitigated

Receptor	Façade Windows			Meets Class 1 Limits ?
	Day	Evening	Night	
POR01 - Proposed 13-storey building on the northwest corner of Britannia Road and Regional Road 25	42	42	42	Yes
POR02 - 1595 Rae Crescent	42	42	42	Yes
POR03 - 1627 Sorensen Court	46	46	46	Yes



Receptor	Façade Windows			Meets Class 1 Limits ?
	Day	Evening	Night	
POR04 - Proposed 10-storey building on the northeast corner of Britannia Road and Bronte Street South	48	48	47	Yes
POR05 - 5316 First Line	44	44	43	Yes
POR06 - 5215 First Line	45	45	44	Yes
POR07 - 5121 First Line	43	43	43	Yes
POR08 - 5061 First Line	45	45	44	Yes
POR09 - 3006 Lower Base Line West	42	42	41	Yes
POR10 - 3136 Lower Base Line West	40	40	39	Yes
POR11 - 3316 Lower Base Line West	43	43	42	Yes
POR12 - 4505 Tremaine Road North	43	43	42	Yes
POR13 - 4492 Tremaine Road North	44	44	43	Yes
POR14 - 4492 Tremaine Road North	45	45	44	Yes
POR15 - 4259 Tremaine Road North	37	37	36	Yes
Notes: All sound levels are $L_{eq}(1hr)$ values in dBA.				

Sound levels from emergency generator set testing are presented in Table H. Predicted sound levels on the surroundings are presented in Figures 7a and 7b.

Refer to figures for predicted impacts at Outdoor Points of Reception (OPOR).

Table H: Predicted Sound Levels – Generator Set Testing – Mitigated

Receptor	Façade Windows			Meets Class 1 Limits ?
	Day	Evening	Night	
POR01 - Proposed 13-storey building on the northwest corner of Britannia Road and Regional Road 25	40	--	--	Yes
POR02 - 1595 Rae Crescent	49	--	--	Yes
POR03 - 1627 Sorensen Court	50	--	--	Yes
POR04 - Proposed 10-storey building on the northeast corner of Britannia Road and Bronte Street South	52	--	--	Yes
POR05 - 5316 First Line	46	--	--	Yes
POR06 - 5215 First Line	47	--	--	Yes
POR07 - 5121 First Line	44	--	--	Yes
POR08 - 5061 First Line	50	--	--	Yes
POR09 - 3006 Lower Base Line West	38	--	--	Yes



Receptor	Façade Windows			Meets Class 1 Limits ?
	Day	Evening	Night	
POR10 - 3136 Lower Base Line West	30	--	--	Yes
POR11 - 3316 Lower Base Line West	49	--	--	Yes
POR12 - 4505 Tremaine Road North	53	--	--	Yes
POR13 - 4492 Tremaine Road North	51	--	--	Yes
POR14 - 4492 Tremaine Road North	41	--	--	Yes
POR15 - 4259 Tremaine Road North	25	--	--	Yes
Notes: All sound levels are $L_{eq}(1hr)$ values in dBA.				

Sound levels at facades and OPORs are predicted to meet applicable Class 1 guideline limits from non-impulsive stationary sources. Further mitigation to reduce stationary sound levels is not anticipated to be required.

6.4.2 Impulsive Noise

Mitigated impacts from impulsive noise from tractor-trailer coupling and uncoupling and from loading/ unloading activities are presented in Table H below. Predicted sound levels on the surroundings are presented in Figures 8a and 8b.

Table I: Predicted Sound Levels – Impulsive Sources – Mitigated

Receptor	Façade Windows (all periods)	Meets Class 1 Limits?
POR01 - Proposed 13-storey building on the northwest corner of Britannia Road and Regional Road 25	43	Yes
POR02 - 1595 Rae Crescent	44	Yes
POR03 - 1627 Sorensen Court	43	Yes
POR04 - Proposed 10-storey building on the northeast corner of Britannia Road and Bronte Street South	41	Yes
POR05 - 5316 First Line	36	Yes
POR06 - 5215 First Line	37	Yes
POR07 - 5121 First Line	36	Yes
POR08 - 5061 First Line	35	Yes
POR09 - 3006 Lower Base Line West	30	Yes
POR10 - 3136 Lower Base Line West	34	Yes
POR11 - 3316 Lower Base Line West	33	Yes
POR12 - 4505 Tremaine Road North	39	Yes



Receptor	Façade Windows (all periods)	Meets Class 1 Limits?
POR13 - 4492 Tremaine Road North	42	Yes
POR14 - 4492 Tremaine Road North	41	Yes
POR15 - 4259 Tremaine Road North	34	Yes
Notes: All sound levels are L_{LM} values in dBAI. Frequent impulses assumed.		

Sound levels at facades and OPORs are predicted to meet applicable Class 1 guideline limits from impulsive stationary sources. Further mitigation to reduce stationary sound levels is not required.

7.0 Vibration Assessment

The proposed development is not anticipated to contain any significant industrial vibration sources, such as large stamping presses or forges. Under applicable MECP guidelines, a detailed vibration assessment is not required. Adverse impacts from industrial vibration from the proposed warehouse operations is not anticipated.

8.0 Conclusions and Recommendations

A compatibility assessment has been completed, examining the potential for noise and vibration impacts from the proposed development project and the effect on its surroundings. Based on the results of the study:

- With the inclusion of the following noise mitigation measures, adverse noise impacts from the proposed development (stationary sources) are not anticipated from the proposed industrial development.
 - Noise barriers are required for Phases 3 and 4, as shown in Figures 5c and 5d.
 - Limit coupling and uncouple of tractor and trailer to a maximum of 15 km/hr.
 - Emergency generators must at a minimum be fitted with industrial grade silencers.
- Adverse vibration impacts from the proposed development are not anticipated from the proposed residential development.
- The requirements of MECP Guideline D-6 and Publication NPC-300 are met.
- As the application advances through the OPA/ZBA application, the overall site plan may change which may result in acoustical mitigation recommendations being revised and reported on by the Acoustical Consultant. Additionally, when available, detailed mechanical information will be factored into the analysis. At a minimum, revised acoustical analysis will be required through Site Plan Application (SPA) and at the building permit stage.



9.0 Closure

Sincerely,

SLR Consulting (Canada) Ltd.

A handwritten signature in black ink, appearing to read "Diebolt", enclosed within a hand-drawn oval shape.

Dylan Diebolt, B.Sc.
Acoustical Consultant

Aaron K. Haniff, P.Eng.
Principal, Acoustical Engineer



10.0 References

- International Organization for Standardization, ISO 9613-2: Acoustics – Attenuation of Sound During Propagation Outdoors Part 2: General Method of Calculations, Geneva, Switzerland, 1996.
- Halton Region, The Halton Region guidelines include the Noise Abatement Guidelines, and the Land Use Compatibility Guidelines, June 18, 2014.
- Ontario Ministry of the Environment, Conservation and Parks (MECP), Publication NPC-300: Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning.
- Ontario Ministry of the Environment, Conservation and Parks (MECP, 1995), Guideline D-6: Compatibility Between Industrial Facilities and Sensitive Land Uses.
- Ontario Ministry of the Environment, Conservation and Parks (MECP), 1989, ORNAMENT Ontario Road Noise Analysis Method for Environment and Transportation – Technical Document.
- Ontario Ministry of the Environment, Conservation and Parks, 1996, STAMSON v5.04: Road, Rail and Rapid Transit Noise Prediction Model.
- Town of Milton, Terms of Reference for conducting Noise and Vibration studies, January 2023.





Figures

Environmental Noise and Vibration Study

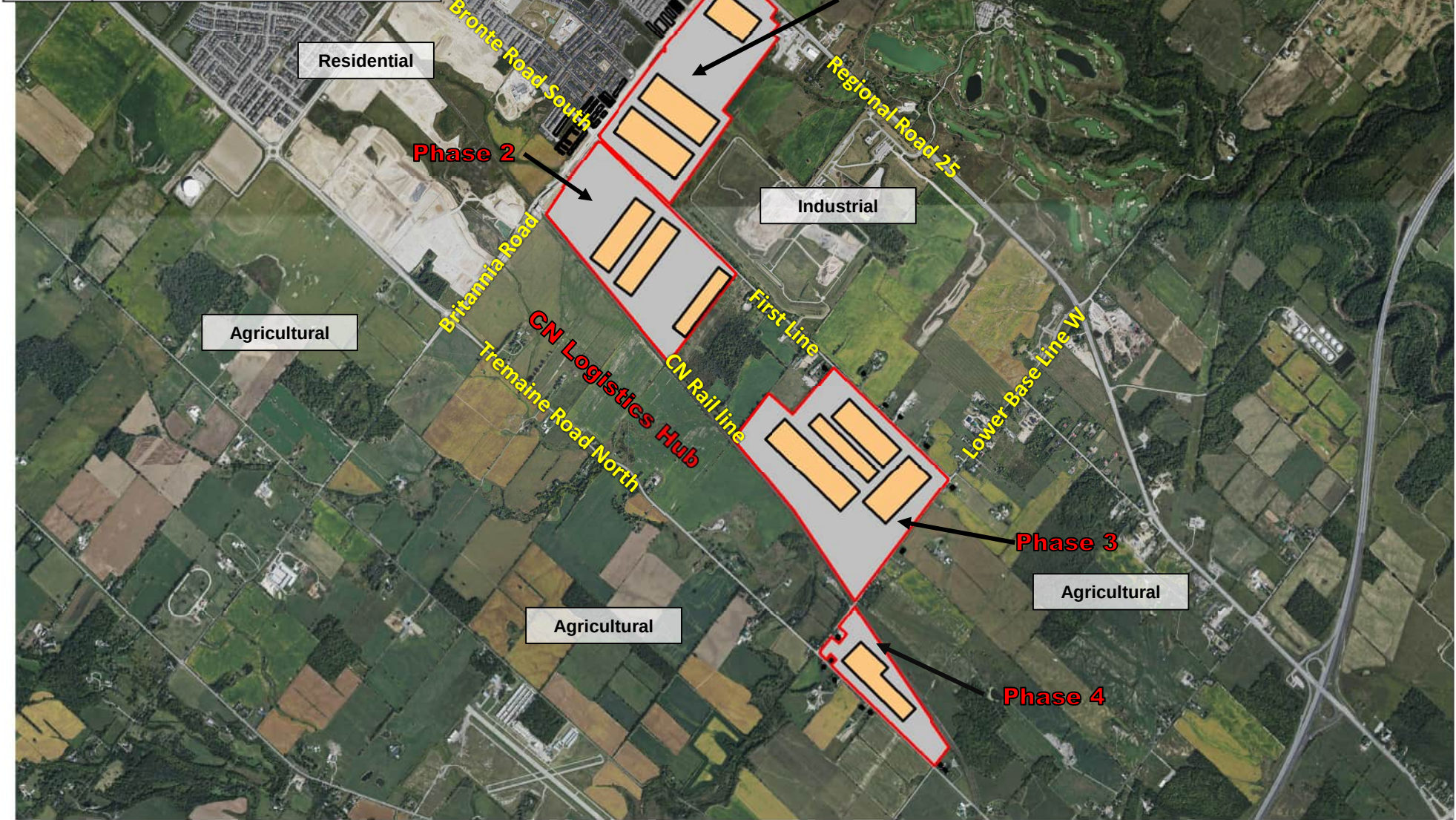
Milton Link, Milton, Ontario

Tribal Development Management Services Inc. (doing business as "Matthews")

SLR Project No.: 241.032665.00001

June 11, 2026

Legend	
	Proposed Development – Building
	Project Property Line (approx.)



Background Aerial Imagery from Bing Satellite – QGIS Version 3.40

TRIBAL DEVELOPMENT MANAGEMENT SERVICES INC.

MILTON LINK - MILTON, ONTARIO

SITE AND CONTEXT PLAN

True North



Scale:

1:35,000

METRES

Date:

June 2026

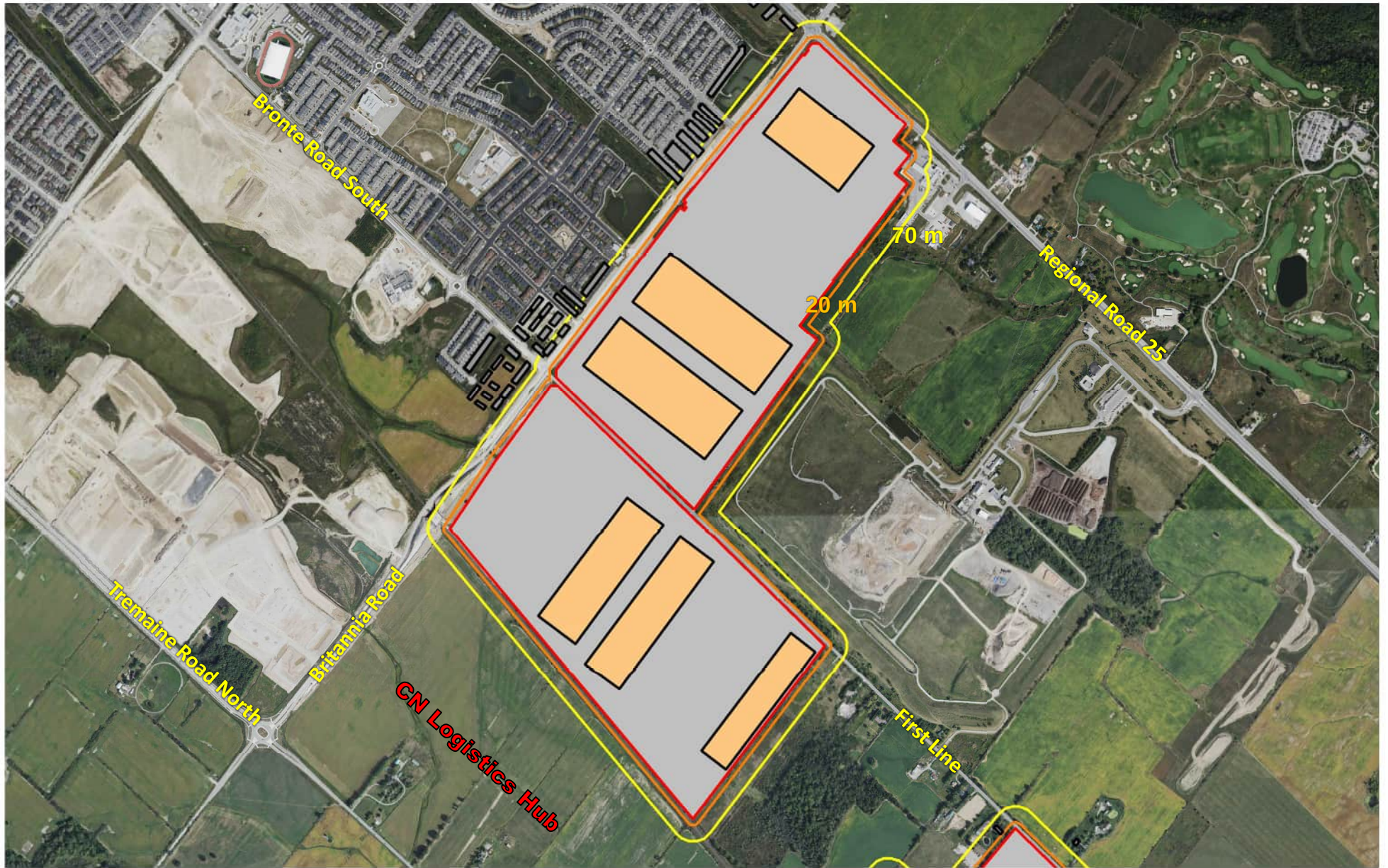
Rev 0.0

Figure No.

1

Project No. 241.032665.00001





Background Aerial Imagery from Bing Satellite – QGIS Version 3.40

TRIBAL DEVELOPMENT MANAGEMENT SERVICES INC.

MILTON LINK - MILTON, ONTARIO

GUIDELINE D-6 SEPARATION DISTANCES (NORTH)

True North



Scale:

1:17,000

METRES

Date: June 2026

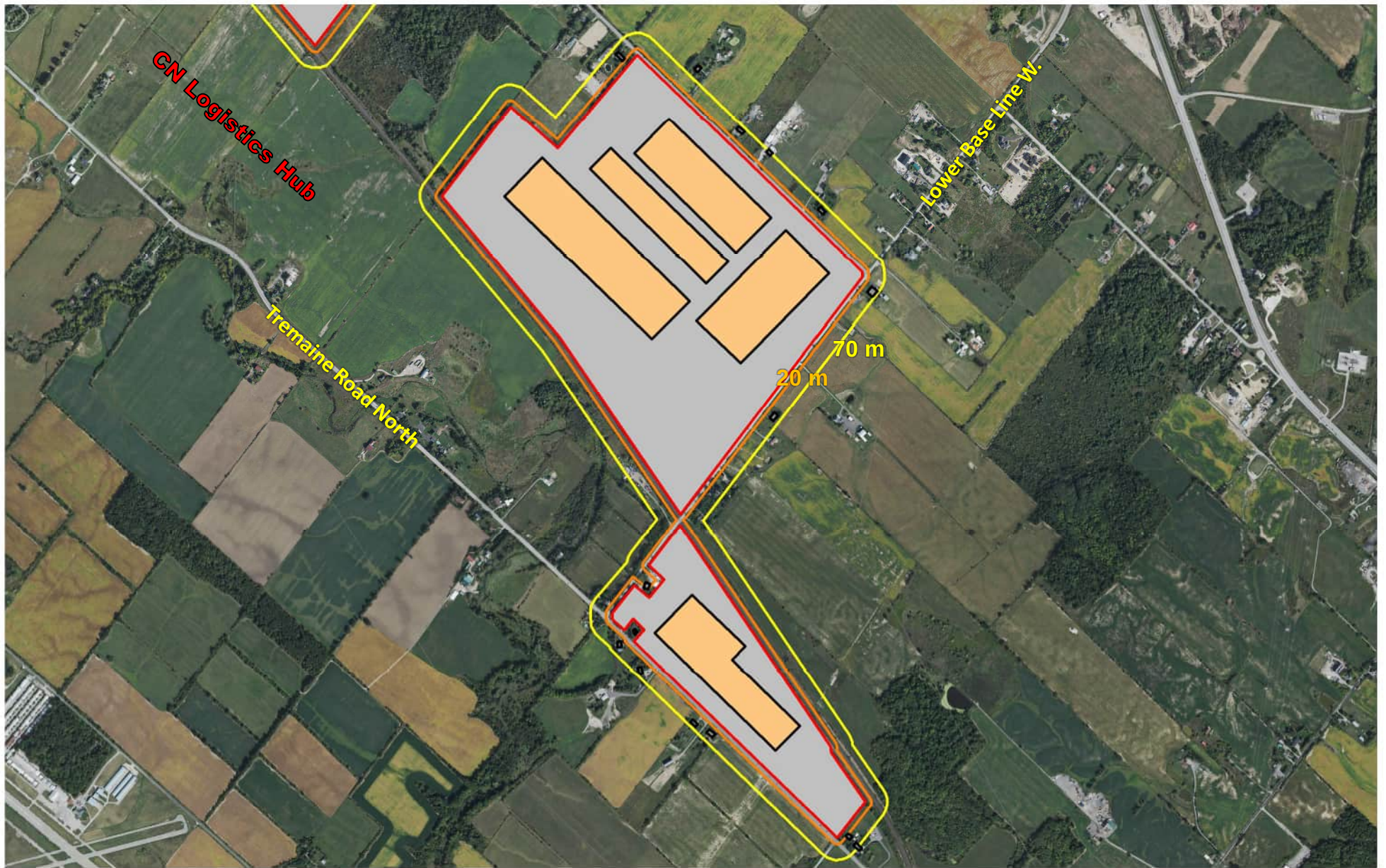
Rev 0.0

Figure No.

2a

Project No. 241.032665.00001





Background Aerial Imagery from Bing Satellite – QGIS Version 3.40

TRIBAL DEVELOPMENT MANAGEMENT SERVICES INC.

MILTON LINK - MILTON, ONTARIO

GUIDELINE D-6 SEPARATION DISTANCES (SOUTH)

True North



Scale:

1:17,000

METRES

Date: June 2026

Rev 0.0

Figure No.

2b

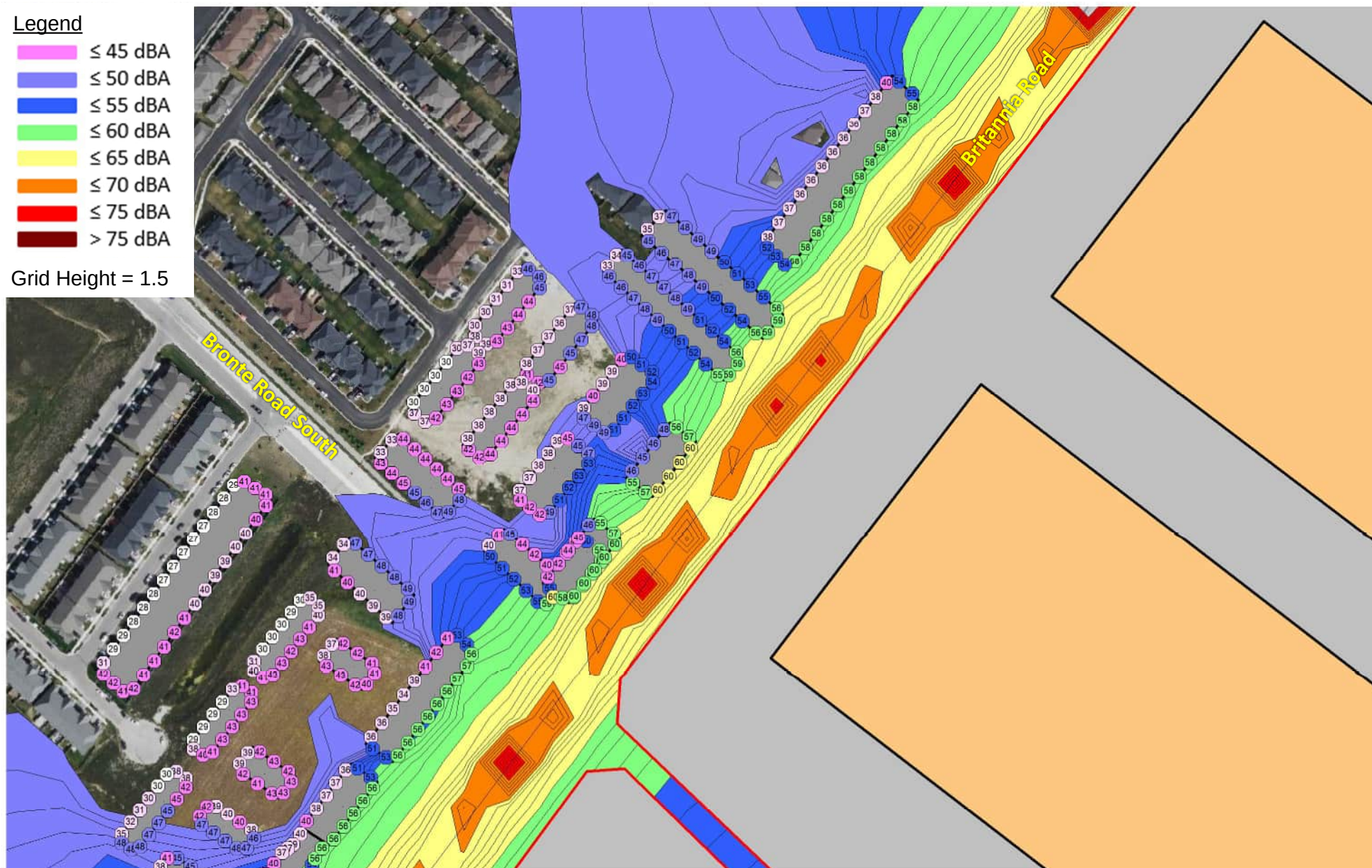
Project No. 241.032665.00001



Legend

- ≤ 45 dBA
- ≤ 50 dBA
- ≤ 55 dBA
- ≤ 60 dBA
- ≤ 65 dBA
- ≤ 70 dBA
- ≤ 75 dBA
- > 75 dBA

Grid Height = 1.5



Background Aerial Imagery from Bing Satellite – QGIS Version 3.40

TRIBAL DEVELOPMENT MANAGEMENT SERVICES INC.

MILTON LINK - MILTON, ONTARIO

PREDICTED AMBIENT SOUND LEVEL (DAYTIME)

True North



Scale:

1:3,000

METRES

Date: June 2026

Rev 0.0

Figure No.

3a

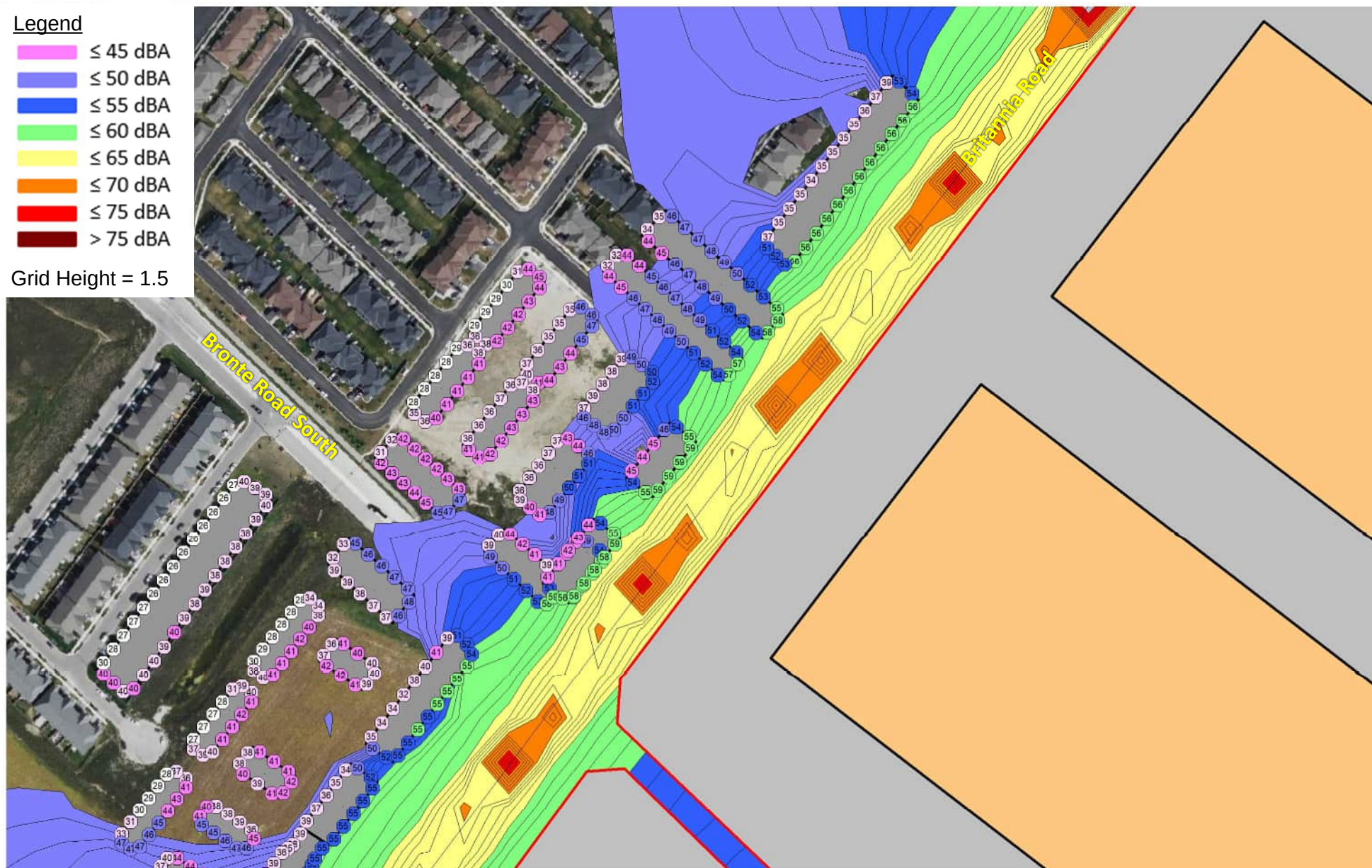
Project No. 241.032665.00001



Legend

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- ≤ 50 dBA
- ≤ 55 dBA
- ≤ 60 dBA
- ≤ 65 dBA
- ≤ 70 dBA
- ≤ 75 dBA
- > 75 dBA

Grid Height = 1.5



Background Aerial Imagery from Bing Satellite – QGIS Version 3.40

TRIBAL DEVELOPMENT MANAGEMENT SERVICES INC.

MILTON LINK - MILTON, ONTARIO

PREDICTED AMBIENT SOUND LEVEL (EVENING)

True North



Scale:

1:3,000

METRES

Date: June 2026

Rev 0.0

Figure No.

3b

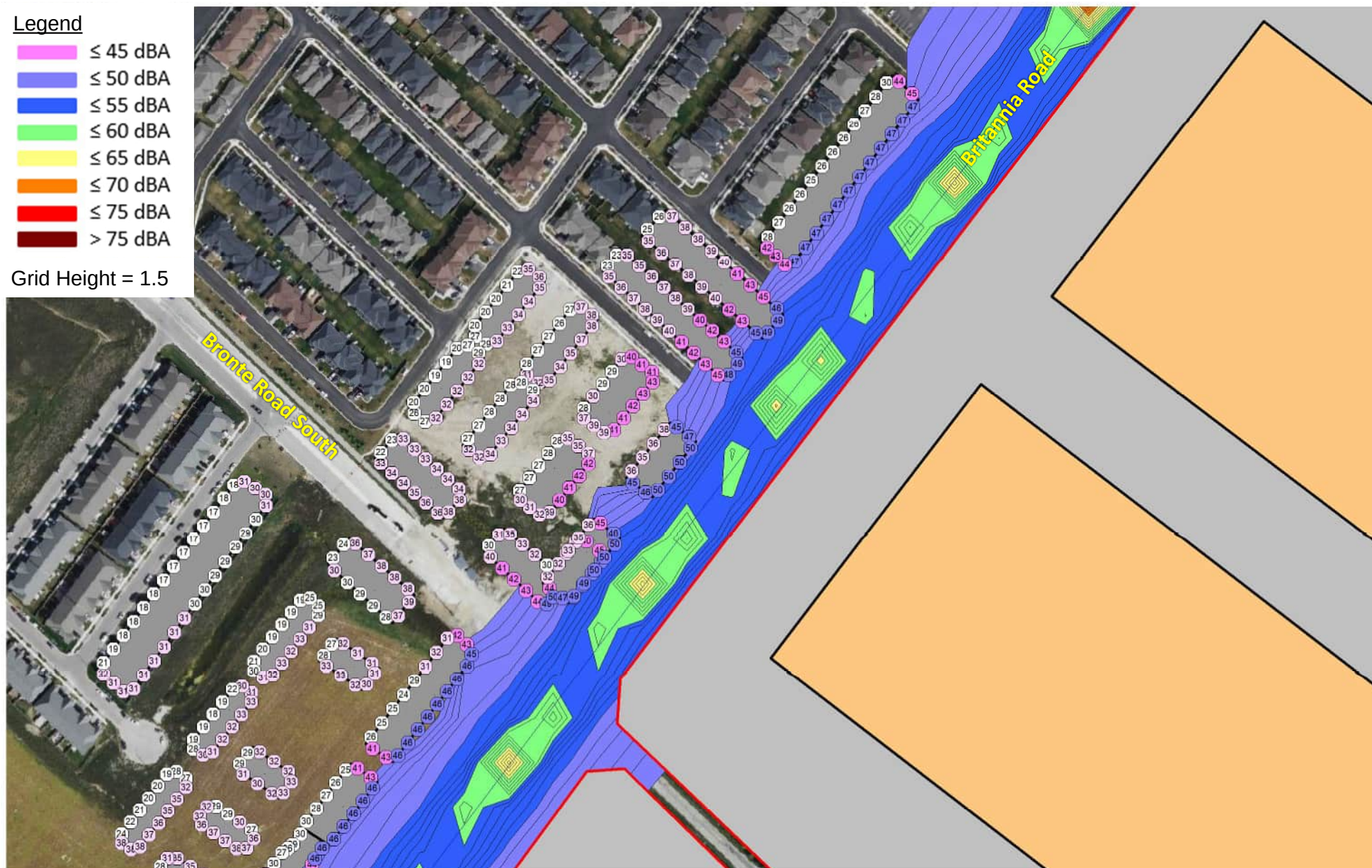
Project No. 241.032665.00001



Legend

- ≤ 45 dBA
- ≤ 50 dBA
- ≤ 55 dBA
- ≤ 60 dBA
- ≤ 65 dBA
- ≤ 70 dBA
- ≤ 75 dBA
- > 75 dBA

Grid Height = 1.5



Background Aerial Imagery from Bing Satellite – QGIS Version 3.40

TRIBAL DEVELOPMENT MANAGEMENT SERVICES INC.

MILTON LINK - MILTON, ONTARIO

PREDICTED AMBIENT SOUND LEVEL (NIGHTTIME)

True North



Scale:

1:3,000

METRES

Date: June 2026

Rev 0.0

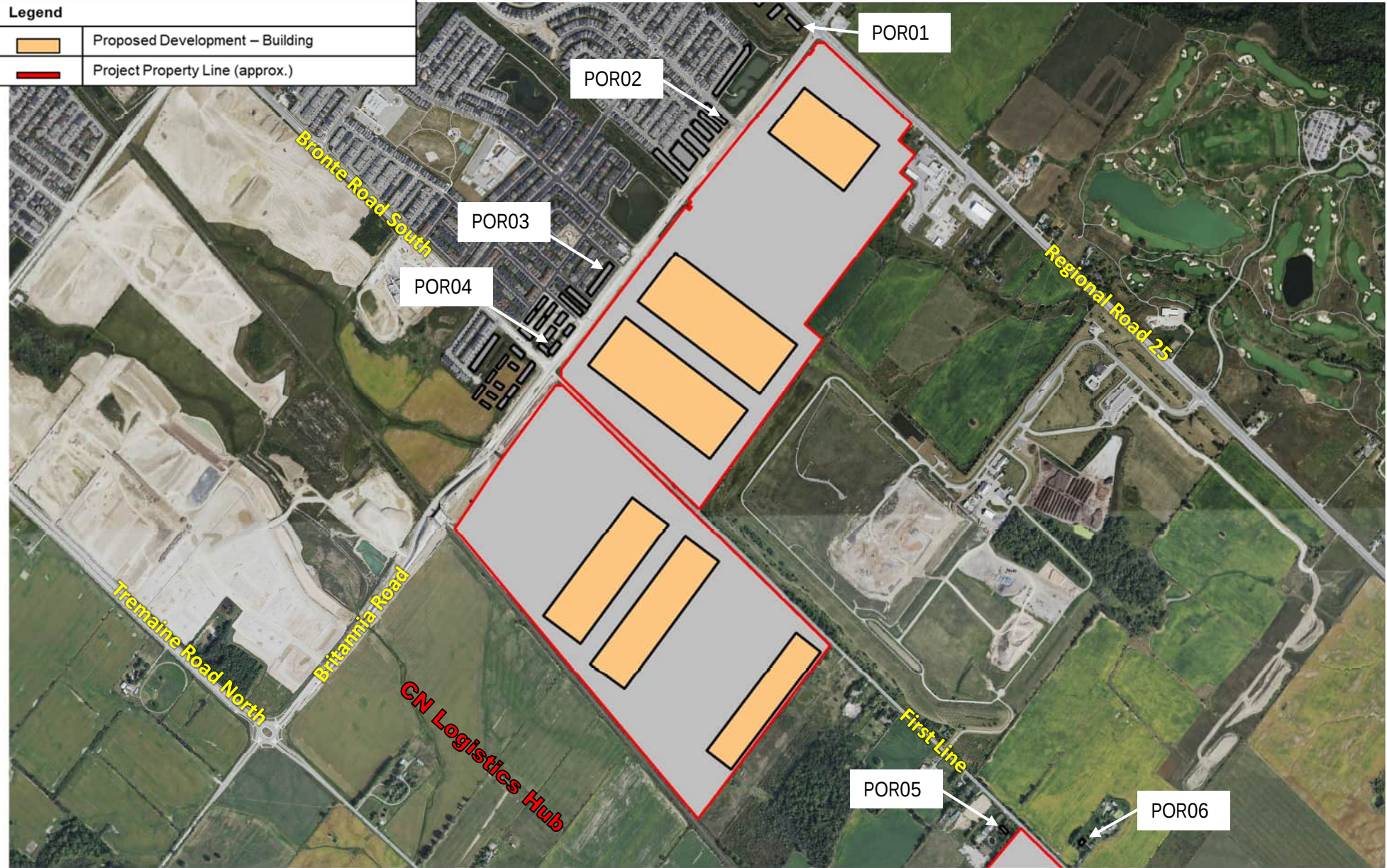
Figure No.

3c

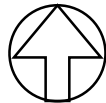
Project No. 241.032665.00001



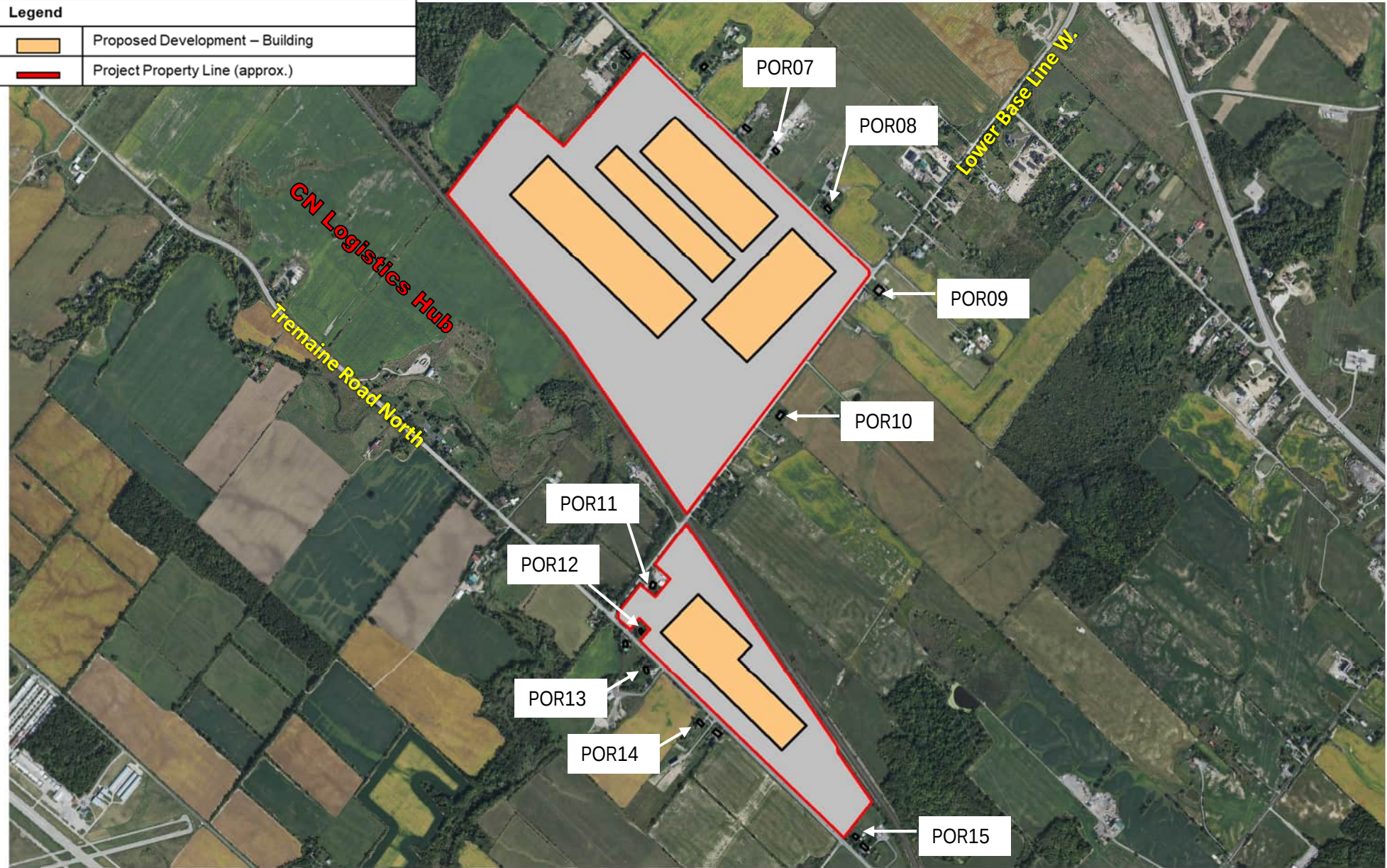
Legend	
	Proposed Development – Building
	Project Property Line (approx.)



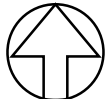
Background Aerial Imagery from Bing Satellite – QGIS Version 3.40

TRIBAL DEVELOPMENT MANAGEMENT SERVICES INC.		True North 	Scale: 1:17,000		METRES	
MILTON LINK - MILTON, ONTARIO			Date: June 2026	Rev 0.0	Figure No. 4a	
DISCRETE MODELLED POINTS OF RECEPTION (NORTH)			Project No. 241.032665.00001			

Legend	
	Proposed Development – Building
	Project Property Line (approx.)



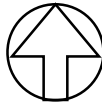
Background Aerial Imagery from Bing Satellite – QGIS Version 3.40

TRIBAL DEVELOPMENT MANAGEMENT SERVICES INC. MILTON LINK - MILTON, ONTARIO DISCRETE MODELLED POINTS OF RECEPTION (SOUTH)	True North 	Scale:	1:17,000	METRES	
		Date:	June 2026	Rev 0.0	
		Project No. 241.032665.00001		Figure No. 4b	

Legend	
	Proposed Development - Building
	Project Property Line (approx.)
	Point Source
	Line Source



Background Aerial Imagery from Bing Satellite – QGIS Version 3.40

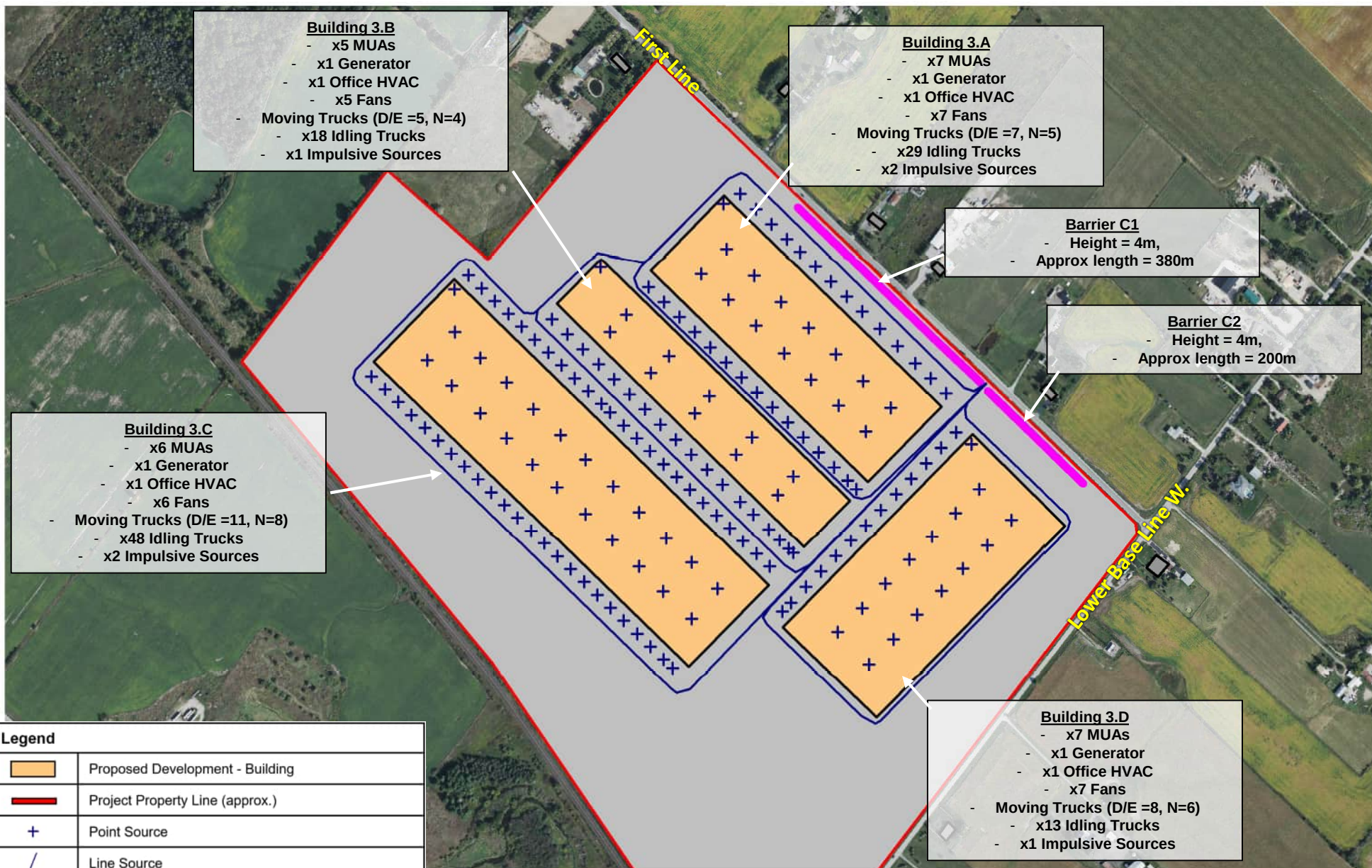
TRIBAL DEVELOPMENT MANAGEMENT SERVICES INC. MILTON LINK - MILTON, ONTARIO MODELLED STATIONARY NOISE SOURCES – PHASE 1	True North 	Scale:	1:10,000	METRES	
		Date:	June 2026	Rev 0.0	
		Project No. 241.032665.00001		Figure No.	
				5a	

Legend	
	Proposed Development - Building
	Project Property Line (approx.)
	Point Source
	Line Source



Background Aerial Imagery from Bing Satellite – QGIS Version 3.40

TRIBAL DEVELOPMENT MANAGEMENT SERVICES INC.	True North 	Scale: 1:8,000		METRES	
MILTON LINK - MILTON, ONTARIO		Date: June 2026	Rev 0.0	Figure No. 5b	
MODELLED STATIONARY NOISE SOURCES – PHASE 2		Project No. 241.032665.00001			



TRIBAL DEVELOPMENT MANAGEMENT SERVICES INC.

MILTON LINK - MILTON, ONTARIO

MODELLED STATIONARY NOISE SOURCES AND BARRIERS – PHASE 3

True North



Scale:

1:8,000

METRES

Date:

June 2026

Rev 0.0

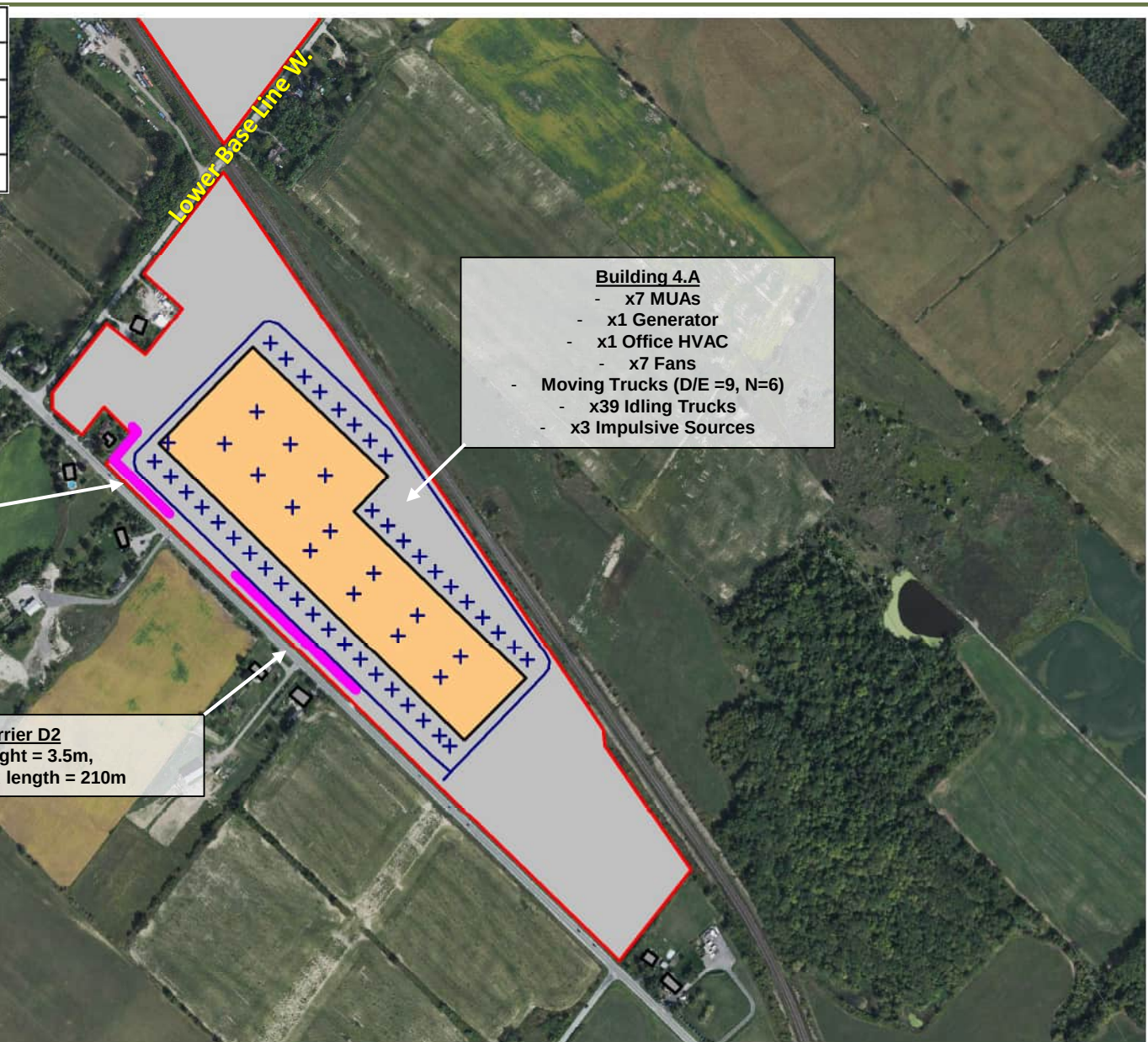
Figure No.

5c

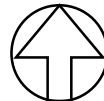
Project No. 241.032665.00001



Legend	
	Proposed Development - Building
	Project Property Line (approx.)
	Point Source
	Line Source



Background Aerial Imagery from Bing Satellite – QGIS Version 3.40

TRIBAL DEVELOPMENT MANAGEMENT SERVICES INC.	True North 	Scale: 1:8,000		METRES	
MILTON LINK - MILTON, ONTARIO		Date: June 2026	Rev 0.0	Figure No. 5d	
MODELLED STATIONARY NOISE SOURCES AND BARRIERS – PHASE 4		Project No. 241.032665.00001			

Legend

	Proposed Development – Building
	Project Property Line (approx.)

Legend

	≤ 45 dBA
	≤ 50 dBA
	≤ 55 dBA
	≤ 60 dBA
	≤ 65 dBA
	≤ 70 dBA
	≤ 75 dBA
	> 75 dBA

Grid Height = 1.5



Background Aerial Imagery from Bing Satellite – QGIS Version 3.40

TRIBAL DEVELOPMENT MANAGEMENT SERVICES INC.

MILTON LINK - MILTON, ONTARIO

PREDICTED NORMAL CONTINUOUS OPERATIONS – DAY/ EVENING (NORTH)

True North



Scale:

1:17,000

METRES

Date: June 2026

Rev 0.0

Figure No.

6a

Project No. 241.032665.00001

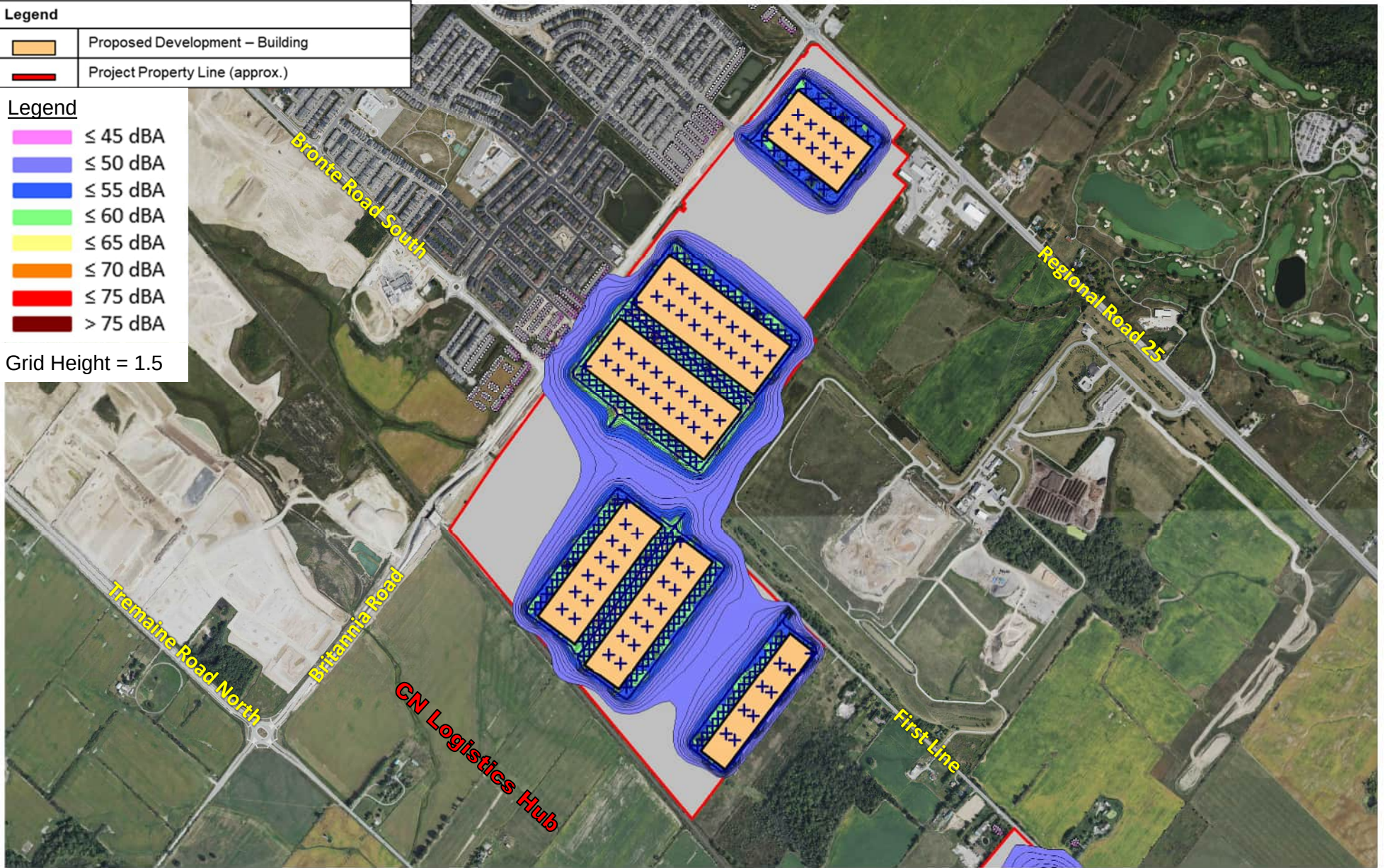


Legend	
	Proposed Development – Building
	Project Property Line (approx.)

Legend

-  ≤ 45 dBA
-  ≤ 50 dBA
-  ≤ 55 dBA
-  ≤ 60 dBA
-  ≤ 65 dBA
-  ≤ 70 dBA
-  ≤ 75 dBA
-  > 75 dBA

Grid Height = 1.5



Background Aerial Imagery from Bing Satellite – QGIS Version 3.40

TRIBAL DEVELOPMENT MANAGEMENT SERVICES INC.

MILTON LINK - MILTON, ONTARIO

PREDICTED NORMAL CONTINUOUS OPERATIONS – NIGHTTIME (NORTH)

True North



Scale:

1:17,000

METRES

Date: June 2026

Rev 0.0

Figure No.

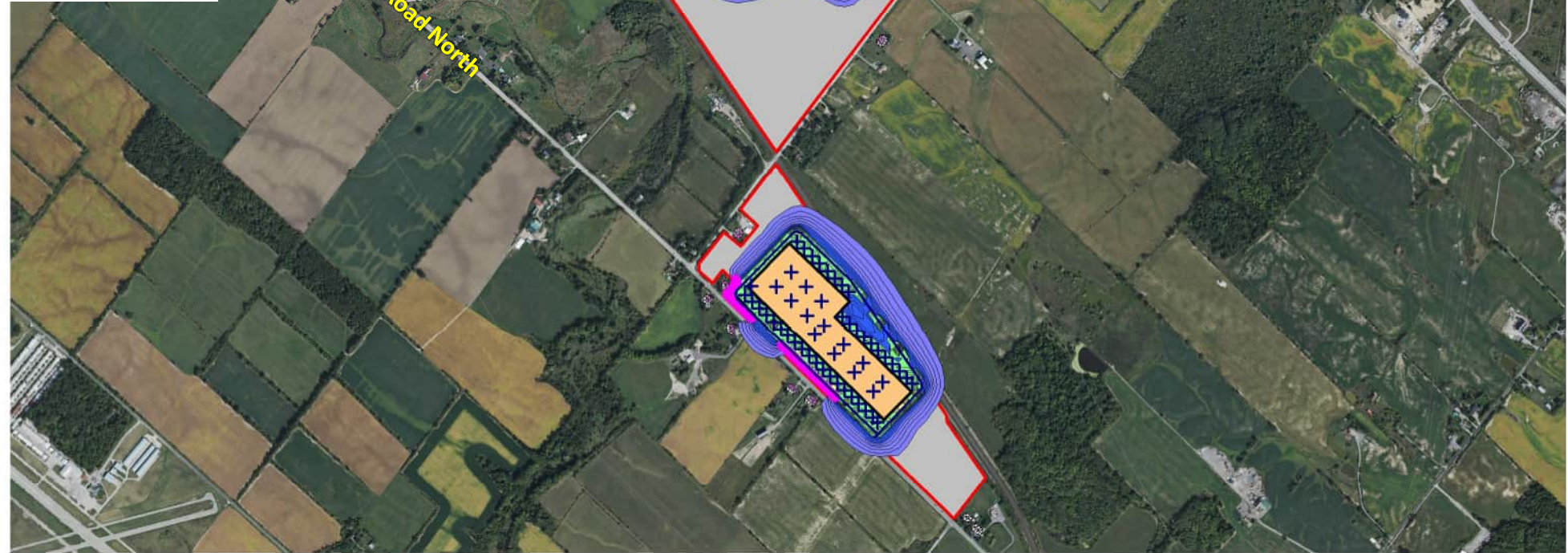
6b

Project No. 241.032665.00001



Legend	
	Proposed Development – Building
	Project Property Line (approx.)

Legend	
	≤ 45 dBA
	≤ 50 dBA
	≤ 55 dBA
	≤ 60 dBA
	≤ 65 dBA
	≤ 70 dBA
	≤ 75 dBA
	> 75 dBA
Grid Height = 1.5	



Background Aerial Imagery from Bing Satellite – QGIS Version 3.40

TRIBAL DEVELOPMENT MANAGEMENT SERVICES INC.

MILTON LINK - MILTON, ONTARIO

PREDICTED NORMAL CONTINUOUS OPERATIONS – DAY/ EVENING (SOUTH)

True North



Scale:

1:17,000

METRES

Date: June 2026

Rev 0.0

Figure No.

6c

Project No. 241.032665.00001

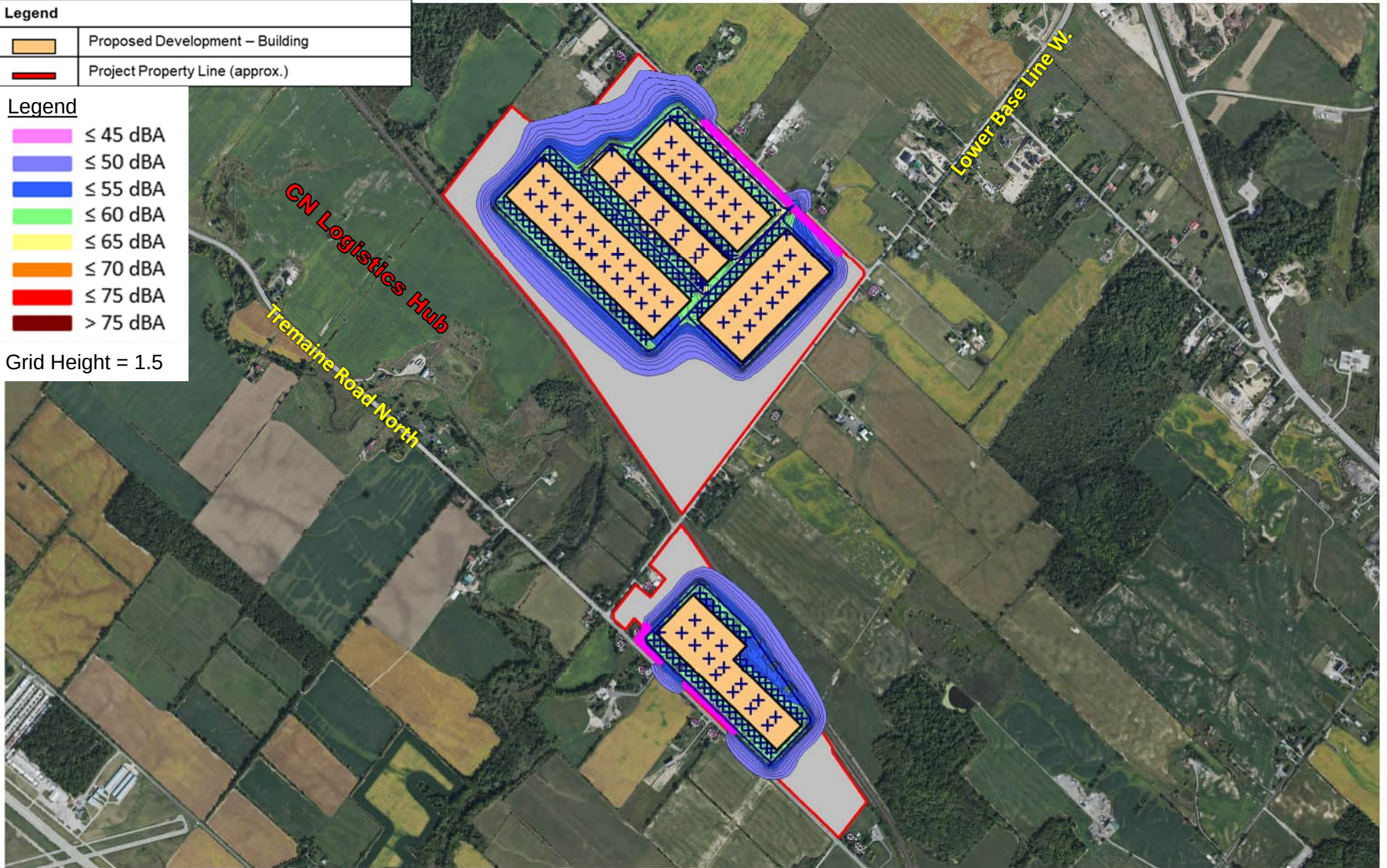


Legend	
	Proposed Development – Building
	Project Property Line (approx.)

Legend

	≤ 45 dBA
	≤ 50 dBA
	≤ 55 dBA
	≤ 60 dBA
	≤ 65 dBA
	≤ 70 dBA
	≤ 75 dBA
	> 75 dBA

Grid Height = 1.5



Background Aerial Imagery from Bing Satellite – QGIS Version 3.40

TRIBAL DEVELOPMENT MANAGEMENT SERVICES INC.

MILTON LINK - MILTON, ONTARIO

PREDICTED NORMAL CONTINUOUS OPERATIONS – NIGHTTIME (SOUTH)

True North



Scale:

1:17,000

METRES

Date: June 2026

Rev 0.0

Figure No.

6d

Project No. 241.032665.00001

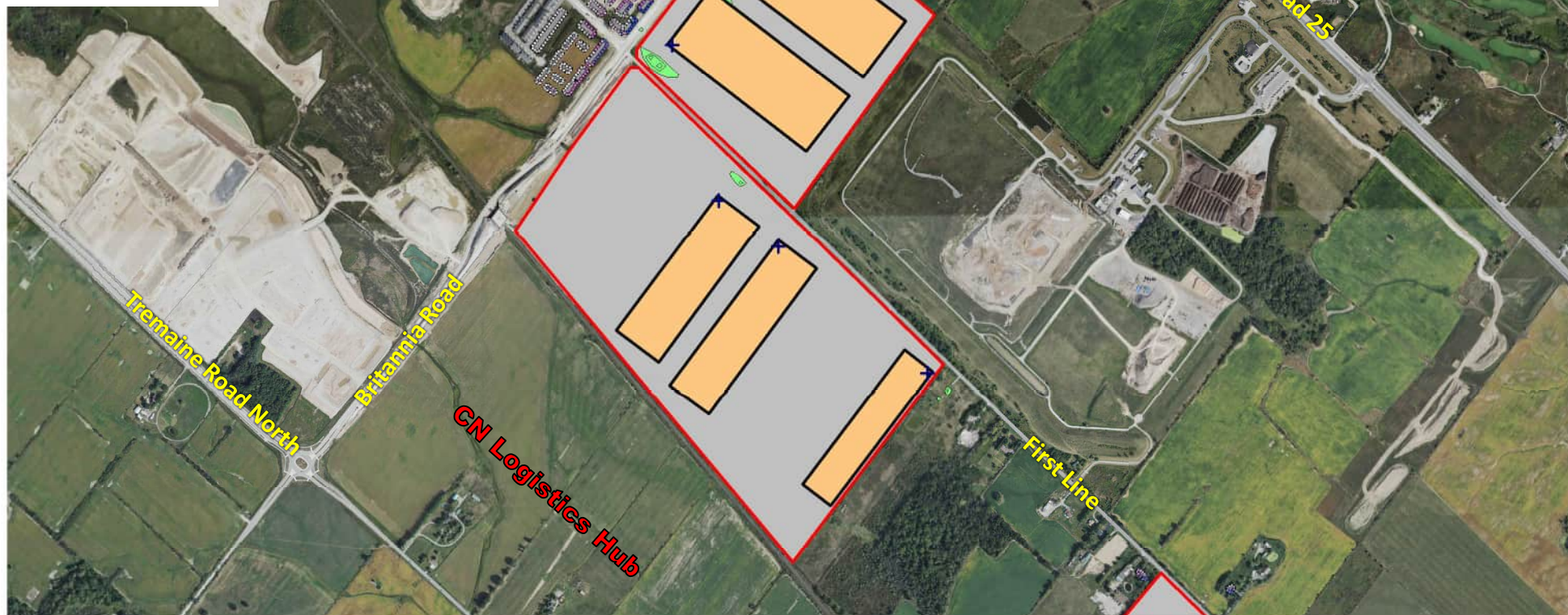


Legend	
	Proposed Development – Building
	Project Property Line (approx.)

Legend

	≤ 55 dBA
	≤ 60 dBA
	≤ 65 dBA
	≤ 70 dBA
	≤ 75 dBA
	> 75 dBA

Grid Height = 1.5



Background Aerial Imagery from Bing Satellite – QGIS Version 3.40

TRIBAL DEVELOPMENT MANAGEMENT SERVICES INC.

MILTON LINK - MILTON, ONTARIO

PREDICTED EMERGENCY GENERATOR TESTING OPERATIONS – DAY (NORTH)

True North



Scale:

1:17,000

METRES

Date: June 2026

Rev 0.0

Figure No.

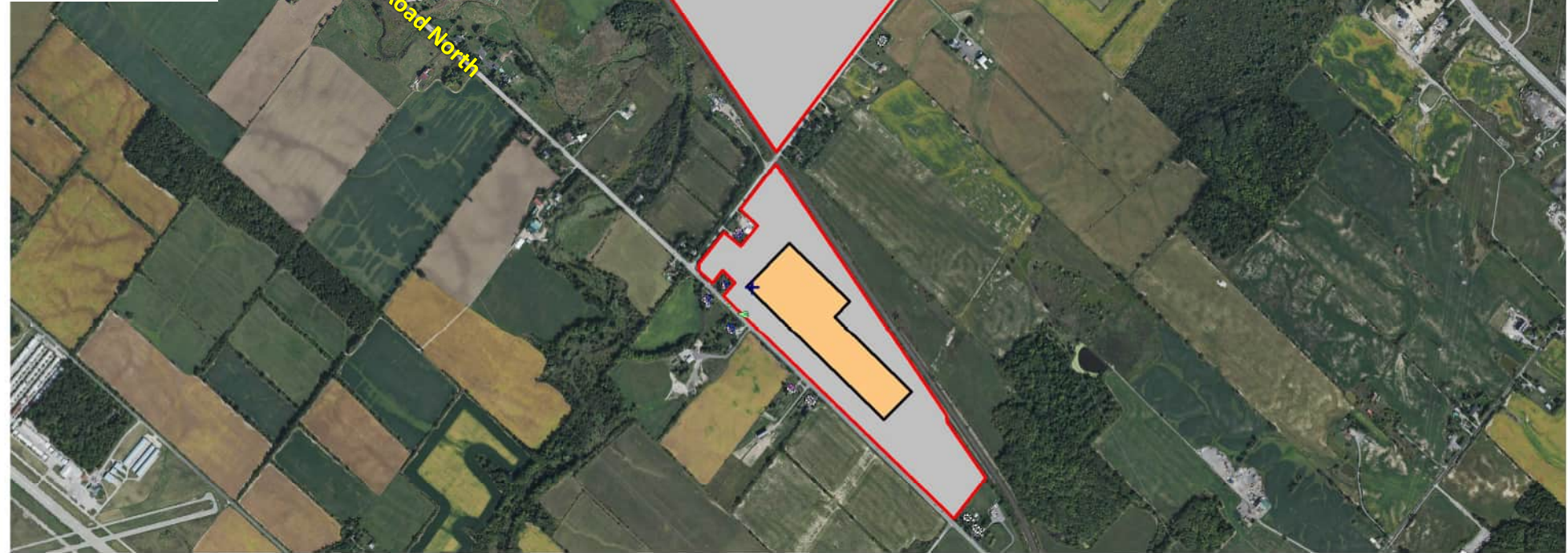
7a

Project No. 241.032665.00001



Legend	
	Proposed Development – Building
	Project Property Line (approx.)

Legend	
	≤ 45 dBA
	≤ 50 dBA
	≤ 55 dBA
	≤ 60 dBA
	≤ 65 dBA
	≤ 70 dBA
	≤ 75 dBA
	> 75 dBA
Grid Height = 1.5	



Background Aerial Imagery from Bing Satellite – QGIS Version 3.40

TRIBAL DEVELOPMENT MANAGEMENT SERVICES INC.

MILTON LINK - MILTON, ONTARIO

PREDICTED EMERGENCY GENERATOR TESTING OPERATIONS – DAY (SOUTH)

True North



Scale:

1:17,000

METRES

Date: June 2026

Rev 0.0

Figure No.

7b

Project No. 241.032665.00001



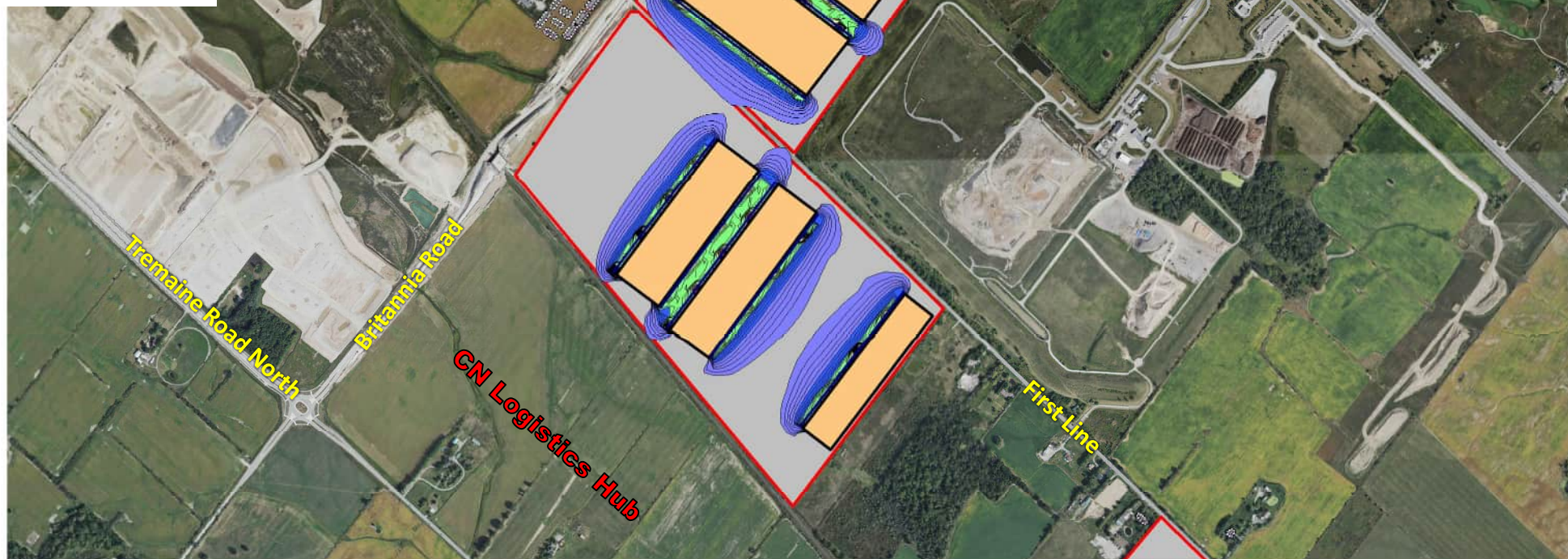
Legend

	Proposed Development – Building
	Project Property Line (approx.)

Legend

	≤ 45 dBA
	≤ 50 dBA
	≤ 55 dBA
	≤ 60 dBA
	≤ 65 dBA
	≤ 70 dBA
	≤ 75 dBA
	> 75 dBA

Grid Height = 1.5



Background Aerial Imagery from Bing Satellite – QGIS Version 3.40

TRIBAL DEVELOPMENT MANAGEMENT SERVICES INC.

MILTON LINK - MILTON, ONTARIO

PREDICTED IMPULSIVE OPERATIONS (NORTH)

True North



Scale:

1:17,000

METRES

Date: June 2026

Rev 0.0

Figure No.

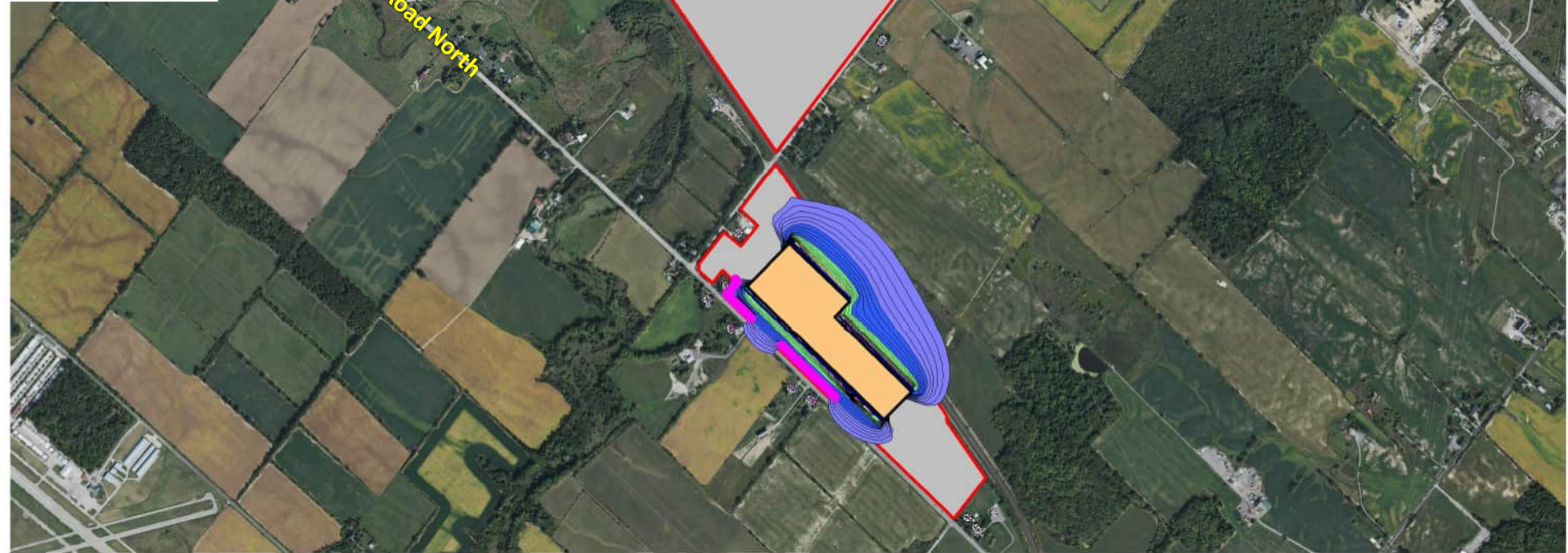
8a

Project No. 241.032665.00001



Legend	
	Proposed Development – Building
	Project Property Line (approx.)

Legend	
	≤ 45 dBA
	≤ 50 dBA
	≤ 55 dBA
	≤ 60 dBA
	≤ 65 dBA
	≤ 70 dBA
	≤ 75 dBA
	> 75 dBA
Grid Height = 1.5	



Background Aerial Imagery from Bing Satellite – QGIS Version 3.40

TRIBAL DEVELOPMENT MANAGEMENT SERVICES INC.

MILTON LINK - MILTON, ONTARIO

PREDICTED IMPULSIVE OPERATIONS (SOUTH)

True North



Scale:

1:17,000

METRES

Date: June 2026

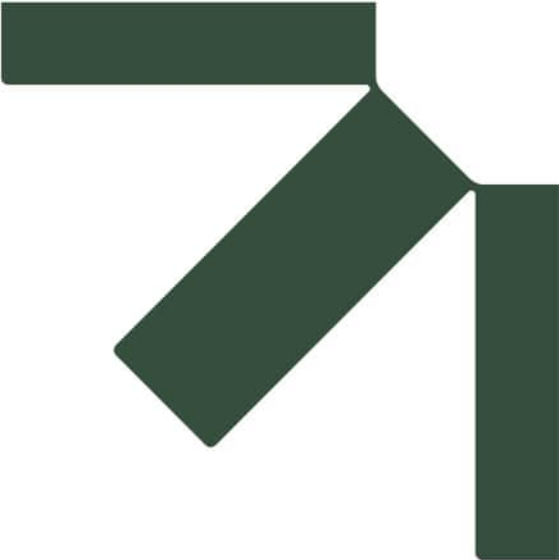
Rev 0.0

Figure No.

8b

Project No. 241.032665.00001





Appendix A Development Drawings

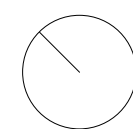
Environmental Noise and Vibration Study

Milton Link, Milton, Ontario

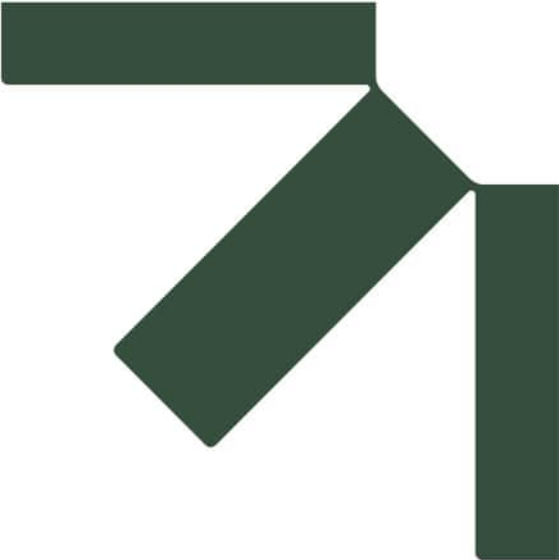
Tribal Development Management Services Inc. (doing business as "Matthews")

SLR Project No.: 241.032665.00001

June 11, 2026



0 100 200 400



Appendix B Noise Source Data

Environmental Noise and Vibration Study

Milton Link, Milton, Ontario

Tribal Development Management Services Inc. (doing business as "Matthews")

SLR Project No.: 241.032665.00001

June 11, 2026



Tribal Development Management Services Inc.

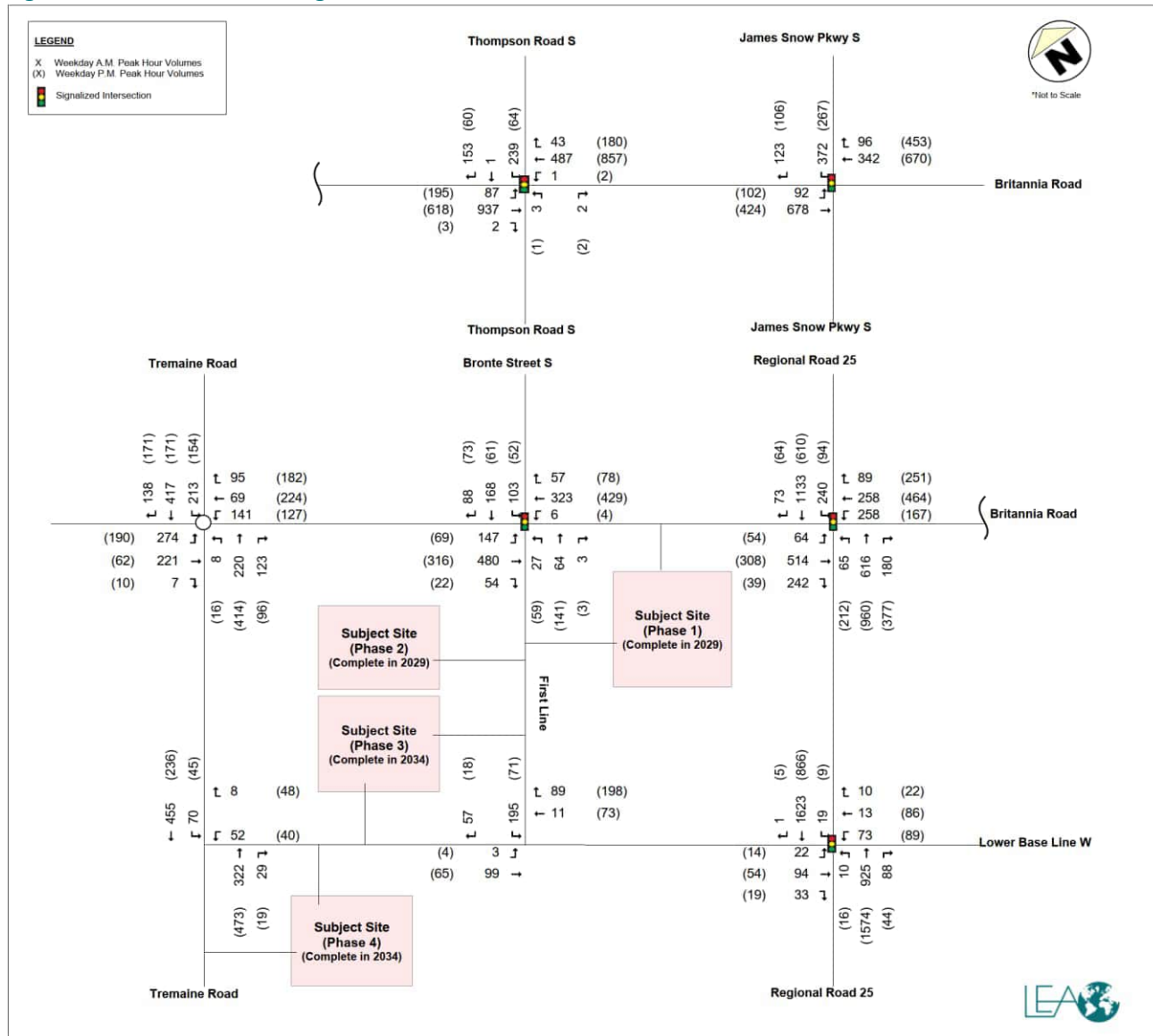
TRANSPORTATION IMPACT STUDY

**Proposed Industrial Development
CN Logistic Hub Employment Zone,
Town of Milton**

November 2024

24276

Figure 3-6: 2029 Future Background Traffic



Legend

← ###(#.##%) Total(Heavy %)

Direction	Count	Percentage
U-Turn	0	(0.00%)
Left	66	(0.00%)
Thru	554	(3.00%)
Right	61	(0.00%)
Peds	0	(0.00%)

Regional Road 25

↑	Peds	0
↑	Right	112 (0.00%)
←	Thru	401 (0.00%)
↓	Left	167 (1.00%)
↺	U-Turn	0



←	680	E	696	→
---	-----	---	-----	---

Britannia Road

0 U-Turn ↶

Regional Road 25

Britannia Road

(2.00%)	50	Left	⬆
(0.00%)	253	Thru	➡
(0.00%)	34	Right	⬇
	0	Peds	⬆

Regional Road 25		U-Turn	Left	Thru	Right	Peds
		0	122	872	377	0
		(1.00%)		(4.00%)	(3.00%)	

ORNAMENT - Sound Power Emissions & Source Heights

Ontario Road Noise Analysis Method for Environment and Transportation

Future Forecast - 2029

Road Segment ID	AADT	Percent Traffic In Period	Period (h)	Total Traffic Volumes (Period)	Speed (kph)	Auto %	Med %	Hvy %	Auto	Med	Heavy	Road Gradient (%)	PWL (dBA)	Source Height, s (m)
Daytime														
Britannia East of Bronte	8820	4.3%	1	379	70	97.3%	0.4%	2.3%	369	2	9	0.0	79.9	1.2
Britannia West of RR25	11410	4.3%	1	491	70	97.3%	0.4%	2.3%	477	2	11	0.0	81.1	1.2
Evening														
Britannia East of Bronte	8820	3.1%	1	273	70	97.3%	0.4%	2.3%	266	1	6	0.0	78.5	1.2
Britannia West of RR25	11410	3.1%	1	354	70	97.3%	0.4%	2.3%	344	1	8	0.0	79.6	1.2
Night-time														
Britannia East of Bronte	8820	0.4%	1	35	70	97.3%	0.4%	2.3%	34	0	1	0.0	69.6	1.2
Britannia West of RR25	11410	0.4%	1	46	70	97.3%	0.4%	2.3%	44	0	1	0.0	70.7	1.2

4 SITE GENERATED TRAFFIC

4.1 TRIP GENERATION

The subject lands are planned for commercial and industrial use and subdivided into 4 phases with phased completion years from Year 2029 to 2034.

Trip generation for the development was based on the ITE Trip Generation Manual 11th Edition as summarized in Table 4-1. Given the proposed uses, LUC 154 High-Cube Transload and Short-Term Storage Warehouse was used, for which vehicular trips for employment and truck trips for the warehouse operation are considered. The gross floor area of each phase is rounded up to 1,000 square feet for conservative purposes.

Table 4-1: Site Trip Generation

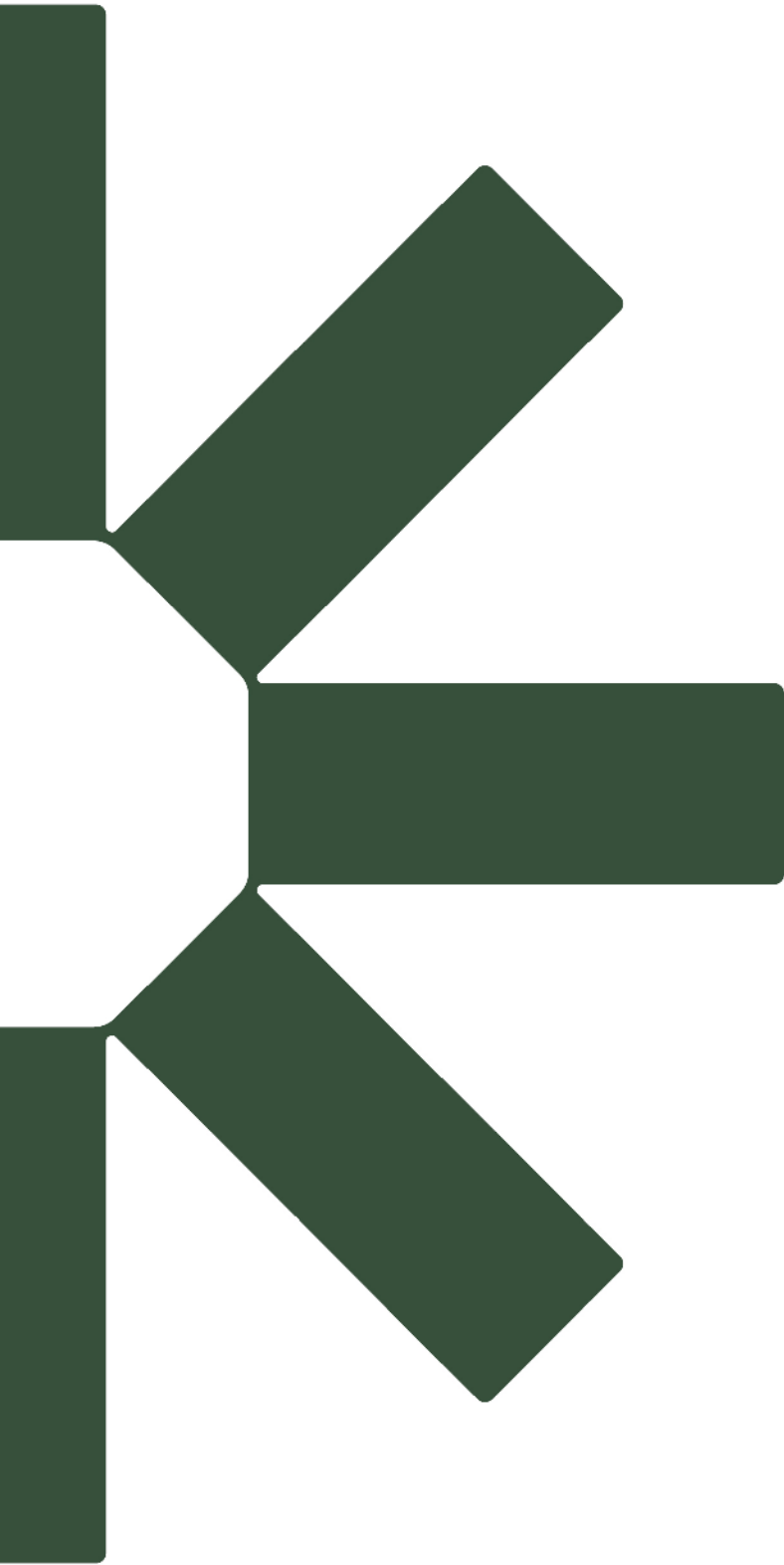
		Vehicle Trips						Truck Trips					
		Weekday AM Peak Hour			Weekday PM Peak Hour			Weekday AM Peak Hour			Weekday PM Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
ITE Distribution		77%	23%	100%	28%	72%	100%	49%	51%	100%	47%	53%	100%
ITE Trip Rates (Vehicles / Trucks)		0.06	0.02	0.08	0.03	0.07	0.10	0.01	0.01	0.02	0.00	0.01	0.01
LUC 154 High-Cube Transload and Short-term Storage Warehouse	Phase 1 (2,151,000 sq. ft.)	133	40	172	60	155	215	21	22	43	10	11	22
	Phase 2 (1,409,000 sq. ft.)	87	26	113	39	101	141	14	14	28	7	7	14
	Phase 3 (3,011,000 sq. ft.)	185	55	241	84	217	301	30	31	60	14	16	30
	Phase 4 (870,000 sq. ft.)	54	16	70	24	63	87	9	9	17	4	5	9
Total Trip Generation (By Scenario)													
Horizon Year 2029	Phase 1-2	220	66	285	99	256	356	35	36	71	17	18	36
Horizon Year 2034 & Horizon Year 2039	Phase 1-4	459	137	596	207	536	744	74	76	148	35	39	75

Upon full built-out, the Subject Lands is anticipated to generate 596 two-way vehicular trips and 148 two-way truck trips during AM peak hour, and; 744 two-way vehicular trips and 75 two-way truck trips during PM peak hour respectively.

Table B.1 STATIONARY SOURCE MODELLING DATA

Source Description	Maximum Sound Power Level (1/1 Octave Bands)									Modelled Sound Power Level (dBA)	Source Notes
	31.5	63	125	250	500	1000	2000	4000	8000		
Rooftop 10-ton HVAC Units	80	83	84	84	83	81	77	73	67	86	Based on historical SLR data - Operates 60 minutes per hour during all hours
Rooftop Make-up Air Unit (MUA)		79	82	74	76	70	63	56	45	76	Based on historical SLR data - Operates 60 minutes per hour during all hours
Generic Exhaust Fan		99	99	92	88	82	78	72	66	90	Based on historical SLR data - Operates 60 minutes per hour during all hours
Heavy Truck - Idling		93	88	83	90	87	88	82	71	93	Based on historical SLR data - Operates 5 minutes per hour. See Figure for quantities
Heavy Truck - Passby	98	101	101	97	96	96	92	84	78	100	Based on historical SLR data - Travelling at 15 km per hour. See Figure for quantities
Emergency Generator										106	Based on historical SLR data - Tested for 60 minutes per hour during daytime hours only





Making Sustainability Happen