Acoustical Consultants Inc.

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November 4, 2024,

2381792 Ontario Ltd.
646 Canyon Street
Mississauga, ON
L5H 4L9

Attn: Justin Da Silva

Our File NO: 24-2033

City Comments Re: 490, 496 & 508 Walker's Line, Burlington Noise Study

In response to the City of Burlington email dated June 28, 2024, regarding Engineering Comments for the noise study at 490, 496 & 508 Walker's Line prepared by dBA Acoustical Consultants Inc. dated April 2024, we offer the following responses.

Comment: 1. All documents to be prepared in accordance with the MECP's Environmental Noise Guideline Publication NPC-300, as amended.
– Clearly denote which Section/Table from NPC-300 you are referencing in the Section/Table of your report. For example: What Section/Table from NPC-300 are you referencing in Table 1 of your report to obtain 50 dBA at POW?

Response: Guidelines for acceptable levels of road traffic noise impacting residential developments are given in the MECP publication NPC-300, "Environmental Noise Guideline Stationary and Transportation Sources – Approval and Planning", release date October 21, 2013 and are listed in Table 1 of the noise report.

Comment: 4. The study shall include but is not limited to the following:
a. Considered a Class 1 property.
– Confirm on the report that the study was done considering the site a Class 1 property.

Response: Class 1 designation only applies when analyzing stationary noise sources that impact the proposed development. In this case the area stationary noise sources do not have an impact on the proposed site.

A Class 1 area **"**means an area with an acoustical environment typical of a major population centre, where the background sound level is dominated by the activities of people, usually road traffic, often referred to as "urban hum."

Comment: b. Identify offsite stationary noise sources that may require mitigation for existing and/or proposed development and provide the mitigation requirements. If offsite mitigation is required, then confirmation of a legal agreement between the development and offsite sources is required.

Please be advised that adjacent property owners are not obligated to mitigate their onsite stationary noise sources, as it relates to stationary noise impacts on the subject development. The applicant is responsible for mitigating the exceedances within the limits of the subject development, which may require mitigation or a site redesign.

- Provide information on stationary noise sources.
- Commercial properties need to be assessed.
- Report mentions Walker's Line as being roughly 28m from proposed development, our GIS shows it directly adjacent to it.

Response: There are three commercial plazas within 110m of the proposed development and they have rooftop HVAC units. These units have acoustical shrouding and parapet walls. There are existing residential properties that are much closer (40m) to these plazas. These HVAC units will not have an acoustical impact, as noted in the original noise study, due to separation, distances, existing 2-3 storey residential buildings and a church. Please note that we would have expanded upon stationary noise sources surrounding the development if we had determined that they would have an acoustical impact on the proposed development.

There is approximately 28m difference between the centre of Walker's Line and the closest façade to Walker's Line.

Comment: c. Provide all model calculations for both onsite and offsite.
– Some results on the Tables do not match the results on the Calc Sheets. Could be due to rounding or mislabeling of receptor.

Response: There were a couple of minor numerical errors on Table 5A, 5B & 5C, however they are being updated under the comment below and new calculations will be listed under that comment.

Comment: f. Provide capacity volumes received from the City's Transportation Services Department for roads using model calculations. Include the correspondence within the appendix.
– The report mentions that the values were provided verbally, we ask that you request them in writing and attach it to the report. (e-mail will suffice)

Response: At the time of the report the City of Burlington traffic website was being updated and Florin verbally supplied us with the information. Since then, the website has been updated and we have recalculated the traffic data and supplied the information below.

TABLE 4 – Future Road Traffic Volumes (2034)			
Walker's Line	Forecasted AADT 27128 Vehicles		
	Cars	Medium Trucks	Heavy Trucks
Day	23438	488	488
Night	2604	54	54
New Street	Forecasted AADT 33709 Vehicles		
	Cars	Medium Trucks	Heavy Trucks
Day	29124	607	607
Night	3236	67	67

TABLE 5A – Predicted Future Traffic Noise (dBA) Free Field – Walker's Line		
Location	07:00 – 23:00	23:00 – 07:00
R1 – East Facade	65 dBA (2.5m)	59 dBA (9m)
R2 – North Facade	61 dBA (2.5m)	55 dBA (9m)
R3 – East Façade Rear Block right	51 dBA (2.5m)	45 dBA (9m)
R4 – East Façade Rear Block middle	31 dBA (2.5m)	25 dBA (9m)
R5 – Outdoor Amenity Area	30 dBA (2.5m)	N/A

TABLE 5B – Predicted Future Traffic Noise (dBA) Free Field – New Street		
Location	07:00 – 23:00	23:00 – 07:00
R1 – East Facade	40 dBA (2.5m)	42 dBA (9m)
R2 – North Facade	40 dBA (2.5m)	42 dBA (9m)
R3 – East Façade Rear Block right	38 dBA (2.5m)	40 dBA (9m)
R4 – East Façade Rear Block middle	37 dBA (2.5m)	39 dBA (9m)
R5 – Outdoor Amenity Area	33 dBA (2.5m)	N/A

TABLE 5C – Predicted Future Traffic Noise (dBA) Free Field COMBINED		
Location	07:00 – 23:00	23:00 – 07:00
R1 – East Facade	65 dBA (2.5m)	59 dBA (9m)
R2 – North Facade	61 dBA (2.5m)	55 dBA (9m)
R3 – East Façade Rear Block right	52 dBA (2.5m)	46 dBA (9m)
R4 – East Façade Rear Block middle	38 dBA (2.5m)	39 dBA (9m)
R5 – Outdoor Amenity Area	35 dBA (2.5m)	N/A

Comment: i. Provide a key plan identifying points of reception.
- Ensure that receptor name/ID match between Key Plan, Calc Sheet and Tables.

Response: Receptor Points are shown in Figure 3, Traffic noise predictions are listed in Table 5A, 5B & 5C and Stamson Calculations are listed under Appendix "A".

Comment: j. Provide a key plan identifying source of noise for both stationary and linear noise sources and include distances from subject property.
– Report mentions Plains Road East. Please review and revise accordingly.
– Key Plan does not clearly identify sources of noise.

Response: Section 3.2 paragraph one has been modified to remove Plans Road East and to list Walker's Line and New Street as the major road noise sources. This was a typo.

3.2 ROAD NOISE

Predicted road traffic noise levels were calculated for Walker's Line and New Street, the major road noise sources in the site area. The City of Burlington AADT traffic data was given verbally from Mr. Florin Patrau, Traffic Technologist, Transportation Services, City of Burlington. MECP computer program STAMSON version 5.04 was used to carry out prediction calculations (See Appendix "A" Attached). Traffic data is summarized in Table 4.
Area Overview is included below listing the area stationary noise sources and the distance to the proposed site.

Comment: 5. Include a Letter of Reliance that allows the City to rely upon the documents.
– Unable to find a Letter of Reliance.

Response: The Letter of Reliance was included with the noise report and was dated April 30, 2024, an updated letter has been sent with the revised noise study.

Should you require any further explanation, please contact the writer.

Respectfully submitted,
dBA Acoustical Consultants Inc.

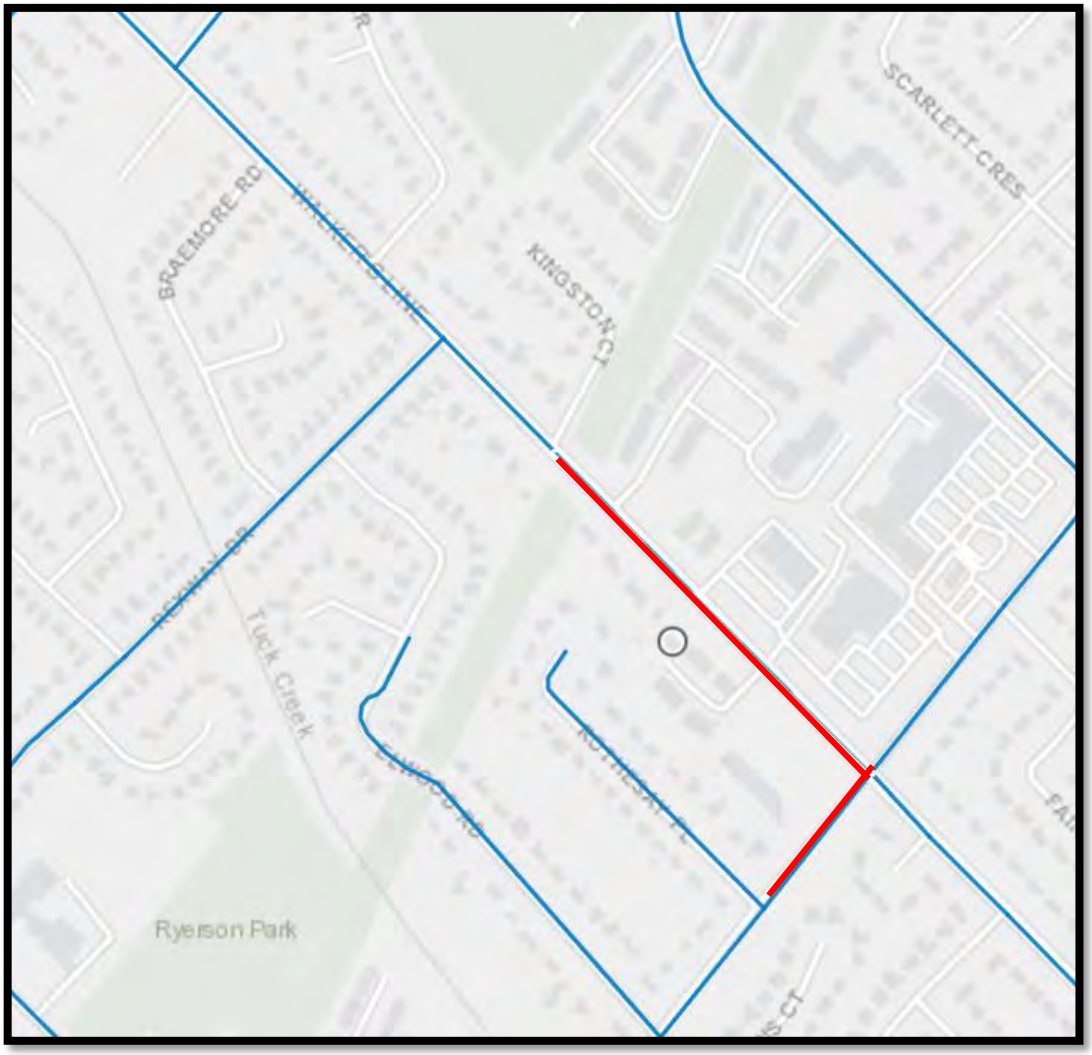


Frank Westaway, Owner
Qualified Acoustical Consultant

AREA OVERVIEW



CITY OF BURLINGTON
2022 AADT WALKER'S LINE & NEW STREET



AADT Counts 2022

Zoom to

FID	420
STREET_NAM	WALKER'S LINE
TES_ID	225220
Volume	21,390
AADT_Year	2,022
Shape__Length	353.788

AADT Counts 2022

Zoom to

FID	803
STREET_NAM	NEW ST.
TES_ID	[illegible]
Volume	26,579
AADT_Year	2,022
Shape__Length	135.357

STAMSON CALCULATIONS

STAMSON 5.04 SUMMARY REPORT Date: 31-07-2024 15:27:20
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r1walker.te Time Period: Day/Night 16/8 hours
Description: R1 North Facade and OLA's
TOTAL Leq FROM ALL SOURCES (DAY): 65.22
(NIGHT): 58.76

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

Car traffic volume : 23438/2604 veh/TimePeriod *
Medium truck volume : 488/54 veh/TimePeriod *
Heavy truck volume : 488/54 veh/TimePeriod *
Posted speed limit : 50 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): 21390
Percentage of Annual Growth : 2.00
Number of Years of Growth : 12.00
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: Walkers Line (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 28.00 / 28.00 m
Receiver height : 2.50 / 9.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 29124/3236 veh/TimePeriod *
Medium truck volume : 607/67 veh/TimePeriod *
Heavy truck volume : 607/67 veh/TimePeriod *
Posted speed limit : 60 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): 26579
Percentage of Annual Growth : 2.00
Number of Years of Growth : 12.00
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 # 2: New Street (day/night)

```
Angle1   Angle2           :  -0.00 deg   45.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 190.00 / 190.00 m
Receiver height           :   2.50 / 9.00   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Walkers Line	1.19	65.21	65.21
2.New Street	1.19	39.83	39.83
Total			65.22 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Walkers Line	1.19	58.67	58.67
2.New Street	1.19	41.85	41.85
Total			58.76 dBA

STAMSON 5.04 SUMMARY REPORT Date: 31-07-2024 15:28:52
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r2walker.te Time Period: Day/Night 16/8 hours
Description: R2 North Facade Facing New Street

TOTAL Leq FROM ALL SOURCES (DAY): 61.26
(NIGHT): 54.93

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

Car traffic volume : 23438/2604 veh/TimePeriod *
Medium truck volume : 488/54 veh/TimePeriod *
Heavy truck volume : 488/54 veh/TimePeriod *
Posted speed limit : 50 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): 21390
Percentage of Annual Growth : 2.00
Number of Years of Growth : 12.00
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: Walkers Line (day/night)

Angle1 Angle2 : -0.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 35.00 / 35.00 m
Receiver height : 2.50 / 10.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 29124/3236 veh/TimePeriod *
Medium truck volume : 607/67 veh/TimePeriod *
Heavy truck volume : 607/67 veh/TimePeriod *
Posted speed limit : 60 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): 26579
Percentage of Annual Growth : 2.00
Number of Years of Growth : 12.00
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 # 2: New Street (day/night)

```
Angle1   Angle2           :  -0.00 deg   45.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 190.00 / 190.00 m
Receiver height           :   2.50 / 10.00  m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Walkers Line	1.19	61.23	61.23
2.New Street	1.19	39.83	39.83
Total			61.26 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Walkers Line	1.19	54.69	54.69
2.New Street	1.19	42.19	42.19
Total			54.93 dBA`

STAMSON 5.04 SUMMARY REPORT Date: 31-07-2024 15:31:18
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r3walker.te Time Period: Day/Night 16/8 hours
Description: R3 East Facade Facing Walkers Line
TOTAL Leq FROM ALL SOURCES (DAY): 51.60
(NIGHT): 46.04

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

Car traffic volume : 23438/2604 veh/TimePeriod *
Medium truck volume : 488/54 veh/TimePeriod *
Heavy truck volume : 488/54 veh/TimePeriod *
Posted speed limit : 50 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): 21390
Percentage of Annual Growth : 2.00
Number of Years of Growth : 12.00
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: Walkers Line (day/night)

Angle1 Angle2 : -15.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 56.00 / 56.00 m
Receiver height : 2.50 / 9.00 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

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

Car traffic volume : 29124/3236 veh/TimePeriod *
Medium truck volume : 607/67 veh/TimePeriod *
Heavy truck volume : 607/67 veh/TimePeriod *
Posted speed limit : 60 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): 26579
Percentage of Annual Growth : 2.00
Number of Years of Growth : 12.00
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 # 2: New Street (day/night)

```
Angle1   Angle2           :  -0.00 deg   27.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 190.00 / 190.00 m
Receiver height           :   2.50 / 9.00   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Walkers Line	1.19	51.41	51.41
2.New Street	1.19	37.81	37.81
Total			51.60 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Walkers Line	1.19	44.87	44.87
2.New Street	1.19	39.76	39.76
Total			46.04 dBA

STAMSON 5.04 SUMMARY REPORT Date: 31-07-2024 15:32:16
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r4walker.te Time Period: Day/Night 16/8 hours
Description: R4 East Facade Facing Midway Walkers Line
TOTAL Leq FROM ALL SOURCES (DAY): 37.93
(NIGHT): 39.01

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

Car traffic volume : 23438/2604 veh/TimePeriod *
Medium truck volume : 488/54 veh/TimePeriod *
Heavy truck volume : 488/54 veh/TimePeriod *
Posted speed limit : 50 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): 21390
Percentage of Annual Growth : 2.00
Number of Years of Growth : 12.00
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: Walkers Line (day/night)

Angle1 Angle2 : -15.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 56.00 / 56.00 m
Receiver height : 2.50 / 9.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -15.00 deg Angle2 : 0.00 deg
Barrier height : 11.00 m
Barrier receiver distance : 10.00 / 10.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 11.00 m
Reference angle : 0.00

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

Car traffic volume : 29124/3236 veh/TimePeriod *
Medium truck volume : 607/67 veh/TimePeriod *
Heavy truck volume : 607/67 veh/TimePeriod *
Posted speed limit : 60 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): 26579
Percentage of Annual Growth : 2.00
Number of Years of Growth : 12.00
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 # 2: New Street (day/night)

```
Angle1   Angle2           :  -0.00 deg   27.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 220.00 / 220.00 m
Receiver height           :   2.50 / 9.00   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Walkers Line	1.19	31.41	31.41
2.New Street	1.19	36.84	36.84
Total			37.93 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Walkers Line	1.19	24.87	24.87
2.New Street	1.19	38.84	38.84
Total			39.01 dBA

STAMSON 5.04 SUMMARY REPORT Date: 31-07-2024 15:33:51
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: r5walker.te Time Period: Day/Night 16/8 hours
Description: R5 Rear Yard OLA Outdoor Amenity Area
TOTAL Leq FROM ALL SOURCES (DAY): 34.60
(NIGHT): 34.93

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

Car traffic volume : 23438/2604 veh/TimePeriod *
Medium truck volume : 488/54 veh/TimePeriod *
Heavy truck volume : 488/54 veh/TimePeriod *
Posted speed limit : 50 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): 21390
Percentage of Annual Growth : 2.00
Number of Years of Growth : 12.00
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: Walkers Line (day/night)

Angle1 Angle2 : -15.00 deg 0.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 73.00 / 73.00 m
Receiver height : 2.50 / 9.00 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -15.00 deg Angle2 : 0.00 deg
Barrier height : 11.00 m
Barrier receiver distance : 11.00 / 11.00 m
Source elevation : 0.00 m
Receiver elevation : 0.00 m
Barrier elevation : 11.00 m
Reference angle : 0.00

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

Car traffic volume : 29124/3236 veh/TimePeriod *
Medium truck volume : 607/67 veh/TimePeriod *
Heavy truck volume : 607/67 veh/TimePeriod *
Posted speed limit : 60 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): 26579
Percentage of Annual Growth : 2.00
Number of Years of Growth : 12.00
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 # 2: New Street (day/night)

```
Angle1   Angle2           :  -0.00 deg   10.00 deg
Wood depth                :      0       (No woods.)
No of house rows          :      2 / 0
Surface                   :      1       (Absorptive ground surface)
Receiver source distance  : 220.00 / 220.00 m
Receiver height           :   2.50 / 9.00   m
Topography                :      1       (Flat/gentle slope; no barrier)
Reference angle           :   0.00
```

Result summary (day)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Walkers Line	1.19	30.26	30.26
2.New Street	1.19	32.61	32.61
Total			34.60 dBA

Result summary (night)

	source height (m)	Road Leq (dBA)	Total Leq (dBA)
1.Walkers Line	1.19	23.72	23.72
2.New Street	1.19	34.59	34.59
Total			34.93 dBA