

APPENDIX L
Noise Assessment Letter of Opinion



Stantec Consulting Ltd.
300 - 675 Cochrane Drive West Tower, Markham ON L3R 0B8

March 17, 2015
File: 165010564

Attention: Gordon Murray
300-675 Cochrane Dr, West Tower
Markham ON
L3R 0B8

Dear Gordon,

Reference: 165010564 – Potential Change in Acoustical Environment due to Proposed Improvements to Courtnepark Drive E.

Stantec's acoustical group has been requested to provide a professional opinion of the potential impact on the acoustical environment of the proposed improvements to Courtnepark Drive E. (the Project). The project consists of the widening of Courtnepark Drive East from a 4 lane road to a 6 lane road between Kennedy Road and Dixie Road, in Mississauga. To form this opinion, Stantec conducted a review of the City of Mississauga's Zoning By-Law No. 0225-2007 in order to assess if sensitive land uses were permitted along the Project area. Additionally, a desktop review and a site visit (conducted December 3, 2014) were performed to confirm the actual land use. The objective of this investigation was to determine if there were any existing or future noise sensitive land uses which would be impacted by the proposed project.

According to the City of Mississauga Zoning By-Law, the Project area is primarily zoned as Employment zone. There are also Employment and Utility Exception Zones, two Parkway zones and one Greenbelt zone. A review of this by-law stated that any potential noise sensitive land use is limited to very specific cases allowed in its permitted and accessory land uses along the Project area.

The only permitted and accessory uses considered as noise sensitive for Employment zones throughout Mississauga according to the applicable by-laws are daycares, commercial schools, overnight accommodations and dwelling units (i.e. sleeping quarters within commercial building for security and caretakers). However there is a provision in the By-Law limiting land use based on proximity to the Lester B. Pearson International Airport (Pearson Airport). This is known as Provision 2.1.23 of the Mississauga Zoning By-Law, which does not permit daycares, public schools and private schools under the majority of the Pearson Airport operating area, which the Project area is located (see attached documents, Provision 2.1.23 and Schedule 2.1.23). As such, daycares are not assumed to be located within the Project area because they are restricted by Provision 2.1.23.

From the desktop review and site visit, no sensitive land uses such as commercial schools or daycares were noted. From site observations, all land uses were either commercial or industrial; neither of which is considered noise sensitive. As public and private schools are not permitted by



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Provision 2.1.23 and no commercial schools were noted along the Project area, schools are not considered present along the Project area.

Sleeping quarters are permitted for all the Business Activity uses for Employment Zones along the Project area but may only be used for security and caretakers. It is not possible to verify if these sleeping quarters are present to eliminate the potential for this type of space within a building. It is assumed that if these spaces do exist within the project area they are for infrequent use and it is not anticipated the commercial and industrial buildings will contain operable windows, limiting their exposure to noise.

The changes in traffic volumes proposed for the Project are not expected to make a notable change in the acoustical environment within the Project area. While traffic noise analysis was not performed, even if traffic doubled as a result of the proposed improvements (this is not expected), the overall effect on the acoustical environment would only be slightly notable. Generally windows for commercial and industrial buildings in these areas are sealed/inoperable and therefore any small change in noise, due to the Project, is expected to be insignificant in this area.

Lastly, there is a hotel located at the intersection of Kennedy Road and Courtneypark Drive E which is permitted as an overnight accommodation land use. While hotels are typically included in acoustic assessments as sensitive receptors, Stantec contacted the hotel and confirmed the windows of the rooms are inoperable and cannot be opened. Thus, noise associated with the Project is not expected to affect the hotel due to inoperable windows and the relatively low increase in noise due to traffic anticipated with the Project.

Based on a review of the Mississauga Zoning By-Law and the Project description, a noise assessment is not considered necessary. A review of the current by-laws showed that the majority of noise sensitive land uses are not permitted or anticipated along the Project area. The potential for impact at the existing hotel and other spaces is limited due to sealed windows and relatively low increase in noise due to traffic expected as a result of the Project.

This letter has been prepared on behalf of the City of Mississauga. The assessment highlighted in this letter is based on information obtained from the City of Mississauga Zoning By-Law No. 0225-2007, desktop review, a site visit and good acoustical engineering practices. The assessment represents the conditions of Courtneypark Drive East at the time of the assessment, and the conclusions are the best judgment of the assessor. Stantec Consulting Ltd. attests that to the best of our knowledge, the information presented in this letter is accurate. The letter may not be used by any other person or entity without the expressed written consent of Stantec and the City of Mississauga. Any use that a third party makes of this report or any reliance on decisions made based on it, are the responsibility of such third parties. Stantec accepts no responsibility for damages, if any, suffered by any third party as a result of decisions made, or actions taken, based on this letter.



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Regards,

STANTEC CONSULTING LTD.

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Attachment: Provision 2.1.23 (Page 2.1~25) and Schedule 2.1.23 (Page 2.1~26) of the Mississauga By-Law No. 0225-2007

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2.1.18 Greenbelt Overlay

The **greenbelt overlay** shall apply to lands that are designated Greenbelt in Mississauga Plan but are not zoned G1 or G2. The **greenbelt overlay** also applies to lands within the Regulatory Floodplain, Special Policy Areas and the Lake Ontario Waterfront as identified in Mississauga Plan.

2.1.18.1 Identification of the Greenbelt Overlay

The **greenbelt overlay** is shown as grey shading on the Zoning Maps which are Schedule B of Part 13 of this By-law.

2.1.18.2 Restrictions to Development

2.1.18.2.1 The construction of any **building** or **structure** or addition to an existing **building** or **structure**, on lands that are subject to the **greenbelt overlay** may not be permitted and shall require the approval of the City and the **Conservation Authority** having jurisdiction. Approval shall require **environmental technical studies** be completed to the satisfaction of the City and the **Conservation Authority** having jurisdiction or that their submission be waived by the City and the **Conservation Authority**. (0308-2011)

2.1.18.2.2 Where a **dwelling unit** is located on lands that are subject to a **greenbelt overlay**: (0308-2011)

- (1) a bedroom shall not be permitted below the Regulatory Flood Level identified by the **Conservation Authority** having jurisdiction; and
- (2) windows, doors and other openings to a **dwelling unit** shall not be permitted below the Regulatory Flood Level identified by the **Conservation Authority** having jurisdiction.

2.1.19 Outdoor Garbage Enclosures in Non-Residential Zones

Outdoor garbage enclosures in non-residential zones shall comply with the following:

2.1.19.1 Minimum setback from a Residential Zone shall be 6.0 m;

2.1.19.2 Shall be located outside of any required **landscaped area**;

2.1.19.3 Shall not be located on any required **parking area** or obstruct any required **parking space**.

2.1.20 Setback to Provincial Highway Right-of-Way

All **buildings**, **structures**, required **parking areas** and **stormwater management** facilities shall have a minimum setback of 14.0 m to a Provincial Highway right-of-way.

2.1.21 Temporary Buildings and Structures

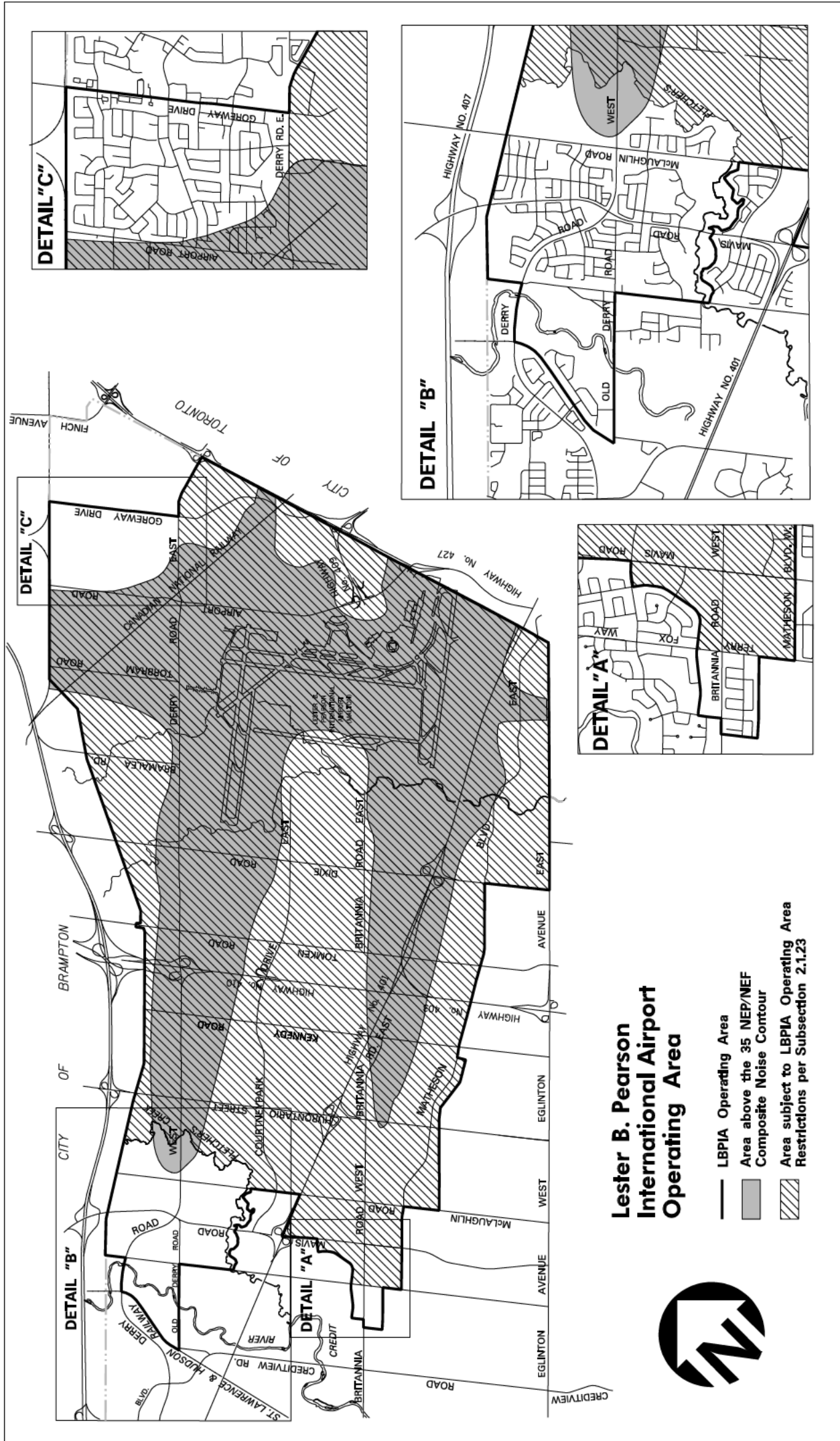
Notwithstanding any other provisions of this By-law, land may be used for **buildings**, **structures**, or parts thereof, erected or used for a temporary period, for a construction camp, construction trailer, sales trailer, scaffold or other **building** or **structure** incidental to ongoing construction on the **lot** which has neither been finished nor abandoned.

2.1.22 Encroachment of Eaves

Unless otherwise regulated within this By-law, eaves are permitted to encroach a maximum of 0.45 m into any required **yard**.

Appeal No. 3 - Subsection 2.1.23 has been appealed to the OMB as it applies to an accessory day care in the area below the 35 NEP/NEF Composite Noise Contour in the LBPIA Operating Area.

2.1.23 Lester B. Pearson International Airport (LBPIA) Operating Area Restrictions
Notwithstanding any other provisions of this By-law, a **day care**, hospital, **long-term care dwelling**, **public school** or **private school** shall not be permitted within the hatched area identified on Schedule 2.1.23 of this Subsection.



Schedule 2.1.23 - Lester B. Pearson International Airport Operating Area Restrictions