

February 12, 2025

Wheel King Transhaul Inc.

4-1550 Kingston Road, Suite 1345
Pickering, ON L1V 6W9

Attn: Vicky Brar

vicky@wheelkingtranshaul.com

Dear Ms. Brar:

Re: Noise Brief
475 Harrop Drive, Milton, ON
GWE File No.: 24-227 – Noise Brief

1. INTRODUCTION

Gradient Wind Engineering Inc. (Gradient Wind) was retained by Wheel King Transhaul Inc. to undertake a noise brief for their industrial operations located at 475 Harrop Drive in Milton, Ontario. The study was requested by the City of Milton, as part of an Official Plan and Zoning By-Law Amendment application being filed by the proponent. The applicant seeks to obtain permission for the use of *Motor Vehicle Repair Garage*, using the existing facilities on site. No changes to the current operations, structures, or equipment are anticipated with the change in use. This letter provides an opinion on land use compatibility and potential noise impacts on surrounding noise sensitive areas in the area. The noise brief was performed on the basis of consideration of Ministry of the Environment, Conservation and Parks (MECP) guidelines, Environmental Noise Guidelines (Publication NPC-300)¹ and Land Use Compatibility Guidelines (D-Series)². Our study was based on survey drawings prepared by Y. Zhang Surveying Limited, dated December 9, 2024, and information provided by Batory Urban Planning.

¹ Ministry of the Environment and Climate Change (MOECC) – Environmental Noise Guideline, Publication NPC-300, August 2013

² Ministry of Environment, Land Use and Compatibility (D-Series), July 1995

2. TERMS OF REFERENCE

475 Harrop Drive is a site located northwest of the intersection of Steeles Avenue East and Harrop Drive, south of the 401. The site is currently being used for trucking/freight uses with two buildings on site; a one-story building on the southern half of the site currently occupied as an office for a freight distribution centre, and a small one-storey office along the west property line, just north of the site entrance. The area around the site is predominantly industrial with some low-density residential uses south of Steeles Avenue. These low-rise residential uses are the closest noise sensitive area to the subject property.

The subject lands are designated as a Business Park Area/Industrial Area within the Halton Region Official Plan. The site has dual Official Plan and Zoning By-Law designations. The Official Plan designations are “Business Park” within the south half of the site, and “Industrial” within the north half. Within the Town of Milton Zoning By-Law, the north half is zoned M2 or “General Industrial Zone” and the southern half is zoned M1 or “Business Park Zone”.

The development proposes an Official Plan and Zoning By-Law Amendment in order to permit the proposed use of a *Motor Vehicle Repair Garage* using the existing building located on the south-half of the site. In doing so, the site is anticipated to accommodate a site-specific use in the Official Plan & Zoning By-Law. Figure 1 illustrates a complete site plan with surrounding context.

3. LAND COMPATIBILITY.

To minimize the potential for adverse impacts of industrial activities on sensitive land uses, the MECP has provided guidelines for adequate buffering of incompatible land uses under “Guideline D-6 Compatibility Between Industrial Facilities and Sensitive Land Uses”. The minimum separation distances are based on both the size of a facility and the scope of industrial activities within the facility, classified as Class I, II, or III, for light, medium and heavy industrial uses, respectively. Table 1 summarizes the recommended separation distance and potential area of influence for each class.

TABLE 1: D-6 RECOMMENDED SEPARATION & INFLUENCE AREA

Class	Minimum Recommended Separation Distance (m)	Potential Influence Area (m)
I	20	70
II	70	300
III	300	1000

Based on the size of the trucking facility, and the fact there are frequent arrival and departure of trucks during the day, the site would be considered to be a Class II industry which would have a minimum separation distance of 70 metres (m) and a zone of influence of 300 m. The actual closest noise sensitive area is located approximately 120 m southeast of the site, on the opposite side of Steeles Avenue East, a 4-lane arterial roadway. The site is beyond the minimum separation distance required under the D-series guidelines. Between the site and the residences there are other industrial and commercial uses such as automotive repair centers and car wash. An existing sound wall is present along the property line of the residences and the right of way of Steeles Avenue.

4. NOISE IMPACTS (OPINION)

Upon review of the site survey and satellite imagery we offer the following opinion based on our engineering experience:

1. No changes in the emission output of the facility are anticipated as all work associated with the vehicle's repairs will occur indoors. No alterations are being made to any structure, or mechanical equipment.
2. Primary sources of noise emissions from the facility would be idling and moving trucks. Based on simple noise calculations based on ISO 9613, noise impacts on the residences would fall well below NPC-300 exclusionary sound level limits.
3. Noise levels at residential receptors are dominated by background noise due to Steeles Avenue East and other industrial facilities, such as Dare, Kal Tire, Assured Collision, and Spot Free Car Wash.
4. An existing sound barrier is present along the rear property line of the residences, helping to minimize the noise impacts noted above, see Item 3.

Therefore, we concluded that the change in use would not create any adverse noise impacts on nearby residences and would be compatible with the exiting land uses in the area.

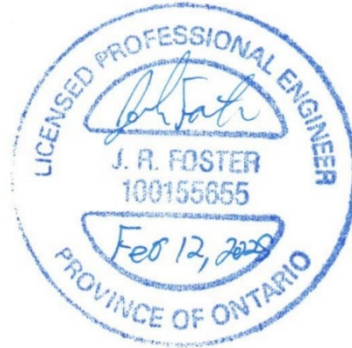
This concludes our assessment and report. If you have any questions or wish to discuss our findings, please advise us. In the interim, we thank you for the opportunity to be of service.

Sincerely,

Gradient Wind Engineering Inc.

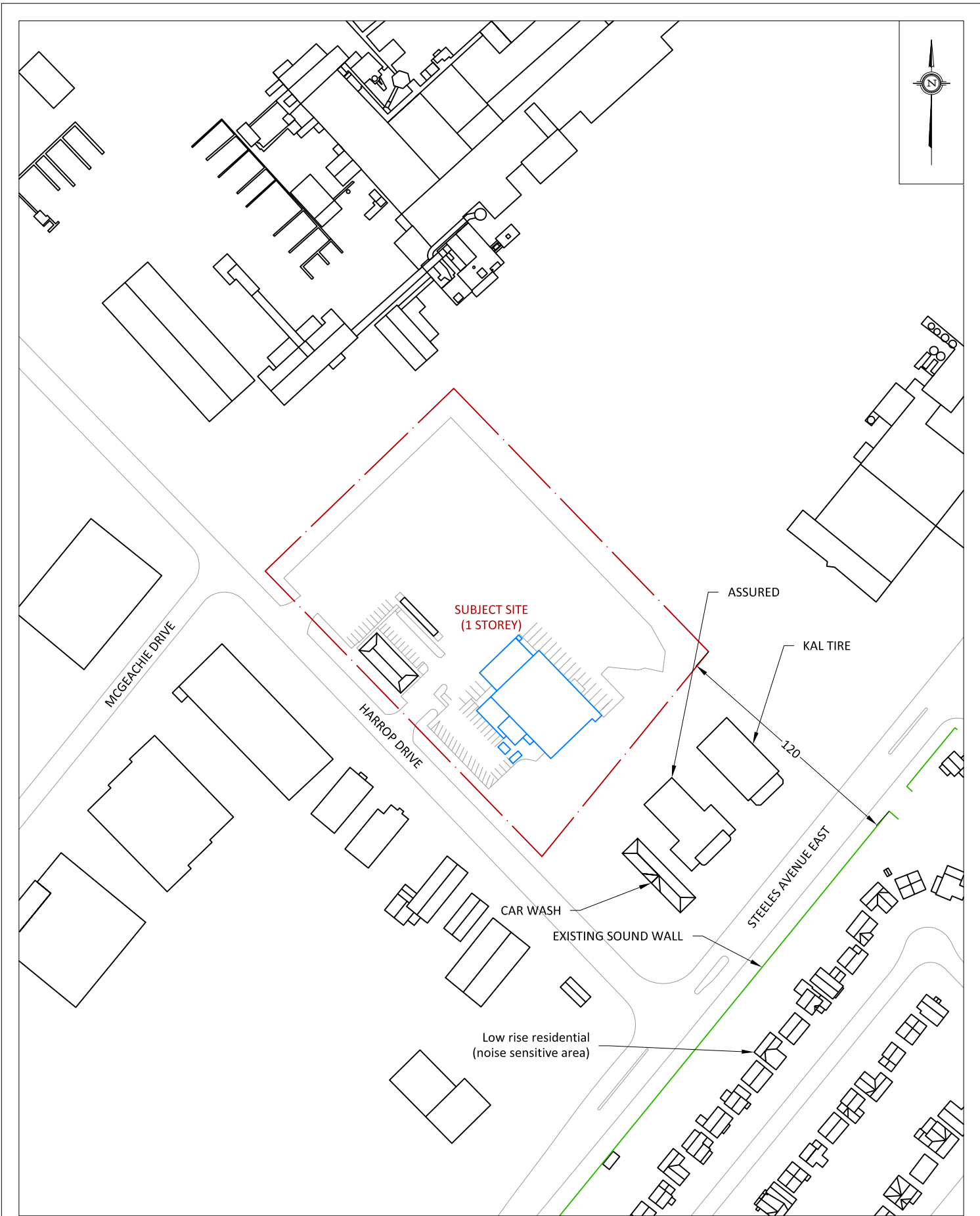


Sunny Kang, B.A.S.
Project Coordinator



Joshua Foster, P.Eng.
Lead Engineer

Gradient Wind File #24-227



PROJECT	475 HARROP DRIVE, MILTON STATIONARY NOISE ASSESSMENT	
SCALE	1:2500 (APPROX.)	DRAWING NO. 24-227-1
DATE	JANUARY 22, 2025	DRAWN BY N.M.P.