



Noise and light

The **Environmental Impact Statement (EIS)** provides comprehensive documentation of the extensive technical work undertaken by CN to assess the potential environmental and socio-economic effects of the Milton Logistics Hub, consistent with the EIS Guidelines issued by the Canadian Environmental Assessment Agency (CEAA). The full EIS (submitted December 7, 2015) is available on the public registry at ceaa.gc.ca, Reference Number: 80100 (Doc. #57).

About the assessment: noise

The Canadian Transportation Agency (CTA) has established guidelines for assessing rail noise levels related to rail construction and operation. Consistent with CTA's methodology, the predicted changes in sound levels due to the proposed Project were assessed to determine whether the changes meet requirements specified in relevant Federal Transit Administration (FTA) and Health Canada guidelines.

- A study was conducted to establish current ambient sound levels within the Project Development Area (PDA) – the area that would be directly disturbed or occupied by the physical footprint of the Project – and Local Assessment Area (LAA) – the area in which the effects of the Project would occur.
- A noise assessment was conducted to determine potential changes to noise levels due to the Project and identify measures to reduce noise that may occur from Project construction and operation.

Assessment findings

- Existing sound levels were found to be mainly related to human activity, such as vehicle and rail traffic along the existing rail corridor.

- The noise assessment considered stationary sources of sound (such as generators) associated with Project operation, and mobile sources such as train, truck, and crane movements associated with operation and construction activities.
- The assessment determined that with noise mitigation measures in place, noise effects from the Project would be within acceptable levels specified in the relevant guidelines.

Proposed noise mitigation measures

Specific mitigation measures to reduce the effects of noise include:

- Constructing raised earthen berms or barriers (berms may be planted with native Ontario vegetation and trees to blend into the natural environment).
- Scheduling of construction during daytime hours when feasible.
- Notifying nearby residents regarding significant activities during construction.
- Use of construction and terminal equipment fitted with muffler systems for their internal combustion exhausts.
- Completing an acoustic audit once the terminal is operational.

Monitoring

Ambient noise would be monitored during construction and operations. Inspection and reporting would be consistent with CTA procedures. Noise monitoring would be conducted for the first four weeks of the construction period, and reporting would be consistent with the CTA methodologies.



About the assessment: light

A survey of existing ambient light was completed in the summer of 2014, followed by an assessment of potential light effects at receptors around the proposed Project area.

Assessment findings

- It is expected that there would be minimal impacts from site lighting during construction.
- Lighting during construction would be temporary and directed specifically at construction areas.
- Operation of the terminal would add background light to the area, but it is expected that the terminal operations would not exceed acceptable guidelines for light impacts on nearby receptors.

Proposed light mitigation measures

Specific mitigation measures have been proposed to reduce the amount of light from the facility that can be seen in the surrounding area. These include:

- Using downward directed lighting of active work areas with adjustable side cut off shields on lighting fixtures to minimize light spill from the Project area.
- Constructing earthen berms planted with native Ontario vegetation and trees to blend into the natural environment and reduce the effects of light from the Project; the berms and elevated vegetation will create shading elements to reduce the effects of light from the Project visible off-site.
- Turning off lighting in areas not being used for active construction or operational activities.
- Using only enough light for safety and security where specifically required during operation.
- Using perimeter lighting directed towards the terminal to minimize light trespass.

Monitoring

Follow-up and monitoring programs will be undertaken to verify the accuracy of predicted effects and to determine the effectiveness of proposed mitigation measures. Post-construction monitoring of light effects would be conducted for comparison with baseline measurements.

About CN's Milton Logistics Hub

CN is proposing to build and operate a new intermodal hub on CN-owned land, east of Tremaine Road and south of Britannia Road in Milton, Ontario. The Project is proposed to accommodate the growing demand for infrastructure to handle the increasing flow of goods in and out of the Greater Toronto and Hamilton Area (GTHA), Canada's largest population area and the fastest-growing region in the country. The Project is currently undergoing an environmental assessment by an independent joint review panel, under the *Canadian Environmental Assessment Act, 2012*. CN is committed to ongoing engagement with Aboriginal communities, local governments and local communities to continue to find ways to mitigate potential effects and to enhance potential benefits locally. More information is available at cnmilton.ca.

For more information about assessments related to noise and light, refer to Section 6.0 of the EIS, as well as Appendix E.9, E.10 and E.8.

For more information

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