Environmental Noise & Vibration Assessment

2343 Eglinton Avenue West, Toronto

1764174 Ontario Inc.

Prepared by:

SLR Consulting (Canada) Ltd.

100 Stone Road West, Suite 201, Guelph, ON N1G 5L3

SLR Project No.: 241.031162.00001

March 26, 2025

Revision: 0

Making Sustainability Happen

Revision Record

Revision	Date	Prepared By	Checked By	Authorized By
0	March 26, 2025	Farideh Zarei	Keni Mallinen	Keni Mallinen

Statement of Limitations

This report has been prepared by SLR Consulting (Canada) Ltd. (SLR) for 1764174 Ontario Inc., (Client) in accordance with the scope of work and all other terms and conditions of the agreement between such parties. SLR acknowledges and agrees that the Client may provide this report to government agencies, interest holders, and/or Indigenous communities as part of project planning or regulatory approval processes. Copying or distribution of this report, in whole or in part, for any other purpose other than as aforementioned is not permitted without the prior written consent of SLR.

Any findings, conclusions, recommendations, or designs provided in this report are based on conditions and criteria that existed at the time work was completed and the assumptions and qualifications set forth herein.

This report may contain data or information provided by third party sources on which SLR is entitled to rely without verification and SLR does not warranty the accuracy of any such data or information.

Nothing in this report constitutes a legal opinion nor does SLR make any representation as to compliance with any laws, rules, regulations, or policies established by federal, provincial or local government bodies, other than as specifically set forth in this report. Revisions to legislative or regulatory standards referred to in this report may be expected over time and, as a result, modifications to the findings, conclusions, or recommendations may be necessary.

Table of Contents

Tables in Text

Appended Figures

Appendices

Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
BPN	National Research Council Building Practice Note 56
dBA	Decibels (A-weighted)
EASR	Environmental Activity and Sector Registry
ECA	Environmental Compliance Approval
HVAC	Heating Ventilation and Air Conditioning
ISO	International Organization for Standardization
L_{eq}	Energy Equivalent Sound Level
M	Metres
MECP	Ministry of Environment Conservation and Parks
NPC-300	MECP Publication NPC-300
OBC	Ontario Building Code
OLA	Outdoor Living Area
ORNAMENT	Ontario Road Noise Analysis Method for Environment and Transportation
RAC	Railway Association of Canada
SLR	SLR Consulting (Canada) Ltd.
STC	Sound Transmission Class
ToR	Terms of Reference

1.0 Introduction

SLR Consulting (Canada) Ltd. (SLR) was retained by 1764174 Ontario Inc. to prepare an environmental noise and vibration assessment for the proposed mixed-use condominium development at 2343 Eglinton Avenue West, Ontario (the Project site). This report is in support of a Zoning By-Law Amendment (ZBA) planning application for the proposed development.

This report is intended to address the requirement for a Noise Impact Study, and the noise-related aspects of a Compatibility/Mitigation Study. A separate report addressing Air Quality, Odour, and those associated aspects of a Compatibility/Mitigation Study has been prepared by SLR under a separate cover, dated March 26, 2025.

1.1 Focus of Report

In keeping with the Ministry of Environment, Conservation and Parks (MECP) and City of Toronto requirements, this report examines the potential for:

- Impacts of the environment on the proposed development;
- Impacts of the proposed development on the environment; and
- Impacts of the proposed development on itself.

Mechanical systems associated with the development (e.g., cooling and ventilation equipment) have not been sufficiently designed at this stage and can be assessed at a future date, if required. A general discussion and guidance have been included in this report to address impacts of the proposed development on the environment and on itself.

1.2 Nature of the Surroundings

The Project site is surrounded by the following:

- Eglinton Avenue West to the north. North of Eglinton Avenue West is Sanderstead Avenue with a mixed-use (residential/commercial) building along Eglinton Avenue West and low-rise residential dwellings beyond;
- Caledonia Road and residential dwellings beyond to the east;
- Residential dwellings to the south; and
- Gilbert Avenue with Eglinton-Gilbert Parkette, small commercial and residential dwellings beyond to the west.

The Project site is currently zoned as a Commercial Residential Zone based on the City of Toronto Zoning By-Law 569-2013. The surrounding lands are generally zoned Residential, and/or Commercial Residential, with Eglinton-Gilbert Parkette zoned as Open Space west of the Project site, beyond Gilbert Avenue.

A context plan is shown in Figure 1.

1.3 Description of Proposed Development

The Project site is located on the south side of Eglinton Avenue West between Gilbert Avenue to the west and Caledonia Road to the east. It is currently occupied by a commercial building that will be demolished to accommodate the new development. The proposed mixed-use development is to include residential uses, underground parking, and retail uses fronting towards Eglinton Avenue West.

The building massing will consist of one residential tower and a mid-rise component atop a 6-storey podium. The West Tower is to be 43-storeys in height and the East Mid-Rise Building being 12-storeys, both with rooftop mechanical penthouses. There will be 2 levels of underground parking. The ground floor will include retail spaces, residential suites and lobby space. Indoor and outdoor amenity will be included on the seventh floor. Access to the proposed development will be via Caledonia Road from the east.

Development drawings are provided for reference in Appendix A.

Part 1: Impacts of The Environment on The Development

In evaluating potential impacts of the environment on the proposed development, the focus of this report is assessment of:

- Road traffic noise from surrounding roadways;
- Railway noise from the Metrolinx Newmarket Subdivision; and
- Stationary noise from surrounding employment land uses.

The proposed development is not located in proximity to any airports; therefore, an assessment of aircraft noise is not required.

2.0 Transportation Noise Assessment

2.1 Transportation Noise Sources

Transportation sources with the potential to produce noise at the proposed development include:

- Road traffic noise from Eglinton Avenue West, Caledonia Road and Gilbert Avenue; and
- Railway noise from the Metrolinx/CN Newmarket Subdivision.

Road and rail traffic sound levels of the above transportation sources have been predicted, and this information has been used to identify façade, ventilation, and warning clause recommendations/requirements for the proposed development.

2.2 Transportation Noise Criteria

2.2.1 Ministry of Environment Publication NPC-300

Noise-Sensitive Development

Ministry of the Environment, Conservation and Parks (MECP) Publication NPC-300 provides sound level criteria for noise-sensitive developments. The applicable portions of NPC-300 are Part C – Land Use Planning and the associated definitions outlined in Part A – Background. Table 1 to Table 4 summarize the applicable surface transportation (road and rail) criteria.

Location-Specific Criteria

Table 1 summarizes criteria in terms of energy equivalent sound levels (L_{eq}) for specific noise-sensitive locations. Both outdoor and indoor locations are identified, with the focus of outdoor areas being amenity spaces. Indoor criteria vary with sensitivity of the space. As a result, Sleeping Quarters have more stringent criteria than Living/Dining Room spaces.

Table 1: NPC-300 Sound Level Criteria for Road and Rail Noise

Type of Space	Time Period	Energy Equivalent Sound Level L_{eq} [5] (dBA)		Assessment Location
		Road	Rail [1]	
Outdoor Amenity Area	Daytime (0700-2300h)	55	55	Outdoors [2]
Living/Dining Room [3]	Daytime (0700-2300h)	45	40	Indoors [4]
	Nighttime (2300-0700h)	45	40	Indoors [4]
Sleeping Quarters	Daytime (0700-2300h)	45	40	Indoors [4]
	Nighttime (2300-0700h)	40	35	Indoors [4]

Notes: [1] Whistle noise is excluded for OLA noise assessments and included for Living/Dining Room and Sleeping Quarter assessments, where applicable.
[2] Road and Rail noise impacts are to be combined for assessment of OLA impacts.
[3] Residence area Dens, Hospitals, Nursing Homes, Schools, Daycares are also included. During the nighttime period, Schools and Daycares are excluded.
[4] An assessment of indoor noise levels is required only if the criteria in Table 4 are exceeded.
[5] L_{eq} – the energy equivalent sound level, integrated over the time period shown.

Outdoor Living Areas

Table 2 summarizes the noise mitigation requirements for communal outdoor amenity areas ("Outdoor Living Areas" or "OLAs").

For the assessment of outdoor sound levels, total surface transportation noise is determined by combining road and rail traffic sound levels. Whistle noise from trains is not included in the determination of outdoor sound levels.

Table 2: NPC-300 OLA Sound Level Criteria for Road and Rail Noise

Time Period	OLA Energy Equivalent Sound Level L_{eq} (dBA)	Mitigation Requirements/Warning Clause Recommendations
Daytime (0700-2300h)	≤ 55	None
	56 to 60 incl.	Noise barrier OR Type A Warning Clause
	> 60	Noise barrier to reduce noise to 55 dBA OR Noise barrier to reduce noise to 60 dBA and Type B Warning Clause

Ventilation and Warning Clauses

Table 3 summarizes requirements for ventilation where windows potentially would have to remain closed as a means of noise control. Despite the implementation of ventilation measures where required, some occupants may choose not to use the ventilation means provided, and as such, warning clauses advising future occupants of the potential excess over the indoor guideline limits are required.

Table 3: NPC-300 Ventilation and Warning Clause Requirements

Assessment Location	Time Period	Energy Equivalent Sound Level L_{eq} (dBA)		Ventilation and Warning Clause Requirements [2]
		Road	Rail [1]	
Outdoor Living Area	Daytime (0700-2300h)	56 to 60 incl.		Type A Warning Clause
Plane of Window	Daytime (0700-2300h)	≤ 55		None
		56 to 65 incl.		Forced Air Heating with provision to add air conditioning + Type C Warning Clause
		> 65		Central Air Conditioning + Type D Warning Clause
	Nighttime (2300-0700h)	51 to 60 incl.		Forced Air Heating with provision to add air conditioning + Type C Warning Clause
		> 60		Central Air Conditioning + Type D Warning Clause

Notes: [1] Whistle/warning bell noise is excluded.
[2] Road and Rail noise is combined for determining Ventilation and Warning Clause requirements.

Building Shell Requirements

Table 4 provides sound level (L_{eq}) thresholds which, if exceeded, require the building shell and components (i.e., wall, windows) to be designed and selected accordingly to ensure that the indoor location criteria are met.

Table 4: NPC-300 Building Component Requirements

Assessment Location	Time Period	Energy Equivalent Sound Level – L_{eq} (dBA)		Component Requirements
		Road	Rail [1]	
Plane of Window	Daytime (0700-2300h)	> 65	> 60	Designed/ Selected to Meet Indoor Requirements[2]
	Nighttime (2300-0700h)	> 60	> 55	

Notes: [1] Whistle noise is included in assessment.
[2] Building component requirements are assessed separately for Road and Rail, and then combined for a resultant sound isolation parameter.

2.3 Traffic Data and Future Projections

2.3.1 Road Traffic Data

Turning movement counts (TMCs) for surrounding roadways from Year 2023 were obtained from the project transportation consultant (BA Consulting Group Ltd.).

The TMC peak AM/peak PM datasets were compared, and the most conservative average annual daily traffic (AADT) estimates and commercial vehicle percentages were used in the transportation noise assessment. Based on information from BA Consulting Group Ltd., no traffic growth is applicable for the traffic counts (i.e., 0% growth per year). To be conservative, a 1% annual growth rate was applied to the traffic data, and volumes were projected to future Year 2037 for the assessment.

Medium and heavy truck percentages were based on the TMC data, where the highest truck percentages were considered for each road segment. Daytime/nighttime splits of 90%/10% were applied, based on default MECP distributions from the ORNAMENT document.

Road traffic volumes for Croham Road and Sanderstead Avenue were low compared to other surrounding roadways (AADT < 1,000 vehicles per day); therefore, they were not considered further in the assessment.

Copies of traffic data and calculations are provided for reference in Appendix B. Table 5 summarizes the road traffic data used in the analysis.

Table 5: Summary of Road Traffic Data Used in Transportation Assessment

Roadway Link	Future Year Traffic Volume (AADT) [1]	% Day / Night Volume Split		% Commercial Traffic Breakdown [2]		Vehicle Speed (km/h)
		Daytime	Nighttime	Medium Trucks	Heavy Trucks	
Eglinton Avenue West	23,921	90	10	6.3%	0.2%	50
Caledonia Road	16,716	90	10	2.5%	0.0%	40
Gilbert Avenue	1,586	90	10	4.3%	0.0%	40

Notes: [1] Base year data was projected to Year 2037 using an annual growth rate of 1%.
[2] Calculated based on truck percentages in TMC data.

2.3.2 Railway Traffic Data

Rail traffic data was obtained from Metrolinx for GO Transit passenger trains. The forecasted GO rail volumes included only electric trains but recommended that electrified trains be considered equivalent to diesel trains in estimating noise impacts.

CN was contacted to obtain rail traffic data for the area. A response was not received at the time of this assessment. Therefore, CN and VIA rail traffic data was obtained from previous assessments conducted by other noise and vibration consultants for a nearby proposed development. A growth rate of 2.5% per annum was applied to the data, project from 2020 to 2037, and volumes were conservatively rounded up.

The nearest at-grade crossing is grade separated, and there are anti-whistling by-laws in place at the Castlefield Avenue crossing; therefore, whistle noise was not considered further in the assessment.

The rail traffic data used in the assessment is summarized in Table 6. Copies of the rail traffic data and volume calculations for modelling are provided in Appendix B.

Table 6: Summary of Rail Traffic Data Used in Transportation Assessment

Railway	Train Type	No. of Locomotives/ Cars per Train	# of Trains		Modelled Speed (km/h)
			Daytime	Nighttime	
Metrolinx/GO	Diesel Commuter	1/12	220	46	121
CN	Diesel Way Freight	4/25	5	4	97
VIA	Diesel Passenger	2/10	2	0	113

2.4 Predicted Sound Levels

Future road traffic sound levels at the proposed development were predicted using Cadna/A, a commercially available noise propagation modelling software package implementing ISO 9613-2. Roadways were 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. A STAMSON validation file and output are included for reference in Appendix C.

Future rail operation sound levels at the proposed development were predicted using the FTA/FRA modelling algorithms included in the Cadna/A. FTA reference sound levels were used for diesel locomotives and rail cars for passenger trains. FRA reference sound levels were used for the CN way freight locomotives. These algorithms are accepted by the MECP, CN and Metrolinx for rail traffic noise assessments.

Sound levels were predicted along the facades of the proposed development using the "building evaluation" feature of Cadna/A. This feature allows for sound levels to be predicted across the entire façade of a structure. OLA sound levels were assessed at the centres of the outdoor amenity spaces, 1.5 m above the roof. Based on the architectural drawings provided in Appendix A, a 1.3 m high parapet wall was considered as a barrier around the OLAs.

Ground absorption was assessed considering only reflective surfaces, as the majority of the intervening ground is asphalt or concrete.

2.4.1 Façade Sound Levels

Road traffic façade sound levels are shown in Figure 2a (daytime) and Figure 2b (nighttime). Rail traffic façade sound levels are presented in Figure 3a (daytime) and Figure 3b (nighttime). Total transportation façade sound levels are shown in Figure 4a (daytime) and Figure 4b (nighttime).

Overall predicted sound levels are summarized in Table 7.

Table 7: Summary of Predicted Worst-Case Transportation Façade Sound Levels

Building	Façade	Road Traffic Sound Levels [1]		Rail Traffic Sound Levels [1]		Total Road and Rail Sound Levels [1],[2]	
		L_{eq}(16-hr) Day (dBA)	L_{eq}(8-hr) Night (dBA)	L_{eq}(16-hr) Day (dBA)	L_{eq}(8-hr) Night (dBA)	L_{eq}(16-hr) Day (dBA)	L_{eq}(8-hr) Night (dBA)
Podium	North	67	60	62	61	67	62
	East	64	58	48	47	65	58
	South	57	50	60	59	61	59
	West	63	56	62	61	65	62
West Tower	North	63	56	62	62	64	62
	East	60	53	52	51	60	55
	South	51	45	61	60	61	60
	West	61	55	64	64	65	64
East Mid-Rise Building	North	63	56	58	57	64	59
	East	61	55	48	47	62	56
	South	54	47	59	58	60	58
	West	58	51	60	59	62	60

Notes: [1] Sound levels presented above are the highest for the identified building facade.
[2] Total worst-case façade sound levels may occur at different locations for Road and Rail sources. The worst-case total sound level for the façade is shown.

Based on the results in Table 7, an assessment of indoor sound levels is required. Refer to Section 2.5.

2.4.2 Outdoor Living Area Sound Levels

The OLAs for the proposed development include the elevated outdoor amenity terraces on Floor 7. As common amenity spaces are provided for all building occupants, private terraces/ balconies have not been assessed in accordance with MECP Publication NPC-300 definitions.

The assessment locations for the OLAs are shown in Figure 5. The total predicted road and rail OLA sound levels are also shown in Figure 5 and summarized in Table 8.

Table 8: Summary of Predicted Outdoor Living Area Sound Levels

Assessment Location	Maximum Predicted Sound Level[1], L_{eq}(16-hr), Daytime (dBA)		
	Road	Rail	Total (Road + Rail)
OLA1	44	53	53
OLA2	46	56	56
OLA3	49	57	58
Notes: [1] Total (Road + Rail) OLA sound levels are shown in **Figure 5.**			

OLA sound levels are predicted to be below 60 dBA, but above 55 dBA. Therefore, noise barriers and/ or warning clauses are required. Refer to Section 2.5.

2.5 Noise Control Measures

2.5.1 Façade Recommendations

2.5.1.1 Building Components

Based on the sound levels shown in Table 7, north, east, and west façade sound levels were predicted to exceed the criteria indicated in Table 4. Therefore, an assessment of glazing requirements is necessary for meeting the indoor sound level requirements outlined in Table 1.

Indoor sound levels and required facade Sound Transmission Class (STC) ratings were estimated using the procedures outlined in National Research Council Building Practice Note BPN-56.

Detailed floor plans were not available at the time of the assessment. For the analysis, generic bedrooms and living rooms have been considered based on the following assumptions:

- 70% glazing was assumed for the living/dining rooms, with intermediate absorption;
- 70% glazing was assuming for bedroom facades, and bedrooms are very absorptive;
- a spandrel panel exterior wall rating of STC 45 was assumed for all locations in the development.

The predicted building component requirements are summarized in Table 9 for locations with one exposed façade, and Table 10 for corner units with two exposed facades.

The combined glazing and frame assembly must be designed to ensure the overall sound isolation performance for the entire window unit meets the sound isolation requirements. It is recommended window manufacturers test data be reviewed by an Acoustical Consultant to confirm acoustical performance is met. Furthermore, the glazing requirements above are approximated, based on the generic room, façade and glazing dimensions. Once detailed floor plans and façade plans become available, the glazing requirements should be re-assessed and reviewed by an Acoustical Consultant.

Table 9: Summary of Building Component Requirements – One Exposed Facade

Project Building	Facade	Exterior Wall STC Rating	Worst-Case Glazing STC Requirements [1]	
			Living/Dining Room	Bedrooms (Sleeping Quarters)
Podium	North	45	OBC	33
	East	45	OBC	OBC
	South	45	OBC	30
	West	45	OBC	32
West Tower	North	45	OBC	32
	East	45	OBC	OBC
	South	45	OBC	30
	West	45	OBC	34
East Mid-Rise Building	North	45	OBC	OBC
	East	45	OBC	OBC
	South	45	OBC	OBC
	West	45	OBC	30

Notes: [1] OBC = Ontario Building Code. Window construction meeting the minimum non-acoustic requirements of the Ontario Building Code (i.e., thermal and structural requirements) is predicted to be sufficient. Equivalent to a glazing element with a rating of STC 29.

Table 10: Summary of Building Component Requirements – Two Exposed Facades

Project Building	Location	Exterior Wall STC Rating	Worst-Case Glazing STC Requirements [1]	
			Living/Dining Room	Bedrooms (Sleeping Quarters)
Podium	NE Corner	45	30	33
	SE Corner	45	OBC	31
	SW Corner	45	30	34
	NW Corner	45	31	36
West Tower	NE Corner	45	OBC	33
	SE Corner	45	OBC	31
	SW Corner	45	31	36
	NW Corner	45	31	37
East Mid-Rise Building	NE Corner	45	OBC	30
	SE Corner	45	OBC	OBC
	SW Corner	45	OBC	32
	NW Corner	45	OBC	33

Notes: [1]OBC = Ontario Building Code. Window construction meeting the minimum non-acoustic requirements of the Ontario Building Code (i.e., thermal and structural requirements) is predicted to be sufficient. Equivalent to a glazing element with a rating of STC 29.

2.5.1.2 Ventilation and Warning Clause Recommendations

The requirements regarding warning clauses are summarized in Table 3. Where recommended, the warning clauses should be included in agreements registered on Title for the residential units and included in all agreements of purchase and sale or lease and all rental agreements.

Based on predicted façade sound levels, central air conditioning and an MECP Type D warning clause are recommended for all residential units in the proposed development, including:

- Residential units in the podium;
- Residential units in the West Tower; and,
- Residential units in the East Mid-Rise Building.

Standard CN and Metrolinx proximity warning clauses are also recommended.

Warning clause requirements are summarized in Appendix D.

2.5.2 OLA Recommendations

Based on the analysis presented in Section 2.4.2, predicted OLA sound levels are between 55 dBA and 60 dBA. An assessment of noise mitigation measures required to achieve 55 dBA was completed.

To achieve a predicted sound level of 55 dBA or lower, the following parapet barrier wall upgrades would be required:

- South and west parapet wall – increase height to 1.5 m along a 66 m length;
  - Results in a predicted sound level of 55 dBA at OLA2.
- East parapet wall – increase height to 1.6 m along a 30 m length;
  - Results in a predicted sound level of 54 dBA at OLA3.

The locations where increased parapet wall heights are required are shown in Figure 6, along with predicted sound levels.

All parapet walls/barrier should have a minimum surface density of 20 kg/m^2. Barriers should be structurally sound, appropriately designed to withstand wind and snow load, and constructed without cracks or surface gaps. Any gaps under the barrier that are necessary for drainage purposes should be minimized and localized, so that the acoustical performance of the barrier is maintained.

3.0 Stationary Source Noise Assessment

A site visit to the Project site and surrounding area was completed by SLR personnel on September 3, 2024, during daytime hours. The focus of the site visit was to identify nearby facilities with the potential for generating stationary source noise at the proposed development.

The Project site was found to be primarily surrounded by residential and commercial land uses, with some commercial/retail uses along Eglinton Avenue West, and some employment land uses to the southwest on the west side of Gilbert Avenue. During the site visit, no stationary sources of noise were audible above the background/ambient acoustic environment, which was dominated by road traffic along Eglinton Avenue West.

The surroundings lands were also reviewed with respect to the MECP D-Series guidelines, including Guideline D-6. There were no Class II or Class III industrial land uses or facilities identified in proximity to the proposed development that aren't located closer and more exposed to existing/approved residential uses. A detailed assessment of stationary sources with the potential to impact the proposed development was limited to Class I facilities, located within 70 m of the Project site. Figure 7 shows a 70 m setback distance from the Project site, and the stationary sources associated with employment/commercial land uses that were modelled as part of the assessment.

3.1 Stationary Source Modelling

Based on information obtained during the site visit, and a review of aerial photography, the sources of noise with the potential to produce noise at the proposed development have been identified. Sound levels for the sources were determined based on at-grade measurements collected during the site visit on September 22, 2023, and information contained in the SLR in-house database.

Modelled facilities and sources of noise include:

- Self-Storage Facility located at 494-498 Gilbert Avenue
  - 12x 10-ton rooftop HVAC units; and
- Babos Doner at 2216 Eglinton Avenue West
  - 1x 5-ton rooftop HVAC unit.

Sound levels 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 / 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.).

The following additional parameters were used in the modelling, which are consistent with providing a conservative (predictable worst-case assessment of noise levels):

- Temperature: 10°C;
- Relative Humidity: 70%;
- Ground Absorption G: G = 0.0 (reflective) as the default global parameter;
- Reflection: One (1) order of reflection was used (accounts for noise reflecting from walls);
- Wall Absorption Coefficients: Set to 0.21 or 0.37 (21%/37% of energy is absorbed, 79%/63% reflected); and

- Terrain: 1 m topographical contours obtained from City of Toronto Open Data Portal.

A summary of the sound levels used in the analysis and equipment operating conditions is included in Appendix E. All modelled stationary sources are shown in Figure 7.

3.2 Stationary Source Noise Criteria

MECP guidelines for stationary source noise impacting residential developments are given in MECP Publication NPC-300. The applicable portions of NPC-300 are Part C – Land Use Planning and the associated definitions outlined in Part A – Background.

The acoustic environment surrounding the proposed development is generally dominated by roadway noise from Eglinton Avenue West during all periods of the day. Therefore, the proposed development is considered to be located in a Class 1 area.

The sound level limits for steady sound sources are expressed as a 1-hr equivalent sound level (L_{eq}(1-hr) values, in dBA) and is the higher of the NPC-300 exclusionary limits or the existing background sound level. The NPC-300 minimum exclusionary stationary source guidelines for a Class 1 Area are summarized in Table 11 for continuous (steady, non-impulsive) sound sources.

Table 11: NPC-300 Class 1 Continuous (Steady, Non-Impulsive) Source Sound Level Limits

Point of Reception Category	Time Period	Minimum Exclusionary Sound Level Limit L_{eq}(1-hr), dBA[1]
Outdoors	Daytime (0700-1900h) Evening (1900-2300h) Nighttime (2300-0700h)	50 50 N/A[3]
Plane of Window [2]	Daytime (0700-1900h) Evening (1900-2300h) Nighttime (2300-0700h)	50 50 45
Notes: [1] Or minimum hourly L_{eq} of background noise; whichever is higher. [2] Applicable for windows opening into “noise-sensitive spaces” as defined in NPC-300. [3] Sound level limits during night-time hours are not applicable at outdoor points of reception.		

The limits in Table 11 were considered in this assessment.

3.3 Predicted Stationary Source Sound Levels

The “building evaluation” feature of Cadna/A was used to assess facade sound levels on the proposed development. This feature allows for noise levels to be predicted across the entire façade of a structure. Outdoor sound levels were assessed at a height of 1.5 m above the rooftop and at-grade amenity area, at all usable locations within these amenity spaces. Select assessment locations are shown for presentation purposes.

To be conservative, all stationary sources were modelled simultaneously.

A summary of the predicted sound levels on each façade due to simultaneous operation of all modelled stationary sources are shown in Table 12 and summarized in Figure 8a (daytime/evening periods) and Figure 8b (nighttime period), respectively.

Table 12: Summary of Predicted Stationary Source Sound Levels

Assessment Location	Façade	Predicted Sound Level [1], L_{eq}(1-hr) (dBA)	Applicable Sound Level Limit L_{eq}(1-hr) (dBA)	Compliance with Applicable Limit? (D/E/N)
		Day/Eve/Night	Day/Eve/Night	(Y/N)
Podium	North	44 / 44 / 37	50 / 50 / 45	Y / Y / Y
	East	38 / 38 / 34	50 / 50 / 45	Y / Y / Y
	South	47 / 47 / 44	50 / 50 / 45	Y / Y / Y
	West	48 / 48 / 45	50 / 50 / 45	Y / Y / Y
West Tower	North	41 / 41 / 38	50 / 50 / 45	Y / Y / Y
	East	42 / 42 / 39	50 / 50 / 45	Y / Y / Y
	South	47 / 47 / 44	50 / 50 / 45	Y / Y / Y
	West	48 / 48 / 45	50 / 50 / 45	Y / Y / Y
East Mid-Rise Building	North	37 / 37 / 34	50 / 50 / 45	Y / Y / Y
	East	37 / 37 / 34	50 / 50 / 45	Y / Y / Y
	South	44 / 44 / 41	50 / 50 / 45	Y / Y / Y
	West	47 / 47 / 44	50 / 50 / 45	Y / Y / Y
OPOR1		39 / 39 / - [2]	50 / 50 / - [2]	Y / Y / - [2]
OPOR2		45 / 45 / - [2]	50 / 50 / - [2]	Y / Y / - [2]
OPOR3		43 / 43 / - [2]	50 / 50 / - [2]	Y / Y / - [2]

Notes: [1] The highest predicted sound level at the façade is presented.
[2] Outdoor points of reception are not assessed during the nighttime period.

Predicted stationary source sound levels meet applicable Class 1 sound level limits at all project locations. Mitigation measures are not predicted to be required.

4.0 Vibration Assessment

4.1 Industrial (Stationary) Sources

Based on the site visit completed by SLR staff on September 3, 2024, and review of other land use proposals for the surrounding area, there are no existing or proposed industrial vibration sources in proximity to the proposed development. Any future industries which may use significant vibration sources will be able to incorporate vibration isolation into their design. Under applicable MECP guidelines, a detailed vibration assessment is not required.

4.2 Transportation Vibration

The proposed development is located more than 100 m east of the Newmarket Subdivision, and outside of the typical 75m separation distance for detailed assessment of rail-induced ground borne vibration. Therefore, existing ground borne vibration from the Newmarket Subdivision is not a concern for the development and a detailed assessment is not considered necessary.

With respect to the future Eglinton Crosstown Light Rail Transit (LRT) infrastructure, previous work completed as part of the project Noise and Vibration Impact Assessment was consulted (J.E. Coulter Associates Limited, 2010). Based on information contained in the assessment report, no sections of special trackwork are expected to be located in the vicinity of Caledonia station, where the LRT will be run through an underground tunnel. The guideline limit of 0.10 mm/s RMS is expected to be met at all existing sensitive receptors, which include existing uses along the Eglinton Avenue West corridor where the LRT will run beneath, based on the planned system design. Therefore, vibration impacts above 0.10 mm/s RMS are not anticipated at the proposed development.

Part 2: Impacts of The Development on Itself

5.0 Stationary Source Noise from The Development on Itself

At the time of this assessment, mechanical systems for the proposed development have not been sufficiently designed to complete a detailed assessment of stationary source noise from the development on itself.

For common mechanical systems that will be implemented as part of the proposed development, sound levels from all noise-generating equipment should comply with the guideline limits in MECP Publication NPC-300. The potential noise from mechanical equipment in the proposed development (such as from make-up air units, cooling towers, parking garage exhaust fans, emergency generators, etc.) should be assessed as part of the final building design. Target sound levels can be met at all on-site receptors through appropriate selection of mechanical equipment, by locating equipment with sufficient setback from noise sensitive locations, and by incorporating control measures (e.g., silencers) into the design. This can be confirmed either later in the site plan approval process, or at the building permit approval stages.

It is recommended that the mechanical systems be reviewed by an Acoustical Consultant prior to final equipment selection.

If individual air conditioning systems are to be implemented for individual residential units within the proposed development, the sound levels from each unit should meet the requirements of MECP Publication NPC-216.

Part 3: Impacts of The Development on The Surrounding Area

6.0 Stationary Source Noise from The Development on The Surroundings

With respect to the acoustic environment of the area, it is expected that the proposed development will have a negligible effect on neighbouring noise-sensitive properties.

Traffic related to the proposed development will be small relative to the existing traffic volumes within the area and is not of concern with respect to potential transportation noise.

Other sources associated within the proposed development with the potential to generate noise are mechanical equipment (e.g., air conditioning units, make up air units, cooling units, and parking garage exhaust fans). Sound levels due to operation of these sources should meet MECP Publication NPC-300 noise guidelines at all off-site noise sensitive receptors.

Off-site sound levels are not expected to be of concern are not anticipated because systems should be designed to ensure that the applicable noise guidelines are met at on-site receptors.

Regardless, off-site sound levels from mechanical equipment should be assessed as part of the final building designs. Target sound levels can be met at all surrounding receptors though the use of routine mitigation measures, including the appropriate selection of mechanical equipment, by locating equipment with sufficient setback from noise sensitive locations, and by incorporating control measures (e.g., silencers, barriers) into the designs.

It is recommended that the mechanical systems be reviewed by an Acoustical Consultant prior to final selection of equipment.

If individual air conditioning systems are to be implemented for individual residential units within the proposed development, the sound levels from each unit should meet the requirements of MECP Publication NPC-216.

7.0 Conclusions and Recommendations

The potential for noise impacts on and from the proposed development have been assessed. Impacts of the environment on the development, the development on itself, and the development on the surrounding area have been considered. Based on the results of this assessment, the following conclusions have been reached:

Transportation Noise

- An assessment of transportation sound levels from surrounding roadways and railways has been completed.
- Based on transportation façade sound levels:
  - Upgraded glazing is required at some project locations, as outlined in Section 2.5.1.
  - Ventilation recommendations are outlined in Section 2.5.1 and summarized in Appendix D**.**
- Based on transportation OLA sound levels:
  - Upgraded parapet acoustic barriers are required for the common amenity areas on Floor 7, as outlined in Sections 2.5.2.
- Warning clauses should be included in agreements registered on Title for the residential units and included in agreements of purchase and sale/rental agreements.
  - Warning clause recommendations are summarized in Appendix D.

Stationary Source Noise

- A review of the surrounding stationary noise sources was completed by SLR personnel during a site visit to the area and through available aerial photography.
- Noise from stationary sources was not audible above background sound levels at the Project site during the site visit.

- Assessment of Class I facilities in the vicinity of the Project site indicate stationary source noise is predicted to be below applicable limits at the proposed development.

Environmental Vibration

- There are no existing or known proposed sources of industrial vibration in proximity to the proposed development.
- The Project site is located more than 100 m from the Newmarket Subdivision, and rail-induced ground borne vibration has not been assessed in detail.
- Based on previous work completed by others for the Eglinton Crosstown LRT, ground borne vibration levels from the LRT operating in the tunnel beneath Eglinton Avenue West are predicted to meet applicable limits based on the planned system design.

Overall Assessment

- Noise from the environment on the proposed development can be adequately controlled through the feasible mitigation measures, façade designs, and warning clause recommendations as detailed in Part 1 of this report.
- Noise from the proposed development on itself is not expected to be of concern and can be adequately controlled by following the design guidance outlined in Part 2 of this report.
- Noise from the proposed development on the surroundings is expected to meet the applicable guideline limits and can be adequately controlled by following the design guidance outlined in Part 3 of this report.
- Glazing requirements above are approximated, based on the generic room, façade and glazing dimensions. Once detailed floor plans and façade plans become available, the glazing requirements should be re-assessed and reviewed by an Acoustical Consultant.
- As the mechanical systems for the proposed development have not been designed in detail, the acoustical design should be reviewed by an acoustical consultant during site plan approval process, or as part of the final building design.

8.0 Closure

Regards,

SLR Consulting (Canada) Ltd.

Farideh Zarei, M.A.Sc.
Acoustics Consultant
fzarei@slrconsulting.com

Keni Mallinen, M.A.Sc., P.Eng.
Senior Acoustics Engineer
kmallinen@slrconsulting.com

9.0 References

Federation of Canadian Municipalities and the Railway Association of Canada. 2013. Guidelines for Development in Proximity to Railway Operations, May 2013.

International Organization for Standardization. 1996. ISO 9613-2: Acoustics – Attenuation of Sound During Propagation Outdoors Part 2: General Method of Calculation, Geneva, Switzerland.

J.E. Coulter Associates Ltd. 2010. Noise and Vibration Impact Assessment, Proposed Eglinton Crosstown Light Rail Transit, for Transit City Corp, February 26, 2010.

Ontario Ministry of the Environment, Conservation and Parks. 1989. Ontario Road Noise Analysis Method for Environment and Transportation (ORNAMENT)

Ontario Ministry of the Environment, Conservation and Parks. 1996. STAMSON v5.04: Road, Rail and Rapid Transit Noise Prediction Model.

Ontario Ministry of the Environment, Conservation and Parks. 2013. Publication NPC-300: Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning.

U.S. Department of Transportation, Federal Transit Administration (FTA). 2018. Transit Noise and Vibration Impact Assessment, FTA Report No. 0123, September 2018.

.

Figures

Environmental Noise & Vibration Assessment

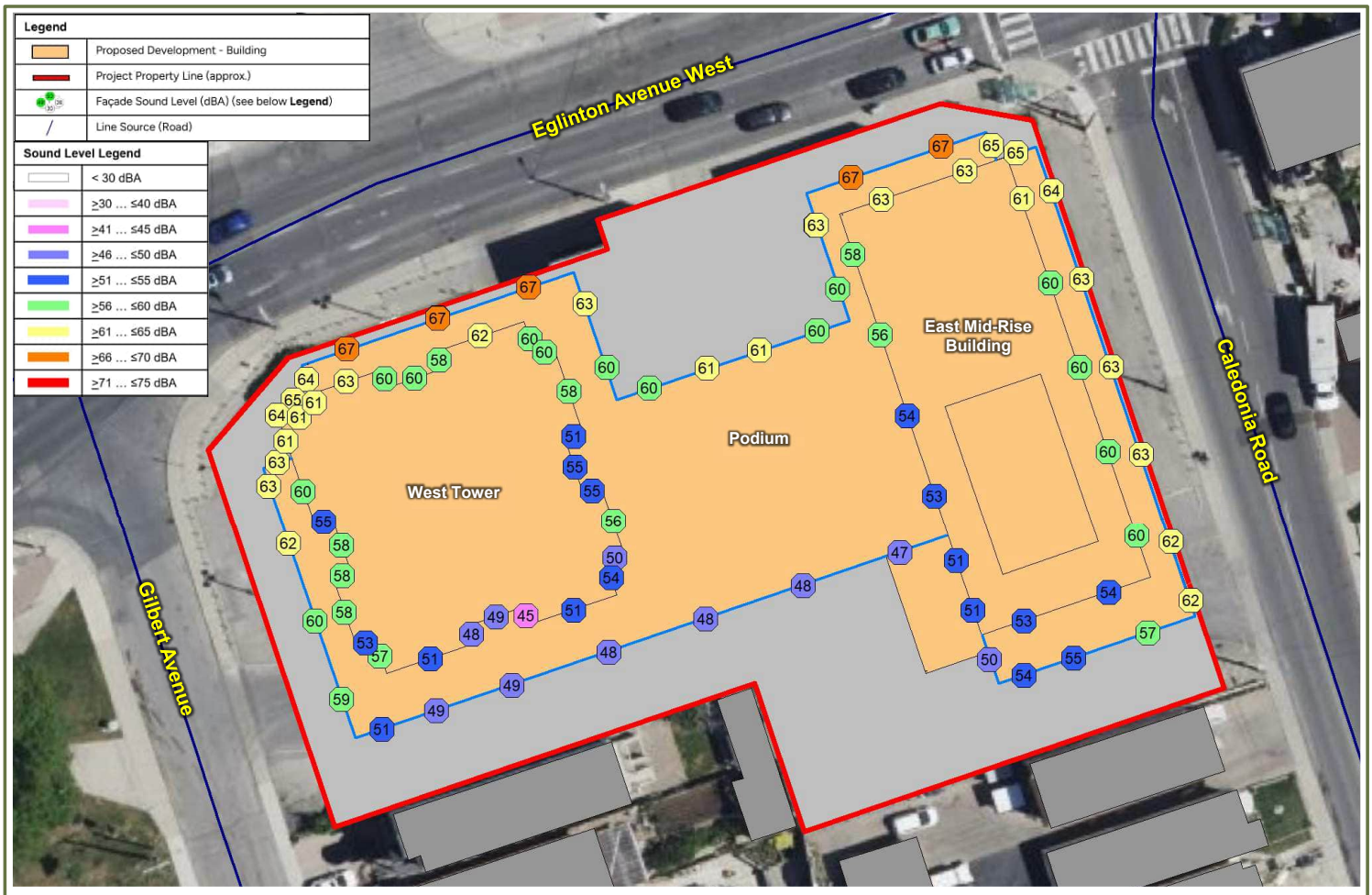
2343 Eglinton Avenue West, Toronto

1764174 Ontario Inc.

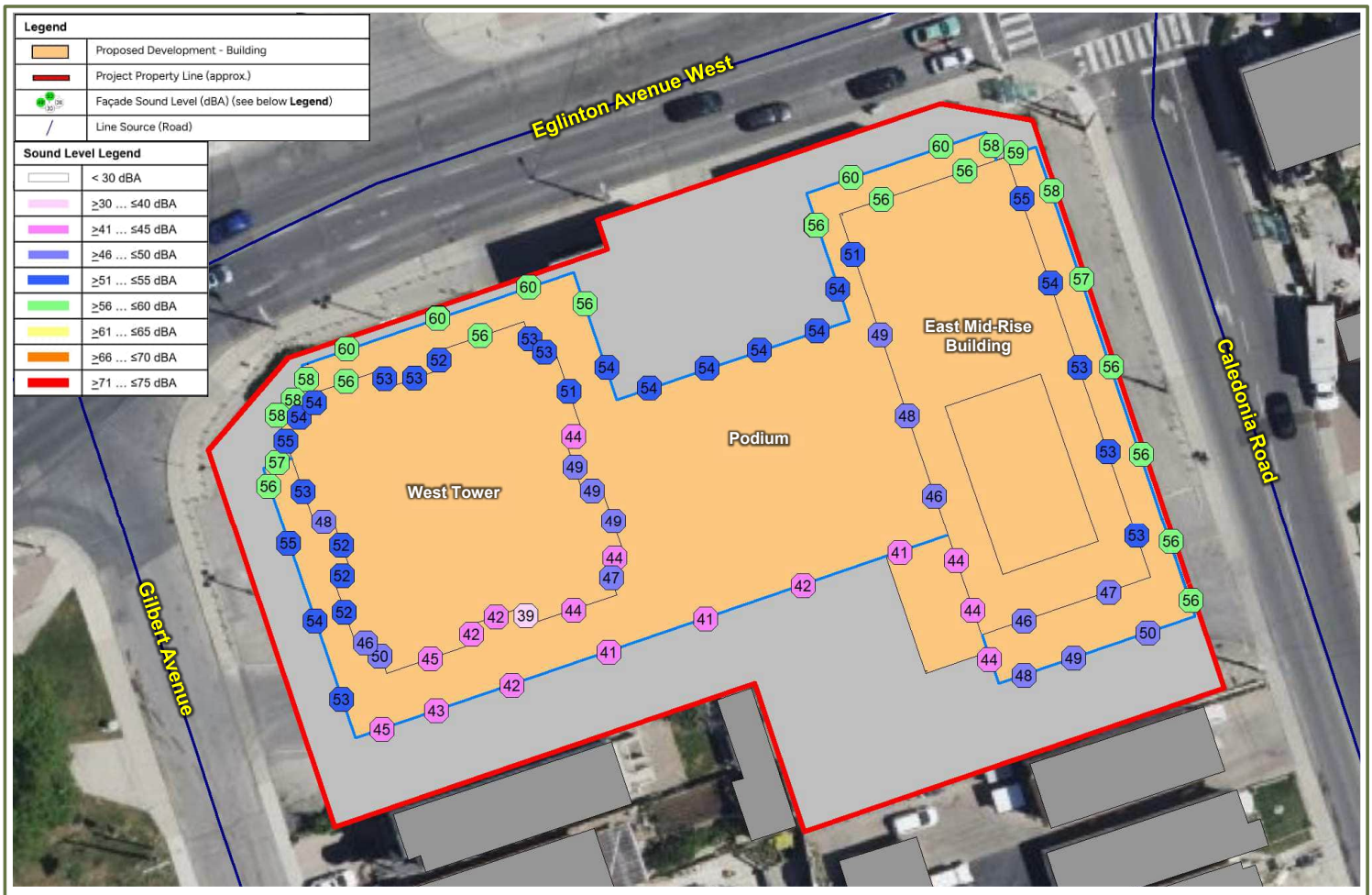
SLR Project No.: 241.031162.00001

March 26, 2025

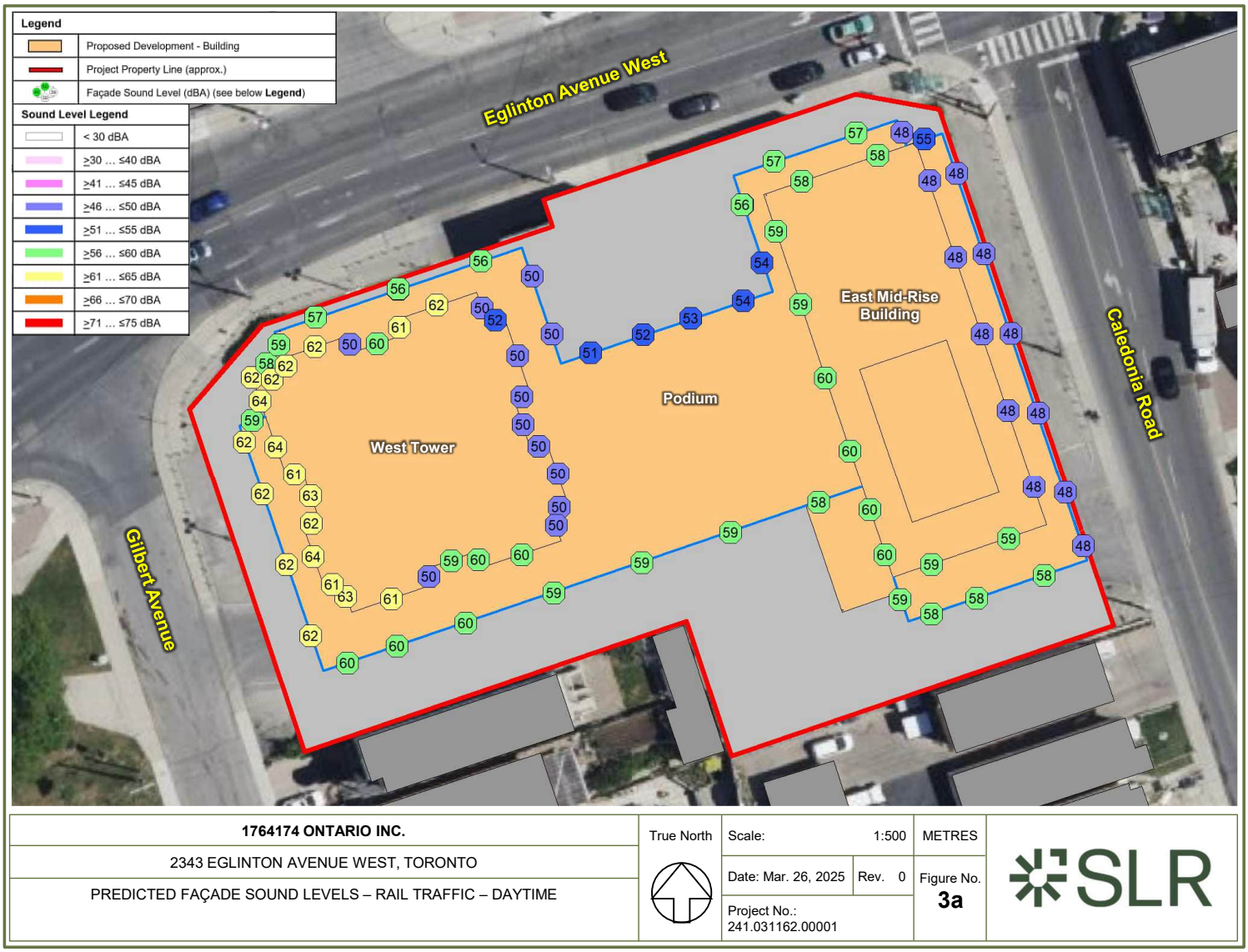
1764174 ONTARIO INC.	True North	Scale: 1:3,000	METRES	SLR
2343 EGLINTON AVENUE WEST, TORONTO		Date: Mar. 26, 2025 Rev. 0	Figure No. **1**	
CONTEXT PLAN		Project No.: 241.031162.00001		



1764174 ONTARIO INC.	True North	Scale: 1:500	METRES	SLR
2343 EGLINTON AVENUE WEST, TORONTO		Date: Mar. 26, 2025 Rev. 0	Figure No. **2a**	
PREDICTED FAÇADE SOUND LEVELS – ROAD TRAFFIC – DAYTIME		Project No.: 241.031162.00001		

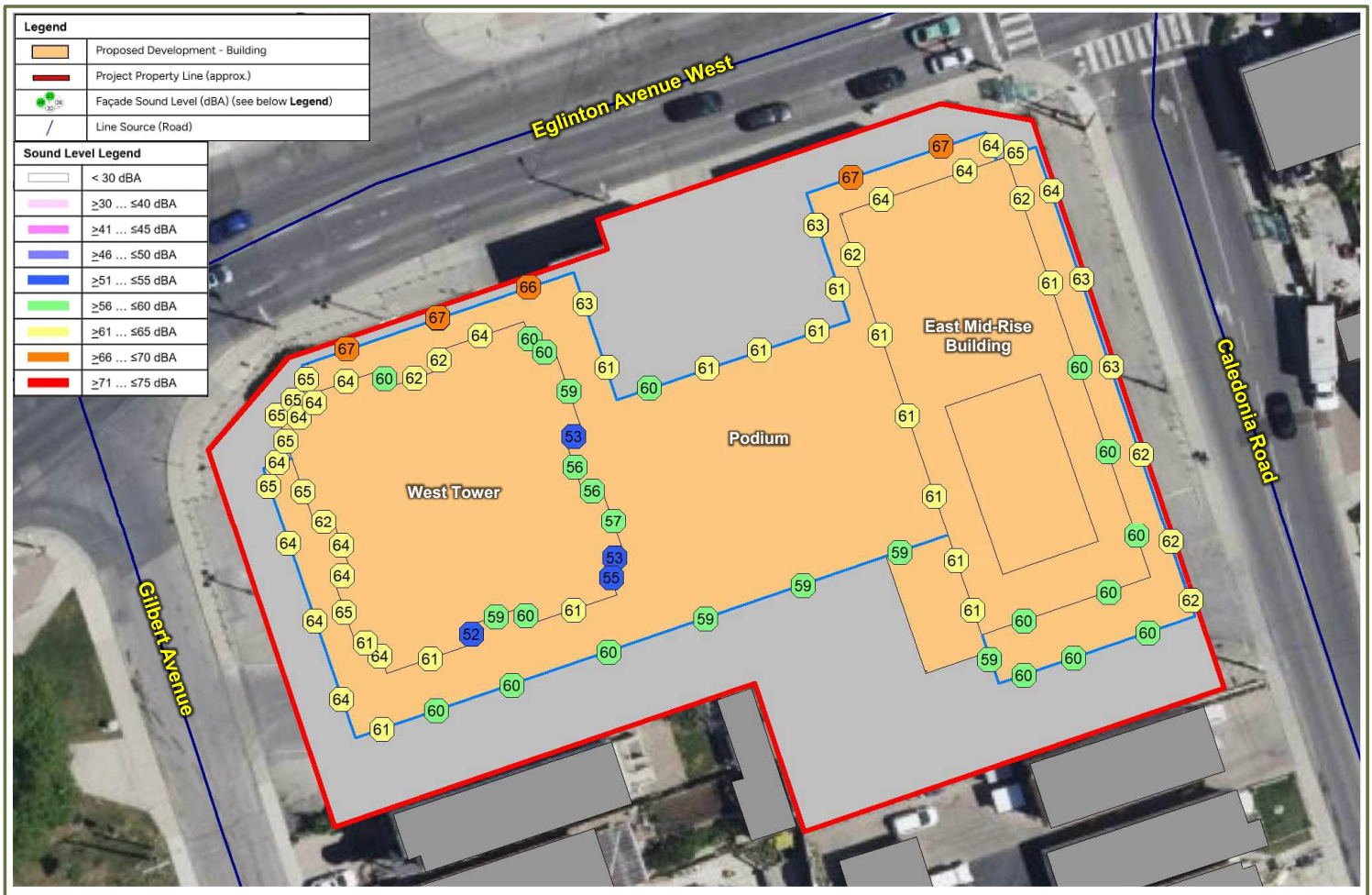


1764174 ONTARIO INC.	True North	Scale: 1:500	METRES	SLR
2343 EGLINTON AVENUE WEST, TORONTO		Date: Mar. 26, 2025 Rev. 0	Figure No. **2b**	
PREDICTED FAÇADE SOUND LEVELS – ROAD TRAFFIC – NIGHTTIME		Project No.: 241.031162.00001		

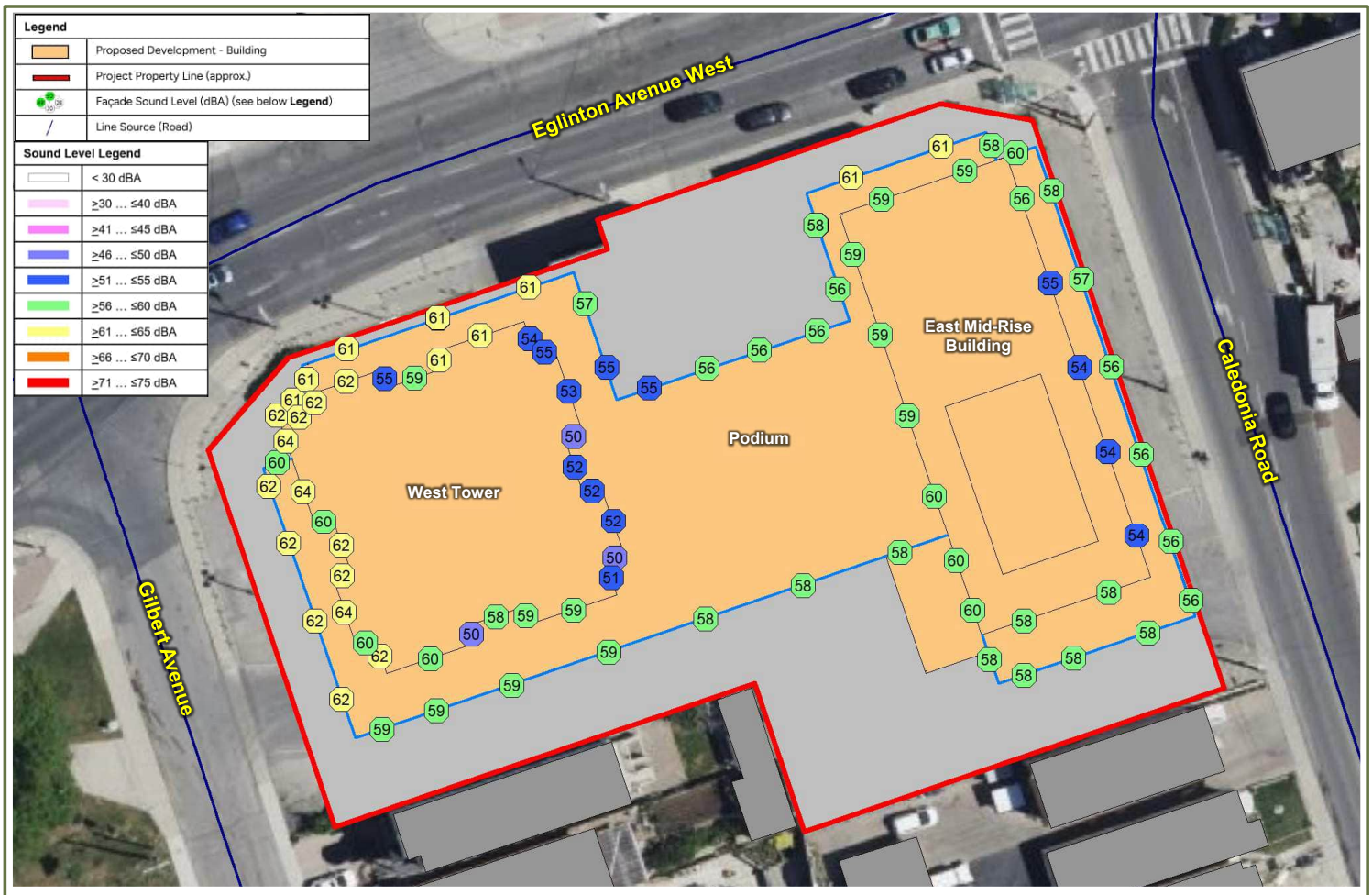


1764174 ONTARIO INC.	True North	Scale: 1:500	METRES	SLR
2343 EGLINTON AVENUE WEST, TORONTO		Date: Mar. 26, 2025 Rev. 0	Figure No. **3a**	
PREDICTED FAÇADE SOUND LEVELS – RAIL TRAFFIC – DAYTIME		Project No.: 241.031162.00001		

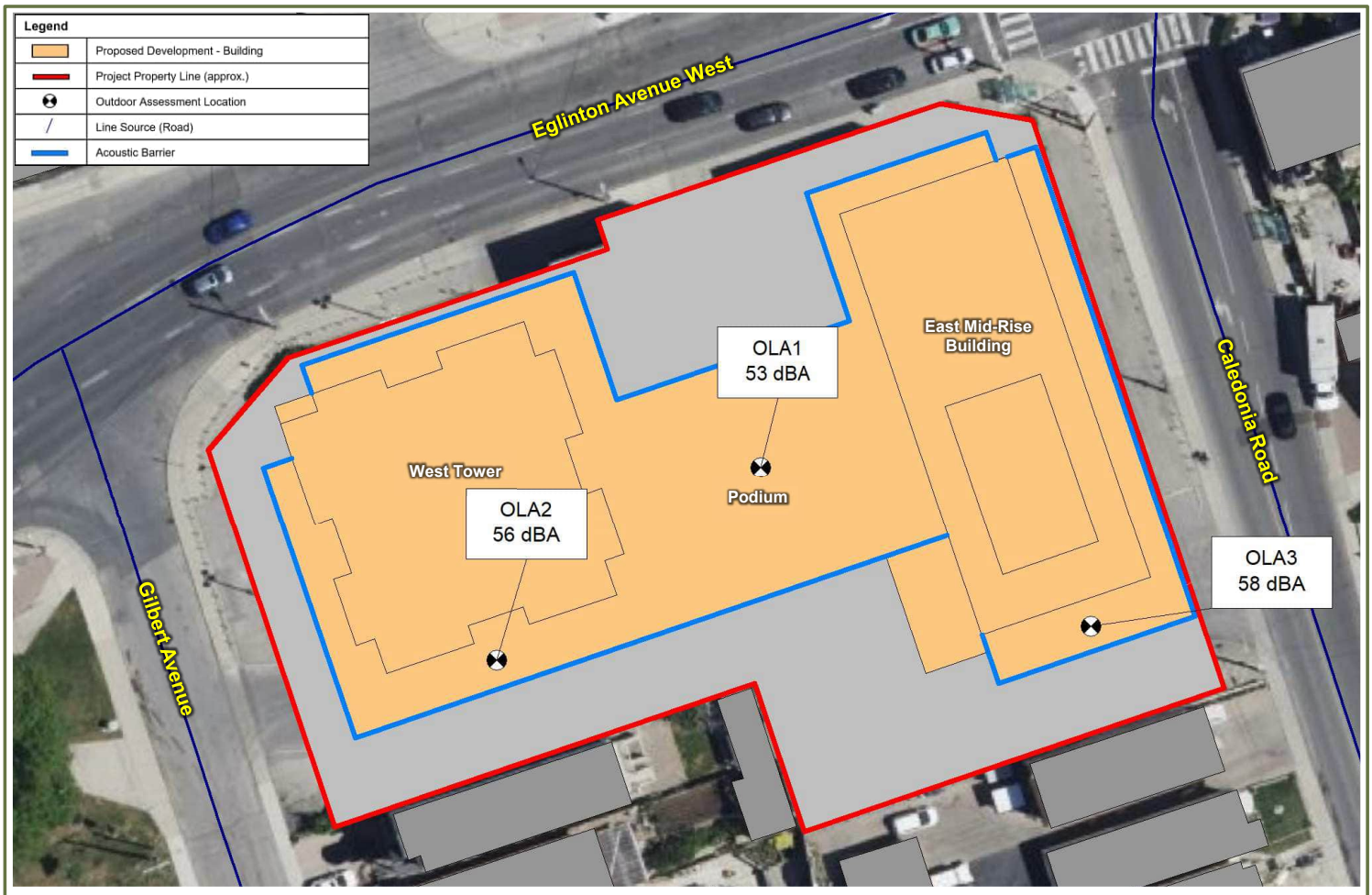
1764174 ONTARIO INC.	True North	Scale: 1:500	METRES	SLR
2343 EGLINTON AVENUE WEST, TORONTO		Date: Mar. 26, 2025 Rev. 0	Figure No. **3b**	
PREDICTED FAÇADE SOUND LEVELS – RAIL TRAFFIC – NIGHTTIME		Project No.: 241.031162.00001		



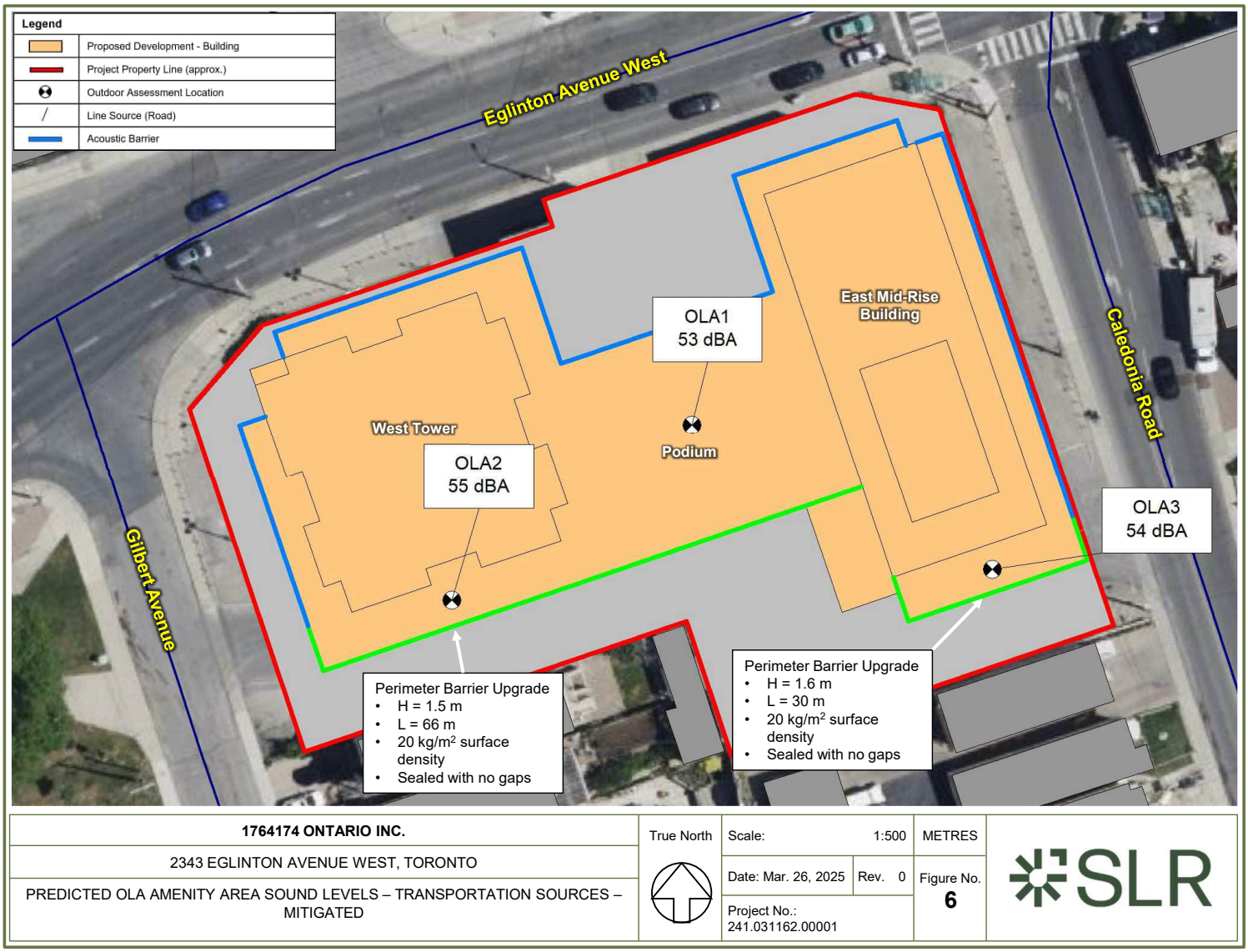
1764174 ONTARIO INC.	True North	Scale: 1:500	METRES	SLR
2343 EGLINTON AVENUE WEST, TORONTO		Date: Mar. 26, 2025 Rev. 0	Figure No. **4a**	
PREDICTED FAÇADE SOUND LEVELS – ROAD + RAIL TRAFFIC – DAYTIME		Project No.: 241.031162.00001		



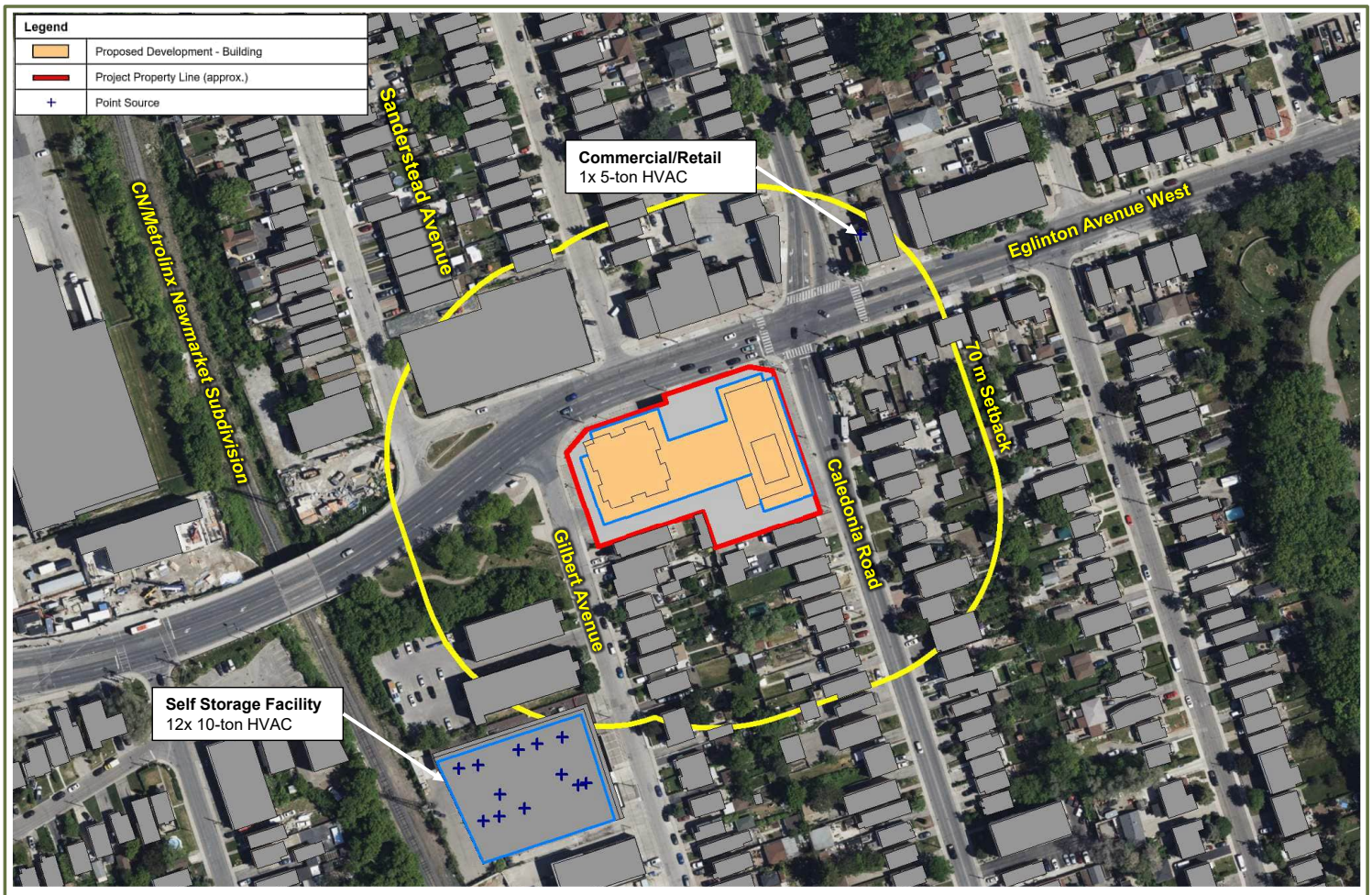
1764174 ONTARIO INC.	True North	Scale: 1:500	METRES	SLR
2343 EGLINTON AVENUE WEST, TORONTO		Date: Mar. 26, 2025 Rev. 0	Figure No. **4b**	
PREDICTED FAÇADE SOUND LEVELS – ROAD + RAIL TRAFFIC – NIGHTTIME		Project No.: 241.031162.00001		



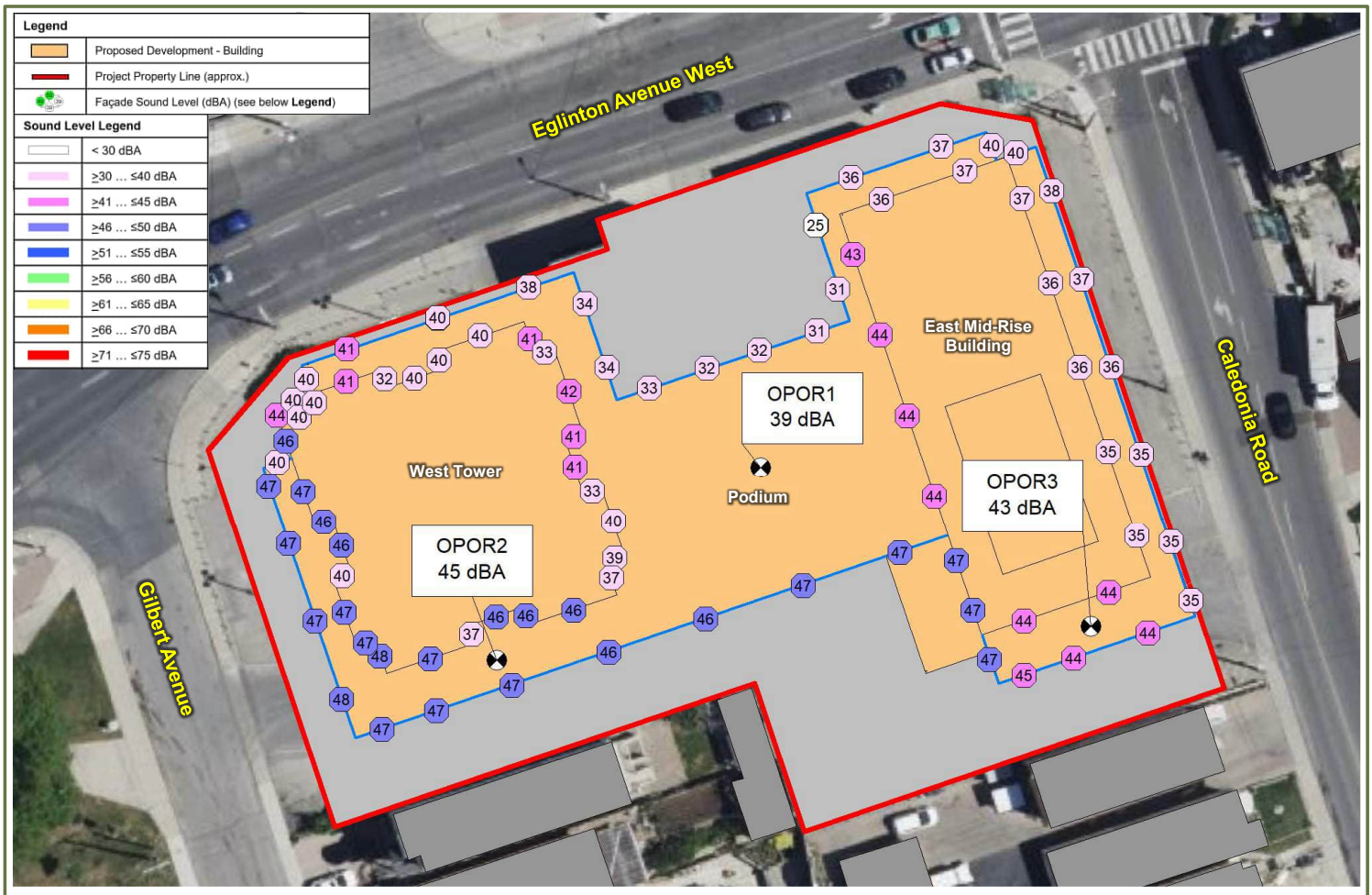
1764174 ONTARIO INC.	True North	Scale: 1:500	METRES	SLR
2343 EGLINTON AVENUE WEST, TORONTO		Date: Mar. 26, 2025 Rev. 0	Figure No. **5**	
PREDICTED OLA SOUND LEVELS – TRANSPORTATION SOURCES – UNMITIGATED		Project No.: 241.031162.00001		



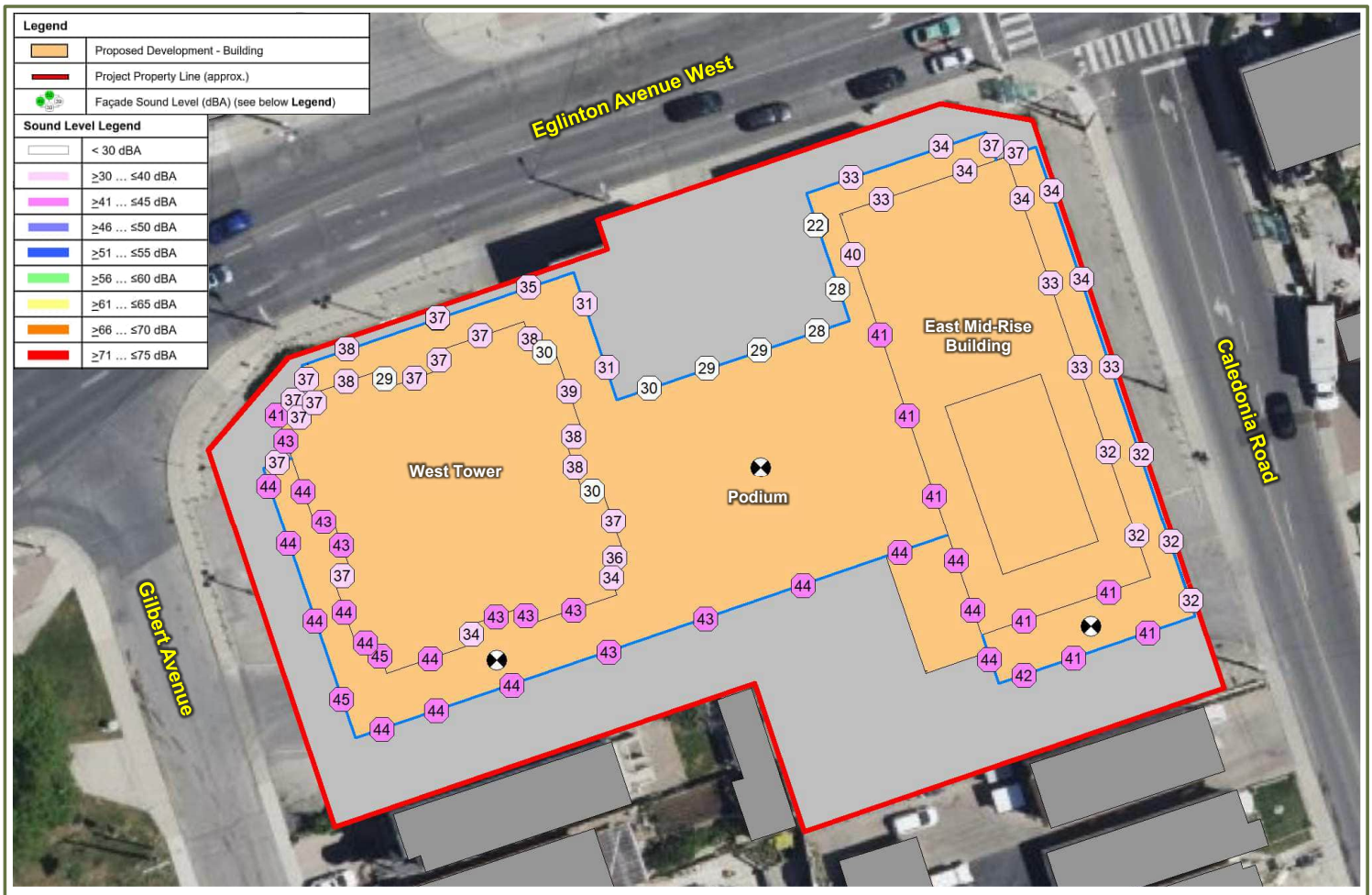
1764174 ONTARIO INC.	True North	Scale: 1:500	METRES	SLR
2343 EGLINTON AVENUE WEST, TORONTO		Date: Mar. 26, 2025 Rev. 0	Figure No. **6**	
PREDICTED OLA AMENITY AREA SOUND LEVELS – TRANSPORTATION SOURCES – MITIGATED		Project No.: 241.031162.00001		



1764174 ONTARIO INC.	True North	Scale: 1:2,000	METRES	SLR
2343 EGLINTON AVENUE WEST, TORONTO		Date: Mar. 26, 2025 Rev. 0	Figure No. **7**	
MODELLED STATIONARY SOUND SOURCES		Project No.: 241.031162.00001		



1764174 ONTARIO INC.	True North	Scale: 1:500	METRES	SLR
2343 EGLINTON AVENUE WEST, TORONTO		Date: Mar. 26, 2025 Rev. 0	Figure No. **8a**	
PREDICTED WORST-CASE STATIONARY SOURCE SOUND LEVELS – DAYTIME/EVENING PERIOD		Project No.: 241.031162.00001		



1764174 ONTARIO INC.	True North	Scale: 1:500	METRES	SLR
2343 EGLINTON AVENUE WEST, TORONTO		Date: Mar. 26, 2025 Rev. 0	Figure No. **8b**	
PREDICTED WORST-CASE STATIONARY SOUND LEVELS – NIGHTTIME PERIOD		Project No.: 241.031162.00001		

Appendix A Development Drawings

Environmental Noise & Vibration Assessment

2343 Eglinton Avenue West, Toronto

1764174 Ontario Inc.

SLR Project No.: 241.031162.00001

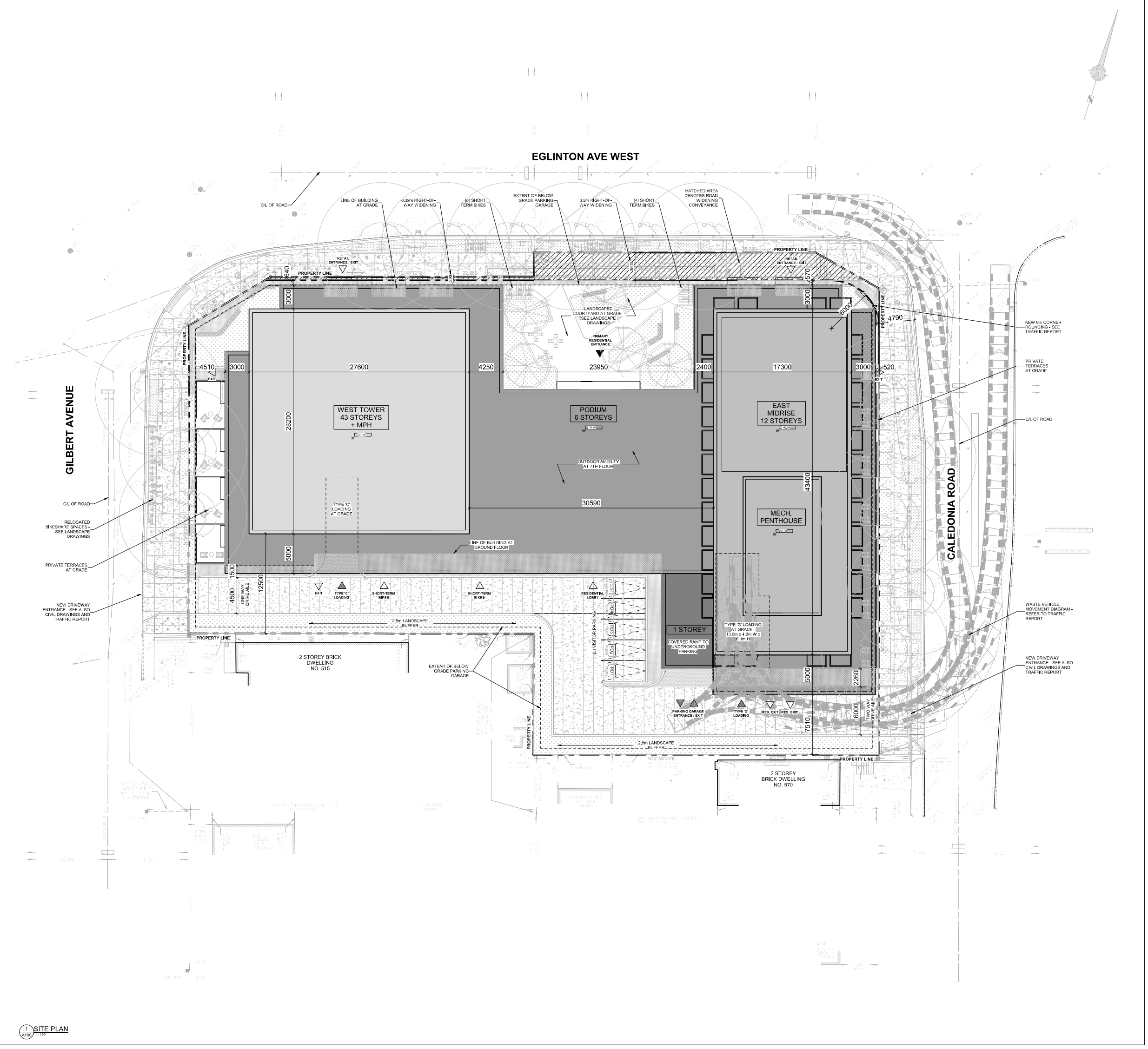
March 26, 2025

SITE PLAN LEGEND

000.000	EXISTING ELEVATION		SIAMESE CONNECTION
000.000 TOS	TOP OF SLAB		FIRE HYDRANT
000.000 TOR	TOP OF ROOF		MANHOLE
			CATCH BASIN
	OUTLINE OF BUILDING AT GRADE		
	OUTLINE OF BELOW GRADE STRUCTURE	SITE PLAN INFORMATION TAKEN FROM:	
	PRINCIPAL RES ENTRANCE	TOPOGRAPHIC PLAN SURVEY OF PART OF LOTs 41, 42, 43 AND 44 REGISTERED PLAN 1429 CITY OF TORONTO PREPARED BY KRCMAR LAND SURVEYORS AUGUST 8, 2023	
	PEDESTRIAN EXIT/ENTRANCE		
	VEHICULAR EXIT/ENTRANCE	158.700m = ESTABLISHED GRADE 158.700m = TOS GROUND FLOOR AVERAGE	

SITE PLAN NOTES

1. THE BUILDING IS TO BE SPRINKLERED.
2. TORONTO HYDRO STREET LIGHTING AND TYPE TO BE COORDINATED WITH AND APPROVED BY TORONTO HYDRO.
3. ALL WASTE GENERATED BY THE SITE TO BE STORED ON PRIVATE PROPERTY.
4. SIDEWALKS AND BOULEVARDS WITHIN THE RIGHT OF WAY TO HAVE A MINIMUM 2% AND MAXIMUM 4% SLOPE TOWARDS THE ROADWAY.
5. REFER TO SITE SERVICING PLAN, PREPARED BY COUNTERPOINT ENGINEERING, FOR SEWER AND WATER SERVICE INFORMATION.
6. ALL EXISTING ACCESSES, CURB CUTS, TRAFFIC CONTROL SIGNS, ETC. ALONG THE DEVELOPMENT SITE FRONTAGES THAT ARE NO LONGER REQUIRED ARE TO BE REMOVED. THE BOULEVARD WITHIN THE PUBLIC RIGHT OF WAY, IN ACCORDANCE WITH CITY STANDARDS AND TO THE SATISFACTION OF THE EXECUTIVE DIRECTOR OF TECHNICAL SERVICES ARE TO BE REINSTATED.
7. TYPICAL PARKING SPACES ARE 2.8m X 5.6m. SPACES WITH ADJACENT OBSTRUCTIONS OF A DEPTH GREATER THAN 1m TO HAVE A TYPICAL ALLOWANCE OF 0.3m FROM PARKING SPACE.
8. ALL SMALL CAR PARKING SPACES TO BE CLEARLY SIGNED AT THE FRONT OF EACH SPACE AS "SMALL CAR ONLY"
9. EXTERIOR LIGHTING WILL BE FULL CUT-OFF FIXTURES (OR DARK SKY COMPLIANT) SO THAT NO UP-LIGHTING WILL BE PRODUCED FROM THESE LIGHTS AND EXTERIOR LIGHT FIXTURES ARE SHIELDED TO PREVENT GLARE AND LIGHT TRESPASS ONTO ANY NEIGHBORING PROPERTIES
10. SHORT-TERM BIKE PARKING: MIN. LENGTH 1.8m, MIN. WIDTH 0.6m,MIN. VERTICAL CLEARANCE 1.9m



1 SITE PLAN
A100

THIS DRAWING IS THE PROPERTY OF THE ARCHITECT AND MAY NOT BE REPRODUCED OR USED WITHOUT THE EXPRESS CONSENT OF THE ARCHITECT. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING AND VERIFYING ALL LEVELS AND DIMENSIONS AND SHALL REPORT ALL DISCREPANCIES TO THE ARCHITECT AND OBTAIN CLARIFICATION PRIOR TO COMMENCING WORK. DRAWING IS IN METRIC UNITS U.N.O. IF IMPERIAL DIMENSIONS ARE INDICATED, IT IS FOR CONVENIENCE ONLY. IF A ROUNDING DISCREPANCY EXISTS, THE METRIC MEASUREMENT SHALL GOVERN

ISSUED RECORD

REVISION RECORD

NORTH

RAW

405-317 ADELAIDE STREET WEST
TORONTO CANADA M5V 1P9
+1 416 599 9729
WWW.RAWDESIGN.CA

22029

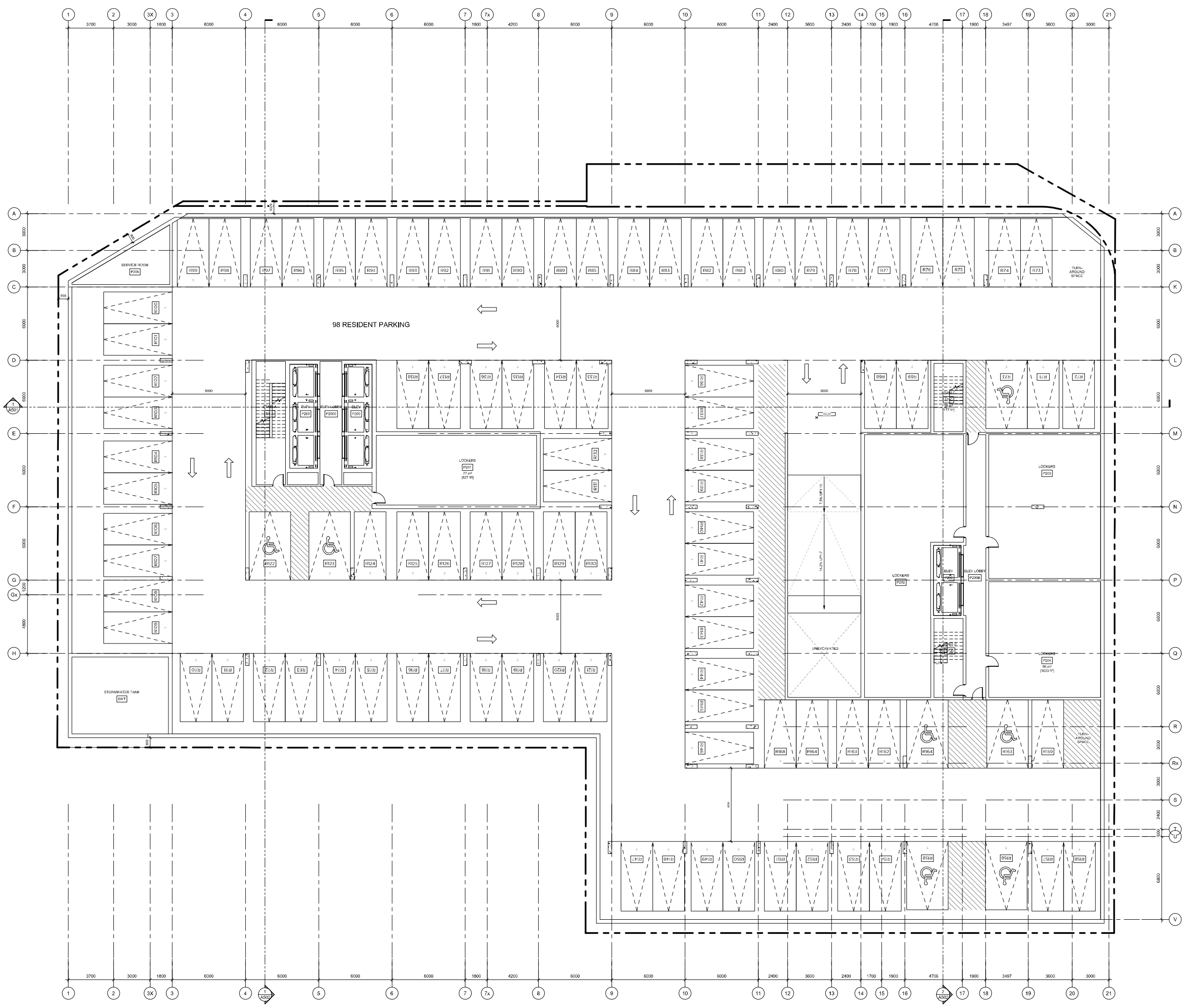
2343 Eglinton Ave. W,
Toronto, ON

PROPOSED MIXED
USE DEVELOPMENT
1764174 Ontario Inc.

SITE PLAN

SCALE:

A100



ISSUED RECORD

REVISION RECORD

405-317 ADELAIDE STREET WEST
TORONTO CANADA M5V 1P9
+1 416 599 9729
WWW.RAWDESIGN.CA

22029

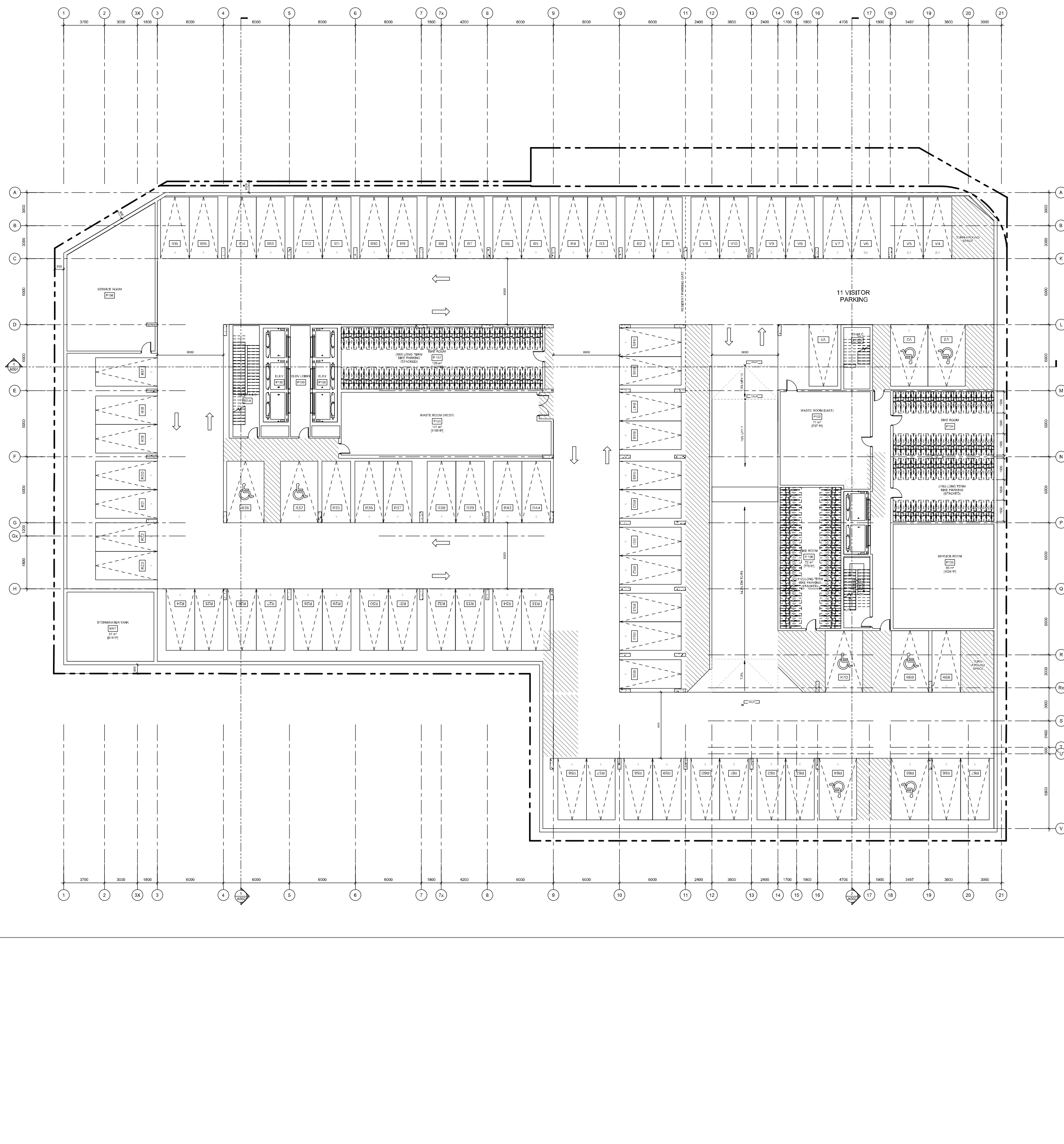
2343 Eglinton Ave. W,
Toronto, ON

PROPOSED MIXED
USE DEVELOPMENT
1764174 Ontario Inc.

P2 PARKING PLAN

SCALE: 1 : 100

A101



THIS DRAWING IS THE PROPERTY OF THE ARCHITECT AND MAY NOT BE REPRODUCED OR USED WITHOUT THE EXPRESS CONSENT OF THE ARCHITECT. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING AND VERIFYING ALL LEVELS AND DIMENSIONS AND SHALL REPORT ALL DISCREPANCIES TO THE ARCHITECT AND OBTAIN CLARIFICATION PRIOR TO COMMENCING WORK. DRAWING IS IN METRIC UNITS U.N.O. IF IMPERIAL DIMENSIONS ARE INDICATED, IT IS FOR CONVENIENCE ONLY. IF A ROUNDING DISCREPANCY EXISTS, THE METRIC MEASUREMENT SHALL GOVERN

ISSUED RECORD

REVISION RECORD

NORTH

RAW

405-317 ADELAIDE STREET WEST
TORONTO CANADA M5V 1P9
+1 416 599 9729
WWW.RAWDESIGN.CA

22029

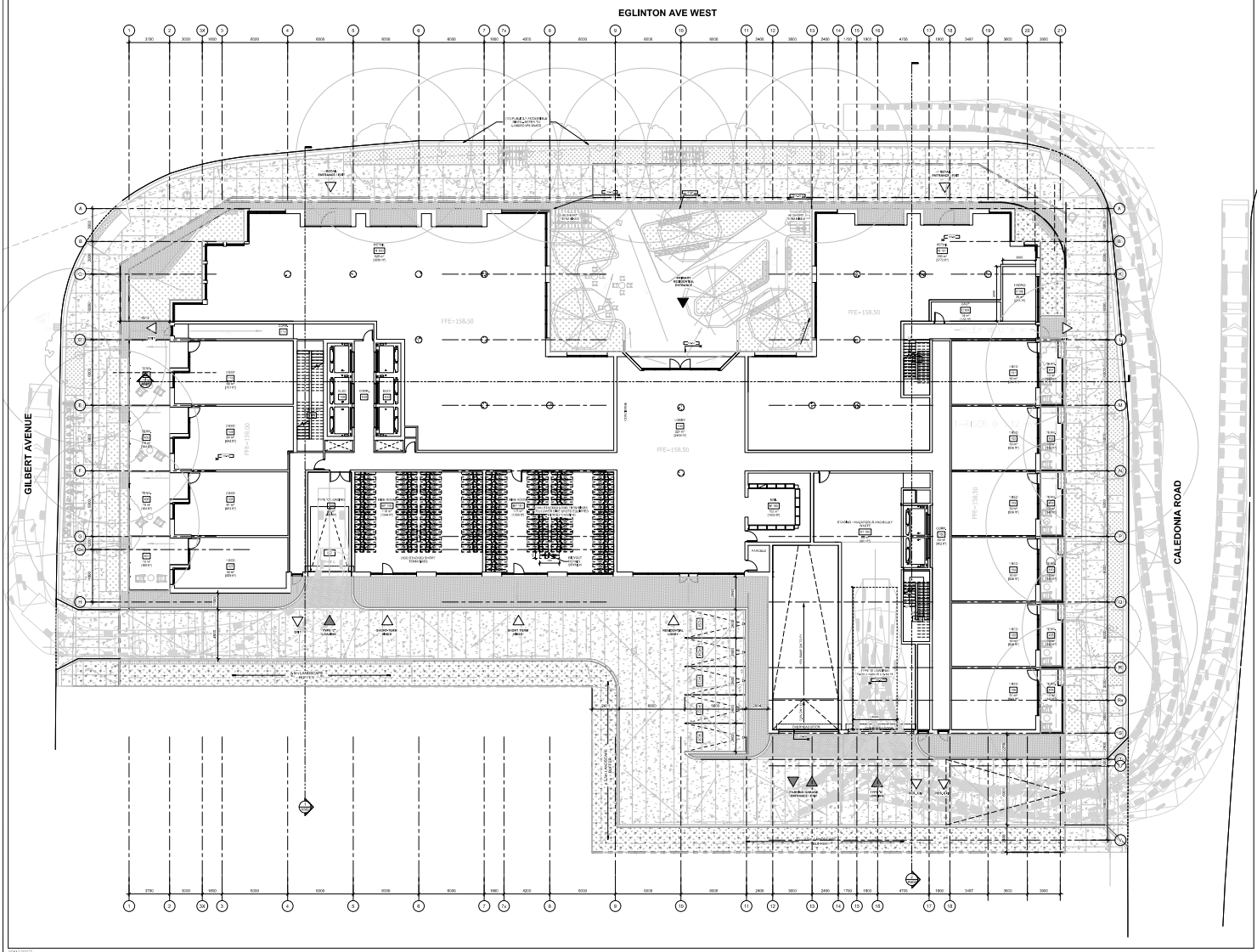
2343 Eglinton Ave. W,
Toronto, ON

PROPOSED MIXED
USE DEVELOPMENT
1764174 Ontario Inc.

P1 PARKING PLAN

SCALE: 1 : 100

A102



RAW

22029

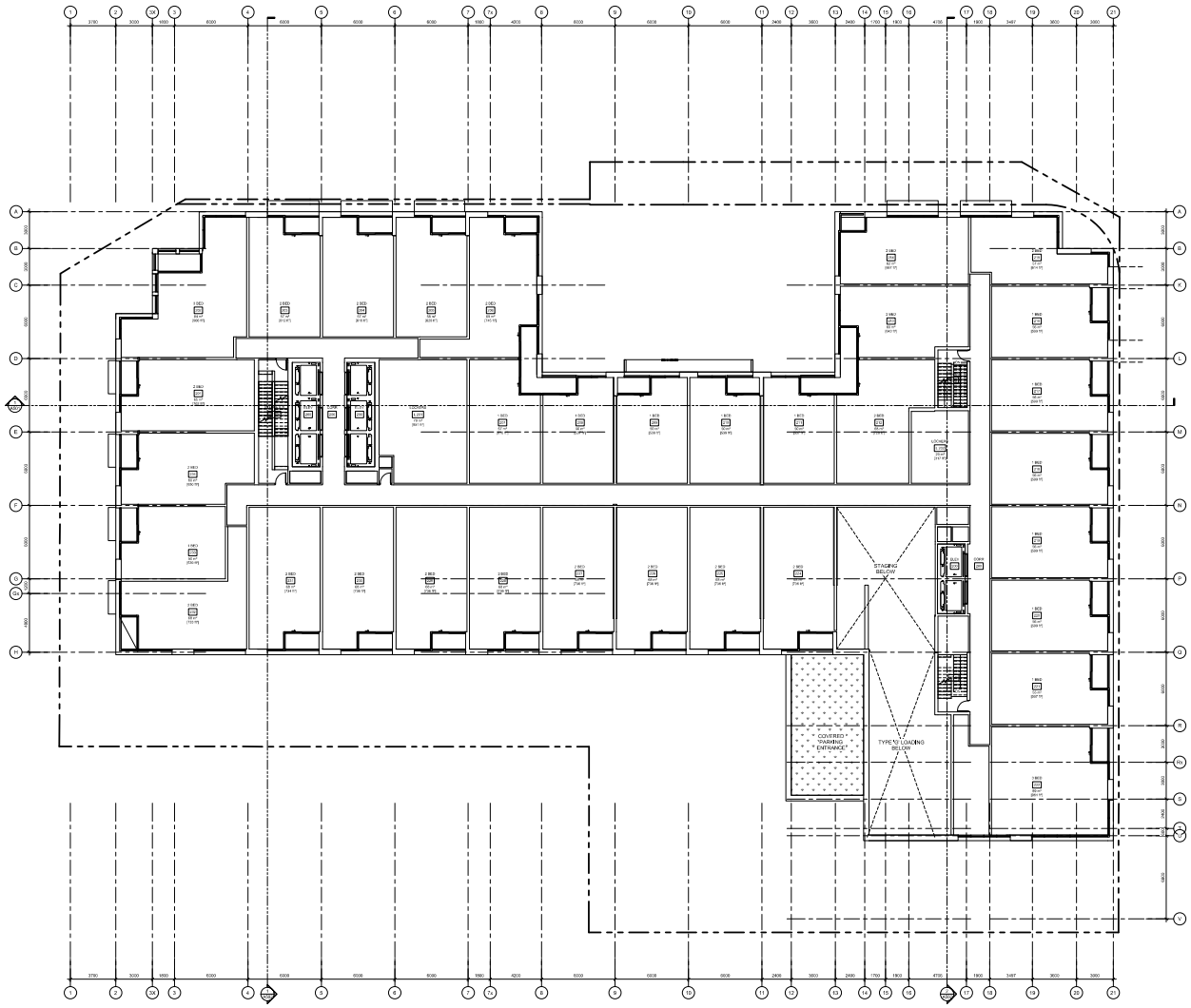
2343 Eglinton Ave. W,
Toronto, ON

PROPOSED MIXED USE DEVELOPMENT
1764174 Ontario Inc.

1ST FLOOR PLAN

SCALE:

A201



RAW

22029

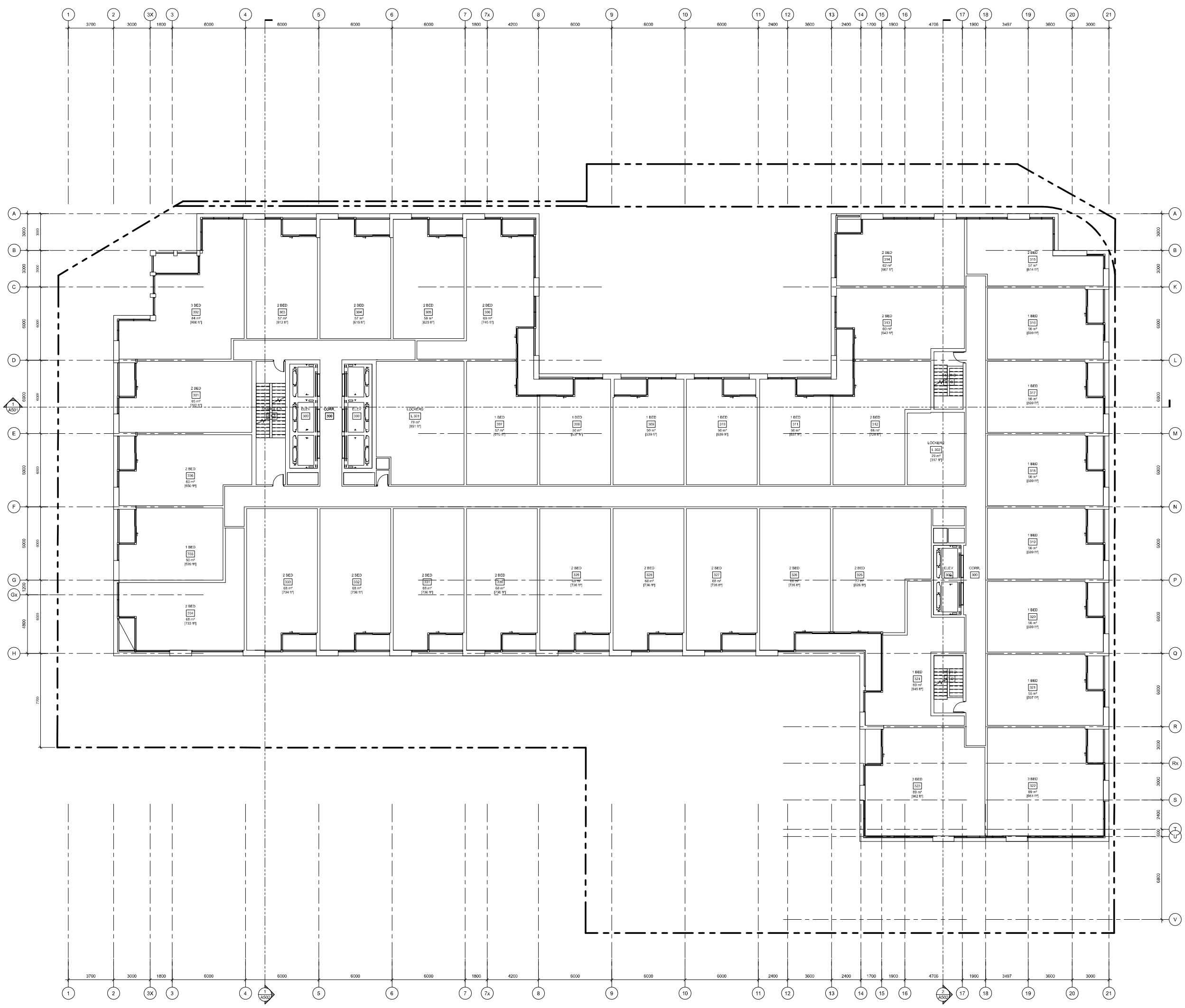
2343 Eglinton Ave. W,
Toronto, ON

PROPOSED MIXED USE DEVELOPMENT
1764174 Ontario Inc.

2ND FLOOR PLAN

SCALE: 1 : 100

A202



THIS DRAWING IS THE PROPERTY OF THE ARCHITECT AND MAY NOT BE REPRODUCED OR USED WITHOUT THE EXPRESS CONSENT OF THE ARCHITECT. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING AND VERIFYING ALL LEVELS AND DIMENSIONS AND SHALL REPORT ALL DISCREPANCIES TO THE ARCHITECT AND OBTAIN CLARIFICATION PRIOR TO COMMENCING WORK. DRAWING IS IN METRIC UNITS U.N.O. IF IMPERIAL DIMENSIONS ARE INDICATED, IT IS FOR CONVENIENCE ONLY. IF A ROUNDING DISCREPANCY EXISTS, THE METRIC MEASUREMENT SHALL GOVERN

ISSUED RECORD

REVISION RECORD

NORTH

RAW

405-317 ADELAIDE STREET WEST
TORONTO CANADA M5V 1P9
+1 416 599 9729
WWW.RAWDESIGN.CA

22029

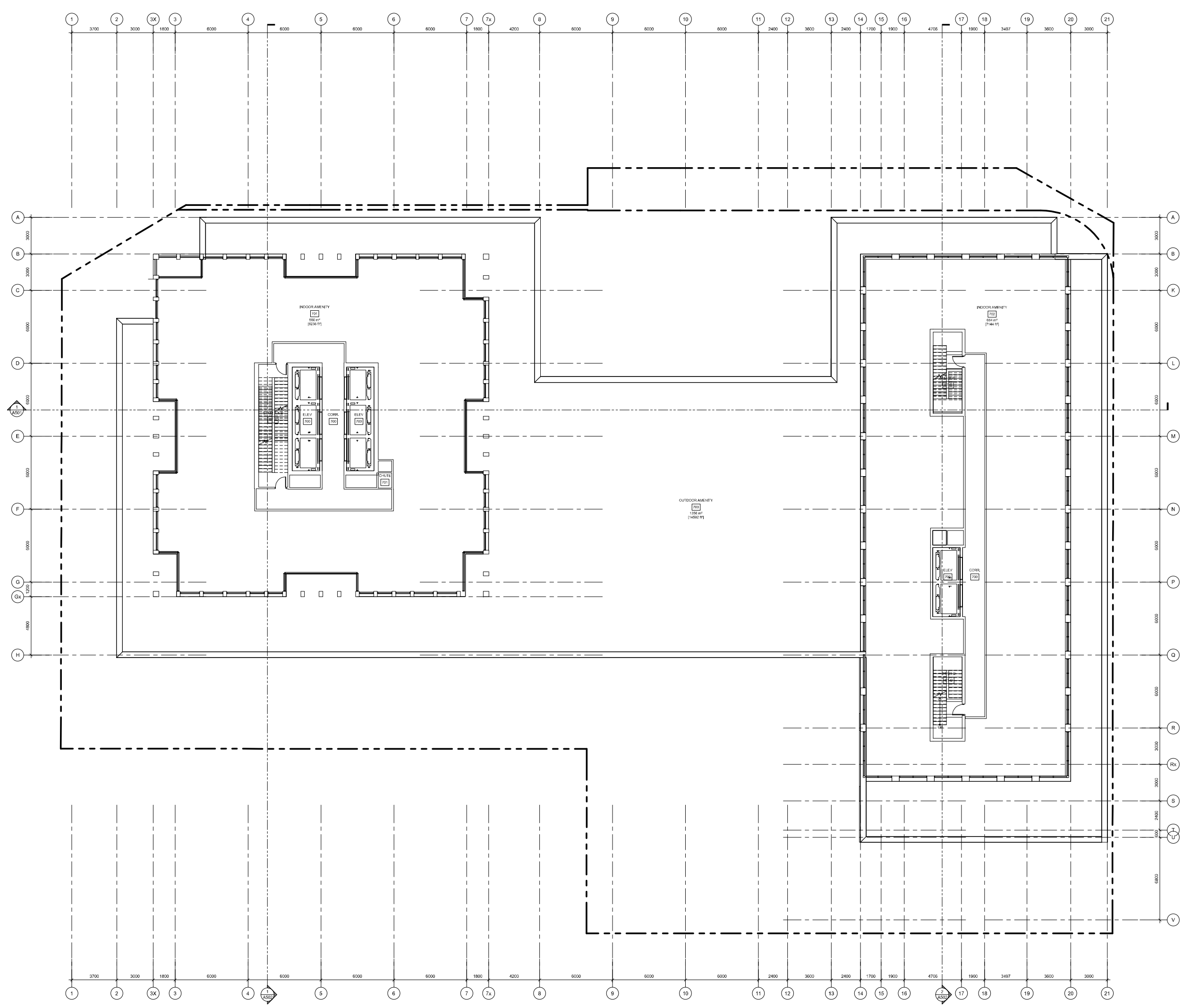
2343 Eglinton Ave. W,
Toronto, ON

PROPOSED MIXED USE DEVELOPMENT
1764174 Ontario Inc.

3RD-6TH FLOOR PLAN

SCALE: 1 : 100

A203



THIS DRAWING IS THE PROPERTY OF THE ARCHITECT AND MAY NOT BE REPRODUCED OR USED WITHOUT THE EXPRESS CONSENT OF THE ARCHITECT. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING AND VERIFYING ALL LEVELS AND DIMENSIONS AND SHALL REPORT ALL DISCREPANCIES TO THE ARCHITECT AND OBTAIN CLARIFICATION PRIOR TO COMMENCING WORK. DRAWING IS IN METRIC UNITS U.N.O. IF IMPERIAL DIMENSIONS ARE INDICATED, IT IS FOR CONVENIENCE ONLY. IF A ROUNDING DISCREPANCY EXISTS, THE METRIC MEASUREMENT SHALL GOVERN

ISSUED RECORD

REVISION RECORD

NORTH

405-317 ADELAIDE STREET WEST
TORONTO CANADA M5V 1P9
+1 416 599 9729
WWW.RAWDESIGN.CA

22029

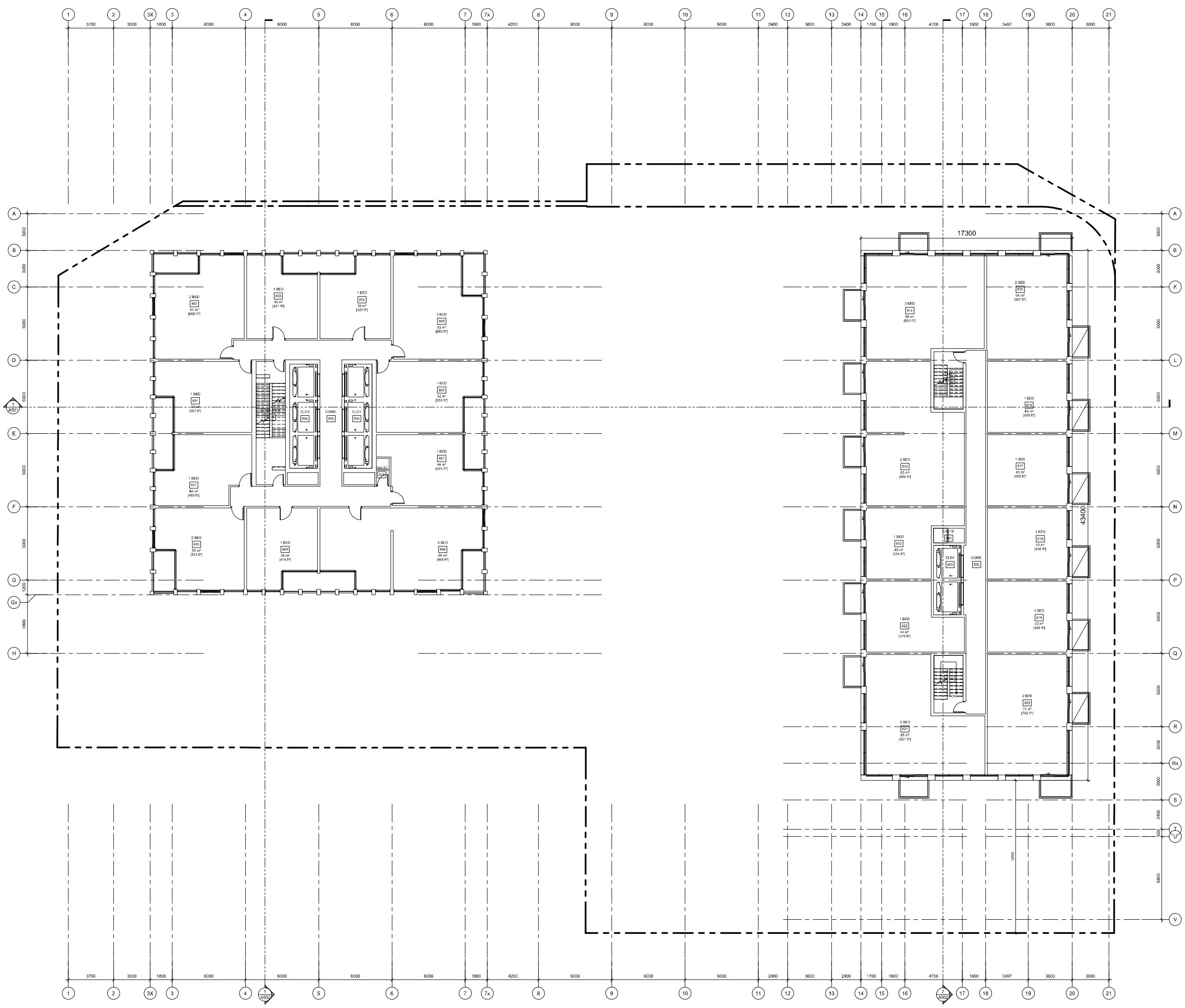
2343 Eglinton Ave. W,
Toronto, ON

PROPOSED MIXED USE DEVELOPMENT
1764174 Ontario Inc.

7TH FLOOR PLAN

SCALE: 1 : 100

A207



405-317 ADELAIDE STREET WEST
TORONTO CANADA M5V 1P9
+1 416 599 9729
WWW.RAWDESIGN.CA

22029

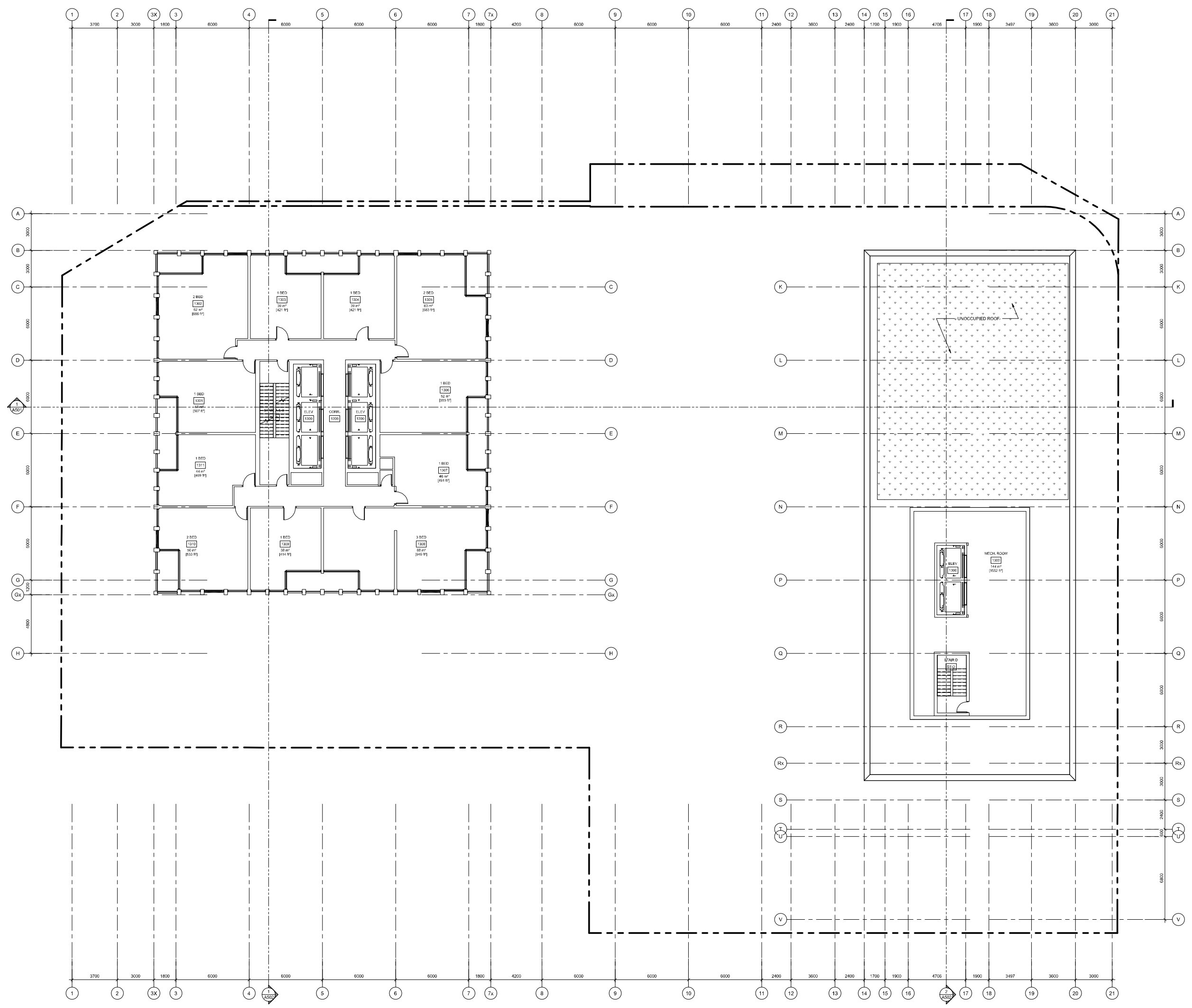
2343 Eglinton Ave. W,
Toronto, ON

PROPOSED MIXED USE DEVELOPMENT
1764174 Ontario Inc.

8TH-12TH FLOOR PLAN

SCALE: 1 : 100

A208



NOT FOR CONSTRUCTION

THIS DRAWING IS THE PROPERTY OF THE ARCHITECT AND MAY NOT BE REPRODUCED OR USED WITHOUT THE EXPRESS CONSENT OF THE ARCHITECT. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING AND VERIFYING ALL LEVELS AND DIMENSIONS AND SHALL REPORT ALL DISCREPANCIES TO THE ARCHITECT AND OBTAIN CLARIFICATION PRIOR TO COMMENCING WORK. DRAWING IS IN METRIC UNITS U.N.O. IF IMPERIAL DIMENSIONS ARE INDICATED, IT IS FOR CONVENIENCE ONLY. IF A ROUNDING DISCREPANCY EXISTS, THE METRIC MEASUREMENT SHALL GOVERN

ISSUED RECORD

REVISION RECORD

NORTH

RAW

405-317 ADELAIDE STREET WEST
TORONTO CANADA M5V 1P9
+1 416 599 9729
WWW.RAWDESIGN.CA

22029

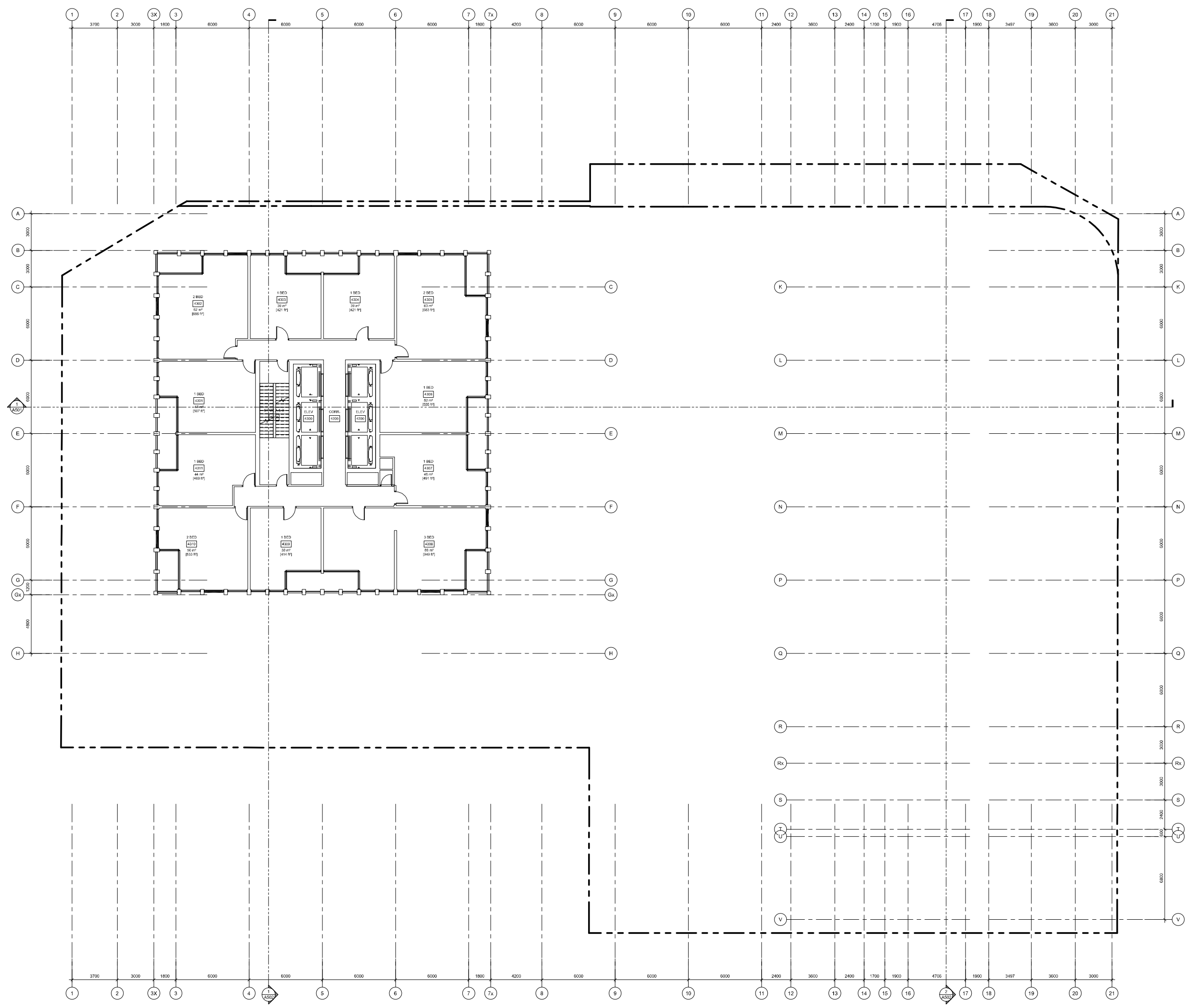
2343 Eglinton Ave. W,
Toronto, ON

PROPOSED MIXED USE DEVELOPMENT
1764174 Ontario Inc.

13TH FLOOR PLAN

SCALE: 1 : 100

A213



THIS DRAWING IS THE PROPERTY OF THE ARCHITECT AND MAY NOT BE REPRODUCED OR USED WITHOUT THE EXPRESS CONSENT OF THE ARCHITECT. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING AND VERIFYING ALL LEVELS AND DIMENSIONS AND SHALL REPORT ALL DISCREPANCIES TO THE ARCHITECT AND OBTAIN CLARIFICATION PRIOR TO COMMENCING WORK. DRAWING IS IN METRIC UNITS U.N.O. IF IMPERIAL DIMENSIONS ARE INDICATED, IT IS FOR CONVENIENCE ONLY. IF A ROUNDING DISCREPANCY EXISTS, THE METRIC MEASUREMENT SHALL GOVERN

ISSUED RECORD

REVISION RECORD

NORTH

RAW

405-317 ADELAIDE STREET WEST
TORONTO CANADA M5V 1P9
+1 416 599 9729
WWW.RAWDESIGN.CA

22029

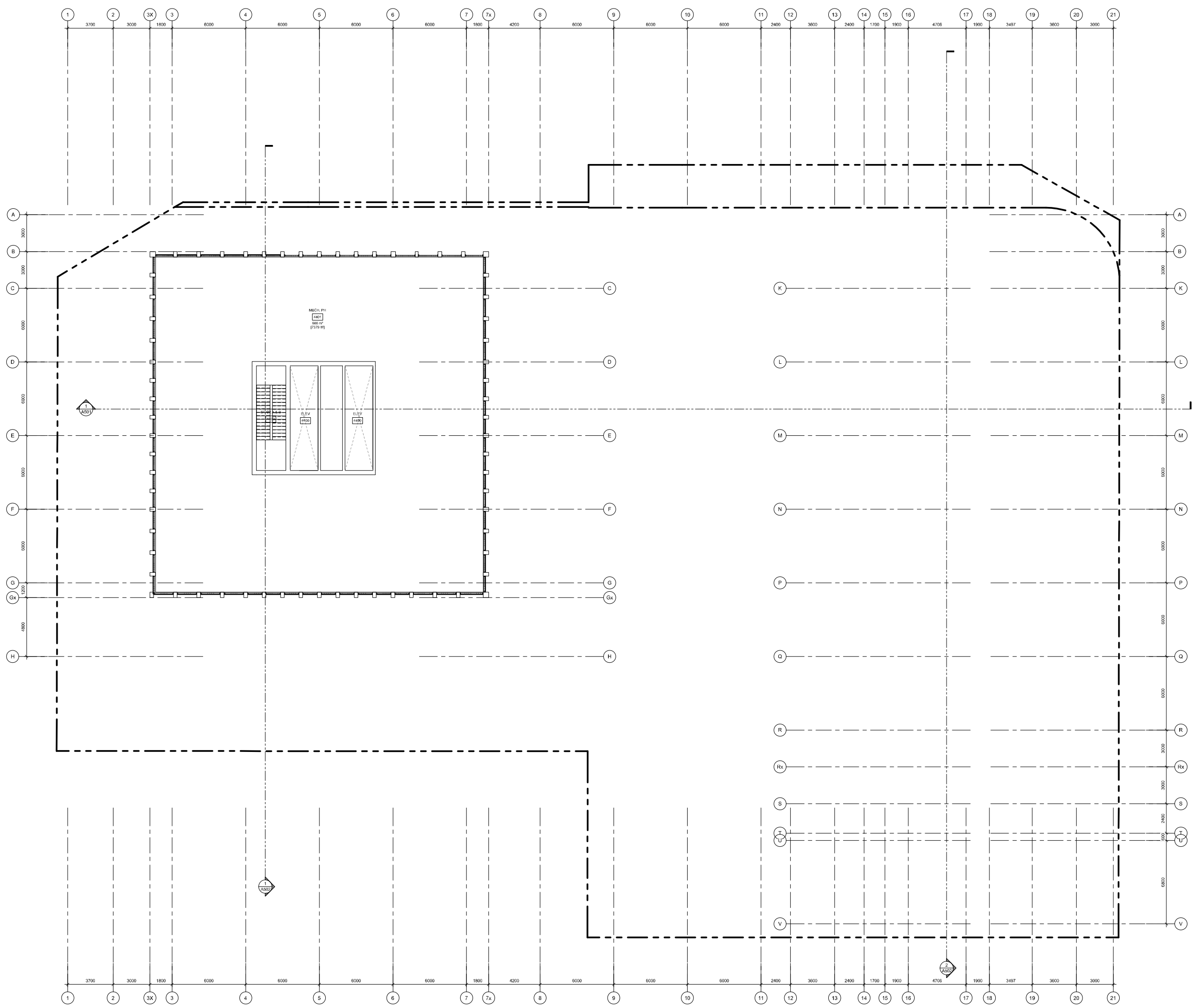
2343 Eglinton Ave. W, Toronto, ON

PROPOSED MIXED USE DEVELOPMENT
1764174 Ontario Inc.

14TH-43RD FLOOR PLAN

SCALE: 1 : 100

A243



THIS DRAWING IS THE PROPERTY OF THE ARCHITECT AND MAY NOT BE REPRODUCED OR USED WITHOUT THE EXPRESS CONSENT OF THE ARCHITECT. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING AND VERIFYING ALL LEVELS AND DIMENSIONS AND SHALL REPORT ALL DISCREPANCIES TO THE ARCHITECT AND OBTAIN CLARIFICATION PRIOR TO COMMENCING WORK. DRAWING IS IN METRIC UNITS U.N.O. IF IMPERIAL DIMENSIONS ARE INDICATED, IT IS FOR CONVENIENCE ONLY. IF A ROUNDING DISCREPANCY EXISTS, THE METRIC MEASUREMENT SHALL GOVERN

ISSUED RECORD

—

REVISION RECORD

—

NORTH

RAW

—

405-317 ADELAIDE STREET WEST
TORONTO CANADA M5V 1P9
+1 416 599 9729
WWW.RAWDESIGN.CA

—

22029

—

2343 Eglinton Ave. W,
Toronto, ON

—

PROPOSED MIXED USE DEVELOPMENT
1764174 Ontario Inc.

—

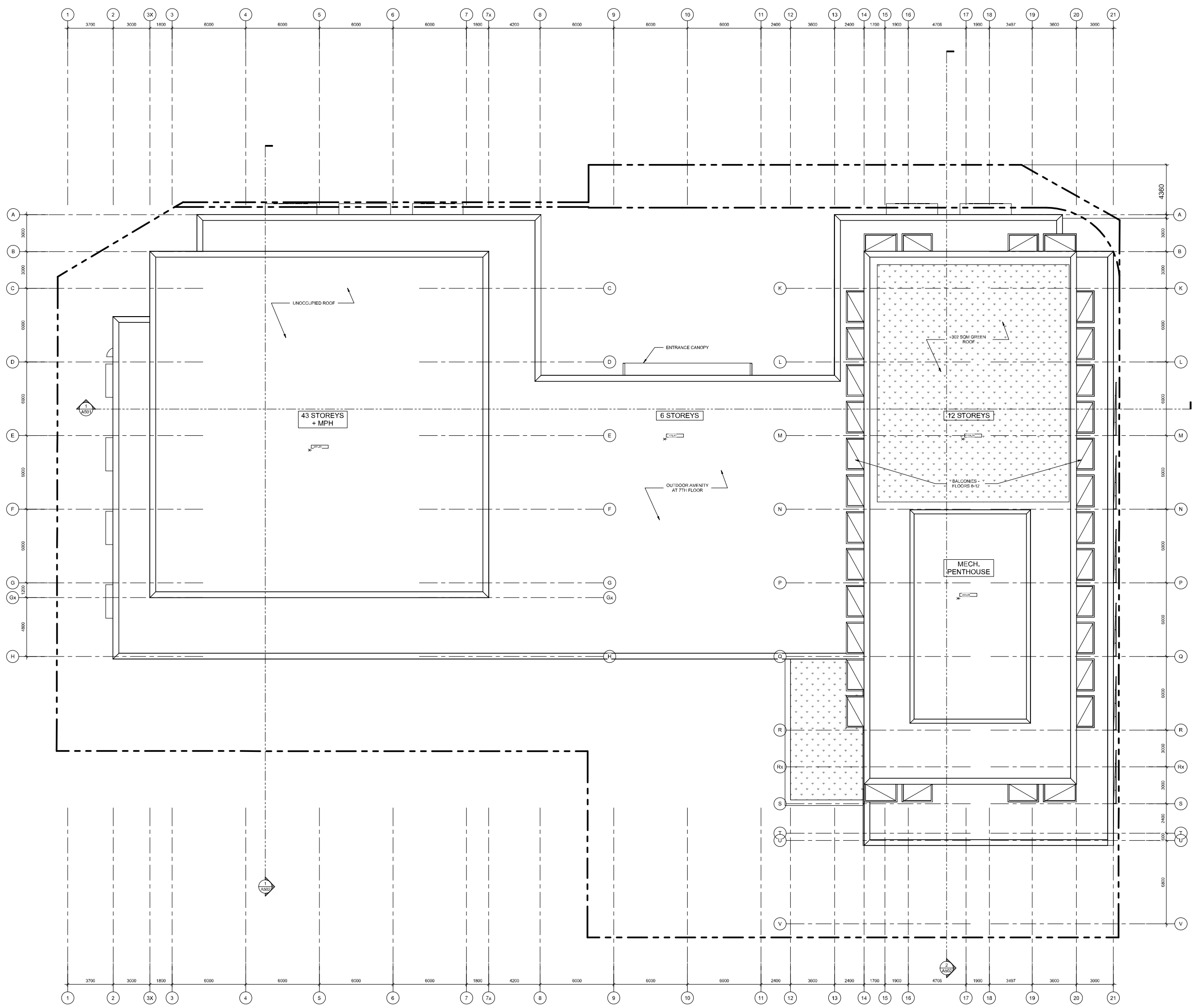
MECH PH FLOOR PLAN

—

SCALE: 1 : 100

—

A244



THIS DRAWING IS THE PROPERTY OF THE ARCHITECT AND MAY NOT BE REPRODUCED OR USED WITHOUT THE EXPRESS CONSENT OF THE ARCHITECT. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING AND VERIFYING ALL LEVELS AND DIMENSIONS AND SHALL REPORT ALL DISCREPANCIES TO THE ARCHITECT AND OBTAIN CLARIFICATION PRIOR TO COMMENCING WORK. DRAWING IS IN METRIC UNITS U.N.O. IF IMPERIAL DIMENSIONS ARE INDICATED, IT IS FOR CONVENIENCE ONLY. IF A ROUNDING DISCREPANCY EXISTS, THE METRIC MEASUREMENT SHALL GOVERN

ISSUED RECORD

REVISION RECORD

NORTH

RAW

405-317 ADELAIDE STREET WEST
TORONTO CANADA M5V 1P9
+1 416 599 9728
WWW.RAWDESIGN.CA

22029

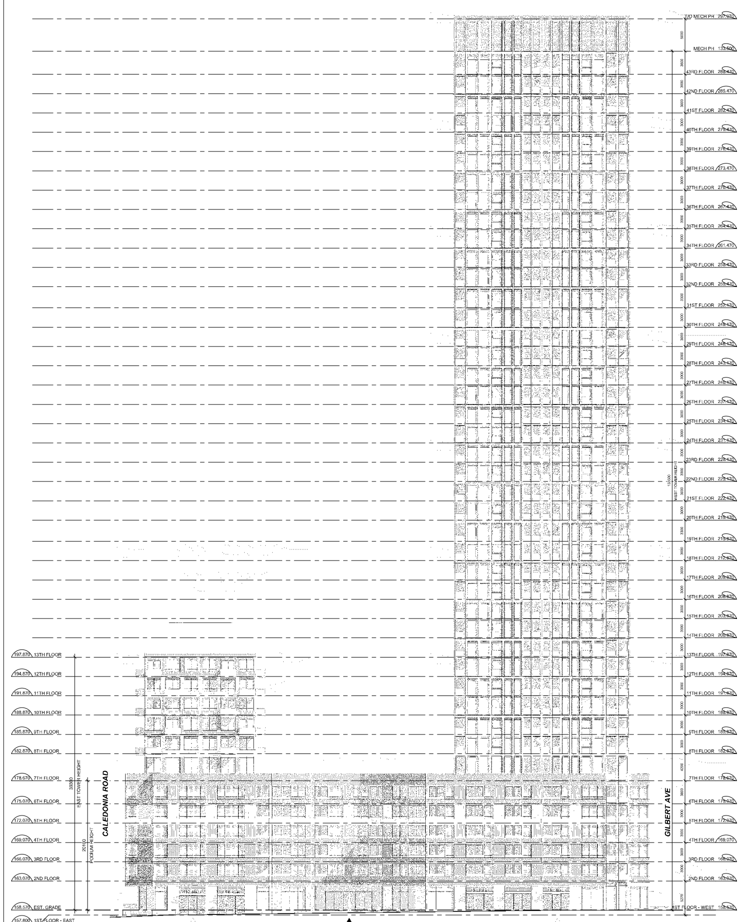
2343 Eglinton Ave. W,
Toronto, ON

PROPOSED MIXED
USE DEVELOPMENT
1764174 Ontario Inc.

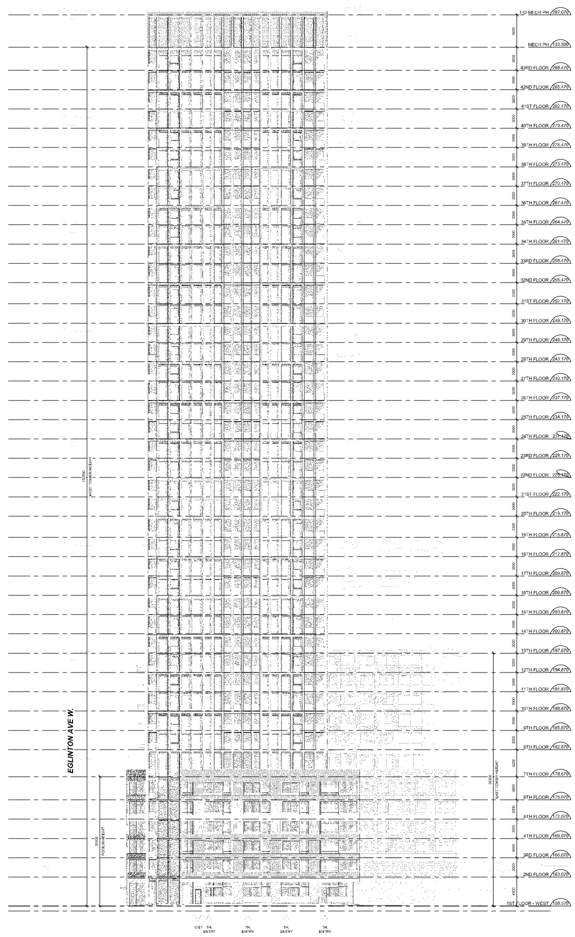
ROOF PLAN

SCALE: 1 : 100

A245



1 NORTH ELEVATION
A401 1 : 200



3 WEST ELEVATION
A401 1 : 200

405-317 ADELAIDE STREET WEST
TORONTO CANADA M5V 1P9
+1 416 599 9729
WWW.RAWDESIGN.CA

22029

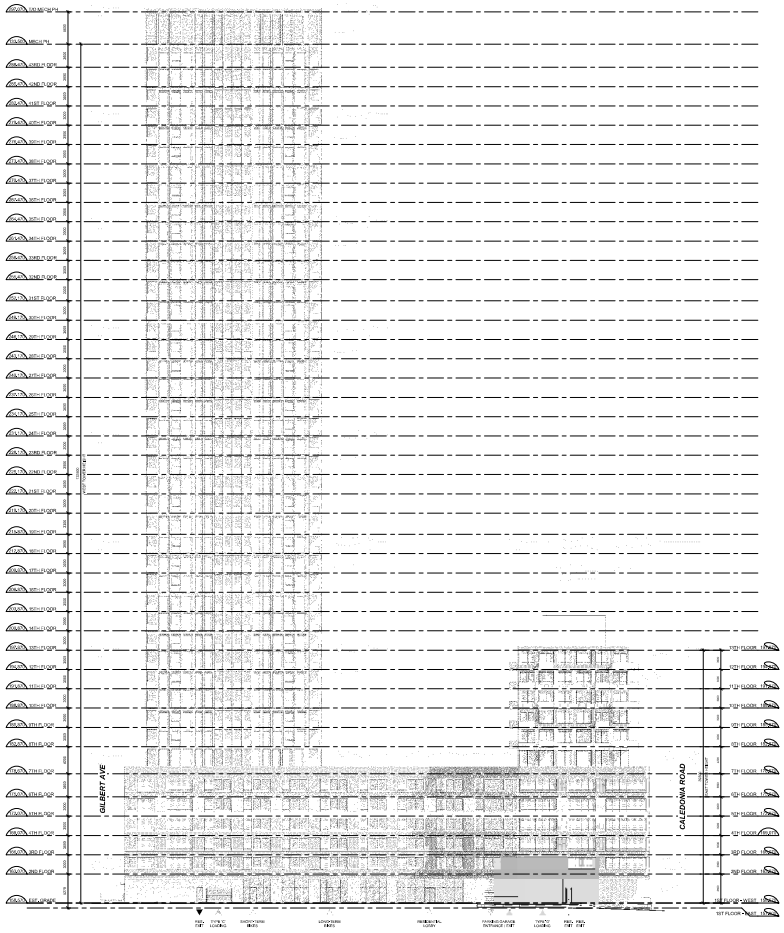
2343 Eglinton Ave. W,
Toronto, ON

PROPOSED MIXED USE DEVELOPMENT
1764174 Ontario Inc.

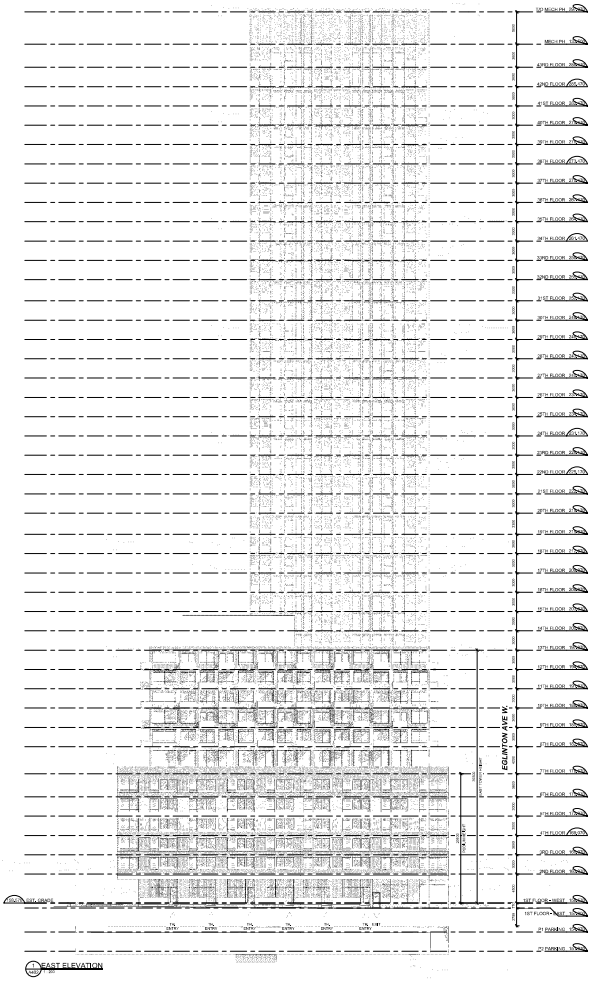
BUILDING ELEVATION - NORTH & SOUTH

SCALE: 1 : 200

A401



1 SOUTH ELEVATION
1 : 200



1 EAST ELEVATION
1 : 200

RIGHTS RECORD

REVISION RECORD

RAW

22029

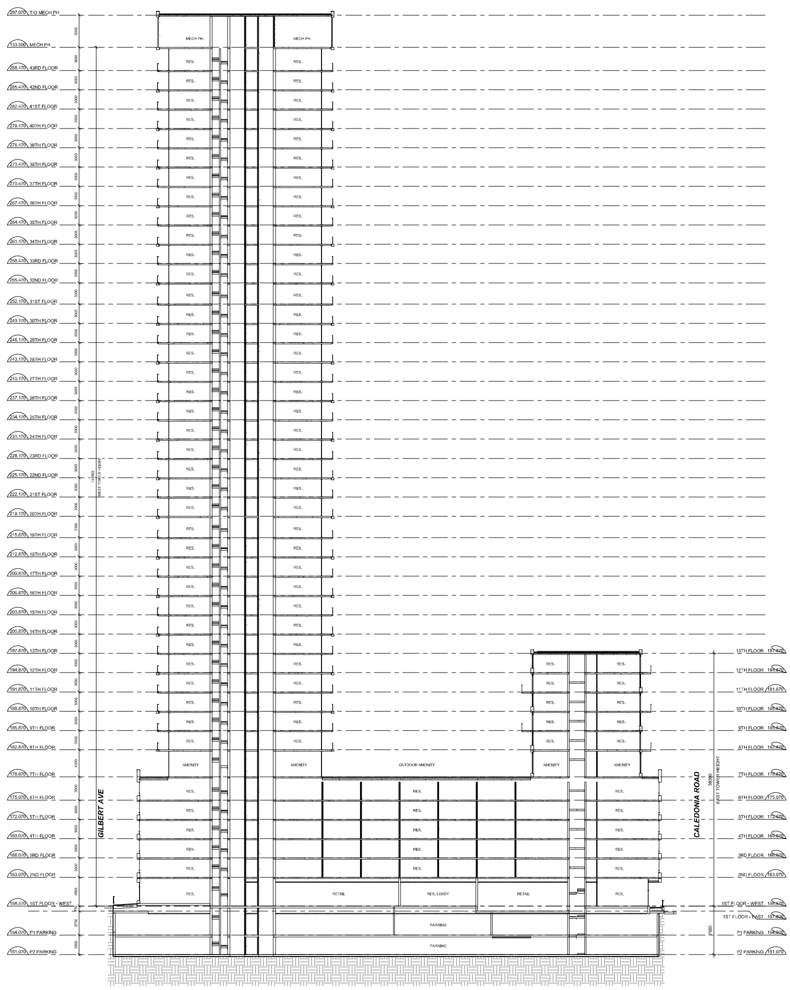
2343 Eglinton Ave. W, Toronto, ON

PROPOSED MIXED USE DEVELOPMENT
1764174 Ontario Inc.

BUILDING ELEVATION - EAST & WEST

SCALE: 1 : 200

A402



ISSUED RECORD

REVISION RECORD

RAW

405-317 ADELAIDE STREET WEST
TORONTO CANADA M5V 1P9
+1 416 599 9729
WWW.RAWDESIGN.CA

22029

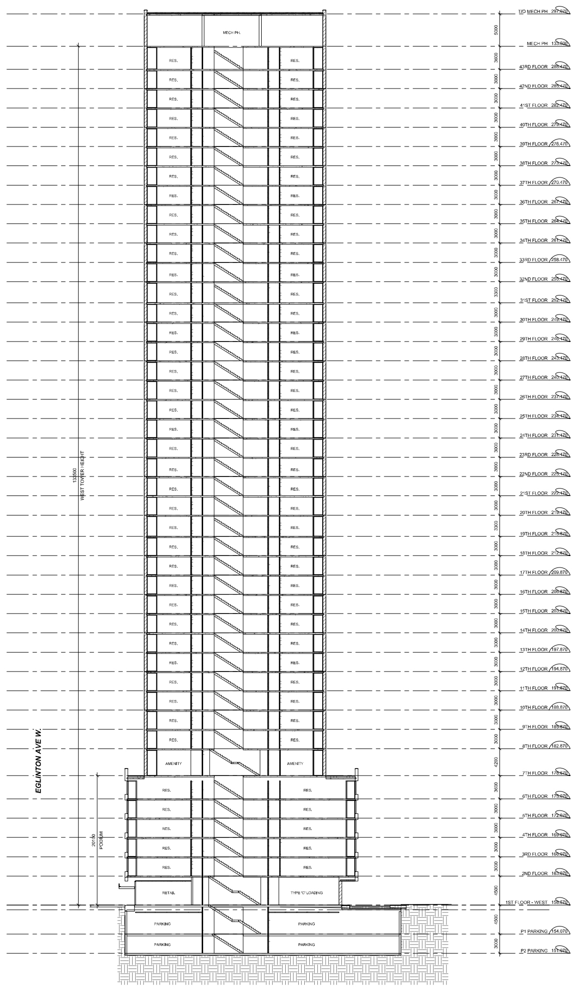
2343 Eglinton Ave. W,
Toronto, ON

PROPOSED MIXED
USE DEVELOPMENT
1764174 Ontario Inc.

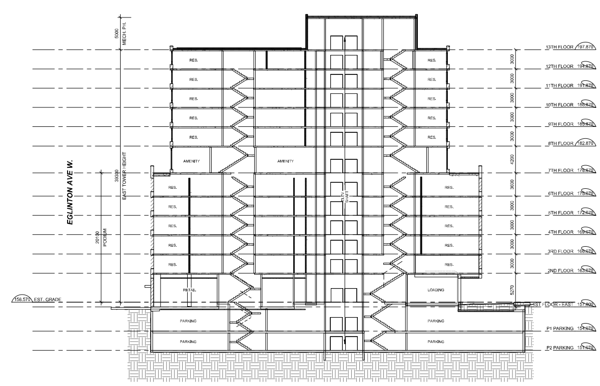
BUILDING SECTION

SCALE: 1 : 200

A501



1 WEST TOWER N/S SECTION



2 EAST TOWER N/S SECTION

THIS DRAWING IS THE PROPERTY OF THE ARCHITECT AND MAY NOT BE REPRODUCED OR USED WITHOUT THE EXPRESS CONSENT OF THE ARCHITECT. THE CONTRACTOR IS RESPONSIBLE FOR CHECKING AND VERIFYING ALL LEVELS AND DIMENSIONS AND SHALL REPORT ALL DISCREPANCIES TO THE ARCHITECT AND OBTAIN CLARIFICATION PRIOR TO COMMENCING WORK. DRAWING IS IN METRIC UNITS U.N.O. IF IMPERIAL DIMENSIONS ARE INDICATED, IT IS FOR CONVENIENCE ONLY. IF A ROUNDING DISCREPANCY EXISTS, THE METRIC MEASUREMENT SHALL GOVERN

ISSUED RECORD

REVISION RECORD

RAW

405-317 ADELAIDE STREET WEST
TORONTO CANADA M5V 1P9
+1 416 599 9728
WWW.RAWDESIGN.CA

22029

2343 Eglinton Ave. W,
Toronto, ON

PROPOSED MIXED
USE DEVELOPMENT
1764174 Ontario Inc.

BUILDING SECTION

SCALE: 1 : 200

A502

Appendix B Traffic Data and Calculations

Environmental Noise & Vibration Assessment

2343 Eglinton Avenue West, Toronto

1764174 Ontario Inc.

SLR Project No.: 241.031162.00001

March 26, 2025

Spectrum

Turning Movement Count
Location Name: EGLINTON AVE W & CALEDONIA RD
Date: Tue, Sep 26, 2023 Deployment Lead: David Chu

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Turning Movement Count (4 . EGLINTON AVE W & CALEDONIA RD)

Start Time	N Approach CALEDONIA RD						E Approach EGLINTON AVE W						S Approach CALEDONIA RD						W Approach EGLINTON AVE W						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:30:00	16	86	9	0	3	111	3	64	0	0	11	67	13	112	36	0	10	161	25	186	19	0	10	230	569	
07:45:00	24	88	7	0	4	119	7	77	0	0	16	84	16	119	34	0	12	169	30	173	20	0	11	223	595	
08:00:00	24	79	6	0	3	109	3	106	0	0	6	109	7	99	30	0	13	136	36	174	29	0	15	239	593	
08:15:00	20	94	10	0	7	124	4	99	0	0	6	103	14	116	40	0	16	170	27	203	22	0	14	252	649	2406
08:30:00	34	104	16	0	7	154	8	131	0	0	4	139	10	119	46	0	14	175	35	194	32	0	22	261	729	2566
08:45:00	29	104	3	0	4	136	8	104	0	0	6	112	11	120	37	0	14	168	39	189	24	0	26	252	668	2639
09:00:00	22	113	4	0	4	139	7	103	0	0	8	110	8	121	30	0	12	159	34	177	28	0	10	239	647	2693
09:15:00	19	85	7	0	9	111	5	79	0	0	2	84	15	114	38	0	9	167	26	191	27	0	16	244	606	2650
BREAK																										
16:00:00	58	69	6	0	16	133	4	134	0	0	28	138	10	89	43	0	28	142	31	174	23	0	21	228	641	
16:15:00	51	78	7	0	6	136	1	134	0	0	16	135	5	54	65	0	13	124	37	166	32	0	30	235	630	
16:30:00	47	53	4	0	15	104	7	140	0	0	12	147	3	90	50	0	31	143	48	178	27	0	23	253	647	
16:45:00	50	62	4	0	13	116	3	162	0	0	22	165	9	96	54	0	43	159	41	168	31	0	20	240	680	2598
17:00:00	66	78	4	0	2	148	5	141	0	0	31	146	11	85	49	0	25	145	38	164	25	0	19	227	666	2623
17:15:00	84	83	6	0	8	173	3	132	0	0	12	135	14	85	45	0	19	144	42	186	17	0	15	245	697	2690
17:30:00	73	75	6	0	18	154	2	120	0	0	15	122	5	68	42	0	16	115	57	173	26	0	22	256	647	2690
17:45:00	48	84	8	0	9	140	5	139	0	0	14	144	7	68	42	0	30	117	26	191	35	0	37	252	653	2663
Grand Total	665	1335	107	0	128	2107	75	1865	0	0	209	1940	158	1555	681	0	305	2394	572	2887	417	0	311	3876	**10317**	-
Approach%	31.6%	63.4%	5.1%	0%		-	3.9%	96.1%	0%	0%		-	6.6%	65%	28.4%	0%		-	14.8%	74.5%	10.8%	0%		-	-	-
Totals %	6.4%	12.9%	1%	0%		20.4%	0.7%	18.1%	0%	0%		18.8%	1.5%	15.1%	6.6%	0%		23.2%	5.5%	28%	4%	0%		37.6%	-	-
Heavy	5	34	2	0		-	9	96	0	0		-	4	36	11	0		-	21	114	12	0		-	-	-
Heavy %	0.8%	2.5%	1.9%	0%		-	12%	5.1%	0%	0%		-	2.5%	2.3%	1.6%	0%		-	3.7%	3.9%	2.9%	0%		-	-	-
Bicycles	0	1	0	0		-	0	4	0	0		-	1	5	1	0		-	0	3	0	0		-	-	-
Bicycle %	0%	0.1%	0%	0%		-	0%	0.2%	0%	0%		-	0.6%	0.3%	0.1%	0%		-	0%	0.1%	0%	0%		-	-	-

Spectrum

Turning Movement Count
Location Name: EGLINTON AVE W & CALEDONIA RD
Date: Tue, Sep 26, 2023 Deployment Lead: David Chu

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (15.77 °C)

Start Time	N Approach CALEDONIA RD						E Approach EGLINTON AVE W						S Approach CALEDONIA RD						W Approach EGLINTON AVE W						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
08:15:00	20	94	10	0	7	124	4	99	0	0	6	103	14	116	40	0	16	170	27	203	22	0	14	252	649
08:30:00	34	104	16	0	7	154	8	131	0	0	4	139	10	119	46	0	14	175	35	194	32	0	22	261	729
08:45:00	29	104	3	0	4	136	8	104	0	0	6	112	11	120	37	0	14	168	39	189	24	0	26	252	668
09:00:00	22	113	4	0	4	139	7	103	0	0	8	110	8	121	30	0	12	159	34	177	28	0	10	239	647
Grand Total	105	415	33	0	22	553	27	437	0	0	24	464	43	476	153	0	56	672	135	763	106	0	72	1004	**2693**
Approach%	19%	75%	6%	0%		-	5.8%	94.2%	0%	0%		-	6.4%	70.8%	22.8%	0%		-	13.4%	76%	10.6%	0%		-	-
Totals %	3.9%	15.4%	1.2%	0%		20.5%	1%	16.2%	0%	0%		17.2%	1.6%	17.7%	5.7%	0%		25%	5%	28.3%	3.9%	0%		37.3%	-
PHF	0.77	0.92	0.52	0		0.9	0.84	0.83	0	0		0.83	0.77	0.98	0.83	0		0.96	0.87	0.94	0.83	0		0.96	-
Heavy	1	13	1	0		15	6	25	0	0		31	1	8	8	0		17	6	32	4	0		42	-
Heavy %	1%	3.1%	3%	0%		2.7%	22.2%	5.7%	0%	0%		6.7%	2.3%	1.7%	5.2%	0%		2.5%	4.4%	4.2%	3.8%	0%		4.2%	-
Lights	104	402	32	0		538	21	412	0	0		433	42	468	145	0		655	129	731	102	0		962	-
Lights %	99%	96.9%	97%	0%		97.3%	77.8%	94.3%	0%	0%		93.3%	97.7%	98.3%	94.8%	0%		97.5%	95.6%	95.8%	96.2%	0%		95.8%	-
Single-Unit Trucks	0	5	0	0		5	3	1	0	0		4	0	2	2	0		4	4	9	1	0		14	-
Single-Unit Trucks %	0%	1.2%	0%	0%		0.9%	11.1%	0.2%	0%	0%		0.9%	0%	0.4%	1.3%	0%		0.6%	3%	1.2%	0.9%	0%		1.4%	-
Buses	1	8	1	0		10	3	22	0	0		25	1	6	6	0		13	2	22	3	0		27	-
Buses %	1%	1.9%	3%	0%		1.8%	11.1%	5%	0%	0%		5.4%	2.3%	1.3%	3.9%	0%		1.9%	1.5%	2.9%	2.8%	0%		2.7%	-
Articulated Trucks	0	0	0	0		0	0	2	0	0		2	0	0	0	0		0	0	1	0	0		1	-
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0.5%	0%	0%		0.4%	0%	0%	0%	0%		0%	0%	0.1%	0%	0%		0.1%	-
Pedestrians	-	-	-	-	22	-	-	-	-	-	23	-	-	-	-	-	54	-	-	-	-	-	69	-	-
Pedestrians%	-	-	-	-	12.6%		-	-	-	-	13.2%		-	-	-	-	31%		-	-	-	-	39.7%		-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	3	-	-
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	0.6%		-	-	-	-	1.1%		-	-	-	-	1.7%		-
Bicycles on Road	0	0	0	0	0	-	0	2	0	0	0	-	0	2	0	0	0	-	0	0	0	0	0	-	-
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-

Spectrum

Turning Movement Count
Location Name: EGLINTON AVE W & CALEDONIA RD
Date: Tue, Sep 26, 2023 Deployment Lead: David Chu

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 04:45 PM - 05:45 PM Weather: Clear Sky (19.01 °C)

Start Time	N Approach CALEDONIA RD						E Approach EGLINTON AVE W						S Approach CALEDONIA RD						W Approach EGLINTON AVE W						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
16:45:00	50	62	4	0	13	116	3	162	0	0	22	165	9	96	54	0	43	159	41	168	31	0	20	240	680
17:00:00	66	78	4	0	2	148	5	141	0	0	31	146	11	85	49	0	25	145	38	164	25	0	19	227	666
17:15:00	84	83	6	0	8	173	3	132	0	0	12	135	14	85	45	0	19	144	42	186	17	0	15	245	697
17:30:00	73	75	6	0	18	154	2	120	0	0	15	122	5	68	42	0	16	115	57	173	26	0	22	256	647
Grand Total	273	298	20	0	41	591	13	555	0	0	80	568	39	334	190	0	103	563	178	691	99	0	76	968	**2690**
Approach%	46.2%	50.4%	3.4%	0%		-	2.3%	97.7%	0%	0%		-	6.9%	59.3%	33.7%	0%		-	18.4%	71.4%	10.2%	0%		-	-
Totals %	10.1%	11.1%	0.7%	0%		22%	0.5%	20.6%	0%	0%		21.1%	1.4%	12.4%	7.1%	0%		20.9%	6.6%	25.7%	3.7%	0%		36%	-
PHF	0.81	0.9	0.83	0		0.85	0.65	0.86	0	0		0.86	0.7	0.87	0.88	0		0.89	0.78	0.93	0.8	0		0.95	-
Heavy	2	7	0	0		9	1	22	0	0		23	1	6	0	0		7	2	22	1	0		25	-
Heavy %	0.7%	2.3%	0%	0%		1.5%	7.7%	4%	0%	0%		4%	2.6%	1.8%	0%	0%		1.2%	1.1%	3.2%	1%	0%		2.6%	-
Lights	271	291	20	0		582	12	533	0	0		545	38	328	190	0		556	176	669	98	0		943	-
Lights %	99.3%	97.7%	100%	0%		98.5%	92.3%	96%	0%	0%		96%	97.4%	98.2%	100%	0%		98.8%	98.9%	96.8%	99%	0%		97.4%	-
Single-Unit Trucks	1	2	0	0		3	1	4	0	0		5	1	2	0	0		3	2	6	1	0		9	-
Single-Unit Trucks %	0.4%	0.7%	0%	0%		0.5%	7.7%	0.7%	0%	0%		0.9%	2.6%	0.6%	0%	0%		0.5%	1.1%	0.9%	1%	0%		0.9%	-
Buses	1	5	0	0		6	0	18	0	0		18	0	4	0	0		4	0	16	0	0		16	-
Buses %	0.4%	1.7%	0%	0%		1%	0%	3.2%	0%	0%		3.2%	0%	1.2%	0%	0%		0.7%	0%	2.3%	0%	0%		1.7%	-
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	-	39	-	-	-	-	-	78	-	-	-	-	-	97	-	-	-	-	-	71	-	-
Pedestrians%	-	-	-	-	13%		-	-	-	-	26%		-	-	-	-	32.3%		-	-	-	-	23.7%		-
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	6	-	-	-	-	-	5	-	-
Bicycles on Crosswalk%	-	-	-	-	0.7%		-	-	-	-	0.7%		-	-	-	-	2%		-	-	-	-	1.7%		-
Bicycles on Road	0	0	0	0	0	-	0	1	0	0	0	-	1	1	0	0	0	-	0	3	0	0	0	-	-
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-

Spectrum

Turning Movement Count
Location Name: EGLINTON AVE W & CALEDONIA RD
Date: Tue, Sep 26, 2023 Deployment Lead: David Chu

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 08:15 AM - 09:15 AM **Weather: Clear Sky (15.77 °C)**

	Bicycles on Crosswalk	Pedestrians
N	0	22
S	2	54
E	1	23
W	3	69

Spectrum

Turning Movement Count
Location Name: EGLINTON AVE W & CALEDONIA RD
Date: Tue, Sep 26, 2023 Deployment Lead: David Chu

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 04:45 PM - 05:45 PM **Weather: Clear Sky (19.01 °C)**

Spectrum

Turning Movement Count
Location Name: EGLINTON AVE W & CROHAM RD
Date: Tue, Sep 26, 2023 Deployment Lead: David Chu

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Turning Movement Count (2 . EGLINTON AVE W & CROHAM RD)

Start Time	N Approach CROHAM RD					E Approach EGLINTON AVE W					W Approach EGLINTON AVE W					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	UTurn E:E	Peds E:	Approach Total	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:30:00	2	0	0	0	2	0	122	0	3	122	236	3	0	0	239	363	
07:45:00	0	0	0	0	0	5	132	0	1	137	239	3	0	0	242	379	
08:00:00	0	0	0	0	0	0	168	0	1	168	253	5	0	0	258	426	
08:15:00	0	0	0	3	0	2	157	0	2	159	248	5	0	0	253	412	1580
08:30:00	0	0	0	0	0	1	203	0	0	204	275	4	0	0	279	483	1700
08:45:00	0	0	0	2	0	1	176	0	0	177	250	7	0	0	257	434	1755
09:00:00	0	1	0	3	1	2	158	0	1	160	270	4	0	0	274	435	1764
09:15:00	3	0	0	4	3	7	130	0	4	137	256	7	0	0	263	403	1755
BREAK																	
16:00:00	5	0	0	6	5	0	263	0	0	263	239	4	0	0	243	511	
16:15:00	3	0	0	7	3	0	273	0	0	273	242	3	0	0	245	521	
16:30:00	4	0	0	5	4	1	271	0	0	272	247	3	0	0	250	526	
16:45:00	3	2	0	3	5	2	279	0	0	281	265	4	0	0	269	555	2113
17:00:00	4	0	0	4	4	1	267	0	2	268	262	7	0	0	269	541	2143
17:15:00	2	0	0	6	2	1	261	0	0	262	250	5	0	0	255	519	2141
17:30:00	5	0	0	6	5	4	259	0	1	263	263	4	0	1	267	535	2150
17:45:00	5	0	0	15	5	1	238	0	0	239	245	4	0	0	249	493	2088
Grand Total	36	3	0	64	39	28	3358	0	15	3386	4040	72	0	1	4112	**7537**	-
Approach%	92.3%	7.7%	0%		-	0.8%	99.2%	0%		-	98.2%	1.8%	0%		-	**-**	-
Totals %	0.5%	0%	0%		0.5%	0.4%	44.6%	0%		44.9%	53.6%	1%	0%		54.6%	**-**	-
Heavy	1	0	0		-	1	140	0		-	168	2	0		-	**-**	-
Heavy %	2.8%	0%	0%		-	3.6%	4.2%	0%		-	4.2%	2.8%	0%		-	**-**	-
Bicycles	5	0	0		-	0	0	0		-	6	0	0		-	**-**	-
Bicycle %	13.9%	0%	0%		-	0%	0%	0%		-	0.1%	0%	0%		-	**-**	-

Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (15.77 °C)

Start Time	N Approach CROHAM RD					E Approach EGLINTON AVE W					W Approach EGLINTON AVE W					Int. Total (15 min)
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	
08:15:00	0	0	0	3	0	2	157	0	2	159	248	5	0	0	253	412
08:30:00	0	0	0	0	0	1	203	0	0	204	275	4	0	0	279	483
08:45:00	0	0	0	2	0	1	176	0	0	177	250	7	0	0	257	434
09:00:00	0	1	0	3	1	2	158	0	1	160	270	4	0	0	274	435
Grand Total	0	1	0	8	1	6	694	0	3	700	1043	20	0	0	1063	**1764**
Approach%	0%	100%	0%		-	0.9%	99.1%	0%		-	98.1%	1.9%	0%		-	**-**
Totals %	0%	0.1%	0%		0.1%	0.3%	39.3%	0%		39.7%	59.1%	1.1%	0%		60.3%	**-**
PHF	0	0.25	0		0.25	0.75	0.85	0		0.86	0.95	0.71	0		0.95	**-**
Heavy	0	0	0		0	0	40	0		40	62	0	0		62	**-**
Heavy %	0%	0%	0%		0%	0%	5.8%	0%		5.7%	5.9%	0%	0%		5.8%	**-**
Lights	0	1	0		1	6	654	0		660	981	20	0		1001	**-**
Lights %	0%	100%	0%		100%	100%	94.2%	0%		94.3%	94.1%	100%	0%		94.2%	**-**
Single-Unit Trucks	0	0	0		0	0	9	0		9	35	0	0		35	**-**
Single-Unit Trucks %	0%	0%	0%		0%	0%	1.3%	0%		1.3%	3.4%	0%	0%		3.3%	**-**
Buses	0	0	0		0	0	30	0		30	25	0	0		25	**-**
Buses %	0%	0%	0%		0%	0%	4.3%	0%		4.3%	2.4%	0%	0%		2.4%	**-**
Articulated Trucks	0	0	0		0	0	1	0		1	2	0	0		2	**-**
Articulated Trucks %	0%	0%	0%		0%	0%	0.1%	0%		0.1%	0.2%	0%	0%		0.2%	**-**
Pedestrians	-	-	-	6	-	-	-	-	3	-	-	-	-	0	-	**-**
Pedestrians%	-	-	-	54.5%		-	-	-	27.3%		-	-	-	0%		**-**
Bicycles on Crosswalk	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	18.2%		-	-	-	0%		-	-	-	0%		**-**
Bicycles on Road	1	0	0	0	-	0	0	0	0	-	1	0	0	0	-	**-**
Bicycles on Road%	-	-	-	0%		-	-	-	0%		-	-	-	0%		**-**

Spectrum

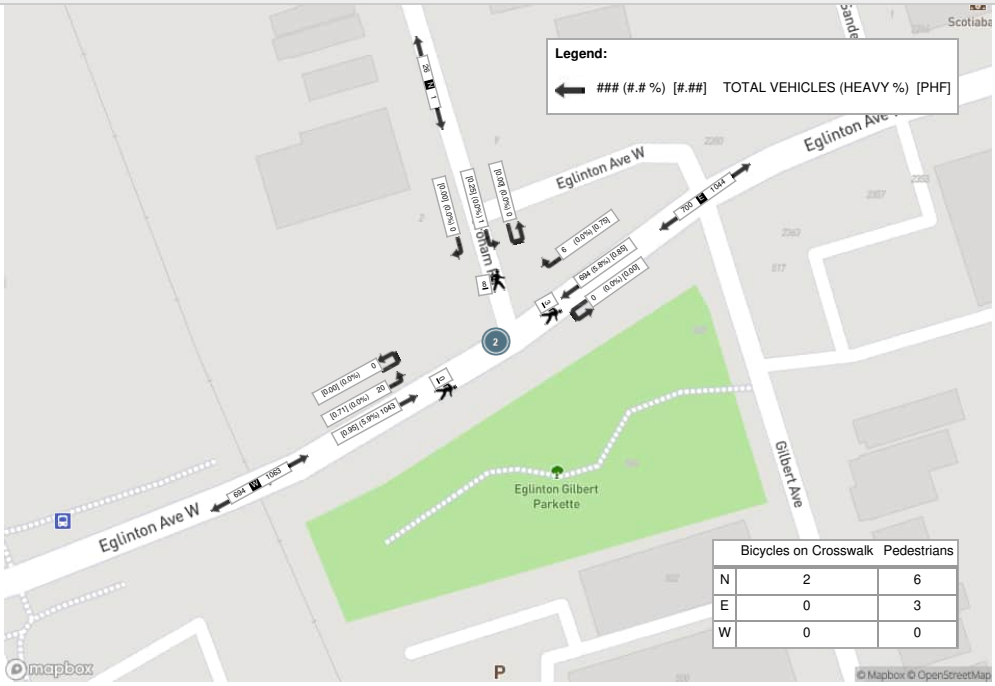
Turning Movement Count
Location Name: EGLINTON AVE W & CROHAM RD
Date: Tue, Sep 26, 2023 Deployment Lead: David Chu

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 04:45 PM - 05:45 PM Weather: Clear Sky (19.01 °C)

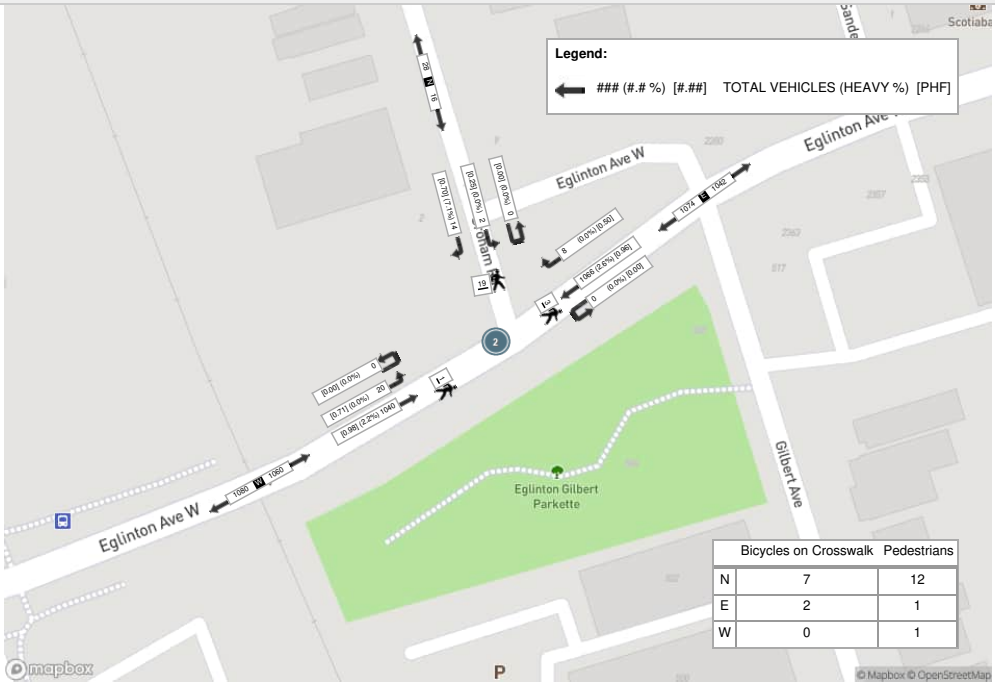
Start Time	N Approach CROHAM RD					E Approach EGLINTON AVE W					W Approach EGLINTON AVE W					Int. Total (15 min)
	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	
16:45:00	3	2	0	3	5	2	279	0	0	281	265	4	0	0	269	555
17:00:00	4	0	0	4	4	1	267	0	2	268	262	7	0	0	269	541
17:15:00	2	0	0	6	2	1	261	0	0	262	250	5	0	0	255	519
17:30:00	5	0	0	6	5	4	259	0	1	263	263	4	0	1	267	535
Grand Total	14	2	0	19	16	8	1066	0	3	1074	1040	20	0	1	1060	**2150**
Approach%	87.5%	12.5%	0%		-	0.7%	99.3%	0%		-	98.1%	1.9%	0%		-	**-**
Totals %	0.7%	0.1%	0%		0.7%	0.4%	49.6%	0%		50%	48.4%	0.9%	0%		49.3%	**-**
PHF	0.7	0.25	0		0.8	0.5	0.96	0		0.96	0.98	0.71	0		0.99	**-**
Heavy	1	0	0		1	0	28	0		28	23	0	0		23	**-**
Heavy %	7.1%	0%	0%		6.3%	0%	2.6%	0%		2.6%	2.2%	0%	0%		2.2%	**-**
Lights	13	2	0		15	8	1038	0		1046	1017	20	0		1037	**-**
Lights %	92.9%	100%	0%		93.8%	100%	97.4%	0%		97.4%	97.8%	100%	0%		97.8%	**-**
Single-Unit Trucks	0	0	0		0	0	10	0		10	6	0	0		6	**-**
Single-Unit Trucks %	0%	0%	0%		0%	0%	0.9%	0%		0.9%	0.6%	0%	0%		0.6%	**-**
Buses	1	0	0		1	0	18	0		18	17	0	0		17	**-**
Buses %	7.1%	0%	0%		6.3%	0%	1.7%	0%		1.7%	1.6%	0%	0%		1.6%	**-**
Articulated Trucks	0	0	0		0	0	0	0		0	0	0	0		0	**-**
Articulated Trucks %	0%	0%	0%		0%	0%	0%	0%		0%	0%	0%	0%		0%	**-**
Pedestrians	-	-	-	12	-	-	-	-	1	-	-	-	-	1	-	**-**
Pedestrians%	-	-	-	52.2%		-	-	-	4.3%		-	-	-	4.3%		**-**
Bicycles on Crosswalk	-	-	-	7	-	-	-	-	2	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	30.4%		-	-	-	8.7%		-	-	-	0%		**-**
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	5	0	0	0	-	**-**
Bicycles on Road%	-	-	-	0%		-	-	-	0%		-	-	-	0%		**-**

Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (15.77 °C)



	Bicycles on Crosswalk	Pedestrians
N	2	6
E	0	3
W	0	0

Peak Hour: 04:45 PM - 05:45 PM Weather: Clear Sky (19.01 °C)



	Bicycles on Crosswalk	Pedestrians
N	7	12
E	2	1
W	0	1

Spectrum

Turning Movement Count
Location Name: EGLINTON AVE W & GILBERT AVE
Date: Wed, Oct 11, 2023 Deployment Lead: David Chu

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Turning Movement Count (1 . EGLINTON AVE W & GILBERT AVE)

Start Time	N Approach GILBERT AVE			E Approach EGLINTON AVE W						S Approach GILBERT AVE						W Approach EGLINTON AVE W						Int. Total (15 min)	Int. Total (1 hr)
	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:30:00	0	1	0	0	137	0	0	0	137	5	0	1	0	8	6	0	228	0	0	0	228	371	
07:45:00	0	0	0	0	121	0	0	0	121	3	0	3	0	11	6	0	234	1	0	0	235	362	
08:00:00	0	0	0	0	133	0	0	0	133	4	0	3	0	11	7	1	239	0	0	0	240	380	
08:15:00	0	0	0	0	161	0	0	0	161	1	0	3	0	9	4	0	282	0	0	0	282	447	1560
08:30:00	0	0	0	0	180	0	0	0	180	2	0	2	0	15	4	1	262	0	0	0	263	447	1636
08:45:00	0	0	0	0	147	0	0	0	147	1	0	4	0	19	5	1	231	0	0	0	232	384	1658
09:00:00	0	1	0	0	166	0	0	0	166	2	0	5	0	14	7	1	201	0	0	0	202	375	1653
09:15:00	0	0	0	0	115	1	0	0	116	2	0	2	0	20	4	1	188	0	0	0	189	309	1515
BREAK																							
16:00:00	0	5	0	0	237	0	0	0	237	5	0	34	0	18	39	0	215	0	0	0	215	491	
16:15:00	0	8	0	0	241	0	0	0	241	2	0	19	0	21	21	1	208	0	0	1	209	471	
16:30:00	0	5	0	0	239	0	0	0	239	4	0	17	0	16	21	0	231	0	0	2	231	491	
16:45:00	0	7	0	0	244	0	0	0	244	4	0	28	0	14	32	0	257	0	0	1	257	533	1986
17:00:00	0	7	0	0	240	0	0	0	240	3	0	35	0	18	38	0	240	0	0	0	240	518	2013
17:15:00	0	3	0	0	240	0	0	0	240	0	0	29	0	16	29	0	265	0	0	0	265	534	2076
17:30:00	0	6	0	0	227	0	0	0	227	1	0	38	0	15	39	0	238	0	0	0	238	504	2089
17:45:00	0	10	0	0	218	0	0	1	218	0	0	29	0	25	29	0	234	0	0	0	234	481	2037
Grand Total	0	53	0	0	3046	1	0	1	3047	39	0	252	0	250	291	6	3753	1	0	4	3760	**7098**	-
Approach%	0%		-	0%	100%	0%	0%		-	13.4%	0%	86.6%	0%		-	0.2%	99.8%	0%	0%		-	-	-
Totals %	0%		0%	0%	42.9%	0%	0%		42.9%	0.5%	0%	3.6%	0%		4.1%	0.1%	52.9%	0%	0%		53%	-	-
Heavy	0		-	0	176	0	0		-	3	0	6	0		-	0	169	0	0		-	-	-
Heavy %	0%		-	0%	5.8%	0%	0%		-	7.7%	0%	2.4%	0%		-	0%	4.5%	0%	0%		-	-	-
Bicycles	0		-	0	10	0	0		-	0	0	1	0		-	0	10	0	0		-	-	-
Bicycle %	0%		-	0%	0.3%	0%	0%		-	0%	0%	0.4%	0%		-	0%	0.3%	0%	0%		-	-	-

Spectrum

Turning Movement Count
Location Name: EGLINTON AVE W & GILBERT AVE
Date: Wed, Oct 11, 2023 Deployment Lead: David Chu

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 08:00 AM - 09:00 AM Weather: Scattered Clouds (7.24 °C)

Start Time	N Approach GILBERT AVE			E Approach EGLINTON AVE W						S Approach GILBERT AVE						W Approach EGLINTON AVE W						Int. Total (15 min)
	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
08:00:00	0	0	0	0	133	0	0	0	133	4	0	3	0	11	7	1	239	0	0	0	240	380
08:15:00	0	0	0	0	161	0	0	0	161	1	0	3	0	9	4	0	282	0	0	0	282	447
08:30:00	0	0	0	0	180	0	0	0	180	2	0	2	0	15	4	1	262	0	0	0	263	447
08:45:00	0	0	0	0	147	0	0	0	147	1	0	4	0	19	5	1	231	0	0	0	232	384
Grand Total	0	0	0	0	621	0	0	0	621	8	0	12	0	54	20	3	1014	0	0	0	1017	**1658**
Approach%	0%		-	0%	100%	0%	0%		-	40%	0%	60%	0%		-	0.3%	99.7%	0%	0%		-	**-**
Totals %	0%		0%	0%	37.5%	0%	0%		37.5%	0.5%	0%	0.7%	0%		1.2%	0.2%	61.2%	0%	0%		61.3%	**-**
PHF	0		0	0	0.86	0	0		0.86	0.5	0	0.75	0		0.71	0.75	0.9	0	0		0.9	**-**
Heavy	0		0	0	45	0	0		45	1	0	0	0		1	0	59	0	0		59	**-**
Heavy %	0%		0%	0%	7.2%	0%	0%		7.2%	12.5%	0%	0%	0%		5%	0%	5.8%	0%	0%		5.8%	**-**
Lights	0		0	0	576	0	0		576	7	0	12	0		19	3	955	0	0		958	**-**
Lights %	0%		0%	0%	92.8%	0%	0%		92.8%	87.5%	0%	100%	0%		95%	100%	94.2%	0%	0%		94.2%	**-**
Single-Unit Trucks	0		0	0	12	0	0		12	0	0	0	0		0	0	20	0	0		20	**-**
Single-Unit Trucks %	0%		0%	0%	1.9%	0%	0%		1.9%	0%	0%	0%	0%		0%	0%	2%	0%	0%		2%	**-**
Buses	0		0	0	33	0	0		33	1	0	0	0		1	0	35	0	0		35	**-**
Buses %	0%		0%	0%	5.3%	0%	0%		5.3%	12.5%	0%	0%	0%		5%	0%	3.5%	0%	0%		3.4%	**-**
Articulated Trucks	0		0	0	0	0	0		0	0	0	0	0		0	0	4	0	0		4	**-**
Articulated Trucks %	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0.4%	0%	0%		0.4%	**-**
Pedestrians	-	0	-	-	-	-	-	0	-	-	-	-	-	51	-	-	-	-	-	0	-	**-**
Pedestrians%	-	0%		-	-	-	-	0%		-	-	-	-	94.4%		-	-	-	-	0%		**-**
Bicycles on Crosswalk	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	0%		-	-	-	-	0%		-	-	-	-	5.6%		-	-	-	-	0%		**-**
Bicycles on Road	0	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	2	0	0	0	-	**-**
Bicycles on Road%	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**

Spectrum

Turning Movement Count
Location Name: EGLINTON AVE W & GILBERT AVE
Date: Wed, Oct 11, 2023 Deployment Lead: David Chu

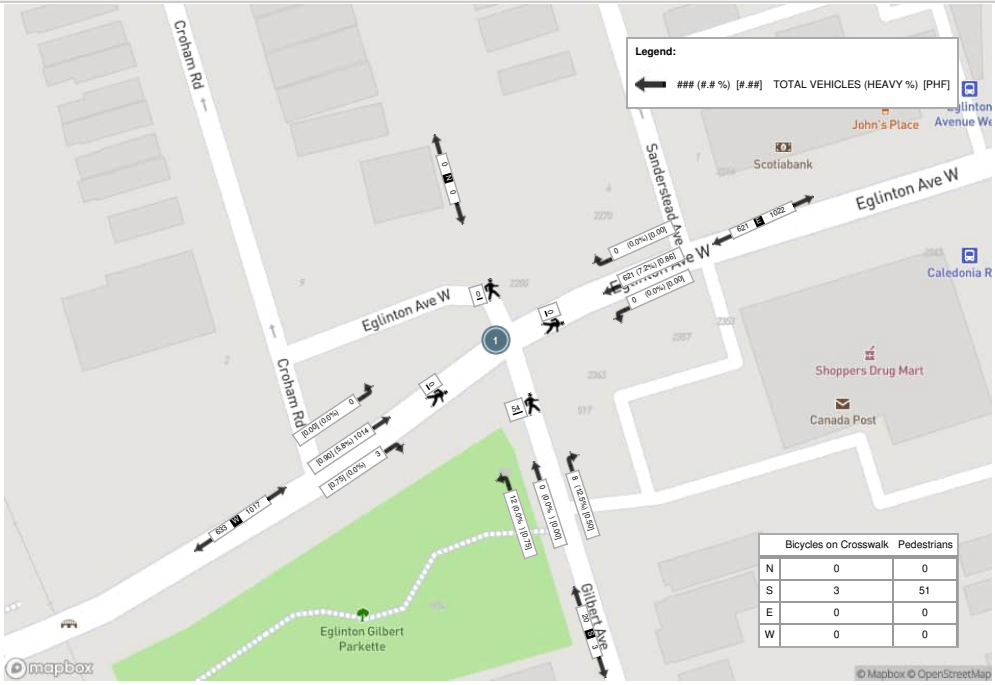
BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 04:45 PM - 05:45 PM Weather: Broken Clouds (13.71 °C)

Start Time	N Approach GILBERT AVE			E Approach EGLINTON AVE W						S Approach GILBERT AVE						W Approach EGLINTON AVE W						Int. Total (15 min)
	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
16:45:00	0	7	0	0	244	0	0	0	244	4	0	28	0	14	32	0	257	0	0	1	257	533
17:00:00	0	7	0	0	240	0	0	0	240	3	0	35	0	18	38	0	240	0	0	0	240	518
17:15:00	0	3	0	0	240	0	0	0	240	0	0	29	0	16	29	0	265	0	0	0	265	534
17:30:00	0	6	0	0	227	0	0	0	227	1	0	38	0	15	39	0	238	0	0	0	238	504
Grand Total	0	23	0	0	951	0	0	0	951	8	0	130	0	63	138	0	1000	0	0	1	1000	**2089**
Approach%	0%		-	0%	100%	0%	0%		-	5.8%	0%	94.2%	0%		-	0%	100%	0%	0%		-	**-**
Totals %	0%		0%	0%	45.5%	0%	0%		45.5%	0.4%	0%	6.2%	0%		6.6%	0%	47.9%	0%	0%		47.9%	**-**
PHF	0		0	0	0.97	0	0		0.97	0.5	0	0.86	0		0.88	0	0.94	0	0		0.94	**-**
Heavy	0		0	0	39	0	0		39	0	0	1	0		1	0	26	0	0		26	**-**
Heavy %	0%		0%	0%	4.1%	0%	0%		4.1%	0%	0%	0.8%	0%		0.7%	0%	2.6%	0%	0%		2.6%	**-**
Lights	0		0	0	912	0	0		912	8	0	129	0		137	0	974	0	0		974	**-**
Lights %	0%		0%	0%	95.9%	0%	0%		95.9%	100%	0%	99.2%	0%		99.3%	0%	97.4%	0%	0%		97.4%	**-**
Single-Unit Trucks	0		0	0	15	0	0		15	0	0	1	0		1	0	8	0	0		8	**-**
Single-Unit Trucks %	0%		0%	0%	1.6%	0%	0%		1.6%	0%	0%	0.8%	0%		0.7%	0%	0.8%	0%	0%		0.8%	**-**
Buses	0		0	0	22	0	0		22	0	0	0	0		0	0	18	0	0		18	**-**
Buses %	0%		0%	0%	2.3%	0%	0%		2.3%	0%	0%	0%	0%		0%	0%	1.8%	0%	0%		1.8%	**-**
Articulated Trucks	0		0	0	2	0	0		2	0	0	0	0		0	0	0	0	0		0	**-**
Articulated Trucks %	0%		0%	0%	0.2%	0%	0%		0.2%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	**-**
Pedestrians	-	23	-	-	-	-	-	0	-	-	-	-	-	58	-	-	-	-	-	1	-	**-**
Pedestrians%	-	26.4%		-	-	-	-	0%		-	-	-	-	66.7%		-	-	-	-	1.1%		**-**
Bicycles on Crosswalk	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	0%		-	-	-	-	0%		-	-	-	-	5.7%		-	-	-	-	0%		**-**
Bicycles on Road	0	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	1	0	0	0	-	**-**
Bicycles on Road%	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		**-**

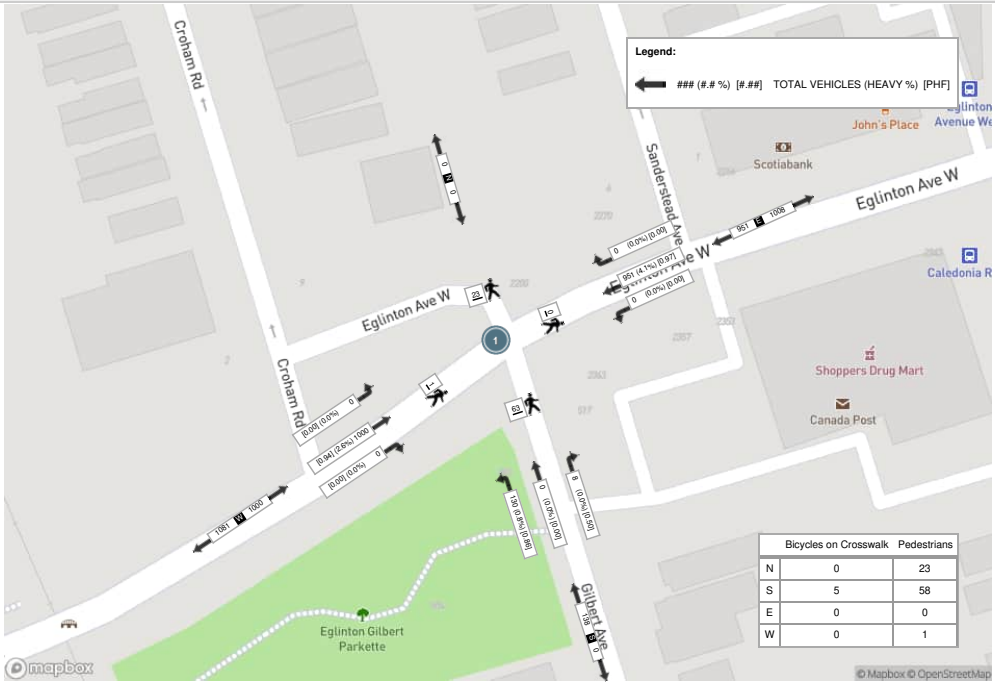
BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 08:00 AM - 09:00 AM Weather: Scattered Clouds (7.24 °C)



	Bicycles on Crosswalk	Pedestrians
N	0	0
S	3	51
E	0	0
W	0	0

Peak Hour: 04:45 PM - 05:45 PM Weather: Broken Clouds (13.71 °C)



	Bicycles on Crosswalk	Pedestrians
N	0	23
S	5	58
E	0	0
W	0	1

Spectrum

Turning Movement Count
Location Name: EGLINTON AVE W & SANDERSTEAD AVE / NORTH SITE ACCESS
Date: Tue, Sep 26, 2023 Deployment Lead: David Chu

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Turning Movement Count (3 . EGLINTON AVE W & SANDERSTEAD AVE / NORTH SITE ACCESS)

Start Time	N Approach SANDERSTEAD AVE						E Approach EGLINTON AVE W						S Approach SANDERSTEAD AVE						W Approach EGLINTON AVE W						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:30:00	0	0	0	0	0	0	1	117	0	0	0	118	0	0	0	0	2	0	4	234	0	0	0	238	356	
07:45:00	0	0	0	0	0	0	4	135	0	0	0	139	0	0	0	0	5	0	5	220	3	0	0	228	367	
08:00:00	0	0	0	0	0	0	1	159	0	0	0	160	0	0	0	0	3	0	2	219	4	0	0	225	385	
08:15:00	0	0	0	0	1	0	0	162	0	0	0	162	0	0	0	0	6	0	1	247	3	0	0	251	413	1521
08:30:00	0	0	0	0	0	0	2	207	1	0	0	210	1	0	1	0	3	2	3	266	3	0	0	272	484	1649
08:45:00	0	0	0	0	0	0	5	174	0	0	0	179	1	0	0	0	3	1	7	243	3	0	0	253	433	1715
09:00:00	0	0	0	0	0	0	2	156	0	0	0	158	2	0	0	0	8	2	7	228	4	0	0	239	399	1729
09:15:00	1	0	1	0	0	2	3	133	0	0	0	136	1	0	0	0	6	1	5	242	4	0	0	251	390	1706
BREAK																										
16:00:00	1	0	0	0	3	1	4	248	0	0	0	252	2	0	0	0	9	2	12	224	3	0	0	239	494	
16:15:00	1	0	0	0	7	1	2	254	1	0	0	257	1	0	1	0	0	2	6	209	2	0	0	217	477	
16:30:00	2	0	0	0	3	2	1	240	0	0	0	241	3	0	1	0	0	4	7	238	3	0	0	248	495	
16:45:00	0	0	0	0	2	0	1	269	1	0	0	271	1	0	0	0	0	1	9	248	5	0	0	262	534	2000
17:00:00	1	0	0	0	4	1	2	254	2	0	0	258	1	0	1	0	0	2	10	245	3	0	0	258	519	2025
17:15:00	1	0	0	0	6	1	4	251	1	0	0	256	0	0	0	0	0	0	7	236	1	0	0	244	501	2049
17:30:00	1	0	0	0	5	1	2	242	1	0	0	245	2	0	0	0	0	2	8	239	2	0	0	249	497	2051
17:45:00	0	0	0	0	0	0	4	232	2	0	0	238	5	0	2	0	0	7	6	232	2	0	0	240	485	2002
Grand Total	8	0	1	0	31	9	38	3233	9	0	0	3280	20	0	6	0	45	26	99	3770	45	0	0	3914	**7229**	-
Approach%	88.9%	0%	11.1%	0%		-	1.2%	98.6%	0.3%	0%		-	76.9%	0%	23.1%	0%		-	2.5%	96.3%	1.1%	0%		-	-	-
Totals %	0.1%	0%	0%	0%		0.1%	0.5%	44.7%	0.1%	0%		45.4%	0.3%	0%	0.1%	0%		0.4%	1.4%	52.2%	0.6%	0%		54.1%	-	-
Heavy	0	0	0	0		-	0	115	0	0		-	0	0	0	0		-	0	122	2	0		-	-	-
Heavy %	0%	0%	0%	0%		-	0%	3.6%	0%	0%		-	0%	0%	0%	0%		-	0%	3.2%	4.4%	0%		-	-	-
Bicycles	1	0	0	0		-	2	8	0	0		-	0	0	0	0		-	0	7	0	0		-	-	-
Bicycle %	12.5%	0%	0%	0%		-	5.3%	0.2%	0%	0%		-	0%	0%	0%	0%		-	0%	0.2%	0%	0%		-	-	-

Spectrum

Turning Movement Count
Location Name: EGLINTON AVE W & SANDERSTEAD AVE / NORTH SITE ACCESS
Date: Tue, Sep 26, 2023 Deployment Lead: David Chu

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (15.77 °C)

Start Time	N Approach SANDERSTEAD AVE						E Approach EGLINTON AVE W						S Approach SANDERSTEAD AVE						W Approach EGLINTON AVE W						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
08:15:00	0	0	0	0	1	0	0	162	0	0	0	162	0	0	0	0	6	0	1	247	3	0	0	251	413
08:30:00	0	0	0	0	0	0	2	207	1	0	0	210	1	0	1	0	3	2	3	266	3	0	0	272	484
08:45:00	0	0	0	0	0	0	5	174	0	0	0	179	1	0	0	0	3	1	7	243	3	0	0	253	433
09:00:00	0	0	0	0	0	0	2	156	0	0	0	158	2	0	0	0	8	2	7	228	4	0	0	239	399
Grand Total	0	0	0	0	1	0	9	699	1	0	0	709	4	0	1	0	20	5	18	984	13	0	0	1015	**1729**
Approach%	0%	0%	0%	0%		-	1.3%	98.6%	0.1%	0%		-	80%	0%	20%	0%		-	1.8%	96.9%	1.3%	0%		-	-
Totals %	0%	0%	0%	0%		0%	0.5%	40.4%	0.1%	0%		41%	0.2%	0%	0.1%	0%		0.3%	1%	56.9%	0.8%	0%		58.7%	-
PHF	0	0	0	0		0	0.45	0.84	0.25	0		0.84	0.5	0	0.25	0		0.63	0.64	0.92	0.81	0		0.93	-
Heavy	0	0	0	0		0	0	36	0	0		36	0	0	0	0		0	0	38	1	0		39	-
Heavy %	0%	0%	0%	0%		0%	0%	5.2%	0%	0%		5.1%	0%	0%	0%	0%		0%	0%	3.9%	7.7%	0%		3.8%	-
Lights	0	0	0	0		0	9	663	1	0		673	4	0	1	0		5	18	946	12	0		976	-
Lights %	0%	0%	0%	0%		0%	100%	94.8%	100%	0%		94.9%	100%	0%	100%	0%		100%	100%	96.1%	92.3%	0%		96.2%	-
Single-Unit Trucks	0	0	0	0		0	0	8	0	0		8	0	0	0	0		0	0	19	1	0		20	-
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	1.1%	0%	0%		1.1%	0%	0%	0%	0%		0%	0%	1.9%	7.7%	0%		2%	-
Buses	0	0	0	0		0	0	28	0	0		28	0	0	0	0		0	0	19	0	0		19	-
Buses %	0%	0%	0%	0%		0%	0%	4%	0%	0%		3.9%	0%	0%	0%	0%		0%	0%	1.9%	0%	0%		1.9%	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	19	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	4.8%		-	-	-	-	0%		-	-	-	-	90.5%		-	-	-	-	0%		-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	4.8%		-	-	-	-	0%		-
Bicycles on Road	0	0	0	0	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	-
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-

Spectrum

Turning Movement Count
Location Name: EGLINTON AVE W & SANDERSTEAD AVE / NORTH SITE ACCESS
Date: Tue, Sep 26, 2023 Deployment Lead: David Chu

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 04:45 PM - 05:45 PM Weather: Clear Sky (19.01 °C)

Start Time	N Approach SANDERSTEAD AVE						E Approach EGLINTON AVE W						S Approach SANDERSTEAD AVE						W Approach EGLINTON AVE W						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
16:45:00	0	0	0	0	2	0	1	269	1	0	0	271	1	0	0	0	0	1	9	248	5	0	0	262	534
17:00:00	1	0	0	0	4	1	2	254	2	0	0	258	1	0	1	0	0	2	10	245	3	0	0	258	519
17:15:00	1	0	0	0	6	1	4	251	1	0	0	256	0	0	0	0	0	0	7	236	1	0	0	244	501
17:30:00	1	0	0	0	5	1	2	242	1	0	0	245	2	0	0	0	0	2	8	239	2	0	0	249	497
Grand Total	3	0	0	0	17	3	9	1016	5	0	0	1030	4	0	1	0	0	5	34	968	11	0	0	1013	**2051**
Approach%	100%	0%	0%	0%		-	0.9%	98.6%	0.5%	0%		-	80%	0%	20%	0%		-	3.4%	95.6%	1.1%	0%		-	-
Totals %	0.1%	0%	0%	0%		0.1%	0.4%	49.5%	0.2%	0%		50.2%	0.2%	0%	0%	0%		0.2%	1.7%	47.2%	0.5%	0%		49.4%	-
PHF	0.75	0	0	0		0.75	0.56	0.94	0.63	0		0.95	0.5	0	0.25	0		0.63	0.85	0.98	0.55	0		0.97	-
Heavy	0	0	0	0		0	0	23	0	0		23	0	0	0	0		0	0	21	0	0		21	-
Heavy %	0%	0%	0%	0%		0%	0%	2.3%	0%	0%		2.2%	0%	0%	0%	0%		0%	0%	2.2%	0%	0%		2.1%	-
Lights	3	0	0	0		3	9	993	5	0		1007	4	0	1	0		5	34	947	11	0		992	-
Lights %	100%	0%	0%	0%		100%	100%	97.7%	100%	0%		97.8%	100%	0%	100%	0%		100%	100%	97.8%	100%	0%		97.9%	-
Single-Unit Trucks	0	0	0	0		0	0	9	0	0		9	0	0	0	0		0	0	6	0	0		6	-
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	0.9%	0%	0%		0.9%	0%	0%	0%	0%		0%	0%	0.6%	0%	0%		0.6%	-
Buses	0	0	0	0		0	0	14	0	0		14	0	0	0	0		0	0	15	0	0		15	-
Buses %	0%	0%	0%	0%		0%	0%	1.4%	0%	0%		1.4%	0%	0%	0%	0%		0%	0%	1.5%	0%	0%		1.5%	-
Pedestrians	-	-	-	-	16	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Pedestrians%	-	-	-	-	94.1%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	5.9%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-
Bicycles on Road	1	0	0	0	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	6	0	0	0	-	-
Bicycles on Road%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0%		-

Peak Hour: 08:15 AM - 09:15 AM **Weather: Clear Sky (15.77 °C)**

Peak Hour: 04:45 PM - 05:45 PM **Weather: Clear Sky (19.01 °C)**

O R N A M E N T - Sound Power Emissions & Source Heights

Ontario Road Noise Analysis Method for Environment and Transportation

2037 Forecast

Road Segment ID	Forecasted AADT	Period (h)	Total Traffic Volumes (Period)	Speed (kph)	Auto %	Med %	Hvy %	Auto	Med	Heavy	Road Gradient (%)	PWL (dBA)	Source Height, s (m)	Reference Leq (dBA)
Daytime														
Eglinton Avenue West	23921	16	21529	50	93.5%	6.3%	0.2%	20130	1356	43	0.0	**81.4**	**0.7**	**66.4**
Caledonia Road	16716	16	15044	40	97.5%	2.5%	0.0%	14668	376	0	0.0	**75.6**	**0.5**	**60.5**
Gilbert Avenue	1586	16	1427	40	95.7%	4.3%	0.0%	1366	61	0	0.0	**66.1**	**0.5**	**51.1**
Nighttime														
Eglinton Avenue West	23921	8	2392	50	93.5%	6.3%	0.2%	2237	151	5	0.0	**74.9**	**0.7**	**59.8**
Caledonia Road	16716	8	1672	40	97.5%	2.5%	0.0%	1630	42	0	0.0	**69.0**	**0.5**	**54.0**
Gilbert Avenue	1586	8	159	40	95.7%	4.3%	0.0%	152	7	0	0.0	**59.6**	**0.5**	**44.5**

Keni Mallinen

From: Rail Data Requests <RailDataRequests@metrolinx.com>
Sent: August 13, 2024 8:56 AM
To: Farideh Zarei
Subject: RE: GO Traffic Forecasted Data Request - Noise Study - Newmarket Subdivision

You don't often get email from raildatarequests@metrolinx.com. Learn why this is important

Hi Farideh,

Further to your request dated August 12, 2024, the subject lands (2343 Eglinton Ave W., Toronto) are located within 300 metres of the Metrolinx Newmarket Subdivision (which carries Barrie GO rail service).

It's anticipated that GO rail service on this Subdivision will be comprised of electric trains only. The GO rail fleet combination on this Subdivision will consist of up to 1 locomotive and 5 passenger cars. The typical GO rail weekday train volume forecast near the subject lands, including both revenue and equipment trips is in the order of 266 trains. The planned detailed trip breakdown is listed below:

	1 Electric Locomotive		1 Electric Locomotive
Day (0700-2300)	220	Night (2300-0700)	46

The current track design speed near the subject lands is 75 mph (121 km/h).

There are no *anti-whistling by-laws* in affect near the subject lands.

With respect to future electrified rail service, Metrolinx is committed to finding the most sustainable solution for electrifying the GO rail network and we are currently working towards the next phase.

Options have been studied as part of the Transit Project Assessment Process (TPAP) for the GO Expansion program, currently in the Development Phase. ONxpress will be responsible for selecting and delivering the right trains and infrastructure to unlock the benefits of GO Expansion. Construction to support GO Expansion is currently underway.

However, we can advise that train noise is dominated by the powertrain at lower speeds and by the wheel- track interaction at higher speeds. Hence, the noise level and spectrum of electric trains is expected to be very similar at higher speeds, if not identical, to those of equivalent diesel trains.

Given the above considerations, it would be prudent at this time, for the purposes of acoustical analyses for development in proximity to Metrolinx corridors, to assume that the acoustical characteristics of electrified and diesel trains are equivalent. In light of the aforementioned information, acoustical models should employ diesel train parameters as the basis for analyses. We anticipate that additional information regarding specific operational parameters for electrified trains will become available in the future once the proponent team is selected.

Operational information is subject to change and may be influenced by, among other factors, service planning priorities, operational considerations, funding availability and passenger demand.

It should be noted that this information only pertains to Metrolinx rail service. It would be prudent to contact other rail operators in the area directly for rail traffic information pertaining to non-Metrolinx rail service.

I trust this information is useful. Should you have any questions or concerns, please do not hesitate to contact me.

Best,

Jenna Auger (She/Her)
Third Party Projects Review (TPPR)
Development & Real Estate Management
10 Bay Street | Toronto | Ontario | M5J 2N8

METROLINX

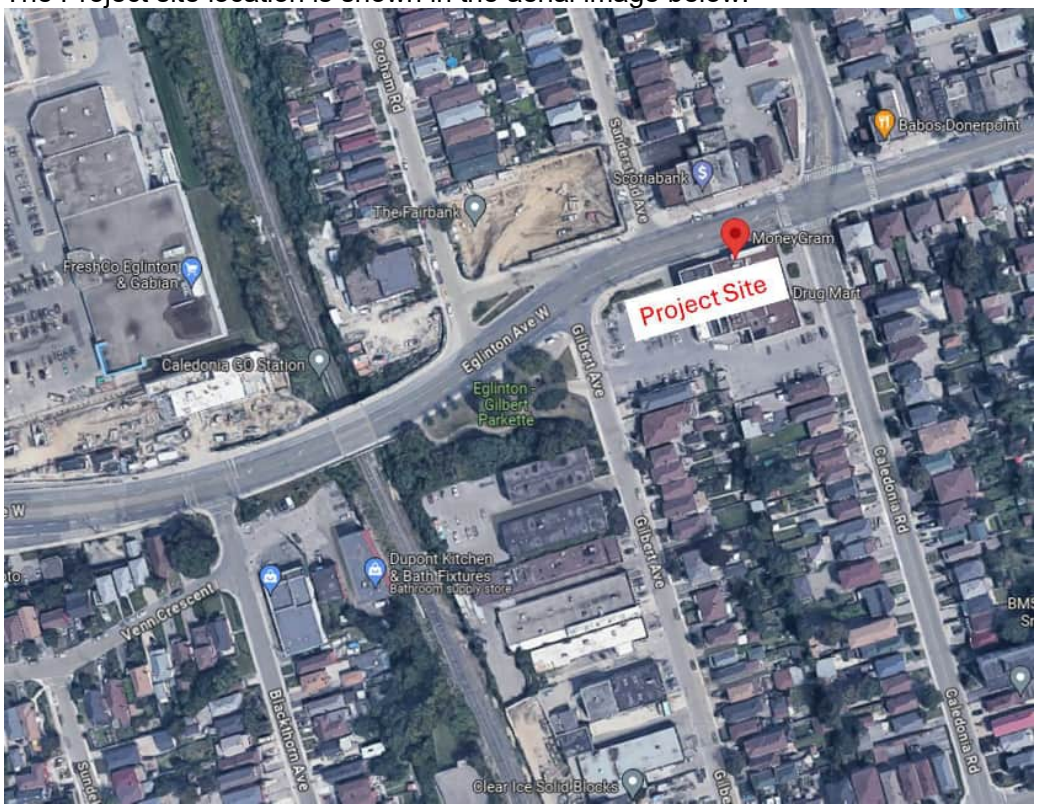
From: Farideh Zarei <fzarei@slrconsulting.com>
Sent: Monday, August 12, 2024 4:13 PM
To: Rail Data Requests <RailDataRequests@metrolinx.com>
Subject: GO Traffic Forecasted Data Request - Noise Study - Newmarket Subdivision

You don't often get email from fzarei@slrconsulting.com. Learn why this is important

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Good day,

We are working on an environmental noise and vibration study for a project located at 2343 Eglinton Ave W.
We are looking at obtaining GO traffic forecasted data for the Newmarket Subdivision.
The Project site location is shown in the aerial image below:



Would Metrolinx be able to provide GO traffic data forecasts for this section of the Newmarket Subdivision for our study?

Please let me know if you require any other information regarding this request.

Thank you,

Farideh

Farideh Zarei
Acoustics Consultant

M +1 226 203 9045
E fzarei@slrconsulting.com

SLR Consulting (Canada) Ltd.
100 Stone Road West, Suite 201, Guelph, ON, Canada N1G 5L3

Confidentiality Notice and Disclaimer
This communication and any attachment(s) contain information which is confidential and may also be legally privileged. It is intended for the exclusive use of the recipient(s) to whom it is addressed. If you have received this communication in error, please e-mail us by return e-mail and then delete the e-mail from your systen together with any copies of it. Any views or opinions are solely those of the author and do not represent those of SLR International Corporation, or any of its subsidi unless specifically stated.

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

Date: 2021/01/05 Project Number: NMT-6.30-Gabian way and Eglinton Ave W, Toronto, ON

Dear Amy:

Re: Train Traffic Data – CN Newmarket Subdivision near Gabian way and Eglinton Ave W in Toronto, ON

The following is provided in response to Amy's 2020/12/11 request for information regarding rail traffic in the vicinity of Gabian way and Eglinton Ave W, in Toronto, ON at approximately Mile 6.30 on CN's Newmarket Subdivision.

Typical daily traffic volumes are recorded below. However, traffic volumes may fluctuate due to overall economic conditions, varying traffic demands, weather conditions, track maintenance programs, statutory holidays and traffic detours that when required may be heavy although temporary. For the purpose of noise and vibration reports, train volumes must be escalated by 2.5% per annum for a 10-year period.

Typical daily traffic volumes at this site location are as follows:

***Maximum train speed is given in Miles per Hour**

	0700-2300			
Type of Train	Volumes	Max.Consist	Max. Speed	Max. Power
Freight	0	140	60	4
Way Freight	3	25	60	4
Passenger	1	10	70	2

	2300-0700			
Type of Train	Volumes	Max.Consist	Max. Speed	Max. Power
Freight	0	140	60	4
Way Freight	2	25	60	4
Passenger	0	10	70	2

The volumes recorded reflect northbound and southbound freight and passenger operations on CN's Newmarket Subdivision.

Except where anti-whistling bylaws are in effect, engine-warning whistles and bells are normally sounded at all at-grade crossings. There is one (1) at-grade crossing in the immediate vicinity of the study area at Mile 6.91 Castlefield Ave. Anti-whistling bylaws are in effect at this crossings. Please note that engine warning whistles may be sounded in cases of emergency, as a safety and or warning precaution at station locations and pedestrian crossings and occasionally for operating requirements.

With respect to equipment restrictions, the gross weight of the heaviest permissible car is 286,000 lbs.

The single mainline track is considered to be continuously welded rail throughout the study area.

Rail Traffic Data - Cadna/A

Name	M.	ID	Lw' Day (dBA)	Night (dBA)	Train Class	Correct. Track (dB)	Vmax (km/h)	Height A (m)	E (m)	A_att	E_Att	Length (m)	Train Type 1 Type	No. Day	Night	Speed (km/h)	Throttle (1 to 8)
Metrolinx - Locomotives		MX_loco	72	68.2	(local)	0		0.6		r		1108	FTA_COMM_LOC_DE	220	46	121	8
Metrolinx - Wheel		MX_wheel	68.3	64.5	(local)	0		0.6		r		1109	FTA_COMM_CAR	1100	230	121	0
CN Way Freight - Locomotives		CNWayFreight_loco	70.2	72.2	(local)	0		0.6		r		1108	FRA_CONV_FRE_LO	20	16	97	8
CN Way Freight - Wheel		CNWayFreight_wheel	57	59	(local)	0		0.6		r		1109	FTA_COMM_CAR	125	100	97	0
CN Passenger - Locomotives		CNPassenger_loco	54.9	-81	(local)	0		0.6		r		1108	FTA_COMM_LOC_DE	4	0	113	8
CN Passenger - Wheel		CNPassenger_wheel	49.3	-81	(local)	0		0.6		r		1109	FTA_COMM_CAR	16	0	113	0

Appendix C STAMSON Output File

Environmental Noise & Vibration Assessment

2343 Eglinton Avenue West, Toronto

1764174 Ontario Inc.

SLR Project No.: 241.031162.00001

March 26, 2025

STAMSON 5.0 NORMAL REPORT Date: 25-10-2024 09:50:49
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: 2343_KM.te Time Period: 16 hours
Description: STAMSON Validation - Sample Calculation

Road data, segment # 1: GilbertAve

Car traffic volume : 1366 veh/TimePeriod
Medium truck volume : 61 veh/TimePeriod
Heavy truck volume : 0 veh/TimePeriod
Posted speed limit : 40 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: GilbertAve

Angle1 Angle2 : -90.00 deg 60.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 15.00 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: EglintonAveW

Car traffic volume : 20130 veh/TimePeriod
Medium truck volume : 1356 veh/TimePeriod
Heavy truck volume : 43 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: EglintonAveW

Angle1 Angle2 : -90.00 deg -25.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 30.98 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: EglintonAveW

Car traffic volume : 20130 veh/TimePeriod
Medium truck volume : 1356 veh/TimePeriod
Heavy truck volume : 43 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 3: EglintonAveW

Angle1 Angle2 : -33.00 deg 11.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 28.93 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: GilbertAve

Source height = 0.50 m

ROAD (0.00 + 50.25 + 0.00) = 50.25 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	60	0.00	51.05	0.00	0.00	-0.79	0.00	0.00	0.00	50.25

Segment Leq : 50.25 dBA

Results segment # 2: EglintonAveW

Source height = 0.67 m

ROAD (0.00 + 58.79 + 0.00) = 58.79 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	-25	0.00	66.37	0.00	-3.15	-4.42	0.00	0.00	0.00	58.79

Segment Leq : 58.79 dBA

Results segment # 3: EglintonAveW

Source height = 0.67 m

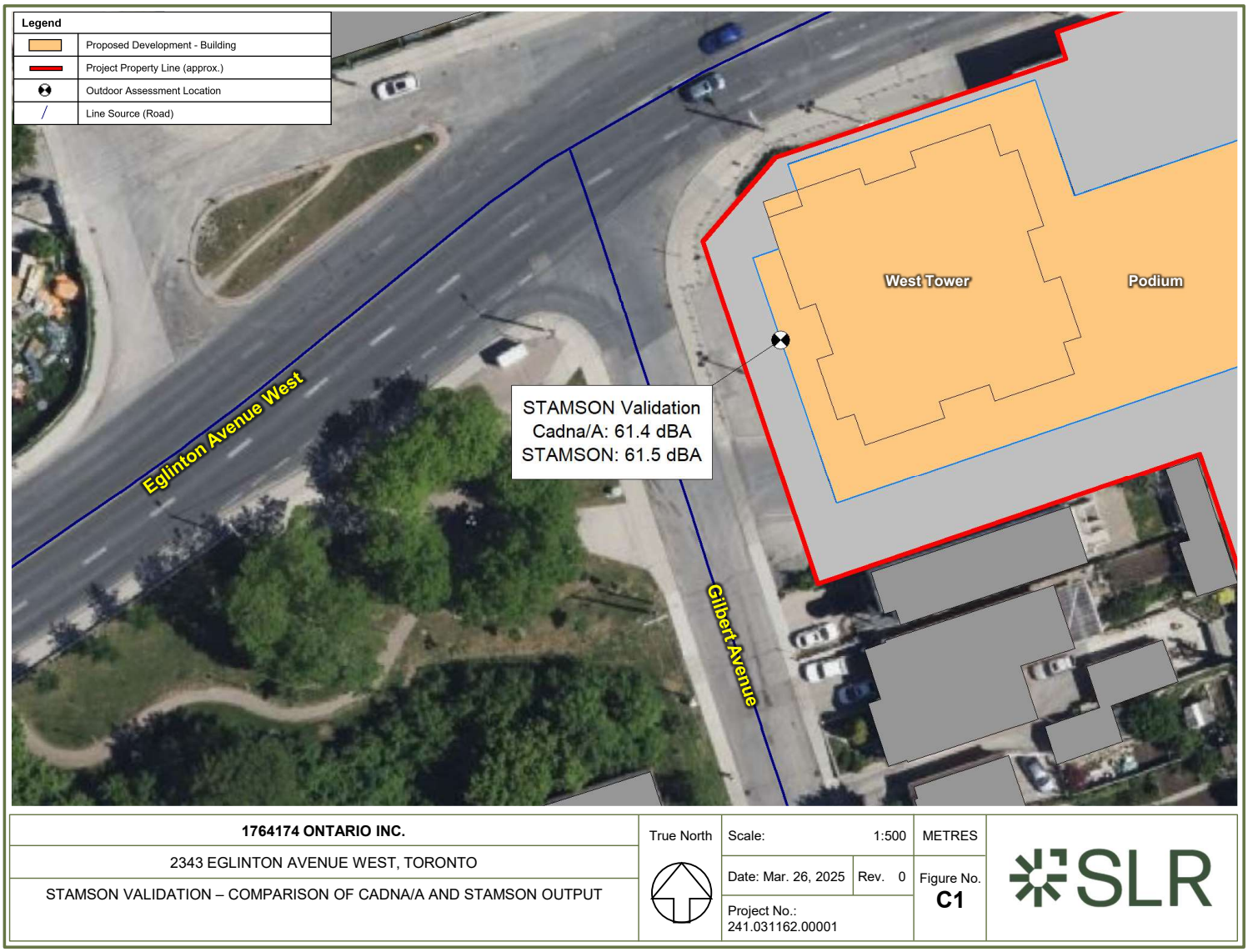
ROAD (0.00 + 57.40 + 0.00) = 57.40 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-33	11	0.00	66.37	0.00	-2.85	-6.12	0.00	0.00	0.00	57.40

Segment Leq : 57.40 dBA

Total Leq All Segments: 61.50 dBA

TOTAL Leq FROM ALL SOURCES: 61.50



1764174 ONTARIO INC.	True North	Scale: 1:500	METRES	SLR
2343 EGLINTON AVENUE WEST, TORONTO		Date: Mar. 26, 2025 Rev. 0	Figure No. **C1**	
STAMSON VALIDATION – COMPARISON OF CADNA/A AND STAMSON OUTPUT		Project No.: 241.031162.00001		

Appendix D Ventilation, Warning Clause and Mitigation Summary

Environmental Noise & Vibration Assessment

2343 Eglinton Avenue West, Toronto

1764174 Ontario Inc.

SLR Project No.: 241.031162.00001

March 26, 2025

Appendix D Ventilation, Warning Clause and Mitigation Summary

The following warning clauses are recommended for inclusion in agreements registered on Title for the residential units and included in all agreements of purchase and sale or lease, and all rental agreements.

A summary of the warning clause, ventilation and OLA mitigation requirements is included in **Table D.1**.

> **MECP Type D:** "This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."
>
> **Metrolinx:** "Metrolinx and its assigns and successors in interest operate commuter transit service within 300 metres from the land which is the subject hereof. In addition to the current use of these lands, there may be alterations to or expansions of the rail and other facilities on such lands in the future including the possibility that Metrolinx or any railway entering into an agreement with Metrolinx or any railway assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwellings. Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under these lands."
>
> **CN:** "Purchasers are advised that Canadian National Railway Company or its assigns or successors in interest has or have a right-of-way within 300 metres from the land the subject thereof. There may be alterations to or expansions of the rail facilities on such right-of-way in the future, including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way."

Table C.1: Summary of Mitigation, Ventilation and Warning Clause Requirements

Building, Residential Units	Façade Building Component Requirements	Barrier Requirements	Ventilation Requirements	Warning Clause Requirements
Podium	See Report Section 2.5.1.	Yes. See Report Section 2.5.2 and Figure 6.	Central Air Conditioning	Type D, Metrolinx, CN
West Tower			Central Air Conditioning	Type D, Metrolinx, CN
East Mid-Rise Building			Central Air Conditioning	Type D, Metrolinx, CN

Appendix E Stationary Source Information

Environmental Noise & Vibration Assessment

2343 Eglinton Avenue West, Toronto

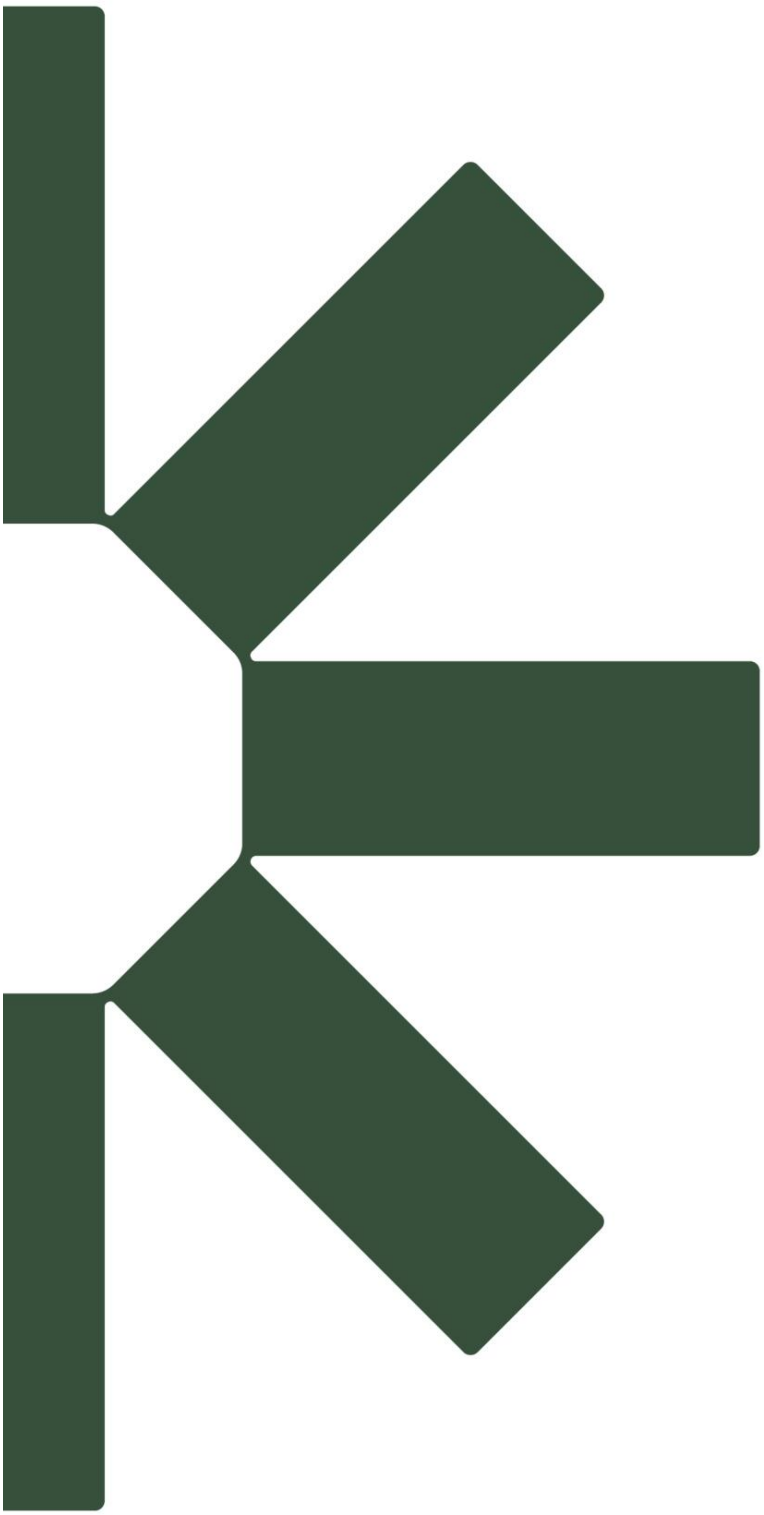
1764174 Ontario Inc.

SLR Project No.: 241.031162.00001

March 26, 2025

STATIONARY SOURCE MODELLING DATA

Source Description	Maximum Sound Power Level (1/1 Octave Bands) (dB)									Modelled Sound Power Level (dBA)	Source Notes
	31.5	63	125	250	500	1000	2000	4000	8000		
Self-Storage Facility, 494-498 Gilber Avenue											
Rooftop HVAC - 10 ton - x12 units	80	83	84	84	83	81	77	73	67	86	Based on historical SLR data - Operates continuously during daytime/evening hours - Operates on 50% duty cycle during nighttime hours
Babos Doner, 2216 Eglinton Avenue West											
Rooftop HVAC - 5 ton - x1 unit	77	80	81	81	80	78	74	70	64	83	Based on historical SLR data - Operates continuously during daytime/evening hours - Operates on 50% duty cycle during nighttime hours



Making Sustainability Happen