

Environmental Noise & Vibration Assessment

2634, 2636, 2640, 2642 and 2654 Eglinton Avenue West
and 1856 and 1856A Keele Street
Toronto, ON

Fora Developments

200-2440 Dundas Street West
Toronto, ON M6P 1W9

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Table of Contents

1.0	Introduction	1
1.1	Focus of Report.....	1
1.2	Nature of the Surroundings.....	1
1.3	Description of Proposed Development	1
Part 1: Impacts of the Environment on the Development		2
2.0	Transportation Noise Assessment.....	2
2.1	Transportation Noise Sources	2
2.1.1	Road Traffic Sources	2
2.1.2	Eglinton Crosstown LRT	2
2.2	Surface Transportation Noise Criteria.....	3
2.2.1	Ministry of Environment Publication NPC-300	3
2.3	Traffic Data and Future Projections	5
2.3.1	Road Traffic Data	5
2.4	Predicted Sound Levels.....	6
2.4.1	Façade Sound Levels.....	6
2.4.2	Outdoor Living Area Sound Levels.....	7
2.5	Noise Control Measures	7
2.5.1	Façade Assessment.....	7
2.5.2	Ventilation and Warning Clause Recommendations	9
2.5.3	OLA Mitigation Requirements	9
3.0	Stationary Source Noise Assessment	9
3.1	Nearby Commercial/Retail Land Uses	9
3.2	Eglinton Maintenance and Storage Facility.....	10
3.3	Keelesdale Station	10
3.3.1	Potential Noise Sources	10
3.3.2	Previous Studies of Keelesdale Station	11
3.3.3	Stationary Source Noise Assessment	12
3.3.4	Future Work – Stationary Source Noise Assessment.....	12
3.3.5	Warning Clauses	13

4.0	Vibration Assessment.....	13
4.1	Industrial (Stationary) Sources	13
4.2	Transportation Sources	13
4.2.1	Vibration Guidelines	13
4.2.2	Preliminary Vibration Assessment.....	14
Part 2: Impacts of the Development on Itself		15
5.0	Stationary Source Noise Impacts of the Development on Itself.....	15
Part 3: Impacts of the Development on the Surrounding Area.....		16
6.0	Stationary Source Noise Impacts on the Surrounding Area	16
7.0	Conclusions and Recommendations	17
8.0	References	19
9.0	Statement of Limitations.....	19

Tables in Text

Table 1:	NPC-300 Sound Level Criteria for Road and Rail Noise
Table 2:	NPC-300 OLA Sound Level Criteria for Road and Rail Noise
Table 3:	NPC-300 Ventilation and Warning Clause Requirements
Table 4:	NPC-300 Building Component Assessment Requirements
Table 5:	Summary of Road Traffic Data Used in Transportation Analysis
Table 6:	Summary of Predicted Transportation Façade Sound Levels
Table 7:	Summary of Predicted Transportation OLA Sound Levels
Table 8:	Summary of Façade Glazing Requirements for Proposed Development
Table 9:	Summary of Façade Glazing Requirements for Proposed Development – Corner Units
Table 10:	Summary of Transportation Vibration Guideline Limits

Appended Figures

- Figure 1: Context Plan
- Figure 2: Predicted Facade Sound Levels – Roadway – Daytime
- Figure 3: Predicted Facade Sound Levels – Roadway – Nighttime
- Figure 4: Predicted Outdoor Living Area Sound Levels – Roadway – Daytime
- Figure 5: Predicted Outdoor Living Area Sound Levels – Roadway – Daytime – Mitigated
- Figure 6: Surrounding Stationary Source Locations

Appendices

- Appendix A Zoning Information
- Appendix B Development Drawings
- Appendix C Traffic Data and Calculations
- Appendix D STAMSON Output File
- Appendix E Warning Clause, Ventilation and Barrier Summary

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1.0 Introduction

SLR Consulting (Canada) Ltd. (SLR) was retained by Fora Development (“the Client”) to prepare an environmental noise and vibration assessment for the proposed development at 2634, 2636, 2640, 2642 and 2654 Eglinton Avenue West and 1856 and 1856A Keele Street in Toronto, Ontario (“the Project site”). This report is in support of a combined planning application for Zoning By-law Amendment (ZBA) and Site Plan Approval (SPA).

1.1 Focus of Report

In keeping with City of Toronto and Ministry of Environment, Conservation and Parks (MECP) 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.

1.2 Nature of the Surroundings

The Project site is currently occupied by a Dollar Tree retail store at the western side and first floor commercial/retail with 2nd-storey apartments at the eastern side. It is surrounded by the following:

- Eglinton Avenue West, with commercial/residential uses along Eglinton Avenue West and single-family residential dwellings beyond, to the south;
- Keele Street, with commercial/residential uses along Eglinton Avenue West to the east;
- Single-family detached dwellings and a proposed high-rise residential development, with Yore Road and residential land uses beyond, to the north; and
- The future Eglinton Crosstown Light Rail Transit (LRT) Keelesdale Station, with Trethewey Drive and the York Memorial Collegiate Institute beyond, to the west.

A context plan is shown in **Figure 1**.

Lands immediately surrounding the proposed development are generally zoned Commercial Residential along Eglinton Avenue West, and Residential further to the north and south, according to City of Toronto Zoning By-Law 569-2013. The Project site is zoned Commercial Residential. A zoning map for the Project site and surrounding area is provided for reference in **Appendix A**.

1.3 Description of Proposed Development

The proposed development is located at municipal addresses 2634, 2636, 2640, 2642 and 2654 Eglinton Avenue West and 1856 and 1856A Keele Street, Toronto. The Project site is currently occupied by a Dollar Tree retail store, first-floor commercial/retail including Lavish House of Beauty, Jin Jin’s Nails & Spa, Metro Chicken & Pizza, and 2nd-storey residential apartments, all of which would be demolished to accommodate the new development.

One residential building 33 storeys in height with three (3) levels of underground parking is proposed. Development drawings are provided for reference in **Appendix B**. Residential units will be located at the 2nd level and above. Common outdoor amenity areas are planned at the 4th storey (surrounding the 4th floor indoor amenity space), and at the 7th storey at the southeast corner of the building. Site access will be via the laneway north of the building, Lane N Eglinton W Keele.

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 to assess the potential for:

- Transportation noise impacts from surrounding sources; and
- Stationary noise impacts from surrounding commercial/retail/industrial facilities;

There are no surface railway lines in the immediate vicinity of the proposed development, which is also located outside of the Toronto Pearson Airport NEF 25 contour; therefore, an assessment of railway and aircraft noise impacts was not completed.

2.0 Transportation Noise Assessment

2.1 Transportation Noise Sources

2.1.1 Road Traffic Sources

Transportation sources with the potential to produce road traffic noise at the proposed development include Eglinton Avenue West, Yore Road (which turns into Keele Street to the north), Keele Street (south of Eglinton Road West), Trethewey Drive, and the portion of Keele Street immediately east of the Project site. Road noise from these sources has been predicted, and this information has been used to identify façade, ventilation, and warning clause requirements/recommendations for the proposed development.

2.1.2 Eglinton Crosstown LRT

The Eglinton Crosstown LRT is another potential transportation source of noise in proximity to the proposed development. A noise study was previously completed by J.E.Coulter Associates Limited as a component of the Transportation Process Application Plan (TPAP) for the Eglinton Crosstown LRT. The report is entitled “Noise and Vibration Impact Assessment, Proposed Eglinton Crosstown Light Rail Transit, Toronto Transit Commission”, dated February 26, 2010 (“LRT Noise and Vibration Assessment”). The LRT will travel underground through a tunnel beneath Eglinton Avenue West in proximity to the proposed development.

In the LRT Noise and Vibration Impact Assessment, existing commercial/residential developments were identified as being located immediately adjacent to Eglinton Avenue West, between Keele Street and Avenue Road. These existing developments include commercial uses on the first floors, with residential units above. These buildings are considered to be representative of the proposed development (i.e., residential units on Level 2); therefore, the results of the LRT Noise and Vibration Impact Assessment are considered to be applicable.

In the LRT Noise and Vibration Impact Assessment, noise impacts from the tunnelled sections are not anticipated to be a concern for the existing noise-sensitive receptors. Therefore, noise impacts are also not anticipated to be a concern at the proposed development, and transportation noise from the LRT has not been considered further in this assessment.

2.2 Surface Transportation Noise Criteria

2.2.1 Ministry of Environment Publication NPC-300

Noise-Sensitive Developments

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. **Tables 1 to 4** summarize the applicable surface transportation (road/rail) guideline limits.

Location-Specific Criteria

Table 1 summarizes criteria in terms of energy equivalent sound exposure (L_{eq}) levels 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 Exposure 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: <ul style="list-style-type: none"> [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 sound levels 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 3 are exceeded. [5] L_{eq} – the energy equivalent sound exposure 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, the surface transportation noise impact 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/Warning Clause Requirements
Daytime (0700-2300h)	≤ 55	<ul style="list-style-type: none"> None
	56 to 60 inc.	<ul style="list-style-type: none"> Noise barrier OR Warning Clause A
	> 60	<ul style="list-style-type: none"> Noise barrier to reduce noise to 55 dBA OR Noise barrier to reduce noise to 60 dBA and Warning Clause B

Ventilation and Warning Clauses

Table 3 summarizes recommendations for ventilation where windows would potentially have to remain closed as a means of noise control. Despite implementation of ventilation measures where recommended, if sound levels exceed the guideline limits in **Table 1**, warning clauses advising future occupants of the potential excesses are also recommended. Warning clauses also apply to OLAs.

Table 3: NPC-300 Ventilation and Warning Clause Requirements/Recommendations

Assessment Location	Time Period	Energy Equivalent Sound Exposure Level - L_{eq} (dBA)		Ventilation and Warning Clause Recommendations ^[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 noise is excluded from assessment.
 [2] Road and Rail sound levels is combined for determining ventilation and warning clause recommendations.

Building Component Requirements

Table 4 provides sound level thresholds which, if exceeded, trigger a requirement for the building shell components (i.e., wall, windows) to be designed accordingly to meet the applicable indoor sound criteria.

Table 4: NPC-300 Building Component Assessment Requirements

Assessment Location	Time Period	Energy Equivalent Sound Exposure 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

Year 2016 turning movement counts (TMCs) were obtained from the City of Toronto’s Open Data Portal for the intersections of Eglinton Avenue West and Keele Street/Trethewey Drive, and for Trethewey Drive/Yore Road. Data including traffic volumes and truck percentages collected on April 16 and April 18, 2016 were averaged.

Calculated Average Annual Daily Traffic (AADT) volumes were compared with AADT volumes determined from peak hour counts provided by the project traffic consultant and collected by Spectrum in September 2022. TMC data from the City of Toronto resulted in higher AADT volumes and truck percentages for these roadways, and were therefore used in the analysis. This is considered to be a conservative assessment of roadway impacts and more representative of pre-pandemic traffic volumes.

Year 2022 peak hour traffic data collected by Spectrum was used to determine the AADT and truck percentages for the short section of Keele Street immediately north of Eglinton Avenue West, east of the Project site. Otherwise, all base-year traffic counts were projected to future year 2035 at a 1.0% per annum growth rate, which has been used for other studies in the area. Day/night splits of 90%/10% were assumed, as is recommended in the MECP ORNAMENT document.

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

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

Roadway Link	2035 Traffic Volumes AADT ^[1]	% Day/Night Volume Split		Commercial Vehicle Breakdown		Vehicle Speed (km/hr)
		Daytime	Nighttime	% Medium Trucks	% Heavy Trucks	
Eglinton Avenue West	25,958	90	10	3.7	1.0	50
Trethewey Drive (N of Eglinton)	33,554	90	10	3.0	1.1	50
Yore Road/Keele Street	20,691	90	10	2.8	1.2	50
Keele Street (south of Eglinton)	23,820	90	10	2.7	1.2	50
Keele Street (east of Project Site)	2071	90	10	2.7	0.0	50

Notes: [1] Traffic volumes were projected to future year 2035 at a 1.0% per annum growth rate.

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. 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 comparison are included for reference in **Appendix D**.

Sound levels were predicted along the façades of the proposed development using the “building evaluation” feature of Cadna/A. This feature allows for noise levels to be predicted across the entire façade of a structure. OLA sound levels were assessed at a height of 1.5 m above the roof at four (4) locations surrounding the Level 4 outdoor common amenity space, where the depth of the terrace exceeds 4 m.

Topographic contours and surrounding buildings from the City of Toronto Open Data Portal were included in the analysis. A grade change of 5% (increasing from west-to-east) was considered along the modelled segment of Eglinton Avenue West, and 3.4% (increasing from south-to-north) along the modelled segment of Yore Road/Keele Street to the north.

2.4.1 Façade Sound Levels

Predicted worst-case façade sound levels due to road traffic are presented in **Table 6**.

The transportation façade sound levels at the development, showing the ranges of predicted daytime and nighttime sound levels are shown in **Figure 2** (daytime) and **Figure 3** (nighttime).

The façade sound levels due to road traffic are predicted to be above 65 dBA during the daytime (i.e., the threshold described in **Table 4**) along the south façade of the proposed development, facing towards Eglinton Avenue West. Therefore, an assessment of building components is required. Refer to **Section 2.5.1**.

Table 6: Summary of Predicted Transportation Façade Sound Levels

Project Building	Building Façade ^[1]	Predicted Road Traffic Sound Levels ^[2]	
		L _{eq} Daytime (dBA)	L _{eq} Nighttime (dBA)
Residential Tower	North	62	55
	East	65	58
	South	67	61
	West	65	58

Notes: [1] Façade locations are shown in **Figure 2** (daytime) and **Figure 3** (nighttime)
[2] Sound levels presented above are the highest for the identified building façade.

2.4.2 Outdoor Living Area Sound Levels

The OLA requiring assessment for the proposed development is the Level 4 common outdoor amenity terrace. The common outdoor terrace at Level 7 is less than 4 m in depth and is therefore not considered an OLA requiring assessment in accordance with definitions outlined in NPC-300. The assessment locations for OLAs are shown in **Figure 4**.

As the proposed development includes common amenity spaces for all condominium occupants in the buildings private terraces are not considered to be the only outdoor amenity spaces available. Therefore, an assessment of private terraces was excluded based on the definitions outlined in NPC-300.

The predicted OLA transportation noise levels are shown on **Figure 4** and summarized in **Table 7**.

Table 7: Summary of Predicted Transportation OLA Sound Levels

Assessment Location ^[1]	Predicted Road Traffic Sound Levels
	L _{eq} Daytime (dBA)
OLA 01	64
OLA 02	60
OLA 03	59
OLA 04	66

Notes: [1] OLA assessment locations are shown in **Figure 4**.

Predicted OLA sound levels at some locations exceed the criteria outlined in **Table 2**. Therefore, mitigation and warning clauses are required. Refer to **Section 2.5.3**.

2.5 Noise Control Measures

2.5.1 Façade Assessment

An assessment of indoor noise levels is required because façade sound levels due to road traffic exceed 65 dBA (daytime) on the south building façade of the proposed development.

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

Detailed floor plans were not available at the time of the assessment. The preliminary façade requirements analysis is therefore based on the following assumptions:

- Window wall construction with glazing and glass spandrel panel elements;
- Non-glazing (spandrel panel) elements of the exterior wall were assumed to be rated STC 45;
- For living/dining rooms, 70% of the exterior wall is vision glass/patio doors; and
- For bedrooms, 70% of the exterior wall is vision glass.

The building façade requirements based on the road traffic sound levels and assumptions listed above are outlined in **Table 8** for units with one exposed façade, and in **Table 9** for corner units with two exposed facades.

Table 8: Summary of Façade Glazing Requirements for Proposed Development

Project Building	Building Façade	Non-Glazing Components	Glazing STC Requirements ^[1]	
			Living/Dining Room	Bedroom
Residential Tower	North	45	OBC	OBC
	East	45	OBC	OBC
	South	45	OBC	OBC
	West	45	OBC	OBC
Notes: [1] OBC = meeting the minimum non-acoustical requirements of the Ontario Building Code, with a rating of STC 29.				

Table 9: Summary of Façade Glazing Requirements for Proposed Development – Corner Units

Project Building	Building Façade	Non-Glazing Components	Glazing STC Requirements ^[1]	
			Corner Living/Dining Room	Corner Bedroom
Residential Tower	Northeast Corner	45	OBC	OBC
	Southeast Corner	45	OBC	30
	Southwest Corner	45	OBC	30
	Northwest Corner	45	OBC	OBC
Notes: [1] OBC = meeting the minimum non-acoustical requirements of the Ontario Building Code, with a rating of STC 29.				

Where upgraded glazing is required, the combined glazing and frame assembly must be constructed to ensure the overall sound isolation performance of the entire window unit meets the specified STC rating. It is recommended that test data from the window manufacturer be reviewed to confirm the required acoustical performance is achieved.

The building façade requirements should be reviewed by an acoustical consultant when detailed suite layouts and elevations are available.

2.5.2 Ventilation and Warning Clause Recommendations

The sound level triggers for possible warning clauses are summarized in **Table 2**. 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 the predicted façade noise levels, residential suites along the south façade of the building (i.e., facing towards Eglinton Avenue West) should have central air conditioning and an MECP **Type D** warning clause. An MECP **Type C** warning clause and provision for installation of air conditioning at a later date are recommended for residential units along the west, north and east facades of the proposed development building.

Ventilation and warning clause recommendations for the proposed development are summarized in **Appendix E**.

2.5.3 OLA Mitigation Requirements

OLAs along the southern portion of Level 4 are predicted to have sound levels exceeding 60 dBA, as shown in **Figure 4** and **Table 7**.

A sound barrier 1.3 m in height (above the roof) is required surrounding a portion of the Level 4 outdoor terrace to mitigate sound levels to 60 dBA or less. The location and extent of the required sound barrier is shown in **Figure 5**.

The barrier can be composed of solid walls or other materials such as glass/plexiglass panels. The material used to construct the barrier should be selected so that it has sufficient mass to adequately attenuate the road traffic noise (generally, a minimum surface density of 20 kg/m²). The barrier should be free of gaps and cracks on the sides and bottom, except for small, localized openings required for drainage purposes. The system should also be designed to withstand any wind loading.

An MECP **Type B** warning clause will also be recommended for all residential units in the proposed development building. Refer to **Appendix E**.

3.0 Stationary Source Noise Assessment

A site visit to the Project site and surrounding area was completed by SLR personnel on October 19, 2022. The focus of the site visit was to identify nearby stationary sources with potential to produce noise at the proposed development. The Project site was found to be primarily surrounded by small commercial/retail and residential land uses, along with future Keele Station located immediately to the west (associated with the future Eglinton Crosstown LRT system).

One Class III facility was also identified within 1000 m (i.e., the area of influence defined in MECP Guideline D-6), the Eglinton LRT Maintenance and Storage Facility located at 85 Industry Street to the west of the Project site.

These sources are discussed further in the following subsections.

3.1 Nearby Commercial/Retail Land Uses

Commercial/retail land uses along the Eglinton Avenue West corridor were identified through aerial imagery and during the site visit by SLR personnel. Sources with the potential to generate noise could include mechanical equipment such as HVAC units and exhaust fans.

During the site visit, the acoustic environment at the Project site and immediate surrounding area was dominated by traffic from the surrounding roadways. Sounds from stationary noise sources associated with the corridor commercial/residential land uses along Eglinton Avenue West were not audible at the Project site property line. Due to elevated ambient sound levels in the area immediately surrounding the proposed development, stationary noise guideline limits should be met, and assessment of these sources is not deemed necessary.

3.2 Eglinton Maintenance and Storage Facility

The Eglinton Maintenance and Storage Facility (“the MSF”) is located approximately 800 m west of the Project site. The facility can be considered a Class III facility (with respect to the MECP D-6 guidelines), with a 1000 m area of influence. Therefore, it has been considered in this assessment.

A screening level noise model was prepared based on the current design and representative sound level data on-file at SLR. The predicted sound levels on the west façade of the residential tower were estimated to be 35 dBA or lower, well below even the minimum exclusionary sound level limits for a Class 1 area (i.e., 45 dBA during any nighttime hour). Therefore, adverse noise impacts from the MSF are not anticipated, and further detailed assessment of the MSF is not required.

3.3 Keelesdale Station

The future Eglinton Crosstown LRT Keelesdale Station (“the Station”) is located to the west of the Project site on the adjacent lands. The Station includes the following structures:

- A Main Entrance building at the northeast corner of Eglinton Avenue West and Keele Street/Trethewey Drive (adjacent to the proposed development);
- A bus loop terminal with electrical outbuilding located at the southeast corner of Trethewey Drive and Yore Road (adjacent to the proposed development);
- A Southwest Entrance/Power Substation located at the southeast corner of Eglinton Avenue West and Yarrow Road; and
- Secondary Entrances to the underground system at the southeast and northwest corners of Eglinton Avenue West and Keele Street/Trethewey Drive.

The locations of the above structures are identified in **Figure 6**.

During the site visit on October 19, 2022, SLR staff noted that the Station is currently under construction, and associated sources (i.e., mechanical equipment, bus traffic through the loop, station entrances) are not yet operational.

3.3.1 Potential Noise Sources

A review of potential significant noise sources associated with Keelesdale Station was completed based on similar facilities, available aerial imagery, information obtained from the site visit conducted by SLR staff, and the 2010 LRT Noise and Vibration Assessment.

Potential Station sources that could generate noise at the proposed development have been identified and are expected to include the following for the Main Entrance and bus loop:

- Rooftop tunnel ventilation system (TVS) fan exhausts;
- Rooftop ventilation exhaust stacks;

- Rooftop and ground-mounted condenser (cooling) units;
- Building-side ventilation louvre;
- Rooftop units associated with the electrical outbuilding to the north;
- Buses idling within the bus loop; and
- Bus movements through the bus loop.

The Southwest Entrance/Power Substation is located approximately 110 m southwest of the Project site, and is expected to include the following potential noise sources:

- Building-side louvres facing southwest towards Yarrow Road;
- Rooftop HVAC units;
- Rooftop ventilation exhaust stacks;
- Rooftop condenser (cooling) units; and
- Rooftop exhaust fans.

SLR did not identify any potential noise sources associated with the Secondary Entrances to the underground system at the northwest and southeast corners of Eglinton Avenue West and Keele Street.

Identified structures and lists of potential noise sources associated with the Station and bus loop are shown in **Figure 6**.

3.3.2 Previous Studies of Keelesdale Station

3.3.2.1 Existing Noise-Sensitive Receptors

Stationary source sound levels at surrounding noise-sensitive receptors due to operation of the future Keelesdale Station have been assessed in previous studies by others with respect to:

- Noise assessment of the Station on all potential noise-sensitive surroundings/receptors (i.e., the 2010 LRT Noise and Vibration Assessment noted previously in this report); and
- Assessment of stationary source noise onto a new proposed development located at 1860-1868 Keele Street, Toronto (Noise and Vibration Impact Study – Proposed Residential Development – 1860-1868 Keele Street, Toronto, Ontario – by J.E. Coulter Associates Limited, January 24, 2020 (“2020 Noise Impact Study”).

The future Keelesdale Station must meet applicable stationary source sound level limits that consider both existing and approved future adjacent noise-sensitive land uses permitted by the zoning by-law. This includes the following:

- existing residential dwellings adjacent to the Station bus terminal (i.e., five dwellings from 1860 – 1868 Keele Street);
- existing residential dwellings on the north side of Yore Road; and
- existing 2nd-storey residential apartments at 2636-2642 Eglinton Avenue West/1856 Keele Street.

Each of the existing noise-sensitive receptors above have windows overlooking the bus loop that will comprise part of the Station. Keelesdale Station is technically required to have been designed to meet applicable stationary source sound level limits as outlined in MECP document NPC-300 at all of the noise-sensitive locations identified above.

3.3.2.2 Future Noise-Sensitive Receptors

Proposed Development

There is a future proposed development at 1860-1868 Keele Street that is to have windows and an outdoor amenity terrace facing west, overlooking the bus loop. In the 2020 Noise Impact Study prepared to support the development application, the report concluded that stationary source sound levels due to Keelesdale Station are expected to be met at that proposed development.

Furthermore, as far back as 2010 in the LRT Noise and Vibration Assessment, the Project site has been identified as a mixed-use redevelopment site (i.e., a mixed-use development application was noted as having been submitted at that time). Therefore, the Project site should have been considered as a high-rise noise-sensitive receptor as part of further detailed noise assessment of the Keelesdale Station.

Existing Zoning

The Project site is currently zoned CR SS2 (x2624) in accordance with City of Toronto Zoning By-Law 569-2013. This zoning designation permits a maximum building or structure height of between 14 m and 25.5 m, or approximately 5 to 9 storeys. The zoning designation also permits land uses that are considered noise-sensitive (i.e., dwelling units) in the context of a stationary source noise assessment, as outlined in Section 40.10.20 (Permitted Uses) of the By-law. Therefore, there is an expectation that the design of Keelesdale Station would have considered elevated noise-sensitive receptors on the Project site at which applicable stationary source noise guideline limits should be met.

3.3.3 Stationary Source Noise Assessment

It should be noted that the Client, on behalf of SLR, has contacted Metrolinx in the context of requesting noise-specific information for Keelesdale Station. Requested information includes detailed mechanical drawings and updated bus loop traffic volumes. The sources noted in **Section 3.3.1** are therefore preliminary, and future work is required as noted in the following section.

SLR conducted a preliminary stationary source screening analysis of Keelesdale Station based on the preliminary information available from the 2010 LRT Noise and Vibration Assessment and SLR historical sound levels for similar equipment. Sound levels at the proposed development due to operation of the Station were predicted using Cadna/A, a software implementation of the internationally recognized ISO-9613-2 environmental noise propagation algorithms.

The results of the screening level analysis indicated sound levels from Keelesdale Station have the potential to exceed Class 1 guideline limits at existing and future noise-sensitive receptors in proximity to the Station, with the highest levels predicted at the northwest corner of the proposed development.

3.3.4 Future Work – Stationary Source Noise Assessment

The screening level stationary source noise analysis should be updated and completed in detail once information from Metrolinx has been received and reviewed. Alternatively, the preliminary screening analysis can be updated when source sound level measurements can be completed, once Keelesdale Station is operational.

If predicted stationary source sound levels at the proposed development meet applicable guideline limits, no additional noise mitigation measures would be required.

If predicted stationary source sound levels exceed applicable guideline limits, mitigation measures would be investigated. These could include:

- Physical mitigation measures (e.g., barriers, silencers) of mechanical equipment sources associated with the Keele Station Main Entrance building and the Secondary Entrance/Power Substation;
- Enclosure and/or redirection of ventilation-related sources on the Main Entrance building rooftop; and
- Applying Class 4 designation (as defined by the MECP) along with relaxed guideline limits for the proposed development.

The course of action with respect to stationary source noise from Keele Station should be based on the most accurate information available. Once site-specific information has been reviewed, the above recommendations will be revised and confirmed as part of future resubmissions for the proposed development.

Based on the above (and the expected compliance at existing noise sensitive receptors) it is anticipated that stationary source sound levels due to Keele Station may feasibly meet applicable guideline limits at the proposed development. Additional physical noise control measures may however be required, with recommendations based on site-specific equipment and bus terminal activity.

3.3.5 Warning Clauses

An MECP **Type E** warning clause is recommended for all residential units due to the proximity of the proposed development to the Station and bus terminal.

Refer to **Appendix E**.

4.0 Vibration Assessment

4.1 Industrial (Stationary) Sources

Based on the site visit completed by SLR staff on October 19, 2022 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. A detailed industrial vibration assessment is therefore not required.

4.2 Transportation Sources

The Eglinton Crosstown LRT system is to be located underground beneath Eglinton Avenue West, in proximity to the proposed development. The LRT is not operational as of the completion of this assessment. The preliminary review of vibration impacts at the proposed development is therefore based on previous studies completed for the LRT as outlined in the following subsections.

4.2.1 Vibration Guidelines

The Railway Association of Canada/Federation of Canadian Municipalities (“RAC/FCM”) have developed Guidelines for New Development in Proximity to Railway Operations. The “Proximity Guidelines” have been adopted by CN, CP, and Metrolinx. International Standard ISO 2631-2: 2003 (1989) also provides supplementation criteria for commercial and office space and for industrial buildings. For public transit systems, the MECP has previously issued a number of draft protocols for vibration assessment of various

planned TTC expansions. The MECP has also developed a draft Guideline for Noise and Vibration Assessment of Transit Projects. The adopted guideline limits are presented in **Table 10**.

Table 10: Summary of Transportation Vibration Guideline Limits

Train Type	Receptor Type	Vibration Limit (mm/s RMS) ^[1]	Guideline Limit Source
Heavy Rail	Residential	0.14	RAC/FCM, CN, CP, Metrolinx, MECP
	Commercial/Office	0.40	ISO 2631-2: 2003 (1989)
	Industrial	0.80	ISO 2631-2: 2003 (1989)
Transit Rail (Streetcar/LRT)	Residential	0.10	TTC, MECP
Notes:	[1] Presented limits are overall vibration levels in the vertical direction, measured in root mean square (“RMS”) values with a 1-second averaging time, in the frequency range of 4 Hz to 200 Hz.		

4.2.2 Preliminary Vibration Assessment

A Noise and Vibration Assessment Report was prepared as part of the Transit Project Assessment Process (TPAP) for the future Eglinton Crosstown LRT in 2010. The results of the 2010 LRT Noise and Vibration Assessment indicated that if isolation measures similar to the vibration isolation systems used for the Sheppard Subway Line are used in the tunnels for the LRT, then vibration impacts from underground operation of the LRT are not expected to exceed 0.10 mm/s RMS at any setback distance from the tunnels. Therefore, no vibration mitigation measures are expected to be required.

PART 2: IMPACTS OF THE DEVELOPMENT ON ITSELF

5.0 Stationary Source Noise Impacts of 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 analysis of stationary source impacts of the development on itself.

For common mechanical systems that will be implemented as part of the proposed development, the sound levels from all noise-generating equipment should comply with guideline limits in MECP Publication NPC-300 at all on-site noise-sensitive receptors. The potential noise from mechanical equipment to be included with proposed development (such as make-up air units, cooling towers, parking garage exhaust fans, emergency generators, etc.) should be assessed as part of the final building design. The criteria 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 each residential unit for the proposed site, the sound levels from each unit should meet MECP Publication NPC-216.

PART 3: IMPACTS OF THE DEVELOPMENT ON THE SURROUNDING AREA

6.0 Stationary Source Noise Impacts on the Surrounding Area

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 volumes related to the proposed development will be small relative to existing traffic volumes within the area; therefore, additional traffic noise generated by the project is not of concern.

Other sources associated with the development that could create noise at sensitive locations within the surrounding neighbourhood are mechanical equipment (e.g., make up air units, cooling units, parking garage exhaust fans, etc.). Sound levels due to operation of these sources are required to meet MECP Publication NPC-300 requirements at all off-site noise sensitive receptors.

Off-site sound levels exceeding applicable limits are not anticipated given the elevated ambient sound levels in the area, and because systems will be designed to ensure that the applicable noise guidelines are met at on-site receptors.

Regardless, off-site sound levels due to these sources should be assessed as part of the final building design. The criteria can be met at all surrounding receptors through 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 design.

It is recommended that the mechanical systems be reviewed by an accredited acoustical consultant prior to final selection of equipment.

7.0 Conclusions and Recommendations

The potential for noise 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 noise impacts from surrounding roadways has been completed.
- Based on transportation façade sound levels upgraded glazing is required for southeast and southwest corner bedrooms, as outlined in outlined in **Section 2.5.1**.
- Ventilation and warning clause recommendations are outlined in **Section 2.5.2**.
 - o Mandatory air conditioning and an MECP **Type D** warning clause are recommended for residential units along the south façade of the building; and
 - o Provision for installation of air conditioning at a later date and an MECP **Type C** warning clause are recommended for residential units along the west, north and east façades of the building.
- Sound levels at the southern portion of the Level 4 common outdoor terrace are predicted to exceed 60 dBA, and mitigation will be required as outlined in **Section 2.5.3**.
 - o A 1.3 m high sound barrier is required along a portion of the west, south and east sides of the Level 4 common outdoor terrace.
 - o An MECP **Type B** warning clause is recommended for all residential units in the proposed development.
- 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 E**.

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 review of available aerial photography.
- Keelestone Station (associated with the Eglinton Crosstown LRT) was identified as a stationary source requiring further investigation. No other significant stationary sources were identified requiring additional assessment.
- Based on previous noise studies by others of the Keelestone Station, it is expected that sound levels would comply with applicable guideline limits at existing noise-sensitive receptors immediately surrounding the Station and bus terminal.
- There is an expectation that the Project site has been considered in previous noise assessments of Keelestone Station based on its zoning designation and identification of the Project site itself as a location for future mixed-use redevelopment.
- Based on expected compliance at existing noise sensitive receptors, it is anticipated that stationary source sound levels due to Keelestone Station may feasibly meet applicable guideline limits at the proposed development.

- Additional physical noise control measures may however be required, and their design/selection should be based on site-specific equipment selections and bus terminal activity.
- An MECP **Type E** warning clause is recommended for all residential units.

Vibration

- No significant industrial vibration sources were identified within the surrounding area. Therefore, vibration impacts from industrial sources are not of concern.
- The proposed development is in proximity to the future Eglinton Crosstown LRT. Based on previous studies, vibration levels exceeding applicable limits are not expected.

Overall Assessment

- Impacts of the environment on the proposed development can be adequately controlled with upgraded glazing, acoustic barriers, inclusion of ventilation and warning clause recommendations, and with mitigation measures potentially required for Keele Station sources, as detailed in **Part 1** of this report.
- Impacts of the proposed development on itself are not anticipated and can be adequately controlled by following the design guidance outlined in **Part 2** of this report.
- Impacts of the proposed development on the surroundings are expected to meet the applicable guideline limits, and can be adequately controlled by following the design guidance outlined in **Part 3** of this report.
- As glazing requirements were approximated based on the generic room, façade and glazing dimensions, the glazing requirements should be re-assessed and reviewed by an Acoustical Consultant once detailed floor plans (room dimensions) and façade plans become available.
- As the mechanical systems for the proposed development have not been designed in detail, the acoustical design should be reviewed by an acoustical consultant later in the site plan approval process, or as part of the final building design.

Sincerely,

SLR Consulting (Canada) Ltd.



Keni Mallinen, M.A.Sc., P.Eng.
Acoustics Engineer



Marcus Li, P. Eng.
Principal Acoustics Engineer

Distribution: 1 electronic copy – Fora Development
1 electronic copy – SLR Consulting (Canada) Ltd.

8.0 References

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

J.E. Coulter Associates Limited, Noise and Vibration Impact Assessment – Proposed Eglinton Crosstown Light Rail Transit – Toronto Transit Commission, February 26, 2010. In support of Toronto Transit Commission/City of Toronto – Eglinton Crosstown Light Rail Transit – Transit Project Assessment Environmental Project Report, Appendix H – Noise and Vibration Assessment Report.

J.E. Coulter Associates Limited, Noise and Vibration Impact Study – Proposed Residential Development – 1860-1868 Keele Street, Toronto, Ontario, January 24, 2020.

National Research Council, Building Practice Note 56: Controlling Sound Transmission into Buildings, Canada 1985.

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, Publication NPC-300: Environmental Noise Guideline, Stationary and Transportation Sources – Approval and Planning, 2013.

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

9.0 Statement of Limitations

This report has been prepared and the work referred to in this report has been undertaken by SLR Consulting (Canada) Ltd. (SLR) for Keeli GP Inc., hereafter referred to as the “Client.” It is intended for the sole and exclusive use of the Client. The report has been prepared in accordance with the Scope of Work and agreement between SLR and the Client. Other than by the Client and by the City of Toronto in their role as land use planning approval authority, copying or distribution of this report or use of or reliance on the information contained herein, in whole or in part, is not permitted unless payment for the work has been made in full and express written permission has been obtained from SLR.

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Figures

Environmental Noise & Vibration Assessment

2634, 2636, 2640, 2642 and 2654 Eglinton Avenue West and 1856 and 1856A Keele Street
Toronto, ON

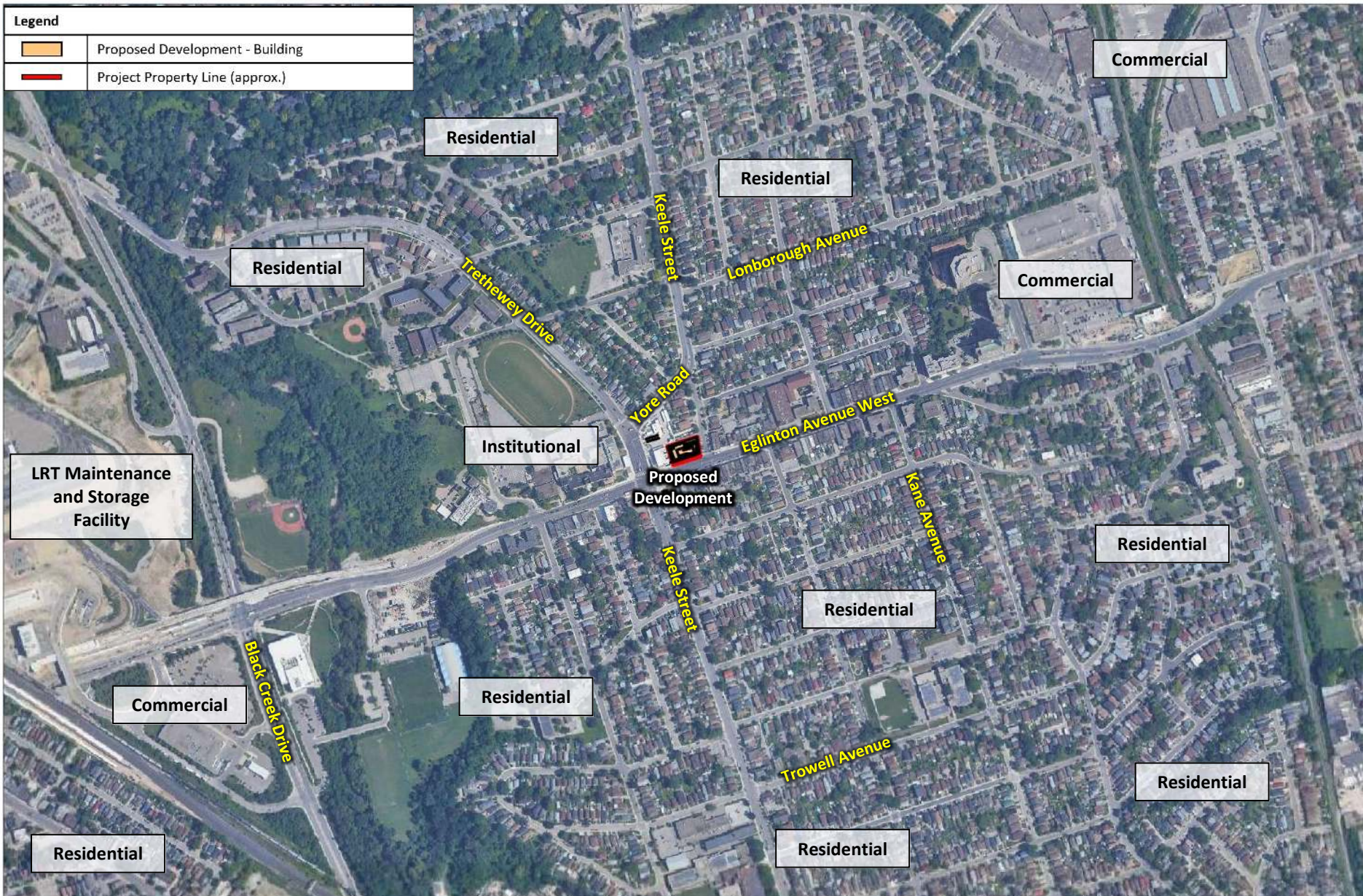
Fora Developments



SLR Project No. 241.30657.00000

December 15, 2022



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Legend	
	Proposed Development - Building
	Project Property Line (approx.)

FORA DEVELOPMENTS

2634, 2636, 2640, 2642 AND 2654 EGLINTON AVENUE WEST AND 1856 AND 1856A KEELE STREET, TORONTO

CONTEXT PLAN

True North



Scale: 1:8000 METRES

Date: Dec. 15, 2022

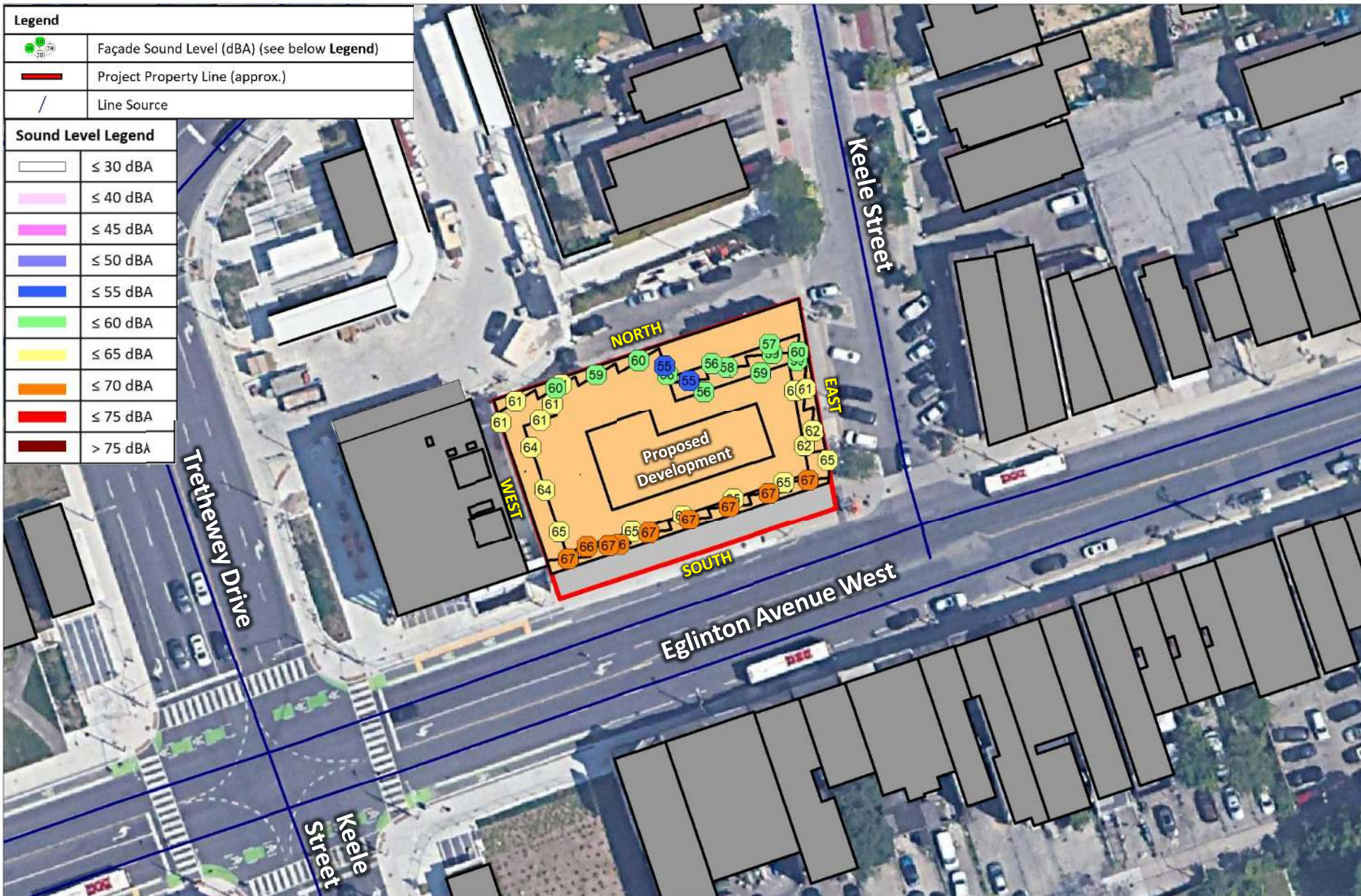
Rev 1.0

Project No. 241.30657.00000

Figure No.

1





FORA DEVELOPMENTS

2634, 2636, 2640, 2642 AND 2654 EGLINTON AVENUE WEST AND 1856 AND 1856A KEELE STREET, TORONTO

PREDICTED FAÇADE SOUND LEVELS – ROADWAY – DAYTIME

True North



Scale: 1:750

Date: Dec. 15, 2022 Rev 1.0




Project No. 241.30657.00000





METRES

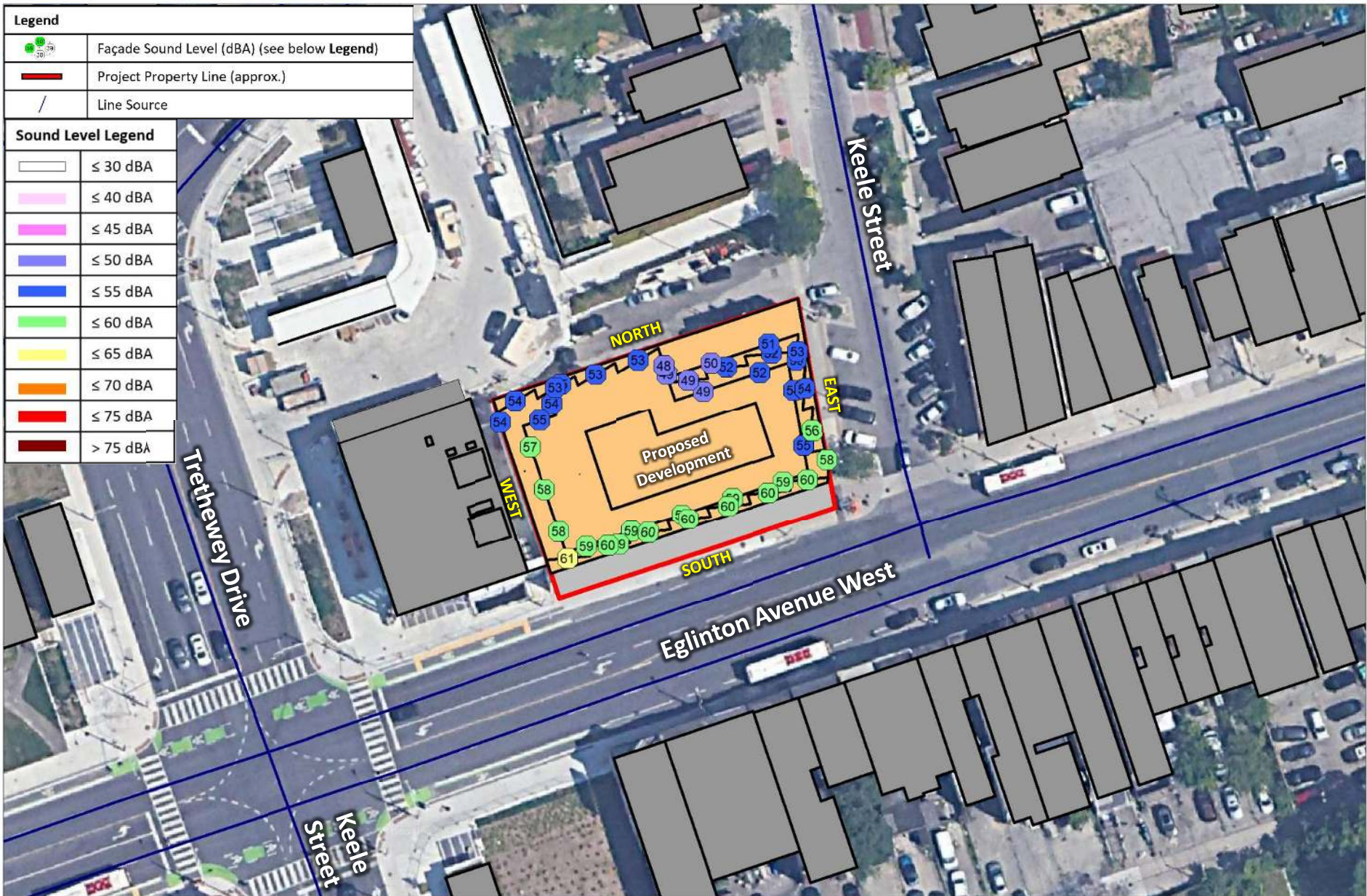
Figure No.

2



Legend	
	Façade Sound Level (dBA) (see below Legend)
	Project Property Line (approx.)
	Line Source

Sound Level Legend	
	≤ 30 dBA
	≤ 40 dBA
	≤ 45 dBA
	≤ 50 dBA
	≤ 55 dBA
	≤ 60 dBA
	≤ 65 dBA
	≤ 70 dBA
	≤ 75 dBA
	> 75 dBA

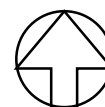


FORA DEVELOPMENTS

2634, 2636, 2640, 2642 AND 2654 EGLINTON AVENUE WEST AND 1856 AND 1856A KEELE STREET, TORONTO

PREDICTED FAÇADE SOUND LEVELS – ROADWAY – NIGHTTIME

True North



Scale: 1:750 METRES




Date: Dec. 15, 2022 Rev 1.0

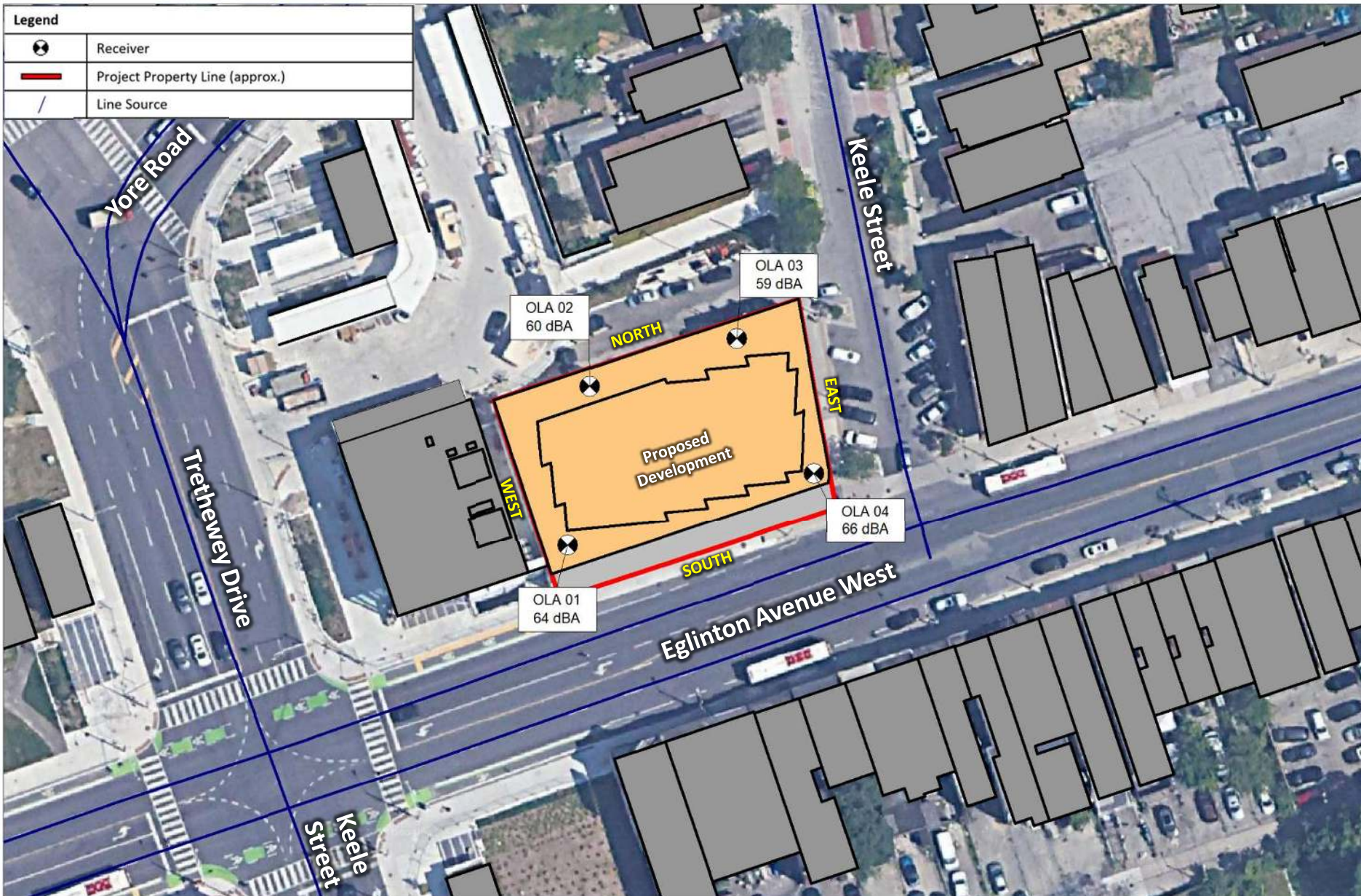
Project No. 241.30657.00000

Figure No.

3



Legend	
	Receiver
	Project Property Line (approx.)
	Line Source



FORA DEVELOPMENTS

2634, 2636, 2640, 2642 AND 2654 EGLINTON AVENUE WEST AND 1856 AND 1856A KEELE STREET, TORONTO

PREDICTED OUTDOOR LIVING AREA SOUND LEVELS – ROADWAY – DAYTIME

True North



Scale: 1:750 METRES

Date: Dec. 15, 2022





Rev 1.0

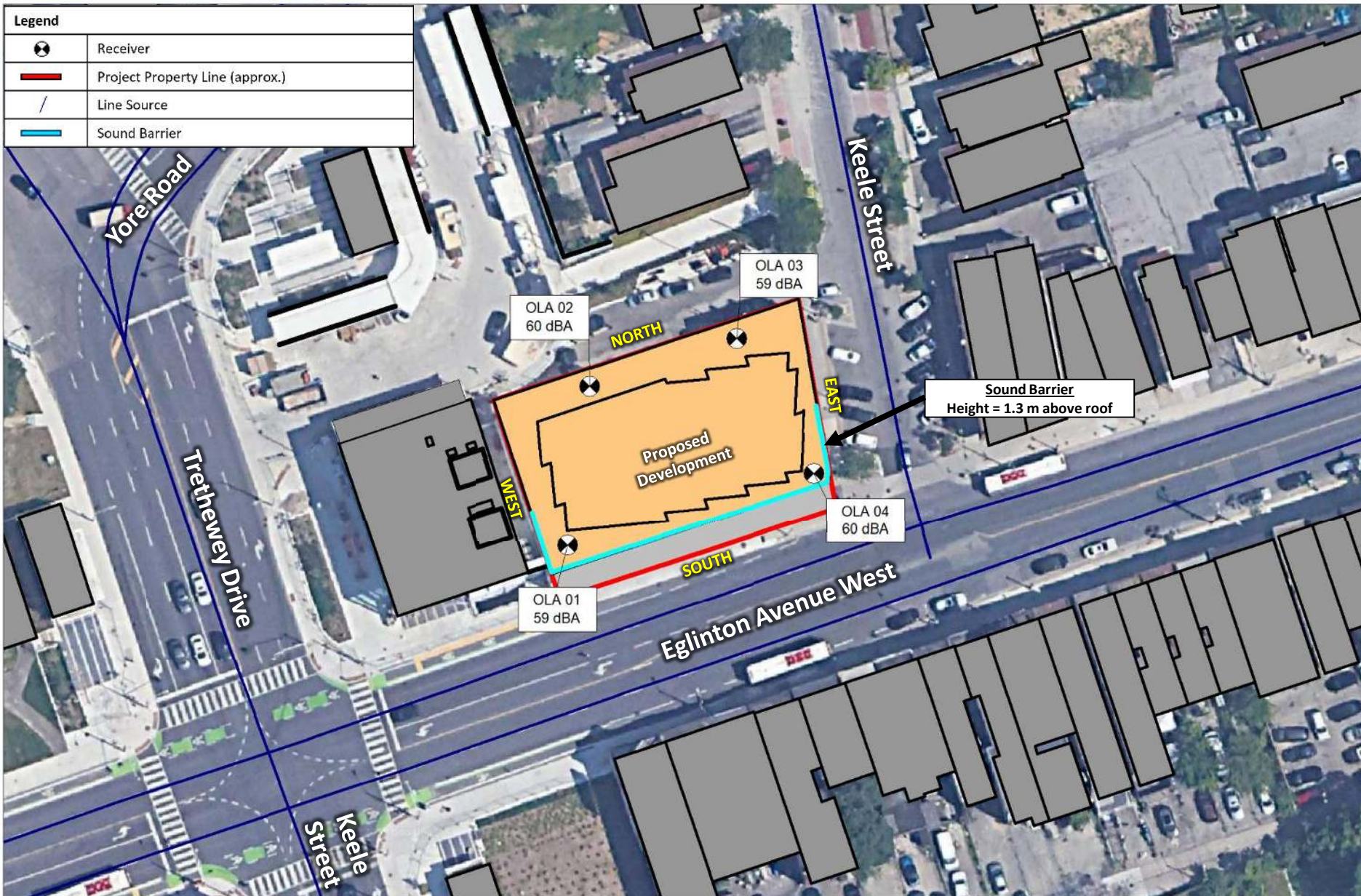
Project No. 241.30657.00000

Figure No.

4



Legend	
	Receiver
	Project Property Line (approx.)
	Line Source
	Sound Barrier

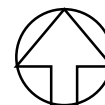


FORA DEVELOPMENTS

2634, 2636, 2640, 2642 AND 2654 EGLINTON AVENUE WEST AND 1856 AND 1856A KEELE STREET, TORONTO

PREDICTED OUTDOOR LIVING AREA SOUND LEVELS – ROADWAY – DAYTIME - MITIGATED

True North



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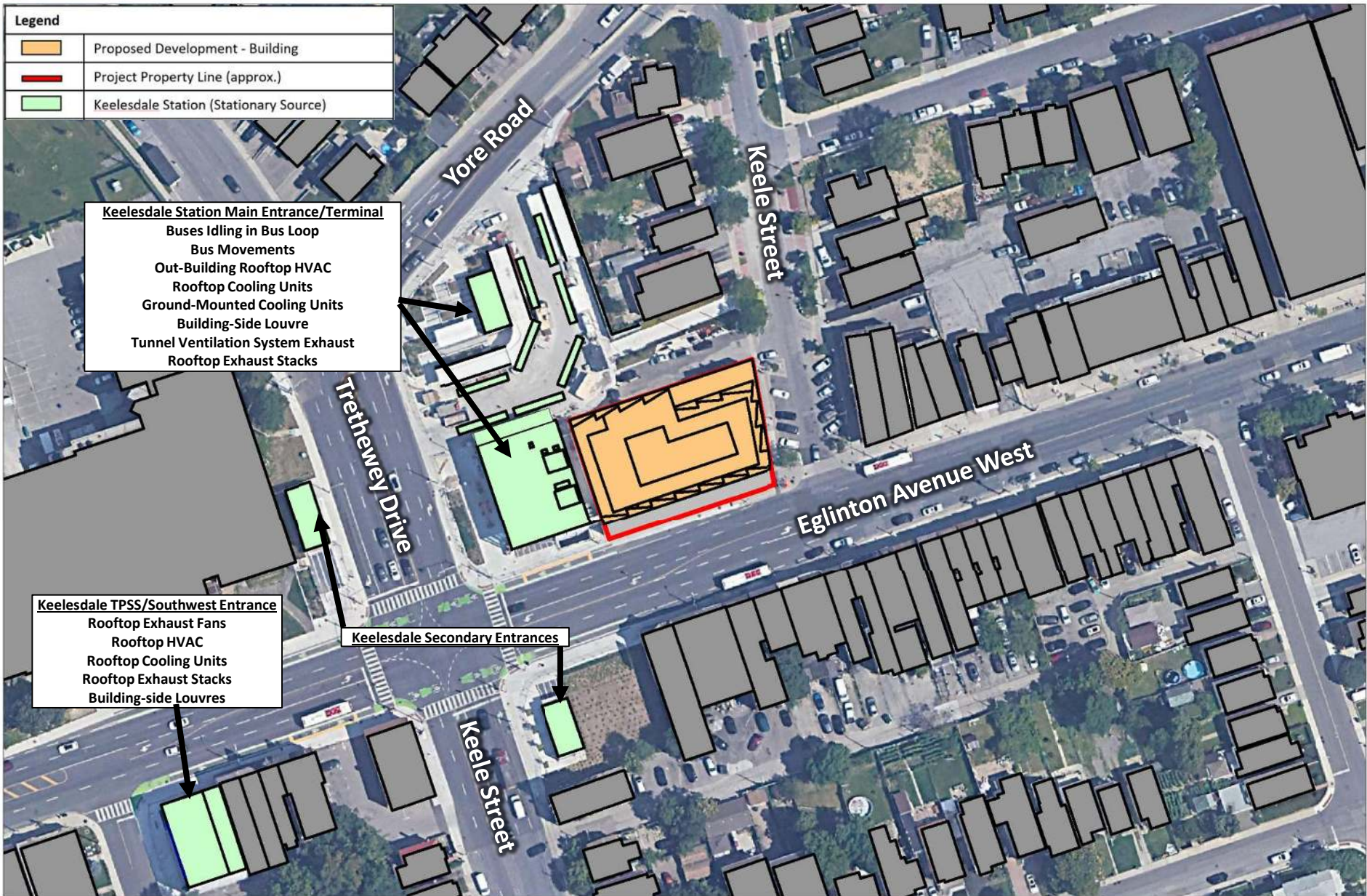
Date: Dec. 15, 2022 Rev 1.0

Project No. 241.30657.00000

Figure No.

5





FORA DEVELOPMENTS

2634, 2636, 2640, 2642 AND 2654 EGLINTON AVENUE WEST AND 1856 AND 1856A KEELE STREET, TORONTO

SURROUNDING STATIONARY SOURCE LOCATIONS

True North



Scale: 1:1250 METRES

Date: Dec. 15, 2022 Rev 1.0

Project No. 241.30657.00000

Figure No.

6



Appendix A Zoning Information

Environmental Noise & Vibration Assessment

2634, 2636, 2640, 2642 and 2654 Eglinton Avenue West and 1856 and 1856A Keele Street
Toronto, ON

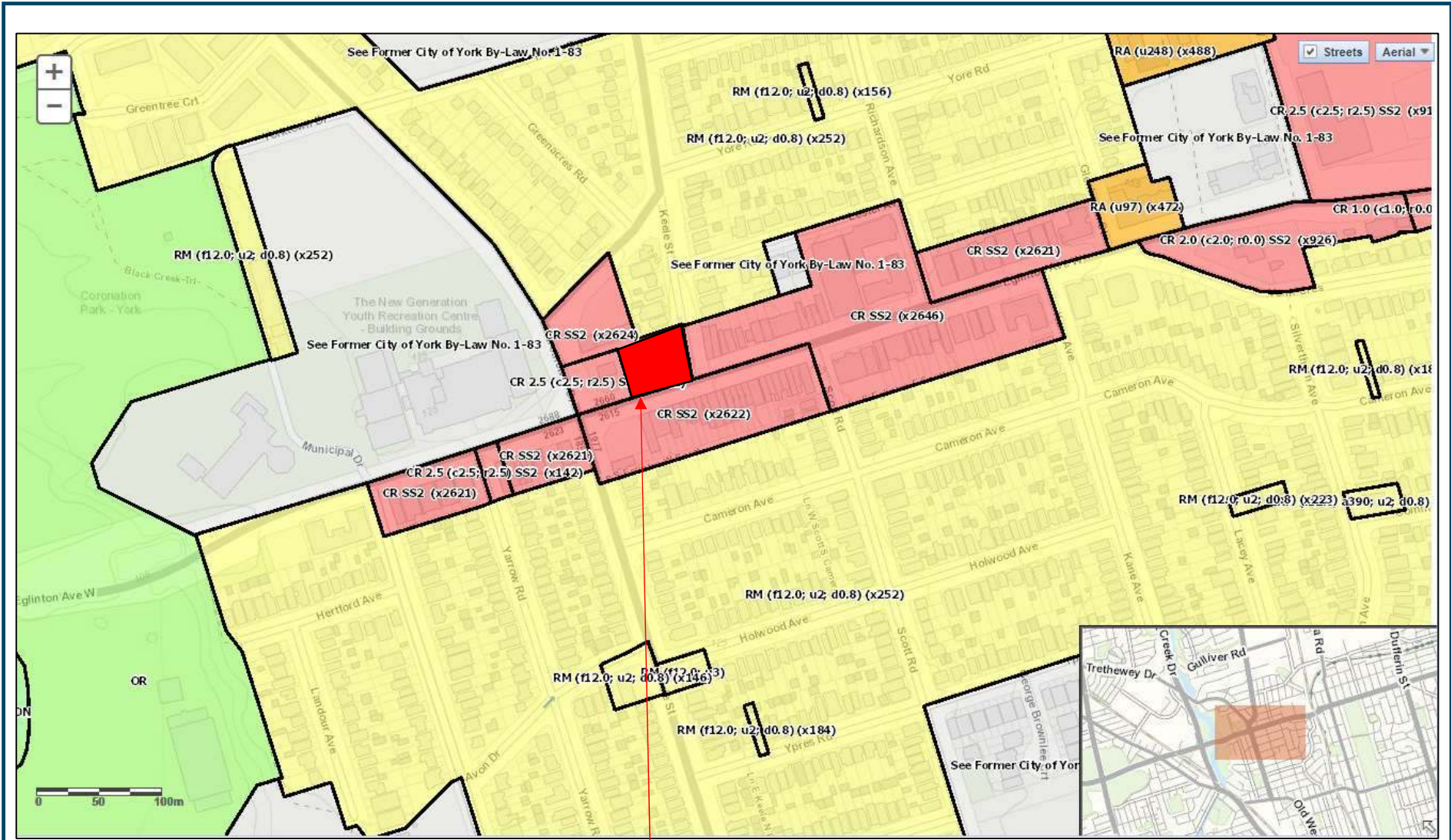
Fora Developments

SLR Project No. 241.30657.00000

December 15, 2022





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Proposed Development (Zone CR SS2 (x2624))

Source: https://map.toronto.ca/maps/map.jsp?app=ZBL_CONSULT

<p>KEELI GP INC.</p> <p>2636-2654 EGLINTON AVENUE WEST, TORONTO</p> <p>ZONING INFORMATION</p>		Scale:	n.t.s.	METRES	
		Date: Nov. 4, 2022	Rev 1.0	Figure No.	
		Project No. 241.30657.00000		A1	

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Appendix B Development Drawings

Environmental Noise & Vibration Assessment

2634, 2636, 2640, 2642 and 2654 Eglinton Avenue West and 1856 and 1856A Keele Street
Toronto, ON

Fora Developments

SLR Project No. 241.30657.00000

December 15, 2022



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1. All dimensions are in feet and inches.
 2. All dimensions are to the centerline of the wall unless otherwise noted.
 3. All dimensions are to the centerline of the column unless otherwise noted.
 4. All dimensions are to the centerline of the beam unless otherwise noted.
 5. All dimensions are to the centerline of the slab unless otherwise noted.
 6. All dimensions are to the centerline of the floor unless otherwise noted.
 7. All dimensions are to the centerline of the ceiling unless otherwise noted.
 8. All dimensions are to the centerline of the roof unless otherwise noted.
 9. All dimensions are to the centerline of the foundation unless otherwise noted.
 10. All dimensions are to the centerline of the structure unless otherwise noted.
 11. All dimensions are to the centerline of the building unless otherwise noted.
 12. All dimensions are to the centerline of the site unless otherwise noted.
 13. All dimensions are to the centerline of the project unless otherwise noted.
 14. All dimensions are to the centerline of the world unless otherwise noted.
 15. All dimensions are to the centerline of the universe unless otherwise noted.

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 4. 10/12/20

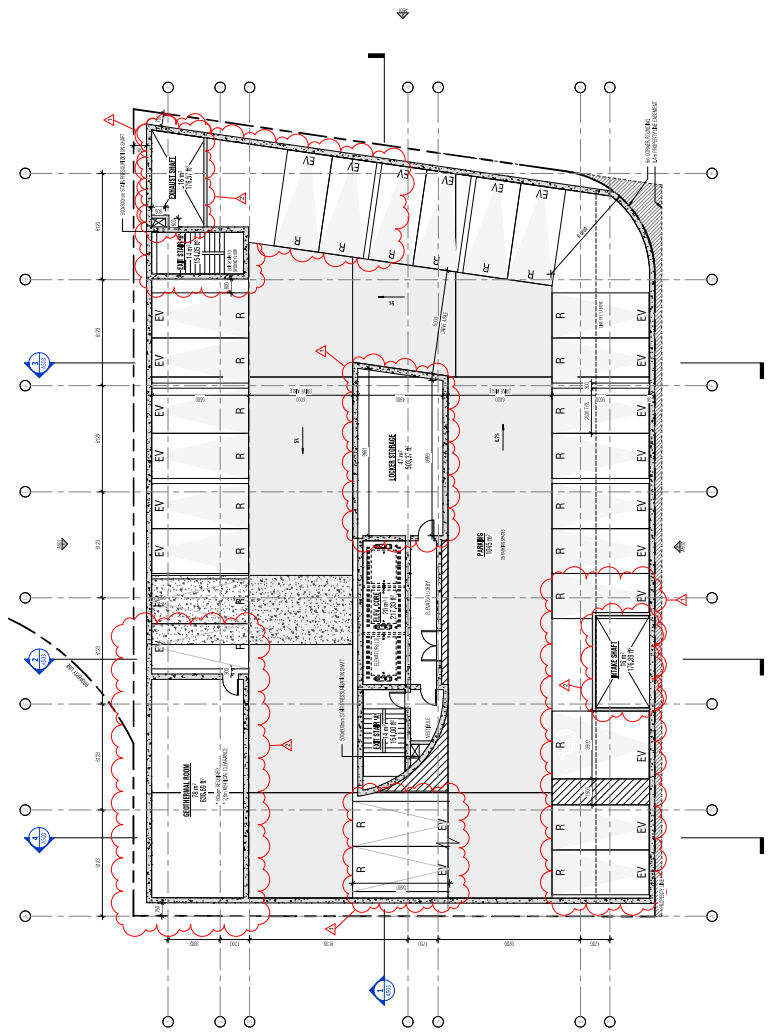
gh3
 GROUP OF ARCHITECTS
 1000 15th Street, NW
 Washington, DC 20004

2606 CLAYTON AVENUE
 WEST

10/12/20
 10/12/20
 10/12/20

P3 FLOOR PLAN

A200-A



1 P3 ZBA

1. GENERAL NOTES: SEE ALL NOTES ON SHEETS P2.000 THROUGH P2.004.
2. ALL DIMENSIONS ARE IN FEET AND INCHES.
3. ALL FINISHES ARE TO BE AS SHOWN ON SHEETS P2.000 THROUGH P2.004.
4. ALL WORK IS TO BE IN ACCORDANCE WITH THE 2018 IBC AND ALL APPLICABLE CODES.
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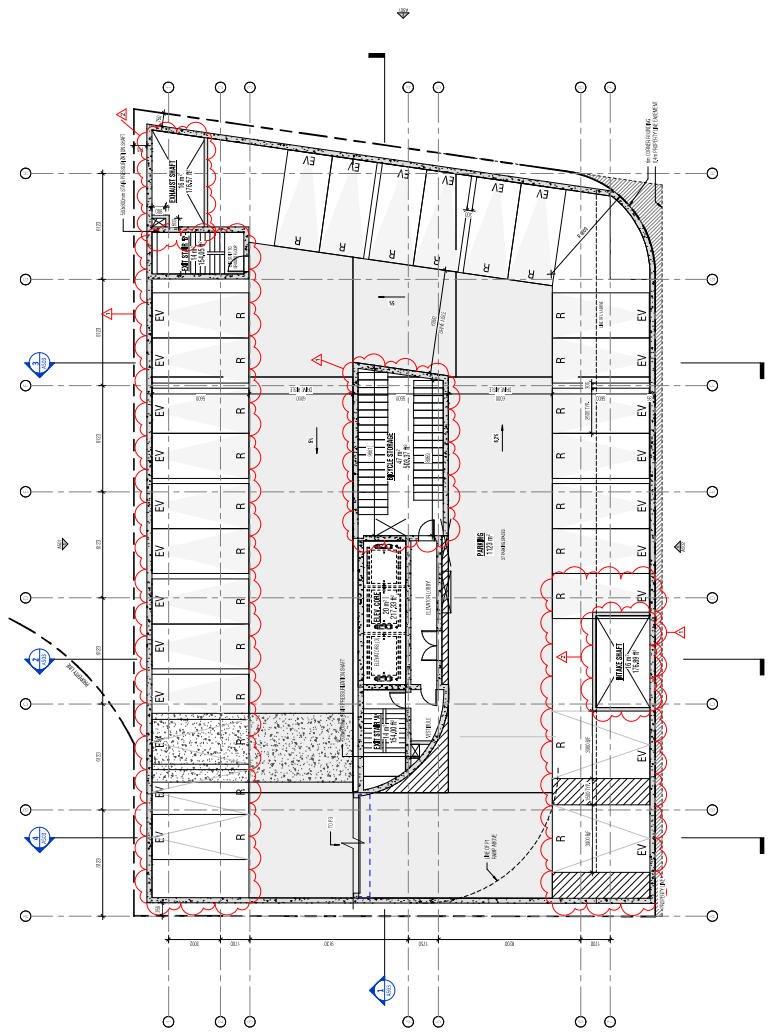
gh3
GENERAL CONTRACTOR
10000 100TH AVENUE
DENVER, CO 80231

2606 CLAYTON AVENUE
WEST

10000 100TH AVENUE
DENVER, CO 80231

10000 100TH AVENUE
DENVER, CO 80231

P2 FLOOR PLAN
A200-B



1. This drawing is a preliminary drawing and is not to be used for construction. It is subject to change without notice.
 2. The architect is not responsible for the accuracy of the information provided by the client or other sources.
 3. The architect is not responsible for the accuracy of the information provided by the client or other sources.
 4. The architect is not responsible for the accuracy of the information provided by the client or other sources.
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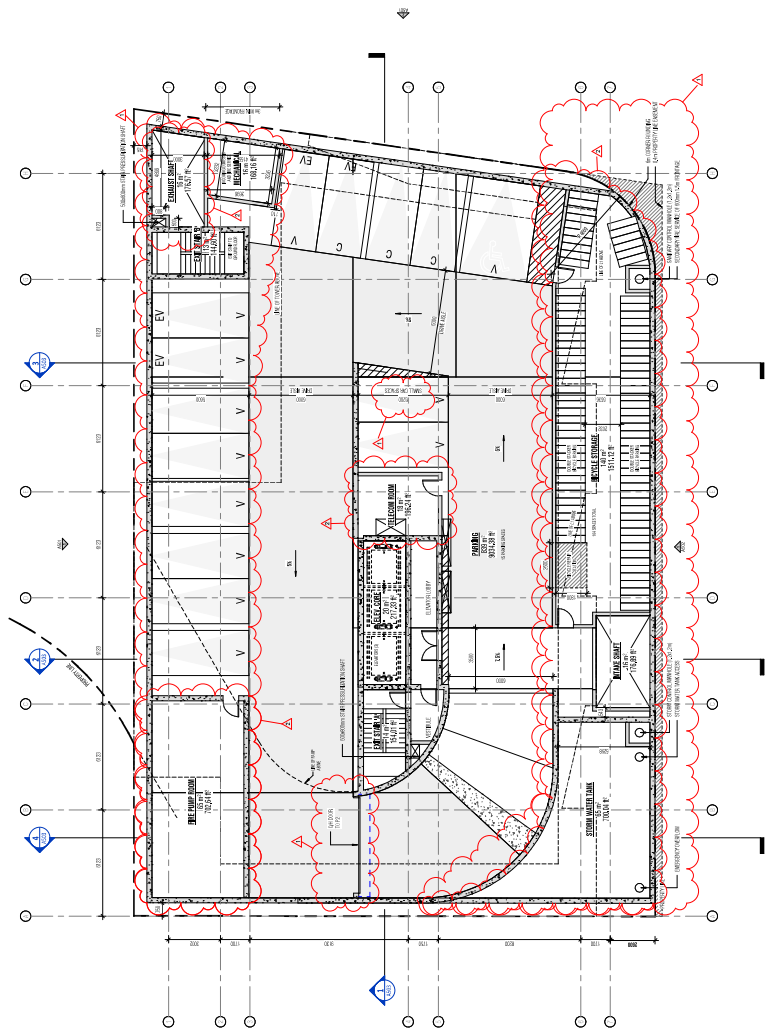
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 1000 10th Street
 San Francisco, CA 94103

2606 CLAYTON AVENUE
 WEST

10/12/2020
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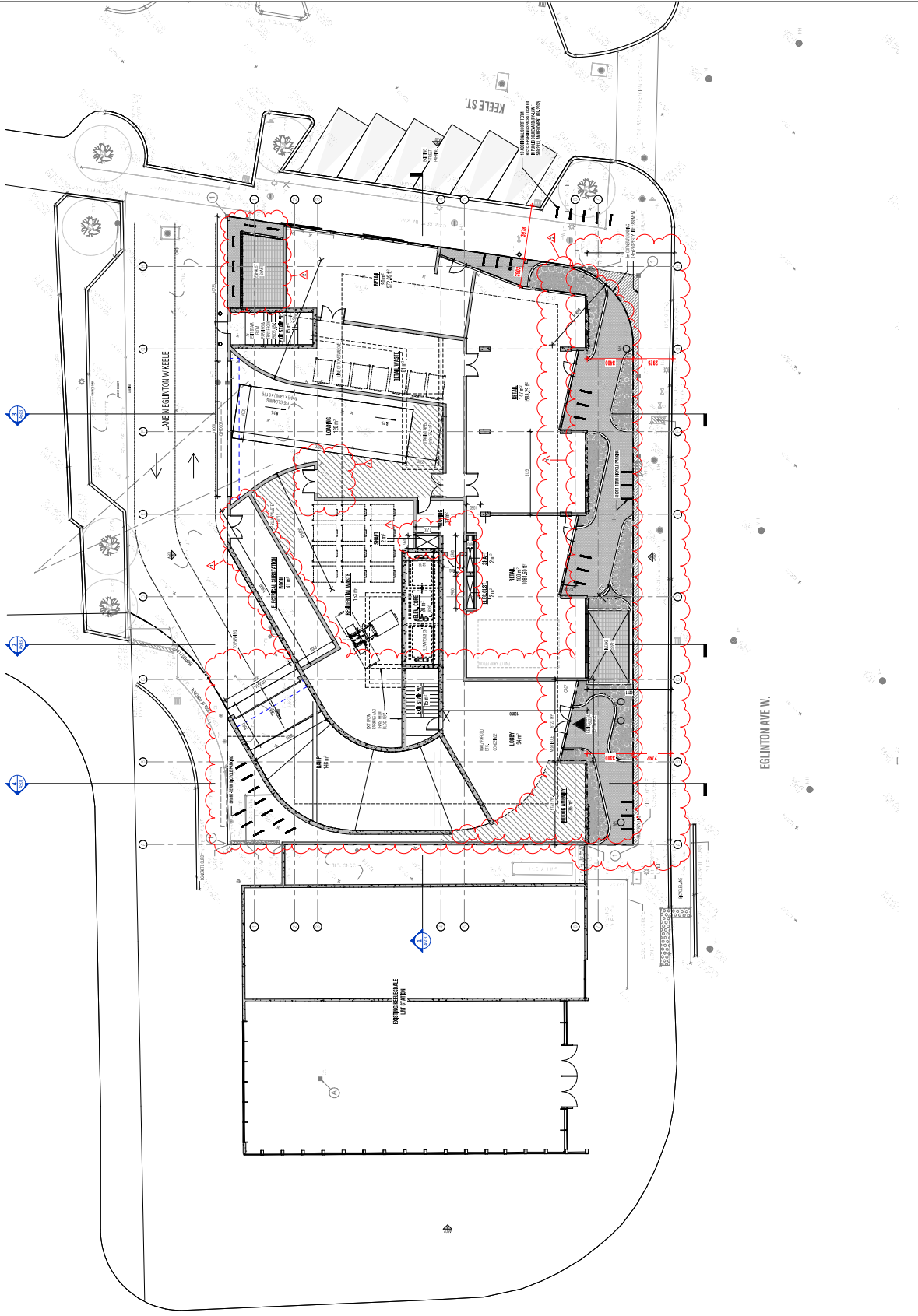
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A201



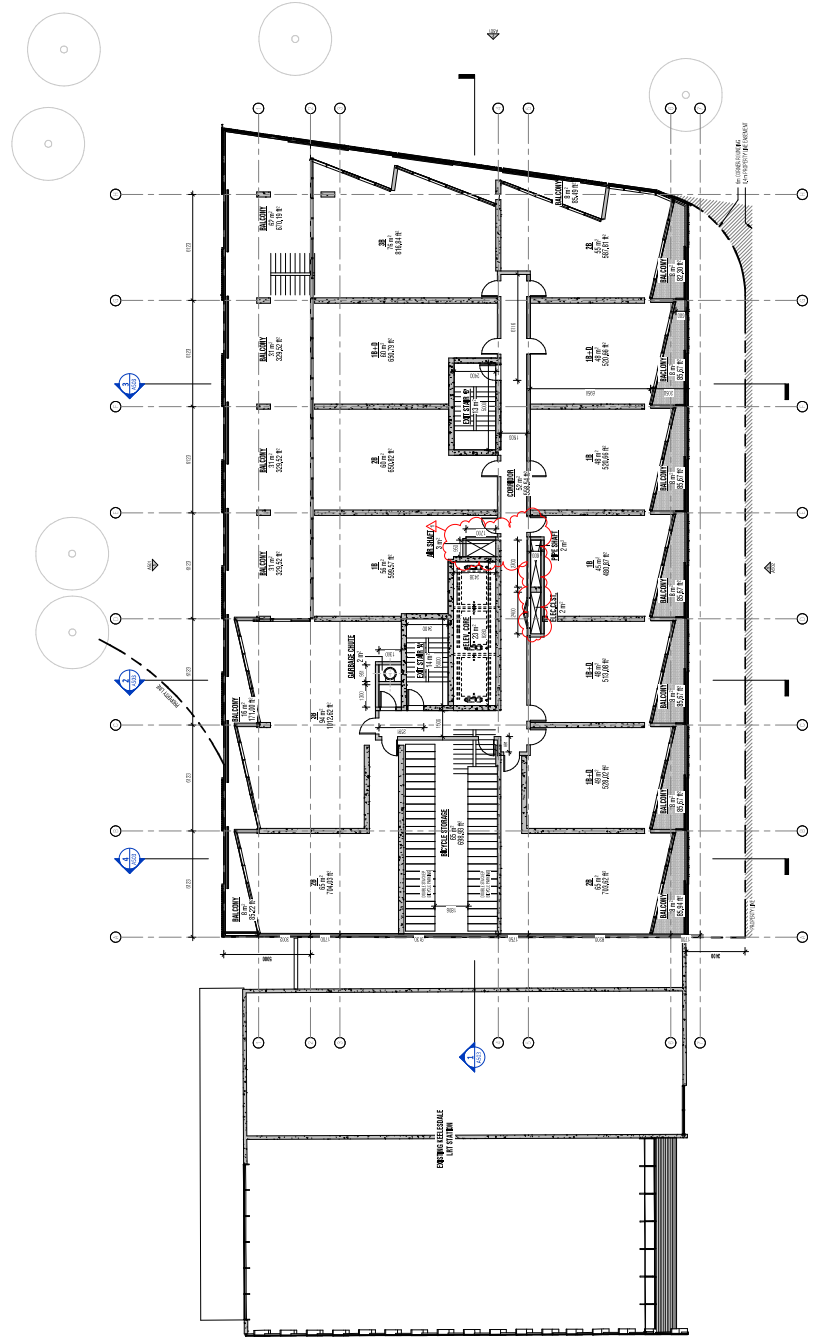
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1. All dimensions are in feet and inches.
 2. All dimensions are to the centerline of the wall unless otherwise noted.
 3. All dimensions are to the centerline of the column unless otherwise noted.
 4. All dimensions are to the centerline of the door unless otherwise noted.
 5. All dimensions are to the centerline of the window unless otherwise noted.
 6. All dimensions are to the centerline of the balcony unless otherwise noted.
 7. All dimensions are to the centerline of the staircase unless otherwise noted.
 8. All dimensions are to the centerline of the elevator unless otherwise noted.
 9. All dimensions are to the centerline of the ramp unless otherwise noted.
 10. All dimensions are to the centerline of the parking space unless otherwise noted.
 11. All dimensions are to the centerline of the utility room unless otherwise noted.
 12. All dimensions are to the centerline of the storage room unless otherwise noted.
 13. All dimensions are to the centerline of the mechanical room unless otherwise noted.
 14. All dimensions are to the centerline of the electrical room unless otherwise noted.
 15. All dimensions are to the centerline of the plumbing room unless otherwise noted.
 16. All dimensions are to the centerline of the fire escape unless otherwise noted.
 17. All dimensions are to the centerline of the fire alarm control panel unless otherwise noted.
 18. All dimensions are to the centerline of the fire alarm pull station unless otherwise noted.
 19. All dimensions are to the centerline of the fire alarm bell unless otherwise noted.
 20. All dimensions are to the centerline of the fire alarm horn unless otherwise noted.

DRAFT



1 LEVEL 2, 25A

AND

1. 10/20/2020
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gh3
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2500 CLAYTON AVENUE
 WEST

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L2 FLOOR PLAN

A203

1. This drawing is a preliminary drawing and is not to be used for construction. It is subject to change without notice.
 2. The owner is responsible for providing all necessary information and approvals for this project.
 3. The architect is not responsible for any errors or omissions in this drawing.
 4. The contractor is responsible for providing all necessary materials and labor for this project.
 5. The engineer is responsible for providing all necessary engineering services for this project.
 6. The architect, engineer, and contractor are jointly and severally responsible for the completion of this project.

DRAFT

1. 08.12.20 08:00 AM
 2. 08.12.20 08:00 AM
 3. 08.12.20 08:00 AM

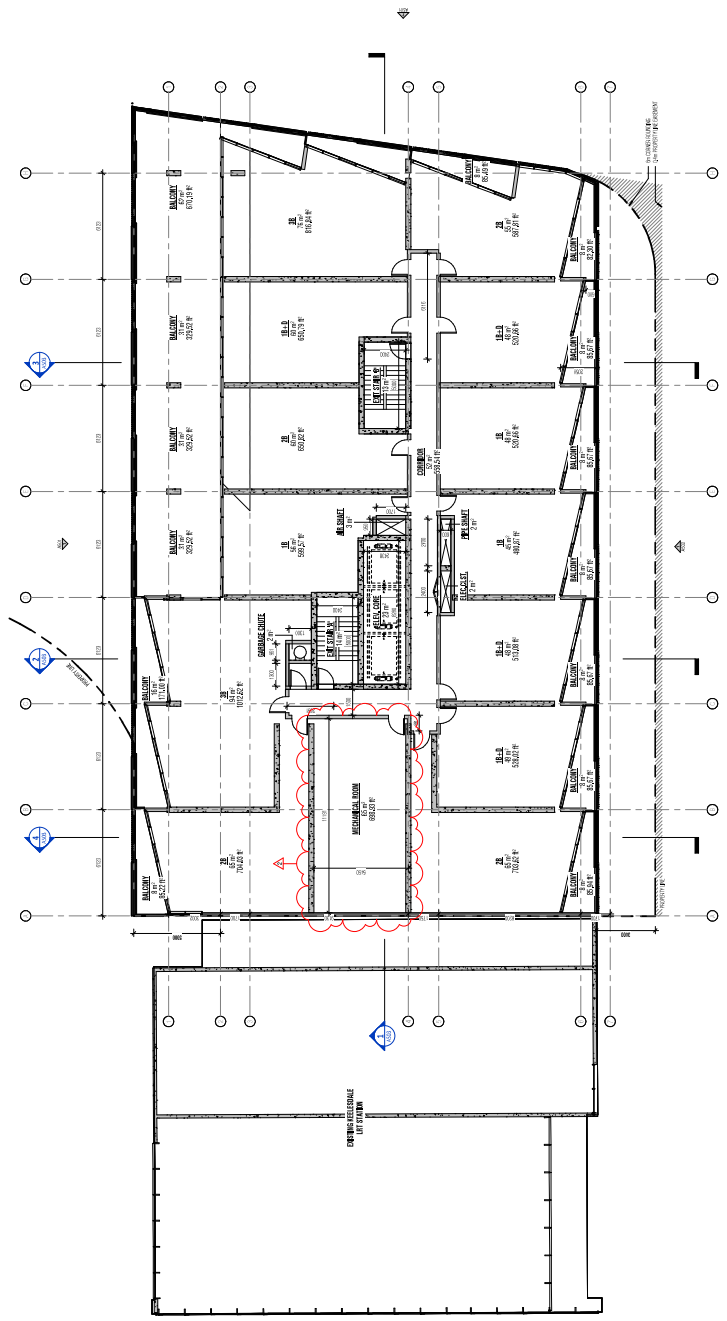
gh3
 1000
 1000
 1000

2500 EQUATION AVENUE
 WEST

1000
 1000
 1000

1000
 1000
 1000

1000
 1000
 1000



1 LEVEL 3 ZBA
 ANS

L3 FLOOR PLAN

A204

1. This drawing is a preliminary drawing and is not for construction. It is subject to change without notice.
 2. The owner is responsible for providing all necessary information and approvals for this project.
 3. The architect is not responsible for any errors or omissions in this drawing.
 4. The architect is not responsible for any construction costs or delays.
 5. The architect is not responsible for any legal or financial consequences of this project.
 6. The architect is not responsible for any environmental or social impacts of this project.
 7. The architect is not responsible for any cultural or historical heritage of this project.
 8. The architect is not responsible for any safety or health issues of this project.
 9. The architect is not responsible for any quality or performance issues of this project.
 10. The architect is not responsible for any other issues not mentioned in this list.

DRAFT

1. 10/10/2020
 2. 10/10/2020
 3. 10/10/2020
 4. 10/10/2020

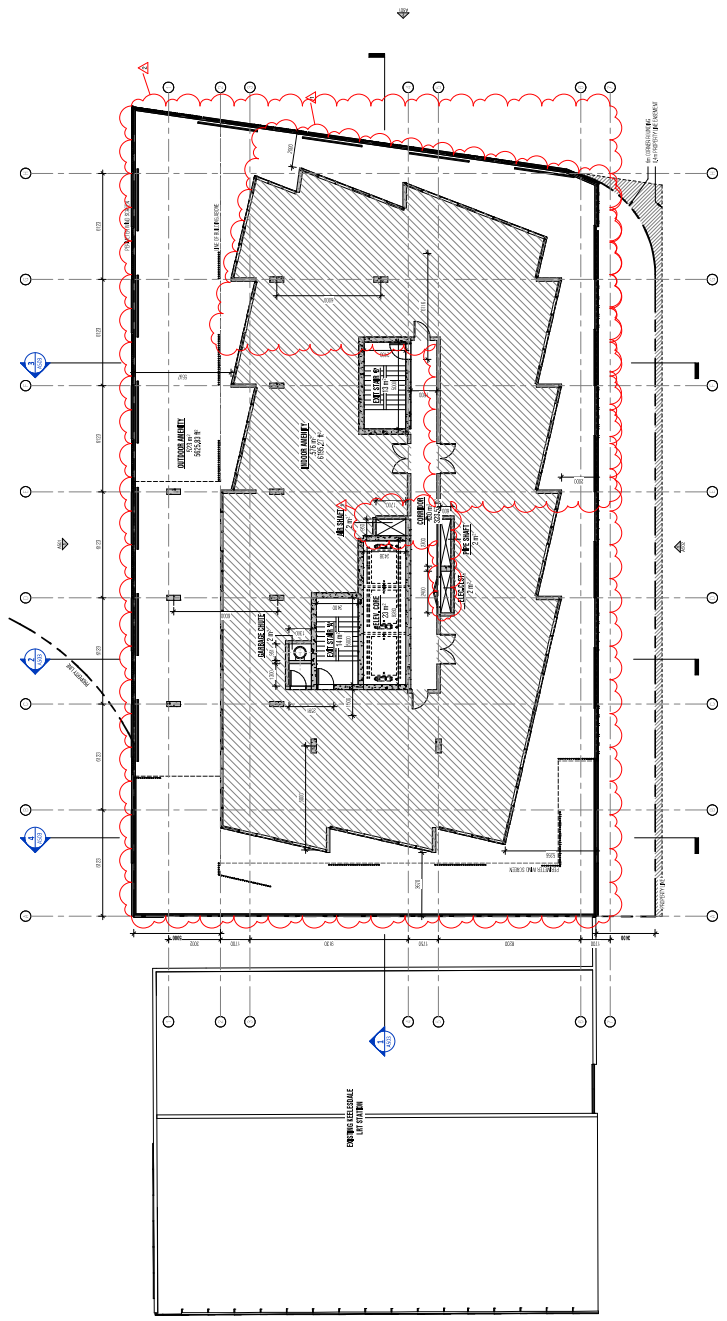
gh3
 ARCHITECTS
 1000 UNIVERSITY AVENUE
 WEST

2500 CLAYTON AVENUE
 WEST

10/10/2020
 10/10/2020
 10/10/2020

10/10/2020
 10/10/2020
 10/10/2020

L4 FLOOR PLAN
 A205



1 LEVEL 4 (AMENITY) ZBA
 AND

1. All work shall be in accordance with the latest edition of the International Building Code (IBC) and all applicable local codes and regulations.
 2. All work shall be in accordance with the latest edition of the International Mechanical Code (IMC) and all applicable local codes and regulations.
 3. All work shall be in accordance with the latest edition of the International Fire Code (IFC) and all applicable local codes and regulations.
 4. All work shall be in accordance with the latest edition of the International Energy Conservation Code (IECC) and all applicable local codes and regulations.
 5. All work shall be in accordance with the latest edition of the International Plumbing Code (IPC) and all applicable local codes and regulations.
 6. All work shall be in accordance with the latest edition of the International Electrical Code (IEC) and all applicable local codes and regulations.
 7. All work shall be in accordance with the latest edition of the International Fire and Safety Code (IFSC) and all applicable local codes and regulations.
 8. All work shall be in accordance with the latest edition of the International Fire and Safety Code (IFSC) and all applicable local codes and regulations.
 9. All work shall be in accordance with the latest edition of the International Fire and Safety Code (IFSC) and all applicable local codes and regulations.
 10. All work shall be in accordance with the latest edition of the International Fire and Safety Code (IFSC) and all applicable local codes and regulations.

DRAFT

1. 10/20/2020
 2. 10/20/2020
 3. 10/20/2020

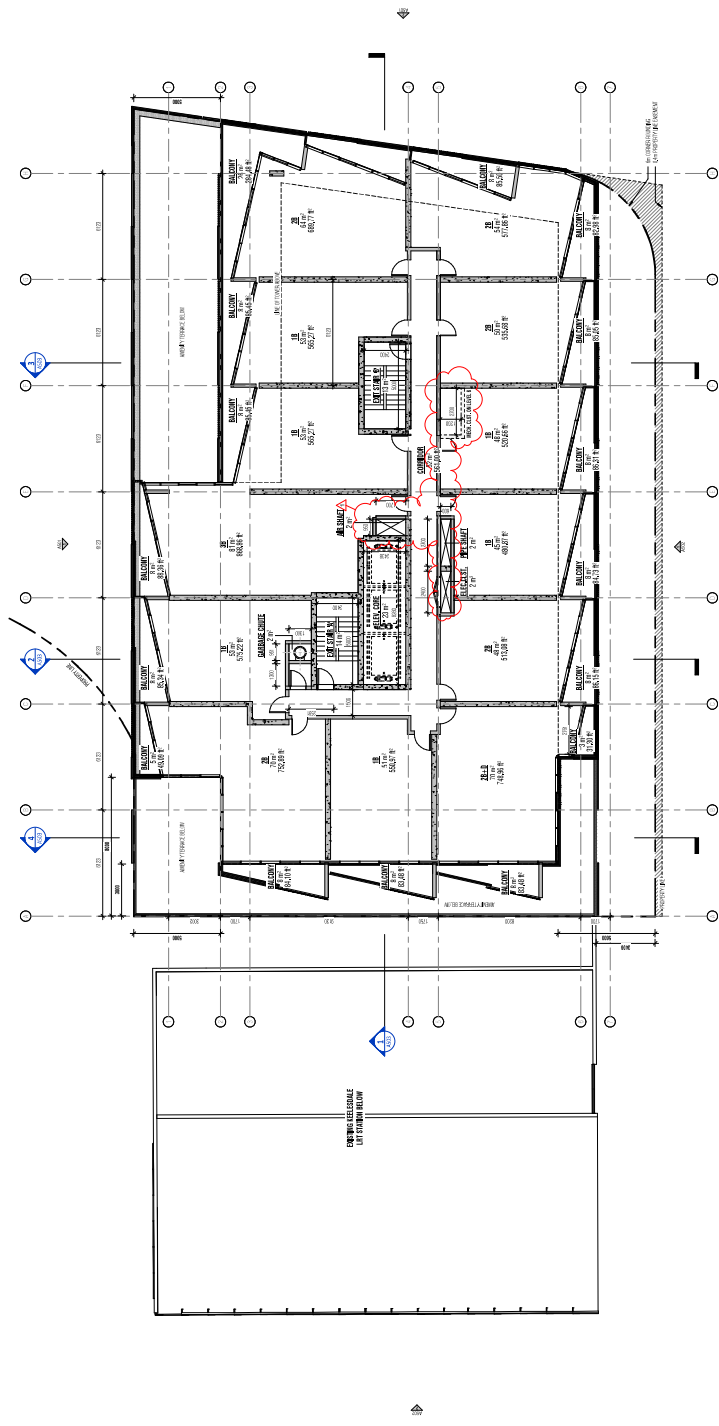
gh3
 3000 CLAYTON AVENUE
 WEST

3000 CLAYTON AVENUE
 WEST

10/20/2020
 10/20/2020
 10/20/2020

L5-L6 FLOOR
 PLAN

A206



1 LEVEL 5-6 ZBA AND

1. This drawing is the property of g+h s.p.a. and is not to be used, copied, or reproduced in any form without the written consent of g+h s.p.a.
 2. This drawing is the property of g+h s.p.a. and is not to be used, copied, or reproduced in any form without the written consent of g+h s.p.a.
 3. This drawing is the property of g+h s.p.a. and is not to be used, copied, or reproduced in any form without the written consent of g+h s.p.a.
 4. This drawing is the property of g+h s.p.a. and is not to be used, copied, or reproduced in any form without the written consent of g+h s.p.a.
 5. This drawing is the property of g+h s.p.a. and is not to be used, copied, or reproduced in any form without the written consent of g+h s.p.a.
 6. This drawing is the property of g+h s.p.a. and is not to be used, copied, or reproduced in any form without the written consent of g+h s.p.a.
 7. This drawing is the property of g+h s.p.a. and is not to be used, copied, or reproduced in any form without the written consent of g+h s.p.a.
 8. This drawing is the property of g+h s.p.a. and is not to be used, copied, or reproduced in any form without the written consent of g+h s.p.a.
 9. This drawing is the property of g+h s.p.a. and is not to be used, copied, or reproduced in any form without the written consent of g+h s.p.a.
 10. This drawing is the property of g+h s.p.a. and is not to be used, copied, or reproduced in any form without the written consent of g+h s.p.a.

DRAFT

1. Scale: 1:50
 2. Date: 01/2024
 3. Author: G. Rossi
 4. Rev: 01

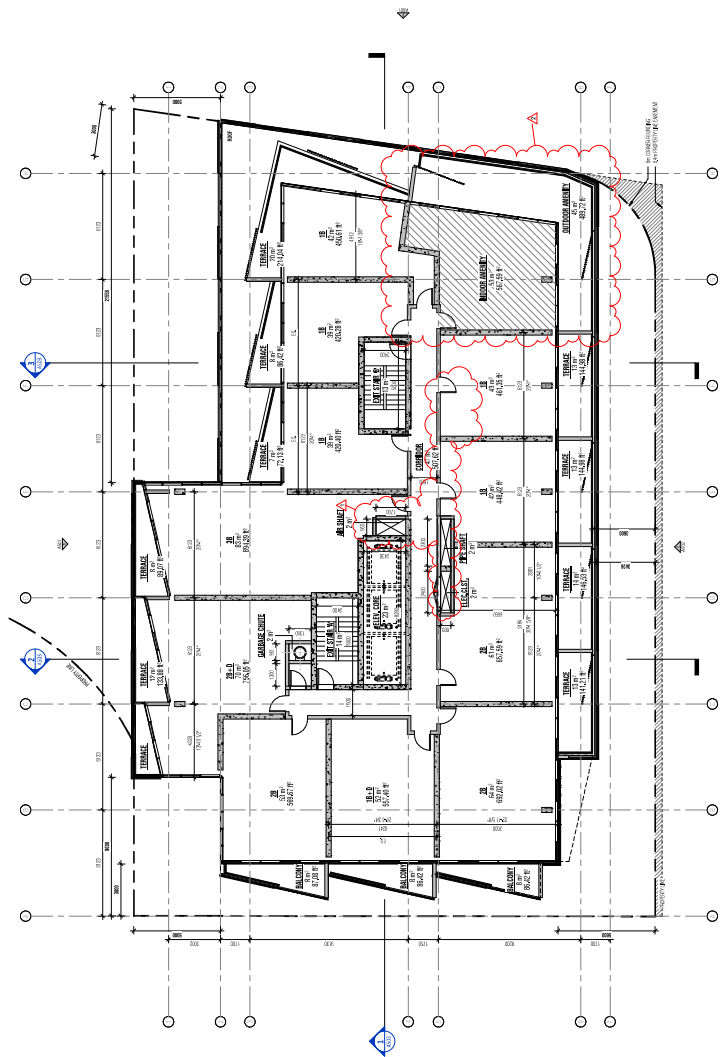
g+h s.p.a.
 Via Broletto, 15
 20121 Milano, Italy
 Tel: +39 02 76001
 Fax: +39 02 76002
 Email: info@gh.it

2506 CLAYTON AVENUE
 WEST

1/50
 01/2024

L7 FLOOR PLAN
 01/2024

A207



1 LEVEL 7 2506
AND

1. This drawing is a part of a set of drawings. It should be read in conjunction with the other drawings in the set.

 2. The drawings are to be used for the construction of the building. They are not to be used for any other purpose.

 3. The drawings are the property of the architect and should be kept safe.

 4. The drawings are to be used for the construction of the building. They are not to be used for any other purpose.

 5. The drawings are the property of the architect and should be kept safe.

 6. The drawings are to be used for the construction of the building. They are not to be used for any other purpose.

 7. The drawings are the property of the architect and should be kept safe.

 8. The drawings are to be used for the construction of the building. They are not to be used for any other purpose.

 9. The drawings are the property of the architect and should be kept safe.

 10. The drawings are to be used for the construction of the building. They are not to be used for any other purpose.

1. 08.10.2020

 2. 08.10.2020

 3. 08.10.2020

gh3

 GENERAL CONTRACTORS

 1000 WEST 10TH AVENUE

 DENVER, CO 80202

2500 CLAYTON AVENUE

 WEST

1/8" = 1'-0"

 1/4" = 1'-0"

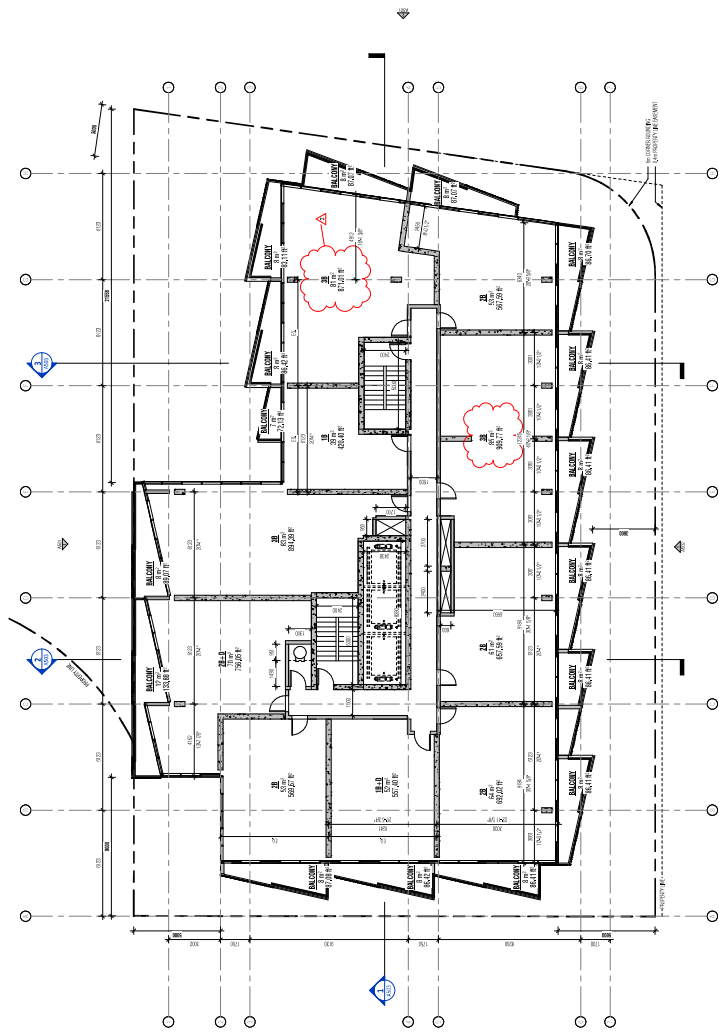
2500 CLAYTON AVENUE

 WEST

 L32-33 FLOOR

 PLAN

A209



1 LEVEL 32-33 ZBA

 AND

1. The drawings shall be prepared in accordance with the requirements of the International Building Code (IBC) and the International Mechanical Code (IMC).
 2. The drawings shall be prepared in accordance with the requirements of the International Plumbing Code (IPC) and the International Fire Code (IFC).
 3. The drawings shall be prepared in accordance with the requirements of the International Energy Conservation Code (IECC) and the International Green Building Code (IGBC).
 4. The drawings shall be prepared in accordance with the requirements of the International Fire and Safety Code (IFSC) and the International Fire and Safety Code (IFSC).
 5. The drawings shall be prepared in accordance with the requirements of the International Fire and Safety Code (IFSC) and the International Fire and Safety Code (IFSC).
 6. The drawings shall be prepared in accordance with the requirements of the International Fire and Safety Code (IFSC) and the International Fire and Safety Code (IFSC).
 7. The drawings shall be prepared in accordance with the requirements of the International Fire and Safety Code (IFSC) and the International Fire and Safety Code (IFSC).
 8. The drawings shall be prepared in accordance with the requirements of the International Fire and Safety Code (IFSC) and the International Fire and Safety Code (IFSC).
 9. The drawings shall be prepared in accordance with the requirements of the International Fire and Safety Code (IFSC) and the International Fire and Safety Code (IFSC).
 10. The drawings shall be prepared in accordance with the requirements of the International Fire and Safety Code (IFSC) and the International Fire and Safety Code (IFSC).

DRAFT

1. 10/20/2020
 2. 10/20/2020
 3. 10/20/2020

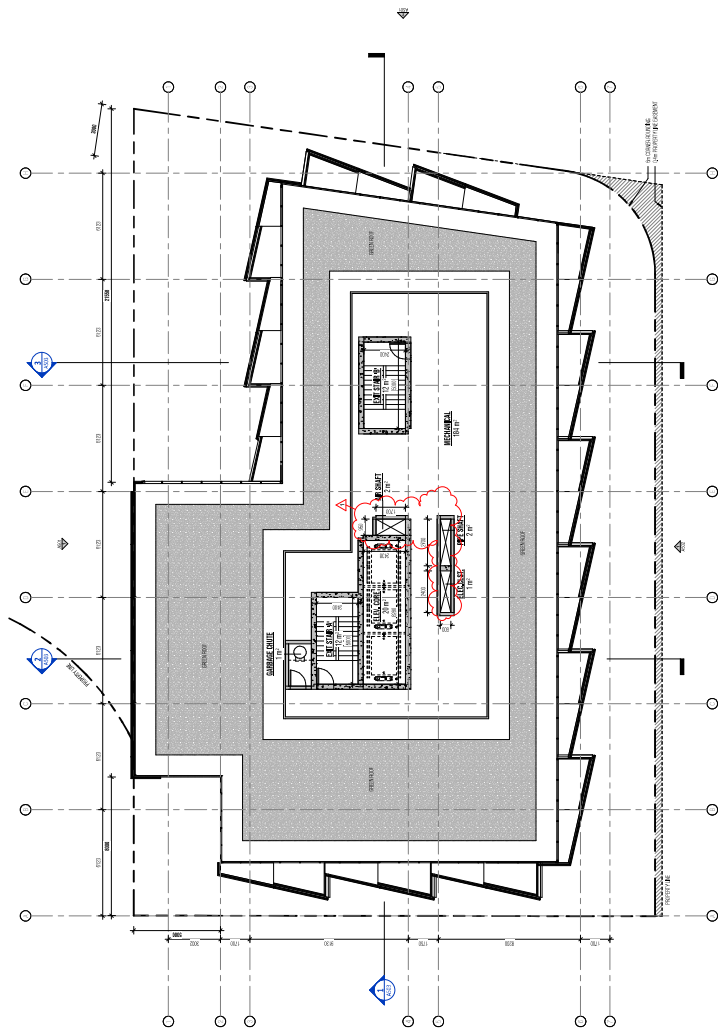
ghs
 GEORGETOWN HUNTERS
 1000 W. 10TH ST.
 SUITE 100
 DENVER, CO 80202

2500 CLAYTON AVENUE
 WEST

10/20/2020
 10/20/2020

10/20/2020
 10/20/2020
**MECH. P.H.
 FLOOR PLAN**

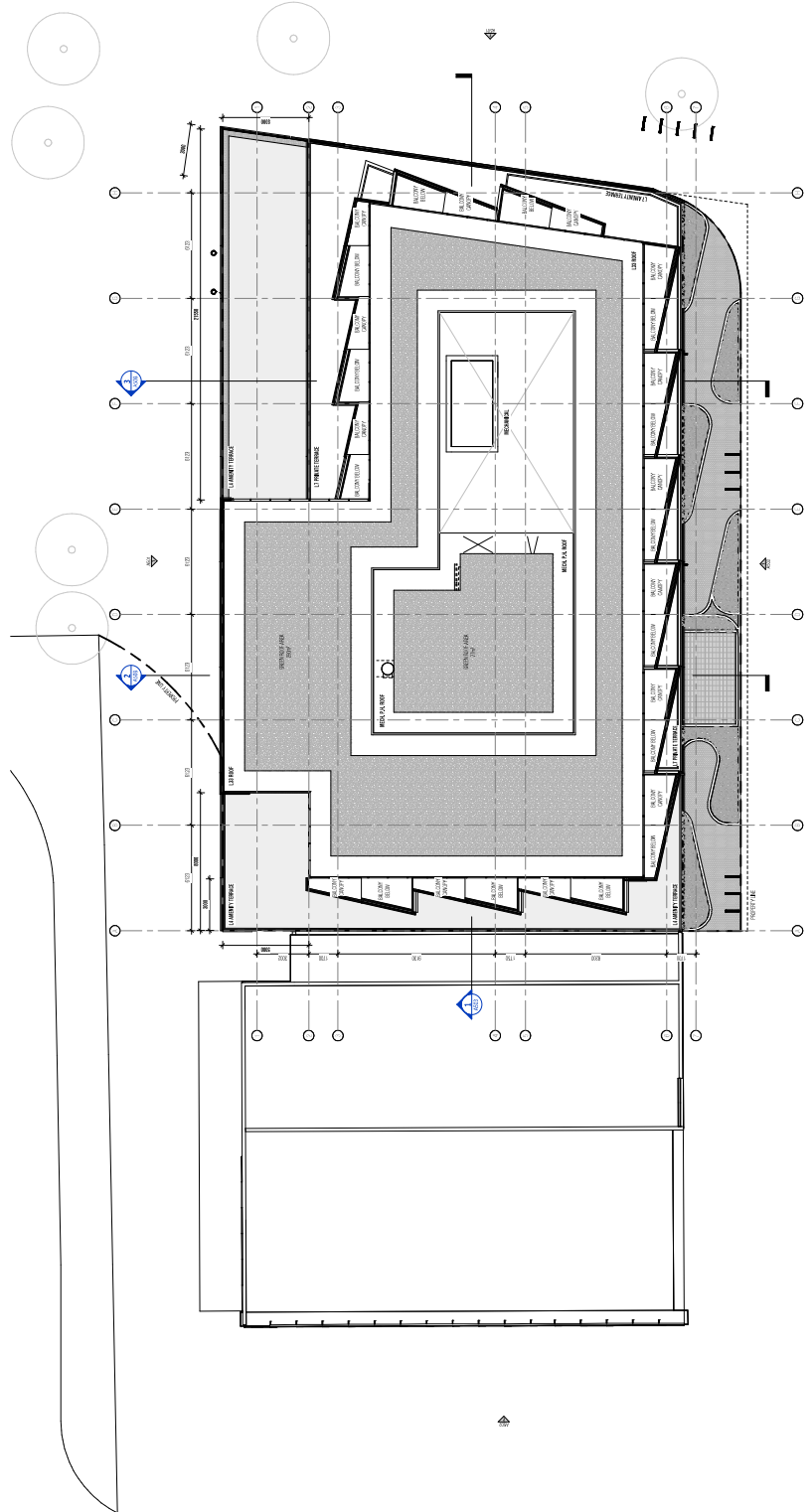
A210



Green Roof Statistics

The Green Roof Statistics are based on the Green Roof Statistics Form (GRSF) submitted by the project owner. The Green Roof Statistics are based on the Green Roof Statistics Form (GRSF) submitted by the project owner. The Green Roof Statistics are based on the Green Roof Statistics Form (GRSF) submitted by the project owner.

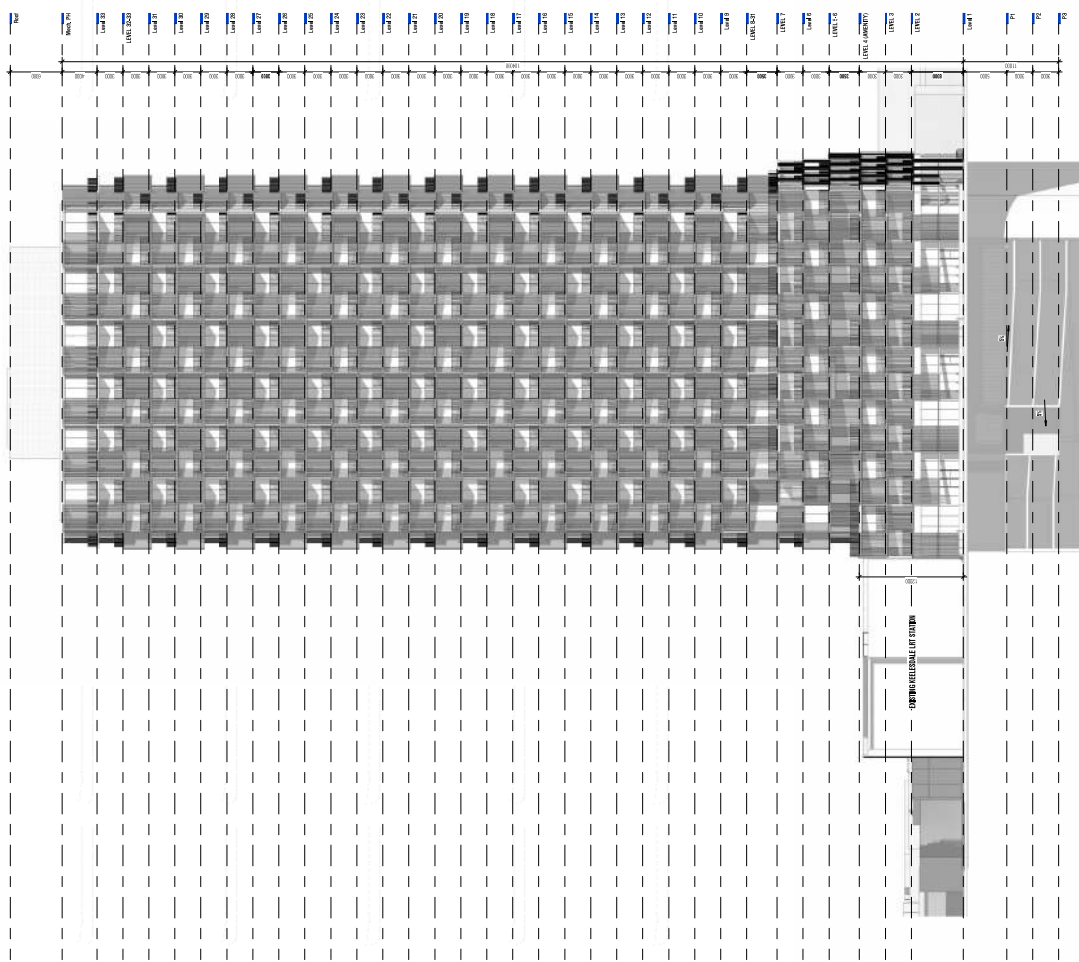
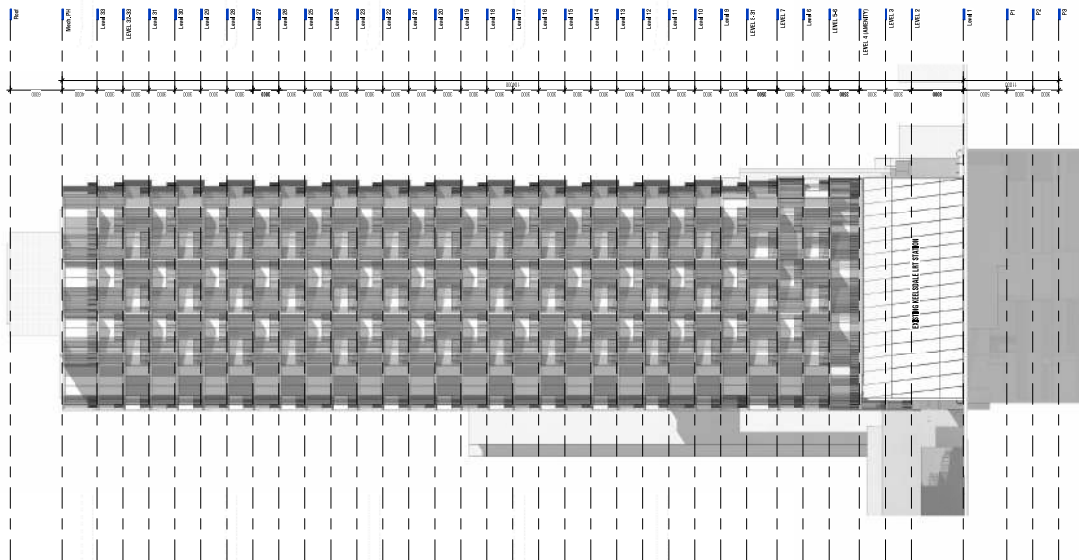
Green Roof Statistics	Value
Green Roof Area (m ²)	10,000
Green Roof Volume (m ³)	10,000
Green Roof Weight (kg)	10,000
Green Roof Cost (\$)	10,000
Green Roof Type	Extensive
Green Roof Species	Grass, Sedum, Succulent
Green Roof Installation Date	2010
Green Roof Maintenance Date	2010
Green Roof Project Name	2500 Clayton Avenue West
Green Roof Project Address	2500 Clayton Avenue West
Green Roof Project City	West
Green Roof Project State	Ontario
Green Roof Project Country	Canada



1 Roof ZBA
 A112

1. The information on this drawing is based on the information provided by the client and is not to be used for any other purpose.
 2. The information on this drawing is not to be used for any other purpose.
 3. The information on this drawing is not to be used for any other purpose.
 4. The information on this drawing is not to be used for any other purpose.
 5. The information on this drawing is not to be used for any other purpose.
 6. The information on this drawing is not to be used for any other purpose.
 7. The information on this drawing is not to be used for any other purpose.
 8. The information on this drawing is not to be used for any other purpose.
 9. The information on this drawing is not to be used for any other purpose.
 10. The information on this drawing is not to be used for any other purpose.

DRAFT



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Appendix C Traffic Data and Calculations

Environmental Noise & Vibration Assessment

**2634, 2636, 2640, 2642 and 2654 Eglinton Avenue West and 1856 and 1856A Keele Street
Toronto, ON**

Fora Developments

SLR Project No. 241.30657.00000

December 15, 2022



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for 2-sided printing purposes

Eglinton Avenue West and Keele Street/Trethewey Drive (2016)

count_date	location_id	location	time_start	time_end	sb_cars_r	sb_cars_l	sb_cars_j	nb_cars_r	nb_cars_l	nb_cars_j	wb_cars_r	wb_cars_l	wb_cars_j	eb_cars_r	eb_cars_l	eb_cars_j	sb_truck_r	sb_truck_l	sb_truck_j	nb_truck_r	nb_truck_l	nb_truck_j	wb_truck_r	wb_truck_l	wb_truck_j	eb_truck_r	eb_truck_l	eb_truck_j	sb_bus_r	sb_bus_l	sb_bus_j	nb_bus_r	nb_bus_l	nb_bus_j	wb_bus_r	wb_bus_l	wb_bus_j	eb_bus_r	eb_bus_l	eb_bus_j			
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 07:30:00-05:00	2016-04-16 07:45:00-05:00	16	105	15	7	53	5	20	40	4	5	41	7	1	3	1	0	1	0	0	1	0	0	0	0	1	0	1	1	0	1	0	1	0	1	2	0	0	3	0
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 07:45:00-05:00	2016-04-16 08:00:00-05:00	23	107	25	3	56	3	22	48	8	7	46	36	0	2	1	0	3	0	0	1	0	0	0	0	1	2	0	1	2	0	1	0	1	2	0	0	1	0	
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 08:00:00-05:00	2016-04-16 08:15:00-05:00	25	82	30	3	71	11	24	38	6	10	58	20	0	1	1	0	5	0	1	2	1	0	0	2	1	0	1	1	0	2	0	1	0	2	0	0	3	0	
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 08:15:00-05:00	2016-04-16 08:30:00-05:00	28	102	34	11	81	6	31	52	9	6	69	19	1	2	1	2	2	1	0	1	0	0	2	1	0	1	2	0	1	0	2	0	3	2	0	0	2	0	
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 08:30:00-05:00	2016-04-16 08:45:00-05:00	39	141	34	4	78	5	21	57	14	11	88	37	0	3	1	0	2	0	0	1	0	0	1	0	0	1	1	0	1	0	1	0	1	2	0	0	2	0	
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 08:45:00-05:00	2016-04-16 09:00:00-05:00	29	128	37	9	79	9	24	57	13	14	97	29	0	2	0	0	2	0	1	2	0	2	4	2	0	2	3	0	1	1	2	0	0	3	1	0	0		
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 09:00:00-05:00	2016-04-16 09:15:00-05:00	36	129	35	9	96	12	31	64	11	10	88	31	0	6	1	0	3	0	1	0	0	0	2	2	0	1	1	0	2	0	1	1	0	1	0	0	3	0	
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 09:15:00-05:00	2016-04-16 09:30:00-05:00	39	130	35	7	102	18	34	67	14	13	96	36	0	1	1	0	1	0	0	2	0	0	2	1	0	2	2	0	1	0	2	3	0	0	3	0	0		
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 10:00:00-05:00	2016-04-16 10:15:00-05:00	43	132	37	11	119	7	53	87	10	14	106	45	0	3	0	1	3	0	0	1	0	0	3	1	0	1	3	0	1	0	1	2	0	0	5	0			
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 10:15:00-05:00	2016-04-16 10:30:00-05:00	32	149	44	11	108	12	38	89	20	13	110	49	0	2	1	2	0	1	2	0	1	1	0	0	1	1	0	1	1	0	2	0	2	2	0	0	2	0	
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 10:30:00-05:00	2016-04-16 10:45:00-05:00	43	139	38	12	117	20	28	99	20	14	123	44	2	1	0	0	2	0	2	0	2	0	0	2	1	0	3	2	0	1	0	2	2	0	0	3	0		
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 10:45:00-05:00	2016-04-16 11:00:00-05:00	56	155	40	15	111	18	52	69	21	13	101	42	1	3	2	0	1	2	0	0	0	0	2	1	0	2	1	0	2	0	0	3	0	0	3	0	2	0	
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 11:00:00-05:00	2016-04-16 11:15:00-05:00	40	120	51	13	109	11	41	95	24	14	128	46	1	4	1	2	1	2	0	1	2	0	2	1	2	0	2	1	0	1	0	3	3	0	0	2	0		
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 11:15:00-05:00	2016-04-16 11:30:00-05:00	44	161	33	23	137	15	43	83	19	17	117	52	1	2	1	0	4	0	1	3	0	0	2	2	0	2	2	0	3	0	0	3	0	0	3	0	0	2	0
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 11:30:00-05:00	2016-04-16 11:45:00-05:00	36	166	54	8	122	16	50	103	22	11	118	45	0	1	1	0	1	0	1	1	0	1	3	0	0	2	1	0	1	0	4	2	0	0	4	0	1	0	
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 11:45:00-05:00	2016-04-16 12:00:00-05:00	49	138	37	12	144	23	45	99	18	17	136	49	1	3	1	0	8	0	0	4	0	0	4	2	0	2	4	0	2	0	0	4	0	0	4	0	4	0	
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 12:00:00-05:00	2016-04-16 13:00:00-05:00	52	168	44	24	143	22	49	126	12	15	157	42	0	1	0	1	2	0	0	2	0	0	0	0	1	0	2	2	0	1	0	2	3	0	0	4	1		
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 13:00:00-05:00	2016-04-16 13:15:00-05:00	64	153	53	15	131	13	47	112	17	19	153	61	0	4	0	0	1	0	0	0	0	0	0	1	1	0	0	1	0	2	0	1	3	0	0	2	0		
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 13:15:00-05:00	2016-04-16 13:30:00-05:00	53	190	52	17	138	17	40	110	19	19	130	47	1	0	0	1	1	0	1	1	0	0	4	0	0	4	2	0	0	4	0	2	1	1	0	1	0		
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 13:30:00-05:00	2016-04-16 13:45:00-05:00	66	184	55	17	131	16	40	120	25	22	147	65	0	1	1	1	1	0	0	2	0	0	0	0	1	0	2	2	0	1	0	5	4	0	0	6	0		
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 13:45:00-05:00	2016-04-16 14:00:00-05:00	68	149	55	15	127	117	56	135	16	9	159	49	1	2	0	0	2	0	1	3	0	0	1	0	0	2	2	0	2	0	2	0	2	0	0	2	0		
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 14:00:00-05:00	2016-04-16 14:15:00-05:00	56	159	44	16	149	16	51	115	22	16	137	58	2	0	1	1	0	0	1	2	1	0	0	0	1	2	1	0	4	2	0	1	2	0	0	5	0		
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 14:15:00-05:00	2016-04-16 14:30:00-05:00	50	157	35	18	131	18	61	102	22	22	141	51	1	1	0	0	1	0	0	1	0	0	0	0	1	0	2	4	0	1	0	1	5	0	0	4	0		
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 14:30:00-05:00	2016-04-16 14:45:00-05:00	84	180	65	11	163	14	53	115	11	21	135	54	2	2	1	0	2	0	0	1	0	0	3	0	0	2	2	1	0	3	0	3	1	0	0	2	0		
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 14:45:00-05:00	2016-04-16 15:00:00-05:00	84	187	49	17	127	17	42	125	15	13	135	44	0	0	0	0	2	0	0	0	0	0	0	0	1	0	2	3	0	2	0	3	2	0	0	2	0		
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4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 15:15:00-05:00	2016-04-16 16:00:00-05:00	61	161	40	6	141	20	52	126	7	14	154	58	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	2	2	0	2	0	2	3	0	0			
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 16:00:00-05:00	2016-04-16 16:15:00-05:00	52	158	41	15	127	19	51	143	21	22	145	50	0	3	1	0	0	0	0	0	0	0	2	2	1	0	1	4	0	3	0	2	2	0	3	0			
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 16:15:00-05:00	2016-04-16 17:00:00-05:00	60	146	49	18	146	20	46	110	23	22	125	55	0	0	1	0	0	0	0	0	0	0	0	0	4	2	0	2	0	0	2	0	0	3	1				
4/16/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-16 17:00:00-05:00	2016-04-16 17:15:00-05:00	68	156	53	19	138	25	56	128	21	19	122	45																											

Eglinton Avenue West and Keele Street/Trethewey Drive (2016)

count_date	location_id	location	time_start	time_end	sb_cars_r	sb_cars_l	sb_cars_j	nb_cars_r	nb_cars_l	nb_cars_j	wb_cars_r	wb_cars_l	wb_cars_j	eb_cars_r	eb_cars_l	eb_cars_j	sb_truck_r	sb_truck_l	sb_truck_j	nb_truck_r	nb_truck_l	nb_truck_j	wb_truck_r	wb_truck_l	wb_truck_j	eb_truck_r	eb_truck_l	eb_truck_j	sb_bus_r	sb_bus_l	sb_bus_j	nb_bus_r	nb_bus_l	nb_bus_j	wb_bus_r	wb_bus_l	wb_bus_j	eb_bus_r	eb_bus_l	eb_bus_j			
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 07:30:00-05:00	2016-04-18 07:45:00-05:00	37	146	53	4	134	19	40	80	6	6	149	73	1	5	1	0	9	0	0	2	0	0	0	0	0	0	2	2	0	1	0	5	6	0	0	3	1		
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 07:45:00-05:00	2016-04-18 08:00:00-05:00	29	188	49	6	126	7	31	75	5	3	146	75	2	7	1	1	7	0	0	0	0	0	0	0	0	0	3	4	0	5	0	3	4	1	0	5	0		
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 08:00:00-05:00	2016-04-18 08:15:00-05:00	62	191	51	5	141	8	34	69	10	4	165	59	0	5	3	0	3	0	0	2	0	1	5	2	1	3	3	0	5	0	3	4	1	0	6	1			
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 08:15:00-05:00	2016-04-18 08:30:00-05:00	47	183	48	12	128	19	37	94	13	10	188	75	0	3	2	1	9	1	0	0	0	1	3	0	0	2	3	0	1	0	2	3	4	0	0	5	0		
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 08:30:00-05:00	2016-04-18 08:45:00-05:00	53	155	54	3	150	9	37	91	11	12	164	72	1	6	2	1	2	0	1	1	0	8	2	0	3	1	0	3	0	2	5	0	0	4	0	0	4	0	
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 08:45:00-05:00	2016-04-18 09:00:00-05:00	47	141	43	16	129	12	32	79	15	8	142	69	2	8	2	0	5	0	0	4	0	0	7	3	0	4	4	0	1	4	6	0	0	3	0	3	0		
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 09:00:00-05:00	2016-04-18 09:15:00-05:00	58	181	56	10	109	13	32	80	9	2	158	77	3	9	2	2	5	0	1	4	1	0	9	3	1	2	3	0	1	0	1	4	0	0	3	0	3	0	
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 09:15:00-05:00	2016-04-18 09:30:00-05:00	50	142	55	9	97	16	26	60	13	12	154	69	3	9	1	1	6	0	0	3	0	0	8	1	1	1	3	0	2	0	4	7	0	0	7	0			
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 10:00:00-05:00	2016-04-18 10:15:00-05:00	35	120	34	13	103	8	23	58	11	9	146	48	2	11	2	0	6	0	0	2	1	0	2	2	0	3	1	0	0	0	2	9	1	0	2	0	2	0	
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 10:15:00-05:00	2016-04-18 10:30:00-05:00	51	132	37	10	52	7	18	59	15	10	118	53	1	8	6	2	7	0	0	4	1	2	12	0	0	0	2	0	3	1	1	5	0	0	2	0	2	0	
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 10:30:00-05:00	2016-04-18 10:45:00-05:00	31	120	37	9	73	9	24	58	11	8	116	57	1	7	4	2	6	1	2	4	0	1	3	3	0	3	3	0	3	0	2	5	0	0	4	0	4	0	
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 10:45:00-05:00	2016-04-18 11:00:00-05:00	41	114	26	7	89	7	25	78	15	5	119	36	2	7	2	2	3	0	1	9	1	0	4	1	0	1	2	0	1	0	2	2	0	0	3	0	3	0	
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 11:00:00-05:00	2016-04-18 11:15:00-05:00	38	88	30	8	72	10	41	83	14	7	94	37	2	5	1	1	5	0	1	1	0	1	4	4	0	3	1	0	2	0	1	4	0	4	0	4	0		
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 11:15:00-05:00	2016-04-18 11:30:00-05:00	46	114	39	8	102	8	29	69	7	12	108	46	2	3	3	0	3	2	1	4	1	0	2	5	0	1	2	0	1	0	2	4	0	1	3	0	3	0	
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 11:30:00-05:00	2016-04-18 11:45:00-05:00	51	112	32	7	100	6	32	74	18	15	104	40	3	5	2	2	10	0	2	3	0	1	3	1	0	2	1	0	2	0	2	5	0	0	3	0	3	0	
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 11:45:00-05:00	2016-04-18 12:00:00-05:00	41	110	33	10	113	6	34	86	9	11	90	40	3	4	2	0	3	0	1	5	2	0	7	0	0	1	2	0	3	0	1	2	0	0	4	0	4	0	
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 12:00:00-05:00	2016-04-18 13:00:00-05:00	56	101	38	13	99	17	21	82	15	14	98	33	3	8	2	0	6	1	1	3	1	0	2	6	0	5	1	0	2	0	1	2	0	1	2	0	1	0	
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 13:00:00-05:00	2016-04-18 13:15:00-05:00	50	101	38	11	98	9	27	103	8	13	87	39	0	11	1	1	5	0	1	8	0	0	5	3	0	1	2	0	1	0	3	3	0	0	5	0	5	0	
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 13:15:00-05:00	2016-04-18 13:30:00-05:00	66	111	33	11	84	7	31	90	6	10	90	40	3	4	1	1	1	0	0	3	1	0	3	1	0	3	1	0	2	2	0	2	4	0	4	0	4	0	
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 13:30:00-05:00	2016-04-18 14:00:00-05:00	64	98	37	10	103	6	32	83	19	15	77	29	0	2	1	1	10	0	0	7	0	1	2	1	0	2	3	0	2	0	1	2	0	0	2	0	2	0	
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 14:00:00-05:00	2016-04-18 14:15:00-05:00	43	96	25	7	103	12	35	115	17	14	94	39	1	1	0	1	6	0	2	5	0	0	2	1	0	2	3	0	1	0	3	3	0	0	4	0	4	0	
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 14:15:00-05:00	2016-04-18 14:30:00-05:00	65	111	32	7	101	11	32	83	15	13	101	44	1	4	2	0	8	0	3	5	0	0	1	0	0	2	3	0	2	3	0	2	3	0	0	3	0	3	0
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 14:30:00-05:00	2016-04-18 14:45:00-05:00	65	94	32	6	100	17	44	85	11	18	117	35	1	8	1	0	3	2	1	1	0	0	0	0	0	11	1	0	2	0	1	2	0	1	2	0	1	6	0
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 14:45:00-05:00	2016-04-18 15:00:00-05:00	61	143	29	6	101	23	37	103	1	17	126	48	0	6	1	0	3	0	2	5	1	0	1	2	0	3	3	0	2	0	2	2	0	2	0	2	0	2	0
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 15:00:00-05:00	2016-04-18 15:15:00-05:00	103	141	42	8	148	22	34	102	15	19	151	41	1	5	1	0	4	0	1	1	0	2	1	2	2	1	2	0	3	0	2	4	0	1	0	1	0	1	0
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 15:15:00-05:00	2016-04-18 16:00:00-05:00	81	163	48	9	134	21	42	131	10	14	153	40	3	3	0	0	1	0	0	4	1	1	3	1	1	4	1	0	4	0	2	4	0	2	4	0	8	0	
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 16:00:00-05:00	2016-04-18 16:15:00-05:00	90	165	48	6	134	17	43	141	18	17	191	36	0	6	0	0	1	1	2	3	1	0	4	0	0	3	3	0	1	0	3	4	0	0	2	0	2	0	
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 16:15:00-05:00	2016-04-18 17:00:00-05:00	92	170	44	8	122	11	36	121	13	12	162	32	2	5	0	0	5	0	1	0	0	0	1	0	0	1	2	0	3	0	2	6	0	0	5	0	5	0	
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 17:00:00-05:00	2016-04-18 17:15:00-05:00	81	197	50	6	163	11	38	136	14	15	181	40	0	2	1	0	2	1	4	2	0	0	1	1	0	2	2	0	4	0	1	3	0	0	7	0	7	0	
4/18/2016	5316	EGUNTON AVE AT KEELE ST & TRETHEWEY DR (PX 467)	2016-04-18 17:15:00-05:00	2016-04-18 17:30:00-05:00	99</																																						

Trethewey Drive and Yore Road (2016)

count_date	location_id	location	time_start	time_end	sb_cars_r	sb_cars_l	sb_cars_j	nb_cars_r	nb_cars_l	nb_cars_j	wb_cars_r	wb_cars_l	wb_cars_j	eb_cars_r	eb_cars_l	eb_cars_j	sb_truck_r	sb_truck_l	sb_truck_j	nb_truck_r	nb_truck_l	nb_truck_j	wb_truck_r	wb_truck_l	wb_truck_j	eb_truck_r	eb_truck_l	eb_truck_j	sb_bus_r	sb_bus_l	sb_bus_j	nb_bus_r	nb_bus_l	nb_bus_j	wb_bus_r	wb_bus_l	wb_bus_j	eb_bus_r	eb_bus_l	eb_bus_j							
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 07:30:00-05:00	2016-04-18 07:45:00-05:00	0	118	46	168	102	0	3	0	130	0	0	0	0	4	1	5	4	0	0	0	5	0	0	0	0	2	0	3	5	0	0	0	3	0	0	0	0	0					
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 07:45:00-05:00	2016-04-18 08:00:00-05:00	0	160	63	156	77	0	1	0	120	0	0	0	0	7	0	0	0	0	0	5	0	0	0	0	0	3	0	4	2	0	0	0	0	0	0	0	0	0					
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 08:00:00-05:00	2016-04-18 08:15:00-05:00	0	168	61	143	95	0	0	0	139	0	0	0	1	2	3	4	0	0	0	6	0	0	0	0	5	0	5	3	0	0	0	0	0	2	0	0	0	0	0				
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 08:15:00-05:00	2016-04-18 08:30:00-05:00	0	147	75	157	87	0	5	0	130	0	0	0	1	1	5	2	0	0	0	5	0	0	0	0	2	0	2	2	0	0	0	0	0	0	0	0	0	0	0				
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 08:30:00-05:00	2016-04-18 08:45:00-05:00	0	132	82	163	90	0	6	0	147	0	0	0	5	2	5	1	0	0	0	4	0	0	0	0	1	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0			
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 08:45:00-05:00	2016-04-18 09:00:00-05:00	0	122	75	168	70	0	4	0	134	0	0	0	3	0	7	1	0	0	0	9	0	0	0	0	6	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0			
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 09:00:00-05:00	2016-04-18 09:15:00-05:00	0	124	56	155	70	0	2	0	141	0	0	0	5	1	9	2	0	0	0	6	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0		
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 09:15:00-05:00	2016-04-18 09:30:00-05:00	0	146	41	124	67	0	2	0	113	0	0	0	5	3	5	1	0	0	0	10	0	0	0	0	2	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0		
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 10:00:00-05:00	2016-04-18 10:15:00-05:00	0	97	16	113	63	0	6	0	103	0	0	0	6	1	4	3	0	0	0	9	0	0	0	0	2	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 10:15:00-05:00	2016-04-18 10:30:00-05:00	0	85	13	74	42	0	3	0	120	0	0	0	9	0	5	2	0	0	0	4	0	0	0	0	1	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 10:30:00-05:00	2016-04-18 10:45:00-05:00	0	84	14	107	51	0	7	0	125	0	0	0	7	1	8	4	0	0	1	0	5	0	0	0	4	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 10:45:00-05:00	2016-04-18 11:00:00-05:00	0	66	9	76	63	0	4	0	94	0	0	0	5	1	2	4	0	0	2	0	7	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 11:00:00-05:00	2016-04-18 11:15:00-05:00	0	82	4	76	98	0	5	0	94	0	0	0	3	1	9	1	0	0	0	7	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 11:15:00-05:00	2016-04-18 11:30:00-05:00	0	76	8	99	70	0	5	0	111	0	0	0	2	0	6	3	0	0	0	3	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 11:30:00-05:00	2016-04-18 11:45:00-05:00	0	64	9	107	72	0	2	0	133	0	0	0	6	0	9	5	0	0	0	5	0	0	0	0	2	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 11:45:00-05:00	2016-04-18 12:00:00-05:00	0	69	7	92	84	0	0	0	110	0	0	0	4	1	2	1	0	0	0	8	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 12:00:00-05:00	2016-04-18 13:00:00-05:00	0	71	7	102	60	0	0	0	123	0	0	0	3	0	5	9	0	0	0	8	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 13:00:00-05:00	2016-04-18 13:15:00-05:00	0	81	6	82	84	0	2	0	126	0	0	0	1	1	7	1	0	0	0	10	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 13:15:00-05:00	2016-04-18 13:30:00-05:00	0	66	8	90	65	0	0	0	141	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	2	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 13:30:00-05:00	2016-04-18 13:45:00-05:00	0	67	6	82	74	0	1	0	133	0	0	0	2	0	8	4	0	0	0	2	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 13:45:00-05:00	2016-04-18 14:00:00-05:00	0	61	6	89	93	0	0	0	107	0	0	0	1	1	7	3	0	0	0	2	0	0	0	0	4	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 14:00:00-05:00	2016-04-18 14:15:00-05:00	0	50	5	94	91	0	0	0	138	0	0	0	3	0	3	2	0	0	0	5	0	0	0	0	4	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 14:15:00-05:00	2016-04-18 14:30:00-05:00	0	78	7	91	81	0	5	0	145	0	0	0	1	1	4	2	0	0	1	0	5	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 14:30:00-05:00	2016-04-18 14:45:00-05:00	0	64	7	87	79	0	3	0	126	0	0	0	6	0	4	2	0	0	0	2	0	0	0	0	6	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 14:45:00-05:00	2016-04-18 15:00:00-05:00	0	64	7	87	79	0	3	0	126	0	0	0	6	0	4	2	0	0	0	2	0	0	0	0	6	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 15:00:00-05:00	2016-04-18 15:15:00-05:00	0	92	23	126	112	0	3	0	177	0	0	0	2	1	2	4	0	0	0	7	0	0	0	0	4	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 15:15:00-05:00	2016-04-18 15:30:00-05:00	0	111	27	93	114	0	4	0	208	0	0	0	2	0	2	2	0	0	0	1	0	0	0	0	3	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 15:30:00-05:00	2016-04-18 15:45:00-05:00	0	107	28	89	118	0	0	0	195	0	0	0	2	2	0	2	0	0	0	5	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4/18/2016	4809	TRETHEWEY DR AT YORE RD (PX 469)	2016-04-18 15:45:00-05:00	2016-04-18 16:00:00-05:00	0	103	34	81	118	0	14	0	214	0	0	0	2	0	5	2	0	0	0																								



Turning Movement Count (2 . EGLINTON AVE W & KEELE ST)

Start Time	N Approach KEELE ST					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	0	0	0	17	0	14	110	0	2	124	167	13	0	0	180	304	
07:45:00	0	0	0	21	0	14	122	1	1	137	238	21	0	4	259	396	
08:00:00	0	1	0	28	1	9	129	0	1	138	249	15	0	0	264	403	
08:15:00	0	0	0	27	0	13	130	0	1	143	226	18	0	2	244	387	1490
08:30:00	0	1	0	30	1	15	142	0	1	157	212	26	0	2	238	396	1582
08:45:00	0	0	0	41	0	20	128	0	2	148	261	26	0	1	287	435	1621
09:00:00	0	0	0	24	0	10	125	0	9	135	228	14	0	3	242	377	1595
09:15:00	1	0	0	12	1	9	114	0	6	123	261	13	3	5	277	401	1609
BREAK																	
16:00:00	1	0	0	125	1	13	234	0	1	247	190	23	1	0	214	462	
16:15:00	0	0	0	88	0	14	193	0	3	207	200	29	0	6	229	436	
16:30:00	0	0	0	56	0	16	221	0	7	237	218	27	1	0	246	483	
16:45:00	0	0	0	24	0	15	219	0	5	234	220	34	0	0	254	488	1869
17:00:00	0	0	0	32	0	12	238	0	3	250	206	17	0	3	223	473	1880
17:15:00	1	0	0	45	1	17	238	0	3	255	224	22	0	7	246	502	1946
17:30:00	0	0	0	63	0	22	242	0	4	264	219	30	0	2	249	513	1976
17:45:00	1	0	0	32	1	19	238	0	5	257	224	41	0	3	265	523	2011
Grand Total	4	2	0	665	6	232	2823	1	54	3056	3543	369	5	38	3917	6979	-
Approach%	66.7%	33.3%	0%	-	-	7.6%	92.4%	0%	-	-	90.5%	9.4%	0.1%	-	-	-	-
Totals %	0.1%	0%	0%	0.1%	0.1%	3.3%	40.4%	0%	43.8%	43.8%	50.8%	5.3%	0.1%	56.1%	56.1%	-	-
Heavy	0	0	0	-	-	14	153	0	-	-	188	6	0	-	-	-	-
Heavy %	0%	0%	0%	-	-	6%	5.4%	0%	-	-	5.3%	1.6%	0%	-	-	-	-
Bicycles	2	0	0	-	-	0	10	0	-	-	5	0	0	-	-	-	-
Bicycle %	50%	0%	0%	-	-	0%	0.4%	0%	-	-	0.1%	0%	0%	-	-	-	-



Peak Hour: 08:00 AM - 09:00 AM Weather: Clear Sky (8.83 °C)

Start Time	N Approach KEELE ST					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	
08:00:00	0	1	0	28	1	9	129	0	1	138	249	15	0	0	264	403
08:15:00	0	0	0	27	0	13	130	0	1	143	226	18	0	2	244	387
08:30:00	0	1	0	30	1	15	142	0	1	157	212	26	0	2	238	396
08:45:00	0	0	0	41	0	20	128	0	2	148	261	26	0	1	287	435
Grand Total	0	2	0	126	2	57	529	0	5	586	948	85	0	5	1033	1621
Approach%	0%	100%	0%	-	-	9.7%	90.3%	0%	-	-	91.8%	8.2%	0%	-	-	-
Totals %	0%	0.1%	0%	0.1%	0.1%	3.5%	32.6%	0%	36.2%	36.2%	58.5%	5.2%	0%	63.7%	63.7%	-
PHF	0	0.5	0	0.5	0.5	0.71	0.93	0	0.93	0.93	0.91	0.82	0	0.9	0.9	-
Heavy	0	0	0	0	0	5	37	0	42	42	78	2	0	80	80	-
Heavy %	0%	0%	0%	0%	0%	8.8%	7%	0%	7.2%	7.2%	8.2%	2.4%	0%	7.7%	7.7%	-
Lights	0	2	0	2	2	52	492	0	544	544	870	83	0	953	953	-
Lights %	0%	100%	0%	100%	100%	91.2%	93%	0%	92.8%	92.8%	91.8%	97.6%	0%	92.3%	92.3%	-
Single-Unit Trucks	0	0	0	0	0	1	15	0	16	16	40	2	0	42	42	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	1.8%	2.8%	0%	2.7%	2.7%	4.2%	2.4%	0%	4.1%	4.1%	-
Buses	0	0	0	0	0	4	21	0	25	25	35	0	0	35	35	-
Buses %	0%	0%	0%	0%	0%	7%	4%	0%	4.3%	4.3%	3.7%	0%	0%	3.4%	3.4%	-
Articulated Trucks	0	0	0	0	0	0	1	0	1	1	3	0	0	3	3	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0.2%	0%	0.2%	0.2%	0.3%	0%	0%	0.3%	0.3%	-
Pedestrians	-	-	-	126	-	-	-	-	5	-	-	-	-	5	-	-
Pedestrians%	-	-	-	92.6%	-	-	-	-	3.7%	-	-	-	-	3.7%	-	-
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-
Bicycles on Road	0	0	0	0	-	0	2	0	0	-	1	0	0	0	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-



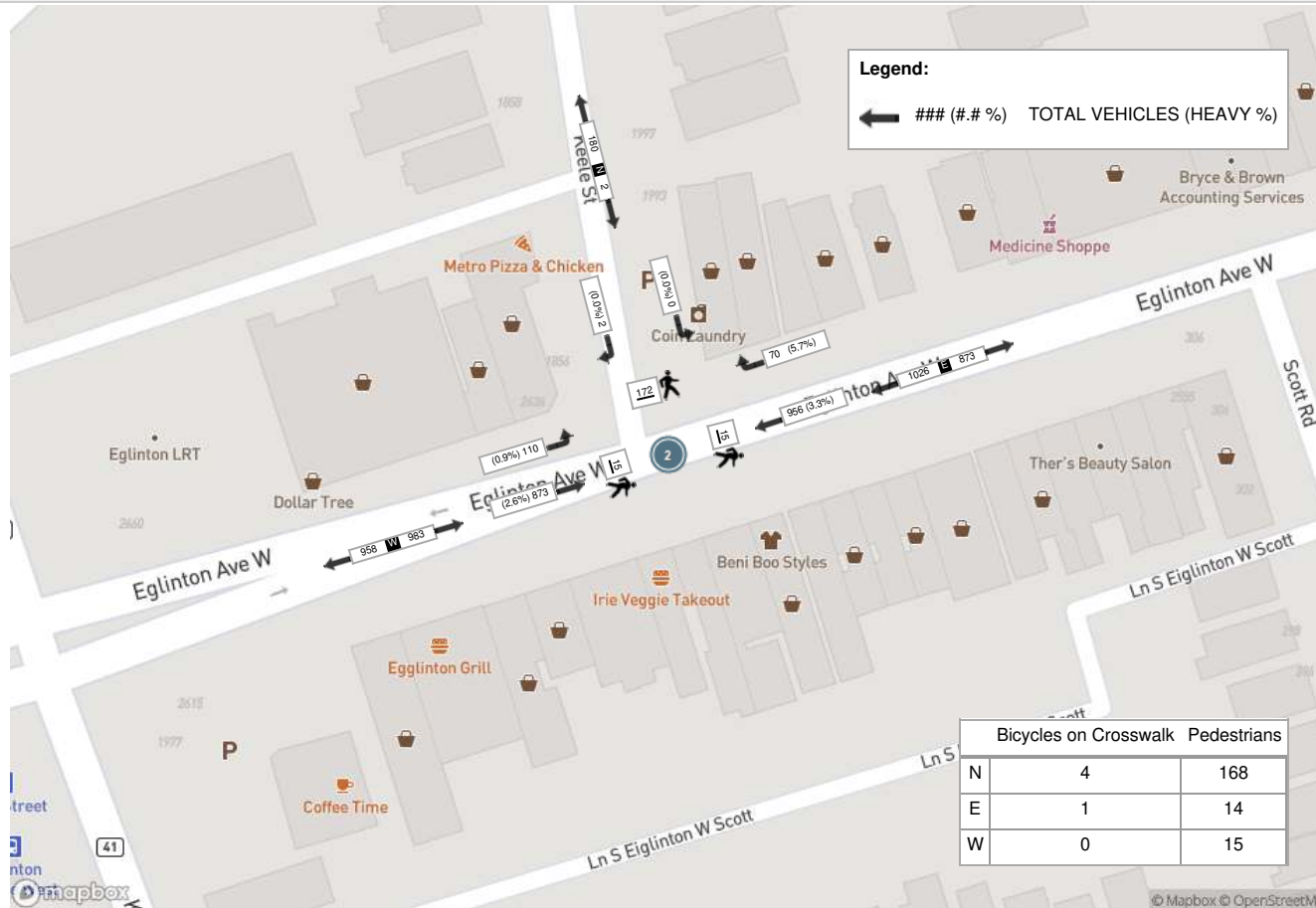
Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (18.7 °C)

Start Time	N Approach KEELE ST					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	
17:00:00	0	0	0	32	0	12	238	0	3	250	206	17	0	3	223	473
17:15:00	1	0	0	45	1	17	238	0	3	255	224	22	0	7	246	502
17:30:00	0	0	0	63	0	22	242	0	4	264	219	30	0	2	249	513
17:45:00	1	0	0	32	1	19	238	0	5	257	224	41	0	3	265	523
Grand Total	2	0	0	172	2	70	956	0	15	1026	873	110	0	15	983	2011
Approach%	100%	0%	0%	-	-	6.8%	93.2%	0%	-	-	88.8%	11.2%	0%	-	-	-
Totals %	0.1%	0%	0%	0.1%	0.1%	3.5%	47.5%	0%	51%	43.4%	5.5%	0%	48.9%	-	-	-
PHF	0.5	0	0	0.5	0.5	0.8	0.99	0	0.97	0.97	0.67	0	0.93	-	-	-
Heavy	0	0	0	0	0	4	32	0	36	23	1	0	24	-	-	-
Heavy %	0%	0%	0%	0%	0%	5.7%	3.3%	0%	3.5%	2.6%	0.9%	0%	2.4%	-	-	-
Lights	2	0	0	2	2	66	924	0	990	850	109	0	959	-	-	-
Lights %	100%	0%	0%	100%	100%	94.3%	96.7%	0%	96.5%	97.4%	99.1%	0%	97.6%	-	-	-
Single-Unit Trucks	0	0	0	0	0	4	8	0	12	4	1	0	5	-	-	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	5.7%	0.8%	0%	1.2%	0.5%	0.9%	0%	0.5%	-	-	-
Buses	0	0	0	0	0	0	23	0	23	18	0	0	18	-	-	-
Buses %	0%	0%	0%	0%	0%	0%	2.4%	0%	2.2%	2.1%	0%	0%	1.8%	-	-	-
Articulated Trucks	0	0	0	0	0	0	1	0	1	1	0	0	1	-	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0.1%	0%	0.1%	0.1%	0%	0%	0.1%	-	-	-
Pedestrians	-	-	-	168	-	-	-	-	14	-	-	-	15	-	-	-
Pedestrians%	-	-	-	83.2%	-	-	-	-	6.9%	-	-	-	7.4%	-	-	-
Bicycles on Crosswalk	-	-	-	4	-	-	-	-	1	-	-	-	0	-	-	-
Bicycles on Crosswalk%	-	-	-	2%	-	-	-	-	0.5%	-	-	-	0%	-	-	-
Bicycles on Road	0	0	0	0	-	0	2	0	0	-	2	0	0	-	-	-
Bicycles on Road%	-	-	-	0%	-	-	-	-	0%	-	-	-	0%	-	-	-

Peak Hour: 08:00 AM - 09:00 AM Weather: Clear Sky (8.83 °C)



Peak Hour: 05:00 PM - 06:00 PM Weather: Overcast Clouds (18.7 °C)



ORNAMENT - Sound Power Emissions & Source Heights

Ontario Road Noise Analysis Method for Environment and Transportation

Road Segment ID	Roadway Name	Link Description	Speed (kph)	Period (h)	Total Traffic Volumes	Auto %	Med %	Hvy %	Auto	Med	Heavy	Road Gradient (%)	Cadna/A Ground Absorpti on G	PWL (dBA)	Source Height, s (m)	Reference Leq (dBA)
Eglinton_WB_avg	Eglinton Avenue West - Westbound	Daytime Impacts	50	16	11681	95.3%	3.7%	1.0%	11132	432	117	0	0.00	79.1	1.0	64.0
		Nighttime Impacts	50	8	1298	95.3%	3.7%	1.0%	1237	48	13	0	0.00	72.5	1.0	57.5
Eglinton_EB_avg	Eglinton Avenue West - Eastbound	Daytime Impacts	50	16	11681	95.3%	3.7%	1.0%	11132	432	117	5.0	0.00	80.2	1.0	65.1
		Nighttime Impacts	50	8	1298	95.3%	3.7%	1.0%	1237	48	13	5.0	0.00	73.7	1.0	58.6
Trethewey_avg	Trethewey Drive	Daytime Impacts	50	16	30199	95.9%	3.0%	1.1%	28960	906	332	0	0.00	83.1	1.0	68.1
		Nighttime Impacts	50	8	3355	95.9%	3.0%	1.1%	3218	101	37	0	0.00	76.6	1.0	61.5
YoreKeele_WB_avg	Yore Road/Keele Street North - Westbound	Daytime Impacts	50	16	9311	96.0%	2.8%	1.2%	8939	261	112	0	0.00	78.1	1.0	63.0
		Nighttime Impacts	50	8	1035	96.0%	2.8%	1.2%	993	29	12	0	0.00	71.6	1.0	56.5
YoreKeele_EB_avg	Yore Road/Keele Street North - Eastbound	Daytime Impacts	50	16	9311	96.0%	2.8%	1.2%	8939	261	112	3.4	0.00	78.8	1.0	63.7
		Nighttime Impacts	50	8	1035	96.0%	2.8%	1.2%	993	29	12	3.4	0.00	72.3	1.0	57.2
KeeleSouth_avg	Keele Street - south of Eglinton Avenue West	Daytime Impacts	50	16	21438	96.1%	2.7%	1.2%	20602	579	257	0	3.00	94.9	1.0	66.6
		Nighttime Impacts	50	8	2382	96.1%	2.7%	1.2%	2289	64	29	0	0.00	75.1	1.0	60.1
KeeleNorth_avg	Keele Street - east of Project Site	Daytime Impacts	50	16	1864	97.3%	2.7%	0.0%	1814	50	0	0	0.00	69.2	0.5	54.1
		Nighttime Impacts	50	8	207	97.3%	2.7%	0.0%	202	6	0	0	0.00	62.7	0.5	47.6

ORNAMENT - Sound Power Emissions & Source Heights

Ontario Road Noise Analysis Method for Environment and Transportation

Road Segment ID	Roadway Name	Link Description	Speed (kph)	Period (h)	Total Traffic Volumes	Auto %	Med %	Hvy %	Auto	Med	Heavy	Road Gradient (%)	Cadna/A Ground Absorption G	PWL (dBA)	Source Height, s (m)	Reference Leq (dBA)
Eglinton_WB_avg	Eglinton Avenue West - Westbound	Minimum Daytime Hour	50	1	462	95.3%	3.7%	1.0%	440	17	5	0	0.00	77.1	1.0	62.0
		Minimum Evening Hour	50	1	333	95.3%	3.7%	1.0%	317	12	3	0	0.00	75.7	1.0	60.6
		Minimum Nighttime Hour	50	1	43	95.3%	3.7%	1.0%	41	2	0	0	0.00	66.8	1.0	51.7
Eglinton_EB_avg	Eglinton Avenue West - Eastbound	Minimum Daytime Hour	50	1	462	95.3%	3.7%	1.0%	440	17	5	5.0	0.00	78.2	1.0	63.1
		Minimum Evening Hour	50	1	333	95.3%	3.7%	1.0%	317	12	3	5.0	0.00	76.8	1.0	61.7
		Minimum Nighttime Hour	50	1	43	95.3%	3.7%	1.0%	41	2	0	5.0	0.00	67.9	1.0	52.8
Trethewey_avg	Trethewey Drive	Minimum Daytime Hour	50	1	1194	95.9%	3.0%	1.1%	1145	36	13	0	0.00	81.1	1.0	66.1
		Minimum Evening Hour	50	1	861	95.9%	3.0%	1.1%	826	26	9	0	0.00	79.7	1.0	64.6
		Minimum Nighttime Hour	50	1	111	95.9%	3.0%	1.1%	107	3	1	0	0.00	70.8	1.0	55.8
YoreKeele_WB_avg	Yore Road/Keele Street North - Westbound	Minimum Daytime Hour	50	1	368	96.0%	2.8%	1.2%	353	10	4	0	0.00	76.1	1.0	61.0
		Minimum Evening Hour	50	1	265	96.0%	2.8%	1.2%	255	7	3	0	0.00	74.7	1.0	59.6
		Minimum Nighttime Hour	50	1	34	96.0%	2.8%	1.2%	33	1	0	0	0.00	65.8	1.0	50.7
YoreKeele_EB_avg	Yore Road/Keele Street North - Eastbound	Minimum Daytime Hour	50	1	368	96.0%	2.8%	1.2%	353	10	4	3.4	0.00	76.8	1.0	61.7
		Minimum Evening Hour	50	1	265	96.0%	2.8%	1.2%	255	7	3	3.4	0.00	75.4	1.0	60.3
		Minimum Nighttime Hour	50	1	34	96.0%	2.8%	1.2%	33	1	0	3.4	0.00	66.5	1.0	51.4
KeeleSouth_avg	Keele Street - south of Eglinton Avenue West	Minimum Daytime Hour	50	1	848	96.1%	2.7%	1.2%	815	23	10	0	0.00	79.7	1.0	64.6
		Minimum Evening Hour	50	1	611	96.1%	2.7%	1.2%	587	17	7	0	0.00	78.3	1.0	63.2
		Minimum Nighttime Hour	50	1	79	96.1%	2.7%	1.2%	76	2	1	0	0.00	69.4	1.0	54.3
KeeleNorth_avg	Keele Street - east of Project Site	Minimum Daytime Hour	50	1	62	97.3%	2.7%	0.0%	60	2	0	0	0.00	66.5	0.5	51.4
		Minimum Evening Hour	50	1	45	97.3%	2.7%	0.0%	43	1	0	0	0.00	65.0	0.5	50.0
		Minimum Nighttime Hour	50	1	6	97.3%	2.7%	0.0%	6	0	0	0	0.00	56.1	0.5	41.1

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Appendix D STAMSON Output File

Environmental Noise & Vibration Assessment

2634, 2636, 2640, 2642 and 2654 Eglinton Avenue West and 1856 and 1856A Keele Street
Toronto, ON

Fora Developments

SLR Project No. 241.30657.00000

December 15, 2022



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Filename: st5.te Time Period: 16 hours

Description: STAMSON Validation - Sample Calculation

Road data, segment # 1: Eglinton WB

Car traffic volume : 11132 veh/TimePeriod
Medium truck volume : 432 veh/TimePeriod
Heavy truck volume : 117 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Eglinton WB

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 13.60 m
Receiver height : 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: Eglinton EB

Car traffic volume : 11132 veh/TimePeriod
Medium truck volume : 432 veh/TimePeriod
Heavy truck volume : 117 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 5 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 2: Eglinton EB

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 21.00 m
Receiver height : 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Trethewey

Car traffic volume : 28960 veh/TimePeriod
Medium truck volume : 906 veh/TimePeriod
Heavy truck volume : 332 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 3: Trethewey

Angle1 Angle2 : -14.00 deg 3.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 m
Receiver height : 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Keele S

Car traffic volume : 20602 veh/TimePeriod
Medium truck volume : 579 veh/TimePeriod
Heavy truck volume : 257 veh/TimePeriod
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 4: Keele S

Angle1 Angle2 : -56.00 deg -14.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 53.50 m
Receiver height : 7.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Eglinton WB

Source height = 1.00 m

ROAD (0.00 + 64.43 + 0.00) = 64.43 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.00	0.00	0.43	0.00	0.00	0.00	0.00	64.43

Segment Leq : 64.43 dBA

Results segment # 2: Eglinton EB

Source height = 1.00 m

ROAD (0.00 + 63.14 + 0.00) = 63.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	64.60	0.00	-1.46	0.00	0.00	0.00	0.00	63.14

Segment Leq : 63.14 dBA

Results segment # 3: Trethewey

Source height = 1.02 m

ROAD (0.00 + 52.29 + 0.00) = 52.29 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-14	3	0.00	68.06	0.00	-5.52	-10.25	0.00	0.00	0.00	52.29

Segment Leq : 52.29 dBA

Results segment # 4: Keele S

Source height = 1.05 m

ROAD (0.00 + 54.77 + 0.00) = 54.77 dBA




Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-56	-14	0.00	66.61	0.00	-5.52	-6.32	0.00	0.00	0.00	54.77

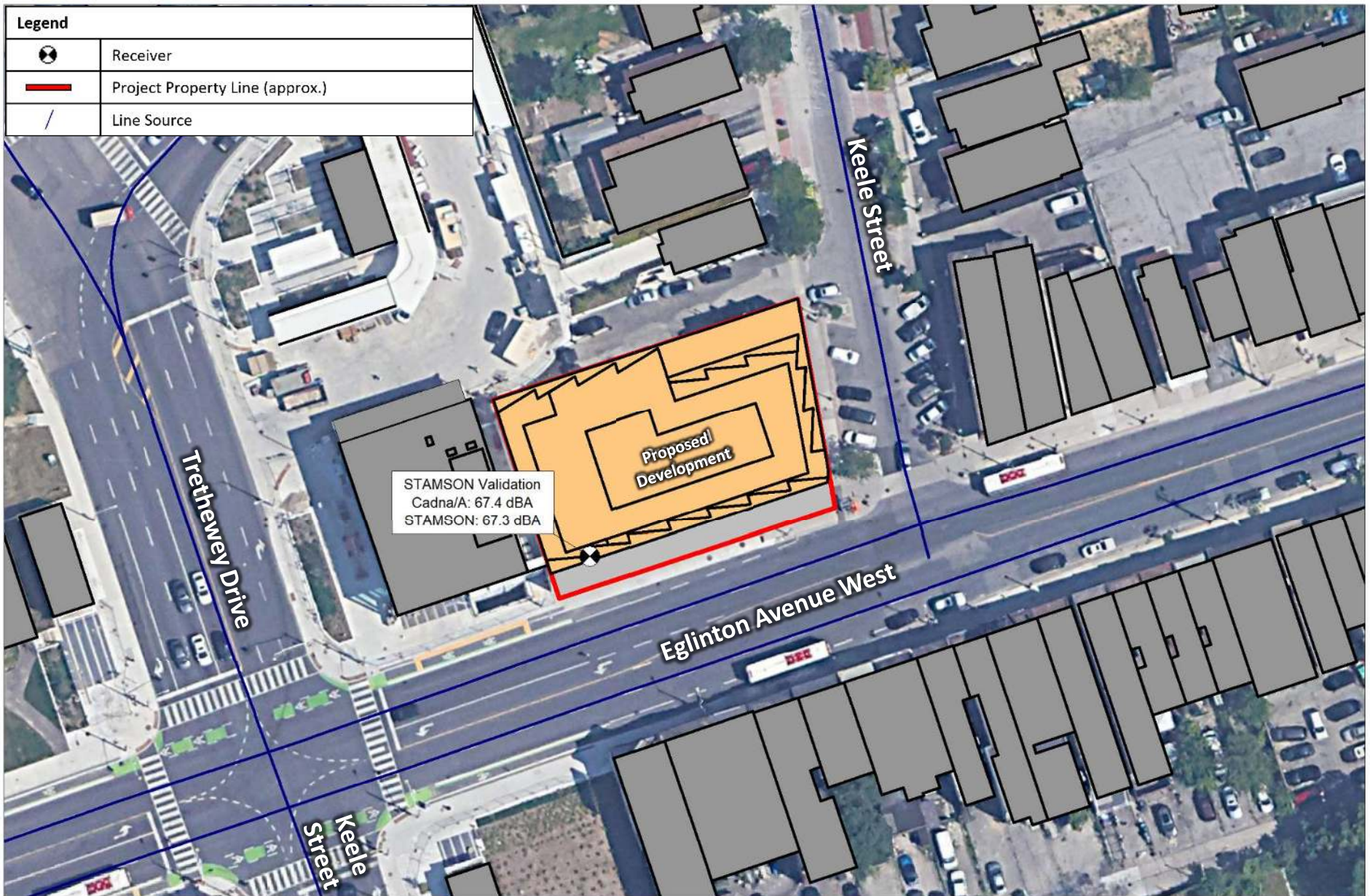
Segment Leq : 54.77 dBA

Total Leq All Segments: 67.25 dBA

TOTAL Leq FROM ALL SOURCES: 67.25

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Legend	
	Receiver
	Project Property Line (approx.)
	Line Source



FORA DEVELOPMENTS

2634, 2636, 2640, 2642 AND 2654 EGLINTON AVENUE WEST AND 1856 AND 1856A KEELE STREET, TORONTO

COMPARISON OF CADNA/A AND STAMSON – ROAD NOISE

True North



Scale: 1:750

Date: Dec. 15, 2022 Rev 1.0

Project No. 241.30657.00000

METRES

Figure No. **D1**



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Appendix E Warning Clause, Ventilation and Barrier Summary

Environmental Noise & Vibration Assessment

**2634, 2636, 2640, 2642 and 2654 Eglinton Avenue West and 1856 and 1856A Keele Street
Toronto, ON**

Fora Developments

SLR Project No. 241.30657.00000

December 15, 2022



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Ventilation, Warning Clause and Barrier 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 and ventilation recommendations is included in **Table E1**.

MECP Type B: “Purchasers/tenants are advised that despite the inclusion of noise control features in the development and within the building units, sound levels due to increasing road traffic may on occasions interfere with some activities of the dwelling occupants as the sound levels exceed the sound level limits of the Municipality and the Ministry of the Environment.”

MECP Type C: “This dwelling unit has been designed with the provision for adding central air conditioning at the occupant’s discretion. Installation of central air conditioning by the occupant in low and medium density developments 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.”

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.”

MECP Type E: “Purchasers/tenants are advised that due to the proximity of the adjacent commercial facilities, noise from the facilities may at times be audible.”

Table E1: Summary of Ventilation and Warning Clause and Barrier Recommendations

Development Building/Location	Applicable Façade(s)/Locations	Barrier Requirement ^[2]	Ventilation Recommendation ^[1]	Warning Clause(s)
Residential Tower	South	---	Central AC	Type B, Type D, Type E
	East, North, West	---	Provision for AC	Type B, Type C, Type E
Level 4 Amenity Terrace	South edge, & portions of West and East edges	1.3 m high	---	---

Notes: [1] Provision for AC = forced air heating with a provision for installation of central air conditioning.

[2] Refer to **Figure 5** for required barrier location and extent.

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