

Environmental Noise Feasibility Study

2555 Erin Centre Boulevard

Proposed Mixed-Use Development

City of Mississauga

December 12, 2024

Project: 124-0147

Prepared for

Starmont Estates Inc.

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VALCOUSTICS

Canada Ltd.

Version History

Version #	Date	Comments
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Environmental Noise Feasibility Study

2555 Erin Centre Boulevard

Proposed Mixed-Use Development

City of Mississauga

EXECUTIVE SUMMARY

Valcoustics Canada Ltd. (VCL) was retained to prepare an Environmental Noise Feasibility Study in support of the Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) application submission to the City of Mississauga.

The proposed development consists of two blocks (Blocks A and B). Block A includes two residential towers (Towers 1 and 2) atop a 4 and 7-storey podium with retail units on the ground floor. Block B includes a single residential tower (Tower 3) atop a 7-storey podium. Common outdoor amenity space will be located at grade, to the east of Block B as well as at the 5th floor of Block A and the 8th floors of Blocks A and B. There will be 4 levels of underground parking as well as 4 levels of parking within the podium structure of Block A.

The transportation noise source with the potential for significant noise impact onto the subject site is road traffic on Erin Mills Parkway, Erin Centre Boulevard and Eglinton Avenue West. There are no stationary sources with the potential for significant noise impact on the proposed development.

The sound levels on the subject site have been determined and compared with the applicable Ministry of the Environment, Conservation and Parks (MECP) and the Region of Peel noise guideline limits to determine the need for noise mitigation.

To meet the applicable transportation noise source guideline limits, the noise mitigation requirements are:

- Exterior wall construction meeting a Sound Transmission Class (STC) rating of 45.
- Exterior windows with ratings up to:
 - STC 38 for Tower 1 and Block A; and
 - STC 33 for Towers 2 and 3 and Block B.
- Mandatory air conditioning for all dwelling units to allow windows to remain closed for noise control purposes.

1.0 INTRODUCTION

VCL was retained to prepare an Environmental Noise Feasibility Study in support of the OPA and ZBA application submission to the City of Mississauga.

The predicted sound levels and noise mitigation measures needed for the proposed development to comply with noise guidelines of the MECP and the Region of Peel are outlined herein.

1.1 THE SITE AND SURROUNDING AREA

The proposed development is located at 2555 Erin Centre Boulevard, at the northeast corner of Erin Centre Boulevard and Erin Mills Parkway in the City of Mississauga and is bounded by:

- Existing woodlands zoned G2 for greenlands to the north;
- Existing woodlands zoned G2 for greenlands, with a residential subdivision beyond, to the east;
- Erin Centre Boulevard, with an existing residential subdivision and stormwater management ponds beyond, to the south;
- Erin Mills Parkway, with existing woodlands zoned G1 for greenlands and a residential high-rise building complex beyond, to the west.

The site is currently occupied by an existing commercial plaza that will be demolished as part of the development.

A Key Plan is included as Figure 1.

This report was prepared using the architectural drawings prepared by Arcadis, received October 18, 2024. The Site Plan from the drawing set is shown as Figure 2. Relevant plans from the drawings are included in Appendix A.

1.2 THE PROPOSED DEVELOPMENT

The proposed development consists of two blocks (Blocks A and B). Block A includes two residential towers (Towers 1 and 2) atop a 4 and 7-storey podium with retail units on the ground floor. Block B includes a single residential tower (Tower 3) atop a 7-storey podium. Common outdoor amenity space will be located at grade, to the east of Block B as well as at the 5th floor of Block A and the 8th floors of Blocks A and B. There will be 4 levels of underground parking as well as 4 levels of parking within the podium structure of Block A.

2.0 NOISE SOURCES

2.1 TRANSPORTATION NOISE SOURCES

The main transportation noise source with potential for impact on the proposed development is road traffic on Erin Mills Parkway, Erin Centre Boulevard and Eglinton Avenue West.

Ultimate traffic data for Erin Centre Boulevard and Eglinton Avenue West was provided by the City of Mississauga. Ultimate traffic data for Erin Mills Parkway was provided by the Region of Peel.

Other roadways are further removed from the subject site or have low traffic volumes and are not anticipated to have a significant noise impact on the subject site and thus have not been included in the assessment.

Table 1 summarizes the road traffic data. The road traffic data correspondence is included in Appendix B.

TABLE 1 ROAD TRAFFIC DATA

Roadway	AADT ⁽¹⁾	% Trucks		Speed Limit (kph)	Day/Night Split (%)
		Medium	Heavy		
Erin Mills Parkway ⁽²⁾	48 600	1.09	5.02	70	90/10
Erin Centre Boulevard ⁽³⁾	12 100	1.10	0.9	50	90/10
Eglinton Avenue West ⁽³⁾	39 600	1.65	1.35	60	90/10

Notes:

- (1) AADT – Annual Average Daily Traffic
- (2) Ultimate traffic data provided by the Region of Peel.
- (3) Ultimate traffic data provided by the City of Mississauga.

2.2 STATIONARY NOISE SOURCES

The existing Erin Mills Town Centre mall is located at 5100 Erin Mills Parkway, approximately 250 m southwest of the subject site. The main noise sources associated with the mall are the rooftop mechanical equipment and truck deliveries on site. Due to the distance separation, relatively high ambient road traffic noise from the area roadway (Erin Mills Parkway) and the presence of existing residential development located at a closer setback distance, noise from this facility is not expected to have a significant impact on the subject site. Thus, this facility has not been considered further in the assessment.

There are existing residential high-rise buildings at 2545, 2565 and 2585 Erin Mills Parkway, approximately 100 m west of the subject site. The main noise sources associated with these buildings is anticipated to be the rooftop mechanical equipment. Due to the distance separation and relatively high ambient road traffic noise from the area roadway (Erin Mills Parkway), noise from this facility is not expected to have a significant impact on the subject site. Thus, this facility has not been considered further in the assessment.

Similarly, there is a residential high-rise complex currently under construction to the northeast of Erin Mills Parkway and Eglinton Avenue West. The main noise sources associated with this facility is anticipated to be the rooftop mechanical equipment. Due to the distance separation and the relatively high ambient road traffic noise from the nearby roadway (Erin Mills Parkway), noise from this facility is not expected to have a significant impact on the subject site. Thus, this facility has not been considered further in the assessment.

The Streetsville Pumping Station is located at 5220 Erin Mills Parkway, approximately 300 m northwest of the subject site. The main noise sources associated with this facility is anticipated to be the mechanical equipment. Due to the distance separation and the relatively high ambient road traffic noise from the area roadway (Erin Mills Parkway), noise from this facility is not expected to have a significant impact on the subject site. Thus, this facility has not been considered further in the assessment.

During the site visit by VCL staff on June 11, 2024, noise from the above facilities was not audible at the subject site.

3.0 ENVIRONMENTAL NOISE GUIDELINES

3.1 MECP PUBLICATION NPC-300

The applicable noise guideline limits for new residential development are those in MECP Publication NPC-300, “Environmental Noise Guideline, Stationary, and Transportation Sources-Approval and Planning”. These are discussed briefly below and are summarized in Appendix C.

3.1.1 Transportation Noise Sources

3.1.1.1 Architectural Elements

In the daytime (0700 to 2300), the indoor criterion for road noise is $L_{eq\ Day}^{(1)}$ of 45 dBA for sensitive spaces such as living/dining rooms, dens and bedrooms. At night, the indoor criterion for road noise is $L_{eq\ Night}^{(2)}$ of 45 dBA for sensitive spaces such as living/dining rooms and dens and 40 dBA for bedrooms.

The architectural design of the building envelope (walls, windows, etc.) must provide adequate sound isolation to achieve the above indoor sound level limits applying the outdoor sound level predicted at the facades.

3.1.1.2 Ventilation

If the daytime sound level, $L_{eq\ Day}$, at the exterior face of a noise sensitive window is greater than 65 dBA, central air conditioning should be provided so that windows can be kept closed for noise control purposes. For daytime sound levels between 56 dBA and 65 dBA inclusive, there need only be the provision for adding air conditioning. A warning clause advising the occupant of the potential interference with some activities is also required. At nighttime, air conditioning would be required when the sound level exceeds 60 dBA ($L_{eq\ Night}$) at a noise sensitive window (provision for adding air conditioning is required when the sound level is greater than 50 dBA).

3.1.1.3 Outdoors

For Outdoor Living Areas (OLA's), the guideline objective is $L_{eq\ Day}$ of 55 dBA with an excess not exceeding 5 dBA considered acceptable if it is technically not practicable to meet the 55 dBA objective, providing warning clauses are also registered on title.

(1) $L_{eq\ Day}$ 16-hour energy equivalent sound level (0700-2300 hours).
(2) $L_{eq\ Night}$ 8-hour energy equivalent sound level (0700-2300 hours).

A balcony or elevated terrace is not considered an OLA unless it is:

- The only OLA for the occupant;
- at least 4 m in depth; and
- unenclosed.

3.2 REGION OF PEEL

The Region of Peel guidelines are essentially the same as the MECP guidelines except that the night-time level for triggering the air conditioning requirement is 1 dBA more stringent (i.e., lower) than the levels specified by the MECP – i.e., mandatory air conditioning for nighttime sound levels of 60 dBA or greater, and the provision for adding air conditioning for levels between 51 to 59 dBA inclusive.

4.0 NOISE IMPACT ASSESSMENT – TRANSPORTATION SOURCES

4.1 ANALYSIS METHOD

Using the road data in Table 1, the sound levels, in terms of $L_{eq\ Day}$ and $L_{eq\ Night}$, were determined using STAMSON V5.04 – ORNAMENT, the computerized road traffic noise prediction model of the MECP.

The daytime and nighttime sound levels at the building facades were assessed at the following heights, representing the top floor (worst-case) locations:

- Tower 1: 102.5 m
- Tower 2: 93.3 m
- Tower 3: 84.5 m
- 7-storey podiums: 18.5 m

The daytime sound level at the outdoor amenity areas were assessed at a height of 1.5 m above grade or above the terrace floor, at the centre of the space, in accordance with the NPC-300 requirements.

Inherent screening of each building face due to its orientation to the noise source was taken into account. In addition, screening from the existing development in the vicinity was not included in the assessment.

4.2 PREDICTED SOUND LEVELS

The highest unmitigated daytime/nighttime sound levels of 73 dBA/66 dBA are predicted to occur at the west facade of Tower 1 and Block A, the closest to Erin Mills Parkway.

The highest unmitigated daytime OLA sound level is predicted to be 59 dBA at the 8th floor outdoor amenity area at Block B.

Table 2 summarizes the unmitigated daytime and nighttime sound level predictions. A sample STAMSON calculation is included as Appendix D.

TABLE 2 PREDICTED UNMITIGATED SOUND LEVELS OUTDOORS

Location ⁽¹⁾	Source	Distance (m) ⁽²⁾	Leq Day (dBA)	Leq Night (dBA)
Tower 1 Southwest Corner (West Facade)	Erin Mills Parkway (Northbound)	22	71	64
	Erin Mills Parkway (Southbound)	43	68	61
	Erin Centre Boulevard	39	56	49
	Eglinton Ave W (Westbound)	483	49	43
	Eglinton Ave W (Eastbound)	502	49	42
	TOTAL	–	73	66
Tower 1 Southwest Corner (South Facade)	Erin Mills Parkway (Northbound)	22	68	61
	Erin Mills Parkway (Southbound)	43	65	58
	Erin Centre Boulevard	39	59	52
	Eglinton Ave W (Westbound)	483	52	46
	Eglinton Ave W (Eastbound)	502	52	46
	TOTAL	–	70	64
Block A 7-Storey Podium (West Facade)	Erin Mills Parkway (Northbound)	21	71	64
	Erin Mills Parkway (Southbound)	42	68	61
	Erin Centre Boulevard	37	56	50
	Eglinton Ave W (Westbound)	482	46	40
	Eglinton Ave W (Eastbound)	501	46	40
	TOTAL	–	73	66
Block A 7-Storey Podium (Southwest Facade)	Erin Mills Parkway (Northbound)	25	70	62
	Erin Mills Parkway (Southbound)	46	66	60
	Erin Centre Boulevard	28	59	52
	Eglinton Ave W (Westbound)	472	48	42
	Eglinton Ave W (Eastbound)	491	48	42
	TOTAL	–	71	65
Tower 2 Southwest Corner (West Facade)	Erin Mills Parkway (Northbound)	73	64	58
	Erin Mills Parkway (Southbound)	94	63	57
	Erin Centre Boulevard	25	58	51
	Eglinton Ave W (Westbound)	461	49	43
	Eglinton Ave W (Eastbound)	479	49	43
	TOTAL	–	68	61
Tower 2 Southwest Corner (South Facade)	Erin Mills Parkway (Northbound)	73	63	56
	Erin Mills Parkway (Southbound)	94	61	55
	Erin Centre Boulevard	25	61	54
	Eglinton Ave W (Westbound)	461	53	46
	Eglinton Ave W (Eastbound)	479	52	46
	TOTAL	–	67	60

.../cont'd

TABLE 2 PREDICTED UNMITIGATED SOUND LEVELS OUTDOORS (continued)

Location ⁽¹⁾	Source	Distance (m) ⁽²⁾	Leq Day (dBA)	Leq Night (dBA)
Tower 3 Southwest Corner (West Facade)	Erin Mills Parkway (Northbound)	123	61	55
	Erin Mills Parkway (Southbound)	144	61	54
	Erin Centre Boulevard	43	53	47
	Eglinton Ave W (Westbound)	475	48	41
	Eglinton Ave W (Eastbound)	492	47	41
	TOTAL	–	65	58
Tower 3 Southwest Corner (South Facade)	Erin Mills Parkway (Northbound)	123	58	52
	Erin Mills Parkway (Southbound)	144	58	51
	Erin Centre Boulevard	43	58	51
	Eglinton Ave W (Westbound)	475	52	45
	Eglinton Ave W (Eastbound)	492	52	45
	TOTAL	–	63	57
Grade Level Amenity Area east of Block B (OLA)	Erin Centre Boulevard	28	56	–
Block A 5 th Floor Outdoor Amenity Area (OLA)	Erin Mills Parkway (Northbound)	57	51	–
	Erin Mills Parkway (Southbound)	77	55	–
	TOTAL	–	56	–
Block A 8 th Floor Outdoor Amenity Area (OLA)	Erin Mills Parkway (Northbound)	48	49	–
	Erin Mills Parkway (Southbound)	69	51	–
	Erin Centre Boulevard	33	44	–
	Eglinton Ave W (Westbound)	473	52	–
	Eglinton Ave W (Eastbound)	491	52	–
	TOTAL	–	57	–
Block B 8 th Floor Outdoor Amenity Area (OLA)	Erin Mills Parkway (Northbound)	133	54	–
	Erin Mills Parkway (Southbound)	153	54	–
	Erin Centre Boulevard	30	45	–
	Eglinton Ave W (Westbound)	464	52	–
	Eglinton Ave W (Eastbound)	481	52	–
	TOTAL	–	59	–

Notes:

(1) See Figure 2.

(2) Distance indicated is from the centreline of the noise source.

4.3 NOISE ABATEMENT REQUIREMENTS

The noise control measures can generally be classified into two categories which are interrelated, but which can be treated separately for the most part:

- a) Architectural elements to achieve the indoor noise guidelines.
- b) Design features to protect the OLA's.

Noise abatement requirements are summarized on Figure 2 and in Table 3 along with the notes to Table 3.

4.3.1 Indoors

4.3.1.1 Architectural Elements

The indoor noise guidelines can be achieved by using appropriate construction for exterior walls, windows and doors. In determining the worst-case architectural requirements for the residential units, wall and window areas were assumed to be 20% and 80% of the associated floor area, respectively, on each facade of a corner room with both facades exposed to the noise source.

Based on the predicted sound levels, the wall and window STC requirements are as follows:

- Exterior wall construction meeting STC 45 at all locations;
- Exterior windows with ratings up to STC 38 for Tower 1 and Block A; and
- Exterior windows with ratings up to STC 33 for Towers 2 and 3 and Block B.

With window wall construction, a typical spandrel panel exterior wall with back-up wall assembly (one layer of gypsum board on an independent row of steel studs) is expected to meet at least STC 45.

The window frames themselves must also be designed to ensure that the overall sound isolation performance for the entire window unit meets the sound isolation requirement. This must be confirmed by the window manufacturer through the submission of acoustical test data.

The final sound isolation requirements should be reviewed when detailed architectural plans are developed. Wall and window constructions should also be reviewed at this point to ensure that they will meet the required sound isolation performance. This is typically required by the City at the time of building permit application.

4.3.1.2 Ventilation Requirements

For Block A, the predicted sound levels are such that all residential units require mandatory air conditioning to allow windows to remain closed for noise control purposes.

For Block B, the predicted sound levels are such that all residential units in Block B require the provision for adding air conditioning at a later date.

In multi-unit buildings such as the proposed development, the provision for adding air conditioning requirement is typically not practical to implement. Thus, the ventilation requirements were upgraded to mandatory air conditioning for Block B.

4.3.2 Outdoors

The unmitigated daytime OLA sound levels at the outdoor amenity areas are predicted to be up to 60 dBA, which is within the maximum permitted under MECP guidelines. This is considered sufficient for a common outdoor amenity area and sound barriers are not being recommended at these locations.

5.0 WARNING CLAUSES

Warning clauses are a tool to inform prospective owners/occupants of potential annoyance due to existing noise sources. Where the guideline sound level limits are exceeded, appropriate warning clauses should be registered on title or included in the development agreement that is registered on title. The warning clauses should also be included in Offers of Purchase and Sale and lease/rental agreements to make future occupants aware of the potential noise situation. Locations requiring warning clauses and the MECP recommended wording are given in Table 3.

TABLE 3 SUMMARY OF MINIMUM NOISE ABATEMENT REQUIREMENTS

Location	Air Conditioning ⁽¹⁾	Exterior Wall ⁽²⁾	Exterior Window ⁽²⁾	Sound Barrier	Warning Clauses ⁽³⁾
Tower 1 and Block A	Mandatory	STC 45	Up to STC 38	None	A + B + C
Towers 2 and 3 and Block B	Mandatory	STC 45	Up to STC 33	None	A + B + C

Notes:

- (1) Where methods must be provided to allow windows to remain closed for noise control purposes, a commonly used technique is that of air conditioning.
- (2) STC - Sound Transmission Class Rating (Reference ASTM-E413).

The requirements are based upon the assumption that wall and window areas are as indicated in Section 4.3.1.1 of this report and should be checked once detailed suite layouts become available.

A sliding glass walkout door should be considered as a window and be included in the percentage of glazing.
- (3) Warning clauses to be registered on title and be included in Offers of Purchase and Sale and Leases on designated units:
 - A. "Purchasers and tenants/lessees are advised that despite the inclusion of noise control features in this development and within the building units, sound levels due to increasing road traffic may on occasion 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, Conservation and Parks".
 - B. "This dwelling 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, Conservation and Parks".
 - C. "Purchasers/tenants are advised that due to the proximity of the existing shopping centre and residential buildings, sound levels from these facilities may at times be audible."
- (5) All exterior doors shall be fully weather-stripped.

6.0 CONCLUSIONS

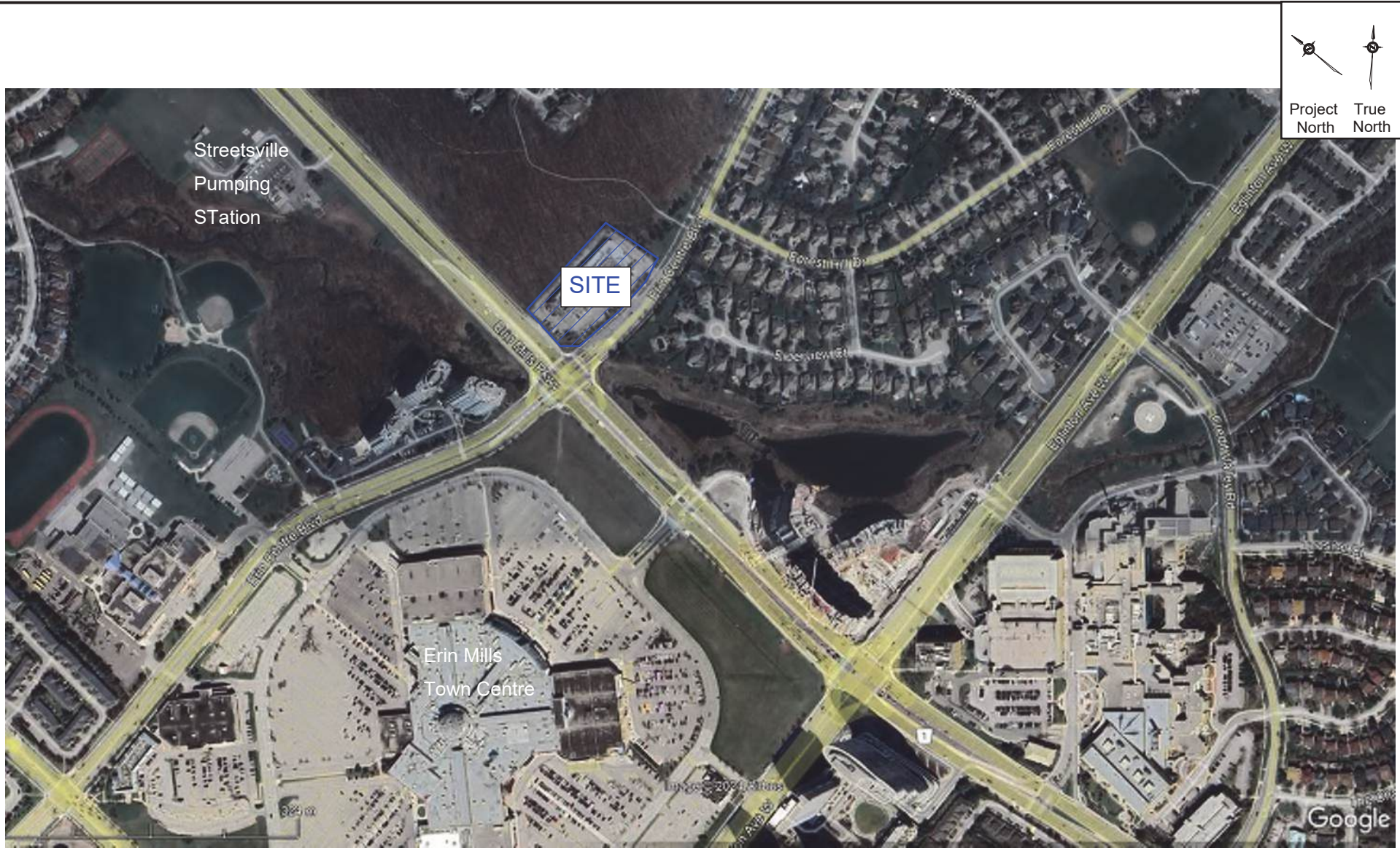
With the incorporation of the recommended noise mitigation measures, the applicable MECP noise guidelines can be met, and a suitable acoustical environment provided for the occupants.

The approvals and administrative procedures are available to ensure that the acoustical requirements are implemented. Warning clauses are recommended to advise the future occupants of the potential noise situation.

7.0 REFERENCES

1. "Environmental Noise Guideline – Stationary, and Transportation Sources, Approval and Planning", Ontario Ministry of the Environment, Publication NPC-300, October 2013.
2. PC STAMSON 5.04, "Computer Program for Road Traffic Noise Assessment", Ontario Ministry of the Environment.
3. Building Practice Note No. 56: "Controlling Sound Transmission into Buildings", by J. D. Quirt, Division of Building Research, National Council of Canada, September 1985.
4. "Environmental Noise Assessment in Land-Use Planning 1987", Ontario Ministry of the Environment, February 1987, ISBN 0-7729-2804-5.
5. "General Guidelines for the Preparation of Acoustical Reports in the Region of Peel", Region of Peel. November 2012.

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	Title Key Plan		Date July 10, 2024	Figure 1
	Project Name 2555 Erin Centre Boulevard - Mississauga		Project No. 124-0147	



	Title Site Plan Project Name 2555 Erin Centre Boulevard - Mississauga	Date Nov. 28, 2024 Project No. 124-0147	Figure 2
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APPENDIX A

ARCHITECTURAL DRAWINGS

2555 ERIN CENTRE BLVD

ISSUE : OFFICIAL PLAN AMENDMENT & REZONING
DATE : 2024-10-18

DRAWING LIST

A000	COVER PAGE
A100	CONTEXT & SITE STATISTICS
A101	SURVEY
A102	SITE PLAN
A150	LEVEL P1
A151	LEVEL P2
A152	LEVEL P3 - P4
A200	GROUND FLOOR PLAN
A201	LEVEL 2
A202	LEVEL 3
A203	LEVEL 4
A204	LEVEL 5
A205	LEVEL 6 - 7
A206	LEVEL 8
A207	TYPICAL TOWER LEVEL
A208	LEVEL 28 MPH
A209	LEVEL 31 MPH
A210	MPH
A300	BUILDING SECTION 01
A301	BUILDING SECTION 02
A400	NORTH ELEVATION
A401	SOUTH ELEVATION
A402	WEST ELEVATION
A403	EAST ELEVATION
A404	INTERIOR ELEVATIONS
A405	INTERIOR ELEVATIONS
A600	3D VISUALIZATIONS

PROJECT CONSULTANTS

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CIVIL:
SCS CONSULTING GROUP LTD.
30 Centurian Drive, Suite 100, Markham, ON L3R 8B8

PLANNER:
GLEN SCHNARR & ASSOCIATES INC.
10 Kingsbridge Garden Circle, Suite 700, Mississauga, ON L5R 3K6

LANDSCAPE:
STRYBOS BARRON KING LTD.
5770 Hurontario Street, Suite 320, Mississauga, ON L5R 3G5

WASTE MANAGEMENT:
GHD
70 York Street, Suite 801, Toronto, ON M5J 1S9

TRANSPORTATION:
LEA CONSULTING LTD.
40 University Avenue, Suite 503, Toronto, ON M5J 1T1



CLIENT STARMONT ESTATES INC. 1681 Langstaff Rd, Vaughan, ON L4K 5T3	
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PROJECT 2555 ERIN CENTRE BLVD	
PROJECT NO:	
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SHEET NUMBER A000	ISSUE

2555 ERIN CENTRE

Preliminary Project Statistics

SITE	Area (sqm)
Site area (A)	10153.00
Building Area (B)	5517.10
Vehicular Paved Area + walk ways(C)	2588.80
Landscape Open space [A - (B+C)]	2047.10

SUMMARY	TOTAL	
	m ²	ft ²
Site Area	10,153	109,246
Total GCA	78,398	843,562
Total GFA	69,297	745,630
Landscape Area	2,047	22,027

GFA & GCA		
Tower 1 (34+MPH) & Block A Podium	m ²	ft ²
GCA	36,459	392,203
GFA	31,413	337,899
Tower 2 (31+MPH)	m ²	ft ²
GCA	18,310	197,517
GFA	16,766	180,650
Block 3 (28+MPH) & Block B Podium	m ²	ft ²
GCA	23,629	254,252
GFA	21,118	227,225
Site Total (Block A & Block B)	m ²	ft ²
GCA	78,396	843,962
GFA	69,297	745,633

PARKING GCA	sq'	sq'
Ground	1,462.3	15,734
2nd Floor	1,805.5	19,438
3rd Floor	2,311.4	24,871
4th Floor	2,319.4	24,967
P1	9,116.7	98,006
P2	9,116.7	98,006
P3	9,116.7	98,006
P4	9,116.7	98,006
Total	44,396	477,352

RETAIL		
	Proposed	
	m ²	ft ²
Ground Floor	1,080	11,629

FSI	sq'	sq'
Site Area	10,153.0	109,286
Net Site Area (Excluding ROWS)	10,153.0	109,286
Landscaped Area	2,947.1	22,035
Lot Coverage %		
FSI	6.83	

[illegible]

AMENITY	Indoor Amenity		Outdoor Amenity	
	Required (2m ² /Unit)	Proposed	Required (2m ² /Unit)	Proposed
Level 8		421		871.7
Level 5		1005.1		521.7
Block A (Tower 1 & 2) Total	1,408.0	1,447.2	1,408.0	1,793.4
Level 8		1843		474.4
Ground Floor		428.7		367.1
Block B (Tower 3) Total	636.0	6135	636.0	841.5
Combined Total	2,044.0	2,060.2	2,044.0	2,634.9

VEHICULAR PARKING			
Parking	Req.	Provided	Ratio
Residential (0.45/unit)	869		0.85
P1		256	
P2		258	
P2		254	
P3		20	
g/f		12	
L1		36	
L2		62	
L4		62	
Residential Total	869	942	
EVSE Required 20% of Total Residential	174	174	20%
Visitor (0.2/unit)	204		0.2
Actual Req. (Included within Visitor Req.)	08		
P1		100	
Ground Floor		5	
Resident/Visitor Total	204	204	
Visitor Accessible Parking (2 plus 2% of total required parking spaces)	7	7	2 + 2% of Total
EVSE Required 15% of total visitor	31	31	10%
VEHICULAR PARKING TOTAL	1073	1146	

BIKE CYCLING PARKING			
BIKE	Req.	Provided	Ratio
Residential Long Term (0.6/suit)	613	614	0.6
p1		362	
p2		252	
Residential Short Term (0.05/suit)	91		0.05
Ground Floor		52	
Retail Long Term (Retail Area/100)	2		0.15/100sqm
Ground Floor		2	
Retail Short Term (Retail Area/100)			0.2/100sqm
Ground Floor		2	
TOTAL	668	1234	

RESIDENTIAL LOCKERS		
	Req.	Provided
L7		41
L6		41
L4		44
L3		44
Ground Floor		76
P1		21
P2		47
P3		138
P4		136
Total		560

LOADING SPACES		
	Req.	Provided
Residential		3
Retail	Shared	Shared

WASTE MANAGEMENT			
TYPE	BUILDING A	BUILDING B	BUILDING C
Residential - GARBAGE (3CY)	7	7	8
Residential - RECYCLING (3CY)	9	8	8
Commercial - GARBAGE (3CY)	2	1	
Commercial - RECYCLING (3CY)	2	1	
TOTAL	20	17	14

BUILDING HEIGHT	Proposed
Number of Storeys - Tower 1 (Block A)	34+MPH
Number of Storeys - Tower 2 (Block A)	31+MPH
Number of Storeys - Tower 3 (Block B)	28+MPH

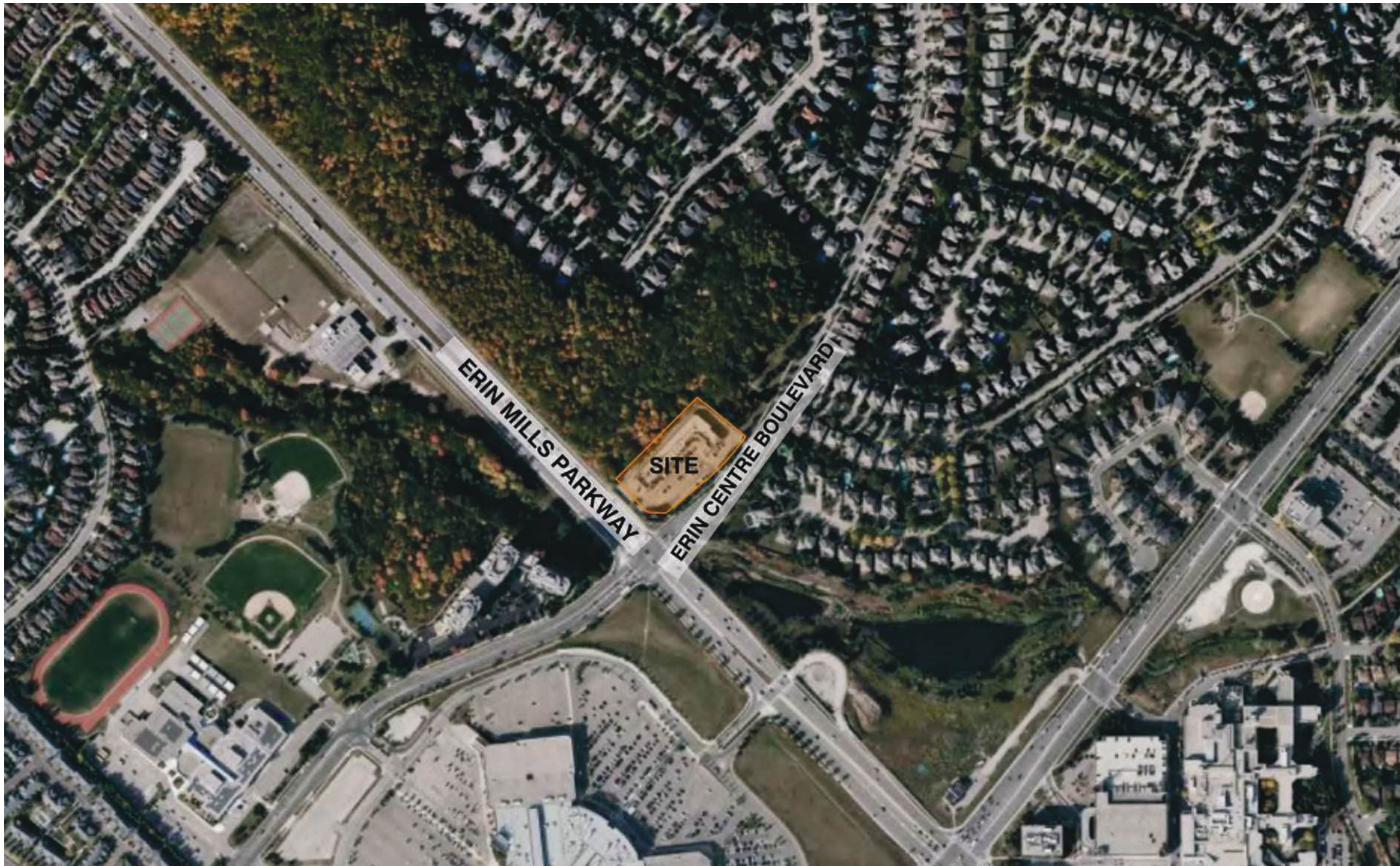
*Note: A is calculated based on this City of Atlanta Definition of open space.

Ground floor area (GFA) means the total area of each floor whether located above, at or below grade measured from the exterior building walls and including floor area occupied by a planter wall or area created by low windows, but excluding:

- (a) floor area used for parking and restricted, service and electrical equipment areas serving the building; (Ry-2008-2000)
- (b) common hallways, corridors, elevators, elevator shafts and other voids, steps and landings; (Ry-2008-2000)
- (c) stairs; (Ry-2008-2000)
- (d) stairs and landings; (Ry-2008-2000)
- (e) common zoning; (Ry-2008-2000)

Open Space means the area of a lot that is not covered by a building or other structure, and is not used for parking or loading facilities;

- (a) common laundry, storage and waste storage facilities that serve the building or tenants;
- (b) common storage areas that are accessory to the principal use of the building; (Ry-2008-2000)
- (c) common amenity area and play area accessory to a principal use on the lot, and; (Ry-2008-2000)
- (d) living quarters for a caretaker of the building, (surface de plancher hors oeuvre) but;



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PROJECT

2555 ERIN CENTRE BLVD

PROJECT NO

SHEET TITLE

CONTEXT & SITE STATISTICS

SHEET NUMBER

A100

ISSUE

SCALE CHECK



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PROJECT		2555 ERIN CENTRE BLVD	
PROJECT NO:			
SHEET TITLE		SITE PLAN	
SHEET NUMBER		A102	
ISSUE			

- TYPE G LOADING SPACE WILL BE 13 METRES IN LENGTH, 4 METRES IN WIDTH AND HAS AN UNOCUMBERED VERTICAL CLEARANCE OF 6.1 METRES.
- TYPE G LOADING SPACE WILL BE LEVEL (+/-2%), AND WILL BE CONSTRUCTED OF A MINIMUM OF 200 MM REINFORCED CONCRETE.
- STAGING PAD ABUTTING THE FRONT OF THE TYPE G LOADING SPACE HAS AN UNOCUMBERED VERTICAL CLEARANCE OF 6.1 METRES, IS LEVEL (+/-2%), AND IS CONSTRUCTED OF A MINIMUM OF 200 MM REINFORCED CONCRETE.
- A TRAINED ON-SITE STAFF MEMBER WILL BE AVAILABLE TO MANOEUVRE BINS FOR THE COLLECTION DRIVER AND ALSO ACT AS A FLAGMAN WHEN THE TRUCK IS REVERSING. IN THE EVENT THE ON-SITE STAFF IS UNAVAILABLE AT THE TIME THE CITY COLLECTION VEHICLE ARRIVES AT THE SITE, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DAY.
- ALL ACCESS DRIVEWAYS TO BE USED BY THE COLLECTION VEHICLE WILL HAVE MAXIMUM GRADIENT OF 8%, HAVE A MINIMUM VERTICAL CLEARANCE OF 4.4 METRES THROUGHOUT, A MINIMUM WIDTH OF 4.5 METRES THROUGHOUT AND BE 6 METRES WIDE AT POINT OF INGRESS AND EGRESS.
- ALL OVERHEAD DOORS WILL HAVE A MINIMUM VERTICAL CLEARANCE OF 4.4 METRES, AND A MINIMUM WIDTH OF 4 METRES.
- WARNING SYSTEM TO BE INSTALLED TO ALERT DRIVERS WHEN EXITING THE UNDERGROUND PARKING GARAGE WHEN LARGE TRUCKS ARE MANOEUVRING WITHIN THE SURFACE DRIVEWAY.

SCALE - 1:250



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PROJECT NO:

SHEET TITLE

GROUND FLOOR PLAN

SHEET NUMBER

A200

ISSUE

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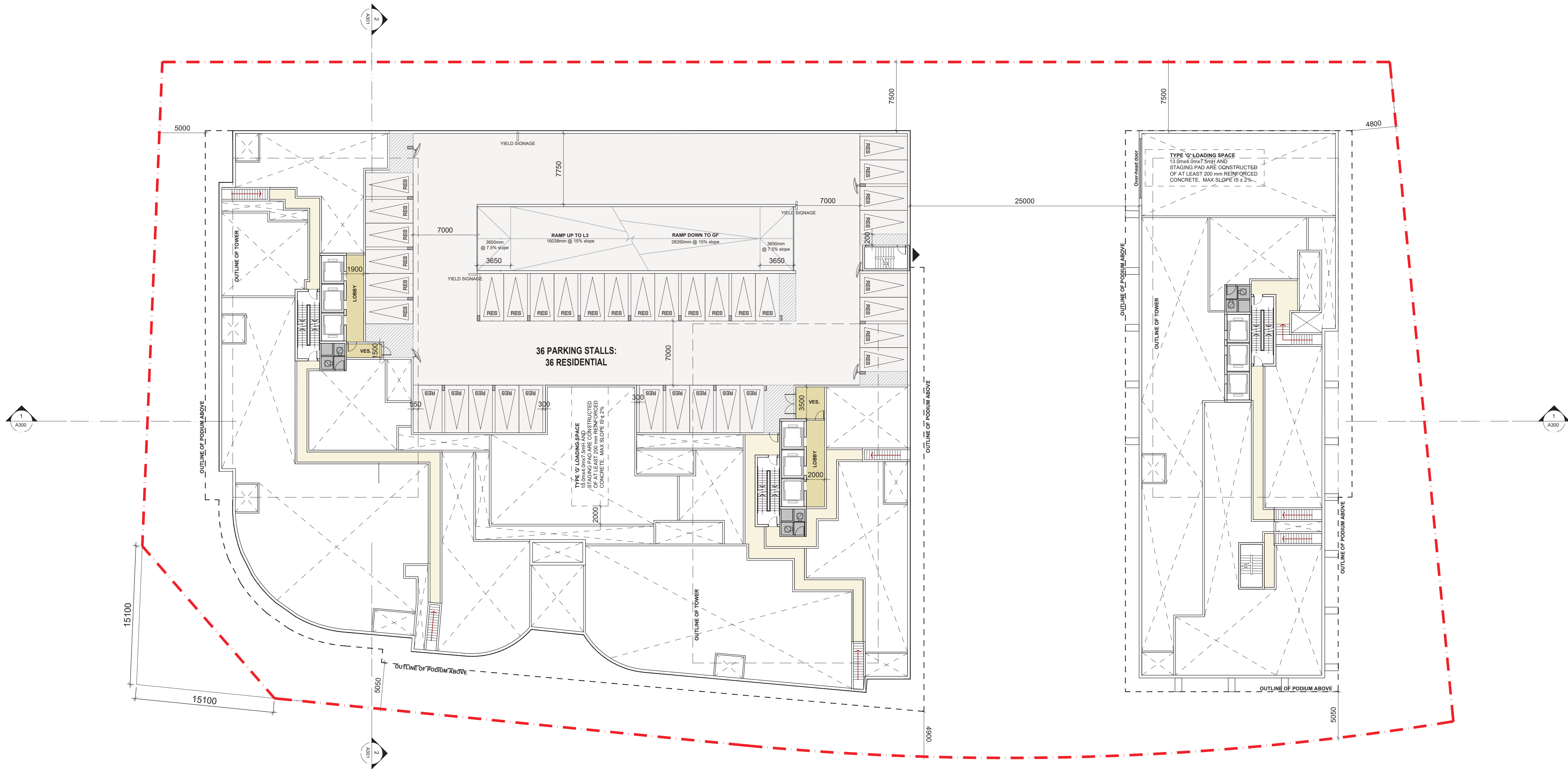
ISSUES		
01	ISSUED FOR REZONING	OCT. 18th, 2024

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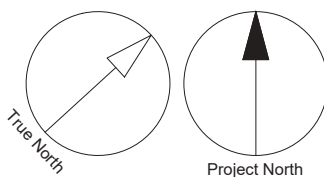


PROJECT NO:

SHEET NUMBER	ISSUE
A201	



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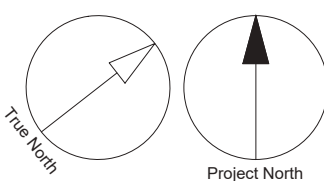
PROJECT NO:

SHEET NUMBER
A202

ISSUE



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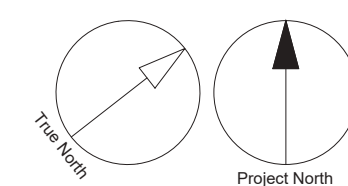
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SHEET NUMBER
A203

ISSUE

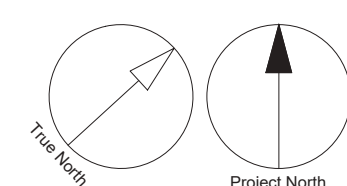


SCALE - 1:250





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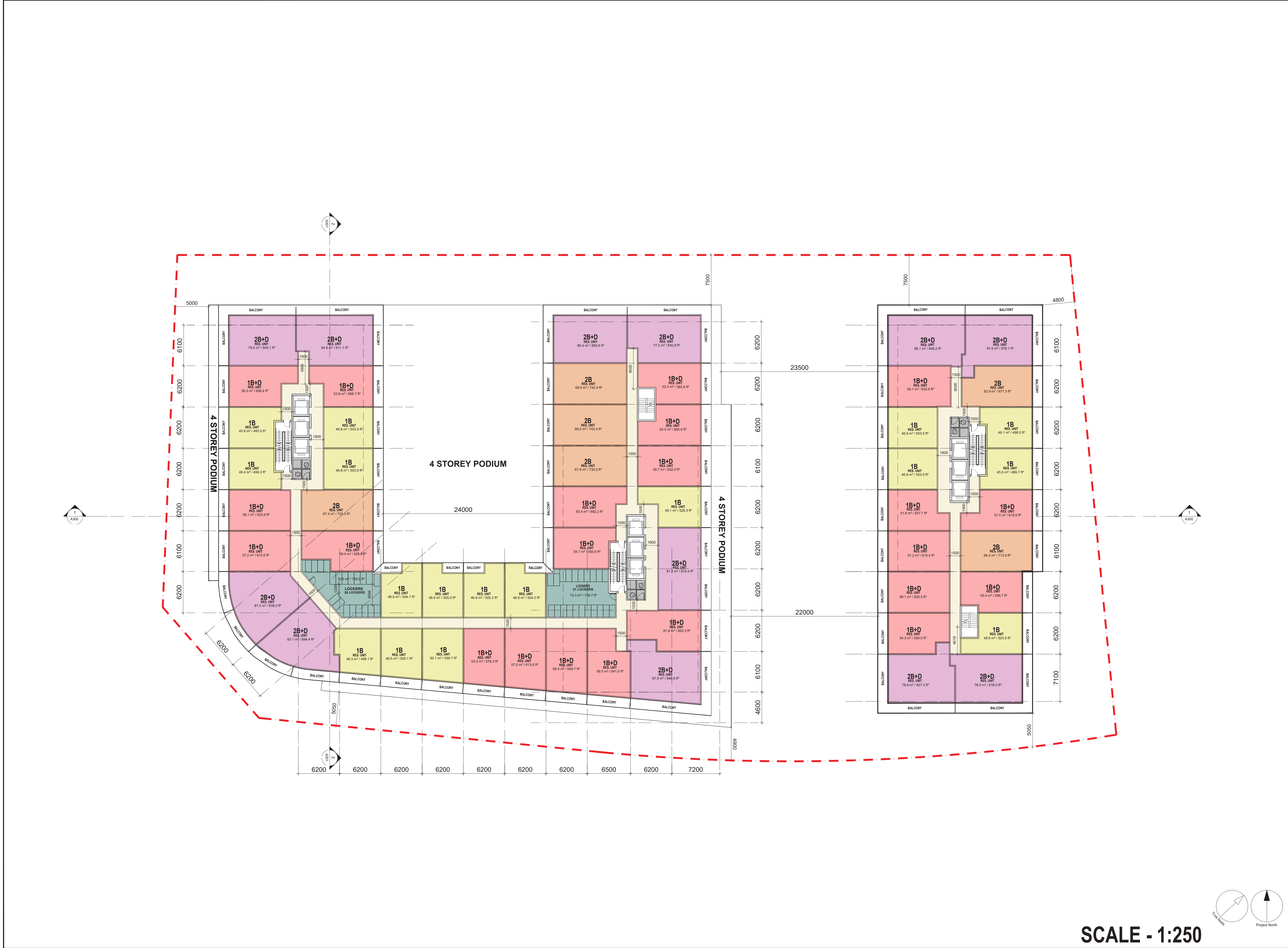
PROJECT
2555 ERIN CENTRE BLVD

PROJECT NO:

SHEET TITLE
LEVEL 5

SHEET NUMBER A204	ISSUE
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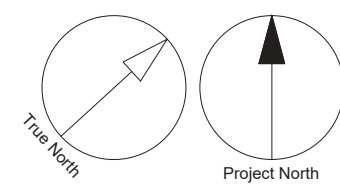


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PROJECT 2555 ERIN CENTRE BLVD		
PROJECT NO:		
SHEET TITLE LEVEL 6-7		
SHEET NUMBER A205		ISSUE

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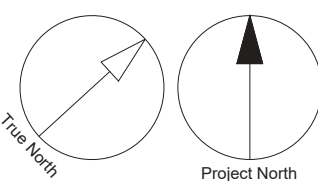
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SCALE - 1:250

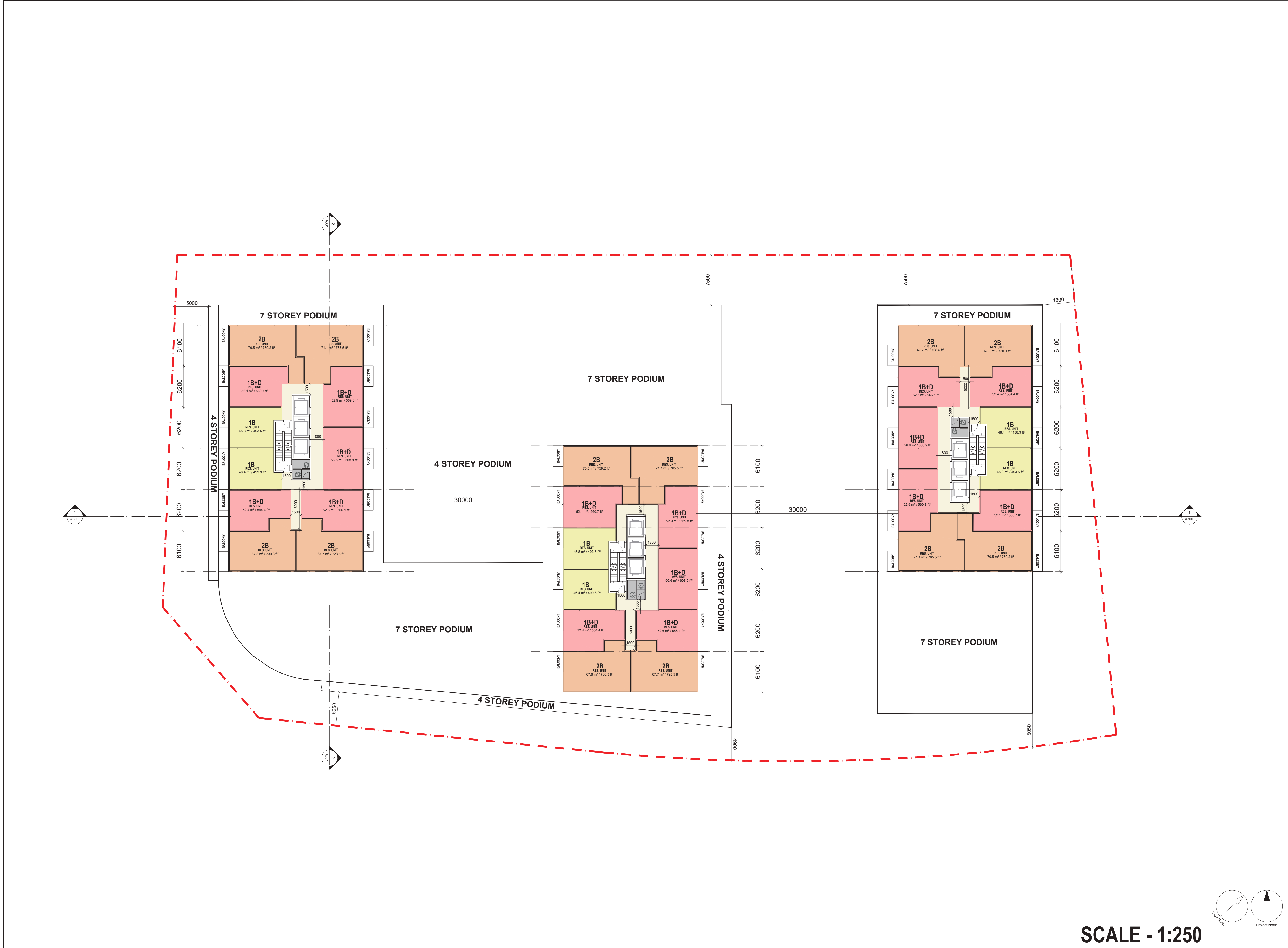




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PROJECT NO:		
SHEET TITLE LEVEL 8		
SHEET NUMBER A206	ISSUE	



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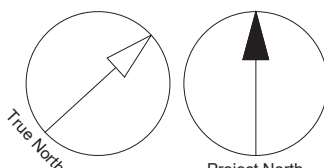
PROJECT
2555 ERIN CENTRE BLVD

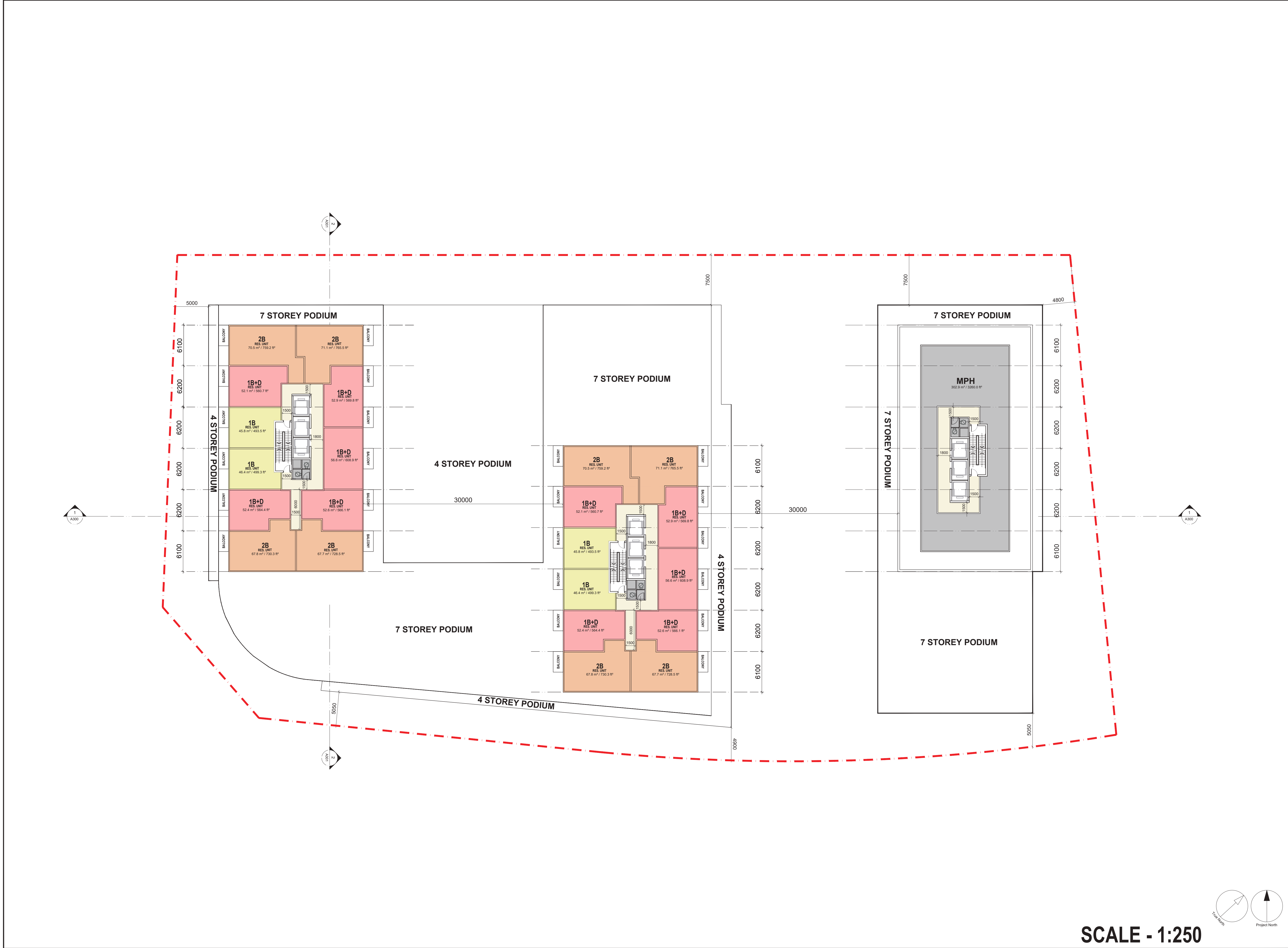
PROJECT NO:

SHEET TITLE
TYPICAL TOWER LEVEL

SHEET NUMBER	ISSUE
A207	

SCALE - 1:250





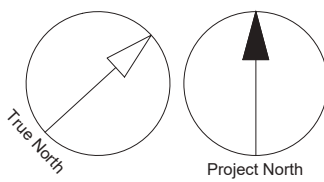
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SEAL			
PROJECT		2555 ERIN CENTRE BLVD	
PROJECT NO:			
SHEET TITLE		LEVEL 28 MPH	
SHEET NUMBER		A208	ISSUE

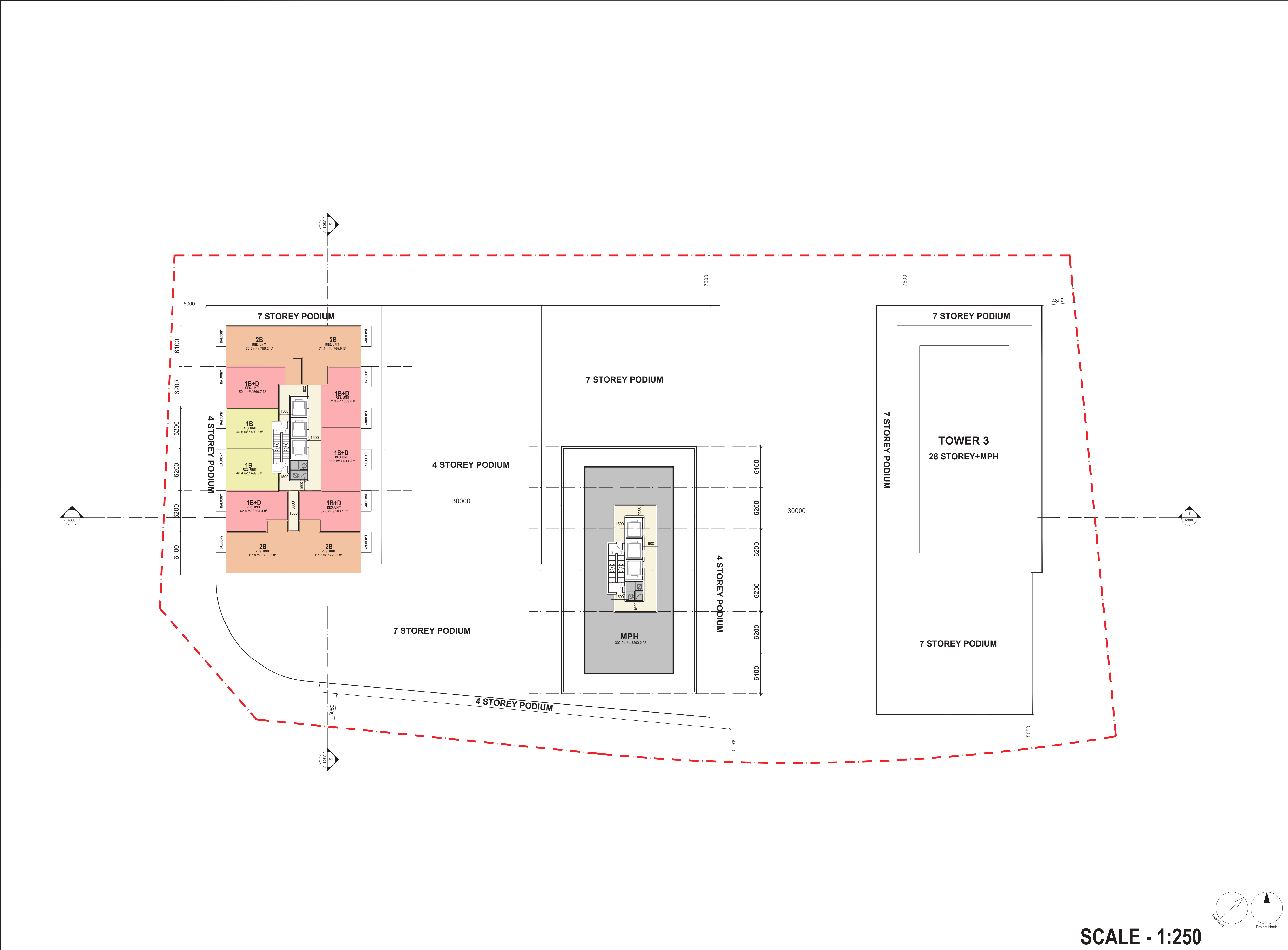
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PROJECT		2555 ERIN CENTRE BLVD	
PROJECT NO:			
SHEET TITLE		LEVEL 28 MPH	
SHEET NUMBER		A208	ISSUE

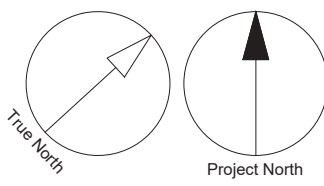
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PROJECT		2555 ERIN CENTRE BLVD	
PROJECT NO:			
SHEET TITLE		LEVEL 31 MPH	
SHEET NUMBER		A209	ISSUE

SCALE - 1:250



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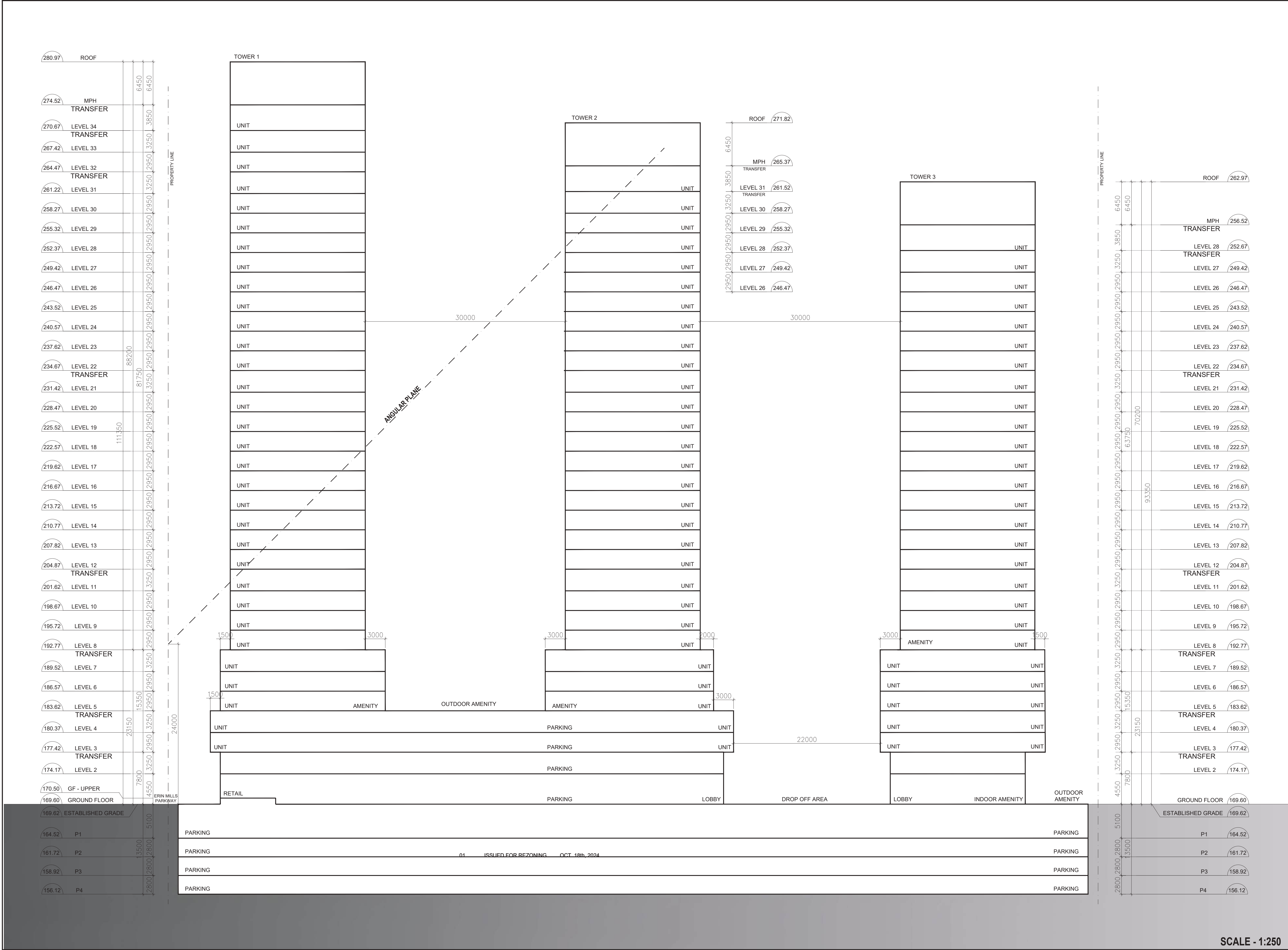
PROJECT
2555 ERIN CENTRE BLVD

PROJECT NO:

SHEET TITLE	MPH
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SHEET NUMBER	ISSUE
A210	

SCALE CHECK



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PROJECT

2555 ERIN CENTRE BLVD

PROJECT NO:

SHEET TITLE

BUILDING SECTION 01

SHEET NUMBER

A300

ISSUE

SCALE - 1:250



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PROJECT
2555 ERIN CENTRE BLVD

PROJECT NO:

SHEET TITLE
BUILDING SECTION 02

SHEET NUMBER	ISSUE
A301	



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PROJECT

2555 ERIN CENTRE BLVD

PROJECT NO:

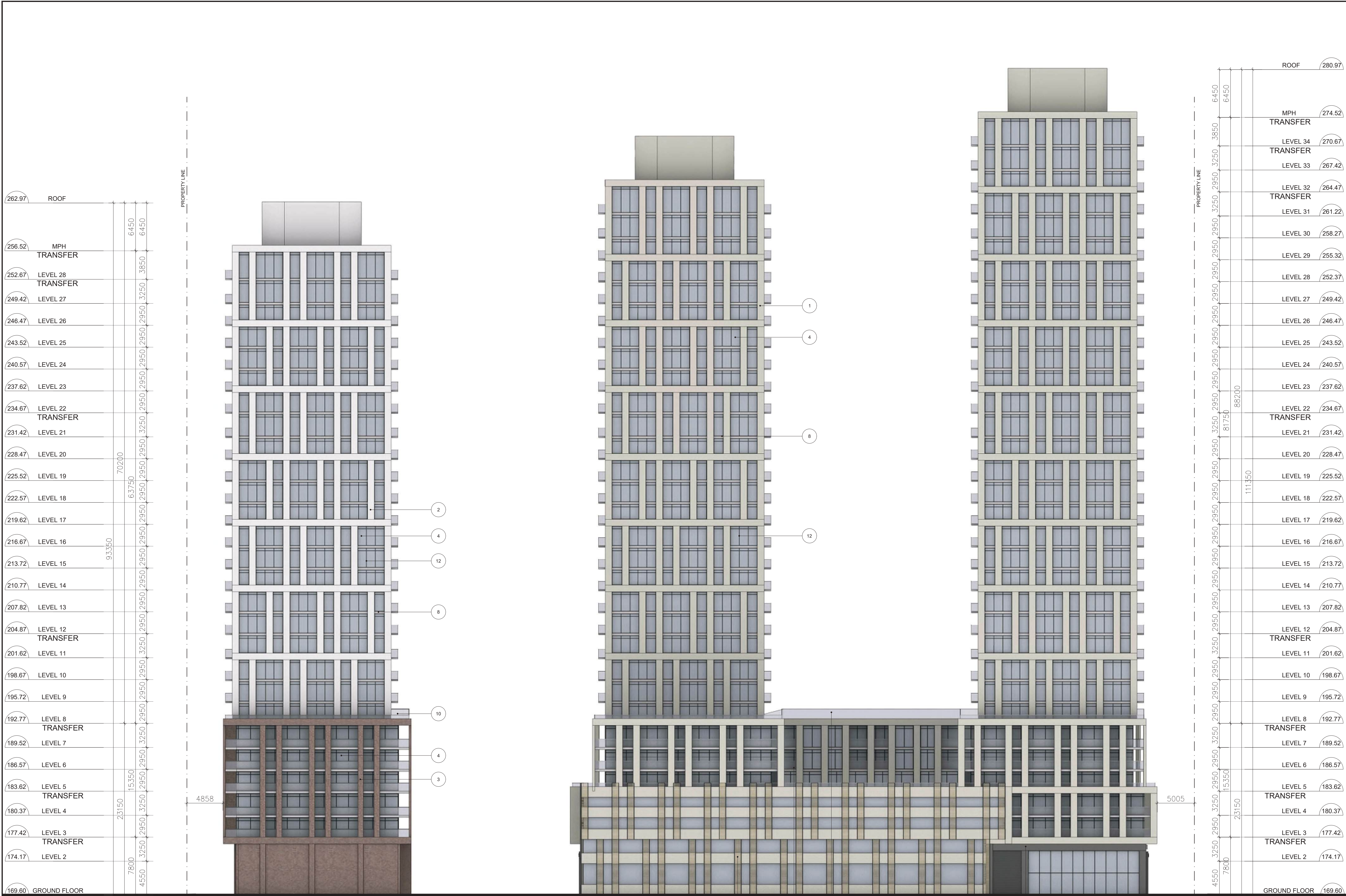
SHEET TITLE

SOUTH ELEVATION

SHEET NUMBER

A400

ISSUE



169.62	ESTABLISHED GRADE
MATERIAL LEGEND	
1.	PRECAST LIMESTONE COLOUR
2.	PRECAST WHITE COLOUR
3.	MASONRY - RED
4.	VISION GLASS
5.	RETAIL GLASS
6.	CHAMPAGNE COLOURED METAL PANEL
7.	CHARCOAL COLOURED METAL PANEL
8.	LIGHT GREY COLOURED METAL PANEL
9.	DECORATIVE METAL MESH PANEL
10.	GLASS RAILING
11.	ALUMINUM LOUVERS
12.	ALUMINUM MULLION
13.	CHARCOAL MANUFACTURED STONE PANEL

ROOF	280.97
MPH TRANSFER	274.52
LEVEL 34 TRANSFER	270.67
LEVEL 33	267.42
LEVEL 32 TRANSFER	264.47
LEVEL 31	261.22
LEVEL 30	258.27
LEVEL 29	255.32
LEVEL 28	252.37
LEVEL 27	249.42
LEVEL 26	246.47
LEVEL 25	243.52
LEVEL 24	240.57
LEVEL 23	237.62
LEVEL 22 TRANSFER	234.67
LEVEL 21	231.42
LEVEL 20	228.47
LEVEL 19	225.52
LEVEL 18	222.57
LEVEL 17	219.62
LEVEL 16	216.67
LEVEL 15	213.72
LEVEL 14	210.77
LEVEL 13	207.82
LEVEL 12 TRANSFER	204.87
LEVEL 11	201.62
LEVEL 10	198.67
LEVEL 9	195.72
LEVEL 8 TRANSFER	192.77
LEVEL 7	189.52
LEVEL 6	186.57
LEVEL 5 TRANSFER	183.62
LEVEL 4	180.37
LEVEL 3 TRANSFER	177.42
LEVEL 2	174.17
GROUND FLOOR	169.60
ESTABLISHED GRADE	169.62

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PROJECT

2555 ERIN CENTRE BLVD

PROJECT NO:

SHEET TITLE

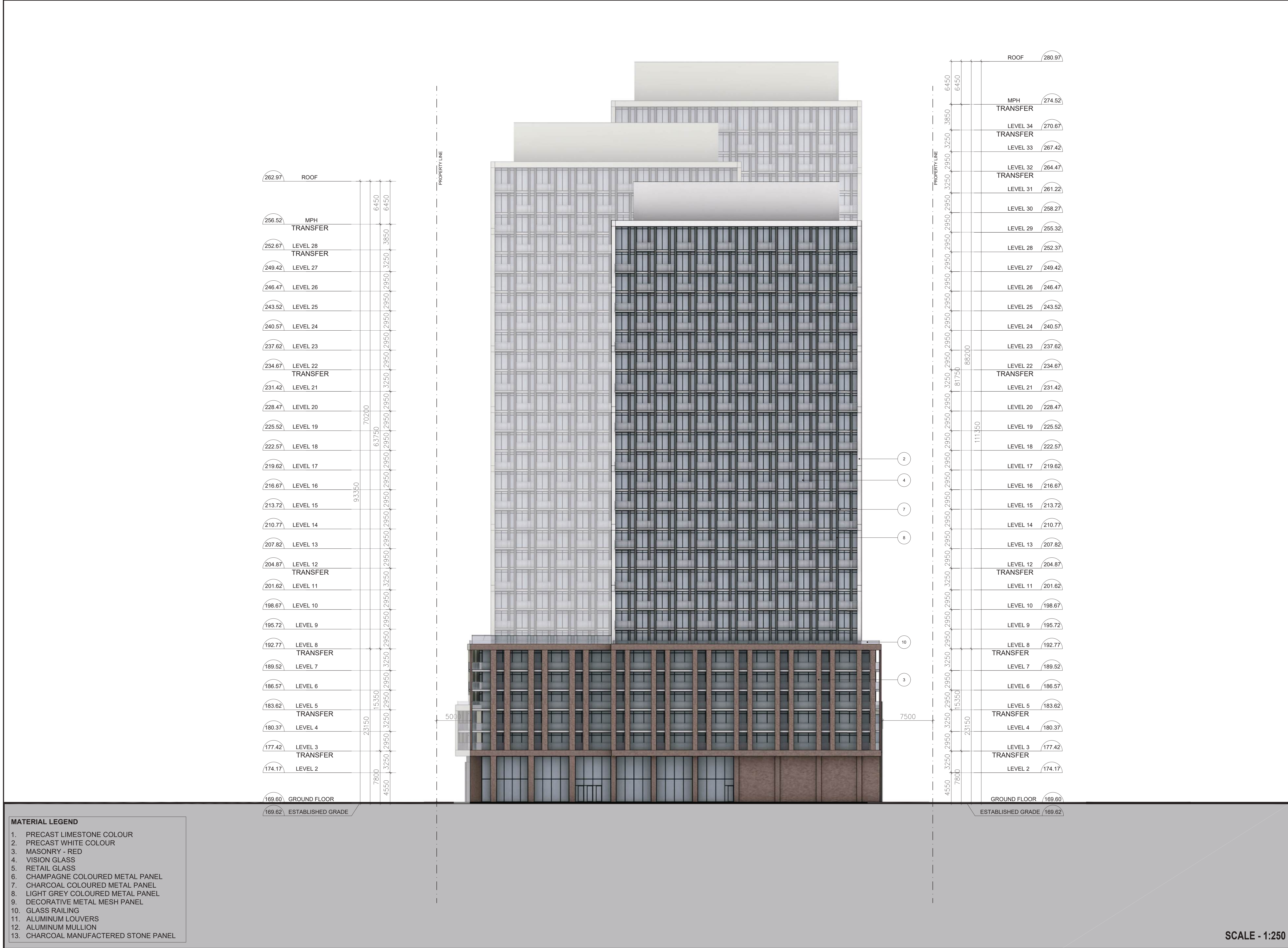
NORTH ELEVATION

SHEET NUMBER

A401

ISSUE

SCALE - 1:250



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PROJECT

2555 ERIN CENTRE BLVD

PROJECT NO:

SHEET TITLE

EAST ELEVATION

SHEET NUMBER

A402

ISSUE

SCALE - 1:250

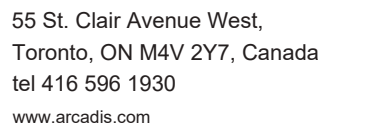
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ISSUES		
01	ISSUED FOR REZONING	OCT. 18th 2024

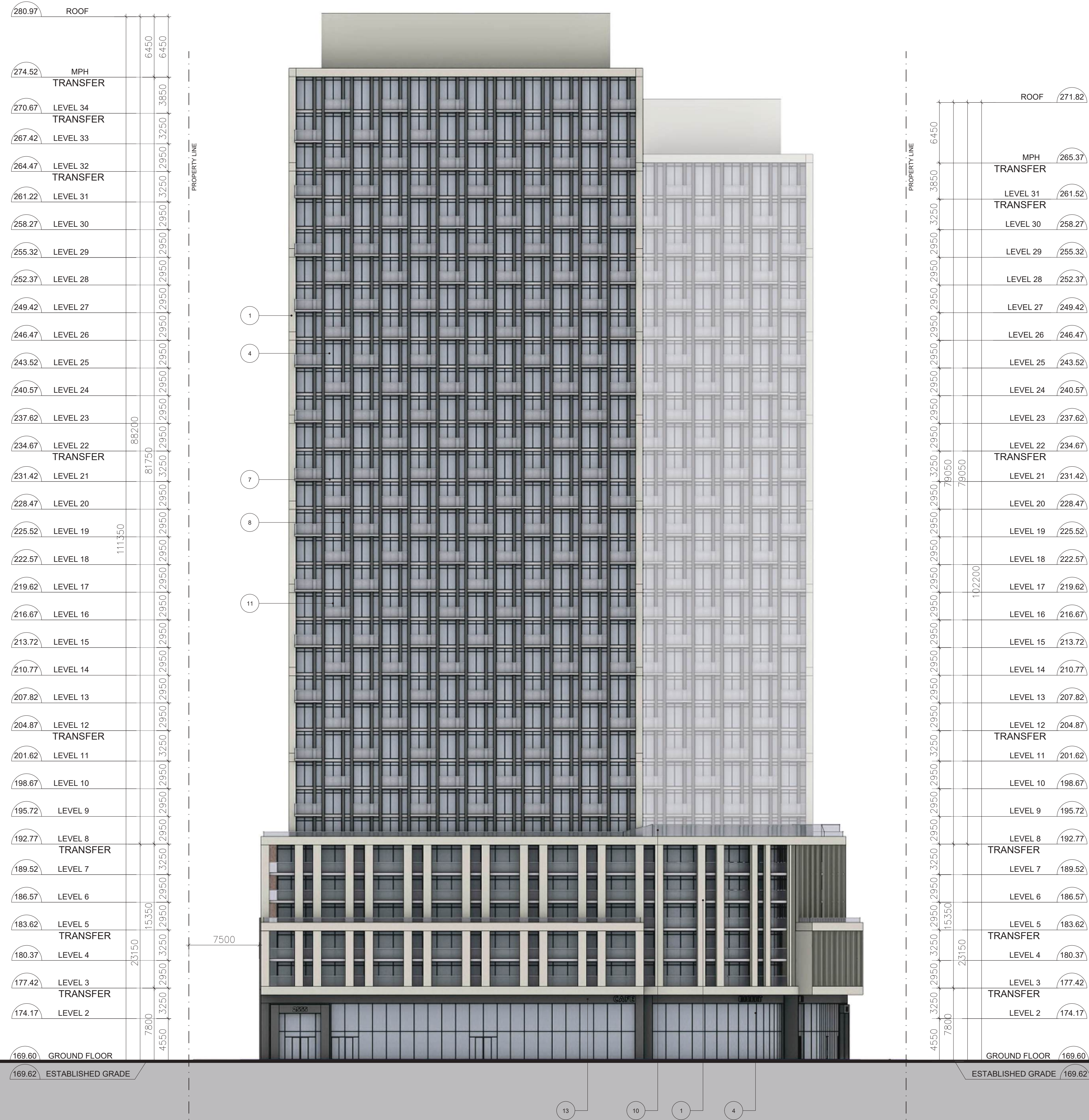
SEAL



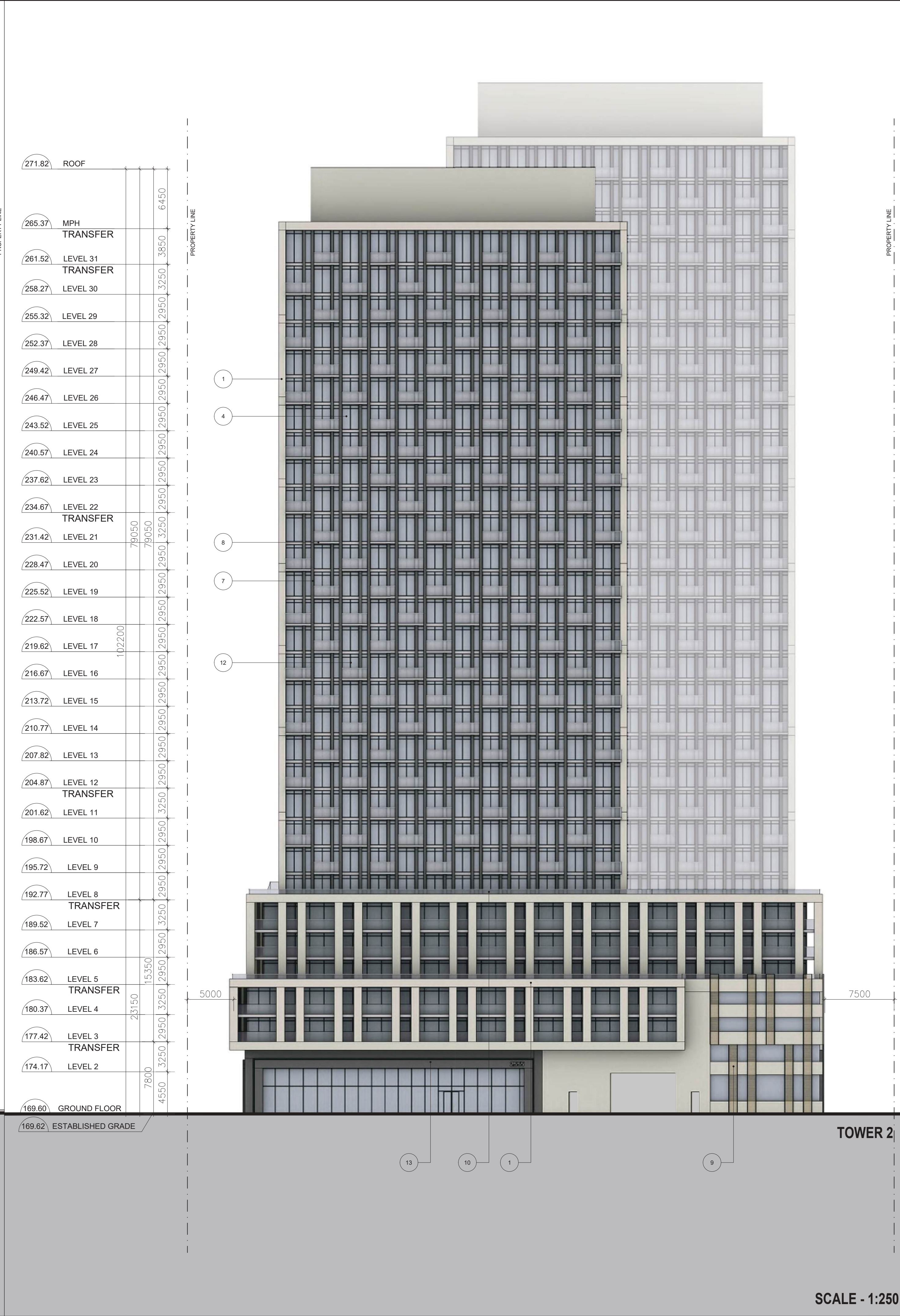
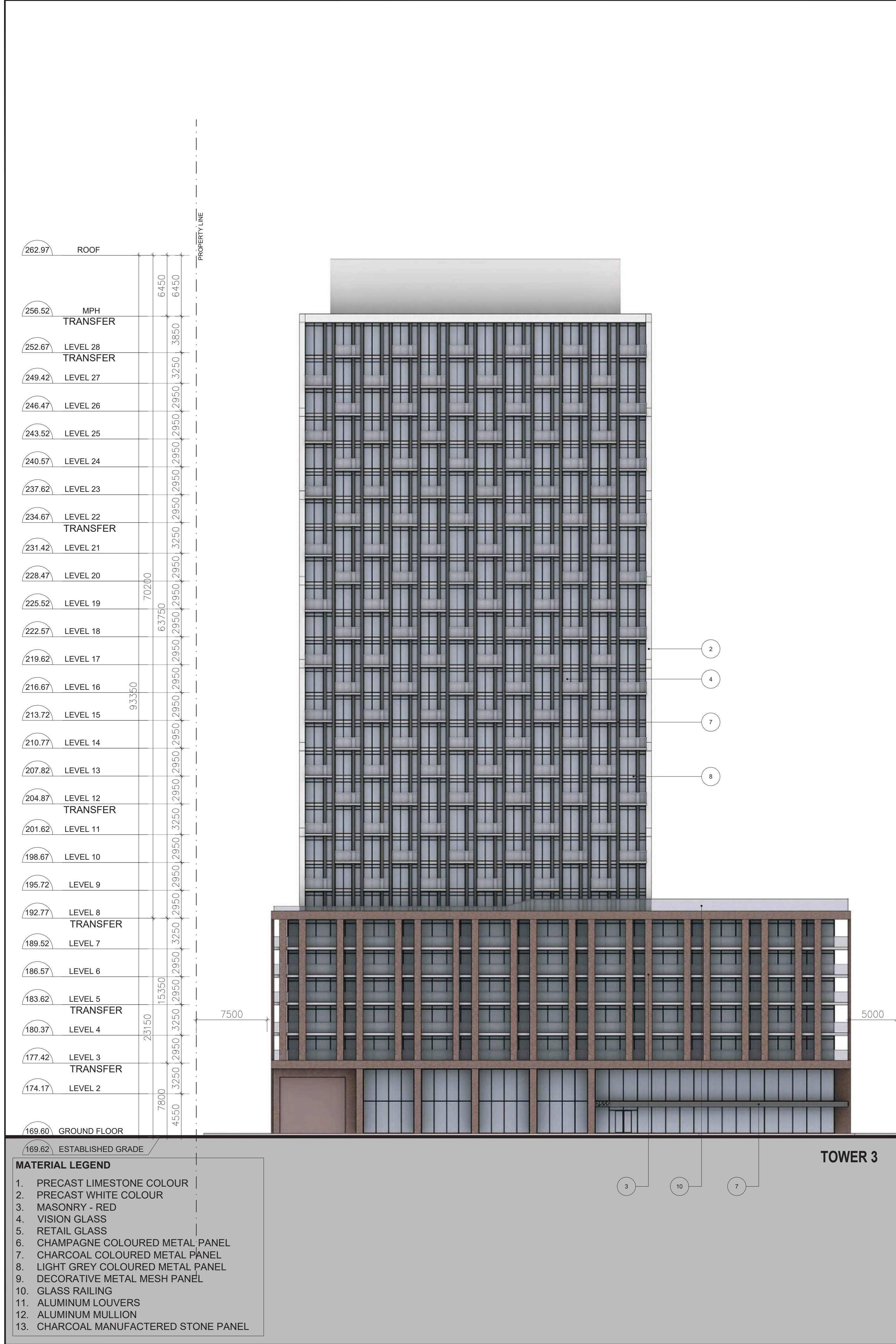
PROJECT NO:

SHEET NUMBER	ISSUE
A403	

SCALE - 1:250



- | MATERIAL LEGEND | |
|-----------------|-----------------------------------|
| 1. | PRECAST LIMESTONE COLOUR |
| 2. | PRECAST WHITE COLOUR |
| 3. | MASONRY - RED |
| 4. | VISION GLASS |
| 5. | RETAIL GLASS |
| 6. | CHAMPAGNE COLOURED METAL PANEL |
| 7. | CHARCOAL COLOURED METAL PANEL |
| 8. | LIGHT GREY COLOURED METAL PANEL |
| 9. | DECORATIVE METAL MESH PANEL |
| 10. | GLASS RAILING |
| 11. | ALUMINUM LOUVERS |
| 12. | ALUMINUM MULLION |
| 13. | CHARCOAL MANUFACTURED STONE PANEL |



CLIENT
STARMONT ESTATES INC.
1681 Langstaff Rd, Vaughan, ON L4K 5T3

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ISSUES
01 ISSUED FOR REZONING OCT. 18th 2024

SEAL

ARCADIS
55 St. Clair Avenue West,
Toronto, ON M4V 2Y7, Canada
tel 416 596 1930
www.arcadis.com

PROJECT
2555 ERIN CENTRE BLVD

PROJECT NO:

SHEET TITLE
INTERIOR ELEVATIONS

SHEET NUMBER
A404

ISSUE

SCALE - 1:250

APPENDIX B

ROAD TRAFFIC DATA



Date: 14-Jun-24

REQUESTED BY:

Name: Brett Lipson
Company: Valcoustics Canada Ltd
Fax#: 905-764-5223 ext. 249

PREPARED BY:

Name: Simranpreet Singh
Tel#: 905-615-3200 ext.5917

NOISE REPORT FOR PROPOSED DEVELOPMENT

Location: ERIN CENTRE BLVD From ERIN MILLS PKWY To MISSISSAUGA RD
EGLINTON AVE W From ERIN MILLS PKWY To CREDIT VALLEY RD

ID# 623

ON SITE TRAFFIC DATA

Specific	Street Names				
	ERIN CENTRE BLVD	EGLINTON AVE W			
AADT:	12100	39600			
# of Lanes:	2	6			
% Trucks:	2%	3%			
Medium/Heavy Truck Ratio:	55/45	55/45			
Day/Night Split:	90/10	90/10			
Posted Speed Limit:	50 km/hr	60 km/hr			
Gradient of Road:	2%	2%			
Ultimate R.O.W.:	26 m	45 m			

Comments: Ultimate Traffic Only (2041)

Date: June 24, 2024
 From: Brett Lipson, Valcoustics
 Re: Erin Mills Parkway - 500m North of Erin Centre Boulevard

Brett,
 As per your request, we are providing the following 2019 traffic data:

	Existing	Ultimate
24 Hour Traffic Volume	43,063	48,600
# of Lanes	6	6
Day/Night Split	90/10	90/10
Day Trucks (% of Total Volume)	1.09% Medium 5.02% Heavy	1.09% Medium 5.02% Heavy
Night Trucks (% of Total Volume)	1.18% Medium 3.51% Heavy	1.18% Medium 3.51% Heavy
Right-of-Way Width	45 meters	
Posted Speed Limit	70 km/h	

Please note:

1. The current volume is not the Annual Average Daily Traffic, but the averaged raw volumes over three data collection days. If you need the Annual Average Traffic Volume, please visit the Peel Open Data website below:
<http://opendata.peelregion.ca/data-categories/transportation/traffic-count-stations.aspx>
2. The ultimate volume is the planned volume during a level of service 'D' where a 2 second vehicle headway and a volume to capacity ratio of 0.9 is assumed. Traffic signals and hourly variations in traffic are also incorporated into the ultimate volume.

If you require further assistance, please contact me at
transportationplanningdata@peelregion.ca

Thank you,

Karan Bedi
 Intermediate Planner, Transportation Planning
 Transportation Division, Public Works
 Region of Peel

APPENDIX C

ENVIRONMENTAL NOISE GUIDELINES

APPENDIX C

ENVIRONMENTAL NOISE GUIDELINES

MINISTRY OF THE ENVIRONMENT, CONSERVATION AND PARKS (MECP)

Reference: MECP Publication NPC-300, October 2013: *“Environmental Noise Guideline, Stationary and Transportation Source – Approval and Planning”*.

SPACE	SOURCE	TIME PERIOD	CRITERION
Living/dining, den areas of residences, hospitals, nursing homes, schools, daycare centres, etc.	Road	07:00 to 23:00	45 dBA
	Rail	07:00 to 23:00	40 dBA
	Aircraft	24-hour period	NEF/NEP 5
Living/dining, den areas of residences, hospitals, nursing homes, etc. (except schools or daycare centres)	Road	23:00 to 07:00	45 dBA
	Rail	23:00 to 07:00	40 dBA
	Aircraft	24-hour period	NEF/NEP 5
Sleeping quarters	Road	07:00 to 23:00	45 dBA
	Rail	07:00 to 23:00	40 dBA
	Aircraft	24-hour period	NEF/NEP 0
Sleeping quarters	Road	23:00 to 07:00	40 dBA
	Rail	23:00 to 07:00	35 dBA
	Aircraft	24-hour period	NEF/NEP 0
Outdoor Living Areas	Road and Rail	07:00 to 23:00	55 dBA
Outdoor Point of Reception	Aircraft	24-hour period	NEF/NEP 30 [#]
	Stationary Source		
	Class 1 Area	07:00 to 19:00 ⁽¹⁾ 19:00 to 23:00 ⁽¹⁾	50* dBA 50* dBA
	Class 2 Area	07:00 to 19:00 ⁽²⁾ 19:00 to 23:00 ⁽²⁾	50* dBA 45* dBA
	Class 3 Area	07:00 to 19:00 ⁽³⁾ 19:00 to 23:00 ⁽³⁾	45* dBA 40* dBA
	Class 4 Area	07:00 to 19:00 ⁽⁴⁾ 19:00 to 23:00 ⁽⁴⁾	55* dBA 55* dBA

SPACE	SOURCE	TIME PERIOD	CRITERION
Plane of a Window of Noise Sensitive Spaces	Stationary Source Class 1 Area	07:00 to 19:00 ⁽¹⁾	50* dBA
		19:00 to 23:00 ⁽¹⁾	50* dBA
		23:00 to 07:00 ⁽¹⁾	45* dBA
	Class 2 Area	07:00 to 19:00 ⁽²⁾	50* dBA
		19:00 to 23:00 ⁽²⁾	50* dBA
		23:00 to 07:00 ⁽²⁾	45* dBA
	Class 3 Area	07:00 to 19:00 ⁽³⁾	45* dBA
		19:00 to 23:00 ⁽³⁾	45* dBA
		23:00 to 07:00 ⁽³⁾	40* dBA
	Class 4 Area	07:00 to 19:00 ⁽⁴⁾	60* dBA
		19:00 to 23:00 ⁽⁴⁾	60* dBA
		23:00 to 07:00 ⁽⁴⁾	55* dBA

- # may not apply to in-fill or re-development.
* or the minimum hourly background sound exposure $L_{eq(1)}$, due to road traffic, if higher.
- (1) Class 1 Area: Urban.
(2) Class 2 Area: Urban during day; rural-like evening and night.
(3) Class 3 Area: Rural.
(4) Class 4 Area: Subject to land use planning authority's approval.

Reference: MECP Publication ISBN 0-7729-2804-5, 1987: *"Environmental Noise Assessment in Land-Use Planning"*.

EXCESS ABOVE RECOMMENDED SOUND LEVEL LIMITS (dBA)	CHANGE IN SUBJECTIVE LOUDNESS ABOVE	MAGNITUDE OF THE NOISE PROBLEM	NOISE CONTROL MEASURES (OR ACTION TO BE TAKEN)
No excess (<55 dBA)	—	No expected noise problem	None
1 to 5 inclusive (56 to 60 dBA)	Noticeably louder	Slight noise impact	If no physical measures are taken, then prospective purchasers or tenants should be made aware by suitable warning clauses.
6 to 10 inclusive (61 - 65 dBA)	Almost twice as loud	Definite noise impact	Recommended.
11 to 15 inclusive (66 - 70 dBA)	Almost three times as loud	Serious noise impact	Strongly Recommended.
16 and over (>70 dBA)	Almost four times as loud	Very serious noise impact	Strongly Recommended (may be mandatory).

APPENDIX D

SAMPLE CALCULATION

STAMSON 5.04 NORMAL REPORT Date: 03-10-2024 14:43:35
MINISTRY OF ENVIRONMENT, CONSERVATION AND PARKS / NOISE ASSESSMENT

Filename: 1_sw_wf.te Time Period: Day/Night 16/8 hours
Description: **Tower 1, Southwest Corner, West Facade**

Road data, segment # 1: ErinMills NB (day/night)

Car traffic volume : 20534/2282 veh/TimePeriod *
Medium truck volume : 238/26 veh/TimePeriod *
Heavy truck volume : 1098/122 veh/TimePeriod *
Posted speed limit : 70 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24300
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.09
Heavy Truck % of Total Volume : 5.02
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: ErinMills NB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 22.00 / 22.00 m
Receiver height : 102.50 / 102.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 2: ErinMills SB (day/night)

Car traffic volume : 20534/2282 veh/TimePeriod *
Medium truck volume : 238/26 veh/TimePeriod *
Heavy truck volume : 1098/122 veh/TimePeriod *
Posted speed limit : 70 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 24300
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.09
Heavy Truck % of Total Volume : 5.02
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 2: ErinMills SB (day/night)

Angle1 Angle2 : -90.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 43.00 / 43.00 m
Receiver height : 102.50 / 102.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 3: Erin Centre (day/night)

Car traffic volume : 10672/1186 veh/TimePeriod *
Medium truck volume : 120/13 veh/TimePeriod *
Heavy truck volume : 98/11 veh/TimePeriod *
Posted speed limit : 50 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 12100
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.10
Heavy Truck % of Total Volume : 0.90
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 3: Erin Centre (day/night)

Angle1 Angle2 : -5.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 39.00 / 39.00 m
Receiver height : 102.50 / 102.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 4: Eglinton WB (day/night)

Car traffic volume : 17285/1921 veh/TimePeriod *
Medium truck volume : 294/33 veh/TimePeriod *
Heavy truck volume : 241/27 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19800
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.65
Heavy Truck % of Total Volume : 1.35
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 4: Eglinton WB (day/night)

Angle1 Angle2 : 5.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 483.00 / 483.00 m
Receiver height : 102.50 / 102.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Road data, segment # 5: Eglinton EB (day/night)

Car traffic volume : 17285/1921 veh/TimePeriod *
Medium truck volume : 294/33 veh/TimePeriod *
Heavy truck volume : 241/27 veh/TimePeriod *
Posted speed limit : 60 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

* Refers to calculated road volumes based on the following input:

24 hr Traffic Volume (AADT or SADT): 19800
Percentage of Annual Growth : 0.00
Number of Years of Growth : 0.00
Medium Truck % of Total Volume : 1.65
Heavy Truck % of Total Volume : 1.35
Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 5: Eglinton EB (day/night)

Angle1 Angle2 : 5.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 502.00 / 502.00 m
Receiver height : 102.50 / 102.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: ErinMills NB (day)

Source height = 1.50 m

ROAD (0.00 + 70.78 + 0.00) = 70.78 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.44	0.00	-1.66	0.00	0.00	0.00	0.00	70.78

Segment Leq : 70.78 dBA

Results segment # 2: ErinMills SB (day)

Source height = 1.50 m

ROAD (0.00 + 67.87 + 0.00) = 67.87 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	72.44	0.00	-4.57	0.00	0.00	0.00	0.00	67.87

Segment Leq : 67.87 dBA

Results segment # 3: Erin Centre (day)

Source height = 0.97 m

ROAD (0.00 + 55.82 + 0.00) = 55.82 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-5	90	0.00	62.75	0.00	-4.15	-2.78	0.00	0.00	0.00	55.82

Segment Leq : 55.82 dBA

Results segment # 4: Eglinton WB (day)

Source height = 1.08 m

ROAD (0.00 + 49.14 + 0.00) = 49.14 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
5	90	0.00	67.48	0.00	-15.08	-3.26	0.00	0.00	0.00	49.14

Segment Leq : 49.14 dBA

Results segment # 5: Eglinton EB (day)

Source height = 1.08 m

ROAD (0.00 + 48.98 + 0.00) = 48.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
5	90	0.00	67.48	0.00	-15.25	-3.26	0.00	0.00	0.00	48.98

Segment Leq : 48.98 dBA

Total Leq All Segments: 72.70 dBA

Results segment # 1: ErinMills NB (night)

Source height = 1.50 m

ROAD (0.00 + 64.24 + 0.00) = 64.24 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.90	0.00	-1.66	0.00	0.00	0.00	0.00	64.24

Segment Leq : 64.24 dBA

Results segment # 2: ErinMills SB (night)

Source height = 1.50 m

ROAD (0.00 + 61.33 + 0.00) = 61.33 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-90	90	0.00	65.90	0.00	-4.57	0.00	0.00	0.00	0.00	61.33

Segment Leq : 61.33 dBA

Results segment # 3: Erin Centre (night)

Source height = 0.98 m

ROAD (0.00 + 49.30 + 0.00) = 49.30 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-5	90	0.00	56.22	0.00	-4.15	-2.78	0.00	0.00	0.00	49.30

Segment Leq : 49.30 dBA

Results segment # 4: Eglinton WB (night)

Source height = 1.08 m

ROAD (0.00 + 42.63 + 0.00) = 42.63 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
5	90	0.00	60.97	0.00	-15.08	-3.26	0.00	0.00	0.00	42.63

Segment Leq : 42.63 dBA

Results segment # 5: Eglinton EB (night)

Source height = 1.08 m

ROAD (0.00 + 42.46 + 0.00) = 42.46 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
5	90	0.00	60.97	0.00	-15.25	-3.26	0.00	0.00	0.00	42.46

Segment Leq : 42.46 dBA

Total Leq All Segments: 66.16 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 72.70
(NIGHT): 66.16