Environmental Noise and Vibration Study

720 Broadview Avenue, Toronto

Choice Properties Limited Partnership

The Weston Centre, 700-22 St. Clair Avenue East, Toronto, ON M4T 2S5

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Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
ASHRAE	American Society of Heating, Refrigeration and Air Conditioning Engineers
dBA	Decibels (A-weighted)
dBAI	Decibels (A-weighted), Impulsive
EASR	Environmental Activity and Sector Registry
ECA	Environmental Compliance Approval
HVAC	Heating Ventilation and Air Conditioning
ISO	International Organization for Standardization
L_{eq}	Energy Equivalent Sound Level
MECP	Ministry of the Environment, Conservation and Parks
NPC-300	MECP Publication NPC-300
OPA	Official Plan Amendment
ORNAMENT	Ontario Road Noise Analysis Method for Environment and Transportation
PWL	Sound Power Level
RAC	Railway Association of Canada
RMS	Root Mean Square Vibration Level
SLM	Sound Level Meter
SLR	SLR Consulting (Canada) Ltd.
SPA	Site Plan Approval
SPL	Sound Pressure Level
STC	Sound Transmission Class
ToR	Terms of Reference
ZBA	Zoning By-law Amendment

1.0 Introduction

SLR Consulting (Canada) Ltd. (SLR), was retained by Choice Properties Limited Partnership (Choice) to conduct an environmental noise and vibration study for the proposed development at 720 Broadview Avenue Toronto, Ontario (the Project site). This report is in support of an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) planning application.

1.1 Focus of Report

In keeping with the Ministry of Environment, Conservation and Parks (MECP) requirements and the City of Toronto 'Noise Impact Study' and 'Vibration Study' Terms of Reference, this report examines the potential for:

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

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

1.2 Nature of the Subject Lands

The Project site is located on the west side of Broadview Avenue and approximately 150 metres (m) east of the Don Valley Parkway, in the City of Toronto. It is currently occupied by a No-Frills grocery store and four residential dwellings. One dwelling located to the north of the proposed development (at 740 Broadview Avenue) will be demolished as part of the Project. The three dwellings to the south side of the house are on lands owned by Choice; they will remain and are not part of the development site.

The proposed development will include two mixed-use residential buildings developed in two Phases. Phase 1 will include Building A, a one-storey-plus-mezzanine podium and a 39-storey high-rise residential tower. The existing No Frills grocery store will remain operational during construction of Phase 1. Phase 2 will involve demolishing the existing No Frills grocery store to build Building B, a 42-storey high-rise mixed use residential tower atop a one-storey-plus-mezzanine podium in which a new grocery store will be built. The timing of construction for Phase 2 following completion of Phase 1 is unknown as of the date of preparation of this report.

Outdoor amenity spaces associated with the proposed development will be located at level 2 terraces of Building A and Building B, and the level 8 terraces on Tower A. An open space at grade, a privately owned public space (POPS), is also planned.

Development drawings are provided for reference in Appendix A.

1.3 Nature of the Surroundings

The surrounding land uses in the vicinity of the proposed development include the following:

- Corridor commercial buildings and Danforth Avenue to the north;
- Broadview Avenue and a mix of residential land uses (low density, high rise) to the east;
- Residential land uses to the south; and

- Royal Drive/Don Valley Parkway on-ramp, the City Adult Learning Centre and the Don Valley Parkway beyond to the west.

A context plan and area zoning map are shown in Figure 1 and Figure 2 respectively. The City of Toronto Official Plan Map can be seen in Figure 3.

Part 1: Impacts of The Environment on The Development

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

- Transportation noise from surrounding transportation sources on the development;
- Stationary noise from surrounding employment lands on the development; and,
- Stationary noise from the development on itself and the surroundings.

2.0 Transportation Noise Assessment

2.1 Transportation Noise Sources

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

- Roadway traffic along Broadview Avenue, Danforth Avenue, Don Vally Parkway, and Royal Drive/Don Valley Parkway On-Ramp;
- Subway traffic from Toronto Transit Commission (TTC) Line 2 along the Prince Edward Viaduct (commonly referred to as the Bloor Viaduct); and
- Streetcar traffic along Broadview Avenue.

The GO Transit Bala Subdivision is located more than 300 m west of the proposed development. Consistent with the Federation of Canadian Municipalities/Railway Association of Canada (FCM/RAC) Guidelines for New Development in Proximity to Railway Operations, it is outside of the minimum influence area and has not been considered in this assessment.

The proposed development is located outside of nearby airport Noise Exposure Forecast (NEF) 25 contours; therefore, an assessment of aircraft noise is not required.

Transportation sound levels at the proposed development have been predicted, and this information has been used to identify façade, ventilation, and warning clause requirements.

2.2 Surface Transportation Noise Criteria

2.2.1 Ministry of Environment Publication NPC-300

Noise-Sensitive Development

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

Location-Specific Criteria

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

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

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

Notes: [1] Whistle noise is excluded for OLA noise assessments and included for Living/Dining Room and Sleeping Quarter assessments, where applicable.

[2] Road and Rail noise impacts are to be combined for assessment of OLA impacts.

[3] Residence area Dens, Hospitals, Nursing Homes, Schools, Daycares are also included. During the nighttime period, Schools and Daycares are excluded.

[4] An assessment of indoor noise levels is required only if the criteria in Table 4 are exceeded.

[5] L_{eq} – the energy equivalent sound level, integrated over the time period shown.

Outdoor Living Areas

Table 2 summarizes the noise mitigation requirements for communal outdoor amenity areas ("Outdoor Living Areas" or "OLAs"). For the assessment of outdoor sound levels, total surface transportation noise is determined by combining road and rail traffic sound levels. Whistle noise from trains is not included in the determination of outdoor sound levels.

NPC-300 identifies 55 dBA as the outdoor amenity target sound level. In cases where mitigation may not be technically, economically, and administratively feasible, a tolerance of up to 5 dB may be permitted, subject to feasibility and provided the appropriate warning clauses are included.

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

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

Ventilation and Warning Clauses

Table 3 summarizes 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 Recommendations

Assessment Location	Time Period	Energy Equivalent Sound 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 noise 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., exterior walls, 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 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

Traffic data for the Don Valley Parkway (DVP) were obtained from BA Consulting Group Ltd. (BA Group, the traffic consultant for the proposed development) in 2021, and from the City of Toronto in the form of 24-hour counts from 2009. The annual average daily traffic (AADT) volume was calculated by projecting 24-hour traffic counts near the Project site from 2009 to 2037 at a 2% annual growth rate. Commercial vehicle percentages were based on the information provided by BA Group, and an 85%/15% day/night split was used, based on data for similar roadways. Traffic was split 50%/50% between northbound and southbound lanes.

Turning movement count (TMC) data from May 2025 were also obtained from BA Group, for the intersection of Broadview Avenue and Danforth Avenue. The highest-volume peak-hour TMCs were used to calculate the AADT volumes and commercial vehicle (truck) percentages for these roadways. TMC data from September 2021 were obtain from Toronto Open Data for the intersection of Danforth and Royal Drive/the DVP On-Ramp. The 8-hour TMC data were used to calculate the AADT volumes and commercial vehicle (truck) percentages for Royal Drive/the DVP On-Ramp. The peak-hour (AM or PM) TMCs resulting in the highest AADT volumes/truck percentages were applied in the assessment for these roadways. Traffic volumes for Broadview Avenue, Danforth Avenue and Royal Drive/DVP On-Ramp were projected to future year 2037 based on an 2% annual growth rate. Daytime/nighttime splits of 90%/10% were applied for these roadways based on default MECP distributions in the ORNAMENT document.

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

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

Roadway Link	Traffic Volumes AADT [1]	% Day/Night Volume Split		Commercial Vehicle Breakdown		Vehicle Speed (km/hr)
		Daytime	Nighttime	% Medium Trucks	% Heavy Trucks	
Broadview Avenue North of Danforth	10,617	90	10	2.8	2.6	40
Broadview Avenue South of Danforth	10,673	90	10	3	2	40
Danforth Ave East of Broadview	13,351	90	10	1.9	1.9	40
Danforth Ave Eastbound West of Broadview	22,029	90	10	0.9	2	40
Don Valley Parkway	100,278	85	15	0.7	2.0	90
Royal Drive/Don Valley Parkway On-Ramp	10,582	90	10	2.9	2.1	40
Notes: [1] Based on peak hour TMC data noted in Section 2.3.1. Base year data was projected to year 2037.						

2.3.2 TTC Subway and Streetcar Traffic Data

TTC subway and streetcar traffic schedules were obtained directly from TTC website in May 2025. For streetcar traffic, daytime/nighttime volumes were calculated based on the number of streetcar stops at Broadview Station for the 504 (eastbound/westbound), 505 (eastbound/westbound), 508 (eastbound/westbound) routes.

Detailed traffic schedule for the Line 2 subway is currently not posted by TTC. Instead, a start and end time and headway during rush hour and off-peak hours are posted. The daytime and nighttime number of subways at Broadview Station were determined based on the minimum headway between subway cars, as a conservative approach.

An annual growth rate of 2% was applied to subway and streetcar volumes, which were projected to 2037.

It was observed during an SLR site visit on May 31, 2025, that the streetcars along Broadview Avenue near the proposed development operate along smooth tracks and do not exhibit notable wheel squeal. Wheel squeal was therefore not considered further in the analysis.

The subway and streetcar traffic data used in the assessment is summarized below and included in Appendix B.

Table 6: Summary of Subway and Streetcar Traffic Data Used in Transportation Analysis

Rail Line	Train Type	No. of Trains		Travel Speed (km/h)
		Daytime	Nighttime	
Line 2 (Bloor – Danforth)	Subway[1]	838	220	56
Streetcar Routes 505,504 & 508	Streetcar	523	130	40

Notes: [1] Based on information posted on the TTC website, each subway on Line 2 includes 6 subway cars.

2.4 Predicted Sound Levels

Future road traffic sound levels at the proposed development were predicted using Cadna/A, a commercially available noise propagation modelling software package that implements the ISO 9613-2 (1996) algorithms. Roadways were modelled as line sources of sound, with sound emission rates calculated using the ORNAMENT algorithms, the road traffic noise model of the MECP. These predictions were validated and are equivalent to those made using the MECP's ORNAMENT or STAMSON v5.04 road traffic noise models. A STAMSON validation file and output are included for reference in Appendix B (see Figure B1).

Subway and streetcar traffic sound levels at the proposed development were predicted using the FTA/FRA modelling algorithms included in the Cadna/A software. FTA reference sound levels were used for the TTC subway and streetcars.

Sound levels were predicted along the facades of the proposed development using the "building evaluation" feature of Cadna/A. This feature allows for sound levels to be predicted across the entire façade of a structure. OLA sound levels were assessed at a height of or 1.5 m above the rooftop terraces, in the approximate centre locations of each terrace.

Changes in ground elevation for the Project site and surrounding area were included in the modelling using 1 m resolution topography from the Ontario Digital Terrain Model. Ground absorption was globally considered reflective for all transportation modelling.

Transportation sound levels at the proposed development were modelled for two different scenarios associated with the proposed development:

1 Scenario 1 – Phase 1 only is constructed.

2 Scenario 2 – Phase 1 and Phase 2 are both constructed.

2.4.1 Façade Sound Levels

Predicted worst-case façade sound levels due to transportation sources for each building and Phase of the proposed development are presented in Table 7.

The transportation façade sound levels on the proposed development, showing the ranges of predicted daytime and nighttime sound levels, are shown in Figure 4 (Phase 1) and Figure 5 (Phase 1 & Phase 2).

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

Building Component	Facade	Maximum Predicted Road Traffic Sound Levels		Maximum Predicted Subway and Streetcar Sound Levels		Maximum Predicted Total Transportation Sound Levels[1]	
		L_{eq} Daytime (dBA)	L_{eq} Nighttime (dBA)	L_{eq} Daytime (dBA)	L_{eq} Nighttime (dBA)	L_{eq} Daytime (dBA)	L_{eq} Nighttime (dBA)
Phase 1 Only							
Building A	North	65	60	51	49	65	60
	East	61	54	54	51	61	56
	South	64	60	51	48	64	60
	West	67	62	50	47	67	62
Phase 1 and Phase 2							
Building A	North	65	60	51	48	65	60
	East	61	54	54	51	61	56
	South	64	60	51	48	64	60
	West	67	62	50	47	67	62
Building B	North	65	60	53	50	65	60
	East	62	56	55	52	63	57
	South	64	59	51	48	64	59
	West	67	62	51	48	67	62

Notes: [1] Total transportation building façade sound levels are shown in Figure 4 and Figure 5.

Sound levels due to transportation were predicted for both scenarios to be above 65 dBA along the west façade of Building A and Building B. Based on the criteria outlined in Table 4, an analysis of building components is required. Refer to Section 2.5.1.

2.4.2 OLA Sound Levels

The OLAs for the proposed development are shown in Figure 6 and Figure 7 for Phase 1 and Phase 2, respectively. For the purposes of assessing the impacts at the common OLAs, daytime sound levels at four assessment points have been modelled.

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

The predicted unmitigated sound levels from the transportation sources at the OLAs are summarized in Table 8 and shown in Figure 6 and Figure 7.

Table 8: Summary of Predicted Transportation OLA Sound Levels – Unmitigated

OLA Assessment Location	Predicted Sound Level L_{eq} Daytime (dBA)	Guideline Limit (dBA)	Meets Guideline? (Yes/No)
Phase 1 Only			
OLA 1 – Upper East Terrace	58	60	Yes (but above 55 dBA)
OLA 2 – Lower West Terrace	61	60	No
Phase 1 and Phase 2			
OLA 1 – Upper East Terrace	57	60	Yes (but above 55 dBA)
OLA 2 – Lower West Terrace	61	60	No
OLA 3 – West Terrace Area	58	60	Yes (but above 55 dBA)
OLA 4 – East Terrace Area	54	60	Yes

The predicted sound levels exceed 60 dBA at OLA 2 in both modelling scenarios. Furthermore, sound levels are below 60 dBA, but exceed 55 dBA, at OLA 1 (both scenarios) and OLA 3 (Phase 2, Building B). Mitigation and warning clauses for OLAs are required as outlined in Section 2.5.3.

2.5 Façade Assessment

2.5.1 Building Components

Façade sound levels from road traffic exceed 65 dBA during the daytime at the west facades of Phase 1, Building A and Phase 2, Building B. Consistent with Table 4, an assessment of building components to meet indoor noise level limits was completed.

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

Detailed floor plans and elevation drawings were not available, so generic living/dining room/bedroom dimensions were used in the analysis, along with other assumptions as follows:

- Non-glazing portions of the exterior walls are assumed to have a rating of STC 50 (i.e., representing a pre-cast concrete panel construction planned for the development, as shown in Appendix A development drawings);

- For living/dining rooms, 70% of the exterior wall is vision glass/patio doors, and living/dining rooms have intermediate absorption; and
- For bedrooms, 70% of the exterior wall is vision glass, and bedrooms are very absorptive.

Based on daytime road traffic sound levels of 67 dBA and the assumptions noted above, window construction meeting the minimum non-acoustical requirements of the Ontario Building Code (OBC) are predicted to be acoustically sufficient for bedroom and living/dining room windows at all locations for Phase 1, Building A and Phase 2, Building B. This conclusion applicable for both residential units and sensitive spaces with a single exposed façade, and corner units with two exposed facades.

The STC requirements should be reviewed by an Acoustical Consultant once detailed floor plans and suite layouts are available, later in the planning process (e.g., at Site Plan Control) to confirm conclusions regarding the window STC requirements.

2.5.2 Ventilation and Warning Clause Recommendations

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

Based on the predicted façade sound levels, an MECP Type D warning clause and central air conditioning are recommended for all residential units within Phase 1 (Building A) and Phase 2 (Building B).

Ventilation and warning clause recommendations are summarized in Appendix C.

2.5.3 OLA Assessment

Predicted transportation sound levels exceed 60 dBA at OLA 2 in both modelling scenarios. Furthermore, sound levels are below 60 dBA, but exceed 55 dBA, at OLA 1 (both scenarios) and OLA 3 (Phase 2, Building B).

The following barriers are required to achieve predicted OLA sound levels of 55 dBA or lower:

- OLA 1 – 1.1 m high parapet wall/barrier around the amenity terrace.
- OLA 2 – 1.8 m high parapet wall/barrier around the amenity terrace.
- OLA 3 – 1.8 m high parapet wall/barrier around the amenity terrace.

The location and extent of the barrier is shown in Figure 6B (Phase 1 only) and Figure 7B (Phase 1 and Phase 2).

Predicted sound levels with the above-noted barriers in place are summarized in Table 9.

The materials used to construct the barriers should be selected so that they have sufficient mass to adequately attenuate the transportation noise (generally, a minimum surface density of 20 kg/m^2). The barriers 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 appropriate wind loading.

It is recommended that an Acoustical Consultant review the analysis and barrier requirements for OLAs later in the planning process (e.g., at Site Plan Control), when programming for amenity spaces/terraces is further developed.

Table 9: Summary of Predicted Transportation OLA Sound Levels – Mitigated

OLA Assessment Location	Predicted Sound Level L_{eq} Daytime (dBA)
Phase 1 Only	
OLA 1 – Upper East Terrace	55
OLA 2 – Lower West Terrace	55
Phase 1 and Phase 2	
OLA 1 – Upper East Terrace	54
OLA 2 – Lower West Terrace	55
OLA 3 – West Terrace Area	55
OLA 4 – East Terrace Area	53

3.0 Stationary Source Noise Assessment

3.1 Guidelines

3.1.1 MECP Publication NPC-300 Guidelines for Stationary Noise

The applicable MECP noise guidelines for new sensitive land uses adjacent to existing industrial commercial uses are provided in MECP Publication NPC-300. NPC-300 revokes and replaces the previous noise assessment guideline, Publication LU-131 and Publication NPC-205, which was previously used for assessing noise impacts as part of Certificates of Approval / Environmental Compliance Approvals granted by the MECP for industries.

The new guideline sets out noise limits for two main types of noise sources:

- Non-impulsive, “continuous” noise sources such as ventilation fans, mechanical equipment, and vehicles while moving within the property boundary of an industry. Continuous noise is measured using 1-hour average sound exposures (L_{eq} (1-hr) values), in dBA; and
- Impulsive noise, which is a “banging” type noise characterized by rapid rise time and decay. Impulsive noise is measured using a logarithmic mean (average) level (L_{LM}) of the impulses in a one-hour period, in dBAI.

Furthermore, the guideline requires an assessment at, and provides separate guideline limits for:

- Outdoor points of reception (e.g., back yards, communal outdoor amenity areas); and
- Façade points of reception such as the plane of windows on the outdoor façade which connect onto noise sensitive spaces, such as living rooms, dens, eat-in kitchens, dining rooms and bedrooms.

The applicable noise limits at a point of reception are the higher of:

- The existing ambient sound level due to road traffic, or
- The exclusion limits set out in the guideline.

Table 10 set out the exclusion limits from the guideline for non-impulsive sounds for both Class 1 and Class 4 areas as defined in NPC-300,

Table 10: NPC-300 Class 1 Exclusion Limits for Non-Impulsive Sounds (L_{eq} (1-hr), dBA)

Time of Day	Class 1 Area		Class 4 Area	
	Plane of Windows of Noise Sensitive Spaces	Outdoor Points of Reception	Plane of Windows of Noise Sensitive Spaces	Outdoor Points of Reception
Daytime 0700-1900h	50	50	60	55
Evening 1900-2300h	50	50	60	55
Nighttime 2300-0700h	45	n/a	55	n/a

The applicable guideline limits for infrequent events such as emergency generator set testing are +5 dB higher than the values above. Generator set testing is evaluated by itself when comparing to the guideline limits. There are no emergency testing sources in the area, and emergency source noise is not considered further.

3.1.2 Proposed Area Classification

Under Ministry of the Environment, Conservation & Parks (MECP) Publication NPC-300 noise guidelines, noise sensitive receptors are defined using area classifications. The receptor areas are classified as either:

- Class 1 – Urban areas
- Class 2 – Suburban / semi-rural areas
- Class 3 – Rural areas
- Class 4 – Infill areas

Depending on the receptor area classification, different guideline limits apply. Classes 1, 2 and 3 were included in the predecessor guidelines to NPC-300, namely MECP Publications NPC-205, NPC-232, and LU-131. The Class 4 designation is a newer designation, intended to allow for infill and redevelopment, whilst still protecting residences from undue noise.

Based on the nature of the area, the Class 1 area urban sound level limits apply. The area is urban in nature and dominated by man-made sounds, including road traffic noise and an “urban hum”, 24-hours per day.

3.1.3 Ambient Sound Levels

Ambient sound levels were anticipated to exceed NPC-300 exclusionary limits at some façade locations and during some time periods, particularly due to traffic along the Don Valley Parkway. The minimum hourly sound levels for daytime, evening and nighttime hours from surrounding roadways were calculated based on minimum hourly traffic volumes as a percentage of the AADT, based on typical Institution of Transportation Engineers (ITE) distributions.

Table 12 summarizes the current road traffic volumes and details applied in the ambient noise modelling. As with the transportation noise assessment, ambient roadway noise was modelled as line sources of sound using the Cadna/A acoustic model. Refer to Section 2.4 for additional information related to modelling methods.

Surrounding stationary noise levels were assessed against the higher of the modelled ambient sound levels and the exclusionary limits calculated using road traffic data summarized in Table 11.

Table 11: Summary of Road Traffic Data Used to Determine Minimum 1-hr Ambient Sound Levels

Roadway Link	Existing Traffic Volumes	Minimum Day/Evening/Night Hour Volume % of AADT			Commercial Vehicle Breakdown		Vehicle Speed (km/hr)
		Day	Eve	Night	% Medium Trucks	% Heavy Trucks	
Broadview Avenue North of Danforth	8,371	3.5	2.5	0.2	2.8	2.6	40
Broadview Avenue South of Danforth	8,415	3.5	2.5	0.2	3.0	2.0	40
Danforth Ave East of Broadview	10,527	3.5	2.5	0.2	1.9	1.9	40
Danforth Ave Eastbound West of Broadview	17,369	3.5	2.5	0.2	0.9	2.0	40
Don Valley Parkway	108,849	3.5	2.5	0.2	0.7	2.0	90
Royal Drive/Don Valley Parkway On-Ramp	7,708	3.5	2.5	0.2	2.9	2.1	40

Ambient sound levels are shown in Appendix B (Figure B2 through Figure B9) and applicable limits are presented in Section 3.6.

3.1.4 City of Toronto Noise By-Law

The City of Toronto Noise By-law (Chapter 591 of the Municipal Code) applies to noise emissions within the City, including from industrial/commercial uses. The following provisions of the By-law apply:

> Section 591-2.4. Loading and unloading.
>
> No person shall emit or cause or permit the emission of sound resulting from loading, unloading, delivering, packing, unpacking, and otherwise handling any containers, products or materials from 11 p.m. to 7 a.m. the next day, except until 9 a.m. on Saturdays, Sundays and statutory holidays.

And:

> Section 591-2.8. Stationary sources and residential air conditioners.
>
> A. No person shall cause or permit the emission of sound from a stationary source or residential air conditioner that, when measured with a sound level meter a point of reception, has a sound level (expressed in terms of L_{eq} for a one-hour period) exceeding 50 dB(A) or the applicable sound level limit prescribed in provincial noise pollution control guidelines.
>
> B. Subsection A does not apply to the emission of sound from a stationary source that is in compliance with a provincial environmental compliance approval.

The rules regarding the Loading & Unloading Noise portion of the Noise By-Law do not apply to following:

- Retail businesses;
- Restaurants, hotels, motels;
- Goods distribution centers and
- Waste collection.

3.1.5 Guideline Summary and Interpretation

The following presents a summary of the guidelines and settlements presented above.

- The applicable MECP noise guideline for assessing new residential development applications is Publication NPC-300, which is also referenced in the City Noise By-law. Noise levels meeting NPC-300 requirements will meet the requirements of Bylaw Section 591-2.8.
- The Class 1 limits have been adopted in this study.
- Due to a potential interim condition where the No Frills grocery store could remain operational when Phase 1 is completed and occupied (prior to Phase 2 construction), Class 4 limits have also been considered in this study for informational purposes.
- Ambient sound levels due to road traffic were calculated in conjunction with application of the Class 1 minimum exclusionary limits and information Class 4 limits.

3.2 Site Visit and Observations

A review has been conducted to assess potential impacts on the development from nearby stationary noise sources.

A site visit was completed by SLR personnel on May 31, 2025 to the Project site and surrounding area. The site was found to be surrounded by primarily commercial and residential lands. Ambient sound levels were dominated by road and streetcar traffic from the surrounding transportation corridors. Stationary source noise was not audible at the Project site from the corridor commercial uses located north along Broadview Avenue and Danforth Avenue.

During the site visit, SLR staff accessed the No Frills grocery store rooftop to observe and inventory the mechanical equipment associated with the No Frills grocery store. Measurements of operational equipment were obtained. Further information regarding equipment operation and delivery schedules were also obtained from No Frills staff.

3.3 Review of Surrounding Stationary Sources

Based on the information obtained from site visit and through review of aerial imagery, the potential sources of stationary noise in the area of the Project site have been identified and are discussed in the following subsections.

3.3.1 No Frills Grocery Store

SLR understands Phasing associated with the proposed development was to be considered in the environmental noise and vibration study.

There is potential for the No Frills grocery store to remain operational following occupancy of Phase 1, prior to its demolition for construction of Phase 2. Therefore, an assessment of noise sources associated with the existing No Frills grocery store on the proposed development (Phase 1, Building A) was completed. It is currently unknown whether this interim condition will occur, so this assessment has been completed and presented for informational purposes.

The assessment was based on similar facilities, available aerial imagery, information obtained from the site visit conducted by SLR staff and communication with No Frills staff. The No Frills is part of the proposed development/Project site, and will ultimately be demolished for the construction of Phase 2 of the proposed development.

3.3.2 Other Stationary Sources

Other stationary sources in the surrounding area were determined to be insignificant relative to ambient sound levels due to road traffic, or within compliance of the Toronto By-law at the proposed development. There are no facilities holding Environmental Compliance Approvals (ECAs) or Environmental Activity and Sector Registry (EASR) permits where the proposed development would introduce a new potential compliance condition.

No other stationary sources have been considered in this assessment.

3.4 Modelled Stationary Sources

Based on the information obtained from the site visit conducted in June 2025, and the review of the aerial imagery, the stationary sources of noise in the area of the proposed development have been identified. A screening level noise model was prepared for the No Frills above and included sources in the following general categories:

- Truck Movements
    - Based on communication with No Frills staff trucking operations occur during the daytime (0700 h to 1900 h). Trucks enter from Broadview Avenue at the north side of the grocery store and leave from the south side of the grocery store. It was assumed that one large refrigeration (reefer) truck can make a delivery in a predictable worst-case hour and idle continuously.
- Rooftop Mechanical Equipment
    - Rooftop mechanical equipment sources were identified on the rooftop during the site visit and including air cooled condenser units, HVAC units and exhaust fans. Based on communications with No Frills staff, several of the mechanical units on the rooftop are no longer in operation, and they were not considered in the assessment.

- Other At-Grade Sources
    - Two garbage compactors were identified at grade. The garbage compactors were assumed to operate up to 10 minutes of an hour during the daytime and evening periods.

The modelled sources of noise associated with the No Frills grocery store are summarized in Table 12, and shown in Figure 8.

Sound from loading and unloading of trailers is anticipated to insignificant and compatible with the proposed development. Coupling/uncoupling of trucks from trailers does not occur. Therefore, impulsive noise associated with these sources not been assessed further in this study.

Table 12: Modelled Noise Sources

Facility	Modelled Noise Sources
George's No Frills 720 Broadview Avenue	• Four 4-Fan Air Cooled Condensers; • One 6-Fan Air Cooled Condenser; • Two Large Mushroom Fans; • One Medium Mushroom Fan; • One Makeup Air Handling Unit; • One 6-Ton HVAC Unit; • One 7.5 Ton HVAC Unit; • One 17.5 Ton HVAC Unit; • One Idling Reefer Trailer; • One Idling Truck; • Two Garbage Compactors; and • Truck movements.

3.5 Stationary Source Modelling Methods

Predictable worst-case scenario noise levels from the No Frills grocery store were modelled using Cadna/A, a computerized version of the internationally recognized ISO 9613-2 (1996) noise propagation algorithms. This is the preferred noise modelling methodology of the MECP. The ISO 9613 equations account for:

- Source to receiver geometry;
- Distance attenuation;
- Atmospheric absorption;
- Reflections off of the ground and ground absorption;
- Reflections off of vertical walls; and
- Screening effects of buildings, terrain, and purpose-built noise barriers (noise walls, berms, etc.).

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

- Temperature: 10°C;
- Relative Humidity: 70%;
- Ground Absorption G: G = 0.0 as the default global parameter;
- Reflection: One (1) order of reflection was used (accounts for noise reflecting from walls);
- Wall Absorption Coefficients: Set to 0.21 (21 % of energy is absorbed, 79% reflected) for Project site and surrounding buildings; and
- Terrain: 1 m topographic contours from the Ontario Geohub Digital Terrain Model were used.

The OLA sound barriers noted previously in Section 2.5.3 were also included in the stationary source analysis for OPORs.

Noise emission rates for the equipment/activities were determined based on information from SLR's in-house database, manufacturer's data and on-site measurements. Additional information regarding sound levels and operating conditions for sources is provided for reference in Appendix D.

3.6 Stationary Sources Modelling Results

Predicted façade sound levels for stationary noise from the No Frills grocery store are shown in Figures 9, Figure 10 and Figure 11 for daytime, evening and nighttime hours, respectively. Limits are presented as a range for each façade, showing the minimum to maximum sound levels due to ambient road traffic.

Overall predicted sound levels are summarized in Table 13.

Table 13: Predicted Worst Case Stationary Source Façade Sound Levels – No Frills

Assessment Location	Façade	Predicted Sound Levels L_{eq} (1-hr), (dBA)			Class 1 Guideline Limits L_{eq} (1-hr), (dBA)			Class 4 Guideline Limits L_{eq} (1-hr), (dBA)			Meets Guideline Limit? Day / Eve / Night	
		Day	Eve	Night	Day / Eve / Night			Day / Eve / Night			Class 1	Class 4
Building A	North	45 to 54	44 to 53	43 to 52	52 to 61	50 to 59	45 to 48	60 to 61	60[1]	55[1]	**N / N / N**	Y / Y / Y
	East	31 to 45	30 to 45	29 to 44	50 to 58	50 to 56	45[1]	60[1]	60[1]	55[1]	Y / Y / Y	Y / Y / Y
	South	28 to 38	24 to 35	21 to 35	55 to 60	54 to 59	45 to 48	60[1]	60[1]	55[1]	Y / Y / Y	Y / Y / Y
	West	45 to 50	37 to 46	37 to 46	57 to 63	56 to 61	45 to 50	60 to 63	60 to 61	55[1]	Y / Y / Y	Y / Y / Y
Notes: [1] Limits are defined by minimum exclusion limits in Table 10.												

Sound levels are predicted to be higher than applicable Class 1 Area/ambient sound level limits at the north façade during the following time periods following locations:

- Daytime: up to 2 dB excess at the lowest residential floors of Building A;
- Evening: up to 3 dB excess at the three lowest residential floors of Building A; and
- Nighttime: 1 dB to 7 dB excess on the north façade up to approximately level 21.

Predicted sound levels meet Class 4 limits at all Project façade locations. Refer to Section 3.7 for a discussion of predicted sound level excesses.

Predicted outdoor point of reception (OPOR) sound levels, assessed at worst-case terrace locations of Phase 1, Building A, are shown in Figure 12. Predicted OPOR sound levels are summarized in Table 14.

Table 14: Summary of Predicted Stationary Source OPOR Sound Levels – No Frills

Assessment Location	Predicted Worst-Case Sound Levels (L_{eq} (1-hr), (dBA))		Class 1 Guideline Limits L_{eq} (1-hr), (dBA)		Class 4 Guideline Limits L_{eq} (1-hr), (dBA)		Meets Guideline Limit? D / E	
	Day	Eve	Day	Eve	Day	Eve	Class 1	Class 4
OPOR 1	42	41	51	50[1]	55[1]	55[1]	Y / Y	Y / Y
OPOR 2	51	50	51	50[1]	55[1]	55[1]	Y / Y	Y / Y
Notes: [1] Limits are defined by minimum exclusion limits in Table 10.								

Sound levels due to stationary sources are predicted to meet Class 1 and Class 4 limit at all Phase 1, Building A amenity terraces locations.

Based on this stationary source assessment, excesses of the Class 1 Area/ambient road traffic guideline limits are predicted at the north façade of Phase 1, Building A. These excesses could only potentially occur if there is a delay demolishing of No Frills and constructing Phase 2, and the grocery store is operational following occupancy of Phase 1. Refer to Section 3.7 for further discussion of predicted sound level excesses and potential mitigation measures.

If Phase 2 is constructed immediately after Phase 1, there are no concerns with stationary source noise. The new grocery store that will be part of Phase 2 will be designed to meet applicable limits; refer to Part 2 and Part 3 of this report.

3.7 Potential Mitigation Measures

3.7.1 Source-Based Mitigation Measures

The noise sources driving predicted sound level excesses include rooftop fans, HVAC units, air cooled chillers, and the idling refrigeration truck.

Source-based mitigation measures that could be considered include the following:

- Installation of an acoustical barrier or barriers – Given the height requirements needed to screen elevated receptors at Phase 1 from the grocery store sources, the extent and height of such barriers would be impractical and infeasible. The cost for such a temporary barrier (or barriers) to be installed only until the No Frills grocery store is demolished to construct Phase 2 is also not economically feasible.

- Physical mitigation measures applied to refrigeration trucks and mechanical rooftop equipment – measures could include the installation of compressor blankets, new quieter equipment and/or silencers. Purchase and installation of these mitigation measures would be costly considering they would only be temporary. It would not be feasible to mitigate the entire fleet of potential refrigeration trucks making deliveries to the No Frills.

In summary, source-based mitigation measures would be technically, administratively, and economically infeasible for the purposes of a potential interim period where this scenario may occur. Furthermore, other measures are feasible to provide a suitable indoor acoustic environment during the potential temporary period where the No Frills grocery store could have noise impacts on Phase 1.

An approach considering receptor-based mitigation is recommended for the proposed development as discussed in the following section.

3.7.2 Receptor-Based Mitigation Measures

A Class 4 designation is not requested for the Project site, as the situation that could potentially result in excesses of Class 1 limits is expected to be temporary in nature. Although sound levels could exceed Class 1 limits temporarily, Class 4 limits provide a suitable benchmark that can be applied for the assessment, assuming closed windows at adjacent suites that are also provided with central air conditioning.

As shown in Table 11 and Table 12, Class 4 limits are met at the proposed development should Phase 1 exist with the No Frills grocery store operational. The following additional measures and warning clauses are recommended.

1 Central Air Conditioning

Central air conditioning should be provided for all residential units in Phase 1 (Building A) in the proposed development. This will allow residents to keep windows closed prior to the demolition of the existing No Frills grocery store. It should be noted that central air conditioning is also already a requirement due to transportation noise (see Section 2.5.2).

2 Warning Clauses

MECP Type E and Type F noise warning clauses are recommended for all units in Phase 1, Building A. This will warn occupants of the potential for noise from the No Frills grocery store, in the event it remains operational prior to demolition and construction of Phase 2. See Appendix C for additional warning clause details. The warning clauses should be included in documents registered on Title and included in all agreements of purchase and sale or lease and all rental agreements.

With the receptor-based mitigation and warning clauses noted above, it is expected that adverse noise impacts would be manageable for potential temporary Class 1 sound level excesses at Phase 1 (Building A). A suitable indoor acoustic environment would be provided for occupants in Phase 1 exposed to the grocery store sources, as discussed in the following section.

3.7.3 Indoor Sound Levels

A preliminary analysis of indoor sound levels was also completed based on the predicted worst-case façade sound levels on the north façade, and the assumption that windows are closed.

The analysis considered an exterior wall material performing at STC 48, which is conservative considering the planned pre-cast concrete panel shown in the development drawing elevations, (see Appendix A) should perform at approximately STC 50. A window performing at STC 28 (also expected to be conservative) was applied. An assumed bedroom with 3 m x 3 m x 3 m dimensions and 70% glazing on the exterior façade was assessed.

The worst-case indoor sound level considering these assumptions is approximately 32 dBA during nighttime hours. When predicted indoor sound levels are plotted against equivalent Noise Criterion (NC) curves, NC-26 is predicted during nighttime hours, which is considered reasonable for bedrooms. The target indoor level ranges from NC 25 to NC 35, based on guidance in the American Society of Heating, Refrigeration and Air Conditioning Engineers (ASHRAE) handbook. Therefore, a suitable indoor acoustic environment is predicted during periods of potential nighttime excesses at worst-case Phase 1, Building A locations.

With the measures noted in Section 3.7.2, residents will be notified of potential excesses and indoor sound levels will be within target indoor guidelines.

Sample calculations are provided for reference in Appendix D.

4.0 Environmental Vibration Assessment

4.1 Industrial (Stationary) Sources

Based on review of land uses in the surrounding area during the site visit by SLR staff on May 31, 2025, there are no existing or proposed industrial vibration sources in proximity to the proposed development. A detailed industrial vibration assessment was therefore not completed, and industrial vibration is not of concern for the proposed development.

4.2 Transportation Sources

As the Project site is located directly adjacent TTC streetcar route along Broadview Avenue, a transportation vibration assessment was completed.

TTC Line 2 is located more than 100 m from the proposed development and was not considered in the assessment. Vibration impacts from other transportation sources such as local roadways will be negligible and were not considered further.

4.2.1 Vibration Guidelines

The MECP has published criteria for specific TTC transit projects in the past and has draft criteria for general transit projects in the Province of Ontario. Both the former MOECC/TTC 1993 “Protocols for Noise and Vibration Assessment” and the MOECC 2010 Draft “Guideline for Noise and Vibration Assessment of Transit Projects” require that vibration levels from TTC vehicle pass-by events, measured in terms of root-mean-square (RMS) vibration, should not exceed 0.10 mm/s at the point of reception, which in this case would be the proposed development building foundation. This criterion was applied in the assessment.

4.2.2 Vibration Measurements and Data Processing

During the site visit on May 31, 2025, SLR staff conducted attended vibration measurements of ground-borne vibrations from streetcar traffic. Vibration monitors were deployed at two locations on the Project site at approximately the worst-case building setback for streetcar-induced vibration for Building B of the proposed development, and one additional location to evaluate vibration propagation characteristics.

The two vibration measurement locations are shown in Figure 13.

Ten (10) streetcar passes were measured to quantify the potential impacts at the proposed development. Vibration velocity amplitudes were collected with Svantek SV803 units sampling at a rate of 1024 Hz. Collected vibration data were reviewed and post-processed using Svantek's SvanPC++ software to evaluate overall RMS vertical vibration levels during streetcar pass by events. The measured data were post-processed per the FCM/RAC guideline to compute the 1-second sliding window RMS amplitudes of the vibration velocity in units of mm/s.

4.2.3 Vibration Measurement Results

Table 15 summarizes the worst-case vibration levels measured during the site visit on May 31, 2025.

Table 15: Summary of Measured Streetcar Vibration Levels

Measured Source	Measured Vibration Level (mm/s RMS)		Guideline Vibration Limit (mm/s RMS)	Meets Limit?
	Vibration Unit 1	Vibration Unit 2		
Streetcar Northbound	0.011	0.008	0.10	Yes
Streetcar Southbound	0.013	0.009	0.10	Yes
Streetcar Northbound	0.012	0.010	0.10	Yes
Streetcar Southbound	0.015	0.012	0.10	Yes
Streetcar Northbound	0.020	0.018	0.10	Yes
Streetcar Southbound	0.022	0.020	0.10	Yes
Streetcar Northbound	0.021	0.017	0.10	Yes
Streetcar Southbound	0.020	0.012	0.10	Yes
Streetcar Northbound	0.013	0.009	0.10	Yes
Streetcar Southbound	0.011	0.007	0.10	Yes

Notes: Measured Levels shown are overall vibration levels in the vertical direction, measured in root-mean square ("RMS") values (1-second averaging time), in the frequency range from 4 Hz to 200 Hz.

Measured vibration levels due to streetcar traffic are well below the guideline limit of 0.10 mm/s RMS. The applicable vibration criteria are met, and additional vibration mitigation measures are not 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, the proposed development's mechanical systems for residential buildings and the grocery store planned for the podium of Phase 2 have not been sufficiently designed to complete a detailed assessment of stationary source impacts on the development itself.

For common mechanical systems and sources that will be implemented as part of the proposed development, the impacts from all noise-generating equipment should comply with the guideline limits in MECP Publication NPC-300. The potential noise impacts of mechanical equipment to be included with proposed development and grocery store (such as make-up air units, cooling towers, parking garage exhaust fans, emergency generators) 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 and grocery store design/sources be reviewed by an accredited Acoustical Consultant prior to final selection of equipment.

If individual air conditioning systems are to be implemented for each residential unit for the proposed development, 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.

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

Other noise sources associated with the development with potential to generate noise in the surrounding neighbourhood are mechanical equipment (e.g., make up air units, cooling units, and parking garage exhaust fans) and other grocery store sources associated with Phase 2 (e.g., delivery truck traffic). Sound levels due to operation of these sources should meet MECP Publication NPC-300 requirements at all off-site noise sensitive receptors.

Potential impacts should be assessed as part of the final building design to evaluate compliance. The criteria can be met at all surrounding and on-site receptors though the use of routine mitigation measures, including the appropriate selection of mechanical equipment, by locating equipment with sufficient setback from noise sensitive locations, and by incorporating control measures (e.g., silencers, barriers) into the design.

It is recommended that the mechanical systems and grocery store design/sources be reviewed by an accredited Acoustical Consultant prior to final selection of equipment.

7.0 Conclusions and Recommendations

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

Transportation Noise

- An assessment of transportation sound levels from surrounding roadway, subway and streetcar sources has been completed.
- Based on transportation façade sound levels, window construction meeting the minimum non-acoustical requirements of the OBC is predicted to be sufficient to meet the indoor noise guidelines of the MECP. Exterior wall construction is expected to meet STC 50 or higher based on planned pre-cast concrete panel construction.
    - Requirements should be reviewed and updated if necessary by an Acoustical Engineer at the Site Plan Control stage of the planning process.
- Central air conditioning and a Type D warning clause are recommended for all residential units in Phase 1, Building A and Phase 2, Building B. Ventilation and warning clause recommendations are outlined in Section 2.5.2.
- As outlined in Section 2.5.3, transportation sound levels at OLAs are below 55 dBA with implementation of parapet walls/barriers.
- 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 C.

Stationary Source Noise

- A review of the surrounding stationary noise sources was completed through available aerial photography and observation collected during a site visit by SLR staff on May 31, 2025.
- Nighttime excesses from No Frills are predicted if Phase 1 is occupied prior to demolition of the No Frills grocery store for Phase 2.
- A suitable nighttime indoor acoustic environment is predicted at Phase 1 for the potential interim period where the No Frills grocery storage would be operational, prior to Phase 2 construction. It is unknown whether this scenario will occur, but it has been assessed for informational purposes.
- An MECP Type F warning clause is recommended for all residential units in Phase 1, Building A.
- MECP Type E warning clause is recommended for all residential units in Phase 1, Building A and Phase 2, Building B.

Industrial and Transportation 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 TTC streetcar line along Broadview Avenue. Based on vibration measurements conducted by SLR at the Project site, vibration levels are well below applicable limits and mitigation is not required.

Overall Assessment

- Sound from the environment on the proposed development can be adequately controlled with glazing meeting the requirements of the OBC, suitable exterior wall construction, and with the inclusion of ventilation and warning clause recommendations as detailed in Part 1 of this report.
- Sound from the proposed development on itself is not expected to be of concern and can be adequately controlled by following the design guidance outlined in Part 2 of this report.
- Sound from the proposed development on the surroundings is expected to meet the applicable guideline limits and can be adequately controlled by following the design guidance outlined in Part 3 of this report.
- As the mechanical systems for the proposed development have not been selected or designed at the time of this assessment, the mechanical systems (equipment selections, layouts and sound level data) should be reassessed by an Acoustical Consultant during the later stages of design and planning.

8.0 Closure

Please contact the undersigned if you have any questions.

Regards,

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9.0 References

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

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Ontario Ministry of the Environment and Energy, Publication NPC-216: Residential Air Conditioning Devices, 1993.

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Figures

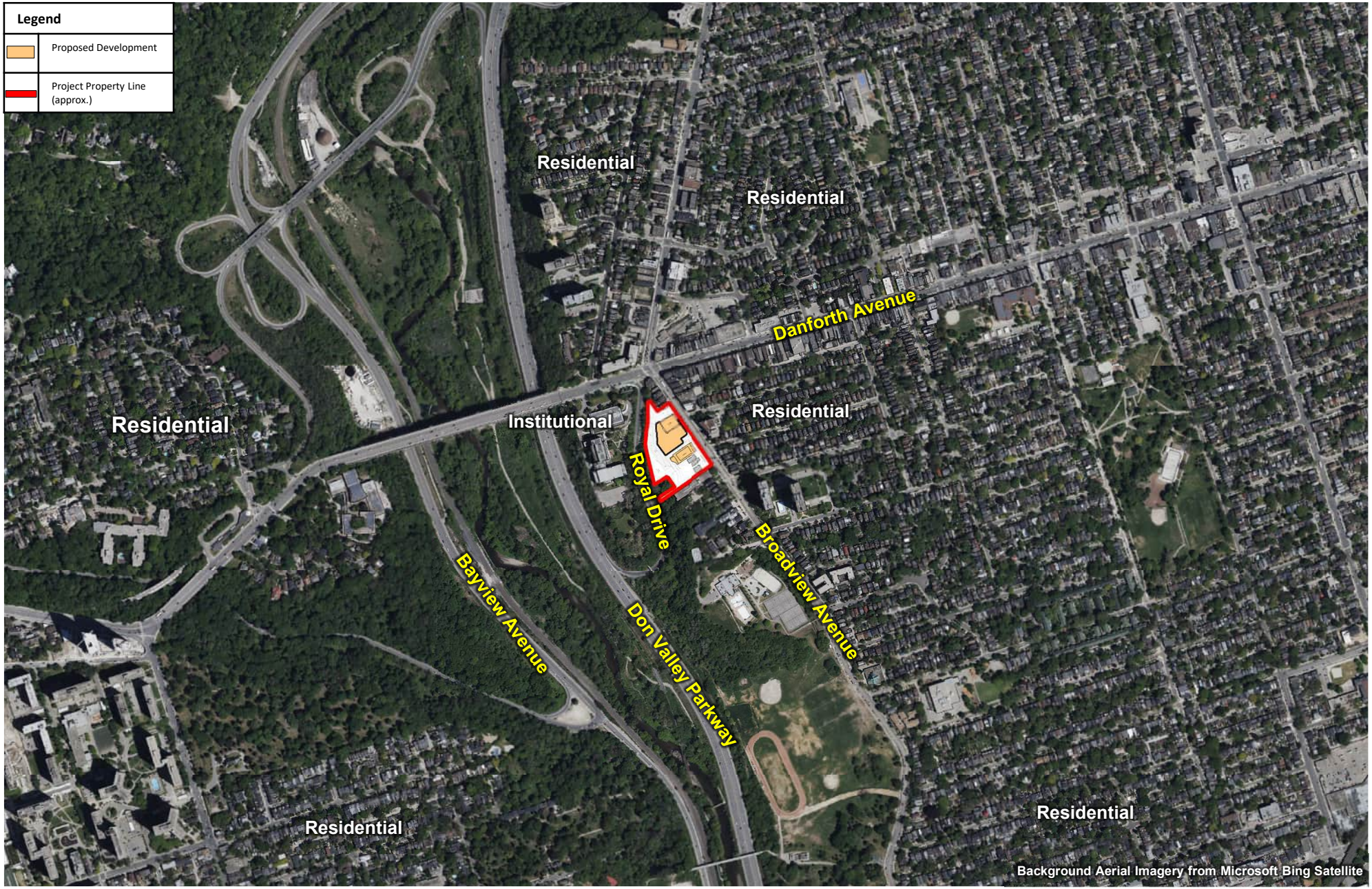
Environmental Noise and Vibration Study

720 Broadview Avenue, Toronto

Choice Properties Limited Partnership

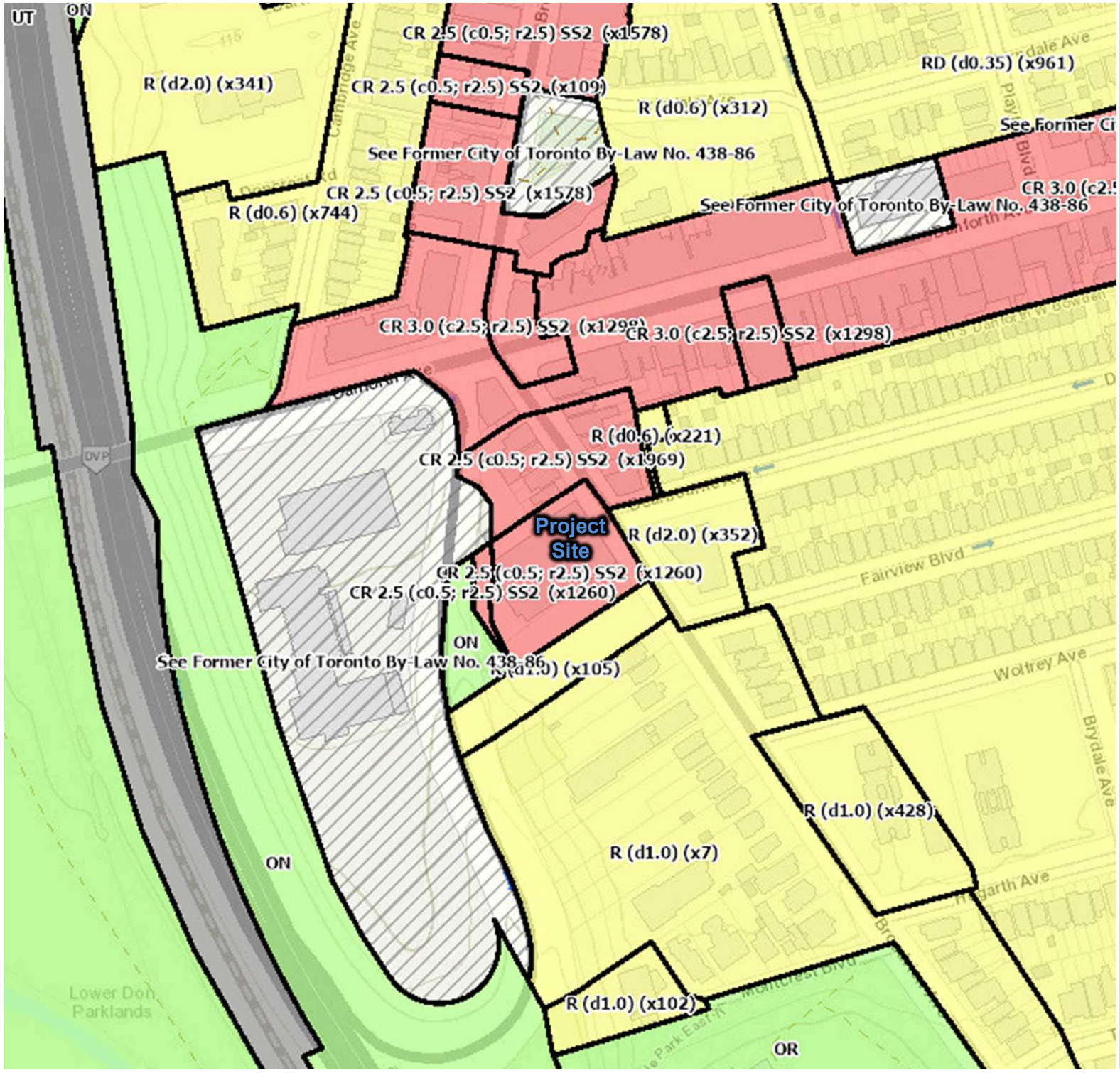
SLR Project No.: 241.089558.00001

September 23, 2025



CHOICE PROPERTIES LIMITED PARTNERSHIP	True North	Scale: 1:10,000	METRES
720 BROADVIEW AVENUE, TORONTO		Date: Sep. 23, 2025 Rev. 0	Figure No. **1**
CONTEXT PLAN		Project No. 201.089558.00001	

SLR



Zone Categories

- Residential
- Residential Apartment
- Open Space
- Utility and Transportation
- Commercial
- Commercial Residential
- Commercial Residential Employment
- Employment Industrial
- Institutional

True North

CHOICE PROPERTIES LIMITED PARTNERSHIP

720 BROADVIEW AVENUE, TORONTO

CITY OF TORONTO ZONING MAP

Scale: n/a		METRES
Date: Sep. 23, 2025	Rev. 0	Figure No. **2**
Project No. 201.089558.00001		

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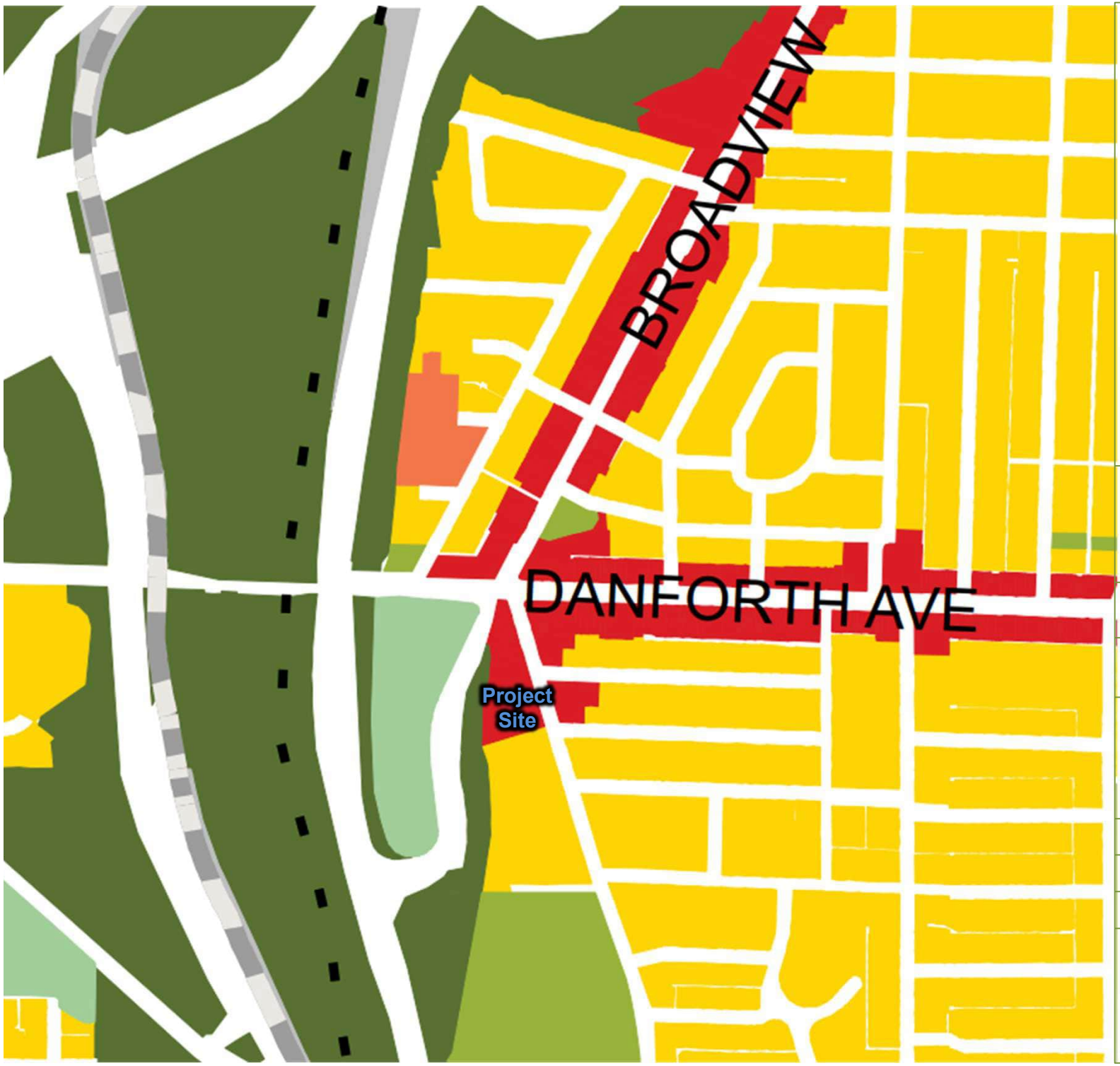

Land Use Designations

- Neighbourhoods
- Apartment Neighbourhoods
- Mixed Use Areas
- Natural Areas
- Parks
- Other Open Space Areas (Including Golf Courses, Cemetaries, Public Utilities)
- Institutional Areas
- Regeneration Areas
- General Employment Areas
- Core Employment Areas
- Utility Corridors

True North

CHOICE PROPERTIES LIMITED PARTNERSHIP

720 BROADVIEW AVENUE, TORONTO

CITY OF TORONTO OFFICIAL PLAN MAP 18

Scale: n/a		METRES
Date: Sep. 23, 2025	Rev. 0	Figure No. 3
Project No. 201.089558.00001		

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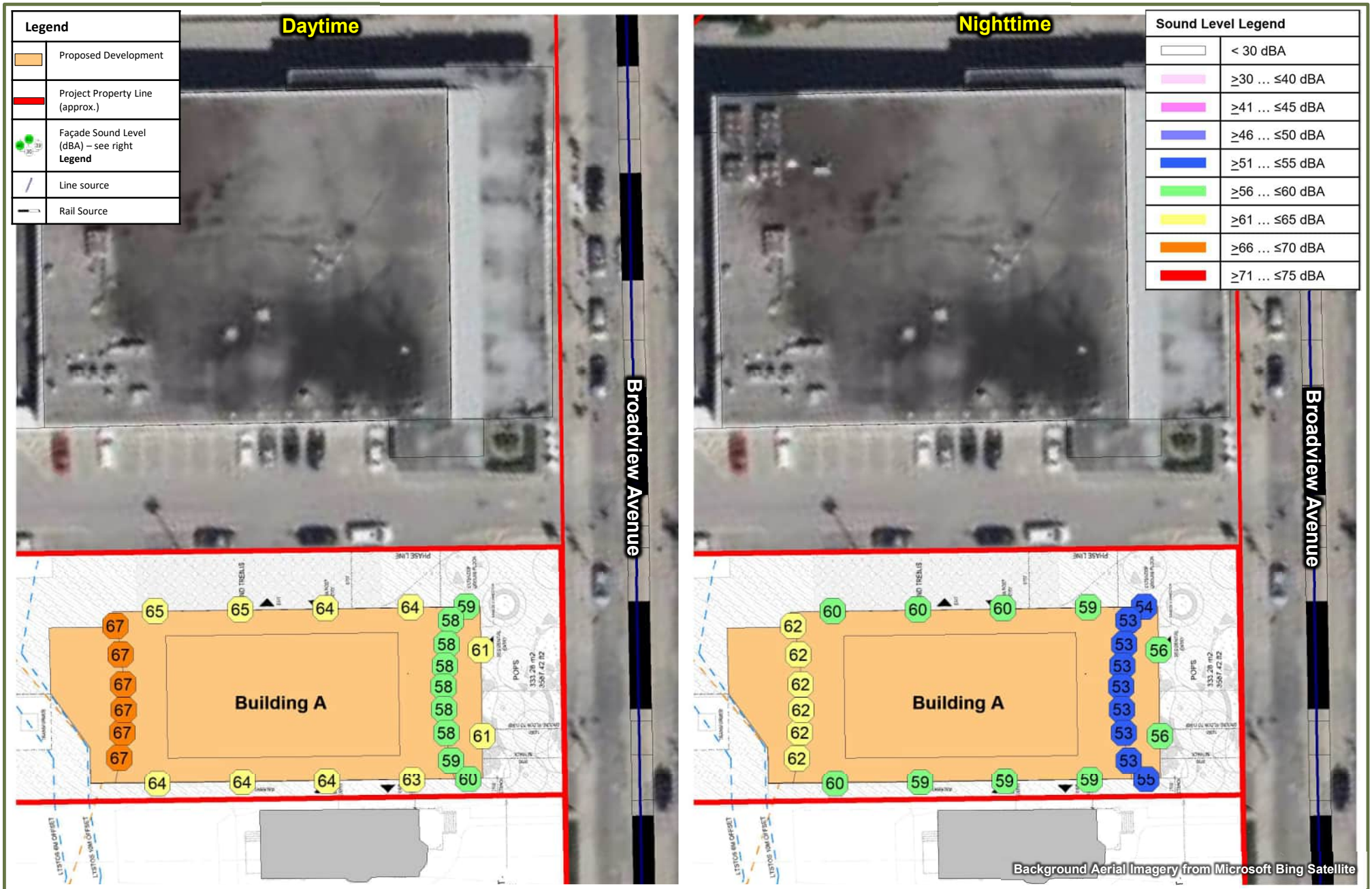


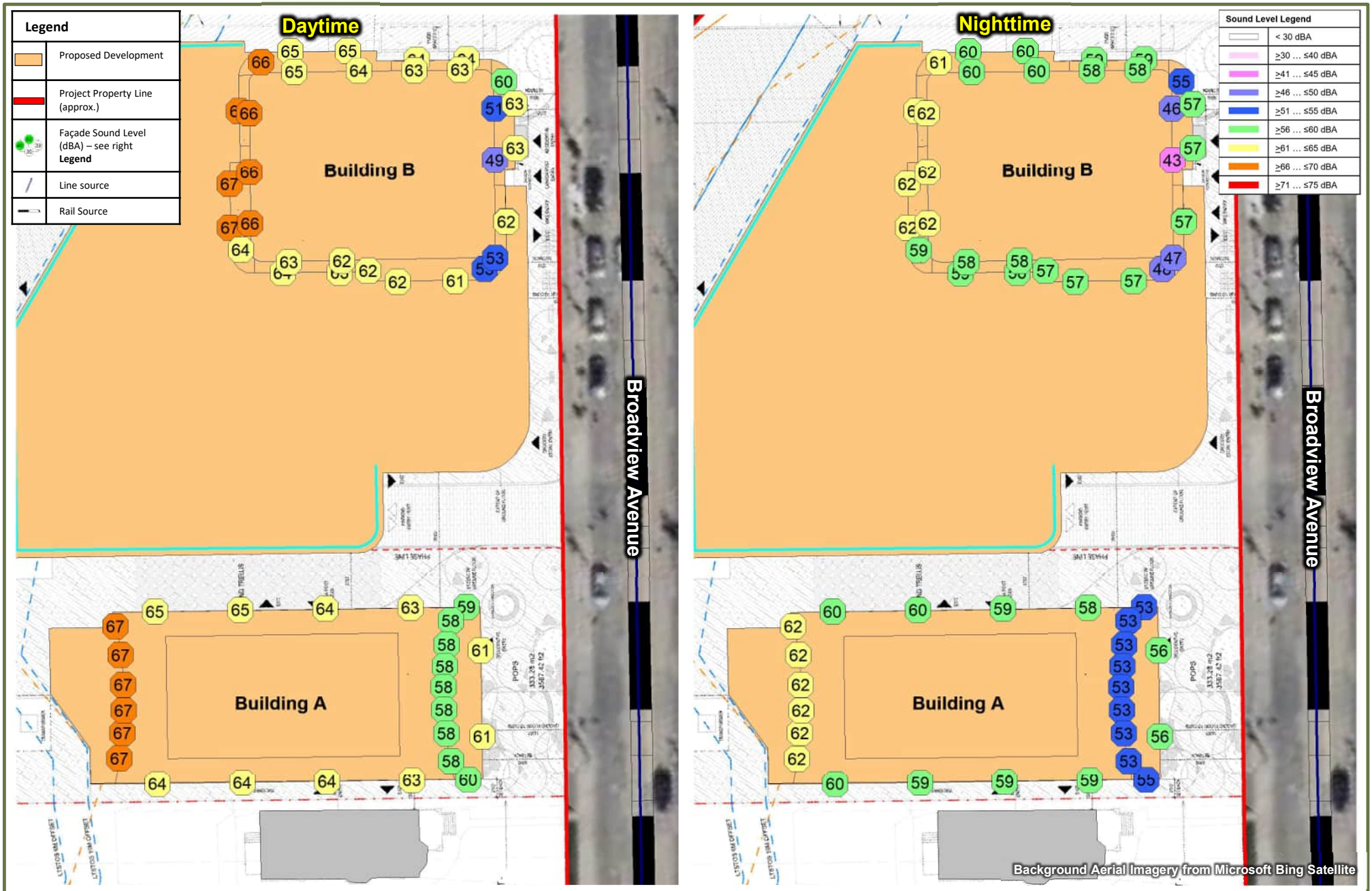
CHOICE PROPERTIES LIMITED PARTNERSHIP

720 BROADVIEW AVENUE, TORONTO

PREDICTED FAÇADE SOUND LEVELS – ROAD, SUBWAY AND STREETCAR TRAFFIC – PHASE 1

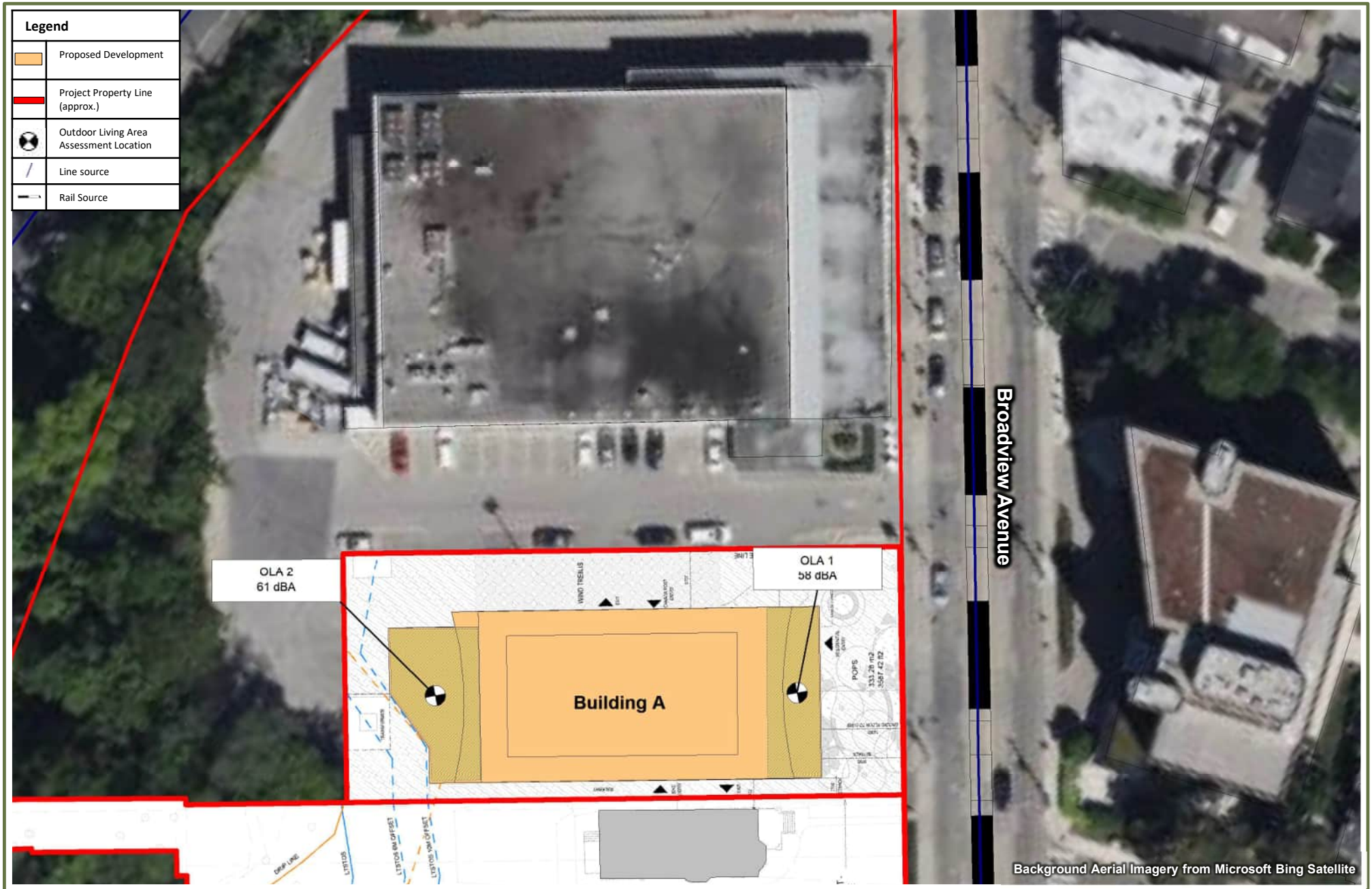
True North	Scale: 1:600		METRES
	Date: Sep. 23, 2025	Rev. 0	Figure No. **4**
	Project No. 201.089558.00001		

SLR

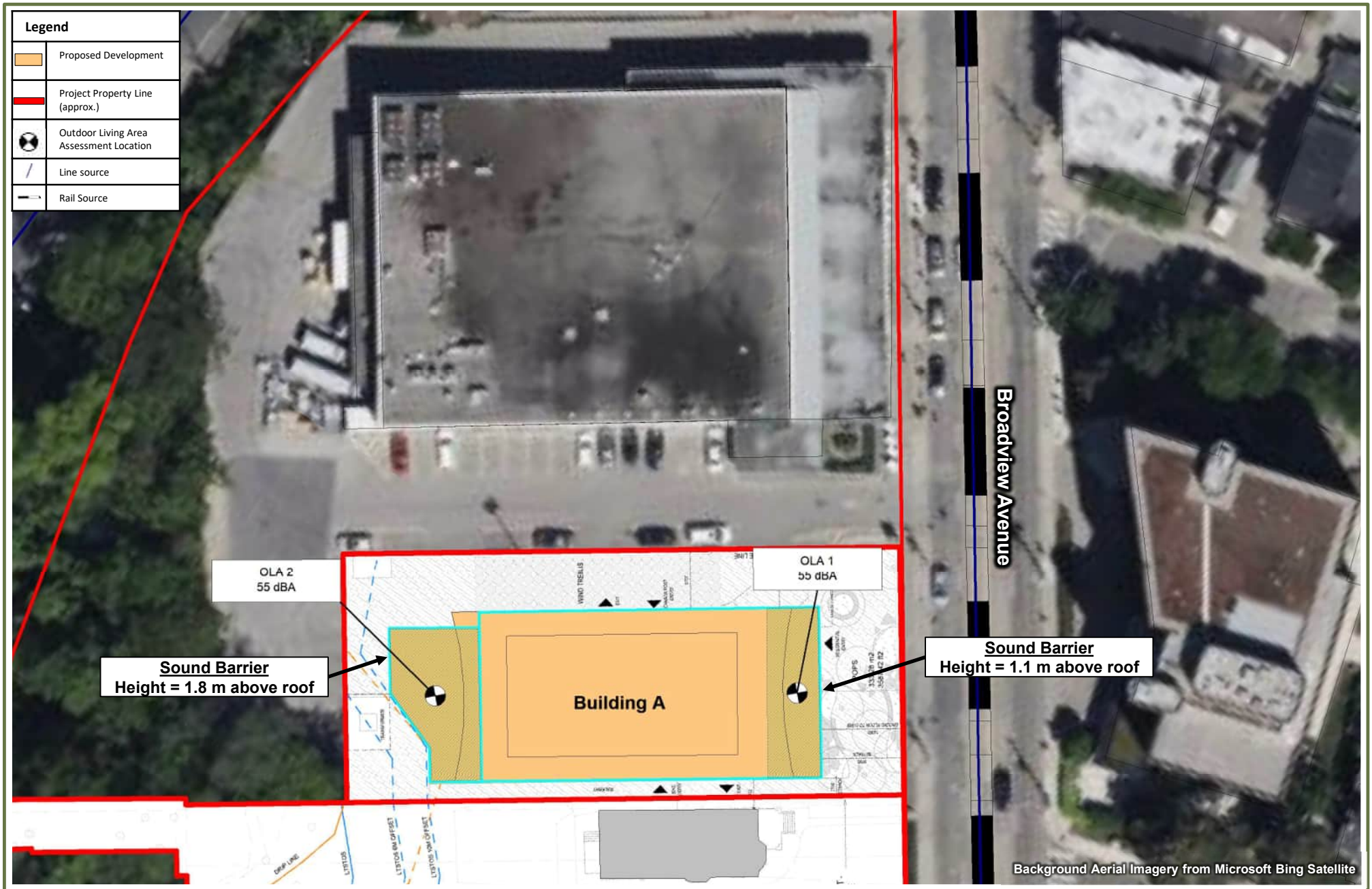


CHOICE PROPERTIES LIMITED PARTNERSHIP	True North	Scale: 1:600	METRES
720 BROADVIEW AVENUE, TORONTO		Date: Sep. 23, 2025 Rev. 0	Figure No. **5**
PREDICTED FAÇADE SOUND LEVELS – ROAD, SUBWAY AND STREETCAR TRAFFIC – PHASE 1 & PHASE 2		Project No. 201.089558.00001	

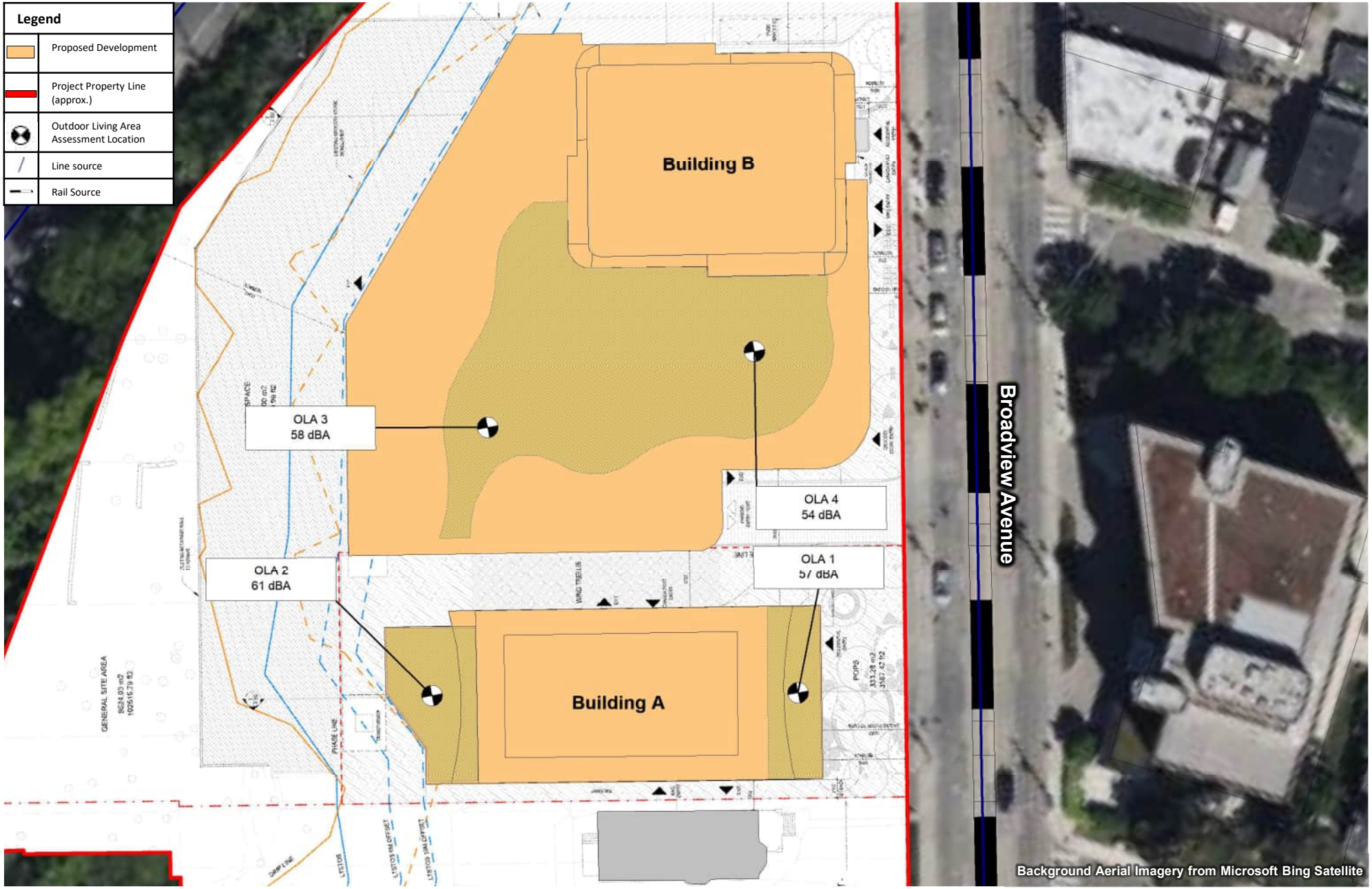
SLR



CHOICE PROPERTIES LIMITED PARTNERSHIP	True North	Scale: 1:600	METRES
720 BROADVIEW AVENUE, TORONTO		Date: Sep. 23, 2025 Rev. 0	Figure No. **6A**
PREDICTED OUTDOOR LIVING AREA SOUND LEVELS – ROAD, SUBWAY AND STREETCAR TRAFFIC – DAYTIME – PHASE 1, UNMITIGATED		Project No. 201.089558.00001	

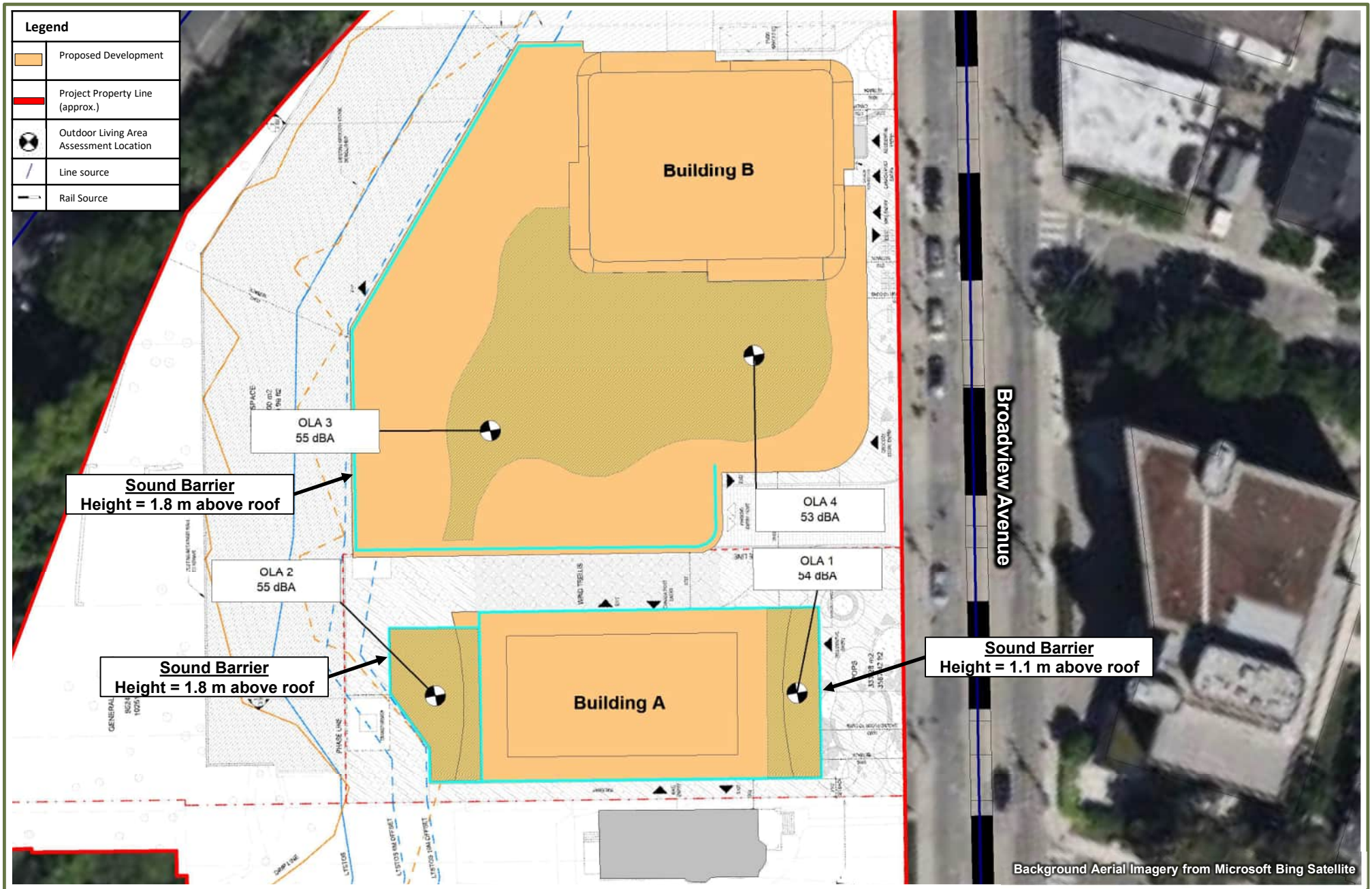


CHOICE PROPERTIES LIMITED PARTNERSHIP	True North	Scale: 1:600	METRES
720 BROADVIEW AVENUE, TORONTO		Date: Sep. 23, 2025 Rev. 0	Figure No. **6B**
PREDICTED OUTDOOR LIVING AREA SOUND LEVELS – ROAD, SUBWAY AND STREETCAR TRAFFIC – DAYTIME – PHASE 1, MITIGATED		Project No. 201.089558.00001	



CHOICE PROPERTIES LIMITED PARTNERSHIP	True North	Scale: 1:600	METRES
720 BROADVIEW AVENUE, TORONTO		Date: Sep. 23, 2025 Rev. 0	Figure No. **7A**
PREDICTED OUTDOOR LIVING AREA SOUND LEVELS – ROAD, SUBWAY AND STREETCAR TRAFFIC – DAYTIME – PHASE 1 & PHASE 2, UNMITIGATED		Project No. 201.089558.00001	

SLR



CHOICE PROPERTIES LIMITED PARTNERSHIP

720 BROADVIEW AVENUE, TORONTO

PREDICTED OUTDOOR LIVING AREA SOUND LEVELS – ROAD, SUBWAY AND STREETCAR TRAFFIC – DAYTIME – PHASE 1 & PHASE 2, MITIGATED

True North	Scale: 1:600		METRES
	Date: Sep. 23, 2025	Rev. 0	Figure No. **7B**
	Project No. 201.089558.00001		

SLR

CHOICE PROPERTIES LIMITED PARTNERSHIP

720 BROADVIEW AVENUE, TORONTO

MODELLED STATIONARY SOURCE LOCATIONS

True North

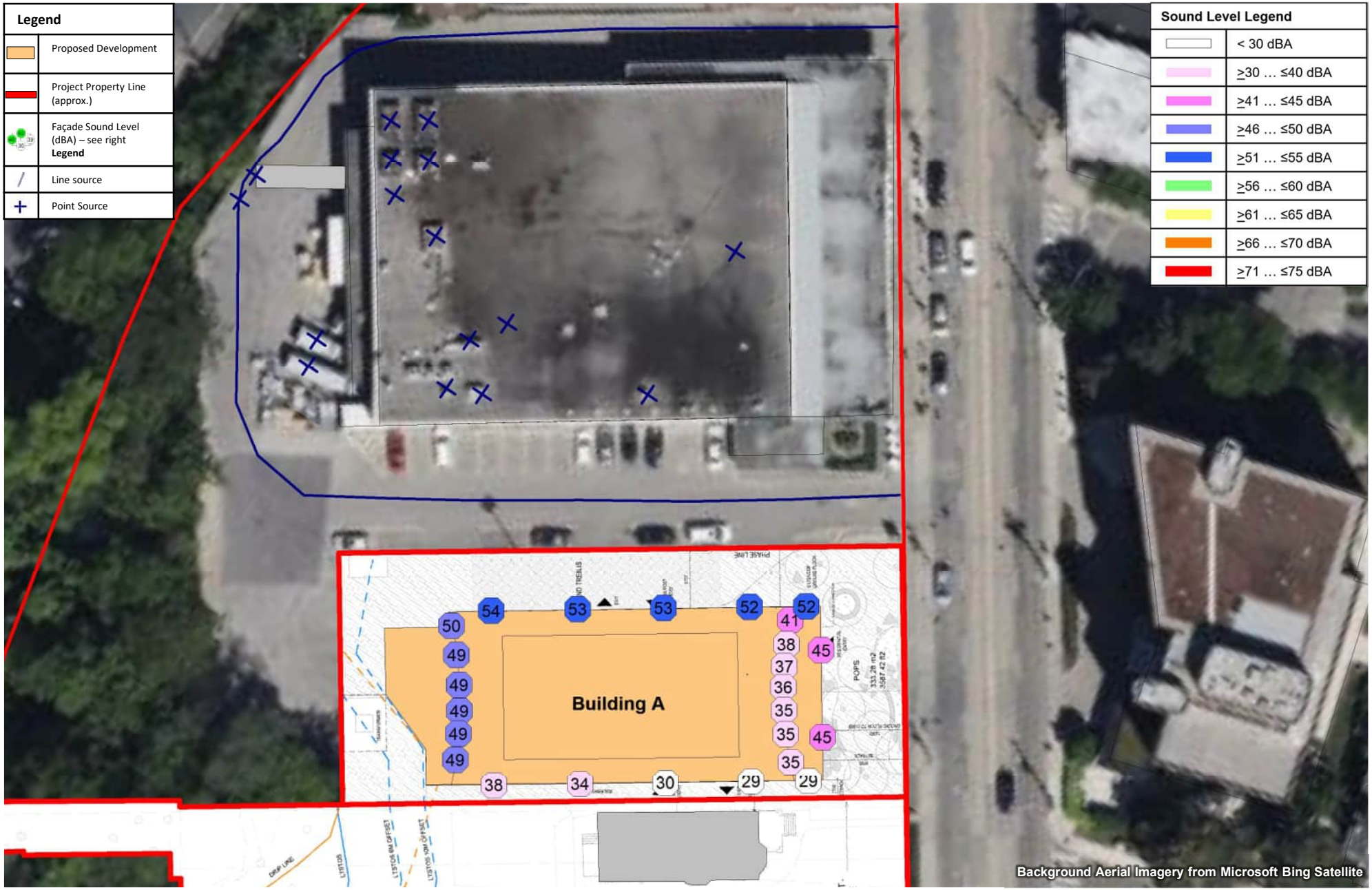
Scale: 1:2,000 METRES

Date: Sep. 23, 2025 Rev. 0

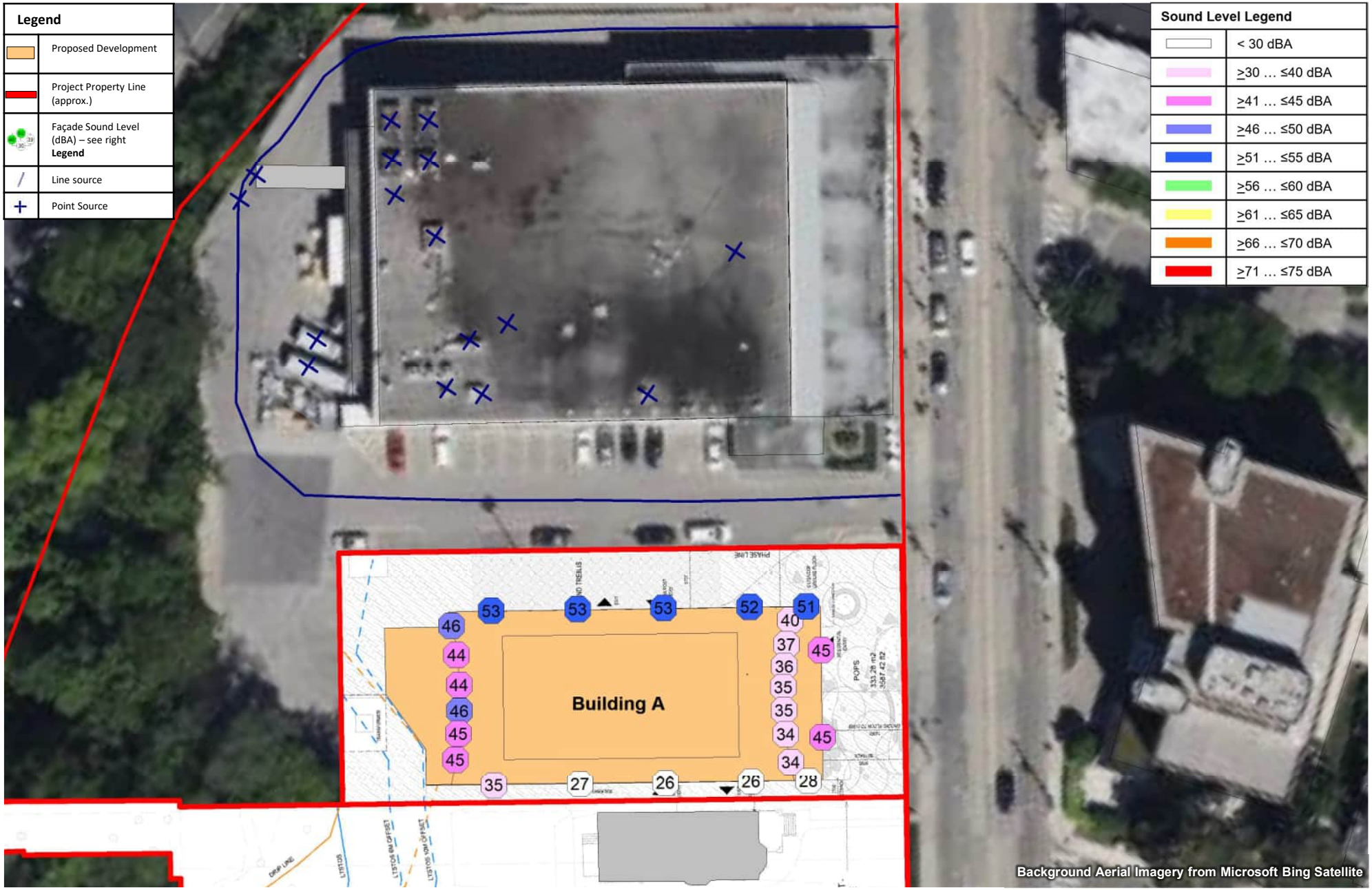
Project No. 201.089558.00001

Figure No. **8**

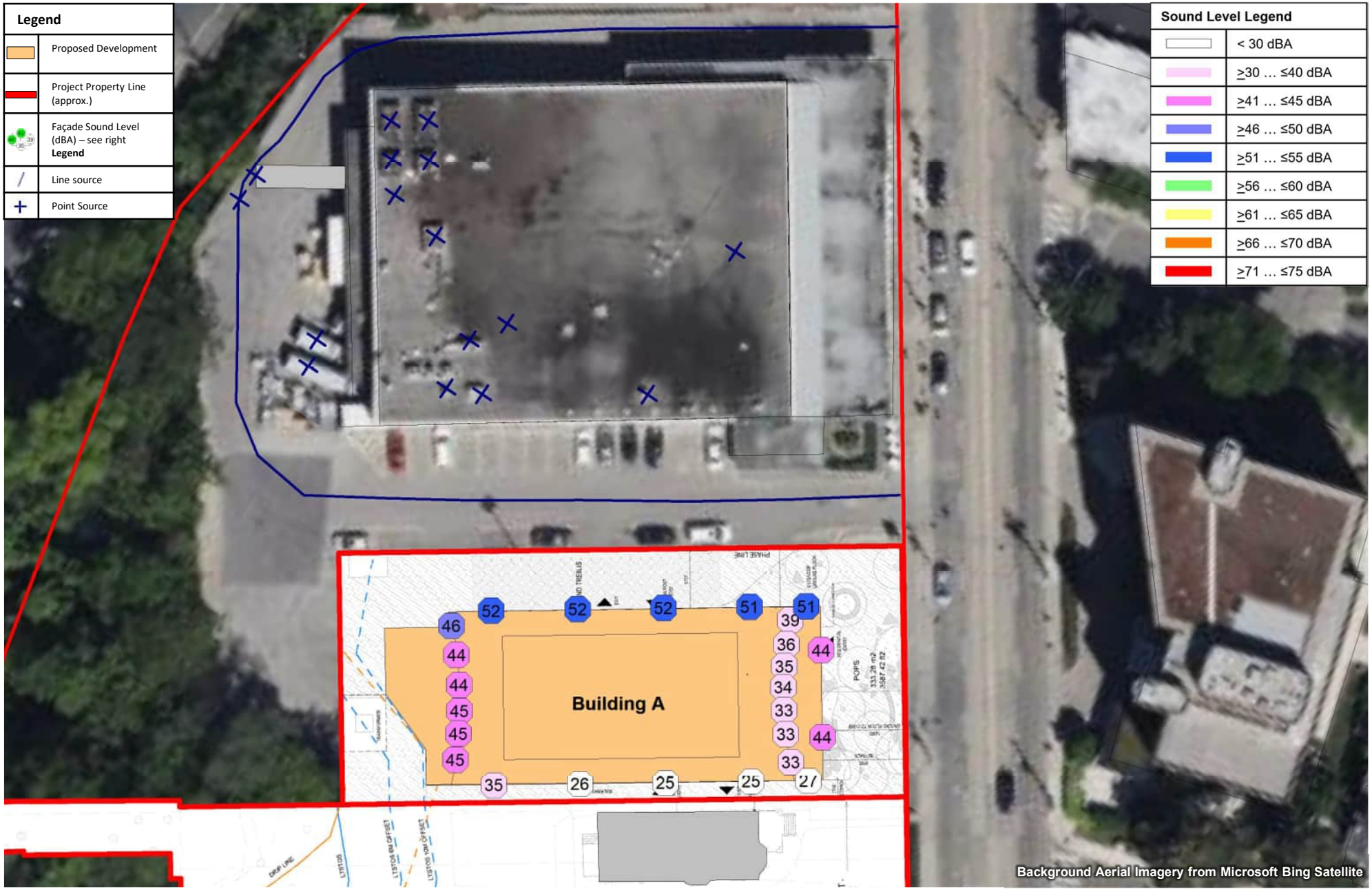
SLR



CHOICE PROPERTIES LIMITED PARTNERSHIP	True North	Scale: 1:600	METRES
720 BROADVIEW AVENUE, TORONTO		Date: Sep. 23, 2025 Rev. 0	Figure No. **9**
PREDICTED FAÇADE SOUND LEVELS – STATIONARY SOURCE, NO FRILLS ONTO PHASE 1 – DAYTIME HOURS		Project No. 201.089558.00001	

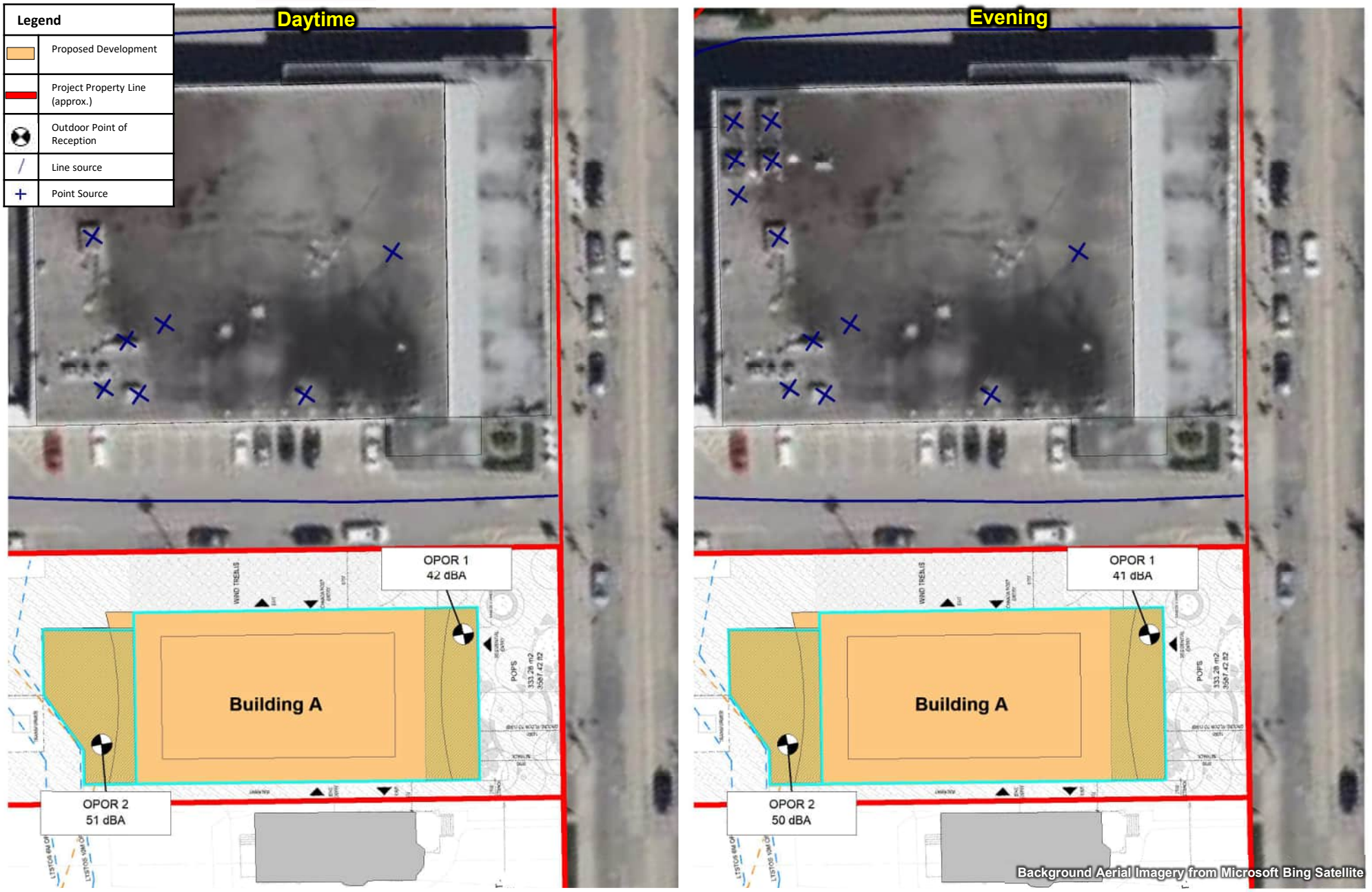


CHOICE PROPERTIES LIMITED PARTNERSHIP	True North	Scale: 1:600	METRES
720 BROADVIEW AVENUE, TORONTO		Date: Sep. 23, 2025 Rev. 0	Figure No. **10**
PREDICTED FAÇADE SOUND LEVELS – STATIONARY SOURCE, NO FRILLS ONTO PHASE 1 – EVENING HOURS		Project No. 201.089558.00001	

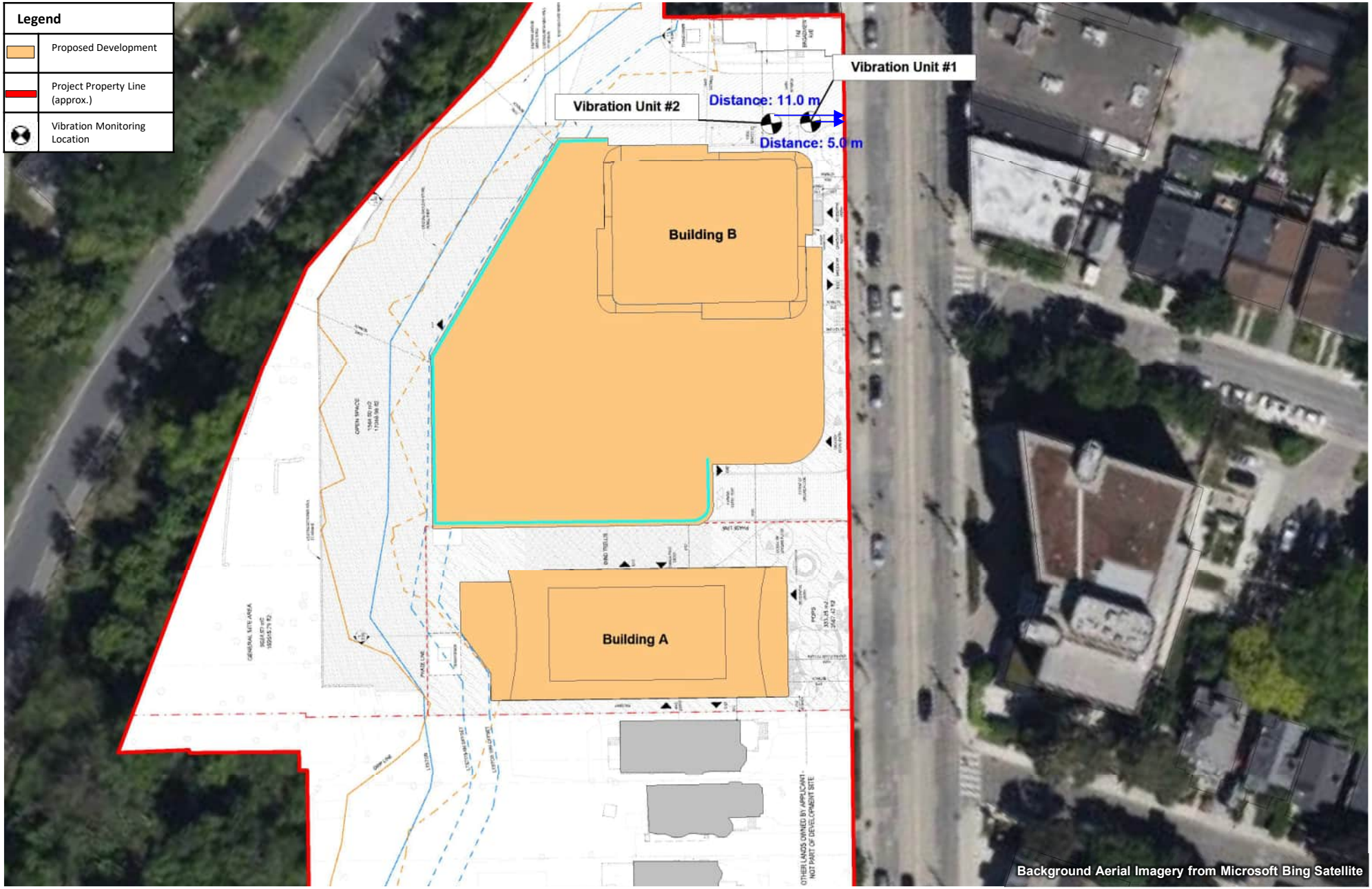


CHOICE PROPERTIES LIMITED PARTNERSHIP	True North	Scale: 1:600	METRES
720 BROADVIEW AVENUE, TORONTO		Date: Sep. 23, 2025 Rev. 0	Figure No. **11**
PREDICTED FAÇADE SOUND LEVELS – STATIONARY SOURCE, NO FRILLS ONTO PHASE 1 – NIGHTTIME HOURS		Project No. 201.089558.00001	

SLR



CHOICE PROPERTIES LIMITED PARTNERSHIP	True North	Scale: 1:600	METRES
720 BROADVIEW AVENUE, TORONTO		Date: Sep. 23, 2025 Rev. 0	Figure No. **12**
PREDICTED OUTDOOR POINTS OF RECEPTION SOUND LEVELS – STATIONARY SOURCE, NO FRILLS ONTO PHASE 1		Project No. 201.089558.00001	



CHOICE PROPERTIES LIMITED PARTNERSHIP	True North	Scale: 1:800	METRES	SLR
720 BROADVIEW AVENUE, TORONTO		Date: Sep. 23, 2025 Rev. 0	Figure No. **13**	
VIBRATION MONITORING LOCATIONS		Project No. 201.089558.00001		

Appendix A Development Drawings

Environmental Noise and Vibration Study

720 Broadview Avenue, Toronto

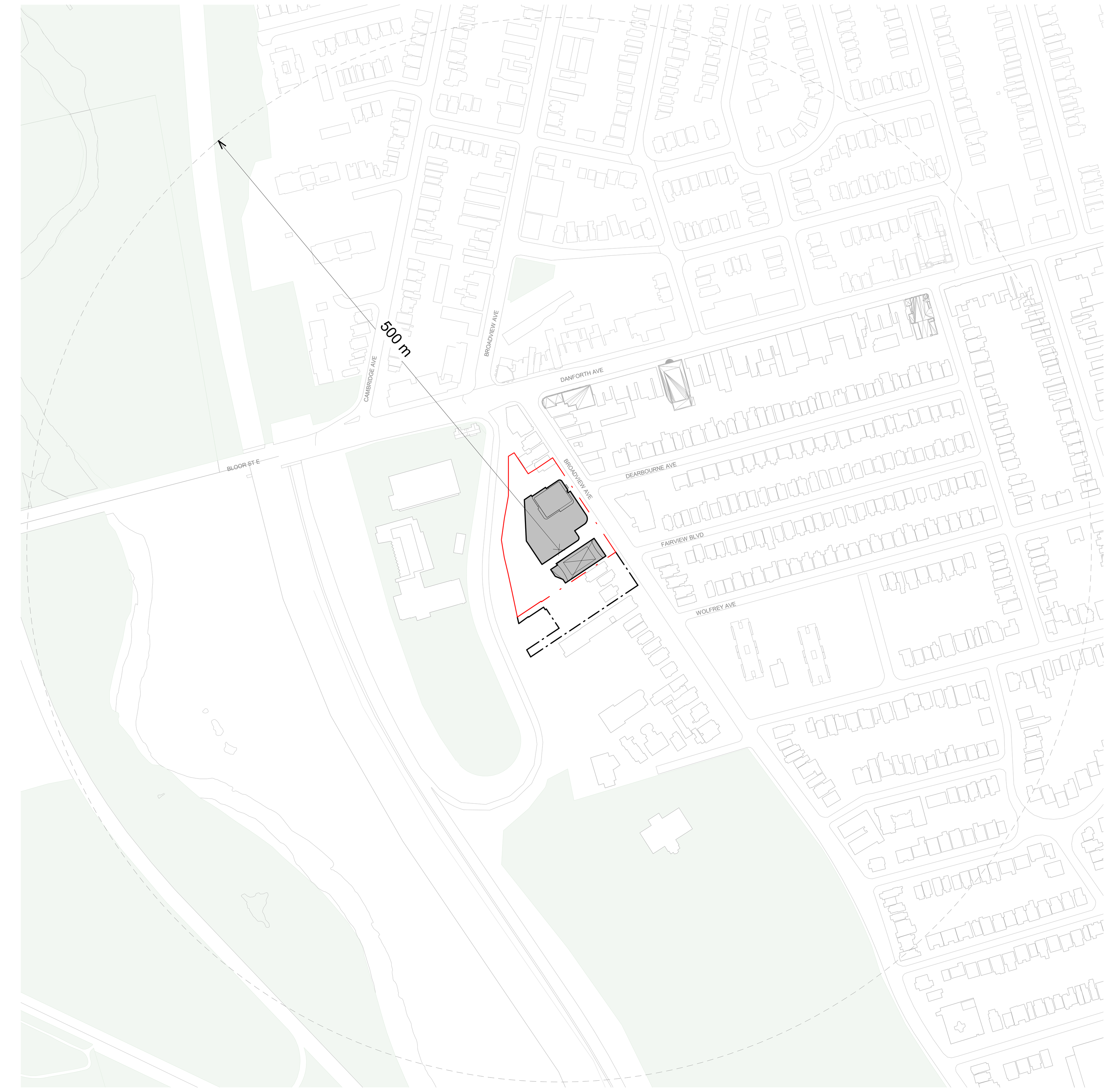
Choice Properties Limited Partnership

SLR Project No.: 241.089558.00001

September 23, 2025

BROADVIEW + DANFORTH

AERIAL VIEW OF PROJECT SITE LOOKING WEST



1
A 000
CONTEXT PLAN
SCALE: 1 : 2500

CLIENT

CP REIT REIT
700-22 ST CLAIR AVE E,
TORONTO, ON M4T 2S5

PROJECT ADDRESS

682-742 BROADVIEW AVE,
TORONTO, ON M4K 2P1

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PLANNER
URBAN STRATEGIES INC.
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CIVIL ENGINEER
COUNTERPOINT ENGINEERING
8395 JANE STREET, SUITE 100
VAUGHAN, ON L4K 5Y2
(T) 905.326.1404

ISSUED FOR ZBA -

SHEET LIST

DRAWING NUMBER	DRAWING TITLE
000 General	
A 000	Cover Sheet & Drawing List
A 000a	Phasing Diagrams
A 001	Site Plan
A 001a	Site Plan - Phase 1
A 002	Project Statistics Summary
A 003	Project Statistics - Building A
A 004	Project Statistics - Building B
A 005	ZBL - 569-2013 Area Plans
A 006	Perspective Views
A 007	Simplified Report Graphics - Site Plan
A 008	Simplified Report Graphics - Elevation
100 Plan	
A 100	Floor Plan - P1
A 101	Floor Plan - Ground
A 101a	Floor Plan - Ground Phase 1
A 102	Floor Plan - Ground Mezzanine
A 103	Floor Plan - Level 2
A 104	Floor Plan - Level 3-4

DRAWING NUMBER	DRAWING TITLE
A 105	Floor Plan - Level 5-7
A 106	Floor Plan - Level 8-9
A 107	Floor Plan - Level 10-39
A 108	Floor Plan - Level 40 / MPH (A)
A 109	Floor Plan - Level 41
A 110	Floor Plan - Level 42
A 111	Floor Plan - MPH (B)
A 112	Roof Plan
200 Elevation	
A 200	Building Elevations
A 201	Building Elevations
A 202	Building Elevations
A 203	Building Elevations
A 204	Building Elevations
A 205	Building Elevations
300 Sections	
A 300	Building Section
A 301	Building Section

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ChoiceProperties

CONTEXT LEGEND
- Park
- Subject Site
- Subject Mass
- Context

DATE NOT CONFIF

No. Date Issue/Revision

Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title:
Cover Sheet & Drawing List

Project No. 2017 | Scale As indicated

Drawing No.

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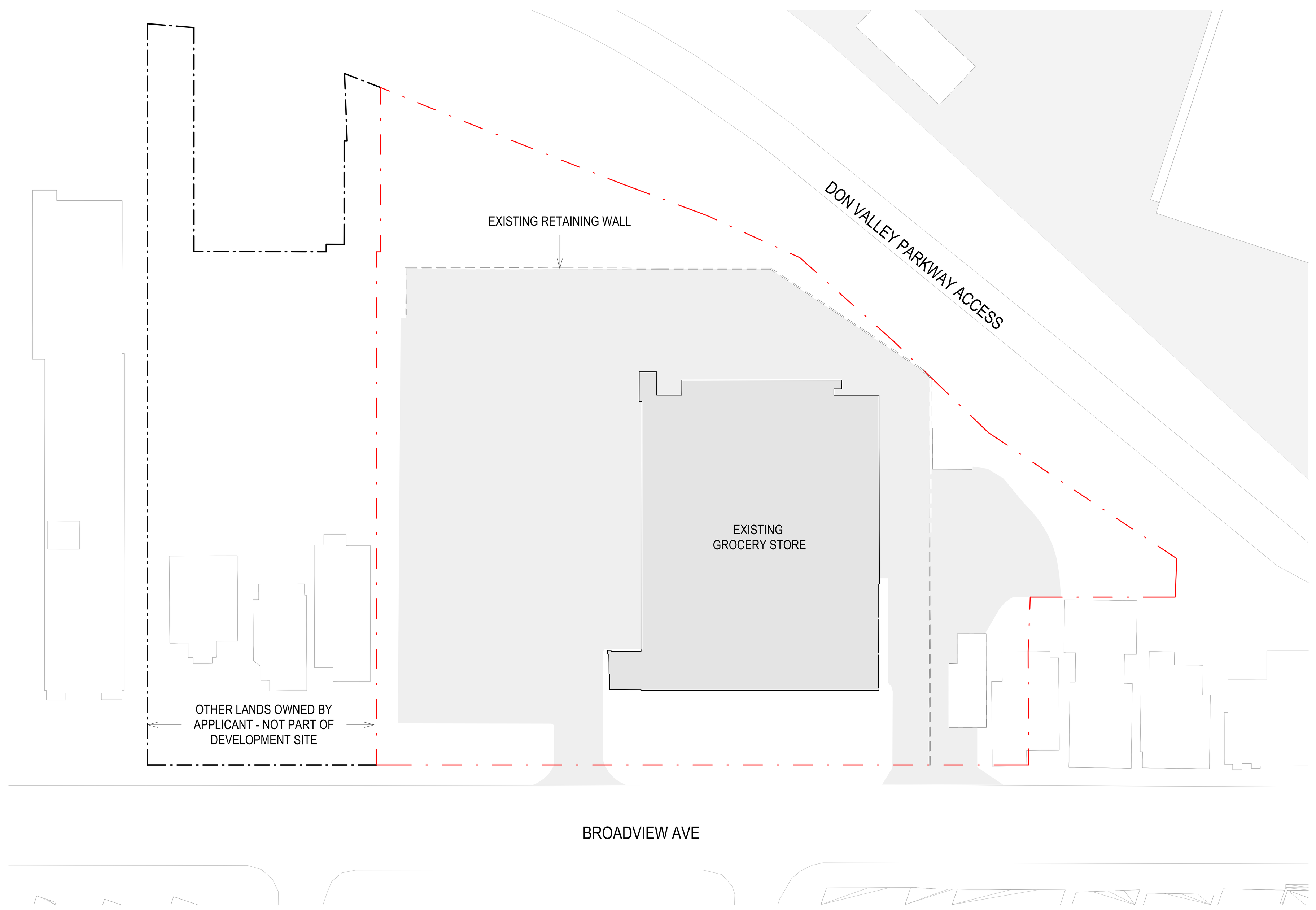
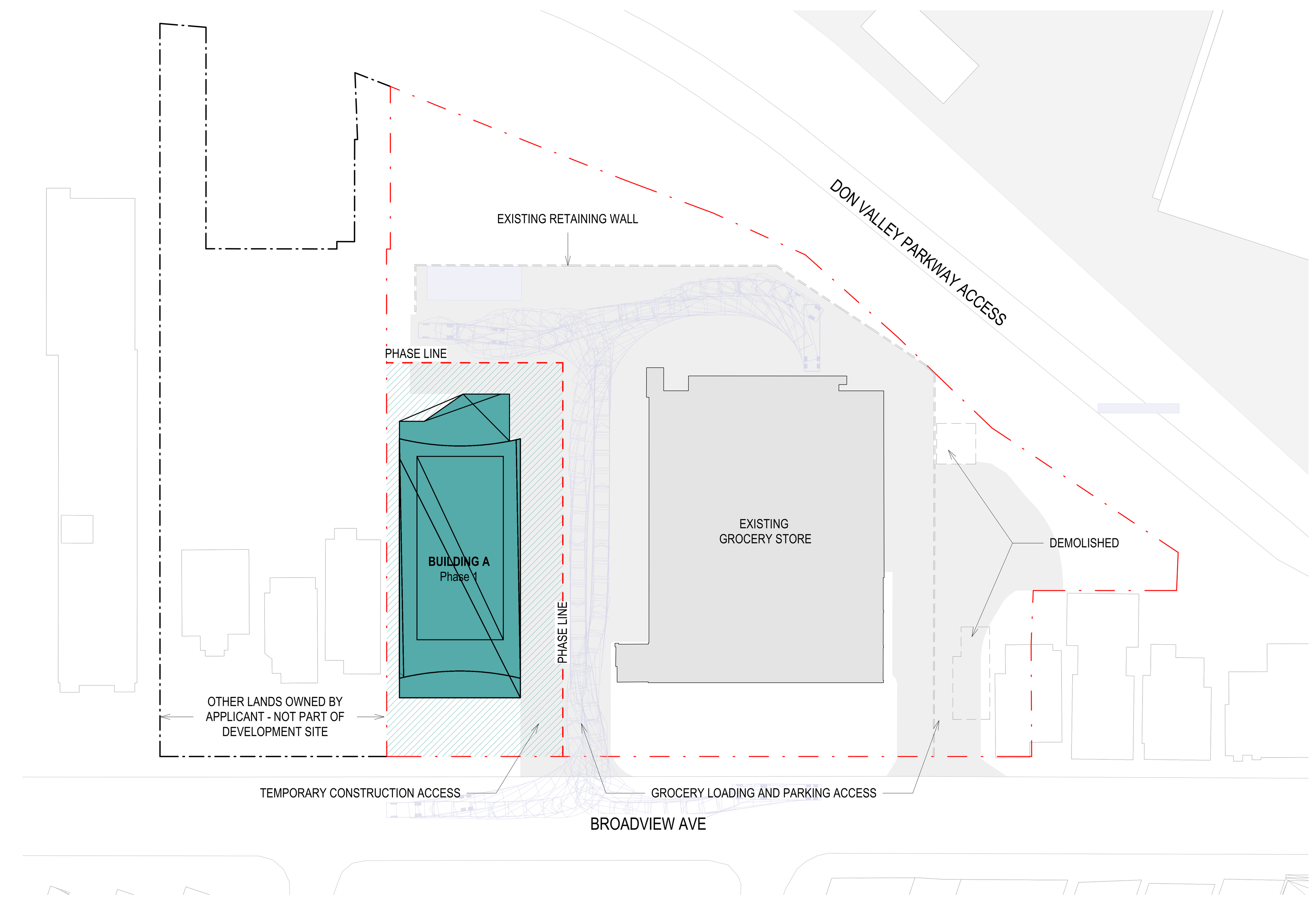
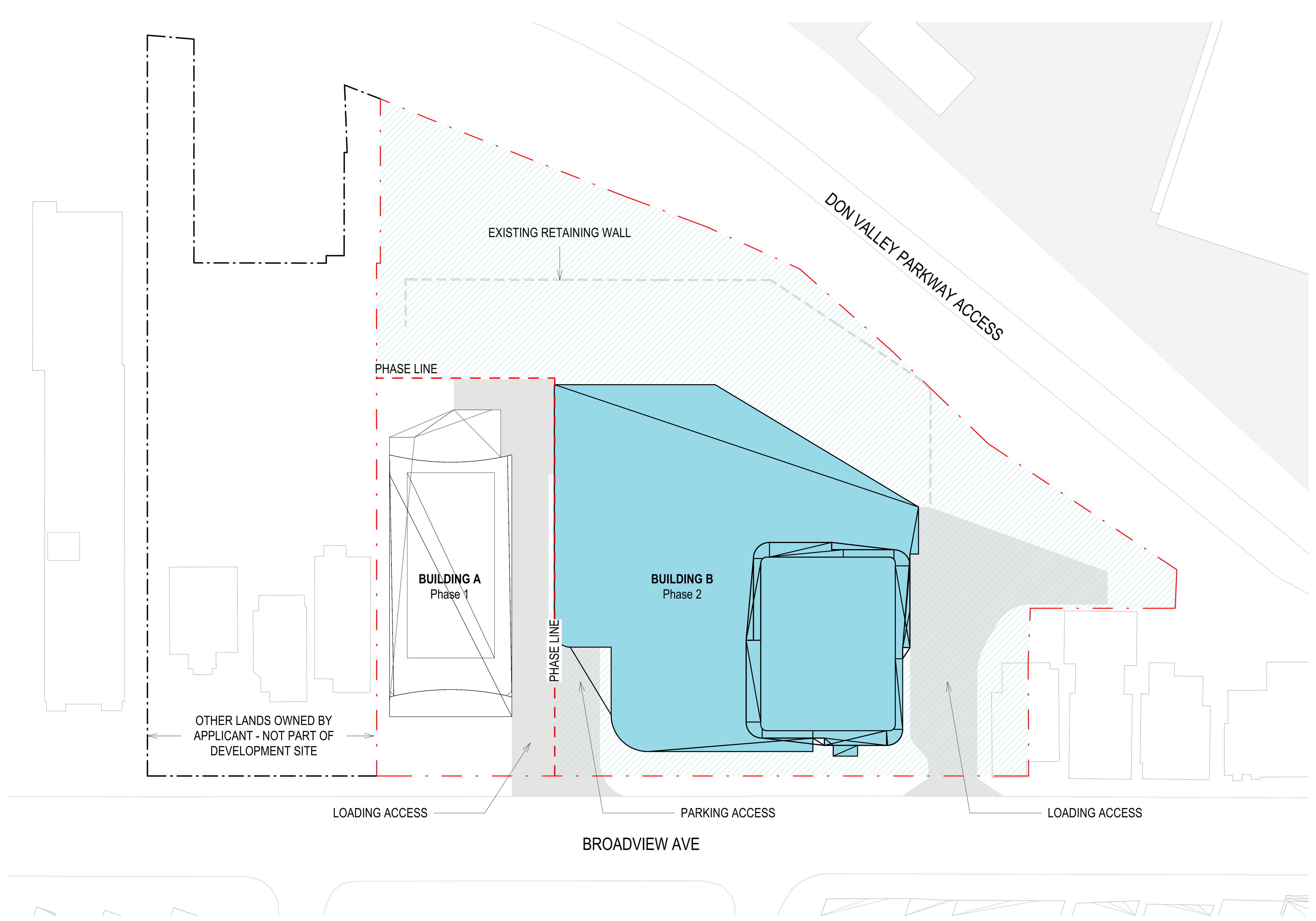


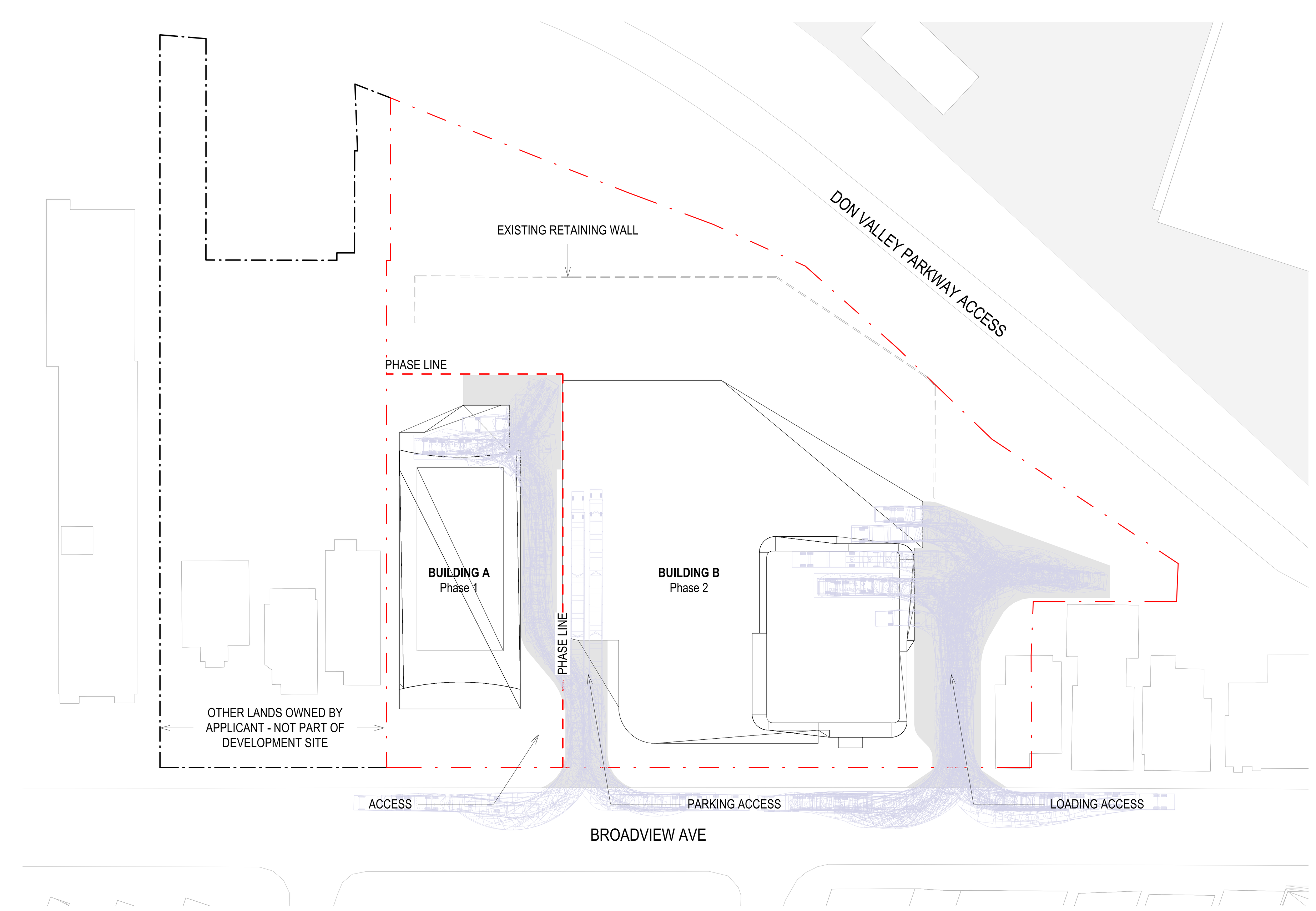
2 A 000a EXISTING SITE PLAN
SCALE: 1 : 500



1 A 000a PHASE 1 SITE PLAN - CONSTRUCTION AND INTERIM CONDITION
SCALE: 1 : 500



4 A 000a PHASE 1 + 2 SITE PLAN - CONSTRUCTION
SCALE: 1 : 500



3 A 000a PHASE 1 + 2 SITE PLAN - COMPLETED
SCALE: 1 : 500

superk"l
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ChoiceProperties

PHASING LEGEND

- Phase 1
- Phase 2
- Manuevering

No.	Date	Issue/Revision

Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title:
Phasing Diagrams

Project No. 2017 | Scale As indicated

Drawing No.
A 000a

NOTES AND STATISTICS

GREEN ROOF STATISTICS BUILDING A

Green Roof		Provided
Gross Floor Area, as defined in Green Roof Bylaw (m²)		30,072.9 m²
Total Roof Area (m²)		957.5 m²
Area of Residential Private Terraces (m²)		
Rooftop Outdoor Amenity Space, if in a Residential Building (m²)		166.1 m²
Area of Renewable Energy Devices (m2)		
Tower(s) Roof Area with floor plate less than 750m²		
Total Available Roof Space (m²)		791.4 m²
Green Roof Coverage	Required	Provided
Coverage of Available Roof Space (m²)	474.8 m²	478.6 m²
Coverage of Available Roof Space (%)	60%	60%

GREEN ROOF STATISTICS BUILDING B

Gross Floor Area, as defined in Green Roof Bylaw

The total area of each floor level of a building, above and below average grade, measured from the exterior of the main wall of each floor level, including voids at the level of each floor, such as an atrium, mezzanine, stairwell, escalator, elevator, ventilation duct or utility shaft, but excluding *areas used for the purpose of parking or loading*

Definitions

FLOOR PLATE AREA - The total area of a floor of a building, measured from the exterior of the main wall of the floor level, including voids at the level of the floor, such as an atrium, mezzanine, stairwell, escalator, elevator, ventilation duct or utility shaft.

GROSS FLOOR AREA - The total area of each floor level of a building, above and below average grade, measured from the exterior of the main wall of each floor level, including voids at the level of each floor, such as an atrium, mezzanine, stairwell, escalator, elevator, ventilation duct or utility shaft, but excluding areas used for the purpose of parking or loading.

LOADING NOTES

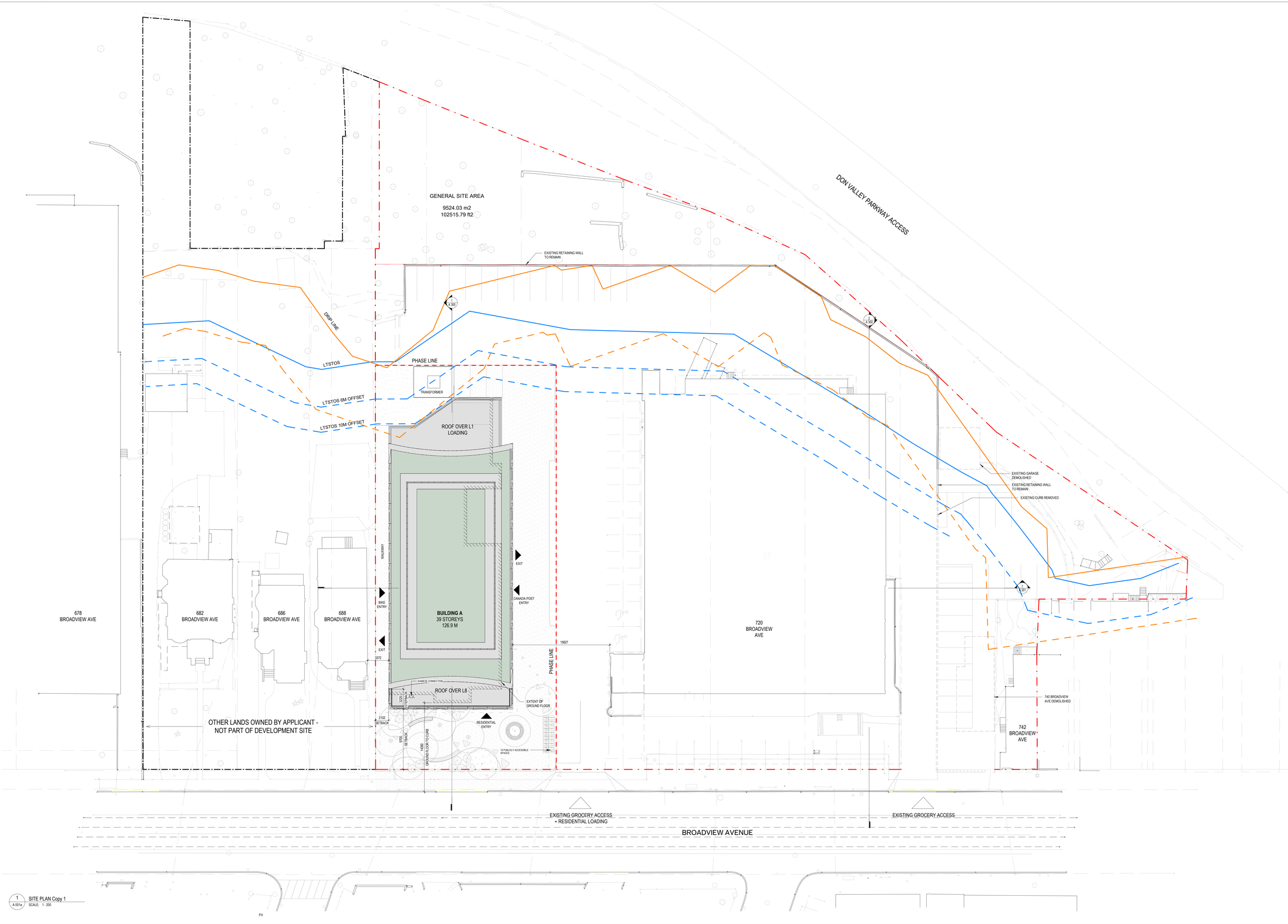
1. TYPE G LOADING SPACE AND ADJACENT STAGING PAD HAVE VERTICAL CLEARANCE OF MIN 6.1 METERS.
OVERHEAD DOOR TO LOADING SPACE WILL HAVE MIN 4.4 METER HEIGHT. 2.1M DEEP STAGING AREA DIRECTLY IN FRONT OF THE LOADING AREA TO HAVE MIN. VERTICAL CLEARANCE OF 6.1M. 54 SQ M STAGING AREA FOR THE DEVELOPMENT.
2. TYPE G LOADING SPACE WILL BE SHARED BETWEEN RESIDENTIAL AND NON-RESIDENTIAL USES, NON-RESIDENTIAL COMPONENT WILL ONLY SCHEDULE USE OF THE TYPE G LOADING SPACE ON DIFFERENT DAYS FROM THE COLLECTION DAYS OF THE RESIDENTIAL COMPONENT TO ENSURE THAT THE TYPE G LOADING SPACE WILL BE VACANT FOR CITY WASTE COLLECTION.
3. NON-RESIDENTIAL WASTE WILL BE LABELLED AND STORED SEPARATELY FROM THE BINS FOR RESIDENTIAL WASTE.
4. TYPE G LOADING SPACE WILL BE LEVEL (+/- 2%) AND CONSTRUCTED WITH MIN 200mm THICK SACRIFICIAL CONCERETE SLAB
5. A WARNING SYSTEM WILL BE PROVIDED, ALERTING DRIVERS WHEN EXITING THE UNDERGROUND PARKING GARAGE THAT LARGE TRUCKS ARE MANOEUVRING WITHIN THE PUBLIC LANE;
6. ALL ACCESS DRIVEWAYS TO BE USED BY THE GARBAGE COLLECTION VEHICLE WILL HAVE:
a) MAXIMUM GRADIENT OF 8%;
b) MINIMUM VERTICAL CLEARANCE OF 4.4 METRES THROUGHOUT;
c) MINIMUM WIDTH OF 4.5 METRES THROUGHOUT; AND,
d) 6 METRES WIDE AT POINT OF INGRESS AND EGRESS.
7. "NO PARKING" SIGNS TO BE PROVIDED AND MAINTAINED ADJACENT TO THE LOADING SPACE.
8. CONSTRUCT ANY TYPE G LOADING SPACE AND ALL DRIVEWAYS AND PASSAGEWAYS PROVIDING ACCESS THERETO, TO THE REQUIREMENTS OF THE ONTARIO BUILDING CODE, INCLUDING ALLOWANCE FOR CITY OF TORONTO BULK LIFT AND REAR BIN LOADING WITH IMPACT FACTORS WHERE THEY ARE TO BE BUILT AS SUPPORTED STRUCTURES.
9. THE RESIDENTIAL SOLID WASTE ROOM WILL ACCOMMODATE GARBAGE, RECYCLING AND ORGANICS FOR THE RESIDENTIAL COMPONENT OF THE BUILDING VIA USE OF A BISORTER IN THE DEVELOPMENT.
10. BULK WASTE HAS 10m2 DESIGNATED FLOOR AREA FOR THE DEVELOPMENT.
11. "COLLECTION OF WASTE MATERIALS FOR THIS DEVELOPMENT WILL TAKE PLACE IN AN ENCLOSED LOADING BAY. AN ON-SITE STAFF PERSON IS RESPONSIBLE FOR MOVING THE BINS FROM THE GARBAGE STORAGE SPACE TO THE COLLECTION POINT AND PROVIDE VEHICULAR DIRECTIVES TO THE COLLECTION VEHICLE OPERATOR AS REQUIRED."
12. THIS BUILDING IS DESIGNED WITH A TYPE G LOADING SPACE. A FLASHING WARNING LIGHT SYSTEM AND / OR APPROPRIATE SIGNAGE ADJACENT TO THE SPACE, AT NO COST TO THE CITY, WILL BE IN PLACE AND ACTIVATED DURING COLLECTION AND REMAIN ACTIVE UNTIL THE VEHICLE EXITS THE SITE. REFER TO TRAFFIC CONSULTANT REPORT FOR SWEPT PATH.
13. SOLID WASTE MANAGEMENT TO BE NOTIFIED UPON COMPLETION OF THE DEVELOPMENT AND SHOULD PUBLIC WASTE COLLECTION BE USED, ALL NECESSARY APPLICATION AND WAIVER FORMS TO BE COMPLETED PRIOR TO COMMENCEMENT OF CITY REFUSE COLLECTION.
14. NON-RESIDENTIAL GARBAGE WILL BE COLLECTED BY LISCENSED PRIVATE WASTE MANAGEMENT COMPANY.
15. REFUSE GENERATED BY THE NON-RESIDENTIAL USE MUST BE STORED ON SITE, IN RODENT PROOF CONTAINERS IN ACCORDANCE WITH CHAPTER 841 OF THE MUNICIPAL CODE, "WASTE COLLECTION, COMMERCIAL PROPERTIES".
16. 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 COLLEGION VEHICLE ARRIVES AT THE SITE, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DATE.
FOR SPECIFIC TRUCK DIMENSIONS AND TURNING RADII, REFER TO TRAFFIC CONSULTANT'S REPORT.

SITE PLAN NOTES

1. THE BUILDING IS TO BE SPRINKLERED.
2. RESIDENTIAL VISITOR PARKING SPACES WILL BE INDIVIDUALLY SIGNED AT THE FRONT OF EACH SPACE FOR THE USE OF RESIDENTIAL VISITORS. BUILDING MANAGEMENT SHALL PROVIDE ENFORCEMENT OF THIS ARRANGEMENT.
3. SIDEWALKS AND BOULEVARDS WITHIN THE RIGHT OF WAY TO HAVE A MINIMUM 1% AND MAXIMUM 4% SLOPE TOWARDS THE ROADWAY.
4. REFER TO SITE SERVICING DOCUMENTS FOR SEWER AND WATER SERVICE INFORMATION.
5. ANY RETAINING WALLS ARE TO BE PROFESSIONALLY ENGINEERED.
6. ALL EXISTING ACCESSES, CURB CUTS, TRAFFIC CONTROL SIGNS, ETC. ALONG THE DEVELOPMENT SITE FRONTAGES THAT ARE NO LONGER
REQUIRED ARE TO BE REMOVED. THE BOULEVARD WITHIN THE PUBLIC RIGHT OF WAY, IN ACCORDANCE WITH CITY STANDARDS AND TO THE
SATISFACTION OF THE EXECUTIVE DIRECTOR OF TECHNICAL SERVICES ARE TO BE REINSTATED.
7. PROPOSED ACCESS TO THE RIGHT-OF-WAY/LANEWAY FOR THIS PROJECT TO BE DESIGNED IN ACCORDANCE WITH CITY STANDARD NO. T310-050-1 FOR COMBINED CURB AND SIDEWALK VEHICULAR ENTRANCES.
8. NO SPEED BUMPS SHALL BE INSTALLED ON ANY DESIGNATED FIRE ROUTE.
9. MAX. POROSITY OF ALL GROUND LEVEL VENTILATION GRATES MUST BE 20mm X 20mm PER TORONTO GREEN STANDARDS.
10. ALL EXTERIOR LIGHT FIXTURES TO BE 'DARK SKY' COMPLIANT.

UTILITY/SERVICES NOTES

1. THE METHOD OF INSTALLATION FOR THE PROPOSED SERVICE CONNECTIONS WILL BE AT THE DISCRETION OF TORONTO WATER.
2. EXISTING CONNECTIONS NO LONGER IN USE SHALL BE DISCONNECTED BY TORONTO WATER AT THE OWNER'S COST.
3. THE LOCATION OF THE WATER METER SHALL BE TO TORONTO WATER'S SATISFACTION.*
4. THE OWNER IS REQUIRED TO INSTALL AND MAINTAIN A PREMISE ISOLATION DEVICE FOR ALL APPLICABLE WATER SERVICES IN ACCORDANCE
WITH THE TORONTO MUNICIPAL CODE, CHAPTER 851 WATER SUPPLY. THE BUILDING CODE AND CSA B64 SERIES STANDARDS.
5. THE BUILDING'S STORM AND SANITARY SYSTEM MUST BE DESIGNED TO BE ABLE TO OPERATE UNDER MUNICIPAL SURCHARGE CONDITIONS.
6. BE ADVISED THAT SHOULD ANY PARTY, INCLUDING THE APPLICANT OR ANY SUBSEQUENT OWNER, APPLY FOR MORE THAN ONE CONDOMINIUM CORPORATION ENCOMPASSING ANY OR ALL OF THIS DEVELOPMENT OR MAKE AN APPLICATION THAT RESULTS IN A LAND DIVISION, STAFF MAY REQUIRE LEGAL ASSURANCES, INCLUDING BUT NOT LIMITED TO EASEMENTS, WITH RESPECT TO THE APPROVED SERVICES. SUCH ASSURANCES WILL BE DETERMINED AT THE TIME OF APPLICATION FOR CONDOMINIUM APPROVAL.



1 / A 001a SITE PLAN Copy 1
SCALE 1 : 200

2025-05-16 10:57 AM

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ChoiceProperties

LEGEND

- PEDESTRIAN ENTRY / EXIT
- VEHICULAR ENTRY / EXIT
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT
- MH — MANHOLE COVER
- CB — CATCH BASIN
- HP — HYDRO POLE
- EL — ELECTRICAL STAND
- EXTENT OF BELOW GRADE
- BUILDING ELEMENT ABOVE
- OPEN TO BELOW
- EXTENT OF GROUND FLOOR
- 600X1800mm BICYCLE PARKING SPACE
- 123.45 — GEODETIC ELEVATION
- H1: 12.30 m — ELEVATION FROM ESTABLISHED GRADE
- 78.20 — EXISTING GRADE ELEVATION FH
- BARRIER FREE TURNING RADIUS
- PROPERTY LINE
- PROPERTY LINE - NOT PART OF DEVELOPMENT
- VEGETATION DRIP LINE
- 10M SETBACK FROM VEGETATION DRIP LINE
- LTSTOS (LONG TERM STABLE TOP OF SLOPE)
- SETBACK FROM LTSTOS (LONG TERM STABLE TOP OF SLOPE)

FFE	FINISHED FLOOR ELEVATION
TOP	TOP OF PARAPET
TOR	TOP OF ROOF
TOS	TOP OF STRUCTURE
TGS	TORONTO GREEN STANDARDS
TPZ	TREE PROTECTION ZONE

NOTE:

SURVEY INFORMATION TAKEN FROM "TOPOGRAPHIC SURVEY OF PART OF LOT 15 CONCESSION 1, LOTS 1 TO 9 BOTH INCLUSIVE AND PART OF LOT 17 REGISTERED PLAN 274 E, CITY OF TORONTO" BY SPEIGHT, VAN NOSTRAND & GIBSON LIMITED. DATED APRIL 23, 2025.

No.	Date	Issue/Revision

Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title:
Site Plan - Phase 1

Project No. 2017	Scale As indicated

Drawing No.
A 001a

NOTES AND STATISTICS

GREEN ROOF STATISTICS BUILDING A

Green Roof	Required	Provided
Gross Floor Area, as defined in Green Roof Bylaw (m²)		30,072.9 m²
Total Roof Area (m²)		957.5 m²
Area of Residential Private Terraces (m²)		
Rooftop Outdoor Amenity Space, if in a Residential Building (m²)		166.1 m²
Area of Renewable Energy Devices (m2)		
Tower(s) Roof Area with floor plate less than 750m²		
Total Available Roof Space (m²)		791.4 m²
Green Roof Coverage	Required	Provided
Coverage of Available Roof Space (m²)	474.8 m²	478.6 m²
Coverage of Available Roof Space (%)	60%	60%

GREEN ROOF STATISTICS BUILDING B

Green Roof	Required	Provided
Gross Floor Area, as defined in Green Roof Bylaw (m²)		33,708.9 m²
Total Roof Area (m²)		3,011.8 m²
Area of Residential Private Terraces (m²)		
Rooftop Outdoor Amenity Space, if in a Residential Building (m²)		944.6 m²
Area of Renewable Energy Devices (m2)		
Tower(s) Roof Area with floor plate less than 750m²		
Total Available Roof Space (m²)		2,067.2 m²
Green Roof Coverage	Required	Provided
Coverage of Available Roof Space (m²)	1,240.3 m²	1,294.2 m²
Coverage of Available Roof Space (%)	60%	63%

Gross Floor Area, as defined in Green Roof Bylaw

The total area of each floor level of a building, above and below average grade, measured from the exterior of the main wall of each floor level, including voids at the level of each floor, such as an atrium, mezzanine, stairwell, escalator, elevator, ventilation duct or utility shaft, but *excluding areas used for the purpose of parking or loading*

Definitions

FLOOR PLATE AREA - The total area of a floor of a building, measured from the exterior of the main wall of the floor level, including voids at the level of the floor, such as an atrium, mezzanine, stairwell, escalator, elevator, ventilation duct or utility shaft.

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LOADING NOTES

1. TYPE G LOADING SPACE AND ADJACENT STAGING PAD HAVE VERTICAL CLEARANCE OF MIN 6.1 METERS, OVERHEAD DOOR TO LOADING SPACE WILL HAVE MIN 4.4 METER HEIGHT. 2.1M DEEP STAGING AREA DIRECTLY IN FRONT OF THE LOADING AREA TO HAVE MIN. VERTICAL CLEARANCE OF 6.1M. 54 SQ M STAGING AREA FOR THE DEVELOPMENT.
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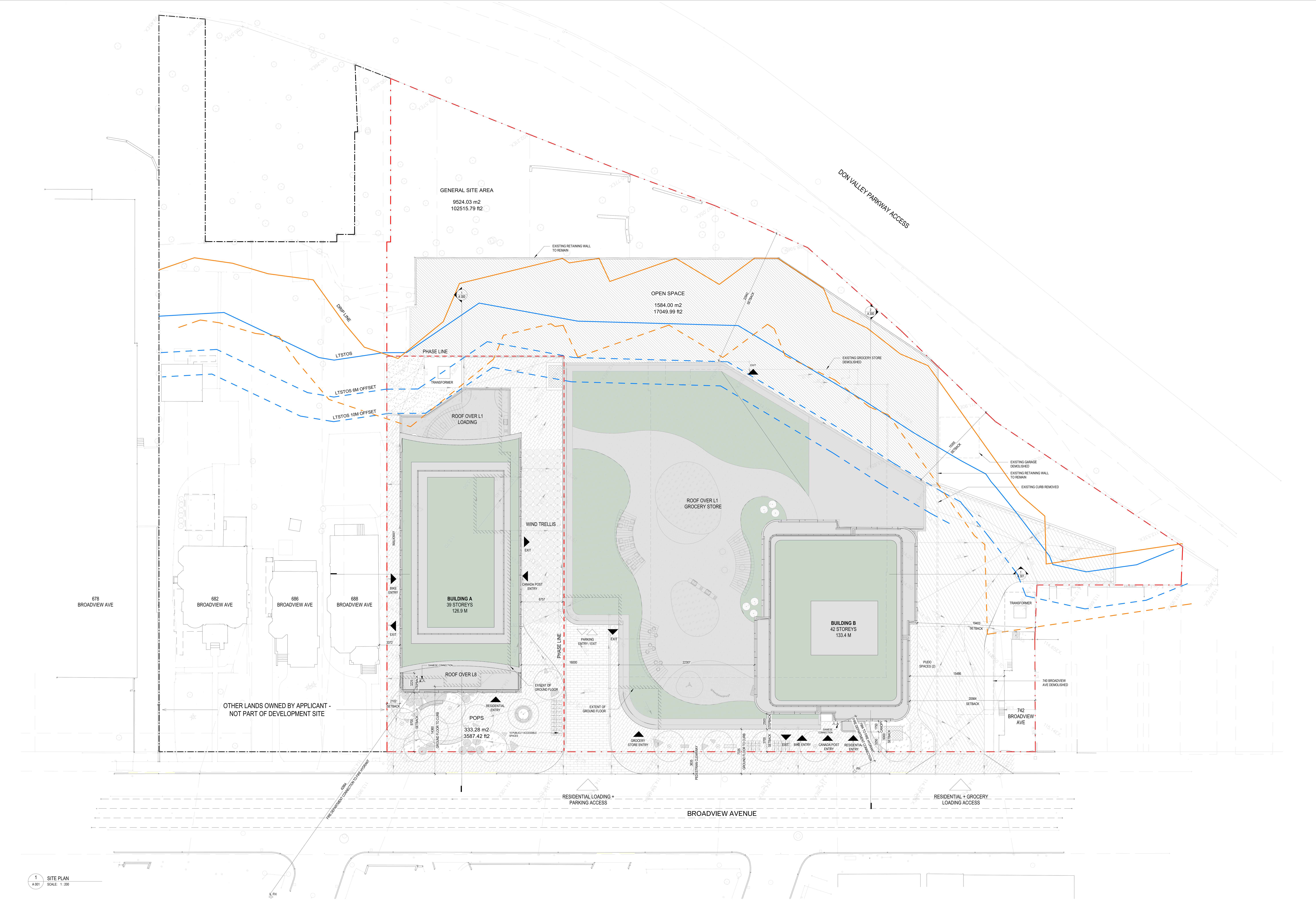
4. TYPE G LOADING SPACE WILL BE LEVEL (+/- 2%) AND CONSTRUCTED WITH MIN 200mm THICK SACRIFICIAL CONCERETE SLAB
5. A WARNING SYSTEM WILL BE PROVIDED, ALERTING DRIVERS WHEN EXITING THE UNDERGROUND PARKING GARAGE THAT LARGE TRUCKS ARE MANOEUVRING WITHIN THE PUBLIC LANE;
6. ALL ACCESS DRIVEWAYS TO BE USED BY THE GARBAGE COLLECTION VEHICLE WILL HAVE:
a) MAXIMUM GRADIENT OF 8%;
b) MINIMUM VERTICAL CLEARANCE OF 4.4 METRES THROUGHOUT;
c) MINIMUM WIDTH OF 4.5 METRES THROUGHOUT; AND,
d) 6 METRES WIDE AT POINT OF INGRESS AND EGRESS.
7. 'NO PARKING' SIGNS TO BE PROVIDED AND MAINTAINED ADJACENT TO THE LOADING SPACE.
8. CONSTRUCT ANY TYPE G LOADING SPACE AND ALL DRIVEWAYS AND PASSAGEWAYS PROVIDING ACCESS THERETO, TO THE REQUIREMENTS OF THE ONTARIO BUILDING CODE, INCLUDING ALLOWANCE FOR CITY OF TORONTO BULK LIFT AND REAR BIN LOADING WITH IMPACT FACTORS WHERE THEY ARE TO BE BUILT AS SUPPORTED STRUCTURES.
9. THE RESIDENTIAL SOLID WASTE ROOM WILL ACCOMMODATE GARBAGE, RECYCLING AND ORGANICS FOR THE RESIDENTIAL COMPONENT OF THE BUILDING VIA USE OF A BISORTER IN THE DEVELOPMENT.
10. BULK WASTE HAS 10m2 DESIGNATED FLOOR AREA FOR THE DEVELOPMENT.
11. "COLLECTION OF WASTE MATERIALS FOR THIS DEVELOPMENT WILL TAKE PLACE IN AN ENCLOSED LOADING BAY. AN ON-SITE STAFF PERSON IS RESPONSIBLE FOR MOVING THE BINS FROM THE GARBAGE STORAGE SPACE TO THE COLLECTION POINT AND PROVIDE VEHICULAR DIRECTIVES TO THE COLLECTION VEHICLE OPERATOR AS REQUIRED."
12. THIS BUILDING IS DESIGNED WITH A TYPE G LOADING SPACE. A FLASHING WARNING LIGHT SYSTEM AND / OR APPROPRIATE SIGNAGE ADJACENT TO THE SPACE, AT NO COST TO THE CITY, WILL BE IN PLACE AND ACTIVATED DURING COLLECTION AND REMAIN ACTIVE UNTIL THE VEHICLE EXITS THE SITE. REFER TO TRAFFIC CONSULTANT REPORT FOR SWEPT PATH.
13. SOLID WASTE MANAGEMENT TO BE NOTIFIED UPON COMPLETION OF THE DEVELOPMENT AND SHOULD PUBLIC WASTE COLLECTION BE USED, ALL NECESSARY APPLICATION AND WAIVER FORMS TO BE COMPLETED PRIOR TO COMMENCEMENT OF CITY REFUSE COLLECTION.
14. NON-RESIDENTIAL GARBAGE WILL BE COLLECTED BY LISCENSED PRIVATE WASTE MANAGEMENT COMPANY.
15. REFUSE GENERATED BY THE NON-RESIDENTIAL USE MUST BE STORED ON SITE, IN RODENT PROOF CONTAINERS IN ACCORDANCE WITH CHAPTER 841 OF THE MUNICIPAL CODE, "WASTE COLLECTION, COMMERCIAL PROPERTIES".
16. TRAINED ON-SITE STAFF MEMBER WILL BE AVAILABLE TO MANOEOUVRE 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 COLLEGION VEHICLE ARRIVES AT THE SITE, THE COLLECTION VEHICLE WILL LEAVE THE SITE AND NOT RETURN UNTIL THE NEXT SCHEDULED COLLECTION DATE.
FOR SPECIFIC TRUCK DIMENSIONS AND TURNING RADII, REFER TO TRAFFIC CONSULTANT'S REPORT.

SITE PLAN NOTES

1. THE BUILDING IS TO BE SPRINKLERED.
2. RESIDENTIAL VISITOR PARKING SPACES WILL BE INDIVIDUALLY SIGNED AT THE FRONT OF EACH SPACE FOR THE USE OF RESIDENTIAL VISITORS. BUILDING MANAGEMENT SHALL PROVIDE ENFORCEMENT OF THIS ARRANGEMENT.
3. SIDEWALKS AND BOULEVARDS WITHIN THE RIGHT OF WAY TO HAVE A MINIMUM 1% AND MAXIMUM 4% SLOPE TOWARDS THE ROADWAY.
4. REFER TO SITE SERVICING DOCUMENTS FOR SEWER AND WATER SERVICE INFORMATION.
5. ANY RETAINING WALLS ARE TO BE PROFESSIONALLY ENGINEERED.
6. ALL EXISTING ACCESSES, CURB CUTS, TRAFFIC CONTROL SIGNS, ETC. ALONG THE DEVELOPMENT SITE FRONTAGES THAT ARE NO LONGER REQUIRED ARE TO BE REMOVED. THE BOULEVARD WITHIN THE PUBLIC RIGHT OF WAY, IN ACCORDANCE WITH CITY STANDARDS AND TO THE SATISFACTION OF THE EXECUTIVE DIRECTOR OF TECHNICAL SERVICES ARE TO BE REINSTATED.
7. PROPOSED ACCESS TO THE RIGHT-OF-WAY/LANEWAY FOR THIS PROJECT TO BE DESIGNED IN ACCORDANCE WITH CITY STANDARD NO. T310-050-1 FOR COMBINED CURB AND SIDEWALK VEHICULAR ENTRANCES.
8. NO SPEED BUMPS SHALL BE INSTALLED ON ANY DESIGNATED FIRE ROUTE.
9. MAX. POROSITY OF ALL GROUND LEVEL VENTILATION GRATES MUST BE 20mm X 20mm PER TORONTO GREEN STANDARDS.
10. ALL EXTERIOR LIGHT FIXTURES TO BE 'DARK SKY' COMPLIANT.

UTILITY/SERVICES NOTES

1. THE METHOD OF INSTALLATION FOR THE PROPOSED SERVICE CONNECTIONS WILL BE AT THE DISCRETION OF TORONTO WATER.
2. EXISTING CONNECTIONS NO LONGER IN USE SHALL BE DISCONNECTED BY TORONTO WATER AT THE OWNER'S COST.
3. THE LOCATION OF THE WATER METER SHALL BE TO TORONTO WATER'S SATISFACTION."
4. THE OWNER IS REQUIRED TO INSTALL AND MAINTAIN A PREMISE ISOLATION DEVICE FOR ALL APPLICABLE WATER SERVICES IN ACCORDANCE WITH THE TORONTO MUNICIPAL CODE, CHAPTER 851 WATER SUPPLY, THE BUILDING CODE AND CSA B64 SERIES STANDARDS.
5. THE BUILDING'S STORM AND SANITARY SYSTEM MUST BE DESIGNED TO BE ABLE TO OPERATE UNDER MUNICIPAL SURCHARGE CONDITIONS.
6. BE ADVISED THAT SHOULD ANY PARTY, INCLUDING THE APPLICANT OR ANY SUBSEQUENT OWNER, APPLY FOR MORE THAN ONE CONDOMINIUM CORPORATION ENCOMPASSING ANY OR ALL OF THIS DEVELOPMENT OR MAKE AN APPLICATION THAT RESULTS IN A LAND DIVISION, STAFF MAY REQUIRE LEGAL ASSURANCES, INCLUDING BUT NOT LIMITED TO EASEMENTS, WITH RESPECT TO THE APPROVED SERVICES. SUCH ASSURANCES WILL BE DETERMINED AT THE TIME OF APPLICATION FOR CONDOMINIUM APPROVAL.



1 SITE PLAN
A 001 SCALE: 1 : 200

LEGEND

- PEDESTRIAN ENTRY / EXIT
- VEHICULAR ENTRY / EXIT
- FIRE DEPARTMENT CONNECTION
- FIRE HYDRANT
- MANHOLE COVER
- CATCH BASIN
- HYDRO POLE
- ELECTRICAL STAND
- EXTENT OF BELOW GRADE
- BUILDING ELEMENT ABOVE
- OPEN TO BELOW
- EXTENT OF GROUND FLOOR
- 600X1800mm BICYCLE PARKING SPACE
- 123.45 GEODETIC ELEVATION
- HT: 12.30 m ELEVATION FROM ESTABLISHED GRADE
- 78.20 EXISTING GRADE ELEVATION FH
- BARRIER FREE TURNING RADIUS
- PROPERTY LINE
- PROPERTY LINE - NOT PART OF DEVELOPMENT
- VEGETATION DRIP LINE
- 10M SETBACK FROM VEGETATION DRIP LINE
- LTSTOS (LONG TERM STABLE TOP OF SLOPE)
- SETBACK FROM LTSTOS (LONG TERM STABLE TOP OF SLOPE)
- FFE FINISHED FLOOR ELEVATION
- TOP TOP OF PARAPET
- TOR TOP OF ROOF
- TOS TOP OF STRUCTURE
- TGS TORONTO GREEN STANDARDS
- TPZ TREE PROTECTION ZONE

NOTE:

SURVEY INFORMATION TAKEN FROM "TOPOGRAPHIC SURVEY OF PART OF LOT 15 CONCESSION 1, LOTS 1 TO 9 BOTH INCLUSIVE AND PART OF LOT 17 REGISTERED PLAN 274 E, CITY OF TORONTO" BY SPEIGHT, VAN NOSTRAND & GIBSON LIMITED. DATED APRIL 23, 2025.

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No. | Date | Issue/Revision

Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title: Site Plan

Project No. 2017 | Scale As indicated

Drawing No.

A 001

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BUILDING A AND B STATISTICS SUMMARY

Overall Statistics Summary

Building	Total # of Storeys	Unit Count	Unit Mix								Total GCA	GFA Deductions	GFA		Amenity		Loading	Parking			
			Studio		1 BD		2 BD		3 BD				Residential	Non-Residential	Indoor	Outdoor		Vehicular	EV	Barrier Free	Bicycle
Building A	39	385	30	8%	212	55%	105	27%	38	10%	30242.31	4157.01	26085.30	0.00	1097.62	443.41	2	3	0	0	434
Building B	42	472	42	9%	266	56%	118	25%	46	10%	36588.79	4401.73	29898.36	2288.70	944.09	944.58	5	48	21	12	536
TOTAL		857	72	8%	478	56%	223	26%	84	10%	66831	8559	55984	2289	2042	1388	7	51	21	12	970

SITE FSI: 6.12

BUILDING A STATISTICS

Area Summary

Level	Count	Total GLA	Total GCA	GFA Deductions	GFA		Total GFA
					Residential	Non-Residential	
Below Grade							
P1	1	0.00	0.00	0.00	0.00	0.00	0.00
Above Grade							
Ground	1	0.00	777.59	211.04	566.55	0.00	566.55
Mezzanine	1	0.00	676.59	609.47	67.12	0.00	67.12
2	1	0.00	792.00	243.48	548.52	0.00	548.52
3-4	2	0.00	1584.00	112.84	1471.16	0.00	1471.16
5-7	3	0.00	2376.00	169.26	2206.74	0.00	2206.74
8-9	2	0.00	853.47	732.89	120.58	0.00	120.58
10-39	30	0.00	22797.23	1692.60	21104.63	0.00	21104.63
40 (MPH)	1	0.00	385.42	385.42	0.00	0.00	0.00
Project Totals	-	0.00	30242.31	4157.01	26085.30	0.00	26085.30
					Total GFA	26,085.30 m²	280,780 ft²

Residential Units

Level	Studio	1 BD	2 BD	3 BD	Total Units
Below Grade					
P1	0	0	0	0	0
Above Grade					
Ground	0	0	0	0	0
Mezzanine	0	0	0	0	0
2	0	1	0	1	2
3-4	0	10	6	4	20
5-7	0	21	9	3	33
8-9	0	0	0	0	0
10-39	30	180	90	30	330
40 (MPH)	0	0	0	0	0
Proposed Unit Mix	30	212	105	38	385
	8%	55%	27%	10%	
Average Unit Size (m²)	29.36	51.22	72.16	90.38	60.78
(ft²)	*316*	*551*	*777*	*973*	*654*
15% BF Required	5	32	16	6	59
BF Provided	0	0	0	0	0

BUILDING B STATISTICS

Area Summary

Level	Count	Total GLA	Total GCA	GFA Deductions	GFA		Total GFA
					Residential	Non-Residential	
Below Grade							
P1	1	0.00	0.00	0.00	0.00	0.00	0.00
Above Grade							
Ground	1	0.00	2889.17	575.55	352.27	1961.35	2313.62
Mezzanine	1	0.00	843.51	457.74	58.42	327.35	385.77
2	1	0.00	766.54	700.79	65.75	0.00	65.75
3-39	37	0.00	29343.87	1951.38	27392.49	0.00	27392.49
40	1	0.00	750.37	52.74	697.63	0.00	697.63
41	1	0.00	706.13	52.74	653.39	0.00	653.39
42	1	0.00	665.64	52.74	612.90	0.00	612.90
B MPH	1	0.00	623.56	558.05	65.51	0.00	65.51
Project Totals	-	0.00	36588.79	4401.73	29898.36	2288.70	32187.05
					Total GFA	32,187.05 m²	346,458 ft²

Residential Units

Level	Studio	1 BD	2 BD	3 BD	Total Units
Below Grade					
P1	0	0	0	0	0
Above Grade					
Ground	0	0	0	0	0
Mezzanine	0	0	0	0	0
2	0	0	0	0	0
3-39	37	259	111	37	444
40	1	4	2	3	10
41	1	2	3	3	9
42	3	1	2	3	9
B MPH	0	0	0	0	0
Proposed Unit Mix	42	266	118	46	472
	9%	56%	25%	10%	
Average Unit Size (m²)	33.79	49.99	67.09	82.31	58.30
(ft²)	*364*	*538*	*722*	*886*	*627*
15% BF Required	7	40	18	7	72
BF Provided	0	0	0	0	0

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No. Date Issue/Revision

Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title:

Project Statistics Summary

Project No. 2017 | Scale

Drawing No.

A 002

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TORONTO GREEN STANDARDS VERSION XX, TIER X.X

Statistics Template - Toronto Green Standard Version 3.0

Mid to High Rise Residential and all New Non-Residential Development

The Toronto Green Standard Version 3.0 Statistics Template is submitted with Site Plan Control Applications and stand alone Zoning Bylaw Amendment applications. Complete the table and copy it directly onto the Site Plan submitted as part of the application.
For Zoning Bylaw Amendment applications: complete General Project Description and Section 1.
For Site Plan Control applications: complete General Project Description, Section 1 and Section 2.
For further information, please visit www.toronto.ca/greendevelopment

General Project Description	Proposed
Total Gross Floor Area	26085.3 sm
Breakdown of project components (m²)	
Residential	26085.3 sm
Retail	
Commercial	
Industrial	
Institutional/Other	
Total number of residential units	385

Section 1: For Stand Alone Zoning Bylaw Amendment Applications and Site Plan Control Applications

Automobile Infrastructure	Required	Proposed	Proposed %
Number of Parking Spaces	0	0	0
Number of parking spaces dedicated for priority LEV parking	0	0	0
Number of parking spaces with EVSE	0	0	0

Cycling Infrastructure	Required	Proposed	Proposed %
Number of long-term bicycle parking spaces (residential)	347	347	100%
Number of long-term bicycle parking spaces (all other uses)			
Number of long-term bicycle parking (all uses) located on:			
a) first storey of building			
b) second storey of building		207	
c) first level below-ground		140	
d) second level below-ground			
e) other levels below-ground			

Statistics Template - Toronto Green Standard Version 3.0

Mid to High Rise Residential and all New Non-Residential Development

Cycling Infrastructure	Required	Proposed	Proposed %
Number of short-term bicycle parking spaces (residential)	77	77	100%
Number of short-term bicycle parking spaces (all other uses)	10	10	100%
Number of male shower and change facilities (non-residential)			
Number of female shower and change facilities (non-residential)			

Tree Planting & Soil Volume	Required	Proposed	Proposed %
Total Soil Volume (40% of the site area × 66 m² x 30 m²):	344.6m3	323m3	93%

Section 2: For Site Plan Control Applications

Cycling Infrastructure	Required	Proposed	Proposed %
Number of short-term bicycle parking spaces (all uses) at-grade or on first level below grade			

UHI Non-roof Hardscape	Required	Proposed	Proposed %
Total non-roof hardscape area (m²)			
Total non-roof hardscape area treated for Urban Heat Island (minimum 50%) (m²)			
Area of non-roof hardscape treated with: (indicate m²)			
a) high-albedo surface material			
b) open-grid pavement			
c) shade from tree canopy			
d) shade from high-albedo structures			
e) shade from energy generation structures			
Percentage of required car parking spaces under cover (minimum 75%)(non-residential only)			

Green & Cool Roofs	Required	Proposed	Proposed %
Available Roof Space (m²)			
Available Roof Space provided as Green Roof (m²)			
Available Roof Space provided as Cool Roof (m²)			
Available Roof Space provided as Solar Panels (m²)			

T.G.S GREEN ROOF REQUIREMENTS

Green Roof	Provided
Gross Floor Area, as defined in Green Roof Bylaw (m²)	30,072.9 m²
Total Roof Area (m²)	957.5 m²
Area of Residential Private Terraces (m²)	
Rooftop Outdoor Amenity Space, if in a Residential Building (m²)	166.1 m²
Area of Renewable Energy Devices (m2)	
Tower(s) Roof Area with floor plate less than 750m²	
Total Available Roof Space (m²)	791.4 m²

Green Roof Coverage	Required	Provided
Coverage of Available Roof Space (m²)	474.8 m²	478.6 m²
Coverage of Available Roof Space (%)	60%	60%

PARKING SUMMARY

BICYCLE PROVISIONS

Bicycle Parking	Rate	Calculation	Required	Provided	Location	Notes
Per By-Law 223-2025						
Public Bike Spaces (Short-Term)			10	10	Ground	
Residential Bike Spaces						
Long-Term	0.9 per unit	*(0.9 * 385)*	347	347	P1, Mezzanine	
EV Equipped	15% of spots	*(0.15 * 347)*	53	53	P1, Mezzanine	
Oversized	5% of spots	*(0.05 * 347)*	18	18	P1, Mezzanine	
Not Stacked or Vertical	40% of spots	*(0.40 * 347)*	139	202	P1, Mezzanine	
Short-Term	0.2 per unit	*(0.2 * 385)*	77	77	P1, Mezzanine	
Residential Total			424	424		
Non-Residential Bike Spaces						
Long-Term	0.2 /100m²	*(0.2 * 0)*	0	0		
EV Equipped	15% of spots	*(0.15 * 0)*	0	0		
Oversized	5% of spots	*(0.05 * 0)*	0	0		
Not Stacked or Vertical	40% of spots	*(0.40 * 0)*	0	0		
Short-Term 3 +	0.3 /100m²	*(0.3 * 0)*	0	0		
Non-Residential Total			0	0		
Total Bicycle Parking						
Long-Term			347	347		
EV Equipped			53	53		
Oversized			18	18		
Short-Term			87	87		
Total				434		

PROJECT STATISTICS SUMMARY

MUNICIPAL ADDRESS **682-742 BROADVIEW AVE, TORONTO, ON M4K 2P1**

ZONING DESIGNATION

ZBL 438-86	
ZBL 569-2013	
ZBL 223-2025	

SITE DENSITY

LOT AREA		9,524.03 m²
PROPOSED PARKLAND DEDICATION		
F.S.I = TOTAL GFA / LOT AREA	(26085.30 / 9524.03)	2.74

SITE FSI: 6.12

AREA SUMMARY

Level	Total GLA	Total GCA	GFA Deductions	GFA Residential	GFA Non-Residential	Total GFA
Below Grade						
P1	0.00	0.00	0.00	0.00	0.00	0.00
Above Grade						
Ground	0.00	777.59	211.04	566.55	0.00	566.55
Mezzanine	0.00	676.59	609.47	67.12	0.00	67.12
2	0.00	792.00	243.48	548.52	0.00	548.52
3	0.00	792.00	56.42	735.58	0.00	735.58
4	0.00	792.00	56.42	735.58	0.00	735.58
5	0.00	792.00	56.42	735.58	0.00	735.58
6	0.00	792.00	56.42	735.58	0.00	735.58
7	0.00	792.00	56.42	735.58	0.00	735.58
8	0.00	426.74	366.45	60.29	0.00	60.29
9	0.00	426.74	366.45	60.29	0.00	60.29
10	0.00	759.91	56.42	703.49	0.00	703.49
11	0.00	759.91	56.42	703.49	0.00	703.49
12	0.00	759.91	56.42	703.49	0.00	703.49
13	0.00	759.91	56.42	703.49	0.00	703.49
14	0.00	759.91	56.42	703.49	0.00	703.49
15	0.00	759.91	56.42	703.49	0.00	703.49
16	0.00	759.91	56.42	703.49	0.00	703.49
17	0.00	759.91	56.42	703.49	0.00	703.49
18	0.00	759.91	56.42	703.49	0.00	703.49
19	0.00	759.91	56.42	703.49	0.00	703.49
20	0.00	759.91	56.42	703.49	0.00	703.49
21	0.00	759.91	56.42	703.49	0.00	703.49
22	0.00	759.91	56.42	703.49	0.00	703.49
23	0.00	759.91	56.42	703.49	0.00	703.49
24	0.00	759.91	56.42	703.49	0.00	703.49
25	0.00	759.91	56.42	703.49	0.00	703.49
26	0.00	759.91	56.42	703.49	0.00	703.49
27	0.00	759.91	56.42	703.49	0.00	703.49
28	0.00	759.91	56.42	703.49	0.00	703.49
29	0.00	759.91	56.42	703.49	0.00	703.49
30	0.00	759.91	56.42	703.49	0.00	703.49
31	0.00	759.91	56.42	703.49	0.00	703.49
32	0.00	759.91	56.42	703.49	0.00	703.49
33	0.00	759.91	56.42	703.49	0.00	703.49
34	0.00	759.91	56.42	703.49	0.00	703.49
35	0.00	759.91	56.42	703.49	0.00	703.49
36	0.00	759.91	56.42	703.49	0.00	703.49
37	0.00	759.91	56.42	703.49	0.00	703.49
38	0.00	759.91	56.42	703.49	0.00	703.49
39	0.00	759.91	56.42	703.49	0.00	703.49
40	0.00	385.42	385.42	0.00	0.00	0.00
Project Totals	0.00	30242.31	4157.01	26085.30	0.00	26085.30
					0 ft²	280,780 ft²
				Total GFA	26,085.30 m²	280,780 ft²

Level	Studio	1 BD	2 BD	3 BD	Total Units
Below Grade					
P1	0	0	0	0	0
Ground	0	0	0	0	0
Mezzanine	0	0	0	0	0
2	0	1	0	1	2
3	0	5	3	2	10
4	0	5	3	2	10
5	0	7	3	1	11
6	0	7	3	1	11
7	0	7	3	1	11
8	0	0	0	0	0
9	0	0	0	0	0
10	1	6	3	1	11
11	1	6	3	1	11
12	1	6	3	1	11
13	1	6	3	1	11
14	1	6	3	1	11
15	1	6	3	1	11
16	1	6	3	1	11
17	1	6	3	1	11
18	1	6	3	1	11
19	1	6	3	1	11
20	1	6	3	1	11
21	1	6	3	1	11
22	1	6	3	1	11
23	1	6	3	1	11
24	1	6	3	1	11
25	1	6	3	1	11
26	1	6	3	1	11
27	1	6	3	1	11
28	1	6	3	1	11
29	1	6	3	1	11
30	1	6	3	1	11
31	1	6	3	1	11
32	1	6	3	1	11
33	1	6	3	1	11
34	1	6	3	1	11
35	1	6	3	1	11
36	1	6	3	1	11
37	1	6	3	1	11
38	1	6	3	1	11
39	1	6	3	1	11
40	0	0	0	0	0
Proposed Unit Mix	30	212	105	38	385
	8%	55%	27%	10%	
Average Unit Size (m²)	29.36	51.22	72.16	90.38	60.78
(ft²)	*316*	*551*	*777*	*973*	*654*
15% BF Required	5	32	16	6	59
BF Provided	0	0	0	0	0

AMENITY AREAS SUMMARY

Amenity Space	Required	Provided	Location
Indoor Amenity			
2.0 m² per unit	770	477.56	2
*(2.0 * 385)*		310.03	8
		310.03	9
Total Indoor Amenity		1,097.62 m²	
Outdoor Amenity			
2.0 m² per unit	770	145.81	2
*(2.0 * 385)*		297.60	8
Total Outdoor Amenity		443.41 m²	
Total Amenity Space	1,540.00 m²	1,541.02 m²	

WASTE MANAGEMENT REQUIREMENTS

Waste Room Area	Calculation		Required	Provided	Notes
25m² for the first 50 units	*(385 - 50)*	*335 units*	25	-	
0.26m² per add. unit	*(335 * 0.26)*		88	-	
Total Area	*(25 + 88)*		113	123 m²	
Bulky Items			10	12.0125	
Compactor Required	*(385 > 31)*	True	Yes	Yes	
Household Hazardous Waste					
1m² per every 100 units	*(385 / 100)*	*4 m²*	4	4	
Total Area			127 m²	139 m²	

Loading	Required	Provided
Type A	0	0
Type B	0	0
Type C	1	1
Type G	1	1
Total Loading		2

VISITOR / PUDO: 3

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Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title:
Project Statistics - Building A

Project No. 2017 | Scale

Drawing No.

A 003

2026-01-16 9:19 AM

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TORONTO GREEN STANDARDS VERSION XX, TIER X.X

Statistics Template - Toronto Green Standard Version 3.0

Mid to High Rise Residential and all New Non-Residential Development

The Toronto Green Standard Version 3.0 Statistics Template is submitted with Site Plan Control Applications and stand alone Zoning Bylaw Amendment applications. Complete the table and copy it directly onto the Site Plan submitted as part of the application.
For Zoning Bylaw Amendment applications: complete General Project Description and Section 1.
For Site Plan Control applications: complete General Project Description, Section 1 and Section 2.
For further information, please visit www.toronto.ca/greendevelopment

General Project Description	Proposed
Total Gross Floor Area	32187.0 sm
Breakdown of project components (m²)	
Residential	29898.3 sm
Retail	2288.7 sm
Commercial	
Industrial	
Institutional/Other	
Total number of residential units	472

Section 1: For Stand Alone Zoning Bylaw Amendment Applications and Site Plan Control Applications

Automobile Infrastructure	Required	Proposed	Proposed %
Number of Parking Spaces	0	0	0
Number of parking spaces dedicated for priority LEV parking	0	0	0
Number of parking spaces with EVSE	0	0	0

Cycling Infrastructure	Required	Proposed	Proposed %
Number of long-term bicycle parking spaces (residential)	425	425	100%
Number of long-term bicycle parking spaces (all other uses)			
Number of long-term bicycle parking (all uses) located on:			
a) first storey of building			
b) second storey of building		221	
c) first level below-ground		109	
d) second level below-ground			
e) other levels below-ground			

Statistics Template - Toronto Green Standard Version 3.0

Mid to High Rise Residential and all New Non-Residential Development

Cycling Infrastructure	Required	Proposed	Proposed %
Number of short-term bicycle parking spaces (residential)	77	77	100%
Number of short-term bicycle parking spaces (all other uses)	10	10	100%
Number of male shower and change facilities (non-residential)			
Number of female shower and change facilities (non-residential)			

Tree Planting & Soil Volume	Required	Proposed	Proposed %
Total Soil Volume (40% of the tria area x 66 m³ x 30 m²).	344.5m3	325m3	93%

Section 2: For Site Plan Control Applications

Cycling Infrastructure	Required	Proposed	Proposed %
Number of short-term bicycle parking spaces (all uses) at-grade or on first level below grade			

UHI Non-roof Hardscape	Required	Proposed	Proposed %
Total non-roof hardscape area (m²)			
Total non-roof hardscape area treated for Urban Heat Island (minimum 50%) (m²)			
Area of non-roof hardscape treated with: (indicate m²)			
a) high-albedo surface material			
b) open-grid pavement			
c) shade from tree canopy			
d) shade from high-albedo structures			
e) shade from energy generation structures			
Percentage of required car parking spaces under cover (minimum 75%(non-residential only)			

Green & Cool Roofs	Required	Proposed	Proposed %
Available Roof Space (m²)			
Available Roof Space provided as Green Roof (m²)			
Available Roof Space provided as Cool Roof (m²)			
Available Roof Space provided as Solar Panels (m²)			

T.G.S GREEN ROOF REQUIREMENTS

Green Roof		Provided
Gross Floor Area, as defined in Green Roof Bylaw (m²)		33,708.9 m²
Total Roof Area (m²)		3,011.8 m²
Area of Residential Private Terraces (m²)		
Rooftop Outdoor Amenity Space, if in a Residential Building (m²)		944.6 m²
Area of Renewable Energy Devices (m2)		
Tower(s) Roof Area with floor plate less than 750m²		
Total Available Roof Space (m²)		2,067.2 m²
Green Roof Coverage	Required	Provided
Coverage of Available Roof Space (m²)	1,240.3 m²	1,294.2 m²
Coverage of Available Roof Space (%)	60%	63%

PARKING SUMMARY

Vehicular Parking	Rate	Calculation	Required	Provided	Notes
Per By-Law 223-2025					
Residential Parking					
Occupants	0.5 per unit	*(0.5 * 472)*	236	11	
Barrier Free	as defined below		9	2	
EV Equipped	100% of spots		236	11	
Visitor	0.2 per unit	*(0.2 * 472)*	94	6	
Barrier Free	as defined below		2	1	
EV Equipped	25% of spots	*(0.25 * 94)*	24	0	
Residential Total			330	17	
Non-Residential Parking					
All Uses	1 /100m²	*(1.0 * 22.9)*	22	31	
Barrier Free	as defined below		1	9	
EV Equipped	25% of spots	*(0.25 * 22)*	6	10	
Non-Residential Total			22	31	

Total Vehicular Parking	352	48	
Barrier Free	12	12	
EV Equipped	266	21	

Barrier Free Parking Requirements - City of Toronto				
* Rates shown below are the 'effective parking rates' used only for calculating accessible parking counts				
Apartment Building, Assisted Housing, Mixed Use				
Occupants				
Unit Type	Rate	Calculation	Count	Notes
Studio < 45m²	0.3 per unit	*(0.3 * 42)*	12.6	
Studio > 45m²	1 per unit	*(1.0 * 0)*	0	
1 Bed	0.5 per unit	*(0.5 * 266)*	133	
2 Bed	0.8 per unit	*(0.8 * 118)*	94.4	
3 Bed	1 per unit	*(1.0 * 46)*	46	
Total			286	
1 if less than 13			N/A	
13 to 100, 1 per every 25 or part			N/A	
> 100 = 5+ 1 for every 50 or part in excess of 100			9	
Required Number of Barrier Free Occupant Spots			**9**	
	Rate	Calculation	Count	Notes
Visitor	0.1 per unit	*(0.1 * 472)*	47	
1 if less than 13			N/A	
13 to 100, 1 per every 25 or part			2	
> 100 = 5+ 1 for every 50 or part in excess of 100			N/A	
Required Number of Barrier Free Visitor Spots			**2**	
	Rate	Calculation	Count	Notes
Non - Residential	1 /100m²	*(1.0 * 22.9)*	22	
1 if less than 13			N/A	
13 to 100, 1 per every 25 or part			1	
> 100 = 5+ 1 for every 50 or part in excess of 100			N/A	
Required Number of Barrier Free Non-Res Spots			**1**	

* EV Equipped Spaces shall be capable of min level 2 charging per TGS AQ1.2

BICYCLE PROVISIONS

Bicycle Parking	Rate	Calculation	Required	Provided	Location	Notes
Per By-Law 223-2025						
Public Bike Spaces (Short-Term)			10	10	Ground	
Residential Bike Spaces						
Long-Term	0.9 per unit	*(0.9 * 472)*	425	425	P1, Mezzanine	
EV Equipped	15% of spots	*(0.15 * 425)*	64	64	P1, Mezzanine	
Oversized	5% of spots	*(0.05 * 425)*	22	22	P1, Mezzanine	
Not Stacked or Vertical	40% of spots	*(0.40 * 425)*	170	219	P1, Mezzanine	
Short-Term	0.2 per unit	*(0.2 * 472)*	95	95	P1, Mezzanine	
Residential Total			520	520		
Non-Residential Bike Spaces						
Long-Term	0.2 /100m²	*(0.2 * 23)*	5	6	P1, Mezzanine	
EV Equipped	15% of spots	*(0.15 * 5)*	1	1	P1, Mezzanine	
Oversized	5% of spots	*(0.05 * 5)*	1	1	P1, Mezzanine	
Not Stacked or Vertical	40% of spots	*(0.40 * 5)*	2	3	P1, Mezzanine	
Short-Term 3 +	0.3 /100m²	*(0.3 * 23)*	10	10	P1, Mezzanine	
Non-Residential Total			16	16		
Total Bicycle Parking						
Long-Term			430	431		
EV Equipped			65	65		
Oversized			23	23		
Short-Term			115	115		
Total			536	536		

PROJECT STATISTICS SUMMARY

MUNICIPAL ADDRESS **682-742 BROADVIEW AVE, TORONTO, ON M4K 2P1**

ZONING DESIGNATION

ZBL 438-86	
ZBL 569-2013	
ZBL 223-2025	

SITE DENSITY

LOT AREA		9,524.03 m²
PROPOSED PARKLAND DEDICATION		
F.S.I = TOTAL GFA / LOT AREA	(32187.05 / 9524.03)	3.38

SITE FSI: 6.12

AREA SUMMARY

Area Summary (m²)						
Level	Total GLA	Total GCA	GFA Deductions	GFA Residential	GFA Non-Residential	Total GFA
Below Grade						
P1	0.00	0.00	0.00	0.00	0.00	0.00
Above Grade						
Ground	0.00	2889.17	575.55	352.27	1961.35	2313.62
Mezzanine	0.00	843.51	457.74	58.42	327.35	385.77
2	0.00	766.54	700.79	65.75	0.00	65.75
3	0.00	793.08	52.74	740.34	0.00	740.34
4	0.00	793.08	52.74	740.34	0.00	740.34
5	0.00	793.08	52.74	740.34	0.00	740.34
6	0.00	793.08	52.74	740.34	0.00	740.34
7	0.00	793.08	52.74	740.34	0.00	740.34
8	0.00	793.08	52.74	740.34	0.00	740.34
9	0.00	793.08	52.74	740.34	0.00	740.34
10	0.00	793.08	52.74	740.34	0.00	740.34
11	0.00	793.08	52.74	740.34	0.00	740.34
12	0.00	793.08	52.74	740.34	0.00	740.34
13	0.00	793.08	52.74	740.34	0.00	740.34
14	0.00	793.08	52.74	740.34	0.00	740.34
15	0.00	793.08	52.74	740.34	0.00	740.34
16	0.00	793.08	52.74	740.34	0.00	740.34
17	0.00	793.08	52.74	740.34	0.00	740.34
18	0.00	793.08	52.74	740.34	0.00	740.34
19	0.00	793.08	52.74	740.34	0.00	740.34
20	0.00	793.08	52.74	740.34	0.00	740.34
21	0.00	793.08	52.74	740.34	0.00	740.34
22	0.00	793.08	52.74	740.34	0.00	740.34
23	0.00	793.08	52.74	740.34	0.00	740.34
24	0.00	793.08	52.74	740.34	0.00	740.34
25	0.00	793.08	52.74	740.34	0.00	740.34
26	0.00	793.08	52.74	740.34	0.00	740.34
27	0.00	793.08	52.74	740.34	0.00	740.34
28	0.00	793.08	52.74	740.34	0.00	740.34
29	0.00	793.08	52.74	740.34	0.00	740.34
30	0.00	793.08	52.74	740.34	0.00	740.34
31	0.00	793.08	52.74	740.34	0.00	740.34
32	0.00	793.08	52.74	740.34	0.00	740.34
33	0.00	793.08	52.74	740.34	0.00	740.34
34	0.00	793.08	52.74	740.34	0.00	740.34
35	0.00	793.08	52.74	740.34	0.00	740.34
36	0.00	793.08	52.74	740.34	0.00	740.34
37	0.00	793.08	52.74	740.34	0.00	740.34
38	0.00	793.08	52.74	740.34	0.00	740.34
39	0.00	793.08	52.74	740.34	0.00	740.34
40	0.00	750.37	52.74	697.63	0.00	697.63
41	0.00	706.13	52.74	653.39	0.00	653.39
42	0.00	665.64	52.74	612.90	0.00	612.90
B-MPH	0.00	623.56	558.05	65.51	0.00	65.51
Project Totals	0.00	36588.79	4401.73	29898.36	2288.70	32187.05
					24.635 ft²	
				Total GFA	32,187.05 m²	346,458 ft²

Residential Units					
Level	Studio	1 BD	2 BD	3 BD	Total Units
Below Grade					
P1	0	0	0	0	0
Above Grade					
Ground	0	0	0	0	0
Mezzanine	0	0	0	0	0
2	0	0	0	0	0
3	1	7	3	1	12
4	1	7	3	1	12
5	1	7	3	1	12
6	1	7	3	1	12
7	1	7	3	1	12
8	1	7	3	1	12
9	1	7	3	1	12
10	1	7	3	1	12
11	1	7	3	1	12
12	1	7	3	1	12
13	1	7	3	1	12
14	1	7	3	1	12
15	1	7	3	1	12
16	1	7	3	1	12
17	1	7	3	1	12
18	1	7	3	1	12
19	1	7	3	1	12
20	1	7	3	1	12
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22	1	7	3	1	12
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25	1	7	3	1	12
26	1	7	3	1	12
27	1	7	3	1	12
28	1	7	3	1	12
29	1	7	3	1	12
30	1	7	3	1	12
31	1	7	3	1	12
32	1	7	3	1	12
33	1	7	3	1	12
34	1	7	3	1	12
35	1	7	3	1	12
36	1	7	3	1	12
37	1	7	3	1	12
38	1	7	3	1	12
39	1	7	3	1	12
40	1	4	2	3	10
41	1	2	3	3	9
42	3	1	2	3	9
B-MPH	0	0	0	0	0
Proposed Unit Mix	42	266	118	46	472
	9%	56%	25%	10%	
Average Unit Size (m²)	33.79	49.99	67.09	82.31	58.30
(ft²)	364	538	722	886	627
15% BF Required	7	40	18	7	72
BF Provided	0	0	0	0	0

AMENITY AREAS SUMMARY

Amenity Space	Required	Provided	Location
Indoor Amenity			
2.0 m² per unit	944	632.79	2
*(2.0 * 472)*		311.30	B-MPH
Total Indoor Amenity		944.09 m²	
Outdoor Amenity			
2.0 m² per unit	944	944.58	2
*(2.0 * 472)*			
Total Outdoor Amenity		944.58 m²	
Total Amenity Space	1,888.00 m²	1,888.67 m²	

WASTE MANAGEMENT REQUIREMENTS

Waste Room Area	Calculation		Required	Provided	Notes
25m² for the first 50 units	*(472 - 50)*	*422 units*	25	-	
0.26m² per add. unit	*(422 * 0.26)*		110	-	
Total Area	*(25 + 110)*		135	140 m²	
Bulky Items			10	21.636	
Compactor Required	*(472 > 31)*	True	Yes	Yes	
Household Hazardous Waste					
1m² per every 100 units	*(472 / 100)*	*5 m²*	5	10.36	
Total Area			150 m²	172 m²	

Loading	Required	Provided
Type A	1	1
Type B	1	1
Type C	2	2
Type G	1	1
Total Loading		5

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Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

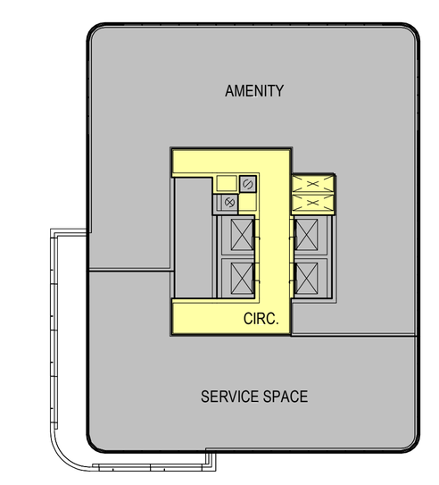
Title:
Project Statistics - Building B

Project No. 2017 | Scale

Drawing No.

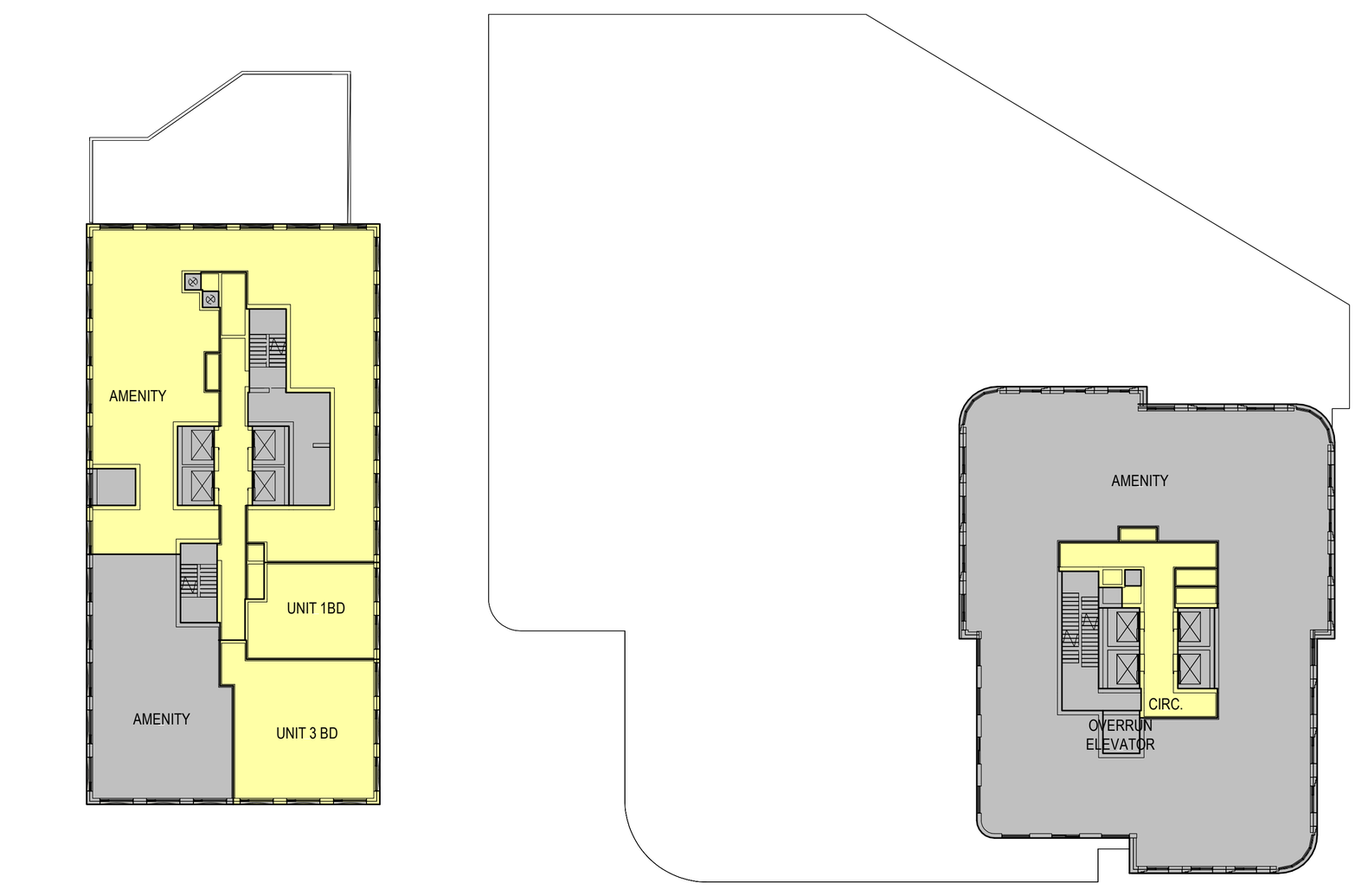
A 004

2025-07-16 9:19 AM



11 A 005 TOWER B MPH - AREAS
SCALE: 1 : 500

7 A 005 LEVEL 10-39 - AREAS
SCALE: 1 : 500



4 A 005 LEVEL 2 - AREAS
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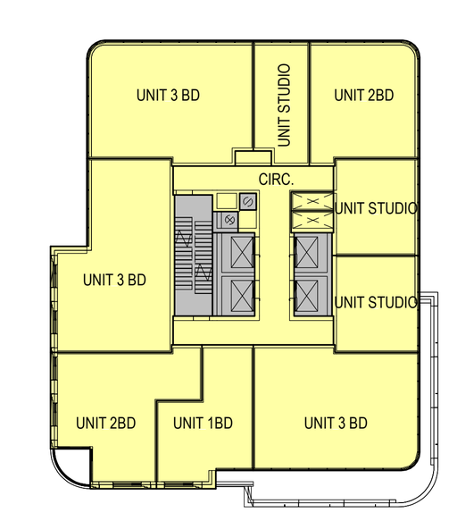

10 A 005 LEVEL 42 - AREAS
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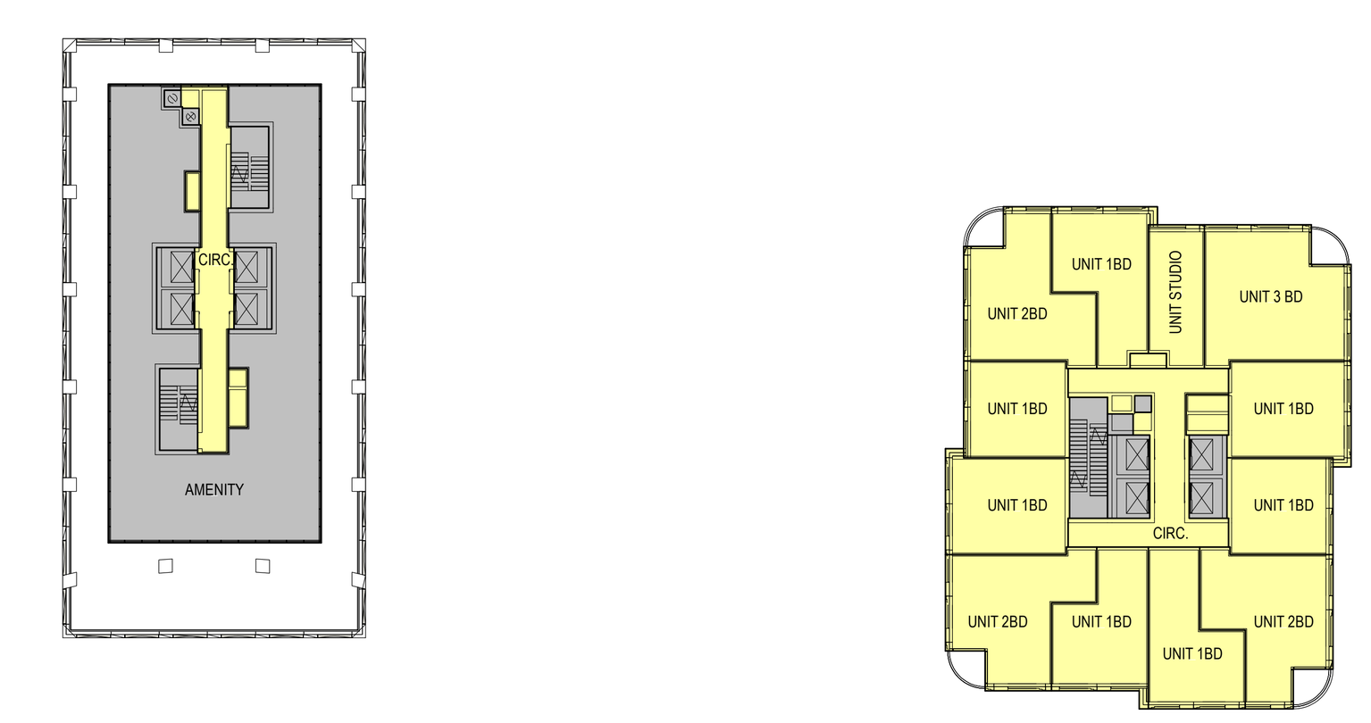
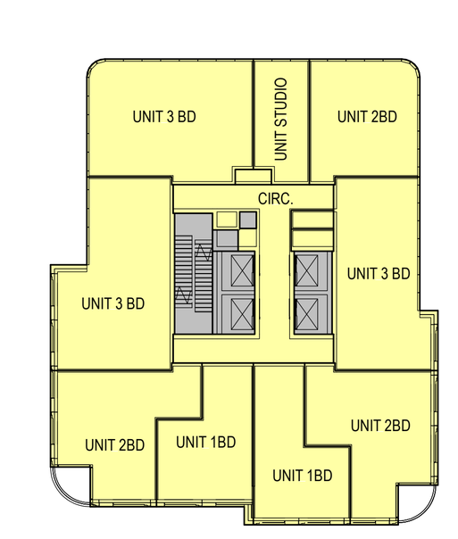


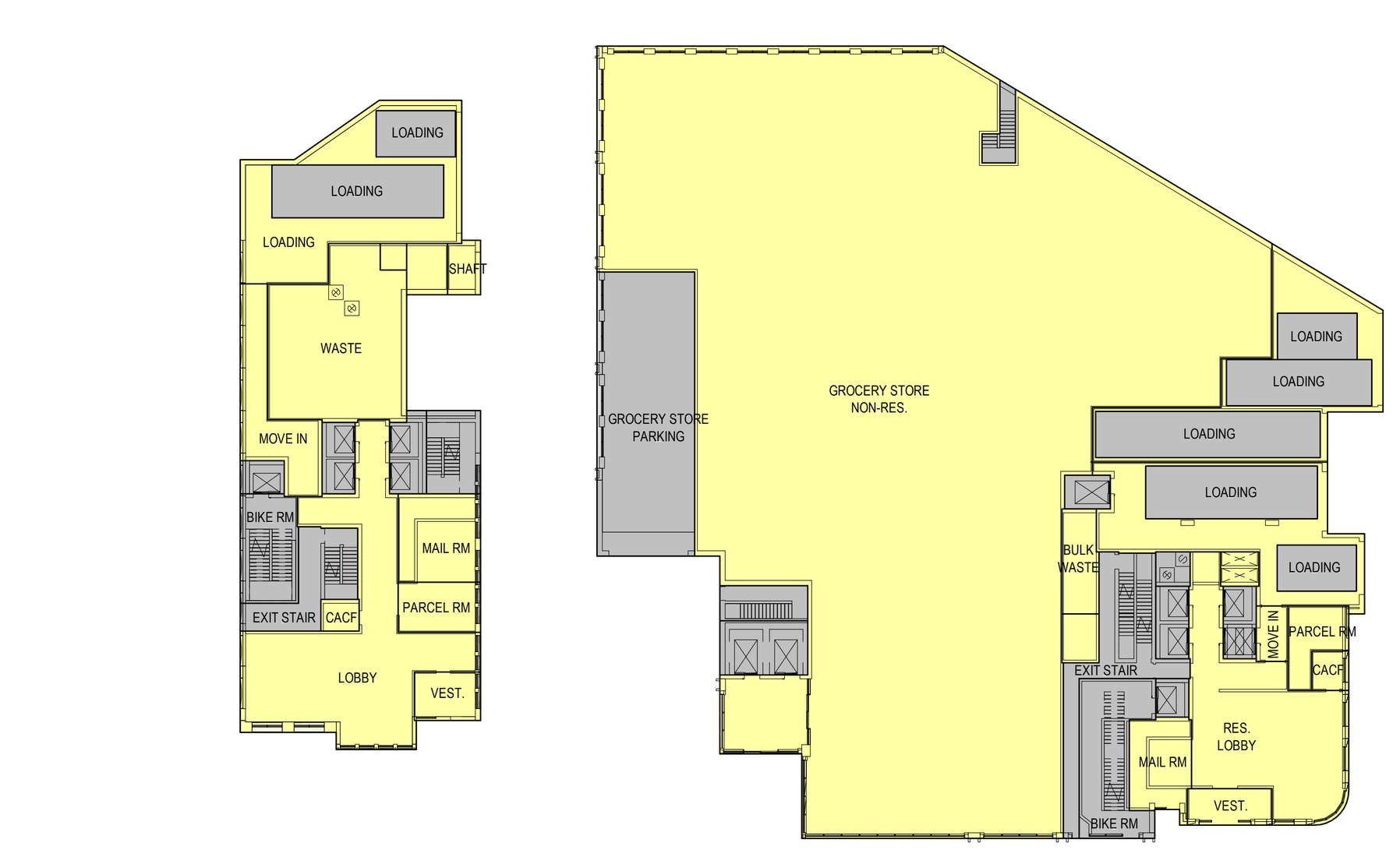
6 A 005 LEVEL 8-9 - AREAS
SCALE: 1 : 500

3 A 005 GROUND FLOOR MEZZ. - AREAS
SCALE: 1 : 500

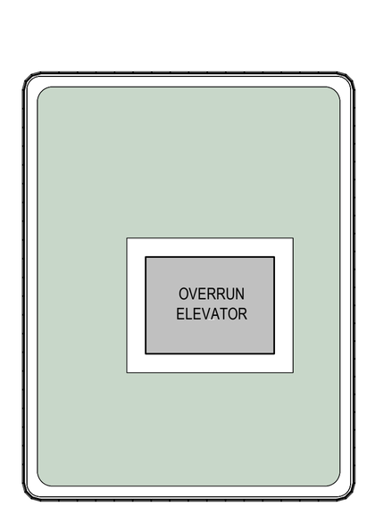


9 A 005 LEVEL 41 - AREAS
SCALE: 1 : 500

12 A 005 LEVEL 5-7 - AREAS
SCALE: 1 : 500



2 A 005 GROUND FLOOR - AREAS
SCALE: 1 : 500



13 A 005 TOWER B MPH ROOF - AREAS
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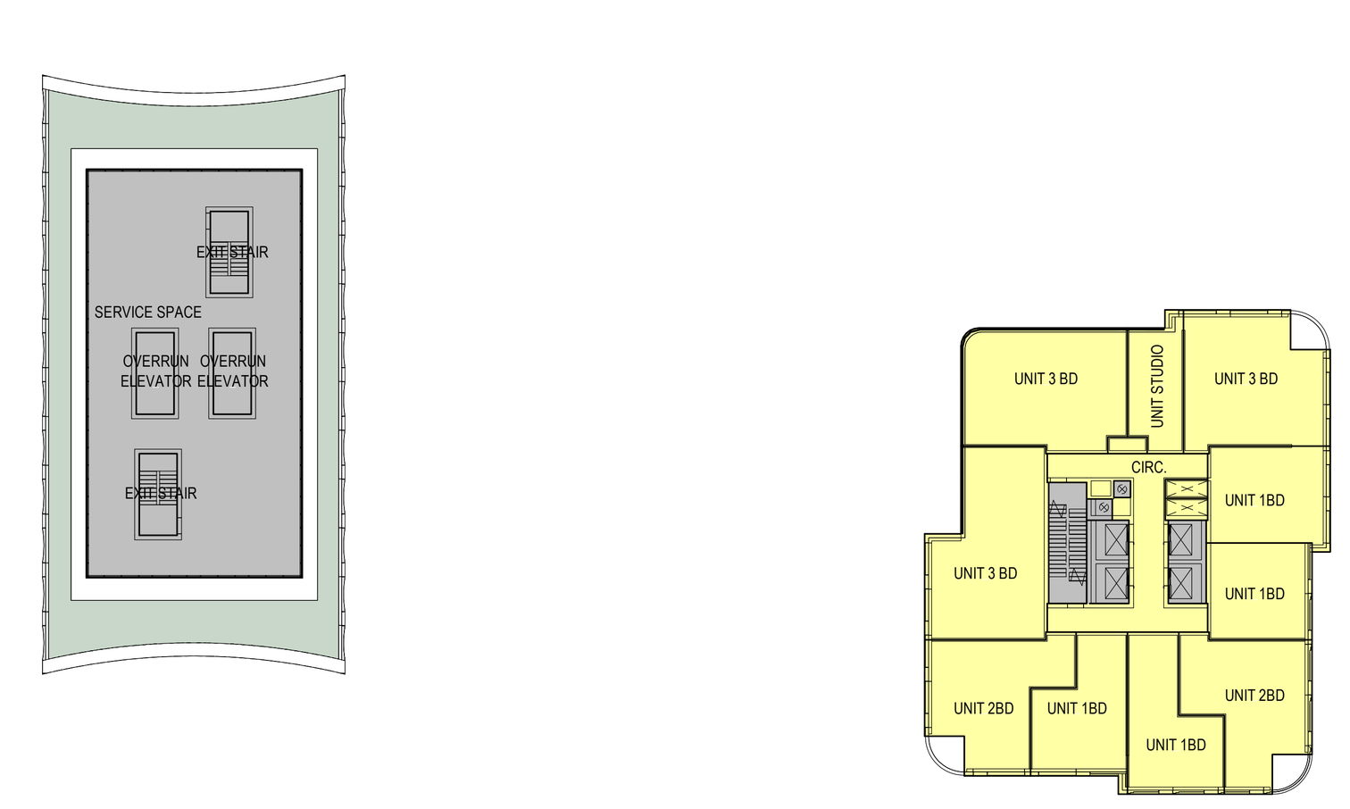

8 A 005 BUILDING A MPH AND LEVEL 40 - AREAS
SCALE: 1 : 500

5 A 005 LEVEL 3-4 - AREAS
SCALE: 1 : 500

1 A 005 PARKING - AREAS
SCALE: 1 : 500

Prior to commencement of the Work the Contractor shall verify all drawing dimensions, datums, and levels with the Contract Documents and with the conditions on site; ascertain any discrepancies between the site and the Contract Documents, and bring these items to the attention of the Architect for clarification.

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GROSS FLOOR AREA (ZBL 569-2013)

GFA Included

GFA Excluded

Gross Floor Area Calculations for an Apartment Building in the Commercial Residential Zone Category per ZBL 569-2013, Section 40.5.40.40 (5).

In the Commercial Residential Zone category the gross floor area of an apartment building is reduced by the area in the building used for:

(A) parking, loading and bicycle parking below-ground;
(B) required loading spaces at the ground level and required bicycle parking spaces at or above ground;
(C) storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms in the basement;
(D) shower and change facilities required by this By-law for required bicycle parking spaces;
(E) amenity space required by this By-law;
(F) elevator shafts;
(G) garbage shafts;
(H) mechanical penthouse; and
(I) exit stairwells in the building.

No. Date Issue/Revision

Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title:
ZBL - 569-2013 Area Plans

Project No. 2017 Scale As indicated

Drawing No.

A 005

AERIAL VIEW OF PROJECT SITE LOOKING WEST

VIEW FROM THE CORNER OF DEARBOURNE AVE AND DANFORTH AVE

VIEW ALONG DANFORTH AVE

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No.	Date	Issue/Revision

Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title:
Perspective Views

Project No. 2017 | Scale

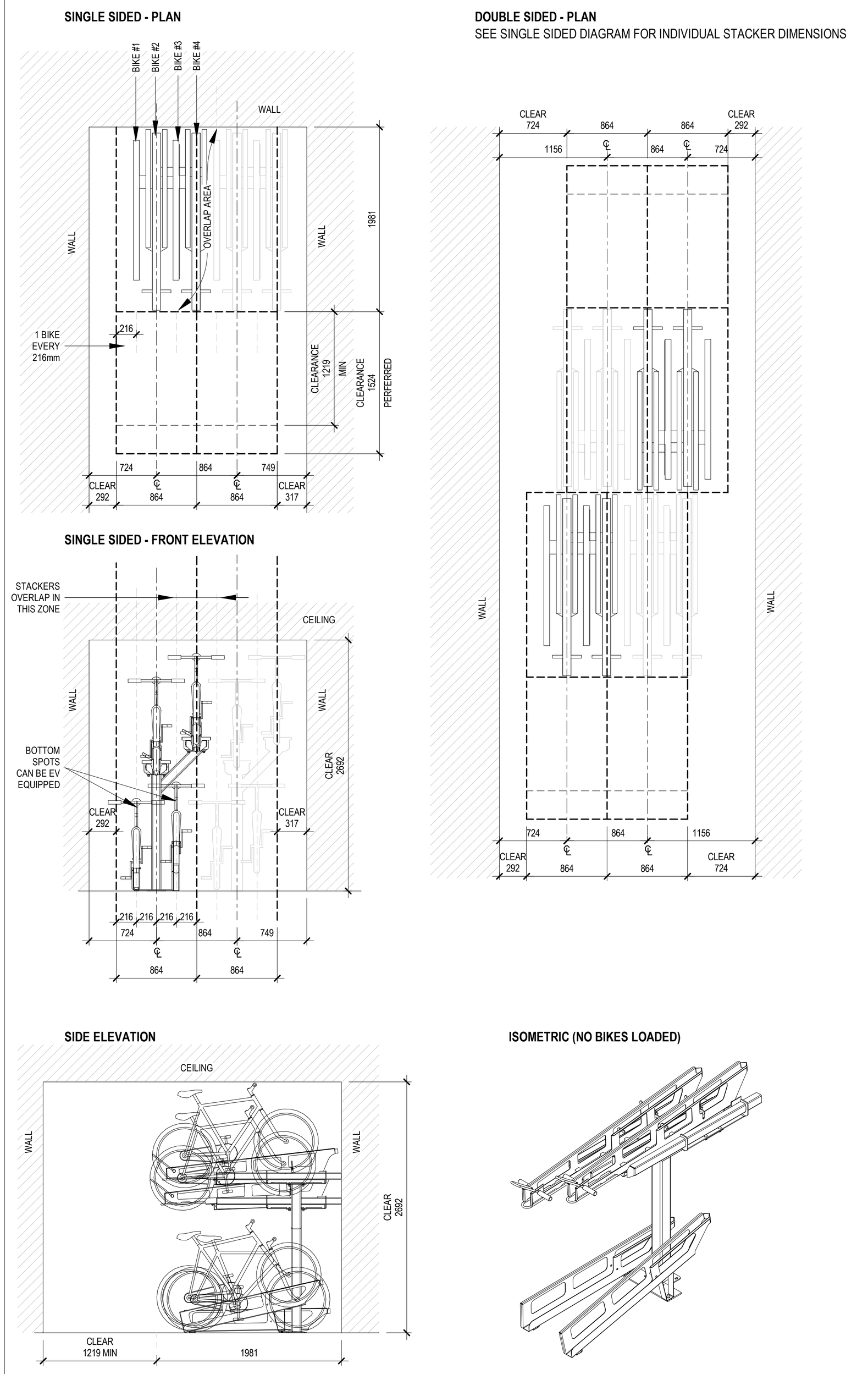
Drawing No.

A 006

STACKED BICYCLE SPACE LEGEND

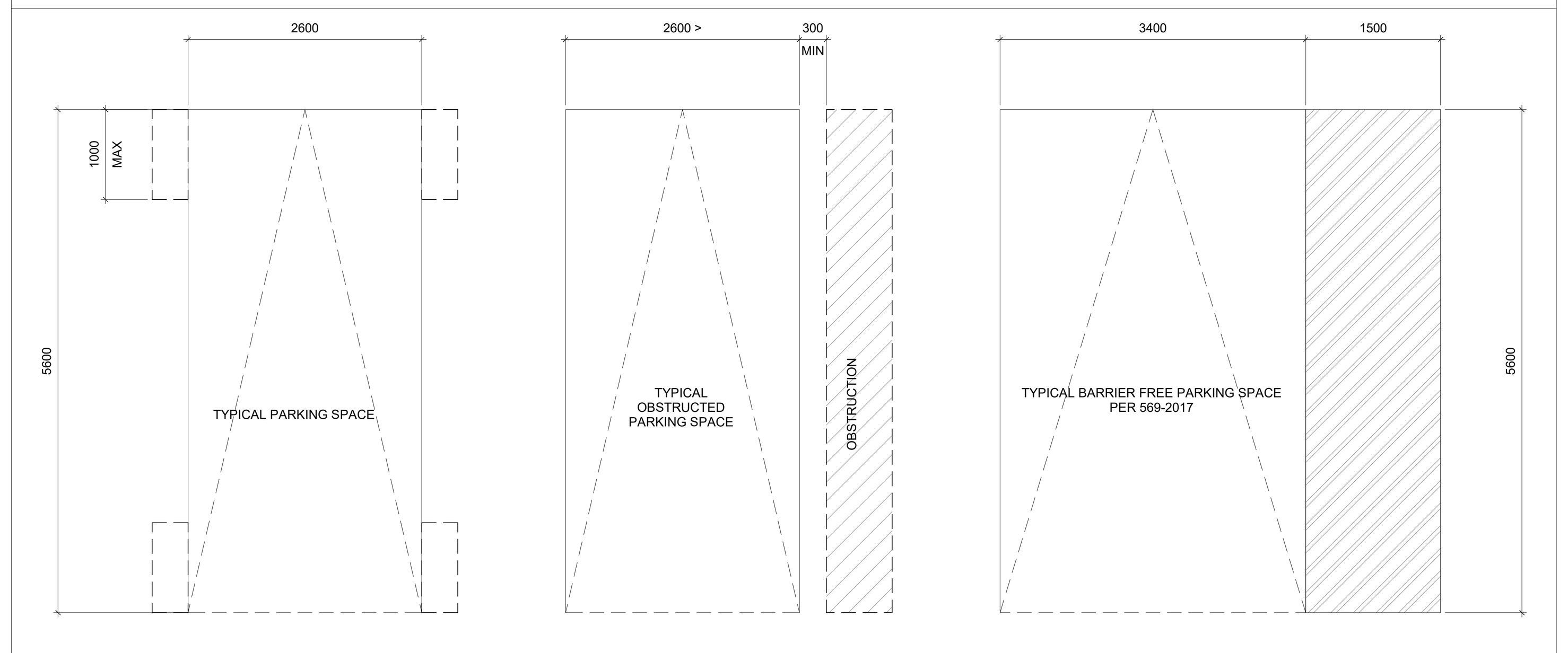
STACKABLE BIKE PARKING. TYPICAL DETAIL

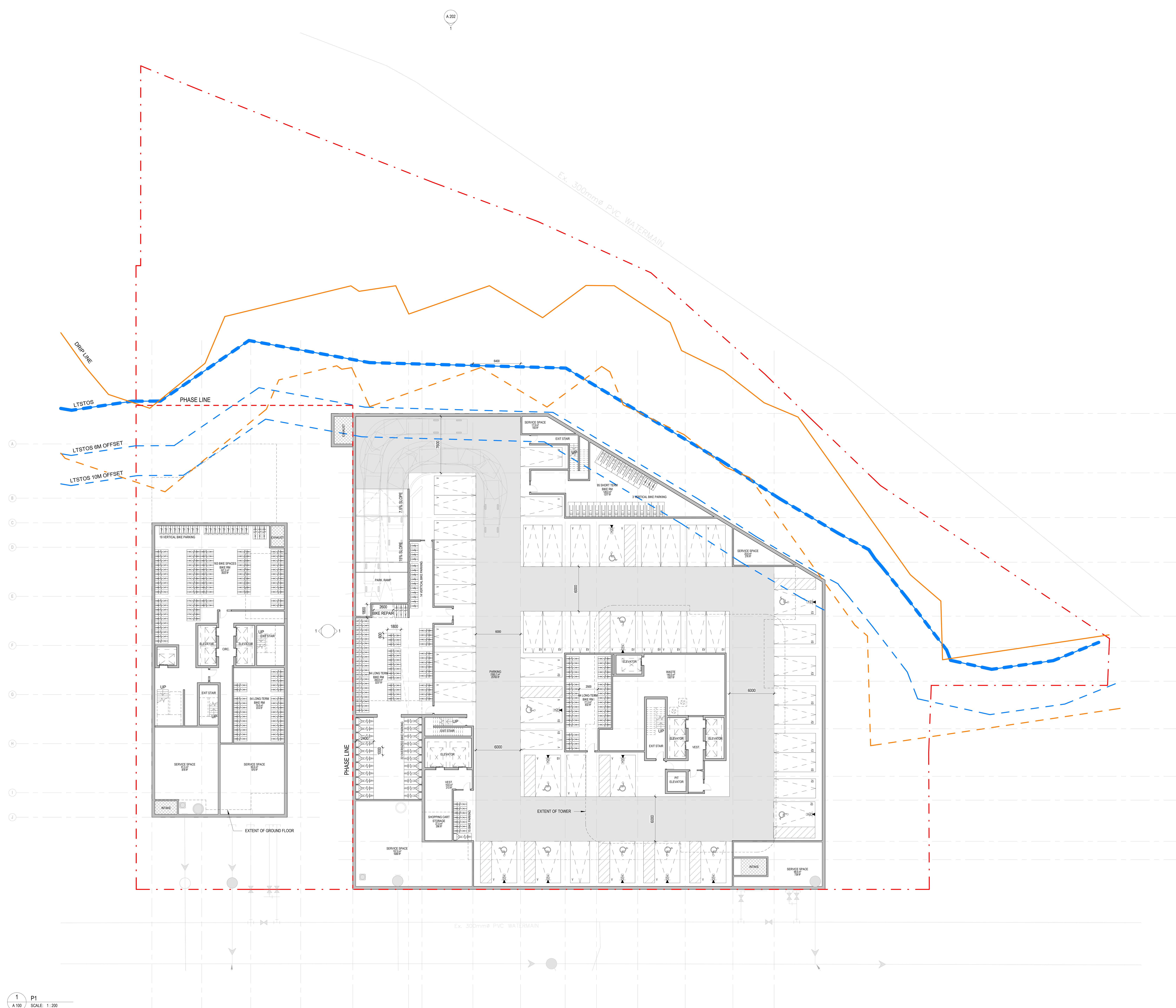
DERO DECKER - 2 TIERED SYSTEM (4 BIKES / UNIT TOTAL)
BOTTOM TIER MAY BE ELECTRICALLY EQUIPPED (2 EV SPOTS/UNIT TOTAL)



VEHICLE PARKING SPACE LEGEND

EV - PARKING SPACE COMPLETE W/ ENERGIZED OUTLET
V - VISITOR
R - RESIDENTIAL
EB - BIKE PARKING SPACE COMPLETE W/ ENERGIZED OUTLET





1 P1
A 100 SCALE : 1 : 200

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No.	Date	Issue/Revision

Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title:

Floor Plan - P1

Project No. 2017	Scale As indicated

Drawing No.

A 100

Prior to commencement of the Work the Contractor shall verify all drawing dimensions, datums, and levels with the Contract Documents and with the conditions on site; ascertain any discrepancies between the site and the Contract Documents, and bring these items to the attention of the Architect for clarification.

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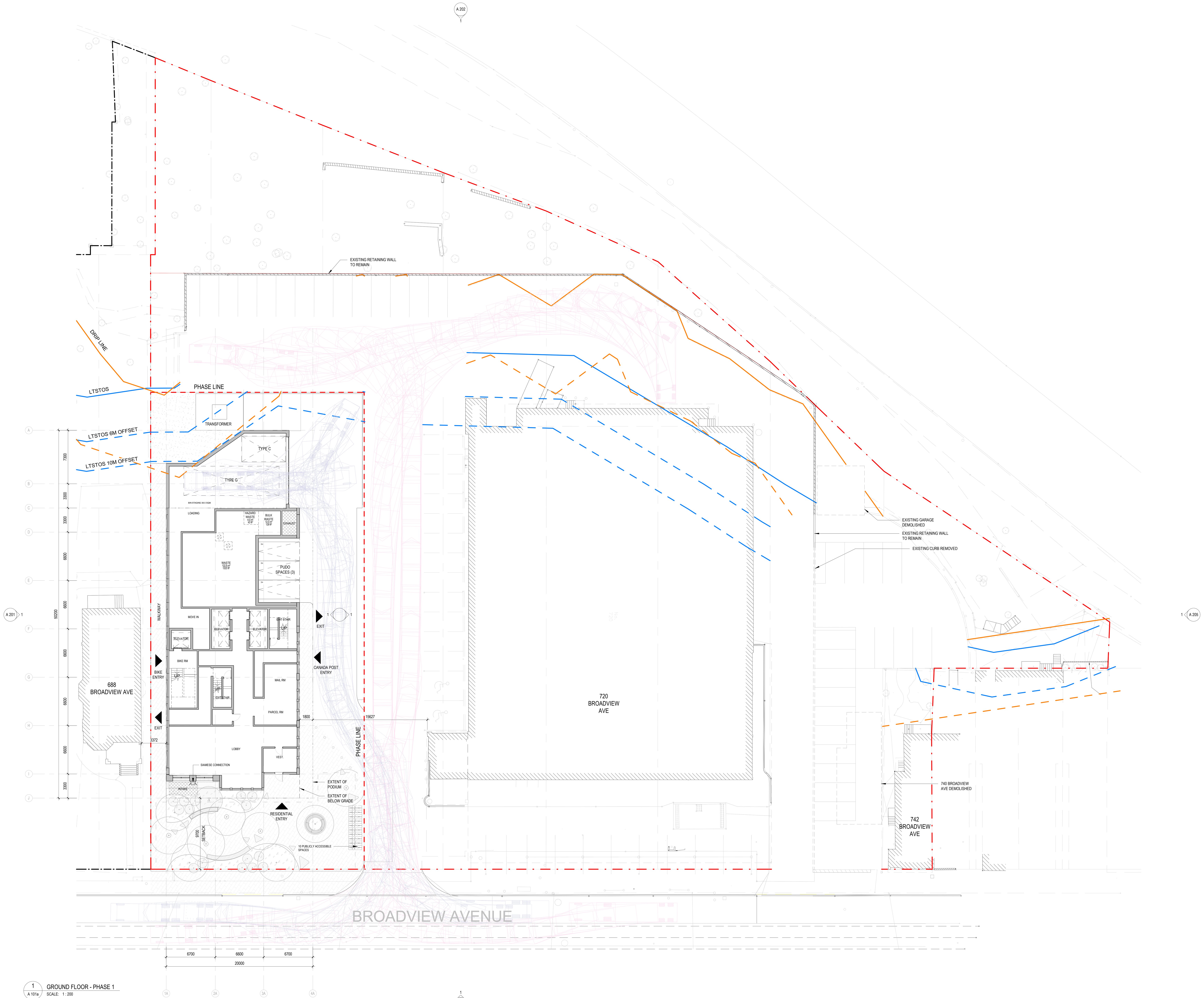
MANEUVERING LEGEND

- Residential Loading
- Commercial Loading / Maneuvering



GROUND FLOOR - PHASE 1
SCALE 1 : 200

No.	Date	Issue/Revision

Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title:
Floor Plan - Ground Phase 1

Project No. 2017	Scale As indicated

Drawing No.

A 101a

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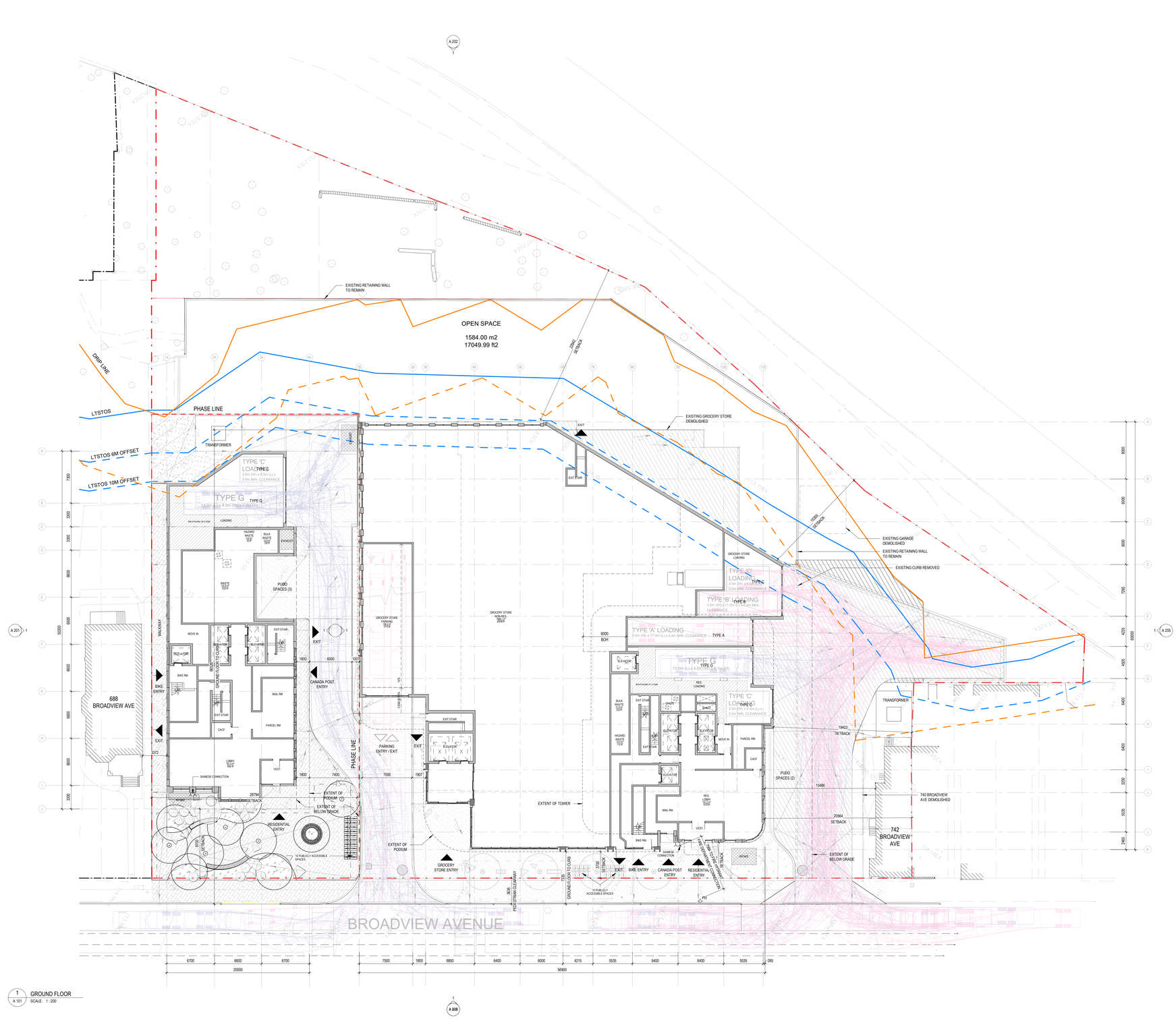
ChoiceProperties

MANEUVERING LEGEND

- Residential Loading
- Commercial Loading / Maneuvering



1 GROUND FLOOR
A 101 SCALE: 1 : 200

No.	Date	Issue/Revison

Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title:
Floor Plan - Ground

Project No. 2017	Scale As indicated

Drawing No.

A 101

2025-04-16 10:57 AM

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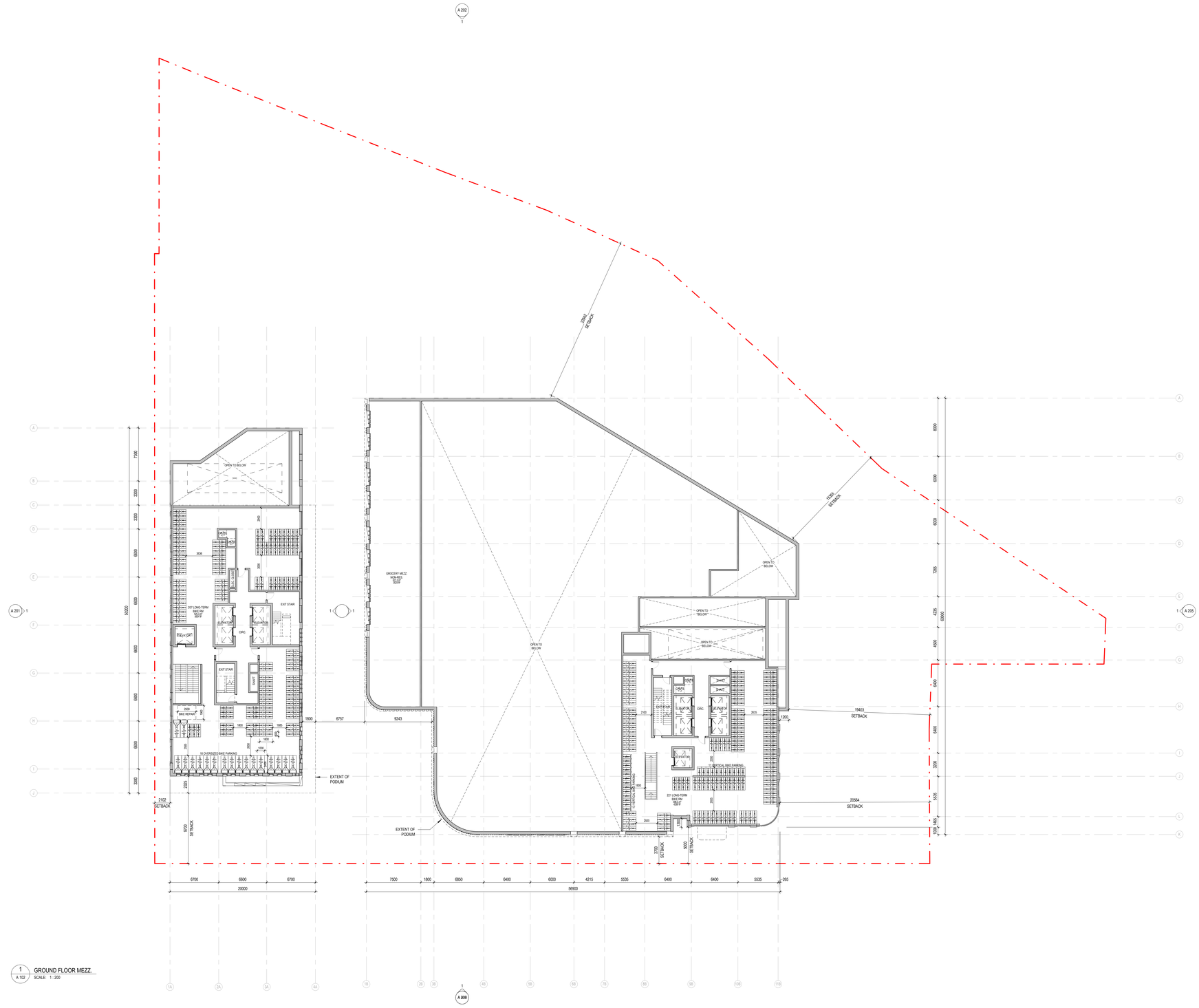
ChoiceProperties



1 / A 102 GROUND FLOOR MEZZ.
SCALE: 1 : 200

No.	Date	Issue/Revision

Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title:

Floor Plan - Ground Mezzanine

Project No. 2017	Scale 1 : 200

Drawing No.

A 102

2026-01-15 10:58 AM

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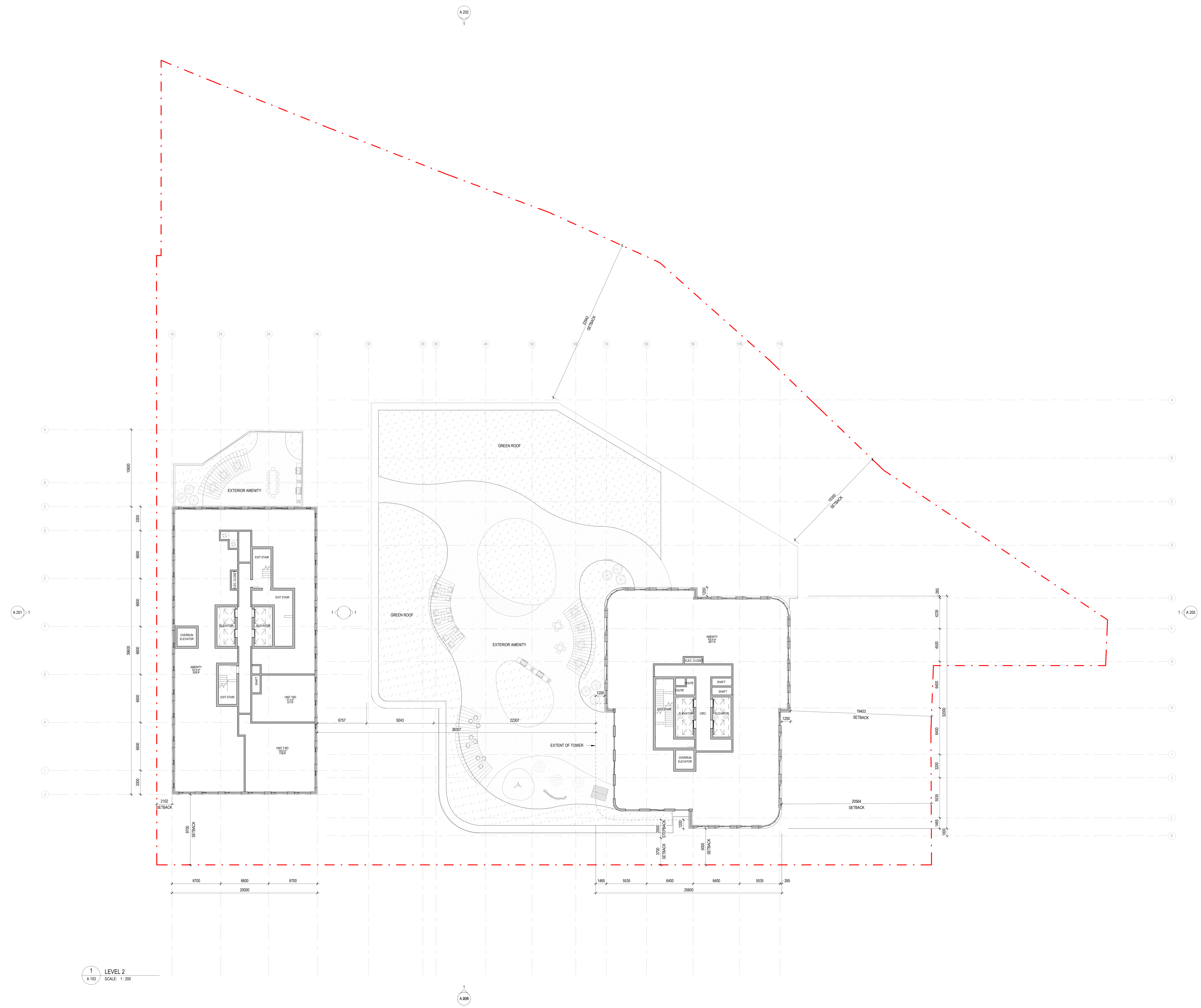
ChoiceProperties



No.	Date	Issue/Revision

Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

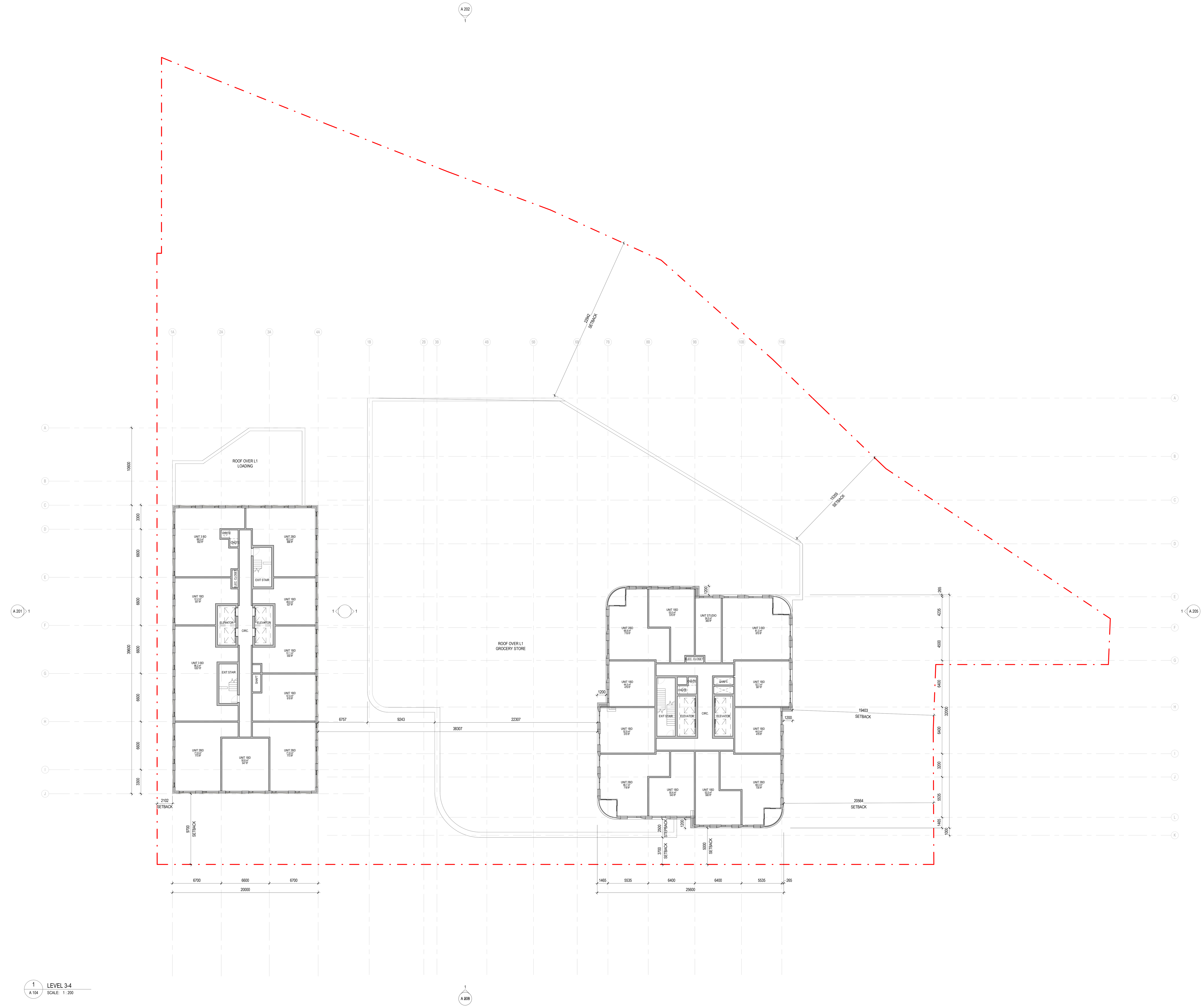
Title:

Floor Plan - Level 2

Project No. 2017 | Scale 1 : 200

Drawing No.

A 103



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No.	Date	Issue/Revision

Broadview + Danforth

682-742 Broadview Ave,
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Title:
Floor Plan - Level 3-4

Project No. 2017 | Scale 1 : 200

Drawing No.
A 104

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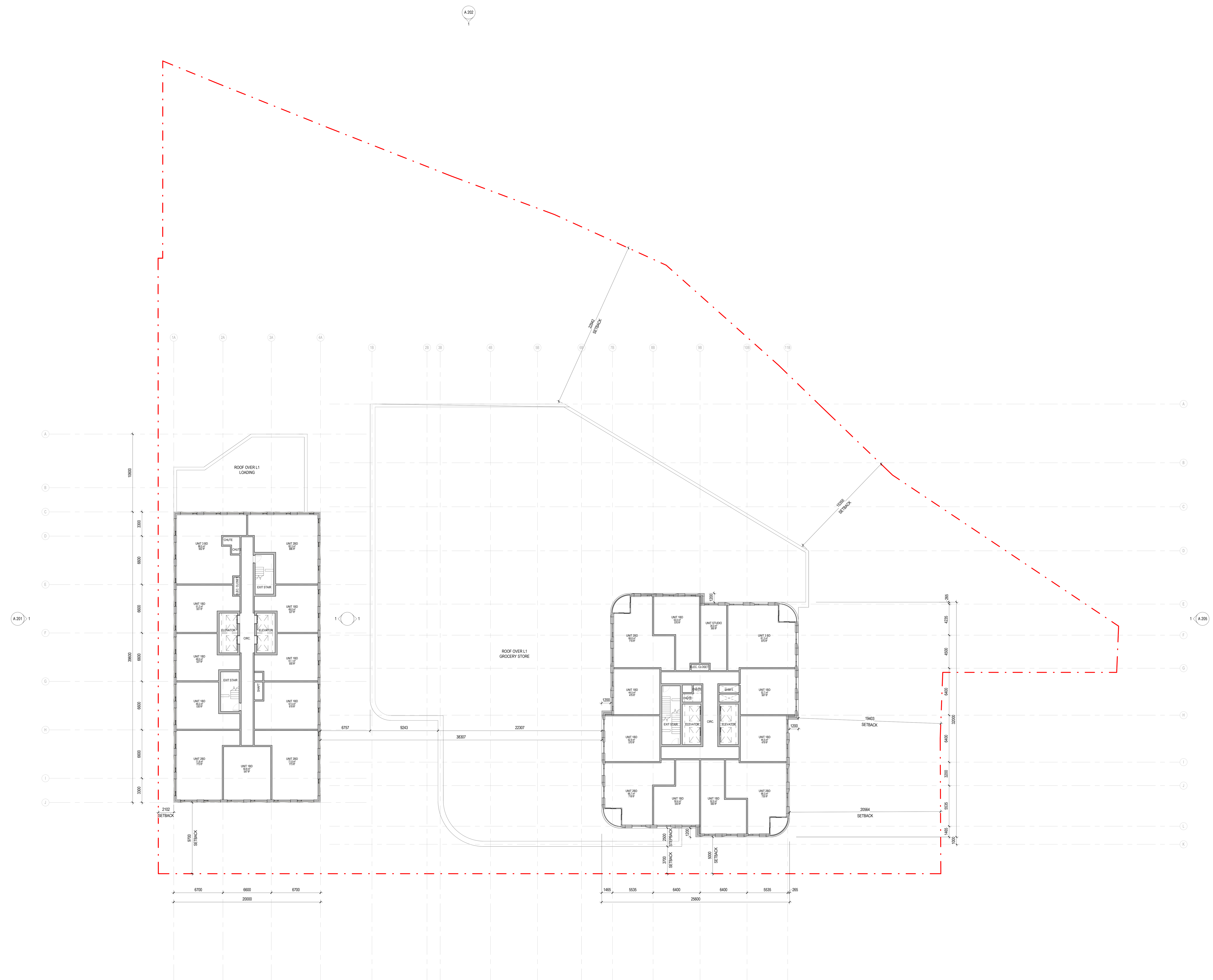
ChoiceProperties



1 LEVEL 5-7
A 105 SCALE 1 : 200

No.	Date	Issue/Revision

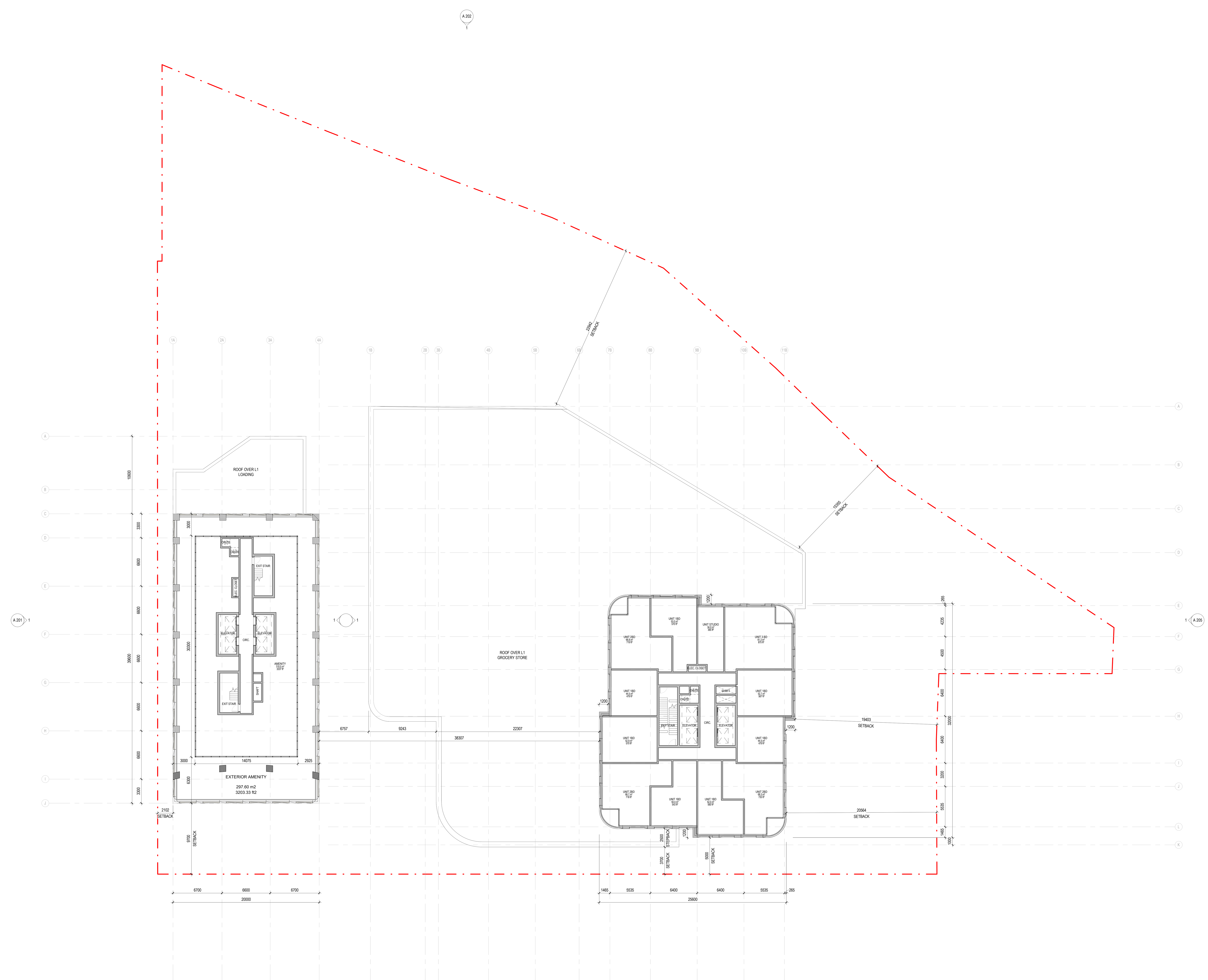
Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title:
Floor Plan - Level 5-7

Project No. 2017 | Scale 1 : 200

Drawing No.
A 105



1 LEVEL 8-9
A 106 SCALE: 1 : 200

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ChoiceProperties

No.	Date	Issue/Revision

Broadview + Danforth

682-742 Broadview Ave,
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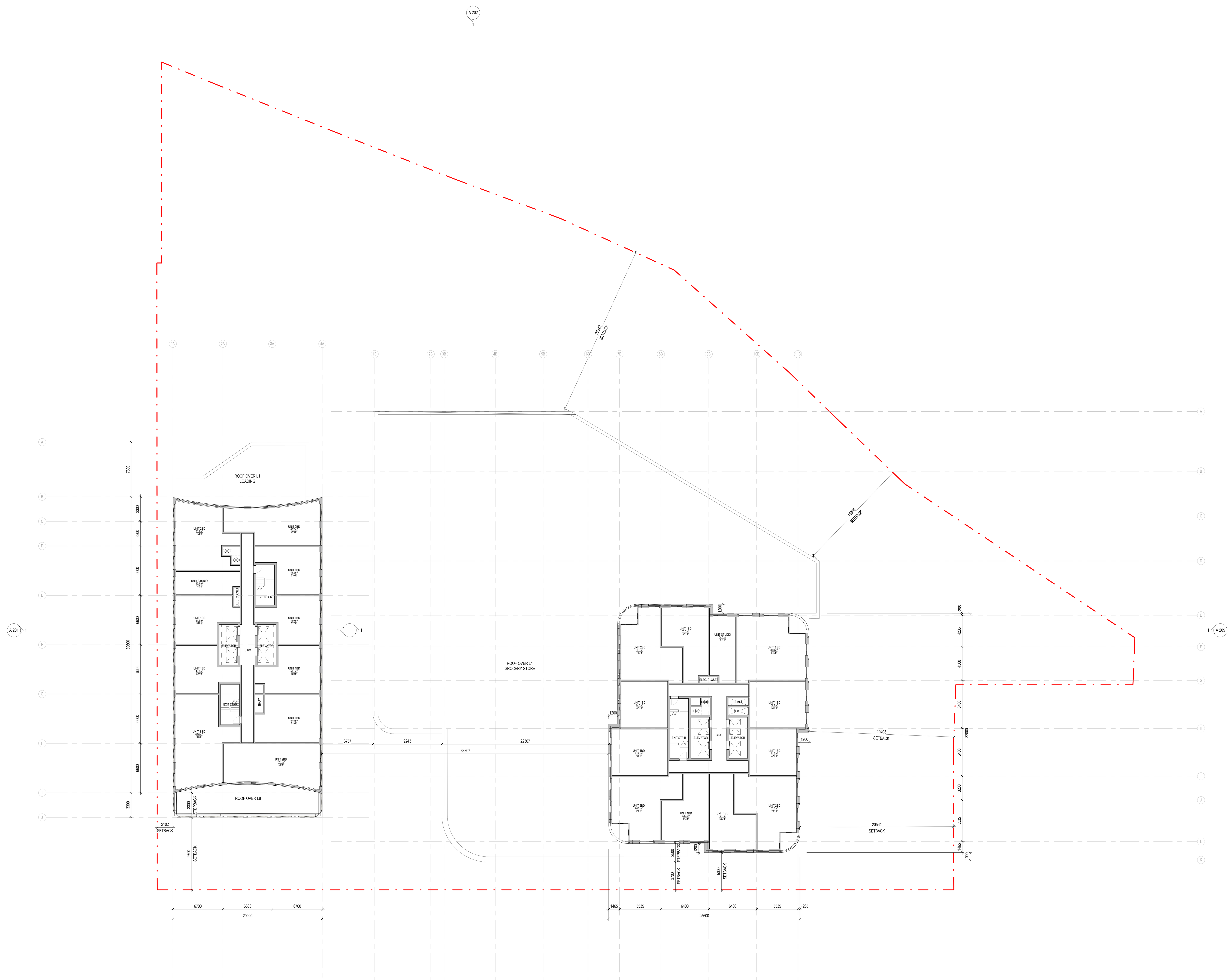
Title:
Floor Plan - Level 8-9

Project No. 2017 | Scale 1 : 200

Drawing No.

A 106



LEVEL 10-39
SCALE 1 : 200

Prior to commencement of the Work the Contractor shall verify all drawing dimensions, datums, and levels with the Contract Documents and with the conditions on site; ascertain any discrepancies between the site and the Contract Documents, and bring these items to the attention of the Architect for clarification.

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ChoiceProperties

No.	Date	Issue/Revision

Broadview + Danforth

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Title:
Floor Plan - Level 10-39

Project No. 2017 | Scale 1 : 200

Drawing No.
A 107

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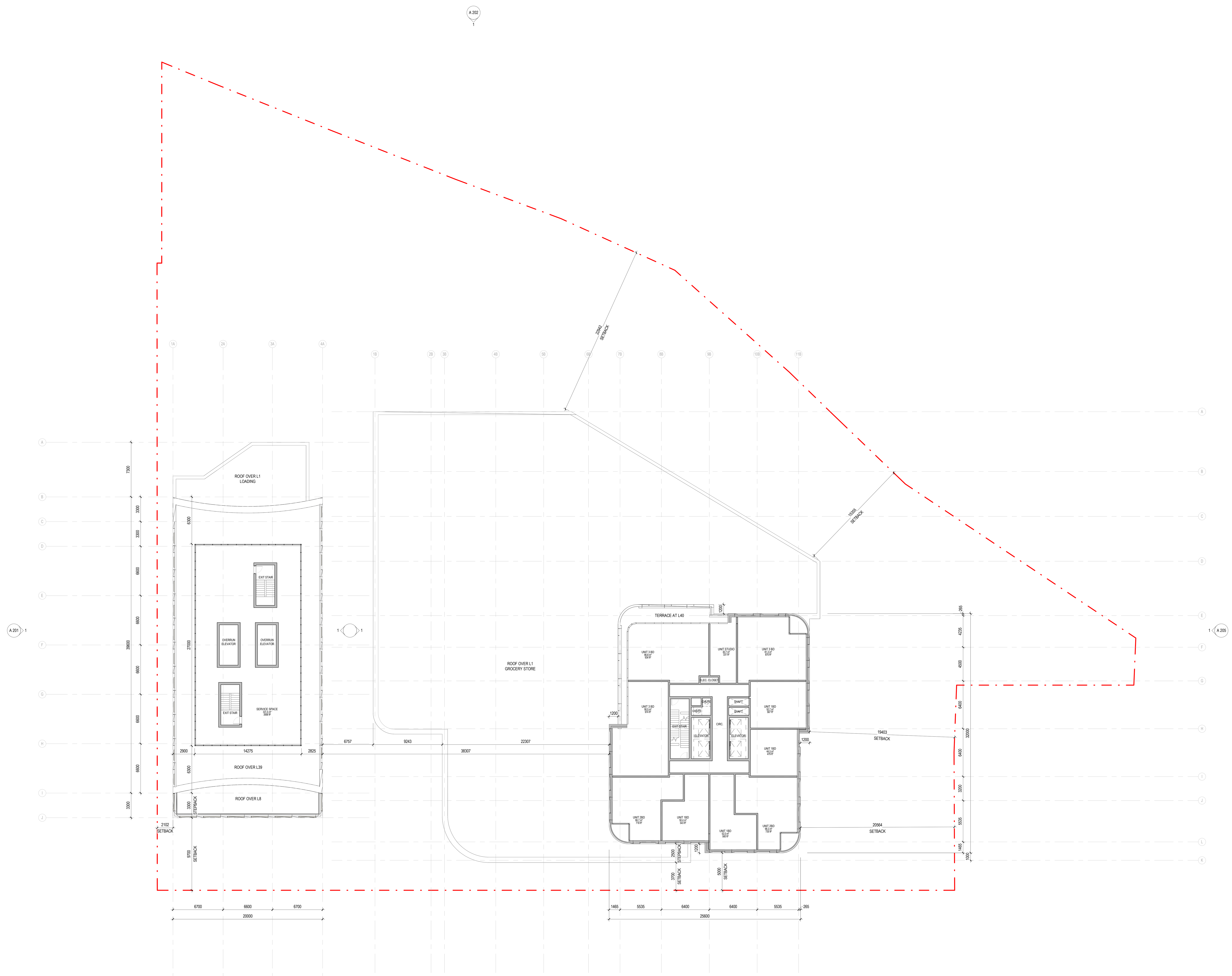
ChoiceProperties



1 A 108 LEVEL 40
SCALE 1 : 200

No.	Date	Issue/Revision

Broadview + Danforth

682-742 Broadview Ave,
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Title:
Floor Plan - Level 40 / MPH (A)

Project No. 2017 | Scale 1 : 200

Drawing No.

A 108

Prior to commencement of the Work the Contractor shall verify all drawing dimensions, datums, and levels with the Contract Documents and with the conditions on site; ascertain any discrepancies between the site and the Contract Documents, and bring these items to the attention of the Architect for clarification.

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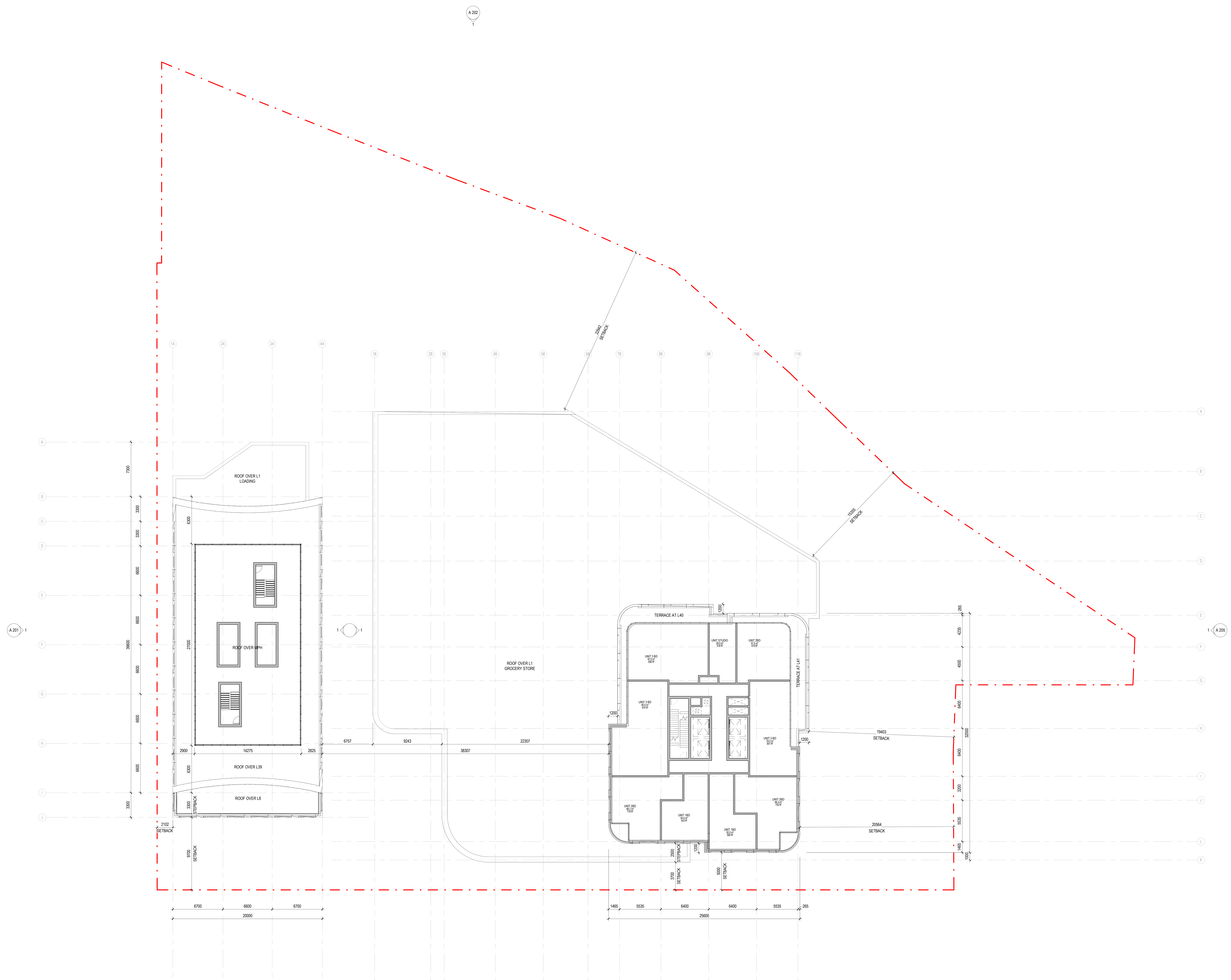
ChoiceProperties



1 LEVEL 41
A 109 SCALE 1 : 200

No.	Date	Issue/Revision

Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

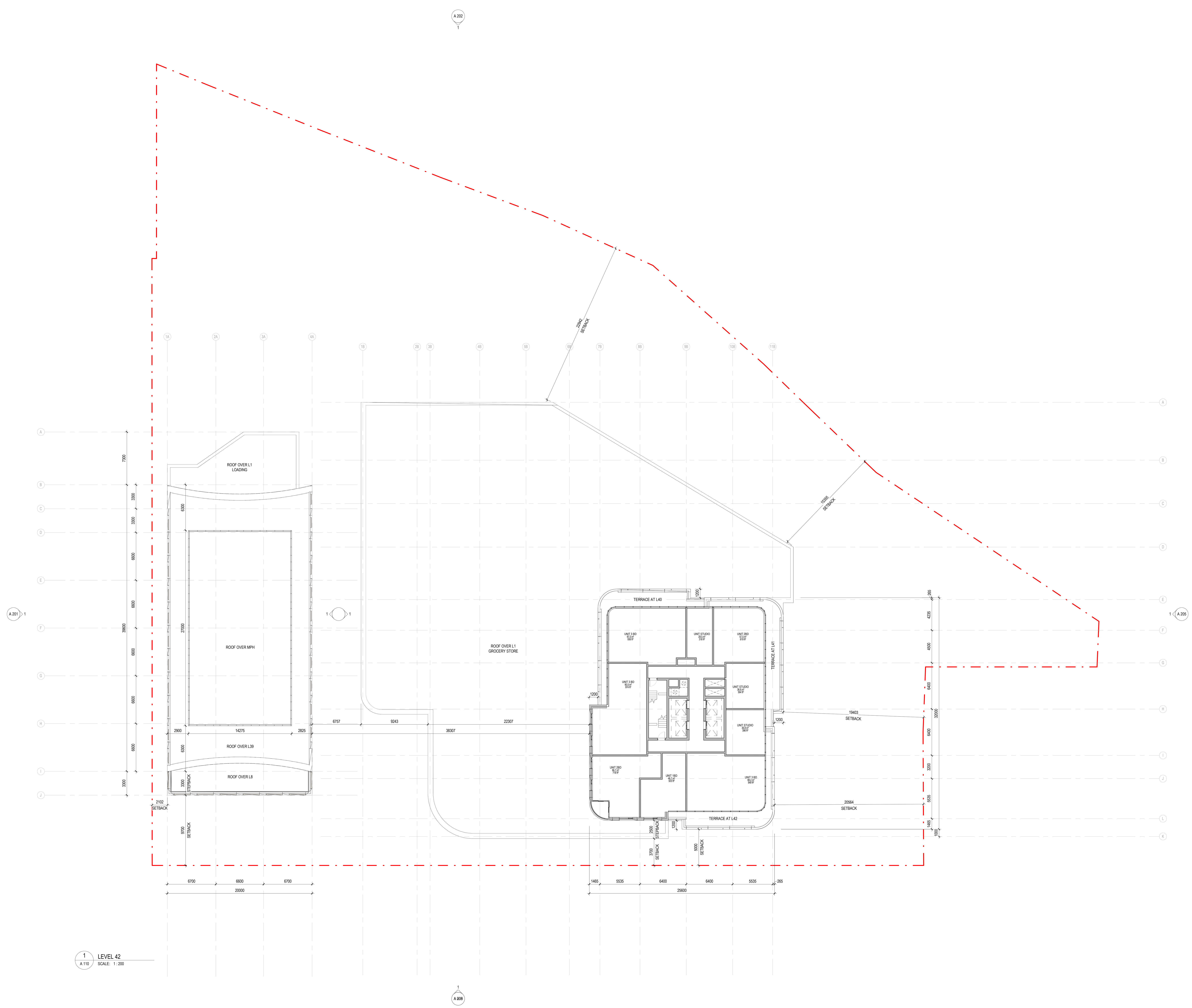
Title:

Floor Plan - Level 41

Project No. 2017 | Scale 1 : 200

Drawing No.

A 109



1 LEVEL 42
SCALE: 1 : 200

Prior to commencement of the Work the Contractor shall verify all drawing dimensions, datums, and levels with the Contract Documents and with the conditions on site; ascertain any discrepancies between the site and the Contract Documents, and bring these items to the attention of the Architect for clarification.

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ChoiceProperties

No.	Date	Issue/Revision

Broadview + Danforth

682-742 Broadview Ave,
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Title:

Floor Plan - Level 42

Project No. 2017 | Scale 1 : 200

Drawing No.

A 110

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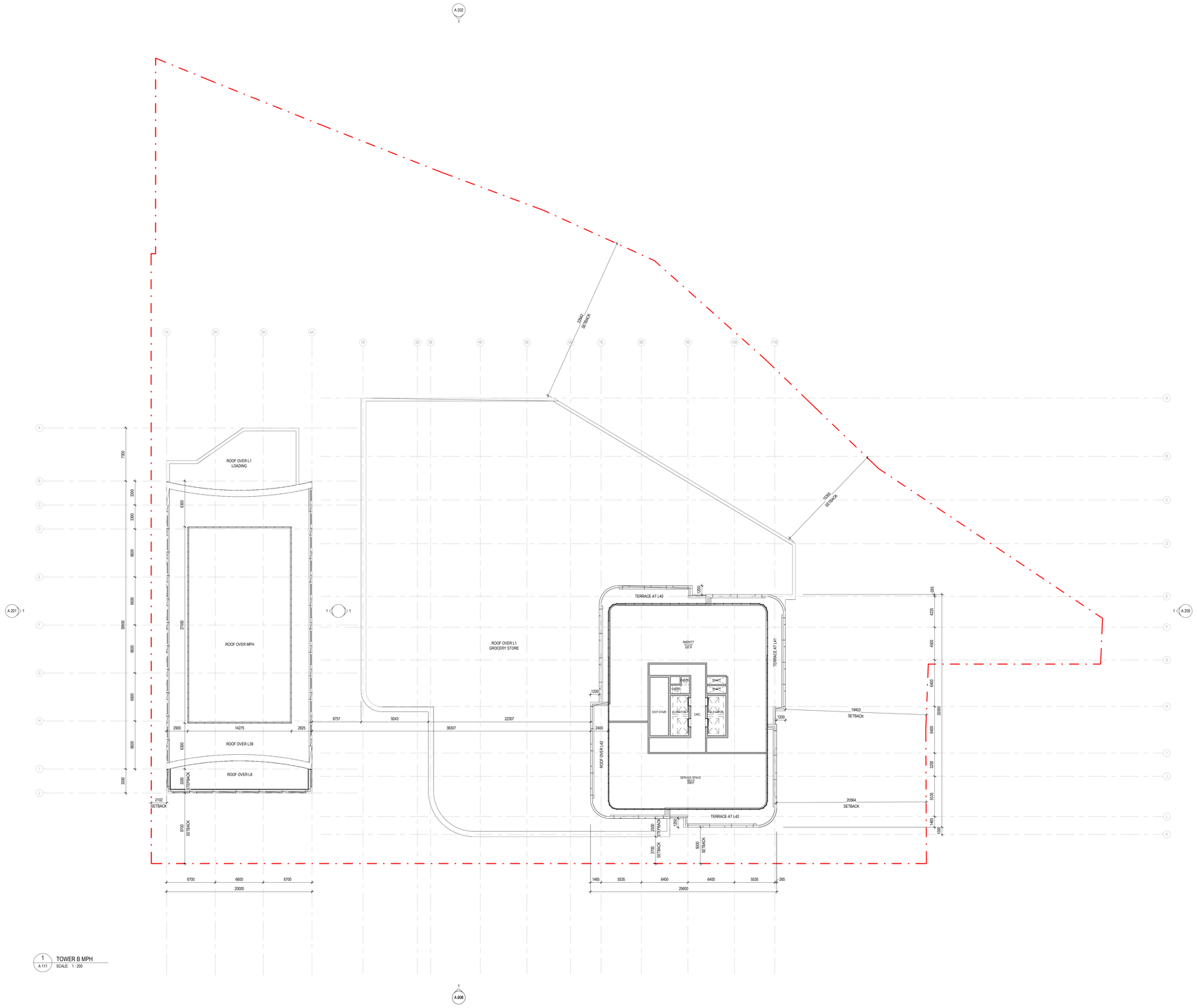
ChoiceProperties



1 TOWER B MPH
A 111 SCALE: 1 : 200

No.	Date	Issue/Revision

Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title:
Floor Plan - MPH (B)

Project No. 2017	Scale 1 : 200

Drawing No.

A 111

2026-01-16 10:51 AM

NOTES AND STATISTICS

GREEN ROOF STATISTICS BUILDING A		
Green Roof		Provided
Gross Floor Area, as defined in Green Roof Bylaw (m²)		30,072.9 m²
Total Roof Area (m²)		957.5 m²
Area of Residential Private Terraces (m²)		
Rooftop Outdoor Amenity Space, if in a Residential Building (m²)		166.1 m²
Area of Renewable Energy Devices (m2)		
Tower(s) Roof Area with floor plate less than 750m²		
Total Available Roof Space (m²)		791.4 m²
Green Roof Coverage	Required	Provided
Coverage of Available Roof Space (m²)	474.8 m²	478.6 m²
Coverage of Available Roof Space (%)	60%	60%

GREEN ROOF STATISTICS BUILDING B		
Green Roof		Provided
Gross Floor Area, as defined in Green Roof Bylaw (m²)		33,708.9 m²
Total Roof Area (m²)		3,011.8 m²
Area of Residential Private Terraces (m²)		
Rooftop Outdoor Amenity Space, if in a Residential Building (m²)		944.6 m²
Area of Renewable Energy Devices (m2)		
Tower(s) Roof Area with floor plate less than 750m²		
Total Available Roof Space (m²)		2,067.2 m²
Green Roof Coverage	Required	Provided
Coverage of Available Roof Space (m²)	1,240.3 m²	1,294.2 m²
Coverage of Available Roof Space (%)	60%	63%

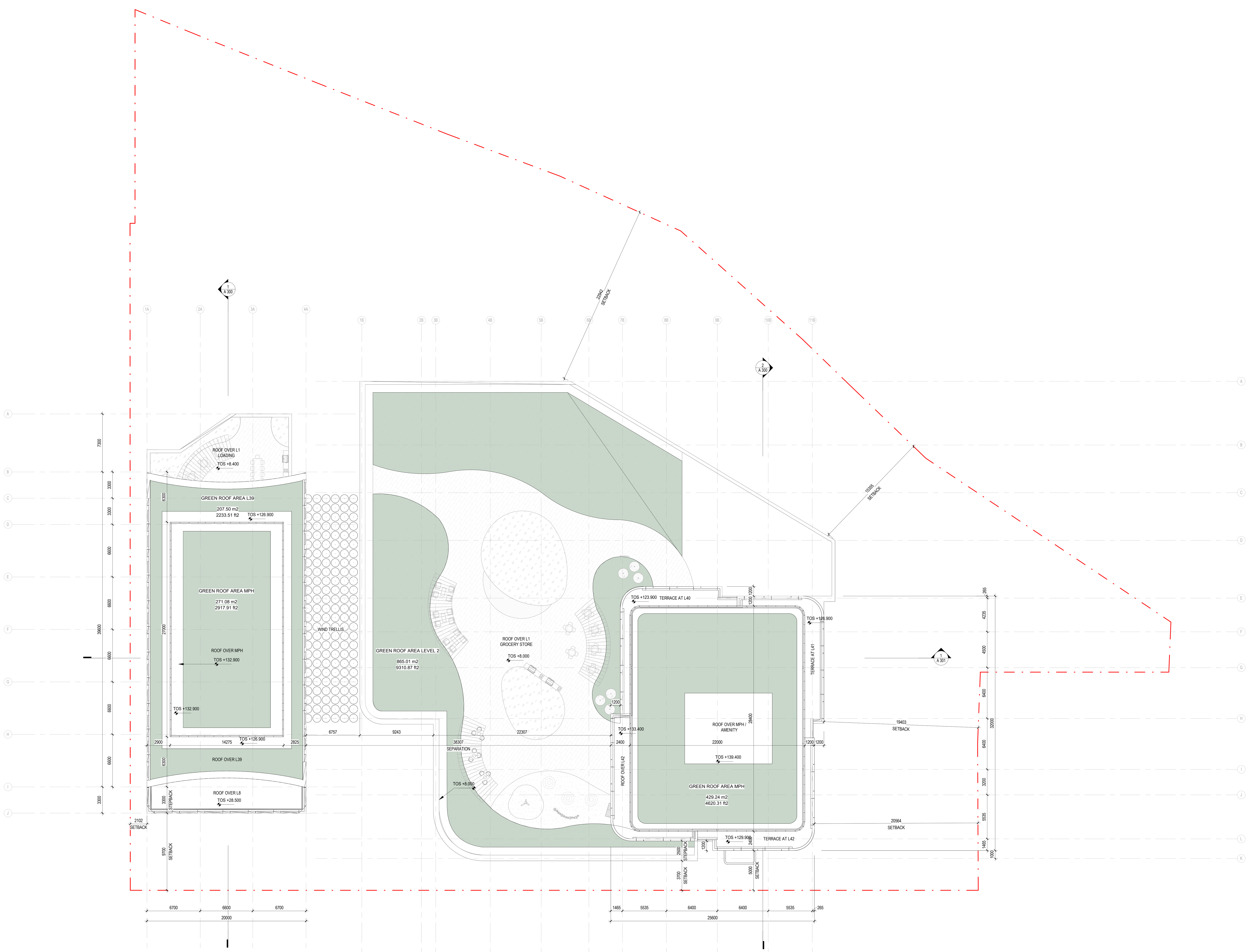
Gross Floor Area, as defined in Green Roof Bylaw

The total area of each floor level of a building, above and below average grade, measured from the exterior of the main wall of each floor level, including voids at the level of each floor, such as an atrium, mezzanine, stairwell, escalator, elevator, ventilation duct or utility shaft, but *excluding areas used for the purpose of parking or loading*

Definitions

FLOOR PLATE AREA - The total area of a floor of a building, measured from the exterior of the main wall of the floor level, including voids at the level of the floor, such as an atrium, mezzanine, stairwell, escalator, elevator, ventilation duct or utility shaft.

GROSS FLOOR AREA - The total area of each floor level of a building, above and below average grade, measured from the exterior of the main wall of each floor level, including voids at the level of each floor, such as an atrium, mezzanine, stairwell, escalator, elevator, ventilation duct or utility shaft, but excluding areas used for the purpose of parking or loading



1 ROOF PLAN
A-112 SCALE: 1 : 200

Prior to commencement of the Work the Contractor shall verify all drawing dimensions, datums, and levels with the Contract Documents and with the conditions on site; ascertain any discrepancies between the site and the Contract Documents, and bring these items to the attention of the Architect for clarification.

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ChoiceProperties

No.	Date	Issue/Revision

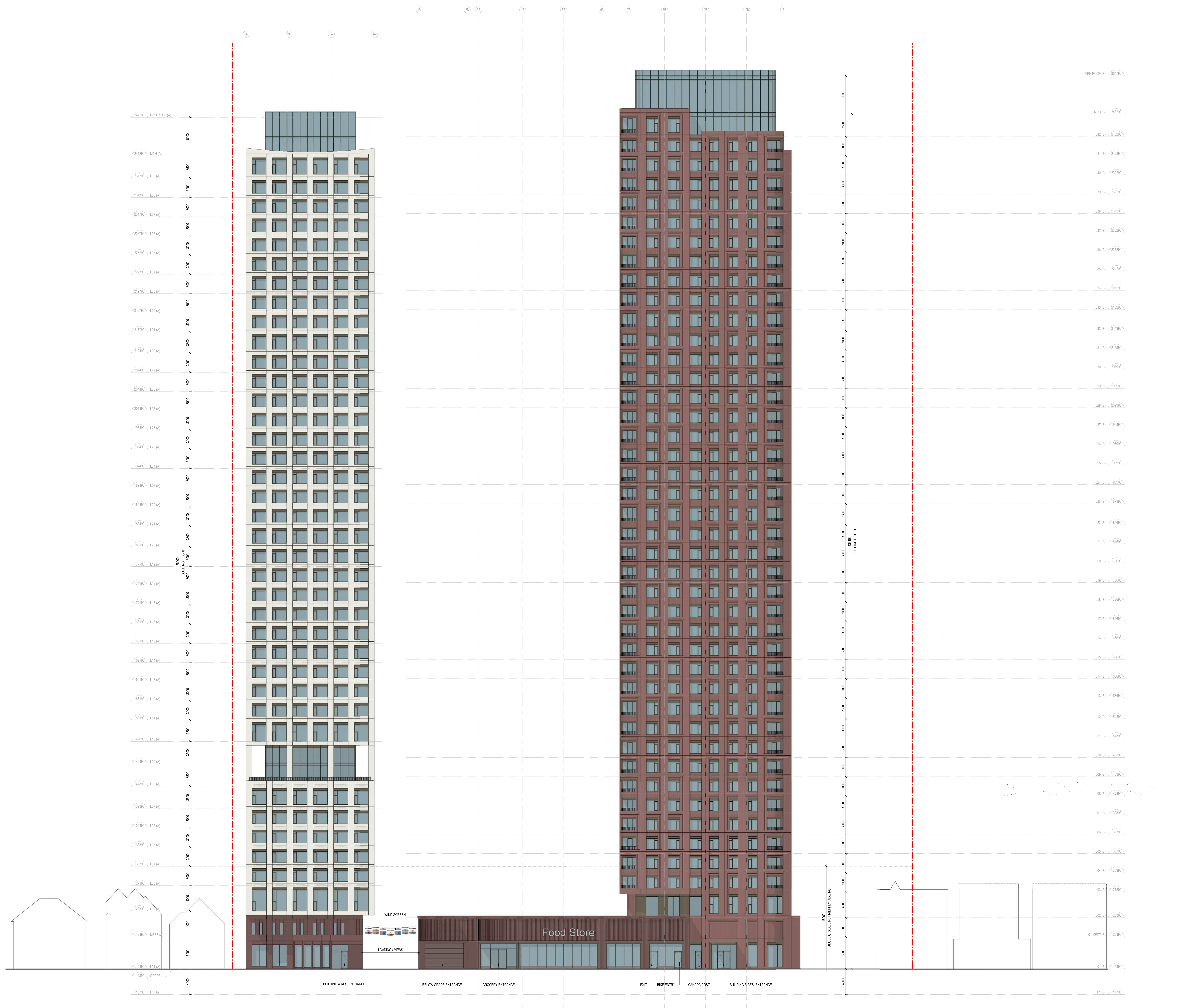
Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title:
Roof Plan

Project No. 2017 | Scale As indicated

Drawing No.
A 112



1 A 200 EAST ELEVATION
SCALE: 1 : 200

Prior to commencement of the Work the Contractor shall verify all drawing dimensions, datums, and levels with the Contract Documents and with the conditions on site; ascertain any discrepancies between the site and the Contract Documents, and bring these items to the attention of the Architect for clarification.

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ChoiceProperties

MATERIAL LEGEND

- PC-01 Precast Concrete, Beige *Typ.*
- PC-01a Precast Textured Concrete, Beige *Typ.*
- PC-02 Precast Concrete, Red *Typ.*
- PC-02a Precast Textured Concrete, Red *Typ.*
- MAS-01 Masonry Type 1 *Typ. Red Brick*
- MAS-02 Masonry Type 2 *Typ. Textured Red Brick*
- ST-01 Stone Base *Grey*
- MT-01 Metal Type 1 *Bronze Aluminium*
- MT-02 Metal Louver Type 1 *Bronze Aluminium*
- GL-01 Vision and Spandrel Glass *Typ.*
- GL-02 Bird friendly Vision and Spandrel Glass *Typ.*

No.	Date	Issue/Revision

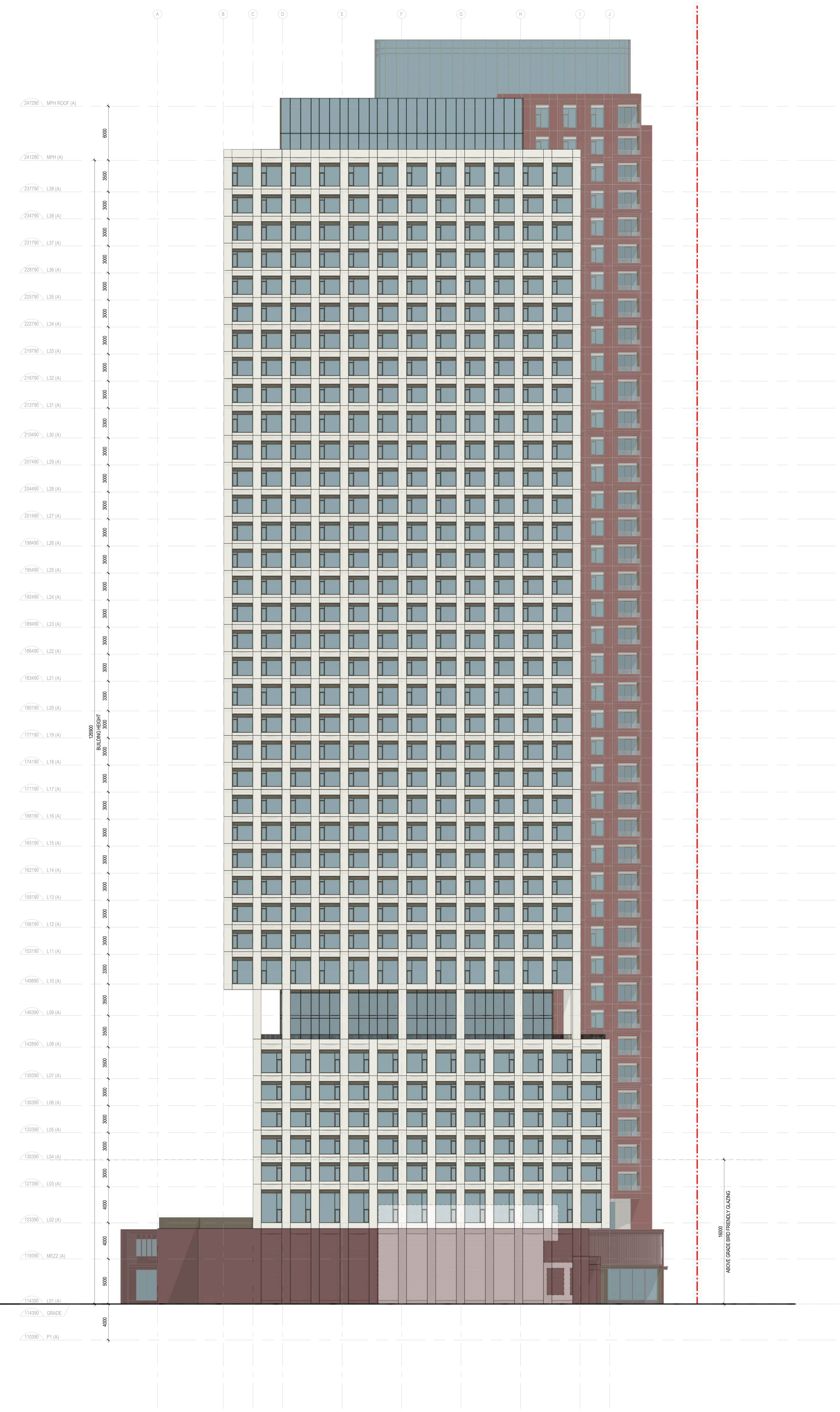
Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title:
Building Elevations

Project No. 2017 | Scale As indicated

Drawing No.
A 200



1 A 201 SOUTH ELEVATION - BUILDING A
SCALE 1 : 200

Prior to commencement of the Work the Contractor shall verify all drawing dimensions, datums, and levels with the Contract Documents and with the conditions on site; ascertain any discrepancies between the site and the Contract Documents, and bring these items to the attention of the Architect for clarification.

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ChoiceProperties

MATERIAL LEGEND

- PC-01 Precast Concrete, Beige *Typ.*
- PC-01a Precast Textured Concrete, Beige *Typ.*
- PC-02 Precast Concrete, Red *Typ.*
- PC-02a Precast Textured Concrete, Red *Typ.*
- MAS-01 Masonry Type 1 *Typ. Red Brick*
- MAS-02 Masonry Type 2 *Typ. Textured Red Brick*
- ST-01 Stone Base *Grey*
- MT-01 Metal Type 1 *Bronze Aluminium*
- MT-02 Metal Louver Type 1 *Bronze Aluminium*
- GL-01 Vision and Spandrel Glass *Typ.*
- GL-02 Bird friendly Vision and Spandrel Glass *Typ.*

No.	Date	Issue/Revision

Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title:
Building Elevations

Project No. 2017 | Scale As indicated

Drawing No.
A 201

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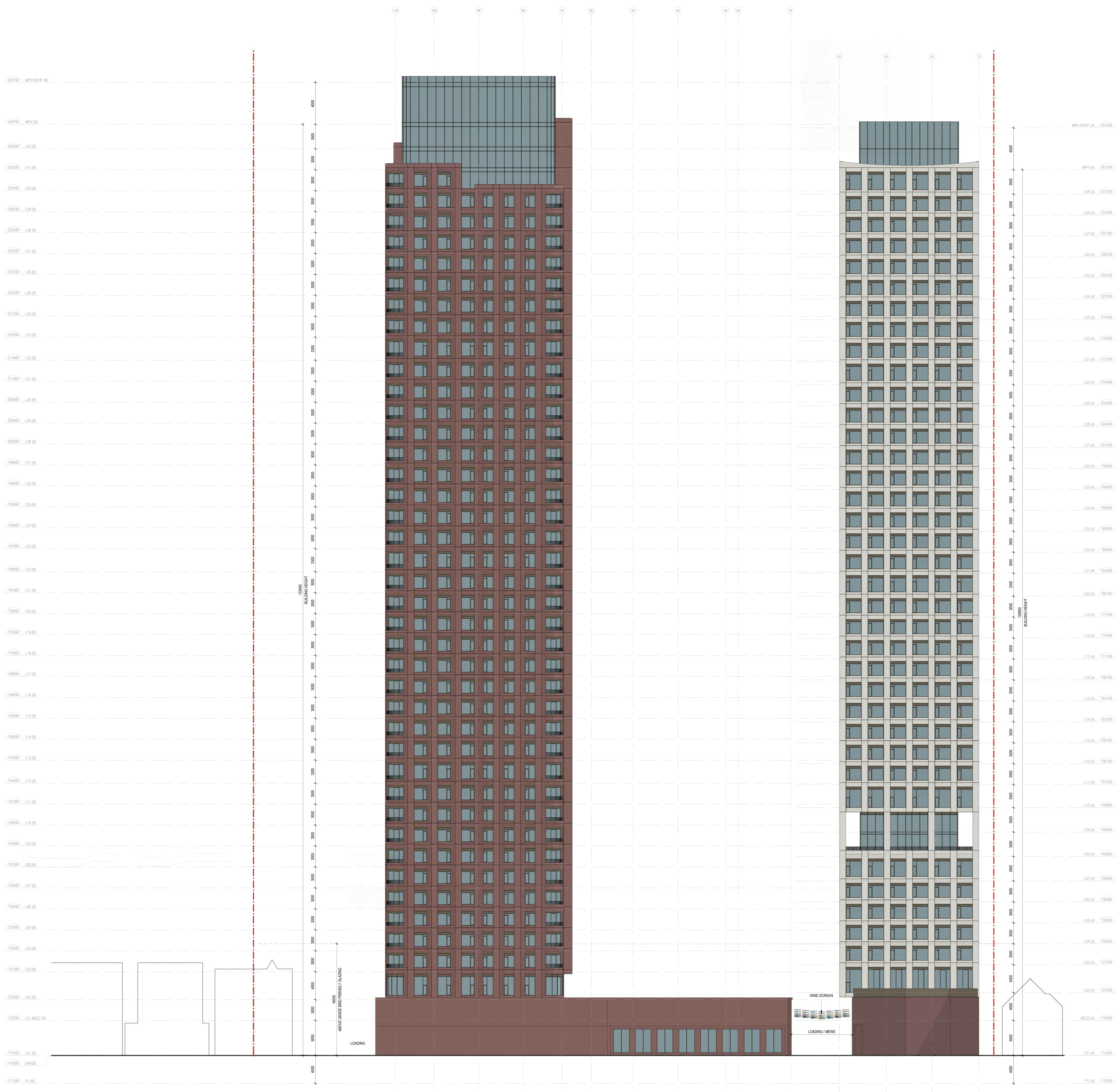
ChoiceProperties

MATERIAL LEGEND

- PC-01 Precast Concrete, Beige *Typ.*
- PC-01a Precast Textured Concrete, Beige *Typ.*
- PC-02 Precast Concrete, Red *Typ.*
- PC-02a Precast Textured Concrete, Red *Typ.*
- MAS-01 Masonry Type 1 *Typ. Red Brick*
- MAS-02 Masonry Type 2 *Typ. Textured Red Brick*
- ST-01 Stone Base *Grey*
- MT-01 Metal Type 1 *Bronze Aluminium*
- MT-02 Metal Louver Type 1 *Bronze Aluminium*
- GL-01 Vision and Spandrel Glass *Typ.*
- GL-02 Bird friendly Vision and Spandrel Glass *Typ.*



1 A 202 WEST ELEVATION
SCALE: 1 : 200

No.	Date	Issue/Revision

Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title:
Building Elevations

Project No. 2017 | Scale As indicated

Drawing No.

A 202

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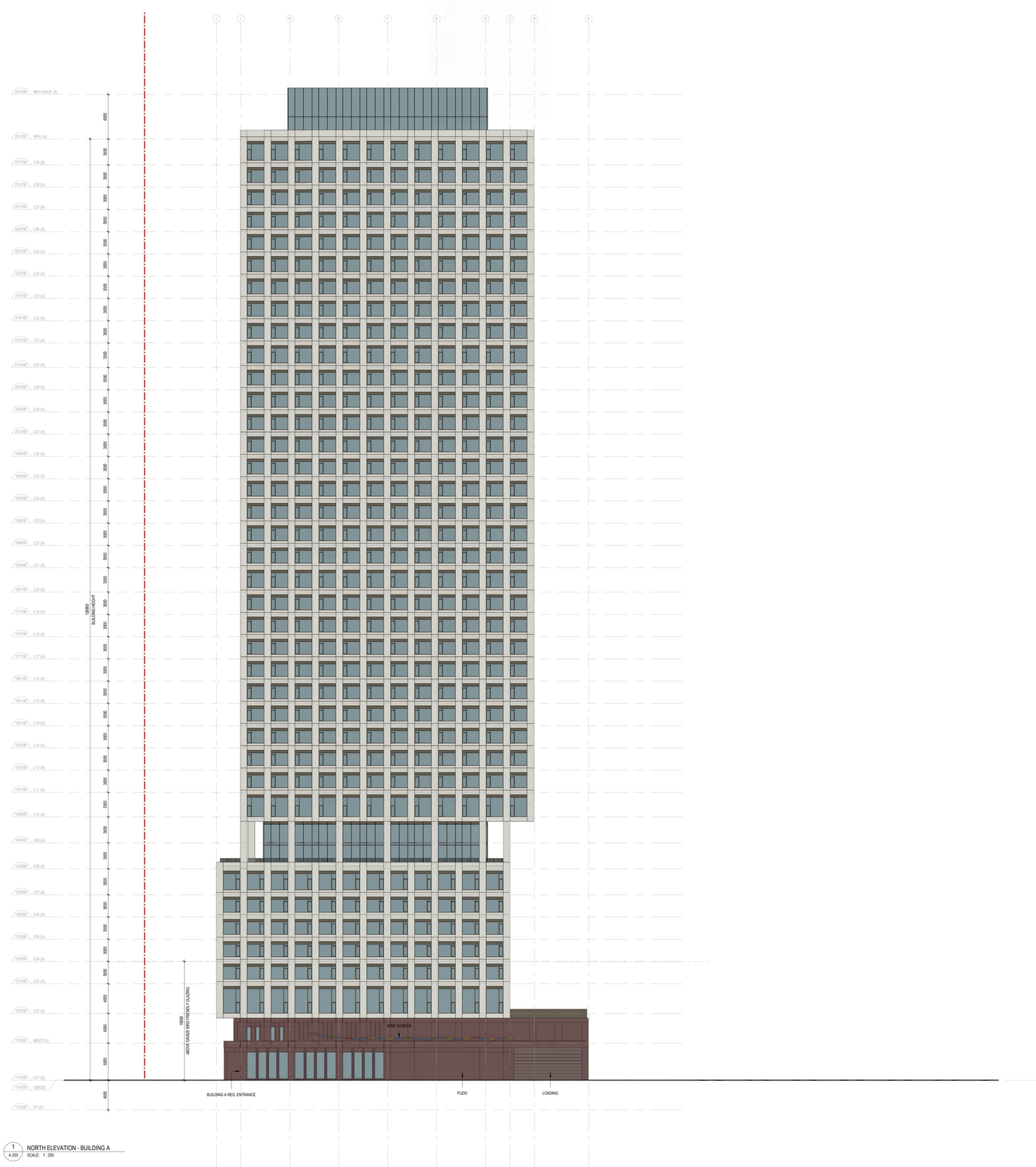
ChoiceProperties

MATERIAL LEGEND

- PC-01 Precast Concrete, Beige *Typ.*
- PC-01a Precast Textured Concrete, Beige *Typ.*
- PC-02 Precast Concrete, Red *Typ.*
- PC-02a Precast Textured Concrete, Red *Typ.*
- MAS-01 Masonry Type 1 *Typ. Red Brick*
- MAS-02 Masonry Type 2 *Typ. Textured Red Brick*
- ST-01 Stone Base *Grey*
- MT-01 Metal Type 1 *Bronze Aluminium*
- MT-02 Metal Louver Type 1 *Bronze Aluminium*
- GL-01 Vision and Spandrel Glass *Typ.*
- GL-02 Bird friendly Vision and Spandrel Glass *Typ.*



1
A 203
NORTH ELEVATION - BUILDING A
SCALE: 1 : 200

2025-07-18 10:21:49 AM

No.	Date	Issue/Revision

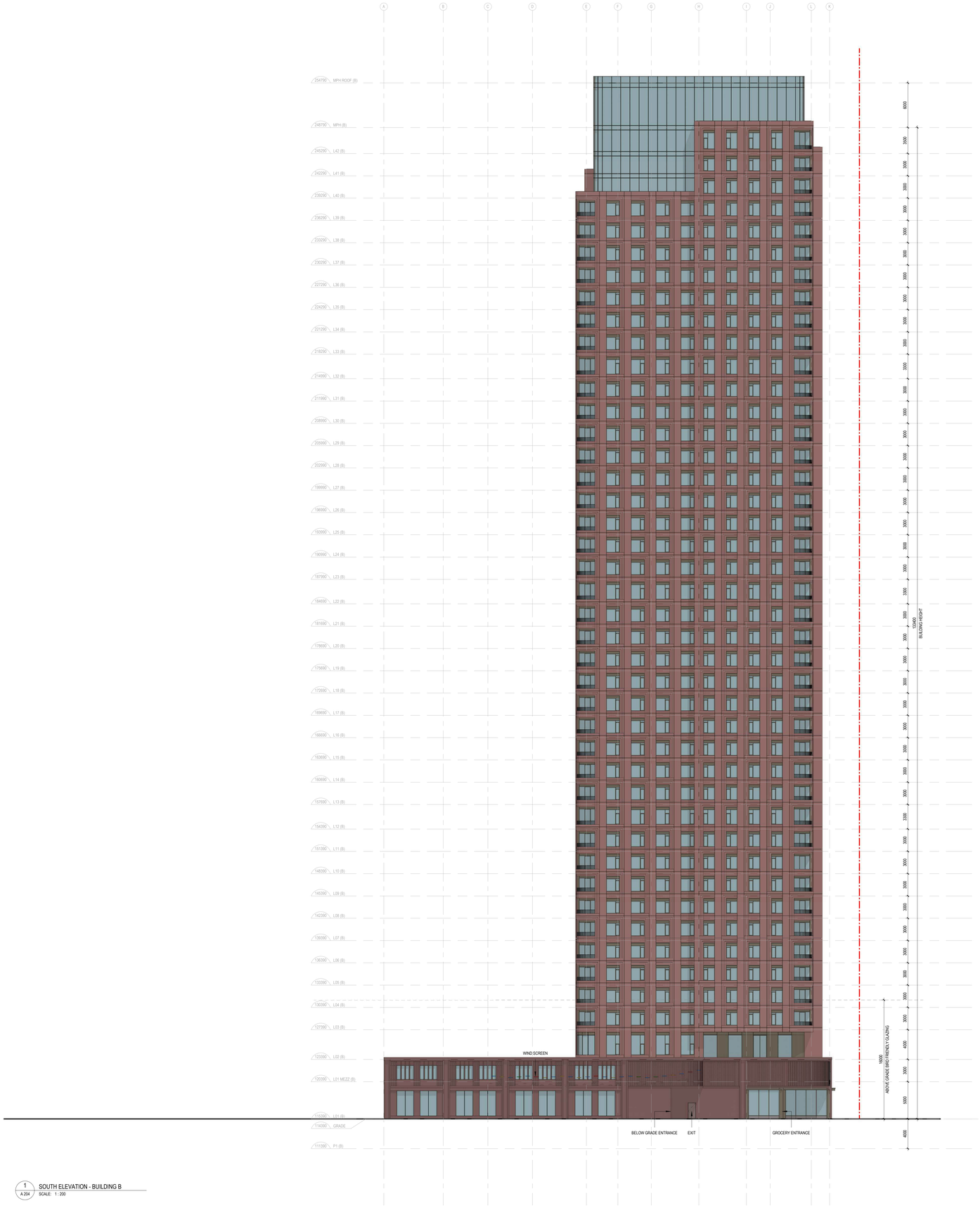
Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title:
Building Elevations

Project No. 2017
Scale As indicated

Drawing No.
A 203



1
A 204
SOUTH ELEVATION - BUILDING B
SCALE: 1 : 200

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ChoiceProperties

MATERIAL LEGEND

☐	PC-01 Precast Concrete, Beige *Typ.*
☐	PC-01a Precast Textured Concrete, Beige *Typ.*
🟥	PC-02 Precast Concrete, Red *Typ.*
▥	PC-02a Precast Textured Concrete, Red *Typ.*
▦	MAS-01 Masonry Type 1 *Typ. Red Brick*
▤	MAS-02 Masonry Type 2 *Typ. Textured Red Brick*
■	ST-01 Stone Base *Grey*
■	MT-01 Metal Type 1 *Bronze Aluminium*
▤	MT-02 Metal Louver Type 1 *Bronze Aluminium*
■	GL-01 Vision and Spandrel Glass *Typ.*
▨	GL-02 Bird friendly Vision and Spandrel Glass *Typ.*

No.	Date	Issue/Revision

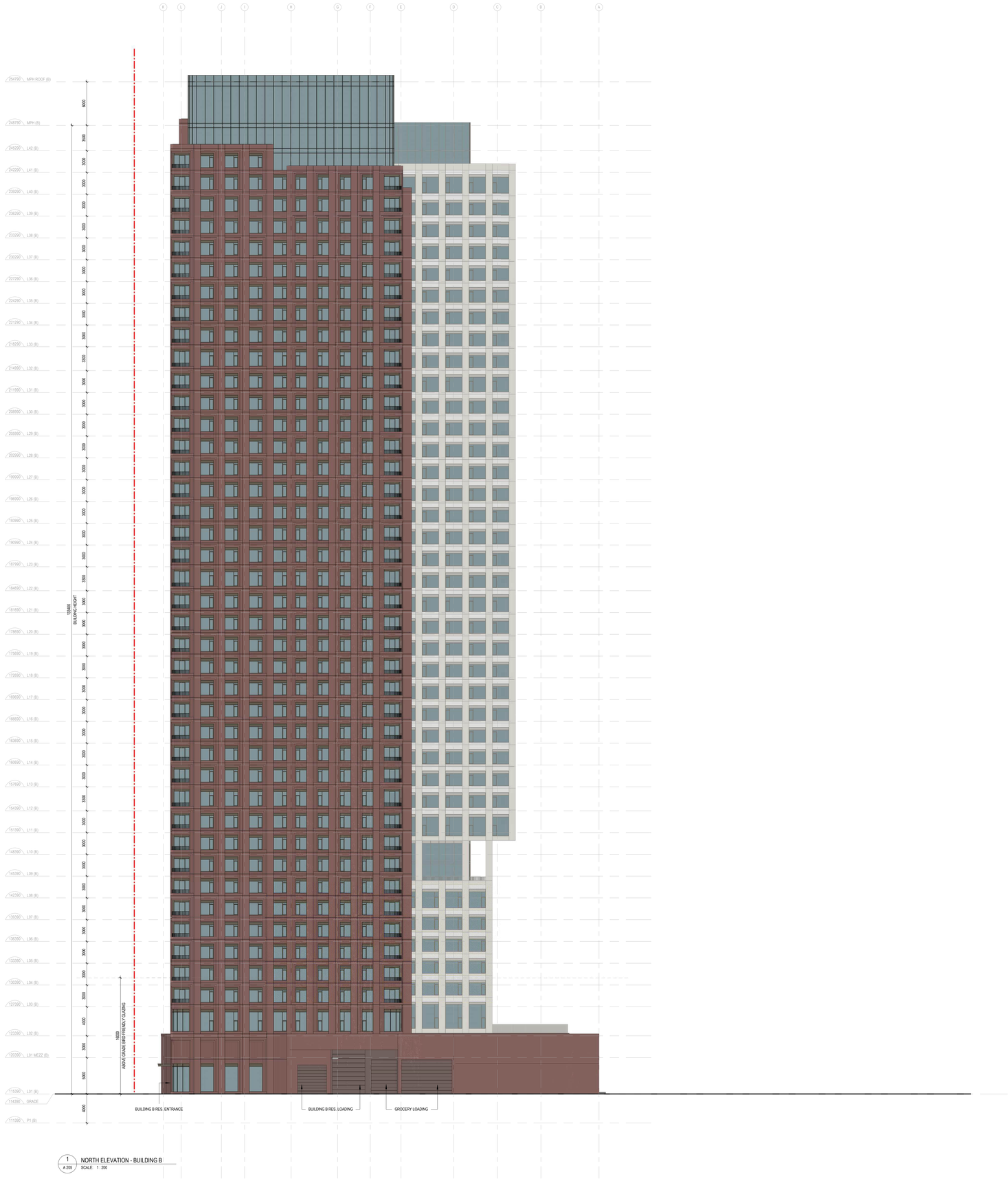
Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title:
Building Elevations

Project No. 2017
Scale As indicated

Drawing No.
A 204



1 / A 205 NORTH ELEVATION - BUILDING B
SCALE: 1 : 200

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MATERIAL LEGEND

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- PC-01a Precast Textured Concrete, Beige *Typ.*
- PC-02 Precast Concrete, Red *Typ.*
- PC-02a Precast Textured Concrete, Red *Typ.*
- MAS-01 Masonry Type 1 *Typ. Red Brick*
- MAS-02 Masonry Type 2 *Typ. Textured Red Brick*
- ST-01 Stone Base *Grey*
- MT-01 Metal Type 1 *Bronze Aluminium*
- MT-02 Metal Louver Type 1 *Bronze Aluminium*
- GL-01 Vision and Spandrel Glass *Typ.*
- GL-02 Bird friendly Vision and Spandrel Glass *Typ.*

No.	Date	Issue/Revision

Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

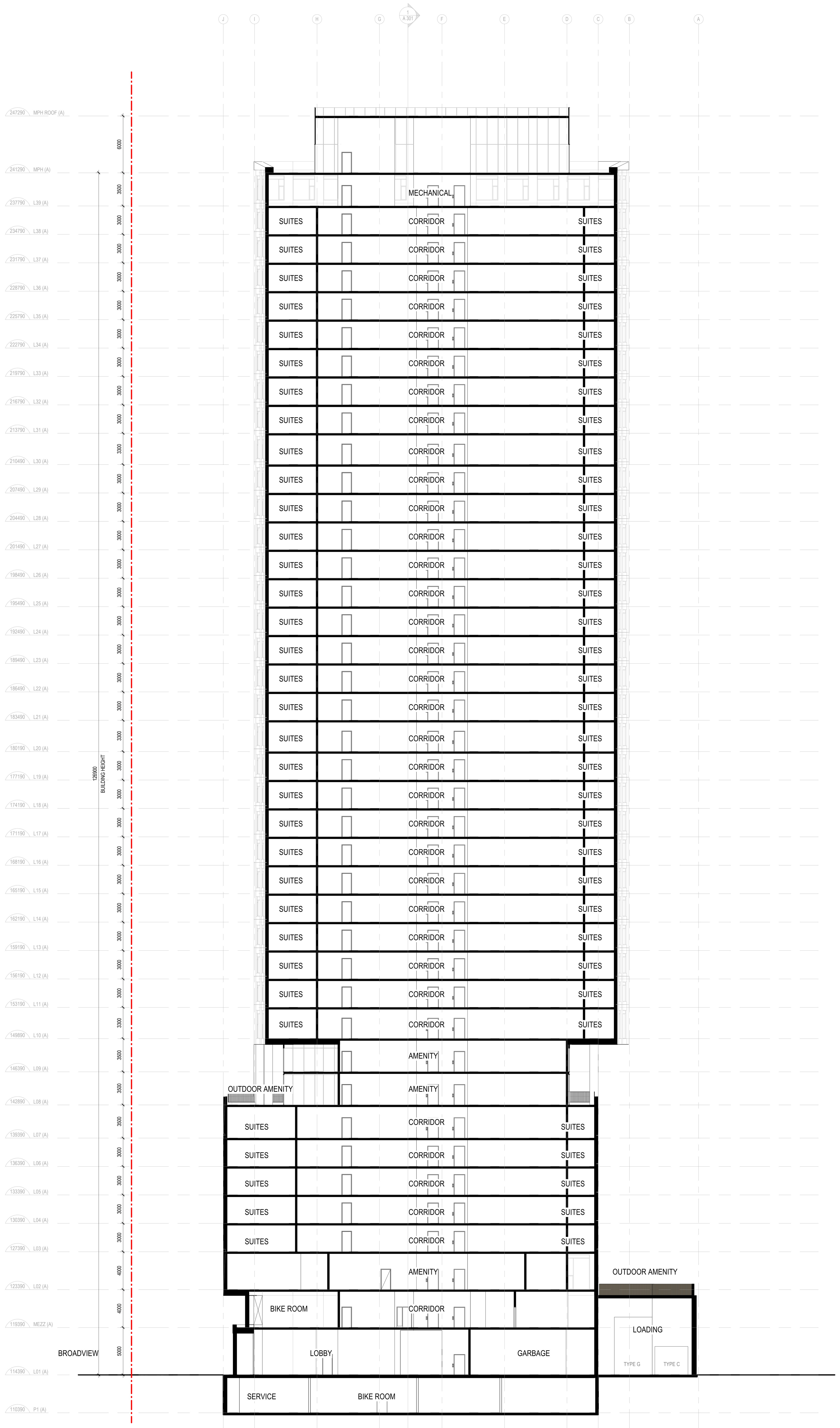
Title:
Building Elevations

Project No. 2017 | Scale As indicated

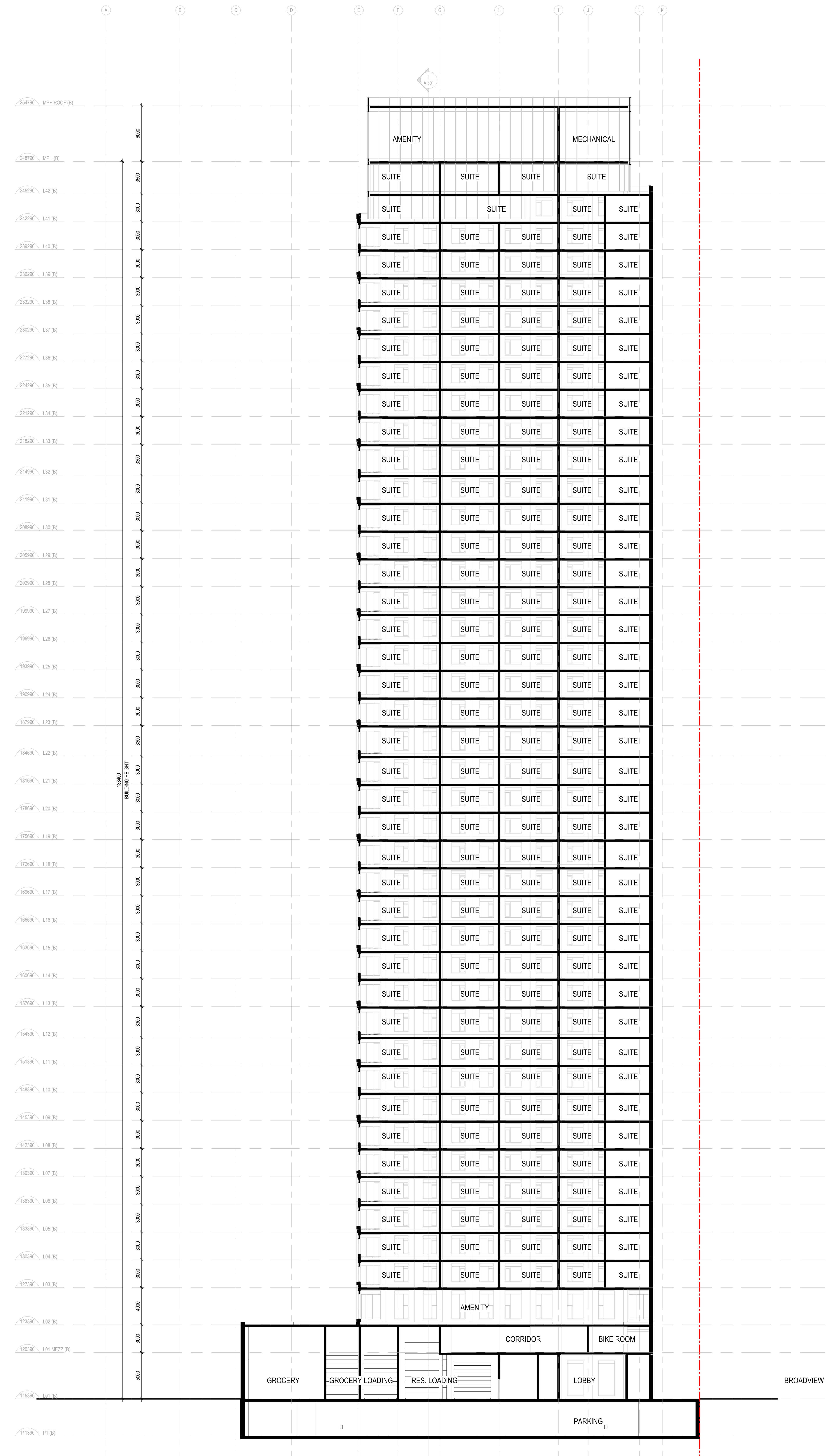
Drawing No.

A 205

2025-01-9 10:23:32 AM



1 A 300 Section 1 SCALE: 1 : 200



2 A 300 Section 2 SCALE: 1 : 200

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ChoiceProperties

No.	Date	Issue/Revision

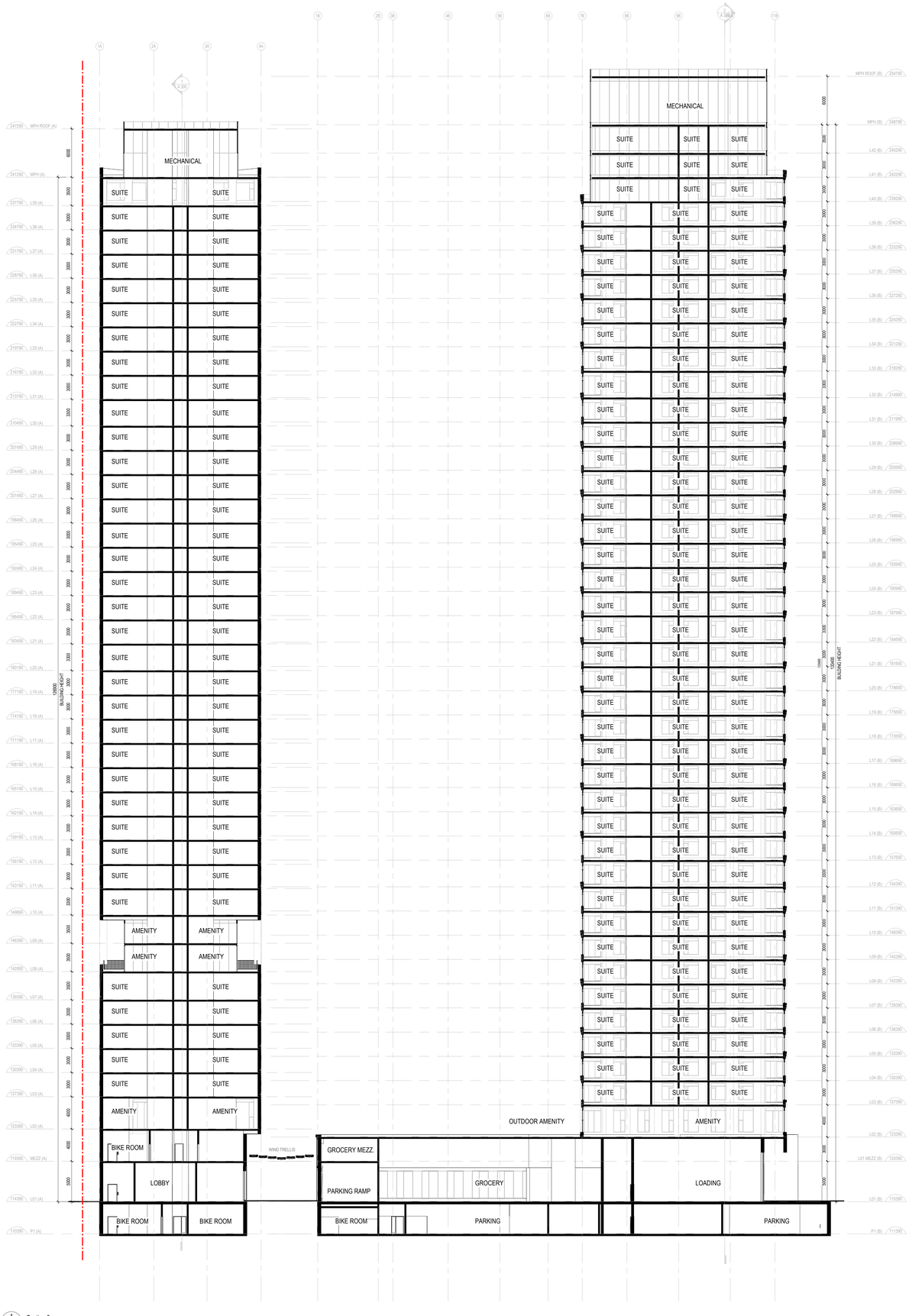
Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title:
Building Section

Project No. 2017 | Scale 1 : 200

Drawing No.
A 300



1 / A 301 Section 3
SCALE: 1 : 200

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ChoiceProperties

No. Date Issue/Revison

Broadview + Danforth

682-742 Broadview Ave,
Toronto, Ontario

Title:
Building Section

Project No. 2017 | Scale 1 : 200

Drawing No.
A 301

2025-07-11 9:23:37 AM

Appendix B Traffic Data and Calculations

Environmental Noise and Vibration Study

720 Broadview Avenue, Toronto

Choice Properties Limited Partnership

SLR Project No.: 241.089558.00001

September 23, 2025

Spectrum

Turning Movement Count
Location Name: BROADVIEW AVE & DANFORTH AVE
Date: Tue, May 06, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

Turning Movement Count (1 . BROADVIEW AVE & DANFORTH AVE)

Start Time	N Approach BROADVIEW AVE						E Approach DANFORTH RD						S Approach BROADVIEW AVE						W Approach DANFORTH RD						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
2025-05-06 07:30:00	55	49	0	0	48	104	4	131	5	0	64	140	6	27	39	0	24	72	18	48	22	0	26	88	404	
2025-05-06 07:45:00	72	38	4	0	49	114	3	137	5	0	85	145	7	37	42	0	38	86	35	70	23	0	35	128	473	
2025-05-06 08:00:00	81	34	2	0	97	117	3	137	9	0	175	149	11	39	43	0	92	93	38	59	19	0	105	116	475	
2025-05-06 08:15:00	61	56	5	0	150	122	6	130	9	0	168	145	6	42	51	0	116	99	40	82	20	0	146	142	508	1860
2025-05-06 08:30:00	85	59	3	0	162	147	7	148	7	0	188	162	9	41	58	0	137	108	38	86	25	0	142	149	566	2022
2025-05-06 08:45:00	75	53	5	0	151	133	7	133	9	0	149	149	10	35	54	0	105	99	30	69	19	0	102	118	499	2048
2025-05-06 09:00:00	53	41	2	0	70	96	4	126	9	0	132	139	6	46	40	0	77	92	41	79	36	0	37	156	483	2056
2025-05-06 09:15:00	72	54	6	0	49	132	7	113	12	0	112	132	12	30	38	0	59	80	17	62	30	0	50	109	453	2001
BREAK																										
2025-05-06 16:00:00	31	37	4	0	91	72	17	85	12	0	141	114	10	62	25	0	80	97	56	167	71	0	46	294	577	
2025-05-06 16:15:00	33	41	1	0	73	75	4	68	9	1	198	82	20	80	40	0	96	140	44	125	77	0	68	246	543	
2025-05-06 16:30:00	36	32	3	0	79	71	13	96	10	0	162	119	14	65	25	0	77	104	60	145	70	0	51	275	569	
2025-05-06 16:45:00	30	61	5	0	113	96	7	67	12	0	161	86	24	69	29	0	101	122	58	136	51	0	79	245	549	2238
2025-05-06 17:00:00	44	39	9	0	97	92	14	86	12	0	194	112	14	60	32	0	128	106	53	156	60	0	62	269	579	2240
2025-05-06 17:15:00	41	52	15	0	84	108	13	86	6	0	135	105	12	72	30	0	91	114	62	134	62	0	67	258	585	2282
2025-05-06 17:30:00	38	48	4	0	118	90	13	85	8	0	165	106	21	76	27	0	115	124	58	138	88	0	65	284	604	2317
2025-05-06 17:45:00	32	49	7	0	83	88	7	74	14	1	205	96	25	66	39	0	105	130	64	98	83	0	71	245	559	2327
Grand Total	839	743	75	0	1514	1657	129	1702	148	2	2434	1981	207	847	612	0	1441	1666	712	1654	756	0	1152	3122	**8426**	-
Approach%	50.6%	44.8%	4.5%	0%		-	6.5%	85.9%	7.5%	0.1%		-	12.4%	50.8%	36.7%	0%		-	22.8%	53%	24.2%	0%		-	-	-
Totals %	10%	8.8%	0.9%	0%		19.7%	1.5%	20.2%	1.8%	0%		23.5%	2.5%	10.1%	7.3%	0%		19.8%	8.5%	19.6%	9%	0%		37.1%	-	-
Heavy	22	93	2	0		-	6	39	5	0		-	5	91	13	0		-	14	39	15	0		-	-	-
Heavy %	2.6%	12.5%	2.7%	0%		-	4.7%	2.3%	3.4%	0%		-	2.4%	10.7%	2.1%	0%		-	2%	2.4%	2%	0%		-	-	-
Bicycles	31	46	8	0		-	13	514	33	1		-	29	39	39	0		-	65	429	33	8		-	-	-
Bicycle %	3.7%	6.2%	10.7%	0%		-	10.1%	30.2%	22.3%	50%		-	14%	4.6%	6.4%	0%		-	9.1%	25.9%	4.4%	0%		-	-	-

Spectrum

Turning Movement Count
Location Name: BROADVIEW AVE & DANFORTH AVE
Date: Tue, May 06, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

Peak Hour: 08:15 AM - 09:15 AM Weather: Overcast Clouds (9 °C)

Start Time	N Approach BROADVIEW AVE						E Approach DANFORTH RD						S Approach BROADVIEW AVE						W Approach DANFORTH RD						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2025-05-06 08:15:00	61	56	5	0	150	122	6	130	9	0	168	145	6	42	51	0	116	99	40	82	20	0	146	142	508
2025-05-06 08:30:00	85	59	3	0	162	147	7	148	7	0	188	162	9	41	58	0	137	108	38	86	25	0	142	149	566
2025-05-06 08:45:00	75	53	5	0	151	133	7	133	9	0	149	149	10	35	54	0	105	99	30	69	19	0	102	118	499
2025-05-06 09:00:00	53	41	2	0	70	96	4	126	9	0	132	139	6	46	40	0	77	92	41	79	36	0	37	156	483
Grand Total	274	209	15	0	533	498	24	537	34	0	637	595	31	164	203	0	435	398	149	316	100	0	427	565	**2056**
Approach%	55%	42%	3%	0%		-	4%	90.3%	5.7%	0%		-	7.8%	41.2%	51%	0%		-	26.4%	55.9%	17.7%	0%		-	**-**
Totals %	13.3%	10.2%	0.7%	0%		24.2%	1.2%	26.1%	1.7%	0%		28.9%	1.5%	8%	9.9%	0%		19.4%	7.2%	15.4%	4.9%	0%		27.5%	**-**
PHF	0.81	0.89	0.75	0		0.85	0.86	0.91	0.94	0		0.92	0.78	0.89	0.88	0		0.92	0.91	0.92	0.69	0		0.91	0.91
Heavy	9	27	2	0		38	4	11	2	0		17	2	23	5	0		30	4	15	1	0		20	105
Heavy %	3.3%	12.9%	13.3%	0%		7.6%	16.7%	2%	5.9%	0%		2.9%	6.5%	14%	2.5%	0%		7.5%	2.7%	4.7%	1%	0%		3.5%	5.1%
Lights	265	182	13	0		460	20	526	32	0		578	29	141	198	0		368	145	301	99	0		545	1951
Lights %	96.7%	87.1%	86.7%	0%		92.4%	83.3%	98%	94.1%	0%		97.1%	93.5%	86%	97.5%	0%		92.5%	97.3%	95.3%	99%	0%		96.5%	94.9%
Single-Unit Trucks	8	5	0	0		13	3	6	0	0		9	1	2	5	0		8	2	7	1	0		10	40
Single-Unit Trucks %	2.9%	2.4%	0%	0%		2.6%	12.5%	1.1%	0%	0%		1.5%	3.2%	1.2%	2.5%	0%		2%	1.3%	2.2%	1%	0%		1.8%	1.9%
Buses	0	9	2	0		11	1	4	2	0		7	1	9	0	0		10	2	8	0	0		10	38
Buses %	0%	4.3%	13.3%	0%		2.2%	4.2%	0.7%	5.9%	0%		1.2%	3.2%	5.5%	0%	0%		2.5%	1.3%	2.5%	0%	0%		1.8%	1.8%
Street-Car	0	13	0	0		13	0	0	0	0		0	0	12	0	0		12	0	0	0	0		0	25
Street-Car %	0%	6.2%	0%	0%		2.6%	0%	0%	0%	0%		0%	0%	7.3%	0%	0%		3%	0%	0%	0%	0%		0%	1.2%
Articulated Trucks	1	0	0	0		1	0	1	0	0		1	0	0	0	0		0	0	0	0	0		0	2
Articulated Trucks %	0.4%	0%	0%	0%		0.2%	0%	0.2%	0%	0%		0.2%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0.1%
Pedestrians	-	-	-	-	533	-	-	-	-	-	637	-	-	-	-	-	430	-	-	-	-	-	425	-	**-**
Pedestrians%	-	-	-	-	26.2%		-	-	-	-	31.3%		-	-	-	-	21.2%		-	-	-	-	20.9%		**-**
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	2	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	0.2%		-	-	-	-	0.1%		**-**
Bicycles on Road	9	14	0	0		-	1	186	4	0		-	4	10	18	0		-	8	27	0	1		-	**-**
Bicycles on Road%	100%	100%	0%	0%			100%	100%	100%	0%			100%	100%	100%	0%			100%	100%	0%	100%			**-**

Spectrum

Turning Movement Count
Location Name: BROADVIEW AVE & DANFORTH AVE
Date: Tue, May 06, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

Peak Hour: 05:00 PM - 06:00 PM Weather: Clear Sky (18 °C)

Start Time	N Approach BROADVIEW AVE						E Approach DANFORTH RD						S Approach BROADVIEW AVE						W Approach DANFORTH RD						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2025-05-06 17:00:00	44	39	9	0	97	92	14	86	12	0	194	112	14	60	32	0	128	106	53	156	60	0	62	269	579
2025-05-06 17:15:00	41	52	15	0	84	108	13	86	6	0	135	105	12	72	30	0	91	114	62	134	62	0	67	258	585
2025-05-06 17:30:00	38	48	4	0	118	90	13	85	8	0	165	106	21	76	27	0	115	124	58	138	88	0	65	284	604
2025-05-06 17:45:00	32	49	7	0	83	88	7	74	14	1	205	96	25	66	39	0	105	130	64	98	83	0	71	245	559
Grand Total	155	188	35	0	382	378	47	331	40	1	699	419	72	274	128	0	439	474	237	526	293	0	265	1056	**2327**
Approach%	41%	49.7%	9.3%	0%		-	11.2%	79%	9.5%	0.2%		-	15.2%	57.8%	27%	0%		-	22.4%	49.8%	27.7%	0%		-	**-**
Totals %	6.7%	8.1%	1.5%	0%		16.2%	2%	14.2%	1.7%	0%		18%	3.1%	11.8%	5.5%	0%		20.4%	10.2%	22.6%	12.6%	0%		45.4%	**-**
PHF	0.88	0.9	0.58	0		0.88	0.84	0.96	0.71	0.25		0.94	0.72	0.9	0.82	0		0.91	0.93	0.84	0.83	0		0.93	0.96
Heavy	2	18	0	0		20	1	5	1	0		7	1	19	1	0		21	3	4	4	0		11	59
Heavy %	1.3%	9.6%	0%	0%		5.3%	2.1%	1.5%	2.5%	0%		1.7%	1.4%	6.9%	0.8%	0%		4.4%	1.3%	0.8%	1.4%	0%		1%	2.5%
Lights	153	170	35	0		358	46	326	39	1		412	71	255	127	0		453	234	522	289	0		1045	2268
Lights %	98.7%	90.4%	100%	0%		94.7%	97.9%	98.5%	97.5%	100%		98.3%	98.6%	93.1%	99.2%	0%		95.6%	98.7%	99.2%	98.6%	0%		99%	97.5%
Single-Unit Trucks	1	0	0	0		1	1	4	1	0		6	0	2	0	0		2	1	4	3	0		8	17
Single-Unit Trucks %	0.6%	0%	0%	0%		0.3%	2.1%	1.2%	2.5%	0%		1.4%	0%	0.7%	0%	0%		0.4%	0.4%	0.8%	1%	0%		0.8%	0.7%
Buses	0	7	0	0		7	0	1	0	0		1	1	6	1	0		8	2	0	0	0		2	18
Buses %	0%	3.7%	0%	0%		1.9%	0%	0.3%	0%	0%		0.2%	1.4%	2.2%	0.8%	0%		1.7%	0.8%	0%	0%	0%		0.2%	0.8%
Street-Car	0	11	0	0		11	0	0	0	0		0	0	11	0	0		11	0	0	0	0		0	22
Street-Car %	0%	5.9%	0%	0%		2.9%	0%	0%	0%	0%		0%	0%	4%	0%	0%		2.3%	0%	0%	0%	0%		0%	0.9%
Articulated Trucks	1	0	0	0		1	0	0	0	0		0	0	0	0	0		0	0	0	1	0		1	2
Articulated Trucks %	0.6%	0%	0%	0%		0.3%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0.3%	0%		0.1%	0.1%
Pedestrians	-	-	-	-	380	-	-	-	-	-	696	-	-	-	-	-	439	-	-	-	-	-	264	-	**-**
Pedestrians%	-	-	-	-	21.3%		-	-	-	-	39%		-	-	-	-	24.6%		-	-	-	-	14.8%		**-**
Bicycles on Crosswalk	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	1	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0.1%		-	-	-	-	0.2%		-	-	-	-	0%		-	-	-	-	0.1%		**-**
Bicycles on Road	10	9	8	0		-	7	130	14	1		-	14	18	6	0		-	33	207	19	3		-	**-**
Bicycles on Road%	100%	100%	100%	0%			100%	100%	100%	100%			100%	100%	100%	0%			100%	100%	100%	100%			**-**

Spectrum

Turning Movement Count
Location Name: BROADVIEW AVE & DANFORTH AVE
Date: Sat, May 03, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

Turning Movement Count (1 . BROADVIEW AVE & DANFORTH AVE)

Start Time	N Approach BROADVIEW AVE						E Approach DANFORTH RD						S Approach BROADVIEW AVE						W Approach DANFORTH RD						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total		
2025-05-03 12:00:00	36	52	7	0	60	95	7	77	18	1	130	103	17	50	32	0	64	99	50	110	58	0	26	218	515	
2025-05-03 12:15:00	35	58	4	0	54	97	13	98	13	0	126	124	22	44	51	0	51	117	38	89	41	0	45	168	506	
2025-05-03 12:30:00	42	39	10	0	66	91	9	90	17	0	135	116	22	50	43	0	72	115	40	91	68	0	49	199	521	
2025-05-03 12:45:00	35	56	5	0	66	96	5	84	18	0	133	107	14	45	47	0	53	106	51	100	52	0	46	203	512	2054
2025-05-03 13:00:00	40	48	8	0	48	96	10	77	17	0	156	104	27	49	34	0	60	110	49	88	50	0	47	187	497	2036
2025-05-03 13:15:00	47	51	6	0	76	104	9	94	15	1	142	119	23	46	44	0	82	113	46	97	54	0	50	197	533	2063
2025-05-03 13:30:00	40	48	12	0	56	100	11	94	23	0	122	128	15	55	37	0	57	107	52	88	41	0	45	181	516	2058
2025-05-03 13:45:00	36	51	11	0	68	98	18	82	18	0	118	118	15	39	29	0	77	83	47	109	59	0	57	215	514	2060
2025-05-03 14:00:00	42	58	11	0	87	111	13	87	10	0	112	110	16	47	44	0	67	107	60	99	57	0	64	216	544	2107
2025-05-03 14:15:00	47	45	4	0	79	96	7	119	10	0	132	136	19	40	39	0	67	98	41	86	56	0	57	183	513	2087
2025-05-03 14:30:00	49	58	3	0	83	110	7	98	16	0	147	121	15	43	34	0	87	92	59	94	50	0	45	203	526	2097
2025-05-03 14:45:00	50	50	4	0	47	104	13	84	16	0	126	113	9	47	40	0	74	96	55	102	60	0	39	217	530	2113
Grand Total	499	614	85	0	790	1198	122	1084	191	2	1579	1399	214	555	474	0	811	1243	588	1153	646	0	570	2387	**6227**	-
Approach%	41.7%	51.3%	7.1%	0%		-	8.7%	77.5%	13.7%	0.1%		-	17.2%	44.7%	38.1%	0%		-	24.6%	48.3%	27.1%	0%		-	-	-
Totals %	8%	9.9%	1.4%	0%		19.2%	2%	17.4%	3.1%	0%		22.5%	3.4%	8.9%	7.6%	0%		20%	9.4%	18.5%	10.4%	0%		38.3%	-	-
Heavy	12	59	1	0		-	1	13	1	0		-	2	65	0	0		-	4	11	9	0		-	-	-
Heavy %	2.4%	9.6%	1.2%	0%		-	0.8%	1.2%	0.5%	0%		-	0.9%	11.7%	0%	0%		-	0.7%	1%	1.4%	0%		-	-	-
Bicycles	18	20	6	0		-	8	178	22	6		-	12	21	11	0		-	19	129	19	3		-	-	-
Bicycle %	3.6%	3.3%	7.1%	0%		-	6.6%	16.4%	11.5%	300%		-	5.6%	3.8%	2.3%	0%		-	3.2%	11.2%	2.9%	0%		-	-	-

Spectrum

Turning Movement Count
Location Name: BROADVIEW AVE & DANFORTH AVE
Date: Sat, May 03, 2025 Deployment Lead: Rey Fernandez

BA Group
1000 95 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1N6
CANADA

Peak Hour: 02:00 PM - 03:00 PM Weather: Overcast Clouds (10 °C)

Start Time	N Approach BROADVIEW AVE						E Approach DANFORTH RD						S Approach BROADVIEW AVE						W Approach DANFORTH RD						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
2025-05-03 14:00:00	42	58	11	0	87	111	13	87	10	0	112	110	16	47	44	0	67	107	60	99	57	0	64	216	544
2025-05-03 14:15:00	47	45	4	0	79	96	7	119	10	0	132	136	19	40	39	0	67	98	41	86	56	0	57	183	513
2025-05-03 14:30:00	49	58	3	0	83	110	7	98	16	0	147	121	15	43	34	0	87	92	59	94	50	0	45	203	526
2025-05-03 14:45:00	50	50	4	0	47	104	13	84	16	0	126	113	9	47	40	0	74	96	55	102	60	0	39	217	530
Grand Total	188	211	22	0	296	421	40	388	52	0	517	480	59	177	157	0	295	393	215	381	223	0	205	819	**2113**
Approach%	44.7%	50.1%	5.2%	0%		-	8.3%	80.8%	10.8%	0%		-	15%	45%	39.9%	0%		-	26.3%	46.5%	27.2%	0%		-	**-**
Totals %	8.9%	10%	1%	0%		19.9%	1.9%	18.4%	2.5%	0%		22.7%	2.8%	8.4%	7.4%	0%		18.6%	10.2%	18%	10.6%	0%		38.8%	**-**
PHF	0.94	0.91	0.5	0		0.95	0.77	0.82	0.81	0		0.88	0.78	0.94	0.89	0		0.92	0.9	0.93	0.93	0		0.94	0.97
Heavy	6	20	1	0		27	0	2	0	0		2	0	23	0	0		23	1	1	3	0		5	57
Heavy %	3.2%	9.5%	4.5%	0%		6.4%	0%	0.5%	0%	0%		0.4%	0%	13%	0%	0%		5.9%	0.5%	0.3%	1.3%	0%		0.6%	2.7%
Lights	182	191	21	0		394	40	386	52	0		478	59	154	157	0		370	214	380	220	0		814	2056
Lights %	96.8%	90.5%	95.5%	0%		93.6%	100%	99.5%	100%	0%		99.6%	100%	87%	100%	0%		94.1%	99.5%	99.7%	98.7%	0%		99.4%	97.3%
Single-Unit Trucks	4	0	1	0		5	0	1	0	0		1	0	1	0	0		1	0	1	2	0		3	10
Single-Unit Trucks %	2.1%	0%	4.5%	0%		1.2%	0%	0.3%	0%	0%		0.2%	0%	0.6%	0%	0%		0.3%	0%	0.3%	0.9%	0%		0.4%	0.5%
Buses	2	6	0	0		8	0	1	0	0		1	0	7	0	0		7	1	0	0	0		1	17
Buses %	1.1%	2.8%	0%	0%		1.9%	0%	0.3%	0%	0%		0.2%	0%	4%	0%	0%		1.8%	0.5%	0%	0%	0%		0.1%	0.8%
Street-Car	0	14	0	0		14	0	0	0	0		0	0	15	0	0		15	0	0	0	0		0	29
Street-Car %	0%	6.6%	0%	0%		3.3%	0%	0%	0%	0%		0%	0%	8.5%	0%	0%		3.8%	0%	0%	0%	0%		0%	1.4%
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	1	0		1	1
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0.4%	0%		0.1%	0%
Pedestrians	-	-	-	-	295	-	-	-	-	-	515	-	-	-	-	-	295	-	-	-	-	-	205	-	**-**
Pedestrians%	-	-	-	-	22.5%		-	-	-	-	39.2%		-	-	-	-	22.5%		-	-	-	-	15.6%		**-**
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	-	0.1%		-	-	-	-	0.2%		-	-	-	-	0%		-	-	-	-	0%		**-**
Bicycles on Road	4	8	3	0		-	4	56	6	2		-	4	9	3	0		-	5	48	6	0		-	**-**
Bicycles on Road%	100%	100%	100%	0%			100%	100%	100%	100%			100%	100%	100%	0%			100%	100%	100%	0%			**-**

Gustavo Elgueta

From: Augie Habesch <Augie.Habesch@bagroup.com>
Sent: June 09, 2021 3:32 PM
To: Nigel Z. Fung; Gustavo Elgueta
Cc: Alun S. Lloyd
Subject: RE: 720 Broadview Ave

Hi Gustavo,

I've provided the requested information below.

Link	AADT	AM HV%	PM HV%	Growth	Speed Limit (km/H)
Broadview Ave	11100	5%	5%	0%	40
Bloor Street / Danforth	16250	2%	2%	0%	40
DVP	45450	2%	2%	0%	90

Let us know if there is anything else you need.

Augie Habesch
Transportation Analyst

BA Consulting Group Ltd.
300 - 45 St. Clair Ave. W.
Toronto, ON M4V 1K9

TEL 416 961 7110 x165
EMAIL Augie.Habesch@bagroup.com

From: Nigel Z. Fung <fung@bagroup.com>
Sent: 3-Jun-21 3:39 PM
To: Gustavo Elgueta <gelgueta@slrconsulting.com>
Cc: Alun S. Lloyd <Lloyd@bagroup.com>; Augie Habesch <Augie.Habesch@bagroup.com>
Subject: RE: 720 Broadview Ave

Hi Gustavo,

We will send over this information early next week. Our counts came in fairly recently.

Nigel

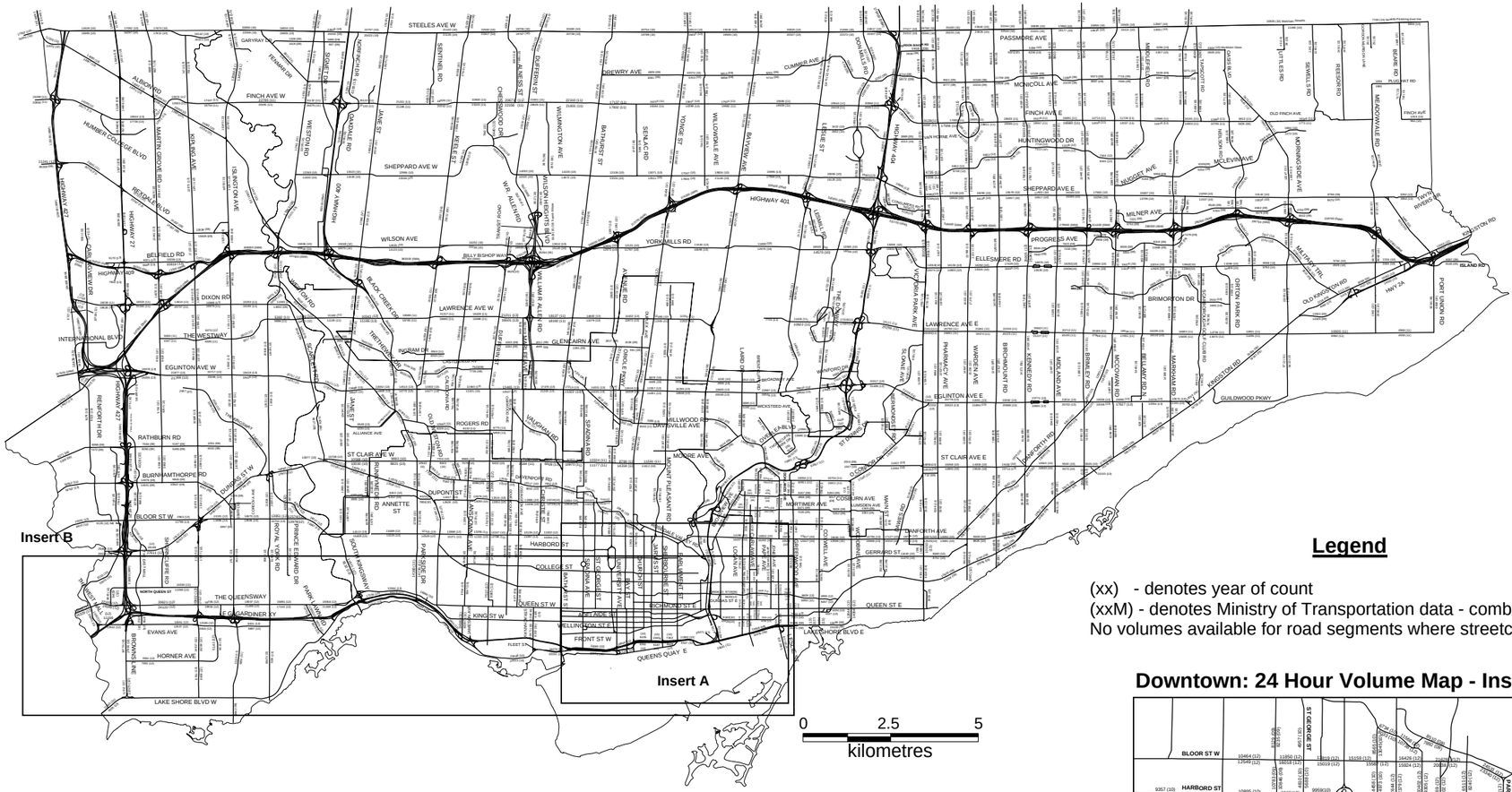
From: Gustavo Elgueta <gelgueta@slrconsulting.com>
Sent: Thursday, June 3, 2021 3:09 PM

count_id	count_date	location_id	location	lng	lat	centreline_type	centreline_id	px	time_start	time_end
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T07:30:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T07:45:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T08:00:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T08:15:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T08:30:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T08:45:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T09:00:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T09:15:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T10:00:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T10:15:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T10:30:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T10:45:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T11:00:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T11:15:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T11:30:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T11:45:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T13:00:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T13:15:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T13:30:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T13:45:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T14:00:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T14:15:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T14:30:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T14:45:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T16:00:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T16:15:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T16:30:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T16:45:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T17:00:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T17:15:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T17:30:0	2021-0
42985	9/30/2021	#####	DANFORTH AVE AT ROYAL DR (PX 2455)	-79.35923	43.67462582	1	####		2021-09-30T17:45:0	2021-0

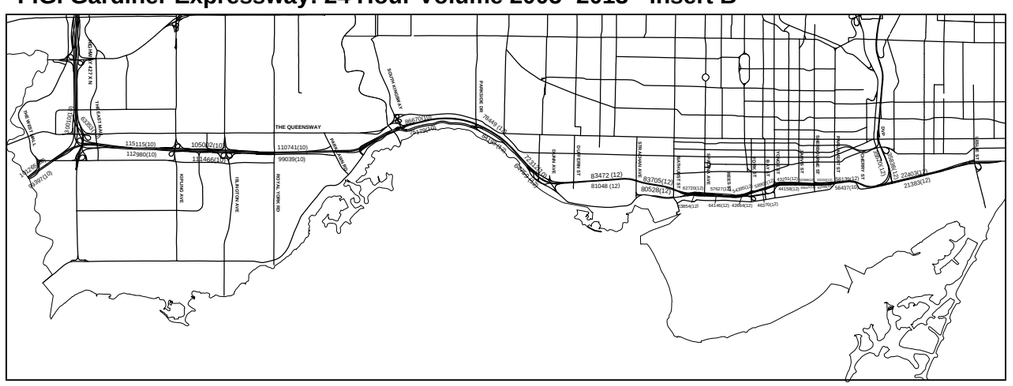
time_start	sb_cars_r	sb_cars_t	sb_cars_l	nb_cars_r	nb_cars_t	nb_cars_l	wb_cars_r	wb_cars_t	wb_cars_l	eb_cars_r	eb_cars_t	eb_cars_l	sb_truck_r	sb_truck_t	sb_truck_l	nb_truck_r	nb_truck_t	nb_truck_l	wb_truck_r	wb_truck_t	wb_truck_l	eb_truck_r	eb_truck_t	eb_truck_l
2021-09-30T07:30:0	0	0	0	0	0	0	0	216	0	135	118	0	0	0	0	0	0	0	0	8	0	10	4	0
2021-09-30T07:45:0	0	0	0	0	0	0	0	220	0	150	112	0	0	0	0	0	0	0	0	6	0	1	6	0
2021-09-30T08:00:0	0	0	0	0	0	0	0	220	0	130	157	0	0	0	0	0	0	0	0	9	0	8	3	0
2021-09-30T08:15:0	0	0	0	0	0	0	0	225	0	118	156	0	0	0	0	0	0	0	0	7	0	4	2	0
2021-09-30T08:30:0	0	0	0	0	0	0	0	225	0	100	176	0	0	0	0	0	0	0	0	4	0	11	5	0
2021-09-30T08:45:0	0	0	0	0	0	0	0	194	0	106	177	0	0	0	0	0	0	0	0	7	0	6	12	0
2021-09-30T09:00:0	0	0	0	0	0	0	0	184	0	100	134	0	0	0	0	0	0	0	0	9	0	3	10	0
2021-09-30T09:15:0	0	0	0	0	0	0	0	181	0	112	148	0	0	0	0	0	0	0	0	8	0	0	7	0
2021-09-30T10:00:0	0	0	0	0	0	0	0	168	0	108	135	0	0	0	0	0	0	0	0	6	0	5	5	0
2021-09-30T10:15:0	0	0	0	0	0	0	0	178	0	131	134	0	0	0	0	0	0	0	0	9	0	8	4	0
2021-09-30T10:30:0	0	0	0	0	0	0	0	168	0	125	150	0	0	0	0	0	0	0	0	5	0	7	6	0
2021-09-30T10:45:0	0	0	0	0	0	0	0	158	0	110	143	0	0	0	0	0	0	0	0	7	0	9	7	0
2021-09-30T11:00:0	0	0	0	0	0	0	0	174	0	119	167	0	0	0	0	0	0	0	0	11	0	9	6	0
2021-09-30T11:15:0	0	0	0	0	0	0	0	169	0	106	140	0	0	0	0	0	0	0	0	8	0	12	10	0
2021-09-30T11:30:0	0	0	0	0	0	0	0	172	0	111	168	0	0	0	0	0	0	0	0	10	0	9	8	0
2021-09-30T11:45:0	0	0	0	0	0	0	0	169	0	126	175	0	0	0	0	0	0	0	0	5	0	14	5	0
2021-09-30T13:00:0	0	0	0	0	0	0	0	141	0	133	185	0	0	0	0	0	0	0	0	6	0	6	4	0
2021-09-30T13:15:0	0	0	0	0	0	0	0	159	0	129	194	0	0	0	0	0	0	0	0	3	0	7	4	0
2021-09-30T13:30:0	0	0	0	0	0	0	0	179	0	117	169	0	0	0	0	0	0	0	0	8	0	10	5	0
2021-09-30T13:45:0	0	0	0	0	0	0	0	177	0	142	190	0	0	0	0	0	0	0	0	6	0	4	10	0
2021-09-30T14:00:0	0	0	0	0	0	0	0	197	0	118	196	0	0	0	0	0	0	0	0	5	0	4	5	0
2021-09-30T14:15:0	0	0	0	0	0	0	0	178	0	94	192	0	0	0	0	0	0	0	0	5	0	6	8	0
2021-09-30T14:30:0	0	0	0	0	0	0	0	195	0	143	187	0	0	0	0	0	0	0	0	7	0	5	4	0
2021-09-30T14:45:0	0	0	0	0	0	0	0	177	0	117	233	0	0	0	0	0	0	0	0	4	0	7	6	0
2021-09-30T16:00:0	0	0	0	0	0	0	0	187	0	130	249	0	0	0	0	0	0	0	0	2	0	8	3	0
2021-09-30T16:15:0	0	0	0	0	0	0	0	193	0	125	269	0	0	0	0	0	0	0	0	2	0	5	4	0
2021-09-30T16:30:0	0	0	0	0	0	0	0	182	0	122	268	0	0	0	0	0	0	0	0	2	0	2	3	0
2021-09-30T16:45:0	0	0	0	0	0	0	0	164	0	127	252	0	0	0	0	0	0	0	0	3	0	1	8	0
2021-09-30T17:00:0	0	0	0	0	0	0	0	181	0	132	251	0	0	0	0	0	0	0	0	2	0	2	3	0
2021-09-30T17:15:0	0	0	0	0	0	0	0	176	0	129	256	0	0	0	0	0	0	0	0	3	0	1	5	0
2021-09-30T17:30:0	0	0	0	0	0	0	0	186	0	125	269	0	0	0	0	0	0	0	0	2	0	0	4	0
2021-09-30T17:45:0	0	0	0	0	0	0	0	178	0	82	275	0	0	0	0	0	0	0	0	4	0	2	4	0

time_start	sb_bus_r	sb_bus_t	sb_bus_l	nb_bus_r	nb_bus_t	nb_bus_l	wb_bus_r	wb_bus_t	wb_bus_l	eb_bus_r	eb_bus_t	eb_bus_l	nx_peds	sx_peds	ex_peds	wx_peds	nx_bike	sx_bike	ex_bike	wx_bike	nx_other	sx_other	ex_other	wx_other
2021-09-30T07:30:0	0	0	0	0	0	0	0	4	0	2	3	0	0	12	0	0	0	0	31	20	0	0	0	0
2021-09-30T07:45:0	0	0	0	0	0	0	0	1	0	0	0	0	0	47	0	0	0	0	36	14	0	0	0	0
2021-09-30T08:00:0	0	0	0	0	0	0	0	1	0	1	0	0	0	92	0	0	0	0	52	11	0	0	0	0
2021-09-30T08:15:0	0	0	0	0	0	0	0	2	0	2	2	0	0	91	0	0	0	0	68	16	0	0	0	0
2021-09-30T08:30:0	0	0	0	0	0	0	0	2	0	3	2	0	0	75	0	0	0	0	46	15	0	0	0	0
2021-09-30T08:45:0	0	0	0	0	0	0	0	3	0	1	3	0	0	39	0	0	0	0	41	17	0	0	0	0
2021-09-30T09:00:0	0	0	0	0	0	0	0	1	0	1	1	0	0	21	0	0	0	0	17	11	0	0	0	0
2021-09-30T09:15:0	0	0	0	0	0	0	0	3	0	6	2	0	0	18	0	0	0	0	20	15	0	0	0	0
2021-09-30T10:00:0	0	0	0	0	0	0	0	0	0	0	2	0	0	45	0	0	0	0	22	8	0	0	0	0
2021-09-30T10:15:0	0	0	0	0	0	0	0	0	0	0	1	0	0	14	0	0	0	0	19	11	0	0	0	0
2021-09-30T10:30:0	0	0	0	0	0	0	0	0	0	0	1	0	0	34	0	0	0	0	18	15	0	0	0	0
2021-09-30T10:45:0	0	0	0	0	0	0	0	0	0	0	1	0	0	13	0	0	0	0	15	13	0	0	0	0
2021-09-30T11:00:0	0	0	0	0	0	0	0	0	0	0	1	0	0	17	0	0	0	0	26	23	0	0	0	0
2021-09-30T11:15:0	0	0	0	0	0	0	0	0	0	0	0	0	0	107	0	0	0	0	23	20	0	0	0	0
2021-09-30T11:30:0	0	0	0	0	0	0	0	0	0	0	0	0	0	157	0	0	0	0	18	19	0	0	0	0
2021-09-30T11:45:0	0	0	0	0	0	0	0	1	0	0	0	0	0	120	0	0	0	0	19	28	0	0	0	0
2021-09-30T13:00:0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	28	20	0	0	0	0
2021-09-30T13:15:0	0	0	0	0	0	0	0	0	0	0	2	0	0	16	0	0	0	0	18	24	0	0	0	0
2021-09-30T13:30:0	0	0	0	0	0	0	0	2	0	0	0	0	0	27	0	0	0	0	25	20	0	0	0	0
2021-09-30T13:45:0	0	0	0	0	0	0	0	3	0	0	0	0	0	29	0	0	0	0	22	26	0	0	0	0
2021-09-30T14:00:0	0	0	0	0	0	0	0	3	0	1	2	0	0	9	0	0	0	0	19	26	0	0	0	0
2021-09-30T14:15:0	0	0	0	0	0	0	0	4	0	0	3	0	0	21	0	0	0	0	18	41	0	0	0	0
2021-09-30T14:30:0	0	0	0	0	0	0	0	2	0	0	5	0	0	14	0	0	0	0	17	27	0	0	0	0
2021-09-30T14:45:0	0	0	0	0	0	0	0	2	0	0	1	0	0	21	0	0	0	0	29	45	0	0	0	0
2021-09-30T16:00:0	0	0	0	0	0	0	0	1	0	0	2	0	0	24	0	0	0	0	23	56	0	0	0	0
2021-09-30T16:15:0	0	0	0	0	0	0	0	1	0	1	0	0	0	26	0	0	0	0	26	49	0	0	0	0
2021-09-30T16:30:0	0	0	0	0	0	0	0	1	0	1	0	0	0	29	0	0	0	0	23	47	0	0	0	0
2021-09-30T16:45:0	0	0	0	0	0	0	0	0	0	0	1	0	0	16	0	0	0	0	12	41	0	0	0	0
2021-09-30T17:00:0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	0	0	0	0	40	69	0	0	0	0
2021-09-30T17:15:0	0	0	0	0	0	0	0	0	0	0	1	0	0	31	0	0	0	0	21	53	0	0	0	0
2021-09-30T17:30:0	0	0	0	0	0	0	0	0	0	0	1	0	0	32	0	0	0	0	23	53	0	0	0	0
2021-09-30T17:45:0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	24	43	0	0	0	0

Average Weekday , 24 Hour Traffic Volume, (Most Recent Counts from 2005-2013)



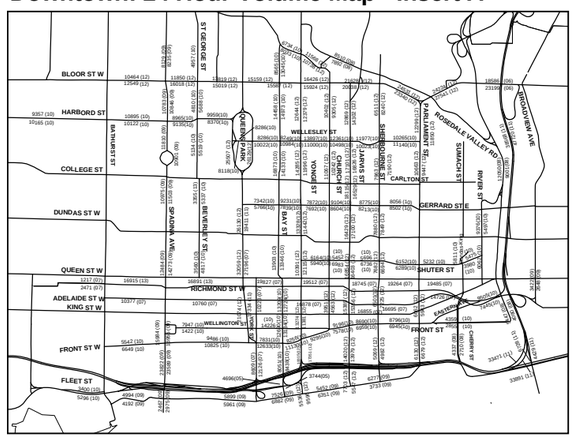
F.G. Gardiner Expressway: 24 Hour Volume 2005- 2013 - Insert B



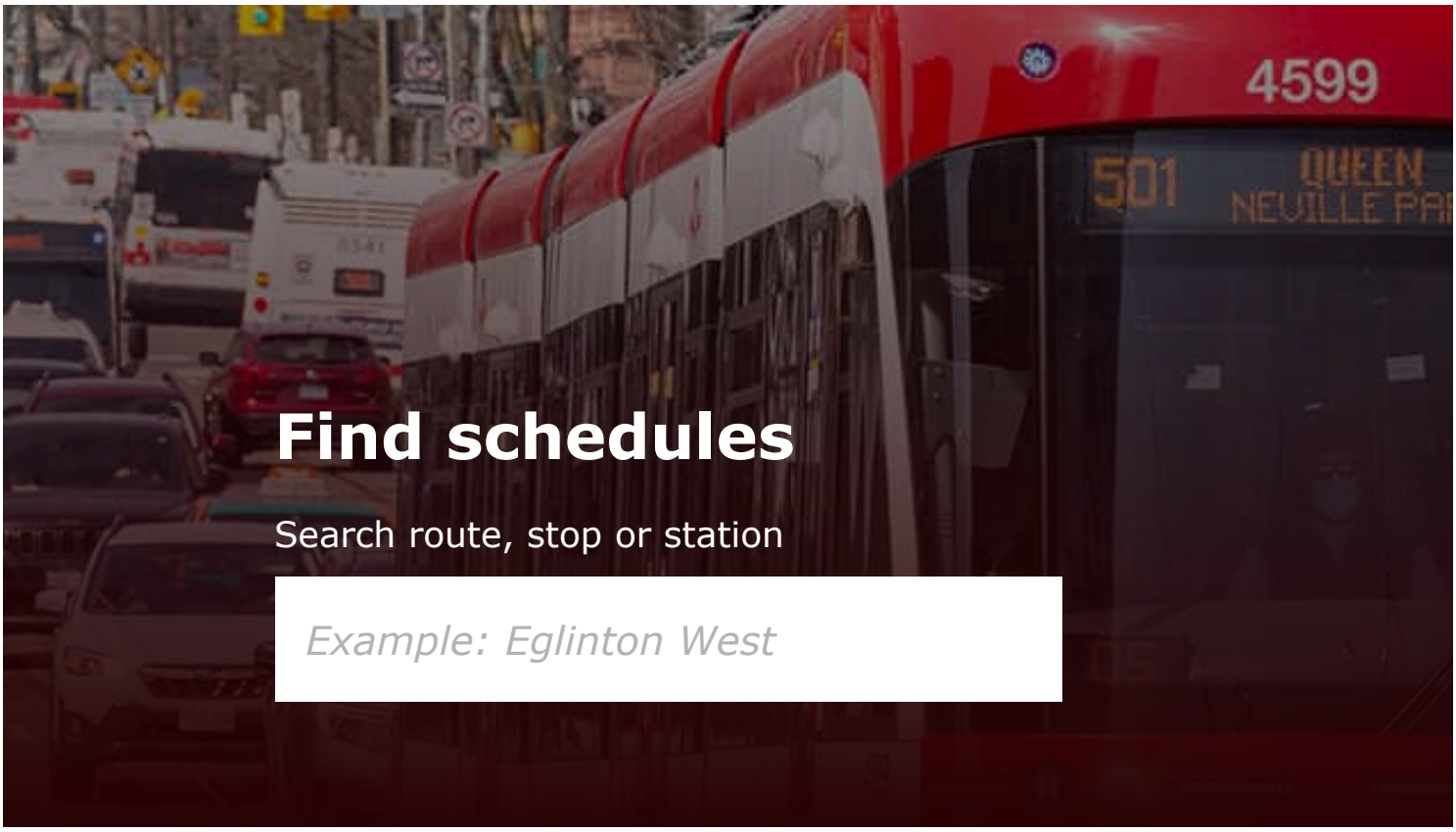
Legend

(xx) - denotes year of count
(xxM) - denotes Ministry of Transportation data - combined directional volume
No volumes available for road segments where streetcars exist

Downtown: 24 Hour Volume Map - Insert A



Transportation Services
Traffic Safety Unit
2013-9-30



Find schedules

Search route, stop or station

Example: Eglinton West

There are accessibility alerts affecting this route +

Stop Number: 14640

Broadview Station

504 King

Direction: **Eastbound**

13 min 27 min 29 min

Please refresh the page in your browser for the most up-to-date arrival times.

Refresh

Other routes serving this stop: 508

Back

Destination sign(s):

504b King to Broadview Station

Upcoming scheduled vehicles:

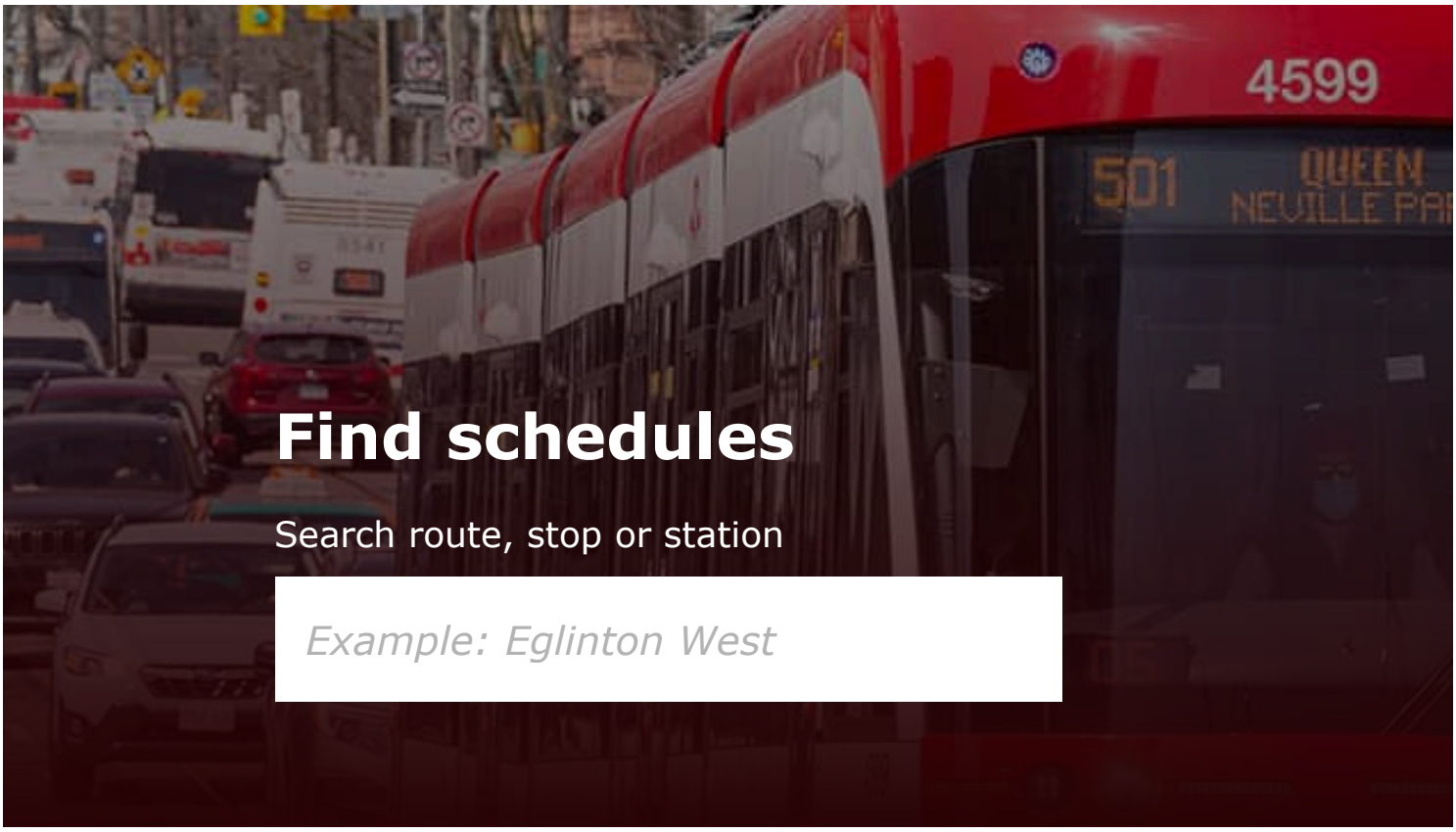
Monday to Friday

Print Schedule

5 AM	5:55					
6 AM	6:05	6:15	6:25	6:35	6:45	6:55
7 AM	7:05 7:44	7:13 7:52	7:19	7:27	7:31	7:40
8 AM	8:05 8:56	8:09	8:16	8:28	8:38	8:48
9 AM	9:04 9:52	9:12	9:20	9:28	9:36	9:44
10 AM	10:00 10:47	10:08 10:56	10:16	10:24	10:30	10:39
11 AM	11:06	11:16	11:26	11:36	11:46	11:56
12 PM	12:06	12:16	12:26	12:36	12:46	12:56
1 PM	1:06	1:16	1:26	1:36	1:46	1:56

2 PM	2:06	2:16	2:26	2:36	2:46	2:56
3 PM	3:06	3:16	3:27	3:39	3:50	
4 PM	4:00	4:10	4:20	4:30	4:40	4:50
5 PM	5:00	5:10	5:20	5:30	5:40	5:50
6 PM	6:00	6:10	6:20	6:30	6:40	6:50
7 PM	7:00 7:56	7:10	7:20	7:30	7:40	7:48
8 PM	8:06	8:16	8:25	8:35	8:45	8:55
9 PM	9:05	9:15	9:25	9:35	9:45	9:55
10 PM	10:05	10:15	10:25	10:35	10:44	10:54
11 PM	11:04	11:14	11:24	11:34	11:44	11:54
12 AM	12:04	12:14	12:24	12:34	12:44	12:54
1 AM	1:04	1:14	1:24	1:34	1:44	1:54
2 AM	2:04	2:14	2:24	2:34	2:44	2:54
3 AM	3:04					

For arrival times of the next vehicle, text 14640 to 898882.



Find schedules

Search route, stop or station

Example: Eglinton West

There are accessibility alerts affecting this route +

Stop Number: 14640

Broadview Station

504 King

Direction: **Westbound**

9 min 24 min 25 min

Please refresh the page in your browser for the most up-to-date arrival times.

Refresh

Other routes serving this stop: 508

Back

Destination sign(s):

504b King to Dufferin Gate

Upcoming scheduled vehicles:

Monday to Friday

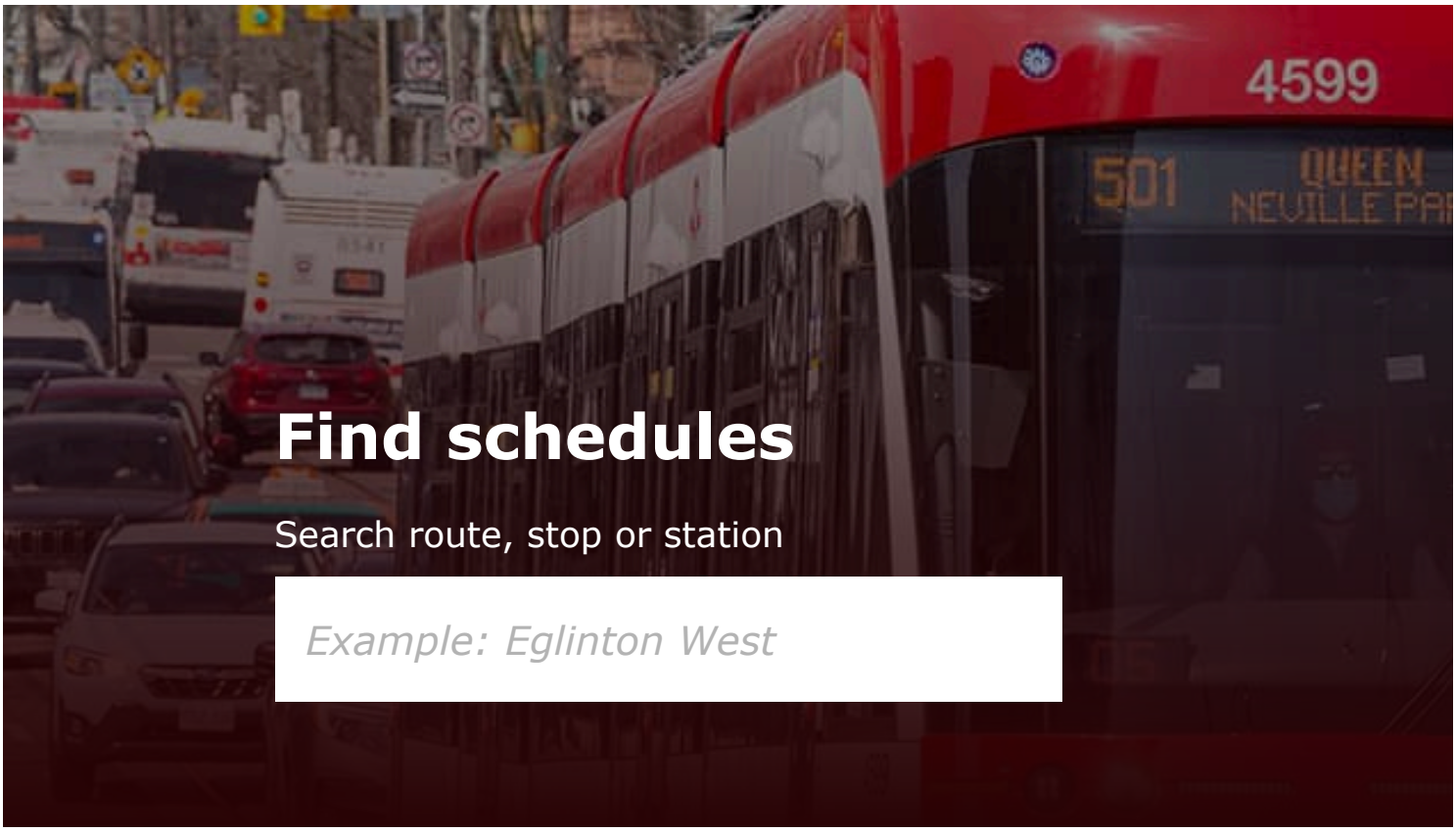
Print Schedule

4 AM	4:49	4:59				
5 AM	5:09	5:19	5:29	5:39	5:49	5:55
6 AM	6:05	6:15	6:25	6:35	6:45	6:55
7 AM	7:05 7:46	7:13 7:52	7:21	7:27	7:33	7:40
8 AM	8:05 8:56	8:11	8:16	8:28	8:38	8:48
9 AM	9:04 9:52	9:12	9:20	9:28	9:36	9:44
10 AM	10:00 10:56	10:08	10:16	10:30	10:39	10:47
11 AM	11:06	11:16	11:26	11:36	11:46	11:56
12 PM	12:06	12:16	12:26	12:36	12:46	12:56

1 PM	1:06	1:16	1:26	1:36	1:46	1:56
2 PM	2:06	2:16	2:26	2:36	2:46	2:56
3 PM	3:06	3:16	3:27	3:39	3:50	
4 PM	4:00	4:10	4:20	4:30	4:40	4:50
5 PM	5:00	5:10	5:20	5:30	5:40	5:50
6 PM	6:00	6:10	6:20	6:30	6:40	6:50
7 PM	7:00 7:56	7:10	7:20	7:30	7:40	7:48
8 PM	8:06	8:16	8:25	8:35	8:45	8:55
9 PM	9:05	9:15	9:25	9:35	9:45	9:55
10 PM	10:05	10:15	10:25	10:35	10:44	10:54
11 PM	11:04	11:14	11:24	11:34	11:44	11:54
12 AM	12:04	12:14	12:24	12:34	12:44	12:54
1 AM	1:04	1:14	1:24	1:34	1:44	1:54

For arrival times of the next vehicle, text 14640 to 898882.

Did you know?



Find schedules

Search route, stop or station

Example: Eglinton West

There are accessibility alerts affecting this route +

Stop Number: 14639

Broadview Station

505 Dundas

Direction: **Eastbound**

6 min 16 min 26 min

Please refresh the page in your browser for the most up-to-date arrival times.

Refresh

Other routes serving this stop: 305

Back

Destination sign(s):

505 Dundas to Broadview Station

Upcoming scheduled vehicles:

Monday to Friday

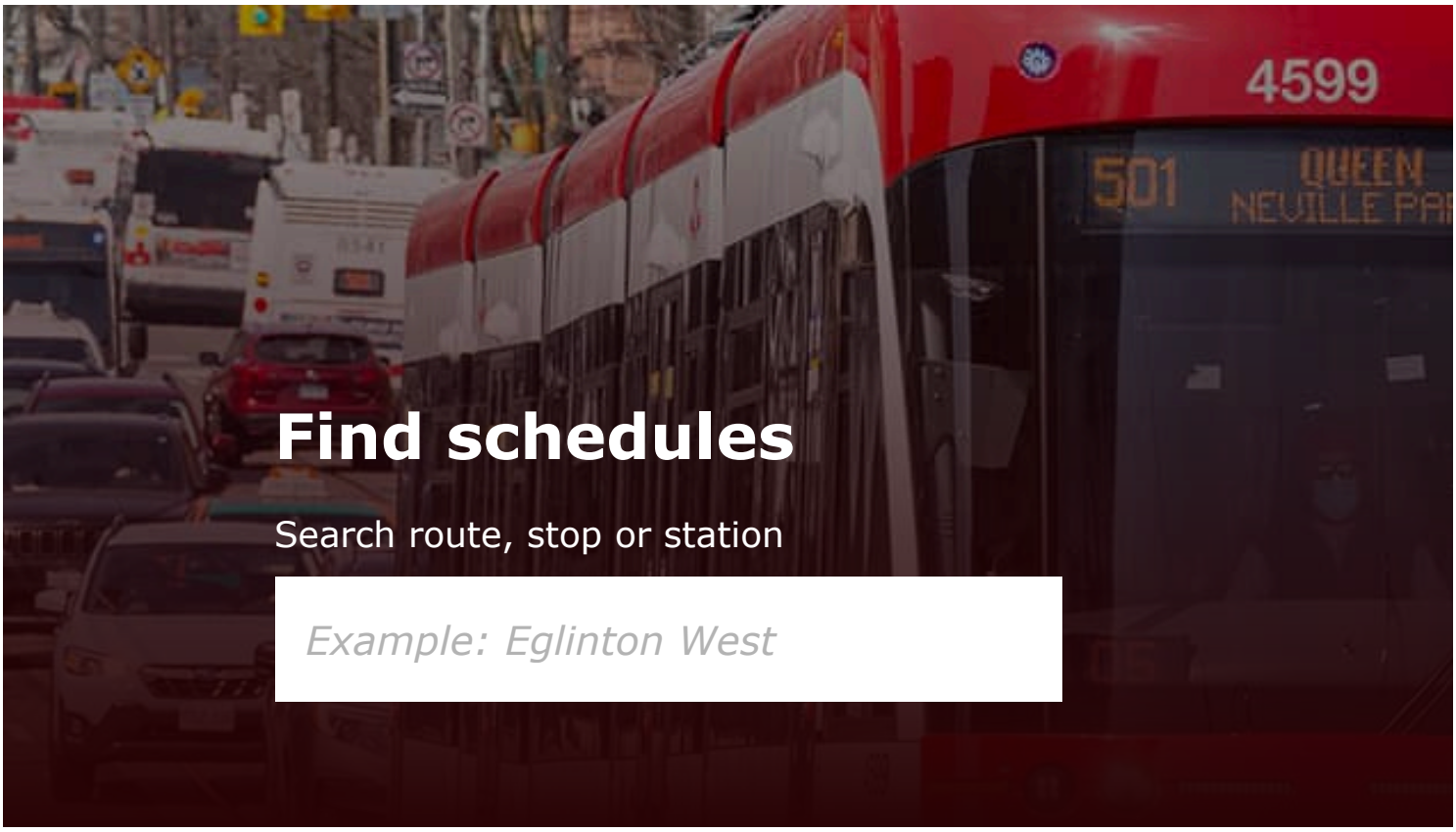
Print Schedule

6 AM	6:45	6:55				
7 AM	7:07 7:57	7:17	7:27	7:32	7:37	7:47
8 AM	8:07	8:20	8:33	8:43	8:53	
9 AM	9:03 9:53	9:13	9:23	9:28	9:33	9:43
10 AM	10:03	10:13	10:23	10:34	10:44	10:54
11 AM	11:04	11:14	11:24	11:34	11:44	11:54
12 PM	12:04	12:14	12:24	12:34	12:44	12:54
1 PM	1:04	1:14	1:24	1:34	1:44	1:54
2 PM	2:04	2:14	2:24	2:34	2:44	2:54
3 PM	3:04	3:10	3:16	3:29	3:42	3:52

4 PM	4:02	4:12	4:22	4:32	4:42	4:52
5 PM	5:02	5:12	5:22	5:32	5:42	5:52
6 PM	6:02	6:12	6:22	6:32	6:42	6:52
7 PM	7:02	7:12	7:22	7:32	7:42	7:52
8 PM	8:02 8:51	8:10	8:17	8:24	8:31	8:41
9 PM	9:01	9:11	9:21	9:31	9:41	9:51
10 PM	10:01	10:11	10:21	10:33	10:44	10:54
11 PM	11:04	11:14	11:24	11:34	11:44	11:54
12 AM	12:04	12:14	12:24	12:34	12:44	12:54
1 AM	1:04	1:14	1:24	1:34	1:44	

For arrival times of the next vehicle, text 14639 to 898882.

Did you know?
You can use the Stop Number to help plan your trip or find out when the next vehicle



Find schedules

Search route, stop or station

Example: Eglinton West

There are accessibility alerts affecting this route +

Stop Number: 14639

Broadview Station

505 Dundas

Direction: **Westbound**

4 min 14 min 24 min

Please refresh the page in your browser for the most up-to-date arrival times.

Refresh

Other routes serving this stop: 305

Back

Destination sign(s):

505 Dundas to Dundas West Station

Upcoming scheduled vehicles:

Monday to Friday

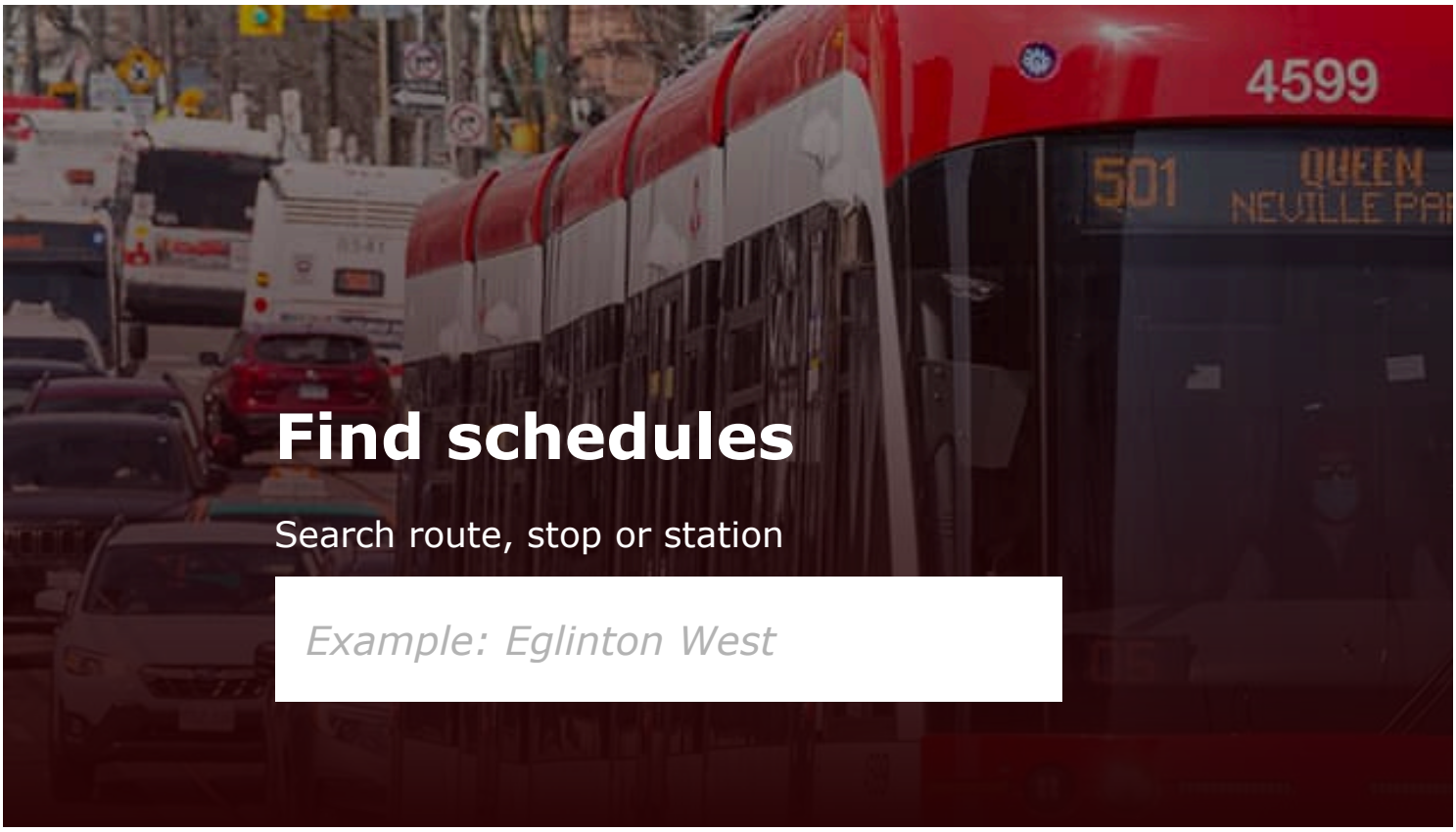
Print Schedule

5 AM	5:51					
6 AM	6:01	6:11	6:21	6:31	6:41	6:51
7 AM	7:01 7:56	7:11	7:21	7:29	7:36	7:46
8 AM	8:06	8:16	8:26	8:36	8:46	8:56
9 AM	9:06 9:59	9:16	9:26	9:32	9:39	9:49
10 AM	10:09	10:19	10:29	10:39	10:49	10:59
11 AM	11:09	11:19	11:29	11:39	11:49	11:59
12 PM	12:09	12:19	12:29	12:39	12:49	12:59
1 PM	1:09	1:19	1:29	1:39	1:49	1:59
2 PM	2:09	2:19	2:27	2:35	2:45	2:55

3 PM	3:05	3:15	3:25	3:35	3:45	3:55
4 PM	4:05	4:15	4:25	4:35	4:45	4:55
5 PM	5:05	5:15	5:25	5:35	5:45	5:55
6 PM	6:05	6:15	6:25	6:35	6:45	6:55
7 PM	7:05	7:19	7:34	7:44	7:54	
8 PM	8:04	8:14	8:24	8:34	8:44	8:54
9 PM	9:04	9:14	9:24	9:34	9:44	9:56
10 PM	10:08	10:18	10:28	10:38	10:48	10:58
11 PM	11:08	11:18	11:28	11:38	11:48	11:58
12 AM	12:08	12:18	12:28	12:48		
1 AM	1:14	1:44				

For arrival times of the next vehicle, text 14639 to 898882.

Did you know?
You can use the Stop Number to help plan your trip or find out when the



Find schedules

Search route, stop or station

Example: Eglinton West

There are accessibility alerts affecting this route +

Stop Number: 14640

Broadview Station

508 **Lake Shore**

Direction: **Eastbound**

10 min

Please refresh the page in your browser for the most up-to-date arrival times.

Refresh

Other routes serving this stop: 504

Back

Destination sign(s):

508 Lake Shore to Broadview Station via King

Upcoming scheduled vehicles:

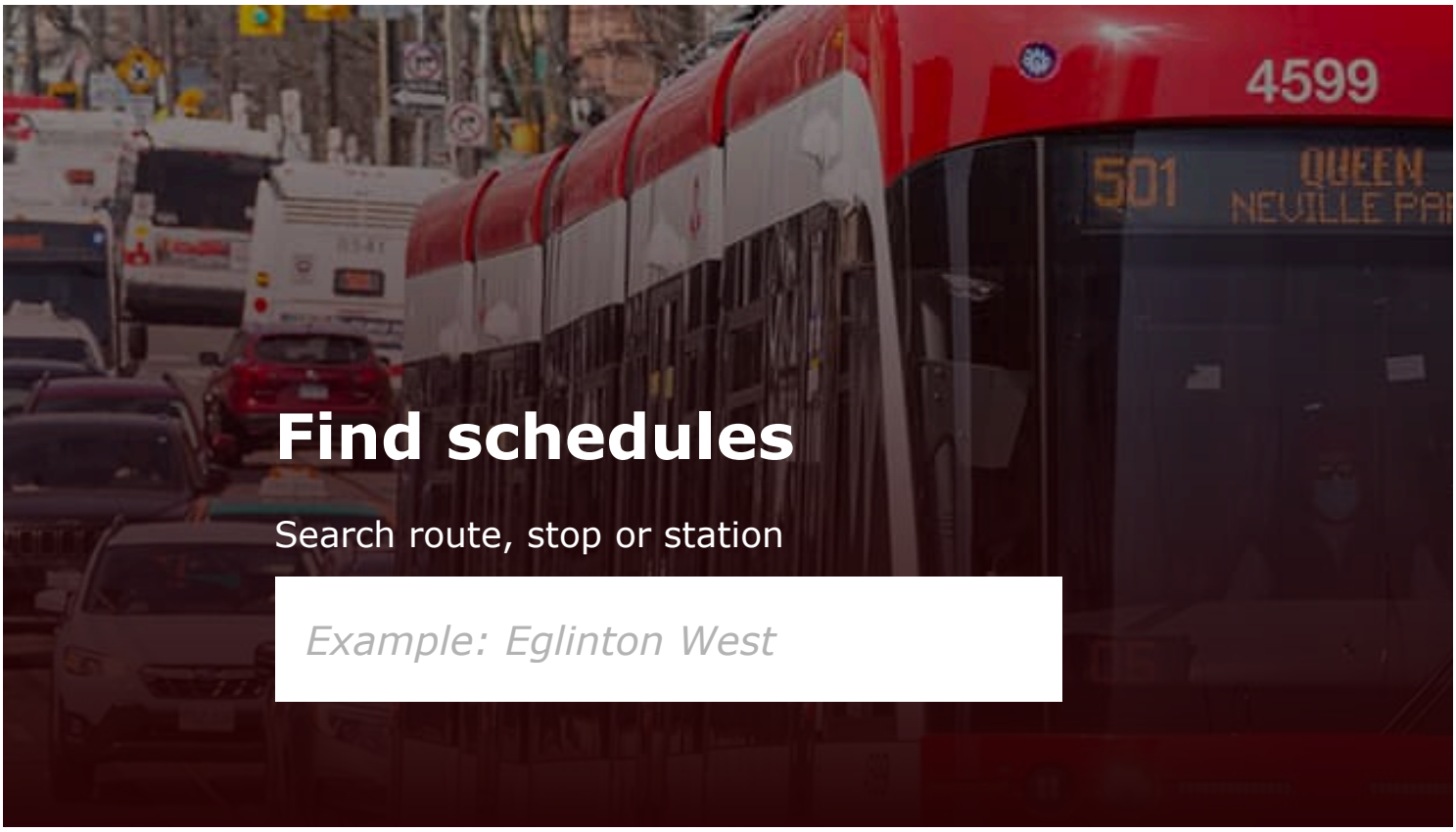
Monday to Friday

Print Schedule

8 AM	8:37	8:57	
9 AM	9:18	9:38	9:58
3 PM	3:46		
4 PM	4:06	4:26	4:46
5 PM	5:06		

For arrival times of the next vehicle, text 14640 to 898882.

Did you know?
You can use the Stop Number to help plan your trip or find out when the next vehicle will arrive by texting the Stop



Find schedules

Search route, stop or station

Example: Eglinton West

There are accessibility alerts affecting this route +

Stop Number: 14640

Broadview Station

508 **Lake Shore**

Direction: **Westbound**

6 min

29 min

Please refresh the page in your browser for the most up-to-date arrival times.

Refresh

Other routes serving this stop: 504

Back

Destination sign(s):

508 Lake Shore to Long Branch via King

Upcoming scheduled vehicles:

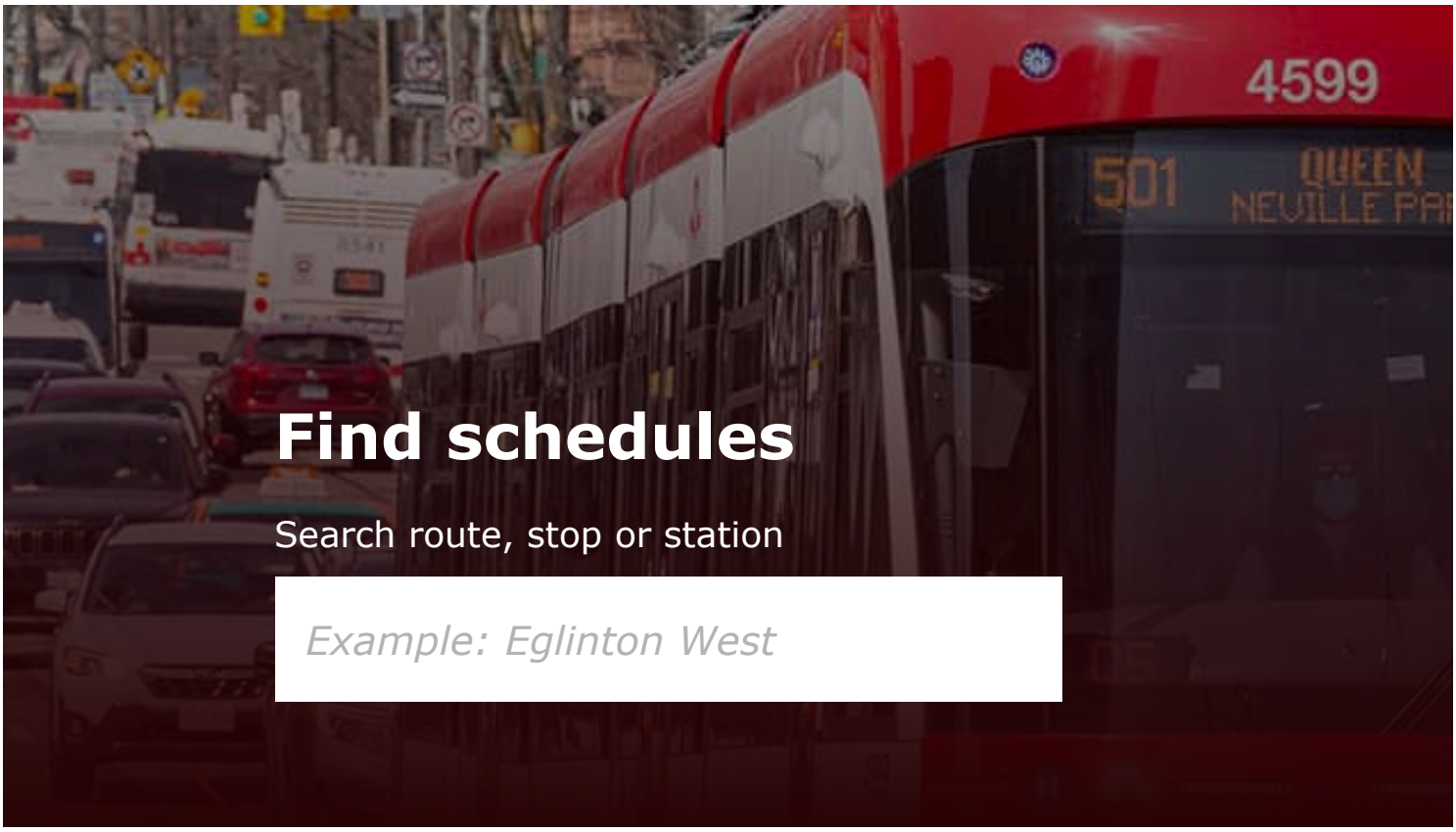
Monday to Friday

Print Schedule

3 PM	3:48		
4 PM	4:08	4:28	4:48
5 PM	5:08		

For arrival times of the next vehicle, text 14640 to 898882.

Did you know?
You can use the Stop Number to help plan your trip or find out when the next vehicle will arrive by texting the Stop Number to 898882.



Find schedules

Search route, stop or station

Example: Eglinton West

There are accessibility alerts affecting this line +

Broadview Station

2 Line 2 (Bloor-Danforth) To Kennedy Station

Direction: **Eastbound Platform**

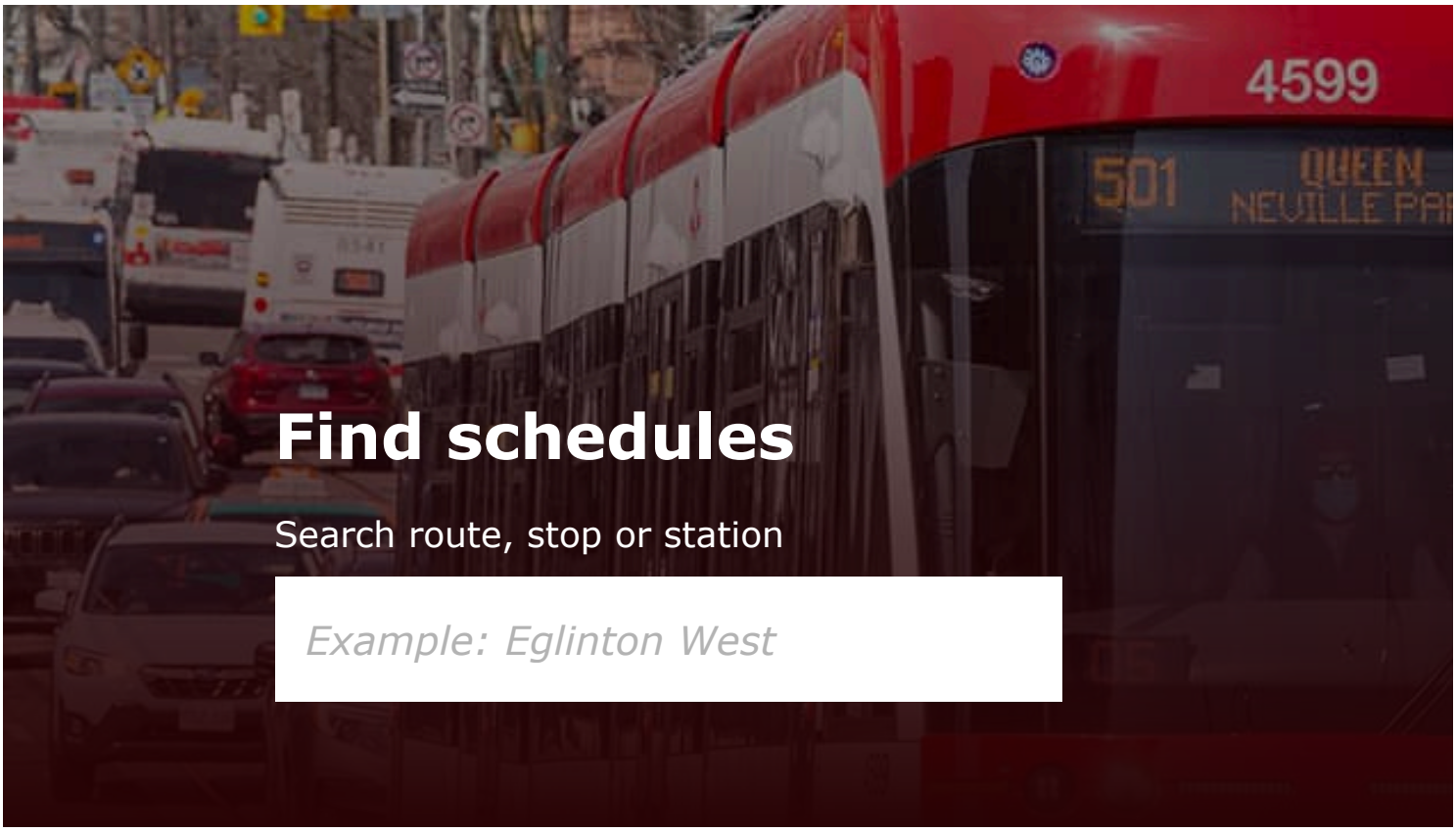
Switch Direction

Upcoming scheduled trains:

Monday to Friday

Trains run every 2-3 minutes during the rush hours (from 6 a.m. to 9 a.m. and from 3 p.m. to 7 p.m.) and every 4-5 minutes during off-peak hours.

First Train	6:12 AM
Last Train	1:58 AM



Find schedules

Search route, stop or station

Example: Eglinton West

There are accessibility alerts affecting this line +

Broadview Station

2 Line 2 (Bloor-Danforth) To Kipling Station

Direction: **Westbound Platform**

Switch Direction

Upcoming scheduled trains:

Monday to Friday

Trains run every 2-3 minutes during the rush hours (from 6 a.m. to 9 a.m. and from 3 p.m. to 7 p.m.) and every 4-5 minutes during off-peak hours.

First Train	5:53 AM
Last Train	1:47 AM

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

Ontario Road Noise Analysis Method for Environment and Transportation

Arial

Road Segment ID	Roadway Name	Link Description	Speed (kph)	Period (h)	Total Futre Traffic Volumes (2037)	Percent Traffic In Period	Traffic Volumes (Period)	Auto %	Med %	Hvy %	Auto	Med	Heavy	Road Gradient (%)	PWL (dBA)	Source Height, s (m)	Reference Leq (dBA)
Daytime (7am to 11pm)																	
BVA_AVG_N_Day	Broadview Avenue North of Danforth	Daytime Impacts	40	16	10617	90%	9555	94.6%	2.8%	2.6%	9040	264	251	0	**77.8**	**1.3**	**62.7**
BVA_AVG_S_Day	Broadview Avenue South of Danforth	Daytime Impacts	40	16	10673	90%	9606	95.0%	3.0%	2.0%	9129	289	188	0	**77.1**	**1.2**	**62.1**
DANA_AVG_E_Day	Danforth Ave East of Broadview	Daytime Impacts	40	16	13351	90%	12016	96.2%	1.9%	1.9%	11564	226	226	0	**77.8**	**1.2**	**62.7**
DANA_AVG_W_Day_EB	Danforth Ave Eastbound West of Broadview	Daytime Impacts	40	16	11015	90%	9913	97.2%	0.9%	2.0%	9631	88	195	0	**76.8**	**1.2**	**61.7**
DANA_AVG_W_Day_WB	Danforth Ave Westbound West of Broadview	Daytime Impacts	40	16	11015	90%	9913	97.2%	0.9%	2.0%	9631	88	195	0	**76.8**	**1.2**	**61.7**
DVP_AVG_N_DAY	Don Valley Parkway Northbound	Daytime Impacts	90	16	101169	85%	85994	97.3%	0.7%	2.0%	83700	573	1720	0	**93.7**	**1.2**	**78.7**
DVP_AVG_S_Day	Don Valley Parkway Southbound	Daytime Impacts	90	16	80982	85%	68835	97.3%	0.7%	2.0%	66999	459	1377	0	**92.8**	**1.2**	**77.7**
Royal_AVG_Day	Royal Drive (DVP On-ramp)	Daytime Impacts	40	16	10582	90%	9524	94.9%	2.9%	2.1%	9043	278	203	0	**77.3**	**1.2**	**62.2**
Nighttime (11pm to 7am)																	
BVA_AVG_N_Night	Broadview Avenue North of Danforth	Nighttime Impacts	40	8	10617	10%	1062	94.6%	2.8%	2.6%	1004	29	28	0	**71.3**	**1.3**	**56.2**
BVA_AVG_S_Night	Broadview Avenue South of Danforth	Nighttime Impacts	40	8	10673	10%	1067	95.0%	3.0%	2.0%	1014	32	21	0	**70.6**	**1.2**	**55.5**
DANA_AVG_E_Night	Danforth Ave East of Broadview	Nighttime Impacts	40	8	13351	10%	1335	96.2%	1.9%	1.9%	1285	25	25	0	**71.2**	**1.2**	**56.2**
DANA_AVG_E_Night_EB	Danforth Ave Eastbound West of Broadview	Nighttime Impacts	40	8	11015	10%	1101	97.2%	0.9%	2.0%	1070	10	22	0	**70.3**	**1.2**	**55.2**
DANA_AVG_E_Night_WB	Danforth Ave Westbound West of Broadview	Nighttime Impacts	40	8	11015	10%	1101	97.2%	0.9%	2.0%	1070	10	22	0	**70.3**	**1.2**	**55.2**
DVP_AVG_N_Night	Don Valley Parkway Northbound	Nighttime Impacts	90	8	101169	15%	15175	97.3%	0.7%	2.0%	14771	101	304	0	**89.2**	**1.2**	**74.1**
DVP_AVG_S_Night	Don Valley Parkway Southbound	Nighttime Impacts	90	8	80982	15%	12147	97.3%	0.7%	2.0%	11823	81	243	0	**88.2**	**1.2**	**73.2**
Royal_AVG_Night	Royal Drive (DVP On-ramp)	Nighttime Impacts	40	8	10582	10%	1058	94.9%	2.9%	2.1%	1005	31	23	0	**70.7**	**1.2**	**55.7**

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

Ontario Road Noise Analysis Method for Environment and Transportation

Ambient Traffic Data (Existing Traffic Volumes)

Road Segment ID	Roadway Name	Link Description	Speed (kph)	Period (h)	Current AADT	Percentage of Traffic in Period	Total Traffic Volumes (Period)	Auto %	Med %	Hvy %	Auto	Med	Heavy	Road Gradient (%)	PWL (dBA)	Source Height, s (m)	Reference Leq (dBA)
Day (7 am to 7 pm)																	
BVA_N_day_min	Broadview Avenue North of Danforth	Daytime Ambient	40	1	8371	3.5%	293	94.6%	2.8%	2.6%	277	8	8	0	**74.7**	**1.3**	**59.6**
BVA_N_eve_min		Evening Ambient	40	1	8371	2.5%	209	94.6%	2.8%	2.6%	198	6	6	0	**73.2**	**1.3**	**58.2**
BVA_N_night_min		Nighttime Ambient	40	1	8371	0.2%	17	94.6%	2.8%	2.6%	16	0	0	0	**62.3**	**1.3**	**47.2**
BVA_S_day_min	Broadview Avenue South of Danforth	Daytime Ambient	40	1	8415	3.5%	295	95.0%	3.0%	2.0%	280	9	6	0	**74.0**	**1.2**	**59.0**
BVA_S_eve_min		Evening Ambient	40	1	8415	2.5%	210	95.0%	3.0%	2.0%	200	6	4	0	**72.6**	**1.2**	**57.5**
BVA_S_night_min		Nighttime Ambient	40	1	8415	0.2%	17	95.0%	3.0%	2.0%	16	1	0	0	**61.6**	**1.2**	**46.5**
DANA_E_day_min	Danforth Ave East of Broadview	Daytime Ambient	40	1	10527	3.5%	368	96.2%	1.9%	1.9%	355	7	7	0	**74.7**	**1.2**	**59.6**
DANA_E_eve_min		Evening Ambient	40	1	10527	2.5%	263	96.2%	1.9%	1.9%	253	5	5	0	**73.2**	**1.2**	**58.1**
DANA_E_night_min		Nighttime Ambient	40	1	10527	0.2%	21	96.2%	1.9%	1.9%	20	0	0	0	**62.2**	**1.2**	**47.2**
DANA_WEB_day_min	Danforth Ave Eastbound West of Broadview	Daytime Ambient	40	1	8685	3.5%	304	97.2%	0.9%	2.0%	295	3	6	0	**73.7**	**1.2**	**58.6**
DANA_WEB_eve_min		Evening Ambient	40	1	8685	2.5%	217	97.2%	0.9%	2.0%	211	2	4	0	**72.2**	**1.2**	**57.2**
DANA_WEB_night_min		Nighttime Ambient	40	1	8685	0.2%	17	97.2%	0.9%	2.0%	17	0	0	0	**61.3**	**1.2**	**46.2**
DANA_WWB_day_min	Danforth Ave Westbound West of Broadview	Daytime Ambient	40	1	8685	3.5%	304	97.2%	0.9%	2.0%	295	3	6	0	**73.7**	**1.2**	**58.6**
DANA_WWB_eve_min		Evening Ambient	40	1	8685	2.5%	217	97.2%	0.9%	2.0%	211	2	4	0	**72.2**	**1.2**	**57.2**
DANA_WWB_night_min		Nighttime Ambient	40	1	8685	0.2%	17	97.2%	0.9%	2.0%	17	0	0	0	**61.3**	**1.2**	**46.2**
DVP_N_day_min	Don Valley Parkway Northbound	Daytime Ambient	90	1	60456	3.5%	2116	97.3%	0.7%	2.0%	2060	14	42	0	**89.7**	**1.2**	**74.6**
DVP_N_eve_min		Evening Ambient	90	1	60456	2.5%	1511	97.3%	0.7%	2.0%	1471	10	30	0	**88.2**	**1.2**	**73.2**
DVP_N_night_min		Nighttime Ambient	90	1	60456	0.2%	121	97.3%	0.7%	2.0%	118	1	2	0	**77.3**	**1.2**	**62.2**
DVP_S_day_min	Don Valley Parkway Southbound	Daytime Ambient	90	1	48393	3.5%	1694	97.3%	0.7%	2.0%	1649	11	34	0	**88.7**	**1.2**	**73.6**
DVP_S_eve_min		Evening Ambient	90	1	48393	2.5%	1210	97.3%	0.7%	2.0%	1178	8	24	0	**87.3**	**1.2**	**72.2**
DVP_S_night_min		Nighttime Ambient	90	1	48393	0.2%	97	97.3%	0.7%	2.0%	94	1	2	0	**76.3**	**1.2**	**61.2**
Royal_day_min	Royal Drive (DVP On-ramp)	Daytime Ambient	40	1	7708	3.5%	270	94.9%	2.9%	2.1%	256	8	6	0	**73.8**	**1.2**	**58.8**
Royal_eve_min		Evening Ambient	40	1	7708	2.5%	193	94.9%	2.9%	2.1%	183	6	4	0	**72.4**	**1.2**	**57.3**
Royal_night_min		Nighttime Ambient	40	1	7708	0.2%	15	94.9%	2.9%	2.1%	15	0	0	0	**61.4**	**1.2**	**46.3**

STAMSON 5.0 NORMAL REPORT Date: 20-06-2025 13:40:52
MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT

Filename: 720broad.te Time Period: 16 hours
Description: Cadna/A vs STAMSON

Road data, segment # 1: Broadview

Car traffic volume : 9129 veh/TimePeriod
Medium truck volume : 289 veh/TimePeriod
Heavy truck volume : 188 veh/TimePeriod
Posted speed limit : 40 km/h
Road gradient : 0 %
Road pavement : 1 (Typical asphalt or concrete)

Data for Segment # 1: Broadview

Angle1 Angle2 : -80.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0
Surface : 2 (Reflective ground surface)
Receiver source distance : 18.00 m
Receiver height : 1.50 m
Topography : 1 (Flat/gentle slope; no barrier)
Reference angle : 0.00

Results segment # 1: Broadview

Source height = 1.18 m

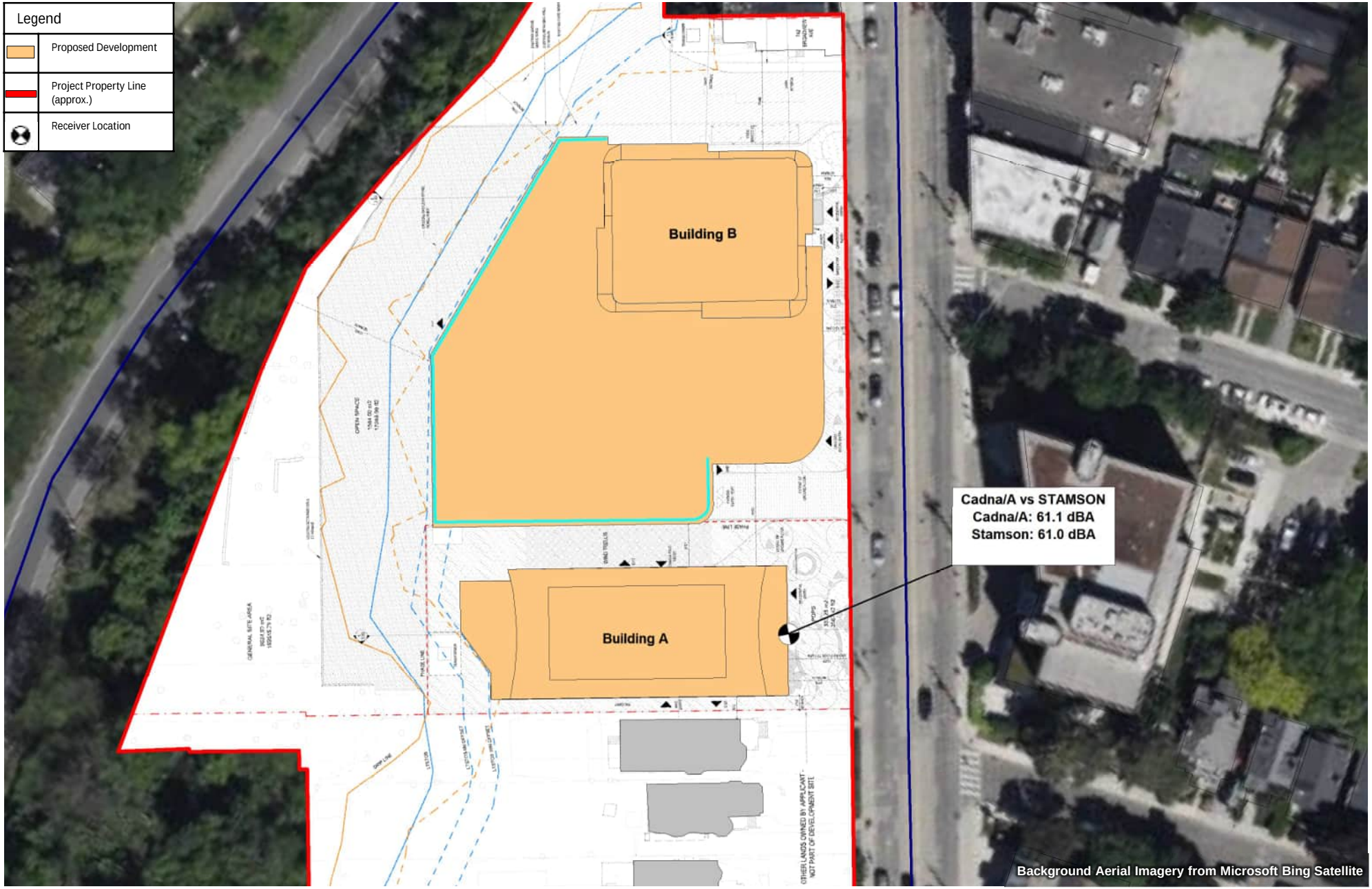
ROAD (0.00 + 61.02 + 0.00) = 61.02 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
-80	90	0.00	62.06	0.00	-0.79	-0.25	0.00	0.00	0.00	61.02

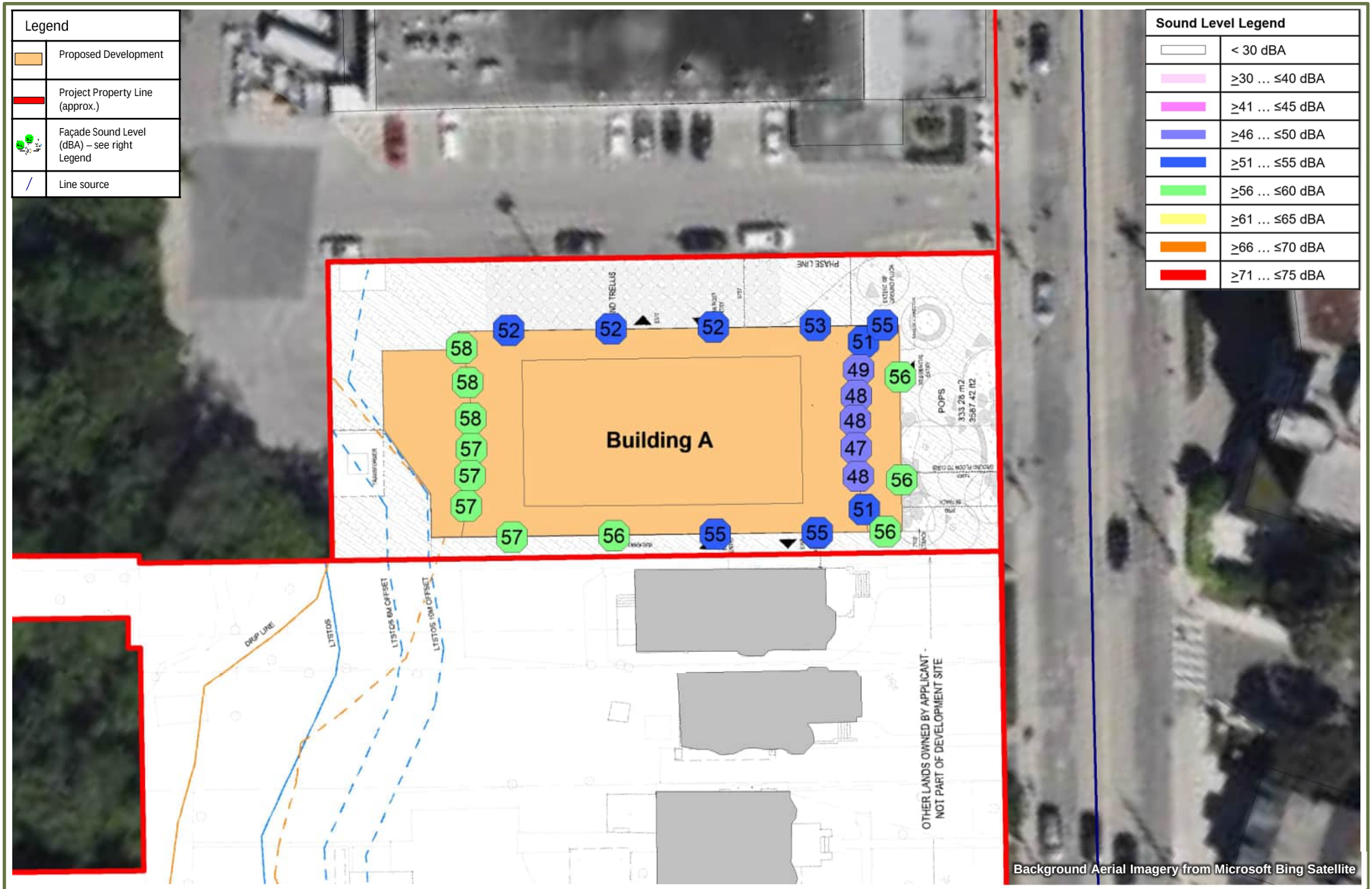
Segment Leq : 61.02 dBA

Total Leq All Segments: 61.02 dBA

TOTAL Leq FROM ALL SOURCES: 61.02



CHOICE PROPERTIES LIMITED PARTNERSHIP	True North	Scale: 1:800	METRES	SLR
720 BROADVIEW AVENUE, TORONTO		Date: Sep. 23, 2025 Rev. 0	Figure No. **C.1**	
COMPARISON OF CADNA/A AND STAMSON OUTPUT		Project No. 201.089558.0001		



CHOICE PROPERTIES LIMITED PARTNERSHIP

720 BROADVIEW AVENUE, TORONTO

PREDICTED AMBIENT ROAD TRAFFIC SOUND LEVELS – MINIMUM PER FAÇADE – MINIMUM DAYTIME HOUR

True North

Scale: 1:500

METRES

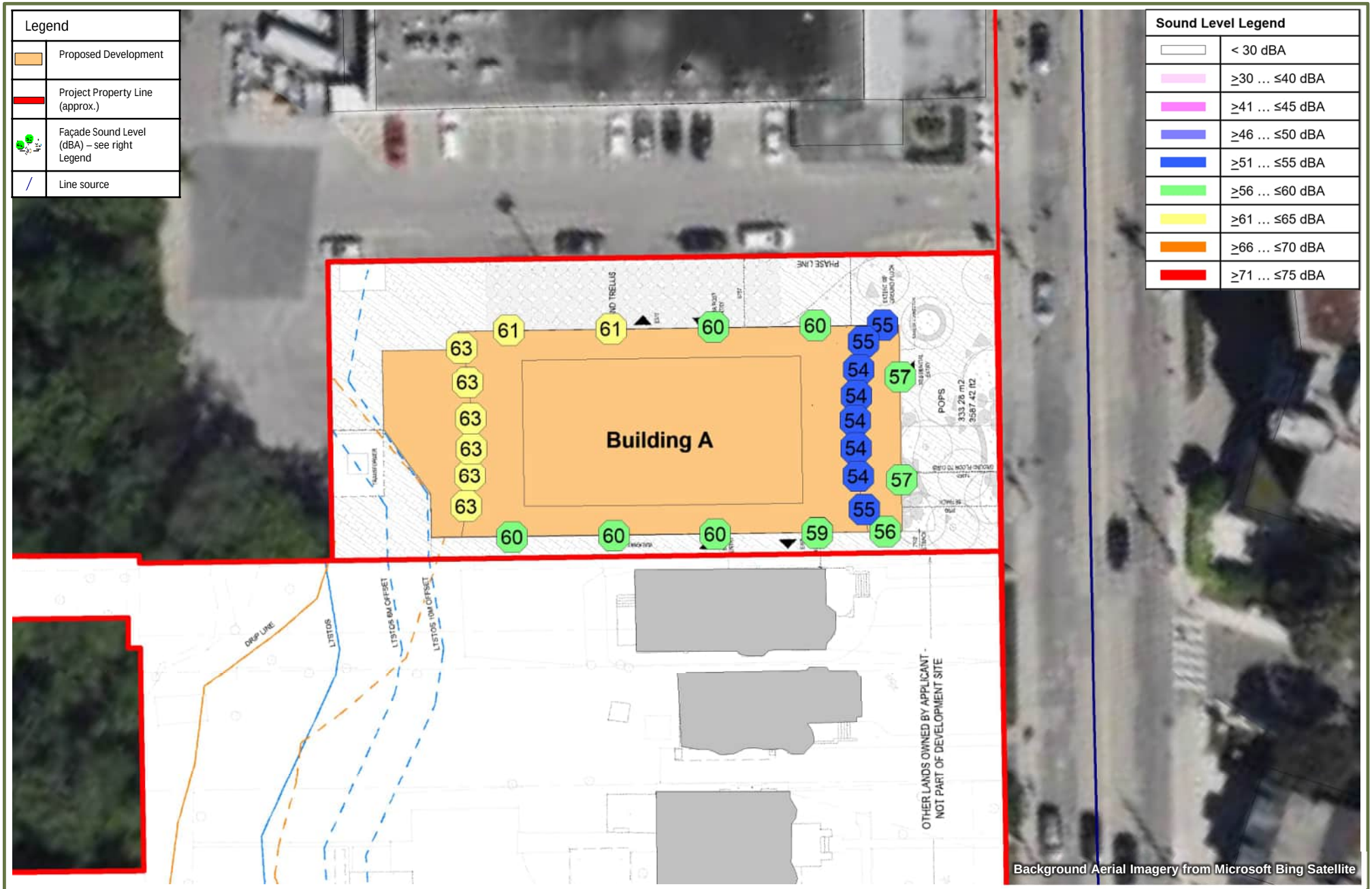
Date: Sep. 23, 2025

Rev. 0

Project No. 201.089558.0001

Figure No. **B.2**

SLR



CHOICE PROPERTIES LIMITED PARTNERSHIP

720 BROADVIEW AVENUE, TORONTO

PREDICTED AMBIENT ROAD TRAFFIC SOUND LEVELS – MAXIMUM PER FAÇADE – MINIMUM DAYTIME HOUR

True North

Scale: 1:500

METRES

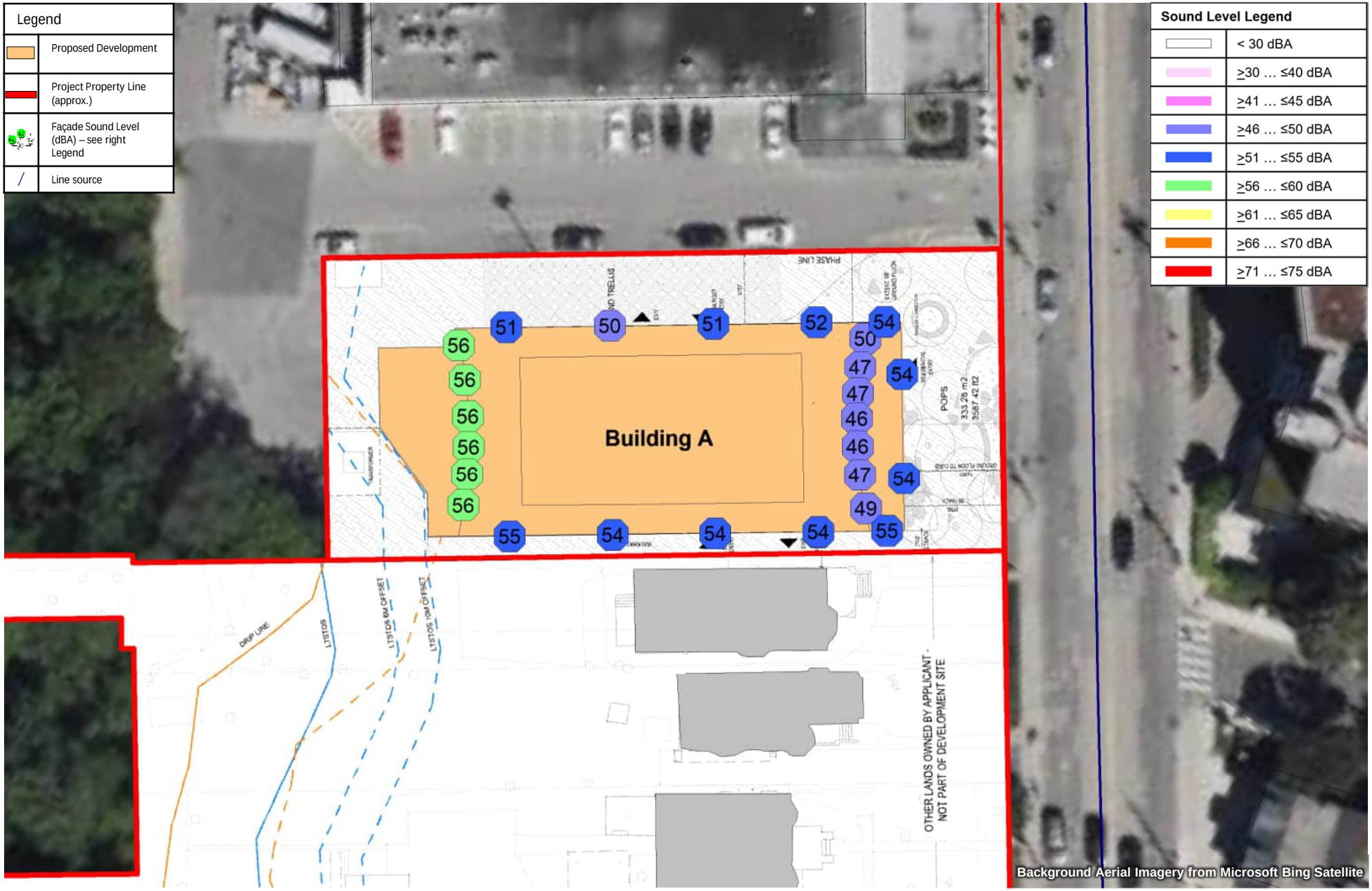
Date: Sep. 23, 2025

Rev. 0

Project No. 201.089558.0001

Figure No. **B.3**

SLR



CHOICE PROPERTIES LIMITED PARTNERSHIP

720 BROADVIEW AVENUE, TORONTO

PREDICTED AMBIENT ROAD TRAFFIC SOUND LEVELS – MINIMUM PER FAÇADE – MINIMUM EVENING HOUR

True North

Scale: 1:500

METRES

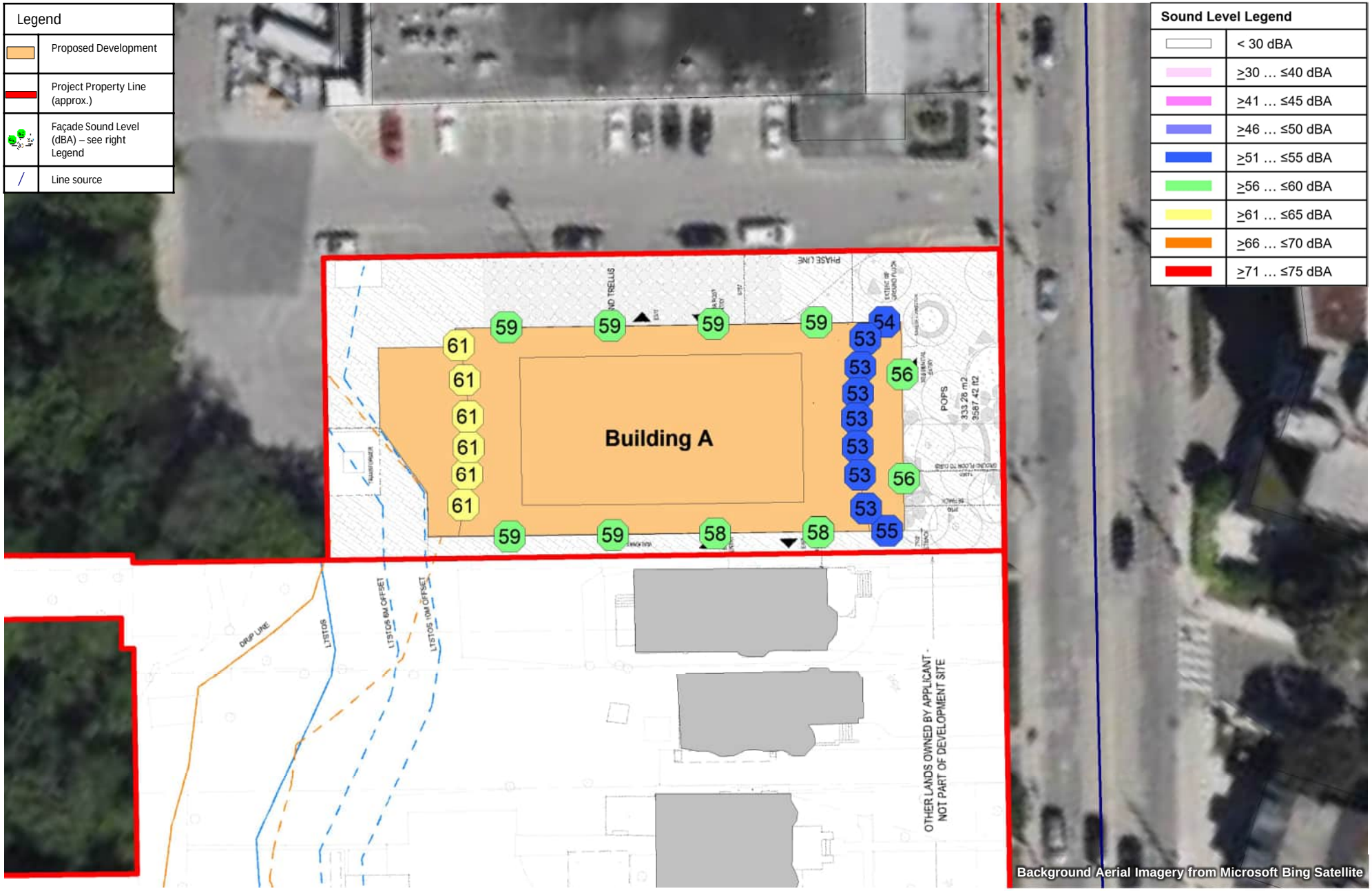
Date: Sep. 23, 2025

Rev. 0

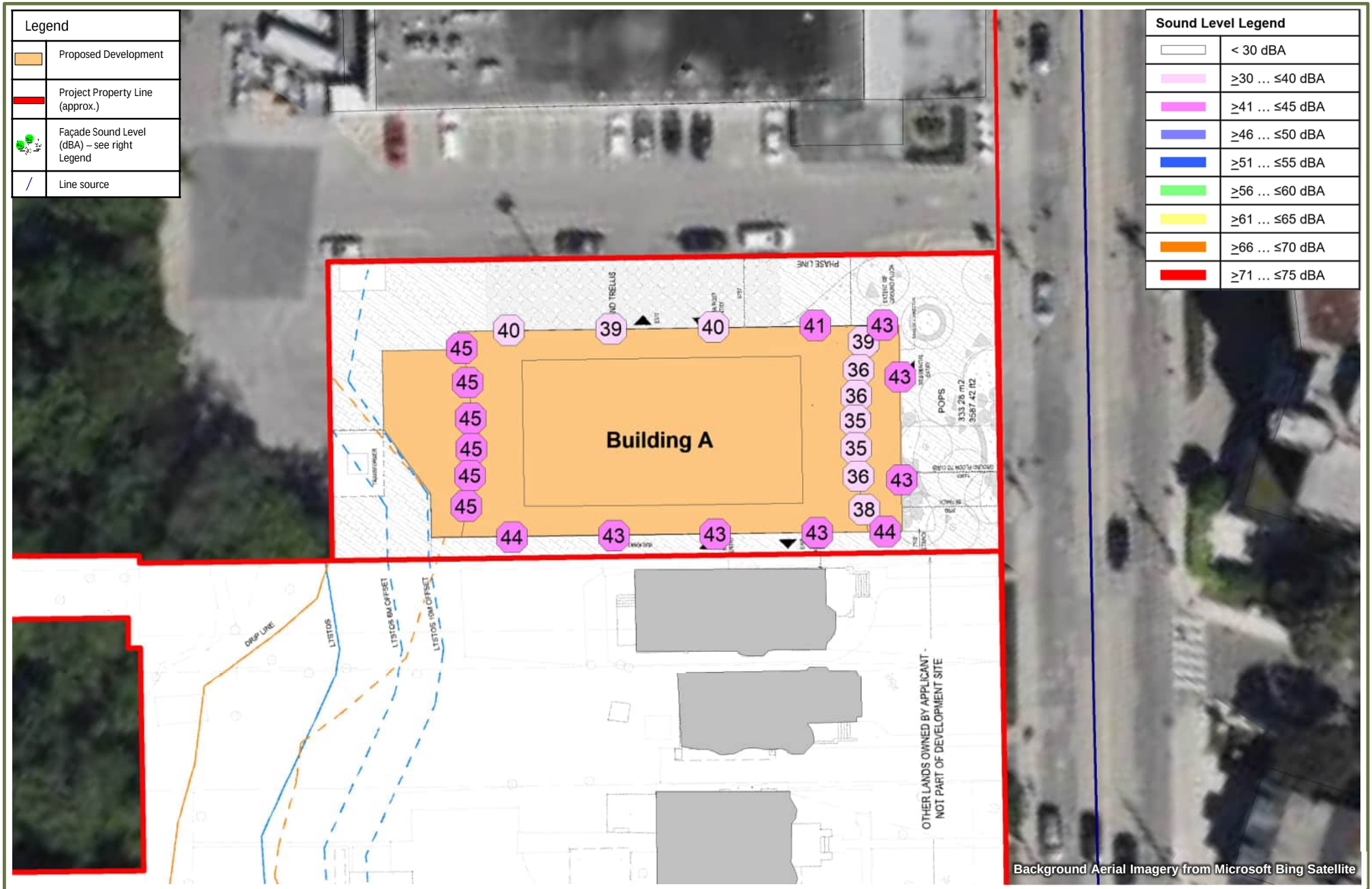
Project No. 201.089558.0001

Figure No. **B.4**

SLR



CHOICE PROPERTIES LIMITED PARTNERSHIP	True North	Scale: 1:500	METRES
720 BROADVIEW AVENUE, TORONTO		Date: Sep. 23, 2025 Rev. 0	Figure No. **B.5**
PREDICTED AMBIENT ROAD TRAFFIC SOUND LEVELS – MAXIMUM PER FAÇADE – MINIMUM EVENING HOUR		Project No. 201.089558.0001	



CHOICE PROPERTIES LIMITED PARTNERSHIP

720 BROADVIEW AVENUE, TORONTO

PREDICTED AMBIENT ROAD TRAFFIC SOUND LEVELS – MINIMUM PER FAÇADE – MINIMUM NIGHTTIME HOUR

True North

Scale: 1:500

METRES

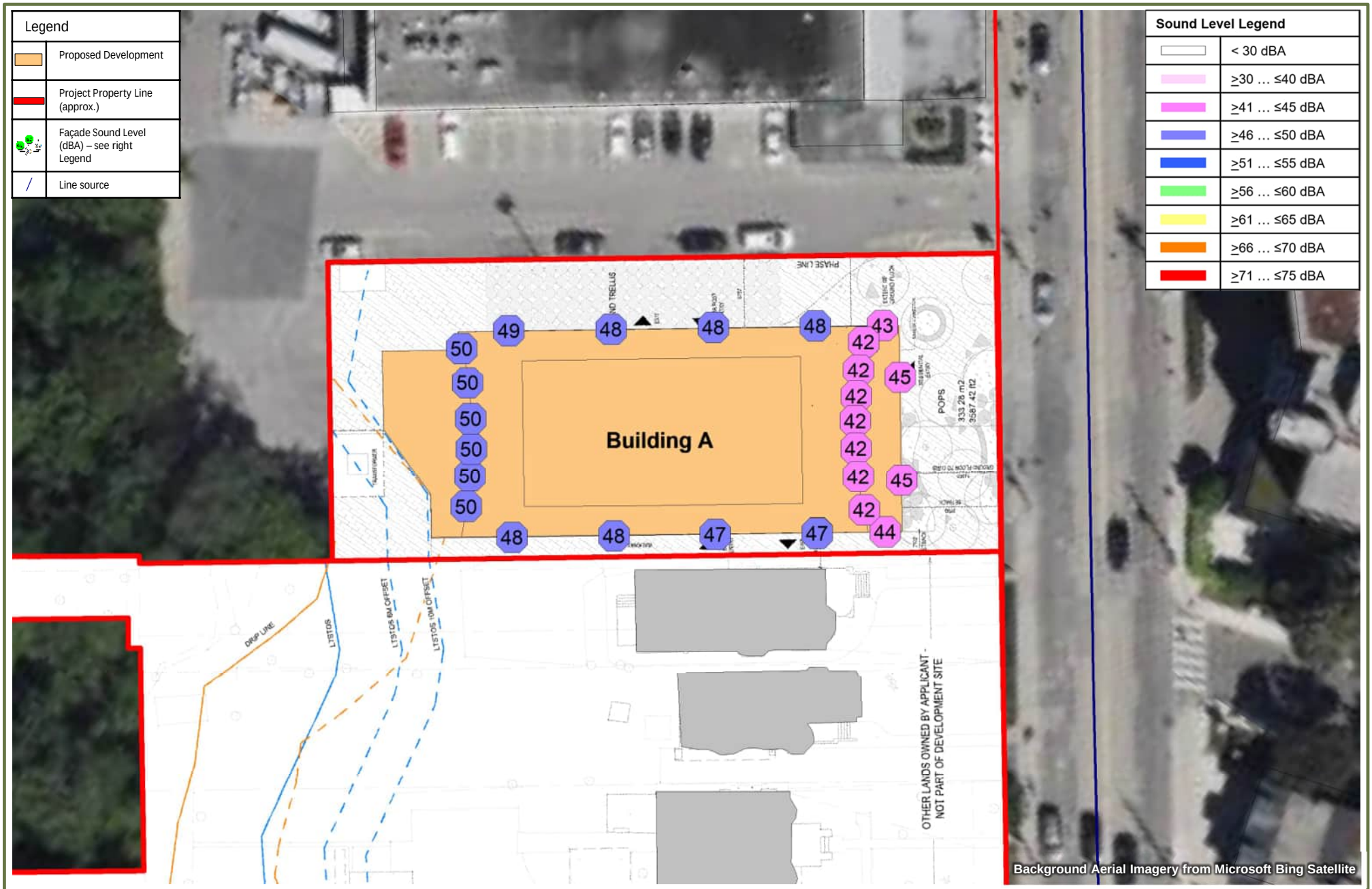
Date: Sep. 23, 2025

Rev. 0

Project No. 201.089558.0001

Figure No. **B.6**

SLR



CHOICE PROPERTIES LIMITED PARTNERSHIP

720 BROADVIEW AVENUE, TORONTO

PREDICTED AMBIENT ROAD TRAFFIC SOUND LEVELS – MAXIMUM PER FAÇADE – MINIMUM NIGHTTIME HOUR

True North

Scale: 1:500

METRES

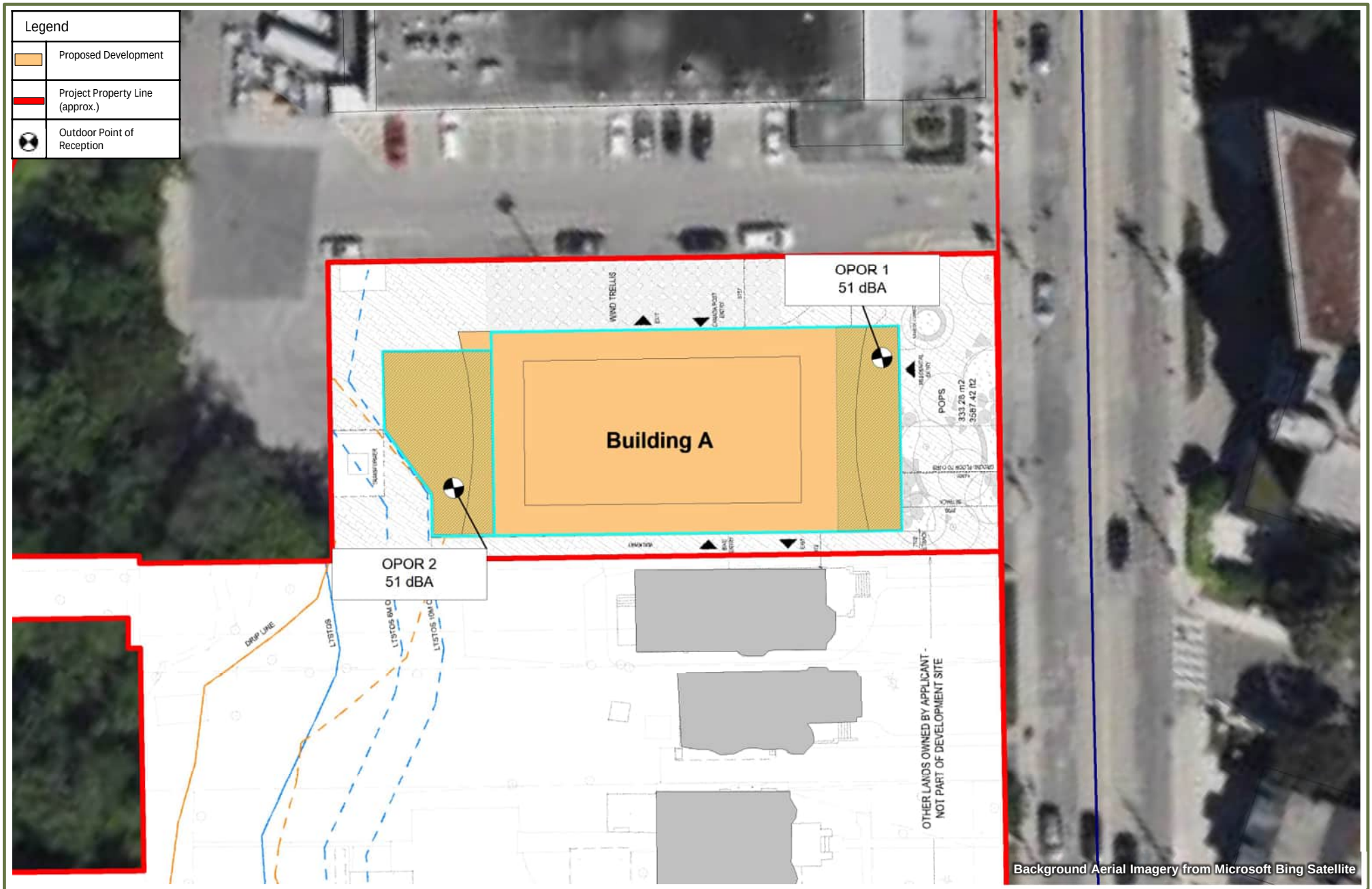
Date: Sep. 23, 2025

Rev. 0

Project No. 201.089558.0001

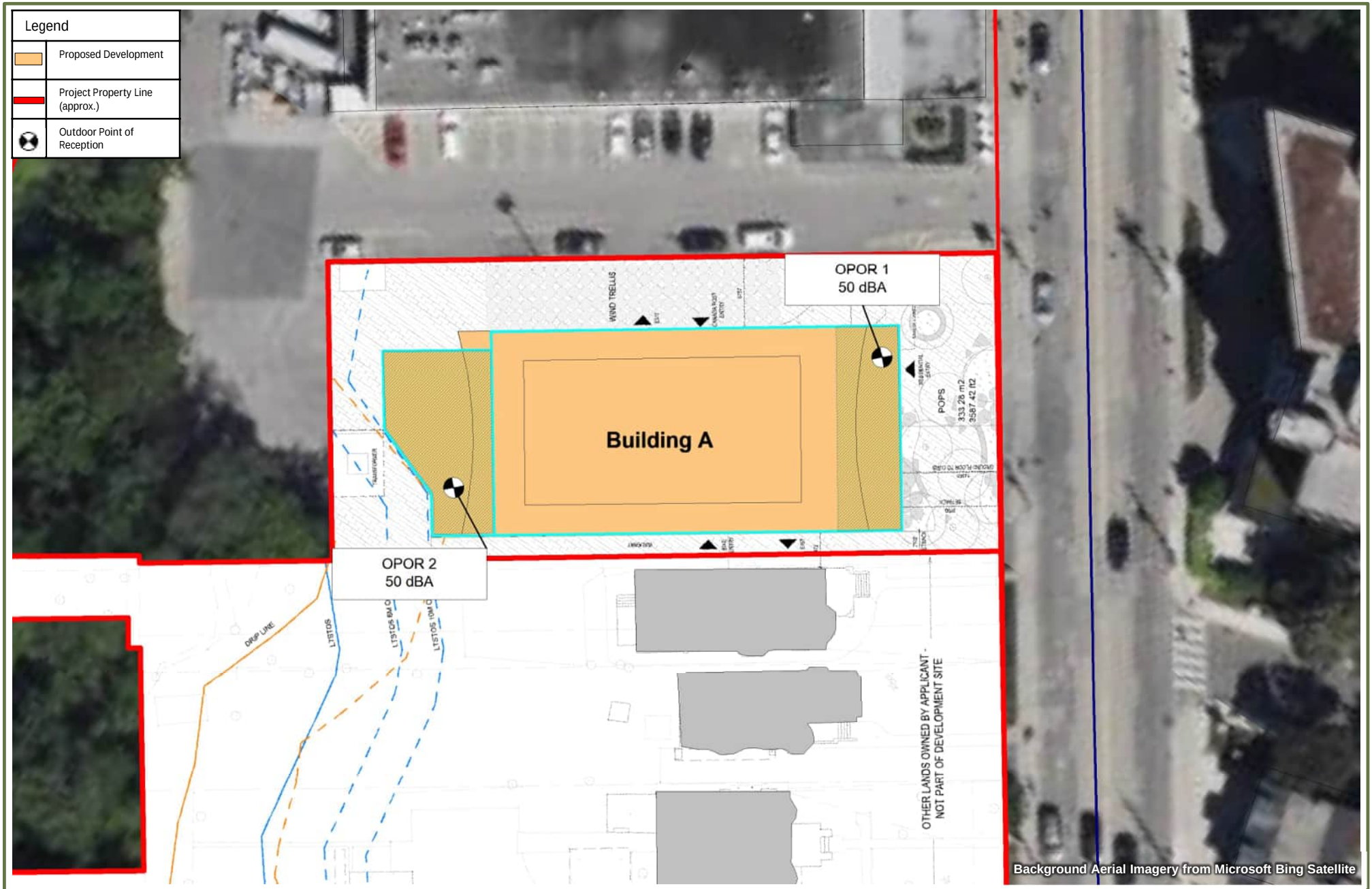
Figure No. **B.7**

SLR



CHOICE PROPERTIES LIMITED PARTNERSHIP	True North	Scale: 1:500	METRES
720 BROADVIEW AVENUE, TORONTO		Date: Sep. 23, 2025 Rev. 0	Figure No. **B.8**
PREDICTED AMBIENT ROAD TRAFFIC SOUND LEVELS – OUTDOOR POINTS OF RECEPTION -DAYTIME		Project No. 201.089558.0001	

SLR



CHOICE PROPERTIES LIMITED PARTNERSHIP	True North	Scale: 1:500	METRES
720 BROADVIEW AVENUE, TORONTO		Date: Sep. 23, 2025 Rev. 0	Figure No. **B.9**
PREDICTED AMBIENT ROAD TRAFFIC SOUND LEVELS – OUTDOOR POINTS OF RECEPTION -EVENING		Project No. 201.089558.0001	

Appendix C Warning Clause and Mitigation Summary

Environmental Noise and Vibration Study

720 Broadview Avenue, Toronto

Choice Properties Limited Partnership

SLR Project No.: 241.089558.00001

September 23, 2025

Appendix C Ventilation, Warning Clause and Mitigation Summary

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

A summary of the warning clause, ventilation and mitigation recommendations is included in Table C.1.

MECP Type D: *"This dwelling unit has been supplied with a central air conditioning system which will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment."*

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

MECP Type F: *"Purchasers/tenants are advised that sound levels due to the adjacent commercial land use are required to comply with sound level limits that are protective of indoor areas and are based on the assumption that windows and exterior doors are closed. This dwelling unit has been supplied with a ventilation/air conditioning system which allows windows and exterior doors to remain closed."*

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

Development Location/Building	Barrier Recommendation	Façade / Window Recommendation	Ventilation Recommendation	Recommended Warning Clauses
Phase 1, Building A	1.8 m parapet wall barrier around lower amenity terrace 1.1 m parapet wall around upper amenity terrace [1]	STC 50 / OBC	Central AC	Type D, Type E, Type F
Phase 2, Building B	1.8 m parapet wall barrier around amenity terrace [1]	STC 50 / OBC	Central AC	Type D, Type E
Notes: [1] Refer to Figure 6B and Figure 7B for barrier locations and extents.				

Appendix D Stationary Source Modelling Details

Environmental Noise and Vibration Study

720 Broadview Avenue, Toronto

Choice Properties Limited Partnership

SLR Project No.: 241.089558.00001

September 23, 2025

Table D.1: Summary of Noise Source Sound Power Levels

Source Description	ID	Maximum Sound Power Levels (1/1 Octave Band Levels)									Total PWL (dBA)	Notes
		32 (dB)	63 (dB)	125 (dB)	250 (dB)	500 (dB)	1000 (dB)	2000 (dB)	4000 (dB)	8000 (dB)		
Ontario Food Terminal												
HVAC Unit (6 ton)	Carrier_KCA06		88	83	76	74	71	67	64	60	77	- Based on Manufacturer's Data - Assumed to operate with 100% duty during day and evening with 50% duty cycle during night
HVAC Unit (7.5 ton)	YORK_ZJ090		86	91	87	84	80	76	71	65	86	- Based on Manufacturer's Data - Assumed to operate with 100% duty during day and evening with 50% duty cycle during night
HVAC Unit (20 ton)	York_AV20		95	88	80	78	77	74	72	68	82	- Based on Manufacturer's Data - Assumed to operate with 100% duty during day and evening with 50% duty cycle during night
Large Reefer Truck - front	reefer_lrg	97	112	102	104	100	95	94	89	80	82	- Based on SLR historical data - Assumed to operate continuously during day only
Mushroom Exhaust Fan- Medium	Cook_Mushroom		80	84	87	75	72	66	61	54	81	- Based on Measured data - Assumed to operate continuously during all periods of the day
Mushroom Exhaust Fan- Large	MushroomEx_Large		104	104	97	93	87	83	77	71	95	- Based on SLR historical data - Assumed to operate continuously during all periods of the day
Air Cooled Condenser - 4 fan	ACC_4f	84	92	96	85	81	78	71	65	55	84	- Based on Measured data - Assumed to operate with 75% duty during all periods of the day
Air Cooled Condenser - 6 fan	ACC_6f	87	94	100	90	86	82	75	69	61	89	- Based on Measured data - Assumed to operate with 75% duty during all periods of the day
Generic MUA - Inlet	GEN_MUA_Inlet		78	79	73	75	69	63	56	45	75	- Based on SLR historical data - Assumed to operate with 100% duty during day and evening with 50% duty cycle during night
Generic MUA - Casing	GEN_MUA_Case		72	79	69	67	60	48	34	25	68	- Based on SLR historical data - Assumed to operate with 100% duty during day and evening with 50% duty cycle during night
Heavy Truck - Passby	HeavyTruckPassby	98	101	101	97	96	96	92	84	78	100	- Based on SLR historical data - Assumed one moving truck at 20km/hour during day only
Heavy Truck - Idling	HeavyTruckIdle	19	93	88	83	90	87	88	82	71	93	- Based on SLR historical data - Assumed to operate 5 minuites per hour during day only

Sound Transmission Calculation - No Frills - Daytime

Composite?	Use Outdoor Sound Level Scenario:	
Y	1	**Outdoor**

TL				Remaining	Area (m^2)	STC	
Material 1	605	Select:	GLASS BBN 1a: 1- pane 1/4"		6.3	28	Window - Glazing (OBC)
Material 2	130	Select:	EXTERIOR - Vinyl siding - 1/2" OSB - 1" rigid insul - 2 x 4 wood studs 16" on centre insulated - resilie	0	2.7	48	Exterior Wall (Precast STC Equivaler
Material 3							
Material 4		Select:					

Transmission Loss (dB)

	63 Hz	125 Hz	250 Hz	500 Hz	1000 Hz	2000 Hz	4000 Hz	8000 Hz
Material 1	14	20	25	27	28	28	31	34
Material 2	17	23	36	58	75	84	86	89
Material 3	0	0	0	0	0	0	0	0
Material 4	0	0	0	0	0	0	0	0
Composite	**15**	**21**	**26**	**29**	**30**	**30**	**33**	**36**

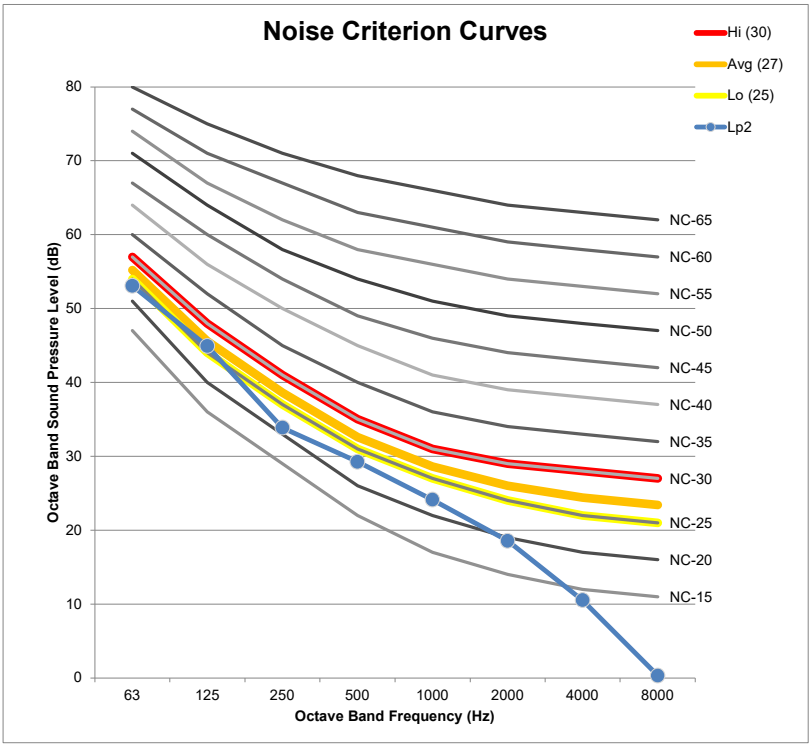
Sound Pressure Level (dB)

Summary	63 Hz	125 Hz	250 Hz	500 Hz	1000 Hz	2000 Hz	4000 Hz	8000 Hz	dB	dBA	
	65.9	65	58.2	54.6	50.4	45.4	40	31.9	69.1	56.9	<-------- Free Field Sound Level at window
	3	3	3	3	3	3	3	3			<-------- Façade Correction (per BPN-56)
	0	0	0	0	0	0	0	0			<-------- Angle of incidence correction per BPN-56
Lp1	68.9	68.0	61.2	57.6	53.4	48.4	43.0	34.9	72.1	59.9	<-------- Resulting sound level at façade
TL	14.8	20.7	26.4	28.5	29.5	29.5	32.5	35.5			
Lp2	53.1	44.9	33.9	29.3	24.1	18.5	10.5	0.3	53.8	**33.7**	<-------- Resulting sound level indoors

NC	24	**27**	22	24	23	20	< 15	< 15

<-------- NC Level met in each octave band
Highlighted level is NC rating of noise

Target	103. Private Residence						
Lo (25)	54	44	37	31	27	24	22	21
Avg (27)	55	46	39	33	29	26	24	23
Hi (30)	57	48	41	35	31	29	28	27



Sound Transmission Calculation - No Frills - Nighttime

Composite?	Use Outdoor Sound Level Scenario:	
Y	1	**Outdoor**

TL				Remaining	Area (m^2)	STC	
Material 1	605	Select:	GLASS BBN 1a: 1- pane 1/4"		6.3	28	Window - Glazing
Material 2	130	Select:	EXTERIOR - Vinyl siding - 1/2" OSB - 1" rigid insul - 2 x 4 wood studs 16" on centre insulated - resilie	0	2.7	48	Exterior Wall
Material 3							
Material 4		Select:					

Transmission Loss (dB)

	63 Hz	125 Hz	250 Hz	500 Hz	1000 Hz	2000 Hz	4000 Hz	8000 Hz
Material 1	14	20	25	27	28	28	31	34
Material 2	17	23	36	58	75	84	86	89
Material 3	0	0	0	0	0	0	0	0
Material 4	0	0	0	0	0	0	0	0
Composite	**15**	**21**	**26**	**29**	**30**	**30**	**33**	**36**

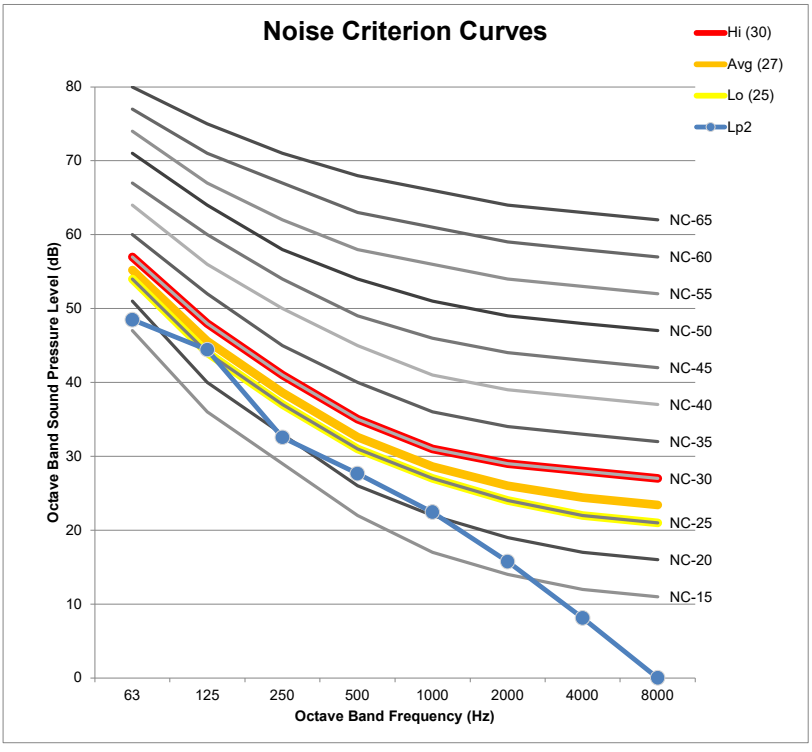
Sound Pressure Level (dB)

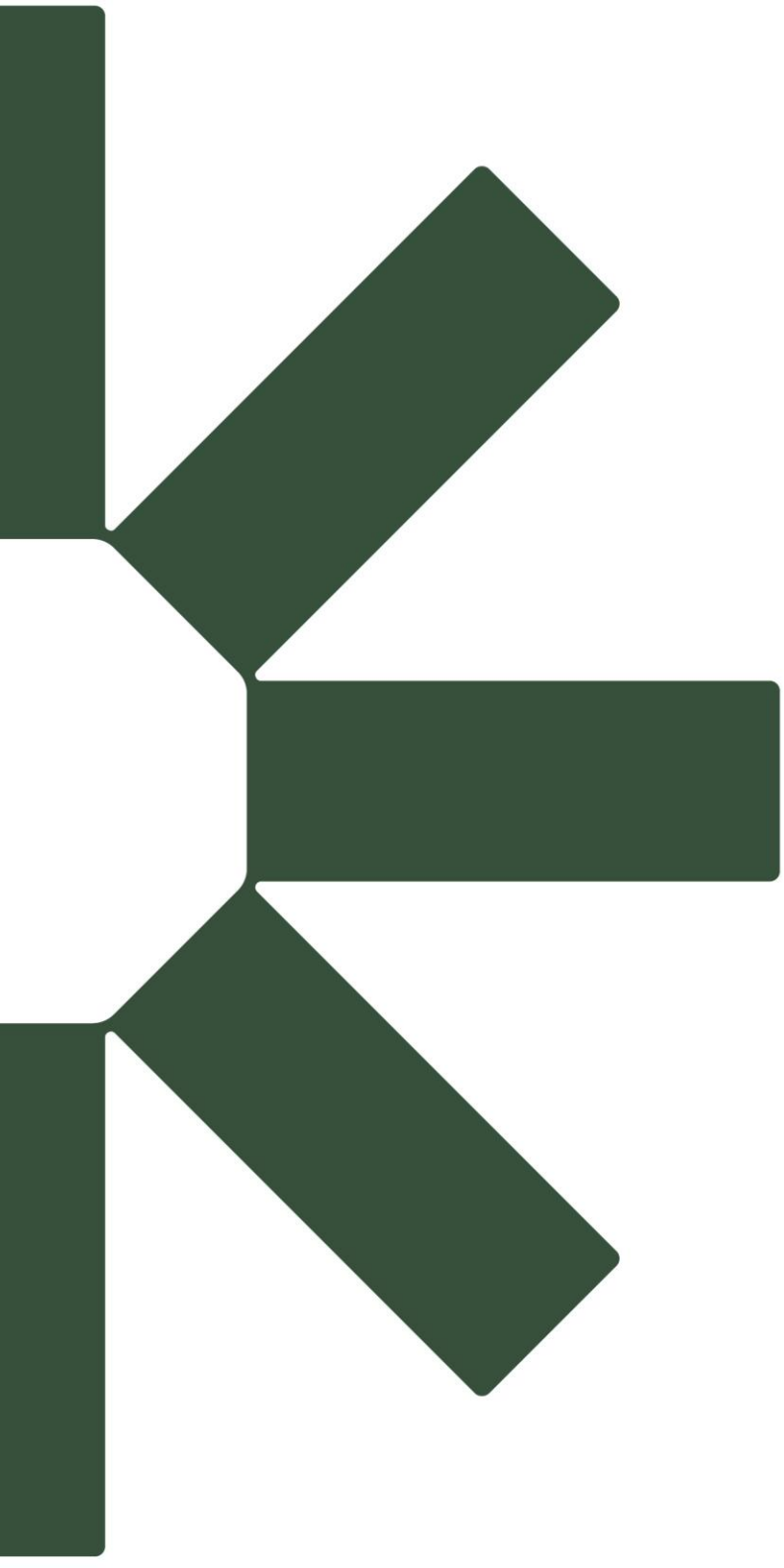
Summary	63 Hz	125 Hz	250 Hz	500 Hz	1000 Hz	2000 Hz	4000 Hz	8000 Hz	dB	dBA	
	61.3	64.5	56.9	53	48.7	42.6	37.6	29.5	67.0	55.3	<-------- Free Field Sound Level at window
	3	3	3	3	3	3	3	3			<-------- Façade Correction (per BPN-56)
	0	0	0	0	0	0	0	0			<-------- Angle of incidence correction per BPN-56
Lp1	64.3	67.5	59.9	56.0	51.7	45.6	40.6	32.5	70.0	58.3	<-------- Resulting sound level at façade
TL	14.8	20.7	26.4	28.5	29.5	29.5	32.5	35.5			
Lp2	48.5	44.4	32.6	27.7	22.4	15.7	8.1	0.0	50.0	**32.1**	<-------- Resulting sound level indoors

NC	17	**26**	20	22	21	17	< 15	< 15

<-------- NC Level met in each octave band
Highlighted level is NC rating of noise

Target	103. Private Residence						
Lo (25)	54	44	37	31	27	24	22	21
Avg (27)	55	46	39	33	29	26	24	23
Hi (30)	57	48	41	35	31	29	28	27





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