

December 1, 2021

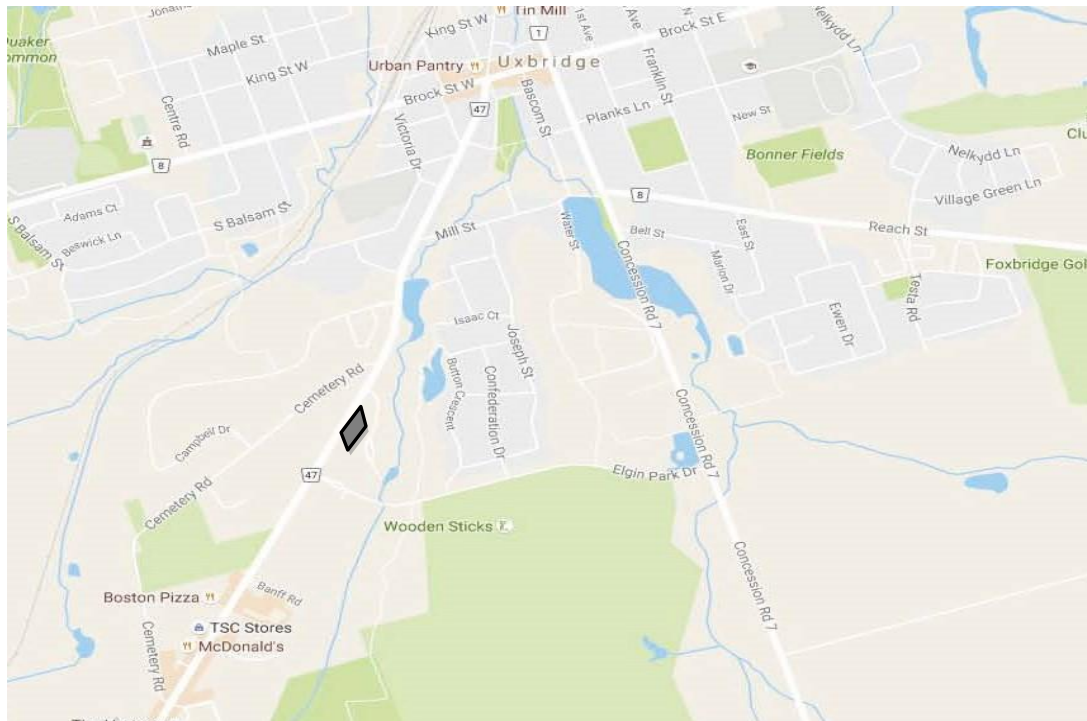
Regional Municipality of Durham  
Development Department  
605 Rossland Road  
Whitby, Ontario L1N 6A3

**Re: Noise Impact Study - Revised  
Proposed Residential Development  
181 Toronto Street South  
Part Lot 28, Concession 6  
Township of Uxbridge  
Project No. Y2102A**

## **INTRODUCTION**

We are pleased to submit for your review a letter describing the results of our investigation of the noise environment for the above noted site based on the latest Conceptual Site Plan dated November 2021. The present report recommends noise abatement measures to meet the sound levels acceptable to the Regional of Durham, Township of Uxbridge and the Ministry of Environment.

The proposed development will be comprised of 2 townhouse building fronting Toronto Street. The surrounding land uses are existing and proposed residential developments. The location of the proposed residential development is further indicated by the key plan below.



## **NOISE SOURCES**

The study addresses noise generated by vehicular traffic on Toronto Street (Durham Highway No.47) to the west in the Township of Uxbridge. Noise generated by all other roads are not expected to be significant due to low traffic volumes and distance separation.

Traffic volume information was obtained from the Planning Department of the Regional Municipality of Durham dated January 2021 and summarized in Table 1 below.

Projected Annual Average Daily Traffic *	16,000
Percent Trucks	15%
Percent of Heavy and Medium trucks	80:20
Speed (km/hr)	50
Number of Lanes	2

\* The projected traffic data provided by the Region of Durham.

The York-Durham Heritage Railway is located at approximately 500m from the proposed residential. The York-Durham Heritage Railway trains operate with limited seasonal services on the weekends and holidays only with a maximum of 4 trains per day, 2 locomotives and a maximum speed of 80 km/h. There are no GO transit trains and freight train pass-bys for this section of railway. Therefore, the noise impact from the railway is considered acoustically insignificant and railway warning clauses are not required.

Sound levels were calculated using the Ministry of Environment's Stanson 5.04 computer-based noise prediction model and evaluated with the sound level criteria and warning clauses recommended by the Ministry of Environment. The analysis and warning clauses are included in this letter.

## **VENTILATION REQUIREMENTS**

Based on the noise analysis, the daytime sound level for the proposed residential development fronting Toronto Street is expected to be 66.83 dBA and the night-time sound levels is expected to be 60.65 dBA.

Therefore, Mandatory air conditioning is required for all the proposed residential parts/units fronting Toronto Street with the addition of Warning Clause Type D.

Warning Clause Type D:

*"This dwelling unit was fitted with a central air conditioner to allow the windows and exterior doors to remain closed, thereby achieving indoor sound levels within the limits recommended by the Ministry of Environment. (Note: The location and installation of the outdoor air conditioning device should be done so as to comply with noise criteria of MOE Publication NPC-216, Residential Air Conditioning Devices and thus minimize the noise impacts both on and in the immediate vicinity of the subject property)."*

## **OUTDOOR MEASURES**

The designated outdoor amenity areas for the buildings are the balconies above garages facing the laneway and away from Toronto Street. The sound level at the balconies outdoor amenity areas is expected to be between 55dBA and 60dBA in the absence of mitigative measures.

Therefore, noise mitigation measures are not required. However, we recommend the following warning clause Type A to be incorporated into the Development Agreement for all parts/units:

Warning Clause Type A:

*"Purchasers/tenants are advised that the sound levels due to increasing road traffic may continue to be of concern, occasionally interfering with the activities of the occupants as the noise levels may exceed the noise criteria of the Municipality and the Ministry of the Environment."*

## **BUILDING COMPONENTS**

Building components within the proposed development were investigated using the STC (Sound Transmission Class) method recommended by the M.E.C.P. Floor plans of the proposed building are provided by John G. Williams Limited Architect dated November 2021. In order to ensure acceptable daytime indoor sound levels, the various building components must provide a STC rating of 31 for windows and a STC rating of 36 for the exterior wall construction and for night-time second storey sound levels, the various building components must provide a STC rating of 28 for windows and a STC rating of 33 for exterior wall construction.

As per the architectural plans, the exterior walls of the Front Walls are expected to be brick veneer/Stone meeting an STC rating of 54. Since the exterior wall STC rating is higher, the window STC rating drops to below STC 30.

STC ratings of 30 or less for windows and STC ratings of 38 or less for exterior walls are standard Ontario Building Code (OBC) construction. Therefore, standard windows for all the residential units fronting Toronto Street and standard exterior wall construction for the sides and rear walls are sufficient.

## **STATIONARY NOISE SOURCES ASSESSMENT**

Existing retail commercial buildings are located west and east of Toronto Street at 80m or more to the south and an existing 3 storey retirement home and apartment building are located at 70m to the south and 180m to the north, respectively.

Due to distance separation and the nature of the existing commercial developments and retirement/residential developments, the stationary noise sources are considered to be acoustically insignificant.

## **SUMMARY AND CONCLUSION**

The summary of recommendations for ventilation, building components, outdoor control measures and warning clauses are included in Table 2:

<b>TABLE 2: SUMMARY OF NOISE MITIGATION MEASURES</b>				
<b>LOCATION</b>	<b>VENTILATION REQUIREMENT</b>	<b>BUILDING COMPONENTS</b>	<b>OUTDOOR MITIGATION MEASURES</b>	<b>WARNING CLAUSES</b>
Buildings 1 and 2 (All Units)	Mandatory air Conditioning	Front Walls: STC 54 Side/Rear Walls: OBC Windows: OBC	No	Type BA and D

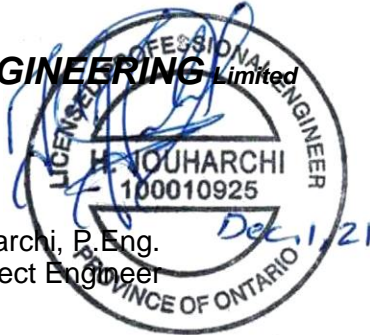
\* OBC: Ontario Building Code Standard.

This report has determined that sound levels acceptable to the Ministry of Environment, Township of Uxbridge and the Regional Municipality of Durham will be achieved using the abatement measures as described in this Noise Impact Study.

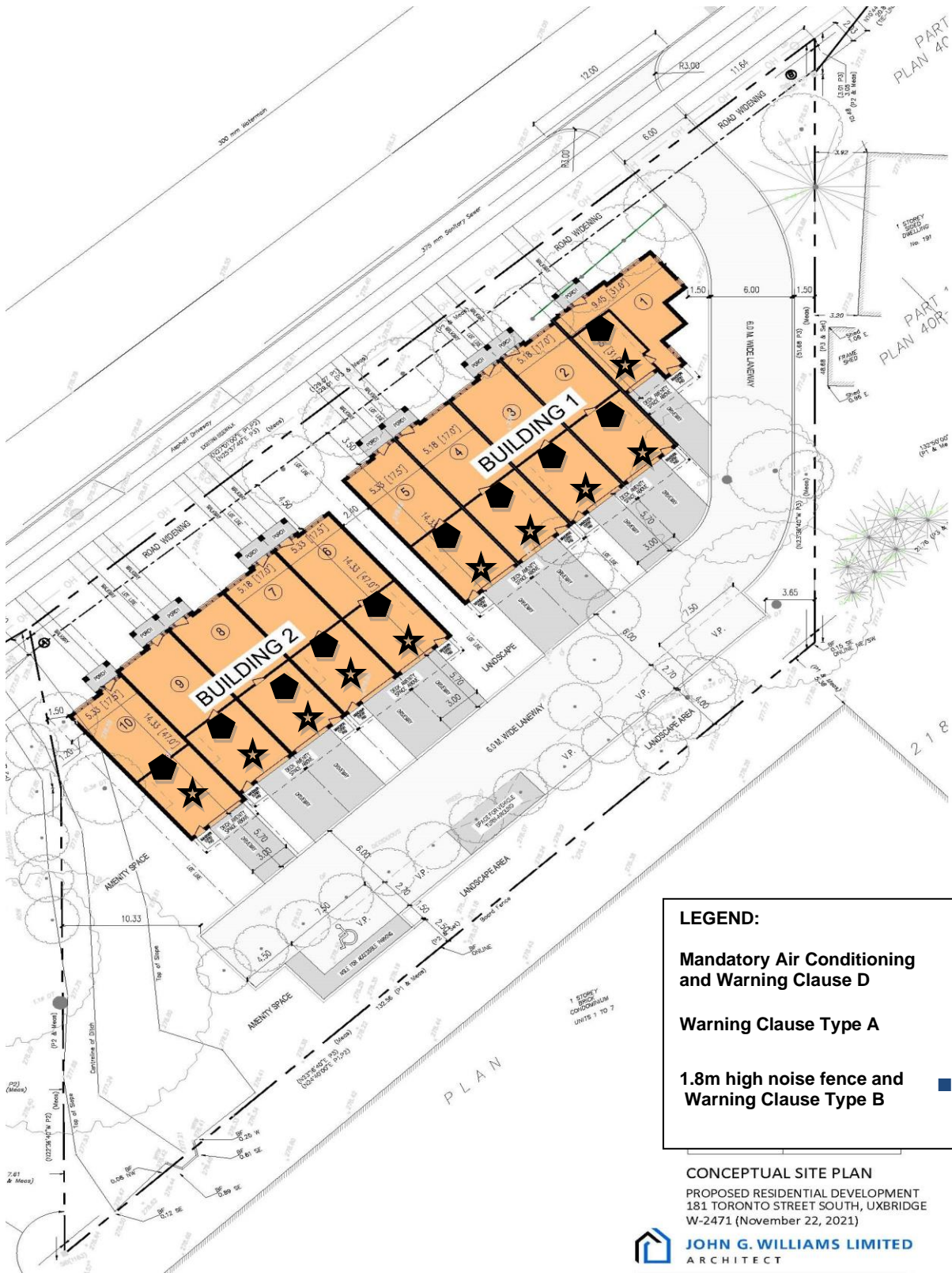
Should you have any questions regarding this report, please contact the undersigned.

Yours truly,

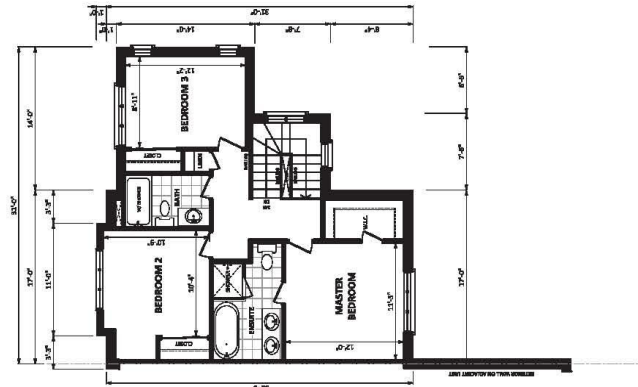
**YCA ENGINEERING** Limited



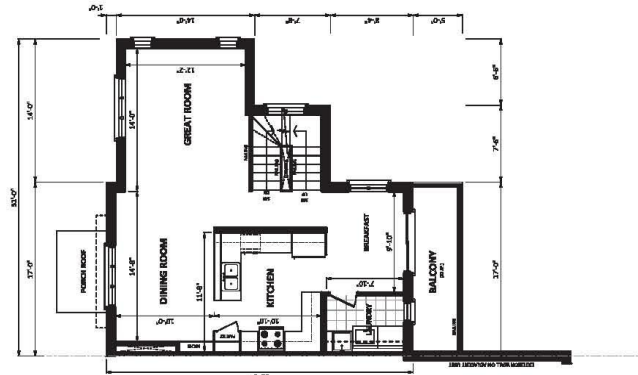
Hava Jouharchi, P. Eng.  
Senior Project Engineer



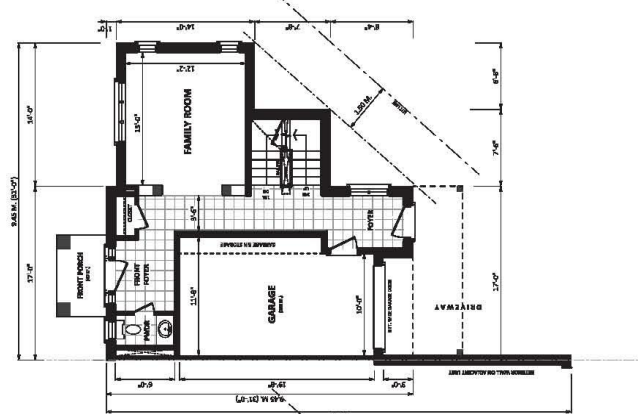
**FIGURE 1 - 181 Toronto Street  
 Proposed Residential Development  
 NOISE MITIGATION MEASURES**



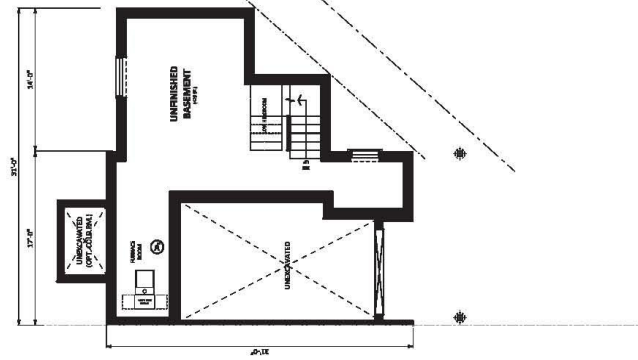
**THIRD FLOOR PLAN**  
 F.L.R. AREA - 762 S.F. (73.28 SMA)



**MAIN FLOOR PLAN**  
 F.L.R. AREA - 781 S.F. (73.25 SMA)

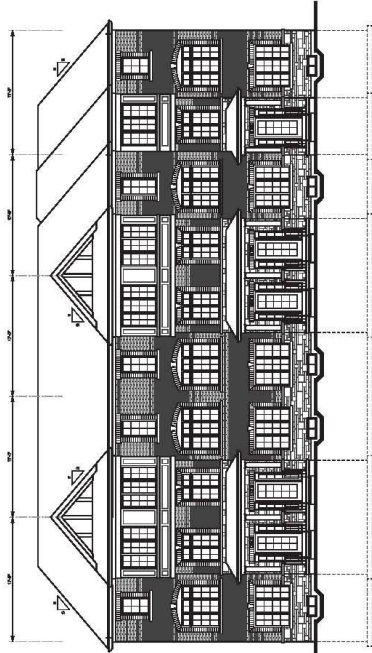


**GROUND FLOOR PLAN**  
 F.L.R. AREA - 513 S.F. (47.68 SMA)

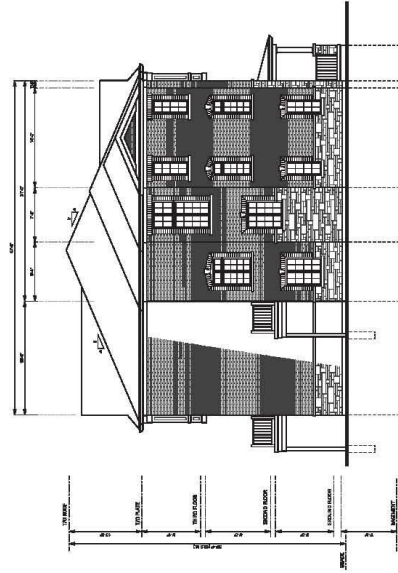


**BASEMENT PLAN**

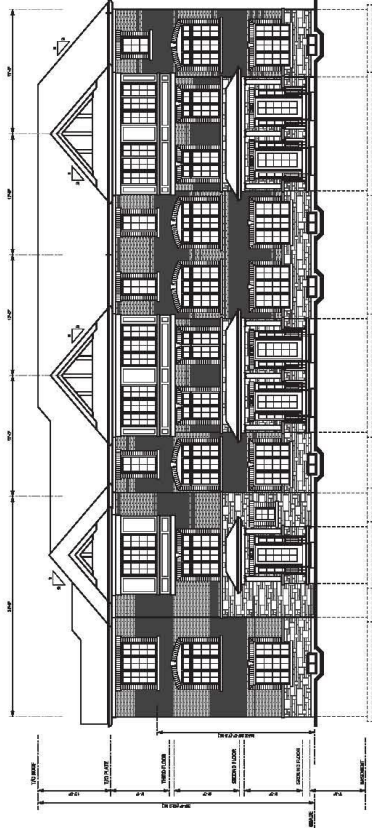




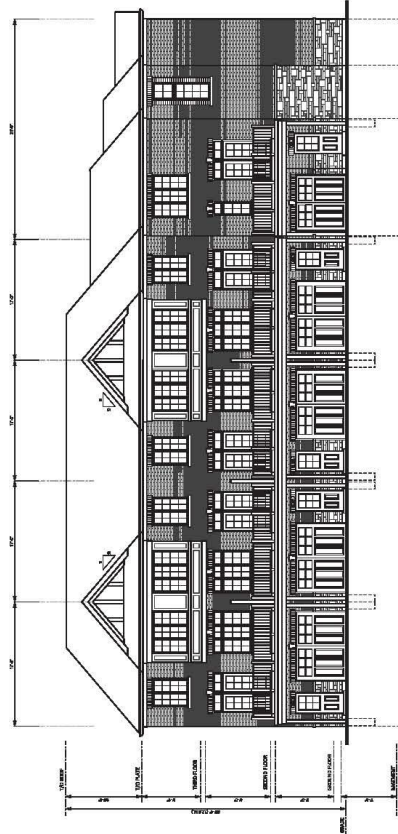
**BUILDING 2 - FRONT ELEVATION**



**BUILDING 1 - FLANKAGE ELEVATION**



**BUILDING 1 - FRONT ELEVATION**



**BUILDING 1 - REAR ELEVATION**





The Regional Municipality of Durham

Planning and Economic Development Department

Planning Division

605 ROSSLAND RD. E. 4TH FLOOR P.O. BOX 623 WHITBY, ON L1N 6A3 CANADA 905-668-7711 1-800-372-1102 Fax: 905-666-6208 E-Mail: planning@durham.ca

www.durham.ca

Brian Bridgeman, MCIP, RPP Commissioner of Planning and Economic Development

ROAD SEGMENT TRAFFIC FORECASTS FOR NOISE ANALYSES

This information is to be used as the basis for assessing the potential impacts of noise, generated by traffic on Provincial Highways and arterial roads, on proposed land uses that are sensitive (e.g., residential subdivisions). Arterial roads include existing and future Type A, B and C, as designated in the Durham Regional Official Plan.

Noise assessment reports recommend specific measures to be integrated into the design of sensitive developments to reduce road noise impacts to acceptable levels.

Provided For:

Name / Name of Firm: Hava Jouharchi, YCA Engineering Ltd. Address: 9251 Yonge Street, Suite 8557 Richmond Hill, ON, L4C 9T3 Telephone: (416) 894-3213 Fax:

Location of Proposal:

North of Highway No. 47, west of Cemetery Road in Uxbridge

Municipality: Uxbridge Lot(s): Concession: Durham Region File No. (if available): Name of Property Owner (if available):

Date Request Received: Monday, January 11, 2021 Received By: Victor Copetti

Date Forecast Sent: Tuesday, January 12, 2021

Table with 7 columns: Name of Road Segment, Forecasted AADT\*, No. of Lanes, % of Trucks, Heavy : Medium Truck Ratio, Speed (km/h). Row 1: Highway 47 (west and east of Cemetery Road), 16,000, 4, 15, 80, 20, 50. Rows 2-4: 0, 0, 0, 0, 0, 0.

\* Average Annual Daily Traffic. Forecast based on ultimate development according to the Durham Regional Official Plan.

STAMSON 5.0                    SUMMARY REPORT                    Date: 23-03-2021 10:10:20  
 MINISTRY OF ENVIRONMENT AND ENERGY / NOISE ASSESSMENT  
 Filename: lfw.te                    Time Period: Day/Night 16/8 hours  
 Description: Front Wall

Road data, segment # 1: Highway 47 (day/night)

-----  
 Car traffic volume : 12240/1360 veh/TimePeriod \*  
 Medium truck volume : 432/48 veh/TimePeriod \*  
 Heavy truck volume : 1728/192 veh/TimePeriod \*  
 Posted speed limit : 50 km/h  
 Road gradient : 2 %  
 Road pavement : 1 (Typical asphalt or concrete)

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

24 hr Traffic Volume (AADT or SADT): 16000  
 Percentage of Annual Growth : 0.00  
 Number of Years of Growth : 0.00  
 Medium Truck % of Total Volume : 3.00  
 Heavy Truck % of Total Volume : 12.00  
 Day (16 hrs) % of Total Volume : 90.00

Data for Segment # 1: Highway 47 (day/night)

-----  
 Angle1 Angle2 : -90.00 deg 90.00 deg  
 Wood depth : 0 (No woods.)  
 No of house rows : 0 / 0  
 Surface : 1 (Absorptive ground surface)  
 Receiver source distance : 25.00 / 25.00 m  
 Receiver height : 1.50 / 4.50 m  
 Topography : 1 (Flat/gentle slope; no barrier)

Result summary (day)

-----  

	! source !	Road !	Total !
	! height !	Leq !	Leq !
	! (m) !	(dBA) !	(dBA) !
1.Highway 47	! 1.86 !	66.83 !	66.83
Total			66.83 dBA

Result summary (night)

-----  

	! source !	Road !	Total !
	! height !	Leq !	Leq !
	! (m) !	(dBA) !	(dBA) !
1.Highway 47	! 1.86 !	60.65 !	60.65
Total			60.65 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 66.83  
 (NIGHT): 60.65

Road data, segment # 1: Highway 47 (day/night)

```
-----
Car traffic volume : 12240/1360 veh/TimePeriod *
Medium truck volume : 432/48 veh/TimePeriod *
Heavy truck volume : 1728/192 veh/TimePeriod *
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  24 hr Traffic Volume (AADT or SADT): 16000
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  Number of Years of Growth : 0.00
  Medium Truck % of Total Volume : 3.00
  Heavy Truck % of Total Volume : 12.00
  Day (16 hrs) % of Total Volume : 90.00
```

Data for Segment # 1: Highway 47 (day/night)

```
-----
Angle1 Angle2 : -90.00 deg -45.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 42.00 / 42.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : -90.00 deg Angle2 : -45.00 deg
Barrier height : 0.00 m
Barrier receiver distance : 4.50 / 4.50 m
Source elevation : 279.40 m
Receiver elevation : 281.00 m
Barrier elevation : 281.00 m
```

Data for Segment # 2: Highway 47 (day/night)

```
-----
Angle1 Angle2 : 45.00 deg 90.00 deg
Wood depth : 0 (No woods.)
No of house rows : 0 / 0
Surface : 1 (Absorptive ground surface)
Receiver source distance : 42.00 / 42.00 m
Receiver height : 1.50 / 4.50 m
Topography : 2 (Flat/gentle slope; with barrier)
Barrier angle1 : 45.00 deg Angle2 : 90.00 deg
Barrier height : 3.00 m
Barrier receiver distance : 5.00 / 5.00 m
Source elevation : 279.40 m
Receiver elevation : 281.00 m
Barrier elevation : 281.00 m
```

Result summary (day)

	! source !	Road !	Total !
	! height !	Leq !	Leq !
	! (m) !	(dBA) !	(dBA) !
1.Highway 47	! 1.86 !	55.55 !	55.55 *
2.Highway 47	! 1.86 !	48.59 !	48.59
Total			56.35 dBA