

January 17, 2022

Mr. David Cox
H&R REIT
3625 Dufferin Street, Suite 500
North York, ON M3K 1N5

SLR Project No.: 241.18238.A0000

Dear Mr. Cox,

**RE: 145 Wellington Street Development, Toronto
Response to Comments on the Environmental Noise Study**

SLR Consulting (Canada) Ltd., (SLR), formerly known as Novus Environmental Inc. (Novus) was retained by H&R REIT to complete an environmental noise and vibration assessment for their proposed development at 145 Wellington Street, in Toronto. SLR's work was documented in a report dated August 31, 2020 (the 2020 Report). Noise applicable comments on the report were submitted from the Economic Development & Culture (EDC) – Music, dated December 30, 2020, and from Metrolinx, dated December 24, 2020.

The purpose of this letter is to provide a response to comments and additional information where required. The comments are provided in italics below, with our response immediately following.

Economic Development & Culture (EDC) – Music Comments #5 & #6

“Additionally, to determine potential effects of the operation of the music venue(s) on future residents of the building, we recommend that the applicant to measure sound levels during hours that the music venue(s) are operating. Such measurement would ideally track dB levels emanating from the operation of the music venues (including associated nightlife activity such as sound generated by sidewalk lineups, taxi / Uber drop-offs and pickups). Measurement should take place at the property line of the application address, closest to the above-listed venue(s).

And

Not only are the proposed residential units near pre-existing venues with frequent live music and associated activity, but the site is located in a dense urban environment in which street-level sound may be clearly audible many stories above grade. It is not the intent of the City to adversely affect the ability of established music venues to carry out normal business operations. To reduce the chance of future conflict between residents of the new development and the pre-existing music venue(s) nearby, we recommend that the applicant also

- Consider sound mitigation measures including adaptations to walls and windows as well as proactive site design features such as location of balconies and bedrooms. These measures would help protect residents from sound produced not just by the nearby music venue(s) but also from the significant ambient noise in the area.*
- Acknowledge and agree to advisory clauses with respect to this development, and include such warning clauses in all offers of purchase and sale, as well as appropriate condominium documents, addressing the potential noise and vibration from the nearby music venue(s) listed above.”*

Issues regarding music and entertainment venues in the area were previously addressed in the 2020 Report and included below for completeness.

The area surrounding the proposed development contains two notable music venues in close proximity. The two venues are:

- Roy Thompson Hall (60 Simcoe Street) which is about 120 m away from the proposed development. This venue frequently has live DJ sets during all days of the week, contains a large outdoor patio, and can have performances until 3 am. However, the patio is located on the north side of the Hall, and is below grade. There are existing residences much closer to the Hall and patio than the proposed development; and
- The Antler Room (146 Front Street West) which is about 120 m from the proposed development. It has twice weekly live jazz performances, and can have performances until 2 am. However, the venue is located in the basement of the building.

Sound levels measurements of these two venues operating at full capacity is currently not practical due to COVID-19 and the restrictions on the number of people allowed at the venue.

The area surrounding the music venues have existing noise sensitive points of reception at similar setback distances to the proposed development in this study. The multiple existing high-rise buildings will also provide noise reducing (screening) effects that will lower the sound levels from these music venues before it reaches the proposed development. Section 591 -2.1 of the City of Toronto Municipal Code (the Noise By-law) provides limits on amplified noise from music venues. Provided these limits are met at existing residences, they will be met at the Development.

Based on the above, noise issues with nearby music venues are not anticipated, and façade upgrades (receptor-based noise mitigation) are not required.

Regarding noise warning clauses, all such discussions should be between the Music Sector Development Officer of Economic Development & Culture Division and H&R REIT.

Metrolinx – Zoning Bylaw Amendment Application Comment

“Metrolinx is in receipt of the Noise & Vibration Assessment prepared by SLR, dated August 31, 2020. The noise modelling needs to include Metrolinx rail traffic. Rail traffic forecast info can be obtained by contacting RailDataRequests@metrolinx.com.”

SLR has updated the model to include the effects of railway activities (both Metrolinx and CN traffic) in the Union Station Rail Corridor (USRC). The applicable guideline limits are presented in Tables 1 through 5 of the 2020 Report. The building massing of the under-construction 156-160 Front Street office tower has been included in the updated analysis.

Rail traffic data was obtained directly from Metrolinx and CN. Copies of all rail traffic data used and calculations can be found attached. The following summarizes the rail traffic volume used in the analysis.

Table 6b: Summary of Rail Traffic Data Used in the Analysis

Train Type	Future No. of Trains		Max. No. of Locomotives	Max. No. of Cars (Consist)	Maximum Speed (km/h)
	Daytime	Night-time			
Way Freight	0	1	4	25	83
Passenger (VIA)	47	1	2	10	83
GO Trains	480	107	1	12	72
(Diesel & Electric)	128	14	2	12	72
UP Express	256	12	1	3	72

There are no at-grade rail crossings in the immediate vicinity of the subject lands and therefore whistle noise has been included. The tracks are constructed of continuously welded rail throughout the study area. Modelling of the rail noise was completed at the maximum provided speed, which is very conservative. All GO trains were modelled as being diesel units, which again is conservative. UP Express trains were modelled as electric vehicles.

Roadway noise was predicted following the method provided in Section 2.4 of the 2020 Report.

Rail traffic sound levels were modelled as line sources of sound using the U.S. Federal Railway Administration/ Federal Transit Administration (“FTA/FRA”) noise emission and propagation algorithms in Cadna/A. These algorithms are accepted by MECP for rail traffic noise assessment. Table 7 of the 2020 Report is updated based on the Table of results presented below.

Table 7: Summary of Transportation Façade Sound Levels (Revised)

Building	Façade	Component Sound Level (dBA)				Overall Total
		Road	Rail Locomotive	Rail Wheel	Rail Total	
Daytime (7am to 11 pm)						
Floors 15-65	North	56	46	43	48	57
	East	52	56	49	57	58
	South	53	56	50	57	58
	West	57	50	47	52	58
Night-time (11 pm to 7 am)						
Floors 15-65	North	48	41	38	43	50
	East	45	51	44	52	52
	South	46	51	45	52	53
	West	50	45	43	47	51

The Section below updates and replaces Section 2.5 of the 2020 Report.

Based on the road and rail sound levels in the Table 7 (revised, above), façade upgrades are not required. The Ontario Building Code (OBC) minimum structural and safety requirements will provide a minimum STC 29 rating and satisfy the requirements.

The Section below updates and replaces Section 2.6 of the 2020 Report.

The updated modelled outdoor living area (OLA) of the project has been calculated to be 41 dBA, which is below the limit of 55 dBA. Noise control measures are not required for the outdoor amenity area.

Section 2.7 of the 2020 Report includes an example Metrolinx warning clause text.

CONCLUSION

This response letter has been generated to address the Economic Development & Culture (EDC) – Music and Metrolinx comments and concerns. Should you have any questions or comments, please feel free to contact me.

Yours sincerely,
SLR Consulting (Canada) Ltd.



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