

Our ref: 12611921-LTR-1

25 May 2023

Yonge and Rosehill Inc.
Attention: Adam Sheffer
#100 – 1500 Don Mills Rd
Toronto, Ontario
M3B 3K4

Noise and Vibration Impact Study Addendum

Dear Mr. Sheffer

1. Introduction

1.1 Purpose of this Report

GHD Limited (GHD) was retained by Yonge and Rosehill Inc. to prepare an Addendum to the Noise and Vibration Impact Study (Study) by GHD, dated April 27, 2018, for the proposed high-rise residential and commercial Development located at 1365-1375 Yonge Street, Toronto, Ontario (Development). This Addendum has been prepared in support of the planning applications for the Development, and includes the following updates:

- Updated traffic projections to account for future traffic growth to the year 2033
- Updated building geometry based on the current Development concept

There have not been any changes that would affect the conclusions of the stationary noise or ground-borne vibration assessments of the original Study; therefore, updates to these respective assessments are not included herein.

1.2 Scope and Limitations

This report: has been prepared by GHD for Yonge and Rosehill Inc. and may only be used and relied on by Yonge and Rosehill Inc. for the purpose agreed between GHD and Yonge and Rosehill Inc. as set out in section 1.1 of this report.

GHD otherwise disclaims responsibility to any person other than Yonge and Rosehill Inc. arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report. GHD disclaims liability arising from any of the assumptions being incorrect.

2. Site and Development Design

The Site is located at 1365-1375 Yonge Street, immediately east of Yonge Street and 144 metres south of Saint Clair Avenue. A key plan is included as Figure 2.1, which shows the location of the Site in relation to these transportation corridors.

Existing road traffic noise sources surrounding the Site include Saint Clair Avenue which is approximately 144 metres (m) to the north and Yonge Street immediately to the west, with Pleasant Boulevard and Rosehill Ave immediately south and north of the Site, respectively.

The Site is currently zoned as Commercial Residential. The buildings directly adjacent to the Site are zoned mixed commercial residential. East of the site is zoned residential and open space and to the west is an area zoned open space cemetery.

The Development consists of one 50-storey residential and commercial building, with approximately 657 units, above five levels of below-grade parking, with shared outdoor amenity spaces on the 3rd floor and on the roof.

The Site is approximately 35 meters west of the TTC Yonge/University Subway line and bordered by Yonge Street to the West, Rosehill Avenue to the South, a parking a garage to East, and a mixed-use building to the North. The Site is located in an Acoustical Class 1 area defined by NPC-300 as an area with an acoustical environment typical of a major population center, where background sound level is dominated by the activities of people, usually road traffic.

3. Sound Criteria

3.1 Transportation Noise Criteria

3.1.1 Road Traffic Criteria

Under NPC-300, road traffic noise impacts are evaluated separately for exterior receptors and interior receptors based on the average day (07:00 to 23:00) and night (23:00 to 07:00) noise impacts. The sound levels are expressed in terms of A-weighted equivalent sound levels (Leq).

NPC-300 defines two categories of receivers for transportation noise:

- Plane of Window (POW): Point corresponding with the centre of a window of a sensitive space.
- Outdoor Living Area (OLA): Outdoor location intended and designed for quiet enjoyment of the outdoor environment that is readily accessible from the building (e.g., backyards, front yards, gardens, terraces, patios). Private balconies and terraces are only considered OLAs if they are greater than 4 metres in depth and if they are the only outdoor living area for the occupant(s).

NPC-300 specifies sound level limits for POW and OLA receivers as summarized in Table 3.1 below.

Table 3.1 Road Traffic – Outdoor Sound Level Limits

Receiver Category	Sound Level Limit (dBA)	
	Day (16-hour Leq)	Night (8-hour Leq)
Plane-of-Window (POW)	55	50
Outdoor Living Area (OLA)	55	N/A

For POWs, combined road and rail traffic sound levels exceeding the corresponding criteria above would require additional controls for MECP compliance. Depending on the magnitude of the exceedances, additional

controls may include ventilation requirements, requirements for building envelope elements, and/or noise warning clauses.

For OLAs, road traffic sound levels exceeding the daytime limit indicated above would require design of noise barriers to achieve the target, and/or warning clauses. NPC-300 states that sound levels up to 5 dBA above the OLA sound level limit (i.e., up to 60 dBA) are acceptable with the use of an appropriate noise warning clause.

If POW sound levels from future road traffic exceed 65 dBA during the day or 60 dBA at night, building envelope components must be designed to achieve the indoor sound level limits of NPC-300. The indoor sound level limits for road traffic are summarized in Table 3.2 below.

Table 3.2 Road Traffic – Indoor Sound Level Limits

Receiver Category	Road Sound Level Limits (dBA)	
	Day (16-hour Leq)	Night (8-hour Leq)
Indoor living areas (excluding sleeping quarters)	45	45
Sleeping quarters	45	40

4. Transportation Noise Impact Assessment

4.1 Methodology

The roadways near the Site were modelled as sources of sound using the road element in CadnaA set to predict noise emission rates in accordance with the United States of America's (US) Department of Transportation's Traffic Noise Model (TNM).

The 3D CadnaA model accounts for the complex geometry at the Site and the surrounding area. The area surrounding the Site does not feature significant elevation changes. Road traffic noise levels were predicted at all POWs of the Development using the Building Noise Map feature of CadnaA, and at OLAs using point receivers.

To demonstrate that the model is generally consistent with the STAMSON model that is the standard in Ontario, a sample STAMSON calculation is included in Appendix A representing a west façade window on the 7th floor. The prediction results are within ± 1 dBA of the CadnaA noise predictions, indicating that the CadnaA model is consistent with STAMSON.

4.2 Traffic Input Parameters

4.2.1 Road Traffic Data

Future road traffic model parameters used in this Study is summarized as follows:

Table 4.1 Future (2033) Road Traffic Input Parameters

Road Segment	Future AADT	Speed Limit (km/h)	Day / Night Split	Commercial Vehicle Rates (medium trucks / heavy trucks)
Yonge Street (south)	47,469	40	90/10	2.48%/0.08%
St. Clair Avenue	45,746	40	90/10	3.00%/3.79%
Rosehill Avenue	4,746	40	90/10	2.48%/0.08%
Pleasant Boulevard	4,746	40	90/10	2.48%/0.08%

Road traffic volumes for Yonge Street and St. Clair Avenue were obtained from the city of Toronto in the form 24-hour counts from the years 2014 and 2011, respectively. GHD applied an assumed growth rate of 2.5% to estimate the future 2033 AADT. A day / night split of 90% / 10% was assumed. As road traffic data was not available for Rosehill Avenue or Pleasant Boulevard GHD conservatively estimated that these roads would have approximately 10% of the traffic volume of Yonge Street. Commercial vehicle rates were determined based on Turning Movement Counts from 2014.

Figure 2.1 shows the location of the roadways noted above in relation to the Site. All road traffic data referenced in this Study is included in Appendix B.

4.3 Results

4.3.1 Road Traffic

4.3.1.1 Plane of Window Receivers

Predicted future road traffic noise impacts at the worst-case POW receivers of the Development are summarized as follows:

Table 4.2 Future Road Noise Levels – Plane of Window

Façade	Future Noise Levels (dBA)		Limits Exceeded?
	Day	Night	
North	63	56	Yes
East	54	48	No
South	61	54	Yes
West	65	59	Yes

As seen above, future road noise levels at the façades generally range from 54 dBA to 65 dBA during the day and 48 dBA to 59 dBA at night. These sound levels are sufficiently high that the Development must incorporate ventilation and noise warning clauses in accordance with NPC-300, which are described further in Section 4.4. Figure 4.1 shows the predicted cumulative road noise levels at the façades throughout the Development.

4.3.1.2 Outdoor Living Areas

Predicted future road traffic noise impacts at the worst-case OLA receivers of the Development are summarized as follows:

Table 4.3 Future Road Noise Levels – Outdoor Living Area

Receiver ID	Receiver Description	Future Daytime Noise Level (dBA)	Limit Exceeded?
OLA-01	Shared outdoor amenity space on the roof (162.25 m AG)	40	No
OLA-02	Receiver representing shared outdoor amenity spaces on the 2 nd and 3 rd floor levels at the same plan location (11.5 m AG)	31	No

As seen above, the cumulative daytime road noise levels at the OLAs range from 31 dBA to 40 dBA. The sound levels are below NPC-300 standards of 55 dBA and will not require mitigation or noise warning clauses. OLA receiver locations are indicated in Figure 4.2.

4.4 Transportation Noise Mitigation

4.4.1 Ventilation

Predicted future traffic noise levels at the façades of the Development are sufficiently high that, at a minimum, provisions must be made to enable installation of central air conditioning at the occupant's discretion (i.e., forced air system must be designed and installed to accommodate a future central air conditioning system installation). Regardless, it is understood that central air conditioning will be installed prior to occupancy. This will allow windows and doors to remain closed to help ensure that the indoor sound level limits of NPC-300 are met. Warning clause **Type D** should be used for all residential dwellings of the Development (see wording included in Section 5.3).

5. Recommendations

5.1 Building Envelope Construction

As mentioned above, predicted future road traffic noise levels at the façades of the Development are sufficiently low that upgraded façade construction is not required per NPC-300. Nevertheless, GHD recommends windows and exterior doors rated at STC-33 or higher for the residential suites as good practice for this busy urban environment.

5.2 Ventilation

As mentioned above, at a minimum, provisions must be made to enable installation of central air conditioning at the occupant's discretion (i.e., forced air system must be designed and installed to accommodate a future central air conditioning system installation). Regardless, it is understood that central air conditioning will be installed prior to occupancy. This will allow windows and doors to remain closed to help ensure that the indoor sound level limits of NPC-300 are met.

5.3 Warning Clauses

The following warning clause is recommended to be included in agreements of Offers of Purchase and Sale, lease/rental agreements, and condominium declarations for all residential suites at the north, south, and west façades of the Development:

Warning Clause 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, Conservation and Parks."

6. Conclusions

This Addendum summarizes the updated road traffic noise assessment for the Development based on updated future traffic projections and the current Development concept. The recommendations of this Addendum include minimum STC performance ratings for windows and exterior doors of residential suites; provisions for installation of central air conditioning in the future; and a noise warning clause. The recommendations of the original Study, as they relate to stationary noise and ground-borne vibration, would also still apply.

Should you have any questions regarding this Addendum, please do not hesitate to contact the undersigned.

Regards



Ben Wiseman
Acoustical Consultant, B.A.Sc., P.Eng.
519-340-4121
ben.wiseman@ghd.com

Encl.



**Professional Engineers
Ontario**

Limited Engineering Licensee

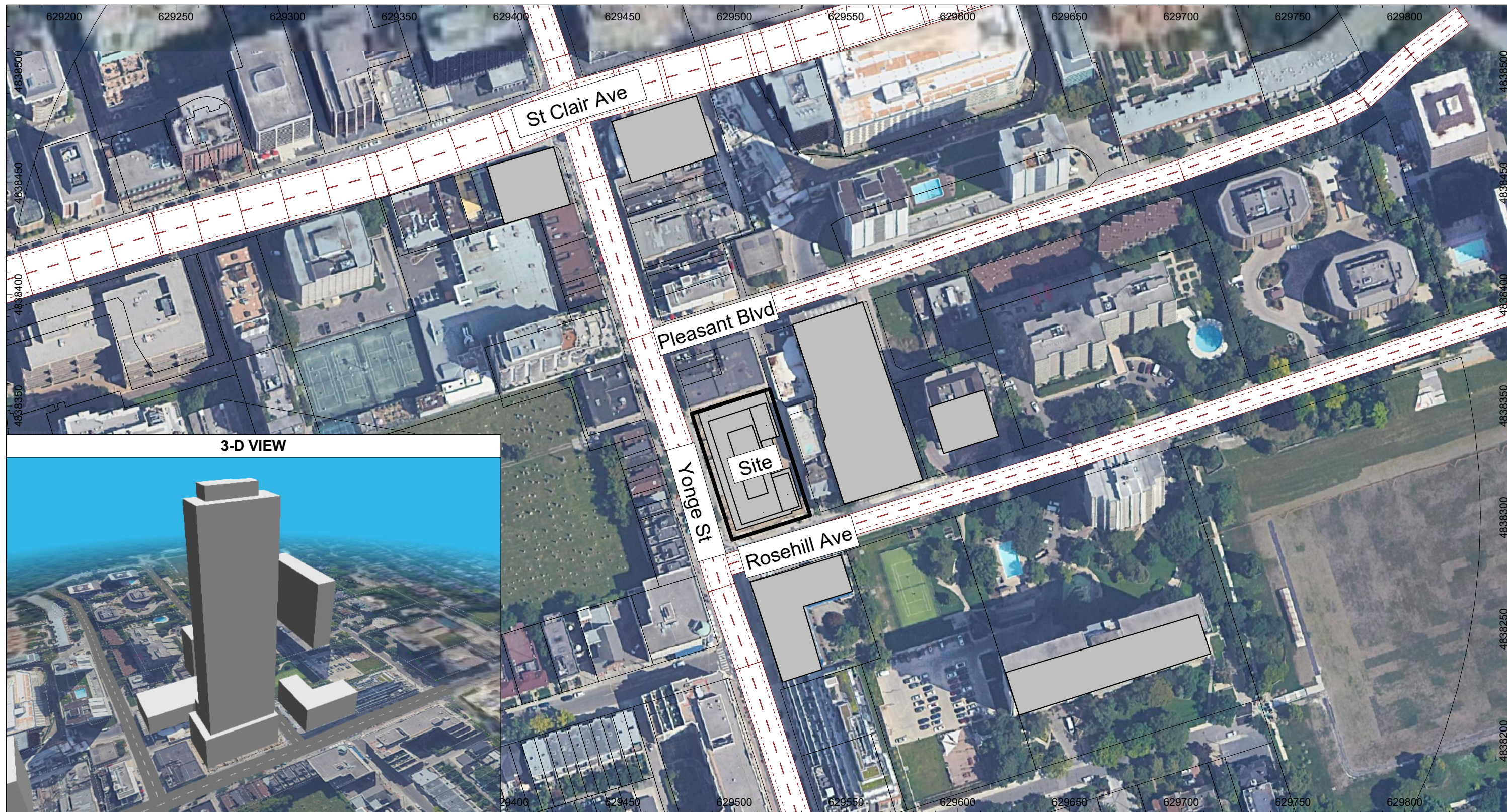
Name: **M. P. MASSCHAELE** May 25/23
Number: **100508855**

Limitations: Evaluate (non-technical only), specify controls
audit and supervise acoustical impact studies, reports and
assessments as they relate to industrial, commercial and
municipal work, excluding industrial hygiene and vibration
Association of Professional Engineers of Ontario

Michael Masschaele
Noise & Vibration Practice Leader, B.E.S., L.E.L.
519-340-3818
michael.masschaele@ghd.com

References

Ontario Ministry of Environment, Conservation and Parks (MECP, 2013), Publication NPC-300: *Environmental Noise Guideline: Stationary and Transportation Sources – Approval and Planning*



Source: Google Satellite

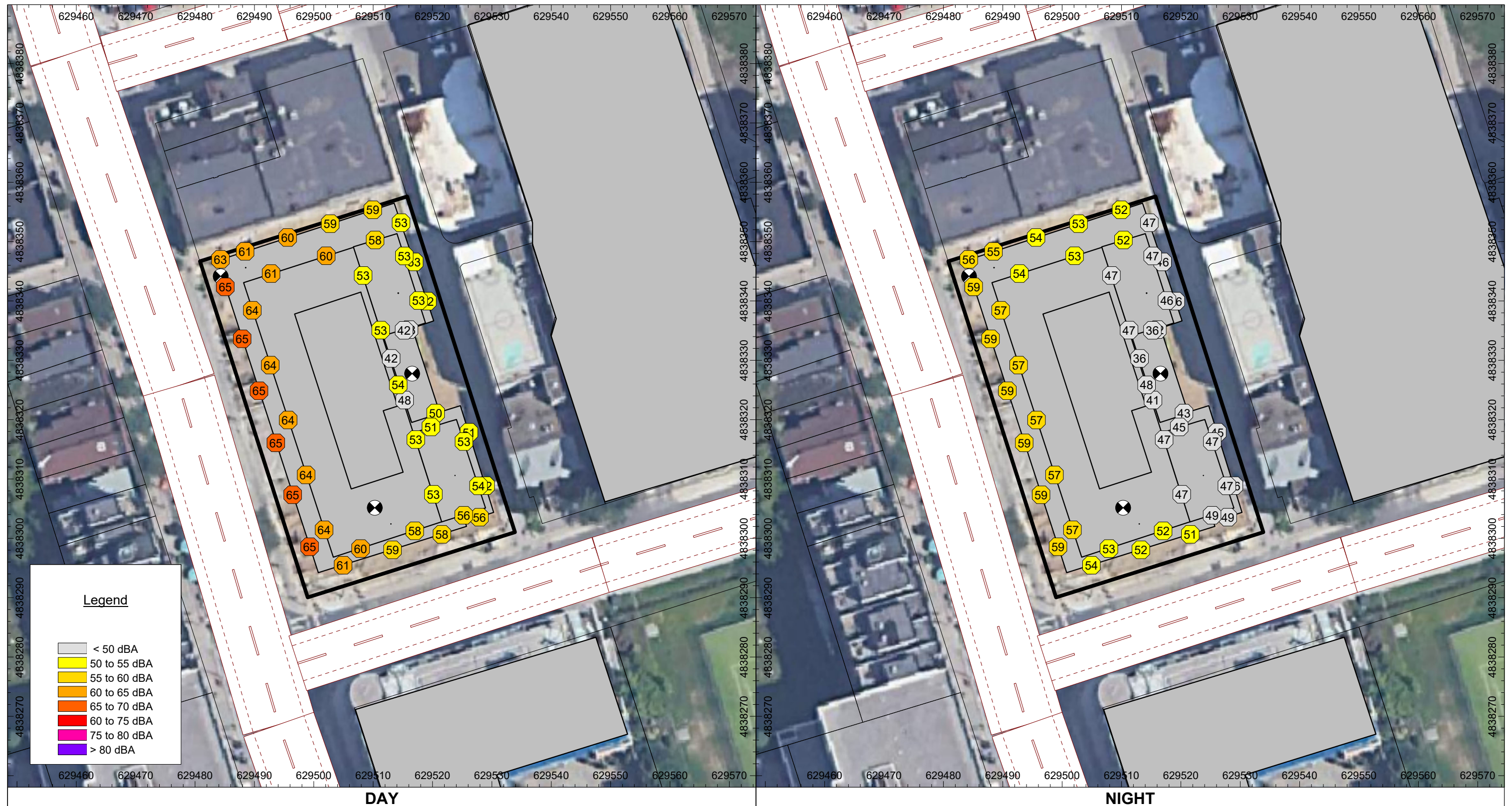


NOISE AND VIBRATION IMPACT STUDY ADDENDUM
YONGE AND ROSEHILL INC.
1365-1375 YONGE STREET, TORONTO, ONTARIO, CANADA

KEY PLAN

12611921
10.05.2023

FIGURE 2.1



Source: Google Satellite



Notes:
Daytime sound level values in terms of 16-hour Leq (7:00 am to 11:00 pm)
Nighttime sound level values in terms of 8-hour Leq (11:00 pm to 7:00 am)

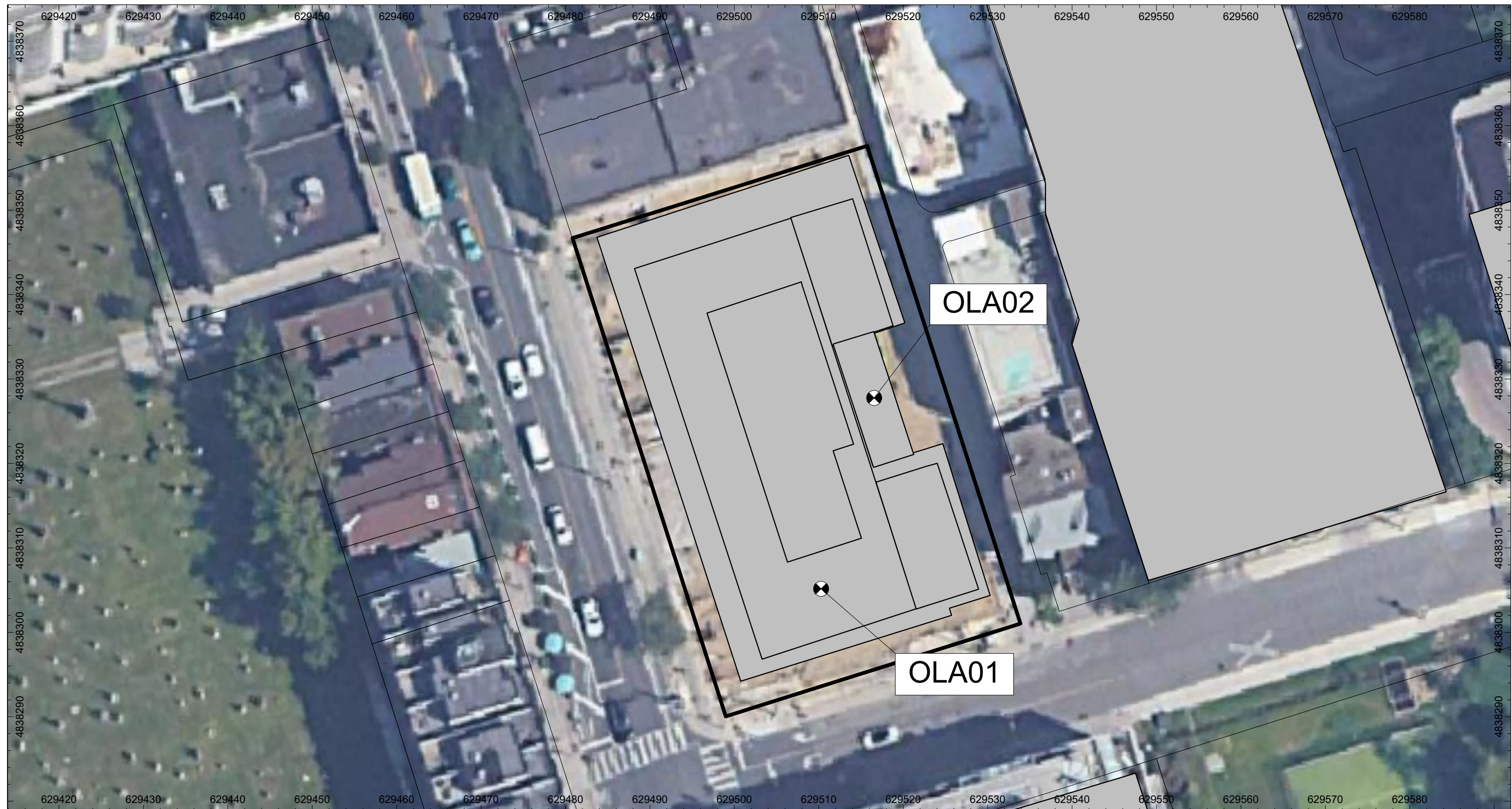


NOISE AND VIBRATION IMPACT STUDY ADDENDUM
YONGE AND ROSEHILL INC.
1365-1375 YONGE STREET, TORONTO, ONTARIO, CANADA

ROAD TRAFFIC NOISE LEVELS - PLANE OF WINDOW

12611921
10.05.2023

FIGURE 4.1



Source: Google Satellite



NOISE AND VIBRATION IMPACT STUDY ADDENDUM
YONGE AND ROSEHILL INC.
1365-1375 YONGE STREET, TORONTO, ONTARIO, CANADA

12611921
10.05.2023

ROAD TRAFFIC NOISE - OUTDOOR LIVING AREA RECEIVER LOCATIONS

FIGURE 4.2

Appendices

Appendix A

Sample STAMSON Calc

Filename: sunris5.te Time Period: Day/Night 16/8 hours
 Description: Yonge St, Clair Ave, Rosehill Ave, Pleasant Blvd, West façade on 7th floor

Road data, segment # 1: Yonge South (day/night)

Car traffic volume	:	41628/4625	veh/TimePeriod
Medium truck volume	:	1061/118	veh/TimePeriod
Heavy truck volume	:	32/4	veh/TimePeriod
Posted speed limit	:	40	km/h
Road gradient	:	0	%
Road pavement	:	1	(Typical asphalt or concrete)

Data for Segment # 1: Yonge South (day/night)

Angle1	Angle2	:	-90.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	0 / 0		
Surface	:	2	(Reflective ground surface)	
Receiver source distance	:	15.00 / 15.00	m	
Receiver height	:	23.80 / 23.80	m	
Topography	:	1	(Flat/gentle slope; no barrier)	
Reference angle	:	0.00		

Road data, segment # 2: St Clair (day/night)

Car traffic volume	:	38377/4264	veh/TimePeriod
Medium truck volume	:	1234/137	veh/TimePeriod
Heavy truck volume	:	1561/173	veh/TimePeriod
Posted speed limit	:	40	km/h
Road gradient	:	0	%
Road pavement	:	1	(Typical asphalt or concrete)

Data for Segment # 2: St Clair (day/night)

Angle1	Angle2	:	0.00 deg	90.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	1 / 1		
House density	:	80	%	
Surface	:	2	(Reflective ground surface)	
Receiver source distance	:	146.00 / 146.00	m	
Receiver height	:	23.80 / 23.80	m	
Topography	:	1	(Flat/gentle slope; no barrier)	
Reference angle	:	0.00		

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

Car traffic volume	:	4162/462	veh/TimePeriod
Medium truck volume	:	106/12	veh/TimePeriod
Heavy truck volume	:	3/0	veh/TimePeriod
Posted speed limit	:	40	km/h
Road gradient	:	0	%
Road pavement	:	1	(Typical asphalt or concrete)

Data for Segment # 3: Rosehill (day/night)

Angle1	Angle2	:	-4.00 deg	0.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	0 / 0		
Surface	:	2	(Reflective ground surface)	
Receiver source distance	:	65.80 / 65.80	m	
Receiver height	:	23.80 / 23.80	m	
Topography	:	1	(Flat/gentle slope; no barrier)	
Reference angle	:	0.00		

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

Car traffic volume	:	4162/462	veh/TimePeriod
Medium truck volume	:	106/12	veh/TimePeriod
Heavy truck volume	:	3/0	veh/TimePeriod
Posted speed limit	:	40	km/h
Road gradient	:	0	%
Road pavement	:	1	(Typical asphalt or concrete)

Data for Segment # 4: Pleasant (day/night)

Angle1	Angle2	:	0.00 deg	8.00 deg
Wood depth	:	0	(No woods.)	
No of house rows	:	0 / 0		
Surface	:	2	(Reflective ground surface)	
Receiver source distance	:	40.30 / 40.30	m	
Receiver height	:	23.80 / 23.80	m	
Topography	:	1	(Flat/gentle slope; no barrier)	
Reference angle	:	0.00		

Result summary (day)

	! source ! height ! (m)	! Road ! Leq ! (dBA)	! Total ! Leq ! (dBA)
1.Yonge S	! 0.52	! 65.22	! 65.22
2.St Clair	! 1.40	! 51.70	! 51.70
3.Rosehill	! 0.51	! 32.25	! 32.25
4.Pleasant	! 0.51	! 37.39	! 37.39
Total			65.42 dBA

Result summary (night)

	! source ! height ! (m)	! Road ! Leq ! (dBA)	! Total ! Leq ! (dBA)
1.Yonge S	! 0.54	! 58.71	! 58.71
2.St Clair	! 1.39	! 45.16	! 45.16
3.Rosehill	! 0.50	! 25.56	! 25.56
4.Pleasant	! 0.50	! 30.70	! 30.70
Total			58.91 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 65.42
(NIGHT): 58.91

Appendix B

Traffic Counts

Turning Movement Count Summary Report

ST CLAIR AVE AT YONGE ST (PX 46)

Survey Date: 2014-May-03 (Saturday)

Survey Type: Routine Hours

Time Period	Vehicle Type	Exits	NORTHBOUND				EASTBOUND				SOUTHBOUND				WESTBOUND				Peds	Bike	Other				
			Left	Thru	Right	Total	Exits	Left	Thru	Right	Total	Exits	Left	Thru	Right	Total	Exits	Left				Thru	Right	Total	
08:30-09:30 AM PEAK	CAR	566	0	484	23	507	288	49	250	72	371	690	15	618	121	754	459	0	338	33	371	N	181	5	0
	TRK	10	0	5	0	5	3	5	3	4	12	18	0	14	6	20	12	0	6	0	6	S	144	9	0
	BUS	0	0	0	0	0	5	0	5	0	5	0	0	0	0	0	6	0	6	0	6	E	208	5	0
																					W	140	5	0	
TOTAL:		576	0	489	23	512	296	54	258	76	388	708	15	632	127	774	477	0	350	33	383				
16:15-17:15 PM PEAK	CAR	1,118	0	936	23	959	489	124	447	104	675	771	19	667	106	792	536	0	430	58	488	N	395	4	0
	TRK	5	0	4	0	4	5	0	5	1	6	3	0	2	0	2	2	0	2	1	3	S	356	4	0
	BUS	0	0	0	0	0	10	0	10	0	10	2	0	2	0	2	11	0	11	0	11	E	486	0	0
																					W	299	1	0	
TOTAL:		1,123	0	940	23	963	504	124	462	105	691	776	19	671	106	796	549	0	443	59	502				
OFF HR AVG	CAR	822	0	671	47	718	455	97	393	116	606	922	15	806	119	940	518	0	399	54	453	N	417	5	0
	TRK	12	0	10	1	11	8	1	7	2	10	9	0	7	3	10	9	0	6	1	7	S	386	8	0
	BUS	0	0	0	0	0	10	0	10	0	10	0	0	0	0	0	10	0	10	0	10	E	478	3	0
																					W	353	6	0	
TOTAL:		834	0	681	48	729	473	98	410	118	626	931	15	813	122	950	537	0	415	55	470				
07:30-09:30 2 HR AM	CAR	971	0	827	34	861	562	92	506	131	729	1,246	22	1,115	210	1,347	751	0	541	52	593	N	271	7	0
	TRK	20	0	13	0	13	14	5	14	4	23	33	0	29	8	37	18	0	10	2	12	S	224	13	0
	BUS	1	0	1	0	1	12	0	12	0	12	0	0	0	1	1	14	0	13	0	13	E	279	7	0
																					W	223	8	0	
TOTAL:		992	0	841	34	875	588	97	532	135	764	1,279	22	1,144	219	1,385	783	0	564	54	618				
16:00-18:00 2 HR PM	CAR	2,122	0	1,781	55	1,836	939	234	848	218	1,300	1,539	36	1,321	205	1,562	1,029	0	824	107	931	N	705	10	0
	TRK	15	0	10	0	10	9	4	9	2	15	5	0	3	0	3	7	0	7	1	8	S	637	14	0
	BUS	0	0	0	0	0	22	0	22	0	22	3	0	3	0	3	21	0	21	0	21	E	885	0	0
																					W	542	5	0	
TOTAL:		2,137	0	1,791	55	1,846	970	238	879	220	1,337	1,547	36	1,327	205	1,568	1,057	0	852	108	960				
07:30-18:00 8 HR SUM	CAR	6,382	0	5,293	276	5,569	3,319	715	2,926	813	4,454	6,471	117	5,658	890	6,665	3,851	0	2,961	374	3,335	N	2,645	37	0
	TRK	81	0	62	3	65	53	13	50	12	75	71	0	59	19	78	59	0	40	6	46	S	2,403	59	0
	BUS	1	0	1	0	1	73	0	72	0	72	3	1	3	1	5	73	0	72	0	72	E	3,077	20	0
																					W	2,178	36	0	
TOTAL:		6,464	0	5,356	279	5,635	3,445	728	3,048	825	4,601	6,545	118	5,720	910	6,748	3,983	0	3,073	380	3,453				

Total 8 Hour Vehicle Volume: 20,437

Total 8 Hour Bicycle Volume: 152

Total 8 Hour Intersection Volume: 20,589

Comment:

24-Hour Count Summary Report

ST CLAIR AVE	STAT CODE	ARTERY CODE	COUNT DATE	AM PEAK	AM PEAK HOUR	PM PEAK	PM PEAK HOUR	OFF HOUR PEAK	OFF HOUR PEAK HOUR	24 HOUR Total
Eastbound Category: 24 HOUR										
ST CLAIR AVE E/B W OF YONGE ST	3317	3317	5/5/11 Thu	1,229	08:15 - 09:15	1,205	17:00 - 18:00	975	12:00 - 13:00	14,942
Eastbound Total:				<u>1,229</u>		<u>1,205</u>		<u>975</u>		<u>14,942</u>
Eastbound Average:				<u>1,229</u>		<u>1,205</u>		<u>975</u>		<u>14,942</u>
Northbound Category: 24 HOUR										
YONGE ST N/B S OF ST CLAIR AVE	1926	1926	10/3/14 Fri	683	08:00 - 09:00	1,108	16:45 - 17:45	808	14:30 - 15:30	12,984
Northbound Total:				<u>683</u>		<u>1,108</u>		<u>808</u>		<u>12,984</u>
Northbound Average:				<u>683</u>		<u>1,108</u>		<u>808</u>		<u>12,984</u>
Southbound Category: 24 HOUR										
YONGE ST S/B N OF ST CLAIR AVE	1927	1927	10/3/14 Fri	1,298	08:00 - 09:00	1,039	17:30 - 18:30	1,061	09:30 - 10:30	16,709
Southbound Total:				<u>1,298</u>		<u>1,039</u>		<u>1,061</u>		<u>16,709</u>
Southbound Average:				<u>1,298</u>		<u>1,039</u>		<u>1,061</u>		<u>16,709</u>
Westbound Category: 24 HOUR										
ST CLAIR AVE W/B E OF YONGE ST	3318	3318	5/5/11 Thu	848	07:15 - 08:15	963	16:45 - 17:45	809	14:30 - 15:30	11,630
Westbound Total:				<u>848</u>		<u>963</u>		<u>809</u>		<u>11,630</u>
Westbound Average:				<u>848</u>		<u>963</u>		<u>809</u>		<u>11,630</u>
ST CLAIR AVE				<u>4,058</u>		<u>4,315</u>		<u>3,653</u>		<u>56,265</u>
Comment:										

Graphical 24-Hour Count Summary Report

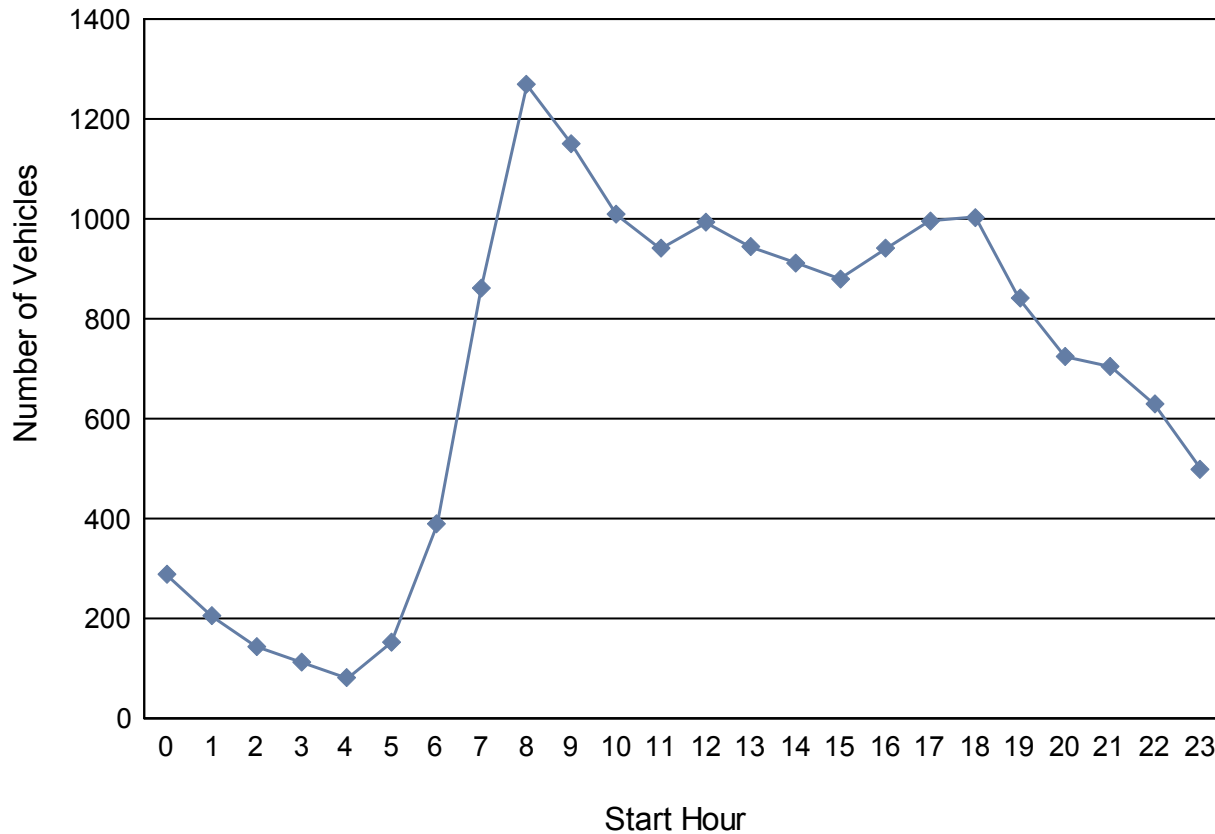
YONGE ST S/B N OF ST CLAIR AVE

Southbound

Station Number: 1927

Artery Code: 1927

Category: 24 HOUR



Survey Date: Fri, October 3, 2014

Start Hour By Hour Volume:

<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>	<u>14</u>	<u>15</u>	<u>16</u>	<u>17</u>	<u>18</u>	<u>19</u>	<u>20</u>	<u>21</u>	<u>22</u>	<u>23</u>
290	207	145	114	83	154	391	863	1271	1152	1011	943	995	946	913	881	943	997	1004	843	726	706	631	500

Comment:

Graphical 24-Hour Count Summary Report

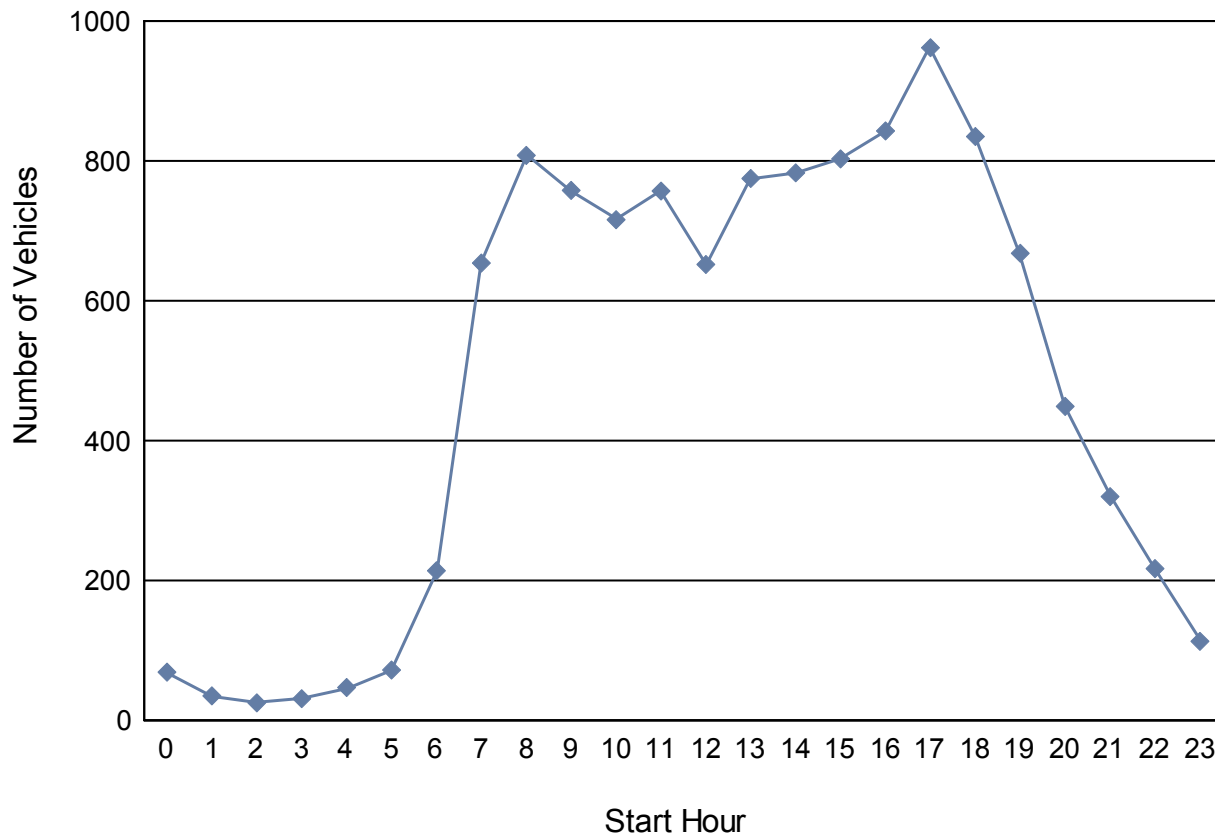
ST CLAIR AVE W/B E OF YONGE ST

Station Number: 3318

Westbound

Artery Code: 3318

Category: 24 HOUR



Survey Date: Thu, May 5, 2011

Start Hour By Hour Volume:

<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>	<u>14</u>	<u>15</u>	<u>16</u>	<u>17</u>	<u>18</u>	<u>19</u>	<u>20</u>	<u>21</u>	<u>22</u>	<u>23</u>
70	36	26	32	48	73	215	655	809	759	717	758	653	776	784	804	844	963	836	669	450	321	218	114

Comment:

Graphical 24-Hour Count Summary Report

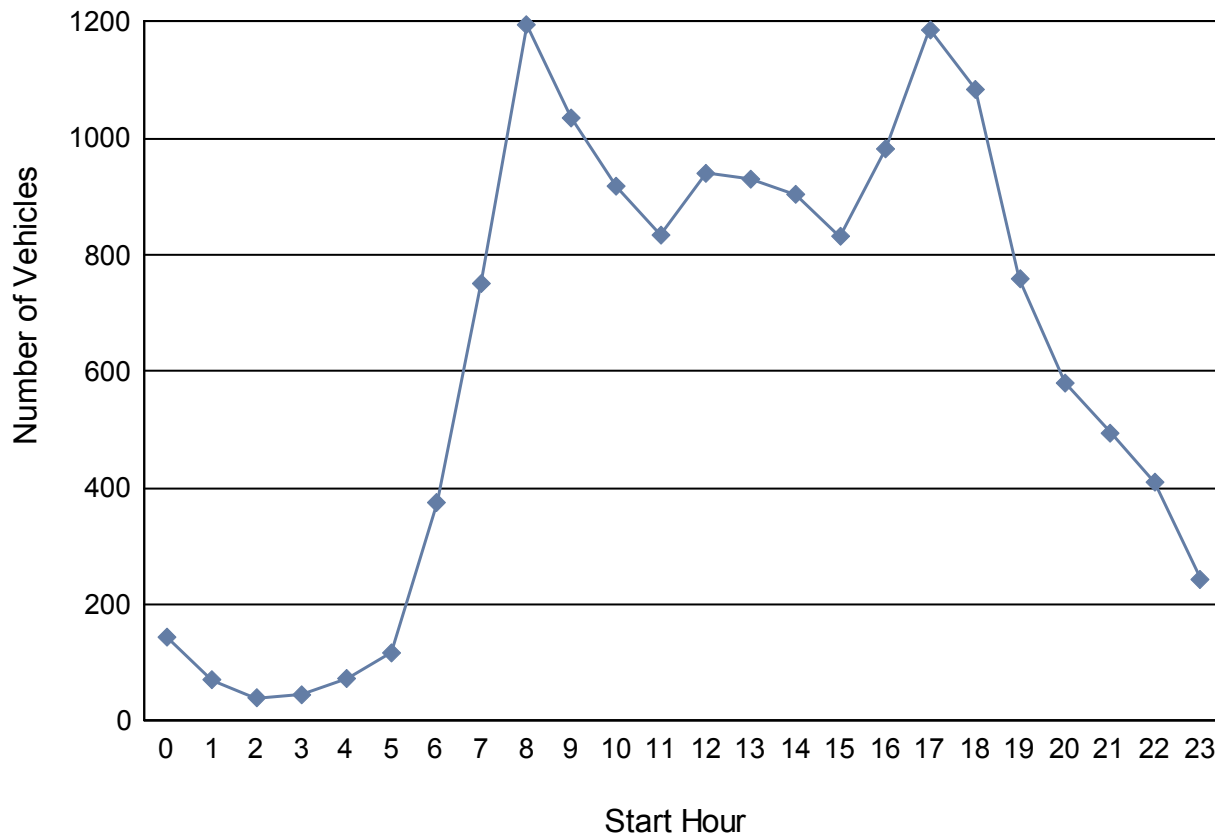
ST CLAIR AVE E/B W OF YONGE ST

Station Number: 3317

Eastbound

Artery Code: 3317

Category: 24 HOUR



Survey Date: Thu, May 5, 2011

Start Hour By Hour Volume:

<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>	<u>14</u>	<u>15</u>	<u>16</u>	<u>17</u>	<u>18</u>	<u>19</u>	<u>20</u>	<u>21</u>	<u>22</u>	<u>23</u>
144	71	40	45	73	117	375	751	1195	1035	918	834	940	930	904	832	982	1186	1084	759	580	494	410	243

Comment:

Graphical 24-Hour Count Summary Report

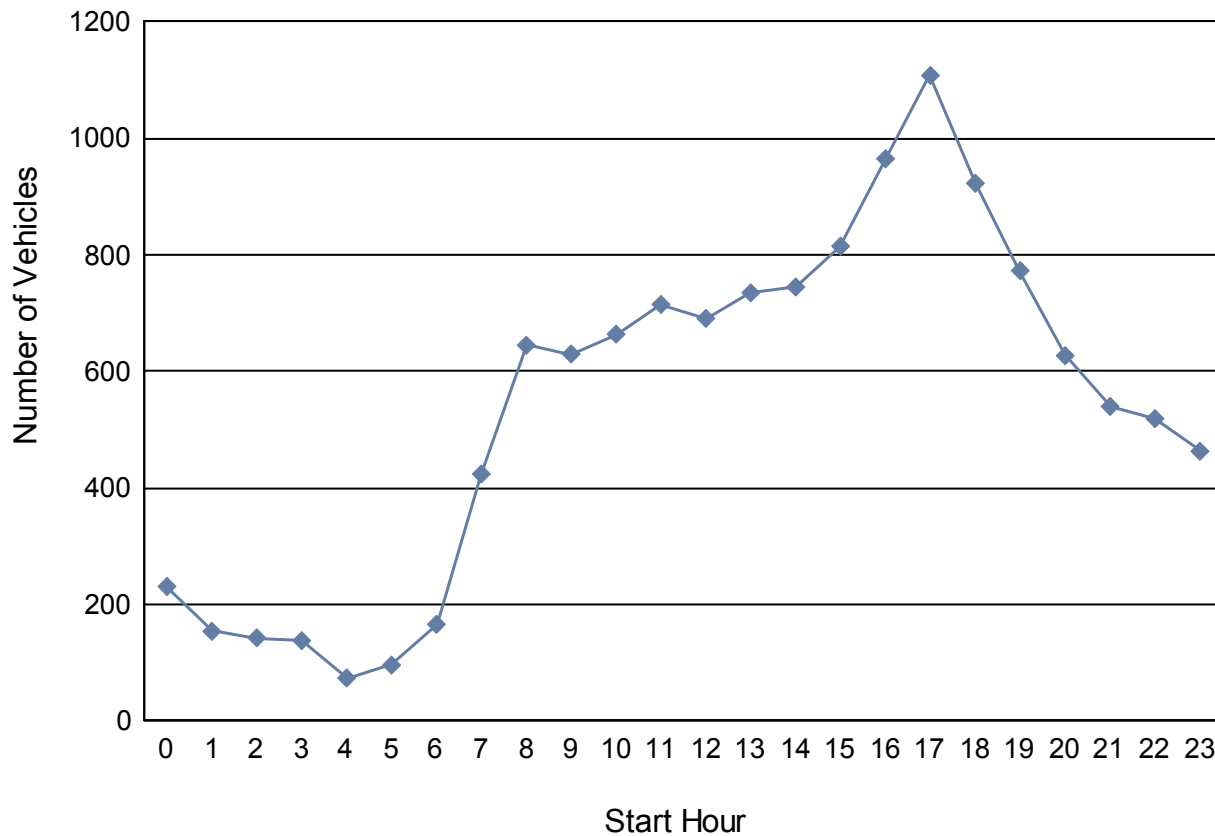
YONGE ST N/B S OF ST CLAIR AVE

Station Number: 1926

Northbound

Artery Code: 1926

Category: 24 HOUR



Survey Date: Fri, October 3, 2014

Start Hour By Hour Volume:

<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11</u>	<u>12</u>	<u>13</u>	<u>14</u>	<u>15</u>	<u>16</u>	<u>17</u>	<u>18</u>	<u>19</u>	<u>20</u>	<u>21</u>	<u>22</u>	<u>23</u>
231	154	143	138	74	96	166	424	645	630	664	715	691	735	745	815	965	1108	923	773	627	540	519	463

Comment: