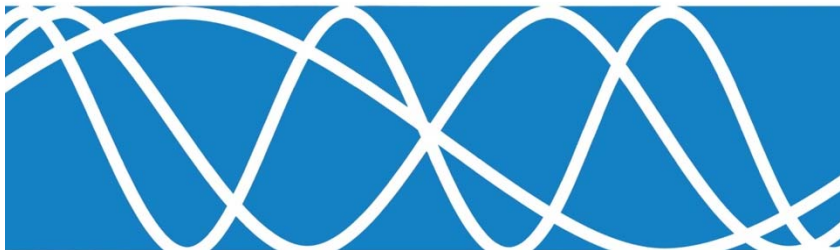


Detailed Noise Study

Proposed Place of Worship and Residential Dwelling, 81 College Avenue West, Guelph, Ontario

August 8, 2025
HGC Project #: 02300762



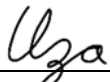
Prepared for:

Raphael Steiner
81 College Avenue West
Guelph, Ontario
N1G 1S2

Version Control
Detailed Noise Study, Proposed Place of Worship and Residential Dwelling,
81 College Avenue West, Guelph, Ontario

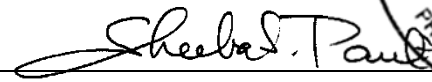
Ver.	Date	Version Description	Prepared By
1.0	DRAFT: January 3, 2024	Noise Feasibility Study prepared as part of the zoning by-law amendment.	Y.Lo/S.Paul
2.0	Final August 8, 2025	Updated draft to reflect the new site plan dated June 8, 2025	I. Kurbanova / S. Paul

Prepared by:



Izabel Kurbanova

Reviewed by:



Sheeba Paul, M.Eng, P.Eng



Howe Gastmeier Chapnik Limited

Limitations

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1 INTRODUCTION AND SUMMARY

HGC Noise Vibration Acoustics (HGC) was retained by Raphael Steiner to conduct a detailed noise study for a proposed place of worship and residential dwelling located at 81 College Avenue in the City of Guelph, Ontario. The proposed development includes a 3-storey place of worship and a 2-storey attached residential dwelling unit. This study is required by the City of Guelph as part of a zoning by-law amendment.

The primary source of noise is road traffic on College Avenue West. Traffic data obtained from the City of Guelph was used to predict future sound levels at the proposed façades and in the outdoor amenity areas. The predicted sound levels were compared to the guidelines of the Ministry of Environment, Conservation and Parks (MECP), the Municipality.

The predictions indicate that future traffic sound levels will exceed MECP guidelines at the proposed place of worship located closest to the roadway. The provision for the future installation of central air conditioning by the occupant will be required for the proposed place of worship building. Inclusion of air conditioning will meet and exceed the requirements. There are no ventilation requirements for the proposed residential dwelling unit at the rear of the site. Warning clauses are required in the property and tenancy agreements in order to inform future tenants of the sound level excesses and the proximity to existing institutional uses.



2 SITE DESCRIPTION AND NOISE SOURCES

A key plan showing the location of the proposed development, and a north arrow is included in Figure 1. The subject site is located on the north side of College Avenue West, west of University Avenue, specifically at 81 College Avenue West, in the City of Guelph, Ontario. A site plan prepared by a+LINK Architecture dated June 8, 2025, is included as Figure 2. The development will include one 3-storey place of worship and an attached 2-storey residential dwelling unit.

A site visit was made by HGC personnel in September 2023 to make observations of the acoustic environment and identify the significant noise sources in the vicinity. There are existing buildings on site which will be demolished to make way for the proposed development. The primary source of traffic noise is road traffic on College Avenue West. The surrounding lands consist of existing residential uses. The University of Guelph and associated buildings are located to the east. A noise warning clause is recommended in Section 4 to inform future occupants of the nearby institutional facilities in the area and that sounds may be audible at times. The site is considered to be in a Class 2, semi urban acoustical environment area as per the requirements of the Municipality.

3 TRAFFIC NOISE ASSESSMENT

3.1 Road Traffic Noise Criteria

Guidelines for acceptable levels of road traffic noise impacting residential developments are given in the MECP publication NPC-300 "Environment Noise Guideline Stationary and Transportation sources – Approval and Planning" [2], release date October 21, 2013, and are listed in Table 1 below. The City of Guelph Noise Control Guidelines (GNCG) version 1.0 effective January 1, 2019 were also used in conjunction with NPC-300. The values in Table 1 are energy equivalent (average) sound levels [L_{EQ}] in units of A-weighted decibels [dBA].



Table 1: Road Traffic Noise Criteria

Space	Daytime $LEQ(16 \text{ hour})$ Road	Nighttime $LEQ(8 \text{ hour})$ Road
Outdoor Living Areas	55 dBA	--
Inside Living/Dining Rooms/Classrooms/Worship Spaces	45 dBA	45 dBA
Inside Bedrooms	45 dBA	40 dBA

Daytime refers to the period between 07:00 and 23:00. Nighttime refers to the time period between 23:00 and 07:00. The term "Outdoor Living Area" (OLA) is used in reference to an outdoor patio, backyard, terrace, children's playground or other area where passive recreation is expected to occur.

The target sound level in an OLA is 55 dBA. The guidelines in the MECP publication allow the sound level in an OLA to be exceeded by up to 5 dBA, without mitigation, if warning clauses are placed in property and rental agreements. Where OLA sound levels exceed 60 dBA, physical mitigation is required to reduce the OLA sound level to 55 dBA. Where mitigation is not technically, economically and administratively feasible, a minor excess above 55 dBA is acceptable with the use of a noise warning clause with some justification.

A central air conditioning system as an alternative means of ventilation to open windows is required for dwellings where future nighttime sound levels at the façade will exceed 60 dBA or future daytime sound levels at the façade will exceed 65 dBA. The provision for the future installation of air conditioning at the occupant's discretion is required when nighttime sound levels at the façade will be in the range of 51 to 60 dBA or when daytime sound levels at façade will be in the range of 56 to 65 dBA.

Building components such as walls, windows and doors must be designed to achieve indoor sound level criteria when the nighttime plane of window sound level will be greater than 60 dBA or the daytime plane of window sound level will be greater than 65 dBA.

Warning clauses to notify future residents of possible noise excesses are also required when nighttime sound levels exceed 50 dBA at the façade and daytime sound levels exceed 55 dBA in the outdoor living area or at the façade due to road traffic.

3.2 Traffic Sound Level Assessment

3.2.1 Road Traffic Data

Road traffic data for College Avenue West was obtained from the City of Guelph in the form of peak hour turning movement counts dated November 10, 2022. The data was projected to the year 2039, 10 years after the estimated completion date, using a conservative estimate of 2.5% growth per year. Commercial vehicle percentages were calculated to be 0.4% medium trucks and 0.7% heavy trucks. A speed limit of 40 km/h and a day/night split of 90%/10% was used. Table 2 below summarizes the road traffic data used in the analysis. Road traffic data is included in Appendix A.

Table 2: Road Traffic Data Projected to 2039

Roadway	AADT	Day / Night Split [%]	Trucks Percentage (%)		Speed Limit [km/h]
			Medium	Heavy	
College Avenue West	17 937	90 / 10	0.4	0.7	40

3.2.2 Road Traffic Noise Predictions

To assess the levels of road traffic noise which will impact the site in the future, predictions were made using STAMSON version 5.04, a computer algorithm developed by the MECP. A sample STAMSON output is included in Appendix B.

The predictions were performed at the top storey of the proposed building during daytime and nighttime hours to investigate ventilation requirements, and in the rear yard (proposed play area) and Sukkah to determine acoustic barrier requirements. The distance setbacks of the proposed building from the roads indicated on the site plan and aerial photos were used in the analysis. The results of the predictions at the façades and in the outdoor amenity areas are

summarized in Table 3. The acoustic requirements may be subject to modifications if the site plan is changed significantly.

Table 3: Road Traffic Sound Levels Projected to 2039, [dBA], Without Mitigation

Prediction Location	Description	Daytime in OLA LEQ(16 hour)	Daytime at Façade LEQ(16 hour)	Nighttime at Façade LEQ(8 hour)
[A]	South Façade of the proposed 3-storey place of worship	--	58	51
[B]	East Façade of the proposed 2-storey dwelling	--	52	45
[C]	Sukkah	51	--	--
[D]	Rear Yard	52	--	--

3.3 Traffic Noise Recommendations

The predictions indicate that the traffic sound levels are expected to exceed MECP limits during daytime hours and nighttime hours at the proposed place of worship building. The following discussion and recommendations are provided.

3.3.1 Outdoor Living Areas

The predicted daytime sound levels of the Sukkah and rear yard (play area) will be less than 55 dBA. No further mitigation is required.

The dwelling unit at the rear of the development may include private balconies and/or terraces that are less than 4 m in depth. These areas are not considered to be outdoor living areas under the MECP guidelines and therefore are exempt from traffic noise assessment.

3.3.2 Indoor Living Areas

The predicted sound level of the proposed place of worship will be between 56 and 65 dBA during the daytime. To address these excesses, this portion of the development requires the provision for future installation of air conditioning.

Inclusion of air conditioning will meet and exceed the requirement.

This building is indicated on Figure 3. Window or through-the-wall air conditioning units are not recommended because of the noise they produce and because the units penetrate through the exterior wall which degrades the overall noise insulating properties of the envelope. The location, installation and sound ratings of the outdoor air conditioning devices should minimize noise impacts and comply with criteria of MECP publication NPC-300 [2], as applicable. The guidelines also require a warning clause for the proposed building.

3.3.3 Building Façade Constructions

The proposed worship space and dwelling within the development will have daytime sound levels less than 65 dBA and nighttime sound levels less than 60 dBA. Any exterior wall, and double-glazed window construction meeting the minimum requirements of the Ontario Building Code (OBC) will provide adequate sound insulation for the dwelling units.

4 WARNING CLAUSES

The MECP guidelines recommend that warning clauses be included in the property and tenancy agreements for all units. Wording from the City of Guelph Noise Control Guidelines is included in Appendix C and provided below.

A warning clause that shall be included in all cases is given below.

Type 0:

The Transferee covenants with the Transferor that the below clause, verbatim, will be included in all subsequent Agreements of Purchase of sale or lease and Sale and Deeds conveying the lands described herein, which covenant shall run with the said lands and is for the benefit of the subsequent owners and renters of the said lands and the owner of the adjacent road.

Suitable wording for future buildings requiring the provision for the future installation of air conditioning at the occupant's discretion is given below.

Type A:

The Transferee of the place of worship, for himself, his heirs, executors, administrators, successors and assigns acknowledge being advised that despite the inclusion of noise control features in the development and/or within the building unit sound levels due to increasing road traffic may occasionally interfere with some indoor and/or outdoor activities of the dwelling occupants as the sound levels may at times exceed the sound level limits of the municipal and provincial noise criteria. This development includes a number of measures to help reduce noise impacts, listed below. To ensure that provincial and municipal sound level limits are not exceeded and/or to keep sound levels as low as possible it is important to maintain the sound attenuation features provided. This development includes building and street orientation to help increase setback distances to major noise sources and shield some rear yards from excessive noise levels.

Suitable wording for future dwellings requiring the provision for the future installation of air conditioning at the occupant's discretion is given below.

Type C:

This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the municipality and provincial sound level limits.

A suggested wording for dwellings adjacent to the institutional facilities where sound levels will at times be audible is given below.

Type E:

The Transferee, for himself, his heirs, executors, administrators, successors, and assigns acknowledge being additionally advised that due to the proximity of the adjacent institutional facilities, sound levels from these facilities may at times be audible.

These sample clauses are provided by the City of Guelph Noise Control Guidelines as examples and minor adjustments can be made as required.

5 SUMMARY

The following list and Table 4 summarize the recommendations made in this report. The reader is referred to the previous sections of the report where these recommendations are discussed in more detail.

1. The proposed place of worship should include the provision for the future installation of central air conditioning by the occupant. Inclusion of air conditioning will meet and exceed the requirements. There are no ventilation requirements for the proposed residential dwelling unit. The location, installation and sound ratings of the air conditioning devices should comply with NPC-300 [3], as applicable.
2. Any exterior wall, and double-glazed window construction meeting the minimum requirements of the OBC will provide adequate sound insulation for the proposed dwellings.
3. Warning clauses, as included in the City of Guelph Noise Control Guidelines, should be included in the property and tenancy agreements and offers of purchase or sale to inform future owners/occupants of the potential noise excesses and proximity to institutional uses, as indicated in Section 4 and as provided in Appendix C.

Table 4: Summary of Noise Control Requirements and Noise Warning Clauses

Location	Acoustic Barrier	*Ventilation Requirements	Type of Warning Clause	STC Requirements LR/BR
Proposed Place of Worship	--	Provision for A/C by the Occupant**	0, A, C, E	OBC
Proposed Dwelling Unit	--	--	0, E	OBC

Note:

-- no specific requirement

OBC – Ontario Building Code

* The location, installation and sound rating of the air conditioning condensers must be compliant with MECP Guideline NPC-300 [2], as applicable.

** Inclusion of air conditioning will meet and exceed the requirements.

6 REFERENCES

1. Google Maps Aerial Imagery, Internet application: maps.google.com.
2. Ontario Ministry of the Environment, Conservation and Parks, Publication NPC-300, Environmental Noise Guideline – Stationary and Transportation Sources – Approval and Planning, August 2013.



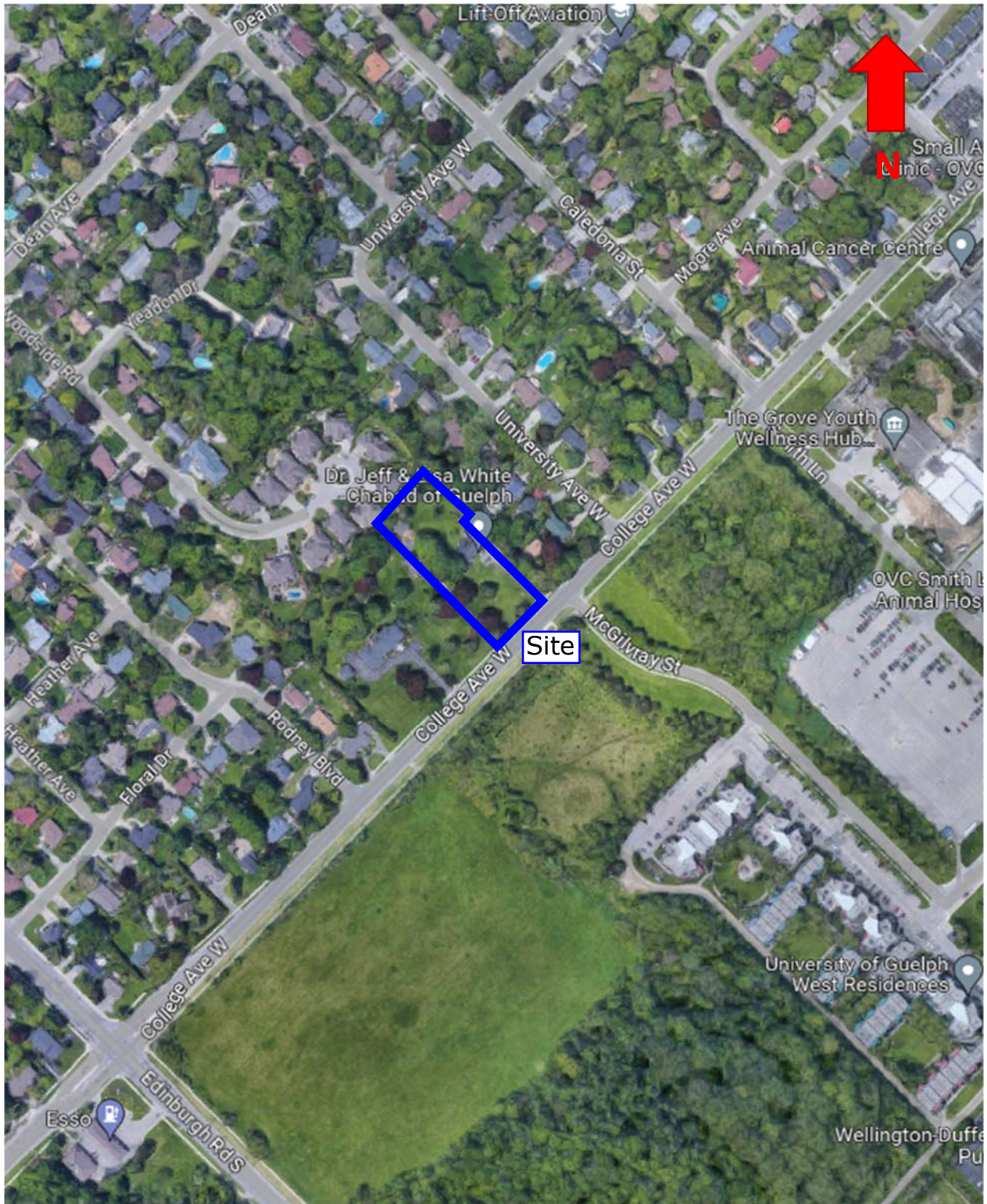


Figure 1 - Key Plan

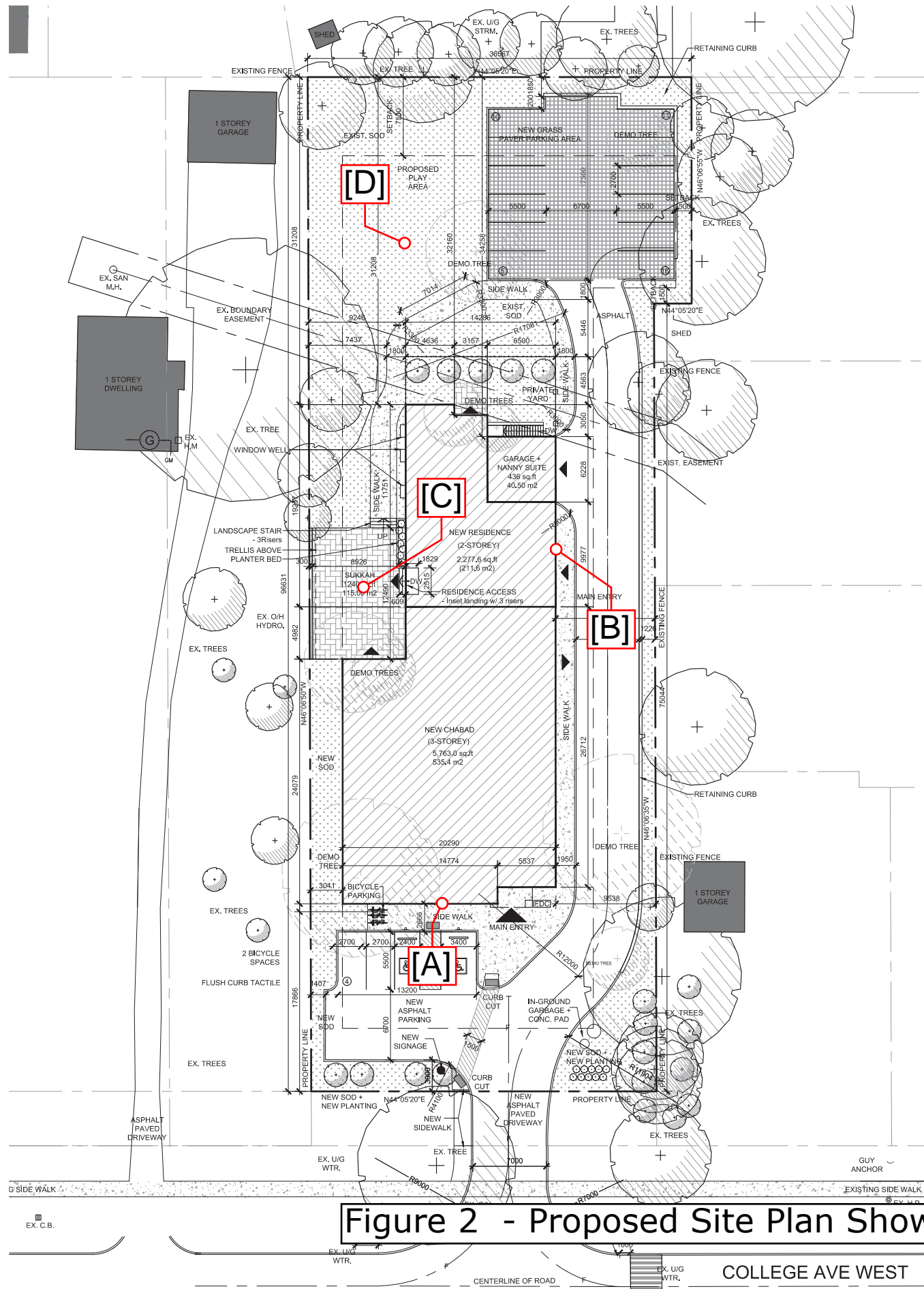

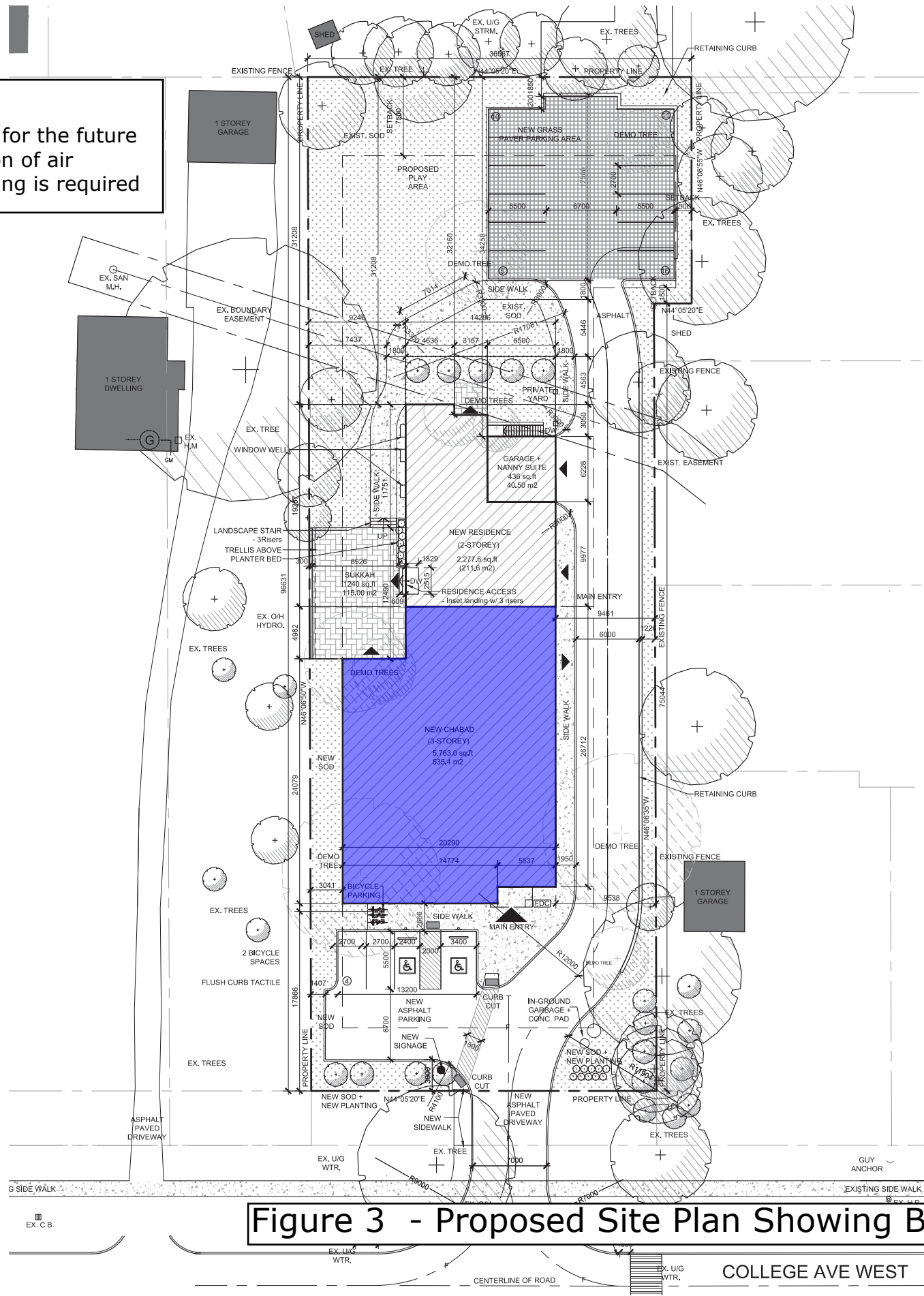


Figure 2 - Proposed Site Plan Showing Prediction Locations

SITE & ZONING ANALYSIS			
PROJECT:	CHABAD OF GUELPH		
PROJECT ADDRESS - EXISTING:	81 COLLEGE AVE WEST, GUELPH, ON		
EXISTING ZONING:	ZONE R1.8 - RESIDENTIAL SINGLE DETACHED		
PROPOSED ZONING:	ZONE NI - NEIGHBOURHOOD INSTITUTIONAL		
PROPOSED USES:	PLACE OF WORSHIP, RESIDENTIAL		
	REQUIRED	EXISTING	PROPOSED
LOT AREA (m ²) (min.):	700.00 m ²	3,258 m ²	No Change
LOT FRONTAGE (m) (min.):	30.0 m MIN.	32.9 m MIN.	No Change
SITE SETBACKS:			
FRONT YARD DEPTH (m) (min.):	6 m MIN.	40.9 m	17.9 m
EXTERIOR SIDE YARD DEPTH (m) (min.):	6 m MIN.	n/a	n/a
INTERIOR SIDE YARD DEPTH (m) (min.):	6.0 m MIN. (or one half building height)	2.2 m (East) 4.5 m (West)	9.6 m (East) 3.0 m (West)
REAR YARD DEPTH (m) (min.):	7.5 m MIN.	37.3 m	31.2 m MIN.
BUFFER STRIP (m) (min.):	3.0 m MIN. ADJACENT TO INTERIOR SIDE YARD AND REAR LOT LINES.	3.0m (Rear Yard) 1.5m (Interior Side Yard - East) 1.5m (Interior Side Yard - West)	0.4 m (Rear Yard) 1.5m (Interior Side Yard - East) 3.0m (Interior Side Yard - West)
LANDSCAPE OPEN SPACE (min.):	15% MIN.	83.8 %	46.2 %
BUILDING HEIGHT (m) (max.):	4 Storey	1 Storey	3 Storeys
LOT COVERAGE (%) (max.):	n/a	9.9 %	24.0 %
LOT DEPTH (m) (min.):	n/a	96.6 m MIN.	No Change
BUILDING AREA (m ²):	n/a	322.66 m ²	784.3 m ²
GROSS FLOOR AREA (m ²):	n/a	Ground Floor 845 m ² (TBC)	CHABAD
			HOUSE
			Basement 105.4 m ²
			Basement 200.0 m ²
			Ground Floor 548.1 m ²
			Ground Floor 200.0 m ²
			Second Floor 361.4 m ²
			Second Floor 221.6 m ²
			Third Floor 183.9 m ²
			Third Floor 183.9 m ²
			TOTAL 1,198.8 m ²
			TOTAL 621.6 m ²
			TOTAL GFA= 1,820.4 m ²
PARKING:	PARKING REQUIREMENTS FOR PLACES OF WORSHIP: 5.0 SPACES PER 100 m ² OF GFA (MIN) 6.5 SPACES PER 100 m ² OF GFA (MAX) PARKING FOR RESIDENCE: 1 Space per dwelling unit - required 2 spaces provided in Garage		
STANDARD STALL: 2.7 m x 5.4 m	1.385 m ² / 100 m ² = 14 Spaces required 16 Spaces provided		
STANDARD TWO WAY DRIVEWAY AISLE WIDTH: 6.0 m			
ACCESSIBLE PARKING:	DESIGNATED ACCESSIBLE PARKING SPACE REGULATIONS: REFER TO TABLE 5.5 - ACCESSIBLE PARKING RATES		
B/F TYPE 'A' STALL SIZE (min.): 3.4 m x 5.5 m	1 Type 'A' and 1 Type 'B' space provided		
B/F TYPE 'B' STALL SIZE (min.): 2.4 m x 5.5 m			
B/F ACCESS AISLE (min.): 2.0 m x 5.5 m			
ACCESSIBLE DRIVEWAY:	(a) ACCESS AISLE: 1.5 m (b) DRIVEWAY: 3.4 m		
BICYCLE PARKING:	DESIGNATED BICYCLE PARKING SPACE REGULATIONS: 4% OF THE REQUIRED PARKING UNDER TABLE 5.3, 2 SPACES MINIMUM - 3 Spaces provided		
YARD PROTECTION AND PATIO COVERAGE:	FRONT/ EXTERIOR SIDE YARD: - 2.4 m (MAX) PROJECTION INTO YARD - 2m (MIN) SETBACK FROM LOT LINE REAR YARD: - 5 m (MAX) PROJECTION INTO YARD - 2 m (MIN) SETBACK FROM LOT LINE INTERIOR SIDE YARD: - 1.2 m (MAX) PROJECTION INTO YARD - CONFORMS - 0.6 m (MIN) SETBACK FROM LOT LINE - CONFORMS NOTE: ROOFED PORCH NOT EXCEEDING 1 STOREY IN HEIGHT		
FENCING:	(a) THE MAXIMUM HEIGHT OF A FENCE LOCATED IN A FRONT YARD, INTERIOR SIDE YARD OR EXTERIOR SIDE YARD IS 0.8 m N HEIGHT (b) THE MAXIMUM HEIGHT OF A FENCE LOCATED IN A FRONT YARD, INTERIOR SIDE YARD OR EXTERIOR SIDE YARD WITH A 4 m SETBACK IS 1.6 m N HEIGHT (c) THE MAXIMUM HEIGHT OF A FENCE LOCATED IN A REAR YARD IS 1.8 m IN HEIGHT		
GARBAGE / REFUSE AND OUTDOOR STORAGE:	EXTERIOR GARBAGE OR REFUSE SHALL BE STORED IN A CONTAINER AT THE INTERIOR SIDE YARD OR REAR YARD OF THE LOT. GARBAGE LOADING AND UNLOADING AREAS VISIBLE FROM AN ADJOINING SITE SHALL HAVE A VISUAL SCREENING CONSISTING OF A SOLID FENCE. AN OUTDOOR STORAGE AREA IS ONLY PERMITTED IN THE REAR YARD OF THE LOT.		

LEGEND:

 Provision for the future installation of air conditioning is required



SITE & ZONING ANALYSIS			
PROJECT:	CHABAD OF GUELPH		
PROJECT ADDRESS - EXISTING:	81 COLLEGE AVE WEST, GUELPH, ON		
EXISTING ZONING:	ZONE R1.8 - RESIDENTIAL SINGLE DETACHED		
PROPOSED ZONING:	ZONE NI - NEIGHBOURHOOD INSTITUTIONAL		
PROPOSED USES:	PLACE OF WORSHIP, RESIDENTIAL		
	REQUIRED	EXISTING	PROPOSED
LOT AREA (m ²) (min.):	700.00 m ²	3,258 m ²	No Change
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FRONT YARD DEPTH (m) (min.):	6 m MIN.	40.9 m	17.9 m
EXTERIOR SIDE YARD DEPTH (m) (min.):	6 m MIN.	n/a	n/a
INTERIOR SIDE YARD DEPTH (m) (min.):	6.0 m MIN. (or one half building height)	2.2 m (East) 4.5 m (West)	9.6 m (East) 3.0 m (West)
REAR YARD DEPTH (m) (min.):	7.5 m MIN.	37.3 m	31.2 m MIN.
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BUILDING HEIGHT (m) (max.):	4 Storey	1 Storey	3 Storeys
LOT COVERAGE (%) (max.):	n/a	9.9 %	24.0 %
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BUILDING AREA (m ²):	n/a	322.66 m ²	784.3 m ²
GROSS FLOOR AREA (m ²):			
	n/a	Ground Floor 845 m ² (TBC)	CHABAD Basement 105.4 m ² Ground Floor 548.1 m ² Second Floor 361.4 m ² Third Floor 183.9 m ² TOTAL 1,198.8 m ²
			HOUSE Basement 200.0 m ² Ground Floor 200.0 m ² Second Floor 221.6 m ² TOTAL 621.6 m ²
TOTAL GFA= 1,820.4 m ²			
PARKING:			
STANDARD STALL: 2.7 m x 5.4 m	PARKING REQUIREMENTS FOR PLACES OF WORSHIP: 5.0 SPACES PER 100 m ² OF GFA (MIN) 6.5 SPACES PER 100 m ² OF GFA (MAX)		PARKING FOR RESIDENCE: 1 Space per dwelling unit - required 2 spaces provided in Garage
STANDARD TWO WAY DRIVEWAY AISLE WIDTH: 6.0 m	1,385 m ² / 100 m ² = 14 Spaces required 16 Spaces provided		
ACCESSIBLE PARKING:			
DESIGNATED ACCESSIBLE PARKING SPACE REGULATIONS: REFER TO TABLE 5.5 - ACCESSIBLE PARKING RATES			
B/F TYPE 'A' STALL SIZE (min.): 3.4 m x 5.5 m	1 Type 'A' and 1 Type 'B' space provided		
B/F TYPE 'B' STALL SIZE (min.): 2.4 m x 5.5 m			
B/F ACCESS AISLE (min.): 2.0 m x 5.5 m			
ACCESSIBLE DRIVEWAY:			
(a) ACCESS AISLE: 1.5 m			
(b) DRIVEWAY: 3.4 m			
BICYCLE PARKING:			
DESIGNATED BICYCLE PARKING SPACE REGULATIONS: 4% OF THE REQUIRED PARKING UNDER TABLE 5.3, 2 SPACES MINIMUM			
- 3 Spaces provided			
YARD PROTECTION AND PATIO COVERAGE:			
FRONT/ EXTERIOR SIDE YARD: - 2.4 m (MAX) PROJECTION INTO YARD - 2m (MIN) SETBACK FROM LOT LINE			
REAR YARD: - 5 m (MAX) PROJECTION INTO YARD - 2 m (MIN) SETBACK FROM LOT LINE			
INTERIOR SIDE YARD: - 1.2 m (MAX) PROJECTION INTO YARD - CONFORMS - 0.6 m (MIN) SETBACK FROM LOT LINE - CONFORMS			
NOTE: ROOFED PORCH NOT EXCEEDING 1 STOREY IN HEIGHT			
FENCING:			
(a) THE MAXIMUM HEIGHT OF A FENCE LOCATED IN A FRONT YARD, INTERIOR SIDE YARD OR EXTERIOR SIDE YARD IS 0.8 m N HEIGHT			
(b) THE MAXIMUM HEIGHT OF A FENCE LOCATED IN A FRONT YARD, INTERIOR SIDE YARD OR EXTERIOR SIDE YARD WITH A 4 m SETBACK IS 1.6 m N HEIGHT			
(c) THE MAXIMUM HEIGHT OF A FENCE LOCATED IN A REAR YARD IS 1.8 m IN HEIGHT			
GARBAGE / REFUSE AND OUTDOOR STORAGE:			
EXTERIOR GARBAGE OR REFUSE SHALL BE STORED IN A CONTAINER AT THE INTERIOR SIDE YARD OR REAR YARD OF THE LOT. GARBAGE LOADING AND UNLOADING AREAS VISIBLE FROM AN ADJOINING SITE SHALL HAVE A VISUAL SCREENING CONSISTING OF A SOLID FENCE. AN OUTDOOR STORAGE AREA IS ONLY PERMITTED IN THE REAR YARD OF THE LOT.			

Figure 3 - Proposed Site Plan Showing Barrier and Ventilation Requirement

Appendix A

Road Traffic Data



NOISE



VIBRATION




ACOUSTICS

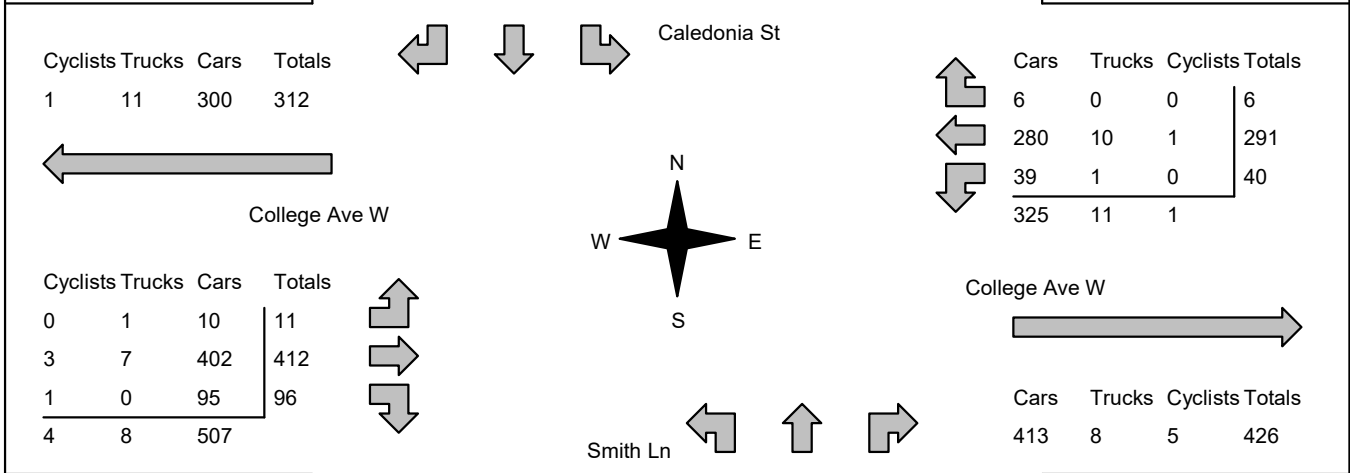
Accu-Traffic Inc.


Morning Peak Diagram	Specified Period From: 7:00:00 To: 9:00:00	One Hour Peak From: 8:00:00 To: 9:00:00
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Municipality: Guelph Site #: 2205500035 Intersection: College Ave W & Caledonia St TFR File #: 1 Count date: 10-Nov-22	Weather conditions: Person counted: Person prepared: Person checked:
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** Non-Signalized Intersection **	Major Road: College Ave W runs W/E
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North Leg Total: 53 North Entering: 35 North Peds: 17 Peds Cross: \bowtie	<table style="border-collapse: collapse;"> <tr><td>Cyclists</td><td>0</td><td>11</td><td>2</td><td style="border-left: 1px solid black;">13</td></tr> <tr><td>Trucks</td><td>1</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Cars</td><td>16</td><td>2</td><td>3</td><td style="border-left: 1px solid black;">21</td></tr> <tr><td>Totals</td><td>17</td><td>13</td><td>5</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cyclists	0	11	2	13	Trucks	1	0	0	1	Cars	16	2	3	21	Totals	17	13	5			Cyclists 0 Trucks 1 Cars 17 Totals 18	East Leg Total: 763 East Entering: 337 East Peds: 10 Peds Cross: \bowtie
Cyclists	0	11	2	13																				
Trucks	1	0	0	1																				
Cars	16	2	3	21																				
Totals	17	13	5																					



Peds Cross: \bowtie West Peds: 3 West Entering: 519 West Leg Total: 831	<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>136</td></tr> <tr><td>Trucks</td><td>1</td></tr> <tr><td>Cyclists</td><td>12</td></tr> <tr><td>Totals</td><td style="border-top: 1px solid black;">149</td></tr> </table>	Cars	136	Trucks	1	Cyclists	12	Totals	149		<table style="border-collapse: collapse;"> <tr><td>Cars</td><td>4</td><td>1</td><td>8</td><td style="border-left: 1px solid black;">13</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>1</td><td style="border-left: 1px solid black;">1</td></tr> <tr><td>Cyclists</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Totals</td><td>4</td><td>1</td><td>9</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cars	4	1	8	13	Trucks	0	0	1	1	Cyclists	0	0	0	0	Totals	4	1	9		Peds Cross: \bowtie South Peds: 17 South Entering: 14 South Leg Total: 163
Cars	136																															
Trucks	1																															
Cyclists	12																															
Totals	149																															
Cars	4	1	8	13																												
Trucks	0	0	1	1																												
Cyclists	0	0	0	0																												
Totals	4	1	9																													

Comments

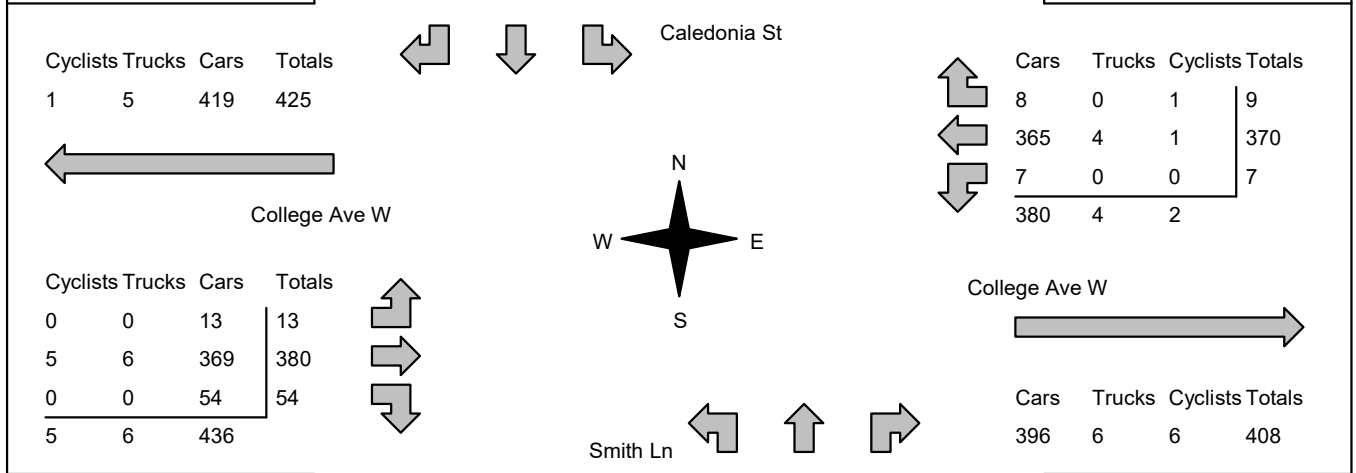
Accu-Traffic Inc.

Mid-day Peak Diagram	Specified Period From: 11:00:00 To: 14:00:00	One Hour Peak From: 12:15:00 To: 13:15:00
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Municipality: Guelph Site #: 2205500035 Intersection: College Ave W & Caledonia St TFR File #: 1 Count date: 10-Nov-22	Weather conditions: Person counted: Person prepared: Person checked:
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** Non-Signalized Intersection **	Major Road: College Ave W runs W/E
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North Leg Total: 41 North Entering: 16 North Peds: 11 Peds Cross: \bowtie	<table style="border-collapse: collapse;"> <tr><td>Cyclists</td><td>0</td><td>1</td><td>1</td><td style="border-left: 1px solid black;">2</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td style="border-left: 1px solid black;">0</td></tr> <tr><td>Cars</td><td>10</td><td>2</td><td>2</td><td style="border-left: 1px solid black;">14</td></tr> <tr><td>Totals</td><td>10</td><td>3</td><td>3</td><td style="border-left: 1px solid black;"></td></tr> </table>	Cyclists	0	1	1	2	Trucks	0	0	0	0	Cars	10	2	2	14	Totals	10	3	3			Cyclists 2 Trucks 0 Cars 23 Totals 25	East Leg Total: 794 East Entering: 386 East Peds: 11 Peds Cross: \bowtie
Cyclists	0	1	1	2																				
Trucks	0	0	0	0																				
Cars	10	2	2	14																				
Totals	10	3	3																					

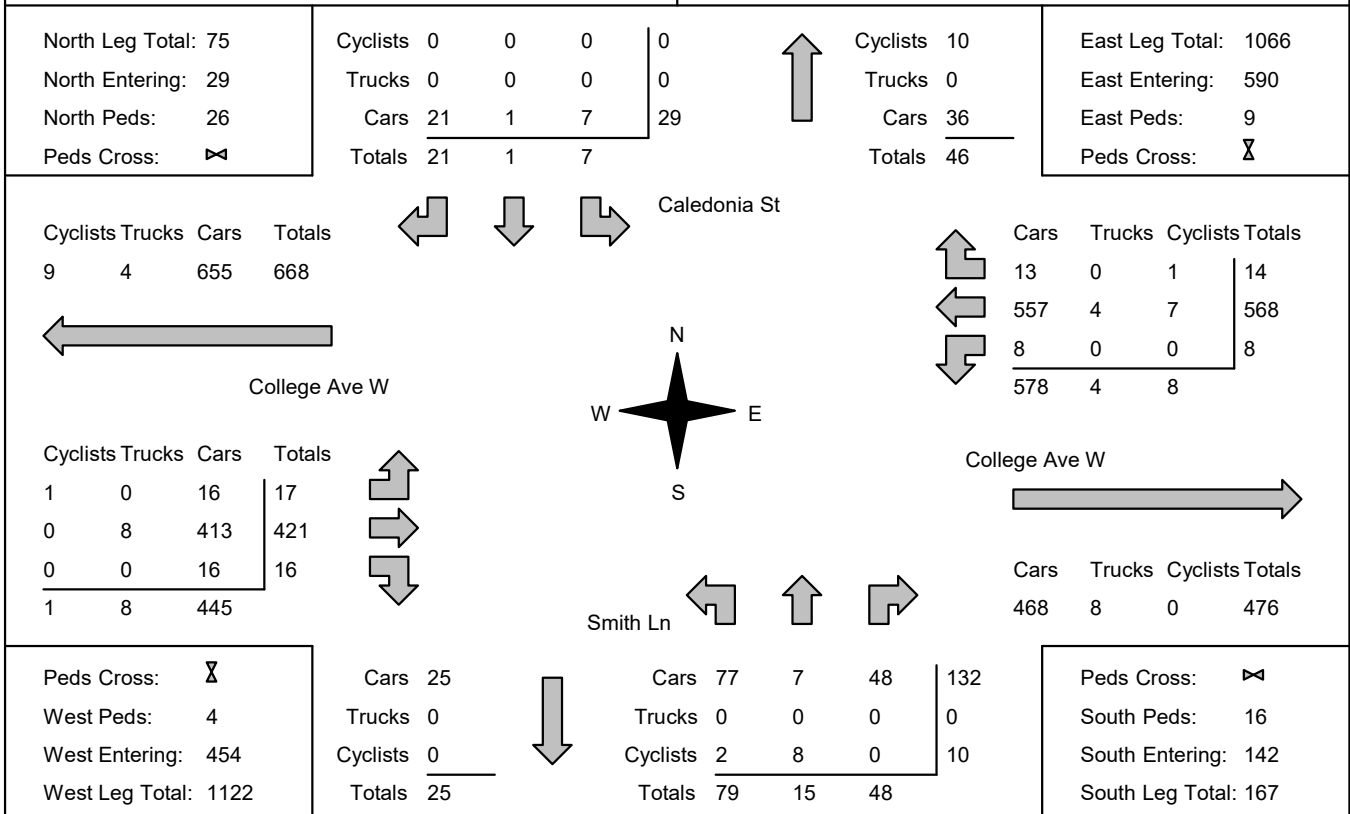


Peds Cross: \bowtie West Peds: 3 West Entering: 447 West Leg Total: 872		Cars 63 Trucks 0 Cyclists 1 Totals 64	Peds Cross: \bowtie South Peds: 29 South Entering: 73 South Leg Total: 137
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Comments

Accu-Traffic Inc.

Afternoon Peak Diagram	Specified Period From: 15:00:00 To: 18:00:00	One Hour Peak From: 16:45:00 To: 17:45:00
Municipality: Guelph Site #: 2205500035 Intersection: College Ave W & Caledonia St TFR File #: 1 Count date: 10-Nov-22	Weather conditions: Person counted: Person prepared: Person checked:	
** Non-Signalized Intersection **	Major Road: College Ave W runs W/E	



Comments

Accu-Traffic Inc.

Total Count Diagram

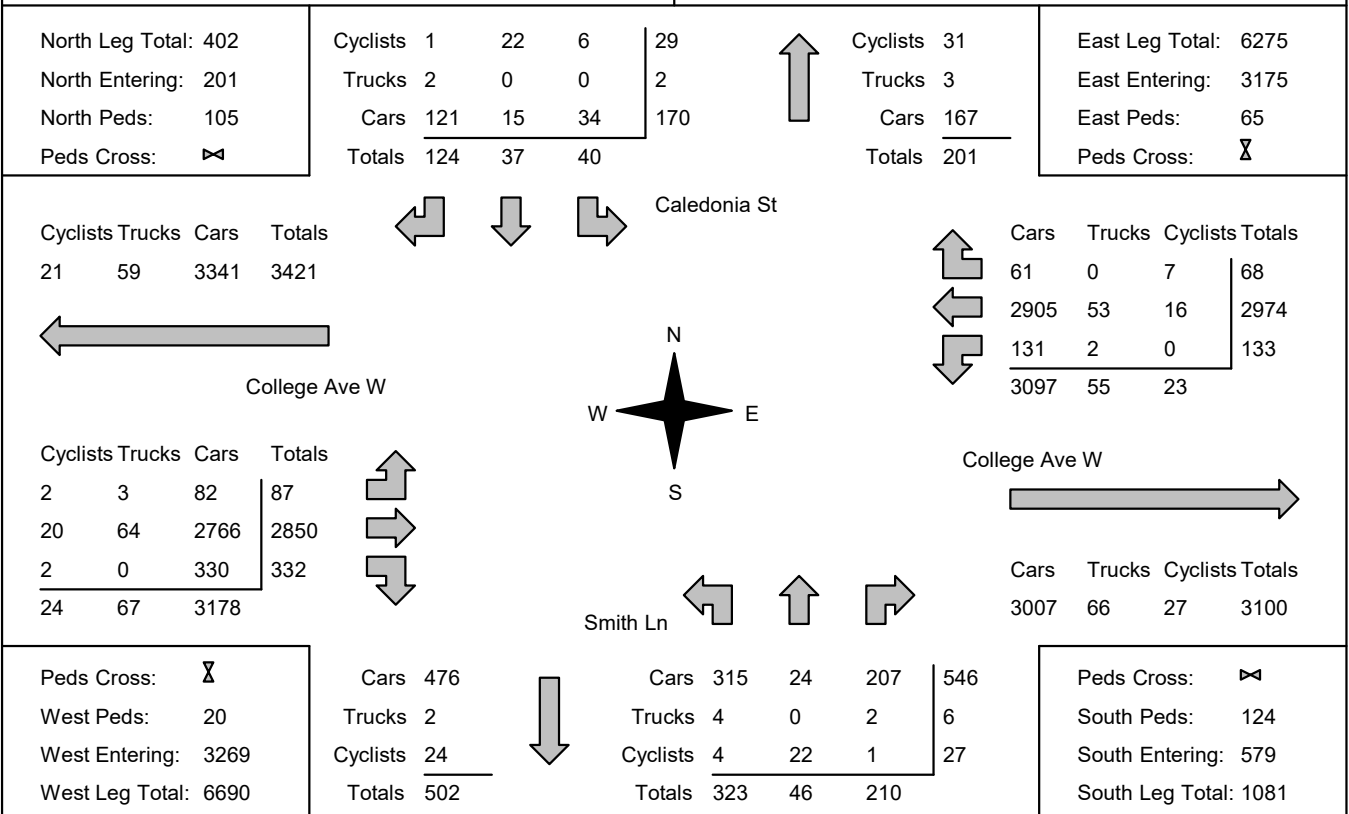
Municipality: Guelph
Site #: 2205500035
Intersection: College Ave W & Caledonia St
TFR File #: 1
Count date: 10-Nov-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Non-Signalized Intersection ****

Major Road: College Ave W runs W/E



Comments



Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Accu-Traffic Inc.

Traffic Count Summary

Intersection: College Ave W & Caledonia St Count Date: 10-Nov-22 Municipality: Guelph

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds		Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	4	4	8	16	0	31	8:00:00	9	1	5	15	4
9:00:00	5	13	17	35	17	49	9:00:00	4	1	9	14	17
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	4	6	16	26	11	88	12:00:00	34	5	23	62	17
13:00:00	3	2	11	16	13	86	13:00:00	38	5	27	70	30
14:00:00	5	5	18	28	5	85	14:00:00	34	4	19	57	11
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0
16:00:00	7	4	14	25	13	106	16:00:00	45	5	31	81	12
17:00:00	4	2	19	25	21	181	17:00:00	93	10	53	156	15
18:00:00	8	1	21	30	25	154	18:00:00	66	15	43	124	18
Totals:	40	37	124	201	105	780	S Totals:	323	46	210	579	124

East Approach Totals						East/West Total Approaches	West Approach Totals					
Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds		Hour Ending	Includes Cars, Trucks, & Cyclists				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
7:00:00	0	0	0	0	0	0	7:00:00	0	0	0	0	0
8:00:00	19	135	6	160	5	413	8:00:00	3	207	43	253	0
9:00:00	40	291	6	337	10	856	9:00:00	11	412	96	519	3
11:00:00	0	0	0	0	0	0	11:00:00	0	0	0	0	0
12:00:00	12	305	12	329	7	720	12:00:00	5	337	49	391	0
13:00:00	10	318	9	337	10	754	13:00:00	11	353	53	417	3
14:00:00	17	364	5	386	9	742	14:00:00	11	318	27	356	2
15:00:00	0	0	0	0	0	0	15:00:00	0	0	0	0	0
16:00:00	16	450	9	475	8	943	16:00:00	19	422	27	468	6
17:00:00	10	573	10	593	8	990	17:00:00	14	363	20	397	3
18:00:00	9	538	11	558	8	1026	18:00:00	13	438	17	468	3
Totals:	133	2974	68	3175	65	6444	W Totals:	87	2850	332	3269	20

Calculated Values for Traffic Crossing Major Street								
Hours Ending:	8:00	9:00	12:00	13:00	14:00	16:00	17:00	18:00
Crossing Values:	22	35	51	59	55	71	118	100

Accu-Traffic Inc.

Count Date: 10-Nov-22 Site #: 2205500035

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Cyclists - North Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		North Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0
7:30:00	1	1	0	0	5	4	0	0	0	0	0	0	1	1	2	1	0	0	0	0
7:45:00	2	1	0	0	8	3	0	0	0	0	0	0	1	0	2	0	0	0	0	0
8:00:00	2	0	0	0	8	0	0	0	0	0	0	0	2	1	4	2	0	0	0	0
8:15:00	2	0	0	0	13	5	0	0	0	0	0	0	2	0	7	3	0	0	1	1
8:30:00	2	0	1	1	14	1	0	0	0	0	0	0	3	1	8	1	0	0	12	11
8:45:00	3	1	1	0	23	9	0	0	0	0	1	1	4	1	10	2	0	0	13	1
9:00:00	5	2	2	1	24	1	0	0	0	0	1	0	4	0	15	5	0	0	17	4
9:15:00	5	0	2	0	24	0	0	0	0	0	1	0	4	0	15	0	0	0	17	0
11:00:00	5	0	2	0	24	0	0	0	0	0	1	0	4	0	15	0	0	0	17	0
11:15:00	6	1	3	1	27	3	0	0	0	0	1	0	4	0	16	1	0	0	20	3
11:30:00	7	1	4	1	28	1	0	0	0	0	1	0	4	0	17	1	0	0	24	4
11:45:00	7	0	4	0	33	5	0	0	0	0	1	0	4	0	18	1	0	0	28	4
12:00:00	8	1	5	1	40	7	0	0	0	0	1	0	5	1	18	0	0	0	28	0
12:15:00	10	2	5	0	45	5	0	0	0	0	1	0	5	0	18	0	0	0	31	3
12:30:00	10	0	6	1	46	1	0	0	0	0	1	0	5	0	18	0	0	0	31	0
12:45:00	10	0	6	0	48	2	0	0	0	0	1	0	5	0	18	0	0	0	36	5
13:00:00	10	0	6	0	51	3	0	0	0	0	1	0	6	1	19	1	0	0	41	5
13:15:00	12	2	7	1	55	4	0	0	0	0	1	0	6	0	19	0	0	0	42	1
13:30:00	12	0	9	2	62	7	0	0	0	0	1	0	6	0	19	0	0	0	44	2
13:45:00	15	3	9	0	66	4	0	0	0	0	1	0	6	0	20	1	0	0	44	0
14:00:00	15	0	9	0	68	2	0	0	0	0	2	1	6	0	21	1	0	0	46	2
14:15:00	15	0	9	0	68	0	0	0	0	0	2	0	6	0	21	0	0	0	46	0
15:00:00	15	0	9	0	68	0	0	0	0	0	2	0	6	0	21	0	0	0	46	0
15:15:00	16	1	9	0	69	1	0	0	0	0	2	0	6	0	22	1	1	1	48	2
15:30:00	18	2	10	1	77	8	0	0	0	0	2	0	6	0	22	0	1	0	52	4
15:45:00	20	2	11	1	78	1	0	0	0	0	2	0	6	0	22	0	1	0	54	2
16:00:00	22	2	12	1	81	3	0	0	0	0	2	0	6	0	22	0	1	0	59	5
16:15:00	23	1	13	1	85	4	0	0	0	0	2	0	6	0	22	0	1	0	63	4
16:30:00	24	1	14	1	90	5	0	0	0	0	2	0	6	0	22	0	1	0	72	9
16:45:00	24	0	14	0	95	5	0	0	0	0	2	0	6	0	22	0	1	0	76	4
17:00:00	26	2	14	0	100	5	0	0	0	0	2	0	6	0	22	0	1	0	80	4
17:15:00	27	1	14	0	104	4	0	0	0	0	2	0	6	0	22	0	1	0	86	6
17:30:00	28	1	14	0	111	7	0	0	0	0	2	0	6	0	22	0	1	0	92	6
17:45:00	31	3	15	1	116	5	0	0	0	0	2	0	6	0	22	0	1	0	102	10
18:00:00	34	3	15	0	121	5	0	0	0	0	2	0	6	0	22	0	1	0	105	3
18:15:00	34	0	15	0	121	0	0	0	0	0	2	0	6	0	22	0	1	0	105	0
18:15:15	34	0	15	0	121	0	0	0	0	0	2	0	6	0	22	0	1	0	105	0



Accu-Traffic Inc.

Count Date: 10-Nov-22 Site #: 2205500035

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Cyclists - East Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		East Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	4	4	22	22	4	4	1	1	2	2	0	0	0	0	0	0	0	0	0	0
7:30:00	11	7	55	33	6	2	1	0	2	0	0	0	0	0	0	0	0	0	0	0
7:45:00	16	5	82	27	6	0	1	0	3	1	0	0	0	0	1	1	0	0	1	1
8:00:00	18	2	129	47	6	0	1	0	5	2	0	0	0	0	1	0	0	0	5	4
8:15:00	25	7	187	58	8	2	1	0	8	3	0	0	0	0	1	0	0	0	7	2
8:30:00	43	18	248	61	10	2	1	0	10	2	0	0	0	0	1	0	0	0	9	2
8:45:00	51	8	332	84	12	2	1	0	12	2	0	0	0	0	1	0	0	0	12	3
9:00:00	57	6	409	77	12	0	2	1	15	3	0	0	0	0	2	1	0	0	15	3
9:15:00	57	0	409	0	12	0	2	0	15	0	0	0	0	0	2	0	0	0	15	0
11:00:00	57	0	409	0	12	0	2	0	15	0	0	0	0	0	2	0	0	0	15	0
11:15:00	61	4	466	57	14	2	2	0	20	5	0	0	0	0	2	0	0	0	17	2
11:30:00	64	3	535	69	16	2	2	0	20	0	0	0	0	0	2	0	0	0	21	4
11:45:00	68	4	642	107	19	3	2	0	22	2	0	0	0	0	2	0	1	1	22	1
12:00:00	69	1	706	64	23	4	2	0	23	1	0	0	0	0	2	0	1	0	22	0
12:15:00	73	4	772	66	24	1	2	0	24	1	0	0	0	0	2	0	1	0	23	1
12:30:00	74	1	847	75	30	6	2	0	24	0	0	0	0	0	2	0	2	1	26	3
12:45:00	76	2	941	94	30	0	2	0	25	1	0	0	0	0	3	1	2	0	28	2
13:00:00	79	3	1020	79	31	1	2	0	26	1	0	0	0	0	3	0	2	0	32	4
13:15:00	80	1	1137	117	32	1	2	0	28	2	0	0	0	0	3	0	2	0	34	2
13:30:00	84	4	1212	75	33	1	2	0	29	1	0	0	0	0	3	0	2	0	36	2
13:45:00	92	8	1298	86	35	2	2	0	30	1	0	0	0	0	3	0	2	0	39	3
14:00:00	96	4	1376	78	36	1	2	0	34	4	0	0	0	0	3	0	2	0	41	2
14:15:00	96	0	1376	0	36	0	2	0	34	0	0	0	0	0	3	0	2	0	41	0
15:00:00	96	0	1376	0	36	0	2	0	34	0	0	0	0	0	3	0	2	0	41	0
15:15:00	102	6	1463	87	38	2	2	0	37	3	0	0	0	0	3	0	3	1	41	0
15:30:00	108	6	1573	110	38	0	2	0	38	1	0	0	0	0	3	0	3	0	42	1
15:45:00	110	2	1693	120	42	4	2	0	42	4	0	0	0	0	4	1	3	0	47	5
16:00:00	112	2	1816	123	43	1	2	0	43	1	0	0	0	0	4	0	4	1	49	2
16:15:00	117	5	1941	125	43	0	2	0	46	3	0	0	0	0	5	1	6	2	49	0
16:30:00	118	1	2086	145	46	3	2	0	47	1	0	0	0	0	8	3	6	0	53	4
16:45:00	120	2	2224	138	48	2	2	0	48	1	0	0	0	0	8	0	6	0	53	0
17:00:00	122	2	2376	152	51	3	2	0	50	2	0	0	0	0	10	2	6	0	57	4
17:15:00	122	0	2507	131	55	4	2	0	51	1	0	0	0	0	11	1	7	1	59	2
17:30:00	124	2	2646	139	55	0	2	0	52	1	0	0	0	0	12	1	7	0	60	1
17:45:00	128	4	2781	135	61	6	2	0	52	0	0	0	0	0	15	3	7	0	62	2
18:00:00	131	3	2905	124	61	0	2	0	53	1	0	0	0	0	16	1	7	0	65	3
18:15:00	131	0	2905	0	61	0	2	0	53	0	0	0	0	0	16	0	7	0	65	0
18:15:15	131	0	2905	0	61	0	2	0	53	0	0	0	0	0	16	0	7	0	65	0



Accu-Traffic Inc.

Count Date: 10-Nov-22 Site #: 2205500035

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Cyclists - South Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		South Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	3	3	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	5	2	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	8	3	1	1	4	1	0	0	0	0	0	0	0	0	0	0	0	0	3	3
8:00:00	8	0	1	0	5	1	1	1	0	0	0	0	0	0	0	0	0	0	4	1
8:15:00	9	1	1	0	7	2	1	0	0	0	0	0	0	0	0	0	0	0	5	1
8:30:00	10	1	2	1	8	1	1	0	0	0	0	0	0	0	0	0	0	0	14	9
8:45:00	12	2	2	0	11	3	1	0	0	0	0	0	0	0	0	0	0	0	20	6
9:00:00	12	0	2	0	13	2	1	0	0	0	1	1	0	0	0	0	0	0	21	1
9:15:00	12	0	2	0	13	0	1	0	0	0	1	0	0	0	0	0	0	0	21	0
11:00:00	12	0	2	0	13	0	1	0	0	0	1	0	0	0	0	0	0	0	21	0
11:15:00	17	5	4	2	17	4	1	0	0	0	2	1	0	0	0	0	0	0	23	2
11:30:00	19	2	4	0	21	4	1	0	0	0	2	0	0	0	0	0	0	0	32	9
11:45:00	28	9	4	0	29	8	1	0	0	0	2	0	0	0	2	2	0	0	34	2
12:00:00	46	18	5	1	35	6	1	0	0	0	2	0	0	0	2	0	0	0	38	4
12:15:00	50	4	7	2	43	8	1	0	0	0	2	0	0	0	3	1	0	0	41	3
12:30:00	63	13	9	2	52	9	1	0	0	0	2	0	0	0	3	0	0	0	49	8
12:45:00	71	8	9	0	57	5	2	1	0	0	2	0	0	0	3	0	0	0	54	5
13:00:00	83	12	9	0	62	5	2	0	0	0	2	0	0	0	3	0	0	0	68	14
13:15:00	94	11	9	0	68	6	2	0	0	0	2	0	0	0	4	1	0	0	70	2
13:30:00	104	10	9	0	75	7	2	0	0	0	2	0	0	0	5	1	0	0	74	4
13:45:00	112	8	9	0	78	3	2	0	0	0	2	0	0	0	5	0	0	0	75	1
14:00:00	117	5	9	0	81	3	2	0	0	0	2	0	0	0	7	2	0	0	79	4
14:15:00	117	0	9	0	81	0	2	0	0	0	2	0	0	0	7	0	0	0	79	0
15:00:00	117	0	9	0	81	0	2	0	0	0	2	0	0	0	7	0	0	0	79	0
15:15:00	127	10	9	0	90	9	2	0	0	0	2	0	0	0	8	1	0	0	83	4
15:30:00	135	8	9	0	94	4	2	0	0	0	2	0	0	0	9	1	0	0	86	3
15:45:00	150	15	11	2	104	10	3	1	0	0	2	0	0	0	9	0	0	0	88	2
16:00:00	159	9	11	0	112	8	4	1	0	0	2	0	1	1	10	1	0	0	91	3
16:15:00	178	19	12	1	130	18	4	0	0	0	2	0	2	1	11	1	1	1	93	2
16:30:00	201	23	14	2	145	15	4	0	0	0	2	0	2	0	13	2	1	0	98	5
16:45:00	222	21	15	1	152	7	4	0	0	0	2	0	2	0	14	1	1	0	103	5
17:00:00	250	28	16	1	164	12	4	0	0	0	2	0	3	1	15	1	1	0	106	3
17:15:00	267	17	20	4	179	15	4	0	0	0	2	0	3	0	18	3	1	0	112	6
17:30:00	277	10	21	1	189	10	4	0	0	0	2	0	4	1	21	3	1	0	114	2
17:45:00	299	22	22	1	200	11	4	0	0	0	2	0	4	0	22	1	1	0	119	5
18:00:00	315	16	24	2	207	7	4	0	0	0	2	0	4	0	22	0	1	0	124	5
18:15:00	315	0	24	0	207	0	4	0	0	0	2	0	4	0	22	0	1	0	124	0
18:15:15	315	0	24	0	207	0	4	0	0	0	2	0	4	0	22	0	1	0	124	0



Accu-Traffic Inc.

Count Date: 10-Nov-22 Site #: 2205500035

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Cyclists - West Approach						Pedestrians	
	Left		Thru		Right		Left		Thru		Right		Left		Thru		Right		West Cross	
	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	1	1	24	24	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	1	0	64	40	14	8	0	0	2	2	0	0	0	0	0	0	0	0	0	0
7:45:00	1	0	121	57	28	14	0	0	3	1	0	0	0	0	0	0	0	0	0	0
8:00:00	3	2	200	79	42	14	0	0	7	4	0	0	0	0	0	0	1	1	0	0
8:15:00	5	2	295	95	60	18	0	0	8	1	0	0	0	0	1	1	1	0	0	0
8:30:00	7	2	417	122	91	31	1	1	11	3	0	0	0	0	2	1	1	0	1	1
8:45:00	9	2	509	92	118	27	1	0	12	1	0	0	0	0	3	1	1	0	3	2
9:00:00	13	4	602	93	137	19	1	0	14	2	0	0	0	0	3	0	2	1	3	0
9:15:00	13	0	602	0	137	0	1	0	14	0	0	0	0	0	3	0	2	0	3	0
11:00:00	13	0	602	0	137	0	1	0	14	0	0	0	0	0	3	0	2	0	3	0
11:15:00	14	1	676	74	149	12	1	0	14	0	0	0	0	0	3	0	2	0	3	0
11:30:00	15	1	776	100	169	20	1	0	15	1	0	0	0	0	7	4	2	0	3	0
11:45:00	16	1	856	80	180	11	1	0	17	2	0	0	0	0	8	1	2	0	3	0
12:00:00	18	2	929	73	186	6	1	0	19	2	0	0	0	0	8	0	2	0	3	0
12:15:00	20	2	994	65	193	7	1	0	21	2	0	0	0	0	8	0	2	0	3	0
12:30:00	26	6	1073	79	203	10	1	0	23	2	0	0	0	0	9	1	2	0	4	1
12:45:00	28	2	1150	77	219	16	1	0	23	0	0	0	0	0	9	0	2	0	5	1
13:00:00	29	1	1271	121	239	20	1	0	26	3	0	0	0	0	12	3	2	0	6	1
13:15:00	33	4	1363	92	247	8	1	0	27	1	0	0	0	0	13	1	2	0	6	0
13:30:00	34	1	1447	84	257	10	1	0	29	2	0	0	0	0	15	2	2	0	6	0
13:45:00	36	2	1520	73	264	7	2	1	29	0	0	0	0	0	15	0	2	0	6	0
14:00:00	38	2	1581	61	266	2	3	1	31	2	0	0	0	0	15	0	2	0	8	2
14:15:00	38	0	1581	0	266	0	3	0	31	0	0	0	0	0	15	0	2	0	8	0
15:00:00	38	0	1581	0	266	0	3	0	31	0	0	0	0	0	15	0	2	0	8	0
15:15:00	46	8	1671	90	273	7	3	0	36	5	0	0	0	0	15	0	2	0	9	1
15:30:00	50	4	1763	92	280	7	3	0	38	2	0	0	0	0	16	1	2	0	11	2
15:45:00	53	3	1867	104	286	6	3	0	42	4	0	0	0	0	16	0	2	0	13	2
16:00:00	56	3	1983	116	293	7	3	0	46	4	0	0	1	1	20	4	2	0	14	1
16:15:00	59	3	2075	92	298	5	3	0	48	2	0	0	1	0	20	0	2	0	16	2
16:30:00	60	1	2165	90	301	3	3	0	52	4	0	0	1	0	20	0	2	0	16	0
16:45:00	63	3	2250	85	307	6	3	0	54	2	0	0	1	0	20	0	2	0	16	0
17:00:00	70	7	2337	87	313	6	3	0	55	1	0	0	1	0	20	0	2	0	17	1
17:15:00	72	2	2452	115	318	5	3	0	57	2	0	0	1	0	20	0	2	0	19	2
17:30:00	74	2	2565	113	320	2	3	0	59	2	0	0	2	1	20	0	2	0	20	1
17:45:00	79	5	2663	98	323	3	3	0	62	3	0	0	2	0	20	0	2	0	20	0
18:00:00	82	3	2766	103	330	7	3	0	64	2	0	0	2	0	20	0	2	0	20	0
18:15:00	82	0	2766	0	330	0	3	0	64	0	0	0	2	0	20	0	2	0	20	0
18:15:15	82	0	2766	0	330	0	3	0	64	0	0	0	2	0	20	0	2	0	20	0

Appendix B

Sample STAMSON 5.04 Output



NOISE



VIBRATION



ACOUSTICS

Results segment # 1: College (night)

Source height = 0.92 m

ROAD (0.00 + 50.98 + 0.00) = 50.98 dBA

Angle1	Angle2	Alpha	RefLeq	P.Adj	D.Adj	F.Adj	W.Adj	H.Adj	B.Adj	SubLeq
--------	--------	-------	--------	-------	-------	-------	-------	-------	-------	--------

-90	90	0.00	54.84	0.00	-3.86	0.00	0.00	0.00	0.00	50.98
-----	----	------	-------	------	-------	------	------	------	------	-------

Segment Leq : 50.98 dBA

Total Leq All Segments: 50.98 dBA

TOTAL Leq FROM ALL SOURCES (DAY): 57.51
(NIGHT): 50.98



Appendix C
City of Guelph Noise Control Guideline
Warning Clauses



NOISE



VIBRATION



ACOUSTICS

Appendix A: Warning Clauses and Standard Conditions

The following warning clauses and standard conditions are to be considered when finalizing a noise study, and for inclusion in a Development Agreement, registered on title and be included in Offers of Purchase and Sale for designated residential lots, blocks or units. Only those appropriate for the development shall be chosen from the below list, and some minor adjustment of wording or inclusion of additional clauses and conditions may be necessary for site-specific applications.

Warning Clauses

This clause shall be included in all cases:

"The Transferee covenants with the Transferor that the below clause, verbatim, will be included in all subsequent Agreements of Purchase of sale or lease and Sale and Deeds conveying the lands described herein, which covenant shall run with the said lands and is for the benefit of the subsequent owners and renters of the said lands and the owner of the adjacent road."

Select from the following clauses, as is appropriate for the site:

A.

"The Transferee of [insert lots/blocks/units], for himself, his heirs, executors, administrators, successors and assigns acknowledge being advised that despite the inclusion of noise control features in the development and/or within the building unit sound levels due to increasing road traffic may occasionally interfere with some indoor and/or outdoor activities of the dwelling occupants as the sound levels may at times exceed the sound level limits of the municipal and provincial noise criteria."

"This development includes a number of measures to help reduce noise impacts, listed below. To ensure that provincial and municipal sound level limits are not exceeded and/or to keep sound levels as low as possible it is important to maintain the sound attenuation features provided."

"This development includes building and street orientation to help increase setback distances to major noise sources and shield some rear yards from excessive noise levels."

B.

"This development includes an acoustic barrier to help reduce the sound levels within the rear yard of this and other nearby units."

C.

"This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the municipal and provincial sound level limits."

"The building components of this dwelling unit (walls, windows and exterior doors) have been designed to provide acoustic insulation so that, when windows and exterior doors are closed, the indoor sound levels are within the municipal and provincial sound level limits. The details of this building component design are available by contacting the builder of this unit."

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 municipal and provincial sound level limits."

"The building components of this dwelling unit (walls, windows and exterior doors) have been designed to provide acoustic insulation so that, when windows and exterior doors are closed, the indoor sound levels are within the municipal and provincial sound level limits. The details of this building component design are available by contacting the builder of this unit."

E.

"The Transferee, for himself, his heirs, executors, administrators, successors and assigns acknowledge being additionally advised that due to the proximity of the adjacent school, sound levels from the school may at times be audible"

F.

"The Transferee, for himself, his heirs, executors, administrators, successors and assigns acknowledge being additionally advised that the installed acoustic barrier is on private property and must be maintained and kept in good repair by the property owner. Any maintenance, repair or replacement is the responsibility of the property owner and shall be the same material or to the same standards, having the same colour, appearance and function of the original."

G.

"Warning: Canadian National Railway Company or its assigns or successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the rail facilities on such right-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CN will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way."

H.

"Purchasers/tenants are advised that due to the proximity of the adjacent industry (facility) (utility), noise from the industry (facility) (utility) may at times interfere with outdoor activities."

"To address potential impacts of noise from the adjacent industry (facility) (utility) this development has been designed to provide for specific outdoor amenity areas and a quieter indoor environment."

"Purchasers/tenants are further advised that sound levels due to the adjacent industry (facility) (utility) 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 will allow windows and exterior doors to remain closed."

I.

"Purchasers/tenants are advised that due to the proximity of the Guelph Airpark, noise from the airport and individual aircraft may at times interfere with outdoor or indoor activities. Guelph Airpark and the City of Guelph are not responsible if the purchaser/occupant of this dwelling finds that the noise levels due to aircraft operations continue to be of concern or are offensive."