Appendix C:
TTS Queries

RESIDENTIAL TRIP DISTRIBUTION

Wed Nov 23 2022 18:21:59 GMT-0500 (Eastern Standard Time) - Run Time: 3303ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Planning district of destination - pd_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
Start time of trip - start_time In 600-859
and
Trip purpose of origin - purp_orig In H
and
2006 GTA zone of origin - gta06_orig In 106 107 114 116 119 125
and
Primary travel mode of trip - mode_prime In D M U T P
and
Type of dwelling unit - dwell_type In 2

Trip 2016
Table:

	106	107	114	116	119	125	
PD 1 of Toronto	46	0	101	20	407	22	596
PD 2 of Toronto	0	0	349	130	68	10	557
PD 3 of Toronto	0	0	0	7	33	32	72
PD 4 of Toronto	0	0	0	50	101	48	199
PD 5 of Toronto	0	0	0	18	118	0	136
PD 6 of Toronto	0	0	0	23	0	0	23
PD 7 of Toronto	0	0	0	0	0	46	46
PD 8 of Toronto	0	0	0	68	84	0	152
PD 9 of Toronto	0	0	0	0	180	0	180
PD 10 of Toronto	0	0	0	0	35	0	35
PD 11 of Toronto	0	0	34	0	19	0	53
PD 12 of Toronto	0	0	0	0	18	0	18
PD 15 of Toronto	0	0	0	0	25	0	25
Newmarket	0	0	0	0	23	0	23
Richmond Hill	0	0	0	0	72	0	72
Markham	0	0	0	19	64	0	83
Vaughan	0	0	24	15	44	33	116
Brampton	54	0	0	0	52	34	140
Mississauga	0	0	54	44	343	100	541
Oakville	0	38	32	0	43	0	113
Waterloo	0	0	34	0	0	0	34

Wed Nov 23 2022 18:26:22 GMT-0500 (Eastern Standard Time) - Run Time: 2556ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of destination - gta06_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
Start time of trip - start_time In 600-859
and
Trip purpose of origin - purp_orig In H
and
2006 GTA zone of origin - gta06_orig In 106 107 114 116 119 125
and
Primary travel mode of trip - mode_prime In D M U T P
and
Type of dwelling unit - dwell_type In 2
and
Planning district of destination - pd_dest In 2

Trip 2016
Table:

	114	116	119	125	
97	33	0	0	0	33
100	0	89	0	0	89
101	0	17	0	0	17
106	0	0	27	0	27
108	41	0	0	0	41
109	68	0	0	0	68
113	0	0	27	0	27
115	49	0	0	0	49
116	116	0	0	0	116
119	0	0	0	10	10
122	0	23	0	0	23
125	0	0	15	0	15
126	42	0	0	0	42

Wed Nov 23 2022 18:23:55 GMT-0500 (Eastern Standard Time) - Run Time: 2491ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Planning district of origin - pd_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
Start time of trip - start_time In 1500-1759
and
Trip purpose of destination - purp_dest In H
and
2006 GTA zone of destination - gta06_dest In 106 107 114 116 119 125
and
Primary travel mode of trip - mode_prime In D M U T P
and
Type of dwelling unit - dwell_type In 2

Trip 2016
Table:

	106	107	114	116	119	125	
PD 1 of Toronto	0	0	101	0	45	22	168
PD 2 of Toronto	0	33	233	106	403	52	827
PD 3 of Toronto	0	31	0	7	33	0	71
PD 4 of Toronto	0	53	0	50	66	0	169
PD 5 of Toronto	0	0	0	0	118	0	118
PD 7 of Toronto	0	0	0	0	0	46	46
PD 8 of Toronto	0	0	0	42	101	38	181
PD 9 of Toronto	0	0	0	0	105	0	105
PD 10 of Toronto	0	0	0	18	35	0	53
PD 11 of Toronto	0	0	0	20	19	0	39
PD 12 of Toronto	0	0	0	0	18	0	18
PD 13 of Toronto	0	0	0	0	26	0	26
PD 15 of Toronto	0	0	0	0	0	18	18
Whitby	0	0	0	0	26	0	26
Newmarket	0	0	0	0	23	0	23
Richmond Hill	0	0	0	0	20	0	20
Markham	0	0	0	0	15	0	15
Vaughan	0	0	24	15	61	33	133
Brampton	54	0	0	24	26	34	138
Mississauga	0	0	114	44	274	48	480
Oakville	0	38	32	0	17	0	87

Wed Nov 23 2022 18:25:08 GMT-0500 (Eastern Standard Time) - Run Time: 2647ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of origin - gta06_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
Start time of trip - start_time In 1500-1759
and
Trip purpose of destination - purp_dest In H
and
2006 GTA zone of destination - gta06_dest In 106 107 114 116 119 125
and
Primary travel mode of trip - mode_prime In D M U T P
and
Type of dwelling unit - dwell_type In 2
and
Planning district of origin - pd_orig In 2

Trip 2016
Table:

	107	114	116	119	125	
100	0	0	89	0	0	89
101	33	0	17	65	0	115
107	0	116	0	36	0	152
109	0	0	0	38	0	38
113	0	0	0	99	0	99
114	0	26	0	0	0	26
117	0	49	0	0	0	49
118	0	0	0	165	0	165
120	0	0	0	0	34	34
124	0	0	0	0	18	18
126	0	42	0	0	0	42

AM Peak Hour
Inbound
2024-04-17

Zone	Trips	%	Traffic Volume Allocation: NORTH Dundas St W	SOUTH Dundas St W	EAST Bloor St W	WEST Bloor St W	WEST Glenlake Ave	TOTAL	Route Split Totals: NORTH Dundas St W	SOUTH Dundas St W	EAST Bloor St W	WEST Bloor St W	WEST Glenlake Ave	TOTAL
PD 1 of Toronto	596	19%		40%		60%		100.00%	0.00%	7.42%	0.00%	11.13%	0.00%	18.5%
97	33	1%		100%				100.00%	0.00%	1.03%	0.00%	0.00%	0.00%	1.0%
100	89	3%	40%	60%				100.00%	1.11%	1.66%	0.00%	0.00%	0.00%	2.8%
101	17	1%	30%	40%	30%			100.00%	0.16%	0.21%	0.16%	0.00%	0.00%	0.5%
106	27	1%	50%		50%			100.00%	0.42%	0.00%	0.42%	0.00%	0.00%	0.8%
108	41	1%		70%	30%			100.00%	0.00%	0.89%	0.38%	0.00%	0.00%	1.3%
109	68	2%		100%				100.00%	0.00%	2.12%	0.00%	0.00%	0.00%	2.1%
113	27	1%		100%				100.00%	0.00%	0.84%	0.00%	0.00%	0.00%	0.8%
115	49	2%		100%				100.00%	0.00%	1.52%	0.00%	0.00%	0.00%	1.5%
116	116	4%					100%	100.00%	0.00%	0.00%	0.00%	0.00%	3.61%	3.6%
119	10	0%					100%	100.00%	0.00%	0.00%	0.00%	0.00%	0.31%	0.3%
122	23	1%	30%			70%		100.00%	0.21%	0.00%	0.00%	0.50%	0.00%	0.7%
125	15	0%	30%			30%	40%	100.00%	0.14%	0.00%	0.00%	0.14%	0.19%	0.5%
126	42	1%	100%					100.00%	1.31%	0.00%	0.00%	0.00%	0.00%	1.3%
PD 3 of Toronto	72	2%	100%					100.00%	2.24%	0.00%	0.00%	0.00%	0.00%	2.2%
PD 4 of Toronto	199	6%	100%					100.00%	6.19%	0.00%	0.00%	0.00%	0.00%	6.2%
PD 5 of Toronto	136	4%	60%			40%		100.00%	2.54%	0.00%	0.00%	1.69%	0.00%	4.2%
PD 6 of Toronto	23	1%	50%			50%		100.00%	0.36%	0.00%	0.00%	0.36%	0.00%	0.7%
PD 7 of Toronto	46	1%	30%			70%		100.00%	0.43%	0.00%	0.00%	1.00%	0.00%	1.4%
PD 8 of Toronto	152	5%	50%			50%		100.00%	2.36%	0.00%	0.00%	2.36%	0.00%	4.7%
PD 9 of Toronto	180	6%	100%					100.00%	5.60%	0.00%	0.00%	0.00%	0.00%	5.6%
PD 10 of Toronto	35	1%	100%					100.00%	1.09%	0.00%	0.00%	0.00%	0.00%	1.1%
PD 11 of Toronto	53	2%	100%					100.00%	1.65%	0.00%	0.00%	0.00%	0.00%	1.6%
PD 12 of Toronto	18	1%	50%			50%		100.00%	0.28%	0.00%	0.00%	0.28%	0.00%	0.6%
PD 15 of Toronto	25	1%	50%			50%		100.00%	0.39%	0.00%	0.00%	0.39%	0.00%	0.8%
Newmarket	23	1%	70%			30%		100.00%	0.50%	0.00%	0.00%	0.21%	0.00%	0.7%
Richmond Hill	72	2%	70%			30%		100.00%	1.57%	0.00%	0.00%	0.67%	0.00%	2.2%
Markham	83	3%	60%			40%		100.00%	1.55%	0.00%	0.00%	1.03%	0.00%	2.6%
Vaughan	116	4%	60%			40%		100.00%	2.17%	0.00%	0.00%	1.44%	0.00%	3.6%
Brampton	140	4%				100%		100.00%	0.00%	0.00%	0.00%	4.36%	0.00%	4.4%
Mississauga	541	17%	50%			50%		100.00%	8.42%	0.00%	0.00%	8.42%	0.00%	16.8%
Oakville	113	4%				100%		100.00%	0.00%	0.00%	0.00%	3.52%	0.00%	3.5%
Waterloo	34	1%				100%		100.00%	0.00%	0.00%	0.00%	1.06%	0.00%	1.1%
TOTAL TRIPS	3214	100%							**41%**	**16%**	**1%**	**39%**	**4%**	100.0%
Assumed Split									**40.00%**	**15.00%**	**0.00%**	**40.00%**	**5.00%**	100.00%

PM Peak Hour
Outbound
2024-04-17

Zone	Trips	%	Traffic Volume Allocation NORTH Dundas St W	SOUTH Dundas St W	EAST Bloor St W	WEST Bloor St W	WEST Glenlake Ave	TOTAL
PD 1 of Toronto	168	6%		100%				100.00%
100	89	3%		60%	40%			100.00%
101	115	4%			100%			100.00%
107	152	6%			100%			100.00%
109	38	1%		100%				100.00%
113	99	4%		70%	30%			100.00%
114	26	1%		100%				100.00%
117	49	2%	60%				40%	100.00%
118	165	6%	100%					100.00%
120	34	1%		40%			60%	100.00%
124	18	1%	60%				40%	100.00%
126	42	2%	100%					100.00%
PD 3 of Toronto	71	3%	100%					100.00%
PD 4 of Toronto	169	6%	100%					100.00%
PD 5 of Toronto	118	4%	60%	40%				100.00%
PD 7 of Toronto	46	2%	40%	60%				100.00%
PD 8 of Toronto	181	7%	50%	30%			20%	100.00%
PD 9 of Toronto	105	4%	100%					100.00%
PD 10 of Toronto	53	2%	100%					100.00%
PD 11 of Toronto	39	1%	100%					100.00%
PD 12 of Toronto	18	1%	50%	50%				100.00%
PD 13 of Toronto	26	1%	60%	40%				100.00%
PD 15 of Toronto	18	1%	50%	50%				100.00%
Whitby	26	1%	40%	60%				100.00%
Newmarket	23	1%	60%	40%				100.00%
Richmond Hill	20	1%	60%	40%				100.00%
Markham	15	1%	60%	40%				100.00%
Vaughan	133	5%	100%					100.00%
Brampton	138	5%	60%	40%				100.00%
Mississauga	480	17%	50%	50%				100.00%
Oakville	87	3%		100%				100.00%
TOTAL TRIPS	2761	100%						

Route Split Totals Zone	NORTH Dundas St W	SOUTH Dundas St W	EAST Bloor St W	WEST Bloor St W	WEST Glenlake Ave	TOTAL
PD 1 of Toronto	0.00%	6.08%	0.00%	0.00%	0.00%	6.1%
100	0.00%	1.93%	1.29%	0.00%	0.00%	3.2%
101	0.00%	0.00%	4.17%	0.00%	0.00%	4.2%
107	0.00%	0.00%	5.51%	0.00%	0.00%	5.5%
109	0.00%	1.38%	0.00%	0.00%	0.00%	1.4%
113	0.00%	2.51%	1.08%	0.00%	0.00%	3.6%
114	0.00%	0.94%	0.00%	0.00%	0.00%	0.9%
117	1.06%	0.00%	0.00%	0.00%	0.71%	1.8%
118	5.98%	0.00%	0.00%	0.00%	0.00%	6.0%
120	0.00%	0.49%	0.00%	0.00%	0.74%	1.2%
124	0.39%	0.00%	0.00%	0.00%	0.26%	0.7%
126	1.52%	0.00%	0.00%	0.00%	0.00%	1.5%
PD 3 of Toronto	2.57%	0.00%	0.00%	0.00%	0.00%	2.6%
PD 4 of Toronto	6.12%	0.00%	0.00%	0.00%	0.00%	6.1%
PD 5 of Toronto	2.56%	1.71%	0.00%	0.00%	0.00%	4.3%
PD 7 of Toronto	0.67%	1.00%	0.00%	0.00%	0.00%	1.7%
PD 8 of Toronto	3.28%	1.97%	0.00%	0.00%	1.31%	6.6%
PD 9 of Toronto	3.80%	0.00%	0.00%	0.00%	0.00%	3.8%
PD 10 of Toronto	1.92%	0.00%	0.00%	0.00%	0.00%	1.9%
PD 11 of Toronto	1.41%	0.00%	0.00%	0.00%	0.00%	1.4%
PD 12 of Toronto	0.33%	0.33%	0.00%	0.00%	0.00%	0.7%
PD 13 of Toronto	0.57%	0.38%	0.00%	0.00%	0.00%	0.9%
PD 15 of Toronto	0.33%	0.33%	0.00%	0.00%	0.00%	0.7%
Whitby	0.38%	0.57%	0.00%	0.00%	0.00%	0.9%
Newmarket	0.50%	0.33%	0.00%	0.00%	0.00%	0.8%
Richmond Hill	0.43%	0.29%	0.00%	0.00%	0.00%	0.7%
Markham	0.33%	0.22%	0.00%	0.00%	0.00%	0.5%
Vaughan	4.82%	0.00%	0.00%	0.00%	0.00%	4.8%
Brampton	3.00%	2.00%	0.00%	0.00%	0.00%	5.0%
Mississauga	8.69%	8.69%	0.00%	0.00%	0.00%	17.4%
Oakville	0.00%	3.15%	0.00%	0.00%	0.00%	3.2%
TOTAL TRIPS	**51%**	**34%**	**12%**	**0%**	**3%**	100.0%
Assumed Split	**50.00%**	**35.00%**	**10.00%**	**0.00%**	**5.00%**	100.00%

OFFICE (CEA) TRIP DISTRIBUTION

Wed Nov 23 2022 19:07:46 GMT-0500 (Eastern Standard Time) - Run Time: 2876ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Planning district of origin - pd_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
Start time of trip - start_time In 600-859
and
Trip purpose of destination - purp_dest In W
and
2006 GTA zone of destination - gta06_dest In 106 107 114 116 119 125
and
Primary travel mode of trip - mode_prime In D M U T P

Trip 2016
Table:

	106	107	114	116	119	125	
PD 1 of Toronto	11	41	36	4	0	38	130
PD 2 of Toronto	31	136	60	53	0	85	365
PD 3 of Toronto	50	212	71	15	11	34	393
PD 4 of Toronto	0	11	0	0	0	0	11
PD 5 of Toronto	0	61	38	16	0	7	122
PD 6 of Toronto	14	0	0	0	0	0	14
PD 7 of Toronto	47	32	60	0	0	0	139
PD 8 of Toronto	0	47	108	21	11	201	388
PD 9 of Toronto	0	0	0	20	0	0	20
PD 10 of Toronto	0	0	0	18	0	0	18
PD 11 of Toronto	0	86	59	0	0	14	159
PD 13 of Toronto	29	0	0	0	0	0	29
PD 15 of Toronto	0	0	0	0	0	10	10
Pickering	0	0	27	0	0	0	27
Ajax	0	8	0	0	0	0	8
Aurora	0	0	0	25	0	0	25
Richmond Hill	0	0	0	21	0	0	21
Markham	0	0	95	0	0	41	136
Vaughan	42	27	0	58	0	0	127
Caledon	0	15	0	0	0	0	15
Brampton	20	0	0	29	14	0	63
Mississauga	48	41	58	50	4	69	270
Oakville	16	0	15	0	0	26	57
Hamilton	0	0	19	0	0	0	19
Niagara Falls	0	0	0	16	0	0	16

Wed Nov 23 2022 19:11:53 GMT-0500 (Eastern Standard Time) - Run Time: 2813ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of origin - gta06_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
Start time of trip - start_time In 600-859
and
Trip purpose of destination - purp_dest In W
and
2006 GTA zone of destination - gta06_dest In 106 107 114 116 119 125
and
Primary travel mode of trip - mode_prime In D M U T P
and
Planning district of origin - pd_orig In 2

Trip 2016
Table:

	106	107	114	116	125	
93	0	10	0	0	0	10
95	0	0	11	0	0	11
98	0	0	10	0	0	10
99	0	5	0	24	0	29
110	0	6	7	0	0	13
113	0	0	0	0	27	27
114	4	0	0	0	0	4
115	0	0	0	0	36	36
116	0	116	0	0	0	116
119	27	0	0	0	0	27
120	0	0	13	13	0	26
122	0	0	9	0	21	30
125	0	0	0	16	0	16
127	0	0	10	0	0	10

Wed Nov 23 2022 19:09:03 GMT-0500 (Eastern Standard Time) - Run Time: 2590ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Planning district of destination - pd_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
Start time of trip - start_time In 1500-1759
and
Trip purpose of origin - purp_orig In W
and
2006 GTA zone of origin - gta06_orig In 106 107 114 116 119 125
and
Primary travel mode of trip - mode_prime In D M U T P

Trip 2016
Table:

	106	107	114	116	119	125	
PD 1 of Toronto	9	46	50	38	0	0	143
PD 2 of Toronto	82	121	67	40	0	84	394
PD 3 of Toronto	10	99	65	9	11	37	231
PD 5 of Toronto	0	119	49	16	0	7	191
PD 6 of Toronto	0	0	0	0	0	12	12
PD 7 of Toronto	40	32	51	0	0	0	123
PD 8 of Toronto	36	99	65	21	11	118	350
PD 9 of Toronto	0	28	0	18	0	0	46
PD 10 of Toronto	0	12	0	0	0	0	12
PD 11 of Toronto	0	86	73	0	0	0	159
PD 15 of Toronto	0	0	0	0	0	10	10
PD 16 of Toronto	0	0	0	39	0	0	39
Pickering	0	0	27	0	0	0	27
Ajax	0	8	0	0	30	0	38
Clarington	0	26	0	0	0	0	26
Richmond Hill	0	0	0	21	0	0	21
Markham	0	0	0	0	0	41	41
King	0	6	0	0	0	0	6
Vaughan	42	0	0	58	24	16	140
Brampton	0	0	0	13	14	11	38
Mississauga	31	0	10	9	4	69	123
Oakville	0	0	15	0	0	0	15
Hamilton	0	0	19	0	0	0	19

Wed Nov 23 2022 19:10:13 GMT-0500 (Eastern Standard Time) - Run Time: 2556ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of destination - gta06_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
Start time of trip - start_time In 1500-1759
and
Trip purpose of origin - purp_orig In W
and
2006 GTA zone of origin - gta06_orig In 106 107 114 116 119 125
and
Primary travel mode of trip - mode_prime In D M U T P
and
Planning district of destination - pd_dest In 2

Trip 2016
Table:

	106	107	114	116	125	
92	0	5	0	0	0	5
95	0	0	11	0	0	11
97	0	0	26	0	0	26
99	0	0	0	24	0	24
100	5	0	0	0	0	5
101	11	0	0	0	0	11
105	66	0	0	0	0	66
113	0	0	11	0	27	38
114	0	116	0	0	0	116
122	0	0	9	0	57	66
125	0	0	0	16	0	16
127	0	0	10	0	0	10

AM Peak Hour
Inbound
2024-04-17

Zone	Trips	%	Traffic Volume Allocation NORTH Dundas St W	SOUTH Dundas St W	EAST Bloor St W	WEST Bloor St W	WEST Glenlake Ave	TOTAL	Route Split Totals NORTH Dundas St W	SOUTH Dundas St W	EAST Bloor St W	WEST Bloor St W	WEST Glenlake Ave	TOTAL
PD 1 of Toronto	130	5%		100%				100.00%	0.00%	5.03%	0.00%	0.00%	0.00%	5.0%
93	10	0%	60%			40%		100.00%	0.23%	0.00%	0.15%	0.00%	0.00%	0.4%
95	11	0%	60%			40%		100.00%	0.26%	0.00%	0.17%	0.00%	0.00%	0.4%
98	10	0%	30%	70%				100.00%	0.12%	0.27%	0.00%	0.00%	0.00%	0.4%
99	29	1%		100%				100.00%	0.00%	1.12%	0.00%	0.00%	0.00%	1.1%
110	13	1%		70%		40%		110.00%	0.00%	0.35%	0.20%	0.00%	0.00%	0.6%
113	27	1%		100%				100.00%	0.00%	1.05%	0.00%	0.00%	0.00%	1.0%
114	4	0%		100%				100.00%	0.00%	0.15%	0.00%	0.00%	0.00%	0.2%
115	36	1%		70%			30%	100.00%	0.00%	0.98%	0.00%	0.00%	0.42%	1.4%
116	116	4%	30%				70%	100.00%	1.35%	0.00%	0.00%	0.00%	3.14%	4.5%
119	27	1%	60%				40%	100.00%	0.63%	0.00%	0.00%	0.00%	0.42%	1.0%
120	26	1%	70%				30%	100.00%	0.70%	0.00%	0.00%	0.00%	0.30%	1.0%
122	30	1%					100%	100.00%	0.00%	0.00%	0.00%	0.00%	1.16%	1.2%
125	16	1%	60%				40%	100.00%	0.37%	0.00%	0.00%	0.00%	0.25%	0.6%
127	10	0%	100%					100.00%	0.39%	0.00%	0.00%	0.00%	0.00%	0.4%
PD 3 of Toronto	393	15%	100%					100.00%	15.22%	0.00%	0.00%	0.00%	0.00%	15.2%
PD 4 of Toronto	11	0%	100%					100.00%	0.43%	0.00%	0.00%	0.00%	0.00%	0.4%
PD 5 of Toronto	122	5%	70%	30%				100.00%	3.31%	1.42%	0.00%	0.00%	0.00%	4.7%
PD 6 of Toronto	14	1%	60%	40%				100.00%	0.33%	0.22%	0.00%	0.00%	0.00%	0.5%
PD 7 of Toronto	139	5%	40%	60%				100.00%	2.15%	3.23%	0.00%	0.00%	0.00%	5.4%
PD 8 of Toronto	388	15%	40%	30%			30%	100.00%	6.01%	4.51%	0.00%	0.00%	4.51%	15.0%
PD 9 of Toronto	20	1%	100%					100.00%	0.77%	0.00%	0.00%	0.00%	0.00%	0.8%
PD 10 of Toronto	18	1%	100%					100.00%	0.70%	0.00%	0.00%	0.00%	0.00%	0.7%
PD 11 of Toronto	159	6%	100%					100.00%	6.16%	0.00%	0.00%	0.00%	0.00%	6.2%
PD 13 of Toronto	29	1%	60%	40%				100.00%	0.67%	0.45%	0.00%	0.00%	0.00%	1.1%
PD 15 of Toronto	10	0%	60%	40%				100.00%	0.23%	0.15%	0.00%	0.00%	0.00%	0.4%
Pickering	27	1%	50%	50%				100.00%	0.52%	0.52%	0.00%	0.00%	0.00%	1.0%
Ajax	8	0%	50%	50%				100.00%	0.15%	0.15%	0.00%	0.00%	0.00%	0.3%
Aurora	25	1%	50%	50%				100.00%	0.48%	0.48%	0.00%	0.00%	0.00%	1.0%
Richmond Hill	21	1%	100%					100.00%	0.81%	0.00%	0.00%	0.00%	0.00%	0.8%
Markham	136	5%	40%	60%				100.00%	2.11%	3.16%	0.00%	0.00%	0.00%	5.3%
Vaughan	127	5%	100%					100.00%	4.92%	0.00%	0.00%	0.00%	0.00%	4.9%
Caledon	15	1%	100%					100.00%	0.58%	0.00%	0.00%	0.00%	0.00%	0.6%
Brampton	63	2%	100%					100.00%	2.44%	0.00%	0.00%	0.00%	0.00%	2.4%
Mississauga	270	10%		100%				100.00%	0.00%	10.46%	0.00%	0.00%	0.00%	10.5%
Oakville	57	2%	40%	60%				100.00%	0.88%	1.32%	0.00%	0.00%	0.00%	2.2%
Hamilton	19	1%	100%					100.00%	0.74%	0.00%	0.00%	0.00%	0.00%	0.7%
Niagara Falls	16	1%	100%					100.00%	0.62%	0.00%	0.00%	0.00%	0.00%	0.6%
TOTAL TRIPS	2582	100%							**54%**	**35%**	**1%**	**0%**	**10%**	100.1%
								Assumed Split	**55.00%**	**35.00%**	**0.00%**	**0.00%**	**10.00%**	100.00%

PM Peak Hour
Outbound
2024-04-17

	Zone	Trips	%	Traffic Volume Allocation NORTH Dundas St W	SOUTH Dundas St W	EAST Bloor St W	WEST Bloor St W	WEST Glenlake Ave	TOTAL	Route Split Totals NORTH Dundas St W	SOUTH Dundas St W	EAST Bloor St W	WEST Bloor St W	WEST Glenlake Ave	TOTAL
PD 1 of Toronto		143	6%		40%		60%		100.00%	0.00%	2.60%	0.00%	3.89%	0.00%	6.5%
	92	5	0%	40%	60%				100.00%	0.09%	0.14%	0.00%	0.00%	0.00%	0.2%
	95	11	0%	100%					100.00%	0.50%	0.00%	0.00%	0.00%	0.00%	0.5%
	97	26	1%		100%				100.00%	0.00%	1.18%	0.00%	0.00%	0.00%	1.2%
	99	24	1%		100%				100.00%	0.00%	1.09%	0.00%	0.00%	0.00%	1.1%
	100	5	0%		100%				100.00%	0.00%	0.23%	0.00%	0.00%	0.00%	0.2%
	101	11	0%	30%	70%				100.00%	0.15%	0.35%	0.00%	0.00%	0.00%	0.5%
	105	66	3%	100%					100.00%	2.99%	0.00%	0.00%	0.00%	0.00%	3.0%
	113	38	2%		80%		20%		100.00%	0.00%	1.38%	0.00%	0.34%	0.00%	1.7%
	114	116	5%		100%				100.00%	0.00%	5.26%	0.00%	0.00%	0.00%	5.3%
	122	66	3%				60%	40%	100.00%	0.00%	0.00%	0.00%	1.80%	1.20%	3.0%
	125	16	1%	60%				40%	100.00%	0.44%	0.00%	0.00%	0.00%	0.29%	0.7%
	127	10	0%	80%			20%		100.00%	0.36%	0.00%	0.00%	0.09%	0.00%	0.5%
PD 3 of Toronto		231	10%	100%					100.00%	10.48%	0.00%	0.00%	0.00%	0.00%	10.5%
PD 5 of Toronto		191	9%	60%			40%		100.00%	5.20%	0.00%	0.00%	3.47%	0.00%	8.7%
PD 6 of Toronto		12	1%	50%			50%		100.00%	0.27%	0.00%	0.00%	0.27%	0.00%	0.5%
PD 7 of Toronto		123	6%	30%			70%		100.00%	1.67%	0.00%	0.00%	3.91%	0.00%	5.6%
PD 8 of Toronto		350	16%	50%			50%		100.00%	7.94%	0.00%	0.00%	7.94%	0.00%	15.9%
PD 9 of Toronto		46	2%	100%					100.00%	2.09%	0.00%	0.00%	0.00%	0.00%	2.1%
PD 10 of Toronto		12	1%	100%					100.00%	0.54%	0.00%	0.00%	0.00%	0.00%	0.5%
PD 11 of Toronto		159	7%	100%					100.00%	7.21%	0.00%	0.00%	0.00%	0.00%	7.2%
PD 15 of Toronto		10	0%	50%			50%		100.00%	0.23%	0.00%	0.00%	0.23%	0.00%	0.5%
PD 16 of Toronto		39	2%	50%			50%		100.00%	0.88%	0.00%	0.00%	0.88%	0.00%	1.8%
Pickering		27	1%	60%			40%		100.00%	0.74%	0.00%	0.00%	0.49%	0.00%	1.2%
Ajax		38	2%	60%			40%		100.00%	1.03%	0.00%	0.00%	0.69%	0.00%	1.7%
Clarington		26	1%	70%			30%		100.00%	0.83%	0.00%	0.00%	0.35%	0.00%	1.2%
Richmond Hill		21	1%	100%					100.00%	0.95%	0.00%	0.00%	0.00%	0.00%	1.0%
Markham		41	2%	100%					100.00%	1.86%	0.00%	0.00%	0.00%	0.00%	1.9%
King		6	0%	100%					100.00%	0.27%	0.00%	0.00%	0.00%	0.00%	0.3%
Vaughan		140	6%	100%					100.00%	6.35%	0.00%	0.00%	0.00%	0.00%	6.4%
Brampton		38	2%				100%		100.00%	0.00%	0.00%	0.00%	1.72%	0.00%	1.7%
Mississauga		123	6%				100%		100.00%	0.00%	0.00%	0.00%	5.58%	0.00%	5.6%
Oakville		15	1%	40%			60%		100.00%	0.27%	0.00%	0.00%	0.41%	0.00%	0.7%
Hamilton		19	1%				100%		100.00%	0.00%	0.00%	0.00%	0.86%	0.00%	0.9%
TOTAL TRIPS		2204	100%							**53%**	**12%**	**0%**	**33%**	**1%**	100.0%
Assumed Split										**55.00%**	**10.00%**	**0.00%**	**35.00%**	**0.00%**	100.00%

GROCERY STORE TRIP DISTRIBUTION

Wed Jan 04 2023 08:24:03 GMT-0500 (Eastern Standard Time) - Run Time: 2844ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Planning district of origin - pd_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
Start time of trip - start_time In 800-1059
and
Trip purpose of destination - purp_dest In M
and
2006 GTA zone of destination - gta06_dest In 114 116 101 108 105
and
Primary travel mode of trip - mode_prime In D M U T P

Trip 2016
Table:

	101	105	108	114	116	
PD 1 of Toronto	95	22	43	11	0	171
PD 2 of Toronto	236	35	26	8	53	359
PD 3 of Toronto	126	49	26	0	0	201
PD 4 of Toronto	9	0	0	0	0	9
PD 6 of Toronto	0	0	0	16	0	16
PD 7 of Toronto	29	0	0	17	0	46
PD 8 of Toronto	94	8	0	25	0	127
PD 10 of Toronto	0	0	0	25	0	25
PD 11 of Toronto	19	0	0	0	0	19
Brampton	0	0	0	51	0	51

Wed Jan 04 2023 15:34:39 GMT-0500 (Eastern Standard Time) - Run Time: 2652ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of origin - gta06_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
Start time of trip - start_time In 800-1059
and
Trip purpose of destination - purp_dest In M
and
2006 GTA zone of destination - gta06_dest In 114 116 101 108 105
and
Primary travel mode of trip - mode_prime In D M U T P
and
Planning district of origin - pd_orig In 2

Trip 2016
Table:

	101	105	108	114	116	
94	13	0	0	0	0	13
95	6	0	0	0	0	6
97	13	0	0	0	0	13
99	5	0	0	0	0	5
101	20	0	0	0	0	20
103	0	19	0	0	0	19
104	10	0	0	0	0	10
105	74	0	0	0	0	74
106	24	0	0	0	0	24
109	0	0	26	0	0	26
110	66	0	0	0	0	66
113	0	0	0	8	0	8
115	5	16	0	0	0	21
119	0	0	0	0	24	24
123	0	0	0	0	30	30

Wed Jan 04 2023 08:29:19 GMT-0500 (Eastern Standard Time) - Run Time: 2463ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Planning district of destination - pd_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
Start time of trip - start_time In 800-1059
and
Trip purpose of origin - purp_orig In M
and
2006 GTA zone of origin - gta06_orig In 114 116 101 108 105
and
Primary travel mode of trip - mode_prime In D M U T P

Trip 2016
Table:

	101	105	108	114	116	
PD 1 of Toronto	5	0	0	11	0	16
PD 2 of Toronto	55	35	47	0	53	190
PD 3 of Toronto	24	0	0	25	0	49
PD 7 of Toronto	29	0	0	0	0	29
Mississauga	0	0	0	8	0	8

Wed Jan 04 2023 15:38:10 GMT-0500 (Eastern Standard Time) - Run Time: 2405ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of destination - gta06_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
Start time of trip - start_time In 800-1059
and
Trip purpose of origin - purp_orig In M
and
2006 GTA zone of origin - gta06_orig In 114 116 101 108 105
and
Primary travel mode of trip - mode_prime In D M U T P
and
Planning district of destination - pd_dest In 2

Trip 2016
Table:

	101	105	108	116	
89	55	0	0	0	55
93	0	0	12	0	12
101	0	19	0	0	19
104	0	16	0	0	16
109	0	0	17	0	17
113	0	0	8	0	8
114	0	0	9	0	9
119	0	0	0	24	24
123	0	0	0	30	30

Wed Jan 04 2023 08:25:52 GMT-0500 (Eastern Standard Time) - Run Time: 2639ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Planning district of origin - pd_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
Start time of trip - start_time In 1500-1759
and
Trip purpose of destination - purp_dest In M
and
2006 GTA zone of destination - gta06_dest In 114 116 101 108 105
and
Primary travel mode of trip - mode_prime In D M U T P

Trip 2016
Table:

	101	105	108	114	116	
PD 1 of Toronto	164	0	26	6	0	196
PD 2 of Toronto	658	30	48	26	43	805
PD 3 of Toronto	266	22	0	0	0	288
PD 4 of Toronto	39	0	0	0	33	72
PD 7 of Toronto	19	0	0	0	0	19
PD 8 of Toronto	0	0	0	29	0	29
PD 10 of Toronto	24	22	0	0	0	46
PD 11 of Toronto	14	0	0	0	0	14
Vaughan	0	0	15	0	0	15

Wed Jan 04 2023 15:35:44 GMT-0500 (Eastern Standard Time) - Run Time: 2284ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of origin - gta06_orig
Column: 2006 GTA zone of destination - gta06_dest

Filters:
Start time of trip - start_time In 1500-1759
and
Trip purpose of destination - purp_dest In M
and
2006 GTA zone of destination - gta06_dest In 114 116 101 108 105
and
Primary travel mode of trip - mode_prime In D M U T P
and
Planning district of origin - pd_orig In 2

Trip 2016
Table:

	101	105	108	114	116	
92	0	25	0	0	0	25
93	34	0	0	0	0	34
94	15	0	0	0	0	15
95	8	0	0	0	0	8
97	145	0	0	0	0	145
99	318	0	0	0	0	318
103	23	0	0	0	0	23
105	32	0	0	0	0	32
106	11	0	0	0	0	11
110	73	0	0	0	0	73
113	0	0	8	0	18	26
114	0	0	0	26	0	26
115	0	0	40	0	0	40
123	0	0	0	0	24	24
124	0	5	0	0	0	5

Wed Jan 04 2023 08:28:03 GMT-0500 (Eastern Standard Time) - Run Time: 2486ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Planning district of destination - pd_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
Start time of trip - start_time In 1500-1759
and
Trip purpose of origin - purp_orig In M
and
2006 GTA zone of origin - gta06_orig In 114 116 101 108 105
and
Primary travel mode of trip - mode_prime In D M U T P

Trip 2016
Table:

	101	105	108	114	116	
PD 1 of Toronto	155	11	19	0	0	185
PD 2 of Toronto	524	15	71	100	43	753
PD 3 of Toronto	195	37	0	5	33	270
PD 4 of Toronto	26	0	0	0	0	26
PD 6 of Toronto	13	0	0	0	0	13
PD 7 of Toronto	19	0	0	0	0	19
PD 8 of Toronto	71	0	0	0	0	71
PD 10 of Toronto	13	0	0	0	0	13
Markham	0	0	0	32	0	32
Brampton	0	0	0	43	0	43

Wed Jan 04 2023 15:37:34 GMT-0500 (Eastern Standard Time) - Run Time: 2891ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of destination - gta06_dest
Column: 2006 GTA zone of origin - gta06_orig

Filters:
Start time of trip - start_time In 1500-1759
and
Trip purpose of origin - purp_orig In M
and
2006 GTA zone of origin - gta06_orig In 114 116 101 108 105
and
Primary travel mode of trip - mode_prime In D M U T P
and
Planning district of destination - pd_dest In 2

Trip 2016
Table:

	101	105	108	114	116	
89	22	0	0	0	0	22
91	19	0	0	0	0	19
93	0	6	0	0	0	6
95	10	0	0	0	0	10
97	201	0	0	0	0	201
98	7	0	0	0	0	7
101	20	0	0	0	0	20
104	0	5	0	0	0	5
105	43	5	0	0	0	48
106	0	0	0	0	18	18
107	33	0	0	0	0	33
108	24	0	0	0	0	24
109	8	0	22	6	0	36
110	73	0	0	24	0	97
113	0	0	8	44	0	52
114	0	0	0	26	0	26
115	0	0	40	0	0	40
119	46	0	0	0	0	46
123	0	0	0	0	24	24
124	19	0	0	0	0	19

AM Peak Hour
Inbound
2024-04-17

Zone	Trips	%	Traffic Volume Allocation: NORTH Dundas St W	SOUTH Dundas St W	EAST Bloor St W	WEST Bloor St W	EAST Glenlake Ave	TOTAL	Route Split Totals: NORTH Dundas St W	SOUTH Dundas St W	EAST Bloor St W	WEST Bloor St W	WEST Glenlake Ave	TOTAL
PD 1 of Toronto	171	17%		100%				100.00%	0.00%	16.70%	0.00%	0.00%	0.00%	16.7%
94	13	1%	60%			40%		100.00%	0.76%	0.00%	0.51%	0.00%	0.00%	1.3%
95	6	1%	60%			40%		100.00%	0.35%	0.00%	0.23%	0.00%	0.00%	0.6%
97	13	1%		50%		50%		100.00%	0.00%	0.63%	0.63%	0.00%	0.00%	1.3%
99	5	0%		100%				100.00%	0.00%	0.49%	0.00%	0.00%	0.00%	0.5%
101	20	2%		50%		50%		100.00%	0.00%	0.98%	0.98%	0.00%	0.00%	2.0%
103	19	2%	50%			50%		100.00%	0.93%	0.00%	0.93%	0.00%	0.00%	1.9%
104	10	1%	50%			50%		100.00%	0.49%	0.00%	0.49%	0.00%	0.00%	1.0%
105	74	7%	60%			40%		100.00%	4.34%	0.00%	2.89%	0.00%	0.00%	7.2%
106	24	2%	50%			50%		100.00%	1.17%	0.00%	1.17%	0.00%	0.00%	2.3%
109	26	3%		70%		30%		100.00%	0.00%	1.78%	0.76%	0.00%	0.00%	2.5%
110	66	6%		70%		40%		110.00%	0.00%	4.51%	2.58%	0.00%	0.00%	7.1%
113	8	1%		100%				100.00%	0.00%	0.78%	0.00%	0.00%	0.00%	0.8%
115	21	2%		70%			30%	100.00%	0.00%	1.44%	0.00%	0.00%	0.62%	2.1%
119	24	2%	60%				40%	100.00%	1.41%	0.00%	0.00%	0.00%	0.94%	2.3%
123	30	3%	100%					100.00%	2.93%	0.00%	0.00%	0.00%	0.00%	2.9%
PD 3 of Toronto	201	20%	100%					100.00%	19.63%	0.00%	0.00%	0.00%	0.00%	19.6%
PD 4 of Toronto	9	1%	100%					100.00%	0.88%	0.00%	0.00%	0.00%	0.00%	0.9%
PD 6 of Toronto	16	2%	60%	40%				100.00%	0.94%	0.63%	0.00%	0.00%	0.00%	1.6%
PD 7 of Toronto	46	4%	40%	60%				100.00%	1.80%	2.70%	0.00%	0.00%	0.00%	4.5%
PD 8 of Toronto	127	12%	40%	30%			30%	100.00%	4.96%	3.72%	0.00%	0.00%	3.72%	12.4%
PD 10 of Toronto	25	2%	100%					100.00%	2.44%	0.00%	0.00%	0.00%	0.00%	2.4%
PD 11 of Toronto	19	2%	100%					100.00%	1.86%	0.00%	0.00%	0.00%	0.00%	1.9%
Brampton	51	5%	100%					100.00%	4.98%	0.00%	0.00%	0.00%	0.00%	5.0%
TOTAL TRIPS	1024	100%							**50%**	**34%**	**11%**	**0%**	**5%**	100.6%
							Assumed Split		**50.00%**	**35.00%**	**10.00%**	**0.00%**	**5.00%**	100.00%
							FROM EXISTING TRAVEL PATTERNS		**50.00%**	**35.00%**	**10.00%**	**0.00%**	**5.00%**	100.00%

AM Peak Hour
Inbound
2024-04-17

Zone	Trips	%	Traffic Volume Allocation NORTH Dundas St W	SOUTH Dundas St W	EAST Bloor St W	WEST Bloor St W	EAST Glenlake Ave	TOTAL
PD 1 of Toronto	16	5%		40%		60%		100.00%
89	55	19%		100%				100.00%
93	12	4%	40%	60%				100.00%
101	19	7%	40%	60%				100.00%
104	16	5%	100%					100.00%
109	17	6%		100%				100.00%
113	8	3%		100%				100.00%
114	9	3%		100%				100.00%
119	24	8%	20%			50%	30%	100.00%
123	30	10%	60%			40%		100.00%
PD 3 of Toronto	49	17%	100%					100.00%
PD 7 of Toronto	29	10%	30%			70%		100.00%
Mississauga	8	3%	50%			50%		100.00%
TOTAL TRIPS	292	100%						

Route Split Totals NORTH Dundas St W	SOUTH Dundas St W	EAST Bloor St W	WEST Bloor St W	WEST Glenlake Ave	TOTAL
0.00%	2.19%	0.00%	3.29%	0.00%	5.5%
0.00%	18.84%	0.00%	0.00%	0.00%	18.8%
1.64%	2.47%	0.00%	0.00%	0.00%	4.1%
2.60%	3.90%	0.00%	0.00%	0.00%	6.5%
5.48%	0.00%	0.00%	0.00%	0.00%	5.5%
0.00%	5.82%	0.00%	0.00%	0.00%	5.8%
0.00%	2.74%	0.00%	0.00%	0.00%	2.7%
0.00%	3.08%	0.00%	0.00%	0.00%	3.1%
1.64%	0.00%	0.00%	4.11%	2.47%	8.2%
6.16%	0.00%	0.00%	4.11%	0.00%	10.3%
16.78%	0.00%	0.00%	0.00%	0.00%	16.8%
2.98%	0.00%	0.00%	6.95%	0.00%	9.9%
1.37%	0.00%	0.00%	1.37%	0.00%	2.7%
39%	**39%**	**0%**	**20%**	**2%**	100.0%

	NORTH Dundas St W	SOUTH Dundas St W	EAST Bloor St W	WEST Bloor St W	WEST Glenlake Ave	TOTAL
Assumed Split	**40.00%**	**40.00%**	**0.00%**	**20.00%**	**0.00%**	100.00%
FROM EXISTING TRAVEL PATTERNS	**50.00%**	**35.00%**	**0.00%**	**10.00%**	**5.00%**	100.00%

PM Peak Hour
Outbound
2024-04-17

Zone	Trips	%	Traffic Volume Allocation NORTH Dundas St W	SOUTH Dundas St W	EAST Bloor St W	WEST Bloor St W	EAST Glenlake Ave	TOTAL	Route Split Totals NORTH Dundas St W	SOUTH Dundas St W	EAST Bloor St W	WEST Bloor St W	WEST Glenlake Ave	TOTAL
PD 1 of Toronto	196	13%		100%				100.00%	0.00%	13.21%	0.00%	0.00%	0.00%	13.2%
92	25	2%		70%	30%			100.00%	0.00%	1.18%	0.51%	0.00%	0.00%	1.7%
93	34	2%	30%	40%	30%			100.00%	0.69%	0.92%	0.69%	0.00%	0.00%	2.3%
94	15	1%	70%		30%			100.00%	0.71%	0.00%	0.30%	0.00%	0.00%	1.0%
95	8	1%	70%		30%			100.00%	0.38%	0.00%	0.16%	0.00%	0.00%	0.5%
97	145	10%		70%	30%			100.00%	0.00%	6.84%	2.93%	0.00%	0.00%	9.8%
99	318	21%		70%	30%			100.00%	0.00%	15.00%	6.43%	0.00%	0.00%	21.4%
103	23	2%	60%		40%			100.00%	0.93%	0.00%	0.62%	0.00%	0.00%	1.5%
105	32	2%	40%		60%			100.00%	0.86%	0.00%	1.29%	0.00%	0.00%	2.2%
106	11	1%	50%		50%			100.00%	0.37%	0.00%	0.37%	0.00%	0.00%	0.7%
110	73	5%		100%				100.00%	0.00%	4.92%	0.00%	0.00%	0.00%	4.9%
113	26	2%		70%	30%			100.00%	0.00%	1.23%	0.53%	0.00%	0.00%	1.8%
114	26	2%		100%				100.00%	0.00%	1.75%	0.00%	0.00%	0.00%	1.8%
115	40	3%		100%				100.00%	0.00%	2.70%	0.00%	0.00%	0.00%	2.7%
123	24	2%	100%					100.00%	1.62%	0.00%	0.00%	0.00%	0.00%	1.6%
124	5	0%	60%				40%	100.00%	0.20%	0.00%	0.00%	0.00%	0.13%	0.3%
PD 3 of Toronto	288	19%	100%					100.00%	19.41%	0.00%	0.00%	0.00%	0.00%	19.4%
PD 4 of Toronto	72	5%	100%					100.00%	4.85%	0.00%	0.00%	0.00%	0.00%	4.9%
PD 7 of Toronto	19	1%	40%	60%				100.00%	0.51%	0.77%	0.00%	0.00%	0.00%	1.3%
PD 8 of Toronto	29	2%	50%	30%			20%	100.00%	0.98%	0.59%	0.00%	0.00%	0.39%	2.0%
PD 10 of Toronto	46	3%	100%					100.00%	3.10%	0.00%	0.00%	0.00%	0.00%	3.1%
PD 11 of Toronto	14	1%	100%					100.00%	0.94%	0.00%	0.00%	0.00%	0.00%	0.9%
Vaughan	15	1%	100%					100.00%	1.01%	0.00%	0.00%	0.00%	0.00%	1.0%
TOTAL TRIPS	1484	100%							**37%**	**49%**	**14%**	**0%**	**1%**	100.0%
							Assumed Split		**35.00%**	**50.00%**	**15.00%**	**0.00%**	**0.00%**	100.00%
							FROM EXISTING TRAVEL PATTERNS		**45.00%**	**40.00%**	**10.00%**	**0.00%**	**5.00%**	100.00%

PM Peak Hour
Outbound
2024-04-17

	Zone	Trips	%	Traffic Volume Allocation NORTH Dundas St W	SOUTH Dundas St W	EAST Bloor St W	WEST Bloor St W	WEST Glenlake Ave	TOTAL	Route Split Totals NORTH Dundas St W	SOUTH Dundas St W	EAST Bloor St W	WEST Bloor St W	WEST Glenlake Ave	TOTAL
PD 1 of Toronto		185	13%		40%		60%		100.00%	0.00%	5.19%	0.00%	7.79%	0.00%	13.0%
	89	22	2%		100%				100.00%	0.00%	1.54%	0.00%	0.00%	0.00%	1.5%
	91	19	1%	60%	40%				100.00%	0.80%	0.53%	0.00%	0.00%	0.00%	1.3%
	93	6	0%	60%	40%				100.00%	0.25%	0.17%	0.00%	0.00%	0.00%	0.4%
	95	10	1%	100%					100.00%	0.70%	0.00%	0.00%	0.00%	0.00%	0.7%
	97	201	14%		100%				100.00%	0.00%	14.11%	0.00%	0.00%	0.00%	14.1%
	98	7	0%	30%	70%				100.00%	0.15%	0.34%	0.00%	0.00%	0.00%	0.5%
	101	20	1%	30%	70%				100.00%	0.42%	0.98%	0.00%	0.00%	0.00%	1.4%
	104	5	0%	100%					100.00%	0.35%	0.00%	0.00%	0.00%	0.00%	0.4%
	105	48	3%	100%					100.00%	3.37%	0.00%	0.00%	0.00%	0.00%	3.4%
	106	18	1%	100%					100.00%	1.26%	0.00%	0.00%	0.00%	0.00%	1.3%
	107	33	2%	30%	70%				100.00%	0.69%	1.62%	0.00%	0.00%	0.00%	2.3%
	108	24	2%		100%				100.00%	0.00%	1.68%	0.00%	0.00%	0.00%	1.7%
	109	36	3%		100%				100.00%	0.00%	2.53%	0.00%	0.00%	0.00%	2.5%
	110	97	7%		100%				100.00%	0.00%	6.81%	0.00%	0.00%	0.00%	6.8%
	113	52	4%		80%		20%		100.00%	0.00%	2.92%	0.00%	0.73%	0.00%	3.6%
	114	26	2%		100%				100.00%	0.00%	1.82%	0.00%	0.00%	0.00%	1.8%
	115	40	3%		60%		40%		100.00%	0.00%	1.68%	0.00%	1.12%	0.00%	2.8%
	119	46	3%				50%	50%	100.00%	0.00%	0.00%	0.00%	1.61%	1.61%	3.2%
	123	24	2%	50%			50%		100.00%	0.84%	0.00%	0.00%	0.84%	0.00%	1.7%
	124	19	1%	50%			50%		100.00%	0.67%	0.00%	0.00%	0.67%	0.00%	1.3%
PD 3 of Toronto		270	19%	100%					100.00%	18.95%	0.00%	0.00%	0.00%	0.00%	18.9%
PD 4 of Toronto		26	2%	70%			30%		100.00%	1.28%	0.00%	0.00%	0.55%	0.00%	1.8%
PD 6 of Toronto		13	1%	50%			50%		100.00%	0.46%	0.00%	0.00%	0.46%	0.00%	0.9%
PD 7 of Toronto		19	1%	30%			70%		100.00%	0.40%	0.00%	0.00%	0.93%	0.00%	1.3%
PD 8 of Toronto		71	5%	50%			50%		100.00%	2.49%	0.00%	0.00%	2.49%	0.00%	5.0%
PD 10 of Toronto		13	1%	100%					100.00%	0.91%	0.00%	0.00%	0.00%	0.00%	0.9%
Markham		32	2%	100%					100.00%	2.25%	0.00%	0.00%	0.00%	0.00%	2.2%
Brampton		43	3%				100%		100.00%	0.00%	0.00%	0.00%	3.02%	0.00%	3.0%
TOTAL TRIPS		1425	100%							**36%**	**42%**	**0%**	**20%**	**2%**	100.0%
									Assumed Split	**35.00%**	**45.00%**	**0.00%**	**20.00%**	**0.00%**	100.00%
									FROM EXISTING TRAVEL PATTERNS	**55.00%**	**30.00%**	**0.00%**	**10.00%**	**5.00%**	100.00%

RESIDENTIAL TRIP GENERATION TTS QUERIES

Thu Nov 24 2022 08:55:01 GMT-0500 (Eastern Standard Time) - Run Time: 2021ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Start time of trip - start_time
Column: No. of trips made by person - n_pers_trip

RowG:(400-459)(500-559)(600-659)(700-759)(800-859)(900-959)(1000-1059)(1100-1159)(1200-1259)(1300-1359)(1400-1459)(1500-1559)(1600-1659)(1700-1759)(1800-1859)(1900-1959)(2000-2059)(2100-2159)(2200-2259)(2300-2359)(2400-2459)(2500-2559)(2600-2659)(2700-2759)(2800-
ColG:
TblG:

Filters:
Trip purpose of origin - purp_orig In H
and
2006 GTA zone of origin - gta06_orig In 106 107 114 116 119 125
and
Type of dwelling unit - dwell_type In 2
or
Trip purpose of destination - purp_dest In H
and
2006 GTA zone of destination - gta06_dest In 106 107 114 116 119 125
and
Type of dwelling unit - dwell_type In 2

Trip 2016
Table:

	1	2	3	4	5	6	7	8	9	10	12		
400-459	0	19	114	0	0	0	0	0	0	0	0	133	0.3%
500-559	0	84	35	0	25	0	0	0	0	0	0	144	0.3%
600-659	0	866	178	230	21	0	0	0	15	0	0	1310	3.0%
700-759	0	2562	520	532	67	119	34	0	0	0	0	3834	8.8%
800-859	0	3270	763	1304	326	151	0	77	41	31	0	5963	13.7%
900-959	0	1294	601	448	120	56	19	33	0	0	38	2609	6.0%
1000-1059	68	827	176	279	67	48	67	0	0	0	0	1532	3.5%
1100-1159	41	541	74	315	110	87	62	66	31	10	0	1337	3.1%
1200-1259	18	213	152	321	42	64	80	34	51	10	0	985	2.3%
1300-1359	0	394	81	336	93	0	19	66	0	10	0	999	2.3%
1400-1459	0	710	339	192	27	42	62	0	0	0	0	1372	3.2%
1500-1559	0	1166	194	772	95	69	54	34	15	10	38	2447	5.6%
1600-1659	0	1805	360	1073	188	120	126	67	15	0	38	3792	8.7%
1700-1759	27	3226	350	965	275	75	194	59	41	10	0	5222	12.0%
1800-1859	93	1890	255	781	189	26	52	78	0	10	0	3374	7.8%
1900-1959	42	1066	472	739	317	37	131	36	26	10	0	2876	6.6%
2000-2059	54	596	475	560	147	118	80	36	41	0	76	2183	5.0%
2100-2159	67	370	81	369	65	33	0	103	0	0	0	1088	2.5%
2200-2259	0	238	118	407	47	24	19	0	0	0	0	853	2.0%
2300-2359	0	224	151	314	258	45	0	26	0	0	38	1056	2.4%
2400-2459	0	45	0	23	0	0	0	0	0	0	0	68	0.2%
2500-2559	0	87	0	42	33	0	0	0	0	0	38	200	0.5%
2600-2659	0	0	0	37	0	37	0	0	0	0	0	74	0.2%
2700-2759	0	0	16	0	0	0	0	0	0	0	0	16	0.0%

AM Peak 7:00-9:59 43467
PM Peak 16:00-18:59

AM PEAK

Thu Nov 24 2022 09:01:36 GMT-0500 (Eastern Standard Time) - Run Time: 1987ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Start time of trip - start_time
Column: No. of trips made by person - n_pers_trip

RowG:(700-714)(715-729)(730-744)(745-759)(800-814)(815-829)(830-844)(845-859)(900-914)(915-929)(930-944)(945-959)
ColG:
TblG:

Filters:
Trip purpose of origin - purp_orig In H
and
2006 GTA zone of origin - gta06_orig In 106 107 114 116 119 125
and
Type of dwelling unit - dwell_type In 2
or
Trip purpose of destination - purp_dest In H
and
2006 GTA zone of destination - gta06_dest In 106 107 114 116 119 125
and
Type of dwelling unit - dwell_type In 2

Trip 2016
Table:

	2	3	4	5	6	7	8	9	10	12			
700-714	651	27	100	43	0	0	0	0	0	0	821	6.6%	30.9%
715-729	533	123	22	0	0	0	0	0	0	0	678	5.5%	38.7%
730-744	873	72	241	24	78	34	0	0	0	0	1322	10.7%	45.0%
745-759	505	299	169	0	42	0	0	0	0	0	1015	8.2%	50.0%
800-814	996	326	307	83	24	0	33	15	0	0	1784	14.4%	48.1%
815-829	761	287	277	0	94	0	26	0	20	0	1465	11.8%	44.4%
830-844	1050	112	481	216	33	0	18	26	0	0	1936	15.6%	36.2%
845-859	463	39	239	27	0	0	0	0	10	0	778	6.3%	26.3%
900-914	738	320	144	96	19	19	0	0	0	0	1336	10.8%	21.0%
915-929	109	122	140	0	37	0	33	0	0	0	441	3.6%	
930-944	347	159	145	24	0	0	0	0	0	38	713	5.7%	
945-959	100	0	19	0	0	0	0	0	0	0	119	1.0%	
											12408		

% of residents travelled in AM peak hours **6200** **14.3%**

PM PEAK

Thu Nov 24 2022 09:06:39 GMT-0500 (Eastern Standard Time) - Run Time: 2006ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Start time of trip - start_time
Column: No. of trips made by person - n_pers_trip

RowG:(1600-1614)(1615-1629)(1630-1644)(1645-1659)(1700-1714)(1715-1729)(1730-1744)(1745-1759)(1800-1814)(1815-1829)(1830-1844)(1845-1859)
ColG:
TblG:

Filters:
Trip purpose of origin - purp_orig In H
and
2006 GTA zone of origin - gta06_orig In 106 107 114 116 119 125
and
Type of dwelling unit - dwell_type In 2
or
Trip purpose of destination - purp_dest In H
and
2006 GTA zone of destination - gta06_dest In 106 107 114 116 119 125
and
Type of dwelling unit - dwell_type In 2

Trip 2016
Table:

	1	2	3	4	5	6	7	8	9	10	12		
1600-1614	0	685	97	433	94	37	36	34	0	0	0	1416	11.4%
1615-1629	0	171	226	109	26	0	53	0	15	0	0	600	4.8%
1630-1644	0	610	37	354	67	42	0	0	0	0	38	1148	9.3%
1645-1659	0	339	0	177	0	42	37	34	0	0	0	629	5.1%
1700-1714	0	1643	114	373	209	0	0	0	0	0	0	2339	18.9%
1715-1729	0	466	52	179	0	75	49	33	0	0	0	854	6.9%
1730-1744	0	894	138	304	26	0	145	26	41	10	0	1584	12.8%
1745-1759	27	224	47	110	40	0	0	0	0	0	0	448	3.6%
1800-1814	73	1043	55	183	27	0	18	52	0	0	0	1451	11.7%
1815-1829	20	253	98	86	0	0	34	0	0	0	0	491	4.0%
1830-1844	0	489	102	378	162	26	0	26	0	0	0	1183	9.5%
1845-1859	0	104	0	134	0	0	0	0	0	10	0	248	2.0%
												12391	

% of residents travelled in PM peak hours **5406** **12.4%**

RESIDENTIAL TRIP GENERATION

Thu Nov 24 2022 09:12:02 GMT-0500 (Eastern Standard Time) - Run Time: 2415ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Start time of trip - start_time
Column: 2006 GTA zone of household - gta06_hhld
Table: No. of trips made by person - n_pers_trip

RowG:
ColG:(106-107)(114)(116)(119)(125)
TblG:

Filters:
Trip purpose - trip_purp In 1 2 3
and
Type of dwelling unit - dwell_type In 2

Trip 2016
Table: 1

	1	2	3	4	
1000	0	68	0	0	68
1100	41	0	0	0	41
1215	0	0	0	18	18
1745	0	0	0	27	27
1800	0	0	0	52	52
1805	0	0	0	20	20
1815	0	0	0	20	20
1900	0	0	0	42	42
2000	0	0	0	38	38
2030	0	0	0	16	16
2100	0	0	0	24	24
2110	0	0	26	0	26
2135	0	0	0	17	17

Trip 2016
Table: 2

	1	2	3	4	5	
420	0	0	19	0	0	19
500	0	0	0	27	0	27
545	0	41	0	17	0	58
600	175	0	0	42	0	217
615	0	0	0	26	20	46
625	0	0	0	24	0	24
630	0	24	0	90	0	114
635	123	0	0	38	0	161
640	0	34	17	73	0	124
645	0	34	0	45	32	111
650	0	0	26	0	33	59
655	0	0	0	9	0	9
700	0	100	110	102	108	420
705	0	0	0	89	0	89
710	0	0	0	142	0	142
715	46	37	81	89	34	287
720	0	33	0	131	0	164
725	0	0	0	65	16	81
730	247	103	71	222	44	687
735	0	0	42	0	19	61
740	0	0	0	107	19	126
745	0	21	44	236	46	347
750	0	33	0	79	0	112
755	0	0	0	47	0	47
800	115	0	64	469	121	769
810	29	61	15	102	19	226
815	38	0	72	217	107	434
820	123	0	20	128	0	271
825	0	0	18	36	0	54
830	54	148	193	404	72	871
835	0	22	0	0	0	22
840	0	0	21	84	54	159
845	0	0	15	165	0	180
850	0	0	0	225	25	250
855	0	33	0	0	0	33
900	31	13	102	274	68	488
905	162	0	89	0	0	251
915	0	0	36	0	18	54
920	30	0	0	0	0	30
925	0	0	24	0	0	24
930	74	83	26	81	0	264
935	0	33	0	24	0	57
940	0	0	0	26	0	26
950	0	0	100	0	0	100
1000	228	0	40	96	18	382
1010	0	0	26	0	23	49
1015	0	0	0	76	0	76
1020	0	34	0	0	0	34
1025	0	33	0	44	0	77
1030	53	0	0	35	0	88
1035	0	0	15	0	0	15
1040	0	0	0	42	0	42
1045	0	0	0	15	0	15
1050	0	49	0	0	0	49
1100	34	49	0	114	0	197
1105	0	0	15	58	22	95
1115	30	0	0	18	23	71
1125	0	0	21	0	0	21
1130	54	0	0	105	0	159
1200	0	31	0	27	19	77
1215	0	0	0	26	0	26
1230	16	21	35	19	18	109
1300	0	41	55	75	19	190
1315	0	0	0	69	34	103
1325	0	31	0	0	0	31
1330	0	0	15	0	19	34
1345	0	0	17	19	0	36
1400	30	0	17	92	19	158
1405	16	0	0	0	0	16
1415	0	90	0	0	0	90
1420	0	0	17	27	0	44
1430	51	21	21	26	34	153
1440	123	0	0	17	0	140
1445	54	0	0	18	19	91
1450	0	0	0	17	0	17
1500	97	68	59	334	46	604
1510	0	0	36	10	0	46
1515	0	0	20	154	0	174
1525	0	0	0	27	0	27
1530	0	0	15	114	90	219
1535	0	0	0	53	0	53
1540	0	0	0	28	0	28
1550	0	0	0	15	0	15
1600	182	0	55	217	22	476
1605	123	61	0	24	0	208
1615	51	0	20	54	19	144
1620	0	0	0	27	0	27
1630	72	0	35	365	89	561
1635	0	0	0	23	0	23
1640	0	0	0	26	0	26
1645	0	32	0	255	0	287
1650	0	0	0	53	0	53
1700	341	0	251	495	155	1242
1705	47	33	0	59	0	139
1710	0	33	0	174	54	261
1715	0	21	132	293	0	446
1725	0	0	0	20	0	20
1730	38	148	59	402	143	790
1735	0	0	17	41	0	58
1740	0	0	0	46	0	46
1745	0	42	0	71	0	113
1750	0	0	0	59	19	78
1755	0	33	0	0	0	33
1800	97	24	239	376	120	856
1805	0	0	0	46	0	46
1810	0	23	15	83	19	140
1815	49	0	0	69	20	138
1820	0	61	0	54	0	115
1830	0	22	38	238	25	323
1835	0	33	0	53	0	86
1840	0	0	0	55	26	81
1845	0	0	0	17	0	17
1850	41	0	0	24	0	65
1855	0	0	0	23	0	23
1900	24	84	26	183	53	370
1905	38	0	0	44	0	82
1910	0	34	19	64	0	117
1915	0	34	0	0	22	56
1920	0	0	89	0	0	89
1930	0	23	17	243	54	337
1945	0	0	15	0	0	15
2000	34	32	0	261	0	327
2015	0	34	0	95	0	129
2030	0	64	0	27	26	117
2040	0	0	0	24	0	24
2100	0	41	0	19	0	60
2105	123	0	0	0	0	123
2115	0	0	0	14	0	14
2125	0	0	0	42	0	42
2130	0	0	26	19	42	87
2135	0	0	18	0	0	18
2150	0	0	0	0	26	26
2200	0	0	0	24	0	24
2215	0	0	0	0	22	22
2225	41	0	0	0	0	41
2245	0	0	0	152	0	152
2300	38	0	17	60	19	134
2315	39	0	0	0	0	39
2350	0	0	0	24	0	24
2359	0	0	0	0	27	27
2400	0	0	0	18	0	18
2430	0	0	0	27	0	27
2500	59	0	0	0	0	59
2530	0	0	0	29	0	29

Trip 2016
Table: 3

	1	2	3	4	5	
430	0	0	0	114	0	114
500	0	0	0	0	16	16
555	0	0	0	19	0	19
620	0	0	0	0	42	42
630	53	0	0	19	0	72
645	0	0	23	42	0	65
705	0	0	0	27	0	27
715	0	0	0	18	42	60
725	0	0	0	63	0	63
730	0	0	19	53	0	72
745	36	0	0	176	0	212
750	0	0	0	0	34	34
755	0	34	0	19	0	53
800	38	0	36	136	22	232
805	0	0	0	27	0	27
810	0	32	0	36	0	68
815	38	24	23	60	18	163
820	0	0	0	76	0	76
825	0	33	15	0	0	48
830	39	24	0	15	0	78
835	0	34	0	0	0	34
845	0	0	23	15	0	38
900	129	0	0	170	21	320
915	0	0	0	0	47	47
925	0	0	0	75	0	75
930	0	0	24	27	34	85
940	0	74	0	0	0	74
1000	0	0	0	44	29	73
1030	29	0	0	24	18	71
1050	0	33	0	0	0	33
1100	0	0	20	20	0	40
1105	0	0	0	0	18	18
1115	0	0	0	17	0	17
1200	0	0	0	22	0	22
1230	0	26	0	36	42	104
1255	27	0	0	0	0	27
1300	0	0	0	0	52	52
1330	0	0	0	0	29	29
1400	129	0	0	93	18	240
1410	46	0	0	0	0	46
1415	0	0	0	20	0	20
1430	0	0	0	15	18	33
1500	0	0	0	43	16	59
1515	0	0	0	0	18	18
1520	0	0	0	93	0	93
1530	0	0	24	0	0	24
1600	0	0	0	19	52	71
1605	0	0	0	27	0	27
1615	0	0	0	0	18	18
1620	0	0	0	176	0	176
1625	0	33	0	0	0	33
1630	0	0	0	19	18	37
1700	0	59	0	10	21	90
1705	0	0	23	0	0	23
1715	36	0	0	16	0	52
1730	0	0	0	71	22	93
1735	0	0	0	45	0	45
1745	0	0	20	27	0	47
1800	0	0	0	0	22	22
1805	0	0	0	0	34	34
1815	0	0	0	69	29	98
1830	0	34	0	68	0	102
1900	53	32	0	51	24	160
1905	0	0	0	24	0	24
1910	0	0	23	0	0	23
1915	0	0	0	27	0	27
1925	0	34	0	0	0	34
1930	0	0	0	60	0	60
1945	0	24	0	80	42	146
2000	0	0	23	46	34	103
2005	27	24	0	0	0	51
2010	0	74	0	0	0	74
2015	0	0	0	0	18	18
2020	0	0	23	15	0	38
2030	0	0	55	0	0	55
2040	39	0	0	0	0	39
2045	0	0	0	97	0	97
2130	0	0	0	15	0	15
2140	0	0	15	0	0	15
2145	0	0	0	0	24	24
2155	0	0	0	27	0	27
2200	0	0	0	0	42	42
2210	0	0	0	26	0	26
2230	0	0	0	23	0	23
2255	0	0	0	26	0	26
2300	76	0	0	0	0	76
2305	29	0	0	0	0	29
2320	46	0	0	0	0	46
2755	0	0	0	0	16	16

Trip 2016
Table: 4

	1	2	3	4	5	
600	34	0	26	0	0	60
615	27	0	0	27	0	54
630	0	0	0	65	0	65
645	0	0	0	27	0	27
650	0	24	0	0	0	24
700	0	41	0	0	34	75
705	0	0	0	25	0	25
715	0	0	0	0	22	22
730	62	34	26	89	0	211
735	0	0	0	23	0	23
740	0	0	7	0	0	7
745	0	0	0	23	0	23
750	0	0	19	0	0	19
755	54	0	0	73	0	127
800	0	0	7	68	22	97
805	0	0	0	54	0	54
810	0	157	0	0	0	157
815	0	0	0	0	20	20
820	123	0	36	0	0	159
825	29	0	0	68	0	97
830	123	153	20	114	0	410
835	0	22	0	0	0	22
840	0	49	0	0	0	49
845	44	41	23	130	0	238
900	0	59	0	27	0	86
905	0	0	18	0	19	37
910	0	0	20	0	0	20
915	49	0	0	17	0	66
920	0	74	0	0	0	74
930	83	0	0	42	20	145
945	0	0	0	19	0	19
1000	0	0	45	59	0	104
1005	0	0	0	19	0	19
1015	0	0	0	0	24	24
1030	41	0	0	20	0	61
1045	34	0	23	15	0	72
1100	34	0	66	25	0	125
1115	0	0	26	19	0	45
1130	0	0	20	83	21	124
1145	0	0	0	0	20	20
1200	75	41	0	42	24	182
1205	0	0	0	15	0	15
1215	0	0	20	19	0	39
1230	0	0	20	66	0	86
1300	33	0	91	20	24	168
1310	0	0	0	21	0	21
1315	0	0	0	33	0	33
1330	0	0	0	95	19	114
1400	0	0	0	43	42	85
1425	0	0	0	0	41	41
1430	0	47	0	0	0	47
1445	0	0	0	0	19	19
1500	33	23	52	38	0	146
1510	0	0	0	0	19	19
1515	157	0	7	17	0	181
1530	0	142	36	71	0	249
1535	34	0	0	19	0	53
1540	0	116	7	0	0	123
1600	123	0	0	80	52	255
1605	0	116	0	20	0	136
1610	0	0	0	42	0	42
1615	0	0	0	0	82	82
1620	0	0	0	27	0	27
1630	41	142	0	41	22	246
1635	0	46	0	0	0	46
1640	0	0	0	63	0	63
1645	0	0	0	45	19	64
1650	62	0	0	23	0	85
1659	0	0	0	27	0	27
1700	114	26	23	76	20	259
1705	0	0	0	23	0	23
1710	0	37	0	54	0	91
1715	34	74	0	50	21	179
1730	0	0	23	188	52	263
1740	0	0	0	19	22	41
1745	44	0	0	0	24	68
1755	0	0	18	0	24	42
1800	0	71	45	44	0	160
1810	0	23	0	0	0	23
1815	34	0	0	25	0	59
1820	0	0	0	27	0	27
1830	49	74	26	83	96	328
1840	0	0	0	50	0	50
1845	49	0	0	40	0	89
1850	0	0	27	18	0	45
1900	33	163	26	93	0	315
1905	29	0	0	0	19	48
1915	0	0	0	27	0	27
1930	0	23	19	219	22	283
1950	0	0	19	21	0	40
1955	0	0	0	27	0	27
2000	27	0	0	88	18	133
2010	54	74	0	0	0	128
2015	0	37	0	42	0	79
2020	0	0	0	25	0	25
2030	0	0	0	124	0	124
2035	0	0	0	23	0	23
2045	0	0	0	0	48	48
2100	0	34	26	66	0	126
2130	34	0	73	0	0	107
2135	88	0	0	0	0	88
2150	0	0	0	0	22	22
2155	0	0	0	27	0	27
2200	0	0	0	50	19	69
2210	0	0	0	33	0	33
2215	0	34	26	0	22	82
2220	0	22	0	0	0	22
2225	0	0	0	24	0	24
2230	0	0	0	136	41	177
2300	97	0	0	23	0	120
2305	0	0	0	0	20	20
2330	0	116	0	24	0	140
2355	34	0	0	0	0	34
2415	0	0	0	23	0	23
2530	0	0	0	42	0	42
2600	0	37	0	0	0	37

Trip 2016
Table: 5

	1	2	3	4	5	
535	0	0	0	25	0	25
625	21	0	0	0	0	21
700	0	0	0	43	0	43
730	0	0	0	0	24	24
800	0	24	0	27	0	51
810	0	32	0	0	0	32
830	0	149	15	27	26	217
850	0	0	0	27	0	27
900	0	0	0	70	0	70
910	0	0	0	26	0	26
930	0	0	0	24	0	24
1000	0	0	23	0	20	43
1005	0	0	0	24	0	24
1100	0	0	0	0	42	42
1115	0	0	23	0	0	23
1130	0	0	0	24	21	45
1215	0	0	0	0	42	42
1300	0	0	0	24	0	24
1305	0	0	0	26	0	26
1315	0	0	0	19	0	19
1320	0	0	0	24	0	24
1400	0	0	0	27	0	27
1500	0	0	0	0	21	21
1510	0	0	0	27	0	27
1530	0	0	0	0	21	21
1540	0	0	0	27	0	27
1600	0	0	0	50	21	71
1605	0	0	23	0	0	23
1615	0	0	0	26	0	26
1630	0	0	0	25	42	67
1700	0	149	0	25	0	174
1705	0	0	0	19	0	19
1710	0	0	0	17	0	17
1730	0	0	0	0	26	26
1745	0	24	15	0	0	39
1800	0	0	0	27	0	27
1830	0	0	0	94	42	136
1840	0	0	0	25	0	25
1900	0	57	0	0	0	57
1905	0	0	0	0	26	26
1910	21	32	23	27	0	103
1920	0	32	0	0	0	32
1940	0	32	0	42	0	74
1955	0	0	0	27	0	27
2000	0	0	0	0	26	26
2015	0	0	0	29	0	29
2020	0	24	0	0	0	24
2030	0	0	0	27	0	27
2035	0	0	0	42	0	42
2100	21	0	0	0	44	65
2200	0	0	0	26	0	26
2245	21	0	0	0	0	21
2315	0	116	0	26	0	142
2330	0	116	0	0	0	116
2530	0	33	0	0	0	33

Trip 2016
Table: 6

	2	3	4	5	
730	42	0	18	0	60
735	0	0	18	0	18
750	42	0	0	0	42
810	0	0	0	24	24
815	76	0	19	0	95
830	33	0	0	0	33
905	0	0	19	0	19
915	37	0	0	0	37
1005	0	0	24	0	24

Thu Nov 24 2022 09:14:15 GMT-0500 (Eastern Standard Time)

Frequency Distribution Query Form - Trip - 2016 v1.1

Field: No. of trips made by person - n_pers_trip

Filters:
2006 GTA zo 107 114 116 119 125
and
Type of dwelling unit - dwell_type In 2

Table: Trip 2016

Row:	Count:	Expanded:
1	14	409
2	718	21711
3	264	8245
4	376	11805
5	120	3539
6	60	1647
7	49	1529
8	32	886
9	18	367
10	10	102
12	12	456
Total:	1673	50697

Thu Nov 24 2022 09:16:11 GMT-0500 (Eastern Standard Time)

Frequency Distribution Query Form - Household - 2016 v1.1

Field: No. of persons in household - n_person

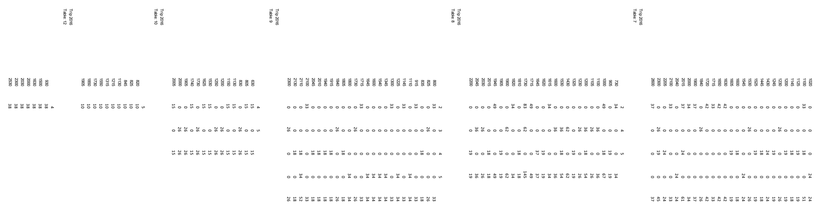
Filters:
2006 GTA zo 107 114 116 119 125
and
Type of dwelling unit - dwell_type In 2

Table: Household 2016

Row:	Count:	Expanded:	
1	264	6687	
2	185	4660	
3	26	1354	
4	14	665	
5	4	368	
6	1	68	
Total:	494	13802	24977
			1.809665

Home-Based Trips

	1	2	3	4	5	6	7	8	9	10	11	12	ALL
400	0	19	114	0	0	0	0	0	0	0	0	0	133
500	0	85	35	0	25	0	0	0	0	0	0	0	145
600	0	865	179	230	21	0	0	0	15	0	0	0	1310
700	0	2563	521	532	67	120	34	0	0	0	0	0	3837
800	0	3269	764	1303	327	152	0	77	41	30	0	0	5963
900	0	1294	601	447	120	56	19	33	0	0	0	38	2608
1000	68	827	177	280	67	48	67	0	0	0	0	0	1534
1100	41	543	75	314	110	88	62	67	30	10	0	0	1340
1200	18	212	153	322	42	64	80	34	52	10	0	0	987
1300	0	394	81	336	93	0	19	67	0	10	0	0	1000
1400	0	709	339	192	27	42	62	0	0	0	0	0	1371
1500	0	1166	194	771	96	69	54	34	15	10	0	38	2447
1600	0	1805	362	1073	187	121	126	68	15	0	0	38	3795
1700	27	3226	350	966	275	75	194	59	41	10	0	0	5223
1800	92	1890	256	781	188	26	52	78	0	10	0	0	3373
1900	42	1066	474	740	319	37	130	36	26	10	0	0	2880
2000	54	597	475	560	148	119	80	36	41	0	0	76	2186
2100	67	370	81	370	65	33	0	103	0	0	0	0	1089
2200	0	239	117	407	47	24	19	0	0	0	0	0	853
2300	0	224	151	314	258	45	0	26	0	0	0	38	1056
2400	0	45	0	23	0	0	0	0	0	0	0	0	68
2500	0	88	0	42	33	0	0	0	0	0	0	38	201
2600	0	0	0	37	0	37	0	0	0	0	0	0	74
2700	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Home-based Trips	409	21496	5499	10040	2515	1156	998	718	276	100	0	266	43473
Total People (Home-based Trips)	409	10748	1833	2510	503	193	143	90	31	10	0	22	16492
Total Trips	409	21711	8245	11805	3539	1647	1529	886	367	102	0	456	50696
Total People (all trips)	409	10856	2748	2951	708	275	218	111	41	10	0	38	18365
Percent People	2%	59%	15%	16%	4%	1%	1%	1%	0%	0%	0%	0%	100%
Home-based trip AM Peak Hour	0%	15%	14%	13%	13%	13%	0%	11%	15%	30%	0%	0%	
Home-based trip PM Peak Hour	7%	15%	6%	10%	11%	6%	19%	8%	15%	10%	0%	0%	
Daily Home-based Trips Per Person	1	1.980103	2.001092	3.402237	3.55226	4.203636	4.577982	6.468468	6.731707	10	0	7	
Average Home-based Trips AM Peak Hour	14%												
Average Home-based Trips PM Peak Hour	12%												
Home-based Daily Trips Per Person	2.367166												
AM Peak Hour Travel (%)	33%												
PM Peak Hour Travel (%)	29%												



RESIDENTIAL MODE SPLIT

AM

Thu Nov 24 2022 09:40:27 GMT-0500 (Eastern Standard Time)

Frequency Distribution Query Form - Trip - 2016 v1.1

Field: Primary travel mode of trip - mode_prime

Filters:
Trip purpose of origin - purp_orig In H
and
Start time of trip - start_time In 600-859
and
Type of dwelling unit - dwell_type In 2
and
2006 GTA zone of origin - gta06_orig In 106 107 114 116 119 125
or
Trip purpose of destination - purp_dest In H
and
Start time of trip - start_time In 600-859
and
Type of dwelling unit - dwell_type In 2
and
2006 GTA zone of destination - gta06_dest In 106 107 114 116 119 125

Table: Trip 2016

Row:	Count:	Expanded:	
Transit excluding GO rail	197	6088	55%
Cycle	19	500	5%
Auto driver	102	2961	27%
GO rail only	4	159	1%
Joint GO rail and local transit	1	16	0%
Motorcycle	1	23	0%
Auto passenger	8	330	3%
School bus	3	110	1%
Paid rideshare	1	42	0%
Walk	22	877	8%
Total:	358	11106	100%

PM

Thu Nov 24 2022 09:42:41 GMT-0500 (Eastern Standard Time)

Frequency Distribution Query Form - Trip - 2016 v1.1

Field: Primary travel mode of trip - mode_prime

Filters:
Trip purpose of origin - purp_orig In H
and
Start time of trip - start_time In 1600-1859
and
Type of dwelling unit - dwell_type In 2
and
2006 GTA zone of origin - gta06_orig In 106 107 114 116 119 125
or
Trip purpose of destination - purp_dest In H
and
Start time of trip - start_time In 1600-1859
and
Type of dwelling unit - dwell_type In 2
and
2006 GTA zone of destination - gta06_dest In 106 107 114 116 119 125

Table: Trip 2016

Row:	Count:	Expanded:	
Transit excluding GO rail	224	6725	54%
Cycle	28	797	6%
Auto driver	109	3259	26%
GO rail only	2	84	1%
Joint GO rail and local transit	1	16	0%
Auto passenger	13	354	3%
School bus	1	41	0%
Taxi passenger	3	76	1%
Paid rideshare	5	163	1%
Walk	25	872	7%
Total:	411	12388	100%

Thu Nov 24 2022 09:16:11 GMT-0500 (Eastern Standard Time)

Frequency Distribution Query Form - Household - 2016 v1.1

Field: No. of persons in household - n_person

Filters:
2006 GTA zone of household - gta06_hhld In 106 107 114 116 119 125
and
Type of dwelling unit - dwell_type In 2

Table: Household 2016

Row:	Count:	Expanded:	
1	264	6687	
2	185	4660	
3	26	1354	
4	14	665	
5	4	368	
6	1	68	
Total:	494	13802	24977
			1.809665

OFFICE (CEA) TRIP GENERATION

Mon Nov 28 2022 13:16:57 GMT-0500 (Eastern Standard Time) - Run Time: 3083ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Start time of trip - start_time
Column: No. of trips made by person - n_pers_trip

RowG:(400-459)(500-559)(600-659)(700-759)(800-859)(900-959)(1000-1059)(1100-1159)(1200-1259)(1300-1359)(1400-1459)(1500-1559)(1600-1659)(1700-1759)(1800-1859)(1900-1959)(2000-2059)(2100-2159)(2200-2259)(2300-2359)(2400-2459)(2500-2559)(2600-2659)(2700-2759)(2800-2859)
ColG:
TblG:

Filters:
Trip purpose of origin - purp_orig In W
and
2006 GTA zone of origin - gta06_orig In 106 107 114 116 119 125
or
Trip purpose of destination - purp_dest In W
and
2006 GTA zone of destination - gta06_dest In 106 107 114 116 119 125

Trip 2016
Table:

	1	2	3	4	5	6	7	8	9	10	11	12	14		
400-459	0	137	0	0	0	0	0	0	0	0	0	0	0	137	0.9%
500-559	0	270	131	40	0	0	0	0	0	0	0	0	0	441	2.9%
600-659	0	432	37	49	0	46	14	0	0	0	0	0	0	578	3.8%
700-759	40	1390	213	110	38	42	44	0	10	0	0	0	0	1887	12.4%
800-859	0	891	395	199	171	102	7	0	63	0	0	0	0	1828	12.0%
900-959	36	385	131	244	144	32	5	0	0	0	0	15	0	992	6.5%
1000-1059	0	149	48	99	14	24	19	0	0	0	63	45	0	461	3.0%
1100-1159	0	196	15	166	41	87	14	24	10	23	0	15	0	591	3.9%
1200-1259	0	13	11	27	78	57	7	24	26	0	0	21	0	264	1.7%
1300-1359	0	110	92	143	126	116	36	44	0	7	0	0	0	674	4.4%
1400-1459	0	247	20	70	38	75	5	0	0	0	0	0	0	455	3.0%
1500-1559	0	571	135	67	18	103	0	0	0	5	0	0	0	899	5.9%
1600-1659	0	715	164	273	32	93	23	0	38	0	63	15	0	1416	9.3%
1700-1759	0	853	425	218	230	22	15	0	35	0	0	0	0	1798	11.8%
1800-1859	0	772	151	126	50	79	5	0	0	0	0	0	0	1183	7.8%
1900-1959	0	347	44	366	44	27	0	0	0	0	0	0	0	828	5.5%
2000-2059	0	171	0	76	24	37	15	0	0	0	0	0	0	323	2.1%
2100-2159	0	135	19	25	0	0	0	0	0	0	0	0	0	179	1.2%
2200-2259	0	24	0	11	0	0	0	0	0	0	0	0	0	35	0.2%
2300-2359	0	27	0	47	31	15	0	0	0	0	0	0	0	120	0.8%
2400-2459	6	41	0	0	0	0	0	0	0	0	0	0	0	47	0.3%
2500-2559	0	36	0	0	11	0	0	0	0	0	0	0	0	47	0.3%
														15183	

AM Peak 7:00-9:59
PM Peak 16:00-18:59

AM PEAK

Mon Nov 28 2022 13:21:36 GMT-0500 (Eastern Standard Time) - Run Time: 3382ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Start time of trip - start_time
Column: No. of trips made by person - n_pers_trip

RowG:(700-714)(715-729)(730-744)(745-759)(800-814)(815-829)(830-844)(845-859)(900-914)(915-929)(930-944)(945-959)
ColG:
TblG:

Filters:
Trip purpose of origin - purp_orig In W
and
2006 GTA zone of origin - gta06_orig In 106 107 114 116 119 125
or
Trip purpose of destination - purp_dest In W
and
2006 GTA zone of destination - gta06_dest In 106 107 114 116 119 125

Trip 2016
Table:

	1	2	3	4	5	6	7	9	12			
700-714	40	535	22	0	0	0	15	0	0	612	13%	40%
715-729	0	283	121	79	71	11	0	15	0	509	11%	44%
730-744	0	305	16	31	23	15	0	10	0	400	8%	38%
745-759	0	267	53	0	4	16	14	0	0	364	8%	42%
800-814	0	475	124	112	15	59	0	0	0	785	17%	39%
815-829	0	155	43	18	10	29	0	0	0	255	5%	34%
830-844	0	193	154	46	137	13	7	38	0	588	12%	31%
845-859	0	69	75	23	10	0	0	26	0	203	4%	24%
900-914	36	156	40	173	94	32	5	0	0	536	11%	21%
915-929	0	116	0	31	0	0	0	0	0	147	3%	
930-944	0	113	91	40	0	0	0	0	15	259	6%	
945-959	0	0	0	0	50	0	0	0	0	50	1%	
										4708		

% of residents travelled in AM peak hours	2058	14%

PM PEAK

Mon Nov 28 2022 13:22:53 GMT-0500 (Eastern Standard Time) - Run Time: 3138ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Start time of trip - start_time
Column: No. of trips made by person - n_pers_trip

RowG:(1600-1614)(1615-1629)(1630-1644)(1645-1659)(1700-1714)(1715-1729)(1730-1744)(1745-1759)(1800-1814)(1815-1829)(1830-1844)(1845-1859)
ColG:
TblG:

Filters:
Trip purpose of origin - purp_orig In W
and
2006 GTA zone of origin - gta06_orig In 106 107 114 116 119 125
or
Trip purpose of destination - purp_dest In W
and
2006 GTA zone of destination - gta06_dest In 106 107 114 116 119 125

Trip 2016
Table:

	2	3	4	5	6	7	9	11	12			
1600-1614	425	47	83	0	20	0	0	0	0	575	13%	32%
1615-1629	70	0	0	0	73	11	0	32	0	186	4%	42%
1630-1644	176	29	184	32	0	12	0	0	15	448	10%	45%
1645-1659	44	88	5	0	0	0	38	32	0	207	5%	43%
1700-1714	521	237	94	128	0	15	26	0	0	1021	23%	41%
1715-1729	90	161	27	0	0	0	9	0	0	287	7%	35%
1730-1744	173	27	93	102	0	0	0	0	0	395	9%	31%
1745-1759	70	0	5	0	22	0	0	0	0	97	2%	27%
1800-1814	552	22	94	13	57	5	0	0	0	743	17%	27%
1815-1829	58	53	7	0	0	0	0	0	0	118	3%	
1830-1844	142	66	16	23	0	0	0	0	0	247	6%	
1845-1859	19	10	10	14	22	0	0	0	0	75	2%	
										4399		

% of residents travelled in PM peak hours	1963	12.9%

Mon Nov 28 2022 13:32:01 GMT-0500 (Eastern Standard Time) - Run Time: 3446ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Start time of trip - start_time
Column: 2006 GTA zone of employment - gta06_emp
Table: No. of trips made by person - n_pers_trip

RowG:
ColG:(106-107)(114)(116)(119)(125)
TblG:

Filters:
Trip purpose - trip_purp In 1

Trip 2016
Table: 1

	1
700	40
2435	6

Trip 2016
Table: 2

	1	2	3	4	5	
400	0	0	39	0	0	39
425	0	31	0	0	0	31
430	0	0	53	15	0	68
515	0	22	0	0	0	22
530	41	0	0	0	9	50
545	0	0	0	0	78	78
550	20	0	0	0	0	20
600	15	0	0	0	0	15
605	0	29	0	0	0	29
610	0	0	0	0	87	87
615	27	0	0	0	0	27
630	38	104	0	38	10	190
645	18	0	0	0	0	18
700	197	31	21	25	117	391
710	77	34	0	0	0	111
715	17	18	0	0	0	35
720	7	0	0	0	0	7
725	61	83	20	0	0	164
730	32	133	10	0	26	201
735	31	0	0	0	13	44
740	19	26	0	0	0	45
745	98	9	31	37	39	214
750	18	0	24	0	5	47
755	6	0	0	0	0	6
800	53	46	88	19	86	292
805	20	15	37	0	0	72
810	0	0	110	0	0	110
815	27	0	21	0	40	88
820	40	0	0	0	23	63
825	0	5	0	0	0	5
830	127	24	9	0	0	160
840	31	7	0	0	0	38
845	16	0	0	22	0	38
850	0	26	0	0	0	26
855	5	0	0	0	0	5
900	88	14	24	0	14	140
915	41	0	24	0	0	65
930	12	5	31	0	5	53
940	26	0	0	0	0	26
950	0	0	100	0	0	100
1000	11	26	58	0	0	95
1010	0	0	0	0	23	23
1030	19	34	0	17	0	70
1100	0	0	0	40	0	40
1115	0	0	0	0	23	23
1145	40	0	0	0	0	40
1210	0	0	0	0	14	14
1230	0	0	15	0	0	15
1240	0	7	0	0	0	7
1300	50	14	0	0	0	64
1330	0	29	0	0	5	34
1350	21	0	0	0	0	21
1400	0	0	142	0	15	157
1410	0	18	0	0	0	18
1430	13	22	0	0	0	35
1450	0	0	0	17	0	17
1500	19	49	0	36	78	184
1505	8	0	9	0	0	17
1510	0	0	0	0	17	17
1520	0	0	0	0	6	6
1525	23	0	0	0	0	23
1530	96	0	54	73	0	223
1545	0	34	0	0	5	39
1600	51	188	58	11	0	308
1605	0	0	24	0	87	111
1615	12	10	0	0	35	57
1625	0	0	0	0	13	13
1630	86	0	0	19	37	142
1635	13	0	0	0	0	13
1645	34	0	20	0	24	78
1700	141	98	55	14	38	346
1705	0	0	0	0	21	21
1710	0	26	0	0	8	34
1715	0	15	0	0	15	30
1720	0	0	0	0	22	22
1725	19	0	0	0	0	19
1730	102	0	29	0	0	131
1735	0	5	0	0	0	5
1740	19	0	0	0	0	19
1745	0	0	29	0	41	70
1800	272	127	146	22	32	599
1805	16	0	0	0	0	16
1815	43	0	0	0	0	43
1830	66	19	22	0	13	120
1855	19	0	0	0	0	19
1900	33	122	20	0	0	175
1910	5	0	0	0	0	5
1930	43	0	0	0	0	43
1935	25	0	0	0	0	25
1950	27	0	0	0	0	27
2000	20	0	12	60	26	118
2015	0	0	24	0	0	24
2105	9	0	0	0	0	9
2110	11	8	0	0	0	19
2115	28	0	0	0	0	28
2130	12	0	0	21	0	33
2135	0	0	45	0	0	45
2145	0	22	0	0	0	22
2200	0	17	0	0	0	17
2250	0	0	24	0	0	24
2300	27	0	0	0	0	27
2430	0	19	0	0	0	19
2500	0	17	0	0	0	17
2530	0	19	0	0	0	19

Trip 2016
Table: 3

	1	2	3	5	
530	39	0	0	0	39
540	92	0	0	0	92
700	0	22	0	0	22
715	26	0	0	0	26
720	9	0	0	0	9
725	0	0	0	16	16
740	0	0	16	0	16
750	0	0	0	6	6
755	15	0	0	0	15
800	0	19	0	10	29
815	0	10	0	0	10
820	0	7	0	0	7
825	11	0	0	0	11
830	15	0	18	14	47
845	0	26	0	13	39
850	26	10	0	0	36
900	58	34	24	0	116
1000	12	0	27	0	39
1140	0	0	0	6	6
1330	0	0	0	29	29
1400	0	11	0	0	11
1530	0	14	24	0	38
1600	0	0	0	36	36
1700	25	0	0	8	33
1710	0	18	0	0	18
1715	0	63	0	0	63
1720	6	0	0	0	6
1725	15	0	0	0	15
1735	0	27	0	0	27
1835	0	56	0	0	56
1855	0	0	0	16	16
2030	26	0	0	0	26

Trip 2016
Table: 4

	1	2	3	4	5	
545	40	0	0	0	0	40
610	25	0	0	0	0	25
630	8	0	19	0	0	27
705	0	0	0	0	26	26
715	0	0	0	0	75	75
725	0	0	0	4	0	4
730	4	5	0	0	21	30
800	30	21	6	0	0	57
805	0	26	0	0	0	26
815	0	0	0	0	12	12
825	6	0	0	0	0	6
830	5	0	0	11	0	16
845	23	0	0	0	0	23
900	27	0	72	0	0	99
910	49	0	0	0	0	49
915	0	0	31	0	26	57
930	27	40	0	0	20	87
1045	0	0	26	0	0	26
1100	0	0	0	60	0	60
1115	0	0	5	0	11	16
1230	27	0	0	0	0	27
1300	0	0	0	60	11	71
1320	47	0	0	0	0	47
1400	0	0	0	0	14	14
1430	0	7	0	0	0	7
1510	25	0	0	0	0	25
1530	0	7	0	4	0	11
1600	0	10	6	0	16	32
1630	30	127	0	0	0	157
1645	0	5	0	0	0	5
1700	36	0	7	0	19	62
1730	76	0	0	24	0	100
1800	0	0	68	0	0	68
1830	0	0	0	16	0	16
1900	0	116	0	0	0	116
1915	0	0	0	0	75	75
1925	0	0	0	11	0	11
1945	0	0	26	24	0	50
2000	0	0	0	60	0	60
2040	0	0	0	16	0	16
2200	0	0	19	0	0	19
2230	0	0	7	0	0	7
2330	47	0	0	0	0	47

Trip 2016
Table: 5

	1	3	5	
715	0	0	11	11
815	0	13	0	13
830	18	0	7	25
900	68	0	0	68
910	0	26	0	26
1100	18	0	0	18
1300	17	0	0	17
1305	0	26	0	26
1345	9	0	0	9
1600	0	0	11	11
1630	15	0	7	22
1700	116	0	12	128
1805	0	13	0	13

Trip 2016
Table: 6

	2	3	5	
730	15	0	0	15
830	0	0	23	23
900	11	0	0	11
930	4	0	0	4
1115	0	0	23	23
1140	0	0	46	46
1230	0	26	0	26
1435	0	0	46	46
1530	0	26	0	26
2120	4	0	0	4

Trip 2016
Table: 7

	1	2	5	
600	14	0	0	14
700	0	15	0	15
745	0	0	14	14
1145	0	0	14	14
1325	0	0	19	19
1810	5	0	0	5
2000	0	15	0	15

Trip 2016
Table: 9

	2
1200	26

Trip 2016
Table: 10

	5
1505	5

Trip 2016
Table: 12

	2
930	15
1100	15
1515	15
1630	15

Mon Nov 28 2022 13:34:13 GMT-0500 (Eastern Standard Time)

Frequency Distribution Query Form - Trip - 2016 v1.1

Field: No. of trips made by person - n_pers_trip

Filters:
2006 GTA zone of emp 107 114 116 119 125

Table: Trip 2016
Row: Count: Expanded:

1	5	158
2	380	9106
3	159	3268
4	224	5437
5	90	2238
6	78	1670
7	35	468
8	24	173
9	45	841
10	20	119
12	12	181
Total:	1072	23659

Work-Based Trips

	1	2	3	4	5	6	7	8	9	10	11	12	ALL
400	0	138	0	0	0	0	0	0	0	0	0	0	138
500	0	170	131	40	0	0	0	0	0	0	0	0	341
600	0	366	0	52	0	0	14	0	0	0	0	0	432
700	40	1265	110	135	11	15	29	0	0	0	0	0	1605
800	0	897	179	140	38	23	0	0	0	0	0	0	1277
900	0	384	116	292	94	15	0	0	0	0	0	15	916
1000	0	188	39	26	0	0	0	0	0	0	0	0	253
1100	0	123	6	76	18	69	14	0	0	0	0	15	321
1200	0	36	0	27	0	26	0	0	26	0	0	0	115
1300	0	119	29	118	52	0	19	0	0	0	0	0	337
1400	0	227	11	21	0	46	0	0	0	0	0	0	305
1500	0	509	38	36	0	26	0	0	0	5	0	15	629
1600	0	722	36	194	33	0	0	0	0	0	0	15	1000
1700	0	697	162	162	128	0	0	0	0	0	0	0	1149
1800	0	797	72	84	13	0	5	0	0	0	0	0	971
1900	0	275	0	252	0	0	0	0	0	0	0	0	527
2000	0	142	26	76	0	0	15	0	0	0	0	0	259
2100	0	156	0	0	0	4	0	0	0	0	0	0	160
2200	0	41	0	26	0	0	0	0	0	0	0	0	67
2300	0	27	0	47	0	0	0	0	0	0	0	0	74
2400	6	19	0	0	0	0	0	0	0	0	0	0	25
2500	0	36	0	0	0	0	0	0	0	0	0	0	36
2600	0	0	0	0	0	0	0	0	0	0	0	0	0
2700	0	0	0	0	0	0	0	0	0	0	0	0	0

Total Work-based Trips	46	7334	955	1804	387	224	96	0	26	5	0	60	10937
Total People (Work-based Trips)	46	3667	318	451	77	37	14	0	3	1	0	5	4619
Total Trips	158	9106	3268	5437	2238	1670	468	173	841	119	0	181	23659
Total People (all trips)	158	4553	1089	1359	448	278	67	22	93	12	0	15	8094
Percent People	2%	56%	13%	17%	6%	3%	1%	0%	0%	1%	0%	0%	100%
Work-based trip AM Peak Hour	87%	17%	12%	7%	3%	7%	30%	0%	0%	0%	0%	0%	
Work-based trip PM Peak Hour	0%	10%	17%	9%	33%	0%	0%	0%	0%	0%	0%	0%	
Daily Work-based Trips Per Person	0.291139	1.610806	0.876951	1.327447	0.863839	0.805755	1.432836	0	0.27957	0.416667	0	4	
Average Work-based Trips AM Peak Hour	15%												
Average Work-based Trips PM Peak Hour	11%												
Work-based Daily Trips Per Person	1.351248												
AM Peak Hour Travel (%)	20%												
PM Peak Hour Travel (%)	15%												

OFFICE (CEA) MODE SPLIT

AM

Mon Nov 28 2022 14:31:05 GMT-0500 (Eastern Standard Time)

Frequency Distribution Query Form - Trip - 2016 v1.1

Field: Primary travel mode of trip - mode_prime

Filters:
Trip purpose of origin - purp_orig In W
and
Start time of trip - start_time In 700-959
and
2006 GTA zone of origin - gta06_orig In 106 107 114 116 119 125
or
Trip purpose of destination - purp_dest In W
and
Start time of trip - start_time In 700-959
and
2006 GTA zone of destination - gta06_dest In 106 107 114 116 119 125

Table: Trip 2016

Row:	Count:	Expanded:	
Transit excluding GO rail	52	1150	24%
Cycle	20	333	7%
Auto driver	109	2426	52%
GO rail only	2	22	0%
Joint GO rail and local transit	2	35	1%
Auto passenger	12	279	6%
Paid rideshare	1	29	1%
Walk	22	434	9%
Total:	220	4708	100%

PM

Mon Nov 28 2022 14:34:10 GMT-0500 (Eastern Standard Time)

Frequency Distribution Query Form - Trip - 2016 v1.1

Field: Primary travel mode of trip - mode_prime

Filters:
Trip purpose of origin - purp_orig In W
and
Start time of trip - start_time In 1600-1859
and
2006 GTA zone of origin - gta06_orig In 106 107 114 116 119 125
or
Trip purpose of destination - purp_dest In W
and
Start time of trip - start_time In 1600-1859
and
2006 GTA zone of destination - gta06_dest In 106 107 114 116 119 125

Table: Trip 2016

Row:	Count:	Expanded:	
Transit excluding GO rail	44	867	20%
Cycle	15	316	7%
Auto driver	91	2125	48%
GO rail only	3	28	1%
Joint GO rail and local transit	3	106	2%
Auto passenger	14	331	8%
Taxi passenger	1	66	2%
Walk	25	557	13%
Total:	196	4396	100%

SUPERMARKET MODE SPLIT (TTS & DOOR COUNTS)

AM Peak: 8:30 - 9:30

	Auto	Non-Auto	Total
door counts from Freshco	33	36	69
	48%	52%	100%

TTS Mode Split		
Transit	31%	67%
Cycle	6%	13%
Walk	9%	20%
Auto	54%	
Total:	100%	

Auto Driver / Passenger	48%	33
Transit	35%	24
Cycle	7%	5
Walk	10%	7

PM Peak: 16:20 - 17:20

	Auto	Non-Auto	Total
door counts from Freshco	94	315	409
	23%	77%	100%

TTS Mode Split		
Transit	35%	73%
Cycle	4%	8%
Walk	9%	19%
Auto	52%	
Total:	100%	

Auto Driver / Passenger	23%	94
Transit	56%	230
Cycle	6%	26
Walk	14%	59

SAT Peak: 13:25 - 14:25

	Auto	Non-Auto	Total
door counts from Freshco	137	190	327
	42%	58%	100%

TTS Mode Split		
Transit	33%	70%
Cycle	5%	11%
Walk	9%	19%
Auto	53%	
Total:	100%	

Auto Driver / Passenger	42%	137
Transit	41%	133
Cycle	6%	20
Walk	11%	36

SUPERMARKET MODE SPLIT

AM

Tue Jan 03 2023 15:15:48 GMT-0500 (Eastern Standard Time)

Frequency Distribution Query Form - Trip - 2016 v1.1

Field: Primary travel mode of trip - mode_prime

Filters:
Trip purpose of origin - purp_orig In M
and
Start time of trip - start_time In 800-1059
and
2006 GTA zone of origin - gta06_orig In 116 114 101 108
or
Trip purpose of destination - purp_dest In M
and
Start time of trip - start_time In 800-1059
and
2006 GTA zone of destination - gta06_dest In 116 114 101 108

Table: Trip 2016

Row:	Count:	Expanded:	
Transit excluding GO rail	36	643	30%
Cycle	4	134	6%
Auto driver	67	1071	50%
Joint GO rail and local transit	1	16	1%
Auto passenger	10	94	4%
Walk	10	190	9%
Total:	128	2148	100%

PM

Tue Jan 03 2023 15:28:33 GMT-0500 (Eastern Standard Time)

Frequency Distribution Query Form - Trip - 2016 v1.1

Field: Primary travel mode of trip - mode_prime

Filters:
Trip purpose of origin - purp_orig In M
and
Start time of trip - start_time In 1500-1759
and
2006 GTA zone of origin - gta06_orig In 116 114 101 108
or
Trip purpose of destination - purp_dest In M
and
Start time of trip - start_time In 1500-1759
and
2006 GTA zone of destination - gta06_dest In 116 114 101 108

Table: Trip 2016

Row:	Count:	Expanded:	
Transit excluding GO rail	55	1866	35%
Cycle	14	189	4%
Auto driver	106	2037	38%
Joint GO rail and local transit	1	16	0%
Auto passenger	33	696	13%
Taxi passenger	2	31	1%
Paid rideshare	1	9	0%
Walk	17	453	9%
Total:	229	5296	100%

Appendix D:
Turning Movement Counts

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

Specified Period
From: 7:30:00
To: 9:30:00

One Hour Peak
From: 8:00:00
To: 9:00:00

Municipality: Toronto
Site #: 2222800001
Intersection: Dundas St W & 2400 Dundas St W
TFR File #: 1
Count date: 1-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Dundas St W runs N/S

North Leg Total: 998
North Entering: 559
North Peds: 56
Peds Cross: ⋈

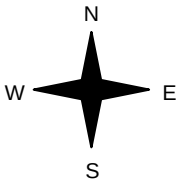
Heavys	16	0	16
Trucks	12	1	13
Cars	488	42	530
Totals	516	43	

Heavys	33
Trucks	4
Cars	402
Totals	439

East Leg Total: 151
East Entering: 75
East Peds: 64
Peds Cross: ⋈

Dundas St W

Cars	Trucks	Heavys	Totals
39	2	2	43
29	2	1	32
68	4	3	



2400 Dundas St W Driveway

Cars	Trucks	Heavys	Totals
74	1	1	76

Dundas St W

Cars	517
Trucks	14
Heavys	17
Totals	548

Cars	363	32	395
Trucks	2	0	2
Heavys	31	1	32
Totals	396	33	

Peds Cross: ⋈
South Peds: 86
South Entering: 429
South Leg Total: 977

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:45:00
To: 17:45:00

Municipality: Toronto
Site #: 2222800001
Intersection: Dundas St W & 2400 Dundas St W
TFR File #: 1
Count date: 1-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Dundas St W runs N/S

North Leg Total: 1206
North Entering: 429
North Peds: 74
Peds Cross: ⋈

Heavys	5	0	5
Trucks	6	0	6
Cars	360	58	418
Totals	371	58	

Heavys	10
Trucks	13
Cars	754
Totals	777

East Leg Total: 244
East Entering: 124
East Peds: 149
Peds Cross: ⋈

Dundas St W

Cars	Trucks	Heavys	Totals
78	2	0	80
44	0	0	44
122	2	0	

N
W E
S

2400 Dundas St W Driveway

Cars	Trucks	Heavys	Totals
120	0	0	120

Dundas St W

Cars	404
Trucks	6
Heavys	5
Totals	415

Cars	676	62	738
Trucks	11	0	11
Heavys	10	0	10
Totals	697	62	

Peds Cross: ⋈
South Peds: 114
South Entering: 759
South Leg Total: 1174

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toronto
Site #: 2222800001
Intersection: Dundas St W & 2400 Dundas St W
TFR File #: 1
Count date: 1-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Dundas St W runs N/S

North Leg Total: 4137
North Entering: 1902
North Peds: 235
Peds Cross: ⋈

Heavys	69	3	72
Trucks	36	1	37
Cars	1620	173	1793
Totals	1725	177	

Heavys	88	
Trucks	34	
Cars	2113	
Totals	2235	

East Leg Total: 720
East Entering: 351
East Peds: 394
Peds Cross: ⋈

Dundas St W

Cars	Trucks	Heavys	Totals
193	5	5	203
144	3	1	148
337	8	6	

N
W E
S

2400 Dundas St W Driveway

Cars	Trucks	Heavys	Totals
361	4	4	369

Dundas St W

Cars	1764		
Trucks	39		
Heavys	70		
Totals	1873		

Cars	1920	188	2108
Trucks	29	3	32
Heavys	83	1	84
Totals	2032	192	

Peds Cross: ⋈
South Peds: 313
South Entering: 2224
South Leg Total: 4097

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Dundas St W & 2400 Dundas St | **Count Date:** 1-Dec-22 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
8:00:00	*11*	*268*	*0*	*279*	*6*	*440*
9:00:00	*43*	*516*	*0*	*559*	*56*	*988*
16:00:00	*18*	*211*	*0*	*229*	*26*	*413*
17:00:00	*45*	*344*	*0*	*389*	*68*	*1122*
18:00:00	*60*	*386*	*0*	*446*	*79*	*1163*
Totals:	177	1725	0	1902	235	4126

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8:00:00	*0*	*153*	*8*	*161*	*11*
9:00:00	*0*	*396*	*33*	*429*	*86*
16:00:00	*0*	*159*	*25*	*184*	*26*
17:00:00	*0*	*672*	*61*	*733*	*90*
18:00:00	*0*	*652*	*65*	*717*	*100*
S Totals:	0	2032	192	2224	313

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
8:00:00	*3*	*0*	*9*	*12*	*16*	*12*
9:00:00	*32*	*0*	*43*	*75*	*64*	*75*
16:00:00	*21*	*0*	*13*	*34*	*24*	*34*
17:00:00	*43*	*0*	*59*	*102*	*127*	*102*
18:00:00	*49*	*0*	*79*	*128*	*163*	*128*
Totals:	148	0	203	351	394	351

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8:00:00	*0*	*0*	*0*	*0*	*0*
9:00:00	*0*	*0*	*0*	*0*	*0*
16:00:00	*0*	*0*	*0*	*0*	*0*
17:00:00	*0*	*0*	*0*	*0*	*0*
18:00:00	*0*	*0*	*0*	*0*	*0*
W Totals:	0	0	0	0	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*20*	*174*	*73*	*201*	*228*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 1-Dec-22 Site #: 2222800001

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - 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
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	4	4	115	115	0	0	0	0	3	3	0	0	2	2	10	10	0	0	0	0
8:00:00	9	5	246	131	0	0	0	0	4	1	0	0	2	0	18	8	0	0	6	6
8:15:00	18	9	360	114	0	0	0	0	8	4	0	0	2	0	23	5	0	0	14	8
8:30:00	26	8	489	129	0	0	1	1	9	1	0	0	2	0	27	4	0	0	26	12
8:45:00	44	18	621	132	0	0	1	0	13	4	0	0	2	0	29	2	0	0	41	15
9:00:00	51	7	734	113	0	0	1	0	16	3	0	0	2	0	34	5	0	0	62	21
9:15:00	62	11	826	92	0	0	1	0	18	2	0	0	2	0	38	4	0	0	70	8
9:30:00	69	7	916	90	0	0	1	0	26	8	0	0	2	0	53	15	0	0	88	18
9:45:00	69	0	916	0	0	0	1	0	26	0	0	0	2	0	53	0	0	0	88	0
16:00:00	69	0	916	0	0	0	1	0	26	0	0	0	2	0	53	0	0	0	88	0
16:15:00	83	14	997	81	0	0	1	0	27	1	0	0	2	0	55	2	0	0	107	19
16:30:00	90	7	1081	84	0	0	1	0	28	1	0	0	3	1	57	2	0	0	120	13
16:45:00	98	8	1159	78	0	0	1	0	28	0	0	0	3	0	61	4	0	0	139	19
17:00:00	113	15	1248	89	0	0	1	0	29	1	0	0	3	0	62	1	0	0	156	17
17:15:00	127	14	1323	75	0	0	1	0	30	1	0	0	3	0	64	2	0	0	172	16
17:30:00	140	13	1416	93	0	0	1	0	32	2	0	0	3	0	65	1	0	0	197	25
17:45:00	156	16	1519	103	0	0	1	0	34	2	0	0	3	0	66	1	0	0	213	16
18:00:00	173	17	1620	101	0	0	1	0	36	2	0	0	3	0	69	3	0	0	235	22
18:15:00	173	0	1620	0	0	0	1	0	36	0	0	0	3	0	69	0	0	0	235	0
18:15:15	173	0	1620	0	0	0	1	0	36	0	0	0	3	0	69	0	0	0	235	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 1-Dec-22 Site #: 2222800001

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - 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
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	1	0	0	5	5	1	1	0	0	0	0	0	0	0	0	1	1	6	6
8:00:00	2	1	0	0	7	2	1	0	0	0	1	1	0	0	0	0	1	0	16	10
8:15:00	8	6	0	0	17	10	1	0	0	0	2	1	0	0	0	0	1	0	28	12
8:30:00	17	9	0	0	25	8	1	0	0	0	3	1	0	0	0	0	2	1	39	11
8:45:00	26	9	0	0	38	13	2	1	0	0	3	0	0	0	0	0	3	1	51	12
9:00:00	31	5	0	0	46	8	3	1	0	0	3	0	1	1	0	0	3	0	80	29
9:15:00	41	10	0	0	51	5	3	0	0	0	3	0	1	0	0	0	3	0	92	12
9:30:00	52	11	0	0	59	8	3	0	0	0	3	0	1	0	0	0	3	0	104	12
9:45:00	52	0	0	0	59	0	3	0	0	0	3	0	1	0	0	0	3	0	104	0
16:00:00	52	0	0	0	59	0	3	0	0	0	3	0	1	0	0	0	3	0	104	0
16:15:00	63	11	0	0	75	16	3	0	0	0	3	0	1	0	0	0	3	0	145	41
16:30:00	79	16	0	0	81	6	3	0	0	0	3	0	1	0	0	0	3	0	186	41
16:45:00	87	8	0	0	97	16	3	0	0	0	3	0	1	0	0	0	5	2	211	25
17:00:00	95	8	0	0	114	17	3	0	0	0	5	2	1	0	0	0	5	0	231	20
17:15:00	103	8	0	0	135	21	3	0	0	0	5	0	1	0	0	0	5	0	271	40
17:30:00	116	13	0	0	151	16	3	0	0	0	5	0	1	0	0	0	5	0	322	51
17:45:00	131	15	0	0	175	24	3	0	0	0	5	0	1	0	0	0	5	0	360	38
18:00:00	144	13	0	0	193	18	3	0	0	0	5	0	1	0	0	0	5	0	394	34
18:15:00	144	0	0	0	193	0	3	0	0	0	5	0	1	0	0	0	5	0	394	0
18:15:15	144	0	0	0	193	0	3	0	0	0	5	0	1	0	0	0	5	0	394	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 1-Dec-22 **Site #: 2222800001**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - 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
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	72	72	1	1	0	0	1	1	0	0	0	0	7	7	0	0	4	4
8:00:00	0	0	139	67	7	6	0	0	1	0	1	1	0	0	13	6	0	0	11	7
8:15:00	0	0	212	73	14	7	0	0	1	0	1	0	0	0	26	13	0	0	24	13
8:30:00	0	0	295	83	23	9	0	0	3	2	1	0	0	0	28	2	0	0	47	23
8:45:00	0	0	415	120	30	7	0	0	3	0	1	0	0	0	36	8	1	1	66	19
9:00:00	0	0	502	87	39	9	0	0	3	0	1	0	0	0	44	8	1	0	97	31
9:15:00	0	0	568	66	50	11	0	0	7	4	1	0	0	0	53	9	1	0	111	14
9:30:00	0	0	640	72	63	13	0	0	8	1	2	1	0	0	60	7	1	0	123	12
9:45:00	0	0	640	0	63	0	0	0	8	0	2	0	0	0	60	0	1	0	123	0
16:00:00	0	0	640	0	63	0	0	0	8	0	2	0	0	0	60	0	1	0	123	0
16:15:00	0	0	800	160	83	20	0	0	10	2	3	1	0	0	64	4	1	0	154	31
16:30:00	0	0	959	159	95	12	0	0	15	5	3	0	0	0	66	2	1	0	169	15
16:45:00	0	0	1129	170	109	14	0	0	16	1	3	0	0	0	71	5	1	0	182	13
17:00:00	0	0	1291	162	123	14	0	0	17	1	3	0	0	0	72	1	1	0	213	31
17:15:00	0	0	1462	171	132	9	0	0	22	5	3	0	0	0	76	4	1	0	241	28
17:30:00	0	0	1613	151	145	13	0	0	24	2	3	0	0	0	80	4	1	0	271	30
17:45:00	0	0	1805	192	171	26	0	0	27	3	3	0	0	0	81	1	1	0	296	25
18:00:00	0	0	1920	115	188	17	0	0	29	2	3	0	0	0	83	2	1	0	313	17
18:15:00	0	0	1920	0	188	0	0	0	29	0	3	0	0	0	83	0	1	0	313	0
18:15:15	0	0	1920	0	188	0	0	0	29	0	3	0	0	0	83	0	1	0	313	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 1-Dec-22 **Site #: 2222800001**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - 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
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Mid-day Peak Diagram

Specified Period
From: 12:00:00
To: 15:00:00

One Hour Peak
From: 13:15:00
To: 14:15:00

Municipality: Toronto
Site #: 2222800001
Intersection: Dundas St W & 2400 Dundas St W
TFR File #: 1
Count date: 3-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Dundas St W runs N/S

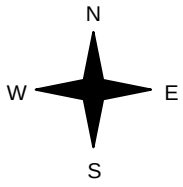
North Leg Total: 1088
North Entering: 487
North Peds: 52
Peds Cross: ⋈

Heavys	6	0	6
Trucks	4	0	4
Cars	428	49	477
Totals	438	49	

Heavys	7
Trucks	7
Cars	587
Totals	601

East Leg Total: 227
East Entering: 111
East Peds: 131
Peds Cross: ⋈

Cars	Trucks	Heavys	Totals
55	0	0	55
56	0	0	56
111	0	0	



2400 Dundas St W Driveway

Cars	Trucks	Heavys	Totals
116	0	0	116

Dundas St W

Cars	484		
Trucks	4		
Heavys	6		
Totals	494		

Cars	532	67	599
Trucks	7	0	7
Heavys	7	0	7
Totals	546	67	

Peds Cross: ⋈
South Peds: 67
South Entering: 613
South Leg Total: 1107

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toronto
Site #: 2222800001
Intersection: Dundas St W & 2400 Dundas St W
TFR File #: 1
Count date: 3-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

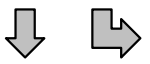
Major Road: Dundas St W runs N/S

North Leg Total: 3064
North Entering: 1369
North Peds: 131
Peds Cross: ⋈

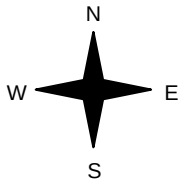
Heavys	20	1	21
Trucks	12	0	12
Cars	1217	119	1336
Totals	1249	120	

Heavys	22
Trucks	14
Cars	1659
Totals	1695

East Leg Total: 601
East Entering: 303
East Peds: 357
Peds Cross: ⋈



Cars	Trucks	Heavys	Totals
156	0	1	157
145	0	1	146
301	0	2	



2400 Dundas St W Driveway

Cars	Trucks	Heavys	Totals
297	0	1	298

Cars	1362		
Trucks	12		
Heavys	21		
Totals	1395		

Cars	1503	178	1681
Trucks	14	0	14
Heavys	21	0	21
Totals	1538	178	

Peds Cross: ⋈
South Peds: 189
South Entering: 1716
South Leg Total: 3111

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Dundas St W & 2400 Dundas St | **Count Date:** 3-Dec-22 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*39*	*411*	*0*	*450*	*43*
14:00:00	*40*	*421*	*0*	*461*	*52*
15:00:00	*41*	*417*	*0*	*458*	*36*
Totals:	120	1249	0	1369	131

North/South Total Approaches: 3085

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*505*	*50*	*555*	*53*
14:00:00	*0*	*531*	*65*	*596*	*60*
15:00:00	*0*	*502*	*63*	*565*	*76*
S Totals:	0	1538	178	1716	189

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*41*	*0*	*44*	*85*	*93*
14:00:00	*49*	*0*	*55*	*104*	*130*
15:00:00	*56*	*0*	*58*	*114*	*134*
Totals:	146	0	157	303	357

East/West Total Approaches: 303

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*0*	*0*	*0*	*0*
14:00:00	*0*	*0*	*0*	*0*	*0*
15:00:00	*0*	*0*	*0*	*0*	*0*
W Totals:	0	0	0	0	0

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*12:00*	*13:00*	*14:00*	*15:00*	*0:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*0*	*137*	*161*	*168*	*0*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 3-Dec-22 **Site #: 2222800001**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - 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
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	8	8	103	103	0	0	0	0	1	1	0	0	1	1	3	3	0	0	10	10
12:30:00	16	8	201	98	0	0	0	0	2	1	0	0	1	0	4	1	0	0	28	18
12:45:00	28	12	293	92	0	0	0	0	3	1	0	0	1	0	6	2	0	0	35	7
13:00:00	38	10	398	105	0	0	0	0	4	1	0	0	1	0	9	3	0	0	43	8
13:15:00	45	7	476	78	0	0	0	0	4	0	0	0	1	0	10	1	0	0	51	8
13:30:00	56	11	572	96	0	0	0	0	5	1	0	0	1	0	12	2	0	0	71	20
13:45:00	70	14	691	119	0	0	0	0	7	2	0	0	1	0	14	2	0	0	87	16
14:00:00	78	8	809	118	0	0	0	0	8	1	0	0	1	0	15	1	0	0	95	8
14:15:00	94	16	904	95	0	0	0	0	8	0	0	0	1	0	16	1	0	0	103	8
14:30:00	102	8	1011	107	0	0	0	0	10	2	0	0	1	0	17	1	0	0	110	7
14:45:00	112	10	1131	120	0	0	0	0	11	1	0	0	1	0	17	0	0	0	120	10
15:00:00	119	7	1217	86	0	0	0	0	12	1	0	0	1	0	20	3	0	0	131	11
15:15:00	119	0	1217	0	0	0	0	0	12	0	0	0	1	0	20	0	0	0	131	0
15:15:15	119	0	1217	0	0	0	0	0	12	0	0	0	1	0	20	0	0	0	131	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 3-Dec-22 **Site #: 2222800001**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - 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
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	7	7	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	23	23
12:30:00	19	12	0	0	20	14	0	0	0	0	0	0	1	1	0	0	1	1	43	20
12:45:00	30	11	0	0	32	12	0	0	0	0	0	0	1	0	0	0	1	0	66	23
13:00:00	40	10	0	0	43	11	0	0	0	0	0	0	1	0	0	0	1	0	93	27
13:15:00	54	14	0	0	59	16	0	0	0	0	0	0	1	0	0	0	1	0	120	27
13:30:00	67	13	0	0	75	16	0	0	0	0	0	0	1	0	0	0	1	0	157	37
13:45:00	80	13	0	0	88	13	0	0	0	0	0	0	1	0	0	0	1	0	191	34
14:00:00	89	9	0	0	98	10	0	0	0	0	0	0	1	0	0	0	1	0	223	32
14:15:00	110	21	0	0	114	16	0	0	0	0	0	0	1	0	0	0	1	0	251	28
14:30:00	123	13	0	0	125	11	0	0	0	0	0	0	1	0	0	0	1	0	285	34
14:45:00	133	10	0	0	145	20	0	0	0	0	0	0	1	0	0	0	1	0	327	42
15:00:00	145	12	0	0	156	11	0	0	0	0	0	0	1	0	0	0	1	0	357	30
15:15:00	145	0	0	0	156	0	0	0	0	0	0	0	1	0	0	0	1	0	357	0
15:15:15	145	0	0	0	156	0	0	0	0	0	0	0	1	0	0	0	1	0	357	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 3-Dec-22 **Site #: 2222800001**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - 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
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	129	129	7	7	0	0	2	2	0	0	0	0	1	1	0	0	15	15
12:30:00	0	0	259	130	24	17	0	0	3	1	0	0	0	0	2	1	0	0	25	10
12:45:00	0	0	373	114	35	11	0	0	6	3	0	0	0	0	3	1	0	0	37	12
13:00:00	0	0	494	121	50	15	0	0	6	0	0	0	0	0	5	2	0	0	53	16
13:15:00	0	0	611	117	65	15	0	0	7	1	0	0	0	0	7	2	0	0	69	16
13:30:00	0	0	753	142	85	20	0	0	8	1	0	0	0	0	10	3	0	0	83	14
13:45:00	0	0	882	129	104	19	0	0	10	2	0	0	0	0	10	0	0	0	95	12
14:00:00	0	0	1012	130	115	11	0	0	11	1	0	0	0	0	13	3	0	0	113	18
14:15:00	0	0	1143	131	132	17	0	0	14	3	0	0	0	0	14	1	0	0	136	23
14:30:00	0	0	1259	116	153	21	0	0	14	0	0	0	0	0	16	2	0	0	155	19
14:45:00	0	0	1395	136	167	14	0	0	14	0	0	0	0	0	19	3	0	0	169	14
15:00:00	0	0	1503	108	178	11	0	0	14	0	0	0	0	0	21	2	0	0	189	20
15:15:00	0	0	1503	0	178	0	0	0	14	0	0	0	0	0	21	0	0	0	189	0
15:15:15	0	0	1503	0	178	0	0	0	14	0	0	0	0	0	21	0	0	0	189	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 3-Dec-22 **Site #: 2222800001**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - 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
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

Specified Period
From: 7:30:00
To: 9:30:00

One Hour Peak
From: 8:00:00
To: 9:00:00

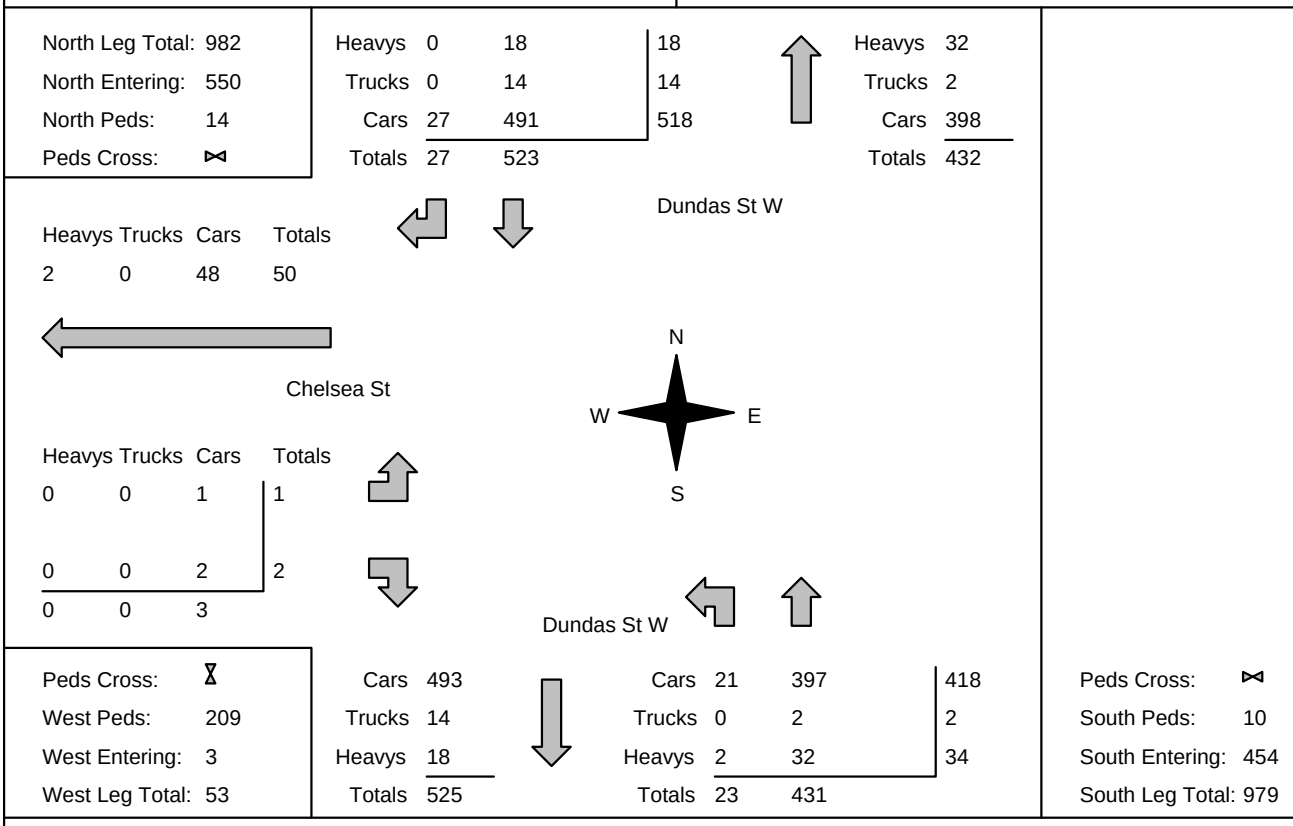
Municipality: Toronto
Site #: 2222800002
Intersection: Dundas St W & Chelsea St
TFR File #: 1
Count date: 1-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Dundas St W runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:45:00
To: 17:45:00

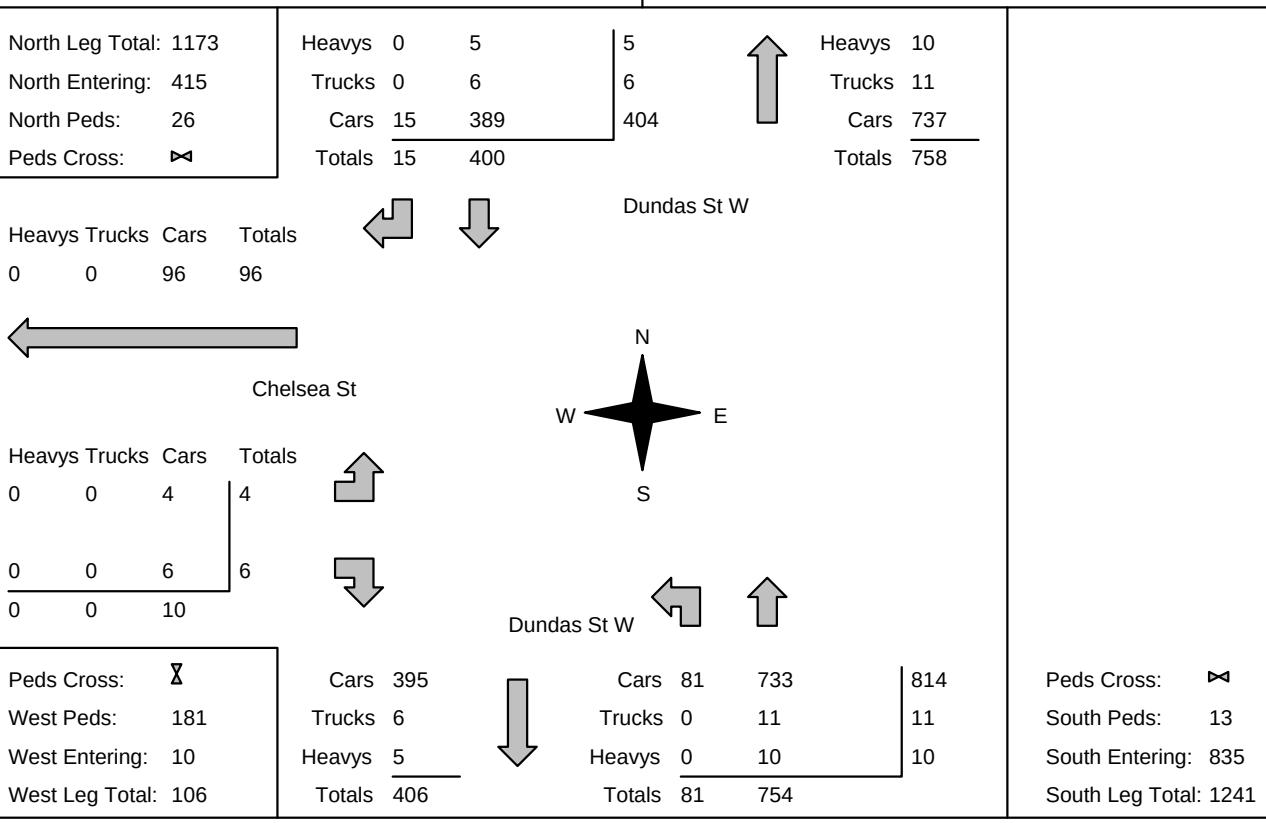
Municipality: Toronto
Site #: 2222800002
Intersection: Dundas St W & Chelsea St
TFR File #: 1
Count date: 1-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Dundas St W runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

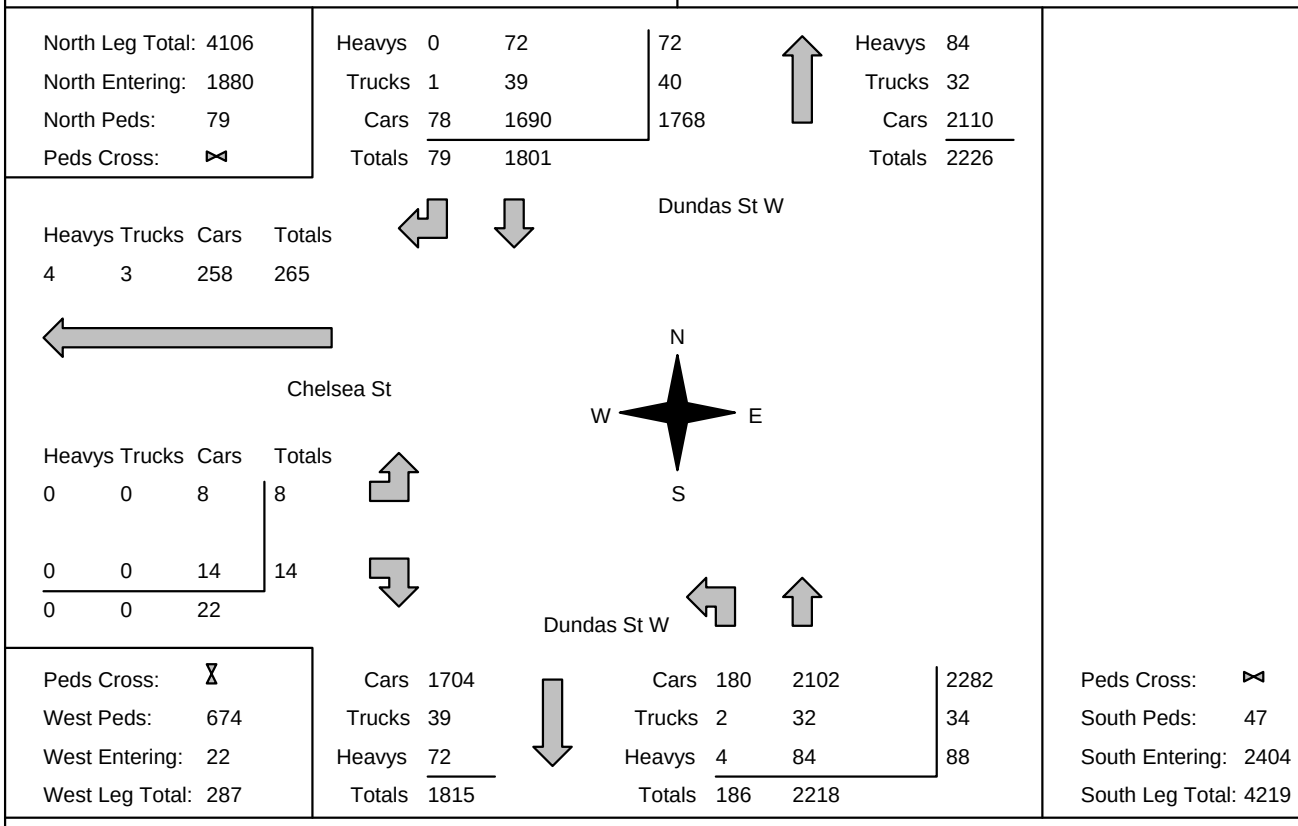
Municipality: Toronto
Site #: 2222800002
Intersection: Dundas St W & Chelsea St
TFR File #: 1
Count date: 1-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Dundas St W runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Dundas St W & Chelsea St | **Count Date:** 1-Dec-22 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
8:00:00	*0*	*266*	*7*	*273*	*1*	*438*
9:00:00	*0*	*523*	*27*	*550*	*14*	*1004*
16:00:00	*0*	*221*	*12*	*233*	*12*	*430*
17:00:00	*0*	*374*	*15*	*389*	*23*	*1179*
18:00:00	*0*	*417*	*18*	*435*	*29*	*1233*
Totals:	0	1801	79	1880	79	4284

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8:00:00	*5*	*160*	*0*	*165*	*2*
9:00:00	*23*	*431*	*0*	*454*	*10*
16:00:00	*16*	*181*	*0*	*197*	*10*
17:00:00	*58*	*732*	*0*	*790*	*13*
18:00:00	*84*	*714*	*0*	*798*	*12*
S Totals:	186	2218	0	2404	47

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
8:00:00	*0*	*0*	*0*	*0*	*0*	*2*
9:00:00	*0*	*0*	*0*	*0*	*0*	*3*
16:00:00	*0*	*0*	*0*	*0*	*0*	*4*
17:00:00	*0*	*0*	*0*	*0*	*0*	*4*
18:00:00	*0*	*0*	*0*	*0*	*0*	*9*
Totals:	0	0	0	0	0	22

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8:00:00	*1*	*0*	*1*	*2*	*48*
9:00:00	*1*	*0*	*2*	*3*	*209*
16:00:00	*1*	*0*	*3*	*4*	*81*
17:00:00	*2*	*0*	*2*	*4*	*170*
18:00:00	*3*	*0*	*6*	*9*	*166*
W Totals:	8	0	14	22	674

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*4*	*25*	*23*	*38*	*44*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 1-Dec-22 Site #: 2222800002

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - 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
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	112	112	3	3	0	0	4	4	0	0	0	0	11	11	0	0	0	0
8:00:00	0	0	241	129	7	4	0	0	6	2	0	0	0	0	19	8	0	0	1	1
8:15:00	0	0	354	113	16	9	0	0	9	3	0	0	0	0	24	5	0	0	4	3
8:30:00	0	0	485	131	22	6	0	0	10	1	0	0	0	0	28	4	0	0	8	4
8:45:00	0	0	622	137	27	5	0	0	15	5	0	0	0	0	31	3	0	0	11	3
9:00:00	0	0	732	110	34	7	0	0	20	5	0	0	0	0	37	6	0	0	15	4
9:15:00	0	0	827	95	40	6	0	0	22	2	0	0	0	0	41	4	0	0	20	5
9:30:00	0	0	924	97	46	6	0	0	30	8	0	0	0	0	56	15	0	0	27	7
9:45:00	0	0	924	0	46	0	0	0	30	0	0	0	0	0	56	0	0	0	27	0
16:00:00	0	0	924	0	46	0	0	0	30	0	0	0	0	0	56	0	0	0	27	0
16:15:00	0	0	1017	93	46	0	0	0	31	1	0	0	0	0	58	2	0	0	32	5
16:30:00	0	0	1110	93	53	7	0	0	32	1	0	0	0	0	60	2	0	0	41	9
16:45:00	0	0	1193	83	57	4	0	0	32	0	0	0	0	0	64	4	0	0	44	3
17:00:00	0	0	1286	93	61	4	0	0	33	1	0	0	0	0	65	1	0	0	50	6
17:15:00	0	0	1366	80	64	3	0	0	34	1	0	0	0	0	67	2	0	0	60	10
17:30:00	0	0	1467	101	69	5	0	0	36	2	0	0	0	0	68	1	0	0	68	8
17:45:00	0	0	1582	115	72	3	0	0	38	2	0	0	0	0	69	1	0	0	70	2
18:00:00	0	0	1690	108	78	6	0	0	39	1	1	1	0	0	72	3	0	0	79	9
18:15:00	0	0	1690	0	78	0	0	0	39	0	1	0	0	0	72	0	0	0	79	0
18:15:15	0	0	1690	0	78	0	0	0	39	0	1	0	0	0	72	0	0	0	79	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 1-Dec-22 **Site #: 2222800002**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - 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
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 1-Dec-22 **Site #: 2222800002**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - 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
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	1	73	73	0	0	0	0	2	2	0	0	0	0	7	7	0	0	0	0
8:00:00	5	4	145	72	0	0	0	0	2	0	0	0	0	0	13	6	0	0	2	2
8:15:00	7	2	225	80	0	0	0	0	2	0	0	0	1	1	26	13	0	0	2	0
8:30:00	9	2	319	94	0	0	0	0	4	2	0	0	1	0	28	2	0	0	2	0
8:45:00	20	11	444	125	0	0	0	0	4	0	0	0	1	0	38	10	0	0	2	0
9:00:00	26	6	542	98	0	0	0	0	4	0	0	0	2	1	45	7	0	0	12	10
9:15:00	33	7	617	75	0	0	1	1	8	4	0	0	2	0	54	9	0	0	19	7
9:30:00	41	8	701	84	0	0	1	0	10	2	0	0	2	0	61	7	0	0	22	3
9:45:00	41	0	701	0	0	0	1	0	10	0	0	0	2	0	61	0	0	0	22	0
16:00:00	41	0	701	0	0	0	1	0	10	0	0	0	2	0	61	0	0	0	22	0
16:15:00	60	19	881	180	0	0	1	0	13	3	0	0	2	0	65	4	0	0	24	2
16:30:00	72	12	1052	171	0	0	2	1	18	5	0	0	3	1	67	2	0	0	29	5
16:45:00	79	7	1237	185	0	0	2	0	19	1	0	0	4	1	72	5	0	0	32	3
17:00:00	96	17	1411	174	0	0	2	0	20	1	0	0	4	0	73	1	0	0	35	3
17:15:00	122	26	1590	179	0	0	2	0	25	5	0	0	4	0	77	4	0	0	38	3
17:30:00	145	23	1756	166	0	0	2	0	28	3	0	0	4	0	81	4	0	0	43	5
17:45:00	160	15	1970	214	0	0	2	0	30	2	0	0	4	0	82	1	0	0	45	2
18:00:00	180	20	2102	132	0	0	2	0	32	2	0	0	4	0	84	2	0	0	47	2
18:15:00	180	0	2102	0	0	0	2	0	32	0	0	0	4	0	84	0	0	0	47	0
18:15:15	180	0	2102	0	0	0	2	0	32	0	0	0	4	0	84	0	0	0	47	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 1-Dec-22 Site #: 2222800002

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - 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
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	28	28
8:00:00	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	48	20
8:15:00	2	1	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	74	26
8:30:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	124	50
8:45:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	185	61
9:00:00	2	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	257	72
9:15:00	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	294	37
9:30:00	3	1	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	338	44
9:45:00	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	338	0
16:00:00	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	338	0
16:15:00	3	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	384	46
16:30:00	4	1	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	424	40
16:45:00	4	0	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	456	32
17:00:00	5	1	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	508	52
17:15:00	8	3	0	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	544	36
17:30:00	8	0	0	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	587	43
17:45:00	8	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	637	50
18:00:00	8	0	0	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	674	37
18:15:00	8	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	674	0
18:15:15	8	0	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	674	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Mid-day Peak Diagram

Specified Period
From: 12:00:00
To: 15:00:00

One Hour Peak
From: 13:15:00
To: 14:15:00

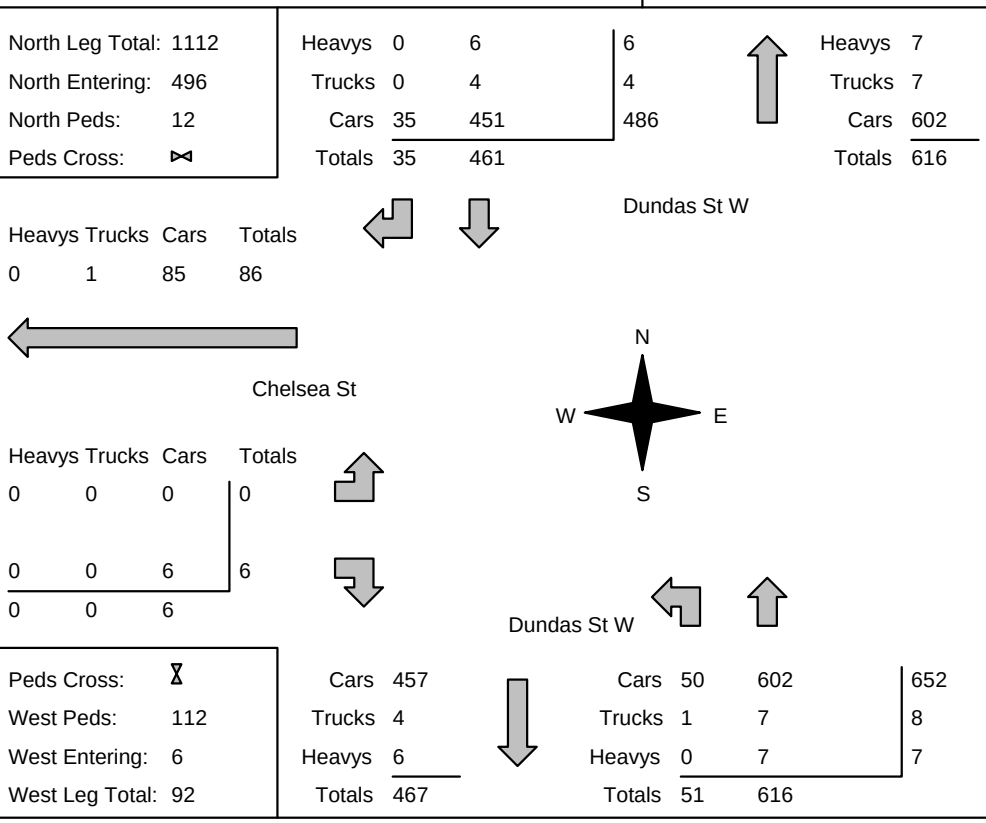
Municipality: Toronto
Site #: 2222800002
Intersection: Dundas St W & Chelsea St
TFR File #: 1
Count date: 3-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Dundas St W runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

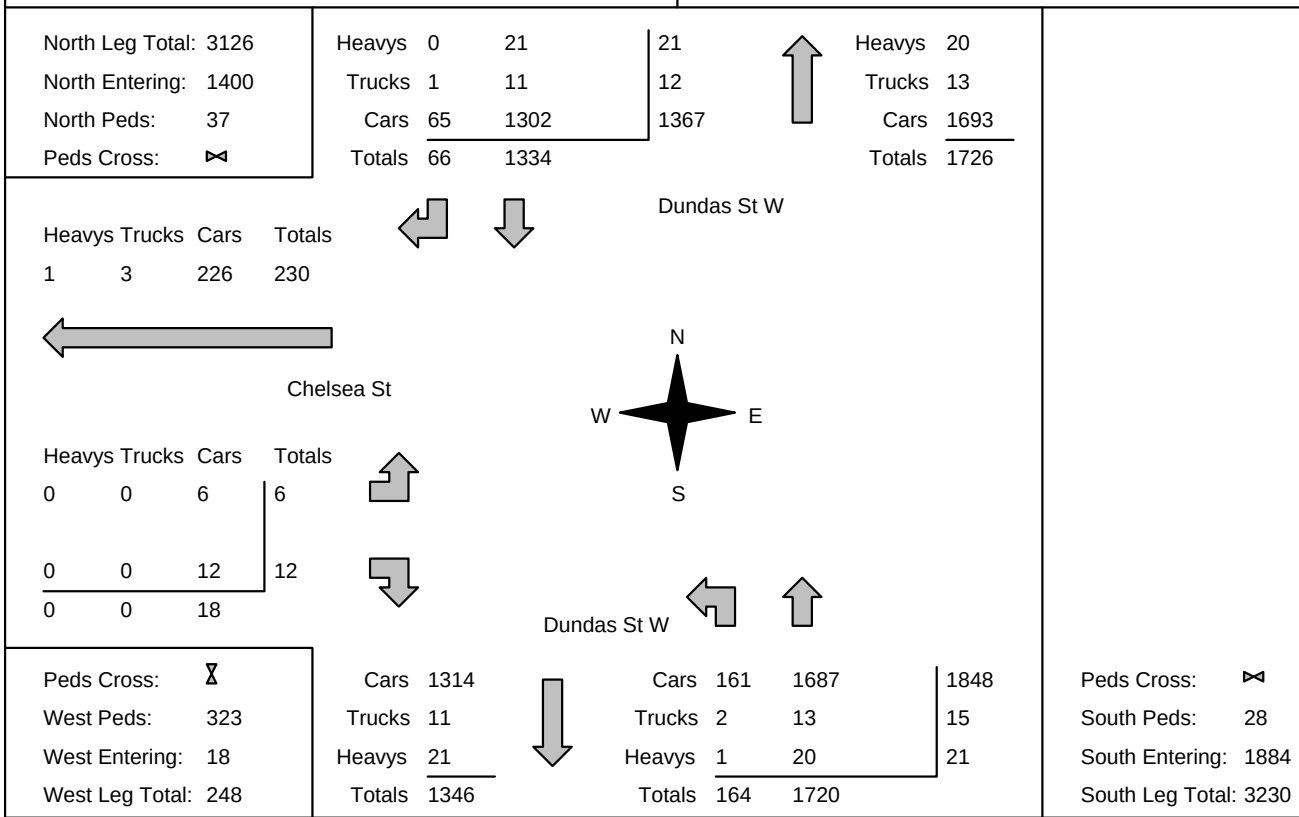
Municipality: Toronto
Site #: 2222800002
Intersection: Dundas St W & Chelsea St
TFR File #: 1
Count date: 3-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Dundas St W runs N/S



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Dundas St W & Chelsea St | **Count Date:** 3-Dec-22 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*439*	*15*	*454*	*12*
14:00:00	*0*	*438*	*34*	*472*	*8*
15:00:00	*0*	*457*	*17*	*474*	*17*
Totals:	0	1334	66	1400	37

North/South Total Approaches: 3284

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*67*	*554*	*0*	*621*	*12*
14:00:00	*52*	*600*	*0*	*652*	*9*
15:00:00	*45*	*566*	*0*	*611*	*7*
S Totals:	164	1720	0	1884	28

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*0*	*0*	*0*	*0*
14:00:00	*0*	*0*	*0*	*0*	*0*
15:00:00	*0*	*0*	*0*	*0*	*0*
Totals:	0	0	0	0	0

East/West Total Approaches: 18

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*4*	*0*	*4*	*8*	*87*
14:00:00	*1*	*0*	*5*	*6*	*105*
15:00:00	*1*	*0*	*3*	*4*	*131*
W Totals:	6	0	12	18	323

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*12:00*	*13:00*	*14:00*	*15:00*	*0:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*0*	*28*	*18*	*25*	*0*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 3-Dec-22 **Site #: 2222800002**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - 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
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	103	103	6	6	0	0	1	1	0	0	0	0	3	3	0	0	5	5
12:30:00	0	0	212	109	8	2	0	0	2	1	0	0	0	0	5	2	0	0	9	4
12:45:00	0	0	313	101	11	3	0	0	2	0	1	1	0	0	7	2	0	0	10	1
13:00:00	0	0	426	113	14	3	0	0	3	1	1	0	0	0	10	3	0	0	12	2
13:15:00	0	0	513	87	19	5	0	0	3	0	1	0	0	0	11	1	0	0	15	3
13:30:00	0	0	613	100	28	9	0	0	4	1	1	0	0	0	13	2	0	0	16	1
13:45:00	0	0	733	120	41	13	0	0	6	2	1	0	0	0	15	2	0	0	17	1
14:00:00	0	0	854	121	48	7	0	0	7	1	1	0	0	0	16	1	0	0	20	3
14:15:00	0	0	964	110	54	6	0	0	7	0	1	0	0	0	17	1	0	0	27	7
14:30:00	0	0	1080	116	60	6	0	0	9	2	1	0	0	0	18	1	0	0	31	4
14:45:00	0	0	1207	127	62	2	0	0	10	1	1	0	0	0	18	0	0	0	33	2
15:00:00	0	0	1302	95	65	3	0	0	11	1	1	0	0	0	21	3	0	0	37	4
15:15:00	0	0	1302	0	65	0	0	0	11	0	1	0	0	0	21	0	0	0	37	0
15:15:15	0	0	1302	0	65	0	0	0	11	0	1	0	0	0	21	0	0	0	37	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 3-Dec-22 **Site #: 2222800002**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - 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
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 3-Dec-22 **Site #: 2222800002**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - 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
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	18	18	135	135	0	0	1	1	2	2	0	0	0	0	1	1	0	0	2	2
12:30:00	31	13	281	146	0	0	1	0	3	1	0	0	0	0	2	1	0	0	7	5
12:45:00	43	12	407	126	0	0	1	0	5	2	0	0	0	0	3	1	0	0	11	4
13:00:00	66	23	544	137	0	0	1	0	5	0	0	0	0	0	5	2	0	0	12	1
13:15:00	79	13	677	133	0	0	1	0	6	1	0	0	1	1	7	2	0	0	17	5
13:30:00	88	9	838	161	0	0	1	0	7	1	0	0	1	0	10	3	0	0	19	2
13:45:00	101	13	987	149	0	0	2	1	9	2	0	0	1	0	10	0	0	0	20	1
14:00:00	116	15	1131	144	0	0	2	0	10	1	0	0	1	0	13	3	0	0	21	1
14:15:00	129	13	1279	148	0	0	2	0	13	3	0	0	1	0	14	1	0	0	22	1
14:30:00	137	8	1416	137	0	0	2	0	13	0	0	0	1	0	16	2	0	0	24	2
14:45:00	150	13	1565	149	0	0	2	0	13	0	0	0	1	0	19	3	0	0	24	0
15:00:00	161	11	1687	122	0	0	2	0	13	0	0	0	1	0	20	1	0	0	28	4
15:15:00	161	0	1687	0	0	0	2	0	13	0	0	0	1	0	20	0	0	0	28	0
15:15:15	161	0	1687	0	0	0	2	0	13	0	0	0	1	0	20	0	0	0	28	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 3-Dec-22 **Site #: 2222800002**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - 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
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	16
12:30:00	4	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	45	29
12:45:00	4	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	65	20
13:00:00	4	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	87	22
13:15:00	5	1	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	114	27
13:30:00	5	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	137	23
13:45:00	5	0	0	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	171	34
14:00:00	5	0	0	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	192	21
14:15:00	5	0	0	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	226	34
14:30:00	5	0	0	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	251	25
14:45:00	6	1	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	280	29
15:00:00	6	0	0	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	323	43
15:15:00	6	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	323	0
15:15:15	6	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	323	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

Specified Period
From: 7:30:00
To: 9:30:00

One Hour Peak
From: 8:15:00
To: 9:15:00

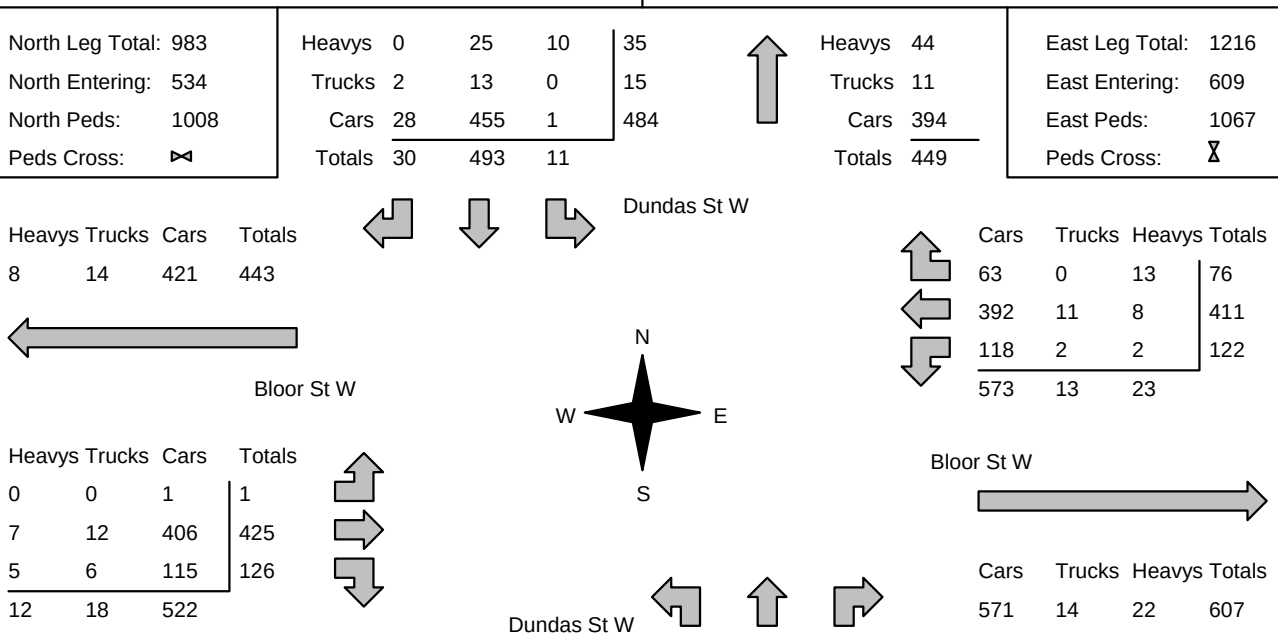
Municipality: Toronto
Site #: 2222800003
Intersection: Bloor St W & Dundas St W
TFR File #: 1
Count date: 1-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Bloor St W runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:45:00
To: 17:45:00

Municipality: Toronto
Site #: 2222800003
Intersection: Bloor St W & Dundas St W
TFR File #: 1
Count date: 1-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Bloor St W runs W/E

North Leg Total:	1275			
North Entering:	444			
North Peds:	1198			
Peds Cross:	⋈			

Heavys	1	15	9	25
Trucks	2	5	0	7
Cars	48	363	1	412
Totals	51	383	10	

Heavys	28	
Trucks	20	
Cars	783	
Totals	831	

East Leg Total:	1429
East Entering:	803
East Peds:	749
Peds Cross:	⧖

Dundas St W

Heavys	Trucks	Cars	Totals
4	13	584	601

Bloor St W

Heavys	Trucks	Cars	Totals
0	0	4	4
3	1	452	456
0	1	112	113
3	2	568	

Cars	Trucks	Heavys	Totals
139	2	8	149
536	11	3	550
104	0	0	104
779	13	11	

N
W E
S

Bloor St W

Cars	Trucks	Heavys	Totals
612	2	12	626

Dundas St W

Peds Cross:	⧖			
West Peds:	1296			
West Entering:	573			
West Leg Total:	1174			

Cars	579			
Trucks	6			
Heavys	15			
Totals	600			

Cars	0	640	159	799
Trucks	0	18	1	19
Heavys	0	20	0	20
Totals	0	678	160	

Peds Cross:	⋈
South Peds:	524
South Entering:	838
South Leg Total:	1438

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

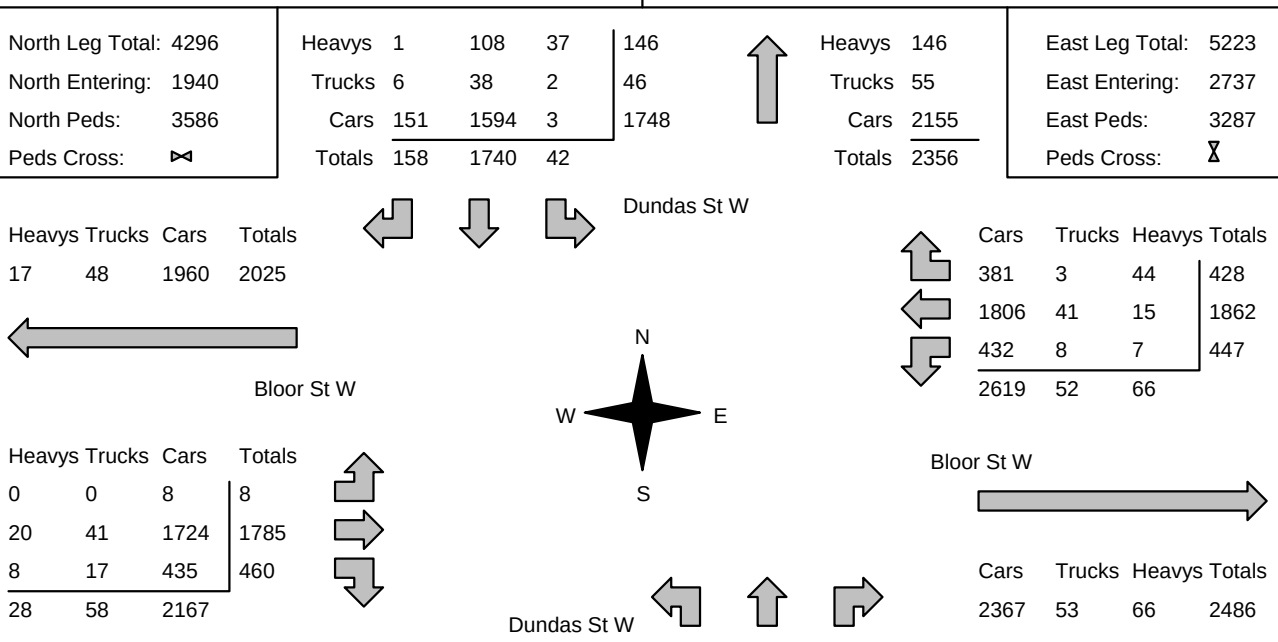
Municipality: Toronto
Site #: 2222800003
Intersection: Bloor St W & Dundas St W
TFR File #: 1
Count date: 1-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Bloor St W runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Bloor St W & Dundas St W | **Count Date:** 1-Dec-22 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
8:00:00	*6*	*248*	*5*	*259*	*122*	*459*
9:00:00	*11*	*513*	*26*	*550*	*865*	*1093*
16:00:00	*5*	*212*	*20*	*237*	*455*	*481*
17:00:00	*10*	*372*	*53*	*435*	*902*	*1221*
18:00:00	*10*	*395*	*54*	*459*	*1242*	*1270*
Totals:	42	1740	158	1940	3586	4524

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8:00:00	*0*	*130*	*70*	*200*	*80*
9:00:00	*2*	*357*	*184*	*543*	*705*
16:00:00	*0*	*155*	*89*	*244*	*245*
17:00:00	*3*	*632*	*151*	*786*	*582*
18:00:00	*0*	*646*	*165*	*811*	*530*
S Totals:	5	1920	659	2584	2142

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
8:00:00	*58*	*173*	*30*	*261*	*148*	*551*
9:00:00	*126*	*404*	*73*	*603*	*1031*	*1145*
16:00:00	*54*	*191*	*36*	*281*	*422*	*561*
17:00:00	*108*	*571*	*144*	*823*	*915*	*1380*
18:00:00	*101*	*523*	*145*	*769*	*771*	*1353*
Totals:	447	1862	428	2737	3287	4990

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8:00:00	*1*	*238*	*51*	*290*	*112*
9:00:00	*0*	*410*	*132*	*542*	*951*
16:00:00	*1*	*223*	*56*	*280*	*435*
17:00:00	*2*	*445*	*110*	*557*	*922*
18:00:00	*4*	*469*	*111*	*584*	*1409*
W Totals:	8	1785	460	2253	3829

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*514*	*2508*	*1074*	*2482*	*2836*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 1-Dec-22 Site #: 2222800003

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - 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
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	97	97	1	1	0	0	5	5	0	0	3	3	12	12	0	0	56	56
8:00:00	1	1	217	120	5	4	0	0	7	2	0	0	5	2	24	12	0	0	122	66
8:15:00	1	0	328	111	12	7	0	0	10	3	0	0	8	3	31	7	0	0	220	98
8:30:00	2	1	439	111	19	7	0	0	12	2	0	0	11	3	38	7	0	0	401	181
8:45:00	2	0	573	134	22	3	0	0	15	3	2	2	13	2	42	4	0	0	666	265
9:00:00	2	0	690	117	29	7	0	0	21	6	2	0	15	2	50	8	0	0	987	321
9:15:00	2	0	783	93	40	11	0	0	23	2	2	0	18	3	56	6	0	0	1228	241
9:30:00	2	0	873	90	48	8	1	1	29	6	3	1	19	1	71	15	0	0	1442	214
9:45:00	2	0	873	0	48	0	1	0	29	0	3	0	19	0	71	0	0	0	1442	0
16:00:00	2	0	873	0	48	0	1	0	29	0	3	0	19	0	71	0	0	0	1442	0
16:15:00	2	0	959	86	65	17	2	1	30	1	3	0	22	3	79	8	0	0	1663	221
16:30:00	2	0	1050	91	77	12	2	0	32	2	4	1	24	2	84	5	0	0	1871	208
16:45:00	2	0	1134	84	88	11	2	0	32	0	4	0	26	2	89	5	0	0	2083	212
17:00:00	2	0	1218	84	100	12	2	0	34	2	4	0	28	2	93	4	0	0	2344	261
17:15:00	3	1	1300	82	106	6	2	0	35	1	4	0	30	2	96	3	1	1	2648	304
17:30:00	3	0	1399	99	122	16	2	0	36	1	4	0	32	2	100	4	1	0	2925	277
17:45:00	3	0	1497	98	136	14	2	0	37	1	6	2	35	3	104	4	1	0	3281	356
18:00:00	3	0	1594	97	151	15	2	0	38	1	6	0	37	2	108	4	1	0	3586	305
18:15:00	3	0	1594	0	151	0	2	0	38	0	6	0	37	0	108	0	1	0	3586	0
18:15:15	3	0	1594	0	151	0	2	0	38	0	6	0	37	0	108	0	1	0	3586	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 1-Dec-22 Site #: 2222800003

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - 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
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	25	25	90	90	13	13	1	1	1	1	0	0	2	2	0	0	2	2	33	33
8:00:00	53	28	170	80	25	12	2	1	2	1	0	0	3	1	1	1	5	3	148	115
8:15:00	85	32	258	88	38	13	3	1	4	2	0	0	3	0	1	0	7	2	315	167
8:30:00	120	35	361	103	50	12	3	0	6	2	0	0	3	0	6	5	10	3	561	246
8:45:00	147	27	456	95	69	19	4	1	10	4	0	0	3	0	7	1	14	4	868	307
9:00:00	174	27	558	102	86	17	5	1	12	2	0	0	5	2	7	0	17	3	1179	311
9:15:00	203	29	650	92	101	15	5	0	15	3	0	0	5	0	9	2	20	3	1382	203
9:30:00	227	24	743	93	116	15	5	0	16	1	1	1	6	1	9	0	22	2	1601	219
9:45:00	227	0	743	0	116	0	5	0	16	0	1	0	6	0	9	0	22	0	1601	0
16:00:00	227	0	743	0	116	0	5	0	16	0	1	0	6	0	9	0	22	0	1601	0
16:15:00	254	27	880	137	147	31	8	3	19	3	1	0	7	1	10	1	25	3	1806	205
16:30:00	274	20	1007	127	177	30	8	0	24	5	1	0	7	0	11	1	30	5	2083	277
16:45:00	303	29	1149	142	217	40	8	0	26	2	1	0	7	0	12	1	32	2	2324	241
17:00:00	331	28	1297	148	249	32	8	0	30	4	1	0	7	0	12	0	33	1	2516	192
17:15:00	363	32	1432	135	284	35	8	0	34	4	2	1	7	0	15	3	36	3	2668	152
17:30:00	389	26	1567	135	309	25	8	0	35	1	3	1	7	0	15	0	38	2	2855	187
17:45:00	407	18	1685	118	356	47	8	0	37	2	3	0	7	0	15	0	40	2	3073	218
18:00:00	432	25	1806	121	381	25	8	0	41	4	3	0	7	0	15	0	44	4	3287	214
18:15:00	432	0	1806	0	381	0	8	0	41	0	3	0	7	0	15	0	44	0	3287	0
18:15:15	432	0	1806	0	381	0	8	0	41	0	3	0	7	0	15	0	44	0	3287	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 1-Dec-22 Site #: 2222800003

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - 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
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	51	51	31	31	0	0	3	3	1	1	0	0	12	12	1	1	23	23
8:00:00	0	0	107	56	66	35	0	0	4	1	3	2	0	0	19	7	1	0	80	57
8:15:00	0	0	159	52	119	53	0	0	4	0	3	0	0	0	31	12	1	0	194	114
8:30:00	1	1	247	88	165	46	0	0	8	4	3	0	0	0	37	6	3	2	406	212
8:45:00	1	0	347	100	211	46	1	1	9	1	4	1	0	0	45	8	4	1	652	246
9:00:00	1	0	425	78	244	33	1	0	10	1	4	0	0	0	52	7	6	2	785	133
9:15:00	1	0	489	64	283	39	1	0	15	5	5	1	0	0	62	10	6	0	908	123
9:30:00	1	0	560	71	330	47	1	0	15	0	6	1	0	0	67	5	7	1	1020	112
9:45:00	1	0	560	0	330	0	1	0	15	0	6	0	0	0	67	0	7	0	1030	10
16:00:00	1	0	560	0	330	0	1	0	15	0	6	0	0	0	67	0	7	0	1030	0
16:15:00	1	0	722	162	371	41	1	0	22	7	6	0	1	1	70	3	8	1	1171	141
16:30:00	2	1	861	139	405	34	1	0	28	6	7	1	1	0	77	7	8	0	1323	152
16:45:00	3	1	1013	152	442	37	1	0	32	4	7	0	1	0	80	3	9	1	1494	171
17:00:00	3	0	1151	138	477	35	1	0	37	5	8	1	1	0	86	6	9	0	1612	118
17:15:00	3	0	1319	168	516	39	1	0	44	7	8	0	1	0	92	6	9	0	1754	142
17:30:00	3	0	1481	162	562	46	1	0	48	4	8	0	1	0	95	3	9	0	1896	142
17:45:00	3	0	1653	172	601	39	1	0	50	2	8	0	1	0	100	5	9	0	2018	122
18:00:00	3	0	1766	113	640	39	1	0	52	2	10	2	1	0	102	2	9	0	2142	124
18:15:00	3	0	1766	0	640	0	1	0	52	0	10	0	1	0	102	0	9	0	2142	0
18:15:15	3	0	1766	0	640	0	1	0	52	0	10	0	1	0	102	0	9	0	2142	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 1-Dec-22 **Site #: 2222800003**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - 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
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	1	106	106	20	20	0	0	10	10	1	1	0	0	3	3	0	0	48	48
8:00:00	1	0	216	110	47	27	0	0	17	7	3	2	0	0	5	2	1	1	112	64
8:15:00	1	0	309	93	77	30	0	0	18	1	5	2	0	0	7	2	1	0	221	109
8:30:00	1	0	420	111	100	23	0	0	20	2	5	0	0	0	9	2	3	2	445	224
8:45:00	1	0	518	98	127	27	0	0	24	4	6	1	0	0	12	3	5	2	742	297
9:00:00	1	0	612	94	168	41	0	0	24	0	9	3	0	0	12	0	6	1	1063	321
9:15:00	2	1	715	103	192	24	0	0	30	6	11	2	0	0	14	2	6	0	1267	204
9:30:00	2	0	820	105	219	27	0	0	34	4	13	2	0	0	17	3	7	1	1498	231
9:45:00	2	0	820	0	219	0	0	0	34	0	13	0	0	0	17	0	7	0	1498	0
16:00:00	2	0	820	0	219	0	0	0	34	0	13	0	0	0	17	0	7	0	1498	0
16:15:00	2	0	931	111	239	20	0	0	35	1	15	2	0	0	17	0	7	0	1706	208
16:30:00	2	0	1053	122	268	29	0	0	38	3	15	0	0	0	17	0	8	1	1916	210
16:45:00	3	1	1150	97	287	19	0	0	40	2	16	1	0	0	17	0	8	0	2154	238
17:00:00	4	1	1259	109	325	38	0	0	40	0	16	0	0	0	17	0	8	0	2420	266
17:15:00	5	1	1378	119	349	24	0	0	40	0	17	1	0	0	17	0	8	0	2738	318
17:30:00	7	2	1493	115	367	18	0	0	41	1	17	0	0	0	17	0	8	0	3055	317
17:45:00	7	0	1602	109	399	32	0	0	41	0	17	0	0	0	20	3	8	0	3450	395
18:00:00	8	1	1724	122	435	36	0	0	41	0	17	0	0	0	20	0	8	0	3829	379
18:15:00	8	0	1724	0	435	0	0	0	41	0	17	0	0	0	20	0	8	0	3829	0
18:15:15	8	0	1724	0	435	0	0	0	41	0	17	0	0	0	20	0	8	0	3829	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Mid-day Peak Diagram

Specified Period
From: 12:00:00
To: 15:00:00

One Hour Peak
From: 13:30:00
To: 14:30:00

Municipality: Toronto
Site #: 2222800003
Intersection: Bloor St W & Dundas St W
TFR File #: 1
Count date: 3-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Bloor St W runs W/E

North Leg Total:	1170			
North Entering:	533			
North Peds:	387			
Peds Cross:	⋈			

Heavys	0	23	7	30
Trucks	0	4	0	4
Cars	52	445	2	499
Totals	52	472	9	

Heavys	24	
Trucks	9	
Cars	604	
Totals	637	

East Leg Total:	1421		
East Entering:	755		
East Peds:	567		
Peds Cross:	⧖		

Dundas St W

Heavys	Trucks	Cars	Totals
0	5	547	552

Bloor St W

Cars	Trucks	Heavys	Totals
129	4	7	140
492	5	0	497
117	1	0	118
738	10	7	

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	6	6
1	3	453	457
0	1	112	113
1	4	571	

Bloor St W

Cars	Trucks	Heavys	Totals
652	6	8	666

Dundas St W

Peds Cross:	⧖			
West Peds:	439			
West Entering:	576			
West Leg Total:	1128			

Cars	674			
Trucks	6			
Heavys	23			
Totals	703			

Cars	3	469	197	669
Trucks	0	5	3	8
Heavys	0	17	0	17
Totals	3	491	200	

Peds Cross:	⋈			
South Peds:	456			
South Entering:	694			
South Leg Total:	1397			

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

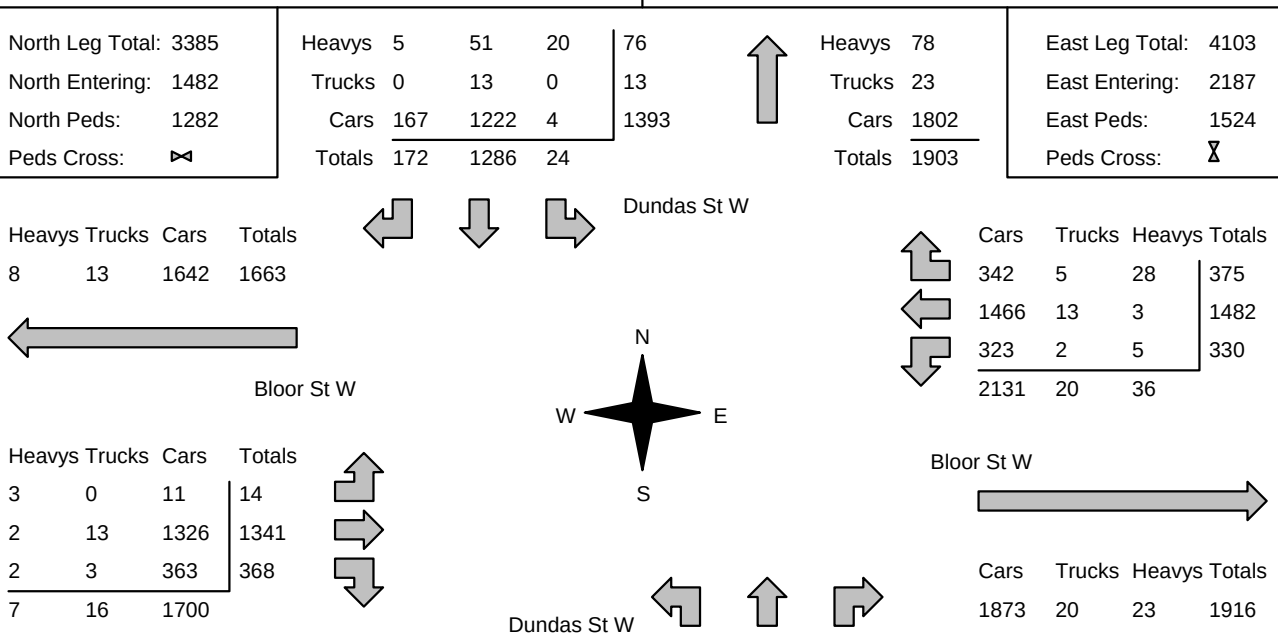
Municipality: Toronto
Site #: 2222800003
Intersection: Bloor St W & Dundas St W
TFR File #: 1
Count date: 3-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Bloor St W runs W/E



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Bloor St W & Dundas St W | **Count Date:** 3-Dec-22 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
12:00:00	*0*	*0*	*0*	*0*	*0*	*0*
13:00:00	*7*	*423*	*59*	*489*	*374*	*1174*
14:00:00	*10*	*414*	*67*	*491*	*436*	*1176*
15:00:00	*7*	*449*	*46*	*502*	*472*	*1206*
Totals:	24	1286	172	1482	1282	3556

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*3*	*512*	*170*	*685*	*327*
14:00:00	*2*	*511*	*172*	*685*	*452*
15:00:00	*4*	*491*	*209*	*704*	*350*
S Totals:	9	1514	551	2074	1129

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
12:00:00	*0*	*0*	*0*	*0*	*0*	*0*
13:00:00	*101*	*501*	*107*	*709*	*446*	*1310*
14:00:00	*116*	*494*	*142*	*752*	*545*	*1319*
15:00:00	*113*	*487*	*126*	*726*	*533*	*1281*
Totals:	330	1482	375	2187	1524	3910

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*1*	*470*	*130*	*601*	*317*
14:00:00	*5*	*442*	*120*	*567*	*449*
15:00:00	*8*	*429*	*118*	*555*	*500*
W Totals:	14	1341	368	1723	1266

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*12:00*	*13:00*	*14:00*	*15:00*	*0:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*0*	*1285*	*1517*	*1535*	*0*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 3-Dec-22 Site #: 2222800003

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - 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
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	1	1	93	93	7	7	0	0	1	1	0	0	2	2	6	6	1	1	103	103
12:30:00	1	0	203	110	27	20	0	0	4	3	0	0	3	1	9	3	2	1	185	82
12:45:00	1	0	294	91	47	20	0	0	4	0	0	0	5	2	11	2	2	0	278	93
13:00:00	2	1	403	109	57	10	0	0	5	1	0	0	5	0	15	4	2	0	374	96
13:15:00	2	0	485	82	72	15	0	0	5	0	0	0	8	3	17	2	4	2	486	112
13:30:00	2	0	574	89	87	15	0	0	6	1	0	0	10	2	23	6	4	0	618	132
13:45:00	3	1	687	113	100	13	0	0	6	0	0	0	11	1	32	9	4	0	737	119
14:00:00	3	0	791	104	122	22	0	0	8	2	0	0	14	3	38	6	4	0	810	73
14:15:00	4	1	910	119	131	9	0	0	8	0	0	0	16	2	44	6	4	0	912	102
14:30:00	4	0	1019	109	139	8	0	0	10	2	0	0	17	1	46	2	4	0	1005	93
14:45:00	4	0	1121	102	154	15	0	0	12	2	0	0	19	2	47	1	4	0	1134	129
15:00:00	4	0	1222	101	167	13	0	0	13	1	0	0	20	1	51	4	5	1	1282	148
15:15:00	4	0	1222	0	167	0	0	0	13	0	0	0	20	0	51	0	5	0	1282	0
15:15:15	4	0	1222	0	167	0	0	0	13	0	0	0	20	0	51	0	5	0	1282	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 3-Dec-22 Site #: 2222800003

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - 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
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	19	19	127	127	26	26	1	1	1	1	0	0	0	0	0	0	5	5	82	82
12:30:00	45	26	247	120	48	22	1	0	1	0	0	0	3	3	0	0	7	2	174	92
12:45:00	65	20	358	111	75	27	1	0	4	3	0	0	3	0	0	0	8	1	301	127
13:00:00	96	31	495	137	96	21	1	0	5	1	0	0	4	1	1	1	11	3	446	145
13:15:00	123	27	623	128	129	33	1	0	6	1	0	0	5	1	3	2	12	1	597	151
13:30:00	152	29	737	114	159	30	1	0	7	1	1	1	5	0	3	0	15	3	734	137
13:45:00	178	26	864	127	186	27	2	1	7	0	3	2	5	0	3	0	15	0	853	119
14:00:00	210	32	985	121	227	41	2	0	7	0	4	1	5	0	3	0	18	3	991	138
14:15:00	243	33	1102	117	256	29	2	0	8	1	5	1	5	0	3	0	20	2	1168	177
14:30:00	269	26	1229	127	288	32	2	0	12	4	5	0	5	0	3	0	22	2	1301	133
14:45:00	297	28	1357	128	317	29	2	0	13	1	5	0	5	0	3	0	23	1	1418	117
15:00:00	323	26	1466	109	342	25	2	0	13	0	5	0	5	0	3	0	28	5	1524	106
15:15:00	323	0	1466	0	342	0	2	0	13	0	5	0	5	0	3	0	28	0	1524	0
15:15:15	323	0	1466	0	342	0	2	0	13	0	5	0	5	0	3	0	28	0	1524	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 3-Dec-22 **Site #: 2222800003**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - 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
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	1	1	121	121	37	37	0	0	3	3	0	0	0	0	3	3	1	1	62	62
12:30:00	1	0	256	135	77	40	0	0	5	2	1	1	0	0	3	0	1	0	124	62
12:45:00	3	2	365	109	120	43	0	0	7	2	2	1	0	0	6	3	1	0	230	106
13:00:00	3	0	495	130	167	47	0	0	7	0	2	0	0	0	10	4	1	0	327	97
13:15:00	3	0	623	128	206	39	0	0	8	1	2	0	0	0	15	5	1	0	459	132
13:30:00	4	1	745	122	246	40	0	0	9	1	2	0	0	0	23	8	1	0	560	101
13:45:00	5	1	867	122	298	52	0	0	11	2	3	1	0	0	26	3	1	0	671	111
14:00:00	5	0	977	110	338	40	0	0	12	1	3	0	0	0	34	8	1	0	779	108
14:15:00	5	0	1099	122	389	51	0	0	14	2	4	1	0	0	37	3	1	0	902	123
14:30:00	7	2	1214	115	443	54	0	0	14	0	5	1	0	0	40	3	1	0	1016	114
14:45:00	7	0	1331	117	490	47	0	0	18	4	5	0	0	0	45	5	1	0	1089	73
15:00:00	9	2	1449	118	543	53	0	0	18	0	7	2	0	0	47	2	1	0	1129	40
15:15:00	9	0	1449	0	543	0	0	0	18	0	7	0	0	0	47	0	1	0	1129	0
15:15:15	9	0	1449	0	543	0	0	0	18	0	7	0	0	0	47	0	1	0	1129	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 3-Dec-22 **Site #: 2222800003**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - 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
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	111	111	37	37	0	0	2	2	0	0	0	0	1	1	1	1	55	55
12:30:00	0	0	226	115	64	27	0	0	5	3	0	0	0	0	1	0	1	0	152	97
12:45:00	1	1	344	118	93	29	0	0	5	0	0	0	0	0	1	0	1	0	241	89
13:00:00	1	0	463	119	129	36	0	0	6	1	0	0	0	0	1	0	1	0	317	76
13:15:00	2	1	566	103	160	31	0	0	6	0	1	1	0	0	1	0	2	1	422	105
13:30:00	2	0	678	112	190	30	0	0	7	1	1	0	0	0	1	0	2	0	542	120
13:45:00	5	3	789	111	214	24	0	0	8	1	1	0	0	0	2	1	2	0	643	101
14:00:00	6	1	900	111	247	33	0	0	10	2	1	0	0	0	2	0	2	0	766	123
14:15:00	6	0	1016	116	279	32	0	0	10	0	1	0	0	0	2	0	2	0	878	112
14:30:00	8	2	1131	115	302	23	0	0	10	0	2	1	0	0	2	0	2	0	981	103
14:45:00	10	2	1226	95	338	36	0	0	12	2	2	0	1	1	2	0	2	0	1105	124
15:00:00	11	1	1326	100	363	25	0	0	13	1	3	1	3	2	2	0	2	0	1266	161
15:15:00	11	0	1326	0	363	0	0	0	13	0	3	0	3	0	2	0	2	0	1266	0
15:15:15	11	0	1326	0	363	0	0	0	13	0	3	0	3	0	2	0	2	0	1266	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Morning Peak Diagram

Specified Period
From: 7:30:00
To: 9:30:00

One Hour Peak
From: 8:00:00
To: 9:00:00

Municipality: Toronto
Site #: 2222800004
Intersection: Internal Site Access To Transit Pud
TFR File #: 1
Count date: 1-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Internal Site Access To Transit Pud

North Leg Total: 9
North Entering: 2
North Peds: 2
Peds Cross: ⋈

Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	1	1	0	2
Totals	1	1	0	

Heavys	0
Trucks	1
Cars	6
Totals	7

East Leg Total: 51
East Entering: 27
East Peds: 3
Peds Cross: ⧗

Internal Driveway

Heavys	Trucks	Cars	Totals
3	2	32	37

Internal Driveway

Cars	Trucks	Heavys	Totals
0	0	0	0
25	1	1	27
0	0	0	0
25	1	1	

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	3	3
1	0	23	24
0	0	6	6
1	0	32	

Internal Site Access To Transit Pudo

Cars	Trucks	Heavys	Totals
23	0	1	24

Internal Driveway

Peds Cross: ⧗
West Peds: 19
West Entering: 33
West Leg Total: 70

Cars	7
Trucks	0
Heavys	0
Totals	7

Cars	6	3	0	9
Trucks	1	1	0	2
Heavys	2	0	0	2
Totals	9	4	0	

Peds Cross: ⋈
South Peds: 10
South Entering: 13
South Leg Total: 20

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Afternoon Peak Diagram

Specified Period
From: 16:00:00
To: 18:00:00

One Hour Peak
From: 16:45:00
To: 17:45:00

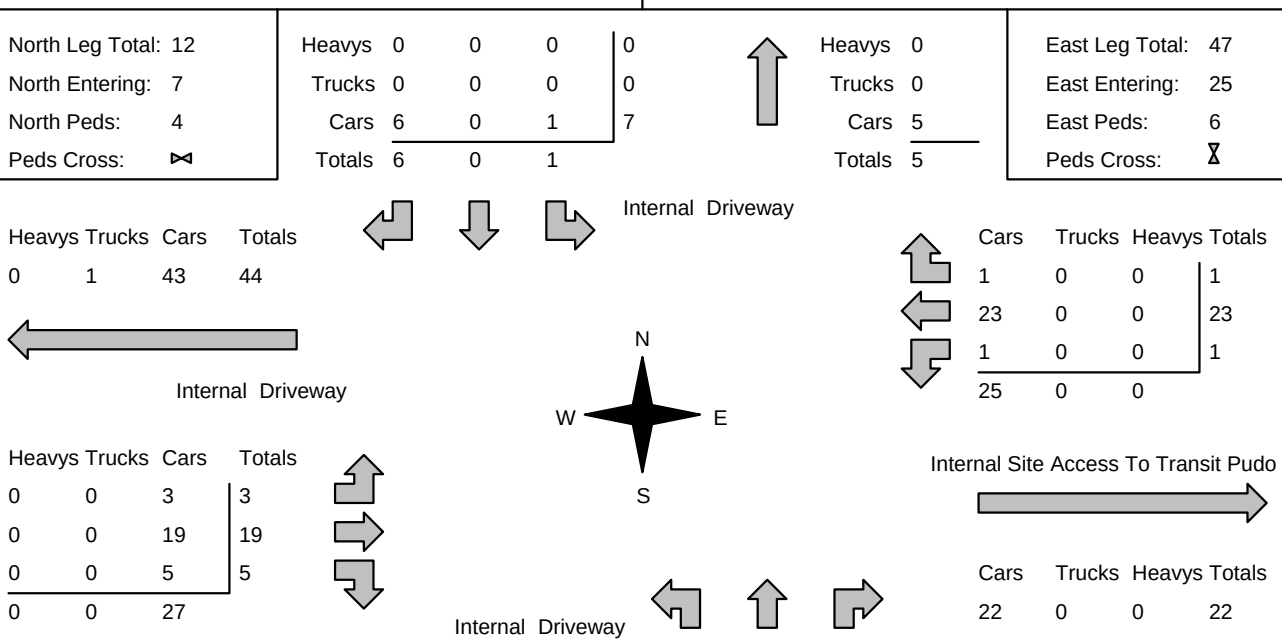
Municipality: Toronto
Site #: 2222800004
Intersection: Internal Site Access To Transit Pud
TFR File #: 1
Count date: 1-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Internal Site Access To Transit Pud



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

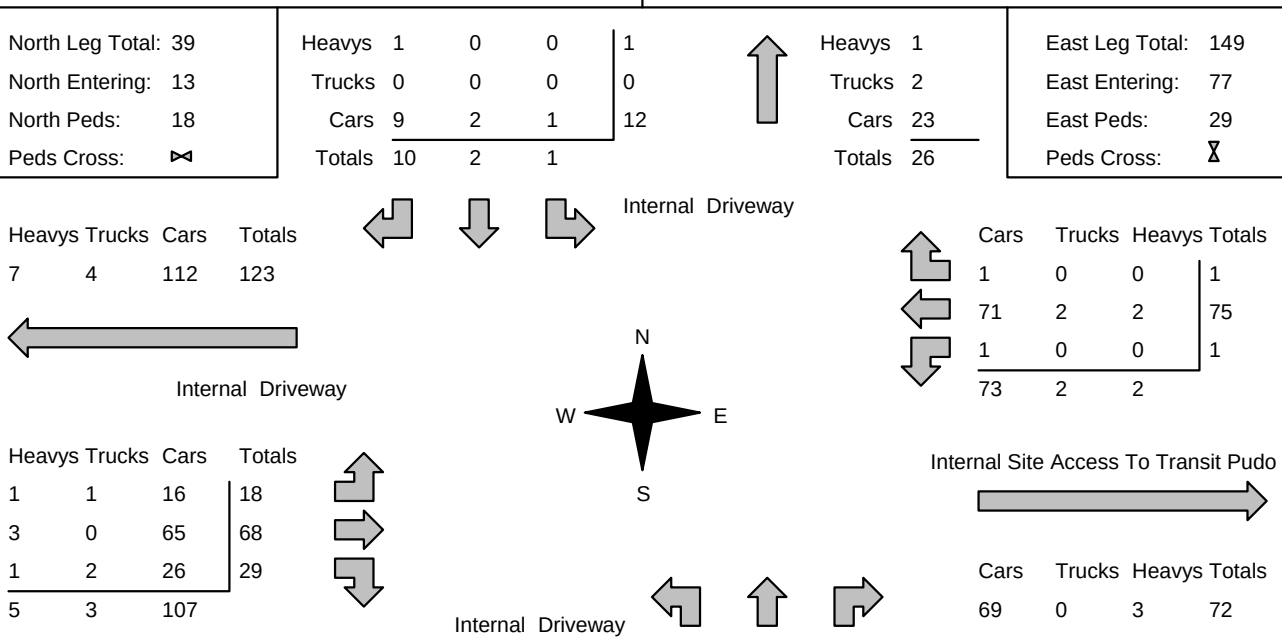
Municipality: Toronto
Site #: 2222800004
Intersection: Internal Site Access To Transit Pud
TFR File #: 1
Count date: 1-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Internal Site Access To Transit Pud



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Internal Site Access To Transit Pu | **Count Date:** 1-Dec-22 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	North/South Total Approaches
	Left	Thru	Right	Grand Total		
8:00:00	*0*	*0*	*0*	*0*	*2*	*2*
9:00:00	*0*	*1*	*1*	*2*	*2*	*15*
16:00:00	*0*	*0*	*1*	*1*	*4*	*4*
17:00:00	*0*	*1*	*5*	*6*	*4*	*17*
18:00:00	*1*	*0*	*3*	*4*	*6*	*23*
Totals:	1	2	10	13	18	61

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8:00:00	*1*	*1*	*0*	*2*	*4*
9:00:00	*9*	*4*	*0*	*13*	*10*
16:00:00	*3*	*0*	*0*	*3*	*2*
17:00:00	*9*	*1*	*1*	*11*	*9*
18:00:00	*16*	*1*	*2*	*19*	*4*
S Totals:	38	7	3	48	29

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	East/West Total Approaches
	Left	Thru	Right	Grand Total		
8:00:00	*0*	*6*	*0*	*6*	*7*	*17*
9:00:00	*0*	*27*	*0*	*27*	*3*	*60*
16:00:00	*0*	*11*	*0*	*11*	*6*	*26*
17:00:00	*0*	*10*	*1*	*11*	*6*	*41*
18:00:00	*1*	*21*	*0*	*22*	*7*	*48*
Totals:	1	75	1	77	29	192

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
8:00:00	*1*	*5*	*5*	*11*	*6*
9:00:00	*3*	*24*	*6*	*33*	*19*
16:00:00	*2*	*12*	*1*	*15*	*7*
17:00:00	*10*	*11*	*9*	*30*	*16*
18:00:00	*2*	*16*	*8*	*26*	*19*
W Totals:	18	68	29	115	67

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*8:00*	*9:00*	*16:00*	*17:00*	*18:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*15*	*35*	*16*	*32*	*44*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 1-Dec-22 **Site #: 2222800004**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - 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
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
8:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
8:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
9:00:00	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4	1
9:15:00	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	5	1
9:30:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8	3
9:45:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
16:00:00	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
16:15:00	0	0	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1
16:30:00	0	0	2	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	10	1
16:45:00	0	0	2	0	3	0	0	0	0	0	0	0	0	0	0	0	1	1	11	1
17:00:00	0	0	2	0	6	3	0	0	0	0	0	0	0	0	0	0	1	0	12	1
17:15:00	1	1	2	0	7	1	0	0	0	0	0	0	0	0	0	0	1	0	12	0
17:30:00	1	0	2	0	8	1	0	0	0	0	0	0	0	0	0	0	1	0	15	3
17:45:00	1	0	2	0	9	1	0	0	0	0	0	0	0	0	0	0	1	0	15	0
18:00:00	1	0	2	0	9	0	0	0	0	0	0	0	0	0	0	0	1	0	18	3
18:15:00	1	0	2	0	9	0	0	0	0	0	0	0	0	0	0	0	1	0	18	0
18:15:15	1	0	2	0	9	0	0	0	0	0	0	0	0	0	0	0	1	0	18	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 1-Dec-22 Site #: 2222800004

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - 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
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	4	4	0	0	0	0	1	1	0	0	0	0	0	0	0	0	3	3
8:00:00	0	0	5	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7	4
8:15:00	0	0	12	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0	7	0
8:30:00	0	0	20	8	0	0	0	0	2	1	0	0	0	0	0	0	0	0	8	1
8:45:00	0	0	28	8	0	0	0	0	2	0	0	0	0	0	0	0	0	0	9	1
9:00:00	0	0	30	2	0	0	0	0	2	0	0	0	0	0	1	1	0	0	10	1
9:15:00	0	0	34	4	0	0	0	0	2	0	0	0	0	0	1	0	0	0	12	2
9:30:00	0	0	40	6	0	0	0	0	2	0	0	0	0	0	2	1	0	0	16	4
9:45:00	0	0	40	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	16	0
16:00:00	0	0	40	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	16	0
16:15:00	0	0	42	2	0	0	0	0	2	0	0	0	0	0	2	0	0	0	19	3
16:30:00	0	0	44	2	0	0	0	0	2	0	0	0	0	0	2	0	0	0	20	1
16:45:00	0	0	45	1	0	0	0	0	2	0	0	0	0	0	2	0	0	0	21	1
17:00:00	0	0	50	5	1	1	0	0	2	0	0	0	0	0	2	0	0	0	22	1
17:15:00	0	0	55	5	1	0	0	0	2	0	0	0	0	0	2	0	0	0	24	2
17:30:00	1	1	62	7	1	0	0	0	2	0	0	0	0	0	2	0	0	0	27	3
17:45:00	1	0	68	6	1	0	0	0	2	0	0	0	0	0	2	0	0	0	27	0
18:00:00	1	0	71	3	1	0	0	0	2	0	0	0	0	0	2	0	0	0	29	2
18:15:00	1	0	71	0	1	0	0	0	2	0	0	0	0	0	2	0	0	0	29	0
18:15:15	1	0	71	0	1	0	0	0	2	0	0	0	0	0	2	0	0	0	29	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 1-Dec-22 Site #: 2222800004

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - 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
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1	1
8:00:00	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	4	3
8:15:00	2	2	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	6	2
8:30:00	3	1	2	1	0	0	1	1	0	0	0	0	2	1	0	0	0	0	7	1
8:45:00	5	2	4	2	0	0	1	0	1	1	0	0	3	1	0	0	0	0	12	5
9:00:00	6	1	4	0	0	0	1	0	1	0	0	0	3	0	0	0	0	0	14	2
9:15:00	7	1	4	0	0	0	1	0	1	0	0	0	3	0	0	0	0	0	15	1
9:30:00	9	2	4	0	0	0	1	0	1	0	0	0	3	0	0	0	0	0	16	1
9:45:00	9	0	4	0	0	0	1	0	1	0	0	0	3	0	0	0	0	0	16	0
16:00:00	9	0	4	0	0	0	1	0	1	0	0	0	3	0	0	0	0	0	16	0
16:15:00	10	1	5	1	1	1	1	0	1	0	0	0	3	0	0	0	0	0	18	2
16:30:00	12	2	5	0	1	0	1	0	1	0	0	0	3	0	0	0	0	0	20	2
16:45:00	14	2	5	0	1	0	1	0	1	0	0	0	4	1	0	0	0	0	20	0
17:00:00	16	2	5	0	1	0	2	1	1	0	0	0	4	0	0	0	0	0	25	5
17:15:00	19	3	6	1	1	0	2	0	1	0	0	0	4	0	0	0	0	0	26	1
17:30:00	25	6	6	0	3	2	2	0	1	0	0	0	4	0	0	0	0	0	29	3
17:45:00	28	3	6	0	3	0	2	0	1	0	0	0	4	0	0	0	0	0	29	0
18:00:00	32	4	6	0	3	0	2	0	1	0	0	0	4	0	0	0	0	0	29	0
18:15:00	32	0	6	0	3	0	2	0	1	0	0	0	4	0	0	0	0	0	29	0
18:15:15	32	0	6	0	3	0	2	0	1	0	0	0	4	0	0	0	0	0	29	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 1-Dec-22 **Site #: 2222800004**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - 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
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	1	1	2	2	0	0	0	0	0	0	0	0	0	0	1	1	1	1	3	3
8:00:00	1	0	4	2	3	3	0	0	0	0	1	1	0	0	1	0	1	0	6	3
8:15:00	1	0	10	6	6	3	0	0	0	0	1	0	0	0	1	0	1	0	15	9
8:30:00	1	0	16	6	8	2	0	0	0	0	1	0	0	0	1	0	1	0	17	2
8:45:00	2	1	24	8	9	1	0	0	0	0	1	0	0	0	2	1	1	0	21	4
9:00:00	4	2	27	3	9	0	0	0	0	0	1	0	0	0	2	0	1	0	25	4
9:15:00	4	0	33	6	10	1	0	0	0	0	1	0	0	0	2	0	1	0	28	3
9:30:00	6	2	38	5	10	0	0	0	0	0	1	0	0	0	3	1	1	0	32	4
9:45:00	6	0	38	0	10	0	0	0	0	0	1	0	0	0	3	0	1	0	32	0
16:00:00	6	0	38	0	10	0	0	0	0	0	1	0	0	0	3	0	1	0	32	0
16:15:00	10	4	39	1	14	4	1	1	0	0	2	1	0	0	3	0	1	0	39	7
16:30:00	12	2	40	1	15	1	1	0	0	0	2	0	1	1	3	0	1	0	43	4
16:45:00	13	1	43	3	17	2	1	0	0	0	2	0	1	0	3	0	1	0	43	0
17:00:00	14	1	49	6	18	1	1	0	0	0	2	0	1	0	3	0	1	0	48	5
17:15:00	14	0	51	2	18	0	1	0	0	0	2	0	1	0	3	0	1	0	53	5
17:30:00	15	1	57	6	20	2	1	0	0	0	2	0	1	0	3	0	1	0	59	6
17:45:00	16	1	62	5	22	2	1	0	0	0	2	0	1	0	3	0	1	0	63	4
18:00:00	16	0	65	3	26	4	1	0	0	0	2	0	1	0	3	0	1	0	67	4
18:15:00	16	0	65	0	26	0	1	0	0	0	2	0	1	0	3	0	1	0	67	0
18:15:15	16	0	65	0	26	0	1	0	0	0	2	0	1	0	3	0	1	0	67	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Mid-day Peak Diagram

Specified Period
From: 12:00:00
To: 15:00:00

One Hour Peak
From: 13:15:00
To: 14:15:00

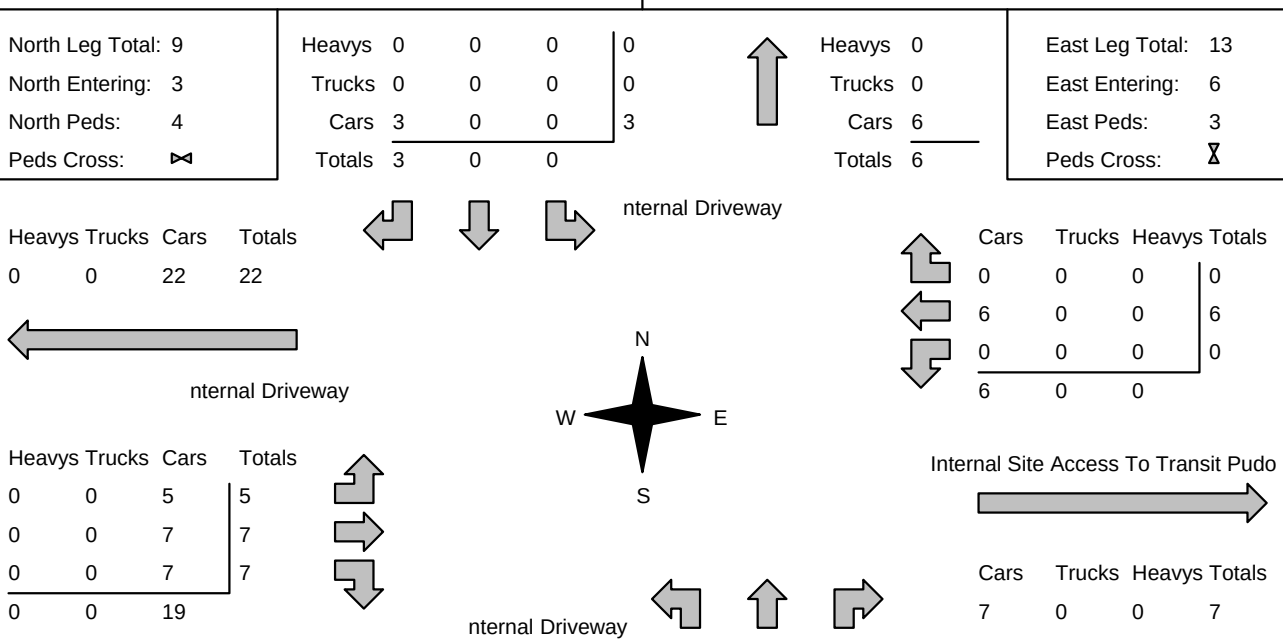
Municipality: Toronto
Site #: 2222800004
Intersection: Internal Site Access To Transit Pud
TFR File #: 1
Count date: 3-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Internal Site Access To Transit Pud



Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Total Count Diagram

Municipality: Toronto
Site #: 2222800004
Intersection: Internal Site Access To Transit Pud
TFR File #: 1
Count date: 3-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Internal Site Access To Transit Pud

North Leg Total:	29			
North Entering:	16			
North Peds:	11			
Peds Cross:	⋈			
Heavys	0	0	0	0
Trucks	0	0	0	0
Cars	14	2	0	16
Totals	14	2	0	
Heavys	1			
Trucks	0			
Cars	12			
Totals	13			
East Leg Total:	32			
East Entering:	16			
East Peds:	7			
Peds Cross:	⧖			

nternal Driveway

Heavys	Trucks	Cars	Totals
1	0	57	58

nternal Driveway

Cars	Trucks	Heavys	Totals
0	0	0	0
16	0	0	16
0	0	0	0
16	0	0	

N
W E
S

Heavys	Trucks	Cars	Totals
0	0	10	10
0	0	16	16
1	0	12	13
1	0	38	

Internal Site Access To Transit Pudo

Cars	Trucks	Heavys	Totals
16	0	0	16

nternal Driveway

Peds Cross:	⧖			
West Peds:	12			
West Entering:	39			
West Leg Total:	97			
Cars	14			
Trucks	0			
Heavys	1			
Totals	15			
Cars	27	2	0	29
Trucks	0	0	0	0
Heavys	1	1	0	2
Totals	28	3	0	
Peds Cross:	⋈			
South Peds:	4			
South Entering:	31			
South Leg Total:	46			

Comments

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Traffic Count Summary

Intersection: Internal Site Access To Transit Pu | **Count Date:** 3-Dec-22 | **Municipality:** Toronto

North Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*2*	*7*	*9*	*4*
14:00:00	*0*	*0*	*4*	*4*	*4*
15:00:00	*0*	*0*	*3*	*3*	*3*
Totals:	0	2	14	16	11

North/South Total Approaches: 47

South Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*6*	*2*	*0*	*8*	*4*
14:00:00	*12*	*1*	*0*	*13*	*0*
15:00:00	*10*	*0*	*0*	*10*	*0*
S Totals:	28	3	0	31	4

East Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*0*	*3*	*0*	*3*	*3*
14:00:00	*0*	*7*	*0*	*7*	*3*
15:00:00	*0*	*6*	*0*	*6*	*1*
Totals:	0	16	0	16	7

East/West Total Approaches: 55

West Approach Totals

Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total	
12:00:00	*0*	*0*	*0*	*0*	*0*
13:00:00	*2*	*3*	*3*	*8*	*2*
14:00:00	*3*	*7*	*4*	*14*	*3*
15:00:00	*5*	*6*	*6*	*17*	*7*
W Totals:	10	16	13	39	12

Calculated Values for Traffic Crossing Major Street

Hours Ending:	*12:00*	*13:00*	*14:00*	*15:00*	*0:00*	*0:00*	*0:00*	*0:00*
Crossing Values:	*0*	*13*	*19*	*18*	*0*	*0*	*0*	*0*

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 3-Dec-22 **Site #: 2222800004**

Interval Time	Passenger Cars - North Approach						Trucks - North Approach						Heavys - 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
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:30:00	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	2	1
12:45:00	0	0	0	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	3	1
13:00:00	0	0	2	2	7	1	0	0	0	0	0	0	0	0	0	0	0	0	4	1
13:15:00	0	0	2	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0
13:30:00	0	0	2	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	4	0
13:45:00	0	0	2	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
14:00:00	0	0	2	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	8	4
14:15:00	0	0	2	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0
14:30:00	0	0	2	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11	3
14:45:00	0	0	2	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	11	0
15:00:00	0	0	2	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	11	0
15:15:00	0	0	2	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0
15:15:15	0	0	2	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	11	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 3-Dec-22 **Site #: 2222800004**

Interval Time	Passenger Cars - East Approach						Trucks - East Approach						Heavys - 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
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
12:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
12:45:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1
13:00:00	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
13:15:00	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
13:30:00	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1
13:45:00	0	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0
14:00:00	0	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2
14:15:00	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0
14:30:00	0	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1
14:45:00	0	0	15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
15:00:00	0	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
15:15:00	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0
15:15:15	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 3-Dec-22 **Site #: 2222800004**

Interval Time	Passenger Cars - South Approach						Trucks - South Approach						Heavys - 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
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	2
12:30:00	2	2	1	1	0	0	0	0	0	0	0	0	1	1	1	0	0	0	4	2
12:45:00	4	2	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	4	0
13:00:00	5	1	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	4	0
13:15:00	10	5	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	4	0
13:30:00	11	1	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	4	0
13:45:00	15	4	2	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	4	0
14:00:00	17	2	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	4	0
14:15:00	23	6	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	4	0
14:30:00	24	1	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	4	0
14:45:00	25	1	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	4	0
15:00:00	27	2	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	4	0
15:15:00	27	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	4	0
15:15:15	27	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	4	0

Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

Count Date: 3-Dec-22 **Site #: 2222800004**

Interval Time	Passenger Cars - West Approach						Trucks - West Approach						Heavys - 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
12:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
12:30:00	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	2	2
12:45:00	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
13:00:00	2	1	3	2	2	1	0	0	0	0	0	0	0	0	0	0	1	0	2	0
13:15:00	3	1	4	1	2	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
13:30:00	4	1	6	2	5	3	0	0	0	0	0	0	0	0	0	0	1	0	2	0
13:45:00	5	1	8	2	6	1	0	0	0	0	0	0	0	0	0	0	1	0	3	1
14:00:00	5	0	10	2	6	0	0	0	0	0	0	0	0	0	0	0	1	0	5	2
14:15:00	8	3	11	1	9	3	0	0	0	0	0	0	0	0	0	0	1	0	5	0
14:30:00	8	0	14	3	10	1	0	0	0	0	0	0	0	0	0	0	1	0	10	5
14:45:00	9	1	15	1	11	1	0	0	0	0	0	0	0	0	0	0	1	0	12	2
15:00:00	10	1	16	1	12	1	0	0	0	0	0	0	0	0	0	0	1	0	12	0
15:15:00	10	0	16	0	12	0	0	0	0	0	0	0	0	0	0	0	1	0	12	0
15:15:15	10	0	16	0	12	0	0	0	0	0	0	0	0	0	0	0	1	0	12	0

Spectrum

Turning Movement Count
Location Name: DUNDAS ST W & GLENLAKE AVE
Date: Tue, Jan 10, 2023 Deployment Lead: Peter Ilias

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Turning Movement Count (1 . DUNDAS ST W & GLENLAKE AVE)

Start Time	N Approach DUNDAS ST W					S Approach DUNDAS ST W					W Approach GLENLAKE AVE					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	UTurn N:N	Peds N:	Approach Total	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:30:00	1	122	0	0	123	88	0	0	3	88	8	6	0	16	14	225	
07:45:00	0	146	0	0	146	92	4	0	6	96	14	9	0	13	23	265	
08:00:00	5	126	0	2	131	94	4	0	5	98	9	14	0	18	23	252	
08:15:00	2	126	1	1	129	108	6	0	3	114	10	9	0	32	19	262	1004
08:30:00	5	133	0	0	138	117	6	0	2	123	9	10	0	19	19	280	1059
08:45:00	4	123	0	1	127	113	8	0	2	121	14	11	1	12	26	274	1068
09:00:00	7	122	0	2	129	121	4	0	2	125	12	13	0	9	25	279	1095
09:15:00	4	107	0	0	111	112	6	0	0	118	11	10	0	19	21	250	1083
BREAK																	
16:00:00	2	81	0	1	83	168	10	1	2	179	14	7	0	21	21	283	
16:15:00	3	101	0	0	104	197	11	0	2	208	7	5	0	22	12	324	
16:30:00	5	105	0	1	110	187	7	0	1	194	11	7	0	17	18	322	
16:45:00	9	115	0	1	124	176	9	0	4	185	7	5	0	35	12	321	1250
17:00:00	4	109	0	0	113	196	20	0	2	216	10	2	0	21	12	341	1308
17:15:00	12	113	0	0	125	169	7	0	2	176	13	11	0	34	24	325	1309
17:30:00	2	102	1	3	105	167	16	0	0	183	6	7	0	33	13	301	1288
17:45:00	3	93	0	0	96	186	7	0	2	193	12	5	0	28	17	306	1273
Grand Total	68	1824	2	12	1894	2291	125	1	38	2417	167	131	1	349	299	**4610**	-
Approach%	3.6%	96.3%	0.1%		-	94.8%	5.2%	0%		-	55.9%	43.8%	0.3%		-	**-**	-
Totals %	1.5%	39.6%	0%		41.1%	49.7%	2.7%	0%		52.4%	3.6%	2.8%	0%		6.5%	**-**	-
Heavy	2	77	0		-	113	4	0		-	4	2	0		-	**-**	-
Heavy %	2.9%	4.2%	0%		-	4.9%	3.2%	0%		-	2.4%	1.5%	0%		-	**-**	-
Bicycles	-	-	-		-	-	-	-		-	-	-	-		-	**-**	-
Bicycle %	-	-	-		-	-	-	-		-	-	-	-		-	**-**	-

Peak Hour: 08:15 AM - 09:15 AM Weather: Overcast Clouds (-0.26 °C)

Start Time	N Approach DUNDAS ST W					S Approach DUNDAS ST W					W Approach GLENLAKE AVE					Int. Total (15 min)
	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
08:15:00	2	126	1	1	129	108	6	0	3	114	10	9	0	32	19	262
08:30:00	5	133	0	0	138	117	6	0	2	123	9	10	0	19	19	280
08:45:00	4	123	0	1	127	113	8	0	2	121	14	11	1	12	26	274
09:00:00	7	122	0	2	129	121	4	0	2	125	12	13	0	9	25	279
Grand Total	18	504	1	4	523	459	24	0	9	483	45	43	1	72	89	**1095**
Approach%	3.4%	96.4%	0.2%		-	95%	5%	0%		-	50.6%	48.3%	1.1%		-	**-**
Totals %	1.6%	46%	0.1%		47.8%	41.9%	2.2%	0%		44.1%	4.1%	3.9%	0.1%		8.1%	**-**
PHF	0.64	0.95	0.25		0.95	0.95	0.75	0		0.97	0.8	0.83	0.25		0.86	**-**
Heavy	0	25	0		25	36	1	0		37	1	2	0		3	**-**
Heavy %	0%	5%	0%		4.8%	7.8%	4.2%	0%		7.7%	2.2%	4.7%	0%		3.4%	**-**
Lights	18	475	1		494	419	23	0		442	41	41	1		83	**-**
Lights %	100%	94.2%	100%		94.5%	91.3%	95.8%	0%		91.5%	91.1%	95.3%	100%		93.3%	**-**
Single-Unit Trucks	0	15	0		15	18	0	0		18	1	1	0		2	**-**
Single-Unit Trucks %	0%	3%	0%		2.9%	3.9%	0%	0%		3.7%	2.2%	2.3%	0%		2.2%	**-**
Buses	0	10	0		10	17	1	0		18	0	1	0		1	**-**
Buses %	0%	2%	0%		1.9%	3.7%	4.2%	0%		3.7%	0%	2.3%	0%		1.1%	**-**
Articulated Trucks	0	0	0		0	1	0	0		1	0	0	0		0	**-**
Articulated Trucks %	0%	0%	0%		0%	0.2%	0%	0%		0.2%	0%	0%	0%		0%	**-**
Bicycles on Road	0	4	0		4	4	0	0		4	3	0	0		3	**-**
Bicycles on Road %	0%	0.8%	0%		0.8%	0.9%	0%	0%		0.8%	6.7%	0%	0%		3.4%	**-**
Pedestrians	-	-	-	4	-	-	-	-	9	-	-	-	-	72	-	**-**
Pedestrians%	-	-	-	4.7%		-	-	-	10.6%		-	-	-	84.7%		**-**
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	0%		-	-	-	0%		-	-	-	0%		**-**

Spectrum

Turning Movement Count
Location Name: DUNDAS ST W & GLENLAKE AVE
Date: Tue, Jan 10, 2023 Deployment Lead: Peter Ilias

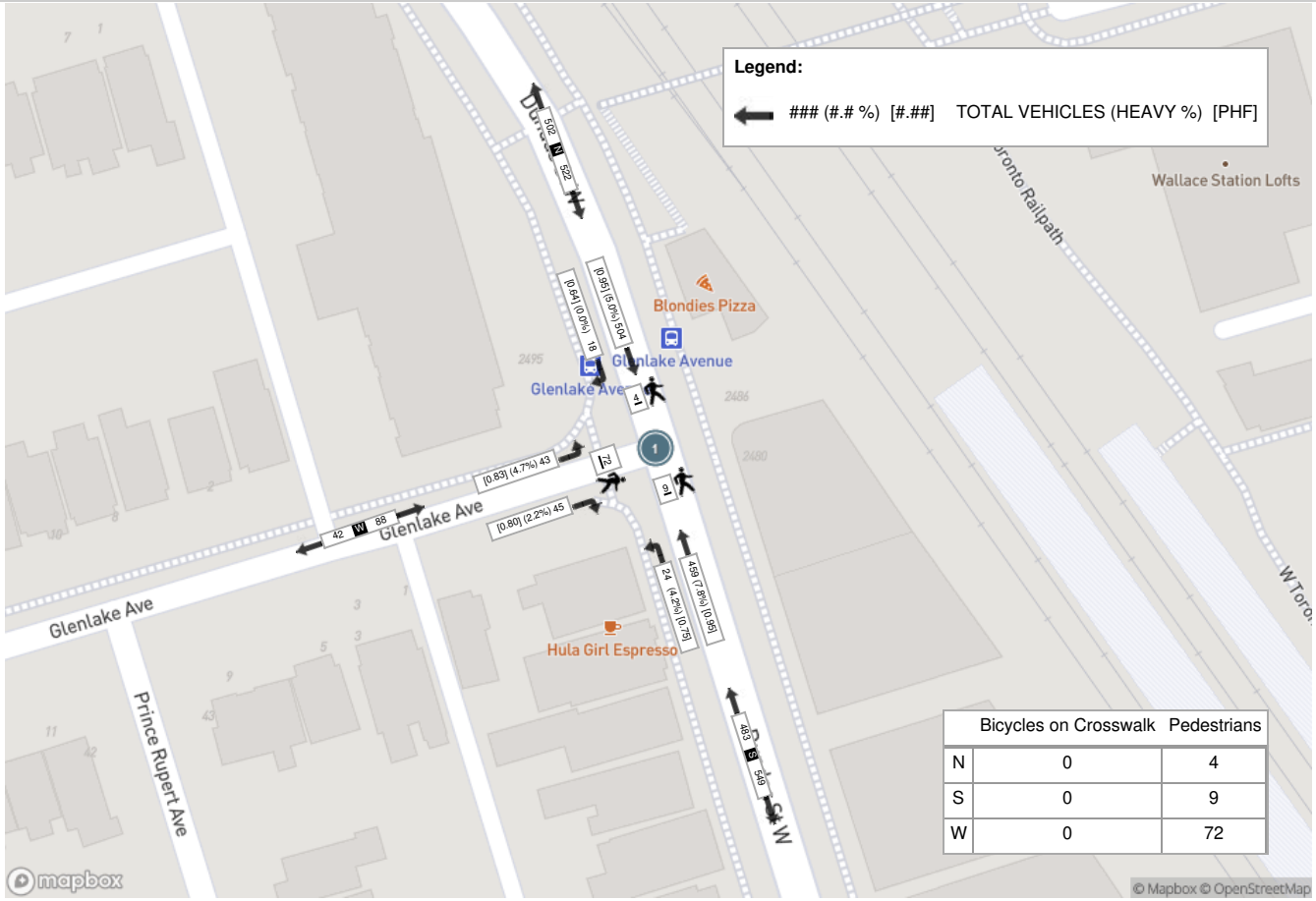
BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 04:30 PM - 05:30 PM Weather: Overcast Clouds (-0.2 °C)

Start Time	N Approach DUNDAS ST W					S Approach DUNDAS ST W					W Approach GLENLAKE AVE					Int. Total (15 min)
	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
16:30:00	5	105	0	1	110	187	7	0	1	194	11	7	0	17	18	322
16:45:00	9	115	0	1	124	176	9	0	4	185	7	5	0	35	12	321
17:00:00	4	109	0	0	113	196	20	0	2	216	10	2	0	21	12	341
17:15:00	12	113	0	0	125	169	7	0	2	176	13	11	0	34	24	325
Grand Total	30	442	0	2	472	728	43	0	9	771	41	25	0	107	66	**1309**
Approach%	6.4%	93.6%	0%		-	94.4%	5.6%	0%		-	62.1%	37.9%	0%		-	**-**
Totals %	2.3%	33.8%	0%		36.1%	55.6%	3.3%	0%		58.9%	3.1%	1.9%	0%		5%	**-**
PHF	0.63	0.96	0		0.94	0.93	0.54	0		0.89	0.79	0.57	0		0.69	**-**
Heavy	1	13	0		14	26	1	0		27	0	0	0		0	**-**
Heavy %	3.3%	2.9%	0%		3%	3.6%	2.3%	0%		3.5%	0%	0%	0%		0%	**-**
Lights	26	419	0		445	697	40	0		737	41	25	0		66	**-**
Lights %	86.7%	94.8%	0%		94.3%	95.7%	93%	0%		95.6%	100%	100%	0%		100%	**-**
Single-Unit Trucks	0	7	0		7	15	1	0		16	0	0	0		0	**-**
Single-Unit Trucks %	0%	1.6%	0%		1.5%	2.1%	2.3%	0%		2.1%	0%	0%	0%		0%	**-**
Buses	1	6	0		7	10	0	0		10	0	0	0		0	**-**
Buses %	3.3%	1.4%	0%		1.5%	1.4%	0%	0%		1.3%	0%	0%	0%		0%	**-**
Articulated Trucks	0	0	0		0	1	0	0		1	0	0	0		0	**-**
Articulated Trucks %	0%	0%	0%		0%	0.1%	0%	0%		0.1%	0%	0%	0%		0%	**-**
Bicycles on Road	3	10	0		13	5	2	0		7	0	0	0		0	**-**
Bicycles on Road %	10%	2.3%	0%		2.8%	0.7%	4.7%	0%		0.9%	0%	0%	0%		0%	**-**
Pedestrians	-	-	-	2	-	-	-	-	9	-	-	-	-	105	-	**-**
Pedestrians%	-	-	-	1.7%		-	-	-	7.6%		-	-	-	89%		**-**
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	**-**
Bicycles on Crosswalk%	-	-	-	0%		-	-	-	0%		-	-	-	1.7%		**-**

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

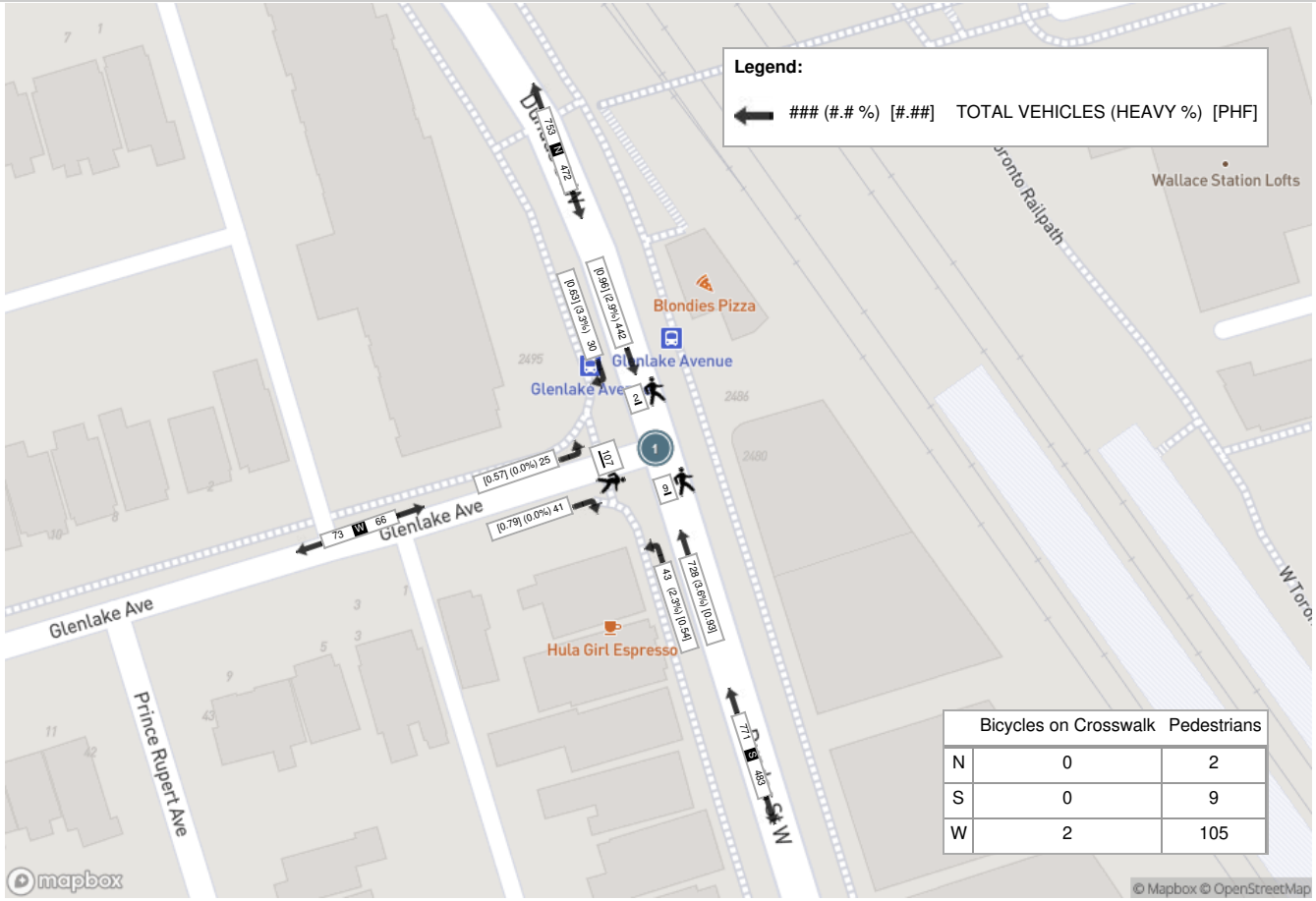
Peak Hour: 08:15 AM - 09:15 AM Weather: Overcast Clouds (-0.26 °C)



	Bicycles on Crosswalk	Pedestrians
N	0	4
S	0	9
W	0	72

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 04:30 PM - 05:30 PM Weather: Overcast Clouds (-0.2 °C)



BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Turning Movement Count (1 . DUNDAS ST W & GLENLAKE AVE)

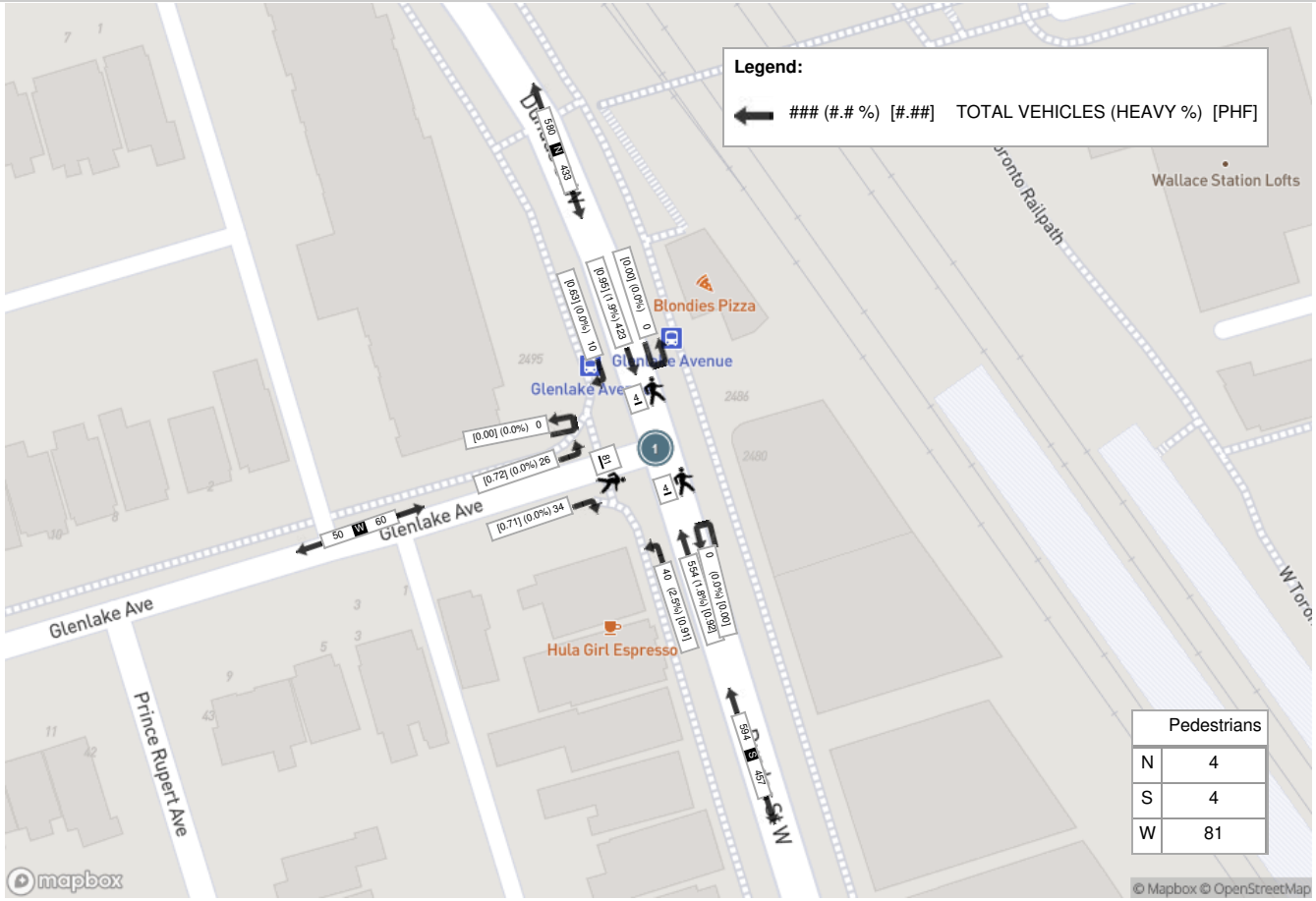
Start Time	N Approach DUNDAS ST W					S Approach DUNDAS ST W					W Approach GLENLAKE AVE					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	UTurn N:N	Peds N:	Approach Total	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Left W:N	UTurn W:W	Peds W:	Approach Total		
12:00:00	4	91	0	3	95	140	7	0	0	147	11	7	0	13	18	260	
12:15:00	4	91	1	1	96	135	6	0	1	141	7	7	0	14	14	251	
12:30:00	2	102	1	1	105	119	7	0	0	126	8	6	0	26	14	245	
12:45:00	5	96	1	2	102	94	8	0	3	102	12	3	0	15	15	219	975
13:00:00	2	102	0	1	104	132	10	0	4	142	11	5	0	16	16	262	977
13:15:00	1	107	0	0	108	128	5	0	4	133	7	6	0	20	13	254	980
13:30:00	3	107	1	0	111	127	13	0	0	140	4	8	0	20	12	263	998
13:45:00	5	91	0	0	96	128	12	0	2	140	9	2	0	12	11	247	1026
14:00:00	1	110	0	0	111	148	11	0	1	159	6	7	0	11	13	283	1047
14:15:00	4	110	0	3	114	125	10	0	0	135	12	3	0	17	15	264	1057
14:30:00	2	111	0	1	113	150	10	0	2	160	6	9	0	31	15	288	1082
14:45:00	3	92	0	0	95	131	9	0	1	140	10	7	0	22	17	252	1087
Grand Total	36	1210	4	12	1250	1557	108	0	18	1665	103	70	0	217	173	**3088**	-
Approach%	2.9%	96.8%	0.3%		-	93.5%	6.5%	0%		-	59.5%	40.5%	0%		-	**-**	-
Totals %	1.2%	39.2%	0.1%		40.5%	50.4%	3.5%	0%		53.9%	3.3%	2.3%	0%		5.6%	**-**	-
Heavy	1	30	0		-	48	1	0		-	0	0	0		-	**-**	-
Heavy %	2.8%	2.5%	0%		-	3.1%	0.9%	0%		-	0%	0%	0%		-	**-**	-
Bicycles	-	-	-		-	-	-	-		-	-	-	-		-	**-**	-
Bicycle %	-	-	-		-	-	-	-		-	-	-	-		-	**-**	-

Peak Hour: 02:00 PM - 03:00 PM Weather: Clear Sky (-4.81 °C)

Start Time	N Approach DUNDAS ST W					S Approach DUNDAS ST W					W Approach GLENLAKE AVE					Int. Total (15 min)
	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
14:00:00	1	110	0	0	111	148	11	0	1	159	6	7	0	11	13	283
14:15:00	4	110	0	3	114	125	10	0	0	135	12	3	0	17	15	264
14:30:00	2	111	0	1	113	150	10	0	2	160	6	9	0	31	15	288
14:45:00	3	92	0	0	95	131	9	0	1	140	10	7	0	22	17	252
Grand Total	10	423	0	4	433	554	40	0	4	594	34	26	0	81	60	**1087**
Approach%	2.3%	97.7%	0%		-	93.3%	6.7%	0%		-	56.7%	43.3%	0%		-	**-**
Totals %	0.9%	38.9%	0%		39.8%	51%	3.7%	0%		54.6%	3.1%	2.4%	0%		5.5%	**-**
PHF	0.63	0.95	0		0.95	0.92	0.91	0		0.93	0.71	0.72	0		0.88	**-**
Heavy	0	8	0		8	10	1	0		11	0	0	0		0	**-**
Heavy %	0%	1.9%	0%		1.8%	1.8%	2.5%	0%		1.9%	0%	0%	0%		0%	**-**
Lights	10	407	0		417	541	38	0		579	33	26	0		59	**-**
Lights %	100%	96.2%	0%		96.3%	97.7%	95%	0%		97.5%	97.1%	100%	0%		98.3%	**-**
Single-Unit Trucks	0	3	0		3	3	0	0		3	0	0	0		0	**-**
Single-Unit Trucks %	0%	0.7%	0%		0.7%	0.5%	0%	0%		0.5%	0%	0%	0%		0%	**-**
Buses	0	5	0		5	5	1	0		6	0	0	0		0	**-**
Buses %	0%	1.2%	0%		1.2%	0.9%	2.5%	0%		1%	0%	0%	0%		0%	**-**
Articulated Trucks	0	0	0		0	2	0	0		2	0	0	0		0	**-**
Articulated Trucks %	0%	0%	0%		0%	0.4%	0%	0%		0.3%	0%	0%	0%		0%	**-**
Bicycles on Road	0	8	0		8	3	1	0		4	1	0	0		1	**-**
Bicycles on Road %	0%	1.9%	0%		1.8%	0.5%	2.5%	0%		0.7%	2.9%	0%	0%		1.7%	**-**
Pedestrians	-	-	-	4	-	-	-	-	4	-	-	-	-	81	-	**-**
Pedestrians%	-	-	-	4.5%		-	-	-	4.5%		-	-	-	91%		**-**

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 02:00 PM - 03:00 PM Weather: Clear Sky (-4.81 °C)



BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Turning Movement Count (1 . DUNDAS ST W & 2400 DUNDAS ST W SITE ACCESS)

Start Time	N Approach DUNDAS ST W					E Approach SDM-FRESHCO ACCESS (2400 -2440 DUNDAS ST W)					S Approach DUNDAS ST W					Int. Total (15 min)	Int. Total (1 hr)
	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	UTurn S:S	Peds S:	Approach Total		
07:00:00	84	6	0	2	90	6	1	0	8	7	5	68	0	0	73	170	
07:15:00	122	6	0	0	128	3	4	0	5	7	2	89	0	0	91	226	
07:30:00	142	11	0	3	153	9	7	0	4	16	3	91	0	0	94	263	
07:45:00	149	7	0	8	156	6	1	0	15	7	5	105	0	0	110	273	932
08:00:00	143	13	0	9	156	9	3	0	6	12	2	89	0	13	91	259	1021
08:15:00	149	8	0	4	157	7	5	0	23	12	8	123	0	22	131	300	1095
08:30:00	148	18	0	12	166	14	6	0	21	20	6	130	0	18	136	322	1154
08:45:00	150	8	0	12	158	8	14	0	14	22	13	129	0	10	142	322	1203
09:00:00	131	11	1	12	143	7	7	0	24	14	11	81	0	19	92	249	1193
09:15:00	119	12	0	8	131	12	10	0	17	22	8	92	0	13	100	253	1146
09:30:00	120	3	0	13	123	7	9	0	23	16	9	114	0	14	123	262	1086
09:45:00	112	11	0	14	123	8	10	0	18	18	12	97	0	11	109	250	1014
10:00:00	100	11	0	5	111	11	5	0	21	16	8	84	0	13	92	219	984
10:15:00	88	8	0	9	96	8	11	0	18	19	10	94	0	12	104	219	950
10:30:00	96	6	0	7	102	6	12	0	13	18	12	83	0	4	95	215	903
10:45:00	86	8	0	4	94	10	11	0	16	21	14	96	1	9	111	226	879
11:00:00	85	17	0	4	102	11	14	0	9	25	10	102	0	11	112	239	899
11:15:00	85	9	0	3	94	9	12	0	8	21	11	134	0	7	145	260	940
11:30:00	96	7	0	4	103	11	11	0	20	22	9	118	0	13	127	252	977
11:45:00	97	5	0	7	102	8	11	0	25	19	8	104	0	12	112	233	984
12:00:00	87	8	0	6	95	6	12	0	19	18	14	109	0	8	123	236	981
12:15:00	109	8	0	5	117	3	10	0	23	13	15	110	0	7	125	255	976
12:30:00	105	10	0	6	115	16	11	0	12	27	12	100	1	10	113	255	979
12:45:00	69	7	0	12	76	10	13	0	17	23	16	111	0	10	127	226	972
13:00:00	68	8	0	10	76	12	9	0	24	21	13	89	0	8	102	199	935
13:15:00	85	8	0	8	93	10	8	0	27	18	10	116	0	7	126	237	917
13:30:00	78	7	0	4	85	12	12	0	25	24	5	108	0	14	113	222	884
13:45:00	78	7	0	12	85	3	8	0	13	11	9	115	0	7	124	220	878
14:00:00	80	12	0	7	92	12	8	0	28	20	14	120	0	14	134	246	925
14:15:00	104	13	0	4	117	12	13	0	28	25	18	118	0	7	136	278	966
14:30:00	83	6	0	13	89	11	18	0	17	29	14	133	0	11	147	265	1009
14:45:00	91	9	0	17	100	11	16	0	31	27	17	158	0	7	175	302	1091
15:00:00	79	9	0	9	88	14	6	0	26	20	16	178	0	12	194	302	1147

15:15:00	89	9	0	16	98	17	8	0	33	25	18	136	0	20	154	277	1146
15:30:00	88	10	0	17	98	13	9	0	41	22	14	172	0	37	186	306	1187
15:45:00	91	12	0	18	103	11	17	1	34	29	17	149	0	24	166	298	1183
16:00:00	94	13	0	15	107	22	14	0	34	36	14	173	1	17	188	331	1212
16:15:00	93	6	0	10	99	15	12	0	21	27	14	167	0	18	181	307	1242
16:30:00	95	14	0	13	109	21	8	0	21	29	18	166	0	20	184	322	1258
16:45:00	99	9	0	22	108	23	8	0	35	31	22	172	0	25	194	333	1293
17:00:00	117	15	0	16	132	15	12	0	41	27	10	197	0	27	207	366	1328
17:15:00	107	21	0	20	128	17	11	0	61	28	14	184	0	26	198	354	1375
17:30:00	99	16	0	21	115	28	13	0	36	41	23	164	0	17	187	343	1396
17:45:00	115	18	0	25	133	16	20	0	60	36	20	177	0	28	197	366	1429
18:00:00	111	16	0	24	127	20	13	0	45	33	15	155	0	19	170	330	1393
18:15:00	104	13	0	11	117	20	17	0	31	37	27	156	0	21	183	337	1376
18:30:00	96	16	0	16	112	18	17	0	41	35	11	133	0	22	144	291	1324
18:45:00	87	14	0	11	101	14	11	0	25	25	15	140	0	17	155	281	1239
19:00:00	108	9	0	10	117	9	22	0	29	31	15	132	0	7	147	295	1204
19:15:00	78	6	0	10	84	16	16	0	30	32	19	130	0	11	149	265	1132
19:30:00	77	16	0	9	93	13	8	0	21	21	10	120	0	16	130	244	1085
19:45:00	67	7	0	4	74	12	13	0	24	25	13	124	0	12	137	236	1040
Grand Total	5233	537	1	541	5771	622	557	1	1261	1180	648	6555	3	707	7186	**14137**	-
Approach%	90.7%	9.3%	0%		-	52.7%	47.2%	0.1%		-	9%	91.2%	0%		-	**-**	-
Totals %	37%	3.8%	0%		40.8%	4.4%	3.9%	0%		8.3%	4.6%	46.4%	0%		50.8%	**-**	-
Heavy	237	10	0		-	16	12	0		-	16	322	0		-	**-**	-
Heavy %	4.5%	1.9%	0%		-	2.6%	2.2%	0%		-	2.5%	4.9%	0%		-	**-**	-
Bicycles	-	-	-		-	-	-	-		-	-	-	-		-	**-**	-
Bicycle %	-	-	-		-	-	-	-		-	-	-	-		-	**-**	-

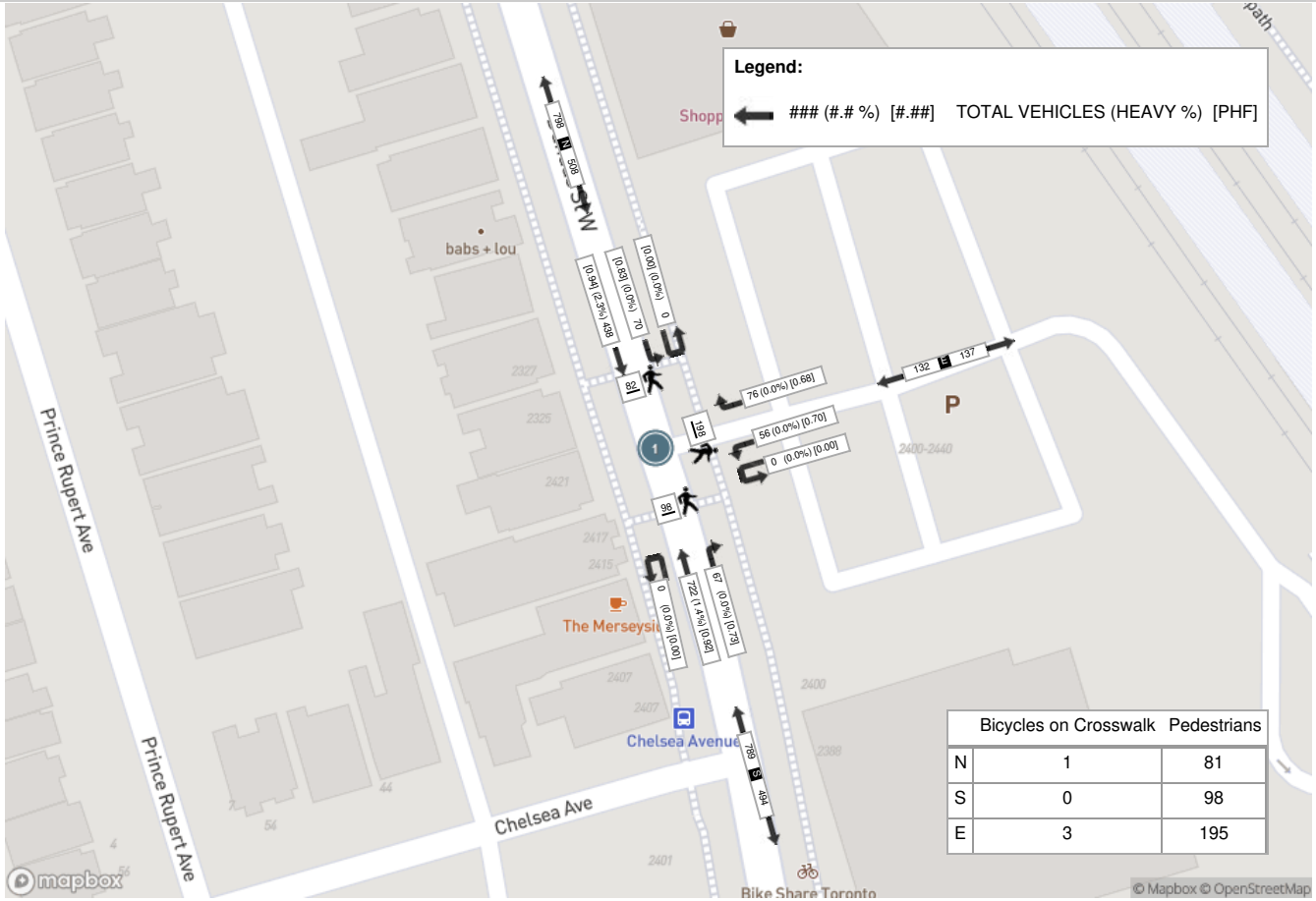
BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 05:00 PM - 06:00 PM Weather: Light Rain (5.92 °C)

Start Time	N Approach DUNDAS ST W					E Approach SDM-FRESHCO ACCESS (2400 -2440 DUNDAS ST W)					S Approach DUNDAS ST W					Int. Total (15 min)
	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	Right	Thru	UTurn	Peds	Approach Total	
17:00:00	117	15	0	16	132	15	12	0	41	27	10	197	0	27	207	366
17:15:00	107	21	0	20	128	17	11	0	61	28	14	184	0	26	198	354
17:30:00	99	16	0	21	115	28	13	0	36	41	23	164	0	17	187	343
17:45:00	115	18	0	25	133	16	20	0	60	36	20	177	0	28	197	366
Grand Total	438	70	0	82	508	76	56	0	198	132	67	722	0	98	789	**1429**
Approach%	86.2%	13.8%	0%		-	57.6%	42.4%	0%		-	8.5%	91.5%	0%		-	**-**
Totals %	30.7%	4.9%	0%		35.5%	5.3%	3.9%	0%		9.2%	4.7%	50.5%	0%		55.2%	**-**
PHF	0.94	0.83	0		0.95	0.68	0.7	0		0.8	0.73	0.92	0		0.95	**-**
Heavy	10	0	0		10	0	0	0		0	0	10	0		10	**-**
Heavy %	2.3%	0%	0%		2%	0%	0%	0%		0%	0%	1.4%	0%		1.3%	**-**
Lights	414	69	0		483	76	55	0		131	67	698	0		765	**-**
Lights %	94.5%	98.6%	0%		95.1%	100%	98.2%	0%		99.2%	100%	96.7%	0%		97%	**-**
Single-Unit Trucks	3	0	0		3	0	0	0		0	0	3	0		3	**-**
Single-Unit Trucks %	0.7%	0%	0%		0.6%	0%	0%	0%		0%	0%	0.4%	0%		0.4%	**-**
Buses	6	0	0		6	0	0	0		0	0	7	0		7	**-**
Buses %	1.4%	0%	0%		1.2%	0%	0%	0%		0%	0%	1%	0%		0.9%	**-**
Articulated Trucks	1	0	0		1	0	0	0		0	0	0	0		0	**-**
Articulated Trucks %	0.2%	0%	0%		0.2%	0%	0%	0%		0%	0%	0%	0%		0%	**-**
Bicycles on Road	14	1	0		15	0	1	0		1	0	14	0		14	**-**
Bicycles on Road %	3.2%	1.4%	0%		3%	0%	1.8%	0%		0.8%	0%	1.9%	0%		1.8%	**-**
Pedestrians	-	-	-	81	-	-	-	-	195	-	-	-	-	98	-	**-**
Pedestrians%	-	-	-	21.4%		-	-	-	51.6%		-	-	-	25.9%		**-**
Bicycles on Crosswalk	-	-	-	1	-	-	-	-	3	-	-	-	-	0	-	**-**
Bicycles on Crosswalk%	-	-	-	0.3%		-	-	-	0.8%		-	-	-	0%		**-**

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Peak Hour: 05:00 PM - 06:00 PM Weather: Light Rain (5.92 °C)



	Bicycles on Crosswalk	Pedestrians
N	1	81
S	0	98
E	3	195

BA Group
300 45 ST. CLAIR AVE W
TORONTO ONTARIO, M4V 1K9
CANADA

Turning Movement Count (2 . DUNDAS ST W & CHELSEA AVE)

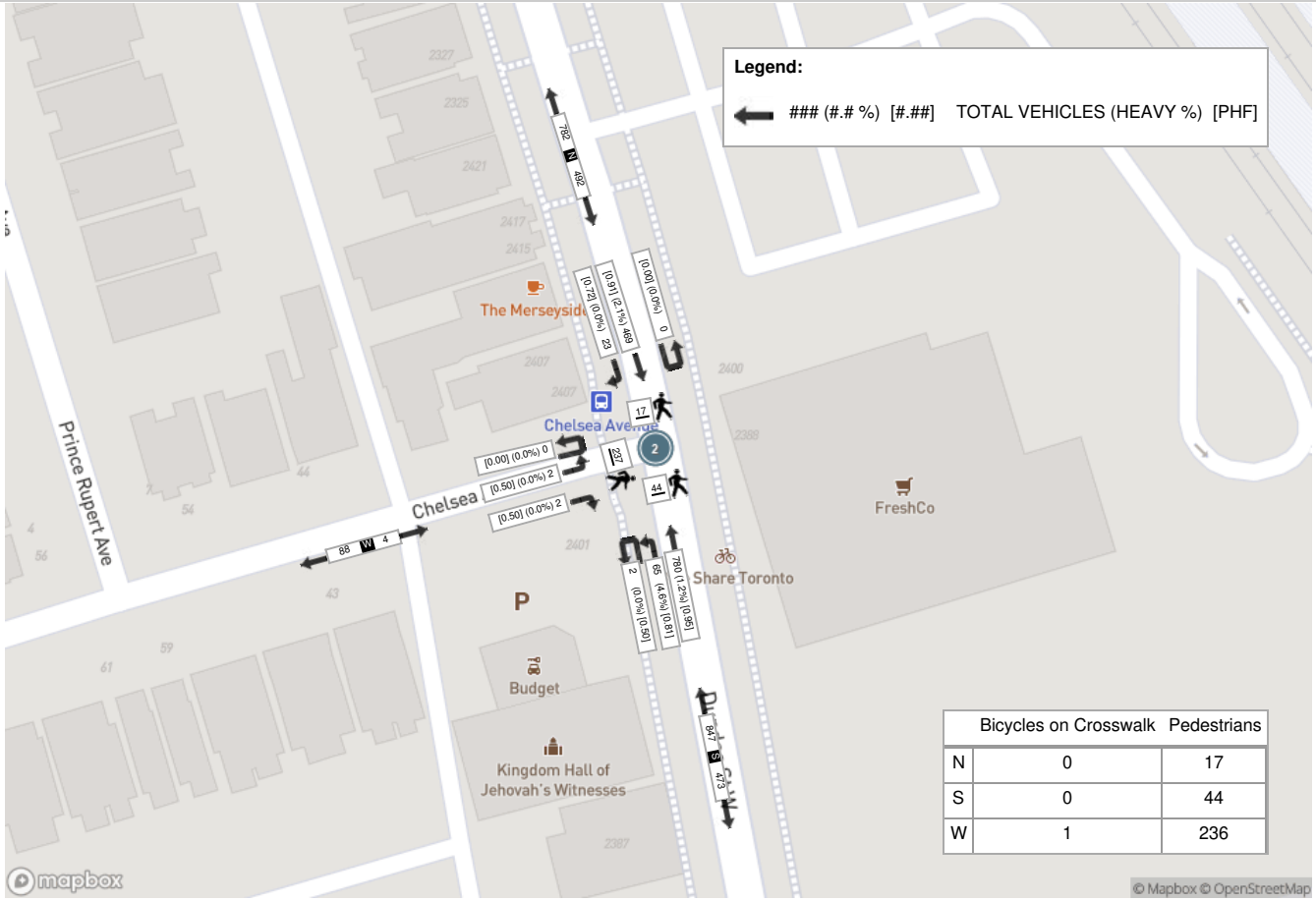
Start Time	N Approach DUNDAS ST W					S Approach DUNDAS ST W					W Approach CHELSEA AVE					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	UTurn N:N	Peds N:	Approach Total	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Left W:N	UTurn W:W	Peds W:	Approach Total		
07:00:00	0	90	0	4	90	76	3	0	1	79	0	0	0	8	0	169	
07:15:00	7	119	0	0	126	90	7	1	21	98	0	0	0	16	0	224	
07:30:00	7	144	0	0	151	96	1	0	7	97	0	0	0	27	0	248	
07:45:00	6	143	0	3	149	108	2	0	15	110	1	1	0	29	2	261	902
08:00:00	5	143	0	3	148	96	8	2	4	106	3	1	0	33	4	258	991
08:15:00	6	146	0	0	152	130	14	2	6	146	1	2	0	38	3	301	1068
08:30:00	6	148	0	2	154	144	9	1	7	154	2	0	0	42	2	310	1130
08:45:00	8	141	0	0	149	140	8	0	5	148	1	0	0	42	1	298	1167
09:00:00	4	144	0	4	148	88	9	0	4	97	4	1	0	46	5	250	1159
09:15:00	9	118	0	1	127	97	12	0	5	109	4	0	0	34	4	240	1098
09:30:00	2	129	0	2	131	118	12	0	4	130	1	0	0	36	1	262	1050
09:45:00	4	118	0	4	122	110	4	2	7	116	0	0	0	25	0	238	990
10:00:00	5	100	0	2	105	100	9	3	6	112	1	0	0	18	1	218	958
10:15:00	4	92	0	2	96	101	10	0	14	111	3	1	0	20	4	211	929
10:30:00	6	102	0	0	108	91	7	0	0	98	0	0	0	12	0	206	873
10:45:00	3	95	0	2	98	119	9	1	4	129	0	1	0	21	1	228	863
11:00:00	7	95	0	1	102	108	7	0	5	115	1	0	0	14	1	218	863
11:15:00	4	90	0	3	94	135	9	2	5	146	3	0	0	18	3	243	895
11:30:00	2	106	0	2	108	132	12	0	7	144	0	0	0	23	0	252	941
11:45:00	3	109	0	2	112	120	11	2	6	133	1	0	0	16	1	246	959
12:00:00	1	96	0	7	97	126	6	2	7	134	0	0	0	25	0	231	972
12:15:00	4	114	0	2	118	111	7	0	11	118	0	1	0	21	1	237	966
12:30:00	8	109	0	3	117	116	16	0	6	132	1	0	0	23	1	250	964
12:45:00	3	82	0	4	85	132	14	0	5	146	0	0	0	21	0	231	949
13:00:00	2	78	0	2	80	105	10	1	1	116	3	0	0	20	3	199	917
13:15:00	3	82	0	2	85	122	9	0	6	131	0	0	0	25	0	216	896
13:30:00	0	91	0	3	91	119	15	0	4	134	1	0	0	26	1	226	872
13:45:00	4	88	0	4	92	125	9	1	6	135	1	0	0	27	1	228	869
14:00:00	2	91	0	3	93	136	16	0	6	152	1	1	0	25	2	247	917
14:15:00	1	107	0	1	108	130	11	3	6	144	0	0	0	19	0	252	953
14:30:00	3	98	0	1	101	155	7	0	3	162	0	0	0	25	0	263	990
14:45:00	5	105	0	2	110	174	7	0	2	181	1	0	0	23	1	292	1054
15:00:00	4	77	0	5	81	203	18	0	4	221	1	0	0	30	1	303	1110
15:15:00	3	96	0	1	99	147	11	0	6	158	1	0	0	37	1	258	1116

15:30:00	4	96	0	3	100	187	17	0	2	204	2	0	0	50	2	306	1159
15:45:00	1	109	0	3	110	170	6	0	1	176	0	0	0	36	0	286	1153
16:00:00	8	100	0	1	108	185	16	0	2	201	1	0	0	38	1	310	1160
16:15:00	4	98	0	2	102	185	12	0	8	197	1	1	0	31	2	301	1203
16:30:00	3	109	0	2	112	179	14	0	7	193	2	0	0	52	2	307	1204
16:45:00	6	100	0	0	106	198	9	0	11	207	2	0	0	56	2	315	1233
17:00:00	4	129	0	3	133	206	17	0	12	223	1	1	0	60	2	358	1281
17:15:00	6	105	0	4	111	196	20	1	10	217	1	1	0	60	2	330	1310
17:30:00	8	107	0	6	115	193	16	0	9	209	0	0	0	48	0	324	1327
17:45:00	5	128	0	4	133	185	12	1	13	198	0	0	0	69	0	331	1343
18:00:00	7	122	0	2	129	178	15	0	12	193	2	1	0	46	3	325	1310
18:15:00	5	113	0	2	118	178	19	0	7	197	0	0	0	47	0	315	1295
18:30:00	5	108	0	4	113	151	13	1	7	165	0	0	0	42	0	278	1249
18:45:00	4	102	0	2	106	158	10	1	5	169	1	0	0	42	1	276	1194
19:00:00	8	114	0	1	122	151	20	1	3	172	1	0	0	29	1	295	1164
19:15:00	4	91	0	7	95	142	8	0	6	150	1	1	0	31	2	247	1096
19:30:00	3	81	0	2	84	132	2	0	2	134	1	0	0	28	1	219	1037
19:45:00	9	73	0	6	82	140	6	1	6	147	0	0	0	22	0	229	990
Grand Total	235	5571	0	131	5806	7214	551	29	329	7794	52	14	0	1652	66	**13666**	-
Approach%	4%	96%	0%		-	92.6%	7.1%	0.4%		-	78.8%	21.2%	0%		-	**-**	-
Totals %	1.7%	40.8%	0%		42.5%	52.8%	4%	0.2%		57%	0.4%	0.1%	0%		0.5%	**-**	-
Heavy	8	239	0		-	337	18	1		-	1	0	0		-	**-**	-
Heavy %	3.4%	4.3%	0%		-	4.7%	3.3%	3.4%		-	1.9%	0%	0%		-	**-**	-
Bicycles	-	-	-		-	-	-	-		-	-	-	-		-	**-**	-
Bicycle %	-	-	-		-	-	-	-		-	-	-	-		-	**-**	-

Peak Hour: 05:00 PM - 06:00 PM Weather: Light Rain (5.92 °C)

Start Time	N Approach DUNDAS ST W					S Approach DUNDAS ST W					W Approach CHELSEA AVE					Int. Total (15 min)
	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
17:00:00	4	129	0	3	133	206	17	0	12	223	1	1	0	60	2	358
17:15:00	6	105	0	4	111	196	20	1	10	217	1	1	0	60	2	330
17:30:00	8	107	0	6	115	193	16	0	9	209	0	0	0	48	0	324
17:45:00	5	128	0	4	133	185	12	1	13	198	0	0	0	69	0	331
Grand Total	23	469	0	17	492	780	65	2	44	847	2	2	0	237	4	**1343**
Approach%	4.7%	95.3%	0%		-	92.1%	7.7%	0.2%		-	50%	50%	0%		-	**-**
Totals %	1.7%	34.9%	0%		36.6%	58.1%	4.8%	0.1%		63.1%	0.1%	0.1%	0%		0.3%	**-**
PHF	0.72	0.91	0		0.92	0.95	0.81	0.5		0.95	0.5	0.5	0		0.5	**-**
Heavy	0	10	0		10	9	3	0		12	0	0	0		0	**-**
Heavy %	0%	2.1%	0%		2%	1.2%	4.6%	0%		1.4%	0%	0%	0%		0%	**-**
Lights	21	444	0		465	753	62	2		817	2	2	0		4	**-**
Lights %	91.3%	94.7%	0%		94.5%	96.5%	95.4%	100%		96.5%	100%	100%	0%		100%	**-**
Single-Unit Trucks	0	3	0		3	3	3	0		6	0	0	0		0	**-**
Single-Unit Trucks %	0%	0.6%	0%		0.6%	0.4%	4.6%	0%		0.7%	0%	0%	0%		0%	**-**
Buses	0	6	0		6	6	0	0		6	0	0	0		0	**-**
Buses %	0%	1.3%	0%		1.2%	0.8%	0%	0%		0.7%	0%	0%	0%		0%	**-**
Articulated Trucks	0	1	0		1	0	0	0		0	0	0	0		0	**-**
Articulated Trucks %	0%	0.2%	0%		0.2%	0%	0%	0%		0%	0%	0%	0%		0%	**-**
Bicycles on Road	2	15	0		17	18	0	0		18	0	0	0		0	**-**
Bicycles on Road %	8.7%	3.2%	0%		3.5%	2.3%	0%	0%		2.1%	0%	0%	0%		0%	**-**
Pedestrians	-	-	-	17	-	-	-	-	44	-	-	-	-	236	-	**-**
Pedestrians%	-	-	-	5.7%		-	-	-	14.8%		-	-	-	79.2%		**-**
Bicycles on Crosswalk	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	**-**
Bicycles on Crosswalk%	-	-	-	0%		-	-	-	0%		-	-	-	0.3%		**-**

Peak Hour: 05:00 PM - 06:00 PM Weather: Light Rain (5.92 °C)



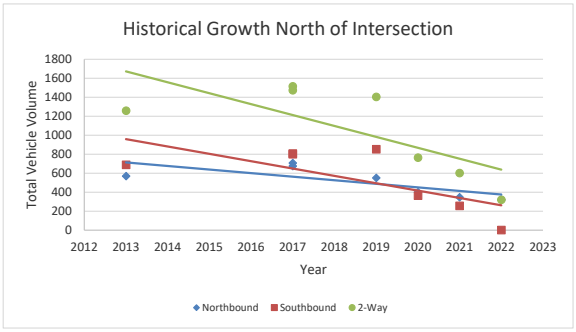
	Bicycles on Crosswalk	Pedestrians
N	0	17
S	0	44
W	1	236

Appendix E:
Corridor Growth Analysis Sheets

Project:	2400 Dundas Street West
Project ID:	8159-06
Intersection	Dundas Street W / Bloor Street West
Peak Hour	AM Peak

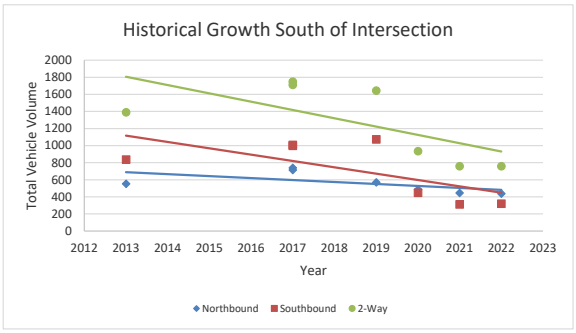
North of Intersection				
Date	**Year**	**Northbound**	**Southbound**	**2-Way**
Thurs. Aug 8	2013	570	689	1259
Thurs. Nov 9	2017	707	808	1515
Thurs. Nov. 23	2017	675	799	1474
Tues. Jan. 15	2019	551	853	1404
Wed. Sep. 30	2020	400	364	764
Wed. Sep. 1	2021	346	256	602
Tues. June 14	2022	320	1	321
				0
				0
				0
				0
				0
				0
				0
				0

Trend Point at start		713.7	959.0	1672.7
Trend Point at end		375.7	262.0	637.7
Slope		-37.6	-77.4	-115.0
Annual Growth		**-14.8%**	**-27.7%**	**-21.4%**



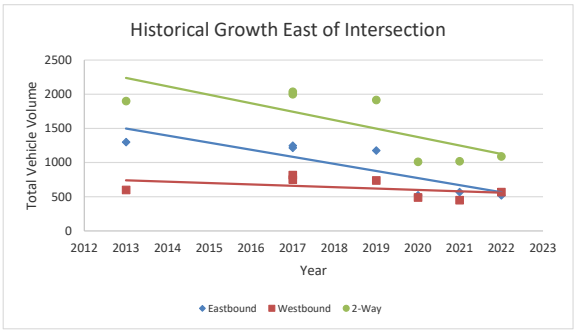
South of Intersection				
Date	**Year**	**Northbound**	**Southbound**	**2-Way**
Thurs. Aug 8	2013	554	836	1390
Thurs. Nov 9	2017	740	1009	1749
Thurs. Nov. 23	2017	714	997	1711
Tues. Jan. 15	2019	570	1074	1644
Wed. Sep. 30	2020	487	449	936
Wed. Sep. 1	2021	446	313	759
Tues. June 14	2022	438	321	759
				0
				0
				0
				0
				0
				0
				0
				0

Trend Point at start		689.1	1116.9	1806.0
Trend Point at end		481.9	449.2	931.1
Slope		-23.0	-74.2	-97.2
Annual Growth		**-8.6%**	**-20.4%**	**-15.3%**



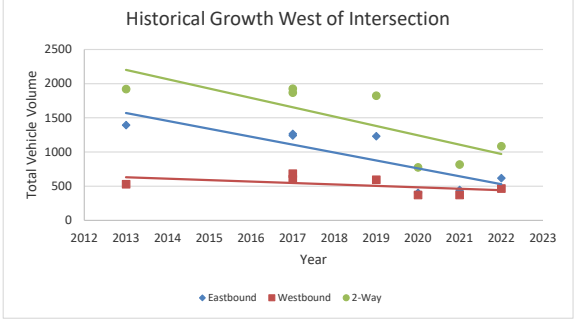
East of Intersection				
Date	**Year**	**Eastbound**	**Westbound**	**2-Way**
Thurs. Aug 8	2013	1301	600	1901
Thurs. Nov. 9	2017	1247	753	2000
Thurs. Nov. 23	2017	1217	819	2036
Tues. Jan. 15	2019	1177	740	1917
Wed. Sep. 30	2020	522	489	1011
Wed. Sep. 1	2021	569	451	1020
Tues. June 14	2022	521	569	1090
				0
				0
				0
				0
				0
				0
				0
				0

Trend Point at start		1498.1	740.7	2238.8
Trend Point at end		566.7	559.8	1126.5
Slope		-103.5	-20.1	-123.6
Annual Growth		**-11.4%**	**-3.4%**	**-8.2%**



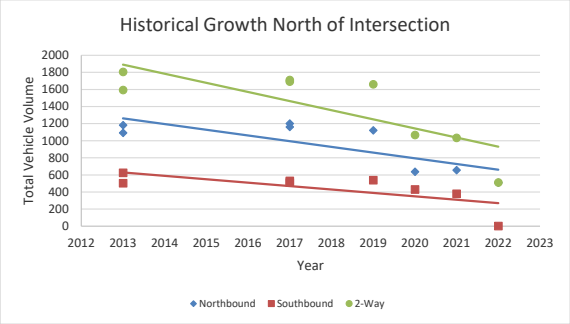
West of Intersection				
Date	**Year**	**Eastbound**	**Westbound**	**2-Way**
Thurs. Aug 8	2013	1393	529	1922
Thurs. Nov. 9	2017	1265	603	1868
Thurs. Nov. 23	2017	1241	684	1925
Tues. Jan. 15	2019	1232	593	1825
Wed. Sep. 30	2020	403	372	775
Wed. Sep. 1	2021	446	371	817
Tues. June 14	2022	619	465	1084
				0
				0
				0
				0
				0
				0
				0
				0

Trend Point at start		1570.9	630.9	2201.8
Trend Point at end		529.4	441.6	971.0
Slope		-115.7	-21.0	-136.8
Annual Growth		**-23.8%**	**-8.5%**	**-18.5%**

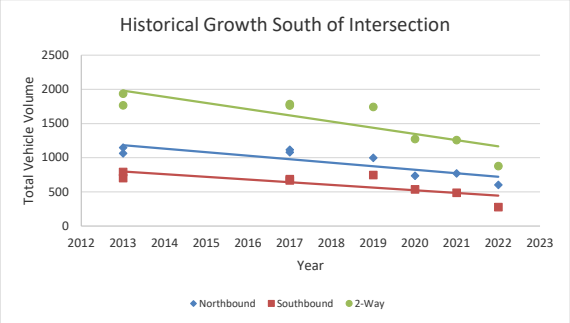


Project:	2400 Dundas Street West
Project ID:	8159-06
Intersection	Dundas Street W / Bloor Street West
Peak Hour	PM Peak

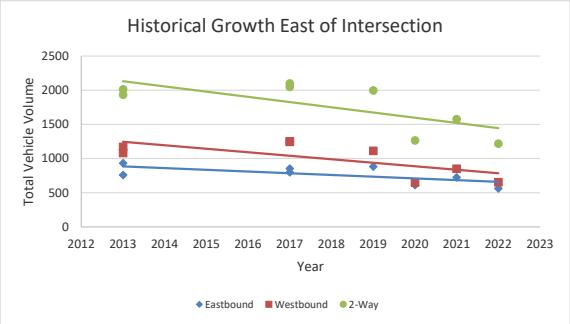
North of Intersection				
Date	**Year**	**Northbound**	**Southbound**	**2-Way**
Thurs. Aug. 8	2013	1092	502	1594
Fri Sep 13	2013	1182	624	1806
Thurs. Nov. 9	2017	1200	510	1710
Thurs. Nov. 23	2017	1161	530	1691
Tues. Jan. 15	2019	1121	539	1660
Wed. Sep. 30	2020	637	430	1067
Wed. Sep. 1	2021	656	378	1034
Tues. June 14	2022	509	1	510
				0
				0
				0
				0
				0
				0
				0
Trend Point at start		1262.0	628.9	1890.9
Trend Point at end		660.9	269.5	930.5
Slope		-66.8	-39.9	-106.7
Annual Growth		**-14.9%**	**-19.1%**	**-16.2%**



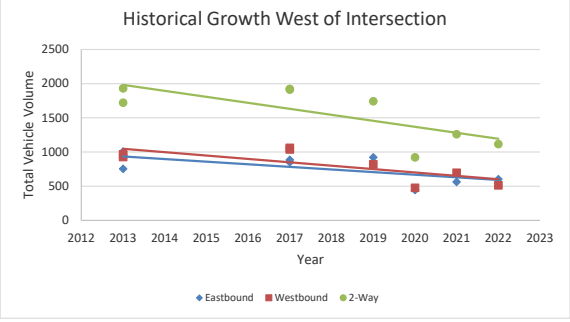
South of Intersection				
Date	**Year**	**Northbound**	**Southbound**	**2-Way**
Thrus. Aug. 8	2013	1064	702	1766
Fri Sep 13	2013	1148	790	1938
Thurs. Nov. 9	2017	1117	669	1786
Thurs. Nov. 23	2017	1079	685	1764
Tues. Jan. 15	2019	997	747	1744
Wed. Sep. 30	2020	737	537	1274
Wed. Sep. 1	2021	771	488	1259
Tues. June 14	2022	602	277	879
				0
				0
				0
				0
				0
				0
				0
Trend Point at start		1183.3	798.2	1981.5
Trend Point at end		721.1	445.1	1166.3
Slope		-51.4	-39.2	-90.6
Annual Growth		**-11.6%**	**-13.6%**	**-12.4%**



East of Intersection				
Date	**Year**	**Eastbound**	**Westbound**	**2-Way**
Thurs. Aug. 8	2013	932	1082	2014
Fri Sep 13	2013	761	1173	1934
Thurs. Nov. 9	2017	799	1252	2051
Thurs. Nov. 23	2017	855	1244	2099
Tues. Jan. 15	2019	884	1114	1998
Wed. Sep. 30	2020	614	651	1265
Wed. Sep. 1	2021	725	853	1578
Tues. June 14	2022	563	655	1218
				0
				0
				0
				0
				0
				0
				0
Trend Point at start		885.9	1246.0	2132.0
Trend Point at end		659.9	785.5	1445.4
Slope		-25.1	-51.2	-76.3
Annual Growth		**-4.1%**	**-6.4%**	**-5.4%**



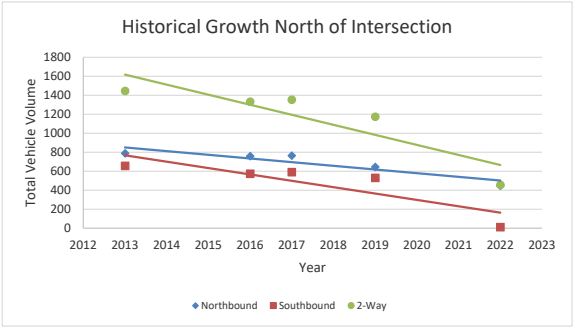
West of Intersection				
Date	**Year**	**Eastbound**	**Westbound**	**2-Way**
Thurs. Aug. 8	2013	1005	927	1932
Fri Sep 13	2013	755	967	1722
Thurs. Nov. 9	2017	851	1062	1913
Thurs. Nov. 23	2017	886	1038	1924
Tues. Jan. 15	2019	922	820	1742
Wed. Sep. 30	2020	446	476	922
Wed. Sep. 1	2021	564	697	1261
Tues. June 14	2022	603	512	1115
				0
				0
				0
				0
				0
				0
				0
Trend Point at start		935.3	1047.5	1982.8
Trend Point at end		591.8	602.0	1193.8
Slope		-38.2	-49.5	-87.7
Annual Growth		**-10.8%**	**-12.9%**	**-11.9%**



Project:	2400 Dundas Street West
Project ID:	8159-06
Intersection	Dundas Street W / Bloor Street West
Peak Hour	SAT Peak

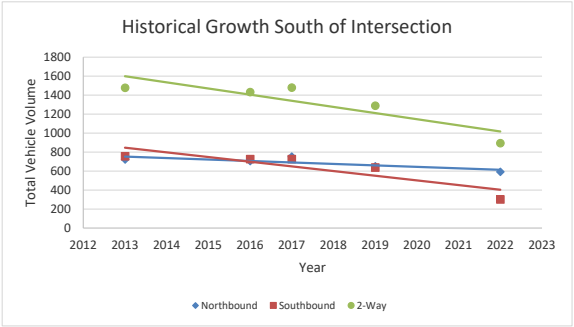
North of Intersection				
Date	**Year**	**Northbound**	**Southbound**	**2-Way**
14-Sep-13	2013	788	657	1445
13-Feb-16	2016	758	574	1332
11-Nov-17	2017	763	590	1353
19-Jan-19	2019	645	529	1174
11-Jun-22	2022	446	11	457
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0

Trend Point at start		850.4	767.5	1617.8
Trend Point at end		501.9	163.5	665.4
Slope		-38.7	-67.1	-105.8
Annual Growth		**-8.4%**	**-22.7%**	**-13.8%**



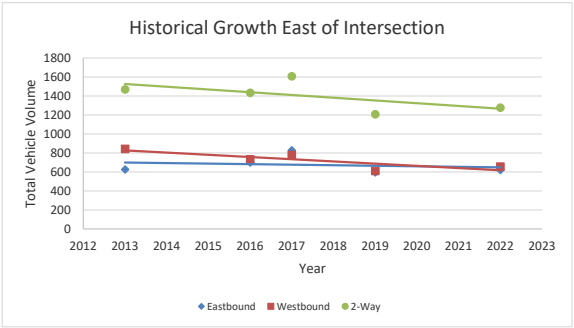
South of Intersection				
Date	**Year**	**Northbound**	**Southbound**	**2-Way**
14-Sep-13	2013	722	756	1478
13-Feb-16	2016	706	727	1433
11-Nov-17	2017	753	727	1480
19-Jan-19	2019	650	638	1288
11-Jun-22	2022	593	302	895
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0

Trend Point at start		752.8	846.6	1599.4
Trend Point at end		613.7	403.6	1017.3
Slope		-15.5	-49.2	-64.7
Annual Growth		**-3.3%**	**-11.6%**	**-7.3%**



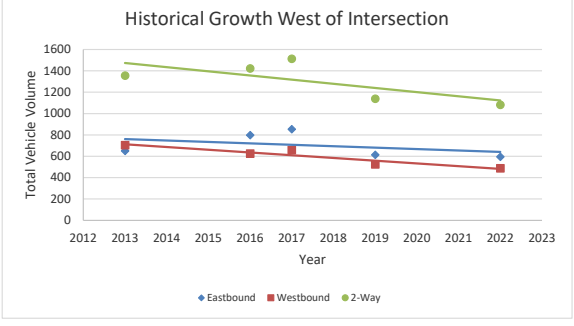
East of Intersection				
Date	**Year**	**Eastbound**	**Westbound**	**2-Way**
14-Sep-13	2013	626	844	1470
13-Feb-16	2016	701	733	1434
11-Nov-17	2017	828	780	1608
19-Jan-19	2019	597	611	1208
11-Jun-22	2022	621	657	1278
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0

Trend Point at start		699.4	827.4	1526.8
Trend Point at end		648.6	617.9	1266.6
Slope		-5.6	-23.3	-28.9
Annual Growth		**0.0%**	**0.0%**	**0.0%**



West of Intersection				
Date	**Year**	**Eastbound**	**Westbound**	**2-Way**
14-Sep-13	2013	651	704	1355
13-Feb-16	2016	798	625	1423
11-Nov-17	2017	854	659	1513
19-Jan-19	2019	614	524	1138
11-Jun-22	2022	595	487	1082
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0

Trend Point at start		761.2	712.5	1473.7
Trend Point at end		641.0	482.0	1122.9
Slope		-13.4	-25.6	-39.0
Annual Growth		**-2.8%**	**-6.3%**	**-4.4%**



Appendix F:
Signal Timing Plans

LOCATION:	**Dundas St W & Bloor St W**	*ATO (District) / WARD:*	**1 (Toronto-East York) / 4**
MODE/COMMENT:	**SA1 - 2-Wire Polara APS, RLC, TSP*, LBO Signs & LPI**	*COMPUTER SYSTEM:*	**TransSuite**
TCS:	**327**	*CONTROLLER/CABINET TYPE:*	**PEEK ATC - 1000 / TS2 T1**
PREPARED BY / DATE:	**RanaJamil Iftikhar / May 27, 2022**	*CONFLICT FLASH:*	**Red & Red**
CHECKED BY / DATE:	**Ihtesham Ahmad / May 27, 2022**	*DESIGN WALK SPEED:*	**0.9 m/s (FDW based on full crossing at 1.1 m/s)**
IMPLEMENTATION DATE:	**May 28, 2022**	*CHANNEL/DROP:*	**4005/43**
		CONTROLLER FIRMWARE:	**3.018.1.2976**

NEMA Phase		OFF All Other Times	AM 06:30-09:30 M-F	PM 15:15-18:30 M-F	NIGHT 22:00-06:00 Daily	WKND 10:00-19:00 Sat & Sun	TTC Closure TTD	Phase Mode (Fixed/Demanded/Callable)	Remarks
	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5	Pattern 6		
	Split Table	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6		
1 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT								Pedestrian Minimums: NSWK = 8 sec NSFD = 19 sec EWWK = 8 sec EWFD = 20 sec Left-Turn Passage Time = 2 sec APS on during FULL WALK periods when activated by pushbuttons and no arrows are displayed. Extended Push Activation = 3 sec See back for TSP instructions.
2 Dundas St W	WLK DLY 5 WLK 8 FDW 19 MIN 22 MAX1 23 AMB 3.0 ALR 3.0 SPLIT	34	34	36	35	34	34	Fixed. POZ activated by Request Loop. (Max extension of 14 sec in Green/Walk & 16 sec in Green/Don't Walk) Split shown includes 5 sec of NS LPI	**TSP NS enabled on November 18, 2016** Output script 1 is used for driving LBO signs to prohibit Northbound and Southbound LTs. Load switch 15 is used to drive LBO signs. NS Leading Pedestrian Interval - NSWK comes up 5 seconds before NS vehicle green Output script 2 is used for driving LBO signs to prohibit Eastbound LTs. Load switch 16 is used to drive LBO signs.
3	WLK FDW MIN 6 MAX1 6 AMB 3.0 ALR 4.4 SPLIT	14	14	14	14	14	14	Fully protected. Callable and extendable by stop bar Wavetronix.	
4 Bloor St W	WLK 8 FDW 20 MIN 28 MAX1 29 AMB 3.0 ALR 3.2 SPLIT	36	42	40	36	36	46	Fixed.	
5 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT								
6 Dundas St W	WLK DLY 5 WLK 8 FDW 19 MIN 22 MAX1 23 AMB 3.0 ALR 3.0 SPLIT	34	34	36	35	34	34	Fixed. POZ activated by Request Loop. (Max extension of 14 sec in Green/Walk & 16 sec in Green/Don't Walk) Split shown includes 5 sec of NS LPI	
7 NOT USED	WLK FDW MIN MAX1 AMB ALR SPLIT								
8 Bloor St W	WLK 8 FDW 20 MIN 28 MAX1 43 AMB 3.0 ALR 3.2 SPLIT	50	56	54	50	50	60	Fixed.	
	CL OF	84 8	90 34	90 77	85 64	84 8	94 1		

NOTES: NBLT movement prohibited during 7:00 A.M - 7:00 P.M, Mon - Sat
SBLT movement prohibited during 7:00 A.M - 7:00 P.M, Mon - Sat (TTC vehicles excepted)
EBL movement restricted between 7:00 A.M - 6:00 P.M, Mon - Sat

LOC: Dundas St W & Bloor St W
MODE: SA1 - 2-Wire Polara APS, RLC, TSP*, LBO Signs & LPI
TCS: 327 ***PREPARATION DATE (TIMING CARD):*** April 2, 2021

OFFSET CORRECTION PARAMETERS

2.3.4 O.C. Extend / Reduce *(Max. time added & subtracted in sec)*

From page 1: [Cycle] 84, [Slop] 1

		Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8
OFF									
Split 1	Ext.	--	21	--	21	--	21	--	21
	Rdc.	--	--	1	--	--	--	--	1
AM									
Split 2	Ext.	--	18	--	18	--	18	--	18
	Rdc.	--	--	1	6	--	--	--	7
PM									
Split 3	Ext.	--	19	--	20	--	19	--	20
	Rdc.	--	--	1	4	--	--	--	5
NIGHT									
Split 4	Ext.	--	21	--	21	--	21	--	21
	Rdc.	--	--	1	--	--	--	--	1
WKND									
Split 5	Ext.	--	21	--	21	--	21	--	21
	Rdc.	--	--	1	--	--	--	--	1
TTC									
Split 6	Ext.	--	24	--	24	--	24	--	24
	Rdc.	--	--	1	10	--	--	--	11

2.3.5 O.C. Thres.

		[Cycle]	[Slop]
Pattern 1	**1** s [1 %]	84	1
Pattern 2	**19** s [21 %]	90	7
Pattern 3	**13** s [14 %]	90	5
Pattern 4	**1** s [1 %]	85	1
Pattern 5	**1** s [1 %]	84	1
Pattern 6	**1** s [1 %]	94	11

OC correction parameters are proposed by TTC.
Phase 2/6 & 4/8 must not be reduced to minimums due to firmware 3.18.1.2976 issue with LPI and TSP, and with long left turn clearances.

For Patterns 1, 4 & 5, OC Thres set to 3x available time. Phase 3/8 OC Rdc also reducing fractions of a second. These measures are used due to limited slop.

T.S.P. PARAMETERS

PREPARED: DW

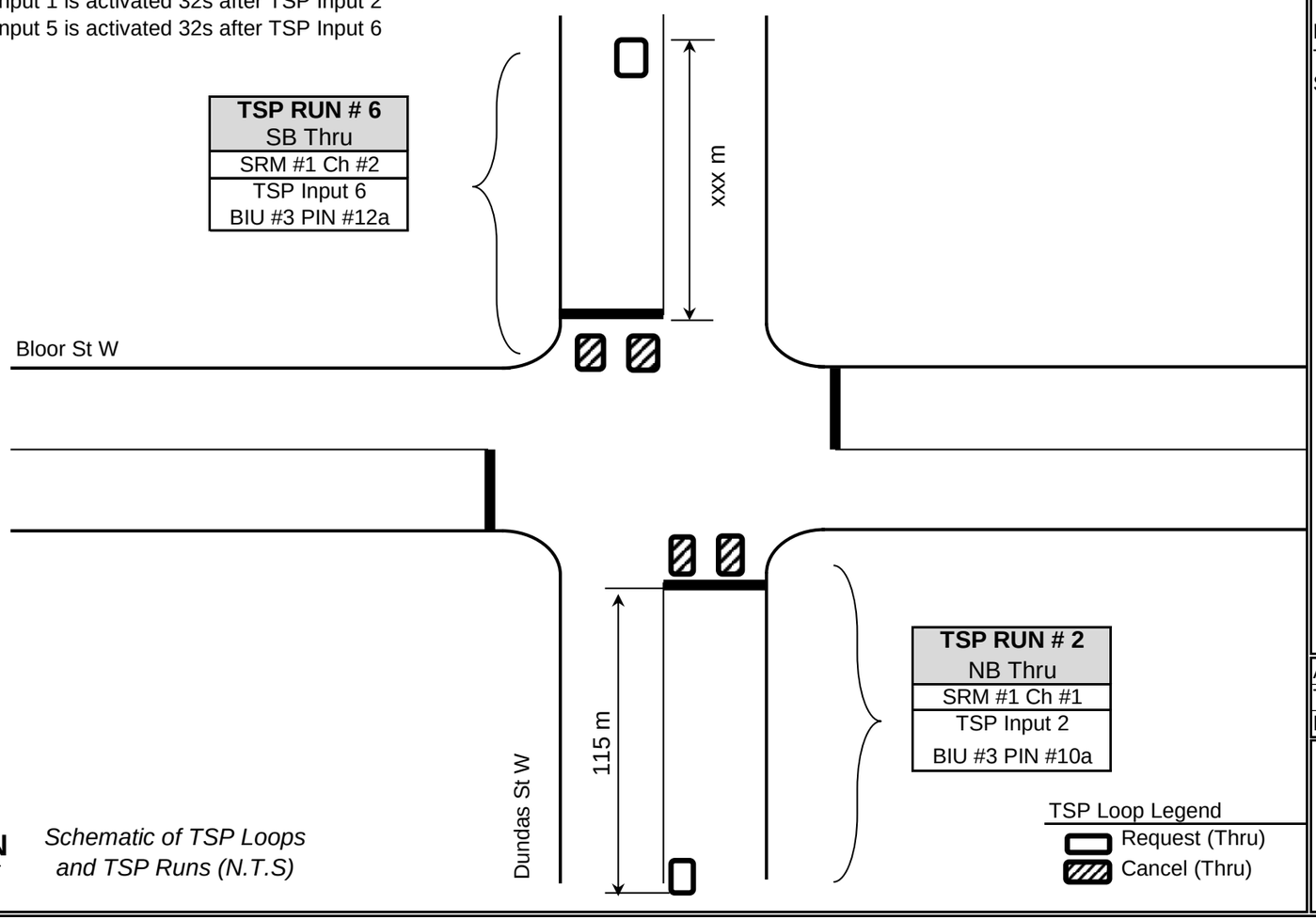
	TSP RUN # 1** NB Thru	**TSP RUN # 2** NB Thru	**TSP RUN # 5**** SB Thru	**TSP RUN # 6** SB Thru
2.8.2 Transit Run Parameters				
ATC Green Extend Mode (Equivalent TTC Algorithm)	Mode 0 B-2	Mode 2* A*	Mode 0 B-2	Mode 2* A*
2.8.3 Transit Action Plan 1 (Used for all Patterns)				
Run Enable (X = Yes)	X	X	X	X
Run Config = **1** Recovery = 2 (O.C. with delay)				
2.8.4 Transit Run Configuration 1				
Delay / Extend / Fail	-- / -- / 235	-- / -- / 235	-- / -- / 235	-- / -- / 235
Max Req During Offset Corr	1	1	1	1
CALLS (and Extends)	**Ø 2/6**	**Ø 2/6**	**Ø 2/6**	**Ø 2/6**
Skips	--	--	--	--
Reduces (Truncates)	--	--	--	--

2.8.6 TSP Split Tables: 1, 2, 3, 4, 5 & 6	Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8
GRN EXT (SDW Extension)	--	+16	--	--	--	+16	--	--
GRN RDC (Reduction)	--	--	--	--	--	--	--	--
WLK EXT (Walk Extension)	--	+14	--	--	--	+14	--	--

2.1.9.2 Advanced I/O Scripts

Input Script #3: "TCS327AlgorithmC"

TCS612 TSP Input filter C emulated Alg C using Alg A and Alg B-2 due to firmware issue
TSP Input 1 is activated 32s after TSP Input 2
TSP Input 5 is activated 32s after TSP Input 6



Schematic of TSP Loops and TSP Runs (N.T.S)

Notes:
**Due to a firmware issue, Alg C is emulated using Alg A and Alg B-2

Previous scripts #3 and #4 used for emulating TSP Algorithm C are replaced with simplified Script #3 TCS327AlgorithmC

ATC Mode	0	2	3	4
TTC Algor'm	**B-2**	**A**	**C**	**D**
Extensions	SDW	Walk	W/SDW	W/SDW

TSP SUMMARY
Maximum Green Extensions:
EWG: 14 s Green/Walk & 16 s Green/Don't Walk

LOCATION:	**Dundas St & 50 m N. of Chelsea Ave/Private Access**	*DISTRICT:*	**Toronto & East York**
MODE/COMMENT:	**SA2-VMG with PR & LPI**	*COMPUTER SYSTEM:*	**TransSuite**
TCS:	**1864**	*CONTROLLER/CABINET TYPE:*	**Peek ATC-1000 / TS2T1**
PREPARED BY/DATE:	**Jaskaran Singh Khosa / November 16, 2020**	*CONFLICT FLASH:*	**Red & Red**
CHECKED BY/ DATE:	***Ameneh Dialameh* / November 26, 2020**	*DESIGN WALK SPEED:*	**0.9 m/s (FDW based on full crossing at 1.1 m/s)**
IMPLEMENTATION DATE:	**January 20, 2021**	*CHANNEL/DROP:*	**4076/24**
		CONTROLLER FIRMWARE:	**3.018.1.2976**

N

NEMA Phase		OFF All Other Times	AM 06:30-09:30 M-F	PM 15:00-19:00 M-F	NIGHT 23:00-06:30 Daily	WKND 10:00-19:00 Sat & Sun	Phase Mode (Fixed/Demanded/Callable)	Remarks
	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4	Pattern 5		
	Split Table	Split 1	Split 2	Split 3	Split 4	Split 5		
1 NOT USED	WLK							Pedestrian Minimums: NSWK = 13 sec NSFD = 20 sec EWWK = 13 sec EWFD = 13 sec
	FDW							
	MIN							
	MAX1							
	AMB							
	ALR							
	SPLIT							
2 Dundas St	WLK DLY 5						Fixed.	WBG phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum WBG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, the WBG is capable of providing vehicle extensions up to the maximum green split. If a pedestrian call is received, the maximum would be served. The EWWK & EWFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle demand and is taken from the NSG. Unused extension time is given to the NSG.
	WLK 13						Split shown includes 5 sec of NS LPI	
	FDW 20							
	MIN 28							
	MAX1 36							
	AMB 3.3							
	ALR 2.5							
	SPLIT	47	57	57	42	47		Side Street Passage Time = 3 sec
3 NOT USED	WLK							NS Leading Pedestrian Interval - NSWK comes up 5 seconds before NS vehicle green.
	FDW							
	MIN							
	MAX1							
	AMB							
	ALR							
	SPLIT							EW Leading Pedestrian Interval - EWWK comes up 5 seconds before EW vehicle green.
4 NOT USED	WLK DLY 5							
	WLK 13						Split shown includes 5 sec of EW LPI	
	FDW 13							
	MIN 7							
	MAX1 21							
	AMB 3.0							
	ALR 2.9							
	SPLIT	33	33	33	33	33		
5 NOT USED	WLK							
	FDW							
	MIN							
	MAX1							
	AMB							
	ALR							
	SPLIT							
6 Dundas St	WLK DLY 5						Fixed.	
	WLK 13						Split shown includes 5 sec of NS LPI	
	FDW 20							
	MIN 28							
	MAX1 36							
	AMB 3.3							
	ALR 2.5							
	SPLIT	47	57	57	42	47		
7 NOT USED	WLK							
	FDW							
	MIN							
	MAX1							
	AMB							
	ALR							
	SPLIT							
8 Private Access	WLK DLY 5							
	WLK 13						Split shown includes 5 sec of EW LPI	
	FDW 13						Callable by Stopbar Loop and/or Pushbutton	
	MIN 7						Extendable by Stopbar Loop	
	MAX1 21							
	AMB 3.0							
	ALR 2.9							
	SPLIT	33	33	33	33	33		
	CL	80	90	90	75	80		
	OF	13	17	76	26	13		

NOTES: T-intersection (no west leg).

Appendix G:
Parking and Door Counts


A
B
C

BA GROUP
Transportation Consultants

PARKING ACCUMULATION

Job #: _____ **Project:** _____ _____

Location: 2400 Dundas St W

Name: _____ **Date:** **Date:** 11/30/2022

Area	Zone A					Zone B					Zone C			
	Regular	Accessible	Reserved	Totals		Regular	Accessible	Reserved	Totals		Regular	Accessible	FreshCo Reserved	Totals
Supply	52	2	0	54		44	3	0	47		24	0	7	31
Start Time														
8:00 AM	26	0	0	26		8	0	0	8		8	0	0	8
9:00 AM	33	0	0	33		14	1	0	15		6	0	0	6
10:00 AM	32	0	0	32		25	0	0	25		9	0	0	9
11:00 AM	33	0	0	33		26	0	0	26		9	0	0	9
12:00 PM	40	0	0	40		21	2	0	23		8	0	0	8
1:00 PM	34	0	0	34		29	1	0	30		8	0	0	8
2:00 PM	29	1	0	30		21	1	0	22		12	0	0	12
3:00 PM	25	1	0	26		17	0	0	17		11	0	0	11
4:00 PM	33	0	0	33		27	0	0	27		9	0	0	9
5:00 PM	31	1	0	32		27	2	0	29		8	0	0	8
6:00 PM	37	0	0	37		27	2	0	29		8	0	0	8

BA GROUP
Transportation Consultants

PARKING ACCUMULATION

Job #: _____ **Project:** _____ _____

Location: 2400 Dundas St W

Name: _____ **Date:** **Date:** 12/3/2022

Area	Zone A					Zone B					Zone C			
	Regular	Accessible	Reserved	Totals		Regular	Accessible	Reserved	Totals		Regular	Accessible	FreshCo Reserved	Totals
Supply	52	2	0	54		44	3	0	47		24	0	7	31
Start Time														
8:00 AM	27	0	0	27		15	1	0	16		16	0	1	17
9:00 AM	25	0	0	25		20	0	0	20		16	0	1	17
10:00 AM	29	0	0	29		24	0	0	24		13	0	1	14
11:00 AM	29	0	0	29		20	1	0	21		13	0	1	14
12:00 PM	29	1	0	30		25	3	0	28		14	0	2	16
1:00 PM	24	0	0	24		28	3	0	31		15	0	2	17
2:00 PM	26	1	0	27		26	1	0	27		14	0	1	15
3:00 PM	27	0	0	27		22	0	0	22		15	0	1	16
4:00 PM	18	0	0	18		21	1	0	22		13	0	1	14
5:00 PM	16	0	0	16		27	0	0	27		13	0	0	13
6:00 PM	15	0	0	15		22	1	0	23		13	0	0	13
7:00 PM	**15**	0	0	15		13	1	0	14		13	0	0	13

Project: 2400 Dundas St W
Project No: 8159-06
Location: 2400 Dundas St W - FreshCo
Date: Wednesday November 30, 2022

Pedestrian Door Count Trace

Time	Inbound From:			Outbound to:			Two Way			
Ending	Parking	OffSite	Total	Parking	OffSite	Total	Parking	OffSite	Total	Hourly
7:05			0	2		2	2	0	2	
7:10		1	1			0	0	1	1	
7:15		1	1			0	0	1	1	
7:20			0			0	0	0	0	
7:25			0			0	0	0	0	
7:30			0			0	0	0	0	
7:35			0			0	0	0	0	
7:40			0			0	0	0	0	
7:45			0		1	1	0	1	1	
7:50			0			0	0	0	0	
7:55			0			0	0	0	0	
8:00		3	3			0	0	3	3	8
8:05	1	1	2			0	1	1	2	8
8:10	2	2	4	1	1	2	3	3	6	13
8:15		2	2	2	4	6	2	6	8	20
8:20	1	2	3	1	1	2	2	3	5	25
8:25	2	1	3		2	2	2	3	5	30
8:30		1	1	1	5	6	1	6	7	37
8:35	2	2	4		1	1	2	3	5	42
8:40			0		2	2	0	2	2	44
8:45	1	1	2	1	2	3	2	3	5	48
8:50	2	4	6	1	2	3	3	6	9	57
8:55			0	1		1	1	0	1	58
9:00	1	2	3	1	3	4	2	5	7	62
9:05	3		3	2	2	4	5	2	7	67
9:10	1		1	2		2	3	0	3	64
9:15	1	1	2	2	2	4	3	3	6	62
9:20	1	1	2	2	1	3	3	2	5	62
9:25	1	4	5	1	3	4	2	7	9	66
9:30	3	3	6	4		4	7	3	10	**69**
9:35	1		1	2	1	3	3	1	4	68
9:40	2	2	4	1		1	3	2	5	71
9:45	3	5	8	1		1	4	5	9	75
9:50	3	1	4	5	1	6	8	2	10	76
9:55		1	1	2	4	6	2	5	7	82
10:00	2	2	4	4		4	6	2	8	83
10:05	3	1	4	1		1	4	1	5	81
10:10	3	1	4	4	3	7	7	4	11	89
10:15	3	1	4		2	2	3	3	6	89
10:20	1		1	2		2	3	0	3	87
10:25	2	4	6	3		3	5	4	9	87
10:30	1	8	9	2		2	3	8	11	88
10:35	4	1	5	2	1	3	6	2	8	92
10:40	2	7	9	3	1	4	5	8	13	100
10:45	3	1	4	3	5	8	6	6	12	103

10:50	1	2	3	3	2	5	4	4	8	101
10:55	1		1		1	1	1	1	2	96
11:00	2	2	4	1	4	5	3	6	9	97
11:05	5	3	8	3	3	6	8	6	14	106
11:10	1	1	2	2	2	4	3	3	6	101
11:15	5	4	9	2	5	7	7	9	16	111
11:20	1	3	4	4	2	6	5	5	10	118
11:25	1	3	4	1	4	5	2	7	9	118
11:30	3	2	5	3	1	4	6	3	9	116
11:35	1	6	7	2	8	10	3	14	17	125
11:40	4	2	6	3	4	7	7	6	13	125
11:45	2	1	3	3	5	8	5	6	11	124
11:50	3	5	8	1	4	5	4	9	13	129
11:55	1	6	7	4	5	9	5	11	16	143
12:00	3	11	14	1	3	4	4	14	18	152
12:05	4	7	11		7	7	4	14	18	156
12:10		3	3	1	11	12	1	14	15	165
12:15	5	8	13	1	2	3	6	10	16	165
12:20	3	8	11	2	3	5	5	11	16	171
12:25	2	7	9	3	7	10	5	14	19	181
12:30	6	8	14	3	2	5	9	10	19	191
12:35	1	2	3	7	2	9	8	4	12	186
12:40	6	6	12	4		4	10	6	16	189
12:45	2	11	13	4	3	7	6	14	20	198
12:50	4	7	11	5	7	12	9	14	23	208
12:55	4	5	9	3	4	7	7	9	16	208
13:00	5	8	13	3	7	10	8	15	23	213
13:05	6	3	9	4	4	8	10	7	17	212
13:10	5	5	10	2	6	8	7	11	18	215
13:15	6	5	11	1	4	5	7	9	16	215
13:20	4	10	14	5	3	8	9	13	22	221
13:25	1	7	8	3	6	9	4	13	17	219
13:30	5	2	7	3	3	6	8	5	13	213
13:35	2	5	7	5	6	11	7	11	18	219
13:40	0	1	1	4	5	9	4	6	10	213
13:45	2	9	11	6	3	9	8	12	20	213
13:50	7	8	15	4	3	7	11	11	22	212
13:55	1	3	4	5	4	9	6	7	13	209
14:00	4	5	9	2	7	9	6	12	18	204
14:05	5	4	9	3	4	7	8	8	16	203
14:10	5	7	12	1	8	9	6	15	21	206
14:15	2	2	4	6	12	18	8	14	22	212
14:20	4	3	7	5	6	11	9	9	18	208
14:25	2	6	8	1	6	7	3	12	15	206
14:30	2	7	9	4	7	11	6	14	20	213
14:35	3	8	11	2	3	5	5	11	16	211
14:40	2	3	5	1	8	9	3	11	14	215
14:45	4	8	12	2	7	9	6	15	21	216
14:50	5	7	12	1	4	5	6	11	17	211
14:55	5	4	9	3	1	4	8	5	13	211
15:00	4	7	11	5	3	8	9	10	19	212
15:05	4	5	9	4	14	18	8	19	27	223
15:10	3	8	11	6	14	20	9	22	31	233
15:15	10	9	19	1	3	4	11	12	23	234

15:20	3	2	5	4	6	10	7	8	15	231
15:25	0	10	10	4	5	9	4	15	19	235
15:30	4	10	14	1	14	15	5	24	29	244
15:35	3	7	10	2	5	7	5	12	17	245
15:40	2	9	11	0	7	7	2	16	18	249
15:45	3	7	10	8	6	14	11	13	24	252
15:50	4	4	8	2	14	16	6	18	24	259
15:55	3	8	11	5	9	14	8	17	25	271
16:00	3	9	12	4	9	13	7	18	25	277
16:05	9	3	12	8	11	19	17	14	31	281
16:10	2	9	11	6	9	15	8	18	26	276
16:15	12	7	19	4	5	9	16	12	28	281
16:20	4	7	11	6	9	15	10	16	26	292
16:25	5	17	22	9	6	15	14	23	37	310
16:30	2	22	24	2	9	11	4	31	35	316
16:35	1	14	15	5	18	23	6	32	38	337
16:40	5	14	19	1	8	9	6	22	28	347
16:45	7	14	21	4	17	21	11	31	42	365
16:50	3	9	12	3	13	16	6	22	28	369
16:55	1	11	12	6	14	20	7	25	32	376
17:00	3	11	14	8	12	20	11	23	34	385
17:05	5	10	15	3	13	16	8	23	31	385
17:10	3	12	15	2	24	26	5	36	41	400
17:15	5	6	11	2	14	16	7	20	27	399
17:20	5	11	16	4	16	20	9	27	36	**409**
17:25	2	14	16	4	11	15	6	25	31	403
17:30	5	13	18	3	16	19	8	29	37	405
17:35	4	14	18	3	12	15	7	26	33	400
17:40	6	8	14	7	4	11	13	12	25	397
17:45	5	5	10	6	12	18	11	17	28	383
17:50	3	15	18	5	15	20	8	30	38	393
17:55	8	8	16	0	7	7	8	15	23	384
18:00	3	14	17	3	8	11	6	22	28	378
Total	**367**	**683**	**1050**	**351**	**670**	**1021**	**718**	**1353**	**2071**	
AM Peak 8:30 - 9:30	**16**	**18**	**34**	**17**	**18**	**35**	**33**	**36**	**69**	
PM Peak 16:20 - 17:20	**45**	**151**	**196**	**49**	**164**	**213**	**94**	**315**	**409**	

Project: 2400 Dundas St W
Project No: 8159-06
Location: 2400 Dundas St W - FreshCo
Date: Saturday December 3, 2022

Pedestrian Door Count Trace

Time	Inbound From:			Outbound to:			Two Way			
Ending	Parking	OffSite	Total	Parking	OffSite	Total	Parking	OffSite	Total	Hourly
8:05	4	7	11	0	2	2	4	9	13	
8:10	3	2	5	0	1	1	3	3	6	
8:15	1	1	2	1	3	4	2	4	6	
8:20	2	1	3	1	2	3	3	3	6	
8:25	5	1	6	5	2	7	10	3	13	
8:30	4	2	6	4	2	6	8	4	12	
8:35	3	2	5	3	1	4	6	3	9	
8:40	3	2	5	4	0	4	7	2	9	
8:45	3	3	6	0	2	2	3	5	8	
8:50	4	3	7	0	2	2	4	5	9	
8:55	4	3	7	1	1	2	5	4	9	
9:00	4	4	8	3	6	9	7	10	17	117
9:05	2	0	2	1	2	3	3	2	5	109
9:10	5	0	5	3	0	3	8	0	8	111
9:15	2	3	5	6	3	9	8	6	14	119
9:20	5	6	11	5	5	10	10	11	21	134
9:25	5	3	8	4	3	7	9	6	15	136
9:30	6	2	8	8	0	8	14	2	16	140
9:35	5	2	7	5	5	10	10	7	17	148
9:40	4	8	12	1	4	5	5	12	17	156
9:45	1	5	6	6	3	9	7	8	15	163
9:50	5	4	9	4	5	9	9	9	18	172
9:55	2	4	6	7	3	10	9	7	16	179
10:00	4	5	9	2	3	5	6	8	14	176
10:05	4	1	5	5	3	8	9	4	13	184
10:10	4	3	7	1	0	1	5	3	8	184
10:15	10	1	11	4	1	5	14	2	16	186
10:20	6	4	10	7	5	12	13	9	22	187
10:25	2	4	6	6	3	9	8	7	15	187
10:30	6	6	12	4	7	11	10	13	23	194
10:35	2	4	6	7	2	9	9	6	15	192
10:40	1	3	4	6	5	11	7	8	15	190
10:45	5	4	9	4	1	5	9	5	14	189
10:50	2	1	3	4	2	6	6	3	9	180
10:55	3	2	5	5	3	8	8	5	13	177
11:00	9	3	12	0	5	5	9	8	17	180
11:05	5	3	8	1	3	4	6	6	12	179
11:10	3	10	13	3	3	6	6	13	19	190
11:15	0	3	3	4	3	7	4	6	10	184
11:20	4	2	6	3	8	11	7	10	17	179
11:25	4	3	7	3	2	5	7	5	12	176
11:30	3	2	5	6	7	13	9	9	18	171
11:35	4	3	7	1	2	3	5	5	10	166
11:40	5	4	9	4	2	6	9	6	15	166
11:45	1	5	6	1	3	4	2	8	10	162

11:50	4	8	12	5	1	6	9	9	18	171
11:55	5	3	8	4	4	8	9	7	16	174
12:00	5	5	10	3	6	9	8	11	19	176
12:05	5	4	9	3	2	5	8	6	14	178
12:10	2	4	6	3	1	4	5	5	10	169
12:15	5	8	13	2	5	7	7	13	20	179
12:20	6	6	12	4	5	9	10	11	21	183
12:25	5	8	13	10	6	16	15	14	29	200
12:30	5	8	13	5	12	17	10	20	30	212
12:35	6	8	14	4	6	10	10	14	24	226
12:40	4	8	12	4	7	11	8	15	23	234
12:45	8	7	15	4	6	10	12	13	25	249
12:50	6	5	11	5	4	9	11	9	20	251
12:55	4	5	9	6	8	14	10	13	23	258
13:00	9	10	19	8	7	15	17	17	34	273
13:05	3	11	14	8	10	18	11	21	32	291
13:10	6	4	10	8	6	14	14	10	24	305
13:15	5	8	13	6	8	14	11	16	27	312
13:20	4	3	7	7	2	9	11	5	16	307
13:25	6	8	14	1	9	10	7	17	24	302
13:30	7	11	18	7	5	12	14	16	30	302
13:35	5	3	8	2	9	11	7	12	19	297
13:40	6	9	15	2	8	10	8	17	25	299
13:45	8	10	18	5	7	12	13	17	30	304
13:50	8	13	21	7	9	16	15	22	37	321
13:55	4	5	9	4	4	8	8	9	17	315
14:00	7	7	14	5	11	16	12	18	30	311
14:05	3	11	14	6	10	16	9	21	30	309
14:10	6	5	11	5	9	14	11	14	25	310
14:15	7	2	9	7	8	15	14	10	24	307
14:20	5	6	11	5	7	12	10	13	23	314
14:25	8	13	21	8	8	16	16	21	37	327
14:30	4	3	7	5	4	9	9	7	16	313
14:35	3	5	8	8	9	17	11	14	25	319
14:40	7	8	15	2	5	7	9	13	22	316
14:45	8	5	13	3	6	9	11	11	22	308
14:50	5	10	15	4	10	14	9	20	29	300
14:55	4	7	11	4	8	12	8	15	23	306
15:00	3	4	7	5	8	13	8	12	20	296
15:05	6	9	15	7	8	15	13	17	30	296
15:10	5	8	13	7	11	18	12	19	31	302
15:15	5	5	10	5	3	8	10	8	18	296
15:20	7	8	15	4	3	7	11	11	22	295
15:25	7	9	16	7	3	10	14	12	26	284
15:30	2	12	14	5	4	9	7	16	23	291
15:35	6	9	15	6	8	14	12	17	29	295
15:40	3	7	10	4	6	10	7	13	20	293
15:45	4	5	9	5	14	19	9	19	28	299
15:50	9	11	20	7	8	15	16	19	35	305
15:55	4	3	7	5	4	9	9	7	16	298
16:00	4	14	18	4	9	13	8	23	31	309
16:05	2	6	8	8	14	22	10	20	30	309
16:10	3	8	11	4	6	10	7	14	21	299
16:15	5	6	11	5	6	11	10	12	22	303

16:20	4	10	14	4	8	12	8	18	26	307
16:25	16	9	25	6	8	14	22	17	39	320
16:30	5	6	11	2	8	10	7	14	21	318
16:35	7	5	12	4	10	14	11	15	26	315
16:40	4	10	14	9	6	15	13	16	29	324
16:45	10	8	18	9	10	19	19	18	37	333
16:50	11	10	21	12	8	20	23	18	41	339
16:55	4	4	8	8	11	19	12	15	27	350
17:00	7	11	18	11	6	17	18	17	35	354
17:05	3	13	16	10	10	20	13	23	36	360
17:10	6	10	16	9	10	19	15	20	35	374
17:15	8	5	13	6	7	13	14	12	26	378
17:20	10	7	17	7	10	17	17	17	34	386
17:25	8	6	14	7	10	17	15	16	31	378
17:30	6	6	12	6	6	12	12	12	24	381
17:35	8	13	21	3	9	12	11	22	33	388
17:40	6	11	17	6	8	14	12	19	31	390
17:45	9	10	19	11	11	22	20	21	41	394
17:50	8	9	17	5	9	14	13	18	31	384
17:55	5	9	14	3	9	12	8	18	26	383
18:00	3	5	8	6	16	22	9	21	30	378
18:05	9	6	15	7	10	17	16	16	32	374
18:10	6	4	10	6	8	14	12	12	24	363
18:15	6	6	12	7	8	15	13	14	27	364
18:20	4	16	20	5	2	7	9	18	27	357
18:25	6	10	16	7	9	16	13	19	32	358
18:30	4	12	16	8	9	17	12	21	33	367
18:35	3	7	10	6	8	14	9	15	24	358
18:40	4	8	12	5	9	14	9	17	26	353
18:45	4	7	11	4	6	10	8	13	21	333
18:50	3	6	9	5	7	12	8	13	21	323
18:55	3	6	9	4	12	16	7	18	25	322
19:00	3	3	6	3	6	9	6	9	15	307
Total	**655**	**800**	**1455**	**641**	**781**	**1422**	**1296**	**1581**	**2877**	

SAT PEAK: 13:25 - 14:25	**74**	**95**	**169**	**63**	**95**	**158**	**137**	**190**	**327**	**3716**

Appendix H:
Intergreen, Delay and Pedestrian Grouping Studies

Project: **2400 Dundas St W**
Project No: **8159-06**
Location: **Bloor St W & Dundas St W**
Date: **Saturday, December 3, 2022**

WBL PM Intergreen - 13:30 - 14:30

Time	Advance	Green	Amber	Red	Total
13:30	3	1	0	0	4
13:31	3	0	0	0	3
13:32	4	0	0	0	4
13:34	3	0	0	0	3
13:35	1	0	0	0	1
13:37	2	0	0	0	2
13:38	3	0	0	0	3
13:39	2	0	0	0	2
13:41	4	0	0	0	4
13:42	2	0	0	0	2
13:44	2	0	0	0	2
13:45	3	0	0	0	3
13:46	1	0	0	0	1
13:48	2	0	0	0	2
13:49	3	0	0	0	3
13:51	4	0	0	0	4
13:52	3	0	0	0	3
13:53	2	0	0	0	2
13:55	4	0	0	0	4
13:56	3	0	0	0	3
13:58	3	0	0	0	3
13:59	4	0	0	0	4
14:00	2	0	0	0	2
14:02	5	0	0	1	6
14:03	4	0	0	0	4
14:05	3	0	0	0	3
14:06	3	0	0	0	3
14:07	2	0	0	1	3
14:09	2	0	0	0	2
14:10	2	0	0	0	2
14:12	1	0	0	0	1
14:13	2	0	0	0	2
14:14	3	0	0	0	3
14:16	1	0	0	0	1
14:17	2	0	0	0	2
14:19	5	0	0	0	5
14:20	3	0	0	0	3
14:21	2	0	0	0	2

14:23	2	0	0	0	2
14:24	3	0	0	0	3
14:26	1	0	0	0	1
14:27	3	0	0	0	3
14:28	4	0	0	0	4
14:30	3	0	0	0	3
Total	119	1	0	2	122

Project: **2400 Dundas St W**
Project No: **8159-06**
Location: **Bloor St W & Dundas St W**
Date: **Thursday, December 1, 2022**

WBL AM Intergreen - 8:15 - 9:15

Time	Advance	Green	Amber	Red	Total
8:14	3	0	0	0	3
8:16	3	0	0	0	3
8:17	4	0	0	0	4
8:19	5	0	0	0	5
8:20	3	0	0	0	3
8:22	5	0	0	0	5
8:23	1	0	0	0	1
8:25	4	0	0	0	4
8:26	4	0	0	0	4
8:28	3	0	0	0	3
8:29	2	0	0	0	2
8:31	2	0	0	0	2
8:32	4	0	0	0	4
8:34	5	0	0	0	5
8:35	2	0	0	0	2
8:37	1	0	0	0	1
8:38	2	0	0	0	2
8:40	3	0	0	0	3
8:41	4	0	0	0	4
8:43	3	0	0	0	3
8:44	2	0	0	0	2
8:46	3	0	0	0	3
8:47	4	0	0	0	4
8:49	3	0	0	0	3
8:50	4	0	0	0	4
8:52	3	0	0	0	3
8:53	4	0	0	0	4
8:55	3	0	0	0	3
8:56	0	0	0	0	0
8:58	3	0	0	0	3
8:59	3	0	0	0	3
9:01	2	0	0	0	2
9:02	2	0	0	0	2
9:04	3	0	0	0	3
9:05	3	0	0	0	3
9:07	4	0	0	0	4
9:08	3	0	0	0	3
9:10	3	0	0	0	3

9:11	1	0	0	0	1
9:13	4	0	0	0	4
9:14	4	0	0	0	4
Total	124	0	0	0	124

Project: **2400 Dundas St W**
Project No: **8159-06**
Location: **Bloor St W & Dundas St W**
Date: **Thursday, December 1, 2022**

WBL PM Intergreen - 16:45 - 17:45

Time	Advance	Green	Amber	Red	Total
16:45	2	0	0	0	2
16:47	2	0	0	0	2
16:48	1	0	0	0	1
16:50	4	0	0	0	4
16:51	2	0	0	0	2
16:53	2	0	0	0	2
16:54	3	0	0	0	3
16:56	3	0	0	0	3
16:57	4	0	0	0	4
16:59	5	0	0	0	5
17:00	4	0	0	0	4
17:02	2	0	0	0	2
17:03	4	0	0	0	4
17:05	5	0	0	0	5
17:06	3	0	0	0	3
17:08	5	0	0	0	5
17:09	2	0	0	0	2
17:11	0	0	0	0	0
17:12	2	0	0	0	2
17:14	4	0	0	0	4
17:15	4	0	0	0	4
17:17	2	0	0	0	2
17:18	4	0	0	0	4
17:20	2	0	0	0	2
17:21	3	0	0	0	3
17:23	2	0	0	0	2
17:24	3	0	0	0	3
17:26	2	0	0	0	2
17:27	2	0	0	0	2
17:29	1	0	0	0	1
17:30	2	0	0	0	2
17:32	3	0	0	0	3
17:33	3	0	0	0	3
17:35	3	0	0	0	3
17:36	2	0	0	0	2
17:38	1	0	0	0	1
17:39	1	0	0	1	2
17:41	0	0	0	0	0

17:42	1	0	0	0	1
17:44	1	0	0	0	1
17:45	4	0	0	0	4
Total	105	0	0	1	106

Project No: 8159-01
Project: 2400 Dundas
Study Location: Glenlake Ave EB out to Dundas St
Municipality: City of Toronto
Study Date: Tuesday January 10, 2023
Study Time: 7:30-9:30 & 16:00-18:00

Delay Study

	Overall Delay (sec)	Left Turn Delay (sec)	Through Delay (sec)	Right Turn Delay (sec)	Courtesy Gap (sec) Left Turn	Courtesy Gap (sec) Through	Courtesy Gap (sec) Right Turn	2-Stage Gap (sec) Left Turn	2-Stage Gap (sec) Through	2-Stage Gap (sec) Right Turn
2-HR Period 07:30-09:30										
Minimum Delay	0	0	46	0	-	-	-	-	-	-
Average Delay	15	19	46	11	-	-	-	-	-	-
85th Percentile	29	36	46	21	-	-	-	-	-	-
95th Percentile	44	45	46	30	-	-	-	-	-	-
Maximum Delay	80	80	46	54	-	-	-	-	-	-
Total Vehicles Measured	169	84	1	84	0	0	0	0	0	0
Total from Traffic Count	169	82	0	87	n/a	n/a	n/a	n/a	n/a	n/a
Sample	100%	102%	#DIV/0!	97%	n/a	n/a	n/a	n/a	n/a	n/a
AM Peak Hour										
Minimum Delay	0	0	46	0	-	-	-	-	-	-
Average Delay	15	19	46	10	-	-	-	-	-	-
85th Percentile	27	35	46	20	-	-	-	-	-	-
95th Percentile	43	45	46	27	-	-	-	-	-	-
Maximum Delay	80	80	46	31	-	-	-	-	-	-
Total Vehicles Measured	86	43	1	42	0	0	0	0	0	0
Total from Traffic Count	88	43	0	45	n/a	n/a	n/a	n/a	n/a	n/a
Sample	98%	100%	#DIV/0!	93%	n/a	n/a	n/a	n/a	n/a	n/a
2-HR Period 16:00-18:00										
Minimum Delay	0	4	29	0	-	-	-	-	-	-
Average Delay	16	22	31	12	-	-	-	-	-	-
85th Percentile	33	43	32	21	-	-	-	-	-	-
95th Percentile	44	53	32	36	-	-	-	-	-	-
Maximum Delay	64	64	32	39	-	-	-	-	-	-
Total Vehicles Measured	129	48	2	79	0	0	0	0	0	0
Total from Traffic Count	129	49	0	80	n/a	n/a	n/a	n/a	n/a	n/a
Sample	100%	98%	#DIV/0!	99%	n/a	n/a	n/a	n/a	n/a	n/a
PM Peak Hour										
Minimum Delay	0	4	0	0	-	-	-	-	-	-
Average Delay	16	26	0	12	-	-	-	-	-	-
85th Percentile	33	46	0	21	-	-	-	-	-	-
95th Percentile	44	59	0	37	-	-	-	-	-	-
Maximum Delay	64	64	0	39	-	-	-	-	-	-
Total Vehicles Measured	69	26	0	43	0	0	0	0	0	0
Total from Traffic Count	66	25	0	41	n/a	n/a	n/a	n/a	n/a	n/a
Sample	105%	104%	#DIV/0!	105%	n/a	n/a	n/a	n/a	n/a	n/a

Project No: 8159-06
Project: 2400 Dundas St W
Study Location: Glenlake Ave EB out to Dundas St W
Municipality: City of Toronto
Study Date: Saturday January 14, 2023
Study Time: 12:00 - 15:00

Delay Study

	Overall Delay (sec)	Left Turn Delay (sec)	Through Delay (sec)	Right Turn Delay (sec)	Courtesy Gap (sec)			2-Stage Gap (sec)		
					Left Turn	Through	Right Turn	Left Turn	Through	Right Turn
3-HR Period 12:00 - 15:00										
Minimum Delay	0	4	26	0	-	-	-	-	-	-
Average Delay	14	22	26	9	-	-	-	-	-	-
85th Percentile	23	37	26	16	-	-	-	-	-	-
95th Percentile	42	63	26	22	-	-	-	-	-	-
Maximum Delay	99	99	26	36	-	-	-	-	-	-
Total Vehicles Measured	173	68	1	104	0	0	0	0	0	0
Total from Traffic Count	173	70	0	103	n/a	n/a	n/a	n/a	n/a	n/a
Sample	100%	97%	#DIV/0!	101%	n/a	n/a	n/a	n/a	n/a	n/a
Sat Peak Hour										
Minimum Delay	0	4	26	0	-	-	-	-	-	-
Average Delay	15	21	26	10	-	-	-	-	-	-
85th Percentile	24	37	26	17	-	-	-	-	-	-
95th Percentile	41	61	26	26	-	-	-	-	-	-
Maximum Delay	66	66	26	36	-	-	-	-	-	-
Total Vehicles Measured	60	26	1	33	0	0	0	0	0	0
Total from Traffic Count	60	26	0	34	n/a	n/a	n/a	n/a	n/a	n/a
Sample	100%	100%	#DIV/0!	97%	n/a	n/a	n/a	n/a	n/a	n/a

Project: 2400 Dundas St W
Project No: 8159-06
Location: Bloor St W & Dundas St W
Date: Thursday, December 1, 2022

North Approach
AM Pedestrians by Group

Time Ending	Eastbound							Westbound							2Way						
	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds
	1	2	3	4	5			1	2	3	4	5			1	2	3	4	5		
8:20	2	1	2	1	3	9	29	2	1	1	0	1	5	12	4	2	3	1	4	14	41
8:25	1	3	2	3	3	12	40	0	1	2	0	2	5	18	1	4	4	3	5	17	58
8:30	1	2	1	1	2	7	22	1	3	2	0	0	6	13	2	5	3	1	2	13	35
8:35	3	4	2	3	3	15	44	2	0	0	1	3	6	21	5	4	2	4	6	21	65
8:40	0	4	0	2	5	11	41	5	2	0	0	1	8	14	5	6	0	2	6	19	55
8:45	3	1	4	2	3	13	40	2	2	1	1	1	7	18	5	3	5	3	4	20	58
8:50	3	0	2	2	2	9	27	0	2	1	2	1	6	20	3	2	3	4	3	15	47
8:55	2	3	2	2	3	12	37	1	1	1	0	1	4	11	3	4	3	2	4	16	48
9:00	4	4	2	2	0	12	26	2	3	1	2	4	12	39	6	7	3	4	4	24	65
9:05	2	0	3	1	0	6	15	2	2	1	0	0	5	9	4	2	4	1	0	11	24
9:10	2	2	1	1	0	6	13	3	2	0	0	2	7	17	5	4	1	1	2	13	30
9:15	2	4	0	1	1	8	19	2	1	0	1	0	4	8	4	5	0	2	1	12	27
Total	**25**	**28**	**21**	**21**	**25**	**120**	**353**	**22**	**20**	**10**	**7**	**16**	**75**	**200**	**47**	**48**	**31**	**28**	**41**	**195**	**553**

North Approach
PM Pedestrians by Group

Time Ending	Eastbound							Westbound							2Way						
	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds
	1	2	3	4	5			1	2	3	4	5			1	2	3	4	5		
16:50	2	3	1	1	2	9	25	2	1	0	0	3	6	19	4	4	1	1	5	15	44
16:55	2	0	2	0	2	6	18	0	0	3	0	2	5	19	2	0	5	0	4	11	37
17:00	2	1	0	1	0	4	8	2	1	1	0	1	5	12	4	2	1	1	1	9	20
17:05	0	3	3	1	3	10	34	1	2	3	0	2	8	24	1	5	6	1	5	18	58
17:10	1	3	1	0	2	7	20	3	1	1	1	0	6	12	4	4	2	1	2	13	32
17:15	2	0	1	2	2	7	23	1	1	2	0	1	5	14	3	1	3	2	3	12	37
17:20	2	1	2	0	3	8	25	3	1	1	1	3	9	27	5	2	3	1	6	17	52
17:25	1	2	1	0	3	7	23	2	1	1	0	3	7	22	3	3	2	0	6	14	45
17:30	2	1	1	0	4	8	27	3	0	0	2	1	6	16	5	1	1	2	5	14	43
17:35	0	3	2	2	4	11	40	1	0	0	1	4	6	25	1	3	2	3	8	17	65
17:40	5	0	2	0	2	9	21	4	3	0	1	1	9	19	9	3	2	1	3	18	40
17:45	1	3	1	0	5	10	35	3	1	1	0	3	8	23	4	4	2	0	8	18	58
Total	**20**	**20**	**17**	**7**	**32**	**96**	**299**	**25**	**12**	**13**	**6**	**24**	**80**	**232**	**45**	**32**	**30**	**13**	**56**	**176**	**531**

Project: 2400 Dundas St W
Project No: 8159-06
Location: Bloor St W & Dundas St W
Date: Thursday, December 1, 2022

South Approach
AM Pedestrians by Group

Time Ending	Eastbound							Westbound							2Way						
	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds
	1	2	3	4	5			1	2	3	4	5			1	2	3	4	5		
8:20	3	1	2	0	0	6	11	2	2	1	0	0	5	9	5	3	3	0	0	11	20
8:25	2	0	1	1	2	6	19	2	1	0	0	0	3	4	4	1	1	1	2	9	23
8:30	1	1	1	3	4	10	38	2	1	1	1	0	5	11	3	2	2	4	4	15	49
8:35	0	1	1	1	2	5	19	0	0	2	0	0	2	6	0	1	3	1	2	7	25
8:40	0	0	1	4	2	7	29	1	0	0	0	1	2	6	1	0	1	4	3	9	35
8:45	1	1	1	1	3	7	25	2	0	3	0	0	5	11	3	1	4	1	3	12	36
8:50	0	1	1	0	0	2	5	1	2	0	0	1	4	10	1	3	1	0	1	6	15
8:55	2	1	1	1	0	5	11	0	0	0	0	2	2	10	2	1	1	1	2	7	21
9:00	1	0	2	1	2	6	21	3	1	0	0	1	5	10	4	1	2	1	3	11	31
9:05	1	2	0	1	0	4	9	2	0	0	1	0	3	6	3	2	0	2	0	7	15
9:10	2	2	0	0	0	4	6	2	1	0	0	0	3	4	4	3	0	0	0	7	10
9:15	2	0	0	1	0	3	6	3	1	0	0	0	4	5	5	1	0	1	0	7	11
Total	**15**	**10**	**11**	**14**	**15**	**65**	**199**	**20**	**9**	**7**	**2**	**5**	**43**	**92**	**35**	**19**	**18**	**16**	**20**	**108**	**291**

South Approach
PM Pedestrians by Group

Time Ending	Eastbound							Westbound							2Way						
	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds
	1	2	3	4	5			1	2	3	4	5			1	2	3	4	5		
16:50	2	1	0	0	0	3	4	1	0	2	1	1	5	16	3	1	2	1	1	8	20
16:55	1	2	1	0	0	4	8	2	0	0	1	0	3	6	3	2	1	1	0	7	14
17:00	1	3	0	0	0	4	7	1	1	0	1	0	3	7	2	4	0	1	0	7	14
17:05	1	1	0	1	0	3	7	0	2	0	0	1	3	9	1	3	0	1	1	6	16
17:10	1	1	0	2	0	4	11	1	1	0	0	2	4	13	2	2	0	2	2	8	24
17:15	2	1	0	0	1	4	9	0	1	0	1	1	3	11	2	2	0	1	2	7	20
17:20	1	1	0	0	1	3	8	0	0	0	0	3	3	15	1	1	0	0	4	6	23
17:25	0	2	2	0	0	4	10	2	0	1	1	1	5	14	2	2	3	1	1	9	24
17:30	0	2	0	0	0	2	4	1	0	1	1	1	4	13	1	2	1	1	1	6	17
17:35	1	3	0	0	0	4	7	1	1	0	2	0	4	11	2	4	0	2	0	8	18
17:40	2	1	1	1	0	5	11	1	0	2	0	2	5	17	3	1	3	1	2	10	28
17:45	0	0	0	2	0	2	8	1	3	0	1	0	5	11	1	3	0	3	0	7	19
Total	**12**	**18**	**4**	**6**	**2**	**42**	**94**	**11**	**9**	**6**	**9**	**12**	**47**	**143**	**23**	**27**	**10**	**15**	**14**	**89**	**237**

Project: 2400 Dundas St W
Project No: 8159-06
Location: Bloor St W & Dundas St W
Date: Thursday, December 1, 2022

East Approach
AM Pedestrians by Group

Time Ending	Northbound							Southbound							2Way						
	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds
	1	2	3	4	5			1	2	3	4	5			1	2	3	4	5		
8:20	2	3	1	0	0	6	11	2	1	3	4	1	11	34	4	4	4	4	1	17	45
8:25	4	1	0	1	0	6	10	3	1	2	1	0	7	15	7	2	2	2	0	13	25
8:30	1	3	0	0	0	4	7	4	5	3	1	5	18	52	5	8	3	1	5	22	59
8:35	6	0	1	0	0	7	9	2	1	2	4	1	10	31	8	1	3	4	1	17	40
8:40	4	2	1	2	0	9	19	1	1	0	4	11	17	74	5	3	1	6	11	26	93
8:45	1	1	1	1	0	4	10	3	2	1	5	4	15	50	4	3	2	6	4	19	60
8:50	6	2	1	0	0	9	13	1	2	2	1	8	14	55	7	4	3	1	8	23	68
8:55	1	3	0	2	1	7	20	1	3	4	2	0	10	27	2	6	4	4	1	17	47
9:00	5	2	0	0	0	7	9	4	3	2	1	1	11	25	9	5	2	1	1	18	34
9:05	5	1	0	1	0	7	11	3	0	1	4	0	8	22	8	1	1	5	0	15	33
9:10	2	4	1	1	1	9	22	1	2	1	0	0	4	8	3	6	2	1	1	13	30
9:15	4	1	0	0	0	5	6	3	3	1	0	0	7	12	7	4	1	0	0	12	18
Total	**41**	**23**	**6**	**8**	**2**	**80**	**147**	**28**	**24**	**22**	**27**	**31**	**132**	**405**	**69**	**47**	**28**	**35**	**33**	**212**	**552**

East Approach
PM Pedestrians by Group

Time Ending	Northbound							Southbound							2Way						
	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds
	1	2	3	4	5			1	2	3	4	5			1	2	3	4	5		
16:50	5	1	1	2	0	9	18	6	0	4	1	0	11	22	11	1	5	3	0	20	40
16:55	4	4	0	0	0	8	12	5	0	1	1	0	7	12	9	4	1	1	0	15	24
17:00	3	4	1	1	0	9	18	6	1	0	0	0	7	8	9	5	1	1	0	16	26
17:05	4	3	1	0	0	8	13	2	3	1	1	0	7	15	6	6	2	1	0	15	28
17:10	2	1	4	0	0	7	16	2	0	1	4	0	7	21	4	1	5	4	0	14	37
17:15	4	1	1	0	0	6	9	5	5	3	0	0	13	24	9	6	4	0	0	19	33
17:20	5	3	1	2	1	12	27	3	4	1	0	3	11	29	8	7	2	2	4	23	56
17:25	2	2	1	0	0	5	9	4	1	1	1	0	7	13	6	3	2	1	0	12	22
17:30	5	3	1	1	0	10	18	5	1	3	2	0	11	24	10	4	4	3	0	21	42
17:35	7	1	1	2	0	11	20	3	3	2	0	1	9	20	10	4	3	2	1	20	40
17:40	4	2	2	0	1	9	19	2	1	1	1	0	5	11	6	3	3	1	1	14	30
17:45	7	2	2	1	0	12	21	7	2	6	0	2	17	39	14	4	8	1	2	29	60
Total	**52**	**27**	**16**	**9**	**2**	**106**	**200**	**50**	**21**	**24**	**11**	**6**	**112**	**238**	**102**	**48**	**40**	**20**	**8**	**218**	**438**

Project: 2400 Dundas St W
Project No: 8159-06
Location: Bloor St W & Dundas St W
Date: Thursday, December 1, 2022

West Approach
AM Pedestrians by Group

Time Ending	Northbound							Southbound							2Way						
	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds
	1	2	3	4	5			1	2	3	4	5			1	2	3	4	5		
8:20	5	1	1	5	0	12	30	5	2	0	0	0	7	9	10	3	1	5	0	19	39
8:25	4	1	2	1	1	9	21	4	1	1	4	2	12	35	8	2	3	5	3	21	56
8:30	4	7	2	3	1	17	41	4	3	0	2	4	13	38	8	10	2	5	5	30	79
8:35	4	3	5	0	2	14	35	3	2	1	3	0	9	22	7	5	6	3	2	23	57
8:40	10	4	1	2	1	18	34	6	3	2	3	2	16	40	16	7	3	5	3	34	74
8:45	4	2	2	0	4	12	34	1	0	5	1	3	10	35	5	2	7	1	7	22	69
8:50	3	5	5	0	0	13	28	4	2	2	0	1	9	19	7	7	7	0	1	22	47
8:55	3	0	0	0	3	6	18	2	4	3	2	0	11	27	5	4	3	2	3	17	45
9:00	4	0	1	1	1	7	16	4	1	1	1	1	8	18	8	1	2	2	2	15	34
9:05	2	3	1	0	0	6	11	4	1	1	2	0	8	17	6	4	2	2	0	14	28
9:10	8	2	0	1	0	11	16	3	2	0	0	0	5	7	11	4	0	1	0	16	23
9:15	2	2	1	0	0	5	9	3	0	0	1	0	4	7	5	2	1	1	0	9	16
Total	**53**	**30**	**21**	**13**	**13**	**130**	**293**	**43**	**21**	**16**	**19**	**13**	**112**	**274**	**96**	**51**	**37**	**32**	**26**	**242**	**567**

West Approach
PM Pedestrians by Group

Time Ending	Northbound							Southbound							2Way						
	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds
	1	2	3	4	5			1	2	3	4	5			1	2	3	4	5		
16:50	5	4	1	3	1	14	33	3	1	0	1	0	5	9	8	5	1	4	1	19	42
16:55	2	3	3	1	0	9	21	5	1	1	3	2	12	32	7	4	4	4	2	21	53
17:00	0	2	4	0	0	6	16	3	1	1	1	0	6	12	3	3	5	1	0	12	28
17:05	3	0	4	1	0	8	19	4	3	3	1	1	12	28	7	3	7	2	1	20	47
17:10	1	2	4	0	0	7	17	3	0	1	0	1	5	11	4	2	5	0	1	12	28
17:15	3	2	1	3	0	9	22	4	0	4	1	3	12	35	7	2	5	4	3	21	57
17:20	2	0	4	0	1	7	19	1	2	0	0	1	4	10	3	2	4	0	2	11	29
17:25	2	1	4	1	0	8	20	4	1	2	0	0	7	12	6	2	6	1	0	15	32
17:30	3	2	1	2	2	10	28	4	1	3	2	0	10	23	7	3	4	4	2	20	51
17:35	3	4	2	0	2	11	27	3	4	5	1	5	18	55	6	8	7	1	7	29	82
17:40	1	2	1	2	0	6	16	2	0	1	1	0	4	9	3	2	2	3	0	10	25
17:45	1	3	3	3	0	10	28	6	0	4	0	2	12	28	7	3	7	3	2	22	56
Total	**26**	**25**	**32**	**16**	**6**	**105**	**266**	**42**	**14**	**25**	**11**	**15**	**107**	**264**	**68**	**39**	**57**	**27**	**21**	**212**	**530**

Project: 2400 Dundas St W
Project No: 8159-06
Location: Bloor St W & Dundas St W
Date: Saturday, December 3, 2022

North Approach
Pedestrians by Group

Time Ending	Eastbound							Westbound							2Way						
	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds
	1	2	3	4	5			1	2	3	4	5			1	2	3	4	5		
13:35	2	1	1	0	0	4	7	3	2	0	1	0	6	11	5	3	1	1	0	10	18
13:40	3	2	1	0	1	7	15	3	0	1	0	0	4	6	6	2	2	0	1	11	21
13:45	2	1	1	1	0	5	11	1	1	2	1	1	6	18	3	2	3	2	1	11	29
13:50	2	3	0	1	0	6	12	4	1	0	1	0	6	10	6	4	0	2	0	12	22
13:55	4	4	0	0	0	8	12	6	0	0	0	0	6	6	10	4	0	0	0	14	18
14:00	1	3	0	1	1	6	16	1	2	0	1	0	4	9	2	5	0	2	1	10	25
14:05	2	2	0	0	1	5	11	1	2	1	1	0	5	12	3	4	1	1	1	10	23
14:10	0	3	1	2	1	7	22	3	0	0	1	1	5	12	3	3	1	3	2	12	34
14:15	2	2	0	0	0	4	6	2	1	1	1	0	5	11	4	3	1	1	0	9	17
14:20	5	1	1	1	0	8	14	0	1	1	1	1	4	14	5	2	2	2	1	12	28
14:25	3	0	2	0	0	5	9	2	2	0	1	0	5	10	5	2	2	1	0	10	19
14:30	2	2	1	1	0	6	13	4	3	0	0	0	7	10	6	5	1	1	0	13	23
Total	**28**	**24**	**8**	**7**	**4**	**71**	**148**	**30**	**15**	**6**	**9**	**3**	**63**	**129**	**58**	**39**	**14**	**16**	**7**	**134**	**277**

Project: 2400 Dundas St W
Project No: 8159-06
Location: Bloor St W & Dundas St W
Date: Saturday, December 3, 2022

South Approach
Pedestrians by Group

Time Ending	Eastbound							Westbound							2Way						
	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds
	1	2	3	4	5			1	2	3	4	5			1	2	3	4	5		
13:35	2	0	0	0	0	2	2	2	1	0	0	0	3	4	4	1	0	0	0	5	6
13:40	1	1	0	1	0	3	7	1	2	0	0	0	3	5	2	3	0	1	0	6	12
13:45	0	2	0	0	0	2	4	1	0	1	0	0	2	4	1	2	1	0	0	4	8
13:50	2	1	0	1	1	5	13	2	2	0	0	0	4	6	4	3	0	1	1	9	19
13:55	2	0	0	0	0	2	2	1	0	1	0	0	2	4	3	0	1	0	0	4	6
14:00	1	1	0	0	1	3	8	2	0	0	0	0	2	2	3	1	0	0	1	5	10
14:05	1	2	1	1	0	5	12	3	0	0	0	0	3	3	4	2	1	1	0	8	15
14:10	3	0	1	0	0	4	6	0	1	2	0	1	4	13	3	1	3	0	1	8	19
14:15	3	1	1	0	0	5	8	1	1	1	0	0	3	6	4	2	2	0	0	8	14
14:20	2	1	0	0	0	3	4	1	2	1	0	1	5	13	3	3	1	0	1	8	17
14:25	1	1	0	1	1	4	12	3	0	1	0	0	4	6	4	1	1	1	1	8	18
14:30	3	1	0	0	0	4	5	0	3	0	0	0	3	6	3	4	0	0	0	7	11
Total	**21**	**11**	**3**	**4**	**3**	**42**	**83**	**17**	**12**	**7**	**0**	**2**	**38**	**72**	**38**	**23**	**10**	**4**	**5**	**80**	**155**

Project: 2400 Dundas St W
Project No: 8159-06
Location: Bloor St W & Dundas St W
Date: Saturday, December 3, 2022

East Approach
Pedestrians by Group

Time Ending	Northbound							Southbound							2Way						
	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds
	1	2	3	4	5			1	2	3	4	5			1	2	3	4	5		
13:35	1	1	2	0	0	4	9	2	1	1	0	1	5	12	3	2	3	0	1	9	21
13:40	0	1	0	2	0	3	10	1	1	1	0	0	3	6	1	2	1	2	0	6	16
13:45	4	1	0	0	0	5	6	2	2	0	1	2	7	20	6	3	0	1	2	12	26
13:50	1	1	0	1	1	4	12	0	3	2	0	0	5	12	1	4	2	1	1	9	24
13:55	1	0	2	1	0	4	11	2	1	2	0	1	6	15	3	1	4	1	1	10	26
14:00	3	1	0	1	0	5	9	0	1	1	0	1	3	10	3	2	1	1	1	8	19
14:05	3	2	2	0	2	9	23	3	1	0	0	2	6	15	6	3	2	0	4	15	38
14:10	2	3	0	0	0	5	8	3	1	2	1	1	8	20	5	4	2	1	1	13	28
14:15	0	2	0	0	1	3	9	0	1	1	1	0	3	9	0	3	1	1	1	6	18
14:20	4	0	0	0	1	5	9	3	0	3	0	0	6	12	7	0	3	0	1	11	21
14:25	0	1	1	3	0	5	17	1	0	1	0	0	2	4	1	1	2	3	0	7	21
14:30	3	0	1	0	1	5	11	1	0	3	1	0	5	14	4	0	4	1	1	10	25
Total	**22**	**13**	**8**	**8**	**6**	**57**	**134**	**18**	**12**	**17**	**4**	**8**	**59**	**149**	**40**	**25**	**25**	**12**	**14**	**116**	**283**

Project: 2400 Dundas St W
Project No: 8159-06
Location: Bloor St W & Dundas St W
Date: Saturday, December 3, 2022

West Approach
Pedestrians by Group

Time Ending	Northbound							Southbound							2Way						
	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds	Group Size					Tot. Groups	Total Peds
	1	2	3	4	5			1	2	3	4	5			1	2	3	4	5		
13:35	2	1	0	1	0	4	8	1	0	1	1	1	4	13	3	1	1	2	1	8	21
13:40	1	1	2	0	0	4	9	2	1	0	1	2	6	18	3	2	2	1	2	10	27
13:45	4	0	1	0	1	6	12	1	1	3	1	1	7	21	5	1	4	1	2	13	33
13:50	1	0	0	1	0	2	5	3	0	0	1	2	6	17	4	0	0	2	2	8	22
13:55	3	1	0	1	1	6	14	0	2	1	0	0	3	7	3	3	1	1	1	9	21
14:00	1	4	0	0	1	6	14	0	1	1	0	1	3	10	1	5	1	0	2	9	24
14:05	4	1	2	0	0	7	12	2	1	2	1	0	6	14	6	2	4	1	0	13	26
14:10	2	5	0	0	3	10	27	3	0	1	0	1	5	11	5	5	1	0	4	15	38
14:15	1	1	2	0	1	5	14	2	3	0	0	0	5	8	3	4	2	0	1	10	22
14:20	3	0	2	1	2	8	23	3	1	0	0	1	5	10	6	1	2	1	3	13	33
14:25	0	2	1	2	0	5	15	3	1	0	1	0	5	9	3	3	1	3	0	10	24
14:30	3	1	1	1	0	6	12	3	0	0	1	1	5	12	6	1	1	2	1	11	24
Total	**25**	**17**	**11**	**7**	**9**	**69**	**165**	**23**	**11**	**9**	**7**	**10**	**60**	**150**	**48**	**28**	**20**	**14**	**19**	**129**	**315**

Appendix I:
Intersection Capacity Analysis Sheets

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	30	45	440	45	520
Future Volume (vph)	30	45	440	45	520
Lane Group Flow (vph)	36	54	572	0	681
Turn Type	Perm	Perm	NA	Perm	NA
Protected Phases			2		6
Permitted Phases	8	8		6	
Detector Phase	8	8	2	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	28.0	28.0	28.0
Minimum Split (s)	31.9	31.9	38.8	38.8	38.8
Total Split (s)	33.0	33.0	57.0	57.0	57.0
Total Split (%)	36.7%	36.7%	63.3%	63.3%	63.3%
Yellow Time (s)	3.0	3.0	3.3	3.3	3.3
All-Red Time (s)	2.9	2.9	2.5	2.5	2.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0
Total Lost Time (s)	4.9	4.9	4.8		4.8
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min
v/c Ratio	0.24	0.29	0.21		0.28
Control Delay	40.6	14.8	4.0		2.7
Queue Delay	0.0	0.0	0.0		0.0
Total Delay	40.6	14.8	4.0		2.7
Queue Length 50th (m)	6.2	0.0	7.8		12.6
Queue Length 95th (m)	13.8	9.1	31.6		19.1
Internal Link Dist (m)	45.3		30.9		135.0
Turn Bay Length (m)					
Base Capacity (vph)	470	467	2734		2467
Starvation Cap Reductn	0	0	0		0
Spillback Cap Reductn	0	0	0		0
Storage Cap Reductn	0	0	0		0
Reduced v/c Ratio	0.08	0.12	0.21		0.28

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 2: Existing Site Driveway & Dundas St W

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	45	50	25	460	515	20
Future Volume (Veh/h)	45	50	25	460	515	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	46	51	26	469	526	20
Pedestrians	72			9	4	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	6			1	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				159		
pX, platoon unblocked						
vC, conflicting volume	898	354	618			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	898	354	618			
tC, single (s)	*7.1	*7.1	4.2			
tC, 2 stage (s)						
tF (s)	*3.6	*3.6	2.2			
p0 queue free %	80	91	97			
cM capacity (veh/h)	234	551	888			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	97	182	313	351	195
Volume Left	46	26	0	0	0
Volume Right	51	0	0	0	20
cSH	336	888	1700	1700	1700
Volume to Capacity	0.29	0.03	0.18	0.21	0.11
Queue Length 95th (m)	9.4	0.7	0.0	0.0	0.0
Control Delay (s)	20.0	1.6	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	20.0	0.6		0.0	
Approach LOS	C				

Intersection Summary

Average Delay	2.0		
Intersection Capacity Utilization	45.9%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	25	475	525	25
Future Volume (Veh/h)	0	0	25	475	525	25
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	0	30	565	625	30
Pedestrians	209			10	14	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	17			1	1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				202	55	
pX, platoon unblocked	0.96	0.96	0.96			
vC, conflicting volume	1206	546	864			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1131	445	776			
tC, single (s)	6.8	6.9	4.3			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	95			
cM capacity (veh/h)	149	445	628			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	0	218	377	417	238
Volume Left	0	30	0	0	0
Volume Right	0	0	0	0	30
cSH	1700	628	1700	1700	1700
Volume to Capacity	0.00	0.05	0.22	0.25	0.14
Queue Length 95th (m)	0.0	1.2	0.0	0.0	0.0
Control Delay (s)	0.0	2.0	0.0	0.0	0.0
Lane LOS	A	A			
Approach Delay (s)	0.0	0.7		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay	0.4		
Intersection Capacity Utilization	44.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	30	45	440	35	45	520
Future Volume (vph)	30	45	440	35	45	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.8			4.8
Lane Util. Factor	1.00	1.00	0.95			0.95
Frpb, ped/bikes	1.00	0.93	0.99			1.00
Flpb, ped/bikes	0.91	1.00	1.00			1.00
Frt	1.00	0.85	0.99			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1508	1379	3291			3422
Flt Permitted	0.95	1.00	1.00			0.87
Satd. Flow (perm)	1508	1379	3291			2973
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	36	54	530	42	54	627
RTOR Reduction (vph)	0	49	3	0	0	0
Lane Group Flow (vph)	36	5	569	0	0	681
Confl. Peds. (#/hr)	86	56		64	64	
Confl. Bikes (#/hr)				4		
Heavy Vehicles (%)	9%	9%	8%	3%	2%	5%
Turn Type	Perm	Perm	NA		Perm	NA
Protected Phases			2			6
Permitted Phases	8	8			6	
Actuated Green, G (s)	6.7	6.7	71.6			71.6
Effective Green, g (s)	7.7	7.7	72.6			72.6
Actuated g/C Ratio	0.09	0.09	0.81			0.81
Clearance Time (s)	5.9	5.9	5.8			5.8
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	129	117	2654			2398
v/s Ratio Prot			0.17			
v/s Ratio Perm	c0.02	0.00				c0.23
v/c Ratio	0.28	0.04	0.21			0.28
Uniform Delay, d1	38.5	37.8	2.0			2.2
Progression Factor	1.00	1.00	1.75			1.00
Incremental Delay, d2	1.2	0.1	0.2			0.3
Delay (s)	39.7	37.9	3.7			2.5
Level of Service	D	D	A			A
Approach Delay (s)	38.6		3.7			2.5
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay	5.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.7
Intersection Capacity Utilization	76.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

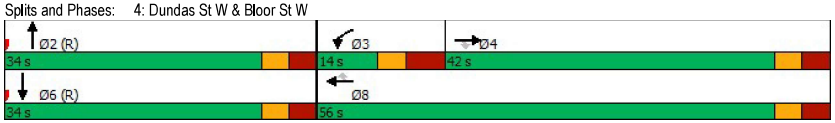
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	435	125	120	410	75	0	425	170	0	495	30
Future Volume (vph)	0	435	125	120	410	75	0	425	170	0	495	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2	5.2	5.4	5.2	5.2		5.0			5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00		0.95			0.95	
Frpb, ped/bikes		1.00	0.88	1.00	1.00	0.80		0.89			0.98	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Frt		1.00	0.85	1.00	1.00	0.85		0.96			0.99	
Flt Protected		1.00	1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (prot)		1827	1303	1752	1810	1108		2836			3235	
Flt Permitted		1.00	1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (perm)		1827	1303	1752	1810	1108		2836			3235	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	458	132	126	432	79	0	447	179	0	521	32
RTOR Reduction (vph)	0	0	85	0	0	18	0	44	0	0	4	0
Lane Group Flow (vph)	0	458	47	126	432	61	0	582	0	0	549	0
Confl. Peds. (#/hr)	195		108	108		195	242		212	212		242
Confl. Bikes (#/hr)			11			3			3			7
Heavy Vehicles (%)	0%	4%	9%	3%	5%	17%	50%	11%	4%	9%	8%	7%
Turn Type		NA	Perm	Prot	NA	Perm		NA			NA	
Protected Phases		4		3	8			2			6	
Permitted Phases			4			8						
Actuated Green, G (s)		28.1	28.1	9.5	45.0	45.0		32.8			32.8	
Effective Green, g (s)		29.1	29.1	11.5	46.0	46.0		33.8			33.8	
Actuated g/C Ratio		0.32	0.32	0.13	0.51	0.51		0.38			0.38	
Clearance Time (s)		6.2	6.2	7.4	6.2	6.2		6.0			6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		590	421	223	925	566		1065			1214	
v/s Ratio Prot		c0.25		0.07	c0.24			c0.21			0.17	
v/s Ratio Perm			0.04			0.06						
v/c Ratio		0.78	0.11	0.57	0.47	0.11		0.55			0.45	
Uniform Delay, d1		27.5	21.4	36.9	14.1	11.4		22.1			21.1	
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00			0.93	
Incremental Delay, d2		6.4	0.1	3.3	0.4	0.1		2.0			1.2	
Delay (s)		33.9	21.5	40.2	14.5	11.5		24.1			20.8	
Level of Service		C	C	D	B	B		C			C	
Approach Delay (s)		31.1			19.2			24.1			20.8	
Approach LOS		C			B			C			C	

Intersection Summary				
HCM 2000 Control Delay	23.8	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.64			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.6	
Intersection Capacity Utilization	65.5%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Lane Group	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	435	125	120	410	75	425	495
Future Volume (vph)	435	125	120	410	75	425	495
Lane Group Flow (vph)	458	132	126	432	79	626	553
Turn Type	NA	Perm	Prot	NA	Perm	NA	NA
Protected Phases	4		3	8		2	6
Permitted Phases		4			8		
Detector Phase	4	4	3	8	8	2	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	6.0	5.0	5.0	22.0	5.0
Minimum Split (s)	34.2	34.2	13.4	34.2	34.2	33.0	33.0
Total Split (s)	42.0	42.0	14.0	56.0	56.0	34.0	34.0
Total Split (%)	46.7%	46.7%	15.6%	62.2%	62.2%	37.8%	37.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.2	3.2	4.4	3.2	3.2	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.2	5.2	5.4	5.2	5.2	5.0	5.0
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	Min	Min	None	Min	Min	C-Min	C-Min
v/c Ratio	0.78	0.26	0.56	0.47	0.14	0.56	0.45
Control Delay	36.5	5.3	48.8	15.3	6.4	23.2	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.5	5.3	48.8	15.3	6.4	23.2	22.0
Queue Length 50th (m)	74.5	0.7	21.0	44.1	3.5	43.8	42.2
Queue Length 95th (m)	96.8	11.5	#51.8	63.5	9.7	64.4	59.9
Internal Link Dist (m)	208.8			450.8		271.7	177.7
Turn Bay Length (m)		30.0	65.0		45.0		
Base Capacity (vph)	747	608	224	1021	641	1108	1218
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.22	0.56	0.42	0.12	0.56	0.45

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Dundas St W & Bloor St W



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	45	80	695	80	400
Future Volume (vph)	45	80	695	80	400
Lane Group Flow (vph)	45	81	763	0	485
Turn Type	Perm	Perm	NA	Perm	NA
Protected Phases			2		6
Permitted Phases	8	8		6	
Detector Phase	8	8	2	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	28.0	28.0	28.0
Minimum Split (s)	31.9	31.9	38.8	38.8	38.8
Total Split (s)	33.0	33.0	57.0	57.0	57.0
Total Split (%)	36.7%	36.7%	63.3%	63.3%	63.3%
Yellow Time (s)	3.0	3.0	3.3	3.3	3.3
All-Red Time (s)	2.9	2.9	2.5	2.5	2.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0
Total Lost Time (s)	4.9	4.9	4.8		4.8
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min
v/c Ratio	0.27	0.36	0.27		0.23
Control Delay	40.8	13.7	5.8		2.7
Queue Delay	0.0	0.0	0.0		0.0
Total Delay	40.8	13.7	5.8		2.7
Queue Length 50th (m)	7.7	0.0	23.3		8.8
Queue Length 95th (m)	17.8	13.0	57.5		15.6
Internal Link Dist (m)	45.3		30.9		135.0
Turn Bay Length (m)					
Base Capacity (vph)	496	506	2822		2132
Starvation Cap Reductn	0	0	0		0
Spillback Cap Reductn	0	0	0		0
Storage Cap Reductn	0	0	0		0
Reduced v/c Ratio	0.09	0.16	0.27		0.23

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 2: Existing Site Driveway & Dundas St W

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	25	40	45	730	440	30
Future Volume (Veh/h)	25	40	45	730	440	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	25	40	45	737	444	30
Pedestrians	105			9	2	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	9			1	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				159		
pX, platoon unblocked	0.97					
vC, conflicting volume	1024	351	579			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	966	351	579			
tC, single (s)	*7.5	*7.5	4.1			
tC, 2 stage (s)						
tF (s)	*3.8	*3.7	2.2			
p0 queue free %	85	92	95			
cM capacity (veh/h)	170	505	904			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	65	291	491	296	178
Volume Left	25	45	0	0	0
Volume Right	40	0	0	0	30
cSH	287	904	1700	1700	1700
Volume to Capacity	0.23	0.05	0.29	0.17	0.10
Queue Length 95th (m)	6.8	1.3	0.0	0.0	0.0
Control Delay (s)	21.2	1.9	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	21.2	0.7		0.0	
Approach LOS	C				

Intersection Summary				
Average Delay	1.5			
Intersection Capacity Utilization	51.7%	ICU Level of Service	A	
Analysis Period (min)	15			

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	5	80	750	430	15
Future Volume (Veh/h)	5	5	80	750	430	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	5	5	82	765	439	15
Pedestrians	181			13	26	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	15			1	2	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				202	55	
pX, platoon unblocked	0.84	0.98	0.98			
vC, conflicting volume	1200	421	635			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	764	377	594			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	90			
cM capacity (veh/h)	216	518	828			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	10	337	510	293	161
Volume Left	5	82	0	0	0
Volume Right	5	0	0	0	15
cSH	305	828	1700	1700	1700
Volume to Capacity	0.03	0.10	0.30	0.17	0.09
Queue Length 95th (m)	0.8	2.6	0.0	0.0	0.0
Control Delay (s)	17.2	3.3	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	17.2	1.3		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay		1.0	
Intersection Capacity Utilization		53.2%	ICU Level of Service A
Analysis Period (min)		15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	45	80	695	60	80	400
Future Volume (vph)	45	80	695	60	80	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.8			4.8
Lane Util. Factor	1.00	1.00	0.95			0.95
Frpb, ped/bikes	1.00	0.91	0.98			1.00
Flpb, ped/bikes	0.88	1.00	1.00			0.99
Frt	1.00	0.85	0.99			1.00
Flt Protected	0.95	1.00	1.00			0.99
Satd. Flow (prot)	1591	1445	3409			3452
Flt Permitted	0.95	1.00	1.00			0.74
Satd. Flow (perm)	1591	1445	3409			2574
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	45	81	702	61	81	404
RTOR Reduction (vph)	0	74	3	0	0	0
Lane Group Flow (vph)	45	7	760	0	0	485
Confl. Peds. (#/hr)	114	74		149	149	
Confl. Bikes (#/hr)				13		
Heavy Vehicles (%)	0%	2%	3%	0%	0%	3%
Turn Type	Perm	Perm	NA		Perm	NA
Protected Phases			2			6
Permitted Phases	8	8			6	
Actuated Green, G (s)	7.0	7.0	71.3			71.3
Effective Green, g (s)	8.0	8.0	72.3			72.3
Actuated g/C Ratio	0.09	0.09	0.80			0.80
Clearance Time (s)	5.9	5.9	5.8			5.8
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	141	128	2738			2067
v/s Ratio Prot			c0.22			
v/s Ratio Perm	c0.03	0.00				0.19
v/c Ratio	0.32	0.06	0.28			0.23
Uniform Delay, d1	38.4	37.5	2.2			2.1
Progression Factor	1.00	1.00	2.33			1.00
Incremental Delay, d2	1.3	0.2	0.2			0.3
Delay (s)	39.8	37.7	5.4			2.4
Level of Service	D	D	A			A
Approach Delay (s)	38.5		5.4			2.4
Approach LOS	D		A			A

Intersection Summary				
HCM 2000 Control Delay	7.4	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.29			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.7	
Intersection Capacity Utilization	83.2%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

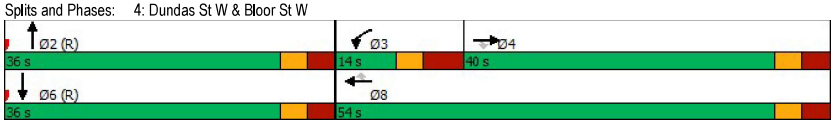
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	470	115	105	550	150	0	680	160	0	385	50
Future Volume (vph)	0	470	115	105	550	150	0	680	160	0	385	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2	5.2	5.4	5.2	5.2		5.0			6.0	
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00		0.95			0.95	
Frpb, ped/bikes		1.00	0.90	1.00	1.00	0.82		0.93			0.96	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Frt		1.00	0.85	1.00	1.00	0.85		0.97			0.98	
Flt Protected		1.00	1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (prot)		1881	1435	1805	1845	1237		3097			3228	
Flt Permitted		1.00	1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (perm)		1881	1435	1805	1845	1237		3097			3228	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	485	119	108	567	155	0	701	165	0	397	52
RTOR Reduction (vph)	0	0	79	0	0	19	0	21	0	0	10	0
Lane Group Flow (vph)	0	485	40	108	567	136	0	845	0	0	439	0
Confl. Peds. (#/hr)	176		89	89		176	212		218	218		212
Confl. Bikes (#/hr)			11			7			7			15
Heavy Vehicles (%)	0%	1%	1%	0%	3%	7%	0%	6%	1%	90%	5%	6%
Turn Type		NA	Perm	Prot	NA	Perm		NA			NA	
Protected Phases		4		3	8			2			6	
Permitted Phases			4			8						
Actuated Green, G (s)		28.9	28.9	6.4	42.7	42.7		35.1			35.1	
Effective Green, g (s)		29.9	29.9	8.4	43.7	43.7		36.1			35.1	
Actuated g/C Ratio		0.33	0.33	0.09	0.49	0.49		0.40			0.39	
Clearance Time (s)		6.2	6.2	7.4	6.2	6.2		6.0			6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		624	476	168	895	600		1242			1258	
v/s Ratio Prot		c0.26		0.06	c0.31			c0.27			0.14	
v/s Ratio Perm			0.03			0.11						
v/c Ratio		0.78	0.08	0.64	0.63	0.23		0.68			0.35	
Uniform Delay, d1		27.1	20.6	39.4	17.2	13.4		22.2			19.4	
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00			0.96	
Incremental Delay, d2		6.1	0.1	8.1	1.5	0.2		3.0			0.8	
Delay (s)		33.1	20.7	47.5	18.7	13.6		25.2			19.4	
Level of Service		C	C	D	B	B		C			B	
Approach Delay (s)		30.7			21.5			25.2			19.4	
Approach LOS		C			C			C			B	

Intersection Summary				
HCM 2000 Control Delay	24.3	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.75			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.6	
Intersection Capacity Utilization	69.0%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Lane Group	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	470	115	105	550	150	680	385
Future Volume (vph)	470	115	105	550	150	680	385
Lane Group Flow (vph)	485	119	108	567	155	866	449
Turn Type	NA	Perm	Prot	NA	Perm	NA	NA
Protected Phases	4		3	8		2	6
Permitted Phases		4			8		
Detector Phase	4	4	3	8	8	2	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	6.0	5.0	5.0	22.0	5.0
Minimum Split (s)	34.2	34.2	13.4	34.2	34.2	33.0	33.0
Total Split (s)	40.0	40.0	14.0	54.0	54.0	36.0	36.0
Total Split (%)	44.4%	44.4%	15.6%	60.0%	60.0%	40.0%	40.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.2	3.2	4.4	3.2	3.2	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0	0.0
Total Lost Time (s)	5.2	5.2	5.4	5.2	5.2	5.0	6.0
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	Min	Min	None	Min	Min	C-Min	C-Min
v/c Ratio	0.78	0.21	0.55	0.65	0.26	0.66	0.34
Control Delay	36.0	4.2	50.3	21.4	10.4	25.1	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.0	4.2	50.3	21.4	10.4	25.1	19.7
Queue Length 50th (m)	79.0	0.0	18.5	68.1	10.9	68.2	32.2
Queue Length 95th (m)	106.8	9.7	#41.2	95.5	21.2	95.6	47.2
Internal Link Dist (m)	208.8			450.8		271.7	177.7
Turn Bay Length (m)		30.0	65.0		45.0		
Base Capacity (vph)	727	632	196	1000	687	1311	1321
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.19	0.55	0.57	0.23	0.66	0.34

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Dundas St W & Bloor St W

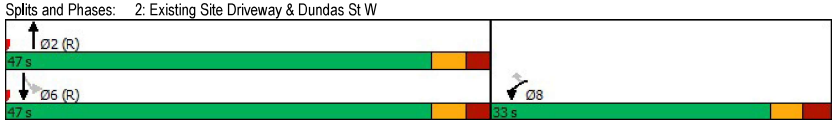


Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	55	55	550	50	495
Future Volume (vph)	55	55	550	50	495
Lane Group Flow (vph)	59	59	661	0	586
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		8		6	
Detector Phase	8	8	2	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	28.0	28.0	28.0
Minimum Split (s)	31.9	31.9	38.8	38.8	38.8
Total Split (s)	33.0	33.0	47.0	47.0	47.0
Total Split (%)	41.3%	41.3%	58.8%	58.8%	58.8%
Yellow Time (s)	3.0	3.0	3.3	3.3	3.3
All-Red Time (s)	2.9	2.9	2.5	2.5	2.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0
Total Lost Time (s)	4.9	4.9	4.8		4.8
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min
v/c Ratio	0.28	0.26	0.24		0.25
Control Delay	35.1	12.1	2.8		3.0
Queue Delay	0.0	0.0	0.0		0.0
Total Delay	35.1	12.1	2.8		3.0
Queue Length 50th (m)	8.8	0.0	11.6		10.8
Queue Length 95th (m)	19.3	10.3	20.0		19.0
Internal Link Dist (m)	45.3		30.9		135.0
Turn Bay Length (m)					
Base Capacity (vph)	634	572	2737		2360
Starvation Cap Reductn	0	0	0		0
Spillback Cap Reductn	0	0	0		0
Storage Cap Reductn	0	0	0		0
Reduced v/c Ratio	0.09	0.10	0.24		0.25

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 2: Existing Site Driveway & Dundas St W



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	25	35	40	565	510	10
Future Volume (Veh/h)	25	35	40	565	510	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	27	37	43	601	543	11
Pedestrians	81			4	4	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	7			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				159		
pX, platoon unblocked	0.99					
vC, conflicting volume	1020	362	635			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	999	362	635			
tC, single (s)	*7.1	*7.1	4.2			
tC, 2 stage (s)						
tF (s)	*3.7	*3.7	2.2			
p0 queue free %	86	93	95			
cM capacity (veh/h)	190	530	874			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	64	243	401	362	192
Volume Left	27	43	0	0	0
Volume Right	37	0	0	0	11
cSH	302	874	1700	1700	1700
Volume to Capacity	0.21	0.05	0.24	0.21	0.11
Queue Length 95th (m)	6.3	1.2	0.0	0.0	0.0
Control Delay (s)	20.1	2.1	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	20.1	0.8		0.0	
Approach LOS	C				

Intersection Summary

Average Delay	1.4		
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	5	50	615	515	35
Future Volume (Veh/h)	0	5	50	615	515	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	5	54	661	554	38
Pedestrians	112			5	12	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	9			0	1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				202	55	
pX, platoon unblocked	0.92	0.97	0.97			
vC, conflicting volume	1136	413	704			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	807	319	621			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	94			
cM capacity (veh/h)	250	595	836			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	5	274	441	369	223
Volume Left	0	54	0	0	0
Volume Right	5	0	0	0	38
cSH	595	836	1700	1700	1700
Volume to Capacity	0.01	0.06	0.26	0.22	0.13
Queue Length 95th (m)	0.2	1.7	0.0	0.0	0.0
Control Delay (s)	11.1	2.5	0.0	0.0	0.0
Lane LOS	B	A			
Approach Delay (s)	11.1	0.9		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay		0.6	
Intersection Capacity Utilization		49.1%	ICU Level of Service A
Analysis Period (min)		15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	55	55	550	65	50	495
Future Volume (vph)	55	55	550	65	50	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.8			4.8
Lane Util. Factor	1.00	1.00	0.95			0.95
Frpb, ped/bikes	1.00	0.94	0.98			1.00
Flpb, ped/bikes	1.00	1.00	1.00			0.99
Frt	1.00	0.85	0.98			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1805	1520	3395			3447
Flt Permitted	0.95	1.00	1.00			0.85
Satd. Flow (perm)	1805	1520	3395			2931
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	59	59	591	70	54	532
RTOR Reduction (vph)	0	53	5	0	0	0
Lane Group Flow (vph)	59	6	656	0	0	586
Confl. Peds. (#/hr)	67	52		131	131	
Confl. Bikes (#/hr)				5		
Heavy Vehicles (%)	0%	0%	3%	0%	0%	4%
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	7.0	7.0	61.3			61.3
Effective Green, g (s)	8.0	8.0	62.3			62.3
Actuated g/C Ratio	0.10	0.10	0.78			0.78
Clearance Time (s)	5.9	5.9	5.8			5.8
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	180	152	2643			2282
v/s Ratio Prot	c0.03		0.19			
v/s Ratio Perm		0.00				c0.20
v/c Ratio	0.33	0.04	0.25			0.26
Uniform Delay, d1	33.5	32.5	2.4			2.4
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	1.1	0.1	0.2			0.3
Delay (s)	34.6	32.6	2.7			2.7
Level of Service	C	C	A			A
Approach Delay (s)	33.6		2.7			2.7
Approach LOS	C		A			A

Intersection Summary				
HCM 2000 Control Delay	5.4	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.26			
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	9.7	
Intersection Capacity Utilization	79.4%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

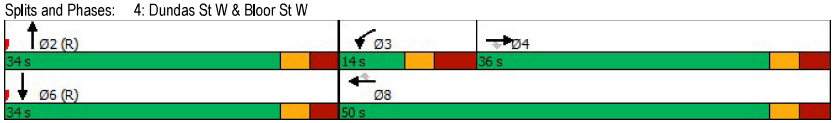
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	470	115	120	495	140	0	525	200	0	470	50
Future Volume (vph)	0	470	115	120	495	140	0	525	200	0	470	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2	5.2	4.9	5.2	5.2		5.0			5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00		0.95			0.95	
Frpb, ped/bikes		1.00	0.91	1.00	1.00	0.87		0.95			0.98	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Frt		1.00	0.85	1.00	1.00	0.85		0.96			0.99	
Flt Protected		1.00	1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (prot)		1881	1458	1787	1881	1297		3162			3301	
Flt Permitted		1.00	1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (perm)		1881	1458	1787	1881	1297		3162			3301	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	480	117	122	505	143	0	536	204	0	480	51
RTOR Reduction (vph)	0	0	80	0	0	26	0	45	0	0	9	0
Lane Group Flow (vph)	0	480	37	122	505	117	0	695	0	0	522	0
Confl. Peds. (#/hr)	134		80	80		134	129		116	116		129
Confl. Bikes (#/hr)			9			7			2			14
Heavy Vehicles (%)	0%	1%	1%	1%	1%	8%	0%	4%	2%	80%	6%	0%
Turn Type		NA	Perm	Prot	NA	Perm		NA			NA	
Protected Phases		4		3	8			2			6	
Permitted Phases			4			8						
Actuated Green, G (s)		25.7	25.7	8.5	41.6	41.6		30.2			30.2	
Effective Green, g (s)		26.7	26.7	11.0	42.6	42.6		31.2			31.2	
Actuated g/C Ratio		0.32	0.32	0.13	0.51	0.51		0.37			0.37	
Clearance Time (s)		6.2	6.2	7.4	6.2	6.2		6.0			6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		597	463	234	953	657		1174			1226	
v/s Ratio Prot		c0.26		0.07	c0.27			c0.22			0.16	
v/s Ratio Perm			0.03			0.09						
v/c Ratio		0.80	0.08	0.52	0.53	0.18		0.59			0.43	
Uniform Delay, d1		26.3	20.1	34.0	14.0	11.2		21.3			19.7	
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2		7.7	0.1	2.1	0.5	0.1		2.2			1.1	
Delay (s)		34.0	20.1	36.1	14.5	11.3		23.5			20.8	
Level of Service		C	C	D	B	B		C			C	
Approach Delay (s)		31.3			17.3			23.5			20.8	
Approach LOS		C			B			C			C	

Intersection Summary				
HCM 2000 Control Delay	22.9	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.68			
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	15.1	
Intersection Capacity Utilization	66.6%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Lane Group	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	470	115	120	495	140	525	470
Future Volume (vph)	470	115	120	495	140	525	470
Lane Group Flow (vph)	480	117	122	505	143	740	531
Turn Type	NA	Perm	Prot	NA	Perm	NA	NA
Protected Phases	4		3	8		2	6
Permitted Phases		4			8		
Detector Phase	4	4	3	8	8	2	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	6.0	5.0	5.0	22.0	5.0
Minimum Split (s)	34.2	34.2	13.4	34.2	34.2	33.0	33.0
Total Split (s)	36.0	36.0	14.0	50.0	50.0	34.0	34.0
Total Split (%)	42.9%	42.9%	16.7%	59.5%	59.5%	40.5%	40.5%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.2	3.2	4.4	3.2	3.2	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-2.5	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.2	5.2	4.9	5.2	5.2	5.0	5.0
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	Min	Min	None	Min	Min	C-Min	C-Min
v/c Ratio	0.81	0.21	0.52	0.53	0.21	0.61	0.43
Control Delay	37.1	3.6	43.6	15.8	7.2	22.6	21.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.1	3.6	43.6	15.8	7.2	22.6	21.4
Queue Length 50th (m)	72.3	0.0	18.7	48.8	6.8	50.7	36.1
Queue Length 95th (m)	102.7	8.3	#42.8	77.1	16.6	68.9	49.8
Internal Link Dist (m)	208.8			450.8		271.7	177.7
Turn Bay Length (m)		30.0	50.0		45.0		
Base Capacity (vph)	689	620	234	1017	725	1244	1261
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.19	0.52	0.50	0.20	0.59	0.42

Intersection Summary
Cycle Length: 84
Actuated Cycle Length: 84
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Dundas St W & Bloor St W



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	30	45	635	45	625
Future Volume (vph)	30	45	635	45	625
Lane Group Flow (vph)	36	54	807	0	807
Turn Type	Perm	Perm	NA	Perm	NA
Protected Phases			2		6
Permitted Phases	8	8		6	
Detector Phase	8	8	2	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	28.0	28.0	28.0
Minimum Split (s)	31.9	31.9	38.8	38.8	38.8
Total Split (s)	33.0	33.0	57.0	57.0	57.0
Total Split (%)	36.7%	36.7%	63.3%	63.3%	63.3%
Yellow Time (s)	3.0	3.0	3.3	3.3	3.3
All-Red Time (s)	2.9	2.9	2.5	2.5	2.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0
Total Lost Time (s)	4.9	4.9	4.8		4.8
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min
v/c Ratio	0.24	0.29	0.29		0.33
Control Delay	40.6	14.8	6.4		2.9
Queue Delay	0.0	0.0	0.0		0.0
Total Delay	40.6	14.8	6.4		2.9
Queue Length 50th (m)	6.2	0.0	34.8		16.0
Queue Length 95th (m)	13.8	9.1	52.3		23.5
Internal Link Dist (m)	45.3		30.9		135.0
Turn Bay Length (m)					
Base Capacity (vph)	470	467	2745		2415
Starvation Cap Reductn	0	0	0		0
Spillback Cap Reductn	0	0	0		0
Storage Cap Reductn	0	0	0		0
Reduced v/c Ratio	0.08	0.12	0.29		0.33

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 2: Existing Site Driveway & Dundas St W

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	50	30	650	620	20
Future Volume (Veh/h)	50	50	30	650	620	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	51	51	31	663	633	20
Pedestrians	72			9	4	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	6			1	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				159		
pX, platoon unblocked	0.99					
vC, conflicting volume	1112	408	725			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1088	408	725			
tC, single (s)	*7.1	*7.1	4.2			
tC, 2 stage (s)						
tF (s)	*3.6	*3.6	2.2			
p0 queue free %	70	90	96			
cM capacity (veh/h)	171	509	809			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	102	252	442	422	231
Volume Left	51	31	0	0	0
Volume Right	51	0	0	0	20
cSH	256	809	1700	1700	1700
Volume to Capacity	0.40	0.04	0.26	0.25	0.14
Queue Length 95th (m)	14.6	1.0	0.0	0.0	0.0
Control Delay (s)	28.1	1.6	0.0	0.0	0.0
Lane LOS	D	A			
Approach Delay (s)	28.1	0.6		0.0	
Approach LOS	D				

Intersection Summary

Average Delay	2.3		
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	25	670	630	25
Future Volume (Veh/h)	0	0	25	670	630	25
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	0	30	798	750	30
Pedestrians	209			10	14	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	17			1	1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				202	55	
pX, platoon unblocked	0.88	0.95	0.95			
vC, conflicting volume	1447	609	989			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	966	475	876			
tC, single (s)	6.8	6.9	4.3			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	95			
cM capacity (veh/h)	174	420	566			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	0	296	532	500	280
Volume Left	0	30	0	0	0
Volume Right	0	0	0	0	30
cSH	1700	566	1700	1700	1700
Volume to Capacity	0.00	0.05	0.31	0.29	0.16
Queue Length 95th (m)	0.0	1.3	0.0	0.0	0.0
Control Delay (s)	0.0	1.8	0.0	0.0	0.0
Lane LOS	A	A			
Approach Delay (s)	0.0	0.7		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay		0.3	
Intersection Capacity Utilization		49.6%	ICU Level of Service A
Analysis Period (min)		15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	30	45	635	35	45	625
Future Volume (vph)	30	45	635	35	45	625
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.8			4.8
Lane Util. Factor	1.00	1.00	0.95			0.95
Frpb, ped/bikes	1.00	0.93	0.99			1.00
Flpb, ped/bikes	0.91	1.00	1.00			1.00
Frt	1.00	0.85	0.99			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1508	1379	3306			3427
Flt Permitted	0.95	1.00	1.00			0.85
Satd. Flow (perm)	1508	1379	3306			2909
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	36	54	765	42	54	753
RTOR Reduction (vph)	0	49	2	0	0	0
Lane Group Flow (vph)	36	5	805	0	0	807
Confl. Peds. (#/hr)	86	56		64	64	
Confl. Bikes (#/hr)				4		
Heavy Vehicles (%)	9%	9%	8%	3%	2%	5%
Turn Type	Perm	Perm	NA		Perm	NA
Protected Phases			2			6
Permitted Phases	8	8			6	
Actuated Green, G (s)	6.7	6.7	71.6			71.6
Effective Green, g (s)	7.7	7.7	72.6			72.6
Actuated g/C Ratio	0.09	0.09	0.81			0.81
Clearance Time (s)	5.9	5.9	5.8			5.8
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	129	117	2666			2346
v/s Ratio Prot			0.24			
v/s Ratio Perm	c0.02	0.00				c0.28
v/c Ratio	0.28	0.04	0.30			0.34
Uniform Delay, d1	38.5	37.8	2.2			2.3
Progression Factor	1.00	1.00	2.58			1.00
Incremental Delay, d2	1.2	0.1	0.2			0.4
Delay (s)	39.7	37.9	6.0			2.7
Level of Service	D	D	A			A
Approach Delay (s)	38.6		6.0			2.7
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay	6.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.7
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

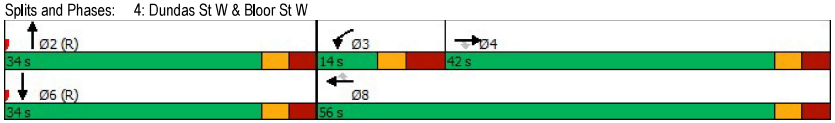
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	565	155	135	570	100	0	575	175	0	590	55
Future Volume (vph)	0	565	155	135	570	100	0	575	175	0	590	55
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2	5.2	5.4	5.2	5.2		5.0			5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00		0.95			0.95	
Frpb, ped/bikes		1.00	0.88	1.00	1.00	0.80		0.91			0.96	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Frt		1.00	0.85	1.00	1.00	0.85		0.97			0.99	
Flt Protected		1.00	1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (prot)		1827	1305	1752	1810	1108		2912			3184	
Flt Permitted		1.00	1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (perm)		1827	1305	1752	1810	1108		2912			3184	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	595	163	142	600	105	0	605	184	0	621	58
RTOR Reduction (vph)	0	0	79	0	0	16	0	31	0	0	7	0
Lane Group Flow (vph)	0	595	84	142	600	89	0	758	0	0	672	0
Confl. Peds. (#/hr)	195		108	108		195	242		212	212		242
Confl. Bikes (#/hr)			11			3			3			7
Heavy Vehicles (%)	0%	4%	9%	3%	5%	17%	50%	11%	4%	9%	8%	7%
Turn Type		NA	Perm	Prot	NA	Perm		NA			NA	
Protected Phases		4		3	8			2			6	
Permitted Phases			4			8						
Actuated Green, G (s)		32.8	32.8	7.9	48.1	48.1		29.7			29.7	
Effective Green, g (s)		33.8	33.8	9.9	49.1	49.1		30.7			30.7	
Actuated g/C Ratio		0.38	0.38	0.11	0.55	0.55		0.34			0.34	
Clearance Time (s)		6.2	6.2	7.4	6.2	6.2		6.0			6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		686	490	192	987	604		993			1086	
v/s Ratio Prot		c0.33		0.08	c0.33			c0.26			0.21	
v/s Ratio Perm			0.06			0.08						
v/c Ratio		0.87	0.17	0.74	0.61	0.15		0.76			0.62	
Uniform Delay, d1		26.0	18.8	38.8	13.9	10.1		26.4			24.8	
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00			0.93	
Incremental Delay, d2		11.2	0.2	13.9	1.1	0.1		5.6			2.5	
Delay (s)		37.2	18.9	52.7	15.0	10.2		32.0			25.6	
Level of Service		D	B	D	B	B		C			C	
Approach Delay (s)		33.3			20.7			32.0			25.6	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM 2000 Control Delay	27.8	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.81			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.6	
Intersection Capacity Utilization	73.5%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Lane Group	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	565	155	135	570	100	575	590
Future Volume (vph)	565	155	135	570	100	575	590
Lane Group Flow (vph)	595	163	142	600	105	789	679
Turn Type	NA	Perm	Prot	NA	Perm	NA	NA
Protected Phases	4		3	8		2	6
Permitted Phases		4			8		
Detector Phase	4	4	3	8	8	2	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	6.0	5.0	5.0	22.0	5.0
Minimum Split (s)	34.2	34.2	13.4	34.2	34.2	33.0	33.0
Total Split (s)	42.0	42.0	14.0	56.0	56.0	34.0	34.0
Total Split (%)	46.7%	46.7%	15.6%	62.2%	62.2%	37.8%	37.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.2	3.2	4.4	3.2	3.2	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.2	5.2	5.4	5.2	5.2	5.0	5.0
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	Min	Min	None	Min	Min	C-Min	C-Min
v/c Ratio	0.87	0.29	0.74	0.61	0.17	0.77	0.62
Control Delay	40.2	6.7	64.3	16.8	7.2	31.5	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	6.7	64.3	16.8	7.2	31.5	26.0
Queue Length 50th (m)	93.7	4.1	25.9	67.4	5.5	64.3	54.9
Queue Length 95th (m)	#143.3	16.5	#59.4	99.0	13.3	#89.5	75.1
Internal Link Dist (m)	208.8			450.8		271.7	177.7
Turn Bay Length (m)		30.0	65.0		45.0		
Base Capacity (vph)	747	608	192	1021	641	1025	1094
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.27	0.74	0.59	0.16	0.77	0.62

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Dundas St W & Bloor St W



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	45	80	835	80	490
Future Volume (vph)	45	80	835	80	490
Lane Group Flow (vph)	45	81	904	0	576
Turn Type	Perm	Perm	NA	Perm	NA
Protected Phases			2		6
Permitted Phases	8	8		6	
Detector Phase	8	8	2	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	28.0	28.0	28.0
Minimum Split (s)	31.9	31.9	38.8	38.8	38.8
Total Split (s)	33.0	33.0	57.0	57.0	57.0
Total Split (%)	36.7%	36.7%	63.3%	63.3%	63.3%
Yellow Time (s)	3.0	3.0	3.3	3.3	3.3
All-Red Time (s)	2.9	2.9	2.5	2.5	2.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0
Total Lost Time (s)	4.9	4.9	4.8		4.8
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min
v/c Ratio	0.27	0.37	0.32		0.27
Control Delay	40.8	14.6	7.9		2.9
Queue Delay	0.0	0.0	0.0		0.0
Total Delay	40.8	14.6	7.9		2.9
Queue Length 50th (m)	7.7	0.5	49.3		11.0
Queue Length 95th (m)	17.8	13.6	m66.0		19.1
Internal Link Dist (m)	45.3		30.9		135.0
Turn Bay Length (m)					
Base Capacity (vph)	496	504	2834		2112
Starvation Cap Reductn	0	0	0		0
Spillback Cap Reductn	0	0	0		0
Storage Cap Reductn	0	0	0		0
Reduced v/c Ratio	0.09	0.16	0.32		0.27

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Existing Site Driveway & Dundas St W

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	25	40	45	870	530	35
Future Volume (Veh/h)	25	40	45	870	530	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	25	40	45	879	535	35
Pedestrians	105			9	2	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	9			1	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				159		
pX, platoon unblocked	0.95					
vC, conflicting volume	1189	399	675			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1092	399	675			
tC, single (s)	*7.5	*7.5	4.1			
tC, 2 stage (s)						
tF (s)	*3.8	*3.7	2.2			
p0 queue free %	81	91	95			
cM capacity (veh/h)	134	468	832			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	65	338	586	357	213
Volume Left	25	45	0	0	0
Volume Right	40	0	0	0	35
cSH	239	832	1700	1700	1700
Volume to Capacity	0.27	0.05	0.34	0.21	0.13
Queue Length 95th (m)	8.5	1.4	0.0	0.0	0.0
Control Delay (s)	25.6	1.8	0.0	0.0	0.0
Lane LOS	D	A			
Approach Delay (s)	25.6	0.7		0.0	
Approach LOS	D				

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	58.2%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	5	80	890	520	15
Future Volume (Veh/h)	5	5	80	890	520	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	5	5	82	908	531	15
Pedestrians	181			13	26	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	15			1	2	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				202	55	
pX, platoon unblocked	0.77	0.97	0.97			
vC, conflicting volume	1364	467	727			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	706	396	663			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	89			
cM capacity (veh/h)	213	497	772			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	10	385	605	354	192
Volume Left	5	82	0	0	0
Volume Right	5	0	0	0	15
cSH	299	772	1700	1700	1700
Volume to Capacity	0.03	0.11	0.36	0.21	0.11
Queue Length 95th (m)	0.8	2.8	0.0	0.0	0.0
Control Delay (s)	17.5	3.2	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	17.5	1.2		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		58.8%	ICU Level of Service B
Analysis Period (min)		15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	45	80	835	60	80	490
Future Volume (vph)	45	80	835	60	80	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.8			4.8
Lane Util. Factor	1.00	1.00	0.95			0.95
Frpb, ped/bikes	1.00	0.91	0.98			1.00
Flpb, ped/bikes	0.88	1.00	1.00			0.99
Frt	1.00	0.85	0.99			1.00
Flt Protected	0.95	1.00	1.00			0.99
Satd. Flow (prot)	1591	1445	3424			3467
Flt Permitted	0.95	1.00	1.00			0.73
Satd. Flow (perm)	1591	1445	3424			2551
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	45	81	843	61	81	495
RTOR Reduction (vph)	0	71	3	0	0	0
Lane Group Flow (vph)	45	10	901	0	0	576
Confl. Peds. (#/hr)	114	74		149	149	
Confl. Bikes (#/hr)				13		
Heavy Vehicles (%)	0%	2%	3%	0%	0%	3%
Turn Type	Perm	Perm	NA		Perm	NA
Protected Phases			2			6
Permitted Phases	8	8			6	
Actuated Green, G (s)	7.0	7.0	71.3			71.3
Effective Green, g (s)	8.0	8.0	72.3			72.3
Actuated g/C Ratio	0.09	0.09	0.80			0.80
Clearance Time (s)	5.9	5.9	5.8			5.8
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	141	128	2750			2049
v/s Ratio Prot			c0.26			
v/s Ratio Perm	c0.03	0.01				0.23
v/c Ratio	0.32	0.08	0.33			0.28
Uniform Delay, d1	38.4	37.6	2.4			2.2
Progression Factor	1.00	1.00	3.03			1.00
Incremental Delay, d2	1.3	0.3	0.2			0.3
Delay (s)	39.8	37.9	7.4			2.6
Level of Service	D	D	A			A
Approach Delay (s)	38.5		7.4			2.6
Approach LOS	D		A			A

Intersection Summary			
HCM 2000 Control Delay	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.7
Intersection Capacity Utilization	83.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

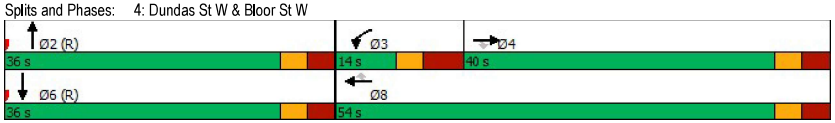
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	595	135	110	610	170	0	810	170	0	450	75
Future Volume (vph)	0	595	135	110	610	170	0	810	170	0	450	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2	5.2	5.4	5.2	5.2		5.0			5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00		0.95			0.95	
Frpb, ped/bikes		1.00	0.90	1.00	1.00	0.82		0.93			0.95	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Frt		1.00	0.85	1.00	1.00	0.85		0.97			0.98	
Flt Protected		1.00	1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (prot)		1881	1436	1805	1845	1237		3124			3180	
Flt Permitted		1.00	1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (perm)		1881	1436	1805	1845	1237		3124			3180	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	613	139	113	629	175	0	835	175	0	464	77
RTOR Reduction (vph)	0	0	80	0	0	17	0	19	0	0	15	0
Lane Group Flow (vph)	0	613	59	113	629	158	0	991	0	0	526	0
Confl. Peds. (#/hr)	176		89	89		176	212		218	218		212
Confl. Bikes (#/hr)			11			7			7			15
Heavy Vehicles (%)	0%	1%	1%	0%	3%	7%	0%	6%	1%	90%	5%	6%
Turn Type		NA	Perm	Prot	NA	Perm		NA			NA	
Protected Phases		4		3	8			2			6	
Permitted Phases			4			8						
Actuated Green, G (s)		31.8	31.8	6.7	45.9	45.9		31.9			31.9	
Effective Green, g (s)		32.8	32.8	8.7	46.9	46.9		32.9			32.9	
Actuated g/C Ratio		0.36	0.36	0.10	0.52	0.52		0.37			0.37	
Clearance Time (s)		6.2	6.2	7.4	6.2	6.2		6.0			6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		685	523	174	961	644		1141			1162	
v/s Ratio Prot		c0.33		0.06	c0.34			c0.32			0.17	
v/s Ratio Perm			0.04			0.13						
v/c Ratio		0.89	0.11	0.65	0.65	0.24		0.87			0.45	
Uniform Delay, d1		27.0	19.0	39.2	15.7	11.8		26.5			21.7	
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00			0.96	
Incremental Delay, d2		14.2	0.1	8.1	1.6	0.2		9.0			1.3	
Delay (s)		41.2	19.1	47.3	17.3	12.0		35.6			22.1	
Level of Service		D	B	D	B	B		D			C	
Approach Delay (s)		37.1			20.0			35.6			22.1	
Approach LOS		D			B			D			C	

Intersection Summary				
HCM 2000 Control Delay	29.2	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.88			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.6	
Intersection Capacity Utilization	79.6%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Lane Group	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	595	135	110	610	170	810	450
Future Volume (vph)	595	135	110	610	170	810	450
Lane Group Flow (vph)	613	139	113	629	175	1010	541
Turn Type	NA	Perm	Prot	NA	Perm	NA	NA
Protected Phases	4		3	8		2	6
Permitted Phases		4			8		
Detector Phase	4	4	3	8	8	2	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	6.0	5.0	5.0	22.0	5.0
Minimum Split (s)	34.2	34.2	13.4	34.2	34.2	33.0	33.0
Total Split (s)	40.0	40.0	14.0	54.0	54.0	36.0	36.0
Total Split (%)	44.4%	44.4%	15.6%	60.0%	60.0%	40.0%	40.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.2	3.2	4.4	3.2	3.2	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.2	5.2	5.4	5.2	5.2	5.0	5.0
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	Min	Min	None	Min	Min	C-Min	C-Min
v/c Ratio	0.89	0.23	0.65	0.65	0.26	0.87	0.46
Control Delay	44.0	5.4	57.9	19.2	10.1	36.4	22.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.0	5.4	57.9	19.2	10.1	36.4	22.0
Queue Length 50th (m)	99.4	1.4	20.2	74.7	12.3	89.5	40.2
Queue Length 95th (m)	#160.8	13.0	#44.3	110.8	24.4	#131.1	56.1
Internal Link Dist (m)	208.8			450.8		271.7	177.7
Turn Bay Length (m)		30.0	65.0		45.0		
Base Capacity (vph)	727	632	174	1000	687	1160	1176
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.22	0.65	0.63	0.25	0.87	0.46

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Dundas St W & Bloor St W

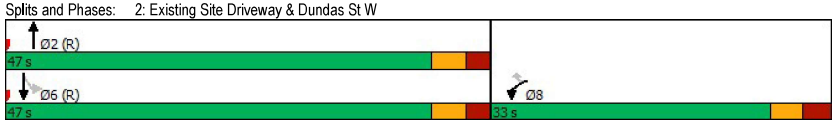


Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	55	55	660	50	590
Future Volume (vph)	55	55	660	50	590
Lane Group Flow (vph)	59	59	780	0	688
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		8		6	
Detector Phase	8	8	2	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	28.0	28.0	28.0
Minimum Split (s)	31.9	31.9	38.8	38.8	38.8
Total Split (s)	33.0	33.0	47.0	47.0	47.0
Total Split (%)	41.3%	41.3%	58.8%	58.8%	58.8%
Yellow Time (s)	3.0	3.0	3.3	3.3	3.3
All-Red Time (s)	2.9	2.9	2.5	2.5	2.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0
Total Lost Time (s)	4.9	4.9	4.8		4.8
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min
v/c Ratio	0.28	0.26	0.28		0.29
Control Delay	35.1	12.1	3.0		3.2
Queue Delay	0.0	0.0	0.0		0.0
Total Delay	35.1	12.1	3.0		3.2
Queue Length 50th (m)	8.8	0.0	14.5		13.4
Queue Length 95th (m)	19.3	10.3	24.4		23.0
Internal Link Dist (m)	45.3		30.9		135.0
Turn Bay Length (m)					
Base Capacity (vph)	634	572	2752		2351
Starvation Cap Reductn	0	0	0		0
Spillback Cap Reductn	0	0	0		0
Storage Cap Reductn	0	0	0		0
Reduced v/c Ratio	0.09	0.10	0.28		0.29

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 2: Existing Site Driveway & Dundas St W



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	35	45	670	605	15
Future Volume (Veh/h)	30	35	45	670	605	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	32	37	48	713	644	16
Pedestrians	81			4	4	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	7			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				159		
pX, platoon unblocked	0.97					
vC, conflicting volume	1190	415	741			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1129	415	741			
tC, single (s)	*7.1	*7.1	4.2			
tC, 2 stage (s)						
tF (s)	*3.7	*3.7	2.2			
p0 queue free %	79	92	94			
cM capacity (veh/h)	150	490	797			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	69	286	475	429	231
Volume Left	32	48	0	0	0
Volume Right	37	0	0	0	16
cSH	239	797	1700	1700	1700
Volume to Capacity	0.29	0.06	0.28	0.25	0.14
Queue Length 95th (m)	9.3	1.5	0.0	0.0	0.0
Control Delay (s)	26.1	2.2	0.0	0.0	0.0
Lane LOS	D	A			
Approach Delay (s)	26.1	0.8		0.0	
Approach LOS	D				

Intersection Summary

Average Delay	1.6		
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	5	50	725	610	35
Future Volume (Veh/h)	0	5	50	725	610	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	5	54	780	656	38
Pedestrians	112			5	12	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	9			0	1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				202	55	
pX, platoon unblocked	0.87	0.95	0.95			
vC, conflicting volume	1297	464	806			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	795	339	698			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	93			
cM capacity (veh/h)	238	570	773			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	5	314	520	437	257
Volume Left	0	54	0	0	0
Volume Right	5	0	0	0	38
cSH	570	773	1700	1700	1700
Volume to Capacity	0.01	0.07	0.31	0.26	0.15
Queue Length 95th (m)	0.2	1.8	0.0	0.0	0.0
Control Delay (s)	11.4	2.4	0.0	0.0	0.0
Lane LOS	B	A			
Approach Delay (s)	11.4	0.9		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization		54.7%	ICU Level of Service A
Analysis Period (min)		15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	55	55	660	65	50	590
Future Volume (vph)	55	55	660	65	50	590
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.8			4.8
Lane Util. Factor	1.00	1.00	0.95			0.95
Frpb, ped/bikes	1.00	0.94	0.98			1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	0.99			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1805	1520	3411			3454
Flt Permitted	0.95	1.00	1.00			0.84
Satd. Flow (perm)	1805	1520	3411			2920
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	59	59	710	70	54	634
RTOR Reduction (vph)	0	53	4	0	0	0
Lane Group Flow (vph)	59	6	776	0	0	688
Confl. Peds. (#/hr)	67	52		131	131	
Confl. Bikes (#/hr)				5		
Heavy Vehicles (%)	0%	0%	3%	0%	0%	4%
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	7.0	7.0	61.3			61.3
Effective Green, g (s)	8.0	8.0	62.3			62.3
Actuated g/C Ratio	0.10	0.10	0.78			0.78
Clearance Time (s)	5.9	5.9	5.8			5.8
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	180	152	2656			2273
v/s Ratio Prot	c0.03		0.23			
v/s Ratio Perm		0.00				c0.24
v/c Ratio	0.33	0.04	0.29			0.30
Uniform Delay, d1	33.5	32.5	2.5			2.6
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	1.1	0.1	0.3			0.3
Delay (s)	34.6	32.6	2.8			2.9
Level of Service	C	C	A			A
Approach Delay (s)	33.6		2.8			2.9
Approach LOS	C		A			A

Intersection Summary				
HCM 2000 Control Delay	5.1	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.31			
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	9.7	
Intersection Capacity Utilization	81.6%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

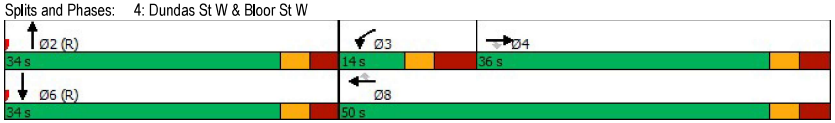
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	605	150	135	630	160	0	615	215	0	545	70
Future Volume (vph)	0	605	150	135	630	160	0	615	215	0	545	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2	5.2	4.9	5.2	5.2		5.0			5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00		0.95			0.95	
Frpb, ped/bikes		1.00	0.91	1.00	1.00	0.87		0.95			0.97	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Frt		1.00	0.85	1.00	1.00	0.85		0.96			0.98	
Flt Protected		1.00	1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (prot)		1881	1459	1787	1881	1297		3181			3282	
Flt Permitted		1.00	1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (perm)		1881	1459	1787	1881	1297		3181			3282	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	617	153	138	643	163	0	628	219	0	556	71
RTOR Reduction (vph)	0	0	87	0	0	18	0	42	0	0	12	0
Lane Group Flow (vph)	0	617	66	138	643	145	0	805	0	0	615	0
Confl. Peds. (#/hr)	134		80	80		134	129		116	116		129
Confl. Bikes (#/hr)			9			7			2			14
Heavy Vehicles (%)	0%	1%	1%	1%	1%	8%	0%	4%	2%	80%	6%	0%
Turn Type		NA	Perm	Prot	NA	Perm		NA			NA	
Protected Phases		4		3	8			2			6	
Permitted Phases			4			8						
Actuated Green, G (s)		29.0	29.0	7.8	44.2	44.2		27.6			27.6	
Effective Green, g (s)		30.0	30.0	10.3	45.2	45.2		28.6			28.6	
Actuated g/C Ratio		0.36	0.36	0.12	0.54	0.54		0.34			0.34	
Clearance Time (s)		6.2	6.2	7.4	6.2	6.2		6.0			6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		671	521	219	1012	697		1083			1117	
v/s Ratio Prot		c0.33		0.08	c0.34			c0.25			0.19	
v/s Ratio Perm			0.05			0.11						
v/c Ratio		0.92	0.13	0.63	0.64	0.21		0.74			0.55	
Uniform Delay, d1		25.8	18.2	35.0	13.6	10.1		24.5			22.5	
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2		17.6	0.1	5.8	1.3	0.1		4.6			2.0	
Delay (s)		43.5	18.3	40.8	14.9	10.2		29.1			24.4	
Level of Service		D	B	D	B	B		C			C	
Approach Delay (s)		38.5			17.9			29.1			24.4	
Approach LOS		D			B			C			C	

Intersection Summary				
HCM 2000 Control Delay	27.1	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.83			
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	15.1	
Intersection Capacity Utilization	77.4%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Lane Group	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	605	150	135	630	160	615	545
Future Volume (vph)	605	150	135	630	160	615	545
Lane Group Flow (vph)	617	153	138	643	163	847	627
Turn Type	NA	Perm	Prot	NA	Perm	NA	NA
Protected Phases	4		3	8		2	6
Permitted Phases		4			8		
Detector Phase	4	4	3	8	8	2	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	6.0	5.0	5.0	22.0	5.0
Minimum Split (s)	34.2	34.2	13.4	34.2	34.2	33.0	33.0
Total Split (s)	36.0	36.0	14.0	50.0	50.0	34.0	34.0
Total Split (%)	42.9%	42.9%	16.7%	59.5%	59.5%	40.5%	40.5%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.2	3.2	4.4	3.2	3.2	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-2.5	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.2	5.2	4.9	5.2	5.2	5.0	5.0
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	Min	Min	None	Min	Min	C-Min	C-Min
v/c Ratio	0.92	0.25	0.63	0.64	0.23	0.75	0.56
Control Delay	47.0	5.8	50.2	17.2	8.5	27.8	24.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	5.8	50.2	17.2	8.5	27.8	24.2
Queue Length 50th (m)	96.3	1.9	22.5	69.2	9.7	62.2	44.1
Queue Length 95th (m)	#160.5	14.0	#50.6	108.3	20.9	83.1	59.8
Internal Link Dist (m)	208.8			450.8		271.7	177.7
Turn Bay Length (m)		30.0	50.0		45.0		
Base Capacity (vph)	689	620	219	1025	724	1161	1167
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.25	0.63	0.63	0.23	0.73	0.54

Intersection Summary
Cycle Length: 84
Actuated Cycle Length: 84
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Dundas St W & Bloor St W



Queues
2: Site Driveway & Dundas St W

Future Total AM

Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	85	80	635	50	625
Future Volume (vph)	85	80	635	50	625
Lane Group Flow (vph)	102	96	813	0	813
Turn Type	Perm	Perm	NA	Perm	NA
Protected Phases			2		6
Permitted Phases	8	8		6	
Detector Phase	8	8	2	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	28.0	28.0	28.0
Minimum Split (s)	31.9	31.9	38.8	38.8	38.8
Total Split (s)	33.0	33.0	57.0	57.0	57.0
Total Split (%)	36.7%	36.7%	63.3%	63.3%	63.3%
Yellow Time (s)	3.0	3.0	3.3	3.3	3.3
All-Red Time (s)	2.9	2.9	2.5	2.5	2.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0
Total Lost Time (s)	4.9	4.9	4.8		4.8
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min
v/c Ratio	0.49	0.35	0.33		0.38
Control Delay	42.9	10.9	8.7		4.8
Queue Delay	0.0	0.0	0.0		0.0
Total Delay	42.9	10.9	8.7		4.8
Queue Length 50th (m)	17.4	0.0	39.4		21.4
Queue Length 95th (m)	28.8	10.6	55.6		33.4
Internal Link Dist (m)	45.3		30.9		135.0
Turn Bay Length (m)					
Base Capacity (vph)	470	496	2488		2152
Starvation Cap Reductn	0	0	0		0
Spillback Cap Reductn	0	0	0		0
Storage Cap Reductn	0	0	0		0
Reduced v/c Ratio	0.22	0.19	0.33		0.38

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 2: Site Driveway & Dundas St W

HCM Unsignalized Intersection Capacity Analysis
1: Dundas St W & Glenlake Ave

Future Total AM

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	50	45	30	685	630	20
Future Volume (Veh/h)	50	45	30	685	630	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	51	46	31	699	643	20
Pedestrians	72			9	4	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	6			1	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				159		
pX, platoon unblocked	0.97					
vC, conflicting volume	1140	412	735			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1075	412	735			
tC, single (s)	*7.1	*7.1	4.2			
tC, 2 stage (s)						
tF (s)	*3.6	*3.6	2.2			
p0 queue free %	70	91	96			
cM capacity (veh/h)	170	505	802			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	97	264	466	429	234
Volume Left	51	31	0	0	0
Volume Right	46	0	0	0	20
cSH	249	802	1700	1700	1700
Volume to Capacity	0.39	0.04	0.27	0.25	0.14
Queue Length 95th (m)	14.1	1.0	0.0	0.0	0.0
Control Delay (s)	28.5	1.5	0.0	0.0	0.0
Lane LOS	D	A			
Approach Delay (s)	28.5	0.5		0.0	
Approach LOS	D				

Intersection Summary

Average Delay	2.1		
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	25	675	690	20
Future Volume (Veh/h)	0	0	25	675	690	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	0	30	804	821	24
Pedestrians	209			10	14	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	17			1	1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				202	55	
pX, platoon unblocked	0.89	0.93	0.93			
vC, conflicting volume	1518	642	1054			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	979	463	907			
tC, single (s)	6.8	6.9	4.3			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.3			
p0 queue free %	100	100	94			
cM capacity (veh/h)	172	420	540			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	0	298	536	547	298
Volume Left	0	30	0	0	0
Volume Right	0	0	0	0	24
cSH	1700	540	1700	1700	1700
Volume to Capacity	0.00	0.06	0.32	0.32	0.18
Queue Length 95th (m)	0.0	1.4	0.0	0.0	0.0
Control Delay (s)	0.0	1.9	0.0	0.0	0.0
Lane LOS	A	A			
Approach Delay (s)	0.0	0.7		0.0	
Approach LOS	A				

Intersection Summary			
Average Delay		0.3	
Intersection Capacity Utilization		49.7%	ICU Level of Service A
Analysis Period (min)		15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	85	80	635	40	50	625
Future Volume (vph)	85	80	635	40	50	625
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.8			4.8
Lane Util. Factor	1.00	1.00	0.95			0.95
Frpb, ped/bikes	1.00	0.93	0.99			1.00
Flpb, ped/bikes	0.91	1.00	1.00			1.00
Frt	1.00	0.85	0.99			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1508	1379	3301			3426
Flt Permitted	0.95	1.00	1.00			0.83
Satd. Flow (perm)	1508	1379	3301			2856
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	102	96	765	48	60	753
RTOR Reduction (vph)	0	83	3	0	0	0
Lane Group Flow (vph)	102	13	810	0	0	813
Confl. Peds. (#/hr)	86	56		64	64	
Confl. Bikes (#/hr)				4		
Heavy Vehicles (%)	9%	9%	8%	3%	2%	5%
Turn Type	Perm	Perm	NA		Perm	NA
Protected Phases			2			6
Permitted Phases	8	8			6	
Actuated Green, G (s)	11.5	11.5	66.8			66.8
Effective Green, g (s)	12.5	12.5	67.8			67.8
Actuated g/C Ratio	0.14	0.14	0.75			0.75
Clearance Time (s)	5.9	5.9	5.8			5.8
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	209	191	2486			2151
v/s Ratio Prot			0.25			
v/s Ratio Perm	c0.07	0.01				c0.28
v/c Ratio	0.49	0.07	0.33			0.38
Uniform Delay, d1	35.8	33.7	3.6			3.8
Progression Factor	1.00	1.00	2.11			1.00
Incremental Delay, d2	1.8	0.2	0.3			0.5
Delay (s)	37.6	33.9	8.0			4.3
Level of Service	D	C	A			A
Approach Delay (s)	35.8		8.0			4.3
Approach LOS	D		A			A

Intersection Summary				
HCM 2000 Control Delay	9.4	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.40			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.7	
Intersection Capacity Utilization	82.1%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

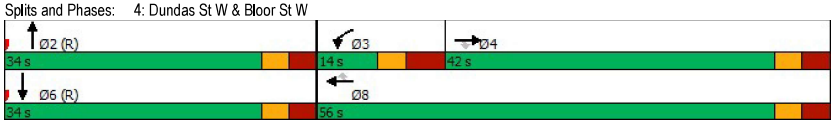
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	565	155	135	570	105	0	575	175	0	605	100
Future Volume (vph)	0	565	155	135	570	105	0	575	175	0	605	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2	5.2	5.4	5.2	5.2		5.0			5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00		0.95			0.95	
Frpb, ped/bikes		1.00	0.88	1.00	1.00	0.80		0.91			0.94	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Frt		1.00	0.85	1.00	1.00	0.85		0.97			0.98	
Flt Protected		1.00	1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (prot)		1827	1305	1752	1810	1108		2912			3081	
Flt Permitted		1.00	1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (perm)		1827	1305	1752	1810	1108		2912			3081	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	595	163	142	600	111	0	605	184	0	637	105
RTOR Reduction (vph)	0	0	79	0	0	16	0	31	0	0	14	0
Lane Group Flow (vph)	0	595	84	142	600	95	0	758	0	0	728	0
Confl. Peds. (#/hr)	195		108	108		195	242		212	212		242
Confl. Bikes (#/hr)			11			3			3			7
Heavy Vehicles (%)	0%	4%	9%	3%	5%	17%	50%	11%	4%	9%	8%	7%
Turn Type		NA	Perm	Prot	NA	Perm		NA			NA	
Protected Phases		4		3	8			2			6	
Permitted Phases			4			8						
Actuated Green, G (s)		32.8	32.8	7.9	48.1	48.1		29.7			29.7	
Effective Green, g (s)		33.8	33.8	9.9	49.1	49.1		30.7			30.7	
Actuated g/C Ratio		0.38	0.38	0.11	0.55	0.55		0.34			0.34	
Clearance Time (s)		6.2	6.2	7.4	6.2	6.2		6.0			6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		686	490	192	987	604		993			1050	
v/s Ratio Prot		c0.33		0.08	c0.33			c0.26			0.24	
v/s Ratio Perm			0.06			0.09						
v/c Ratio		0.87	0.17	0.74	0.61	0.16		0.76			0.69	
Uniform Delay, d1		26.0	18.8	38.8	13.9	10.2		26.4			25.6	
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00			0.93	
Incremental Delay, d2		11.2	0.2	13.9	1.1	0.1		5.6			3.6	
Delay (s)		37.2	18.9	52.7	15.0	10.3		32.0			27.3	
Level of Service		D	B	D	B	B		C			C	
Approach Delay (s)		33.3			20.6			32.0			27.3	
Approach LOS		C			C			C			C	

Intersection Summary				
HCM 2000 Control Delay	28.1	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.81			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.6	
Intersection Capacity Utilization	73.5%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Lane Group	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	565	155	135	570	105	575	605
Future Volume (vph)	565	155	135	570	105	575	605
Lane Group Flow (vph)	595	163	142	600	111	789	742
Turn Type	NA	Perm	Prot	NA	Perm	NA	NA
Protected Phases	4		3	8		2	6
Permitted Phases		4			8		
Detector Phase	4	4	3	8	8	2	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	6.0	5.0	5.0	22.0	5.0
Minimum Split (s)	34.2	34.2	13.4	34.2	34.2	33.0	33.0
Total Split (s)	42.0	42.0	14.0	56.0	56.0	34.0	34.0
Total Split (%)	46.7%	46.7%	15.6%	62.2%	62.2%	37.8%	37.8%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.2	3.2	4.4	3.2	3.2	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.2	5.2	5.4	5.2	5.2	5.0	5.0
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	Min	Min	None	Min	Min	C-Min	C-Min
v/c Ratio	0.87	0.29	0.74	0.61	0.18	0.77	0.70
Control Delay	40.2	6.7	64.3	16.8	7.3	31.5	27.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.2	6.7	64.3	16.8	7.3	31.5	27.4
Queue Length 50th (m)	93.7	4.1	25.9	67.4	6.1	64.3	62.6
Queue Length 95th (m)	#143.3	16.5	#59.4	99.0	14.1	#89.5	84.7
Internal Link Dist (m)	208.8			450.8		271.7	177.7
Turn Bay Length (m)		30.0	65.0		45.0		
Base Capacity (vph)	747	608	192	1021	641	1025	1067
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.27	0.74	0.59	0.17	0.77	0.70

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Dundas St W & Bloor St W



Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	75	95	835	90	490
Future Volume (vph)	75	95	835	90	490
Lane Group Flow (vph)	76	96	929	0	586
Turn Type	Perm	Perm	NA	Perm	NA
Protected Phases			2		6
Permitted Phases	8	8		6	
Detector Phase	8	8	2	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	28.0	28.0	28.0
Minimum Split (s)	31.9	31.9	38.8	38.8	38.8
Total Split (s)	33.0	33.0	57.0	57.0	57.0
Total Split (%)	36.7%	36.7%	63.3%	63.3%	63.3%
Yellow Time (s)	3.0	3.0	3.3	3.3	3.3
All-Red Time (s)	2.9	2.9	2.5	2.5	2.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0
Total Lost Time (s)	4.9	4.9	4.8		4.8
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min
v/c Ratio	0.43	0.43	0.34		0.30
Control Delay	42.9	17.6	9.6		3.8
Queue Delay	0.0	0.0	0.0		0.0
Total Delay	42.9	17.6	9.6		3.8
Queue Length 50th (m)	13.0	3.0	56.1		13.6
Queue Length 95th (m)	25.5	16.5	m70.7		25.2
Internal Link Dist (m)	45.3		30.9		135.0
Turn Bay Length (m)					
Base Capacity (vph)	423	428	2725		1973
Starvation Cap Reductn	0	0	0		0
Spillback Cap Reductn	0	0	0		0
Storage Cap Reductn	0	0	0		0
Reduced v/c Ratio	0.18	0.22	0.34		0.30

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Site Driveway & Dundas St W

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	25	40	45	885	540	35
Future Volume (Veh/h)	25	40	45	885	540	35
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	25	40	45	894	545	35
Pedestrians	105			9	2	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	9			1	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				159		
pX, platoon unblocked	0.94					
vC, conflicting volume	1206	404	685			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1087	404	685			
tC, single (s)	*7.5	*7.5	4.1			
tC, 2 stage (s)						
tF (s)	*3.8	*3.7	2.2			
p0 queue free %	81	91	95			
cM capacity (veh/h)	134	464	825			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	65	343	596	363	217
Volume Left	25	45	0	0	0
Volume Right	40	0	0	0	35
cSH	238	825	1700	1700	1700
Volume to Capacity	0.27	0.05	0.35	0.21	0.13
Queue Length 95th (m)	8.6	1.4	0.0	0.0	0.0
Control Delay (s)	25.7	1.8	0.0	0.0	0.0
Lane LOS	D	A			
Approach Delay (s)	25.7	0.7		0.0	
Approach LOS	D				

Intersection Summary				
Average Delay	1.4			
Intersection Capacity Utilization	58.9%	ICU Level of Service	B	
Analysis Period (min)	15			

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	5	80	915	555	10
Future Volume (Veh/h)	5	5	80	915	555	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	5	5	82	934	566	10
Pedestrians	181			13	26	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	15			1	2	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				202	55	
pX, platoon unblocked	0.76	0.97	0.97			
vC, conflicting volume	1409	482	757			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	709	396	681			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	98	99	89			
cM capacity (veh/h)	210	494	757			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	10	393	623	377	199
Volume Left	5	82	0	0	0
Volume Right	5	0	0	0	10
cSH	294	757	1700	1700	1700
Volume to Capacity	0.03	0.11	0.37	0.22	0.12
Queue Length 95th (m)	0.8	2.9	0.0	0.0	0.0
Control Delay (s)	17.7	3.2	0.0	0.0	0.0
Lane LOS	C	A			
Approach Delay (s)	17.7	1.3		0.0	
Approach LOS	C				

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization		60.3%	ICU Level of Service B
Analysis Period (min)		15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	75	95	835	85	90	490
Future Volume (vph)	75	95	835	85	90	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.8			4.8
Lane Util. Factor	1.00	1.00	0.95			0.95
Frpb, ped/bikes	1.00	0.76	0.98			1.00
Flpb, ped/bikes	0.75	1.00	1.00			0.99
Frt	1.00	0.85	0.99			1.00
Flt Protected	0.95	1.00	1.00			0.99
Satd. Flow (prot)	1355	1202	3394			3465
Flt Permitted	0.95	1.00	1.00			0.70
Satd. Flow (perm)	1355	1202	3394			2459
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	76	96	843	86	91	495
RTOR Reduction (vph)	0	69	4	0	0	0
Lane Group Flow (vph)	76	27	925	0	0	586
Confl. Peds. (#/hr)	240	225		149	149	
Confl. Bikes (#/hr)				13		
Heavy Vehicles (%)	0%	2%	3%	0%	0%	3%
Turn Type	Perm	Perm	NA		Perm	NA
Protected Phases			2			6
Permitted Phases	8	8			6	
Actuated Green, G (s)	9.3	9.3	69.0			69.0
Effective Green, g (s)	10.3	10.3	70.0			70.0
Actuated g/C Ratio	0.11	0.11	0.78			0.78
Clearance Time (s)	5.9	5.9	5.8			5.8
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	155	137	2639			1912
v/s Ratio Prot			c0.27			
v/s Ratio Perm	c0.06	0.02				0.24
v/c Ratio	0.49	0.20	0.35			0.31
Uniform Delay, d1	37.4	36.1	3.1			2.9
Progression Factor	1.00	1.00	2.74			1.00
Incremental Delay, d2	2.4	0.7	0.2			0.4
Delay (s)	39.8	36.8	8.6			3.3
Level of Service	D	D	A			A
Approach Delay (s)	38.1		8.6			3.3
Approach LOS	D		A			A

Intersection Summary				
HCM 2000 Control Delay	9.8	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.37			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.7	
Intersection Capacity Utilization	84.6%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

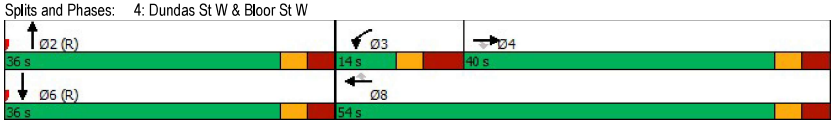
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	595	135	110	610	175	0	830	170	0	465	95
Future Volume (vph)	0	595	135	110	610	175	0	830	170	0	465	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2	5.2	5.4	5.2	5.2		5.0			5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00		0.95			0.95	
Frpb, ped/bikes		1.00	0.90	1.00	1.00	0.82		0.94			0.94	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Frt		1.00	0.85	1.00	1.00	0.85		0.97			0.97	
Flt Protected		1.00	1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (prot)		1881	1436	1805	1845	1237		3130			3131	
Flt Permitted		1.00	1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (perm)		1881	1436	1805	1845	1237		3130			3131	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	613	139	113	629	180	0	856	175	0	479	98
RTOR Reduction (vph)	0	0	80	0	0	17	0	18	0	0	18	0
Lane Group Flow (vph)	0	613	59	113	629	163	0	1013	0	0	559	0
Confl. Peds. (#/hr)	176		89	89		176	212		218	218		212
Confl. Bikes (#/hr)			11			7			7			15
Heavy Vehicles (%)	0%	1%	1%	0%	3%	7%	0%	6%	1%	90%	5%	6%
Turn Type		NA	Perm	Prot	NA	Perm		NA			NA	
Protected Phases		4		3	8			2			6	
Permitted Phases			4			8						
Actuated Green, G (s)		31.8	31.8	6.7	45.9	45.9		31.9			31.9	
Effective Green, g (s)		32.8	32.8	8.7	46.9	46.9		32.9			32.9	
Actuated g/C Ratio		0.36	0.36	0.10	0.52	0.52		0.37			0.37	
Clearance Time (s)		6.2	6.2	7.4	6.2	6.2		6.0			6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		685	523	174	961	644		1144			1144	
v/s Ratio Prot		c0.33		0.06	c0.34			c0.32			0.18	
v/s Ratio Perm			0.04			0.13						
v/c Ratio		0.89	0.11	0.65	0.65	0.25		0.89			0.49	
Uniform Delay, d1		27.0	19.0	39.2	15.7	11.9		26.8			22.0	
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00			0.98	
Incremental Delay, d2		14.2	0.1	8.1	1.6	0.2		10.1			1.5	
Delay (s)		41.2	19.1	47.3	17.3	12.1		36.9			23.0	
Level of Service		D	B	D	B	B		D			C	
Approach Delay (s)		37.1			19.9			36.9			23.0	
Approach LOS		D			B			D			C	

Intersection Summary				
HCM 2000 Control Delay	29.7	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.89			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	15.6	
Intersection Capacity Utilization	80.1%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Lane Group	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	595	135	110	610	175	830	465
Future Volume (vph)	595	135	110	610	175	830	465
Lane Group Flow (vph)	613	139	113	629	180	1031	577
Turn Type	NA	Perm	Prot	NA	Perm	NA	NA
Protected Phases	4		3	8		2	6
Permitted Phases		4			8		
Detector Phase	4	4	3	8	8	2	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	6.0	5.0	5.0	22.0	5.0
Minimum Split (s)	34.2	34.2	13.4	34.2	34.2	33.0	33.0
Total Split (s)	40.0	40.0	14.0	54.0	54.0	36.0	36.0
Total Split (%)	44.4%	44.4%	15.6%	60.0%	60.0%	40.0%	40.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.2	3.2	4.4	3.2	3.2	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-2.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.2	5.2	5.4	5.2	5.2	5.0	5.0
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	Min	Min	None	Min	Min	C-Min	C-Min
v/c Ratio	0.89	0.23	0.65	0.65	0.27	0.89	0.50
Control Delay	44.0	5.4	57.9	19.2	10.2	37.8	22.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.0	5.4	57.9	19.2	10.2	37.8	22.7
Queue Length 50th (m)	99.4	1.4	20.2	74.7	12.8	92.3	44.2
Queue Length 95th (m)	#160.8	13.0	#44.3	110.8	25.1	#135.5	61.1
Internal Link Dist (m)	208.8			450.8		271.7	177.7
Turn Bay Length (m)		30.0	65.0		45.0		
Base Capacity (vph)	727	632	174	1000	687	1162	1163
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.22	0.65	0.63	0.26	0.89	0.50

Intersection Summary
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Dundas St W & Bloor St W

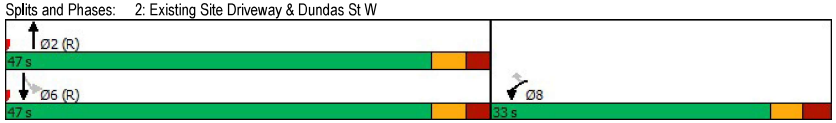


Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations					
Traffic Volume (vph)	115	105	660	105	590
Future Volume (vph)	115	105	660	105	590
Lane Group Flow (vph)	124	113	823	0	747
Turn Type	Prot	Perm	NA	Perm	NA
Protected Phases	8		2		6
Permitted Phases		8		6	
Detector Phase	8	8	2	6	6
Switch Phase					
Minimum Initial (s)	7.0	7.0	28.0	28.0	28.0
Minimum Split (s)	31.9	31.9	38.8	38.8	38.8
Total Split (s)	33.0	33.0	47.0	47.0	47.0
Total Split (%)	41.3%	41.3%	58.8%	58.8%	58.8%
Yellow Time (s)	3.0	3.0	3.3	3.3	3.3
All-Red Time (s)	2.9	2.9	2.5	2.5	2.5
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0
Total Lost Time (s)	4.9	4.9	4.8		4.8
Lead/Lag					
Lead-Lag Optimize?					
Recall Mode	None	None	C-Min	C-Min	C-Min
v/c Ratio	0.46	0.37	0.33		0.41
Control Delay	36.0	12.8	4.4		5.4
Queue Delay	0.0	0.0	0.0		0.0
Total Delay	36.0	12.8	4.4		5.4
Queue Length 50th (m)	18.4	2.8	18.6		19.4
Queue Length 95th (m)	32.6	15.9	32.7		35.3
Internal Link Dist (m)	45.3		30.9		135.0
Turn Bay Length (m)					
Base Capacity (vph)	634	594	2461		1811
Starvation Cap Reductn	0	0	0		0
Spillback Cap Reductn	0	0	0		0
Storage Cap Reductn	0	0	0		0
Reduced v/c Ratio	0.20	0.19	0.33		0.41

Intersection Summary

Cycle Length: 80
Actuated Cycle Length: 80
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 2: Existing Site Driveway & Dundas St W



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	40	50	715	655	15
Future Volume (Veh/h)	30	40	50	715	655	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	32	43	53	761	697	16
Pedestrians	81			4	4	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	7			0	0	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				159		
pX, platoon unblocked	0.95					
vC, conflicting volume	1276	442	794			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1185	442	794			
tC, single (s)	*7.1	*7.1	4.2			
tC, 2 stage (s)						
tF (s)	*3.7	*3.7	2.2			
p0 queue free %	76	91	93			
cM capacity (veh/h)	133	471	761			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	75	307	507	465	248
Volume Left	32	53	0	0	0
Volume Right	43	0	0	0	16
cSH	226	761	1700	1700	1700
Volume to Capacity	0.33	0.07	0.30	0.27	0.15
Queue Length 95th (m)	11.1	1.8	0.0	0.0	0.0
Control Delay (s)	28.6	2.4	0.0	0.0	0.0
Lane LOS	D	A			
Approach Delay (s)	28.6	0.9		0.0	
Approach LOS	D				

Intersection Summary

Average Delay	1.8		
Intersection Capacity Utilization	55.4%	ICU Level of Service	B
Analysis Period (min)	15		

* User Entered Value

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	5	50	765	675	30
Future Volume (Veh/h)	0	5	50	765	675	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	5	54	823	726	32
Pedestrians	112			5	12	
Lane Width (m)	3.6			3.6	3.6	
Walking Speed (m/s)	1.2			1.2	1.2	
Percent Blockage	9			0	1	
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (m)				202	55	
pX, platoon unblocked	0.86	0.94	0.94			
vC, conflicting volume	1386	496	870			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	799	329	728			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	93			
cM capacity (veh/h)	234	569	741			

Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	5	328	549	484	274
Volume Left	0	54	0	0	0
Volume Right	5	0	0	0	32
cSH	569	741	1700	1700	1700
Volume to Capacity	0.01	0.07	0.32	0.28	0.16
Queue Length 95th (m)	0.2	1.9	0.0	0.0	0.0
Control Delay (s)	11.4	2.4	0.0	0.0	0.0
Lane LOS	B	A			
Approach Delay (s)	11.4	0.9		0.0	
Approach LOS	B				

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization		57.3%	ICU Level of Service B
Analysis Period (min)		15	

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	115	105	660	105	105	590
Future Volume (vph)	115	105	660	105	105	590
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.8			4.8
Lane Util. Factor	1.00	1.00	0.95			0.95
Frpb, ped/bikes	1.00	0.94	0.98			1.00
Flpb, ped/bikes	1.00	1.00	1.00			0.99
Frt	1.00	0.85	0.98			1.00
Flt Protected	0.95	1.00	1.00			0.99
Satd. Flow (prot)	1805	1520	3362			3440
Flt Permitted	0.95	1.00	1.00			0.72
Satd. Flow (perm)	1805	1520	3362			2481
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	124	113	710	113	113	634
RTOR Reduction (vph)	0	79	9	0	0	0
Lane Group Flow (vph)	124	34	814	0	0	747
Confl. Peds. (#/hr)	67	52		131	131	
Confl. Bikes (#/hr)				5		
Heavy Vehicles (%)	0%	0%	3%	0%	0%	4%
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	10.9	10.9	57.4			57.4
Effective Green, g (s)	11.9	11.9	58.4			58.4
Actuated g/C Ratio	0.15	0.15	0.73			0.73
Clearance Time (s)	5.9	5.9	5.8			5.8
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	268	226	2454			1811
v/s Ratio Prot	c0.07		0.24			
v/s Ratio Perm		0.02				c0.30
v/c Ratio	0.46	0.15	0.33			0.41
Uniform Delay, d1	31.1	29.6	3.8			4.2
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	1.3	0.3	0.4			0.7
Delay (s)	32.4	30.0	4.2			4.9
Level of Service	C	C	A			A
Approach Delay (s)	31.2		4.2			4.9
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

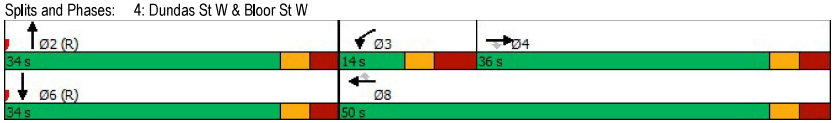
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	605	150	135	630	170	0	645	215	0	565	115
Future Volume (vph)	0	605	150	135	630	170	0	645	215	0	565	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.2	5.2	4.9	5.2	5.2		5.0			5.0	
Lane Util. Factor		1.00	1.00	1.00	1.00	1.00		0.95			0.95	
Frpb, ped/bikes		1.00	0.91	1.00	1.00	0.87		0.95			0.96	
Flpb, ped/bikes		1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Frt		1.00	0.85	1.00	1.00	0.85		0.96			0.97	
Flt Protected		1.00	1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (prot)		1881	1459	1787	1881	1297		3191			3222	
Flt Permitted		1.00	1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (perm)		1881	1459	1787	1881	1297		3191			3222	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	617	153	138	643	173	0	658	219	0	577	117
RTOR Reduction (vph)	0	0	87	0	0	18	0	39	0	0	20	0
Lane Group Flow (vph)	0	617	66	138	643	155	0	838	0	0	674	0
Confl. Peds. (#/hr)	134		80	80		134	129		116	116		129
Confl. Bikes (#/hr)			9			7			2			14
Heavy Vehicles (%)	0%	1%	1%	1%	1%	8%	0%	4%	2%	80%	6%	0%
Turn Type		NA	Perm	Prot	NA	Perm		NA			NA	
Protected Phases		4		3	8			2			6	
Permitted Phases			4			8						
Actuated Green, G (s)		29.0	29.0	7.5	43.9	43.9		27.9			27.9	
Effective Green, g (s)		30.0	30.0	10.0	44.9	44.9		28.9			28.9	
Actuated g/C Ratio		0.36	0.36	0.12	0.53	0.53		0.34			0.34	
Clearance Time (s)		6.2	6.2	7.4	6.2	6.2		6.0			6.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	3.0		3.0			3.0	
Lane Grp Cap (vph)		671	521	212	1005	693		1097			1108	
v/s Ratio Prot		c0.33		0.08	c0.34			c0.26			0.21	
v/s Ratio Perm			0.05			0.12						
v/c Ratio		0.92	0.13	0.65	0.64	0.22		0.76			0.61	
Uniform Delay, d1		25.8	18.2	35.3	13.8	10.3		24.5			22.9	
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2		17.6	0.1	7.0	1.4	0.2		5.1			2.5	
Delay (s)		43.5	18.3	42.3	15.2	10.5		29.6			25.3	
Level of Service		D	B	D	B	B		C			C	
Approach Delay (s)		38.5			18.3			29.6			25.3	
Approach LOS		D			B			C			C	

Intersection Summary				
HCM 2000 Control Delay	27.5	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.84			
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	15.1	
Intersection Capacity Utilization	78.2%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Lane Group	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Configurations							
Traffic Volume (vph)	605	150	135	630	170	645	565
Future Volume (vph)	605	150	135	630	170	645	565
Lane Group Flow (vph)	617	153	138	643	173	877	694
Turn Type	NA	Perm	Prot	NA	Perm	NA	NA
Protected Phases	4		3	8		2	6
Permitted Phases		4			8		
Detector Phase	4	4	3	8	8	2	6
Switch Phase							
Minimum Initial (s)	5.0	5.0	6.0	5.0	5.0	22.0	5.0
Minimum Split (s)	34.2	34.2	13.4	34.2	34.2	33.0	33.0
Total Split (s)	36.0	36.0	14.0	50.0	50.0	34.0	34.0
Total Split (%)	42.9%	42.9%	16.7%	59.5%	59.5%	40.5%	40.5%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.2	3.2	4.4	3.2	3.2	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-2.5	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.2	5.2	4.9	5.2	5.2	5.0	5.0
Lead/Lag	Lag	Lag	Lead				
Lead-Lag Optimize?	Yes	Yes	Yes				
Recall Mode	Min	Min	None	Min	Min	C-Min	C-Min
v/c Ratio	0.92	0.25	0.65	0.64	0.24	0.77	0.62
Control Delay	47.0	5.8	51.7	17.4	8.9	28.5	24.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	5.8	51.7	17.4	8.9	28.5	24.8
Queue Length 50th (m)	96.3	1.9	22.7	70.8	10.9	64.8	48.7
Queue Length 95th (m)	#160.5	14.0	#50.6	108.3	22.5	87.3	66.6
Internal Link Dist (m)	208.8			450.8		271.7	177.7
Turn Bay Length (m)		30.0	50.0		45.0		
Base Capacity (vph)	689	620	213	1019	720	1162	1156
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.25	0.65	0.63	0.24	0.75	0.60

Intersection Summary
Cycle Length: 84
Actuated Cycle Length: 84
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 85
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Dundas St W & Bloor St W



Appendix J:
City Comments

TORONTO

Willie Macrae, BA, MES, MCIP, RPP
Director, Community Planning

Gregg Lintern, MCIP, RPP
Chief Planner & Executive Director
City Planning Division

Toronto and East York District
18th Floor East Tower, City Hall
100 Queen Street West
Toronto ON M5H 2N2

Tel: (416) 392-7618
Refer to: **Melanie Schneider** at **416-397-7569**
E-Mail: melanie.schneider@toronto.ca
www.toronto.ca/planning

Fora Developments Inc.
2440 Dundas St W Suite 200
Toronto
ON M6P 1W9

August 29, 2023

Subject: **City Planning Comments**
Application No.: 23 124848 STE 04 OZ
2400 - 2440 Dundas St W
PLAN 776 LOTS 6 TO 22
Ward 4 - Parkdale-High Park

Dear Mr. Levine,

City Planning has reviewed your proposal for two mixed-use buildings comprised of three towers being 18, 25, and 36storeys in height, 434 sqm of retail, 1,875 sqm grocery store, 2,362 sqm core employment uses, and 873 dwelling units. City Planning staff are pleased to offer the following feedback.

Policy Context

Community services and facilities (CSF) contribute to the social, economic and cultural development of the city and are vital in supporting liveable communities. CS&F are publicly accessible, non-profit facilities and places where City Divisions, agencies and boards, and school boards deliver programs and services. This includes child care centres, libraries, recreation facilities, schools and community space for human services. CS&F support a strong network of programs and services that are essential to building community capacity as well as the fostering of complete communities.

The Provincial Policy Statement 2020 (PPS) uses the term *public service facilities* and identifies that such facilities will be coordinated and integrated with land use planning so that they are financially viable and available to meet current and projected needs. The PPS supports the optimization and adaptive re-use of existing facilities.

The Growth Plan (2020) reinforces the PPS and further identifies that *public service facilities* form part of the achievement of complete communities and improve social equity and overall quality of life. The Growth Plan calls for facilities to be co-located where possible with preference given to locations in or near strategic growth areas easily accessible by active transportation and transit.

The City's Official Plan Policy 2.3.1.7 identifies that community and neighbourhood amenities will be enhanced where needed by improving and expanding facilities, creating new facilities and adapting existing services to changes in the needs of the neighbourhood. Section 3.2.2 of the Official Plan calls for adequate and equitable access to community services and local institutions, and sets out a policy framework that, among other things, encourages the inclusion of community service facilities as part of private development.

Demographic Profile

The development application site is located in High Park North (#88). The following excerpts and highlights are from the Demographic profile of High Park North.

- Population of 22,162 in 2016 which is an increase of 4.09% between 2011 and 2016 compared to 4.5% for the City of Toronto
- 64% of the population is comprised of working adults age 25 to 64 years compared to 57.3% for the City
- Seniors 65+ comprise 13% of the population compared to 16% for the City
- Children 0-14 comprise 13% of the population compared to 15% for the City
- Youth 15-24 comprise 8% of the population compared to 12% for the City
- Apartment 5+ storeys comprise 60% of High Park North compared to 44% for the City
- 13% are single-detached houses in High Park North neighbourhood compared to 24% for the City
- Median household income in the High Park North neighbourhood is $68K compared to $66K
- 43% of the population live alone in High Park North neighbourhood compared to 32% for the City

Sector Inventory

Child Care

Council approved a Licensed Child Care Growth Strategy with a vision to serve 50% of children aged 0 to 4 years by 2026, including the provision additional early years child care spaces.

Based on Children's Services April 2022 Neighbourhood priority for early years child care for High Park North (#88) the area is listed as a median priority with 30 to 39% being served.

Children's Services has recommended that as developments progress an opportunity to achieve additional child care centres as community benefits be pursued to ensure that growth pressures align with their Growth Strategy targets and Capital Plans.

Libraries

According to the Toronto Public Library the primary service area of a neighbourhood branch library is within a 1.6 kilometre radius and is designed to be 10,000 to 15,000 square feet as appropriate to the collection size and ancillary services and District branches serve a minimum population of 100,000 within a 2.5 kilometre radius and designed to be 25,000 square feet. Toronto Public

Library (TPL) has two libraries serving the application site which are: Dufferin/St. Clair and St. Clair/Silverthorn.

The **TPL Facilities Master Plan** (FMP) was completed in 2019 with consideration of current planning work being undertaken across the City and related future growth. The Plan sets out TPL's capital investment priorities to 2028, as well as longer term requirements (30-year roadmap) to account for planning.

There are five public libraries that serve the Study Area: Bloor/Gladstone which is a District Library and College/Shaw Library, Davenport Library, Dufferin/St. Clair Library and Perth Dupont Library all of which are Neighbourhood Libraries. The Bloor/Gladstone District Library was renovated in 2009/2010. Based on the TPL FMP, the most immediate need in the Study Area is to relocate or expand the Perth Dupont Neighbourhood Library which is listed in critical condition with an estimated 2018 replacement cost of $1.9 million. This branch is identified as a Horizon A priority which refers to a time line of 1 to 10 years, and is identified as a board approved and funded capital project. There are also two Section 37 benefits that have been secured and received in the Study Area, which include a $1.1 million contribution towards the Perth/Dupont Neighbourhood Library and $1.5 million towards a local library.

Community Recreation

Parks Forestry and Recreation (PFR) has advised that the key priority in the study area is new and improved parkland. The CSF Study Area contains a significant amount of area within the lowest categories of parkland provision, and a cluster of priority parkland need areas flagged for further study. PFR is currently exploring opportunities and long term strategies to acquire, expand and improve parkland in these areas. With respect to Community Recreation Centres and outdoor recreation facilities the Facilities Master Plan (FMP) identifies the following:

- The study area is well serviced by Community Recreation Centres (CRCs) and there are no CRC service catchment gaps. The existing Wallace-Emerson Community Centre is currently being rebuilt as part of the Galleria Redevelopment project. In addition the planned Wabash CRC will provide additional service in the area. The site of the future Wabash Community Recreation Center is bordered by Sorauren Park to the west and north, Wabash Avenue to the south and the CPR Railway corridor to the east. It will be 6,734 m2 (72,484 ft2) in size and include an indoor pool, a gymnasium and flexible multi-purpose program spaces. Anticipated construction is Spring 2023 to 2026.

- There are no specific FMP recommendations for new outdoor recreation facilities in Ward 9 and/or related areas. The CSF Study Area is generally well serviced by the following facilities: • Splash pads and wading pools • Tennis courts • Basketball courts • Outdoor ice rinks and skate trails • Soccer and multipurpose fields • Basketball diamonds • Skateboard and bike parks.

- The FMP recommends that over time wading pools be repurposed to splash pads or other uses. Potential candidates for this repurposing in the Study Area are George Avenue Parkette and Northumberland Playground.

- The FMP has identified that there is a cricket pitch gap in the south west portion of the CSF Study Area. PFR is in the process of identifying candidate parks that can potentially

accommodate a new cricket pitch in Toronto East York (TEY) District, some of which may serve the smaller Bloor-Perth-Sterling Study Area.

Schools

Toronto District School Board

Based on the information currently available, Toronto District School Board has advised that additional school capacity is not required in the area at this time. However, school capacity needs may change in the future. TDSB and its agency Toronto Lands Corporation (TLC) will continue to monitor residential development in this area to understand the cumulative impact on local schools and to determine if additional school capacity is required.

Toronto Catholic District School Board

The Toronto Catholic District School Board's current Long Term Accommodation Plan does not identify any immediate plans for the Bloor Perth Sterling Study area. All of the 9 elementary and 3 secondary schools within the study area are operating within the current acceptable operating capacity. St Mary Catholic Academy Secondary School will be operating at slightly above capacity in the near future. The utilization figures at the end of this memo reflect the current and Board approved enrolment projections for the schools within the study area. The TCDSB will continue to review needs for student accommodation in line with future development and demographic changes. With regards to community services, the TCDSB is proceeding with a proposed additional 3 child care rooms for St Bruno/St Raymond Elementary School as well as a brand new 350 pupil place facility which was scheduled to open in Fall 2021. The reduction in capacity from 380 to 350 pupil space is due to funding available for the capital projects as well as projected need of student enrolment.

Both the TDSB and the TCDSB will review needs for student accommodation in line with future development and demographic changes. Both the TDSB/TCDSB have a Long-Term program and accommodation strategy which provides an approach to program and accommodation planning with a ten year timeframe that allows for responsiveness and flexibility in a changing environment by including an annual cycle of review.

Community Space/ Human Service Agencies

There are 38 human service agencies located in the Study Area. City Planning sent a survey to each agency in order to assess operating space, capacity, condition of space and other resources used in the community such as schools, libraries, community recreation centres and parks. Nine (9) responses were received. Of the responses received the following is noted: • Only one agency owned their own space while the remaining respondents rent space • For those agency respondents which know the size of their space, most identified that their space is undersized and not large enough to serve all clients, resulting in waiting lists. • Space is often located in ageing buildings which are not accessible (i.e. no accessible elevator, no accessible washroom, etc.). • Agencies are looking for larger space on a transit route or easily accessible with Wheel Trans. • There is a need for both youth and senior safe space(s) to run programs or offer after school support for youth and day programs for seniors. • Community Agencies also use space offered in other community resources such as libraries, school, community recreation centres and parks. Based on the responses

received, and our review and work on human agency space in this and other areas of the City, opportunities should be sought for the provision of non-profit agency space.

Key considerations for space are: • Locations that are easily accessible to transit, preferably on a main street; • Preferably on the ground floor with a separate entrance; • Opportunities for co-location of space with other non-profit service agencies, which presents opportunities for sharing of spaces such as reception, meeting rooms, kitchen or other amenities. Co-located spaces also provide opportunities to foster connection to residents and the community. The City secures community agency space for non-profit agencies under the Community Space Tenancy Program which is managed by SDFA and CREM. The minimum size that the City secures under this program is typically 5,000 ft2.

Recommendation

The Official Plan establishes and recognizes that the provision of and investment in community services and facilities supports healthy, safe, livable, and accessible communities. Community services and facilities are foundational to creating complete communities, and providing for a full range of community services and facilities in areas that are inadequately serviced or experiencing growth is a shared responsibility.

The recently completed Bloor Perth Sterling CSF Study identified the need for community agency space as an in kind contribution to be located on site. General requirements for community agency space are as follows,

- The owner is to design, construct, finish and convey to the City a minimum of 5,000 square feet of community agency space;
- The facility should be conveyed to the City as a freehold unit;
- The community agency space is to be located at grade with a separate entrance and if not at grade then equipped with separate elevator and stairwell;
- The non-profit service provider for the community space will be selected in accordance with the City's Community Space Tenancy Policy;
- The Community Space should be constructed, finished, furnished and equipped generally in accordance with the template Community Space Term Sheet;
- Prior to the issuance of the first grade building permit the owner will provide a letter of credit in the amount sufficient to guarantee 120 percent of the estimated cost of design, construction and hand over the community agency space to the satisfaction of the Corporate Real Estate Management, the Executive Director, Social Development, Finance and Administration, the Chief Planner and Executive Director, City Planning and the City Solicitor.

Community Agency Space conveyed to the City is administered through the Community Space Tenancy (CST) program, which is governed by the Council-adopted CST Policy. The types of organizations participating in the CST program are diverse and varied throughout the City. Services delivered under the Community Space Tenancy program include community health, arts and culture, recreation, before and after school programs, settlement services and environmental planning. Although the CST Policy does not describe specific uses, organizations are required to meet eligibility requirements specified under section 3 of the CST Policy.

Community Space Tenancies are made available to organizations through a Request for Expressions of Interest (REOI) administered by the City of Toronto. The REOI is an open call to Non-Profit organizations that fit the service priorities of the available City space allocated for community use. Applicants are selected based upon their ability to offer responsive programming to address these service priorities, which are identified and determined through needs assessment and analysis. In preparing for the REOI process, the City's Social Development, Finance and Administration Division (SDFA) identifies service priorities to be offered by local organization(s) within the Community Space. These priorities will be identified through an assessment of the community services, demographics and facilities in the area, and the service needs expressed by the community through the 211 Helpline

Housing

Affordable Housing and Smart Urban Growth are key Strategic Actions for the City of Toronto. Section 3.2.1 of the City's Official Plan states that a full range of housing will be provided and maintained to meet the needs of current and future residents. A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 also contains policies 2.2.1.4, 2.2.4.9 and 2.2.6.3 to support the development of affordable housing and a range of housing to accommodate the needs of all household sizes and incomes.

The Council-adopted Growing Up: Planning for Children in New Vertical Communities final urban design guidelines provide guidance on the proportion and size of larger units recommended in new multi-unit residential developments. The accompanying staff report is available here.

Guideline 2.1 of the Growing Up guidelines states that a residential building should provide a minimum of 25% large units. Specifically, the guidelines state that 10% of the total residential units should be three-bedroom units and 15% should be two-bedroom units.

Guideline 3.0 states that the ideal unit size for large units, based on the sum of the unit elements, is 90 square metres for two-bedroom units and 106 square metres for three-bedroom units, with ranges of 87-90 square metres and 100-106 square metres representing an acceptable diversity of sizes for such bedroom types while maintaining the integrity of common spaces to ensure their functionality.

Unit breakdown

1. The provision of 186 (21.3%) two-bedroom units and 89 (10.2%) three-bedroom units supports the unit mix objectives of the Growing Up guidelines, Official Plan housing policies, and the Growth Plan's growth management and housing policies to accommodate within new development a broad range of households, including families with children.
    a. The applicant should continue to meet the unit mix guidelines for both Buildings A and B separately and together.

2. Please provide additional information on the proposed unit sizes, including a table outlining unit sizes and size ranges by bedroom type, to determine whether the guidelines of Growing Up guidelines are satisfied by the proposal.

3. A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 recognizes the importance of planning for a range and mix of uses on lands near existing and planned frequent transit, including second units and affordable housing to support existing and planned transit service levels. Given the site's location near an existing major transit investment or a priority transit corridor, there is a significant public interest for including affordable housing units within this new development.

Affordable Housing

4. Since residential use permissions in this proposal are based on OPA 591 and SASP 796, affordable housing will be required to be provided in line with OPA 591 and SASP 796.
    a. The applicant is to submit a revised Housing Issues Report to address the affordable housing requirements.

5. The City's Open Door for Housing program provides incentives for the creation of new affordable housing beyond those required by the Official Plan, subject to certain terms and conditions. We encourage the applicant to consider the Open Door program. Further information on the program can be found on the Open Door Affordable Housing Program website.

Land Use

The site is located north of the Bloor Street West and Dundas Street West intersection, on the east side of Dundas Street West, to the north of the Bloor GO/UP Express Station and west of the rail corridor. An expropriated easement has been registered on title in favour of Metrolinx to provide vehicular and pedestrian access to the station. The site is also located northeast of the Dundas West Subway station. The lands are designated General Employment Areas on Map 17 Land Use Plans of the Toronto Official Plan. OPA 591 which received Council approval on July 19, 2022 to redesignated the lands to Mixed Use Areas with a Site Specific Policy (SASP 796). The Minister of Municipal Affairs and Housing must provide final approval of the SASP with no timing available for this to come into full force and effect. In anticipation of the SASP and redesignation coming into full force and effect, the remaining comments assume the Mixed Use Areas and SASP 796 applies in its current form. The lands are also identified as Opportunity Site 7 in the Bloor-Dundas Avenue Study which was adopted by Council on November 30, 2009. This Avenue Study has not been repealed and remains Council adopted.

The proposed live-work units are considered as commercial/residential units and are typically comprised of home occupation uses. Therefore, these units shall not contribute to the required minimum employment GFA required through the SASP. Please provide additional/alternative uses on site that meet the definition of Employment uses under the Provincial Policy Statement (2020). A maximum of 4 live-work units would achieve a better balance. In particular, retail uses should be provided at the north end, where the units are closer to the sidewalk. Consider 4m tall local retail in order to accommodate units above. To not undermine the commercial uses, the ZBL should specify that fully commercial uses are permitted in the live-work units (in additional to residential uses). Suggested wording is “commercial with residential permissions”. For example, this would allow for a café or a photography studio, where the owner is not required to reside on the premises. In order to ensure the units do not become all “live”, consider this wording for the ZBL “commercial uses with direct pedestrian access to a sidewalk may contain residential dwelling units if the dwelling units are ancillary to the main commercial use”.

During the Community Consultation Meeting (CCM), it was clear from members of the public that a pharmacy should continue to be provided on site. Please find opportunities to retain this use once construction is complete.

Avenue Study

The Bloor Dundas Avenue Study identifies this site as Opportunity Site 7 which anticipated higher forms of development and density compared to surrounding areas. -It also identifies the northwest side of Dundas Street West, north of Bloor Street West as the "Warehouse Precinct". At the CCM, the applicant further described the importance of this character, which they seek to celebrate and they "don't want to lose". Provide elevations/3D studies of the existing building to the north and ensure there is a positive relationship with the proposed massing. The existing Shoppers Drug Mart building frontage should be retained and integrated into the proposal. The grouping of warehouse buildings expresses a heritage character which tells the story of the Junction and its relationship to the historic role of the rail corridor. Explore locating additional CEA or retail in that location.

Phasing

The Easement in favour of Metrolinx and SASP 796 require that continued vehicular and pedestrian access be provided to the GO/UP Express station for the public, which would also apply during construction. The SASP also requires that the existing food store continue to be provided on site and must be replaced with a new facility of equal or greater size. The applicant is strongly encouraged, in cooperation with Metrolinx, to provide a phasing plan and site layout that ensures that the existing food store can operate during the construction of the northerly portion of the site (phase 1). This will avoid the creation of a food desert during construction. Please provide an overlay of the existing easement on the respective plans (Site Plan, Landscape Plan, etc.) to allow the City to work cooperatively with your team to ensure phasing addresses these concerns.

Planning Rationale

Per the City's Terms of Reference for Planning Rationales, please provide an evaluation of the proposal against Zoning By-law No. 569-2013. Identify areas where the proposal does and does not conform to the By-law and provide justification for amendments requested to the By-law.

Draft Zoning By-law

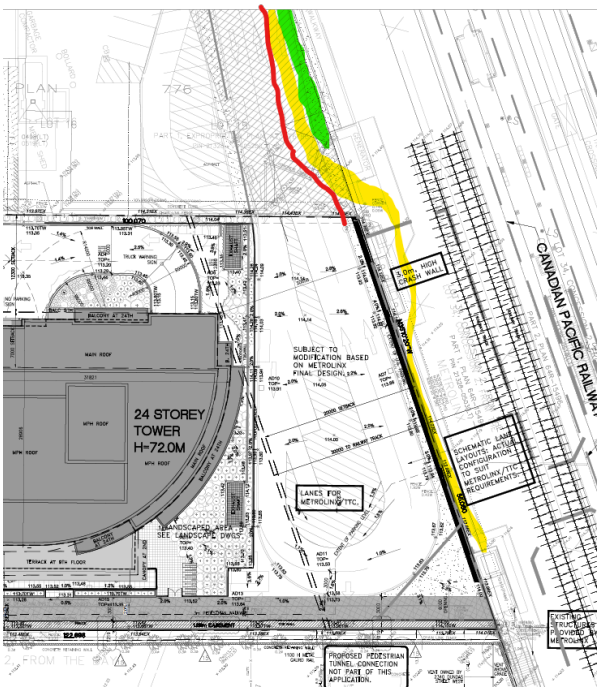
Please ensure the draft By-law is prepared in accordance with the City's writing guide. Per above, please ensure requested modifications are reflected in the Planning Rationale.

Public Consultation Strategy

The intent of the Public Consultation Strategy is to identify how the applicant team will engage with the community outside of statutory communications from the City. Please revise the Strategy to reflect this intent and provide an update in how the engagement has influenced the proposal to date.

Pick-Up/Drop Off (PUDO)

The design of the PUDO driveway is to be coordinated with Metrolinx and the approved design on the 2376 Dundas St W site. The approved design for 2376 Dundas St W does not include a pedestrian walkway from the north. Please indicate a walkway along the rail corridor, and terminate at the existing pedestrian entrance on the 2400 Dundas site. Remove the proposed sidewalk on the west side of the driveway. The 2376 Dundas design includes two lanes northbound which will taper to one lane, starting at the property line. Include a 1.8m wide open tree trench if possible on the west side.



Technical Design Comments

Built Form

1. Regarding the building height:
    a. Metrolinx has identified this area as a mobility hub and the area has a high level of access to transit.
    b. The proposed heights are supportable if all the other comments are addressed to achieve appropriate development and livability.

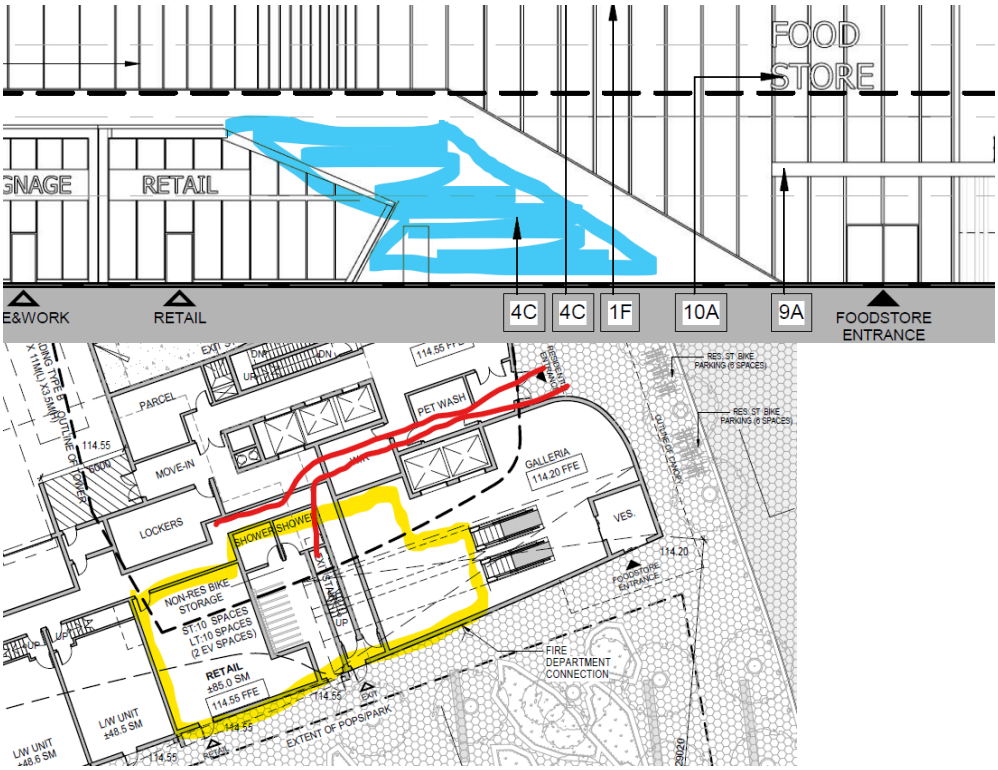
2. The tower floor plates of the north block towers are 750sm, which is acceptable. The south tower floor plate is 780sm. A larger floorplate is acceptable if a 25m separation is provided to the tower to the south. Provide the separation distances on the site plan.

3. Provide a minimum setback of 6m from curb to building face on Dundas St.

4. As per the Avenue Study, consider views from Chelsea Ave, to the view terminus. Provide 3-d views and an appropriate architectural response.

5. Frontage along Dundas/POPS:

a. The Tower A lobby on Dundas should be narrowed to maximize space for commercial units.
b. Consider a restaurant with private patio seating facing Dundas St. Adjust the extent of the POPS area to suit. A request for a restaurant was echoed at the CCM.
c. Reduce floor to ceiling heights or the perceived height of the first floor which is 8m tall. Add mezzanine floors above the lobbies/retail/co-working space for additional uses including bicycle storage and personal storage (these spaces could have areas of glazing, along the building perimeter). The perceived height of the ground floor, from the exterior of the building, should be of a pedestrian scale and include less glazing.
d. The escalator figures prominently along the elevation as a blank wall. The frontage should prioritize retail/glazing (shown in yellow/blue). Relocate the bicycle parking and showers. Can the exit stairs be relocated to the south?



6. On the south tower consider adding a small retail space to the frontage. Office is not an ideal use to animate a main street context. Consider a 50sm café with doors facing Dundas and an interior space that opens onto the co-working space.

7. Uses at grade (in the south building, west side) are to maximize active elevations to animate the pedestrian route to the PUDO. See sketch below.

a. The Type G loading should be removed and serviced by the north tower loading area. The bins can be trucked over on garbage day.
b. Provide glazing on the pet wash and relocate it next to the dog run.
c. Provide additional indoor and outdoor amenity space.
d. Elongate the drop-off area along the driveway.
e. Minimize the lobby area and maximize amenity space at grade associated with outdoor space.

f. The electrical room should be internalized or located underground.
g. Provide a layby for moving trucks, connected to core (pink arrow).
h. Adjust the residential lobby so that it is closer to, and more visible from, Dundas St (cutting back the CEA).

8. Consider the following regarding the amenity space:

e. The proposed amenity space breakdown is indoor 2,423sm (2.8 m2 per unit) and outdoor 1,069sm (1.2 m2 per unit). Provide a hatched outline to indicate outdoor amenity areas.
f. The ideal target of 2sm of outdoor amenity per unit can be achieved by relocating a portion of the indoor amenity space adjacent to the north block 3rd storey terrace. The

indoor space should have at minimum an accessible washroom and kitchenette. Consider connecting the outdoor spaces with a stair, bleacher and slide.

g. In the south block, as per the sketch above, if the amenity space is enlarged on the ground floor, additional units can be considered on the 2nd floor. See sketch below. Additionally – avoid conflict between units and outdoor amenity by relocating the north-east unit.
h. Amenity spaces fronting onto major streets is not appropriate. Provide additional retail along Dundas St and relocate the amenity space.
i. Ensure private units facing outdoor amenity have privacy landscape screening. This should be excluded from the amenity area calculation.
j. Consider providing access to all amenity spaces, for all residents, in order to increase the variety of available spaces.
k. Provide a minimum of 25% of the indoor amenity spaces as "multi-purpose" space, and secure this in the ZBL. This space should function for all building residents and include flexible space that can be used for communal gathering; homework room with Wi-Fi for teens located in a visible area; spaces for toddler play that can be used by adults for fitness or crafts in the evening, etc.
l. Consider providing outdoor amenity space on the tower roof, for a sky-lounge. If space allows, provide an accessible washroom and kitchenette.
m. Amenity space heights are required to be 6.5m. Consider including loft levels to increase areas for relaxation or children's play areas.

Wind Conditions

9. The wind report identifies areas of major concern relating to pedestrian comfort and safety. Modifications to the building massing are required to ensure safe and comfortable wind conditions.

10. Mitigate wind impacts with built form solutions: providing additional setbacks and step-backs between the tower and the podiums to reduce the wind downwashing into pedestrian areas. Wind screens should be used as a last resort within the POPS and along pedestrian walkways. They are not acceptable at location 13, as proposed in the report.

11. The report should be updated to include spring and fall conditions.

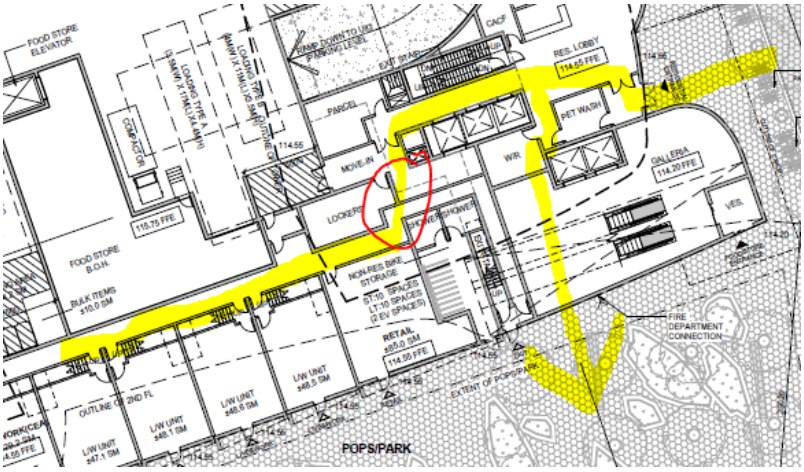
12. On p15, is the graphic mis-labelled? Are these winter conditions?

13. Conditions should be comfortable for sitting during three seasons along sidewalks, entrances and transit stops (where benches should be located) as well as amenity areas/POPS/Parks; they should be comfortable for standing in the winter season. Show possible mitigation elements to achieve these conditions.

14. Of particular concern are:
    a. Wind safety criterion exceeded on site and to the north of the Crossways building. This is a parking lot where people walk.
    b. Uncomfortable conditions at Tower B 13th storey terrace in summer;
    c. Only two areas on site are comfortable for sitting in summer;
    d. Uncomfortable conditions in winter across a significant part of the site as well as walking conditions at the transit stop on Dundas St.
    e. The houses across the street enjoy sitting conditions in the summer and will have standing conditions in the future.
    f. Uncomfortable conditions at 2376 Dundas, south-east corner, which is the pedestrian connection to transit.
    15. Does the proposed mitigation on p17, at the amenity terrace result in sitting conditions in 3 seasons?
    16. Provide a large entrance canopy at Tower A2 and B that covers the walkway. The Tower B canopy should wrap around the northeast corner.
    17. Once a wind mitigation strategy is determined, the wind tunnel test should be redone to ensure wind condition goals are met. Mitigation elements are to be described in the ZBL. Please exhaust all possible design opportunities to address wind conditions to minimize the use of mitigation elements such as windscreens.

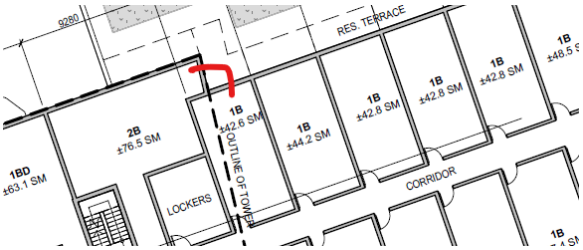
Residential Design

15. Provide a connection for Tower A1 residents to use the Tower A2 lobby (to wait for passenger pick up during the winter). Provide an entrance for Tower A2 facing Dundas street, for wayfinding purposes (to meet OP policies RE providing access and address from public streets).



16. On the plans, distinguish between solid and glazed wall types in order to evaluate how ground floor uses animate the public realm.

17. On the north block, 3rd storey, locate internal building corners within the unit itself to avoid issues with overlook and privacy. One example is provided below.



18. On the north block, the protruding balcony shapes are dynamic, but do not appear to be of a usable dimension. Provide sample furniture layouts.

19. Can a convenience route be provided between the visitor parking and the lobby?

20. Is the MPH required to be 5+m if geothermal energy is used? Ensure this is reflected in the Draft Zoning By-law as applicable.

21. Units on the 3rd storey are required to be 5m tall. Consider loft areas above washrooms or storage areas.

22. Regarding the architectural expression:
    a. In keeping with the concept of trees and organic shapes, considered rounded corners where possible.
    b. At Tower B, south ground floor elevation: please confirm that there are windows overlooking the south lot line?
    c. At Tower B, consider reducing the number of balconies at smaller units in order to enlarge the living space.
    d. Can the grocery store include windows on the east elevation? The highly prominent blank wall is not appropriate.

e. A blank wall appears to be proposed at the 2nd floor amenity on the north lot line. Consider glazing to increase access to natural light, while meeting OBC for fire safety.
f. The crash wall will be highly visible and upgraded materials and design will be required, to be evaluated at SPA. Consider a mural or metal panels in a range of colours. Consider materials that will change throughout the day based on sunlight such as: matte materials next to glossy materials; and texture, fins or masonry recesses which create shadow play. Naturalize planting within the 2m crashwall setback will be required, to soften the wall and increase biodiversity.

PLANNING FOR CHILDREN – GROWING UP GUIDELINES

23. The proposed knock out panel for 15% of the units is a positive addition to the project. Please provide sample unit layouts that demonstrate future conversion (ensuing plumbing is thoughtfully located). Consider allowing for additional future flexibility through a column structure or thoughtfully located shear walls that could allow for the combination of additional units over time.

24. The lobbies should include a washroom as well as storage space for items like strollers or a shared wheeled toy library.

25. Provide a generous workshop space for messy activities and bike repair. This can be achieved in conjunction with a wash-up room for dog grooming and stroller washing.

26. The unit mix and unit size should include a minimum of 15% two bedrooms at 90m2 (969sf); and 10% 3 bedrooms at 106m2 (1140sf). Provide a chart to describe unit sizes. The comments at the CCM further emphasised the need for additional two and three bedroom units.

27. Relocate larger units to the areas that have access to terraces on the 3rd and 4th storeys. Maximize the size of terraces adjacent to larger units so that they function like outdoor rooms.

28. Ensure unit entries are generous and include stroller storage.

29. All bedrooms should have exterior windows and be approximately 11m2.

30. Increase balconies for larger units to a minimum of 2.7m by 2.4m.

PLANNING FOR PETS

31. Refer to Pet-Friendly Guidelines and Best Practices for New Multi-Unit Buildings. Provide pet amenities that are 10% of the required amenity space.

32. Provide outdoor pet relief area with a minimum size of 5.0 m2, discretely located near each building entrance.

33. Consider combining the proposed pet wash station together with a wet room that can be used for washing strollers or bicycles. Consider a work bench for messy activities.

34. Provide an outdoor off-leash minimum area of 40m2. Locate and screen off-leash areas from residential areas or other amenity spaces to avoid conflicts between users, and to mitigate impacts from odours, mess and noise. The comments at the CCM highlighted the need for this facility, given impacts to the local area, notably High Park which is an ESA. Consider maximizing the size of this element, and locating it at grade, as shown on the sketch.

VEHICULAR AREAS & SERVICING

35. Consider removing the turning lane to minimize the curb cut width on Dundas.

36. Minimize curb radii and lane widths to reflect Complete Streets criteria and Vision Zero targets. Provide vehicle turning diagrams. Coordination required with Transportation Services.

37. Explore a raised crosswalk at Dundas Street and at the internal pedestrian crossing.

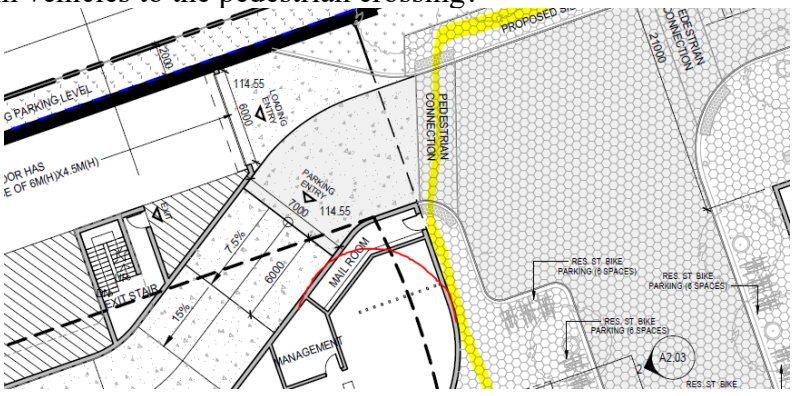
38. At the Dundas St intersection: locate the north crosswalk as south as possible to improve pedestrian safety and provide a more direct pedestrian route.

39. The traffic light will be relocated to the new private road. Costs are to be borne by the applicant, and this should be reflected in the ZBL.

40. The north side of the loading area appears as though it could be re-organized in order to fit in the shower area and additional bicycle parking. Likewise, explore additional space for bicycle parking within the hatched area at the south of the loading area.

41. Confirm the location of the gas meter.

42. Can the lobby area be reshaped to address the conflict point and increase the viewing angle from vehicles to the pedestrian crossing?



PUBLIC REALM

43. The trees should be located along the curb and a 2.1m pedestrian easement should be provided. Utility coordination and depths are to be indicated. This condition will be more comfortable and safer for children along this major street. The tree pit should be an 1.8m

wide open planter against the curb. Provide a concrete apron to serve the Tower A1 entrance. Ensure the minimum boulevard depth of 6.0m is maintained.

44. The Avenue Study seeks significant greening to achieve a visual continuity with High Park and to reinforce the presence of this significant natural area. The open planter along the curb should feature lush understorey planting.

45. The site is of a scale and prominence to warrant participation in the Percent for Public Art Program. Refer to the Percent for Public Art Program Guidelines.

46. At the bus stop on Dundas, provide a shelter, bench and garbage receptacle.

47. Given the prominence of the site and the length of the frontage, as well as the density being considered, can the applicant work with the utility companies to bury the infrastructure and update the street light standards?

BLACK, INDIGENOUS PEOPLE OF COLOUR CULTURAL HISTORY & HERITAGE

48. The public realm will respond to the City of Toronto's Reconciliation Action Plan (2022) to guide its actions and advance truth, justice, and reconciliation. In the built environment, these actions will contribute to the visibility and overall wellbeing of First Nations, Inuit, and Métis Peoples in Toronto through placemaking and place-keeping, increasing civic engagement and honouring Indigenous ways of knowing and being.

49. Recognize/integrate/showcase/make visible and/or celebrate BIPOC history, cultural and natural heritage through place-making, place-keeping, naming, wayfinding, monuments, interpretive features and public art, partnership, and programing within the public realm, as appropriate. Consider retaining a BIPOC consultant to advance the integration of BIPOC history.

50. Dundas St and High Park are areas of significant Indigenous history which should be responded to in the public realm. Dundas St was an Indigenous route.

LANDSCAPE

51. Regarding the POPS:
    a. A large number of trees will be delivered over the POPS. Can the slab be waterproofed from underside so that the trees will not have to be removed in +/-30 years, in order to waterproof from above.
    b. Additional comments will be provided at SPA. Consider increasing the breathing room between the planters and the lumber benches. If above-grade planters are proposed, incorporate seating elements at strategic areas to increase seating opportunities. Provide tables and chairs. Increase the ratio of green to gray in the POPS to minimize the heat island effect. Consider whimsical elements and other features to appeal to children. The applicant's CCM diagrams indicate play areas, but these have not been shown on the plans. The precedent images include a children's timber play structure which is encouraged to be included.

c. Pedestrian routes to the PUDO should be direct. Refinement is required to relocate to reshape planters.

52. Can the manholes be relocated so they are not at the corner of the driveway, where there will be heavy pedestrian volumes?

53. Along the north lot line, there is a 2m setback from the building to the north to the property line. The proposed building appears to be 1m from the property line. Provide a design solution to formalize this condition. Currently there is barbed wire above a gate.

TORONTO GREEN STANDARDS

54. AQ1.1 Maximize the number of car share spaces to reduce private car ownership. Consider reducing the number of private parking stalls provided.

55. AQ2.2 At both towers, on the mezzanine level, consider providing additional bicycle storage for non-conventional bikes such as cargo bikes, tricycles and trailers. At the bicycle repair area, consider an adjacent indoor amenity workshop space.

56. AQ2.6 Provide a minimum of 10 bicycle parking spaces along the boulevard, between trees, to serve each commercial and residential entrance.

57. GHG 1.2 Building elevations should respond to their solar orientation to improve energy performance. Consider a lower glazing ratio and/or incorporate solar fins/frames/overhangs to shade the façade.

58. WQ1.2 A low-impact approach to stormwater management should be provided in the right-of-way, and is encouraged on the private site. The street (catch basin) and sidewalk should drain into landscape beds. This approach improves water quality, which conventional storage does not. Passive capture could minimize the size of the stormwater tank and increase area for additional parking. The passive irrigation results in larger, healthier trees. Consult the Green Streets Guidelines approved by Council and in force. (download). This approach is to be determined at ZBL when the stormwater report is required.

59. EC1.1: Maximize trees, with a minimum spacing of 7-8m and indicate dimensions. Locate additional trees at the south-east corner to shade the pavement. Provide sections to indicate a minimum 1.2-1.5m soil depth above the parking slab (no soil depth is currently indicated in the architectural sections, however the soil depth is indicated in the landscape plans).

Yours truly,

Dan Nicholson, Manager
Community Planning, Toronto and East York District

cc: Dundas Li Properties Inc 1840 Eglinton Ave W Suite 202 Toronto ON M6E 2J4

TORONTO

Memorandum

Hamid Mazaheri, M.SC., P.Eng., PMP
Manager (Acting), Development Engineering
Engineering & Construction Services

Metro Hall
55 John Street, 16th Floor
Toronto, Ontario M5V 3C6

Tel: 416.397.5117
Fax: 416.392.4426
Email:hamid.mazaheri@toronto.ca

Reply to: Charlotte Patterson, P. Eng.
Tel: 437.225.8428
Email: Charlotte.Patterson@toronto.ca

TO: Dan Nicholson, Manager, Community Planning
Toronto & East York District
Attention: Melanie Schneider

FROM: Hamid Mazaheri, M.SC., P.Eng., PMP, Manager (Acting), Development Engineering
Toronto & East York South District
Attention: Charlotte Patterson, P. Eng.

DATE: May 15, 2023

SUBJECT: **Zoning By-Law Amendment Application No.: 23 124848 STE 04 OZ**
Planning Circulation Date: March 27, 2023
Applicant: Fora Developments Inc.
Owner: Dundas Li Properties Inc.
Location: 2440 Dundas Street West

Ward: 4

This is in reference to the Zoning By-Law Amendment application made by Fora Developments Inc., on behalf of the owner, Dundas Li Properties Inc., for the development at the above noted site. The proposed development includes an 18-storey tower and a 25-storey tower situated on a shared podium as well as a 36-story tower. In total, the mixed-use development will provide 873 residential condominium units, 2,309 square metres of retail, and 2,363 square metres of office space. At grade, the development will feature a privately owned public space, 4 parking spaces, and an access road to the Metrolinx station pick-up/drop-off. The proposed buildings will share one level of underground, providing 208 parking spaces.

The comments and conditions outlined in this memorandum are based on the following plans and reports received electronically by Engineering & Construction Services staff on March 27, 2023:

- Cover Letter, prepared by Bousfields Inc., dated March 14, 2023.
- Architectural Plans – Drawing Nos.: A0.00 to A0.05, A1.01 to A1.10, A2.01 to A2.04, and A3.01 to A3.3, prepared by Giannone Petricone Associates Inc., dated March 10, 2023.
- Landscaping Plans – Drawing Nos.: L-0 to L-5, prepared by North Design Office Inc., dated March 6, 2023.
- Civil Exhibits – Drawing Nos.: SG-01 “Site Grading Exhibit”, SS-01 “Site Servicing Exhibit”, and PUP-01 “Public Utilities Plan”, prepared by IBI Group Professional Services (Canada) Inc., dated March 10, 2023.

- Plan of Survey, prepared by KRCMAR Surveyors Ltd., dated May 12, 2022.
- Functional Servicing and Stormwater Management Report, prepared by IBI Group Professional Services (Canada) Inc., dated March 10, 2023.
- Servicing Report Groundwater Summary, prepared by IBI Group Professional Services (Canada) Inc., dated March 2023.
- Hydrogeological Report, prepared by Groundwater Environmental Management Services Inc., dated March 6, 2023.
- Hydrological Review Summary, prepared by Groundwater Environmental Management Services Inc., dated March 6, 2023.
- Toronto Green Standards Checklist.
- Transportation Report, prepared by BA Group, dated March 2023.

Please advise me if any modifications are required to the conditions identified in this memorandum.

A. REVISIONS AND ADDITIONAL INFORMATION REQUIRED FOR PLANS, STUDIES, AND DRAWINGS

The Owner is required to amend the Studies and/or Drawings to address the following comments and submit/resubmit for review and acceptance by the Executive Director of Engineering & Construction Services, prior to approval of the Zoning By-law Amendment application.

With the next submission, the Applicant shall provide a **Response Summary Letter** (or Table). The letter shall:

- Include each comment from Section A of this memo.
- Use the same headings and numbering as Section A of this memo.
- Provide details of how each comment was addressed, including references to specific page numbers and drawing numbers.
- For any comments not addressed, provide a detailed explanation of why this was not done.

The Applicant shall also provide a **Revision Summary Letter** (or Table). The letter shall specify all revisions made to reports, plans, and drawings beyond those detailed in the Response Summary Letter, including references to specific page numbers and drawing numbers.

The Applicant may combine the two letters above into a single document.

The Applicant shall note that Engineering & Construction Services will not be able to start reviewing the next submission or circulate it to our commenting partners until the above have been submitted. Failure to provide this information, organized in the manner indicated above, may result in delays to comments and approvals.

1. Transportation Services

1.1. Provide clarification and documentation with respect to the nature of the Expropriation Plan Instrument No. AT3576186 and whether this plan will have to be amended, as a result of the proposed re-development, as further discussed in Section D: Background of this memorandum.

1.2. Provide acceptable documentation to demonstrate that the owner has the legal right to use the lands identified in Comment A1.1 above for right-of-way for access purposes and encroachment of the parking garage.

1.3. Satisfy all outstanding requirements related to the March 2023 Transportation Impact Study from BA Group, as further discussed in Section D: Background of this memorandum.

1.4. Revise the site statistics and the parking level plans to satisfy the requirement of the Toronto Green Standards Ver. 4.0, to provide and maintain 100 percent of spaces with EVSE infrastructure (e.g. energized outlets capable of Level 2 charging or higher.

1.5. Label the width of proposed driveway access and the lane widths in the architectural and landscape ground floor plan.

1.6. Revise Vehicle Manoeuvring drawing VMD-08 to remove the swept path encroachment of the outbound Dual Axle Cab & Trailer onto the adjacent Type B loading space.

2. Solid Waste Management Services

2.1. Revise all applicable plans to indicate and annotate the following:

a) That all access driveways to be used by the collection vehicle will have maximum gradient of 8%.

b) That the staging pad is located at the front of the Type G loading space of Building A has an unencumbered vertical clearance of 6.1 metres.

c) Provide a unit count for each individual tower. Solid waste is unable to provide minimum area requirements for the waste storage room until unit counts are provided for each tower.

d) An oversized storage area of minimum floor area of at least 10 square metres for each tower.

e) An additional 4.42 square metre, at a minimum for the storage of household hazardous waste for both Building A and Building B.

f) That all access driveways to be used by the collection vehicle for Building B will have maximum gradient of 8%, have a minimum vertical clearance of 4.4 metres throughout.

g) A 2-metre buffer between the front of the Type G and the nearest wall for Building B.

h) That the staging pad is located at the front of the Type G loading space for Building B will be at least 43.1 square metres, has an unencumbered vertical clearance of 6.1 metres. A minimum of 8 square metres, out of the total staging pad area required, must be allocated at the front of the Type G, with the remainder being located along the side if all of it cannot be located in front.

i) A garbage storage room a minimum floor area of at least 124.06 square metres for Building B. Currently when measured under scale, only 118.06 square metres is provided.

j) An oversized storage area of minimum floor area of at least 10 square metres. Provided area for Building B is sufficient however it is encouraged that the oversized storage area be located within or with direct access to the loading area.

k) A dedicated waste storage area that is on private property and large enough to allow storage of all non-residential waste material between collection days. This non-residential waste room must be independent from the residential waste room and must be accessible without entering the residential waste room.

3. Engineering & Construction Services

3.1. Further to the Revision Summary Letter requested above, provide a detailed response letter/table listing any changes made to the design of the site that were not part of the comments provided by Engineering & Construction Services.

3.2. Revise the architectural plans as follows:

a) Confirm if the existing fire hydrant along Dundas St W on the north side of the development (shown near the live/work units on drawing A1.03) is a municipal hydrant instead of a private hydrant and confirm if it is to be removed or maintained.

3.3. Revise the landscape plans as follows:

a) Green roof statistics on landscaping plans are to be in line with those submitted and those shown on the architectural plans.

3.4. Revise the composite utilities plan as follows:

a) Show the direction of flow in existing and proposed sewers.

b) Shown the locations of any proposed soil cell systems.

3.5. Revise the Functional Servicing and Stormwater Management Report as per the comments in Attachment 1.

3.6. As of January 1, 2022, the Foundation Drainage Policy and Guidelines apply to all new development applications received by the City of Toronto under the Ontario Planning Act. The Site Plan Control application is subject to this.

Submit a completed Foundation Drainage Summary form as per the template provided as Attachment 2, as well as a supporting Foundation Drainage Technical Brief.

Details regarding the policy can be reviewed at the following website: https://www.toronto.ca/services-payments/water-environment/water-sewer-related-permits-and-bylaws/sewers-by-law/managing-foundation-drainage/ See Section D: Background of this memorandum for additional information.

3.7. The Hydrogeological Report is to be stamped by Professional Geoscientist and/or a P. Eng.

3.8. Submit a revised Hydrological Review Summary form as per the comments provided in Attachment 3.

B. PRELIMINARY ZONING BY-LAW AMENDMENT CONDITIONS

The Owner is required, as (preliminary) condition of approval of the Zoning By-Law Amendment Application to:

1. Transportation Services

1.1. Parking spaces must be provided and maintained on the lot in accordance with the following:

• Residential Parking	No minimum
• Residential Visitor Parking	Two (2) spaces + 0.01 spaces per unit
• Non-Residential Parking	No minimum

1.2. Include a provision in the Site Specific By-law for this project to provide minimum loading spaces as follows:

a) 1 Type A, 1 Type G, and 1 Type B loading spaces in Building A

b) 1 Type G and 1 Type B loading spaces in Building B

2. Engineering & Construction Services

2.1. Make satisfactory arrangements for the construction of any improvements to the municipal infrastructure in connection with the Functional Servicing and Stormwater Management Report, to be resubmitted for review and acceptance by the Chief Engineer & Executive Director, Engineering & Construction Services, should it be determined that improvements to such infrastructure are required to support this development.

C. ADVISORY OF OTHER CITY APPROVALS AND REQUIREMENTS

The Owner is advised that the future Site plan Application is to address the following:

1. Transportation Services

1.1. The Owner be advised:

a) To submit comprehensive Construction Management Plans (CMP) for each stage of the construction process. These plans must illustrate the location of employee and trades parking, heavy truck access points, material storage, construction site fencing and overhead cranes. We advise the applicant that they cannot use the municipal right-of-way for construction-related purposes without first receiving written authorization from our Permits and Enforcement Section, including payment of the necessary fees.

b) That a separate application must be made to the General Manager, Transportation Services for permits to carry out any works involving construction in, or occupancy of the abutting rights-of-way.

c) Approval from Transportation Services is required for all work that will be carried out within the abutting public rights-of-way, which may include but not be limited to financial responsibility for removal or relocation of existing street furniture (transit shelters, benches, litter bins, bicycle locking rings, etc.). The Owner must contact Street Furniture Management to co-ordinate the removal or relocation of Astral street furniture or bicycle locking rings. There are third-party costs associated with the removal and relocation of Astral street furniture and costs to remove the City of Toronto bicycle locking ring(s). The City and Astral will not undertake any work associated with removing, reinstalling or relocating existing street furniture until it receives payment. If clarification is required on how the above standards will apply to this site, the Owner can contact Street Furniture Management at streetfurniture@toronto.ca. For all other works within the public right-of-way, the Owner can contact Right-of-Way Management, Toronto & East York District, Construction Activities, at 416.392.7877.

d) Submit payment for the installation of the proposed new City of Toronto Standard bicycle locking rings within the public right-of-way at the rate of $433.92/unit, including HST. The certified cheque must be made payable to the Treasurer, City of Toronto & forwarded to the attention of:

Rohan Majmudar
Transportation Services, Public Realm
Street Furniture Management
433 Eastern Avenue
2nd Floor, Block B
Toronto, ON M4M 1B7
Tel: 416.397.0590
Rohan.Majmudar@toronto.ca

1.2. The Owner be advised that as a condition of site plan approval the owner will be required to:

a) Pay all costs associated with the removal of the existing traffic control signals at the Dundas Street West and existing driveway access, which is proposed to be closed.

b) Demonstrate that the owner has the legal right to use the lands identified in Comment A1.1 above for right-of-way for access purposes and encroachment of the parking garage

1.3. As a condition of site plan approval, the Owner agrees to provide the following Transportation Demand Management (TDM) measures on site:

a) Maintain direct access for cycling infrastructure areas from at-grade private entrance elevator.

b) One (1) annual bike-share and/or car-share membership per unit, offered for the first year of occupancy.

c) Provide/maintain a minimum of one (1) bike repair station on-site.

1.4. As a condition of site plan approval, the Owner will be required to pay all costs associated with the design, installation and future maintenance of traffic control signals at the intersection of Dundas Street West and existing driveway access as follows:

a) A financial guarantee in the form of Irrevocable Letter of Credit for the signal installation and operation prior to City acceptance.

b) A payment in the form of a certified cheque in respect of the modifications to the existing timing plans for signals on proposed new driveway and Dundas Street West which will be affected as a result of the proposed new signal installations and timing changes in conjunction with the development.

c) The applicant must submit a payment of $87,762 in the form of a certified cheque for the 5-year maintenance fee at each required new traffic signal. The owner is advised that the fees are reviewed annually and subject to change prior to the start of construction.

d) The implementation of the works and the total cost of the design, installation, and 5-year signal maintenance fee identified above for the proposed traffic control signals for which the owner is responsible shall be determined by the General Manager, Transportation Services in accordance with standard City practices, and shall include both direct and associated costs, including the cost of pavement markings and signing, removal or relocation of existing street furniture, and the costs associated with the loss of any on-street parking spaces that may result. The traffic control signals will be completed and operational to the satisfaction of the General Manager, Transportation prior to the occupation of Site. For greater certainty with respect to the foregoing, the owner agrees to be responsible for the design and installation of the traffic control signals, and shall hire a City-approved electrical

contractor to complete the installation at no cost to the City (owner responsibility to include invoicing and payment of the electrical contractor).

e) The Developer is required to submit acceptable signal drawings that are approved by the City prior to installation. Traffic signal device(s) must include the supply and installation of all civil components (pole bases, hand wells, conduit, etc.), all electrical work (including the arrangements and payment for disconnect inspection by the Electrical Safety Authority and connection by Toronto Hydro) and all traffic equipment (poles, traffic arms, accessible pedestrian signal units, vehicle and pedestrian heads, etc.) In the event that the traffic signal device(s) requires any interconnect to adjacent signals, it shall be the responsibility to have all underground civil and electrical work included. The City will be responsible for the programming of the traffic controller cabinet. Arrangement will need to be made with the City of Toronto for the pick-up of the cabinet at 1050 Ellesmere Road. The developer will be responsible for the full traffic controller cabinet and programming costs. All work must be performed by one of the City of Toronto approved Contractors.

f) Pay all costs (in the form of certified cheque) related to the installation of pavement markings and signage and modifications to existing pavement markings and signage.

1.5. Additional comments with respect to site circulation and layout, access to the proposed parking and loading facilities, streetscape/landscape and site access arrangements will be provided as part of the site plan review process.

1.6. Additional changes and/or requirements may be imposed by the General Manager of Transportation Services upon receipt of the revised plans and/or additional documentation required under Section A above.

2. Solid Waste Management Services

2.1. Additional comments and/or conditions from Solid Waste Management Services will be provided as part of the future Site Plan Control review process for this development.

2.2. In conjunction with the future Site Plan Control application, it will be necessary to:

a) Revise applicable plans to indicate and annotate two collection vehicle movement diagrams. The first is a front-end load collection vehicle that has a length of 10 metres and a width of 2.4 metres. The second is a rear-pack collection vehicle that has a length of 12 metres and a width of 2.4 metres. Both trucks must have a minimum inside/outside turning radii of 9.5 metres and 14 metres respectively, when entering, exiting, travelling throughout the site, and entering/exiting the Type G loading space. These collection vehicles must be shown entering/exiting the site in a forward motion with no more than a three-point turn on site to turn around. This is to be demonstrated for both Building A and B.

b) The planned movement of the collection vehicle drives over the pedestrian connection to the proposed sidewalk. Revise applicable plans to indicate a warning system to caution pedestrian and motorists leaving the parking

garage of heavy vehicles when loading operations are occurring. This warning system should include both lights and signs. This is to be demonstrated for both Building A and B.

c) Revise applicable plans to indicate and annotate the Type G loading space is level (+/-2%) and is constructed of a minimum of 200 mm reinforced concrete. This is to be demonstrated for both Building A and B.

d) Revise applicable plans to indicate and annotate that the staging pad is level (+/-2%) and is constructed of a minimum of 200 mm reinforced concrete. This is to be demonstrated for both Building A and B.

e) Revise applicable plans to annotate that a trained on-site staff member will be available to manoeuvre bins for the collection driver and act as a flagman when the truck is reversing. In the event the on-site staff is unavailable at the time the City collection vehicle arrives at the site, the collection vehicle will leave the site and not return until the next scheduled collection day. This is to be demonstrated for both Building A and B.

f) Revise applicable plans to ensure that ground floor units for Building A are able to dispose of their waste inside the building without entering the compactor room.

g) Revise applicable plans to include one of the following notations "Non-residential use of the Type G loading space will only be scheduled for days where City waste collection does not take place" or "Non-residential use of the Type G loading space is not required".

h) Revise applicable plans to annotate that the non-residential waste bins will be clearly labelled for non-residential/commercial/retail use only.

2.3. As a condition of Site Plan Approval, the Owner will be required to provide a letter certified by a professional engineer that states in all cases where a collection vehicle is required to drive onto or over a supported structure (such as an underground parking garage) can safely support a fully loaded collection vehicle (35,000 kilograms) and conforms to the following:

a) Design Code - Ontario Building Code

b) Design Load - City bulk lift vehicle in addition Building Code requirements

c) Impact Factor - 5% for maximum vehicular speeds to 15 km/h and 30% for higher speeds

3. Fire Services

3.1. Comments and/or conditions from Fire Services will be provided as part of the future Site Plan Control review process for this development.

4. Engineering & Construction Services

4.1. Additional comments regarding grading, servicing, and stormwater management will be provided as part of the future Site Plan Control review process for this development.

4.2. All revisions must comply with the following documentation:

a) City of Toronto's Design Criteria for Sewers and Watermains Manual. This document can be downloaded from the following website: https://www.toronto.ca/wp-content/uploads/2021/01/8cbc-ecs-specs-dcm-design-criteria-sewers-watermains-Jan22-2021.pdf

b) City of Toronto's Wet Weather Flow Management Guidelines. This document can be downloaded from the following website: https://www.toronto.ca/wp-content/uploads/2017/11/9191-wwfm-guidelines-2006-AODA.pdf

c) City of Toronto's Water Servicing and Metering Manual. This document can be downloaded from the following website: https://www.toronto.ca/wp-content/uploads/2017/11/98e1-ecs-specs-wmm-water_meter_manual_binder_April_16_2012.pdf

4.3. As part of the future Site Plan Control application, revise the drawings and reports to address the following comments:

a) Landscape Plans to address the following:

i. Limits of the soil cells are to be shown on the plans. There must be minimum 1 m horizontal separation distance between soil cells and existing/proposed services (including service connections) to allow for future repairs or replacements.

ii. Cross sections of municipal boulevards are required to indicate and annotate the property line, pedestrian clearway, soil cells, and separation distances to municipal services/utilities. Ensure existing and proposed services within the boulevard are shown on the cross sections. Ensure compliance with the City's Design Criteria for Sewers and Watermains (vertical and horizontal separation distances outlined in Appendix D) and City's Municipal Consent Requirements (vertical and horizontal separation distances outlined in Appendix O).

iii. Show and label a proposed continuous construction joint along the entire property line for the subject site. Also, include the construction joint on all applicable detailed cross-sections.

iv. Reference applicable City of Toronto standards as required for proposed municipal curb/sidewalk/driveways/etc.

v. Provide two (2) structural engineers' stamps, signed and dated, on the Landscape Plans that relate to suspended concrete over soil systems to confirm that the design of the sidewalk, together with the underlying

soil cell system and soils, are able to withstand vehicular loading pursuant to the current version of the Canadian Highway Bridge Code. Note that this includes any City standard depicting the suspended soil system. The two (2) stamps must be accompanied by the following notation:

"The design of the sidewalk, together with the underlying soil cell system and soils, are able to withstand vehicular loading pursuant to the current version of the Canadian Highway Bridge Code."

b) The stormwater management report, site servicing, grading and drainage plans must be submitted with the future Site Plan application for the development to address the following:

i. Clarify how the water balance volume will be reused within 72 hours as required by Wet Weather Flow Management Guidelines. Please note that dog / bike / amenity / walkway washing / use for cooling towers, etc. are not considered as part of meeting the water balance requirements.

ii. Include schematics and details of the proposed underground storage tanks. The schematic should include details showing location, profile and dimensions of the tank, inlet and outlet pipes and their inverts, active and passive water levels and maximum water level, emergency overflow mechanisms, orifices to control the release rate, etc.

iii. Provide written confirmation from the structural/building engineer designing the building that the floor slabs and sidewalls of the stormwater management tank (if integrated into the building structure) will be designed to take most critical loading including the full weight of the maximum volume of stormwater management tanks. This letter must be stamped and signed by a licensed Professional Engineer.

iv. Existing municipal fire hydrant along Dundas St W boulevard is in conflict with the required pedestrian clearway.

v. The existing fire hydrant located towards the north side of the site (shown to be a distance of 17.5 to the siamese connection on drawing SS-01) does not appear to be a municipal hydrant. Confirm and note that the hydrant is to be either removed or maintained (as required).

vi. As the buildings are proposing to share one SWM facility, each tower/podium is to have its own stormwater collection pipe system and each collection pipe system to have its own monitoring system installed. Show on the site servicing drawing the location of all stormwater collection pipe monitoring systems, to the satisfaction of the Executive Director, Engineering & Construction Services in consultation with the General Manager, Toronto Water.

vii. Drawing PUP-01 is to show the limits of the proposed soil cell systems. Be advised that service connections to the building must be located at least 1.0 m away from tree pits and other landscape features to facilitate future access and maintenance/repair issues.

c) Site Servicing Plan to include the following notes:

i. "The building storm and sanitary systems shall be designed to be able to operate under municipal sewer surcharge conditions."

ii. "The method of installation for the proposed service connections will be at the discretion of Toronto Water."

iii. "Existing connections no longer in use shall be disconnected by Toronto Water at the Owner's cost."

iv. "The location of the water meter shall be to Toronto Water's satisfaction."

v. "The Owner is required to install and maintain a premise isolation device for all applicable water services in accordance with Toronto Municipal Code, Chapter 851 Water Supply, the building code, and CSA B64 series standards."

vi. "The limits of construction within the City's right-of-way are at the discretion of the City inspector."

vii. "Prior to commencing any work within the municipal right-of-way the contractor, developer, or consultant will obtain all necessary road occupancy permits from the City's Right-of-Way Management Unit."

viii. "Be advised that should any party, including the applicant or any subsequent Owner, apply for more than one Condominium Corporation encompassing any or all of this development or make an application that results in a land division, Staff may require legal assurances, including but not limited to easements, with respect to the approved services. Such assurances will be determined at the time of application for condominium approval."

4.4. As a condition of site plan approval, the Owner may be required to enter into a Municipal Infrastructure Agreement (MIA) for the proposed municipal servicing work related to the potential laneway catchbasin redirection from the combined sewer the to storm sewer.

4.5. Prior to the issuance of a construction permit for work within the public rights-of-way (as part of a separate Streetscaping Application), the Owner must submit an Irrevocable Letter of Credit in an amount to be determined to guarantee the work to be undertaken and a certified cheque in an amount to be determined, made payable to Treasurer, City of Toronto, to cover the cost of engineering and inspection fees related to same.

4.6. Submit an application to Toronto Water (Environmental Monitoring & Protection Unit) for any permanent dewatering system that is required for the building, and enter into an agreement and/or permit to discharge groundwater as required by the General Manager, Toronto Water.

4.7. Implementation of Superpave Asphalt Specifications
The City of Toronto is implementing Superpave asphalt mixes commencing in the 2018 construction season for all public road infrastructure projects. Superpave asphalt mixes will be mandatory for all new projects delivered in 2018 and onward in the City of Toronto.

4.8. The Owner will be required to make an application to the General Manager, Toronto Water for the installation of any proposed services within the City's right-of-way after acceptance of the Stormwater Management Report, Site Grading Plan and Site Servicing Plan.

4.9. The Owner is advised that pursuant to an order issued by the Ontario Ministry of the Environment, Conservation, and Parks, all wet taps performed on City watermains must be performed by, or under the supervision of, a Certified Operator in accordance with Ontario Regulation 128/04. The City of Toronto Protocol respecting the performance of and verification of wet taps can be found at:
https://www.toronto.ca/wp-content/uploads/2017/11/8759-ecs-specs-pipespecs-Wet_Tap_Procedure_Notice_Jun2017.pdf.

4.10. The applicant is required to contact municipal numbering staff at municipaladdress@toronto.ca to obtain or verify new municipal addresses prior to submitting a building permit application. It should be noted that all addressed parcels and structures must have the correct municipal addresses posted. Please see the following link for details:
https://www.toronto.ca/city-government/planning-development/municipal-numbering-of-a-property

The municipal addresses will be required for the purpose of setting up the water account with the City of Toronto when application is made for the proposed sewer and/or water service connection (as applicable).

5. Others

5.1. Toronto Hydro Approval
The Owner must obtain approval from Toronto Hydro Energy Services for removing and/or relocating any utility with attached municipal street lighting and for any upgrades. The Owner is advised to contact 416.542.8000 or utility.relocations@torontohydro.com for comments and cost estimates for required fieldwork.

5.2. Utilities
The Owner is financially responsible for all costs associated with the excavation improvement, removal and/or relocation of any above or below-grade public or private utility resulting from the development of this property.

D. BACKGROUND

TRANSPORTATION SERVICES

Roadways

There is no additional lands required for Dundas Street West. The requirement of a 20 metres wide right-of-way has been satisfied.

Driveway Access and Site Circulation

It is intended to provide access to the site in accordance with the following:

- The existing signalized site access off Dundas Street West will be closed and the traffic signal control. Under the existing condition this driveway also provides access to the Metrolinx Bloor GO Station and UP Express pick up / drop off loop, located adjacent to the south-east corner of the lot.
- A new driveway access is proposed off Dundas Street West, the width of which is not labelled, will be controlled by a newly proposed traffic signal, and will be located approximately 50 metres south of the existing Site Driveway / Dundas Street West intersection. This driveway will serve as the main entrance driveway of the site and will provide direct access to the underground parking garage and loading spaces and access to the Metrolinx Bloor GO Station and UP Express pick up / drop off loop will remain on an interim basis by continuing on the site driveway to the east boundary of the site, the permanent location of the pick-up/drop off loop will be on the adjacent property to the south. The width of the proposed driveway is not labelled.
- It is documented in BA group report that the existing signalized site access off Dundas Street West operates with a cycle length of 90 seconds during the weekday morning and afternoon peak period. The existing cycle length was maintained in all analysis scenarios.

Acceptance of the proposed access arrangement is subject to provision of additional information as noted further. On the basis of the Site Survey Plan, the site is subject to an existing Expropriation Plan Instrument No. AT3576186, connecting Dundas Street West to the Metrolinx Bloor GO Station and UP Express pick up / drop off loop. The plans also shows the proposed underground parking garage encroaches within this right-of-way. However, it will be necessary that the owner provide acceptable documentation to demonstrate that the owner has the legal right to use the lands identified in Comment A 1.1 and A1.2 above for right-of-way for access purposes and encroachment of the parking garage.

The proponent is advised that additional comments and requirements regarding site access design, site circulation and site layout will be provided in conjunction with the future site plan application for the project.

Traffic Impact Assessment

In support of the proposal, the applicant's transportation consultant, BA Group, prepared a Transportation Impact Study, dated March 2023. In this study the consultant estimates that the proposed redevelopment will generate approximately 160, 220 and 315 two-way vehicular trips during the AM, PM and Saturday Peak Hours, respectively. Moreover, including the maintained PUDO trips as an interim condition, that total trips in / out of the

proposed site driveway is in the order of 210, 265 and 325 two-way vehicle trips during the weekday morning and afternoon peak hours and the weekend afternoon peak hour, respectively

Given this level of trip generation, the consultant concludes that the projected site traffic will have minimal impacts on area intersections, and therefore, can be acceptably accommodated on the adjacent road network. However, prior to the acceptance of the traffic impacts of the redevelopment, it will be necessary that the owner provide acceptable documentation to demonstrate that the owner has the legal right to use the lands identified in Comment A1.1 and A1.2 above for right-of-way for access purposes and encroachment of the parking garage.

- Intersection of existing site driveway and Dundas Street West

  As noted above the existing signalized site access off Dundas Street West will be closed and the traffic control signals will be removed. As noted above in condition C(4), the owner must pay for all costs associated with the removal of the existing the traffic control signals.

- Intersection of New Site Driveway Access and Dundas Street West

  As noted above, the new driveway access will be controlled by a newly proposed traffic signal, and will be located approximately 50 metres south of the existing Site Driveway / Dundas Street West intersection. The owner is required to submit a functional road plan that illustrates the required traffic control signals and associated modifications including possible changes to the curb line, radii, pavement markings and signage, at the intersection.

As noted above in Condition C 1.5, the owner will be responsible for costs associated with the design, installation and future maintenance of the traffic control signals. The owner shall hire a City approved electrical contractor to complete the installation at no cost to the City (Owner responsibility to include invoicing and payment of the electrical contractor).

Toronto Green Standard

This site must be revised to comply with Toronto Green Standards (TGS) Version 4.0, Tier 1, AQ 1.1 (Single Occupant Auto-Vehicle Trips), AQ 1.2 (Electric Vehicle Infrastructure), and AQ 3.2 (Sidewalk Space).

AQ 1.1 – A TDM plan which addresses how the site will result in a minimum 25 percent reduction in single-occupancy vehicle trips.

AQ 1.2 – The development is required to provide all parking spaces with an energized outlet capable of providing Level 2 charging or higher to the parking space. TGS Statistics included in the site statistics sheet indicate the provision of 25 percent of non-residential parking spaces (15 out of 60 spaces) with Energized Outlet. However, according to the TGS it is required to maintain 100 percent of the spaces with EVSE infrastructure /Energized Outlet to comply with the requirement. The TGS Statistics and the plans must be revised to comply with the requirement.

AQ 3.2 – The landscape plan illustrates a minimum 2.1 metres pedestrian clearway along Dundas Street West frontage of the site except for an approximately 8.0 metres portion of the sidewalk at the southerly end within which it narrows down to approximately 1.9 metres.

Transportation Demand Management (TDM) Plan

It is documented in the BA Group report that the site context provides access to public transit services and good pedestrian connectivity. While strong opportunities exist in the area's infrastructure to accommodate sustainable transportation practices, the ability to fully leverage these opportunities, ensuring the success of the TDM strategies is important. To this end, TDM Plan strategies are presented with targeted "intents" (i.e., what it is trying to achieve and for whom), accompanied by methods of implementation. Potential strategies are then framed in the context of the development and the strategies most appropriate for the application are proposed. A summary of the mobility strategy is outlined in the Table below:

Measure	Description	Cost Estimate	Implementation Strategy	Reduction in Single Occupancy Vehicle Trips
Hard Measures				
Pedestrian/Cycling Connections	Provide enhanced sidewalks along Dundas Street West and provide walkways along the east-west private driveway.	Integrated into overall development cost.	Construct as part of development.	-[2]
Bicycle Parking	Provide bicycle parking spaces in accordance with the City of Toronto Zoning By-law 569-2013 Zone 1 and the TGS Tier 1.	Integrated into overall development cost.	Construct as part of development.	-[2]
Bicycle Repair Station	Provide bicycle repair / maintenance station in the long-term bicycle parking area(s) in accordance with the City of Toronto Zoning By-law 569-2013.	Integrated into overall development cost.	Construct as part of development.	-[2]
Bike Share Station	Contribute to a new bike share station on the site or in proximity.	$50,000	To be determined in consultation with the City of Toronto.	-[2]
Vehicle Parking	Provide an appropriate vehicle parking supply in accordance with City of Toronto Zoning Bylaw 569-2013, as amended.	Integrated into overall development cost.	Construct as part of development.	75%[1]
Soft Measures				
Travel Mode Information Packages	Implement programs to inform new residents of available travel mode choices and existing mobile apps providing transit information.	To be determined.	Travel mode information packages will be distributed at the sales centre or property	-[2]

			management office.	
Presto Card	Provide presto cards to new residents, equivalent to one monthly pass per unit.	$156 x 873 units = $136,200	Presto cards will be distributed at the sales centre or property management office.	-[2]

1. See section 5.3.2.1of the report for detailed calculation.
2. Unable to reasonably quantify the impact on driver mode at this time

Notwithstanding the above, to meet the project multi-modal targets outlined in the reports and reduce vehicular dependency for the site and area, the applicant will be required to implement a Transportation Demand Management (TDM) plan, as documented in the submitted reports. This will include financial contributions/payments in the form of letter of credits/certified cheques and/or additional documentation for the implementation of this TDM plan. At this time, these provisions include, but are not limited to, the following items:

- Provision of on-site car-share spaces within the parking garage.
- Direct access for cycling infrastructure areas from at-grade private entrance elevator.
- A payment of $85,000 for a new Bike-Share station in the area capable of e-bike charging.

The following provisions will be included in the Site Plan Agreement, which requires the following Transportation Demand Management (TDM) measures on site:

- Maintain direct access for cycling infrastructure areas from at-grade private entrance elevator.
- One (1) annual bike-share membership per unit, offered for the first year of occupancy.
- One (1) annual car-share membership per unit, offered for the first year of occupancy.
- One (1) pre-loaded Presto card ($156.00 value) per unit, offered to the first set of move in residents/purchasers.
- Provide/maintain a minimum of one (1) bike repair station on-site;

Be advised: these TDM provisions are subject to change as the development review process continues. In addition, the Transportation Planning Section of City Planning Division may provide separate comments related to the matters under their jurisdiction.

Encroachments

There do not appear to be any structural building encroachments within the public right-of-way on Dundas Street West.

Parking

Based on the site statistics provided in Drawing No. A0.02, a total of 212 parking spaces are proposed to be located within a one-level underground parking garage, comprised of 152 resident parking spaces and 60 non-resident parking spaces. Of the total parking supply, 17 accessible parking spaces are provided.

The minimum and maximum parking requirements of the site are governed by the Zoning By-law 569-2013 as amended by By-law 89-2022 for Parking Zone A. As such, the required minimum/maximum parking requirements are summarized below in Table 2.

Table 2: Zoning By-law 569-2013[1] (PZ A) Parking Requirements

Land Use	Units /GFA	Minimum/Maximum/Effective Rates	Minimum Spaces[2]	Maximum Spaces[2]	Effective Spaces[2]
Resident					
1-Bedroom	598 units	0 / 0.5 / 0.5 per unit	0	299	299
2-Bedroom	186 units	0 / 0.8 / 0.8 per unit	0	148	148
3-Bedroom	89 units	0 / 1.0 / 1.0 per unit	0	892	89
Subtotal (Resident)			0	536	536
Non-Resident					
Residential Visitor	873	2.0 plus 0.01 per unit/1.0 spaces per unit for the first five units and 0.1 spaces / unit for the sixth and subsequent units / 0.1 per unit	10	91	87
Core Employment Area (CEA)	2,363	None/0.8 space//0.4 spaces per 100 sq. m	0	18	9
Retail	434 sq. m	None/3.5space/1.0 spaces per 100 sq. m	0	15	4
Grocery Store	1,875	None/3.5space/1.0 spaces per 100 sq. m	0	65	18
Subtotal (Non-Resident)			10	189	118
Total			10	725	654
Minimum Number of Accessible Spaces		For more than 100 effective spaces, 5 accessible spaces plus 1 accessible space for every 50 effective spaces or part thereof beyond 100 are required.			**17**

1. As amended by By-law 89-2022.
2. Where a parking requirement results in a number containing a fraction, Zoning By-law 569-2013 requires that it be rounded down to the nearest whole number (except when less than one space).

As noted above, the minimum parking requirement for the site includes 10 residential visitor spaces and 17 accessible spaces. As such, the site satisfies the minimum requirements of Zoning By-law No. 89-2022 for Parking Zone A.

In order to support the proposed parking supply, the above-noted report from BA Group includes a parking justification analysis. It is documented in BA Group report that the proposed parking supply for the site is considered appropriate through the following considerations:

- The existing and future transportation context
- The transportation planning context
- The recent amendment to Zoning By-law 569-2013
- Toronto Green Standards Version 4
- The provision of transportation demand management measures
- Recent resident parking supply ratio approvals for buildings in a similar context
- Observed residential visitor parking demands at proxy sites

We have reviewed the submitted documentation and the included studies and have no objection to the proposed parking standards. As a result, the parking standard (ratios) recommended by consultant and the proposed parking supply is generally acceptable. The proposed standards/ratios, which are noted in the Condition B1.1 above, are recommended to be incorporated into the associated new Site Specific Zoning Bylaw.

As noted above in driveway access and site circulation section, the underground parking garage encroaches within the lands expropriated to Metrolinx, Expropriation Plan Instrument No. AT3576186. Accordingly, the owner is required to provide acceptable documentation to demonstrate that the owner has the legal right to use the lands to extend a portion of the underground parking garage within the expropriation lands.

The layout of the proposed underground parking structure is generally acceptable. The typical dimensions shown in the drawings are acceptable as they comply with the requirements stipulated in Section 200.5.1 of Zoning Bylaw 569-2013. However, the plans for parking levels identifies 2 substandard spaces based on the presence of obstruction on one/or both sides of the parking space and are identified as 'obstructed space'. These drawings identify these spaces as “Small Car Parking Space” and signed accordingly. This is acceptable.

The ramp slopes leading to the underground parking levels are shown on the site plan drawings as being a maximum of 15.0 percent with transition areas being provided at the top and bottom of the ramp. These slopes are acceptable as they satisfy the requirements of the Zoning Bylaw. However, the drive aisle slope adjacent to the parking spaces is not labelled. The plans must be revised to identify these slopes, which must not exceed 5.0 percent.

Loading

Application of Zoning By-law 569-2013 loading standards to the Building A of the proposed development would require the provision of 1 Type 'B' loading space, 1 Type 'C' loading space and 1 Type 'G' loading space. A summary of the requirements is provided in Table 3 below:

Table 3: City of Toronto zoning by-law 569-2013 loading requirements (Building A)

Use	Scale Units/GFA	No. of Loading Spaces required				
		Type A	Type B	Type C	Type G	Total
Residential	873 Units	-	-	1	1	2
Core Employment Area (CEA)	1,483 Sq. m	-	1	1	-	2
Retail	434 Sq. m	-	-	-	-	0
Grocery Store	1,875 Sq. m	1	-	-	-	1
Total before Sharing		1	1	2	1	5
Total with Sharing[1]		0	1	2	1	4
Total with Sharing[2]		1	1	1	1	3

1. Shared loading space calculations based upon Zoning By-law 569-2013 Section 40.10.90.1 (1): "In the CR zone, if a mixed-use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space".
2. Shared loading space calculations based upon Zoning By-law 569-2013 Section 40.10.90.1 (2): "In the CR zone, if a mixed-use building has a minimum of 400 dwelling units, the requirement for a Type "C" loading space is satisfied by the provision of a Type "A" loading space" or Type "B" loading space"

Application of Zoning By-law 569-2013 loading standards to the Building B of the proposed development would require the provision of 1 Type 'C' loading space and 1 Type 'G' loading space. A summary of the requirements is provided in Table 4 below:

Table 3: City of Toronto zoning by-law 569-2013 loading requirements (Building B)

Use	Scale Units/GFA	No. of Loading Spaces required				
		Type A	Type B	Type C	Type G	Total
Residential	431 Units	-	-	1	1	2
Core Employment Area (CEA)	880 Sq. m	-	1	-	-	1
Total before Sharing		-	1	1	1	3
Total with Sharing[1]		-	-	1	1	2

1. Shared loading space calculations based upon Zoning By-law 569-2013 Section 40.10.90.1 (1): "In the CR zone, if a mixed-use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space".

The architectural plans illustrate the provision of one (1) Type 'A', two (2) Type 'B', and two (2) Type 'G' loading spaces located on the ground floor of the proposed development. Vehicular access to the loading spaces is provided via the site driveway of Dundas Street West.

Furthermore, vehicular manoeuvring diagrams (VMD01 and VMD20) are provided in Appendix C of the consultant's report, illustrating the turning movements for a City of Toronto front loading garbage truck, Dual Axle Cab with 53 feet Trailer, TAC Single Unit Truck and TAC Heavy Single Unit Truck entering and exiting the Site and its proposed loading spaces. In general, these VMDs are acceptable. However, VMD-08 is required to be revised to remove the swept path encroachment of the outbound Dual Axle Cab & Trailer onto the adjacent Type B loading space.

Furthermore, Solid Waste Management Services may have other requirements and provide additional comments for matters under their jurisdiction.

Work Within the Public Right-Of-Way

The site plan and landscape drawings must be designed to demonstrate compliance with and consisting of acceptable City standard materials and have regard for the Accessibility for Ontarians with Disabilities Act (AODA) and requirements of the City's Complete Streets and Pedestrian Priority Guidelines, which stipulate among other things, the following:

- A 0.2 metre wide curb;
- A minimum 0.6 metre wide buffer strip along the curb edge;
- A furnishing/planting zone between 1.0 and 2.2 metres wide (minimum 1.5 metres required for tree planting).
- A minimum 2.1 metre wide Pedestrian Clearway along Dundas Street West
- Additional setback area for a marketing zone, if desired.

The landscape plan illustrates a minimum 2.1 metres pedestrian clearway along Dundas Street West frontage of the site except for an approximately 8.0 metres portion of the sidewalk at the southerly end within which it narrows down to approximately 1.9 metres. Additional comments pertaining to the streetscape within the abutting public rights-of-way will be provided in conjunction with the future site plan application.

SOLID WASTE MANAGEMENT SERVICES

Residential Component Service Eligibility – Building A (Towers A1 and A2)

Based upon the information available, Solid Waste Management will provide front-end compacted garbage, recycling, and organic collection services to this component of the development. Collection of waste materials from this component will be in accordance with the “City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Re-Developments” and Chapter 844, Solid Waste of the Municipal Code.

Residential Component Service Eligibility – Building B

Based upon the information available, Solid Waste Management will provide front-end compacted garbage, recycling, and organic collection services to this component of the development. Collection of waste materials from this component will be in accordance with the "City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Re-Developments" and Chapter 844, Solid Waste of the Municipal Code.

Non-Residential Component Service Eligibility – All Buildings (Retail, Commercial, and Work portion of the Live/Work units)

Based on the information provided, the non-residential component of the development is ineligible for City of Toronto waste collection services and as such all garbage and recyclables must be collected privately. Garbage and other waste materials are not to be placed on public property. Proper loading/storage facilities located on private property are required and must meet all applicable by-laws and legislation including Chapter 841 of the Municipal Code.

Toronto Green Standard

Solid Waste TGS Tier 1: SW 1.1 and 1.4 have been satisfied. SW 1.2, 1.3, and 1.5 have not been satisfied.

ENGINEERING & CONSTRUCTION SERVICES

Construction Dewatering, Private Water Drainage System, Groundwater Discharge

Please be advised the Foundation Drainage Policy and Guidelines will apply to all new development applications received by the City of Toronto under the Ontario Planning Act, including all new Official Plan Amendments, Zoning By-Law Amendments, Plan of Subdivision applications, as well as new Site Plan Control applications, except for Committee of Adjustment applications, starting January 1, 2022. Please refer to the City website for the policy, guidelines and other information: https://www.toronto.ca/services-payments/water-environment/water-sewer-related-permits-and-bylaws/sewers-by-law/managing-foundation-drainage/

Discharge of Private Water (including but not limited to groundwater, construction wastewater, etc.) directly or indirectly into City's sewage works is prohibited under Toronto Municipal Code (MCC) Chapter 681 – Sewers, unless the subject property has obtained discharge approval in the form of a Discharge Agreement under MCC 681-6 from Toronto Water, Environmental Monitoring and Protection Unit.

If the Owner wishes to discharge groundwater to the City's sewers, the Owner must apply and obtain short-term discharge approval from Toronto Water, Environmental Monitoring and Protection Unit.

In the absence of a short-term discharge approval, the Owner must ensure any private water (including but not limited to groundwater, construction wastewater, etc.) collected from the subject property is hauled away using a Ministry of the Environment, Conservation and Parks (MECP) approved hauler to ensure that no private water is discharged directly or indirectly into the City's sewage works and thereby comply with Municipal Code Chapter 681 – Sewers.

Prepared by:

Charlotte Patterson, P. Eng.
Engineer, Development Engineering
Engineering & Construction Services

Signed by:

Hamid Mazaheri, M.SC., P.Eng., PMP
Manager (Acting), Development Engineering
Engineering & Construction Services

Attachments:

1) Functional Servicing and Stormwater Management Report – Comments
2) Foundation Drainage Summary Form - Template
3) Hydrological Review Summary – Comments
4) Letter from Owner for Water-Tight Foundation with PWDS – Template