

2400-2440 DUNDAS STREET WEST PROPOSED MIXED -USE DEVELOPMENT

Zoning By-Law Amendment Application
City of Toronto

Prepared For: Fora Developments

March 2023



TABLE OF CONTENTS

1.0	INTRODUCTION	1
1.1	The Site Today	1
1.2	This Study	4
2.0	AREA TRANSPORTATION CONTEXT	5
2.1	Dundas West-Bloor Mobility Hub	5
2.2	Area Road Network	5
2.3	Area Transit Network	9
2.4	Area Cycling Network And Facilities	13
2.5	Area Pedestrian Environment	16
2.6	Area Bicycle and Car Share Facilities	16
3.0	DEVELOPMENT PROPOSAL	19
3.1	Site Access Arrangements	20
4.0	TRANSPORTATION DEMAND MANAGEMENT	22
4.1	Mobility Choice Travel Plan	22
4.2	Organizational Framework	22
4.3	TDM Strategies and Initiatives	23
5.0	VEHICULAR PARKING CONSIDERATIONS	25
5.1	Zoning By-law Parking Requirements	25
5.2	Proposed Parking Supply	28
5.3	Adequacy of Resident Parking Supply	30
6.0	BICYCLE PARKING CONSIDERATIONS	35
6.1	Zoning By-law Bicycle Parking Requirements	35
6.2	Proposed Bicycle Parking Supply	37
7.0	LOADING CONSIDERATIONS	39
7.1	Zoning By-law Loading Requirements	39
7.2	Proposed Loading Supply and Facilities	41
8.0	MULTI-MODAL TRAVEL DEMAND FORECASTING	42
8.1	Forecasting Approach	42
8.2	Residential Site Travel Demands	42
8.3	Core Employment Area Site Travel Demands	45
8.4	Retail Site Travel Demands	47
8.5	Grocery Store Site Travel Demands	47



9.0	VEHICULAR TRAVEL ASSESSMENT.....	49
9.1	Traffic Analysis Scenarios and Design periods.....	49
9.2	Existing Traffic.....	49
9.3	Future Background Traffic.....	52
9.4	Site Traffic Volumes.....	56
9.5	Future Total Traffic.....	62
10.0	TRAFFIC OPERATIONS	64
10.1	Analysis Methodology.....	64
10.2	Network Wide Parameters	65
10.3	Signalized Intersections Analysis	67
10.4	Unsignalized Intersections Analysis.....	71
11.0	SIGNAL WARRANT ANALYSIS APPROACH	72
11.1	Findings	72
12.0	SUMMARY & CONCLUSIONS	74

TABLE OF APPENDICES

APPENDIX A:	Reduced Scale Architectural Plans
APPENDIX B:	TTS Queries
APPENDIX C:	Vehicle Manoeuvring Diagrams
APPENDIX D:	Turning Movement Counts
APPENDIX E:	Corridor Growth Analysis Sheets
APPENDIX F:	Signal Timing Plans
APPENDIX G:	Parking and Door Counts
APPENDIX H:	Intergreen, Delay and Pedestrian Grouping Studies
APPENDIX I:	Signal Warrant Analysis
APPENDIX J:	Intersection Capacity Analysis Sheets



LIST OF TABLES

Table 1	Existing Site Summary	1
Table 2	Road Classification Summary	6
Table 3	Area Transit Network	10
Table 4	Area Existing Cycling Infrastructure	13
Table 5	Development Programme Summary	19
Table 6	Potential TDM Strategies	24
Table 7	Zoning By-Law 438-86 Parking Requirements ('Junction Triangle')	25
Table 8	City of Toronto Zoning By-law 569-2013 As Amended (Parking Zone A) Parking Requirements	27
Table 9	Summary of Approved Resident Parking Supply Standards	33
Table 10	City of Toronto Zoning By-law 438-86 Minimum Bicycle Parking Requirements	35
Table 11	City of Toronto Zoning By-law 569-2013 (Bicycle Zone 1) Minimum Bicycle Parking Requirements	36
Table 12	City of Toronto Zoning By-law 438-86 Loading Requirements (Building A)	39
Table 13	City of Toronto Zoning By-law 438-86 Loading Requirements (Building B)	39
Table 14	City of Toronto Zoning By-law 569-2013 Loading Requirements (Building A)	40
Table 15	City of Toronto Zoning By-law 569-2013 Loading Requirements (Building B)	40
Table 16	Residential Site Trip Generation – Multi-Modal Trips	43
Table 17	Residential Trip Generation Proxy Sites	44
Table 18	CEA Site Trip Generation – Multi-Modal Trips	46
Table 19	Grocery Store Site Trip Generation – Multi-Modal Trips (Existing Grocery Store)	47
Table 20	Grocery Store Proxy Site Trip Rates	48
Table 21	Existing Turning Movement Count Summary	49
Table 22	Area Background Developments	53
Table 23	Existing Site Traffic Volumes	56
Table 24	Summary of Site Vehicle Trip Generation	58
Table 25	Site Traffic Distribution	59
Table 26	Existing Site Driveway / Dundas Street West	67
Table 27	Bloor Street West / Dundas Street West	68
Table 28	Proposed Site Driveway / Chelsea Avenue / Dundas Street West	69
Table 29	Proposed Site Driveway / Chelsea Avenue / Dundas Street West Proposed Signal Timings	70
Table 30	Unsignalized Capacity Analysis Summary	71



Table 31	Projected Future Total Peak 8-Hour Traffic Volumes	72
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LIST OF FIGURES

Figure 1:	Site Location	2
Figure 2:	Site Plan	3
Figure 3:	Area Road Network.....	7
Figure 4:	Existing Lane Configuration and Traffic Control	8
Figure 5:	Existing and Future Transit Network.....	12
Figure 6:	Existing and Planned Cycling Network	15
Figure 7:	Area Car-Share and Bike-Share Facilities	18
Figure 8:	Future Lane Configuration and Traffic Control	21
Figure 9:	Existing Traffic Volumes	51
Figure 10:	Future Background Traffic Volumes	55
Figure 11:	Site Removal Traffic Volumes.....	57
Figure 12:	Site Traffic Volumes	60
Figure 13:	Net New Site Traffic Volumes	61
Figure 14:	Future Total Traffic Volumes.....	63



1.0 INTRODUCTION

BA Group has been retained by Fora Developments to provide transportation consulting services in support of a Zoning By-law Amendment (ZBA) application being made to the City of Toronto for the proposed redevelopment of 2400 Dundas Street West (referred to herein as the “site”). The site is situated north of the Bloor Street West and Dundas Street West intersection and is bordered by continuous GO rail tracks to the east. **Figure 1** and **Figure 2** illustrate the location and context of the site to the surrounding area.

1.1 THE SITE TODAY

The site is currently occupied by a Shoppers Drug Mart, Discount Car and Truck Rental company and a FreshCo grocery store. Surface parking is provided for all retail in the centre of the site and loading is provided on the south-west corner of the FreshCo . The site also provides access to the Bloor GO Station passenger Pick-up / Drop-off (PUDO) loop.

TABLE 1 EXISTING SITE SUMMARY

Route Name	GFA / Supply
Shoppers Drug Mart	1050 m ² GFA, in addition to 1000 m ² GFA second floor office
Discount Car and Truck Rental	120 m ² GFA
FreshCo	1800 m ² GFA
Existing Parking Supply	132 parking spaces consisting of 120 regular parking spaces, 5 accessible parking spaces and 7 parking spaces reserved for FreshCo
Existing Loading Supply	2 loading spaces for tractor trailers - dedicated loading spaces for FreshCo

There is only one access to the site via an existing signalized intersection off of Dundas Street West. The Metrolinx Bloor GO Station and UP Express pick up / drop off loop is currently accessed by continuing on the site driveway to the east boundary of the site.

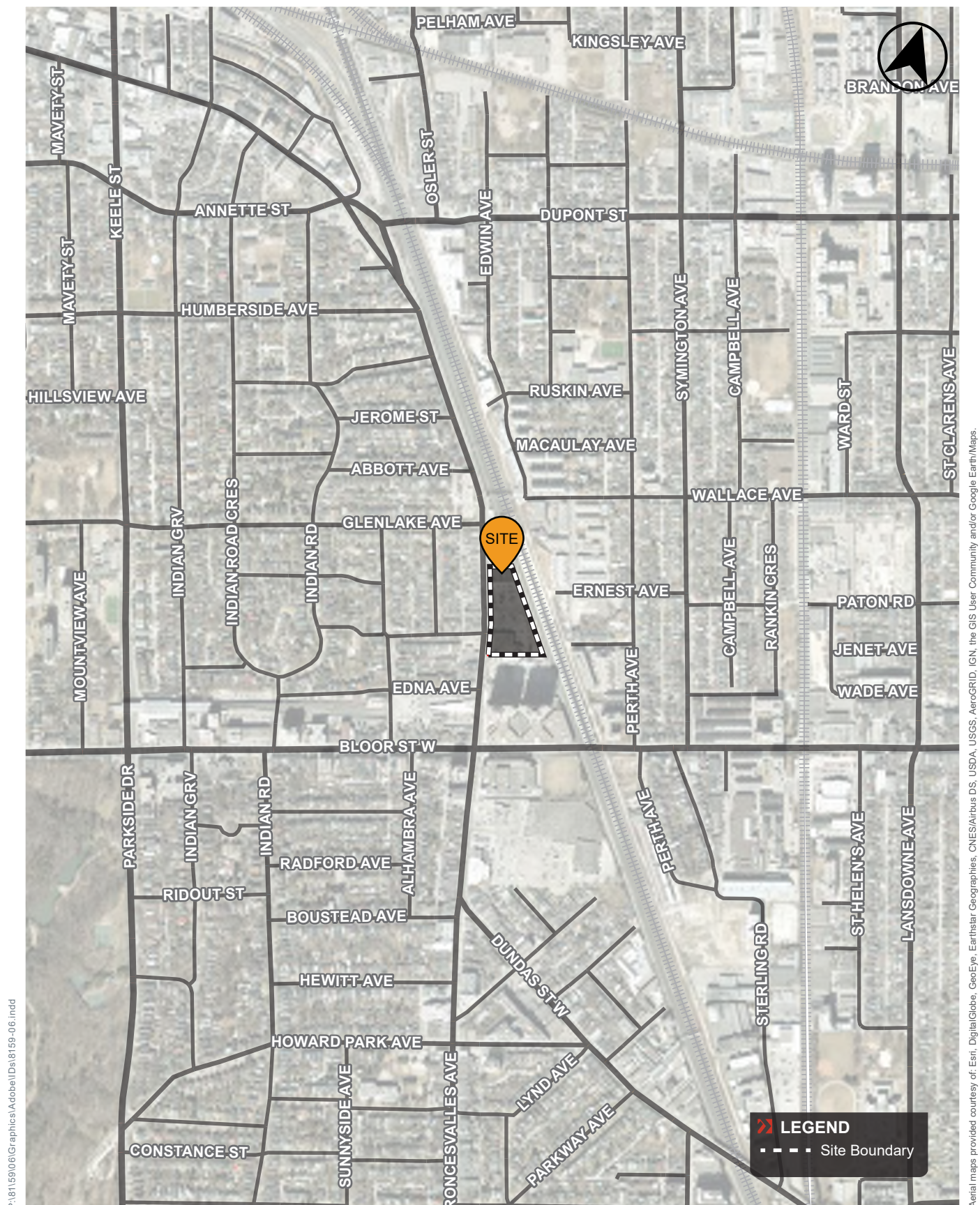


FIGURE 1 SITE LOCATION

2400-2440 DUNDAS STREET WEST



FIGURE 2 SITE PLAN

1.2 THIS STUDY

BA Group has undertaken a review of the key transportation related aspects of the proposed Zoning By-law Amendment (ZBA) application) being submitted to the City of Toronto (i.e., traffic, parking, loading and site circulation and access) to permit the proposed development. Key aspects of the concept development reviewed are as follows.

Transportation Context

- A description of the existing transportation context of the site considering the area road network, existing and future transit service and infrastructure, existing and future bicycle infrastructure network, and other non-automobile dependent travel options.

Site Planning

- A review of the proposed building programme; and
- A review of the parking supply provisions of the proposed development plans;
- A review of the bicycle parking supply provisions for the proposed development plans;
- A review of the loading space provisions for the proposed development plans;
- A review of the functionality and appropriateness of the proposed vehicular facilities incorporated into the site plan including loading / garbage collection facility arrangements.

Travel Demand Forecasting

- an outline of travel demand projections for the proposed development based on “First Principles” person-trip forecasting methodologies and observed travel characteristics of the existing site area, and;
- An assessment of the transit, pedestrian, cycling, other non-auto trip generation characteristics of the proposed development.

Vehicular Operations Review

- Assessment of the existing traffic activity patterns and volumes in the study area during the key weekday morning and afternoon peak periods.
- A comprehensive review of the traffic changes that may occur in the area in the future with the development of a number of other area development projects; and
- A review of the traffic operations at intersections in the area under existing and future conditions including an assessment of the operational impacts of the proposed development.

The findings of our report are summarised in the following sections.

2.0 AREA TRANSPORTATION CONTEXT

2.1 DUNDAS WEST-BLOOR MOBILITY HUB

The site is located within an area categorized by Metrolinx as the Bloor-Dundas Mobility Hub with several higher order transit facilities in the area offering local, city-wide, and regional transit service to residents, patrons, and employees that travel to and from the area. Two major transit stations – TTC Dundas West Subway Station and the Bloor GO/UPX Station – offer many of these services directly adjacent to the site. The area transit context is discussed further in **Section 2.3**.

Notwithstanding the above, there are significant public transit infrastructure improvements planned that will directly benefit the site. Further details are provided in **Section 2.3.2**.

2.2 AREA ROAD NETWORK

An overview of the key area roads in proximity to the site is provided in **Table 2** below. The area road network is further illustrated in **Figure 3** and **Figure 4**.

TABLE 2 ROAD CLASSIFICATION SUMMARY

Type	Street Name	Parking & Regulations	Roadway Limits	Description
Major Arterial	Bloor Street West	West of Dundas St paid parking is permitted Mon. – Sat. from 8:00 AM to 6:00 PM. No stopping is permitted EB 7:00 AM to 9:00 AM & WB 4:00 PM to 6:00 PM, Mon.- Fri.	Roadway extends from Mississauga in the west to the Bloor St Viaduct in the east	A 2-lane cross-section, 1 lane in each direction, having a speed limit of 40 km/h. Parking lanes on both sides of the street. Dedicated bicycle lanes are provided west of Dundas St W until Runnymede Rd. Signalized intersections provided at Dundas St W, Keele Street / Parkside Drive
Minor Arterial	Dundas Street West	No parking is permitted at any time No stopping is permitted SB 7:00 AM to 9:00 AM & NB 4:00 PM to 6:00 PM, Mon.- Fri.	Roadway extends from Mississauga in the west to Kingston Rd in the east	A 4-lane cross-section, 2 lanes in each direction with streetcar tracks running in the two central lanes, mixed with vehicular traffic. Signalized intersections provided at Bloor St W. The speed limit is 40 km/h.
	Keele Street / Parkside Drive	No parking is permitted at any time. No stopping is permitted SB 7:00 AM to 9:00 AM & NB 4:00 PM to 6:00 PM, Mon.- Fri.	Roadway extends from The Queensway to St Clair Ave W, continue to the north after the tracks.	A 4-lane cross-section, 2 lanes in each direction. The speed limit is 40 km/h.
Collector	Glenlake Avenue	Parking is permitted from 8:00 AM to 6:00PM.	Roadway extends from Dundas St W to Kennedy Ave in the west.	A 2-lane cross section, with 1 lane in each direction. The speed limit is 40 km/h.
Local	Chelsea Avenue	Parking is permitted from 8:00 AM to 6:00 PM.	Roadway extends off of Dundas St W to a cul-de-sac at the end.	A 1 lane, one-way road with a speed limit of 30 km/h.

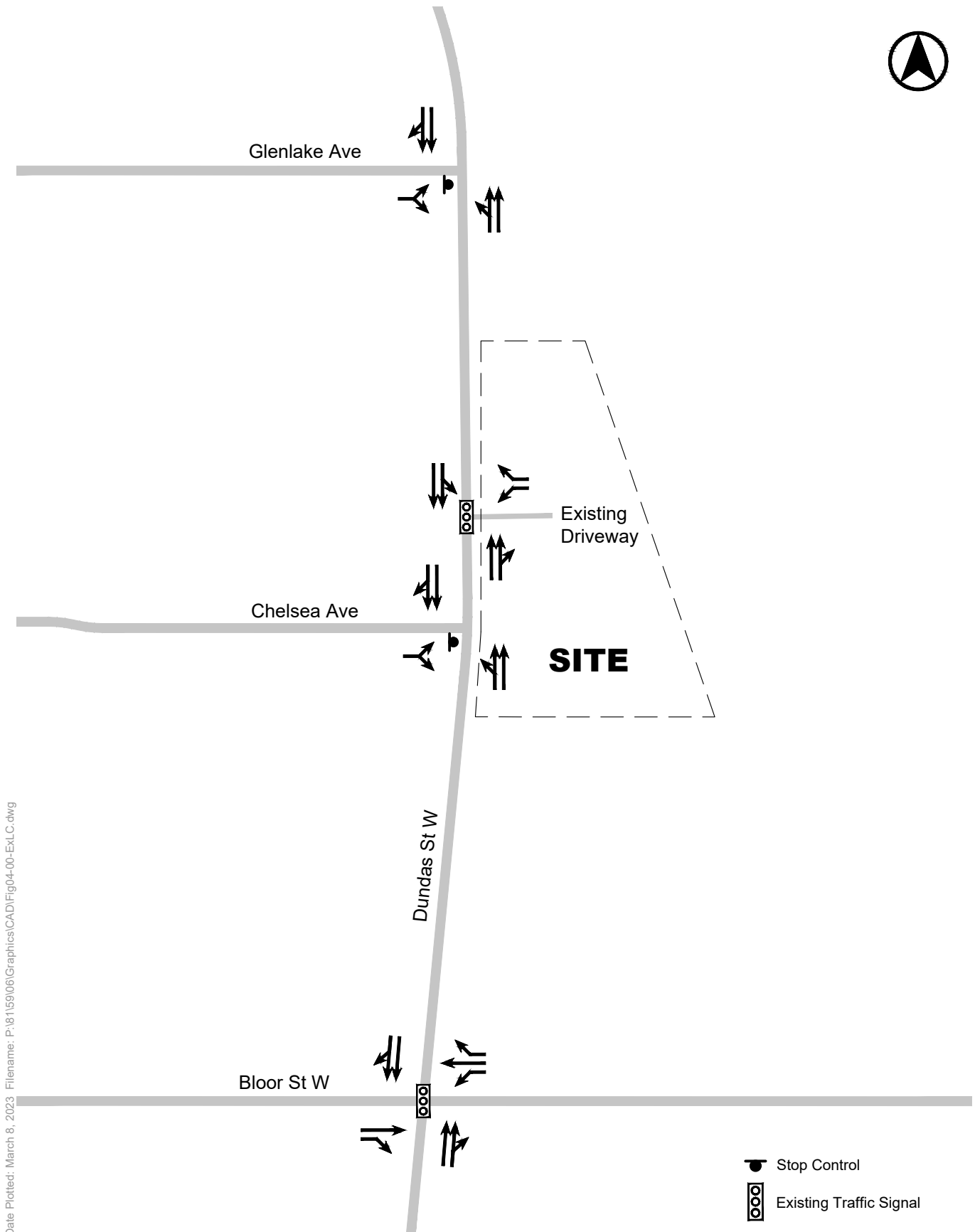


FIGURE 4 EXISTING LANE CONFIGURATION AND TRAFFIC CONTROL

2.3 AREA TRANSIT NETWORK

2.3.1 Existing Transit

The area is in close proximity to several modes of public transit including TTC subway and surface transit including streetcar and bus routes, GO Transit commuter rail, and the Union-Pearson Express airport rail link. An overview of the key area transit routes in proximity to the site is summarized in **Table 3**. The existing and planned area transit network is further illustrated in **Figure 5**.

TABLE 3 AREA TRANSIT NETWORK

	Number / Name of Service Line	Closest Stop	Peak Period Headways	Route Description
Subway	TTC Line 2 Bloor-Danforth	Dundas West Station (200 m / 3 min walk)	2-3 min	This line has 31 stations and operates in an east-west direction between Kipling Station in the west and Kennedy Station in the east. Line 2 connects with TTC Line 1 at Bloor-Yonge, St. George, and Spadina Stations.
Streetcar	504 – King	Dundas Street West / Bloor Street West (200 m / 3 min walk)	4 minutes	Service generally operates in an east-west direction along King St between Dundas West Station and Broadview Station (both on TTC Line 2). Near the site, the 504 streetcar service travels in a north-south direction along Dundas St W and Roncesvalles Ave and operates under mixed traffic conditions.
	505 – Dundas	Dundas Street West / Bloor Street West (450 m / 5 min walk)	5-6 min	Service generally operates in an east-west direction along Dundas St between Dundas West Station and Broadview Station (both on TTC Line 2). The streetcar operates under mixed traffic conditions.
	506 – Carlton	Dundas Street West / Sterling Road (800 m / 10 min walk)	4-5 min	Service generally operates in an east-west direction along College St / Gerrard St E, between the High Park Loop and Main Station. Near the site, the 506 streetcar service operates on Dundas St W and Howard Park Ave under mixed traffic conditions.
Buses	40 – Junction	Dundas West Station (50 m / >1 min walk)	6-7 min	Service generally operates in an east-west direction between the Runnymede Loop and Dundas West Station on TTC Line 2.
	168 – Symington	Dundas West Station (200 m / 3 min walk)	5 min	Service generally operates in a north-south direction between Dundas West Station and Weston Rd.
Commuter Rail	Kitchener Line	Bloor GO / UPX Station (50m / 1 min walk)	Weekday service only Half hourly service during weekday peak periods Hourly service during mid-day weekdays	The Kitchener Line route runs between Kitchener Station in the east to Toronto Union Station in the west. It connects with Grand River Transit and the iON LRT system in Waterloo Region, Guelph Transit, Brampton Transit, MiWay, TTC subway and surface routes, the UP Express, regional GO bus routes, and VIA national rail services.
Airport Rail Link	Union Pearson Express		15 min all-day, every-day	The Union Pearson Express route runs between Toronto Pearson airport in the east to Toronto Union Station in the west. It connects with MiWay, TTC subway and surface routes, regional GO rail and bus routes, and VIA national rail services.

2.3.2 Evolving Transit Improvements

There are significant transit improvements planned in the vicinity of the site. These investments will allow better access to the regional transit network. An overview of the future transit improvements is provided below. The existing and planned area transit network is illustrated in **Figure 5**.

SmartTrack

SmartTrack is a proposed municipal transit plan that will be implemented and integrated with existing and planned GO transit infrastructure. The plan establishes a service concept of a minimum 15 minute headway along existing Kitchener, Lakeshore East, and Stouffville GO rail corridors coupled with the addition of five (5) new GO stations within Toronto. The five new stations, St. Clair-Old Weston, Bloor-Lansdowne, King-Liberty (i.e., Liberty Village), East Harbour, and Finch-Kennedy, will provide more options to access various areas of the City.

Two SmartTrack stations are proposed in the vicinity of the site. The proposed St. Clair-Old Weston station is located 1.8 km north-west of the site. The station would be serviced by the SmartTrack service concept. Next, the proposed Bloor-Lansdowne station is located approximately 800 m south-west of the site. Although it is included within the SmartTrack program, the station is not part of the conceptual SmartTrack rail corridor.

GO Expansion

The GO Expansion program is a proposed Metrolinx plan that will implement a range of improvements across the GTHA to GO rail infrastructure and services. The plan will introduce frequent service in both directions along the Lakeshore West and East, Kitchener, Barrie, and Stouffville Lines supported through electrification of large portions of the rail corridors, additional grade separations between road and railways, and improved station facilities.

GO Expansion projects nearby the site include the Davenport Diamond guideway grade separation project between the Barrie Line rail corridor and the CP North Toronto freight subdivision. The project will allow for more frequent service along the Barrie Line to future stations including the nearby Bloor-Lansdowne station.

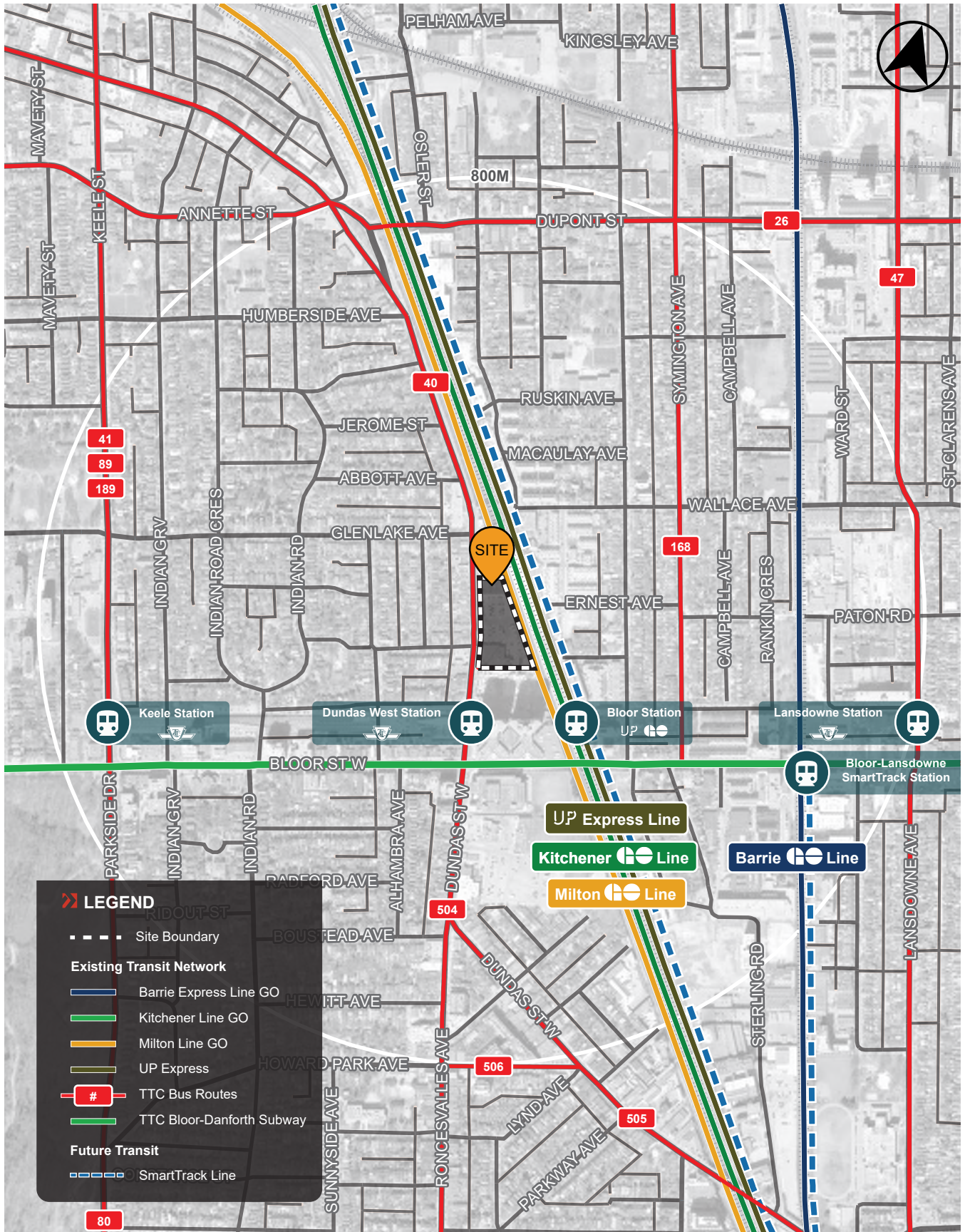


FIGURE 5 EXISTING AND PLANNED TRANSIT NETWORK

2.4 AREA CYCLING NETWORK AND FACILITIES

2.4.1 Existing Cycling Infrastructure

The area in the site vicinity benefits from excellent cycling infrastructure, which permits accessibility to both the north-south and east-west orientations through dedicated cycling facilities. The existing and planned area cycling network is illustrated in **Figure 6**. Further details related to the cycling facilities in the vicinity of the site are summarized in **Table 4**.

TABLE 4 AREA EXISTING CYCLING INFRASTRUCTURE

→	Route Name	Type of Cycling Infrastructure	Description
North-South Connections	West Toronto Railpath	Off-street Multi-Use Trail	Route travels from Cariboo Avenue in the north to Dundas St West in the south. Route is completely grade separated from road and railways. However, route is shared with pedestrian traffic.
	Lansdowne Avenue	Bike Lane	Route travels from Dupont St in the north to Lappin Ave in the south. Route is on-street and connects with bike lanes on Dupont St and shared lane markings on Lappin Ave. Intermittent lay-by on street parking is provided on the east side of the street between the curb and bike lane.
	Sorauren Avenue	Shared Roadway (unmarked)	Route travels from Dundas St W to Queen St W. Route is unmarked and shares with the roadway.
East-West Connections	Davenport Road	Bike Lane	Route travels from Old Weston Rd in the west to Bay St in the east. Route is on-street and connects with shared lane markings on Shaw St and bike lanes on Christie St, Boulton Dr, Popular Plains Rd, Bedford Rd, and Bay St. Intermittent lay-by on street parking is provided on both the north and south sides of the street between the curb and bike lane.
	Dupont Street	Bike Lane	Route travels from Annette St in the west to Lansdowne Ave in the east. Route is on-street and connects with bike lanes on Annette St and Lansdowne Ave. Intermittent lay-by on street parking is provided on both the north and south sides of the street between the curb and bike lane.
	Bloor Street West	Cycle Track	Route travels from Runnymede Rd in the west to Dawes Rd in the east. Route is physically separated from vehicular traffic, including parked vehicles.

2.4.2 Evolving Cycling Network Improvements

A series of planned infrastructure investments (included as part of City of Toronto plans) will benefit the “reach” of the cycling network connected to the Site. Planned connections and improvements have been identified by the City of Toronto and have been addressed through the Cycling Network Ten Year Plan (2016), a policy document that outlines proposed cycling infrastructure improvements in Toronto over a ten year period (2016-2025). The Ten Year Plan aims to connect gaps in the City’s existing cycling network, expand the network to new areas of the City, and to renew existing cycling routes by improving their quality.

Furthermore, the Ten Year Plan has been updated by the 2019-2021 Near-Term Implementation Plan which is intended to combine on-street cycling infrastructure projects with planned road upgrading projects (and therefore, is planned to expedite the construction of specified planned cycling routes).

Within the vicinity of the site, Bloor Street has been earmarked for a “Major Corridor Study”; the projected study area will also include Dupont Street and Lansdowne Avenue (north of Bloor Street West), while Davenport Avenue is planned to undergo renewal. Furthermore, an off-street multi-use trail adjacent to the Barrie Line rail corridor is planned as part of Metrolinx’s Davenport Diamond guideway and greenway plan, with completion planned for 2024.

Near Term Implementation Plan

- Edwin Avenue, Greenlaw Avenue and Bartlet Avenue are planned “new” routes which will facilitate a comprehensive cycling network in the area;
- Davenport Avenue is planned to undergo renewal.

10 Year Cycling Network and Trail Plan

- Bloor Street has been earmarked for a “Major Corridor Study”; the projected study area will also include Dupont Street and Lansdowne Avenue (north of Bloor Street West) in the site vicinity;
- Construction is set to begin in 2019 on the southeasterly expansion of the West Toronto Railpath to a new terminus at Abell Street (south of Queen Street West); the Cycling Network Ten Year Plan also identifies a northern expansion to the West Toronto Railpath;
- Proposed on-street bicycle lanes along Dundas Street West between Dupont Street / Annette Street and Bloor Street West;
- Proposed on-street bicycle lanes along College Street between Dundas Street West and Brock Avenue;
- Proposed on-street bicycle lanes along Lansdowne Avenue between Rideau Avenue and Queen Street West;
- Proposed on-street bicycle lanes to replace shared roadways (sharrows) along Rideau Avenue, Macdonell Avenue, and Wabash Avenue between Sorauren Avenue and Lansdowne Avenue; and
- Proposed quiet street route along Wallace Avenue between Lansdowne Avenue and the West Toronto Railpath.

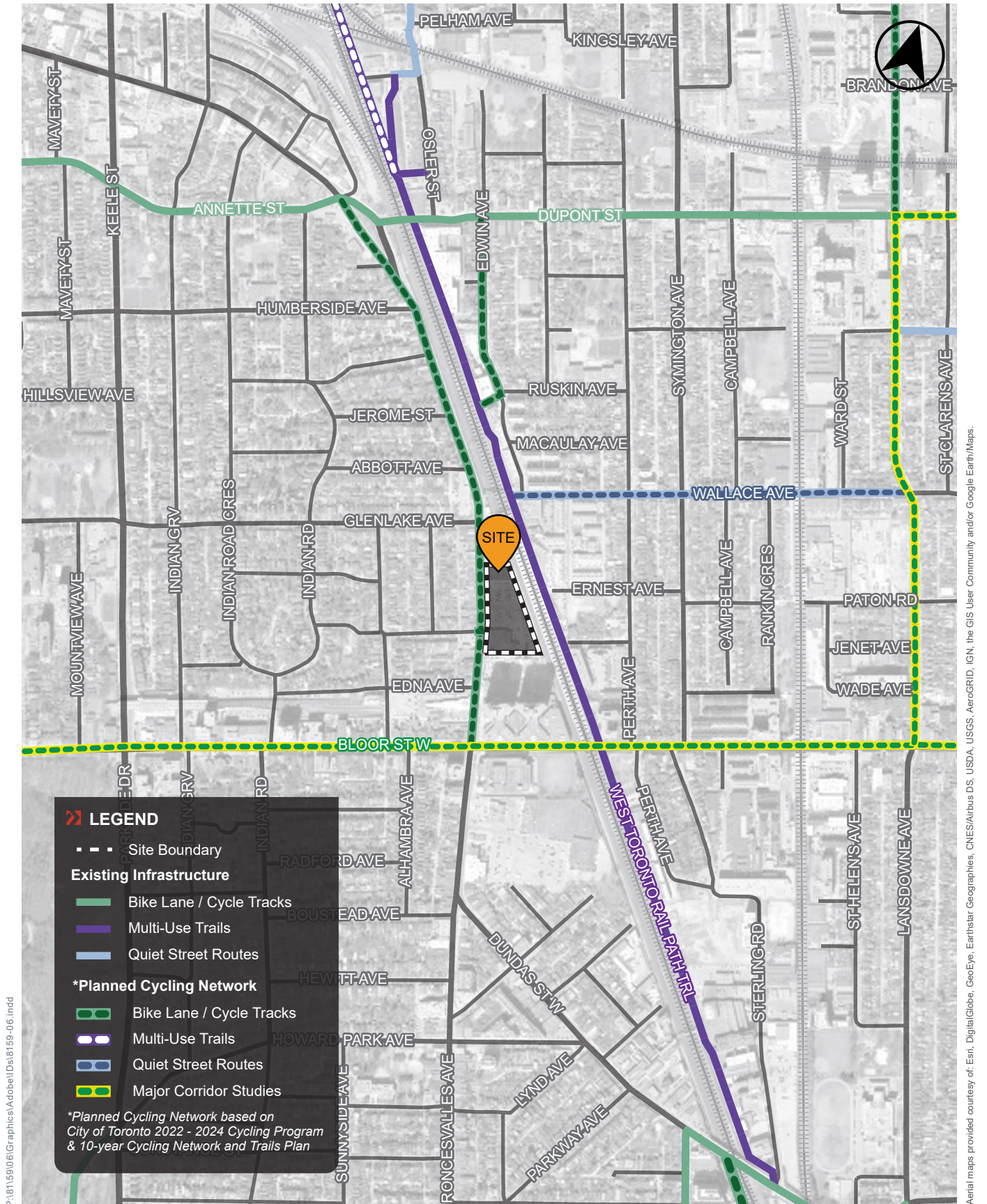


FIGURE 6 EXISTING AND PLANNED CYCLING CONTEXT

2.5 AREA PEDESTRIAN ENVIRONMENT

Pedestrian Context

The site is located in the southern end of Toronto's Junction Triangle neighborhood and is located within walking distance to a number of services, entertainment, retail, and amenity centres. Bloor West Village and The Junction are located within a 20 to 30-minute walk or 5 to 10-minute bike ride from the site, both of which offer residents and patrons access to a variety of shops, services, employment, and amenities without the need for a vehicle.

The site is located nearby the Bloor Street West, Dundas Street West, and Roncesvalles Avenue corridors (each located within a 5-minute walk of the site), containing a mixture of restaurants, specialty food markets, retail, daycare centers, banks, and community centres. In addition, the eastern edge of High Park is located one kilometre from the site; it is the largest park located entirely within the City of Toronto and contains a unique combination of nature-related activities, sporting facilities, cultural facilities, educational facilities, gardens, playgrounds, and a zoo.

Immediate Pedestrian Environment

In the vicinity of the site, Dundas Street West has pedestrian sidewalks on both sides of the roadway with pedestrian crosswalks and pedestrian signal heads to cross Dundas Street West to the site access location.

Along Bloor Street West, pedestrian crosswalks and pedestrian signal heads are provided at the signalized intersections and are spaced at approximately 380 – 400 metres apart. All roads in the site vicinity have continuous sidewalks on both sides of the roadway with curb ramps at all signalized and unsignalized intersections.

2.6 AREA BICYCLE AND CAR SHARE FACILITIES

2.6.1 Area Bicycle Share Facilities

The Bike Share Toronto program, owned by the Toronto Parking Authority (TPA) provides flexible cycling options within the City of Toronto with bicycles that are used on a short-term basis and can be picked up/dropped off at different stations across the City.

To lay the foundation for the future of Bike Share Toronto, TPA has carried out a Four-Year Bike Share Growth Plan study that will guide a system expansion into 2025. The study sets an ambitious goal of extending the system's coverage area into all 25 wards of Toronto by the end of 2024 and to expand to upwards of 1,000 stations and 10,000 bikes, including 2,000 e-bikes, by 2025. There is a continued effort to expand the network further north and locate new stations along major corridors in conjunction with other investments in cycling infrastructure.

Existing Area Bike Share

Within an 800-metre radius of the site, there are approximately nine Bike Share Toronto stations which collectively hold approximately 139 bicycles, as illustrated in **Figure 7**.

2.6.2 Area Car Share Facilities

Car sharing across Toronto provides a low-commitment transportation alternative for automobile use, which has become common practice. The success and influence of car-share programs, which were only in their infancy a decade ago, now provide convenient, non-private automobile travel opportunities for thousands of residents, employees, and visitors of the City of Toronto.

Within the City of Toronto, there are two types of car-share services available for use.

- **Type 1: Round-trip, station-based service.** The majority of service providers operate using this model, where the user rents and returns the fleet vehicle at the same location. The time of use is reserved in advance.
- **Type 2: “Flex”, zone-based service.** This car-share model permits the user to rent the vehicle and return at a different location. Typically, the vehicle can be parked within resident-only parking zones. These zones are defined by the car-share provider and are typically located within the residential downtown or East York areas of Toronto.

There are three primary car sharing companies in operation in Toronto – ZipCar, Enterprise CarShare and more recently, Communauto. Each of these services offer their members access to vehicles conveniently located across the City.

ZipCar is the world's largest car sharing program and entered the Toronto market in 2006 while Enterprise CarShare (formerly AutoShare) was founded in 1998. Both programs have acquired parking spaces in private garages or within Toronto Parking Authority (TPA) lots for their vehicle fleet. The program stipulates that users must return rented vehicles to the same parking space where it was picked up.

The success and rising influence of car share programs now provides convenient travel opportunities within the City through the use of non-private automobiles. As vehicles are available “on-demand”, residents in the area can access a vehicle for unique trips that may require a vehicle without having the need to own a personal vehicle. The availability of this service encourages reduced car ownership.

Existing Area Car Share

Within an 800-metre radius of the site, three (3) Enterprise CarShare vehicles can be accessed at Howard Park and Dundas West, as is illustrated in **Figure 7**. In addition, Communauto vehicles are often available on local neighbourhood streets.



FIGURE 7 AREA CAR-SHARE AND BIKE-SHARE FACILITIES

3.0 DEVELOPMENT PROPOSAL

It is proposed to construct two buildings, one with two towers of eighteen (18) and twenty-five (25) storeys and the other thirty-six (36). The development contains a total of 873 residential units, 1,875 m² of food store GFA, 434 m² of ancillary retail GFA, and 2,363 m² of Core Employment Area (CEA) GFA. A total of 212 parking spaces (152 resident and 60 non-resident spaces), 989 bicycle parking spaces, and 5 loading spaces (2 Type 'G', 2 Type 'B' and 1 Type 'A' space) are provided to support the transportation related aspects of the proposed development. The development programme is summarized in **Table 5**.

Architectural Plans (Not to Scale) are provided in **Appendix A**.

TABLE 5 DEVELOPMENT PROGRAMME SUMMARY

Use	Type	Building A	Building B	Total
Resident	1-Bedroom	281 units	317 units	598 units
	2-Bedroom	116 units	70 units	186 units
	3-Bedroom	45 units	44 units	89 units
	Total	442 units	431 units	873 units
Retail	Total GFA	434 m²	-	434 m²
CEA	Total GFA	1,483 m²	880 m²	2,363 m²
Grocery Store	Total GFA	1,875 m²	-	1,875 m²
Vehicular Parking	Resident	152 vehicular parking spaces		
	Residential Visitor	10 vehicular parking spaces		
	Commercial	50 vehicular parking spaces		
	Total	212 vehicular parking spaces		
Bicycle Parking	Residential Long-Term	786 bicycle parking spaces		
	Residential Short-Term	175 bicycle parking spaces		
	Non-Residential Long-Term	10 bicycle parking spaces		
	Non-Residential Short-Term	18 bicycle parking spaces		
	Total	989 bicycle parking spaces		
Loading		1 Type "G", 1 Type "A", and 1 Type "B" loading space	1 Type "G" and 1 Type "B" loading space	2 Type "G", 2 Type "B", and 1 Type "A" loading space
Vehicular Access		Signalized driveway connection from Dundas Street West to a private driveway.		

Notes:

1. Based on site statistics provided by Giannone Petricone Associates, dated March 7, 2023.

3.1 SITE ACCESS ARRANGEMENTS

The proposed vehicular site access driveway will be located approximately 50 metres south of the existing Site Driveway / Dundas Street West intersection. Currently the Chelsea Avenue / Dundas Street West unsignalized intersection exists, it is proposed to align the new vehicular site access driveway with this intersection and make it signalized. It should be noted that it is recommended to prohibit through movements from the site to Chelsea Avenue at the new Proposed Site Driveway / Chelsea Avenue / Dundas Street West signalized intersection.

Access to the 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 future lane configuration and traffic control is illustrated in **Figure 8**.

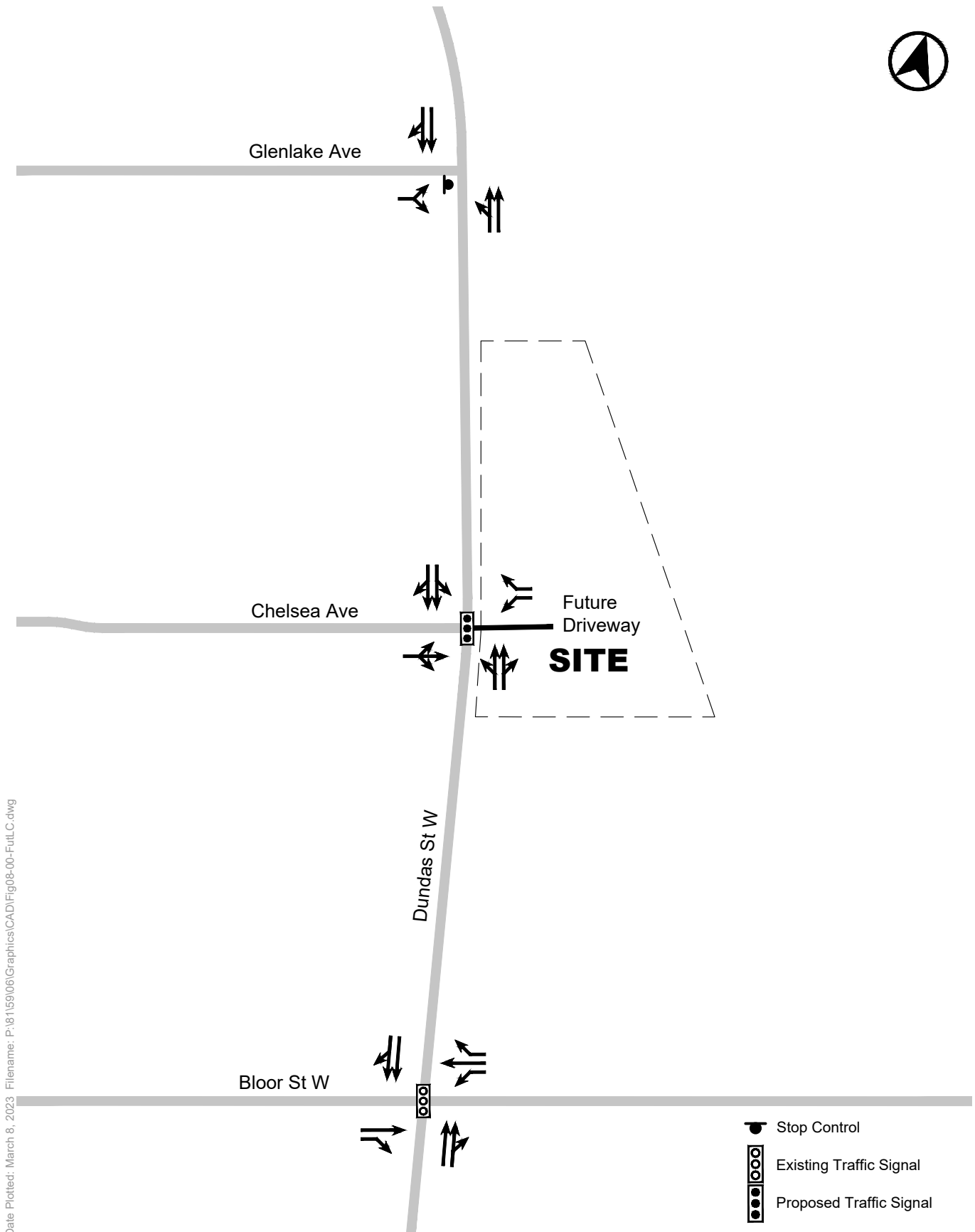


FIGURE 8 FUTURE LANE CONFIGURATION AND TRAFFIC CONTROL

4.0 TRANSPORTATION DEMAND MANAGEMENT

4.1 MOBILITY CHOICE TRAVEL PLAN

The location of the site, its context, and surrounding land-use mix greatly influences the success of a mobility plan. The purpose of the Mobility Choice Travel Plan is to guide the provision of viable alternative personal transportation options beyond the single-occupant, private automobile. This plan intends to support the proposed development by outlining Transportation Demand Management (TDM) measures and the suite of strategies under consideration to promote the use of more active and sustainable transportation modes; respond to the mobility needs of residents, and to reduce the overall dependence on the private automobile.

A suite of transportation demand management measures is proposed as part of a Transportation Demand Management (TDM) Plan for the project that will attempt to influence the way people travel to and from the site through a comprehensive suite of TDM strategies.

Generally, this TDM Plan has three primary objectives:

1. Reduce car dependence and the need for everyday single-occupant vehicle (SOV) travel;
2. Make it easy and attractive for people to walk and cycle; and
3. Promote transit and low-carbon alternatives in comparison to car ownership and SOV travel.

Specifically, the primary goal is to reduce the overall reliance on SOV's while promoting the use of more active and sustainable modes of transportation.

4.2 ORGANIZATIONAL FRAMEWORK

The broader objectives can be organized within the following categories:

- Encourage Transit Use;
- Encourage and Facilitate Bicycle Use;
- Enhance Pedestrian Access and Walkability;
- Facilitate Reduced Car Ownership and Usage;
- Vehicular Parking Supply and Management;
- Land Use and Building Infrastructure; and
- Coordination, Communication, and Promotion.

Within each of the six (6) categories, interventions considered for application may be further organized by the buildings of their implementation as the development progresses:

- **Infrastructure** (external links and facilities)
Measures to improve the active transportation realm along the boundaries of the site and to facilitate the integration of pedestrian, cycling and transit infrastructure
- **Facilities and features of the site plan and design**
Physical aspects of the internal design of the development, including its buildings, open spaces, and circulation routings to promote alternative transportation modes

- **Building operations / property management**
User-focused programs and policies enacted once the site is operational to encourage alternative transportation modes
- **Monitoring**
Post-occupancy data collection programs are used to assess travel patterns and gauge the effectiveness of the incorporated TDM strategies as a whole

4.3 TDM STRATEGIES AND INITIATIVES

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 "intentions" (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 below in **Table 6**. It is important to note that these TDM strategies will be continuously refined throughout the application process.

TABLE 6 POTENTIAL TDM STRATEGIES

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 By-law 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 management office.	.. ²
Presto Cards	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

Notes:

1. See Section 5.3.2.1 for detailed calculation.
2. Unable to reasonably quantify the impact on driver mode at this time.

5.0 VEHICULAR PARKING CONSIDERATIONS

5.1 ZONING BY-LAW PARKING REQUIREMENTS

5.1.1 Zoning By-law 438-86 Parking Requirements

The site is subject to vehicle parking requirements outlined in the former City of Toronto Zoning By-law 438-86 ('Junction Triangle' zone). Application of the parking standards outlined in the City of Toronto Zoning By-law 438-86 yields a minimum requirement of 842 parking spaces for the development, consisting of 532 resident parking spaces, 218 visitor parking spaces, and 92 non-resident (retail and grocery store) parking spaces.

A summary of the minimum parking requirements for the proposed development is provided in **Table 7**

TABLE 7 ZONING BY-LAW 438-86 PARKING REQUIREMENTS ('JUNCTION TRIANGLE')

Use	Units / GFA ¹	Parking Rate	Parking Required ²
Resident			
Resident	54,228 m ²	1 space / 102 m ²	532 parking spaces
Residential Subtotal			532 parking spaces
Non-Resident			
Visitor	873 units	1 space / 4 units	218 parking spaces
CEA	2,363 m ²	1 space / 93 m ²	25 parking spaces
Retail	434 m ²	No Requirement	-
Grocery Store	1,875 m ²	1 space / 28 m ²	67 parking spaces
Non-Resident Subtotal			310 parking spaces
TOTAL			842 parking spaces

Notes:

1. Based on site statistics provided by Giannone Petricone Associates, dated March 7, 2023.
2. Section 4(4).5 (i) of Zoning By-law 438-86 specifies that if the calculation of the number of required parking spaces results in a number with a fraction equal to or greater than 0.5, the fraction shall be rounded up to 1.0 and added to the whole number of parking spaces. If the fraction is less than 0.5, it should be excluded from the determination of the number of parking spaces.

5.1.2 Zoning By-law 89-2022 / 125-2022 Parking Requirements

The City of Toronto has signalled a change in policy direction regarding its Zoning By-law and minimum parking requirements. In December 2021, after approximately a year of study and consultation, City Council adopted the *Review of Parking Requirements for New Development* which recommended the elimination of minimum parking requirements for most land uses, city-wide, replacing them with maximum parking standards within Zoning By-law 569-2013. In February 2022, Zoning By-law 89-2022 was published to amend Zoning By-law 569-2013 with the proposed changes, which included adjusted minimum accessible parking requirements for most land uses. Since that time, Zoning By-law 89-2022 was amended by Zoning By-law 125-2022 to establish parking zones and was appealed during the 20-day appeal period mandated by the provincial Planning Act. The appeal has since been resolved and both By-law 89-2022 and By-law 125-2022 are in force and effect.

For context, this application will consider the parking standards included within Zoning By-law 569-2013 (as amended by Zoning By-law 89-2022 and 125-2022) and Zoning By-law 438-86. Notably, the site is located in 'Parking Zone A' of Zoning By-law 569-2013 (as amended by Zoning By-law 89-2022 and 125-2022) and results in a minimum requirement of 10 visitor parking spaces and 17 accessible parking spaces.

**TABLE 8 CITY OF TORONTO ZONING BY-LAW 569-2013 AS AMENDED (PARKING ZONE A)
PARKING REQUIREMENTS**

Use	Units / Floor Area ¹		Minimum Rate	Minimum Parking Space Req ²	Maximum Rate	Maximum Parking Space Req ²	Effective Parking Rate ³	Effective Parking Space Req ^{2,3}
Resident								
Resident	1-Bedroom	598 units	None	0	0.50 spaces / unit	299	0.50 spaces / unit	299
	2-Bedroom	186 units	None	0	0.80 spaces / unit	148	0.80 spaces / unit	148
	3-Bedroom	89 units	None	0	1.0 spaces / unit	89	1.0 spaces / unit	89
Resident Sub-Total			-	0	-	536	-	536
Non-Resident								
Visitor	873 units		2 plus 0.01 spaces / unit	10	1.0 spaces / unit for the first five units and 0.1 spaces / unit for the sixth and subsequent units	91	0.10 spaces / unit	87
CEA	2,363 m ²		None	0	0.8 spaces / 100 m ²	18	0.4 spaces / 100 m ²	9
Retail	434 m ²		None	0	3.5 spaces / 100 m ²	15	1.0 spaces / 100 m ²	4
Grocery Store	1,875 m ²		None	0	3.5 spaces / 100 m ²	65	1.0 spaces / 100 m ²	18
Non-Resident Sub-Total			-	10	-	189	-	118
TOTAL			-	10	-	725	-	654
Accessible Parking Spaces ⁴ (included in TOTAL)				17				

Notes:

1. Based upon site statistics provided by Giannone Petricone Associates, dated March 7, 2023.
2. If the number of required parking spaces results in a number with a fraction, the number is rounded down to the nearest whole number but there may not be less than one parking space.
3. Application of "Effective" Parking Rate and Requirement is a procedural requirement, stipulated by By-law 89-2022, intended to calculate the required quantity of parking spaces (see Section 200.15.10.5).
4. Accessible parking spaces calculated per Section 200.15.10.10
(C) if the number of effective parking spaces is more than 100, a minimum of 5 accessible parking spaces plus 1 accessible parking space for every 50 effective parking spaces or part thereof in excess of 100 parking spaces must comply with all regulations for an accessible parking space in Section 200.15.

5.2 PROPOSED PARKING SUPPLY

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 provision equates to an overall resident parking supply of 0.17 spaces per unit. This supply falls within the minimum and maximum requirements based on the City of Toronto Zoning By-law 569-2013, as amended by Zoning By-law 89-2022 and 125-2022. Standard reflects current city policy and reduces the auto focused / encouraged behaviour attributed to minimum parking standards – not applicable to transit focused areas like this.

The visitor parking supply equates to a rate of 0.01 spaces per unit. This supply falls within the minimum and maximum requirements of the City of Toronto Zoning By-law 569-2013, as amended by Zoning By-law 89-2022 and 125-2022.

The proposed parking supply is appropriate based on the characteristics of the development and the evolving transportation context, as discussed in the following section.

5.2.1 Vehicle Parking Provisions as per Toronto Green Standard Version 4.0

All new developments are required to meet Toronto Green Standard Version 4 (previously known as Toronto Green Standard Version 3) as of May 1, 2022. The site is subject to the Tier 1 performance measures, the only tier, within the “Mid to High Rise Residential and Non-Residential Version 4” standards.

5.2.1.1 AQ 1.1 - Single – Occupant Vehicle Trips

This standard requires that single-occupancy auto vehicle trips generated by the site be reduced by 25% through various multi-modal infrastructure strategies and Transportation Demand Management (TDM) measures. The substantial reduction of the on-site parking supply from Zoning By-law 89-2022 (and therefore site vehicle trips) in comparison to the parking requirement from Zoning By-law 438-86 has exceeded 25 percent. In fact, the proposed provision of 212 parking spaces indicates that approximately 75% of single-occupancy auto vehicle trips will be reduced from the By-law requirement as part of the proposed plan.

In addition, a number of TDM measures are proposed on-site (as discussed in **Section 4.3**) to further reduce single occupancy vehicle trips and encourage other alternative, non-motorized travel through a number of strategies. As such, the set of TDM strategies proposed, coupled with the provision of limited parking, are to meet and exceed the minimum standard of 25% reduced single-occupancy auto vehicle trips collectively and appropriately.

5.2.1.2 AQ 1.2 – Electric Vehicle Infrastructure

This standard requires parking spaces to be equipped with an energized outlet with Level 2 charging or higher (e.g., marked and identified for electric vehicle charging), in accordance with Zoning By-law 569-2013 and Zoning By-law 89-2022:

- All residential parking spaces, excluding visitor parking spaces; and
- 25 percent of residential visitor and non-residential parking spaces.

Of the proposed parking supply of 212 parking spaces, comprised of 152 residential parking spaces and 60 non-residential parking spaces, 100% of the residential parking spaces and 25% of non-residential parking spaces provided will be equipped with an energized outlet with Level 2 charging or higher.

5.3 ADEQUACY OF RESIDENT PARKING SUPPLY

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; and
- Observed residential visitor parking demands at proxy sites.

Provided below is an overview of the contextual factors influencing parking demands at residential and mixed-use buildings in Toronto and the adequacy of the proposed resident and residential visitor parking supplies.

5.3.1 Area Transportation Context

5.3.1.1 Existing and Evolving Transit Context

As discussed in **Section 2.3**, the site is located within walking distance of several modes of public transit including Dundas West subway station on TTC Line 2, surface transit including streetcar and bus routes, GO Transit commuter rail, and the Union-Pearson Express airport rail link.

It should also be noted that many future transit improvements including two SmartTrack stations proposed at St. Clair Avenue / Old Weston Road and Bloor Street West / Lansdowne Avenue as well as plans for more frequent service along many GO lines will provide more convenience for residents and visitors to use transit around the site.

5.3.1.2 Existing and Evolving Cycling and Pedestrian Context

Under existing conditions, the West Toronto Railpath multi-use trail and many bicycle lanes along Lansdowne Avenue, Davenport Road, Dupont Street and Bloor Street West can be reached within the site vicinity. Additionally, the *Cycling Network Ten Year Plan* (2016) and its associated *2022-2024 Near-Term Implementation Program* have identified many proposed on-street bicycle lanes and quiet street routes around the site including Dundas Street West between Dupont Street / Annette Street and Bloor Street West and along Wallace Avenue between Lansdowne Avenue and the West Toronto Railpath. These improvements suggest that the City is continuing to progress towards providing stronger opportunities for cycling within the site area.

Furthermore, the site is within walking distance of High Park and various restaurants, services, retail, pharmacies along the Bloor Street West, Dundas Street West, and Roncesvalles Avenue corridors.

The site access to a variety of transit routes, its proximity to commercial and employment opportunities, and the nearby planned cycling infrastructure improvements are supportive of the proposed resident and residential visitor parking rates.

5.3.2 Transportation Planning Context

The passing of Zoning By-law 89-2022 in February 2022 to amend the minimum parking requirements under Zoning By-law 569-2013 introduced a new perspective on the provision of parking supply in the City of Toronto. Zoning By-law 569-2013, as amended by Zoning By-law 89-2022 and 125-2022 eliminates minimum parking requirements and instead enforces maximum parking rates, demonstrating the City's long-term commitment to reducing its reliance on the automobile, and subsequently promoting alternative modes of travel.

This new By-law is consistent with broader transportation planning priorities and principles denoted by the Province of Ontario and the City of Toronto. Notably, the City of Toronto's Official Plan supports focused urban growth connected by public transportation and reductions in auto dependency. Additionally, the Province of Ontario's Provincial Growth Plan, *A Place to Grow: Growth Plan for the Greater Golden Horseshoe* and the *Provincial Policy Statement (PPS)* each prioritizes developments that promote active transportation and are located in areas with strong connections to transit.

From a travel demand perspective, the provision of additional parking beyond the minimum required to satisfy the site needs encourages personal automobile ownership and, subsequently, automobile travel. The passing of By-law 89-2022 was a necessary step towards reducing vehicle kilometres travelled and increasing the use of alternative travel modes. These results can be more easily achieved in highly transit-accessible areas of the City, such as the site location, which incentivizes alternative travel modes and reduce the perceived necessity of single-occupancy vehicle travel.

5.3.2.1 Toronto Green Standards Version 4

Toronto Green Standards (TGS) Version 4 went into effect on May 1, 2022 and sets sustainable design requirements for new private and City-owned developments. The TGS implements the environmental policies of the City of Toronto Official Plan and the requirements of multiple City divisions through the community planning and development approvals process administered by the City Planning Division. The TGS intends to aid in improving air quality, reduce the urban heat island effect, and contribute towards achieving the City's greenhouse gas emission targets.

The TGS requires that developments be designed to encourage low-emission and non-automobile transportation options. The standards also require that single-occupancy vehicle trips generated by the proposed development be reduced by 25% through a variety of multimodal infrastructure strategies and transportation demand management (TDM) measures.

To achieve the reduced automobile travel targets set in TGS Version 4, the benefits of the aforementioned multimodal infrastructure strategies and TDM measures, as discussed in greater detail in **Section 4.0** are most effectively realized when implemented in conjunction with appropriate automobile parking supply rates which are in keeping with current City policy. On this basis, while Zoning By-law 438-96 required a total of 842 spaces for the development, a total of 212 parking spaces are proposed. Overall, this equates to a 75% parking supply reduction, respectively, exceeding the 25% trip reduction requirement.

5.3.3 Transportation Demand Management Measures

A comprehensive transportation demand management (TDM) strategy has been developed for the site and is presented in **Section 4.3** of this report. The primary objectives of this strategy include reducing automobile dependence and reliance on single-occupancy vehicle travel; promoting and incentivizing walking and cycling as alternative modes of travel to and from the site; and promoting transit and low carbon-emitting alternatives relative to automobile ownership and use.

5.3.4 Parking Approvals in Similar Transportation Contexts

The City of Toronto has regularly granted permission to establish minimum resident and residential visitor parking standards well below those previously enforced by By-law 569-2013. Such approvals have been provided by City Council as part of the Zoning By-law Amendment (ZBA) process, by the Committee of Adjustment as part of Minor Variance applications, or at the Ontario Land Tribunal (formerly the Ontario Municipal Board/Local Planning Appeal Tribunal).

BA Group has reviewed developments similar to the site in which resident and residential visitor parking standards have been approved by City Council. Many similar developments to the site chosen were in proximity to the Yonge / Eglinton area.

The number of higher order transit facilities in the Bloor / Dundas area offering local, city-wide, and regional transit service for residents, patrons, and employees to travel to and from the area, provide a similar level of transit accessibility that is currently seen in the Yonge / Eglinton area.

Table 9 provides a selection of approved parking standards for developments within the City of Toronto with similar transportation contexts (i.e., future rapid transit accessibility and surface transit accessibility). The proposed resident parking (0.17 parking spaces per unit) is consistent with the range of the listed approvals (0.13 to 0.36 resident parking spaces per unit).

On this basis, the proposed rate of 0.17 spaces per unit for resident parking is appropriate.

TABLE 9 SUMMARY OF APPROVED RESIDENT PARKING SUPPLY STANDARDS

Address (Major Intersection)	Resident Standard Applied (sps / unit)	Permission Through	Area Transit
Similar Area of the City			
1319 Bloor St W (Bloor / Landsdowne)	No Minimum Requirement	Site Specific By-law 589-2022	<ul style="list-style-type: none"> • Within 200m walk to TTC Line 2 (Landsdowne Station) • Within 550m to Bloor GO / UPX Station • Dundas West provides access to TTC streetcars on Dundas and King
72 Perth Ave (Bloor / Dundas)	0.32	Site Specific By-law 182-2022	<ul style="list-style-type: none"> • Within 400m walk to Dundas West (TTC, Line 2) • Within 200m walk to Bloor GO / UPX Station • Dundas West provides access to TTC streetcars on Dundas and King
2639 Dundas Street West (Bloor / Dundas)	0.36	Site Specific By-laws 512-2019 & 513-2019	<ul style="list-style-type: none"> • Within 900m walk to TTC Line 2 (Dundas West Station) • Within 1km walk to Bloor GO / UPX Station • Dundas West provides access to TTC streetcars on Dundas and King
Other Areas of the City with Similar Transit Contexts			
25 Imperial Street (Yonge / Davisville)	0.13	Accepted by City staff, Memorandum from Dev Eng to Planning, August 5, 2021 (No. 21 115800 STE 12 OZ)	<ul style="list-style-type: none"> • Within 250m walk to TTC Line 1 (Davisville Station) • Within 700m walk to TTC Line 1 (Eglinton Station) • Both stations provide access to buses for the Yonge / Eglinton area
2323 Yonge St (Yonge /Eglinton)	0.16	Accepted by City staff, Memorandum from Dev Eng to Planning, Dec. 1, 2020	<ul style="list-style-type: none"> • Within 300m walk to TTC Line 1 (Eglinton Station) • Eglinton Station provides access to buses for Yonge / Eglinton area
767, 769, 771 and 773 Yonge Street (Yonge /Bloor)	0.16	Site Specific By-laws 320-2020 (LPAT) & 321-2020 (LPAT) LPAT Case No. PL170084	<ul style="list-style-type: none"> • Within 100m walk to TTC Line 1 and Line 2 (Yonge – Bloor Station) • Yonge – Dundas Station provides access to buses on Yonge and Bloor
18-30 Erskine Ave (Yonge /Eglinton)	0.17	Site-Specific By-law (OMB) 265-2017 OMB Hearing PL150293	<ul style="list-style-type: none"> • Within 650m walk to TTC Line 1 (Eglinton Station) • Eglinton Station provides access to buses for Yonge / Eglinton area
95-99 Broadway Ave & 197 Redpath Ave (Yonge /Eglinton)	0.20	CoA Decision - A0663/16TEY (2016) Site Specific By-law 1-2016 (OMB)	<ul style="list-style-type: none"> • Within 1 km walk to TTC Line 1 (Eglinton Station) • Eglinton Station provides access to buses for Yonge / Eglinton area • Within 200m walk to bus stop at Mount Pleasant Road / Broadway Avenue
39-41 Roehampton Ave and 50 Eglinton Ave E (Yonge /Eglinton)	0.20	Site Specific By-laws 1481- 2019 (LPAT) & 1482-2019 (LPAT) LPAT Case No. L171269	<ul style="list-style-type: none"> • Within 400m walk to TTC Line 1 (Eglinton Station) • Within 600m walk to bus stops along Mount Pleasant Road
274-294 Main Street (Main / Danforth)	0.30	Site Specific By-laws 265- 2021(LPAT) & 266- 2021(LPAT)	<ul style="list-style-type: none"> • Within 200m walk to Danforth GO Station • Within 200m walk to TTC Line 2 (Main Street Station) • TTC Streetcar on Main Street

5.3.5 Summary of Proposed Parking Adequacy

The proposed resident and residential visitor parking supply rates of 0.17 spaces per unit for residents and 0.01 spaces per unit for visitors are appropriate due to consideration of the existing and future area transportation context, the quantity and variety of nearby ancillary and other retail uses, and the excellent transit accessibility to both bus routes and higher order services. These parking rates are supported by the City of Toronto Zoning By-law 569-2013, as amended by Zoning By-law 89-2022 and 125-2022, and precedents set through the passing of site-specific By-laws for contextually similar developments. Additionally, the Toronto Green Standards require a minimum reduction in automobile travel associated with the site of 25%, a target which is achievable through the combination of multimodal infrastructure, TDM measures, and the proposed parking rates. Finally, the study of parking demand at proxy sites reiterates the oversupply of resident and residential visitor parking through the provision of unnecessarily high rates.

Based on the foregoing, the proposed parking supply rates will meet the practical needs of the site and will promote the adoption and use of non-automobile modes of travel to and from the site.

6.0 BICYCLE PARKING CONSIDERATIONS

6.1 ZONING BY-LAW BICYCLE PARKING REQUIREMENTS

6.1.1 Zoning By-law 438-86 Bicycle Parking Requirements

Application of the bicycle parking requirements outlined in City of Toronto Zoning By-law 438-86 requires a minimum of 206 bicycle parking spaces, including 41 short-term spaces and 165 long-term spaces.

A detailed summary of these requirements is provided in **Table 10**.

TABLE 10 CITY OF TORONTO ZONING BY-LAW 438-86 MINIMUM BICYCLE PARKING REQUIREMENTS

Use	Units / Floor Area ¹	Minimum Rate ²		Minimum Requirement ²
Residential	873 units	0.75 spaces / units (to a maximum of 200 bicycle spaces)	Short-Term	40 spaces
			Long-Term	160 spaces
Non-Residential	4,672 m ²	6 bicycle spaces or 1 space / 1250 m ² of net floor area, whichever is greater.	Short-Term	1 space
			Long-Term	5 spaces
Total	Short-Term			41 spaces
	Long-Term			165 spaces
	Total			206 spaces

Notes:

1. Based on site statistics provided Giannone Petricone Associates, dated March 7, 2023.
2. As per Zoning By-law 438-86, Section 4 (13), bicycle parking spaces shall be provided in the following proportion: 80 percent as bicycle parking space – occupant and 20 percent as bicycle parking spaces – visitor.

6.1.2 Zoning By-law 569-2013 / 839-2022 Bicycle Parking Requirements

While the site is subject to the requirements within Zoning By-law 438-86, the City typically applies bicycle parking standards outlined in City of Toronto Zoning By-law 569-2013 and the Toronto Green Standards (TGS) Version 4 to new developments. The site is also now subject to the City of Toronto Zoning By-law 839-2022, which was passed by City Council in December 2021 as an amendment to Zoning By-law 569-2013 for bicycle parking.

Application of the bicycle parking requirements outlined in City of Toronto Zoning By-law 569-2013 (Bicycle Zone 1) and Tier 1 of the Toronto Green Standards (TGS) Version 4, requires a minimum of 989 bicycle parking spaces, including 193 short-term spaces and 796 long-term spaces.

A detailed summary of these requirements is provided in **Table 11**.

TABLE 11 CITY OF TORONTO ZONING BY-LAW 569-2013 (BICYCLE ZONE 1) MINIMUM BICYCLE PARKING REQUIREMENTS

Use	Units / Floor Area ¹	Minimum Rate		Minimum Requirement ²
Residential	873 units	Short-Term	0.20 spaces / unit	175 spaces
		Long-Term	0.90 spaces / unit	786 spaces
CEA	2,363 m ²	Short-Term	3 + 0.2 spaces / 100 m ²	8 spaces
		Long-Term	0.2 spaces / 100 m ²	5 spaces
Retail / Grocery	2,309 m ²	Short-Term	3 + 0.3 spaces / 100 m ²	10 spaces
		Long-Term	0.2 spaces / 100 m ²	5 spaces
Total	Short-Term			193 spaces
	Long-Term			796 spaces
	Total			989 spaces

Notes:

1. Based upon site statistics provided by Giannone Petricone Associates, dated March 7, 2023.
2. In accordance with City of Toronto Zoning By-law 569-2013, bicycle parking calculations resulting in a fraction are rounded up to the nearest whole number.
3. As per Zoning By-law 569-2013 Section 230.5.10.1 (3), if bicycle parking spaces is required for uses on a lot, other than dwelling units, and the total interior floor area of all such uses on the lot is 2000 square metres or less, then no bicycle parking space is required.

6.2 PROPOSED BICYCLE PARKING SUPPLY

A total of 989 bicycle parking spaces are proposed to serve the project, comprised of 193 short-term bicycle parking spaces and 796 long-term bicycle parking spaces. Of the total long-term residential bicycle parking spaces, 120 bicycle parking spaces will include an energized outlet to serve the cycling needs of the project.

The short-term bicycle parking spaces will be located within the one-level underground parking garage, accessible through the lobby elevators and on ground level. The long-term bicycle parking spaces will be located on ground level and mezzanine floor.

Additionally, a bicycle repair / maintenance station will be provided on the ground floor of the site, in accordance with the City of Toronto Zoning By-law 569-2013.

The proposed bicycle parking supply and facilities meet the minimum requirements within the Toronto Green Standards Version 4 Tier 1 bicycle parking requirements.

6.2.1 Bicycle Parking Provisions as per Toronto Green Standard Version 4

6.2.1.1 AQ 2.1 - 2.3 Bicycle Parking

These standards require bicycle parking to be provided as per Zoning By-law 569-2013. In addition, long-term bicycle spaces must be provided in a secure controlled-access bicycle facility or purpose-built bicycle locker on a near-surface level. Short-term bicycle spaces must be highly visible at-grade or on the first parking level below-grade.

Based on the above, the proposed bicycle parking supply currently meets the requirements as per Zoning By-law 569-2013 at a minimum. All long-term bicycle parking is located on the ground level and mezzanine level of the site within secure, weather-protected facilities. In addition, short-term parking will be provided on the ground level and on parking Level 1 of the site.

6.2.1.2 AQ 2.4 - Electric Bicycle Infrastructure

This standard requires at least 15 percent of residential long-term bicycle parking spaces to include an Energized Outlet (120 V) adjacent to the bicycle rack or parking space. The Energized Outlet is to be located at a maximum distance of 1100 mm from the bike rack.

Based on the above, a total of 118 residential long-term bicycle parking spaces are required to have Energized Outlets. The proposed development will provide energized outlets for 118 residential long-term bike spaces located on the mezzanine Level of the proposed development, therefore, meeting the requirements outlined in the TGS Version 4.

6.2.1.3 AQ 2.6 - Publicly Accessible Bicycle Parking

This standard requires that all uses within the proposed development located within 500 metres of a transit station entrance provide at least 10 additional publicly accessible, short-term bicycle parking spaces, at-grade on the site or within the public boulevard in addition to bicycle parking required under AQ 2.1.

The proposed development will be within 500 m of the Dundas West TTC subway station and will provide 58 publicly accessible, short-term bicycle parking spaces in addition to the requirements outlined as per Zoning By-law 569-2013.

7.0 LOADING CONSIDERATIONS

7.1 ZONING BY-LAW LOADING REQUIREMENTS

7.1.1 Zoning By-law 438-86 Loading Requirements

The site is currently subject to loading standards as outlined in the City of Toronto Zoning By-law 438-86.

Application of Zoning By-law 438-86 loading standards to the proposed development would require the provision of 1 Type 'G' loading space and 2 Type 'B' loading spaces for Building A and 1 Type 'G' loading space and 1 Type 'B' loading space for Building B. A summary of the requirements is provided in **Table 12**.

TABLE 12 CITY OF TORONTO ZONING BY-LAW 438-86 LOADING REQUIREMENTS (BUILDING A)

Use	Units / GFA ¹	Range (Units/GFA)	Type A Loading Spaces	Type B Loading Spaces	Type C Loading Spaces	Type G Loading Spaces	Total
Residential	439 units	30+ units	-	-	-	1	1
Non-Residential	3,831 m ²	2,301 – 7,500 m ²	-	2	-	-	2
Total Requirement			0	2	0	1	3

Notes:

1. Based upon site statistics provided by Giannone Petricone Associates, dated March 7, 2023.

TABLE 13 CITY OF TORONTO ZONING BY-LAW 438-86 LOADING REQUIREMENTS (BUILDING B)

Use	Units / GFA ¹	Range (Units/GFA)	Type A Loading Spaces	Type B Loading Spaces	Type C Loading Spaces	Type G Loading Spaces	Total
Residential	370 units	30+ units	-	-	-	1	1
Non-Residential	1,383 m ²	551 – 2,300 m ²	-	1	-	-	2
Total Requirement			0	1	0	1	2

Notes:

2. Based upon site statistics provided by Giannone Petricone Associates, dated March 7, 2023.

7.1.2 Zoning By-law 569-2013 Loading Requirements

The site is currently subject to loading standards, as outlined in the City of Toronto Zoning By-law 569-2013.

Application of Zoning By-law 569-2013 loading standards to 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 12**.

TABLE 14 CITY OF TORONTO ZONING BY-LAW 569-2013 LOADING REQUIREMENTS (BUILDING A)

Use	Units / GFA ¹	Range (Units/GFA)	Type A Loading Spaces	Type B Loading Spaces	Type C Loading Spaces	Type G Loading Spaces	Total
Residential	442 units	400+ units	-	-	1	1	2
CEA	1,483 m ²	1000 – 1999 m ²	-	1	1	-	2
Retail	434 m ²	0 – 499 m ²	-	-	-	-	0
Grocery Store	1,875 m ²	1000 – 1999 m ²	1	-	-	-	1
Total Requirement (before sharing)			1	1	2	1	5
Total Requirement (after sharing) ²			0	1	2	1	4
Total Requirement (after sharing) ³			0	1	1	1	3

Notes:

1. Based upon site statistics provided by Giannone Petricone Associates, dated March 7, 2023.
2. 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".
3. 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".

TABLE 15 CITY OF TORONTO ZONING BY-LAW 569-2013 LOADING REQUIREMENTS (BUILDING B)

Use	Units / GFA ¹	Range (Units/GFA)	Type A Loading Spaces	Type B Loading Spaces	Type C Loading Spaces	Type G Loading Spaces	Total
Residential	431 units	400+ units	-	-	1	1	2
CEA	880 m ²	1,000 – 1,999 m ²	-	1	-	-	1
Total Requirement (before sharing)			-	1	1	1	3
Total Requirement (after sharing) ²			-	-	1	1	2

Notes:

1. Based upon site statistics provided by Giannone Petricone Associates, dated March 7, 2023.
2. 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".

7.2 PROPOSED LOADING SUPPLY AND FACILITIES

7.2.1 Loading Supply / Servicing Arrangements

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.

Given the physical space constraints of the existing building, it is proposed to adopt the CR Zone loading space sharing provisions for mixed-use buildings as per Section 40.10.90.1(1) of Zoning By-law 569-2013. In this way, the proposed loading supply is considered appropriate.

7.2.2 Resident Garbage and Recycling Facilities

Residential refuse / recycling collection for the residential component of the building will occur within the proposed Type 'G' loading space. Appropriate bin staging provisions are provided adjacent to the Type 'G' loading space in accordance with the design provisions outlined in the "*City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments*", dated March 2022.

Provision for a minimum total bin staging area of 44.2 m² has been provided adjacent to both Type 'G' loading space to accommodate two bins within the allocated area (including 1 bin in the Type 'G' loading space). This staging area has been provided in accordance with the City policy requirements (i.e., size of bin staging area = 5 m² for every 50 residential units provided in excess of the first 50 residential units).

7.2.3 Non-Residential Garbage and Recycling Facilities

There will be separate waste rooms for non-residential garbage and recycling facilities. A private waste collection agency will use the Type 'G' space to perform non-residential waste pick-up.

7.2.4 Height Clearances

The loading area and access to the loading area has been designed such that a minimum of 4.5 metres clearance is maintained throughout the entire loading area and route leading up to the loading area, meeting / exceeding the minimum Zoning By-law 569-2013 height clearance requirements (4.0 metres for a Type 'B' loading space, 4.4 metres for a Type 'A' loading space and 4.4 metres for a Type 'G' loading space). A minimum height clearance of 6.1 metres is provided above the Type 'G' loading space and bin staging area to enable compacted bulk lift bin collection, meeting the City of Toronto Zoning By-law 569-2013 standards.

7.2.5 Operations and Manoeuvring

Vehicle manoeuvring diagrams are provided in **Appendix C**, illustrating the manoeuvring needs of the selected design vehicle vehicles to manoeuvre into and out of the proposed loading areas. These design vehicles comprise the City of Toronto garbage collection vehicle and single-unit vehicles (SU and TAC car) entering and exiting the proposed loading space. These diagrams confirm that the functional arrangements of the site's loading facility are appropriate and will meet the manoeuvring needs of the vehicles that are expected to service the proposed development.

8.0 MULTI-MODAL TRAVEL DEMAND FORECASTING

The site is located within the City of Toronto, near Dundas Street West and Bloor Street West and within a transportation network that provides opportunities for non-automobile modes of travel (i.e., transit, walking and cycling). As part of this study, BA Group has established a travel demand forecast for auto-based and non-auto based trips for the site, including those made by active transportation modes in order to better assess the characteristics of each mode.

Anticipated travel demand to / from the site reflects a high level of pedestrian and transit usage, based on existing area pedestrian and transit infrastructure, and planned site elements which support all travel mode to / from and within the site.

8.1 FORECASTING APPROACH

Preliminary travel demand forecasts have been prepared, as part of this study, for the proposed development based upon the development programme outlined in **Section 3.0**. Multi-modal forecasts have been developed from a 'first principles' approach using person trip making characteristics for the key component uses within the site.

For the purposes of this analysis, travel demand to and from the site has been developed by applying modal split and time of travel assumptions to base person-density parameters provided by Transportation Tomorrow Survey (TTS). Travel information that forms on the basis of this analysis has been obtained from 2016 Transportation Tomorrow Survey (TTS) and data collected by BA Group. It should be noted that interactions between site land uses exist, however were not considered in the analysis, therefore, the trips reported are considered conservative.

8.2 RESIDENTIAL SITE TRAVEL DEMANDS

Residential travel demand to / from the site has been developed from 'first principles' based upon a review of the total number of residents anticipated to live on the site combined with data of residential travel characteristics in the vicinity of the site, particularly from the 2016 Transportation Tomorrow Survey (TTS) and data collected by BA Group. It should be noted that since TTS does not contain weekend data, the weekend afternoon peak hour was assumed to be the average of the weekday morning and afternoon peak hours. Forecast travel demand for residential trips to/from the site in the weekday morning and afternoon peak hours and the weekend afternoon peak hour is summarized in **Table 16**. Detailed trip generation calculations are attached in **Appendix B**.

Based on the foregoing, non-auto residential travel demand (i.e., the sum of the two-way transit, walking and cycling trips outlined in **Table 16**) is forecast to be in the order of 340, 300 and 320 two-way trips in the weekday morning and afternoon peak hours and the weekend afternoon peak hour, respectively.

Forecast vehicular residential site traffic generation, based on 'first principles' assessment, is in the order of 155, 140 and 145 two-way trips (inclusive of auto drivers and passengers) in the weekday morning and afternoon peak hours and the weekend afternoon peak hour, respectively.

TABLE 16 RESIDENTIAL SITE TRIP GENERATION – MULTI-MODAL TRIPS

Parameter	Weekday & Weekend Peak Hour Travel Characteristics								
Proposed Buildings Residential Units ¹	873 units								
Building Occupancy	95% building occupancy = 830 units								
Number of Persons ¹	1.81 persons/unit = 1500 persons								
Peak Hour Person Trips ¹	Weekday Morning Peak Hour 33% of daily trips made in AM peak hour 495 person trips			Weekday Afternoon Peak Hour 29% of daily trips made in PM peak hour 440 person trips			Weekend Afternoon Peak Hour 31% of daily trips travel in the peak hour 465 person trips		
Mode Split ¹									
Auto Driver	27%			26%			27%		
Auto Passenger	4%			5%			5%		
Transit	56%			55%			56%		
Walk	8%			7%			7%		
Cycle	5%			6%			5%		
Total	100%			100%			100%		
Direction ²	<u>Inbound</u> 22%	<u>Outbound</u> 78%	<u>Total</u> 100%	<u>Inbound</u> 62%	<u>Outbound</u> 38%	<u>Total</u> 100%	<u>Inbound</u> 49%	<u>Outbound</u> 51%	<u>Total</u> 100%
Person Trips									
Auto Driver	30	105	135	70	45	115	60	65	125
Auto Passenger	5	15	20	15	10	25	10	10	20
Transit	60	220	280	150	90	240	125	130	255
Walk	10	30	40	20	10	30	15	20	35
Cycle	5	15	20	20	10	30	15	15	30
Total	110	385	495	275	165	440	225	240	465
Vehicle Trips ³	35	120	155	85	55	140	70	75	145
Trip Rate (Vehicle Trips/Unit)	0.04	0.14	0.18	0.10	0.06	0.16	0.08	0.09	0.17

Notes:

1. Based on 2016 TTS data for condominium dwelling units in 2006 GTA Traffic Zone 106, 107, 114, 116, 119, and 125.
2. Based on ITE Trip Generation Manual 11th Ed. inbound and outbound percentages for Multifamily Housing (High Rise) land use in a "general urban/suburban" setting.
3. Includes auto-driver and auto-passenger trips.
4. Related TTS queries are provided in **Appendix B**.

Residential travel demand to / from the site has also been reviewed in conjunction with surveyed trip generation data for residential condominiums in a similar transportation context. Sites were chosen based on their similar proximity to transit services and area. This portfolio of data provides a context for forecasting vehicle trips from the proposed residential development.

Proxy residential trip generation studies are summarized in **Table 17**.

TABLE 17 RESIDENTIAL TRIP GENERATION PROXY SITES

Location	Survey Date	Units	Transit Accessibility	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour			Weekend Afternoon Peak Hour		
				In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Calculated Trip Generation Rate (Vehicle Trips / Unit)												
TTS Zone 106, 107, 114, 116, 119 and 125 (Table 16)				0.04	0.14	0.18	0.10	0.06	0.16	0.08	0.09	0.17
Observed Trip Generation Rate (Vehicle Trips / Unit)												
60 Heintzman St	2022	664	2-3 minute walk to 505 Dundas Streetcar	0.02	0.08	0.10	0.07	0.04	0.11	0.06	0.06	0.12
1369 Bloor St West	2023	238	6 minute walk to Dundas West Station and Bloor GO	0.03	0.11	0.14	0.06	0.06	0.12	0.08	0.10	0.18
812 Lansdowne Ave	2022	303	15 minute walk to Dundas West Station and Bloor GO	0.04	0.10	0.14	0.09	0.08	0.17	0.13	0.14	0.26
816 Lansdowne Ave	2022	297	15 minute walk to Dundas West Station and Bloor GO	0.01	0.08	0.09	0.08	0.04	0.12	-	-	-
Average / Adopted Rate				0.03	0.10	0.13	0.08	0.06	0.14	0.09	0.10	0.19
Vehicle Trips (873 units)				26	87	113	70	52	122	79	87	166
Rounded				25	90	115	70	50	120	80	85	165

The site residential trip generation rate developed using the “First Principles” approach lies within the range of observed trip generation rates for multi-unit residential buildings in close proximity to surface transit routes around the area. The site residential trip generation rates are observed to fall at the higher end of the range; therefore, average trip rates were calculated including all proxy sites and this site and adopted to reflect contemporary travel patterns better. As such, the proposed residential use is anticipated to generate approximately 115, 120 and 160 two-way vehicle trips during the weekday morning and afternoon peak hours and the weekend afternoon peak hour, respectively.

8.3 CORE EMPLOYMENT AREA SITE TRAVEL DEMANDS

CEA travel demand to / from the site has been developed from ‘first principles’ based upon a review of the total number of employees expected to work on the site combined with data of work travel characteristics in the vicinity of the site, particularly from the 2016 Transportation Tomorrow Survey (TTS). It should be noted that since TTS does not contain weekend data, the weekend afternoon peak hour was assumed to be the average of the weekday morning and afternoon peak hours. Forecast travel demand for CEA trips to/from the site in the weekday morning and afternoon peak hours and weekend afternoon peak hour is summarized in **Table 18**. Detailed trip generation TTS queries are attached in **Appendix B**.

Based on the foregoing, non-auto CEA travel demand (i.e., the sum of the two-way transit, walking and cycling trips outlined in **Table 18**) is forecast to be in the order of 10, 10 and 5 two-way trips in the weekday morning and afternoon peak hours and the weekend afternoon peak hour, respectively.

Forecast vehicular CEA site traffic generation, based on ‘first principles’ assessment, is in the order of 10, 5 and 10 two-way trips (inclusive of auto drivers and auto passengers) in the weekday morning and afternoon peak hours and the weekend afternoon peak hour, respectively.

TABLE 18 CEA SITE TRIP GENERATION – MULTI-MODAL TRIPS

Parameter	Weekday Peak Hour Travel Characteristics								
Proposed Buildings Office GFA ¹	2362.6.5 m ²								
Office GLA	90% leasable area = 2245 m ²								
Number of Persons ¹	1 employee / 25 m ² = 90 employees								
Peak Hour Person Trips ¹	Weekday Morning Peak Hour 20% of daily trips made in AM peak hour 20 person trips			Weekday Afternoon Peak Hour 15% of daily trips made in PM peak hour 15 person trips			Weekend Afternoon Peak Hour 17% of daily trips made in PM peak hour 25 person trips		
Mode Split ¹	52%			48%			50%		
Auto Driver	7%			9%			8%		
Auto Passenger	26%			23%			24%		
Transit	9%			13%			11%		
Walk	7%			7%			7%		
Cycle	100%			100%			100%		
Total									
Direction ²	<u>Inbound</u> 88%	<u>Outbound</u> 12%	<u>Total</u> 100%	<u>Inbound</u> 17%	<u>Outbound</u> 83%	<u>Total</u> 100%	<u>Inbound</u> 54%	<u>Outbound</u> 46%	<u>Total</u> 100%
Person Trips									
Auto Driver	10	0	10	0	5	5	5	5	10
Auto Passenger	0	0	0	0	0	0	0	0	0
Transit	5	0	5	0	5	5	0	0	0
Walk	5	0	5	0	5	5	0	5	5
Cycle	0	0	0	0	0	0	0	0	0
Total	20	0	20	0	15	15	5	10	15
Vehicle Trips ³	10	0	10	0	5	5	5	5	10
Trip Rate (Vehicle Trips/100 m ² GFA)	0.42	0.00	0.42	0.00	0.21	0.21	0.00	0.21	0.21

Notes:

1. Based on 2016 TTS data in 2006 GTA Traffic Zone 106, 107, 114, 116, 119, and 125.
2. Based on ITE Trip Generation Manual 11th Ed. inbound and outbound percentages for General Office Building land use in a "general urban/suburban" setting.
3. Includes auto-driver and auto-passenger trips.
4. Related TTS queries are provided in **Appendix B**.

8.4 RETAIL SITE TRAVEL DEMANDS

It is assumed that the purposed retail is ancillary and will not generate any trips.

8.5 GROCERY STORE SITE TRAVEL DEMANDS

The existing grocery store travel demand to / from the site has been developed using surveyed parking counts and door counts in / out of the existing grocery store, combined with data of retail travel characteristics in the vicinity of the site from the 2016 Transportation Tomorrow Survey (TTS). It should be noted that TTS does not contain weekend travel characteristics therefore the weekend mode split was assumed to be the average of the weekday morning and afternoon peak hours. Forecast travel demand for existing grocery store trips to / from the site in the weekday morning and afternoon peak hours and weekend afternoon peak hour are summarized in **Table 19**. Detailed TTS queries are attached in **Appendix B**. Parking and door counts are attached in **Appendix G**.

TABLE 19 GROCERY STORE SITE TRIP GENERATION – MULTI-MODAL TRIPS (EXISTING GROCERY STORE)

Parameter	Weekday & Weekend Peak Hour Travel Characteristics								
Grocery Store GFA	1800 m ² GFA								
Peak Hour Total Trips ¹	Weekday Morning Peak Hour 69 total trips			Weekday Afternoon Peak Hour 409 total trips			Weekend Afternoon Peak Hour 327 total trips		
Mode Split ²									
Auto Driver/Passenger	48%			23%			42%		
Transit	35%			56%			41%		
Walk	10%			14%			11%		
Cycle	7%			6%			6%		
Total	100%			100%			100%		
Direction ³	<u>Inbound</u> 49%	<u>Outbound</u> 51%	<u>Total</u> 100%	<u>Inbound</u> 48%	<u>Outbound</u> 52%	<u>Total</u> 100%	<u>Inbound</u> 50%	<u>Outbound</u> 50%	<u>Total</u> 100%
Auto Driver/Passenger	16	17	33	45	49	94	68	68	136
Transit	12	12	24	110	120	230	67	67	134
Cycle	2	3	5	12	14	26	10	10	20
Walk	3	4	7	28	31	59	18	18	36
Total	33	36	69	195	214	409	163	163	326
Vehicle Trips (Rounded)	15	20	35	45	50	95	70	70	140
Vehicle Trips Trip Rate (Vehicle Trips/100 sq.m GFA)	0.83	0.83	1.93	2.49	2.76	5.25	3.87	3.87	7.46
Trip Rate (Vehicle Trips/1000 sq.f GFA)	0.77	0.77	1.80	2.31	2.57	4.88	3.59	3.59	6.93

Notes:

1. Based on BA Group surveyed parking counts and door counts in / out of the existing grocery store
2. Related TTS queries are provided in **Appendix B**.
3. Based on ITE Trip Generation Manual 11th Ed. inbound and outbound percentages for Supermarket land use in a "general urban/suburban" setting.

Travel demands for other grocery stores within the City of Toronto were compared to the observed trip rates for FreshCo on the site for context to assess the appropriateness of applying the observed trip rates to the future retail demands for the site. **Table 20** details the trip rates observed at proxy sites per 1,000 square feet of GFA.

TABLE 20 GROCERY STORE PROXY SITE TRIP RATES

Store	Address	AM			PM			SAT		
		In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Loblaws	650 Dupont St	1.54	1.13	2.67	3.09	3.19	6.27	4.10	2.56	6.67
Loblaws	10 Lower Jarvis St	1.58	0.58	2.15	2.16	2.61	4.77	3.53	2.84	6.37
Sobeys	1015 Broadview Ave	-	-	-	1.90	2.05	3.95	2.03	1.89	3.92
Loblaws	396 St. Clair Ave W	2.09	1.06	3.15	3.31	3.06	6.38	3.96	4.10	8.06
T&T	222 Cherry St	-	-	-	2.80	2.69	5.49	3.74	3.78	7.53
FreshCo	2490 Gerrard St E	-	-	-	4.20	4.05	2.14	4.61	4.90	9.51
Sobeys	840 Dupont St	2.15	2.03	4.18	3.40	4.05	7.45	3.49	3.49	6.98
Sobeys	2451 Danforth Ave E	1.05	0.81	1.86	1.60	1.82	3.41	1.11	1.13	4.53
No Frills	2187 Bloor St W	1.73	1.81	4.15	3.11	3.37	6.48	-	-	-
No Frills	372 Pacific Ave	2.70	2.03	4.73	5.57	5.11	10.68	8.49	7.18	15.67
Price Chopper	22 Northcote Ave	0.91	0.67	1.58	1.40	1.61	3.02	1.86	2.01	3.87
Fiesta Farms	200 Christie St	1.18	0.82	2.00	2.56	2.36	4.92	3.58	4.01	7.58
FreshCo	2400 Dundas Street W	0.96	1.02	1.98	2.70	2.94	5.64	4.08	4.08	8.16
Average Rate (per 1,000 sq. ft. GFA)		1.57	1.17	2.83	2.88	2.96	5.37	3.67	3.46	7.30

The resultant average trip rates based upon the proxy sites are higher and lower than the observed trip rates for the site depending on weekday versus weekend and the peak hour, however the site trip rates fall within the observed range therefore were adopted for analysis purposes. Given the existing and proposed grocery store being of similar size the rates outlined in **Table 19** were used in the analysis.

Based on the foregoing, non-auto grocery store travel demand (i.e., the sum of the two-way transit, walking and cycling trips outlined in **Table 19.**) is forecast to be in the order of 34, 314 and 186 two-way trips in the weekday morning and afternoon peak hours and the weekend afternoon peak hour, respectively

Forecast vehicular office site traffic generation is in the order of 35, 95, and 140 two-way trips (inclusive of auto drivers and auto passengers) in the weekday morning and afternoon peak hours and the weekend afternoon peak hour, respectively.

9.0 VEHICULAR TRAVEL ASSESSMENT

9.1 TRAFFIC ANALYSIS SCENARIOS AND DESIGN PERIODS

Traffic operations analyses have been undertaken during the weekday morning and afternoon street peak hours under the following conditions:

- Existing traffic conditions – traffic activity levels under current conditions;
- Future background traffic conditions – traffic activity levels 5 years into the future which include allowances for corridor growth and area specific background developments; and
- Future total traffic conditions – traffic activity levels 5 years into the future with the projected site generated traffic added to the road network

9.2 EXISTING TRAFFIC

Existing baseline traffic volumes were established at intersections within the study area for the weekday morning and afternoon peak hours and weekend afternoon peak hour using traffic count information obtained from surveys undertaken by Accu-Traffic Inc. and Spectrum Traffic Data Inc. A listing of the count data and sources are provided in **Table 21**.

TABLE 21 EXISTING TURNING MOVEMENT COUNT SUMMARY

Intersection	Control Type	Source	Date Counted	Signal Timing Date ¹
Site Access / Dundas Street West	Signalized	Accu-Traffic Inc.	Thursday, December 1, 2022 & Saturday, December 3, 2022	January 20, 2021
Bloor Street West / Dundas Street West	Signalized			May 29, 2022
Chelsea Avenue / Dundas Street West	Unsignalized			N/A
Glenlake Avenue / Dundas Street West	Unsignalized	Spectrum	Tuesday January 10, 2023 & Saturday January 14, 2023	N/A

Notes:

1. Signal Timing data issued by the City of Toronto – Transportation Services

The existing turning movement counts are provided in **Appendix D**. It should be noted that existing turning movement counts at Bloor Street West / Dundas Street West intersection shows illegal left turns. There are restricted left turns at all approaches except for the east approach, therefore the following assumptions were used to reassign the traffic in the network:

- Eastbound left turns are assumed to continue through the intersection and turn left on Symington Avenue instead

- Northbound left turns are assumed to either use local streets or Parkside Drive to turn left onto Bloor Street West
- Southbound left turns are assumed to use Keele Street to turn left onto Bloor Street West

Figure 9 illustrates the existing traffic volumes.

Date Plotted: March 8, 2023 Filename: P:\8159\06\Graphics\CAD\Fig09-00-EX.dwg

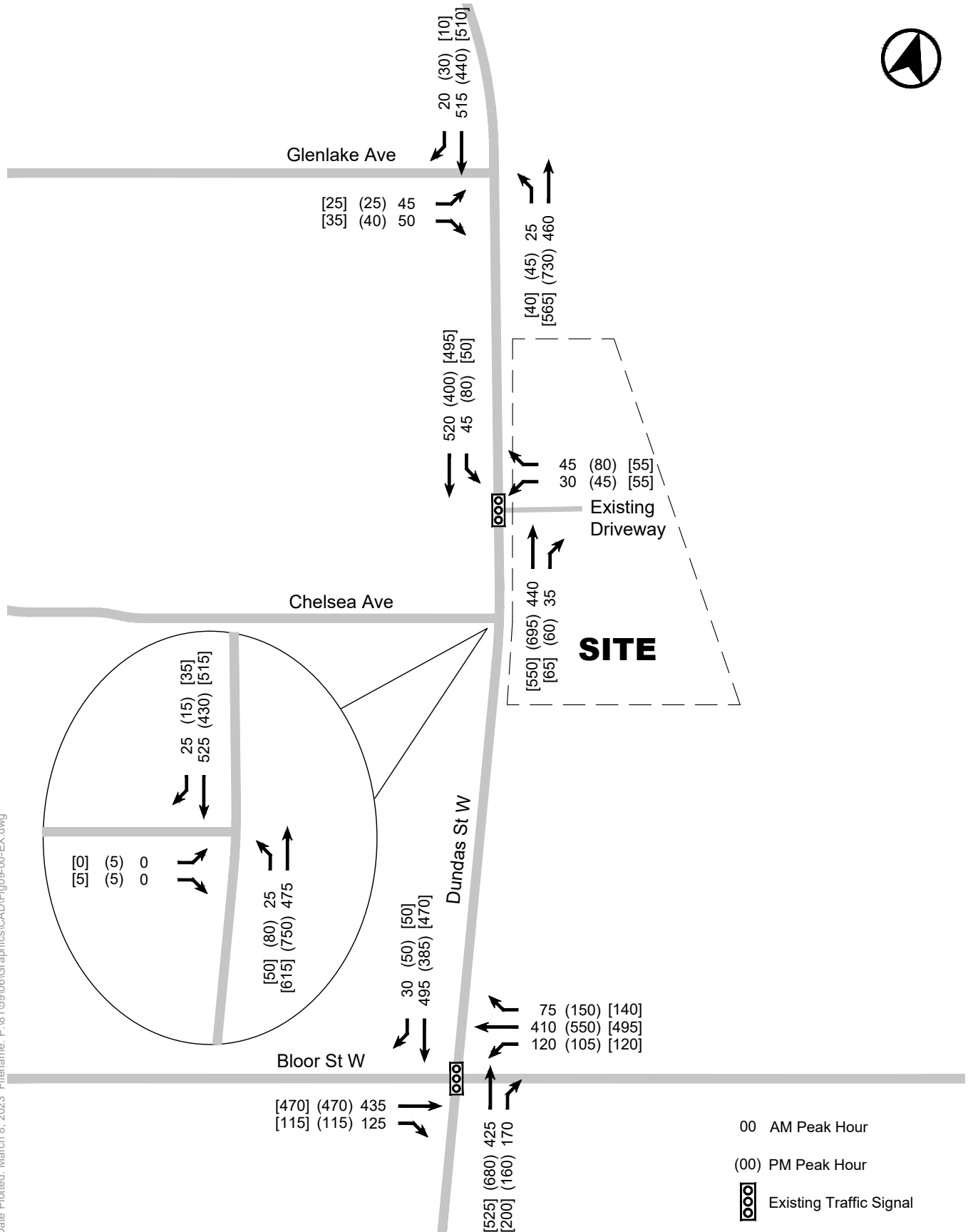


FIGURE 9 EXISTING TRAFFIC VOLUMES

9.3 FUTURE BACKGROUND TRAFFIC

Traffic growth in the vicinity of the site has been considered based on an evaluation of traffic volume changes related to specific area development traffic (i.e., background development traffic).

9.3.1 Corridor Traffic Growth

A review of historic traffic volumes in the area was undertaken by BA Group to determine growth on the major corridors in the study area. Traffic volumes were reviewed at the Dundas Street West / Bloor Street West intersection. The observed trends indicate negative or no substantial traffic growth for the corridors. Detailed corridor growth analysis is attached in **Appendix E**.

Given the generally negative or stable growth trend in both analyzed weekday peak periods, no general corridor growth rate has been applied for the Dundas Street West and Bloor Street West Corridors.

9.3.2 Background Development Growth

Specific allowances have been made to account for traffic generated by other area development proposals in the vicinity of the site that are either approved but not constructed or are in the City's approval process.

Traffic allowances associated with these developments were generally established based upon assignment information incorporated into traffic impact studies prepared as part of the approval processes for these developments. If no traffic impact study was found, traffic allowances were established using information from City of Toronto project data sheets in conjunction with this sites trip generation and distribution assumptions. These sites represent in the order of 7,340 residential units, 106,514 m² non-residential GFA.

The area background developments that have been considered for this study, along with the key statistics adopted, are summarized in **Table 22**.

TABLE 22 AREA BACKGROUND DEVELOPMENTS

Development	Development Programme	Source of Traffic Assignment
2 Howard Park Avenue	128 residential units	<i>2 Howard Park Avenue, Mixed-Use Development – Urban Transportation Considerations, BA Group, April 2021</i>
421 Roncesvalles Avenue & 61 Howard Park Avenue	278.9 m ² GFA retail use 1,452.1 m ² GFA office use	<i>Project Data Sheet – City of Toronto</i>
422-436 Roncesvalles Avenue & 76 Howard Park Avenue	99 residential units 675 m ² GFA retail use	<i>Project Data Sheet – City of Toronto</i>
72 Perth Avenue	108 residential units	<i>72 Perth Avenue, Residential Building – Site Plan Application, BA Group, October 2021</i>
11 Pacific Avenue, 255 Glenlake Avenue, 66 Oakmount Road	689 residential units	<i>Glenlake + Oakmount, Urban Transportation Considerations, Addendum 2, BA Group, September 2021</i>
175 Sterling Road (Block 4A & 4C)	16,545 m ² GFA office use 192 m ² GFA retail use	<i>175 Sterling Road, Block 4A and 4C, Mixed-Used Development – Urban Transportation Considerations Report, Site Plan Control Application, BA Group, August 2022</i>
221-227 Sterling Road	892 residential units	<i>221-227 Sterling Road – Transportation Impact Study, WSP, April 2021</i>
1405-1409A Bloor Street West & 229-231A Sterling Road	326 residential units 237 m ² GFA retail use	<i>Project Data Sheet – City of Toronto</i>
1423-1437 Bloor Street West & 278 Sterling Road	197 residential units 390 m ² GFA retail use	<i>Response to City Comments for the 1423-1437 Bloor Street West Property, BA Group, January 2022</i>
1293 Bloor Street West	230 residential units 247 m ² GFA retail use	<i>Project Data Sheet – City of Toronto</i>
1319 Bloor Street West	825 residential units 291 m ² GFA retail use 464 m ² GFA community centre	<i>1319 Bloor Street West – Response to City Comments, BA Group, December 2021</i>
1439 Bloor Street West, 80, 82 Perth Avenue	169 residential units	<i>Traffic Impact Study, Proposed Residential Development, Bloor Street West & Perth Avenue, GHD, August 2018</i>
1540-1550 Bloor Street West	353 residential units 680 m ² GFA retail use	<i>TIS Addendum – Proposed Development, 1540-1550 Bloor Street West, LEA Consulting, February 2022</i>
1660 Bloor Street West	174 residential units 315 m ² GFA retail use	<i>1660 Bloor Street West – Response to City Comments, BA Group, May 2022</i>
1515 Bloor Street West & 2238, 2252, 2280, 2288, 2290 Dundas Street West & 104-105 Ritchie Avenue	2606 residential units 21,782 m ² GFA retail use 3,600 m ² GFA grocery store 58,275 m ² GFA office use	<i>Bloor-Dundas Mixed-Use Development – Urban Transportation Consideration, Official Plan Amendment, BA Group, April 2018</i>
2376 Dundas Street West	393 residential units 566 m ² GFA commercial space	<i>Transportation Letter – 2376 Dundas Street West, LEA Consulting, July 2020</i>
2706-2730 Dundas Street West	151 residential units 524 m ² GFA retail use	<i>Transportation Impact Study (TIS) Update – 2706-2730 Dundas Street West, LEA Consulting, April 2018</i>
Total	7,340 residential units, 106,514 m² non-residential GFA	

9.3.3 Future Background Traffic Volumes

Future background traffic has been established for the weekday morning and afternoon peak hours based on the addition of existing traffic volumes and background development volumes.

Figure 10 illustrates the future background traffic volumes.

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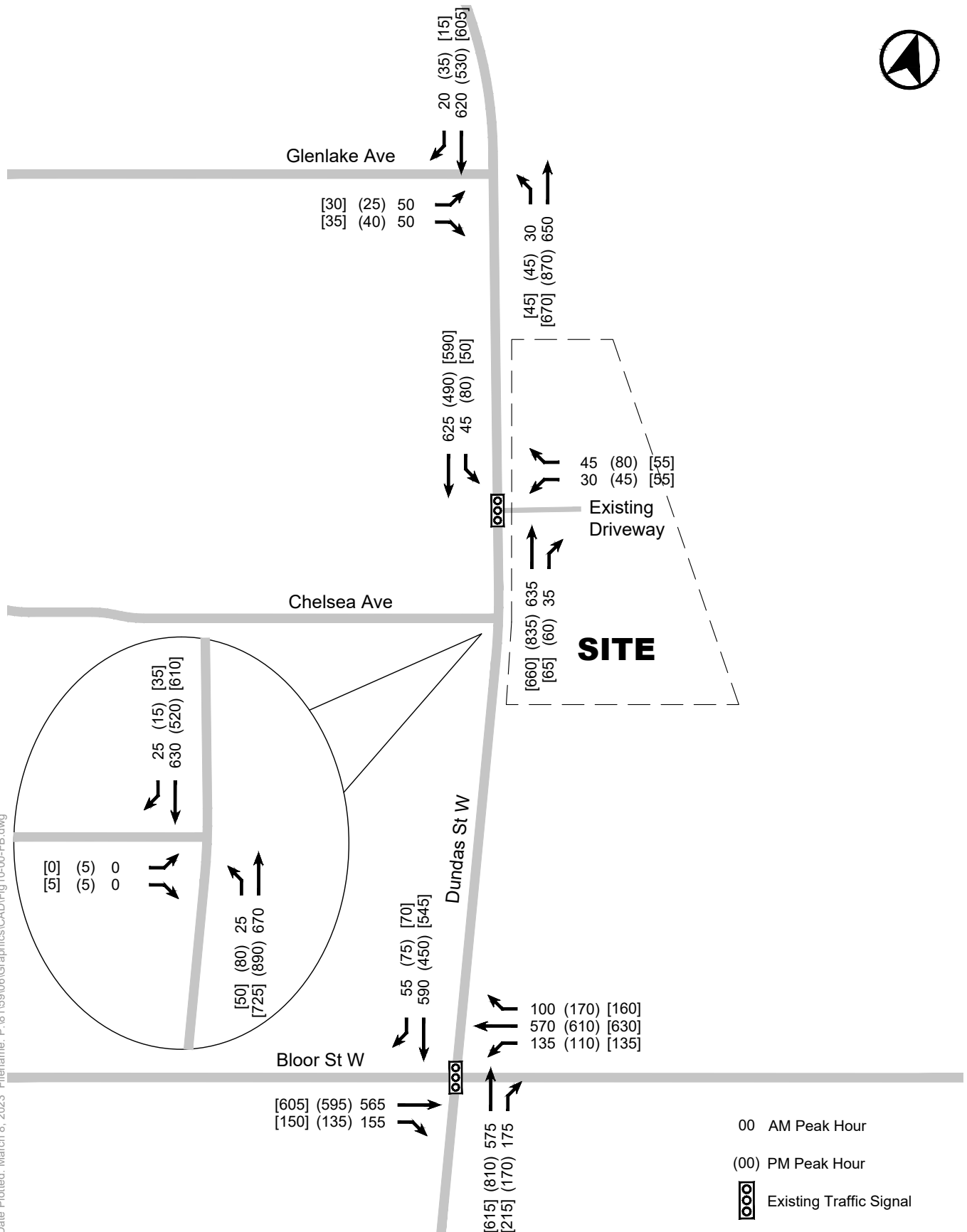


FIGURE 10 FUTURE BACKGROUND TRAFFIC VOLUMES

9.4 SITE TRAFFIC VOLUMES

9.4.1 Existing Site Traffic

Existing vehicular site traffic is generated by commercial buildings (FreshCo, Shoppers Drug Mart and Discount Car and Truck Rentals) currently occupying the site as well as access to the Bloor GO Station passenger PUDO loop.

As part of the proposed development, the existing pharmacy, rental car agency, and grocery store will be demolished and replaced with two residential towers above a podium containing uses such as retail, office, and live work units, as well as a 36 storey mixed residential and commercial tower. The transit pickup and drop off loop will remain however using the new site driveway. As a result, the existing site traffic volumes associated with the commercial buildings will be removed from the area road network. Traffic volumes pertaining to the PUDO loop will be maintained and re-assigned to use the new site driveway adjacent to Chelsea Avenue. See **Figure 11** for site removal traffic volumes with the maintained volumes using the PUDO loop. Existing site traffic split between trips in / out of the site and the Bloor GO Station passenger PUDO loop is shown in **Table 23**.

TABLE 23 EXISTING SITE TRAFFIC VOLUMES

	AM Peak Hour			PM Peak Hour			SAT Peak Hour		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Site Trips	55	50	105	120	100	220	110	105	215
Bloor GO PUDO Trips	25	25	50	20	25	45	5	5	10
Total	80	75	155	140	125	265	115	110	225

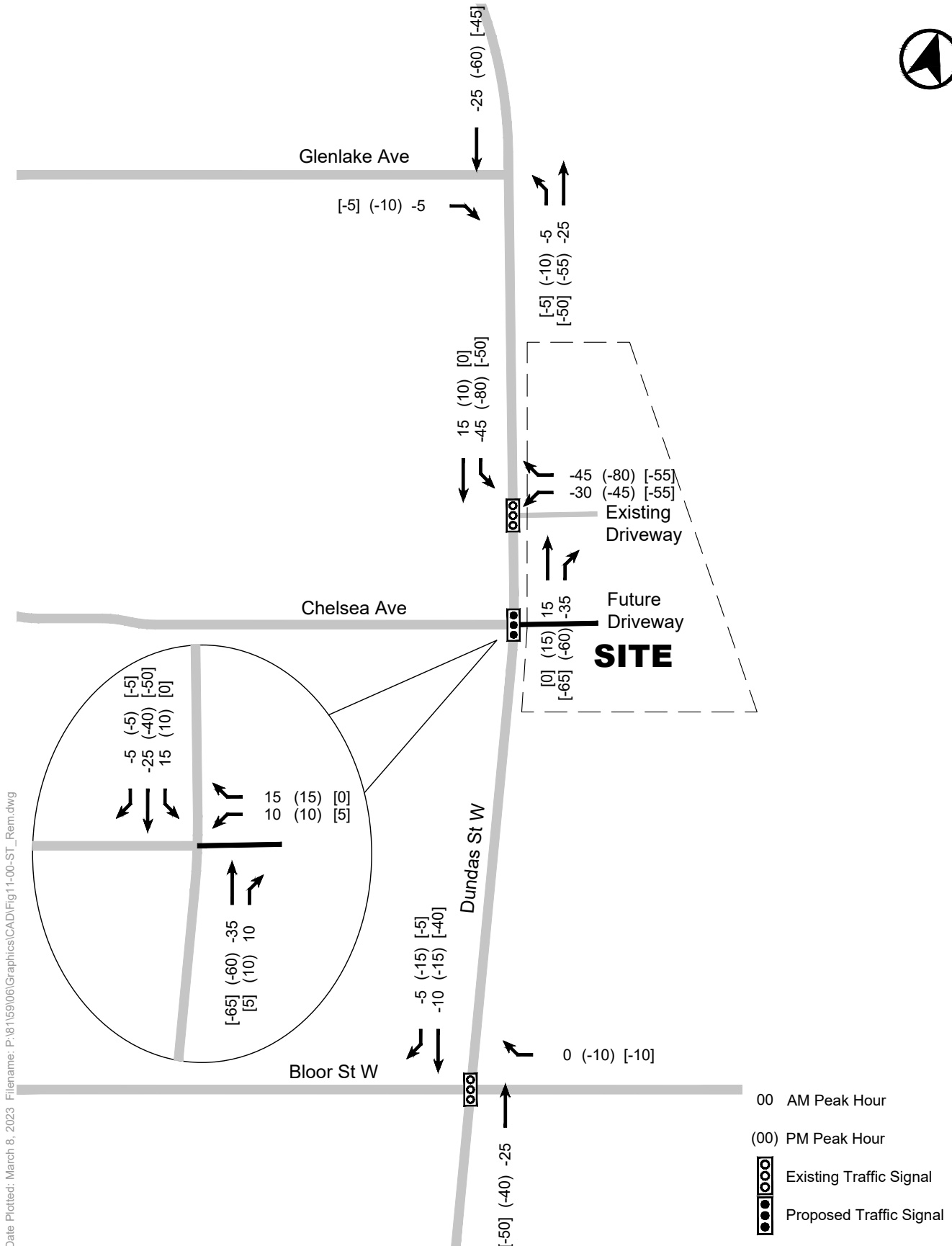


FIGURE 11 SITE REMOVAL TRAFFIC VOLUMES

9.4.2 Site Trip Generation Summary

Total site vehicle trip generation during the weekday morning and afternoon peak hours is summarized in **Table 24**.

TABLE 24 SUMMARY OF SITE VEHICLE TRIP GENERATION

	AM Peak Hour			PM Peak Hour			SAT Peak Hour		
	In	Out	2-Way	In	Out	2-Way	In	Out	2-Way
Total Existing Site Traffic (not including PUDO Trips)	55	50	105	120	100	220	110	105	215
Existing Site Removed	- 55	- 50	- 105	- 120	- 100	- 220	- 110	- 105	- 215
Maintained PUDO Trips	25	25	50	20	25	45	5	5	10
Existing to Remain Trips	25	25	50	20	25	45	5	5	10
Residential Site Vehicle Trips	25	90	115	70	50	120	80	85	165
CEA Site Vehicle Trips	10	0	10	0	5	5	5	5	10
Grocery Store Site Vehicle Trips	15	20	35	45	50	95	70	70	140
Net New Site Trips	50	110	160	115	105	220	155	160	315
Total Site Trips	75	135	210	135	130	265	160	165	325

The proposed development is expected to generate in the order of **160, 220 and 315 two-way vehicle trips** during weekday morning and afternoon peak hours and the weekend afternoon peak hour, respectively. Including the maintained PUDO trips, 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.

9.4.3 Site Traffic Distribution and Assignment

Site trips have been distributed to the area road network based on the results of the 2016 Transportation Tomorrow Survey (TTS), prevailing traffic patterns, and turn restrictions. Detailed TTS queries are attached in **Appendix B**. General direction of approach percentages for site traffic is summarized in **Table 25**.

TABLE 25 SITE TRAFFIC DISTRIBUTION

Direction	Residential		Office		Grocery Store	
	Inbound ¹	Outbound ²	Inbound ³	Outbound ⁴	Inbound ^{5&6}	Outbound ^{5&6}
North on Dundas St W	50%	40%	55%	55%	50% (45%) [40%]	50% (55%) [45%]
South on Dundas St W	35%	15%	35%	10%	35% (40%) [45%]	35% (30%) [45%]
East on Bloor St W	10%	0%	0%	0%	10% (10%) [10%]	0% (0%) [0%]
West on Bloor St W	0%	40%	0%	35%	0% (0%) [0%]	10% (10%) [5%]
West on Glenlake Ave	5%	5%	10%	0%	5% (5%) [5%]	5% (5%) [5%]
Total	100%	100%	100%	100%	100%	100%

Notes:

1. Based upon afternoon peak period residential inbound trips obtained using 2016 TTS information for 2006 GTA zones 106, 107, 114, 116, 119 and 125.
2. Based upon morning peak period residential outbound trips obtained using 2016 TTS information for 2006 GTA zones 106, 107, 114, 116, 119 and 125.
3. Based upon morning peak period work inbound trips obtained using 2016 TTS information for 2006 GTA zones 106, 107, 114, 116, 119 and 125.
4. Based upon afternoon peak period work outbound trips obtained using 2016 TTS information for 2006 GTA zones 106, 107, 114, 116, 119 and 125.
5. Data obtained using existing travel patterns of the site.
6. XX (XX) [XX] – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour) [Weekend Afternoon Peak Hour]

New site traffic generated by the proposed development was assigned onto the area road network based on the directional distribution summarized in **Table 25**.

The resulting site traffic assigned to the road network is illustrated in **Figure 12**.

The net new site traffic volumes are shown in **Figure 13**.

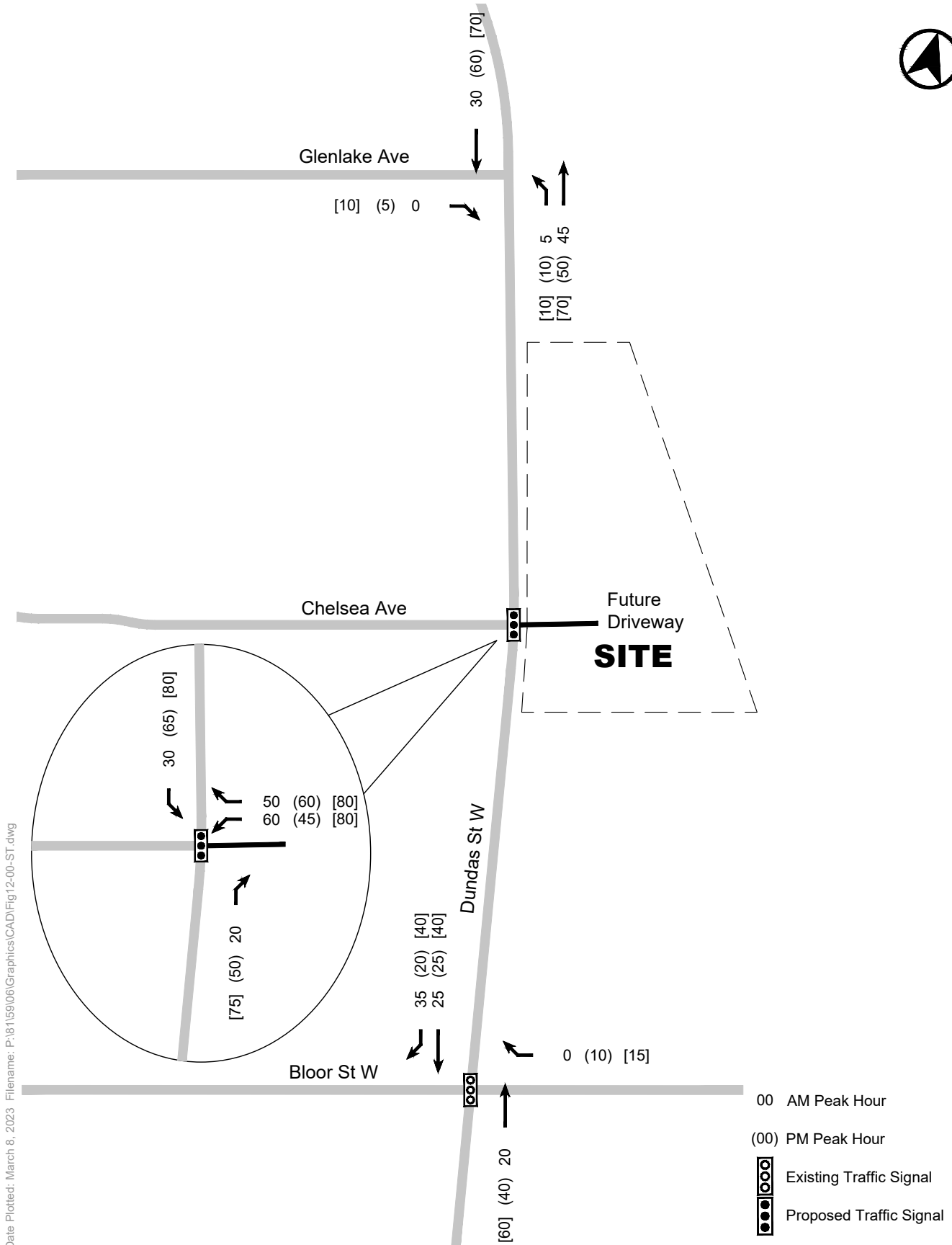


FIGURE 12 SITE TRAFFIC VOLUMES

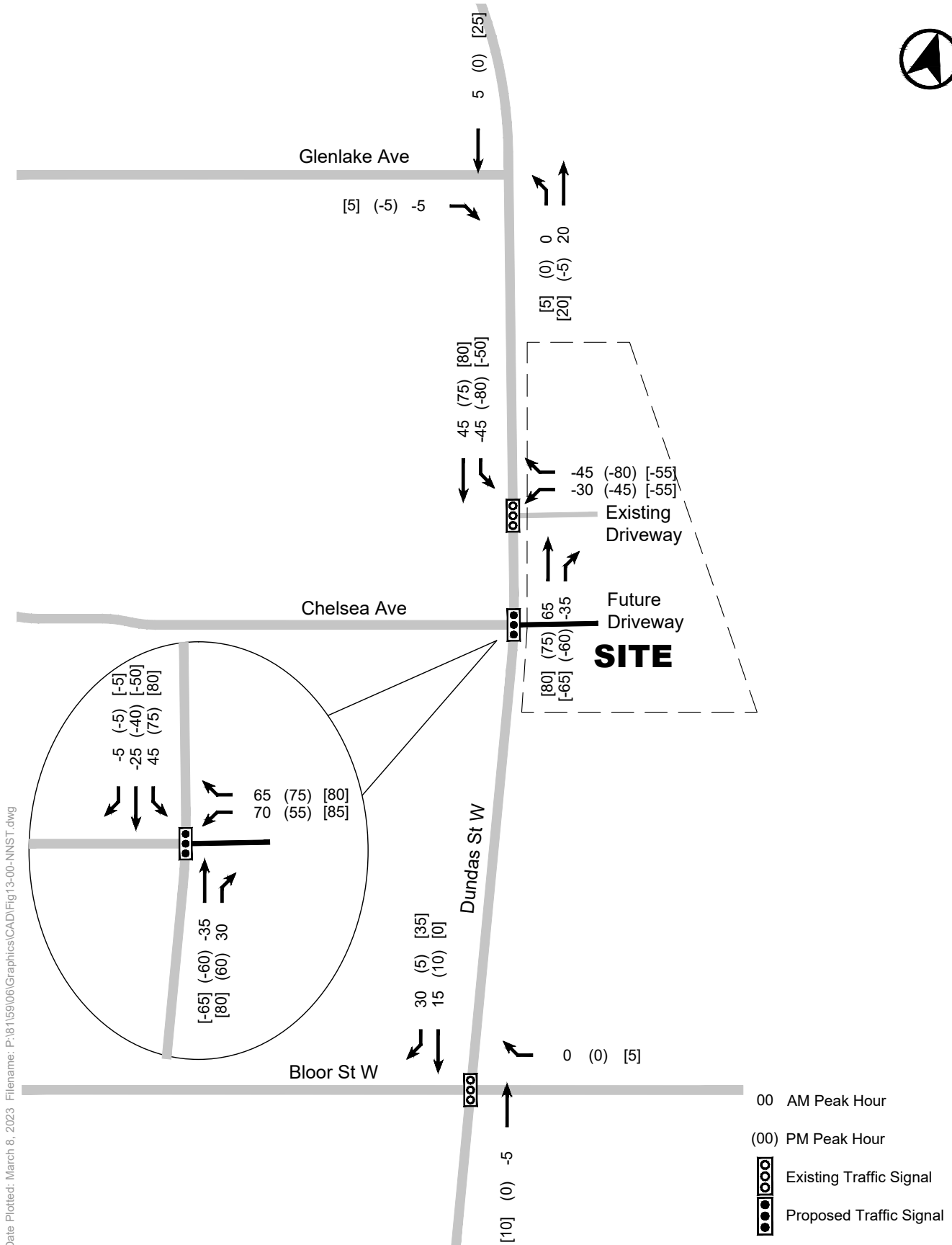


FIGURE 13 NET NEW SITE TRAFFIC VOLUMES

9.5 FUTURE TOTAL TRAFFIC

Future total traffic volumes have been established for the weekday morning and afternoon peak hours based on the addition of future background traffic volumes, subtraction of existing site traffic, and addition of new site traffic volumes.

Future total traffic volumes are illustrated in **Figure 14**.

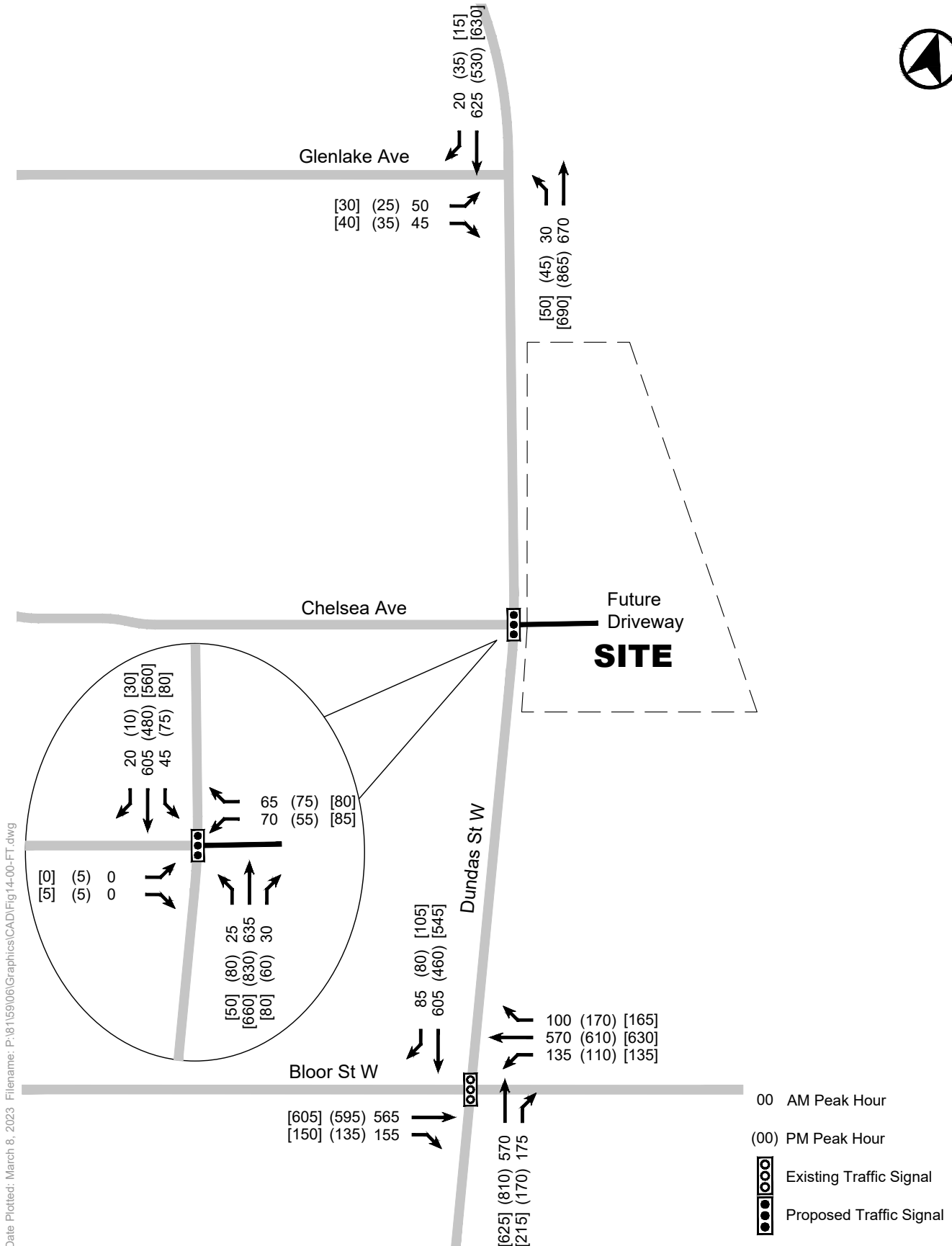


FIGURE 14 FUTURE TOTAL TRAFFIC VOLUMES

10.0 TRAFFIC OPERATIONS

10.1 ANALYSIS METHODOLOGY

Traffic operations analyses have been undertaken at the area intersections using standard capacity analysis procedures as follows.

Signalized Intersections:

Analyses undertaken at intersections operating under traffic signal control have been undertaken using the methodologies and procedures outlined in the Highway Capacity Manual (HCM) 2000, and in accordance with the City of Toronto's guidelines for analyses undertaken using Synchro 11.0 software. The product of the signalized intersection evaluation is an intersection performance index (volume to capacity ratio or v/c), where a v/c index of 1.00 indicates 'at or near capacity' conditions.

HCM level of service (LOS) criteria for signalized intersections are as follow:

- LOS A: Control Delay ≤ 10 s
- LOS B: $10\text{s} < \text{Control Delay} \leq 20$ s
- LOS C: $20\text{s} < \text{Control Delay} \leq 35$ s
- LOS D: $35\text{s} < \text{Control Delay} \leq 55$ s
- LOS E: $55\text{s} < \text{Control Delay} \leq 80$ s
- LOS F: Control Delay > 80 s

Unsignalized Intersections:

Unsignalized intersection analyses have been carried out using standard capacity procedures for intersections operating under "Two-way" and "All-Way" STOP control and in accordance with the methodologies outlined in the Highway Capacity Manual 2000 (HCM2000).

The product of these analyses is a level of service (LOS) designation, ranging from LOS of A to F; which provides a relative indication of the level of delay experienced by motorists completing a turning manoeuvre at an intersection. LOS A represents conditions under which motorists would experience little delay and LOS F reflects conditions where more extended delays can be expected.

HCM level of service (LOS) criteria for unsignalized intersections are as follow:

- LOS A: Control Delay ≤ 10 s
- LOS B: $10\text{s} < \text{Control Delay} \leq 15$ s
- LOS C: $15\text{s} < \text{Control Delay} \leq 25$ s
- LOS D: $25\text{s} < \text{Control Delay} \leq 35$ s
- LOS E: $35\text{s} < \text{Control Delay} \leq 50$ s
- LOS F: Control Delay > 50 s

10.2 NETWORK WIDE PARAMETERS

Key analysis parameters were assumed based on requirements contained in the City of Toronto's *Guidelines for Using Synchro 11 (Including SimTraffic 11)* (January 2021), summarized as follows:

Signal Timing

Existing signal timings, phasing plans, and cycle lengths were obtained from the City of Toronto. Existing signal timings adopted as the basis for the traffic operations analyses are provided in **Appendix F**. Existing signal timings were maintained during the analysis of future conditions.

Base Saturation Flow Rates

The City of Toronto *Guidelines for Using Synchro 11 (Including SimTraffic 11)* (January 2021) specifies a base saturation flow rate of 1,900 passenger cars per hour of green time per lane (pcphgpl) for signalized and unsignalized intersections. These default rates were adopted in the analysis for the proposed development.

Heavy Vehicle Assumptions

Heavy and medium truck percentages incorporated into the analysis were based on information provided as part of intersection turning movement counts.

Lost Time Adjustments

The City of Toronto *Guidelines for Using Synchro 11 (Including SimTraffic 11)* (January 2021), specify a base lost time adjustment factor of -1.0 seconds (i.e., a total loss time per phase equal to the amber plus all-red time minus 1 second). This default value was adopted in the analysis.

Lane Utilization Factors

Under existing conditions, default Synchro lane utilization factors (LUF) was adopted, which take into consideration the distribution of individual lane usage within each movement group.

Peak Hour Factors

The City of Toronto Synchro 9 guidelines specify that the default peak hour factors ("PHF") should be used except where site specific values can be calculated from existing traffic count information. PHF were calculated based on the existing traffic volume data extracted from the traffic counts used in this study for the operations analysis.

Model Calibration

An intergreen study was conducted using December 1st and 3rd, 2022 video at the Bloor Street West / Dundas Street West intersection and used to calibrate the model to the observed westbound cars turning left during the intergreen periods. The morning and afternoon peak hours and weekend peak hour intergreen studies can be found in **Appendix H**. The following lost time adjustment calibrations were made to the Synchro model:

AM Peak Hour

- WBL changed from -1.0 to -2.0

PM Peak Hour

- WBL changed from -1.0 to -2.0

SAT Peak Hour

- WBL changed from -1.0 to -2.5

A delay study was conducted using January 10th and 14th, 2023 video at the Glenlake Avenue / Dundas Street West intersection. The morning and afternoon peak hours and weekend peak hour delay studies can be found in **Appendix H**. The following calibrations were made to the Synchro model, based on the delay times observed during the studies:

AM Peak Hour

- EBL critical gap (tC) has been adjusted from the default of 6.8 to 7.1 seconds
- EBL follow up time (tF) has been adjusted from the default of 3.5 to 3.6 seconds
- EBR critical gap (tC) has been adjusted from the default of 6.9 to 7.1 seconds
- EBR follow up time (tF) has been adjusted from the default of 3.3 to 3.6 seconds

PM Peak Hour

- EBL critical gap (tC) has been adjusted from the default of 6.8 to 7.5 seconds
- EBL follow up time (tF) has been adjusted from the default of 3.5 to 3.8 seconds
- EBR critical gap (tC) has been adjusted from the default of 6.9 to 7.5 seconds
- EBR follow up time (tF) has been adjusted from the default of 3.3 to 3.7 seconds

SAT Peak Hour

- EBL critical gap (tC) has been adjusted from the default of 6.8 to 7.1 seconds
- EBL follow up time (tF) has been adjusted from the default of 3.5 to 3.7 seconds
- EBR critical gap (tC) has been adjusted from the default of 6.9 to 7.1 seconds
- EBR follow up time (tF) has been adjusted from the default of 3.3 to 3.7 seconds

A pedestrian group study was completed using December 1st and 3rd, 2022 video at the Bloor Street West / Dundas Street West intersection and used to calibrate the model to the observed number of pedestrians crossing the intersection. The morning and afternoon peak hours and weekend peak hour pedestrian grouping studies can be found in **Appendix H**.

10.3 SIGNALIZED INTERSECTIONS ANALYSIS

Traffic operations analysis results for the area signalized intersections for the existing, future background and future total conditions are summarized in the following sections. Detailed capacity analysis reports are provided in **Appendix J**.

10.3.1 Existing Site Driveway / Dundas Street West

The Site Access / Dundas Street West intersection operates under traffic signal control 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 where it exists, in the future, this intersection does not exist and is moved down to realign with Chelsea Avenue. A summary of the traffic analysis results for this intersection is shown in **Table 26**.

TABLE 26 EXISTING SITE DRIVEWAY / DUNDAS STREET WEST

Key Movements	Existing		Future Background		Future Total ²	
	V/C	LOS	V/C	LOS	V/C	LOS
WBL	0.28 (0.32) [0.33]	D (D) [C]	0.28 (0.32) [0.33]	D (D) [C]	Does not exist	
WBR	0.04 (0.06) [0.04]	D (D) [C]	0.04 (0.08) [0.04]	D (D) [C]		
NBTR	0.21 (0.28) [0.25]	A (A) [A]	0.30 (0.33) [0.29]	A (A) [A]		
SBTL	0.28 (0.23) [0.26]	A (A) [A]	0.34 (0.28) [0.30]	A (A) [A]		
Overall	0.29 (0.29) [0.26]	A (A) [A]	0.34 (0.33) [0.31]	A (A) [A]		

Notes:

1. XX (XX) [XX] – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour) [Weekend Peak Hour]
2. In future total conditions, this intersection has been shifted downwards creating the Proposed Site Access / Dundas Street West / Chelsea Avenue intersection

Under existing conditions the intersection operates at an overall v/c of 0.29, 0.29 and 0.26 during the weekday morning and afternoon peak hours and the weekend afternoon peak hour, respectively.

Under future background conditions the intersection operates at an overall v/c of 0.34, 0.33 and 0.31 during the weekday morning and afternoon peak hours and the weekend afternoon peak hour, respectively.

10.3.2 Bloor Street West / Dundas Street West

The Bloor Street West / Dundas Street West intersection operates under traffic signal control 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. A summary of the traffic analysis results for this intersection is shown in **Table 27**.

TABLE 27 BLOOR STREET WEST / DUNDAS STREET WEST

Key Movements	Existing		Future Background		Future Total	
	V/C	LOS	V/C	LOS	V/C	LOS
EBT	0.78 (0.78) [0.80]	C (C) [C]	0.87 (0.89) [0.92]	D (D) [D]	0.87 (0.89) [0.92]	D (D) [D]
EBR	0.11 (0.08) [0.08]	C (C) [C]	0.17 (0.11) [0.13]	B (B) [B]	0.17 (0.11) [0.13]	B (B) [B]
WBL	0.57 (0.64) [0.52]	D (D) [D]	0.74 (0.65) [0.63]	D (D) [D]	0.74 (0.65) [0.64]	D (D) [D]
WBT	0.47 (0.63) [0.53]	B (B) [B]	0.61 (0.65) [0.64]	B (B) [B]	0.61 (0.65) [0.64]	B (B) [B]
WBR	0.11 (0.23) [0.18]	B (B) [B]	0.15 (0.24) [0.21]	B (B) [B]	0.15 (0.24) [0.22]	B (B) [B]
NBTR	0.55 (0.68) [0.59]	C (C) [C]	0.76 (0.87) [0.74]	C (D) [C]	0.76 (0.87) [0.75]	C (D) [C]
SBTR	0.45 (0.35) [0.43]	C (B) [C]	0.62 (0.45) [0.55]	C (C) [C]	0.67 (0.47) [0.59]	C (C) [C]
Overall	0.64 (0.75) [0.68]	C (C) [C]	0.81 (0.88) [0.83]	C (C) [C]	0.81 (0.88) [0.83]	C (C) [C]

Notes:

1. XX (XX) [XX] – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour) [Weekend Peak Hour]

Under existing conditions the intersection operates at an overall v/c of 0.64, 0.75 and 0.68 during the weekday morning and afternoon peak hours and the weekend afternoon peak hour, respectively.

Under future background conditions the intersection operates at an overall v/c of 0.81, 0.88 and 0.83 during the weekday morning and afternoon peak hours and the weekend afternoon peak hour, respectively.

Under future total conditions the intersection operates at an overall v/c of 0.81, 0.88 and 0.83 during the weekday morning and afternoon peak hours and the weekend afternoon peak hour, respectively.

The addition of site-related traffic has very minimal impacts on the overall intersection operations. All individual movements and the intersection overall are expected to operate at acceptable levels of service and within capacity.

10.3.3 Proposed Site Driveway / Chelsea Avenue / Dundas Street West

Under the future total scenario, the existing Site Driveway / Dundas Street West intersection is being moved down to align with Chelsea Avenue. The results of the proposed signalized intersection traffic operations analysis undertaken are summarized in **Table 28**. The proposed signal has been optimized for the weekday morning and afternoon peak hours. The proposed signal timings at the Proposed Site Driveway / Chelsea Avenue / Dundas Street West intersection are shown in

TABLE 28 PROPOSED SITE DRIVEWAY / CHELSEA AVENUE / DUNDAS STREET WEST

Key Movements	Existing		Future Background		Future Total	
	V/C	LOS	V/C	LOS	V/C	LOS
EBTLR	Does not exist				-- (0.01) [0.00]	-- (D) [C]
WBL					0.49 (0.45) [0.54]	D (D) [D]
WBR					0.04 (0.06) [0.06]	D (D) [C]
NBTLR					0.35 (0.44) [0.38]	A (A) [B]
SBTLR					0.35 (0.31) [0.37]	A (A) [A]
Overall					0.38 (0.45) [0.41]	A (B) [B]

Notes:

1. XX (XX) [XX] – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour) [Weekend Peak Hour]

Under future total conditions the intersection operates at an overall v/c of 0.38, 0.45 and 0.41 during the weekday morning and afternoon peak hours and the weekend afternoon peak hour, respectively.

The addition of site-related traffic to the proposed signalized intersection has very minimal impacts on the overall intersection operations. All individual movements and the intersection overall are expected to operate at acceptable levels of service and within capacity.

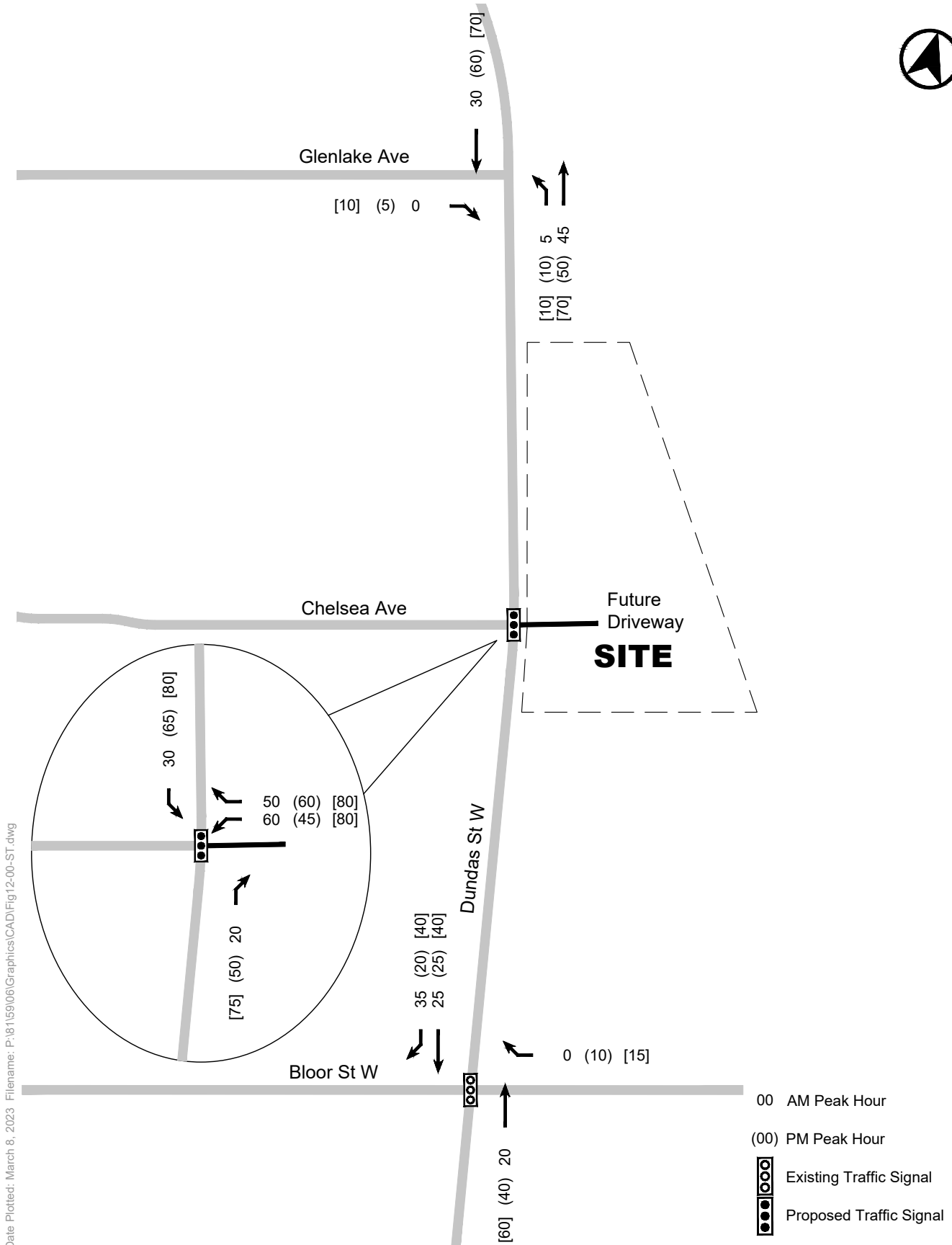


FIGURE 12 SITE TRAFFIC VOLUMES

TABLE 29 PROPOSED SITE DRIVEWAY / CHELSEA AVENUE / DUNDAS STREET WEST PROPOSED SIGNAL TIMINGS

Phases	Movements	Phase Mode	Future		
			AM	PM	SAT
2	NBLTR	WLK FDW MIN AMB ALR SPLIT	7 15 10 3 3 64	7 15 10 3 3 64	7 15 10 3 3 58
4	EBLTR	WLK FDW MIN AMB ALR SPLIT	7 10 7 3 3 26	7 10 7 3 3 26	7 10 7 3 3 26
6	SBLTR	WLK FDW MIN AMB ALR SPLIT	7 15 10 3 3 64	7 15 10 3 3 64	7 15 10 3 3 58
8	WBLTR	WLK FDW MIN AMB ALR SPLIT	7 10 7 3 3 26	7 10 7 3 3 26	7 10 7 3 3 26
Cycle Length (s)			90	90	84

10.4 UNSIGNALIZED INTERSECTIONS ANALYSIS

The results of the capacity analysis undertaken at the Chelsea Avenue / Dundas Street West and Glenlake Avenue / Dundas Street West unsignalized intersections are summarized in **Table 30**.

TABLE 30 UNSIGNALIZED CAPACITY ANALYSIS SUMMARY

Key Movements	Existing		Future Background		Future Total	
	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Chelsea Avenue / Dundas Street West						
EBLR	0.0 (17.2) [11.1]	A (C) [B]	0.0 (17.5) [11.4]	A (C) [B]	Does not exist	
NBTL	2.0 (3.3) [2.5]	A (A) [A]	1.8 (3.2) [2.4]	A (A) [A]		
NBT	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]		
SBT	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]		
SBTR	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]		
Glenlake Avenue / Dundas Street West						
EBLR	20.0 (21.2) [20.1]	C (C) [C]	28.1 (25.6) [26.1]	D (D) [D]	29.7 (25.9) [28.3]	D (D) [D]
NBTL	1.6 (1.9) [2.1]	A (A) [A]	1.6 (1.8) [2.2]	A (A) [A]	1.5 (1.8) [2.4]	A (A) [A]
NBT	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]
SBT	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]
SBTR	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]	0.0 (0.0) [0.0]	A (A) [A]

Notes:

1. XX (XX) [XX] – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour) [Weekend Peak Hour]

Under all conditions where the Chelsea Avenue / Dundas Street West unsignalized intersection exist, it is expected to operate at LOS C or better.

Under existing conditions the Glenlake Avenue / Dundas Street West is expected to operate at LOS C or better. Under future conditions it is expected to operate at LOS D or better.

The addition of site-related traffic to the proposed signalized intersection has very minimal impacts on the overall intersection operations. All individual movements and the intersection overall are expected to operate at acceptable levels of service.

11.0 SIGNAL WARRANT ANALYSIS APPROACH

A signal warrant analysis was completed for the Proposed Site Access / Chelsea Avenue / Dundas Street West intersection based on the methodologies outlined in the Ontario Traffic Manual (OTM) Book 12.

The proposed vehicular site access driveway will be located approximately 50 metres south of the existing Site Driveway / Dundas Street West intersection. Currently the Chelsea Avenue / Dundas Street West unsignalized intersection exists, it is proposed to align the new vehicular site access driveway with this intersection and make it signalized. The 8-hour vehicular traffic for the proposed signalized intersection was projected based on existing peak 8-hour vehicular data collected by Spectrum Inc. on behalf of BA Group on Wednesday, February 15, 2023. Signal warrant calculation sheets are attached in **Appendix I**.

TABLE 31 PROJECTED FUTURE TOTAL PEAK 8-HOUR TRAFFIC VOLUMES

Time Ending	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
8:00	25	635	35	45	605	20	0	0	0	70	0	65
9:00	24	518	35	45	494	19	0	0	0	70	0	65
14:00	44	635	49	61	367	6	3	0	3	46	0	61
15:00	59	703	48	59	406	7	4	0	4	45	0	59
16:00	66	758	56	69	438	8	4	0	4	52	0	69
17:00	80	830	65	80	480	10	5	0	5	60	0	80
18:00	74	703	62	76	406	9	5	0	5	57	0	76
19:00	57	598	49	61	346	7	4	0	4	46	0	61

Notes:

1. Shaded hours represent the weekday morning and afternoon peak traffic volumes.

11.1 FINDINGS

Under Justification 1 – Minimum Vehicle Volumes, if compliance for all approach lanes and minor street approaches is 100% fulfilled or if the lesser is at least 80% fulfilled for each of 8 hours the justification is met. Considering all approach lanes, compliance was 100% fulfilled. Considering minor street approaches, compliance was only 76% fulfilled since Chelsea Avenue is only two-way for the first 40 metres therefore little traffic comes in and out of this street. As a result, justification 1 is not met, however it was close.

Under Justification 2 – Delay to Cross Traffic, if compliance for major street approaches and traffic crossing the major street is 100% fulfilled or if the lesser is at least 80% fulfilled for each 8 hours, the justification is met. Considering major street approaches, compliance was 100% fulfilled. Considering traffic crossing major street, compliance was also 100% fulfilled due to the high pedestrian volumes crossing the major street delaying minor street flow. As a result, justification was met.

If justification 1 and 2 are neither 100% satisfied, but both justifications are at least 80% satisfied, under Justification 3 – Volume / Delay Combination, signals can be justified. Although justification 2 was 100% satisfied, since justification 1 was only 76% justified, justification 3 also does not justify a signal.

Justification 4 – Minimum Four-Hour Vehicle Volume is intended when intersections have delays for four or more peak hours of the day, however, does not have the prolonged demand throughout the day to meet an eight hour warrant. Under justification 4, the intersection has an overall 100% compliance with peak demand at 8:00AM, and 16:00 – 18:00PM.

Based on the Ontario Traffic Manual Book 12 warrant calculation, traffic signals are warranted at this location under future total conditions due to justification 2 and 4.

Additionally, the signal is just a relocation of the existing signal at Dundas Street West / Site Access intersection, the implementation of a traffic signal at this location will serve to support the following traffic operations and urban design objectives:

- The provision of a signalized intersection for sites that provide residential and retail uses has been adapted within the City of Toronto in other instances and offers direct and high-quality access to the surrounding road networks, in a way that best accommodates the activity levels related to the Site uses.
- The addition of a signal reinforces the mid-block pedestrian crossing location and provides crossing opportunities for the residents of the site, retail customers, and neighbourhood residents. The location of the signal also responds directly to Bloor GO Station passenger pickup / drop-off loop and Dundas West Station.
- Provides for better travel routing options for site traffic, minimizing delays for inbound and outbound traffic.
- Based on the foregoing, signalization for the Proposed Site Access / Chelsea Avenue / Dundas Street West intersection will be proposed and recommended as part of the proposed development.

12.0 SUMMARY & CONCLUSIONS

Key findings related to our review of the transportation related aspects of the proposed development plan, including our traffic impact assessment analysis are as follows:

Transportation Context

1. The site is located within an area categorized by Metrolinx as the Bloor-Dundas Mobility Hub with several higher order transit facilities in the area offering local, city-wide, and regional transit services. The TTC Dundas West Subway Station which also is a hub for bus and tram services as well as the Bloor GO / UPX Station are both approximately 200 metres from the site.
2. The site is within close proximity to many existing and future cycle routes and located within a 5-minute walk to nearby Bloor Street West, Dundas Street West and Roncesvalles Avenue corridor containing a mixture of restaurants, specialty food markets, retail, daycare centers, banks, and community centres.
3. Within an 800-metre radius of the site, there exist are approximately nine (9) Bike Share Toronto stations which collectively hold approximately 139 bicycles, and three (2) Enterprise Car Share vehicles.

Transportation Demand Management

4. A Transportation Demand Management (TDM) Plan has been prepared which will aim to reduce the overall reliance on single-occupant vehicles while promoting the use of more active and sustainable modes of transportation. The key elements of the TDM plan include:
 - a. Provision of limited on-site parking (mostly below-grade), to enhance the pedestrian realm, encourage the use of other non-auto means, and accommodate essential site related parking needs.
 - b. Providing 3.0 metre wide pedestrian clearways along Dundas Street West and providing a minimum of 2.1 metre wide pedestrian clearways along the east-west private driveway.
 - c. Bicycle parking spaces provided in convenient and accessible locations and within secure, weather protected areas for residents and long-term visitor spaces.
 - d. A bicycle repair station for use by residents provided on-site.
 - e. Contribute to new bike share station on the site or in proximity.
 - f. Consideration of the provision of one Presto card for each first-time resident, pre-loaded with value of monthly adult TTC pass.
 - g. Provide a travel information to residents giving an overview of the available travel options (walk, cycle, car-share, transit) in the area. Travel information materials and/or sessions could be held by the City of Toronto and facilitated by the developer.

Vehicle Parking Considerations

5. Under the Zoning By-law 438-86, 842 vehicular parking spaces consisting of 532 residential parking and spaces and 310 non-residential parking spaces are required.
6. Under the Zoning By-law 569-2013 as amended by Zoning By-law 89-2022 and 125-2022, 10 visitor parking spaces are required.
7. Under the Zoning By-law 89-2022, application of the “effective” parking rate and requirement, 17 accessible parking spaces are required.
8. A total of 212 parking spaces are proposed comprise of 152 residential parking spaces and 60 non-residential parking spaces. Of the total parking supply, 18 accessible parking spaces are provided. These

provisions are within the requirement of the City of Toronto Zoning By-law 569-2013 and 89-2022 and are therefore considered appropriate.

Bicycle Parking Considerations

9. Under the Zoning by-law 438-86, 206 bicycle spaces consisting of 41 short-term and 165 long-term spaces are required.
10. Under the Zoning by-law 569-2013 (Bicycle Zone 1), 989 bicycle spaces are required, consisting of 193 short-term and 796 long-term spaces.
11. A bicycle repair / maintenance station will be provided on the ground floor of the site, in accordance with the City of Toronto Zoning By-law 569-2013. A total of 989 bicycle parking spaces are proposed comprise of 193 short-term and 796 long-term bicycle parking spaces.
12. The following provisions are in accordance with the City of Toronto By-law 569-2013 and are therefore considered appropriate.

Loading Considerations

13. The proposed development will provide one (1) Type 'A', two (2) Type 'B', and two (2) Type 'G' loading spaces located on the ground floor. The following provisions are in accordance with the City of Toronto Zoning By-law 569-2013 and are therefore consider appropriate.
14. A minimum total bin staging area of 44.2 m² has been provided adjacent to both Type 'G' loading space to accommodate two bins within the allocated area.
15. Separate waste rooms for non-residential garbage and recycling facilities will be provided. A private waste collection agency will use the Type 'G' space to perform non-residential waste pick-up.

Multimodal Travel Demand Forecasts

16. The proposed development is expected to generate in the order of 160, 220 and 315 two-way vehicle trips during weekday morning and afternoon peak hours and the weekend afternoon peak hour, respectively.
17. 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.

Vehicular Traffic Assessment

18. The addition of site-related traffic has very minimal impacts on all intersection's overall operations. All individual movements and the intersection overall are expected to operate at acceptable levels of service and within capacity.

Signal Warrant Analysis

19. Based on the Ontario Traffic Manual Book 12 warrant calculation, traffic signals are warranted at this location under future total conditions due to justification 2 and 4.
20. Additionally, the signal is just a relocation of the existing signal at Dundas Street West / Site Access intersection, the implementation of a traffic signal at this location will serve to support many traffic operations and urban design objectives.

APPENDIX A:

Reduced Scale Architectural Plans



2400 DUNDAS STREET WEST
2ND FLOOR OFFICE SUITE 200

NO.	DESCRIPTION	UNIT	QTY	UNIT PRICE	TOTAL	UNIT	QTY	UNIT PRICE	TOTAL	UNIT	QTY	UNIT PRICE	TOTAL	UNIT	QTY	UNIT PRICE	TOTAL	UNIT	QTY	UNIT PRICE	TOTAL
1	CEILING	100	1	100	100	100	1	100	100	100	1	100	100	100	1	100	100	100	1	100	100
2	FLOOR	200	1	200	200	200	1	200	200	200	1	200	200	200	1	200	200	200	1	200	200
3	WALL	300	1	300	300	300	1	300	300	300	1	300	300	300	1	300	300	300	1	300	300
4	DOOR	400	1	400	400	400	1	400	400	400	1	400	400	400	1	400	400	400	1	400	400
5	WINDOW	500	1	500	500	500	1	500	500	500	1	500	500	500	1	500	500	500	1	500	500
6	ROOF	600	1	600	600	600	1	600	600	600	1	600	600	600	1	600	600	600	1	600	600
7	MECHANICAL	700	1	700	700	700	1	700	700	700	1	700	700	700	1	700	700	700	1	700	700
8	ELECTRICAL	800	1	800	800	800	1	800	800	800	1	800	800	800	1	800	800	800	1	800	800
9	PLUMBING	900	1	900	900	900	1	900	900	900	1	900	900	900	1	900	900	900	1	900	900
10	PAINT	1000	1	1000	1000	1000	1	1000	1000	1000	1	1000	1000	1000	1	1000	1000	1000	1	1000	1000
11	LANDSCAPE	1100	1	1100	1100	1100	1	1100	1100	1100	1	1100	1100	1100	1	1100	1100	1100	1	1100	1100
12	CONCRETE	1200	1	1200	1200	1200	1	1200	1200	1200	1	1200	1200	1200	1	1200	1200	1200	1	1200	1200
13	FOUNDATION	1300	1	1300	1300	1300	1	1300	1300	1300	1	1300	1300	1300	1	1300	1300	1300	1	1300	1300
14	STRUCTURE	1400	1	1400	1400	1400	1	1400	1400	1400	1	1400	1400	1400	1	1400	1400	1400	1	1400	1400
15	MECHANICAL	1500	1	1500	1500	1500	1	1500	1500	1500	1	1500	1500	1500	1	1500	1500	1500	1	1500	1500
16	ELECTRICAL	1600	1	1600	1600	1600	1	1600	1600	1600	1	1600	1600	1600	1	1600	1600	1600	1	1600	1600
17	PLUMBING	1700	1	1700	1700	1700	1	1700	1700	1700	1	1700	1700	1700	1	1700	1700	1700	1	1700	1700
18	PAINT	1800	1	1800	1800	1800	1	1800	1800	1800	1	1800	1800	1800	1	1800	1800	1800	1	1800	1800
19	LANDSCAPE	1900	1	1900	1900	1900	1	1900	1900	1900	1	1900	1900	1900	1	1900	1900	1900	1	1900	1900
20	CONCRETE	2000	1	2000	2000	2000	1	2000	2000	2000	1	2000	2000	2000	1	2000	2000	2000	1	2000	2000
21	FOUNDATION	2100	1	2100	2100	2100	1	2100	2100	2100	1	2100	2100	2100	1	2100	2100	2100	1	2100	2100
22	STRUCTURE	2200	1	2200	2200	2200	1	2200	2200	2200	1	2200	2200	2200	1	2200	2200	2200	1	2200	2200
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24	ELECTRICAL	2400	1	2400	2400	2400	1	2400	2400	2400	1	2400	2400	2400	1	2400	2400	2400	1	2400	2400
25	PLUMBING	2500	1	2500	2500	2500	1	2500	2500	2500	1	2500	2500	2500	1	2500	2500	2500	1	2500	2500
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45	FOUNDATION	4500	1	4500	4500	4500	1	4500	4500	4500	1	4500	4500	4500	1	4500	4500	4500	1	4500	4500
46	STRUCTURE	4600	1	4600	4600	4600	1	4600	4600	4600	1	4600	4600	4600	1	4600	4600	4600	1	4600	4600
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58	PAINT	5800	1	5800	5800	5800	1	5800	5800	5800	1	5800	5800	5800	1	5800	5800	5800	1	5800	5800
59	LANDSCAPE	5900	1	5900	5900	5900	1	5900	5900	5900	1	5900	5900	5900	1	5900	5900	5900	1	5900	5900
60	CONCRETE	6000	1	6000	6000	6000	1	6000	6000	6000	1	6000	6000	6000	1	6000	6000	6000	1	6000	6000
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65	PLUMBING	6500	1	6500	6500	6500	1	6500	6500	6500	1	6500	6500	6500	1	6500	6500	6500	1	6500	6500
66	PAINT	6600	1	6600	6600	6600	1	6600	6600	6600	1	6600	6600	6600	1	6600	6600	6600	1	6600	6600
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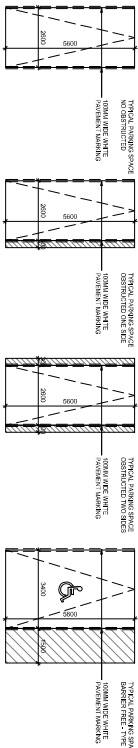
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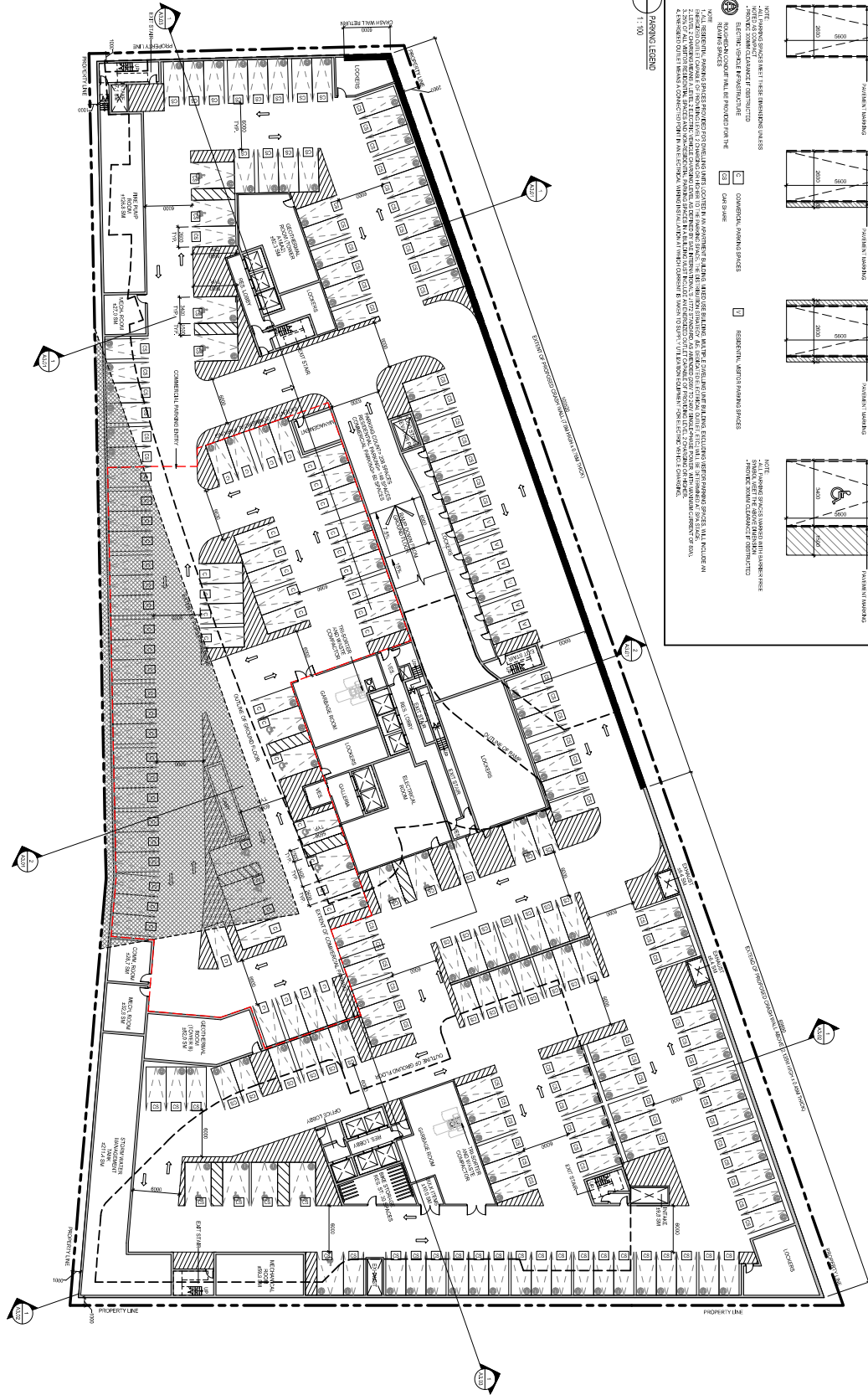
PRELIMINARY

BUILDING B STATISTICS

PARKING LEGEND



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1:100

NOT FOR CONSTRUCTION

PRELIMINARY



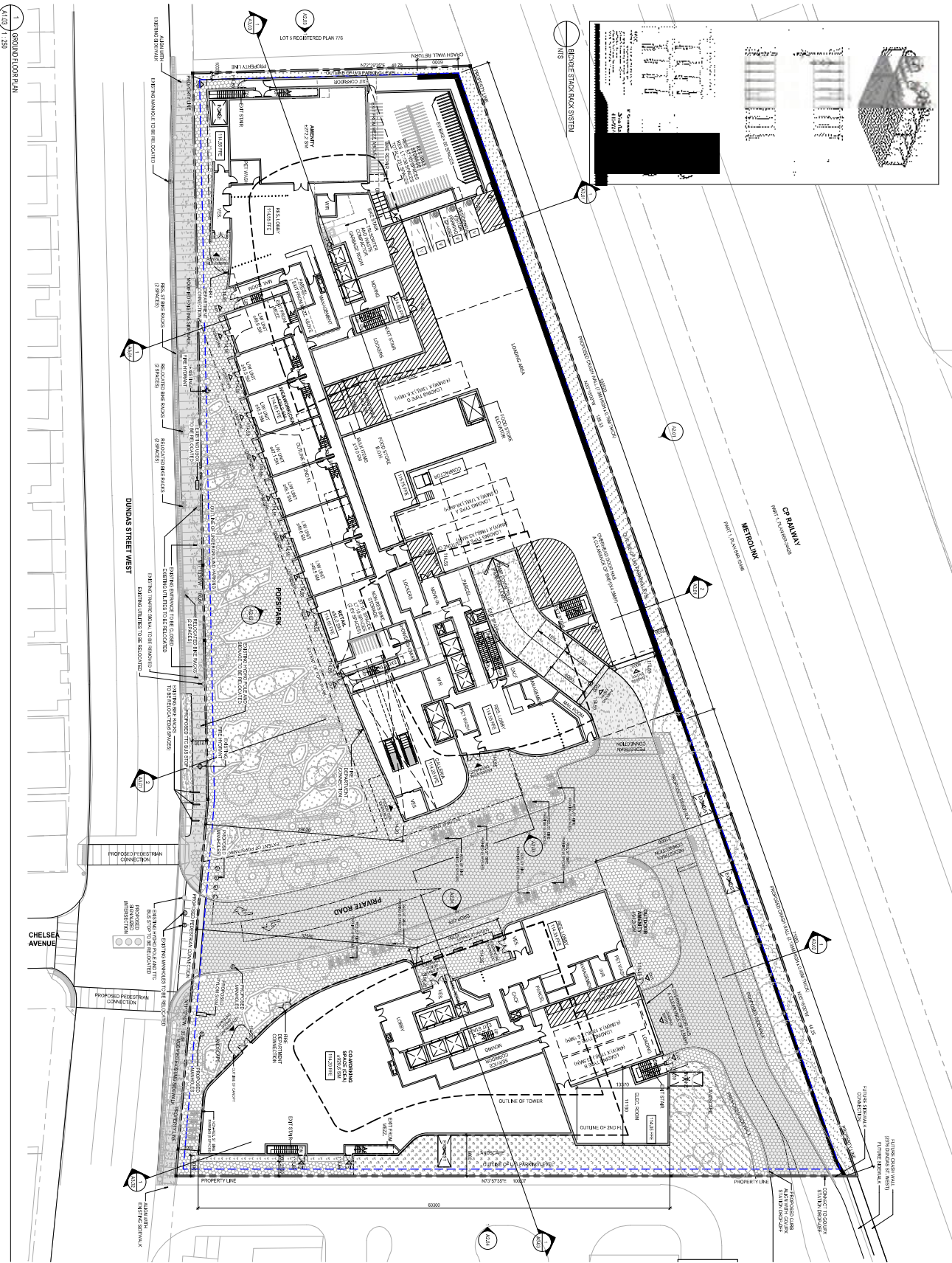
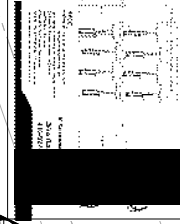
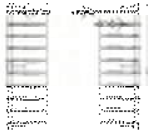
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99. DRIVE AISLE	100. DRIVE AISLE

FORA

2400-2440 DUNDAS STREET WEST
TORONTO, ONTARIO, CANADA

PARKING LEVEL PLAN

A1.02



NOT FOR CONSTRUCTION

PRELIMINARY

STEP PLAN LEGEND	
	PROPOSED SPACE
	PRIMARY ENVIRONMENT
	SECONDARY ENVIRONMENT
	FIRE HAZARD
	FIRE ALARM CONNECTION
	STAIRCASE

DATE: 2024-01-10	DESIGNER: FORA
PROJECT: 2400-2440 DUNDAS STREET WEST	CLIENT: [REDACTED]
SHEET NUMBER: A1.03	REVISION: 1
DATE: 2024-01-10	DESIGNER: FORA
PROJECT: 2400-2440 DUNDAS STREET WEST	CLIENT: [REDACTED]
SHEET NUMBER: A1.03	REVISION: 1

FORA

2400-2440 DUNDAS STREET WEST
TORONTO, ONTARIO, CANADA

GROUND FLOOR PLAN

A1.03

APPENDIX B: TTS Queries



Figure 1	Figure 2	Figure 3	Figure 4	Figure 5	Figure 6	Figure 7	Figure 8	Figure 9	Figure 10	Figure 11	Figure 12
Figure 1	Figure 2	Figure 3	Figure 4	Figure 5	Figure 6	Figure 7	Figure 8	Figure 9	Figure 10	Figure 11	Figure 12

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
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
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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%

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
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%

	AM	PM
Auto Driver	27%	26%
Auto Passenger	4%	5%
Transit	56%	55%
Cycle	5%	6%
Walk	8%	7%
Total	100%	100%

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
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%

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
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%

	AM	PM
Auto Driver	52%	48%
Auto Passenger	7%	9%
Transit	26%	23%
Cycle	7%	7%
Walk	9%	13%
Total	100%	100%

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%

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

and

Primary travel mode of trip - mode_prime In D

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

and

Primary travel mode of trip - mode_prime In D

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

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

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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

and

Primary travel mode of trip - mode_prime In D

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

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

and

Primary travel mode of trip - mode_prime In D

	107	114	116	119	125
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

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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

and

Primary travel mode of trip - mode_prime In D

	107	114	116	119	125
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

and

Primary travel mode of trip - mode_prime In D

and

Planning district of destination - pd_dest In 2

Trip 2016

Table:

	107	114	116	119	125	
M	U	T	P			
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

GROCERY STORE TRIP GENERATION

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

and

Primary travel mode of trip - mode_prime In D

116	101	108	105
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

and

Primary travel mode of trip - mode_prime In D

and

Planning district of origin - pd_orig In 2

Trip 2016

Table:

	116	101	108	105		
	M	U	T	P		
	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

and

Primary travel mode of trip - mode_prime In D

	116	101	108	105
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

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

and

Primary travel mode of trip - mode_prime In D

	116	101	108	105
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

and

Primary travel mode of trip - mode_prime In D

	116	101	108	105
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

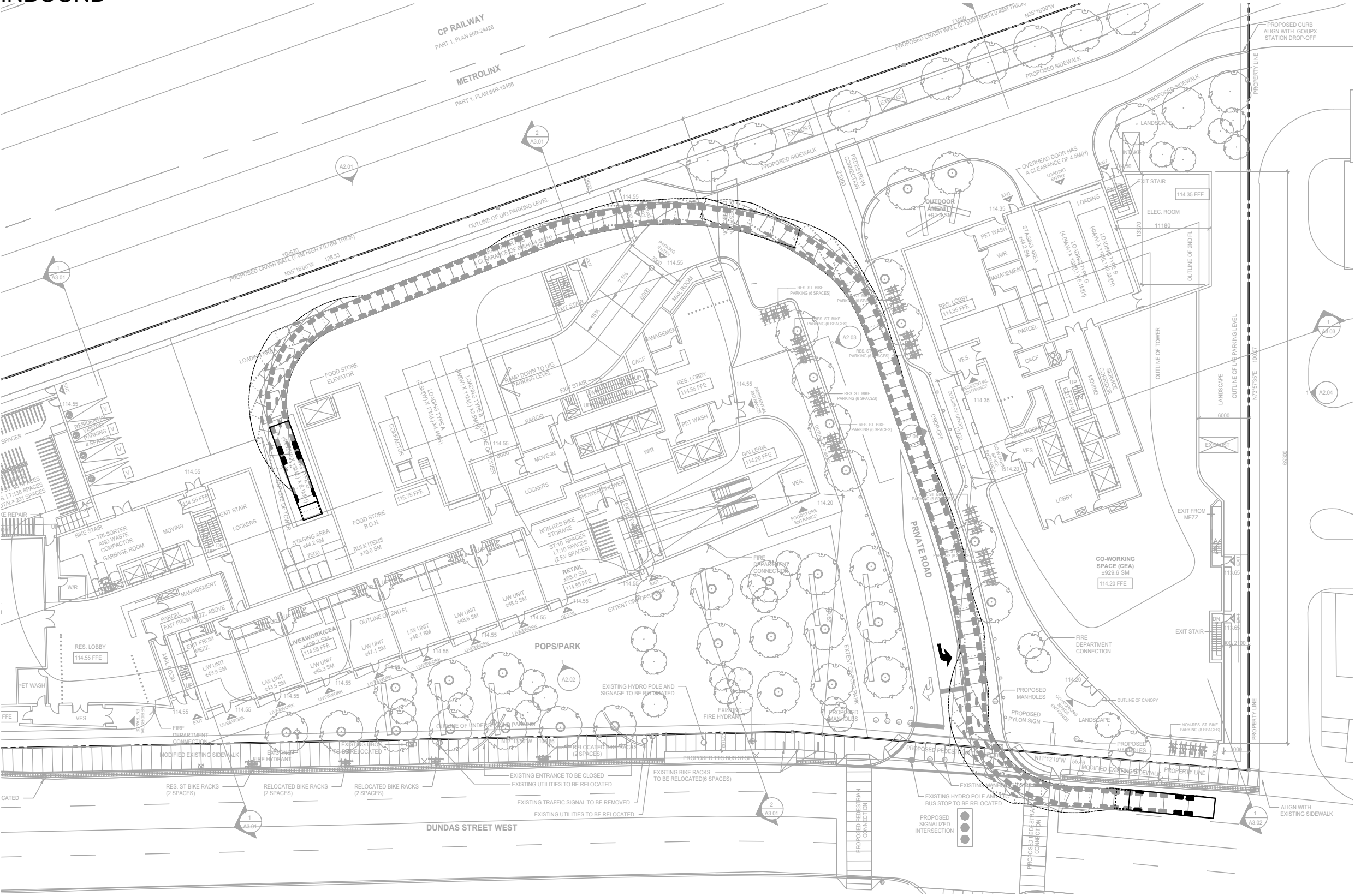
	101	105	108	114	116	
89	22	0	0	0	0	22
91	19	0	0	0	0	19
93	0	6	0	0	0	6
95	10	0	0	0	0	10
97	201	0	0	0	0	201
98	7	0	0	0	0	7
101	20	0	0	0	0	20
104	0	5	0	0	0	5
105	43	5	0	0	0	48
106	0	0	0	0	18	18
107	33	0	0	0	0	33
108	24	0	0	0	0	24
109	8	0	22	6	0	36
110	73	0	0	24	0	97
113	0	0	8	44	0	52
114	0	0	0	26	0	26
115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

APPENDIX C:

Vehicle Manoeuvring Diagrams



INBOUND

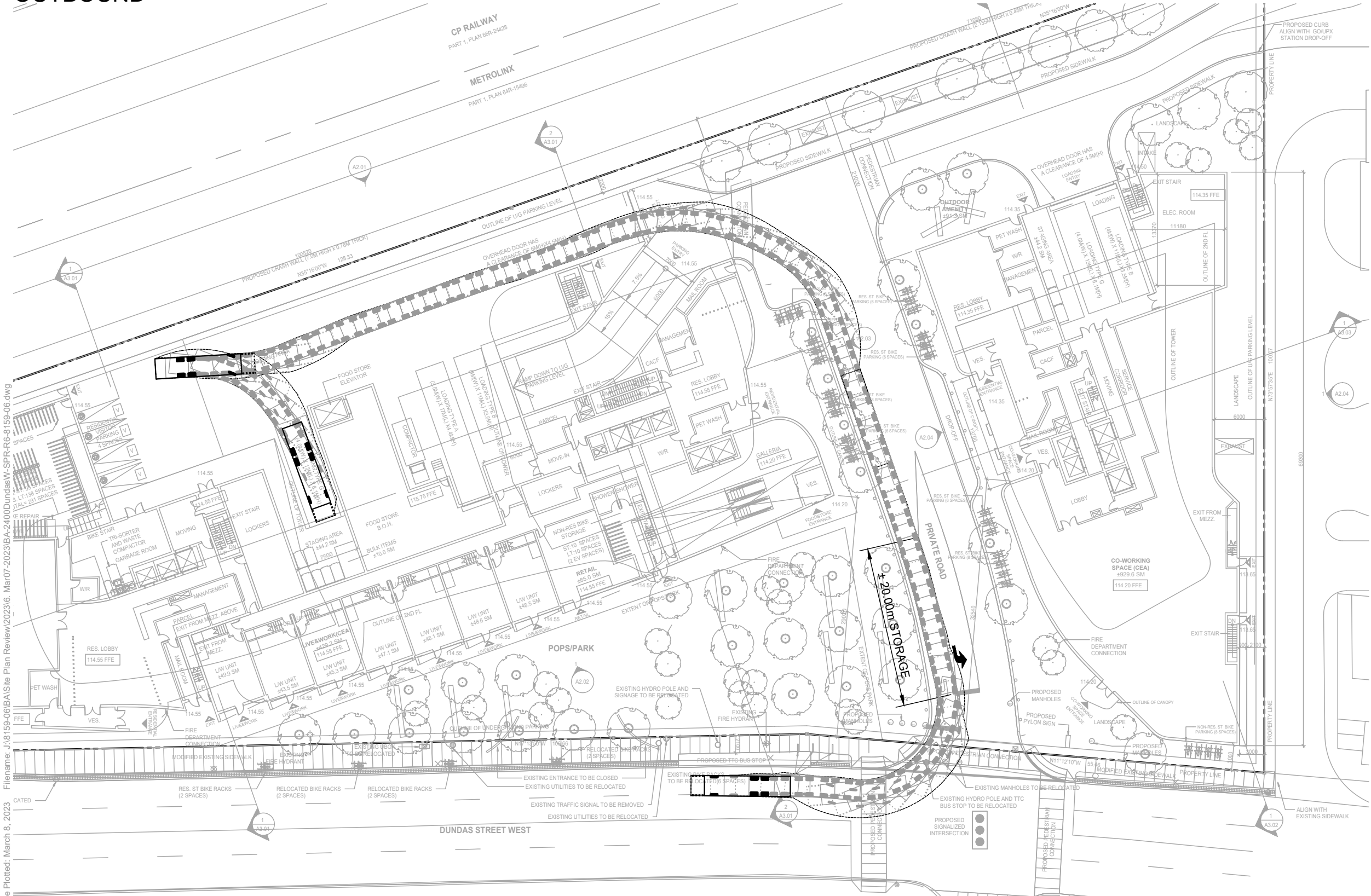


Design Vehicle - CITY OF TORONTO
(Front Loading Refuse Collection Vehicle)

Overall Length (Forks Down)	12.00m
Overall Length (Forks Up)	10.00m*
Overall Width	2.45m
Overall Body Height	4.10m
Outside Turning Radius	14.00m
Inside Turning Radius	9.50m

(Dimensions as per City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments, May 2012)
* Field measured by BA Group, Aug. 8/11

OUTBOUND



Design Vehicle - CITY OF TORONTO
(Front Loading Refuse Collection Vehicle)

Overall Length (Forks Down)	12.00m
Overall Length (Forks Up)	10.00m*
Overall Width	2.45m
Overall Body Height	4.10m
Outside Turning Radius	14.00m
Inside Turning Radius	9.50m

(Dimensions as per City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments, May 2012)

* Field measured by BA Group, Aug. 8/11



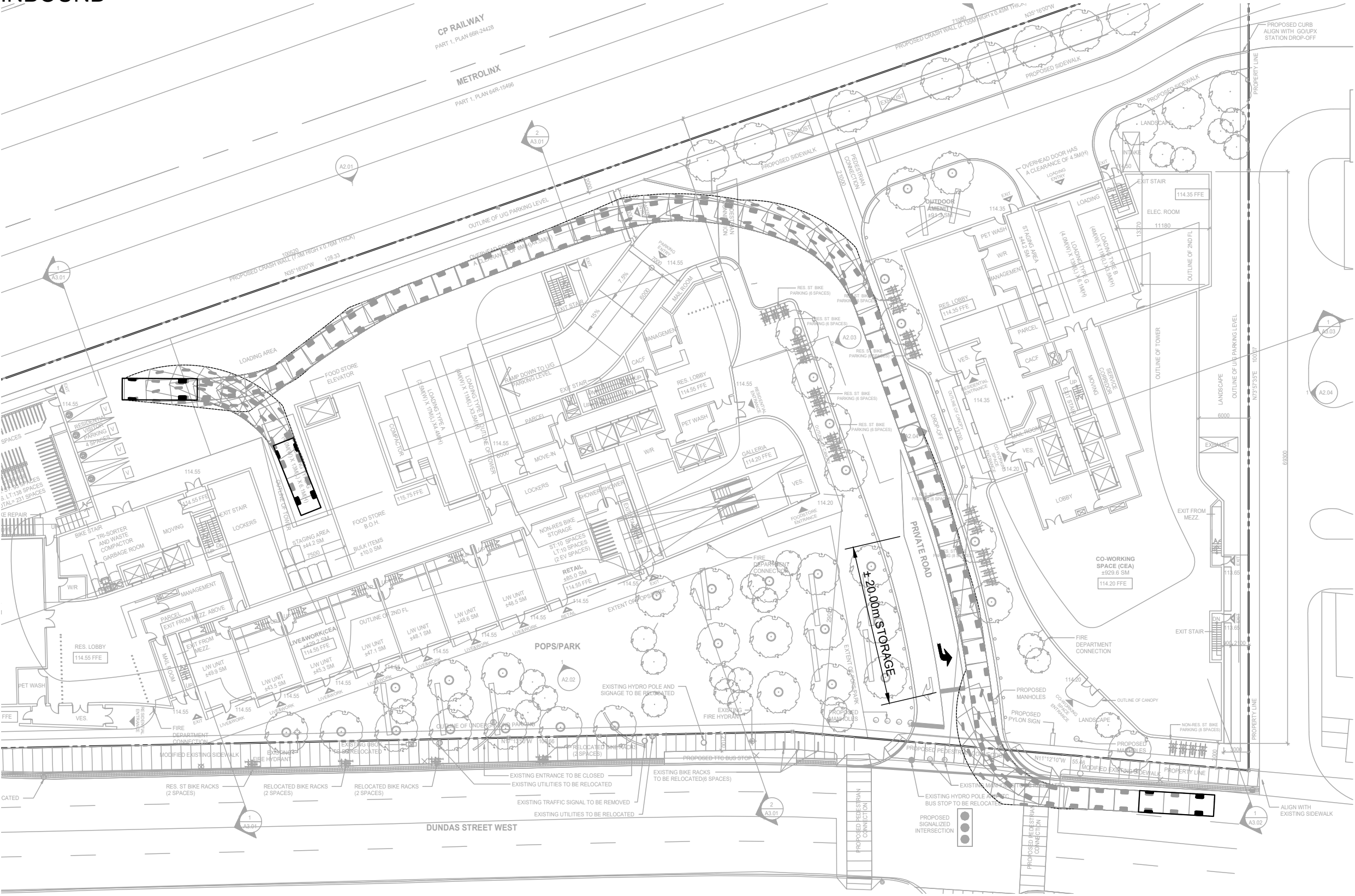
2400 DUNDAS STREET WEST
VEHICLE MANOEUVRING DIAGRAM
CITY OF TORONTO FRONT LOADING REFUSE COLLECTION VEHICLE
TOWER A - OUTBOUND

Project: 2400 DUNDAS ST W
Project No. 8159-06
Date: March 8, 2023
Revised: --

Scale 1:500

Drawing No. VMD-02

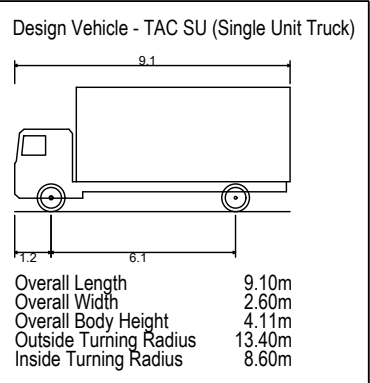
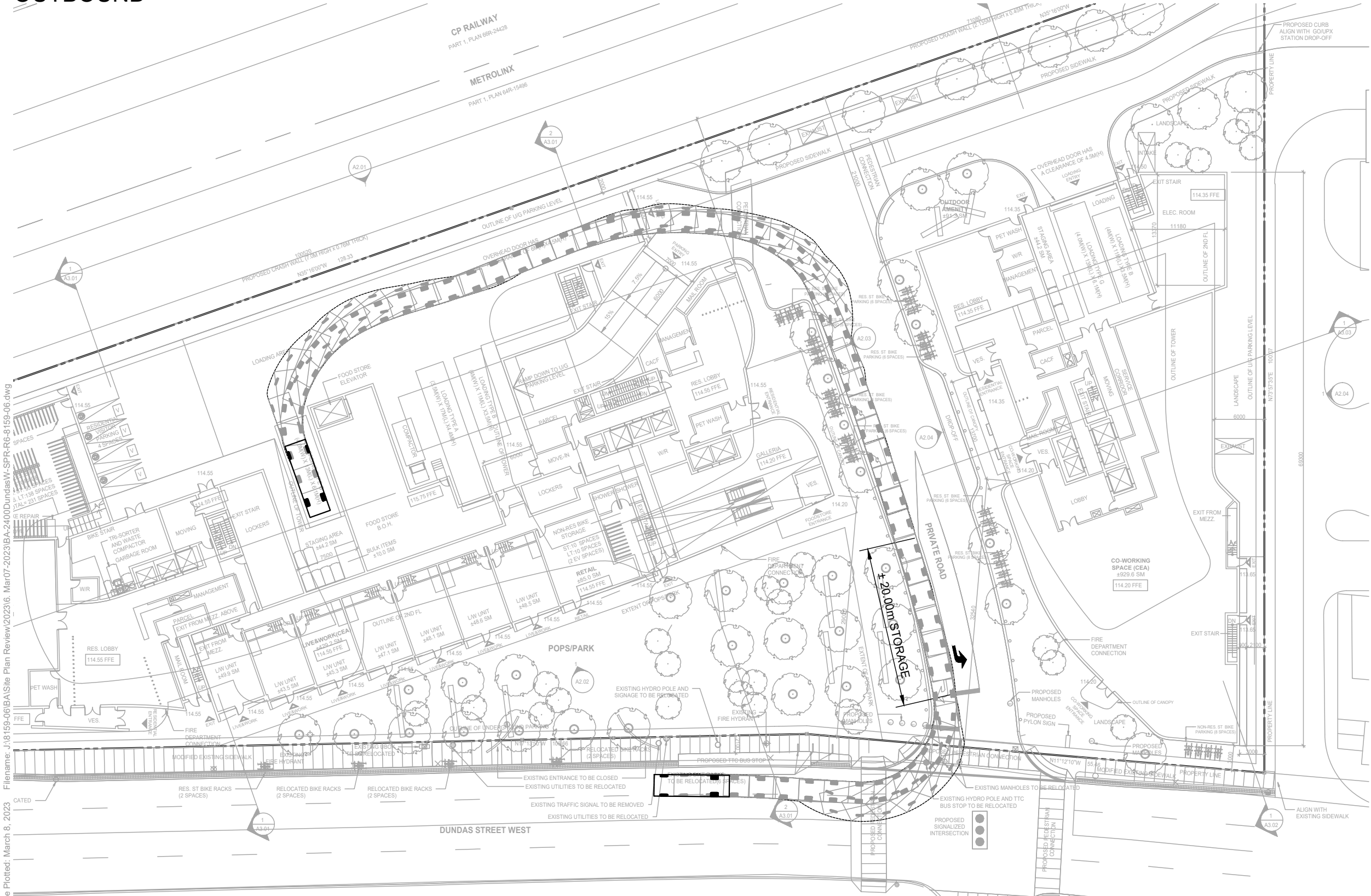
INBOUND



Design Vehicle - TAC SU (Single Unit Truck)

Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m

OUTBOUND



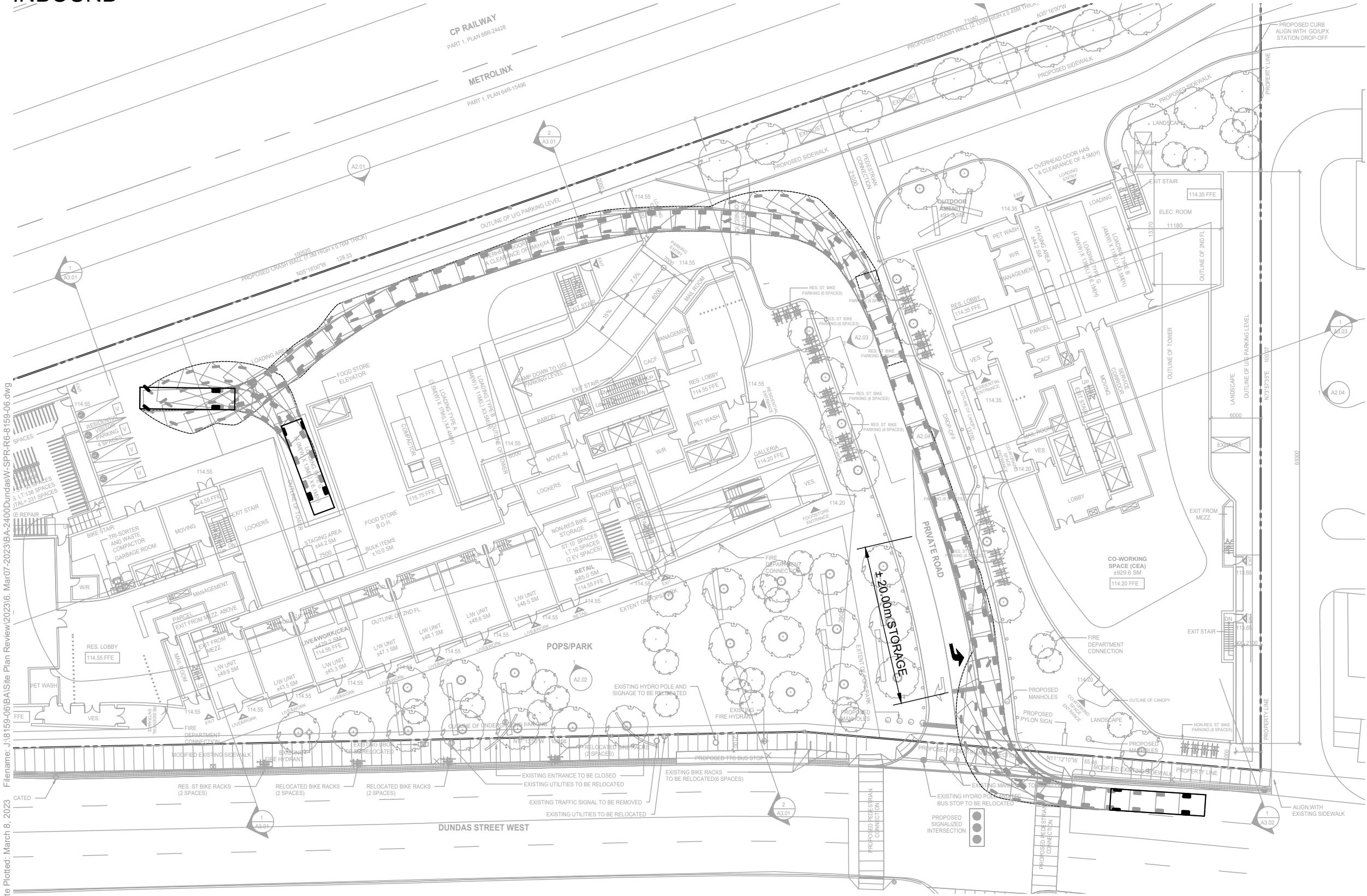
2400 DUNDAS STREET WEST
VEHICLE MANOEUVRING DIAGRAM
TAC SINGLE UNIT TRUCK - OUTBOUND
TOWER A

Project: 2400 DUNDAS ST W
Project No. 8159-06
Date: March 8, 2023
Revised: --

Scale 1:500

Drawing No. **VMD-04**

INBOUND



Design Vehicle - TAC HSU (Heavy Single Unit)

Overall Length

Overall Width

Overall Body Height

Outside Turning Radius

Inside Turning Radius

11.50m

2.60m

4.11m

14.56m

8.69m

2400 DUNDAS STREET WEST

VEHICLE MANOEUVRING DIAGRAM

TAC HEAVY SINGLE UNIT TRUCK - INBOUND

TOWER A

Project: 2400 DUNDAS ST W

Project No. 8159-06

Date: March 8, 2023

Revised: --

Scale

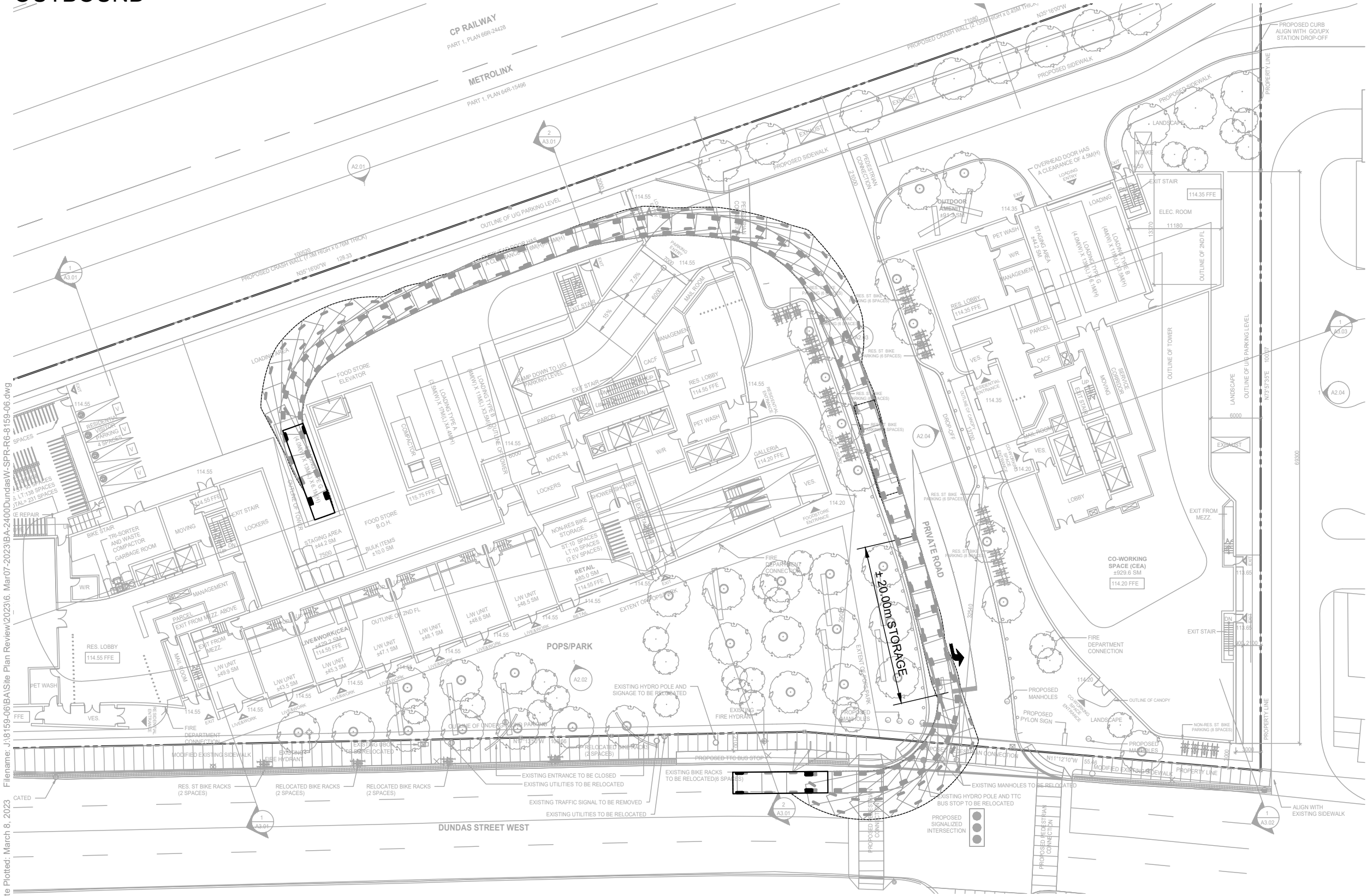
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1:500

Drawing No.

VMD-05

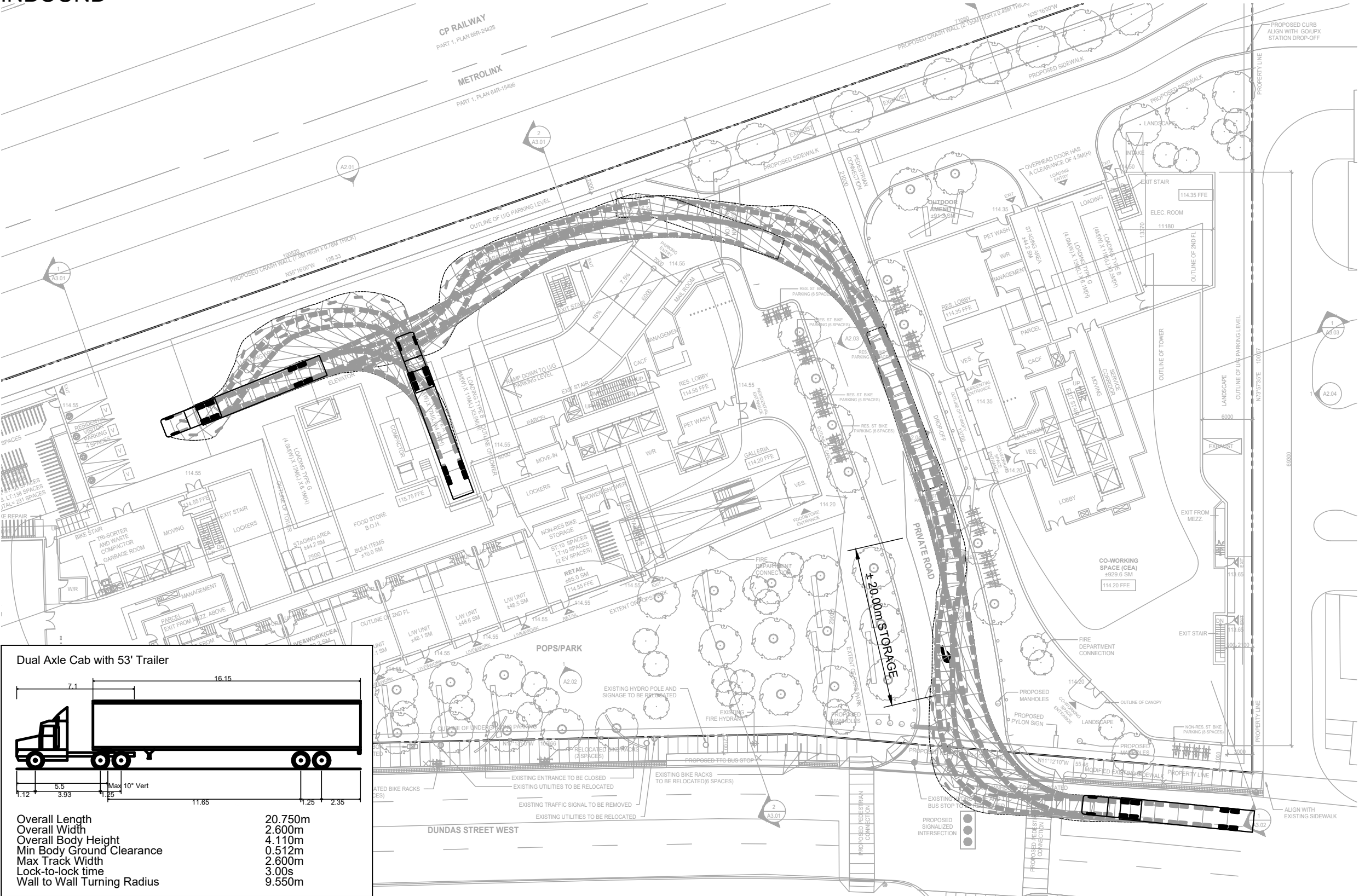
OUTBOUND



Design Vehicle - TAC HSU (Heavy Single Unit)

Overall Length	11.50m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	14.56m
Inside Turning Radius	8.69m

INBOUND



2400 DUNDAS STREET WEST
VEHICLE MANOEUVRING DIAGRAM
DUAL AXLE CAB WITH 53' TRAILER - INBOUND
TOWER A

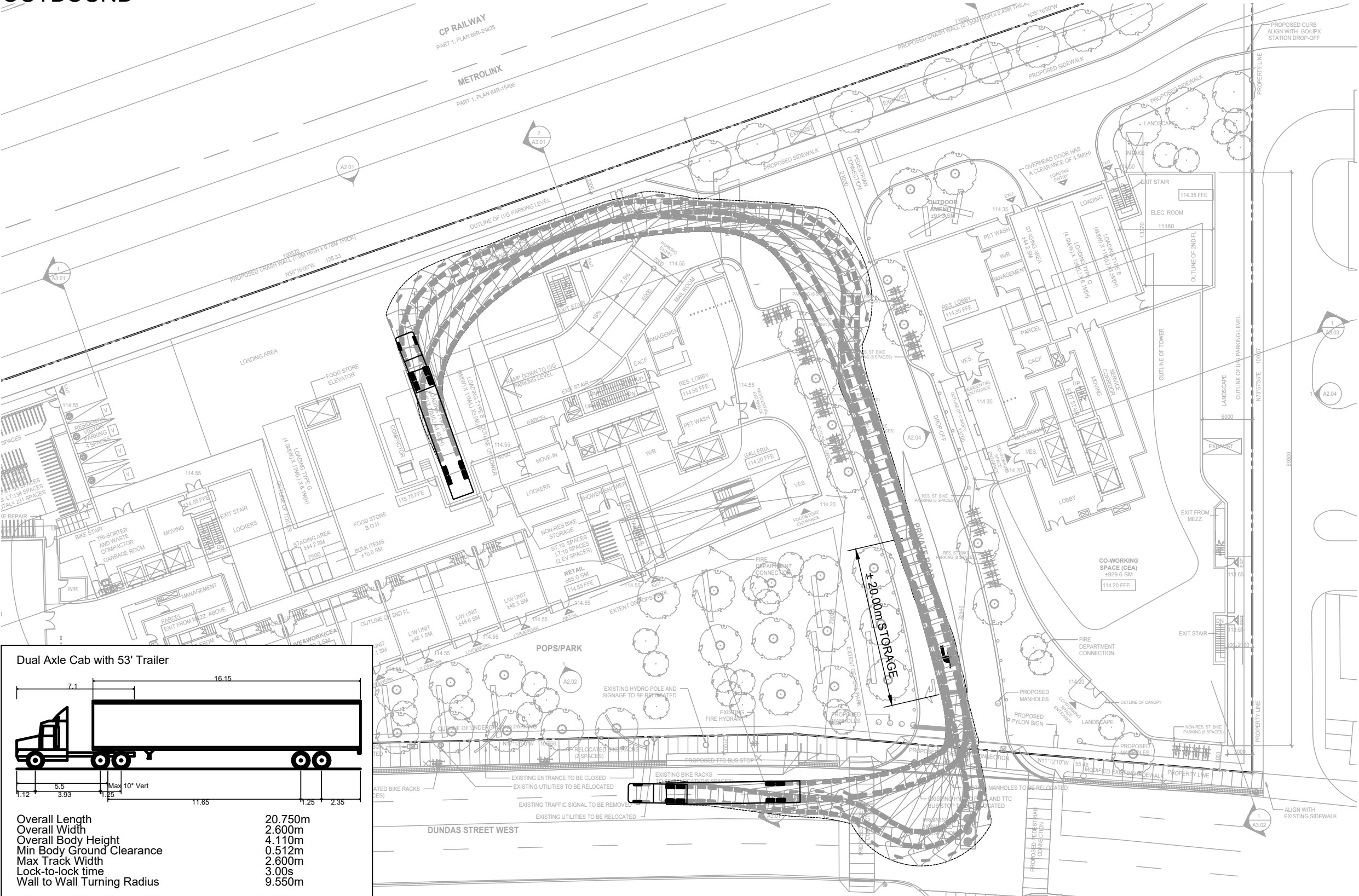


Project: 2400 DUNDAS ST W
Project No. 8159-06
Date: March 8, 2023
Revised: --

Scale
0 5 10 15 20m
1:500

Drawing No.
VMD-07

OUTBOUND



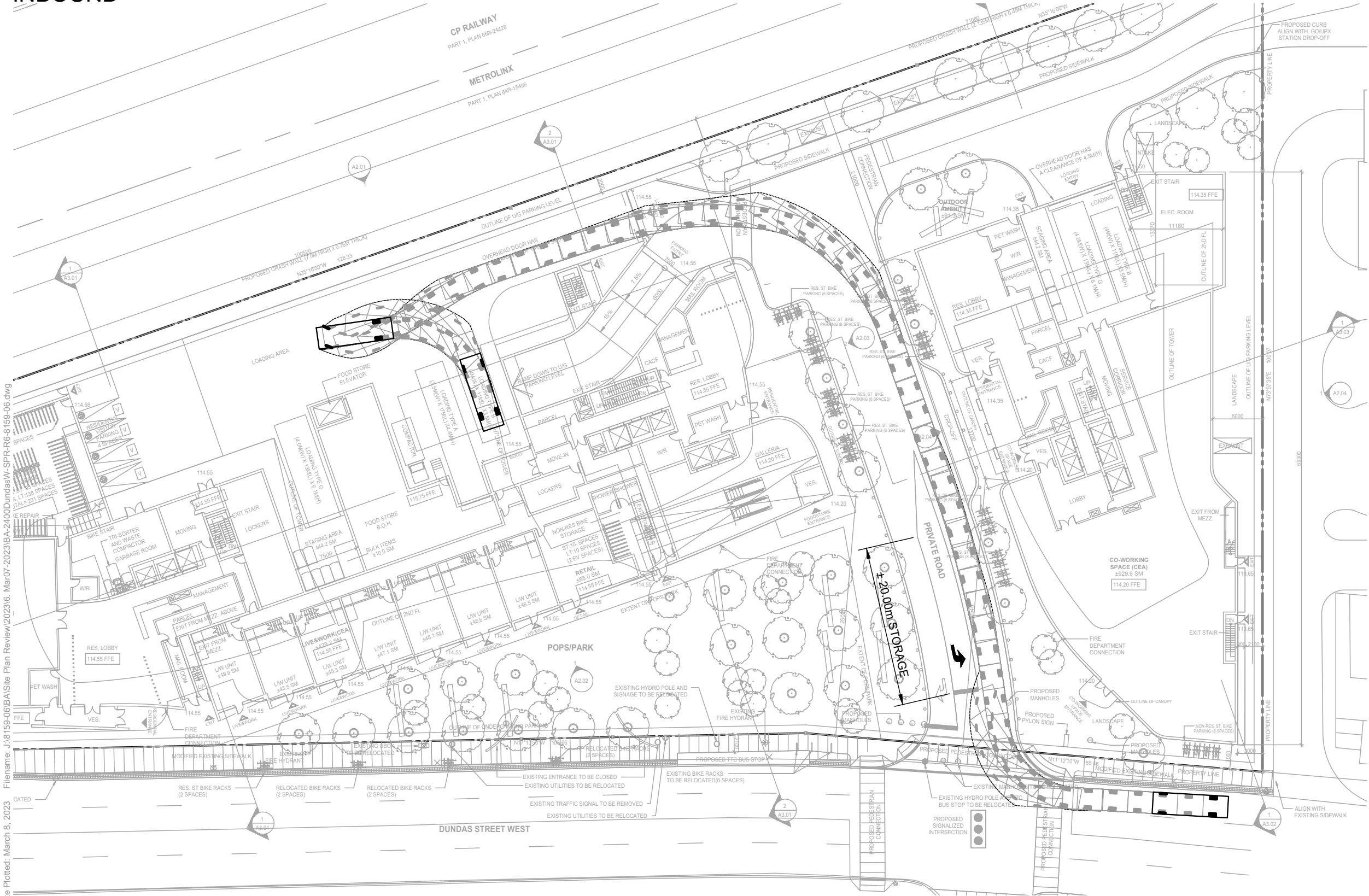
2400 DUNDAS STREET WEST
VEHICLE MANOEUVRING DIAGRAM
DUAL AXLE CAB WITH 53' TRAILER - OUTBOUND
TOWER A

Project: 2400 DUNDAS ST W
Project No. 8159-06
Date: March 8, 2023
Revised: --

Scale: 1:500

Drawing No. **VMD-08**

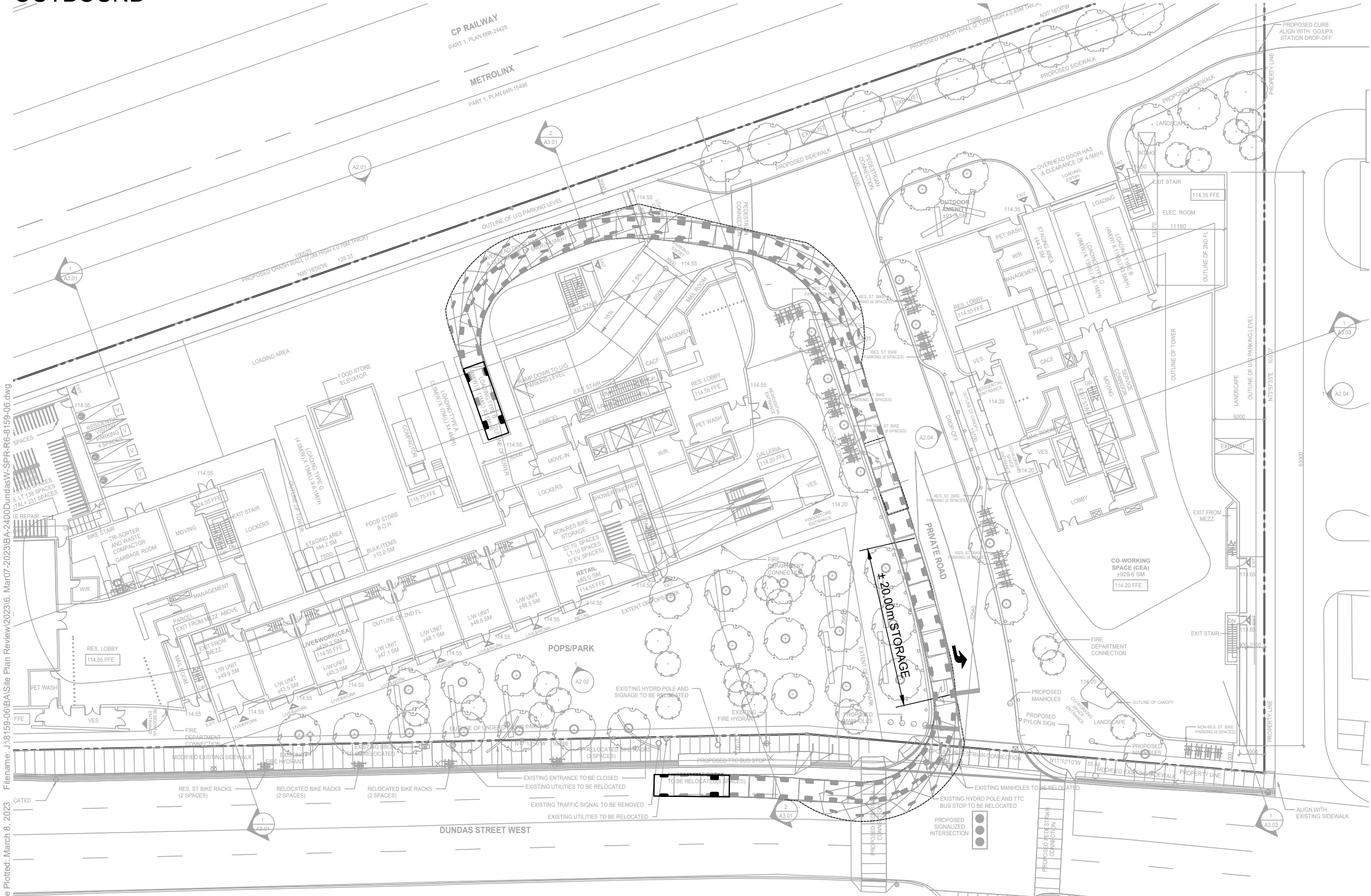
INBOUND



Design Vehicle - TAC SU (Single Unit Truck)

Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m

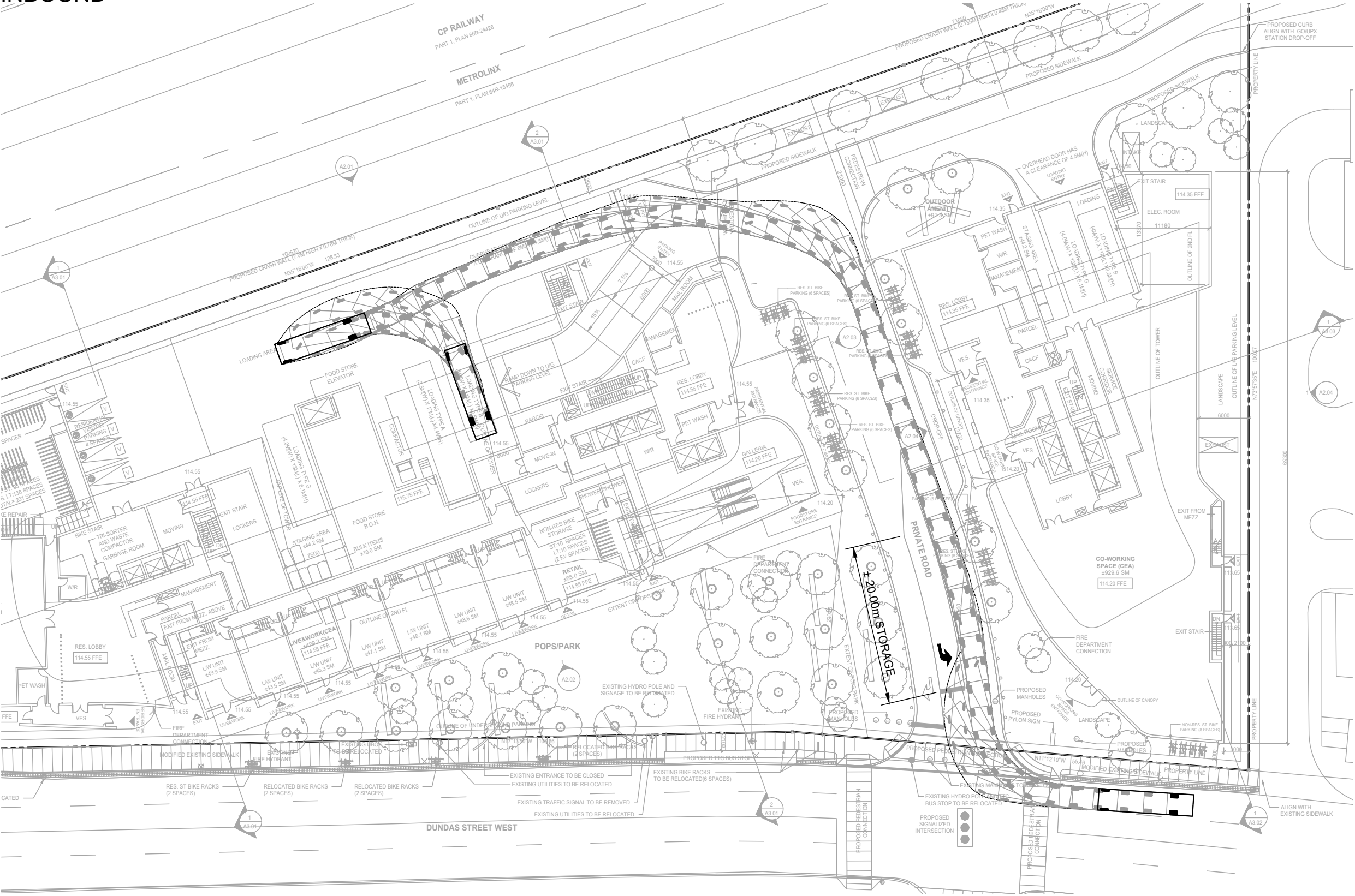
OUTBOUND



Design Vehicle - TAC SU (Single Unit Truck)


Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m

INBOUND

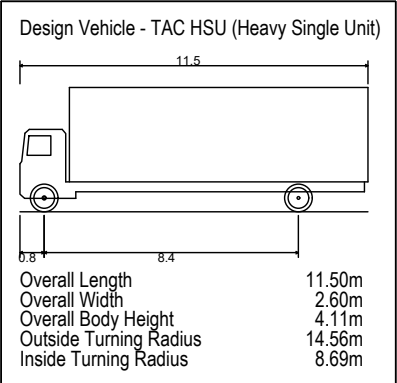
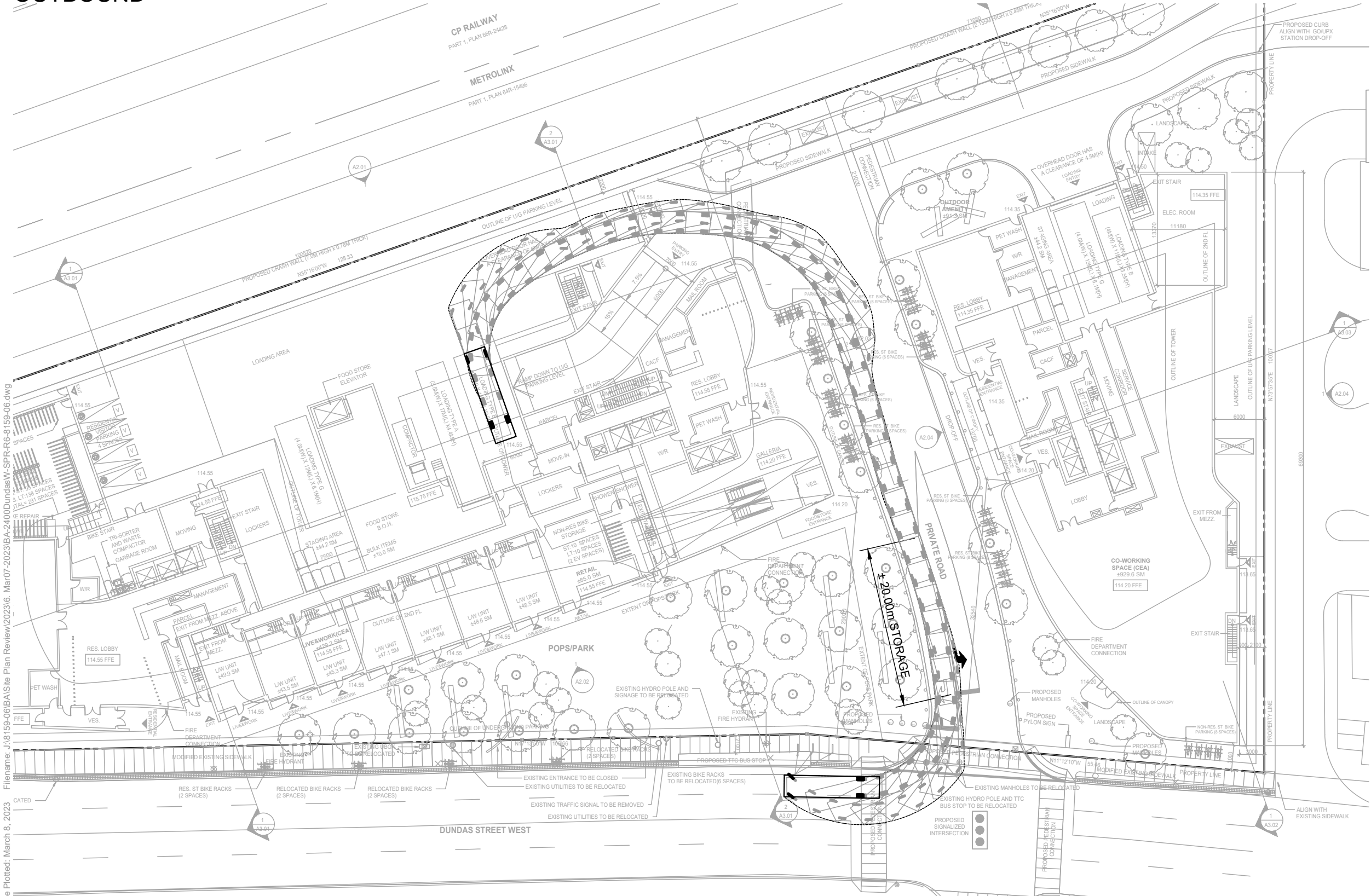


Design Vehicle - TAC HSU (Heavy Single Unit)

Overall Length	11.50m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	14.56m
Inside Turning Radius	8.69m

	2400 DUNDAS STREET WEST VEHICLE MANOEUVRING DIAGRAM TAC HEAVY SINGLE UNIT TRUCK - INBOUND TOWER A2	Project: 2400 DUNDAS ST W	Scale 0 5 10 15 20m 1:500
		Project No. 8159-06	
		Date: March 8, 2023	Drawing No. VMD-11
		Revised: --	

OUTBOUND

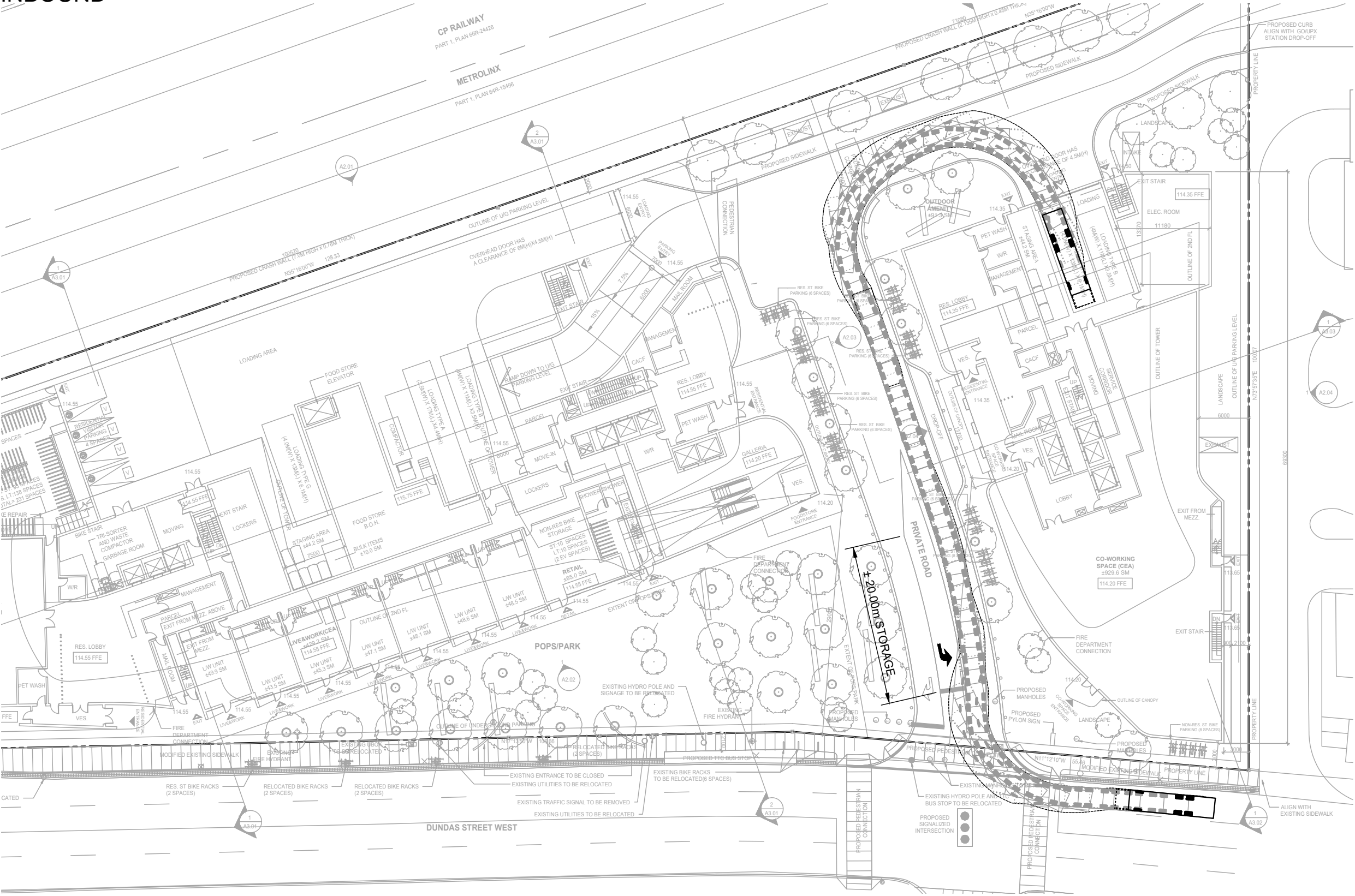


2400 DUNDAS STREET WEST
VEHICLE MANOEUVRING DIAGRAM
TAC HEAVY SINGLE UNIT TRUCK - OUTBOUND
TOWER A2

Project: 2400 DUNDAS ST W
Project No. 8159-06
Date: March 8, 2023
Revised: --



INBOUND



Design Vehicle - CITY OF TORONTO
(Front Loading Refuse Collection Vehicle)

Overall Length (Forks Down)

Overall Length (Forks Up)

Overall Width

Overall Body Height

Outside Turning Radius

Inside Turning Radius

12.00m

10.00m*

2.45m

4.10m

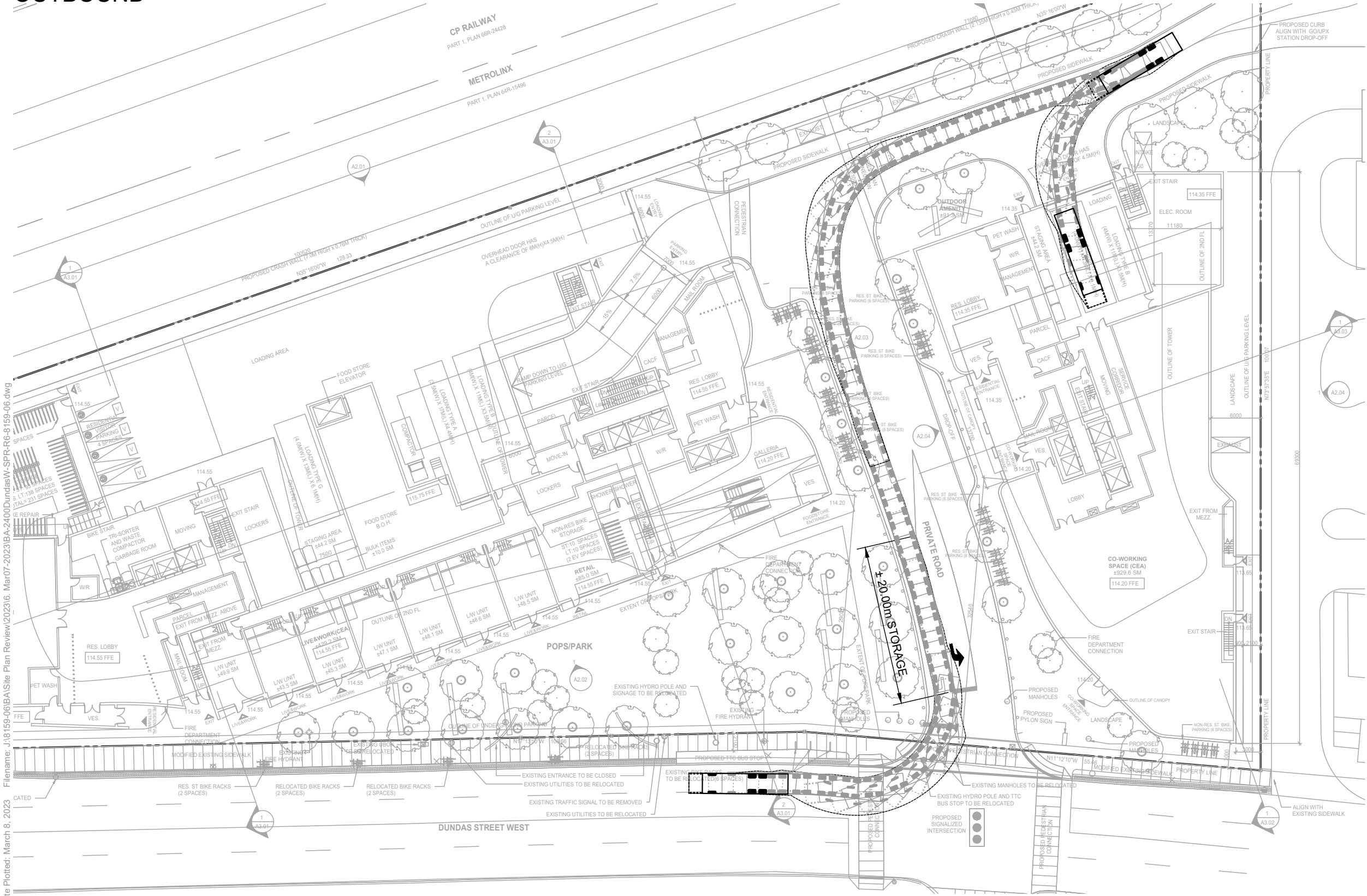
14.00m

9.50m

(Dimensions as per City of Toronto Requirements
for Garbage, Recycling and Organics Collection
Services for New Developments and
Redevelopments, May 2012)

* Field measured by BA Group, Aug. 8/11

OUTBOUND



Design Vehicle - CITY OF TORONTO
(Front Loading Refuse Collection Vehicle)

Overall Length (Forks Down)	12.00m
Overall Length (Forks Up)	10.00m*
Overall Width	2.45m
Overall Body Height	4.10m
Outside Turning Radius	14.00m
Inside Turning Radius	9.50m

(Dimensions as per City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments, May 2012)

* Field measured by BA Group, Aug. 8/11



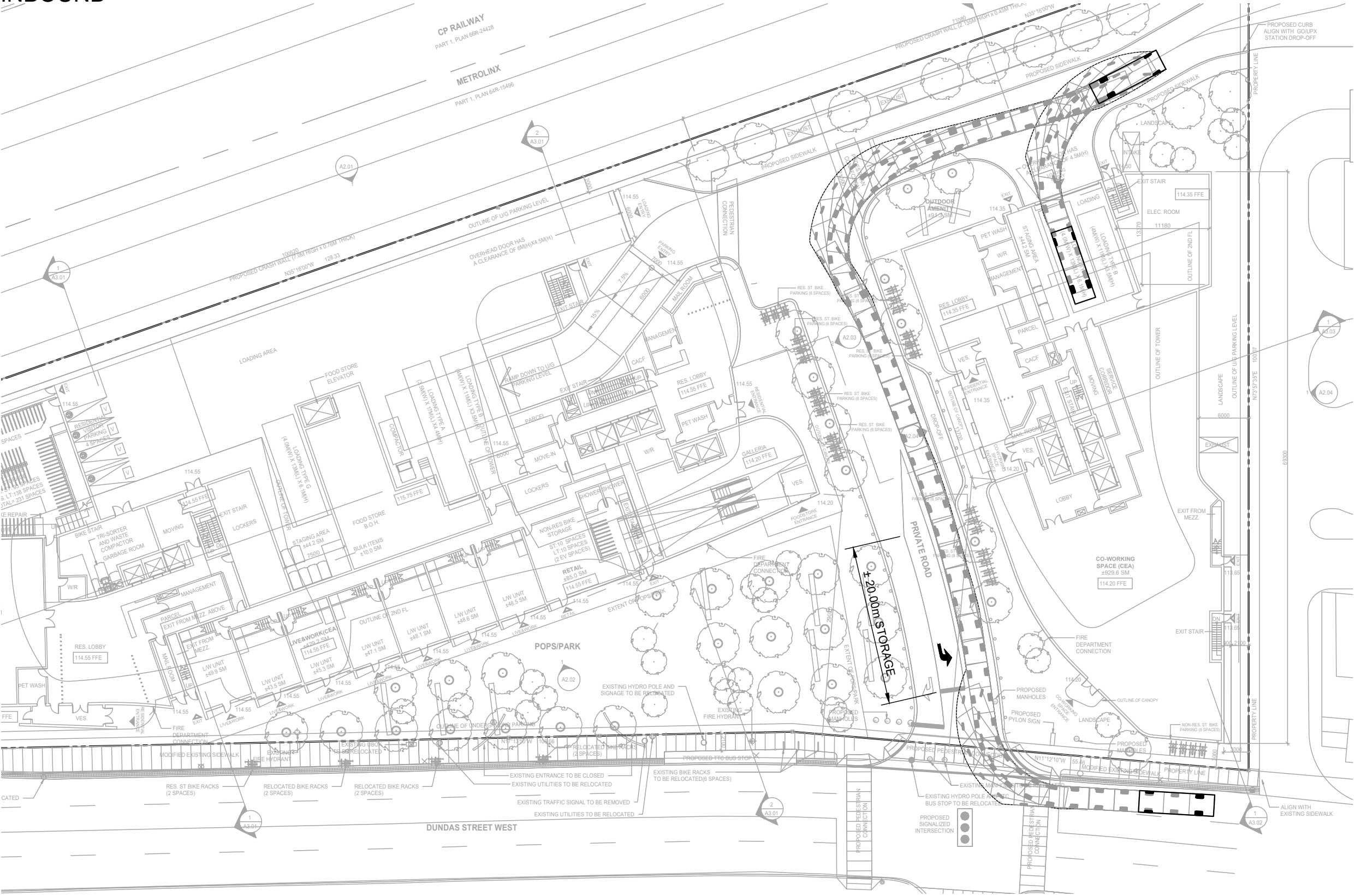
2400 DUNDAS STREET WEST
VEHICLE MANOEUVRING DIAGRAM
CITY OF TORONTO FRONT LOADING REFUSE COLLECTION VEHICLE
TOWER B - OUTBOUND

Project: 2400 DUNDAS ST W
Project No. 8159-06
Date: March 8, 2023
Revised: --

Scale 0 5 10 15 20m
1:500

Drawing No. VMD-14

INBOUND



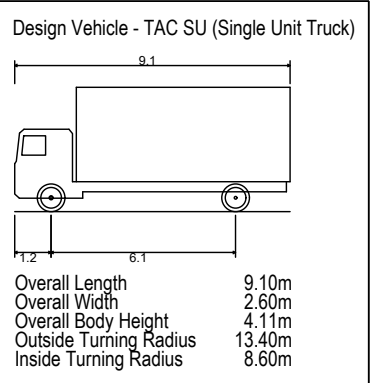
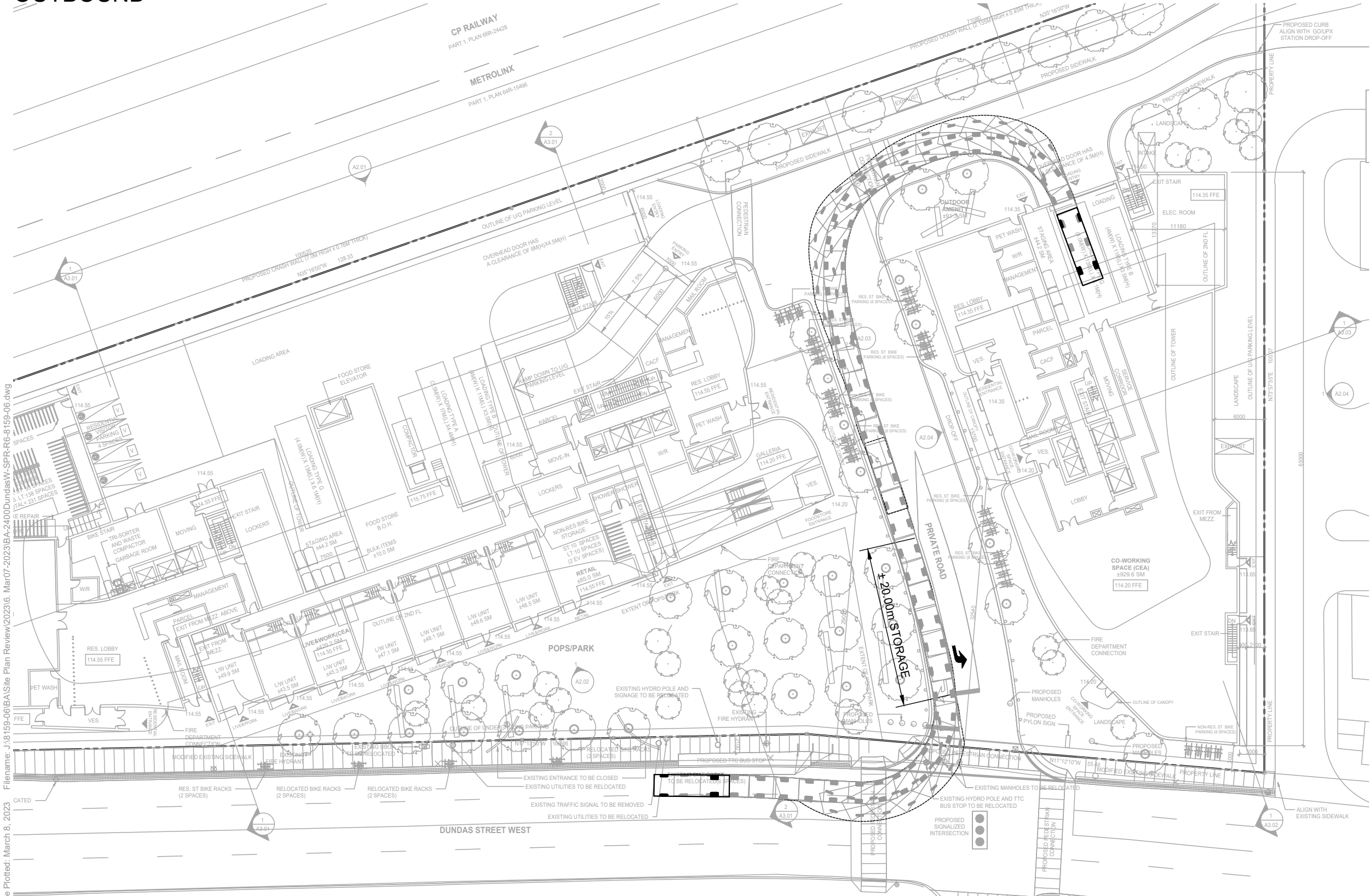
2400 DUNDAS STREET WEST
VEHICLE MANOEUVRING DIAGRAM
TAC SINGLE UNIT TRUCK - INBOUND
TOWER B




Project: 2400 DUNDAS ST W
Project No. 8159-06
Date: March 8, 2023
Revised: --

Scale 1:500
0 5 10 15 20m
Drawing No. VMD-15

OUTBOUND

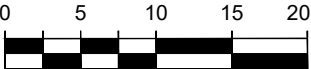




2400 DUNDAS STREET WEST
VEHICLE MANOEUVRING DIAGRAM
TAC SINGLE UNIT TRUCK - OUTBOUND
TOWER B

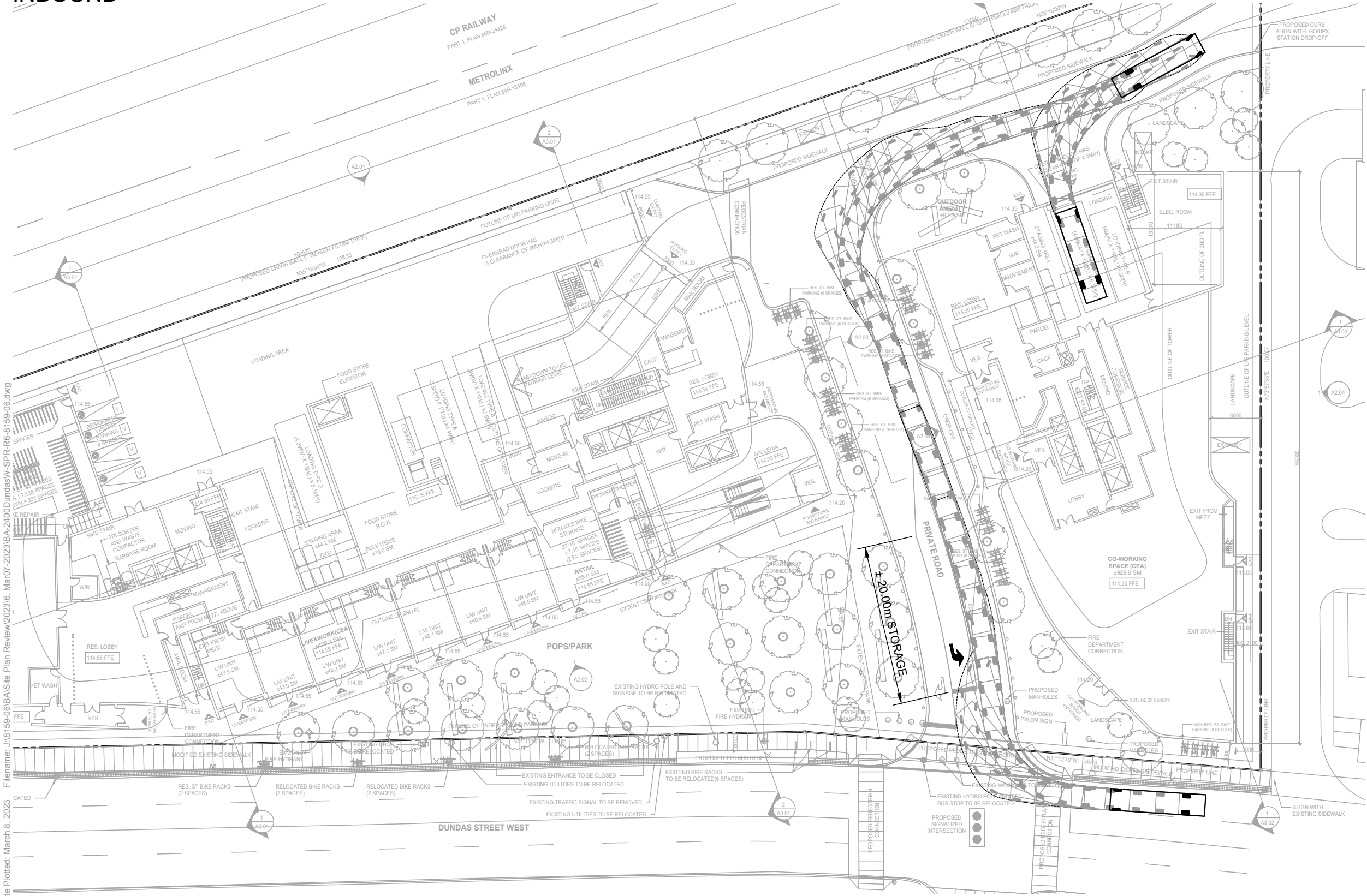
Project: 2400 DUNDAS ST W
Project No. 8159-06
Date: March 8, 2023
Revised: --

Scale 1:500



Drawing No. **VMD-16**

INBOUND



Design Vehicle - TAC HSU (Heavy Single Unit)

Overall Length	11.50m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	14.56m
Inside Turning Radius	8.69m

2400 DUNDAS STREET WEST

VEHICLE MANOEUVRING DIAGRAM

TAC HEAVY SINGLE UNIT TRUCK - INBOUND

TOWER B

Project: 2400 DUNDAS ST W

Project No. 8159-06

Date: March 8, 2023

Revised: --

Scale

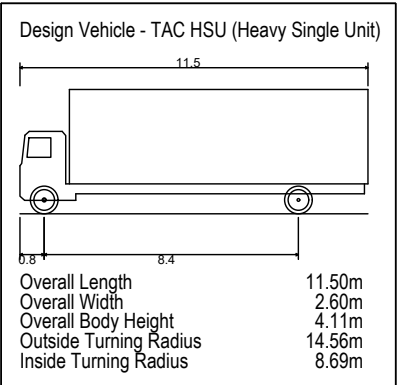
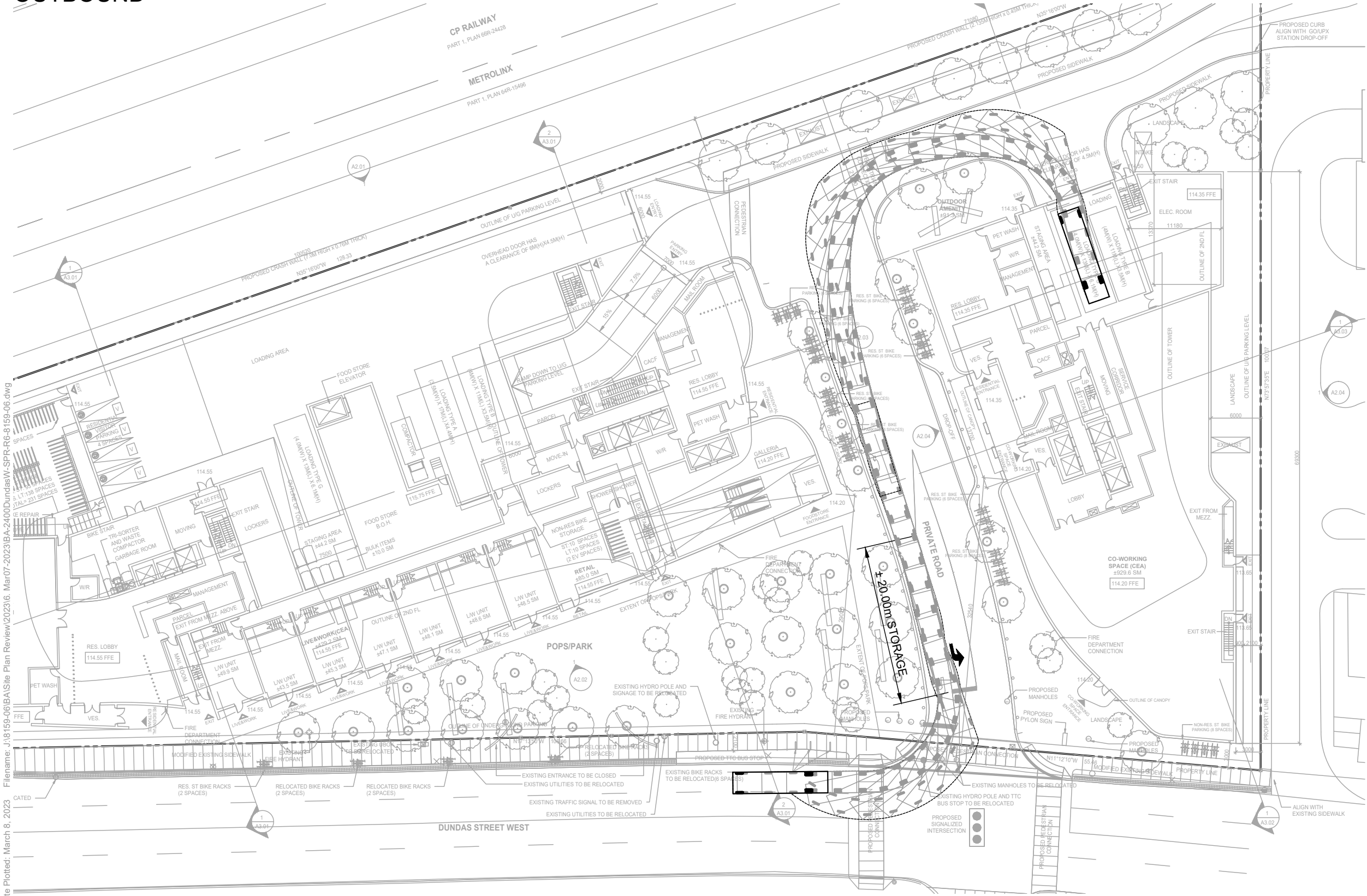
0 5 10 15 20m

1:500

Drawing No.

VMD-17

OUTBOUND

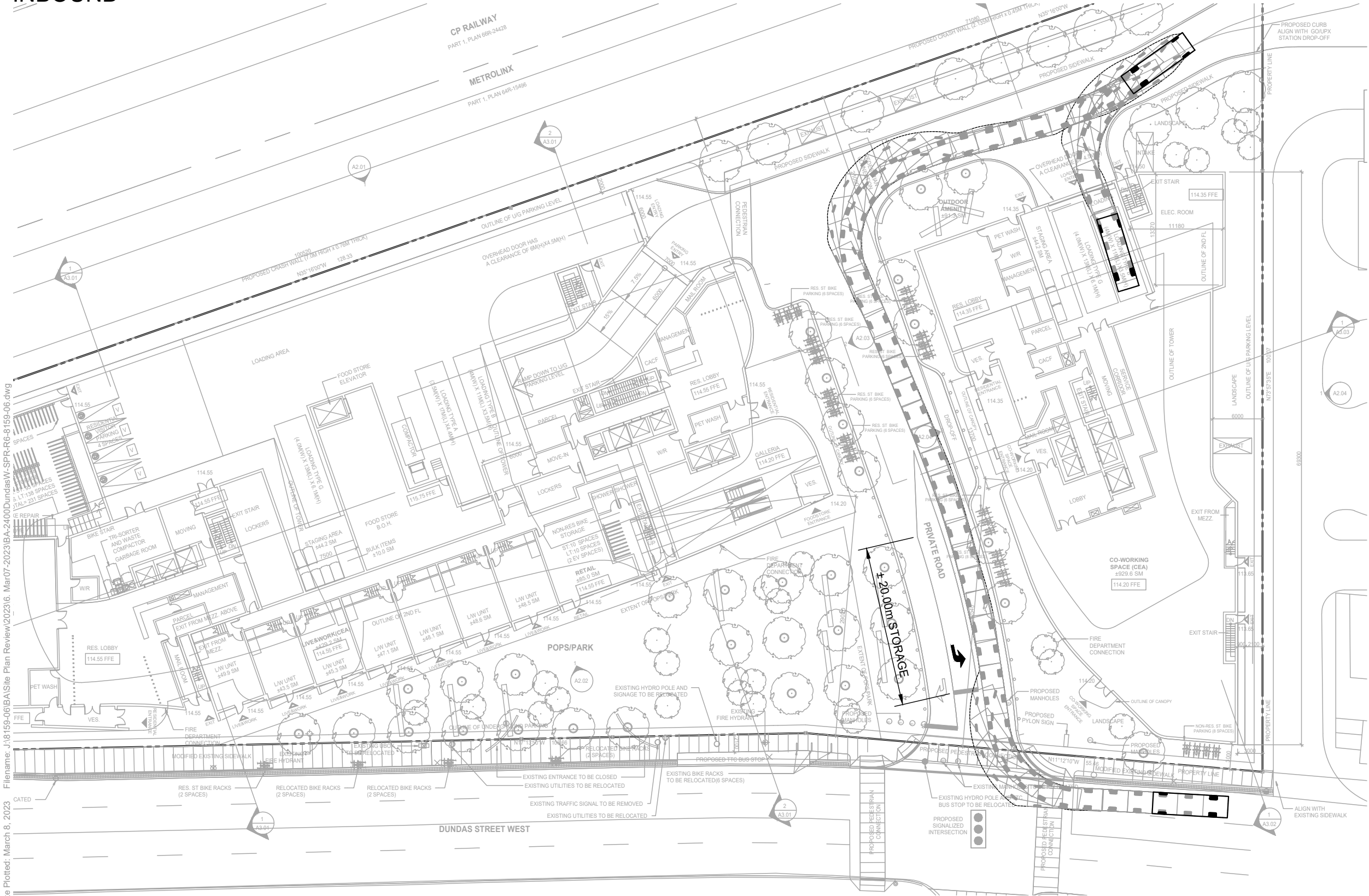


2400 DUNDAS STREET WEST
VEHICLE MANOEUVRING DIAGRAM
TAC HEAVY SINGLE UNIT TRUCK - OUTBOUND
TOWER B

Project: 2400 DUNDAS ST W
Project No. 8159-06
Date: March 8, 2023
Revised: --



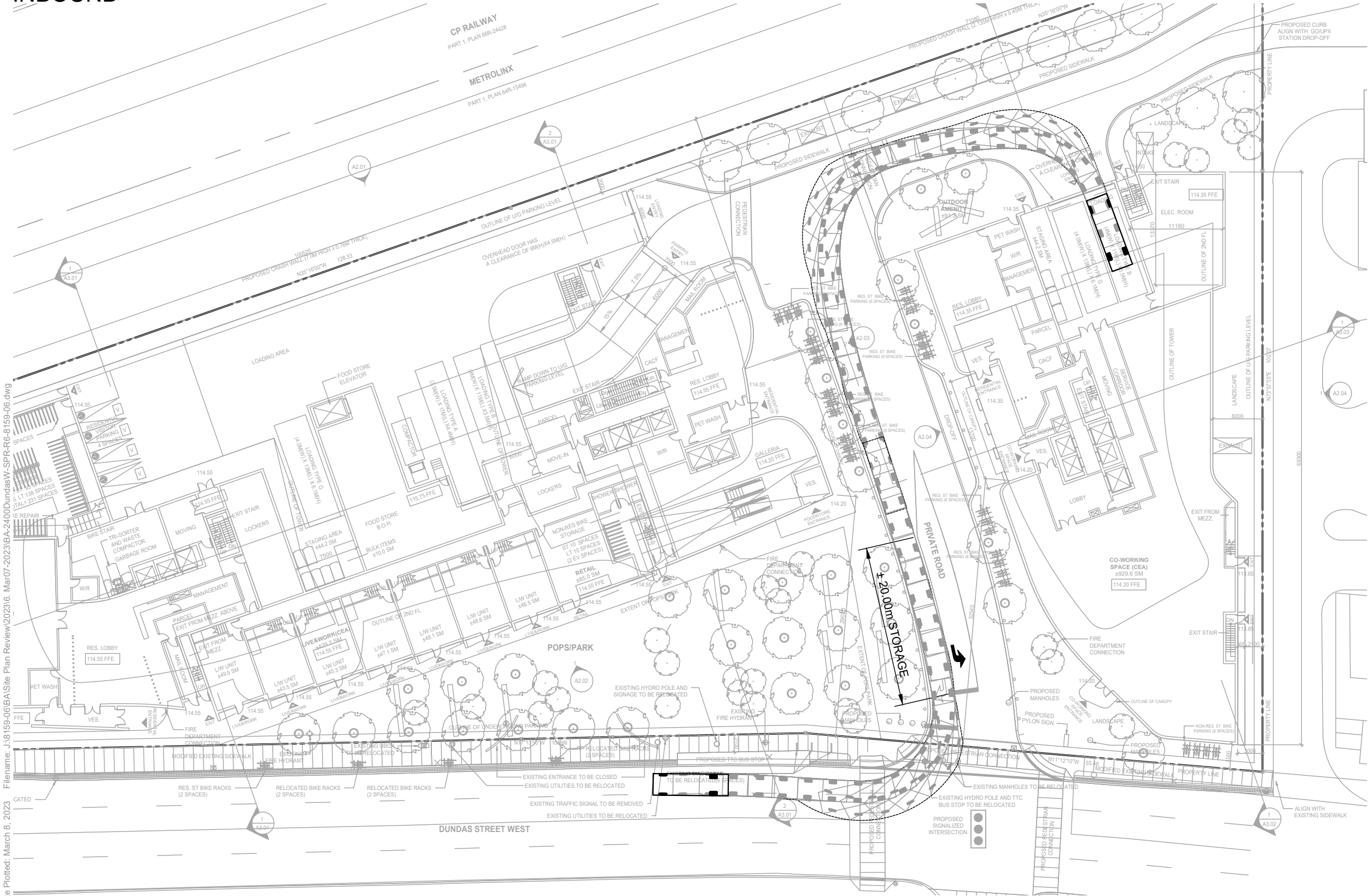
INBOUND



Design Vehicle - TAC SU (Single Unit Truck)

Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m

INBOUND



Design Vehicle - TAC SU (Single Unit Truck)

Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m

APPENDIX D: Turning Movement Counts



<h2 style="margin: 0;">Morning Peak Diagram</h2>		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:	<table style="margin: 0 auto;"> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: right;">16</td> <td style="text-align: right;">0</td> <td style="border-left: 1px solid black; text-align: right;">16</td> <td rowspan="4" style="font-size: 2em; vertical-align: middle;">↑</td> <td style="text-align: right;">Heavys</td> <td style="text-align: right;">33</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: right;">12</td> <td style="text-align: right;">1</td> <td style="border-left: 1px solid black; text-align: right;">13</td> <td style="text-align: right;">Trucks</td> <td style="text-align: right;">4</td> </tr> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: right;">488</td> <td style="text-align: right;">42</td> <td style="border-left: 1px solid black; text-align: right;">530</td> <td style="text-align: right;">Cars</td> <td style="text-align: right;">402</td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: right;">516</td> <td style="text-align: right;">43</td> <td style="border-left: 1px solid black;"></td> <td style="text-align: right;">Totals</td> <td style="text-align: right;">439</td> </tr> </table> <div style="margin-top: 10px;"> <div style="margin-left: 20px;">Dundas St W</div> </div> <div style="margin-top: 20px; text-align: center;"> </div> <div style="margin-top: 20px;"> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> Dundas St W </div> <div style="text-align: center;"> </div> </div> </div>	Heavys	16	0	16	↑	Heavys	33	Trucks	12	1	13	Trucks	4	Cars	488	42	530	Cars	402	Totals	516	43		Totals	439	East Leg Total: 151 East Entering: 75 East Peds: 64 Peds Cross:
Heavys	16	0	16	↑	Heavys		33																				
Trucks	12	1	13		Trucks		4																				
Cars	488	42	530		Cars		402																				
Totals	516	43			Totals	439																					

<div style="margin-bottom: 10px;"> </div> <table style="margin: 0 auto;"> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: right;">Trucks</td> <td style="text-align: right;">Heavys</td> <td style="border-left: 1px solid black; text-align: right;">Totals</td> </tr> <tr> <td style="text-align: right;">39</td> <td style="text-align: right;">2</td> <td style="text-align: right;">2</td> <td style="border-left: 1px solid black; text-align: right;">43</td> </tr> <tr> <td colspan="4" style="height: 10px;"></td> </tr> <tr> <td style="text-align: right;">29</td> <td style="text-align: right;">2</td> <td style="text-align: right;">1</td> <td style="border-left: 1px solid black; text-align: right;">32</td> </tr> <tr> <td style="text-align: right;">68</td> <td style="text-align: right;">4</td> <td style="text-align: right;">3</td> <td style="border-left: 1px solid black;"></td> </tr> </table> <div style="margin-top: 10px;"> <div style="text-align: center;"> 2400 Dundas St W Driveway </div> </div>	Cars	Trucks	Heavys	Totals	39	2	2	43					29	2	1	32	68	4	3		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: right;">Trucks</td> <td style="text-align: right;">Heavys</td> <td style="text-align: right;">Totals</td> </tr> <tr> <td style="text-align: right;">74</td> <td style="text-align: right;">1</td> <td style="text-align: right;">1</td> <td style="text-align: right;">76</td> </tr> </table>	Cars	Trucks	Heavys	Totals	74	1	1	76
Cars	Trucks	Heavys	Totals																										
39	2	2	43																										
29	2	1	32																										
68	4	3																											
Cars	Trucks	Heavys	Totals																										
74	1	1	76																										

<div style="margin-bottom: 10px;"> </div> <table style="margin: 0 auto;"> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: right;">517</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: right;">14</td> </tr> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: right;">17</td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: right;">548</td> </tr> </table>	Cars	517	Trucks	14	Heavys	17	Totals	548	<div style="margin-bottom: 10px;"> </div> <table style="margin: 0 auto;"> <tr> <td style="text-align: right;">Cars</td> <td style="text-align: right;">363</td> <td style="text-align: right;">32</td> <td style="border-left: 1px solid black; text-align: right;">395</td> </tr> <tr> <td style="text-align: right;">Trucks</td> <td style="text-align: right;">2</td> <td style="text-align: right;">0</td> <td style="border-left: 1px solid black; text-align: right;">2</td> </tr> <tr> <td style="text-align: right;">Heavys</td> <td style="text-align: right;">31</td> <td style="text-align: right;">1</td> <td style="border-left: 1px solid black; text-align: right;">32</td> </tr> <tr> <td style="text-align: right;">Totals</td> <td style="text-align: right;">396</td> <td style="text-align: right;">33</td> <td style="border-left: 1px solid black;"></td> </tr> </table>	Cars	363	32	395	Trucks	2	0	2	Heavys	31	1	32	Totals	396	33	
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

<h2 style="margin: 0;">Afternoon Peak Diagram</h2>		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:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; vertical-align: top;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td style="text-align: right;">5</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">5</td></tr> <tr><td>Trucks</td><td style="text-align: right;">6</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">6</td></tr> <tr><td>Cars</td><td style="text-align: right;">360</td><td style="text-align: right;">58</td><td style="border-left: 1px solid black; text-align: right;">418</td></tr> <tr><td>Totals</td><td style="text-align: right;">371</td><td style="text-align: right;">58</td><td style="border-left: 1px solid black;"></td></tr> </table> </td> <td style="width: 10%; text-align: center; vertical-align: middle;"> </td> <td style="width: 30%; vertical-align: top;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td style="text-align: right;">10</td></tr> <tr><td>Trucks</td><td style="text-align: right;">13</td></tr> <tr><td>Cars</td><td style="text-align: right;">754</td></tr> <tr><td>Totals</td><td style="text-align: right;">777</td></tr> </table> </td> <td style="width: 20%; vertical-align: top; padding-left: 10px;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>East Leg Total:</td><td style="text-align: right;">244</td></tr> <tr><td>East Entering:</td><td style="text-align: right;">124</td></tr> <tr><td>East Peds:</td><td style="text-align: right;">149</td></tr> <tr><td>Peds Cross:</td><td style="text-align: right;"></td></tr> </table> </td> </tr> </table> <div style="text-align: center; margin: 10px 0;"> Dundas St W </div> <div style="text-align: center; margin: 10px 0;"> </div> <div style="text-align: right; margin: 10px 0;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">78</td><td style="text-align: right;">2</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">80</td></tr> <tr><td>Trucks</td><td></td><td></td><td></td><td style="border-left: 1px solid black;"></td></tr> <tr><td>Heavys</td><td></td><td></td><td></td><td style="border-left: 1px solid black;"></td></tr> <tr><td>Totals</td><td style="text-align: right;">44</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">44</td></tr> <tr><td></td><td style="text-align: right;">122</td><td style="text-align: right;">2</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black;"></td></tr> </table> </div> <div style="text-align: right; margin: 10px 0;"> 2400 Dundas St W Driveway </div> <div style="text-align: right; margin: 10px 0;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Cars</td><td style="text-align: right;">120</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td><td style="text-align: right;">120</td></tr> <tr><td>Trucks</td><td></td><td></td><td></td><td></td></tr> <tr><td>Heavys</td><td></td><td></td><td></td><td></td></tr> <tr><td>Totals</td><td></td><td></td><td></td><td></td></tr> </table> </div>			<table style="width: 100%; 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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 ****

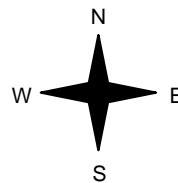
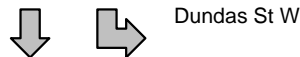
Major Road: Dundas St W runs N/S



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: 



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


2400 Dundas St W Driveway



Cars	Trucks	Heavys	Totals
361	4	4	369

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

Traffic Count Summary

Intersection: Dundas St W & 2400 Dundas St

Count Date: 1-Dec-22

Municipality: Toronto

North Approach Totals						North/South Total Approaches	South Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total		
8:00:00	11	268	0	279	6	440	8:00:00	0	153	8	161	11	
9:00:00	43	516	0	559	56	988	9:00:00	0	396	33	429	86	
16:00:00	18	211	0	229	26	413	16:00:00	0	159	25	184	26	
17:00:00	45	344	0	389	68	1122	17:00:00	0	672	61	733	90	
18:00:00	60	386	0	446	79	1163	18:00:00	0	652	65	717	100	

<h2 style="margin: 0;">Mid-day Peak Diagram</h2>		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:																																																																																															
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North Leg Total: 1088 North Entering: 487 North Peds: 52 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; vertical-align: top;"> <table style="width: 100%; border-collapse: collapse;"> <tr><td>Heavys</td><td style="text-align: right;">6</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">6</td></tr> <tr><td>Trucks</td><td style="text-align: right;">4</td><td style="text-align: right;">0</td><td style="border-left: 1px solid black; text-align: right;">4</td></tr> <tr><td>Cars</td><td style="text-align: right;">428</td><td style="text-align: right;">49</td><td style="border-left: 1px solid black; text-align: right;">477</td></tr> <tr><td>Totals</td><td style="text-align: right;">438</td><td style="text-align: right;">49</td><td style="border-left: 1px solid black;"></td></tr> </table> </td> <td style="width: 10%; text-align: center; vertical-align: middle;"> </td> <td style="width: 30%; vertical-align: top;"> <table style="width: 100%; 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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 ****

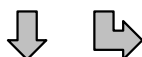
Major Road: Dundas St W runs N/S

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

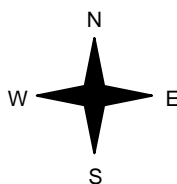
Heavys	20	1	21
Trucks	12	0	12
Cars	1217	119	1336
Totals	1249	120	

Heavys	22
Trucks	14
Cars	1659
Totals	1695

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



Dundas St W



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

2400 Dundas St W Driveway




Dundas St W

Cars	1362
Trucks	12
Heavys	21
Totals	1395



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

Cars	Trucks	Heavys	Totals
297	0	1	298

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

Comments

Traffic Count Summary

Intersection: Dundas St W & 2400 Dundas St

Count Date: 3-Dec-22

Municipality: Toronto

North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
12:00:00	0	0	0	0	0	0	12:00:00	0	0	0	0	0
13:00:00	39	411	0	450	43	1005	13:00:00	0	505	50	555	53
14:00:00	40	421	0	461	52	1057	14:00:00	0	531	65	596	60
15:00:00	41	417	0	458	36	1023	15:00:00	0	502	63	565	76

<h2 style="margin: 0;">Morning Peak Diagram</h2>		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	

North Leg Total: 982 North Entering: 550 North Peds: 14 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Heavys</td> <td style="width: 10%;">0</td> <td style="width: 10%;">18</td> <td style="width: 10%; border-left: 1px solid black;"></td> <td style="width: 10%;">18</td> <td style="width: 10%;"></td> <td style="width: 10%;">Heavys</td> <td style="width: 10%;">32</td> </tr> <tr> <td>Trucks</td> <td>0</td> <td>14</td> <td style="border-left: 1px solid black;"></td> <td>14</td> <td></td> <td>Trucks</td> <td>2</td> </tr> <tr> <td>Cars</td> <td>27</td> <td>491</td> <td style="border-left: 1px solid black;"></td> <td>518</td> <td></td> <td>Cars</td> <td>398</td> </tr> <tr> <td>Totals</td> <td>27</td> <td>523</td> <td style="border-left: 1px solid black;"></td> <td></td> <td></td> <td>Totals</td> <td>432</td> </tr> </table>	Heavys	0	18		18		Heavys	32	Trucks	0	14		14		Trucks	2	Cars	27	491		518		Cars	398	Totals	27	523				Totals	432	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Heavys</td> <td style="width: 10%;">0</td> <td style="width: 10%;">18</td> <td style="width: 10%; border-left: 1px solid black;"></td> <td style="width: 10%;">18</td> <td style="width: 10%;"></td> <td style="width: 10%;">Heavys</td> <td style="width: 10%;">32</td> </tr> <tr> <td>Trucks</td> <td>0</td> <td>14</td> <td style="border-left: 1px solid black;"></td> <td>14</td> <td></td> <td>Trucks</td> <td>2</td> </tr> <tr> <td>Cars</td> <td>27</td> <td>491</td> <td style="border-left: 1px solid black;"></td> <td>518</td> <td></td> <td>Cars</td> <td>398</td> </tr> <tr> <td>Totals</td> <td>27</td> <td>523</td> <td style="border-left: 1px solid black;"></td> <td></td> <td></td> <td>Totals</td> <td>432</td> </tr> </table>	Heavys	0	18		18		Heavys	32	Trucks	0	14		14		Trucks	2	Cars	27	491		518		Cars	398	Totals	27	523				Totals	432	
Heavys	0	18		18		Heavys	32																																																												
Trucks	0	14		14		Trucks	2																																																												
Cars	27	491		518		Cars	398																																																												
Totals	27	523				Totals	432																																																												
Heavys	0	18		18		Heavys	32																																																												
Trucks	0	14		14		Trucks	2																																																												
Cars	27	491		518		Cars	398																																																												
Totals	27	523				Totals	432																																																												

Heavys	Trucks	Cars	Totals
2	0	48	50

Dundas St W

Heavys	Trucks	Cars	Totals
0	0	1	1

Chelsea St

0	0	2	2
0	0	3	

Dundas St W

Peds Cross: West Peds: 209 West Entering: 3 West Leg Total: 53	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Cars</td> <td style="width: 10%;">493</td> <td style="width: 10%;"></td> <td style="width: 10%; border-left: 1px solid black;"></td> <td style="width: 10%;">418</td> </tr> <tr> <td>Trucks</td> <td>14</td> <td></td> <td style="border-left: 1px solid black;"></td> <td>2</td> </tr> <tr> <td>Heavys</td> <td>18</td> <td></td> <td style="border-left: 1px solid black;"></td> <td>34</td> </tr> <tr> <td>Totals</td> <td>525</td> <td></td> <td style="border-left: 1px solid black;"></td> <td></td> </tr> </table>	Cars	493			418	Trucks	14			2	Heavys	18			34	Totals	525				<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Cars</td> <td style="width: 10%;">21</td> <td style="width: 10%;">397</td> <td style="width: 10%; border-left: 1px solid black;"></td> <td style="width: 10%;">418</td> </tr> <tr> <td>Trucks</td> <td>0</td> <td>2</td> <td style="border-left: 1px solid black;"></td> <td>2</td> </tr> <tr> <td>Heavys</td> <td>2</td> <td>32</td> <td style="border-left: 1px solid black;"></td> <td>34</td> </tr> <tr> <td>Totals</td> <td>23</td> <td>431</td> <td style="border-left: 1px solid black;"></td> <td></td> </tr> </table>	Cars	21	397		418	Trucks	0	2		2	Heavys	2	32		34	Totals	23	431			Peds Cross: South Peds: 10 South Entering: 454 South Leg Total: 979
Cars	493			418																																							
Trucks	14			2																																							
Heavys	18			34																																							
Totals	525																																										
Cars	21	397		418																																							
Trucks	0	2		2																																							
Heavys	2	32		34																																							
Totals	23	431																																									

Comments

<h2 style="margin: 0;">Afternoon Peak Diagram</h2>		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	

North Leg Total: 1173 North Entering: 415 North Peds: 26 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Heavys</td> <td style="width: 10%;">0</td> <td style="width: 10%;">5</td> <td style="width: 10%; border-left: 1px solid black; text-align: right;">5</td> <td rowspan="4" style="width: 10%; text-align: center; vertical-align: middle;"> </td> <td style="width: 10%;">Heavys</td> <td style="width: 10%;">10</td> </tr> <tr> <td>Trucks</td> <td>0</td> <td>6</td> <td style="border-left: 1px solid black; text-align: right;">6</td> <td>Trucks</td> <td>11</td> </tr> <tr> <td>Cars</td> <td>15</td> <td>389</td> <td style="border-left: 1px solid black; text-align: right;">404</td> <td>Cars</td> <td>737</td> </tr> <tr> <td>Totals</td> <td>15</td> <td>400</td> <td style="border-left: 1px solid black;"></td> <td>Totals</td> <td>758</td> </tr> </table>	Heavys	0	5	5		Heavys	10	Trucks	0	6	6	Trucks	11	Cars	15	389	404	Cars	737	Totals	15	400		Totals	758	<div style="text-align: center; margin-bottom: 10px;"> Dundas St W </div> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Heavys</td> <td style="width: 10%;">0</td> <td style="width: 10%;">0</td> <td style="width: 10%;">Cars</td> <td style="width: 10%;">96</td> <td style="width: 10%; border-left: 1px solid black; text-align: right;">96</td> </tr> </table> <div style="text-align: center; margin-bottom: 10px;"> Chelsea St </div> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Heavys</td> <td style="width: 10%;">0</td> <td style="width: 10%;">0</td> <td style="width: 10%;">Cars</td> <td style="width: 10%;">4</td> <td style="width: 10%; border-left: 1px solid black; text-align: right;">4</td> </tr> </table> <div style="text-align: center; margin-bottom: 10px;"> </div> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">0</td> <td style="width: 10%;">0</td> <td style="width: 10%;">6</td> <td style="width: 10%; border-left: 1px solid black; text-align: right;">6</td> </tr> <tr> <td>0</td> <td>0</td> <td>10</td> <td></td> </tr> </table> <div style="text-align: center; margin-bottom: 10px;"> </div> <div style="text-align: center; margin-bottom: 10px;"> Dundas St W </div> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Cars</td> <td style="width: 10%;">395</td> <td style="width: 10%; border-left: 1px solid black; text-align: right;">81</td> <td style="width: 10%; text-align: right;">733</td> <td style="width: 10%; border-left: 1px solid black; text-align: right;">814</td> </tr> <tr> <td>Trucks</td> <td>6</td> <td style="border-left: 1px solid black; text-align: right;">0</td> <td>11</td> <td style="border-left: 1px solid black; text-align: right;">11</td> </tr> <tr> <td>Heavys</td> <td>5</td> <td style="border-left: 1px solid black; text-align: right;">0</td> <td>10</td> <td style="border-left: 1px solid black; text-align: right;">10</td> </tr> <tr> <td>Totals</td> <td>406</td> <td style="border-left: 1px solid black;"></td> <td>81</td> <td style="border-left: 1px solid black; text-align: right;">754</td> </tr> </table> <div style="text-align: center; margin-top: 10px;"> </div>	Heavys	0	0	Cars	96	96	Heavys	0	0	Cars	4	4	0	0	6	6	0	0	10		Cars	395	81	733	814	Trucks	6	0	11	11	Heavys	5	0	10	10	Totals	406		81	754
Heavys	0	5	5		Heavys		10																																																												
Trucks	0	6	6		Trucks		11																																																												
Cars	15	389	404		Cars		737																																																												
Totals	15	400			Totals	758																																																													
Heavys	0	0	Cars	96	96																																																														
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Trucks	6	0	11	11																																																															
Heavys	5	0	10	10																																																															
Totals	406		81	754																																																															

Peds Cross: West Peds: 181 West Entering: 10 West Leg Total: 106	Peds Cross: South Peds: 13 South Entering: 835 South Leg Total: 1241
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Comments

Total Count Diagram

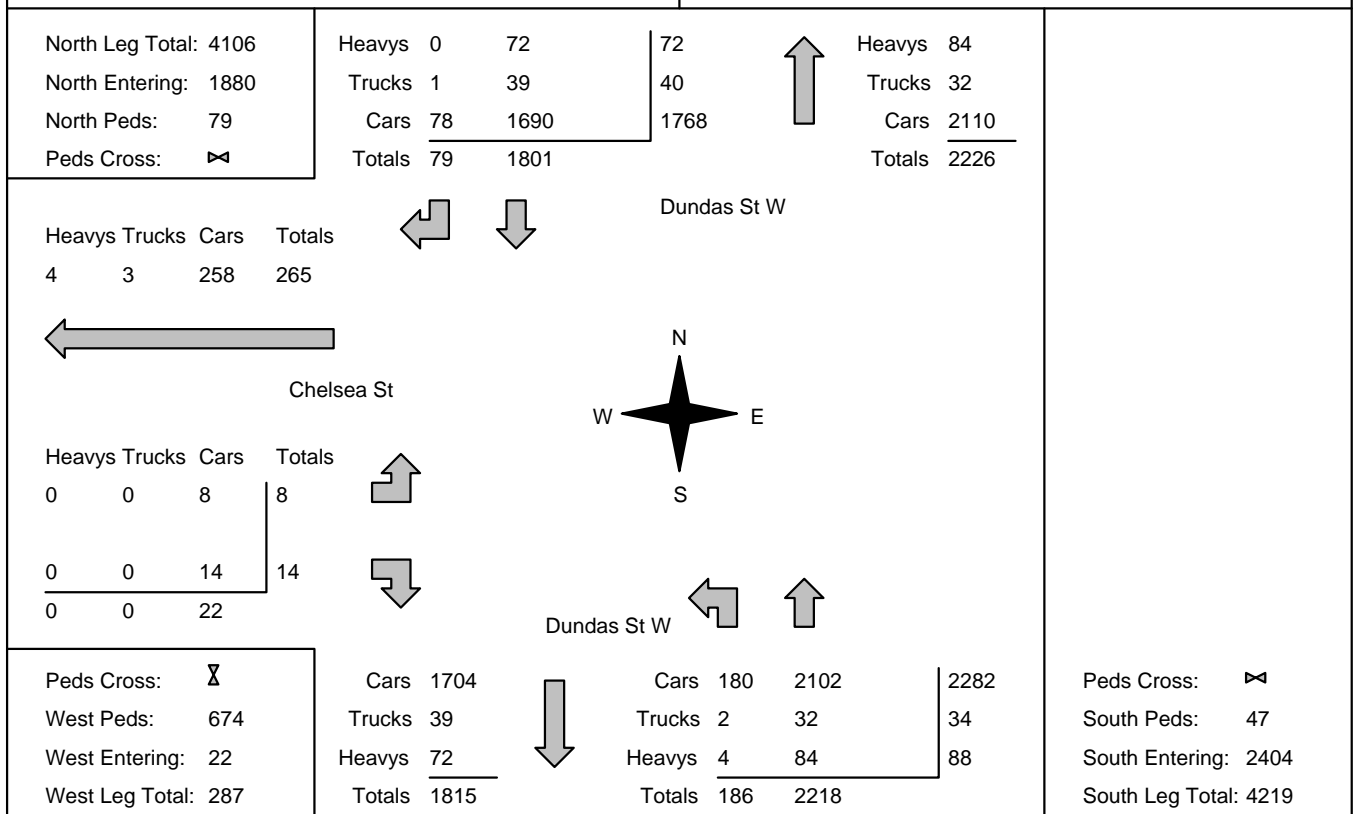
Municipality: Toronto
Site #: 2222800002
Intersection: Dundas St W & Chelsea St
TFR File #: 1
Count date: 1-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Dundas St W runs N/S



Comments

Traffic Count Summary

Intersection: Dundas St W & Chelsea St						Count Date: 1-Dec-22		Municipality: Toronto				
North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	0	266	7	273	1	438	8:00:00	5	160	0	165	2
9:00:00	0	523	27	550	14	1004	9:00:00	23	431	0	454	10
16:00:00	0	221	12	233	12	430	16:00:00	16	181	0	197	10
17:00:00	0	374	15	389	23	1179	17:00:00	58	732	0	790	13
18:00:00	0	417	18	435	29	1233	18:00:00	84	714	0	798	12



Accu-Traffic Inc.

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

[illegible]



Accu-Traffic Inc

Traffic Monitoring & Data Analysis

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

[illegible]

<h2 style="margin: 0;">Mid-day Peak Diagram</h2>		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	

North Leg Total: 1112 North Entering: 496 North Peds: 12 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Heavys</td> <td style="width: 10%;">0</td> <td style="width: 10%;">6</td> <td style="width: 10%; border-left: 1px solid black; text-align: right;">6</td> <td style="width: 10%;"></td> <td style="width: 10%;">Heavys</td> <td style="width: 10%;">7</td> </tr> <tr> <td>Trucks</td> <td>0</td> <td>4</td> <td style="border-left: 1px solid black; text-align: right;">4</td> <td></td> <td>Trucks</td> <td>7</td> </tr> <tr> <td>Cars</td> <td>35</td> <td>451</td> <td style="border-left: 1px solid black; text-align: right;">486</td> <td></td> <td>Cars</td> <td>602</td> </tr> <tr> <td>Totals</td> <td>35</td> <td>461</td> <td style="border-left: 1px solid black; text-align: right;"></td> <td></td> <td>Totals</td> <td>616</td> </tr> </table>	Heavys	0	6	6		Heavys	7	Trucks	0	4	4		Trucks	7	Cars	35	451	486		Cars	602	Totals	35	461			Totals	616	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Heavys</td> <td style="width: 10%;">0</td> <td style="width: 10%;">1</td> <td style="width: 10%; border-left: 1px solid black; text-align: right;">1</td> <td style="width: 10%;"></td> <td style="width: 10%;">Heavys</td> <td style="width: 10%;">0</td> </tr> <tr> <td>Trucks</td> <td>0</td> <td>0</td> <td style="border-left: 1px solid black; text-align: right;">0</td> <td></td> <td>Trucks</td> <td>0</td> </tr> <tr> <td>Cars</td> <td>0</td> <td>85</td> <td style="border-left: 1px solid black; text-align: right;">85</td> <td></td> <td>Cars</td> <td>85</td> </tr> <tr> <td>Totals</td> <td>0</td> <td>86</td> <td style="border-left: 1px solid black; text-align: right;">86</td> <td></td> <td>Totals</td> <td>86</td> </tr> </table>	Heavys	0	1	1		Heavys	0	Trucks	0	0	0		Trucks	0	Cars	0	85	85		Cars	85	Totals	0	86	86		Totals	86	Dundas St W Chelsea St Dundas St W				
Heavys	0	6	6		Heavys	7																																																									
Trucks	0	4	4		Trucks	7																																																									
Cars	35	451	486		Cars	602																																																									
Totals	35	461			Totals	616																																																									
Heavys	0	1	1		Heavys	0																																																									
Trucks	0	0	0		Trucks	0																																																									
Cars	0	85	85		Cars	85																																																									
Totals	0	86	86		Totals	86																																																									
<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Heavys</td> <td style="width: 10%;">0</td> <td style="width: 10%;">0</td> <td style="width: 10%; border-left: 1px solid black; text-align: right;">0</td> <td style="width: 10%;"></td> <td style="width: 10%;">Heavys</td> <td style="width: 10%;">0</td> </tr> <tr> <td>Trucks</td> <td>0</td> <td>0</td> <td style="border-left: 1px solid black; text-align: right;">0</td> <td></td> <td>Trucks</td> <td>0</td> </tr> <tr> <td>Cars</td> <td>0</td> <td>6</td> <td style="border-left: 1px solid black; text-align: right;">6</td> <td></td> <td>Cars</td> <td>6</td> </tr> <tr> <td>Totals</td> <td>0</td> <td>6</td> <td style="border-left: 1px solid black; text-align: right;">6</td> <td></td> <td>Totals</td> <td>6</td> </tr> </table>		Heavys	0	0	0		Heavys	0	Trucks	0	0	0		Trucks	0	Cars	0	6	6		Cars	6	Totals	0	6	6		Totals	6	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 10%;">Cars</td> <td style="width: 10%;">457</td> <td style="width: 10%; border-left: 1px solid black; text-align: right;">457</td> <td style="width: 10%;"></td> <td style="width: 10%;">Cars</td> <td style="width: 10%;">50</td> <td style="width: 10%; border-left: 1px solid black; text-align: right;">50</td> <td style="width: 10%;"></td> </tr> <tr> <td>Trucks</td> <td>4</td> <td style="border-left: 1px solid black; text-align: right;">4</td> <td></td> <td>Trucks</td> <td>1</td> <td style="border-left: 1px solid black; text-align: right;">1</td> <td></td> </tr> <tr> <td>Heavys</td> <td>6</td> <td style="border-left: 1px solid black; text-align: right;">6</td> <td></td> <td>Heavys</td> <td>0</td> <td style="border-left: 1px solid black; text-align: right;">0</td> <td></td> </tr> <tr> <td>Totals</td> <td>467</td> <td style="border-left: 1px solid black; text-align: right;">467</td> <td></td> <td>Totals</td> <td>51</td> <td style="border-left: 1px solid black; text-align: right;">51</td> <td></td> </tr> </table>		Cars	457	457		Cars	50	50		Trucks	4	4		Trucks	1	1		Heavys	6	6		Heavys	0	0		Totals	467	467		Totals	51	51	
Heavys	0	0	0		Heavys	0																																																									
Trucks	0	0	0		Trucks	0																																																									
Cars	0	6	6		Cars	6																																																									
Totals	0	6	6		Totals	6																																																									
Cars	457	457		Cars	50	50																																																									
Trucks	4	4		Trucks	1	1																																																									
Heavys	6	6		Heavys	0	0																																																									
Totals	467	467		Totals	51	51																																																									

Peds Cross: West Peds: 112 West Entering: 6 West Leg Total: 92	Peds Cross: South Peds: 5 South Entering: 667 South Leg Total: 1134
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Comments

Total Count Diagram

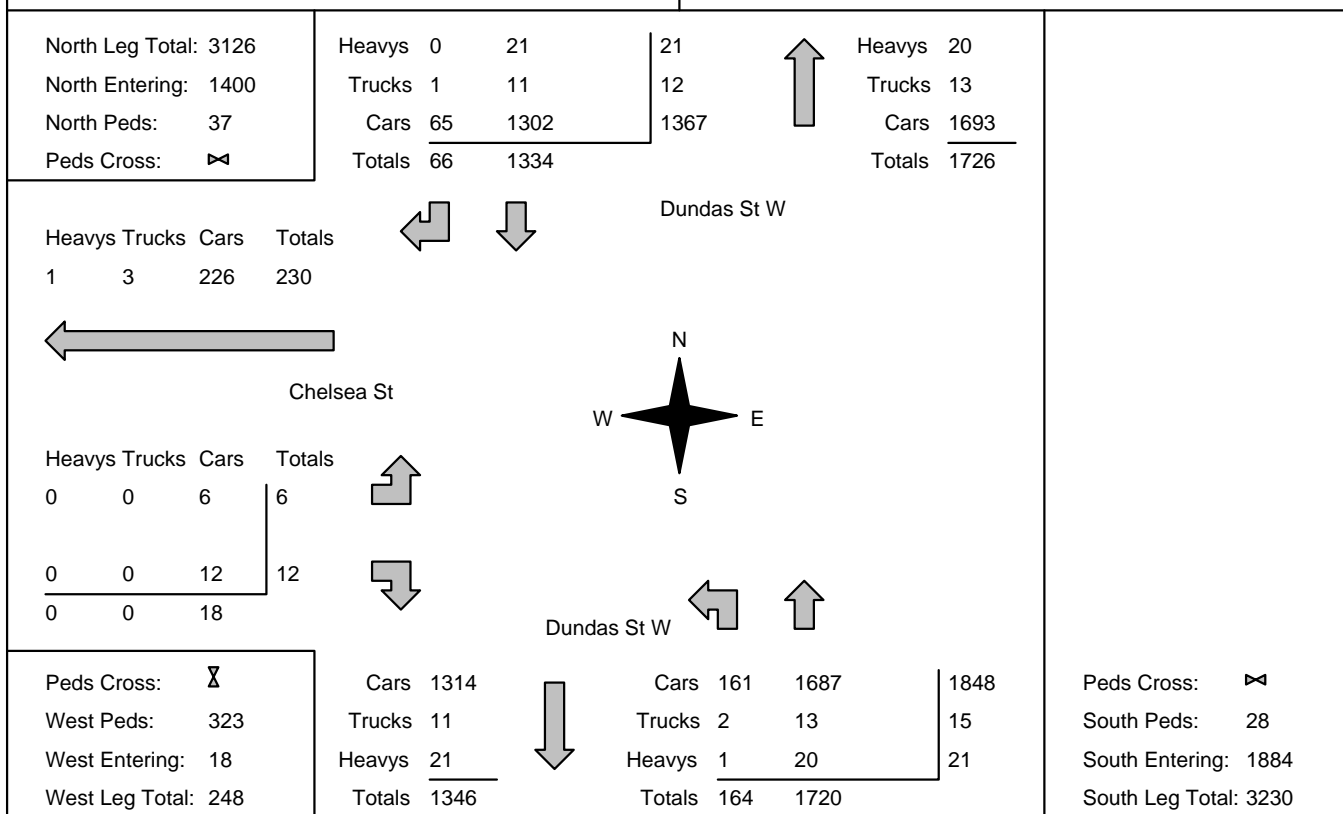
Municipality: Toronto
Site #: 2222800002
Intersection: Dundas St W & Chelsea St
TFR File #: 1
Count date: 3-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Dundas St W runs N/S



Comments

Traffic Count Summary

Intersection: Dundas St W & Chelsea St					Count Date: 3-Dec-22		Municipality: Toronto					
North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
12:00:00	0	0	0	0	0	0	12:00:00	0	0	0	0	0
13:00:00	0	439	15	454	12	1075	13:00:00	67	554	0	621	12
14:00:00	0	438	34	472	8	1124	14:00:00	52	600	0	652	9
15:00:00	0	457	17	474	17	1085	15:00:00	45	566	0	611	7

<h2 style="margin: 0;">Morning Peak Diagram</h2>		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	

North Leg Total: 983 North Entering: 534 North Peds: 1008 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">25</td> <td style="padding: 2px;">10</td> <td style="border-right: 1px solid black; padding: 2px;">35</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">2</td> <td style="padding: 2px;">13</td> <td style="padding: 2px;">0</td> <td style="border-right: 1px solid black; padding: 2px;">15</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">28</td> <td style="padding: 2px;">455</td> <td style="padding: 2px;">1</td> <td style="border-right: 1px solid black; padding: 2px;">484</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">30</td> <td style="padding: 2px;">493</td> <td style="padding: 2px;">11</td> <td style="border-right: 1px solid black; padding: 2px;"></td> </tr> </table>	Heavys	0	25	10	35	Trucks	2	13	0	15	Cars	28	455	1	484	Totals	30	493	11		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">44</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">11</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">394</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">449</td> </tr> </table>	Heavys	44	Trucks	11	Cars	394	Totals	449	East Leg Total: 1216 East Entering: 609 East Peds: 1067 Peds Cross:
Heavys	0	25	10	35																											
Trucks	2	13	0	15																											
Cars	28	455	1	484																											
Totals	30	493	11																												
Heavys	44																														
Trucks	11																														
Cars	394																														
Totals	449																														

Heavys	Trucks	Cars	Totals
8	14	421	443

Dundas St W

Cars	Trucks	Heavys	Totals
63	0	13	76
392	11	8	411
118	2	2	122
573	13	23	

Heavys	Trucks	Cars	Totals
0	0	1	1
7	12	406	425
5	6	115	126
12	18	522	

Bloor St W

Bloor St W

Heavys	Trucks	Cars	Totals
0	0	1	1
7	12	406	425
5	6	115	126
12	18	522	

Dundas St W

Cars	Trucks	Heavys	Totals
571	14	22	607

Peds Cross: West Peds: 1046 West Entering: 552 West Leg Total: 995	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">688</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">21</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">32</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">741</td> </tr> </table>	Cars	688	Trucks	21	Heavys	32	Totals	741	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">1</td> <td style="padding: 2px;">330</td> <td style="padding: 2px;">164</td> <td style="border-right: 1px solid black; padding: 2px;">495</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">1</td> <td style="padding: 2px;">11</td> <td style="padding: 2px;">2</td> <td style="border-right: 1px solid black; padding: 2px;">14</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">31</td> <td style="padding: 2px;">5</td> <td style="border-right: 1px solid black; padding: 2px;">36</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">2</td> <td style="padding: 2px;">372</td> <td style="padding: 2px;">171</td> <td style="border-right: 1px solid black; padding: 2px;"></td> </tr> </table>	Cars	1	330	164	495	Trucks	1	11	2	14	Heavys	0	31	5	36	Totals	2	372	171		Peds Cross: South Peds: 714 South Entering: 545 South Leg Total: 1286
Cars	688																														
Trucks	21																														
Heavys	32																														
Totals	741																														
Cars	1	330	164	495																											
Trucks	1	11	2	14																											
Heavys	0	31	5	36																											
Totals	2	372	171																												

Comments

<h2 style="margin: 0;">Afternoon Peak Diagram</h2>		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:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">1</td> <td style="padding: 2px;">15</td> <td style="padding: 2px;">9</td> <td style="padding: 2px;">25</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">2</td> <td style="padding: 2px;">5</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">7</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">48</td> <td style="padding: 2px;">363</td> <td style="padding: 2px;">1</td> <td style="padding: 2px;">412</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">51</td> <td style="padding: 2px;">383</td> <td style="padding: 2px;">10</td> <td style="padding: 2px;"></td> </tr> </table>	Heavys	1	15	9	25	Trucks	2	5	0	7	Cars	48	363	1	412	Totals	51	383	10		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">28</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">20</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">783</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">831</td> </tr> </table>	Heavys	28	Trucks	20	Cars	783	Totals	831	East Leg Total: 1429 East Entering: 803 East Peds: 749 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																														

N
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Dundas St W

Bloor St W

Heavys Trucks Cars Totals 4 13 584 601 0 0 4 4 3 1 452 456 0 1 112 113 3 2 568	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">139</td> <td style="padding: 2px;">2</td> <td style="padding: 2px;">8</td> <td style="padding: 2px;">149</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">536</td> <td style="padding: 2px;">11</td> <td style="padding: 2px;">3</td> <td style="padding: 2px;">550</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">104</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">104</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">779</td> <td style="padding: 2px;">13</td> <td style="padding: 2px;">11</td> <td style="padding: 2px;"></td> </tr> </table>	Cars	139	2	8	149	Trucks	536	11	3	550	Heavys	104	0	0	104	Totals	779	13	11		Bloor St W 	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">612</td> <td style="padding: 2px;">2</td> <td style="padding: 2px;">12</td> <td style="padding: 2px;">626</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;"></td> <td style="padding: 2px;"></td> <td style="padding: 2px;"></td> <td style="padding: 2px;"></td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;"></td> <td style="padding: 2px;"></td> <td style="padding: 2px;"></td> <td style="padding: 2px;"></td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;"></td> <td style="padding: 2px;"></td> <td style="padding: 2px;"></td> <td style="padding: 2px;"></td> </tr> </table>	Cars	612	2	12	626	Trucks					Heavys					Totals				
Cars	139	2	8	149																																							
Trucks	536	11	3	550																																							
Heavys	104	0	0	104																																							
Totals	779	13	11																																								
Cars	612	2	12	626																																							
Trucks																																											
Heavys																																											
Totals																																											

Peds Cross: West Peds: 1296 West Entering: 573 West Leg Total: 1174	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">579</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">6</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">15</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">600</td> </tr> </table>	Cars	579	Trucks	6	Heavys	15	Totals	600	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">640</td> <td style="padding: 2px;">159</td> <td style="padding: 2px;">799</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">18</td> <td style="padding: 2px;">1</td> <td style="padding: 2px;">19</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">20</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">20</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">678</td> <td style="padding: 2px;">160</td> <td style="padding: 2px;"></td> </tr> </table>	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
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																												

Comments

Total Count Diagram

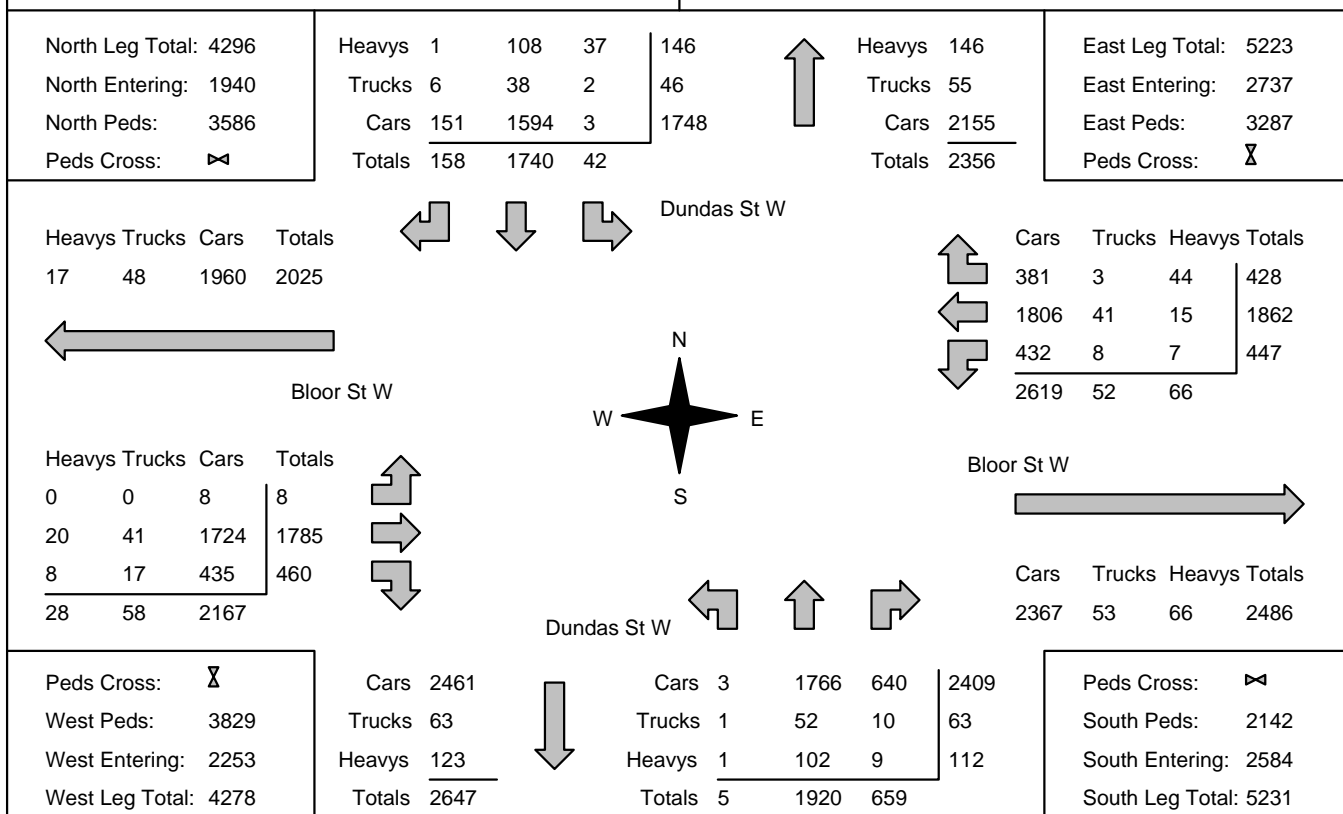
Municipality: Toronto
Site #: 2222800003
Intersection: Bloor St W & Dundas St W
TFR File #: 1
Count date: 1-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Bloor St W runs W/E



Comments

Traffic Count Summary

Intersection: Bloor St W & Dundas St W						Count Date: 1-Dec-22		Municipality: Toronto					
North Approach Totals						North/South Total Approaches	South Approach Totals						
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds	
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total		
8:00:00	6	248	5	259	122	459	8:00:00	0	130	70	200	80	
9:00:00	11	513	26	550	865	1093	9:00:00	2	357	184	543	705	
16:00:00	5	212	20	237	455	481	16:00:00	0	155	89	244	245	
17:00:00	10	372	53	435	902	1221	17:00:00	3	632	151	786	582	
18:00:00	10	395	54	459	1242	1270	18:00:00	0	646	165	811	530	
							</						

<h2 style="margin: 0;">Mid-day Peak Diagram</h2>		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:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">23</td> <td style="padding: 2px;">7</td> <td style="padding: 2px;">30</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">4</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">4</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">52</td> <td style="padding: 2px;">445</td> <td style="padding: 2px;">2</td> <td style="padding: 2px;">499</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">52</td> <td style="padding: 2px;">472</td> <td style="padding: 2px;">9</td> <td style="padding: 2px;"></td> </tr> </table>	Heavys	0	23	7	30	Trucks	0	4	0	4	Cars	52	445	2	499	Totals	52	472	9		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">24</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">9</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">604</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">637</td> </tr> </table>	Heavys	24	Trucks	9	Cars	604	Totals	637	East Leg Total: 1421 East Entering: 755 East Peds: 567 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																														

Heavys	Trucks	Cars	Totals
0	5	547	552

Dundas St W
 Bloor St W

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

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

Dundas St W
 Bloor St W

Cars	Trucks	Heavys	Totals
652	6	8	666

Peds Cross: West Peds: 439 West Entering: 576 West Leg Total: 1128	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">674</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">6</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">23</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">703</td> </tr> </table>	Cars	674	Trucks	6	Heavys	23	Totals	703	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">3</td> <td style="padding: 2px;">469</td> <td style="padding: 2px;">197</td> <td style="padding: 2px;">669</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">5</td> <td style="padding: 2px;">3</td> <td style="padding: 2px;">8</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">17</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">17</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">3</td> <td style="padding: 2px;">491</td> <td style="padding: 2px;">200</td> <td style="padding: 2px;"></td> </tr> </table>	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
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																												

Comments

Total Count Diagram

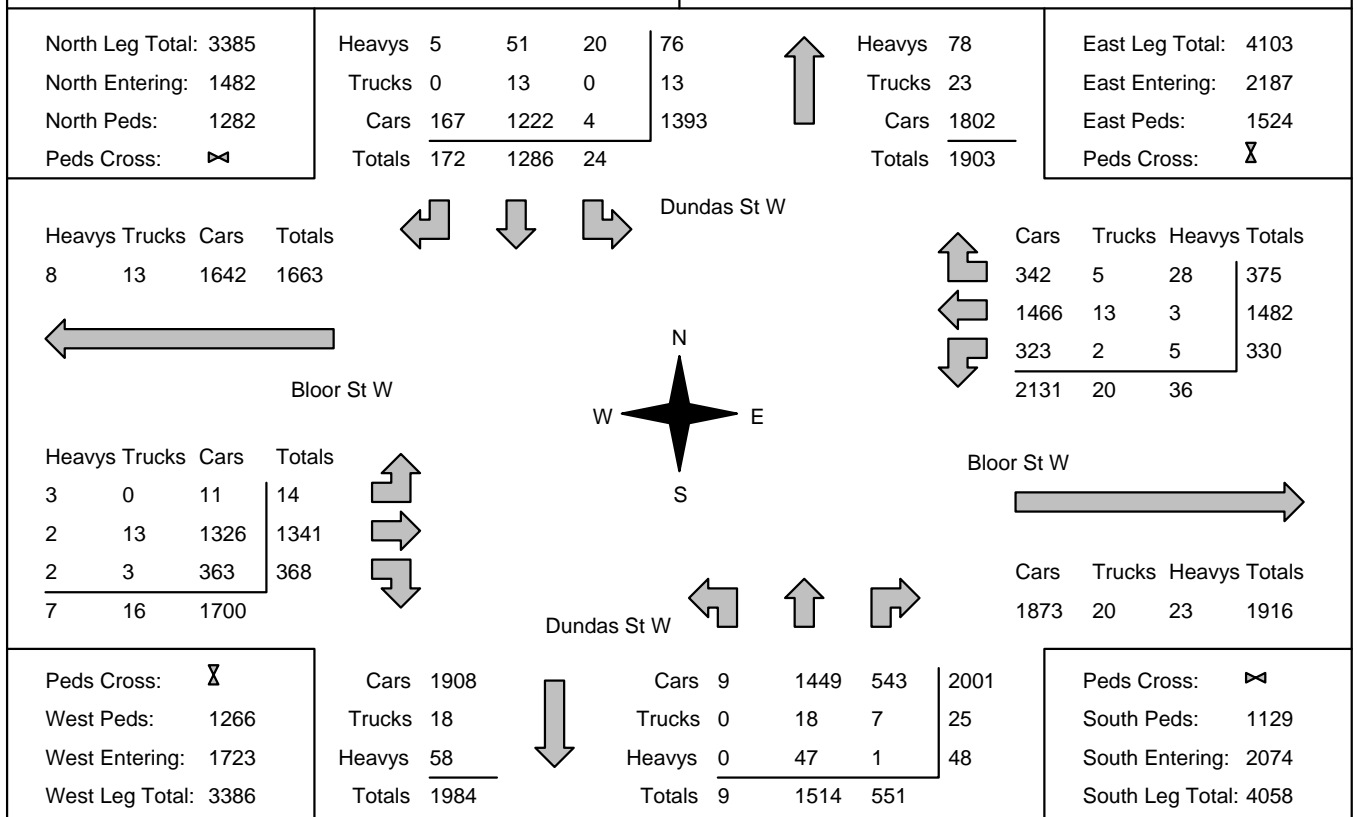
Municipality: Toronto
Site #: 2222800003
Intersection: Bloor St W & Dundas St W
TFR File #: 1
Count date: 3-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

**** Signalized Intersection ****

Major Road: Bloor St W runs W/E



Comments

Traffic Count Summary

Intersection: Bloor St W & Dundas St W						Count Date: 3-Dec-22		Municipality: Toronto				
North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
12:00:00	0	0	0	0	0	0	12:00:00	0	0	0	0	0
13:00:00	7	423	59	489	374	1174	13:00:00	3	512	170	685	327
14:00:00	10	414	67	491	436	1176	14:00:00	2	511	172	685	452
15:00:00	7	449	46	502	472	1206	15:00:00	4	491	209	704	350
</												



Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

[illegible]

<h2 style="margin: 0;">Morning Peak Diagram</h2>	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:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">1</td> <td style="padding: 2px;">1</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">2</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">1</td> <td style="padding: 2px;">1</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;"></td> </tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	1	1	0	2	Totals	1	1	0		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">1</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">6</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">7</td> </tr> </table>	Heavys	0	Trucks	1	Cars	6	Totals	7	East Leg Total: 51 East Entering: 27 East Peds: 3 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																														

Heavys	Trucks	Cars	Totals
3	2	32	37

Internal Driveway

Internal Driveway

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

Internal Site Access To Transit Pudo

Peds Cross: West Peds: 19 West Entering: 33 West Leg Total: 70	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">7</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">7</td> </tr> </table>	Cars	7	Trucks	0	Heavys	0	Totals	7	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">6</td> <td style="padding: 2px;">3</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">9</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">1</td> <td style="padding: 2px;">1</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">2</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">2</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">2</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">9</td> <td style="padding: 2px;">4</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;"></td> </tr> </table>	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
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																												

Comments

<h2 style="margin: 0;">Afternoon Peak Diagram</h2>		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	

North Leg Total: 12 North Entering: 7 North Peds: 4 Peds Cross:	<table style="margin: auto;"> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Cars</td><td>6</td><td>0</td><td>1</td><td>7</td></tr> <tr><td>Totals</td><td>6</td><td>0</td><td>1</td><td></td></tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	6	0	1	7	Totals	6	0	1		 <table style="margin: auto;"> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Cars</td><td>5</td></tr> <tr><td>Totals</td><td>5</td></tr> </table>	Heavys	0	Trucks	0	Cars	5	Totals	5	East Leg Total: 47 East Entering: 25 East Peds: 6 Peds Cross:
Heavys	0	0	0	0																											
Trucks	0	0	0	0																											
Cars	6	0	1	7																											
Totals	6	0	1																												
Heavys	0																														
Trucks	0																														
Cars	5																														
Totals	5																														

Heavys	Trucks	Cars	Totals
0	1	43	44

Internal Driveway

Cars	Trucks	Heavys	Totals
1	0	0	1
23	0	0	23
1	0	0	1
25	0	0	

Internal Driveway

Heavys	Trucks	Cars	Totals
0	0	3	3
0	0	19	19
0	0	5	5
0	0	27	

Internal Site Access To Transit Pudo

Heavys	Trucks	Cars	Totals
0	0	3	3
0	0	19	19
0	0	5	5
0	0	27	

Cars	Trucks	Heavys	Totals
14	1	2	17
1	0	0	1
0	0	0	0
15	1	2	

Cars	Trucks	Heavys	Totals
22	0	0	22

Peds Cross: West Peds: 20 West Entering: 27 West Leg Total: 71	<table style="margin: auto;"> <tr><td>Cars</td><td>6</td></tr> <tr><td>Trucks</td><td>0</td></tr> <tr><td>Heavys</td><td>0</td></tr> <tr><td>Totals</td><td>6</td></tr> </table>	Cars	6	Trucks	0	Heavys	0	Totals	6	 <table style="margin: auto;"> <tr><td>Cars</td><td>14</td><td>1</td><td>2</td><td>17</td></tr> <tr><td>Trucks</td><td>1</td><td>0</td><td>0</td><td>1</td></tr> <tr><td>Heavys</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> <tr><td>Totals</td><td>15</td><td>1</td><td>2</td><td></td></tr> </table>	Cars	14	1	2	17	Trucks	1	0	0	1	Heavys	0	0	0	0	Totals	15	1	2		Peds Cross: South Peds: 9 South Entering: 18 South Leg Total: 24
Cars	6																														
Trucks	0																														
Heavys	0																														
Totals	6																														
Cars	14	1	2	17																											
Trucks	1	0	0	1																											
Heavys	0	0	0	0																											
Totals	15	1	2																												

Comments

Total Count Diagram

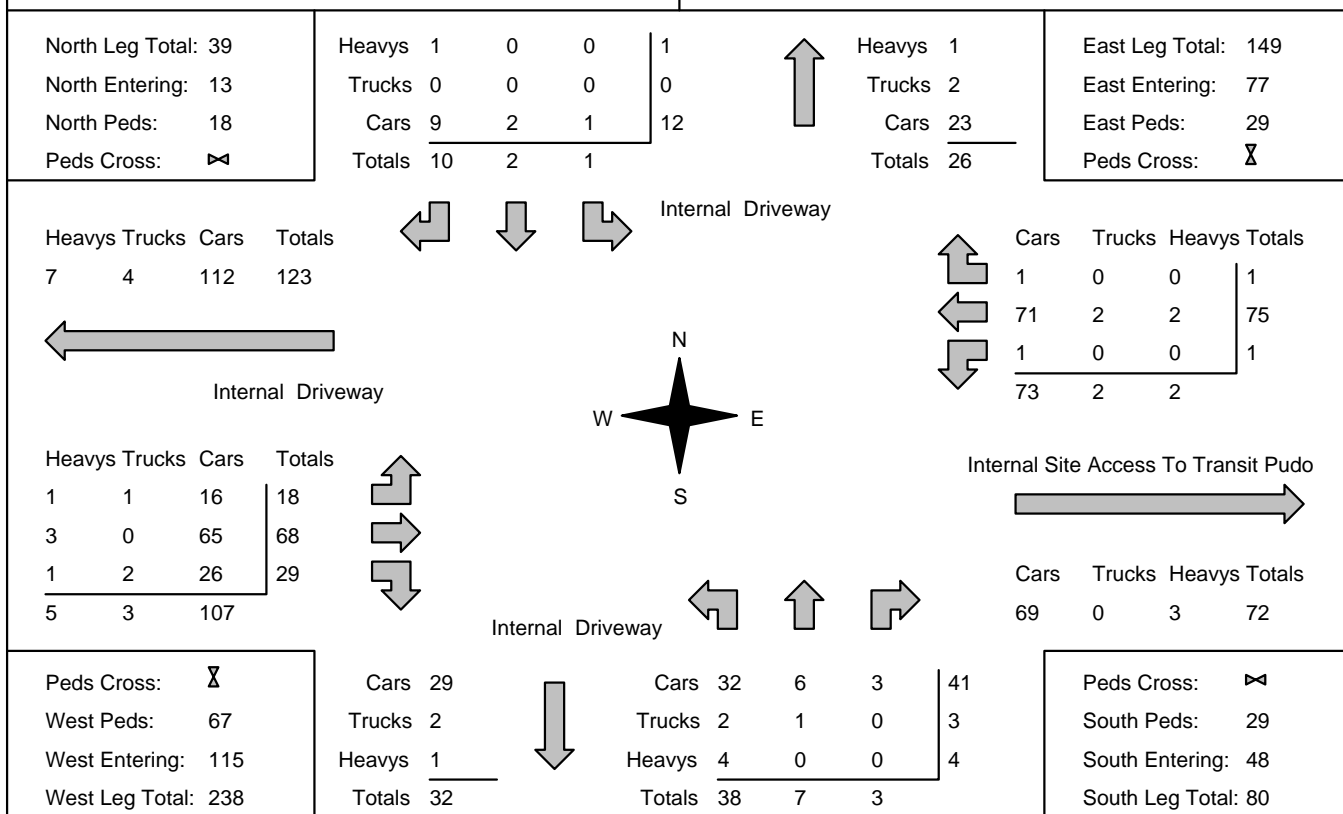
Municipality: Toronto
Site #: 2222800004
Intersection: Internal Site Access To Transit Pud
TFR File #: 1
Count date: 1-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

Major Road: Internal Site Access To Transit Pud



Comments

Traffic Count Summary

Intersection: Internal Site Access To Transit Pu					Count Date: 1-Dec-22		Municipality: Toronto					
North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
8:00:00	0	0	0	0	2	2	8:00:00	1	1	0	2	4
9:00:00	0	1	1	2	2	15	9:00:00	9	4	0	13	10
16:00:00	0	0	1	1	4	4	16:00:00	3	0	0	3	2
17:00:00	0	1	5	6	4	17	17:00:00	9	1	1	11	9
18:00:00	1	0	3	4	6	23	18:00:00	16	1	2	19	4



Accu-Traffic Inc.
Traffic Monitoring & Data Analysis

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

[illegible]



Accu-Traffic Inc.

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

[illegible]

<h2 style="margin: 0;">Mid-day Peak Diagram</h2>		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	

North Leg Total: 9 North Entering: 3 North Peds: 4 Peds Cross:	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">3</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">3</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">3</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">3</td> </tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	3	0	0	3	Totals	3	0	0	3	<div style="text-align: center; margin-bottom: 10px;"> </div> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">6</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">6</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">6</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">6</td> </tr> </table>	Heavys	0	0	0	0	Trucks	0	0	0	0	Cars	6	0	0	6	Totals	6	0	0	6	East Leg Total: 13 East Entering: 6 East Peds: 3 Peds Cross:
Heavys	0	0	0	0																																							
Trucks	0	0	0	0																																							
Cars	3	0	0	3																																							
Totals	3	0	0	3																																							
Heavys	0	0	0	0																																							
Trucks	0	0	0	0																																							
Cars	6	0	0	6																																							
Totals	6	0	0	6																																							

<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">0</td> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">0</td> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">22</td> <td style="padding: 2px;">Totals</td> <td style="padding: 2px;">22</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="border-right: 1px solid black; padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="border-right: 1px solid black; padding: 2px;">22</td> <td style="padding: 2px;">22</td> <td style="padding: 2px;">22</td> <td style="padding: 2px;">22</td> </tr> </table> <div style="text-align: center; margin-top: 10px;"> </div>	Heavys	0	Trucks	0	Cars	22	Totals	22	0	0	0	0	22	22	22	22	<div style="text-align: center; margin-bottom: 10px;"> </div> <div style="text-align: center; margin-bottom: 10px;"> </div> <div style="text-align: center; margin-bottom: 10px;"> </div>	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">0</td> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">0</td> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">Totals</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">6</td> <td style="padding: 2px;">0</td> <td style="border-right: 1px solid black; padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="border-right: 1px solid black; padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">6</td> <td style="padding: 2px;">6</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="border-right: 1px solid black; padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="border-right: 1px solid black; padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">6</td> <td style="padding: 2px;">0</td> <td style="border-right: 1px solid black; padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="border-right: 1px solid black; padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">6</td> <td style="padding: 2px;">6</td> </tr> </table> <div style="text-align: center; margin-top: 10px;"> </div> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">7</td> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">0</td> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">Totals</td> <td style="padding: 2px;">7</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">7</td> <td style="padding: 2px;">0</td> <td style="border-right: 1px solid black; padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="border-right: 1px solid black; padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">7</td> <td style="padding: 2px;">7</td> </tr> </table>	Cars	0	Trucks	0	Heavys	0	Totals	0	6	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	6	0	0	0	0	0	6	6	Cars	7	Trucks	0	Heavys	0	Totals	7	7	0	0	0	0	0	7	7
Heavys	0	Trucks	0	Cars	22	Totals	22																																																											
0	0	0	0	22	22	22	22																																																											
Cars	0	Trucks	0	Heavys	0	Totals	0																																																											
6	0	0	0	0	0	6	6																																																											
0	0	0	0	0	0	0	0																																																											
6	0	0	0	0	0	6	6																																																											
Cars	7	Trucks	0	Heavys	0	Totals	7																																																											
7	0	0	0	0	0	7	7																																																											

Peds Cross: West Peds: 3 West Entering: 19 West Leg Total: 41	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">7</td> <td style="padding: 2px;">Totals</td> <td style="padding: 2px;">7</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">7</td> <td style="padding: 2px;">7</td> <td style="padding: 2px;">7</td> </tr> </table>	Cars	7	Totals	7	Trucks	0	0	0	Heavys	0	0	0	Totals	7	7	7	<div style="text-align: center; margin-bottom: 10px;"> </div> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="border-right: 1px solid black; padding: 2px;">Cars</td> <td style="padding: 2px;">13</td> <td style="padding: 2px;">1</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">Totals</td> <td style="padding: 2px;">14</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Trucks</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Heavys</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">0</td> </tr> <tr> <td style="border-right: 1px solid black; padding: 2px;">Totals</td> <td style="padding: 2px;">13</td> <td style="padding: 2px;">1</td> <td style="padding: 2px;">0</td> <td style="padding: 2px;">14</td> <td style="padding: 2px;">14</td> </tr> </table>	Cars	13	1	0	Totals	14	Trucks	0	0	0	0	0	Heavys	0	0	0	0	0	Totals	13	1	0	14	14	Peds Cross: South Peds: 0 South Entering: 14 South Leg Total: 21
Cars	7	Totals	7																																								
Trucks	0	0	0																																								
Heavys	0	0	0																																								
Totals	7	7	7																																								
Cars	13	1	0	Totals	14																																						
Trucks	0	0	0	0	0																																						
Heavys	0	0	0	0	0																																						
Totals	13	1	0	14	14																																						

Comments

Total Count Diagram

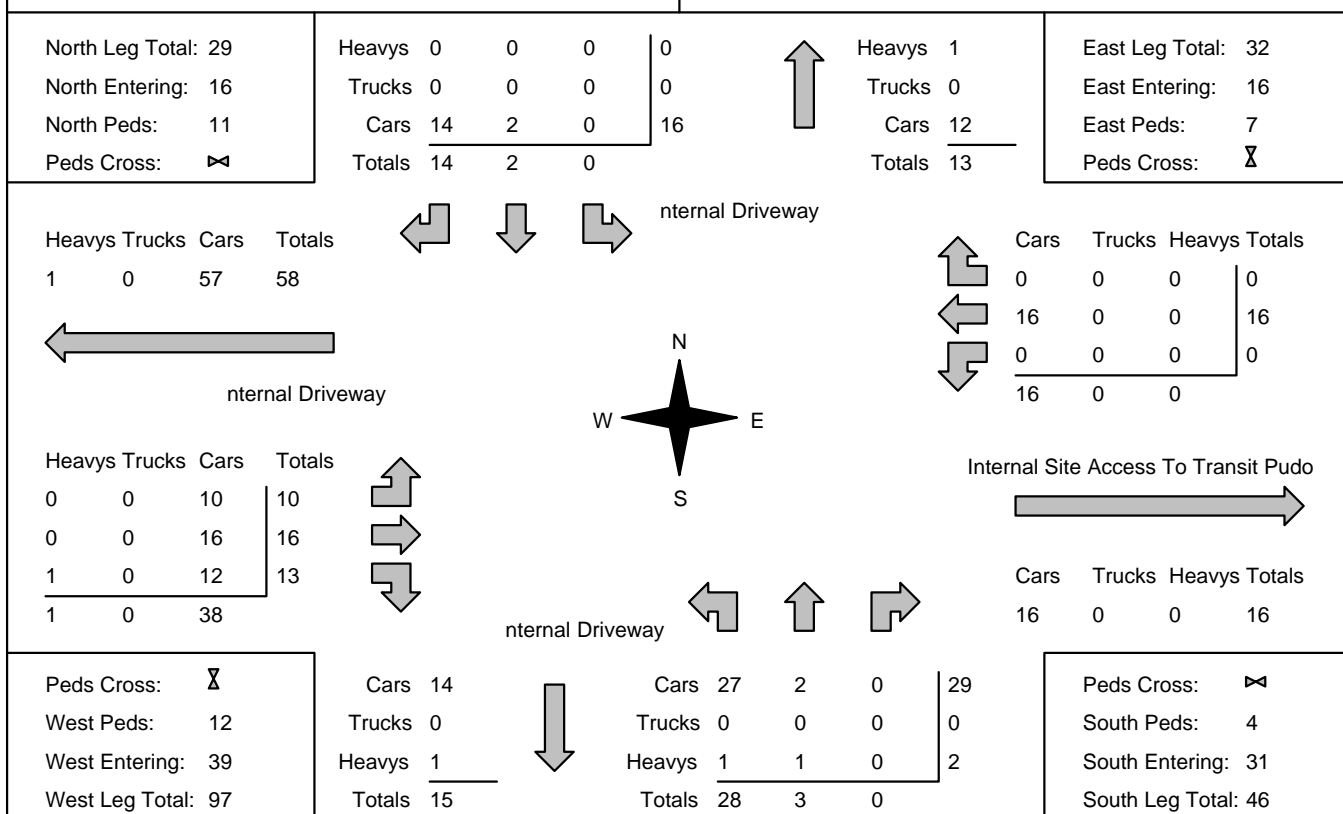
Municipality: Toronto
Site #: 2222800004
Intersection: Internal Site Access To Transit Pud
TFR File #: 1
Count date: 3-Dec-22

Weather conditions:

Person counted:
Person prepared:
Person checked:

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

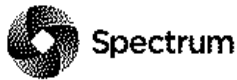
Major Road: Internal Site Access To Transit Pud



Comments

Traffic Count Summary

Intersection: Internal Site Access To Transit Pu					Count Date: 3-Dec-22		Municipality: Toronto					
North Approach Totals						North/South Total Approaches	South Approach Totals					
Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds		Hour Ending	Includes Cars, Trucks, & Heavys				Total Peds
	Left	Thru	Right	Grand Total				Left	Thru	Right	Grand Total	
12:00:00	0	0	0	0	0	0	12:00:00	0	0	0	0	0
13:00:00	0	2	7	9	4	17	13:00:00	6	2	0	8	4
14:00:00	0	0	4	4	4	17	14:00:00	12	1	0	13	0
15:00:00	0	0	3	3	3	13	15:00:00	10	0	0	10	0

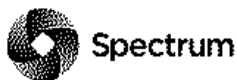


Turning Movement Count (1 . DUNDAS ST W & GLENLAKE AVE)

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)

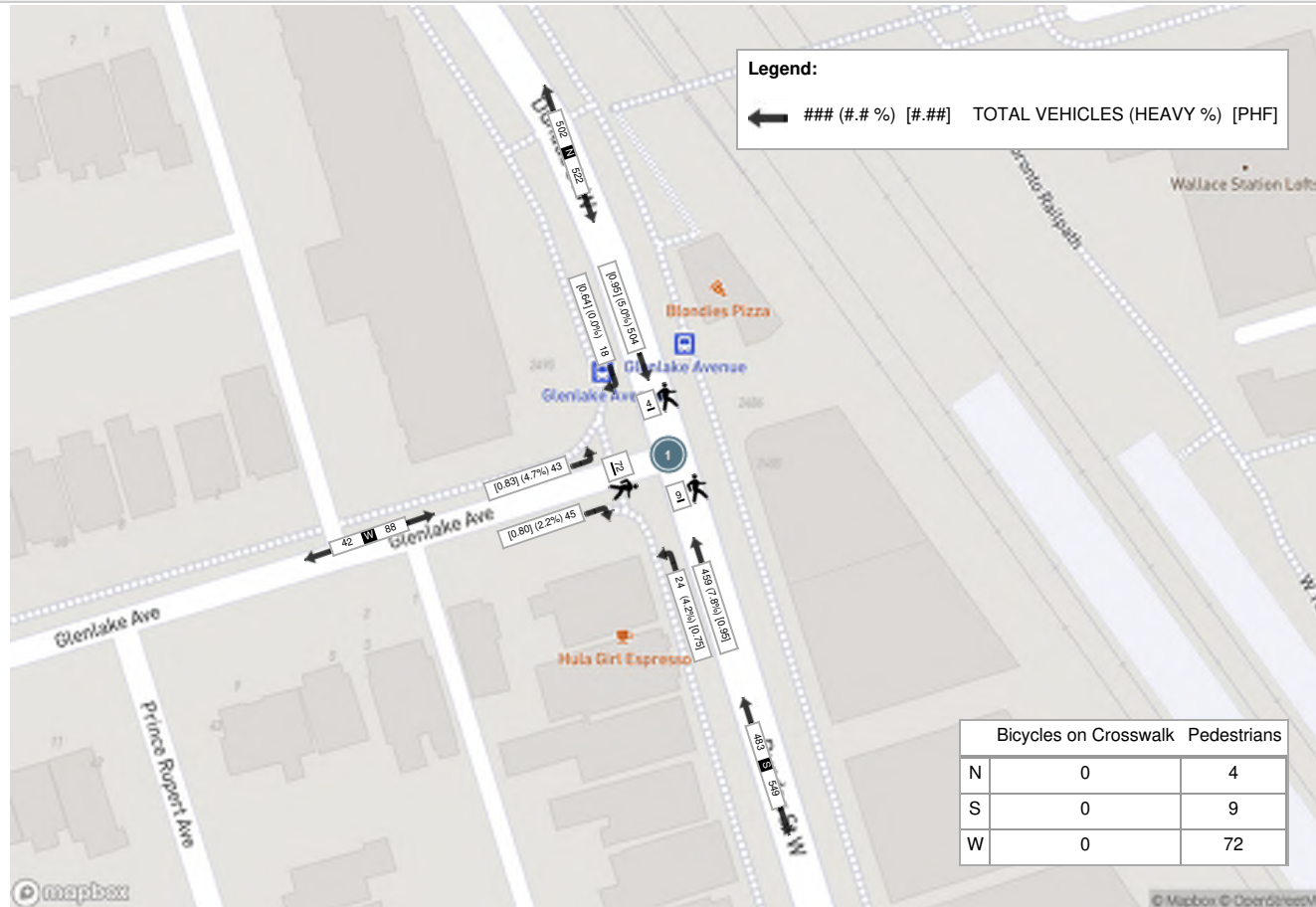
Start Time	N Approach DUNDAS ST W					S Approach DUNDAS ST W					W Approach GLENLAKE AVE					Int. Total (15 min)
	Right	Thru	UTurn	Peds	Approach Total	Thru	Left	UTurn	Peds	Approach Total	Right	Left	UTurn	Peds	Approach Total	
08:15:00	2	126	1	1	129	108	6	0	3	114	10	9	0	32	19	262
08:30:00	5	133	0	0	138	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%	-	-



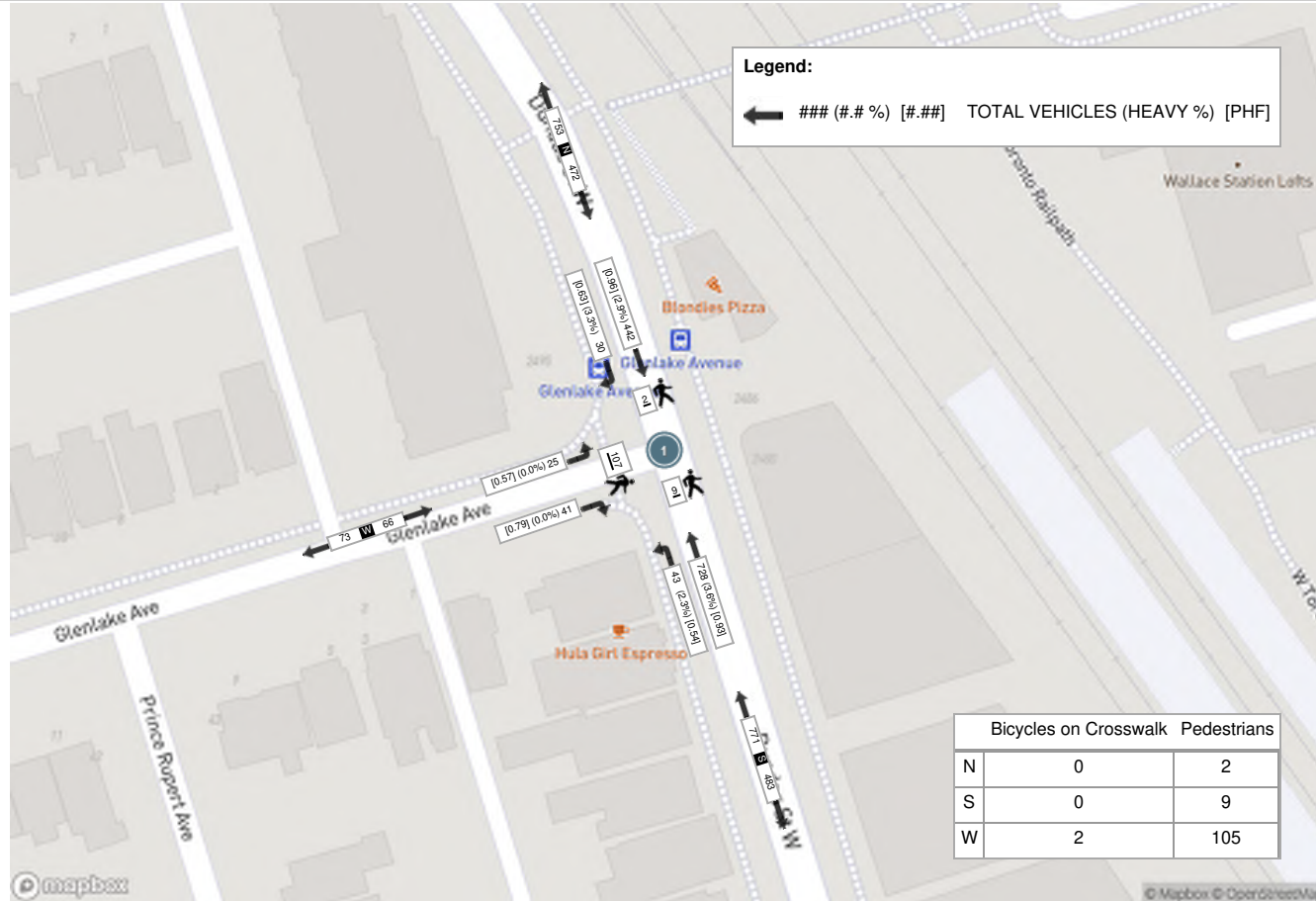
Peak Hour: 04:30 PM - 05:30 PM Weather: Overcast Clouds (-0.2 °C)

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%	-	-

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



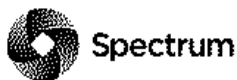
Peak Hour: 04:30 PM - 05:30 PM Weather: Overcast Clouds (-0.2 °C)





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

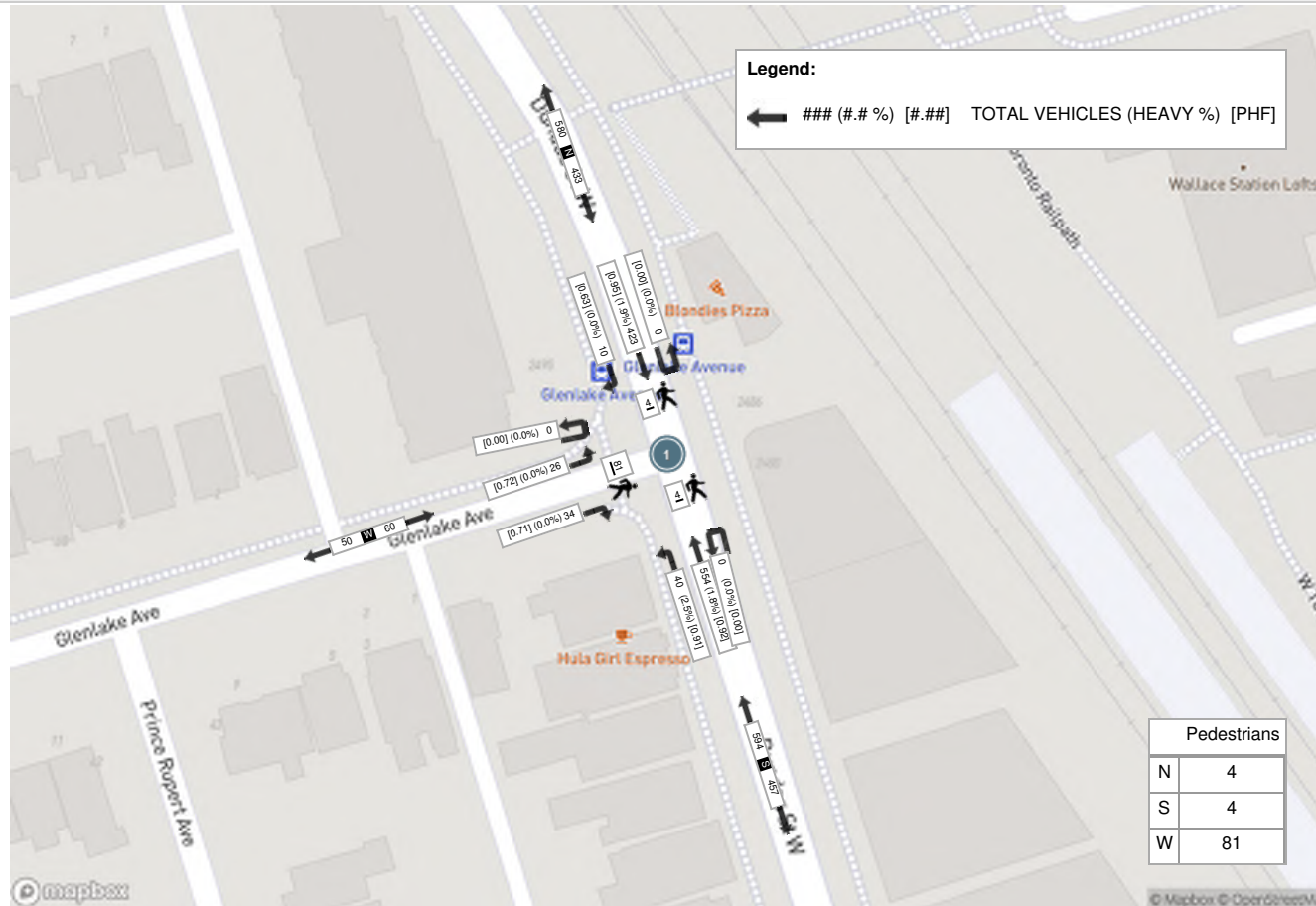
Start Time	N Approach DUNDAS ST W					S Approach DUNDAS ST W					W Approach GLENLAKE AVE					Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	UTurn N:N	Peds N:	Approach Total	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Left W:N	UTurn W:W	Peds W:	Approach Total		
12:00:00	4	91	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 %	-	-	-		-	-	-	-		-	-	-	-		-	-	-

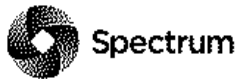


Peak Hour: 02:00 PM - 03:00 PM Weather: Clear Sky (-4.81 °C)

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%	-	-

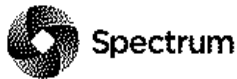
Peak Hour: 02:00 PM - 03:00 PM Weather: Clear Sky (-4.81 °C)



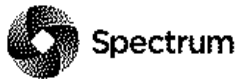


Turning Movement Count (1 . DUNDAS ST W & 2400 DUNDAS ST W SITE ACCESS)

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 %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

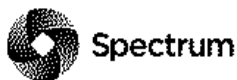


Peak Hour: 05:00 PM - 06:00 PM Weather: Light Rain (5.92 °C)

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%	-	-

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



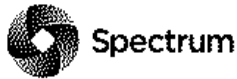


Turning Movement Count (2 . DUNDAS ST W & CHELSEA AVE)

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)



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

Date	North of Intersection 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

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%

Date	South of Intersection 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

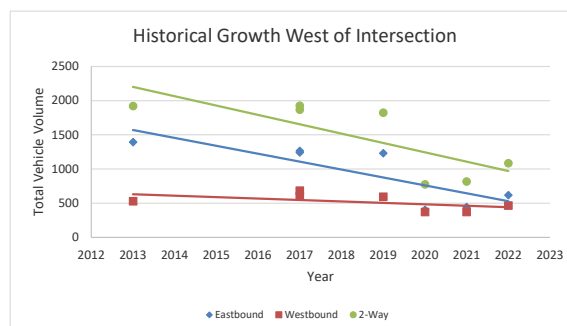
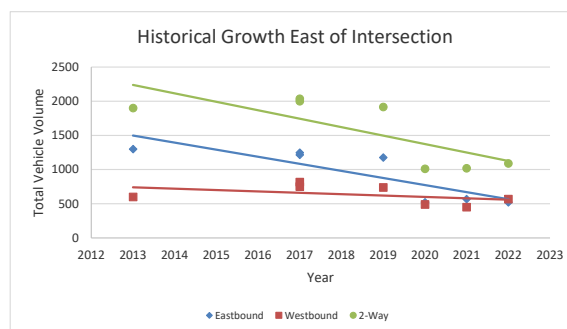
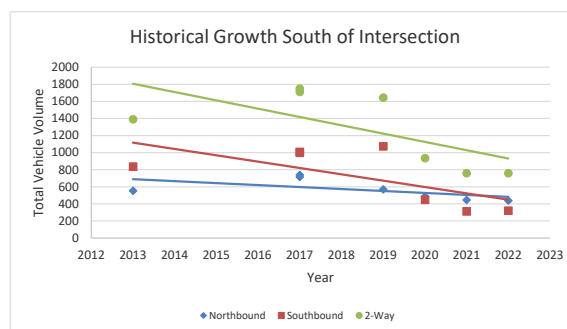
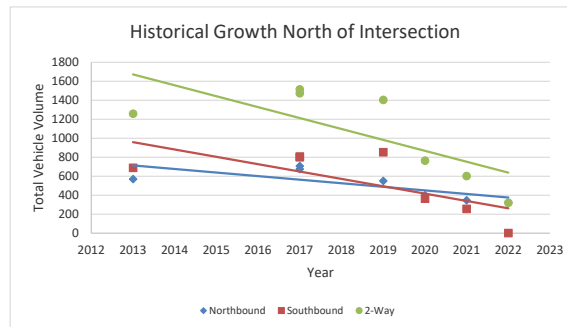
Trend Point at start		689.1	1116.9	1806.0
Trend Point at end		481.9	449.2	931.1
Slope		-23.0	-74.2	-97.2
Annual Growth		-8.6%	-20.4%	-15.3%

Date	East of Intersection 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

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%

Date	West of Intersection 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

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

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
Thurs. 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

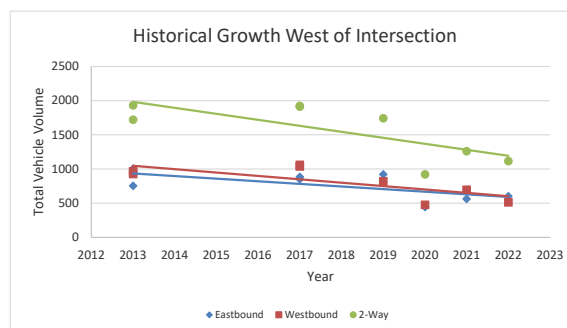
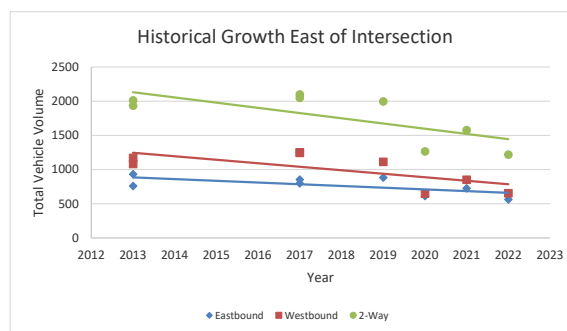
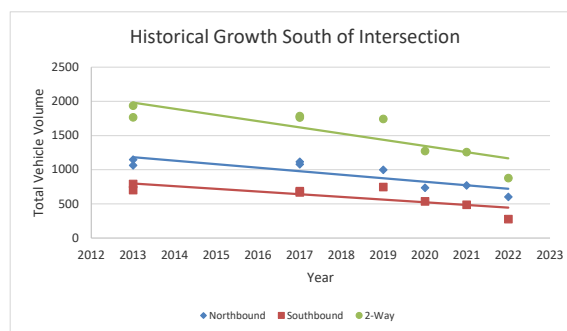
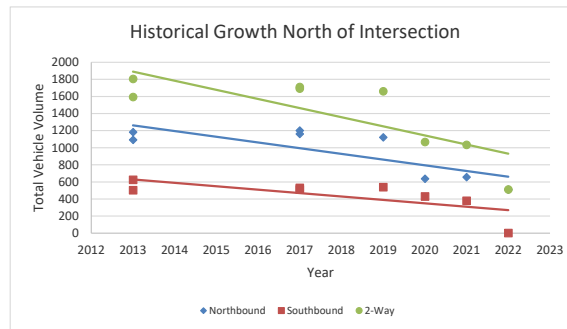
Trend Point at start		1183.3	798.2	1981.5
Trend Point at end		721.1	445.1	1166.3
Slope		-51.4	-39.2	-90.6
Annual Growth		-11.6%	-13.6%	-12.4%

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

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

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

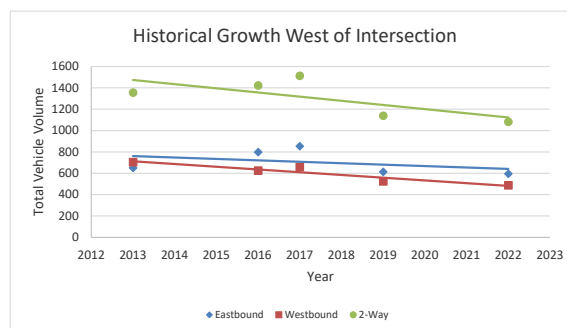
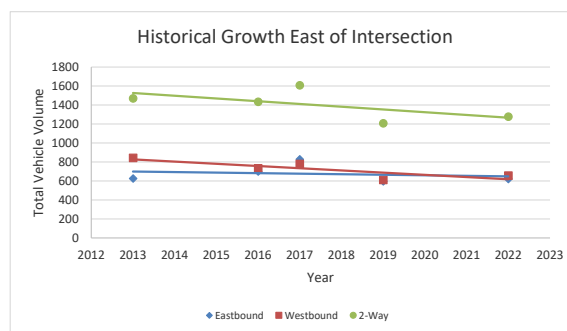
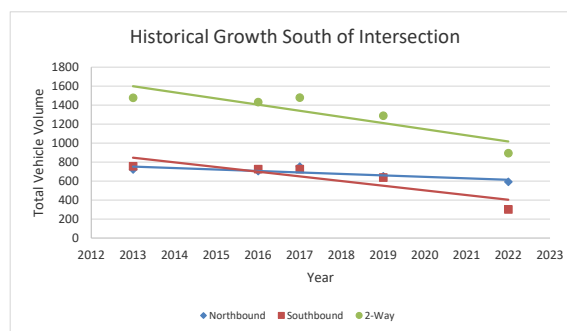
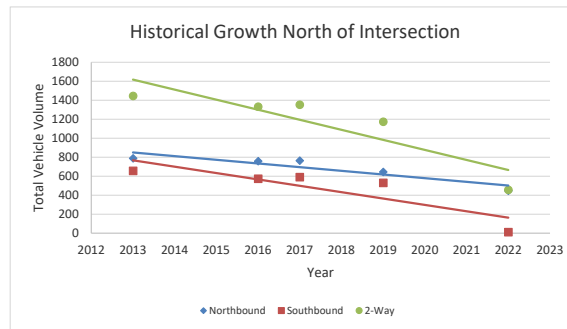
Trend Point at start		752.8	846.6	1599.4
Trend Point at end		613.7	403.6	1017.3
Slope		-15.5	-49.2	-64.7
Annual Growth		-3.3%	-11.6%	-7.3%

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

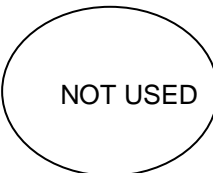
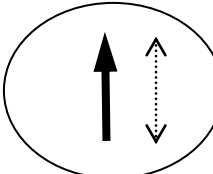
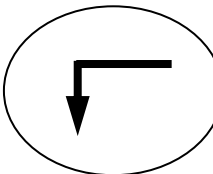
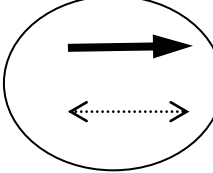
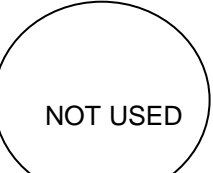
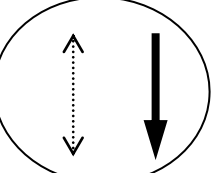
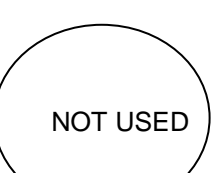
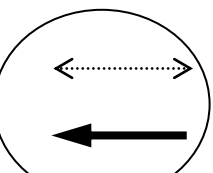
Trend Point at start		761.2	712.5	1473.7
Trend Point at end		641.0	482.0	1122.9
Slope		-13.4	-25.6	-39.0
Annual Growth		-2.8%	-6.3%	-4.4%



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	AM	PM	NIGHT	WKND	TTC Closure	Phase Mode	Remarks
		All Other Times	06:30-09:30 M-F	15:15-18:30 M-F	22:00-06:00 Daily	10:00-19:00 Sat & Sun	TTD	(Fixed/Demanded/Callable)	
	Local Plan Split Table	Pattern 1 Split 1	Pattern 2 Split 2	Pattern 3 Split 3	Pattern 4 Split 4	Pattern 5 Split 5	Pattern 6 Split 6		
1		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						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						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						Fixed.	
5		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						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		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						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

Ø 1

Ø 2

Ø 3

Ø 4

Ø 5

Ø 6

Ø 7

Ø 8

[Cycle]

[Slop]

2.3.5 O.C. Thres.

Pattern 1

OFF

Split 1

Ext.

--

21

--

21

--

21

--

21

Rdc.

--

--

1

--

--

--

--

1

84

1

1

s

[1 %]

AM

Split 2

Ext.

--

18

--

18

--

18

--

18

Rdc.

--

--

1

6

--

--

--

7

90

7

19

s

[21 %]

PM

Split 3

Ext.

--

19

--

20

--

19

--

20

Rdc.

--

--

1

4

--

--

--

5

90

5

13

s

[14 %]

NIGHT

Split 4

Ext.

--

21

--

21

--

21

--

21

Rdc.

--

--

1

--

--

--

1

85

1

1

s

[1 %]

WKND

Split 5

Ext.

--

21

--

21

--

21

--

21

Rdc.

--

--

1

--

--

--

1

84

1

1

s

[1 %]

TTC

Split 6

Ext.

--

24

--

24

--

24

--

24

Rdc.

--

--

1

10

--

--

--

11

94

11

1

s

[1 %]

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**

TSP RUN # 2

TSP RUN # 5**

TSP RUN # 6

NB Thru

NB Thru

SB Thru

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

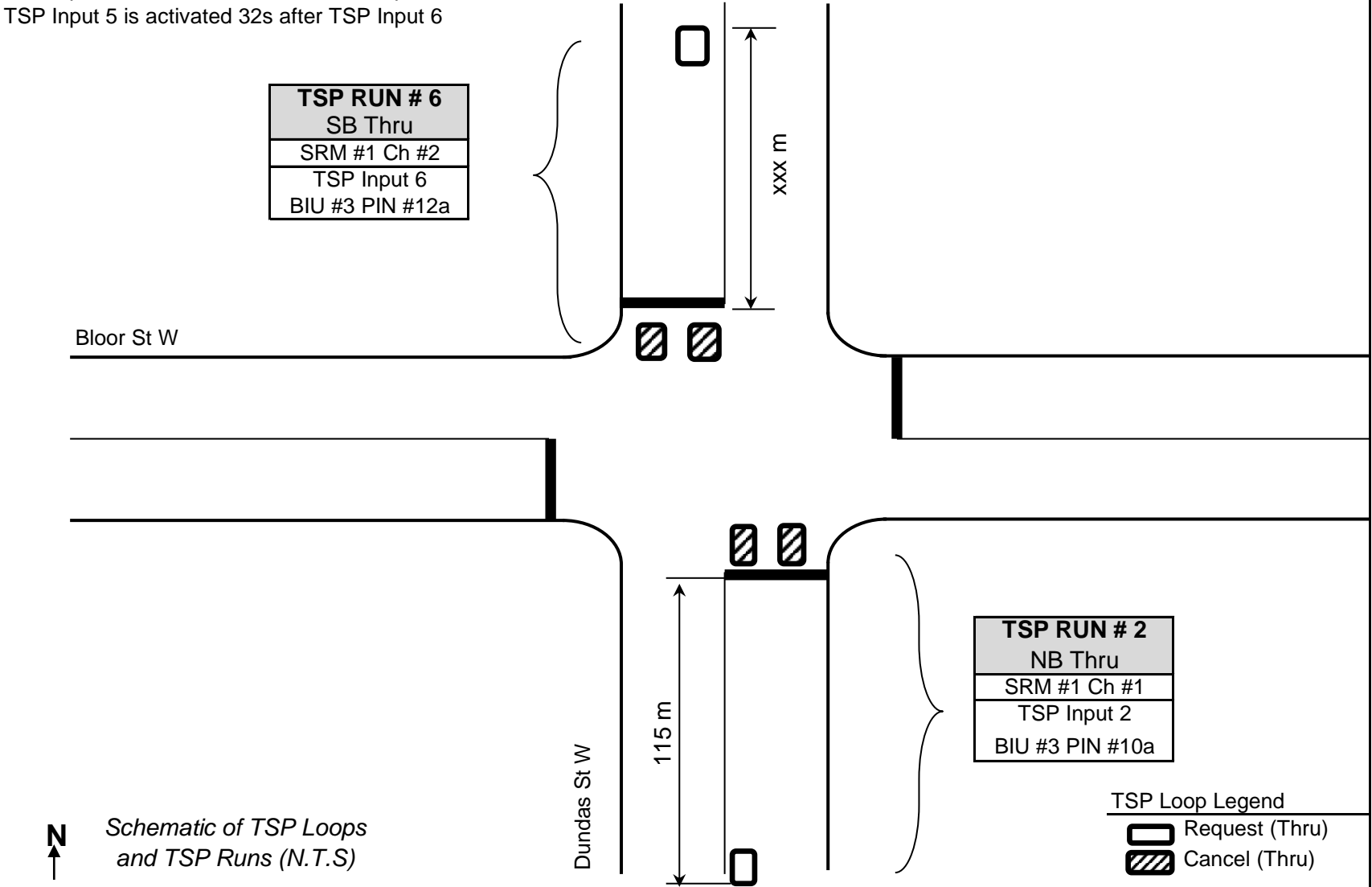
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2.1.9.2 Advanced I/O Scripts

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



LOCATION: Dundas St & 50 m N. of Chelsea Ave/Private Access		DISTRICT: Toronto & East York					<div>N ↑</div>	
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						
NEMA Phase		OFF	AM	PM	NIGHT	WKND	Phase Mode (Fixed/Demanded/Callable)	Remarks
		All Other Times	06:30-09:30 M-F	15:00-19:00 M-F	23:00-06:30 Daily	10:00-19:00 Sat & Sun		
	Local Plan Split Table	Pattern 1 Split 1	Pattern 2 Split 2	Pattern 3 Split 3	Pattern 4 Split 4	Pattern 5 Split 5		
1	<div>NOT USED</div>	WLK FDW MIN MAX1 AMB ALR SPLIT						Pedestrian Minimums: NSWK = 13 sec NSFD = 20 sec EWWK = 13 sec EWFD = 13 sec 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. Side Street Passage Time = 3 sec
2	<div>Dundas St</div> <div><div>↑</div><div>↕</div></div>	WLK DLY 5 WLK 13 FDW 20 MIN 28 MAX1 36 AMB 3.3 ALR 2.5 SPLIT					Fixed. Split shown includes 5 sec of NS LPI	
3	<div>NOT USED</div>	WLK FDW MIN MAX1 AMB ALR SPLIT						NS Leading Pedestrian Interval - NSWK comes up 5 seconds before NS vehicle green. EW Leading Pedestrian Interval - EWWK comes up 5 seconds before EW vehicle green.
4	<div>NOT USED</div>	WLK DLY 5 WLK 13 FDW 13 MIN 7 MAX1 21 AMB 3.0 ALR 2.9 SPLIT					Split shown includes 5 sec of EW LPI	
5	<div>NOT USED</div>	WLK FDW MIN MAX1 AMB ALR SPLIT						
6	<div>Dundas St</div> <div><div>↓</div></div>	WLK DLY 5 WLK 13 FDW 20 MIN 28 MAX1 36 AMB 3.3 ALR 2.5 SPLIT					Fixed. Split shown includes 5 sec of NS LPI	
7	<div>NOT USED</div>	WLK FDW MIN MAX1 AMB ALR SPLIT						
8	<div>Private Access</div> <div><div>↔</div><div>←</div><div>↔</div></div>	WLK DLY 5 WLK 13 FDW 13 MIN 7 MAX1 21 AMB 3.0 ALR 2.9 SPLIT					Split shown includes 5 sec of EW LPI Callable by Stopbar Loop and/or Pushbutton Extendable by Stopbar Loop	
	CL OF	80 13	90 17	90 76	75 26	80 13		

NOTES: T-intersection (no west leg).

APPENDIX G:

Parking and Door Counts



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

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 Ending	Inbound From:			Outbound to:			Two Way			
	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 Ending	Inbound From:			Outbound to:			Two Way			
	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
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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)			2-Stage Gap (sec)		
					Left Turn	Through	Right Turn	Left Turn	Through	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	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	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:

Signal Warrant Analysis

Input Data Sheet

[Analysis Sheet](#)
[Results Sheet](#)
[Proposed Collision](#)
[GO TO Justification:](#)

What are the intersecting roadways?

Block Street West Dundas Street West

What is the direction of the Main Road street?

North-South

When was the data collected?

2023-02-15 2023-02-15

Justification 1 - 4: Volume Warrants

a.- Number of lanes on the Main Road?

2 or more

b.- Number of lanes on the Minor Road?

1

c.- How many approaches?

4

d.- What is the operating environment?

Urban

Population >= 10,000

AND

Speed < 70 km/hr

e.- What is the eight hour vehicle volume at the intersection? (Please fill in table below)

Hour Ending	Main Northbound Approach			Minor Eastbound Approach			Main Southbound Approach			Minor Westbound Approach			Pedestrians Crossing Main Road
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
8:00	45	605	20	70	0	65	25	635	35	0	0	0	127
9:00	45	494	19	70	0	65	24	518	35	0	0	0	132
14:00	61	367	6	46	0	61	44	635	49	3	0	3	104
15:00	59	406	7	45	0	59	59	703	48	4	0	4	178
16:00	69	438	8	52	0	69	66	758	56	4	0	4	171
17:00	80	480	10	60	0	80	80	830	65	5	0	5	240
18:00	76	406	9	57	0	76	74	703	62	5	0	5	182
19:00	61	346	7	46	0	61	57	598	49	4	0	4	110
Total	497	3,543	87	445	0	537	429	5,379	400	24	0	24	1,244

Justification 5: Collision Experience

Preceding Months	Number of Collisions*
1-12	
13-24	
25-36	

* Include only collisions that are susceptible to correction through the installation of traffic signal control

Justification 6: Pedestrian Volume

a.- Please fill in table below summarizing total pedestrians crossing major roadway at the intersection or in proximity to the intersection (zones). Please reference Section 4.8 of the Manual for further explanation and graphical representation.

	Zone 1		Zone 2		Zone 3 (if needed)		Zone 4 (if needed)		Total
	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	
Total 8 hour pedestrian volume									
Factored 8 hour pedestrian volume	0		0		0		0		
% Assigned to crossing rate									
Net 8 Hour Pedestrian Volume at Crossing									0
Net 8 Hour Vehicular Volume on Street Being Crossed									6,411

b.- Please fill in table below summarizing delay to pedestrians crossing major roadway at the intersection or in proximity to the intersection (zones). Please reference Section 4.8 of the Manual for further explanation and graphical representation.

	Zone 1		Zone 2		Zone 3 (if needed)		Zone 4 (if needed)		Total
	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	
Total 8 hour pedestrian volume	0	0	0	0	0	0	0	0	
Total 8 hour pedestrians delayed greater than 10 seconds									
Factored volume of total pedestrians	0		0		0		0		
Factored volume of delayed pedestrians	0		0		0		0		
% Assigned to Crossing Rate	0%		0%		0%		0%		
Net 8 Hour Volume of Total Pedestrians									0
Net 8 Hour Volume of Delayed Pedestrians									0

Analysis Sheet

Input Sheet

Results Sheet

Proposed Collision

GO TO Justification:

Intersection: Bloor Street West / Dundas Street West

Count Date: 2023-02-15

Justification 1: Minimum Vehicle Volumes

Restricted Flow Urban Conditions

Justification	Guidance Approach Lanes				Percentage Warrant								Total Across	Section Percent
	1 Lanes		2 or More Lanes		Hour Ending									
Flow Condition	FREE FLOW	RESTR. FLOW	FREE FLOW	RESTR. FLOW	8:00	9:00	14:00	15:00	16:00	17:00	18:00	19:00		
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>										
1A	480	720	600	900	1,500	1,270	1,273	1,394	1,526	1,695	1,473	1,232	800	100
	COMPLIANCE %				100	100	100	100	100	100	100	100		
1B	120	170	120	170	135	135	112	111	130	150	143	113	605	76
	COMPLIANCE %				79	79	66	66	76	88	84	67		
Restricted Flow Signal Justification 1:					Both 1A and 1B 100% Fulfilled each of 8 hours Lesser of 1A or 1B at least 80% fulfilled each of 8 hours						Yes <input type="checkbox"/> Yes <input type="checkbox"/>		No <input checked="" type="checkbox"/> No <input checked="" type="checkbox"/>	

Justification 2: Delay to Cross Traffic

Restricted Flow Urban Conditions

Justification	Guidance Approach Lanes				Percentage Warrant								Total Across	Section Percent
	1 lanes		2 or More lanes		Hour Ending									
Flow Condition	FREE FLOW <input type="checkbox"/>	RESTR. FLOW <input type="checkbox"/>	FREE FLOW <input type="checkbox"/>	RESTR. FLOW <input checked="" type="checkbox"/>	8:00	9:00	14:00	15:00	16:00	17:00	18:00	19:00		
2A	480	720	600	900	1,365	1,135	1,161	1,283	1,396	1,545	1,330	1,118		
COMPLIANCE %					100	100	100	100	100	100	100	100	800	100
2B	50	75	50	75	197	202	152	226	227	305	244	159		
	COMPLIANCE %				100	100	100	100	100	100	100	100		
Restricted Flow Signal Justification 2:					Both 2A and 2B 100% fulfilled each of 8 hours Lesser of 2A or 2B at least 80% fulfilled each of 8 hours						Yes <input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/> No <input type="checkbox"/>		

Justification 3: Combination

Combination Justification 1 and 2

Justification Satisfied 80% or More				Two Justifications Satisfied 80% or More	
Justification 1	Minimum Vehicle Volume	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>	YES <input type="checkbox"/>	NO <input checked="" type="checkbox"/>
Justification 2	Delay Cross Traffic	YES <input checked="" type="checkbox"/>	NO <input type="checkbox"/>		
				NOT JUSTIFIED	

Justification 4: Four Hour Volume

Justification	Time Period	Total Volume of Both Approaches (Main)	Heaviest Minor Approach	Required Value	Average % Compliance	Overall % Compliance
		X	Y (actual)	Y (warrant threshold)		
Justification 4	8:00	1,365	135	115	100 %	100 %
	16:00	1,396	121	115	100 %	
	17:00	1,545	140	115	100 %	
	18:00	1,330	134	115	100 %	

Justification 5: Collision Experience

Justification	Preceding Months	% Fulfillment	Overall % Compliance
Justification 5	1-12	0 %	0 %
	13-24	0 %	

Analysis Sheet

[Input Sheet](#)[Results Sheet](#)[Proposed Collision](#)

GO TO Justification:

Intersection: Bloor Street West / Dundas Street West

Count Date: 2023-02-15

	25-36	0 %	
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Justification 6: Pedestrian Volume

Pedestrian Volume Analysis

8 Hour Vehicular Volume V_8		Net 8 Hour Pedestrian Volume				
		< 200	200 - 275	276 - 475	476 - 1000	>1000
Justification 6A	< 1440					
	1440 - 2600					
	2601 - 7000	Not Justified				
	> 7000					

Pedestrian Delay Analysis

Net Total 8 Hour Volume of Total Pedestrians		Net Total 8 Hour Volume of Delayed Pedestrians		
		< 75	75 - 130	> 130
Justification 6B	< 200	Not Justified		
	200 - 300			
	> 300			

Results Sheet

Input Sheet

Analysis Sheet

Proposed Collision

GO TO Justification:

Intersection: Bloor Street West / Dundas Street West

Count Date: 2023-02-15

Summary Results

Justification		Compliance		Signal Justified?	
				YES	NO
1. Minimum Vehicular Volume	A Total Volume	100	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Crossing Volume	76	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Delay to Cross Traffic	A Main Road	100	%	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	B Crossing Road	100	%	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Combination	A Justificaton 1	76	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Justification 2	100	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4. 4-Hr Volume		100	%	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5. Collision Experience	0	%	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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6. Pedestrians	A Volume	Justification not met	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	B Delay	Justification not met	<input type="checkbox"/>	<input checked="" type="checkbox"/>

APPENDIX J:
Intersection Capacity Analysis Sheets

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

Existing AM
2400 Dundas Street West (8159-06)

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	
sSH	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						

Queues
2: Existing Site Driveway & Dundas St W

Existing AM
2400 Dundas Street West (8159-06)







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









HCM Signalized Intersection Capacity Analysis
2: Existing Site Driveway & Dundas St W

Existing AM
2400 Dundas Street West (8159-06)

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
Flpb, 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						

HCM Unsignalized Intersection Capacity Analysis
3: Dundas St W & Chelsea Ave

Existing AM
2400 Dundas Street West (8159-06)

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			

Queues

4: Dundas St W & Bloor St W

Existing AM

2400 Dundas Street West (8159-06)

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

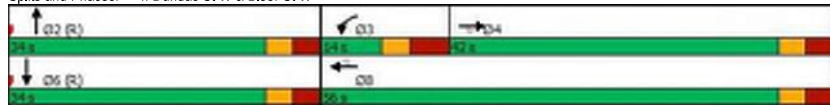
Natural Cycle: 85

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

Existing AM 2400 Dundas Street West (8159-06) 8:04 am 11-23-2022 Baseline
VRLSynchro 11 Report
Page 5

HCM Signalized Intersection Capacity Analysis

4: Dundas St W & Bloor St W

Existing AM

2400 Dundas Street West (8159-06)

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			

Existing AM 2400 Dundas Street West (8159-06) 8:04 am 11-23-2022 Baseline
VRLSynchro 11 Report
Page 6

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

Existing PM
2400 Dundas Street West (8159-06)

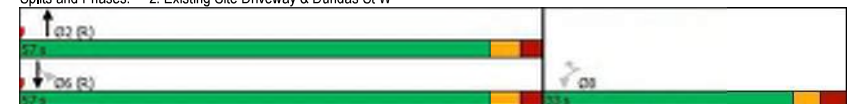
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↖	↖
Traffic Volume (veh/h)	25	40	45	730	440	30
Future Volume (Veh/h)	25	40	45	730	440	30
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Hourly flow rate (vph)	25	40	45	737	444	30
Pedestrians	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	
sSH	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						

Queues
2: Existing Site Driveway & Dundas St W

Existing PM
2400 Dundas Street West (8159-06)

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



HCM Signalized Intersection Capacity Analysis

2: Existing Site Driveway & Dundas St W







Existing PM
2400 Dundas Street West (8159-06)

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
Flpb, 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						

HCM Unsignalized Intersection Capacity Analysis

3: Dundas St W & Chelsea Ave

Existing PM
2400 Dundas Street West (8159-06)

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			

Queues

4: Dundas St W & Bloor St W

Existing PM

2400 Dundas Street West (8159-06)

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

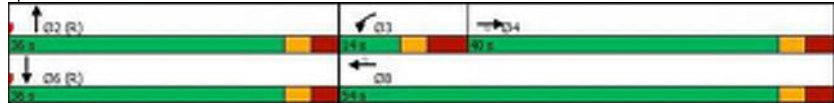
Natural Cycle: 85

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

Existing PM 2400 Dundas Street West (8159-06) 8:04 am 11-23-2022 Baseline
VRLSynchro 11 Report
Page 5

HCM Signalized Intersection Capacity Analysis

4: Dundas St W & Bloor St W

Existing PM

2400 Dundas Street West (8159-06)

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			

Existing PM 2400 Dundas Street West (8159-06) 8:04 am 11-23-2022 Baseline
VRLSynchro 11 Report
Page 6

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

Existing SAT
2400 Dundas Street West (8159-06)

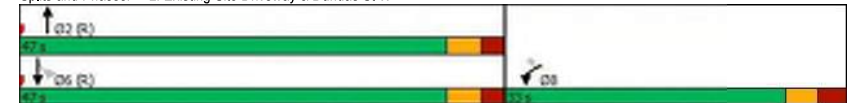
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↖	↖	↖
Traffic Volume (veh/h)	25	35	40	565	510	10
Future Volume (Veh/h)	25	35	40	565	510	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	27	37	43	601	543	11
Pedestrians	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	
sSH	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						

Queues
2: Existing Site Driveway & Dundas St W

Existing SAT
2400 Dundas Street West (8159-06)

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



HCM Signalized Intersection Capacity Analysis

2: Existing Site Driveway & Dundas St W

Existing SAT
2400 Dundas Street West (8159-06)

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
Flpb, 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						

HCM Unsignalized Intersection Capacity Analysis

3: Dundas St W & Chelsea Ave

Existing SAT
2400 Dundas Street West (8159-06)

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			

Queues

4: Dundas St W & Bloor St W

Existing SAT

2400 Dundas Street West (8159-06)

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

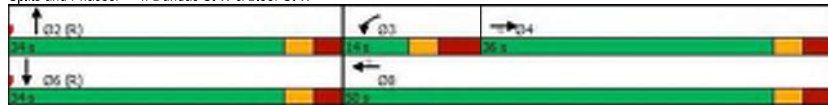
Natural Cycle: 85

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

Existing SAT 2400 Dundas Street West (8159-06) 8:04 am 11-23-2022 Baseline
VRLSynchro 11 Report
Page 5

HCM Signalized Intersection Capacity Analysis

4: Dundas St W & Bloor St W

Existing SAT

2400 Dundas Street West (8159-06)

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	
Flpb, 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			

Existing SAT 2400 Dundas Street West (8159-06) 8:04 am 11-23-2022 Baseline
VRLSynchro 11 Report
Page 6

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

Future Background AM
2400 Dundas Street West (8159-06)

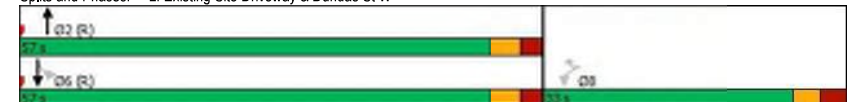
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Volume (veh/h)	50	50	30	650	620	20
Future Volume (Veh/h)	50	50	30	650	620	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	51	51	31	663	633	20
Pedestrians	72			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	
sSH	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						

Queues
2: Existing Site Driveway & Dundas St W

Future Background AM
2400 Dundas Street West (8159-06)







Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	W	W	W	W	W
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









HCM Signalized Intersection Capacity Analysis
2: Existing Site Driveway & Dundas St W

Future Background AM
2400 Dundas Street West (8159-06)

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
Flpb, 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						

HCM Unsignalized Intersection Capacity Analysis
3: Dundas St W & Chelsea Ave

Future Background AM
2400 Dundas Street West (8159-06)

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			

Queues

4: Dundas St W & Bloor St W

Future Background AM

2400 Dundas Street West (8159-06)

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

Future Background AM 2400 Dundas Street West (8159-06) 10:47 am 02-02-2023
VRLSynchro 11 Report
Page 5

HCM Signalized Intersection Capacity Analysis

4: Dundas St W & Bloor St W

Future Background AM

2400 Dundas Street West (8159-06)

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			

Future Background AM 2400 Dundas Street West (8159-06) 10:47 am 02-02-2023
VRLSynchro 11 Report
Page 6

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

Future Background PM
2400 Dundas Street West (8159-06)

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
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	
sSH	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						

Queues

2: Existing Site Driveway & Dundas St W

Future Background PM
2400 Dundas Street West (8159-06)







Lane Group	WBL	WBR	NBT	SBL	SBT
Lane Configurations	W	W	W	W	W
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









HCM Signalized Intersection Capacity Analysis
2: Existing Site Driveway & Dundas St W

Future Background PM
2400 Dundas Street West (8159-06)

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
Flpb, 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						

HCM Unsignalized Intersection Capacity Analysis
3: Dundas St W & Chelsea Ave

Future Background PM
2400 Dundas Street West (8159-06)

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			

Queues

4: Dundas St W & Bloor St W

Future Background PM

2400 Dundas Street West (8159-06)

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

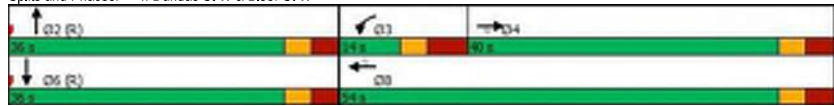
Natural Cycle: 85

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



Future Background PM 2400 Dundas Street West (8159-06) 10:54 am 02-02-2023

VRL

Synchro 11 Report

Page 5

HCM Signalized Intersection Capacity Analysis

4: Dundas St W & Bloor St W

Future Background PM

2400 Dundas Street West (8159-06)

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

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

Future Background PM 2400 Dundas Street West (8159-06) 10:54 am 02-02-2023







VRL

Synchro 11 Report

Page 6






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

Future Background SAT
2400 Dundas Street West (8159-06)

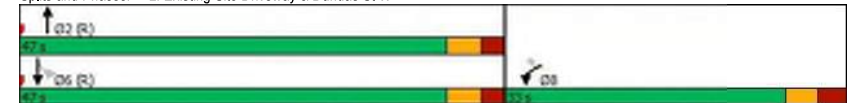
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	30	35	45	670	605	15
Future Volume (Veh/h)	30	35	45	670	605	15
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	32	37	48	713	644	16
Pedestrians	81			4	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	
sSH	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						

Queues
2: Existing Site Driveway & Dundas St W

Future Background SAT
2400 Dundas Street West (8159-06)







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









HCM Signalized Intersection Capacity Analysis
2: Existing Site Driveway & Dundas St W

Future Background SAT
2400 Dundas Street West (8159-06)

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
Flpb, 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						

HCM Unsignalized Intersection Capacity Analysis
3: Dundas St W & Chelsea Ave

Future Background SAT
2400 Dundas Street West (8159-06)

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 #						
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			

Queues

4: Dundas St W & Bloor St W

Future Background SAT

2400 Dundas Street West (8159-06)

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

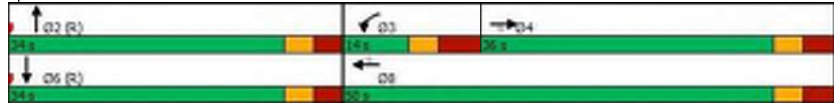
Natural Cycle: 85

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

Future Background SAT 2400 Dundas Street West (8159-06) 11:02 am 02-02-2023
VRLSynchro 11 Report
Page 5

HCM Signalized Intersection Capacity Analysis

4: Dundas St W & Bloor St W

Future Background SAT

2400 Dundas Street West (8159-06)

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			

Future Background SAT 2400 Dundas Street West (8159-06) 11:02 am 02-02-2023
VRLSynchro 11 Report
Page 6

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

Future Total AM
2400 Dundas Street West (8159-06)

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Volume (veh/h)	50	45	30	670	625	20
Future Volume (Veh/h)	50	45	30	670	625	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	684	638	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)				214		
pX, platoon unblocked	1.00					
vC, conflicting volume	1128	410	730			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1121	410	730			
tC, single (s)	*7.1	*7.1	4.2			
tC, 2 stage (s)						
tF (s)	*3.6	*3.6	2.2			
p0 queue free %	69	91	96			
cM capacity (veh/h)	164	507	805			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	97	259	456	425	233	
Volume Left	51	31	0	0	0	
Volume Right	46	0	0	0	20	
sSH	241	805	1700	1700	1700	
Volume to Capacity	0.40	0.04	0.27	0.25	0.14	
Queue Length 95th (m)	14.7	1.0	0.0	0.0	0.0	
Control Delay (s)	29.7	1.5	0.0	0.0	0.0	
Lane LOS	D	A				
Approach Delay (s)	29.7	0.6		0.0		
Approach LOS	D					
Intersection Summary						
Average Delay			2.2			
Intersection Capacity Utilization			55.1%	ICU Level of Service	B	
Analysis Period (min)			15			
* User Entered Value						

Queues

3: Dundas St W & Chelsea Ave/Proposed Site Driveway

Future Total AM
2400 Dundas Street West (8159-06)

Lane Group	WBL	WBR	NBL	NBT	SBL	SBT	Ø4
Lane Configurations	W	W		W	W	W	
Traffic Volume (vph)	70	65	25	635	45	605	
Future Volume (vph)	70	65	25	635	45	605	
Lane Group Flow (vph)	76	71	0	824	0	793	
Turn Type	Perm	Perm	Perm	NA	Perm	NA	
Protected Phases				2		6	4
Permitted Phases	8	8	2		6		
Detector Phase	8	8	2	2	6	6	
Switch Phase							
Minimum Initial (s)	7.0	7.0	10.0	10.0	10.0	10.0	7.0
Minimum Split (s)	24.0	24.0	28.0	28.0	28.0	28.0	24.0
Total Split (s)	26.0	26.0	64.0	64.0	64.0	64.0	26.0
Total Split (%)	28.9%	28.9%	71.1%	71.1%	71.1%	71.1%	29%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	0.0		-1.0		-1.0	
Total Lost Time (s)	5.0	6.0		5.0		5.0	
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	C-Min	C-Min	C-Min	C-Min	None
v/c Ratio	0.42	0.29		0.34		0.34	
Control Delay	42.7	12.0		11.3		4.0	
Queue Delay	0.0	0.0		0.0		0.0	
Total Delay	42.7	12.0		11.3		4.0	
Queue Length 50th (m)	13.0	0.0		60.4		19.2	
Queue Length 95th (m)	25.5	11.7		59.7		30.4	
Internal Link Dist (m)				177.7		189.9	
Turn Bay Length (m)							
Base Capacity (vph)	329	407		2407		2300	
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	0.23	0.17		0.34		0.34	

Intersection Summary

Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 3: Dundas St W & Chelsea Ave/Proposed Site Driveway



HCM Signalized Intersection Capacity Analysis 3: Dundas St W & Chelsea Ave/Proposed Site Driveway

Future Total AM
2400 Dundas Street West (8159-06)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔		↔		↔		↔		↔
Traffic Volume (vph)	0	0	0	70	0	65	25	635	35	45	605	20
Future Volume (vph)	0	0	0	70	0	65	25	635	35	45	605	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0		6.0		5.0			5.0	
Lane Util. Factor				1.00		1.00		0.95			0.95	
Frpb, ped/bikes				1.00		1.00		1.00			0.99	
Flpb, ped/bikes				1.00		1.00		0.99			1.00	
Frt				1.00		0.85		0.99			1.00	
Flt Protected				0.95		1.00		1.00			1.00	
Satd. Flow (prot)				1770		1583		3304			3348	
Flt Permitted				0.76		1.00		0.91			0.85	
Satd. Flow (perm)				1410		1583		2998			2868	
Peak-hour factor, PHF	0.84	0.92	0.84	0.92	0.92	0.92	0.84	0.84	0.92	0.92	0.84	0.84
Adj. Flow (vph)	0	0	0	76	0	71	30	756	38	49	720	24
RTOR Reduction (vph)	0	0	0	0	0	64	0	2	0	0	2	0
Lane Group Flow (vph)	0	0	0	76	0	7	0	822	0	0	791	0
Confl. Peds. (#/hr)	14		10				209					209
Confl. Bikes (#/hr)												7
Heavy Vehicles (%)	0%	2%	0%	2%	2%	2%	9%	8%	2%	2%	6%	0%
Turn Type				Perm		Perm	Perm	NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)				9.0		9.0		69.0			69.0	
Effective Green, g (s)				10.0		9.0		70.0			70.0	
Actuated g/C Ratio				0.11		0.10		0.78			0.78	
Clearance Time (s)				6.0		6.0		6.0			6.0	
Vehicle Extension (s)				3.0		3.0		3.0			3.0	
Lane Grp Cap (vph)				156		158		2331			2230	
v/s Ratio Prot												
v/s Ratio Perm				c0.05		0.00		0.27			c0.28	
v/c Ratio				0.49		0.04		0.35			0.35	
Uniform Delay, d1				37.6		36.6		3.1			3.1	
Progression Factor				1.00		1.00		3.14			1.00	
Incremental Delay, d2				2.4		0.1		0.3			0.4	
Delay (s)				40.0		36.7		9.9			3.5	
Level of Service				D		D		A			A	
Approach Delay (s)		0.0			38.4			9.9			3.5	
Approach LOS		A			D			A			A	
Intersection Summary												
HCM 2000 Control Delay		9.4										
HCM 2000 Volume to Capacity ratio		0.38										
Actuated Cycle Length (s)		90.0						11.0				
Intersection Capacity Utilization		59.0%										
Analysis Period (min)		15										
c Critical Lane Group												

Queues 4: Dundas St W & Bloor St W

Future Total AM
2400 Dundas Street West (8159-06)

Lane Group	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	565	155	135	570	100	575	605
Future Volume (vph)	565	155	135	570	100	575	605
Lane Group Flow (vph)	595	163	142	600	105	789	726
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	0.67
Control Delay	40.2	6.7	64.3	16.8	7.2	31.5	28.7
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	28.7
Queue Length 50th (m)	93.7	4.1	25.9	67.4	5.5	64.3	60.6
Queue Length 95th (m)	#143.3	16.5	#59.4	99.0	13.3	#89.5	82.1
Internal Link Dist (m)	208.8			450.8		271.7	177.7
Turn Bay Length (m)		30.0	60.0		45.0		
Base Capacity (vph)	747	608	192	1021	641	1025	1076
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	0.67
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



HCM Signalized Intersection Capacity Analysis

4: Dundas St W & Bloor St W

Future Total AM

2400 Dundas Street West (8159-06)

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	605	85
Future Volume (vph)	0	565	155	135	570	100	0	575	175	0	605	85
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	
Flpb, ped/bikes		1.00	0.88	1.00	1.00	0.80		0.91			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)		1827	1305	1752	1810	1108		2912			3116	
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			3116	
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	637	89
RTOR Reduction (vph)	0	0	79	0	0	16	0	31	0	0	12	0
Lane Group Flow (vph)	0	595	84	142	600	89	0	758	0	0	714	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			1062	
v/s Ratio Prot		c0.33		0.08	c0.33			c0.26			0.23	
v/s Ratio Perm			0.06			0.08						
v/c Ratio		0.87	0.17	0.74	0.61	0.15		0.76			0.67	
Uniform Delay, d1		26.0	18.8	38.8	13.9	10.1		26.4			25.4	
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00			0.99	
Incremental Delay, d2		11.2	0.2	13.9	1.1	0.1		5.6			3.3	
Delay (s)		37.2	18.9	52.7	15.0	10.2		32.0			28.5	
Level of Service		D	B	D	B	B		C			C	
Approach Delay (s)		33.3			20.7			32.0			28.5	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay		28.4										
HCM 2000 Volume to Capacity ratio		0.81										
Actuated Cycle Length (s)		90.0						15.6				
Intersection Capacity Utilization		73.5%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

1: Dundas St W & Glenlake Ave

Future Total PM

2400 Dundas Street West (8159-06)

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)				214		
pX, platoon unblocked	0.96					
vC, conflicting volume	1189	399	675			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1107	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)	132	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	236	832	1700	1700	1700	
Volume to Capacity	0.28	0.05	0.34	0.21	0.13	
Queue Length 95th (m)	8.7	1.4	0.0	0.0	0.0	
Control Delay (s)	25.9	1.8	0.0	0.0	0.0	
Lane LOS	D	A				
Approach Delay (s)	25.9	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						

Queues

3: Dundas St W & Chelsea Ave/Proposed Site Driveway

Future Total PM

2400 Dundas Street West (8159-06)

	→	↖	↗	↘	↑	↙	↓
Lane Group	EBT	WBL	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	0	60	80	80	830	80	480
Future Volume (vph)	0	60	80	80	830	80	480
Lane Group Flow (vph)	10	65	87	0	1000	0	587
Turn Type	NA	Perm	Perm	Perm	NA	Perm	NA
Protected Phases	4			2	2		6
Permitted Phases		8	8	2		6	
Detector Phase	4	8	8	2	2	6	6
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	10.0	10.0	10.0	10.0
Minimum Split (s)	24.0	24.0	24.0	28.0	28.0	28.0	28.0
Total Split (s)	26.0	26.0	26.0	64.0	64.0	64.0	64.0
Total Split (%)	28.9%	28.9%	28.9%	71.1%	71.1%	71.1%	71.1%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	0.0		-1.0		-1.0
Total Lost Time (s)	5.0	5.0	6.0		5.0		5.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min
v/c Ratio	0.04	0.39	0.35		0.43		0.30
Control Delay	0.4	42.5	12.3		11.1		3.6
Queue Delay	0.0	0.0	0.0		0.0		0.0
Total Delay	0.4	42.5	12.3		11.1		3.6
Queue Length 50th (m)	0.0	11.1	0.0		76.1		13.0
Queue Length 95th (m)	0.5	22.9	13.0		160.9		23.5
Internal Link Dist (m)	123.2				177.7		189.9
Turn Bay Length (m)							
Base Capacity (vph)	416	326	419		2337		1970
Starvation Cap Reductn	0	0	0		0		0
Spillback Cap Reductn	0	0	0		0		0
Storage Cap Reductn	0	0	0		0		0
Reduced v/c Ratio	0.02	0.20	0.21		0.43		0.30

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green

Natural Cycle: 55

Control Type: Actuated-Coordinated

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Dundas St W & Chelsea Ave/Proposed Site Driveway

Future Total PM 2400 Dundas Street West (8159-06) 8:04 am 11-23-2022
VRLSynchro 11 Report
Page 2

HCM Signalized Intersection Capacity Analysis

3: Dundas St W & Chelsea Ave/Proposed Site Driveway

Future Total PM

2400 Dundas Street West (8159-06)

	↖	→	↗	↘	←	↖	↗	↘	↙	↘	↙	↘	↙	↘	↙	↘
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR				
Lane Configurations		↔		↖		↗		↖		↗	↖	↗				
Traffic Volume (vph)	5	0	5	60	0	80	80	830	65	80	480	10				
Future Volume (vph)	5	0	5	60	0	80	80	830	65	80	480	10				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Total Lost time (s)		5.0		5.0		6.0		5.0		5.0		5.0				
Lane Util. Factor		1.00		1.00		1.00		0.95		0.95		0.95				
Frpb, ped/bikes		0.98		1.00		1.00		1.00		1.00		0.99				
Flpb, ped/bikes		0.98		1.00		1.00		0.99		0.99		1.00				
Fr		0.93		1.00		0.85		0.99		0.99		1.00				
Fl Protected		0.98		0.95		1.00		1.00		0.99		0.99				
Satd. Flow (prot)		1666		1770		1583		3417		3454		3454				
Fl Permitted		0.98		0.75		1.00		0.84		0.70		0.70				
Satd. Flow (perm)		1666		1399		1583		2886		2434		2434				
Peak-hour factor, PHF	0.98	0.92	0.98	0.92	0.92	0.92	0.98	0.98	0.92	0.92	0.98	0.98				
Adj. Flow (vph)	5	0	5	65	0	87	82	847	71	87	490	10				
RTOR Reduction (vph)	0	9	0	0	0	79	0	4	0	0	1	0				
Lane Group Flow (vph)	0	1	0	65	0	8	0	996	0	0	586	0				
Confl. Peds. (#/hr)	26		13				181					181				
Confl. Bikes (#/hr)												9				
Heavy Vehicles (%)	0%	2%	0%	2%	2%	2%	0%	3%	2%	2%	3%	0%				
Turn Type	Perm	NA		Perm		Perm	Perm	NA		Perm	NA					
Protected Phases		4					2				6					
Permitted Phases	4			8		8	2			6						
Actuated Green, G (s)		8.4		8.4		8.4		69.6		69.6						
Effective Green, g (s)		9.4		9.4		8.4		70.6		70.6						
Actuated g/C Ratio		0.10		0.10		0.09		0.78		0.78						
Clearance Time (s)		6.0		6.0		6.0		6.0		6.0						
Vehicle Extension (s)		3.0		3.0		3.0		3.0		3.0						
Lane Grp Cap (vph)		174		146		147		2263		1909						
v/s Ratio Prot																
v/s Ratio Perm		0.00		c0.05		0.01		c0.35		0.24						
v/c Ratio		0.01		0.45		0.06		0.44		0.31						
Uniform Delay, d1		36.1		37.9		37.2		3.2		2.8						
Progression Factor		1.00		1.00		1.00		2.99		1.00						
Incremental Delay, d2		0.0		2.2		0.2		0.4		0.4						
Delay (s)		36.1		40.0		37.3		9.9		3.2						
Level of Service		D		D		D		A		A						
Approach Delay (s)		36.1				38.5		9.9		3.2						
Approach LOS		D				D		A		A						

Intersection Summary

HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Future Total PM 2400 Dundas Street West (8159-06) 8:04 am 11-23-2022
VRLSynchro 11 Report
Page 3

Queues

4: Dundas St W & Bloor St W

Future Total PM

2400 Dundas Street West (8159-06)

Lane Group	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Configurations	↑	↑	↑	↑	↑	↑	↑
Traffic Volume (vph)	595	135	110	610	170	815	465
Future Volume (vph)	595	135	110	610	170	815	465
Lane Group Flow (vph)	613	139	113	629	175	1015	561
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	0.48
Control Delay	44.0	5.4	57.9	19.2	10.1	36.7	23.2
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	36.7	23.2
Queue Length 50th (m)	99.4	1.4	20.2	74.7	12.3	90.2	42.7
Queue Length 95th (m)	#160.8	13.0	#44.3	110.8	24.4	#131.8	59.1
Internal Link Dist (m)	208.8			450.8		271.7	177.7
Turn Bay Length (m)		30.0	60.0		45.0		
Base Capacity (vph)	727	632	174	1000	687	1161	1174
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	0.48

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green

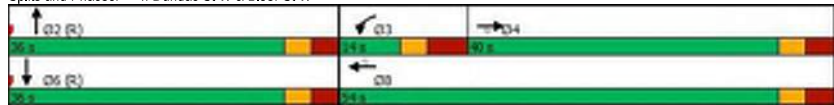
Natural Cycle: 85

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

Future Total PM 2400 Dundas Street West (8159-06) 8:04 am 11-23-2022
VRLSynchro 11 Report
Page 4

HCM Signalized Intersection Capacity Analysis

4: Dundas St W & Bloor St W

Future Total PM

2400 Dundas Street West (8159-06)

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	815	170	0	465	80
Future Volume (vph)	0	595	135	110	610	170	0	815	170	0	465	80
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		3125			3173	
Flt Permitted		1.00	1.00	0.95	1.00	1.00		1.00			1.00	
Satd. Flow (perm)		1881	1436	1805	1845	1237		3125			3173	
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	840	175	0	479	82
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	996	0	0	546	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		1142			1159	
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			0.47	
Uniform Delay, d1		27.0	19.0	39.2	15.7	11.8		26.6			21.9	
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2		14.2	0.1	8.1	1.6	0.2		9.3			1.3	
Delay (s)		41.2	19.1	47.3	17.3	12.0		35.9			23.3	
Level of Service		D	B	D	B	B		D			C	
Approach Delay (s)		37.1			20.0			35.9			23.3	
Approach LOS		D			B			D			C	

Intersection Summary

HCM 2000 Control Delay	29.5	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	79.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Future Total PM 2400 Dundas Street West (8159-06) 8:04 am 11-23-2022
VRLSynchro 11 Report
Page 5

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

Future Total SAT
2400 Dundas Street West (8159-06)

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↔	↔	↕	↕	↔
Traffic Volume (veh/h)	30	40	50	695	635	15
Future Volume (Veh/h)	30	40	50	695	635	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	739	676	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)				214		
pX, platoon unblocked	0.97					
vC, conflicting volume	1244	431	773			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1199	431	773			
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)	134	478	775			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	75	299	493	451	241	
Volume Left	32	53	0	0	0	
Volume Right	43	0	0	0	16	
sSH	228	775	1700	1700	1700	
Volume to Capacity	0.33	0.07	0.29	0.27	0.14	
Queue Length 95th (m)	10.9	1.8	0.0	0.0	0.0	
Control Delay (s)	28.3	2.4	0.0	0.0	0.0	
Lane LOS	D	A				
Approach Delay (s)	28.3	0.9		0.0		
Approach LOS	D					
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			54.3%	ICU Level of Service	A	
Analysis Period (min)			15			
* User Entered Value						

Queues

3: Dundas St W & Chelsea Ave/Proposed Site Driveway

Future Total SAT
2400 Dundas Street West (8159-06)

Lane Group	EBT	WBL	WBR	NBL	NBT	SBL	SBT
Lane Configurations	↔	↔	↔	↔	↕	↕	↕
Traffic Volume (vph)	0	90	85	50	660	85	560
Future Volume (vph)	0	90	85	50	660	85	560
Lane Group Flow (vph)	5	98	92	0	856	0	726
Turn Type	NA	Perm	Perm	Perm	NA	Perm	NA
Protected Phases	4				2		6
Permitted Phases		8	8	2		6	
Detector Phase	4	8	8	2	2	6	6
Switch Phase							
Minimum Initial (s)	7.0	7.0	7.0	10.0	10.0	10.0	10.0
Minimum Split (s)	24.0	24.0	24.0	28.0	28.0	28.0	28.0
Total Split (s)	26.0	26.0	26.0	58.0	58.0	58.0	58.0
Total Split (%)	31.0%	31.0%	31.0%	69.0%	69.0%	69.0%	69.0%
Yellow Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	0.0		-1.0		-1.0
Total Lost Time (s)	5.0	5.0	6.0		5.0		5.0
Lead/Lag							
Lead-Lag Optimize?							
Recall Mode	None	None	None	C-Min	C-Min	C-Min	C-Min
v/c Ratio	0.01	0.48	0.32		0.37		0.36
Control Delay	0.0	39.8	10.1		11.8		4.7
Queue Delay	0.0	0.0	0.0		0.0		0.0
Total Delay	0.0	39.8	10.1		11.8		4.7
Queue Length 50th (m)	0.0	15.4	0.0		59.7		18.7
Queue Length 95th (m)	0.0	28.9	12.2		60.2		34.2
Internal Link Dist (m)	123.2				177.7		189.9
Turn Bay Length (m)							
Base Capacity (vph)	548	351	447		2329		2010
Starvation Cap Reductn	0	0	0		0		0
Spillback Cap Reductn	0	0	0		0		0
Storage Cap Reductn	0	0	0		0		0
Reduced v/c Ratio	0.01	0.28	0.21		0.37		0.36

Intersection Summary

Cycle Length: 84
Actuated Cycle Length: 84
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle: 55
Control Type: Actuated-Coordinated

Splits and Phases: 3: Dundas St W & Chelsea Ave/Proposed Site Driveway



HCM Signalized Intersection Capacity Analysis 3: Dundas St W & Chelsea Ave/Proposed Site Driveway

Future Total SAT
2400 Dundas Street West (8159-06)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↔		↔		↔		↔		↔
Traffic Volume (vph)	0	0	5	90	0	85	50	660	85	85	560	30
Future Volume (vph)	0	0	5	90	0	85	50	660	85	85	560	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		5.0		6.0		5.0		5.0		5.0
Lane Util. Factor		1.00		1.00		1.00		0.95		0.95		0.95
Frpb, ped/bikes		0.98		1.00		1.00		1.00		0.99		0.99
Flpb, ped/bikes		1.00		1.00		1.00		1.00		1.00		1.00
Frt		0.86		1.00		0.85		0.98		0.99		0.99
Flt Protected		1.00		0.95		1.00		1.00		0.99		0.99
Satd. Flow (prot)		1612		1770		1583		3454		3461		3461
Flt Permitted		1.00		0.75		1.00		0.86		0.74		0.74
Satd. Flow (perm)		1612		1405		1583		2988		2585		2585
Peak-hour factor, PHF	0.93	0.92	0.93	0.92	0.92	0.92	0.93	0.93	0.92	0.92	0.93	0.93
Adj. Flow (vph)	0	0	5	98	0	92	54	710	92	92	602	32
RTOR Reduction (vph)	0	4	0	0	0	81	0	7	0	0	3	0
Lane Group Flow (vph)	0	1	0	98	0	11	0	849	0	0	723	0
Confl. Peds. (#/hr)	12		5				112				112	
Confl. Bikes (#/hr)												9
Heavy Vehicles (%)	0%	2%	0%	2%	2%	2%	2%	2%	2%	2%	2%	0%
Turn Type		NA		Perm		Perm	Perm	NA		Perm		NA
Protected Phases		4						2				6
Permitted Phases	4			8		8	2			6		
Actuated Green, G (s)		9.9		9.9		9.9		62.1		62.1		
Effective Green, g (s)		10.9		10.9		9.9		63.1		63.1		
Actuated g/C Ratio		0.13		0.13		0.12		0.75		0.75		
Clearance Time (s)		6.0		6.0		6.0		6.0		6.0		
Vehicle Extension (s)		3.0		3.0		3.0		3.0		3.0		
Lane Grp Cap (vph)		209		182		186		2244		1941		
v/s Ratio Prot		0.00										
v/s Ratio Perm				c0.07		0.01		c0.28		0.28		
v/c Ratio		0.00		0.54		0.06		0.38		0.37		
Uniform Delay, d1		31.8		34.2		32.9		3.6		3.6		
Progression Factor		1.00		1.00		1.00		2.78		1.00		
Incremental Delay, d2		0.0		3.0		0.1		0.4		0.5		
Delay (s)		31.8		37.2		33.0		10.5		4.2		
Level of Service		C		D		C		B		A		
Approach Delay (s)		31.8				35.2		10.5		4.2		
Approach LOS		C				D		B		A		

Intersection Summary

HCM 2000 Control Delay	10.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	84.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Future Total SAT 2400 Dundas Street West (8159-06) 8:04 am 11-23-2022 Baseline
VRL

Synchro 11 Report
Page 3

Queues 4: Dundas St W & Bloor St W

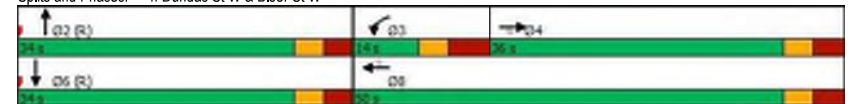
Future Total SAT
2400 Dundas Street West (8159-06)

Lane Group	EBT	EBR	WBL	WBT	WBR	NBT	SBT
Lane Configurations	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	605	150	135	630	170	625	550
Future Volume (vph)	605	150	135	630	170	625	550
Lane Group Flow (vph)	617	153	138	643	173	857	668
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	0.64	0.64	0.24	0.76	0.59
Control Delay	47.0	5.8	50.7	17.3	8.9	28.0	24.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.0	5.8	50.7	17.3	8.9	28.0	24.5
Queue Length 50th (m)	96.3	1.9	22.6	70.0	10.7	63.0	49.8
Queue Length 95th (m)	#160.5	14.0	#50.6	108.3	22.5	84.5	67.0
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	217	1023	723	1162	1157
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	0.64	0.63	0.24	0.74	0.58

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



Future Total SAT 2400 Dundas Street West (8159-06) 8:04 am 11-23-2022 Baseline
VRL

























Synchro 11 Report
Page 4

HCM Signalized Intersection Capacity Analysis

4: Dundas St W & Bloor St W

Future Total SAT

2400 Dundas Street West (8159-06)

															
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	625	215	0	550	105			
Future Volume (vph)	0	605	150	135	630	170	0	625	215	0	550	105			
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			0.98				
Flt Protected		1.00	1.00	0.95	1.00	1.00		1.00			1.00				
Satd. Flow (prot)		1881	1459	1787	1881	1297		3184			3231				
Flt Permitted		1.00	1.00	0.95	1.00	1.00		1.00			1.00				
Satd. Flow (perm)		1881	1459	1787	1881	1297		3184			3231				
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	638	219	0	561	107			
RTOR Reduction (vph)	0	0	87	0	0	18	0	41	0	0	19	0			
Lane Group Flow (vph)	0	617	66	138	643	155	0	816	0	0	649	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	7.7	44.1	44.1		27.7			27.7				
Effective Green, g (s)		30.0	30.0	10.2	45.1	45.1		28.7			28.7				
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	216	1009	696		1087			1103				
v/s Ratio Prot		c0.33		0.08	c0.34			c0.26			0.20				
v/s Ratio Perm			0.05			0.12									
v/c Ratio		0.92	0.13	0.64	0.64	0.22		0.75			0.59				
Uniform Delay, d1		25.8	18.2	35.1	13.7	10.2		24.5			22.8				
Progression Factor		1.00	1.00	1.00	1.00	1.00		1.00			1.00				
Incremental Delay, d2		17.6	0.1	6.1	1.3	0.2		4.8			2.2				
Delay (s)		43.5	18.3	41.2	15.0	10.4		29.3			25.1				
Level of Service		D	B	D	B	B		C			C				
Approach Delay (s)		38.5			18.0			29.3			25.1				
Approach LOS		D			B			C			C				
Intersection Summary															
HCM 2000 Control Delay			27.3		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			77.7%		ICU Level of Service						D				
Analysis Period (min)			15												
c Critical Lane Group															