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NextEng Consulting Group Inc.

April 13, 2023

Attention: Josh Marlowe

Berkshire Axis Development
75 Scarsdale Road, Suite 201
Toronto, ON M3B 2R2

**Re: Additional Transportation Analysis Letter
Proposed Residential Development
15-23 Toryork Drive, City of Toronto
Our Project No. NT-20-121**

This Letter is prepared to address the City of Toronto additional transportation related comments in support of the proposed residential development.

The subject site is located at 15-23 Toryork Drive, west of Weston Road and south of Toryork Drive, in the City of Toronto. The proposed development is located adjacent to the future Finch West LRT Station. The proposed development consists of four high-rise towers in three development blocks, with a total of 1,275 residential dwelling units and approximately 1,024 m² of ground related retail gross floor area. The proposed development will provide a total of 968 bicycle parking spaces and some 819 vehicle parking spaces. As part of the proposed development, a north-south and an east-west public roads will be constructed, and the proposed site accesses will be provided via these proposed public roads to service the proposed development.

This Letter will address the following transportation related comments provided by the City of Toronto:

1. Provide truck turning movement templates to demonstrate that the proposed street elbow can accommodate two Medium-Single-Unit trucks concurrently.
2. Provide queuing analysis at Toryork Drive and the new proposed public street to demonstrate that queue will not block the proposed new public street.
3. Provide proxy site parking utilization survey results to support the proposed parking rates for the proposed development.

The detailed analysis is provided below. The latest site plan is included in **Appendix A**.

1.0 TRUCK TURNING MOVEMENTS

As requested by the City staff, Nextrans has tested the truck turning movements at the proposed public road elbow. The tested vehicle dimensions are provided below:

- Medium-Single-Unit Truck (TAC-MSU) – 10.0 m length and 2.6 m width

AutoTURN software was utilized to generate the vehicle turning movement templates as illustrated in **Figure 1**. The analysis indicates that the proposed public street elbow can accommodate both trucks concurrently.

2.0 QUEUING ANALYSIS

The City staff has requested that queuing analysis be provided to demonstrate that the estimated queues along Toryork Drive will not block the new public street. It should be noted that through the Traffic Impact Study Update dated March, 2023, Nextrans has provided queuing analysis for the Weston Road/Toryork Drive intersection. The analysis results outlined in Table 12, Page 27, of this the Study indicates that 95th percentile queue for the eastbound left turn and eastbound shared through/right is 39 m, whereas the available storage length is 45 m. It should be noted that Nextrans has measured the effective storage length for the eastbound using available AutoCAD/Survey drawing and confirmed that the effective storage length can be approximately 55 m. Based on this information, both the eastbound left turn or the eastbound shared through/right queue will not block the proposed public road.

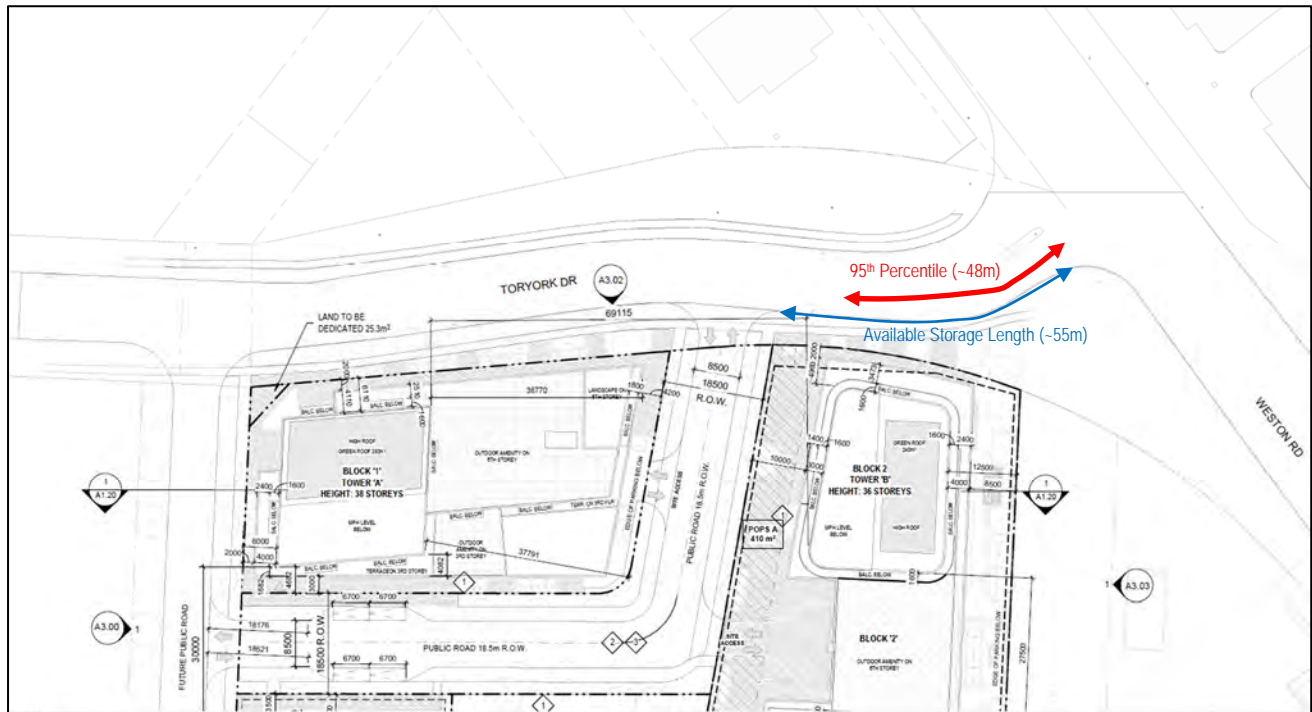
To address the City comment, Nextrans has undertaken additional SimTraffic microsimulation to demonstrate that the queue will not block the proposed new public road intersection. Nextrans has conducted SimTraffic simulations with 5 runs for each peak period, 15 minutes seeding and 60 minutes run time. **Table 1** summarizes the queue lengths based on 5 runs for morning and afternoon peak periods, total of 10 runs. SimTraffic reports for the morning and afternoon peak periods are included in **Appendix B**.

Table 1 – SimTraffic Microsimulation Analysis Summary (Based on 5 Runs)

Intersection	Key Movement	Approx. Available Storage (m)	Weekday AM Peak Hour			Weekday PM Peak Hour		
			Average Queue (m)	Maximum Queue (m)	95 th Queue (m)	Average Queue (m)	Maximum Queue (m)	95 th Queue (m)
Weston Rd/ Toryork Drive	EB – L	~30	16	23	26	13	23	27
	EB – TR	~55	32	42	48	41	46	45

Based on the SimTraffic analysis with 5 runs per peak hour, as summarized in **Table 1**, the available storage length (55 m) can accommodate the average queues, maximum queues and 95th percentile queues. **Figure 2** illustrates the queuing diagram.

Figure 2 – Queuing Analysis Results



It should be noted that the analysis indicates that there are no potential queuing issues at the west future public road intersection with Toryork Drive.

3.0 PARKING RATE JUSTIFICATIONS

3.1. Recommended Parking Rates

Based on the comprehensive parking justifications provided in the Transportation Impact Study Update dated March, 2023, Nextrans has recommended that the parking requirement for the proposed development be reduced to support major transit investment by the City and Metrolinx on the future Finch West LRT. **Table 2** summarizes the recommended parking rates for the proposed development.

Based on these recommended parking rates, the proposed development will provide a total of 661 vehicle parking spaces. This is about 49% reduction from the maximum allowable vehicle parking spaces for this proposed development. Given that the existing transit modal split based on 2016 TTS data is already at 41% during the morning peak periods and 32% during the afternoon peak periods for the area without the Finch West LRT, the proposed reduction is justified on this basis alone.

Table 2 – Recommended Blended Parking Rates for the Proposed Development

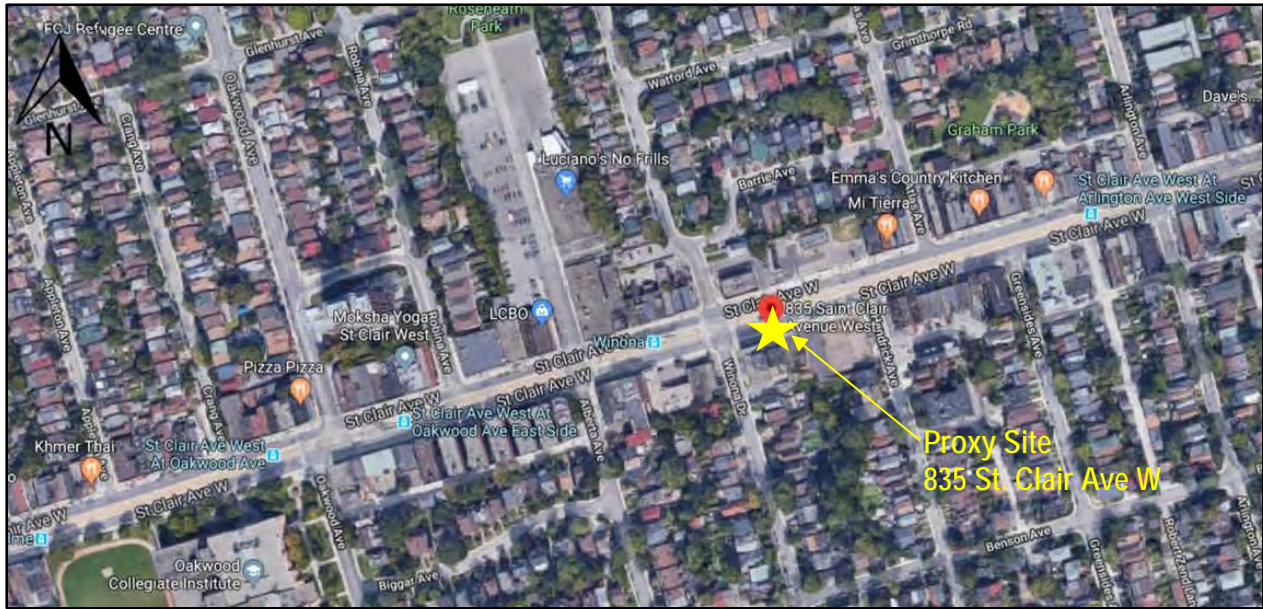
Land Use	Unit Type	No. of Unit / GFA	Parking Rates	Maximum Allowable Vehicle Parking Spaces
Block 1	Visitor	393 units	0.10 spaces/unit	49
	1-Bedroom	219 units	0.40 spaces/unit	88
	2-Bedroom	155 units	0.40 spaces/unit	62
	3-Bedroom	19 units	0.40 spaces/unit	8
	Retail	598 m ²	1.30 space/100 m ²	8
	<i>Sub-total</i>			
Block 2	Visitor	601 units	0.10 spaces/unit	60
	Studio	3 units	0.40 spaces/unit	1
	1-Bedroom	353 units	0.40 spaces/unit	141
	2-Bedroom	185 units	0.40 spaces/unit	74
	3-Bedroom	60 units	0.40 spaces/unit	24
	Retail	426 m ²	1.30 space/100 m ²	6
	<i>Sub-total</i>			
Block 3	Visitor	281 units	0.10 spaces/unit	28
	1-Bedroom	146 units	0.40 spaces/unit	58
	2-Bedroom	107 units	0.40 spaces/unit	43
	3-Bedroom	28 units	0.40 spaces/unit	11
	<i>Sub-total</i>			
Total Parking Requirement for the Proposed Development				661 spaces

3.2. Proxy Site Parking Utilization Survey Results

835 St. Clair Avenue W, City of Toronto

Nextrans has undertaken parking survey for a proxy site located at 835 St. Clair Avenue West, located on the south side of St. Clair Avenue West, between Dufferin Street and Christie Street, in the City of Toronto. The existing development has similar development size and land use characteristics as the subject development. The proxy site is also located adjacent to higher order transit (i.e. St. Clair LRT). **Figure 3** illustrates the 835 St. Clair Avenue W site location.

Figure 3 – 835 St. Clair Avenue W Site Location



Source: Google Map

The existing building located at 835 St. Clair Avenue W consists of:

- Total of 117 residential dwelling units (approximately 98% utilized or 115 units occupied)
- Ground related retail space; and
- Total of 80 parking spaces (72 residential and 8 visitor spaces)

Parking utilization surveys were conducted on Friday September 28, 2018 from 5:00 pm to 12:00 am and Saturday September 29, 2018 from 2:00 pm to 12:30 am. The survey results are summarized in Tables 3 and 4 below.

Table 3 – Parking Utilization Survey for 835 St. Clair Avenue West (Friday September 28, 2018)

Time	Resident (72 spaces)	Utilization Percentage	Visitor (8 spaces)	Utilization Percentage	Residential Parking Rate (115 units)	Visitor Parking Rate (115 units)
Friday September 28, 2018						
5:00 PM	31	43%	1	13%	0.27	0.01
5:30 PM	36	50%	1	13%	0.31	0.01
6:00 PM	37	51%	1	13%	0.32	0.01
6:30 PM	43	60%	2	25%	0.37	0.02
7:00 PM	48	67%	3	38%	0.42	0.03
7:30 PM	49	68%	3	38%	0.43	0.03
8:00 PM	49	68%	4	50%	0.43	0.03
8:30 PM	50	69%	5	63%	0.43	0.04
9:00 PM	52	72%	6	75%	0.45	0.05
9:30 PM	53	74%	6	75%	0.46	0.05
10:00 PM	56	78%	6	75%	0.49	0.05
10:30 PM	57	79%	6	75%	0.50	0.05
11:00 PM	60	83%	5	63%	0.52	0.04
11:30 PM	60	83%	4	50%	0.52	0.03
12:00 AM	61	85%	4	50%	0.53	0.03

Table 4 – Parking Utilization Survey for 835 St. Clair Avenue West (Saturday September 29, 2018)

Time	Resident (72 spaces)	Utilization Percentage	Visitor (8 spaces)	Utilization Percentage	Residential Parking Rate (115 units)	Visitor Parking Rate (115 units)
2:00 PM	39	54%	3	38%	0.34	0.03
2:30 PM	39	54%	3	38%	0.34	0.03
3:00 PM	41	57%	3	38%	0.36	0.03
3:30 PM	41	57%	3	38%	0.36	0.03
4:00 PM	41	57%	3	38%	0.36	0.03
4:30 PM	40	56%	2	25%	0.35	0.02
5:00 PM	42	58%	3	38%	0.37	0.03
5:30 PM	47	65%	4	50%	0.41	0.03
6:00 PM	46	64%	3	38%	0.40	0.03
6:30 PM	50	69%	4	50%	0.43	0.03
7:00 PM	50	69%	3	38%	0.43	0.03
7:30 PM	50	69%	3	38%	0.43	0.03
8:00 PM	50	69%	3	38%	0.43	0.03
8:30 PM	47	65%	3	38%	0.41	0.03
9:00 PM	49	68%	2	25%	0.43	0.02
9:30 PM	49	68%	2	25%	0.43	0.02
10:00 PM	51	71%	3	38%	0.44	0.03
10:30 PM	54	75%	2	25%	0.47	0.02
11:00 PM	54	75%	2	25%	0.47	0.02
11:30 PM	54	75%	2	25%	0.47	0.02
12:00 AM	54	75%	2	25%	0.47	0.02
12:30 AM	54	75%	2	25%	0.47	0.02

The parking utilization survey results indicate that the maximum blended vehicle parking rates for 835 St. Clair Avenue W are 0.53 spaces/unit for residential and 0.05 spaces/unit for visitor.

Three Other Sites, City of Mississauga

Most recently, Nextrans has conducted parking utilization study for the following two sites in the City of Mississauga (two sites are close to the City of Toronto border on Lakeshore Road E):

1. 1051-1061 Seneca Avenue, Mississauga (located north side of Lakeshore Road E, between Hurontario Street and Cawthra Road) – Total of 180 fully occupied residential units (7-storey), with 197 vehicle parking spaces for resident and 15 spaces for visitor. The approved blended rates are: 1.09 spaces/unit for resident and 0.08 spaces/unit for visitor.
2. 1015 Roosevelt Road and 1020 Shaw Drive, Mississauga (located north side of Lakeshore Road E, between Hurontario Street and Cawthra Road) – Total of 152 fully occupied residential units (8-storey), with 86 vehicle parking spaces for resident and 14 spaces for visitor. The approved blended rates are: 0.57 spaces/unit for resident and 0.09 spaces/unit for visitor.

The parking utilization surveys for the first two site were conducted on:

- Friday February 24th, 2023 – from 6:00pm to 12:00am
- Saturday February 25th, 2023 – from 6:00pm to 12:00am
- Sunday February 26th, 2023 – from 3:00pm to 9:00pm

The parking utilization survey for the third site was conducted on:

- Friday November 18th, 2022 – from 6:00pm to 12:00am
- Saturday November 19th, 2022 – from 6:00pm to 12:00am
- Sunday November 20th, 2022 – from 3:00pm to 9:00pm

The parking survey results are summarized in **Appendix C**. Based on the parking survey results, the following observations are made:

1051-1061 Seneca Avenue, Mississauga

- The highest visitor parking rate is 0.04 spaces/unit and lowest is 0.00 spaces/unit (three-day average is 0.02 spaces/unit)
- The highest visitor parking utilization rate is 53% and lowest is 0% (three-day average is 24%)
- The highest residential rate is 0.58 spaces/unit and lowest is 0.52 spaces/unit (three-day average is 0.56 spaces/unit)
- The highest residential parking utilization is 53% and lowest is 41% (three-day average is 51%)

1015 Roosevelt Road and 1020 Shaw Drive, Mississauga

- The highest visitor parking rate is 0.04 spaces/unit and lowest is 0.01 spaces/unit (three-day average is 0.03 spaces/unit)
- The highest visitor parking utilization rate is 43% and lowest is 7% (three-day average is 27%)
- The highest residential rate is 0.36 spaces/unit and lowest is 0.18 spaces/unit (three-day average is 0.28 spaces/unit)
- The highest residential parking utilization is 64% and lowest is 33% (three-day average is 57%)

4.0 APPROVED PARKING RATES IN THE CITY OF TORONTO

A summary of the applications that have been approved in the last few years with associated zoning by-law numbers, along with the detailed breakdown of tenure and unit mix is provided below and LPAT decisions are included in **Appendix D**.

1. 8-30 Widmer Street – By-law 74-2019, LPAT issued date Sept 28, 2018

- a. the maximum number of dwelling units shall be 665 as follows:
 - i. A maximum of 225 dwelling units shall be permitted in Tower 1; and
 - ii. A maximum of 434 dwelling units shall be permitted in Tower 2, excluding the six (6) existing heritage townhouse dwelling units;
 - iii. at least ten percent (10 percent) of the total number of *dwelling units* in *Tower 1* shall have three (3) *bedrooms*;
 - iv. at least fifteen percent (15 percent) of the total number of *dwelling units* in *Tower 2* shall have three (3) *bedrooms*;
 - v. at least forty percent (40 percent) of the total number of *dwelling units* in *Tower 2* shall have two (2) *bedrooms*;
- b. *parking spaces* shall be provided and maintained in a parking garage located below *grade* within the *lot* as follows:
 - *0.17 parking spaces per dwelling unit for residents*;
 - *0.06 parking spaces per dwelling unit for residential visitors*;
 - A minimum of 18 *parking spaces* shall be provided for the *hotel*, of which at least one (1) such *parking space* shall be designated only for use by a taxi;
 - The *parking spaces* provided for in subsection (ii) and (iii) above, may be provided in a *commercial parking garage* within the building on the *lot*;
 - Notwithstanding subsection (i) and (ii) above, *parking spaces* are not required to be provided for the six (6) *existing heritage townhouse dwelling units*

2. **50 Wellesley Street E and 31 to 35 Dundonald Street – By-law 974-2017, OMB issued date June 14, 2016**
 - a. the lot consists of Parcel A and Parcel B;
 - b. the combined residential gross floor area and non-residential gross floor area on the lot, exclusive of those portions of the building used for the purposes of a commercial parking garage, shall not exceed 27,500 square metres, provided:
 - c. The maximum residential gross floor area shall not exceed 27,250 square metres; and
 - d. A minimum of 250 square metres of non-residential gross floor area shall be provided on the lot;
 - e. a minimum of 0.3 parking spaces per dwelling unit shall be provided and maintained on the lot for the exclusive use of residents;
 - f. no parking spaces shall be required for residential visitors and non-residential uses;

3. **85-91 Broadway Avenue and 198 Redpath Avenue – By-law 1345-2018, LPAT issued date June 28, 2018**
 - a. A maximum of 385 dwelling units are permitted
 - b. A minimum 5 percent of the dwelling units must be three-bedroom dwelling units;
 - c. Despite clause 200.5.10, a minimum of 80 parking spaces must be provided on the lot in accordance with the following:
 - i. A minimum of 70 parking spaces must be provided for residents; and
 - ii. A minimum of 10 parking spaces must be provided for the use of visitors

4. **50 Eglinton Avenue E and 39-41 Roehampton Avenue – By-law 1482-2019, LPAT issued date August 19, 2019**
 - a. The permitted maximum number of dwelling units is 440;
 - b. A minimum of ten percent of the total number of dwelling units constructed in the building must contain three bedrooms or more;
 - c. Despite Regulation 200.5.10.1(1), parking spaces must be provided and maintained as follows:
 - a minimum of 88 parking spaces for tenants of dwelling units;
 - a minimum of 12 parking spaces for visitors of dwelling units; and
 - a maximum of 4 "car-share" parking spaces, which, for the purpose of this exception, are parking spaces used exclusively for the parking of a motor vehicle that is available for short-term rental, including an option for hourly rental, for the use of at least the occupants of a building erected on the lot;

5. **170 Spadina Avenue and 1-7 Cameron Street – By-law 1548-2019, LPAT issued date October 10, 2019**
 - a. 10 percent of the total number of residential units on the lot as three-bedroom dwelling units; and
 - b. 37 percent of the total number of residential units on the lot as two-bedroom dwelling units.
 - c. Despite Regulation 200.5.10.1(1) and Table 200.5.10.1, parking spaces for the mixed-use building must be provided and maintained on the lot in accordance with the following:
 - a minimum of 0.15 parking spaces per dwelling unit for residents;
 - a minimum of 0.06 parking spaces per dwelling unit for residential visitors; and
 - no parking is required for non-residential uses

Table 5 summarizes the parking requirement for each of the approved development application noted above.

Table 5 – Approved Parking Rates in the City of Toronto

Development Location	Zoning By-Law No. and Approval Date	Parking Rates			Distance to Rapid Transit
		Residential	Visitor	Total	
8-30 Widmer Street	74-2019 LPAT issued date September 28, 2018	0.17 spaces/unit	0.06 spaces/unit	0.23 spaces/unit	Approx. 650 m
50 Wellesley Street East	By-law 974-2017, OMB issued date June 14, 2016	0.30 spaces/unit	0.00 spaces/unit	0.30 spaces/unit	Approx. 110 m
170 Spadina Avenue	By-law 1548-2019, LPAT issued date October 10, 2019	0.15 spaces/unit	0.06 spaces/unit	0.21 spaces/unit	Approx. 900 m
50 Eglinton Avenue E	By-law 1482-2019, LPAT issued date August 19, 2019	0.20 spaces/unit	0.027 spaces/unit	0.227 spaces/unit	Approx. 500 m
85 Broadway Avenue	By-law 1345-2018, LPAT issued date June 28, 2018	0.18 spaces/unit	0.02 spaces/unit	0.20 spaces/unit	Approx. 850 m
Average		0.2 spaces/unit	0.04 spaces/unit	0.23 spaces/unit	Approx. 600 m
Proposed Development 15-23 Toryork Drive		0.40 spaces/unit	0.10 spaces/unit	0.50 spaces/unit	Adjacent to Finch West LRT

Based on the information provided above, it is indicated that the subject development provides the highest parking rates given that the proposed development is located adjacent to the future Finch West LRT rapid transit.

Therefore, this information is sufficient to support the recommended parking rates provided in Section 3.0 of this Letter.

5.0 SUMMARY AND CONCLUSION

The additional analysis provided in this Letter indicates that:

- The analysis indicates that the proposed public road intersection with Toryork Drive will not be blocked by the future queues. It should be noted that the forecast volumes were not adjusted (i.e. reduced) due to the future Finch West LRT project. Even if in the future that the intersection is blocked, installation of signage such as “Do Not Block Intersection” can be provided to mitigate any potential issues. Therefore, this comment has been addressed.
- AutoTURN software was utilized to generate the vehicle turning templates. The analysis indicates that two MSU can use the public road elbow concurrently. Therefore, this comment has been addressed.
- Nextrans has recommended the following parking rates for the proposed development:
 - 0.10 spaces/unit for visitor component for all blocks;
 - 0.40 spaces/unit for residential component for all;
 - The proxy site parking utilization survey results indicates that:
 - 0.36 spaces/unit for residential and 0.04 spaces/unit for visitor (1015 Roosevelt Road and 1020 Shaw Drive, Mississauga)
 - 0.53 spaces/unit for residential and 0.05 spaces/unit for visitor (835 St. Clair Ave W, Toronto)
 - 0.58 spaces/unit for residential and 0.04 spaces/unit for visitor (1051-1061 Seneca Avenue, Mississauga)
 - Based on these proxy site parking utilization survey results, the analysis indicates that the recommended vehicle parking rates for the proposed development are reasonable and justified.
 - The analysis also indicates that the recommended vehicle parking rates for the proposed development are also higher than the rates that were approved by the OMB/LPAT in the last few years in the City of Toronto.
 - Therefore, this comment has been addressed.

We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

Nextrans Consulting Engineers

A Division of NextEng Consulting Group Inc.

Prepared by:

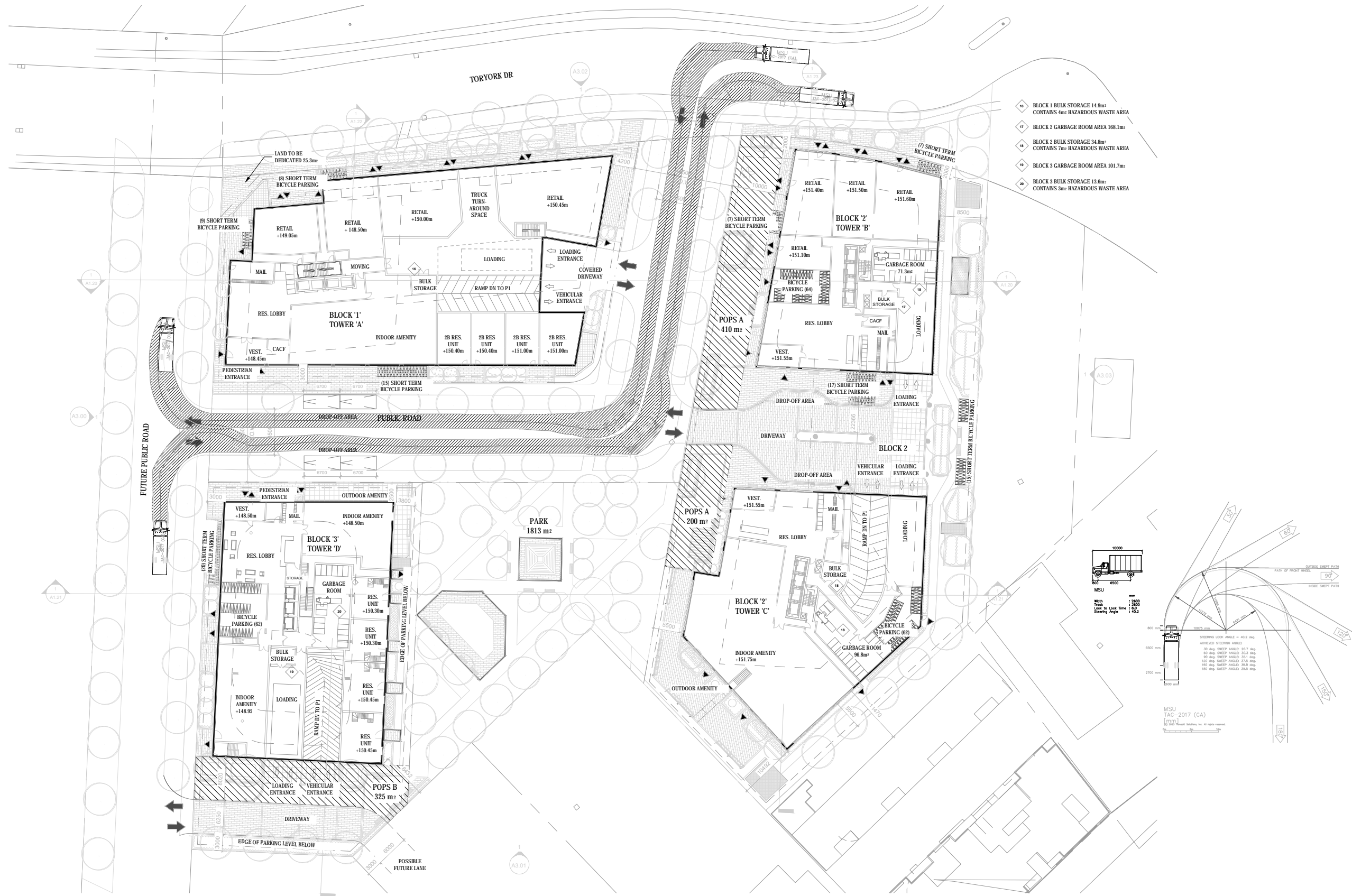


Sam Nguyen, Dipl.
Transportation Analyst

Reviewed and Approved by:



Richard Pernicky, MITE
Principal



BENCHMARK

NO.	REVISION	DATE	BY

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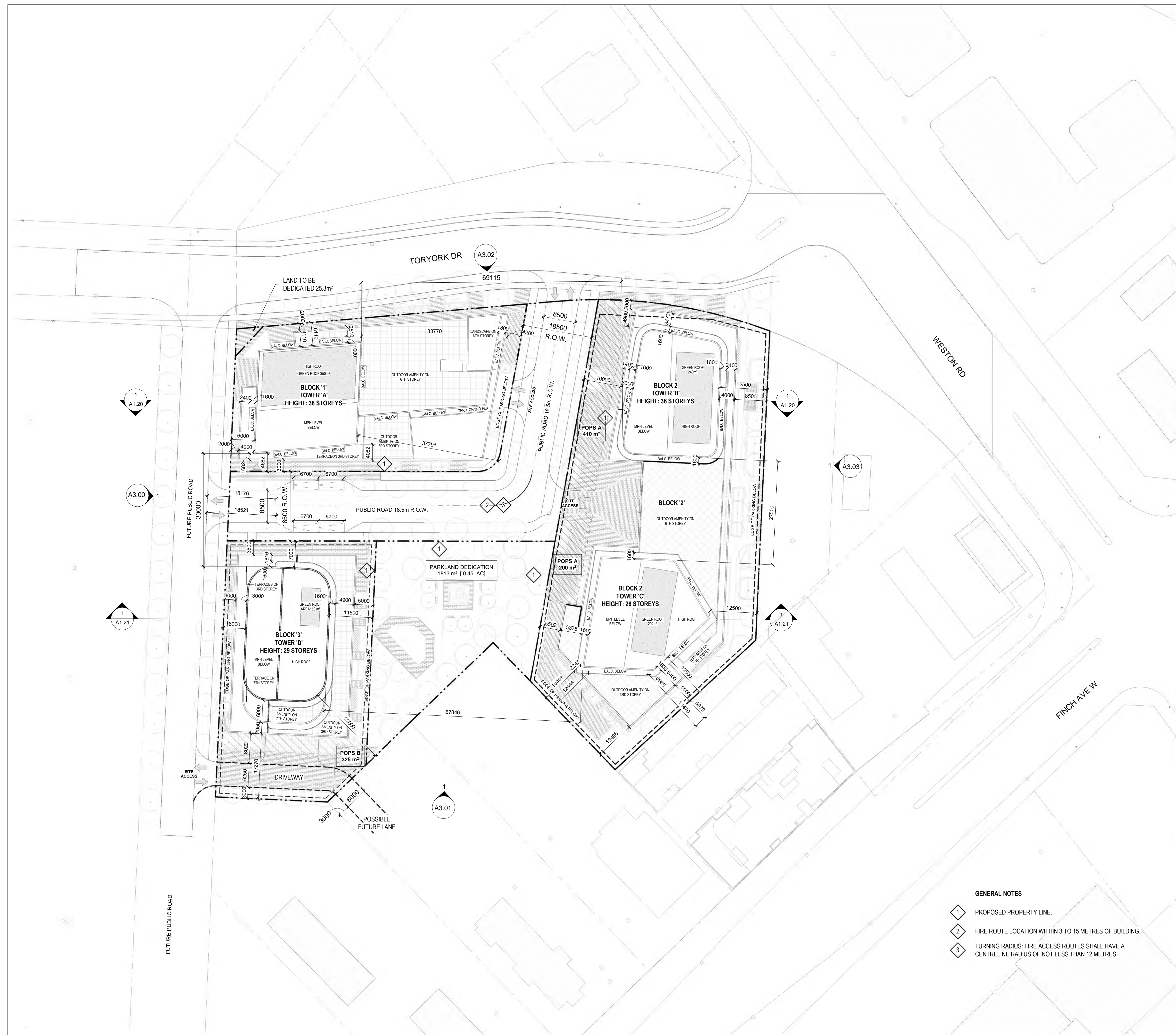
PROJECT NAME:
Residential Development
15-23 Toryork Dr
City of Toronto

DRAWING TITLE:
AutoTURN Analysis
HSU TAC-2017

DESIGN BY: K.A.	DATE: April 12, 2023
CHECKED BY: R.P.	PROJECT NO. NT-20-121
DRAWN BY: K.A.	DRAWING NO. Figure 1
SCALE: NTS	

Appendix A

Current Site Plan



- GENERAL NOTES**
- 1 PROPOSED PROPERTY LINE.
 - 2 FIRE ROUTE LOCATION WITHIN 3 TO 15 METRES OF BUILDING.
 - 3 TURNING RADIUS: FIRE ACCESS ROUTES SHALL HAVE A CENTRELINE RADIUS OF NOT LESS THAN 12 METRES.

SITE PLAN
1:500

Toronto Statistics Template - Toronto Green Standard Version 4.0
Mid to High Rise Residential and all New Non-Residential Development

The Toronto Green Standard Version 4.0 Statistics Template is submitted with Site Plan Control Applications and stand-alone Zoning Bylaw Amendment applications. Complete the table and copy it directly onto the Site Plan submitted as part of the application.
For Zoning Bylaw Amendment applications: complete General Project Description and Section 1.
For Site Plan Control applications: complete General Project Description, Section 1 and Section 2.
For further information, please visit www.toronto.ca/greenstandard

General Project Description	Required	Proposed	Proposed %
Total Gross Floor Area	25907		
Breakdown of project components (m ²):			
Residential	28999		
Retail	596		
Commercial	0		
Industrial	0		
Institutional/Other	0		
Total number of residential units	393		

Section 1: For Stand Alone Zoning Bylaw Amendment Applications and Site Plan Control Applications

Low Emissions Transportation	Required	Proposed	Proposed %
Number of Parking Spaces	200	100	
Number of EV Parking Spaces (Residential)	157	100	
Number of EV Parking Spaces (non-residential)	11	100	

Cycling Infrastructure	Required	Proposed	Proposed %
Number of long-term bicycle parking spaces (all uses)	268	268	100
Number of long-term bicycle parking located on:			
a) first storey of building	0		
b) second storey of building	0		
c) first level below-ground	26		
d) second level below-ground	114		
e) other levels below-ground	128		

Cycling Infrastructure	Required	Proposed	Proposed %
Number of short-term bicycle parking spaces	32	32	100
Number of shower and change facilities (non-residential)	0	0	0

Tree Canopy	Required	Proposed	Proposed %
Total Soil Volume (40% of the site area = 44 m ² x 30 m)	2647.5	3626.5	
Soil volume provided within the site area (m ³)	962	33	
Soil Volume provided within the public boulevard (m ³)	2664.5	93	

Toronto Statistics Template - Toronto Green Standard Version 4.0
Mid to High Rise Residential and all New Non-Residential Development

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General Project Description	Required	Proposed	Proposed %
Total Gross Floor Area	44200		
Breakdown of project components (m ²):			
Residential	43834		
Retail	426		
Commercial	0		
Industrial	0		
Institutional/Other	0		
Total number of residential units	601		

Section 1: For Stand Alone Zoning Bylaw Amendment Applications and Site Plan Control Applications

Low Emissions Transportation	Required	Proposed	Proposed %
Number of Parking Spaces	430	190	
Number of EV Parking Spaces (Residential)	354	190	
Number of EV Parking Spaces (non-residential)	17	190	

Cycling Infrastructure	Required	Proposed	Proposed %
Number of long-term bicycle parking spaces (all uses)	410	410	100
Number of long-term bicycle parking located on:			
a) first storey of building	128		
b) second storey of building	0		
c) first level below-ground	122		
d) second level below-ground	162		
e) other levels below-ground	0		

Cycling Infrastructure	Required	Proposed	Proposed %
Number of short-term bicycle parking spaces	46	46	100
Number of shower and change facilities (non-residential)	0	0	N/A

Tree Canopy	Required	Proposed	Proposed %
Total Soil Volume (40% of the site area = 44 m ² x 30 m)	2847.5	3626.5	
Soil volume provided within the site area (m ³)	962	33	
Soil Volume provided within the public boulevard (m ³)	2664.5	93	

Toronto Statistics Template - Toronto Green Standard Version 4.0
Mid to High Rise Residential and all New Non-Residential Development

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General Project Description	Required	Proposed	Proposed %
Total Gross Floor Area	20248		
Breakdown of project components (m ²):			
Residential	20248		
Retail	0		
Commercial	0		
Industrial	0		
Institutional/Other	0		
Total number of residential units	281		

Section 1: For Stand Alone Zoning Bylaw Amendment Applications and Site Plan Control Applications

Low Emissions Transportation	Required	Proposed	Proposed %
Number of Parking Spaces	199	100	
Number of EV Parking Spaces (Residential)	171	100	
Number of EV Parking Spaces (non-residential)	7	100	

Cycling Infrastructure	Required	Proposed	Proposed %
Number of long-term bicycle parking spaces (all uses)	192	192	100
Number of long-term bicycle parking located on:			
a) first storey of building	62		
b) second storey of building	0		
c) first level below-ground	53		
d) second level below-ground	77		
e) other levels below-ground	0		

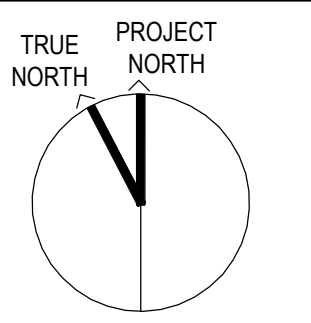
Cycling Infrastructure	Required	Proposed	Proposed %
Number of short-term bicycle parking spaces	20	20	100
Number of shower and change facilities (non-residential)	0	0	0

Tree Canopy	Required	Proposed	Proposed %
Total Soil Volume (40% of the site area = 44 m ² x 30 m)	2847.5	3626.5	
Soil volume provided within the site area (m ³)	962	33	
Soil Volume provided within the public boulevard (m ³)	2664.5	93	

NOT FOR CONSTRUCTION

RE-ISSUED FOR ZBA 23.03.03
ISSUED FOR ZBA 21.09.02

Revision _____ Date _____



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WESTON HEIGHTS
15-23 TORYORK DR
TORONTO, ON

SHEET TITLE

CONCEPT SITE PLAN & T.G.S.

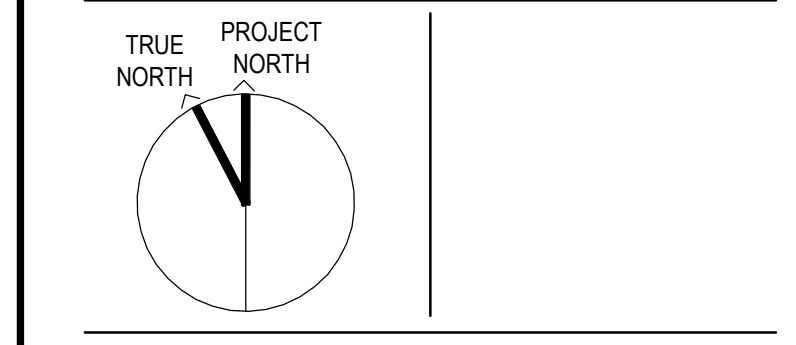
DRAWN BY: HA / VM
CHECKED BY: KG
PROJECT START DATE: 08/11/21
PROJECT NO.: 21016
SHEET NUMBER

A0.11

- 16 BLOCK 1 BULK STORAGE 14.9m²
CONTAINS 4m² HAZARDOUS WASTE AREA
- 17 BLOCK 2 GARBAGE ROOM AREA 168.1m²
- 18 BLOCK 2 BULK STORAGE 34.8m²
CONTAINS 7m² HAZARDOUS WASTE AREA
- 19 BLOCK 3 GARBAGE ROOM AREA 101.7m²
- 20 BLOCK 3 BULK STORAGE 13.6m²
CONTAINS 3m² HAZARDOUS WASTE AREA

NOT FOR CONSTRUCTION

RE-ISSUED FOR ZBA 23.03.03
ISSUED FOR ZBA 21.09.02
Revision _____ Date _____



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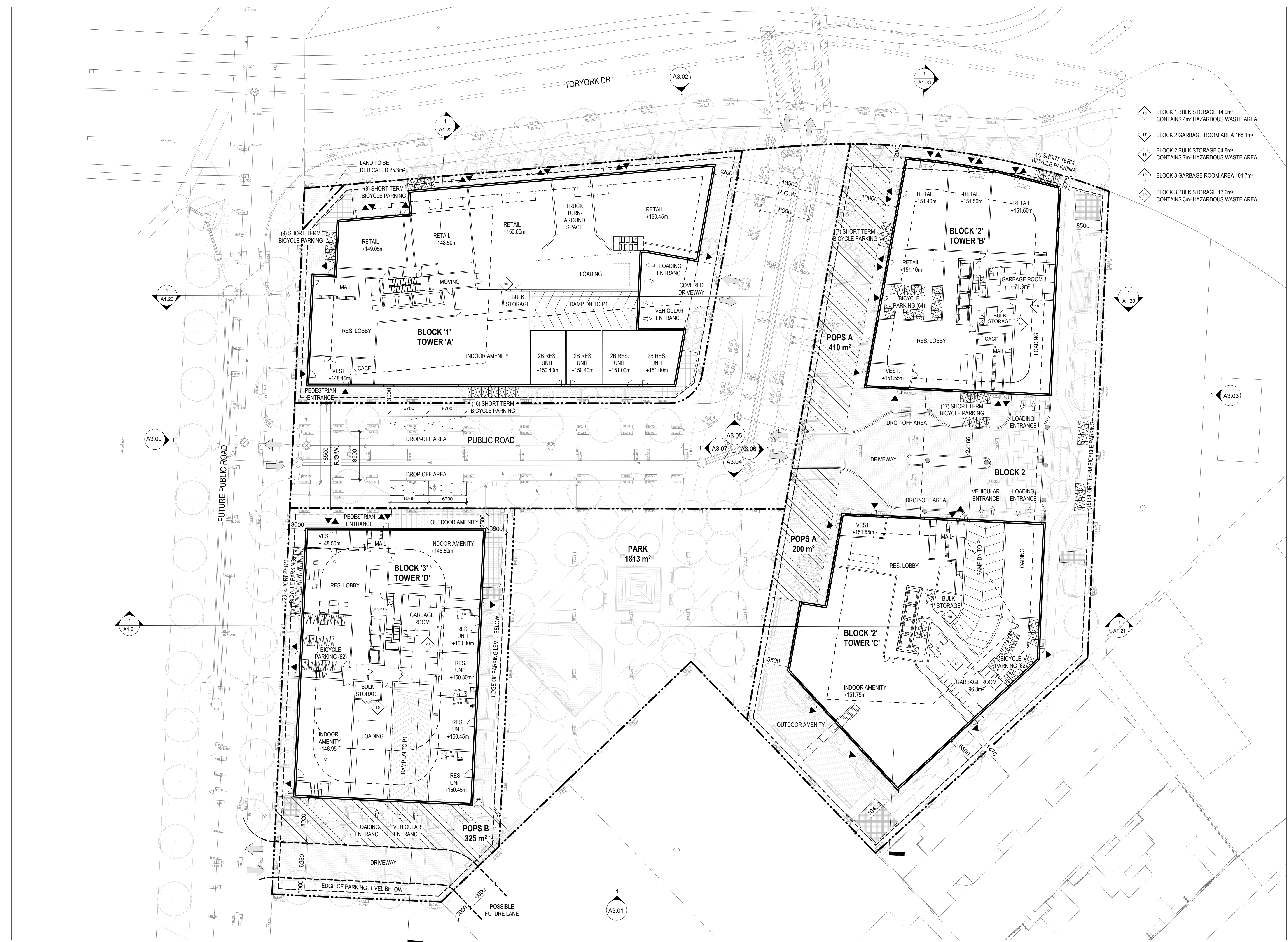
WESTON HEIGHTS
15-23 TORYORK DR
TORONTO, ON

SHEET TITLE

GROUND FLOOR PLAN

DRAWN BY: HA / VM
CHECKED BY: KG
PROJECT START DATE: 05/04/21
PROJECT NO.: 21016
SHEET NUMBER

A1.10



GROUND FLOOR PLAN
1:300

Appendix B

SimTraffic Queuing Analysis

Queuing and Blocking Report
Baseline

04-11-2023

Intersection: 3: Weston Road & Finch Avenue W

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	T	R	L
Maximum Queue (m)	82.4	211.5	213.0	107.4	182.3	178.4	50.2	37.3	150.6	141.3	68.0	57.4
Average Queue (m)	66.3	139.2	140.2	84.5	90.1	86.7	21.9	32.8	94.1	79.6	16.1	50.9
95th Queue (m)	100.1	217.5	223.9	121.1	165.8	156.8	42.4	46.6	143.9	128.8	43.3	70.9
Link Distance (m)		237.4	237.4		563.4	563.4	563.4		415.9	415.9		
Upstream Blk Time (%)		0	0									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (m)	75.0			100.0				30.0			100.0	50.0
Storage Blk Time (%)	5	47		12	1			31	44	2	0	19
Queuing Penalty (veh)	23	87		51	3			85	62	2	0	60

Intersection: 3: Weston Road & Finch Avenue W

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (m)	124.3	124.2
Average Queue (m)	108.5	108.4
95th Queue (m)	138.4	140.6
Link Distance (m)	119.0	119.0
Upstream Blk Time (%)	15	16
Queuing Penalty (veh)	63	65
Storage Bay Dist (m)		
Storage Blk Time (%)	41	
Queuing Penalty (veh)	71	

Queuing and Blocking Report
Baseline

04-11-2023

Intersection: 4: Weston Road & Fenmar Drive

Movement	EB	EB	B10	WB	WB	B11	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	T	L	TR	T	L	T	T	R	L	T
Maximum Queue (m)	37.2	150.9	35.8	37.2	113.4	49.2	42.3	71.1	77.7	47.4	23.1	53.5
Average Queue (m)	4.4	93.3	11.7	12.4	55.9	27.5	22.1	27.8	32.4	10.2	6.2	26.4
95th Queue (m)	20.9	154.0	65.7	34.6	129.2	149.3	42.9	61.8	66.8	34.2	17.6	46.4
Link Distance (m)		131.0	212.3		135.1	226.7		458.0	458.0			162.6
Upstream Blk Time (%)		11			11	9						
Queuing Penalty (veh)		0			0	0						
Storage Bay Dist (m)	30.0			30.0			35.0			40.0	85.0	
Storage Blk Time (%)	0	55		11	29		2	4	5	0		
Queuing Penalty (veh)	0	6		24	6		5	5	4	0		

Intersection: 4: Weston Road & Fenmar Drive

Movement	SB
Directions Served	T
Maximum Queue (m)	45.3
Average Queue (m)	14.1
95th Queue (m)	33.7
Link Distance (m)	162.6
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (m)	
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 6: Weston Road & Toryork Drive/Retail Access

Movement	EB	EB	B8	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	T	L	TR	L	T	TR	L	T	T	R
Maximum Queue (m)	23.1	42.3	49.4	12.1	11.8	32.4	103.8	96.3	31.6	141.1	143.5	37.5
Average Queue (m)	16.4	32.2	13.4	2.3	2.4	26.3	40.3	36.4	4.6	61.6	61.5	9.2
95th Queue (m)	25.8	48.1	42.1	8.8	9.6	39.0	91.8	82.5	20.2	149.1	151.0	31.6
Link Distance (m)		21.3	30.4		44.5		119.0	119.0		458.0	458.0	
Upstream Blk Time (%)	10	32	9				0	0				
Queuing Penalty (veh)	0	96	26				0	0				
Storage Bay Dist (m)	30.0			10.0		25.0			25.0			30.0
Storage Blk Time (%)	10	32		9	6	12	6		0	32	29	0
Queuing Penalty (veh)	20	29		1	1	47	11		0	3	11	0

Queuing and Blocking Report

Baseline

04-11-2023

Intersection: 10: Bend

Movement	WB
Directions Served	T
Maximum Queue (m)	25.7
Average Queue (m)	0.9
95th Queue (m)	18.1
Link Distance (m)	131.0
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (m)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 14: Rumike Road/Milvan Drive & Finch Avenue W

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	T	R
Maximum Queue (m)	37.3	151.8	147.1	32.9	124.9	130.7	22.4	56.7	48.6	22.2	23.3
Average Queue (m)	20.6	79.7	71.1	6.5	65.9	73.5	17.9	22.5	20.9	7.7	7.9
95th Queue (m)	40.8	128.8	122.0	22.4	118.6	123.9	26.6	49.2	40.3	19.5	19.1
Link Distance (m)		241.2	241.2		253.3	253.3		184.4		162.4	162.4
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (m)	30.0			30.0			15.0		70.0		
Storage Blk Time (%)	6	30		0	23		29	8			
Queuing Penalty (veh)	32	20		0	4		21	11			

Intersection: 18: Jayzel Drive/Retail Access & Finch Avenue W

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	LTR
Maximum Queue (m)	13.5	113.3	119.4	37.3	144.0	146.7	22.6	55.9	22.7
Average Queue (m)	1.7	57.6	60.0	22.3	47.3	50.3	15.3	20.8	4.8
95th Queue (m)	8.1	109.2	112.4	38.5	116.6	119.4	24.8	44.2	15.3
Link Distance (m)		253.3	253.3		283.1	283.1		189.5	45.2
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (m)	15.0			30.0			15.0		
Storage Blk Time (%)	0	27		7	7		24	8	
Queuing Penalty (veh)	2	2		36	7		21	6	

Queuing and Blocking Report
Baseline

04-11-2023

Intersection: 21: Finch Avenue W & Street 2A

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	T	TR	L	R
Maximum Queue (m)	37.4	131.0	134.2	86.0	88.8	28.1	35.3
Average Queue (m)	18.3	68.5	71.2	33.7	37.8	8.8	12.6
95th Queue (m)	35.4	121.1	121.5	63.4	69.0	21.5	24.5
Link Distance (m)		283.1	283.1	237.4	237.4		72.0
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (m)	30.0					30.0	
Storage Blk Time (%)	4	23				0	1
Queuing Penalty (veh)	22	12				0	0

Intersection: 23: Street 2A & Toryork Drive

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (m)	1.8	13.1	22.4
Average Queue (m)	0.1	1.5	12.2
95th Queue (m)	1.3	7.8	20.1
Link Distance (m)	222.3	63.3	36.4
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 24: Street 2A & Street 1

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (m)	19.2	14.1	7.0
Average Queue (m)	10.0	1.1	0.3
95th Queue (m)	16.9	7.4	2.9
Link Distance (m)	65.2	36.6	36.4
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report Baseline

04-11-2023

Intersection: 26: Street 1 & Toryork Drive

Movement	EB	WB	NB	B25
Directions Served	TR	LT	LR	T
Maximum Queue (m)	34.6	18.2	29.3	1.1
Average Queue (m)	4.6	1.5	11.8	0.0
95th Queue (m)	27.5	8.6	24.9	0.8
Link Distance (m)	63.3	30.4	31.4	65.2
Upstream Blk Time (%)	0	0	2	
Queuing Penalty (veh)	1	0	1	
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 27: Street 2A & Block 3 Access

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (m)	15.1	8.6	8.8
Average Queue (m)	5.5	0.3	0.5
95th Queue (m)	13.5	3.5	3.8
Link Distance (m)	37.9	83.8	36.6
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1067

Queuing and Blocking Report
Baseline

04-11-2023

Intersection: 3: Weston Road & Finch Avenue W

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	NB	SB
Directions Served	L	T	TR	L	T	T	R	L	T	T	R	L
Maximum Queue (m)	82.4	256.5	260.0	107.5	571.8	561.5	477.1	37.3	429.1	427.2	107.4	57.4
Average Queue (m)	69.1	209.0	188.2	104.7	358.7	345.2	106.4	29.9	386.5	375.3	15.5	38.2
95th Queue (m)	106.3	308.8	336.9	127.0	603.8	592.5	425.6	54.0	504.0	507.5	55.2	77.2
Link Distance (m)		250.8	250.8		563.4	563.4	563.4		415.9	415.9		
Upstream Blk Time (%)		9	10		15	8	3		68	37		
Queuing Penalty (veh)		49	55		0	0	0		0	0		
Storage Bay Dist (m)	75.0			100.0				30.0			100.0	50.0
Storage Blk Time (%)	27	47		73	10			72	31	2	0	5
Queuing Penalty (veh)	117	101		329	40			161	60	2	0	21

Intersection: 3: Weston Road & Finch Avenue W

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (m)	127.0	124.4
Average Queue (m)	95.9	95.8
95th Queue (m)	177.0	176.5
Link Distance (m)	119.0	119.0
Upstream Blk Time (%)	25	31
Queuing Penalty (veh)	166	204
Storage Bay Dist (m)		
Storage Blk Time (%)	44	
Queuing Penalty (veh)	98	

Queuing and Blocking Report
Baseline

04-11-2023

Intersection: 4: Weston Road & Fenmar Drive

Movement	EB	EB	B10	WB	WB	B11	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	T	L	TR	T	L	T	T	R	L	T
Maximum Queue (m)	25.8	155.2	154.3	37.3	162.9	226.6	42.2	77.0	69.8	41.6	92.2	175.5
Average Queue (m)	3.8	94.7	45.0	27.4	91.2	64.5	14.3	18.4	20.0	4.7	26.3	131.6
95th Queue (m)	19.2	169.5	182.1	45.8	179.7	221.5	37.0	53.9	51.8	21.2	91.0	217.0
Link Distance (m)		131.0	212.3		135.1	226.7		458.0	458.0			162.6
Upstream Blk Time (%)		29	16		35	20						49
Queuing Penalty (veh)		0	0		0	0						0
Storage Bay Dist (m)	30.0			30.0			35.0			40.0	85.0	
Storage Blk Time (%)		61		49	16		4	2	3	0	0	62
Queuing Penalty (veh)		9		136	13		10	3	1	0	0	31

Intersection: 4: Weston Road & Fenmar Drive

Movement	SB	SB
Directions Served	T	R
Maximum Queue (m)	177.6	34.0
Average Queue (m)	127.8	8.1
95th Queue (m)	221.5	35.6
Link Distance (m)	162.6	
Upstream Blk Time (%)	55	
Queuing Penalty (veh)	0	
Storage Bay Dist (m)		35.0
Storage Blk Time (%)	68	0
Queuing Penalty (veh)	20	0

Intersection: 6: Weston Road & Toryork Drive/Retail Access

Movement	EB	EB	B8	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	T	L	TR	L	T	TR	L	T	T	R
Maximum Queue (m)	22.6	46.4	56.8	17.7	49.6	32.3	114.1	98.8	32.3	468.8	468.3	37.5
Average Queue (m)	13.2	40.7	47.3	12.1	27.2	26.8	61.0	30.3	7.5	422.6	423.4	21.9
95th Queue (m)	26.6	44.6	60.7	20.8	57.1	38.4	129.7	74.6	27.5	564.1	561.9	48.3
Link Distance (m)		21.1	31.4		44.5		119.0	119.0		458.0	458.0	
Upstream Blk Time (%)	11	89	81		29		21	0		40	44	
Queuing Penalty (veh)	0	289	262		0		77	0		228	248	
Storage Bay Dist (m)	30.0			10.0		25.0			25.0			30.0
Storage Blk Time (%)	11	89		63	38	43	4		0	81	81	2
Queuing Penalty (veh)	29	52		37	23	111	8		0	27	93	12

Intersection: 14: Rumike Road/Milvan Drive & Finch Avenue W

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	L	T	R
Maximum Queue (m)	37.3	197.8	185.0	31.7	194.8	196.0	22.4	111.8	75.0	98.2	41.7
Average Queue (m)	22.1	117.2	108.2	6.7	108.5	114.4	16.5	46.5	41.1	37.0	16.5
95th Queue (m)	45.1	229.3	220.4	24.2	228.1	231.6	29.2	128.6	74.3	121.9	34.5
Link Distance (m)		241.2	241.2		253.3	253.3		184.4		162.4	162.4
Upstream Blk Time (%)		14	10		1	1		9		12	
Queuing Penalty (veh)		0	0		4	5		0		0	
Storage Bay Dist (m)	30.0			30.0			15.0		70.0		
Storage Blk Time (%)	17	41		0	40		28	22	14		
Queuing Penalty (veh)	87	36		0	8		29	35	20		

Intersection: 18: Jayzel Drive/Retail Access & Finch Avenue W

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	TR	L	T	TR	L	TR	LTR
Maximum Queue (m)	22.2	189.3	185.0	37.4	131.2	159.5	22.4	129.0	39.8
Average Queue (m)	7.5	114.1	113.8	20.7	68.3	85.8	16.0	52.6	18.1
95th Queue (m)	19.8	226.7	225.7	40.9	112.9	188.8	28.5	145.5	38.9
Link Distance (m)		253.3	253.3		269.7	269.7		189.5	45.2
Upstream Blk Time (%)		15	15			2		11	10
Queuing Penalty (veh)		99	99			13		0	0
Storage Bay Dist (m)	15.0			30.0			15.0		
Storage Blk Time (%)	15	46		7	29		38	26	
Queuing Penalty (veh)	90	12		44	27		31	33	

Intersection: 21: Finch Avenue W & Street 2A

Movement	EB	EB	EB	WB	WB	SB	SB	B22
Directions Served	L	T	T	T	TR	L	R	T
Maximum Queue (m)	37.3	231.6	230.0	213.8	216.5	27.2	36.7	21.2
Average Queue (m)	31.1	106.8	104.8	79.2	84.6	9.3	11.4	3.0
95th Queue (m)	44.3	275.7	274.7	240.3	241.4	24.8	37.2	29.4
Link Distance (m)		269.7	269.7	250.8	250.8		59.8	103.7
Upstream Blk Time (%)		17	17	9	11		4	1
Queuing Penalty (veh)		107	110	61	69		4	1
Storage Bay Dist (m)	30.0					30.0		
Storage Blk Time (%)	40	16				5	5	
Queuing Penalty (veh)	215	17				3	2	

Queuing and Blocking Report
Baseline

04-11-2023

Intersection: 23: Street 2A & Toryork Drive

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (m)	218.7	26.0	45.2
Average Queue (m)	125.3	2.4	25.2
95th Queue (m)	278.0	13.7	56.0
Link Distance (m)	227.1	57.2	47.4
Upstream Blk Time (%)	31	0	33
Queuing Penalty (veh)	0	0	22
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 24: Street 2A & Street 1

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (m)	11.8	21.8	20.7
Average Queue (m)	4.3	11.7	2.4
95th Queue (m)	11.5	29.1	16.8
Link Distance (m)	58.3	21.5	47.4
Upstream Blk Time (%)		48	2
Queuing Penalty (veh)		56	2
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 26: Street 1 & Toryork Drive

Movement	EB	WB	B8	NB	B25
Directions Served	TR	LT	T	LR	T
Maximum Queue (m)	65.9	54.2	40.1	61.8	36.1
Average Queue (m)	53.7	30.4	16.6	37.3	19.0
95th Queue (m)	77.9	62.3	45.4	77.7	60.6
Link Distance (m)	57.2	31.4	21.1	47.3	58.3
Upstream Blk Time (%)	60	42	34	43	17
Queuing Penalty (veh)	191	136	113	25	10
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 27: Street 2A & Block 3 Access

Movement	WB	NB	B22	SB
Directions Served	LR	TR	T	LT
Maximum Queue (m)	31.6	100.2	60.4	12.3
Average Queue (m)	12.2	52.6	22.7	0.7
95th Queue (m)	34.1	141.8	73.7	5.8
Link Distance (m)	42.0	103.7	59.8	21.5
Upstream Blk Time (%)	13	38	30	0
Queuing Penalty (veh)	0	52	42	0
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 5034

Appendix C

Proxy Site Parking Utilization Surveys

1051-1061 Seneca Avenue, Mississauga

Total Units 180
 Total Resident Spaces: 197
 Total Visitor Spaces: 15

Friday, February 24th, 2023

Time	Resident	Visitor	Resident Utilization	Visitor Utilization	Resident Rate	Visitor Rate
6:00:00 PM	102	3	52%	20%	0.57	0.02
6:30:00 PM	101	2	51%	13%	0.56	0.01
7:00:00 PM	105	3	53%	20%	0.58	0.02
7:30:00 PM	104	3	53%	20%	0.58	0.02
8:00:00 PM	99	3	50%	20%	0.55	0.02
8:30:00 PM	94	3	48%	20%	0.52	0.02
9:00:00 PM	103	2	52%	13%	0.57	0.01
9:30:00 PM	100	3	51%	20%	0.56	0.02
10:00:00 PM	101	2	51%	13%	0.56	0.01
10:30:00 PM	100	2	51%	13%	0.56	0.01
11:00:00 PM	105	2	53%	13%	0.58	0.01
11:30:00 PM	105	0	53%	0%	0.58	0.00
12:00:00 AM	105	0	53%	0%	0.58	0.00
<i>Average</i>			<i>52%</i>	<i>14%</i>	<i>0.566</i>	<i>0.012</i>

Saturday, February 25th, 2023

Time	Resident	Visitor	Resident Utilization	Visitor Utilization	Resident Rate	Visitor Rate
6:00:00 PM	98	2	50%	13%	0.54	0.01
6:30:00 PM	98	1	50%	7%	0.54	0.01
7:00:00 PM	101	1	51%	7%	0.56	0.01
7:30:00 PM	105	1	53%	7%	0.58	0.01
8:00:00 PM	104	1	53%	7%	0.58	0.01
8:30:00 PM	100	2	51%	13%	0.56	0.01
9:00:00 PM	99	3	50%	20%	0.55	0.02
9:30:00 PM	102	3	52%	20%	0.57	0.02
10:00:00 PM	101	3	51%	20%	0.56	0.02
10:30:00 PM	97	3	49%	20%	0.54	0.02
11:00:00 PM	103	2	52%	13%	0.57	0.01
11:30:00 PM	105	1	53%	7%	0.58	0.01
12:00:00 AM	104	1	53%	7%	0.58	0.01
<i>Average</i>			<i>51%</i>	<i>12%</i>	<i>0.563</i>	<i>0.010</i>

Sunday, February 26th, 2023

Time	Resident	Visitor	Resident Utilization	Visitor Utilization	Resident Rate	Visitor Rate
3:00:00 PM	80	5	41%	33%	0.44	0.03
3:30:00 AM	85	6	43%	40%	0.47	0.03
4:00:00 PM	87	6	44%	40%	0.48	0.03
4:30:00 AM	95	6	48%	40%	0.53	0.03
5:00:00 PM	97	8	49%	53%	0.54	0.04
5:30:00 AM	100	6	51%	40%	0.56	0.03
6:00:00 PM	100	7	51%	47%	0.56	0.04
6:30:00 AM	103	8	52%	53%	0.57	0.04
7:00:00 PM	104	8	53%	53%	0.58	0.04
7:30:00 AM	105	8	53%	53%	0.58	0.04
8:00:00 PM	102	8	52%	53%	0.57	0.04
8:30:00 AM	101	8	51%	53%	0.56	0.04
9:00:00 PM	98	7	50%	47%	0.54	0.04
<i>Average</i>			<i>49%</i>	<i>47%</i>	<i>0.54</i>	<i>0.04</i>

<i>Three day average</i>			<i>51%</i>	<i>24%</i>	<i>0.555</i>	<i>0.02</i>
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1015 Roosevelt Road and 1020 Shaw Drive, Mississauga

Total Units 152
 Total Resident Spaces: 86
 Total Visitor Spaces: 14

Friday, February 24th, 2023

Time	Resident	Visitor	Resident Utilization	Visitor Utilization	Resident Rate	Visitor Rate
6:00:00 PM	36	4	42%	29%	0.24	0.03
6:30:00 PM	38	4	44%	29%	0.25	0.03
7:00:00 PM	39	4	45%	29%	0.26	0.03
7:30:00 PM	41	4	48%	29%	0.27	0.03
8:00:00 PM	43	4	50%	29%	0.28	0.03
8:30:00 PM	46	3	53%	21%	0.30	0.02
9:00:00 PM	46	3	53%	21%	0.30	0.02
9:30:00 PM	45	3	52%	21%	0.30	0.02
10:00:00 PM	47	4	55%	29%	0.31	0.03
10:30:00 PM	50	3	58%	21%	0.33	0.02
11:00:00 PM	52	2	60%	14%	0.34	0.01
11:30:00 PM	55	1	64%	7%	0.36	0.01
12:00:00 AM	55	1	64%	7%	0.36	0.01
<i>Average</i>			<i>53%</i>	<i>22%</i>	<i>0.30</i>	<i>0.02</i>

Saturday, February 25th, 2023

Time	Resident	Visitor	Resident Utilization	Visitor Utilization	Resident Rate	Visitor Rate
6:00:00 PM	30	5	35%	36%	0.20	0.03
6:30:00 PM	32	5	37%	36%	0.21	0.03
7:00:00 PM	35	4	41%	29%	0.23	0.03
7:30:00 PM	35	5	41%	36%	0.23	0.03
8:00:00 PM	36	4	42%	29%	0.24	0.03
8:30:00 PM	40	4	47%	29%	0.26	0.03
9:00:00 PM	42	4	49%	29%	0.28	0.03
9:30:00 PM	46	4	53%	29%	0.30	0.03
10:00:00 PM	45	3	52%	21%	0.30	0.02
10:30:00 PM	49	2	57%	14%	0.32	0.01
11:00:00 PM	50	2	58%	14%	0.33	0.01
11:30:00 PM	50	2	58%	14%	0.33	0.01
12:00:00 AM	51	2	59%	14%	0.34	0.01
<i>Average</i>			<i>48%</i>	<i>25%</i>	<i>0.27</i>	<i>0.02</i>

Sunday, February 26th, 2023

Time	Resident	Visitor	Resident Utilization	Visitor Utilization	Resident Rate	Visitor Rate
3:00:00 PM	52	3	60%	21%	0.34	0.02
3:30:00 AM	52	4	60%	29%	0.34	0.03
4:00:00 PM	51	4	59%	29%	0.34	0.03
4:30:00 AM	48	4	56%	29%	0.32	0.03
5:00:00 PM	43	4	50%	29%	0.28	0.03
5:30:00 AM	40	5	47%	36%	0.26	0.03
6:00:00 PM	38	5	44%	36%	0.25	0.03
6:30:00 AM	38	6	44%	43%	0.25	0.04
7:00:00 PM	35	5	41%	36%	0.23	0.03
7:30:00 AM	32	6	37%	43%	0.21	0.04
8:00:00 PM	32	6	37%	43%	0.21	0.04
8:30:00 AM	31	6	36%	43%	0.20	0.04
9:00:00 PM	28	6	33%	43%	0.18	0.04
<i>Average</i>			<i>47%</i>	<i>35%</i>	<i>0.26</i>	<i>0.03</i>

<i>Three day average</i>			<i>49%</i>	<i>27%</i>	<i>0.279</i>	<i>0.03</i>
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Appendix D

Approved Vehicle Parking Rates in the City of Toronto

Authority: Ontario Municipal Board Decisions/Orders issued March 17, 2017, April 5, 2017 and February 12, 2018 and Local Planning Appeal Tribunal Order issued September 28, 2018 in Board Files PL161031 and PL151191

CITY OF TORONTO

BY-LAW 74-2019(LPAT)

To amend former City of Toronto Zoning By-law 438-86, as amended, with respect to the lands municipally known in the year 2017 as 8-30 Widmer Street.

Whereas the Ontario Municipal Board Decisions/Orders issued March 17, 2017, April 5, 2017 and February 12, 2018 and Local Planning Appeal tribunal Order issued September 28, 2018, in Board Files PL161031 and PL15119, upon hearing an appeal under Section 34(11) of the Planning Act, R.S.O. 1990, c. P.13, as amended, deems it advisable to amend By-law 438-86, as amended, for the former City of Toronto with respect to lands municipally known as 30 Widmer Street and 309-315 Adelaide Street West; and

Whereas the Official Plan for the City of Toronto contains such provisions relating to the authorization of increases in height and density of development; and

Whereas pursuant to Section 37 of the Planning Act, a by-law under Section 34 of the Planning Act may authorize increases in the height or density of development beyond those otherwise permitted by the by-law and that will be permitted in return for the provisions of such facilities, services or matters as are set out in the by-law; and

Whereas subsection 37(3) of the Planning Act provides that where an owner of land elects to provide facilities, services or matters in return for an increase in height or density of development, the municipality may require the owner to enter into one or more agreements with the municipality dealing with the facilities, services or matters; and

Whereas the owner of the aforesaid lands has elected to provide the facilities, services and matters hereinafter set out; and

Whereas the increase in the density or height permitted beyond that otherwise permitted on the aforesaid lands by By-law 438-86, as amended, are to be permitted in return for the provision of the facilities, services and matters set out in this By-law, and are to be secured by one or more agreements between the owner of such lands and the City of Toronto);

The Local Planning Appeal Tribunal orders:

- 1.** Pursuant to Section 37 of the Planning Act, and subject to compliance with this By-law, the increase in height and density of development permitted is permitted beyond that otherwise permitted on the lands shown on Map 1 in return for the provision by the owner, at the owner's expense of the facilities, services and matters set out in Appendix 1 and which are secured by one or more agreements pursuant to Section 37(3) of the Planning Act that are in a form and registered on title to the lands, to the satisfaction of the City Solicitor.
- 2.** Where Appendix 1 of this By-law requires the owner to provide certain facilities, services or matters prior to the issuance of a building permit, the issuance of such permit shall be dependent on satisfaction of same.

3. The owner shall not use, or permit the use of, a building or structure erected with an increase in height and density pursuant to this By-law unless all provisions of Appendix 1 are satisfied.
4. Except as otherwise provided herein, the provisions of By-law 438-86, as amended shall continue to apply to the lot.
5. None of the provisions of Section 2(1) with respect to the definitions of *bicycle parking space – visitor, grade, height, lot, non-residential gross floor area* and *residential gross floor area*, Sections 4(2)(a), 4(5)(b), 4(8), 4(9)(a)(v), 4(10), 4(11), 4(12), 4(13), 4(14), 4(16), 4(17)(a), 7(3) Part I, 7(3) Part II, 7(3) Part IV 1, 12(2)(132), 12(2)(246), 12(2)270, and 12(2)380 of By-law 438-86 of the former City of Toronto, as amended, shall apply to prevent the erection or use of a *mixed-use building* that may contain *dwelling units*, a *hotel*, a *commercial parking garage below grade*, and the retention of six (6) *existing heritage townhouse dwelling units* on the *lot* provided that:
 - (a) the *lot* comprises the lands delineated by heavy lines on Map 1 attached to and forming part of this By-law;
 - (b) the combined total *gross floor area* of all buildings erected or used on the *lot* for residential and non-residential uses shall not exceed 62,000 square metres;
 - (c) the area of the buildings occupied by residential uses does not exceed a *gross floor area* 45,500 square metres, including the *gross floor area* of the *existing heritage townhouse dwelling units*;
 - (d) the area of the buildings occupied by non-residential uses does not exceed a *gross floor area* of 16,500 square metres, and shall exclude the *gross floor area* associated with the *commercial parking garage*;
 - (e) the maximum number of *dwelling units* shall be 665 as follows:
 - (i) A maximum of 225 *dwelling units* shall be permitted in *Tower 1*; and
 - (ii) A maximum of 434 *dwelling units* shall be permitted in *Tower 2*, excluding the six (6) *existing heritage townhouse dwelling units*;
 - (f) one (1) *home occupation* is permitted in each *existing heritage townhouse dwelling unit*;
 - (g) notwithstanding subsection (e) above and (p) below, a guest suite shall not be considered as a *dwelling unit* for the purposes of determining the total number of permitted *dwelling units* and the calculation of *amenity space*;
 - (h) at least ten percent (10 percent) of the total number of *dwelling units* in *Tower 1* shall have three (3) *bedrooms*;
 - (i) at least fifteen percent (15 percent) of the total number of *dwelling units* in *Tower 2* shall have three (3) *bedrooms*;

- (j) at least forty percent (40 percent) of the total number of *dwelling units* in *Tower 2* shall have two (2) *bedrooms*;
- (k) no portion of a building or structure to be erected on the *lot* above finished ground is located otherwise than wholly within the areas delineated by heavy lines on the attached Map 2, with the exception of the following:
 - (i) Lighting fixtures, cornices, sills, eaves, canopies, parapets, and window washing equipment attached to a building or structure may project a maximum distance of 3.0 metres beyond the heavy lines shown on Map 2;
 - (ii) Lighting fixtures, railings, privacy screens, balustrades, bollards, stairs and related enclosures, fences, safety railings, wind mitigation elements, trellises, guards, guardrails, wheel chair ramps, air intakes and vents, ventilating equipment, bike share facilities, ornamental or architectural features, landscape features, including planters, green energy and renewable energy elements, and art installations may be located at ground level beyond the heavy lines shown on Map 2, in accordance with the *height* limits set out in subsection (l) below;
 - (iii) Balconies on the north façade of *Tower 1* may project a maximum distance of 1.8 metres beyond the heavy lines shown on Map 2;
 - (iv) Balconies on the south façade of *Tower 2* may project a maximum distance of 1.8 metres beyond the heavy lines shown on Map 2;
 - (v) *Architectural fins* on the podium portions of *Tower 1* and *Tower 2* may project a maximum distance of 0.3 metres beyond the heavy lines, including the dashed line fronting Adelaide Street East at the Ground Level, shown on Map 2; and
 - (vi) Structures, elements and enclosures permitted by subsection (l) below;
- (l) the *height* of any building or structure or portion thereof above *grade* to be erected on the *lot* shall not exceed those heights as indicated by the H symbol on Map 2, with the exception of the following:
 - (i) The structures, elements and enclosures set out in Section 5(k) above of this By-law, as applicable, shall be permitted;
 - (ii) Parapets provided the maximum *height* of such elements are no higher than 1.5 metres above the portion of the building to which they are attached;
 - (iii) Canopies provided the maximum *height* of such elements is no higher than 4.0 metres above ground level;
 - (iv) Window washing equipment provided the maximum *height* of such elements is no higher than 2.5 metres above the portion of the building to which it is attached;

- (v) Structures used for outdoor *residential amenity space* or open air recreation, wind screens, privacy screens or vestibules providing access to outdoor amenity space provided the maximum *height* of such elements is no higher than 1.8 metres above the *height* limits specified on Map 2;
- (vi) Structures on any roof used for maintenance, safety, or green roof purposes, chimneys, vents, stacks, shafts, mechanical fans, elevators, elevator machine rooms, and related structural elements, or associated with green energy and renewable energy facilities, provided the maximum *height* of such elements is no higher than 2.5 metres above the *height* limits specified on Map 2;
- (vii) Structures at ground level, including bollards, guards, guardrails, wheel chair ramps, green energy and renewable energy facilities, air intakes and vents, and ventilating equipment provided the maximum *height* of such elements is no higher than 1.2 metres above ground level;
- (viii) Structures at ground level, including railings, privacy screens, balustrades, stairs and related enclosures, fences, bike share facilities, and safety railings provided the maximum *height* of such elements is no higher than 2.0 metres above ground level;
- (ix) Structures at ground level, including lighting fixtures, ornamental or architectural features, wind mitigation elements, trellises, landscape features, including planters, and art installations provided the maximum *height* of such elements is no higher than 4.0 metres above ground level; and
- (x) *Architectural fins* on the podium portions of *Tower 1* and *Tower 2* provided the maximum *height* is no higher than 1.5 metre above that portion of the building to which they are attached;
- (m) *parking spaces* shall be provided and maintained in a parking garage located below *grade* within the *lot* as follows:
 - (i) 0.17 *parking spaces* per *dwelling unit* for residents;
 - (ii) 0.06 *parking spaces* per *dwelling unit* for residential visitors;
 - (iii) A minimum of 18 *parking spaces* shall be provided for the *hotel*, of which at least one (1) such *parking space* shall be designated only for use by a taxi;
 - (iv) The *parking spaces* provided for in subsection (ii) and (iii) above, may be provided in a *commercial parking garage* within the building on the *lot*;
 - (v) Notwithstanding subsection (i) and (ii) above, *parking spaces* are not required to be provided for the six (6) *existing heritage townhouse dwelling units*; and

- (vi) A maximum of 10 percent of the total number of *parking spaces* provided and maintained in a parking garage may have the following dimensions, with or without a fixed object or obstruction within 0.30 metres of the side of the *parking space*:
 - A. Length: 5.4 metres;
 - B. Width: 2.4 metres; and
 - C. Height: 1.8 metres;

- (n) *loading spaces* shall be provided as follows:
 - (i) One (1) *loading space* – *Type G*;
 - (ii) One (1) *loading space* – *Type B*; and
 - (iii) One (1) *loading space* – *Type C*;

- (o) *bicycle parking spaces* shall be provided and maintained within the *lot* in accordance with the following minimum requirements:
 - (i) For residential uses: a minimum of 1.0 *bicycle parking space* per *dwelling unit*, in accordance with the following ratio: 0.90 *bicycle parking spaces-occupant* per *dwelling unit* and 0.10 *bicycle parking spaces – visitor* per *dwelling unit*;
 - (ii) *Bicycle parking spaces* may be provided in a stacked formation provided that the minimum vertical clearance of each *bicycle parking space* is 1.2 metres; and
 - (iii) *Bicycle parking spaces – visitors* may be located in a secured room;

- (p) *residential amenity space* shall be provided and maintained as follows:
 - (i) A minimum of 1.00 square metres per *dwelling unit* of indoor *residential amenity space* shall be provided in a multi-purpose room or rooms that collectively contain a kitchen and a washroom;
 - (ii) A minimum of 1.00 square metres per *dwelling unit* of outdoor *residential amenity space* shall be provided of which at least 40 square metres of outdoor *residential amenity space* must be provided in a location directly accessible from an area containing indoor *residential amenity space*, and of which up to 25 percent may be green roof area; and
 - (iii) *residential amenity space* must be available for use by the occupants of the building for recreational and/or social activities and may also be available for use by residential visitors and guests to the building;

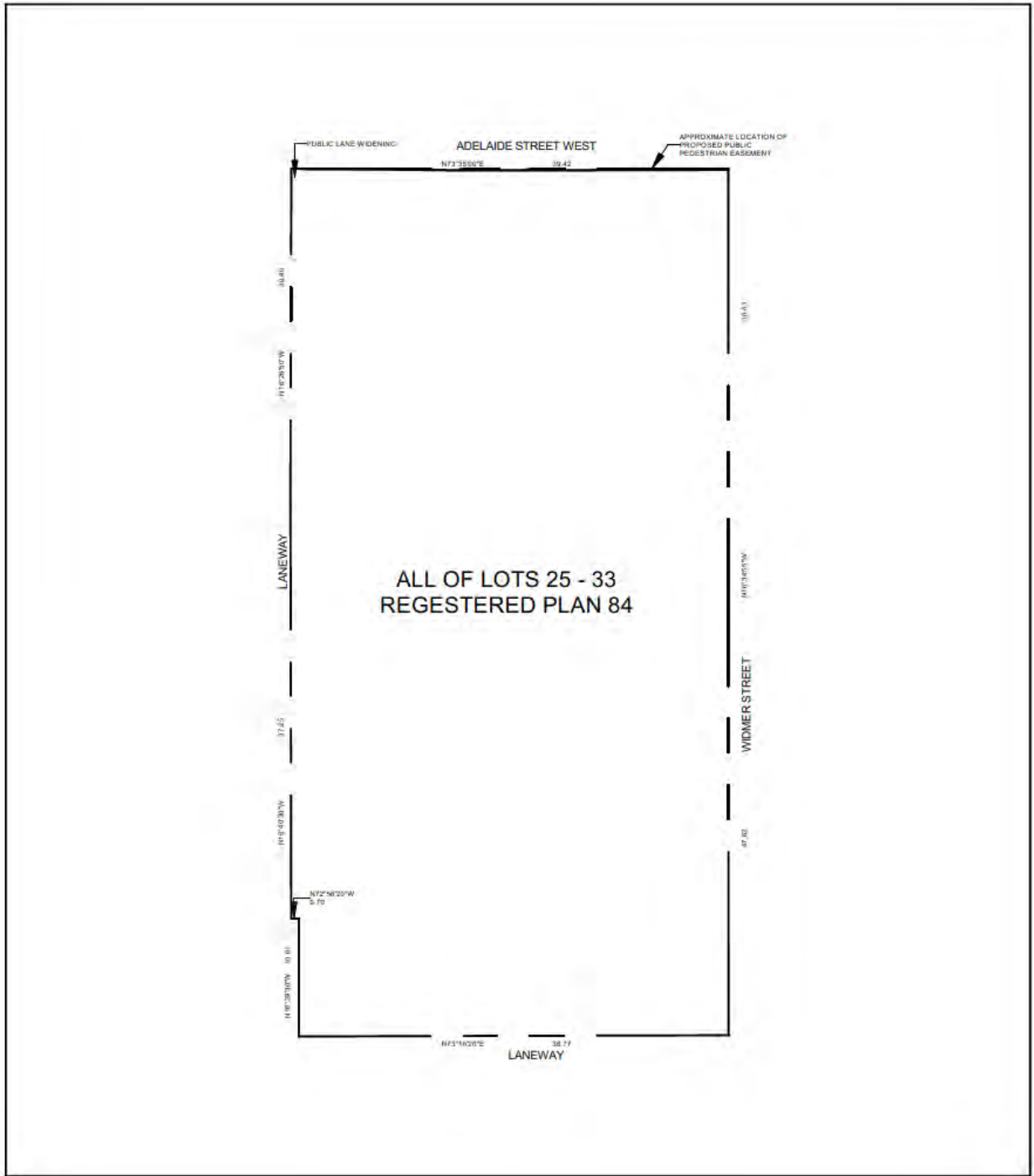
- (q) a *temporary sales office* shall be permitted on the lot; and

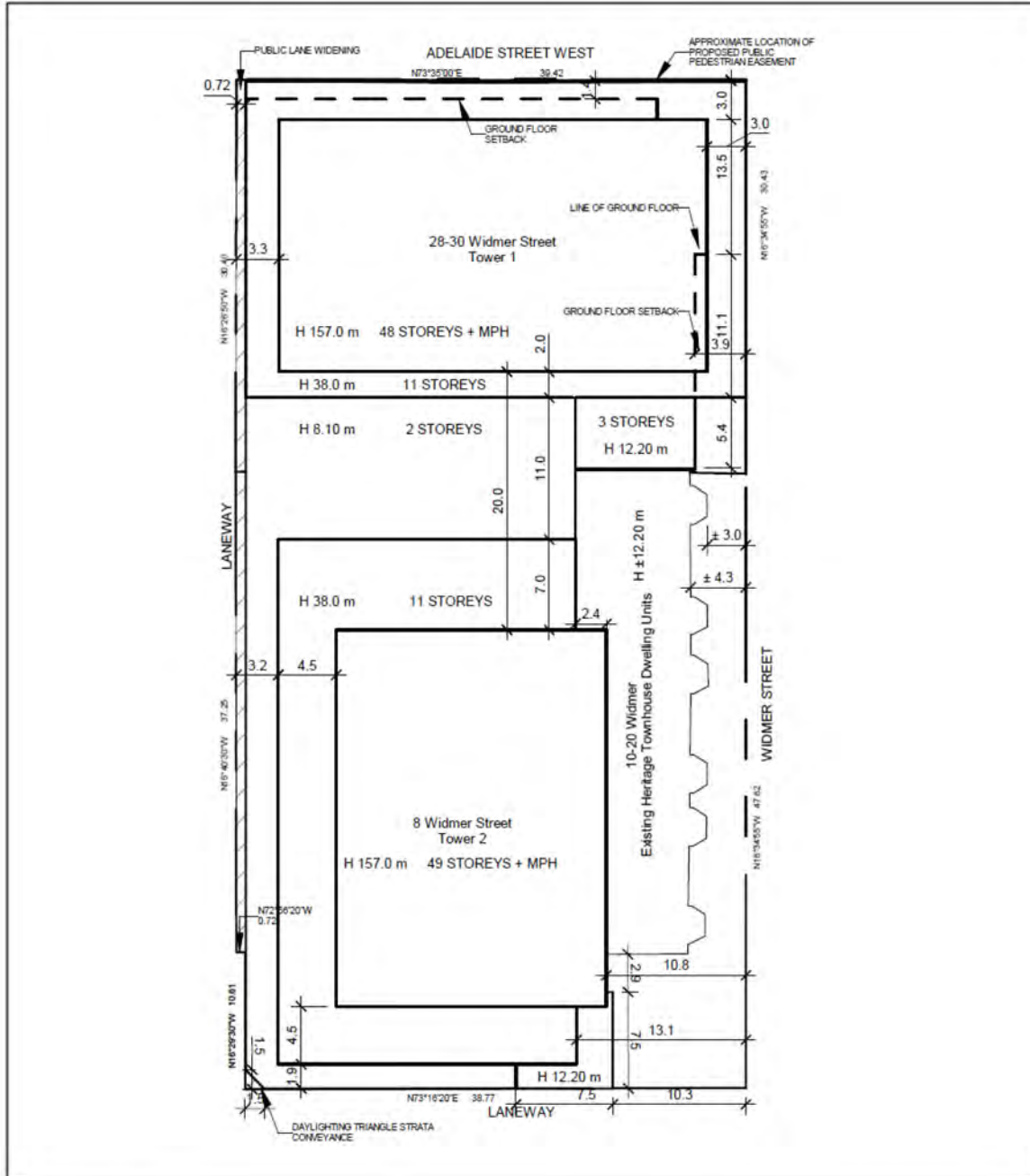
- (r) the owner of the *lot* has entered into an agreement with the City, pursuant to Section 37(3) of the Planning Act, to secure the facilities, services and matters required by and referred to in Appendix 1 of this By-law, and that such agreement has been registered on title to the *lot*, all to the satisfaction of the City Solicitor.
6. For the purposes of this By-law, all italicized words and expressions have the same meanings as defined in By-law 438-86, as amended, with the exception of the following:
- (a) "*architectural fins*" mean vertical, non-structural ornamental elements that are attached to and project from the main walls of the buildings, and have a maximum width of 0.50 metres;
- (b) "*existing heritage townhouse dwelling unit*" means one (1) of the six (6) heritage townhouse *dwelling units* existing on the lands on the date of the passing of this By-law, as shown on Map 2, and may be altered provided such alteration is in accordance with a Heritage Easement Agreement entered into between the City and the owner pursuant to Section 37 of the Ontario Heritage Act and registered to the satisfaction of the City;
- (c) "*grade*" means 87.15 metres Canadian Geodetic Datum;
- (d) "*gross floor area*" means the sum of the total area of each floor level of a building or structure above and below finished ground level, measured from the exterior main wall of each floor level, exclusive of any areas in a building or structure used for:
- (i) *Parking spaces* and loading facilities below *grade*;
- (ii) Required loading facilities at the ground level;
- (iii) Storage rooms, washrooms, electrical, utility, mechanical and ventilation rooms below *grade*;
- (iv) Facilities for bicycle parking, including but not limited to the area occupied by *bicycle parking spaces* and required shower and change facilities;
- (v) Indoor *residential amenity space*;
- (vi) Elevator shafts, garbage shafts;
- (vii) Mechanical penthouses; and
- (viii) Exit stairwells in the building or structure;
- (e) "*height*" means the vertical distance between *grade* and the highest point of the building roof shown on Map 2 except for those elements otherwise expressly prescribed in this By-law;

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- (f) "*home occupation*" means a business use within a *dwelling unit*, where the *dwelling unit* is the principal residence of the business operator that may also:
- (i) Sell, rent or lease physical goods directly from the *dwelling unit*;
 - (ii) Be a *personal grooming establishment*;
 - (iii) Be an office or medical office for a professional regulated under the College of Physicians and Surgeons of Ontario;
 - (iv) Be an office or medical office for a professional regulated under the Regulated Health Professions Act, 1991, S.O. 1991, c. 18, as amended;
 - (v) Have clients or customers attending the premises, other than one for an education use, for:
 - A. consultations;
 - B. receiving services; or
 - C. obtaining physical goods;
 - (vi) Have one (1) employee working in the *dwelling unit* who is not the business operator;
- (g) "*lot*" means at least those lands delineated by heavy lines on Map 1;
- (h) "*temporary sales office*" means a building, structure, facility or trailer on the lot used for the purpose of the sale of *dwelling units* to be erected on the *lot*;
- (i) "*Tower 1*" means the building identified as Tower 1 on Map 2; and
- (j) "*Tower 2*" means the building identified as Tower 2 on Map 2.
- 7.** Despite any existing or future severance, partition or division of the lot, the provisions of this by-law shall apply to the whole lot as if no severance, partition or division occurred.
- 8.** Except as otherwise provided herein, the provision of By-law 438-86, as amended, shall continue to apply to the *lot* as well as the buildings and structures on the *lot*.
- 9.** Within the lands shown on Map 1, no person shall use any land or erect or use any building or structure unless the following municipal services are provided to the lot line and the following provisions are complied with:
- (a) all new public roads have been constructed to a minimum of base curb and base asphalt and are connected to an existing public highway; and
 - (b) all water mains and sanitary sewers, and appropriate appurtenances, have been installed and are operational.

- 10.** Except as otherwise provided herein, the provisions of Zoning By-law 438-86 shall continue to apply to the lot.

Ontario Municipal Board Decisions/Orders issued March 17, 2017, April 5, 2017 and February 12, 2018 and Local Planning Appeal Tribunal Order issued September 28, 2018 in Board Files PL161031 and PL151191





Appendix 1

Section 37 Provisions

The facilities, services and matters set out below are required to be provided to the City at the owner's expense in return for the increase in height and density of the proposed development on the Lands as shown on Diagram 1 of the By-law, subject to and as secured in an registered agreement or agreements under Section 37(3) of the Planning Act, whereby the owner agrees as follows:

1. Prior to the issuance of the first above-grade building permit, the owner of the Lands shall provide an indexed cash contribution to the City in the amount of \$4,000,000.00, as follows:
 - (a) \$2,000,000.00 to be allocated, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, between:
 - i. The YMCA facility at 505 Richmond Street West; and/or
 - ii. Capital improvements that will benefit the community in the vicinity of the Site, such as, but not limited to, community services and facilities in the King-Spadina area in the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, local streetscape improvements to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, and improvements to public parks in the area or for parkland acquisition in the Local Ward to the satisfaction of the General Manager, Parks, Forestry and Recreation, in consultation with the Ward Councillor;
 - (b) \$1,100,000.00 to the John Street Cultural Corridor; and
 - (c) \$900,000.00 to Queen Street West BIA streetscape improvements,
such amount to be indexed upwardly in accordance with the Statistics Canada Non-Residential Building Construction Price Index for Toronto, calculated from the date of the Section 37 Agreement to the date of payment.
2. Upon the site-specific zoning by-law amendments to By-law 569-2013 and By-law 438-86 respectively becoming final and binding, the owner shall within 30 days provide a cash contribution to the City in the amount of \$1,000,000.00 to be allocated as follows:
 - (a) \$500,000.00 (50 percent) to Toronto Community Housing Corporation Revolving Fund for capital repairs to Toronto Community Housing Corporation units in the Local Ward; and
 - (b) \$500,000.00 (50 percent) to new affordable rental housing units as part of the Alexandra Park Revitalization in the Local Ward, to be directed to the Capital Revolving Fund for Affordable Housing.

3. The owner shall provide and maintain the following:
- (a) construction of a publicly accessible pedestrian walkway and conveyance of a public pedestrian surface access easement to the City, on terms and conditions satisfactory to the City Solicitor, in the location shown on Diagram 1 and identified as "Proposed Public Pedestrian Easement" at the north limit of the Lands with details to be determined in the context of site plan approval for the development and such easement lands to be maintained by the owner;
 - (b) conveyance of an approximate 0.72 metre strip of land at the west limit of the Lands for a public lane widening in the location shown on Map 1 and identified as "Public Lane Widening" with details to be determined in the context of site plan approval for the development;
 - (c) strata conveyance of a surface daylighting triangle at southwest corner of the Property to the City in the location shown on Map 1 and identified as "Daylighting Triangle Strata Conveyance";
 - (d) all conveyances to the City, including the easement in subsection (a) above, shall be for nominal consideration, free and clear of encumbrances, other than those otherwise acceptable to the City Solicitor, and at no cost to the City to the satisfaction of the City Solicitor and, in addition, the owner shall be responsible to prepare, submit to the City for approval and deposit all required reference plans to describe all lands being conveyed;
 - (e) a minimum of 10 percent of the dwelling units shall be constructed on the *lot* in Tower 1 as three-bedroom units;
 - (f) a minimum of 15 percent of the dwelling units shall be constructed on the *lot* in Tower 2 as three-bedroom units; and
 - (g) a minimum of 40 percent of the dwelling units shall be constructed on the *lot* in Tower 2 as two-bedroom units.
4. Prior to issuance of an Ontario Municipal Board Order (Case No. PL161031) in connection with the Zoning By-law Amendment appeal for the properties at 8-20 Widmer Street the owner shall:
- (a) enter into a Heritage Easement Agreement for the property at 8 Widmer Street and 10-20 Widmer Street in accordance with the plans and drawings dated March 8, 2018 prepared by Quadrangle Architects Limited and on file with the Senior Manager, Heritage Preservation Services, the Heritage Impact Assessment, prepared by ERA Architects Inc., dated February 9, 2018 and revised March 14, 2018, and in accordance with the Conservation Plan required in subsection (b) below, to the satisfaction of the Senior Manager, Heritage Preservation Services including registration of such agreement to the satisfaction of the City Solicitor; and

- (b) provide a detailed Conservation Plan, prepared by a qualified heritage consultant, that is consistent with the conservation strategy set out in the Heritage Impact Assessment for 8 Widmer Street and 10-20 Widmer Street and 30 Widmer Street prepared by ERA Architects Inc., dated February 9, 2018 and revised March 14, 2018, to the satisfaction of the Senior Manager, Heritage Preservation Services; with such Conservation Plan to include a detailed interpretive Lighting Plan, a plan for the treatment of exterior brick, including consideration of the appropriateness of painting the restored surfaces, and an improved interface between old and new on the north and south elevations, all subject to further review to the satisfaction of the Senior Manager, Heritage Preservation Services.
5. Prior to final Site Plan approval for the proposed Zoning By-law Amendment by City Council, for the property located at 8 Widmer Street and 10-20 Widmer Street and 30 Widmer Street the owner shall:
- (a) provide final site plan drawings substantially in accordance with the approved Conservation Plan required in Section 4(b) above, to the satisfaction of the Senior Manager, Heritage Preservation Services;
 - (b) have obtained final approval for the necessary Zoning By-law Amendment required for the subject property, such Amendment to have come into full force and effect;
 - (c) provide a Lighting Plan that describes how the exterior of the heritage properties will be sensitively illuminated to enhance their heritage character to the satisfaction of the Senior Manager, Heritage Preservation Services and shall implement such Plan to the satisfaction of the Senior Manager Heritage Preservation Services;
 - (d) provide an Interpretation Plan for the heritage properties, to the satisfaction of the Senior Manager, Heritage Preservation Services and shall implement such Plan to the satisfaction of the Senior Manager, Heritage Preservation Services; and
 - (e) submit a Signage Plan to the satisfaction of the Senior Manager, Heritage Preservation Services.
6. Prior to the issuance of any permit for all or any part of the property at 8 Widmer Street and 10-20 Widmer Street and 30 Widmer Street, including a heritage permit or a building permit, but excluding permits for repairs and maintenance and usual and minor works for the existing heritage building, or any permits for demolition of the Rear Additions to the Heritage Townhouses, as are acceptable to the Senior Manager, Heritage Preservation Services, the owner shall:
- (a) have obtained final approval for the necessary Zoning By-law Amendment required for the subject property, such Amendment to have come into full force and effect;
 - (b) provide building permit drawings, including notes and specifications for the conservation and protective measures keyed to the approved Conservation Plan

required in Section 4(b) above including a description of materials and finishes, to be prepared by the project architect and a qualified heritage consultant to the satisfaction of the Senior Manager, Heritage Preservation Services;

- (c) provide a Letter of Credit, including provision for upwards indexing, in a form and amount and from a bank satisfactory to the Senior Manager, Heritage Preservation Services to secure all work included in the approved Conservation Plan, Heritage Lighting Plan, and Interpretation Plan; and
 - (d) provide full documentation of the existing heritage properties, including two (2) printed sets of archival quality 8 inches x 10 inches colour photographs with borders in a glossy or semi-glossy finish and one (1) digital set on a CD in tiff format and 600 dpi resolution keyed to a location map, elevations and measured drawings, and copies of all existing interior floor plans and original drawings as may be available, to the satisfaction of the Senior Manager, Heritage Preservation Services.
7. Prior to the release of the Letter of Credit required in Section 6(c) above, the owner shall:
- (a) provide a letter of substantial completion prepared and signed by a qualified heritage consultant confirming that the required conservation work and the required interpretive work has been completed in accordance with the Conservation Plan, Interpretation Plan and Heritage Lighting Plan, and that an appropriate standard of conservation has been maintained, all to the satisfaction of the Senior Manager, Heritage Preservation Services; and
 - (b) provide replacement Heritage Easement Agreement photographs for the properties at 8 Widmer Street and 10-20 Widmer Street to the satisfaction of the Senior Manager, Heritage Preservation Services.

Authority: Ontario Municipal Board Decision/Order issued December 3, 2015 as amended June 14, 2016 in Board File PL141139

CITY OF TORONTO

BY-LAW 974-2017(OMB)

To amend former City of Toronto Zoning By-law 438-86, as amended, with respect to the lands municipally known in the year 2014 as 50 Wellesley Street East and 31 to 35 Dundonald Street.

Whereas the Ontario Municipal Board pursuant to its Decision/Order issued December 3, 2015, as amended June 14, 2016, deems it advisable to amend By-law 438-86, as amended, for the former City of Toronto with respect to the Lands known municipally as 50 Wellesley Street East and 31 to 35 Dundonald Street; and

Whereas the Official Plan for the City of Toronto contains such provisions relating to the authorization of increases in height and density of development; and

Whereas pursuant to Section 37 of the *Planning Act*, a by-law under Section 34 of the *Planning Act*, authorize increases in the height or density of development beyond those otherwise permitted by the by-law and that will be permitted in return for the provision of such facilities, services or matter as are set out in the by-law; and

Whereas subsection 37(3) of the *Planning Act* provides that where an owner of land elects to provide facilities, services and matters in return for an increase in the height or density of development, a municipality may require the owner to enter into one or more agreements with the municipality dealing with the facilities, services and matters; and

Whereas the owner of the aforesaid lands has elected to provide the facilities, services and matters hereinafter set out; and

Whereas the increase in height and density permitted beyond that otherwise permitted on the aforesaid lands by By-law 438-86, as amended, are to be permitted in return for the provision of the facilities, services and matters set out in this By-law which are secured by one or more agreements between the owner of the land and the City of Toronto;

By-law 438-86, as amended, of the former City of Toronto is amended by the Ontario Municipal Board as follows:

1. Pursuant to Section 37 of the *Planning Act*, the heights and density of development permitted by this By-law on the *lot* are permitted subject to compliance with the conditions set out in this By-law and in return for the provision by the *owner* of the *lot* of the facilities, services and matters set out in Appendix 1 of this By-law, the provisions of which shall be secured by an agreement or agreements pursuant to Section 37(3) of the *Planning Act*.
2. Upon execution and registration of an agreement or agreements with the *owner* of the *lot* pursuant to Section 37 of the *Planning Act*, securing the provision of the facilities, services and matters set out in Appendix 1 of this By-law, the *lot* is subject to the provisions of this By-law, provided that in the event the said agreement(s) requires the provision of a facility, service or matter as a precondition to the issuance of a building

permit, the *owner* may not erect or use such building until the *owner* has satisfied the said requirements.

3. None of the provisions of Sections 2(1) with respect to the definition of *bicycle parking space--occupant*, *bicycle parking space—visitor*, *grade*, *height*, *lot*, *non-residential gross floor area*, *residential amenity space*, Sections 4(2)(a), 4(5), 4(8), 4(11), 4(12), 4(13), 4(16), 4(17), 6(1), 6(3)PART I, 6(3)Part II, 6(3)Part III, 6(3)PART IV1.(e), 6(3)PART IV3., 6(3)PART IV4., 6(3)Part IX1.(b) and 12(2)132., of By-law 438-86, of the former City of Toronto, as amended being "A By-law to regulate the use of land and the erection, use, bulk, height, spacing and other matters relating to buildings and structures and to prohibit certain uses of lands and the erection and use of certain buildings and structures in various areas of the City of Toronto", as amended shall apply to prevent the erection or use of a *mixed-use building*, *row houses*, *semi-detached houses*, and a *commercial parking garage*, including uses *accessory* to the foregoing uses, on the *lot* provided that:
- (a) the *lot* consists of Parcel A and Parcel B as shown on the attached Map 1;
 - (b) the combined *residential gross floor area* and *non-residential gross floor area* on the *lot*, exclusive of those portions of the building used for the purposes of a *commercial parking garage*, shall not exceed 27,500 square metres, provided:
 - (i) The maximum *residential gross floor area* shall not exceed 27,250 square metres; and
 - (ii) A minimum of 250 square metres of *non-residential gross floor area* shall be provided on the *lot*;
 - (c) permitted uses on the *lot* shall be as follows:
 - (i) Residential uses as set out in Section 6(1)(a) of By-law 438-86, as amended, including *dwelling units* provided in the residential portion of a *mixed-use building*;
 - (ii) Non-residential uses shall only be permitted within the *mixed-use building* and such uses shall be limited to one or more of the following uses: automated bank machine, office, *personal grooming establishment*, *restaurant*, *retail store*, *take-out restaurant*, outdoor patios *accessory* to a permitted use; and
 - (iii) Notwithstanding subsection (ii) above, a *commercial parking garage* is a permitted use on the *lot*, provided it is located below finished ground level, with the exception of *accessory* uses such as elevators, lobbies, stairs, stair enclosures and enclosed garbage chutes;
 - (d) on Parcel B, *dwelling units* shall only be permitted within *row houses* and *semi-detached houses*;
 - (e) a maximum of ten (10) *dwelling units* are permitted on Parcel B;

- (f) no portion of a building erected on the *lot* may be located above finished ground level other than wholly within the *building envelope* areas delineated by heavy lines on the attached Map 2 with the exception of the following:
- (i) Lighting fixtures, cornices, sills, eaves, canopies, window washing equipment, parapets, railings, privacy screens, patios, decks, cabanas, swimming pool, swimming pool equipment enclosures, planters, balustrades, bollards, stairs, covered stairs or stair enclosures, elevator enclosures and elevator lobbies associated with an entrance or exit from an underground parking garage, awnings, fences and safety railings, trellises, underground garage ramps and associated structures, mechanical and architectural screens, guards, guardrails, chimneys, vents, stacks, retaining walls, wheel chair ramps, landscape features, and art installations may extend beyond the heavy lines shown on the attached Map 2;
 - (ii) Balconies and associated architectural structures may project to a maximum of 1.5 metres beyond the heavy lines shown on Map 2;
 - (iii) Ornamental or architectural features to a maximum horizontal projection of 3.0 metres beyond the heavy lines shown on Map 2; and
 - (iv) The erection and use of the structures, elements and enclosures permitted by Section 3(g) of this By-law;
- (g) the *height* of each portion of a building or structure erected above *grade* on the *lot*, in respect of each *building envelope* area, shall have a maximum *height* in metres as shown following the symbol H on Map 2 for the corresponding *building envelope* area, including mechanical and roof top elements, except for:
- (i) The erection or use of the structures, elements and enclosures permitted by Section 3(f) of this By-law; and
 - (ii) The erection or use of structures on any roof used for outside or open air recreation, maintenance, safety, wind protection or green roof purposes;
- (h) notwithstanding any provision of this By-law to the contrary, no portion of any building or structure above finished ground level shall be located within the hatched area shown on the attached Map 2 with the exception of the following:
- (i) Vents, grills, and manhole covers flush with finished ground level;
- (i) the number of *storeys* in the *mixed-use building* on the *lot* must not exceed the numbers shown following the symbol ST on Map 2 for the corresponding *building envelope* area, excluding mechanical and roof top elements;
- (j) *row houses* and *semi-detached houses* are limited to a maximum of three (3) *storeys*, excluding mechanical and roof top elements, stairs, stair enclosures and enclosed areas providing access to a roof top terrace;

-
- (k) *residential amenity space* for *dwelling units* within the *mixed-use building* shall be provided in accordance with the following:
- (i) A minimum of 2.0 square metres of indoor *residential amenity space* for each *dwelling unit* shall be provided in a multi-purpose room or rooms, at least one of which shall contain a kitchen and a washroom;
 - (ii) A minimum of 2.0 square metres of outdoor *residential amenity space* for each *dwelling unit* shall be provided of which at least 40 square metres is to be provided in a location adjoining or directly accessible from indoor *residential amenity space*; and
 - (iii) Required indoor *residential amenity space* may include up to two (2) guest suites, containing either a kitchen or a bathroom, provided the combined *total floor area* of the suites does not exceed 65 square metres;
- (l) *bicycle parking spaces* shall be provided and maintained for the *mixed-use building* in accordance with the following requirements:
- (i) A minimum of 0.9 *bicycle parking spaces – occupant per dwelling unit* shall be provided and maintained on the *lot*; and
 - (ii) A minimum of 0.1 *bicycle parking spaces – visitors per dwelling unit* shall be provided and maintained on the *lot*;
- (m) a minimum of 0.3 *parking spaces per dwelling unit* shall be provided and maintained on the *lot* for the exclusive use of residents;
- (n) no *parking spaces* shall be required for residential visitors and non-residential uses;
- (o) the requirements of Section 4(17) shall apply with the exception that a *parking space*, accessed by a one-way or two-way drive aisle having a minimum width of 7.0 metres or more, notwithstanding that such *parking spaces* may be obstructed on one or two sides in accordance with Section 4(17)(e) of By-law 438-86, as amended, shall have the following minimum dimensions:
- (i) Length – 5.2 metres;
 - (ii) Width – 2.6 metres; and
 - (iii) Vertical clearance – 2.0 metres;
- and up to ten (10) percent of the parking spaces provided on the *lot* for residents may be provided as *small car parking spaces*;
- (p) a minimum of three (3) *parking spaces* on the *lot* shall be provided as accessible *parking spaces*, and, notwithstanding that such accessible *parking spaces* maybe obstructed on one or two sides in accordance with Section 4(17)(e) of By-law 438-86, as amended, shall have the following minimum dimensions:

- (i) Length – 5.2 metres;
 - (ii) Width 3.9 metres; and
 - (iii) Vertical Clearance – 2.0 metres;
- (q) a minimum of one *loading space – type 'G'* shall be provided and maintained on the *lot*; and
- (r) vehicular access to the *lot* shall only be provided via Wellesley Street.
4. None of the provisions of this By-law or By-law 438-86, as amended, as of the date of the passing of this By-law, shall apply to prevent a *sales office* on Parcel A.

5. Definitions:

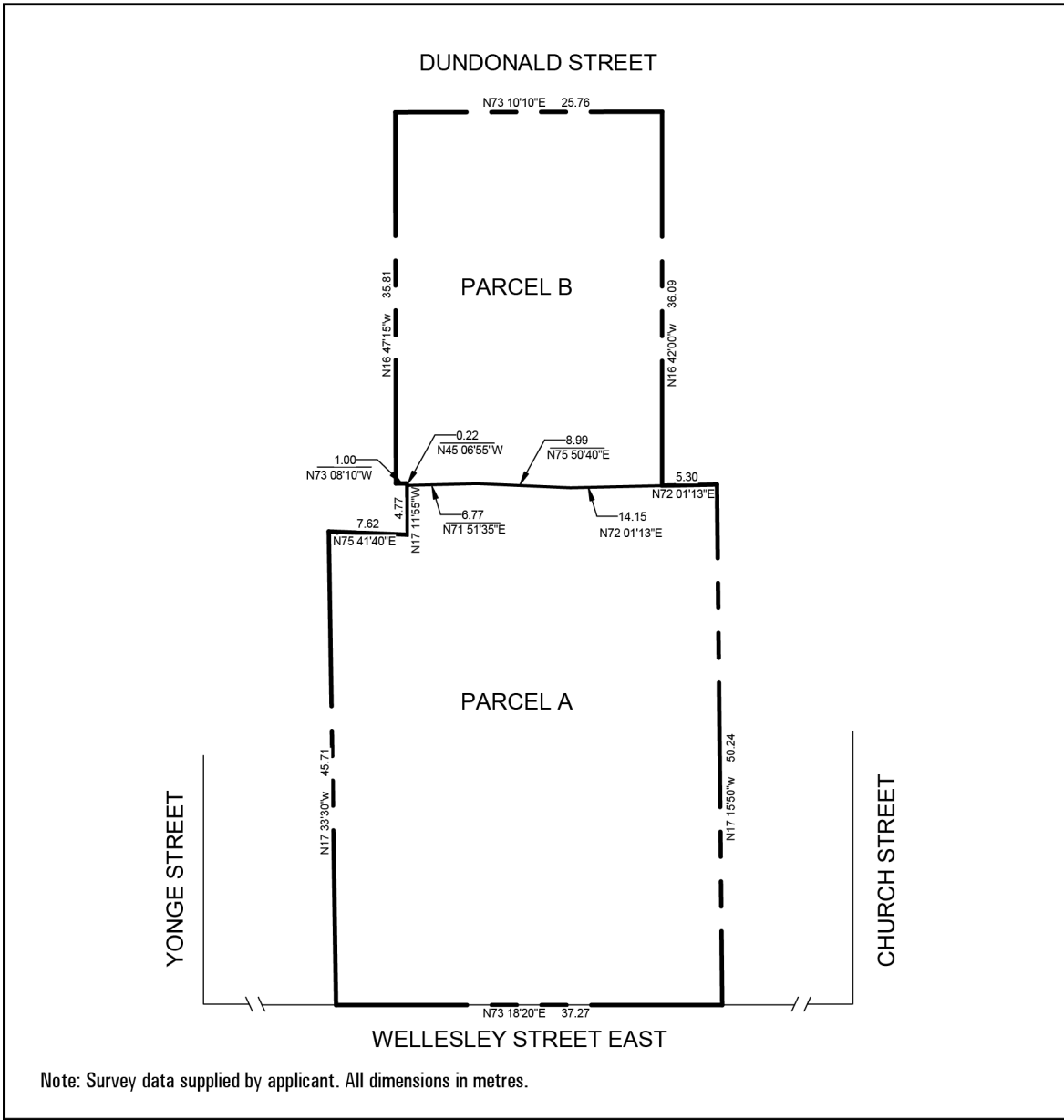
For the purposes of this By-law, each word or expression that is italicized in this By-law shall have the **same** meaning as each such word or expression as defined in the said By-law 438-86, as amended, except for the following:

- (a) "*bicycle parking space - occupant*" means an area that is equipped with a bicycle rack, stacker or locker for the purpose of parking and securing bicycles and:
- (i) Where the bicycles are to be parked on a horizontal surface, has horizontal dimensions of at least 0.6 metres by 1.8 metres and vertical dimension of at least 1.9 metres;
 - (ii) Where the bicycles are to be parked in a vertical position, has horizontal dimensions of at least 0.6 metres by 1.2 metres and a vertical dimension of at least 1.9 metres; and
 - (iii) Notwithstanding (i) and (ii) above, where the bicycles are to be parking in a stacker, being a device that allows parking spaces to be positioned above or below one another with the aid of an elevating mechanism, the parking space within the stacker shall have horizontal dimensions of at least 1.4 metres by 0.4 metres, and the stacker shall be located in an area with a vertical dimension of at least 2.4 metres;
- (b) "*bicycle parking space - visitor*" means an area that is equipped with a bicycle rack, stacker or locker for the purpose of parking and securing bicycles and:
- (i) Where the bicycles are to be parked on a horizontal surface, has horizontal dimensions of at least 0.6 metres by 1.8 metres and vertical dimension of at least 1.9 metres;
 - (ii) Where the bicycles are to be parked in a vertical position, has horizontal dimensions of at least 0.6 metres by 1.2 metres and a vertical dimension of at least 1.9 metres;

- (iii) Notwithstanding (i) and (ii) above, where the bicycles are to be parking in a stacker, being a device that allows parking spaces to be positioned above or below one another with the aid of an elevating mechanism, the parking space within the stacker shall have horizontal dimensions of at least 1.4 metres by 0.4 metres, and the stacker shall be located in an area with a vertical dimension of at least 2.4 metres;
- (c) "*building envelope*" means a building envelope for each height area as shown by an H, and as delineated by the heavy lines on Map 2 attached hereto;
- (d) "*grade*" for the purpose of a *mixed-use building* on the *lot* means 107.87 metres Canadian Geodetic Datum and for the purposes of *row houses* and *semi-detached houses* on the *lot* means 110.32 Canadian Geodetic Datum;
- (e) "*height*" means the vertical distance between *grade* and the highest point of the building or structure, except for those elements otherwise expressly permitted by this By-law;
- (f) "*owner*" means the registered owner of the *lot*;
- (g) "*Parcel A*" means the parcel of land identified as Parcel A on Map 1 attached hereto;
- (h) "*Parcel B*" means the parcel of land identified as Parcel B on Map 1 attached hereto;
- (i) "*row house*" means one of a series of more than two attached buildings:
 - (i) Each building comprising one *dwelling unit*; and
 - (ii) Each building is divided vertically from another by a party wall;
- (j) "*semi-detached house*" means one of a pair of attached buildings:
 - (i) Each building comprising one *dwelling unit*; and
 - (ii) Each building divided vertically from the other by a party wall;
- (k) "*small car parking space*" means a clear area that has minimum dimensions of 5.0 metres in length, 2.4 metres in width and a vertical height of 1.84 metres;
- (l) "*storey*" means a level of a building, located between any floor and the floor, ceiling or roof immediately above it, with the first *storey* being that *storey* with a floor closest in elevation to *grade*; and
- (m) "*sales office*" means an office within a building, structure, facility or trailer used for the purpose of the initial rental, sale or marketing of *dwelling units* to be erected on the *lot* and/or the administration and management of construction activity related to construction on the *lot*.

6. Despite any existing or future severance, partition, or division of the *lot*, the provisions of this By-law shall apply to the whole of the *lot* as if no severance, partition or division occurred.
7. By-law 675-2005 is repealed.

Ontario Municipal Board Decision/Order issued December 3, 2015 as amended June 14, 2016 in Board File PL141139



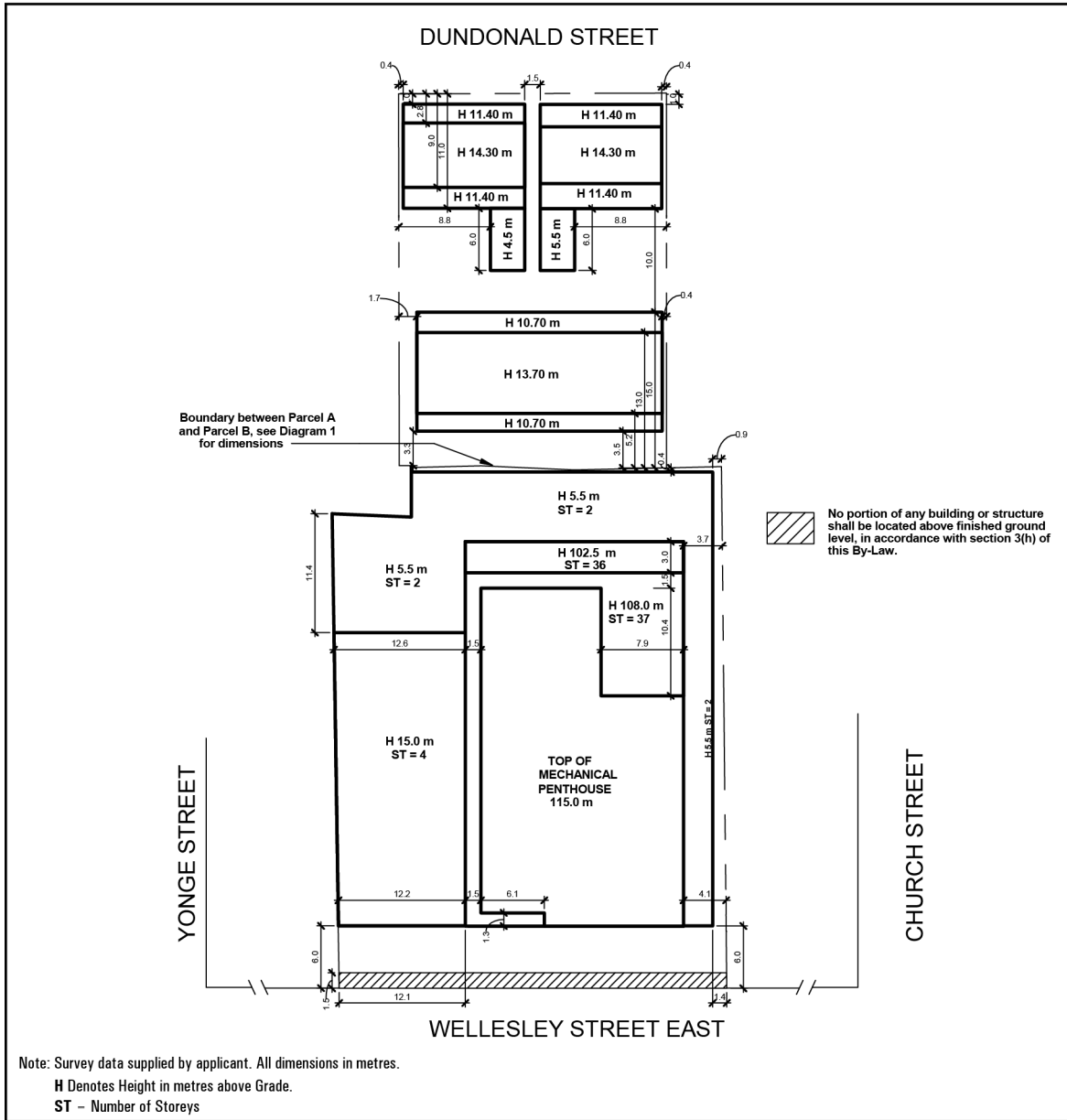
50 Wellesley Street East and 31-35 Dundonald Street

Map 1

File # 14 159828 STE 27 OZ



Not to Scale
04/10/2017



Note: Survey data supplied by applicant. All dimensions in metres.

H Denotes Height in metres above Grade.

ST - Number of Storeys



50 Wellesley Street East and 31-35 Dundonald Street

Map 2

File # 14 159828 STE 27 0Z



Not to Scale
04/10/2017

APPENDIX 1
Section 37 Provisions

The facilities, services and matters set out below are required to be provided by the *owner* of the *lot* at their expense to the City in accordance with one or more agreements pursuant to Section 37(3) of the *Planning Act*, in a form satisfactory to the City with conditions providing for indexing escalation of both the financial contributions and letters of credit, development charges, indemnity, insurance, GST, HST, termination and unwinding, and registration and priority of agreement:

1. Prior to the issuance of the first above-grade building permit, other than for a temporary sales office, the *owner* shall make a cash contribution to the City in the amount of \$1 million dollars, which will be used by the City for the following:
 - (a) \$200,000 for one or more of the more of the following in Ward 27:
 - (i) New community and/or cultural space;
 - (ii) Capital improvements for Toronto Community Housing; and
 - (iii) The City's Capital Revolving Fund for Affordable Housing for the purpose of maintaining and constructing affordable rental housing units in Ward 27;
 - (b) \$800,000 for local parks and streetscape improvements for lands located in Ward 27;

with such cash amounts to be applied as determined by the Chief Planner and Executive Director, City Planning Division, in consultation with the local Councillor.
2. The cash amounts identified in Sections 1(a) and (b) above shall be indexed upwardly in accordance with the Non-Residential Construction Price Index for the Toronto CMA, reported quarterly by Statistics Canada in Construction Price Statistics Publication No. 62-007-XPB, or its successor, calculated from the date of execution of the Section 37 Agreement by both parties to the date of submission of the funds by the *owner* to the City.
3. A minimum of fifteen 15 *dwelling units* located within the building on the *lot* shall be three (3) *bedroom dwelling units* or greater, having a minimum size of 83.6 square metres, of which ten (10) may be grade-related units.
4. The construction of a public pedestrian walkway and a conveyance of a public access easement to the City along the entire Wellesley Street frontage, having a minimum depth of 1.5 metres, and over the walkway to be located on the east side of the site to provide access to the commercial parking garage entrance, the location and details to be secured in the context of site plan approval for the development.
5. The provision of a short term parking space on the ground floor for deliveries.

6. The Owner shall pay for and construct any improvements to the municipal infrastructure in connection with the site servicing assessment, should it be determined that upgrades are required to the infrastructure to support this development, to the satisfaction of the Executive Director, Engineering and Construction, which the details of such if required to be secured in a Site Plan Agreement with the City.
7. The Owner shall provide a tree replanting guarantee deposit payment or letter of credit associated with the white oak tree identified as tree No. 6 in the Owner's application to injure and destroy trees, as established through the Private Tree By-law permit process.

Authority: Ontario Municipal Board Decision issued on November 23, 2017 and Local Planning Appeal Tribunal Order issued June 25, 2018 in Tribunal File PL170407

CITY OF TORONTO

BY-LAW 1345-2018(LPAT)

To amend Zoning By-law 569-2013, as amended, with respect to the lands known municipally in the year 2017 as 85-91 Broadway Avenue and 198 Redpath Avenue.

Whereas the Ontario Municipal Board/Local Planning Appeal Tribunal pursuant to its Decision/Orders issued on November 23, 2017, and on June 25, 2018 in respect of Tribunal File PL170407, upon hearing an appeal under Section 34(11) of the Planning Act, R.S.O. 1990, c. P.13, as amended, deems it advisable to amend the Zoning By-law for the City of Toronto, being By-law 569-2013, as amended, with respect to lands known as 85-91 Broadway Avenue and 198 Redpath Avenue; and

Whereas pursuant to Section 37 of the Planning Act, a by-law under Section 34 of the Planning Act, may authorize increases in the height and/or density of development beyond those otherwise permitted by the by-law and that will be permitted in return for the provision of such facilities, services or matters as are set out in the by-law; and

Whereas the Official Plan for the City of Toronto contains provisions relating to the authorization of increases in height and density of development; and

Whereas pursuant to Section 37 of the Planning Act, a by-law under Section 34 of the Planning Act, may authorize increases in the height and/or density of development beyond those otherwise permitted by the by-law and that will be permitted in return for the provision of such facilities, services or matters as are set out in the by-law; and

Whereas subsection 37(3) of the Planning Act provides that where an owner of land elects to provide facilities, services and matters in return for an increase in the height and/or density of development, the municipality may require the owner to enter into one or more agreements with the municipality dealing with the facilities, services and matters; and

Whereas the owner of the aforesaid lands has elected to provide the facilities, services and matters hereinafter set out; and

Whereas the increase in height and density permitted beyond that otherwise permitted on the aforesaid lands by By-law 569-2013 as amended, is permitted in return for the provision of the facilities, services and matters set out in this By-law which is secured by one or more agreements between the owner of the land and the City of Toronto;

The Local Planning Appeal Tribunal Orders:

1. The lands subject to this By-law are outlined by heavy lines on Diagram 1, attached to this By-law.
2. Zoning By-law 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands outlined by heavy lines to "R (d2.0) (xR53)", as shown on Diagram 2 attached to this By-law.

3. Zoning 569-2013, as amended, is further amended by adding Article 900.2.10 Exception Number R 53 so that it reads:

Exception R53

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

- (A) On 85-91 Broadway Avenue and 198 Redpath Avenue, if the requirements of Section 5 and Schedule A of By-law 1345-2018(LPAT) are satisfied none of the provisions of regulations 10.10.40.10(1) and 10.10.40.40 apply to prevent the erection or use of a **building, structure**, addition or enlargement permitted in compliance with (B) to (S) below;
- (B) Despite Section 5.10.40.70(1), the underground garage may be set back 0.0 metres from all **lot lines**;
- (C) Despite regulation 10.10.40.40(1), the permitted maximum **gross floor area** is 23,900 square metres;
- (D) Despite regulation 10.5.40.10(1), the height of the **building** is the distance between the Canadian Geodetic Datum elevation of 160.15 metres and the elevation of the highest point of the **building**;
- (E) Despite regulation 10.10.40.10(1), the permitted maximum height of a **building** or **structure** is the height in metres specified by the numbers following the symbol HT on Diagram 3 of By-law 1345-2018(LPAT);
- (F) Despite clauses 10.5.40.10 and 10.10.40.10, the following **building** elements and **structures** are permitted to project vertically beyond the height limits specified in (E) above:
- (i) Safety railings and fences located at each of the roof levels of the building provided the maximum vertical distance of any such railing does not exceed 1.8 metres;
 - (ii) A parapet, including roof drainage, thermal insulation and roof ballast at each of the roof levels of the building provided the maximum vertical dimension of any such parapet does not exceed 1.8 metres;
 - (iii) Structures on the roof of any part of the building used for outside or open air recreation, wind mitigation elements, landscape features, architectural elements, elevator overruns, public art features, mechanical equipment, telecommunications equipment and antennae, window washing equipment, stair towers, partitions dividing outdoor recreation areas, trellises or a fence, planters, landscape features, wall or structure enclosing

such elements, lightning rods and exhaust flues provided the maximum vertical distance of such does not exceed 6.0 metres; and

- (iv) Green roof elements provided the maximum vertical distance of such does not exceed 2.0 metres;
- (G) Despite clause 10.10.40.70 and regulation 10.5.40.70(1), the required minimum **building setbacks** are as shown on Diagram 3 of By-law 1345-2018(LPAT), with the exception of the following:
- (i) Except for structural support elements, the **storeys** within a portion of the **building** or **structure** must be set back a minimum of 7.5 metres from the north **lot line** between 0 metres and 12.5 metres above the Canadian Geodetic Datum Elevation of 160.15 metres; and
 - (ii) Except for structural support elements, the **storeys** within a portion of the **building** or **structure** must be set back a minimum of 2 metres from the east **lot line** between 0 metres and 5 metres above the Canadian Geodetic Datum Elevation of 160.15 metres;
- (H) Despite clause 10.5.40.60 and regulation 10.5.40.50(2), the following **building** elements are permitted to encroach into the required **building setbacks**:
- (i) Balconies may be located only within the areas identified on Diagram 4 of By-law 1345-2018(LPAT), attached to and forming part of this By-law; and
 - (ii) Landscape and public art features provided that the encroachment does not exceed 7.5 metres;
- (I) Despite regulation 10.10.40.50(1), a minimum of 652 square metres of indoor **amenity space** and 669 square metres of outdoor **amenity space** must be provided;
- (J) Despite clause 200.5.10, a minimum of 80 **parking spaces** must be provided on the **lot** in accordance with the following:
- (i) A minimum of 70 **parking spaces** must be provided for residents; and
 - (ii) A minimum of 10 **parking spaces** must be provided for the use of visitors;
- (K) For each car-share **parking space** provided on the **lot**, the minimum number of **parking spaces** required by (I) above may be reduced by 4 **parking spaces**, up to a maximum of 5 car-share **parking spaces**;

- (L) Despite regulation 230.5.1.10(9) and 230.5.10.1, 316 **bicycle parking spaces** must be provided for residents and 36 **bicycle parking spaces** must be provided for visitors;
- (M) Despite regulation 230.5.1.10(4), where bicycles are to be parked in a **stacked bicycle parking space**, the minimum dimension of a **bicycle parking space** must be at least 0.45 metres wide by 1.8 metres in length with a vertical clearance of 1.2 metres for each **bicycle parking space**;
- (N) Despite regulations 230.5.1.10(6) and 230.5.1.10(9) **bicycle parking spaces** may be located indoors or outdoors including within a secured room or enclosure;
- (O) Regulation 230.10.1.20(1) respecting storage location of **bicycle parking spaces** does not apply;
- (P) A maximum of 385 **dwelling units** are permitted;
- (Q) A minimum 5 percent of the **dwelling units** must be three bedroom **dwelling units**;
- (R) Regulations 10.5.100.1(5), 10.5.50.10(4)(A) and (B), 10.5.50.10(5), 10.5.80.30 and 10.10.40.30(1) do not apply; and
- (S) None of the provisions of By-law 569-2013, as amended, or this By-law shall apply to prevent a **temporary sales office** on the **lot** as of the date of passing of this By-law.

Prevailing By-laws and Prevailing Sections: (None Apply)

4. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law 569-2013, as amended, except that the following definitions shall apply:
- (A) **Car-share** means the practice where a number of people share the use of one or more cars that are owned by a profit or non-profit car-sharing organization and where such organization may require that use of cars be reserved in advance, charge fees based on time and/or kilometres driven, and set membership requirements of the car-sharing organization, including the payment of a membership fee that may or not be refundable;
 - (B) **Car-share parking space** means a **parking space** that is reserved for car-sharing;
 - (C) **Temporary sales office** means a **building, structure**, trailer or facility on a **lot** used exclusively for the sales, marketing, display and promotion of **dwelling units** on the **lot**.

5. Section 37 Provisions

- (A) Pursuant to Section 37 of the Planning Act, and subject to compliance with this By-law, the increase in height and density of the development is permitted beyond that otherwise permitted on the lands shown on Diagram 1 in return for the provision by the owner, at the owner's expense of the facilities, services and matters set out in Schedule A and which are secured by one or more agreements pursuant to Section 37(3) of the Planning Act that are in a form and registered on title to the lands, to the satisfaction of the City Solicitor.
- (B) Where Schedule A of this By-law requires the owner to provide certain facilities, services or matters prior to the issuance of a building permit, the issuance of such permit shall be dependent on satisfaction of the same.
- (C) The owner shall not use, or permit the use of, a **building** or **structure** on the site erected with an increase in height and density pursuant to this By-law unless all provisions of Schedule A are satisfied.

Pursuant to Ontario Municipal Board/Local Planning Appeal Tribunal Decisions/Orders issued on November 23, 2017 and on June 25, 2018 in Tribunal File PL170407.

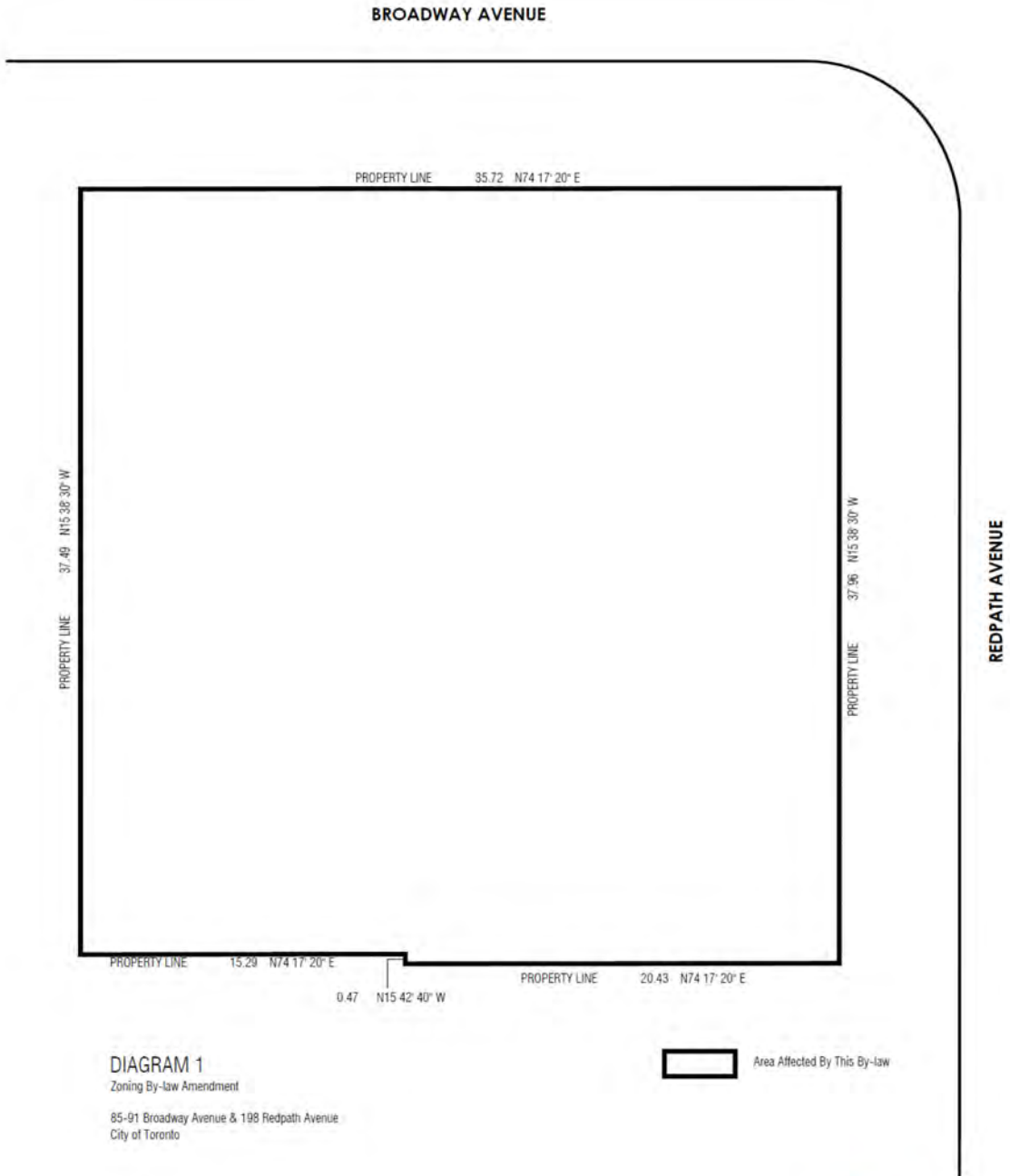


DIAGRAM 1
Zoning By-law Amendment

85-91 Broadway Avenue & 198 Redpath Avenue
City of Toronto

DIAGRAM 1

• BROADWAY HOLDINGS INC • 85 BROADWAY AVENUE • 1196.16D • Feb. 22, 2018



**GRAZIANI
+
CORAZZA
ARCHITECTS INC.**

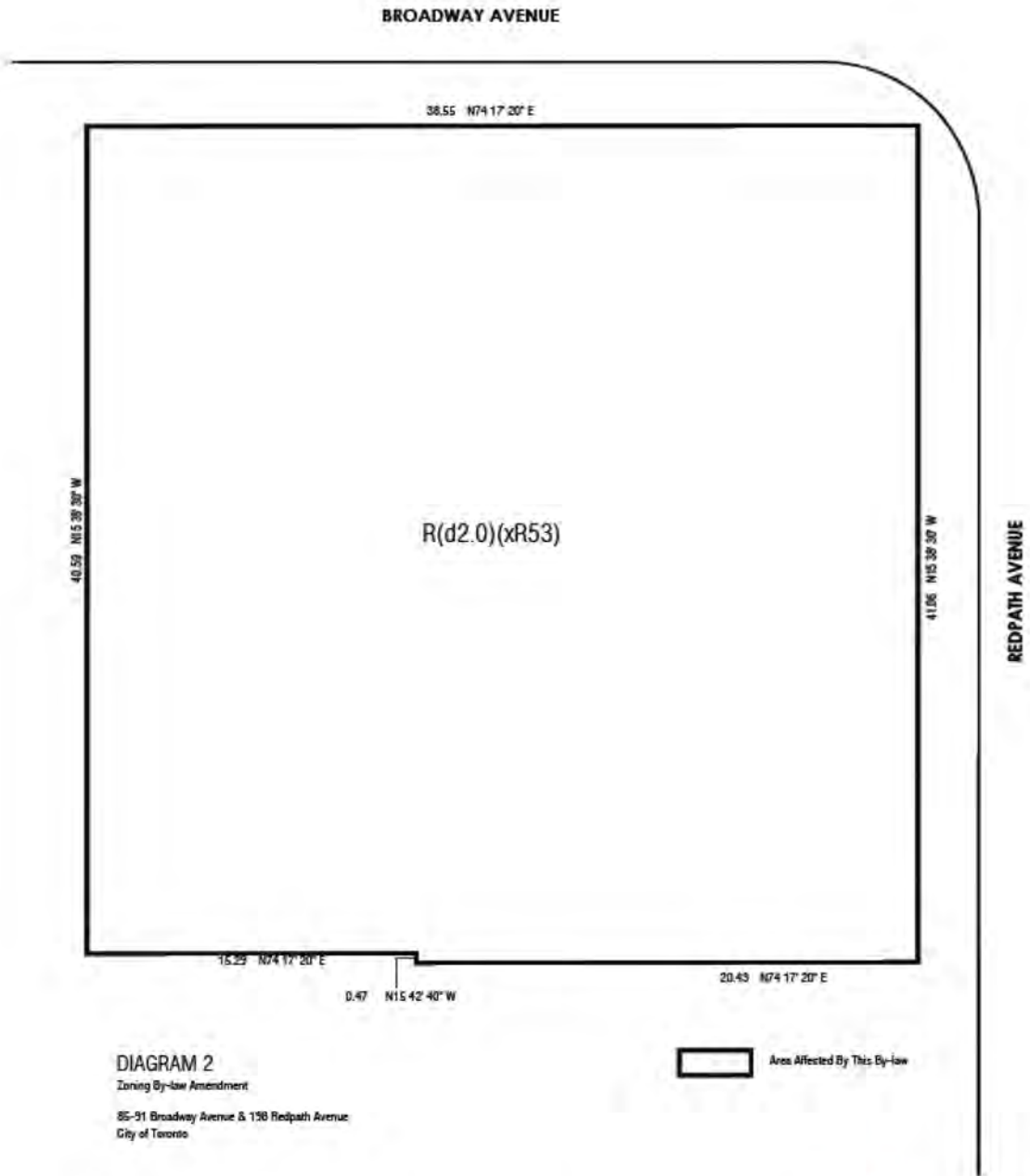


DIAGRAM 2
 - BROADWAY HOLDINGS INC - 85 BROADWAY AVENUE - 11P6.16D - Sep. 20, 2018

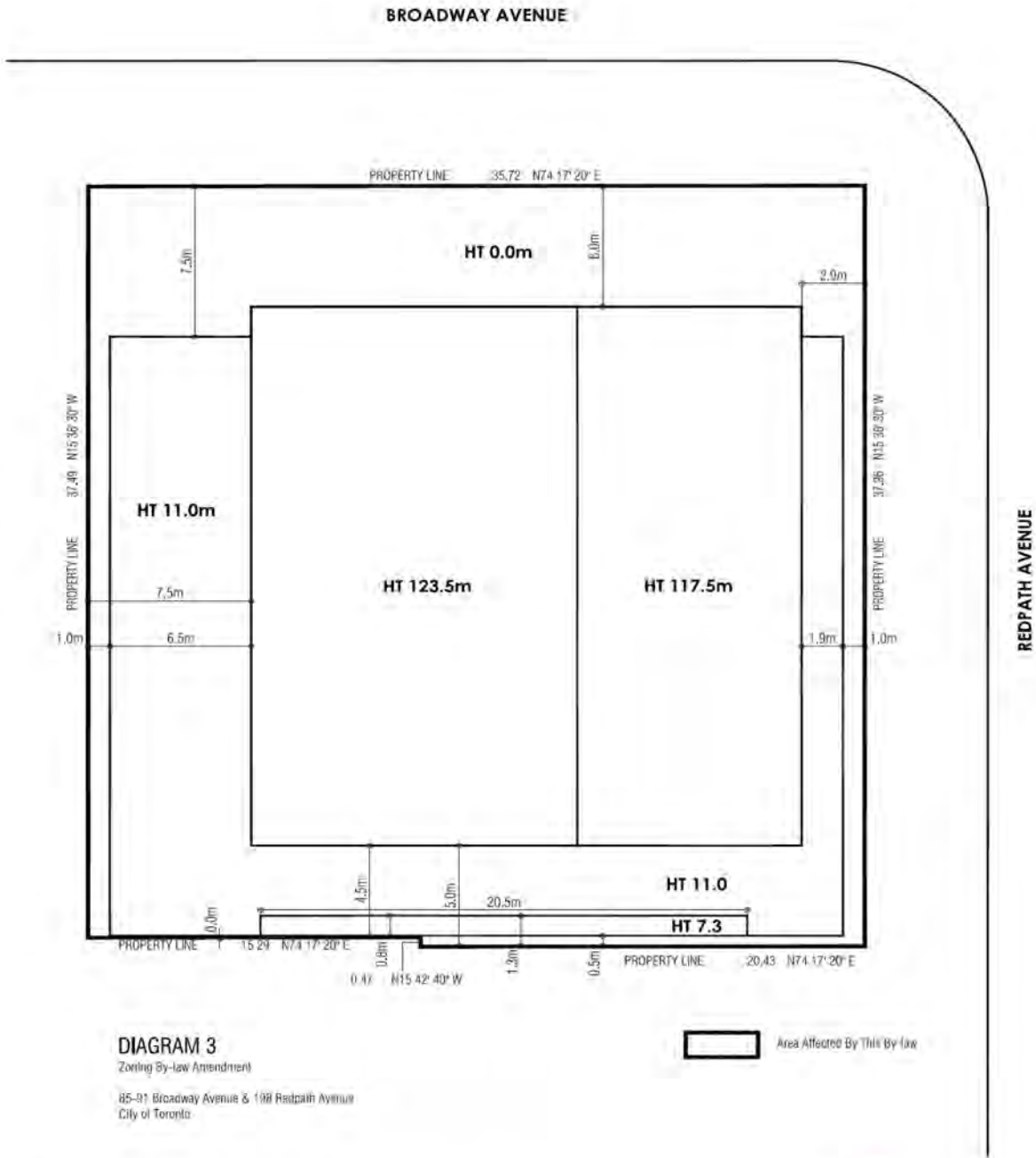


DIAGRAM 3

• BROADWAY HOLDINGS INC. • 85 BROADWAY AVENUE • 119&16D • JUN. 18, 2018



**GRAZIANI
+
CORAZZA**
ARCHITECTS INC.

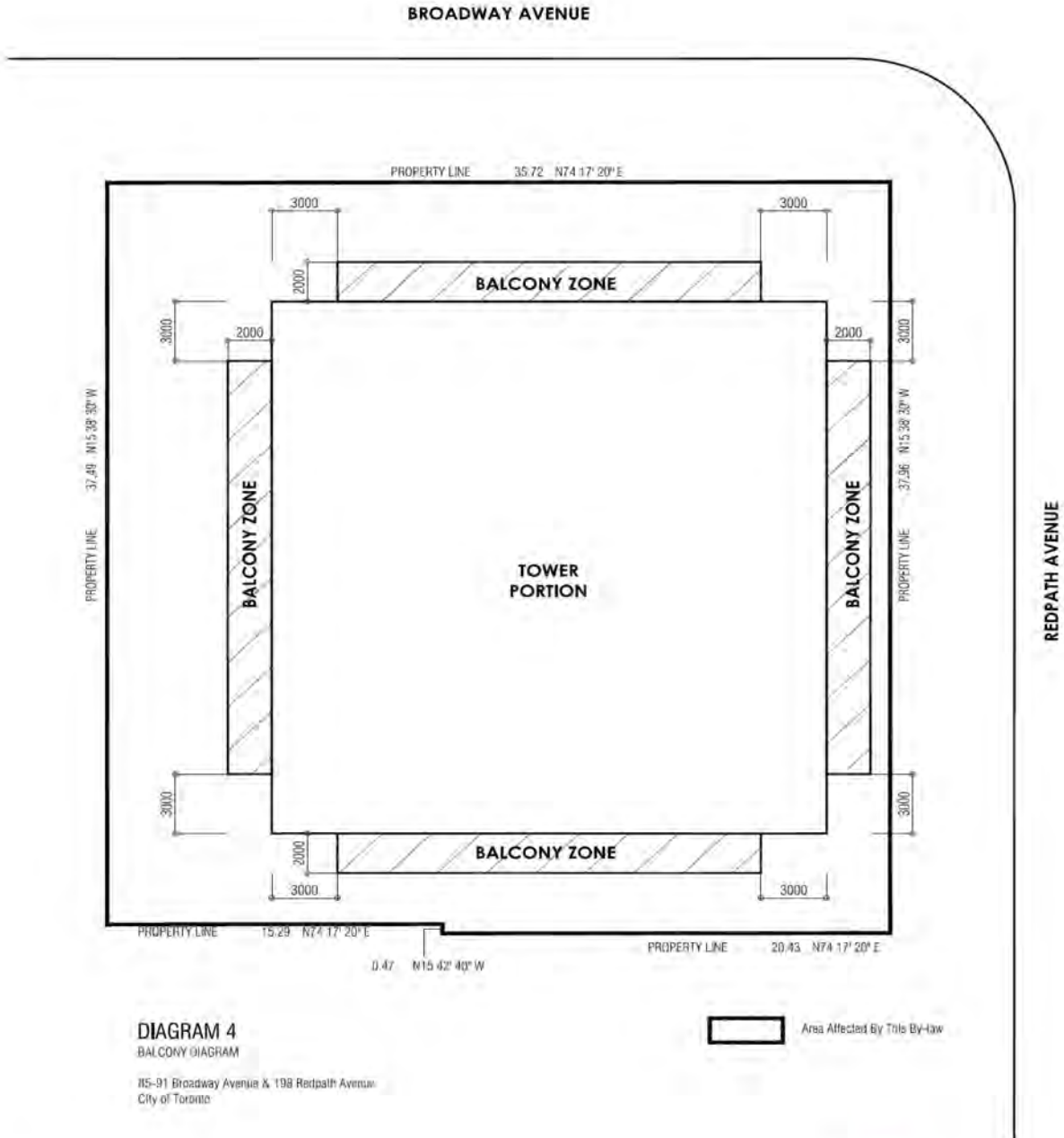


DIAGRAM 4

• BROADWAY HOLDINGS INC • 85 BROADWAY AVENUE • 1196,16D • Jun, 18, 2018



GRAZIANI + CORAZZA ARCHITECTS INC

SCHEDULE A
Section 37 Provisions

The facilities, services and matters set out herein are the matters required to be provided by the *owner* of the *lot* at its expense to the City in accordance with an agreement or agreements, pursuant to Section 37(3) of the Planning Act, in a form satisfactory to the *City* and the *owner* with conditions providing for indexing escalation of both the financial contributions, and letters of credit, indemnity, insurance, GST, termination and unwinding, and registration and priority of agreement:

1. Prior to the issuance of the first above *grade* building permit the *owner* shall provide a cash contribution of \$1,300,000, and indexed upwardly in accordance with the Statistics Canada Non-residential Construction Price Index for Toronto, calculated from the date of the Section 37 Agreement to the date the payment is made towards:
 - a. Public realm improvements in the Yonge-Eglinton Secondary Plan area; and
 - b. Additional community services and facilities in the Yonge-Eglinton Secondary Plan Area in accordance with emerging infrastructure priorities identified in the Yonge-Eglinton Secondary Plan Review.
2. In the event the cash contributions referred to in Section 1 have not been used for the intended purpose within three (3) years of this By-law coming into full force and effect, the cash contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director, City Planning Division, in consultation with the Ward Councillor, provided that the purposes are identified in the Toronto Official Plan and will benefit the community in the vicinity of the *lot*.
3. The following matters are required to be secured in the Section 37 Agreement as a matter of legal convenience. The replacement rental dwelling units shall be provided by the Owner in accordance with the following conditions:
 - a. The Owner shall provide and maintain nine (9) replacement rental dwelling units and two (2) new market rental dwelling units, comprised of two (2) bachelor units, two (2) one-bedroom units, six (6) two-bedroom units and one (1) three-bedroom unit, on the subject site for a period of at least twenty (20) years, as generally shown on the plans submitted to the City Planning Division dated November 2, 2017. Any revision to these plans must be to the satisfaction of the Chief Planner and Executive Director, City Planning Division;
 - b. The Owner shall provide and maintain at least two (2) bachelor and one (1) two-bedroom replacement rental dwelling units at affordable rents and five (5) two-bedroom and one (1) three-bedroom replacement rental dwelling units at mid-range rents for at least ten (10) years, beginning from the date of first occupancy. The Owner shall also provide and maintain at least two (2) one-bedroom new market rental dwelling units at unrestricted rents for at least ten (10) years, beginning from the date of first occupancy;

- c. The owner shall provide ensuite laundry in all replacement rental dwelling units and new market rental dwelling units;
- d. The owner shall provide tenants of the replacement rental dwelling units and new rental dwelling units with access to all indoor and outdoor amenities and bicycle parking on the same terms and conditions as condominium residents;
- e. The owner shall provide at least two (2) vehicle parking spaces for rent to tenants of the replacement rental dwelling units and new market rental dwelling units;
- f. The owner shall provide at least seven (7) of the replacement rental dwelling units with a balcony or terrace; and
- g. The owner shall provide tenant relocation and assistance plan to all eligible tenants, including the right to return to a replacement rental dwelling unit, to the satisfaction of the Chief Planner and Executive Director, City Planning Division.

Authority: Local Planning Appeal Tribunal Decision
issued on April 16, 2019 and Order issued on August 19,
2019 in Tribunal File No. PL171269

CITY OF TORONTO

BY-LAW 1482-2019(LPAT)

To amend Zoning By-law 569-2013, as amended, with respect to the lands municipally known in the year 2018 as 39-41 Roehampton Avenue and 50 Eglinton Avenue East.

Whereas the Local Planning Appeal Tribunal, by its decision issued on April 16, 2019 and Order issued on August 19, 2019, in Tribunal Case No. PL171269 approved amendments to the City of Toronto Zoning By-law 569-2013, as amended, with respect to the lands; and

Whereas the Official Plan for the City of Toronto contains provisions relating to the authorization of increases in height and density of development; and

Whereas pursuant to Section 37 of the Planning Act, a by-law under Section 34 of the Planning Act may authorize increases in the height and density of development beyond those otherwise permitted by the by-law and that will be permitted in return for the provision of such facilities, services or matters as are set out in the by-law; and

Whereas subsection 37(3) of the Planning Act provides that where an owner of land elects to provide facilities, services and matters in return for an increase in the height or density of development, the municipality may require the owner to enter into one or more agreements with the municipality dealing with the facilities, services and matters; and

Whereas the owner of the aforesaid lands has elected to provide the facilities, services and matters hereinafter set out; and

Whereas the increase in height and density permitted beyond that otherwise permitted on the aforesaid lands by By-law 569-2013, as amended, are to be permitted in return for the provision of the facilities, services and matters set out in this By-law which is secured by one or more agreements between the owner of the land and the City of Toronto;

Now therefore pursuant to the Order of the Local Planning Appeal Tribunal, By-law 569-2013 is further amended as follows:

1. The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
2. The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law No. 569-2013, Chapter 800 Definitions.
3. Zoning By-law No. 569-2013, as amended, is further amended by amending the zone label on the Zoning By-law Map in Section 990.10 respecting the lands outlined by heavy black lines to R (d2.0) (x66) and R (d2.0) (x67) as shown on Diagram 2 attached to this By-law.

4. Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.2.10 Exception Number 66 so that it reads:

(66) Exception R 66

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

- (A) On Block A, as identified on Diagram 3 of By-law 1482-2019(LPAT), if the requirements of Section 6 and Schedule A of By-law 1482-2019(LPAT) are complied with, a **building, structure**, addition or enlargement may be constructed or erected in compliance with regulations (B) to (T) below;
- (B) For purposes of this exception, **established grade** is the Canadian Geodetic Datum elevation of 165.65 metres;
- (C) Despite Regulation 10.10.40.10(1), no portion of any **building or structure** may exceed the height in metres specified by the numbers following the symbol HT and number of storeys following the symbol ST on Diagram 4 of By-law 1482-2019(LPAT);
- (D) Despite (C) above and Regulations 10.5.40.10(3) and (4), the following **building** elements may exceed the permitted maximum height:
- (i) Parapets and elements of a **green roof** up to a maximum of 1.5 metres;
 - (ii) Elements or structures on the roof of a **building** used for outside or open air recreation, outdoor **amenity space**, fixed outdoor furniture, trellises, privacy screens, terrace or balcony dividers, railings, guardrails, fences, roof access hatches, transformer vaults, stairs, covered stairs or stair enclosures, stair landings, landscape elements or features, ramps or elevating device providing barrier free access, chimneys, vents, flues, stacks, public art features, fire safety equipment and servicing, gas metres and associated privacy screens and window washing equipment up to a maximum of 3.0 metres; and
 - (iii) Light fixtures up to a maximum of 5.0 metres;
- (E) Despite Regulation 10.5.40.70(1) and Clause 10.10.40.70, the required minimum **building setbacks** are shown on Diagram 4 of By-law 1482-2019(LPAT);
- (F) Despite Clause 10.5.40.60, the following **building** elements may encroach into the required minimum **building setbacks**:
- (i) Balconies, balcony cladding, balcony screens and associated structures up to a maximum of 1.8 metres;

- (ii) Canopies and awnings and ornamental elements up to a maximum of 2.1 metres; and
- (iii) Architectural wall assemblies not creating enclosed spaces, architectural curtain wall projections, ornamental elements, sun shades and louvres and their associated **structures**, and window washing equipment are permitted to encroach into a required **building setback** if such elements:
 - (a) remain entirely within the areas delineated by dashed lines on Diagram 4 and Diagram 5 of By-law 1482-2019(LPAT);
 - (b) are located at a minimum height of 5.0 metres and do not exceed a maximum height of 21.5 metres; and
 - (c) do not enclose space to form a room or rooms;
- (iv) Privacy screens, terrace or balcony dividers, railings, guardrails, fences, transformer vaults, ramps or elevating device providing barrier free access, public art features, chimneys, vents, flues, stacks, lighting fixtures, and fire safety equipment and servicing, up to a maximum depth of 3.0 metres; and
- (v) Gas meters and associated privacy screens;
- (G) Despite Regulations 10.5.50.10(4)(A) and 10.5.50.10(4)(B), a minimum of 23 percent of the area of the **lot** must be **landscaping**, of which a minimum of 13 percent must be **soft landscaping**;
- (H) Despite Regulation 10.5.50.10(5), a minimum 1.5 metre wide strip of **soft landscaping** is not required along any part of a **lot line** abutting another **lot** in the Residential Zone category;
- (I) Despite Regulation 10.10.40.50(1), **amenity space** must be provided at a minimum rate of 4.13 square metres for each **dwelling unit**, of which:
 - (i) at least 2.0 square metres for each **dwelling unit** is indoor **amenity space**, of which a minimum of 25 percent must be in a multi-purpose room or multi-purpose rooms;
 - (ii) at least 40.0 square metres is outdoor **amenity space** in a location adjoining or directly accessible to an indoor **amenity space**;
 - (iii) no more than 25 percent of the outdoor component may be a **green roof**; and
 - (iv) a minimum of one indoor **amenity space** must contain food preparation facilities and sanitary facilities;

- (J) Regulation 10.10.40.30(1)(B) restricting the maximum **building depth** of an **apartment building** does not apply;
- (K) Despite Regulation 10.10.40.40(1), the total permitted maximum **gross floor area** of all **buildings** and **structures** is 33,300 square;
- (L) The permitted maximum number of **dwelling units** is 440;
- (M) A minimum of ten percent of the total number of **dwelling units** constructed in the **building** must contain three bedrooms or more;
- (N) Despite Regulation 200.5.1(3)(A), the minimum width for a two **lane drive aisle** is 5.5 metres if the centreline of a **parking space** is at an interior angle of 70 to 90 degrees to the centreline of the **drive aisle** providing **vehicle** access;
- (O) Despite Regulation 200.5.10.1(1), **parking spaces** must be provided and maintained as follows:
- (i) a minimum of 88 **parking spaces** for tenants of **dwelling units**;
 - (ii) a minimum of 12 **parking spaces** for visitors of **dwelling units**; and
 - (iii) a maximum of 4 "car-share" **parking spaces**, which, for the purpose of this exception, are **parking spaces** used exclusively for the parking of a motor vehicle that is available for short-term rental, including an option for hourly rental, for the use of at least the occupants of a **building** erected on the **lot**;
- (P) Despite Regulation 200.5.1.10(2)(i), a maximum of 3 **parking spaces** may be provided and maintained with a minimum length of 4.75 metres;
- (Q) Despite Regulations 200.15(1) and 200.15(3) and clause 200.15.10, a minimum of 6 accessible **parking spaces** must be provided and maintained, with the following minimum dimensions:
- (i) length of 5.6 metres;
 - (ii) width of 3.4 metres;
 - (iii) vertical clearance of 2.1 metres; and
 - (iv) the entire length of an accessible **parking space** must be adjacent to a 1.5-metre-wide accessible barrier free aisle or path, except for 1.0 metre, measured at a right angle, from the rear of the accessible **parking space**. The rear being the furthest point of **parking space** from access to **drive aisle**.

- (R) Despite Regulation 220.5.10.1(2), a minimum of 1 Type "G" **loading space** must be provided and maintained;
- (S) Despite Regulation 230.5.1.10(9)(B), a required "long-term" **bicycle parking space** for a **dwelling unit** in an **apartment building** may be located on the first **storey** of the **building**, the second **storey** of the **building**, or on levels of the **building** below-ground;
- (T) Despite any existing or future severances, partition, or division of the lands subject to this Exception, the provisions of this Exception will apply to the whole of the lands as if no severance, partition, or division had occurred.

Prevailing By-laws and Prevailing Sections: (None Apply)

5. Zoning By-law No. 569-2013, as amended, is further amended by adding Article 900.2.10 Exception Number 67 so that it reads:

(67) Exception R 67

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

- (A) On Block B, as identified on Diagram 3 of By-law 1482-2019(LPAT), if the requirements of By-law 1482-2019(LPAT) are complied with, a **building, structure**, addition or enlargement may be constructed or erected in compliance with regulations (B) to (E) below;
- (B) For purposes of this exception, **established grade** is the Canadian Geodetic Datum elevation of 165.65 metres;
- (C) Despite Regulations 10.10.40.10(1) and 10.10.40.10(3), the height of any **building** erected on the lands must not exceed the maximum height in metres permitted as indicated by the numbers following the letter "HT" as shown on Diagram 5 of By-law 1482-2019(LPAT);
- (D) Despite Regulation 10.5.40.70(1) and Clause 10.10.40.70, the required minimum **building setbacks** are shown on Diagram 5 of By-law 1482-2019(LPAT), except as permitted by Clause 10.5.40.60; and
- (E) Despite (C) and (D) above, if the requirements of Section 6 and Schedule A of By-law 1482-2019(LPAT) are complied with, then **building** elements attached to a **building** on Block A, as identified on Diagram 3 of By-law 1482-2019(LPAT), pursuant to Exception R 66, are permitted to encroach within the area of Block B delineated by dashed lines, as identified on Diagram 5 of By-law 1482-2019(LPAT), if such elements comply with the requirements of Regulation (F)(iii) within the Site Specific Provisions of Exception R 66.

Prevailing By-laws and Prevailing Sections: (None Apply)

6. Section 37 Provisions

- (A) Pursuant to Section 37 of the Planning Act, and subject to compliance with this By-law, the increase in height and density of the development is permitted beyond that otherwise permitted on the lands shown on Block A on Diagram 3 in return for the provision by the owner, at the owner's expense of the facilities, services and matters set out in Schedule A hereof and which are secured by one or more agreements pursuant to Section 37(3) of the Planning Act that are in a form and registered on title to the lands, to the satisfaction of the City Solicitor;
- (B) Where Schedule A of this By-law requires the owner to provide certain facilities, services or matters prior to the issuance of a building permit, the issuance of such permit shall be dependent on satisfaction of the same; and
- (C) The owner shall not use, or permit the use of, a building or structure erected with an increase in height and density pursuant to this By-law unless all provisions of Schedule A are satisfied.

Local Planning Appeal Tribunal Decision issued on April 16, 2019 and Order issued on August 19, 2019 in Tribunal File No. PL171269

Schedule A**Section 37 Provisions**

The facilities, services and matters set out below are required to be provided to the City at the Owner's expense in return for the increase in height and density of the proposed development on the lot and secured in an agreement or agreements under Section 37(3) of the Planning Act whereby the owner agrees as follows:

1. Prior to the issuance of the first above-grade building permit for all or part of the lands, the owner shall provide a financial contribution to the City of \$1,700,000.00 to be allocated as follows:
 - a. \$790,000.00 for upgrades to the privately-owned publicly accessible open space (POPS), as detailed in landscape plans provided to the City; and
 - b. \$910,000.00 for public realm improvements, public art and/or additional community services and facilities in the Yonge-Eglinton Secondary Plan area in accordance with the infrastructure priorities identified for the area through the Yonge-Eglinton Secondary Plan Review;
2. The owner shall provide a privately-owned publicly-accessible open space (POPS), with a minimum area of 442 square metres, on the *lot* as part of the redevelopment of the *lot*, as generally located on the landscape plans provided to the City, with the final location, configuration and design to be determined through the site plan approval process pursuant to Section 114 of the *City of Toronto Act, 2006* and secured in a site plan agreement with the City, including but not limited to an obligation on the owner to install and maintain a sign, at its own expense, stating that members of the public shall be entitled to use the privately-owned publicly-accessible open space (POPS) between 6:00 a.m. and 1:30 a.m., 365 days of the year;
3. Prior to the occurrence of the earlier of condominium registration or first occupancy for the proposed development on the *lot*, the owner shall convey a surface easement to the City over the lands that shall constitute the privately-owned publicly accessible open space (POPS);
4. The owner shall secure the following matters with respect to the lands on the abutting lot known municipally as 15 Roehampton Avenue:
 - a. Prior to the issuance of the first above-grade building permit for all or part of the lands on the *lot*, the owner shall execute and register on title to of the *lot* of a shared facilities and cost sharing agreement with the owner of the abutting lot regarding the ongoing operation, maintenance and repair of the privately-owned publicly-accessible open space (POPS) and ensure that same is registered on title to the abutting lot; and
 - b. Prior to the occurrence of the earlier of condominium registration or the first occupancy for the proposed development on the *lot*, the owner shall provide

proof, to the satisfaction of the City Solicitor, that a surface easement has been conveyed to the City over a minimum total area of 242 square metres on the abutting lot, which shall constitute the privately-owned publicly accessible open space (POPS) on the abutting land, as generally located on the landscape plans provided to the City.

5. The owner shall, at its own expense, design and construct an entrance connection to the below-grade pedestrian path to the Yonge/Eglinton station located on the lands known municipally as 15 Roehampton Avenue and 8 Eglinton Avenue East, which connection will provide access from the development to the publicly accessible pathway leading through the 15 Roehampton Avenue and 8 Eglinton Avenue East, thereby linking the development to the Eglinton Subway Station.
6. Prior to the occurrence of the earlier of condominium registration or first occupancy for the proposed development on the *lot*, the owner shall convey publicly accessible easement to the City to and over that portion of the development that leads to the below-grade pedestrian path, located on the lands known municipally as 15 Roehampton Avenue and 8 Eglinton Avenue East, for use by the general public and the City.

Diagram 1

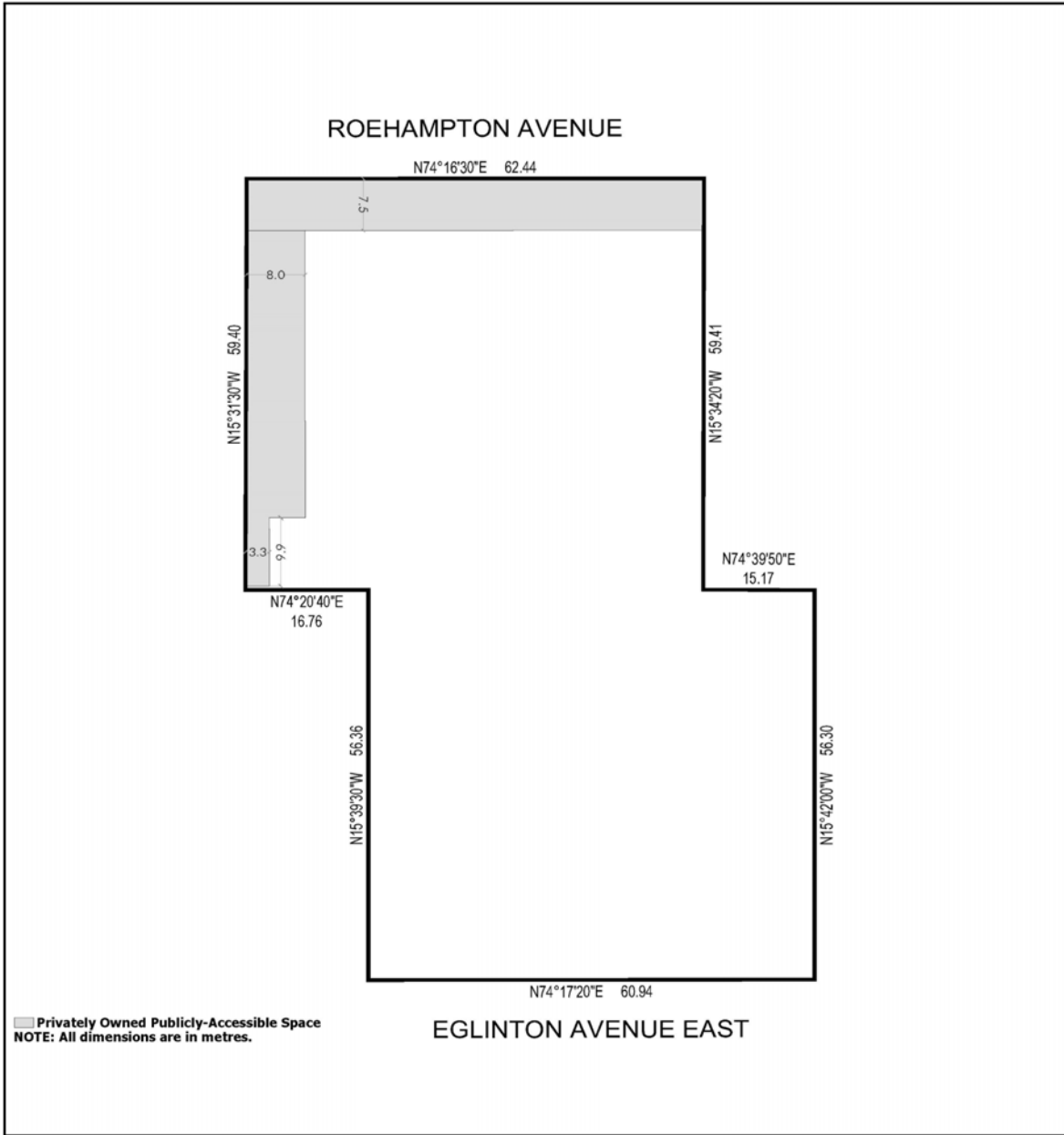
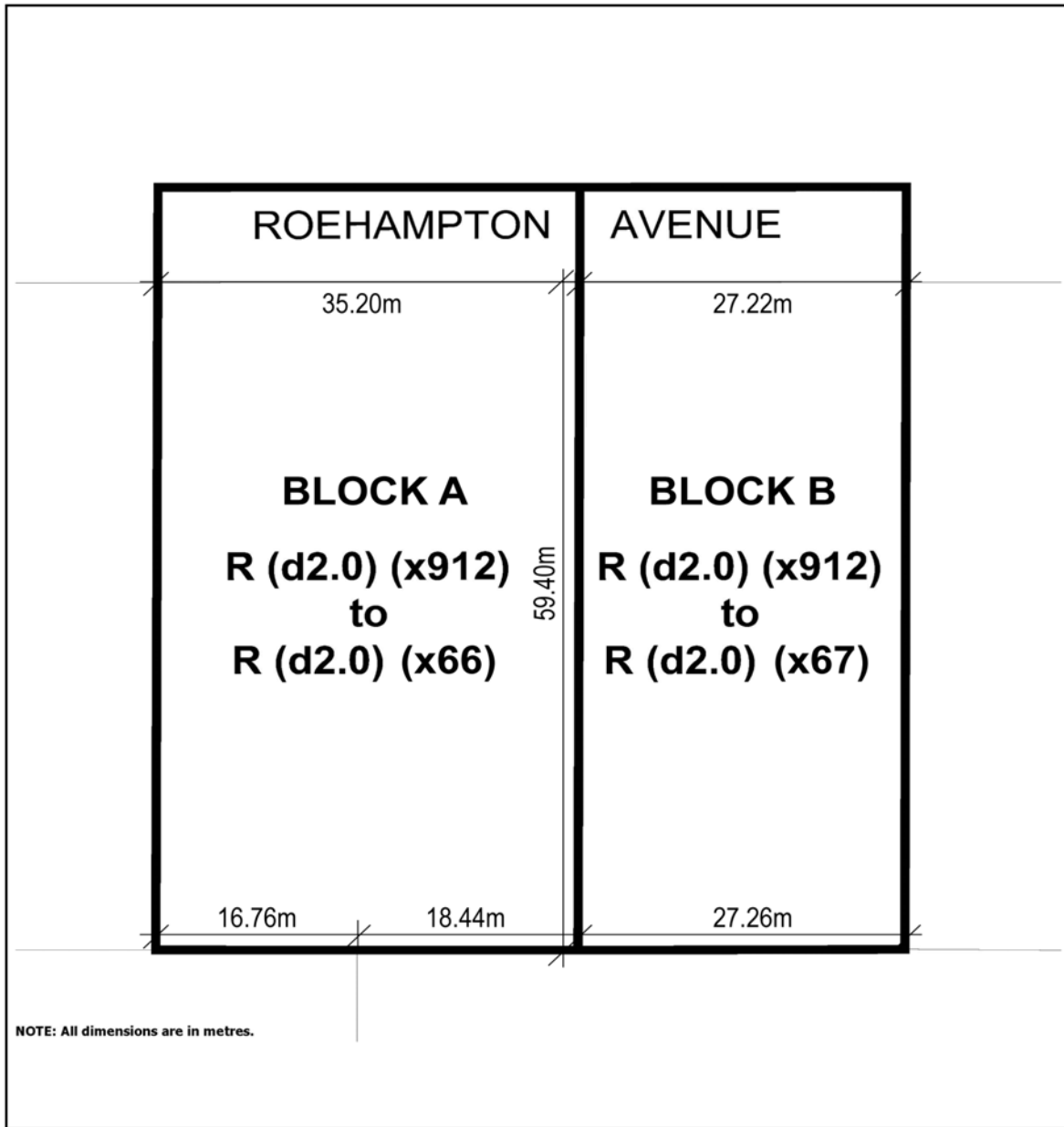


Diagram 2



 **TORONTO**
Diagram 2

**39-41 Roehampton Avenue
and 50 Eglinton Avenue East**

File # 16 269637 STE 22 0Z

Diagram 3

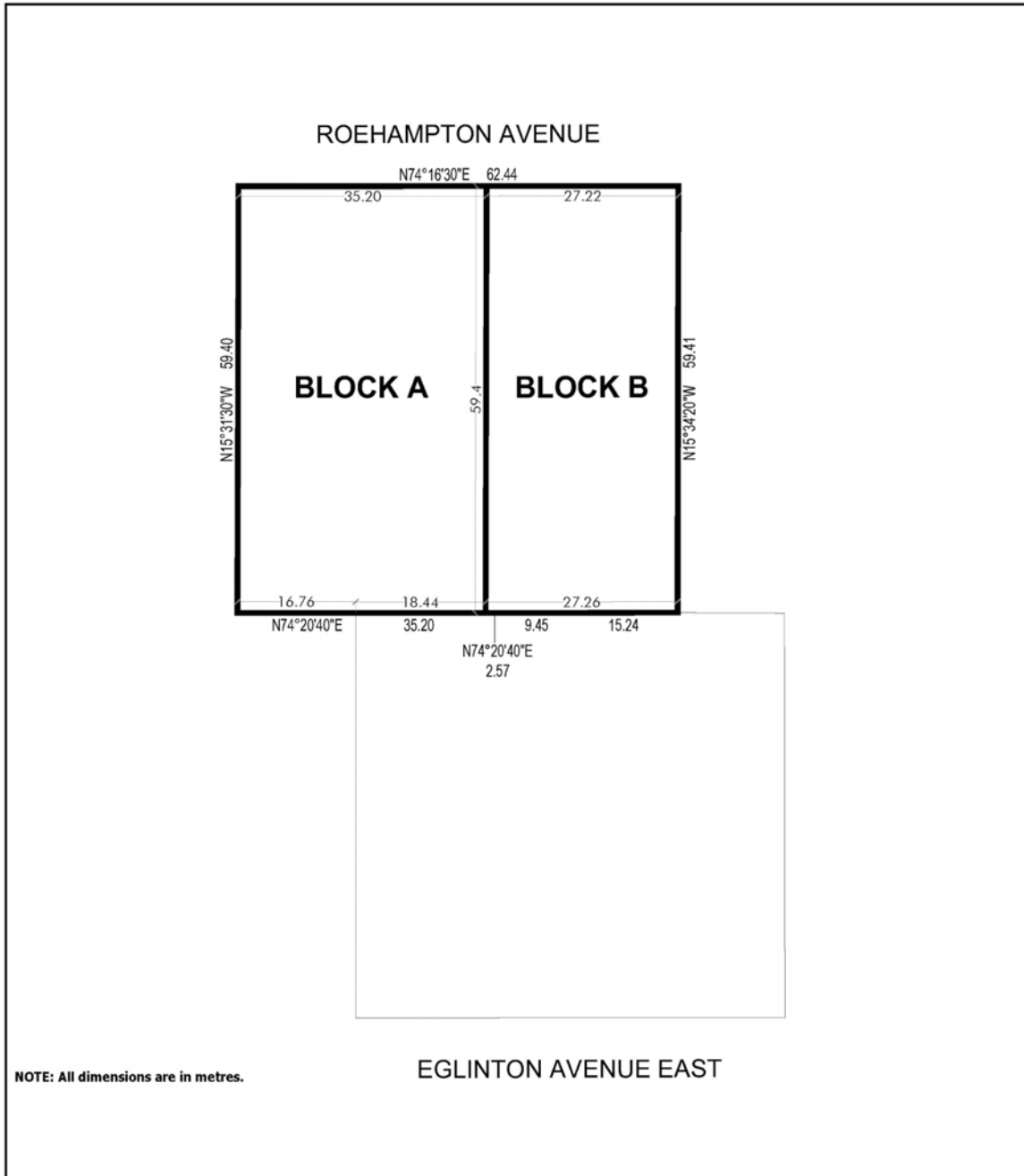


Diagram 4

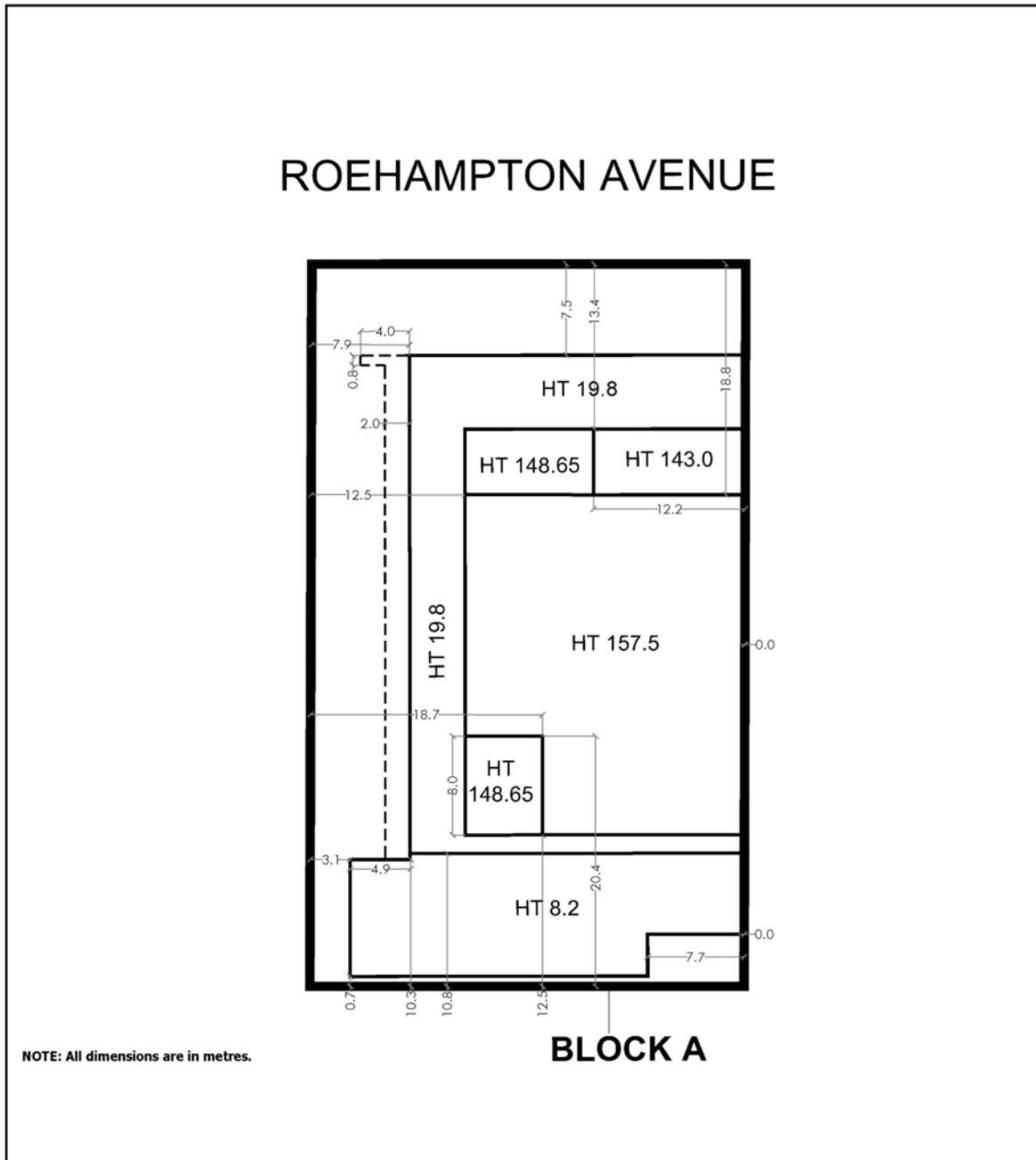
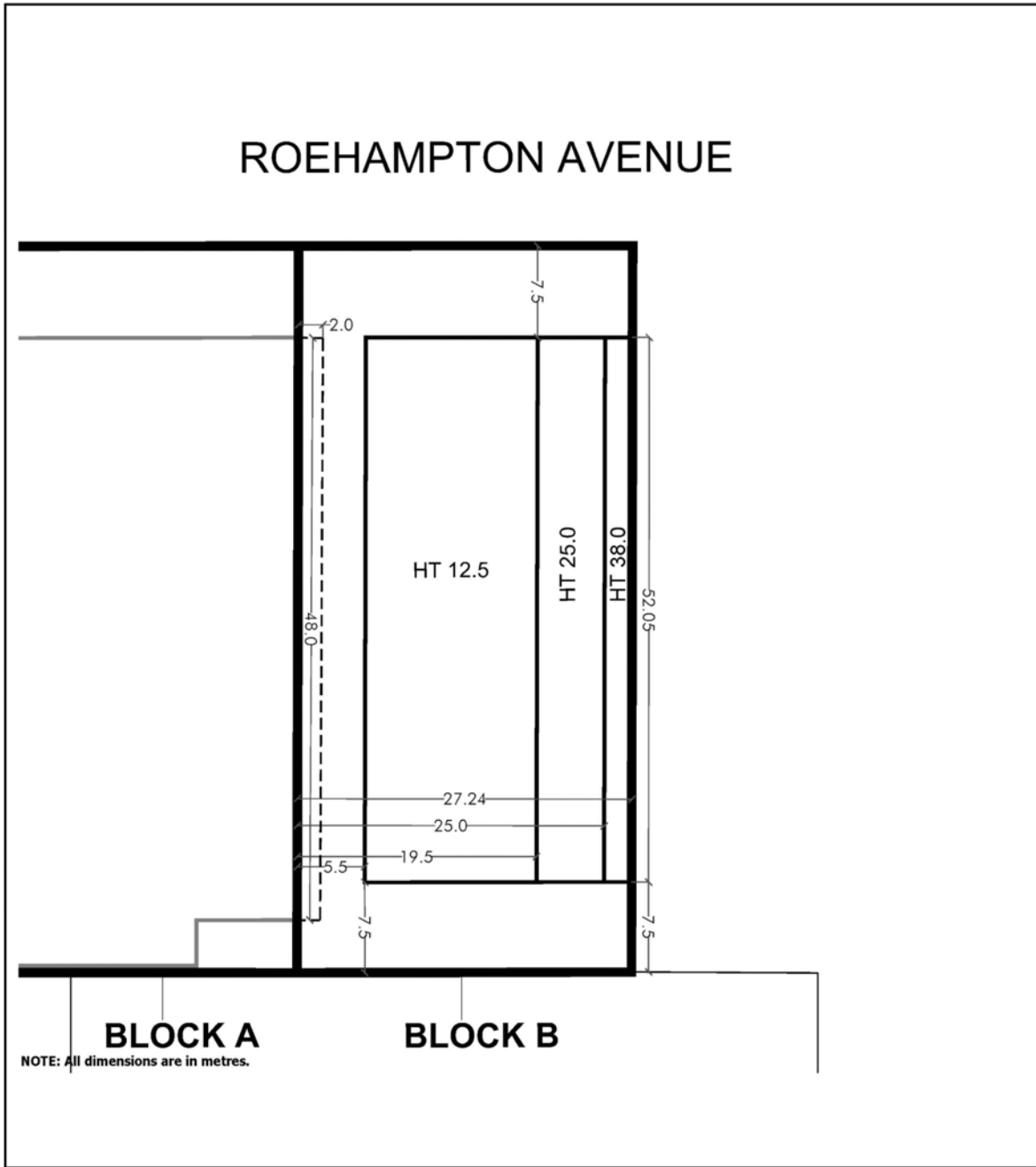


Diagram 5



Authority: Local Planning Appeal Tribunal Decision issued February 8, 2019 and Local Planning Appeal Tribunal Order issued on October 10, 2019 in File PL140705

CITY OF TORONTO

BY-LAW 1548-2019(LPAT)

To amend Zoning By-law 569-2013, as amended, with respect to the lands municipally known in the year 2019 as, 170 Spadina Avenue and 1-7 Cameron Street.

Whereas the Local Planning Appeal Tribunal Decision issued February 8, 2019 and Local Planning Appeal Tribunal Order issued October 10, 2019, in File PL140705, upon hearing an appeal under Section 34(11) of the Planning Act R.S.O. 1990, c. P.13, as amended, deems it advisable to amend By-law 569-2013, as amended, for the City of Toronto for the lands municipally known as 170 Spadina Avenue and 1-7 Cameron Street; and

Whereas pursuant to Section 37 of the Planning Act, a by-law under Section 34 of the Planning Act, may authorize increases in the height and density of development beyond those otherwise permitted by the by-law and that will be permitted in return for the provision of such facilities, services or matters as are set out in the by-law; and

Whereas subsection 37(3) of the Planning Act provides that where an owner of land elects to provide facilities, services and matters in return for an increase in the height or density of development, the municipality may require the owner to enter into one or more agreements with the municipality dealing with the facilities, services and matters; and

Whereas the owner of the aforesaid lands has elected to provide the facilities, services and matters hereinafter set out; and

Whereas the increase in height and density permitted beyond that otherwise permitted on the aforesaid lands by By-law 569-2013 as amended, is permitted in return for the provision of the facilities, services and matters set out in this By-law which is secured by one or more agreements between the owner of the land and the City of Toronto;

The Local Planning Appeal Tribunal enacts:

- 1.** The lands subject to this By-law are outlined by heavy black lines on Diagram 1 attached to this By-law.
- 2.** The words highlighted in bold type in this By-law have the meaning provided in Zoning By-law 569-2013, Chapter 800 Definitions.
- 3.** Zoning By-law 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Zoning By-law Map in Section 990.10, and applying the following zone label to these lands: CR 5.0 (c2.5; r4.0) SS2 (x194) as shown on Diagram 2 attached to this By-law.
- 4.** Zoning By-law 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Policy Areas Overlay Map in Section 995.10.1 and applying the

following Policy Area label to these lands: PA1, as shown on Diagram 3 attached to this Bylaw.

5. Zoning By-law 569 -2013, as amended, is further amended by adding the lands subject to this By-law to the Height Overlay Map in Section 995.20.1 and applying the following height label to these lands: HT 28.0 as shown on Diagram 4 attached to this Bylaw.
6. Zoning By-law 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Lot Coverage Overlay Map in Section 995.30.1 as shown on Diagram 5 attached to this By-law.
7. Zoning By-law 569-2013, as amended, is further amended by adding the lands subject to this By-law to the Rooming House Overlay Map in Section 995.40.1 and applying the following label to these lands: B3 as shown on Diagram 6 attached to this Bylaw.
8. Zoning By-law 569-2013, as amended, is further amended by adding Article 900.11.10 Exception Number 194 so that it reads:

(194) Exception CR 194

The lands, or a portion thereof as noted below, are subject to the following Site Specific Provisions, Prevailing By-laws and Prevailing Sections.

Site Specific Provisions:

- (A) On 170 Spadina Avenue and 1-7 Cameron Street, if the requirements of Section 9 and Schedule A of By-law 1548-2019(LPAT) are complied with, a **building, structure**, addition or enlargement may be erected or constructed in compliance with (B) to (M) below;
- (B) Despite Regulation 40.10.40.40(1), the **gross floor area** of the **mixed use building** must not exceed 12,650 square metres, of which a maximum of 450 square metres may be used for non-residential uses;
- (C) Despite Regulation 40.5.40.10(1), the height of a **building** or **structure**, is the distance between the Canadian Geodetic Datum elevation of 92.25 metres and the elevation of the highest point of the **building**;
- (D) Despite Regulation 40.10.40.10(2), the height of a **building** or **structure** must not exceed the height in metres specified by the numbers following the symbol HT as shown on Diagram 7 of By-law 1548-2019(LPAT);
- (E) Despite (C) and (D) above, the following projections are permitted above the maximum height as shown on Diagram 7 of By-law 1548-2019(LPAT):
 - i. elements and **structures** identified in (G)(i) below, which may project a maximum of 1.1 metres;

- ii. **structures** on any roof used for outside or open-air recreation, maintenance, safety or wind protection purposes, landscape garden amenities, **green roofs**, parapets, terrace guards, landscape planters, vents, stacks, ladders which may project a maximum of 1.1 metres;
 - iii. privacy fencing between units which may project a maximum of 2.1 metres; and
 - iv. window washing equipment may project a maximum of 3.0 metres;
- F. Despite Regulations 5.10.40.70(1) and (4), and 40.10.40.70(2), the minimum required **building setbacks** for each level of the **building** are as shown on Diagram 7 of By-law 1548-2019(LPAT);
- G. Despite Clause 40.10.40.60 and (F) above, the following are permitted to encroach into a required **building setback** up to 1.6 metres:
- i. cornices, lighting, fixtures, awnings, canopies, ornamental elements, parapets, trellises, eaves, window sills, guardrails, balconies, balustrades, railings, wheel chair ramps, vents, fences, screens, landscape and public art features, planter boxes and exhaust vents;
 - ii. elements and structured identified in (E)(ii) and (iii) above; and
 - iii. notwithstanding i and ii above, nothing shall encroach into the area identified by hatched shading on Diagram 7 to By-law 1548-2019(LPAT);
- H. Despite Regulation 40.10.40.50(1), **amenity space** must be provided at a minimum rate of:
- i. 1.2 square metres of indoor **amenity space** per **dwelling unit**; and
 - ii. 2.0 square metres of outdoor **amenity space** per **dwelling unit**;
- I. Despite Regulation 200.5.10.1(1) and Table 200.5.10.1, **parking spaces** for the **mixed use building** must be provided and maintained on the **lot** in accordance with the following:
- i. a minimum of 0.15 **parking spaces** per **dwelling unit** for residents;
 - ii. a minimum of 0.06 **parking spaces** per **dwelling unit** for residential visitors; and
 - iii. no parking is required for non-residential uses;

- J. Despite Regulation 200.5.1.10(2), a **parking space**, accessed by a one-way or two-way **drive aisle** having a minimum width of 6.0 metres, may:
- i. be obstructed on one or two sides in accordance with Regulation 200.5.1.10(2) ; and
 - ii. must have the following minimum dimensions:
 - a. Length – 5.6 metres;
 - b. Width – 2.6 metres; and
 - c. Vertical clearance – 2.0 metres;
- K. Despite (J) above, up to ten (10) percent of the **parking spaces** provided for residents may have the following minimum dimensions:
- i. Length – 5.0 metres;
 - ii. Width – 2.4 metres; and
 - iii. Vertical clearance: 1.84 metres;
- L. A minimum of 37 percent of the total **dwelling units** on the **lot** must contain two bedroom in accordance with Schedule A of By-law 1548-2019(LPAT); and
- M. A minimum of 10 percent of the total number of **dwelling units** on the **lot** must contain three or more bedrooms in accordance with Schedule A of By-law 1548-2019(LPAT);

Prevailing By-laws and Prevailing Sections: (None apply)

9. Section 37 Provisions

- A. Pursuant to Section 37 of the Planning Act, and subject to compliance with this By-law, the increase in height and density of the development is permitted beyond that otherwise permitted on the lands shown on Diagrams 4 and 5 in return for the provision by the owner, at the owner's expense of the facilities, services and matters set out in Schedule A hereof and which are secured by one or more agreements pursuant to Section 37(3) of the Planning Act that are in a form and registered on title to the lands, to the satisfaction of the City Solicitor;
- B. Where Schedule A of this By-law requires the owner to provide certain facilities, services or matters prior to the issuance of a building permit, the issuance of such permit shall be dependent on satisfaction of the same; and

- C. The owner shall not use, or permit the use of, a building or structure erected with an increase in height and density pursuant to this By-law unless all provisions of Schedule A are satisfied.

Local Planning Appeal Decision issued February 8, 2019 and Local Planning Appeal Tribunal Order issued on October 10, 2019 in File PL140705.

SCHEDULE A
Section 37 Provisions

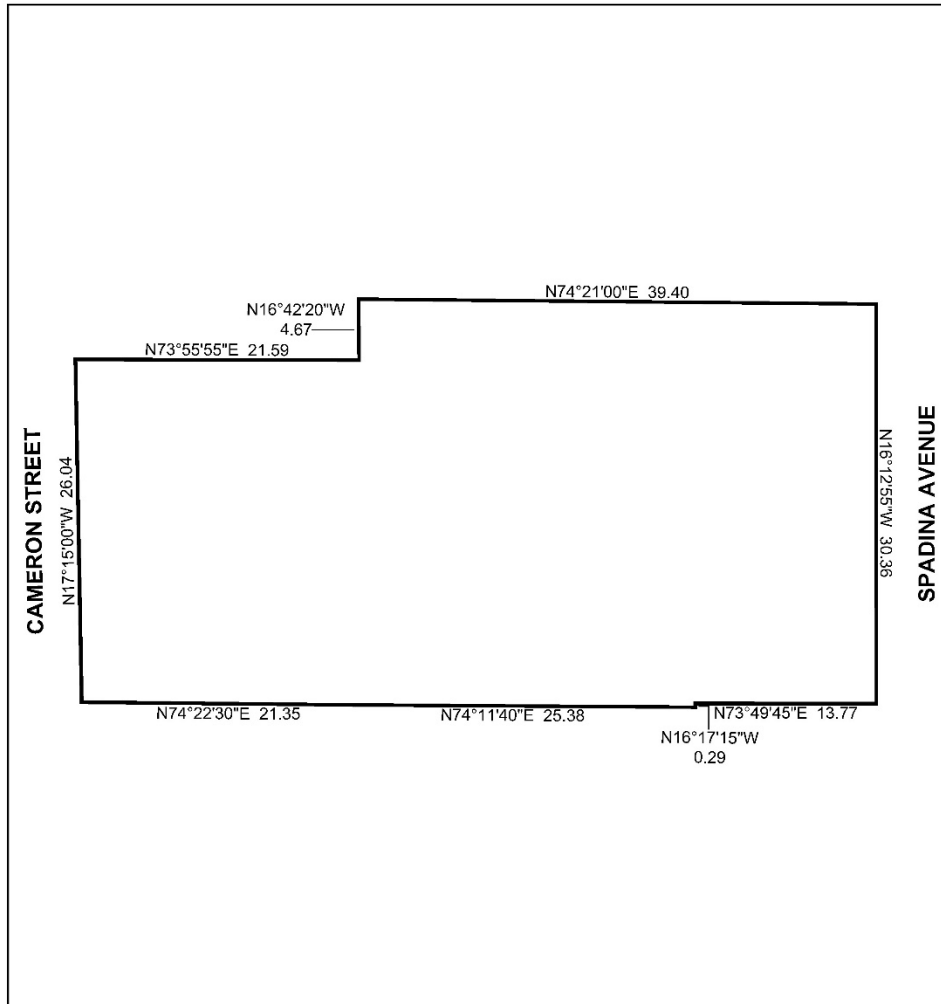
The facilities, services and matters set out below are required to be provided to the City at the owner's expense in return for the increase in height and density of the proposed development on the lands as shown in Diagrams 4 and 5 in this By-law and secured in an agreement or agreements under Section 37(3) of the Planning Act whereby the owner agrees as follows:

1. Prior to issuance of the first above-grade building permit for a building on the **lot**, the owner shall make a cash contribution in the amount of five hundred and seventy five thousand dollars (\$575,000.00), indexed upwardly in accordance with the Statistics Canada Non-Residential Construction Price Index for Toronto for the period from the date of the execution of the Section 37 Agreement to the date of payment, to be used toward the provision of affordable rental housing within Ward 10, in the vicinity of the site, to the satisfaction of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor.
2. In the event the financial contribution referred to in Section 1 of this Schedule has not been used for the intended purpose within five (5) years of this By-law coming into full force and effect, the financial contribution may be redirected for another purpose, at the discretion of the Chief Planner and Executive Director, City Planning, in consultation with the Ward Councillor, provided that the purpose(s) is/are identified in the Toronto Official Plan and will benefit the community in the vicinity of the **lot**.
3. Prior to the issuance of the first above-grade building permit, the owner shall submit a Wind Study to the satisfaction of the Chief Planner and Executive Director, City Planning that will identify recommendations for the pedestrian realm and the outdoor areas of the podiums to mitigate wind impacts year-round. The owner shall implement and maintain any recommendations from such Wind Study to the satisfaction of the Chief Planner and Executive Director, City Planning.
4. The Owner shall submit a revised Functional Servicing Report to the City for review and acceptance by the Chief Engineer & Executive Director, Engineering & Construction Services, prior to the issuance of a Building Permit. The owner shall design and construct the required improvements to municipal infrastructure as identified in the revised Functional Servicing and Stormwater Management Report to the satisfaction of the Chief Engineer & Executive Director, Engineering & Construction Services.
5. Prior to the issuance of a permit for excavation and shoring work, the owner shall submit a Construction Management Plan, to the satisfaction of the Chief Planner and Executive Director, City Planning, the General Manager, Transportation Services, and the Chief Building Official, in consultation with the Ward Councillor, and thereafter will implement the plan during the course of construction. The Construction Management Plan shall include the size and location of construction staging areas, dates of significant concrete pouring, lighting details, construction vehicle parking and queuing locations, refuse storage, site security, site supervisor contact information, a communication strategy with the surrounding community, and any other matters requested by the

Chief Planner and Executive Director, City Planning, the General Manager, Transportation Services, in consultation with the Ward Councillor.

6. The owner shall provide and maintain ten (10) replacement rental **dwelling units** on the **lot**, comprised of eight one-bedroom and two three-bedroom rental **dwelling units**, for a period of at least twenty (20) years, beginning from the date that each such replacement rental dwelling unit is first occupied, as generally illustrated in the plans provided to the City Planning dated April 2, 2018 and in accordance with the following terms:
 - a. the two three-bedroom replacement rental **dwelling units** shall have unrestricted rents;
 - b. the owner shall provide and maintain at least four one-bedroom replacement rental **dwelling units** at affordable rents and four one-bedroom replacement rental **dwelling units** at mid-range rents, for a period of at least ten (10) years, beginning from the date that each such replacement rental **dwelling unit** is first occupied;
 - c. the owner shall provide and maintain ensuite laundry facilities in each replacement rental **dwelling unit**;
 - d. the owner shall provide tenants of the replacement rental **dwelling units** with access to all indoor and outdoor amenities on the **lot** and access and use of these amenities shall be on the same terms and conditions as any resident of the non-replacement **dwelling units**; and
 - e. the owner shall provide a minimum of two (2) vehicle **parking spaces** to tenants of the replacement rental **dwelling units**.
7. The owner shall provide and maintain on the **lot**, a minimum of:
 - a. 10 percent of the total number of residential units on the **lot** as three-bedroom dwelling units; and
 - b. 37 percent of the total number of residential units on the **lot** as two-bedroom dwelling units.

All to the satisfaction of the Chief Planner and Executive Director, City Planning.



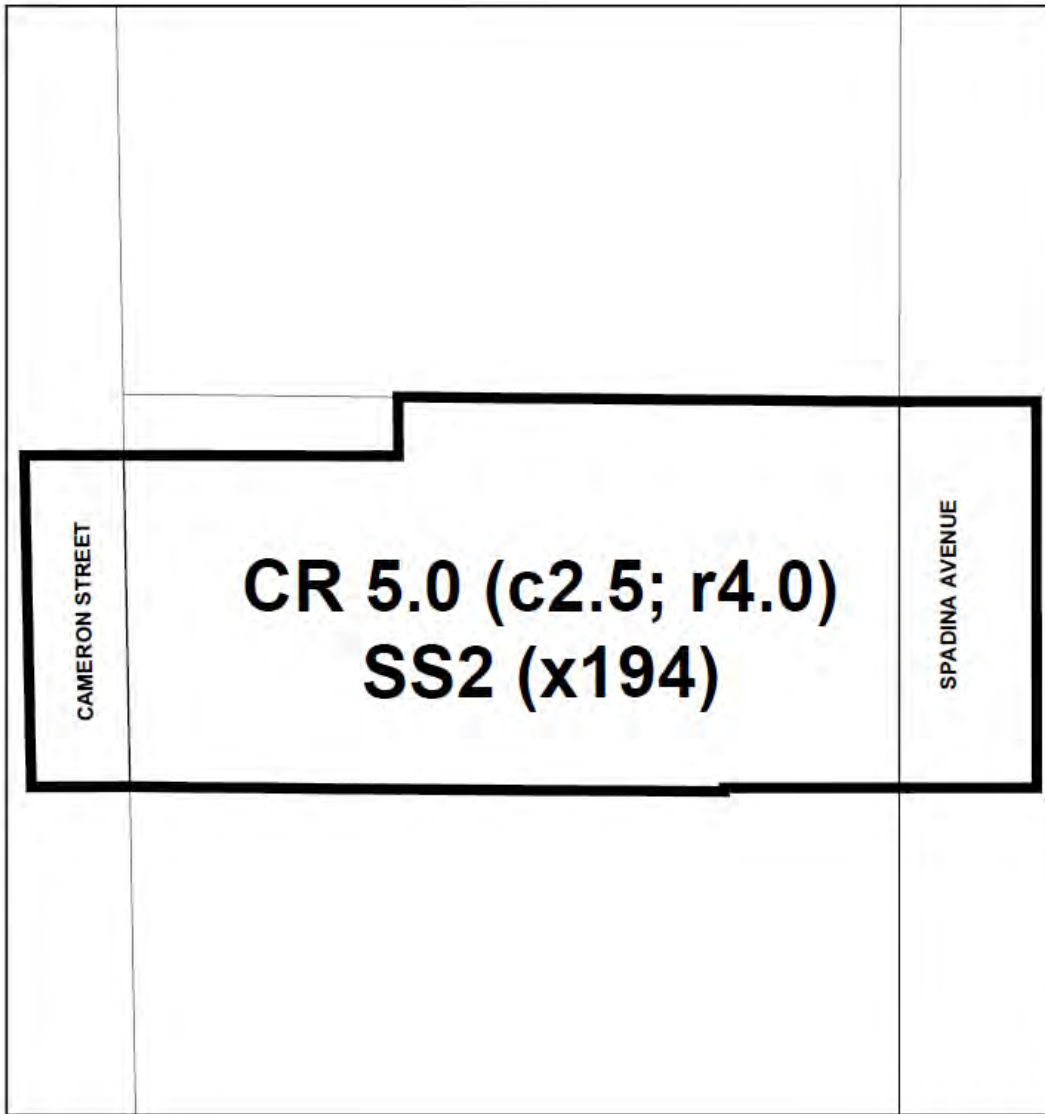
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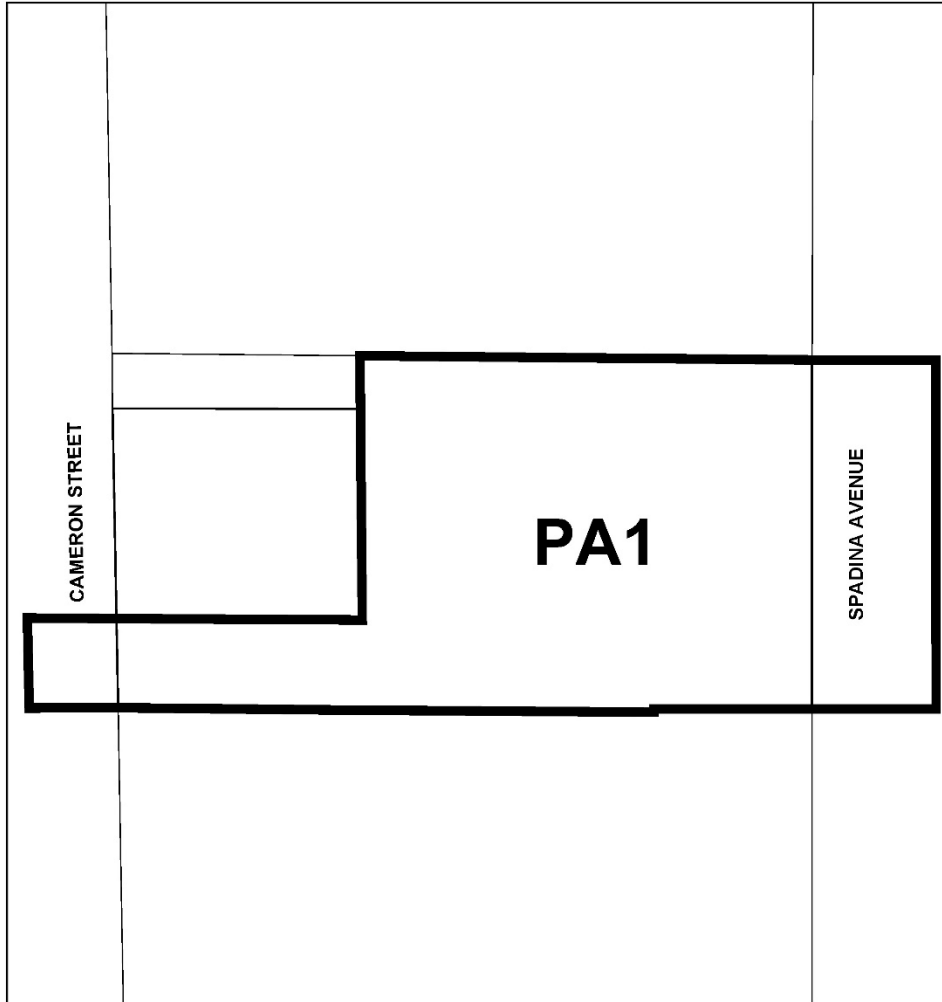
Diagram 1

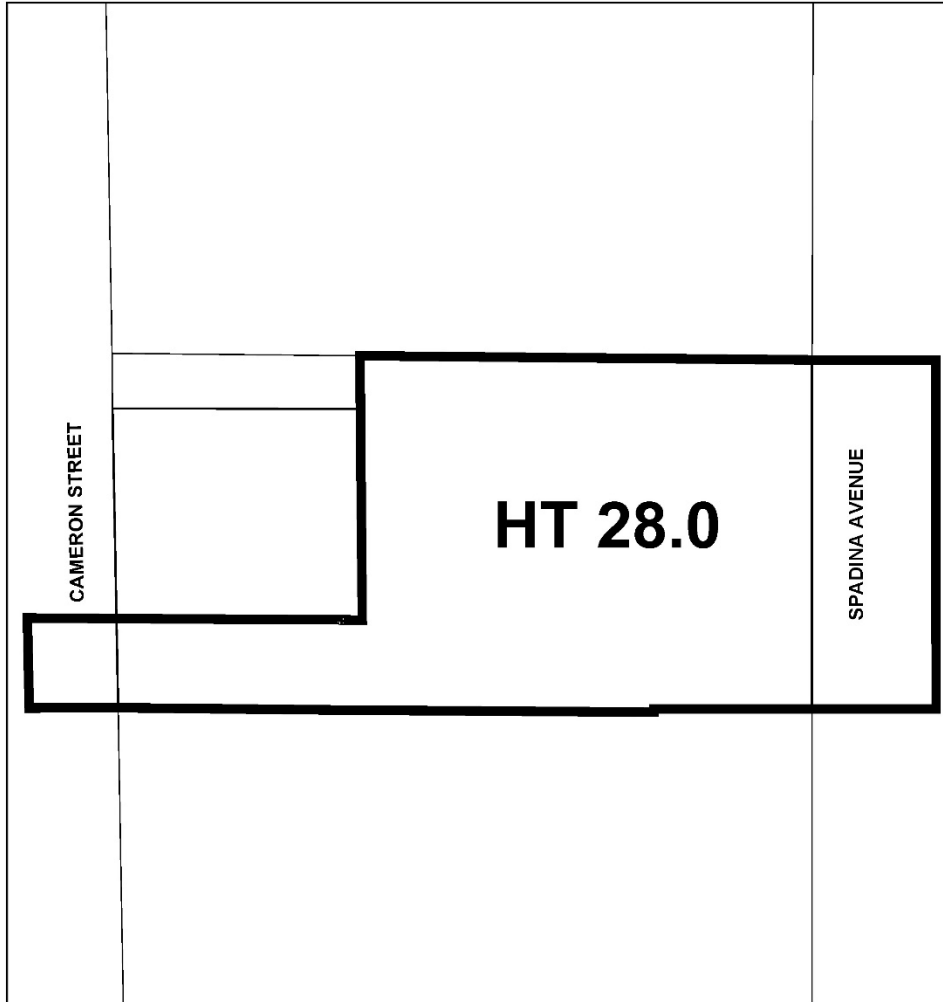
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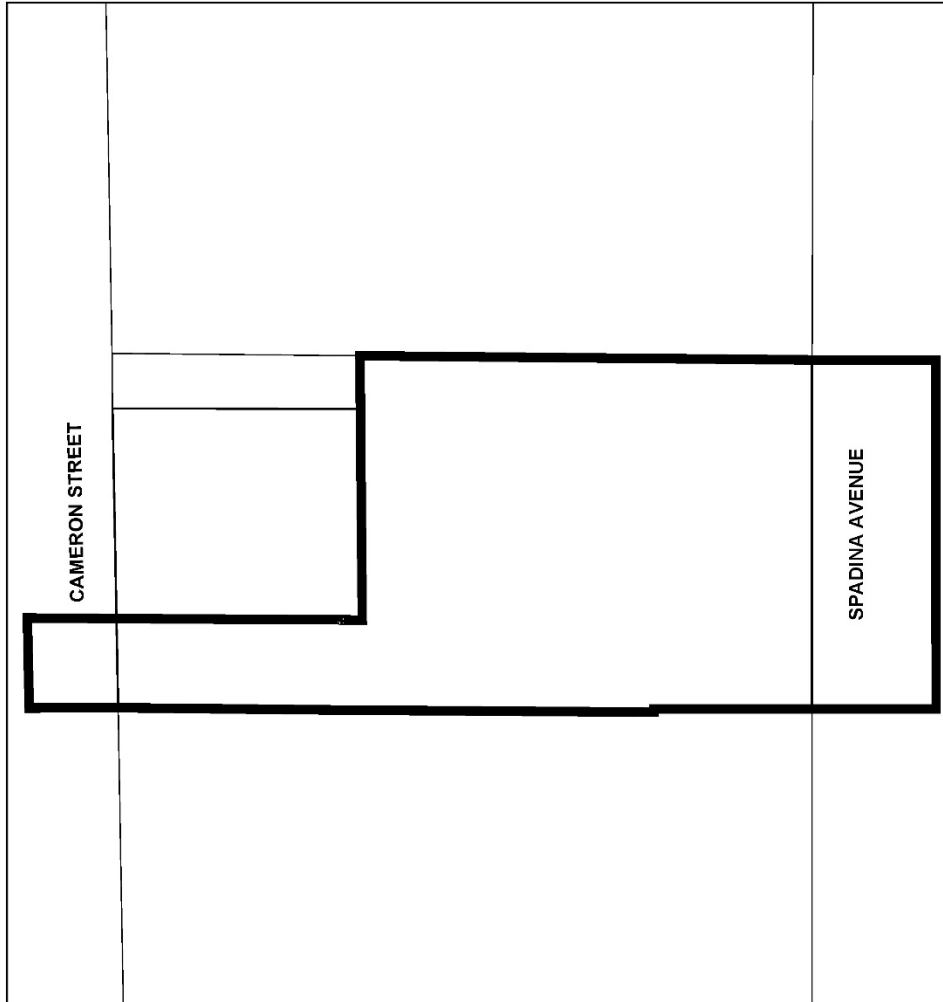


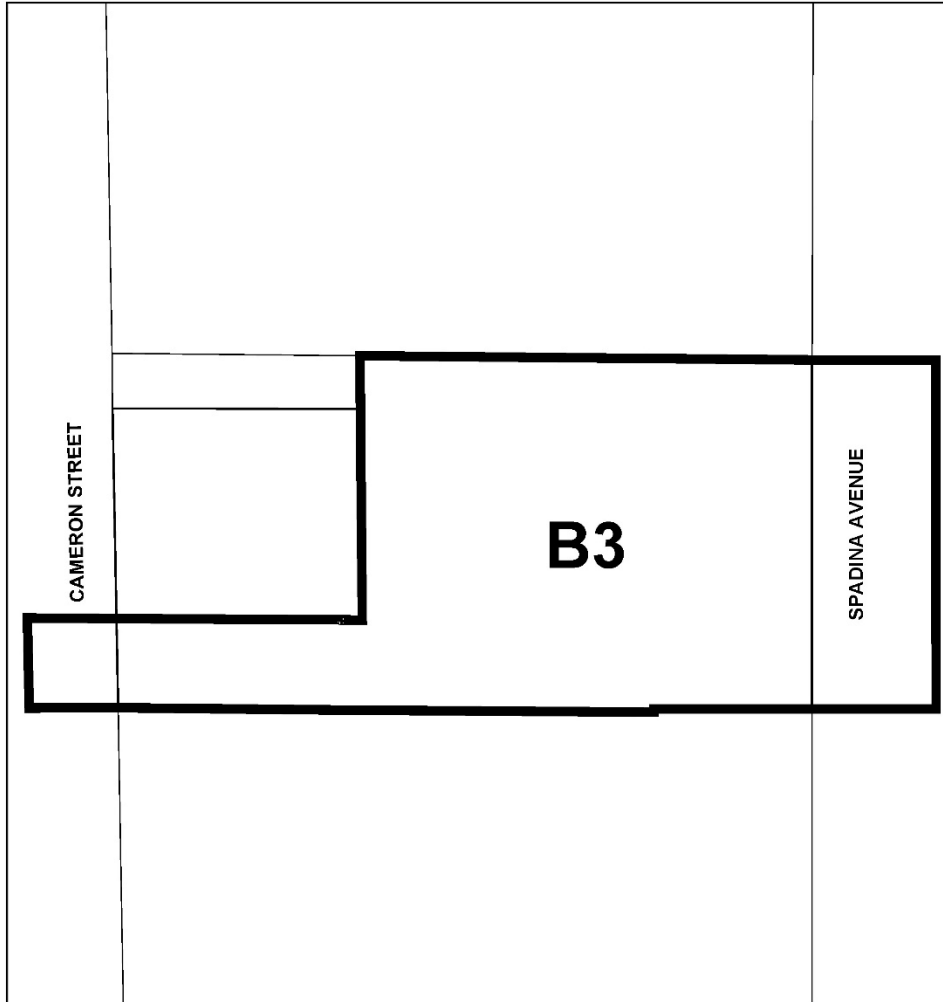
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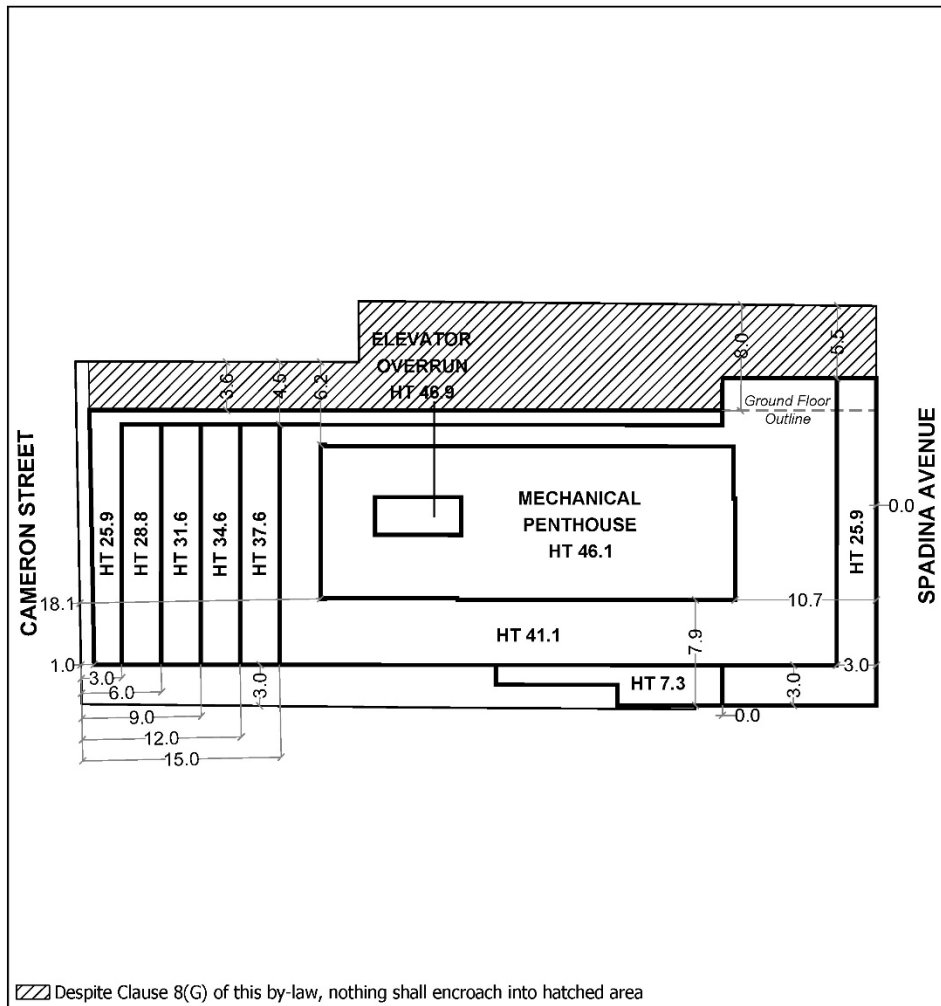












170 Spadina Avenue & 1-7 Cameron Street, Toronto

Diagram 7

File # _____



Transportation Impact Study Addendum

PROPOSED RESIDENTIAL DEVELOPMENT

15-23 Toryork Drive
TORONTO, ONTARIO

March 2023
Project No: NT-20-121

520 Industrial Parkway South, Suite 201
Aurora ON L4G 6W8

Phone: 905-503-2563
www.nexttrans.ca

nexttrans
CONSULTING ENGINEERS

NextEng Consulting Group Inc.

March 6, 2023

Attention: Josh Marlowe

Berkshire Axis Development
75 Scarsdale Road, Suite 201
Toronto, ON M3B 2R2

**Re: Transportation Impact Study Addendum
Proposed Residential Development
15-23 Toryork Drive, City of Toronto
Our Project No. NT-20-121**

Nextrans Consulting Engineers (a Division of NextEng Consulting Group Inc.) is pleased to present the enclosed Transportation Impact Study Addendum for the above noted site in support of Official Plan Amendment and Zoning By-law Amendment applications. Nextrans has provided a comprehensive Transportation Impact Study dated August 2021 to support the previous development proposal. The purposes of this Addendum Study are to address the City's comments on the previous study and to assess the latest development proposal and site plan statistics.

The subject site is located at 15-23 Toryork Drive, west of Weston Road and south of Toryork Drive, in the City of Toronto. The proposed development is also located adjacent to the future Finch West LRT Station. The proposed development consists of four high-rise towers in three development blocks, with a total of 1,275 residential dwelling units and approximately 1,024 m² of ground related retail gross floor area. The proposed development will provide a total of 968 bicycle parking spaces and some 819 vehicle parking spaces. As part of the proposed development, a north-south and an east-west public roads will be constructed, and the proposed site accesses will be provided via these proposed public roads to service the proposed development.

The Addendum Study concludes that the proposed development can adequately be accommodated by the existing transportation network, excellent TTC Service including Line 1 Yonge-University Subway (at Finch and Keele), existing TTC Bus Routes and future Finch West Light Rail Transit (LRT), as well as the Transportation Demand Management measures and incentives recommended in this report.

We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

Nextrans Consulting Engineers

A Division of NextEng Consulting Group Inc.

Prepared by:



Sam Nguyen, Dipl.
Transportation Analyst

Approved by:



Richard Pernicky, MITE
Principal

Reviewed and Approved by:



Richard Pernicky, MITE
Principal

Report Submission Record

Identification	Date	Description of issued and/or revision
Final Report	March 6, 2023	For Final Submission

EXECUTIVE SUMMARY

Nextrans Consulting Engineers (A Division of NextEng Consulting Group Inc.) was retained by Berkshire Axis Development (the 'Client') to undertake a Transportation Impact Study Addendum in support of Official Plan Amendment and Zoning By-law Amendment applications. The subject site is located at 15-23 Toryork Drive, west of Weston Road and south of Toryork Drive, in the City of Toronto. The proposed development is also located adjacent to the future Finch West LRT.

Nextrans has provided a comprehensive Transportation Impact Study dated August 2021 to support the previous development proposal. The purposes of this Addendum Study are to address the City's comments on the previous study and to provide an assessment the latest development proposal and site plan statistics.

Proposed Development

The existing site consists of two vacant commercial buildings, which will be demolished for future redevelopment of the site. The proposed development consists of four high-rise towers in three development blocks, with a total of 1,275 residential dwelling units and approximately 1,024 m² of ground related retail gross floor area. The followings are the detailed breakdown of the proposed development:

- Tower A – 393 dwelling units (Block 1) and 598 m² retail GFA
- Towers B and C – 601 dwelling units (Block 2) and 426 m² of retail GFA
- Tower D – 281 dwelling units (Block 3)
- Total Development – 1,275 dwelling units and 1,024 m² of retail GFA

Proposed Development Access

Currently, the subject site has six direct full moves access onto Toryork Drive. As part of the proposed redevelopment of site, a north-south to east-west public road (Street 1) will be constructed by the proposed development and Future Road 2A will be constructed by the City of Toronto. The two proposed site accesses for Block 1 and Block 2 will be provided via these proposed public roads, with Block 3 access will be provided onto Future Road 2A. The proposed road network is consistent with the Emery Village Secondary Plan Structure Plan.

It is Nextrans' understanding that the City of Toronto is in the process of initiating the work for Road 2A. The anticipated completion of this Road 2A is 2025. This timeline coincides with the completion of the proposed development. As an option, if Road 2A is not completed at the same time as the proposed development, the first portion of Road 2A from Toryork Drive to the southerly limit of the proposed development can be construction in the interim to accommodate the proposed development. The remaining segment from the proposed development to Finch Avenue W can be constructed shortly after. However, for the purposes of this assessment, it is assumed that Road 2A will be completed at the same time or very close to the anticipated development completion.

The analysis indicates that the site accesses are expected to operate at acceptable levels of service with minimum delay or queue. The configuration includes:

Toryork Drive/Future Road 2A

- One shared eastbound through/right lane
- One shared westbound through/left lane;
- One southbound lane and one northbound lane with shared northbound left/right lane at the intersection; and
- Stop-controlled on Future Road 2A and free-flow on Toryork Drive

Toryork Drive/Proposed Street 1

- One shared eastbound through/right lane
- One shared westbound through/left lane;
- One southbound lane and one northbound lane with shared northbound left/right lane at the intersection; and
- Stop-controlled on Street 1 and free-flow on Toryork Drive

Future Road 2A/Proposed Street 1

- One shared northbound through/right lane
- One shared southbound through/left lane;
- One eastbound lane and one westbound lane with shared westbound left/right lane at the intersection; and
- Stop-controlled on Street 1 and free-flow on Future Road 2A

Future Road 2A/Proposed Block 3 Access

- One shared northbound through/right lane
- One shared southbound through/left lane;
- One eastbound lane and one westbound lane with shared westbound left/right lane at the intersection; and
- Stop-controlled on Block 3 Access and free-flow on Future Road 2A

Capacity Analysis

The proposed development is expected to generate:

- 278 total two-way auto trips (44 inbound and 234 outbound) and 285 total two-way auto trips (186 inbound and 99 outbound) during the AM and PM peak hours, respectively; and
- If a 20% modal split (non-auto) is applied, the proposed development is expected to generate 56 total two-way non-auto trips (9 inbound and 47 outbound) and 57 total two-way non-auto trips (37 inbound and 20 outbound) during the AM and PM peak hours, respectively.

Auto Mode Assessment

Under the existing, all the intersections considered are expected to operate at acceptable levels of service, with the exception of the westbound left turn at the Weston Road/Toryork Drive/Private Access intersection. However, this critical movement can be addressed by simple signal timing optimization, such as adding an advance green phase to this movement.

Under the 2026 future background and future total traffic conditions, with the Finch West LRT and Future Road 2A, all the intersections considered are expected to operate at acceptable levels of service, with the exception of the through movements during the afternoon peak hours at the Finch Avenue W/Weston Road intersection. It should be noted that the proposed development will only add approximately 1 second to the through movement at this intersection.

This is due to the fact that the signal will be prioritize for the future Finch West LRT and U-turn movements (fully protected phase) and the elimination of the existing third shared through/lane at the Finch Avenue W/Weston Road intersection.

Nextrans has conducted a sensitivity analysis with an anticipated 20% reduction of the car trips along the Finch Avenue W corridor with the completion of the Finch West LRT by 2023, which is well within the 2026 horizon year assessment. The analysis indicates that the intersection of Finch Avenue W/Weston Road is expected to operate at acceptable levels

of service with all v/c ratio for critical movements are below 1.0. This confirms that the lane configurations for this intersection is appropriate.

Therefore, the proposed lane configurations for the Finch Avenue W/Weston Road, Finch Avenue W/Future Road 2A and Toryork Drive/Future Road 2A intersections are acceptable and appropriate.

The analysis indicates that advance green arrows in the east-west direction will be required for the Toryork Drive/Weston Road intersection.

The analysis indicates that the site accesses are expected to operate at acceptable levels of service with minimum delay or queue.

Active Transportation Mode Assessment

Walking

The area is currently well-serviced by a sufficient network of sidewalks, with sidewalks are available on both sides of Toryork Drive, Finch Avenue W and Weston Road. The sidewalks are reasonably maintained. However, from operational and safety perspective, the frequency of accesses on Finch Avenue W, Weston Road and Toryork Drive can be reduced to provide better pedestrian experience by reducing the numbers of potential car turning that will interfere with pedestrians.

It Nextrans' understanding that some of the guiding principles and objectives of the Emery Village Secondary Plan include: a connected, attractive, safe and comfortable system of pedestrian bicycle routes. These guiding principles will help guide the developments in the area to meet and implement some of these requirements within the control of the developments.

As part of the proposed development, sidewalks will be provided along proposed public Street 1 to connect the proposed development with the existing sidewalks on Toryork Drive and Future Road 2A. Sidewalk will be also provided along the proposed Block 3 access. Direct pedestrian connections from the proposed building onto public streets will be provided, where appropriate, to facilitate pedestrian movements.

The proposed development will also provide and enhance sidewalk on the south side of Toryork Drive between Future Road 2A and Weston Road to improve pedestrian connections in this area.

Cycling

Under the existing conditions, dedicated bicycle lanes are not currently available in the immediate area. However, there are existing multi-use trails along Rowntree Mills Park, Humber River and Emery Creek. Through the guiding principles and recommendations of the Emery Village Secondary Plan, the cycling network in the area will improve significantly through the implementation of the land uses in the area, as well as major capital projects by the City of Toronto and Metrolinx.

It is Nextrans understanding that cycle facility will be provided on both sides of Finch Avenue W west of Weston Road, however, only multiuse boulevard trail will be provided on the south side of Finch Avenue W east of Weston Road to Northfinch Drive.

As per the City of Toronto cycling network plan (illustrated in **Figure 10** of this Study), the multiuse boulevard trail will continue on Weston Road south of Finch Avenue W to connect with the existing trails west of Weston Road.

The analysis indicates that the future cycling network proposed in the area is sufficient to accommodate the Emery Village Secondary Plan and new developments in the area. As part of the proposed development, Nextrans recommends the following:

- The proposed development provides a total of 968 bicycle parking spaces; and
- The proposed development provides three bicycle repair stations (one for each block)

Figure 24 of this Addendum Study illustrates the potential bicycle repair station on site. The final locations will be addressed as part of the site plan application, where appropriate.

Transit Mode Assessment

As indicated, if a 20% modal split (non-auto) is applied, the proposed development is expected to generate 56 total two-way non-auto trips (9 inbound and 47 outbound) and 57 total two-way non-auto trips (37 inbound and 20 outbound) during the AM and PM peak hours, respectively.

The proposed development is located adjacent to TTC Bus Routes 36 Finch West (A, B, D and F), 165 Weston Road North and 989 Weston Express to Steeles bus stops located in the vicinity of the Finch Avenue West/Weston Road intersection. The proposed development is located adjacent to Emery LRT Station (Finch West LRT), which is scheduled to be completed by 2023. The proposed development is also located approximately 4.3 km from the existing Finch West Subway Station on Line 1 Yonge-University. Once the Finch West LRT is opened, it will take approximately 10 minutes from the proposed development to the Finch West Station.

The analysis indicates that the transit passenger demands generated by the proposed development per transit vehicle can be accommodated by the future Finch West LRT (with maximum of 40 passengers per 10 transit vehicle or 4 passengers per vehicle). No improvements are required beyond what have been proposed for the area.

Vehicle Parking Review

Based on the current Zoning By-law requirements, the *maximum allowable vehicle parking* for the proposed development is 1,302 vehicle parking spaces (including resident, visitor and retail). This is a significant amount of vehicle parking supply and it is not sustainable nor supportive of the sustainable visions and objectives in the City's Official Plan.

Based on comprehensive parking justifications provided in this Addendum Study, the proposed development will provide a total of 819 vehicle parking spaces. This is about 37% reduction from the maximum allowable vehicle parking spaces for this proposed development. Given that the existing transit modal split based on 2016 TTS data is already at 41% during the morning peak periods and 32% during the afternoon peak periods, the proposed reduction is justified on this basis alone.

It should be noted that the surplus parking spaces, if any, can be used for carshare spaces or additional bicycle parking spaces, if appropriate.

Bicycle Parking Review

The proposed development will require a total of 968 bicycle parking spaces, including 98 short-term spaces and 870 long-term spaces. The proposed development provides a minimum of 968 bicycle parking spaces, inclusive of short-term and long-term spaces, which meets the Zoning By-law requirements.

Transportation Demand Management Measures and Incentives

The TDM measures and incentives related to the proposed development have been assessed and recommended in Section 11 of this report to support active transportation and transit, to meet the objectives and requirements of the City of Toronto's transportation policies and Emery Village Secondary Plan community plan objectives and principles.

Toronto Green Standards

Based on Nextrans' review of the Toronto Green Standard V4 2022, it is required that the proposed development provides:

1. Tier 1 - AQ 1.1 Single-Occupant Vehicle (SOV) Trips
 - Reduce single occupancy auto vehicle trips generated by the proposed development by 25% through a variety of multimodal infrastructure strategies and Transportation Demand Management (TDM) measures

This requirement has been addressed through various recommended measures in this Study, which include but not limited to:

- Reduced vehicle parking requirement by 37%
- Unbundled parking from unit sale – target 5% SOV reduction
- Provide pedestrian/cycling friendly infrastructures such as direct pedestrian connections – target 5% SOV reduction
- Provide enhanced lighting/security and sidewalk experience along the frontage of the site on proposed Street 1, Future Road 2A, Toryork Drive and Weston Road – target 5% SOV reduction
- Provide three bicycle repair stations – target 5% SOV reduction
- Provide three carshare parking spaces – target 5% SOV reduction

Based on the assessment provided above, the City's Green Standard requirements have been addressed through various measures provided in this Study with a minimum of 25% to a maximum of 62% single-occupant-vehicle trip reduction.

The proposed development will also provide energized outlets for every resident parking spaces. In addition, a minimum of 15% of the bicycle parking spaces will be provided with energized outlet, based on the TGS requirement.

Loading Requirement

Under the City's By-Law 569-2013, 3 Type "G" loading spaces (13 m Length, 4.0 m Width and 6.1 m Vertical), one Type "B" loading space (11 m Length, 3.5 m Width and 4.0 m Vertical) and one Type "C" loading space (6 m Length, 3.5 m Width and 3 m Vertical) are required for the proposed development. It is Nextrans' understanding the City of Toronto current Zoning By-law allows shared loading space for proposed uses that are located within the same building. Given that the proposed residential and commercial are located within the same building, one Type "G" loading space is required for each Block as loading Type "G" is largest type of loading space.

Based on this assessment, Nextrans recommends that the proposed development only requires to provide one Type "G" loading space for each Block. The vehicle turning templates (AutoTURN software) has been provided to demonstrate the accessibility for the types of vehicles that will access the site.

Study Conclusions and Recommendations

Based on the assessment outlined in this Study, the following recommendations are provided:

- The proposed development implements the TDM measures and incentives identified in this report to support active transportation and transit and to reduce the numbers of single-occupant-vehicle trips to and from the proposed development;
- The proposed development implements the recommended vehicle parking rates provided in this Study, to support alternative modes of transportation;
- The proposed development provides three carshare parking spaces;
- The proposed development provides three bicycle repair stations on-site at convenient locations;
- Provide direct shared pedestrian and cycling connections from the proposed development to Weston Road, Toryork Drive, Future Road 2A and proposed public streets, where appropriate. For example, provide the main building entrances directly to the streets;
- No additional physical improvements for the area road network and intersection at this time under the future background and future total conditions other than the street network identified in the Emery Village Secondary

Plan and improvements at the Finch West Avenue/Weston Road, Finch Avenue W/Future Road 2A and Toryork Drive/Future Road 2A intersections;

- The City considers adding advance green arrow phases for the east-west direction at the Toryork Drive/Weston Road intersection; and
- The recommended lane configurations and traffic control types for the proposed site accesses and intersections include:

Toryork Drive/Proposed Street A

- One shared eastbound through/right lane
- One shared westbound through/left lane; and
- One southbound lane and one northbound lane with shared northbound left/right lane at the intersection
- Stop controlled on the proposed Street A

Future Road 2A/Proposed Street B

- One shared northbound through/right lane
- One shared southbound through/left lane; and
- One eastbound lane and one westbound lane with shared westbound left/right lane at the intersection
- Stop controlled on the proposed Street B

Future Road 2A/Proposed Block 3 Access

- One shared northbound through/right lane
- One shared southbound through/left lane; and
- One eastbound lane and one westbound lane with shared westbound left/right lane at the intersection
- Stop controlled on the proposed Block 3 site access

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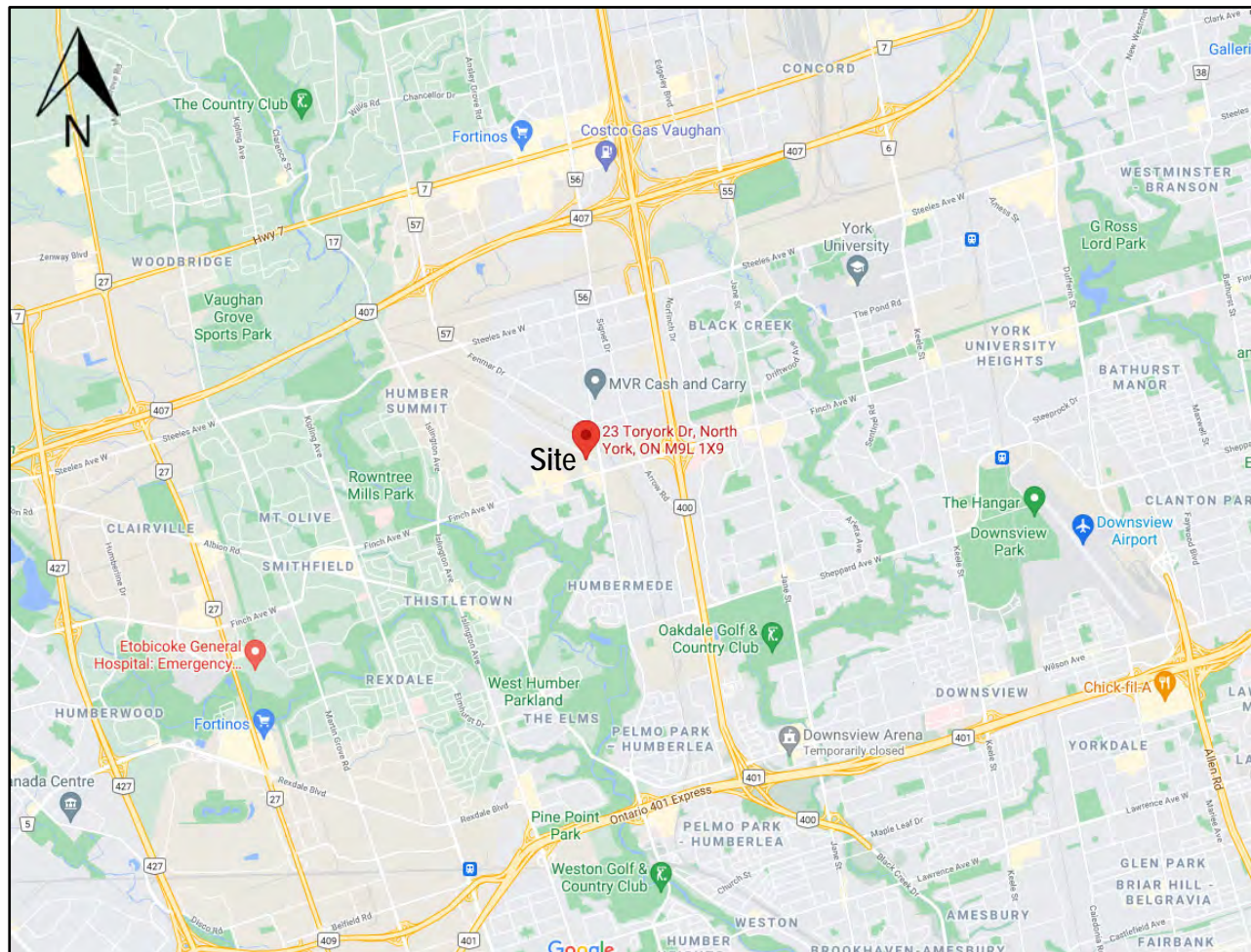
1.0 INTRODUCTION

Nextrans Consulting Engineers (A Division of NextEng Consulting Group Inc.) was retained by Berkshire Axis Development (the 'Client') to undertake a Transportation Impact Study Addendum in support of Official Plan Amendment and Zoning By-law Amendment applications. The subject site is located at 15-23 Toryork Drive, west of Weston Road and south of Toryork Drive, in the City of Toronto. The proposed development is also located adjacent to the future Finch West LRT.

Nextrans has provided a comprehensive Transportation Impact Study dated August 2021 to support the previous development proposal. The purposes of this Addendum Study are to address the City's comments on the previous study and to provide an assessment the latest development proposal and site plan statistics.

The location of the proposed development is illustrated in Figure 1.

Figure 1 – Proposed Development Location



Source: Google Map

The existing site consists of two vacant commercial buildings, which will be demolished for future redevelopment of the site. The proposed development consists of four high-rise towers in three development blocks, with a total of 1,275 residential dwelling units and approximately 1,024 m² of ground related retail gross floor area. The followings are the detailed breakdown of the proposed development:

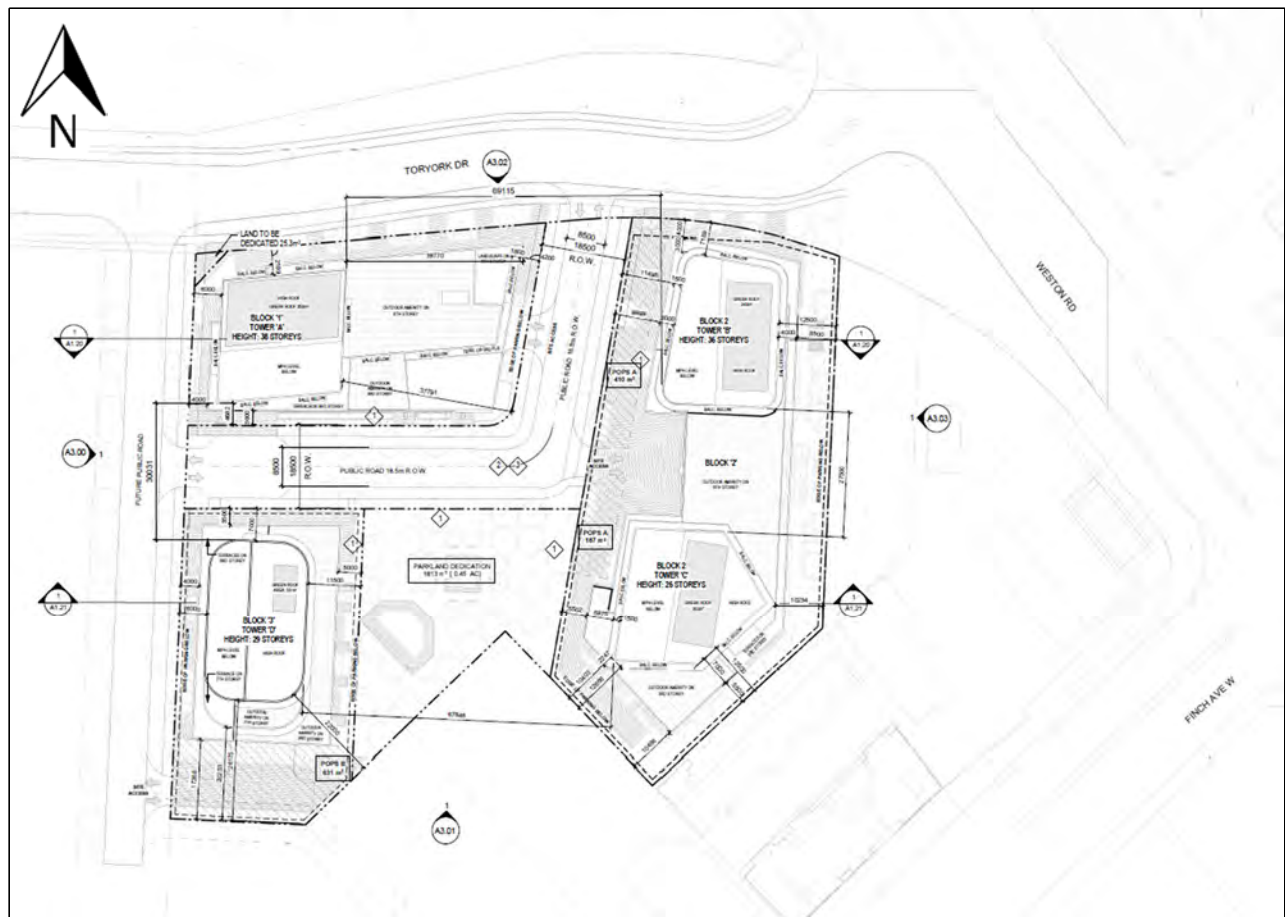
- Tower A – 393 dwelling units (Block 1) and 598 m² retail GFA
- Towers B and C – 601 dwelling units (Block 2) and 426 m² of retail GFA
- Tower D – 281 dwelling units (Block 3)
- Total Development – 1,275 dwelling units and 1,024 m² of retail GFA

The proposed development will provide a total of 968 bicycle parking spaces and some 819 vehicle parking spaces. **Figure 2** illustrates the proposed development site plan.

Currently, the subject site has six direct full moves access onto Toryork Drive. As part of the proposed redevelopment of site, a north-south to east-west public road (Street A and Street B) will be constructed by the proposed development and Future Road 2A will be constructed by the City of Toronto. The two proposed site accesses for Block 1 and Block 2 will be provided via these proposed public roads, with Block 3 access will be provided onto Future Road 2A. The proposed road network is consistent with the Emery Village Secondary Plan Structure Plan.

It is Nextrans' understanding that the City of Toronto is in the process of initiating the work for Road 2A. The anticipated completion of this Road 2A is 2025. This timeline coincides with the completion of the proposed development. As an option, if Road 2A is not completed at the same time as the proposed development, the first portion of Road 2A from Toryork Drive to the southerly limit of the proposed development can be construction in the interim to accommodate the proposed development. The remaining segment from the proposed development to Finch Avenue W can be constructed shortly after. However, for the purposes of this assessment, it is assumed that Road 2A will be completed at the same time or very close to the anticipated development completion.

Figure 2 – Proposed Concept Site Plan



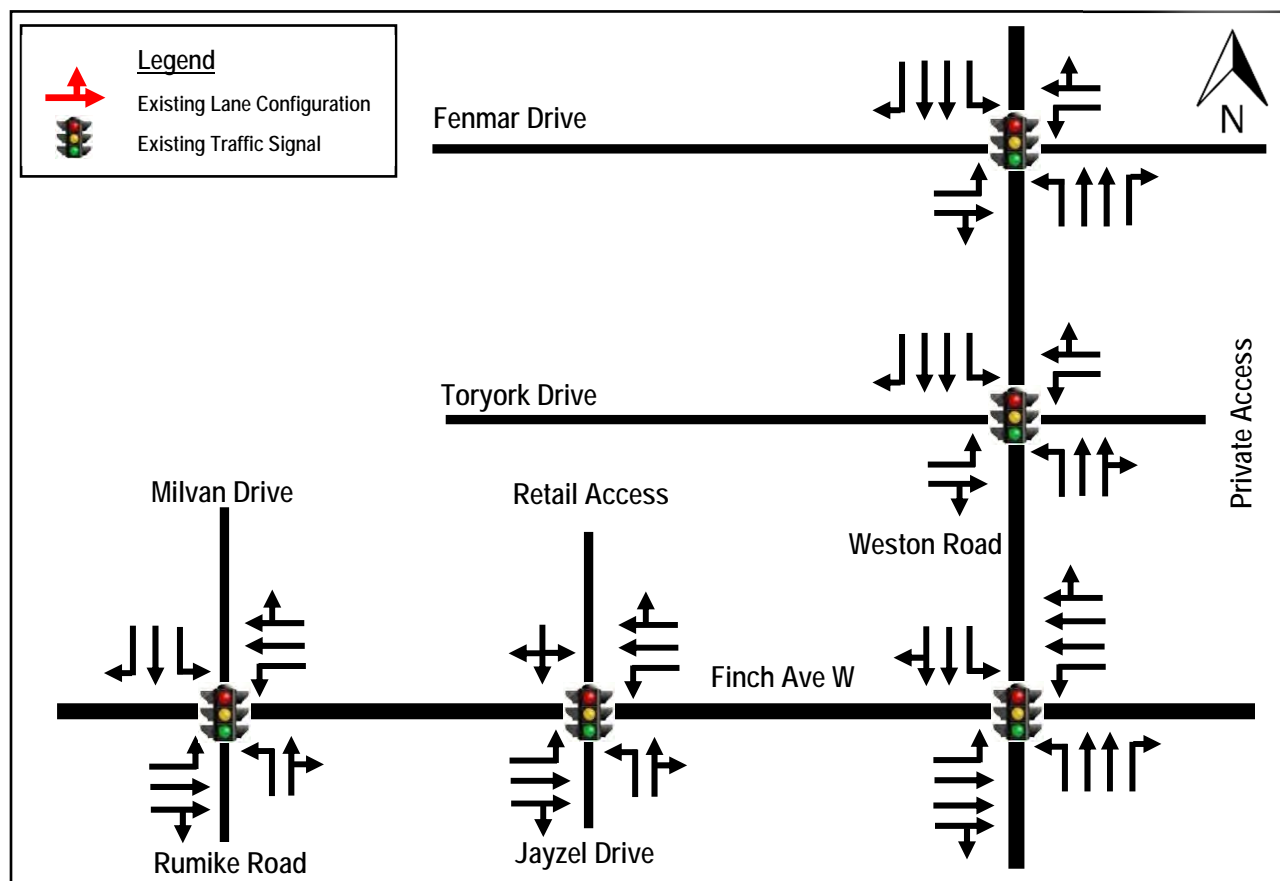
2.0 EXISTING TRAFFIC CONDITIONS

2.1. Existing Road Network

The existing road network, lane configuration and existing traffic control for the study area are shown in **Figure 3** (Existing Lane Configurations). The details area described below:

- **Finch Avenue W:** is an east-west major arterial as per the City of Toronto Road Classification System map. It generally has a six-lane cross-section at the intersection of Finch Avenue W and Weston Road, and maintains a posted speed limit of 50 km/h near the subject site.
- **Weston Road:** is a north-south major arterial road north as per the City of Toronto Road Classification System map. It has four general purpose lanes and maintains a posted speed limit of 50 km/h near the subject site.
- **Toryork Drive:** is an east-west collector road as per the City of Toronto Road Classification System map. It has two general purpose lanes. There is no posted speed sign along this road, therefore, it is assumed that it has a speed limit of 50 km/h.
- **Fenmar Drive:** is an east-west minor arterial road between Steeles Avenue and Weston Road, and is an east-west collector road east of Weston Road, as per the City of Toronto Road Classification System map. It generally has a two-lane cross-section both east and west of Weston Road. There is no posted speed sign along this road, therefore, it is assumed that it has a speed limit of 50 km/h.
- **Jayzel Drive:** is a north-south collector road as per the City of Toronto Road Classification System map. It has two general purpose lanes and a posted speed limit of 40 km/h.
- **Rumike Road/Milvan Drive:** is a north-south collector road as per the City of Toronto Road Classification System map. It has two general purpose lanes and a posted speed limit of 40 km/h.

Figure 3 – Existing Lane Configuration and Traffic Control



2.2. Existing Active Transportation Network Assessment

Nextrans has conducted a comprehensive review of the existing active transportation network in the study area. **Figure 4** illustrates the existing active transportation network in the study area with a brief description of the network is provided below.

Walking

The area is currently well-served by a sufficient network of sidewalks, with sidewalks are available on both sides of Toryork Drive, Finch Avenue W and Weston Road. The sidewalks are reasonably maintained. However, from operational and safety perspective, the frequency of accesses on Finch Avenue W, Weston Road and Toryork Drive can be reduced to provide better pedestrian experience by reducing the numbers of potential car turning that will interfere with pedestrians. It Nextrans' understanding that some of the guiding principles and objectives of the Emery Village Secondary Plan include: a connected, attractive, safe and comfortable system of pedestrian bicycle routes. These guiding principles will help guide the developments in the area to meet and implement some of these requirements within the control of the developments. Nextrans has reviewed the walk score for the subject site using the information in www.walkscore.com website. **Table 1** below summarizes the walk score for the subject site.

Table 1 – Walk Score for 23 Toryork Drive

Mode	Score	Description
Walking	60	Somewhat walkable – some errands can be accomplished on foot
Public Transit	68	Good transit – many nearby public transportation options
Cycling	53	Bikeable – some bike infrastructure

Based on the information outlined in the table above, the area currently has good walking and cycling options, as well as good transit options. However, this will change in the future with the completion of the Finch West LRT and MTSA. It is anticipated that these scores will be much higher in the future.

Cycling

Under the existing conditions, dedicated bicycle lanes are not currently available in the immediate area. However, there are existing multi-use trails along Rowntree Mills Park, Humber River and Emery Creek. Through the guiding principles and recommendations of the Emery Village Secondary Plan, the cycling network in the area will improve significantly through the implementation of the land uses in the area, as well as major capital projects by the City of Toronto and Metrolinx.

2.3. Existing Toronto Transit Commission (TTC) System

The proposed development is located adjacent to TTC Bus Routes 36 Finch West (A, B, D and F), 165 Weston Road North and 989 Weston Express to Steeles bus stops located in the vicinity of the Finch Avenue West/Weston Road intersection. The proposed development is located adjacent to Emery LRT Station (Finch West LRT), which is scheduled to be completed by 2023. The proposed development is also located approximately 4.3 km from the existing Finch West Subway Station on Line 1 Yonge-University. Once the Finch West LRT is opened, it will take approximately 10 minutes from the proposed development to the Finch West Station. The existing transit network in the area is illustrated in **Figure 5**. TTC Service descriptions are provided below:

- **36 Finch West** - The 36 Finch West bus route generally operates in the east-west direction, between Finch Station on Line 1 Yonge-University and the Humberwood Boulevard area. It also serves Finch West Station on Line 1 Yonge-University. The service frequency is approximately 3 minutes during the weekday AM and 5-6 minutes during the PM peak hours.
- **165 Weston Road North** - The 165 Weston Rd North bus route generally operates in the east-west direction between York Mills Station on Line 1 Yonge-University and the area of Weston Road and Steeles Avenue West. It also connects with Wilson Station Line 1 Yonge-University. The service frequency is approximately 5-6 minutes during the weekday AM and 7-8 minutes during the PM peak hours.

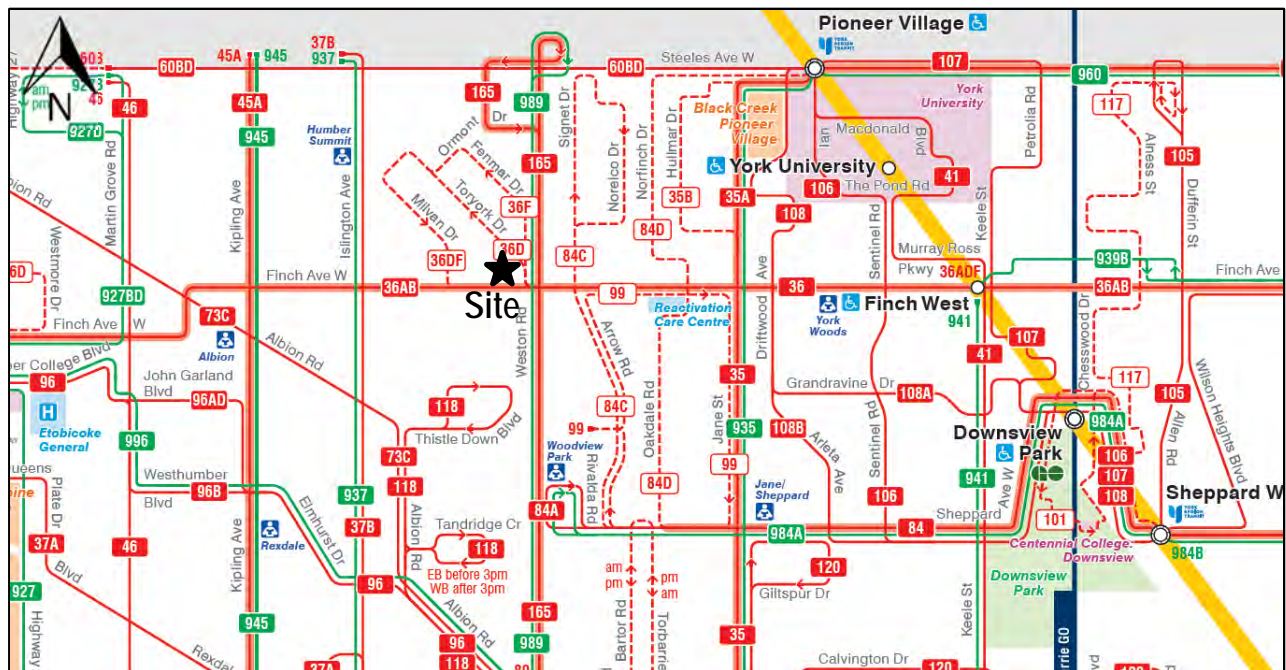
- **The 989 Weston Express to Steeles** - The 989 Weston Express bus route generally operates in a north-south direction between Keele Station on Line 2 Bloor-Danforth and the area of Weston Road and Steeles Avenue West. One single service is operated (6 AM to 9AM and 3 PM to 7 PM). The 989 (Keele Station-Steeles Express) branch operates during the peak periods, from Monday to Friday only. The service frequency is approximately 4-5 minutes during the weekday AM and 13-14 minutes during the PM peak hours.

Figure 4 – Existing Active Transportation Network in the Study Area



Source: City of Toronto Cycling Map/Google Map

Figure 5 – Existing Transit Network in the Study Area



Source: TTC website (www.ttc.ca)

2.3. Existing Transit Assessment

A comprehensive review of the transit data provided by TTC (2018 ridership has been conducted for the existing conditions. **Table 2** summarizes the existing transit ridership for the TTC Finch West Subway Station/Line 1 Yonge/Spadina/University, with **Table 3** summarizes the TTC Bus Routes for the area (weekday peak periods).

Table 2 – Existing Transit Ridership for existing Finch West Subway Station/Line 1 Yonge-University

Route	Stop	AM (pass)	PM (pass)	Train Capacity (pass/train)	Peak Hour Capacity (pass/hour)
Line 1 Yonge-University	Finch West	4,086	5,703	1,080	~ 36,000

As indicated in the table above, there are existing residual capacities during the peak hour at the Finch West Subway Station for Line 1 Yonge-University Subway. As indicated in the table below, there is residual passenger capacity on TTC Bus Routes for the study area. With the future Finch West LRT, the capacity will be increased significantly as the residents can take shorter trip and shorter time to connects with other routes.

Table 3 – Existing Transit Ridership for existing TTC Service (Bus Routes)

Route	Period	Stop	Ons	Offs	Accum.	Vehicles	Peak Hour capacity	Peak Period capacity
36 Finch West Eastbound	AM	#32	38	37	630	20	1,540	4,620
	PM	#32	87	52	1,142	15	1,155	3,465
36 Finch West Westbound	AM	#40	56	103	486	20	1,540	4,620
	PM	#40	110	211	1,065	15	1,155	3,465
165 Weston Rd North Northbound	AM	#16	61	19	64	10	550	1,650
	PM	#16	152	68	250	8	440	1,320
165 Weston Rd North Southbound	AM	#56	39	61	159	10	550	1,650
	PM	#56	23	56	52	8	440	1,320

Note: *Articulated bus capacity on Route 36 (77 passenger/bus)*
Conventional bus on Route 165 (55 passengers/bus)
 Number of buses are based on the TTC schedule (www.ttc.ca)

2.4. Existing Traffic Volumes

Existing traffic volumes at the study area intersections were undertaken by Spectrum on Thursday March 28, 2019 during the morning (7:00 a.m. to 10:00 a.m.) and afternoon (4:00 p.m. to 7:00 p.m.) peak periods for all intersections considered in the analysis. It should be noted that the intersections of Weston Road/Fenmar Drive, Finch Avenue W/Milvan Drive/Rumike Road and Finch Avenue W/Jayzel Drive were also included in the analysis, as per the City's request, based on the comments provided for the previous assessment. The signal timing plans for the signalized intersections were obtained from the City of Toronto and incorporated into the analysis. Some very minor adjustments may be made, where appropriate, but well within the allowable parameters of the SCOOT system. Turning movement counts are summarized in **Appendix A**. The existing volumes are illustrated in **Figure 6**.

2.5. Existing Traffic Assessment

The existing volumes in **Figure 6** were analyzed using Synchro Version 11 software. It should be noted that the printouts for signalized intersections are based on Synchro Lanes, Volumes and Timings so that queues and more detailed information are provided. The detailed results are provided in **Appendix B** and summarized in **Table 4**.

Based on the intersection capacity analysis, under the existing traffic conditions, all the intersections considered are currently operating at acceptable levels of service. The existing westbound left turn out of the existing industrial/commercial plaza located opposite Toryork Drive is currently operating at slightly higher v/c ratio during the afternoon peak hour due to high eastbound right turn volume from Toryork Drive. It is anticipated that with a minor signal timing optimization (i.e. allocated couple seconds of green time to the westbound, or an advance phase for this movement), it will improve this movement. For the purposes of this assessment, Nextrans has provided a potential advance phase for this movement, as summarized in **Table 4**. This potential signal timing modifications will be carried forward for the future horizon year, as this type of adjustment is the most cost effective and responsible way to spend tax payer monies.

Figure 6 – Existing Traffic Volumes

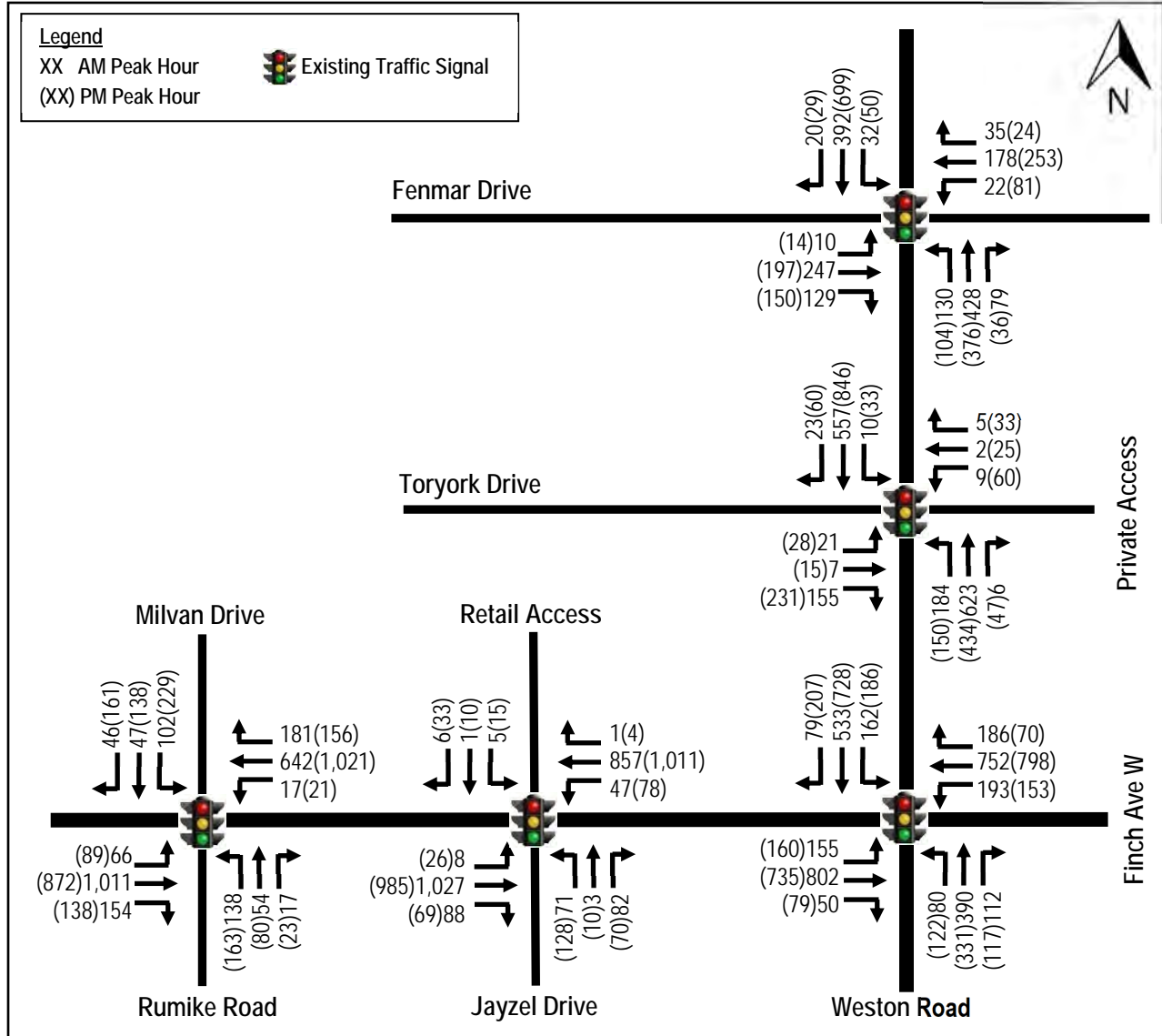


Table 4 – Existing Levels of Service

Intersection	Key Movement	Weekday AM Peak Hour			Weekday PM Peak Hour			Available Storage Length
		LOS (v/c)	Delay (s)	Queue 95 th (m)	LOS (v/c)	Delay (s)	Queue 95 th (m)	
Finch Avenue W/ Weston Road (signalized)	Overall	C (0.74)	33	33	D (0.86)	36	48	-75
	EB – L	B (0.45)	18	33	C (0.63)	33	48	-550
	EB – TR	C (0.46)	28	80	C (0.54)	34	78	-100
	WB – L	B (0.50)	18	41	C (0.56)	29	40	-580
	WB – TR	C (0.50)	26	85	C (0.59)	35	84	-30
	NB – L	C (0.34)	27	21	C (0.62)	31	27	-430
	NB – T	D (0.62)	47	59	C (0.34)	31	46	-100
	NB – R	A (0.31)	5	8	A (0.23)	4	9	-50
	SB – L	D (0.52)	42	53	C (0.41)	24	52	-150
SB – TR	D (0.74)	45	100	D (0.86)	50	146		
Weston Road/ Fenmar Drive (signalized)	Overall	C (0.89)	25	6	C (0.82)	26	8	-30
	EB – L	C (0.05)	32	6	C (0.09)	31	8	-150
	EB – TR	E (0.89)	63	138	D (0.82)	51	108	-30
	WB – L	D (0.24)	41	13	F (0.79)	83	44	-160
	WB – TR	D (0.53)	41	69	D (0.67)	46	88	-35
NB – L	B (0.24)	11	25	B (0.32)	15	29		

	NB – T	A (0.21)	9	31	A (0.19)	10	34	-450
	NB – R	A (0.08)	2	6	A (0.04)	3	5	-40
	SB – L	A (0.07)	9	7	B (0.10)	11	13	-85
	SB – T	A (0.20)	9	29	B (0.35)	11	67	-180
	SB – R	A (0.02)	2	2	A (0.04)	4	5	-35
Weston Road/ Toryork Drive (signalized)	Overall	A (0.60)	7		B (1.06)	17		
	EB – L	D (0.17)	50	13	D (0.18)	43	15	-30
	EB – TR	B (0.60)	17	23	B (0.61)	13	27	-45
	WB – L	D (0.15)	51	8	F (1.06)	185	40	-10
	WB – TR	C (0.05)	32	5	C (0.23)	23	17	-50
	NB – L	A (0.32)	2	12	A (0.38)	11	33	-25
	NB – TR	A (0.26)	2	4	A (0.21)	9	47	-145
	SB – L	A (0.02)	7	3	B (0.07)	11	10	-25
	SB – T	A (0.28)	8	43	B (0.43)	12	88	-475
SB – R	A (0.03)	0	0	A (0.08)	3	6	-30	
Weston Road/ Toryork Drive with a potential westbound left turn phase (signalized)	Overall				B (0.69)	16		
	EB – L				D (0.24)	51	16	-15
	EB – TR				B (0.69)	17	29	-27
	WB – L				D (0.42)	55	24	-40
	WB – TR	Not required	Not required	Not required	C (0.20)	21	17	-17
	NB – L				B (0.39)	14	36	-19
	NB – TR				B (0.22)	13	50	-28
	SB – L				B (0.07)	12	10	-10
	SB – T				B (0.45)	14	93	-88
SB – R				A (0.08)	1	2	-6	
Finch Avenue W/ Milvan Drive/ Rumike Road (signalized)	Overall	B (0.62)	12		B (0.73)	18		
	EB – L	A (0.24)	9	14	C (0.58)	33	42	-30
	EB – TR	A (0.56)	9	91	B (0.52)	12	90	-250
	WB – L	A (0.09)	8	5	B (0.09)	12	7	-30
	WB – TR	A (0.41)	7	54	B (0.61)	14	114	-270
	NB – L	D (0.62)	44	42	C (0.54)	33	40	-15
	NB – TR	C (0.26)	24	19	B (0.21)	19	21	-200
	SB – L	D (0.54)	41	33	D (0.73)	42	58	-70
	SB – T	C (0.14)	28	16	C (0.28)	25	31	-175
SB – R	A (0.17)	9	9	C (0.41)	22	32	-100	
Finch Avenue W/ Jayzel Drive/ (unsignalized)	Overall	B (0.59)	11		C (0.94)	28		
	EB – L	A (0.02)	10	3	C (0.20)	22	10	-15
	EB – TR	A (0.47)	10	115	C (0.67)	23	121	-270
	WB – L	B (0.19)	12	15	D (0.64)	49	41	-30
	WB – TR	A (0.36)	9	81	C (0.64)	23	115	-550
	NB – L	E (0.59)	56	26	F (0.94)	98	64	-15
	NB – TR	A (0.27)	10	12	A (0.16)	8	12	-200
	SB – LTR	C (0.09)	33	7	C (0.43)	33	19	-60

3.0 TRANSPORTATION PLANNING CONTEXT IN THE AREA

3.1. Emery Village Secondary Plan

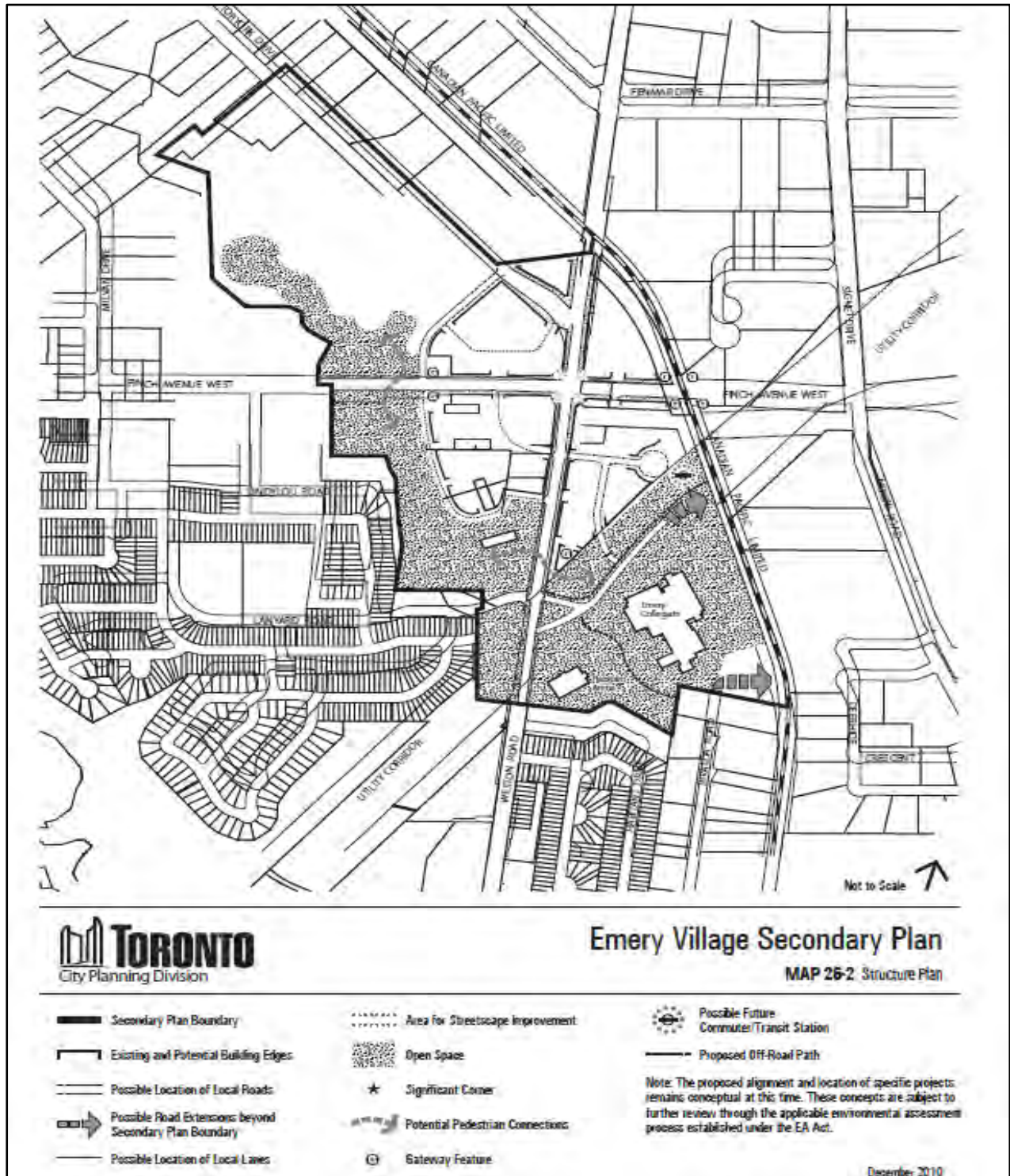
The subject site is located within the Emery Village Secondary Plan which was adopted by City Council in 2002 and approved by Ontario Municipal Board in 2002. The Emery Village Secondary Plan envisions the re-urbanization of the community to facilitate mixed-use development, reduce automobile dependency and increase streetscape improvements. The key objectives of the Secondary Plan include:

- to re-urbanize the Emery Village Community by providing new mixed-use development on an incremental basis consistent with the capacity of existing or planned infrastructure;
- to create a balance of high-quality commercial, residential, institutional and open space uses that reduce automobile dependency and meets the needs of the local community;
- to locate and mass new buildings to emphasize the intersection of Finch Avenue and Weston Road, and provide transitions between areas of different development intensity and scale;
- to enhance and extend the existing open space network;

- to provide a connected, attractive, safe and comfortable system of pedestrian bicycle routes;
- to improve streetscapes to create an attractive pedestrian environment; and
- to develop a new system of roads, to provide alternative routes to the Finch/Weston intersection, to create new development parcels and provide access to an enhanced open space network.

Figure 7 illustrates the Emery Secondary Plan Structure Plan.

Figure 7 – Emery Secondary Plan Structure Plan

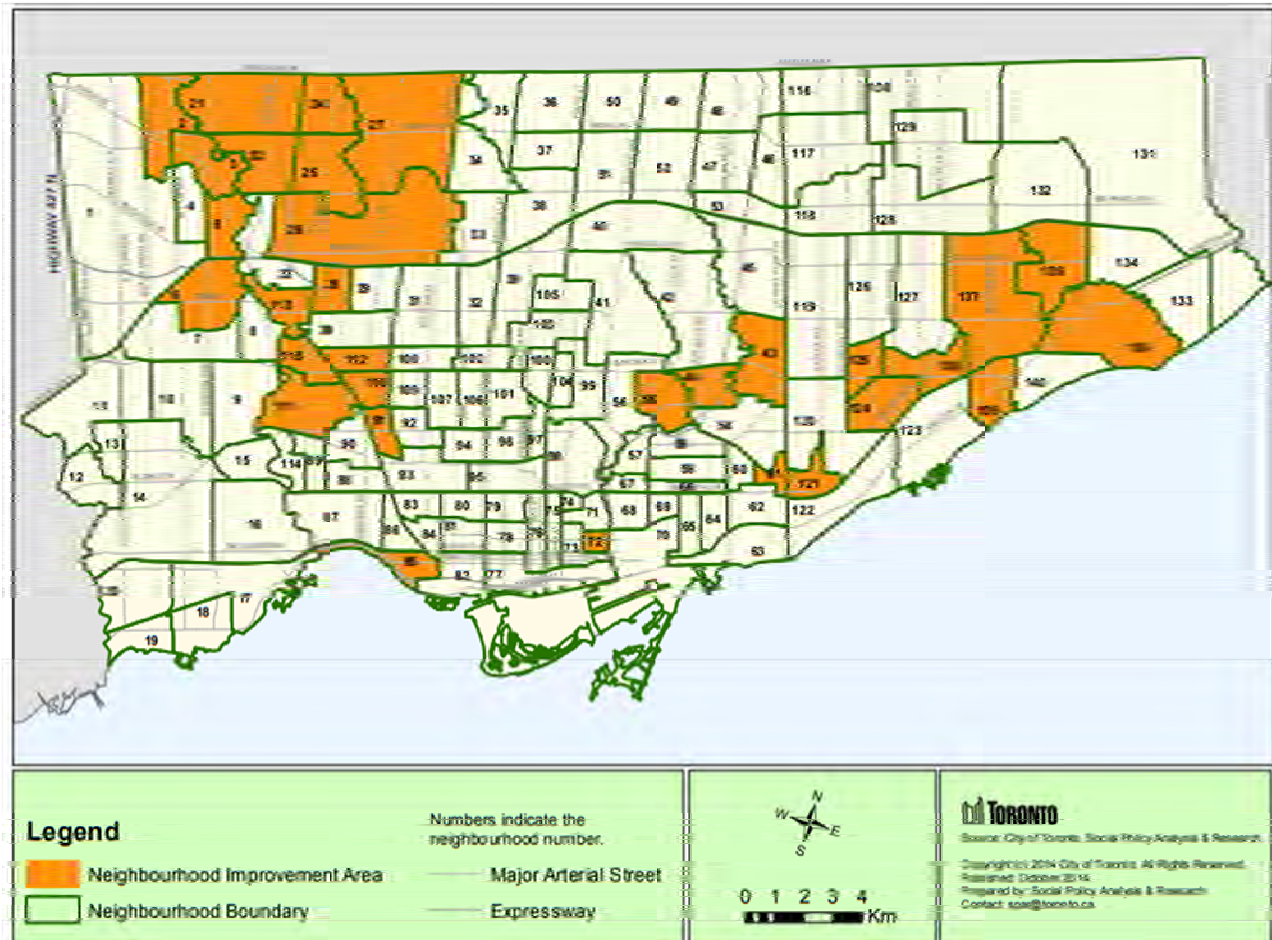


Source: Map 26-2 Structure Plan – 26 Emery Village Secondary Plan

3.2. Humbermede Neighbourhood Improvement

The subject site is also located within the Humbermede Neighbourhood Improvement Area. This is one of the 31 neighbourhoods identified as part of the Toronto Strong Neighbourhoods Strategy 2020 as falling below the Neighbourhood Equity Score and requiring special attention. Neighbourhood Improvement Areas are supported by Neighbourhood Action Teams to help strengthen the social, economic and physical conditions. **Figure 8** illustrates the Neighbourhood Improvement Areas in the City of Toronto.

Figure 8 – Neighbourhood Improvement Areas



Source: <https://www.toronto.ca/wp-content/uploads/2017/11/9112-TSNS2020actionplan-access-FINAL-s.pdf>

3.3. Land Use Context

This area is recognized as a culturally diverse with a rich history of immigrant entrepreneurship. There are existing mid-rise rental apartment buildings located west of the subject site and existing high-rise mixed-use buildings (some are under construction) on Weston Road south of Finch Avenue. There are also existing low-rise development to the south and east of the site. Employment areas are located to the north of the site, as well as south of the site along the Hwy 400 and Weston Road corridors. Existing commercial plazas are located along both sides of Weston Road between the existing CP rails and Islington Avenue.

The proposed redevelopment of the site will help revitalize the area and capitalize on the major transit infrastructure investments in the area including future Finch West LRT and Major Transit Station Area designation at the intersection of Finch Avenue W and Weston Road.

3.4. Transportation Planning Context

3.4.1. Transit

As indicated in Section 2.3, the proposed development is located adjacent to several existing TTC Bus Routes, and most importantly it is located adjacent to Finch West LRT and MTSa, which is currently under construction. The proposed development is also located approximately 4.5 km from the existing Finch West Subway Station on Line 1 Yonge-University at Keele Station. In addition, the site is located adjacent to TTC Bus Routes 106 Sentinel and about 250 m (less than 4 minute-walk) to TTC Bus Route 36 Finch West.

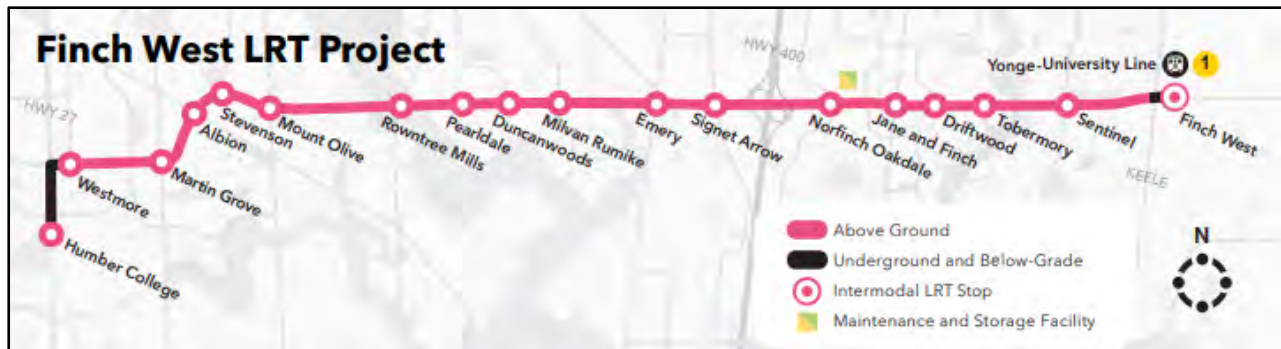
3.4.2. Future Finch West LRT

Based on the information provided on the Metrolinx website, the Finch West light rail transit (LRT project will bring 11 kilometres of modern, reliable rapid transit to northwest Toronto. It will have 18 stops, including 16 surface stops, plus an underground interchange station at Finch West (connecting to the new Toronto-York-Spadina Subway Extension), and one below-grade terminal stop at Humber College, connecting to other local transit services like GO, Miway, Viva, and Züm. It will provide rapid transit for the Jamestown, Rexdale and Black Creek neighbourhoods, providing vital connections between communities and supporting growth in northwest Toronto. In May 2018, Mosaic Transit Group was awarded a contract by Infrastructure Ontario (IO) and Metrolinx to design, build, finance and maintain the new Finch West LRT line.

The Finch West LRT will provide the economic boost Northwest Toronto needs. It's going to cut travel and connection times, fuel economic growth and make the community a better place to live and play. It is also expected to provide environmental benefits by reducing car emissions and fossil fuel consumption with less cars travelling in the area. When in operation, the Finch West LRT is expected to move 46,000 passengers each weekday. Metrolinx and Mosaic Transit Group are committed to hiring from the community, providing opportunities for apprentices, as well as supporting small and medium-sized businesses and social enterprises.

There will be a proposed LRT Station at the Finch Avenue W/Weston Road intersection (Emery Station). The proposed development is located a few minutes walk to the future Emery LRT Station. The construction is underway and the anticipated project completion date is 2023. **Figure 9** illustrates the Finch West LRT Project Map.

Figure 9 – Future Finch West LRT Project Map

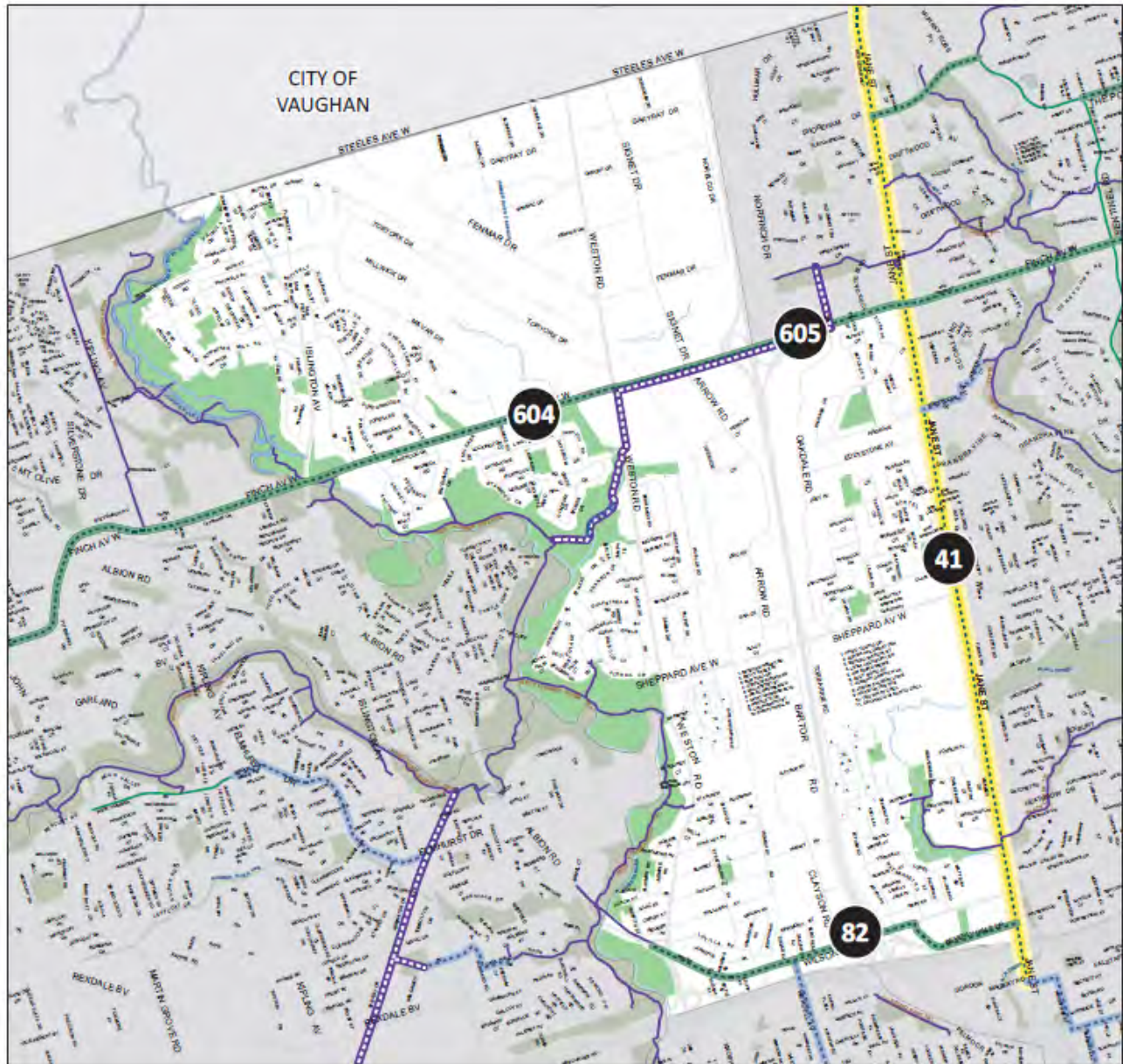


Source: www.Metrolinx.com

3.4.3. Active Transportation

As indicated in Section 2.2, the area is currently well-served by a complete network of sidewalk, however, the existing cycling network is limited to multi-use trails and there are no dedicated cycling lanes along Finch Avenue W or Weston Road. In the future, a cycling network has been identified in the City of Toronto Cycling Network to accommodate the active transportation needs in the area with bicycle lanes along Finch Avenue W and boulevard trails along Weston Road south of Finch Avenue W. **Figure 10** illustrates the existing and planned cycling network in the area.

Figure 10 – Cycling Network Plan



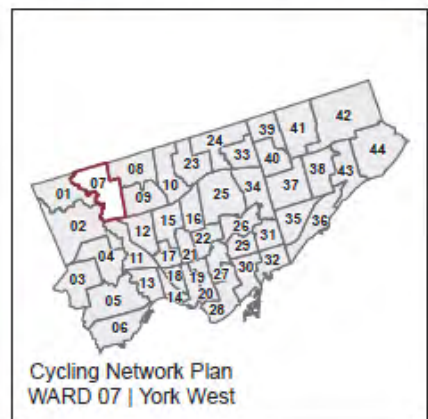
Legend

Cycling Network and Trails Plan	Existing Cycling Network
Bike Lanes Cycle Tracks	Bike Lanes Cycle Tracks
Trails Boulevard Trails	Trails Boulevard Trails
Quiet Street Routes	Quiet Street Routes
Tunnels and Bridges	
Major Corridor Studies	

On June 9, 2016 Council Directed that a future study on Jane Street (Steeles to South of 401) may be considered as part of the Cycling Network Plan 2 Year Review Report

Data source: City of Toronto / IBI Group, 2016
 Projection: NAD 1927 MTM 3
 Date: April 2016
 Cartography: Vélo Québec

0 500 1000 m



Source: City of Toronto Cycling Network Plan Maps by Ward

3.4.4. Emery Village Road 2A Municipal Class EA Study

Nextrans has reviewed the Staff Report dated March 30, 2016 entitled Emery Village Road 2A Municipal Class Environmental Assessment Study. The following information was obtained from this Staff Report and Cole Engineering November 3, 2016 Class Environmental Assessment Study Report Summary.

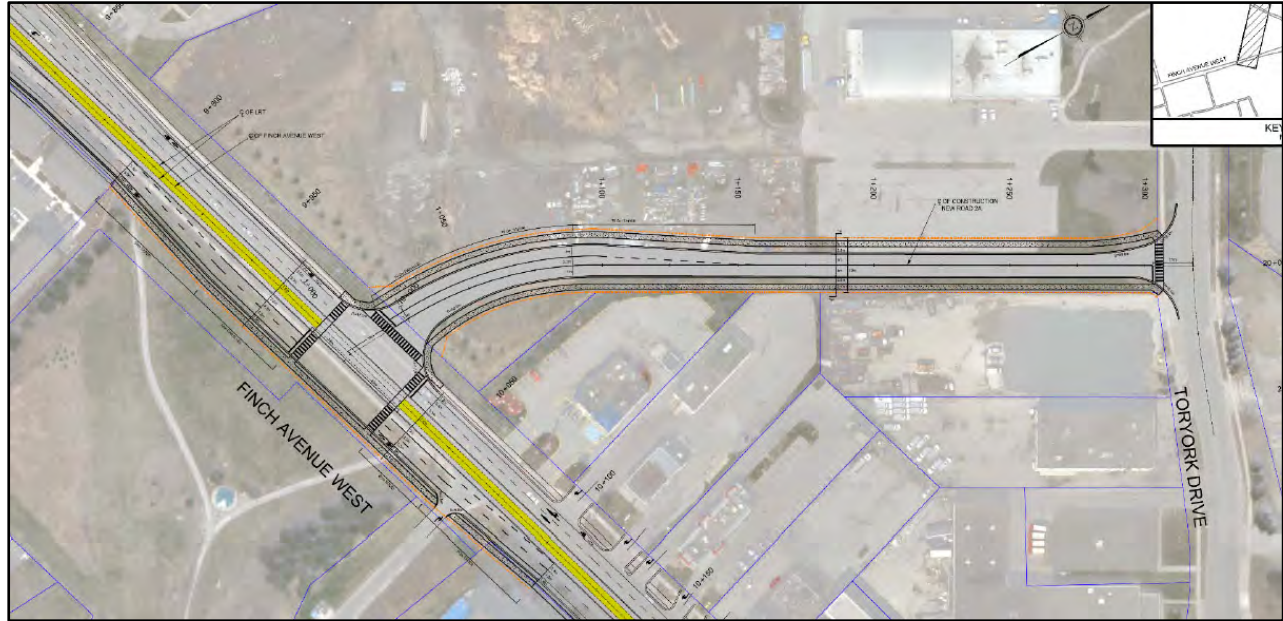
Road 2A is a new road link between Finch Avenue West and Toryork Drive, west of Weston Road, as identified in the Emery Village Secondary Plan Study. This road will alleviate congestion at the Finch Avenue West/Weston Road intersection and provide improved access for heavy trucks to/from the industrial area in the northwest quadrant. Operational improvements to the Finch Avenue West/Weston Road intersection will also improve the future Finch West LRT operations.

The Environmental Assessment (EA) was carried out in accordance with the requirements for Schedule 'C' Projects, completing Phases 3 and 4 in accordance with the Municipal Class EA. The recommended plan includes a new 20 metre (m) wide north/south public road right-of-way that consists of 2.9 m wide boulevards and 2.1 m wide sidewalks on both sides of the street. Road 2A will form a new signalized intersection with Finch Avenue West and a new stop-controlled intersection with Toryork Drive. **Figure 11** illustrates the recommended plan and cross-section for Road 2A (Attachment 5 of the Staff Report dated March 30, 2016), with **Figure 12** illustrates the preferred intersection layout based on Cole Engineering November 3, 2016 ESR Summary Letter. These configurations will be reflected in the analysis.

Figure 11 – Recommended Plan and Cross-Section for Road 2A



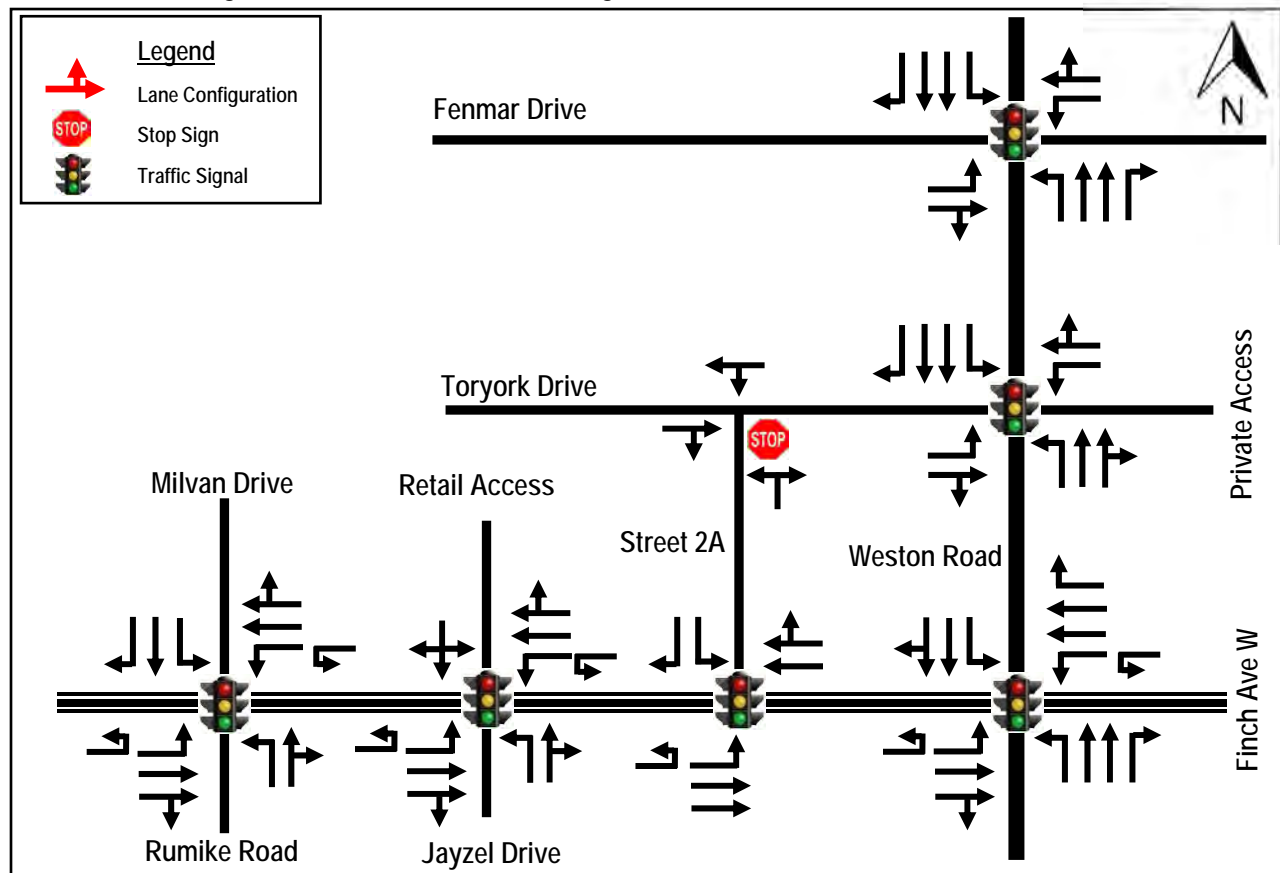
Figure 12 – Preferred Lane Configurations and Intersection Control



3.4.5. Future and Assumed Lane Configurations Along Finch Avenue W

The future and assumed lane configurations along Finch Avenue W are illustrated in Figure 13 based on the Finch West LRT design templates and Road 2A lane configurations illustrated in Figure 12. These lanes configurations are consistent with other background transportation studies in the area.

Figure 13 – 2026 Future Lane Configurations and Intersection Control Devices



4.0 FUTURE BACKGROUND CONDITIONS

4.1. Analysis Horizon

For the purposes of this assessment and to be consistent with the previous assessment, a five-year horizon (2021 to 2026) has been carried out for analysis. This is consistent with the City of Toronto’s Traffic Impact Study Guidelines and background studies conducted in the area.

4.2. Future Background Corridor Growth

Historical data review and regression analysis were conducted in the area to determine a potential corridor traffic growth for the intersections considered in the analysis. The assessment indicates that there is a stagnant traffic growth trend on Finch Avenue W and Weston Road corridors.

This could be explained by the fact that there were significant transit services and improvements in the area, the opening of the new Toronto-York Spadina Subway Extension (Finch West Station), and the changes in land uses in the area (i.e. more rental developments).

For the purposes of this assessment and consistent with other background studies in the area, 1% growth per annum (compounded) or a total of 7% (2019 to 2026) will be applied to the through movements on Finch Avenue W, Weston Road and Toryork Drive.

This assessment is conservative given the future diversion of commuter to the Finch West LRT, as well as an inclusion of the background developments in the area.

Figure 14 illustrates the historical data analysis.

Figure 14 – Traffic Growth Analysis for Finch Avenue W and Weston Road

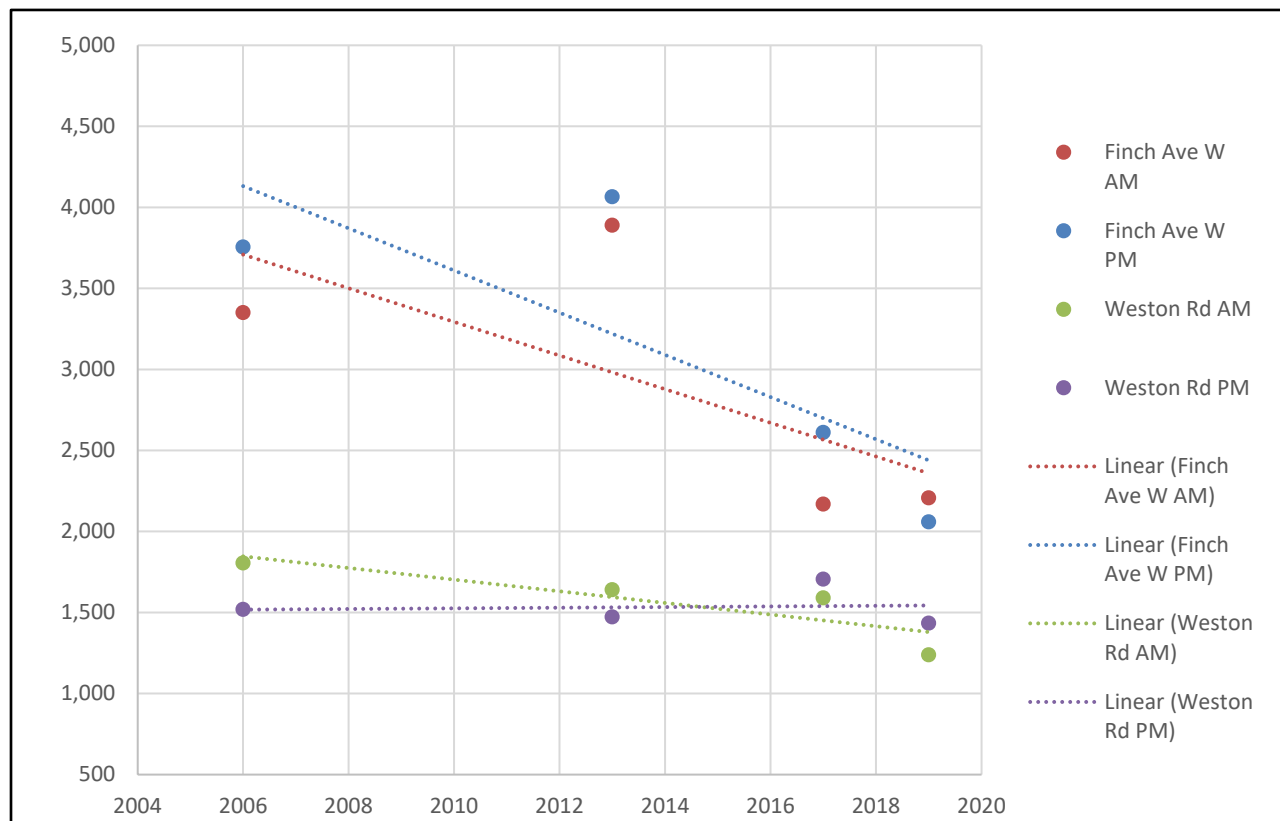
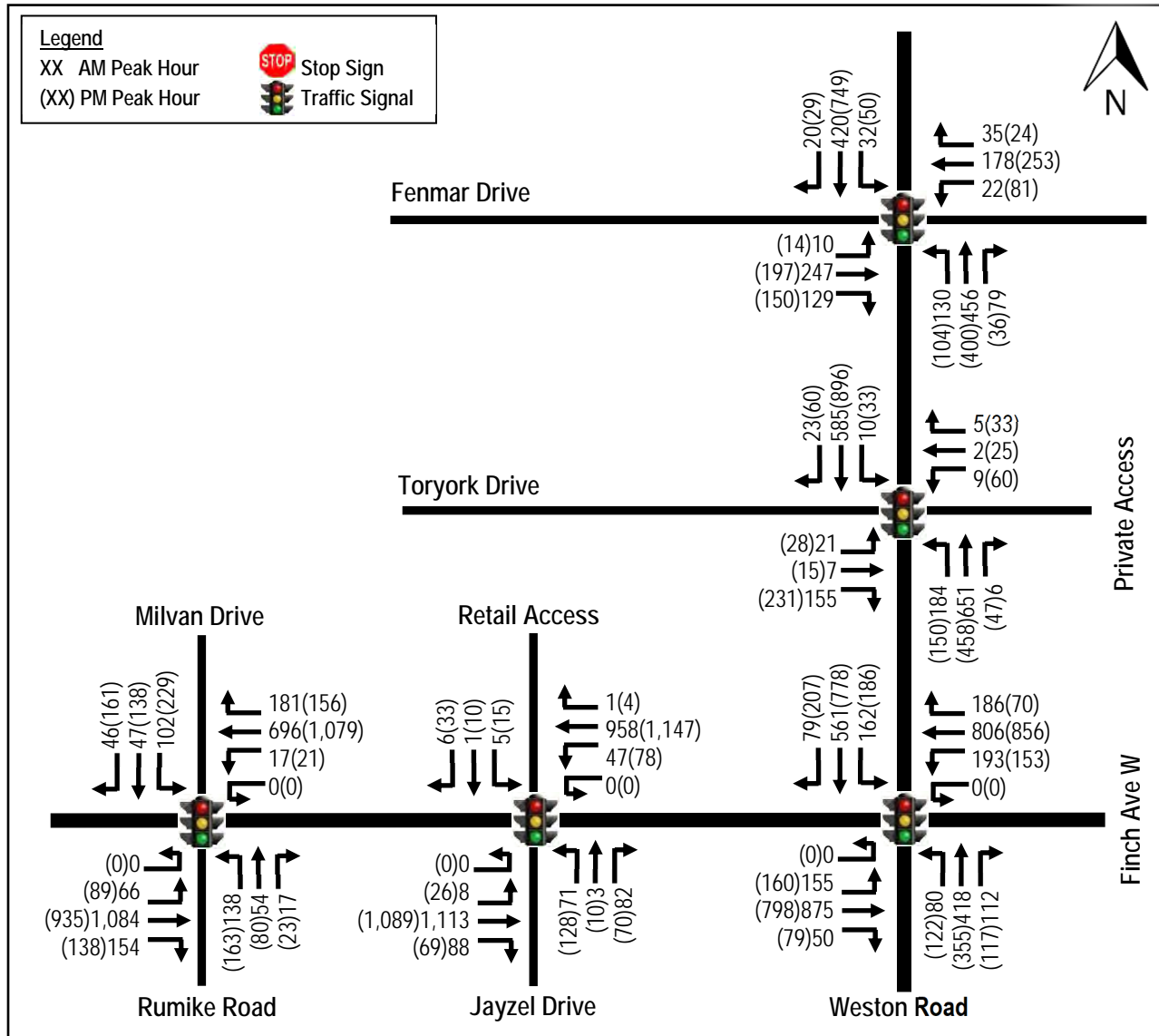


Figure 15 illustrates the background through growth for the area road network.

Figure 15 – 2026 Background Through Growth Traffic Volumes



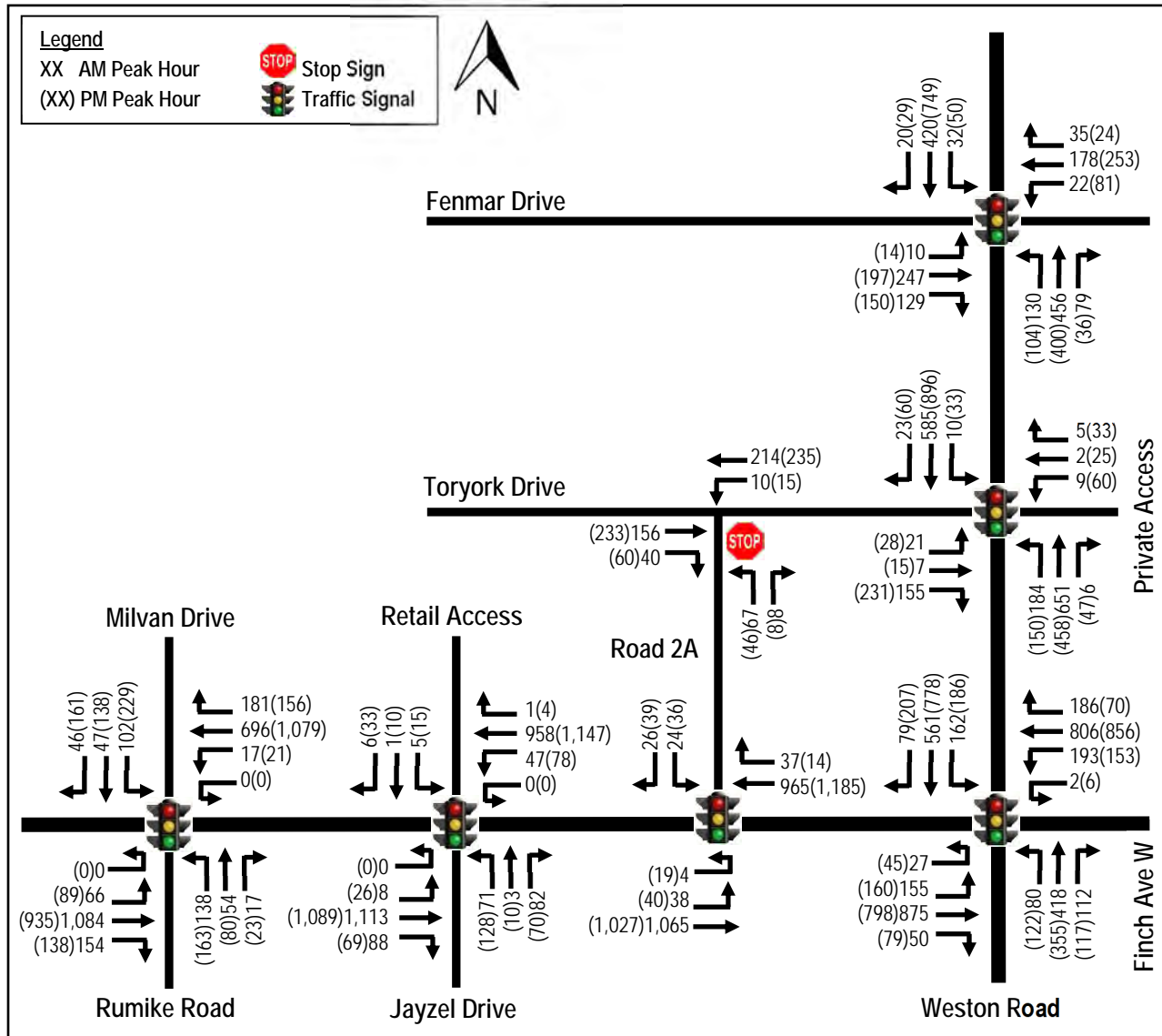
4.3. Future Traffic Diversion Due to Road 2A and Finch West LRT

As indicated in the previous section of this Study, the transportation network in the area will be changed significantly with the completion of the Finch West LRT by 2023, as well as the construction of Road 2A to divert the heavy truck traffic from the Weston Road and Finch Avenue W intersection to improve the LRT operation and facilitate pedestrian/cyclist crossing the intersection. Given that there will be centre dedicated transit lanes along Finch Avenue W through this area, all existing unsignalized full moves accesses onto Finch Avenue W will be restricted to right-in/right-out and some of the existing left turn traffic in and out of these sites will be required to make U-turns at the signalized intersections. For the purposes of this assessment and to be consistent with other background transportation studies in the area, this information is obtained from LEA Consulting TIS dated December 18, 2020. In addition, with the completion of Road 2A to support LRT operation along Finch Avenue W, the existing heavy truck traffic that are currently making left turns at the Finch Avenue W/Weston Road and Weston Road/Toryork Drive intersections will be diverted to Road 2A. Since this information was not included in any of the background transportation studies in the area, for the purposes of this assessment, the following methodology was utilized with regards to the diversion of traffic from the Finch Avenue

W/Weston Road intersection to Road 2A. **Figure 16** illustrates the future traffic diversion due to Road 2A and Finch West LRT.

- Based on Nextrans review of the truck traffic volumes for the Finch Avenue W/Weston Road intersection, the truck volume percentage is ranging from 1% to 16% for the eastbound left, northbound through and westbound right turns;
- The diversion distribution and assignment are based on the 2016 TTS data outlined in Section 5 of this Study;
- Some typical/normal traffic will be diverted to Road 2A, based on the capacity constrains at the Weston Road/Toryork Drive and Finch Avenue W/Weston Road intersection. Therefore, a total of 20% diversion (both trucks and normal traffic) is assumed to Road 2A

Figure 16 – Future Traffic Diversion Due to Road 2A and Finch West LRT



4.4. Background Development Applications

A full review of active developments within the study area was conducted based on the information extracted from the City of Toronto’s Development Portal and background transportation studies conducted in the area. Nextrans’ review indicates that there several rental redevelopment project applications in the area. **Table 5** below summarizes the

background developments in the area.

Table 5 – Background Developments in the Area

Proposed Development Location	Development Descriptions	Trip Generation and Sources
3400 Weston Road	480 residential dwelling units and a daycare	LEA Consulting TIS Dated August 20, 2020
3400 Weston Road subsequent phases	514 Residential Units	LEA Consulting TIS Dated May, 2017
2345 Finch Avenue W & 3415-3499 Weston Road	2,237 residential dwelling units and 1,203 m ² retail GFA	LEA Consulting TIS Dated December 18, 2020
2440 Finch Avenue W	Proposed gas station with 6 fuelling stations and a 76.5 m ² convenience store	Trans-Plan TIS Dated October 25, 2019
2370 Finch Avenue W	194 residential dwelling units and 3,575 ft ² of commercial GFA	C.F. Crozier & Associates Inc. Dated June, 2019

For the purposes of this assessment, the background development traffic volumes were extracted from the three Transportation Impact Studies noted above (Appendix C). Figure 17 illustrates the background development site generated traffic volumes in the study area, with Figure 18 illustrating the 2026 future background traffic volumes.

Figure 17 – Background Development Traffic Volumes

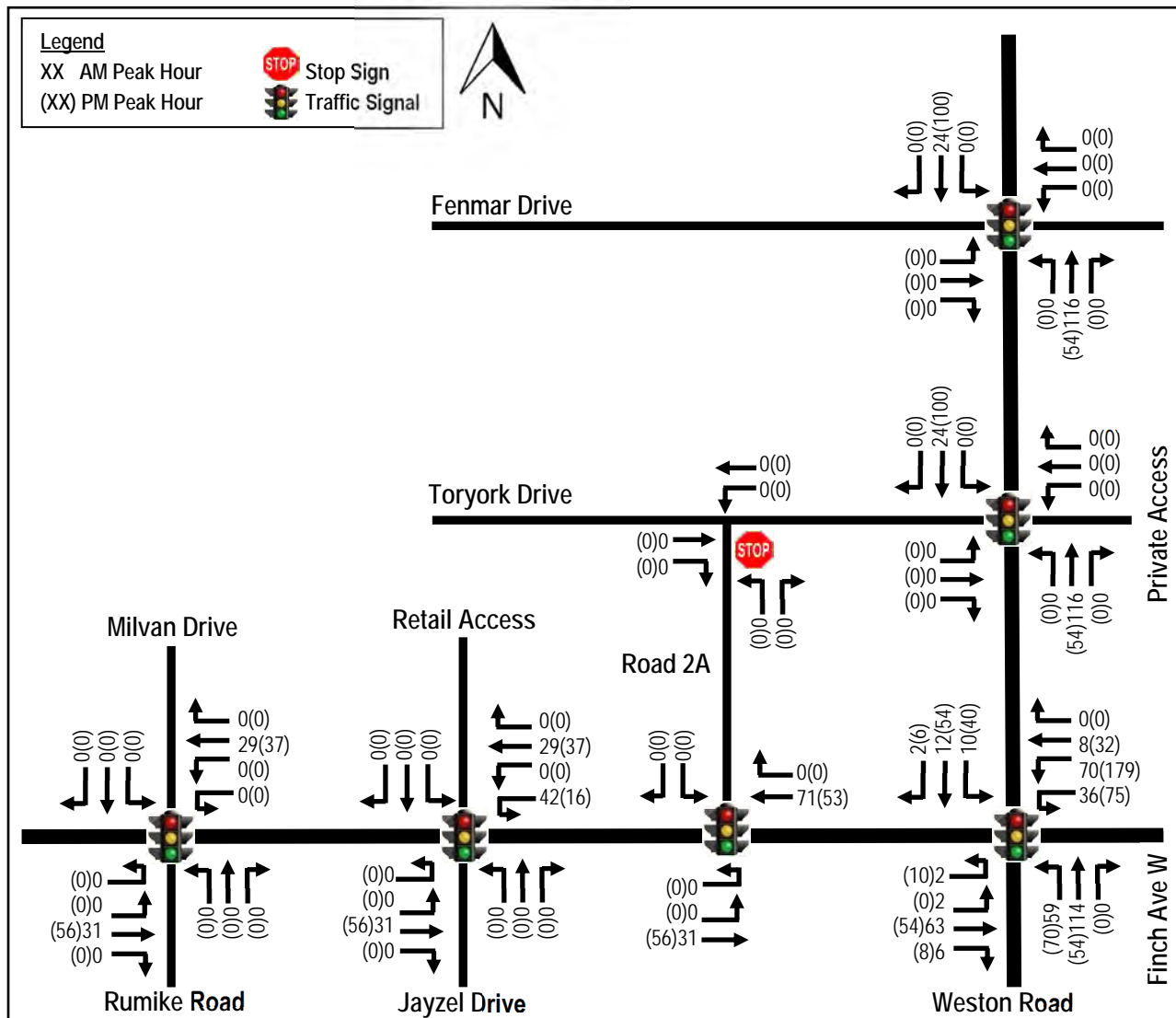
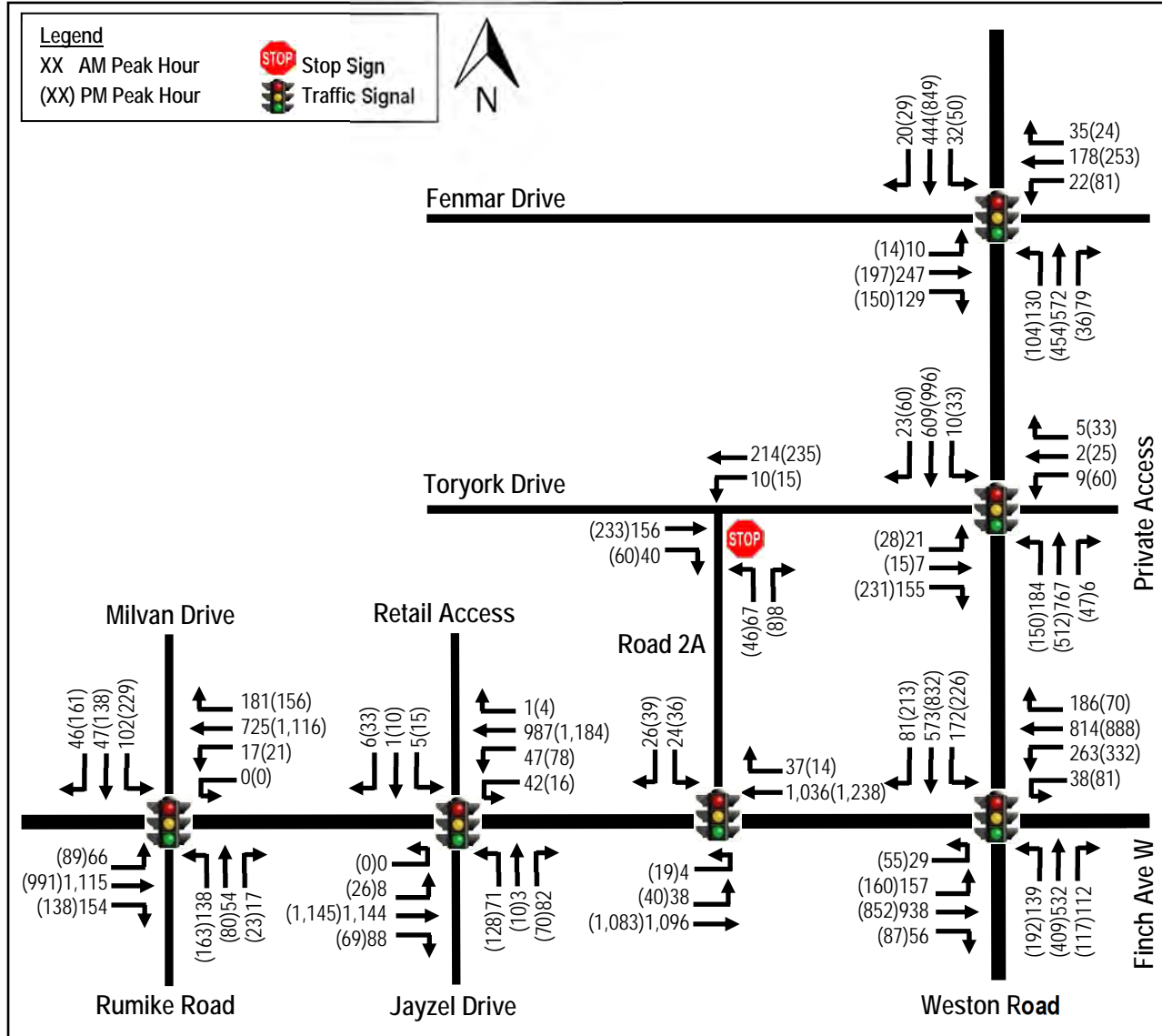


Figure 18 – 2026 Future Background Traffic Volumes



4.5. Future Background Traffic Assessment

The estimated 2026 future background traffic volumes are illustrated in Figure 12, and were analyzed using Synchro Version 11 software. The detailed calculations are provided in Appendix D and summarized in Table 6.

Table 6 – 2026 Future Background Levels of Service

Intersection	Key Movement	Weekday AM Peak Hour			Weekday PM Peak Hour			Available Storage Length
		LOS (v/c)	Delay (s)	Queue 95 th (m)	LOS (v/c)	Delay (s)	Queue 95 th (m)	
Finch Avenue W/ Weston Road (signalized)	Overall	D (0.90)	50		F (1.28)	97		
	EB – L	F (0.75)	81	85	F (0.81)	88	97	~75
	EB – TR	D (0.87)	42	185	F (1.28)	178	239	~550
	WB – L	F (0.89)	81	137	F (1.05)	107	207	~100
	WB – T	D (0.61)	36	130	E (0.89)	58	185	~580
	WB – R	A (0.29)	5	17	A (0.19)	2	1	~100
	NB – L	D (0.73)	55	48	F (1.05)	114	101	~30
	NB – T	E (0.74)	58	99	D (0.46)	43	73	~430
	NB – R	A (0.31)	8	14	A (0.25)	4	9	~100
	SB – L	E (0.78)	58	60	C (0.59)	31	65	~50
SB – TR	E (0.90)	67	129	F (1.08)	104	233	~150	

Finch Avenue W/ Weston Road with 20% traffic reduction due to future Finch West LRT (signalized)	Overall				E (0.99)	77		
	EB – L				F (0.80)	84	104	-75
	EB – TR				F (0.96)	81	186	-550
	WB – L				F (0.98)	98	221	-100
	WB – T				D (0.64)	49	143	-580
	WB – R	--	--	--	A (0.20)	9	13	-100
	NB – L				F (0.96)	96	108	-30
	NB – T				D (0.37)	47	66	-430
	NB – R				A (0.27)	8	17	-100
	SB – L				D (0.59)	40	76	-50
SB – TR				F (0.99)	118	210	-150	
Weston Road/ Fenmar Drive (signalized)	Overall	C (0.89)	24		C (0.82)	25		
	EB – L	C (0.05)	32	6	C (0.09)	31	8	-30
	EB – TR	E (0.89)	63	138	D (0.82)	51	108	-150
	WB – L	D (0.24)	41	13	F (0.79)	83	44	-30
	WB – TR	D (0.53)	41	69	D (0.67)	46	88	-160
	NB – L	B (0.26)	11	26	B (0.40)	18	34	-35
	NB – T	A (0.28)	10	43	B (0.23)	10	42	-450
	NB – R	A (0.08)	2	6	A (0.04)	3	5	-40
	SB – L	A (0.08)	9	8	B (0.11)	11	13	-85
	SB – T	A (0.22)	9	33	B (0.42)	12	86	-180
SB – R	A (0.02)	2	2	A (0.04)	4	5	-35	
Weston Road/ Toryork Drive (signalized)	Overall	A (0.60)	8		B (0.69)	14		
	EB – L	D (0.17)	50	13	D (0.24)	51	16	-30
	EB – TR	B (0.60)	17	23	B (0.69)	17	29	-45
	WB – L	D (0.15)	51	8	D (0.42)	45	24	-10
	WB – TR	C (0.05)	32	5	C (0.20)	21	17	-50
	NB – L	A (0.34)	4	16	A (0.45)	9	20	-25
	NB – TR	A (0.32)	4	38	A (0.26)	6	38	-145
	SB – L	A (0.03)	7	3	B (0.08)	13	11	-25
	SB – T	A (0.31)	8	48	B (0.53)	16	120	-475
	SB – R	A (0.03)	0	0	A (0.08)	1	2	-30
Finch Avenue W/ Milvan Drive/ Rumike Road (signalized)	Overall	B (0.66)	19		C (0.88)	27		
	EB – L	D (0.40)	42	25	D (0.51)	50	45	-30
	EB – TR	B (0.66)	15	155	B (0.63)	18	145	-250
	WB – L	D (0.13)	40	10	D (0.16)	41	11	-30
	WB – TR	B (0.56)	16	102	C (0.88)	32	178	-270
	NB – L	D (0.62)	44	42	C (0.55)	33	41	-15
	NB – TR	C (0.22)	24	19	B (0.21)	19	22	-200
	SB – L	D (0.54)	41	33	D (0.73)	42	58	-70
	SB – T	C (0.14)	28	16	C (0.28)	25	31	-175
	SB – R	A (0.16)	3	4	A (0.34)	7	16	-100
Finch Avenue W/ Jayzel Drive/ (unsignalized)	Overall	B (0.67)	19		D (0.96)	45		
	EB – L	D (0.06)	44	6	D (0.26)	51	14	-15
	EB – TR	C (0.67)	21	192	D (0.96)	49	192	-270
	WB – L	D (0.45)	49	35	F (0.78)	86	53	-30
	WB – TR	B (0.43)	12	121	C (0.84)	34	185	-550
	NB – L	E (0.59)	56	27	F (0.96)	103	65	-15
	NB – TR	A (0.27)	10	12	A (0.17)	9	13	-200
	SB – LTR	C (0.09)	33	7	C (0.43)	33	19	-60
Finch Avenue W/ Street 2A/ (unsignalized)	Overall	C (0.71)	22		A (0.50)	7		
	EB – L	E (0.37)	69	26	E (0.45)	70	33	-30
	EB – T	C (0.61)	23	141	A (0.39)	3	47	-290
	WB – TR	B (0.71)	19	193	A (0.50)	4	39	-275
	SB – L	C (0.04)	30	12	E (0.27)	66	23	-30
SB – R	A (0.06)	10	7	C (0.31)	23	12	-80	
Toryork Drive/ Future Road 2A (unsignalized)	EB – TR	A (0.13)	0	0	A (0.19)	0	0	-250
	WB – TL	A (0.01)	0	0	A (0.01)	1	0	-250
	NB – LR	B (0.14)	12	4	B (0.12)	13	3	-55

Under the 2026 future background traffic conditions, with the Finch West LRT and Future Road 2A, all the intersections considered are expected to operate at acceptable levels of service, with the exception of the through movements during the afternoon peak hour at the Finch Avenue W/Weston Road intersection.

This is due to the fact that the signal will be prioritized for the future Finch West LRT and U-turn movements (fully protected phase) and the elimination of the existing third shared through/lane at the Finch Avenue W/Weston Road intersection. The potential mitigation measures include adding exclusive right turn lane for the eastbound and southbound at the Finch Avenue W/Weston Road intersection.

However, Nextrans does not recommend these improvements because it will add additional crossing distance for pedestrians and cyclists at the intersection. There are potential physical constraints at the intersection to obtain additional lands to build these additional lanes. In addition, as per Emery Village Secondary Plan objective and policy, the area should provide a connected, attractive, safe and comfortable system of pedestrian bicycle routes, and not prioritize private vehicle traffic.

Therefore, the analysis indicates that the proposed lane configurations for both the Finch Avenue W/Weston Road and Finch Avenue W/Future Road 2A intersections are appropriate to prioritize other modes of transportation rather than private automobiles. Instead of physical intersection improvements such as addition turning lanes, Nextrans recommends the following measures:

- All new developments in the area should reduce vehicle parking supply to discourage private car ownership and encourage alternative modes of transportation such as transit, walking, cycling and carpooling; and
- All new developments should provide Transportation Demand Management measures and incentives, where appropriate, to encourage alternative modes of transportation to and from the area

Nextrans has conducted a sensitivity analysis for the afternoon peak hour with a potential reduction of 20% through traffic at the Finch Avenue W/Weston Road intersection as a result of the future Finch West LRT. With this provision and potential signal timing optimization, this intersection is expected to operate at acceptable levels of service.

5.0 SITE TRAFFIC

5.1. Proposed Development

As indicated, the proposed development consists of four high-rise towers in three development blocks, with a total of 1,275 residential dwelling units and approximately 1,024 m² (11,022 m²) of ground related retail gross floor area. The followings are the detailed breakdown of the proposed development:

- Tower A – 393 dwelling units (Block 1) and 598 m² retail GFA
- Towers B and C – 601 dwelling units (Block 2) and 426 m² of retail GFA
- Tower D – 281 dwelling units (Block 3)
- Total Development – 1,275 dwelling units and 1,024 m² of retail GFA

To be consistent with the previous assessment, the 2016 Transportation Tomorrow Survey (TTS), background transportation study trip rates, *Trip Generation Manual, 10th Edition* published by the Institute of Transportation Engineers (ITE) were reviewed to estimate the trip distribution and site trip generation for the proposed development.

It should be noted that given there are various trip generation rates used in the background transportation impact studies for the area, Nextrans will provide a comparison for various rates used in the area against ITE rates and will utilize the most appropriate rates based on the analysis.

5.2. Modes of Travel Assessment in the Area

Table 7 summarizes the travel mode split information, based on the review of the 2016 Transportation Tomorrow Survey data, for Traffic Zones 385, 402 and 403. Given that not all traffic zones contain residential and some contain both employment and residential, it is appropriate to review several traffic zones instead of just one Traffic Zone 402. The detailed 2016 TTS data extraction is included in **Appendix E**.

Table 7 – Modes of Travel based on 2016 TTS Data for Traffic Zones

Type	Time	Trips Made by Traffic Zones 396, 397, 398 and 399				
		Auto Driver	Auto Passenger	Transit	Cycle	Walk
Residential	AM Peak Period (6:00 – 9:00)	35%	7%	41%	0%	17%
	PM Peak Period (4:00 – 7:00)	48%	19%	32%	0%	1%

Based on the information outlines in the table above, for the residential land use, the predominant modes of travel in the area are non-auto modes (walking, cycling, transit and carpooling), which account for nearly 65% during the morning and 52% during the afternoon peak periods. It should be noted that the information noted above is based on the 2016 TTS, which does not include the opening of the Finch West Subway Station in December 2017. It is anticipated that the non-auto mode share would be significantly higher in the next Transportation Tomorrow Survey cycle.

5.3. Site Trip Generation

Nextrans has reviewed various background traffic impact studies prepared for various active background developments in the area. **Table 8** summarizes the various trip generations in these studies.

It should be noted that for the ITE trip rates, the trip generation forecasts were undertaken using the information contained in the *Trip Generation Manual, 10th Edition* published by the Institute of Transportation Engineers (ITE). For the purposes of this assessment, the ITE Land Use Codes (LUC) 222 “Multifamily Housing High-Rise Dense Multiuse Urban” average rates and fitted curve equations have been utilized. This is similar to the methodologies used in the background transportation study prepared for 2370 Finch Avenue by C.F. Crozier.

It should be noted that the “Multifamily Housing High-Rise with First Floor Commercial” Land Use Category can also be used, however, the sample size is very small and may not be representative. The detail calculations are included in **Appendix F**, including the ITE Trip Generation Manual excerpts, as requested by the City staff.

Based on the information outlined in the table below, it appears that LEA Consulting utilized trip generation rates that are higher than the ITE trip rates and that are based on proxy site survey. However, given that the Emery Village Secondary Plan is going through a major transformation with the future Finch West LRT, new road connections, new and enhanced active transportation network, therefore, the existing trip generation and trip patterns in the area will change significantly in the future.

Table 8 – Trip Generation Rates Comparison

Background Development TIS	Magnitude (units)	Parameters	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
2345 Finch Ave W (LEA TIS Dec, 2020)	2,237 units	Trip Rates (Proxy site)	0.06	0.22	0.27	0.17	0.13	0.30
3400 Weston Road (LEA TIS Aug, 2020)	480 units	Trip Rates (Proxy site)	0.14	0.25	0.39	0.16	0.11	0.27
2370 Finch Ave W (Crozier TIS Jul, 2019)	194 units	Trips Rates (ITE)	0.03	0.20	0.23	0.13	0.05	0.18
ITE Trip Rates for LUC 222	Average of 264 units	Average Trip Rates	0.03	0.18	0.21	0.13	0.06	0.19
ITE Trip Rates for LUC 222	Proposed development with 1,275 units	Fitted curve equations	0.02	0.17	0.19	0.10	0.04	0.14

As there appears to be two different set of proxy trip rates were utilized in the LEA Consulting transportation studies and Nextrans cannot verified it, for the purposes of this assessment, the average ITE trip rates will be utilized in this Study. The fitted curve equations appear to be sensitive to the numbers of proposed units, in this case, the more unit, the lower the trip rates. Based on the comparison above, the average trip rates are higher than the fitted curve equations for the proposed development, therefore, the use of average ITE trip rates are appropriate and justified. To be conservative, a no transit modal split will be applied to the average ITE Trip rates.

For the purposes of this assessment, the ITE Land Use Code (LUC) 820 “Shopping Centre General Urban/Suburban” average equations have been utilized for the proposed development. Given that the proposed retail/commercial

component is quite small and located at the bottom of the fitted curb equation where the average rate is similar to the fitted curve. For this reason, the average rates were utilized in the analysis.

It is anticipated that the small-scale ground related retail of only 1,024 m² (11,022 ft²) gross floor area will only serve the new residents who live in the proposed buildings, or in the immediate area residents who can walk or bicycle to shop at the proposed development. It is not anticipated to serve larger catchment area and therefore is expected to generate minimal car trips to and from the proposed retail/commercial development.

However, for the purposes of this assessment and to be conservative, the retail/commercial component has been included in the analysis. The site trip generation is summarized in **Table 9**.

Table 9 – Site Trip Generation

ITE Land Use	Magnitude (units/GFA)	Parameters	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily Housing (High-Rise) LUC 222 General Dense Multi-use Urban	1,275 units	Average Trip Rates	0.03	0.18	0.21	0.13	0.06	0.19
		Sub-total New Auto Trips	38	230	268	166	77	243
Shopping Centre LUC 820 General Urban/Suburban	11,022 ft ²	Trip Rates - Average Rates	0.58	0.36	0.94	1.83	1.98	3.81
		Sub-total New Auto Trips	6	4	10	20	22	42
Total New Auto Trips			44	234	278	186	99	285

Based on the analysis noted above, the proposed development is expected to generate:

- 278 total two-way auto trips (44 inbound and 234 outbound) and 285 total two-way auto trips (186 inbound and 99 outbound) during the AM and PM peak hours, respectively; and
- If a 20% modal split (non-auto) is applied, the proposed development is expected to generate 56 total two-way non-auto trips (9 inbound and 47 outbound) and 57 total two-way non-auto trips (37 inbound and 20 outbound) during the AM and PM peak hours, respectively.

5.4. Site Trip Distribution and Assignment

The 2016 Transportation Tomorrow Survey (TTS) data was reviewed for Traffic Zones 385, 402 and 403 in order to estimate the general trip distribution for the proposed development. **Table 10** summarizes the planning district/traffic zones distribution based on the 2016 TTS data, with **Table 11** summarizing the site trip assignment based on the 2016 TTS and existing transportation network in the area for the residential component of proposed development.

Table 10 – Site Trip Distribution

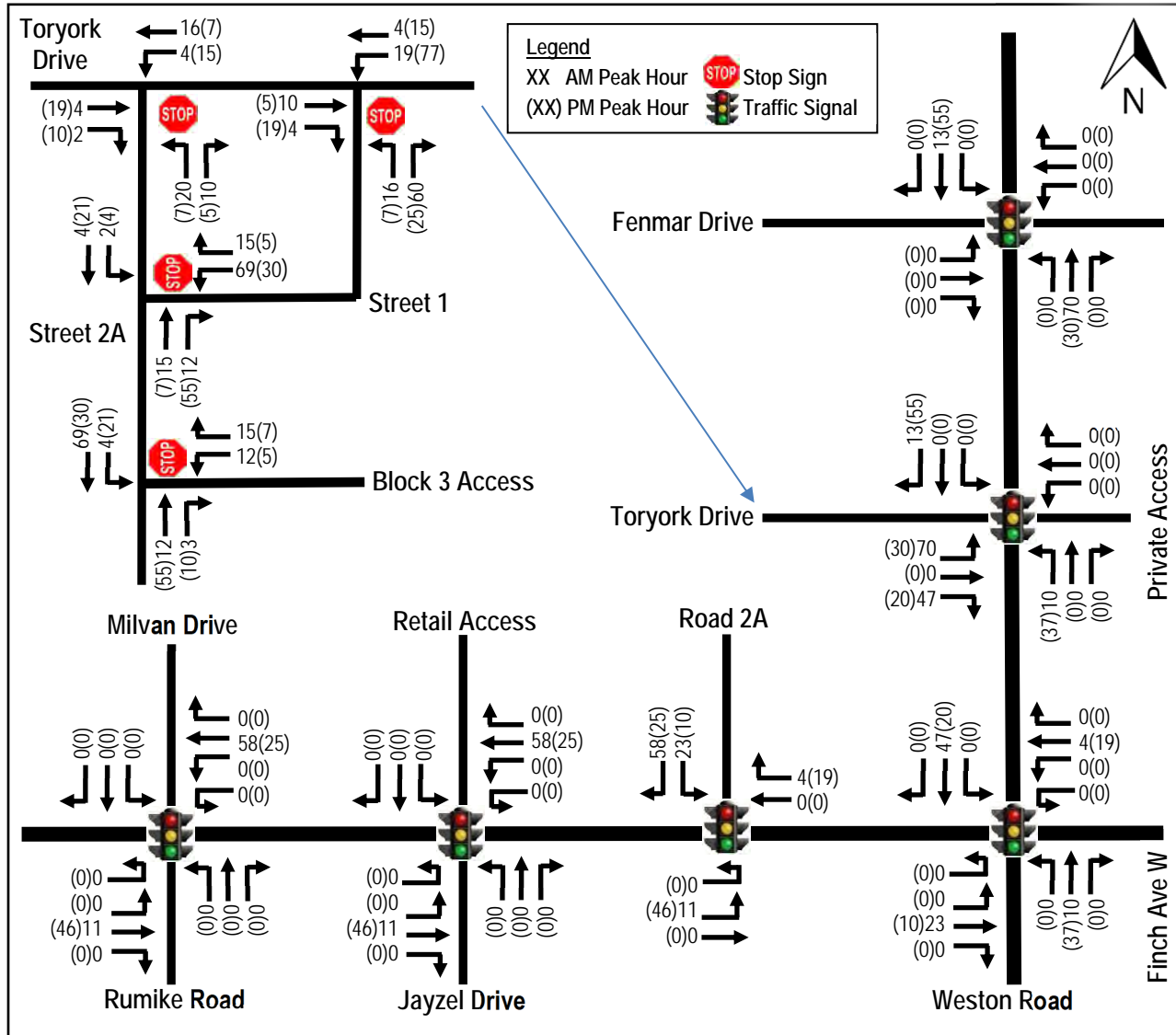
Mode	Toronto South	Toronto West	Toronto East	Toronto North	York Region	Peel Region	Halton Region	Durham Region	Total
Auto	29%	14%	21%	14%	36%	3%	1%	1%	100%
Transit	39%	15%	30%	13%	2%	1%	0%	0%	100%

Table 11 – Site Trip Assignment

General Direction (To/From)	Residential	
	Auto	Transit
North (Weston Road, Hwy 400)	45%	Finch West LRT Eastbound – 85%
South (Weston Road, Hwy 400)	20%	
East (Finch Avenue W)	10%	
West (Finch Avenue W)	25%	Finch West LRT Westbound - 15%
Total	100%	100%

Figure 19 illustrates the development generated traffic volumes. It should be noted that the auto site trip distribution and assignment have been taken into consideration the TTS information, existing turning restrictions, existing intersection operations and capacity constraints, future Finch West LRT and Road 2A.

Figure 19 – Site Traffic Volumes

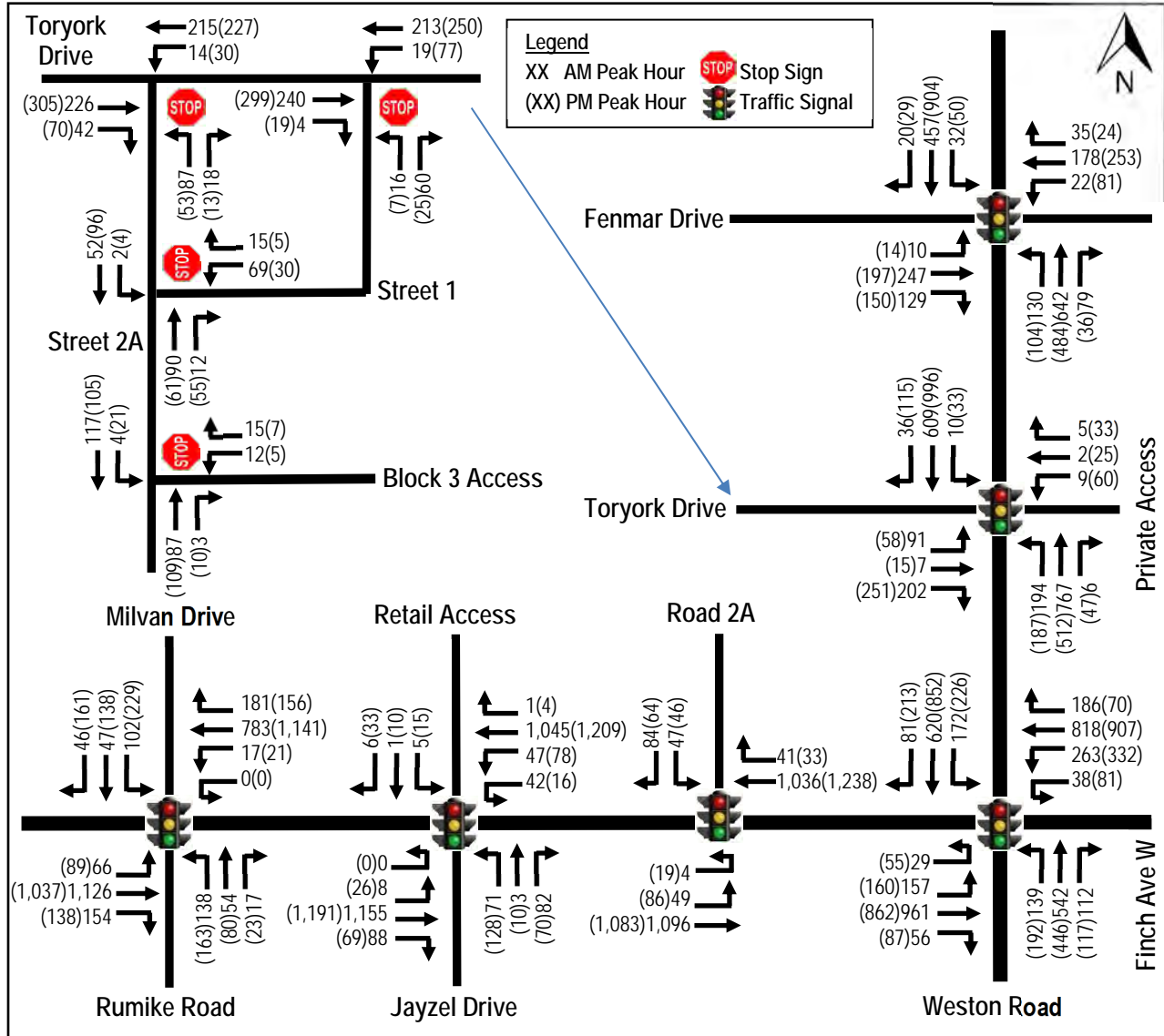


6.0 FUTURE TOTAL TRAFFIC CONDITIONS

6.1. Future Total Traffic Assessment for Auto Mode

The estimated future total traffic volumes (future background traffic volumes plus site generated traffic volumes) are illustrated in Figure 20, and were analyzed using Synchro Version 11 software. The detailed calculations are provided in Appendix G and summarized in Table 12 for the signalized intersections and Table 13 for the unsignalized intersections.

Figure 20 – 2026 Future Total Traffic Volumes



Under the 2026 future total traffic conditions, with the Finch West LRT and Future Road 2A, all the intersections considered are expected to operate at acceptable levels of service, with the exception of the through movements during the afternoon peak hour at the Finch Avenue W/Weston Road intersection. This is very similar to the future background traffic conditions as the proposed development will only add approximately 1 second to the through movement at this intersection.

This is due to the fact that the signal will be prioritize for the future Finch West LRT and U-turn movements (fully protected phase) and the elimination of the existing third shared through/lane at the Finch Avenue W/Weston Road intersection.

Similar to the future background analysis, Nextrans has conducted a sensitivity analysis with an anticipated 20% reduction of the car trips along the Finch Avenue W corridor with the completion of the Finch West LRT by 2023, which is well within the 2026 horizon year assessment. The analysis indicates that the intersection of Finch Avenue W/Weston Road is expected to operate at acceptable levels of service with all v/c ratio for critical movements are below 1.0. This confirms that the lane configurations for this intersection is appropriate.

Other potential mitigation measures include adding exclusive right turn lane for the eastbound and southbound at the Finch Avenue W/Weston Road intersection and an exclusive right turn lane for the westbound at the Finch Avenue W/Future Road 2A intersection.

However, Nextrans does not recommend these improvements because it will add additional crossing distance for pedestrians and cyclists at the intersection. There are physical constraints at the intersection to obtain additional lands to build these additional lanes. In addition, as per Emery Village Secondary Plan objective and policy, the area should provide a connected, attractive, safe and comfortable system of pedestrian bicycle routes, and not prioritize private vehicle traffic.

Therefore, the proposed lane configurations for both the Finch Avenue W/Weston Road and Finch Avenue W/Future Road 2A intersections are appropriate. Instead of physical intersection improvements such as addition turning lanes, Nextrans recommends the following measures:

- All new developments in the area should reduce vehicle parking supply to discourage private car ownership and encourage alternative modes of transportation such as transit, walking, cycling and carpooling; and
- All new developments should provide Transportation Demand Management measures and incentives, where appropriate, to encourage alternative modes of transportation.

Some signal timing optimizations are also required for the Finch Avenue W/Weston Road, which are provided below for the City/Metrolinx consideration.

Table 12 – 2026 Future Total Levels of Service for Signalized Intersections

Intersection	Key Movement	Weekday AM Peak Hour			Weekday PM Peak Hour			Available Storage Length (m)
		LOS (v/c)	Delay (s)	Queue 95 th (m)	LOS (v/c)	Delay (s)	Queue 95 th (m)	
Finch Avenue W/ Weston Road (signalized)	Overall	D (0.94)	52		F (1.30)	93		
	EB – L	F (0.75)	81	85	E (0.86)	76	113	~75
	EB – TR	D (0.91)	45	193	F (1.04)	112	215	-550
	WB – L	F (0.89)	81	137	F (1.11)	128	215	-100
	WB – T	D (0.62)	37	131	D (0.77)	45	160	-580
	WB – R	A (0.29)	5	17	A (0.17)	1	1	-100
	NB – L	E (0.77)	59	54	F (1.30)	202	112	~30
	NB – T	E (0.74)	57	101	D (0.59)	50	84	-430
	NB – R	A (0.31)	8	14	A (0.28)	4	9	-100
	SB – L	E (0.77)	56	60	D (0.69)	41	71	-50
	SB – TR	E (0.94)	72	145	F (1.18)	132	250	-150
Finch Avenue W/ Weston Road with 20% traffic reduction due to future Finch West LRT (signalized)	Overall				E (0.99)	78		
	EB – L				F (0.80)	85	104	~75
	EB – TR				F (0.98)	85	192	-550
	WB – L				F (0.99)	100	224	-100
	WB – T				D (0.66)	50	148	-580
	WB – R	--	--	--	A (0.20)	9	13	-100
	NB – L				F (0.97)	98	108	~30
	NB – T				D (0.39)	46	71	-430
	NB – R				A (0.26)	8	17	-100
	SB – L				D (0.61)	38	76	-50
	SB – TR				F (0.99)	118	215	-150
Weston Road/ Fenmar Drive (signalized)	Overall	C (0.89)	23		C (0.82)	24		
	EB – L	C (0.05)	32	6	C (0.09)	31	8	~30
	EB – TR	E (0.89)	63	138	D (0.82)	51	108	-150
	WB – L	D (0.24)	41	13	F (0.79)	83	44	~30
	WB – TR	D (0.53)	41	69	D (0.67)	46	88	-160
	NB – L	B (0.26)	11	26	B (0.43)	19	36	~35
	NB – T	A (0.28)	10	49	B (0.25)	10	45	-450
	NB – R	A (0.08)	2	6	A (0.04)	3	5	-40
	SB – L	A (0.09)	10	8	B (0.11)	11	13	-85
	SB – T	A (0.23)	10	34	B (0.45)	12	93	-180
	SB – R	A (0.02)	2	2	A (0.04)	4	5	~35

Weston Road/ Toryork Drive (signalized)	Overall	B (0.61)	11		B (0.71)	16		
	EB – L	E (0.56)	59	39	E (0.46)	57	28	-30
	EB – TR	B (0.61)	14	25	B (0.71)	19	35	-45
	WB – L	D (0.15)	48	7	D (0.42)	44	24	-10
	WB – TR	C (0.04)	28	5	C (0.19)	20	16	-50
	NB – L	A (0.37)	5	21	B (0.54)	11	26	-25
	NB – TR	A (0.34)	6	46	A (0.26)	7	39	-145
	SB – L	A (0.03)	10	4	B (0.08)	15	12	-25
	SB – T	B (0.33)	10	56	B (0.55)	18	134	-475
SB – R	A (0.05)	1	1	A (0.16)	4	13	-30	
Finch Avenue W/ Milvan Drive/ Rumike Road (signalized)	Overall	B (0.67)	19		C (0.89)	27		
	EB – L	D (0.40)	42	25	D (0.51)	50	45	-30
	EB – TR	B (0.67)	15	159	B (0.65)	19	155	-250
	WB – L	D (0.13)	40	10	D (0.16)	41	11	-30
	WB – TR	B (0.60)	17	112	C (0.89)	33	183	-270
	NB – L	D (0.62)	44	42	C (0.55)	33	41	-15
	NB – TR	C (0.22)	24	19	B (0.21)	19	22	-200
	SB – L	D (0.54)	41	33	D (0.73)	42	58	-70
	SB – T	C (0.14)	28	16	C (0.28)	25	31	-175
SB – R	A (0.16)	3	4	A (0.35)	7	16	-100	
Finch Avenue W/ Jayzel Drive/ (unsignalized)	Overall	B (0.68)	19		D (0.94)	40		
	EB – L	D (0.06)	44	6	E (0.36)	79	19	-15
	EB – TR	C (0.68)	22	195	D (0.85)	42	237	-270
	WB – L	D (0.45)	49	35	F (0.83)	117	68	-30
	WB – TR	B (0.45)	12	131	C (0.74)	25	141	-550
	NB – L	E (0.59)	56	27	F (0.94)	109	81	-15
	NB – TR	A (0.27)	10	12	B (0.16)	10	15	-200
	SB – LTR	C (0.09)	33	7	D (0.56)	52	24	-60
Finch Avenue W/ Street 2A/ (unsignalized)	Overall	C (0.72)	22		A (0.59)	8		
	EB – L	E (0.42)	70	31	E (0.59)	71	43	-30
	EB – T	C (0.61)	23	141	A (0.41)	1	6	-290
	WB – TR	B (0.72)	19	195	A (0.57)	6	44	-275
	SB – L	C (0.08)	30	20	E (0.34)	67	28	-30
	SB – R	A (0.17)	7	12	C (0.43)	21	16	-80

The proposed signal timing plan for the Finch Avenue W/Weston Road intersection is illustrated in Figure 21, with Figure 22 illustrating the proposed signal timing plan for the Finch Avenue W/Future Road 2A intersection.

Figure 21 – Finch Avenue W/Weston Road Intersection Proposed Signal Timing Plan

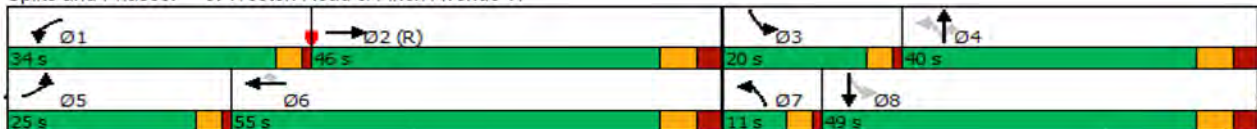
AM Peak Periods

Splits and Phases: 3: Weston Road & Finch Avenue W



PM Peak Periods/PM Peak Periods with Sensitivity Analysis

Splits and Phases: 3: Weston Road & Finch Avenue W



Splits and Phases: 3: Weston Road & Finch Avenue W



Figure 22 – Weston Road/Toryork Drive Proposed Signal Timing Plan

AM Peak Periods

Splits and Phases: 6: Weston Road & Toryork Drive/Retail Access



PM Peak Periods

Splits and Phases: 6: Weston Road & Toryork Drive/Retail Access

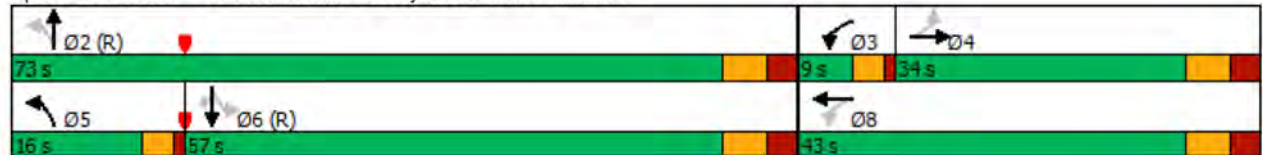


Figure 23 – Finch Avenue W/Future Road 2A Intersection Proposed Signal Timing Plan

AM Peak Periods

Splits and Phases: 21: Finch Avenue W & Street 2A



PM Peak Periods

Splits and Phases: 21: Finch Avenue W & Street 2A

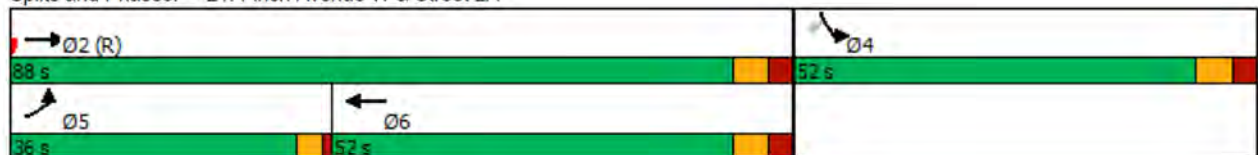


Table 13 – 2026 Future Total Levels of Service for Unsignalized Intersections

Intersection	Key Movement	Weekday AM Peak Hour			Weekday PM Peak Hour			Available Storage Length (m)
		LOS (v/c)	Delay (s)	Queue 95 th (m)	LOS (v/c)	Delay (s)	Queue 95 th (m)	
Toryork Drive/ Future Road 2A (unsignalized)	EB – TR	A (0.17)	0	0	A (0.24)	0	0	-230
	WB – TL	A (0.01)	1	0	A (0.03)	1	1	-80
	NB – LR	B (0.24)	15	7	C (0.18)	16	5	-50
Road 2A/ Street 1 (unsignalized)	WB – LR	B (0.13)	11	4	B (0.06)	11	2	-80
	NB – TR	A (0.07)	0	0	A (0.07)	0	0	-50
	SB – TL	A (0.00)	0	0	A (0.00)	0	0	-50
Toryork Drive/ Street 1 (unsignalized)	EB – TR	A (0.16)	0	0	A (0.20)	0	0	-80
	WB – TL	A (0.02)	1	0	A (0.08)	3	2	-40
	NB – LR	B (0.13)	12	4	B (0.07)	13	2	-45
Road 2A/ Block 3 Access (unsignalized)	EB – LR	B (0.04)	10	1	B (0.02)	10	1	-45
	NB – TL	A (0.06)	0	0	A (0.08)	0	0	-100
	SB – TR	A (0.00)	0	0	A (0.00)	0	0	-53

The analysis indicates that the Future Road 2A/Toryork Drive intersection and site intersections are expected to operate at acceptable levels of service with minimum delay and queues. The proposed lane configurations for each unsignalized intersection are outlined below:

Toryork Drive/Future Road 2A

- One shared eastbound through/right lane
- One shared westbound through/left lane;
- One southbound lane and one northbound lane with shared northbound left/right lane at the intersection; and
- Stop-controlled on Future Road 2A and free-flow on Toryork Drive

Toryork Drive/Proposed Street 1

- One shared eastbound through/right lane
- One shared westbound through/left lane;
- One southbound lane and one northbound lane with shared northbound left/right lane at the intersection; and
- Stop-controlled on Street 1 and free-flow on Toryork Drive

Future Road 2A/Proposed Street 1

- One shared northbound through/right lane
- One shared southbound through/left lane;
- One eastbound lane and one westbound lane with shared westbound left/right lane at the intersection; and
- Stop-controlled on Street 1 and free-flow on Future Road 2A

Future Road 2A/Proposed Block 3 Access

- One shared northbound through/right lane
- One shared southbound through/left lane;
- One eastbound lane and one westbound lane with shared westbound left/right lane at the intersection; and
- Stop-controlled on Block 3 Access and free-flow on Future Road 2A

6.2. Active Transportation Assessment

Walking

The area is currently well-served by a sufficient network of sidewalks, with sidewalks are available on both sides of Toryork Drive, Finch Avenue W and Weston Road. The sidewalks are reasonably maintained. However, from operational and safety perspective, the frequency of accesses on Finch Avenue W, Weston Road and Toryork Drive can be reduced to provide better pedestrian experience by reducing the numbers of potential car turning that will interfere with pedestrians.

It Nextrans' understanding that some of the guiding principles and objectives of the Emery Village Secondary Plan include: a connected, attractive, safe and comfortable system of pedestrian bicycle routes. These guiding principles will help guide the developments in the area to meet and implement some of these requirements within the control of the developments.

As part of the proposed development, sidewalks will be provided along proposed public Street 1 to connect the proposed development with the existing sidewalks on Toryork Drive and Future Road 2A. Sidewalk will be also provided along the proposed Block 3 access. Direct pedestrian connections from the proposed building onto public streets will be provided, where appropriate, to facilitate pedestrian movements.

The proposed development will also provide and enhance sidewalk on the south side of Toryork Drive between Future Road 2A and Weston Road to improve pedestrian connections in this area.

Cycling

Under the existing conditions, dedicated bicycle lanes are not currently available in the immediate area. However, there are existing multi-use trails along Rowntree Mills Park, Humber River and Emery Creek. Through the guiding principles and recommendations of the Emery Village Secondary Plan, the cycling network in the area will improve significantly through the implementation of the land uses in the area, as well as major capital projects by the City of Toronto and Metrolinx.

It is Nextrans understanding that cycle facility will be provided on both sides of Finch Avenue W west of Weston Road, however, only multiuse boulevard trail will be provided on the south side of Finch Avenue W east of Weston Road to Northfinch Drive.

As per the City of Toronto cycling network plan (illustrated in **Figure 10** of this Study), the multiuse boulevard trail will continue on Weston Road south of Finch Avenue W to connect with the existing trails west of Weston Road.

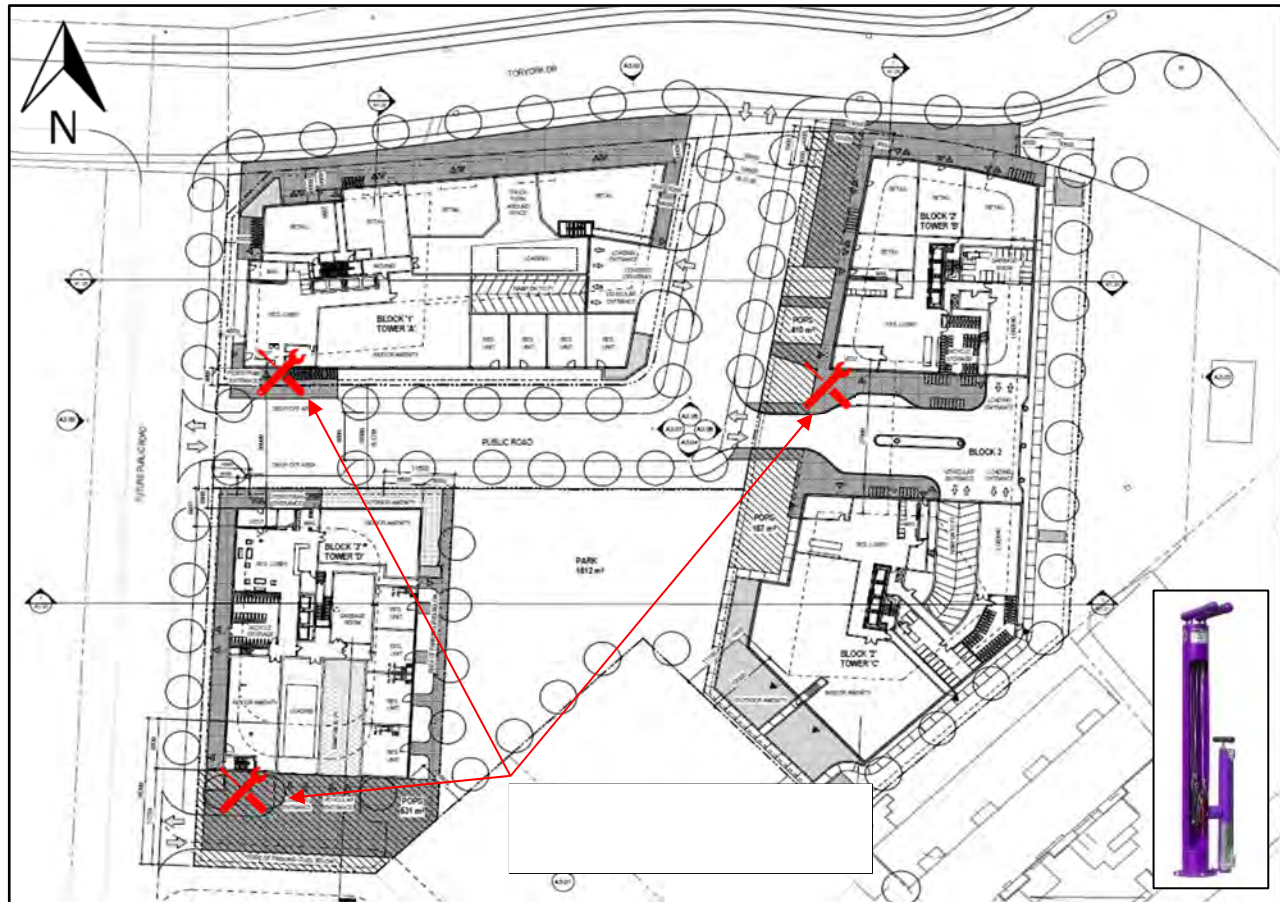
The analysis indicates that the future cycling network proposed in the area is sufficient to accommodate the Emery Village Secondary Plan and new developments in the area.

As part of the proposed development, Nextrans recommends the following:

- The proposed development provides a total of 968 bicycle parking spaces; and
- The proposed development provides three bicycle repair stations (one for each block)

Figure 24 illustrates the potential bicycle repair station on site. The final locations will be addressed as part of the site plan application, where appropriate.

Figure 24 – Potential Bicycle Repair Station



6.3. Transit Mode Assessment

As indicated, if a 20% modal split (non-auto) is applied, the proposed development is expected to generate 56 total two-way non-auto trips (9 inbound and 47 outbound) and 57 total two-way non-auto trips (37 inbound and 20 outbound) during the AM and PM peak hours, respectively.

The proposed development is located adjacent to TTC Bus Routes 36 Finch West (A, B, D and F), 165 Weston Road North and 989 Weston Express to Steeles bus stops located in the vicinity of the Finch Avenue West/Weston Road intersection. The proposed development is located adjacent to Emery LRT Station (Finch West LRT), which is scheduled to be completed by 2023. The proposed development is also located approximately 4.3 km from the existing Finch West Subway Station on Line 1 Yonge-University. Once the Finch West LRT is opened, it will take approximately 10 minutes from the proposed development to the Finch West Station.

It is anticipated that most of the future residents will walk directly to the Finch West LRT Emery Station to use the LRT for east-west or connect to Line 1 Yonge-University for north-south direction trips. For the purposes of this assessment, it is assumed that the majority of the transit trips would be LRT.

Table 14 summarizes the transit trip assignments based on the transit trip generation and distribution estimated from the 2016 Transportation Tomorrow Survey data and existing TTC service in the area.

Table 14 – Future Transit Passenger Demand from the Proposed Development

Transit Route	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Inbound Transit Trips	Outbound Transit Trips	Inbound Transit Trips	Outbound Transit Trips
Future Finch West LRT Eastbound	2	40	6	17
Future Finch West LRT Westbound	7	7	31	3

As indicated in the table above, the transit passenger demands generated by the proposed development per transit vehicle is low (with maximum of 40 passengers per 10 transit vehicle or 4 passengers per vehicle). Therefore, the proposed development impact on transit service is negligible and the future Finch West LRT can accommodate the proposed development.

7.0 SITE PLAN REVIEW

7.1. Loading Requirement

As indicated, the proposed development consists of several high-rise buildings for rental purposes, with a total of 1,275 residential dwelling units and approximately 1,024 m² of ground related retail gross floor area. The City's consolidated By-Law 569-2013 was reviewed to determine the loading requirement for the proposed development. **Table 15** summarizes the loading requirement.

Table 15 – City of Toronto Zoning By-law No. 569-2013 Loading Requirements

Land Use	Magnitude	Loading Rates	Spaces Required
Block 1	393 residential units	31 - 399 dwelling units	1 Type "G"
	598 m ² retail	500 – 1,999 m ²	1 Type "B"
Block 2	601 residential units	400 dwelling units or more	1 Type "G" and 1 Type "C"
	426 m ² retail	0 – 499 m ²	None required
Block 3	281 residential units	31 - 399 dwelling units	1 Type "G"

Under the City's By-Law 569-2013, 3 Type "G" loading spaces (13 m Length, 4.0 m Width and 6.1 m Vertical), one Type "B" loading space (11 m Length, 3.5 m Width and 4.0 m Vertical) and one Type "C" loading space (6 m Length, 3.5 m Width and 3 m Vertical) are required for the proposed development. It is Nextrans' understanding the City of Toronto

current Zoning By-law allows shared loading space for proposed uses that are located within the same building. Given that the proposed residential and commercial are located within the same building, one Type “G” loading space is required for Block 1 and Block 2 as loading Type “G” is largest type of loading space.

Based on this assessment, Nextrans recommends that the proposed development only requires to provide one Type “G” loading space for each Block. The vehicle turning templates (AutoTURN software) has been provided in **Figure 26** to demonstrate the accessibility for the types of vehicles that will access the site, with **Figure 27** illustrating the vehicle turning movements in and out of the underground parking spaces and ramps.

7.2. Proposed Site Access

Currently, the subject site has six direct full moves access onto Toryork Drive. As part of the proposed redevelopment of site, a north-south to east-west public road (Street 1) will be constructed by the proposed development and Future Road 2A will be constructed by the City of Toronto. The two proposed site accesses for Block 1 and Block 2 will be provided via these proposed public roads, with Block 3 access will be provided onto Future Road 2A. The proposed road network is consistent with the Emery Village Secondary Plan Structure Plan.

It is Nextrans’ understanding that the City of Toronto is in the process of initiating the work for Road 2A. The anticipated completion of this Road 2A is 2025. This timeline coincides with the completion of the proposed development. As an option, if Road 2A is not completed at the same time as the proposed development, the first portion of Road 2A from Toryork Drive to the southerly limit of the proposed development can be construction in the interim to accommodate the proposed development. The remaining segment from the proposed development to Finch Avenue W can be constructed shortly after. However, for the purposes of this assessment, it is assumed that Road 2A will be completed at the same time or very close to the anticipated development completion.

The analysis indicates that the site accesses are expected to operate at acceptable levels of service with minimum delay or queue. The configuration includes:

Toryork Drive/Future Road 2A

- One shared eastbound through/right lane
- One shared westbound through/left lane;
- One southbound lane and one northbound lane with shared northbound left/right lane at the intersection; and
- Stop-controlled on Future Road 2A and free-flow on Toryork Drive

Toryork Drive/Proposed Street 1

- One shared eastbound through/right lane
- One shared westbound through/left lane;
- One southbound lane and one northbound lane with shared northbound left/right lane at the intersection; and
- Stop-controlled on Street 1 and free-flow on Toryork Drive

Future Road 2A/Proposed Street 1

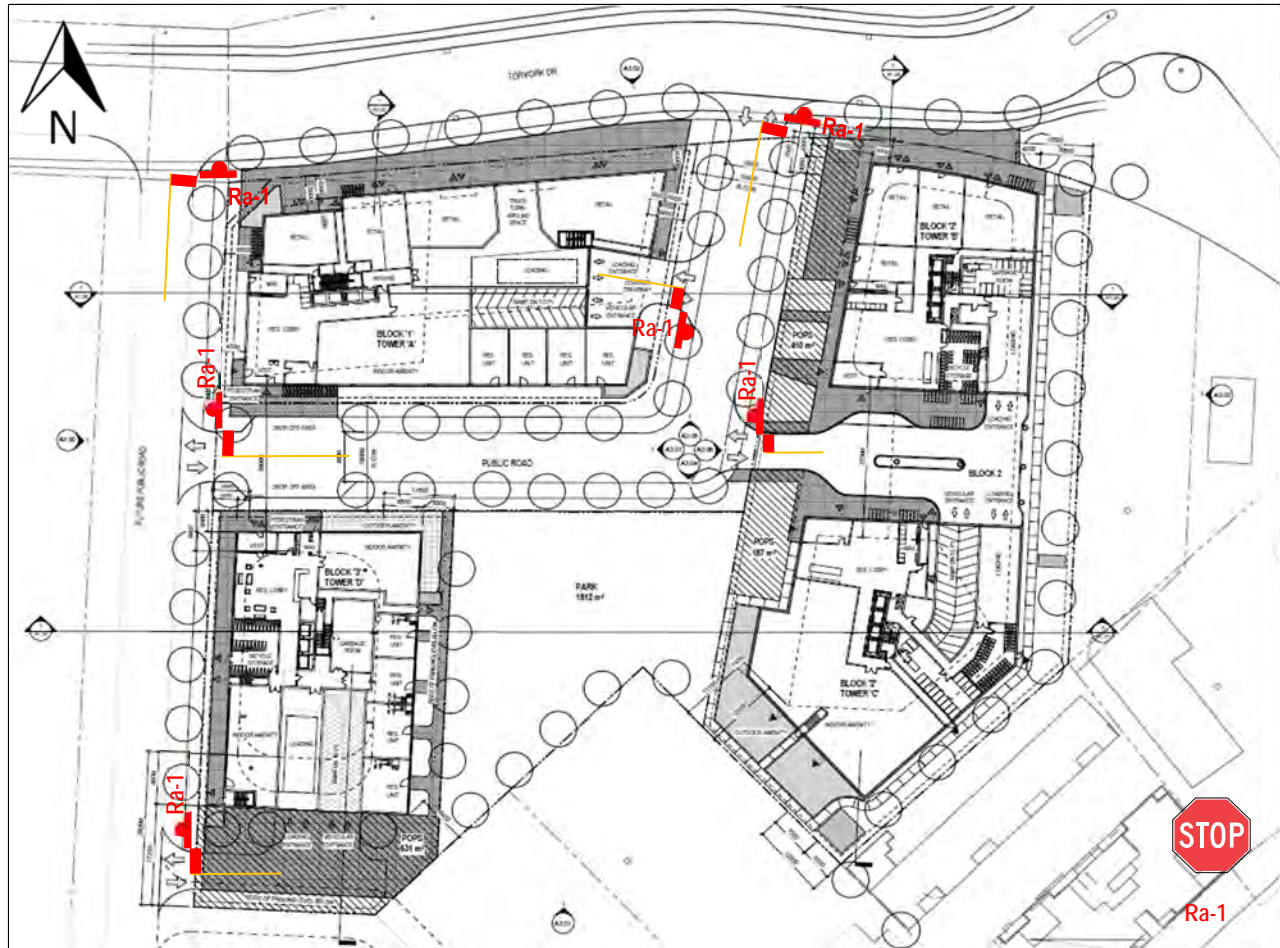
- One shared northbound through/right lane
- One shared southbound through/left lane;
- One eastbound lane and one westbound lane with shared westbound left/right lane at the intersection; and
- Stop-controlled on Street 1 and free-flow on Future Road 2A

Future Road 2A/Proposed Block 3 Access

- One shared northbound through/right lane
- One shared southbound through/left lane;
- One eastbound lane and one westbound lane with shared westbound left/right lane at the intersection; and
- Stop-controlled on Block 3 Access and free-flow on Future Road 2A

Figure 25 illustrates the proposed traffic control devices and pavement markings.

Figure 25 – Proposed Traffic Control and Pavement Marking



8.0 PARKING ASSESSMENT

8.1. Vehicle Parking Requirement

The City's Zoning By-Law No. 89-2022 (Parking Zone A or PZA of the parking map boundary 25) was reviewed to determine the vehicle parking requirement for the proposed development. It is Nextrans' understanding that there is no minimum parking requirement for residential parking component, however, the proposed development shall not exceed the maximum parking rates outlined in Table 200.5.10.1 of the Zoning By-law. **Table 16** below summarizes the maximum vehicle parking spaces allowed for the proposed development based on the current Zoning By-law 89-2022 (PZA).

Based on the analysis indicated in the table below, the *maximum allowable vehicle parking* for the proposed development is 1,302 vehicle parking spaces (including resident, visitor and retail). This is a significant amount of vehicle parking supply and it is not sustainable nor supportive of the sustainable visions and objectives in the City's Official Plan.

Given this area will be serviced by the future Finch West LRT that will provide direct connection to the Line 1 Yonge-University Subway Line and other east-west and north-south transit routes, the analysis indicates that vehicle parking should be reduced to support alternative modes of transportation and to comply with the City's sustainability objectives and requirements.

Table 16 – Maximum Allowable Vehicle Parking Requirements

Land Use	Unit Type	No. of Unit / GFA	Parking Rates	Maximum Allowable Vehicle Parking Spaces
Block 1	Visitor	393 units	0.15 spaces/unit	59
	1-Bedroom	219 units	0.80 spaces/unit	175
	2-Bedroom	155 units	0.90 spaces/unit	140
	3-Bedroom	19 units	1.10 spaces/unit	21
	Retail	598 m ²	1.50 space/100 m ²	9
	<i>Sub-total</i>			
Block 2	Visitor	601 units	0.15 spaces/unit	90
	Studio	3 units	0.30 spaces/unit	1
	1-Bedroom	353 units	0.80 spaces/unit	282
	2-Bedroom	185 units	0.90 spaces/unit	167
	3-Bedroom	60 units	1.10 spaces/unit	66
	Retail	426 m ²	1.50 space/100 m ²	6
	<i>Sub-total</i>			
Block 3	Visitor	281 units	0.15 spaces/unit	42
	1-Bedroom	146 units	0.80 spaces/unit	117
	2-Bedroom	107 units	0.90 spaces/unit	96
	3-Bedroom	28 units	1.10 spaces/unit	31
	<i>Sub-total</i>			
Total Parking Requirement for the Proposed Development				1,302 spaces

8.1.1. Recommended Parking Rates for the Proposed Development

As indicated in Section 2.3, the proposed development is located adjacent to several existing TTC Bus Routes, and most importantly it is located adjacent to Finch West LRT and MTSA, which is currently under construction. The proposed development is also located approximately 4.5 km from the existing Finch West Subway Station on Line 1 Yonge-University at Keele Station. In addition, the site is located adjacent to TTC Bus Routes 106 Sentinel and about 250 m (less than 4 minute-walk) to TTC Bus Route 36 Finch West. The proposed development is also located within the Emery Village Secondary Plan and the Humbermede Neighbourhood Improvement Area. This is one of the 31 neighbourhoods identified as part of the Toronto Strong Neighbourhoods Strategy 2020 as falling below the Neighbourhood Equity Score and requiring special attention. Neighbourhood Improvement Areas are supported by Neighbourhood Action Teams to help strengthen the social, economic and physical conditions.

With the extensive transit investment by all levels of government along with the lack of redevelopment activities in the area, appropriate parking management should be considered to promote higher ridership and incentivize future developments. Appropriate parking management is also required to support sustainable objectives as outlined in the City of Toronto Official Plan. For these reasons, the analysis indicates that there are more viable and convenient modes of transportation to and from the proposed development instead of driving private vehicles. As such, there is no need for the future residents to own a vehicle and they can keep the housings cost down. The analysis indicates that these recommended parking rates are required to support transportation demand management measures and to encourage more active mode of transportation such as walking and cycling, as well as public transit to and from the proposed development. Based on various research and our experience, parking management is one of the most important Transportation Demand Management (TDM) measures.

Nextrans recommended that the parking requirement for the proposed development should be reduced base on justifications provided in this Study. **Table 17** summarizes the recommended parking rates for the proposed development.

Based on these recommended parking rates, the proposed development will provide a total of 819 vehicle parking spaces. This is about 37% reduction from the maximum allowable vehicle parking spaces for this proposed development. Given

that the existing transit modal split based on 2016 TTS data is already at 41% during the morning peak periods and 32% during the afternoon peak periods, the proposed reduction is justified on this basis alone.

It should be noted that the surplus parking spaces, if any, can be used for carshare spaces or additional bicycle parking spaces, if appropriate.

The justifications to support these recommended parking rates for the proposed development are based on:

- Proposed development context;
- The City’s amended Zoning By-law No. 89-2022 with no minimum residential parking requirement;
- City of Toronto Official Plan (2019);
- Background research and relevant policies;
- The existing 2016 non-auto modal share for the area;
- Household demographic and car ownership in the area;
- Transportation Demand Management measures

The detailed justifications are included below.

Table 17 – Recommended Blended Parking Rates for the Proposed Development

Land Use	Unit Type	No. of Unit / GFA	Parking Rates	Maximum Allowable Vehicle Parking Spaces
Block 1	Visitor	393 units	0.09 spaces/unit	35
	1-Bedroom	219 units	0.40 spaces/unit	87
	2-Bedroom	155 units	0.40 spaces/unit	62
	3-Bedroom	19 units	0.40 spaces/unit	8
	Retail	598 m ²	1.30 space/100 m ²	8
	<i>Sub-total</i>			
Block 2	Visitor	601 units	0.10 spaces/unit	60
	Studio	3 units	0.59 spaces/unit	2
	1-Bedroom	353 units	0.59 spaces/unit	208
	2-Bedroom	185 units	0.59 spaces/unit	109
	3-Bedroom	60 units	0.59 spaces/unit	35
	Retail	426 m ²	1.50 space/100 m ²	6
	<i>Sub-total</i>			
Block 3	Visitor	281 units	0.10 spaces/unit	28
	1-Bedroom	146 units	0.61 spaces/unit	89
	2-Bedroom	107 units	0.61 spaces/unit	65
	3-Bedroom	28 units	0.61 spaces/unit	17
	<i>Sub-total</i>			
Total Parking Requirement for the Proposed Development				819 spaces

9.0 VEHICLE PARKING JUSTIFICATION

9.1.1. Development Proposal Context

As indicated, the subject site is located within the Emery Village Secondary Plan which was adopted by City Council in 2002 and approved by OMB in 2002. The Emery Village Secondary Plan envisions the re-urbanization of the community to facilitate mixed-use development, reduce automobile dependency and increase streetscape improvements. The key objectives related to trip reduction of the Secondary Plan include:

- to create a balance of high-quality commercial, residential, institutional and open space uses that reduce automobile dependency and meets the needs of the local community;
- to provide a connected, attractive, safe and comfortable system of pedestrian bicycle routes; and
- to improve streetscapes to create an attractive pedestrian environment

The proposed redevelopment will also help revitalize the area and capitalize on the major transit infrastructure investments in the area including future Finch West LRT and existing Line 1 Yonge-University Finch West Subway Station. In order to achieve this objective, the reduce parking supply must be implemented and the analysis indicates that the reduced parking rates are reasonable and justified.

9.2. Subject Site Walk Score

Nextrans has reviewed the walk score for the subject site using the information in www.walkscore.com website. Table 18 below summarizes the walk score for the subject site.

Table 18 – Walk Score for 23 Toryork Drive

Mode	Score	Description
Walking	60	Somewhat walkable – some errands can be accomplished on foot
Public Transit	68	Good transit – many nearby public transportation options
Cycling	53	Bikeable – some bike infrastructure

Based on the information outlined in the table above, the area currently has good walking and cycling options, as well as good transit options. However, this will change in the future with the completion of the Finch West LRT and MTSA. It is anticipated that these scores will be much higher in the future.

9.3. City of Toronto Amended Zoning By-law No Minimum Parking Requirement

As indicated, the City of Toronto has recognized that the requirement of excessive parking is a barrier to achieving the City's housing needs and objectives, auto-independence and promoting other modes of transportation such as public transit, walking and cycling.

In December 2021, the City of Toronto Council has adopted Zoning By-Law Amendments that will remove the minimum parking requirement for residential development. It is Nextrans' understanding that the parking policy amendment to the current Zoning By-law No. 569-2013 has been updated in March, 2022, which has removed the minimum parking rate requirement for residential development across the City.

This is an excellent news to address housing affordability and housing crisis in the City of Toronto. The no minimum parking requirement for residential should be applied to the proposed development as it is located adjacent to the existing rail transit with short distance to Line 1 Yonge-University-Spadina Subway. This provision must be implemented to support the major transit infrastructure improvements by TTC.

9.4. Housing Crisis and Affordability

The Greater Toronto Area, including the City of Toronto, is currently facing a housing shortage and affordability crisis. Demand for new housing is high; especially during the COVID-19 pandemic. Once the pandemic is over, housing availability and affordability are expected to further decline. One component that increases the cost of new units in multi-storey buildings, is the requirement to provide a minimum rate of parking; even in areas well serviced by transit with historically low vehicle ownership and use rates. The cost of providing one underground parking space is in the range of \$48,000 to \$160,000 per space due to the aggregate impact of land costs, constructability, site constraints and other factors leading to high construction costs (*Source: City of Toronto Presentation: Review of Parking Requirements for New Development - Sept 2021*).

Furthermore, the more residential or visitor parking spaces that a proposed development has to provide, the more expensive the maintenance costs will be for the owners. Monthly maintenance cost for a parking space could be up to \$100 per month, on top of the capital costs of a parking space. The provision of less parking can reduce overall maintenance costs and result in lower housing costs/greater housing affordability.

9.5. Covid-19 Pandemic and Working from Home

As the COVID-19 pandemic is still impacting globally, in Canada, the Province of Ontario, and particularly, the City of Mississauga and Peel Region, this pandemic will permanently alter the way people work and travel in the future. For example, since the lockdown in March, 2020, the City experienced a significant decrease in peak hour travel on both private vehicles and other trips in general. This is due to the fact that many office employees and employers elected to work from home. This trend has continued into November 2022; at the time of the preparation of this Study.

Based on various reporting from media, this working from home trend for office workers may continue even when the pandemic is over as both employees and employers have invested significantly in remote working equipment and infrastructures, as well as faster internet and online meeting platforms such as Zoom, Microsoft Teams and Skype for business.

9.6. A Reduction to the Minimum Vehicle Parking Requirements Will Help Supporting Local Businesses

A lower parking rate can help to support local businesses and improve the overall vibrancy of the community. When tenants are encouraged to use alternative forms of transportation, they are more likely to walk or bike to local shops, restaurants, and other businesses. This can help to support the local economy and create a more vibrant and dynamic community. A study from London England found that implementing policies aimed at reducing auto-dependence and encouraging transportation alternatives to automobiles, increased retail spend by 30% in local town centres and on main streets. And over a month, people who walk to the main street spend up to 40% more than people who drive there.

(Source: <https://content.tfl.gov.uk/town-centres-report-13.pdf>).

This is consistent with other policy and design interventions implemented in other cities like the City of Toronto, New York City and Seattle. For example, the introduction of bike lanes, and the recent removal of parking minimums, on Vanderbilt Avenue, in New York City, led to a 102% increase in retail sales and, similarly, on Latona Avenue and 65 Street, in Seattle, a similar intervention increased retail sales by 400%.

(Source: <https://www.toronto.ca/wp-content/uploads/2019/11/8fd3-Bloor-Bike-Lane-Economic-Impact-Research-Summary-2019.pdf>).

9.7. A Reduction to the Minimum Vehicle Parking Requirements has a Number of General Benefits

A reduction in the minimum parking requirements which decreases vehicle trips and increases transit usage (as proven via the UCLA study above) also provides the following benefits:

- Reduced traffic congestion in the area. Refer to Section 3.2 (2016 TTS Mode Share) of this report which demonstrates that a reduction in vehicle parking reduces the number single-occupancy trips.
- Reduced GHG emissions. The grams of CO₂ per person kilometer traveled for a car is 243.8 grams, 20 grams for a streetcar, and zero grams for walking and biking.

(Source: <https://sensibletransport.org.au/project/transport-and-climate-change/>)

- Safer streets for all road users, other drivers, bicyclists, pedestrians. A new controlled study from the Department of Safety and the Environment Institute of Transport Economics in Oslo, Norway showed that the more bikes there were, the more drivers saw bikes and were able to coexist safely with riders. The number of accidents between cars and bicycles decreased substantially as the number of people riding bicycles increased.

9.7.1. City of Toronto Official Plan (2019)

Over the last several decades, the City of Toronto growth has relied on the public transit system such as TTC, GO Transit and other modes of transportation. The integration of transportation and land use planning allows the City to enjoy its success today without widening or building more roads to accommodate population growth.

As indicated in Section 2.2 of the Official Plan, future growth within Toronto will be focused in the areas which are well served by the existing public transit system, the existing road network and that have a number of properties with redevelopment potential. The growth areas are generally the locations where good transit access can be provided along bus and streetcar routes, subway and GO Train stations.

The Official Plan also indicates that *"The integration of transportation and land use planning is critical to achieving the overall aim of increasing accessibility throughout the City. Accessibility has two components: mobility (transportation) and proximity (land use). Increasing mobility by providing modal choice, and/or increasing the speed of travel allows more trips to be made within a given time, whereas increasing proximity through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths. The policies of this Plan reflect the importance of mutually supportive transportation and land use policies that combine the mechanisms of mobility and proximity to maximize accessibility."*

Our review of the Official Plan Transportation Policies and directions indicate that there is a need to reduce automobile trips by managing parking in the City in order to reduce single-occupant-vehicle trips and to support other modes of transportation such as public transit and active transportation.

9.7.2. Existing Mode Share

Table 19 summarizes the travel mode split information, based on the review of the 2016 Transportation Tomorrow Survey data, for Traffic Zones 385, 402 and 403. The detailed 2016 TTS data extraction is included in Appendix E.

Table 19 – Modes of Travel based on 2016 TTS Data for Traffic Zones

Type	Time	Trips Made by Traffic Zones 396, 397, 398 and 399				
		Auto Driver (including motorcycle)	Auto Passenger (including paid rideshare and taxi)	Transit	Cycle	Walk
Residential	AM Peak Period (6:00 – 9:00)	35%	7%	41%	0%	17%
	PM Peak Period (4:00 – 7:00)	48%	19%	32%	0%	1%

Based on the information outlines in the table above, for the residential land use, the predominant modes of travel in the area are non-auto modes (walking, cycling, transit and carpooling), which account for nearly 65% during the morning and 52% during the afternoon peak periods. It should be noted that the information noted above is based on the 2016 TTS, which does not include the opening of the Finch West Subway Station in December 2017. It is anticipated that the non-auto mode share would be significantly higher in the next Transportation Tomorrow Survey.

The information above also indicates that the recommended vehicle parking reduction of 37% for the proposed development is reasonable and justified even under today conditions.

9.7.3. Household Demographic and Car Ownership

Nextrans also reviewed the vehicle ownership for the City of Toronto Ward 7. The analysis indicates that the characteristics of entire Ward 7 is vary similar to the Finch/Weston area. Table 20 summarizes the vehicle ownership based on the 2016 Transportation Tomorrow Survey data, while the detailed 2016 TTS data extraction is included in Appendix E.

Table 20 – Vehicle Ownership for Ward 8 Based on 2016 TTS Data

Household Type			Household Size					Number of Available Vehicles				
House	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+
42%	7%	51%	18%	26%	20%	19%	18%	18%	51%	25%	5%	1%

As indicated, there is a large percentage of apartment household in the area (51%), about 44% of the households with a single or two persons and 18% of households do not own a car and 51% own only one car.

Therefore, based on the existing data, it is indicated that currently 18% of the household does not own a car, and 51% owns only one car, which 50% of this could be easily converted to a more sustainable mode of transportation. For this reason, it is anticipated that 43% (18% no car with 25% diversion) of the future residents will not own a car and this justifies the proposed parking reduction of 37% for the proposed development.

Parking management could help increase the number of households that do not own a car, as parking management is the best Transportation Demand Management measure that helps reducing the number single-occupant-vehicle trips to and from the proposed development, which is consistent with the City of Toronto Official Plan policies and sustainability objectives. This information also suggested that the recommended blended parking rate of 0.40 to 0.61 spaces/unit for the proposed development is reasonable and justified today.

9.7.4. TTC Service

The proposed development is located adjacent to Emery LRT Station (Finch West LRT), which is scheduled to be completed by 2023. The proposed development is located adjacent to existing TTC Bus Routes 36 Finch West (A, B, D and F), 165 Weston Road North and 989 Weston Express to Steeles bus stops located in the vicinity of the Finch Avenue West/Weston Road intersection.

The proposed development is also located approximately 4.3 km from the existing Finch West Subway Station on Line 1 Yonge-University. Once the Finch West LRT is opened, it will take approximately 10 minutes from the proposed development to the Finch West Station.

Therefore, there are more convenient and cost-effective modes of transportation in the are that will help resident mobility without the dependent on private automobiles. Typically, the modal split for LRT will be in the order of 20% to 30%, therefore, a proposed reduction of 12% vehicle parking supply is reasonable and justified.

9.7.5. Transportation Demand Management Measures

The main objective of the Transportation Demand Management (TDM) is to encourage residents to take alternative modes of transportation such as public transit, walking, cycling and carpooling.

Based on Nextrans' experience in conducting transportation impact studies in various jurisdictions in the Great Toronto and Hamilton Area (GTHA), parking management is the best Transportation Demand Management measure that helps reducing the number single-occupant-vehicle trips to and from the proposed development, which is consistent with the City of Toronto Official Plan policies and sustainability objectives.

Nextrans provides additional recommendations for the TDM measures in Section 11 of this Study, to support the recommended parking rates reduction for the proposed development.

10.0 BICYCLE PARKING ASSESSMENT

The proposed development is located within 'Bicycle Zone 2' of the City of Toronto Zoning By-law 569-2013, and the applicable bicycle parking rates are summarized below, and detailed calculations are provided in **Table 21**.

The proposed development will require a total of 968 bicycle parking spaces, including 98 short-term spaces and 870 long-term spaces. The proposed development provides a minimum of 968 bicycle parking spaces, inclusive of short-term and long-term spaces, which meets the Zoning By-law requirements.

Table 21 – City of Toronto Zoning By-law No. 569-2013 (Zone 2) Bicycle Parking Requirements

Proposed Development	Magnitude	Bicycle Parking Rates	Short-Term	Long-term	Total
Block 1	393 units	0.07 spaces/unit short-term 0.68 spaces/ unit long-term	28	267	295
	598 m ²	3 + 0.25 spaces/100 m ² short-term 0.13 spaces/100 m ² long-term	4	1	5
	<i>Sub-total</i>		32	268	300
Block 2	601 units	0.07 spaces/unit short-term 0.68 spaces/ unit long-term	42	409	451
	426 m ²	3 + 0.25 spaces/100 m ² short-term 0.13 spaces/100 m ² long-term	4	1	5
	<i>Sub-total</i>		46	410	456
Block 3	281 units	0.07 spaces/unit short-term 0.68 spaces/ unit long-term	20	192	212
<i>Total Bicycle Parking Requirement for Proposed Development</i>			<i>98</i>	<i>870</i>	<i>968</i>

11.0 TRANSPORTATION DEMAND MANAGEMENT AND TGS

11.1. TDM Opportunities and Directions

Transportation Demand Management (TDM) is a co-ordinated series of actions aimed at maximizing the people moving capability of the transportation system. It is intended help reduce single-occupant auto use. Potential TDM measures may include but not limited to: TDM supportive land use, bicycle and pedestrian programs and facilities, public transit improvements, preferential treatments for buses and high occupancy vehicles (if applicable), ridesharing, and employee incentives.

Given that this area will be transforming into a vibrant village that will meet the sustainable transportation objectives and directions of the Emery Village Secondary Plan which include:

- to re-urbanize the Emery Village Community by providing new mixed-use development on an incremental basis consistent with the capacity of existing or planned infrastructure;
- to create a balance of high-quality commercial, residential, institutional and open space uses that reduce automobile dependency and meets the needs of the local community;
- to locate and mass new buildings to emphasize the intersection of Finch Avenue and Weston Road, and provide transitions between areas of different development intensity and scale;
- to enhance and extend the existing open space network;
- to provide a connected, attractive, safe and comfortable system of pedestrian bicycle routes;
- to improve streetscapes to create an attractive pedestrian environment; and
- to develop a new system of roads, to provide alternative routes to the Finch/Weston intersection, to create new development parcels and provide access to an enhanced open space network.

Based on these objectives, Nextrans recommends the following TDM principles to be considered as part of the overall Emery Village Secondary Plan:

1. Provide opportunity for carshare parking spaces for each building, where applicable (i.e. the size of the building);
2. Consider mobility services for people with disabilities;
3. Ensure that each proposed development meet or exceed minimum bicycle parking Zoning By-law requirement;
4. Each building or development should have at least one bike repair station;
5. Provide opportunity for EV charging stations, where appropriate;
6. Providing convenient access to public transport interchanges with new streets or pathways that will bring more ridership to existing or future transit facilities;
7. Introducing complete street design, safer crossing, comfortable walking and cycling experience that will further enhance mobility options for the residents;
8. Advancing intelligent traffic management systems and mobility options with solutions based on smart technologies to provide relief to existing congestion and other transportation challenges;
9. Exploring smart parking management strategies that could alleviate current nature of shifting usage and surface parking issues; and
10. Promoting creative design ideas that can be advanced to inform approaches to site planning that maximize opportunities for sustainable transportation modes.

11.2. Recommended TDM Measures and Incentives for the Proposed Development

Based on the review of the context of the proposed development in relation to the TDM requirements in the City's Transportation Impact Study Guidelines (2013) and Emery Village Secondary Plan, the following TDM measures and incentives are recommended for the proposed development, which are more realistic and implementable as part of the proposed development:

- Unbundle vehicle space from unit sale;
- Provide more bicycle parking spaces than the minimum Zoning By-law requirements, if appropriate;
- Provide direct shared pedestrian and cycling connections from the proposed development to Weston Road, Toryork Drive, Future Road 2A and proposed public streets, where appropriate. For example, provide the main building entrances directly to the streets;
- Implement the recommended vehicle parking rates in this Study to encourage alternative modes of transportation;
- Provide 3 carshare parking spaces and engage with carshare company for future implementation;
- Provides 3 bicycle repair stations on site; and
- Provide information package for new residents. The information package can be an electronic letter that includes TTC schedules, GO Transit Schedules, community and cycling maps, where appropriate. The Information Package can be distributed at the sale office or email; and

In the future, residents who will be living and moving into the proposed development are making smart choices about the community that they move in which is readily supportive by excellence transit services and active transportation network. Therefore, the proposed TDM measures and incentives above are sufficient to support the proposed development.

11.3. Toronto Green Standard

Based on Nextrans' review of the Toronto Green Standard V4 2022, it is required that the proposed development provides:

2. Tier 1 - AQ 1.1 Single-Occupant Vehicle (SOV) Trips

- Reduce single occupancy auto vehicle trips generated by the proposed development by 25% through a variety of multimodal infrastructure strategies and Transportation Demand Management (TDM) measures

This requirement has been addressed through various recommended measures in this Study, which include but not limited to:

- Reduced vehicle parking requirement by 37%
- Unbundled parking from unit sale – target 5% SOV reduction
- Provide pedestrian/cycling friendly infrastructures such as direct pedestrian connections – target 5% SOV reduction
- Provide enhanced lighting/security and sidewalk experience along the frontage of the site on proposed Street 1, Future Road 2A, Toryork Drive and Weston Road – target 5% SOV reduction
- Provide three bicycle repair stations – target 5% SOV reduction
- Provide three carshare parking spaces – target 5% SOV reduction

Based on the assessment provided above, the City's Green Standard requirements have been addressed through various measures provided in this Study with a minimum of 25% to a maximum of 62% single-occupant-vehicle trip reduction.

The proposed development will also provide energized outlets for every resident parking spaces. In addition, a minimum of 15% of the bicycle parking spaces will be provided with energized outlet, based on the TGS requirement.

12.0 CONCLUSIONS / FINDINGS

12.1. Study Conclusions

The findings and conclusions of the analysis are as follows:

- The proposed development is expected to generate:
 - 278 total two-way auto trips (44 inbound and 234 outbound) and 285 total two-way auto trips (186 inbound and 99 outbound) during the AM and PM peak hours, respectively; and
 - If a 20% modal split (non-auto) is applied, the proposed development is expected to generate 56 total two-way non-auto trips (9 inbound and 47 outbound) and 57 total two-way non-auto trips (37 inbound and 20 outbound) during the AM and PM peak hours, respectively.
- Under the existing, all the intersections considered are expected to operate at acceptable levels of service, with the exception of the westbound left turn at the Weston Road/Toryork Drive/Private Access intersection. However, this critical movement can be addressed by simple signal timing optimization, such as adding an advance green phase to this movement.
- Under the 2026 future background and future total traffic conditions, with the Finch West LRT and Future Road 2A, all the intersections considered are expected to operate at acceptable levels of service, with the exception of the through movements during the afternoon peak hours at the Finch Avenue W/Weston Road intersection. It should be noted that the proposed development will only add approximately 1 second to the through movement at this intersection.

This is due to the fact that the signal will be prioritize for the future Finch West LRT and U-turn movements (fully protected phase) and the elimination of the existing third shared through/lane at the Finch Avenue W/Weston Road intersection.

Nextrans has conducted a sensitivity analysis with an anticipated 20% reduction of the car trips along the Finch Avenue W corridor with the completion of the Finch West LRT by 2023, which is well within the 2026 horizon year assessment. The analysis indicates that the intersection of Finch Avenue W/Weston Road is expected to operate at acceptable levels of service with all v/c ratio for critical movements are below 1.0. This confirms that the lane configurations for this intersection is appropriate.

Therefore, the proposed lane configurations for the Finch Avenue W/Weston Road, Finch Avenue W/Future Road 2A and Toryork Drive/Future Road 2A intersections are acceptable and appropriate.

- The analysis indicates that advance green arrows in the east-west direction will be required for the Toryork Drive/Weston Road intersection.
- The analysis indicates that the site accesses are expected to operate at acceptable levels of service with minimum delay or queue.
- The analysis indicates that the transit passenger demands generated by the proposed development per transit vehicle can be accommodated by the future Finch West LRT (with maximum of 40 passengers per 10 transit vehicle or 4 passengers per vehicle). No improvements are required beyond what have been proposed for the area.
- Based on the current Zoning By-law requirements, the *maximum allowable vehicle parking* for the proposed development is 1,302 vehicle parking spaces (including resident, visitor and retail). This is a significant amount of vehicle parking supply and it is not sustainable nor supportive of the sustainable visions and objectives in the City's Official Plan.

Based on comprehensive parking justifications provided in this Addendum Study, the proposed development will provide a total of 819 vehicle parking spaces. This is about 37% reduction from the maximum allowable vehicle parking spaces for this proposed development. Given that the existing transit modal split based on 2016 TTS data is already at 41% during the morning peak periods and 32% during the afternoon peak periods, the proposed reduction is justified on this basis alone.

It should be noted that the surplus parking spaces, if any, can be used for carshare spaces or additional bicycle parking spaces, if appropriate.

- The proposed development will require a total of 968 bicycle parking spaces, including 98 short-term spaces and 870 long-term spaces. The proposed development provides a minimum of 968 bicycle parking spaces, inclusive of short-term and long-term spaces, which meets the Zoning By-law requirements.
- Currently, the subject site has six direct full moves access onto Toryork Drive. As part of the proposed redevelopment of site, a north-south to east-west public road (Street 1) will be constructed by the proposed development and Future Road 2A will be constructed by the City of Toronto. The two proposed site accesses for Block 1 and Block 2 will be provided via these proposed public roads, with Block 3 access will be provided onto Future Road 2A. The proposed road network is consistent with the Emery Village Secondary Plan Structure Plan.
- Under the City's By-Law 569-2013, 3 Type "G" loading spaces (13 m Length, 4.0 m Width and 6.1 m Vertical), one Type "B" loading space (11 m Length, 3.5 m Width and 4.0 m Vertical) and one Type "C" loading space (6 m Length, 3.5 m Width and 3 m Vertical) are required for the proposed development.

It is Nextrans' understanding the City of Toronto current Zoning By-law allows shared loading space for proposed uses that are located within the same building. Given that the proposed residential and commercial are located within the same building, one Type "G" loading space is required for each Block as loading Type "G" is largest type of loading space.

Based on this assessment, Nextrans recommends that the proposed development only requires to provide one Type "G" loading space for each Block. The vehicle turning templates (AutoTURN software) has been provided to demonstrate the accessibility for the types of vehicles that will access the site.

12.2. Study Recommendations

Based on the assessment outlined in this Study, the following recommendations are provided:

- The proposed development implements the TDM measures and incentives identified in this report to support active transportation and transit and to reduce the numbers of single-occupant-vehicle trips to and from the proposed development;
- The proposed development implements the recommended vehicle parking rates provided in this Study, to support alternative modes of transportation;
- The proposed development provides three carshare parking spaces;
- The proposed development provides three bicycle repair stations on-site at convenient locations;
- Provide direct shared pedestrian and cycling connections from the proposed development to Weston Road, Toryork Drive, Future Road 2A and proposed public streets, where appropriate. For example, provide the main building entrances directly to the streets;
- No additional physical improvements for the area road network and intersection at this time under the future background and future total conditions other than the street network identified in the Emery Village Secondary Plan and improvements at the Finch West Avenue/Weston Road, Finch Avenue W/Future Road 2A and Toryork Drive/Future Road 2A intersections;
- The City considers adding advance green arrow phases for the east-west direction at the Toryork Drive/Weston Road intersection; and
- The recommended lane configurations and traffic control types for the proposed site accesses and intersections include:

Toryork Drive/Proposed Street A

- One shared eastbound through/right lane
- One shared westbound through/left lane; and
- One southbound lane and one northbound lane with shared northbound left/right lane at the intersection
- Stop controlled on the proposed Street A

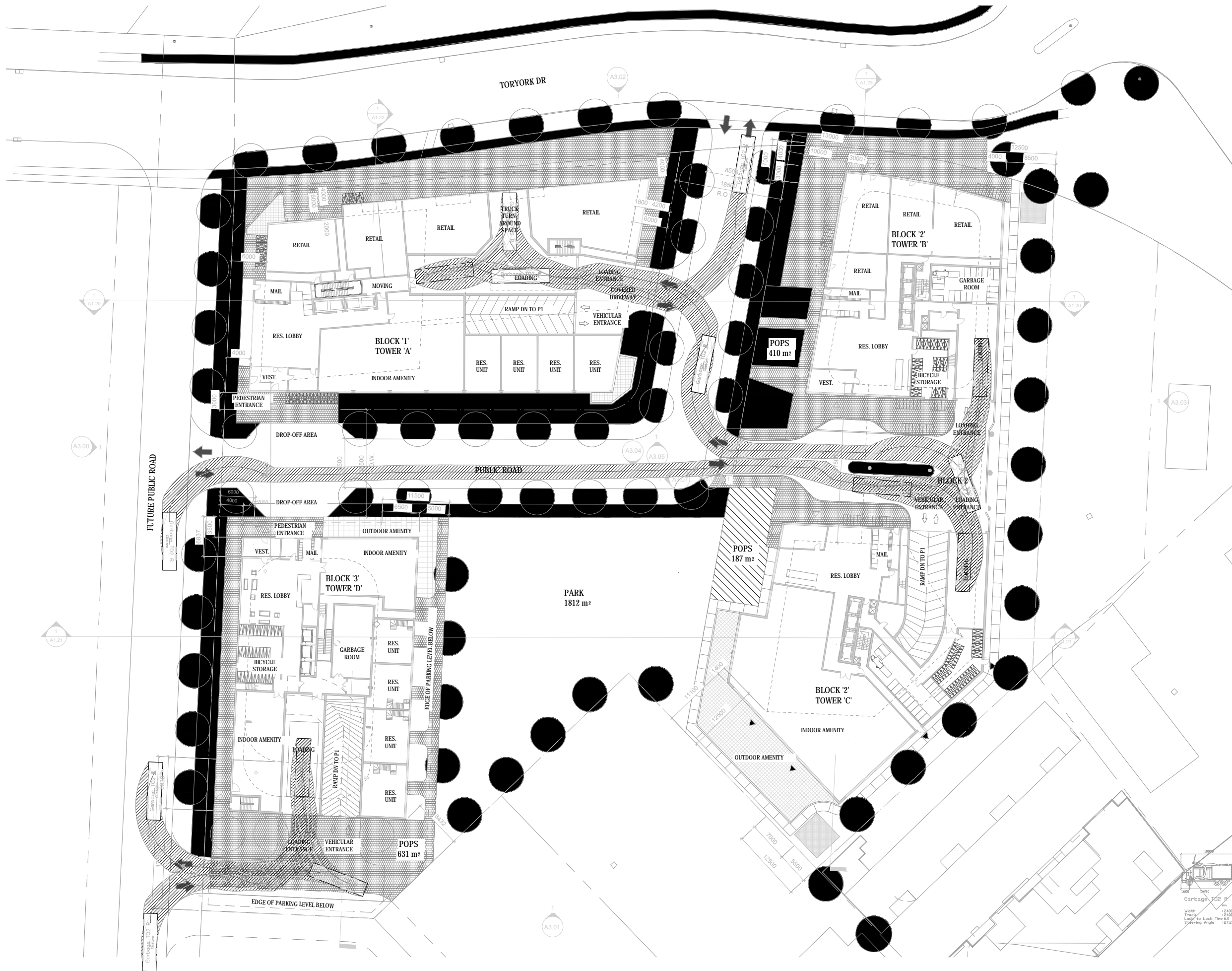
Future Road 2A/Proposed Street B

- One shared northbound through/right lane
- One shared southbound through/left lane; and
- One eastbound lane and one westbound lane with shared westbound left/right lane at the intersection
- Stop controlled on the proposed Street B

Future Road 2A/Proposed Block 3 Access

- One shared northbound through/right lane
- One shared southbound through/left lane; and

- One eastbound lane and one westbound lane with shared westbound left/right lane at the intersection
- Stop controlled on the proposed Block 3 site access



BENCHMARK

REVISIONS

NO	REVISION	DATE	BY

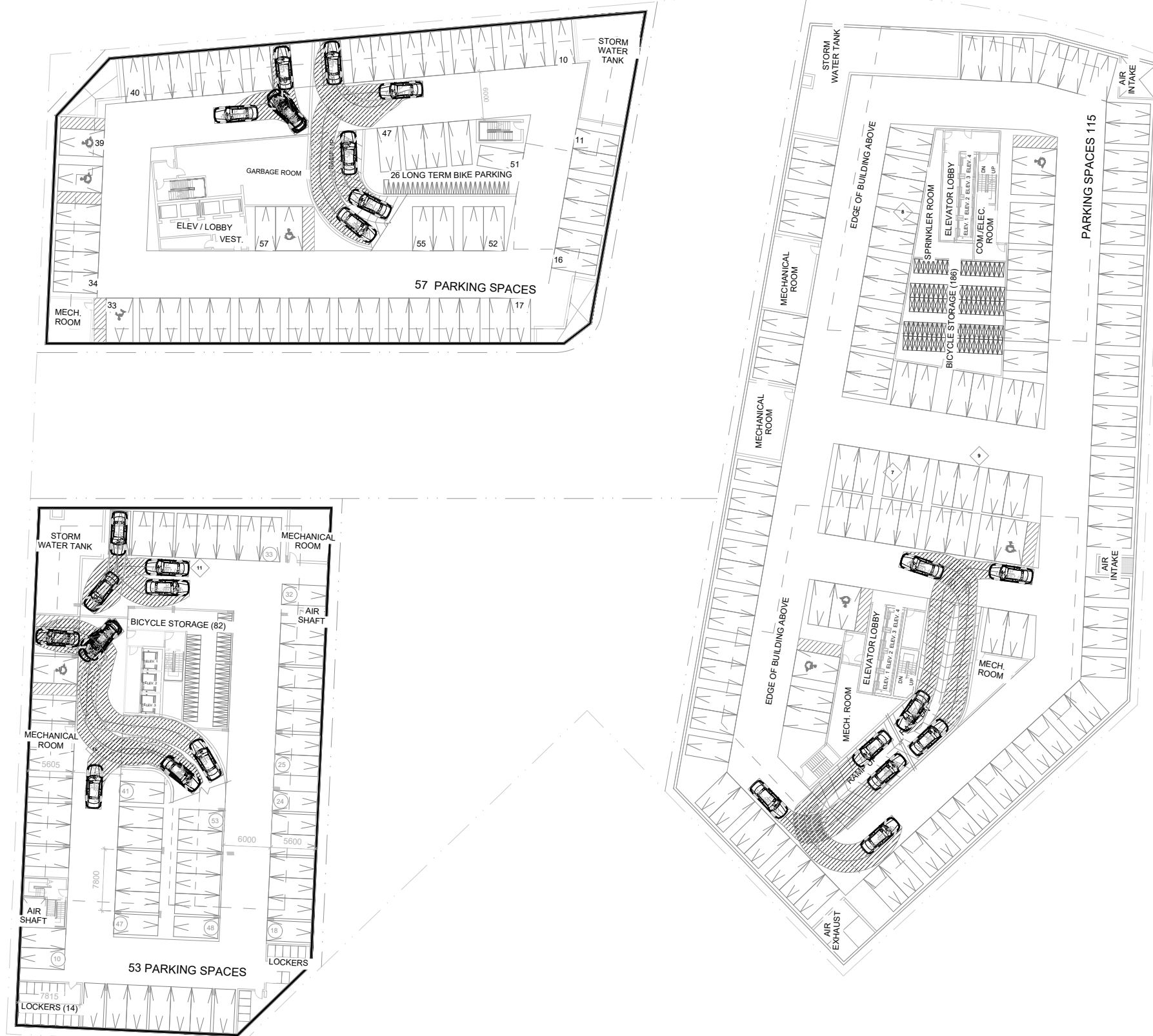
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PROJECT NAME:
Residential Development
15-23 Toryork Drive
City of Toronto

DRAWING TITLE:
AutoTURN Analysis
City Garbage Truck

DESIGN BY: K.A.	DATE: January 31, 2023
CHECKED BY: R.P.	PROJECT NO: NT-20-121
DRAWN BY: K.A.	DRAWING NO: Figure 26
SCALE: NTS	



BENCHMARK

REVISIONS

NO	REVISION	DATE	BY

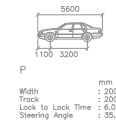
STAMP



PROJECT NAME:
Residential Development
15-23 Toryork Drive
City of Toronto

DRAWING TITLE:
AutoTURN Analysis
P TAC-2017

DESIGN BY: K.A.	DATE: February 6, 2023
CHECKED BY: R.P.	PROJECT NO. NT-20-121
DRAWN BY: K.A.	DRAWING NO. Figure 27
SCALE: NTS	



Appendix A

Existing Traffic Data and Signal Timing Plans

LOCATION:	Weston Rd & Toryork Rd	DISTRICT:	Etobicoke York
MODE/COMMENT:	SA2-VMG with PR, Fire Hall PE (EBLA)	COMPUTER SYSTEM:	TransSuite
TCS:	393	CONTROLLER/CABINET TYPE:	Econolite ASC/3-2100 / TS2 T1
PREPARED/CHECKED BY:	IBI / PV	CONFLICT FLASH:	Red & Red
PREPARATION DATE:	March 9, 2017	DESIGN WALK SPEED:	1.0m/s (FDW based on full crossing at 1.2 m/s)
IMPLEMENTATION DATE:	March 15, 2017	CHANNEL/DROP:	4035/5
		CONTROLLER FIRMWARE:	2.47.10



NEMA Phase	Backup Free & Plans 1 & 4	TP1	TP2	TP3	OFF	AM	PM	NIGHT	Phase Mode (Fixed/Demanded/Callable)	Remarks
		Plan 2	Plan 3	All Other Times	06:30-09:30 M-F	15:30-18:30 M-F	22:00-06:00 Daily			
		Local Plan		Pattern 1	Pattern 2	Pattern 3	Pattern 4			
		System Plan		Plan 1	Plan 2	Plan 3	Plan 4			
1 	WLK FDW MIN MAX1 AMB ALR SPLIT									Pedestrian Minimums: NSWK = 7 sec, NSFD = 21 sec EWWK = 7 sec, EWFD = 20 sec EW phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum EWG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, the EWG is capable of providing vehicle extensions up to the maximum. 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.
2 Weston Rd 	WLK 7 7 7 FDW 21 21 21 MIN 28 28 28 MAX1 75 73 73 AMB 4 4 4 ALR 3 3 3 SPLIT				81	79	79	81	Fixed.	The side street decision point is at the end of NSFD.
3 	WLK FDW MIN MAX1 AMB ALR SPLIT									Side Street Passage Time = 3 sec Left-Turn Passage Time = 2 sec <u>Firehall Preemption Instructions:</u> Preemption Sequence 1: Delay to start of PE = 30 sec • If preemption is received in phase 2/5/6: Time to Pre-emption Sequence = 0 - 35 sec
4 Toryork Rd 	WLK 7 7 9 FDW 20 20 20 MIN 7 7 7 MAX1 27 29 29 AMB 4 4 4 ALR 3 3 3 SPLIT				35	37	37	35	Callable by stopbar loop and/or pushbutton; Extendable by stopbar loop. • If preemption is received in phase 4/8: Time to Pre-emption Sequence = 0 - 34 sec	Serve 70.0 seconds EBLA/EBG/EWDW Serve 4.0 seconds EBY/EWDW Serve 3.0 second ALLR *Return to normal operation in NSG
5 	WLK FDW MIN 6 6 6 MAX1 19 19 19 AMB 3 3 3 ALR 1 1 1 SPLIT				23	23	23		Callable/Extendable by 9m setback loop	• Signal goes to ALLR before going into pre-emption sequences.
6 Weston Rd 	WLK 7 7 7 FDW 21 21 21 MIN 28 28 28 MAX1 52 50 50 AMB 4 4 4 ALR 3 3 3 SPLIT				58	56	56	81	Fixed.	
7 	WLK FDW MIN MAX1 AMB ALR SPLIT								Display only during Fire Hall PE.	
8 Industrial Plaza Ent. 	WLK 7 7 9 FDW 20 20 20 MIN 7 7 7 MAX1 27 29 29 AMB 4 4 4 ALR 3 3 3 SPLIT				35	37	37	35	Callable by stopbar loop and/or pushbutton; Extendable by stopbar loop.	
	CL OF VP				116 99 21	116 31 21	116 111 21	116 52 21		

NOTES: Picked up under TransSuite System on April 24, 2013 at approximately 13:51.

LOCATION:	Weston Rd & Finch Ave W	ATO / DISTRICT / WARD:	Area 2 / Etobicoke York / Ward 7
MODE/COMMENT:	SA1 with 2-wire Polara APS, TSP, & Firehall PE (SBLA)	COMPUTER SYSTEM:	TransSuite
PX:	589	CONTROLLER/CABINET TYPE:	PEEK ATC - 1000 / TS2 T1
PREPARED BY/DATE:	Tony Zhao/ January 07, 2019	CONFLICT FLASH:	Red & Red
CHECKED BY/DATE:		DESIGN WALK SPEED:	1.0 m/s (FDW based on full crossing at 1.2 m/s)
IMPLEMENTATION DATE:	January 07, 2019	CHANNEL/DROP:	4085/15
		FIRMWARE VERSION:	3.018.2976



SIGNAL HANDED OVER TO METROLINX AS OF OCTOBER 26, 2020

NEMA Phase	Local Plan Split Table	OFF	AM	PM	NGT	Phase Mode (Fixed/Demanded/Callable)	Remarks
		All Other Times	06:30-09:30 M	15:30-18:30 M	22:00-06:00		
		Pattern 1 Split 1	Pattern 2 Split 2	Pattern 3 Split 3	Pattern 4 Split 4		
1 	WLK 6 FDW 16 MIN 3 MAX1 3 AMB 1 ALR 1 SPLIT	20	20	20	20	SBLA Callable by 9m setback loop, Displayed during Firehall Pre-emption	Pedestrian Minimums: NSWK = 7 sec NSFWD = 24 sec EWWK = 7 sec EWFWD = 24 sec APS on during NSWK & EWWK when activated by push button and no arrows are displayed. Extended Push Activation = 3 sec
2 Weston Rd 	WLK 7 FDW 24 MIN 31 MAX1 37 AMB 4 ALR 3 SPLIT	44	44	44	44	Fixed. (Truncation to Ped Min)	<u>Firehall Preemption Instructions:</u> Delay to start of PE = 40 seconds • If pre-emption is received in phase 1/2/5/6: Time to Pre-emption Sequence = 0 - 38 sec • If pre-emption is received in phase 3/4/7/8: Time to Pre-emption Sequence = 0 - 38 sec
3 	WLK 6 FDW 7 MIN 3 MAX1 1 AMB 1 ALR 1 SPLIT	11	11	11	11	WBLA Callable by 9m setback loop,	Signals go to ALLR display before going into pre-emption sequences. <u>Pre-emption Sequence:</u> Serve 65.0 seconds SBLA/SBG/NSDW Serve 4.0 seconds SBYA/SBY/NSDW Serve 3.0 seconds ALLR Return to normal operation in WBLA/WBG.
4 Finch Ave W 	WLK 7 FDW 24 MIN 31 MAX1 34 AMB 4 ALR 3 SPLIT	41	41	41	41	Fixed. POZ activated by Request Loop. (Transit max. extension of 16 secs. in Green/ Don't Walk)	TSP disabled - TSP activation pending new firmware testing & field validation. *See back for TSP Instructions. During APS walk when pre-emption is active, "Emergency vehicle approaching clear intersection immediately" should be emitted.
5 	WLK 6 FDW 7 MIN 3 MAX1 1 AMB 1 ALR 1 SPLIT	11	11	11	11	NBLA Callable by 9m setback loop,	
6 Weston Rd 	WLK 7 FDW 24 MIN 31 MAX1 46 AMB 4 ALR 3 SPLIT	53	53	53	53	Fixed. (Truncation to Ped Min)	
7 	WLK 6 FDW 7 MIN 3 MAX1 1 AMB 1 ALR 1 SPLIT	11	11	11	11	EBLA Callable by 9m setback loop,	
8 Finch Ave W 	WLK 7 FDW 24 MIN 31 MAX1 34 AMB 4 ALR 3 SPLIT	41	41	41	52	Fixed. POZ activated by Request Loop. (Transit max. extension of 16 secs. in Green/ Don't Walk)	
	CL	116	116	116	116		
	OF	91	34	102	62		

NOTES: reverting back to Pre-construction timings

LOC: Weston Rd & Finch Ave W
 MODE: SA1 with 2-wire Polara APS, TSP, & Firehall PE (SBLA)
 PX: 589 PREPARATION DATE (TIMING CARD): Tony Zhao/Jan 07/2019

OFFSET CORRECTION PARAMETERS

2.3.4 O.C. Extend / Reduce

(Max. time added & subtracted in sec)

From page 1

Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
----	----	----	----	----	----	----	----

2.3.2.x O.C.

Thres.

OFF

Split 1	Ext.	--	22	--	22	--	22	--	22	116	20	29 s [25 %]
	Rdc.	10	6	1	3	1	15	1	3			

AM

Split 2	Ext.	--	22	--	22	--	22	--	22	116	20	29 s [25 %]
	Rdc.	10	6	1	3	1	15	1	3			

PM

Split 3	Ext.	--	22	--	22	--	22	--	22	116	20	29 s [25 %]
	Rdc.	10	6	1	3	1	15	1	3			

NGT

Split 4	Ext.	--	22	--	22	--	22	--	22	116	20	29 s [25 %]
	Rdc.	10	6	1	3	1	15	--	3			

T.S.P. PARAMETERS

PREPARED:

TSP RUN # 4	TSP RUN # 8
EB Thru	WB Thru

2.8.2 Transit Run Parameters

ATC Green Extend Mode (Equivalent TTC Algorithm)	Mode 0 B-2	Mode 0 B-2
---	---------------	---------------

2.8.3 Transit Action Plan 1 (Used for all Patterns)

Run Enable (X = Yes)	X	X
Run Config = 1	Recovery = 2 (O.C. with delay)	

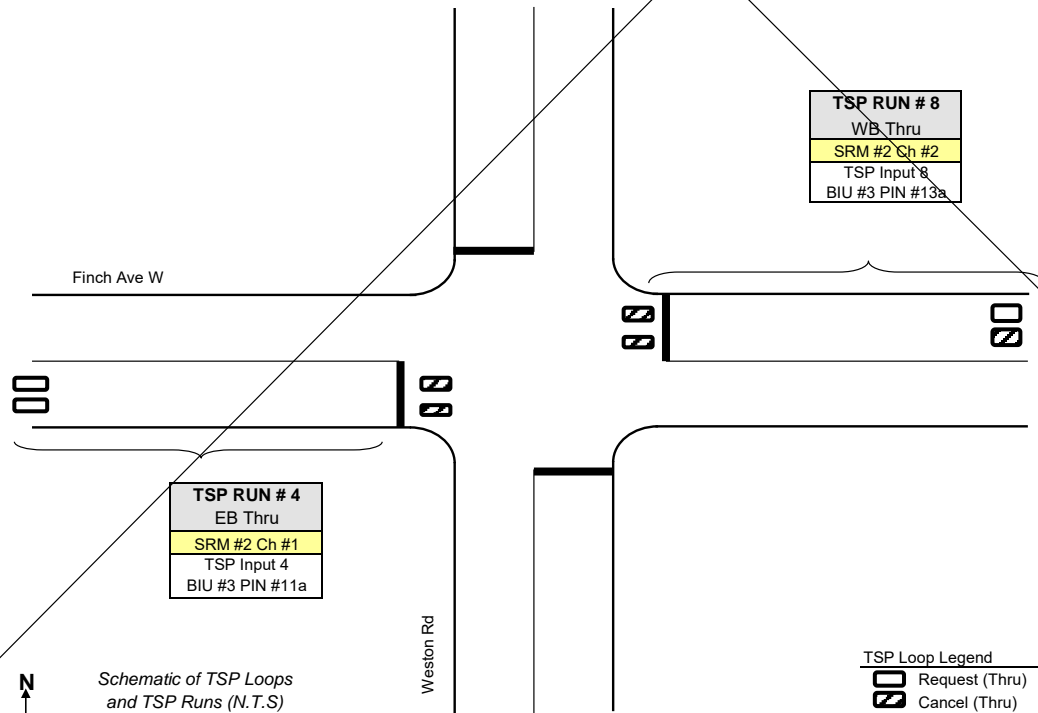
2.8.4 Transit Run Configuration 1

Delay / Extend / Fail	-- / -- / 235	-- / -- / 235
CALLS (and Extends)	Ø 4/8	Ø 4/8
Skips	--	--
Reduces (Truncates)	Ø 2/6	Ø 2/6

Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
----	----	----	----	----	----	----	----

2.8.6 TSP Split Tables: 1, 2, 3, and 4

GRN EXT (SDW Extension)	--	--	--	+16	--	--	--	+16
GRN RDC (Reduction)	--	-6	--	--	--	-6	--	--
WLK EXT (Walk Extension)	--	--	--	--	--	--	--	--



Notes:

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

TSP SUMMARY

Maximum Green Extensions:
 EWG: 16 s Green/Don't Walk
 Truncation of phases 2 and 6

TSP Loop Legend

- Request (Thru)
- Cancel (Thru)

LOCATION:	Finch Ave W & Milvan Dr / Rumike Rd	DISTRICT:	Etobicoke - York	N
MODE/COMMENT:	SA2-VMG with PR, TSP & LPI	COMPUTER SYSTEM:	TransSuite	
TCS:	811	CONTROLLER/CABINET TYPE:	Peek ATC 1000 / TS2 T1	
PREPARED BY/DATE:	Amir Sufipour/May 26, 2020	CONFLICT FLASH:	Red & Red	
CHECKED BY/ DATE:	Tony Zhao/Masoud Ramezani/July 14, 2020	DESIGN WALK SPEED:	1.0 m/s (FDW based on full crossing at 1.2 m/s)	
IMPLEMENTATION DATE:	August 17, 2020	CHANNEL/DROP:	4084/68	
		CONTROLLER FIRMWARE:	3.018.1.2976	

SIGNAL HANDED OVER TO METROLINX AS OF OCTOBER 26, 2020

NEMA Phase	Local Plan Split Table	OFF	AM	PM	Phase Mode (Fixed/Demanded or Callable)	Remarks
		All Other Times	06:30-09:15 M-F	15:45-18:30 M-F		
		Pattern 1	Pattern 2	Pattern 3		
1 	WLK FDW MIN MAX1 AMB ALR SPLIT					Pedestrian Minimums: EWWK = 12 sec, EWFD = 17 sec NSWK = 12 sec, NSFD = 22 sec NS phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum NSG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, the NSG is capable of providing vehicle extensions up to the maximum green split. If a pedestrian call is received, the pedestrian minimums will be served. The NSWK & NSFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle demand. Unused extension time is given to the EWG.
2 Finch Ave W 	WLK DLY 5 WLK 12 FDW 17 MIN 24 MAX1 28 AMB 3.3 ALR 2.7 SPLIT				Fixed Split shown includes 5 sec of EW LPI Side Street Passage Time = 3 sec	City disabled TSP at this location on March 8, 2019 at the request of the TTC because of detection equipment issues. Due to the implementation of the Finch West LRT, TSP is not planned to be re-enabled at this time. Leading Pedestrian Interval - NSWK & EWWK comes up 5 seconds before NS & EW vehicle green, respectively.
3 	WLK FDW MIN MAX1 AMB ALR SPLIT					
4 Rumike Rd 	WLK DLY 5 WLK 12 FDW 22 MIN 7 MAX1 29 AMB 3.3 ALR 3.1 SPLIT				Callable by Stopbar loop and/or Pushbutton; Extendable by Stopbar loop. Split shown includes 5 sec of NS LPI	
5 	WLK FDW MIN MAX1 AMB ALR SPLIT					
6 Finch Ave W 	WLK DLY 5 WLK 12 FDW 17 MIN 24 MAX1 28 AMB 3.3 ALR 2.7 SPLIT				Fixed Split shown includes 5 sec of EW LPI	
7 	WLK FDW MIN MAX1 AMB ALR SPLIT					
8 Milvan Dr 	WLK DLY 5 WLK 12 FDW 22 MIN 7 MAX1 29 AMB 3.3 ALR 3.1 SPLIT				Callable by Stopbar loop and/or Pushbutton; Extendable by Stopbar loop. Split shown includes 5 sec of NS LPI	
	CL OF	80 51	90 62	90 36		

LQC: Finch Ave W & Milvan Dr / Rumike Rd
MODE: SA2-VMG with PR, TSP & LPI
TCS: 811 **PREPARATION DATE (TIMING CARD):** February 27, 2019

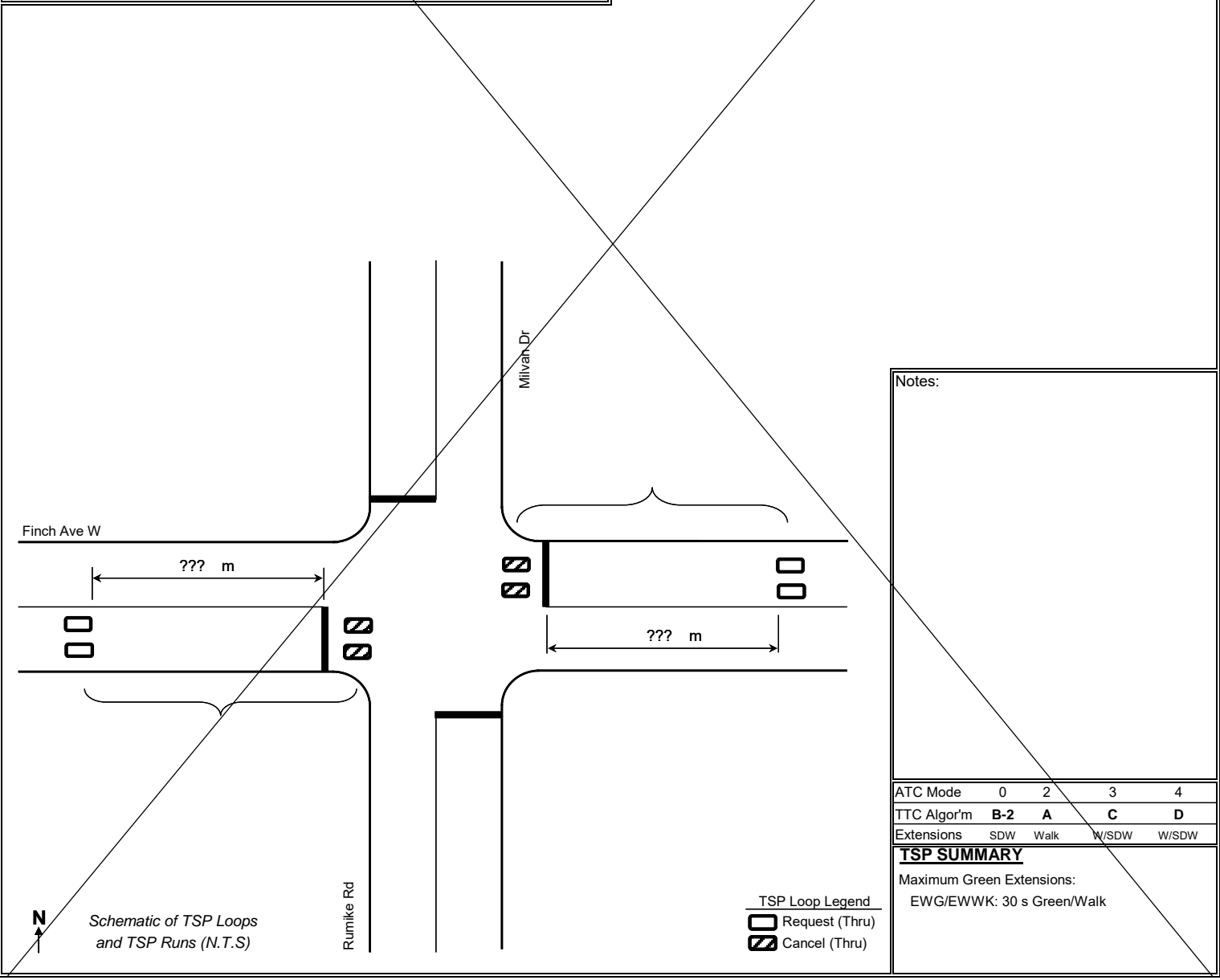
T.S.P. PARAMETERS
PREPARED: Amir Sufipour/May 26, 2020

OFFSET CORRECTION PARAMETERS

TSP is not currently implemented due to the planned Finch West LRT

T.S.P. PARAMETERS

TSP is not currently implemented due to the planned Finch West LRT.
 I/O Mapping for all TSP runs should be retained for possible future TSP.



LOCATION:	Weston Rd & Fenmar Dr	ATO / DISTRICT / WARD:	2 (Etobicoke York) / 7
MODE/COMMENT:	FT & RLC (SB) & LPI	COMPUTER SYSTEM:	TransSuite
TCS:	1149	CONTROLLER/CABINET TYPE:	Econolite ASC/3 - 1000 / TS2 T1
PREPARED BY/DATE:	IBI / December 3, 2021	CONFLICT FLASH:	Red & Red
CHECKED BY/DATE:	Ranajamil Iftikhar & Ihtesham Ahmad / December 08, 2021	DESIGN WALK SPEED:	1.0 m/s (FDW based on full crossing at 1.2 m/s)
IMPLEMENTATION DATE:	January 11, 2022	CHANNEL/DROP:	4035/3
		CONTROLLER FIRMWARE:	

NEMA Phase		OFF	AM	PM	NGHT	WKND	Phase Mode (Fixed/Demanded/Callable)	Remarks
		All Other Times	06:30-09:30 M-F	14:30-18:30 M-F	22:00-06:30 Daily	11:00-19:00 Sat & Sun		
		Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 4		
	System Plan	Plan 1	Plan 2	Plan 3	Plan 4	Plan 5		
1 	WLK FDW MIN MAX1 AMB ALR SPLIT							Pedestrian Minimums: NSWK = 12 seconds, NSFD = 18 seconds EWWK = 12 seconds, EWFD = 19 seconds Leading Pedestrian Interval – NSWK & EWWK comes up 5 seconds before vehicle green The following grades were used to calculate the AMB intervals: North Leg = 1.1% South Leg = 3.9% East Leg = -1.1% West Leg = 1.9%
2 Weston Rd 	DLY GI 5 WLK 12 FDW 18 MIN 25 MAX1 59 AMB 3.2 ALR 2.7 SPLIT						Fixed. Split shown includes 5 seconds of NS LPI	
		70	80	73	46	72		
3 	WLK FDW MIN MAX1 AMB ALR SPLIT							
4 Fenmar Dr 	DLY GI 5 WLK 12 FDW 19 MIN 26 MAX1 28 AMB 3.4 ALR 3.0 SPLIT						Fixed. Split shown includes 5 seconds of EW LPI	
		40	40	47	38	38		
5 	WLK FDW MIN MAX1 AMB ALR SPLIT							
6 Weston Rd 	DLY GI 5 WLK 12 FDW 18 MIN 25 MAX1 59 AMB 3.2 ALR 2.7 SPLIT						Fixed. Split shown includes 5 seconds of NS LPI	
		70	80	73	46	72		
7 	WLK FDW MIN MAX1 AMB ALR SPLIT							
8 Fenmar Dr 	DLY GI 5 WLK 12 FDW 19 MIN 26 MAX1 28 AMB 3.4 ALR 3.0 SPLIT						Fixed. Split shown includes 5 seconds of EW LPI	
		40	40	47	38	38		
	CL	110	120	120	84	110		
	OF	23	102	102	80	92		

NOTES:

LOCATION:	Finch Ave W & Jayzel Ave/Private Access	DISTRICT:	Etobicoke York
MODE/COMMENT:	SA2-VMG with PR and TSP*	COMPUTER SYSTEM:	TransSuite
TCS:	1663	CONTROLLER/CABINET TYPE:	PEEK ATC - 1000 / TS2 T1
PREPARED/CHECKED BY:	AR/DS	CONFLICT FLASH:	Red & Red
PREPARATION DATE:	May 10, 2018	DESIGN WALK SPEED:	1.0 m/s (FDW based on full crossing @1.2m/s)
IMPLEMENTATION DATE:	May 11, 2018	CHANNEL/DROP:	4084/63
		CONTROLLER FIRMWARE:	3.018.1.2976



SIGNAL HANDED OVER TO METROLINX AS OF OCTOBER 26, 2020

NEMA Phase	Local Plan Split Table	OFF	AM	PM	Phase Mode (Fixed/Demanded or Callable)	Remarks
		All Other Times	06:30 - 09:15 M-F	15:45 - 18:30 M-F		
		Pattern 1 Split 1	Pattern 2 Split 2	Pattern 3 Split 3		
1 	WLK FDW MIN MAX1 AMB ALR SPLIT					Pedestrian Minimums: EWWK = 7 sec. EWFD = 12 sec. NSWK = 7 sec. NSFDD = 22 sec. NBG phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum NBG is 7 seconds. If ongoing vehicle demand exists on the stopbar loop, the NBG is capable of providing vehicle extensions up to the maximum green split. If a pedestrian call is received, the maximum would be served. The NSWK & NSFDD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time based on vehicle demand and is taken from the EWG. Unused extension time is given to the EWG.
2 Finch Ave W 	WLK 7 FDW 12 MIN 19 MAX1 34 AMB 4 ALR 2 SPLIT	39	49	49	Fixed. POZ activated by Request Loop (max extension of 14 secs in Green/Walk & 16 secs in Green/Don't Walk)	SB phase is callable by vehicle actuation. If a vehicle call is received, the minimum SBG is 7 seconds. If NB and SB detectors are both active at the end of the EW phase, the NB phase is served first followed by the SB phase. If only the NB detector is active at the end of the EW phase, only the NB phase is served and unused SBG time is given to EWG and EWWK. Any late SB demand will only be served the following cycle. Side Street Passage Time = 3 seconds. NB and SB phases are called independently of each other. *See back for TSP instructions.
3 	WLK 7 FDW 22 MIN 7 MAX1 29 AMB 4 ALR 3 SPLIT	37	37	37	Callable by stopbar loop and/or pushbutton; Extendable by stopbar loop.	TSP disabled - TSP activation pending new firmware testing & field validation.
4 	WLK FDW MIN 7 MAX1 7 AMB 3 ALR 3 SPLIT	14	14	14	Callable by stopbar loop.	Ring Structure: 2 3 4 6 7 8
5 	WLK FDW MIN MAX1 AMB ALR SPLIT					
6 Finch Ave W 	WLK 7 FDW 12 MIN 19 MAX1 35 AMB 4 ALR 2 SPLIT	39	49	49	Fixed. POZ activated by Request Loop (max extension of 14 secs in Green/Walk & 16 secs in Green/Don't Walk)	
7 Jayzel Ave 	WLK 7 FDW 22 MIN 7 MAX1 29 AMB 4 ALR 3 SPLIT	37	37	37		
8 Private Access 	WLK FDW MIN 7 MAX1 7 AMB 3 ALR 3 SPLIT	14	14	14		
	CL OF	90 1	100 1	100 1		

NOTES: N/S Ped crossing on West side only.

LOC: Finch Ave W & Jayzel Ave/Private Access
 MODE: SA2-VMG with PR and TSP*
 TCS: 1663 PREPARATION DATE (TIMING CARD): May 10, 2018

OFFSET CORRECTION PARAMETERS

2.3.4 O.C. Extend / Reduce (Max. time added & subtracted in sec.) From page 1

			Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	[Cycle]	[Slop]
OFF												
Split 1	Ext.	--	34	--	--	--	34	--	--		90	16
	Rdc.	--	14	1	1	--	14	1	1			
AM												
Split 2	Ext.	--	38	--	--	--	38	--	--		100	26
	Rdc.	--	24	1	1	--	24	1	1			
PM												
Split 3	Ext.	--	38	--	--	--	38	--	--		100	26
	Rdc.	--	24	1	1	--	24	1	1			

T.S.P. PARAMETERS

PREPARED BY: AR/DS

TSP RUN # 2 EB Thru	TSP RUN # 6 WB Thru
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2.8.2 Transit Run Parameters

ATC Green Extend Mode (Equivalent TTC Algorithm)	Mode 3 C	Mode 3 C
--	-------------	-------------

2.8.3 Transit Action Plan 1 (Used for all Patterns)

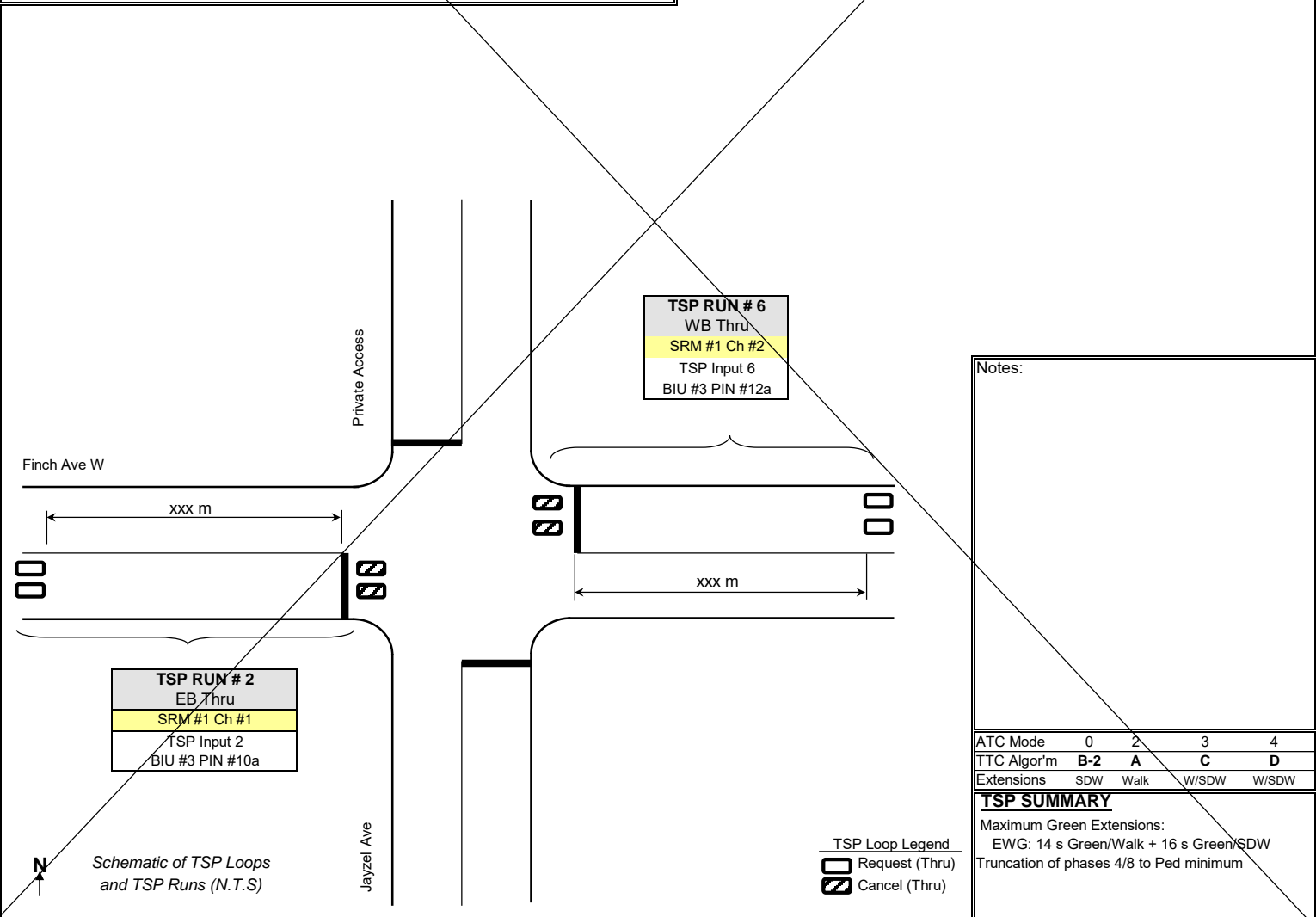
Run Enable (X = Yes)	X	X
Run Config = 1	Recovery = 2 (O.C. with delay)	

2.8.4 Transit Run Configuration 1

Delay / Extend / Fail	-- / -- / 235	-- / -- / 235
CALLS (and Extends)	Ø 2/6	Ø 2/6
Skips	--	--
Reduces (Truncates)	Ø 3/7	Ø 3/7

2.8.6 TSP Split Tables: 1, 2, 3

	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
GRN EXT (SDW Extension)	--	+16	--	--	--	+16	--	--
GRN RDC (Reduction)	--	--	-1	--	--	--	-1	--
WLK EXT (Walk Extension)	--	+14	--	--	--	+14	--	--



Notes:

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

TSP SUMMARY

Maximum Green Extensions:
 EWG: 14 s Green/Walk + 16 s Green/SDW
 Truncation of phases 4/8 to Ped minimum



Turning Movement Count
 Location Name: WESTON RD & FINCH AVE W
 Date: Thu, Mar 28, 2019 Deployment Lead: Peter Ilias

Turning Movement Count (23 . WESTON RD & FINCH AVE W)

Start Time	N Approach WESTON RD						E Approach FINCH AVE W						S Approach WESTON RD						W Approach FINCH AVE W						Int. Total (15 min)	Int. Total (1 hr)	
	Left N:E	Thru N:S	Right N:W	U-Turn N:N	Peds N:	Approach Total	Left E:S	Thru E:W	Right E:N	U-Turn E:E	Peds E:	Approach Total	Left S:W	Thru S:N	Right S:E	U-Turn S:S	Peds S:	Approach Total	Left W:N	Thru W:E	Right W:S	U-Turn W:W	Peds W:	Approach Total			
06:00:00	32	41	5	0	17	78	15	95	31	0	20	141	16	93	33	0	6	142	26	116	11	0	15	153	514		
06:15:00	25	63	9	0	21	97	20	149	45	0	19	214	36	103	31	0	4	170	41	161	8	0	21	210	691		
06:30:00	33	63	16	0	26	112	19	156	52	0	32	227	25	119	30	0	10	174	43	195	17	0	26	255	768		
06:45:00	26	59	15	0	28	100	27	155	58	0	31	240	23	112	27	0	14	162	50	206	28	0	26	284	786	2759	
07:00:00	27	98	12	1	13	138	30	179	36	0	23	245	28	124	21	0	18	173	38	181	17	1	17	237	793	3038	
07:15:00	43	128	24	1	8	196	50	166	42	0	21	258	23	108	29	0	16	160	40	196	18	2	18	256	870	3217	
07:30:00	36	142	20	0	4	198	50	215	55	0	42	320	17	88	30	0	34	135	40	210	7	0	32	257	910	3359	
07:45:00	52	134	18	0	6	204	48	183	51	0	35	282	20	99	22	0	29	141	39	206	8	0	19	253	880	3453	
08:00:00	31	129	17	0	18	177	45	188	38	0	44	271	20	95	31	0	14	146	36	190	17	0	33	243	837	3497	
08:15:00	39	112	10	0	12	161	38	135	47	0	31	220	14	105	39	0	20	158	27	179	4	0	55	210	749	3376	
08:30:00	34	107	18	1	16	160	40	173	39	0	54	252	24	74	34	0	9	132	25	201	6	1	31	233	777	3243	
08:45:00	28	102	21	1	21	152	27	168	33	0	29	228	20	90	25	0	4	135	42	219	6	1	34	268	783	3146	
09:00:00	44	95	20	0	24	159	29	122	16	0	34	167	23	68	23	0	7	114	33	166	5	0	28	204	644	2953	
09:15:00	47	95	23	0	31	165	14	85	6	0	31	105	31	77	26	0	8	134	42	175	12	1	33	230	634	2838	
09:30:00	38	100	26	0	9	164	21	85	9	0	12	115	25	87	26	0	5	138	39	180	9	0	25	228	645	2706	
09:45:00	46	108	33	0	27	187	33	100	7	0	26	140	23	88	28	0	6	139	37	130	16	0	30	183	649	2572	
BREAK																											
15:00:00	62	144	43	0	46	249	22	104	5	0	63	131	21	53	26	0	0	100	46	201	11	0	70	258	738		
15:15:00	51	140	40	0	106	231	18	100	4	0	105	122	16	28	22	0	6	66	34	148	6	0	93	188	607		
15:30:00	68	145	36	0	55	249	33	101	6	0	43	140	13	54	21	0	0	88	46	173	9	0	57	228	705		
15:45:00	69	147	50	0	31	266	20	113	3	0	40	136	8	53	16	0	5	77	36	166	9	0	44	211	690	2740	
16:00:00	50	199	39	0	44	288	29	102	6	0	61	137	23	80	20	0	8	123	40	172	7	0	57	219	767	2769	
16:15:00	55	166	45	0	50	266	35	155	18	0	49	208	15	81	22	0	2	118	40	213	18	0	49	271	863	3025	
16:30:00	50	171	41	1	54	263	34	193	14	0	25	241	24	91	24	0	0	139	43	210	7	0	50	260	903	3223	
16:45:00	47	144	54	0	48	245	28	212	18	0	21	258	30	78	25	0	4	133	41	192	20	0	79	253	889	3422	
17:00:00	52	210	58	0	27	320	48	187	19	0	18	254	26	75	30	0	0	131	41	170	16	0	55	227	932	3587	
17:15:00	47	203	43	0	50	293	29	192	16	0	28	237	30	94	29	0	2	153	41	204	16	0	60	261	944	3668	
17:30:00	40	171	52	0	66	263	48	207	17	0	44	272	36	84	33	0	6	153	37	169	27	0	63	233	921	3686	
17:45:00	41	161	56	0	44	258	45	196	13	0	36	254	27	68	29	0	15	124	32	143	24	0	44	199	835	3632	
18:00:00	62	173	53	0	19	288	42	196	22	0	37	260	22	93	29	0	18	144	34	183	9	1	41	227	919	3619	
18:15:00	48	163	44	1	30	256	42	207	15	0	22	264	35	93	34	0	23	162	33	217	14	0	54	264	946	3621	
18:30:00	56	135	36	0	34	227	48	182	17	0	32	247	23	93	27	0	23	143	46	189	9	1	48	245	862	3562	
18:45:00	41	107	32	0	19	180	39	211	23	0	15	273	38	80	36	1	24	155	36	180	11	0	36	227	835	3562	
Grand Total	1420	4155	1009	6	1004	6590	1066	5012	781	0	1123	6859	755	2728	878	1	340	4362	1224	5841	402	8	1343	7475	25286	-	
Approach%	21.5%	63.1%	15.3%	0.1%	-	-	15.5%	73.1%	11.4%	0%	-	-	17.3%	62.5%	20.1%	0%	-	16.4%	78.1%	5.4%	0.1%	-	-	-	-	-	
Totals %	5.6%	16.4%	4%	0%	26.1%	-	4.2%	19.8%	3.1%	0%	27.1%	-	3%	10.8%	3.5%	0%	17.3%	4.8%	23.1%	1.6%	0%	-	29.6%	-	-	-	
Heavy	156	308	80	0	-	-	39	239	126	0	-	-	29	207	37	0	-	51	335	23	0	-	-	-	-	-	
Heavy %	11%	7.4%	7.9%	0%	-	-	3.7%	4.8%	16.1%	0%	-	-	3.8%	7.6%	4.2%	0%	-	4.2%	5.7%	5.7%	0%	-	-	-	-	-	
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Peak Hour: 07:15 AM - 08:15 AM Weather: Broken Clouds (1.49 °C)

Start Time	N Approach WESTON RD						E Approach FINCH AVE W						S Approach WESTON RD						W Approach FINCH AVE W						Int. Total (15 min)
	Left	Thru	Right	U-Turn	Peds	Approach Total	Left	Thru	Right	U-Turn	Peds	Approach Total	Left	Thru	Right	U-Turn	Peds	Approach Total	Left	Thru	Right	U-Turn	Peds	Approach Total	
07:15:00	43	128	24	1	8	196	50	166	42	0	21	258	23	108	29	0	16	160	40	196	18	2	18	256	870
07:30:00	36	142	20	0	4	198	50	215	55	0	42	320	17	88	30	0	34	135	40	210	7	0	32	257	910
07:45:00	52	134	18	0	6	204	48	183	51	0	35	282	20	99	22	0	29	141	39	206	8	0	19	253	880
08:00:00	31	129	17	0	18	177	45	188	38	0	44	271	20	95	31	0	14	146	36	190	17	0	33	243	837
Grand Total	162	533	79	1	36	775	193	752	186	0	142	1131	80	390	112	0	93	582	155	802	50	2	102	1009	3497
Approach%	20.9%	68.8%	10.2%	0.1%	-	-	17.1%	66.5%	16.4%	0%	-	-	13.7%	67%	19.2%	0%	-	-	15.4%	79.5%	5%	0.2%	-	-	-
Totals %	4.6%	15.2%	2.3%	0%	22.2%	22.2%	5.5%	21.5%	5.3%	0%	32.3%	32.3%	2.3%	11.2%	3.2%	0%	16.6%	16.6%	4.4%	22.9%	1.4%	0.1%	28.9%	28.9%	-
PHF	0.78	0.94	0.82	0.25	0.95	0.95	0.97	0.87	0.85	0	0.88	0.88	0.87	0.9	0.9	0	0.91	0.91	0.97	0.95	0.69	0.25	0.98	0.98	-
Heavy	27	63	11	0	101	101	10	55	21	0	86	86	4	27	5	0	36	36	9	61	7	0	77	77	-
Heavy %	16.7%	11.8%	13.9%	0%	13%	13%	5.2%	7.3%	11.3%	0%	7.6%	7.6%	5%	6.9%	4.5%	0%	6.2%	6.2%	5.8%	7.6%	14%	0%	7.6%	7.6%	-
Lights	120	431	65	1	617	617	176	662	156	0	994	994	73	352	100	0	525	525	140	711	40	2	893	893	-
Lights %	74.1%	80.9%	82.3%	100%	79.6%	79.6%	91.2%	88%	83.9%	0%	87.9%	87.9%	91.3%	90.3%	89.3%	0%	90.2%	90.2%	90.3%	88.7%	80%	100%	88.5%	88.5%	-
Light Goods Vehicles	15	39	3	0	57	57	7	35	9	0	51	51	3	11	7	0	21	21	6	30	3	0	39	39	-
Light Goods Vehicles %	9.3%	7.3%	3.8%	0%	7.4%	7.4%	3.6%	4.7%	4.8%	0%	4.5%	4.5%	3.8%	2.8%	6.3%	0%	3.6%	3.6%	3.9%	3.7%	6%	0%	3.9%	3.9%	-
Single-Unit Trucks	23	36	9	0	68	68	6	16	12	0	34	34	2	11	3	0	16	16	4	20	2	0	26	26	-
Single-Unit Trucks %	14.2%	6.8%	11.4%	0%	8.8%	8.8%	3.1%	2.1%	6.5%	0%	3%	3%	2.5%	2.8%	2.7%	0%	2.7%	2.7%	2.6%	2.5%	4%	0%	2.6%	2.6%	-
Buses	0	17	2	0	19	19	3	27	6	0	36	36	2	15	2	0	19	19	3	40	5	0	48	48	-
Buses %	0%	3.2%	2.5%	0%	2.5%	2.5%	1.6%	3.6%	3.2%	0%	3.2%	3.2%	2.5%	3.8%	1.8%	0%	3.3%	3.3%	1.9%	5%	10%	0%	4.8%	4.8%	-
Articulated Trucks	4	10	0	0	14	14	1	12	3	0	16	16	0	1	0	0	1	1	2	1	0	0	3	3	-
Articulated Trucks %	2.5%	1.9%	0%	0%	1.8%	1.8%	0.5%	1.6%	1.6%	0%	1.4%	1.4%	0%	0.3%	0%	0%	0.2%	0.2%	1.3%	0.1%	0%	0%	0.3%	0.3%	-
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Bicycles on Road %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	36	36	-	-	-	-	142	142	-	-	-	-	93	93	-	-	-	-	102	102	-
Pedestrians%	-	-	-	-	9.7%	9.7%	-	-	-	-	38.1%	38.1%	-	-	-	-	24.9%	24.9%	-	-	-	-	27.3%	27.3%	-
Bicycles on Crosswalk	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	-
Bicycles on Crosswalk%	-	-	-	-	0%	0%	-	-	-	-	0%	0%	-	-	-	-	0%	0%	-	-	-	-	0%	0%	-

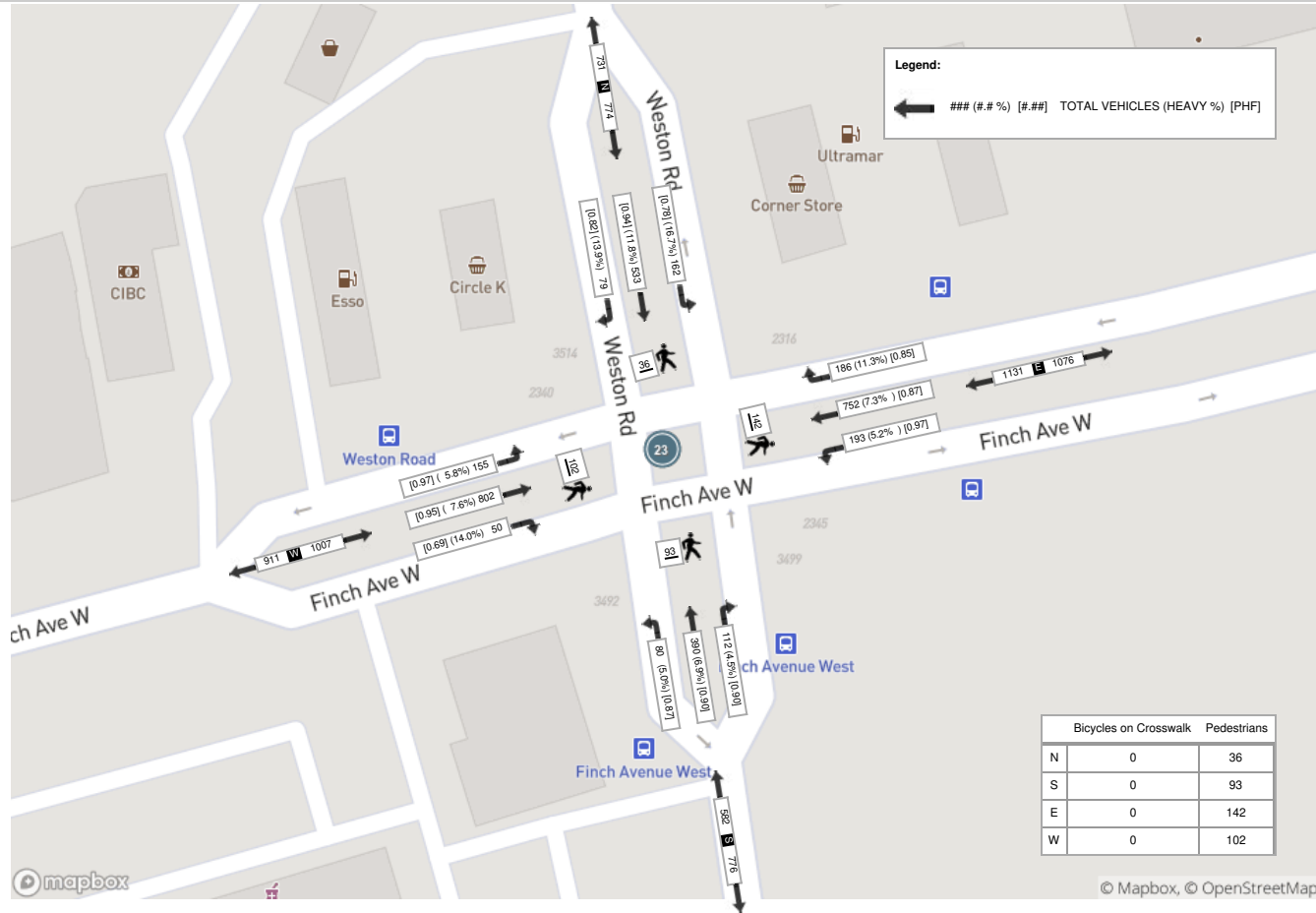


Turning Movement Count
 Location Name: WESTON RD & FINCH AVE W
 Date: Thu, Mar 28, 2019 Deployment Lead: Peter Ilias

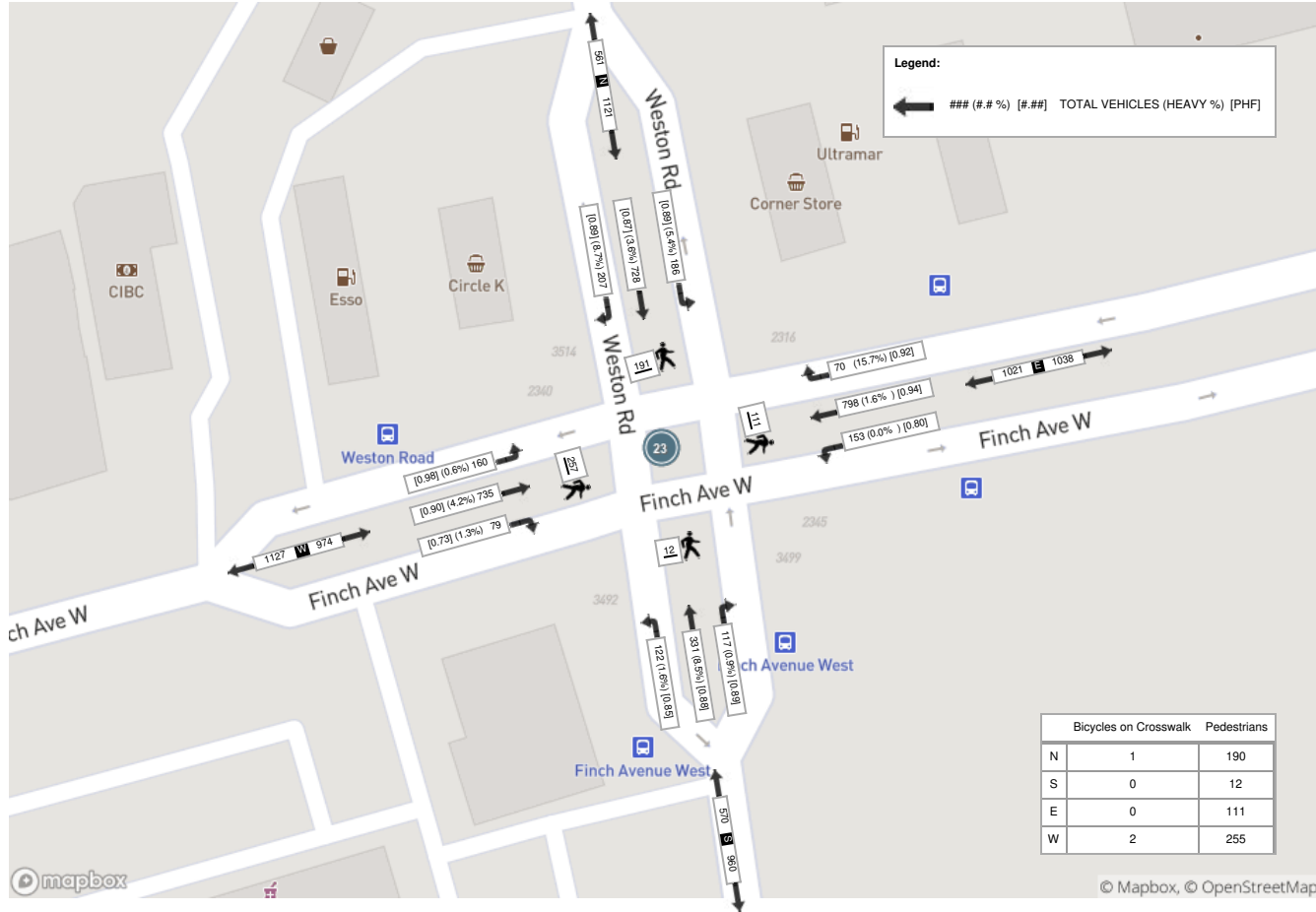
Peak Hour: 04:45 PM - 05:45 PM Weather: Broken Clouds (9.5 °C)

Start Time	N Approach WESTON RD						E Approach FINCH AVE W						S Approach WESTON RD						W Approach FINCH AVE W						Int. Total (15 min)	
	Left	Thru	Right	U-Turn	Peds	Approach Total	Left	Thru	Right	U-Turn	Peds	Approach Total	Left	Thru	Right	U-Turn	Peds	Approach Total	Left	Thru	Right	U-Turn	Peds	Approach Total		
16:45:00	47	144	54	0	48	245	28	212	18	0	21	258	30	78	25	0	4	133	41	192	20	0	79	253	889	
17:00:00	52	210	58	0	27	320	48	187	19	0	18	254	26	75	30	0	0	131	41	170	16	0	55	227	932	
17:15:00	47	203	43	0	50	293	29	192	16	0	28	237	30	94	29	0	2	153	41	204	16	0	60	261	944	
17:30:00	40	171	52	0	66	263	48	207	17	0	44	272	36	84	33	0	6	153	37	169	27	0	63	233	921	
Grand Total	186	728	207	0	191	1121	153	798	70	0	111	1021	122	331	117	0	12	570	160	735	79	0	257	974	3686	
Approach%	16.6%	64.9%	18.5%	0%	-	-	15%	78.2%	6.9%	0%	-	-	21.4%	58.1%	20.5%	0%	-	-	16.4%	75.5%	8.1%	0%	-	-	-	
Totals %	5%	19.8%	5.6%	0%	30.4%	30.4%	4.2%	21.6%	1.9%	0%	27.7%	27.7%	3.3%	9%	3.2%	0%	15.5%	15.5%	4.3%	19.9%	2.1%	0%	26.4%	26.4%	-	
PHF	0.89	0.87	0.89	0	0.88	0.88	0.8	0.94	0.92	0	0.94	0.94	0.85	0.88	0.89	0	0.93	0.93	0.98	0.9	0.73	0	0.93	0.93	-	
Heavy	10	26	18	0	54	54	0	13	11	0	24	24	2	28	1	0	31	31	1	31	1	0	33	33	-	
Heavy %	5.4%	3.6%	8.7%	0%	4.8%	4.8%	0%	1.6%	15.7%	0%	2.4%	2.4%	1.6%	8.5%	0.9%	0%	5.4%	5.4%	0.6%	4.2%	1.3%	0%	3.4%	3.4%	-	
Lights	172	687	183	0	1042	1042	149	764	57	0	970	970	118	289	114	0	521	521	152	681	76	0	909	909	-	
Lights %	92.5%	94.4%	88.4%	0%	93%	93%	97.4%	95.7%	81.4%	0%	95%	95%	96.7%	87.3%	97.4%	0%	91.4%	91.4%	95%	92.7%	96.2%	0%	93.3%	93.3%	-	
Light Goods Vehicles	4	15	6	0	25	25	4	21	2	0	27	27	2	14	2	0	18	18	7	23	2	0	32	32	-	
Light Goods Vehicles %	2.2%	2.1%	2.9%	0%	2.2%	2.2%	2.6%	2.6%	2.9%	0%	2.6%	2.6%	1.6%	4.2%	1.7%	0%	3.2%	3.2%	4.4%	3.1%	2.5%	0%	3.3%	3.3%	-	
Single-Unit Trucks	8	9	4	0	21	21	0	9	5	0	14	14	1	11	1	0	13	13	0	19	0	0	19	19	-	
Single-Unit Trucks %	4.3%	1.2%	1.9%	0%	1.9%	1.9%	0%	1.1%	7.1%	0%	1.4%	1.4%	0.8%	3.3%	0.9%	0%	2.3%	2.3%	0%	2.6%	0%	0%	2%	2%	-	
Buses	0	11	14	0	25	25	0	2	5	0	7	7	1	13	0	0	14	14	0	10	0	0	10	10	-	
Buses %	0%	1.5%	6.8%	0%	2.2%	2.2%	0%	0.3%	7.1%	0%	0.7%	0.7%	0.8%	3.9%	0%	0%	2.5%	2.5%	0%	1.4%	0%	0%	1%	1%	-	
Articulated Trucks	2	6	0	0	8	8	0	2	1	0	3	3	0	4	0	0	4	4	1	2	1	0	4	4	-	
Articulated Trucks %	1.1%	0.8%	0%	0%	0.7%	0.7%	0%	0.3%	1.4%	0%	0.3%	0.3%	0%	1.2%	0%	0%	0.7%	0.7%	0.6%	0.3%	1.3%	0%	0.4%	0.4%	-	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Bicycles on Road %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	190	190	-	-	-	-	111	111	-	-	-	-	12	12	-	-	-	-	255	255	255	-
Pedestrians%	-	-	-	-	33.3%	33.3%	-	-	-	-	19.4%	19.4%	-	-	-	-	2.1%	2.1%	-	-	-	-	44.7%	44.7%	44.7%	-
Bicycles on Crosswalk	-	-	-	-	1	1	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	2	2	2	-
Bicycles on Crosswalk%	-	-	-	-	0.2%	0.2%	-	-	-	-	0%	0%	-	-	-	-	0%	0%	-	-	-	-	0.4%	0.4%	0.4%	-

Peak Hour: 07:15 AM - 08:15 AM Weather: Broken Clouds (1.49 °C)



Peak Hour: 04:45 PM - 05:45 PM Weather: Broken Clouds (9.5 °C)





Turning Movement Count
 Location Name: WESTON RD & TORYORK DR
 Date: Thu, Mar 28, 2019 Deployment Lead: Peter Ilias

Turning Movement Count (22 . WESTON RD & TORYORK DR)

Start Time	N Approach WESTON RD						E Approach COMMERCIAL ACCESS						S Approach WESTON RD						W Approach TORYORK DR						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	U-Turn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	U-Turn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	U-Turn W:W	Peds W:	Approach Total		
06:00:00	2	49	0	0	0	51	1	0	1	0	0	2	2	117	42	0	0	161	25	0	0	0	2	25	239	
06:15:00	8	69	1	0	0	78	0	1	0	0	2	1	0	165	45	0	0	210	27	0	4	0	0	31	320	
06:30:00	3	85	0	0	2	88	1	0	0	0	5	1	0	170	80	0	0	250	23	1	3	0	7	27	366	
06:45:00	5	68	0	0	2	73	2	1	1	0	5	4	2	172	57	0	2	231	28	1	5	0	3	34	342	1267
07:00:00	3	121	1	0	2	125	1	1	1	0	3	3	1	168	54	0	0	223	24	1	4	0	1	29	380	1408
07:15:00	5	159	3	0	0	167	0	0	1	0	1	1	0	158	35	0	1	193	31	1	6	0	1	38	399	1487
07:30:00	6	144	4	0	3	154	4	1	3	0	3	8	2	147	40	0	0	189	39	0	2	0	0	41	392	1513
07:45:00	9	133	2	0	1	144	0	0	4	0	4	4	3	150	55	0	1	208	61	5	9	0	6	75	431	1602
08:00:00	4	136	0	0	0	140	5	0	4	0	1	9	1	132	39	0	17	172	37	3	1	0	0	41	362	1584
08:15:00	9	119	0	0	1	128	0	1	2	0	10	3	3	155	46	0	2	204	45	2	3	0	3	50	385	1570
08:30:00	11	118	3	0	1	132	0	0	0	0	6	0	0	112	35	0	5	147	47	0	9	0	1	56	335	1513
08:45:00	8	107	2	0	4	117	2	2	0	0	2	4	2	132	37	0	4	171	45	3	5	0	7	53	345	1427
09:00:00	6	117	3	0	2	126	5	6	6	0	1	17	4	105	32	0	1	141	41	3	4	0	3	48	332	1397
09:15:00	9	124	5	0	1	138	1	3	2	0	1	6	6	111	22	0	0	139	33	3	9	0	1	45	328	1340
09:30:00	20	138	8	0	0	166	4	6	3	0	1	13	6	112	45	0	3	163	51	0	8	0	0	59	401	1406
09:45:00	21	128	5	0	0	154	6	3	7	0	2	16	6	113	27	0	3	146	46	3	8	0	4	57	373	1434
BREAK																										
15:00:00	20	166	3	0	3	189	6	8	16	0	13	30	12	76	25	0	1	113	61	7	10	0	16	78	410	
15:15:00	19	168	12	0	2	199	10	6	8	0	4	24	5	53	28	0	1	86	57	5	9	0	13	71	380	
15:30:00	18	170	15	0	2	203	7	10	20	0	19	37	10	83	35	0	12	128	69	6	8	0	5	83	451	
15:45:00	19	170	12	0	0	201	13	13	18	0	7	44	8	72	20	0	10	100	92	7	31	1	16	131	476	1717
16:00:00	18	241	3	0	8	262	7	8	12	0	8	27	12	91	21	0	4	124	43	4	7	0	27	54	467	1774
16:15:00	25	194	10	0	0	229	12	6	13	0	5	31	9	116	38	0	2	163	64	4	8	0	12	76	499	1893
16:30:00	17	193	11	0	1	221	9	2	12	0	11	23	13	113	34	0	2	160	61	3	8	0	3	72	476	1918
16:45:00	15	191	6	0	1	212	5	9	16	0	2	30	12	106	35	0	1	153	51	3	5	0	7	59	454	1896
17:00:00	11	246	6	0	2	263	9	5	15	0	12	29	11	93	41	0	3	145	66	5	5	0	9	76	513	1942
17:15:00	17	216	10	0	4	243	10	9	17	0	6	36	11	122	40	1	4	174	53	4	10	0	13	67	520	1963
17:30:00	11	205	3	0	5	219	5	3	19	0	5	27	7	123	31	0	5	161	50	4	5	0	8	59	466	1953
17:45:00	12	200	3	0	0	215	9	3	14	0	8	26	9	97	30	0	0	136	55	3	7	1	7	66	443	1942
18:00:00	11	216	8	0	4	235	11	5	11	0	8	27	9	107	40	0	3	156	72	3	9	0	9	84	502	1931
18:15:00	13	174	7	0	1	194	8	7	21	0	6	36	8	117	31	0	1	156	49	3	5	0	5	57	443	1854
18:30:00	4	150	0	0	0	154	8	1	19	0	2	28	11	129	26	0	2	166	55	0	2	0	2	57	405	1793
18:45:00	5	136	3	0	2	144	7	1	16	0	5	24	8	101	31	0	0	140	35	1	4	0	3	40	348	1698
Grand Total	364	4851	149	0	54	5364	168	121	282	0	168	571	193	3818	1197	1	90	5209	1536	88	213	2	194	1839	12983	-
Approach%	6.8%	90.4%	2.8%	0%	-	-	29.4%	21.2%	49.4%	0%	-	-	3.7%	73.3%	23%	0%	-	-	83.5%	4.8%	11.6%	0.1%	-	-	-	-
Totals %	2.8%	37.4%	1.1%	0%	41.3%	-	1.3%	0.9%	2.2%	0%	4.4%	-	1.5%	29.4%	9.2%	0%	40.1%	-	11.8%	0.7%	1.6%	0%	14.2%	-	-	-
Heavy	45	404	4	0	-	-	5	2	4	0	-	-	1	288	100	0	-	-	136	1	11	0	-	-	-	-
Heavy %	12.4%	8.3%	2.7%	0%	-	-	3%	1.7%	1.4%	0%	-	-	0.5%	7.5%	8.4%	0%	-	-	8.9%	1.1%	5.2%	0%	-	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Turning Movement Count
 Location Name: WESTON RD & TORYORK DR
 Date: Thu, Mar 28, 2019 Deployment Lead: Peter Ilias

Peak Hour: 07:00 AM - 08:00 AM Weather: Broken Clouds (1.49 °C)

Start Time	N Approach WESTON RD						E Approach COMMERCIAL ACCESS						S Approach WESTON RD						W Approach TORYORK DR						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
07:00:00	3	121	1	0	2	125	1	1	1	0	3	3	1	168	54	0	0	223	24	1	4	0	1	29	380
07:15:00	5	159	3	0	0	167	0	0	1	0	1	1	0	158	35	0	1	193	31	1	6	0	1	38	399
07:30:00	6	144	4	0	3	154	4	1	3	0	3	8	2	147	40	0	0	189	39	0	2	0	0	41	392
07:45:00	9	133	2	0	1	144	0	0	4	0	4	4	3	150	55	0	1	208	61	5	9	0	6	75	431
Grand Total	23	557	10	0	6	590	5	2	9	0	11	16	6	623	184	0	2	813	155	7	21	0	8	183	1602
Approach%	3.9%	94.4%	1.7%	0%	-	-	31.3%	12.5%	56.3%	0%	-	-	0.7%	76.6%	22.6%	0%	-	-	84.7%	3.8%	11.5%	0%	-	-	-
Totals %	1.4%	34.8%	0.6%	0%	36.8%	0.3%	0.1%	0.6%	0%	0%	1%	0.4%	38.9%	11.5%	0%	50.7%	9.7%	0.4%	1.3%	0%	11.4%	-	-	-	
PHF	0.64	0.88	0.63	0	0.88	0.31	0.5	0.56	0	0.5	0.5	0.93	0.84	0	0.91	0.64	0.35	0.58	0	0.61	-	-	-		
Heavy	7	72	1	0	80	1	0	0	0	1	0	49	16	0	65	24	0	1	0	25	-	-	-		
Heavy %	30.4%	12.9%	10%	0%	13.6%	20%	0%	0%	0%	6.3%	0%	7.9%	8.7%	0%	8%	15.5%	0%	4.8%	0%	13.7%	-	-	-		
Lights	14	441	8	0	463	4	2	8	0	14	6	547	150	0	703	114	6	18	0	138	-	-	-		
Lights %	60.9%	79.2%	80%	0%	78.5%	80%	100%	88.9%	0%	87.5%	100%	87.8%	81.5%	0%	86.5%	73.5%	85.7%	85.7%	0%	75.4%	-	-	-		
Light Goods Vehicles	2	44	1	0	47	0	0	1	0	1	0	27	18	0	45	17	1	2	0	20	-	-	-		
Light Goods Vehicles %	8.7%	7.9%	10%	0%	8%	0%	0%	11.1%	0%	6.3%	0%	4.3%	9.8%	0%	5.5%	11%	14.3%	9.5%	0%	10.9%	-	-	-		
Single-Unit Trucks	7	38	1	0	46	1	0	0	0	1	0	17	12	0	29	21	0	1	0	22	-	-	-		
Single-Unit Trucks %	30.4%	6.8%	10%	0%	7.8%	20%	0%	0%	0%	6.3%	0%	2.7%	6.5%	0%	3.6%	13.5%	0%	4.8%	0%	12%	-	-	-		
Buses	0	20	0	0	20	0	0	0	0	0	0	24	3	0	27	1	0	0	0	1	-	-	-		
Buses %	0%	3.6%	0%	0%	3.4%	0%	0%	0%	0%	0%	0%	3.9%	1.6%	0%	3.3%	0.6%	0%	0%	0%	0.5%	-	-	-		
Articulated Trucks	0	14	0	0	14	0	0	0	0	0	0	8	1	0	9	2	0	0	0	2	-	-	-		
Articulated Trucks %	0%	2.5%	0%	0%	2.4%	0%	0%	0%	0%	0%	0%	1.3%	0.5%	0%	1.1%	1.3%	0%	0%	0%	1.1%	-	-	-		
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	
Bicycles on Road %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	-	
Pedestrians	-	-	-	-	6	-	-	-	-	11	-	-	-	-	2	-	-	-	-	-	5	-	-	-	
Pedestrians%	-	-	-	-	22.2%	-	-	-	-	40.7%	-	-	-	-	7.4%	-	-	-	-	-	18.5%	-	-	-	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	3	-	-	-	
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	11.1%	-	-	-	

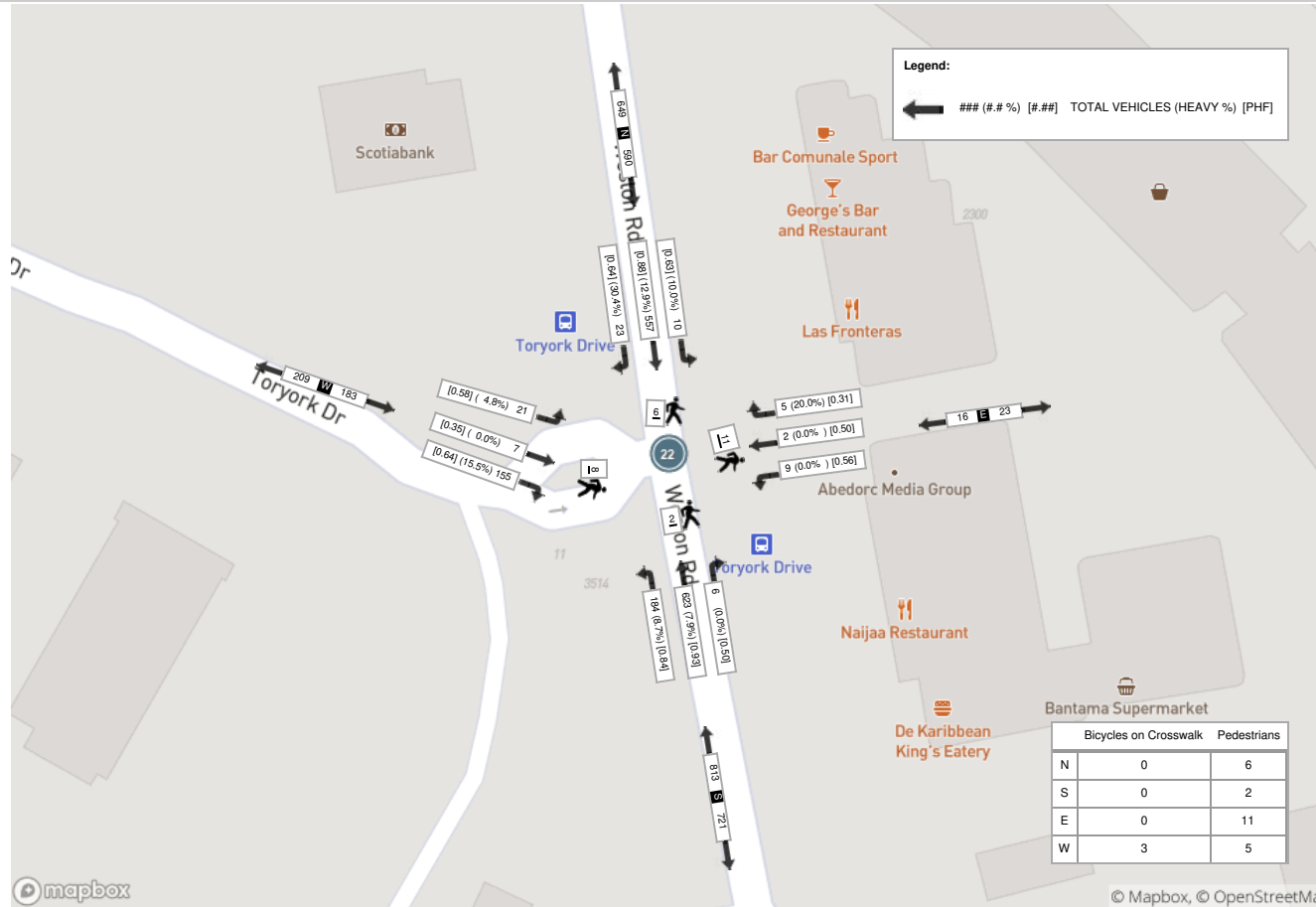


Turning Movement Count
 Location Name: WESTON RD & TORYORK DR
 Date: Thu, Mar 28, 2019 Deployment Lead: Peter Ilias

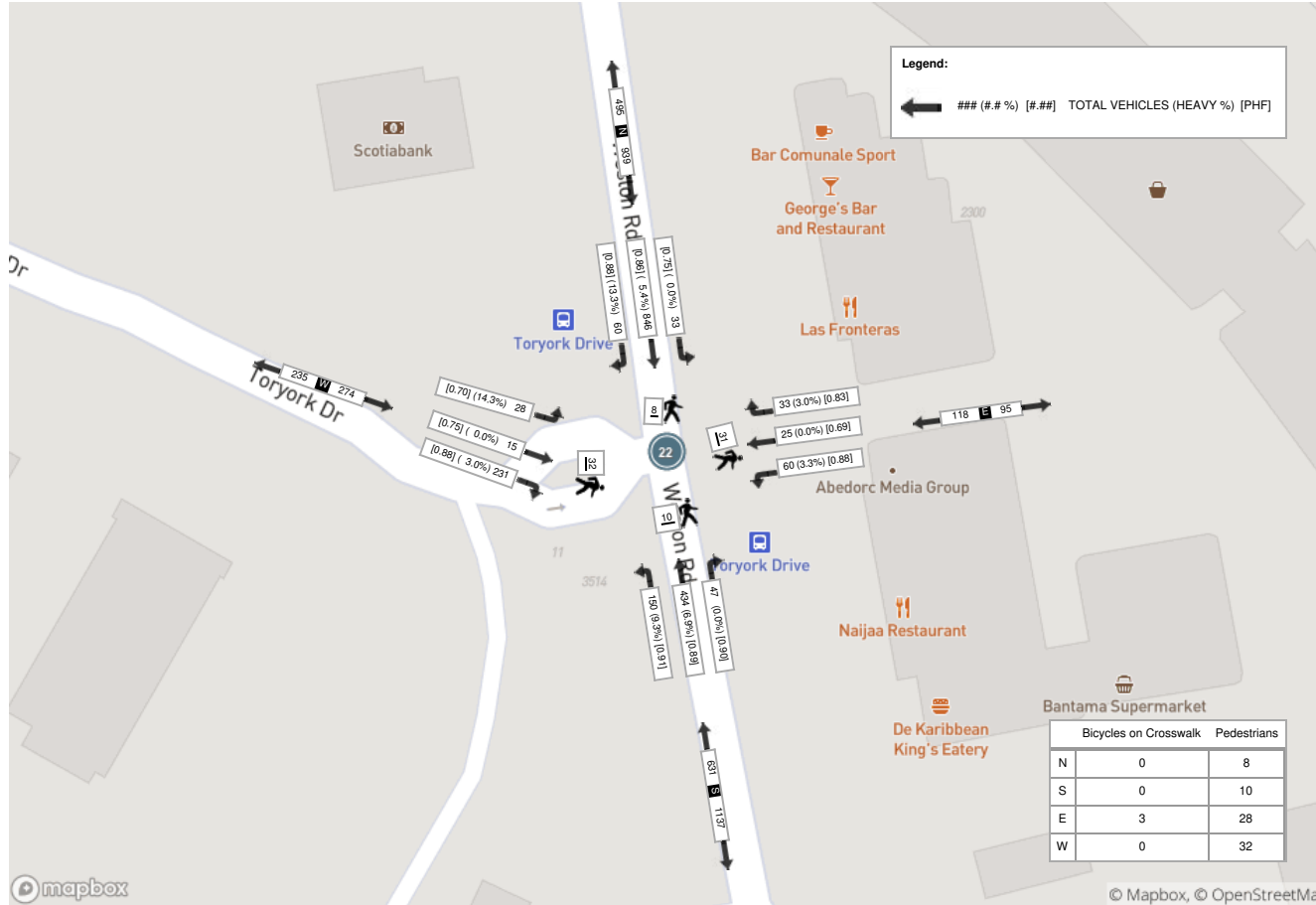
Peak Hour: 04:30 PM - 05:30 PM Weather: Broken Clouds (9.5 °C)

Start Time	N Approach WESTON RD						E Approach COMMERCIAL ACCESS						S Approach WESTON RD						W Approach TORYORK DR						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
16:30:00	17	193	11	0	1	221	9	2	12	0	11	23	13	113	34	0	2	160	61	3	8	0	3	72	476
16:45:00	15	191	6	0	1	212	5	9	16	0	2	30	12	106	35	0	1	153	51	3	5	0	7	59	454
17:00:00	11	246	6	0	2	263	9	5	15	0	12	29	11	93	41	0	3	145	66	5	5	0	9	76	513
17:15:00	17	216	10	0	4	243	10	9	17	0	6	36	11	122	40	1	4	174	53	4	10	0	13	67	520
Grand Total	60	846	33	0	8	939	33	25	60	0	31	118	47	434	150	1	10	632	231	15	28	0	32	274	1963
Approach%	6.4%	90.1%	3.5%	0%	-	-	28%	21.2%	50.8%	0%	-	-	7.4%	68.7%	23.7%	0.2%	-	-	84.3%	5.5%	10.2%	0%	-	-	-
Totals %	3.1%	43.1%	1.7%	0%	47.8%	1.7%	1.3%	3.1%	0%	6%	2.4%	22.1%	7.6%	0.1%	32.2%	11.8%	0.8%	1.4%	0%	14%	-	-	-	-	-
PHF	0.88	0.86	0.75	0	0.89	0.83	0.69	0.88	0	0.82	0.9	0.89	0.91	0.25	0.91	0.88	0.75	0.7	0	0.9	-	-	-	-	-
Heavy	8	46	0	0	54	1	0	2	0	3	0	30	14	0	44	7	0	4	0	11	-	-	-	-	-
Heavy %	13.3%	5.4%	0%	0%	5.8%	3%	0%	3.3%	0%	2.5%	0%	6.9%	9.3%	0%	7%	3%	0%	14.3%	0%	4%	-	-	-	-	-
Lights	50	775	32	0	857	30	25	55	0	110	44	382	125	1	552	212	13	22	0	247	-	-	-	-	-
Lights %	83.3%	91.6%	97%	0%	91.3%	90.9%	100%	91.7%	0%	93.2%	93.6%	88%	83.3%	100%	87.3%	91.8%	86.7%	78.6%	0%	90.1%	-	-	-	-	-
Light Goods Vehicles	2	25	1	0	28	2	0	3	0	5	3	22	11	0	36	12	2	2	0	16	-	-	-	-	-
Light Goods Vehicles %	3.3%	3%	3%	0%	3%	6.1%	0%	5%	0%	4.2%	6.4%	5.1%	7.3%	0%	5.7%	5.2%	13.3%	7.1%	0%	5.8%	-	-	-	-	-
Single-Unit Trucks	5	16	0	0	21	1	0	2	0	3	0	11	11	0	22	6	0	3	0	9	-	-	-	-	-
Single-Unit Trucks %	8.3%	1.9%	0%	0%	2.2%	3%	0%	3.3%	0%	2.5%	0%	2.5%	7.3%	0%	3.5%	2.6%	0%	10.7%	0%	3.3%	-	-	-	-	-
Buses	0	27	0	0	27	0	0	0	0	0	0	13	2	0	15	0	0	0	0	0	-	-	-	-	-
Buses %	0%	3.2%	0%	0%	2.9%	0%	0%	0%	0%	0%	0%	3%	1.3%	0%	2.4%	0%	0%	0%	0%	0%	-	-	-	-	-
Articulated Trucks	3	3	0	0	6	0	0	0	0	0	0	6	1	0	7	1	0	1	0	2	-	-	-	-	-
Articulated Trucks %	5%	0.4%	0%	0%	0.6%	0%	0%	0%	0%	0%	0%	1.4%	0.7%	0%	1.1%	0.4%	0%	3.6%	0%	0.7%	-	-	-	-	-
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	-
Bicycles on Road %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	-	-	-
Pedestrians	-	-	-	-	8	-	-	-	-	28	-	-	-	-	10	-	-	-	-	32	-	-	-	-	-
Pedestrians%	-	-	-	-	9.9%	-	-	-	-	34.6%	-	-	-	-	12.3%	-	-	-	-	39.5%	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	3	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	3.7%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-

Peak Hour: 07:00 AM - 08:00 AM Weather: Broken Clouds (1.49 °C)



Peak Hour: 04:30 PM - 05:30 PM Weather: Broken Clouds (9.5 °C)



	Bicycles on Crosswalk	Pedestrians
N	0	8
S	0	10
E	3	28
W	0	32



Turning Movement Count (119 . FINCH AVE & JAYZEL DR)

Start Time	N Approach JAYZEL DR						E Approach FINCH AVE W						S Approach JAYZEL DR						W Approach FINCH AVE W						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	U-Turn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	U-Turn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	U-Turn W:W	Peds W:	Approach Total		
06:00:00	0	0	1	0	0	1	0	121	6	0	0	127	10	0	4	0	1	14	5	141	0	0	1	146	288	
06:15:00	1	0	0	0	6	1	0	165	5	0	0	170	10	1	6	0	2	17	2	201	0	0	7	203	391	
06:30:00	1	0	1	0	3	2	0	180	4	0	0	184	22	1	5	0	4	28	4	233	0	0	7	237	451	
06:45:00	1	0	0	0	3	1	0	181	5	0	0	186	22	1	6	0	3	29	4	244	3	0	7	251	467	1597
07:00:00	1	0	1	0	1	2	0	190	9	0	0	199	14	0	9	0	1	23	7	217	0	0	2	224	448	1757
07:15:00	0	0	3	0	3	3	0	222	9	0	1	231	26	0	18	0	1	44	5	271	2	0	3	278	556	1922
07:30:00	3	0	0	0	3	3	1	237	14	0	0	252	18	0	12	0	2	30	23	251	2	0	3	276	561	2032
07:45:00	2	0	1	0	4	3	0	188	10	0	0	198	19	1	25	0	0	45	30	253	0	1	1	284	530	2095
08:00:00	1	1	1	0	4	3	0	210	14	0	0	224	19	2	16	0	5	37	30	252	4	0	1	286	550	2197
08:15:00	1	1	0	0	21	2	0	146	24	0	1	170	19	0	14	0	6	33	24	230	2	0	13	256	461	2102
08:30:00	1	1	1	0	12	3	0	219	15	0	0	234	17	0	30	0	4	47	23	230	3	0	10	256	540	2081
08:45:00	0	1	0	0	2	1	2	187	17	0	0	206	33	0	28	0	7	61	18	260	4	0	2	282	550	2101
09:00:00	1	0	3	0	4	4	0	147	15	0	2	162	17	0	18	0	3	35	20	226	8	0	6	254	455	2006
09:15:00	4	2	6	0	5	12	2	145	13	0	4	160	12	5	11	0	6	28	13	233	6	0	14	252	452	1997
09:30:00	7	2	4	0	7	13	2	128	5	1	0	136	13	1	14	0	1	28	6	180	5	0	10	191	368	1825
09:45:00	5	0	3	0	1	8	1	143	9	0	0	153	15	1	16	0	1	32	11	172	4	0	6	187	380	1655
BREAK																										
15:00:00	7	3	3	0	16	13	3	161	16	0	0	180	19	2	26	0	4	47	18	248	20	0	20	286	526	
15:15:00	9	1	10	0	18	20	2	148	13	0	0	163	28	6	47	0	0	81	24	217	5	0	9	246	510	
15:30:00	13	6	10	0	28	29	1	154	17	0	0	172	25	5	40	0	1	70	37	222	14	2	15	275	546	
15:45:00	13	10	5	0	13	28	3	180	18	0	0	201	25	5	37	0	2	67	36	188	3	0	15	227	523	2105
16:00:00	12	0	4	0	20	16	3	156	22	0	1	181	30	5	30	0	4	65	22	245	8	0	22	275	537	2116
16:15:00	10	9	5	0	11	24	1	202	18	0	1	221	21	3	30	0	5	54	21	245	11	2	10	279	578	2184
16:30:00	9	5	4	0	14	18	1	227	22	0	1	250	21	4	40	0	4	65	11	252	7	0	12	270	603	2241
16:45:00	8	3	2	0	25	13	0	268	19	1	3	288	15	1	20	0	8	36	15	227	7	0	31	249	586	2304
17:00:00	8	1	3	0	10	12	1	267	22	0	4	290	14	5	37	0	10	56	24	254	5	1	22	284	642	2409
17:15:00	8	1	6	0	10	15	2	249	15	0	1	266	20	0	31	0	9	51	19	252	7	0	4	278	610	2441
17:30:00	12	4	7	0	14	23	1	252	27	0	1	280	11	2	24	0	7	37	20	193	13	0	13	226	566	2404
17:45:00	15	5	8	0	25	28	4	248	14	0	4	266	14	6	27	0	11	47	10	219	9	0	35	238	579	2397
18:00:00	11	2	7	0	14	20	2	248	22	0	4	272	24	4	23	0	8	51	20	235	11	0	20	266	609	2364
18:15:00	11	2	10	0	7	23	2	255	19	0	2	276	15	3	19	0	5	37	19	215	12	0	17	246	582	2336
18:30:00	10	0	12	0	10	22	1	220	16	1	9	238	18	0	12	0	10	30	9	224	13	0	9	246	536	2306
18:45:00	10	0	10	0	10	20	0	241	24	0	3	265	12	3	11	0	4	26	11	210	15	1	25	237	548	2275
Grand Total	195	60	131	0	324	386	35	6285	478	3	42	6801	598	67	686	0	139	1351	541	7240	203	7	372	7991	16529	-
Approach%	50.5%	15.5%	33.9%	0%	-	-	0.5%	92.4%	7%	0%	-	-	44.3%	5%	50.8%	0%	-	-	6.8%	90.6%	2.5%	0.1%	-	-	-	-
Totals %	1.2%	0.4%	0.8%	0%	2.3%	2.3%	0.2%	38%	2.9%	0%	41.1%	41.1%	3.6%	0.4%	4.2%	0%	8.2%	8.2%	3.3%	43.8%	1.2%	0%	48.3%	-	-	-
Heavy	1	0	5	0	-	-	0	342	13	0	-	-	21	2	26	0	-	-	16	382	4	0	-	-	-	-
Heavy %	0.5%	0%	3.8%	0%	-	-	0%	5.4%	2.7%	0%	-	-	3.5%	3%	3.8%	0%	-	-	3%	5.3%	2%	0%	-	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 07:15 AM - 08:15 AM Weather: Broken Clouds (1.49 °C)

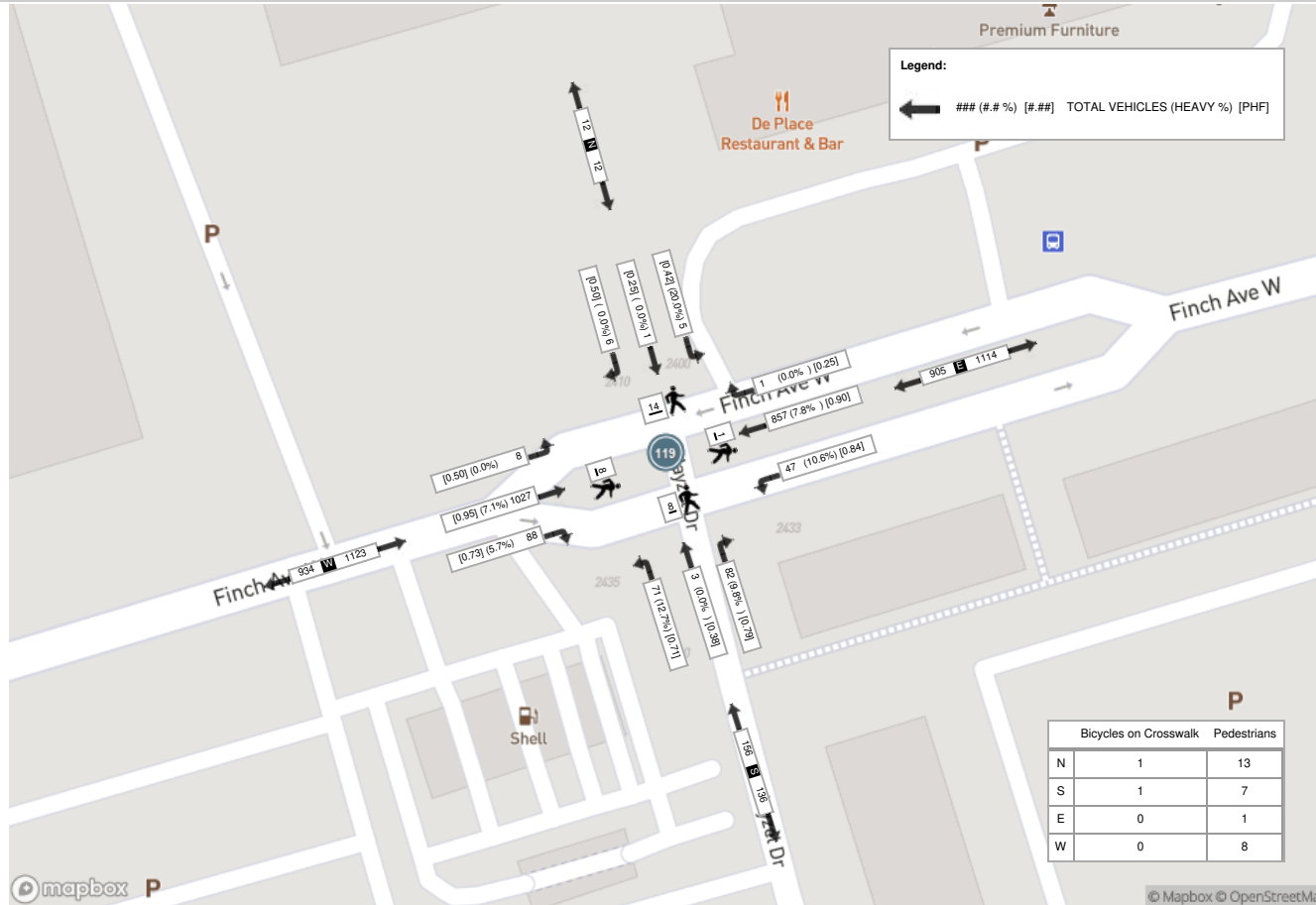
Start Time	N Approach JAYZEL DR						E Approach FINCH AVE W						S Approach JAYZEL DR						W Approach FINCH AVE W						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
07:15:00	0	0	3	0	3	3	0	222	9	0	1	231	26	0	18	0	1	44	5	271	2	0	3	278	556
07:30:00	3	0	0	0	3	3	1	237	14	0	0	252	18	0	12	0	2	30	23	251	2	0	3	276	561
07:45:00	2	0	1	0	4	3	0	188	10	0	0	198	19	1	25	0	0	45	30	253	0	1	1	284	530
08:00:00	1	1	1	0	4	3	0	210	14	0	0	224	19	2	16	0	5	37	30	252	4	0	1	286	550
Grand Total	6	1	5	0	14	12	1	857	47	0	1	905	82	3	71	0	8	156	88	1027	8	1	8	1124	2197
Approach%	50%	8.3%	41.7%	0%	-	-	0.1%	94.7%	5.2%	0%	-	-	52.6%	1.9%	45.5%	0%	-	-	7.8%	91.4%	0.7%	0.1%	-	-	-
Totals %	0.3%	0%	0.2%	0%	0.5%	0.5%	0%	39%	2.1%	0%	41.2%	41.2%	3.7%	0.1%	3.2%	0%	7.1%	7.1%	4%	46.7%	0.4%	0%	51.2%	51.2%	-
PHF	0.5	0.25	0.42	0	1	1	0.25	0.9	0.84	0	0.9	0.9	0.79	0.38	0.71	0	0.87	0.87	0.73	0.95	0.5	0.25	0.98	0.98	-
Heavy	0	0	1	0	1	1	0	67	5	0	72	72	8	0	9	0	17	17	5	73	0	0	78	78	-
Heavy %	0%	0%	20%	0%	8.3%	8.3%	0%	7.8%	10.6%	0%	8%	8%	9.8%	0%	12.7%	0%	10.9%	10.9%	5.7%	7.1%	0%	0%	6.9%	6.9%	-
Lights	5	1	4	0	10	10	1	790	42	0	833	833	73	3	61	0	137	137	83	914	8	1	1006	1006	-
Lights %	83.3%	100%	80%	0%	83.3%	83.3%	100%	92.2%	89.4%	0%	92%	92%	89%	100%	85.9%	0%	87.8%	87.8%	94.3%	89%	100%	100%	89.5%	89.5%	-
Light Goods Vehicles	1	0	0	0	1	1	0	0	0	0	0	0	1	0	1	0	2	2	0	40	0	0	40	40	-
Light Goods Vehicles %	16.7%	0%	0%	0%	8.3%	8.3%	0%	0%	0%	0%	0%	0%	1.2%	0%	1.4%	0%	1.3%	1.3%	0%	3.9%	0%	0%	3.6%	3.6%	-
Single-Unit Trucks	0	0	0	0	0	0	0	29	1	0	30	30	0	0	1	0	1	1	0	30	0	0	30	30	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	0%	3.4%	2.1%	0%	3.3%	3.3%	0%	0%	1.4%	0%	0.6%	0.6%	0%	2.9%	0%	0%	2.7%	2.7%	-
Buses	0	0	1	0	1	1	0	27	4	0	31	31	8	0	8	0	16	16	5	40	0	0	45	45	-
Buses %	0%	0%	20%	0%	8.3%	8.3%	0%	3.2%	8.5%	0%	3.4%	3.4%	9.8%	0%	11.3%	0%	10.3%	10.3%	5.7%	3.9%	0%	0%	4%	4%	-
Articulated Trucks	0	0	0	0	0	0	0	11	0	0	11	11	0	0	0	0	0	0	0	3	0	0	3	3	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	1.3%	0%	0%	1.2%	1.2%	0%	0%	0%	0%	0%	0%	0%	0.3%	0%	0%	0.3%	0.3%	-
Pedestrians	-	-	-	-	13	-	-	-	-	-	1	-	-	-	-	-	7	-	-	-	-	-	8	-	-
Pedestrians %	-	-	-	-	41.9%	-	-	-	-	-	3.2%	-	-	-	-	-	22.6%	-	-	-	-	-	25.8%	-	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
Bicycles on Crosswalk %	-	-	-	-	3.2%	-	-	-	-	-	0%	-	-	-	-	-	3.2%	-	-	-	-	-	0%	-	-



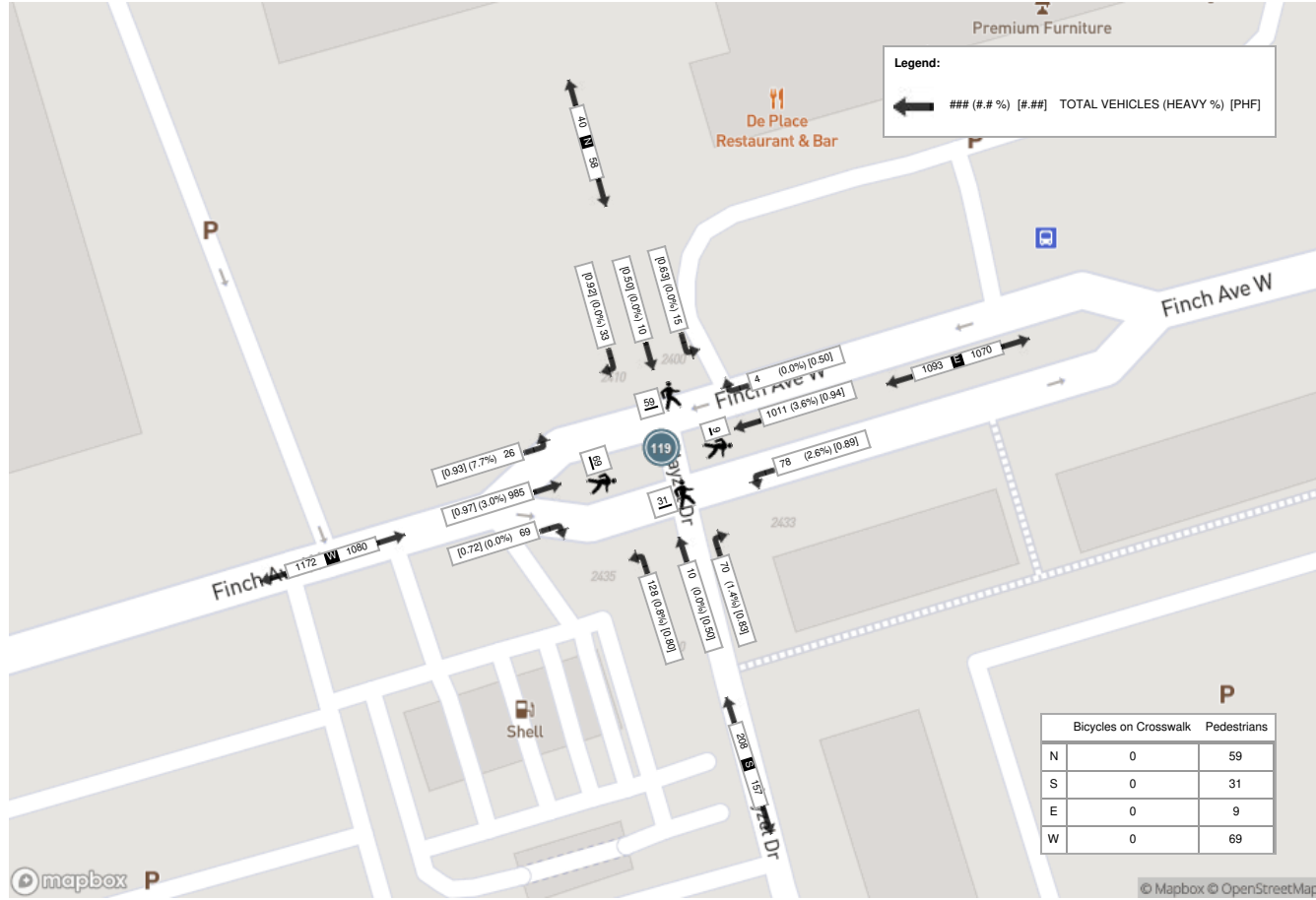
Peak Hour: 04:30 PM - 05:30 PM Weather: Broken Clouds (9.5 °C)

Start Time	N Approach JAYZEL DR						E Approach FINCH AVE W						S Approach JAYZEL DR						W Approach FINCH AVE W						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
16:30:00	9	5	4	0	14	18	1	227	22	0	1	250	21	4	40	0	4	65	11	252	7	0	12	270	603
16:45:00	8	3	2	0	25	13	0	268	19	1	3	288	15	1	20	0	8	36	15	227	7	0	31	249	586
17:00:00	8	1	3	0	10	12	1	267	22	0	4	290	14	5	37	0	10	56	24	254	5	1	22	284	642
17:15:00	8	1	6	0	10	15	2	249	15	0	1	266	20	0	31	0	9	51	19	252	7	0	4	278	610
Grand Total	33	10	15	0	59	58	4	1011	78	1	9	1094	70	10	128	0	31	208	69	985	26	1	69	1081	2441
Approach%	56.9%	17.2%	25.9%	0%	-	-	0.4%	92.4%	7.1%	0.1%	-	-	33.7%	4.8%	61.5%	0%	-	-	6.4%	91.1%	2.4%	0.1%	-	-	-
Totals %	1.4%	0.4%	0.6%	0%	2.4%	0.2%	41.4%	3.2%	0%	44.8%	2.9%	0.4%	5.2%	0%	8.5%	2.8%	40.4%	1.1%	0%	44.3%	-	-	-	-	-
PHF	0.92	0.5	0.63	0	0.81	0.5	0.94	0.89	0.25	0.94	0.83	0.5	0.8	0	0.8	0.72	0.97	0.93	0.25	0.95	-	-	-	-	-
Heavy	0	0	0	0	0	0	0	36	2	0	0	38	1	0	1	0	2	0	0	30	2	0	0	32	-
Heavy %	0%	0%	0%	0%	0%	0%	0%	3.6%	2.6%	0%	0%	3.5%	1.4%	0%	0.8%	0%	1%	0%	3%	7.7%	0%	0%	0%	3%	-
Lights	31	10	14	0	55	4	975	76	1	1056	69	8	120	0	197	67	925	24	1	1017	-	-	-	-	-
Lights %	93.9%	100%	93.3%	0%	94.8%	100%	96.4%	97.4%	100%	96.5%	98.6%	80%	93.8%	0%	94.7%	97.1%	93.9%	92.3%	100%	94.1%	-	-	-	-	-
Light Goods Vehicles	2	0	1	0	3	0	0	0	0	0	0	2	7	0	9	2	30	0	0	32	-	-	-	-	-
Light Goods Vehicles %	6.1%	0%	6.7%	0%	5.2%	0%	0%	0%	0%	0%	0%	20%	5.5%	0%	4.3%	2.9%	3%	0%	0%	3%	-	-	-	-	-
Single-Unit Trucks	0	0	0	0	0	0	17	1	0	18	0	0	1	0	1	0	15	2	0	17	-	-	-	-	-
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	1.7%	1.3%	0%	1.6%	0%	0%	0.8%	0%	0.5%	0%	1.5%	7.7%	0%	1.6%	-	-	-	-	-
Buses	0	0	0	0	0	0	16	1	0	17	1	0	0	0	1	0	12	0	0	12	-	-	-	-	-
Buses %	0%	0%	0%	0%	0%	0%	1.6%	1.3%	0%	1.6%	1.4%	0%	0%	0%	0.5%	0%	1.2%	0%	0%	1.1%	-	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	-	-	-	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0.3%	0%	0%	0.3%	0%	0%	0%	0%	0%	0%	0.3%	0%	0%	0%	-	-	-	-	-
Pedestrians	-	-	-	-	59	-	-	-	-	9	-	-	-	-	31	-	-	-	-	69	-	-	-	-	-
Pedestrians %	-	-	-	-	35.1%	-	-	-	-	5.4%	-	-	-	-	18.5%	-	-	-	-	41.1%	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-
Bicycles on Crosswalk %	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-

Peak Hour: 07:15 AM - 08:15 AM Weather: Broken Clouds (1.49 °C)



Peak Hour: 04:30 PM - 05:30 PM Weather: Broken Clouds (9.5 °C)





Turning Movement Count
 Location Name: FINCH AVE & MILVAN DR / RUMIKE RD
 Date: Thu, Mar 28, 2019 Deployment Lead: Peter Ilias

Turning Movement Count (118 . FINCH AVE & MILVAN DR / RUMIKE RD)

Start Time	N Approach MILVAN DR						E Approach FINCH AVE W						S Approach RUMIKE RD						W Approach FINCH AVE W						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	U-Turn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	U-Turn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	U-Turn W:W	Peds W:	Approach Total		
06:00:00	4	2	17	0	1	23	38	87	2	0	0	127	4	7	5	0	9	16	2	125	9	0	1	136	302	
06:15:00	3	4	24	0	3	31	57	113	2	0	7	172	3	9	6	0	3	18	2	170	17	0	3	189	410	
06:30:00	4	2	16	0	3	22	51	137	3	0	4	191	10	7	13	0	7	30	6	215	18	0	3	239	482	
06:45:00	7	4	23	0	4	34	67	122	1	0	3	190	5	18	15	0	7	38	10	240	20	0	4	270	532	1726
07:00:00	11	4	32	0	6	47	52	151	1	0	6	204	3	12	16	0	4	31	12	204	13	0	5	229	511	1935
07:15:00	14	7	34	0	3	55	56	180	3	0	3	239	2	13	20	0	4	35	13	241	9	0	6	263	592	2117
07:30:00	8	13	26	0	4	47	52	193	1	0	10	246	9	15	20	0	7	44	13	254	9	0	8	276	613	2248
07:45:00	11	14	26	0	4	51	67	144	2	0	5	213	7	16	12	0	7	35	28	267	24	0	3	319	618	2334
08:00:00	8	16	26	0	3	50	51	168	5	0	4	224	5	8	19	0	12	32	25	258	12	1	7	296	602	2425
08:15:00	8	13	22	0	4	43	40	117	3	0	14	160	4	18	29	0	13	51	41	243	15	0	4	299	553	2386
08:30:00	16	13	30	0	4	59	51	187	8	0	17	246	5	13	30	0	7	48	33	240	21	0	7	294	647	2420
08:45:00	14	5	24	0	9	43	39	170	1	0	6	210	3	15	60	0	5	78	55	270	18	0	3	343	674	2476
09:00:00	12	9	45	0	5	66	40	136	3	0	6	179	3	19	36	0	6	58	19	228	27	0	1	274	577	2451
09:15:00	15	11	39	0	9	65	48	113	3	0	7	164	7	8	23	0	3	38	22	214	13	0	3	249	516	2414
09:30:00	11	4	37	0	7	52	27	115	4	0	8	146	3	10	18	0	5	31	14	165	19	0	6	198	427	2194
09:45:00	25	7	22	0	5	54	41	121	5	0	5	167	8	19	20	0	4	47	16	174	16	0	7	206	474	1994
BREAK																										
15:00:00	54	31	76	0	25	161	27	162	9	1	15	199	11	23	34	0	13	68	35	189	22	0	28	246	674	
15:15:00	31	22	52	0	17	105	39	166	5	0	9	210	6	35	40	0	11	81	37	237	28	0	10	302	698	
15:30:00	25	33	41	0	36	99	55	157	6	0	11	218	9	23	36	0	18	68	35	248	31	0	13	314	699	
15:45:00	33	19	31	0	18	83	47	174	6	0	20	227	6	27	36	0	12	69	25	222	29	0	15	276	655	2726
16:00:00	43	44	68	0	22	155	33	175	5	0	16	213	6	41	34	1	10	82	39	215	21	0	21	275	725	2777
16:15:00	37	32	49	0	13	118	49	218	4	0	13	271	6	18	37	0	21	61	29	234	25	0	10	288	738	2817
16:30:00	37	42	69	0	13	148	33	245	5	0	10	283	4	23	45	0	19	72	44	197	24	0	13	265	768	2886
16:45:00	41	30	53	0	19	124	31	264	6	0	16	301	6	23	36	0	20	65	35	211	16	0	26	262	752	2983
17:00:00	46	34	58	0	16	138	43	294	6	0	10	343	7	16	45	0	10	68	30	230	24	0	21	284	833	3091
17:15:00	33	27	49	0	16	109	36	236	6	0	11	278	5	17	42	0	17	64	38	223	21	0	21	282	733	3086
17:30:00	34	27	44	0	7	105	41	257	8	0	9	306	5	21	29	0	22	55	33	194	16	0	13	243	709	3027
17:45:00	29	12	31	0	21	72	35	246	8	0	11	289	4	13	37	0	16	54	27	215	23	0	11	265	680	2955
18:00:00	34	21	49	0	12	104	31	251	6	0	27	288	9	22	34	0	18	65	43	210	18	0	12	271	728	2850
18:15:00	35	18	49	0	8	102	35	237	12	1	6	285	6	13	30	0	14	49	25	200	16	0	9	241	677	2794
18:30:00	23	15	39	0	15	77	27	213	9	0	8	249	9	13	25	0	15	47	27	210	14	0	10	251	624	2709
18:45:00	19	10	32	0	11	61	45	224	11	0	13	280	5	9	30	0	11	44	16	205	16	0	12	237	622	2651
Grand Total	725	545	1233	0	343	2503	1384	5773	159	2	310	7318	185	544	912	1	350	1642	829	6948	604	1	316	8382	19845	-
Approach%	29%	21.8%	49.3%	0%	-	-	18.9%	78.9%	2.2%	0%	-	-	11.3%	33.1%	55.5%	0.1%	-	-	9.9%	82.9%	7.2%	0%	-	-	-	-
Totals %	3.7%	2.7%	6.2%	0%	-	12.6%	7%	29.1%	0.8%	0%	-	36.9%	0.9%	2.7%	4.6%	0%	-	8.3%	4.2%	35%	3%	0%	-	42.2%	-	-
Heavy	66	4	142	0	-	-	86	276	1	0	-	-	6	11	28	0	-	-	28	271	78	0	-	-	-	-
Heavy %	9.1%	0.7%	11.5%	0%	-	-	6.2%	4.8%	0.6%	0%	-	-	3.2%	2%	3.1%	0%	-	-	3.4%	3.9%	12.9%	0%	-	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 08:00 AM - 09:00 AM Weather: Broken Clouds (1.49 °C)

Start Time	N Approach MILVAN DR						E Approach FINCH AVE W						S Approach RUMIKE RD						W Approach FINCH AVE W						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
08:00:00	8	16	26	0	3	50	51	168	5	0	4	224	5	8	19	0	12	32	25	258	12	1	7	296	602
08:15:00	8	13	22	0	4	43	40	117	3	0	14	160	4	18	29	0	13	51	41	243	15	0	4	299	553
08:30:00	16	13	30	0	4	59	51	187	8	0	17	246	5	13	30	0	7	48	33	240	21	0	7	294	647
08:45:00	14	5	24	0	9	43	39	170	1	0	6	210	3	15	60	0	5	78	55	270	18	0	3	343	674
Grand Total	46	47	102	0	20	195	181	642	17	0	41	840	17	54	138	0	37	209	154	1011	66	1	21	1232	2476
Approach%	23.6%	24.1%	52.3%	0%		-	21.5%	76.4%	2%	0%		-	8.1%	25.8%	66%	0%		-	12.5%	82.1%	5.4%	0.1%		-	
Totals %	1.9%	1.9%	4.1%	0%		7.9%	7.3%	25.9%	0.7%	0%		33.9%	0.7%	2.2%	5.6%	0%		8.4%	6.2%	40.8%	2.7%	0%		49.8%	-
PHF	0.72	0.73	0.85	0		0.83	0.89	0.86	0.53	0		0.85	0.85	0.75	0.58	0		0.67	0.7	0.94	0.79	0.25		0.9	-
Heavy	9	0	20	0		29	14	45	0	0		59	2	0	9	0		11	3	43	13	0		59	-
Heavy %	19.6%	0%	19.6%	0%		14.9%	7.7%	7%	0%	0%		7%	11.8%	0%	6.5%	0%		5.3%	1.9%	4.3%	19.7%	0%		4.8%	-
Lights	35	46	79	0		160	167	578	15	0		760	15	53	127	0		195	149	944	53	1		1147	-
Lights %	76.1%	97.9%	77.5%	0%		82.1%	92.3%	90%	88.2%	0%		90.5%	88.2%	98.1%	92%	0%		93.3%	96.8%	93.4%	80.3%	100%		93.1%	-
Light Goods Vehicles	2	1	3	0		6	0	19	2	0		21	0	1	2	0		3	2	24	0	0		26	-
Light Goods Vehicles %	4.3%	2.1%	2.9%	0%		3.1%	0%	3%	11.8%	0%		2.5%	0%	1.9%	1.4%	0%		1.4%	1.3%	2.4%	0%	0%		2.1%	-
Single-Unit Trucks	6	0	8	0		14	12	16	0	0		28	1	0	1	0		2	0	15	11	0		26	-
Single-Unit Trucks %	13%	0%	7.8%	0%		7.2%	6.6%	2.5%	0%	0%		3.3%	5.9%	0%	0.7%	0%		1%	0%	1.5%	16.7%	0%		2.1%	-
Buses	0	0	8	0		8	0	26	0	0		26	1	0	8	0		9	3	26	0	0		29	-
Buses %	0%	0%	7.8%	0%		4.1%	0%	4%	0%	0%		3.1%	5.9%	0%	5.8%	0%		4.3%	1.9%	2.6%	0%	0%		2.4%	-
Articulated Trucks	3	0	4	0		7	2	3	0	0		5	0	0	0	0		0	0	2	2	0		4	-
Articulated Trucks %	6.5%	0%	3.9%	0%		3.6%	1.1%	0.5%	0%	0%		0.6%	0%	0%	0%	0%		0%	0%	0.2%	3%	0%		0.3%	-
Bicycles on Road	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Bicycles on Road %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	-	20	-	-	-	-	-	41	-	-	-	-	-	36	-	-	-	-	-	21	-	-
Pedestrians%	-	-	-	-	16.8%	-	-	-	-	-	34.5%	-	-	-	-	-	30.3%	-	-	-	-	-	17.6%	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0.8%	-	-	-	-	-	0%	-	-



Peak Hour: 04:15 PM - 05:15 PM Weather: Broken Clouds (9.5 °C)

Start Time	N Approach MILVAN DR						E Approach FINCH AVE W						S Approach RUMIKE RD						W Approach FINCH AVE W						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
16:15:00	37	32	49	0	13	118	49	218	4	0	13	271	6	18	37	0	21	61	29	234	25	0	10	288	738
16:30:00	37	42	69	0	13	148	33	245	5	0	10	283	4	23	45	0	19	72	44	197	24	0	13	265	768
16:45:00	41	30	53	0	19	124	31	264	6	0	16	301	6	23	36	0	20	65	35	211	16	0	26	262	752
17:00:00	46	34	58	0	16	138	43	294	6	0	10	343	7	16	45	0	10	68	30	230	24	0	21	284	833
Grand Total	161	138	229	0	61	528	156	1021	21	0	49	1198	23	80	163	0	70	266	138	872	89	0	70	1099	3091
Approach%	30.5%	26.1%	43.4%	0%	-	-	13%	85.2%	1.8%	0%	-	-	8.6%	30.1%	61.3%	0%	-	-	12.6%	79.3%	8.1%	0%	-	-	-
Totals %	5.2%	4.5%	7.4%	0%	17.1%	17.1%	5%	33%	0.7%	0%	38.8%	38.8%	0.7%	2.6%	5.3%	0%	8.6%	8.6%	4.5%	28.2%	2.9%	0%	35.6%	35.6%	-
PHF	0.88	0.82	0.83	0	0.89	0.89	0.8	0.87	0.88	0	0.87	0.87	0.82	0.87	0.91	0	0.92	0.92	0.78	0.93	0.89	0	0.95	0.95	-
Heavy	11	0	11	0	22	22	10	30	0	0	40	40	0	0	5	0	5	5	4	26	12	0	42	42	-
Heavy %	6.8%	0%	4.8%	0%	4.2%	4.2%	6.4%	2.9%	0%	0%	3.3%	3.3%	0%	0%	3.1%	0%	1.9%	1.9%	2.9%	3%	13.5%	0%	3.8%	3.8%	-
Lights	149	134	208	0	491	491	146	979	17	0	1142	1142	21	75	154	0	250	250	131	837	76	0	1044	1044	-
Lights %	92.5%	97.1%	90.8%	0%	93%	93%	93.6%	95.9%	81%	0%	95.3%	95.3%	91.3%	93.8%	94.5%	0%	94%	94%	94.9%	96%	85.4%	0%	95%	95%	-
Light Goods Vehicles	1	4	10	0	15	15	0	11	4	0	15	15	2	5	4	0	11	11	3	9	1	0	13	13	-
Light Goods Vehicles %	0.6%	2.9%	4.4%	0%	2.8%	2.8%	0%	1.1%	1.9%	0%	1.3%	1.3%	8.7%	6.3%	2.5%	0%	4.1%	4.1%	2.2%	1%	1.1%	0%	1.2%	1.2%	-
Single-Unit Trucks	9	0	3	0	12	12	8	8	0	0	16	16	0	0	2	0	2	2	1	16	12	0	29	29	-
Single-Unit Trucks %	5.6%	0%	1.3%	0%	2.3%	2.3%	5.1%	0.8%	0%	0%	1.3%	1.3%	0%	0%	1.2%	0%	0.8%	0.8%	0.7%	1.8%	13.5%	0%	2.6%	2.6%	-
Buses	1	0	4	0	5	5	0	22	0	0	22	22	0	0	3	0	3	3	3	8	0	0	11	11	-
Buses %	0.6%	0%	1.7%	0%	0.9%	0.9%	0%	2.2%	0%	0%	1.8%	1.8%	0%	0%	1.8%	0%	1.1%	1.1%	2.2%	0.9%	0%	0%	1%	1%	-
Articulated Trucks	1	0	4	0	5	5	2	0	0	0	2	2	0	0	0	0	0	0	0	2	0	0	2	2	-
Articulated Trucks %	0.6%	0%	1.7%	0%	0.9%	0.9%	1.3%	0%	0%	0%	0.2%	0.2%	0%	0%	0%	0%	0%	0%	0%	0.2%	0%	0%	0.2%	0.2%	-
Bicycles on Road	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	-
Bicycles on Road %	0%	0%	0%	0%	0%	0%	0%	0.1%	0%	0%	0.1%	0.1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	58	58	-	-	-	-	49	49	-	-	-	-	70	70	-	-	-	-	69	69	-
Pedestrians%	-	-	-	-	23.2%	23.2%	-	-	-	-	19.6%	19.6%	-	-	-	-	28%	28%	-	-	-	-	27.6%	27.6%	-
Bicycles on Crosswalk	-	-	-	-	3	3	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	1	1	-
Bicycles on Crosswalk%	-	-	-	-	1.2%	1.2%	-	-	-	-	0%	0%	-	-	-	-	0%	0%	-	-	-	-	0.4%	0.4%	-

Peak Hour: 08:00 AM - 09:00 AM Weather: Broken Clouds (1.49 °C)



Peak Hour: 04:15 PM - 05:15 PM Weather: Broken Clouds (9.5 °C)





Turning Movement Count (21 . WESTON RD & FENMAR DR)

Start Time	N Approach WESTON RD						E Approach FENMAR DR						S Approach WESTON RD						W Approach FENMAR DR						Int. Total (15 min)	Int. Total (1 hr)
	Right N:W	Thru N:S	Left N:E	U-Turn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	U-Turn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	U-Turn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	U-Turn W:W	Peds W:	Approach Total		
06:00:00	0	33	0	0	1	33	10	37	0	0	1	47	9	77	31	0	0	117	15	42	1	0	2	58	255	
06:15:00	3	52	2	0	0	57	9	39	4	0	3	52	19	90	46	0	0	155	23	46	3	0	2	72	336	
06:30:00	3	56	4	0	3	63	10	57	7	0	2	74	22	122	30	0	1	174	28	61	3	0	2	92	403	
06:45:00	4	56	4	0	2	64	5	34	3	0	1	42	23	133	39	0	1	195	20	70	4	0	4	94	395	1389
07:00:00	4	88	9	0	3	101	3	60	3	0	3	66	14	114	38	0	1	166	36	59	5	0	3	100	433	1567
07:15:00	2	87	5	0	1	94	12	36	6	0	1	54	19	114	30	0	0	163	33	67	3	0	0	103	414	1645
07:30:00	4	112	11	0	1	127	13	40	5	0	1	58	17	101	31	0	0	149	32	51	0	0	6	83	417	1659
07:45:00	10	105	7	0	2	122	7	42	8	0	3	57	29	99	31	0	3	159	28	70	2	0	0	100	438	1702
08:00:00	8	93	7	0	0	108	7	41	5	0	1	53	20	95	22	0	0	137	33	81	4	0	0	118	416	1685
08:15:00	3	82	8	0	1	93	10	35	7	0	1	52	12	117	31	0	0	160	34	56	5	0	0	95	400	1671
08:30:00	2	110	6	0	2	118	7	43	5	0	0	55	14	113	31	0	0	158	37	60	4	0	1	101	432	1686
08:45:00	9	111	11	0	0	131	8	33	4	0	0	45	12	126	20	0	1	158	39	50	2	0	1	91	425	1673
09:00:00	7	77	10	0	0	94	17	41	5	0	1	63	12	89	24	0	1	125	25	51	5	1	1	82	364	1621
09:15:00	5	97	8	0	1	110	10	30	5	0	0	45	12	119	23	0	0	154	26	53	3	0	1	82	391	1612
09:30:00	10	85	11	0	0	106	11	31	8	0	0	50	15	113	14	0	0	142	31	41	4	0	0	76	374	1554
09:45:00	9	84	6	0	8	99	6	30	7	0	3	43	12	107	18	0	0	137	25	53	2	0	0	80	359	1488
BREAK																										
15:00:00	9	121	15	0	0	145	8	49	8	0	0	65	11	78	26	0	0	115	29	46	6	0	0	81	406	
15:15:00	11	132	15	0	2	158	13	58	11	0	3	82	13	85	27	0	1	125	29	48	3	0	1	80	445	
15:30:00	5	119	12	0	0	136	10	65	17	0	2	92	9	105	26	0	3	140	30	62	4	0	3	96	464	
15:45:00	7	134	20	0	0	161	14	54	12	0	2	80	22	87	22	0	1	131	48	49	6	0	1	103	475	1790
16:00:00	8	159	19	0	0	186	8	52	19	0	0	79	8	102	29	0	2	139	46	67	5	0	5	118	522	1906
16:15:00	6	129	8	0	0	143	4	56	6	0	1	66	6	84	19	0	1	109	29	45	1	0	3	75	393	1854
16:30:00	6	179	20	0	0	205	4	70	22	0	3	96	8	95	26	0	4	129	50	40	6	0	4	96	526	1916
16:45:00	6	162	10	0	0	178	3	59	19	0	0	81	12	79	30	0	0	121	23	45	1	0	1	69	449	1890
17:00:00	7	192	16	0	0	215	9	47	24	0	4	80	9	108	25	0	0	142	43	65	3	0	3	111	548	1916
17:15:00	10	166	4	0	0	180	8	77	16	0	9	101	7	94	23	0	1	124	34	47	4	0	0	85	490	2013
17:30:00	10	161	18	0	0	189	9	61	7	0	6	77	8	114	20	0	4	142	37	31	4	0	4	72	480	1967
17:45:00	6	137	9	0	0	152	7	78	8	0	5	93	4	105	24	0	1	133	38	48	7	0	3	93	471	1989
18:00:00	2	120	7	0	3	129	9	64	10	0	2	83	10	101	31	0	2	142	55	66	4	0	3	125	479	1920
18:15:00	6	126	5	0	1	137	6	48	9	0	0	63	13	76	22	0	0	111	37	44	1	0	2	82	393	1823
18:30:00	4	94	13	0	0	111	1	38	7	0	2	46	10	89	29	0	0	128	47	60	3	0	0	110	395	1738
18:45:00	4	67	4	0	1	75	6	25	3	0	1	34	13	88	28	0	0	129	28	44	0	0	0	72	310	1577
Grand Total	190	3526	304	0	32	4020	264	1530	280	0	61	2074	424	3219	866	0	28	4509	1068	1719	108	1	56	2895	13498	-
Approach%	4.7%	87.7%	7.6%	0%	-	-	12.7%	73.8%	13.5%	0%	-	-	9.4%	71.4%	19.2%	0%	-	-	36.9%	59.4%	3.7%	0%	-	-	-	-
Totals %	1.4%	26.1%	2.3%	0%	29.8%	2%	11.3%	2.1%	0%	15.4%	3.1%	23.8%	6.4%	0%	33.4%	7.9%	12.7%	0.8%	0%	21.4%	-	-	-	-	-	-
Heavy	31	275	37	0	-	-	30	207	26	0	-	-	15	218	95	0	-	-	99	222	22	0	-	-	-	-
Heavy %	16.3%	7.8%	12.2%	0%	-	-	11.4%	13.5%	9.3%	0%	-	-	3.5%	6.8%	11%	0%	-	-	9.3%	12.9%	20.4%	0%	-	-	-	-
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Peak Hour: 07:00 AM - 08:00 AM Weather: Clear Sky (-3.93 °C)

Start Time	N Approach WESTON RD						E Approach FENMAR DR						S Approach WESTON RD						W Approach FENMAR DR						Int. Total (15 min)	
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total		
07:00:00	4	88	9	0	3	101	3	60	3	0	3	66	14	114	38	0	1	166	36	59	5	0	3	100	433	
07:15:00	2	87	5	0	1	94	12	36	6	0	1	54	19	114	30	0	0	163	33	67	3	0	0	103	414	
07:30:00	4	112	11	0	1	127	13	40	5	0	1	58	17	101	31	0	0	149	32	51	0	0	6	83	417	
07:45:00	10	105	7	0	2	122	7	42	8	0	3	57	29	99	31	0	3	159	28	70	2	0	0	100	438	
Grand Total	20	392	32	0	7	444	35	178	22	0	8	235	79	428	130	0	4	637	129	247	10	0	9	386	1702	
Approach%	4.5%	88.3%	7.2%	0%	-	-	14.9%	75.7%	9.4%	0%	-	-	12.4%	67.2%	20.4%	0%	-	-	33.4%	64%	2.6%	0%	-	-	-	
Totals %	1.2%	23%	1.9%	0%	26.1%	26.1%	2.1%	10.5%	1.3%	0%	13.8%	13.8%	4.6%	25.1%	7.6%	0%	37.4%	37.4%	7.6%	14.5%	0.6%	0%	22.7%	22.7%	-	
PHF	0.5	0.88	0.73	0	0.87	0.87	0.67	0.74	0.69	0	0.89	0.89	0.68	0.94	0.86	0	0.96	0.96	0.9	0.88	0.5	0	0.94	0.94	-	
Heavy	3	47	6	0	56	56	3	34	3	0	40	40	2	34	13	0	49	49	16	26	3	0	45	45	-	
Heavy %	15%	12%	18.8%	0%	12.6%	12.6%	8.6%	19.1%	13.6%	0%	17%	17%	2.5%	7.9%	10%	0%	7.7%	7.7%	12.4%	10.5%	30%	0%	11.7%	11.7%	-	
Lights	15	320	26	0	361	361	29	140	18	0	187	187	75	381	114	0	570	570	108	217	6	0	331	331	-	
Lights %	75%	81.6%	81.3%	0%	81.3%	81.3%	82.9%	78.7%	81.8%	0%	79.6%	79.6%	94.9%	89%	87.7%	0%	89.5%	89.5%	83.7%	87.9%	60%	0%	85.8%	85.8%	-	
Light Goods Vehicles	2	25	0	0	27	27	3	4	1	0	8	8	2	13	3	0	18	18	5	4	1	0	10	10	-	
Light Goods Vehicles %	10%	6.4%	0%	0%	6.1%	6.1%	8.6%	2.2%	4.5%	0%	3.4%	3.4%	2.5%	3%	2.3%	0%	2.8%	2.8%	3.9%	1.6%	10%	0%	2.6%	2.6%	-	
Single-Unit Trucks	3	24	6	0	33	33	2	19	2	0	23	23	1	15	7	0	23	23	10	21	3	0	34	34	-	
Single-Unit Trucks %	15%	6.1%	18.8%	0%	7.4%	7.4%	5.7%	10.7%	9.1%	0%	9.8%	9.8%	1.3%	3.5%	5.4%	0%	3.6%	3.6%	7.8%	8.5%	30%	0%	8.8%	8.8%	-	
Buses	0	21	0	0	21	21	0	0	1	0	1	1	0	16	4	0	20	20	3	2	0	0	5	5	-	
Buses %	0%	5.4%	0%	0%	4.7%	4.7%	0%	0%	4.5%	0%	0.4%	0.4%	0%	3.7%	3.1%	0%	3.1%	3.1%	2.3%	0.8%	0%	0%	1.3%	1.3%	-	
Articulated Trucks	0	2	0	0	2	2	1	15	0	0	16	16	1	3	2	0	6	6	3	3	0	0	6	6	-	
Articulated Trucks %	0%	0.5%	0%	0%	0.5%	0.5%	2.9%	8.4%	0%	0%	6.8%	6.8%	1.3%	0.7%	1.5%	0%	0.9%	0.9%	2.3%	1.2%	0%	0%	1.6%	1.6%	-	
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
Bicycles on Road %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	7	-	-	-	-	-	6	-	-	-	-	-	4	-	-	-	-	-	8	-	-	
Pedestrians%	-	-	-	-	25%	-	-	-	-	-	21.4%	-	-	-	-	-	14.3%	-	-	-	-	-	28.6%	-	-	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-	
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	-	7.1%	-	-	-	-	-	0%	-	-	-	-	-	3.6%	-	-	

Peak Hour: 04:30 PM - 05:30 PM Weather: Clear Sky (3.21 °C)

Start Time	N Approach WESTON RD						E Approach FENMAR DR						S Approach WESTON RD						W Approach FENMAR DR						Int. Total (15 min)
	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	Right	Thru	Left	U-Turn	Peds	Approach Total	
16:30:00	6	179	20	0	0	205	4	70	22	0	3	96	8	95	26	0	4	129	50	40	6	0	4	96	526
16:45:00	6	162	10	0	0	178	3	59	19	0	0	81	12	79	30	0	0	121	23	45	1	0	1	69	449
17:00:00	7	192	16	0	0	215	9	47	24	0	4	80	9	108	25	0	0	142	43	65	3	0	3	111	548
17:15:00	10	166	4	0	0	180	8	77	16	0	9	101	7	94	23	0	1	124	34	47	4	0	0	85	490
Grand Total	29	699	50	0	0	778	24	253	81	0	16	358	36	376	104	0	5	516	150	197	14	0	8	361	2013
Approach%	3.7%	89.8%	6.4%	0%		-	6.7%	70.7%	22.6%	0%		-	7%	72.9%	20.2%	0%		-	41.6%	54.6%	3.9%	0%		-	-
Totals %	1.4%	34.7%	2.5%	0%		38.6%	1.2%	12.6%	4%	0%		17.8%	1.8%	18.7%	5.2%	0%		25.6%	7.5%	9.8%	0.7%	0%		17.9%	-
PHF	0.73	0.91	0.63	0		0.9	0.67	0.82	0.84	0		0.89	0.75	0.87	0.87	0		0.91	0.75	0.76	0.58	0		0.81	-
Heavy	5	28	3	0		36	6	26	4	0		36	2	25	10	0		37	6	17	1	0		24	-
Heavy %	17.2%	4%	6%	0%		4.6%	25%	10.3%	4.9%	0%		10.1%	5.6%	6.6%	9.6%	0%		7.2%	4%	8.6%	7.1%	0%		6.6%	-
Lights	21	654	46	0		721	17	220	75	0		312	31	340	91	0		462	140	173	12	0		325	-
Lights %	72.4%	93.6%	92%	0%		92.7%	70.8%	87%	92.6%	0%		87.2%	86.1%	90.4%	87.5%	0%		89.5%	93.3%	87.8%	85.7%	0%		90%	-
Light Goods Vehicles	3	17	1	0		21	1	7	2	0		10	3	11	3	0		17	4	7	1	0		12	-
Light Goods Vehicles %	10.3%	2.4%	2%	0%		2.7%	4.2%	2.8%	2.5%	0%		2.8%	8.3%	2.9%	2.9%	0%		3.3%	2.7%	3.6%	7.1%	0%		3.3%	-
Single-Unit Trucks	5	11	2	0		18	5	11	3	0		19	0	9	7	0		16	4	7	1	0		12	-
Single-Unit Trucks %	17.2%	1.6%	4%	0%		2.3%	20.8%	4.3%	3.7%	0%		5.3%	0%	2.4%	6.7%	0%		3.1%	2.7%	3.6%	7.1%	0%		3.3%	-
Buses	0	13	0	0		13	1	0	0	0		1	0	12	2	0		14	0	0	0	0		0	-
Buses %	0%	1.9%	0%	0%		1.7%	4.2%	0%	0%	0%		0.3%	0%	3.2%	1.9%	0%		2.7%	0%	0%	0%	0%		0%	-
Articulated Trucks	0	4	1	0		5	0	15	1	0		16	2	4	1	0		7	2	10	0	0		12	-
Articulated Trucks %	0%	0.6%	2%	0%		0.6%	0%	5.9%	1.2%	0%		4.5%	5.6%	1.1%	1%	0%		1.4%	1.3%	5.1%	0%	0%		3.3%	-
Bicycles on Road	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-
Bicycles on Road %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-
Pedestrians	-	-	-	-	0	-	-	-	-	-	14	-	-	-	-	-	5	-	-	-	-	-	8	-	-
Pedestrians%	-	-	-	-	0%	-	-	-	-	-	48.3%	-	-	-	-	-	17.2%	-	-	-	-	-	27.6%	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	-	6.9%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-

Peak Hour: 07:00 AM - 08:00 AM Weather: Clear Sky (-3.93 °C)



Peak Hour: 04:30 PM - 05:30 PM Weather: Clear Sky (3.21 °C)



Appendix B

Existing Traffic Level of Service Calculations

Lanes, Volumes, Timings
 3: Weston Road & Finch Avenue W

02-22-2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	802	50	193	752	186	80	390	112	162	533	79
Future Volume (vph)	155	802	50	193	752	186	80	390	112	162	533	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%				0%
Storage Length (m)	75.0		0.0	100.0		0.0	30.0		100.0	50.0		0.0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1684	4660	0	1700	4568	0	1700	3336	1521	1526	3069	0
Flt Permitted	0.232			0.242			0.333			0.335		
Satd. Flow (perm)	408	4660	0	422	4568	0	567	3336	1265	494	3069	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			52				150			17
Link Speed (k/h)		50			50			50				50
Link Distance (m)		566.1			579.4			431.5				147.7
Travel Time (s)		40.8			41.7			31.1				10.6
Confl. Peds. (#/hr)	36		93	93		36	102		142	142		102
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	8%	14%	5%	7%	11%	5%	7%	5%	17%	12%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	158	869	0	197	957	0	82	398	114	165	625	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5				3.5
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		4.8			4.8			4.8				4.8
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt		NA
Protected Phases	5	2		1	6		7	4		3		8
Permitted Phases	2			6			4		4	8		
Detector Phase	5	2		1	6		7	4	4	3		8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0		10.0
Minimum Split (s)	9.0	38.0		9.0	38.0		9.0	38.0	38.0	9.0		38.0
Total Split (s)	11.0	41.0		11.0	41.0		11.0	44.0	44.0	20.0		53.0
Total Split (%)	9.5%	35.3%		9.5%	35.3%		9.5%	37.9%	37.9%	17.2%		45.7%
Maximum Green (s)	7.0	34.0		7.0	34.0		7.0	37.0	37.0	16.0		46.0
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0		4.0
All-Red Time (s)	1.0	3.0		1.0	3.0		1.0	3.0	3.0	1.0		3.0
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	-1.0	-1.0		-1.0
Total Lost Time (s)	3.0	6.0		3.0	6.0		3.0	6.0	6.0	3.0		6.0

Lanes, Volumes, Timings
3: Weston Road & Finch Avenue W

02-22-2023

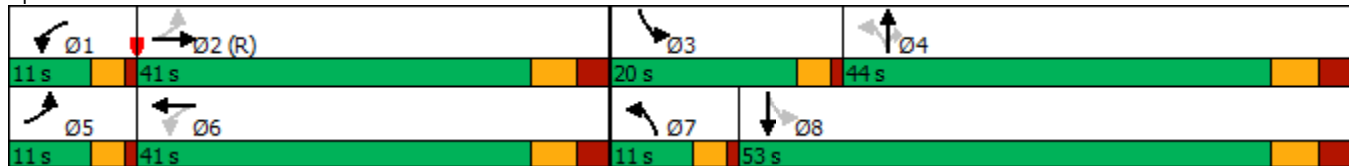


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max		None	Max		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0			7.0
Flash Dont Walk (s)		24.0			24.0			24.0	24.0			24.0
Pedestrian Calls (#/hr)		0			0			0	0			0
Act Effect Green (s)	61.8	46.4		65.5	48.3		33.3	22.5	22.5	43.3	31.5	
Actuated g/C Ratio	0.53	0.40		0.56	0.42		0.29	0.19	0.19	0.37	0.27	
v/c Ratio	0.45	0.46		0.50	0.50		0.34	0.62	0.31	0.52	0.74	
Control Delay	17.5	28.1		18.0	26.2		26.6	46.6	4.6	41.5	54.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	17.5	28.1		18.0	26.2		26.6	46.6	4.6	41.5	54.3	
LOS	B	C		B	C		C	D	A	D	D	
Approach Delay		26.5			24.8			35.8				51.6
Approach LOS		C			C			D				D
Queue Length 50th (m)	17.1	55.6		21.8	57.7		12.6	46.3	0.0	35.2	81.2	
Queue Length 95th (m)	33.1	79.5		40.6	84.5		21.2	59.0	7.7	53.4	100.4	
Internal Link Dist (m)		542.1			555.4			407.5				123.7
Turn Bay Length (m)	75.0			100.0			30.0		100.0	50.0		
Base Capacity (vph)	354	1870		394	1930		241	1092	515	335	1253	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.45	0.46		0.50	0.50		0.34	0.36	0.22	0.49	0.50	

Intersection Summary

Area Type:	Other
Cycle Length:	116
Actuated Cycle Length:	116
Offset:	34 (29%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle:	95
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.74
Intersection Signal Delay:	33.1
Intersection LOS:	C
Intersection Capacity Utilization:	87.9%
ICU Level of Service:	E
Analysis Period (min):	15

Splits and Phases: 3: Weston Road & Finch Avenue W



Lanes, Volumes, Timings
 4: Weston Road & Fenmar Drive

02-22-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	247	129	22	178	35	130	428	79	32	392	20
Future Volume (vph)	10	247	129	22	178	35	130	428	79	32	392	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	30.0		0.0	30.0		0.0	35.0		40.0	85.0		35.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1373	1592	0	1566	1557	0	1623	3305	1551	1500	3187	1389
Flt Permitted	0.486			0.215			0.507			0.485		
Satd. Flow (perm)	699	1592	0	354	1557	0	857	3305	1495	759	3187	1336
Right Turn on Red			Yes				Yes			Yes		
Satd. Flow (RTOR)		22			8				82			31
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		158.2			160.6			478.0			179.7	
Travel Time (s)		11.4			11.6			34.4			12.9	
Confl. Peds. (#/hr)	7		4	4		7	9		8	8		9
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	30%	11%	12%	14%	19%	9%	10%	8%	3%	19%	12%	15%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	391	0	23	221	0	135	446	82	33	408	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	37.4	37.4		37.4	37.4		36.9	36.9	36.9	36.9	36.9	36.9
Total Split (s)	40.0	40.0		40.0	40.0		80.0	80.0	80.0	80.0	80.0	80.0
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%	66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	33.6	33.6		33.6	33.6		74.1	74.1	74.1	74.1	74.1	74.1
Yellow Time (s)	3.4	3.4		3.4	3.4		3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	3.0	3.0		3.0	3.0		2.7	2.7	2.7	2.7	2.7	2.7
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4		5.4	5.4		4.9	4.9	4.9	4.9	4.9	4.9

Lanes, Volumes, Timings

4: Weston Road & Fenmar Drive

02-22-2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Flash Dont Walk (s)	19.0	19.0		19.0	19.0		18.0	18.0	18.0	18.0	18.0	18.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	0
Act Effect Green (s)	32.0	32.0		32.0	32.0		77.7	77.7	77.7	77.7	77.7	77.7
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.65	0.65	0.65	0.65	0.65	0.65
v/c Ratio	0.05	0.89		0.24	0.53		0.24	0.21	0.08	0.07	0.20	0.02
Control Delay	32.0	62.6		40.8	40.5		10.9	9.3	2.1	9.2	9.2	1.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.0	62.6		40.8	40.5		10.9	9.3	2.1	9.2	9.2	1.9
LOS	C	E		D	D		B	A	A	A	A	A
Approach Delay		61.8			40.5			8.7				8.9
Approach LOS		E			D			A				A
Queue Length 50th (m)	1.8	86.0		4.4	43.7		13.8	23.5	0.0	3.0	21.2	0.0
Queue Length 95th (m)	6.3	#137.8		12.5	69.2		25.0	31.4	6.0	7.4	29.0	2.2
Internal Link Dist (m)		134.2			136.6			454.0			155.7	
Turn Bay Length (m)	30.0			30.0			35.0		40.0	85.0		35.0
Base Capacity (vph)	201	474		102	454		555	2141	997	491	2064	876
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.82		0.23	0.49		0.24	0.21	0.08	0.07	0.20	0.02

Intersection Summary	
Area Type:	Other
Cycle Length:	120
Actuated Cycle Length:	120
Offset:	102 (85%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle:	75
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.89
Intersection Signal Delay:	25.2
Intersection LOS:	C
Intersection Capacity Utilization:	67.6%
ICU Level of Service:	C
Analysis Period (min):	15
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 4: Weston Road & Fenmar Drive



Lanes, Volumes, Timings

6: Weston Road & Toryork Drive/Retail Access

02-22-2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	7	155	9	2	5	184	623	6	10	557	23
Future Volume (vph)	21	7	155	9	2	5	184	623	6	10	557	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	30.0		0.0	10.0		0.0	25.0		0.0	25.0		30.0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1700	1377	0	1785	1448	0	1638	3300	0	1623	3159	1229
Flt Permitted	0.753			0.354			0.395			0.389		
Satd. Flow (perm)	1337	1377	0	664	1448	0	677	3300	0	659	3159	1184
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		170			5			2				75
Link Speed (k/h)		50			20			50				50
Link Distance (m)		44.9			58.2			147.7				478.0
Travel Time (s)		3.2			10.5			10.6				34.4
Confl. Peds. (#/hr)	6		2	2		6	8		11	11		8
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	0%	16%	0%	0%	20%	9%	8%	0%	10%	13%	30%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	178	0	10	7	0	202	692	0	11	612	25
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0		10.0	10.0	10.0
Minimum Split (s)	34.0	34.0		34.0	34.0		9.0	35.0		35.0	35.0	35.0
Total Split (s)	37.0	37.0		37.0	37.0		23.0	79.0		56.0	56.0	56.0
Total Split (%)	31.9%	31.9%		31.9%	31.9%		19.8%	68.1%		48.3%	48.3%	48.3%
Maximum Green (s)	30.0	30.0		30.0	30.0		19.0	72.0		49.0	49.0	49.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0		4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		1.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		3.0	6.0		6.0	6.0	6.0

Lanes, Volumes, Timings
6: Weston Road & Toryork Drive/Retail Access

02-22-2023

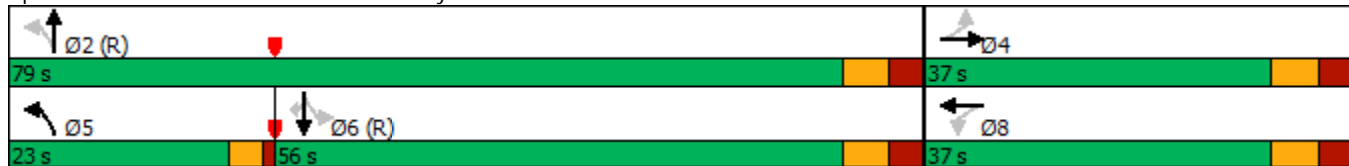


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	20.0	20.0		20.0	20.0		21.0	21.0		21.0	21.0	21.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	12.0	12.0		12.0	12.0		95.0	92.0		79.4	79.4	79.4
Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.82	0.79		0.68	0.68	0.68
v/c Ratio	0.17	0.60		0.15	0.05		0.32	0.26		0.02	0.28	0.03
Control Delay	49.5	17.3		51.3	31.5		1.9	1.5		7.2	7.9	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.2		0.0	0.0	0.0
Total Delay	49.5	17.3		51.3	31.5		1.9	1.8		7.2	7.9	0.1
LOS	D	B		D	C		A	A		A	A	A
Approach Delay		21.0			43.2			1.8			7.6	
Approach LOS		C			D			A			A	
Queue Length 50th (m)	5.2	1.8		2.2	0.4		1.1	2.7		0.7	26.0	0.0
Queue Length 95th (m)	13.1	23.1		7.7	4.9		2.3	4.2		3.3	43.4	0.0
Internal Link Dist (m)		20.9			34.2			123.7			454.0	
Turn Bay Length (m)	30.0			10.0			25.0			25.0		30.0
Base Capacity (vph)	357	492		177	390		719	2616		450	2161	833
Starvation Cap Reductn	0	0		0	0		0	1140		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.06	0.36		0.06	0.02		0.28	0.47		0.02	0.28	0.03

Intersection Summary

Area Type:	Other
Cycle Length:	116
Actuated Cycle Length:	116
Offset:	31 (27%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	6.5
Intersection LOS:	A
Intersection Capacity Utilization:	57.8%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 6: Weston Road & Toryork Drive/Retail Access



Lanes, Volumes, Timings
 14: Rumike Road/Milvan Drive & Finch Avenue W

02-22-2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	1011	154	17	642	181	138	54	17	102	47	46
Future Volume (vph)	66	1011	154	17	642	181	138	54	17	102	47	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	30.0		0.0	30.0		0.0	15.0		0.0	70.0		0.0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1487	3339	0	1785	3184	0	1668	1742	0	1487	1879	1331
Flt Permitted	0.286			0.172			0.723			0.706		
Satd. Flow (perm)	445	3339	0	321	3184	0	1250	1742	0	1073	1879	1293
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			56			19				51
Link Speed (k/h)		50			50			40				50
Link Distance (m)		255.0			273.8			198.1				176.1
Travel Time (s)		18.4			19.7			17.8				12.7
Confl. Peds. (#/hr)	20		37	37		20	21		41	41		21
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	20%	4%	2%	0%	7%	8%	7%	0%	12%	20%	0%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	1294	0	19	914	0	153	79	0	113	52	51
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5				3.5
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		4.8			4.8			4.8				4.8
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4				8
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	40.0	40.0		35.0	35.0		40.4	40.4		40.4	40.4	40.4
Total Split (s)	49.0	49.0		49.0	49.0		41.0	41.0		41.0	41.0	41.0
Total Split (%)	54.4%	54.4%		54.4%	54.4%		45.6%	45.6%		45.6%	45.6%	45.6%
Maximum Green (s)	43.0	43.0		43.0	43.0		34.6	34.6		34.6	34.6	34.6
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.7	2.7		2.7	2.7		3.1	3.1		3.1	3.1	3.1
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.4	5.4		5.4	5.4	5.4

Lanes, Volumes, Timings
 14: Rumike Road/Milvan Drive & Finch Avenue W

02-22-2023

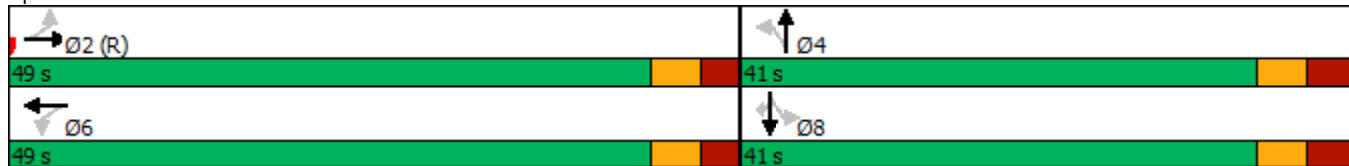


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	C-Max	C-Max		Max	Max		None	None		None	None	None
Walk Time (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Flash Dont Walk (s)	17.0	17.0		17.0	17.0		22.0	22.0		22.0	22.0	22.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	61.9	61.9		61.9	61.9		17.7	17.7		17.7	17.7	17.7
Actuated g/C Ratio	0.69	0.69		0.69	0.69		0.20	0.20		0.20	0.20	0.20
v/c Ratio	0.24	0.56		0.09	0.41		0.62	0.22		0.54	0.14	0.17
Control Delay	9.2	8.9		7.5	7.0		43.6	23.5		40.8	28.4	9.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	9.2	8.9		7.5	7.0		43.6	23.5		40.8	28.4	9.3
LOS	A	A		A	A		D	C		D	C	A
Approach Delay		8.9			7.0			36.7			30.4	
Approach LOS		A			A			D			C	
Queue Length 50th (m)	4.2	52.6		1.0	30.3		25.8	9.2		18.7	7.9	0.0
Queue Length 95th (m)	14.1	91.3		4.6	54.4		42.0	19.3		32.8	16.0	8.6
Internal Link Dist (m)		231.0			249.8			174.1			152.1	
Turn Bay Length (m)	30.0			30.0			15.0			70.0		
Base Capacity (vph)	306	2306		220	2208		494	700		424	743	542
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.24	0.56		0.09	0.41		0.31	0.11		0.27	0.07	0.09

Intersection Summary

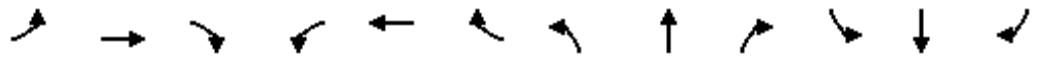
Area Type:	Other
Cycle Length:	90
Actuated Cycle Length:	90
Offset:	62 (69%), Referenced to phase 2:EBTL, Start of Green
Natural Cycle:	85
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.62
Intersection Signal Delay:	12.3
Intersection LOS:	B
Intersection Capacity Utilization:	79.2%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 14: Rumike Road/Milvan Drive & Finch Avenue W



Lanes, Volumes, Timings
 18: Jayzel Drive/Retail Access & Finch Avenue W

02-22-2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1027	88	47	857	1	71	3	82	5	1	6
Future Volume (vph)	8	1027	88	47	857	1	71	3	82	5	1	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	15.0		0.0	30.0		0.0	15.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1785	3288	0	1608	3306	0	1580	1447	0	0	1554	0
Flt Permitted	0.292			0.205			0.423					
Satd. Flow (perm)	545	3288	0	347	3306	0	703	1447	0	0	1585	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11						84				6
Link Speed (k/h)		50			50			40				20
Link Distance (m)		273.8			566.1			203.2				58.7
Travel Time (s)		19.7			40.8			18.3				10.6
Confl. Peds. (#/hr)	14		8	8		14	8		1	1		8
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	7%	6%	11%	8%	0%	13%	0%	10%	20%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1138	0	48	875	0	72	87	0	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5				3.5
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		4.8			4.8			4.8				4.8
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			7				8
Permitted Phases	2			6			7			8		
Detector Phase	2	2		6	6		7	7		8		8
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		7.0	7.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		36.0	36.0		14.0	14.0	
Total Split (s)	49.0	49.0		49.0	49.0		37.0	37.0		14.0	14.0	
Total Split (%)	49.0%	49.0%		49.0%	49.0%		37.0%	37.0%		14.0%	14.0%	
Maximum Green (s)	43.0	43.0		43.0	43.0		30.0	30.0		8.0	8.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0				-1.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		6.0	6.0				5.0

Lanes, Volumes, Timings

18: Jayzel Drive/Retail Access & Finch Avenue W

02-22-2023

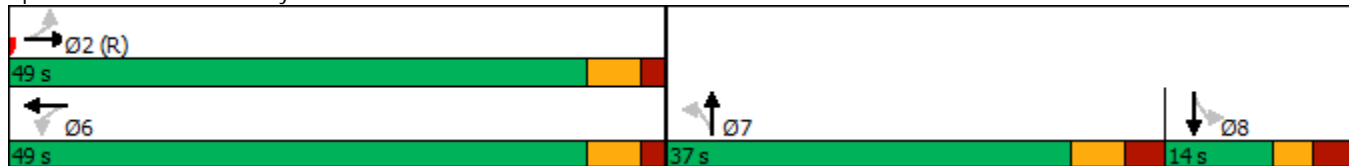


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		0.0	0.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		22.0	22.0		0.0	0.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)	73.2	73.2		73.2	73.2		17.4	17.4				8.2
Actuated g/C Ratio	0.73	0.73		0.73	0.73		0.17	0.17				0.08
v/c Ratio	0.02	0.47		0.19	0.36		0.59	0.27				0.09
Control Delay	9.8	9.7		12.1	8.6		55.9	9.7				33.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Total Delay	9.8	9.7		12.1	8.6		55.9	9.7				33.1
LOS	A	A		B	A		E	A				C
Approach Delay		9.7			8.7			30.6				33.1
Approach LOS		A			A			C				C
Queue Length 50th (m)	0.4	43.6		2.7	30.2		13.8	0.5				1.2
Queue Length 95th (m)	3.4	115.1		14.8	80.7		26.4	12.3				6.8
Internal Link Dist (m)		249.8			542.1			179.2				34.7
Turn Bay Length (m)	15.0			30.0			15.0					
Base Capacity (vph)	399	2410		254	2420		217	506				148
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	0.02	0.47		0.19	0.36		0.33	0.17				0.08

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 1 (1%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 10.9
 Intersection Capacity Utilization 57.1%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 18: Jayzel Drive/Retail Access & Finch Avenue W



Lanes, Volumes, Timings 3: Weston Road & Finch Avenue W

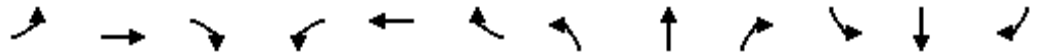
02-22-2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	160	735	79	153	798	70	122	331	117	186	728	207
Future Volume (vph)	160	735	79	153	798	70	122	331	117	186	728	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	75.0		0.0	100.0		0.0	30.0		100.0	50.0		0.0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1767	4860	0	1785	4827	0	1750	3275	1581	1700	3070	0
Flt Permitted	0.199			0.227			0.149			0.458		
Satd. Flow (perm)	353	4860	0	425	4827	0	259	3275	1369	763	3070	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16			12				150			38
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		566.1			579.4			431.5			147.7	
Travel Time (s)		40.8			41.7			31.1			10.6	
Confl. Peds. (#/hr)	191		12	12		191	257		111	111		257
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	1%	0%	2%	16%	2%	9%	1%	5%	4%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	170	866	0	163	923	0	130	352	124	198	994	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4		4	8		
Detector Phase	5	2		1	6		7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	9.0	38.0		9.0	38.0		9.0	38.0	38.0	9.0	38.0	
Total Split (s)	11.0	41.0		11.0	41.0		11.0	44.0	44.0	20.0	53.0	
Total Split (%)	9.5%	35.3%		9.5%	35.3%		9.5%	37.9%	37.9%	17.2%	45.7%	
Maximum Green (s)	7.0	34.0		7.0	34.0		7.0	37.0	37.0	16.0	46.0	
Yellow Time (s)	3.0	4.0		3.0	4.0		3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	3.0		1.0	3.0		1.0	3.0	3.0	1.0	3.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0		3.0	6.0	6.0	3.0	6.0	

Lanes, Volumes, Timings
3: Weston Road & Finch Avenue W

02-22-2023

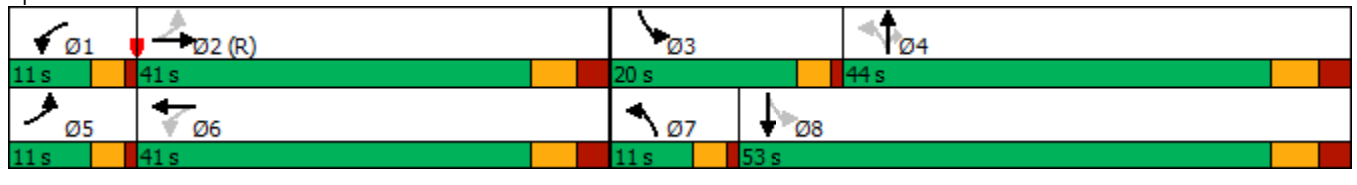


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max		None	Max		None	None	None	None	None	
Walk Time (s)		7.0			7.0			7.0	7.0		7.0	
Flash Dont Walk (s)		24.0			24.0			24.0	24.0		24.0	
Pedestrian Calls (#/hr)		0			0			0	0		0	
Act Effect Green (s)	50.4	37.8		49.8	37.5		47.7	36.7	36.7	56.8	42.9	
Actuated g/C Ratio	0.43	0.33		0.43	0.32		0.41	0.32	0.32	0.49	0.37	
v/c Ratio	0.63	0.54		0.56	0.59		0.62	0.34	0.23	0.41	0.86	
Control Delay	32.9	33.6		28.8	34.8		30.8	31.1	3.7	23.7	46.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	3.1	
Total Delay	32.9	33.6		28.8	34.8		30.8	31.1	3.7	23.7	49.9	
LOS	C	C		C	C		C	C	A	C	D	
Approach Delay		33.5			33.9			25.4			45.6	
Approach LOS		C			C			C			D	
Queue Length 50th (m)	24.4	63.0		23.2	68.7		16.2	33.3	0.0	34.8	123.0	
Queue Length 95th (m)	#47.6	77.6		39.8	84.1		27.4	46.4	8.8	51.9	146.3	
Internal Link Dist (m)		542.1			555.4			407.5			123.7	
Turn Bay Length (m)	75.0			100.0			30.0		100.0	50.0		
Base Capacity (vph)	271	1592		292	1566		209	1080	552	511	1266	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	176	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.63	0.54		0.56	0.59		0.62	0.33	0.22	0.39	0.91	

Intersection Summary

Area Type: Other
 Cycle Length: 116
 Actuated Cycle Length: 116
 Offset: 102 (88%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 36.0 Intersection LOS: D
 Intersection Capacity Utilization 87.1% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Weston Road & Finch Avenue W



Lanes, Volumes, Timings

4: Weston Road & Fenmar Drive

02-22-2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↕	↗	↖	↕	↗
Traffic Volume (vph)	14	197	150	81	253	24	104	376	36	50	699	29
Future Volume (vph)	14	197	150	81	253	24	104	376	36	50	699	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	30.0		0.0	30.0		0.0	35.0		40.0	85.0		35.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1668	1632	0	1700	1666	0	1623	3336	1507	1684	3433	1365
Flt Permitted	0.354			0.235			0.326			0.504		
Satd. Flow (perm)	622	1632	0	419	1666	0	554	3336	1429	878	3433	1316
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			4				40			31
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		158.2			160.6			478.0			179.7	
Travel Time (s)		11.4			11.6			34.4			12.9	
Confl. Peds. (#/hr)			5	5			8		16	16		8
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	9%	4%	5%	10%	25%	10%	7%	6%	6%	4%	17%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	381	0	89	304	0	114	413	40	55	768	32
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	37.4	37.4		37.4	37.4		36.9	36.9	36.9	36.9	36.9	36.9
Total Split (s)	47.0	47.0		47.0	47.0		73.0	73.0	73.0	73.0	73.0	73.0
Total Split (%)	39.2%	39.2%		39.2%	39.2%		60.8%	60.8%	60.8%	60.8%	60.8%	60.8%
Maximum Green (s)	40.6	40.6		40.6	40.6		67.1	67.1	67.1	67.1	67.1	67.1
Yellow Time (s)	3.4	3.4		3.4	3.4		3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	3.0	3.0		3.0	3.0		2.7	2.7	2.7	2.7	2.7	2.7
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4		5.4	5.4		4.9	4.9	4.9	4.9	4.9	4.9

Lanes, Volumes, Timings
4: Weston Road & Fenmar Drive

02-22-2023

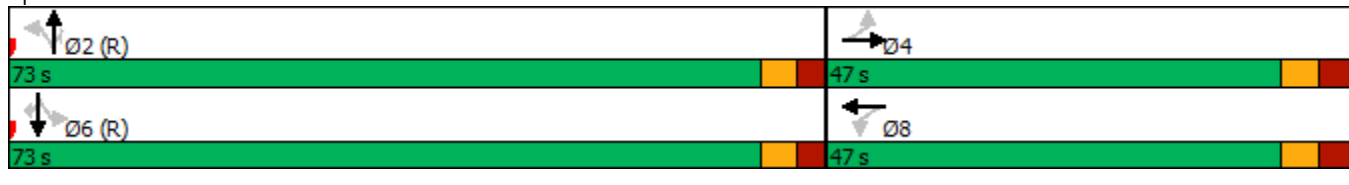


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Flash Dont Walk (s)	19.0	19.0		19.0	19.0		18.0	18.0	18.0	18.0	18.0	18.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	0
Act Effect Green (s)	32.3	32.3		32.3	32.3		77.4	77.4	77.4	77.4	77.4	77.4
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.64	0.64	0.64	0.64	0.64	0.64
v/c Ratio	0.09	0.82		0.79	0.67		0.32	0.19	0.04	0.10	0.35	0.04
Control Delay	30.6	51.4		82.8	45.5		14.5	9.8	3.4	10.6	11.2	3.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.6	51.4		82.8	45.5		14.5	9.8	3.4	10.6	11.2	3.9
LOS	C	D		F	D		B	A	A	B	B	A
Approach Delay		50.6			53.9			10.3			10.9	
Approach LOS		D			D			B			B	
Queue Length 50th (m)	2.8	81.0		20.4	66.3		11.8	20.3	0.0	4.8	42.7	0.1
Queue Length 95th (m)	7.8	107.6		#43.5	88.0		29.3	34.3	5.0	12.8	67.1	4.7
Internal Link Dist (m)		134.2			136.6			454.0			155.7	
Turn Bay Length (m)	30.0			30.0			35.0		40.0	85.0		35.0
Base Capacity (vph)	215	588		145	580		357	2152	936	566	2214	859
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.65		0.61	0.52		0.32	0.19	0.04	0.10	0.35	0.04

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 102 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 25.5 Intersection LOS: C
 Intersection Capacity Utilization 79.5% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Weston Road & Fenmar Drive



Lanes, Volumes, Timings
6: Weston Road & Toryork Drive/Retail Access

02-22-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	15	231	60	25	33	150	434	47	33	846	60
Future Volume (vph)	28	15	231	60	25	33	150	434	47	33	846	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	30.0		0.0	10.0		0.0	25.0		0.0	25.0		30.0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1566	1533	0	1733	1667	0	1638	3281	0	1785	3400	1413
Flt Permitted	0.716			0.235			0.257			0.456		
Satd. Flow (perm)	1169	1533	0	426	1667	0	438	3281	0	830	3400	1293
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		254			36			19				75
Link Speed (k/h)		50			20			50				50
Link Distance (m)		44.9			58.2			147.7				478.0
Travel Time (s)		3.2			10.5			10.6				34.4
Confl. Peds. (#/hr)	8		10	10		8	32		31	31		32
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	0%	3%	3%	0%	3%	9%	7%	0%	0%	5%	13%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	270	0	66	63	0	165	529	0	36	930	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0		10.0	10.0	10.0
Minimum Split (s)	34.0	34.0		34.0	34.0		9.0	35.0		35.0	35.0	35.0
Total Split (s)	37.0	37.0		37.0	37.0		23.0	79.0		56.0	56.0	56.0
Total Split (%)	31.9%	31.9%		31.9%	31.9%		19.8%	68.1%		48.3%	48.3%	48.3%
Maximum Green (s)	30.0	30.0		30.0	30.0		19.0	72.0		49.0	49.0	49.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0		4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		1.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		3.0	6.0		6.0	6.0	6.0

Lanes, Volumes, Timings
6: Weston Road & Toryork Drive/Retail Access

02-22-2023

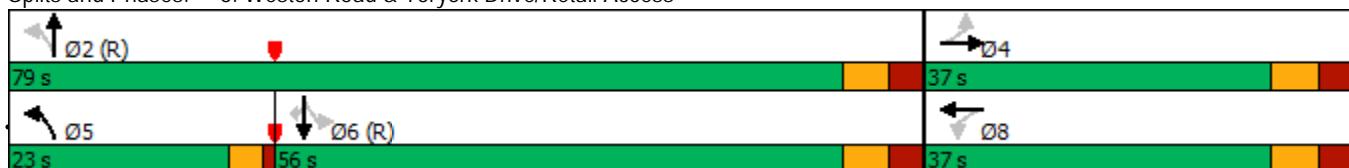


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	20.0	20.0		20.0	20.0			21.0		21.0	21.0	21.0
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	0
Act Effect Green (s)	17.0	17.0		17.0	17.0		90.0	87.0		74.3	74.3	74.3
Actuated g/C Ratio	0.15	0.15		0.15	0.15		0.78	0.75		0.64	0.64	0.64
v/c Ratio	0.18	0.61		1.06	0.23		0.38	0.21		0.07	0.43	0.08
Control Delay	43.1	12.6		179.2	22.8		10.6	9.0		10.6	12.1	2.5
Queue Delay	0.0	0.4		5.4	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	43.1	13.0		184.6	22.8		10.6	9.0		10.6	12.2	2.5
LOS	D	B		F	C		B	A		B	B	A
Approach Delay		16.1			105.6			9.4			11.5	
Approach LOS		B			F			A			B	
Queue Length 50th (m)	6.6	3.4		-17.9	5.7		19.1	33.3		2.9	52.0	0.0
Queue Length 95th (m)	14.9	26.8		#39.8	17.1		33.3	47.0		9.5	87.7	5.5
Internal Link Dist (m)		20.9			34.2			123.7			454.0	
Turn Bay Length (m)	30.0			10.0			25.0			25.0		30.0
Base Capacity (vph)	312	595		113	471		546	2464		531	2177	855
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	78		18	0		0	0		0	85	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.10	0.52		0.69	0.13		0.30	0.21		0.07	0.44	0.08

Intersection Summary

Area Type: Other
 Cycle Length: 116
 Actuated Cycle Length: 116
 Offset: 111 (96%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 17.1 Intersection LOS: B
 Intersection Capacity Utilization 77.9% ICU Level of Service D
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.






















Splits and Phases: 6: Weston Road & Toryork Drive/Retail Access



Lanes, Volumes, Timings

14: Rumike Road/Milvan Drive & Finch Avenue W

02-22-2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	872	138	21	1021	156	163	80	23	229	138	161
Future Volume (vph)	89	872	138	21	1021	156	163	80	23	229	138	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	30.0		0.0	30.0		0.0	15.0		0.0	70.0		0.0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1566	3338	0	1785	3313	0	1733	1797	0	1700	1879	1493
Flt Permitted	0.164			0.215			0.657			0.687		
Satd. Flow (perm)	267	3338	0	397	3313	0	1144	1797	0	1188	1879	1393
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			26			19				36
Link Speed (k/h)		50			50			40				50
Link Distance (m)		255.0			273.8			198.1				176.1
Travel Time (s)		18.4			19.7			17.8				12.7
Confl. Peds. (#/hr)	61		70	70		91	70		49	49		70
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	3%	3%	0%	3%	6%	3%	0%	0%	5%	0%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	1063	0	22	1239	0	172	108	0	241	145	169
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		6	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	40.0	40.0		35.0	35.0		40.4	40.4		40.4	40.4	40.4
Total Split (s)	49.0	49.0		49.0	49.0		41.0	41.0		41.0	41.0	41.0
Total Split (%)	54.4%	54.4%		54.4%	54.4%		45.6%	45.6%		45.6%	45.6%	45.6%
Maximum Green (s)	43.0	43.0		43.0	43.0		34.6	34.6		34.6	34.6	34.6
Yellow Time (s)	3.3	3.3		3.3	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	2.7	2.7		2.7	2.7		3.1	3.1		3.1	3.1	3.1
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		5.4	5.4		5.4	5.4	5.4

Lanes, Volumes, Timings
 14: Rumike Road/Milvan Drive & Finch Avenue W

02-22-2023

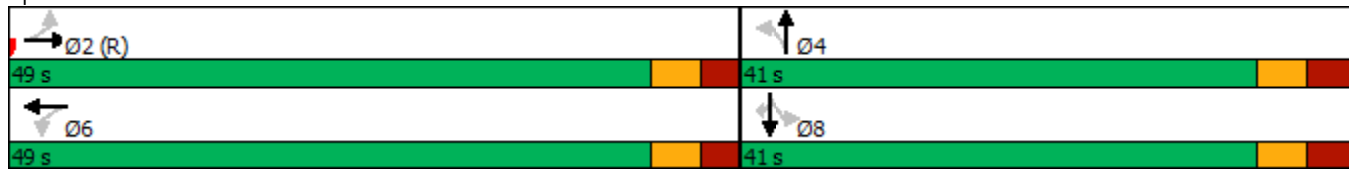


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	C-Max	C-Max		Max	Max		None	None		None	None	None
Walk Time (s)	12.0	12.0		12.0	12.0		12.0	12.0		12.0	12.0	12.0
Flash Dont Walk (s)	17.0	17.0		17.0	17.0		22.0	22.0		22.0	22.0	22.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	0
Act Effect Green (s)	54.7	54.7		54.7	54.7		24.9	24.9		24.9	24.9	24.9
Actuated g/C Ratio	0.61	0.61		0.61	0.61		0.28	0.28		0.28	0.28	0.28
v/c Ratio	0.58	0.52		0.09	0.61		0.54	0.21		0.73	0.28	0.41
Control Delay	33.3	12.3		11.5	13.8		32.8	19.2		41.9	25.0	22.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	33.3	12.3		11.5	13.8		32.8	19.2		41.9	25.0	22.0
LOS	C	B		B	B		C	B		D	C	C
Approach Delay		14.0			13.8			27.5			31.4	
Approach LOS		B			B			C			C	
Queue Length 50th (m)	9.5	51.6		1.5	65.7		26.7	12.3		39.8	20.7	19.4
Queue Length 95th (m)	#41.7	89.8		6.6	114.0		40.3	21.4		57.6	30.8	32.1
Internal Link Dist (m)		231.0			249.8			174.1			152.1	
Turn Bay Length (m)	30.0			30.0			15.0			70.0		
Base Capacity (vph)	162	2039		241	2023		452	722		469	743	572
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.58	0.52		0.09	0.61		0.38	0.15		0.51	0.20	0.30

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 36 (40%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 85
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 18.1 Intersection LOS: B
 Intersection Capacity Utilization 96.7% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 14: Rumike Road/Milvan Drive & Finch Avenue W



Lanes, Volumes, Timings

18: Jayzel Drive/Retail Access & Finch Avenue W

02-22-2023

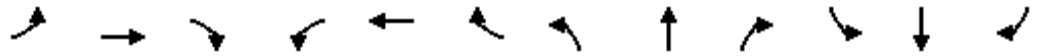


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	985	69	78	1011	4	128	10	70	15	10	33
Future Volume (vph)	26	985	69	78	1011	4	128	10	70	15	10	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	15.0		0.0	30.0		0.0	15.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1653	3415	0	1733	3427	0	1767	1589	0	0	1484	0
Flt Permitted	0.161			0.146			0.261				0.885	
Satd. Flow (perm)	280	3415	0	266	3427	0	486	1589	0	0	1328	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9						74				35
Link Speed (k/h)		50			50			40				20
Link Distance (m)		273.8			566.1			203.2				58.7
Travel Time (s)		19.7			40.8			18.3				10.6
Confl. Peds. (#/hr)	59		31	31		59	69		9	9		69
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	3%	0%	3%	4%	0%	1%	0%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	1110	0	82	1068	0	135	85	0	0	62	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5				3.5
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		4.8			4.8			4.8				4.8
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			7				8
Permitted Phases	2			6			7			8		
Detector Phase	2	2		6	6		7	7		8	8	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0		7.0	7.0	
Minimum Split (s)	25.0	25.0		25.0	25.0		36.0	36.0		14.0	14.0	
Total Split (s)	49.0	49.0		49.0	49.0		37.0	37.0		14.0	14.0	
Total Split (%)	49.0%	49.0%		49.0%	49.0%		37.0%	37.0%		14.0%	14.0%	
Maximum Green (s)	43.0	43.0		43.0	43.0		30.0	30.0		8.0	8.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0				-1.0
Total Lost Time (s)	5.0	5.0		5.0	5.0		6.0	6.0				5.0

Lanes, Volumes, Timings

18: Jayzel Drive/Retail Access & Finch Avenue W

02-22-2023

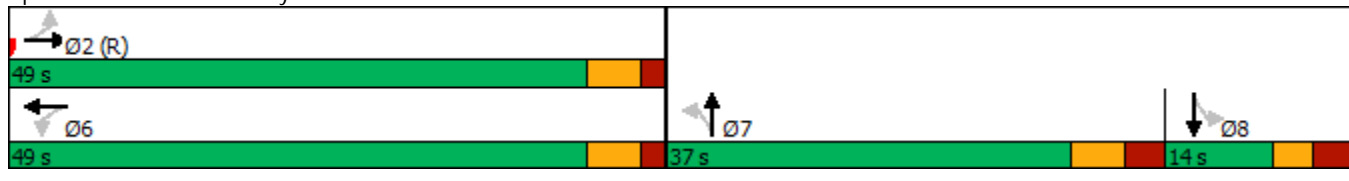


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag							Lead	Lead		Lag	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	C-Max	C-Max		Max	Max		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		0.0	0.0	
Flash Dont Walk (s)	12.0	12.0		12.0	12.0		22.0	22.0		0.0	0.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effect Green (s)	48.5	48.5		48.5	48.5		29.6	29.6				8.5
Actuated g/C Ratio	0.48	0.48		0.48	0.48		0.30	0.30				0.08
v/c Ratio	0.20	0.67		0.64	0.64		0.94	0.16				0.43
Control Delay	22.3	23.4		49.2	22.9		98.2	8.4				32.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Total Delay	22.3	23.4		49.2	22.9		98.2	8.4				32.9
LOS	C	C		D	C		F	A				C
Approach Delay		23.4			24.8			63.5				32.9
Approach LOS		C			C			E				C
Queue Length 50th (m)	3.3	94.3		13.1	89.8		26.2	1.6				5.2
Queue Length 95th (m)	10.4	121.1		#40.8	115.4		#63.9	12.4				18.5
Internal Link Dist (m)		249.8			542.1			179.2				34.7
Turn Bay Length (m)	15.0			30.0			15.0					
Base Capacity (vph)	136	1660		129	1662		150	543				151
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	0.20	0.67		0.64	0.64		0.90	0.16				0.41

Intersection Summary























Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 1 (1%), Referenced to phase 2:EBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 27.7 Intersection LOS: C
 Intersection Capacity Utilization 67.7% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 18: Jayzel Drive/Retail Access & Finch Avenue W



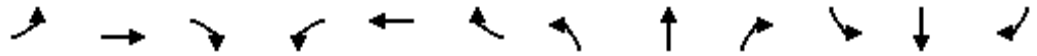
Lanes, Volumes, Timings
6: Weston Road & Toryork Drive/Retail Access

02-22-2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	15	231	60	25	33	150	434	47	33	846	60
Future Volume (vph)	28	15	231	60	25	33	150	434	47	33	846	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	30.0		0.0	10.0		0.0	25.0		0.0	25.0		30.0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1566	1533	0	1733	1667	0	1638	3281	0	1785	3400	1413
Flt Permitted	0.716			0.255			0.248			0.456		
Satd. Flow (perm)	1169	1533	0	462	1667	0	423	3281	0	830	3400	1293
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		254			36			16				113
Link Speed (k/h)		50			20			50				50
Link Distance (m)		44.9			58.2			147.7				478.0
Travel Time (s)		3.2			10.5			10.6				34.4
Confl. Peds. (#/hr)	8		10	10		8	32		31	31		32
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	0%	3%	3%	0%	3%	9%	7%	0%	0%	5%	13%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	270	0	66	63	0	165	529	0	36	930	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4		3	8		5	2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		3	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		5.0	10.0		5.0	10.0		10.0	10.0	10.0
Minimum Split (s)	34.0	34.0		9.0	34.0		9.0	35.0		35.0	35.0	35.0
Total Split (s)	36.0	36.0		9.0	45.0		16.0	71.0		55.0	55.0	55.0
Total Split (%)	31.0%	31.0%		7.8%	38.8%		13.8%	61.2%		47.4%	47.4%	47.4%
Maximum Green (s)	29.0	29.0		5.0	38.0		12.0	64.0		48.0	48.0	48.0
Yellow Time (s)	4.0	4.0		3.0	4.0		3.0	4.0		4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		1.0	3.0		1.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0		3.0	6.0		3.0	6.0		6.0	6.0	6.0

Lanes, Volumes, Timings
6: Weston Road & Toryork Drive/Retail Access

02-22-2023

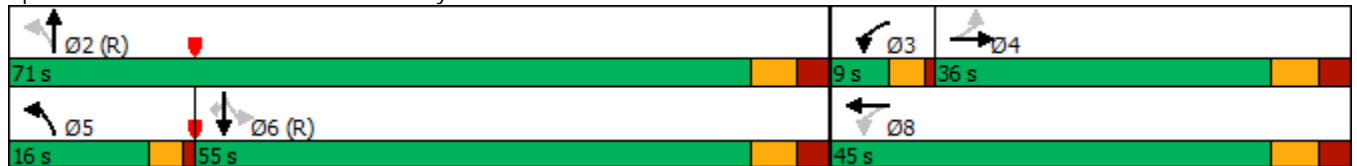


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lag	Lag		Lead			Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0			7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	20.0	20.0			20.0			21.0		21.0	21.0	21.0
Pedestrian Calls (#/hr)	0	0			0			0		0	0	0
Act Effect Green (s)	12.7	12.7		22.9	19.9		87.1	84.1		71.1	71.1	71.1
Actuated g/C Ratio	0.11	0.11		0.20	0.17		0.75	0.72		0.61	0.61	0.61
v/c Ratio	0.24	0.69		0.42	0.20		0.39	0.22		0.07	0.45	0.08
Control Delay	50.9	16.8		45.1	21.2		14.2	12.5		12.0	13.9	0.6
Queue Delay	0.0	0.1		9.4	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	50.9	16.8		54.5	21.2		14.2	12.5		12.0	14.0	0.6
LOS	D	B		D	C		B	B		B	B	A
Approach Delay		20.4			38.3			12.9			13.0	
Approach LOS		C			D			B			B	
Queue Length 50th (m)	7.0	3.6		13.3	5.5		20.9	36.3		3.2	58.0	0.0
Queue Length 95th (m)	16.1	29.4		24.0	16.7		35.5	50.3		10.0	92.8	1.5
Internal Link Dist (m)		20.9			34.2			123.7			454.0	
Turn Bay Length (m)	30.0			10.0			25.0			25.0		30.0
Base Capacity (vph)	302	584		157	584		454	2382		508	2084	836
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	23		62	0		0	0		0	104	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.10	0.48		0.69	0.11		0.36	0.22		0.07	0.47	0.08

Intersection Summary

Area Type:	Other
Cycle Length:	116
Actuated Cycle Length:	116
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.69
Intersection Signal Delay:	15.5
Intersection LOS:	B
Intersection Capacity Utilization:	72.0%
ICU Level of Service:	C
Analysis Period (min):	15

Splits and Phases: 6: Weston Road & Toryork Drive/Retail Access



Appendix C

Background Development Traffic Volumes

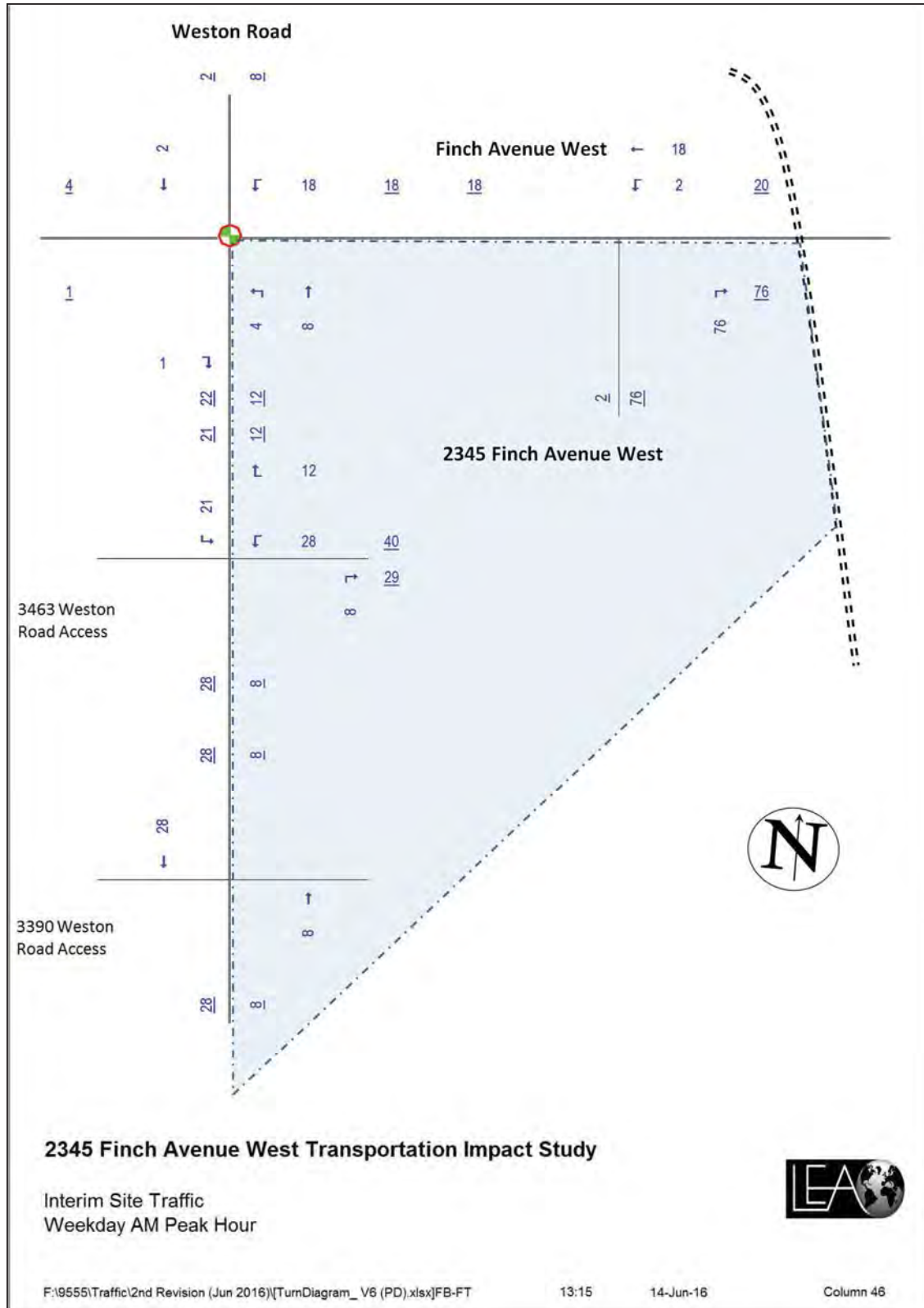


Figure 4-1: Interim Site Traffic Volume, Weekday AM Peak Hour

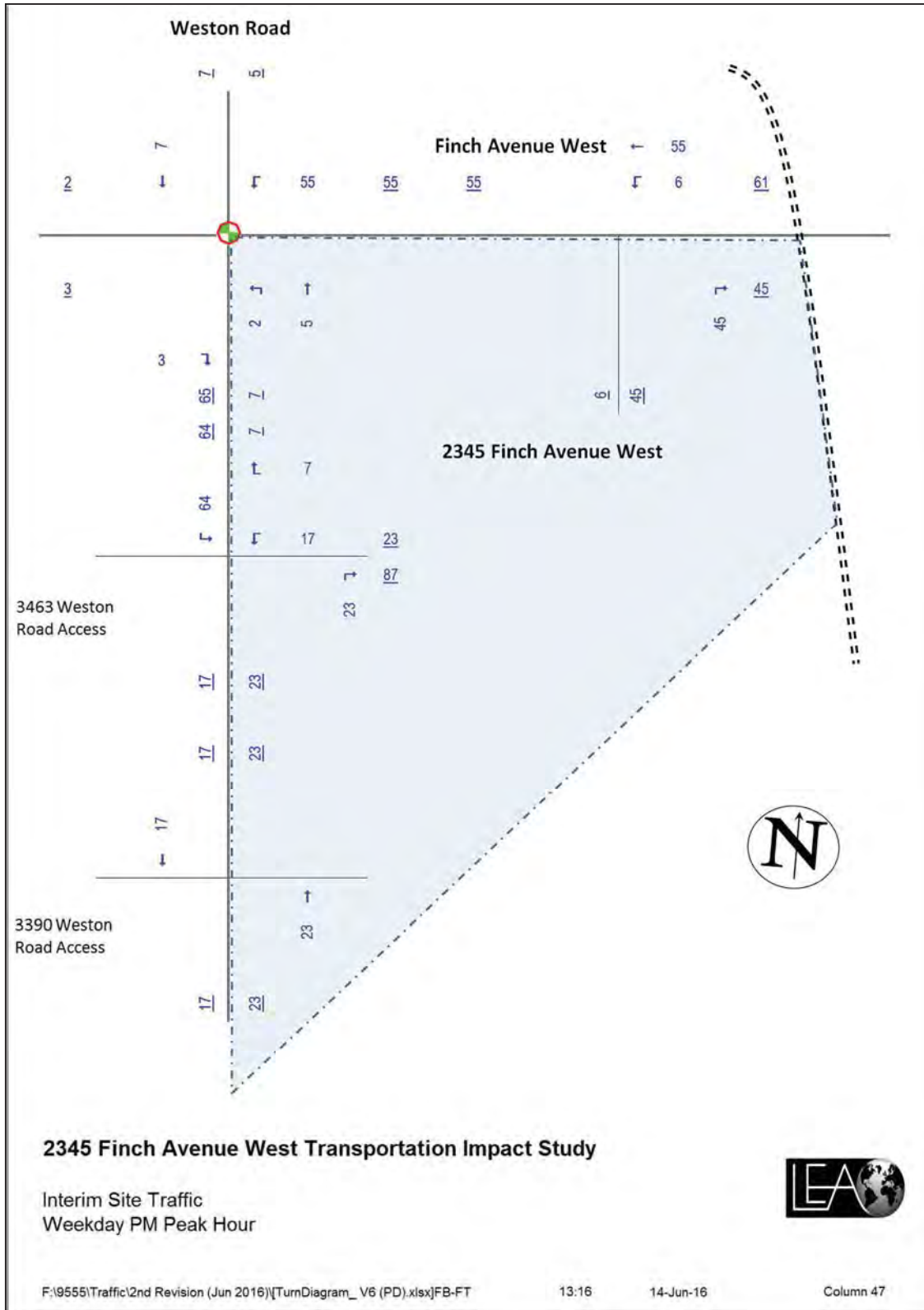
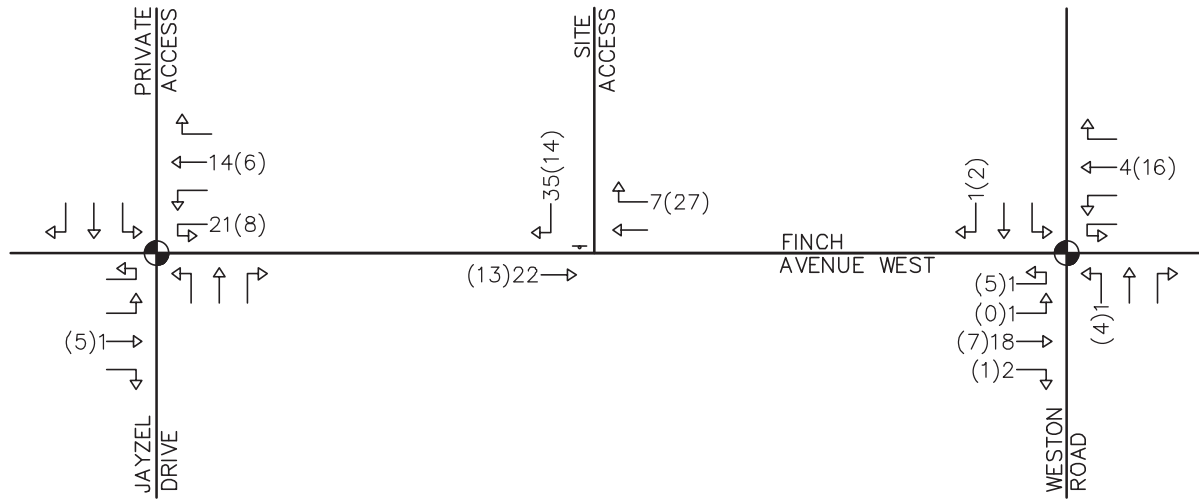


Figure 4-2: Interim Site Traffic Volume, Weekday PM Peak Hour

NOTE:
THIS FIGURE IS SCHEMATIC ONLY
AND IS NOT TO BE SCALED.



LEGEND:

	SIGNAL CONTROL
	STOP CONTROL
	YIELD CONTROL
	ROUND ABOUT
	WEEKDAY AM(PM) TRIP DISTRIBUTION

2370 FINCH AVENUE WEST

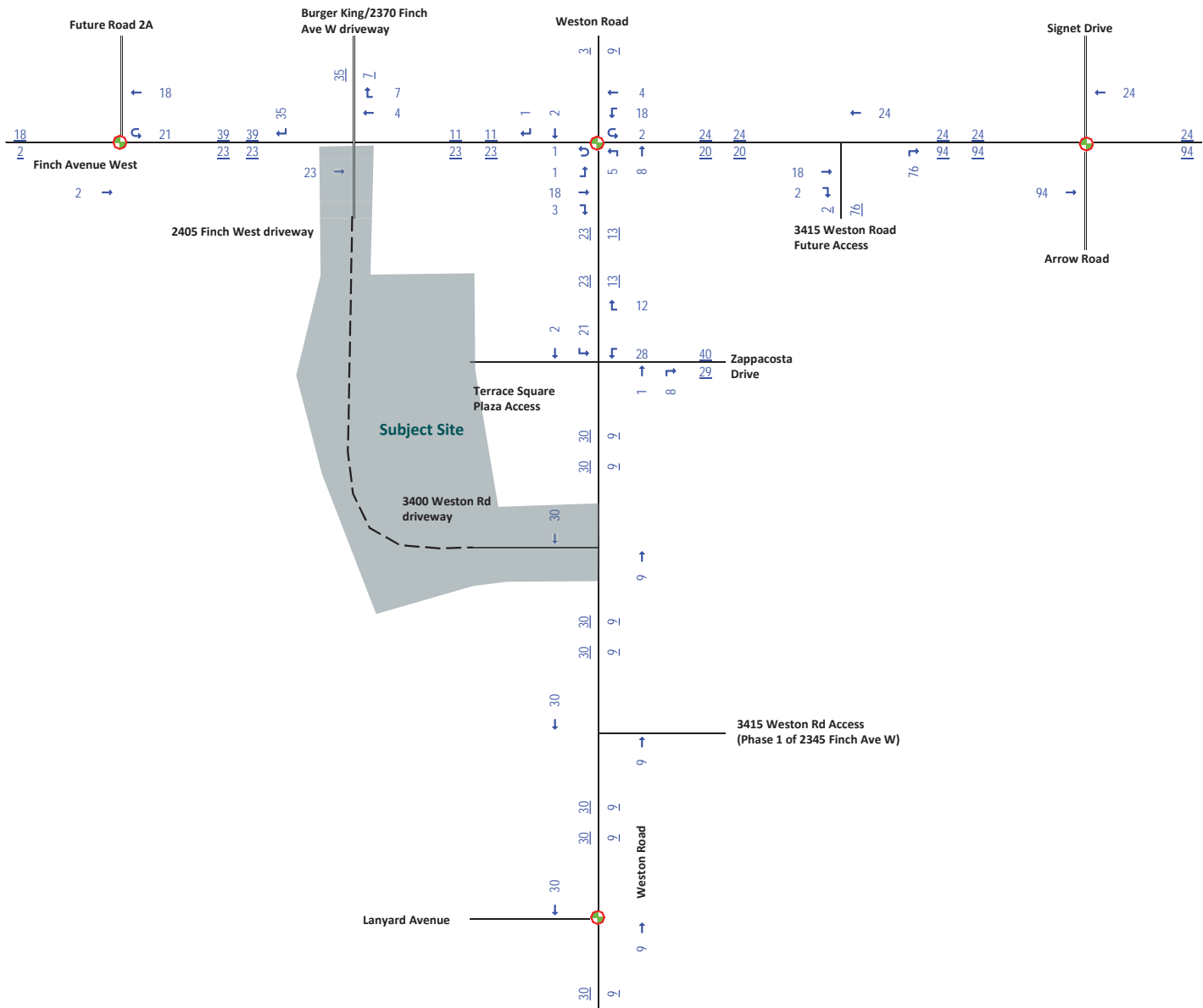
PRIMARY TRIP ASSIGNMENT

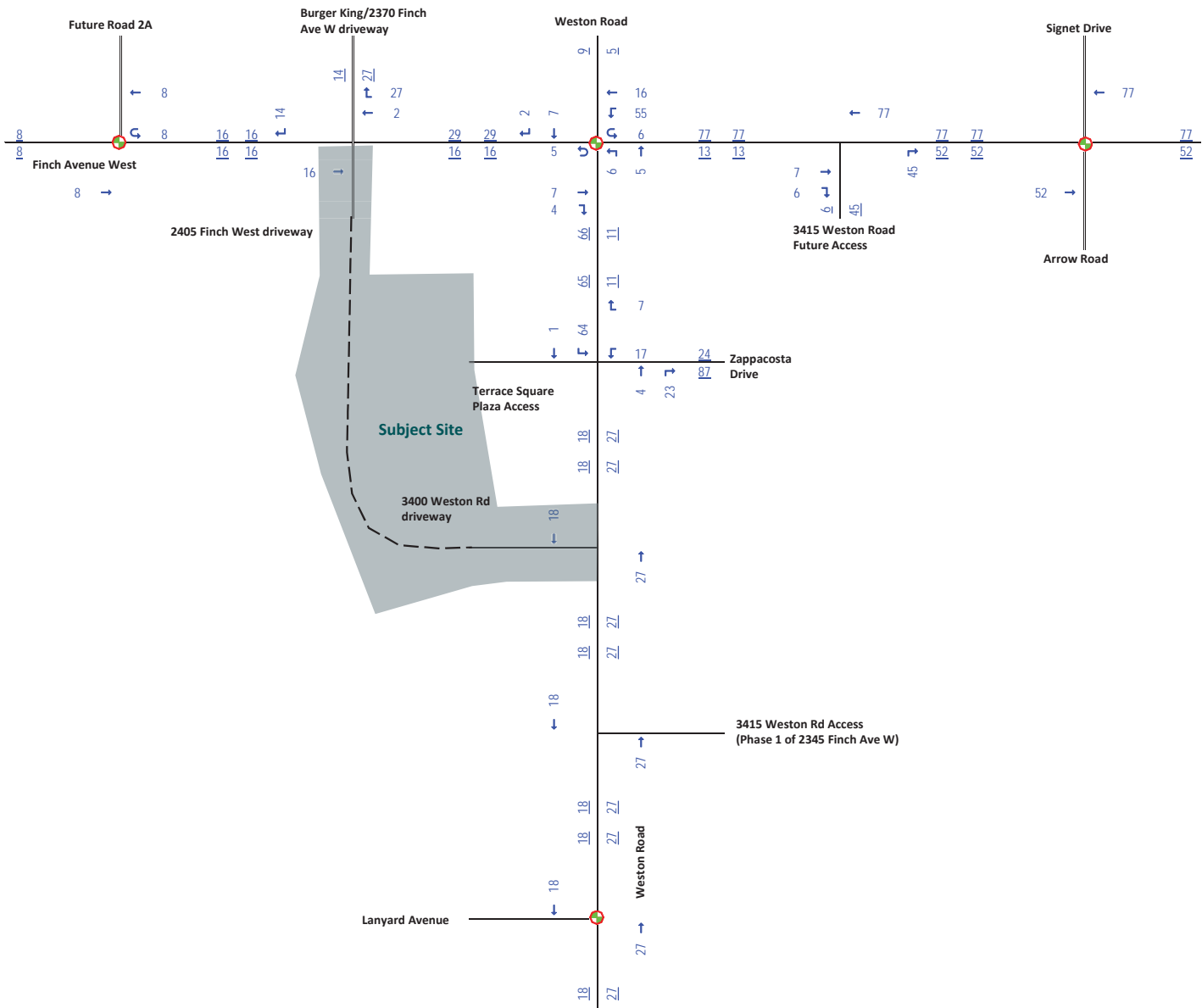


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Drawn	M.J.	Design	M.J.	Project No.	1452-4737	
Check	S.T.T.	Check	M.C.	Scale	N.T.S.	
					Dwg.	FIG. 11





3400 Weston Road Transportation Impact Study
 All Background Developments Traffic
 Weekday PM Peak Hour



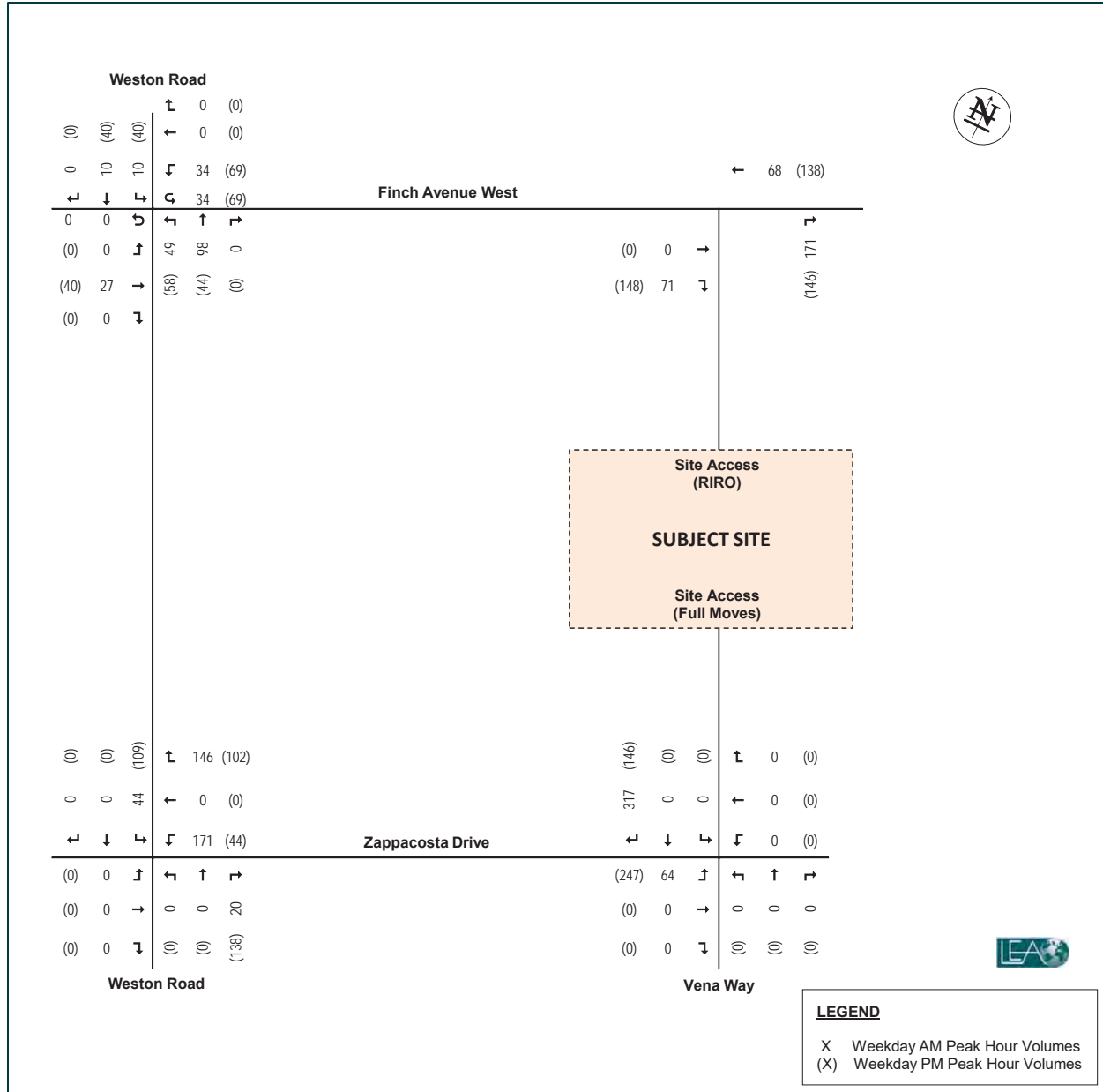
LEGEND

XX	TRAFFIC VOLUMES
<u>XX</u>	TOTAL LINK VOLUMES



Based on the proposed driveway access locations and our understanding of the future road network, LEA conducted a detailed traffic assignment based on the general traffic distribution. **Figure 4-1** illustrates the total site traffic generated by the proposed development during the weekday AM and PM peak hours, respectively without a reduction from the LRT line.

Figure 4-1 Site Generated Peak Hour Traffic Volumes



Appendix D

Future Background Level of Service Calculations

Lanes, Volumes, Timings
 3: Weston Road & Finch Avenue W

02-22-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	184	938	56	301	814	186	139	532	112	172	573	81
Future Volume (vph)	184	938	56	301	814	186	139	532	112	172	573	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	75.0		0.0	100.0		0.0	30.0		100.0	50.0		0.0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1684	3244	0	1700	3336	1439	1700	3336	1521	1526	3063	0
Flt Permitted	0.950			0.950			0.179			0.213		
Satd. Flow (perm)	1658	3244	0	1648	3336	1353	307	3336	1216	320	3063	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				190			125		11	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		262.8			579.4			431.5			147.7	
Travel Time (s)		18.9			41.7			31.1			10.6	
Confl. Peds. (#/hr)	36		93	93		36	102		142	142		102
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	8%	14%	5%	7%	11%	5%	7%	5%	17%	12%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	188	1014	0	307	831	190	142	543	114	176	668	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	9.0	38.0		9.0	38.0	38.0	9.0	38.0	38.0	9.0	38.0	
Total Split (s)	28.0	53.0		33.0	58.0	58.0	13.0	38.0	38.0	16.0	41.0	
Total Split (%)	20.0%	37.9%		23.6%	41.4%	41.4%	9.3%	27.1%	27.1%	11.4%	29.3%	
Maximum Green (s)	24.0	46.0		29.0	51.0	51.0	9.0	31.0	31.0	12.0	34.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	3.0		1.0	3.0	3.0	1.0	3.0	3.0	1.0	3.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0	

Lanes, Volumes, Timings
3: Weston Road & Finch Avenue W

02-22-2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		24.0			24.0	24.0		24.0	24.0		24.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effect Green (s)	21.0	50.0		28.4	57.4	57.4	43.6	30.6	30.6	49.6	33.6	
Actuated g/C Ratio	0.15	0.36		0.20	0.41	0.41	0.31	0.22	0.22	0.35	0.24	
v/c Ratio	0.75	0.87		0.89	0.61	0.29	0.73	0.74	0.31	0.78	0.90	
Control Delay	80.9	41.8		81.4	35.8	5.0	54.7	57.9	8.0	57.7	66.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	80.9	41.8		81.4	35.8	5.0	54.7	57.9	8.0	57.7	66.6	
LOS	F	D		F	D	A	D	E	A	E	E	
Approach Delay		47.9			42.0			50.2			64.7	
Approach LOS		D			D			D			E	
Queue Length 50th (m)	58.4	69.6		86.6	102.0	0.0	28.6	77.3	0.0	36.7	97.3	
Queue Length 95th (m)	84.6	#185.2		#136.6	130.0	16.5	#47.5	98.6	13.8	#60.0	#128.8	
Internal Link Dist (m)		238.8			555.4			407.5			123.7	
Turn Bay Length (m)	75.0			100.0			30.0		100.0	50.0		
Base Capacity (vph)	300	1161		364	1368	666	195	762	374	225	774	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.63	0.87		0.84	0.61	0.29	0.73	0.71	0.30	0.78	0.86	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 49.9 Intersection LOS: D
 Intersection Capacity Utilization 96.6% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Weston Road & Finch Avenue W



Lanes, Volumes, Timings
4: Weston Road & Fenmar Drive

02-22-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	247	129	22	178	35	130	572	79	32	444	20
Future Volume (vph)	10	247	129	22	178	35	130	572	79	32	444	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	30.0		0.0	30.0		0.0	35.0		40.0	85.0		35.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1373	1592	0	1566	1557	0	1623	3305	1551	1500	3187	1389
Flt Permitted	0.486			0.215			0.475			0.405		
Satd. Flow (perm)	699	1592	0	354	1557	0	804	3305	1495	635	3187	1336
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			8				82			31
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		158.2			160.6			478.0			179.7	
Travel Time (s)		11.4			11.6			34.4			12.9	
Confl. Peds. (#/hr)	7		4	4		7	9		8	8		9
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	30%	11%	12%	14%	19%	9%	10%	8%	3%	19%	12%	15%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	391	0	23	221	0	135	596	82	33	463	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	37.4	37.4		37.4	37.4		36.9	36.9	36.9	36.9	36.9	36.9
Total Split (s)	40.0	40.0		40.0	40.0		80.0	80.0	80.0	80.0	80.0	80.0
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%	66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	33.6	33.6		33.6	33.6		74.1	74.1	74.1	74.1	74.1	74.1
Yellow Time (s)	3.4	3.4		3.4	3.4		3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	3.0	3.0		3.0	3.0		2.7	2.7	2.7	2.7	2.7	2.7
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4		5.4	5.4		4.9	4.9	4.9	4.9	4.9	4.9

Lanes, Volumes, Timings
4: Weston Road & Fenmar Drive

02-22-2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Flash Dont Walk (s)	19.0	19.0		19.0	19.0		18.0	18.0	18.0	18.0	18.0	18.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	0
Act Effect Green (s)	32.0	32.0		32.0	32.0		77.7	77.7	77.7	77.7	77.7	77.7
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.65	0.65	0.65	0.65	0.65	0.65
v/c Ratio	0.05	0.89		0.24	0.53		0.26	0.28	0.08	0.08	0.22	0.02
Control Delay	32.0	62.6		40.8	40.5		11.2	9.9	2.1	9.4	9.4	1.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.0	62.6		40.8	40.5		11.2	9.9	2.1	9.4	9.4	1.9
LOS	C	E		D	D		B	A	A	A	A	A
Approach Delay		61.8			40.5			9.3				9.1
Approach LOS		E			D			A				A
Queue Length 50th (m)	1.8	86.0		4.4	43.7		14.0	33.0	0.0	3.0	24.6	0.0
Queue Length 95th (m)	6.3	#137.8		12.5	69.2		25.5	42.9	6.0	7.6	33.1	2.2
Internal Link Dist (m)		134.2			136.6			454.0			155.7	
Turn Bay Length (m)	30.0			30.0			35.0		40.0	85.0		35.0
Base Capacity (vph)	201	474		102	454		521	2141	997	411	2064	876
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.82		0.23	0.49		0.26	0.28	0.08	0.08	0.22	0.02

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 102 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 23.8 Intersection LOS: C
 Intersection Capacity Utilization 67.6% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Weston Road & Fenmar Drive



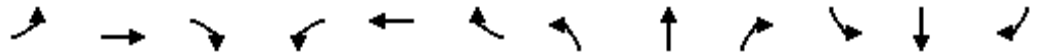
Lanes, Volumes, Timings
6: Weston Road & Toryork Drive/Retail Access

02-22-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	7	155	9	2	5	184	767	6	10	609	23
Future Volume (vph)	21	7	155	9	2	5	184	767	6	10	609	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	30.0		0.0	10.0		0.0	25.0		0.0	25.0		30.0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1700	1377	0	1785	1448	0	1638	3303	0	1623	3159	1229
Flt Permitted	0.753			0.354			0.369			0.333		
Satd. Flow (perm)	1337	1377	0	664	1448	0	633	3303	0	565	3159	1184
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		170			5			1				75
Link Speed (k/h)		50			20			50				50
Link Distance (m)		44.9			58.2			147.7				478.0
Travel Time (s)		3.2			10.5			10.6				34.4
Confl. Peds. (#/hr)	6		2	2		6	8		11	11		8
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	0%	16%	0%	0%	20%	9%	8%	0%	10%	13%	30%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	178	0	10	7	0	202	850	0	11	669	25
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0		10.0	10.0	10.0
Minimum Split (s)	34.0	34.0		34.0	34.0		9.0	35.0		35.0	35.0	35.0
Total Split (s)	37.0	37.0		37.0	37.0		23.0	79.0		56.0	56.0	56.0
Total Split (%)	31.9%	31.9%		31.9%	31.9%		19.8%	68.1%		48.3%	48.3%	48.3%
Maximum Green (s)	30.0	30.0		30.0	30.0		19.0	72.0		49.0	49.0	49.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0		4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		1.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		3.0	6.0		6.0	6.0	6.0

Lanes, Volumes, Timings
6: Weston Road & Toryork Drive/Retail Access

02-22-2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	20.0	20.0		20.0	20.0			21.0		21.0	21.0	21.0
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	0
Act Effect Green (s)	12.0	12.0		12.0	12.0		95.0	92.0		79.4	79.4	79.4
Actuated g/C Ratio	0.10	0.10		0.10	0.10		0.82	0.79		0.68	0.68	0.68
v/c Ratio	0.17	0.60		0.15	0.05		0.34	0.32		0.03	0.31	0.03
Control Delay	49.5	17.3		51.3	31.5		3.9	3.9		7.3	8.2	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.5		0.0	0.0	0.0
Total Delay	49.5	17.3		51.3	31.5		3.9	4.3		7.3	8.2	0.1
LOS	D	B		D	C		A	A		A	A	A
Approach Delay		21.0			43.2			4.2			7.9	
Approach LOS		C			D			A			A	
Queue Length 50th (m)	5.2	1.8		2.2	0.4		7.2	22.7		0.7	29.0	0.0
Queue Length 95th (m)	13.1	23.1		7.7	4.9		15.7	37.5		3.3	48.1	0.0
Internal Link Dist (m)		20.9			34.2			123.7			454.0	
Turn Bay Length (m)	30.0			10.0			25.0			25.0		30.0
Base Capacity (vph)	357	492		177	390		691	2618		386	2161	833
Starvation Cap Reductn	0	0		0	0		0	1205		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.06	0.36		0.06	0.02		0.29	0.60		0.03	0.31	0.03

Intersection Summary

Area Type:	Other
Cycle Length:	116
Actuated Cycle Length:	116
Offset:	31 (27%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.60
Intersection Signal Delay:	7.6
Intersection LOS:	A
Intersection Capacity Utilization:	57.8%
ICU Level of Service:	B
Analysis Period (min):	15






















Splits and Phases: 6: Weston Road & Toryork Drive/Retail Access



Lanes, Volumes, Timings

14: Rumike Road/Milvan Drive & Finch Avenue W

02-22-2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	1115	154	17	725	181	138	54	17	102	47	46
Future Volume (vph)	66	1115	154	17	725	181	138	54	17	102	47	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	30.0		0.0	30.0		0.0	15.0		0.0	70.0		0.0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1487	3347	0	1785	3198	0	1668	1742	0	1487	1879	1331
Flt Permitted	0.950			0.950			0.723			0.706		
Satd. Flow (perm)	1476	3347	0	1770	3198	0	1250	1742	0	1073	1879	1293
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			40			19				85
Link Speed (k/h)		50			50			40				50
Link Distance (m)		255.0			273.8			198.1				176.1
Travel Time (s)		18.4			19.7			17.8				12.7
Confl. Peds. (#/hr)	20		37	37		20	21		41	41		21
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	20%	4%	2%	0%	7%	8%	7%	0%	12%	20%	0%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	1410	0	19	1007	0	153	79	0	113	52	51
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5				3.5
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		4.8			4.8			4.8				4.8
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			4				8
Permitted Phases							4			8		8
Detector Phase	5	2		1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	40.0		9.0	35.0		40.4	40.4		40.4	40.4	40.4
Total Split (s)	10.0	40.6		9.0	39.6		40.4	40.4		40.4	40.4	40.4
Total Split (%)	11.1%	45.1%		10.0%	44.0%		44.9%	44.9%		44.9%	44.9%	44.9%
Maximum Green (s)	6.0	34.6		5.0	33.6		34.0	34.0		34.0	34.0	34.0
Yellow Time (s)	3.0	3.3		3.0	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	1.0	2.7		1.0	2.7		3.1	3.1		3.1	3.1	3.1
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0		3.0	5.0		5.4	5.4		5.4	5.4	5.4

Lanes, Volumes, Timings
 14: Rumike Road/Milvan Drive & Finch Avenue W

02-22-2023

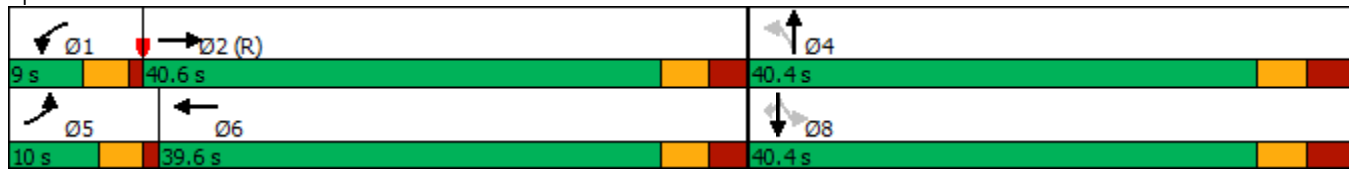


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	Max		None	None		None	None	None
Walk Time (s)		12.0			12.0		12.0	12.0		12.0	12.0	12.0
Flash Dont Walk (s)		17.0			17.0		22.0	22.0		22.0	22.0	22.0
Pedestrian Calls (#/hr)		0			0		0	0		0	0	0
Act Effect Green (s)	11.0	57.3		7.6	49.9		17.7	17.7		17.7	17.7	17.7
Actuated g/C Ratio	0.12	0.64		0.08	0.55		0.20	0.20		0.20	0.20	0.20
v/c Ratio	0.40	0.66		0.13	0.56		0.62	0.22		0.54	0.14	0.16
Control Delay	42.2	14.8		39.5	16.3		43.6	23.5		40.8	28.4	3.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	42.2	14.8		39.5	16.3		43.6	23.5		40.8	28.4	3.3
LOS	D	B		D	B		D	C		D	C	A
Approach Delay		16.1			16.8			36.7			29.0	
Approach LOS		B			B			D			C	
Queue Length 50th (m)	12.4	61.4		3.3	59.1		25.8	9.2		18.7	7.9	0.0
Queue Length 95th (m)	24.9	#154.5		10.0	101.8		42.0	19.3		32.8	16.0	3.8
Internal Link Dist (m)		231.0			249.8			174.1			152.1	
Turn Bay Length (m)	30.0			30.0			15.0			70.0		
Base Capacity (vph)	181	2138		149	1792		486	689		417	730	554
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.40	0.66		0.13	0.56		0.31	0.11		0.27	0.07	0.09

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 18.9 Intersection LOS: B
 Intersection Capacity Utilization 77.0% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 14: Rumike Road/Milvan Drive & Finch Avenue W



Lanes, Volumes, Timings
 18: Jayzel Drive/Retail Access & Finch Avenue W

02-22-2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1144	88	89	987	1	71	3	82	5	1	6
Future Volume (vph)	8	1144	88	89	987	1	71	3	82	5	1	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	15.0		0.0	30.0		0.0	15.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1785	3292	0	1608	3306	0	1580	1447	0	0	1554	0
Flt Permitted	0.950			0.950			0.423					
Satd. Flow (perm)	1769	3292	0	1602	3306	0	703	1447	0	0	1585	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9						84				6
Link Speed (k/h)		50			50			40				20
Link Distance (m)		273.8			303.3			203.2				58.7
Travel Time (s)		19.7			21.8			18.3				10.6
Confl. Peds. (#/hr)	14		8	8		14	8		1	1		8
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	7%	6%	11%	8%	0%	13%	0%	10%	20%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1257	0	91	1008	0	72	87	0	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5				3.5
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		4.8			4.8			4.8				4.8
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm		NA
Protected Phases	5	2		1	6			7				8
Permitted Phases							7			8		
Detector Phase	5	2		1	6		7	7		8		8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		10.0	10.0		7.0		7.0
Minimum Split (s)	9.0	25.0		9.0	25.0		36.0	36.0		14.0		14.0
Total Split (s)	9.0	41.0		9.0	41.0		36.0	36.0		14.0		14.0
Total Split (%)	9.0%	41.0%		9.0%	41.0%		36.0%	36.0%		14.0%		14.0%
Maximum Green (s)	5.0	35.0		5.0	35.0		29.0	29.0		8.0		8.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		3.0		3.0
All-Red Time (s)	1.0	2.0		1.0	2.0		3.0	3.0		3.0		3.0
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0				-1.0
Total Lost Time (s)	3.0	5.0		3.0	5.0		6.0	6.0				5.0

Lanes, Volumes, Timings
 18: Jayzel Drive/Retail Access & Finch Avenue W

02-22-2023

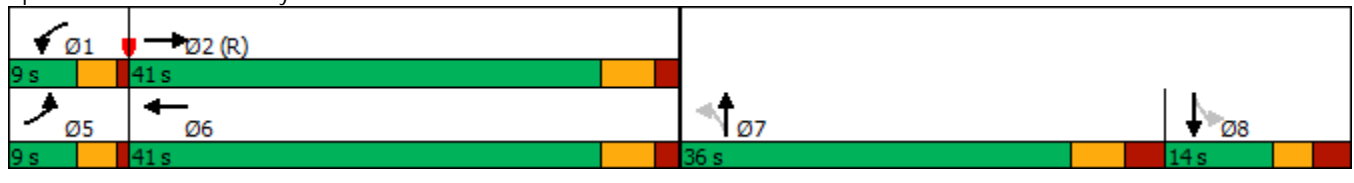


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max		None	Max		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		0.0	0.0	
Flash Dont Walk (s)		12.0			12.0		22.0	22.0		0.0	0.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	7.1	56.7		12.5	71.0		17.4	17.4				8.2
Actuated g/C Ratio	0.07	0.57		0.12	0.71		0.17	0.17				0.08
v/c Ratio	0.06	0.67		0.45	0.43		0.59	0.27				0.09
Control Delay	44.1	21.4		48.6	11.7		56.0	9.7				33.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Total Delay	44.1	21.4		48.6	11.7		56.0	9.7				33.1
LOS	D	C		D	B		E	A				C
Approach Delay		21.6			14.7			30.7				33.1
Approach LOS		C			B			C				C
Queue Length 50th (m)	1.6	90.7		17.2	36.8		13.8	0.5				1.2
Queue Length 95th (m)	6.2	#191.6		#35.0	121.3		26.5	12.3				6.8
Internal Link Dist (m)		249.8			279.3			179.2				34.7
Turn Bay Length (m)	15.0			30.0			15.0					
Base Capacity (vph)	126	1871		201	2348		210	492				148
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	0.06	0.67		0.45	0.43		0.34	0.18				0.08

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 19.2 Intersection LOS: B
 Intersection Capacity Utilization 60.8% ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 18: Jayzel Drive/Retail Access & Finch Avenue W



Lanes, Volumes, Timings
21: Finch Avenue W & Street 2A

02-22-2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	42	1096	1036	37	24	26
Future Volume (vph)	42	1096	1036	37	24	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%	0%		0%	
Storage Length (m)	30.0			0.0	30.0	0.0
Storage Lanes	1			0	1	1
Taper Length (m)	7.5				7.5	
Satd. Flow (prot)	1750	3500	3454	0	1750	1566
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1672	3500	3454	0	1513	1339
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			3			28
Link Speed (k/h)		50	50		40	
Link Distance (m)		303.3	262.8		92.7	
Travel Time (s)		21.8	18.9		8.3	
Confl. Peds. (#/hr)	100			100	100	100
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	46	1191	1166	0	26	28
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		3.5	3.5		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.8	4.8		4.8	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0		10.0	10.0
Minimum Split (s)	9.5	38.0	38.0		38.0	38.0
Total Split (s)	27.5	84.0	56.5		56.0	56.0
Total Split (%)	19.6%	60.0%	40.4%		40.0%	40.0%
Maximum Green (s)	23.5	77.0	49.5		49.0	49.0
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	3.0	3.0		3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)	3.0	6.0	6.0		6.0	6.0

Lanes, Volumes, Timings
 21: Finch Avenue W & Street 2A

02-22-2023

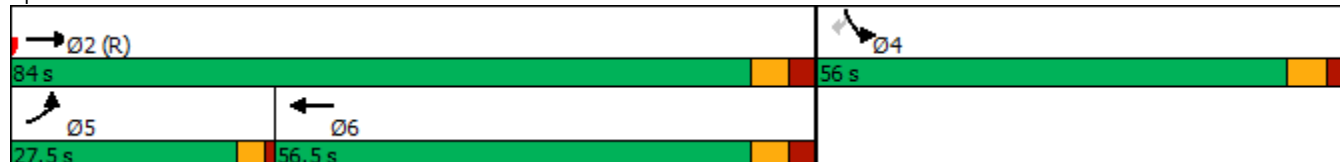


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	C-Max	Max		Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		24.0	24.0		24.0	24.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effect Green (s)	10.1	78.0	66.9		50.0	50.0
Actuated g/C Ratio	0.07	0.56	0.48		0.36	0.36
v/c Ratio	0.37	0.61	0.71		0.04	0.06
Control Delay	69.3	22.5	18.8		29.8	9.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	69.3	22.5	18.8		29.8	9.9
LOS	E	C	B		C	A
Approach Delay		24.2	18.8		19.5	
Approach LOS		C	B		B	
Queue Length 50th (m)	13.0	118.2	154.3		4.9	0.0
Queue Length 95th (m)	26.3	140.6	192.5		12.0	7.1
Internal Link Dist (m)		279.3	238.8		68.7	
Turn Bay Length (m)	30.0				30.0	
Base Capacity (vph)	306	1950	1650		625	496
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	0.15	0.61	0.71		0.04	0.06

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 21.6
 Intersection LOS: C
 Intersection Capacity Utilization 70.7%
 ICU Level of Service C
 Analysis Period (min) 15

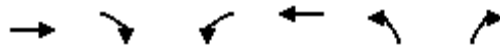
Splits and Phases: 21: Finch Avenue W & Street 2A



HCM Unsignalized Intersection Capacity Analysis

23: Street 2A & Toryork Drive

02-22-2023



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	156	40	10	214	67	8
Future Volume (Veh/h)	156	40	10	214	67	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	170	43	11	233	73	9
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)	169					
pX, platoon unblocked						
vC, conflicting volume			213			192
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			213			192
tC, single (s)			4.1			6.2
tC, 2 stage (s)						
tF (s)			2.2			3.3
p0 queue free %			99			99
cM capacity (veh/h)			1369			855
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	213	244	82			
Volume Left	0	11	73			
Volume Right	43	0	9			
cSH	1700	1369	590			
Volume to Capacity	0.13	0.01	0.14			
Queue Length 95th (m)	0.0	0.2	3.8			
Control Delay (s)	0.0	0.4	12.1			
Lane LOS			A	B		
Approach Delay (s)	0.0	0.4	12.1			
Approach LOS			B			
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			30.3%	ICU Level of Service		A
Analysis Period (min)			15			

Lanes, Volumes, Timings 3: Weston Road & Finch Avenue W

02-22-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	852	87	413	888	70	192	409	117	226	832	213
Future Volume (vph)	215	852	87	413	888	70	192	409	117	226	832	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	75.0		0.0	100.0		0.0	30.0		100.0	50.0		0.0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1767	3385	0	1785	3500	1377	1750	3275	1581	1700	3082	0
Flt Permitted	0.950			0.950			0.100			0.366		
Satd. Flow (perm)	1644	3385	0	1778	3500	1011	184	3275	1329	611	3082	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				125			156		24	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		276.7			579.4			431.5			147.7	
Travel Time (s)		19.9			41.7			31.1			10.6	
Confl. Peds. (#/hr)	191		12	12		191	257		111	111		257
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	1%	0%	2%	16%	2%	9%	1%	5%	4%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	229	999	0	439	945	74	204	435	124	240	1112	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	9.0	38.0		9.0	38.0	38.0	9.0	38.0	38.0	9.0	38.0	
Total Split (s)	28.0	38.0		36.0	46.0	46.0	14.0	45.0	45.0	21.0	52.0	
Total Split (%)	20.0%	27.1%		25.7%	32.9%	32.9%	10.0%	32.1%	32.1%	15.0%	37.1%	
Maximum Green (s)	24.0	31.0		32.0	39.0	39.0	10.0	38.0	38.0	17.0	45.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	3.0		1.0	3.0	3.0	1.0	3.0	3.0	1.0	3.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0	

Lanes, Volumes, Timings
3: Weston Road & Finch Avenue W

02-22-2023

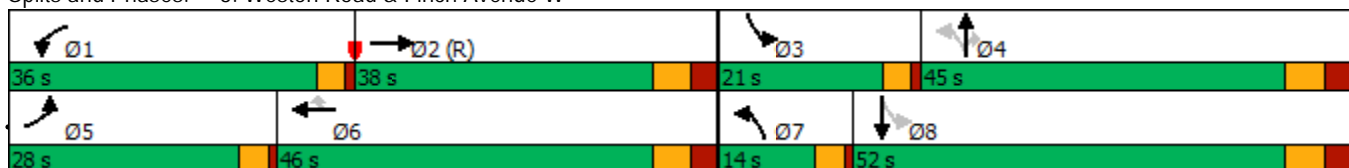


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		24.0			24.0	24.0		24.0	24.0		24.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effect Green (s)	22.6	32.0		33.0	42.4	42.4	54.2	40.2	40.2	62.9	46.0	
Actuated g/C Ratio	0.16	0.23		0.24	0.30	0.30	0.39	0.29	0.29	0.45	0.33	
v/c Ratio	0.81	1.28		1.05	0.89	0.19	1.05	0.46	0.25	0.59	1.08	
Control Delay	88.2	177.6		107.3	58.4	1.5	114.2	43.3	3.7	31.4	96.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.2	
Total Delay	88.2	177.6		107.3	58.4	1.5	114.2	43.3	3.7	31.4	104.4	
LOS	F	F		F	E	A	F	D	A	C	F	
Approach Delay		161.0			70.2			55.8			91.4	
Approach LOS		F			E			E			F	
Queue Length 50th (m)	65.9	~194.4		~138.3	141.6	0.0	~48.0	55.7	0.0	44.1	~187.9	
Queue Length 95th (m)	#97.0	#238.8		#207.2	#184.8	1.3	#101.4	73.1	8.5	65.2	#232.7	
Internal Link Dist (m)		252.7			555.4			407.5			123.7	
Turn Bay Length (m)	75.0			100.0			30.0		100.0	50.0		
Base Capacity (vph)	315	779		420	1061	393	194	940	492	414	1028	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	149	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.73	1.28		1.05	0.89	0.19	1.05	0.46	0.25	0.58	1.27	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 115
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.28
 Intersection Signal Delay: 97.1 Intersection LOS: F
 Intersection Capacity Utilization 108.1% ICU Level of Service G
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Weston Road & Finch Avenue W



Lanes, Volumes, Timings
4: Weston Road & Fenmar Drive

02-22-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	197	150	81	253	24	104	454	36	50	849	29
Future Volume (vph)	14	197	150	81	253	24	104	454	36	50	849	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	30.0		0.0	30.0		0.0	35.0		40.0	85.0		35.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1668	1632	0	1700	1666	0	1623	3336	1507	1684	3433	1365
Flt Permitted	0.354			0.235			0.262			0.455		
Satd. Flow (perm)	622	1632	0	419	1666	0	446	3336	1429	794	3433	1316
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			4				40			31
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		158.2			160.6			478.0			179.7	
Travel Time (s)		11.4			11.6			34.4			12.9	
Confl. Peds. (#/hr)			5	5			8		16	16		8
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	9%	4%	5%	10%	25%	10%	7%	6%	6%	4%	17%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	381	0	89	304	0	114	499	40	55	933	32
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	37.4	37.4		37.4	37.4		36.9	36.9	36.9	36.9	36.9	36.9
Total Split (s)	47.0	47.0		47.0	47.0		73.0	73.0	73.0	73.0	73.0	73.0
Total Split (%)	39.2%	39.2%		39.2%	39.2%		60.8%	60.8%	60.8%	60.8%	60.8%	60.8%
Maximum Green (s)	40.6	40.6		40.6	40.6		67.1	67.1	67.1	67.1	67.1	67.1
Yellow Time (s)	3.4	3.4		3.4	3.4		3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	3.0	3.0		3.0	3.0		2.7	2.7	2.7	2.7	2.7	2.7
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4		5.4	5.4		4.9	4.9	4.9	4.9	4.9	4.9

Lanes, Volumes, Timings
4: Weston Road & Fenmar Drive

02-22-2023

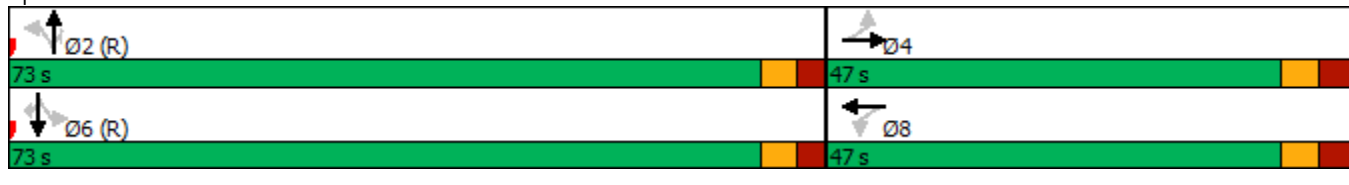


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Flash Dont Walk (s)	19.0	19.0		19.0	19.0		18.0	18.0	18.0	18.0	18.0	18.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	0
Act Effect Green (s)	32.3	32.3		32.3	32.3		77.4	77.4	77.4	77.4	77.4	77.4
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.64	0.64	0.64	0.64	0.64	0.64
v/c Ratio	0.09	0.82		0.79	0.67		0.40	0.23	0.04	0.11	0.42	0.04
Control Delay	30.6	51.4		82.8	45.5		17.5	10.1	3.4	10.8	12.0	3.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.6	51.4		82.8	45.5		17.5	10.1	3.4	10.8	12.0	3.9
LOS	C	D		F	D		B	B	A	B	B	A
Approach Delay		50.6			53.9			11.0				11.7
Approach LOS		D			D			B				B
Queue Length 50th (m)	2.8	81.0		20.4	66.3		12.6	25.3	0.0	4.9	55.3	0.1
Queue Length 95th (m)	7.8	107.6		#43.5	88.0		33.5	41.6	5.0	13.0	85.5	4.7
Internal Link Dist (m)		134.2			136.6			454.0				155.7
Turn Bay Length (m)	30.0			30.0			35.0		40.0	85.0		35.0
Base Capacity (vph)	215	588		145	580		287	2152	936	512	2214	859
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.65		0.61	0.52		0.40	0.23	0.04	0.11	0.42	0.04

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 102 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 24.5 Intersection LOS: C
 Intersection Capacity Utilization 79.5% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Weston Road & Fenmar Drive



Lanes, Volumes, Timings

6: Weston Road & Toryork Drive/Retail Access

02-22-2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	15	231	60	25	33	150	512	47	33	996	60
Future Volume (vph)	28	15	231	60	25	33	150	512	47	33	996	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	30.0		0.0	10.0		0.0	25.0		0.0	25.0		30.0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1566	1533	0	1733	1667	0	1638	3288	0	1785	3400	1413
Flt Permitted	0.716			0.255			0.194			0.419		
Satd. Flow (perm)	1169	1533	0	462	1667	0	332	3288	0	766	3400	1293
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		254			36			14				113
Link Speed (k/h)		50			20			50				50
Link Distance (m)		44.9			58.2			147.7				478.0
Travel Time (s)		3.2			10.5			10.6				34.4
Confl. Peds. (#/hr)	8		10	10		8	32		31	31		32
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	0%	3%	3%	0%	3%	9%	7%	0%	0%	5%	13%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	270	0	66	63	0	165	615	0	36	1095	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4		3	8		5	2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		3	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		5.0	10.0		5.0	10.0		10.0	10.0	10.0
Minimum Split (s)	34.0	34.0		9.0	34.0		9.0	35.0		35.0	35.0	35.0
Total Split (s)	34.0	34.0		9.0	43.0		16.0	73.0		57.0	57.0	57.0
Total Split (%)	29.3%	29.3%		7.8%	37.1%		13.8%	62.9%		49.1%	49.1%	49.1%
Maximum Green (s)	27.0	27.0		5.0	36.0		12.0	66.0		50.0	50.0	50.0
Yellow Time (s)	4.0	4.0		3.0	4.0		3.0	4.0		4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		1.0	3.0		1.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0		3.0	6.0		3.0	6.0		6.0	6.0	6.0

Lanes, Volumes, Timings
6: Weston Road & Toryork Drive/Retail Access

02-22-2023

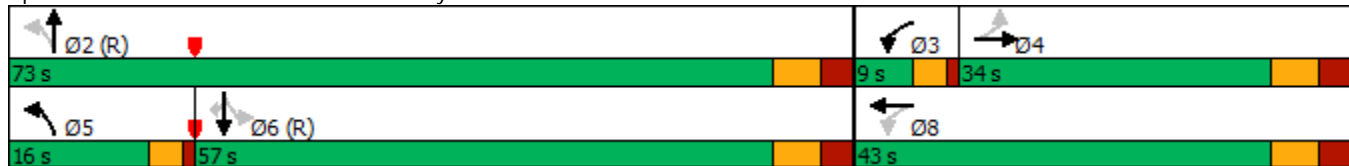


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lag	Lag		Lead			Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0			7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	20.0	20.0			20.0			21.0		21.0	21.0	21.0
Pedestrian Calls (#/hr)	0	0			0			0		0	0	0
Act Effect Green (s)	12.7	12.7		22.9	19.9		87.1	84.1		70.7	70.7	70.7
Actuated g/C Ratio	0.11	0.11		0.20	0.17		0.75	0.72		0.61	0.61	0.61
v/c Ratio	0.24	0.69		0.42	0.20		0.45	0.26		0.08	0.53	0.08
Control Delay	51.0	16.8		45.1	21.3		8.7	6.1		12.5	15.5	0.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	51.0	16.8		45.1	21.3		8.7	6.1		12.5	15.5	0.7
LOS	D	B		D	C		A	A		B	B	A
Approach Delay		20.3			33.5			6.6			14.6	
Approach LOS		C			C			A			B	
Queue Length 50th (m)	7.0	3.6		13.3	5.5		9.4	22.3		3.3	73.2	0.0
Queue Length 95th (m)	16.1	29.4		24.1	16.7		20.3	37.5		10.5	120.3	1.5
Internal Link Dist (m)		20.9			34.2			123.7			454.0	
Turn Bay Length (m)	30.0			10.0			25.0			25.0		30.0
Base Capacity (vph)	282	562		156	556		400	2387		467	2073	832
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.11	0.48		0.42	0.11		0.41	0.26		0.08	0.53	0.08

Intersection Summary






















Area Type:	Other
Cycle Length:	116
Actuated Cycle Length:	116
Offset:	0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	90
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.69
Intersection Signal Delay:	13.8
Intersection LOS:	B
Intersection Capacity Utilization:	74.5%
ICU Level of Service:	D
Analysis Period (min):	15

Splits and Phases: 6: Weston Road & Toryork Drive/Retail Access



Lanes, Volumes, Timings
 14: Rumike Road/Milvan Drive & Finch Avenue W

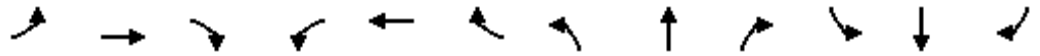
02-22-2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	991	138	21	1116	156	163	80	23	229	138	161
Future Volume (vph)	89	991	138	21	1116	156	163	80	23	229	138	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	30.0		0.0	30.0		0.0	15.0		0.0	70.0		0.0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1566	3351	0	1785	3326	0	1733	1797	0	1700	1879	1493
Flt Permitted	0.950			0.950			0.657			0.687		
Satd. Flow (perm)	1543	3351	0	1748	3326	0	1144	1797	0	1188	1879	1393
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			20			19				146
Link Speed (k/h)		50			50			40				50
Link Distance (m)		255.0			273.8			198.1				176.1
Travel Time (s)		18.4			19.7			17.8				12.7
Confl. Peds. (#/hr)	61		70	70		91	70		49	49		70
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	3%	3%	0%	3%	6%	3%	0%	0%	5%	0%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	1188	0	22	1339	0	172	108	0	241	145	169
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			4				8
Permitted Phases							4			8		8
Detector Phase	5	2		1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	40.0		9.0	35.0		40.4	40.4		40.4	40.4	40.4
Total Split (s)	9.0	40.6		9.0	40.6		40.4	40.4		40.4	40.4	40.4
Total Split (%)	10.0%	45.1%		10.0%	45.1%		44.9%	44.9%		44.9%	44.9%	44.9%
Maximum Green (s)	5.0	34.6		5.0	34.6		34.0	34.0		34.0	34.0	34.0
Yellow Time (s)	3.0	3.3		3.0	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	1.0	2.7		1.0	2.7		3.1	3.1		3.1	3.1	3.1
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0		3.0	5.0		5.4	5.4		5.4	5.4	5.4

Lanes, Volumes, Timings

14: Rumike Road/Milvan Drive & Finch Avenue W

02-22-2023

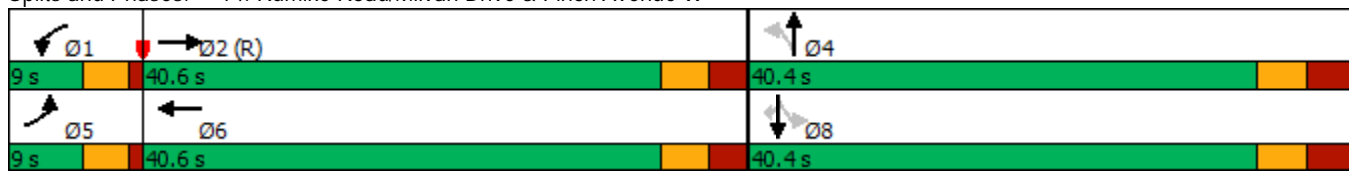


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	Max		None	None		None	None	None
Walk Time (s)		12.0			12.0		12.0	12.0		12.0	12.0	12.0
Flash Dont Walk (s)		17.0			17.0		22.0	22.0		22.0	22.0	22.0
Pedestrian Calls (#/hr)		0			0		0	0		0	0	0
Act Effect Green (s)	10.7	50.5		7.2	41.0		24.9	24.9		24.9	24.9	24.9
Actuated g/C Ratio	0.12	0.56		0.08	0.46		0.28	0.28		0.28	0.28	0.28
v/c Ratio	0.51	0.63		0.16	0.88		0.55	0.21		0.73	0.28	0.34
Control Delay	49.6	18.2		41.2	32.0		32.9	19.2		42.0	25.0	7.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	49.6	18.2		41.2	32.0		32.9	19.2		42.0	25.0	7.2
LOS	D	B		D	C		C	B		D	C	A
Approach Delay		20.5			32.1			27.6			27.0	
Approach LOS		C			C			C			C	
Queue Length 50th (m)	15.7	61.6		3.8	117.5		26.7	12.3		39.8	20.7	3.1
Queue Length 95th (m)	#44.7	#144.5		11.4	#177.7		40.5	21.5		57.9	30.9	15.6
Internal Link Dist (m)		231.0			249.8			174.1			152.1	
Turn Bay Length (m)	30.0			30.0			15.0			70.0		
Base Capacity (vph)	186	1889		141	1526		444	710		462	730	630
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.51	0.63		0.16	0.88		0.39	0.15		0.52	0.20	0.27

Intersection Summary




















Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 26.7 Intersection LOS: C
 Intersection Capacity Utilization 95.1% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 14: Rumike Road/Milvan Drive & Finch Avenue W



Lanes, Volumes, Timings
 18: Jayzel Drive/Retail Access & Finch Avenue W

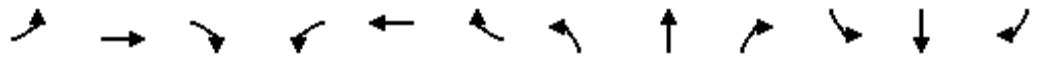
02-22-2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	1145	69	94	1184	4	128	10	70	15	10	33
Future Volume (vph)	26	1145	69	94	1184	4	128	10	70	15	10	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	15.0		0.0	30.0		0.0	15.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1653	3421	0	1733	3431	0	1767	1589	0	0	1484	0
Flt Permitted	0.950			0.950			0.261				0.885	
Satd. Flow (perm)	1608	3421	0	1709	3431	0	486	1589	0	0	1328	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7						74				35
Link Speed (k/h)		50			50			40				20
Link Distance (m)		273.8			289.5			203.2				58.7
Travel Time (s)		19.7			20.8			18.3				10.6
Confl. Peds. (#/hr)	59		31	31		59	69		9	9		69
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	3%	0%	3%	4%	0%	1%	0%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	1278	0	99	1250	0	135	85	0	0	62	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5				3.5
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		4.8			4.8			4.8				4.8
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm		NA
Protected Phases	5	2		1	6			7				8
Permitted Phases							7			8		
Detector Phase	5	2		1	6		7	7		8		8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		10.0	10.0		7.0		7.0
Minimum Split (s)	9.0	25.0		9.0	25.0		36.0	36.0		14.0		14.0
Total Split (s)	9.0	41.0		9.0	41.0		36.0	36.0		14.0		14.0
Total Split (%)	9.0%	41.0%		9.0%	41.0%		36.0%	36.0%		14.0%		14.0%
Maximum Green (s)	5.0	35.0		5.0	35.0		29.0	29.0		8.0		8.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		3.0		3.0
All-Red Time (s)	1.0	2.0		1.0	2.0		3.0	3.0		3.0		3.0
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0				-1.0
Total Lost Time (s)	3.0	5.0		3.0	5.0		6.0	6.0				5.0

Lanes, Volumes, Timings

18: Jayzel Drive/Retail Access & Finch Avenue W

02-22-2023

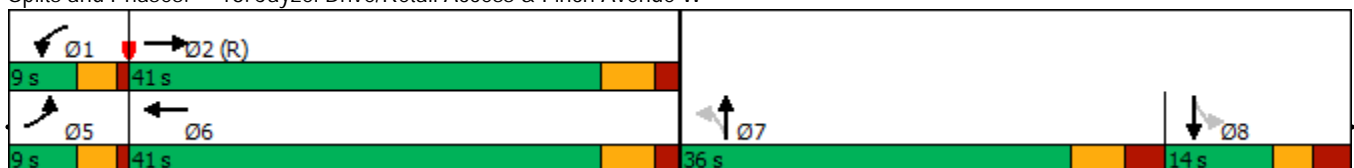


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max		None	Max		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		0.0	0.0	
Flash Dont Walk (s)		12.0			12.0		22.0	22.0		0.0	0.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	6.4	38.6		7.3	43.4		29.2	29.2				8.5
Actuated g/C Ratio	0.06	0.39		0.07	0.43		0.29	0.29				0.08
v/c Ratio	0.26	0.96		0.78	0.84		0.96	0.17				0.43
Control Delay	51.1	49.4		85.9	34.3		102.9	8.7				32.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Total Delay	51.1	49.4		85.9	34.3		102.9	8.7				32.9
LOS	D	D		F	C		F	A				C
Approach Delay		49.4			38.1			66.5				32.9
Approach LOS		D			D			E				C
Queue Length 50th (m)	5.3	~147.9		20.4	~136.0		26.6	1.6				5.2
Queue Length 95th (m)	14.3	#191.5		#53.4	#184.5		#64.9	12.6				18.5
Internal Link Dist (m)		249.8			265.5			179.2				34.7
Turn Bay Length (m)	15.0			30.0			15.0					
Base Capacity (vph)	105	1325		127	1490		145	528				151
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	0.26	0.96		0.78	0.84		0.93	0.16				0.41

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 45.2
 Intersection LOS: D
 Intersection Capacity Utilization 68.2%
 ICU Level of Service C
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 18: Jayzel Drive/Retail Access & Finch Avenue W



Lanes, Volumes, Timings
21: Finch Avenue W & Street 2A

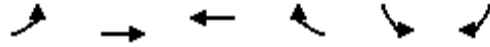
02-22-2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↗↗	↖↗		↘	↘
Traffic Volume (vph)	59	1083	1238	14	36	39
Future Volume (vph)	59	1083	1238	14	36	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%	0%		0%	
Storage Length (m)	30.0			0.0	30.0	0.0
Storage Lanes	1			0	1	1
Taper Length (m)	7.5				7.5	
Satd. Flow (prot)	1750	3500	3477	0	1750	1566
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1647	3500	3477	0	1342	1189
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			1			42
Link Speed (k/h)		50	50		40	
Link Distance (m)		289.5	276.7		80.5	
Travel Time (s)		20.8	19.9		7.2	
Confl. Peds. (#/hr)	100			100	100	100
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	1177	1361	0	39	42
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		3.5	3.5		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.8	4.8		4.8	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0		10.0	10.0
Minimum Split (s)	9.0	25.0	25.0		25.0	25.0
Total Split (s)	36.0	88.0	52.0		52.0	52.0
Total Split (%)	25.7%	62.9%	37.1%		37.1%	37.1%
Maximum Green (s)	32.0	81.0	45.0		45.0	45.0
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	3.0	3.0		3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)	3.0	6.0	6.0		6.0	6.0

Lanes, Volumes, Timings
 21: Finch Avenue W & Street 2A

02-22-2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	C-Max	Max		None	None
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effect Green (s)	11.5	121.2	108.8		11.4	11.4
Actuated g/C Ratio	0.08	0.87	0.78		0.08	0.08
v/c Ratio	0.45	0.39	0.50		0.27	0.31
Control Delay	70.2	3.0	4.3		65.5	22.8
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	70.2	3.0	4.3		65.5	22.8
LOS	E	A	A		E	C
Approach Delay		6.4	4.3		43.4	
Approach LOS		A	A		D	
Queue Length 50th (m)	18.1	35.3	37.0		10.9	0.0
Queue Length 95th (m)	33.3	46.5	m39.0		23.2	12.3
Internal Link Dist (m)		265.5	252.7		56.5	
Turn Bay Length (m)	30.0				30.0	
Base Capacity (vph)	412	3031	2702		575	418
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	0.16	0.39	0.50		0.07	0.10

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 6.5
 Intersection LOS: A
 Intersection Capacity Utilization 67.0%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

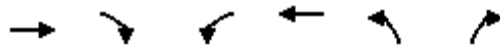
Splits and Phases: 21: Finch Avenue W & Street 2A



HCM Unsignalized Intersection Capacity Analysis

23:
























02-22-2023



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	233	60	15	235	46	8
Future Volume (Veh/h)	233	60	15	235	46	8
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	253	65	16	255	50	9
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)	164					
pX, platoon unblocked					1.00	
vC, conflicting volume			318		572	286
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			318		572	286
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		90	99
cM capacity (veh/h)			1253		479	758
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	318	271	59			
Volume Left	0	16	50			
Volume Right	65	0	9			
cSH	1700	1253	507			
Volume to Capacity	0.19	0.01	0.12			
Queue Length 95th (m)	0.0	0.3	3.1			
Control Delay (s)	0.0	0.6	13.0			
Lane LOS			A			B
Approach Delay (s)	0.0	0.6	13.0			
Approach LOS			B			
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			34.7%	ICU Level of Service	A	
Analysis Period (min)			15			

Lanes, Volumes, Timings 3: Weston Road & Finch Avenue W

02-22-2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	680	87	413	710	70	192	330	117	226	665	213
Future Volume (vph)	215	680	87	413	710	70	192	330	117	226	665	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	75.0		0.0	100.0		0.0	30.0		100.0	50.0		0.0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1767	3374	0	1785	3500	1377	1750	3275	1581	1700	3012	0
Flt Permitted	0.950			0.950			0.087			0.419		
Satd. Flow (perm)	1584	3374	0	1774	3500	961	160	3275	1296	685	3012	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				75			124		28	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		276.7			579.4			431.5			147.7	
Travel Time (s)		19.9			41.7			31.1			10.6	
Confl. Peds. (#/hr)	191		12	12		191	257		111	111		257
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	1%	0%	2%	16%	2%	9%	1%	5%	4%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	229	816	0	439	755	74	204	351	124	240	934	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	9.0	38.0		9.0	38.0	38.0	9.0	38.0	38.0	9.0	38.0	
Total Split (s)	34.0	45.0		43.0	54.0	54.0	18.0	50.0	50.0	22.0	54.0	
Total Split (%)	21.3%	28.1%		26.9%	33.8%	33.8%	11.3%	31.3%	31.3%	13.8%	33.8%	
Maximum Green (s)	30.0	39.0		39.0	48.0	48.0	14.0	44.0	44.0	18.0	48.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	3.0	5.0		3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	

Lanes, Volumes, Timings

3: Weston Road & Finch Avenue W

02-22-2023

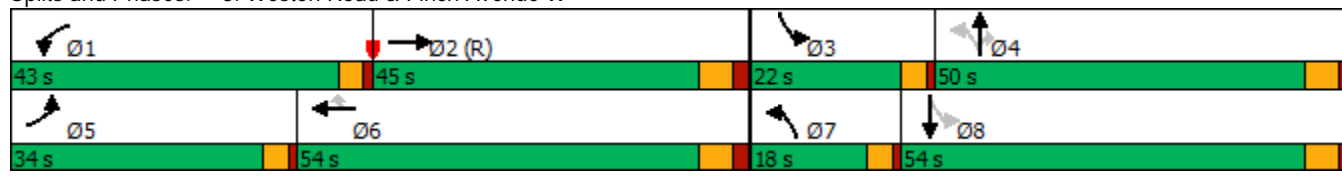


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		24.0			24.0	24.0		24.0	24.0		24.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effect Green (s)	26.1	40.0		40.0	53.9	53.9	62.9	45.9	45.9	68.4	49.0	
Actuated g/C Ratio	0.16	0.25		0.25	0.34	0.34	0.39	0.29	0.29	0.43	0.31	
v/c Ratio	0.80	0.96		0.98	0.64	0.20	0.96	0.37	0.27	0.59	0.99	
Control Delay	84.1	80.9		97.6	48.6	8.9	96.2	47.3	8.2	36.8	80.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	3.2	37.2	
Total Delay	84.1	80.9		97.6	48.6	8.9	96.2	47.3	8.2	39.9	117.7	
LOS	F	F		F	D	A	F	D	A	D	F	
Approach Delay		81.6			63.3			54.8			101.8	
Approach LOS		F			E			D			F	
Queue Length 50th (m)	74.3	142.1		147.6	113.6	0.0	52.4	50.1	0.0	52.8	160.9	
Queue Length 95th (m)	103.6	#185.5		#221.2	142.6	12.9	#107.7	66.0	16.8	76.0	#210.1	
Internal Link Dist (m)		252.7			555.4			407.5			123.7	
Turn Bay Length (m)	75.0			100.0			30.0		100.0	50.0		
Base Capacity (vph)	342	849		446	1179	373	212	938	459	415	941	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	96	165	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.67	0.96		0.98	0.64	0.20	0.96	0.37	0.27	0.75	1.20	

Intersection Summary

Area Type: Other
 Cycle Length: 160
 Actuated Cycle Length: 160
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 125
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 77.4
 Intersection LOS: E
 Intersection Capacity Utilization 101.7%
 ICU Level of Service G
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Weston Road & Finch Avenue W



Appendix E

2016 Transportation Tomorrow Survey (TTS)

Data Analysis

Mode of Transportation - AM Peak Period

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Primary travel mode of trip - mode_prime

Column: 2006 GTA zone of household - gta06_hhld

Filters:

2006 GTA zone of household - gta06_hhld In 385

402

403

and

Primary travel mode of trip - mode_prime In B

C

D

G

J

M

P

T

U

W

and

Start time of trip - start_time In 600-900

and

Type of dwelling unit - dwell_type In 2

3

Trip 2016

Table:

Mode of Transportation/Traffic Zones	385	402	403	Total	Percentage
Transit excluding GO rail	445	168	1479	2092	41%
Auto driver	652	214	924	1790	35%
Auto passenger	128	0	203	331	7%
Taxi passenger	25	0	0	25	0%
Walk	125	88	640	853	17%
Total	1375	470	3246	5091	100%

Mode of Transportation - AM Peak Period

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Primary travel mode of trip - mode_prime

Column: 2006 GTA zone of household - gta06_hhld

Filters:

2006 GTA zone of household - gta06_hhld In 385

402

403

and

Primary travel mode of trip - mode_prime In B

C

D

G

J

M

P

T

U

W

and

Start time of trip - start_time In 1600-1900

and

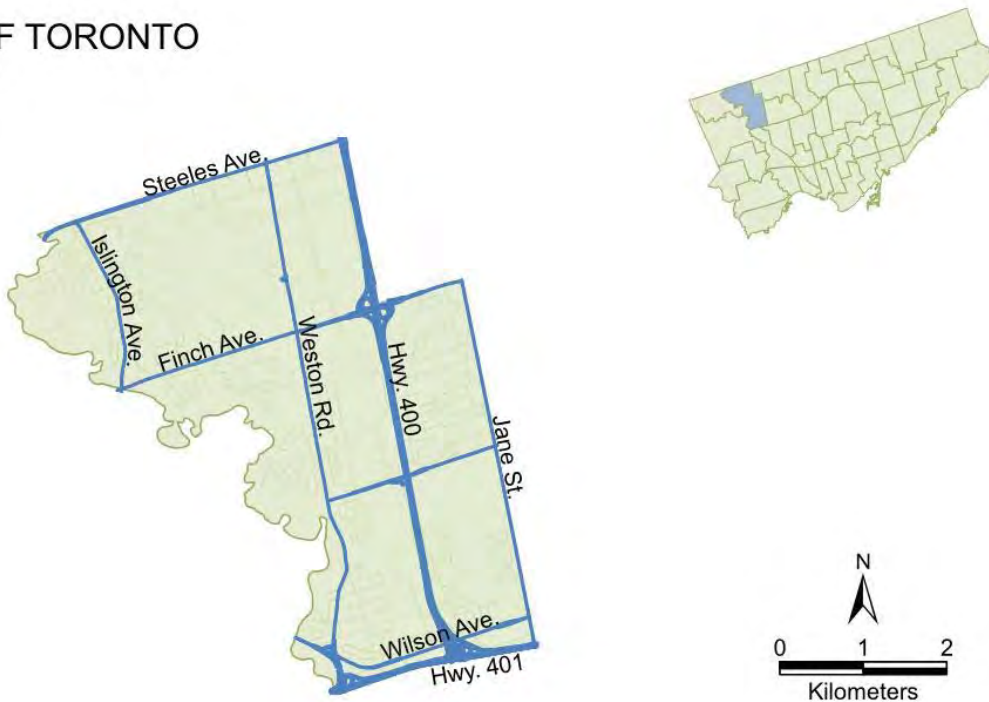
Type of dwelling unit - dwell_type In 2

3

Trip 2016

Table:

Mode of Transportation/Traffic Zones	385	402	403	Total	Percentage
Transit excluding GO rail	345	88	899	1332	32%
Auto driver	712	336	929	1977	48%
Auto passenger	459	45	214	718	17%
Taxi passenger	0	0	55	55	1%
Paid rideshare	26	0	0	26	1%
Walk	0	0	39	39	1%
Total	1542	469	2136	4147	100%

CITY OF TORONTO
 WARD 7

WARD 7
HOUSEHOLD CHARACTERISTICS

Households	Dwelling Type			Household Size					Number of Available Vehicles					Household Averages				
	House	Townhouse	Apartment	1	2	3	4	5+	0	1	2	3	4+	Persons	Workers	Drivers	Vehicles	Trips/Day
17,200	42%	7%	51%	18%	26%	20%	19%	18%	18%	51%	25%	5%	1%	3.0	1.5	1.6	1.2	4.8

POPULATION CHARACTERISTICS

Population	Age							Daily Trips per Person (age 11+)	Daily Work Trips per Worker	Population	Employment Type			Student	Licensed	Transit Pass
	0-10	11-15	16-25	26-45	46-64	65+	Median				Full Time	Part Time	At Home			
											Male	Female				
52,300	13%	7%	14%	27%	25%	14%	37.8	1.8	0.77	27,400	29%	11%	2%	24%	44%	18%
										24,900	41%	8%	3%	26%	64%	14%
										Female						

TRIPS MADE BY RESIDENTS OF CITY OF TORONTO - WARD 7

Time Period	Trips	% 24hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			HB-W	HB-S	HB-D	N-HB	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	22,700	27.5%	51%	25%	17%	7%	50%	11%	28%	0%	9%	2%	7.1	3.9	8.4	15.1
24 Hrs	82,600		40%	17%	32%	12%	53%	12%	25%	0%	7%	2%	6.8	4.8	7.5	15.1

TRIPS MADE TO CITY OF TORONTO - WARD 7 - BY RESIDENTS OF THE TTS AREA

Time Period	Trips	% 24 hr	Trip Purpose				Mode of Travel						Median Trip Length (km)			
			Work	School	Home	Other	Driver	Pass.	Transit	GO Train	Walk & Cycle	Other	Driver	Pass.	Transit	GO Train
6-9 AM	27,300	30.5%	72%	13%	3%	13%	70%	11%	9%	*	7%	3%	12.6	5.5	3.5	*
24 Hrs	89,400		35%	5%	41%	19%	62%	12%	17%	0%	6%	2%	8.6	5.1	6.0	15.1

Appendix F

Trip Generation Rate Calculations

Multifamily Housing (High-Rise) (222)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Setting/Location: Dense Multi-Use Urban

Number of Studies: 11

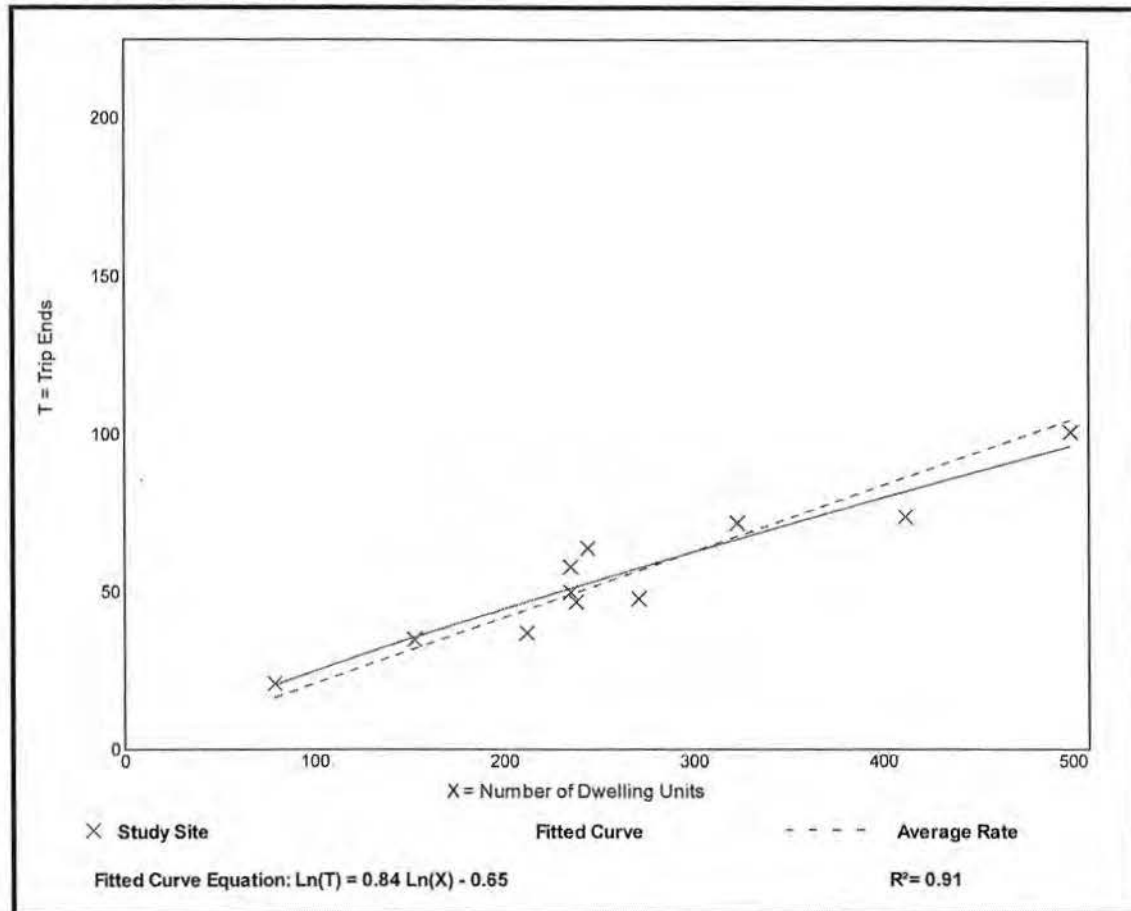
Avg. Num. of Dwelling Units: 264

Directional Distribution: 12% entering, 88% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.21	0.17 - 0.27	0.03

Data Plot and Equation



Multifamily Housing (High-Rise) (222)

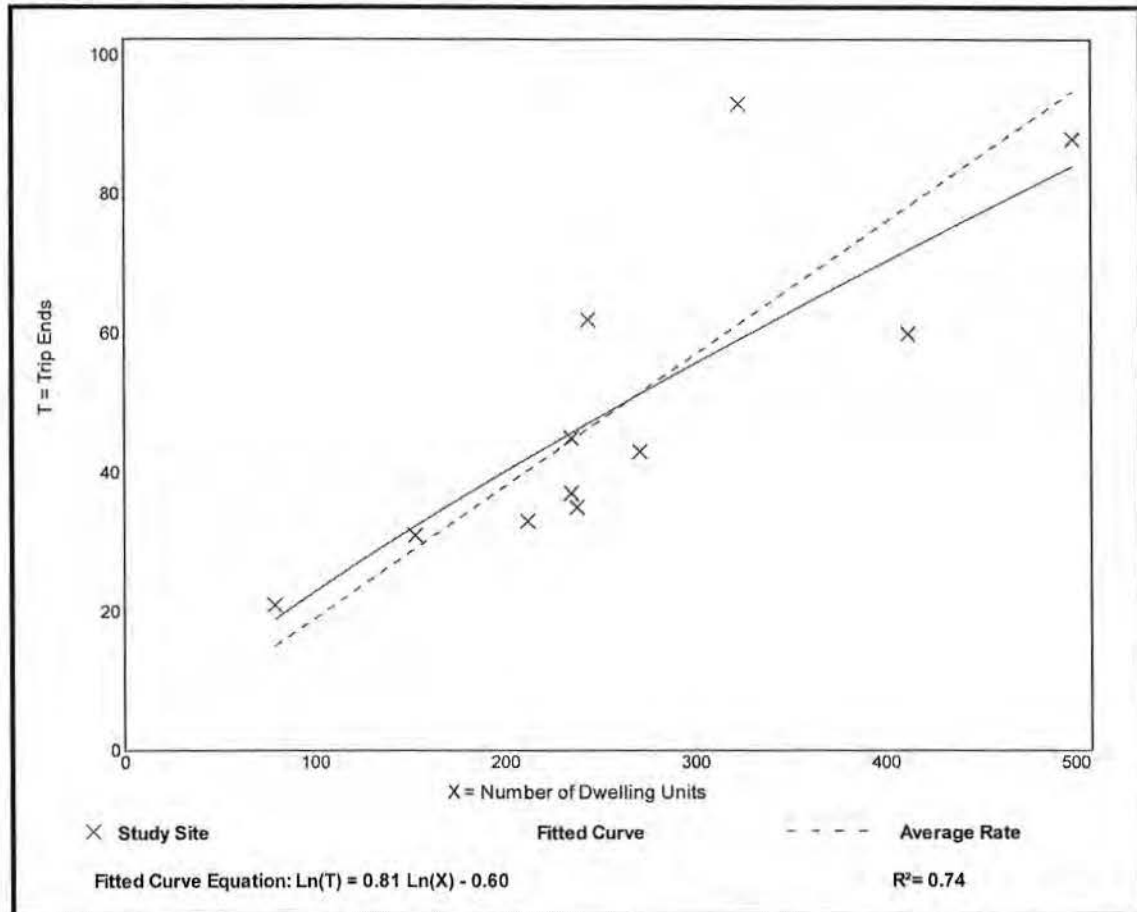
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: Dense Multi-Use Urban
 Number of Studies: 11
 Avg. Num. of Dwelling Units: 264
 Directional Distribution: 70% entering, 30% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.19	0.15 - 0.29	0.05

Data Plot and Equation



Site Trip Calculations - Using Fitted Curve Equations
























ITE Land Use	Magnitude (units)	Parameters	Morning Peak Hour			Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Multifamily Housing (High-Rise) LUC 222 General Dense Multi-use Urban	1,271	Trip Rates AM - $\ln(T) = 0.84\ln(X) - 0.65$ PM - $\ln(T) = 0.81\ln(X) - 0.60$	0.02	0.15	0.17	0.1	0.04	0.14
		Total Trips	25	186	211	125	54	179

Appendix G

Future Total Level of Service Calculations

Lanes, Volumes, Timings
3: Weston Road & Finch Avenue W

02-22-2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	186	961	56	301	818	186	139	542	112	172	620	81
Future Volume (vph)	186	961	56	301	818	186	139	542	112	172	620	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	75.0		0.0	100.0		0.0	30.0		100.0	50.0		0.0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1684	3245	0	1700	3336	1439	1700	3336	1521	1526	3073	0
Flt Permitted	0.950			0.950			0.151			0.214		
Satd. Flow (perm)	1658	3245	0	1649	3336	1353	261	3336	1216	322	3073	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				190			125		10	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		262.8			579.4			431.5			147.7	
Travel Time (s)		18.9			41.7			31.1			10.6	
Confl. Peds. (#/hr)	36		93	93		36	102		142	142		102
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	8%	14%	5%	7%	11%	5%	7%	5%	17%	12%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	190	1038	0	307	835	190	142	553	114	176	716	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	9.0	38.0		9.0	38.0	38.0	9.0	38.0	38.0	9.0	38.0	
Total Split (s)	28.0	53.0		33.0	58.0	58.0	13.0	38.0	38.0	16.0	41.0	
Total Split (%)	20.0%	37.9%		23.6%	41.4%	41.4%	9.3%	27.1%	27.1%	11.4%	29.3%	
Maximum Green (s)	24.0	46.0		29.0	51.0	51.0	9.0	31.0	31.0	12.0	34.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	3.0		1.0	3.0	3.0	1.0	3.0	3.0	1.0	3.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0	

Lanes, Volumes, Timings
3: Weston Road & Finch Avenue W

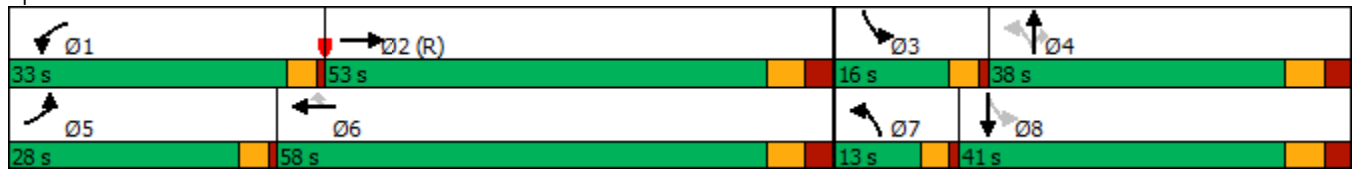
02-22-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Recall Mode	None	C-Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	
Flash Dont Walk (s)		24.0			24.0	24.0		24.0	24.0		24.0	
Pedestrian Calls (#/hr)		0			0	0		0	0		0	
Act Effect Green (s)	21.1	49.1		28.4	56.4	56.4	44.5	31.5	31.5	50.5	34.5	
Actuated g/C Ratio	0.15	0.35		0.20	0.40	0.40	0.32	0.22	0.22	0.36	0.25	
v/c Ratio	0.75	0.91		0.89	0.62	0.29	0.77	0.74	0.31	0.77	0.94	
Control Delay	80.9	45.1		81.4	36.6	5.1	59.1	57.1	7.9	56.2	71.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	80.9	45.1		81.4	36.6	5.1	59.1	57.1	7.9	56.2	71.5	
LOS	F	D		F	D	A	E	E	A	E	E	
Approach Delay		50.7			42.4			50.5			68.4	
Approach LOS		D			D			D			E	
Queue Length 50th (m)	58.9	73.3		86.6	102.8	0.0	28.6	79.0	0.0	36.7	106.5	
Queue Length 95th (m)	85.3	#192.9		#136.6	130.8	16.5	#54.4	100.7	13.8	#59.7	#144.5	
Internal Link Dist (m)		238.8			555.4			407.5			123.7	
Turn Bay Length (m)	75.0			100.0			30.0		100.0	50.0		
Base Capacity (vph)	300	1141		364	1345	658	185	762	374	228	775	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.63	0.91		0.84	0.62	0.29	0.77	0.73	0.30	0.77	0.92	

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 51.8 Intersection LOS: D
 Intersection Capacity Utilization 97.3% ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.























Splits and Phases: 3: Weston Road & Finch Avenue W



Lanes, Volumes, Timings

4: Weston Road & Fenmar Drive

02-22-2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	247	129	22	178	35	130	642	79	32	457	20
Future Volume (vph)	10	247	129	22	178	35	130	642	79	32	457	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	30.0		0.0	30.0		0.0	35.0		40.0	85.0		35.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1373	1592	0	1566	1557	0	1623	3305	1551	1500	3187	1389
Flt Permitted	0.486			0.215			0.468			0.370		
Satd. Flow (perm)	699	1592	0	354	1557	0	792	3305	1495	581	3187	1336
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			8				82			31
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		158.2			160.6			478.0			179.7	
Travel Time (s)		11.4			11.6			34.4			12.9	
Confl. Peds. (#/hr)	7		4	4		7	9		8	8		9
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	30%	11%	12%	14%	19%	9%	10%	8%	3%	19%	12%	15%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	391	0	23	221	0	135	669	82	33	476	21
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	37.4	37.4		37.4	37.4		36.9	36.9	36.9	36.9	36.9	36.9
Total Split (s)	40.0	40.0		40.0	40.0		80.0	80.0	80.0	80.0	80.0	80.0
Total Split (%)	33.3%	33.3%		33.3%	33.3%		66.7%	66.7%	66.7%	66.7%	66.7%	66.7%
Maximum Green (s)	33.6	33.6		33.6	33.6		74.1	74.1	74.1	74.1	74.1	74.1
Yellow Time (s)	3.4	3.4		3.4	3.4		3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	3.0	3.0		3.0	3.0		2.7	2.7	2.7	2.7	2.7	2.7
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4		5.4	5.4		4.9	4.9	4.9	4.9	4.9	4.9

Lanes, Volumes, Timings
4: Weston Road & Fenmar Drive

02-22-2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Flash Dont Walk (s)	19.0	19.0		19.0	19.0		18.0	18.0	18.0	18.0	18.0	18.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	0
Act Effect Green (s)	32.0	32.0		32.0	32.0		77.7	77.7	77.7	77.7	77.7	77.7
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.65	0.65	0.65	0.65	0.65	0.65
v/c Ratio	0.05	0.89		0.24	0.53		0.26	0.31	0.08	0.09	0.23	0.02
Control Delay	32.0	62.6		40.8	40.5		11.3	10.2	2.1	9.6	9.5	1.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.0	62.6		40.8	40.5		11.3	10.2	2.1	9.6	9.5	1.9
LOS	C	E		D	D		B	B	A	A	A	A
Approach Delay		61.8			40.5			9.6			9.2	
Approach LOS		E			D			A			A	
Queue Length 50th (m)	1.8	86.0		4.4	43.7		14.1	38.1	0.0	3.0	25.4	0.0
Queue Length 95th (m)	6.3	#137.8		12.5	69.2		25.7	49.0	6.0	7.7	34.0	2.2
Internal Link Dist (m)		134.2			136.6			454.0			155.7	
Turn Bay Length (m)	30.0			30.0			35.0		40.0	85.0		35.0
Base Capacity (vph)	201	474		102	454		513	2141	997	376	2064	876
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.82		0.23	0.49		0.26	0.31	0.08	0.09	0.23	0.02

Intersection Summary






















Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 102 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 23.3 Intersection LOS: C
 Intersection Capacity Utilization 67.6% ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Weston Road & Fenmar Drive



Lanes, Volumes, Timings
6: Weston Road & Toryork Drive/Retail Access

02-22-2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	7	202	9	2	5	194	767	6	10	609	36
Future Volume (vph)	91	7	202	9	2	5	194	767	6	10	609	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	30.0		0.0	10.0		0.0	25.0		0.0	25.0		30.0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1700	1372	0	1785	1448	0	1638	3303	0	1623	3159	1229
Flt Permitted	0.753			0.266			0.362			0.333		
Satd. Flow (perm)	1337	1372	0	499	1448	0	621	3303	0	565	3159	1184
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		222			5			1				75
Link Speed (k/h)		50			20			50				50
Link Distance (m)		44.9			58.2			147.7				478.0
Travel Time (s)		3.2			10.5			10.6				34.4
Confl. Peds. (#/hr)	6		2	2		6	8		11	11		8
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	0%	16%	0%	0%	20%	9%	8%	0%	10%	13%	30%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	230	0	10	7	0	213	850	0	11	669	40
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4			8		5	2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		8	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		5.0	10.0		10.0	10.0	10.0
Minimum Split (s)	34.0	34.0		34.0	34.0		9.0	35.0		35.0	35.0	35.0
Total Split (s)	37.0	37.0		37.0	37.0		23.0	79.0		56.0	56.0	56.0
Total Split (%)	31.9%	31.9%		31.9%	31.9%		19.8%	68.1%		48.3%	48.3%	48.3%
Maximum Green (s)	30.0	30.0		30.0	30.0		19.0	72.0		49.0	49.0	49.0
Yellow Time (s)	4.0	4.0		4.0	4.0		3.0	4.0		4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		3.0	3.0		1.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		3.0	6.0		6.0	6.0	6.0

Lanes, Volumes, Timings

6: Weston Road & Toryork Drive/Retail Access

02-22-2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0	7.0			7.0		7.0	7.0	7.0
Flash Dont Walk (s)	20.0	20.0		20.0	20.0			21.0		21.0	21.0	21.0
Pedestrian Calls (#/hr)	0	0		0	0			0		0	0	0
Act Effect Green (s)	15.4	15.4		15.4	15.4		91.6	88.6		75.2	75.2	75.2
Actuated g/C Ratio	0.13	0.13		0.13	0.13		0.79	0.76		0.65	0.65	0.65
v/c Ratio	0.56	0.61		0.15	0.04		0.37	0.34		0.03	0.33	0.05
Control Delay	58.8	14.0		47.6	28.2		5.2	5.1		9.9	10.4	0.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.5		0.0	0.0	0.0
Total Delay	58.8	14.0		47.6	28.2		5.2	5.6		9.9	10.4	0.6
LOS	E	B		D	C		A	A		A	B	A
Approach Delay		27.6			39.6			5.5			9.9	
Approach LOS		C			D			A			A	
Queue Length 50th (m)	22.8	1.7		2.2	0.4		9.8	28.0		0.9	33.7	0.0
Queue Length 95th (m)	39.3	24.8		7.4	4.6		20.6	45.7		3.9	56.2	1.3
Internal Link Dist (m)		20.9			34.2			123.7			454.0	
Turn Bay Length (m)	30.0			10.0			25.0			25.0		30.0
Base Capacity (vph)	357	529		133	390		665	2522		366	2047	793
Starvation Cap Reductn	0	0		0	0		0	1117		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.28	0.43		0.08	0.02		0.32	0.60		0.03	0.33	0.05

Intersection Summary

Area Type:	Other
Cycle Length:	116
Actuated Cycle Length:	116
Offset:	31 (27%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
Natural Cycle:	80
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.61
Intersection Signal Delay:	10.7
Intersection LOS:	B
Intersection Capacity Utilization:	61.1%
ICU Level of Service:	B
Analysis Period (min):	15

Splits and Phases: 6: Weston Road & Toryork Drive/Retail Access



Lanes, Volumes, Timings

14: Rumike Road/Milvan Drive & Finch Avenue W

02-22-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	1126	154	17	783	181	138	54	17	102	47	46
Future Volume (vph)	66	1126	154	17	783	181	138	54	17	102	47	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	30.0		0.0	30.0		0.0	15.0		0.0	70.0		0.0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1487	3348	0	1785	3207	0	1668	1742	0	1487	1879	1331
Flt Permitted	0.950			0.950			0.723			0.706		
Satd. Flow (perm)	1477	3348	0	1771	3207	0	1250	1742	0	1073	1879	1293
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			36			19				85
Link Speed (k/h)		50			50			40				50
Link Distance (m)		255.0			273.8			198.1				176.1
Travel Time (s)		18.4			19.7			17.8				12.7
Confl. Peds. (#/hr)	20		37	37		20	21		41	41		21
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	20%	4%	2%	0%	7%	8%	7%	0%	12%	20%	0%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	73	1422	0	19	1071	0	153	79	0	113	52	51
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5				3.5
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		4.8			4.8			4.8				4.8
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			4				8
Permitted Phases							4			8		8
Detector Phase	5	2		1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	40.0		9.0	35.0		40.4	40.4		40.4	40.4	40.4
Total Split (s)	10.0	40.6		9.0	39.6		40.4	40.4		40.4	40.4	40.4
Total Split (%)	11.1%	45.1%		10.0%	44.0%		44.9%	44.9%		44.9%	44.9%	44.9%
Maximum Green (s)	6.0	34.6		5.0	33.6		34.0	34.0		34.0	34.0	34.0
Yellow Time (s)	3.0	3.3		3.0	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	1.0	2.7		1.0	2.7		3.1	3.1		3.1	3.1	3.1
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0		3.0	5.0		5.4	5.4		5.4	5.4	5.4

Lanes, Volumes, Timings

14: Rumike Road/Milvan Drive & Finch Avenue W

02-22-2023

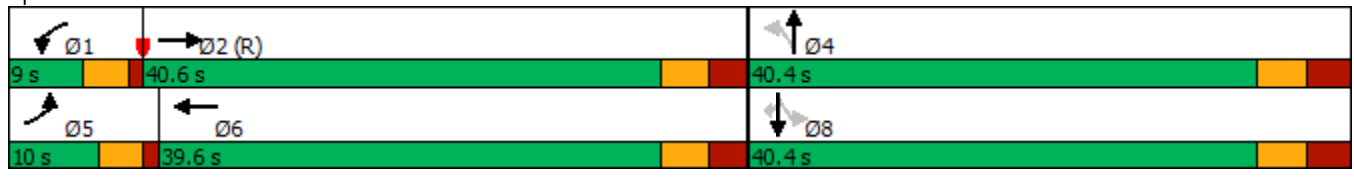


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	Max		None	None		None	None	None
Walk Time (s)		12.0			12.0		12.0	12.0		12.0	12.0	12.0
Flash Dont Walk (s)		17.0			17.0		22.0	22.0		22.0	22.0	22.0
Pedestrian Calls (#/hr)		0			0		0	0		0	0	0
Act Effect Green (s)	11.0	57.3		7.6	49.9		17.7	17.7		17.7	17.7	17.7
Actuated g/C Ratio	0.12	0.64		0.08	0.55		0.20	0.20		0.20	0.20	0.20
v/c Ratio	0.40	0.67		0.13	0.60		0.62	0.22		0.54	0.14	0.16
Control Delay	42.2	14.9		39.5	17.1		43.6	23.5		40.8	28.4	3.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	42.2	14.9		39.5	17.1		43.6	23.5		40.8	28.4	3.3
LOS	D	B		D	B		D	C		D	C	A
Approach Delay		16.3			17.5			36.7			29.0	
Approach LOS		B			B			D			C	
Queue Length 50th (m)	12.4	62.3		3.3	65.0		25.8	9.2		18.7	7.9	0.0
Queue Length 95th (m)	24.9	#159.0		10.0	111.7		42.0	19.3		32.8	16.0	3.8
Internal Link Dist (m)		231.0			249.8			174.1			152.1	
Turn Bay Length (m)	30.0			30.0			15.0			70.0		
Base Capacity (vph)	181	2138		149	1795		486	689		417	730	554
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.40	0.67		0.13	0.60		0.31	0.11		0.27	0.07	0.09

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 19.2 Intersection LOS: B
 Intersection Capacity Utilization 77.3% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 14: Rumike Road/Milvan Drive & Finch Avenue W



Lanes, Volumes, Timings
18: Jayzel Drive/Retail Access & Finch Avenue W

02-22-2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1155	88	89	1045	1	71	3	82	5	1	6
Future Volume (vph)	8	1155	88	89	1045	1	71	3	82	5	1	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	15.0		0.0	30.0		0.0	15.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1785	3292	0	1608	3306	0	1580	1447	0	0	1554	0
Flt Permitted	0.950			0.950			0.423					
Satd. Flow (perm)	1770	3292	0	1602	3306	0	703	1447	0	0	1585	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9						84				6
Link Speed (k/h)		50			50			40				20
Link Distance (m)		273.8			303.3			203.2				58.7
Travel Time (s)		19.7			21.8			18.3				10.6
Confl. Peds. (#/hr)	14		8	8		14	8		1	1		8
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	7%	6%	11%	8%	0%	13%	0%	10%	20%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1269	0	91	1067	0	72	87	0	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5				3.5
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		4.8			4.8			4.8				4.8
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm		NA
Protected Phases	5	2		1	6			7				8
Permitted Phases							7			8		
Detector Phase	5	2		1	6		7	7		8		8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		10.0	10.0		7.0		7.0
Minimum Split (s)	9.0	25.0		9.0	25.0		36.0	36.0		14.0		14.0
Total Split (s)	9.0	41.0		9.0	41.0		36.0	36.0		14.0		14.0
Total Split (%)	9.0%	41.0%		9.0%	41.0%		36.0%	36.0%		14.0%		14.0%
Maximum Green (s)	5.0	35.0		5.0	35.0		29.0	29.0		8.0		8.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		3.0		3.0
All-Red Time (s)	1.0	2.0		1.0	2.0		3.0	3.0		3.0		3.0
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0				-1.0
Total Lost Time (s)	3.0	5.0		3.0	5.0		6.0	6.0				5.0

Lanes, Volumes, Timings

18: Jayzel Drive/Retail Access & Finch Avenue W

02-22-2023

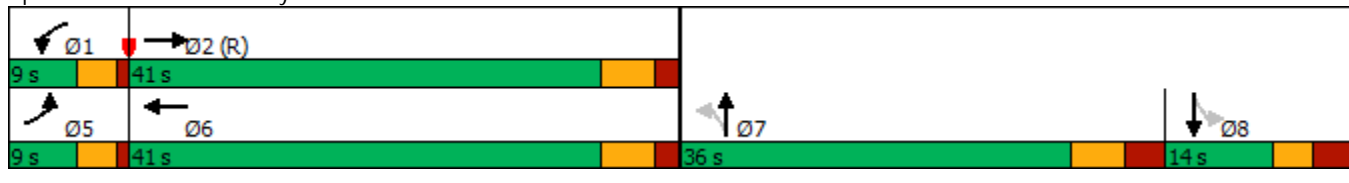


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max		None	Max		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		0.0	0.0	
Flash Dont Walk (s)		12.0			12.0		22.0	22.0		0.0	0.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	7.1	56.7		12.5	71.0		17.4	17.4				8.2
Actuated g/C Ratio	0.07	0.57		0.12	0.71		0.17	0.17				0.08
v/c Ratio	0.06	0.68		0.45	0.45		0.59	0.27				0.09
Control Delay	44.1	21.6		48.6	12.1		56.0	9.7				33.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Total Delay	44.1	21.6		48.6	12.1		56.0	9.7				33.1
LOS	D	C		D	B		E	A				C
Approach Delay		21.7			15.0			30.7				33.1
Approach LOS		C			B			C				C
Queue Length 50th (m)	1.6	92.3		17.2	40.1		13.8	0.5				1.2
Queue Length 95th (m)	6.2	#194.5		#35.0	131.2		26.5	12.3				6.8
Internal Link Dist (m)		249.8			279.3			179.2				34.7
Turn Bay Length (m)	15.0			30.0			15.0					
Base Capacity (vph)	126	1871		201	2348		210	492				148
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	0.06	0.68		0.45	0.45		0.34	0.18				0.08

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 19.3 Intersection LOS: B
 Intersection Capacity Utilization 61.1% ICU Level of Service B
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 18: Jayzel Drive/Retail Access & Finch Avenue W



Lanes, Volumes, Timings
21: Finch Avenue W & Street 2A

02-22-2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	53	1096	1036	41	47	84
Future Volume (vph)	53	1096	1036	41	47	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%	0%		0%	
Storage Length (m)	30.0			0.0	30.0	0.0
Storage Lanes	1			0	1	1
Taper Length (m)	7.5				7.5	
Satd. Flow (prot)	1750	3500	3447	0	1750	1566
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1672	3500	3447	0	1513	1339
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			3			91
Link Speed (k/h)		50	50		40	
Link Distance (m)		303.3	262.8		92.7	
Travel Time (s)		21.8	18.9		8.3	
Confl. Peds. (#/hr)	100			100	100	100
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	1191	1171	0	51	91
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		3.5	3.5		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.8	4.8		4.8	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0		10.0	10.0
Minimum Split (s)	9.5	38.0	38.0		38.0	38.0
Total Split (s)	27.5	84.0	56.5		56.0	56.0
Total Split (%)	19.6%	60.0%	40.4%		40.0%	40.0%
Maximum Green (s)	23.5	77.0	49.5		49.0	49.0
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	3.0	3.0		3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)	3.0	6.0	6.0		6.0	6.0

Lanes, Volumes, Timings
21: Finch Avenue W & Street 2A

02-22-2023

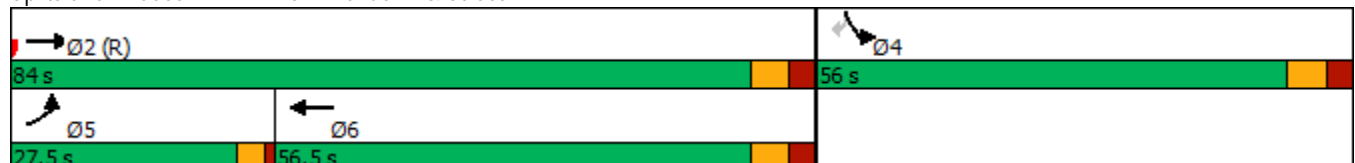


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	C-Max	Max		Max	Max
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		24.0	24.0		24.0	24.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effect Green (s)	11.0	78.0	66.0		50.0	50.0
Actuated g/C Ratio	0.08	0.56	0.47		0.36	0.36
v/c Ratio	0.42	0.61	0.72		0.08	0.17
Control Delay	70.0	22.5	19.3		30.4	6.5
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	70.0	22.5	19.3		30.4	6.5
LOS	E	C	B		C	A
Approach Delay		24.7	19.3		15.0	
Approach LOS		C	B		B	
Queue Length 50th (m)	16.4	118.2	156.7		9.8	0.0
Queue Length 95th (m)	31.1	140.6	m194.7		19.8	12.4
Internal Link Dist (m)		279.3	238.8		68.7	
Turn Bay Length (m)	30.0				30.0	
Base Capacity (vph)	306	1950	1627		625	536
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	0.19	0.61	0.72		0.08	0.17

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 21.7
 Intersection LOS: C
 Intersection Capacity Utilization 73.5%
 ICU Level of Service D
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

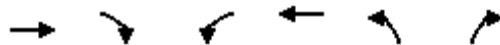
Splits and Phases: 21: Finch Avenue W & Street 2A



HCM Unsignalized Intersection Capacity Analysis

23: Street 2A & Toryork Drive

02-23-2023



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	226	42	14	215	87	18
Future Volume (Veh/h)	226	42	14	215	87	18
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	246	46	15	234	95	20
Pedestrians					50	
Lane Width (m)					3.5	
Walking Speed (m/s)					1.2	
Percent Blockage					4	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)				169		
pX, platoon unblocked						
vC, conflicting volume			342			583 319
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			342			583 319
tC, single (s)			4.1			6.4 6.2
tC, 2 stage (s)						
tF (s)			2.2			3.5 3.3
p0 queue free %			99			79 97
cM capacity (veh/h)			1168			450 692
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	292	249	115			
Volume Left	0	15	95			
Volume Right	46	0	20			
cSH	1700	1168	479			
Volume to Capacity	0.17	0.01	0.24			
Queue Length 95th (m)	0.0	0.3	7.4			
Control Delay (s)	0.0	0.6	14.9			
Lane LOS			A	B		
Approach Delay (s)	0.0	0.6	14.9			
Approach LOS			B			
Intersection Summary						
Average Delay			2.8			
Intersection Capacity Utilization			35.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

24: Street 2A & Street 1

02-23-2023

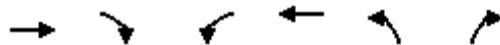


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	69	15	12	90	2	52
Future Volume (Veh/h)	69	15	12	90	2	52
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	75	16	13	98	2	57
Pedestrians	50		50		50	
Lane Width (m)	3.5		3.5		3.5	
Walking Speed (m/s)	1.2		1.2		1.2	
Percent Blockage	4		4		4	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)	247					
pX, platoon unblocked						
vC, conflicting volume	223	162			161	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	223	162			161	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	89	98			100	
cM capacity (veh/h)	703	813			1361	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	91	111	59			
Volume Left	75	0	2			
Volume Right	16	98	0			
cSH	720	1700	1361			
Volume to Capacity	0.13	0.07	0.00			
Queue Length 95th (m)	3.5	0.0	0.0			
Control Delay (s)	10.7	0.0	0.3			
Lane LOS	B		A			
Approach Delay (s)	10.7	0.0	0.3			
Approach LOS	B					
Intersection Summary						
Average Delay			3.8			
Intersection Capacity Utilization			31.2%	ICU Level of Service		A
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

26: Street 1 & Toryork Drive

02-23-2023



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	←	↗
Traffic Volume (veh/h)	240	4	19	213	16	60
Future Volume (Veh/h)	240	4	19	213	16	60
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	261	4	21	232	17	65
Pedestrians					50	
Lane Width (m)					3.5	
Walking Speed (m/s)					1.2	
Percent Blockage					4	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)	89					
pX, platoon unblocked					0.98	
vC, conflicting volume			315	587		313
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			315	565		313
tC, single (s)			4.1	6.4		6.2
tC, 2 stage (s)						
tF (s)			2.2	3.5		3.3
p0 queue free %			98	96		91
cM capacity (veh/h)			1195	448		698
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	265	253	82			
Volume Left	0	21	17			
Volume Right	4	0	65			
cSH	1700	1195	625			
Volume to Capacity	0.16	0.02	0.13			
Queue Length 95th (m)	0.0	0.4	3.6			
Control Delay (s)	0.0	0.8	11.6			
Lane LOS			A		B	
Approach Delay (s)	0.0	0.8	11.6			
Approach LOS			B			
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			38.2%		ICU Level of Service	
Analysis Period (min)			15			
			A			

HCM Unsignalized Intersection Capacity Analysis

27: Street 2A & Block 3 Access
























02-23-2023



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	15	87	3	4	117
Future Volume (Veh/h)	12	15	87	3	4	117
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	16	95	3	4	127
Pedestrians	50		50			50
Lane Width (m)	3.5		3.5			3.5
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	4		4			4
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)			194			
pX, platoon unblocked						
vC, conflicting volume	332	196			148	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	332	196			148	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	98			100	
cM capacity (veh/h)	609	778			1376	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	29	98	131			
Volume Left	13	0	4			
Volume Right	16	3	0			
cSH	692	1700	1376			
Volume to Capacity	0.04	0.06	0.00			
Queue Length 95th (m)	1.0	0.0	0.1			
Control Delay (s)	10.4	0.0	0.3			
Lane LOS	B		A			
Approach Delay (s)	10.4	0.0	0.3			
Approach LOS	B					
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			29.9%		ICU Level of Service	A
Analysis Period (min)			15			

Lanes, Volumes, Timings
3: Weston Road & Finch Avenue W

02-22-2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	862	87	413	907	70	192	446	117	226	852	213
Future Volume (vph)	215	862	87	413	907	70	192	446	117	226	852	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	75.0		0.0	100.0		0.0	30.0		100.0	50.0		0.0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1767	3385	0	1785	3500	1377	1750	3275	1581	1700	3089	0
Flt Permitted	0.950			0.950			0.116			0.302		
Satd. Flow (perm)	1648	3385	0	1778	3500	1011	214	3275	1329	508	3089	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				125			156			23
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		276.7			579.4			431.5			147.7	
Travel Time (s)		19.9			41.7			31.1			10.6	
Confl. Peds. (#/hr)	191		12	12		191	257		111	111		257
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	1%	0%	2%	16%	2%	9%	1%	5%	4%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	229	1010	0	439	965	74	204	474	124	240	1133	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	9.0	38.0		9.0	38.0	38.0	9.0	38.0	38.0	9.0	38.0	
Total Split (s)	25.0	46.0		34.0	55.0	55.0	11.0	40.0	40.0	20.0	49.0	
Total Split (%)	17.9%	32.9%		24.3%	39.3%	39.3%	7.9%	28.6%	28.6%	14.3%	35.0%	
Maximum Green (s)	21.0	39.0		30.0	48.0	48.0	7.0	33.0	33.0	16.0	42.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	3.0		1.0	3.0	3.0	1.0	3.0	3.0	1.0	3.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	3.0	6.0		3.0	6.0	6.0	3.0	6.0	6.0	3.0	6.0	

Lanes, Volumes, Timings
4: Weston Road & Fenmar Drive

02-22-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	197	150	81	253	24	104	484	36	50	904	29
Future Volume (vph)	14	197	150	81	253	24	104	484	36	50	904	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	30.0		0.0	30.0		0.0	35.0		40.0	85.0		35.0
Storage Lanes	1		0	1		0	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1668	1632	0	1700	1666	0	1623	3336	1507	1684	3433	1365
Flt Permitted	0.354			0.235			0.242			0.437		
Satd. Flow (perm)	622	1632	0	419	1666	0	412	3336	1429	764	3433	1316
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			4				40			31
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		158.2			160.6			478.0			179.7	
Travel Time (s)		11.4			11.6			34.4			12.9	
Confl. Peds. (#/hr)			5	5			8		16	16		8
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	9%	4%	5%	10%	25%	10%	7%	6%	6%	4%	17%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	15	381	0	89	304	0	114	532	40	55	993	32
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Perm	NA		Perm	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Detector Phase	4	4		8	8		2	2	2	6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	37.4	37.4		37.4	37.4		36.9	36.9	36.9	36.9	36.9	36.9
Total Split (s)	47.0	47.0		47.0	47.0		73.0	73.0	73.0	73.0	73.0	73.0
Total Split (%)	39.2%	39.2%		39.2%	39.2%		60.8%	60.8%	60.8%	60.8%	60.8%	60.8%
Maximum Green (s)	40.6	40.6		40.6	40.6		67.1	67.1	67.1	67.1	67.1	67.1
Yellow Time (s)	3.4	3.4		3.4	3.4		3.2	3.2	3.2	3.2	3.2	3.2
All-Red Time (s)	3.0	3.0		3.0	3.0		2.7	2.7	2.7	2.7	2.7	2.7
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Total Lost Time (s)	5.4	5.4		5.4	5.4		4.9	4.9	4.9	4.9	4.9	4.9

Lanes, Volumes, Timings
4: Weston Road & Fenmar Drive

02-22-2023

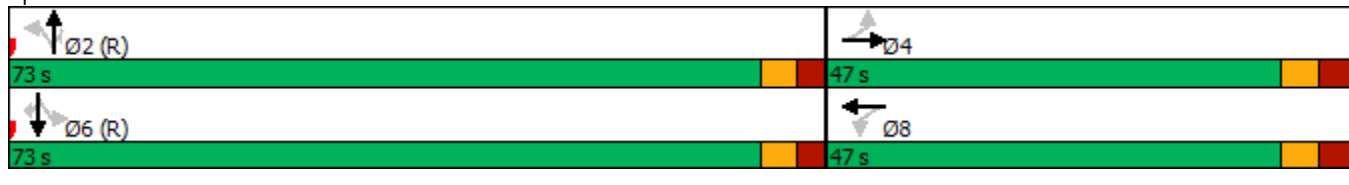


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	None		None	None		C-Max	C-Max	C-Max	C-Max	C-Max	C-Max
Walk Time (s)	12.0	12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0	12.0
Flash Dont Walk (s)	19.0	19.0		19.0	19.0		18.0	18.0	18.0	18.0	18.0	18.0
Pedestrian Calls (#/hr)	0	0		0	0		0	0	0	0	0	0
Act Effect Green (s)	32.3	32.3		32.3	32.3		77.4	77.4	77.4	77.4	77.4	77.4
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.64	0.64	0.64	0.64	0.64	0.64
v/c Ratio	0.09	0.82		0.79	0.67		0.43	0.25	0.04	0.11	0.45	0.04
Control Delay	30.6	51.4		82.8	45.5		19.1	10.3	3.4	10.8	12.4	3.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.6	51.4		82.8	45.5		19.1	10.3	3.4	10.8	12.4	3.9
LOS	C	D		F	D		B	B	A	B	B	A
Approach Delay		50.6			53.9			11.3			12.1	
Approach LOS		D			D			B			B	
Queue Length 50th (m)	2.8	81.0		20.4	66.3		12.9	27.3	0.0	4.9	60.3	0.1
Queue Length 95th (m)	7.8	107.6		#43.5	88.0		35.7	44.6	5.0	13.1	92.7	4.7
Internal Link Dist (m)		134.2			136.6			454.0			155.7	
Turn Bay Length (m)	30.0			30.0			35.0		40.0	85.0		35.0
Base Capacity (vph)	215	588		145	580		265	2152	936	492	2214	859
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.65		0.61	0.52		0.43	0.25	0.04	0.11	0.45	0.04

Intersection Summary

Area Type: Other
 Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 102 (85%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 24.3 Intersection LOS: C
 Intersection Capacity Utilization 79.5% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 4: Weston Road & Fenmar Drive



Lanes, Volumes, Timings
6: Weston Road & Toryork Drive/Retail Access

02-22-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	15	251	60	25	33	187	512	47	33	996	115
Future Volume (vph)	58	15	251	60	25	33	187	512	47	33	996	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	30.0		0.0	10.0		0.0	25.0		0.0	25.0		30.0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1566	1531	0	1733	1667	0	1638	3288	0	1785	3400	1413
Flt Permitted	0.716			0.237			0.185			0.419		
Satd. Flow (perm)	1169	1531	0	430	1667	0	317	3288	0	766	3400	1293
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		259			36			14				113
Link Speed (k/h)		50			20			50				50
Link Distance (m)		44.9			58.2			147.7				478.0
Travel Time (s)		3.2			10.5			10.6				34.4
Confl. Peds. (#/hr)	8		10	10		8	32		31	31		32
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	0%	3%	3%	0%	3%	9%	7%	0%	0%	5%	13%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	292	0	66	63	0	205	615	0	36	1095	126
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		4		3	8		5	2			6	
Permitted Phases	4			8			2			6		6
Detector Phase	4	4		3	8		5	2		6	6	6
Switch Phase												
Minimum Initial (s)	10.0	10.0		5.0	10.0		5.0	10.0		10.0	10.0	10.0
Minimum Split (s)	34.0	34.0		9.0	34.0		9.0	35.0		35.0	35.0	35.0
Total Split (s)	34.0	34.0		9.0	43.0		16.0	73.0		57.0	57.0	57.0
Total Split (%)	29.3%	29.3%		7.8%	37.1%		13.8%	62.9%		49.1%	49.1%	49.1%
Maximum Green (s)	27.0	27.0		5.0	36.0		12.0	66.0		50.0	50.0	50.0
Yellow Time (s)	4.0	4.0		3.0	4.0		3.0	4.0		4.0	4.0	4.0
All-Red Time (s)	3.0	3.0		1.0	3.0		1.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	6.0	6.0		3.0	6.0		3.0	6.0		6.0	6.0	6.0

Lanes, Volumes, Timings

6: Weston Road & Toryork Drive/Retail Access

02-22-2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lag	Lag		Lead			Lead			Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	None		None	None		None	C-Max		C-Max	C-Max	C-Max
Walk Time (s)	7.0	7.0		7.0			7.0			7.0	7.0	7.0
Flash Dont Walk (s)	20.0	20.0		20.0			21.0			21.0	21.0	21.0
Pedestrian Calls (#/hr)	0	0		0			0			0	0	0
Act Effect Green (s)	13.9	13.9		24.1	21.1		85.9	82.9		67.3	67.3	67.3
Actuated g/C Ratio	0.12	0.12		0.21	0.18		0.74	0.71		0.58	0.58	0.58
v/c Ratio	0.46	0.71		0.42	0.19		0.54	0.26		0.08	0.55	0.16
Control Delay	57.3	18.5		43.8	20.3		10.9	6.6		15.1	18.3	4.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	57.3	18.5		43.8	20.3		10.9	6.6		15.1	18.3	4.3
LOS	E	B		D	C		B	A		B	B	A
Approach Delay		25.5			32.3			7.7			16.8	
Approach LOS		C			C			A			B	
Queue Length 50th (m)	14.7	7.3		13.0	5.4		12.9	23.7		3.5	79.2	1.2
Queue Length 95th (m)	27.6	34.8		23.6	16.4		26.3	39.3		11.7	133.8	12.8
Internal Link Dist (m)		20.9			34.2			123.7			454.0	
Turn Bay Length (m)	30.0			10.0			25.0			25.0		30.0
Base Capacity (vph)	282	566		156	556		400	2353		444	1973	797
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.23	0.52		0.42	0.11		0.51	0.26		0.08	0.55	0.16

Intersection Summary

Area Type: Other
 Cycle Length: 116
 Actuated Cycle Length: 116
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 15.9
 Intersection LOS: B
 Intersection Capacity Utilization 77.5%
 ICU Level of Service D
 Analysis Period (min) 15

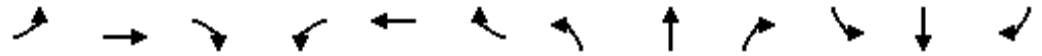
Splits and Phases: 6: Weston Road & Toryork Drive/Retail Access



Lanes, Volumes, Timings

14: Rumike Road/Milvan Drive & Finch Avenue W

02-22-2023

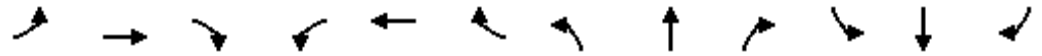


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	1037	138	21	1141	156	163	80	23	229	138	161
Future Volume (vph)	89	1037	138	21	1141	156	163	80	23	229	138	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	30.0		0.0	30.0		0.0	15.0		0.0	70.0		0.0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1566	3353	0	1785	3327	0	1733	1797	0	1700	1879	1493
Flt Permitted	0.950			0.950			0.657			0.687		
Satd. Flow (perm)	1543	3353	0	1750	3327	0	1144	1797	0	1188	1879	1393
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			20			19				145
Link Speed (k/h)		50			50			40				50
Link Distance (m)		255.0			273.8			198.1				176.1
Travel Time (s)		18.4			19.7			17.8				12.7
Confl. Peds. (#/hr)	61		70	70		91	70		49	49		70
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	14%	3%	3%	0%	3%	6%	3%	0%	0%	5%	0%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	1237	0	22	1365	0	172	108	0	241	145	169
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5				3.5
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		4.8			4.8			4.8				4.8
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	Perm
Protected Phases	5	2		1	6			4				8
Permitted Phases							4			8		8
Detector Phase	5	2		1	6		4	4		8	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		10.0	10.0		10.0	10.0	10.0
Minimum Split (s)	9.0	40.0		9.0	35.0		40.4	40.4		40.4	40.4	40.4
Total Split (s)	9.0	40.6		9.0	40.6		40.4	40.4		40.4	40.4	40.4
Total Split (%)	10.0%	45.1%		10.0%	45.1%		44.9%	44.9%		44.9%	44.9%	44.9%
Maximum Green (s)	5.0	34.6		5.0	34.6		34.0	34.0		34.0	34.0	34.0
Yellow Time (s)	3.0	3.3		3.0	3.3		3.3	3.3		3.3	3.3	3.3
All-Red Time (s)	1.0	2.7		1.0	2.7		3.1	3.1		3.1	3.1	3.1
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0		-1.0	-1.0	-1.0
Total Lost Time (s)	3.0	5.0		3.0	5.0		5.4	5.4		5.4	5.4	5.4

Lanes, Volumes, Timings

14: Rumike Road/Milvan Drive & Finch Avenue W

02-22-2023

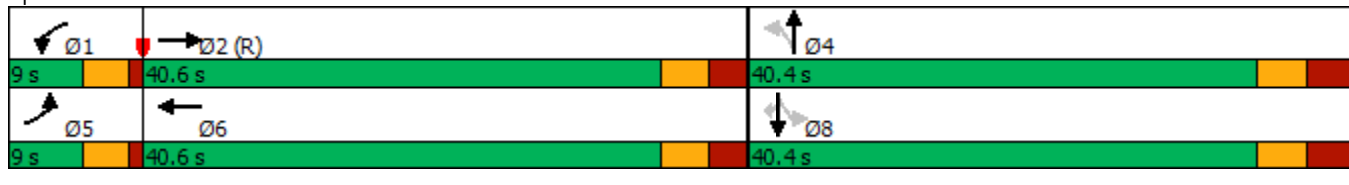


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max		None	Max		None	None		None	None	None
Walk Time (s)		12.0			12.0		12.0	12.0		12.0	12.0	12.0
Flash Dont Walk (s)		17.0			17.0		22.0	22.0		22.0	22.0	22.0
Pedestrian Calls (#/hr)		0			0		0	0		0	0	0
Act Effect Green (s)	10.7	50.5		7.2	41.0		24.9	24.9		24.9	24.9	24.9
Actuated g/C Ratio	0.12	0.56		0.08	0.46		0.28	0.28		0.28	0.28	0.28
v/c Ratio	0.51	0.65		0.16	0.89		0.55	0.21		0.73	0.28	0.35
Control Delay	49.6	18.9		41.2	33.3		32.9	19.2		42.0	25.0	7.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	49.6	18.9		41.2	33.3		32.9	19.2		42.0	25.0	7.3
LOS	D	B		D	C		C	B		D	C	A
Approach Delay		21.1			33.5			27.6			27.0	
Approach LOS		C			C			C			C	
Queue Length 50th (m)	15.7	65.6		3.8	121.4		26.7	12.3		39.8	20.7	3.2
Queue Length 95th (m)	#44.7	#155.1		11.4	#183.0		40.5	21.5		57.9	30.9	15.8
Internal Link Dist (m)		231.0			249.8			174.1			152.1	
Turn Bay Length (m)	30.0			30.0			15.0			70.0		
Base Capacity (vph)	186	1890		141	1527		444	710		462	730	630
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.51	0.65		0.16	0.89		0.39	0.15		0.52	0.20	0.27

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 27.4
 Intersection LOS: C
 Intersection Capacity Utilization 95.7%
 ICU Level of Service F
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.





















Splits and Phases: 14: Rumike Road/Milvan Drive & Finch Avenue W



Lanes, Volumes, Timings

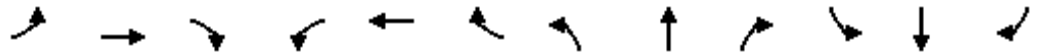
18: Jayzel Drive/Retail Access & Finch Avenue W

02-22-2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	1191	69	94	1209	4	128	10	70	15	10	33
Future Volume (vph)	26	1191	69	94	1209	4	128	10	70	15	10	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	15.0		0.0	30.0		0.0	15.0		0.0	0.0		0.0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1653	3419	0	1733	3430	0	1767	1584	0	0	1413	0
Flt Permitted	0.950			0.950			0.259				0.885	
Satd. Flow (perm)	1592	3419	0	1702	3430	0	482	1584	0	0	1264	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5						74				35
Link Speed (k/h)		50			50			40				20
Link Distance (m)		273.8			289.5			203.2				58.7
Travel Time (s)		19.7			20.8			18.3				10.6
Confl. Peds. (#/hr)	59		31	31		59	69		9	9		69
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	3%	0%	3%	4%	0%	1%	0%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	27	1327	0	99	1277	0	135	85	0	0	62	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5				3.5
Link Offset(m)		0.0			0.0			0.0				0.0
Crosswalk Width(m)		4.8			4.8			4.8				4.8
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm		NA
Protected Phases	5	2		1	6			7				8
Permitted Phases							7			8		
Detector Phase	5	2		1	6		7	7		8		8
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		10.0	10.0		7.0		7.0
Minimum Split (s)	9.0	25.0		9.0	25.0		36.0	36.0		14.0		14.0
Total Split (s)	9.0	64.0		12.0	67.0		50.0	50.0		14.0		14.0
Total Split (%)	6.4%	45.7%		8.6%	47.9%		35.7%	35.7%		10.0%		10.0%
Maximum Green (s)	5.0	58.0		8.0	61.0		43.0	43.0		8.0		8.0
Yellow Time (s)	3.0	4.0		3.0	4.0		4.0	4.0		3.0		3.0
All-Red Time (s)	1.0	2.0		1.0	2.0		3.0	3.0		3.0		3.0
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0		-1.0	-1.0				-1.0
Total Lost Time (s)	3.0	5.0		3.0	5.0		6.0	6.0				5.0

Lanes, Volumes, Timings
 18: Jayzel Drive/Retail Access & Finch Avenue W

02-22-2023

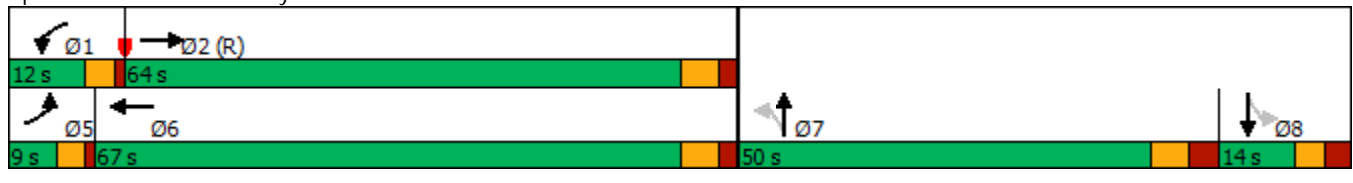


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lead		Lag	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	C-Max		None	Max		None	None		None	None	
Walk Time (s)		7.0			7.0		7.0	7.0		0.0	0.0	
Flash Dont Walk (s)		12.0			12.0		22.0	22.0		0.0	0.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effect Green (s)	6.3	63.6		9.7	70.9		41.7	41.7				8.6
Actuated g/C Ratio	0.04	0.45		0.07	0.51		0.30	0.30				0.06
v/c Ratio	0.36	0.85		0.83	0.74		0.94	0.16				0.56
Control Delay	79.3	41.8		117.3	24.9		109.1	10.1				52.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0				0.0
Total Delay	79.3	41.8		117.3	24.9		109.1	10.1				52.1
LOS	E	D		F	C		F	B				D
Approach Delay		42.6			31.5			70.9				52.1
Approach LOS		D			C			E				D
Queue Length 50th (m)	7.8	189.4		30.7	109.1		37.5	2.2				7.7
Queue Length 95th (m)	18.7	#237.1		#67.5	141.2		#80.6	15.1				#24.3
Internal Link Dist (m)		249.8			265.5			179.2				34.7
Turn Bay Length (m)	15.0			30.0			15.0					
Base Capacity (vph)	74	1555		119	1736		151	548				114
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	0.36	0.85		0.83	0.74		0.89	0.16				0.54

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 39.8
 Intersection LOS: D
 Intersection Capacity Utilization 69.4%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 18: Jayzel Drive/Retail Access & Finch Avenue W



Lanes, Volumes, Timings
21: Finch Avenue W & Street 2A

02-22-2023

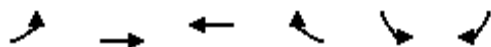


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	105	1083	1238	33	46	64
Future Volume (vph)	105	1083	1238	33	46	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%	0%		0%	
Storage Length (m)	30.0			0.0	30.0	0.0
Storage Lanes	1			0	1	1
Taper Length (m)	7.5				7.5	
Satd. Flow (prot)	1750	3500	3449	0	1750	1566
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1650	3500	3449	0	1342	1189
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			2			70
Link Speed (k/h)		50	50		40	
Link Distance (m)		289.5	276.7		80.5	
Travel Time (s)		20.8	19.9		7.2	
Confl. Peds. (#/hr)	100			100	100	100
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	114	1177	1382	0	50	70
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		3.5	3.5		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.8	4.8		4.8	
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Turn Type	Prot	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases						4
Detector Phase	5	2	6		4	4
Switch Phase						
Minimum Initial (s)	5.0	10.0	10.0		10.0	10.0
Minimum Split (s)	9.0	25.0	25.0		25.0	25.0
Total Split (s)	36.0	88.0	52.0		52.0	52.0
Total Split (%)	25.7%	62.9%	37.1%		37.1%	37.1%
Maximum Green (s)	32.0	81.0	45.0		45.0	45.0
Yellow Time (s)	3.0	4.0	4.0		4.0	4.0
All-Red Time (s)	1.0	3.0	3.0		3.0	3.0
Lost Time Adjust (s)	-1.0	-1.0	-1.0		-1.0	-1.0
Total Lost Time (s)	3.0	6.0	6.0		6.0	6.0

Lanes, Volumes, Timings

21: Finch Avenue W & Street 2A

02-22-2023



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0		3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0		0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0		0.0	0.0
Recall Mode	None	C-Max	Max		None	None
Walk Time (s)		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0
Act Effect Green (s)	15.5	116.2	97.7		11.8	11.8
Actuated g/C Ratio	0.11	0.83	0.70		0.08	0.08
v/c Ratio	0.59	0.41	0.57		0.34	0.43
Control Delay	71.2	0.5	6.1		66.7	20.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	71.2	0.5	6.1		66.7	20.9
LOS	E	A	A		E	C
Approach Delay		6.8	6.1		40.0	
Approach LOS		A	A		D	
Queue Length 50th (m)	35.3	2.5	43.8		14.1	0.0
Queue Length 95th (m)	m42.5	5.9	m44.4		27.7	15.7
Internal Link Dist (m)		265.5	252.7		56.5	
Turn Bay Length (m)	30.0				30.0	
Base Capacity (vph)	412	2905	2408		575	437
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	0.28	0.41	0.57		0.09	0.16

Intersection Summary
























Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 7.8
 Intersection LOS: A
 Intersection Capacity Utilization 69.3%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 21: Finch Avenue W & Street 2A



Lanes, Volumes, Timings
3: Weston Road & Finch Avenue W

02-22-2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	215	690	87	413	725	70	192	360	117	226	680	213
Future Volume (vph)	215	690	87	413	725	70	192	360	117	226	680	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	75.0		0.0	100.0		0.0	30.0		100.0	50.0		0.0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1767	3374	0	1785	3500	1377	1750	3275	1581	1700	3017	0
Flt Permitted	0.950			0.950			0.083			0.412		
Satd. Flow (perm)	1587	3374	0	1774	3500	959	153	3275	1294	676	3017	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8				75			124			27
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		276.7			579.4			431.5			147.7	
Travel Time (s)		19.9			41.7			31.1			10.6	
Confl. Peds. (#/hr)	191		12	12		191	257		111	111		257
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	1%	0%	2%	16%	2%	9%	1%	5%	4%	9%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	229	827	0	439	771	74	204	383	124	240	950	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Prot	NA		Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	7	4	4	3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	
Minimum Split (s)	9.0	38.0		9.0	38.0	38.0	9.0	38.0	38.0	9.0	38.0	
Total Split (s)	34.0	45.0		43.0	54.0	54.0	18.0	53.0	53.0	20.0	55.0	
Total Split (%)	21.1%	28.0%		26.7%	33.5%	33.5%	11.2%	32.9%	32.9%	12.4%	34.2%	
Maximum Green (s)	30.0	39.0		39.0	48.0	48.0	14.0	47.0	47.0	16.0	49.0	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	4.0	4.0	3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0	2.0	1.0	2.0	
Lost Time Adjust (s)	-1.0	-1.0		-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0	
Total Lost Time (s)	3.0	5.0		3.0	5.0	5.0	3.0	5.0	5.0	3.0	5.0	

Lanes, Volumes, Timings
3: Weston Road & Finch Avenue W

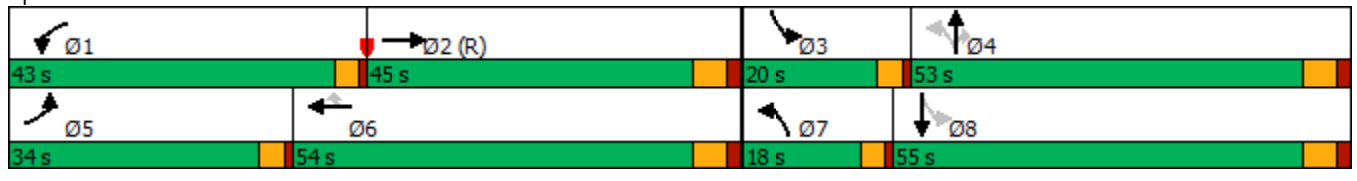
02-22-2023

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max		None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0	7.0			7.0
Flash Dont Walk (s)		24.0			24.0	24.0		24.0	24.0			24.0
Pedestrian Calls (#/hr)		0			0	0		0	0			0
Act Effect Green (s)	26.2	40.0		40.0	53.8	53.8	65.4	48.4	48.4	68.6	50.0	
Actuated g/C Ratio	0.16	0.25		0.25	0.33	0.33	0.41	0.30	0.30	0.43	0.31	
v/c Ratio	0.80	0.98		0.99	0.66	0.20	0.97	0.39	0.26	0.61	0.99	
Control Delay	84.7	85.2		99.8	49.8	9.0	97.7	46.1	7.8	37.7	80.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.9	
Total Delay	84.7	85.2		99.8	49.8	9.0	97.7	46.1	7.8	37.7	117.8	
LOS	F	F		F	D	A	F	D	A	D	F	
Approach Delay		85.1			64.5			54.3			101.6	
Approach LOS		F			E			D			F	
Queue Length 50th (m)	74.9	145.9		148.8	118.0	0.0	52.6	54.2	0.0	52.8	165.2	
Queue Length 95th (m)	104.4	#191.7		#223.5	147.5	13.0	#108.4	70.7	16.6	76.0	#214.9	
Internal Link Dist (m)		252.7			555.4			407.5			123.7	
Turn Bay Length (m)	75.0			100.0			30.0		100.0	50.0		
Base Capacity (vph)	340	844		443	1170	370	210	984	475	397	955	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	176	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.67	0.98		0.99	0.66	0.20	0.97	0.39	0.26	0.60	1.22	

Intersection Summary

Area Type: Other
 Cycle Length: 161
 Actuated Cycle Length: 161
 Offset: 0 (0%), Referenced to phase 2:EBT, Start of Green
 Natural Cycle: 125
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.99
 Intersection Signal Delay: 78.3 Intersection LOS: E
 Intersection Capacity Utilization 101.9% ICU Level of Service G
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

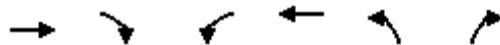
Splits and Phases: 3: Weston Road & Finch Avenue W



HCM Unsignalized Intersection Capacity Analysis

23: Street 2A & Toryork Drive

02-23-2023



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	→			←	←	↗
Traffic Volume (veh/h)	305	70	30	227	53	13
Future Volume (Veh/h)	305	70	30	227	53	13
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	332	76	33	247	58	14
Pedestrians						50
Lane Width (m)						3.5
Walking Speed (m/s)						1.2
Percent Blockage						4
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)	164					
pX, platoon unblocked						
vC, conflicting volume			458			733 420
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			458			733 420
tC, single (s)			4.1			6.4 6.2
tC, 2 stage (s)						
tF (s)			2.2			3.5 3.3
p0 queue free %			97			84 98
cM capacity (veh/h)			1058			360 608
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	408	280	72			
Volume Left	0	33	58			
Volume Right	76	0	14			
cSH	1700	1058	391			
Volume to Capacity	0.24	0.03	0.18			
Queue Length 95th (m)	0.0	0.8	5.3			
Control Delay (s)	0.0	1.3	16.3			
Lane LOS			A	C		
Approach Delay (s)	0.0	1.3	16.3			
Approach LOS				C		
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			47.6%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

24: Street 2A & Street 1

02-23-2023

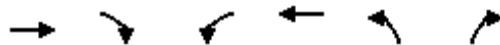


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	30	5	61	55	4	96
Future Volume (Veh/h)	30	5	61	55	4	96
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	5	66	60	4	104
Pedestrians	50		50			50
Lane Width (m)	3.5		3.5			3.5
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	4		4			4
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)			240			
pX, platoon unblocked						
vC, conflicting volume	308	196			176	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	308	196			176	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	95	99			100	
cM capacity (veh/h)	628	778			1344	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	38	126	108			
Volume Left	33	0	4			
Volume Right	5	60	0			
cSH	644	1700	1344			
Volume to Capacity	0.06	0.07	0.00			
Queue Length 95th (m)	1.5	0.0	0.1			
Control Delay (s)	10.9	0.0	0.3			
Lane LOS	B		A			
Approach Delay (s)	10.9	0.0	0.3			
Approach LOS	B					
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			30.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

26: Street 1 & Toryork Drive

02-23-2023



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	299	19	77	250	7	25
Future Volume (Veh/h)	299	19	77	250	7	25
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	325	21	84	272	8	27
Pedestrians					50	
Lane Width (m)					3.5	
Walking Speed (m/s)					1.2	
Percent Blockage					4	
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (m)					90	
pX, platoon unblocked					0.97	
vC, conflicting volume			396			386
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			396			386
tC, single (s)			4.1			6.2
tC, 2 stage (s)						
tF (s)			2.2			3.3
p0 queue free %			92			96
cM capacity (veh/h)			1115			635
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	346	356	35			
Volume Left	0	84	8			
Volume Right	21	0	27			
cSH	1700	1115	508			
Volume to Capacity	0.20	0.08	0.07			
Queue Length 95th (m)	0.0	2.0	1.8			
Control Delay (s)	0.0	2.6	12.6			
Lane LOS			A		B	
Approach Delay (s)	0.0	2.6	12.6			
Approach LOS			B			
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			47.9%		ICU Level of Service A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

27: Street 2A & Block 3 Access

02-23-2023



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	7	109	10	4	117
Future Volume (Veh/h)	5	7	109	10	4	117
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	8	118	11	4	127
Pedestrians	50		50			50
Lane Width (m)	3.5		3.5			3.5
Walking Speed (m/s)	1.2		1.2			1.2
Percent Blockage	4		4			4
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)			201			
pX, platoon unblocked						
vC, conflicting volume	358	224			179	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	358	224			179	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			100	
cM capacity (veh/h)	587	751			1340	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	13	129	131			
Volume Left	5	0	4			
Volume Right	8	11	0			
cSH	678	1700	1340			
Volume to Capacity	0.02	0.08	0.00			
Queue Length 95th (m)	0.5	0.0	0.1			
Control Delay (s)	10.4	0.0	0.3			
Lane LOS	B		A			
Approach Delay (s)	10.4	0.0	0.3			
Approach LOS	B					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			30.2%		ICU Level of Service	A
Analysis Period (min)			15			