



**BA Group**

# **PROPOSED RESIDENTIAL DEVELOPMENT 1840-1850 BLOOR STREET CITY OF MISSISSAUGA**

Urban Transportation Considerations Report

Prepared For: Raneer Management

March, 2020



November 24, 2021

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**RE: Proposed Residential Development, 1840-1850 Bloor Street, City of Mississauga,  
Urban Transportation Considerations, dated March, 2020**

Dear Ms. Glickman,

The enclosed report *Proposed Residential Development, 1840-1850 Bloor Street, City of Mississauga, Urban Transportation Considerations*, dated March, 2020, has been prepared in relation to the Zoning By-law Amendment application for the subject property.

The assumptions and analysis contained therein have been formulated using sound transportation planning and traffic operations methodologies.

Sincerely,  
**BA Consulting Group Ltd.**



Margaret Briegmann, P.Eng.  
Associate



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## 1.0 INTRODUCTION

BA Group is retained to provide transportation consulting services related to the proposed development of lands municipally known as 1840-1850 Bloor Street in the City of Mississauga (herein referred to as “**the Site**”). The site is generally bounded by Bloor Street to the north, an apartment building to the east (Lenworth Towers, 1900 Bloor Street), industrial uses to the south (Wajax Industrial Solutions, 3280 Wharton Way) and a hydro corridor to the west.

**Figure 1** illustrates the site location while **Figure 2** illustrates the existing site context.

### 1.1 EXISTING SITE

The existing site consists of two 14-storey rental apartment buildings containing a total of 334 residential units (167 residential units in each). The two buildings, herein referred to as **Building ‘A’** and **Building ‘B’**, are located in the northwest and northeast quadrants of the site, respectively.

Access to the site is provided via one driveway connection to Bloor Street, at the signalized intersection of Bloor Street / Bridgewood Drive / Site Access.

Parking is currently provided within surface parking lots adjacent to each building, and one level of underground parking under each building. The two underground parking garages are not connected and are served by two independent garage ramps adjacent to each building. A total of 454 parking spaces are provided for the two buildings, including 418 resident spaces and 36 visitor spaces. The existing parking supply includes 280 surface parking spaces and 174 underground parking spaces. Access to the two surface parking lots as well as the two garage ramps are provided via the internal driveway.

Pick-up / drop-off facilities are provided in front of each building, including a pick-up / drop-off loop and visitor parking area in front of Building ‘A’, and a layby area in front of Building ‘B’.

One loading space is provided in each building.

### 1.2 PROPOSED DEVELOPMENT

The development proposal is for the construction of two new 18-storey apartment buildings in the southeast and southwest quadrants of the property (herein referred to as **Building ‘C’** and **Building ‘D’**, respectively), connected by a 4-storey podium. The two proposed buildings contain a total of 433 new residential units, including 218 units in Building ‘C’ and 215 residential units in Building ‘D’. The two existing residential buildings on the site will be retained.

Vehicular, pedestrian and cyclist connections to the site are proposed to be maintained and enhanced as part of the development plan.

Reduced scale architectural site plans are attached in **Appendix A**



## 1.3 STUDY SCOPE

The scope for this study has been established in consultation with the City of Mississauga and the Region of Peel. Key aspects reviewed as part of this study include the following:

- A review of existing site uses and supporting site transportation-related infrastructure;
- An overview of the proposed development programme;
- A review of the transportation elements of the proposed development (i.e. site access, loading and parking facilities);
- A description of the existing transportation context of the site considering the area road network, transit system and other non-automobile dependent travel options;
- An assessment of existing traffic activity patterns and volumes in the study area;
- A comprehensive review of vehicular traffic volume changes that may occur in the area in the future along with the construction of a number of other area development projects;
- An assessment of the trip generation potential of the proposed development;
- A Transportation Demand Management (TDM) strategy prepared based on the Region of Peel's Transportation Demand Management Implementation Plan 2018-2022. The TDM strategy will include a description of potential TDM measures to be confirmed with the Site Plan Amendment application;
- A review of the adequacy of the vehicular parking supply provisions for the proposed development; and
- A review of the adequacy of the loading space provisions for the proposed development.

A five-year study horizon has been adopted in the assessment of the site-related traffic impacts on the area road network. The traffic operations review has been completed in accordance with the Region of Peel and the City of Mississauga's *Traffic Impact Study Guidelines*. The following analysis scenarios are analyzed for the weekday morning and afternoon peak hours:

- Existing Traffic Conditions;
- Future Background Traffic Conditions with corridor growth and area background development traffic (five-year horizon); and
- Future Total Traffic Conditions with the full build-out of the site development (five-year horizon).

The study area includes the following intersections:

- Bloor Street / Fieldgate Drive (signalized);
- Bloor Street / Bridgewood Drive / Site Access (signalized); and
- Bloor Street / 1900 Bloor Street Driveway / 1855 & 1867 Bloor Street Driveway (unsignalized).

## 2.0 SUMMARY AND CONCLUSIONS

BA Group is retained to provide transportation consulting services related to the proposed development of lands municipally known as 1840-1850 Bloor Street in the City of Mississauga.

The existing site consists of two rental apartment buildings with a total of 334 residential units (167 residential units in each). Access to the site is currently provided onto Bloor Street via one driveway that forms a signalized intersection with Bridgewood Drive and Bloor Street.

### Proposed Development

1. The development proposal is for the construction of two additional apartment buildings in the southeast and southwest quadrants of the property (herein referred to as **Building 'C'** and **Building 'D'**, respectively), connected by a single podium.
2. The two proposed buildings contain a total of 433 new residential units, including 218 units in Building 'C' and 215 residential units in Building 'D'. The two existing residential buildings on the site will be retained. Vehicular, pedestrian and cyclist connections to the site are proposed to be maintained and enhanced as part of the development plan.
3. A total of four (4) loading spaces, 1,036 vehicular parking spaces and lay-by parking along an internal private loop will be provided on-site.

### Site Travel Context

4. The site is located in an area with a high level of transit accessibility with bus stops located at the north end of the property and 40 metres west of the Bloor Street / Bridgewood Drive / Site Access intersection (measured centreline-to-centreline) on both sides of Bloor Street. The bus stop serves Mississauga Transitway (MiWay)'s Bus Route No. 3 (Bloor) which operates with 10-minute headways during the weekday morning and afternoon peak hours.
5. A review of the data from the *Transportation Tomorrow Survey* confirms that a high proportion of apartment residents currently travel by non-auto means (in the order of 50% of the total site trips in each direction).

### Vehicular Parking Considerations

6. Application of the in-force City of Mississauga Zoning By-law 0225-2007 to the subject site results in the requirement for a total of 1,148 spaces for all four buildings on the site (effective rate of 1.50 spaces / unit, including visitor parking, for the 767 total units).

#### ***Resident Parking***

7. Parking rental records were obtained for the existing buildings on the site. The rental records confirm that the existing buildings are fully occupied all year-round (i.e. 100%) and reflect an overall parking demand ratio of 0.94 spaces per occupied unit.

8. In addition, BA Group has also undertaken a series of resident parking demand surveys at the existing buildings located on the site (municipally known as 1840-1850 Bloor Street). A conservative assumption of 95% building occupancy was adopted in the calculation of 'observed' parking demand, despite the rental records showing 100% occupancy. This assumption creates a buffer (i.e. more spaces than the minimum) between the observed parking demand rate and the target parking supply rate.
9. Peak resident parking demand recorded during the survey period varied between 357 occupied spaces (1.13 spaces / occupied unit) to 365 occupied spaces (1.15 spaces / occupied unit). Based on the observed parking demand at the existing buildings, the existing resident parking supply of 418 spaces (1.32 spaces / occupied unit or 1.25 spaces / unit) exceeds the parking needs of the site.
10. Based on the foregoing, a resident parking supply rate of 1.15 spaces / unit is proposed for all buildings on the site.

### ***Visitor Parking***

11. A total of 36 visitor spaces are currently provided on the site to accommodate the visitor parking demand at the existing buildings. The effective visitor parking supply ratio is approximately 0.11 spaces per residential unit.
12. Peak visitor parking demand recorded during the survey period varied between 29 occupied spaces (0.09 spaces / occupied unit) to 32 occupied spaces (0.10 spaces / occupied unit). Based on the observed parking demand at the existing buildings, the existing visitor parking supply of 36 spaces (0.11 spaces / occupied unit or 0.11 spaces / total units) meets the parking needs of the site.
13. With the proposed redevelopment of the site, a visitor parking supply of 0.20 spaces / unit is proposed for all buildings on the site, which meets the minimum supply requirement of Zoning By-law 0225-2007. The proposed supply meets and exceeds the maximum observed visitor parking demand on the site.

### ***Proposed Parking***

14. Application of the minimum proposed rates to the site (767 total units) yields the following requirements:
  - Resident spaces: 767 units x 1.15 spaces / unit = 883 spaces
  - Visitor spaces: 767 units x 0.20 spaces / unit = 153 spaces

In total, 1,036 spaces are required.

15. The current architectural site plans illustrate 282 surface parking spaces and 487 underground parking spaces. Furthermore, a total of 186 spaces will be located above-grade while 81 spaces will be located on the ground floor. A total of 1,036 parking spaces are proposed of which 883 are for resident parking (effective ratio of 1.15 spaces / unit) and 153 are for visitor parking (effective ratio of 0.20 spaces / unit).

## **Loading Considerations**

16. Application of the prevailing City of Mississauga Zoning By-Law 0225-2007 to the development results in a requirement for four (4) loading spaces with minimum dimensions of 3.5 metres by 9.0 metres.
17. Four (4) loading spaces are provided at the ground level. Garbage collection areas for Buildings 'B', 'C' and 'D' will be consolidated into Building 'C' while Building 'A' will have its own garbage collection area.

## **Bicycle Parking Considerations**

18. The recommended bicycle parking supply rates of the City of Mississauga Cycling Master Plan have been applied to the two new buildings proposed on the site, i.e. Buildings 'C' and 'D', which contain a total of 433 residential units. Application of these rates would result in the requirement for a total of 338 spaces (of which 303 are long-term and 35 are short-term spaces) for these two buildings.
19. A total of 368 bicycle parking spaces are proposed for Buildings 'C' and 'D', including 303 long-term spaces and 65 short-term spaces, which meet the recommended rates. The short-term spaces will be available to visitors to all four buildings on the site.

## **Traffic Volume Forecasting**

20. The site generates in the order of 120 and 140 existing two-way residential trips in the weekday morning and afternoon peak hours, respectively.
21. With the addition of two new buildings on the site, the new buildings will generate in the order of 155 and 180 new two-way trips in the weekday morning and afternoon peak hours, respectively.
22. The site will generate in the order of 275 and 320 total two-way trips in the weekday morning and afternoon peak hours, respectively.

## **Traffic Operations Analysis**

### ***Bloor Street / Bridgewood Drive / Site Access***

23. Under existing traffic operations, the intersection operates well at overall v/c of 0.47 and 0.59 during the weekday morning and afternoon peak hours, respectively.
24. Under future background traffic operations, the intersection will continue to operate well at overall v/c of 0.52 and 0.65 during the weekday morning and afternoon peak hours, respectively.
25. With the addition of site-generated traffic under future total traffic conditions, the intersection will continue to operate well at overall v/c of 0.62 and 0.77 during the weekday morning and afternoon peak hours, respectively.
26. No intersection improvements or mitigation measures are recommended at the Bloor Street / Bridgewood Drive / Site Access intersection.

***Bloor Street / Fieldgate Drive***

27. Under existing traffic conditions, the intersection operates well at overall v/c of 0.46 and 0.58 during the weekday morning and afternoon peak hours, respectively.
28. Under future background traffic operations, the intersection will continue to operate well at overall v/c of 0.52 and 0.64 during the weekday morning and afternoon peak hours, respectively.
29. With the addition of site-generated traffic under future total traffic conditions, the intersection will continue to operate well at overall v/c of 0.54 and 0.67 during the weekday morning and afternoon peak hours, respectively.
30. No intersection improvements or mitigation measures are recommended at the Bloor Street / Fieldgate Drive intersection.

***Bloor Street / 1900 Bloor Street Driveway / 1855 & 1867 Bloor Street Driveway***

31. Under existing conditions, the intersection operates at acceptable LOS D or better.
32. Under future background conditions, the intersection will continue to operate at acceptable LOS E or better.
33. With the addition of site-generated traffic under future total traffic conditions, the intersection will continue to operate at acceptable LOS E or better.
34. No intersection improvements or mitigation measures are recommended at the Bloor Street / 1900 Bloor Street Driveway / 1855 & 1867 Bloor Street Driveway intersection.

**Based on the foregoing, the proposed development can be appropriately accommodated on the area road network.**

## 3.0 PROPOSED DEVELOPMENT

### 3.1 DEVELOPMENT PROGRAMME

Development statistics are summarized in **Table 1**.

**TABLE 1 1840-1850 BLOOR STREET DEVELOPMENT STATISTICS**

Use		Existing <sup>1</sup>	Proposed New <sup>2</sup>	Total
Residential		<u>334 total units</u> 167 one-bedroom units 113 two-bedroom units 54 three-bedroom units	<u>433 total units</u> 181 one-bedroom units 209 two-bedroom units 43 three-bedroom units	<u>767 units</u> 348 one-bedroom units 322 two-bedroom units 97 three-bedroom units
Transportation Elements	Vehicular Parking Supply	<u>454 parking spaces</u> 418 residential spaces 36 visitor spaces	<u>582 parking spaces</u> 465 residential spaces 117 visitor spaces	<u>1036 parking spaces</u> 883 residential spaces 153 visitor spaces
	Loading Supply	2 loading spaces	2 loading spaces	4 loading spaces
	Pick-Up / Drop-Off Facilities	Lay-by parking along internal private loop	--	Lay-by parking along internal private loop
	Site Access	1 vehicular access onto Bloor Street	--	1 vehicular access onto Bloor Street

Notes:

1. Pertaining to existing (retained) Buildings 'A' and 'B'.
2. Pertaining to proposed Buildings 'C' and 'D'.
3. Site statistics are based on architectural plans provided by IBI Group dated February 10, 2020.

### 3.2 SITE ACCESS AND CIRCULATION

Vehicular, pedestrian and cyclist access to the site will continue to be provided via the existing signalized connection to Bloor Street opposite Bridgewood Drive.

The internal site driveway will be reconfigured to extend south to access new Buildings 'C' and 'D', minimize vehicular conflict, and continue to provide vehicular access to the parking, loading and pick-up / drop-off facilities of existing Buildings 'A' and 'B'.

### 3.3 PARKING

A total of 1,036 parking spaces are proposed for the entire site, of which 883 are for resident parking (effective ratio of 1.15 spaces / unit) and 153 are for visitor parking (effective ratio of 0.20 spaces / unit). The parking supply will comprise of 282 surface parking spaces, 487 underground parking spaces, 186 spaces above-grade and 81 spaces on the ground floor.

The existing 1-level parking garages beneath Buildings 'A' and 'B' will be maintained and will be accessed via the two existing ramps. A new 1-level underground parking garage and 3 levels of above-grade (podium) parking are proposed in Buildings 'C' and 'D'.

### **3.4 LOADING**

Four (4) loading spaces will be provided. Garbage collection areas for Buildings 'B', 'C' and 'D' will be consolidated into Building 'C' while Building 'A' will have its own garbage collection area.

### **3.5 BICYCLE PARKING**

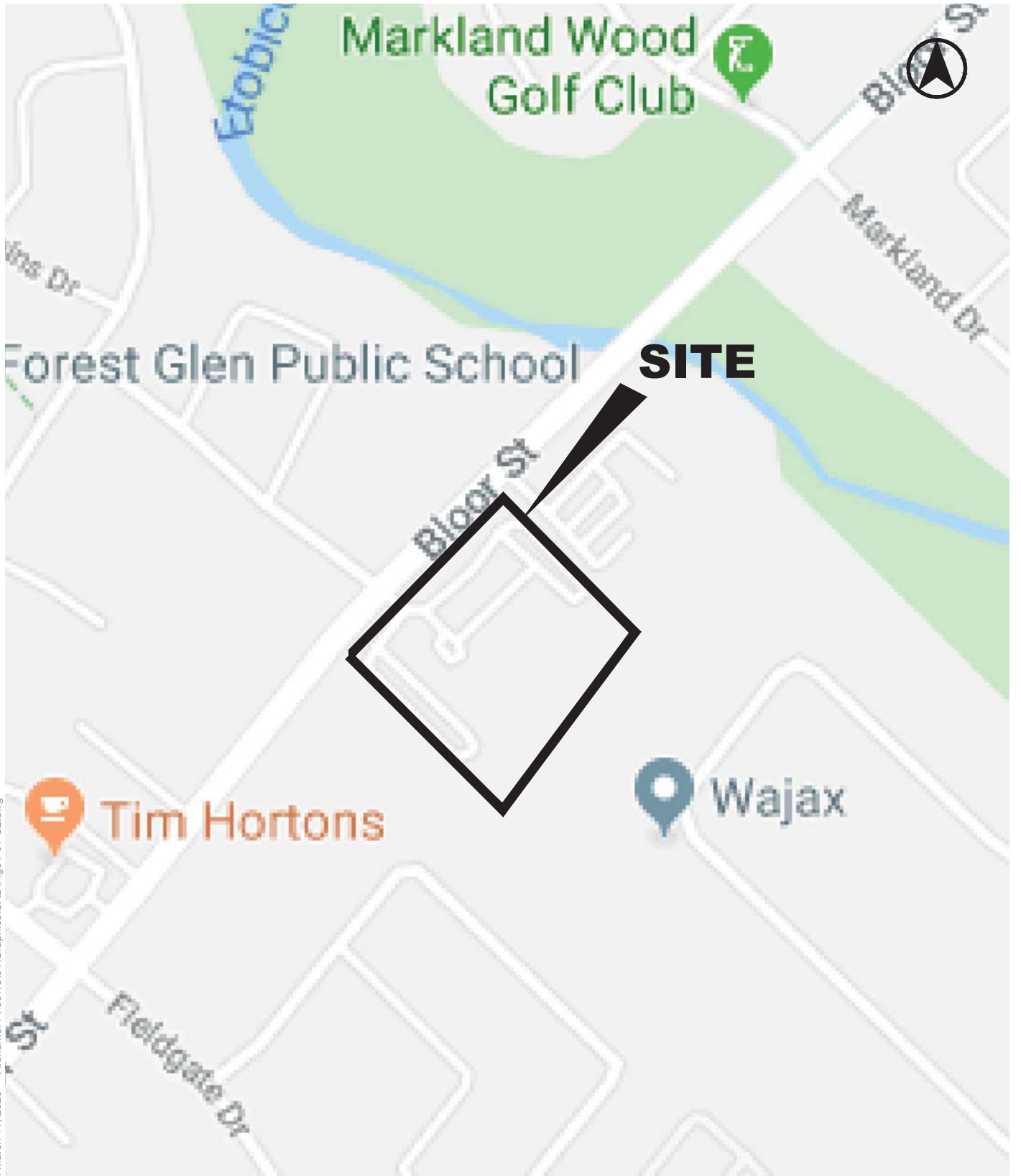
A total of 368 bicycle parking spaces are proposed for Buildings 'C' and 'D', including 303 long-term spaces and 65 short-term spaces, which meet the recommended rates. The short-term spaces will be available to visitors to all four buildings on the site.

### **3.6 PICK-UP / DROP-OFF**

With the realignment of the internal site driveway, layby areas will be provided in front of Buildings 'A', 'B' and 'D' (shared by both 'C' and 'D') to accommodate pick-up / drop-off activity.

### **3.7 BLOOR STREET RIGHT-OF-WAY WIDENING**

The Mississauga Official Plan Schedule 8 illustrates the requirement for a 30.0 metre right-of-way on Bloor Street across the site frontage. Existing right-of-way widths are approximately 26.0m and 28.0m on the west and east sides of the Bloor Street / Site Access, respectively. A 2.0 metre dedication is proposed along the Bloor Street frontage of the site for the purpose of right-of-way widening.

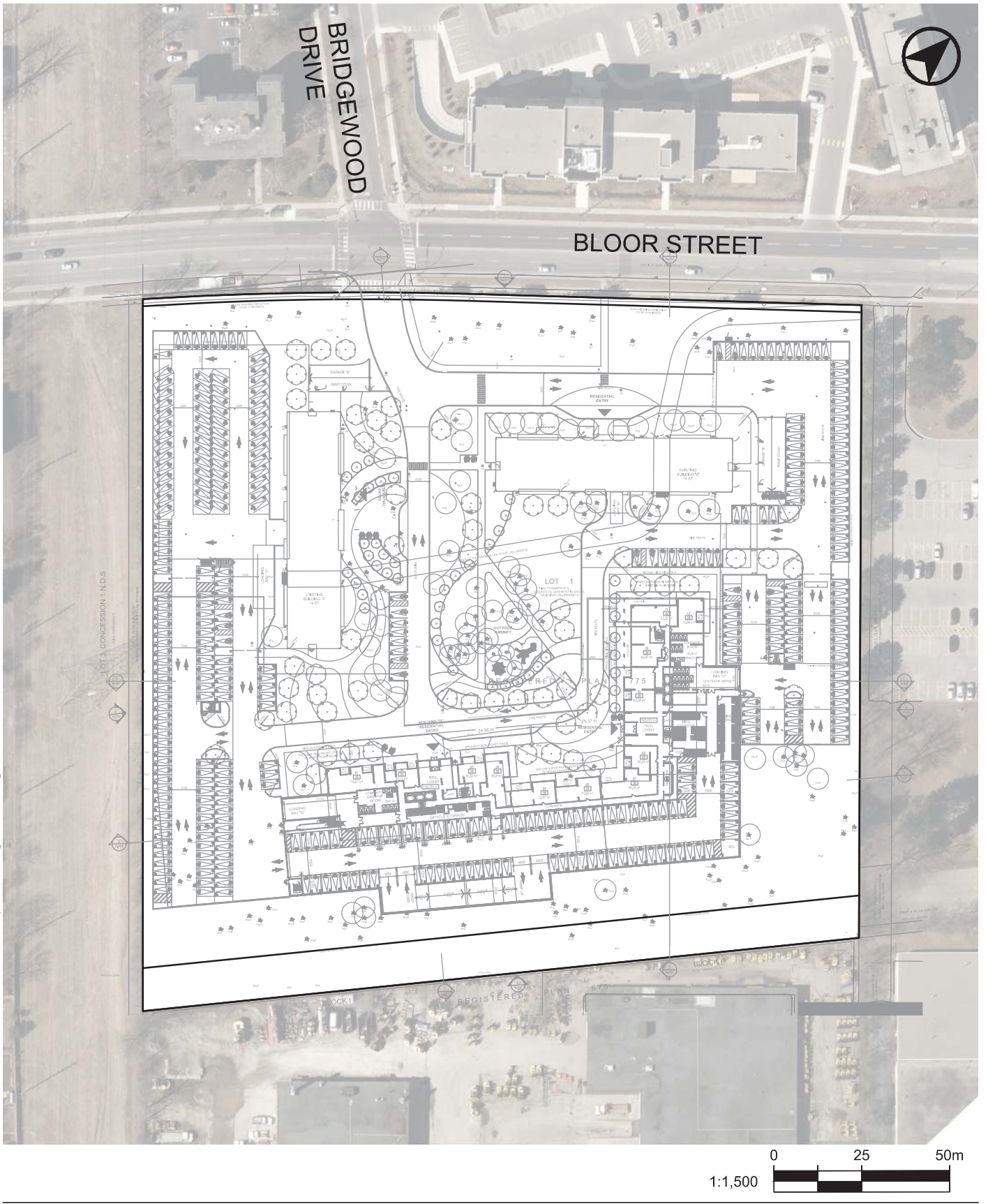


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SITE LOCATION



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# PRELIMINARY DEVELOPMENT PLAN

## 4.0 TRANSPORTATION CONTEXT

### 4.1 AREA ROAD NETWORK

The existing road network and lane configurations within the study area are illustrated on **Figure 3**. Road links considered in the site's immediate study area are described below.

**Bloor Street** is an east-west major collector road under the jurisdiction of the City of Mississauga. The section of Bloor Street within the City of Mississauga is bounded by Central Parkway East to the west and Etobicoke Creek to the east. The section of Bloor Street beyond Etobicoke Creek to the east is under the jurisdiction of the City of Toronto. Within the study area, it has a four-lane cross section with eastbound and westbound left turn lanes at the signalized intersection with Fieldgate Drive and a posted speed limit of 50 km/h.

**Fieldgate Drive** is a north-south minor collector road under the jurisdiction of the City of Mississauga. It is bounded by a cul-de-sac to the south near Goldmar Drive and Eastgate Parkway to the north. Within the study area, it has a two-lane cross section with northbound and southbound left turn lanes at the signalized intersection with Bloor Street and a posted speed limit of 40 km/h.

**Bridgewood Drive** is a north-south local road. It is bounded by Bloor Street to the south and Ponytrail Drive to the north. It has a two-lane cross section and forms a signalized intersection with Bloor Street and the Site Access. It also has a default and unposted speed limit of 50 km/h.

### 4.2 TRANSIT NETWORK

The site is located in an area with a high level of transit accessibility with bus stops located at the north end of the property and 40 metres west of the Bloor Street / Bridgewood Drive / Site Access intersection (measured centreline-to-centreline) on both sides of Bloor Street. The bus stop serves Mississauga Transitway (MiWay)'s Bus Route No. 3 (Bloor).

**Bus Route No. 3 (Bloor)** generally operates in an east-west direction between Mississauga's Square One Shopping Centre to the west and Islington Subway Station to the east. Buses operate at approximately 10-minute headways during the weekday morning and afternoon peak hours.

The area transit context is illustrated on **Figure 4**.

### 4.3 CYCLING AND PEDESTRIAN NETWORK

In 2018, the City of Mississauga published the *Cycling Master Plan* that outlines the following cycling-related aspects of the site study area:

- Fieldgate Drive is currently identified as a shared route that allows for cyclists and vehicles to traverse along the same road;
- A separated bicycle lane is proposed along Bloor Street; and

- A multi-use trail is proposed to be constructed parallel to Bridgewood Drive alongside the existing hydro corridor that bounds the west end of the site.

Sidewalks are available along both sides of Bloor Street, Bridgewood Drive and Fieldgate Drive. The nearest crosswalks are available at the intersection of Bloor Street / Bridgewood Drive / Site Access. Furthermore, the site has a “Walk Score”<sup>1</sup> of 56 out of 100 representing an area that allows for a modest walkability to retail, grocery, schools, parks, etc.

## 4.4 EXISTING AREA TRAVEL CHARACTERISTICS

The proposed development is for two new apartment buildings immediately adjacent to frequent transit along Bloor Street that supports daily travel without the use of a car.

**Table 2** summarizes 2016 Transportation of Tomorrow Survey (TTS) data as it pertains to the modal splits of peak directional person trips for apartment buildings within the site vicinity.

**TABLE 2 EXISTING RESIDENTIAL MODAL SPLIT IN THE STUDY AREA**

Mode	Inbound	Outbound	Selected
Driver	40%	40%	40%
Passenger	5%	15%	10%
<b>Auto Total</b>	<b>45%</b>	<b>55%</b>	<b>50%</b>
Transit	20%	15%	20%
Cycle	0%	0%	0%
Walk	35%	30%	30%
<b>Non-Auto Total</b>	<b>55%</b>	<b>45%</b>	<b>50%</b>

Notes:

1. Survey data is based on 2006 GTA zones 3670 and 3675.

A review of the survey data confirms that a high proportion of residents travel by non-auto means (in the order of 50% of the total site trips in each direction).

With the proposed development of the site, future travel demand characteristics and substantial reliance on non-automobile based travel for residents will continue and will serve to reduce traffic-related impact and parking supply needs of the site.

<sup>1</sup> Based on the “Walk Score” methodology. See <https://www.walkscore.com/methodology.shtml> for details.

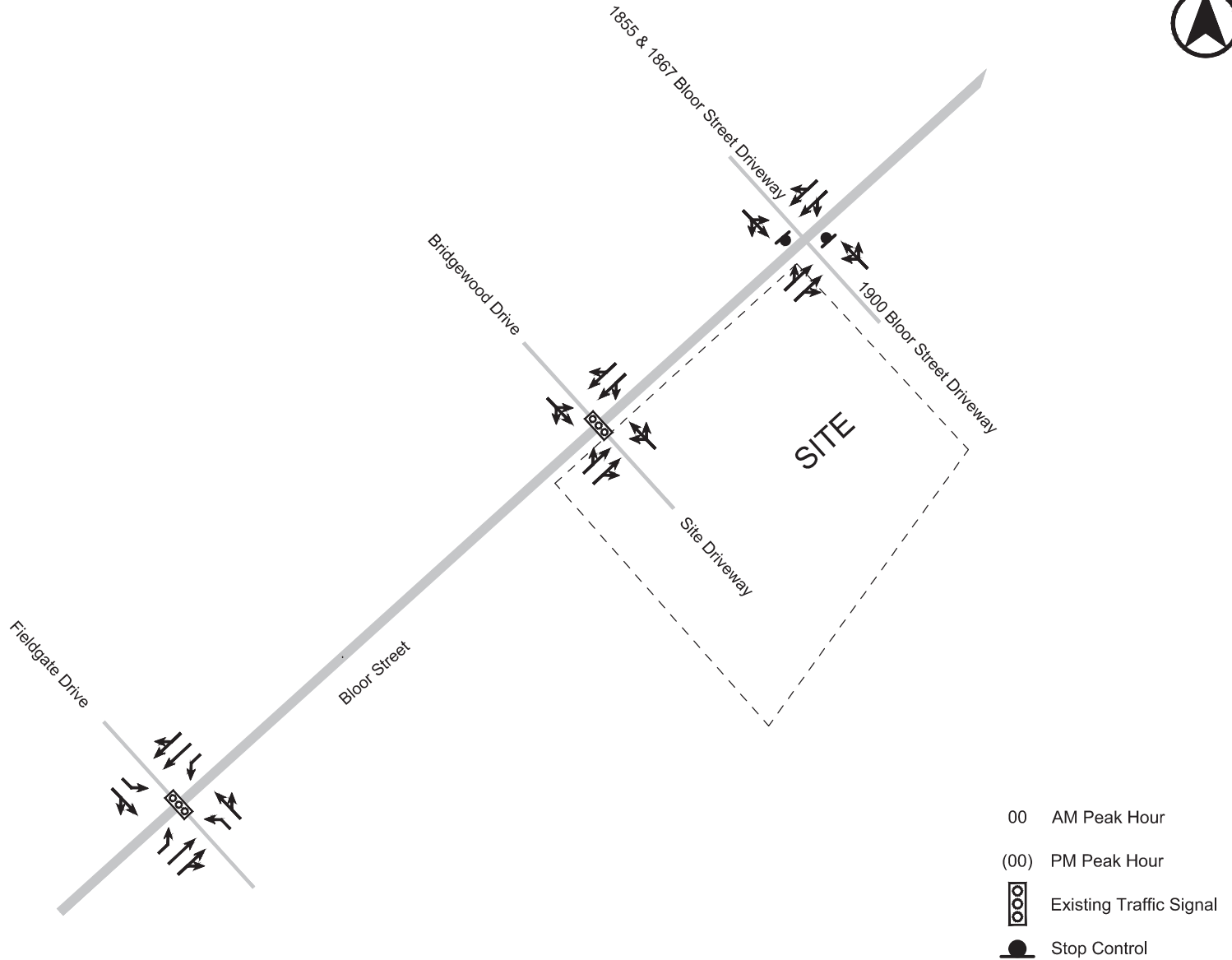


FIGURE 3 EXISTING LANE CONFIGURATIONS AND TRAFFIC CONTROL

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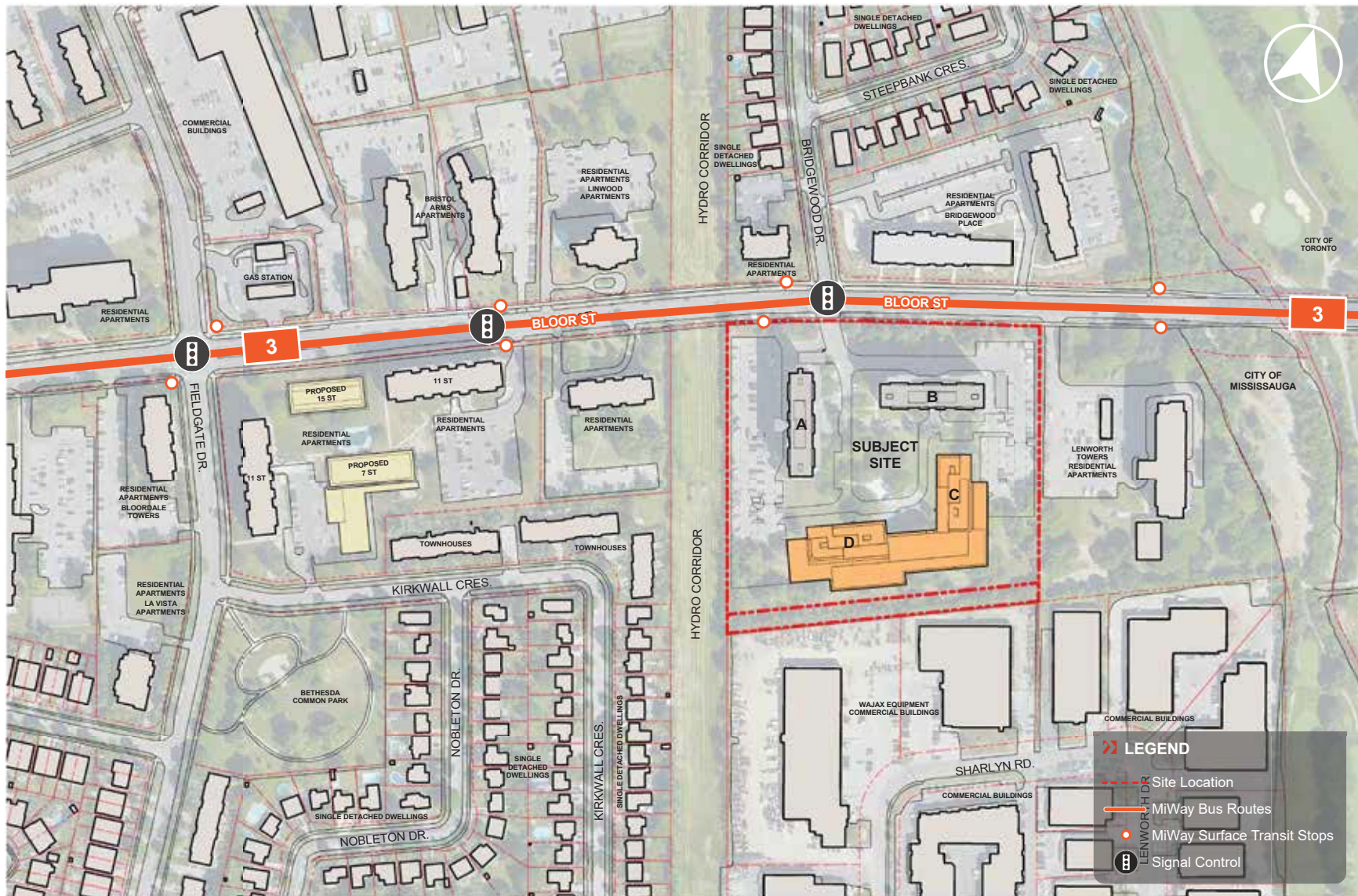


FIGURE 4 AREA TRANSIT CONTEXT

## 5.0 VEHICULAR PARKING CONSIDERATIONS

### 5.1 ZONING BY-LAW VEHICULAR PARKING REQUIREMENTS

Vehicular parking requirements are reviewed for the site including the two existing and two proposed buildings.

The site is located within the City of Mississauga and is subject to the parking requirements of the City By-law 0225-2007. The site is zoned “RA4-1”, which is classified as “Apartments”. Application of the By-law 0225-2007 results in the requirement for a total of 1,148 spaces for all four buildings on the site (effective rate of 1.50 spaces / unit, including visitor parking, for the 767 total units). The parking requirements pertaining to these standards are summarized in **Table 3**.

**TABLE 3 MISSISSAUGA ZONING BY-LAW 0225-2007 RA4-1 PARKING REQUIREMENTS**

Use	Units	Minimum Zoning By-law Requirement	Number of Parking Spaces Required
<b>Resident</b>			
Studio	0	1.00 spaces / unit	0
One-Bedroom	348	1.18 spaces / unit	411
Two-Bedroom	322	1.36 spaces / unit	438
Three-Bedroom	97	1.50 spaces / unit	146
<i>Resident Sub-Total</i>	<i>767</i>	--	<i>995</i>
<b>Non-Resident</b>			
Visitor	767	0.20 spaces / unit	153
<b>Total Spaces Required</b>			<b>1,148</b>

Notes:

- For the calculation of the required residential parking, the appropriate resident and / or visitor rate or ratio shall be calculated for each component and then rounded. Fractions of less than 0.5 shall be rounded down to the nearest whole number. Fractions equal to or greater than 0.5 shall be rounded up to the nearest whole number.
- Based on site statistics provided by IBI Group in the architectural site plans dated February 10, 2020.

## 5.2 EXISTING PARKING DEMAND

### 5.2.1 Existing Resident Parking Demand

Existing parking is currently provided within surface parking lots and one level of underground parking. A total of 454 parking spaces are provided including 280 surface parking spaces and 174 underground parking spaces.

Parking space rental records were obtained for the existing buildings on the site. The data for each unit type is summarized in **Table 4**. The rental records confirm that the existing buildings are fully occupied all year-round (i.e. 100%) and reflect an overall parking demand ratio of 0.94 spaces per occupied unit.

**TABLE 4 EXISTING RESIDENT RENTAL RECORDS**

Unit Type	Existing Units	Occupancy Rate	Occupied Units	Number of Leased Parking Spaces	Parking Rate (spaces / occupied unit)
Total	334	100%	334	315	94%

Notes:

- Occupancy data provided by Rane Management on November 26, 2019.

In addition to the above, BA Group has also undertaken a series of resident parking demand surveys at the existing buildings located on the site (municipally known as 1840-1850 Bloor Street). Parking demand surveys were conducted on the following days:

- Tuesday, October 22, 2019, observed at 3:00 a.m.;
- Wednesday, October 23, 2019, observed at 3:00 a.m.; and
- Thursday, October 24, 2019, observed at 3:00 a.m.

The surveys were completed at a time when most residents are likely to be home (i.e. at night). A summary of the observed parking demand is provided in **Table 5**. Detailed parking demand survey results are attached in **Appendix B**. A conservative assumption of 95% building occupancy was adopted in the calculation of 'observed' parking demand, despite the rental records showing 100% occupancy. This assumption creates a buffer (i.e. more spaces than the minimum) between the observed parking demand rate and the target parking supply rate.

**TABLE 5 EXISTING RESIDENT PARKING DEMAND SURVEYS**

Count Date	Total Number of Resident Parking Spaces	Occupied Parking Spaces	Unoccupied Parking Spaces	Parking Rate (spaces / occupied unit)
Tuesday October 22, 2019	418	365	53	1.15
Wednesday October 23, 2019		360	58	1.14
Thursday October 24, 2019		357	61	1.13

Notes:

- 95% of all existing dwelling units over two apartment buildings (a total of 334 units) are assumed to be occupied.  $95\% \times 334$  units = 317 units.

Peak resident parking demand recorded during the survey period varied between 357 occupied spaces (1.13 spaces / occupied unit) to 365 occupied spaces (1.15 spaces / occupied unit). Based on the observed parking demand at the existing buildings, the existing resident parking supply of 418 spaces (1.32 spaces / occupied unit or 1.25 spaces / unit) exceeds the parking needs of the site.

Based on the resident parking rate of 1.15 spaces / occupied unit that was observed at the site, a buffered parking supply rate of 1.15 spaces / unit is proposed for all buildings on the site.

## 5.2.2 Existing Visitor Parking Demand

A total of 36 visitor spaces are currently provided on the site to accommodate the visitor parking demand at the existing buildings. The effective visitor parking supply ratio is approximately 0.11 spaces per residential unit (36 visitor spaces ÷ 334 existing residential units = 0.11 visitor spaces / unit).

BA Group has undertaken a series of visitor parking demand surveys at the existing buildings located on the site (municipally known as 1840-1850 Bloor Street). Parking demand surveys were completed on the following days:

- Friday, October 4, 2019, observed between 4:00 p.m. and 10:00 p.m.;
- Saturday, October 5, 2019, observed between 2:00 p.m. and 10:00 p.m.;
- Sunday, October 6, 2019, observed between 2:00 p.m. and 10:00 p.m.;
- Friday, October 18, 2019, observed between 4:00 p.m. and 10:00 p.m.;
- Saturday, October 19, 2019, observed between 2:00 p.m. and 10:00 p.m.;
- Sunday, October 20, 2019, observed between 2:00 p.m. and 10:00 p.m.;
- Friday, October 25, 2019, observed between 4:00 p.m. and 10:00 p.m.;
- Saturday, October 26, 2019, observed between 2:00 p.m. and 10:00 p.m.; and
- Sunday, October 27, 2019, observed between 2:00 p.m. and 10:00 p.m.

These surveys were undertaken when visitors were most likely to park on-site (i.e. weekends and weekday evenings). A summary of the observed parking demands is provided in **Table 6**.



**TABLE 6 EXISTING VISITOR PARKING DEMAND SURVEYS**

Count Date	Total Number of Visitor Parking Spaces	Peak Time	Maximum Occupied Parking Spaces	Unoccupied Parking Spaces	Parking Rate (spaces / occupied unit)
Friday October 4, 2019	36	10:00 p.m.	29	7	0.09
Saturday October 5, 2019		6:00 p.m. 9:00 p.m.	32	4	0.10
Sunday October 6, 2019		7:00 p.m. 8:00 p.m.	32	4	0.10
Friday October 18, 2019		9:00 p.m.	31	5	0.10
Saturday October 19, 2019		10:00 p.m.	32	4	0.10
Sunday October 20, 2019		5:00 p.m.	32	4	0.10
Friday October 25, 2019		9:00 p.m. 10:00 p.m.	32	4	0.10
Saturday October 26, 2019		9:00 p.m.	32	4	0.10
Sunday October 27, 2019		3:00 p.m. 5:00 p.m.	32	4	0.10

Notes:

- 95% of all existing dwelling units over two apartment buildings (a total of 334 units) are assumed to be occupied. 95% x 334 units = 317 units.

Peak visitor parking demand recorded during the survey period varied between 29 occupied spaces (0.09 spaces / occupied unit) to 32 occupied spaces (0.10 spaces / occupied unit). Based on the observed parking demand at the existing buildings, the existing visitor parking supply of 36 spaces (0.11 spaces / occupied unit or 0.11 spaces / total units) meets the parking needs of the site.

With the proposed redevelopment of the site, a visitor parking supply of 0.20 spaces / unit is proposed for all buildings on the site, which meets the minimum supply requirement of Zoning By-law 0225-2007. The proposed supply meets and exceeds the maximum observed visitor parking demand on the site.

### 5.3 PROPOSED PARKING SUPPLY RATES

The proposed minimum parking supply rates for residents and visitors have been developed based on the review of existing parking demand. The proposed minimum rates are as follows:

- Resident parking supply rate: 1.15 spaces / unit; and
- Visitor parking supply rate: 0.20 spaces / unit (meets By-law 0225-2007 requirement).

Both the resident and visitor minimum parking supply rates are buffered by calculating the existing parking demands relative to 95% of the total number of units which were assumed to be occupied.

Application of the minimum proposed rates to the site (767 total units) yields the following requirements:

- Resident spaces: 767 units x 1.15 spaces / unit = 883 spaces
- Visitor spaces: 767 units x 0.20 spaces / unit = 153 spaces

In total, 1,036 spaces are required of which 883 spaces are for residents and 153 spaces are for visitors.

## 5.4 PROPOSED PARKING SUPPLY

The current architectural site plans dated February 10, 2020 illustrate 282 surface parking spaces and 487 underground parking spaces. Furthermore, a total of 186 spaces will be located above-grade while 81 spaces will be located on the ground floor. A total of 1,036 parking spaces are proposed of which 883 are for resident parking (effective ratio of 1.15 spaces / unit) and 153 are for visitor parking (effective ratio of 0.20 spaces / unit).

**TABLE 7 PROPOSED PARKING SUPPLY**

Rental Building	Units	Parking Supply		Total
		Residential	Visitor	
Existing ('A' & 'B')	334	385	66	451
Additional ('C' & 'D')	433	498	87	585
<b>Total Site</b>	<b>767</b>	<b>883</b>	<b>153</b>	<b>1,036</b>

The proposed parking supply will meet the proposed minimum rates based on the practical requirements of the site.

## 6.0 LOADING CONSIDERATIONS

### 6.1 LOADING REQUIREMENTS

Application of the prevailing City of Mississauga Zoning By-Law 0225-2007 to the proposed development results in a requirement for four loading spaces with minimum dimensions of 3.5 metres by 9.0 metres. Loading space requirements for the proposed development are summarized in **Table 8**.

**TABLE 8 CITY OF MISSISSAUGA ZONING BY-LAW 0225-2007 LOADING SPACE REQUIREMENTS**

Use	Rental Building	No. of Units	Minimum Zoning By-Law Requirement	Number of Parking Spaces Required
Residential	'A'	167	1 loading space for apartment dwelling containing > 30 units	1
	'B'	167		1
	'C'	218		1
	'D'	215		1
<b>Total Required Loading Spaces</b>				<b>4</b>

## 6.2 PROPOSED LOADING SUPPLY

Four (4) loading spaces are provided at the ground level with one (1) space provided at the east face of Building 'C' and one (1) space provided at the west face of Building 'D'. Garbage collection for Buildings 'B' and 'D' will be consolidated into Buildings 'A' and 'C', respectively.

The four (4) loading spaces provided meets the City's Zoning By-Law requirements. The site plan can appropriately accommodate the needs of the design vehicles. Vehicle Manoeuvring Diagrams (VMD's) illustrating the inbound and outbound manoeuvres of a Peel Region garbage collection vehicle and a Single Unit (SU) truck are attached in **Appendix C**.

## 7.0 BICYCLE PARKING CONSIDERATIONS

The recommended bicycle parking supply rates of the City of Mississauga Cycling Master Plan have been applied to the two new buildings proposed on the site, i.e. Buildings 'C' and 'D', which contain a total of 433 residential units. Application of these rates would result in the requirement for a total of 338 spaces (of which 303 are long-term and 35 are short-term spaces) for these two buildings, as summarized in **Table 9**.

**TABLE 9 MISSISSAUGA CYCLING MASTER PLAN BICYCLE PARKING REQUIREMENTS**

Use	Units	Minimum Requirement	Number of Parking Spaces Required
New Residential	433	Long-term: 0.70 spaces per unit	303
		<u>Short-term: 0.08 spaces per unit</u>	<u>35</u>
		Total: 0.78 spaces per unit	338

Notes:

- For the calculation of the required residential parking, the appropriate resident and / or visitor rate or ratio shall be calculated for each component and then rounded. Fractions of less than 0.5 shall be rounded down to the nearest whole number. Fractions equal to or greater than 0.5 shall be rounded up to the nearest whole number.
- Based on site statistics provided by IBI Group in the architectural site plans dated February 10, 2020.

A total of 368 bicycle parking spaces are proposed for Buildings 'C' and 'D', including 303 long-term spaces and 65 short-term spaces, which meet the recommended rates. The short-term spaces will be available to visitors to all four buildings on the site.

## 8.0 TRAFFIC VOLUME FORECASTING

### 8.1 EXISTING TRAFFIC VOLUMES

Base existing turning movement volumes were established for intersections within the area road network for the weekday morning and afternoon peak hours (the busiest hours of traffic between 7:30 a.m. to 9:30 a.m. and 4:00 p.m. to 6:00 p.m., respectively), and are based on recent traffic count information collected by Spectrum Traffic Inc. on behalf of BA Group.

Traffic count information adopted as the basis for the traffic operations analysis and undertaken to assess the operational impacts of the proposed development are summarized in **Table 10**.

**TABLE 10 TRAFFIC DATA INFORMATION**

Intersection	Date	Conducted By
Bloor Street / Bridgewood Drive / Site Access	Wednesday, October 23, 2019	Spectrum Traffic Data Inc.
Bloor Street / Fieldgate Drive		
Bloor Street / 1900 Bloor Street Driveway / 1855 & 1867 Bloor Street Driveway		

Existing turning movement volumes were rounded to the nearest five (5) vehicles and reviewed in detail to ensure a general consistency in the traffic volumes on links between intersections. Where necessary, minor volume adjustments were made to balance traffic volumes between intersections to provide a balanced and representative traffic volume base for the purposes of the traffic operations analyses undertaken as part of this assessment.

The existing, rounded and balanced baseline area traffic volumes for the weekday morning and afternoon peak hours are illustrated in **Figure 5**.

### 8.2 FUTURE BACKGROUND TRAFFIC VOLUMES

The development of future background traffic volumes is discussed in the following sections. Future background traffic volumes are illustrated on **Figure 6**.

#### 8.2.1 Corridor Growth

A corridor growth rate of 2% per annum has been conservatively assumed and applied to through traffic volumes along Bloor Street and compounded annually.

#### 8.2.2 Background Developments

Allowances were made to account for new traffic generated by other development proposals in proximity to the proposed site that are either under construction, approved, being reviewed or for which an application is expected to be submitted to the City in the near future. A total of three (3) background developments have

been considered comprising of 658 residential units. A summary of the considered background developments are provided in **Table 11**.

Trip generation and traffic assignments adopted for each background development are based upon information contained in the traffic impact studies (TIS) prepared for each project. Where the TIS is not available, trip generation and assignment for that background development is assumed to be consistent with the methodologies presented in this report.

**TABLE 11 BACKGROUND DEVELOPMENTS**

Development Address	Development Statistics	Report Source	Trip Generation / Distribution Source
240 Markland Drive	164 residential units	BA Consulting Group	TIS Report
3480 Havenwood Drive & 1485 Williamsport Drive	202 residential units	LEA Consulting	TIS Report
1750 Bloor Street & 3315 Fieldgate Drive	292 residential units	LEA Consulting	Not Available <sup>1</sup>

Notes:

1. This background development's trip generation and assignment on the study area road network is consistent with the methodologies applied to the site.

## 8.3 SITE TRAFFIC VOLUMES

### 8.3.1 Existing Site Trip Generation

Existing residential site trip generation is calculated based on the collected turning movement data from Spectrum Traffic Inc. on Wednesday, October 23, 2019 at the site driveways. The existing site trip generation rates are summarized in **Table 12**.

There are in the order of 120 and 140 existing two-way residential trips in the weekday morning and afternoon peak hours, respectively.

**TABLE 12 EXISTING SITE TRIP GENERATION**

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Existing Site Trips <sup>1</sup> (334 existing units)	30	90	120	85	55	140
<b>Existing Site Trip Rate (trips / unit)</b>	<b>0.09</b>	<b>0.27</b>	<b>0.36</b>	<b>0.25</b>	<b>0.16</b>	<b>0.41</b>

Notes:

1. Existing site trips are rounded to the nearest 5.
2. Site statistics are based on architectural site plans prepared by IBI Group dated February 10, 2020.

### 8.3.2 New Site Trip Generation

The trip generation potential of the proposed development is calculated based on the existing site trip rates. The proposed development's site trip generation is summarized in **Table 13**. New site trips are illustrated on **Figure 7**.

The site development is expected to generate in the order of 155 and 180 new two-way trips in the weekday morning and afternoon peak hours, respectively.

**TABLE 13 PROPOSED DEVELOPMENT SITE TRIP GENERATION**

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Existing Site Trip Rate (trips / unit)	0.09	0.27	0.36	0.25	0.16	0.41
<b>Proposed Development Site Trips (433 new units)</b>	<b>40</b>	<b>115</b>	<b>155</b>	<b>110</b>	<b>70</b>	<b>180</b>

Notes:

1. Site trips are rounded to the nearest 5.
2. Site statistics are based on architectural site plans prepared by IBI Group dated February 10, 2020.

### 8.3.3 Total Site Trip Generation

The site is expected to generate in the order of 275 and 320 total two-way trips in the weekday morning and afternoon peak hours, respectively. The site's total trip generation potential is summarized in **Table 14**. Total site trips are illustrated on **Figure 8**.

**TABLE 14 TOTAL SITE TRIP GENERATION**

	AM Peak Hour			PM Peak Hour		
	In	Out	2-Way	In	Out	2-Way
Existing Site Trips (334 existing units)	30	90	120	85	55	140
Proposed Development Site Trips (433 new units)	40	115	155	110	70	180
<b>Total Site Trips</b>	<b>70</b>	<b>205</b>	<b>275</b>	<b>195</b>	<b>125</b>	<b>320</b>

Notes:

1. Site trips are rounded to the nearest 5.

### 8.3.4 Site Trip Distribution

New residential site traffic has been assigned onto the area road network based upon existing site travel patterns and a review of travel information provided by the 2016 Transportation for Tomorrow Survey (TTS) for home-based trips in the site environs. The residential site traffic distribution is summarized in **Table 15**.

**TABLE 15 RESIDENTIAL SITE TRAFFIC DISTRIBUTION**

To / From	Corridor	Inbound Distribution	Outbound Distribution
East	Bloor Street	20%	35%
West	Bloor Street	45%	40%
North	Fieldgate Drive	25%	20%
South	Fieldgate Drive	10%	5%
<b>Total</b>		<b>100%</b>	<b>100%</b>

Notes:

1. 2006 TTS zones considered include 3670 and 3675.
2. Inbound and outbound distributions are based on collected data from the weekday afternoon and morning peak hours, respectively.

## 8.4 FUTURE TOTAL TRAFFIC VOLUMES

Future total traffic volumes established by adding the new site traffic volumes to future background traffic volumes are illustrated on **Figure 9**.



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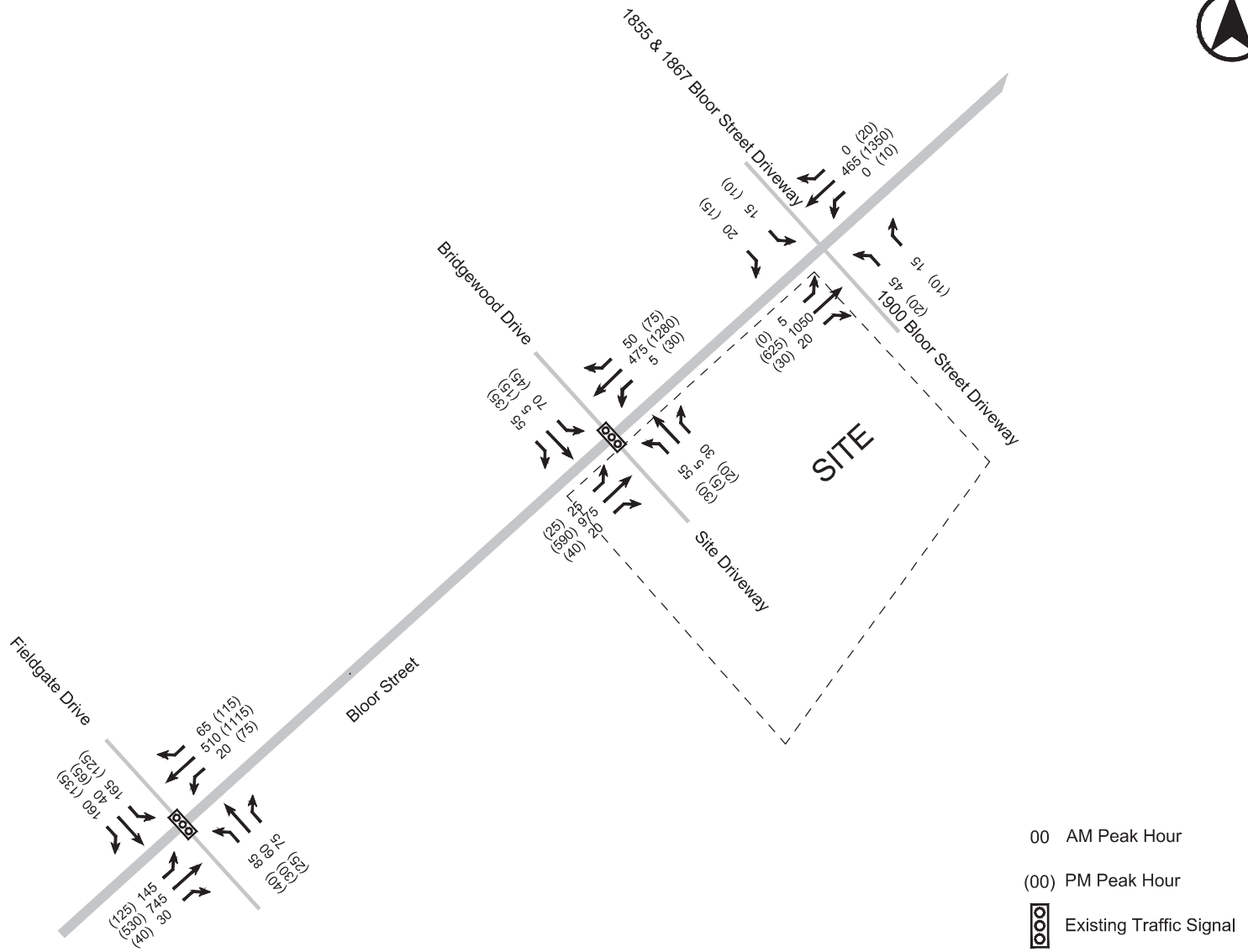


FIGURE 5 EXISTING TRAFFIC VOLUMES





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FIGURE 6 FUTURE BACKGROUND TRAFFIC VOLUMES



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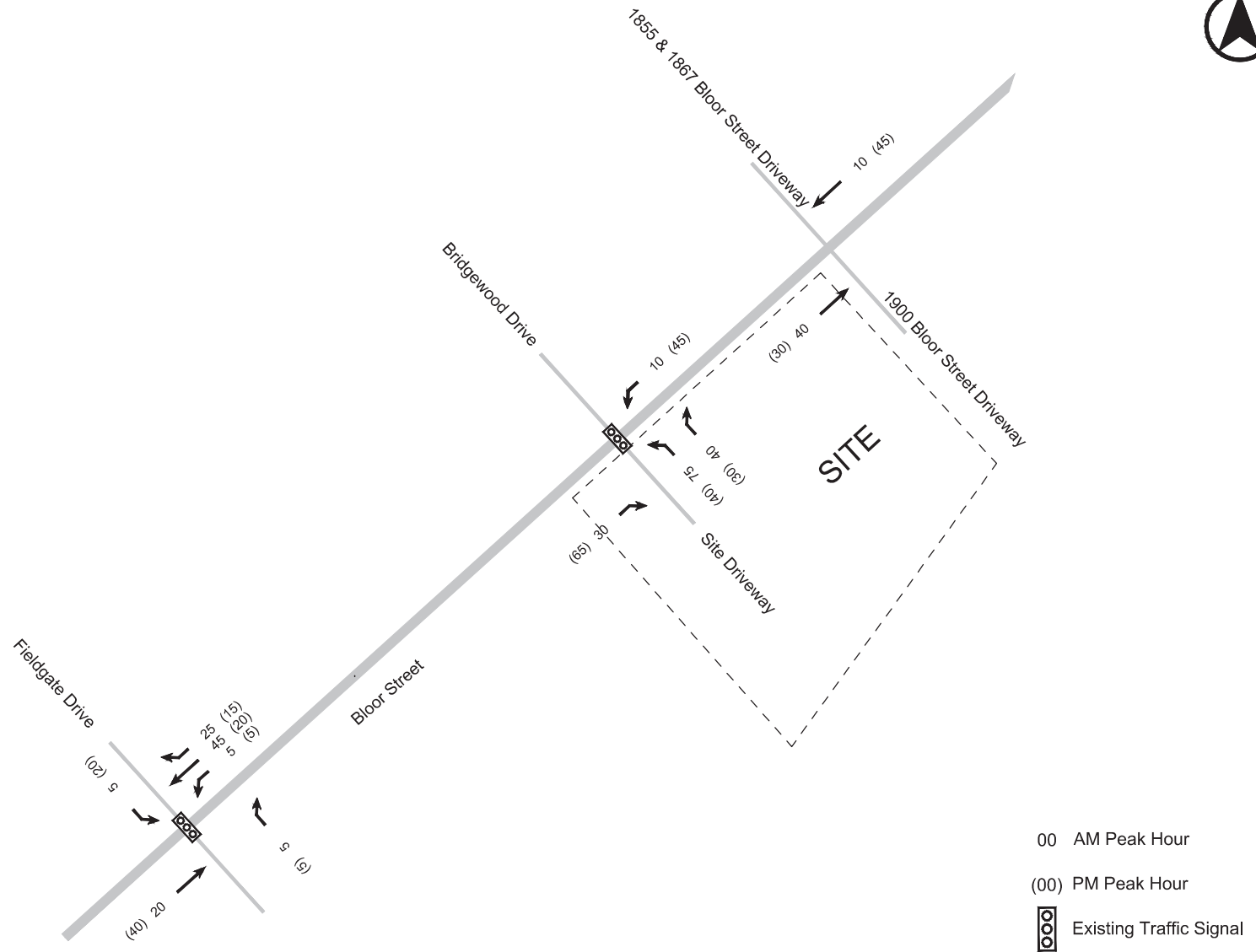
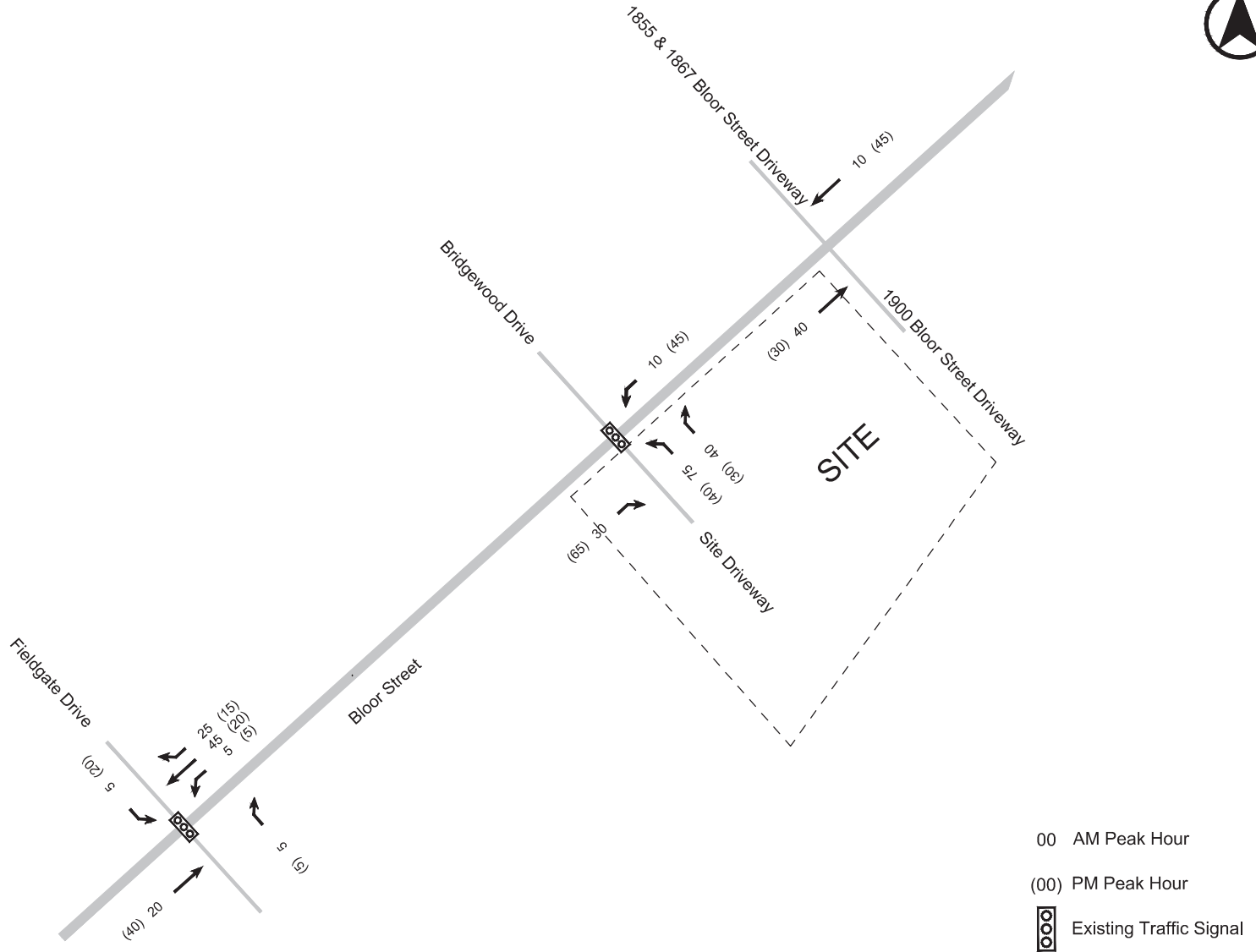


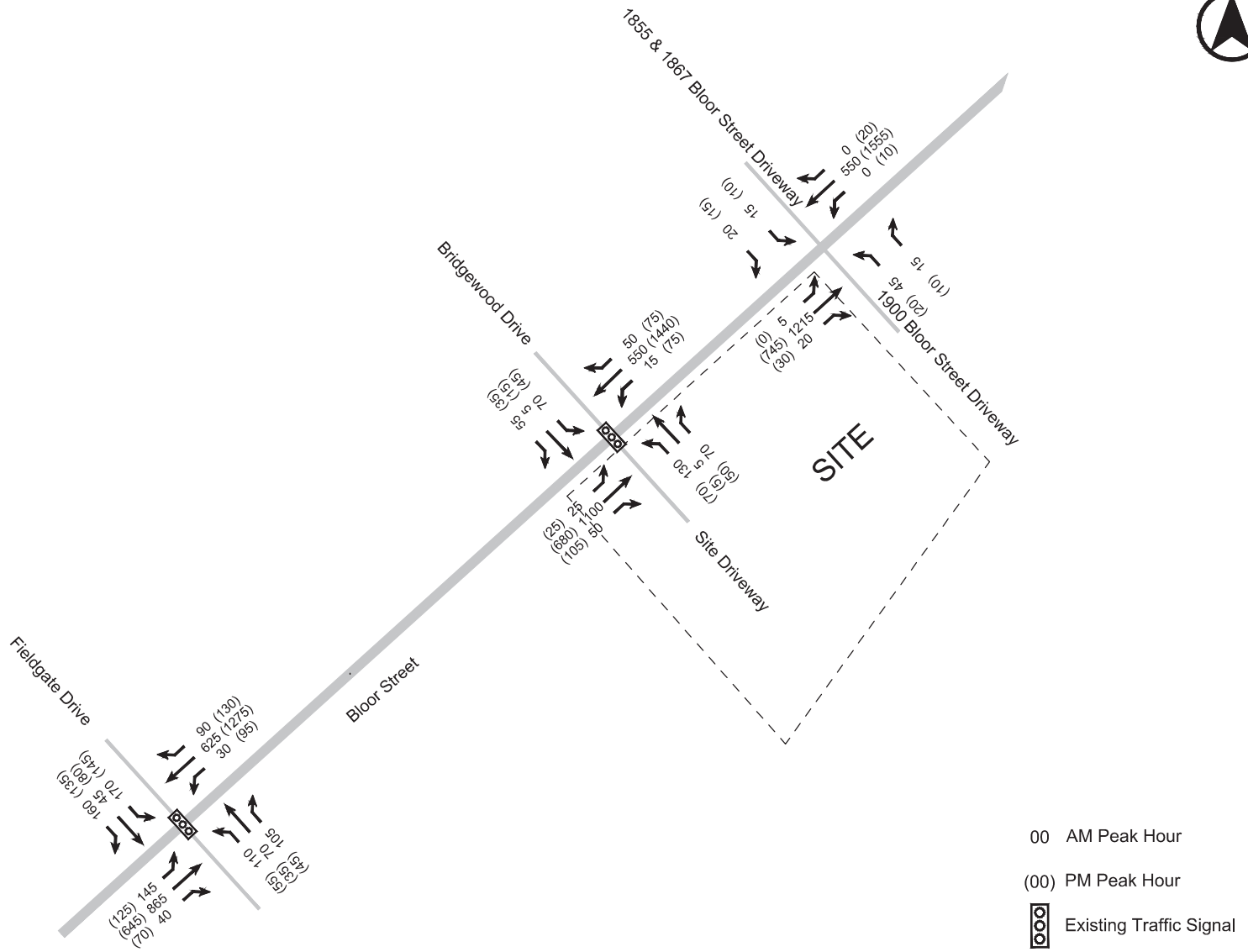
FIGURE 7 NEW RESIDENTIAL SITE TRAFFIC VOLUMES



**FIGURE 8 TOTAL RESIDENTIAL SITE TRAFFIC VOLUMES**



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**FIGURE 9 FUTURE TOTAL TRAFFIC VOLUMES**

## 9.0 TRAFFIC ANALYSIS

The following section provides a summary of traffic operations analysis undertaken for existing, future background and future total traffic conditions.

### 9.1 METHODOLOGY

Intersection capacity analysis has been completed using Synchro Version 9.2 and the Highway Capacity Manual (HCM) methodology.

For signalized intersections, the volume-to-capacity ratio ( $v/c$ ) is an indicator of the capacity utilization for the key movements in the intersection. A  $v/c$  of 1.0 indicates that certain governing traffic movements through the intersection are operating at or near maximum capacity. The primary overall level of service (LOS) indicator is delay, both on individual movements and expressed as an average for all vehicles processed. Many busy urban intersections operate at LOS D to E, which reflect average (control) delays in the range of 35 to 80 seconds.

For unsignalized intersections, level of service (LOS) characterizes operational conditions for key movements in terms of delay within the traffic stream. LOS A represents a good level of service with short delays. LOS F represents a poor level of service with long delays. The volume to capacity ratio ( $v/c$ ) is an indicator of the capacity utilization for key movements at the intersection and resultant residual capacity potential.

### 9.2 INPUT AND CALIBRATION PARAMETERS

Key parameters used in the analysis include:

- Existing lane configurations are assumed for all scenarios;
- Existing signal timings as provided by the City of Mississauga and confirmed by observations in the field;
- Heavy vehicle percentages, peak hour factors and pedestrian and bicycle crossings as derived from existing traffic counts;
- Delay studies were undertaken at the unsignalized intersection of Bloor Street / 1900 Bloor Street Driveway / 1855 & 1867 Bloor Street Driveway during both the weekday morning and afternoon peak hours. The results of these studies were used to calibrate the Synchro analysis for these intersections to better reflect existing conditions. The results of the delay studies are attached in **Appendix D**. Synchro calibration parameters are summarized in **Table 16**; and
- Synchro defaults for all other parameters.

**TABLE 16 DELAY STUDY SYNCHRO CALIBRATION**

Movement	Observed Delay <sup>1, 2</sup>	Delay Used to Calibrate Synchro Control Delay <sup>2</sup>	Default Values				Calibrated Values			
			Critical Gap	Follow up time	Control Delay <sup>3</sup>	LOS	Critical Gap	Follow up time	Control Delay <sup>3</sup>	LOS
NBL	14 (17)	19 (22)	7.6 (7.5)	3.6 (3.5)	46.2 (43.2)	E (E)	5.6 (5.9)	2.8 (3.0)	19.0 (21.8)	C (C)
NBR			6.9 (6.9)	3.3 (3.3)			5.0 (5.5)	2.5 (2.8)		
SBL	12 (28)	17 (33)	7.5 (7.5)	3.5 (3.5)	15.9 (59.0)	C (F)	7.8 (6.4)	3.7 (3.2)	17.0 (33.0)	C (D)
SBR			6.9 (6.9)	3.3 (3.3)			7.0 (6.0)	3.5 (3.2)		

Notes:

1. Average observed delay in the weekday morning and afternoon peak hours.
2. 5 seconds was added to the observed delay to determine the 'Control Delay' used to calibrate the HCM 2000 model in Synchro to account for the method in which HCM calculates delay.
3. Synchro control delay (HCM 2000 methodology).
4. 00 (00): Weekday Morning Peak Hour (Weekday Afternoon Peak Hour).

### 9.3 INTERSECTIONS OPERATIONS ANALYSIS

The following sections discuss the operations of the study area intersections. Synchro reports are attached in **Appendix E**.

#### 9.3.1 Bloor Street / Bridgewood Drive / Site Access

The intersection of Bloor Street / Bridgewood Drive / Site Access currently operates with cycle lengths of 120 seconds during both the weekday morning and afternoon peak hours. The results of the traffic analysis for this intersection are summarized in **Table 17**.

Under existing traffic operations, the intersection operates well at overall v/c of 0.47 and 0.59 during the weekday morning and afternoon peak hours, respectively.

Under future background traffic operations, the intersection will continue to operate well at overall v/c of 0.52 and 0.65 during the weekday morning and afternoon peak hours, respectively.

With the addition of site-generated traffic under future total traffic conditions, the intersection will continue to operate well at overall v/c of 0.62 and 0.77 during the weekday morning and afternoon peak hours, respectively.

**No intersection improvements or mitigation measures are recommended at the Bloor Street / Bridgewood Drive / Site Access intersection.**

**TABLE 17 BLOOR STREET / BRIDGEWOOD DRIVE / SITE ACCESS**

Movement	Existing Traffic Conditions		Future Background Traffic Conditions		Future Total Traffic Conditions	
	V/C	LOS	V/C	LOS	V/C	LOS
EBLTR	0.44 (0.32)	A (A)	0.50 (0.36)	A (A)	0.63 (0.40)	B (A)
WBLTR	0.23 (0.61)	A (A)	0.26 (0.68)	A (A)	0.34 (0.79)	B (B)
NBLTR	0.46 (0.24)	D (D)	0.46 (0.24)	D (D)	0.59 (0.68)	D (E)
SBLTR	0.63 (0.43)	D (D)	0.63 (0.43)	D (D)	0.35 (0.48)	C (D)
<b>Overall</b>	<b>0.47 (0.59)</b>	<b>B (A)</b>	<b>0.52 (0.65)</b>	<b>B (B)</b>	<b>0.62 (0.77)</b>	<b>B (B)</b>

Notes:

1. XX (XX) – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour).

### 9.3.2 Bloor Street / Fieldgate Drive

The intersection of Bloor Street / Fieldgate Drive currently operates with cycle lengths of 120 seconds during both the weekday morning and afternoon peak hours. The results of the traffic analysis for this intersection are summarized in **Table 18**.

Under existing traffic conditions, the intersection operates well at overall v/c of 0.46 and 0.58 during the weekday morning and afternoon peak hours, respectively.

Under future background traffic operations, the intersection will continue to operate well at overall v/c of 0.52 and 0.64 during the weekday morning and afternoon peak hours, respectively.

With the addition of site-generated traffic under future total traffic conditions, the intersection will continue to operate well at overall v/c of 0.54 and 0.67 during the weekday morning and afternoon peak hours, respectively.

**No intersection improvements or mitigation measures are recommended at the Bloor Street / Fieldgate Drive intersection.**

**TABLE 18 BLOOR STREET / FIELDGATE DRIVE TRAFFIC OPERATIONS SUMMARY**

Movement	Existing Traffic Conditions		Future Background Traffic Conditions		Future Total Traffic Conditions	
	V/C	LOS	V/C	LOS	V/C	LOS
EBL	0.33 (0.55)	A (B)	0.35 (0.65)	A (C)	0.38 (0.68)	A (C)
EBTR	0.37 (0.26)	B (A)	0.43 (0.31)	B (A)	0.44 (0.33)	B (A)
WBL	0.07 (0.18)	B (B)	0.09 (0.24)	B (B)	0.11 (0.26)	B (B)
WBTR	0.32 (0.64)	B (C)	0.36 (0.72)	B (C)	0.40 (0.74)	B (C)
NBL	0.42 (0.19)	D (D)	0.55 (0.27)	D (D)	0.55 (0.27)	D (D)
NBTR	0.27 (0.09)	D (D)	0.35 (0.12)	D (D)	0.36 (0.12)	D (D)
SBL	0.65 (0.43)	D (D)	0.73 (0.44)	D (D)	0.75 (0.51)	D (D)
SBTR	0.24 (0.37)	D (D)	0.29 (0.44)	D (D)	0.29 (0.44)	D (D)
<b>Overall</b>	<b>0.46 (0.58)</b>	<b>B (C)</b>	<b>0.52 (0.64)</b>	<b>B (C)</b>	<b>0.54 (0.67)</b>	<b>C (C)</b>

Notes:

1. XX (XX) – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour).

### 9.3.3 Bloor Street / 1900 Bloor Street Driveway / 1855 & 1867 Bloor Street Driveway

The intersection of Bloor Street / 1900 Bloor Street Driveway / 1855 & 1867 Bloor Street Driveway currently operates under unsignalized “STOP” control on the minor streets. The results of the traffic analysis for this intersection are summarized in **Table 19**.

Under existing conditions, the intersection operates at acceptable LOS D or better.

Under future background conditions, the intersection will continue to operate at acceptable LOS E or better.

With the addition of site-generated traffic under future total traffic conditions, the intersection will continue to operate at acceptable LOS E or better.

**No intersection improvements or mitigation measures are recommended at the Bloor Street / 1900 Bloor Street Driveway / 1855 & 1867 Bloor Street Driveway intersection.**



**TABLE 19 BLOOR STREET / 1900 BLOOR STREET DRIVEWAY / 1855 & 1867 BLOOR STREET DRIVEWAY TRAFFIC OPERATIONS SUMMARY**

Movement	Existing Traffic Conditions		Future Background Traffic Conditions		Future Total Traffic Conditions	
	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
EBLT	0.1 (0.0)	-- (--)	0.2 (0.0)	-- (--)	0.2 (0.0)	-- (--)
WBLT	0.0 (0.3)	A (A)	0.0 (0.4)	A (A)	0.0 (0.4)	A (A)
NBLTR	19.0 (21.8)	C (C)	22.8 (26.8)	C (D)	21.6 (28.8)	C (D)
SBLTR	17.0 (33.0)	C (D)	19.4 (44.7)	C (E)	17.1 (49.4)	C (E)

Notes:

1. XX (XX) – Weekday Morning Peak Hour (Weekday Afternoon Peak Hour).

## 10.0 TRANSPORTATION DEMAND MANAGEMENT STRATEGY

This section discusses Transportation Demand Management (TDM) strategies that can be implemented to help decrease automobile usage on-site. TDM plans are developed with a focus on reducing single-occupant vehicle trips and supporting alternative modes of transportation including walking, cycling and transit.

The following initiatives will be considered as part of the TDM plan:

### **Vehicular Travel Management**

Intent: Reduced parking standards within the proposed development avoids an over-supply of parking which may incentivise higher car ownership or usage.

Implementation: Residential parking is proposed to be supplied at a reduced minimum rate of 1.15 spaces / unit, which is less than the minimum standards of the in-force City of Mississauga Zoning By-Law 0225-2007. The zoning bylaw overstates the parking needs of a residential apartment in this location. The site is an excellent candidate for a reduced resident parking standard relative to the bylaw.

### **Transit Incentives**

Intent: Support for and the promotion of the use of area transit services for both short and long-distance travel by residents, visitors, and employees will reduce the overall use of a vehicle and the need to own one.

Implementation: The site is conveniently located adjacent to bus stops at the north end of the property and 40 metres west of the Bloor Street / Bridgewood Drive / Site Access intersection (measured centreline-to-centreline) on both sides of Bloor Street.

### **Bicycle Parking and Services**

Intent: Provide cycling infrastructure that supports and promotes cycling as a convenient and viable travel alternative to the personal automobile.

Implementation: The site is located adjacent to shared bicycle route on Fieldgate Drive. In addition, a separated bicycle lane is proposed along Bloor Street, while a multi-use trail is proposed parallel to Bridgewood Drive.

A total of 368 new bicycle parking spaces are proposed for Buildings 'C' and 'D', which meets and exceeds the recommended standards of City of Mississauga Cycling Master Plan. The new short-term spaces on the site will be accessible to visitors of both the existing and future buildings.

## **APPENDIX A: Reduced-Scale Architectural Plans**





DATE	DESCRIPTION
2023.07.04	ISSUED FOR PERMIT



# BLOOR

1840-1850 Bloor St  
 CITY OF MISSISSAUGA, ON

## RE - ZONING AND OFFICIAL PLAN ADMENDMENT

### ARCHITECTURAL DRAWING LIST

A000 SERIES	SITE
A-001	CONTEXT PLAN
A-002	TOPOGRAPHY
A-003	CONCEPT SITE PLAN
A-004	PROJECT STATISTICS

A000 SERIES	FLOOR PLANS
A-100	LEVEL 0-GROUND FLOOR PLAN
A-101	LEVEL 1-GROUND FLOOR PLAN
A-102	LEVEL 2 FLOOR PLAN
A-103	LEVEL 3 FLOOR PLAN
A-104	LEVEL 4 FLOOR PLAN
A-105	LEVEL 5-F FLOOR PLAN
A-106	LEVEL 6-F FLOOR PLAN
A-107	LEVEL 7-F FLOOR PLAN
A-108	MECHANICAL ENTRENCHMENT
A-109	ROOF PLAN

A000 SERIES	SECTION ELEVATIONS
A-201	NORTH AND EAST BUILDING ELEVATIONS
A-202	SOUTH AND WEST BUILDING ELEVATIONS

A000 SERIES	SECTION ELEVATIONS
A-301	NORTH-SOUTH AND EAST-WEST BUILDING - D
A-302	NORTH-SOUTH AND EAST-WEST BUILDING - C

A000 SERIES	MARKET TILES
A-501	NORTH - TOP PERSPECTIVE
A-502	EYE LEVEL VIGNETTE OF BUILDING C
A-503	BUILDING D ENTRY - HUMAN SCALE PERSPECTIVE
A-504	

### SUBMISSION MATERIAL - PROJECT TEAM

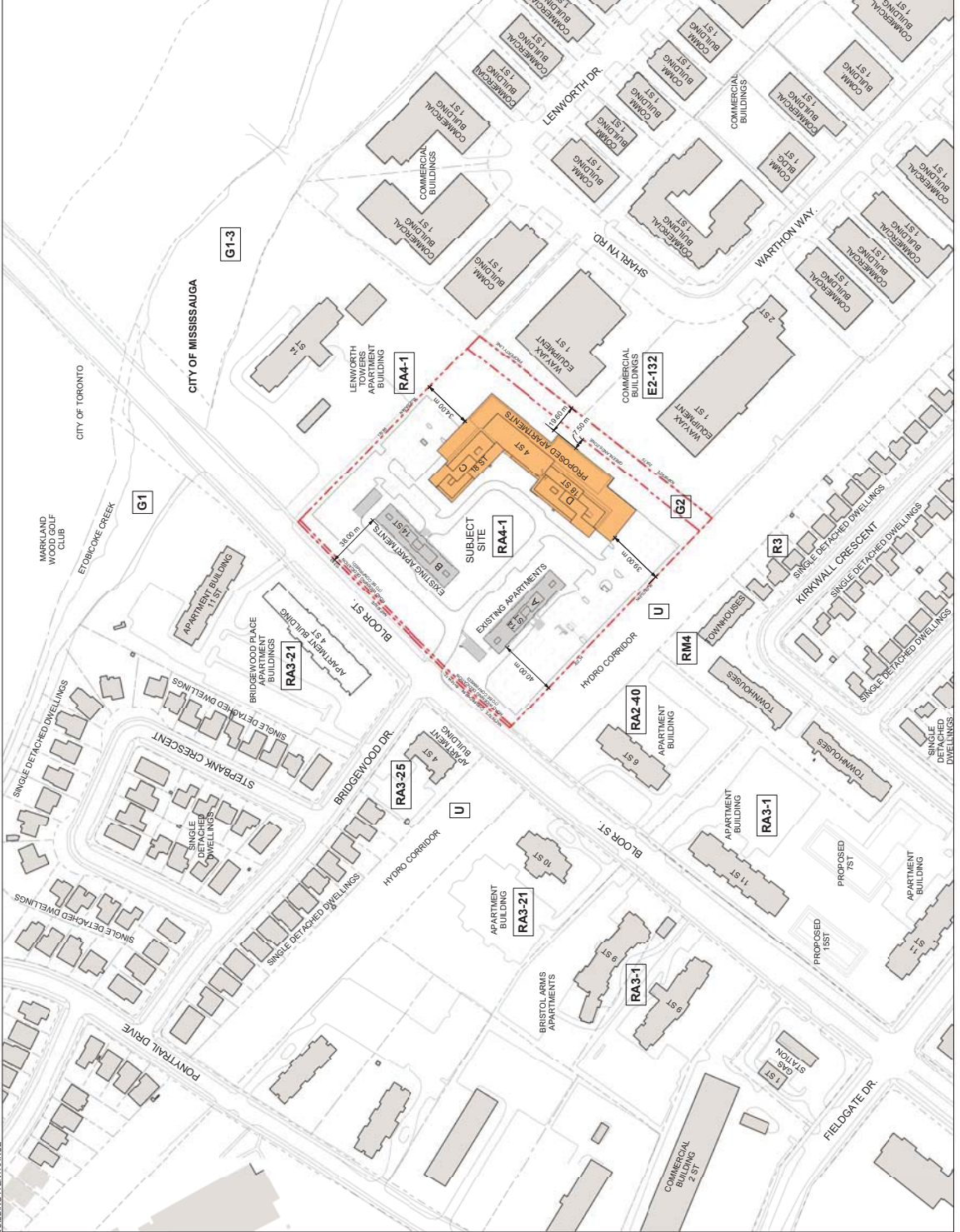
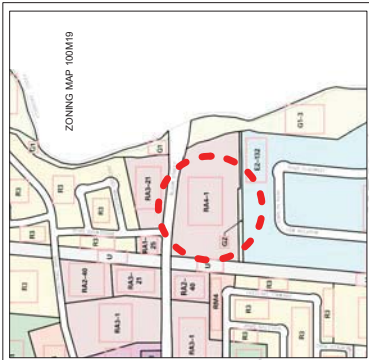
- ARCHITECTURAL SERVICES**  
 301 UNIVERSITY AVE, MISSISSAUGA, ON L4X 1L3  
 905-882-9980
- ENVIRONMENTAL SERVICES**  
 250 EASTERN AVE, MISSISSAUGA, ON L4X 1L3  
 905-882-9980
- LANDSCAPE ARCHITECTURE**  
 250 EASTERN AVE, MISSISSAUGA, ON L4X 1L3  
 905-882-9980
- MECHANICAL ENGINEERING**  
 250 EASTERN AVE, MISSISSAUGA, ON L4X 1L3  
 905-882-9980
- STRUCTURAL ENGINEERING**  
 250 EASTERN AVE, MISSISSAUGA, ON L4X 1L3  
 905-882-9980
- WIND STUDY**  
 250 EASTERN AVE, MISSISSAUGA, ON L4X 1L3  
 905-882-9980
- PERMITTING SERVICES**  
 250 EASTERN AVE, MISSISSAUGA, ON L4X 1L3  
 905-882-9980
- ARCHITECTURAL ASSESSMENT**  
 250 EASTERN AVE, MISSISSAUGA, ON L4X 1L3  
 905-882-9980
- MARKETING SERVICES**  
 250 EASTERN AVE, MISSISSAUGA, ON L4X 1L3  
 905-882-9980

**RANEE**  
ARCHITECTS & PLANNERS INC.  
1100 SHEPPARD AVENUE EAST, SUITE 200  
SCARBOROUGH, ONTARIO M1B 3Y5  
TEL: (416) 291-8800  
WWW.RANEE.COM

CLIENT: MISSISSAUGA CITY COUNCIL

PROJECT: MISSISSAUGA CITY COUNCIL - 1000179

DATE: 2017.07.14



PROJECT NO.	1000179
PROJECT NAME	MISSISSAUGA CITY COUNCIL - 1000179
DATE	2017.07.14
SCALE	AS SHOWN
DRAWN BY	[Name]
CHECKED BY	[Name]
APPROVED BY	[Name]
SHEET TITLE	CONTEXT PLAN
SHEET NUMBER	A-001
TOTAL SHEETS	1





DATE	DESCRIPTION
2023.07.14	ISSUED FOR PERMIT
2023.07.14	ISSUED FOR PERMIT
2023.07.14	ISSUED FOR PERMIT

LOT 1840-1850 DEVELOPMENT OF CITY OF MISSISSAUGA

- 1. ALL DIMENSIONS ARE IN METERS UNLESS OTHERWISE SPECIFIED.
- 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
- 3. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE SPECIFIED.
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NOTES:

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TITLE CERTIFICATE:

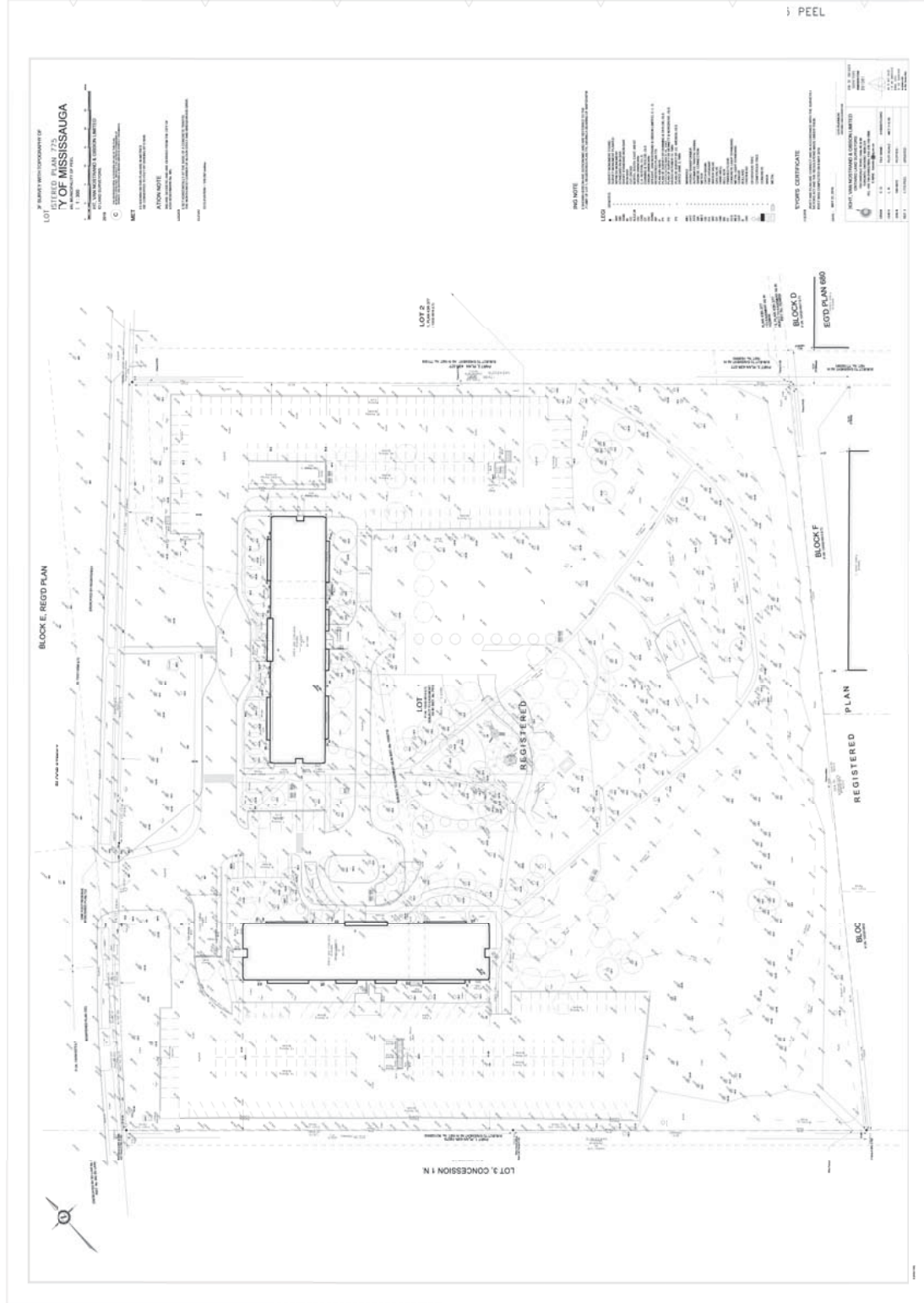
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BLOCK E, RECD PLAN

LOT 3, CONCESSION 1 N

LOT 2

PEEL

BLOCK D

BLOCK C

BLOCK B

BLOCK A

BLOCK F

BLOCK E

BLOCK D

BLOCK C

BLOCK B

BLOCK A

BLOCK F

BLOCK E

BLOCK D

BLOCK C

BLOCK B

BLOCK A

BLOCK F

BLOCK E

BLOCK D

BLOCK C

BLOCK B

BLOCK A

BLOCK F





CLIENT: 1800 BLOOR STREET WEST  
 PROJECT: 1800 BLOOR STREET WEST  
 SHEET: 1 OF 1



DATE	DESCRIPTION
2023.05.15	ISSUED FOR PERMIT
2023.05.15	ISSUED FOR PERMIT
2023.05.15	ISSUED FOR PERMIT

PROJECT: 1800 BLOOR STREET WEST  
 CITY OF MISSISSAUGA, ON  
 REGISTERED PLAN #1800

PROJECT NO: 1800  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]

CONCEPT SITE PLAN

SHEET NUMBER: A-003

SCALE: 1:500

DATE: MAY 22, 2019

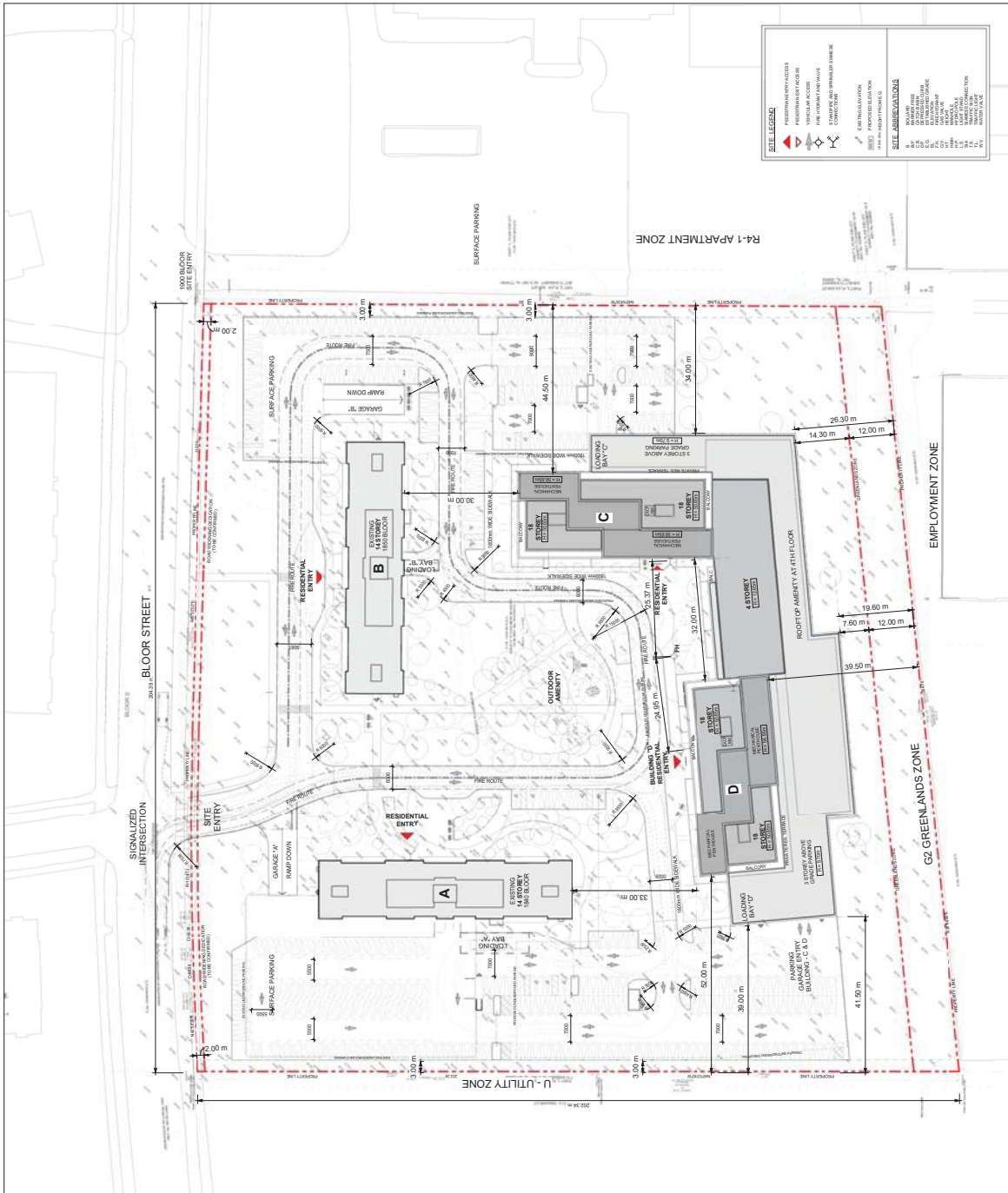
ALL BUILDING HEIGHTS ARE DIMENSIONED FROM FINISHED GRADE

DEVELOPMENT STATISTICS

**PROJECT DATA**  
 Project Name: 1800 BLOOR STREET WEST  
 Zoning By-law: Zoning By-law 622-2007, Existing By-law 622-0118  
 Zoning: R4L4 (Residential Medium Density)  
 Proposed Use: Apartment

Site Area	30,274.83 sqm
Proposed Lot Coverage	48%
Proposed Building Footprint	14,628.32 sqm
Proposed Building Volume	146,283.22 m <sup>3</sup>
Proposed Building Height	10.00 m

PROPOSED RESIDENTIAL UNITS	701
1-Bedroom	420
2-Bedroom	281



**SITE LEGEND**

- PROPOSED BUILDINGS
- PROPOSED PARKING SPACES
- PROPOSED DRIVEWAYS
- PROPOSED SIDEWALKS
- PROPOSED BIKEWAYS
- PROPOSED FENCE LINE
- PROPOSED SITE ENTRY
- PROPOSED SITE EXIT
- PROPOSED SITE ENTRANCE
- PROPOSED SITE EXIT
- PROPOSED SITE ENTRANCE
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- PROPOSED SITE ENTRANCE
- PROPOSED SITE EXIT

**SITE ASSUMPTIONS**

- PROPOSED BUILDINGS
- PROPOSED PARKING SPACES
- PROPOSED DRIVEWAYS
- PROPOSED SIDEWALKS
- PROPOSED BIKEWAYS
- PROPOSED FENCE LINE
- PROPOSED SITE ENTRY
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- PROPOSED SITE ENTRANCE
- PROPOSED SITE EXIT
- PROPOSED SITE ENTRANCE
- PROPOSED SITE EXIT

DATE: MAY 22, 2019

ALL BUILDING HEIGHTS ARE DIMENSIONED FROM FINISHED GRADE

**PROPOSED RESIDENTIAL UNITS**

PROPOSED RESIDENTIAL UNITS	701
1-Bedroom	420
2-Bedroom	281

**PROPOSED PARKING SPACES**

PROPOSED PARKING SPACES	1,150
1-Bedroom	420
2-Bedroom	730

**PROPOSED BUILDING DATA**

Building	Units	Area (sqm)	Volume (m <sup>3</sup> )	Height (m)
Building A	420	14,628.32	146,283.22	10.00
Building B	281	14,628.32	146,283.22	10.00
Building C	281	14,628.32	146,283.22	10.00
Building D	281	14,628.32	146,283.22	10.00

**PROPOSED BUILDING DATA (CONTINUED)**

PROPOSED BUILDING DATA	1,150
PROPOSED BUILDING DATA	1,150
PROPOSED BUILDING DATA	1,150
PROPOSED BUILDING DATA	1,150

**PROPOSED BUILDING DATA (CONTINUED)**

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**PROPOSED BUILDING DATA (CONTINUED)**

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**PROPOSED BUILDING DATA (CONTINUED)**

PROPOSED BUILDING DATA	1,150
PROPOSED BUILDING DATA	1,150
PROPOSED BUILDING DATA	1,150
PROPOSED BUILDING DATA	1,150

DATE: MAY 22, 2019

ALL BUILDING HEIGHTS ARE DIMENSIONED FROM FINISHED GRADE

### EXISTING UNIT MIX BY BUILDING

Building	Level	Unit Type	Count	Total
Building A	Level 02	1BR	15	15
	Level 03	1BR	15	30
	Level 04	1BR	15	45
Building B	Level 02	1BR	10	10
	Level 03	1BR	10	20
	Level 04	1BR	10	30
Building C	Level 02	1BR	5	5
	Level 03	1BR	5	10
	Level 04	1BR	5	15
Building D	Level 02	1BR	5	5
	Level 03	1BR	5	10
	Level 04	1BR	5	15
<b>TOTAL</b>				<b>105</b>

### PROPOSED UNIT MIX BY FLOOR LEVEL

Level	Unit Type	Count	Total	
Level 02	1BR	15	15	
	2BR	15	30	
	3BR	15	45	
Level 03	1BR	10	10	
	2BR	10	20	
	3BR	10	30	
Level 04	1BR	5	5	
	2BR	5	10	
	3BR	5	15	
<b>TOTAL</b>				<b>105</b>

### PROPOSED UNIT MIX BY FLOOR LEVEL

Level	Unit Type	Count	Total	
Level 02	1BR	15	15	
	2BR	15	30	
	3BR	15	45	
Level 03	1BR	10	10	
	2BR	10	20	
	3BR	10	30	
Level 04	1BR	5	5	
	2BR	5	10	
	3BR	5	15	
<b>TOTAL</b>				<b>105</b>

### PROPOSED UNIT MIX BY FLOOR LEVEL

Level	Unit Type	Count	Total	
Level 02	1BR	15	15	
	2BR	15	30	
	3BR	15	45	
Level 03	1BR	10	10	
	2BR	10	20	
	3BR	10	30	
Level 04	1BR	5	5	
	2BR	5	10	
	3BR	5	15	
<b>TOTAL</b>				<b>105</b>



### PROPOSED UNIT MIX BY FLOOR LEVEL

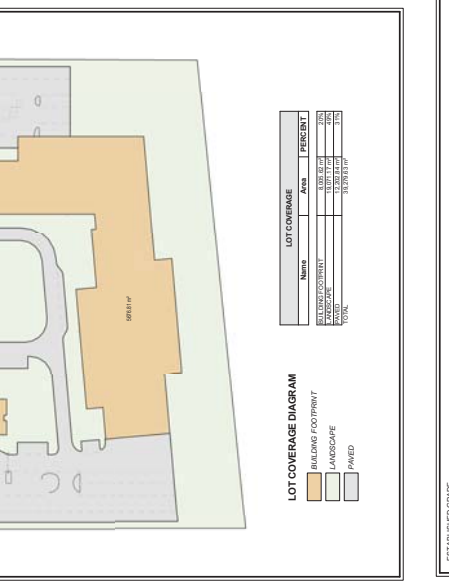
Level	Unit Type	Count	Total	
Level 02	1BR	15	15	
	2BR	15	30	
	3BR	15	45	
Level 03	1BR	10	10	
	2BR	10	20	
	3BR	10	30	
Level 04	1BR	5	5	
	2BR	5	10	
	3BR	5	15	
<b>TOTAL</b>				<b>105</b>

### PROPOSED UNIT MIX BY FLOOR LEVEL

Level	Unit Type	Count	Total	
Level 02	1BR	15	15	
	2BR	15	30	
	3BR	15	45	
Level 03	1BR	10	10	
	2BR	10	20	
	3BR	10	30	
Level 04	1BR	5	5	
	2BR	5	10	
	3BR	5	15	
<b>TOTAL</b>				<b>105</b>

### PROPOSED UNIT MIX BY FLOOR LEVEL

Level	Unit Type	Count	Total	
Level 02	1BR	15	15	
	2BR	15	30	
	3BR	15	45	
Level 03	1BR	10	10	
	2BR	10	20	
	3BR	10	30	
Level 04	1BR	5	5	
	2BR	5	10	
	3BR	5	15	
<b>TOTAL</b>				<b>105</b>



### PROPOSED UNIT MIX BY FLOOR LEVEL

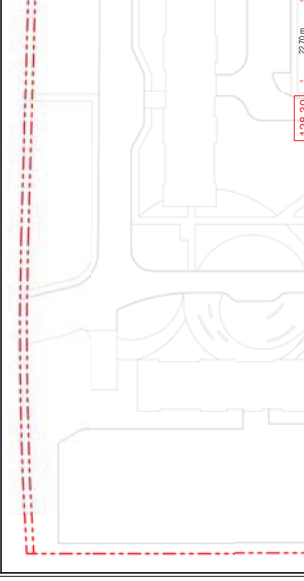
Level	Unit Type	Count	Total	
Level 02	1BR	15	15	
	2BR	15	30	
	3BR	15	45	
Level 03	1BR	10	10	
	2BR	10	20	
	3BR	10	30	
Level 04	1BR	5	5	
	2BR	5	10	
	3BR	5	15	
<b>TOTAL</b>				<b>105</b>

### PROPOSED UNIT MIX BY FLOOR LEVEL

Level	Unit Type	Count	Total	
Level 02	1BR	15	15	
	2BR	15	30	
	3BR	15	45	
Level 03	1BR	10	10	
	2BR	10	20	
	3BR	10	30	
Level 04	1BR	5	5	
	2BR	5	10	
	3BR	5	15	
<b>TOTAL</b>				<b>105</b>

### PROPOSED UNIT MIX BY FLOOR LEVEL

Level	Unit Type	Count	Total	
Level 02	1BR	15	15	
	2BR	15	30	
	3BR	15	45	
Level 03	1BR	10	10	
	2BR	10	20	
	3BR	10	30	
Level 04	1BR	5	5	
	2BR	5	10	
	3BR	5	15	
<b>TOTAL</b>				<b>105</b>



### PROPOSED UNIT MIX BY FLOOR LEVEL

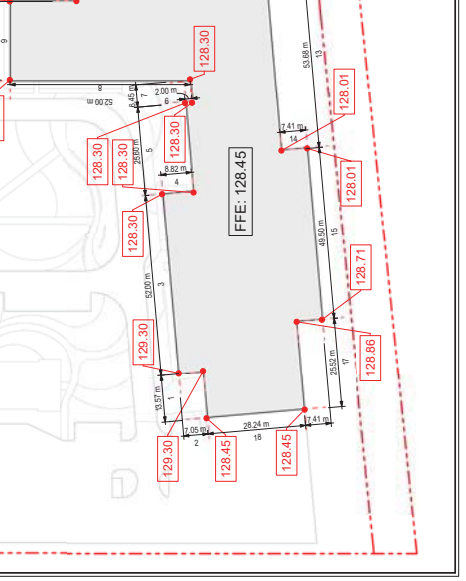
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	3BR	15	45	
Level 03	1BR	10	10	
	2BR	10	20	
	3BR	10	30	
Level 04	1BR	5	5	
	2BR	5	10	
	3BR	5	15	
<b>TOTAL</b>				<b>105</b>

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	2BR	10	20	
	3BR	10	30	
Level 04	1BR	5	5	
	2BR	5	10	
	3BR	5	15	
<b>TOTAL</b>				<b>105</b>

### PROPOSED UNIT MIX BY FLOOR LEVEL

Level	Unit Type	Count	Total	
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	3BR	15	45	
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	2BR	10	20	
	3BR	10	30	
Level 04	1BR	5	5	
	2BR	5	10	
	3BR	5	15	
<b>TOTAL</b>				<b>105</b>







Level	Count
LEVEL 01	36
LEVEL 02	36
LEVEL 03	192
<b>TOTAL</b>	<b>255</b>

Level	Count
LEVEL 01	36
LEVEL 02	36
LEVEL 03	192
<b>TOTAL</b>	<b>255</b>

Level	Count
LEVEL 01	36
LEVEL 02	36
LEVEL 03	192
<b>TOTAL</b>	<b>255</b>

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Level	Count
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Level	Count
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<b>TOTAL</b>	<b>255</b>

Level	Count
LEVEL 01	36
LEVEL 02	36
LEVEL 03	192
<b>TOTAL</b>	<b>255</b>

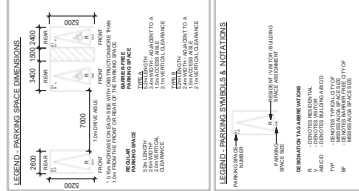
Level	Count
LEVEL 01	36
LEVEL 02	36
LEVEL 03	192
<b>TOTAL</b>	<b>255</b>

Level	Count
LEVEL 01	36
LEVEL 02	36
LEVEL 03	192
<b>TOTAL</b>	<b>255</b>

Level	Count
LEVEL 01	36
LEVEL 02	36
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<b>TOTAL</b>	<b>255</b>

Level	Count
LEVEL 01	36
LEVEL 02	36
LEVEL 03	192
<b>TOTAL</b>	<b>255</b>

Level	Count
LEVEL 01	36
LEVEL 02	36
LEVEL 03	192
<b>TOTAL</b>	<b>255</b>



**PROPOSED PARKING BUILDING A**

Level	Count
LEVEL 01	36
LEVEL 02	36
LEVEL 03	192
<b>TOTAL</b>	<b>255</b>

**PROPOSED PARKING BUILDING B**

Level	Count
LEVEL 01	36
LEVEL 02	36
LEVEL 03	192
<b>TOTAL</b>	<b>255</b>

**PROPOSED PARKING BUILDING C**

Level	Count
LEVEL 01	36
LEVEL 02	36
LEVEL 03	192
<b>TOTAL</b>	<b>255</b>

**PROPOSED PARKING BUILDING D**

Level	Count
LEVEL 01	36
LEVEL 02	36
LEVEL 03	192
<b>TOTAL</b>	<b>255</b>

**PROPOSED PARKING TOTAL BY LEVEL**

Level	Count
LEVEL 01	36
LEVEL 02	36
LEVEL 03	192
<b>TOTAL</b>	<b>255</b>



**PROPOSED PARKING BUILDING A**

Level	Count
LEVEL 1 - LEVEL OF FINISHING	36
LEVEL 2 - DECK/FLOOR	162
<b>A-R</b>	<b>198</b>
<b>GRAND TOTAL</b>	<b>33</b>
<b>A-V</b>	<b>225</b>
<b>MINIMUM PARKING</b>	<b>225</b>

**PROPOSED PARKING BUILDING B**

Level	Count
LEVEL 1 - LEVEL OF FINISHING	36
LEVEL 2 - DECK/FLOOR	162
<b>B-R</b>	<b>198</b>
<b>GRAND TOTAL</b>	<b>33</b>
<b>B-V</b>	<b>225</b>
<b>MINIMUM PARKING</b>	<b>225</b>

**PROPOSED PARKING BUILDING C**

Level	Count
LEVEL 1 - LEVEL OF FINISHING	36
LEVEL 2 - DECK/FLOOR	162
<b>C-R</b>	<b>198</b>
<b>GRAND TOTAL</b>	<b>33</b>
<b>C-V</b>	<b>225</b>
<b>MINIMUM PARKING</b>	<b>225</b>

**PROPOSED PARKING BUILDING D**

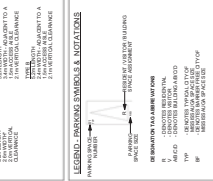
Level	Count
LEVEL 1 - LEVEL OF FINISHING	36
LEVEL 2 - DECK/FLOOR	162
<b>D-R</b>	<b>198</b>
<b>GRAND TOTAL</b>	<b>33</b>
<b>D-V</b>	<b>225</b>
<b>MINIMUM PARKING</b>	<b>225</b>

**PROPOSED PARKING TOTAL BY LEVEL**

Level	Count
LEVEL 01	36
LEVEL 02	162
<b>GRAND TOTAL</b>	<b>198</b>
<b>GRAND TOTAL</b>	<b>33</b>
<b>MINIMUM PARKING</b>	<b>225</b>

**PROPOSED PARKING TOTAL BY LEVEL**

Level	Count
LEVEL 01	36
LEVEL 02	162
<b>GRAND TOTAL</b>	<b>198</b>
<b>GRAND TOTAL</b>	<b>33</b>
<b>MINIMUM PARKING</b>	<b>225</b>

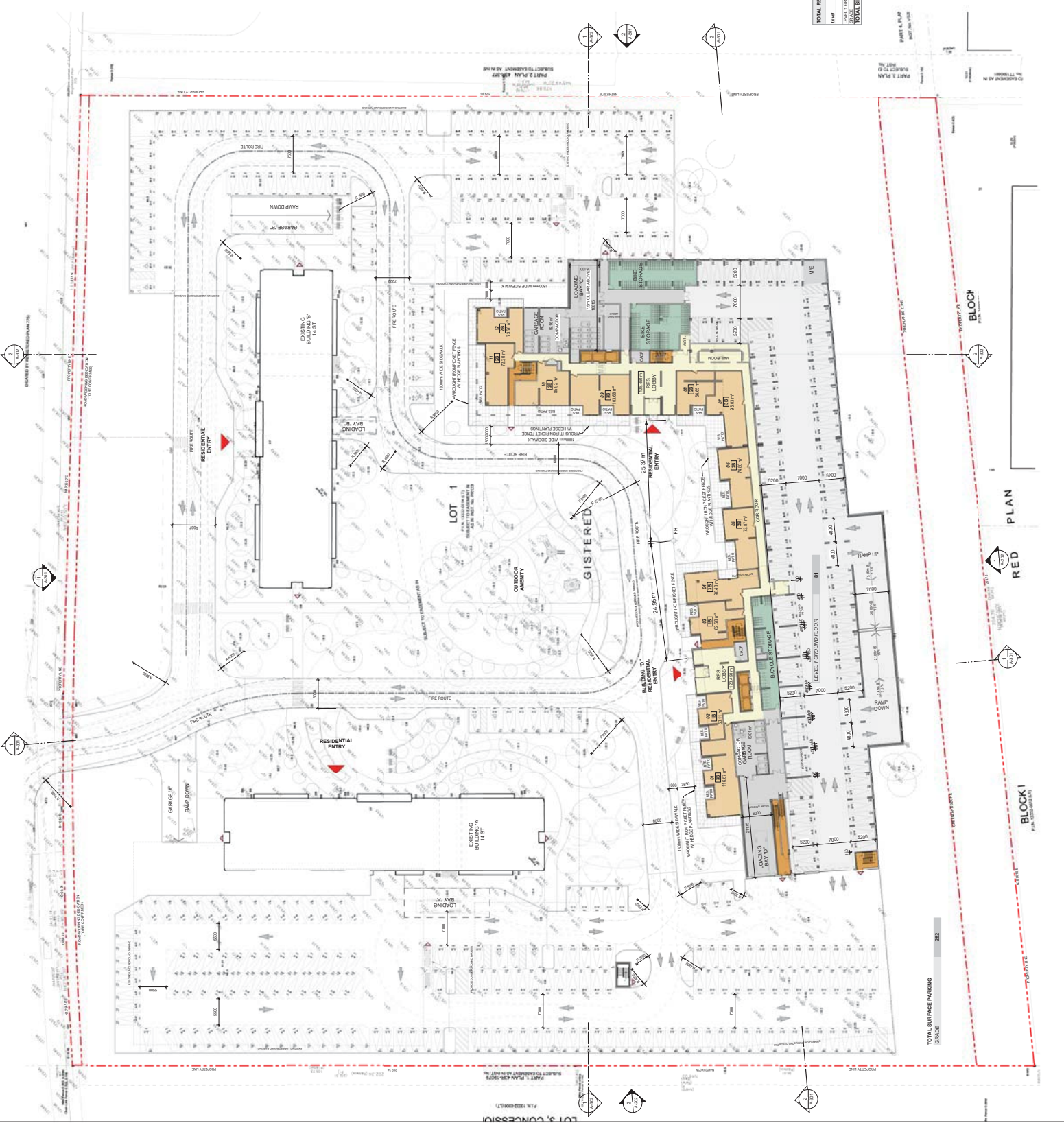
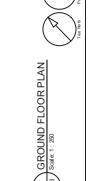


**TOTAL RESIDENTIAL BIKE SPACES**

Level	RES LT	RES ST	RESIDENTIAL
LEVEL 1 GROUND FLOOR	330	330	0
<b>TOTAL BIKE SPACES</b>	<b>330</b>	<b>330</b>	<b>0</b>

**GROUND FLOOR UNIT MIX**

Building	Count
Building C	4
Building D	6
<b>UNIT TOTAL COUNT</b>	<b>10</b>



**PROPOSED PARKING BUILDING A**

Level	Count
BUILD A - LEVEL #1 PARKING	36
BUILD A - LEVEL #2 PARKING	36
BUILD A - LEVEL #3 PARKING	192
<b>TOTAL</b>	<b>264</b>

**PROPOSED PARKING BUILDING B**

Level	Count
BUILD B - LEVEL #1 PARKING	96
BUILD B - LEVEL #2 PARKING	96
BUILD B - LEVEL #3 PARKING	192
<b>TOTAL</b>	<b>384</b>

**PROPOSED PARKING BUILDING C**

Level	Count
BUILD C - LEVEL #1 PARKING	56
BUILD C - LEVEL #2 PARKING	47
BUILD C - LEVEL #3 PARKING	251
<b>TOTAL</b>	<b>354</b>

**PROPOSED PARKING BUILDING D**

Level	Count
BUILD D - LEVEL #1 PARKING	53
BUILD D - LEVEL #2 PARKING	46
BUILD D - LEVEL #3 PARKING	248
<b>TOTAL</b>	<b>347</b>

**PROPOSED PARKING TOTAL BY LEVEL**

Level	Count
LEVEL #1	360
LEVEL #2	360
LEVEL #3	1008
<b>TOTAL</b>	<b>1728</b>

**PROPOSED PARKING BUILDING A**

Level	Count
BUILD A - LEVEL #1 PARKING	36
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<b>TOTAL</b>	<b>264</b>

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**PROPOSED PARKING TOTAL BY LEVEL**

Level	Count
LEVEL #1	360
LEVEL #2	360
LEVEL #3	1008
<b>TOTAL</b>	<b>1728</b>



**LEVEL 2 - UNIT MIX**

Building	Level	Count
Building C	15	2
	16	2
	17	8
Building D	15	2
	16	2
	17	8
<b>UNIT TOTAL COUNT</b>		<b>17</b>



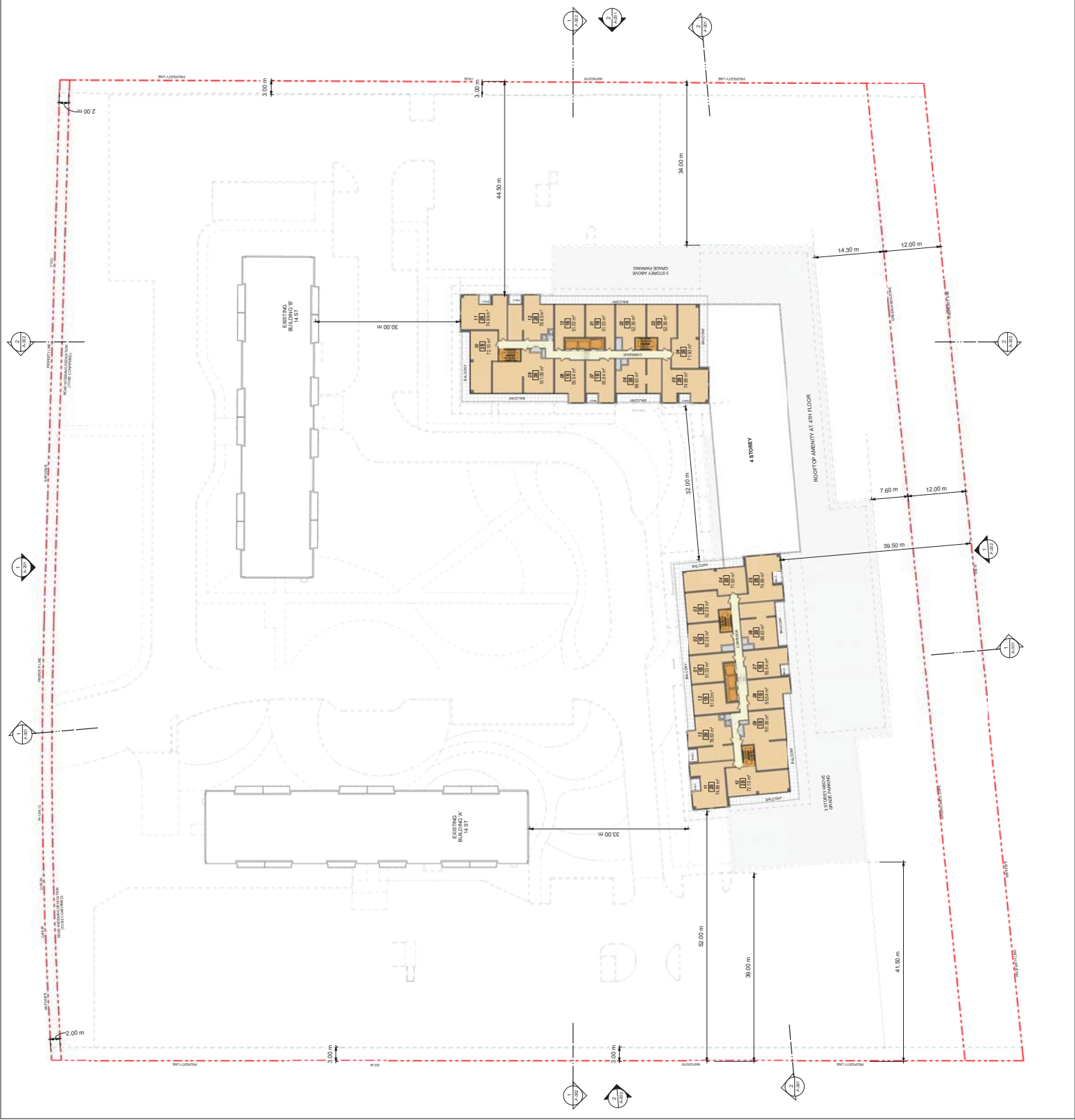


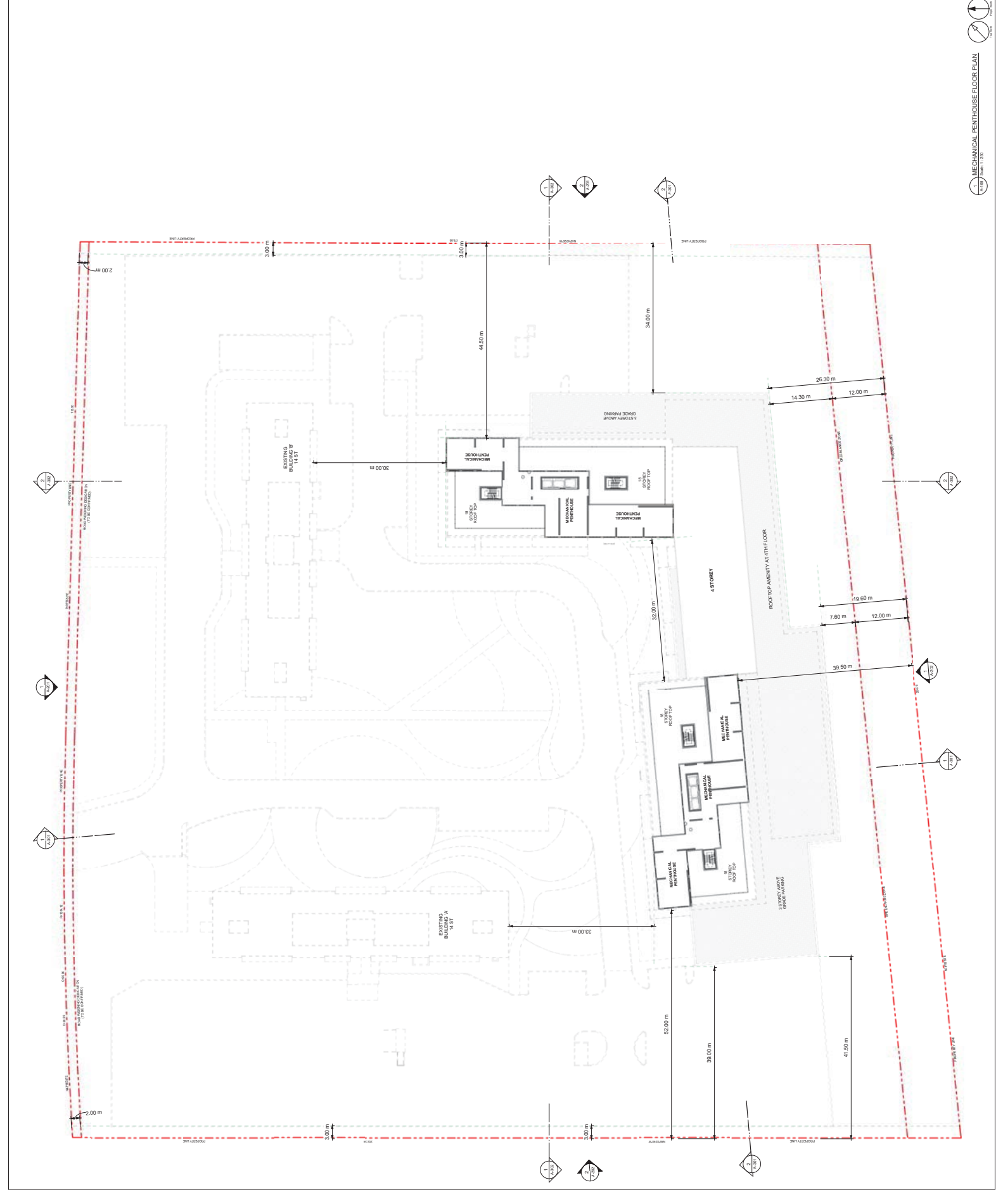


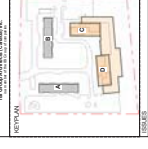
PROJECT NO. 18-0001  
 SHEET NO. A-107  
 DATE: 08/14/2018

LEVELS TO 18 - UNIT MIX	
Building C	6
Building D	13
<b>UNIT TOTAL COUNT</b>	<b>19</b>

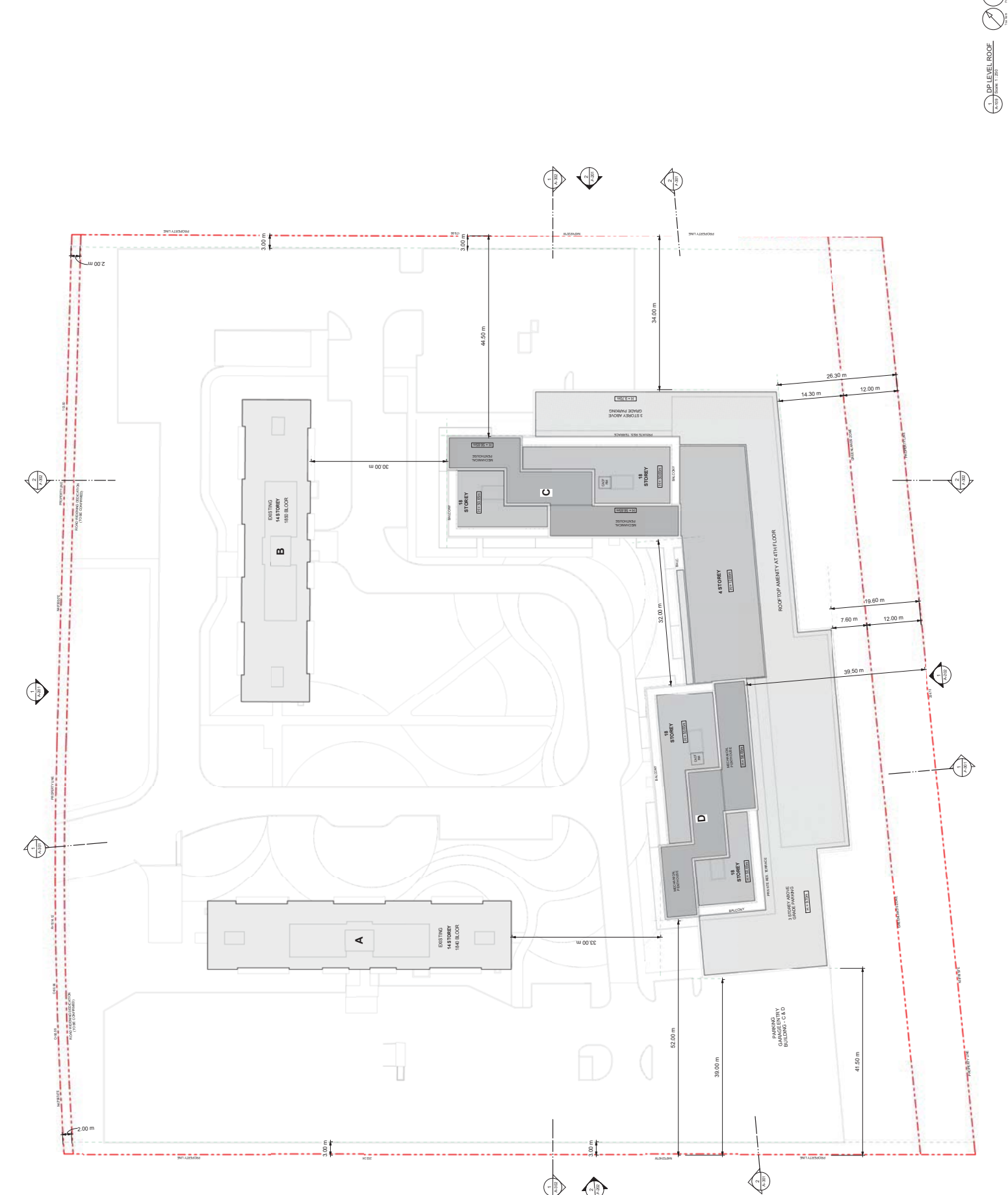
1. TYPICAL FLOOR - LEVEL 05-18  
 2. TYPICAL FLOOR - LEVEL 11-13







DATE	2023.07.14
SCALE	1:500
PROJECT NO.	2300154



**IBI GROUP**  
1840-1505 BAYVIEW ST.  
SCARBOROUGH, ON  
M1S 2S1  
REGISTERED PLAN # 2300154

**PROJECT** BLOOR

**DRAWN BY** [Name]

**CHECKED BY** [Name]

**APPROVED BY** [Name]

**PROJECT NAME** [Name]

**SHEET TITLE** ROOF PLAN

**DATE** 2023.07.14

**SHEET NUMBER** A-109

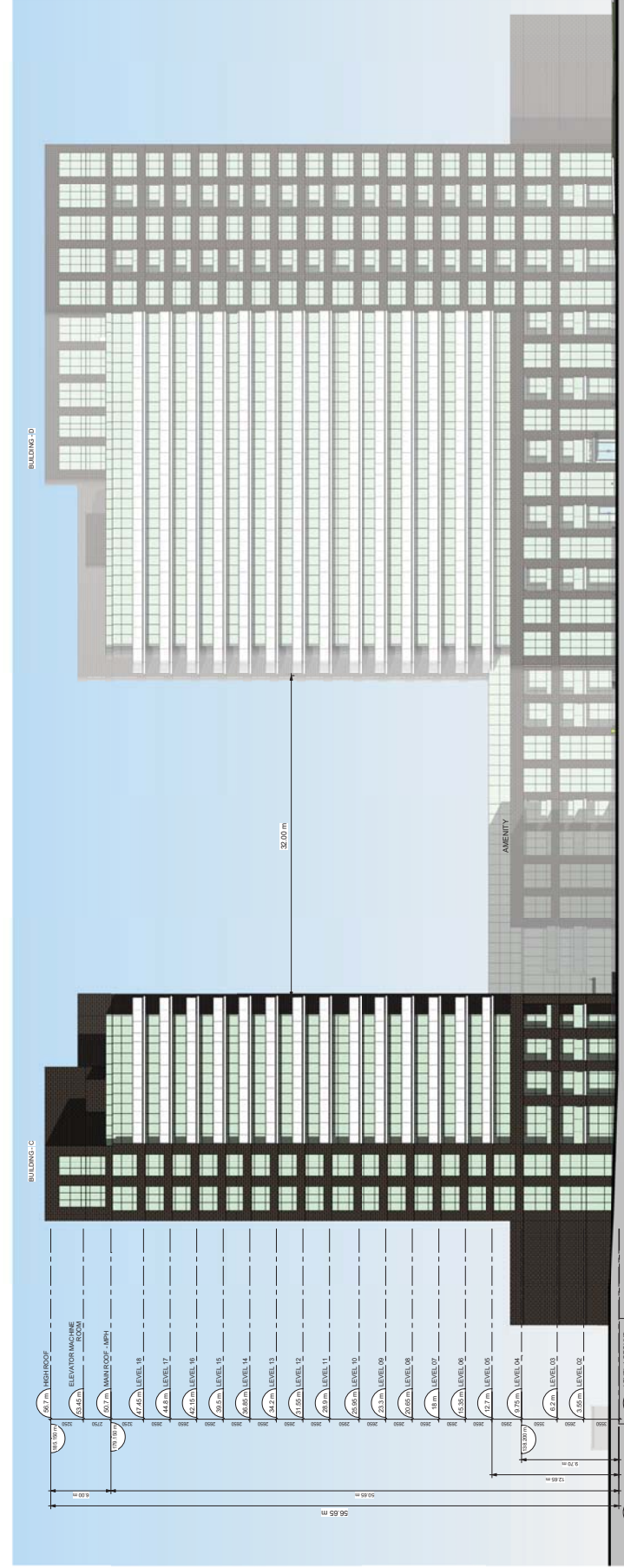
**SCALE** 1



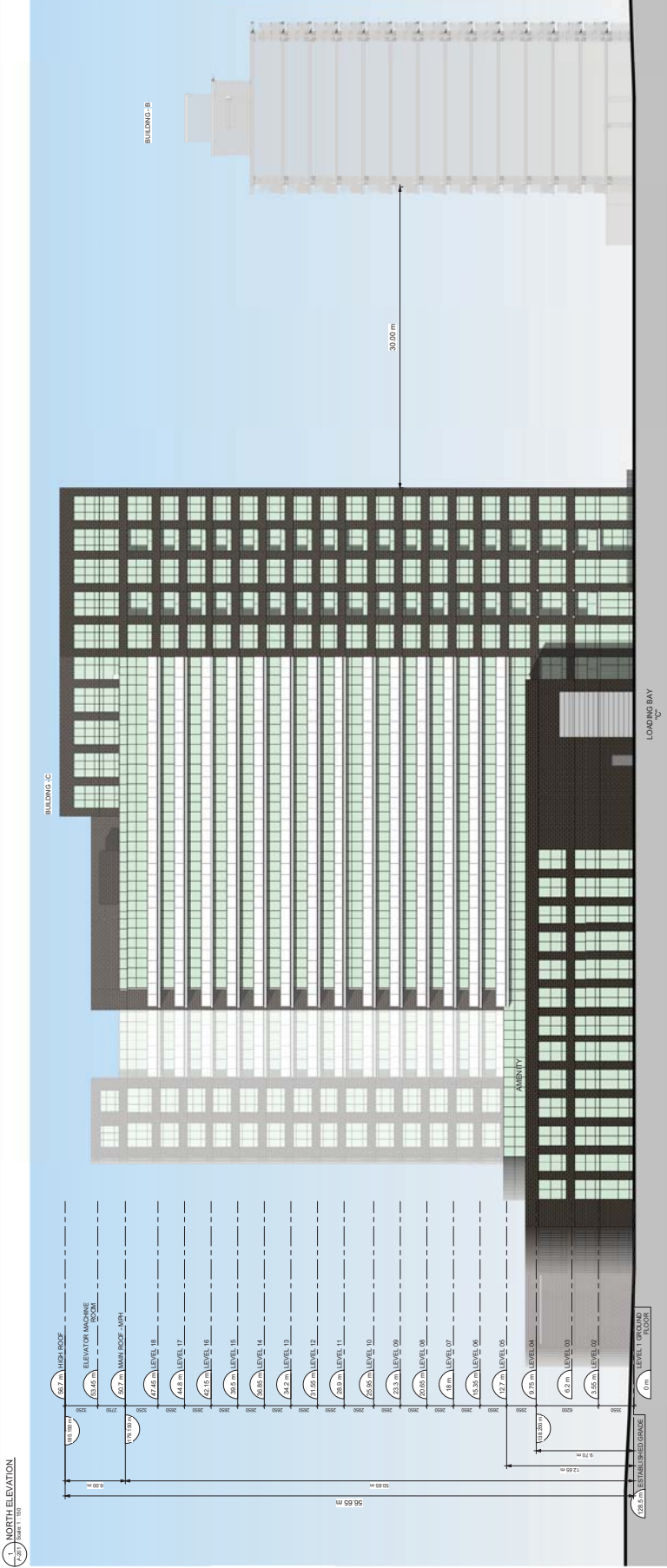




DATE	DESCRIPTION	BY
2023.07.14	ISSUED FOR PERMIT	IBI
2023.07.14	ISSUED FOR PERMIT	IBI

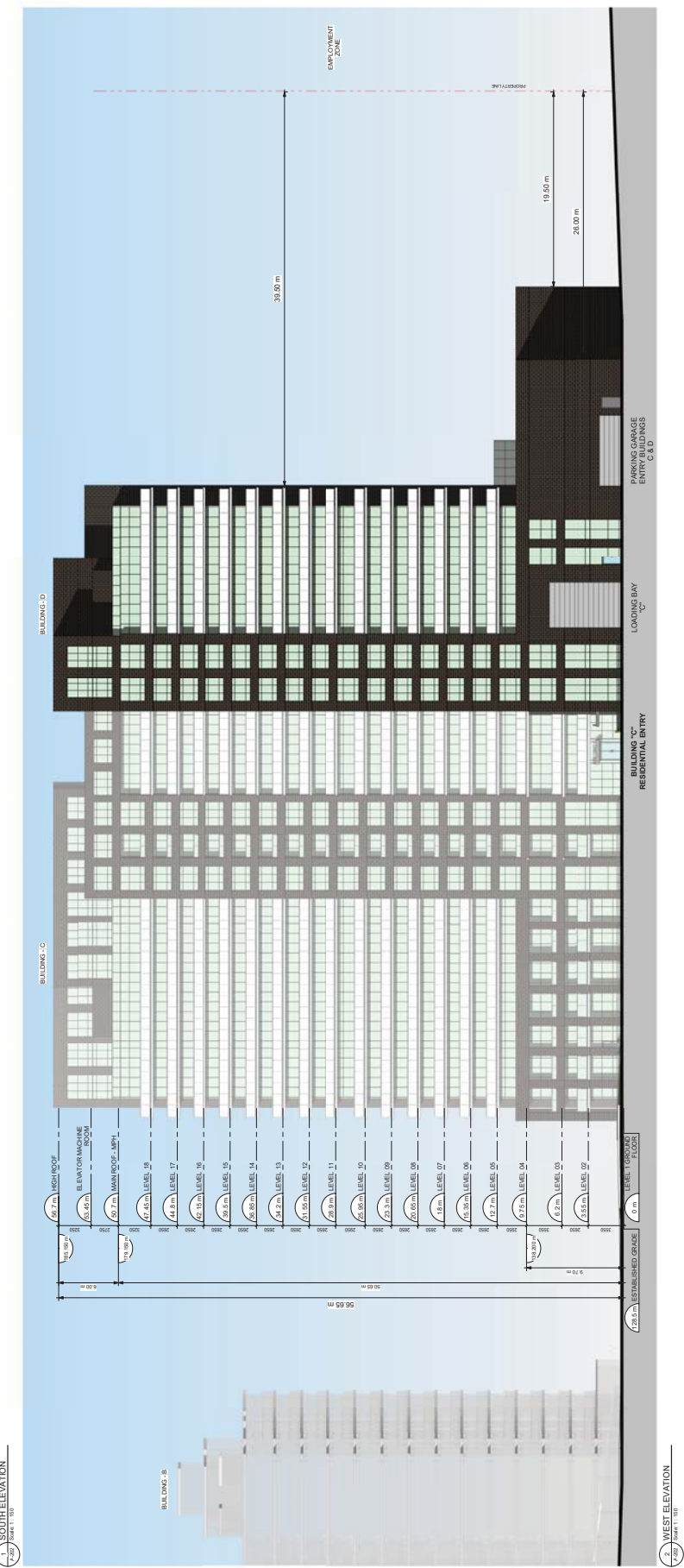


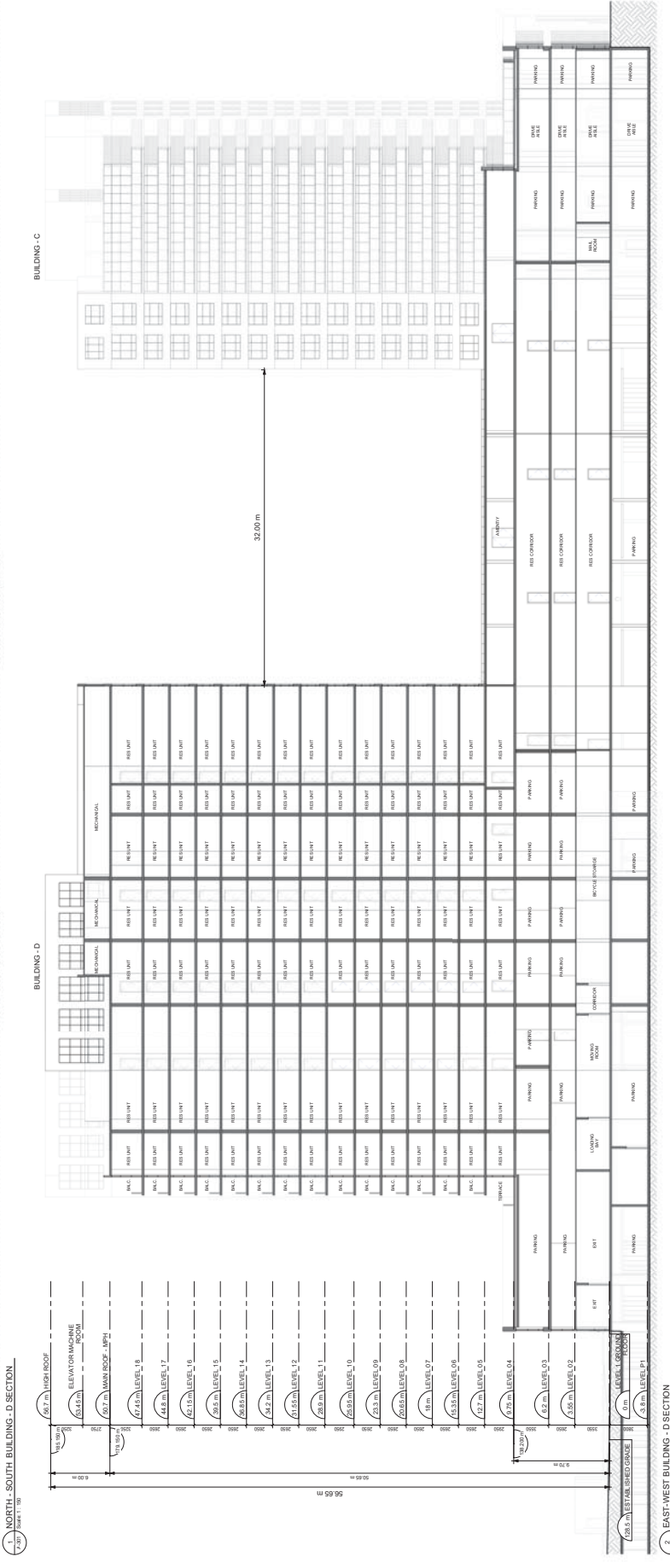
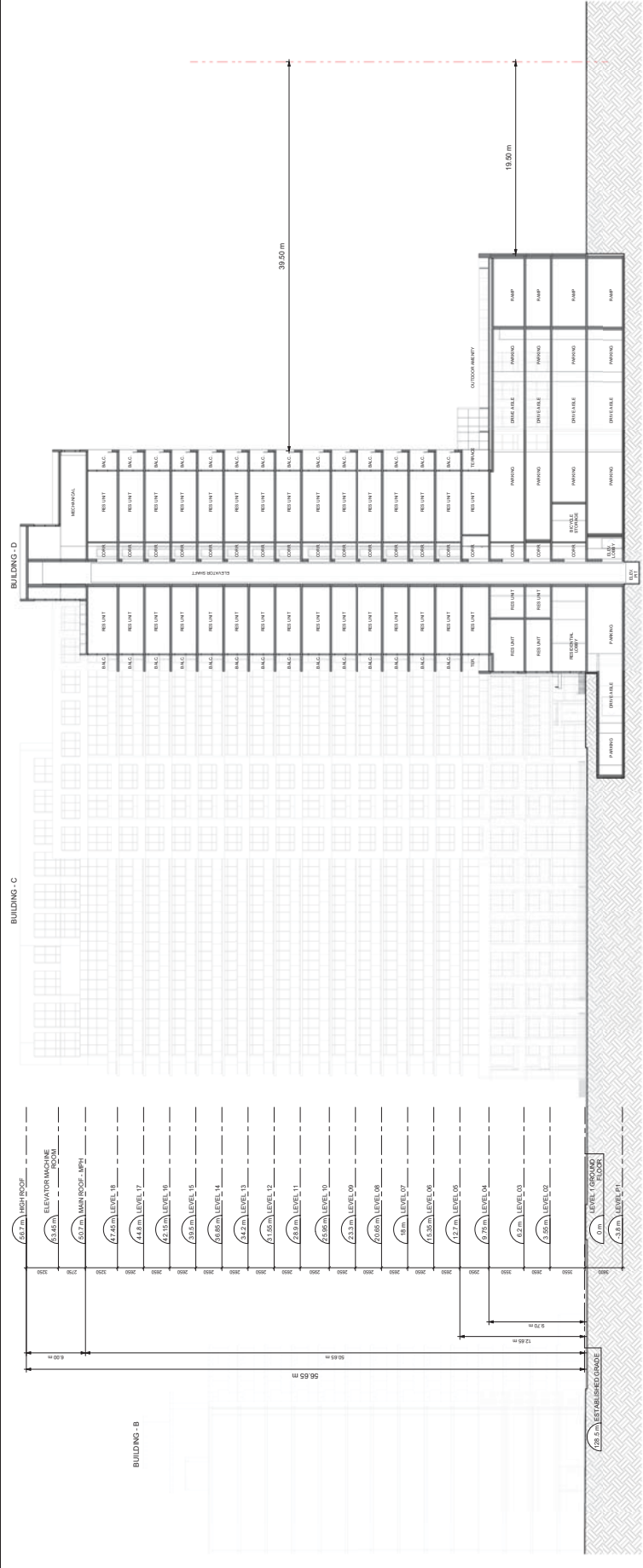
**NORTH ELEVATION**  
 2.37 2024.11.15

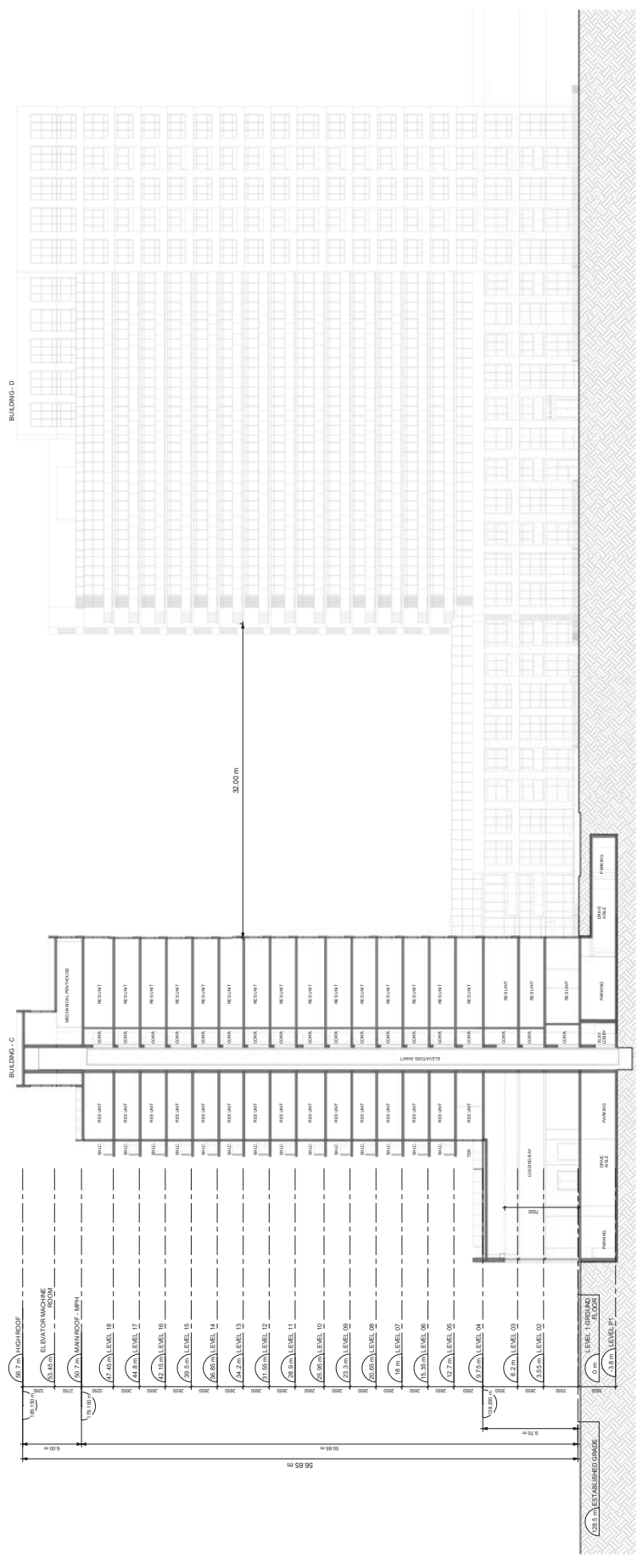


**EAST ELEVATION**  
 2.37 2024.11.15

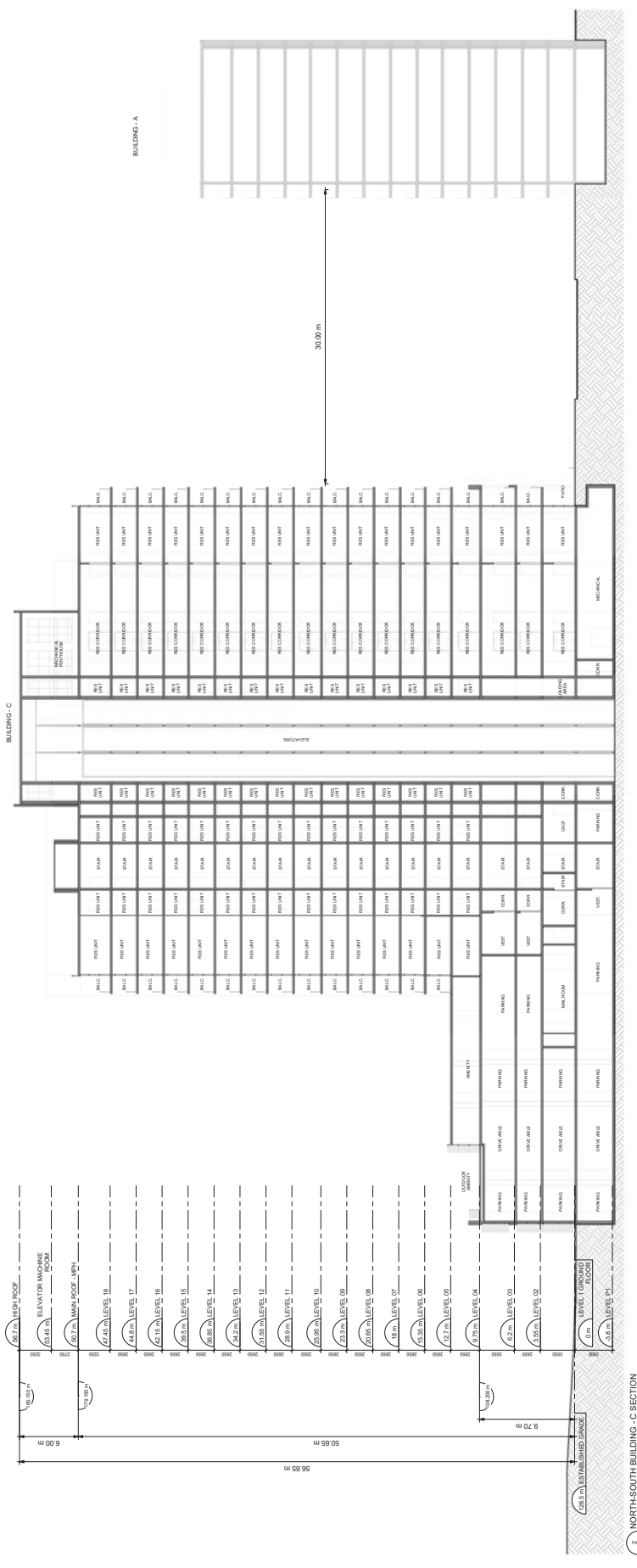
IBI GROUP 100 KING STREET WEST SUITE 1000 TORONTO, ONTARIO M5X 1C5 TEL: 416-593-8888	PROJECT <b>BLOOR</b> 1840-1850 Bloor St. MISSISSAUGA, ON L4Z 1K2 REGISTERED PLAN #18	CHECKED BY APPROVED BY	PROJECT NUMBER <b>A-201</b>	SHEET NUMBER <b>1</b>
--	---	---------------------------	--------------------------------	--------------------------







EAST WEST BUILDING - C SECTION  
 SCALE: 1/8" = 1'-0"



NORTH SOUTH BUILDING - C SECTION  
 SCALE: 1/8" = 1'-0"

CLIENT: RANEE GROUP  
 1540 S. BERRY ST.  
 TAMPA, FL 33606  
 TEL: 813-988-9800



DATE: 12/10/2010  
 SCALE: AS SHOWN  
 DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 APPROVED BY: [Name]

IBI GROUP  
 1540 S. BERRY ST.  
 TAMPA, FL 33606  
 TEL: 813-988-9800

PROJECT: BLOOR  
 1540 S. BERRY ST.  
 TAMPA, FL 33606

REGISTERED PLAN # [Number]

DRAWN BY: [Name]  
 CHECKED BY: [Name]  
 APPROVED BY: [Name]

SHEET TITLE: NORTH - TOP PERSPECTIVE

SHEET NUMBER: A-501

SCALE: 1



CLIENT: RANEE GROUP  
 400 HANOVER ST., SUITE 1000  
 BALTIMORE, MD 21201-3900  
 TEL: 410-528-9900

OWNER: RANEE GROUP  
 400 HANOVER ST., SUITE 1000  
 BALTIMORE, MD 21201-3900  
 TEL: 410-528-9900



DATE: 03/11/2014  
 TIME: 10:00 AM  
 PROJECT NO: 1303003

IBI GROUP  
 1000 PENNSYLVANIA AVE., SUITE 1000  
 WASHINGTON, DC 20004-4401  
 TEL: 202-462-7000  
 WWW.IBIGROUP.COM

PROJECT: BLOOR  
 1840-1850 BAYVIEW ST.  
 CITY OF ANNAPOLIS, MD  
 PROJECT NO: 1303003  
 REGISTERED PLAN #:

DRAWN BY: [ ]  
 CHECKED BY: [ ]  
 PROJECT NO: [ ]  
 APPROVED BY: [ ]

SHEET TITLE: SOUTH/EAST BIRD'S EYE PERSPECTIVE

SHEET NUMBER: A-502

SCALE: 1



CLIENT

**RANEE**  
ARCHITECTURAL GROUP  
1400 W. UNIVERSITY BLVD., SUITE 200  
ANN ARBOR, MI 48106-1500  
TEL: 734.769.8900

OWNER  
CITY OF ANN ARBOR  
1500 W. UNIVERSITY BLVD., SUITE 200  
ANN ARBOR, MI 48106-1500  
TEL: 734.769.8900

PROJECT  
1500 W. UNIVERSITY BLVD., SUITE 200  
ANN ARBOR, MI 48106-1500  
TEL: 734.769.8900



SCALE	1/8" = 1'-0"
DATE	08/15/2023
BY	JL

**IBI GROUP**  
1500 W. UNIVERSITY BLVD., SUITE 200  
ANN ARBOR, MI 48106-1500  
TEL: 734.769.8900

PROJECT: BLOOR  
1500 W. UNIVERSITY BLVD., SUITE 200  
ANN ARBOR, MI 48106-1500  
TEL: 734.769.8900

REGISTERED PROFESSIONAL ARCHITECT

CHECKED BY: [ ]  
PROJECT MANAGER: [ ]  
DRAWN BY: [ ]  
APPROVED BY: [ ]

SHEET TITLE: EYE LEVEL VIGNETTE OF BUILDING C

SHEET NUMBER: A-503

DATE: 1



CLIENT: RANEE GROUP  
 400 MARSHALL ST., SUITE 1000, CHARLOTTE, NC 28202  
 TEL: 704.376.9200

OWNER: RANEE GROUP  
 400 MARSHALL ST., SUITE 1000, CHARLOTTE, NC 28202  
 TEL: 704.376.9200



SCALE: 1/8" = 1'-0"  
 DATE: 08/20/2018  
 DRAWN BY: J. WILSON  
 CHECKED BY: J. WILSON

PROJECT: BLOOR  
 1840 S 2500 BRIDGE ST.  
 CITY OF ASHTABULA, OH

DESIGNED BY: IBI GROUP  
 10000 BAYVIEW BLVD., SUITE 200  
 CLEVELAND, OH 44130

PROJECT NO.: 18000000000000000000  
 SHEET NO.: 1

DATE: 08/20/2018

SCALE: 1/8" = 1'-0"

DATE: 08/20/2018

DRAWN BY: J. WILSON

CHECKED BY: J. WILSON

PROJECT NO.: 18000000000000000000

SHEET NO.: 1

DATE: 08/20/2018

SCALE: 1/8" = 1'-0"

DATE: 08/20/2018

DRAWN BY: J. WILSON

CHECKED BY: J. WILSON

PROJECT NO.: 18000000000000000000

SHEET NO.: 1

DATE: 08/20/2018

SCALE: 1/8" = 1'-0"

DATE: 08/20/2018

DRAWN BY: J. WILSON

CHECKED BY: J. WILSON

PROJECT NO.: 18000000000000000000

SHEET NO.: 1

DATE: 08/20/2018

SCALE: 1/8" = 1'-0"

DATE: 08/20/2018

DRAWN BY: J. WILSON

CHECKED BY: J. WILSON

PROJECT NO.: 18000000000000000000

SHEET NO.: 1

DATE: 08/20/2018

SCALE: 1/8" = 1'-0"

DATE: 08/20/2018

DRAWN BY: J. WILSON

CHECKED BY: J. WILSON

PROJECT NO.: 18000000000000000000

SHEET NO.: 1

DATE: 08/20/2018

SCALE: 1/8" = 1'-0"

DATE: 08/20/2018



SHEET NUMBER: A-504

SCALE: 1



## **APPENDIX B: Parking Demand Surveys**



**Project:** 1840 - 1850 Bloor St  
**Project No:** 8015-01  
**Location:** 1840 - 1850 Bloor St  
**Date:** Tuesday October 22, 2019

**3AM Parking Summary**

Building Area	1840 Bloor St				1850 Bloor St					
	UG Res	Surface Res	Total Res	Visitor	Combined	UG Res	Surface Res	Total Res	Visitor	Combined
Supply	75	139	214	20	234	99	105	204	16	220
3AM	65	126	191	18	209	87	87	174	16	190

**Project:** 1840 - 1850 Bloor St  
**Project No:** 8015-01  
**Location:** 1840 - 1850 Bloor St  
**Date:** Wednesday October 23, 2019

**3AM Parking Summary**

Building Area	1840 Bloor St				1850 Bloor St					
	UG Res	Surface Res	Total Res	Visitor	Combined	UG Res	Surface Res	Total Res	Visitor	Combined
Supply	75	139	214	20	234	99	105	204	16	220
3AM	63	124	187	13	200	85	88	173	16	189

**Project:** 1840 - 1850 Bloor St  
**Project No:** 8015-01  
**Location:** 1840 - 1850 Bloor St  
**Date:** Thursday October 24, 2019

**3AM Parking Summary**

Building Area	1840 Bloor St				1850 Bloor St					
	UG Res	Surface Res	Total Res	Visitor	Combined	UG Res	Surface Res	Total Res	Visitor	Combined
Supply	75	139	214	20	234	99	105	204	16	220
3AM	60	123	183	17	200	85	89	174	15	189

**Project:** 1840 - 1850 Bloor St  
**Project No:** 8015-01  
**Location:** 1840 - 1850 Bloor St  
**Date:** Friday October 4, 2019

**Visitor Parking Study**

<b>Time</b>	<b>1840 Bloor</b>	<b>1850 Bloor</b>
<b>Supply</b>	<b>13</b>	<b>19</b>
16:00	6	13
17:00	7	13
18:00	7	14
19:00	11	16
20:00	10	18
21:00	10	17
22:00	10	19

**Project:** 1840 - 1850 Bloor St  
**Project No:** 8015-01  
**Location:** 1840 - 1850 Bloor St  
**Date:** Saturday October 5, 2019

**Visitor Parking Study**

<b>Time</b>	<b>1840 Bloor</b>	<b>1850 Bloor</b>
<b>Supply</b>	<b>13</b>	<b>19</b>
14:00	6	16
15:00	9	19
16:00	9	18
17:00	11	19
18:00	13	19
19:00	13	18
20:00	13	17
21:00	13	19
22:00	13	18

**Project:** 1840 - 1850 Bloor St  
**Project No:** 8015-01  
**Location:** 1840 - 1850 Bloor St  
**Date:** Sunday October 6, 2019

**Visitor Parking Study**

<b>Time</b>	<b>1840 Bloor</b>	<b>1850 Bloor</b>
<b>Supply</b>	<b>13</b>	<b>19</b>
14:00	11	18
15:00	11	14
16:00	13	17
17:00	11	19
18:00	11	16
19:00	13	19
20:00	13	19
21:00	12	17
22:00	11	18

**Project:** 1840 - 1850 Bloor St  
**Project No:** 8015-01  
**Location:** 1840 - 1850 Bloor St  
**Date:** Friday October 18, 2019

**Visitor Parking Study**

<b>Time</b>	<b>1840 Bloor</b>	<b>1850 Bloor</b>
<b>Supply</b>	<b>13</b>	<b>19</b>
16:00	9	15
17:00	8	14
18:00	9	16
19:00	10	19
20:00	10	18
21:00	13	18
22:00	13	15



**Project:** 1840 - 1850 Bloor St  
**Project No:** 8015-01  
**Location:** 1840 - 1850 Bloor St  
**Date:** Saturday October 19, 2019

**Visitor Parking Study**

<b>Time</b>	<b>1840 Bloor</b>	<b>1850 Bloor</b>
<b>Supply</b>	<b>13</b>	<b>19</b>
14:00	7	16
15:00	9	19
16:00	12	18
17:00	10	18
18:00	9	19
19:00	10	19
20:00	9	19
21:00	11	19
22:00	13	19

**Project:** 1840 - 1850 Bloor St  
**Project No:** 8015-01  
**Location:** 1840 - 1850 Bloor St  
**Date:** Sunday October 20, 2019

**Visitor Parking Study**

<b>Time</b>	<b>1840 Bloor</b>	<b>1850 Bloor</b>
<b>Supply</b>	<b>13</b>	<b>19</b>
14:00	8	18
15:00	9	17
16:00	13	18
17:00	13	19
18:00	13	18
19:00	12	19
20:00	9	19
21:00	9	19
22:00	10	19

**Project:** 1840 - 1850 Bloor St  
**Project No:** 8015-01  
**Location:** 1840 - 1850 Bloor St  
**Date:** Friday October 25, 2019

**Visitor Parking Study**

<b>Time</b>	<b>1840 Bloor</b>	<b>1850 Bloor</b>
<b>Supply</b>	<b>13</b>	<b>19</b>
16:00	10	9
17:00	12	15
18:00	9	13
19:00	7	16
20:00	9	19
21:00	13	19
22:00	13	19

**Project:** 1840 - 1850 Bloor St  
**Project No:** 8015-01  
**Location:** 1840 - 1850 Bloor St  
**Date:** Saturday October 26, 2019

**Visitor Parking Study**

<b>Time</b>	<b>1840 Bloor</b>	<b>1850 Bloor</b>
<b>Supply</b>	<b>13</b>	<b>19</b>
14:00	7	17
15:00	7	19
16:00	7	19
17:00	11	17
18:00	12	17
19:00	10	18
20:00	12	18
21:00	13	19
22:00	13	18

**Project:** 1840 - 1850 Bloor St  
**Project No:** 8015-01  
**Location:** 1840 - 1850 Bloor St  
**Date:** Sunday October 27, 2019

**Visitor Parking Study**

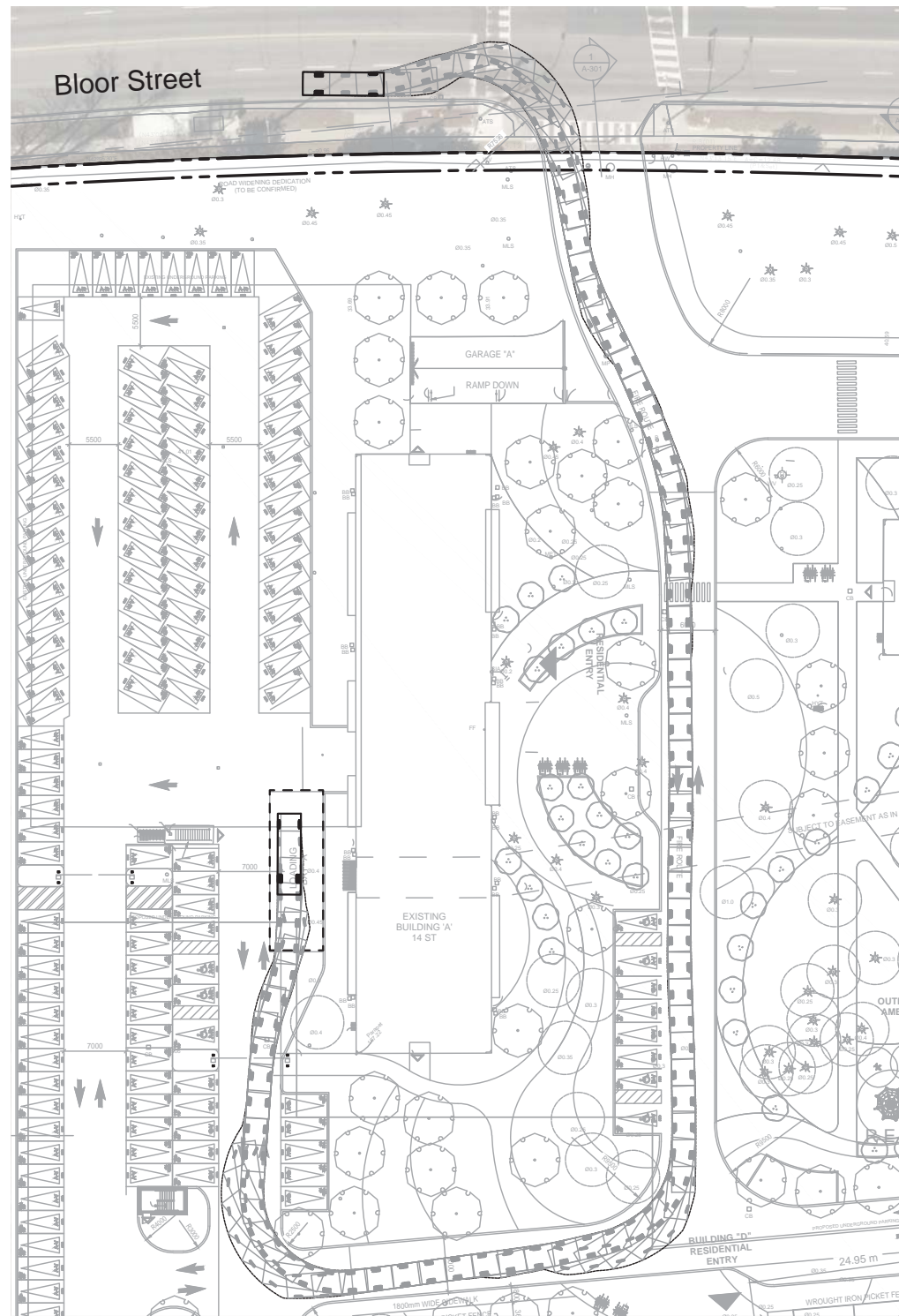
<b>Time</b>	<b>1840 Bloor</b>	<b>1850 Bloor</b>
<b>Supply</b>	<b>13</b>	<b>19</b>
14:00	11	19
15:00	13	19
16:00	13	18
17:00	13	19
18:00	11	19
19:00	11	17
20:00	12	16
21:00	11	17
22:00	9	16

## **APPENDIX C: Vehicle Manoeuvring Diagrams**

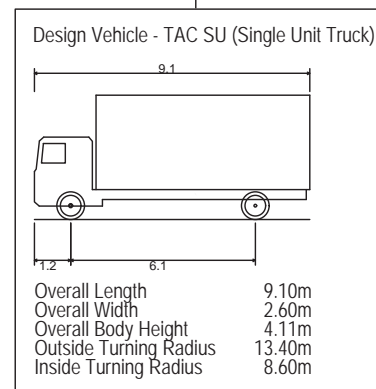
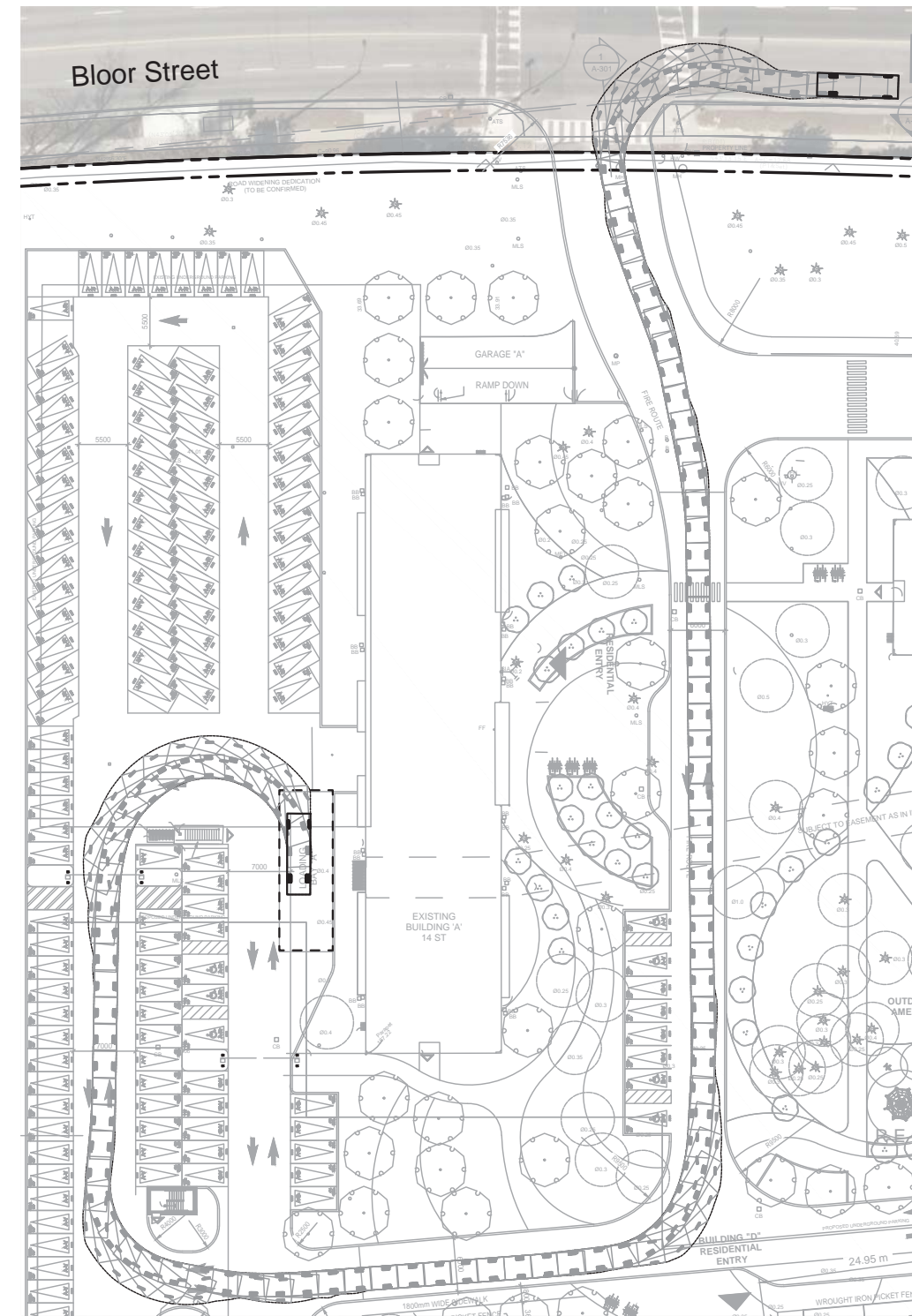


Date Plotted: February 13, 2020 File name: \\baip03\cad\8015-01\BAISPR16\_February 13, 2020\BA-1840 Bloor Street Mississauga-SPR-801501.dwg

**Inbound**



**Outbound**



**1840-1850 Bloor Street  
Vehicle Manoeuvring Diagram  
Building A  
TAC SU (Single Unit Truck)**

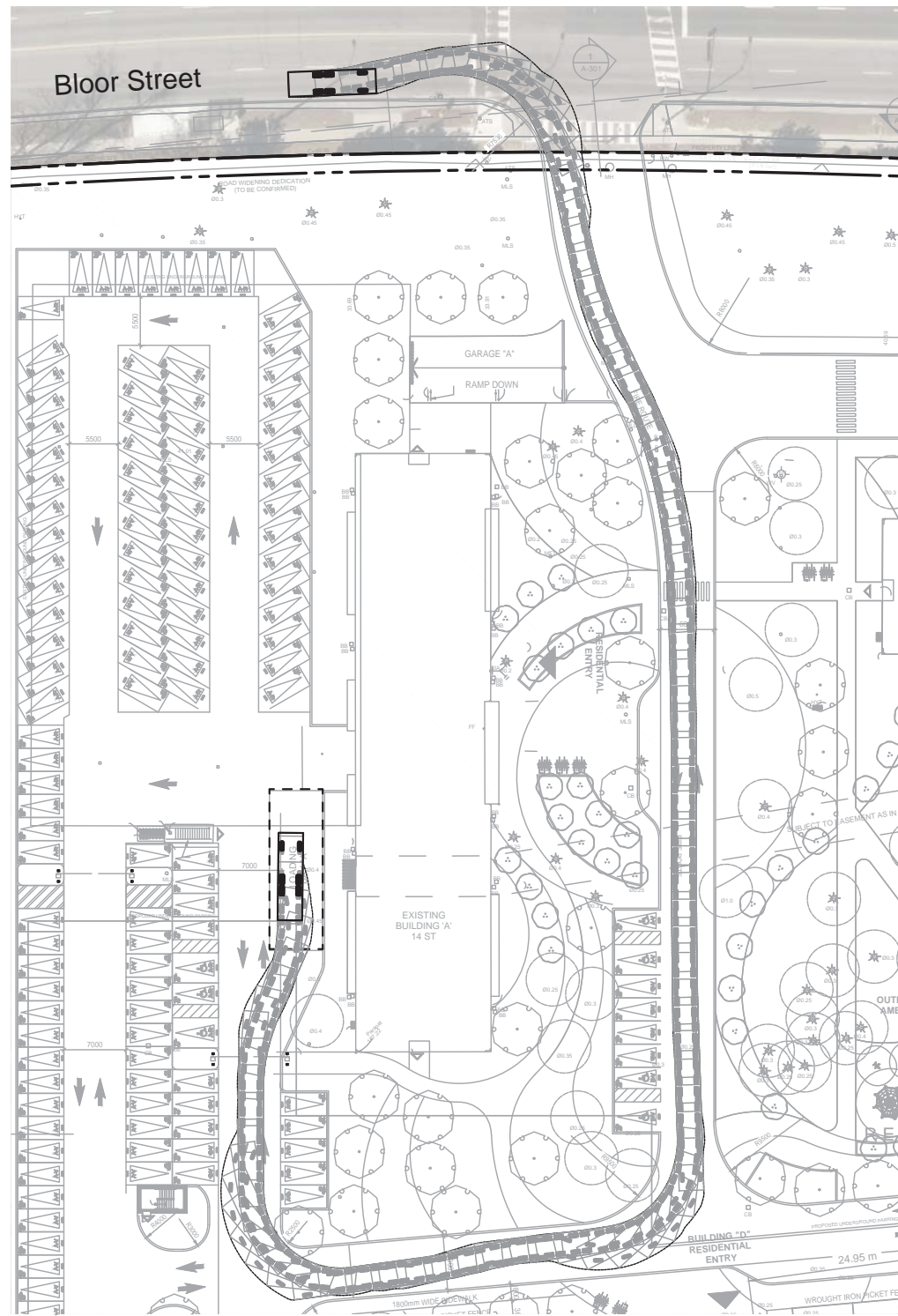
Project: 1840-1850 Bloor St.  
Project No. 8015-01  
Date: March 11, 2020  
Revised: --



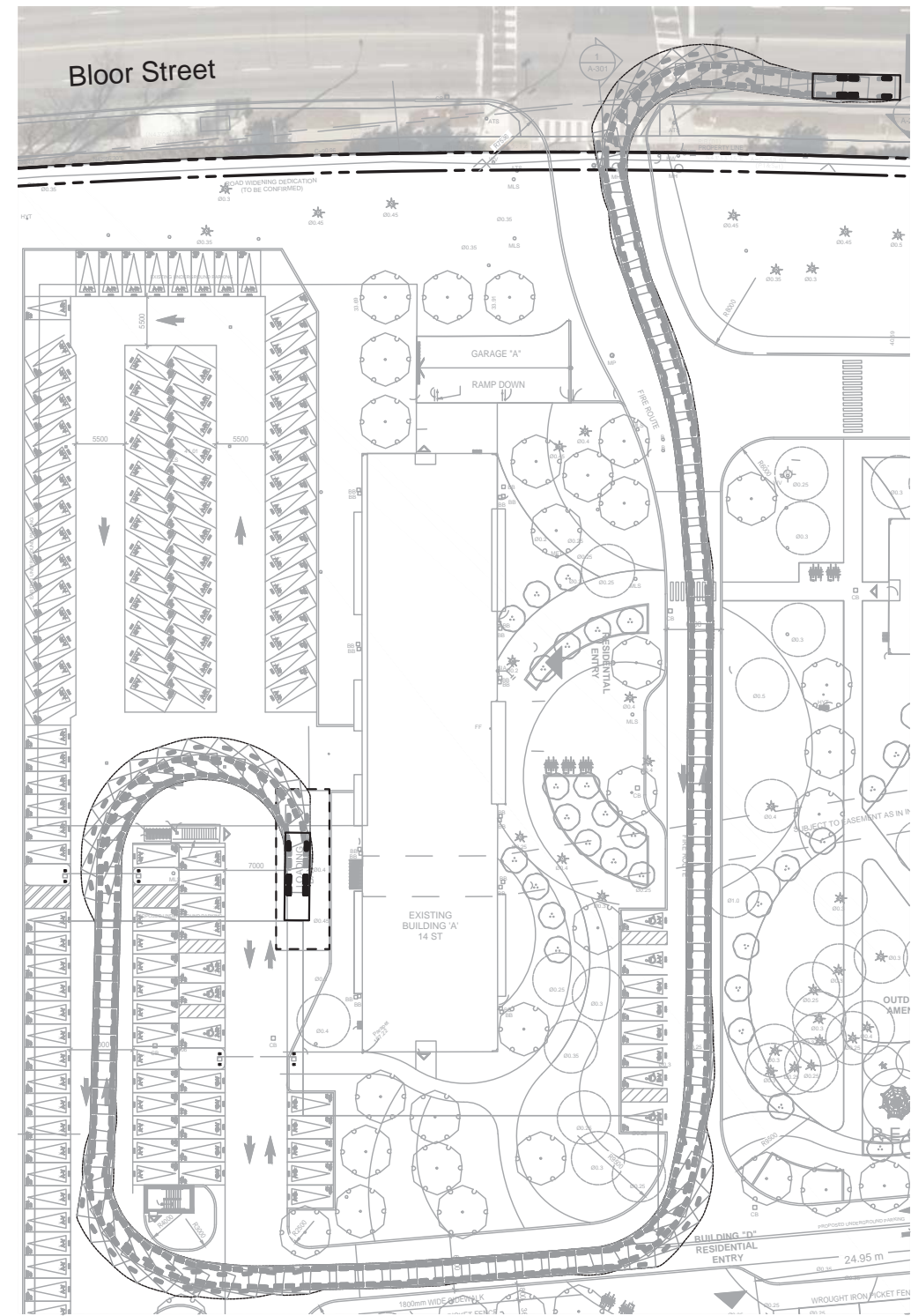
Drawing No. **VMD-01**

Date Plotted: February 13, 2020 File Name: \\bapip03\cad\8015-01\BAISPR16 - February 13, 2020\BA-1840 Bloor Street Mississauga-SPR-801501.dwg

**Inbound**



**Outbound**



**Design Vehicle -  
PEEL REGION GARBAGE - FRONT LOADER**

Overall Length 9.85m  
Overall Width 2.77m  
Overall Body Height 4.31m  
Centreline Turning Radius 11.50m  
Outside Turning Radius 13.46m



**1840-1850 Bloor Street  
Vehicle Manoeuvring Diagram  
Building A  
Peel Region Garbage - Front Loader**

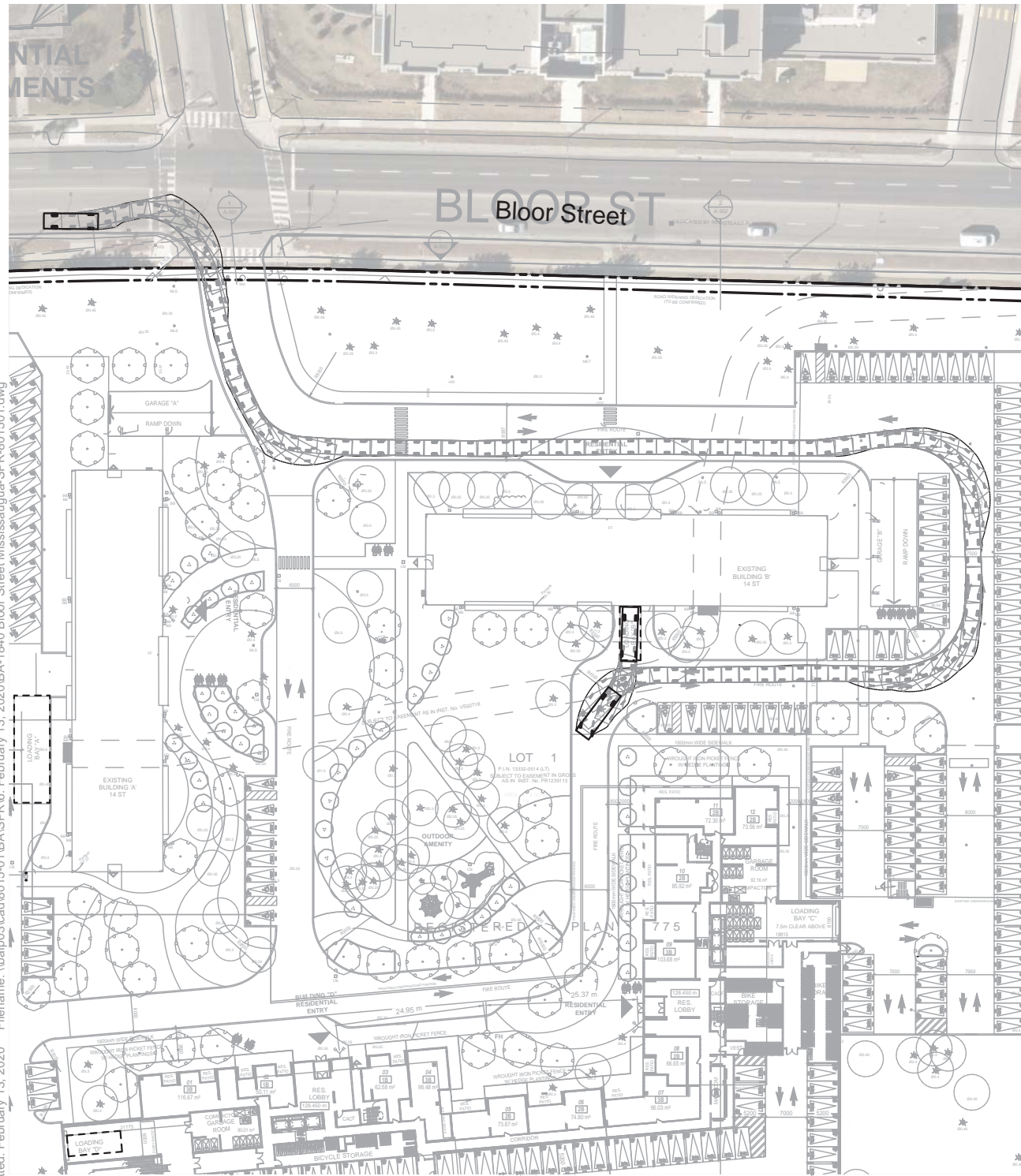
Project: 1840-1850 Bloor St.  
Project No. 8015-01  
Date: March 11, 2020  
Revised: --



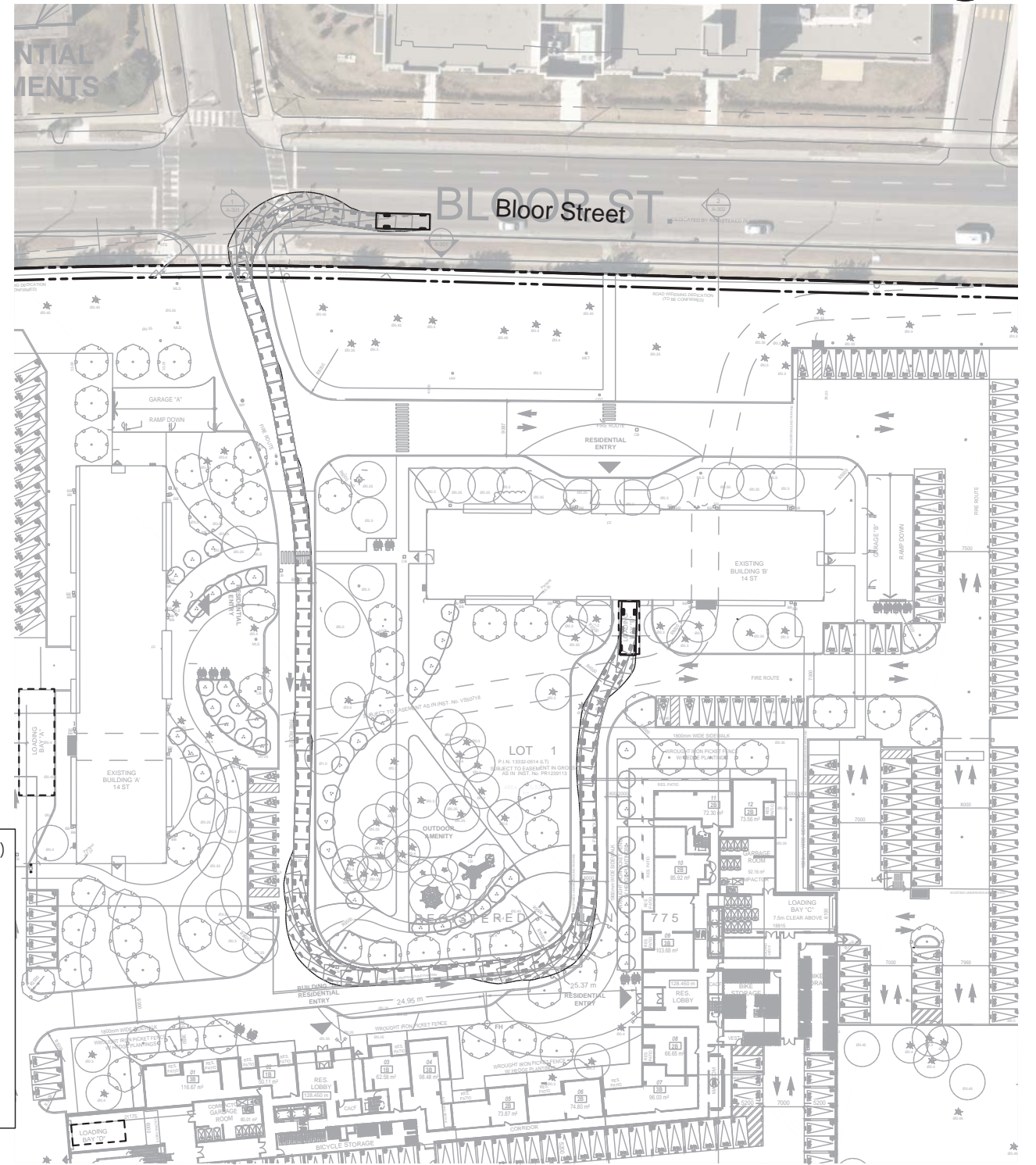
Drawing No. **VMD-02**



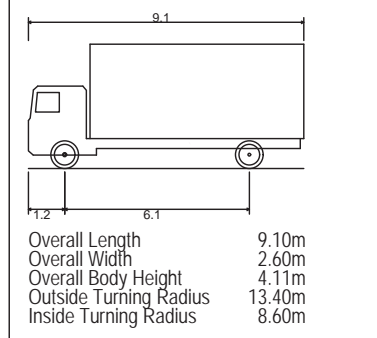
Inbound



Outbound



Design Vehicle - TAC SU (Single Unit Truck)



Date Plotted: February 13, 2020 File name: \\bapip03\cad\8015-01\BAIS\PR16\_February 13, 2020\BA-1840 Bloor Street Mississauga-SPR-801501.dwg



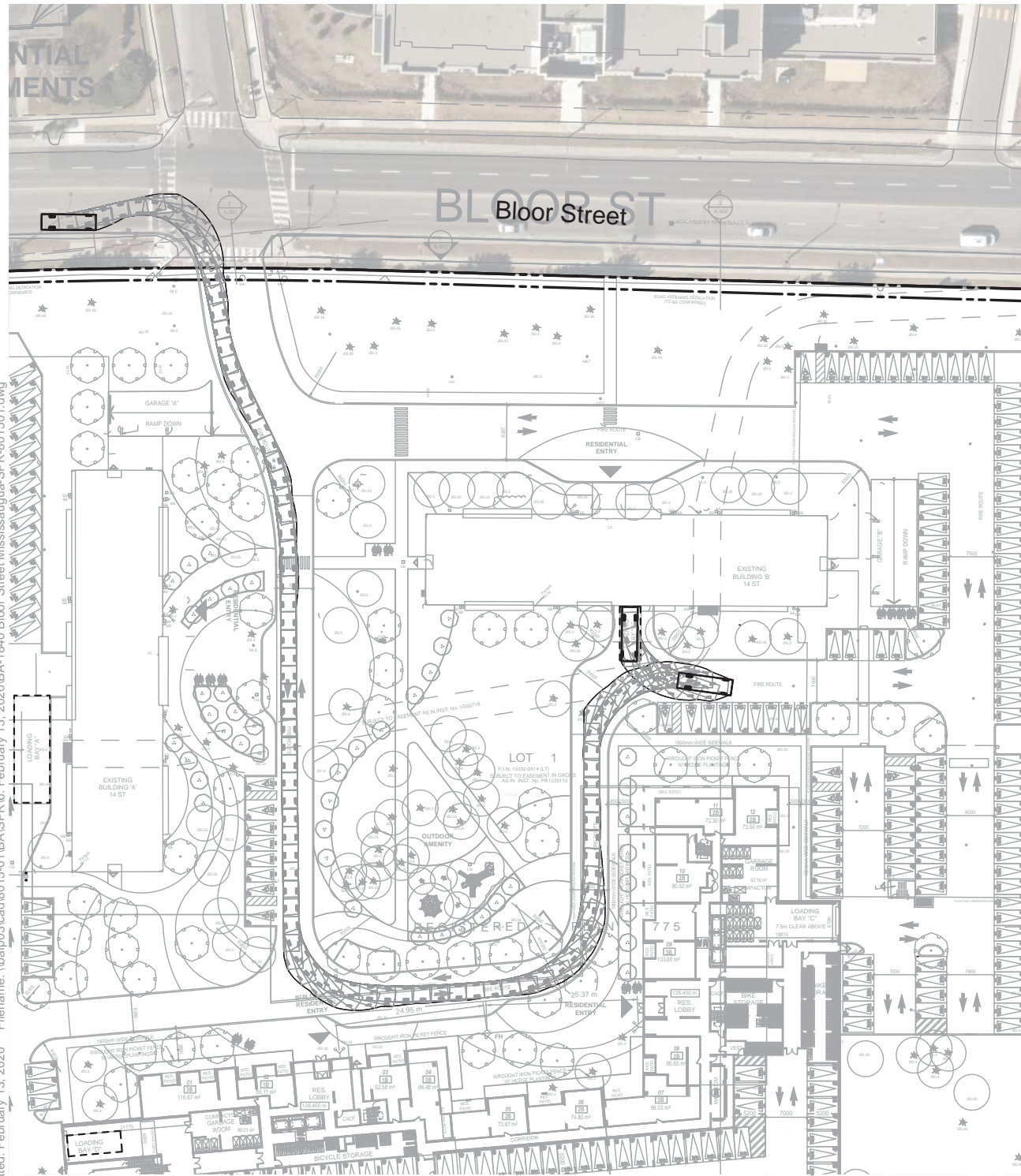
**1840-1850 Bloor Street**  
**Vehicle Manoeuvring Diagram**  
**Building B**  
**TAC SU (Single Unit Truck)**

Project: 1840-1850 Bloor St.  
 Project No. 8015-01  
 Date: March 11, 2020  
 Revised: --

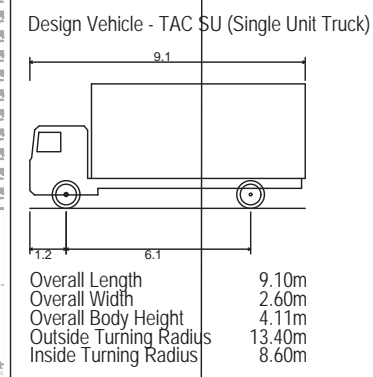
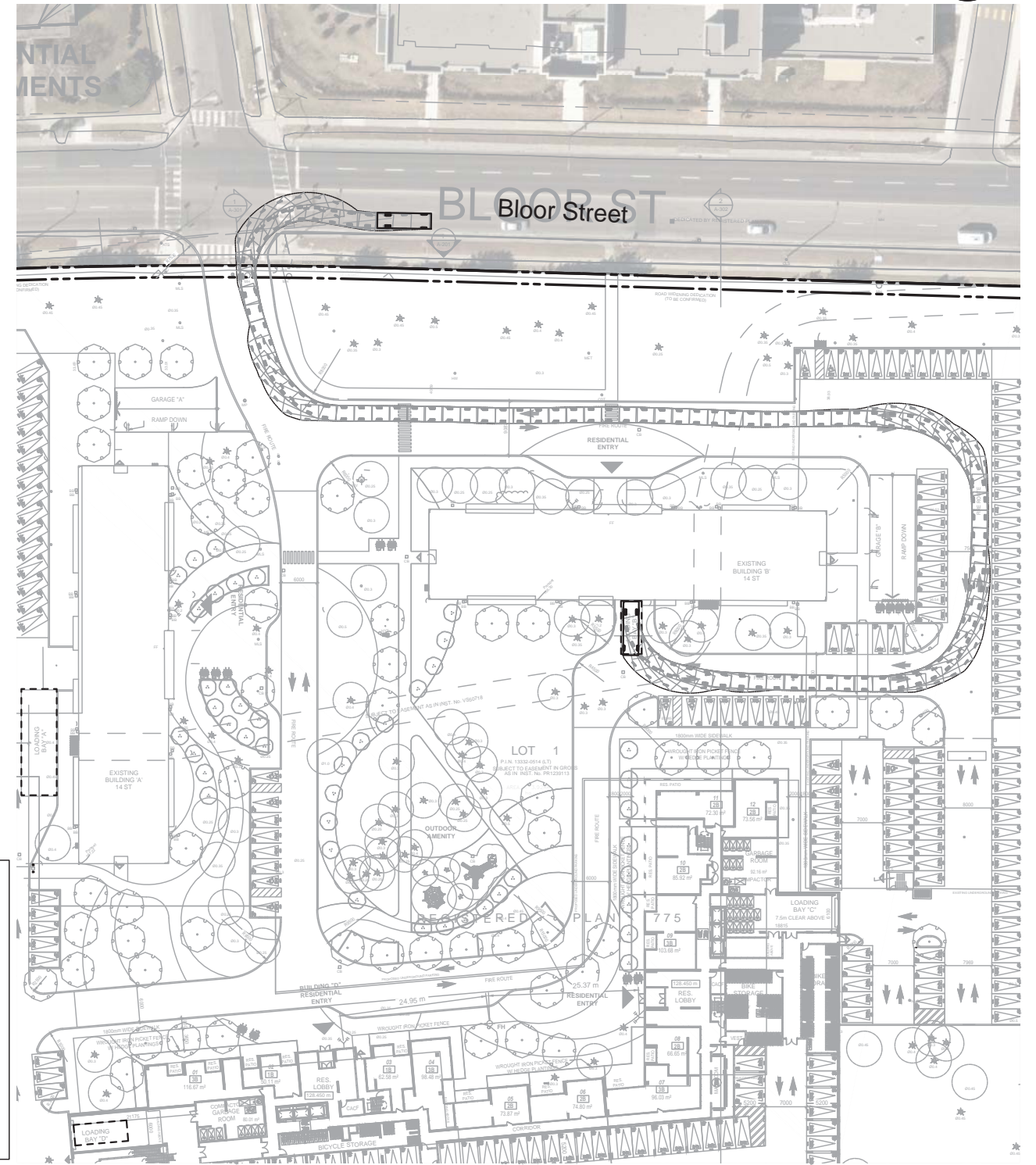


Drawing No. **VMD-03**

Inbound



Inbound



Date Plotted: February 13, 2020 File name: \\bapip03\cad\8015-01\BAIS\PR16\_February 13, 2020\BA-1840 Bloor Street Mississauga-SPR-801501.dwg



**1840-1850 Bloor Street**  
**Vehicle Manoeuvring Diagram**  
**Building B**  
**TAC SU (Single Unit Truck)**

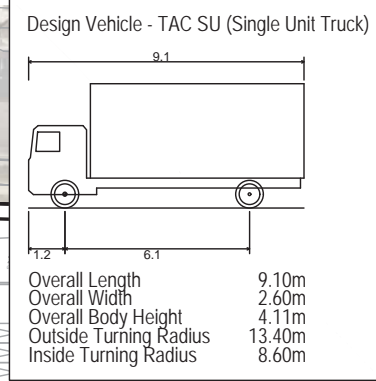
Project: 1840-1850 Bloor St.  
 Project No. 8015-01  
 Date: March 11, 2020  
 Revised: --



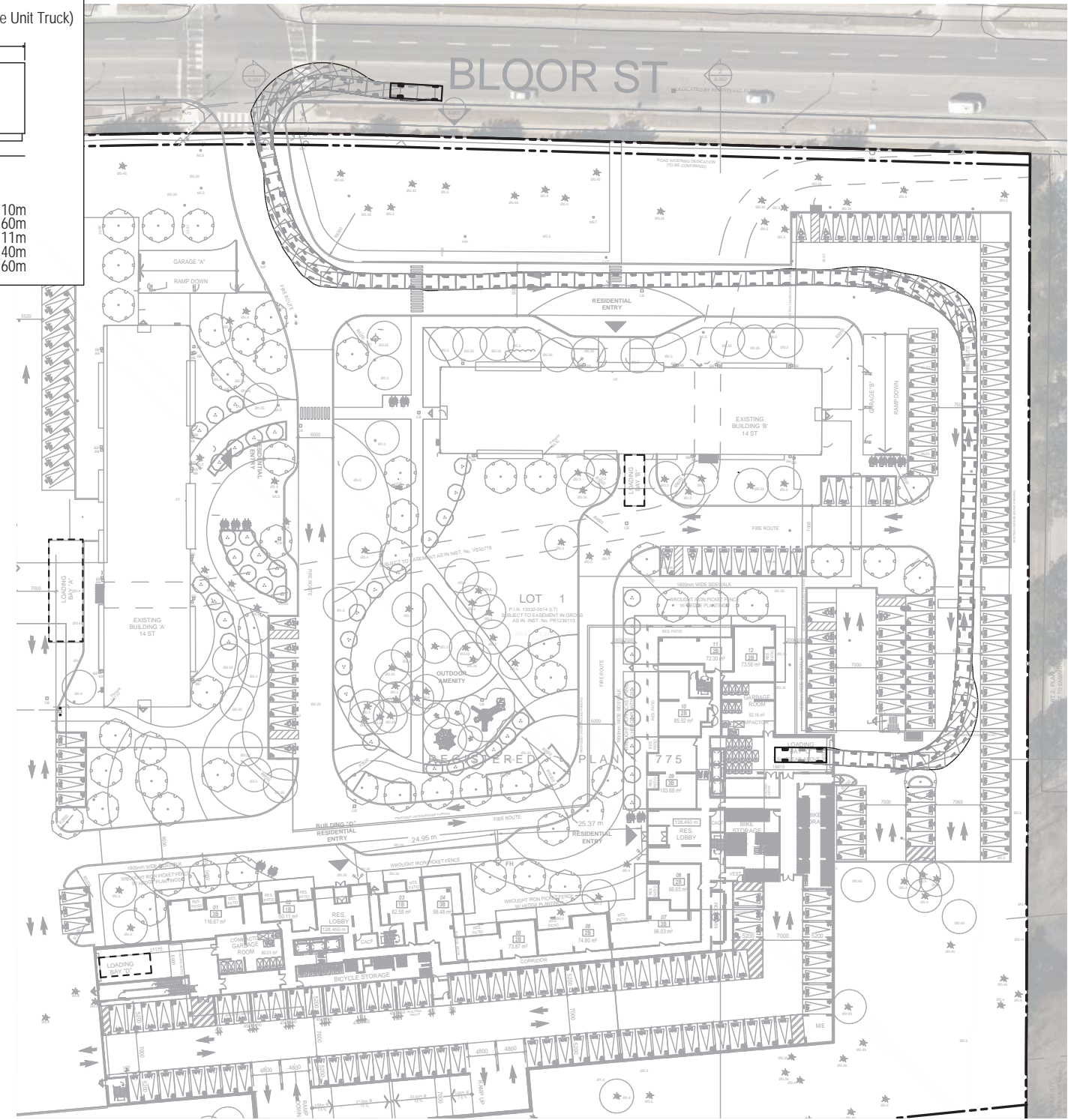
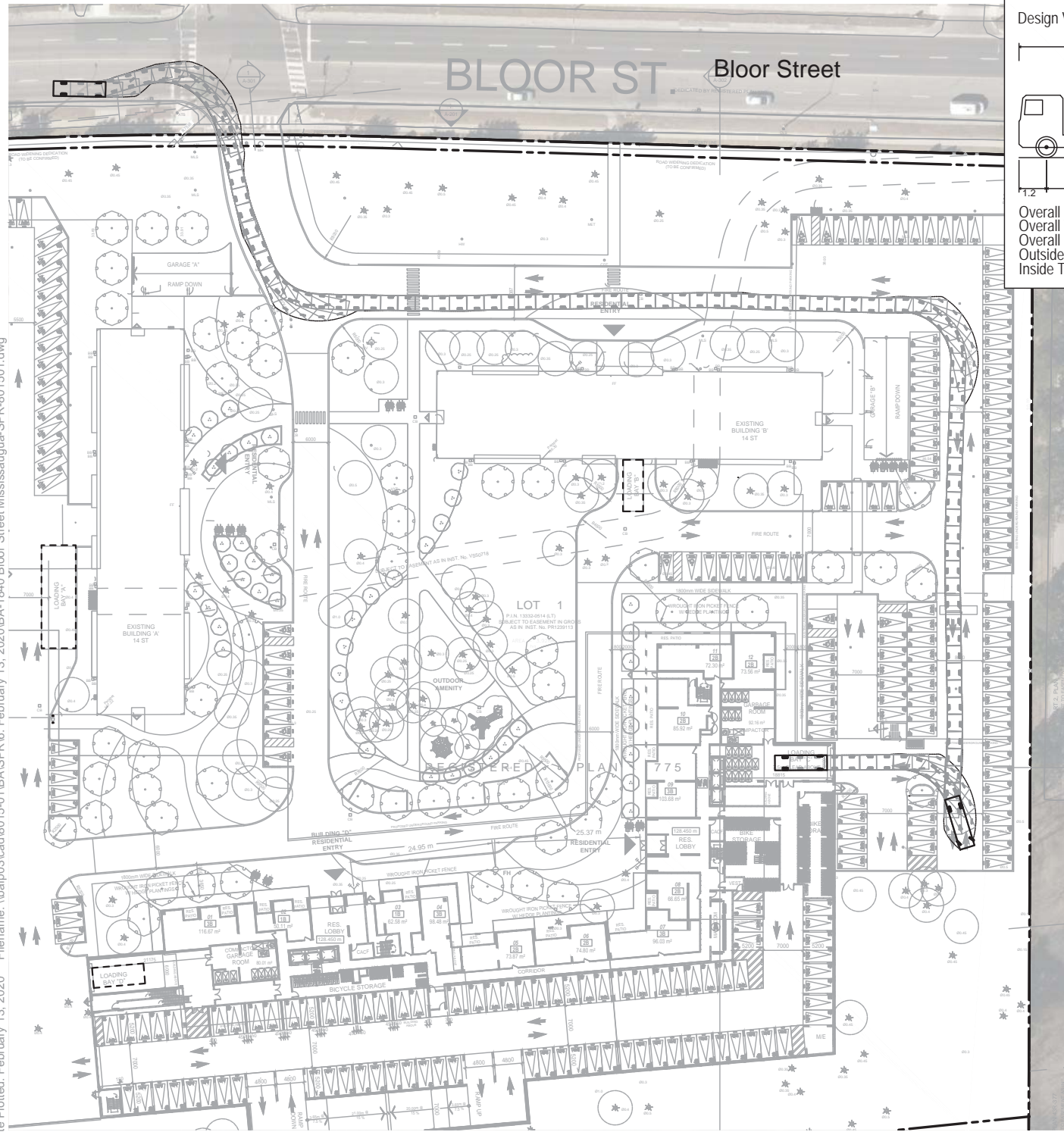
Drawing No. **VMD-04**

Inbound

Outbound

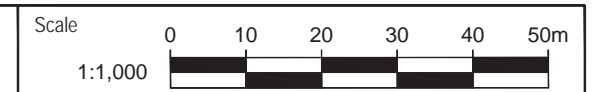


Date Plotted: February 13, 2020 File name: \\baip03\cad\8015-01\BAISPR16\_February 13, 2020\BA-1840 Bloor Street Mississauga-SPR-801501.dwg



1840-1850 Bloor Street  
Vehicle Manoeuvring Diagram  
Building C  
TAC SU (Single Unit Truck)

Project: 1840-1850 Bloor St.  
Project No. 8015-01  
Date: March 11, 2020  
Revised: --



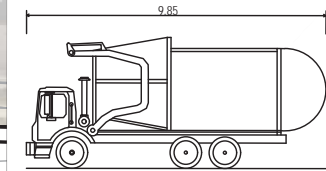
Drawing No. VMD-05

Inbound

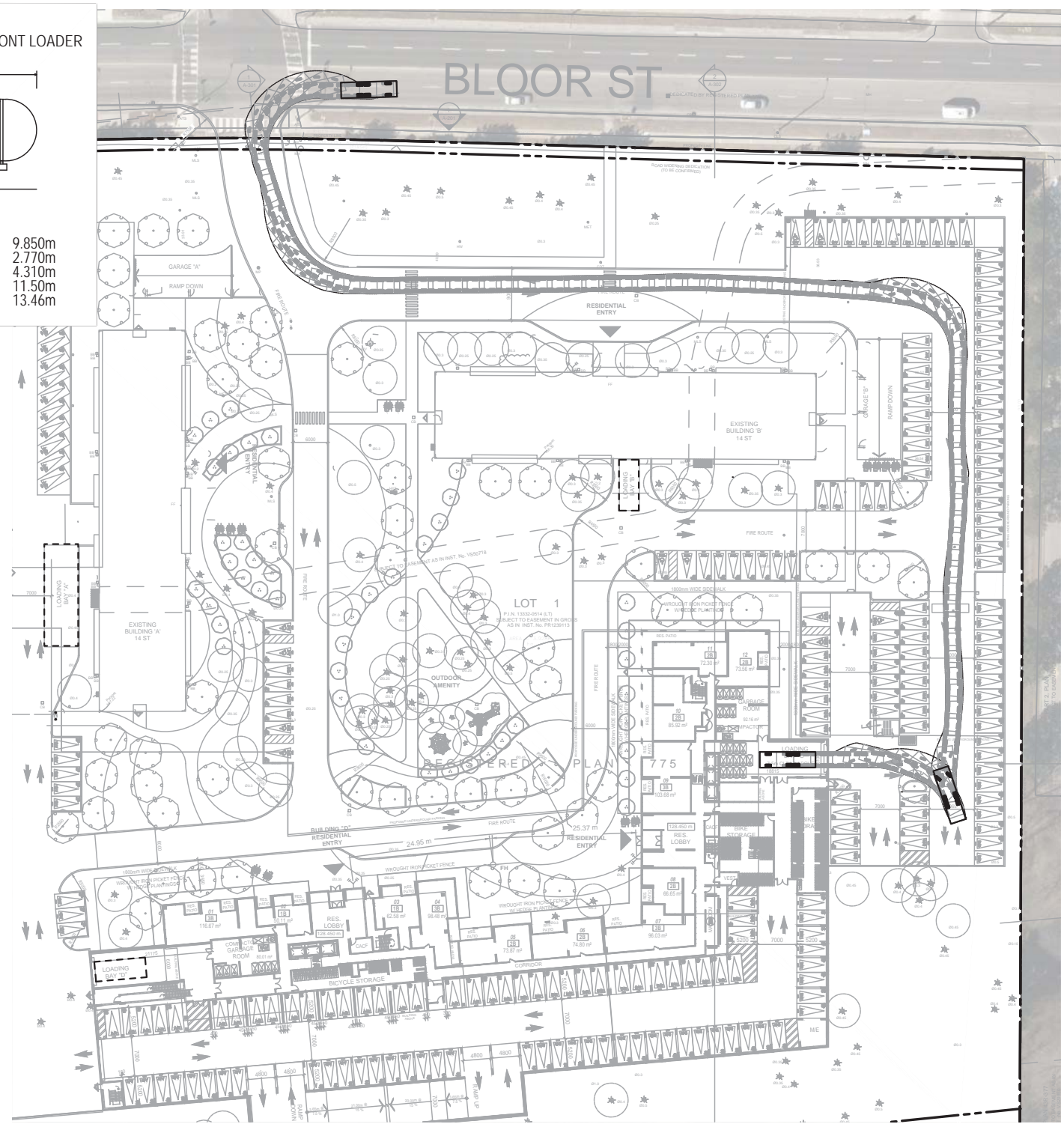
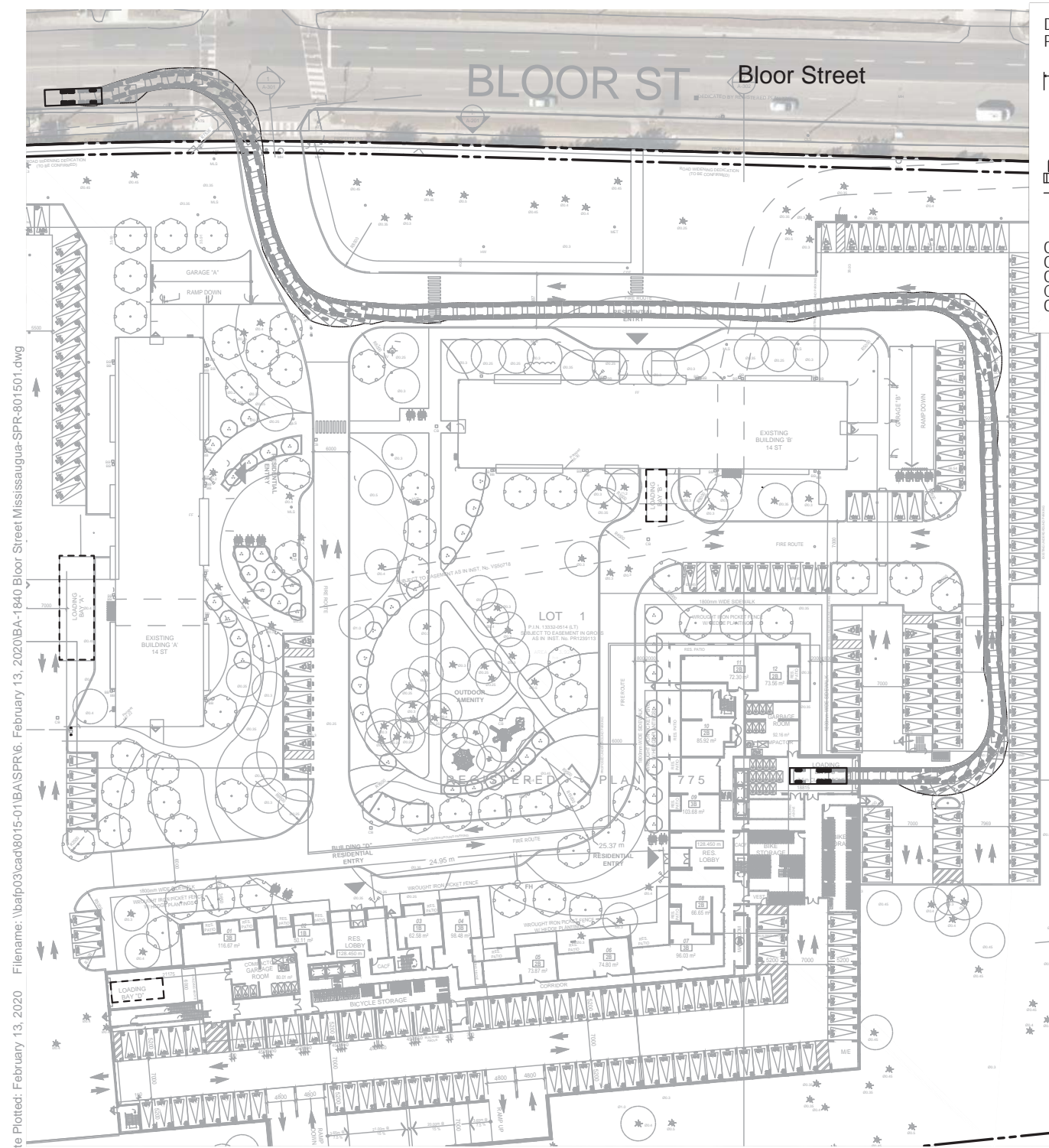
Outbound



Design Vehicle -  
PEEL REGION GARBAGE - FRONT LOADER



Overall Length 9.850m  
Overall Width 2.770m  
Overall Body Height 4.310m  
Centreline Turning Radius 11.50m  
Outside Turning Radius 13.46m



Date Plotted: February 13, 2020  
Filename: \\baip03\cad\8015-01\BAISPR16\_February 13, 2020\BA-1840 Bloor Street Mississauga-SPR-801501.dwg



1840-1850 Bloor Street  
Vehicle Manoeuvring Diagram  
Building C  
Peel Region Garbage Truck - Front Loader

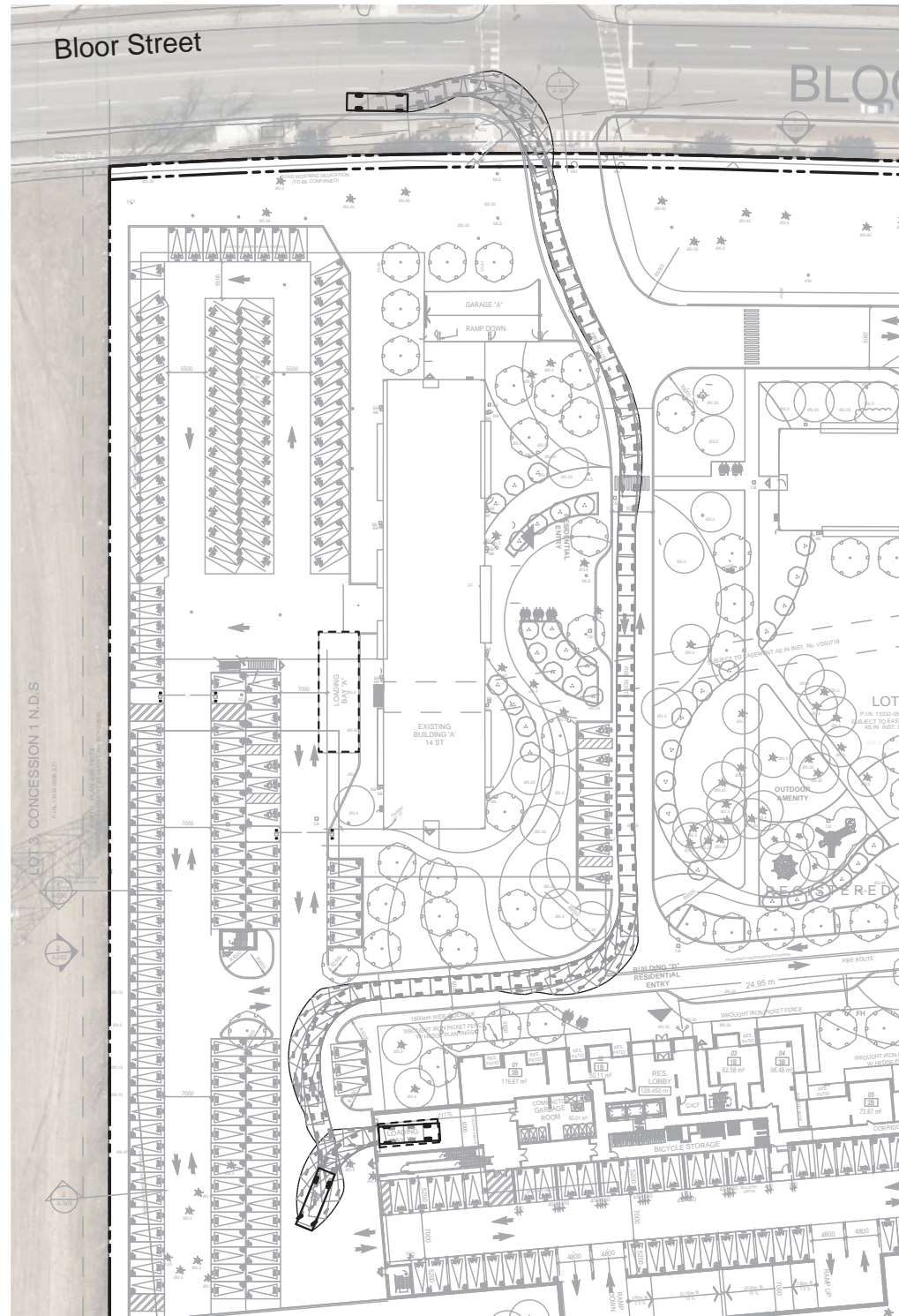
Project: 1840-1850 Bloor St.  
Project No. 8015-01  
Date: March 11, 2020  
Revised: --

Scale 0 10 20 30 40 50m  
1:1,000

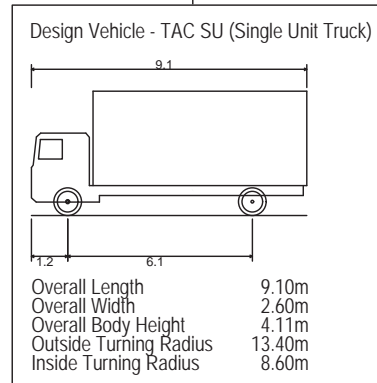
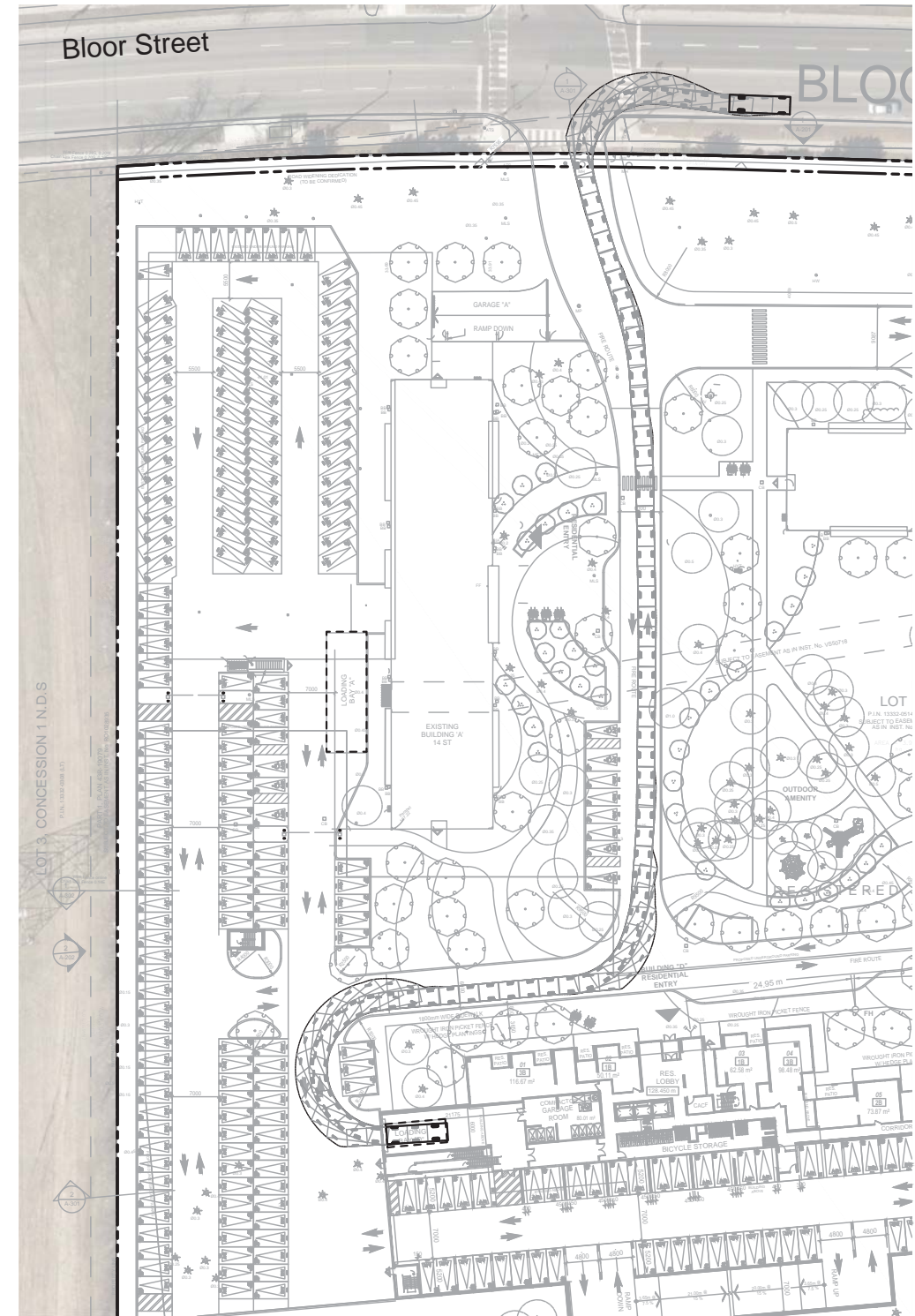
Drawing No. **VMD-06**

Date Plotted: February 13, 2020 File Name: \\baip03\cad\8015-01\BAISPR16\_February 13, 2020\BA-1840 Bloor Street Mississauga-SPR-801501.dwg

Inbound



Outbound



**1840-1850 Bloor Street**  
**Vehicle Manoeuvring Diagram**  
**Building D**  
**TAC SU (Single Unit Truck)**

Project: 1840-1850 Bloor St.  
 Project No. 8015-01  
 Date: March 11, 2020  
 Revised: --



Drawing No. **VMD-07**

## **APPENDIX D: Delay Study**



**Project No:** 8015-01  
**Project:** 1840 - 1850 Bloor Street  
**Study Location:** 1900 Bloor St  
**Municipality:** Mississauga  
**Study Date:** Wednesday October 23, 2019  
**Study Time:** 7:30-9:30 & 16:00-18:00

**Delay Study**

	Overall Delay (sec)	Left Turn Delay (sec)	Through Delay (sec)	Right Turn Delay (sec)
<b>2-HR Period 07:30-09:30</b>				
Minimum Delay	0	0	-	0
Average Delay	17	19	-	10
85th Percentile	36	39	-	23
95th Percentile	44	45	-	37
Maximum Delay	64	64	-	49
Total Vehicles Measured	99	74	0	25
Total from Traffic Count	99	74	0	25
Sample	100%	100%	#DIV/0!	100%
<b>AM Peak Hour</b>				
Minimum Delay	0	0	-	0
Average Delay	14	17	-	5
85th Percentile	32	39	-	11
95th Percentile	41	42	-	18
Maximum Delay	43	43	-	23
Total Vehicles Measured	62	46	0	16
Total from Traffic Count	62	46	0	16
Sample	100%	100%	#DIV/0!	100%
<b>2-HR Period 16:00-18:00</b>				
Minimum Delay	0	0	-	0
Average Delay	17	21	-	5
85th Percentile	31	34	-	12
95th Percentile	54	57	-	25
Maximum Delay	61	61	-	30
Total Vehicles Measured	49	37	0	12
Total from Traffic Count	50	38	0	12
Sample	98%	97%	#DIV/0!	100%
<b>PM Peak Hour</b>				
Minimum Delay	0	0	-	0
Average Delay	17	22	-	5
85th Percentile	30	38	-	7
95th Percentile	56	59	-	22
Maximum Delay	61	61	-	30
Total Vehicles Measured	28	20	0	8
Total from Traffic Count	29	21	0	8
Sample	97%	95%	#DIV/0!	100%

**Project No:** 8015-01  
**Project:** 1840 Bloor St  
**Study Location:** 1867 & 1855 Bloor Street Outbound to Bloor  
**Municipality:** Mississauga  
**Study Date:** Wednesday October 23, 2019  
**Study Time:** 7:30-9:30 & 16:00-18:00

**Delay Study**

	Overall Delay (sec)	Left Turn Delay (sec)	Through Delay (sec)	Right Turn Delay (sec)
<b>2-HR Period 07:30-09:30</b>				
Minimum Delay	0	0	17	0
Average Delay	11	14	17	7
85th Percentile	21	27	17	14
95th Percentile	40	52	17	34
Maximum Delay	71	71	17	39
Total Vehicles Measured	54	28	1	25
Total from Traffic Count	54	27	1	26
Sample	100%	104%	100%	96%
<b>AM Peak Hour</b>				
Minimum Delay	0	0	-	0
Average Delay	12	11	-	4
85th Percentile	23	22	-	9
95th Percentile	44	28	-	14
Maximum Delay	71	29	-	16
Total Vehicles Measured	37	17	1	19
Total from Traffic Count	36	16	1	19
Sample	103%	106%	100%	100%
<b>2-HR Period 16:00-18:00</b>				
Minimum Delay	0	0	-	4
Average Delay	29	36	-	19
85th Percentile	53	75	-	31
95th Percentile	81	84	-	48
Maximum Delay	107	107	-	51
Total Vehicles Measured	35	21	0	14
Total from Traffic Count	34	20	0	14
Sample	103%	105%	#DIV/0!	100%
<b>PM Peak Hour</b>				
Minimum Delay	0	0	-	4
Average Delay	28	39	-	19
85th Percentile	52	76	-	31
95th Percentile	78	92	-	48
Maximum Delay	107	107	-	51
Total Vehicles Measured	26	12	0	14
Total from Traffic Count	25	11	0	14
Sample	104%	109%	#DIV/0!	100%



## **APPENDIX E: Synchro Reports**



HCM Signalized Intersection Capacity Analysis  
 1. Fieldgate Drive & Bloor Street

Existing AM Model  
 11-21-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	5	4	4	5	4	4	5	4	4	5	4	5	
Traffic Volume (vph)	145	745	30	20	510	65	85	60	75	165	40	160	
Future Volume (vph)	145	745	30	20	510	65	85	60	75	165	40	160	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	3.0	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	
Fpb. ped/bikes	1.00	0.99	1.00	0.99	1.00	0.99	1.00	0.95	1.00	0.96	1.00	0.96	
Fllb. ped/bikes	0.99	1.00	0.95	1.00	0.95	1.00	0.97	1.00	0.93	1.00	0.93	1.00	
Frt	1.00	0.99	1.00	0.98	1.00	0.98	1.00	0.92	1.00	0.88	1.00	0.88	
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1700	3486	1638	3384	1652	1612	1653	1505	1663	1505	1663	1505	
Flt Permitted	0.37	1.00	0.34	1.00	0.51	1.00	0.64	1.00	0.64	1.00	0.64	1.00	
Satd. Flow (perm)	664	3486	583	3384	888	1612	1116	1505	1116	1505	1116	1505	
Peak-hour factor, PHF	0.93	0.93	0.83	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	156	801	32	22	548	70	91	65	81	177	43	172	
RTOR Reduction (vph)	0	2	0	0	8	0	0	39	0	0	125	0	
Lane Group Flow (vph)	156	831	0	22	610	0	91	107	0	177	90	0	
Confl. Peds. (#/hr)	40	65	65	40	40	40	40	75	75	75	40	40	
Heavy Vehicles (%)	5%	2%	10%	5%	4%	0%	2%	3%	2%	11%	5%	5%	
Turn Type	pm-plt	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
Protected Phases	5	2		6		4						8	
Permitted Phases	2	77.2	77.2	68.1	68.1	29.3	29.3	29.3	29.3	29.3	29.3	29.3	
Actuated Green, G (s)	77.2	77.2	77.2	68.1	68.1	29.3	29.3	29.3	29.3	29.3	29.3	29.3	
Effective Green, g (s)	0.64	0.64	0.64	0.57	0.57	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Actuated g/C Ratio	3.0	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Clearance Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Vehicle Extension (s)	479	2242	330	1920	216	393	272	367	272	367	272	367	
Lane Grp Cap (vph)	0.02	c0.24	0.19	0.04	0.18	0.10	0.07	0.06	0.16	0.06	0.16	0.06	
v/s Ratio Prot	0.33	0.37	0.07	0.32	0.32	0.42	0.27	0.65	0.24	0.24	0.65	0.24	
v/c Ratio	8.7	10.0	11.7	13.7	13.7	38.2	36.7	40.8	36.4	40.8	36.4	36.4	
Uniform Delay, d1	1.00	1.00	0.84	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Progression Factor	0.4	0.5	0.4	0.4	1.3	0.4	0.4	5.5	0.3	0.3	0.3	0.3	
Incremental Delay, d2	9.1	10.5	10.2	11.6	11.6	39.5	37.1	46.2	36.8	36.8	36.8	36.8	
Delay (s)	A	B	B	B	B	D	D	D	D	D	D	D	
Level of Service	A	B	B	B	B	D	D	D	D	D	D	D	
Approach Delay (s)	10.3			11.5		38.0		41.1		41.1		41.1	
Approach LOS	B			B		D		D		D		D	
<b>Intersection Summary</b>													
HCM 2000 Control Delay	18.9											HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46												
Actuated Cycle Length (s)	120.0											Sum of lost time (s)	16.5
Intersection Capacity Utilization	86.2%											ICU Level of Service	E
Analysis Period (min)	15												
c. Critical Lane Group													

HCM Signalized Intersection Capacity Analysis  
 2. Site Access/Bridgewood Drive & Bloor Street

Existing AM Model  
 11-21-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4	
Traffic Volume (vph)	25	975	20	5	475	50	55	5	30	70	5	55	
Future Volume (vph)	25	975	20	5	475	50	55	5	30	70	5	55	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	0.97	1.00	0.97	1.00	0.97	1.00	0.97	
Fpb. ped/bikes	1.00	1.00	0.99	1.00	0.99	1.00	0.95	1.00	0.95	1.00	0.97	0.94	
Fllb. ped/bikes	1.00	1.00	0.99	1.00	0.99	1.00	0.95	1.00	0.95	1.00	0.97	0.94	
Frt	1.00	0.99	1.00	0.99	1.00	0.99	1.00	0.95	1.00	0.97	1.00	0.94	
Flt Protected	3510	3510	3421	3421	1599	1515	1515	1599	1515	1515	1599	1515	
Satd. Flow (prot)	0.93	0.93	0.95	0.95	0.71	0.71	0.71	0.95	0.71	0.71	0.95	0.71	
Flt Permitted	3261	3261	3239	3239	1230	1230	1230	3239	1230	1230	3239	1230	
Satd. Flow (perm)	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Peak-hour factor, PHF	27	1037	21	5	505	53	59	5	32	74	5	59	
Adj. Flow (vph)	0	1	0	0	7	0	14	0	0	0	22	0	
RTOR Reduction (vph)	0	1084	0	0	556	0	82	0	0	0	116	0	
Lane Group Flow (vph)	25	20	20	20	25	60	40	40	40	40	60	60	
Confl. Peds. (#/hr)	9%	2%	0%	0%	3%	2%	2%	0%	3%	0%	3%	0%	
Heavy Vehicles (%)	9%	2%	0%	0%	3%	2%	2%	0%	3%	0%	3%	0%	
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	
Protected Phases	2			2		4						4	
Permitted Phases	2			2		4						4	
Actuated Green, G (s)	90.0			90.0		18.0						18.0	
Effective Green, g (s)	0.75			0.75		0.15						0.15	
Actuated g/C Ratio	6.0			6.0		6.0						6.0	
Clearance Time (s)	3.0			3.0		3.0						3.0	
Vehicle Extension (s)	2445			2429		176						184	
Lane Grp Cap (vph)	c0.33			0.17		0.07						c0.09	
v/s Ratio Prot	0.44			0.23		0.46						0.63	
v/c Ratio	5.6			4.5		46.6						47.9	
Uniform Delay, d1	0.79			1.00		1.00						1.00	
Progression Factor	0.5			0.2		1.9						6.6	
Incremental Delay, d2	5.0			4.7		48.5						54.5	
Delay (s)	A			A		D						D	
Level of Service	A			A		D						D	
Approach Delay (s)	5.0			4.7		48.5						54.5	
Approach LOS	A			A		D						D	
<b>Intersection Summary</b>													
HCM 2000 Control Delay	10.8											HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47												
Actuated Cycle Length (s)	120.0											Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.3%											ICU Level of Service	C
Analysis Period (min)	15												
c. Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis Existing AM Model  
 3: 1900 Bloor Street/1855 & 1867 Bloor Street & Bloor Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4TB		4TB			4B					
Traffic Volume (veh/h)	5	1050	20	0	465	0	45	0	15	15	0	20
Future Volume (Veh/h)	5	1050	20	0	465	0	45	0	15	15	0	20
Sign Control		Free		Free			Yield		Yield			Yield
Grade		0%		0%			0%		0%			0%
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
Hourly flow rate (vph)	5	1071	20	0	474	0	46	0	15	15	0	20
Pedestrians							20					25
Lane Width (m)							3.6					3.6
Walking Speed (m/s)							1.2					1.2
Percent Blockage							2					2
Right turn flare (veh)							None					None
Median type							None					None
Median storage (veh)												
Upstream signal (m)		149										
pX platoon unblocked		0.89					0.89		0.89			0.89
VC, conflicting volume	499			1111			1368		1610		566	1060
VC1, stage 1 conf vol												262
VC2, stage 2 conf vol												
VCU, unblocked vol	499			886			1174		1445		276	829
IC, single (s)	4.4			4.1			*5.6		6.5		*5.0	*7.8
IC, 2 stage (s)												
IF (s)	2.3			2.2			*2.8		4.0		*2.5	*3.7
p0 queue free %	99			100			82		100		98	93
CM capacity (veh/h)	961			679			261		114		948	200
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 1	SB 1					
Volume Total	540	556	237	237	61	35						
Volume Left	5	0	0	0	46	15						
Volume Right	0	20	0	0	15	20						
cSH	961	1700	679	1700	317	336						
Volume to Capacity	0.01	0.33	0.00	0.14	0.19	0.10						
Queue Length 95th (m)	0.1	0.0	0.0	0.0	5.6	2.8						
Control Delay (s)	0.1	0.0	0.0	0.0	19.0	17.0						
Lane LOS	A				C	C						
Approach Delay (s)	0.1		0.0		19.0	17.0						
Approach LOS			C		C	C						
Intersection Summary												
Average Delay	1.1											
Intersection Capacity Utilization	45.6%											
Analysis Period (min)	15											
* User Entered Value												

HCM Signalized Intersection Capacity Analysis Existing PM Model  
 1: Fieldgate Drive & Bloor Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4TB		4TB			4B					
Traffic Volume (vph)	125	530	40	75	1115	115	40	30	25	125	65	135
Future Volume (vph)	125	530	40	75	1115	115	40	30	25	125	65	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.5		6.5	6.5		7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.97	1.00	0.97	1.00	0.97
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.98	1.00	0.98	1.00	0.98
Flpb, ped/bikes	1.00	1.00		0.96	1.00		0.98	1.00	0.93	1.00	0.90	1.00
Fr	1.00	0.99		1.00	0.99		1.00	0.95	1.00	0.95	1.00	0.90
Fl	1.00	0.99		1.00	0.99		1.00	0.95	1.00	0.95	1.00	0.90
Fill Protected	1805	3515		1742	3473		1771	1716	1705	1640	1705	1640
Satd. Flow (prot)	0.13	1.00		0.43	1.00		0.51	1.00	0.72	1.00	0.72	1.00
Fill Permitted	251	3515		779	3473		958	1716	1291	1640	1291	1640
Satd. Flow (perm)	0.95	0.95		0.95	0.95		0.95	0.95	0.95	0.95	0.95	0.95
Peak-hour factor, PHF	132	558		42	79		1174	121	42	32	26	132
Adj. Flow (vph)	0	4		0	6		0	0	20	0	0	66
RTOR Reduction (vph)	132	596		79	1289		0	42	38	0	132	144
Lane Group Flow (vph)	55	35		35	55		25	25	55	55	25	25
Conf. Peds. (#/hr)	0%	1%		0%	2%		0%	0%	0%	0%	0%	2%
Heavy Vehicles (%)	0%	1%		0%	2%		0%	0%	0%	0%	0%	2%
Turn Type	pm-plt	NA		Perm	NA		Perm	NA	Perm	NA	Perm	NA
Protected Phases	5	2		6	6		4	4	4	4	4	8
Permitted Phases	2			6			4					8
Actuated Green, G (s)	78.1	78.1		69.1	69.1		28.4	28.4	28.4	28.4	28.4	28.4
Effective Green, g (s)	78.1	78.1		69.1	69.1		28.4	28.4	28.4	28.4	28.4	28.4
Actuated g/C Ratio	0.65	0.65		0.58	0.58		0.24	0.24	0.24	0.24	0.24	0.24
Clearance Time (s)	3.0	6.5		6.5	6.5		7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	241	2287		448	1999		226	406	305	388	305	388
v/s Ratio Prot	c0.03	0.17		c0.37	c0.37		0.02	0.02	0.02	0.02	0.02	0.09
v/s Ratio Perm	0.33			0.10			0.04					c0.10
v/c Ratio	0.55	0.26		0.18	0.64		0.19	0.09	0.43	0.37	0.43	0.37
Uniform Delay, d1	12.6	8.8		12.0	17.2		36.6	35.8	39.0	38.3	39.0	38.3
Progression Factor	1.00	1.00		1.35	1.23		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.5	0.3		0.7	1.3		0.4	0.1	0.1	0.6	0.1	0.6
Delay (s)	15.1	9.1		16.9	22.4		37.0	35.9	39.9	38.9	39.9	38.9
Level of Service	B	A		B	C		D	D	D	D	D	D
Approach Delay (s)	10.2		B	22.0		C	36.3					39.3
Approach LOS		B		C		D						D
Intersection Summary												
HCM 2000 Control Delay	21.5											
HCM 2000 Level of Service	C											
HCM 2000 Volume to Capacity ratio	0.58											
Actuated Cycle Length (s)	120.0											
Sum of lost time (s)	16.5											
Intersection Capacity Utilization	89.6%											
ICU Level of Service	E											
Analysis Period (min)	15											
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis  
 2. Site Access/Bridgewood Drive & Bloor Street

HCM Unsignalized Intersection Capacity Analysis  
 3. 1900 Bloor Street/1855 & 1867 Bloor Street & Bloor Street

Existing PM Model  
 11-21-2019

Existing PM Model  
 11-21-2019

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations											
Traffic Volume (vph)	25	590	40	30	1280	75	30	5	20	45	15
Future Volume (vph)	25	590	40	30	1280	75	30	5	20	45	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			6.0			6.0			6.0	
Lane Util. Factor	0.95	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Frb. ped/bikes	1.00	0.99	0.99	1.00	0.99	0.99	1.00	0.99	0.99	1.00	0.98
Frb. ped/bikes	1.00	0.99	0.99	1.00	0.99	0.99	1.00	0.99	0.99	1.00	0.99
Frt	0.99	0.99	0.99	1.00	0.97	0.97	1.00	0.97	0.98	1.00	0.95
Flt Protected	1.00	1.00	1.00	1.00	0.97	0.97	1.00	0.97	0.98	1.00	0.95
Satd. Flow (prot)	3518	3518	3518	3505	1683	1683	1720	1683	1720	1720	1683
Flt Permitted	0.84	0.84	0.84	0.92	0.77	0.77	0.84	0.77	0.84	0.84	0.84
Satd. Flow (perm)	2946	2946	2946	3230	1339	1339	1487	1339	1487	1487	1487
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	27	648	44	33	1407	82	33	5	22	49	16
RTOR Reduction (vph)	0	4	0	0	3	0	0	17	0	0	17
Lane Group Flow (vph)	0	715	0	0	1519	0	0	43	0	0	86
Confl. Peds. (#/hr)	40	20	20	40	15	10	10	10	10	10	15
Heavy Vehicles (%)	0%	1%	0%	7%	0%	0%	0%	0%	5%	0%	0%
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	2			2			4			4	
Permitted Phases	2			2			4			4	
Actuated Green, G (s)	91.9			91.9			16.1			16.1	
Effective Green, g (s)	91.9			91.9			16.1			16.1	
Actuated G/C Ratio	0.77			0.77			0.13			0.13	
Clearance Time (s)	6.0			6.0			6.0			6.0	
Vehicle Extension (s)	3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)	2256			2473			179			199	
v/s Ratio Prot	0.24			c0.47			0.03			c0.06	
v/s Ratio Perm	0.32			0.61			0.24			0.43	
Uniform Delay, d1	4.3			6.2			46.5			47.7	
Progression Factor	0.94			1.00			1.00			1.00	
Incremental Delay, d2	0.4			1.2			0.7			1.5	
Level of Service	A			A			D			D	
Approach Delay (s)	4.5			7.4			47.2			49.2	
Approach LOS	A			A			D			D	
<b>Intersection Summary</b>											
HCM 2000 Control Delay	9.3 HCM 2000 Level of Service										
HCM 2000 Volume to Capacity ratio	0.59										
Actuated Cycle Length (s)	120.0 Sum of lost time (s)										
Intersection Capacity Utilization	81.2% ICU Level of Service										
Analysis Period (min)	15										
c Critical Lane Group	D										

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations											
Traffic Volume (veh/h)	0	625	30	10	1350	20	20	0	10	10	0
Future Volume (Veh/h)	0	625	30	10	1350	20	20	0	10	10	0
Sign Control	Free	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Yield
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
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
Hourly flow rate (vph)	0	665	32	11	1436	21	21	0	11	11	0
Pedestrians								25			35
Lane Width (m)								3.6			3.6
Walking Speed (m/s)								1.2			1.2
Percent Blockage								2			3
Right turn flare (veh)											
Median type	None			None							
Median storage (veh)											
Upstream signal (m)	149										
pX platoon unblocked				0.96				0.96	0.96	0.96	0.96
vC, conflicting volume	1492			722				1462	2220	374	1847
WC1, stage 1 conf vol											764
WC2, stage 2 conf vol											764
VCU, unblocked vol	1492			619				1392	2185	254	1795
IC, single (s)	4.1			4.1				*5.9	6.5	*5.5	6.4
IC, 2 stage (s)											6.0
IF (s)	2.2			2.2				*3.0	4.0	*2.8	3.2
p0 queue free %	100			99				88	100	99	86
p0 capacity (veh/h)	443			910				178	42	900	81
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2			
Volumes Total	332	364	729	739	32	27					
Volume Left	0	0	11	0	21	11					
Volume Right	0	32	0	21	11	16					
cSH	443	1700	910	1700	246	155					
Volumes to Capacity	0.00	0.21	0.01	0.43	0.13	0.17					
Queue Length 95th (m)	0.0	0.0	0.3	0.0	3.5	4.9					
Control Delay (s)	0.0	0.0	0.3	0.0	21.8	33.0					
Lane LOS	A	A	A	C	D	D					
Approach Delay (s)	0.0	0.2	0.2	21.8	33.0						
Approach LOS	C	C	D	D	D						
<b>Intersection Summary</b>											
Average Delay	0.8										
Intersection Capacity Utilization	55.0%										
ICU Level of Service	B										
Analysis Period (min)	15										
* User Entered Value											

HCM Signalized Intersection Capacity Analysis  
 1. Fieldgate Drive & Bloor Street

Future Background AM Model  
 02-19-2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	5	4	4	5	4	4	5	4	4	5	4	4	
Traffic Volume (vph)	145	845	40	25	580	65	110	70	100	165	45	160	
Future Volume (vph)	145	845	40	25	580	65	110	70	100	165	45	160	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	3.0	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frbp_psd/bikes	1.00	0.99	1.00	0.99	1.00	0.99	1.00	0.95	1.00	0.96	1.00	0.96	
Flpb_psd/bikes	0.99	1.00	0.96	1.00	0.98	1.00	0.97	1.00	0.94	1.00	0.94	1.00	
Frt	1.00	0.99	1.00	0.98	1.00	0.98	1.00	0.91	1.00	0.88	1.00	0.88	
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	
Satd. Flow (prot)	1704	3476	1652	3394	1653	1596	1663	1510	1663	1510	1663	1510	
Flt Permitted	0.33	1.00	0.30	1.00	0.50	1.00	0.50	1.00	0.57	1.00	0.57	1.00	
Satd. Flow (perm)	600	3476	515	3394	874	1596	999	1510	999	1510	999	1510	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	
Adj. Flow (vph)	156	909	43	27	624	70	118	75	108	177	48	172	
RTOR Reduction (vph)	0	3	0	0	7	0	0	45	0	0	112	0	
Lane Group Flow (vph)	156	949	0	27	688	0	118	138	0	177	108	0	
Confl. Peds. (#/hr)	40	65	65	40	40	40	75	75	40	75	40	40	
Heavy Vehicles (%)	5%	2%	10%	5%	4%	0%	6%	2%	3%	2%	11%	5%	
Turn Type	pm-plt	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
Protected Phases	5	2		6			4					8	
Permitted Phases	2		6		4		4		8			8	
Actuated Green, G (s)	77.1	77.1	68.0	68.0	29.4	29.4	29.4	29.4	29.4	29.4	29.4	29.4	
Effective Green, g (s)	77.1	77.1	68.0	68.0	29.4	29.4	29.4	29.4	29.4	29.4	29.4	29.4	
Actuated g/C Ratio	0.64	0.64	0.57	0.57	0.24	0.24	0.24	0.24	0.24	0.24	0.24	0.24	
Clearance Time (s)	3.0	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	
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	3.0	
Lane Grp Cap (vph)	441	2333	291	1923	214	391	244	369	244	369	244	369	
v/s Ratio Prot	0.02	c0.27		0.20			0.09					0.07	
v/s Ratio Perm	0.21		0.05	0.14			0.18					c0.18	
v/c Ratio	0.35	0.43	1.09	0.36	0.55	0.35	0.73	0.29	0.35	0.73	0.29	0.35	
Uniform Delay, d1	9.0	10.6	11.9	14.1	39.5	37.4	41.6	36.9	41.6	36.9	41.6	36.9	
Progression Factor	1.00	1.00	0.87	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	0.6	0.6	0.5	3.1	0.5	10.2	0.4	10.2	0.4	10.2	0.4	
Delay (s)	9.4	11.1	10.9	12.2	42.6	38.0	51.8	37.3	51.8	37.3	51.8	37.3	
Level of Service	A	B	B	B	D	D	D	D	D	D	D	D	
Approach Delay (s)	10.9			12.2			39.8		43.8			43.8	
Approach LOS	B			B			D		D			D	
<b>Intersection Summary</b>													
HCM 2000 Control Delay	19.9											HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52												
Actuated Cycle Length (s)	120.0											Sum of lost time (s)	16.5
Intersection Capacity Utilization	89.4%											ICU Level of Service	E
Analysis Period (min)	15												
c. Critical Lane Group													

HCM Signalized Intersection Capacity Analysis  
 2. Site Access/Bridgewood Drive & Bloor Street

Future Background AM Model  
 02-19-2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4	
Traffic Volume (vph)	25	1100	20	5	550	50	55	5	30	70	5	55	
Future Volume (vph)	25	1100	20	5	550	50	55	5	30	70	5	55	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	0.97	1.00	0.97	1.00	1.00	0.97	1.00	
Frbp_psd/bikes	1.00	1.00	0.99	1.00	0.99	1.00	0.99	1.00	0.95	1.00	0.97	1.00	
Flpb_psd/bikes	1.00	1.00	0.99	1.00	0.99	1.00	0.95	1.00	0.97	1.00	0.97	1.00	
Frt	1.00	1.00	0.99	1.00	0.99	1.00	0.95	1.00	0.97	1.00	0.97	1.00	
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.97	1.00	0.97	1.00	
Satd. Flow (prot)	3513	3432	3432	1599	1599	1515	1515	1599	1515	1515	1515	1515	
Flt Permitted	0.93	1.00	0.93	1.00	0.95	1.00	0.71	1.00	0.71	1.00	0.71	1.00	
Satd. Flow (perm)	3261	3248	3248	1175	1175	1230	1230	1175	1230	1230	1230	1230	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Adj. Flow (vph)	27	1170	21	5	585	53	59	5	32	74	5	59	
RTOR Reduction (vph)	0	1	0	0	6	0	0	14	0	0	22	0	
Lane Group Flow (vph)	0	1217	0	0	637	0	82	0	40	40	0	116	
Confl. Peds. (#/hr)	25	20	20	25	60	40	40	40	40	40	40	60	
Heavy Vehicles (%)	9%	2%	0%	0%	3%	2%	2%	0%	3%	0%	3%	7%	
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	NA	
Protected Phases	2			2			4					4	
Permitted Phases	2		2		4		4		4			4	
Actuated Green, G (s)	90.0	90.0	90.0	90.0	90.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	
Effective Green, g (s)	90.0	90.0	90.0	90.0	90.0	18.0	18.0	18.0	18.0	18.0	18.0	18.0	
Actuated g/C Ratio	0.75	0.75	0.75	0.75	0.75	0.15	0.15	0.15	0.15	0.15	0.15	0.15	
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
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	3.0	
Lane Grp Cap (vph)	2445	2436	2436	176	176	184	184	176	184	184	176	184	
v/s Ratio Prot	c0.37		0.20		0.07							c0.09	
v/s Ratio Perm	0.50		0.26		0.46		0.63		0.63			0.63	
v/c Ratio	6.0	6.0	4.7	4.7	46.6	47.9	47.9	46.6	47.9	47.9	46.6	47.9	
Uniform Delay, d1	0.86	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Progression Factor	0.7	0.7	0.3	0.3	1.9	6.6	6.6	1.9	6.6	6.6	1.9	6.6	
Incremental Delay, d2	5.8	4.9	4.9	4.9	48.5	54.5	54.5	48.5	54.5	54.5	48.5	54.5	
Level of Service	A	A	A	A	D	D	D	D	D	D	D	D	
Approach Delay (s)	5.8		4.9		48.5		54.5		54.5			54.5	
Approach LOS	A		A		D		D		D			D	
<b>Intersection Summary</b>													
HCM 2000 Control Delay	10.7											HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52												
Actuated Cycle Length (s)	120.0											Sum of lost time (s)	12.0
Intersection Capacity Utilization	72.7%											ICU Level of Service	C
Analysis Period (min)	15												
c. Critical Lane Group													

HCM Unsignalized Intersection Capacity Analysis  
 3: 1900 Bloor Street/1855 & 1867 Bloor Street & Bloor Street

HCM Signalized Intersection Capacity Analysis  
 1: Fieldgate Drive & Bloor Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	1175	20	0	540	0	45	0	15	15	0	20
Future Volume (Veh/h)	5	1175	20	0	540	0	45	0	15	15	0	20
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Yield	Yield	Yield
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
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
Hourly flow rate (vph)	5	1199	20	0	551	0	46	0	15	15	0	20
Pedestrians							20					25
Lane Width (m)							3.6					3.6
Walking Speed (m/s)							1.2					1.2
Percent Blockage							2					2
Right turn flare (veh)							None					None
Median type							None					None
Median storage (veh)												
Upstream signal (m)		149					0.87	0.87	0.87	0.87	0.87	0.87
pX platoon unblocked							1534	1815	630	1200	1825	300
VC, conflicting volume	576											
VC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCU, unblocked vol	576						1315	1638	275	931	1649	300
IC, single (s)	4.4						*5.6	6.5	*5.0	*7.8	6.5	*7.0
IC, 2 stage (s)												
IF (s)	2.3						*2.8	4.0	*2.5	*3.7	4.0	*3.5
p0 queue free %	99						100	100	98	91	100	97
CM capacity (veh/h)	896						612	85	924	163	83	647
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1					
Volume Total	604	620	276	276	61	35						
Volume Left	5	0	0	0	46	15						
Volume Right	0	20	0	0	15	20						
cSH	896	1700	612	1700	263	285						
Volume to Capacity	0.01	0.36	0.00	0.16	0.23	0.12						
Queue Length 95th (m)	0.1	0.0	0.0	0.0	7.0	3.3						
Control Delay (s)	0.2	0.0	0.0	0.0	22.8	19.4						
Lane LOS	A	C	C	C	C	C						
Approach Delay (s)	0.1		0.0		22.8	19.4						
Approach LOS			C		C	C						
Intersection Summary												
Average Delay	1.2											
Intersection Capacity Utilization	49.0%											
Analysis Period (min)	15											
* User Entered Value												

HCM Signalized Intersection Capacity Analysis  
 1: Fieldgate Drive & Bloor Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	125	605	70	90	1255	115	55	35	40	125	80	135
Future Volume (vph)	125	605	70	90	1255	115	55	35	40	125	80	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.99	1.00	0.99	1.00	0.99	1.00	0.96	1.00	0.96	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	0.97	1.00	0.98	1.00	0.92	1.00	0.95	1.00	0.91
Fr	1.00	0.98	1.00	0.99	1.00	0.99	1.00	0.95	1.00	0.95	1.00	0.91
Fl	1.00	0.98	1.00	0.99	1.00	0.99	1.00	0.95	1.00	0.95	1.00	0.91
Satd. Flow (prot)	1805	3486	1751	3484	1772	3483	1708	1658	1708	1658	1708	1658
Flt Permitted	0.10	1.00	0.38	1.00	0.48	1.00	0.48	1.00	0.71	1.00	0.71	1.00
Satd. Flow (perm)	186	3486	703	3484	902	1683	1269	1658	1269	1658	1269	1658
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	132	637	74	95	1321	121	58	37	42	132	84	142
RTOR Reduction (vph)	0	7	0	0	5	0	0	32	0	0	53	0
Lane Group Flow (vph)	132	704	0	95	1437	0	58	47	0	132	173	0
Confl. Peds. (#/hr)	55	35	35	55	25	55	25	55	55	55	25	25
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	2%	0%	0%	0%	0%	2%
Turn Type	pm-plt	NA	NA	Perm	NA	NA	Perm	NA	NA	Perm	NA	NA
Protected Phases	5	2			6			4			8	
Permitted Phases	2				6			4			8	
Actuated Green, G (s)	78.1	78.1	69.0	69.0	69.0	28.4	28.4	28.4	28.4	28.4	28.4	28.4
Effective Green, g (s)	78.1	78.1	69.0	69.0	69.0	28.4	28.4	28.4	28.4	28.4	28.4	28.4
Actuated g/C Ratio	0.65	0.65	0.58	0.58	0.58	0.24	0.24	0.24	0.24	0.24	0.24	0.24
Clearance Time (s)	3.0	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0	7.0
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	3.0
Lane Grp Cap (vph)	203	2268	404	2003	213	398	300	392	300	392	300	392
v/s Ratio Prot	c0.03	0.20			c0.41			0.06			c0.10	
v/s Ratio Perm	0.39				0.14			0.27			0.10	
v/c Ratio	0.65	0.31	0.24	0.72	0.24	0.12	0.12	0.44	0.44	0.44	0.44	0.44
Uniform Delay, d1	15.5	9.2	12.5	18.4	37.4	36.0	39.0	39.0	39.0	39.0	39.0	39.0
Progression Factor	1.00	1.00	1.28	1.31	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.2	0.4	1.0	1.7	0.7	0.1	0.8	0.8	0.8	0.8	0.8	0.8
Delay (s)	22.7	9.5	17.0	25.8	38.1	36.1	40.1	39.8	40.1	39.8	40.1	39.8
Level of Service	C	A	B	C	D	D	D	D	D	D	D	D
Approach Delay (s)	11.6			25.2			36.9			39.9		
Approach LOS	B			C			D			D		
Intersection Summary												
HCM 2000 Control Delay	23.6											
HCM 2000 Level of Service	C											
HCM 2000 Volume to Capacity ratio	0.64											
Actuated Cycle Length (s)	120.0											
Sum of lost time (s)	16.5											
Intersection Capacity Utilization	97.1%											
ICU Level of Service	F											
Analysis Period (min)	15											
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis  
 2. Site Access/Bridgewood Drive & Bloor Street

HCM Unsignalized Intersection Capacity Analysis  
 3. 1900 Bloor Street/1855 & 1867 Bloor Street & Bloor Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	
Lane Configurations	4TB 4TB 4TB											
Traffic Volume (vph)	25	680	40	30	1440	75	30	5	20	45	15	
Future Volume (vph)	25	680	40	30	1440	75	30	5	20	45	15	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Total Lost time (s)	6.0											
Lane Util. Factor	0.95											
Frb. ped/bikes	1.00											
Fllb. ped/bikes	1.00											
Frt	0.99											
Flt Protected	1.00											
Satd. Flow (prot)	3525											
Flt Permitted	0.83											
Satd. Flow (perm)	2927											
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	
Adj. Flow (vph)	27	747	44	33	1582	82	33	5	22	49	16	
RTOR Reduction (vph)	0	3	0	0	3	0	0	17	0	0	17	
Lane Group Flow (vph)	0	815	0	0	1694	0	0	43	0	0	86	
Confl. Peds. (#/hr)	40	20	20	40	15	10	10	10	10	10	15	
Heavy Vehicles (%)	0%											
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	
Protected Phases	2											
Permitted Phases	2											
Actuated Green, G (s)	91.9											
Effective Green, g (s)	91.9											
Actuated G/C Ratio	0.77											
Clearance Time (s)	6.0											
Vehicle Extension (s)	3.0											
Lane Grp Cap (vph)	2241											
v/s Ratio Prot	2473											
v/s Ratio Perm	0.28											
v/c Ratio	0.36											
Uniform Delay, d1	4.6											
Progression Factor	1.37											
Incremental Delay, d2	0.4											
Level of Service	A											
Approach Delay (s)	6.7											
Approach LOS	A											
<b>Intersection Summary</b>												
HCM 2000 Control Delay	10.4											
HCM 2000 Volume to Capacity ratio	0.65											
Actuated Cycle Length (s)	120.0											
Intersection Capacity Utilization	85.5%											
Analysis Period (min)	15											
c Critical Lane Group	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR	
Lane Configurations	4TB 4TB 4TB											
Traffic Volume (veh/h)	0	715	30	10	1510	20	20	0	10	10	0	
Future Volume (Veh/h)	0	715	30	10	1510	20	20	0	10	10	0	
Sign Control	Free											
Grade	0%											
Peak Hour Factor	0.94											
Hourly flow rate (vph)	0	761	32	11	1606	21	21	0	11	11	0	
Pedestrians	25											
Lane Width (m)	3.6											
Walking Speed (m/s)	1.2											
Percent Blockage	2											
Right turn flare (veh)	None											
Median type	None											
Median storage (veh)	None											
Upstream signal (m)	149											
pX platoon unblocked	0.94											
v/c, conflicting volume	1662											
VC1, stage 1 conf vol	1662											
VC2, stage 2 conf vol	4.1											
VCu, unblocked vol	685											
IC, single (s)	4.1											
IC, 2 stage (s)	2.2											
IF (s)	2.2											
p0 queue free %	99											
p0 capacity (veh/h)	381											
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volumes Total	380	412	814	824	32	27						
Volume Left	0	0	11	0	21	11						
Volume Right	0	32	0	21	11	16						
cSH	381	1700	847	1700	197	117						
Volumes to Capacity	0.00	0.24	0.01	0.48	0.16	0.23						
Queue Length 95th (m)	0.0	0.0	0.3	0.0	4.5	6.7						
Control Delay (s)	0.0	0.0	0.4	0.0	26.8	44.7						
Lane LOS	A											
Approach Delay (s)	0.0											
Approach LOS	D											
<b>Intersection Summary</b>												
Average Delay	0.9											
Intersection Capacity Utilization	59.4%											
Analysis Period (min)	15											
* User Entered Value	B											

HCM Signalized Intersection Capacity Analysis  
 1. Fieldgate Drive & Bloor Street

HCM Signalized Intersection Capacity Analysis  
 2. Site Access/Bridgewood Drive & Bloor Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4
Traffic Volume (vph)	145	865	40	30	625	90	110	70	105	170	45
Future Volume (vph)	145	865	40	30	625	90	110	70	105	170	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frb. ped/bikes	1.00	0.99	1.00	0.99	1.00	0.99	1.00	0.94	1.00	0.96	1.00
Flbb. ped/bikes	0.99	1.00	0.96	1.00	0.98	1.00	0.97	1.00	0.94	1.00	0.98
Frt	1.00	0.99	1.00	0.98	1.00	0.98	1.00	0.91	1.00	0.88	1.00
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.88
Satd. Flow (prot)	1708	3478	1654	3374	1653	1592	1664	1510	1664	1510	1510
Flt Permitted	0.30	1.00	0.29	1.00	0.50	1.00	0.50	1.00	0.56	1.00	1.00
Satd. Flow (perm)	541	3478	501	3374	876	1592	876	1592	986	1510	1510
Peak-hour factor, PHF	0.93	0.93	0.83	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	156	930	43	32	672	97	118	75	113	183	48
RTOR Reduction (vph)	0	3	0	0	9	0	0	47	0	0	111
Lane Group Flow (vph)	156	970	0	32	760	0	118	141	0	183	109
Confl. Peds. (#/hr)	40	65	65	40	40	40	40	75	75	40	40
Heavy Vehicles (%)	5%	2%	10%	5%	4%	0%	6%	2%	3%	2%	11%
Turn Type	pm-plt	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Protected Phases	5	2			6		4				8
Permitted Phases	2				6		4				8
Actuated Green, G (s)	76.9	76.9	67.8	67.8	67.8	67.8	29.6	29.6	29.6	29.6	29.6
Effective Green, g (s)	76.9	76.9	67.8	67.8	67.8	29.6	29.6	29.6	29.6	29.6	29.6
Actuated g/C Ratio	0.64	0.64	0.56	0.56	0.56	0.25	0.25	0.25	0.25	0.25	0.25
Clearance Time (s)	3.0	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
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
Lane Grp Cap (vph)	406	2228	283	1906	216	392	243	372	243	372	372
v/s Ratio Prot	0.02	c0.28			0.23		0.09				0.07
v/s Ratio Perm	0.38	0.44	0.11	0.40	0.55	0.36	0.75	0.29	0.75	0.29	0.29
Uniform Delay, d1	9.3	10.7	12.1	14.7	39.4	37.4	41.8	36.7	41.8	36.7	36.7
Progression Factor	1.00	1.00	1.32	1.18	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.6	0.8	0.6	2.8	0.6	12.4	0.4	12.4	0.4	0.4
Delay (s)	9.9	11.4	16.8	17.9	42.2	37.9	54.2	37.1	54.2	37.1	37.1
Level of Service	A	B	B	B	D	D	D	D	D	D	D
Approach Delay (s)	11.2		17.8		39.6		44.9		44.9		44.9
Approach LOS	B		B		D		D		D		D
Intersection Summary											
HCM 2000 Control Delay	21.6										
HCM 2000 Level of Service	C										
HCM 2000 Volume to Capacity ratio	0.54										
Actuated Cycle Length (s)	120.0										
Sum of lost time (s)	16.5										
Intersection Capacity Utilization	90.3%										
ICU Level of Service	E										
Analysis Period (min)	15										
Critical Lane Group	c										

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4
Traffic Volume (vph)	25	1100	50	15	550	50	130	5	70	70	5
Future Volume (vph)	25	1100	50	15	550	50	130	5	70	70	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frb. ped/bikes	1.00	1.00	0.99	1.00	0.99	1.00	0.97	1.00	0.94	1.00	0.94
Flbb. ped/bikes	1.00	1.00	0.99	1.00	0.99	1.00	0.95	1.00	0.94	1.00	0.94
Frt	1.00	0.99	1.00	0.99	1.00	0.99	1.00	0.97	1.00	0.94	0.94
Flt Protected	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	0.97	1.00	0.94
Satd. Flow (prot)	3494	3494	3432	3432	1583	1583	1531	1531	1531	1531	1531
Flt Permitted	0.93	0.93	0.90	0.90	0.90	0.73	0.73	0.73	0.75	0.75	0.75
Satd. Flow (perm)	3242	3242	3105	3105	1187	1187	1172	1172	1172	1172	1172
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	27	1170	53	16	585	53	138	5	74	74	5
RTOR Reduction (vph)	0	4	0	0	9	0	0	13	0	0	18
Lane Group Flow (vph)	0	1246	0	0	645	0	204	0	0	0	120
Confl. Peds. (#/hr)	25	20	20	20	25	60	40	40	40	40	60
Heavy Vehicles (%)	9%	2%	0%	0%	3%	2%	2%	0%	0%	3%	0%
Turn Type	Perm	NA	NA	Perm	NA	Perm	NA	NA	Perm	NA	NA
Protected Phases	2				2		4				4
Permitted Phases	2				2		4				4
Actuated Green, G (s)	72.7	72.7	72.7	72.7	72.7	35.3	35.3	35.3	35.3	35.3	35.3
Effective Green, g (s)	72.7	72.7	72.7	72.7	72.7	35.3	35.3	35.3	35.3	35.3	35.3
Actuated g/C Ratio	0.61	0.61	0.61	0.61	0.61	0.29	0.29	0.29	0.29	0.29	0.29
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
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
Lane Grp Cap (vph)	1964	1964	1881	1881	1881	349	349	344	344	344	344
v/s Ratio Prot	c0.38	0.21			c0.17						0.10
v/s Ratio Perm	0.63	0.34	0.34	0.34	0.59	0.35	0.35	0.35	0.35	0.35	0.35
Uniform Delay, d1	15.1	11.8	11.8	11.8	36.1	33.3	33.3	33.3	33.3	33.3	33.3
Progression Factor	1.17	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.4	0.5	0.5	0.5	2.5	0.6	0.6	0.6	0.6	0.6	0.6
Delay (s)	19.1	12.3	12.3	12.3	38.6	33.9	33.9	33.9	33.9	33.9	33.9
Level of Service	B	B	B	B	D	C	C	C	C	C	C
Approach Delay (s)	19.1		12.3		38.6		33.9		33.9		33.9
Approach LOS	B		B		D		C		C		C
Intersection Summary											
HCM 2000 Control Delay	19.9										
HCM 2000 Level of Service	B										
HCM 2000 Volume to Capacity ratio	0.62										
Actuated Cycle Length (s)	120.0										
Sum of lost time (s)	12.0										
Intersection Capacity Utilization	76.6%										
ICU Level of Service	D										
Analysis Period (min)	15										
Critical Lane Group	c										



HCM Unsignalized Intersection Capacity Analysis  
 3: 1900 Bloor Street/1855 & 1867 Bloor Street & Bloor Street

HCM Signalized Intersection Capacity Analysis  
 1: Fieldgate Drive & Bloor Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4TB	4TB	4TB	4TB	4TB	4TB	4TB	4TB	4TB	4TB	4TB	4TB
Traffic Volume (veh/h)	5	1215	20	0	550	0	45	0	15	15	0	20
Future Volume (Veh/h)	5	1215	20	0	550	0	45	0	15	15	0	20
Sign Control	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Yield	Yield	Yield
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
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
Hourly flow rate (vph)	5	1240	20	0	561	0	46	0	15	15	0	20
Lane Width (m)							3.6	3.6	3.6	3.6	3.6	3.6
Walking Speed (m/s)							1.2	1.2	1.2	1.2	1.2	1.2
Percent Blockage							2	2	2	2	2	2
Right turn flare (veh)							None	None	None	None	None	None
Median type							None	None	None	None	None	None
Median storage (veh)							149	149	149	149	149	149
Upstream signal (m)							0.79	0.79	0.79	0.79	0.79	0.79
pX platoon unblocked							1580	1866	650	1231	1876	306
VC, conflicting volume	586											
VC1, stage 1 conf vol												
VC2, stage 2 conf vol												
VCU, unblocked vol	586						1193	1557	9	748	1569	306
IC, single (s)	4.4						*5.6	6.5	*5.0	*7.8	6.5	*7.0
IC, 2 stage (s)												
IF (s)	2.3						*2.8	4.0	*2.5	*3.7	4.0	*3.5
p0 queue free %	99						79	100	99	93	100	97
CM capacity (veh/h)	888						637	223	86	1102	202	84
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 1	SB 1					
Volume Total	625	640	280	280	61	35						
Volume Left	5	0	0	0	46	15						
Volume Right	0	20	0	0	15	20						
cSH	888	1700	637	1700	278	333						
Volume to Capacity	0.01	0.38	0.00	0.17	0.22	0.11						
Queue Length 95th (m)	0.1	0.0	0.0	0.0	6.6	2.8						
Control Delay (s)	0.2	0.0	0.0	0.0	21.6	17.1						
Lane LOS	A	C	C	C	C	C						
Approach Delay (s)	0.1	0.0	0.0	21.6	17.1							
Approach LOS	C	C	C	C	C	C						
Intersection Summary												
Average Delay	1.0											
Intersection Capacity Utilization	50.2%											
Analysis Period (min)	15											
* User Entered Value												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4TB	4TB	4TB	4TB	4TB	4TB	4TB	4TB	4TB	4TB	4TB	4TB
Traffic Volume (vph)	125	645	70	95	1275	130	55	35	45	145	80	135
Future Volume (vph)	125	645	70	95	1275	130	55	35	45	145	80	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.96	1.00	0.96	1.00	0.98
Frpb, ped/bikes	1.00	0.99	1.00	0.99	1.00	0.99	1.00	0.96	1.00	0.96	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	0.97	1.00	0.98	1.00	0.92	1.00	0.95	1.00	0.91
Frt	1.00	0.99	1.00	0.99	1.00	0.99	1.00	0.95	1.00	0.95	1.00	0.91
Flt Protected	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1805	3491	1754	3474	1772	3474	1772	1672	1709	1658	1658	1658
Flt Permitted	0.09	1.00	0.37	1.00	0.49	1.00	0.49	1.00	0.70	1.00	0.70	1.00
Satd. Flow (perm)	169	3491	675	3474	907	1672	907	1672	1263	1658	1658	1658
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	132	679	74	100	1342	137	58	37	47	153	84	142
RTOR Reduction (vph)	0	6	0	0	6	0	0	36	0	0	53	0
Lane Group Flow (vph)	132	747	0	100	1473	0	58	48	0	153	173	0
Confl. Peds. (#/hr)	55	35	35	55	25	55	25	55	55	55	25	25
Heavy Vehicles (%)	0%	1%	0%	0%	2%	0%	0%	0%	0%	0%	0%	2%
Turn Type	pm-plt	NA	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	NA
Protected Phases	5	2		6	6		4	4		8	8	
Permitted Phases	2			6	6		4	4		8	8	
Actuated Green, G (s)	77.8	77.8	68.6	68.6	68.6	28.7	28.7	28.7	28.7	28.7	28.7	28.7
Effective Green, g (s)	77.8	77.8	68.6	68.6	68.6	28.7	28.7	28.7	28.7	28.7	28.7	28.7
Actuated g/C Ratio	0.65	0.65	0.57	0.57	0.57	0.24	0.24	0.24	0.24	0.24	0.24	0.24
Clearance Time (s)	3.0	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0	7.0
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	3.0
Lane Grp Cap (vph)	194	2263	385	1985	216	399	302	396				
v/s Ratio Prot	c0.04	0.21		c0.42	0.03							
v/s Ratio Perm	0.41		0.15	0.26	0.74	0.12	0.12	0.12	0.12	0.12	0.12	0.12
Uniform Delay, d1	16.7	9.4	12.9	19.1	37.1	35.8	39.5	38.8				
Progression Factor	1.00	1.00	1.05	1.20	1.00	1.00	1.00	1.00				
Incremental Delay, d2	9.4	0.4	1.0	1.6	0.7	0.1	1.3	0.8				
Delay (s)	26.1	9.8	14.5	24.5	37.8	35.9	40.9	39.5				
Level of Service	C	A	B	C	D	D	D	D				
Approach Delay (s)	12.3		23.9		36.7		40.1					
Approach LOS	B		C		D		D					
Intersection Summary												
HCM 2000 Control Delay	23.1											
HCM 2000 Level of Service	C											
HCM 2000 Volume to Capacity ratio	0.67											
Actuated Cycle Length (s)	120.0											
Sum of lost time (s)	16.5											
Intersection Capacity Utilization	99.4%											
ICU Level of Service	F											
Analysis Period (min)	15											
c Critical Lane Group												

2. Site Access/Bridgwood Drive & Bloor Street

HCM Signalized Intersection Capacity Analysis

Future Total PM Model

02-19-2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	680	105	75	1440	75	70	5	50	45	15	35
Future Volume (vph)	25	680	105	75	1440	75	70	5	50	45	15	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0			6.0			6.0				6.0	
Lane Util. Factor	0.95	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Frb. ped/bikes	1.00	0.99	0.99	1.00	0.99	0.99	1.00	0.99	0.99	0.99	1.00	0.98
Fllb. ped/bikes	1.00	0.99	0.99	1.00	0.99	0.99	1.00	0.99	0.99	0.99	1.00	0.99
Frt	0.98	0.99	0.99	1.00	0.97	0.97	1.00	0.97	0.98	0.98	1.00	0.95
Flt Protected	1.00	1.00	1.00	1.00	0.97	0.97	1.00	0.97	0.98	0.98	1.00	0.95
Satd. Flow (prot)	3463			3502			1669				1724	
Flt Permitted	0.83			0.82			0.76				0.77	
Satd. Flow (perm)	2881			2890			1298				1353	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	27	747	115	82	1582	82	77	5	55	49	16	38
RTOR Reduction (vph)	0	9	0	0	3	0	0	20	0	0	0	17
Lane Group Flow (vph)	0	880	0	0	1743	0	0	117	0	0	86	0
Confl. Peds. (#/hr)	40	20	20	40	15	10	10	10	10	10	15	15
Heavy Vehicles (%)	0%	1%	0%	7%	0%	0%	0%	0%	5%	0%	0%	0%
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	2			2			4				4	
Permitted Phases	2			2			4				4	
Actuated Green, G (s)	92.0			92.0			16.0				16.0	
Effective Green, g (s)	92.0			92.0			16.0				16.0	
Actuated G/C Ratio	0.77			0.77			0.13				0.13	
Clearance Time (s)	6.0			6.0			6.0				6.0	
Vehicle Extension (s)	3.0			3.0			3.0				3.0	
Lane Grp Cap (vph)	2208			2215			173				180	
v/s Ratio Prot	0.31			c0.60			c0.09				0.06	
v/s Ratio Perm	0.40			0.79			0.68				0.48	
Uniform Delay, d1	4.7			8.2			49.5				48.1	
Progression Factor	1.86			1.00			1.00				1.00	
Incremental Delay, d2	0.5			2.9			10.0				2.0	
Delay (s)	9.2			11.1			59.6				50.1	
Level of Service	A			B			E				D	
Approach Delay (s)	9.2			11.1			59.6				50.1	
Approach LOS	A			B			E				D	
Intersection Summary												
HCM 2000 Control Delay	14.3 HCM 2000 Level of Service											
HCM 2000 Volume to Capacity ratio	0.77											
Actuated Cycle Length (s)	120.0 Sum of lost time (s)											
Intersection Capacity Utilization	94.3% ICU Level of Service											
Analysis Period (min)	15											
c Critical Lane Group	F											

3. 1900 Bloor Street/1855 & 1867 Bloor Street & Bloor Street

HCM Unsignalized Intersection Capacity Analysis

Future Total PM Model

02-19-2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	745	30	10	1555	20	20	0	10	10	0	15
Future Volume (Veh/h)	0	745	30	10	1555	20	20	0	10	10	0	15
Sign Control	Free	Free	Free	Free	Free	Free	Free	Yield	Yield	Yield	Yield	Yield
Grade	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
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
Hourly flow rate (vph)	0	793	32	11	1654	21	21	0	11	11	0	16
Pedestrians								25			35	
Lane Width (m)								3.6			3.6	
Walking Speed (m/s)								1.2			1.2	
Percent Blockage								2			3	
Right turn flare (veh)								None			None	
Median type								None			None	
Median storage (veh)								149			0.94	0.94
Upstream signal (m)								0.94			0.94	0.94
pX platoon unblocked								850			1699	2566
vC, conflicting volume								1710			438	2129
WC1, stage 1 conf vol											872	
WC2, stage 2 conf vol												
VCU, unblocked vol								1710			1618	2539
IC, single (s)								4.1			*5.9	6.5
IC, 2 stage (s)								4.1			*5.5	6.4
IF (s)								2.2			*3.0	4.0
p0 queue free %								99			84	100
p0 capacity (veh/h)								824			129	24
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 1	SB 1					
Volume Total	3%	428	838	848	32	27						
Volume Left	0	0	11	0	21	11						
Volume Right	0	32	0	21	11	16						
cSH	365	1700	824	1700	183	107						
Volume to Capacity	0.00	0.25	0.01	0.50	0.17	0.25						
Queue Length 95th (m)	0.0	0.0	0.3	0.0	4.9	7.4						
Control Delay (s)	0.0	0.0	0.4	0.0	28.8	49.4						
Lane LOS			A		D	E						
Approach Delay (s)	0.0	0.2	28.8	49.4								
Approach LOS			D	E								
Intersection Summary												
Average Delay	1.0											
Intersection Capacity Utilization	60.7%											
ICU Level of Service	B											
Analysis Period (min)	15											
* User Entered Value												