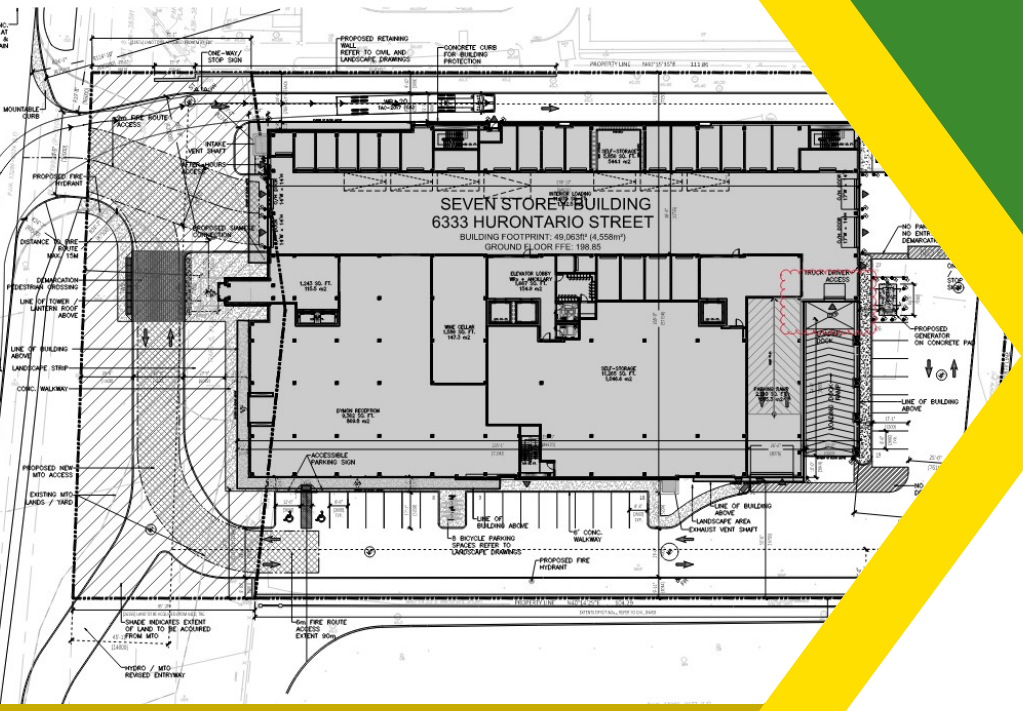
Dymon Group of Companies

6333 Hurontario Street



Transportation Mobility Plan

C|G|H TRANSPORTATION

6333 Hurontario Street

Transportation Brief

Prepared for:

Dymon Group of Companies
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Ottawa, ON K1H 8K3

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628 Haines Road
Newmarket, ON
L3Y 6V5

April 2023

PN: 2020-20

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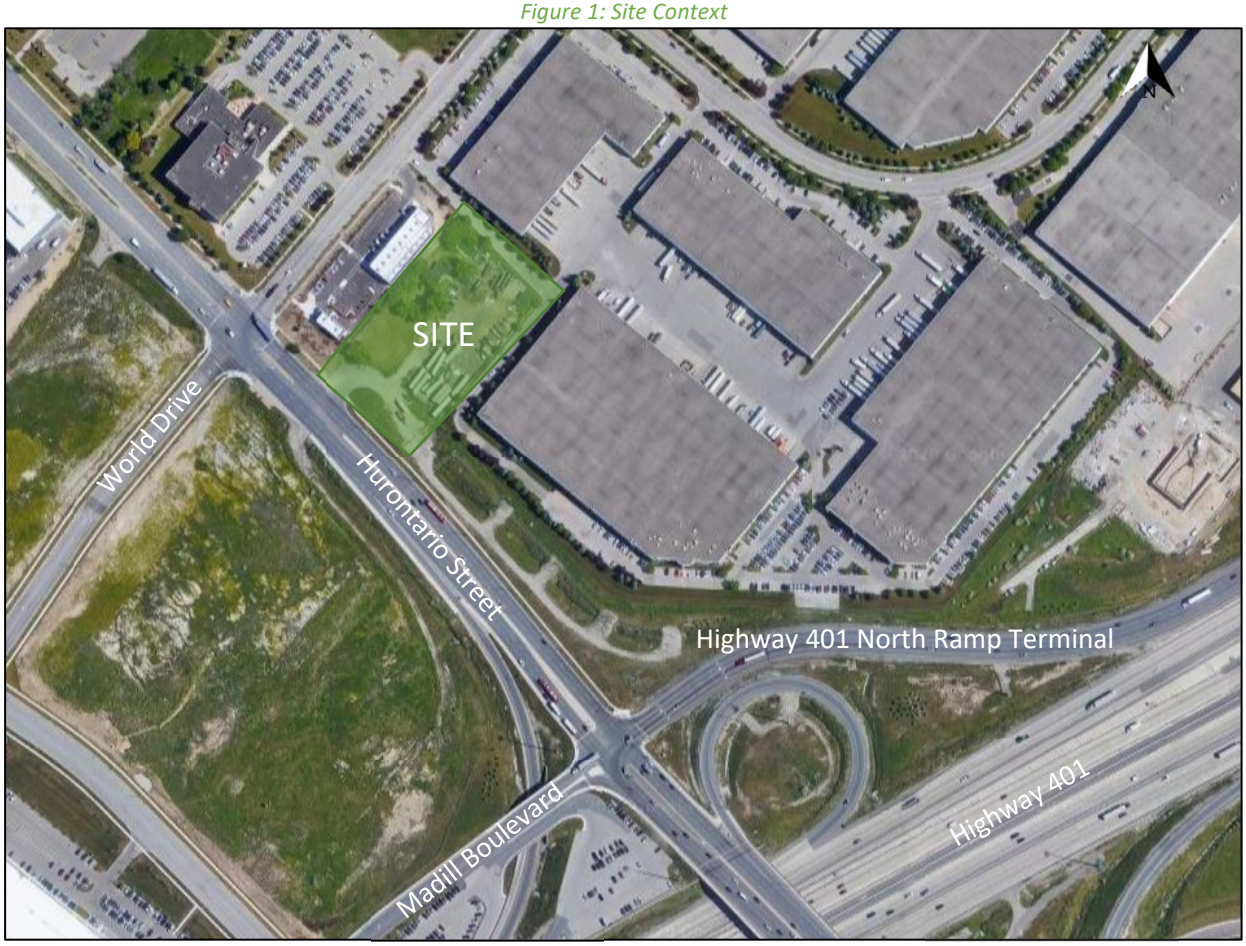
1 Introduction

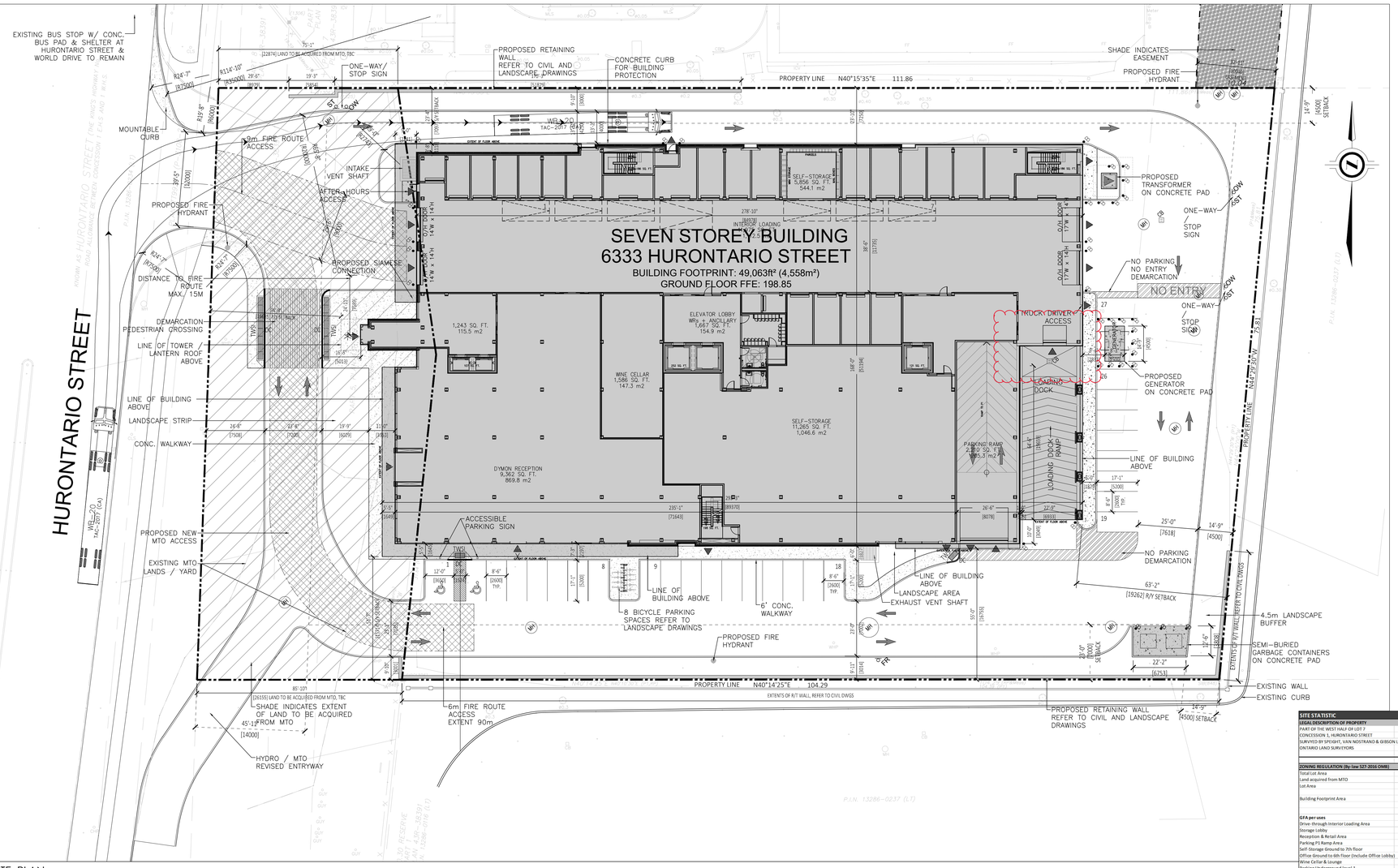
This Transportation Brief has been prepared to support the proposed development at 6333 Hurontario Street in the City of Mississauga. The subject site is located approximately 300 metres north of Highway 401 at Hurontario Street, inside the Ministry of Transportation Ontario (MTO) Permit Control Area. The scope of this Transportation Brief has been confirmed with transportation staff from the Ministry of Transportation Ontario. E-mail correspondence discussing the scope is included in Appendix A.

The subject property is zoned as a Development Zone and currently contains a detached single-family building. The property is currently being rezoned to allow mixed-use and the existing building will be removed as part of this development. The proposed development includes a 20,007 square metre self-storage, an 1,113 square metres internal drive aisle, an 870 square metre reception/retail area, and a 6,363 square metre office space.. A total of 198 parking spaces are proposed, out of which 34 are at grade and 164 are spread between the two underground levels. All surface parking spaces are provided for self-storage and retail, including 7 parking spaces in the interior loading area for additional overflow parking / unloading vehicles. The 164 parking spaces located across two underground levels are provided for the rest of the self-storage and retail parking demand as well as the office parking demand. A total of 9 accessible parking spaces will be provided to all uses. Access to the site will be accommodated via Hurontario Street, approximately 300 metres north of Hurontario Street and Highway 401 North Ramp Terminal/Madill Boulevard, measured from centreline to centreline. As Hurontario Street is a future LRT corridor, the site access would be restricted to right-in / right-out only. The configuration of this access will be confirmed as part of this Transportation Brief.

For the purposes of this study, the projected full build-out and occupancy horizon is 2025. Figure 1 illustrates the site context. Figure 2 illustrates the proposed site plan.

Figure 1: Site Context





A101 SITE PLAN

1:250

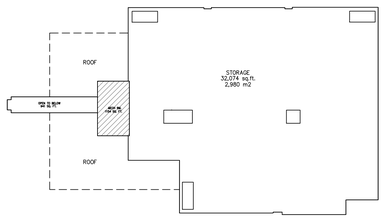
LEGEND

- PROPOSED BUILDING LOCATION
- EXISTING NEIGHBORING BUILDINGS
- LANDSCAPED AREA
- CONCRETE/ SIDEWALK
- EXISTING CONCRETE/SIDEWALK
- BARRIER FREE PARKING CLEARANCE
- CURB
- DENOTES PAINTED LINES
- DEPRESSED CURB
- DENOTES FIRE ROUTE ACCESS
- TWSI TACTILE WALKING SURFACE INDICATOR
- NEW TREE/ VEGETATION (REFER TO LANDSCAPE PLAN FOR TYPE, SIZE AND LOCATION)
- EXISTING TREE (VEGETATION IS FOR REFERENCE ONLY, REFER TO LANDSCAPE PLAN)
- BARRIER FREE PARKING
- INTERIOR PARKING
- CATCH BASIN
- SIAMESE CONNECTION
- PEDESTRIAN CROSSING DEMARCATION
- ENTRANCE/ EXIT LOCATION
- PRINCIPAL ENTRANCE
- TRANSFORMER
- OW ONE-WAY SIGN
- NO ENTRY SIGN
- MAN HOLE / CATCH BASIN
- FR FIRE ROUTE ACCESS / NO PARKING SIGN
- LIGHT POLE (HYDRO)
- TRAFFIC DIRECTION
- FH FIRE HYDRANT
- NLS (NEW LIGHT STANDARD, REFER TO ELECTRICAL)
- BOLLARD

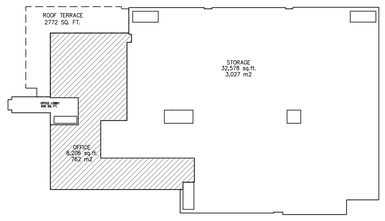
SCALE 1 : 250

10 0 10 20 m

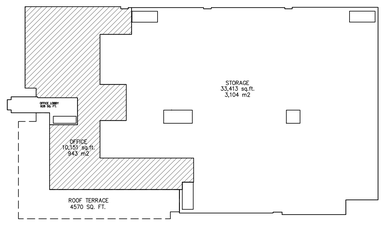
BOUNDARY INFORMATION FROM SURVEY BY:
SPEIGHT, VAN NOSTRAND & GIBSON LIMITED ONTARIO LAND SURVEYORS
COMPLETED ON FEBRUARY 4th, 2020



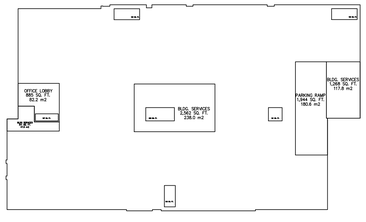
7TH FLOOR
34172 SQ. FT.



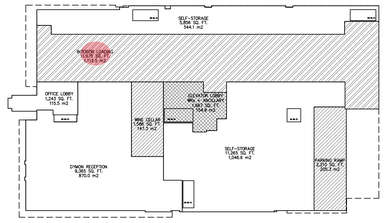
6TH FLOOR
41719 SQ. FT.



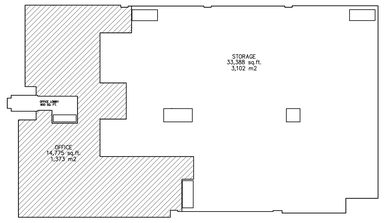
5TH FLOOR
44491 SQ. FT.



UNDERGROUND PARKING LEVEL 1&2
45,098 SQ. FT.



GROUND FLOOR GFA
45,168 SQ. FT.



TYPICAL 2F,3F & 4F
49063 SQ. FT.

A301 FLOOR PLATE COMPARISON

1:600

SITE STATISTIC

LEGAL DESCRIPTION OF PROPERTY				
PART OF THE WEST HALF OF LOT 7				
CONCESSION 1, HURONTARIO STREET				
SURVYED BY SPEIGHT, VAN NOSTRAND & GIBSON LIMITED				
ONTARIO LAND SURVEYORS				
ZONING REGULATION (By-law 527-2016 OMB)	**PROPOSED**		**REQUIRED**	**COMPLIANCE**
Total Lot Area	7,983.8sm	[85,935sf]	N/A	
Land acquired from MTO	2,027.2sm	[21,821sf]		
Lot Area	[0,051.0sm	[107,757sf]		
Building Footprint Area	4,558.1sm	[49,063sf]	45.53% of lot area	
GFA per uses				
Drive-through Interior Loading Area	1,112.5sm	[11,975sf]		
Storage Lobby	154.9sm	[1,667sf]		
Reception & Retail Area	870.0sm	[9,365sf]		
Parking P1 Ramp Area	204.6sm	[2,202sf]		
Self-Storage Ground to 7th floor	20,006.7sm	[215,350sf]		
Office Ground to 6th floor (Include Office Lobby)	6,362.7sm	[68,488sf]		
Wine Cellar & Lounge	147.3sm	[1,586sf]		
Parking Underground level 1	4,189.7sm	[45,098sf]		
Parking Underground level 2	4,189.7sm	[45,098sf]		
Total Building GFA (excluding P1 & P2)	**28,858.7sm**	**[310,630sf]**		
Building Setbacks				
Setback from the West property line - Front yard	16.69m	54'-9"	14.0m [45' 11"]	YES
Setback from the North property line - Side yard	7.11m	23' 4"	4.5m [14' 9"]	YES
Setback from the South property line - Side yard	15.72m	51' 7"	7.0m [23' 0"]	YES
Setback from the East property line - Rear yard	19.25m	63' 2"	4.5m [14' 9"]	YES
Building Height	31.3m (Average grading to top of parapet)		N/A	
Permited uses	Retails, Offices & Self-Storage Warehouse			NO storage is not permitted
Parking spaces				
As per Parking Justification Report	191 spaces (27 at grade & 164 at underground level 1&2)		220	NO
Self-Storage Warehouse uses - 0.25 spaces per 100sm of GFA			49	
Retail uses - 3 spaces per 100sm of GFA			26	
Office uses - 2.5 spaces per 100sm of GFA			146	
Accessible Parking Spaces	Total provided: 9 spaces included above (2 at grade, 1 interior loading & 6 at UG level 1&2)		9	YES
Bicycle Parking Spaces	Total provided: 8 spaces		8	YES
Landscape Buffers				
Landscaped abutting Hurontario St	7.5m (Average)		N/A	
Landscaped abutting North boundary	3.0m		N/A	
Landscaped abutting East boundary	4.5m		N/A	
Landscaped abutting South boundary	3.0m		N/A	
Loading	1 interior Loading and Parking 1 exterior		4	NO
Drive Aisle Width	6.0m (two-way)		6.0m	YES
Landscaping				
Paved Area (hard landscape)	1,222.0sm	[13,153sf]	12.21% N/A	
Landscaped Area (soft landscape)	1,248.9sm	[13,443sf]	12.48% N/A	
GFA per floors				
Ground Floor	4,196.2sm	[45,168sf]		
2nd Floor	4,558.1sm	[49,063sf]		
3rd Floor	4,558.1sm	[49,063sf]		
4th Floor	4,558.1sm	[49,063sf]		
5th Floor	4,133.3sm	[44,491sf]		
6th Floor	3,875.8sm	[41,719sf]		
7th Floor	3,174.7sm	[34,172sf]		
Parking level 1	4,189.7sm	[45,098sf]		
Parking level 2	4,189.7sm	[45,098sf]		
Total Building GFA (excluding P1 & P2)	**29,054.4sm**	**[312,739sf]**		
Roof Areas			**Roof Finishes**	**% over building GFA**
5th Floor Roof Terrace	424.6sm	[4,570sf]	Concrete pavers N/A	#VALUE!
6th Floor Roof Terrace	257.5sm	[2,772sf]	Concrete pavers N/A	#VALUE!
7th Floor above Storage area	701.2sm	[7,548sf]	Inverted roof N/A	#VALUE!
Total Roof Areas	**1,383.3sm**	**[14,890sf]**		
GFA breakdown per uses				**Percentage**
Stairs Ground floor to 7th	370.7sm	[3,990.0sf]		1.3%
Elevators Ground floor to 7th (Self-Storage)	242.6sm	[2,611sf]		0.8%
Elevators Ground floor to 6th (Office)	59.6sm	[642sf]		0.2%
Stairs & Ramp Underground Level 1 & 2	97.9sm	[1,054sf]		0.34%
Elevators Lobby Underground Level 1 & 2	164.4sm	[1,770sf]		0.57%
Mechanical & Electrical & Service Area sm	913.8sm	[9,836sf]		3.15%
Elevators Lobby/ Ancillary Space Ground Floor Self-storage	154.9sm	[1,667sf]		1%
Interior Loading & Parking and Loading Dock	1,112.5sm	[11,975sf]		3.8%
Dymon Reception & Retail	870.0sm	[9,365sf]		3%
Total Self-storage Ground to 7th (***)	19,469.7sm	[209,570sf]		67%
Total Office Ground to 6th floor (***)	5,823.3sm	[62,682sf]		20%
Total GFA 7-storey Building	29,054.4sm	**[312,739sf]**		100%
Total GFA (****)	**27,941.9sm**	**[300,756sf]**		
(****) Excludes Elevators and Stairs (2nd to 7th floor)				
(*****) Excludes Interior Loading & Parking and Loading dock				
Total GFA Underground Level 1 (******)	**7,203.3sm**	**[77,539sf]**		
(******) Excludes Elevators, Stairs, Ramp, Mechanical, Electrical, Service Areas				

GLOBAL architect inc
6 Leswyn Road tel (416)256-4440
Toronto, Ontario, M6A 1K2 fax (416)256-4449

Design Architect
TACT Architecture Inc
660R College Street (Rear Lane)
Toronto ON. M6G 1B8
tel: (416) 516-1949

Planning, Urban Design & Landscape Architect
MHBC Planning, Urban Design & Landscape Architecture
7050 Weston Road, Suite 230,
Woodbridge ON. L4L 8G7
tel: (905) 761-5588

Civil Engineer
C.F. Crozier & Associates Consulting Engineers
211 Yonge street, Suite 301,
Toronto ON. M5B 1M4
tel: (416) 477-3392

Structural Engineer
Dorlan Engineering Consultants Inc.
7560 Airport Road, Unit 13,
Mississauga ON, L4T 4H4
tel: (905) 671-4377

Mechanical Engineer
Brumar Engineering Services Ltd.
25-120 West Beaver Creek,
Richmond Hill ON, L4B 1L2
tel: (905) 771-7798

Electrical Engineer
Hudson Engineering Ltd.
2901 Steeles Ave W Unit 26,
Toronto ON M3J 3A5
tel: (416) 663-5470

NO.	DATE	DESCRIPTION
9	APL/05/23	REVISED OF LOADING AREA
8	APL/03/23	FOR COORDINATION
7	MAR/09/23	REVISED CONCEPT PLAN
6	NOV/03/22	SPA SUBMISSION
5	OCT 25/ 22	REVISED LOADING RAMP & STATS
4	OCT 21/ 22	REVISED FOR COORDINATION
3	OCT 06/ 22	REVISED FOR REVIEW & COORDINATION
2	SEPT 13/ 22	ISSUED FOR REVIEW
1	AUG 02 2022	REVISED PER SPA COMMENTS

CONTRACTOR MUST CHECK AND VERIFY ALL DIMENSIONS AND BE RESPONSIBLE FOR SAME. REPORTING ANY DISCREPANCIES TO THE ARCHITECT BEFORE COMMENCING WORK.
ALL DRAWINGS, PRINTS AND SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED TO HIM ON COMPLETION OF WORK.
LATEST APPROVED DRAWINGS ONLY TO BE USED FOR CONSTRUCTION.
PRINTS ARE NOT TO BE SCALED.

PROJECT NORTH

DYMON STORAGE

DYMON CAPITAL CORP.
2-1830 WALKLEY ROAD
OTTAWA ON. K1H 8K3

PROJECT NAME
7 STOREY SELF STORAGE, OFFICE & RETAIL
6333 HURONTARIO STREET
MISSISSAUGA ON

DRAWN BY AT
CHECKED BY R.P.
DATE March 8, 2023
SCALE AS NOTED
DRAWING TITLE
SITE PLAN

PROJECT NO. 22-08
DRAWING NO. A101

2 Existing Conditions

2.1 Area Road Network

Hurontario Street

Hurontario street is a City of Mississauga arterial road with a six-lane urban cross-section, including sidewalks on both sides, and a boulevard on the east side. The City of Mississauga Official Plan protects a 60-metre right-of-way for this road. Left turn lanes are included at major intersections. A 60 km/h posted speed limit applies. Hurontario Street is a future LRT corridor, with track works and guideway construction anticipated to start in 2021 and the substantial completion anticipated in 2024. The future cross-section of Hurontario Street is discussed in detail in Section 3.1.1.

Highway 401 North Ramp Terminal

Highway 401 North Ramp Terminal is a City of Mississauga major collector road, west of Hurontario Street, and an MTO ramp, east of Hurontario Street. West of Hurontario Street, the Ramp has one travel lane in each direction. East of Hurontario Street, the Ramp has four westbound travel lanes, including two left-turn lanes, a through/right-turn lane, and a dedicated right-turn lane. There are sidewalks on both sides of the road, west of Hurontario Street. The sidewalk on the south side, however, ends shortly after the intersection. West of Hurontario Street the measured right-of-way on this road is 16 metres and the unposted speed limit is 50 km/hr. East of Hurontario Street the measured right-of-way is 22 metres, and the unposted speed limit is 100 km/hr.

2.2 Existing Intersections

Hurontario Street at Highway 401 North Ramp Terminal

Hurontario Street at Highway 401 North Ramp Terminal is a signalized intersection. The westbound approach consists of two right-turn lanes, a shared through/left-turn lane, and a dedicated left-turn lane. The eastbound approach consists of an eastbound right-turn lane. The northbound approach consists of three through lanes, and the southbound approach consists of two through lanes and a shared movement through/right-turn lane. The northbound left and right turns are prohibited at this intersection. Crosswalks are present along north, east and west legs of the intersection with pedestrian signal heads and call buttons.

2.2.1 Existing Driveways

Within the site there is a driveway that provides access to hydro poles located south of the subject property lot. This driveway will be maintained by Dymon to allow for access to hydro easement as per the Agreement of Purchase and Sale.

2.3 Cycling and Pedestrian Facilities

There is a sidewalk and a boulevard on the east side of Hurontario Street along frontage of the proposed development. Sidewalk is also present on the west side of Hurontario Street, both sides of World Drive and Capston Drive and on the north side of Highway 401 North Ramp Terminal, west of Hurontario Street.

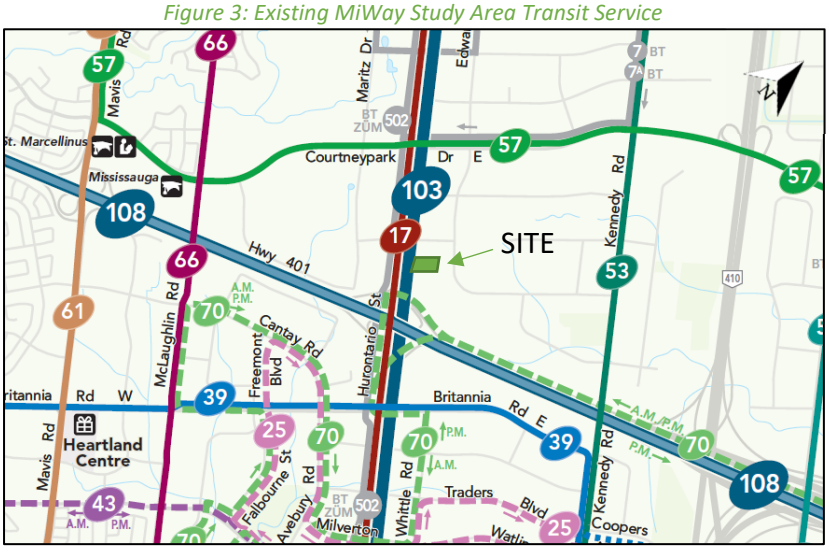
Currently, there is no cycling infrastructure in the Study Area. Raised segregated bike lanes on both sides of the road have been identified in the proposed Hurontario LRT cross-sections at Courtneypark Drive (closest stop to the north) and at Britannia Road (closest stop to the south).

2.4 Existing Transit

As of September 2022, MiWay Route #17 and Express Route #103 run along Hurontario Street within the Study Area. Express Route #103 connects to Highway 407 & Hurontario Park and Ride, as well as Brampton Gateway Terminal to the north, and Mississauga City Centre Transit Terminal to the south, after which the Route continues further south towards Queensway. Route #17 runs between Highway 407 & Hurontario Park and Ride and the Mississauga City Centre Transit Terminal. The existing Study Area MiWay Service is presented in Figure 3. The September 2022 Brampton Transit Map includes Express Route #502, which runs from Sandalwood Loop Terminal in Brampton towards Mississauga City Centre Terminal. The #502 route can be seen in Figure 4. The closest transit stops to the proposed development are located on the north leg of Hurontario Street and World Drive/Capston Drive intersection. However, the Express Routes #103 and #502 only stop at intersection of Hurontario Street and Courtneypark drive, 650 metres north of the proposed development. The frequency of the routes within the proximity of the proposed site currently are:

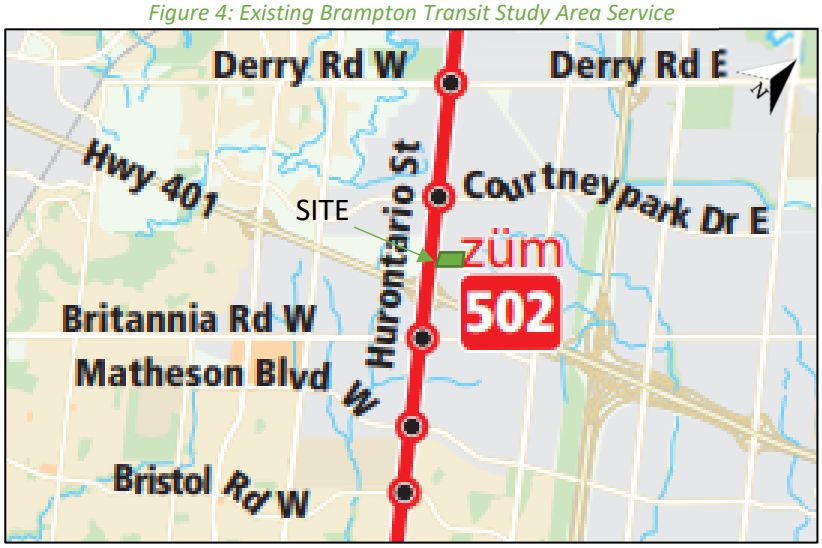
- MiWay Route # 103 – every 7-15 minutes during the AM peak hours, and every 10 minutes during the PM MiWay peak hours.
- MiWay Route #17 – every 2-11 minutes during the AM peak hours, and every 10 minutes during the PM peak hours.
- Brampton Transit Route #502 – every 7 minutes during the AM peak hours, and every 6-9 minutes during the PM peak hours.

Figure 3: Existing MiWay Study Area Transit Service



Source: https://web.mississauga.ca/ Accessed: October 25, 2022

Figure 4: Existing Brampton Transit Study Area Service



Source: https://brampton.ca/ Accessed: October 25, 2022

2.5 Existing Peak Hour Travel Demand

To understand the existing AM and PM peak hour traffic volumes turning movement counts (TMC) for the Study Area intersections have been acquired from the MTO. Table 1 summarizes the date of the most recent turning movement count at each Study Area intersection.

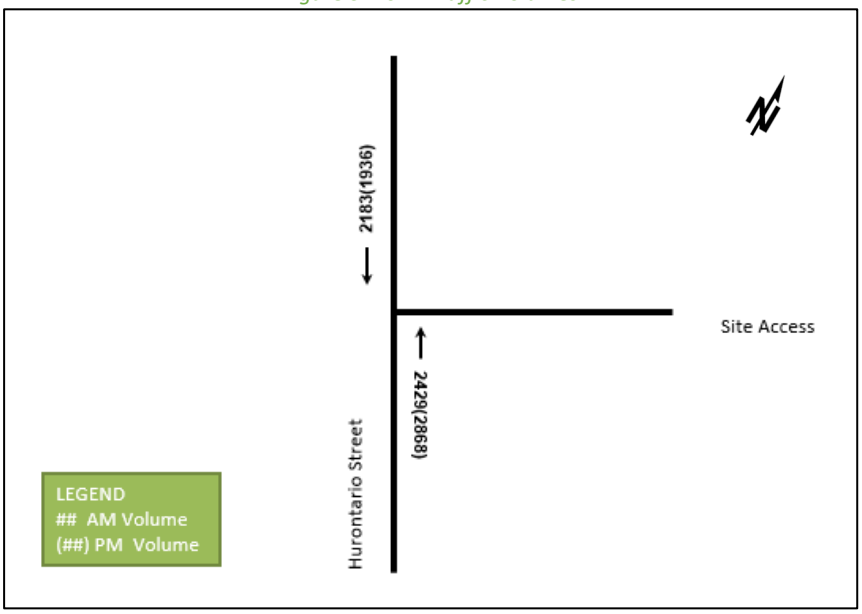
Table 1: Turning Movement Count Data Dates

Intersection	Count Date
Highway 401 @ Hurontario Street (NRT)	October 12, 2016

Turning movement counts at Hurontario Street and Highway 401 North Ramp Terminal were used to determine the volumes at Hurontario Street and the site access. Southbound through volumes at Hurontario Street and site access are expected to be higher due to the westbound on-ramp located between the site access and the Highway 401 North Ramp Terminal. However, since the site access consists of right-in/right-out movements only, the southbound through volumes at Hurontario Street will not be impacted nor will impact the operational analysis of the site access. Figure 5 illustrates the 2022 existing horizon traffic volumes. No current right-in and right-out movements are shown in the 2022 traffic volume figure, as the current land use will be removed as part of this development, and thus it is irrelevant to future horizon operational analysis.

As shown above, the turning movement count data has been collected at a nearby intersection in 2016to avoid the impact of COVID-19 on turning movement counts which would not reflect typical traffic conditions. To understand the current traffic conditions, a 2% annual background growth rate was applied. This is considered conservative, as in 2016, the intersection of Hurontario Street at Highway 401 North Terminal was already approaching capacity. Further, since 2016, the intersection of Hurontario Street at Highway 401 North Ramp Terminal has been reconfigured, and the eastbound and northbound left-turns prohibited. To remain conservative, the eastbound left-turns at this intersection were still used in determining the northbound through volume at Hurontario Street along the site frontage. The northbound left-turns were assumed to proceed north and were also added to the northbound through volume along the site frontage. Detailed turning movement count data is included in Appendix B.

Figure 5: 2022 Traffic Volumes



3 Future Background Conditions

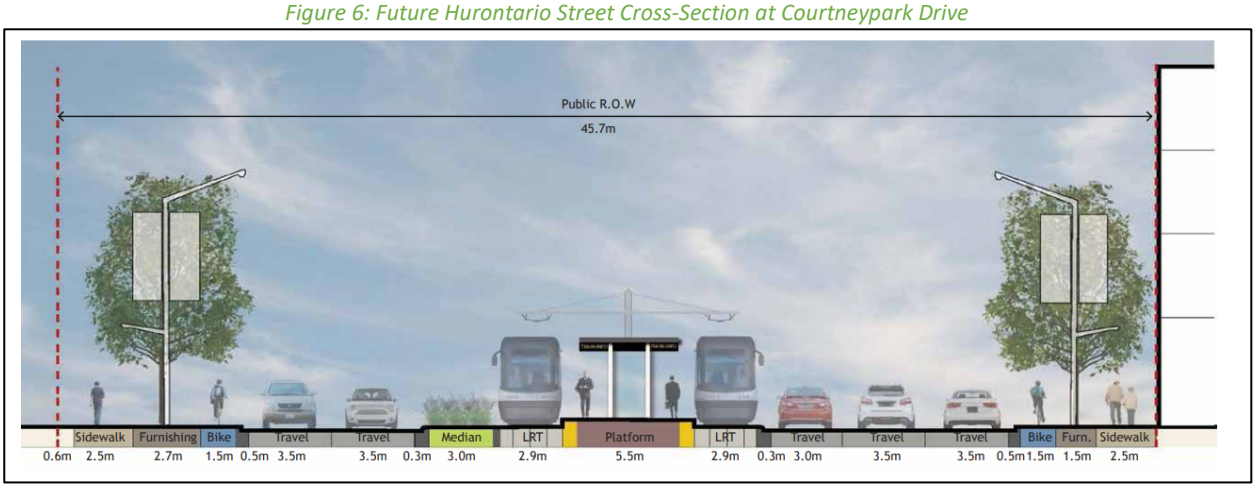
3.1 Planned Conditions

3.1.1 Changes to Area Transportation Network

The subject development fronts the future Hurontario LRT Corridor, which will enhance mobility and transit experience along Hurontario Street. The completion of the LRT is expected in fall of 2024. The closest LRT stop to the proposed development will be located at Courtneypark Drive to the north and at Britannia Road to the south. Figure 6 and Figure 7 show the proposed Hurontario Street cross-sections at Courtneypark Drive and at Britannia Road and are excerpt from Hurontario LRT Preliminary Design Environmental Project Report. The Hurontario Street at Courtneypark Drive cross-section includes the following elements, from left(west) to right(east):

- 0.6 metre buffer
- 2.5 metre sidewalk
- 2.7 metre planting strip and furnishings
- 1.5 metre segregated bike lane
- 0.5 metre buffer
- Two 3.5 metre drive lanes
- 0.3 metre buffer
- 3.0 metre median (left turn lane at intersections)
- 11.3 metre LRT tracks and platform
- 3.0 metre median (left turn lane at intersections)
- 0.3 metre buffer
- Two 3.5 metre drive lanes
- 0.5 metre buffer
- 1.5 metre segregated bike lane
- 1.5 metre planting strip and furnishings
- 2.5 metre sidewalk

Figure 6: Future Hurontario Street Cross-Section at Courtneypark Drive

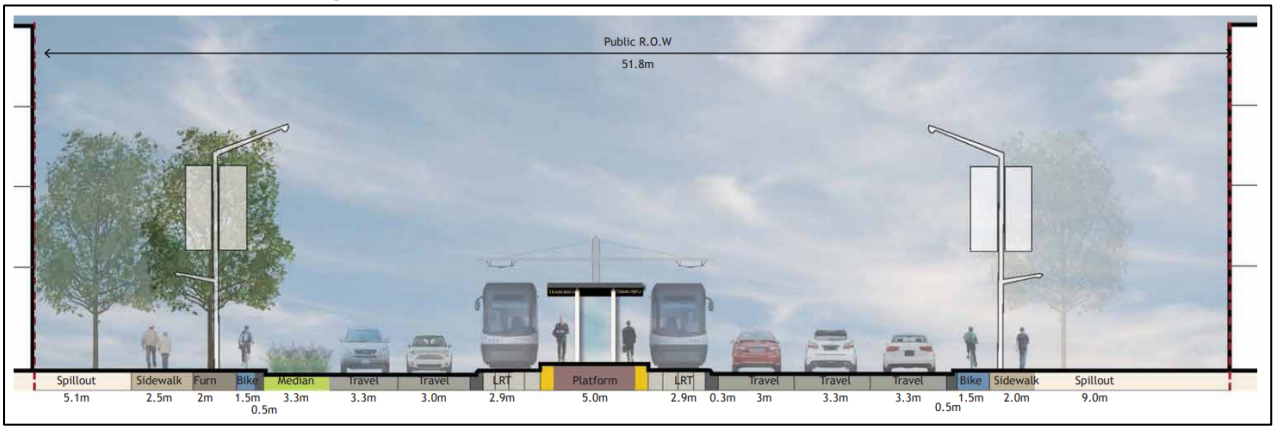


Source: Hurontario-Main Project Preliminary Design/TPAP Environmental Project Report (June 2014)

The Hurontario Street at Britannia Road cross-section includes the following elements, from left(west) to right(east):

- 5.1 metre spillout
- 2.5 metre sidewalk
- 2.5 metre planting strip and furnishings
- 1.5 metre segregated bike lane
- 0.5 metre buffer
- 3.3 metre median
- 3.3 and a 3.0 metre drive lane
- 0.3 metre buffer
- 10.8 metre LRT tracks and platform
- 0.3 metre buffer
- 3.0 metre median (left turn lane at intersections)
- Two 3.3 metre drive lanes
- 0.5 metre buffer
- 2.0 metre sidewalk

Figure 7: Future Hurontario Street Cross-Section at Britannia Road



Source: Hurontario-Main Project Preliminary Design/TPAP Environmental Project Report (June 2014)

It should be noted that the plan drawings in the 2014 Environmental Report show that the median at Britannia Road intersection is located next to the LRT tracks, which allows for it to transition to left-turn lane at intersections. Given the context, the plan drawing appears to be correct. The plan drawing of future Hurontario Street in vicinity of the site can be seen in Appendix C.

3.1.2 Background Growth

With the addition of LRT, the number of travel lanes on Hurontario Street will be reduced to two. As a result, there will be no capacity on this street to support growth in through vehicular traffic. The addition of LRT will also increase the transit mode share along the corridor, further reducing vehicular traffic. Therefore, the existing 2022 traffic volume will be used as background traffic for future analyses.

3.1.3 Other Study Area Developments

No active development applications are available for properties within one-kilometre radius of the subject site.

4 Forecasting

4.1.1 Trip Generation and Mode Shares

4.1.1.1 Dymon Business Model and Site Context

Dymon offers a unique customer-centric storage solution unlike anything else in the marketplace. Unlike traditional self storage operations, Dymon facilities are located along arterial corridors, in very prominent locations within close proximity to its residential and business customers. With its high level of security, total humidity and climate control environment, and relentless focus on customer service, Dymon offers a reliable extension to people's homes and businesses. The primary access to Dymon's facilities is via an interior loading area (with secure access 24 hours a day) that protects customers from the weather while loading/unloading their possessions. By providing this interior area the reliance on surface parking is significantly reduced, as up to 75% of visitors to the site during any period use the interior loading bay, rather than the provided parking lot. In fact, any visit after the initial visit uses the interior loading area as this is the direct access to the storage lockers. Dymon sites include a reception and a retail area that is not used directly for self-storage. This space has several functions, including allowing space for new customers to come in and rent a storage locker or purchase storage supplies (boxes, tape, bubble wrap, etc.). In Spring 2019, Dymon expanded the services available in this space to include home storage solutions including closet organizers, under counter shelving, and storage bins. This development also includes a Work Refined co-working space which provides members with 24/7 secure access to fully equipped office facilities and dedicated high speed wi-fi, on flexible terms with no long-term commitments.

Due to the unique business model introduced above, the land use cases identified and surveyed by the ITE to obtain trip generation rates do not always have the best representation of the land uses in the proposed development. The site trip generation of the proposed development will be conducted using two different methods – ITE rates and proxy site data rates – and compared to determine the most appropriate site-generated trip volumes.

4.1.1.2 ITE Trip Generation

This proposed development is mixed-use, containing the following land uses which are trip generators: 20,007 square metres (215,355 square feet) of self-storage, 870 square metres (9,365 square feet) of reception/retail area, and 6,363 square metre (68,491 square feet) of office space. Therefore, three land uses are involved in the trip generation of this site: self-storage, office, and retail.

The ITE Trip Generation Manual 11th Edition has been reviewed to determine the appropriate trip generation rate equations for the proposed land uses. The rate equations were used to determine appropriate vehicle trip generation rates. The rates for mini-warehouse land use case are used to estimate trips for the self-storage component. The rates for general office building land use case are used to estimate trips for the co-working office component. The rates for strip retail plaza land use case are used to estimate trips for the retail / reception component. The trip rates calculated are obtained based on the average values for self-storage and retail since the fitted curve equations are either not available or poor representations of the data set indicated by low R^2 values. Interpolations of the fitted curves are used for office as the R^2 values indicate a good fit. Table 2 summarizes the vehicle trip rates for the proposed land uses. Appendix D includes a description of LUC 822, LUC 710 and LUC 151.

Table 2: ITE Trip Generation Person Trip Rates

Land Use	Land Use Code	GFA (1000 ft²)	Peak Hour	Method	Vehicle Trip Rate	Distribution	
						In	Out
Strip Retail Plaza (<40k)	822	9.4	AM	Weighted Average	2.36	60%	40%
			PM		6.59	50%	50%
General Office Building	710	68.5	AM	Fitted Curve Equation	1.77	88%	12%
			PM		1.77	17%	83%
Mini-Warehouse	151	215.4	AM	Weighted Average	0.09	59%	41%
			PM		0.15	47%	53%

Table 3 summarizes the projected trip generation for the proposed Dymon facility at 361 North Service Road West.

Table 3: Projected 361 North Service Road West Site Trip Generation – All Land Uses

Proposed Land Use	ITE Land Use	GFA (1000 ft²)	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Reception & Retail	Strip Retail Plaza (<40k)	9.4	13	9	22	31	31	62
Co-working Office	General Office Building	68.5	106	15	121	21	100	121
Self-Storage	Mini-Warehouse	215.4	11	8	19	15	17	32
	Total	293.2	130	32	162	67	148	215

Based on ITE trip generation rates, a total of 162 and 215 two-way trips will be generated by the proposed development during the AM and PM peak hours, respectively. The majority of the trips are attributed to the office land use where 121 and 121 two-way trips are generated.

4.1.1.3 Proxy Site Trip Generation

To better understand the trip generation of the proposed development, a proxy site trip generation survey has been undertaken at five established, comparable Dymon sites in both Ottawa and GTA. These sites have been selected as they are similar in size to the proposed development and have similar features (GFA, Land Uses, Arterial Road Access). The selected sites include the new Dymon retail functions and sell the home storage solutions discussed previously. The most recent survey site of 1460 The Queensway in Etobicoke also includes the co-working office area that will be available at the proposed site at 361 North Service Road West. These will operate in the same manner as the proposed site and are appropriate proxy sites for comparison. Several Ottawa sites have been selected for review to supplement the lack of data due to the limited number of Dymon sites that have been completed and/or opened in the City of Toronto and surrounding municipalities. Table 4 summarizes the site statistics for the surveyed and proposed sites.

Table 4: Site Statistics Comparison

Site	Reception/Retail GFA (m^2)	Self-Storage GFA (m^2)	Office GFA (m^2)	Total GFA (m^2)
1554 Carling Avenue	2,714	18,204	-	21,685
323 Coventry Road	867	11,484	-	12,351
300 Greenbank Road	~700	8,495	-	9,195
1460 The Queensway	1,231	27,568	2,192	30,991
5 Nevets Road	563	12,448	-	13,012
6333 Hurontario Street	870	20,007	6,363	27,240

The trip generation for self-storage and office uses have been individually tabulated in Table 5 and Table 6. In the case of 1460 The Queensway, since the parking area is not divided into parts and each designated for a specific land use, there are not well-defined self-storage parking spaces or office parking spaces. Therefore, trip generation data specific for each use is not available from the data collection process. The division between the self-storage and office uses was done using the following methodology:

- The vehicles heading to the office were assumed to have taken the accesses closest to the location of the office: the southmost access on Vansco Road, and the access on Wickman Road. The vehicles using the other accesses were all assumed to be self-storage users.
- The percentage of inbound and outbound trips at an access for the office use are assumed to be related to the percentage of the parking spaces that are frequently used by the office users (information supplied by Dymon) out of all the parking spaces in the proximity of this access. Although the parking and trip generation are not directly related, considering that the average time length of parking of office users is much longer than that of self-storage users, this is a reasonable approximation as the number of parking spaces provided is related to the maximum demand of incoming vehicles.

Another count has been collected at 1460 The Queensway specifically for the trip generation for the Work Refined office area to provide a larger data set to help determine the trip generation rates at the co-working office.

Table 5: Proxy Site Trip Generation – Self-Storage and Retail

Site	GFA (m^2)	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
1554 Carling	21,685	6	2	8	13	9	22
323 Coventry (May)	12,351	14	9	23	17	19	36
323 Coventry (June)	12,351	7	5	12	11	15	26
300 Greenbank	9,195	7	4	11	10	10	20
1460 The Queensway (February)	28,799	26	18	44	13	23	36
1460 The Queensway (October)	28,799	45	9	54	24	16	40
5 Nevets Road	13,012	5	3	8	9	8	17

Table 6: Proxy Site Trip Generation – Office

Site	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
1460 The Queensway	16	2	17	1	5	6

The selected sites have a wide range of gross floor areas. To accurately compare these sites to the proposed site, the trip generation rate has been determined for each survey in terms of vehicle trips generated per 1000 square

metres. Table 7 and Table 8summarizes the trip generation rates for each site. Appendix E includes the trip generation proxy counts and site plans for each surveyed site.

Table 7: Proxy Site Trip Generation Rates – Self-Storage and Retail

Site	GFA (m^2)	AM Peak Hour Rate (/1000 sm gfa)			PM Peak Hour Rate (/1000 sm gfa)		
		In	Out	**Total**	In	Out	**Total**
1554 Carling	21,685	0.28	0.09	0.37	0.60	0.42	1.01
323 Coventry (May)	12,351	1.13	0.73	1.86	1.38	1.54	2.91
323 Coventry (June)	12,351	0.57	0.40	0.97	0.89	1.21	2.11
300 Greenbank	9,195	0.76	0.44	1.20	1.09	1.09	2.18
1460 The Queensway (February)	28,799	0.90	0.63	1.53	0.45	0.80	1.25
1460 The Queensway (October)	28,799	1.56	0.31	1.88	0.83	0.56	1.39
5 Nevets Road	13,012	0.38	0.23	0.61	0.69	0.61	1.31
Average Rate	-	0.80	0.40	1.20	0.85	0.89	1.74

Table 8: Proxy Site Trip Generation Rates – Office

Site	GFA (m^2)	AM Peak Hour Rate (/1000 m^2 gfa)			PM Peak Hour Rate (/1000 m^2 gfa)		
		In	Out	**Total**	In	Out	**Total**
1460 The Queensway (February)	2,192	7.30	0.91	7.76	0.46	2.28	2.74
1460 The Queensway (October)	2,192	7.07	1.37	8.44	4.56	4.11	8.67
Average Rate		7.19	1.14	8.10	2.51	3.19	5.70

Since the 1460 Queensway is a relatively recent establishment, the site is not expected to have been operating at full capacity during the time the traffic data was obtained. At the 1460 Queensway location as of the survey dates, 59.5% of the lockers were rented (1548 Units) while 40.5% were available or vacant (1055 Units) for the self-storage, and 64.5% of the co-working spaces were rented (129 workstations) while 35.5% (71 workstations) were available for the office. Considering the potential growth from more customers, the trip generation at maximum capacity, assuming that the increase in the number of trips generated will be linear to the number of rented units, is calculated for self-storage and office as summarized in Table 9 and Table 10.

Table 9: Proxy Site Trip Generation Rates – Self-storage and Retail

Site	GFA (m^2)	AM Peak Hour Rate (/1000 m^2 gfa)			PM Peak Hour Rate (/1000 m^2 gfa)		
		In	Out	**Total**	In	Out	**Total**
1554 Carling	21,685	0.28	0.09	0.37	0.60	0.42	1.01
323 Coventry (May)	12,351	1.13	0.73	1.86	1.38	1.54	2.91
323 Coventry (June)	12,351	0.57	0.40	0.97	0.89	1.21	2.11
300 Greenbank	9,195	0.76	0.44	1.20	1.09	1.09	2.18
1460 The Queensway (February)	28,799	1.52	1.05	2.57	0.76	1.34	2.10
1460 The Queensway (October)	28,799	2.63	0.53	3.15	1.40	0.93	2.34
5 Nevets Road	13,012	0.38	0.23	0.61	0.69	0.61	1.31
Average Rate	-	1.04	0.50	1.53	0.97	1.02	1.99

Table 10: Proxy Site Trip Generation Rates – Office

Site	GFA (m^2)	AM Peak Hour Rate (/1000 m^2 gfa)			PM Peak Hour Rate (/1000 m^2 gfa)		
		In	Out	**Total**	In	Out	**Total**
1460 The Queensway (March)	2,192	11.32	1.41	12.02	0.71	3.54	4.24
1460 The Queensway (October)	2,192	10.96	2.12	13.08	7.07	6.37	13.44
Average Rate		11.14	1.77	12.55	3.89	4.95	8.84

The trip generation rates above have been examined and these sites do not have a strong correlation between increased gross floor area and increased trip generation. Given the number of sites surveyed, and the various survey dates, an average of the trip generation rates has been calculated. The average trip generation rate has been applied to the proposed site to determine the anticipated trip generation of the subject development.

Table 11 summarizes the projected trip generation for the proposed Dymon facility at 6333 Hurontario Street based on proxy site trip generation rates. Table 12 summarizes the ITE trip generation results based on the ITE trip generation rates.

Table 11: Total Site Trip Generation – Proxy Sites

Land Use	AM Peak Hour			PM Peak Hour		
	In	**Out**	**Total**	**In**	**Out**	**Total**
Dymon Storage, Reception, and Retail	21	10	31	19	20	40
Office	71	11	80	25	32	56
Total	92	21	111	44	52	96

Table 12: Total Site Trip Generation – ITE

Land Use	AM Peak Hour			PM Peak Hour		
	In	**Out**	**Total**	**In**	**Out**	**Total**
Dymon Storage, Reception, and Retail	24	17	41	46	48	94
Office	106	15	121	21	100	121
Total	130	32	162	67	148	215

As shown above, the total ITE trip generation results are higher than the proxy site trip generation results during both the weekday AM and PM peak hours.

The General Office Building Land Use in the ITE Manual represents a typical office building with regular working hours. It does not represent the 24/7 co-working space Dymon provides which serves different enterprises at the same time and allows the flexibility of arrival and departure times.

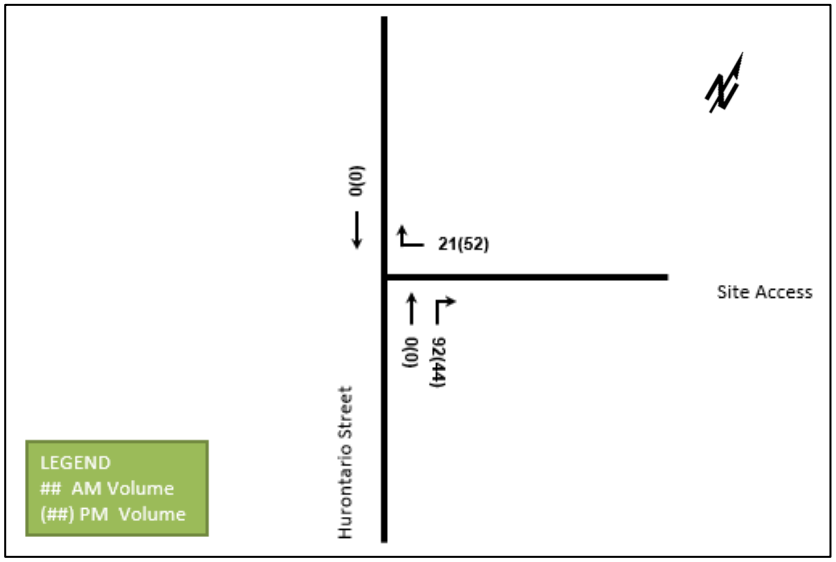
The trips generated by the self-storage portion using proxy data are also lower than those calculated using ITE rates. A typical industrial warehouse has heavy trucks loading and unloading during certain periods of the day (i.e. early morning) while visits to self-storage sites predominantly use passenger vehicles and are more frequent and scattered throughout the day.

Therefore, the proxy site trip generation results are more reliable for the specific land uses in this exercise. The site will generate 111 AM and 96 PM two-way vehicle traffic.

4.1.2 Trip Assignment

Using the trip generation scenarios outlined above, the right-in/right-out access configuration, the trips generated by the site have been assigned to the Hurontario Street at site access intersection. Site generated traffic volumes from the proposed development can be seen in Figure 8.

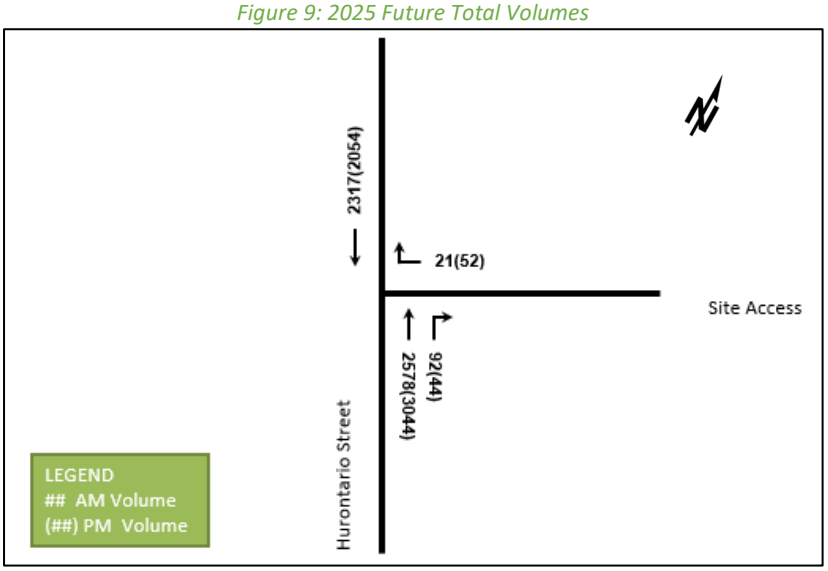
Figure 8: New Site Generated Auto Volumes



4.1.3 Future Total Travel Demand

The site generated traffic has been combined with the 2022 Existing traffic volumes to estimate the 2025 future total traffic volumes. 2025 future total traffic volumes are illustrated Figure 9.

Figure 9: 2025 Future Total Volumes



5 Operational Analysis

To understand the operational characteristics of the Hurontario Street at site access intersection, a Synchro model has been created using Trafficware's Synchro (Version 11). Peak Hour factors have been calculated based on the

existing turning movement counts. Queueing has been modeled using SimTraffic. All other parameters have been coded using accepted best practices and default parameters where applicable.

LOS has been defined using HCM 2010 definition for LOS at unsignalized intersections (Table 13).

Table 13: Level of Service Criteria for Unsignalized Intersections

Level of Service	Average Control Delay (Second/Vehicle)
A	0 – 10
B	>10 – 25
C	>15 – 25
D	>25 – 35
E	>35 – 50
F	>50

5.1 2022 Existing Conditions

The existing intersection volumes have been analyzed to establish a baseline condition and determine the impact of the subject development as well as the surrounding background developments on the Study Area road network.

Table 14 summarizes the operational analysis of the 2022 existing conditions. Appendix F contains the Synchro Sheets for this scenario.

Table 14: 2022 Existing Conditions Operational Analysis

Intersection	Mvmnt	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Del. (s)	Q (95th)	LOS	V/C	Del. (s)	Q (95th)
Hurontario Street at Future Site Access location *(Unsignalized)*	NBT	-	0.60	0	0	-	0.71	0	0
	SBT	-	0.45	0	0	-	0.40	0	0

The Study Area road network operates in good conditions with no delays or queues. It has the residual capacity to accommodate increasing traffic.

5.2 2025 Future Total Conditions

5.2.1 Future Road Network Scenarios

Because of the potential impacts of future changes to the road network two development-generated travel demand scenarios were analysed in the following section. Table 2 outlines the network and demand assumptions considered in these scenarios. Each of the scenarios will be discussed in detail in the following sections.

Table 15: Analysis Scenarios

Scenario	Network Assumptions
Scenario 1	Current transit and infrastructure conditions
Scenario 2	Hurontario LRT implemented, and travel lanes reduced to four lanes

5.2.2 2025 Future Total Conditions – Scenario 1

2025 future total intersection volumes, including the site generated traffic and background traffic, have been analysed to understand the future performance of the study area intersection. As described previously in Table 15, scenario 1 assumptions include the existing roadway configuration and transit network. Table 16 summarizes

the operational analysis of scenario 1 2025 total future conditions. Appendix G contains the Synchro Sheets for this scenario.

Table 16: 2025 Future Total Conditions Operational Analysis – Scenario 1

Intersection	Mvmnt	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Del. (s)	Q (95th)	LOS	V/C	Del. (s)	Q (95th)
Hurontario Street at Future Site Access location *(Unsignalized)*	WBR	C	0.08	20	2	D	0.26	28	8
	NBT	-	0.63	0	0	-	0.75	0	0
	NBT/R	-	0.37	0	0	-	0.40	0	0
	SBT	-	0.47	0	0	-	0.42	0	0
	Overall	B	-	<1	-	C	-	<1	-

The queue generated by site traffic will back up onto the site driveway and will have no impact on the Highway 401 North Ramp Terminal.

The westbound right approach operates with acceptable level of service C and D during the AM and PM peak hours, indicating that there is an adequate capacity to move the traffic from site onto the adjacent road.

Based on the site plan, it was determined that a westbound right queue under 20 metres can be accommodated within the site driveway without obstructing the entrance to the Dymon Storage interior loading area. The 95th percentile queues during AM and PM peak periods are 2 and 8 metres at maximum, respectively, which do not exceed the 20-metres driveway length. Therefore, the westbound right queue will not impact the operational performance of the site access.

5.2.3 2025 Future Total Conditions – Scenario 2

2025 future total intersection volumes, including the site generated traffic and background traffic, have been analysed to understand the future performance of study area intersection. As described previously in Table 15, scenario 2 assumptions include the implementation of Hurontario LRT and reduction of the auto mode share. Table 17 summarizes the operational analysis of scenario 2 2025 total future conditions. Appendix H contains the 2025 Synchro Sheets for this scenario.

Table 17: 2025 Future Total Conditions Operational Analysis –Scenario 2

Intersection	Mvmnt	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Del. (s)	Q (95th)	LOS	V/C	Del. (s)	Q (95th)
Hurontario Street at Future Site Access location *(Unsignalized)*	WBR	E	0.17	38	4	F	0.60	92	21
	NBT	-	1.05	0	0	-	1.26	0	0
	NBT/R	-	0.58	0	0	-	0.66	0	0
	SBT	-	0.71	0	0	-	0.64	0	0
	Overall	E	-	<1	-	F	-	<1	-

The queue generated by scenario 2 site traffic will back up onto the site driveway and will have no impact on the Highway 401 North Ramp Terminal.

The level of service of the westbound right approach is F during the PM peak hour. However, the V/C ratio of this movement is 0.60 which is within the acceptable range, which indicates that there is an adequate capacity to move the traffic from site onto the adjacent road.

The 95th percentile queue during PM peak period slightly exceeds 20 metres. However, since the 95th percentile queue is based on the 95th percentile volume, and the V/C ratio of the westbound right movement is less than 1,

the 95th percentile queue will occur rarely. On average, one vehicle per every two minutes will be entering the site during the PM peak hour. Considering this, and the fact that the site access throat length allows for two inbound vehicles to wait for the westbound right queue to clear without impacting the traffic flow on Hurontario Street, the effect of westbound right queue on the operational performance of the site access will be minimal.

5.3 Transportation Demand Management

Dymon self-storage facilities represent a unique trip generator. As introduced in previous sections, the majority of the trips to the site are expected to be made by customers who have already moved their personal belongings into one of the Dymon self-storage units. Although these trips are primarily made by auto mode in order to transport personal or business items to or from the storage facility, the number of trips produced is expected to be significantly lower than that of comparable land uses. The parking letter examines the parking space requirement and provision. A comparable proxy site parking survey has shown that the provision of 198 parking spaces is expected to meet the demand of inbound vehicles arriving to the proposed Dymon facility while the Parking By-law requires 125 parking spaces to be provided for the proposed self-storage land use. Therefore, it can be concluded that the self-storage land use will generate 16% less traffic when compared to an alternative warehouse use. Restricting parking below the accepted zoning for a given land use is an accepted method of limiting the number single occupant vehicle trips to a site.

Further, Dymon self-storage business model requires for the storage facilities to be located in a close proximity to its target market. This means that although the low number of customer trips are mostly constrained to the auto mode because of the need to transport personal or business belongings, these trips will be made by local residents and business owners, producing minimal vehicle kilometers traveled. This is important to note, as short-distance trips should be treated differently in context of TDM when compared to longer trips, which result in more vehicle kilometers traveled, and oftentimes utilize already constrained inter-city roadways or highways, contributing to congestion, and impacting a larger number of road users. The proximity of Dymon self-storage facilities to the user's homes and businesses also allows for pass-by trips during the peak hours, which has an even lower impact on the overall transportation network efficiency.

The subject development fronts the future Hurontario LRT Corridor, which will enhance mobility and transit experience along Hurontario Street. The completion of the LRT is expected in fall 2024. The closest LRT stops to the proposed development will be located at Courtneypark Drive to the north and at Britannia Road to the south. Relevant transit schedule and route maps will be displayed at office use entrance to minimize transit wait times and enhance transit user experience.

The proposed cross-section of Hurontario Street will include segregated bike lanes and can be seen in Attachment 4. Six bicycle parking spaces at grade are proposed within the development site plan, which will further encourage office users to utilize the proposed bike lanes on Hurontario street to reach the subject site. In addition to this, a permanent bike repair station will be provided at the site. Local area maps with cycling infrastructure will also be provided at building entrances to allow cyclists to select safer routes towards their destinations.

Pedestrian facilities have been proposed within the development site plan and will connect pedestrians to the visitor bike parking, surface vehicle parking, and pedestrian network on Hurontario Street.

5.4 Turning Template Analysis

The proposed site plan and access configuration has been reviewed using two design vehicles including an HSU (standard delivery truck) and WB-20 tractor trailer (infrequent delivery truck). It is assumed that the HSU will drive through the loading area or access the garbage bins at the rear of the property, and the WB-20 will utilize the rear

loading dock. Appendix I includes two drawings illustrating the turning paths for all design vehicles. All turning paths are accommodated by the proposed curbs and driveways.

5.5 Sightlines

Clear stopping and departure sight distances for Hurontario Street have been summarized in Table 17 and are excerpt from the 2017 Transportation Association of Canada's Geometric Design Guide for Canadian Roads (TAC), Table 9.9.6. Decision Sight Distance for an 80km/hr design speed and avoidance manoeuvre B (stop on urban roadway) is also listed in Table 18 and is excerpt from Table 2.5.6 of the TAC Geometric Design Guide. Figure 10 illustrates each of the vehicular clear sight distances at the intersection of Site Access and Hurontario Street.

Table 18: Clear Sight Distance - Vehicles

Major Street	Design Speed	Stopping Sight Distance	Departure Sight Distance	Decision Sight Distance
Hurontario Street	80 km/hr	130 m.	145 m.	300 m.

Figure 10: Vehicular Clear Sight Distance - Site Access at Hurontario Street

Based on anticipated stop bar location, the vehicular sight triangles are within the City's ROW and should be maintained clear of obstruction by the City in future scenarios. Both the stopping and the clear sight distance are met at the subject intersection. The decision sight distance of 300 metres, while not required to be met as a result of straightforward geometry of the analyzed segment, is also met as the distance between the Site Access and the intersection to the south is approximately 300 metres. Further, the westbound right-turning vehicles leaving the site will need to stop at the stop bar, which will provide drivers time to identify any approaching pedestrians.

6 Conclusions

This Transportation Brief has examined the trip generation, access requirements, and study intersection impact of the proposed development at 6333 Hurontario Street in Mississauga. The Traffic Brief has shown the following:

A. The proposed development includes a 20,007 square metre Dymon Self-Storage Facility, an 870 square metre reception & retail space, and a 6,363 square metre office space. A total of 198 vehicle parking spaces will be provided.
B. Access to the site will be accommodated via Hurontario Street, approximately 300 metres north of Hurontario Street and Highway 401 North Ramp Terminal/Madill Boulevard. As Hurontario Street is a future LRT corridor, the site access would be restricted to right-in / right-out only.

C. The existing Study Area is currently served by MiWay bus routes #103 and #17, and Brampton Transit Bus route #502. Hurontario Street is a future LRT corridor, with the substantial completion anticipated in 2024.
D. Operational analysis was based on scenario 1 and scenario 2. Scenario 1 assumes current infrastructure and transit conditions. Scenario 2 trip generation assumes that Hurontario LRT will be implemented, and travel lanes reduced to four lanes.
E. It was found that scenario 1 trip projection results in the proposed development is proposed to generate 111 AM, and 96 PM peak hour two-way auto trips in total, including 31 AM and 40 PM peak hour two-way auto trips for the self-storage and retail component, and 81 AM and 56 PM peak hour two-way auto trips for the office component.
F. The Study Area intersection operates well during scenario 1 and experiences some constraints during the PM peak hour under scenario 2. The Study Area intersection operates at LOS B and LOS C during AM and PM peak hours respectively under scenario 1. The Study Area intersection operates at LOS E and LOS F during AM and PM peak hours respectively under scenario 2. The difference is due to the lanes taken up by the LRT. The 95th percentile queue of the westbound right approach is more than 20 metres during the PM peak period under scenario 2 and can potentially obstruct the northbound right flow into the site. However, since the 95th percentile queue is based on the 95th percentile volume, and the V/C ratio of the westbound right movement is less than 1, the 95th percentile queue will occur rarely. Additionally, the site access throat length allows for two inbound vehicles to wait for the westbound right queue to clear without impacting the traffic flow on Hurontario Street. Considering this, the effect of westbound right queue on the operational performance of the site access will be minimal.
G. All turning paths are accommodated by the proposed curbs and driveways.
H. Stopping sight distance, departure sight distance and decision sight distance requirements defined by TAC Geometric Design Manual are met.

The proposed development will function within the Study Area Road Network. It is recommended that, from a transportation perspective, the proposed development application process proceeds.

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Appendix A

Ministry of Transportation Ontario Consultation Summary

From: Iannacito, Phil (MTO)
To: Mark Crockford
Cc: Viktoriya Zaytseva; Aurini, Shawn (MTO)
Subject: RE: 6333 Hurontario - Traffic Brief Discussion
Date: September 15, 2020 12:02:13 PM
Attachments: image001.png

Hi Mark,

My pleasure, glad we had the opportunity to discuss this project in detail.

The criteria outlined below for the traffic brief are acceptable.

Thanks,

Phil

From: Mark Crockford <mark.crockford@cghtransportation.com>
Sent: September 15, 2020 11:58 AM
To: Iannacito, Phil (MTO) <Phil.Iannacito@ontario.ca>
Cc: Viktoriya Zaytseva <viktoriya.zaytseva@cghtransportation.com>
Subject: 6333 Hurontario - Traffic Brief Discussion

Hi Phil,

Thanks again for the call this morning, it was great talking to you.

Just some quick notes on the traffic brief for the site at 6333 Hurontario Street that we discussed this morning.

We are going to prepare a traffic brief documenting the self-storage and office uses. This will focus on the following:

-Overall Site Trip Generation

-this will include a discussion of our proxy trip generation counts, as well as a description of the office uses, which are likely to include some amount of “shared” offices for short-term or daily rental tenants. Dymon is currently surveying one of their sites that has a similar setup and we will include that data if it’s available. If it’s not ready in time we will document a range of trip generation based on the anticipated uses and will include discussion of the potential reduction in traffic volumes based on a shared office space not being fully utilized all-day everyday.

-Operation Analysis

-Our Synchro analysis will look at the right-in/right-out access configuration.

-Site operations

-We will document the site operations, particularly focusing on the storage space available for inbound vehicles and ensuring that there is adequate space for inbound traffic to queue without impacting the adjacent road, and in particular the ramp terminal just south of the site.
-Our traffic brief will also make note of the shared access agreement that will allow hydro access to the towers south of the site.

We will also include the standard items for a transportation brief (i.e. description of existing roadway, site description, land use description, etc.).

Let me know if there is anything else that you would like us to cover in our brief.

Thanks,
Mark

Mark Crockford, P.Eng.
CGH Transportation Inc.
P:905-251-4070
E:Mark.Crockford@CGHTransportation.com

Appendix B

Turning Movement Count Data

Ministry of Transportation
Ministère des Transports

Intersection Layout Sheet

Version: 1.0 Feb 1, 2016

2016

Contract # 9015-E-0009
Work Order # 544

Date: Oct / 12 Day: Wed / Hrs: 6 - 10 + 15 - 19 + - -

Location: HWY 401 @ HWY 10 - Hurontario ST IC-342 Ramps: North 161, 162, 163

Reg/Mun: CR Town/City: Mississauga Area:

File Name: 14768000000 Device: Gretch / Jamar Unit # 14 / Interval 1: (AM) NN / PM

Observer: Neyezhsal Olga Weather: Clear Road Condition: good /

LHRS & O/S: 47680 0

GPS: G-Star IV

Datum: WGS 84 (Y) / N

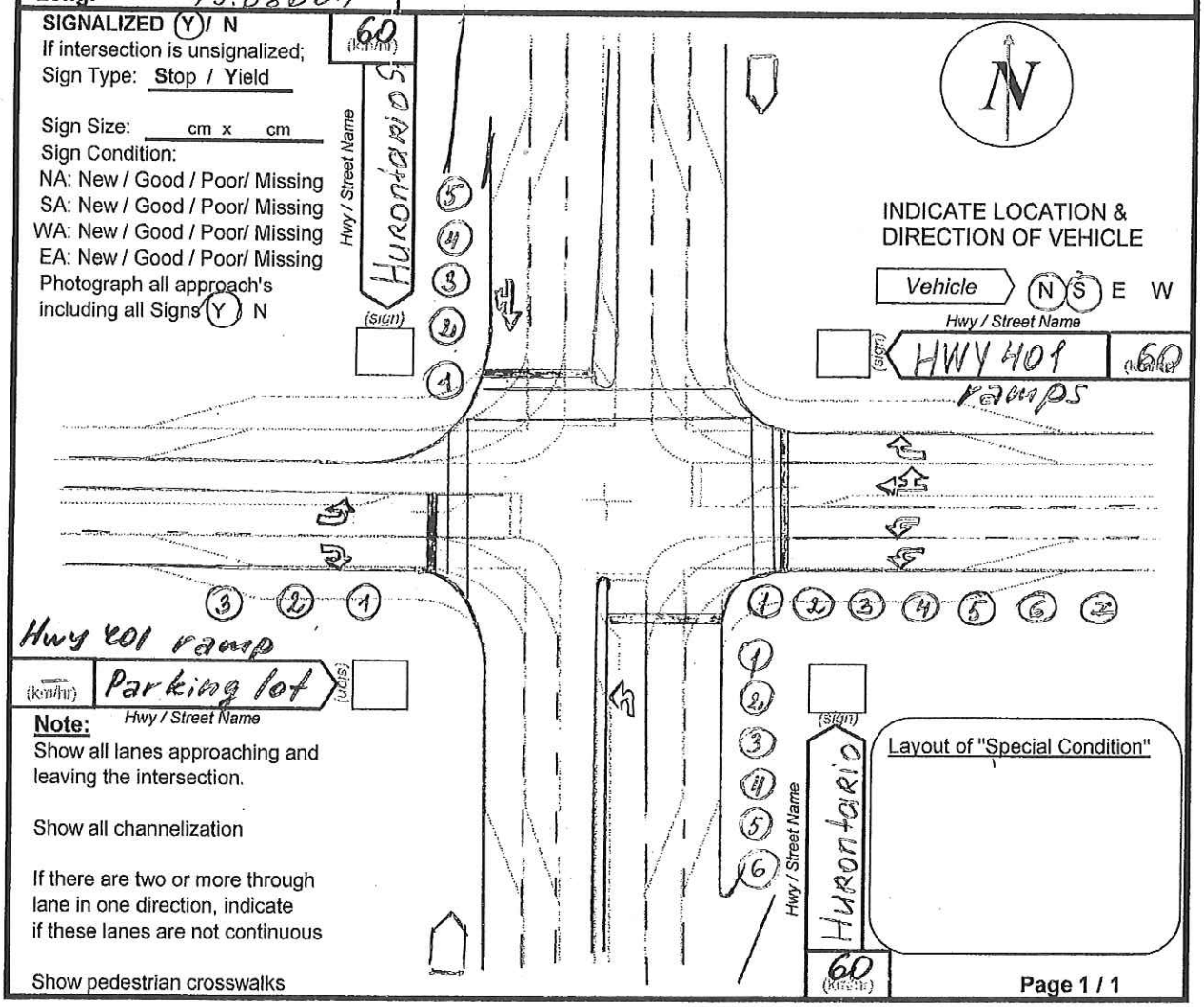
Lat: 43.65116

Long: -79.68604

Comments:

SIGNALIZED (Y) / N
If intersection is unsignalized;
Sign Type: Stop / Yield

Sign Size: cm x cm
Sign Condition:
NA: New / Good / Poor / Missing
SA: New / Good / Poor / Missing
WA: New / Good / Poor / Missing
EA: New / Good / Poor / Missing
Photograph all approach's including all Signs (Y) N



Note:
Show all lanes approaching and leaving the intersection.

Show all channelization

If there are two or more through lane in one direction, indicate if these lanes are not continuous

Show pedestrian crosswalks

Ontario

Ministry of Transportation

TVIS II - Traffic Volume Information System

Turning Movement Peak Hour Report

Description: HWY 401 @ HURONTARIO STREET (NRT)

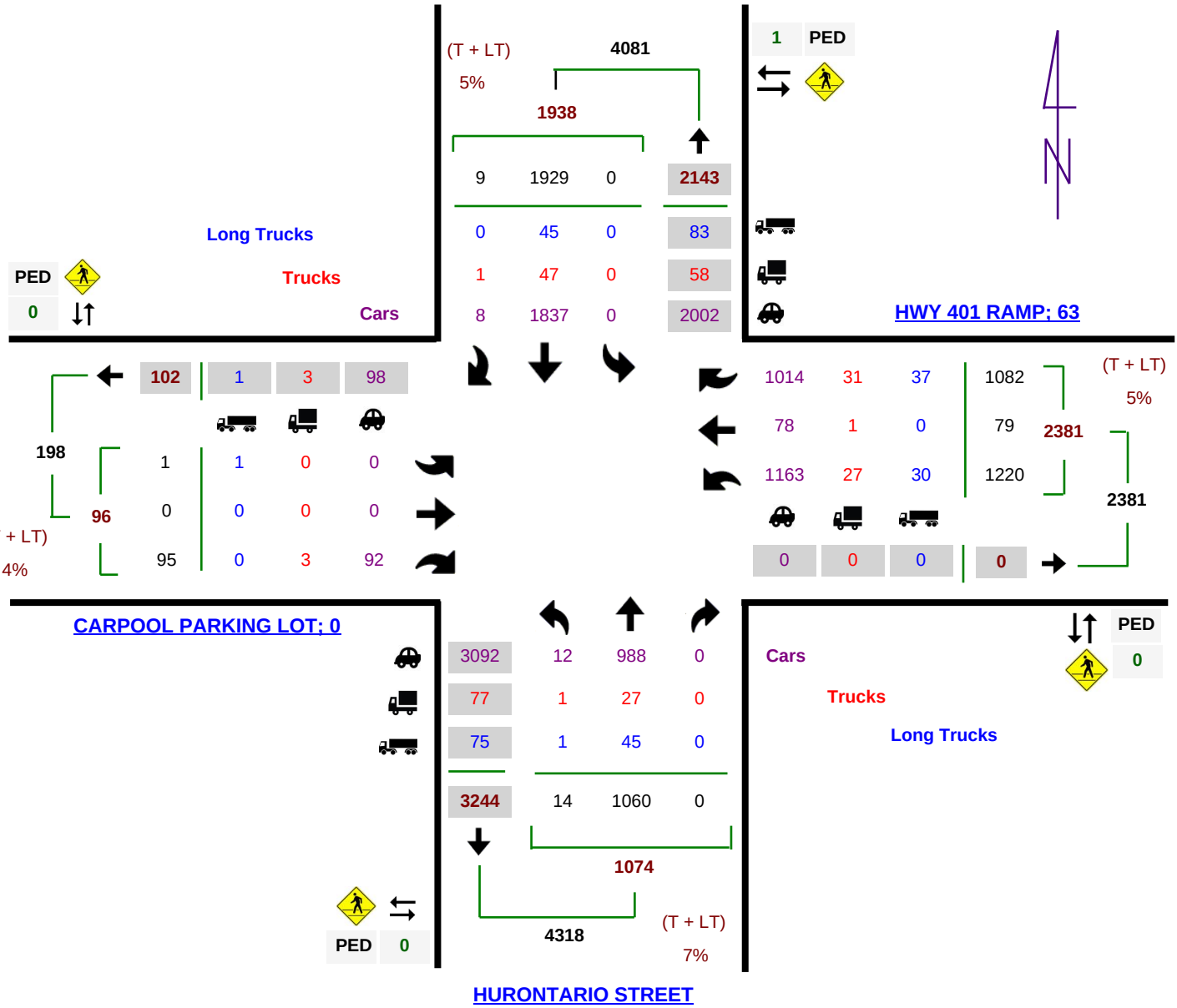
Region: CENTRAL | **Survey Type:** TM – Interchange | **Hwy:** 401

Start Date: 12-Oct-2016 (Wed) | **I/C Side:** N | **LHRS:** 47680

End Date: 12-Oct-2016 (Wed) | **Int. Type:** Four Leg | **Offset:** 0

Schedule Summary: TUES-THURS, 06:00-10:00, 15:00-19:00

AM Peak Hour Report - Start Time: 08:15



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Ministry of Transportation

TVIS II - Traffic Volume Information System

Turning Movement Peak Hour Report

Description: HWY 401 @ HURONTARIO STREET (NRT)

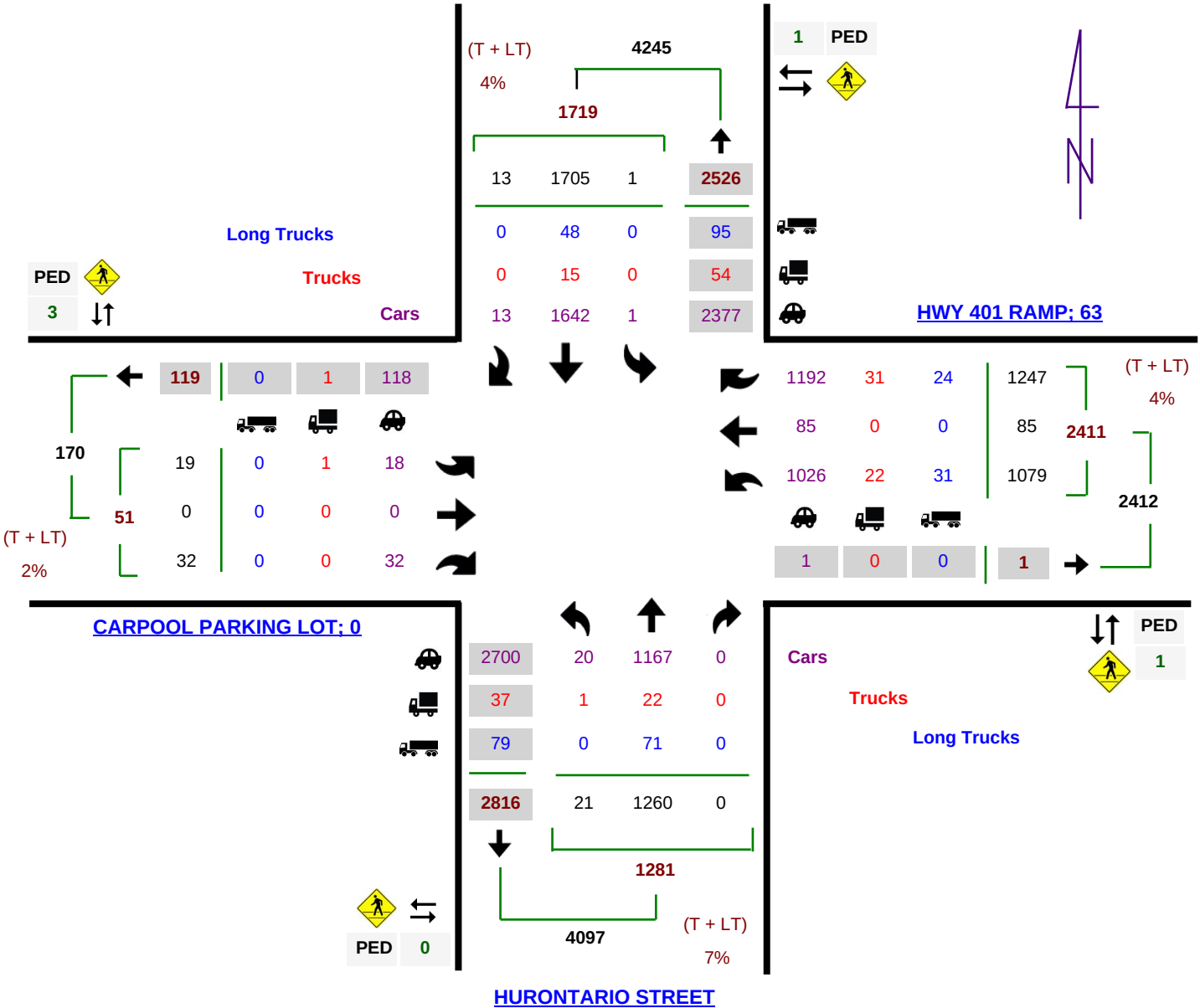
Region: CENTRAL | **Survey Type:** TM – Interchange | **Hwy:** 401

Start Date: 12-Oct-2016 (Wed) | **I/C Side:** N | **LHRS:** 47680

End Date: 12-Oct-2016 (Wed) | **Int. Type:** Four Leg | **Offset:** 0

Schedule Summary: TUES-THURS, 06:00-10:00, 15:00-19:00

PM Peak Hour Report - Start Time: 16:45



Ontario

Ministry of Transportation

TVIS II - Traffic Volume Information System

AdHoc Turning Movement Total Count and Peak Summary Report

Description: HWY 401 @ HURONTARIO STREET (NRT)

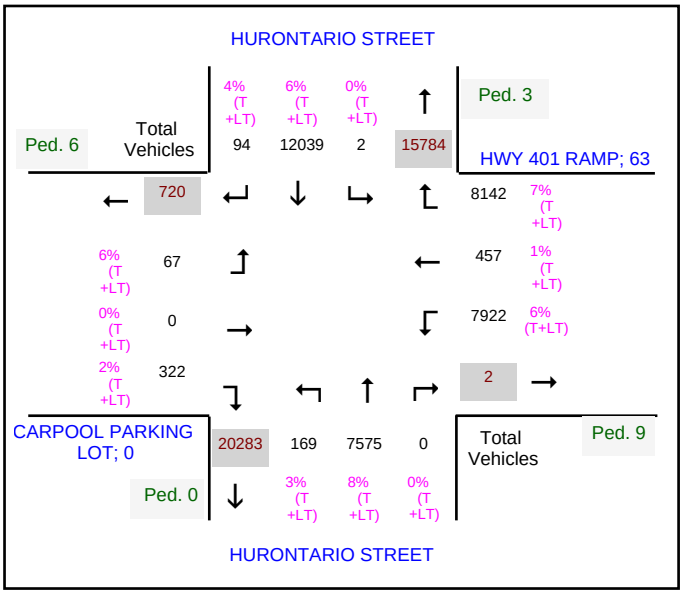
Region: CENTRAL | **Survey Type:** TM – Interchange | **Hwy:** 401

Start Date: 12-Oct-2016 (Wed) | **I/C Side:** N | **LHRS:** 47680

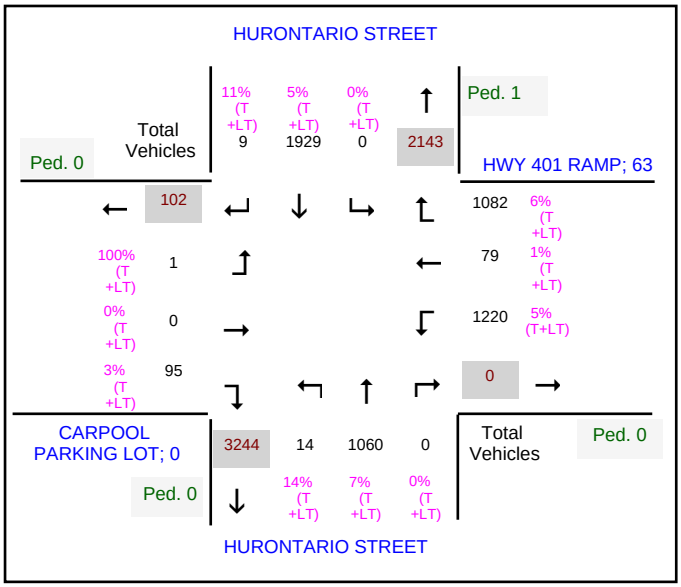
End Date: 12-Oct-2016 (Wed) | **Int. Type:** Four Leg | **Offset:** 0

Schedule Summary: TUES-THURS, 06:00-10:00, 15:00-19:00

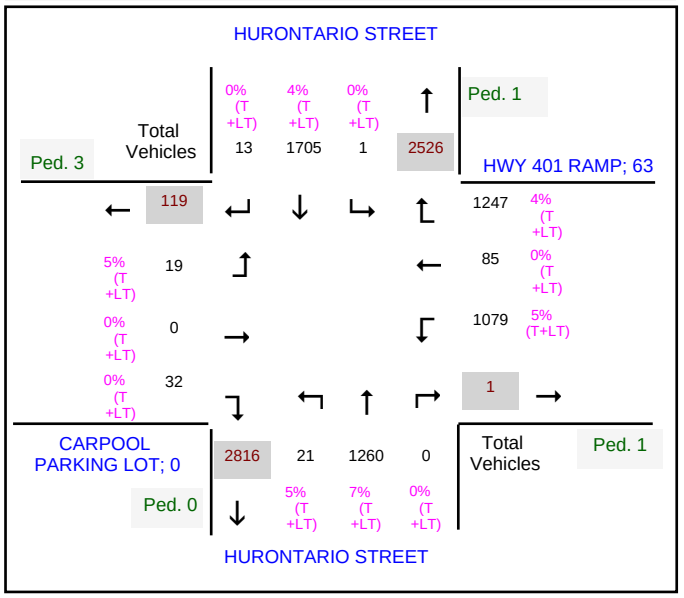
Total Count — Number of hours: 8



AM Peak Hour Report — Start Time: 08:15



PM Peak Hour Report — Start Time: 16:45



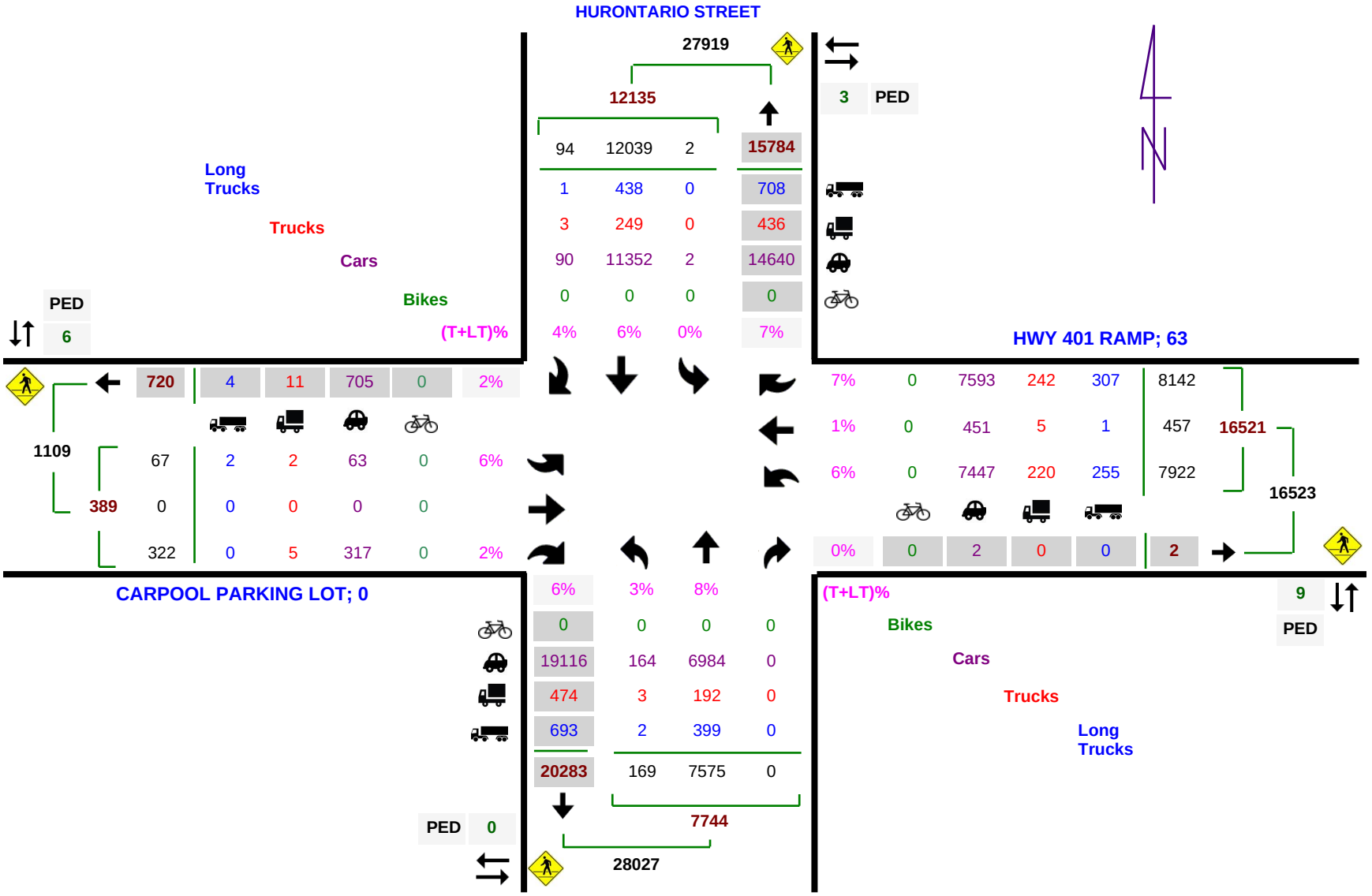
Ontario

Ministry of Transportation

TVIS II - Traffic Volume Information System

Ad Hoc Turning Movement Count Total Report

Description: HWY 401 @ HURONTARIO STREET (NRT)
Region: CENTRAL | **Survey Type:** TM – Interchange | **Hwy:** 401
Start Date: 12-Oct-2016 (Wed) | **I/C Side:** N | **LHRS:** 47680
End Date: 12-Oct-2016 (Wed) | **Int. Type:** Four Leg | **Offset:** 0
Schedule Summary: TUES-THURS, 06:00-10:00, 15:00-19:00



Ontario

Ministry of Transportation

TVIS II - Traffic Volume Information System

Turning Movement 15 Minute Report

Description: HWY 401 @ HURONTARIO STREET (NRT)

Region: CENTRAL | **Survey Type:** TM – Interchange | **Hwy:** 401

Start Date: 12-Oct-2016 (Wed) | **I/C Side:** N | **LHRS:** 47680

End Date: 12-Oct-2016 (Wed) | **Int. Type:** Four Leg | **Offset:** 0

Schedule Summary: TUES-THURS, 06:00-10:00, 15:00-19:00

	Major Road Approaches																		Minor Road Approaches																
	North HURONTARIO STREET									South HURONTARIO STREET									East HWY 401 RAMP: Ramp(s): 63									West CARPOOL PARKING LOT: Ramp(s): 0									
Start Time	Cars			Trucks			Long Trucks			Ped	Cars			Trucks			Long Trucks			Ped	Cars			Trucks			Long Trucks			Ped	Cars			Trucks			Long Trucks			Ped	Total Veh.
	←	↑	→	←	↑	→	←	↑	→		←	↑	→	←	↑	→	←	↑	→		←	↑	→	←	↑	→	←	↑	→		←	↑	→	←	↑	→	←	↑	→		
Period 1																																								
06:00	0	168	3	0	9	1	0	8	0	0	8	80	0	0	2	0	0	5	0	0	63	8	64	5	0	1	11	0	2	0	2	0	7	0	0	1	0	0	0	0	448
06:15	0	212	7	0	7	0	0	8	0	0	7	87	0	0	0	0	0	8	0	0	78	4	92	4	0	4	5	0	7	0	3	0	8	0	0	0	0	0	0	0	541
06:30	0	335	2	0	7	0	0	20	0	0	8	121	0	0	1	0	0	9	0	0	159	7	97	5	0	5	8	0	3	0	0	0	6	0	0	0	0	0	0	0	793
06:45	0	344	8	0	5	0	0	21	1	0	3	151	0	0	0	0	0	7	0	0	185	2	115	7	0	6	8	0	4	0	1	0	8	0	0	0	0	0	0	0	876
07:00	0	364	5	0	9	0	0	8	0	0	11	127	0	0	2	0	0	9	0	0	211	6	155	6	0	4	10	0	12	0	1	0	6	0	0	0	0	0	0	0	946
07:15	0	444	10	0	9	1	0	12	0	0	14	149	0	0	3	0	0	10	0	0	203	4	195	5	1	8	5	0	10	0	3	0	3	0	0	1	0	0	0	0	1090
07:30	0	438	3	0	12	0	0	13	0	0	5	146	0	0	5	0	0	7	0	0	244	1	217	10	0	5	5	0	6	0	1	0	5	0	0	0	0	0	0	0	1123
07:45	0	465	4	0	12	0	0	13	0	0	6	214	0	0	7	0	0	8	0	0	260	7	229	9	0	2	6	0	9	0	0	0	10	0	0	0	0	0	0	1	1261
08:00	0	509	3	0	9	0	0	14	0	0	3	213	0	0	5	0	1	9	0	0	264	17	221	2	0	3	10	0	7	0	2	0	16	0	0	0	0	0	0	0	1308
08:15	0	475	5	0	12	0	0	8	0	0	4	262	0	0	6	0	0	12	0	0	299	22	268	9	1	9	9	0	7	0	0	0	24	0	0	1	0	0	0	0	1433
08:30	0	453	0	0	15	1	0	12	0	0	2	213	0	1	5	0	1	12	0	0	292	26	236	8	0	7	5	0	13	0	0	0	31	0	0	2	0	0	0	0	1335
08:45	0	432	1	0	6	0	0	13	0	0	3	255	0	0	7	0	0	11	0	0	293	22	258	6	0	13	8	0	8	0	0	0	18	0	0	0	0	0	0	0	1354
09:00	0	477	2	0	14	0	0	12	0	1	3	258	0	0	9	0	0	10	0	0	279	8	252	4	0	2	8	0	9	0	0	0	19	0	0	0	1	0	0	0	1367
09:15	0	339	2	0	16	0	0	21	0	0	0	176	0	0	6	0	0	8	0	0	314	25	210	10	0	8	16	0	18	0	1	0	19	0	0	0	0	0	0	0	1189
09:30	0	333	0	0	9	0	0	13	0	0	4	164	0	0	6	0	0	10	0	0	160	1	103	13	0	12	11	0	11	0	0	0	4	0	0	0	0	0	0	0	854
09:45	0	236	4	0	18	0	0	18	0	0	5	157	0	0	8	0	0	14	0	0	197	2	110	8	0	10	16	0	8	0	1	0	5	0	0	0	0	0	0	0	817
Period 2																																								
15:00	0	326	0	0	12	0	0	12	0	0	5	220	0	0	15	0	0	11	0	0	223	12	238	12	1	16	14	0	16	0	1	0	4	0	0	0	0	0	0	0	1138
15:15	0	342	1	0	6	0	0	22	0	0	2	232	0	0	14	0	0	12	0	0	186	20	289	6	0	13	10	0	19	0	1	0	2	0	0	0	0	0	0	0	1177
15:30	0	373	0	0	5	0	0	17	0	0	3	244	0	0	12	0	0	14	0	0	265	23	296	11	1	10	8	0	14	0	1	0	5	0	0	0	0	0	0	0	1302
15:45	0	286	0	0	9	0	0	23	0	0	6	289	0	0	9	0	0	15	0	0	257	28	305	2	0	8	10	0	15	0	0	0	8	0	0	0	0	0	0	1	1270
16:00	0	362	2	0	4	0	0	12	0	0	5	267	0	0	9	0	0	13	0	0	232	14	318	8	0	13	10	1	8	0	2	0	5	0	0	0	1	0	0	1	1286

Ontario

Ministry of Transportation

TVIS II - Traffic Volume Information System

Turning Movement 15 Minute Report

Description: HWY 401 @ HURONTARIO STREET (NRT)
Region: CENTRAL **Survey Type:** TM – Interchange **Hwy:** 401
Start Date: 12-Oct-2016 (Wed) **I/C Side:** N **LHRS:** 47680
End Date: 12-Oct-2016 (Wed) **Int. Type:** Four Leg **Offset:** 0
Schedule Summary: TUES-THURS, 06:00-10:00, 15:00-19:00

	Major Road Approaches																					Minor Road Approaches																					
	North HURONTARIO STREET										South HURONTARIO STREET										East HWY 401 RAMP: Ramp(s): 63										West CARPOOL PARKING LOT: Ramp(s): 0										
Start Time	Cars			Trucks			Long Trucks			Ped	Cars			Trucks			Long Trucks			Ped	Cars			Trucks			Long Trucks			Ped	Cars			Trucks			Long Trucks			Ped	Total Veh.
	←	↑	→	←	↑	→	←	↑	→		←	↑	→	←	↑	→	←	↑	→		←	↑	→	←	↑	→	←	↑	→		←	↑	→	←	↑	→	←	↑	→		
16:15	0	335	4	0	7	0	0	19	0	0	9	292	0	0	9	0	0	24	0	0	226	11	309	6	0	9	6	0	11	0	3	0	7	0	0	0	0	0	0	0	**1287**
16:30	0	381	2	0	5	0	0	16	0	0	9	281	0	0	6	0	0	21	0	0	238	7	273	7	0	15	2	0	12	0	4	0	10	0	0	0	0	0	0	0	**1289**
16:45	0	435	3	0	3	0	0	14	0	0	2	298	0	0	6	0	0	20	0	0	249	15	346	3	0	16	9	0	3	0	4	0	7	0	0	0	0	0	0	1	**1433**
17:00	0	443	1	0	4	0	0	11	0	0	6	290	0	0	5	0	0	19	0	0	269	30	314	8	0	2	4	0	7	0	3	0	5	0	0	0	0	0	0	0	**1421**
17:15	1	416	7	0	6	0	0	14	0	1	5	272	0	1	7	0	0	13	0	0	259	18	242	4	0	8	11	0	6	1	4	0	10	1	0	0	0	0	0	2	**1305**
17:30	0	348	2	0	2	0	0	9	0	0	7	307	0	0	4	0	0	19	0	0	249	22	290	7	0	5	7	0	8	0	7	0	10	0	0	0	0	0	0	0	**1303**
17:45	1	301	3	0	2	0	0	8	0	1	4	275	0	0	8	0	0	17	0	0	274	18	320	5	0	7	6	0	9	3	5	0	17	0	0	0	0	0	0	0	**1280**
18:00	0	268	3	0	7	0	0	14	0	0	5	263	0	1	2	0	0	13	0	0	246	21	283	11	0	9	4	0	10	3	7	0	14	0	0	0	0	0	0	0	**1181**
18:15	0	247	1	0	1	0	0	10	0	0	3	232	0	0	3	0	0	14	0	0	272	15	364	5	1	2	4	0	10	1	3	0	8	1	0	0	0	0	0	0	**1196**
18:30	0	252	1	0	5	0	0	10	0	0	6	252	0	0	8	0	0	15	0	0	264	18	320	6	0	6	3	0	12	0	0	0	8	0	0	0	0	0	0	0	**1186**
18:45	0	213	1	0	2	0	0	13	0	0	1	197	0	0	3	0	0	10	0	0	237	17	264	8	0	4	6	0	13	1	3	0	8	0	0	0	0	0	0	0	**1000**

Bicycle Count Form

Location: HWY 401 @ HWY 10 - HURONTARIO ST. IC-342 NORTH RAMPS

Site ID: 6476800000
Count Start Date: 10/12/2016
Count Start Time: 06:00:00

HWY: 401
Count End Date: 10/12/2016
Count End Time: 19:00:00

Date	Time	North Approach			East Approach			South Approach			West Approach		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
10/12/2016	06:00 to 06:15	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	06:15 to 06:30	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	06:30 to 06:45	0	0	0	0	0	0	0	**1**	0	0	0	0
10/12/2016	06:45 to 07:00	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	07:00 to 07:15	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	07:15 to 07:30	0	**1**	0	0	0	0	0	0	0	0	0	0
10/12/2016	07:30 to 07:45	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	07:45 to 08:00	0	**1**	0	0	0	0	0	0	0	0	0	0
10/12/2016	08:00 to 08:15	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	08:15 to 08:30	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	08:30 to 08:45	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	08:45 to 09:00	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	09:00 to 09:15	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	09:15 to 09:30	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	09:30 to 09:45	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	09:45 to 10:00	0	0	0	0	0	0	0	0	0	0	0	0
	10:00 to 10:15												
	10:15 to 10:30												
	10:30 to 10:45												
	10:45 to 11:00												
	11:00 to 11:15												
	11:15 to 11:30												
	11:30 to 11:45												
	11:45 to 12:00												
	12:00 to 12:15												
	12:15 to 12:30												
	12:30 to 12:45												
	12:45 to 13:00												
	13:00 to 13:15												
	13:15 to 13:30												
	13:30 to 13:45												
	13:45 to 14:00												
	14:00 to 14:15												
	14:15 to 14:30												
	14:30 to 14:45												
	14:45 to 15:00												
10/12/2016	15:00 to 15:15	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	15:15 to 15:30	0	**1**	0	0	0	0	0	0	0	0	0	0
10/12/2016	15:30 to 15:45	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	15:45 to 16:00	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	16:00 to 16:15	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	16:15 to 16:30	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	16:30 to 16:45	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	16:45 to 17:00	0	0	0	0	0	0	0	**1**	0	0	0	0
10/12/2016	17:00 to 17:15	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	17:15 to 17:30	0	0	0	0	0	0	0	**1**	0	0	0	0
10/12/2016	17:30 to 17:45	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	17:45 to 18:00	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	18:00 to 18:15	0	**1**	0	0	0	0	0	0	0	0	0	0
10/12/2016	18:15 to 18:30	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	18:30 to 18:45	0	0	0	0	0	0	0	0	0	0	0	0
10/12/2016	18:45 to 19:00	0	0	0	0	0	0	0	0	0	0	0	0
	19:00 to 19:15												
	19:15 to 19:30												
	19:30 to 19:45												
	19:45 to 20:00												
	Sub Totals	0	**4**	0	0	0	0	0	**3**	0	0	0	0
	Total		**4**			0			**3**			0	

Appendix C

Hurontario LRT Environmental Project Report Preliminary Design

5.12 BRITANNIA ROAD

STREETSCAPE DESIGN RECOMMENDATIONS LEGEND:

1. PPA at Brittania Road Stop. Urban streetscaping around anticipated employment nodes, and Enhanced Urban streetscaping around the stop.
2. Special consideration will have to be given to the existing church and its access.
3. Ensure pedestrian and cyclist safety and highway ramp crossing
4. Pedestrian connectivity on both east and west side of the Highway 401 bridge.

5.12.1 BRITANNIA ROAD - STOP CONDITION

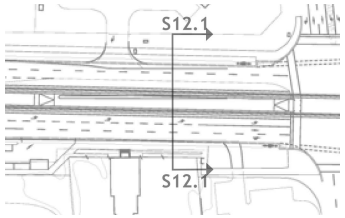
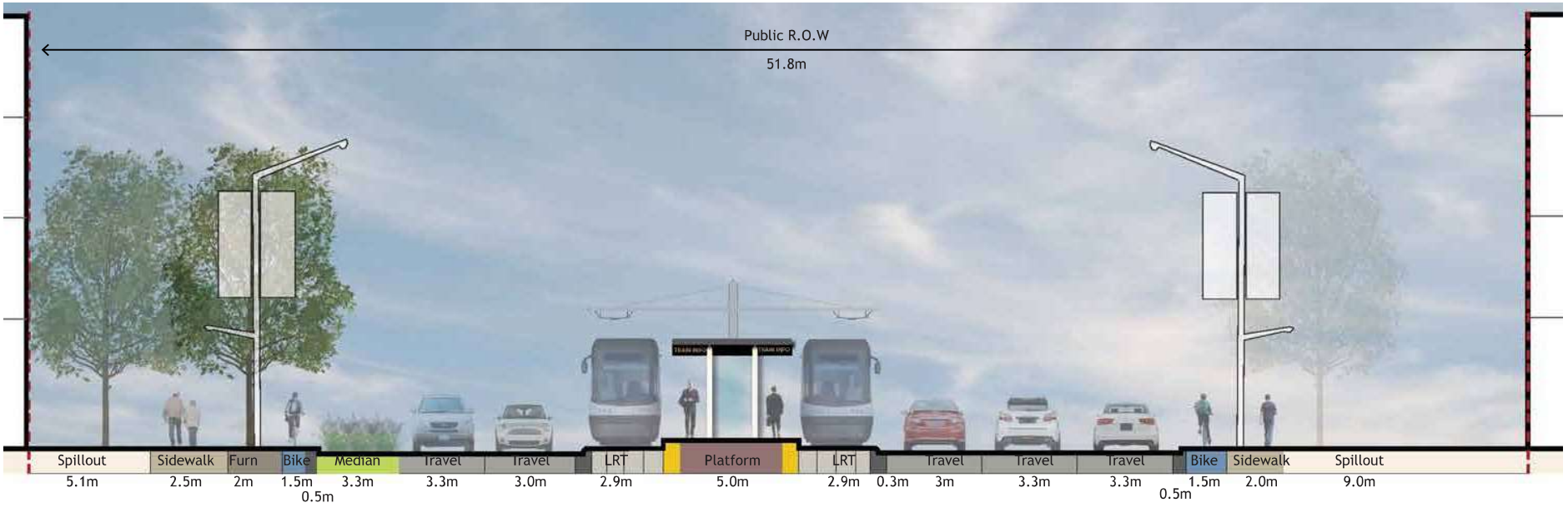


FIGURE 70: BRITTANIA ROAD - STOP CONDITION



*Section 1:150 @ 11x17

Appendix D

ITE LUC 822, LUC 710 and LUC 151 Descriptions

Land Use: 822
Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 square feet of gross leasable area (GLA). Because a strip retail plaza is open-air, the GLA is the same as the gross floor area of the building.

The 40,000 square feet GFA threshold between strip retail plaza and shopping plaza (Land Use 821) was selected based on an examination of the overall shopping center/plaza database. No shopping plaza with a supermarket as its anchor is smaller than 40,000 square feet GLA.

Shopping center (>150k) (Land use 820), shopping plaza (40-150k) (Land Use 821), and factory outlet center (Land Use 823) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in Alberta (CAN), California, Delaware, Florida, New Jersey, Ontario (CAN), South Dakota, Vermont, Washington, and Wisconsin.

Source Numbers

304, 358, 423, 428, 437, 507, 715, 728, 936, 960, 961, 974, 1009

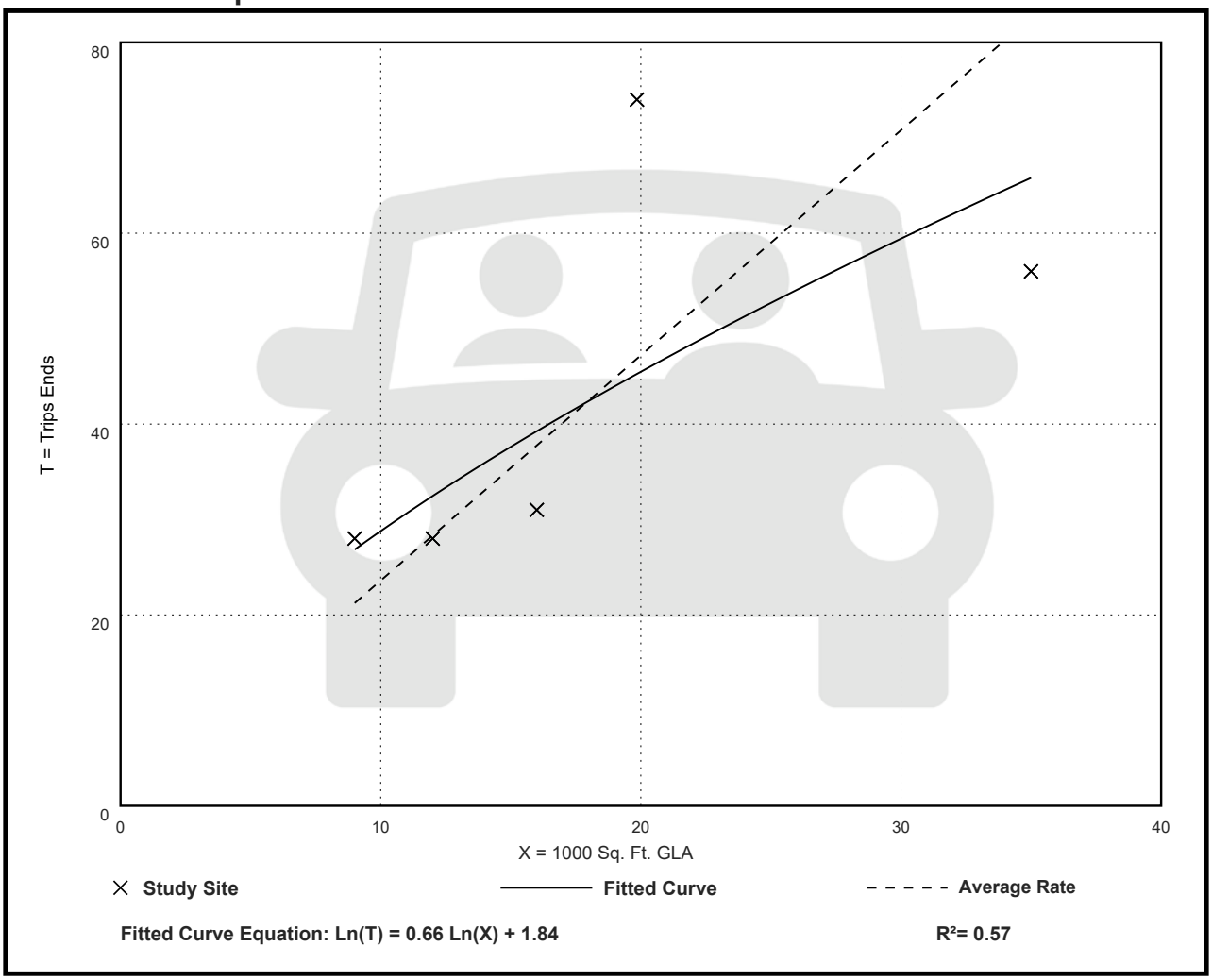
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. 1000 Sq. Ft. GLA: 18
Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.66 Ln(X) + 1.84

R^2= 0.57

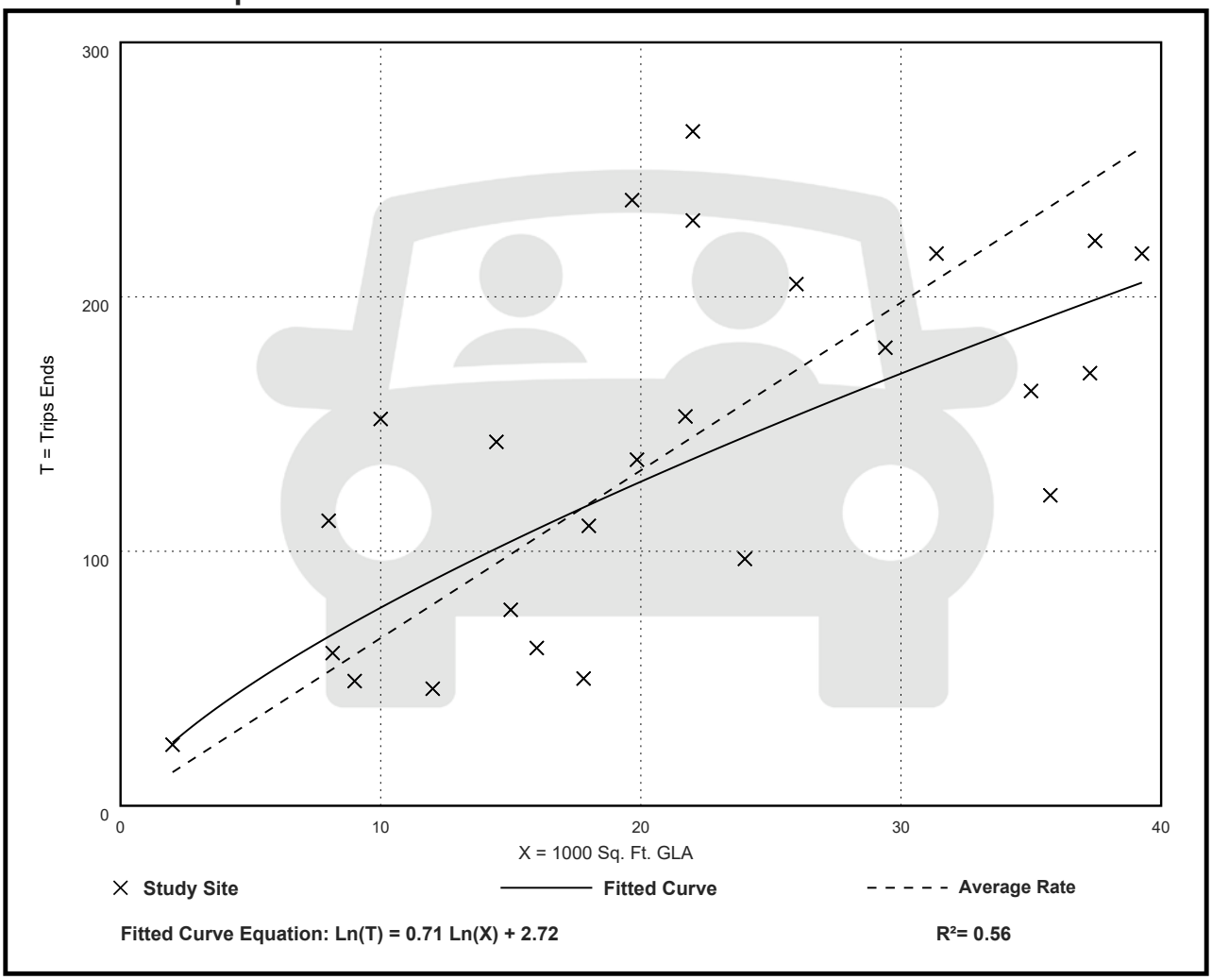
Strip Retail Plaza (<40k)
(822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 25
Avg. 1000 Sq. Ft. GLA: 21
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.71 Ln(X) + 2.72

R^2= 0.56

Land Use: 710
General Office Building

Description

A general office building is a location where affairs of businesses, commercial or industrial organizations, or professional persons or firms are conducted. An office building houses multiple tenants that can include, as examples, professional services, insurance companies, investment brokers, a banking institution, a restaurant, or other service retailers. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712). Corporate headquarters building (Land Use 714), single tenant office building (Land Use 715), medical-dental office building (Land Use 720), office park (Land Use 750), research and development center (Land Use 760), and business park (Land Use 770) are additional related uses.

Additional Data

If two or more general office buildings are in close physical proximity (within a close walk) and function as a unit (perhaps with a shared parking facility and common or complementary tenants), the total gross floor area or employment of the paired office buildings can be used for calculating the site trip generation. If the individual buildings are isolated or not functionally related to one another, trip generation should be calculated for each building separately.

For study sites with reported gross floor area and employees, an average employee density of 3.3 employees per 1,000 square feet GFA (or roughly 300 square feet per employee) has been consistent through the 1980s, 1990s, and 2000s. No sites counted in the 2010s reported both GFA and employees.

The average building occupancy varies considerably within the studies for which occupancy data were provided. The reported occupied gross floor area was 88 percent for general urban/suburban sites and 96 percent for the center city core and dense multi-use urban sites.

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The average numbers of person trips per vehicle trip at the eight center city core sites at which both person trip and vehicle trip data were collected are as follows:

- 2.8 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 2.9 during Weekday, AM Peak Hour of Generator
- 2.9 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 3.0 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 18 dense multi-use urban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.5 during Weekday, AM Peak Hour of Generator
- 1.5 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.5 during Weekday, PM Peak Hour of Generator

The average numbers of person trips per vehicle trip at the 23 general urban/suburban sites at which both person trip and vehicle trip data were collected are as follows:

- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 7 and 9 a.m.
- 1.3 during Weekday, AM Peak Hour of Generator
- 1.3 during Weekday, Peak Hour of Adjacent Street Traffic, one hour between 4 and 6 p.m.
- 1.4 during Weekday, PM Peak Hour of Generator

The sites were surveyed in the 1980s, the 1990s, the 2000s, the 2010s, and the 2020s in Alberta (CAN), California, Colorado, Connecticut, Georgia, Illinois, Indiana, Kansas, Kentucky, Maine, Maryland, Michigan, Minnesota, Missouri, Montana, New Hampshire, New Jersey, New York, Ontario (CAN)Pennsylvania, Texas, Utah, Virginia, and Washington.

Source Numbers

161, 175, 183, 184, 185, 207, 212, 217, 247, 253, 257, 260, 262, 273, 279, 297, 298, 300, 301, 302, 303, 304, 321, 322, 323, 324, 327, 404, 407, 408, 419, 423, 562, 734, 850, 859, 862, 867, 869, 883, 884, 890, 891, 904, 940, 944, 946, 964, 965, 972, 1009, 1030, 1058, 1061

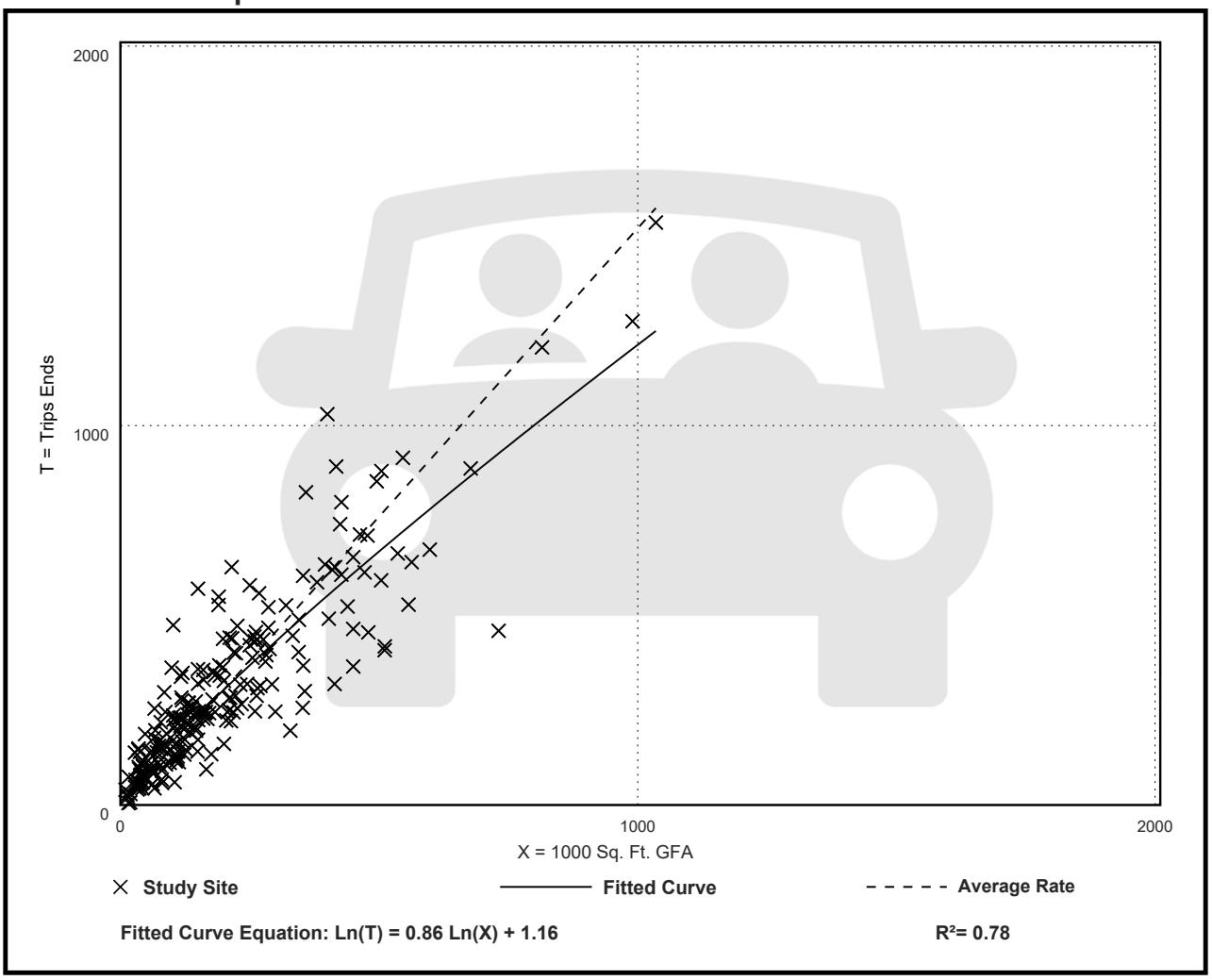
General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 221
Avg. 1000 Sq. Ft. GFA: 201
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.52	0.32 - 4.93	0.58

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.86 Ln(X) + 1.16

R^2= 0.78

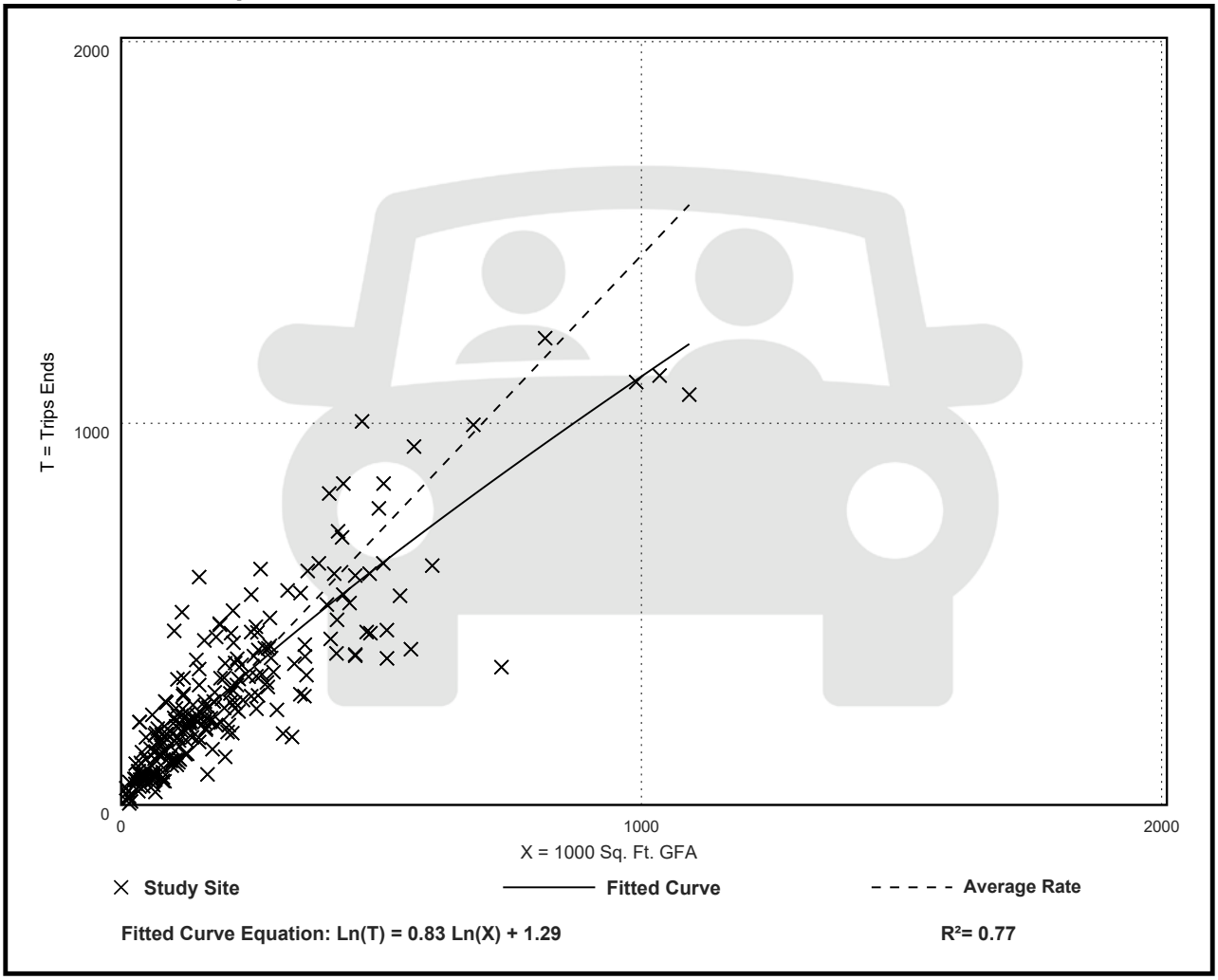
General Office Building
(710)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 232
Avg. 1000 Sq. Ft. GFA: 199
Directional Distribution: 17% entering, 83% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
1.44	0.26 - 6.20	0.60

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.83 Ln(X) + 1.29

R^2= 0.77

Land Use: 151
Mini-Warehouse

Description

A mini-warehouse is a building in which a number of storage units or vaults are rented for the storage of goods. They are typically referred to as “self-storage” facilities. Each unit is physically separated from other units, and access is usually provided through an overhead door or other common access point.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Colorado, Massachusetts, Minnesota, Nevada, New Jersey, Texas, and Utah.

Source Numbers

212, 403, 551, 568, 642, 708, 724, 850, 868, 876, 1024, 1035

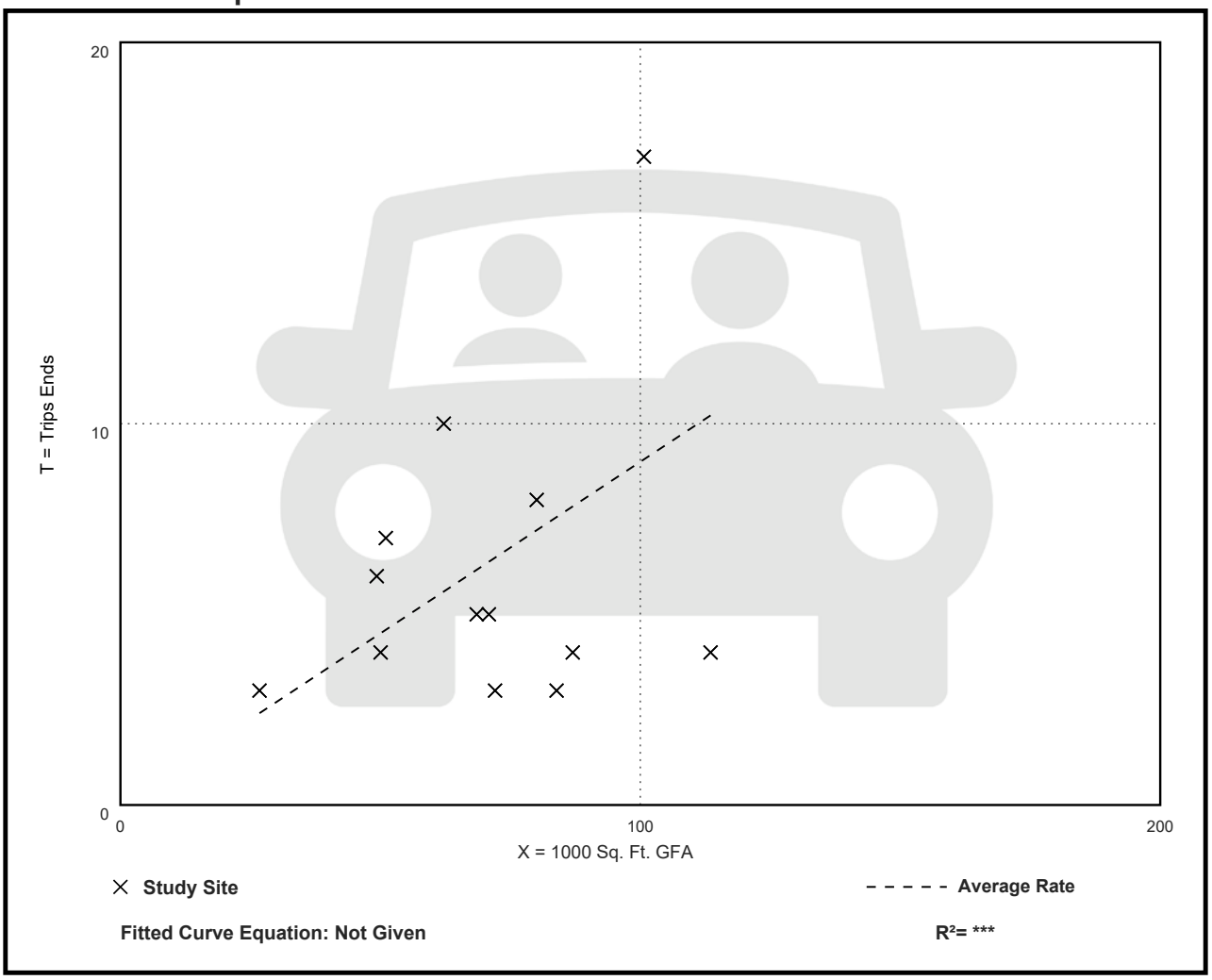
Mini-Warehouse
(151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 13
Avg. 1000 Sq. Ft. GFA: 70
Directional Distribution: 59% entering, 41% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.09	0.04 - 0.17	0.05

Data Plot and Equation



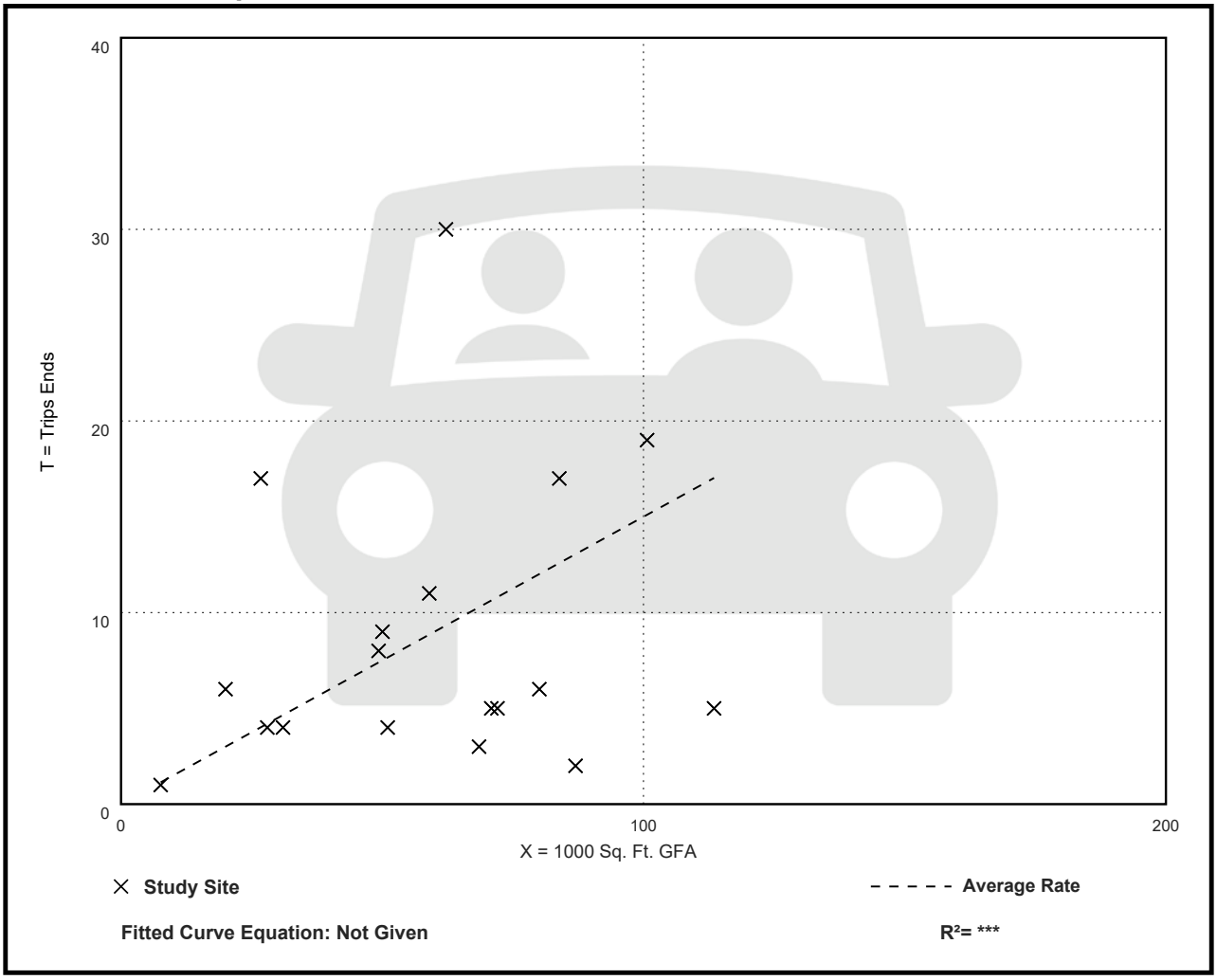
Mini-Warehouse
(151)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 18
Avg. 1000 Sq. Ft. GFA: 59
Directional Distribution: 47% entering, 53% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

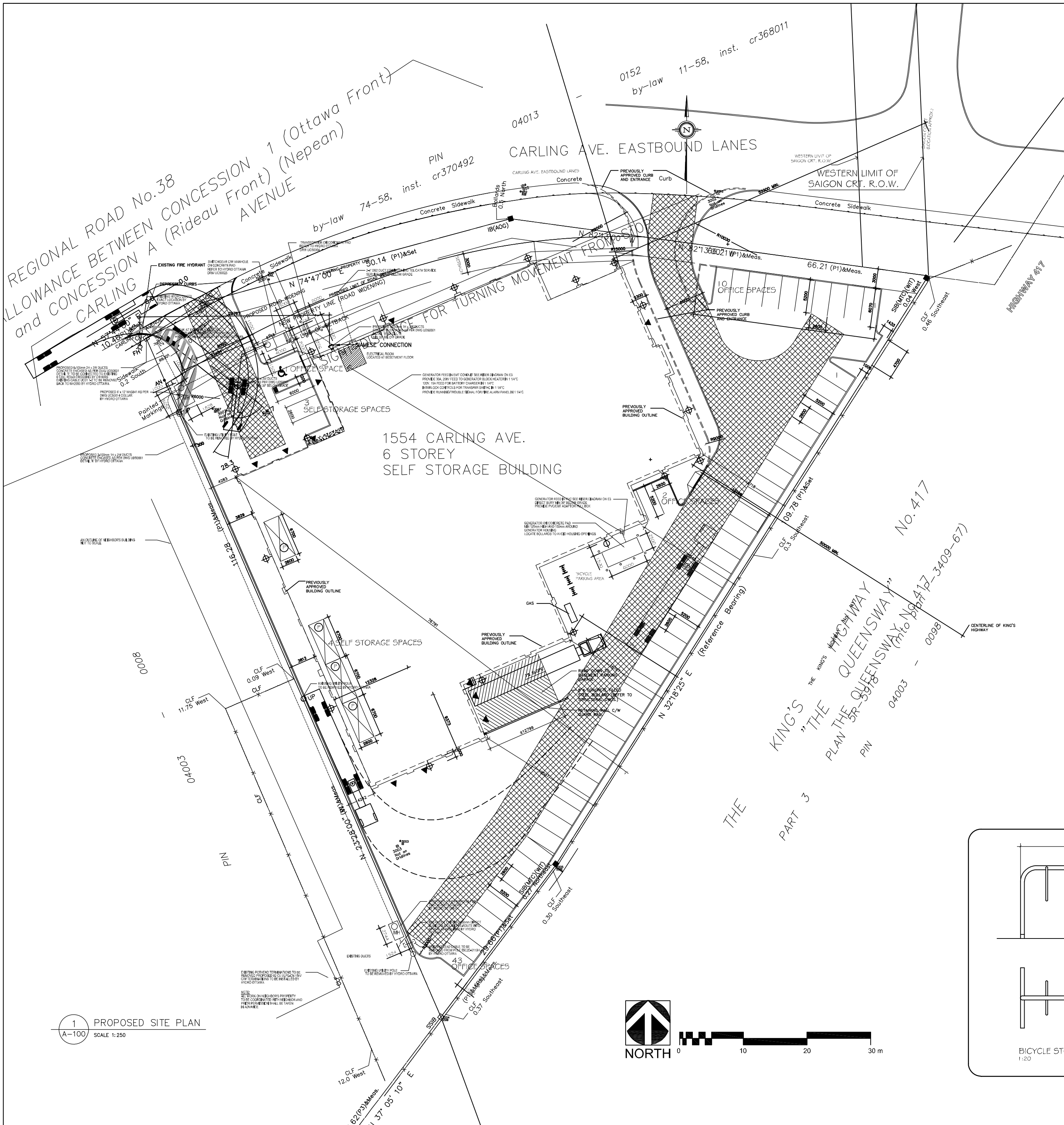
Average Rate	Range of Rates	Standard Deviation
0.15	0.02 - 0.64	0.14

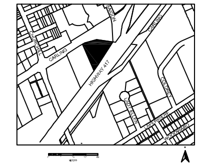
Data Plot and Equation



Appendix E

Proxy Site Trip Generation Data and Site Plans





LEGEND

- NEW BUILDING
- INDICATES BUILDING ENTRANCE
- 150 mm CONCRETE CURB
- CONCRETE SIDEWALK
- DEPRESSED CURB
- FIRE LANE
- LS EXISTING LIGHT STANDARD
- WALL-MOUNTED LIGHT FIXTURE
- FH FIRE HYDRANT
- SIAMESE FIRE CONNECTION
- CONCRETE FILLED STEEL BOLLARD
- DYMON PEDESTAL

=== SEPT 29, 2008 REVISED SITE PLAN

USE	BUILDING AREA	PARKING RATE (TABLE 110)	PARKING REQUIRED	PARKING PROVIDED
SELF-STORAGE/ WAREHOUSE AREA (m²)	18204.2 m²	8 SPACES	8 SPACES	8 SPACES*
DRIVE-THRU AREA (m²)	766.6 m²	N/A	N/A	N/A
OFFICE AREA (m²)	2,714.1 m²	2 SPACES/100m²	55 SPACES	55 SPACES
TOTAL BUILDING AREA, INCLUDING BELOW GRADE (m²)	21,684.9 m²	N/A	N/A	N/A
*4 SPACES LOCATED WITHIN DRIVE-THRU AREA. (P)				

ZONE:	CE3 [1002] F(2.5) Sch. 68
PERMITTED USES (AMONG OTHERS):	WAREHOUSE OFFICE
MIN. LOT AREA:	7,500 m² (81,8008 s.f.)
MIN. LOT WIDTH:	NO MINIMUM
MIN. FRONT YARD SETBACK:	NO MINIMUM
MIN. REAR YARD SETBACK:	7.5 m (24.6 ft.)
MIN. SIDE YARD SETBACK:	NO MINIMUM
MAX. BUILDING HEIGHT:	30 m
ACCESS DRIVE MIN. WIDTH:	6.7 m (21.98 ft.)
PARKING SPACE MIN. WIDTH:	2.6 m (8.53 ft.)
MIN. LENGTH:	5.2 m (17.06 ft.)
PARKING AISLE: MIN. WIDTH:	6.7 m (21.98 ft.)
PARKING LOCATION:	NONE IN REQUIRED FRONT YARD SETBACK
PARKING REQUIREMENT:	
SELF-STORAGE FACILITY:	8 SPACES
OFFICE (MAX. PERMITTED):	2 SPACES / 100 m² G.F.A. = 54 SPACES
TOTAL PARKING:	62

AREA:
BUILDING AREA: 35,429.41 sq.ft. (3,291.5 sq.m)
DRIVE THROUGH AREA: 8304.0 sq.ft. (771.5 sq.m)
GROSS AREA: 197,786.85 sq.ft. (18,375.0 sq.m.)

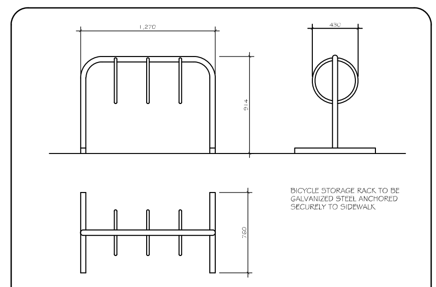
PREVIOUS GROSS BUILDING AREA: 200,101.1 sq.ft. (18,590 sq.m)

LEGAL DESCRIPTION

TOPOGRAPHICAL PLAN OF
PART OF LOT LETTER 'I'
CONCESSION A (Rideau Front)
Geographic Township of Nepean
NOW CITY OF OTTAWA

TOPOGRAPHICAL INFORMATION FROM SURVEY BY:
ANNIS, O'SULLIVAN, VOLLEBEKK LTD.
FEBRUARY 10, 2006

SITE AREA: 84,625 SQ.FT. (7,862 SQ.M)



BICYCLE STORAGE RACK DETAIL
1:20

GENERAL NOTES

1. DO NOT SCALE DRAWINGS. FIGURED DIMENSIONS ONLY TO BE USED.

2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND REPORT ANY DISCREPANCIES TO THE ARCHITECT.

3. ALL WORK DESCRIBED UNDER THIS CONTRACT TO COMPLY WITH ONTARIO BUILDING CODE, 2006 AND/OR NATIONAL BUILDING CODE, 2005 AND OTHER CODES AND BY-LAWS IN EFFECT.

4. THIS DRAWING IS AN INSTRUMENT OF SERVICE AND IS PROTECTED BY COPYRIGHT. COPYRIGHT FOR THE ARCHITECT'S INSTRUMENT OF SERVICE BELONGS TO THE ARCHITECT. COPIES, INCLUDING ELECTRONIC COPIES, MAY ONLY BE USED OF THE PURPOSE INTENDED AND FOR A ONE-TIME USE, ON THE SAME SITE, AND FOR THE SAME PROJECT AND MAY NOT BE OFFERED FOR SALE OR TRANSFER WITHOUT THE EXPRESS WRITTEN CONSENT OF THE ARCHITECT.

ISSUE RECORD

ISSUE	REV	DESCRIPTION	DATE
01	00	FOR COORDINATION	25/MAR/'08
02	01	FOR PERMIT	04/JUL/'08
03	02	FOR SITE PLAN	28/AUG/'08
04	03	FOR PERMIT – REVISED	12/SEP/'08
05	04	FOR REVISED SITE PLAN	29/SEP/'08
06	05	FOR FOUNDATION PERMIT	12/NOV/'08
07	06	FOR COORDINATION	22/JUL/'11
08	07	FOR COORDINATION	03/AUG/'11
09	08	FOR REVIEW	21/SEP/'11
10	09	FOR COORDINATION	28/SEP/'11
11	10	FOR COORDINATION	04/OCT/'11
12	11	FOR CLIENT REVIEW	21/OCT/'11
13	12	FOR COORDINATION	07/DEC/'11
14	13	ISSUED FOR REVISED BUILDING PERMIT	21/DEC/'11
15	14	ISSUED FOR REVIEW	11/JAN/'12
16	15	FOR COORDINATION	23/JAN/'12
17	16	FOR COORDINATION	10/FEB/'12

No	DATE	REVISION
07	23/JAN/12'	ISSUED FOR REVISED BUILDING PERMIT
06	21/DEC/11'	ISSUED FOR REVISED BUILDING PERMIT
05	28/SEP/11'	GENERAL REVISIONS
04	21/SEP/11'	GENERAL REVISIONS
03	29/SEP/08'	CITY COMMENTS
02	12/SEP/08'	CITY COMMENTS
01	28/AUG/'08	ENTRANCE SHIFTED
00	MAR/'08	ORIGINAL DOCUMENT

PROJECT NORTH

CLIENT
DYMON CAPITAL CORPORATION
TEL: 613-247-0888
FAX: 613-247-7730

CONSULTANTS
CLELAND JARDINE ENGINEERING
STRUCTURAL ENGINEERS
TEL: 613-591-1533
FAX: 613-591-1703

GOODKEY WEEDMARK & ASSOCIATES
MECHANICAL/ELECTRICAL ENGINEERS
TEL: 613-727-5112
FAX: 613-727-5115

SITE PLANNING BY
FOTENN PLANNING & URBAN DESIGN

Farrow Architects Inc.
TEL: 613-725-2294
FAX: 613-724-6632

PROJECT TITLE
DYMON SELF STORAGE
CARLING AVENUE

DRAWING TITLE
PROPOSED SITE PLAN

DATE	DRAWN	JOB No	DRAWING No
MAR. 2008	MB/EC	1975	A–100
SCALE AS SHOWN	CHECKED ER		

ARCHITECTURAL

ACCURATE TRUSTED TRAFFIC DATA

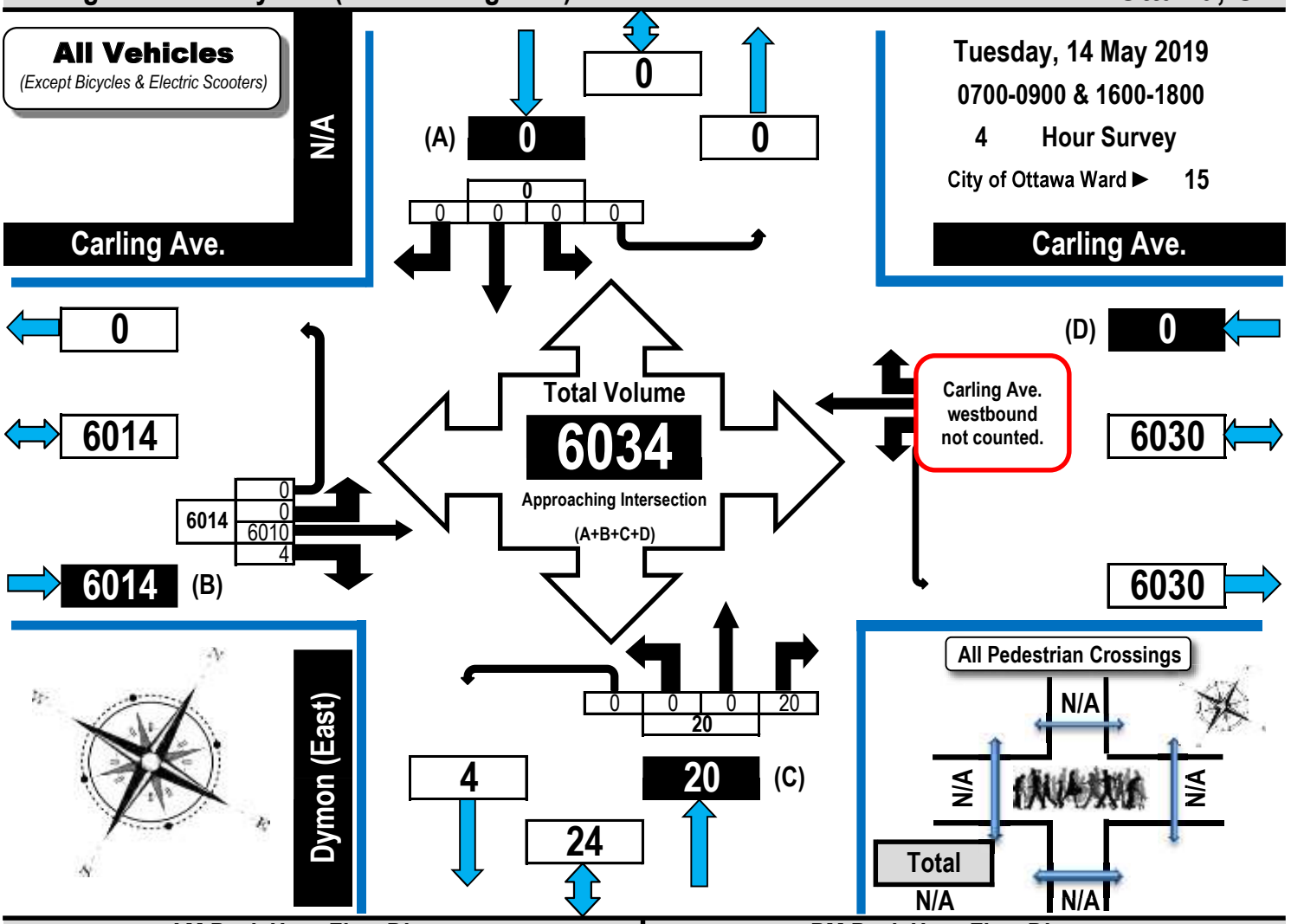
Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

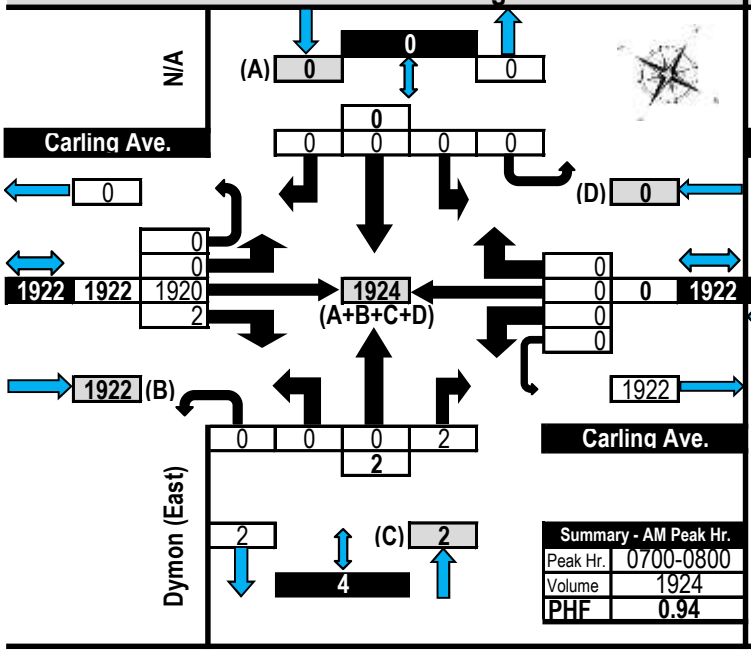
Carling Avenue & Dymon (1554 Carling Ave.) EAST Access — Ottawa, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Tuesday, 14 May 2019
0700-0900 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 15

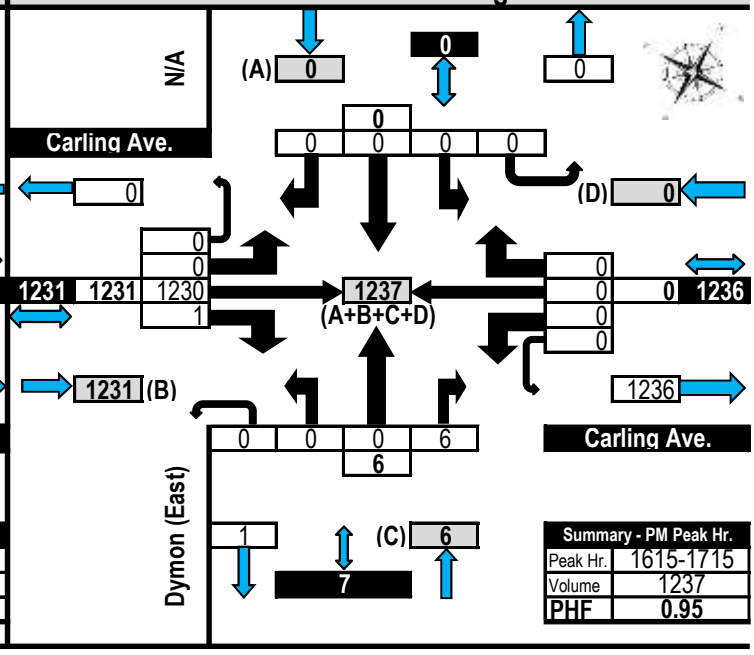


AM Peak Hour Flow Diagram



Summary - AM Peak Hr.	
Peak Hr.	0700-0800
Volume	1924
PHF	0.94

PM Peak Hour Flow Diagram



Summary - PM Peak Hr.	
Peak Hr.	1615-1715
Volume	1237
PHF	0.95

ACCURATE TRUSTED TRAFFIC DATA

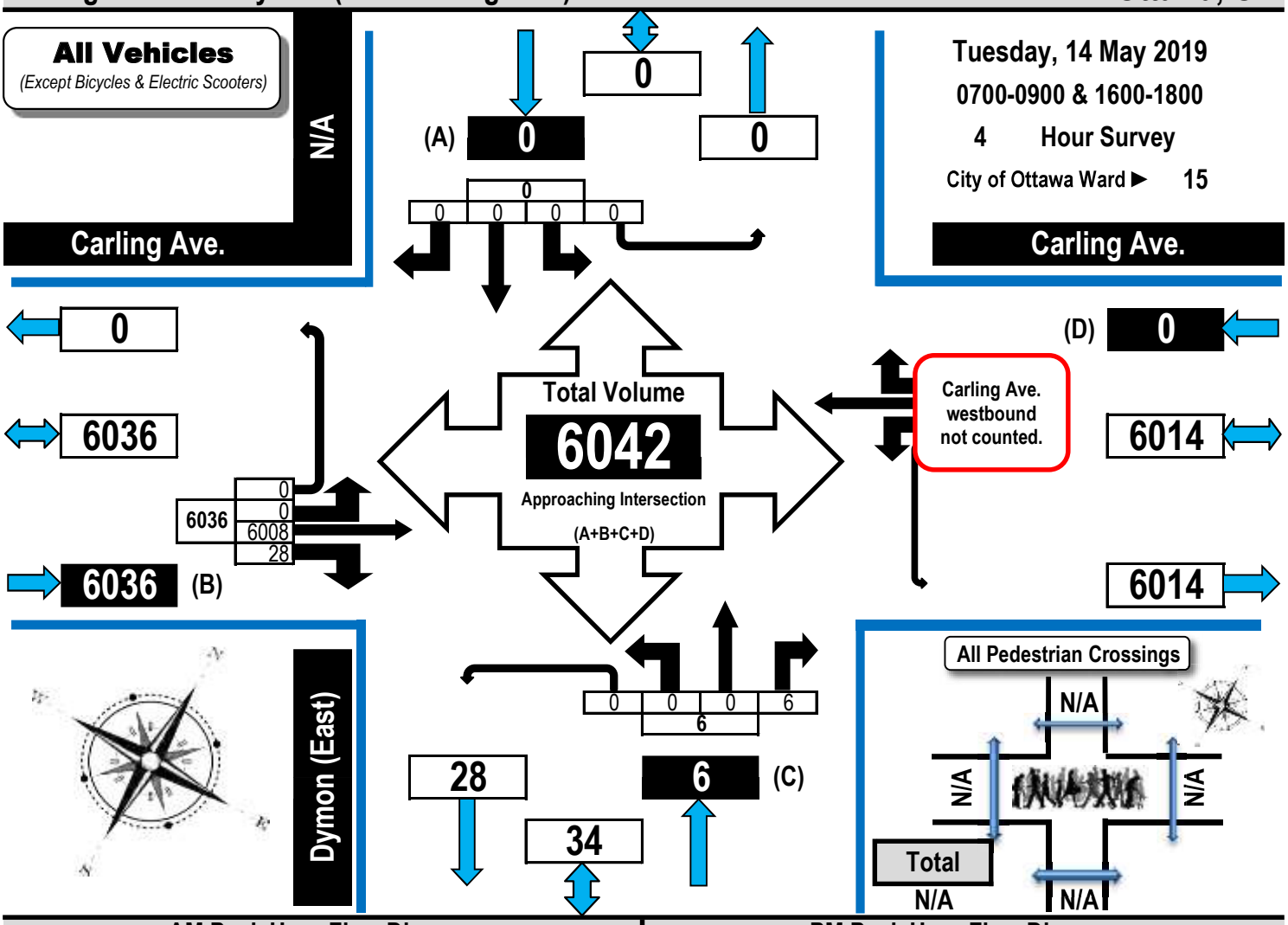
Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

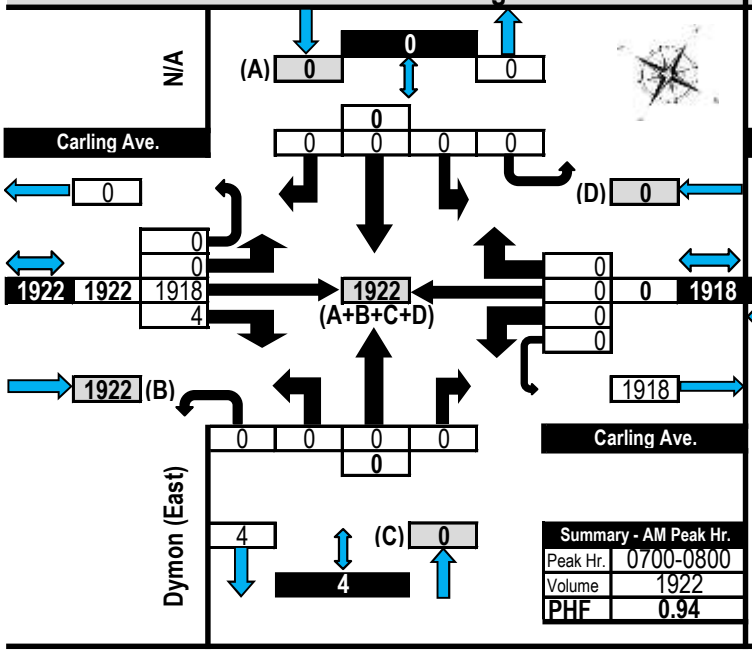
Carling Avenue & Dymon (1554 Carling Ave.) WEST Access — Ottawa, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Tuesday, 14 May 2019
0700-0900 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 15

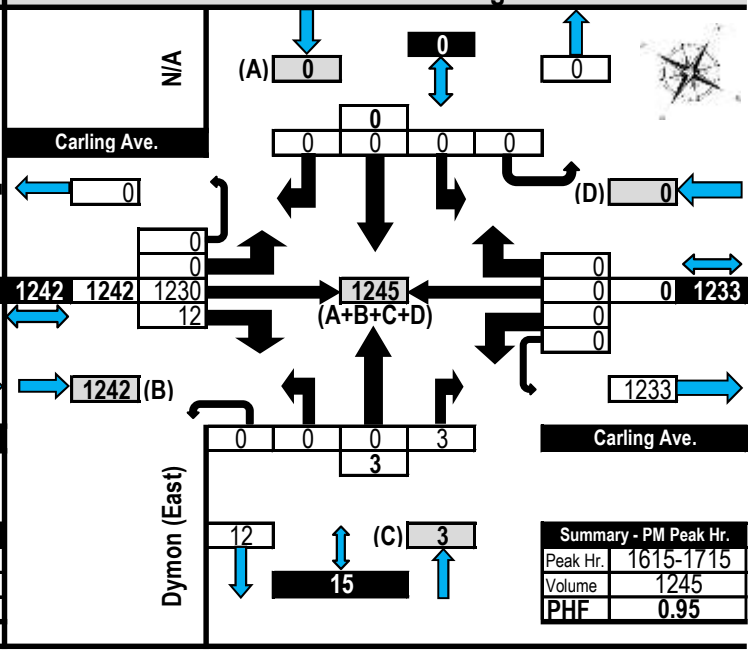


AM Peak Hour Flow Diagram

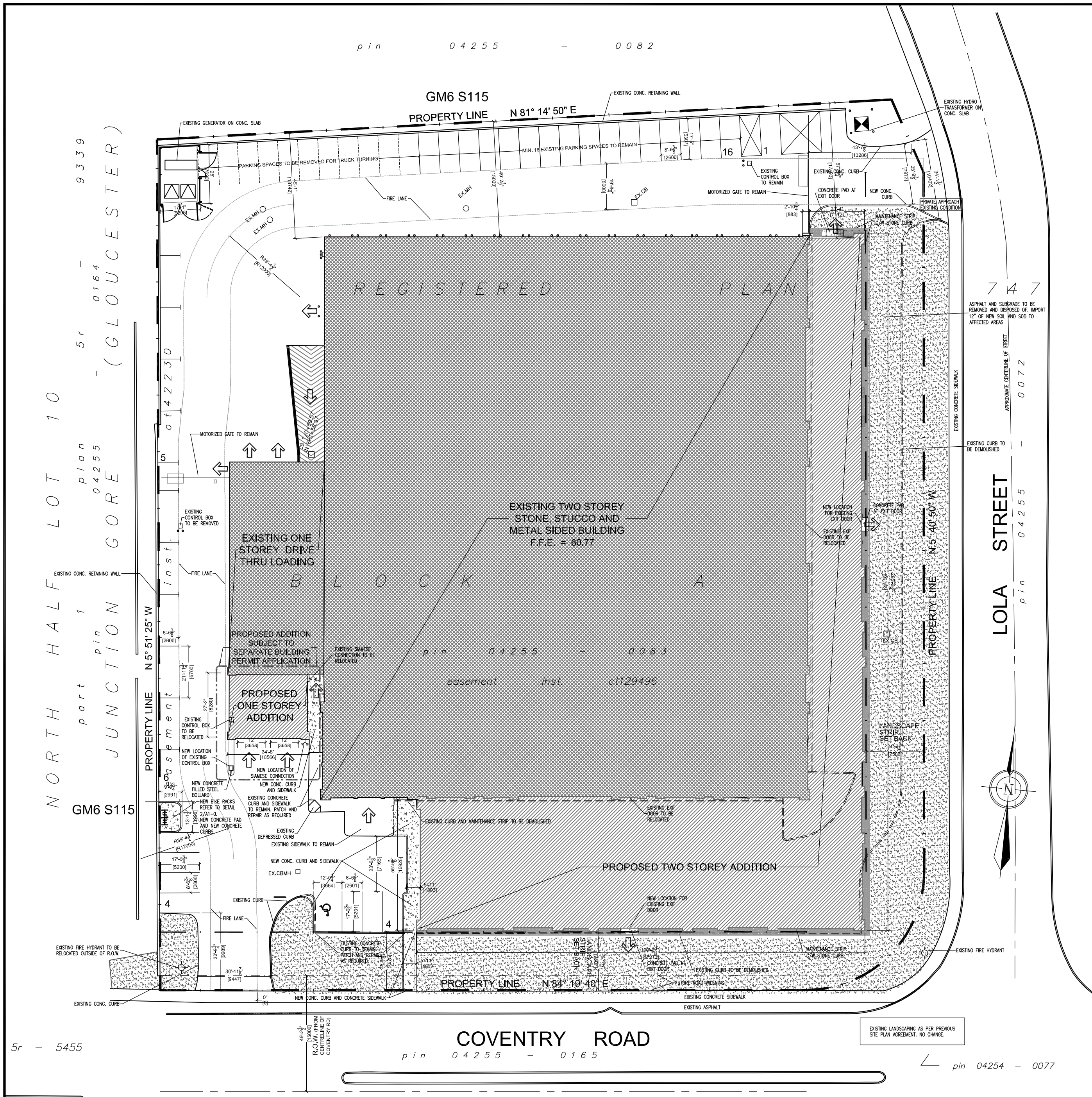


Summary - AM Peak Hr.	
Peak Hr.	0700-0800
Volume	1922
PHF	0.94

PM Peak Hour Flow Diagram



Summary - PM Peak Hr.	
Peak Hr.	1615-1715
Volume	1245
PHF	0.95



1 SITE PLAN
A1-0 SCALE: 1:200

LEGAL DESCRIPTION OF PROPERTY:

PART OF BLOCK A
REGISTERED PLAN 747
CITY OF OTTAWA

SITE STATISTICS

LOT AREA: 119181.57 SQ.FT. (11072.34 SQ.M.)
EXISTING LOT COVERAGE: 43.9%
PROPOSED LOT COVERAGE: 58.1% (INCLUDING GARAGE ADDITION SUBJECT TO SEPARATE BUILDING PERMIT APPLICATION)

EXISTING BUILDING HEIGHT: 22'-4" (6.81m) TOP OF STEEL
29'-0" (8.84m) TOP OF HIGHEST PARAPET
PROPOSED BUILDING HEIGHT TO MATCH EXISTING

7.5m LANDSCAPED STRIP ALONG COVENTRY ROAD AND LOLA STREET
36 PARKING SPACES PROVIDED

BOUNDARY INFORMATION FROM SURVEY BY: ANNIS, O'SULLIVAN, VOLLEBEKK LTD. JUNE 24, 2008.

BUILDING AREA

EXISTING GROUND FLOOR: 52326.5 SQ.FT. (4861.3 SQ.M.)
EXISTING SECOND FLOOR: 48708.1 SQ.FT. (4525.1 SQ.M.)
TOTAL EXISTING GROSS FLOOR AREA: 101034.6 SQ.FT. (9386.4 SQ.M.)

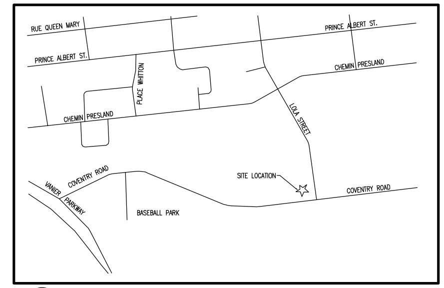
PROPOSED GROUND FLOOR: 16005.9 SQ.FT. (1487.0 SQ.M.)
PROPOSED SECOND FLOOR: 15902.2 SQ.FT. (1477.4 SQ.M.)
TOTAL PROPOSED GROSS FLOOR AREA: 31908.1 SQ.FT. (2964.4 SQ.M.)

TOTAL GROUND FLOOR AREA: 68332.4 SQ.FT. (6348.3 SQ.M)
TOTAL SECOND FLOOR AREA: 64610.3 SQ.FT. (6002.5 SQ.M)
TOTAL GROSS FLOOR AREA: 132942.7 SQ.FT. (12350.8 SQ.M.)

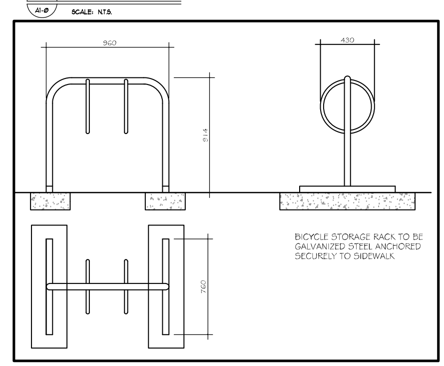
GROSS FLOOR AREA OF PROPOSED GARAGE ADDITION (SUBJECT TO SEPARATE BUILDING PERMIT APPLICATION): 909.8 SQ.FT. (84.5 SQ.M.)
TOTAL GROSS FLOOR AREA (INCLUDING GFA OF GARAGE ADDITION): 133852.5 SQ.FT. (12435.3 SQ.M.)

GROSS LEASABLE AREA

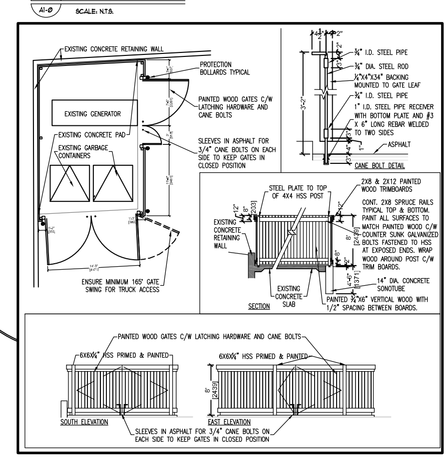
PROPOSED GROUND FLOOR: 15852.6 SQ.FT. (1472.76 SQ.M.)
PROPOSED SECOND FLOOR: 15852.6 SQ.FT. (1472.76 SQ.M.)
TOTAL PROPOSED GROSS LEASABLE AREA: 31705.2 (2945.5 SQ.M.)



2 SITE KEY PLAN
A1-0 SCALE: N.T.S.



2 BICYCLE STORAGE RACK DETAIL
A1-0 SCALE: N.T.S.



4 GARBAGE ENCLOSURE DETAIL
A1-0 SCALE: N.T.S.

ref	description	date
6	Revised Site Plan	24 Oct. 2012
5	Revised Site Plan Walkway & Bicycle	2 August 2012
4	Revised For Site Plan & Siamese	31 July 2012
3	Revised For Building Permit Application	16 July 2012
2	For Building Permit Application	12 Dec 2011
1	For Internal Review	29 July 2011

revisions

ONTARIO ASSOCIATION OF ARCHITECTS
NICHOLAS CARAGIANIS
LICENCE 5357

RE-ISSUE FOR SITE PLAN CONTROL

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1688 Woodward Dr. Ottawa ON K2C 0P9
tel: (613) 727-5111 fax: (613) 727-5115
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PLANNING & URBAN DESIGN
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web: www.FoTenn.com e-mail: tremblay@FoTenn.com

owner:
DYMON SELF STORAGE

architect
nicholas caragianis architect inc.
137 Pamilla Street, Ottawa, ON K1S 3K9
t: 613 937 6801
f: 613 937 8989
e: info@ncarchitect.ca
www.ncarchitect.ca

project & location
RENOVATION & ADDITION TO:
DYMON SELF-STORAGE
323 COVENTRY ROAD, OTTAWA

title of drawing
SITE PLAN
& WIDENING ROAD

scale	drawing
AS NOTED	A1-0
date: 2012/08/02	
drawn by: KL CT	

ACCURATE TRUSTED TRAFFIC DATA

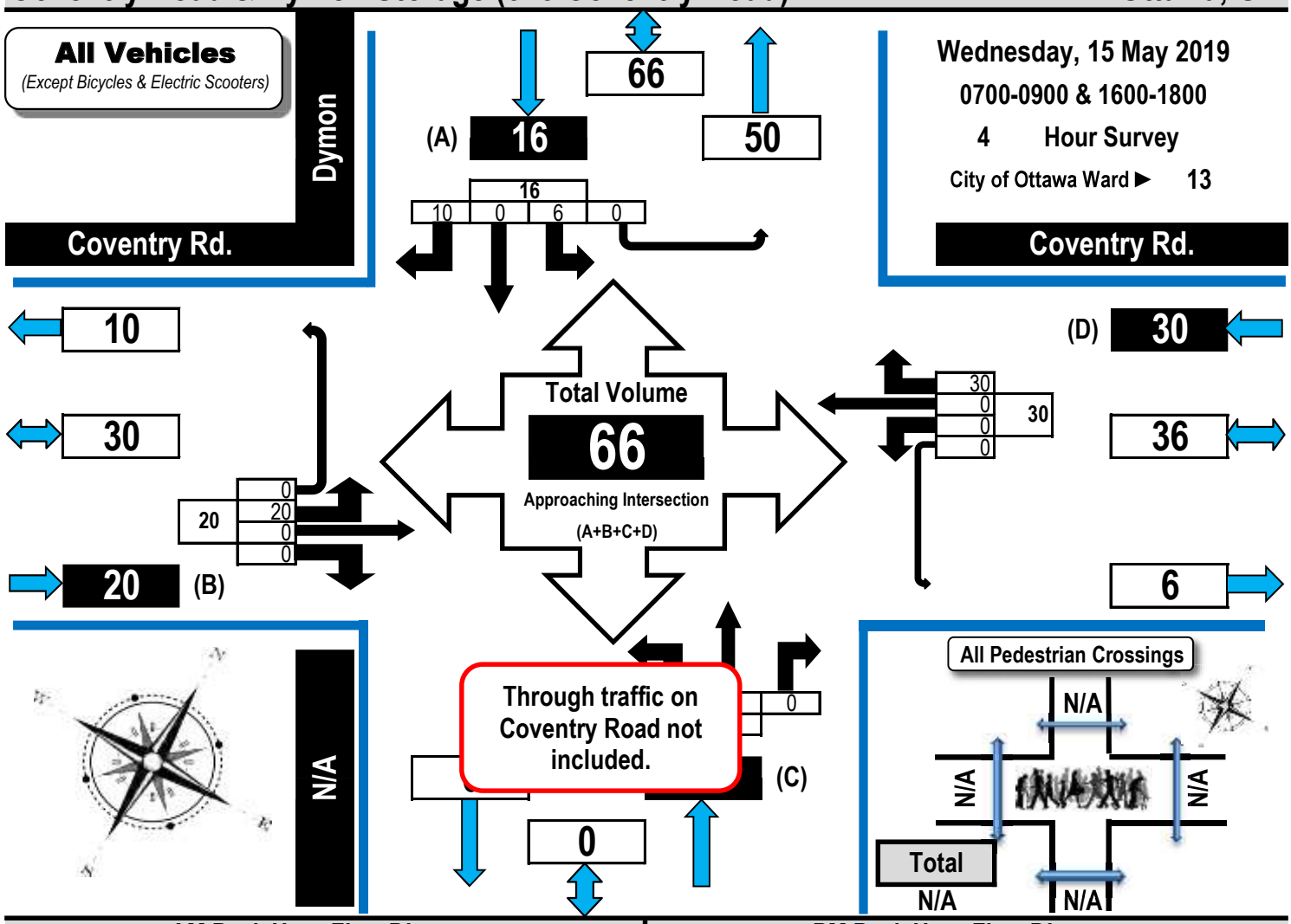
Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

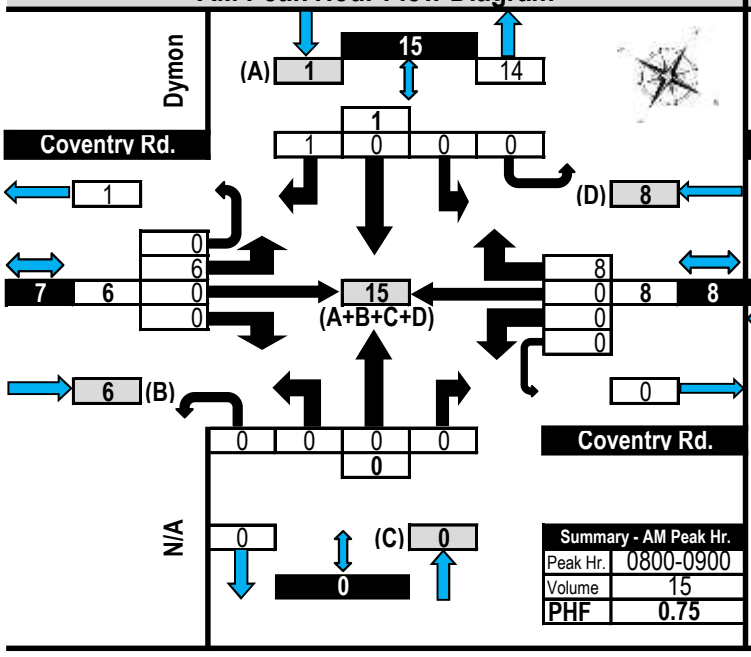
Coventry Road & Dymon Storage (343 Coventry Road) — Ottawa, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Wednesday, 15 May 2019
0700-0900 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 13

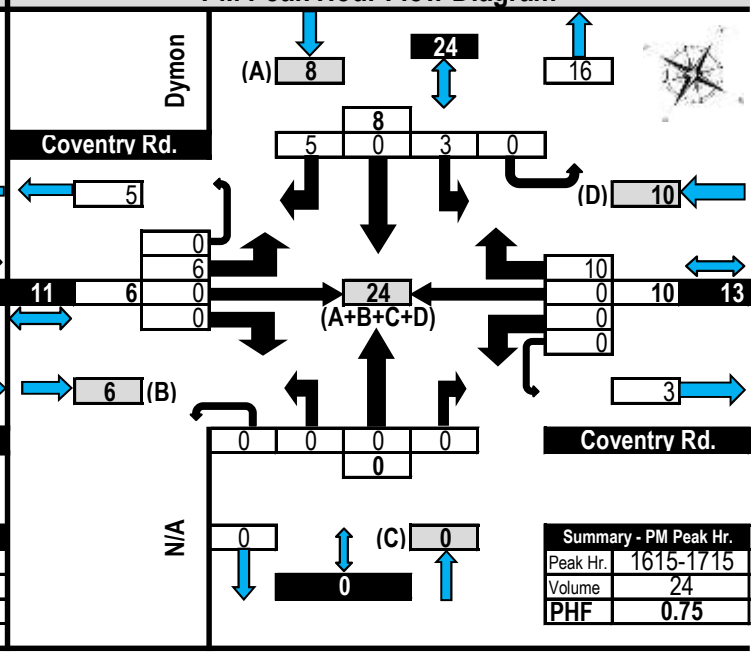


AM Peak Hour Flow Diagram



Summary - AM Peak Hr.	
Peak Hr.	0800-0900
Volume	15
PHF	0.75

PM Peak Hour Flow Diagram



Summary - PM Peak Hr.	
Peak Hr.	1615-1715
Volume	24
PHF	0.75

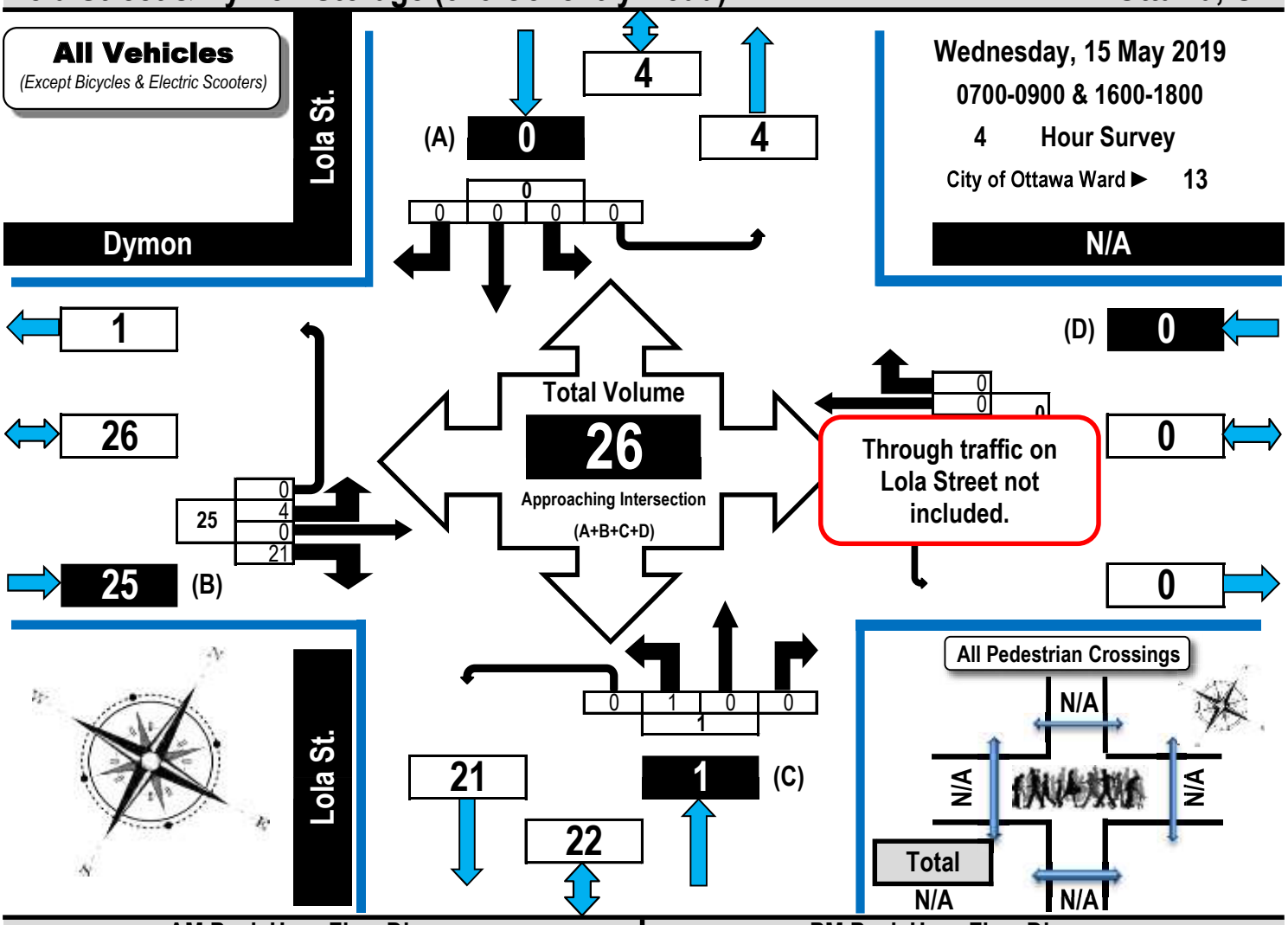
Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

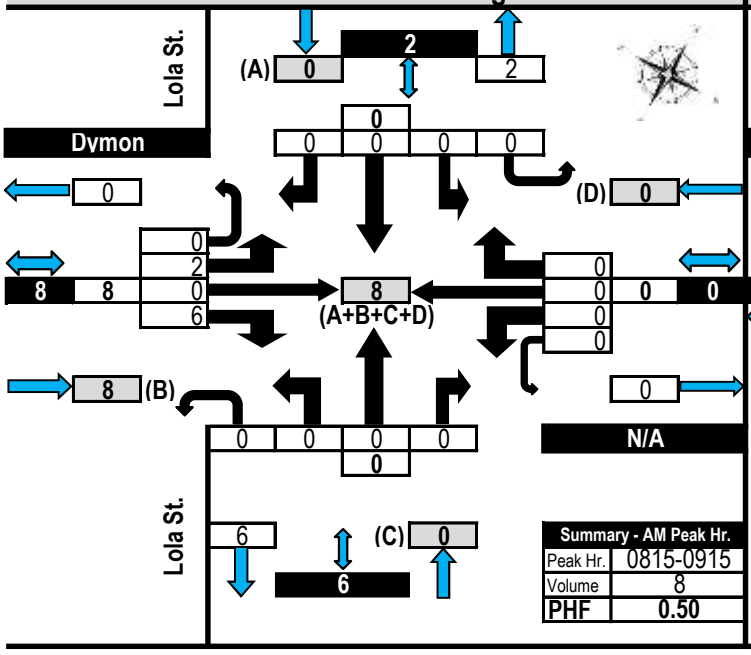
Lola Street & Dymon Storage (343 Coventry Road) — Ottawa, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Wednesday, 15 May 2019
0700-0900 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 13

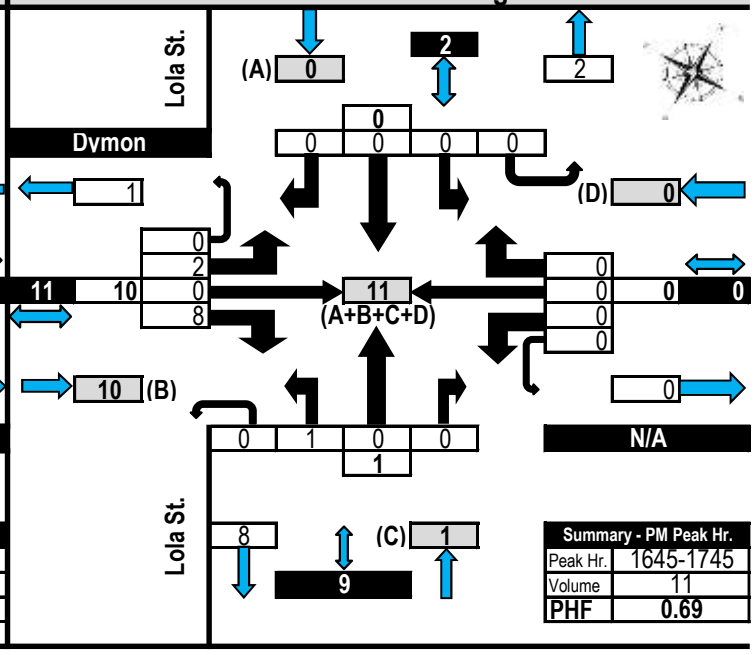


AM Peak Hour Flow Diagram



Summary - AM Peak Hr.	
Peak Hr.	0815-0915
Volume	8
PHF	0.50

PM Peak Hour Flow Diagram



Summary - PM Peak Hr.	
Peak Hr.	1645-1745
Volume	11
PHF	0.69

ACCURATE TRUSTED TRAFFIC DATA

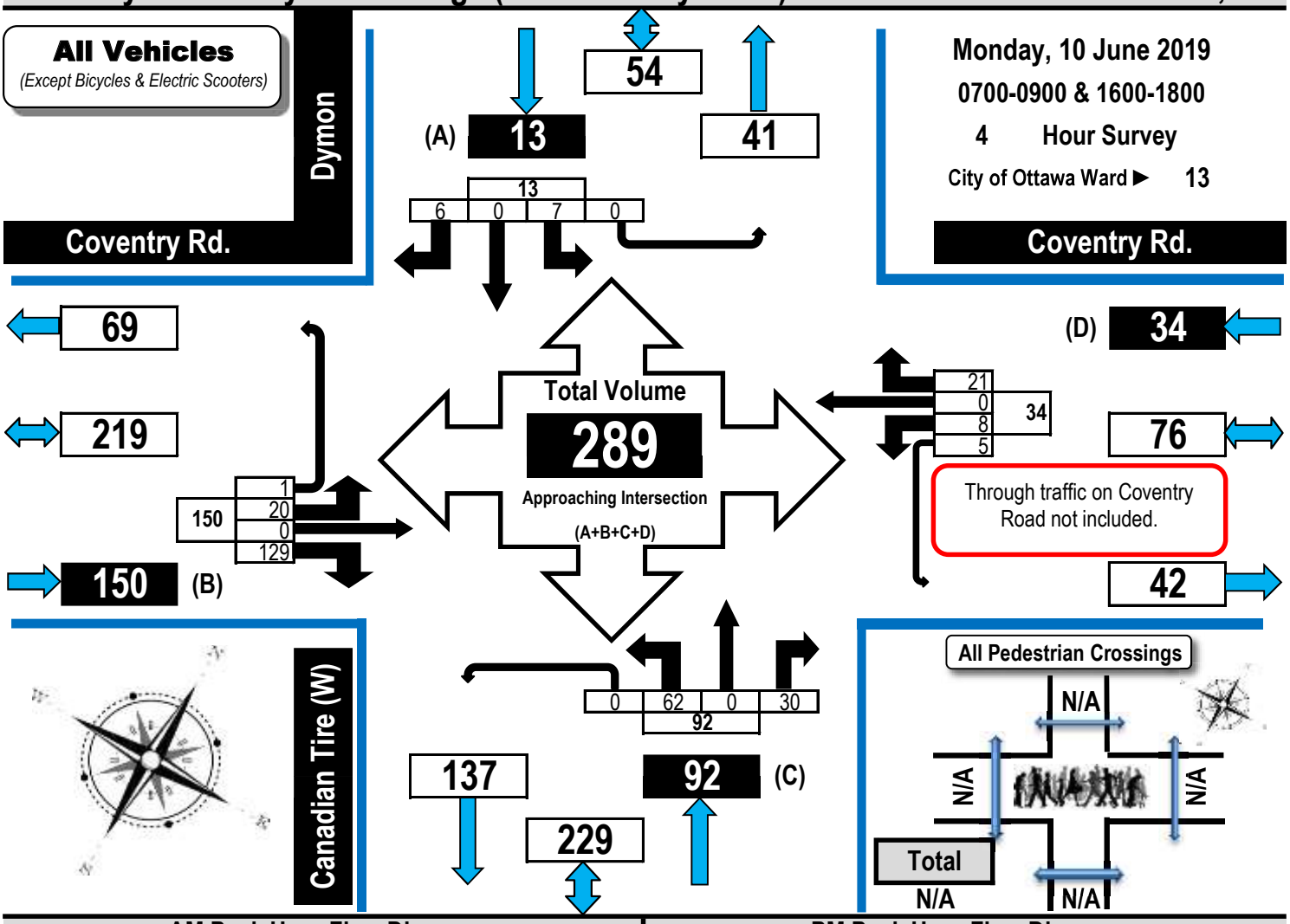
Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

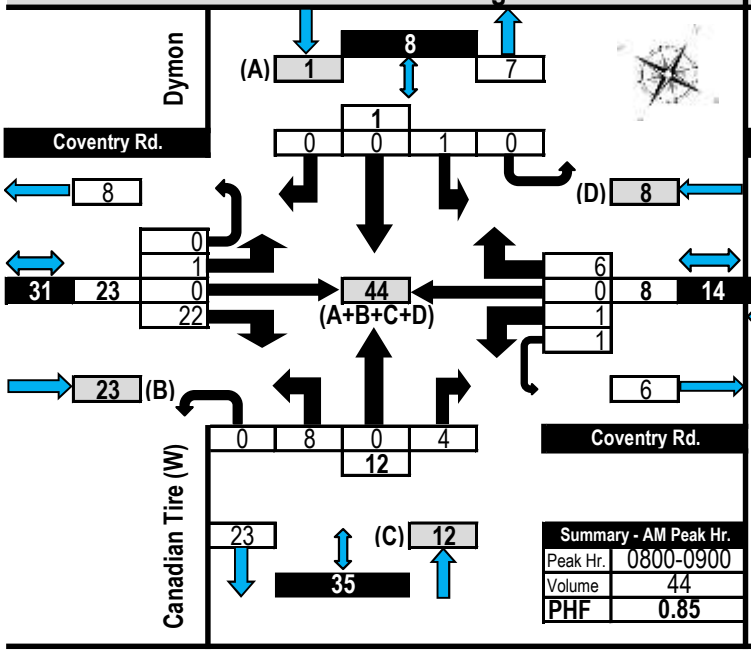
Coventry Road & Dymon Storage (343 Coventry Road) — Ottawa, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Monday, 10 June 2019
0700-0900 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 13

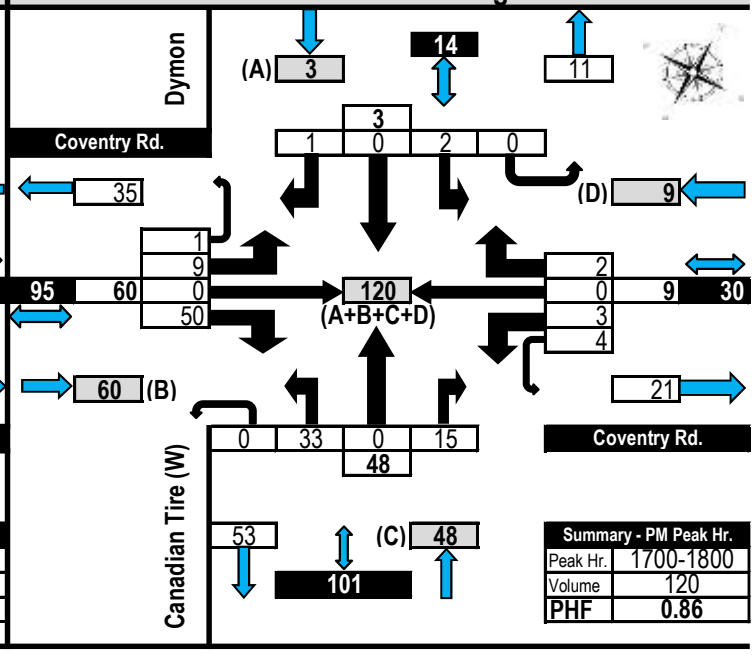


AM Peak Hour Flow Diagram



Summary - AM Peak Hr.	
Peak Hr.	0800-0900
Volume	44
PHF	0.85

PM Peak Hour Flow Diagram



Summary - PM Peak Hr.	
Peak Hr.	1700-1800
Volume	120
PHF	0.86

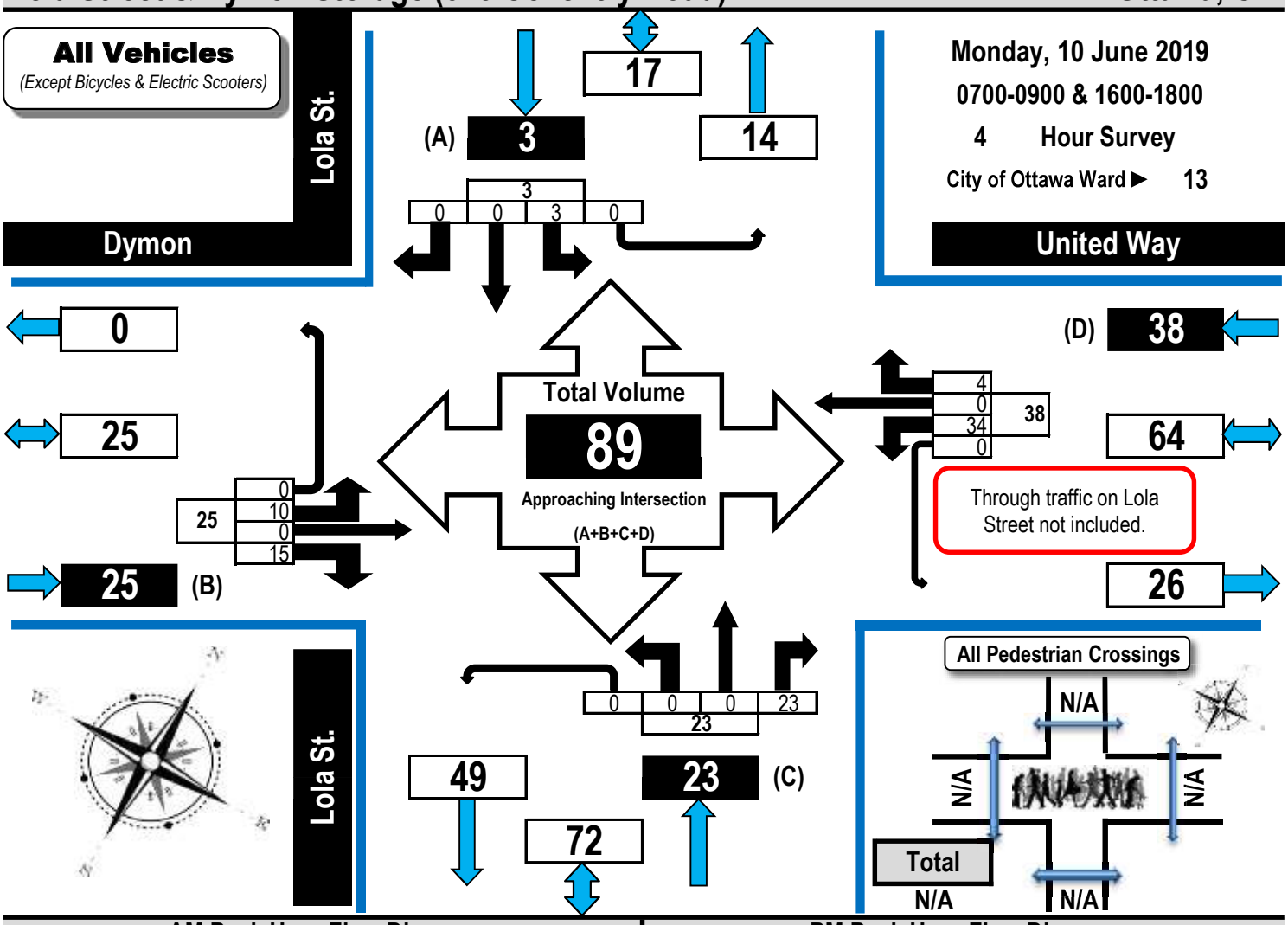
Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

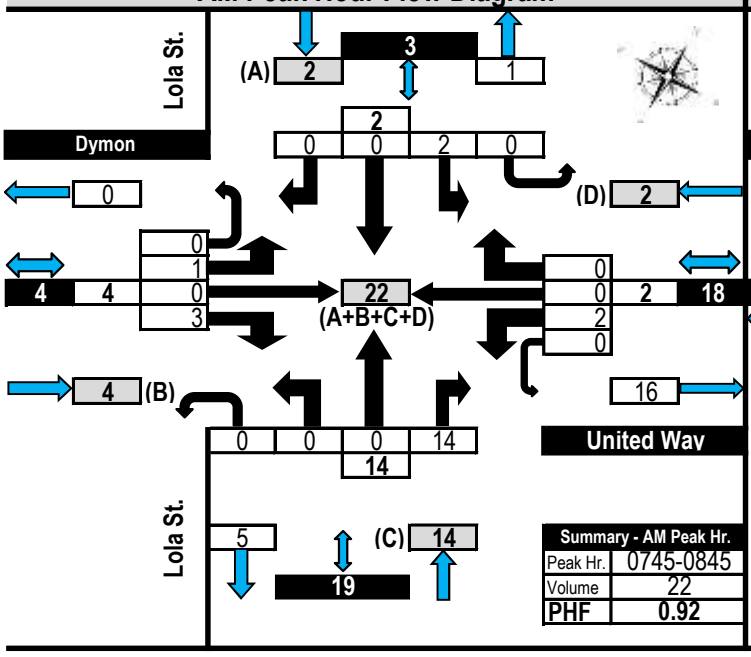
Lola Street & Dymon Storage (343 Coventry Road) — Ottawa, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Monday, 10 June 2019
0700-0900 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 13

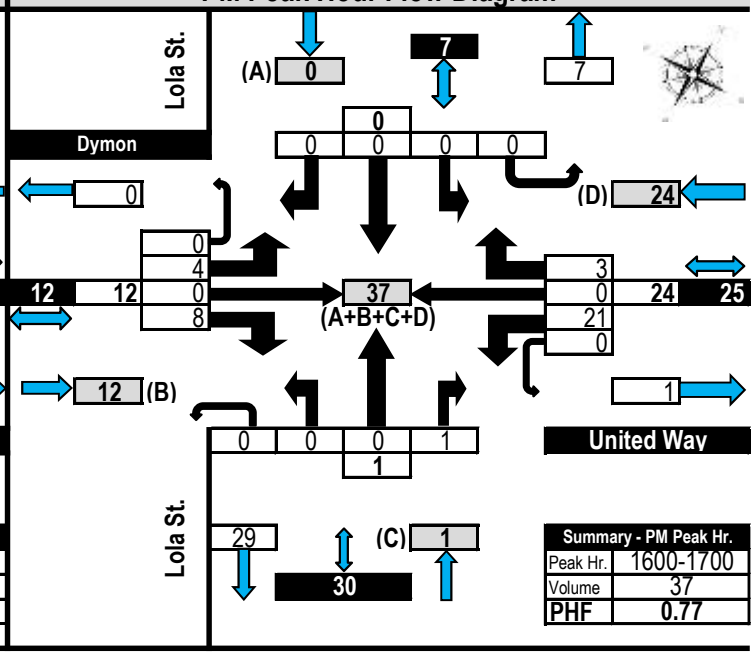


AM Peak Hour Flow Diagram



Summary - AM Peak Hr.	
Peak Hr.	0745-0845
Volume	22
PHF	0.92

PM Peak Hour Flow Diagram



Summary - PM Peak Hr.	
Peak Hr.	1600-1700
Volume	37
PHF	0.77

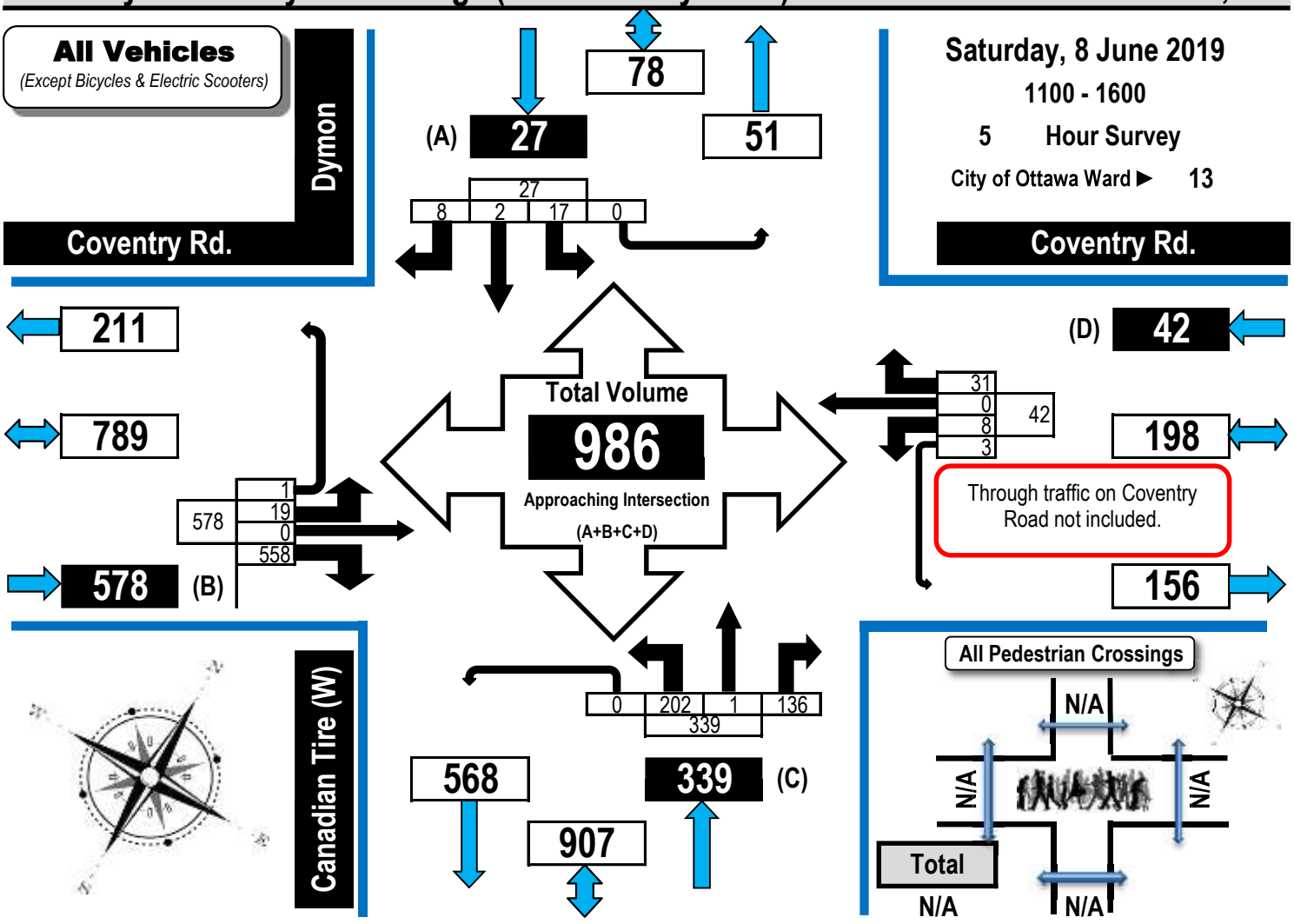
Turning Movement Count
Summary, OFF and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

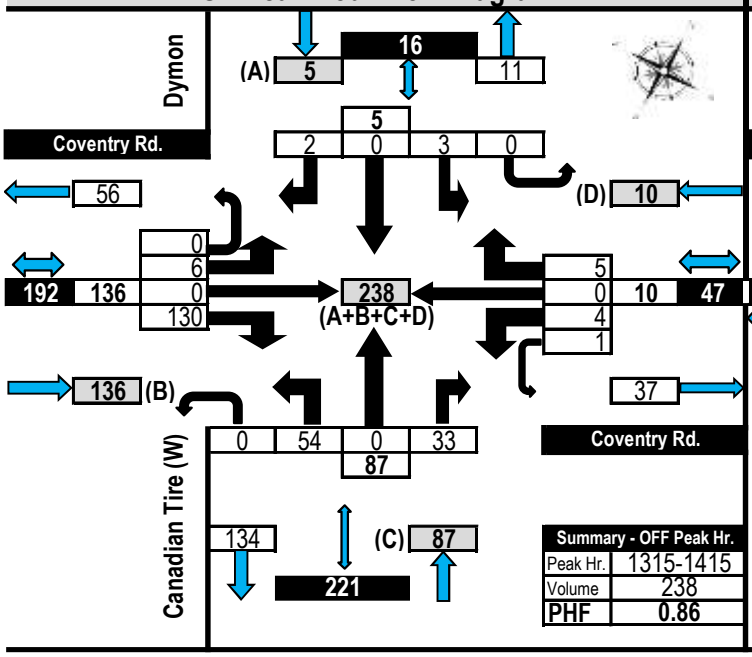
Coventry Road & Dymon Storage (343 Coventry Road) — Ottawa, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Saturday, 8 June 2019
1100 - 1600
5 Hour Survey
City of Ottawa Ward ▶ 13

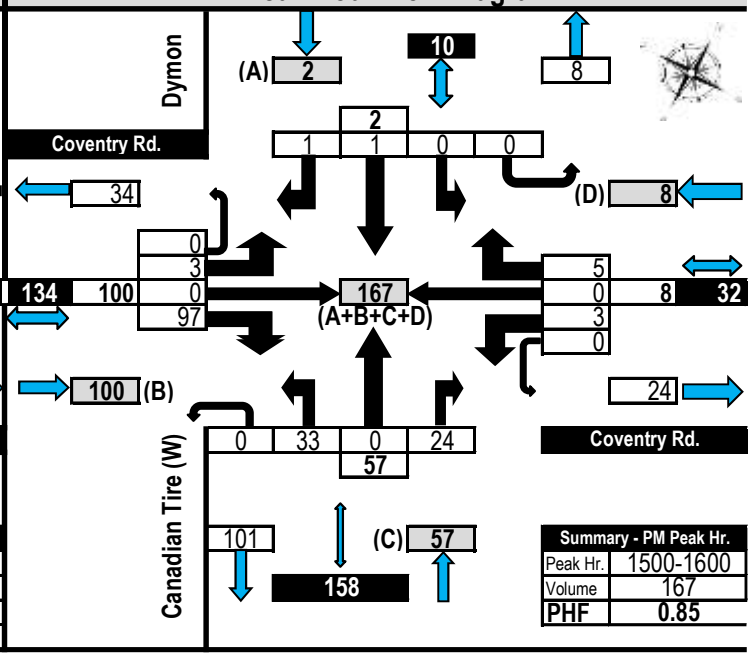


Off Peak Hour Flow Diagram



Summary - OFF Peak Hr.	
Peak Hr.	1315-1415
Volume	238
PHF	0.86

PM Peak Hour Flow Diagram



Summary - PM Peak Hr.	
Peak Hr.	1500-1600
Volume	167
PHF	0.85

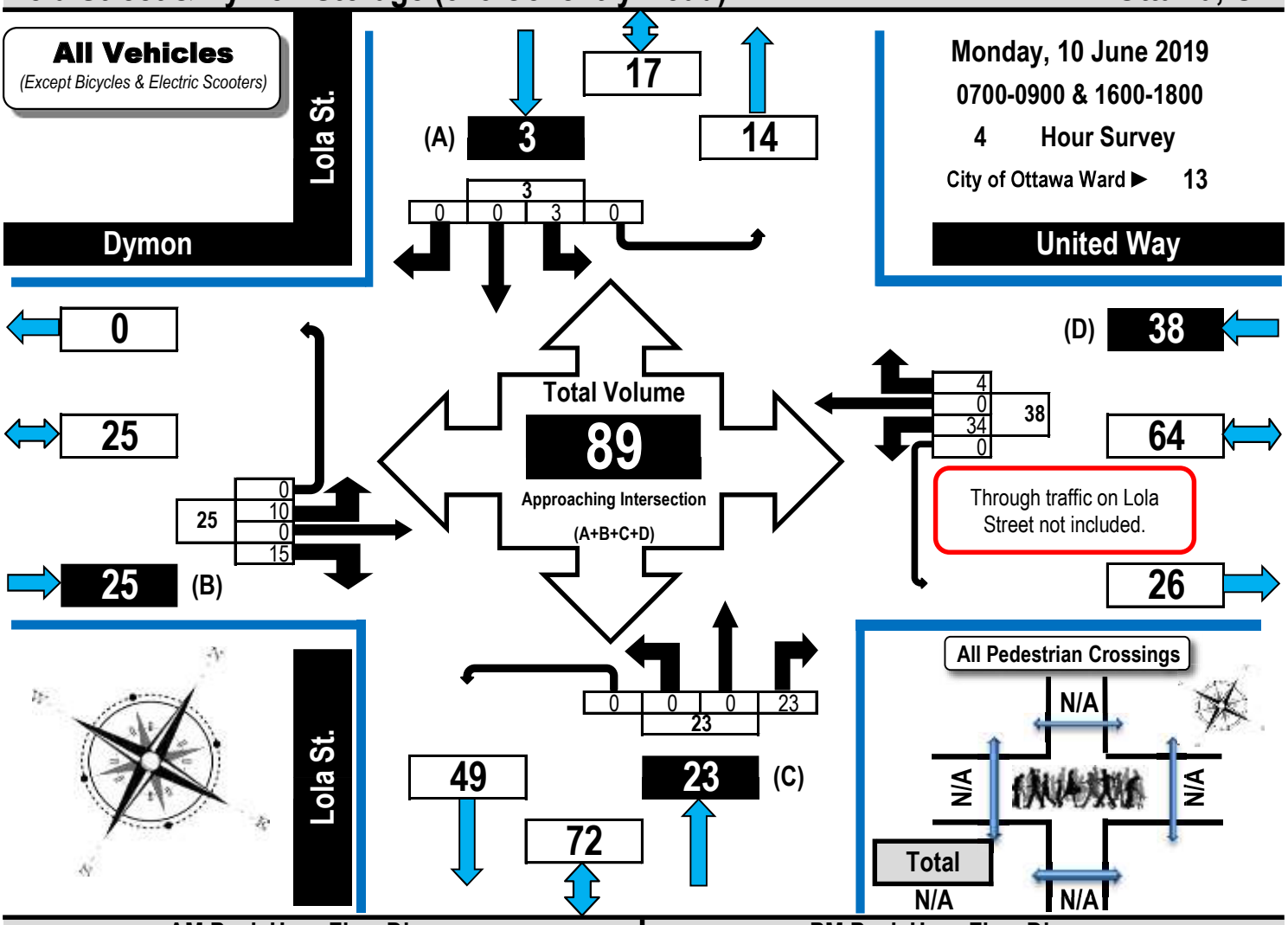
Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

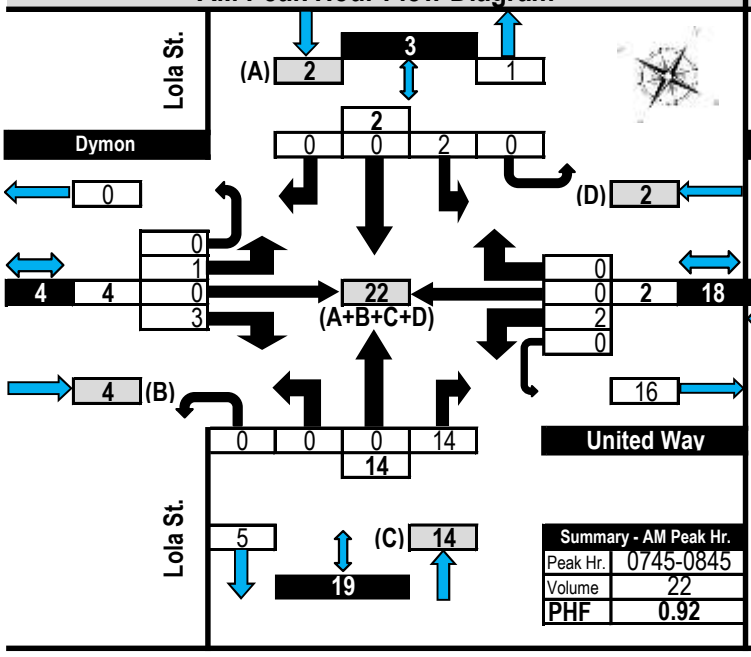
Lola Street & Dymon Storage (343 Coventry Road) — Ottawa, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Monday, 10 June 2019
0700-0900 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 13

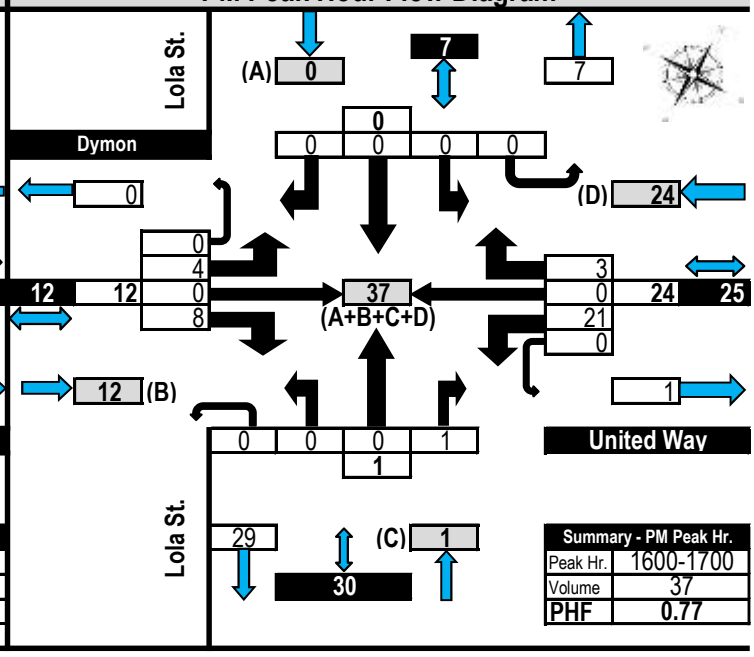


AM Peak Hour Flow Diagram

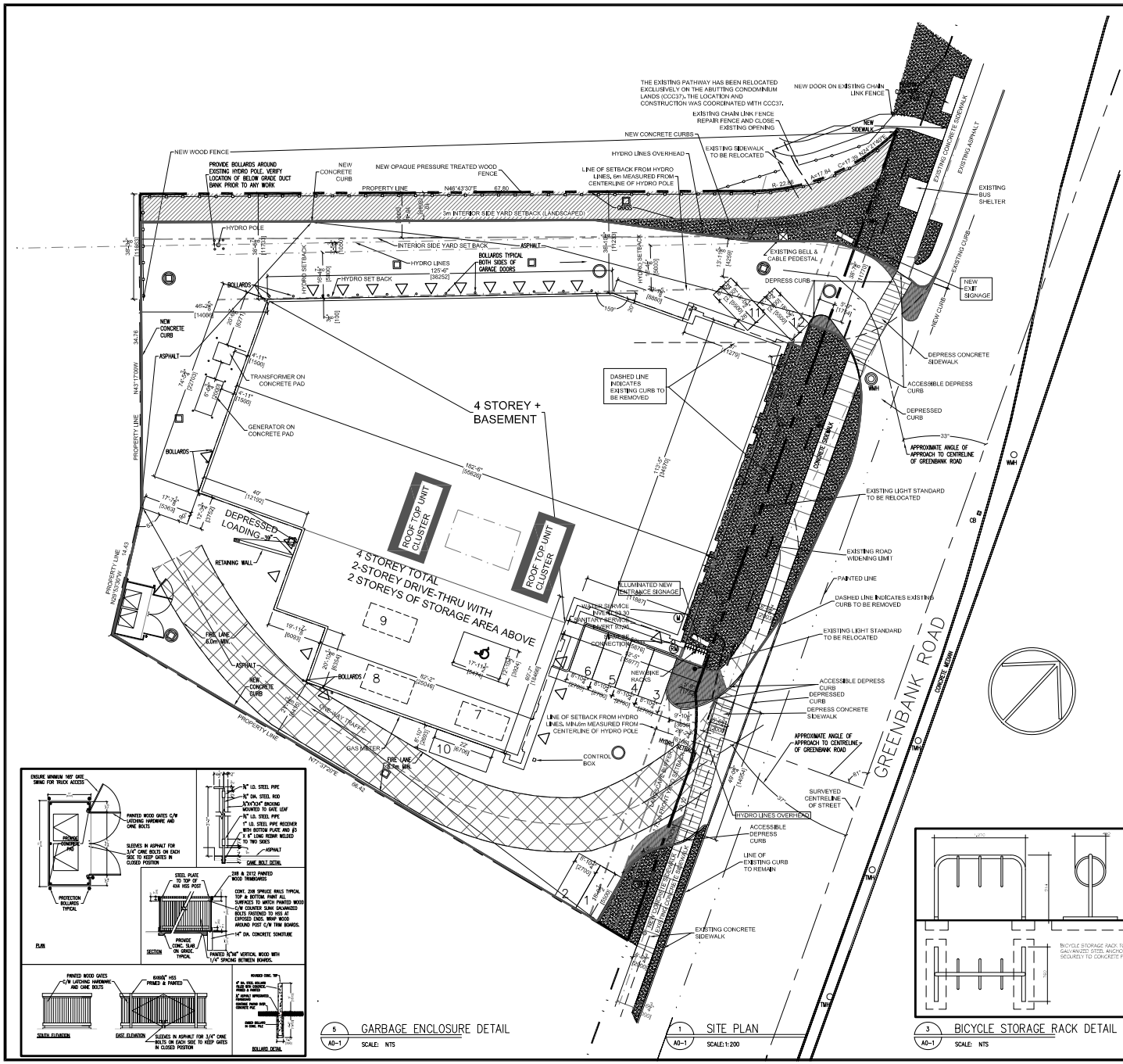


Summary - AM Peak Hr.	
Peak Hr.	0745-0845
Volume	22
PHF	0.92

PM Peak Hour Flow Diagram



Summary - PM Peak Hr.	
Peak Hr.	1600-1700
Volume	37
PHF	0.77



1 SITE PLAN
A0-1 SCALE: 1:200

5 GARBAGE ENCLOSURE DETAIL
A0-1 SCALE: NTS

3 BICYCLE STORAGE RACK DETAIL
A0-1 SCALE: NTS

LEGAL DESCRIPTION OF PROPERTY:

PART OF BLOCKS "C" & "H3"
REGISTERED PLAN 627624
AND PART OF THE ROAD ALLOWANCE BETWEEN LOTS 30 & 31 (AS CLOSED)
CONCESSION 3 (RIDEAU FRONT)
GEOGRAPHIC TOWNSHIP OF NEPEAN
NOW CITY OF OTTAWA

SITE STATISTICS

LOT AREA 4,738.5m²
LOT WIDTH 94.1m (308'-10")
PARKING REQUIRED :9 SPACES
4 PARKING SPACES + 5 IN DRIVE-THRU PROVIDED

ZONING INFORMATION

ZONE GM15[1672]H(17.5)

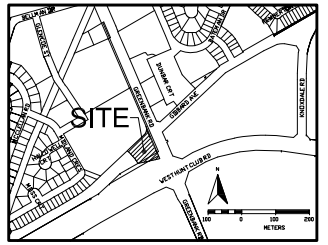
	REQUIRED	PROVIDED
MIN. FRONT YARD	1.75 m	3.78
CORNER YARD SETBACK	3.0 m	3.0m
MIN. INTERIOR SIDE YARD SETBACK:		
ABUTTING A RESIDENTIAL ZONE	5.0 m	11.0m
OTHER CASES	NO MIN.	—
MIN. REAR YARD SETBACK:		
ABUTTING A RESIDENTIAL ZONE	7.5 m	N/A
OTHER CASES	NO MIN.	6.15m
MAX. BUILDING HEIGHT	17.5 m	17.3m (56'-7½") T.O. HIGH PARAPET 15.0m (49'-2") T.O. STEEL
MAX. FLOOR SPACE INDEX:	2.15	2.146
MIN. WIDTH OF LANDSCAPED AREA:		
ABUTTING A STREET	3.0 m	3.0m
ABUTTING A RESIDENTIAL ZONE	3.0 m	3.0m (10'-0")
OTHER CASES	NO MIN.	

BOUNDARY INFORMATION FROM SURVEY BY: FAIRHALL, MOFFATT & WOODLAND LIMITED, ONTARIO LAND SURVEYORS. 26 NOVEMBER 2009.

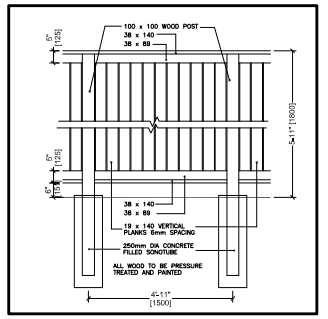
BUILDING AREA (FOOTPRINT)
2,211.7 m² (23,806.97 SQF)

GROSS FLOOR AREA AS PER CITY OF OTTAWA DEFINITION)

BASEMENT	1 633.2 m²	(17,580 sqf)
GROUND	1 257 m²	(13,531 sqf)+ OFFICE 415m² (4,466.7 sqf) TOTAL 1 672 m²(17,997.7 SQF)
SECOND	1 731.6 m²	(18,638.7 sqf)
THIRD	2 079 m²	(22,379 sqf)
FOURTH	2 079 m²	(22,379 sqf)
TOTAL GFA	9 194.8 m²	(98,972.8 sqf)



2 SITE KEY PLAN
A0-1 SCALE: NTS



4 WOOD FENCE DETAIL
A0-1 SCALE: NTS

1. Contractor must verify all job dimensions, all drawings, details, specifications and report any discrepancies to owners before proceeding with work.
2. All drawings and specifications are instruments of service and the property of the architects which must be returned at the completion of the work, and may not be reproduced without their written permission.

ref	description	date
25	FOR TENDER	2015 07 03
24	BUILDING PERMIT	2015 05 12
23	ELEVATIONS	2015 03 25
22	FOR COORDINATION	2015 03 20
21	NEW LAYOUT	2015 03 06
20	CHANGED AREAS	2014 04 17
19	CHANGED AREAS	2014 01 15
18	REISSUED FOR BUILDING PERMIT	2013 05 02
17	FINAL SITE PLAN CONTROL	2013 03 14
16	FOR FINAL COORDINATION	2013 02 20
15	BUILDING PERMIT	2013 01 16
14	REISSUE FOR SITE PLAN CONTROL	2013 01 07
13	PLANS FOR JANUS LAYOUT	2012 11 28
12	PLANS FOR COORDINATION	2012 11 27
11	COORDINATION FTP	2012 10 02
10	SENT TO CLIENT	2012 09 12
9	UPDATE ELEV. TOP PARAPET	2012 08 24
8	UPDATE ELEV. + FLOOR PLANS	2012 07 26
7	UPDATE ELEVATIONS	2012 07 25
6	UPDATE GROUND FLOOR	2012 07 16
5	SEND TO LAYOUT	2012 07 09
4	EXTENDED LOADING DOCK	2012 07 06
3	SENT FOR APPROVAL	2012 06 27
2	SENT TO CLIENT	2012 06 11
1	SITE PLAN CONTROL	2012 02 13

revisions

2015 08 06
- SHOWING EXTERIOR DOORS ON NORTH ELEVATION
ISSUED FOR REVIEW

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f: 613 957 8989
e: info@ncarchitect.ca
www.ncarchitect.ca

project & location
DYMON SELF-STORAGE
300 GREENBANK ROAD
OTTAWA, ONT.

title of drawing
SITE PLAN

scale: AS NOTED
date: 2015/07/29
drawn by: KS CT

drawing: A0-1

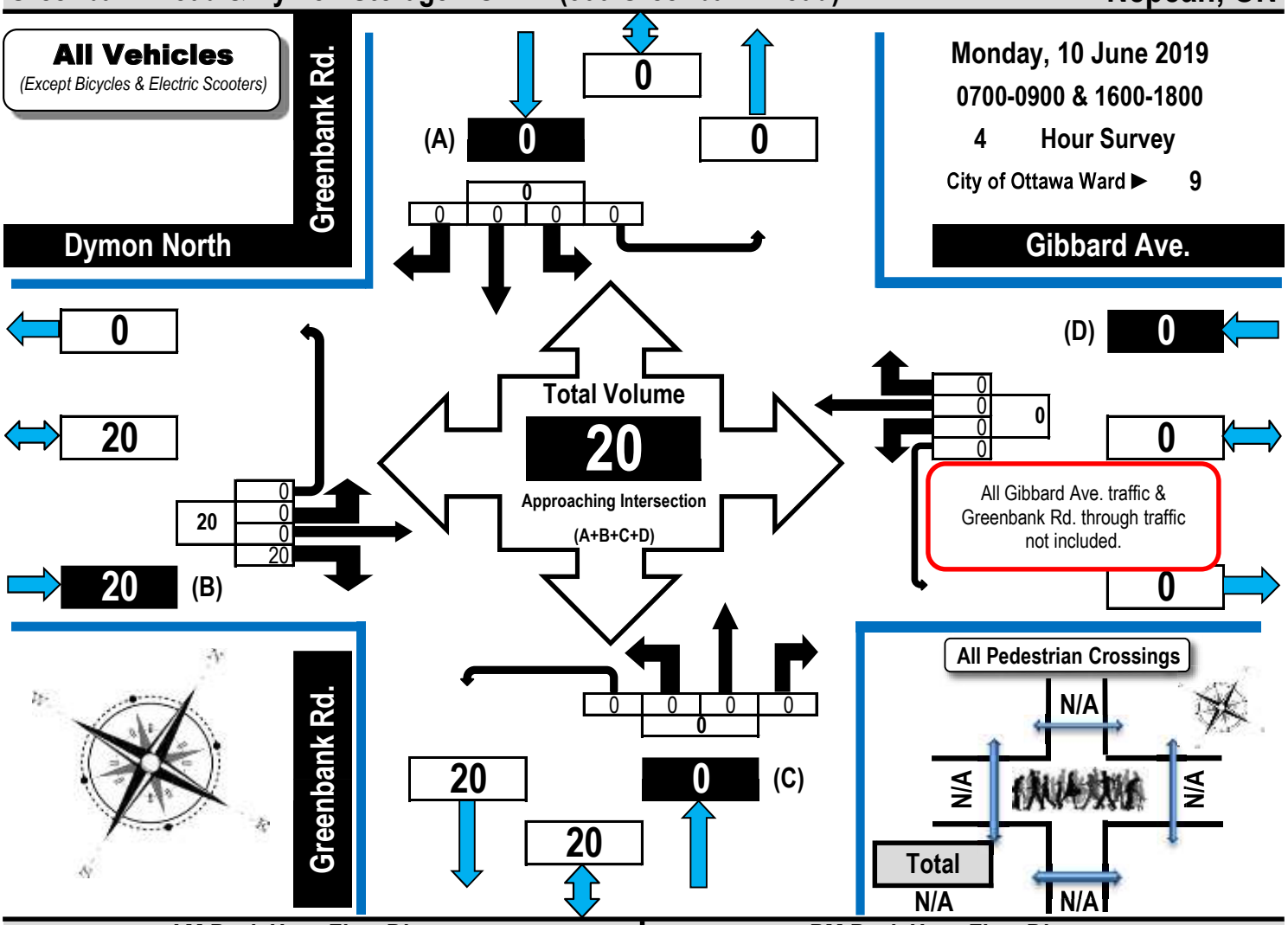
Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

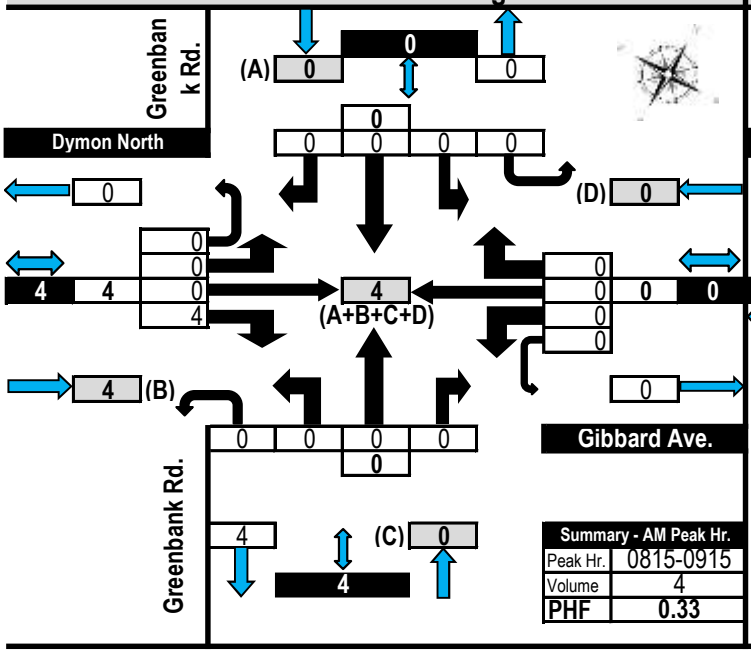
Greenbank Road & Dymon Storage NORTH (300 Greenbank Road) — **Nepean, ON**

All Vehicles
(Except Bicycles & Electric Scooters)

Monday, 10 June 2019
0700-0900 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 9

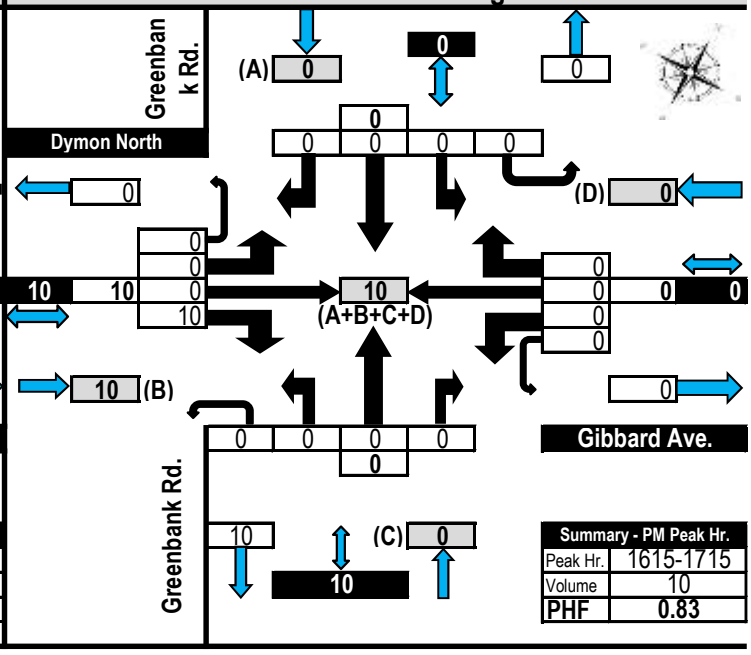


AM Peak Hour Flow Diagram



Summary - AM Peak Hr.	
Peak Hr.	0815-0915
Volume	4
PHF	0.33

PM Peak Hour Flow Diagram



Summary - PM Peak Hr.	
Peak Hr.	1615-1715
Volume	10
PHF	0.83

ACCURATE TRUSTED TRAFFIC DATA

Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

Greenbank Road & Dymon Storage SOUTH (300 Greenbank Road) — Nepean, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Monday, 10 June 2019
0700-0900 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 9

Greenbank Rd.

Dymon South

N/A

(A) 24 — 24 — 0

24 | 24 | 0 | 0 | 0

(B) 0 — 24 — 24

0 | 0 | 0 | 0

(C) 0 — 0 — 0

0 | 0 | 0 | 0 | 0

(D) 0 — 0 — 0

0 | 0 | 0 | 0

Total Volume
24
Approaching Intersection
(A+B+C+D)

Greenbank Rd. through traffic not included.

All Pedestrian Crossings

N/A | N/A | N/A | N/A

Total
N/A

AM Peak Hour Flow Diagram

Greenbank Rd.

Dymon South

N/A

(A) 7 — 7 — 0

7 | 7 | 0 | 0 | 0

(B) 0 — 7 — 7

0 | 0 | 0 | 0

(C) 0 — 0 — 0

0 | 0 | 0 | 0 | 0

(D) 0 — 0 — 0

0 | 0 | 0 | 0

(A+B+C+D)

Summary - AM Peak Hr.	
Peak Hr.	0715-0815
Volume	7
PHF	0.58

PM Peak Hour Flow Diagram

Greenbank Rd.

Dymon South

N/A

(A) 10 — 10 — 0

10 | 10 | 0 | 0 | 0

(B) 0 — 10 — 10

0 | 0 | 0 | 0

(C) 0 — 0 — 0

0 | 0 | 0 | 0 | 0

(D) 0 — 0 — 0

0 | 0 | 0 | 0

(A+B+C+D)

Summary - PM Peak Hr.	
Peak Hr.	1645-1745
Volume	10
PHF	0.50

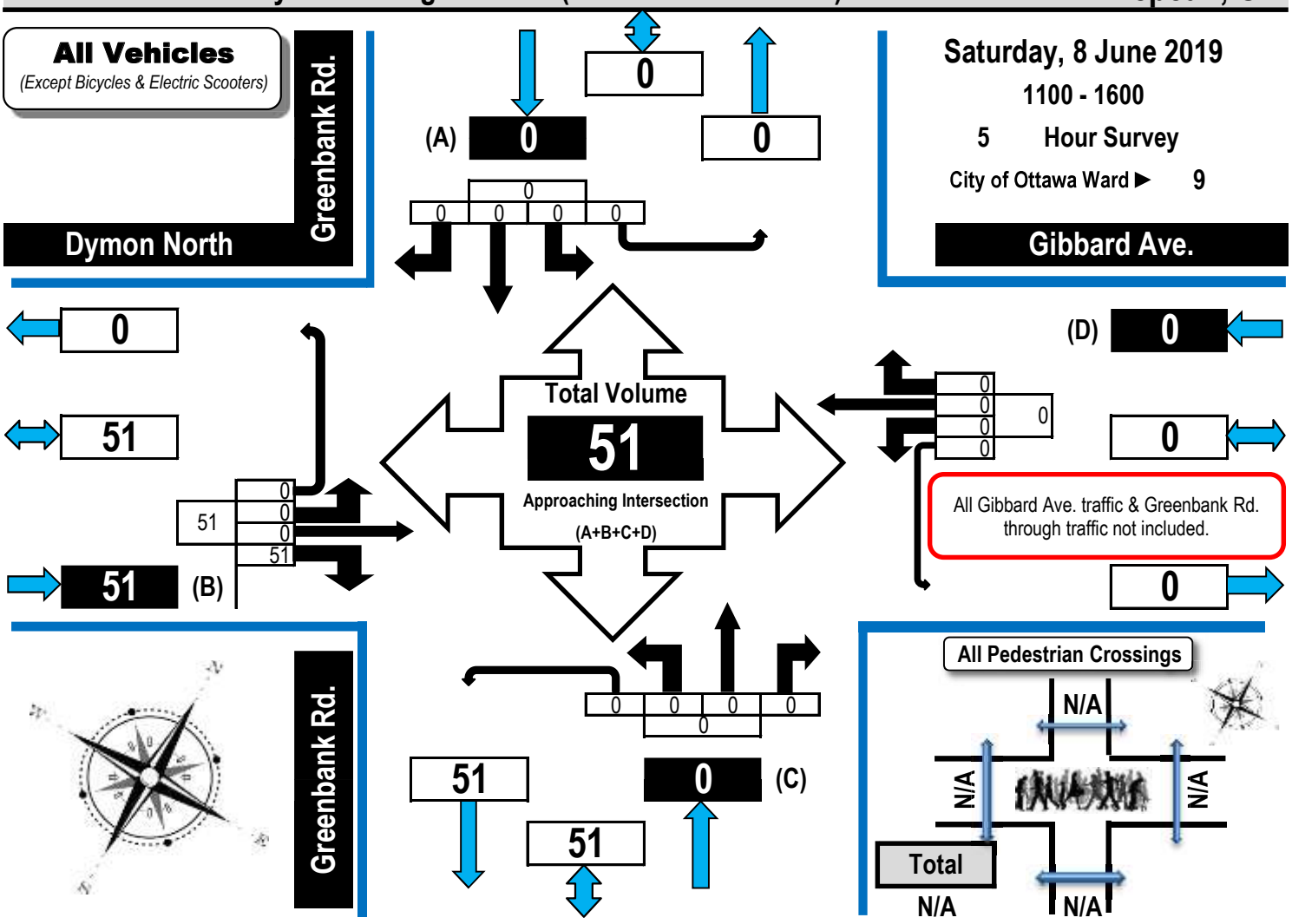
Turning Movement Count
Summary, OFF and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

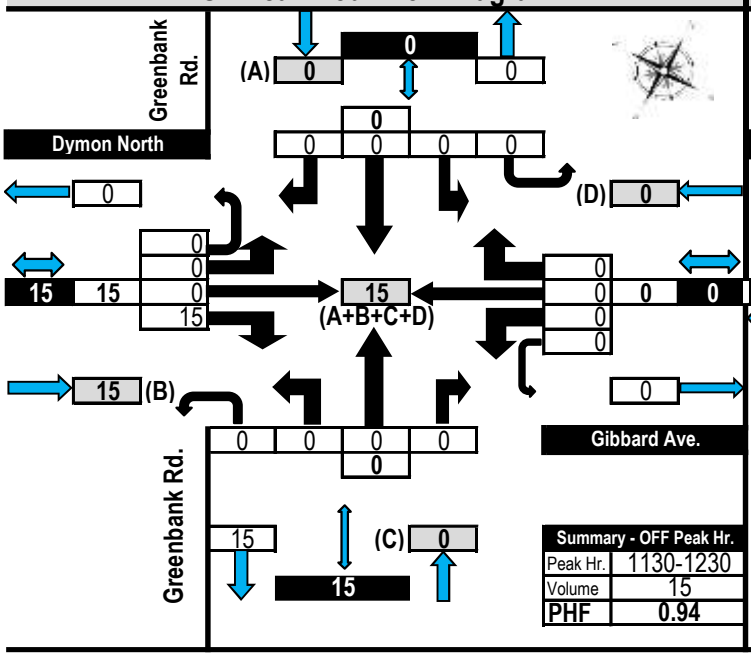
Greenbank Road & Dymon Storage NORTH (300 Greenbank Road) — Nepean, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Saturday, 8 June 2019
1100 - 1600
5 Hour Survey
City of Ottawa Ward ▶ 9

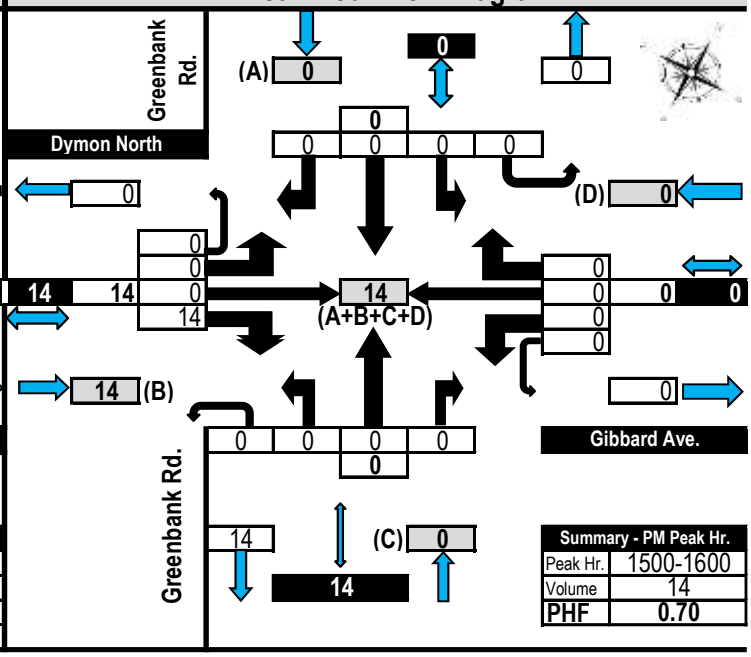


Off Peak Hour Flow Diagram



Summary - OFF Peak Hr.	
Peak Hr.	1130-1230
Volume	15
PHF	0.94

PM Peak Hour Flow Diagram



Summary - PM Peak Hr.	
Peak Hr.	1500-1600
Volume	14
PHF	0.70

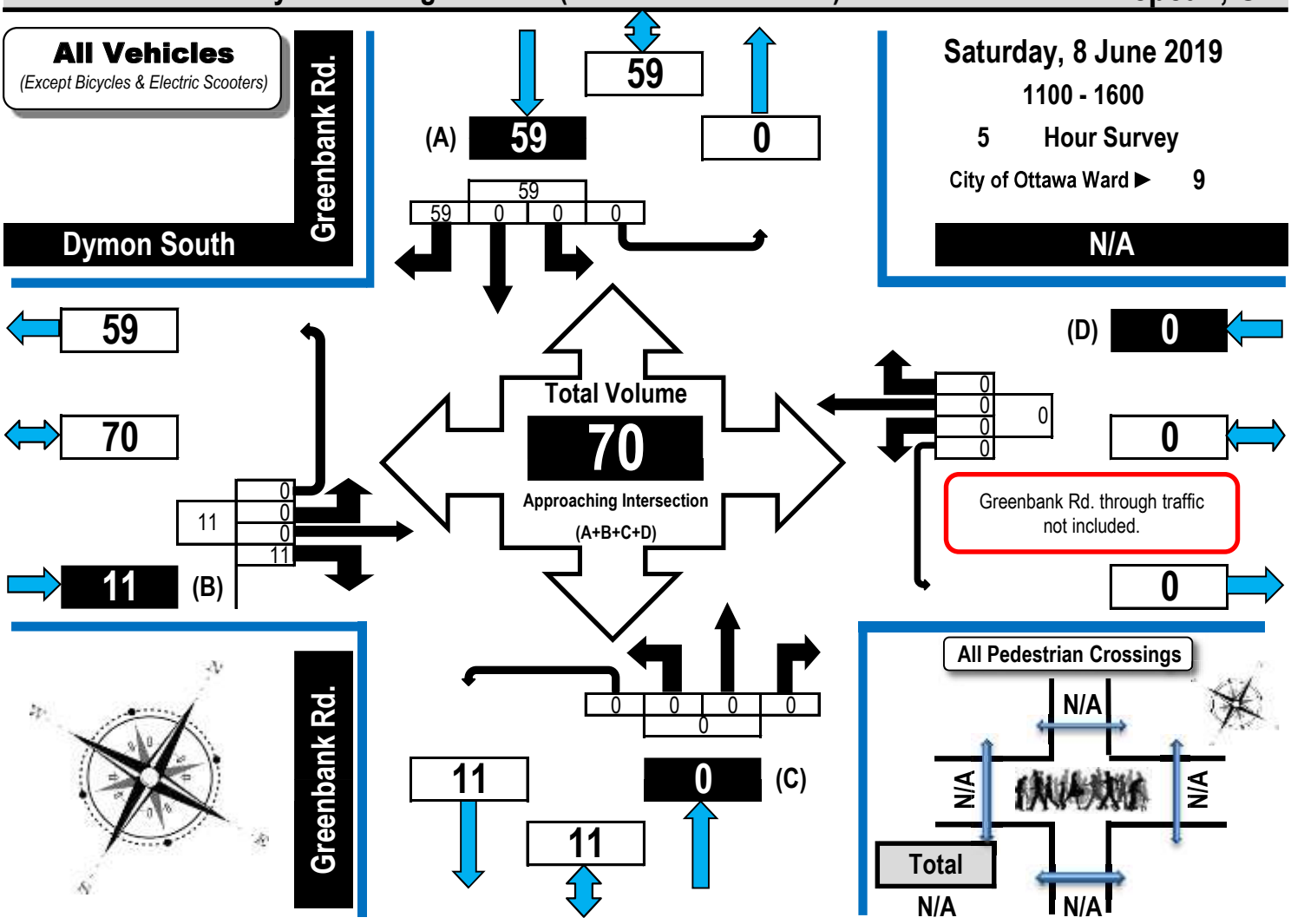
Turning Movement Count
Summary, OFF and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

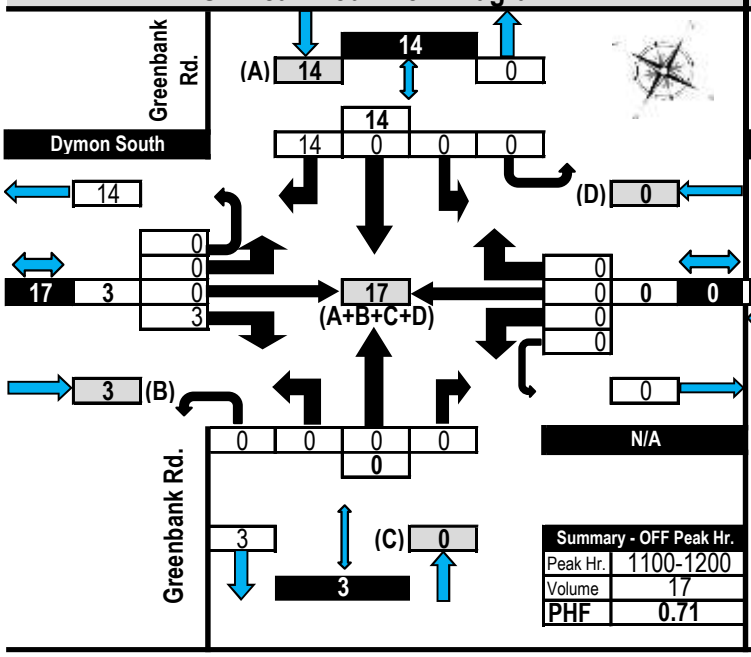
Greenbank Road & Dymon Storage SOUTH (300 Greenbank Road) — Nepean, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Saturday, 8 June 2019
1100 - 1600
5 Hour Survey
City of Ottawa Ward ▶ 9

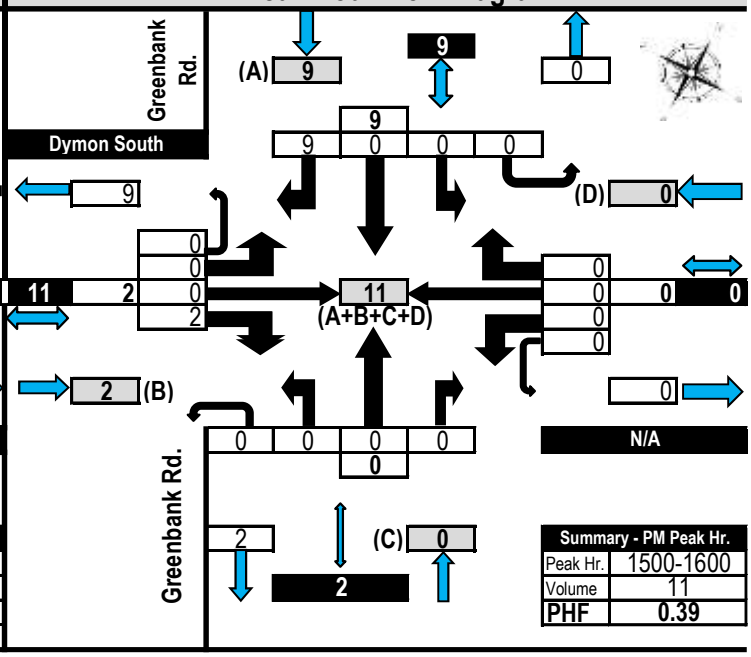


Off Peak Hour Flow Diagram



Summary - OFF Peak Hr.	
Peak Hr.	1100-1200
Volume	17
PHF	0.71

PM Peak Hour Flow Diagram



Summary - PM Peak Hr.	
Peak Hr.	1500-1600
Volume	11
PHF	0.39

NOTE:

GENERAL CONTRACTOR IS RESPONSIBLE TO USE OWNER'S LAND SURVEYOR & GEOTECH ENGINEER TO LOCATE BUILDING AND TO CONFIRM SOILS AND COMPACTION.

LEGAL DESCRIPTION OF PROPERTY:

BLOCK 4
PLAN 43M-879
CITY OF BRAMPTON

BOUNDARY INFORMATION FROM SURVEY BY: LLOYD & PURCELL LTD., ONTARIO LAND SURVEYORS, 2015.

STATISTIC	ZONING	PROPOSED
LOT AREA	2,000 m² / 21527sf	7,972 m² / 85,809 sf
LOT COVERAGE	NO MAX.	45 %
MAX. % ACCESSORY RETAIL	15% OF TOTAL GFA	4.6%
MIN. LOADING SPACE REQUIREMENT	5 spaces	16 spaces
COMMERCIAL SELF STORAGE WAREHOUSE	109	-
RETAIL ESTABLISHMENT	41	-
TOTAL	150	41

FRONT YARD LANDSCAPE AREA		21.5%
FRONT YARD LANDSCAPE BUFFER		0 m
EXTERIOR SIDE YARD LANDSCAPE AREA	238.14m²	44.86%

Ground Floor Dymon Warehouse Retail	564 m² (6,070 sf²)
Ground Floor Dymon	696 m² (7,502 sf²)
Second Floor Dymon	3,508 m² (37,759 sf²)
Third Floor Dymon	3,544 m² (38,147 sf²)
Fourth Floor Dymon	3,544 m² (38,147 sf²)
PROPOSED Self-Storage Ground Floor	1,156 m² (12,443 sf²)
TOTAL SELF STORAGE	12,448 m² (133,998 sf²)
TOTAL GFA WITH 4 STOREYS	13,012 m² (140,068 sf²)

LEGEND

- PROPERTY LINE
- LANDS TO BE DEDICATED TO REGION OF PEEL
- BUILDING ENTRY/EXIT
- NEW CONCRETE PAVING
- NEW PRECAST CONCRETE PERMEABLE PAVING
- LANDSCAPED AREA – SEE LANDSCAPE.
- NEW CURB
- NEW MOUNTABLE CURB
- HYD EXISTING FIRE HYDRANT
- CB EXISTING CATCH BASIN
- MH EXISTING MANHOLE
- LS EXISTING LIGHT STANDARD
- SIAMESE CONNECTION
- NEW CATCH BASIN
- NEW MANHOLE (STORM)
- NEW MANHOLE (SANITARY)
- ORNAMENTAL FENCE
- NLS (NEW LIGHT STANDARD) SEE ELECTRICAL

1. Contractor must verify all job dimensions, all drawings, details, specifications and report any discrepancies to owners before proceeding with work.
2. All drawings and specifications are instruments of service and the property of the architects which must be returned at the completion of the work, and may not be reproduced without their written permission.

ref	description	date
19	ISSUED FOR DISCUSSION	2020/06/24
18	ISSUED FOR PERMIT	2018/09/21
17	REVISED TO PERMIT	2017/11/08
16	REVISED FOR REGION OF PEEL	2017/09/08
15	FOR FINAL SITE PLAN APPLICATION	2017/08/31
14	ISSUED FOR TENDER	2017/08/17
13	REVISED FOR REGION OF PEEL	2017/08/16
12	REVISED FOR APPROVAL	2017/07/19
11	REVISED FOR APPROVAL	2017/07/14
10	REVISED FOR APPROVAL	2017/07/10
9	ISSUED FOR APPROVAL	2017/06/28
8	FOR PERMIT APPLICATION	2017/05/10
7	FOR FINAL SITE PLAN APPLICATION	2017/04/12
6	~~FOR PERMIT APPLICATION~~	~~2017/03/03~~
5	REVISED FOR SUBMISSION	2017/02/1
4	FOR CLIENT REVIEW	2017/01/23
3	REVISED FOR SUBMISSION	2017/01/06
2	FOR MINOR VARIENCE SUBMISSION	2016/11/08
1	FOR SITE PLAN APPLICATION REV01	2016/08/16

revisions

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email: info@tactdesign.ca

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e-mail: mail@clelandjardine.com

MECHANICAL/ELECTRICAL
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www. coleengineering.ca

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TRUE NORTH

PROJECT NORTH

project & location

DYMON SELF-STORAGE
5 NEVETS ROAD
BRAMPTON, ONT.

CITY FILE NUMBER: SP16-013.000

title of drawing

SITE PLAN

scale	drawing
1:250	A1-1
date: JAN 2016	
drawn by: KL SS DL	

ID-DYM-16O-BRAMT-AIRPORT&NEVETS

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Diagram

Specified Period		One Hour Peak	
From:	07:00:00	From:	07:30:00
To:	09:00:00	To:	08:30:00

Intersection: Nevets Rd & 5 Nevets Rd (Dymon Self-Storage)
Site Code: 2204600019
Count Date: Feb 15, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Nevets Rd runs E/W

North Approach

	Out	In	Total
	0	0	0
	0	0	0
	0	**0**	**0**

Commerical Entrance

	0	0	0	0
	0	0	0	0
Totals	**0**	**0**	**0**	**0**

East Approach

	Out	In	Total
	1	0	1
	0	0	0
	1	**0**	**1**

Nevets Rd

		Totals
0	0	**0**
0	0	**0**
0	0	**0**
0	2	**2**

Peds: 0

Peds: 0

Peds: 0

Peds: 1

Nevets Rd

		Totals
		0
		0
		0
		1

West Approach

	Out	In	Total
	2	2	4
	0	0	0
	2	**2**	**4**

Totals	**2**	**0**	**0**	**0**
	2	0	0	0
	0	0	0	0

5 Nevets Rd (Dymon Self-Storage)

South Approach

	Out	In	Total
	2	3	5
	0	0	0
	2	**3**	**5**

- Cars

- Trucks

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Nevets Rd & 5 Nevets Rd (Dymon Self-Storage)
Site Code: 2204600019
Count Date: Feb 15, 2022
Period: 07:00 - 09:00

Peak Hour Data (07:30 - 08:30)

Start Time	North Approach Commerical Entrance						South Approach 5 Nevets Rd (Dymon Self-Storage)						East Approach Nevets Rd						West Approach Nevets Rd						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:00	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	0	0	1	0	0	1	3
08:15	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**2**	**5**
Approach %	0	0	0	0		-	100	0	0	0		-	100	0	0	0		-	0	0	100	0		-	
Totals %	0	0	0	0		0	40	0	0	0		40	20	0	0	0		20	0	0	40	0		40	
PHF	**0**	**0**	**0**	**0**		**0**	**0.5**	**0**	**0**	**0**		**0.5**	**0.25**	**0**	**0**	**0**		**0.25**	**0**	**0**	**0.5**	**0**		**0.5**	**0.42**
Cars	0	0	0	0		0	2	0	0	0		2	1	0	0	0		1	0	0	2	0		2	5
% Cars	0	0	0	0		0	100	0	0	0		100	100	0	0	0		100	0	0	100	0		100	100
Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					1	-					0	-					0	-	1
% Peds					0	-					100	-					0	-					0	-	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Diagram

Specified Period		One Hour Peak	
From:	16:00:00	From:	16:00:00
To:	18:00:00	To:	17:00:00

Intersection: Nevets Rd & 5 Nevets Rd (Dymon Self-Storage)
Site Code: 2204600019
Count Date: Feb 15, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Nevets Rd runs E/W

North Approach

	Out	In	Total
	0	0	0
	0	0	0
	0	**0**	**0**

Commerical Entrance

	0	0	0	0
	0	0	0	0
Totals	**0**	**0**	**0**	**0**

East Approach

	Out	In	Total
	1	4	5
	0	0	0
	1	**4**	**5**

Nevets Rd

		Totals
0	0	**0**
0	0	**0**
0	0	**0**
0	5	**5**

Peds: 0

Peds: 0

Peds: 0

Peds: 0

Nevets Rd

Totals		
0	0	0
0	0	0
0	0	0
1	1	0

West Approach

	Out	In	Total
	5	4	9
	0	0	0
	5	**4**	**9**

Totals	**4**	**0**	**4**	**0**
	4	0	4	0
	0	0	0	0

5 Nevets Rd (Dymon Self-Storage)

South Approach

	Out	In	Total
	8	6	14
	0	0	0
	8	**6**	**14**

- Cars

- Trucks

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Nevets Rd & 5 Nevets Rd (Dymon Self-Storage)
Site Code: 2204600019
Count Date: Feb 15, 2022
Period: 16:00 - 18:00

Peak Hour Data (16:00 - 17:00)

Start Time	North Approach Commerical Entrance						South Approach 5 Nevets Rd (Dymon Self-Storage)						East Approach Nevets Rd						West Approach Nevets Rd						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
16:00	0	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	1	0	0	3	0	0	3	6
16:15	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	1	0	2	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	5
16:45	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**5**	**0**	**0**	**5**	**14**
Approach %	0	0	0	0		-	50	0	50	0		-	100	0	0	0		-	0	0	100	0		-	
Totals %	0	0	0	0		0	28.6	0	28.6	0		57.1	7.1	0	0	0		7.1	0	0	35.7	0		35.7	
PHF	**0**	**0**	**0**	**0**		**0**	**0.5**	**0**	**0.5**	**0**		**0.67**	**0.25**	**0**	**0**	**0**		**0.25**	**0**	**0**	**0.42**	**0**		**0.42**	**0.58**
Cars	0	0	0	0		0	4	0	4	0		8	1	0	0	0		1	0	0	5	0		5	14
% Cars	0	0	0	0		0	100	0	100	0		100	100	0	0	0		100	0	0	100	0		100	100
Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Diagram

Specified Period		One Hour Peak	
From:	07:00:00	From:	08:00:00
To:	09:00:00	To:	09:00:00

Intersection: Airport Rd & 5 Nevets Rd (Dymon Self-Storage)
Site Code: 2204600020
Count Date: Feb 15, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Airport Rd runs N/S

North Approach

	Out	In	Total
Cars	0	1	1
Trucks	0	0	0
	0	**1**	**1**

Airport Rd

Trucks	0	0	0
Cars	0	0	0
Totals	**0**	**0**	**0**

Peds: 0

Peds: 0

Peds: 0

East Approach

	Out	In	Total
Cars	1	2	3
Trucks	0	0	0
	1	**2**	**3**

5 Nevets Rd (Dymon Self-Storage)

	Totals	Cars	Trucks
	0	0	0
	1	1	0
	0	0	0

South Approach

	Out	In	Total
Cars	2	0	2
Trucks	0	0	0
	2	**0**	**2**

Totals	**0**	**2**	**0**
Cars	0	2	0
Trucks	0	0	0

Airport Rd

Cars - Cars

Trucks - Trucks

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Airport Rd & 5 Nevets Rd (Dymon Self-Storage)
Site Code: 2204600020
Count Date: Feb 15, 2022
Period: 07:00 - 09:00

Peak Hour Data (08:00 - 09:00)

Start Time	North Approach Airport Rd						South Approach Airport Rd						East Approach 5 Nevets Rd (Dymon Self-Storage)						West Approach						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
08:00	0	0		0	0	0		0	0	0	0	0	0		0	0	0	0					0		0
08:15	0	0		0	0	0		0	1	0	0	1	0		0	0	0	0					0		1
08:30	0	0		0	0	0		0	0	0	0	0	0		0	0	0	0					0		0
08:45	0	0		0	0	0		0	1	0	0	1	0		1	0	0	1					0		2
Grand Total	**0**	**0**		**0**	**0**	**0**		**0**	**2**	**0**	**0**	**2**	**0**		**1**	**0**	**0**	**1**					**0**	**0**	**3**
Approach %	0	0		0		-		0	100	0		-	0		100	0		-						-	
Totals %	0	0		0		0		0	66.7	0		66.7	0		33.3	0		33.3						0	
PHF	**0**	**0**		**0**		**0**		**0**	**0.5**	**0**		**0.5**	**0**		**0.25**	**0**		**0.25**						**0**	**0.38**
Cars	0	0		0		0		0	2	0		2	0		1	0		1						0	3
% Cars	0	0		0		0		0	100	0		100	0		100	0		100						0	100
Trucks	0	0		0		0		0	0	0		0	0		0	0		0						0	0
% Trucks	0	0		0		0		0	0	0		0	0		0	0		0						0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Diagram

Specified Period		One Hour Peak	
From:	16:00:00	From:	16:00:00
To:	18:00:00	To:	17:00:00

Intersection: Airport Rd & 5 Nevets Rd (Dymon Self-Storage)
Site Code: 2204600020
Count Date: Feb 15, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Airport Rd runs N/S

North Approach

	Out	In	Total
	0	0	0
	0	0	0
	0	**0**	**0**

Airport Rd

	0	0	0
	0	0	0
Totals	**0**	**0**	**0**

Peds: 0

Peds: 0

Peds: 0

East Approach

	Out	In	Total
	0	3	3
	0	0	0
	0	**3**	**3**

5 Nevets Rd (Dymon Self-Storage)

Totals		
0	0	0
0	0	0
0	0	0

Airport Rd

Totals	**0**	**3**	**0**
	0	3	0
	0	0	0

South Approach

	Out	In	Total
	3	0	3
	0	0	0
	3	**0**	**3**

- Cars

- Trucks

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Airport Rd & 5 Nevets Rd (Dymon Self-Storage)
Site Code: 2204600020
Count Date: Feb 15, 2022
Period: 16:00 - 18:00

Peak Hour Data (16:00 - 17:00)

Start Time	North Approach Airport Rd						South Approach Airport Rd						East Approach 5 Nevets Rd (Dymon Self-Storage)						West Approach						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
16:00	0	0		0	0	0		0	2	0	0	2	0		0	0	0	0					0		2
16:15	0	0		0	0	0		0	0	0	0	0	0		0	0	0	0					0		0
16:30	0	0		0	0	0		0	0	0	0	0	0		0	0	0	0					0		0
16:45	0	0		0	0	0		0	1	0	0	1	0		0	0	0	0					0		1
Grand Total	**0**	**0**		**0**	**0**	**0**		**0**	**3**	**0**	**0**	**3**	**0**		**0**	**0**	**0**	**0**					**0**	**0**	**3**
Approach %	0	0		0		-		0	100	0		-	0		0	0		-						-	
Totals %	0	0		0		0		0	100	0		100	0		0	0		0						0	
PHF	**0**	**0**		**0**		**0**		**0**	**0.38**	**0**		**0.38**	**0**		**0**	**0**		**0**						**0**	**0.38**
Cars	0	0		0		0		0	3	0		3	0		0	0		0						0	3
% Cars	0	0		0		0		0	100	0		100	0		0	0		0						0	100
Trucks	0	0		0		0		0	0	0		0	0		0	0		0						0	0
% Trucks	0	0		0		0		0	0	0		0	0		0	0		0						0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Peak Hour Diagram

Specified Period
From: 11:00:00
To: 14:00:00

One Hour Peak
From: 12:15:00
To: 13:15:00

Intersection: Nevets Rd & 5 Nevets Rd (Dymon Self-Storage)
Site Code: 2204600021
Count Date: Feb 12, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Nevets Rd runs E/W

North Approach

	Out	In	Total
Cars	0	0	0
Trucks	0	0	0
	0	**0**	**0**

Commerical Entrance

Trucks	0	0	0	0
Cars	0	0	0	0
Totals	**0**	**0**	**0**	**0**

East Approach

	Out	In	Total
Cars	4	2	6
Trucks	0	0	0
	4	**2**	**6**

Nevets Rd

		Totals
0	0	**0**
0	0	**0**
0	0	**0**
0	10	**10**

Peds: 0

Peds: 0

Peds: 0

Nevets Rd

Totals		
0	0	0
0	0	0
0	0	0
4	4	0

West Approach

	Out	In	Total
Cars	10	9	19
Trucks	0	0	0
	10	**9**	**19**

5 Nevets Rd (Dymon Self-Storage)

Totals	**9**	**0**	**2**	**0**
Cars	9	0	2	0
Trucks	0	0	0	0

South Approach

	Out	In	Total
Cars	11	14	25
Trucks	0	0	0
	11	**14**	**25**

Cars - Trucks

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Nevets Rd & 5 Nevets Rd (Dymon Self-Storage)
Site Code: 2204600021
Count Date: Feb 12, 2022
Period: 11:00 - 14:00

Peak Hour Data (12:15 - 13:15)

Start Time	North Approach Commerical Entrance						South Approach 5 Nevets Rd (Dymon Self-Storage)						East Approach Nevets Rd						West Approach Nevets Rd						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
12:15	0	0	0	0	0	0	1	0	2	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
12:30	0	0	0	0	0	0	1	0	0	0	0	1	2	0	0	0	0	2	0	0	3	0	0	3	6
12:45	0	0	0	0	0	0	4	0	0	0	0	4	2	0	0	0	0	2	0	0	5	0	0	5	11
13:00	0	0	0	0	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
Grand Total	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**2**	**0**	**0**	**11**	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**10**	**0**	**0**	**10**	**25**
Approach %	0	0	0	0		-	81.8	0	18.2	0		-	100	0	0	0		-	0	0	100	0		-	
Totals %	0	0	0	0		0	36	0	8	0		44	16	0	0	0		16	0	0	40	0		40	
PHF	**0**	**0**	**0**	**0**		**0**	**0.56**	**0**	**0.25**	**0**		**0.69**	**0.5**	**0**	**0**	**0**		**0.5**	**0**	**0**	**0.5**	**0**		**0.5**	**0.57**
Cars	0	0	0	0		0	9	0	2	0		11	4	0	0	0		4	0	0	10	0		10	25
% Cars	0	0	0	0		0	100	0	100	0		100	100	0	0	0		100	0	0	100	0		100	100
Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Peak Hour Diagram

Specified Period
From: 11:00:00
To: 14:00:00

One Hour Peak
From: 11:45:00
To: 12:45:00

Intersection: Airport Rd & 5 Nevets Rd (Dymon Self-Storage)
Site Code: 2204600022
Count Date: Feb 12, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Airport Rd runs N/S

North Approach

	Out	In	Total
Cars	0	2	2
Trucks	0	0	0
	0	**2**	**2**

Airport Rd

Trucks	0	0	0
Cars	0	0	0
Totals	**0**	**0**	**0**

Peds: 0

Peds: 0

Peds: 0

East Approach

	Out	In	Total
Cars	2	4	6
Trucks	0	0	0
	2	**4**	**6**

5 Nevets Rd (Dymon Self-Storage)

Totals		
0	0	0
2	2	0
0	0	0

South Approach

	Out	In	Total
Cars	4	0	4
Trucks	0	0	0
	4	**0**	**4**

Airport Rd

Totals	**0**	**4**	**0**
Cars	0	4	0
Trucks	0	0	0

Cars - Cars

Trucks - Trucks

Comments

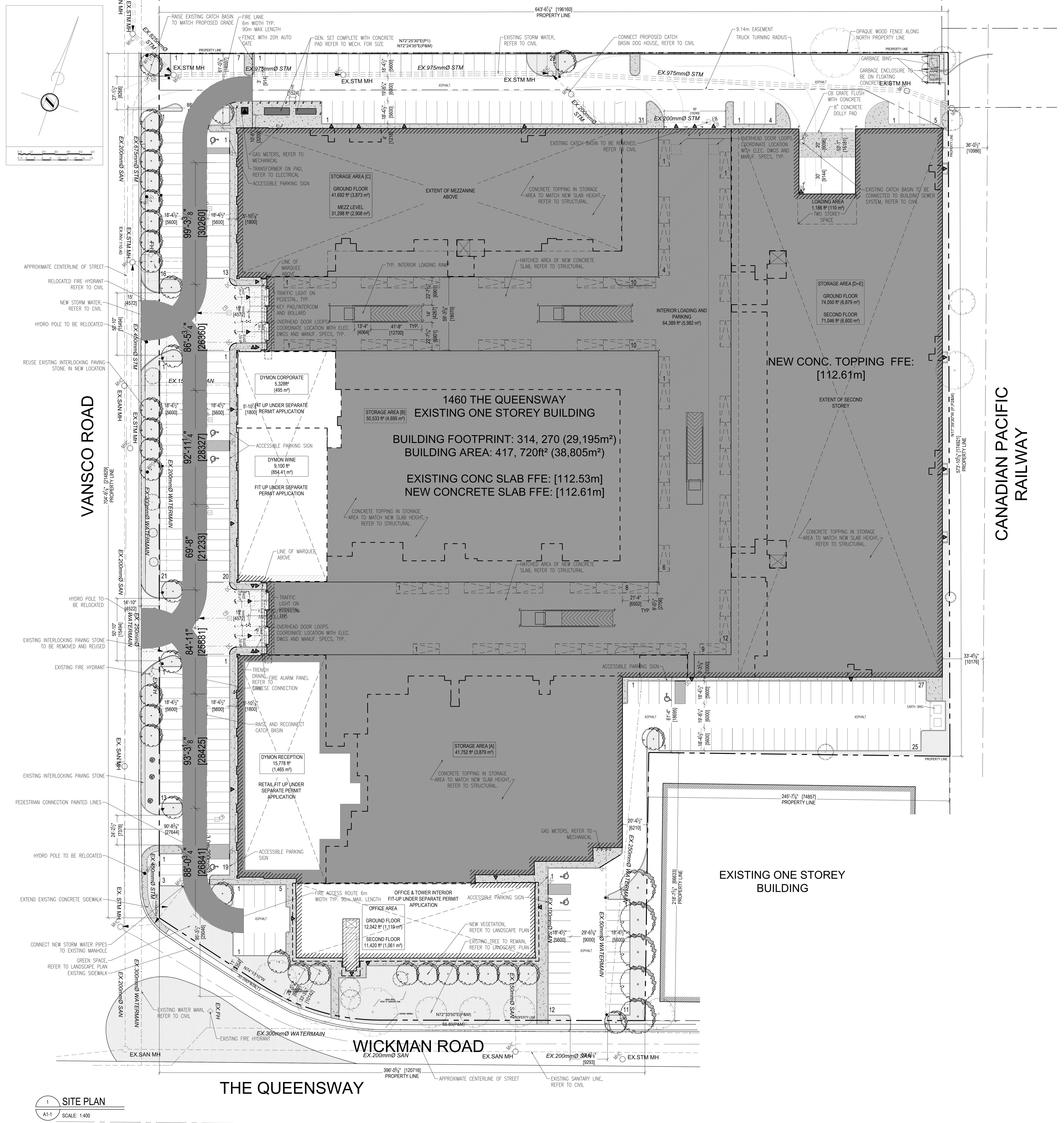
Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Airport Rd & 5 Nevets Rd (Dymon Self-Storage)
Site Code: 2204600022
Count Date: Feb 12, 2022
Period: 11:00 - 14:00

Peak Hour Data (11:45 - 12:45)

Start Time	North Approach Airport Rd						South Approach Airport Rd						East Approach 5 Nevets Rd (Dymon Self-Storage)						West Approach						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
11:45	0	0		0	0	0		0	1	0	0	1	0		0	0	0	0					0		1
12:00	0	0		0	0	0		0	1	0	0	1	0		1	0	0	1					0		2
12:15	0	0		0	0	0		0	0	0	0	0	0		0	0	0	0					0		0
12:30	0	0		0	0	0		0	2	0	0	2	0		1	0	0	1					0		3
Grand Total	**0**	**0**		**0**	**0**	**0**		**0**	**4**	**0**	**0**	**4**	**0**		**2**	**0**	**0**	**2**					**0**	**0**	**6**
Approach %	0	0		0		-		0	100	0		-	0		100	0		-						-	
Totals %	0	0		0		0		0	66.7	0		66.7	0		33.3	0		33.3						0	
PHF	**0**	**0**		**0**		**0**		**0**	**0.5**	**0**		**0.5**	**0**		**0.5**	**0**		**0.5**						**0**	**0.5**
Cars	0	0		0		0		0	4	0		4	0		2	0		2						0	6
% Cars	0	0		0		0		0	100	0		100	0		100	0		100						0	100
Trucks	0	0		0		0		0	0	0		0	0		0	0		0						0	0
% Trucks	0	0		0		0		0	0	0		0	0		0	0		0						0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	



STATISTICS

LEGAL DESCRIPTION OF PROPERTY:

THE 41,719m² PROPERTY KNOWN MUNICIPALLY AS 1460 THE QUEENSWAY IS LOCATED AT THE NORTHEAST CORNER OF VANSCO ROAD AND THE QUEENSWAY IN THE CITY OF TORONTO (ETOBICOKE).

BOUNDARY INFORMATION FROM SURVEY BY: DAVID B. SEARLES SURVEYING LTD.

BUILDING FOOTPRINT (INCLUDING INTERIOR LOADING):	29,210 m² (314,411 ft²)
TOTAL SELF STORAGE	27,568 m² (371,860 ft²)
TOTAL RECEPTION	1,231 m² (13,212 ft²)
TOTAL OFFICE	2,192 m² (24,749 ft²)
TOTAL GFA	30,991 m² (397,956 ft²)

PARKING STATISTICS

REQUIRED		PROPOSED
CURRENT E1.0 ZONING	FORMER CITY OF ETOBICOKE BY-LAW	
206 SPACES	359 SPACES	266 EXT. SPACES 59 INT. SPACES 325 TOTAL
FOR A COMPLETE LIST OF THE PERFORMANCE STANDARDS FOR BOTH ZONING CATEGORIES PLEASE REFER TO THE TABLE IN APPENDIX A OF THE ASSOCIATED PLANNING RATIONALE REPORT.		

LEGEND

- ▩ PROPOSED BUILDING LOCATION
- ▨ EXISTING NEIGHBORING BUILDINGS
- □ LANDSCAPED AREA
- ▦ CONCRETE/ SIDEWALK
- ▨ BARRIER FREE PARKING CLEARANCE
- ▦ INTERLOCKING PAVING STONE (EXISTING TO REMAIN OR REUSE)
- — CURB
- DC DEPRESSED CURB
- ✿ NEW TREE/ VEGETATION (REFER TO LANDSCAPE PLAN FOR TYPE, SIZE AND LOCATION)
- ◌ EXISTING TREE (VEGETATION IS FOR REFERENCE ONLY, REFER TO LANDSCAPE PLAN)
- ♿ BARRIER FREE PARKING
- ⬚ INTERIOR PARKING
- ⊞ CATCH BASIN
- SIAMESE CONNECTION
- ▶ ENTRANCE/ EXIT LOCATION
- ▲ TRANSFORMER
- FENCE & GATE
- ○ MHC MAN HOLE COVER
- ● WP(H) WOOD POLE (HYDRO)
- FIRE HYDRANT
- ■ NLS (NEW LIGHT STANDARD, REFER TO ELECTRICAL)
- ● B NEW BOLLARD

BOUNDARY INFORMATION FROM SURVEY BY: DAVID B. SEARLES SURVEYING LTD. ONTARIO LAND SURVEYORS. 04 MAY 2016

1. Contractor must verify all job dimensions, all drawings, details, specifications and report any discrepancies to owners before proceeding with work.
2. All drawings and specifications are instruments of service and the property of the architects which must be returned at the completion of the work, and may not be reproduced without their written permission.

PAGE SIZE: ARCH E1 (30"x42")

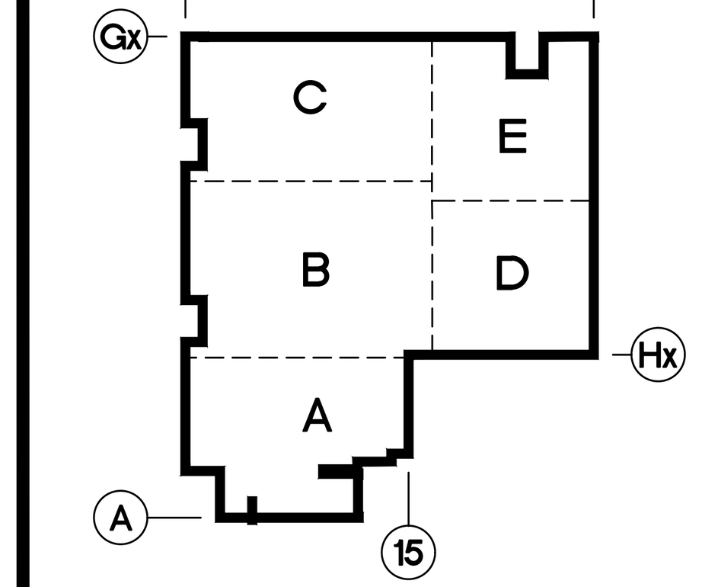
ref	description	date
16	ISSUED FOR PERMIT	2020 09 02
15	RE-ISSUED FOR CONSTRUCTION (IFC5)	2018 12 03
14	ISSUED FOR ZONING	2018 04 27
13	FOR COORDINATION	2018 04 26
12	REVISED FOR PERMIT	2018 03 07
11	RE-ISSUED FOR COORDINATION (IFC4)	2018 02 02
10	FOR COORDINATION	2017 01 16
9	FOR COORDINATION	2017 12 12
8	FOR COORDINATION	2017 10 11
7	FOR COORDINATION	2017 09 22
6	FOR COORDINATION	2017 08 23
5	FOR COORDINATION	2017 08 16
4	FOR COORDINATION	2017 08 08
3	FOR COORDINATION	2017 06 29
2	BLDG. STRUCT. & SHELL PERMIT	2017 06 20
1	FOR COORDINATION	2017 06 15

revisions

ONTARIO ASSOCIATION OF ARCHITECTS
NICHOLAS CARAGIANIS
LICENCE
3057

2020 09 02
ISSUED FOR PERMIT

key plan:



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e-mail:

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70 Valleywood Drive, Markham ON L3R 4T5
tel: (416) 987-6161 or (905) 940-6161 fax: (905) 940-2064
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project & location
DYMON CAPITAL CORP
1460 THE QUEENSWAY
TORONTO, ONTARIO

title of drawing
SITE PLAN

scale AS NOTED	*drawing* A1-1
date DEC 2016	
drawn by KL, DL	

2015.0035.01 DYM-ON-ETOBIQUEEN1460

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Diagram

Specified Period		One Hour Peak	
From:	07:00:00	From:	07:45:00
To:	09:00:00	To:	08:45:00

Intersection: Wickman Rd & Dymon Self-Storage
Site Code: 2204600023
Count Date: Feb 15, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Wickman Rd runs E/W

North Approach

	Out	In	Total
Cars	1	10	11
Trucks	0	0	0
	1	**10**	**11**

Dymon Self-Storage

Trucks	0	0	0
Cars	0	1	0
Totals	**0**	**1**	**0**

East Approach

	Out	In	Total
Cars	121	64	185
Trucks	0	1	1
	121	**65**	**186**

Wickman Rd

Trucks	Cars	Totals	
0	0	**0**	
0	7	**7**	
1	63	**64**	

Peds: 0

Peds: 0

Peds: 0

Peds: 0

Wickman Rd

Totals	Cars	Trucks
0	0	0
3	3	0
118	118	0

West Approach

	Out	In	Total
Cars	70	118	188
Trucks	1	0	1
	71	**118**	**189**

Cars - Cars

Trucks - Trucks

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Wickman Rd & Dymon Self-Storage
Site Code: 2204600023
Count Date: Feb 15, 2022
Period: 07:00 - 09:00

Peak Hour Data (07:45 - 08:45)

Start Time	North Approach Dymon Self-Storage						South Approach						East Approach Wickman Rd						West Approach Wickman Rd						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
07:45	0		0	0	0	0					0			25	0	0	0	25	3	17		0	0	20	45
08:00	0		0	0	0	0					0			18	0	0	0	18	0	12		0	0	12	30
08:15	1		0	0	0	1					0			35	1	0	0	36	1	18		0	0	19	56
08:30	0		0	0	0	0					0			40	2	0	0	42	3	17		0	0	20	62
Grand Total	**1**		**0**	**0**	**0**	**1**					**0**	**0**		**118**	**3**	**0**	**0**	**121**	**7**	**64**		**0**	**0**	**71**	**193**
Approach %	100		0	0		-						-		97.5	2.5	0		-	9.9	90.1		0		-	
Totals %	0.5		0	0		0.5						0		61.1	1.6	0		62.7	3.6	33.2		0		36.8	
PHF	**0.25**		**0**	**0**		**0.25**						**0**		**0.74**	**0.38**	**0**		**0.72**	**0.58**	**0.89**		**0**		**0.89**	**0.78**
Cars	1		0	0		1						0		118	3	0		121	7	63		0		70	192
% Cars	100		0	0		100						0		100	100	0		100	100	98.4		0		98.6	99.5
Trucks	0		0	0		0						0		0	0	0		0	0	1		0		1	1
% Trucks	0		0	0		0						0		0	0	0		0	0	1.6		0		1.4	0.5
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Peak Hour Diagram

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Specified Period		One Hour Peak	
From:	16:00:00	From:	16:15:00
To:	18:00:00	To:	17:15:00

Intersection: Wickman Rd & Dymon Self-Storage
Site Code: 2204600023
Count Date: Feb 15, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Wickman Rd runs E/W

North Approach

	Out	In	Total
Cars	5	0	5
Trucks	0	0	0
	5	**0**	**5**

Dymon Self-Storage

Trucks	0	0	0
Cars	3	2	0
Totals	**3**	**2**	**0**

East Approach

	Out	In	Total
Cars	145	126	271
Trucks	0	0	0
	145	**126**	**271**

Wickman Rd

		Totals
0	0	**0**
0	0	**0**
0	124	**124**

Peds: 4

Peds: 0

Peds: 0

Peds: 0

Wickman Rd

Totals		
0	0	0
0	0	0
145	145	0

West Approach

	Out	In	Total
Cars	124	148	272
Trucks	0	0	0
	124	**148**	**272**

- Cars

- Trucks

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Wickman Rd & Dymon Self-Storage
Site Code: 2204600023
Count Date: Feb 15, 2022
Period: 16:00 - 18:00

Peak Hour Data (16:15 - 17:15)

Start Time	North Approach Dymon Self-Storage						South Approach						East Approach Wickman Rd						West Approach Wickman Rd						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
16:15	0		0	0	0	0					0			42	0	0	0	42	0	30		0	0	30	72
16:30	2		1	0	0	3					0			38	0	0	0	38	0	35		0	0	35	76
16:45	0		0	0	4	0					0			33	0	0	0	33	0	25		0	0	25	58
17:00	0		2	0	0	2					0			32	0	0	0	32	0	34		0	0	34	68
Grand Total	**2**		**3**	**0**	**4**	**5**					**0**	**0**		**145**	**0**	**0**	**0**	**145**	**0**	**124**		**0**	**0**	**124**	**274**
Approach %	40		60	0		-						-		100	0	0		-	0	100		0		-	
Totals %	0.7		1.1	0		1.8						0		52.9	0	0		52.9	0	45.3		0		45.3	
PHF	**0.25**		**0.38**	**0**		**0.42**						**0**		**0.86**	**0**	**0**		**0.86**	**0**	**0.89**		**0**		**0.89**	**0.9**
Cars	2		3	0		5						0		145	0	0		145	0	124		0		124	274
% Cars	100		100	0		100						0		100	0	0		100	0	100		0		100	100
Trucks	0		0	0		0						0		0	0	0		0	0	0		0		0	0
% Trucks	0		0	0		0						0		0	0	0		0	0	0		0		0	0
Peds					4	-					0	-					0	-					0	-	4
% Peds					100	-					0	-					0	-					0	-	

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Diagram

Specified Period		One Hour Peak	
From:	07:00:00	From:	08:00:00
To:	09:00:00	To:	09:00:00

Intersection: Vansco Rd & Dymon Self-Storage (south driveway)
Site Code: 2204600024
Count Date: Feb 15, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Vansco Rd runs N/S

North Approach

	Out	In	Total
Cars	1	1	2
Trucks	0	0	0
	1	**1**	**2**

Vansco Rd

Trucks	0	0	0
Cars	0	1	0
Totals	**0**	**1**	**0**

Peds: 0

Peds: 0

Peds: 0

Totals	**0**	**10**	**0**
Cars	0	10	0
Trucks	0	0	0

Vansco Rd

East Approach

	Out	In	Total
Cars	1	11	12
Trucks	0	0	0
	1	**11**	**12**

Dymon Self-Storage (south driveway)

Totals	Cars	Trucks
0	0	0
1	1	0
0	0	0

South Approach

	Out	In	Total
Cars	10	0	10
Trucks	0	0	0
	10	**0**	**10**

Cars - Cars

Trucks - Trucks

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Vansco Rd & Dymon Self-Storage (south driveway)
Site Code: 2204600024
Count Date: Feb 15, 2022
Period: 07:00 - 09:00

Peak Hour Data (08:00 - 09:00)

Start Time	North Approach Vansco Rd						South Approach Vansco Rd						East Approach Dymon Self-Storage (south driveway)						West Approach						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
08:00	0	0		0	0	0		0	4	0	0	4	0		0	0	0	0					0		4
08:15	0	0		0	0	0		0	4	0	0	4	0		1	0	0	1					0		5
08:30	1	0		0	0	1		0	1	0	0	1	0		0	0	0	0					0		2
08:45	0	0		0	0	0		0	1	0	0	1	0		0	0	0	0					0		1
Grand Total	**1**	**0**		**0**	**0**	**1**		**0**	**10**	**0**	**0**	**10**	**0**		**1**	**0**	**0**	**1**					**0**	**0**	**12**
Approach %	100	0		0		-		0	100	0		-	0		100	0		-						-	
Totals %	8.3	0		0		8.3		0	83.3	0		83.3	0		8.3	0		8.3						0	
PHF	**0.25**	**0**		**0**		**0.25**		**0**	**0.63**	**0**		**0.63**	**0**		**0.25**	**0**		**0.25**						**0**	**0.6**
Cars	1	0		0		1		0	10	0		10	0		1	0		1						0	12
% Cars	100	0		0		100		0	100	0		100	0		100	0		100						0	100
Trucks	0	0		0		0		0	0	0		0	0		0	0		0						0	0
% Trucks	0	0		0		0		0	0	0		0	0		0	0		0						0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Ontario Traffic Inc.
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Peak Hour Diagram

Specified Period		One Hour Peak	
From:	16:00:00	From:	16:45:00
To:	18:00:00	To:	17:45:00

Intersection: Vansco Rd & Dymon Self-Storage (south driveway)
Site Code: 2204600024
Count Date: Feb 15, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Vansco Rd runs N/S

North Approach

	Out	In	Total
	0	0	0
	0	0	0
	0	**0**	**0**

Vansco Rd

	0	0	0
	0	0	0
Totals	**0**	**0**	**0**

Peds: 0

Peds: 0

Peds: 0

Totals	**0**	**2**	**0**
	0	2	0
	0	0	0

Vansco Rd

East Approach

	Out	In	Total
	0	2	2
	0	0	0
	0	**2**	**2**

Dymon Self-Storage (south driveway)

Totals		
0	0	0
0	0	0
0	0	0

South Approach

	Out	In	Total
	2	0	2
	0	0	0
	2	**0**	**2**

- Cars

- Trucks

Comments

Ontario Traffic Inc.
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Peak Hour Summary

Intersection: Vansco Rd & Dymon Self-Storage (south driveway)
Site Code: 2204600024
Count Date: Feb 15, 2022
Period: 16:00 - 18:00

Peak Hour Data (16:45 - 17:45)

Start Time	North Approach Vansco Rd						South Approach Vansco Rd						East Approach Dymon Self-Storage (south driveway)						West Approach						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
16:45	0	0		0	0	0		0	0	0	0	0	0		0	0	0	0					0		0
17:00	0	0		0	0	0		0	0	0	0	0	0		0	0	0	0					0		0
17:15	0	0		0	0	0		0	0	0	0	0	0		0	0	0	0					0		0
17:30	0	0		0	0	0		0	2	0	0	2	0		0	0	0	0					0		2
Grand Total	**0**	**0**		**0**	**0**	**0**		**0**	**2**	**0**	**0**	**2**	**0**		**0**	**0**	**0**	**0**					**0**	**0**	**2**
Approach %	0	0		0		-		0	100	0		-	0		0	0		-						-	
Totals %	0	0		0		0		0	100	0		100	0		0	0		0						0	
PHF	**0**	**0**		**0**		**0**		**0**	**0.25**	**0**		**0.25**	**0**		**0**	**0**		**0**						**0**	**0.25**
Cars	0	0		0		0		0	2	0		2	0		0	0		0						0	2
% Cars	0	0		0		0		0	100	0		100	0		0	0		0						0	100
Trucks	0	0		0		0		0	0	0		0	0		0	0		0						0	0
% Trucks	0	0		0		0		0	0	0		0	0		0	0		0						0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Peak Hour Diagram

Specified Period
From: 07:00:00
To: 09:00:00

One Hour Peak
From: 07:45:00
To: 08:45:00

Intersection: Vansco Rd & Dymon Self-Storage (middle driveway 1)
Site Code: 2204600025
Count Date: Feb 15, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Vansco Rd runs N/S

North Approach

	Out	In	Total
Cars	4	1	5
Trucks	0	0	0
	4	**1**	**5**

Vansco Rd

Trucks	0	0	0	0
Cars	0	0	4	0
Totals	**0**	**0**	**4**	**0**

Peds: 0

Peds: 0

Peds: 0

East Approach

	Out	In	Total
Cars	3	13	16
Trucks	0	0	0
	3	**13**	**16**

Commerical Entrance

		Totals
0	0	**0**
0	0	**0**
0	0	**0**
0	0	**0**

Dymon Self-Storage (middle driveway 1)

Totals		
0	0	0
1	1	0
0	0	0
2	2	0

West Approach

	Out	In	Total
Cars	0	0	0
Trucks	0	0	0
	0	**0**	**0**

Vansco Rd

Totals	**0**	**0**	**9**	**0**
Cars	0	0	9	0
Trucks	0	0	0	0

South Approach

	Out	In	Total
Cars	9	2	11
Trucks	0	0	0
	9	**2**	**11**

Cars - Cars

Trucks - Trucks

Comments

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Peak Hour Summary

Intersection: Vansco Rd & Dymon Self-Storage (middle driveway 1)
Site Code: 2204600025
Count Date: Feb 15, 2022
Period: 07:00 - 09:00

Peak Hour Data (07:45 - 08:45)

Start Time	North Approach Vansco Rd						South Approach Vansco Rd						East Approach Dymon Self-Storage (middle driveway 1)						West Approach Commerical Entrance						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
07:45	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
08:00	1	0	0	0	0	1	0	0	2	0	0	2	1	0	1	0	0	2	0	0	0	0	0	0	5
08:15	2	0	0	0	0	2	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5
08:30	1	0	0	0	0	1	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
Grand Total	**4**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**9**	**0**	**0**	**9**	**2**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**16**
Approach %	100	0	0	0		-	0	0	100	0		-	66.7	0	33.3	0		-	0	0	0	0		-	
Totals %	25	0	0	0		25	0	0	56.3	0		56.3	12.5	0	6.3	0		18.8	0	0	0	0		0	
PHF	**0.5**	**0**	**0**	**0**		**0.5**	**0**	**0**	**0.75**	**0**		**0.75**	**0.5**	**0**	**0.25**	**0**		**0.38**	**0**	**0**	**0**	**0**		**0**	**0.8**
Cars	4	0	0	0		4	0	0	9	0		9	2	0	1	0		3	0	0	0	0		0	16
% Cars	100	0	0	0		100	0	0	100	0		100	100	0	100	0		100	0	0	0	0		0	100
Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

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Peak Hour Diagram

Specified Period		One Hour Peak	
From:	16:00:00	From:	16:00:00
To:	18:00:00	To:	17:00:00

Intersection: Vansco Rd & Dymon Self-Storage (middle driveway 1)
Site Code: 2204600025
Count Date: Feb 15, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Vansco Rd runs N/S

North Approach

	Out	In	Total
Cars	5	1	6
Trucks	0	0	0
	5	**1**	**6**

Vansco Rd

Trucks	0	0	0	0
Cars	0	0	5	0
Totals	**0**	**0**	**5**	**0**

East Approach

	Out	In	Total
Cars	3	11	14
Trucks	0	0	0
	3	**11**	**14**

Commerical Entrance

		Totals
0	0	**0**
0	0	**0**
0	0	**0**
0	0	**0**

Peds: 0

Peds: 0

Peds: 0

Dymon Self-Storage (middle driveway 1)

Totals		
0	0	0
1	1	0
0	0	0
2	2	0

West Approach

	Out	In	Total
Cars	0	0	0
Trucks	0	0	0
	0	**0**	**0**

Vansco Rd

Totals	**0**	**0**	**6**	**0**
Cars	0	0	6	0
Trucks	0	0	0	0

South Approach

	Out	In	Total
Cars	6	2	8
Trucks	0	0	0
	6	**2**	**8**

Cars - Cars

Trucks - Trucks

Comments

Ontario Traffic Inc.
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Peak Hour Summary

Intersection: Vansco Rd & Dymon Self-Storage (middle driveway 1)
Site Code: 2204600025
Count Date: Feb 15, 2022
Period: 16:00 - 18:00

Peak Hour Data (16:00 - 17:00)

Start Time	North Approach Vansco Rd						South Approach Vansco Rd						East Approach Dymon Self-Storage (middle driveway 1)						West Approach Commerical Entrance						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
16:00	1	0	0	0	0	1	0	0	2	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	4
16:15	1	0	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
16:30	1	0	0	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
16:45	2	0	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	4
Grand Total	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**6**	**0**	**0**	**6**	**2**	**0**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**14**
Approach %	100	0	0	0		-	0	0	100	0		-	66.7	0	33.3	0		-	0	0	0	0		-	
Totals %	35.7	0	0	0		35.7	0	0	42.9	0		42.9	14.3	0	7.1	0		21.4	0	0	0	0		0	
PHF	**0.63**	**0**	**0**	**0**		**0.63**	**0**	**0**	**0.75**	**0**		**0.75**	**0.25**	**0**	**0.25**	**0**		**0.38**	**0**	**0**	**0**	**0**		**0**	**0.88**
Cars	5	0	0	0		5	0	0	6	0		6	2	0	1	0		3	0	0	0	0		0	14
% Cars	100	0	0	0		100	0	0	100	0		100	100	0	100	0		100	0	0	0	0		0	100
Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Peak Hour Diagram

Specified Period
From: 07:00:00
To: 09:00:00

One Hour Peak
From: 08:00:00
To: 09:00:00

Intersection: Vansco Rd & Dymon Self-Storage (middle driveway 2)
Site Code: 2204600026
Count Date: Feb 15, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Vansco Rd runs N/S

North Approach

	Out	In	Total
Cars	0	1	1
Trucks	0	0	0
	0	**1**	**1**

Vansco Rd

Trucks	0	0	0	0
Cars	0	0	0	0
Totals	**0**	**0**	**0**	**0**

Peds: 0

Peds: 0

Peds: 0

East Approach

	Out	In	Total
Cars	2	6	8
Trucks	0	0	0
	2	**6**	**8**

Commerical Entrance

		Totals
0	0	**0**
0	0	**0**
0	0	**0**
0	0	**0**

Dymon Self-Storage (middle driveway 2)

Totals		
0	0	0
1	1	0
0	0	0
1	1	0

West Approach

	Out	In	Total
Cars	0	0	0
Trucks	0	0	0
	0	**0**	**0**

Vansco Rd

Totals	**0**	**0**	**6**	**0**
Cars	0	0	6	0
Trucks	0	0	0	0

South Approach

	Out	In	Total
Cars	6	1	7
Trucks	0	0	0
	6	**1**	**7**

Cars - Cars

Trucks - Trucks

Comments

Ontario Traffic Inc.
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Peak Hour Summary

Intersection: Vansco Rd & Dymon Self-Storage (middle driveway 2)
Site Code: 2204600026
Count Date: Feb 15, 2022
Period: 07:00 - 09:00

Peak Hour Data (08:00 - 09:00)

Start Time	North Approach Vansco Rd						South Approach Vansco Rd						East Approach Dymon Self-Storage (middle driveway 2)						West Approach Commerical Entrance						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
08:00	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
08:15	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	3	0	0	3	0	0	1	0	0	1	0	0	0	0	0	0	4
Grand Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**6**	**1**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**8**
Approach %	0	0	0	0		-	0	0	100	0		-	50	0	50	0		-	0	0	0	0		-	
Totals %	0	0	0	0		0	0	0	75	0		75	12.5	0	12.5	0		25	0	0	0	0		0	
PHF	**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0.5**	**0**		**0.5**	**0.25**	**0**	**0.25**	**0**		**0.5**	**0**	**0**	**0**	**0**		**0**	**0.5**
Cars	0	0	0	0		0	0	0	6	0		6	1	0	1	0		2	0	0	0	0		0	8
% Cars	0	0	0	0		0	0	0	100	0		100	100	0	100	0		100	0	0	0	0		0	100
Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Peak Hour Diagram

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

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

Intersection: Vansco Rd & Dymon Self-Storage (middle driveway 2)
Site Code: 2204600026
Count Date: Feb 15, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Vansco Rd runs N/S

North Approach

	Out	In	Total
Cars	0	1	1
Trucks	0	0	0
	0	**1**	**1**

Vansco Rd

Trucks	0	0	0	0
Cars	0	0	0	0
Totals	**0**	**0**	**0**	**0**

Peds: 0

East Approach

	Out	In	Total
Cars	4	1	5
Trucks	0	0	0
	4	**1**	**5**

Commerical Entrance

		Totals
0	0	**0**
0	0	**0**
0	0	**0**
0	0	**0**

Peds: 0

Peds: 0

Dymon Self-Storage (middle driveway 2)

	Totals		
	0	0	0
	1	1	0
	0	0	0
	3	3	0

Peds: 0

West Approach

	Out	In	Total
Cars	0	0	0
Trucks	0	0	0
	0	**0**	**0**

Totals	**0**	**0**	**1**	**0**
Cars	0	0	1	0
Trucks	0	0	0	0

Vansco Rd

South Approach

	Out	In	Total
Cars	1	3	4
Trucks	0	0	0
	1	**3**	**4**

Cars - Cars

Trucks - Trucks

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Vansco Rd & Dymon Self-Storage (middle driveway 2)
Site Code: 2204600026
Count Date: Feb 15, 2022
Period: 16:00 - 18:00

Peak Hour Data (16:00 - 17:00)

Start Time	North Approach Vansco Rd						South Approach Vansco Rd						East Approach Dymon Self-Storage (middle driveway 2)						West Approach Commerical Entrance						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
16:00	0	0	0	0	0	0	0	0	1	0	0	1	3	0	1	0	0	4	0	0	0	0	0	0	5
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**3**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
Approach %	0	0	0	0		-	0	0	100	0		-	75	0	25	0		-	0	0	0	0		-	
Totals %	0	0	0	0		0	0	0	20	0		20	60	0	20	0		80	0	0	0	0		0	
PHF	**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0.25**	**0**		**0.25**	**0.25**	**0**	**0.25**	**0**		**0.25**	**0**	**0**	**0**	**0**		**0**	**0.25**
Cars	0	0	0	0		0	0	0	1	0		1	3	0	1	0		4	0	0	0	0		0	5
% Cars	0	0	0	0		0	0	0	100	0		100	100	0	100	0		100	0	0	0	0		0	100
Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

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Peak Hour Diagram

Specified Period		One Hour Peak	
From:	07:00:00	From:	08:00:00
To:	09:00:00	To:	09:00:00

Intersection: Vansco Rd & Dymon Self-Storage (north driveway)
Site Code: 2204600027
Count Date: Feb 15, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Vansco Rd runs N/S

North Approach

	Out	In	Total
Cars	2	3	5
Trucks	0	0	0
	2	**3**	**5**

Vansco Rd

Trucks	0	0	0	0
Cars	0	0	2	0
Totals	**0**	**0**	**2**	**0**

Peds: 0

East Approach

	Out	In	Total
Cars	12	2	14
Trucks	0	0	0
	12	**2**	**14**

Commerical Entrance

		Totals
0	0	**0**
0	0	**0**
0	0	**0**
0	0	**0**

Peds: 0

Peds: 0

Dymon Self-Storage (north driveway)

Totals		
0	0	0
3	3	0
0	0	0
9	9	0

Peds: 0

West Approach

	Out	In	Total
Cars	0	0	0
Trucks	0	0	0
	0	**0**	**0**

Totals	**0**	**0**	**0**	**0**
Cars	0	0	0	0
Trucks	0	0	0	0

Vansco Rd

South Approach

	Out	In	Total
Cars	0	9	9
Trucks	0	0	0
	0	**9**	**9**

Cars - Cars

Trucks - Trucks

Comments

Ontario Traffic Inc.
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Peak Hour Summary

Intersection: Vansco Rd & Dymon Self-Storage (north driveway)
Site Code: 2204600027
Count Date: Feb 15, 2022
Period: 07:00 - 09:00

Peak Hour Data (08:00 - 09:00)

Start Time	North Approach Vansco Rd						South Approach Vansco Rd						East Approach Dymon Self-Storage (north driveway)						West Approach Commerical Entrance						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
08:00	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	2
08:15	1	0	0	0	0	1	0	0	0	0	0	0	2	0	1	0	0	3	0	0	0	0	0	0	4
08:30	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	5	0	0	0	0	0	0	5
08:45	1	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	3
Grand Total	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**9**	**0**	**3**	**0**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**14**
Approach %	100	0	0	0		-	0	0	0	0		-	75	0	25	0		-	0	0	0	0		-	
Totals %	14.3	0	0	0		14.3	0	0	0	0		0	64.3	0	21.4	0		85.7	0	0	0	0		0	
PHF	**0.5**	**0**	**0**	**0**		**0.5**	**0**	**0**	**0**	**0**		**0**	**0.75**	**0**	**0.38**	**0**		**0.6**	**0**	**0**	**0**	**0**		**0**	**0.7**
Cars	2	0	0	0		2	0	0	0	0		0	9	0	3	0		12	0	0	0	0		0	14
% Cars	100	0	0	0		100	0	0	0	0		0	100	0	100	0		100	0	0	0	0		0	100
Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Peak Hour Diagram

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

One Hour Peak
From: 16:30:00
To: 17:30:00

Intersection: Vansco Rd & Dymon Self-Storage (north driveway)
Site Code: 2204600027
Count Date: Feb 15, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Vansco Rd runs N/S

North Approach

	Out	In	Total
Cars	0	3	3
Trucks	0	0	0
	0	**3**	**3**

Vansco Rd

Trucks	0	0	0	0
Cars	0	0	0	0
Totals	**0**	**0**	**0**	**0**

Peds: 0

Peds: 0

Peds: 0

East Approach

	Out	In	Total
Cars	16	0	16
Trucks	0	0	0
	16	**0**	**16**

Commerical Entrance

		Totals
0	0	**0**
0	0	**0**
0	0	**0**
0	0	**0**

Dymon Self-Storage (north driveway)

Totals		
0	0	0
3	3	0
0	0	0
13	13	0

West Approach

	Out	In	Total
Cars	0	0	0
Trucks	0	0	0
	0	**0**	**0**

Vansco Rd

Totals	**0**	**0**	**0**	**0**
Cars	0	0	0	0
Trucks	0	0	0	0

South Approach

	Out	In	Total
Cars	0	13	13
Trucks	0	0	0
	0	**13**	**13**

Cars - Cars

Trucks - Trucks

Comments

Ontario Traffic Inc.
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Peak Hour Summary

Intersection: Vansco Rd & Dymon Self-Storage (north driveway)
Site Code: 2204600027
Count Date: Feb 15, 2022
Period: 16:00 - 18:00

Peak Hour Data (16:30 - 17:30)

Start Time	North Approach Vansco Rd						South Approach Vansco Rd						East Approach Dymon Self-Storage (north driveway)						West Approach Commerical Entrance						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
16:30	0	0	0	0	0	0	0	0	0	0	0	0	4	0	1	0	0	5	0	0	0	0	0	0	5
16:45	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0	0	4
17:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	0	0	0	0	0	0	4
17:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	0	0	0	0	0	0	3
Grand Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**3**	**0**	**0**	**16**	**0**	**0**	**0**	**0**	**0**	**0**	**16**
Approach %	0	0	0	0		-	0	0	0	0		-	81.3	0	18.8	0		-	0	0	0	0		-	
Totals %	0	0	0	0		0	0	0	0	0		0	81.3	0	18.8	0		100	0	0	0	0		0	
PHF	**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**		**0**	**0.81**	**0**	**0.75**	**0**		**0.8**	**0**	**0**	**0**	**0**		**0**	**0.8**
Cars	0	0	0	0		0	0	0	0	0		0	13	0	3	0		16	0	0	0	0		0	16
% Cars	0	0	0	0		0	0	0	0	0		0	100	0	100	0		100	0	0	0	0		0	100
Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

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Peak Hour Diagram

Specified Period		One Hour Peak	
From:	11:00:00	From:	12:00:00
To:	14:00:00	To:	13:00:00

Intersection: Wickman Rd & Dymon Self-Storage
Site Code: 2204600028
Count Date: Feb 12, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Wickman Rd runs E/W

North Approach

	Out	In	Total
Cars	1	1	2
Trucks	0	0	0
	1	**1**	**2**

Dymon Self-Storage

Trucks	0	0	0
Cars	1	0	0
Totals	**1**	**0**	**0**

East Approach

	Out	In	Total
Cars	129	78	207
Trucks	0	0	0
	129	**78**	**207**

Wickman Rd

		Totals
0	0	**0**
0	1	**1**
0	78	**78**

Peds: 0

Peds: 0

Peds: 0

Peds: 0

Wickman Rd

Totals		
0	0	0
0	0	0
129	129	0

West Approach

	Out	In	Total
Cars	79	130	209
Trucks	0	0	0
	79	**130**	**209**

- Cars

- Trucks

Comments

Ontario Traffic Inc.
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Peak Hour Summary

Intersection: Wickman Rd & Dymon Self-Storage
Site Code: 2204600028
Count Date: Feb 12, 2022
Period: 11:00 - 14:00

Peak Hour Data (12:00 - 13:00)

Start Time	North Approach Dymon Self-Storage						South Approach						East Approach Wickman Rd						West Approach Wickman Rd						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
12:00	0		0	0	0	0					0			43	0	0	0	43	1	19		0	0	20	63
12:15	0		0	0	0	0					0			38	0	0	0	38	0	25		0	0	25	63
12:30	0		0	0	0	0					0			22	0	0	0	22	0	21		0	0	21	43
12:45	0		1	0	0	1					0			26	0	0	0	26	0	13		0	0	13	40
Grand Total	**0**		**1**	**0**	**0**	**1**					**0**	**0**		**129**	**0**	**0**	**0**	**129**	**1**	**78**		**0**	**0**	**79**	**209**
Approach %	0		100	0		-						-		100	0	0		-	1.3	98.7		0		-	
Totals %	0		0.5	0		0.5						0		61.7	0	0		61.7	0.5	37.3		0		37.8	
PHF	**0**		**0.25**	**0**		**0.25**						**0**		**0.75**	**0**	**0**		**0.75**	**0.25**	**0.78**		**0**		**0.79**	**0.83**
Cars	0		1	0		1						0		129	0	0		129	1	78		0		79	209
% Cars	0		100	0		100						0		100	0	0		100	100	100		0		100	100
Trucks	0		0	0		0						0		0	0	0		0	0	0		0		0	0
% Trucks	0		0	0		0						0		0	0	0		0	0	0		0		0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

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Peak Hour Diagram

Specified Period		One Hour Peak	
From:	11:00:00	From:	12:15:00
To:	14:00:00	To:	13:15:00

Intersection: Vansco Rd & Dymon Self-Storage (south driveway)
Site Code: 2204600029
Count Date: Feb 12, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Vansco Rd runs N/S

North Approach

	Out	In	Total
Cars	0	1	1
Trucks	0	0	0
	0	**1**	**1**

Vansco Rd

Trucks	0	0	0
Cars	0	0	0
Totals	**0**	**0**	**0**

Peds: 0

Peds: 0

Peds: 0

East Approach

	Out	In	Total
Cars	2	7	9
Trucks	0	0	0
	2	**7**	**9**

Dymon Self-Storage (south driveway)

	Totals	Cars	Trucks
	0	0	0
	1	1	0
	1	1	0

Totals	**0**	**7**	**0**
Cars	0	7	0
Trucks	0	0	0

Vansco Rd

South Approach

	Out	In	Total
Cars	7	1	8
Trucks	0	0	0
	7	**1**	**8**

Cars - Cars

Trucks - Trucks

Comments

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Peak Hour Summary

Intersection: Vansco Rd & Dymon Self-Storage (south driveway)
Site Code: 2204600029
Count Date: Feb 12, 2022
Period: 11:00 - 14:00

Peak Hour Data (12:15 - 13:15)

Start Time	North Approach Vansco Rd						South Approach Vansco Rd						East Approach Dymon Self-Storage (south driveway)						West Approach						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
12:15	0	0		0	0	0		0	1	0	0	1	0		0	0	0	0					0		1
12:30	0	0		0	0	0		0	1	0	0	1	0		0	0	0	0					0		1
12:45	0	0		0	0	0		0	1	0	0	1	0		0	0	0	0					0		1
13:00	0	0		0	0	0		0	4	0	0	4	1		1	0	0	2					0		6
Grand Total	**0**	**0**		**0**	**0**	**0**		**0**	**7**	**0**	**0**	**7**	**1**		**1**	**0**	**0**	**2**					**0**	**0**	**9**
Approach %	0	0		0		-		0	100	0		-	50		50	0		-						-	
Totals %	0	0		0		0		0	77.8	0		77.8	11.1		11.1	0		22.2						0	
PHF	**0**	**0**		**0**		**0**		**0**	**0.44**	**0**		**0.44**	**0.25**		**0.25**	**0**		**0.25**						**0**	**0.38**
Cars	0	0		0		0		0	7	0		7	1		1	0		2						0	9
% Cars	0	0		0		0		0	100	0		100	100		100	0		100						0	100
Trucks	0	0		0		0		0	0	0		0	0		0	0		0						0	0
% Trucks	0	0		0		0		0	0	0		0	0		0	0		0						0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

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Peak Hour Diagram

Specified Period		One Hour Peak	
From:	11:00:00	From:	12:00:00
To:	14:00:00	To:	13:00:00

Intersection: Vansco Rd & Dymon Self-Storage (middle driveway 1)
Site Code: 2204600030
Count Date: Feb 12, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Vansco Rd runs N/S

North Approach

	Out	In	Total
Cars	5	2	7
Trucks	0	0	0
	5	**2**	**7**

Vansco Rd

Trucks	0	0	0	0
Cars	0	0	5	0
Totals	**0**	**0**	**5**	**0**

Peds: 0

East Approach

	Out	In	Total
Cars	8	13	21
Trucks	0	0	0
	8	**13**	**21**

Commerical Entrance

Trucks	Cars	Totals
0	0	**0**
0	0	**0**
0	0	**0**
0	0	**0**

Peds: 0

Peds: 0

Peds: 0

Dymon Self-Storage (middle driveway 1)

Totals	Cars	Trucks
0	0	0
2	2	0
0	0	0
6	6	0

West Approach

	Out	In	Total
Cars	0	0	0
Trucks	0	0	0
	0	**0**	**0**

Totals	**0**	**0**	**8**	**0**
Cars	0	0	8	0
Trucks	0	0	0	0

Vansco Rd

South Approach

	Out	In	Total
Cars	8	6	14
Trucks	0	0	0
	8	**6**	**14**

Cars - Cars

Trucks - Trucks

Comments

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Peak Hour Summary

Intersection: Vansco Rd & Dymon Self-Storage (middle driveway 1)
Site Code: 2204600030
Count Date: Feb 12, 2022
Period: 11:00 - 14:00

Peak Hour Data (12:00 - 13:00)

Start Time	North Approach Vansco Rd						South Approach Vansco Rd						East Approach Dymon Self-Storage (middle driveway 1)						West Approach Commerical Entrance						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
12:00	1	0	0	0	0	1	0	0	2	0	0	2	3	0	0	0	0	3	0	0	0	0	0	0	6
12:15	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
12:30	3	0	0	0	0	3	0	0	3	0	0	3	2	0	1	0	0	3	0	0	0	0	0	0	9
12:45	1	0	0	0	0	1	0	0	2	0	0	2	1	0	1	0	0	2	0	0	0	0	0	0	5
Grand Total	**5**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**8**	**0**	**0**	**8**	**6**	**0**	**2**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**21**
Approach %	100	0	0	0		-	0	0	100	0		-	75	0	25	0		-	0	0	0	0		-	
Totals %	23.8	0	0	0		23.8	0	0	38.1	0		38.1	28.6	0	9.5	0		38.1	0	0	0	0		0	
PHF	**0.42**	**0**	**0**	**0**		**0.42**	**0**	**0**	**0.67**	**0**		**0.67**	**0.5**	**0**	**0.5**	**0**		**0.67**	**0**	**0**	**0**	**0**		**0**	**0.58**
Cars	5	0	0	0		5	0	0	8	0		8	6	0	2	0		8	0	0	0	0		0	21
% Cars	100	0	0	0		100	0	0	100	0		100	100	0	100	0		100	0	0	0	0		0	100
Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Peak Hour Diagram

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Specified Period
From: 11:00:00
To: 14:00:00

One Hour Peak
From: 11:15:00
To: 12:15:00

Intersection: Vansco Rd & Dymon Self-Storage (middle driveway 2)
Site Code: 2204600031
Count Date: Feb 12, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Vansco Rd runs N/S

North Approach

	Out	In	Total
Cars	2	0	2
Trucks	0	0	0
	2	**0**	**2**

Vansco Rd

Trucks	0	0	0	0
Cars	0	0	2	0
Totals	**0**	**0**	**2**	**0**

Peds: 0

Peds: 0

Peds: 0

Peds: 1

East Approach

	Out	In	Total
Cars	0	4	4
Trucks	0	0	0
	0	**4**	**4**

Commerical Entrance

		Totals
0	0	**0**
0	0	**0**
0	0	**0**
0	0	**0**

Dymon Self-Storage (middle driveway 2)

Totals		
0	0	0
0	0	0
0	0	0
0	0	0

West Approach

	Out	In	Total
Cars	0	0	0
Trucks	0	0	0
	0	**0**	**0**

Vansco Rd

Totals	**0**	**0**	**2**	**0**
Cars	0	0	2	0
Trucks	0	0	0	0

South Approach

	Out	In	Total
Cars	2	0	2
Trucks	0	0	0
	2	**0**	**2**

Cars - Cars

Trucks - Trucks

Comments

Ontario Traffic Inc.
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Peak Hour Summary

Intersection: Vansco Rd & Dymon Self-Storage (middle driveway 2)
Site Code: 2204600031
Count Date: Feb 12, 2022
Period: 11:00 - 14:00

Peak Hour Data (11:15 - 12:15)

Start Time	North Approach Vansco Rd						South Approach Vansco Rd						East Approach Dymon Self-Storage (middle driveway 2)						West Approach Commerical Entrance						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
11:15	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
11:30	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	1	0	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	**2**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
Approach %	100	0	0	0		-	0	0	100	0		-	0	0	0	0		-	0	0	0	0		-	
Totals %	50	0	0	0		50	0	0	50	0		50	0	0	0	0		0	0	0	0	0		0	
PHF	**0.5**	**0**	**0**	**0**		**0.5**	**0**	**0**	**0.5**	**0**		**0.5**	**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**		**0**	**0.5**
Cars	2	0	0	0		2	0	0	2	0		2	0	0	0	0		0	0	0	0	0		0	4
% Cars	100	0	0	0		100	0	0	100	0		100	0	0	0	0		0	0	0	0	0		0	100
Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					1	-					0	-					0	-	1
% Peds					0	-					100	-					0	-					0	-	

Peak Hour Diagram

Specified Period
From: 11:00:00
To: 14:00:00

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

Intersection: Vansco Rd & Dymon Self-Storage (north driveway)
Site Code: 2204600032
Count Date: Feb 12, 2022

Weather conditions: Clear

**** Unsignalized Intersection ****

Major Road: Vansco Rd runs N/S

North Approach

	Out	In	Total
Cars	0	3	3
Trucks	0	0	0
	0	**3**	**3**

Vansco Rd

Trucks	0	0	0	0
Cars	0	0	0	0
Totals	**0**	**0**	**0**	**0**

Peds: 0

East Approach

	Out	In	Total
Cars	11	0	11
Trucks	0	0	0
	11	**0**	**11**

Commerical Entrance

		Totals
0	0	**0**
0	0	**0**
0	0	**0**
0	0	**0**

Peds: 0

Peds: 0

Dymon Self-Storage (north driveway)

Totals		
0	0	0
3	3	0
0	0	0
8	8	0

Peds: 0

West Approach

	Out	In	Total
Cars	0	0	0
Trucks	0	0	0
	0	**0**	**0**

Vansco Rd

Totals	**0**	**0**	**0**	**0**
Cars	0	0	0	0
Trucks	0	0	0	0

South Approach

	Out	In	Total
Cars	0	8	8
Trucks	0	0	0
	0	**8**	**8**

Cars - Cars

Trucks - Trucks

Comments

Ontario Traffic Inc.
Traffic Monitoring • Services & Products

Peak Hour Summary

Intersection: Vansco Rd & Dymon Self-Storage (north driveway)
Site Code: 2204600032
Count Date: Feb 12, 2022
Period: 11:00 - 14:00

Peak Hour Data (13:00 - 14:00)

Start Time	North Approach Vansco Rd						South Approach Vansco Rd						East Approach Dymon Self-Storage (north driveway)						West Approach Commerical Entrance						Total Vehicles
					Peds	Total					Peds	Total					Peds	Total					Peds	Total	
13:00	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	0	0	0	0	0	0	4
13:15	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	2
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	0	0	0	0	0	0	4
Grand Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**3**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**0**	**11**
Approach %	0	0	0	0		-	0	0	0	0		-	72.7	0	27.3	0		-	0	0	0	0		-	
Totals %	0	0	0	0		0	0	0	0	0		0	72.7	0	27.3	0		100	0	0	0	0		0	
PHF	**0**	**0**	**0**	**0**		**0**	**0**	**0**	**0**	**0**		**0**	**0.67**	**0**	**0.75**	**0**		**0.69**	**0**	**0**	**0**	**0**		**0**	**0.69**
Cars	0	0	0	0		0	0	0	0	0		0	8	0	3	0		11	0	0	0	0		0	11
% Cars	0	0	0	0		0	0	0	0	0		0	100	0	100	0		100	0	0	0	0		0	100
Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
% Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Peds					0	-					0	-					0	-					0	-	0
% Peds					0	-					0	-					0	-					0	-	

Location: 1460 The Queensway

Site ID:

Date: Thursday, October 20, 2022

TIME			Vansco Access #1		Vansco Access #2		Vansco Access #3		Vansco Access #4		Wickman Access	
			All vehicles combined		All vehicles combined		All vehicles combined		All vehicles combined		All vehicles combined	
			In	Out	In	Out	In	Out	In	Out	In	Out
08:30	to	08:45	6	1	1	0	2	0	0	1	2	0
08:45	to	09:00	6	1	8	1	4	1	1	1	0	0
09:00	to	09:15	7	1	5	0	4	0	2	2	2	1
09:15	to	09:30	3	1	5	0	1	0	1	1	1	0
09:30	to	09:45	5	1	2	1	0	1	0	2	1	0
09:45	to	10:00	1	0	5	1	1	1	1	5	2	0
10:00	to	10:15	3	2	4	1	4	0	4	1	0	0
10:15	to	10:30	5	1	5	0	2	5	0	1	0	0
10:30	to	10:45	2	3	3	1	2	0	1	2	1	0
10:45	to	11:00	3	2	3	0	3	0	5	6	1	0
11:00	to	11:15	4	2	4	0	1	1	0	2	2	0
11:15	to	11:30	3	2	4	1	4	0	1	2	1	1
TOTAL												
15:00	to	15:15	3	0	1	0	0	0	3	4	1	0
15:15	to	15:30	4	4	2	2	2	0	1	2	1	3
15:30	to	15:45	5	3	5	1	0	0	0	0	0	1
15:45	to	16:00	2	3	3	0	0	1	0	1	1	0
16:00	to	16:15	2	2	1	2	1	0	0	1	1	1
16:15	to	16:30	3	1	3	2	1	1	1	1	0	3
16:30	to	16:45	3	3	1	3	3	1	0	3	0	2
16:45	to	17:00	3	3	1	0	0	0	0	1	1	1
TOTAL												

Appendix F

2022 Existing Conditions Synchro Worksheets

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	2429	0	0	2183
Future Volume (vph)	0	0	2429	0	0	2183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt						
Flt Protected						
Satd. Flow (prot)	0	1842	4794	0	0	4885
Flt Permitted						
Satd. Flow (perm)	0	1842	4794	0	0	4885
Link Speed (k/h)	30		60			60
Link Distance (m)	99.5		154.8			161.2
Travel Time (s)	11.9		9.3			9.7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	7%	2%	2%	5%
Adj. Flow (vph)	0	0	2530	0	0	2274
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	2530	0	0	2274
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	3.0		3.0			3.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.3%		ICU Level of Service A	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	2429	0	0	2183
Future Volume (Veh/h)	0	0	2429	0	0	2183
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	0	2530	0	0	2274
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	3288	843			2530	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3288	843			2530	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	7	307			175	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	0	1012	1012	506	758	758	758
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.60	0.60	0.30	0.45	0.45	0.45
Queue Length 95th (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	0.0	0.0			0.0		
Approach LOS	A						

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	2868	0	0	1936
Future Volume (vph)	0	0	2868	0	0	1936
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt						
Flt Protected						
Satd. Flow (prot)	0	1842	4839	0	0	4932
Flt Permitted						
Satd. Flow (perm)	0	1842	4839	0	0	4932
Link Speed (k/h)	30		60			60
Link Distance (m)	99.5		154.8			161.2
Travel Time (s)	11.9		9.3			9.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	6%	2%	2%	4%
Adj. Flow (vph)	0	0	3019	0	0	2038
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	3019	0	0	2038
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	3.0		3.0			3.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.7%		ICU Level of Service B	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	2868	0	0	1936
Future Volume (Veh/h)	0	0	2868	0	0	1936
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	3019	0	0	2038
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	3698	1006			3019	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3698	1006			3019	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	3	239			111	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	0	1208	1208	604	679	679	679
Volume Left	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.71	0.71	0.36	0.40	0.40	0.40
Queue Length 95th (m)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A						
Approach Delay (s)	0.0	0.0			0.0		
Approach LOS	A						

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		

Appendix G

2025 Future Total Conditions Synchro Worksheets – Scenario 1

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	21	2578	92	0	2317
Future Volume (vph)	0	21	2578	92	0	2317
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.995			
Flt Protected						
Satd. Flow (prot)	0	1593	4778	0	0	4885
Flt Permitted						
Satd. Flow (perm)	0	1593	4778	0	0	4885
Link Speed (k/h)	30		60			60
Link Distance (m)	99.5		154.8			161.2
Travel Time (s)	11.9		9.3			9.7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	7%	2%	2%	5%
Adj. Flow (vph)	0	22	2685	96	0	2414
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	22	2781	0	0	2414
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	3.0		3.0			3.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	21	2578	92	0	2317
Future Volume (Veh/h)	0	21	2578	92	0	2317
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	22	2685	96	0	2414
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	3538	943			2781	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3538	943			2781	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	92			100	
cM capacity (veh/h)	4	264			138	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	22	1074	1074	633	805	805	805
Volume Left	0	0	0	0	0	0	0
Volume Right	22	0	0	96	0	0	0
cSH	264	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.08	0.63	0.63	0.37	0.47	0.47	0.47
Queue Length 95th (m)	2.1	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	19.9	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	C						
Approach Delay (s)	19.9	0.0			0.0		
Approach LOS	C						

Intersection Summary			
Average Delay	0.1		
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	52	3044	44	0	2054
Future Volume (vph)	0	52	3044	44	0	2054
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.91	0.91	1.00	0.91
Frt		0.865	0.998			
Flt Protected						
Satd. Flow (prot)	0	1593	4832	0	0	4932
Flt Permitted						
Satd. Flow (perm)	0	1593	4832	0	0	4932
Link Speed (k/h)	30		60			60
Link Distance (m)	99.5		154.8			161.2
Travel Time (s)	11.9		9.3			9.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	6%	2%	2%	4%
Adj. Flow (vph)	0	55	3204	46	0	2162
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	55	3250	0	0	2162
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	3.0		3.0			3.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.8%		ICU Level of Service C	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	52	3044	44	0	2054
Future Volume (Veh/h)	0	52	3044	44	0	2054
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	55	3204	46	0	2162
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	3948	1091			3250	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3948	1091			3250	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	74			100	
cM capacity (veh/h)	2	210			89	

Direction, Lane #	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	55	1282	1282	687	721	721	721
Volume Left	0	0	0	0	0	0	0
Volume Right	55	0	0	46	0	0	0
cSH	210	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.26	0.75	0.75	0.40	0.42	0.42	0.42
Queue Length 95th (m)	7.7	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (s)	28.1	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	D						
Approach Delay (s)	28.1	0.0			0.0		
Approach LOS	D						

Intersection Summary			
Average Delay	0.3		
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		

Appendix H

2025 Future Total Conditions Synchro Worksheets – Scenario 2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	21	2578	92	0	2317
Future Volume (vph)	0	21	2578	92	0	2317
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.865	0.995			
Flt Protected						
Satd. Flow (prot)	0	1593	3325	0	0	3400
Flt Permitted						
Satd. Flow (perm)	0	1593	3325	0	0	3400
Link Speed (k/h)	30		60			60
Link Distance (m)	99.5		154.8			161.2
Travel Time (s)	11.9		9.3			9.7
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	2%	2%	7%	2%	2%	5%
Adj. Flow (vph)	0	22	2685	96	0	2414
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	22	2781	0	0	2414
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	3.0		3.0			3.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.2%		ICU Level of Service E	
Analysis Period (min) 15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	21	2578	92	0	2317
Future Volume (Veh/h)	0	21	2578	92	0	2317
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	0	22	2685	96	0	2414
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	3940	1390			2781	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	3940	1390			2781	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	83			100	
cM capacity (veh/h)	2	132			138	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	22	1790	991	1207	1207
Volume Left	0	0	0	0	0
Volume Right	22	0	96	0	0
cSH	132	1700	1700	1700	1700
Volume to Capacity	0.17	1.05	0.58	0.71	0.71
Queue Length 95th (m)	4.4	0.0	0.0	0.0	0.0
Control Delay (s)	37.7	0.0	0.0	0.0	0.0
Lane LOS	E				
Approach Delay (s)	37.7	0.0		0.0	
Approach LOS	E				

Intersection Summary				
Average Delay	0.2			
Intersection Capacity Utilization	84.2%	ICU Level of Service	E	
Analysis Period (min)	15			

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	52	3044	44	0	2054
Future Volume (vph)	0	52	3044	44	0	2054
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	0.95	1.00	0.95
Frt		0.865	0.998			
Flt Protected						
Satd. Flow (prot)	0	1593	3363	0	0	3433
Flt Permitted						
Satd. Flow (perm)	0	1593	3363	0	0	3433
Link Speed (k/h)	30		60			60
Link Distance (m)	99.5		154.8			161.2
Travel Time (s)	11.9		9.3			9.7
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	6%	2%	2%	4%
Adj. Flow (vph)	0	55	3204	46	0	2162
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	55	3250	0	0	2162
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(m)	0.0		0.0			0.0
Link Offset(m)	0.0		0.0			0.0
Crosswalk Width(m)	3.0		3.0			3.0
Two way Left Turn Lane						
Headway Factor	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	15		15	25	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 95.5%		ICU Level of Service F	
Analysis Period (min) 15			

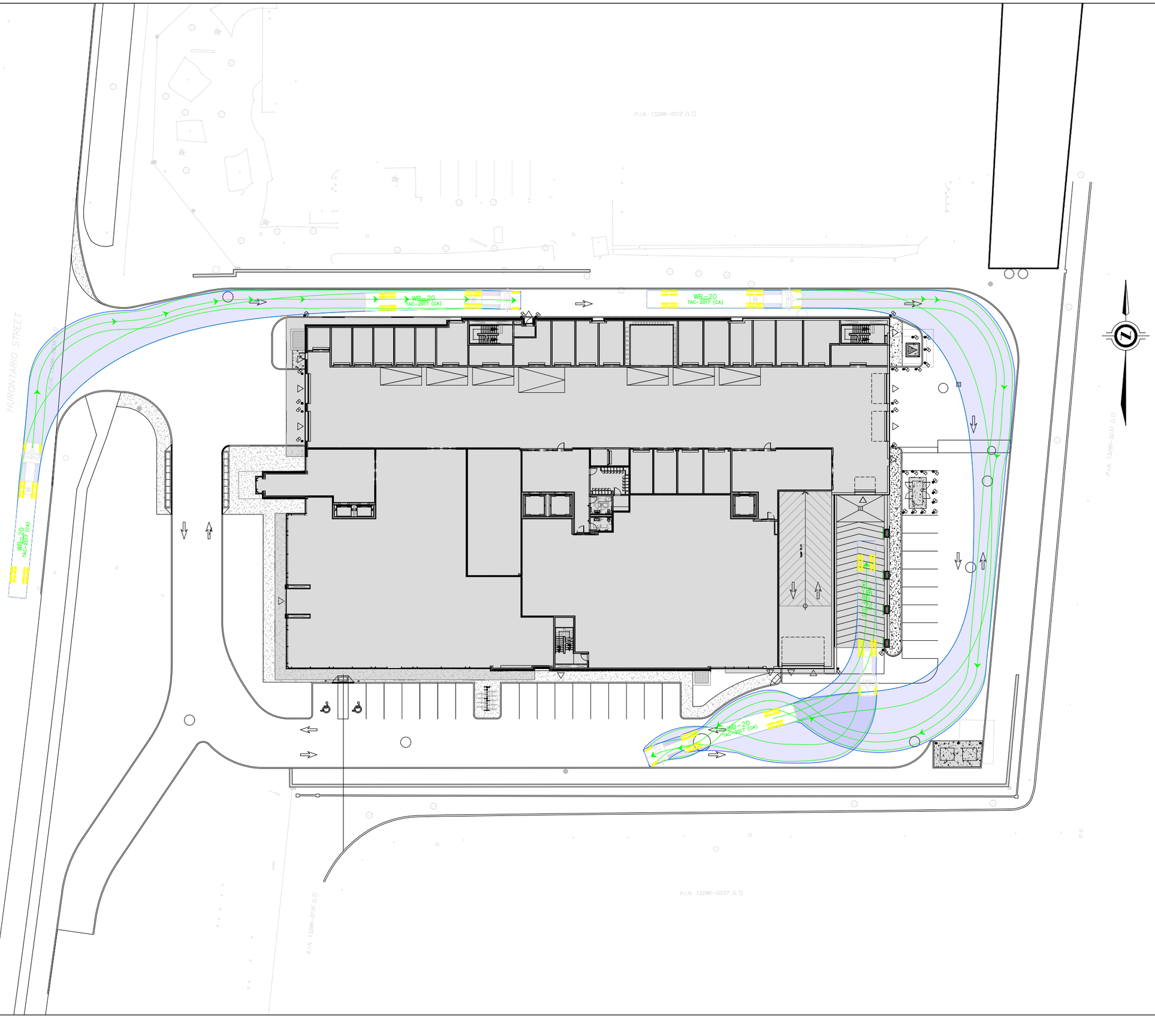
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	52	3044	44	0	2054
Future Volume (Veh/h)	0	52	3044	44	0	2054
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	55	3204	46	0	2162
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	4308	1625			3250	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	4308	1625			3250	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	40			100	
cM capacity (veh/h)	1	91			89	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	55	2136	1114	1081	1081
Volume Left	0	0	0	0	0
Volume Right	55	0	46	0	0
cSH	91	1700	1700	1700	1700
Volume to Capacity	0.60	1.26	0.66	0.64	0.64
Queue Length 95th (m)	21.4	0.0	0.0	0.0	0.0
Control Delay (s)	91.8	0.0	0.0	0.0	0.0
Lane LOS	F				
Approach Delay (s)	91.8	0.0		0.0	
Approach LOS	F				

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	95.5%	ICU Level of Service	F
Analysis Period (min)	15		

Appendix I

Turning Template Drawings



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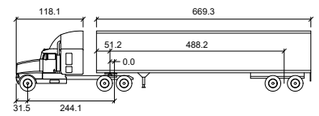


WB-20

inches

Tractor Width	: 102.4	Lock to Lock Time	: 6.0
Trailer Width	: 102.4	Steering Angle	: 28.2
Tractor Track	: 102.4	Articulating Angle	: 70.0
Trailer Track	: 102.4		

REV:	DESCRIPTION:	BY:	DATE:
06	Client Submission	AN	2023-04-13
05	Client Submission	AN	2022-11-02
04	Client Submission	AN	2022-10-28
03	Client Submission	BB	2022-10-19
02	Client Submission	BB	2022-03-30
01	Client Submission	MC	2020/10/22

STATUS: -

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: Dymon Capital Corp.

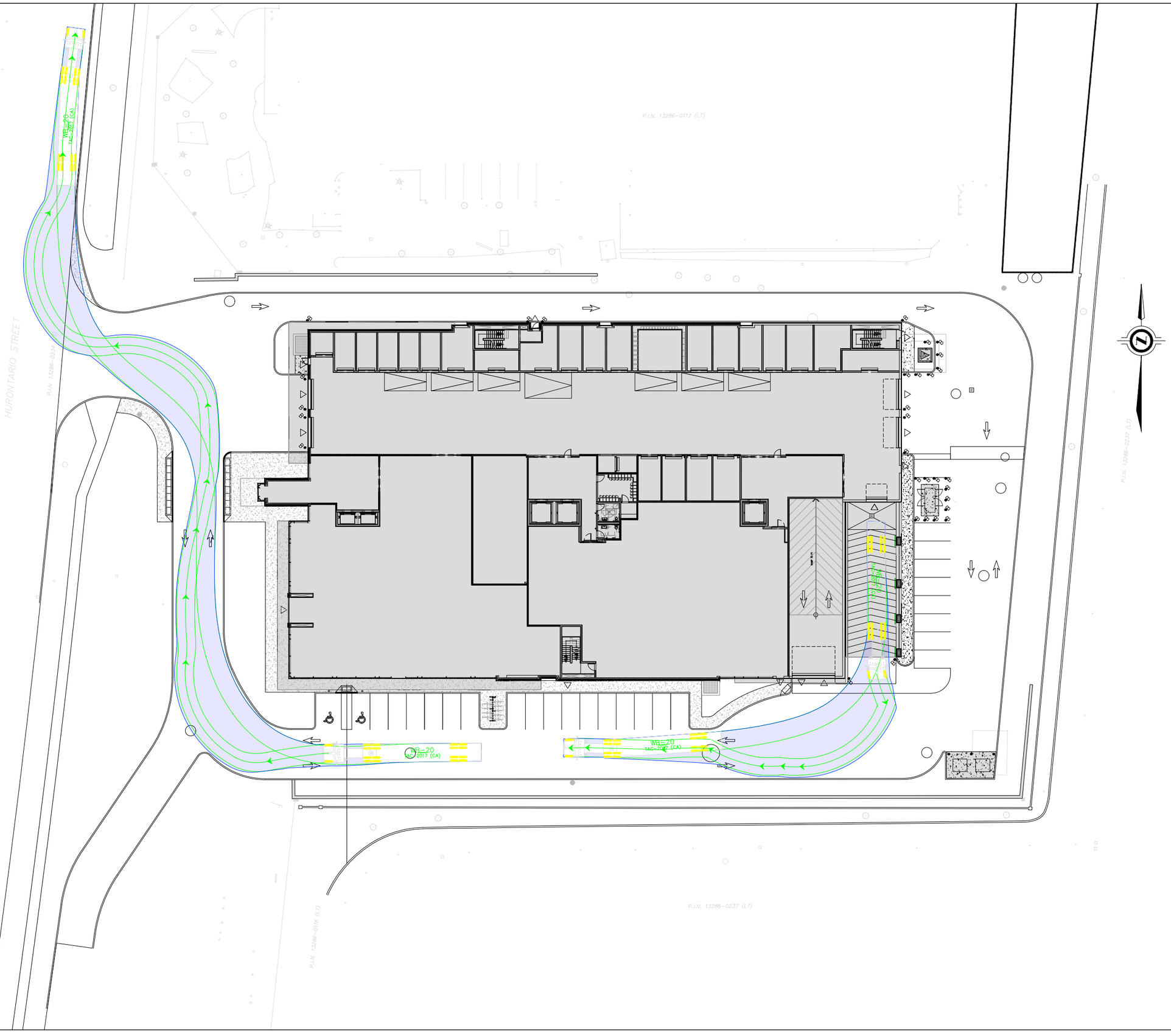
ARCHITECT: NCA

SITE: 6333 Hurontario St.

TITLE: WB-20 Entrance Templates & Loading Bay Access

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2023-04-13	AN	MC

PROJECT NO:	DRAWING NO:	REVISION:
2020-20	001	06



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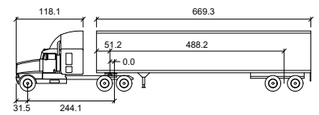


WB-20

	inches		
Tractor Width	: 102.4	Lock to Lock Time	: 6.0
Trailer Width	: 102.4	Steering Angle	: 28.2
Tractor Track	: 102.4	Articulating Angle	: 70.0
Trailer Track	: 102.4		

REV:	DESCRIPTION:	BY:	DATE:
06	Client Submission	AN	2023-04-13
05	Client Submission	AN	2022-11-02
04	Client Submission	AN	2022-10-28
03	Client Submission	BB	2022-10-19
02	Client Submission	BB	2022-03-30
01	Client Submission	MC	2020/10/22

STATUS: -

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: Dymon Capital Corp.

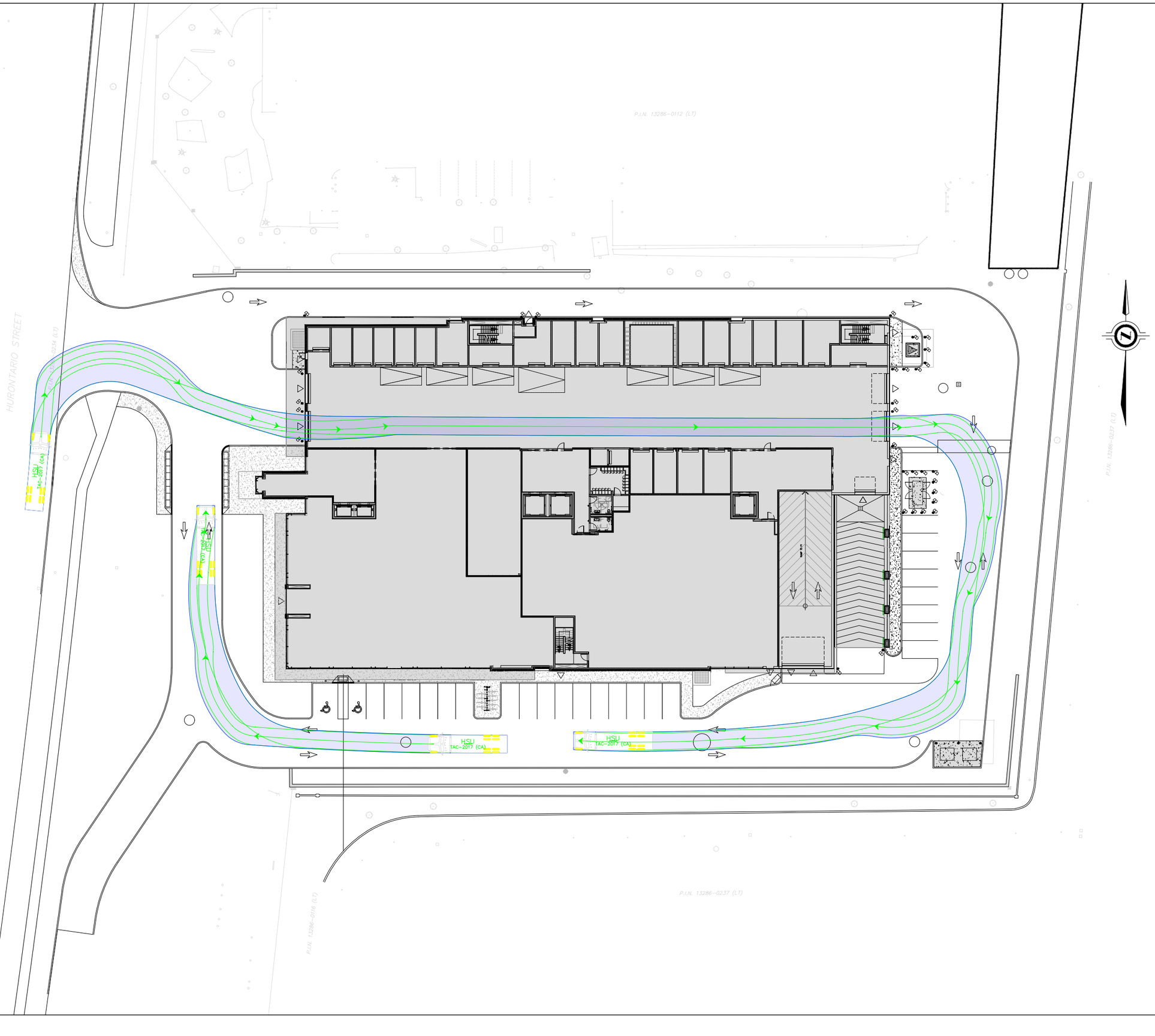
ARCHITECT: NCA

SITE: 6333 Hurontario St.

TITLE: WB-20 Exit Templates & Exit Loading Bay

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2023-04-13	AN	MC

PROJECT NO:	DRAWING NO:	REVISION:
2020-20	002	06



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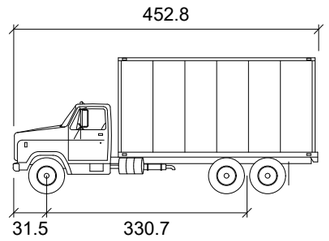


HSU

	inches
Width	: 102.4
Track	: 102.4
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

REV:	DESCRIPTION:	BY:	DATE:
06	Client Submission	AN	2023-04-13
05	Client Submission	AN	2022-11-02
04	Client Submission	AN	2022-10-28
03	Client Submission	BB	2022-10-19
02	Client Submission	BB	2022-03-30
01	Client Submission	MC	2020/10/22

STATUS: -

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: Dymon Capital Corp.

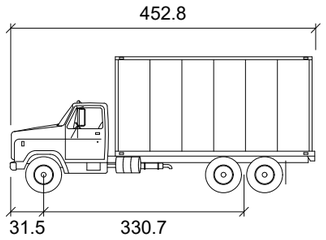
ARCHITECT: NCA

SITE: 6333 Hurontario St.

TITLE: HSU to Interior Loading (1)

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2023-04-13	AN	MC
PROJECT NO:	DRAWING NO:		REVISION:
2020-20	003		06

Notes:



HSU

		inches
Width	:	102.4
Track	:	102.4
Lock to Lock Time	:	6.0
Steering Angle	:	40.0

REV:	DESCRIPTION:	BY:	DATE:
06	Client Submission	AN	2023-04-13
05	Client Submission	AN	2022-11-02
04	Client Submission	AN	2022-10-28
03	Client Submission	BB	2022-10-19
02	Client Submission	BB	2022-03-30
01	Client Submission	MC	2020/10/22

STATUS: -

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: Dymon Capital Corp.

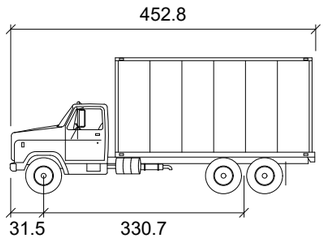
ARCHITECT: NCA

SITE: 6333 Hurontario St.

TITLE: HSU to Interior Loading (2)

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2023-04-13	AN	MC
PROJECT NO:	DRAWING NO:		REVISION:
2020-20	004		06

Notes:



HSU

		inches
Width	:	102.4
Track	:	102.4
Lock to Lock Time	:	6.0
Steering Angle	:	40.0

REV:	DESCRIPTION:	BY:	DATE:
06	Client Submission	AN	2023-04-13
05	Client Submission	AN	2022-11-02
04	Client Submission	AN	2022-10-28
03	Client Submission	BB	2022-10-19
02	Client Submission	BB	2022-03-30
01	Client Submission	MC	2020/10/22

STATUS: -

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: Dymon Capital Corp.

ARCHITECT: NCA

SITE: 6333 Hurontario St.

TITLE: Garbage Truck Site Entrance and Collection

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2023-04-13	AN	MC

PROJECT NO:	DRAWING NO:	REVISION:
2020-20	005	06

HURONTARIO STREET

P.I.N. 13286-0112 (LT)

P.I.N. 13286-0234 (LT)

P.I.N. 13286-0237 (LT)

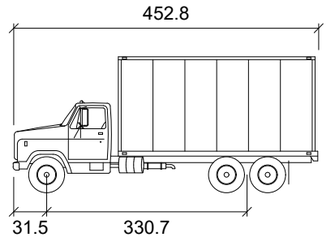
P.I.N. 13286-0116 (LT)

P.I.N. 13286-0237 (LT)

HSU
Inc. 2017 (ex)

HSU
Inc. 2017 (ex)

Notes:



HSU

		inches
Width	:	102.4
Track	:	102.4
Lock to Lock Time	:	6.0
Steering Angle	:	40.0

REV:	DESCRIPTION:	BY:	DATE:
06	Client Submission	AN	2023-04-13
05	Client Submission	AN	2022-11-02
04	Client Submission	AN	2022-10-28
03	Client Submission	BB	2022-10-19
02	Client Submission	BB	2022-03-30
01	Client Submission	MC	2020/10/22

STATUS: -

CGH Transportation
628 Haines Road
Newmarket, ON
L3Y 6V5
(905) 251-4070

CLIENT: Dymon Capital Corp.

ARCHITECT: NCA

SITE: 6333 Hurontario St.

TITLE: Garbage Truck Exiting Site

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2023-04-13	AN	MC
PROJECT NO:	DRAWING NO:		REVISION:
2020-20	006		06