



2150 LAKE SHORE BOULEVARD WEST

PROPOSED MIXED-USE DEVELOPMENT

TORONTO, ONTARIO

Urban Transportation Considerations
Official Plan Amendment Update and
Zoning By-law Amendment

Appendices

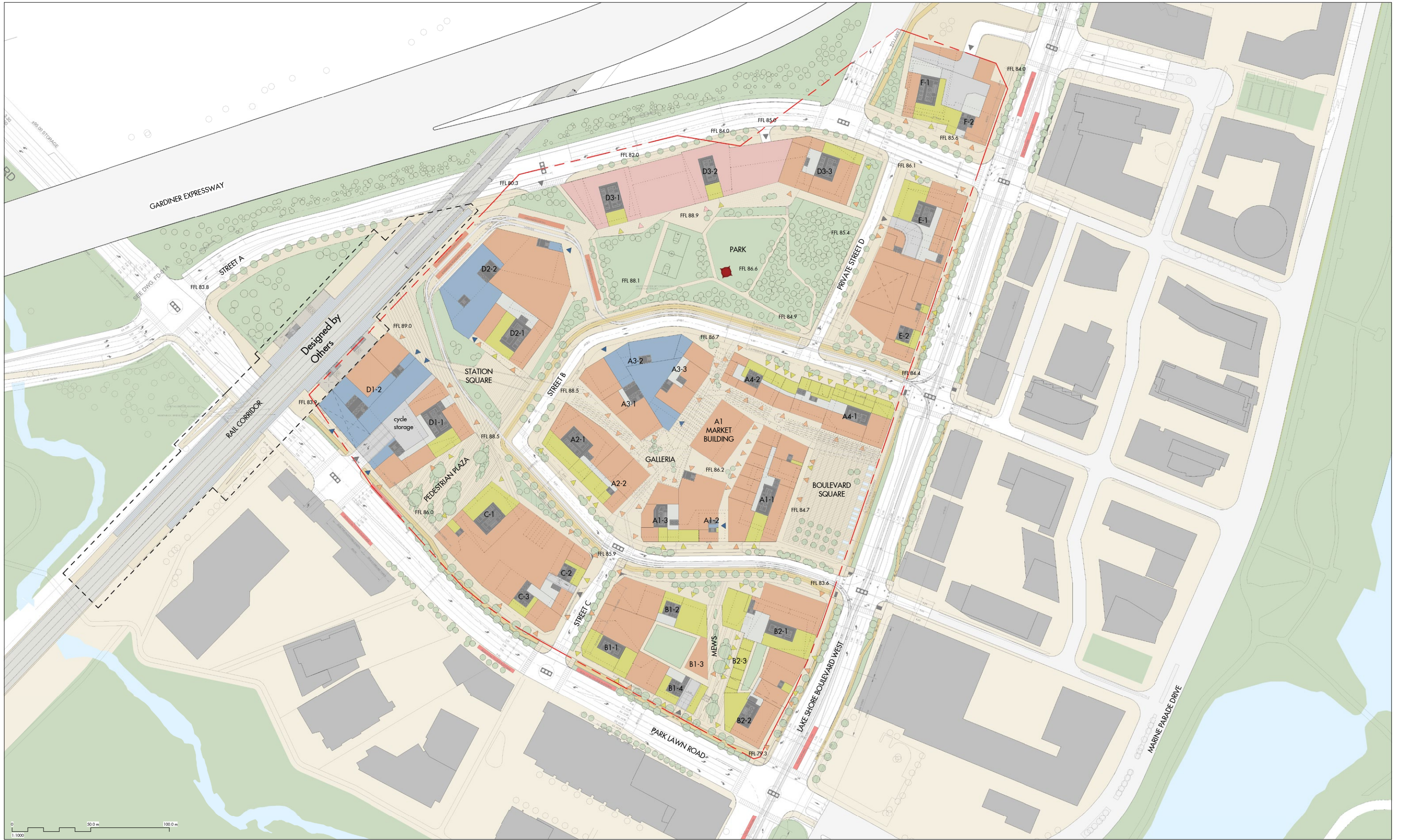
Prepared For: FCR (Park Lawn) LP and
CPPIB Park Lawn Canada Inc.

May 2020



APPENDIX A: Reduced Scale Architectural Plans





Do not scale from this drawing. Use figured dimensions only. Figured dimensions are in millimetres. All levels are in metres. All dimensions and levels shall be verified on site before proceeding with works. Detailed site survey to be carried out to verify positions and level relationships with site features and ordinance survey. The Architect must be notified of any discrepancy. Where building components are described in the specification as Descriptive Specification - (Contractor Design) elements shown on this drawing pertaining to those components are to be read as "based on Design Intent" only. Allies & Morrison LLP is not responsible for any errors caused by the transmission, translation, software or computer systems. Allies & Morrison LLP is not responsible for, nor shall be liable for, the consequences of any use made of the drawings or models, other than that for which they were produced by Allies & Morrison LLP for the Client.

REV	DATE	DESCRIPTION	CD
P1	26/09/2019	ISSUED FOR OPA APPLICATION	NS
P2	15/05/2020	ISSUED FOR ZBA/DPS/OPA APPLICATION	NS



- USES:**
- Residential
 - Non Resi Column 1
 - Potential Non Resi Column 3
 - Core
 - Non Resi Column 2
 - Back of House and Ramps

- ENTRANCES:**
- Residential
 - Non Resi Column 1
 - Non Resi Column 2
 - Potential Non Resi Column 3
 - Basement

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 studio@alliesandmorrison.com
 A&M JOB No: 17219

2150 LAKE SHORE
 Site Plan
 combined ZBA/DPS/OPA submission
 17219-07_083
 SCALE 1 : 1000 @ARCH D



Do not scale from this drawing. Use figured dimensions only. Figured dimensions are in millimetres. All levels are in metres. All dimensions and levels shall be verified on site before proceeding with works. Detailed site survey to be carried out to verify positions and level relationships with site features and ordnance survey. The Architect must be notified of any discrepancy. Where building components are described in the specification as Descriptive Specification - (Contractor Design) elements shown on this drawing pertaining to those components are to be read as 'based for Design Intent' only. Allies & Morrison LLP is not responsible for any errors caused by the transmission, translation, software or computer systems. Allies & Morrison LLP is not responsible for, nor shall be liable for, the consequences of any use made of the drawings or models, other than that for which they were produced by Allies & Morrison LLP for the Client.

REV	DATE	DESCRIPTION	CD
P1	26/09/2019	ISSUED FOR OPA APPLICATION	NS
P2	15/05/2020	ISSUED FOR ZBA/DPS/OPA APPLICATION	NS



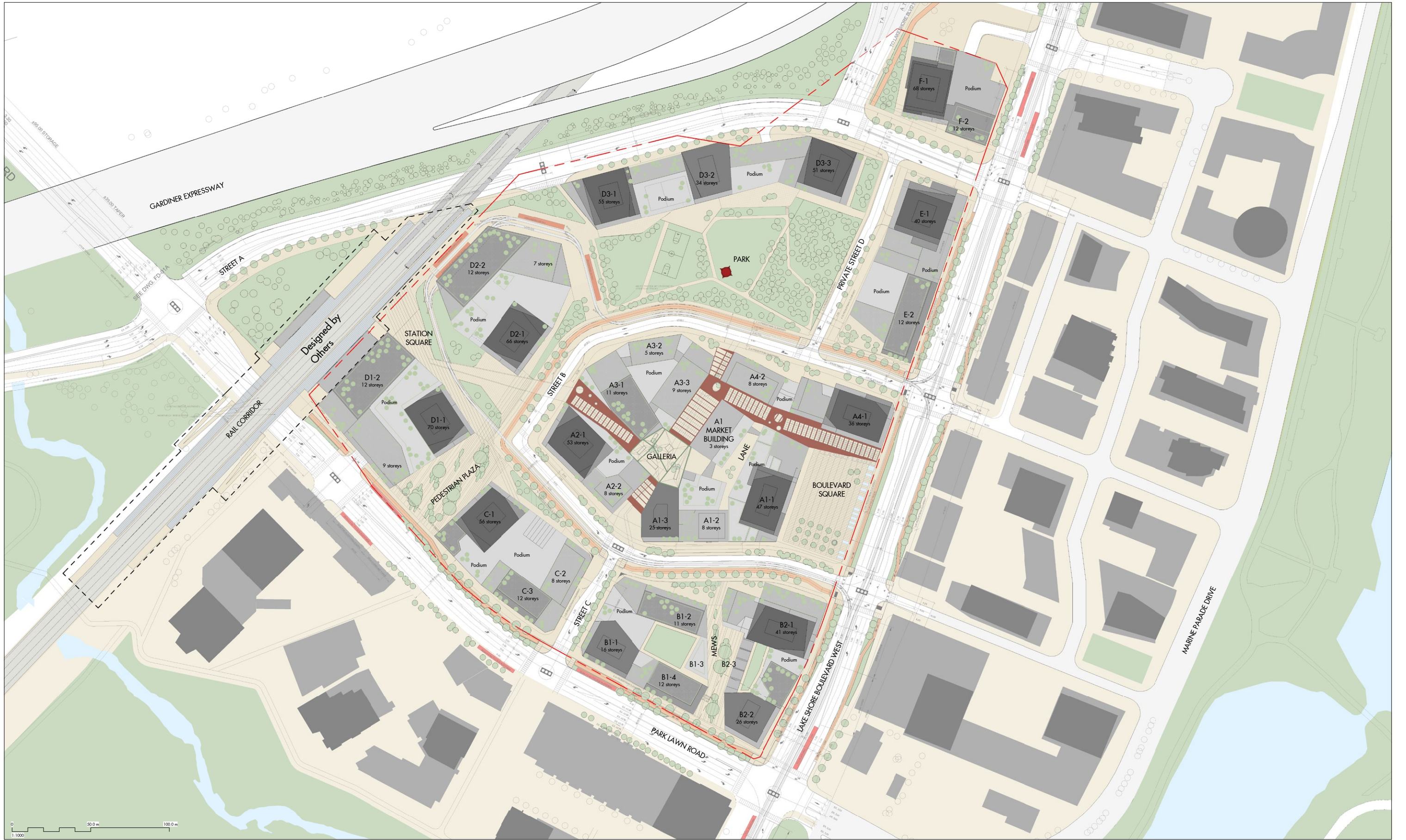
USES:

 Residential	 Core
 Non-Resi Column 1	 Non-Resi Column 2
 Potential Non-Resi Column 3	 Back of House and Ramps

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2150 LAKE SHORE
 Ground Floor Plan
 combined ZBA/DPS/OPA submission
 17219-07_101
 SCALE 1 : 1000 @ARCH D

P2
 Revision



Do not scale from this drawing. Use figured dimensions only. Figured dimensions are in millimetres. All levels are in metres. All dimensions and levels shall be verified on site before proceeding with works. Detailed site survey to be carried out to verify positions and level relationships with site features and ordinance survey. The Architect must be notified of any discrepancy. Where building components are described in the specification as Descriptive Specification - (Contractor Design) elements shown on this drawing pertaining to those components are to be read as 'based for Design Intent' only. Allies & Morrison LLP is not responsible for any errors caused by the transmission, translation, software or computer systems. Allies & Morrison LLP is not responsible for, nor shall be liable for, the consequences of any use made of the drawings or models, other than that for which they were produced by Allies & Morrison LLP for the Client.

REV	DATE	DESCRIPTION	CD
P1	26/09/2019	ISSUED FOR OPA APPLICATION	NS
P2	15/05/2020	ISSUED FOR ZBA/DPS/OPA APPLICATION	NS



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2150 LAKE SHORE
 Roof Plan
 combined ZBA/DPS/OPA submission
 17219-07_170
 SCALE 1 : 1000 @ARCH D

2150 LAKE SHORE

2150 - 2194 LAKE SHORE BOULEVARD WEST
23 PARK LAWN ROAD
TORONTO, ONTARIO

Combined Zoning By-law Amendment Application
Draft Plan of Subdivision Application, and
Official Plan Amendment Resubmission

FCR / CPPB / The Owners ; FCR (Park Lawn) LP
and CPPB Park Lawn Canada Inc. ('the Owners')

DRAWING LIST - BASEMENT

Ax0-001 DRAWING LIST, PROJECT STATISTICS

Ax0-091 OVERALL FLOOR PLAN - P1 LEVEL
Ax0-092 OVERALL FLOOR PLAN - P2 LEVEL
Ax0-093 OVERALL FLOOR PLAN - P3 LEVEL
Ax0-094 OVERALL FLOOR PLAN - P4 LEVEL
Ax0-095 OVERALL FLOOR PLAN - P5 LEVEL
Ax0-096 OVERALL FLOOR PLAN - P6 LEVEL

Ap2-091-CD PHASE 1 FLOOR PLAN - P1 LEVEL
Ap2-092-CD PHASE 1 FLOOR PLAN - P2 LEVEL
Ap2-093-CD PHASE 1 FLOOR PLAN - P3 LEVEL
Ap2-094-CD PHASE 1 FLOOR PLAN - P4 LEVEL

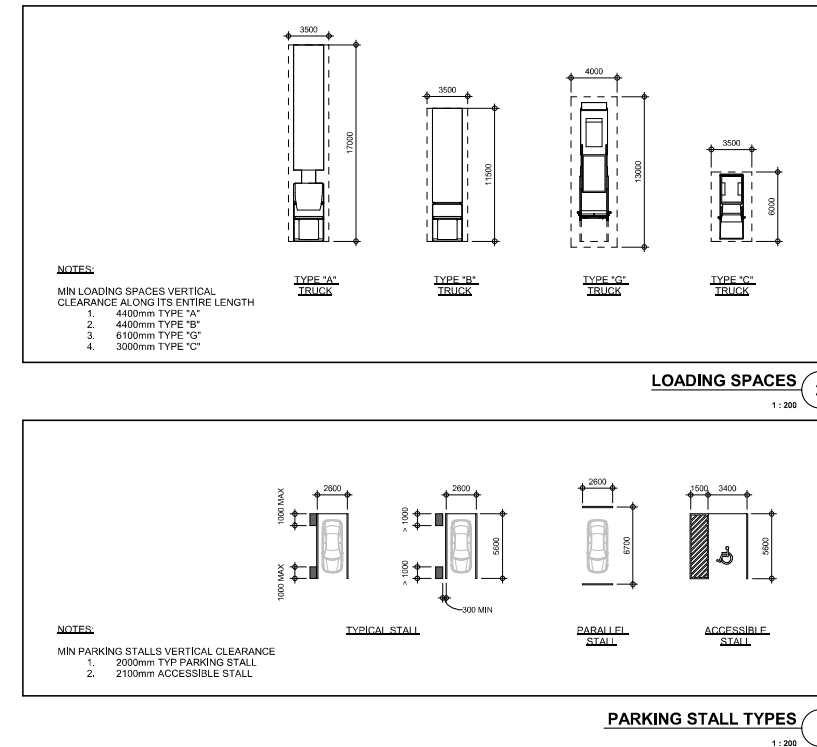
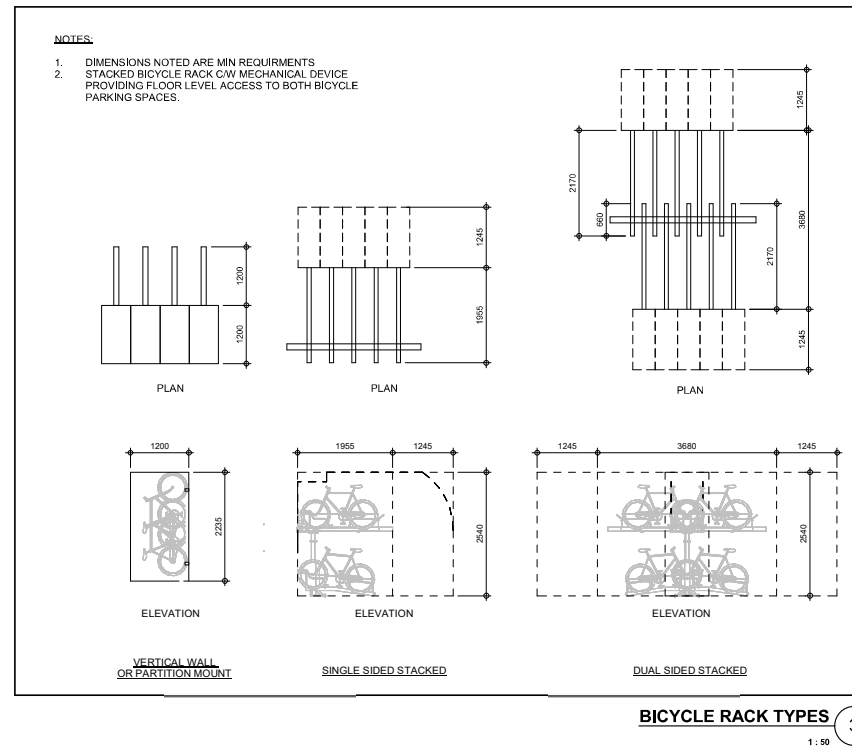
Ap2-091-A PHASE 2 FLOOR PLAN - P1 LEVEL
Ap2-092-A PHASE 2 FLOOR PLAN - P2 LEVEL
Ap2-093-A PHASE 2 FLOOR PLAN - P3 LEVEL
Ap2-094-A PHASE 2 FLOOR PLAN - P4 LEVEL

Ap2-091-D PHASE 3 FLOOR PLAN - P1 LEVEL
Ap2-092-D PHASE 3 FLOOR PLAN - P2 LEVEL
Ap2-093-D PHASE 3 FLOOR PLAN - P3 LEVEL
Ap2-094-D PHASE 3 FLOOR PLAN - P4 LEVEL
Ap2-095-D PHASE 3 FLOOR PLAN - P5 LEVEL

Ap2-091-B PHASE 4 FLOOR PLAN - P1 LEVEL
Ap2-092-B PHASE 4 FLOOR PLAN - P2 LEVEL
Ap2-093-B PHASE 4 FLOOR PLAN - P3 LEVEL
Ap2-094-B PHASE 4 FLOOR PLAN - P4 LEVEL

Ap2-091-E PHASE 5 FLOOR PLAN - P1 LEVEL
Ap2-092-E PHASE 5 FLOOR PLAN - P2 LEVEL
Ap2-093-E PHASE 5 FLOOR PLAN - P3 LEVEL
Ap2-094-E PHASE 5 FLOOR PLAN - P4 LEVEL

Ap2-091-F PHASE 6 FLOOR PLAN - P1 LEVEL
Ap2-091-F PHASE 6 FLOOR PLAN - P2 LEVEL
Ap2-091-F PHASE 6 FLOOR PLAN - P3 LEVEL
Ap2-092-F PHASE 6 FLOOR PLAN - P4 LEVEL
Ap2-092-F PHASE 6 FLOOR PLAN - P5 LEVEL
Ap2-092-F PHASE 6 FLOOR PLAN - P6 LEVEL



PHASE	RESI - REQUIRED	RESI - PROVIDED	NON RESI - REQUIRED	NON-RESI - PROVIDED
1	540	576	258	135
2	661	783	278	476
3	764	937	278	168
4	408	434	92	92
5	206	229	86	193
6	273	297	95	105
TOTALS	2852	3256	1087	1169

1. THE COUNTS ABOVE ARE TO BE READ IN CONJUNCTION WITH BA GROUP'S REPORT - MAY 15, 2020 ZBA SUBMISSION

BLOCK	REQUIRED				TOTAL
	TYPE A	TYPE B	TYPE G	TYPE C	
A	0	3	1	2	6
B	0	2	1	0	3
C	0	1	1	0	2
D-1	0	1	1	2	4
D-2	0	1	1	3	5
D-3	0	1	1	0	2
E	0	2	1	0	3
F	0	1	1	0	2
TOTALS	0	12	8	7	27

BLOCK	PROVIDED				TOTAL
	TYPE A	TYPE B	TYPE G	TYPE C	
A	1	10	1	8	20
B	0	2	1	3	6
C	1	1	1	1	4
D-1	0	4	1	3	8
D-2	0	3	1	2	6
D-3	0	1	1	5	7
E	0	2	1	1	4
F	0	1	1	1	3
TOTALS	2	24	8	24	58

1. THE COUNTS ABOVE ARE TO BE READ IN CONJUNCTION WITH BA GROUP'S REPORT - MAY 15, 2020 ZBA SUBMISSION

USE	UNITS/GFA	UNITS/GFA	MINIMUM PARKING RATE	MINIMUM PARKING	
				REQUIRED	PROVIDED
RESIDENTIAL					
FUTURE RESIDENTIAL (OTHERS)	LONG TERM	7,139	0.9 SPS / UNIT	6,425	6,425
	SHORT TERM		0.1 SPS / UNIT	714	714
SUB-TOTAL				7139	7139
NON-RESIDENTIAL					
RETAIL	LONG TERM	36,661	0.13 SPS / 100sm GFA	48	48
	SHORT TERM		18 + (0.25 SPS / 100sm GFA)	110	110
OFFICE	LONG TERM	64,393	0.13 SPS / 100sm GFA	84	84
	SHORT TERM		9 + (0.15 SPS / 100sm GFA)	106	106
SCHOOL	LONG TERM	8,459	0.06 SPS / 100sm GFA	5	5
	SHORT TERM		3 + (0.06 SPS / 100sm GFA)	8	8
SUB-TOTAL				360	360
TOTAL LONG TERM				6,562	6,562
TOTAL SHORT TERM				937	937
TOTAL				7,499	7,499

1. THE COUNTS ABOVE ARE TO BE READ IN CONJUNCTION WITH BA GROUP'S REPORT - MAY 15, 2020 ZBA SUBMISSION.
2. (3) STALLS ADDED TO RETAIL AND OFFICE SHORT-TERM COUNTS ARE IN AGGREGATE PER PHASE WHERE APPLICABLE.
3. 5 CAR MARGIN OF DIFFERENCE BETWEEN SITE WIDE COUNT vs. PER PHASE COUNT AS A RESULT IN ROUNDING - REFER TO BA GROUP REPORT

USE	UNITS/GFA	MINIMUM RATE	MINIMUM PARKING REQUIRED			
			TOTAL BEFORE SHARING	AM	PM	EVENING
RESIDENTIAL						
FUTURE RESIDENTIAL (OTHERS)	7139	0.4 SPS/UNIT	2852	2852 (100%)	2852 (100%)	2852 (100%)
NON-RESIDENTIAL / RESIDENTIAL VISITOR PARKING						
FUTURE RESIDENTIAL VISITOR (OTHERS)	7139	0.1 SPS/UNIT	713	713 (100%)	249 (35%)	713 (100%)
RETAIL	36659	1.0 SPS / 100sm GFA	366	366 (100%)	366 (100%)	366 (100%)
OFFICE	64393	1.0 SPS / 100sm GFA	643	643 (100%)	385 (60%)	0 (0%)
SCHOOL	8459	0.5 SPS / 100sm GFA	42	42 (100%)	42 (100%)	8 (20%)
TOTAL MINIMUM REQUIREMENTS						
FUTURE RESIDENTIAL (OTHERS)			2852	2852	2852	2852
NON-RESIDENTIAL			1051	829	1041	1087
TOTAL			3903	3681	3893	3939
MINIMUM PARKING REQUIREMENT				3939		
FUTURE RESIDENTIAL PARKING PROVIDED				3256		
NON-RESIDENTIAL PARKING PROVIDED - RETAIL/OFFICE SHARED				1169		
TOTAL PARKING PROVIDED				4425		
TOTAL ELECTRICAL VEHICLE STALLS (EV-R) - RESIDENTIAL				651		
TOTAL ELECTRICAL VEHICLE SUPPLY EQUIPMENT (EVSE-R) - RESIDENTIAL				2605		
TOTAL LOW EMITTING VEHICAL STALLS (LEV-R) - RESIDENTIAL				405		
TOTAL ELECTRICAL VEHICLE STALLS (EV) - NON-RESIDENTIAL				234		
TOTAL ELECTRICAL VEHICLE SUPPLY EQUIP. (EVSE) - NON-RESIDENTIAL				936		
TOTAL LOW EMITTING VEHICAL STALLS (LEV) - NON-RESIDENTIAL				81		

1. THE COUNTS ABOVE ARE TO BE READ IN CONJUNCTION WITH BA GROUP'S REPORT - MAY 15, 2020 ZBA SUBMISSION

PROJECT: 2150 LAKE SHORE

CLIENT: FIRST CAPITAL

KEY PLAN: [Map]

REVISIONS:

No.	DESCRIPTION	DATE
A	ISSUED FOR ZBA / DPS / OPS	10 MAY 2020

REVISIONS:

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ALLIES and MORRISON ARCHITECTS
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London, UK SE1 0HK

DRAWING STATUS: NOT FOR CONSTRUCTION

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A Partnership of Corporations

SCALE: NORTH ARROW

DRAWING TITLE: DRAWING LIST, PROJECT STATISTICS

DRAWN: MH CHECKED: GM

SCALE: @ ARCH E DATE: 05/04/20

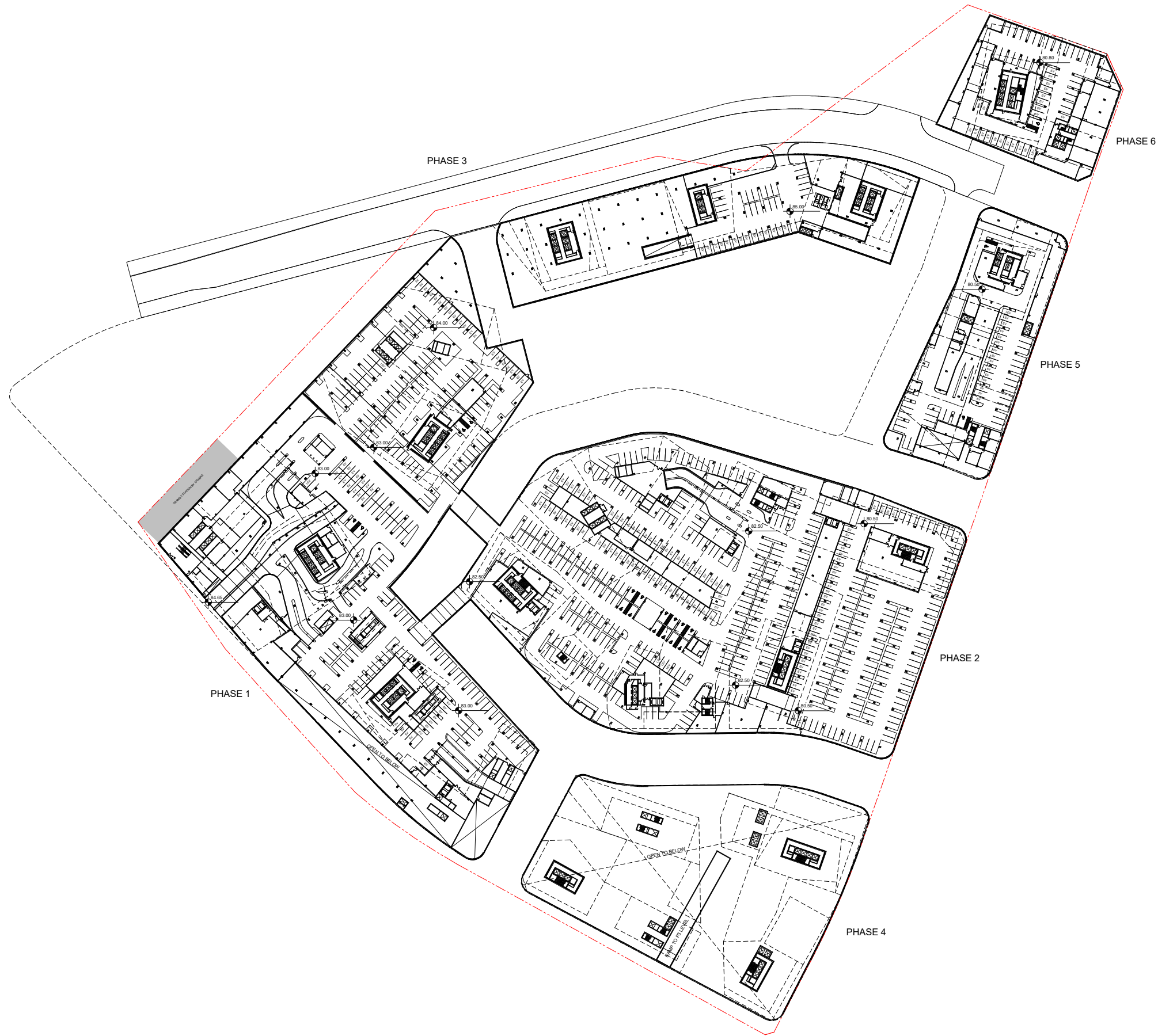
PROJECT NO.: 1712

DRAWING NO.: Ax0-001

REVISION NO.: A

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PLOT DATE: 2019/05/15 10:25:10 AM



PROJECT
2150 LAKE SHORE

CLIENT
FIRST CAPITAL

KEY PLAN

NO.	DESCRIPTION	DATE

REVISIONS

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Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
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London, UK SE1 0HK

DRAWING STATUS
NOT FOR CONSTRUCTION

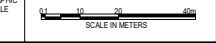
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DRAWING TITLE
OVERALL FLOOR PLAN LEVEL P1

DRAWN	IRIGV	CHECKED	GM
SCALE	1:600 @ ARCH E	DATE	12/10/19



PROJECT NO. 1712

DRAWING NO. **Ax2-091** **REVISION NO.** **A**

30 x 48" ARCH. SHEET SIZE

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PLOT DATE: 2019.11.12 09:51 AM



PROJECT

2150 LAKE SHORE

CLIENT

FIRST CAPITAL

KEY PLAN

ISSUED FOR 2BA, DPS, OPA 15 MAY 2020

No.	DESCRIPTION	DATE

REVISIONS

EXECUTIVE ARCHITECT
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 Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
 85 Soarwell St.
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DRAWING STATUS
NOT FOR CONSTRUCTION

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SEAL

ONTARIO ASSOCIATION OF ARCHITECTS

WORTH ARROW

N

DRAWING TITLE

OVERALL FLOOR PLAN LEVEL P2

DRAWN

IR/GV

CHECKED

GM

SCALE

1:600 @ ARCH E

DATE

11/12/19

GRAPHIC SCALE

SCALE IN METERS

PROJECT NO.

1712

DRAWING NO.

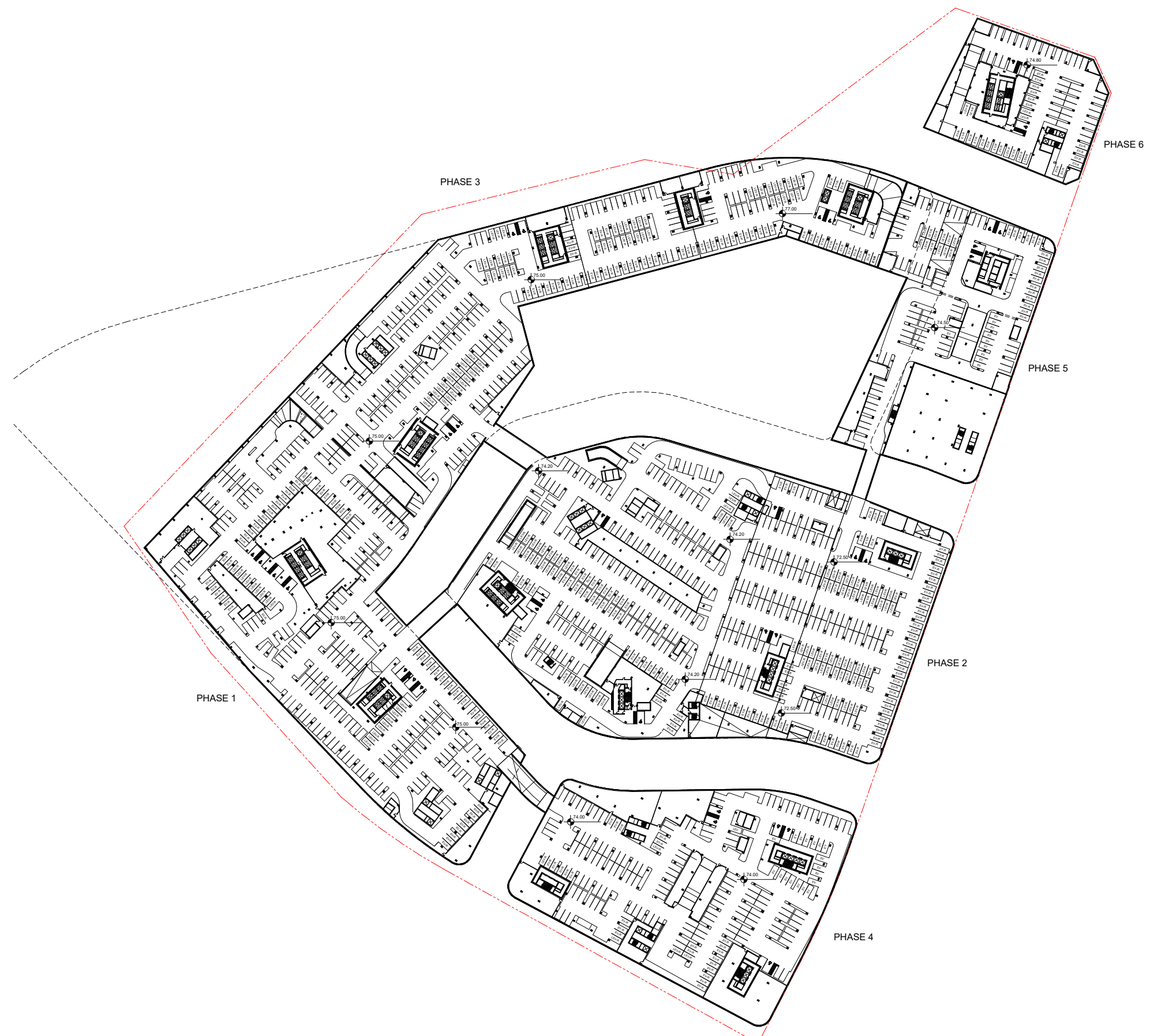
Ax2-092

REVISION NO.

A

NOTE: REFER TO AX2-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

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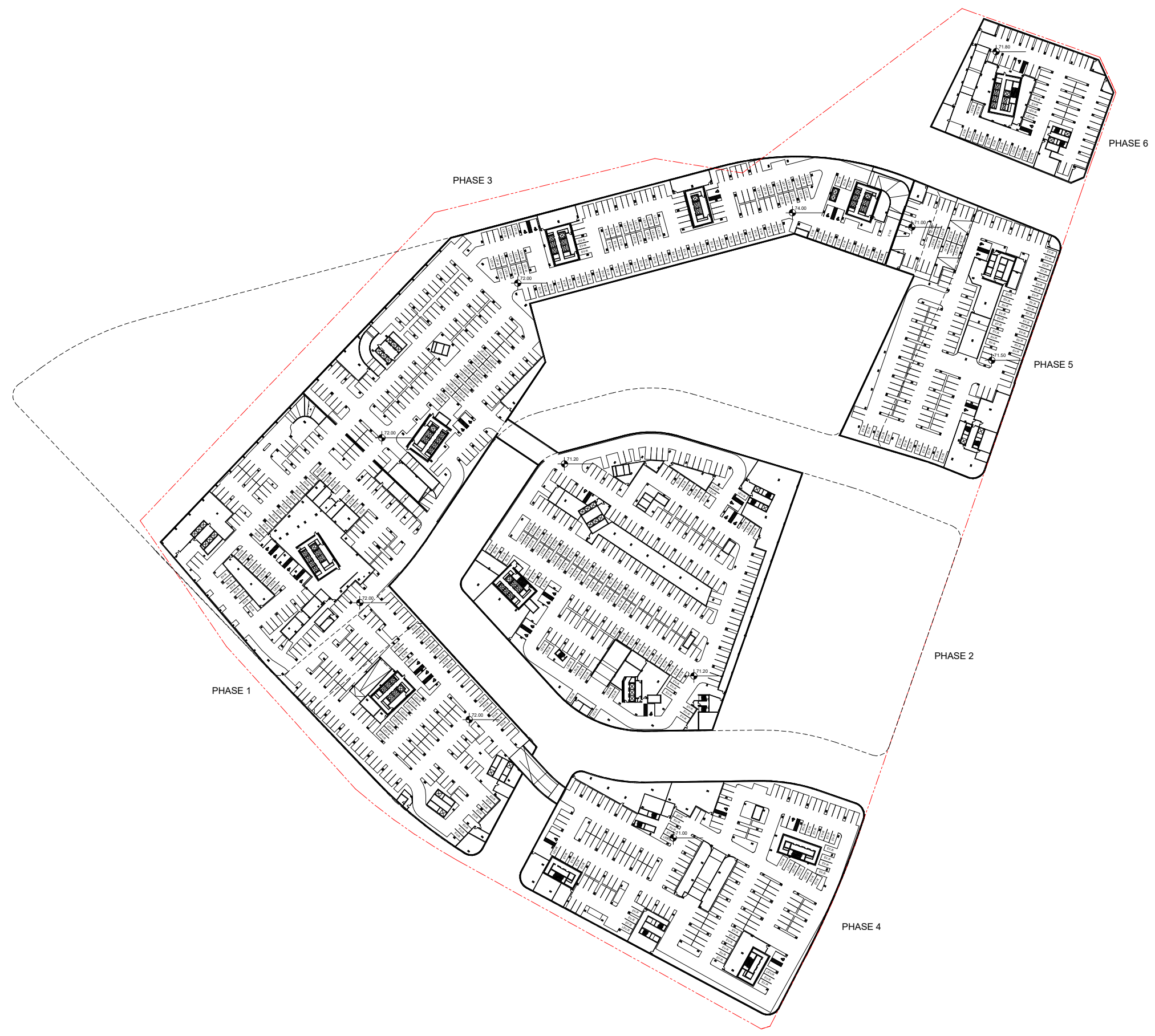


PROJECT	
2150 LAKE SHORE	
CLIENT	
KEY PLAN	
ISSUED FOR 2BA, DPS / CPA	15 MAY 2020
REVISIONS	
EXECUTIVE ARCHITECT	
Adamson Associates Architects 671 Wellington Street West, 3rd Floor Toronto, ON M5V 1E7	
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SEAL	NORTH ARROW
DRAWING TITLE	
OVERALL FLOOR PLAN LEVEL P3	
DRAWN	CHECKED
IR/UV	GM
SCALE	DATE
1:500 @ ARCH E	12/04/19
GRAPHIC SCALE	
PROJECT NO.	1712
DRAWING NO.	Ax2-093
REVISION NO.	A

NOTE: REFER TO A&G-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

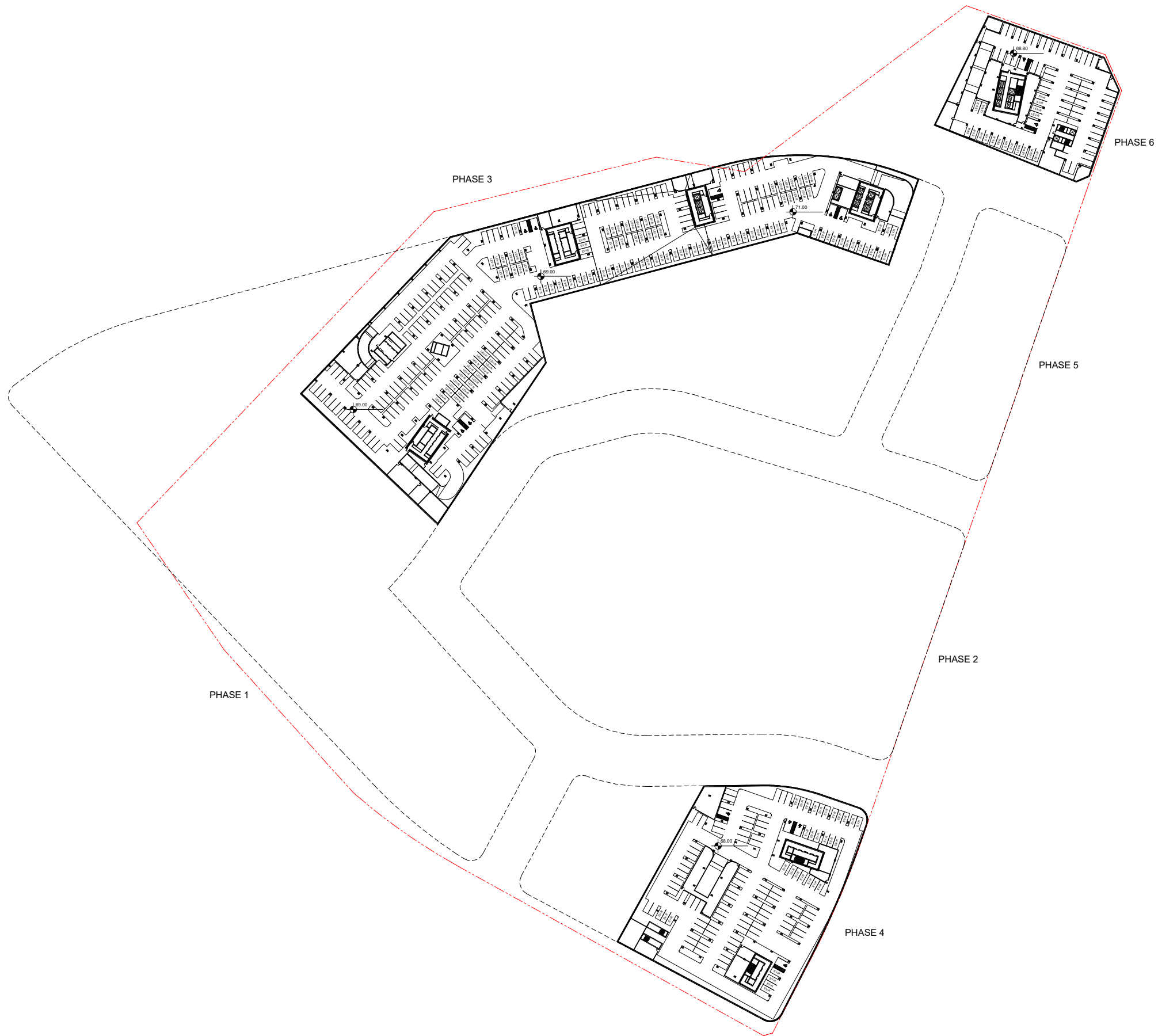
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PLOT DATE: 2020/05/17 AM



PROJECT 2150 LAKE SHORE	
CLIENT FIRST CAPITAL	
KEY PLAN 	
ISSUED FOR 2BA, DPS / OPA 15 MAY 2020	
REVISIONS	
No.	DESCRIPTION
EXECUTIVE ARCHITECT Adamson Associates Architects 401 Wellington Street West, 3rd Floor Toronto, ON M5V 1E7 DESIGN ARCHITECT Allies and Morrison Architects 85 Southwark St. London, UK SE1 0HK	
DRAWING STATUS NOT FOR CONSTRUCTION <small>Discrepancies must be reported immediately to the Architect before proceeding. Only figured dimensions are to be used. Contractors must check all dimensions on site. This drawing is protected by copyright.</small> <small>ALL DIMENSIONS ARE SHOWN IN METRIC.</small>	
adamson ASSOCIATES ARCHITECTS A Partnership of Corporations	
SEAL ONTARIO ASSOCIATION OF ARCHITECTS 2020/05/17	NORTH ARROW
DRAWING TITLE OVERALL FLOOR PLAN LEVEL P4	
DRAWN IRIGV	CHECKED GM
SCALE 1: 500 @ ARCH E	DATE 12/04/19
GRAPHIC SCALE SCALE IN METERS	
PROJECT NO. 1712	
DRAWING NO. Ax2-094	REVISION NO. A

NOTE: REFER TO AX2-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

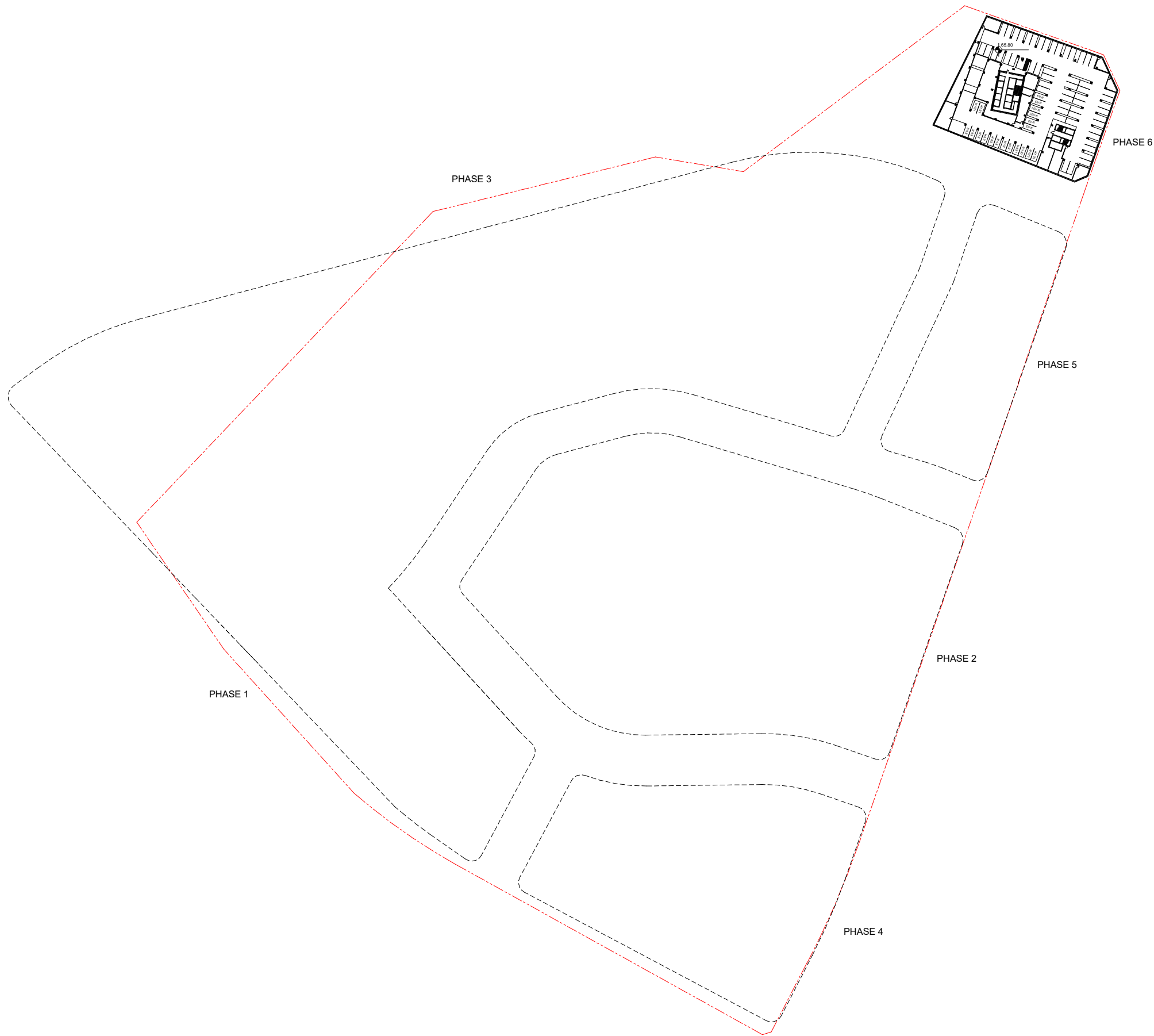


PROJECT 2150 LAKE SHORE																																								
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KEY PLAN 																																								
ISSUED FOR: 2BA, DPS, CPA 15 MAY 2020																																								
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">NO.</th> <th style="width: 85%;">DESCRIPTION</th> <th style="width: 10%;">DATE</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td></tr> </tbody> </table>		NO.	DESCRIPTION	DATE																																				
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REVISIONS EXECUTIVE ARCHITECT: Adamson Associates Architects 451 Wellington Street West, 3rd Floor Toronto, ON M5V 1E7 DESIGN ARCHITECT: Allies and Morrison Architects 85 Southwark St. London, UK SE1 0HK																																								
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REVISION NO: A																																								

NOTE: REFER TO AX2-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

30" x 48" ARCH. SHEET SIZE

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PLOT DATE: 2019/05/15 09:29 AM



PROJECT
2150 LAKE SHORE

CLIENT

KEY PLAN

REVISIONS

No.	DESCRIPTION	DATE
1	ISSUED FOR 29A / DPS / CPA	15 MAY 2019

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611 Wellington Street West, 3rd Floor
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Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS
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SEAL

OHTARIO ASSOCIATION of ARCHITECTS
1204/19

NORTH ARROW

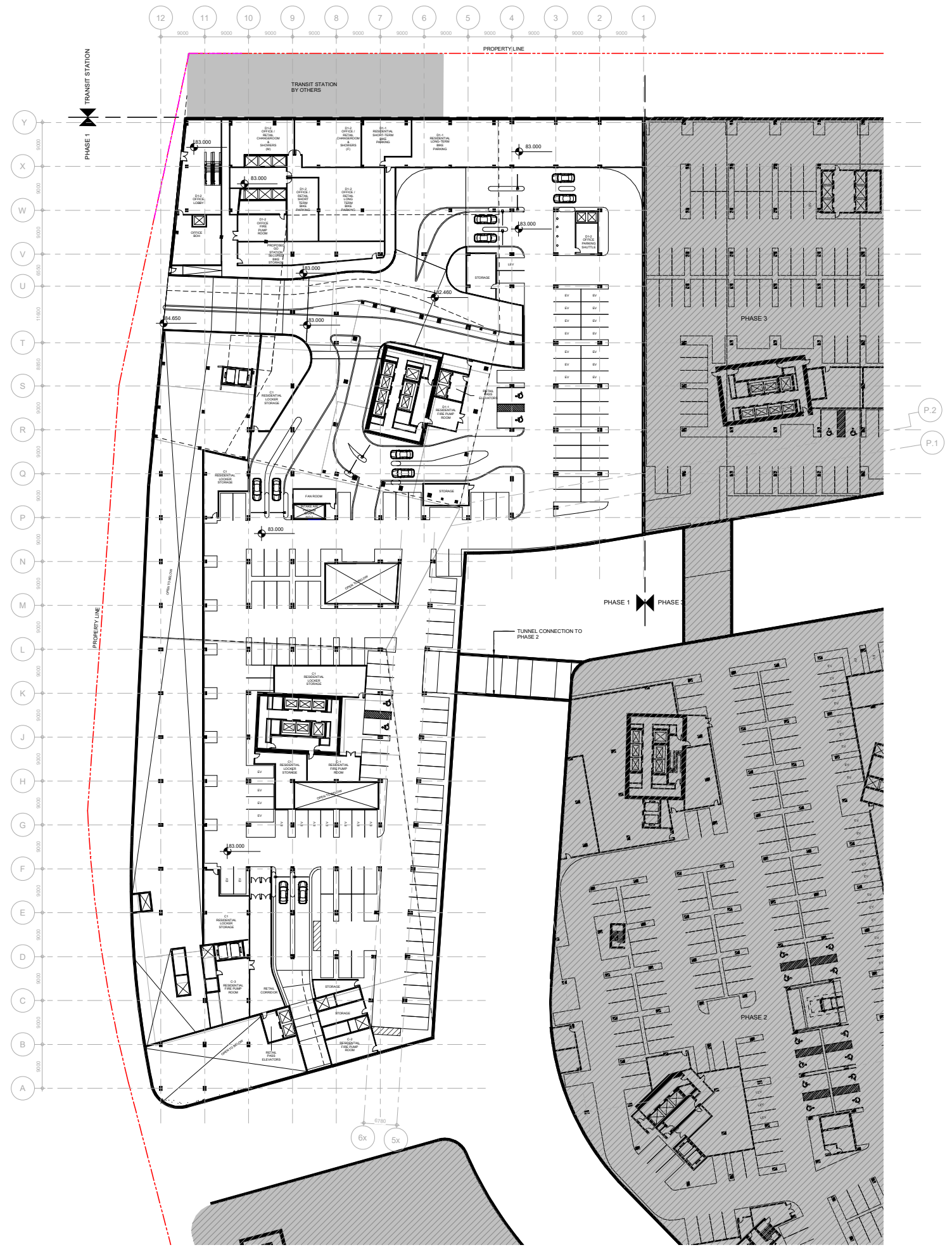
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OVERALL FLOOR PLAN LEVEL P6

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SCALE	1: 600 @ ARCH E	DATE	12/04/19
GRAPHIC SCALE			

PROJECT NO. 1712

DRAWING NO. **Ax2-096** REVISION NO. **A**

NOTE: REFER TO AX2-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS



NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P1	
TYPE	PROVIDED
ACCESSIBLE	4
ELECTRIC VEHICLE CHARGING STALL (EV)	27
ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	103
LOW EMITTING VEHICLE (LEV)	1
TOTAL NON-RESIDENTIAL	135

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P1	
TYPE	PROVIDED
ACCESSIBLE	0
FUTURE ELECTRIC VEHICLE CHARGING STALL (EV-R)	0
FUTURE ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	0
FUTURE LOW EMITTING VEHICLE (LEV-R)	0
TOTAL RESIDENTIAL	0

NOTE: REFER TO A40-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

PROJECT
2150 LAKE SHORE

CLIENT
FIRST CAPITAL

KEY PLAN

REVISIONS

No.	DESCRIPTION	DATE
1	ISSUED FOR 29A / DPS / CPA	15 MAY 2020

EXECUTIVE ARCHITECT
Adamson Associates Architects
451 Wellington Street West, 3rd Floor
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NORTH ARROW

DRAWING TITLE
PHASE 1 FLOOR PLAN LEVEL P1

DRAWN	IR	CHECKED	GM
SCALE	1:300 @ ARCH E	DATE	12/11/19

GRAPHIC SCALE

PROJECT NO. 1712

DRAWING NO. Ap2-091-CD

REVISION NO. A



PROJECT
 2150 LAKE SHORE

CLIENT
 FIRST CAPITAL

KEY PLAN

REVISIONS

No.	DESCRIPTION	DATE
1	ISSUED FOR 28A / DPS / CPA	15 MAY 2020

EXECUTIVE ARCHITECT
 Adamson Associates Architects
 471 Wellington Street West, 3rd Floor
 Toronto, ON, M5V 1E7

DESIGN ARCHITECT
 Allies and Morrison Architects
 65 Southwark St.
 London, UK SE1 0HK

DRAWING STATUS
NOT FOR CONSTRUCTION

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SEAL

NORTH ARROW

DRAWING TITLE
PHASE 1 FLOOR PLAN LEVEL P2

DRAWN	IR	CHECKED	GM

SCALE
 1:300 @ ARCH E
 DATE: 12/11/19

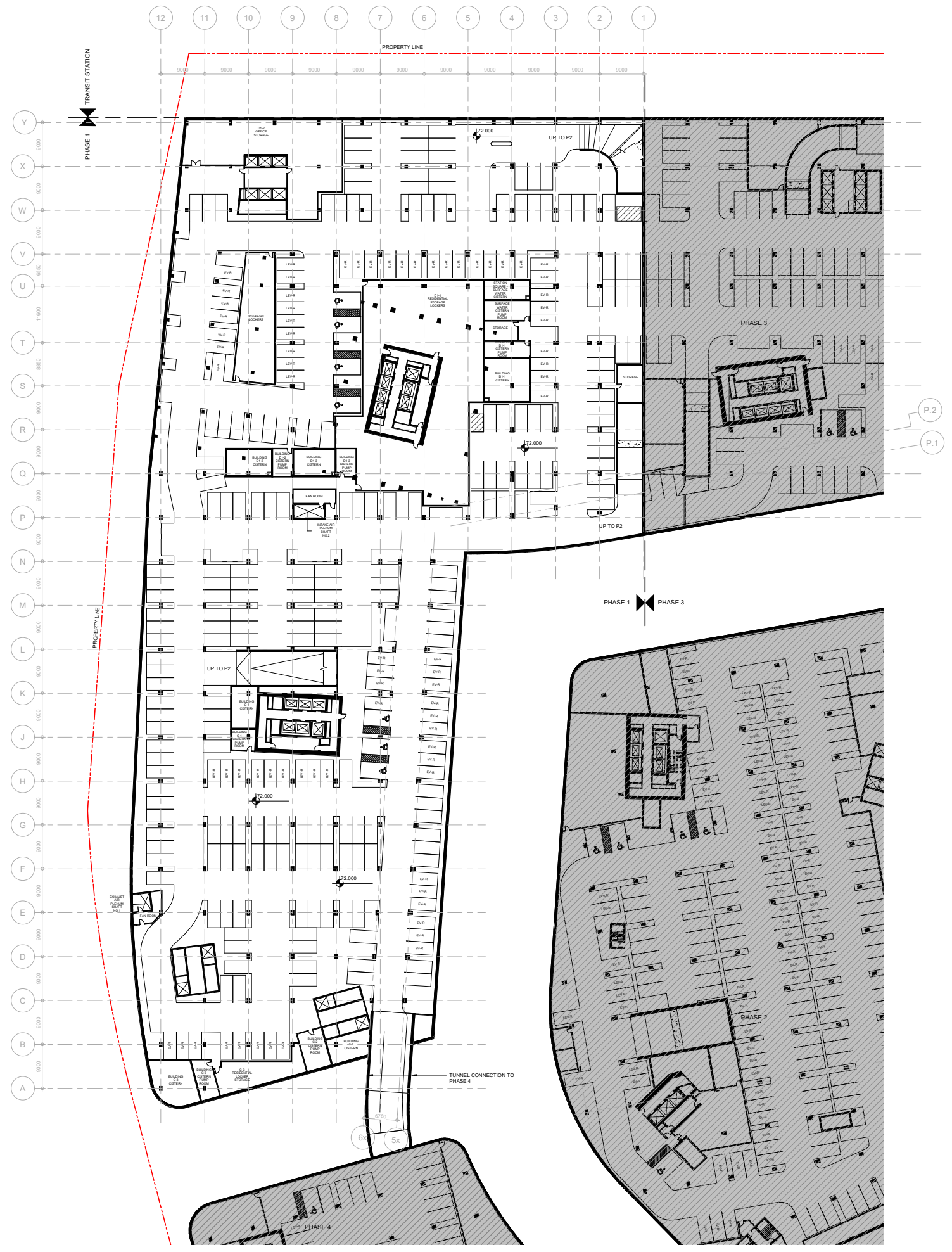
GRAPHIC SCALE

PROJECT NO. 1712

DRAWING NO. Ap2-092-CD **REVISION NO.** A

30" x 48" ARCH. SHEET SIZE

FILE NAME: C:\Work\2019\1712\1712-094-CD\1712-094-CD.dwg
 PLOT DATE: 2020.05.15 10:30 AM



NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4	
TYPE	PROVIDED
ACCESSIBLE	0
ELECTRIC VEHICLE CHARGING STALL (EV)	0
ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
TOTAL NON-RESIDENTIAL	0

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4	
TYPE	PROVIDED
ACCESSIBLE	7
FUTURE ELECTRIC VEHICLE CHARGING STALL (EV-R)	56
FUTURE ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	212
FUTURE LOW EMITTING VEHICLE (LEV-R)	18
TOTAL RESIDENTIAL	293

NOTE: REFER TO A40-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

PROJECT
2150 LAKE SHORE

CLIENT
FIRST CAPITAL

KEY PLAN

ISSUED FOR 29A / DPS / CPA 15 MAY 2020

No.	DESCRIPTION	DATE

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
4511 Wellington Street West, 3rd Floor
Toronto, ON M3J 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS
NOT FOR CONSTRUCTION

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SEAL
ONTRARIO ASSOCIATION OF ARCHITECTS

NORTH ARROW

DRAWING TITLE
PHASE 1 FLOOR PLAN LEVEL P4

DRAWN	IR	CHECKED	GM

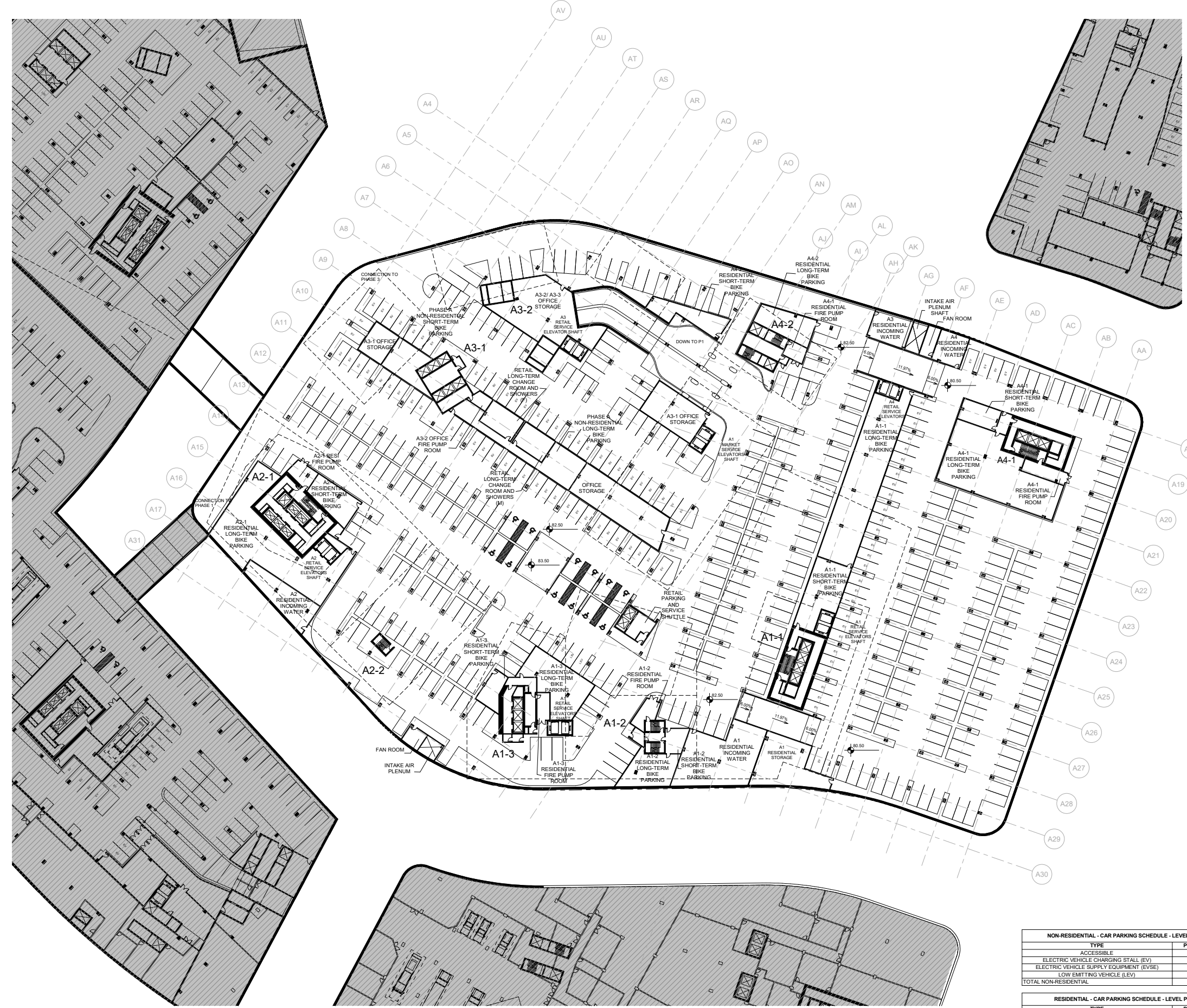
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GRAPHIC SCALE

PROJECT NO. 1712

DRAWING NO. **Ap2-094-CD** REVISION NO. **A**

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 PLOT DATE: 12/20/19 10:47 AM



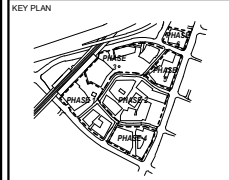
NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P1	
TYPE	PROVIDED
ACCESSIBLE	12
ELECTRIC VEHICLE CHARGING STALL (EV)	95
ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	366
LOW EMITTING VEHICLE (LEV)	3
TOTAL NON-RESIDENTIAL	476

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P1	
TYPE	PROVIDED
ACCESSIBLE	0
FUTURE ELECTRIC VEHICLE CHARGING STALL (EV-R)	0
FUTURE ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	0
FUTURE LOW EMITTING VEHICLE (LEV-R)	0
TOTAL RESIDENTIAL	0

NOTE: REFER TO A10-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

2150 LAKE SHORE

CLIENT



ISSUED FOR: 201A / DWS / OPS 15 MAY 2020

No.	DESCRIPTION	DATE

EXECUTIVE ARCHITECT
Adamson Associates Architects
 401 Wellington Street West, 3rd Floor
 Toronto, ON M5V 1E7

DESIGN ARCHITECT
Alles and Morrison Architects
 85 Grosvenor St.
 London, UK SE1 0HK

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SEAL

NORTH ARROW

PHASE 2 FLOOR PLAN LEVEL P1

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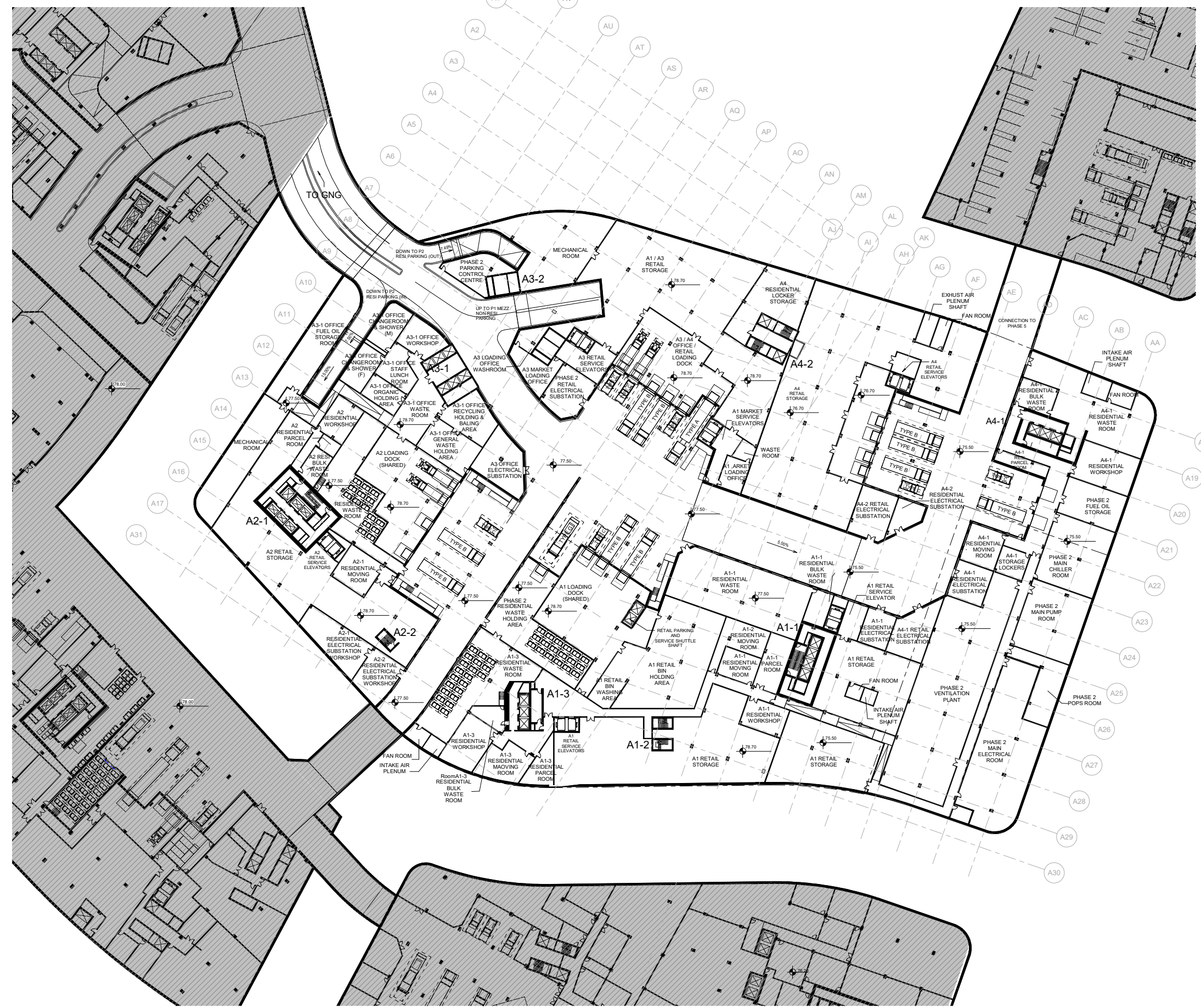
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GRAPHIC SCALE: 0 1 2 3 4 5 6 7 8 9 10 20m SCALE IN METERS

PROJECT NO. **1712**

DRAWING NO. **Ap2-091-A** REVISION NO. **A**

30' x 40' ARCHITECTURAL SHEET SIZE
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 PLOT DATE: 2019/05/15 09:59 AM



PROJECT
2150 LAKE SHORE

CLIENT
FIRST CAPITAL

KEY PLAN

REVISIONS

No.	DESCRIPTION	DATE
1	ISSUED FOR 29A, DPS, CPA	15 MAY 2019

EXECUTIVE ARCHITECT
Adamson Associates Architects
411 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS
NOT FOR CONSTRUCTION

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SEAL
ONTOARIO ASSOCIATION OF ARCHITECTS

NORTH ARROW

DRAWING TITLE
PHASE 2 FLOOR PLAN LEVEL P2

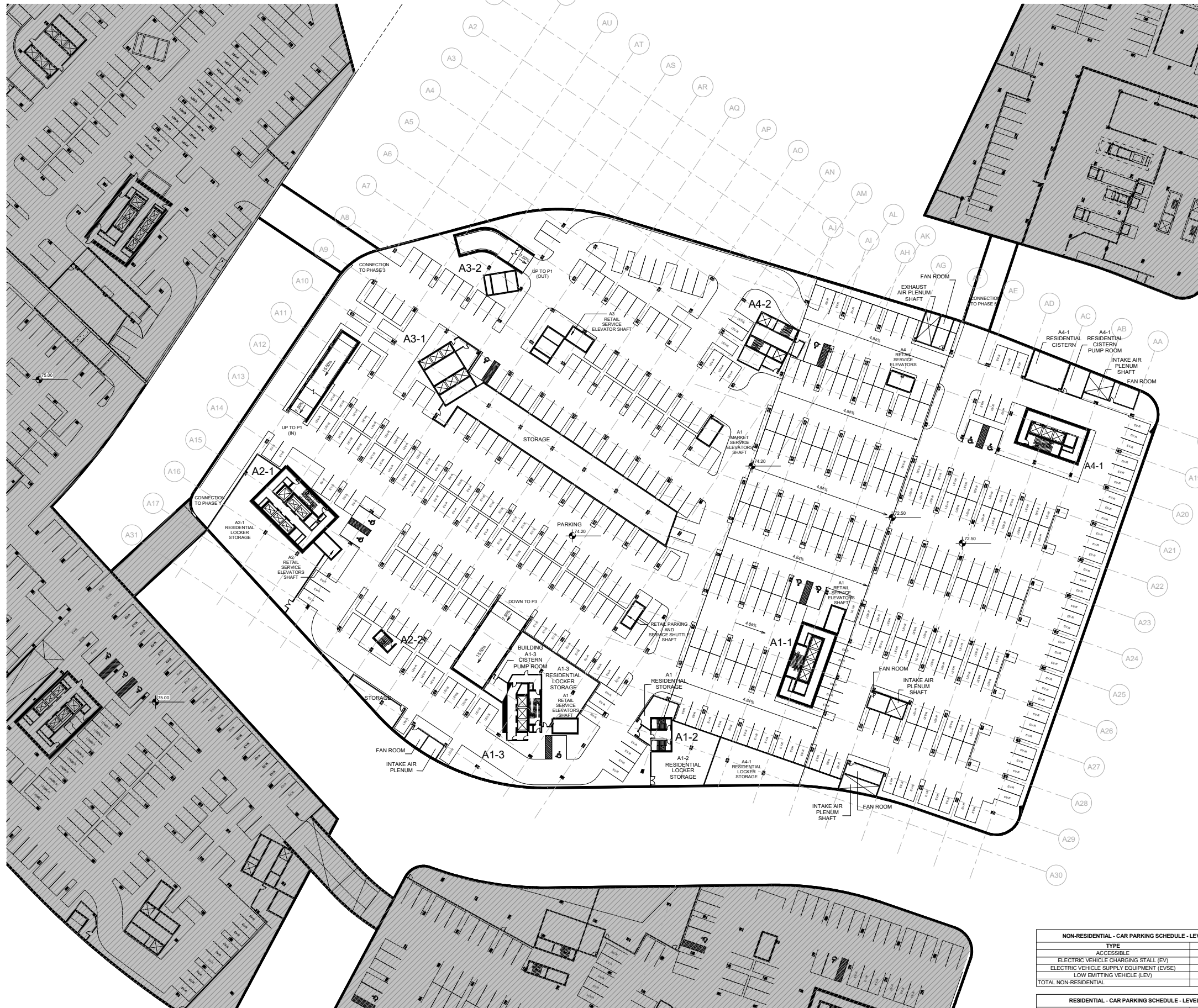
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SCALE
1:300 @ ARCH E
DATE 12/18/19

GRAPHIC SCALE

PROJECT NO. 1712

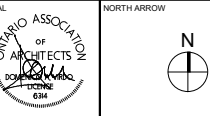
DRAWING NO. Ap2-092-A **REVISION NO.** A



NO.	DESCRIPTION	DATE

NOT FOR CONSTRUCTION

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PHASE 2 FLOOR PLAN LEVEL P3

NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P3	
TYPE	PROVIDED
ACCESSIBLE	0
ELECTRIC VEHICLE CHARGING STALL (EV)	0
ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
TOTAL NON-RESIDENTIAL	0

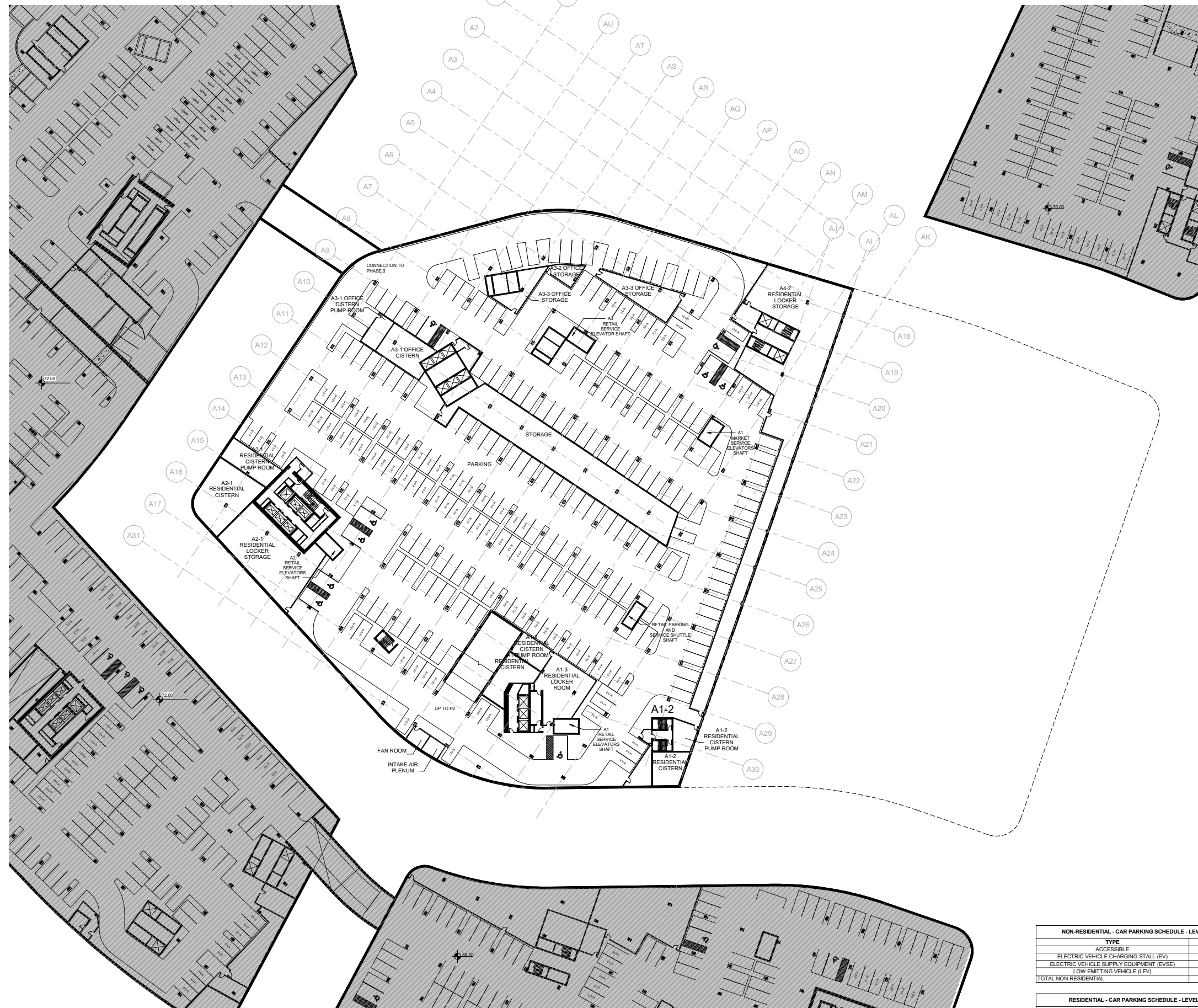
RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P3	
TYPE	PROVIDED
ACCESSIBLE	9
FUTURE ELECTRIC VEHICLE CHARGING STALL (EV-R)	115
FUTURE ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	295
FUTURE LOW EMITTING VEHICLE (LEV-R)	99
TOTAL RESIDENTIAL	508

NOTE: REFER TO A02-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

DRAWN	IR	CHECKED	GM

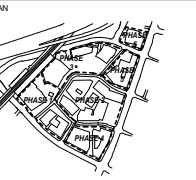
SCALE: 1:300 @ ARCH E DATE: 12/18/19

30" x 48" ARCH. SHEET SIZE



FILE NAME: C:\Work\Low\FIN\02\094\094-002\ARCH\ARCH\ARCH_P4_001.rvt
 PLOT DATE: 12/18/19 10:55 AM

2150 LAKE SHORE



ISSUED FOR 28A, DP5 / CPA 15 MAY 2020

NO.	DESCRIPTION	DATE

EXECUTIVE ARCHITECT
 Adamson Associates Architects
 671 Wellington Street West, 3rd Floor
 Toronto, ON M5V 1E7

DESIGN ARCHITECT
 Allies and Morrison Architects
 85 Southpark St.
 London, UK SE1 0HK

NOT FOR CONSTRUCTION

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PHASE 2 FLOOR PLAN LEVEL P4

NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4

TYPE	PROVIDED
ACCESSIBLE	0
ELECTRIC VEHICLE CHARGING STALL (EV)	0
ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
TOTAL NON-RESIDENTIAL	0

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4

TYPE	PROVIDED
ACCESSIBLE	9
FUTURE ELECTRIC VEHICLE CHARGING STALL (EV-R)	57
FUTURE ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	176
FUTURE LOW EMITTING VEHICLE (LEV-R)	33
TOTAL RESIDENTIAL	275

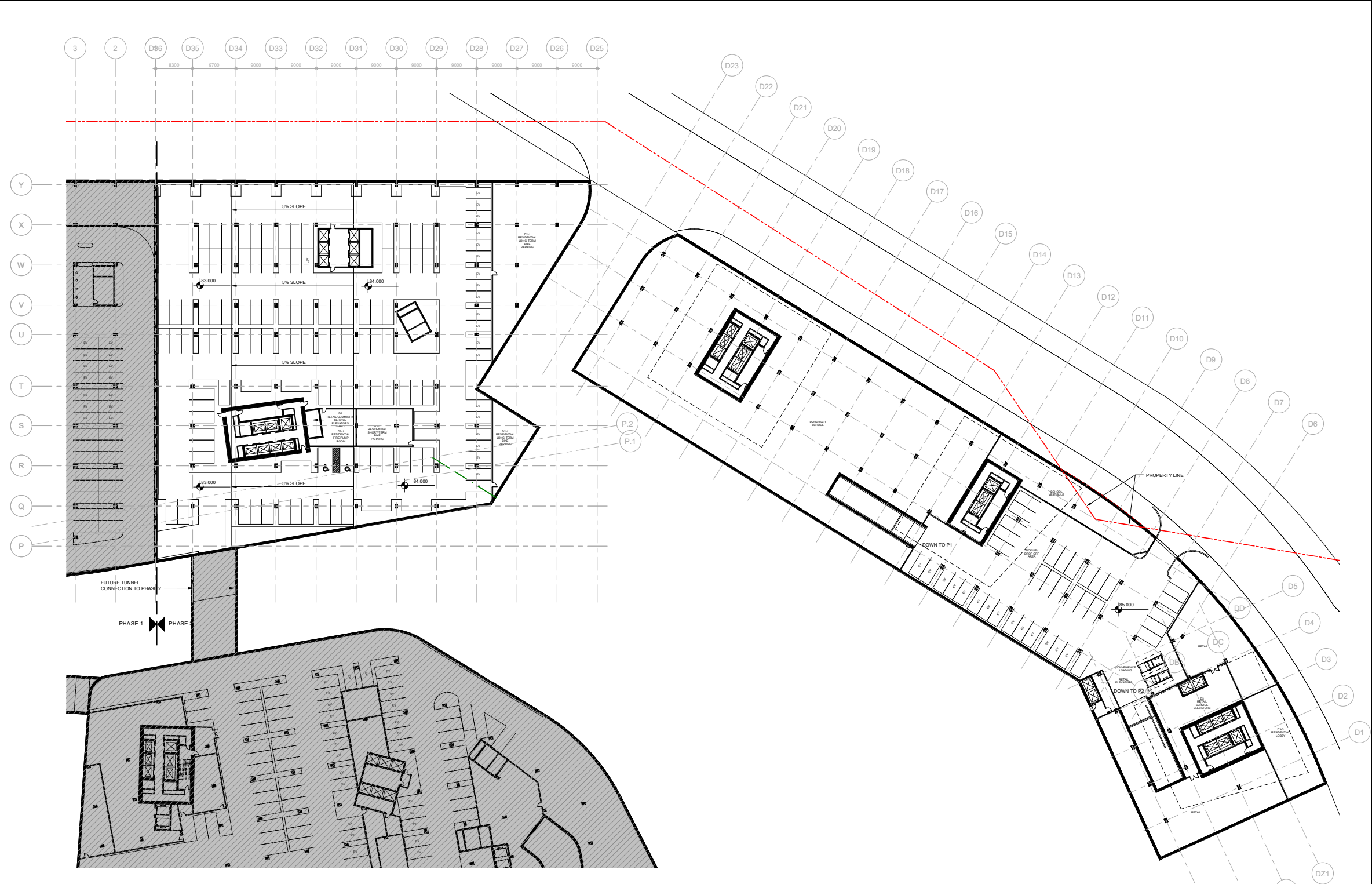
NOTE: REFER TO A40-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS


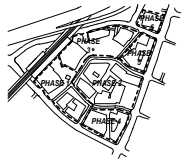



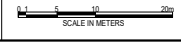
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SCALE	1:300 @ ARCH E	DATE	12/18/19



PROJECT NO. 1712

DRAWING NO. **Ap2-094-A** REVISION NO. **A**



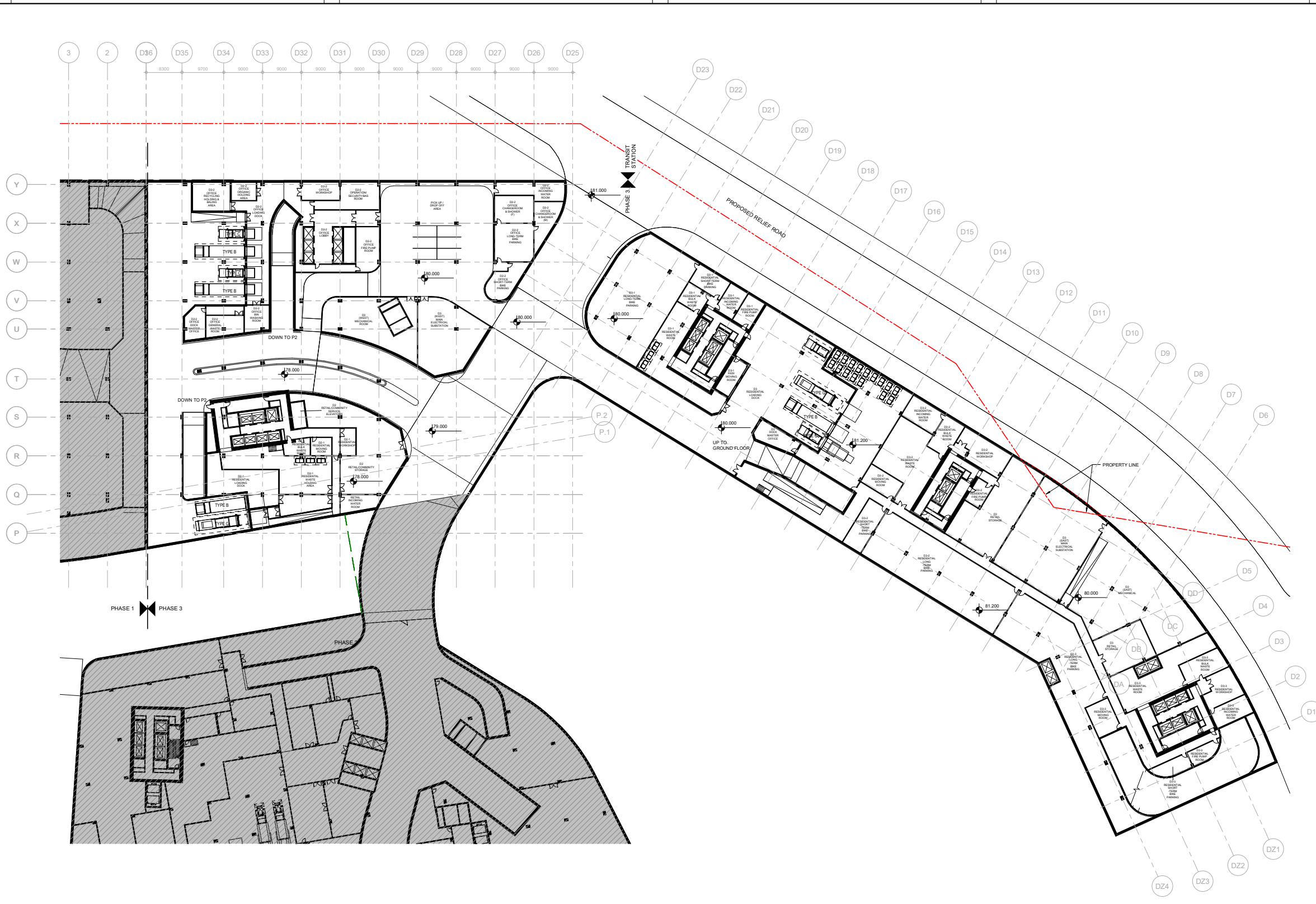
PROJECT		2150 LAKE SHORE	
CLIENT			
KEY PLAN			
A ISSUED FOR 2BA / DPS / OPA 15 MAY 2020			
No. DESCRIPTION DATE			
REVISIONS			
EXECUTIVE ARCHITECT		Adamson Associates Architects 411 Wellington Street West, 3rd Floor Toronto, ON M5V 1E7	
DESIGN ARCHITECT		Allies and Morrison Architects 85 Southwark St. London, UK SE1 0HK	
DRAWING STATUS			
NOT FOR CONSTRUCTION			
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ALL DIMENSIONS ARE SHOWN IN METRIC.			
 A Partnership of Corporations			
SEAL  ONTARIO ASSOCIATION OF ARCHITECTS	NORTH ARROW 		
DRAWING TITLE			
PHASE 3 FLOOR PLAN LEVEL P1			
DRAWN IR SCALE 1:300 @ ARCH E GRAPHIC SCALE 	CHECKED GM DATE 01/24/20	PROJECT NO. 1712 DRAWING NO. Ap2-091-D REVISION NO. A	

TYPE	PROVIDED
ACCESSIBLE	2
ELECTRIC VEHICLE CHARGING STALL (EV)	34
ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	131
LOW EMITTING VEHICLE (LEV)	1
TOTAL NON-RESIDENTIAL	168

TYPE	PROVIDED
ACCESSIBLE	0
FUTURE ELECTRIC VEHICLE CHARGING STALL (EV-R)	0
FUTURE ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	0
FUTURE LOW EMITTING VEHICLE (LEV-R)	0
TOTAL RESIDENTIAL	0

NOTE: REFER TO A&O-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

30" x 48" ARCH. SHEET SIZE
 FILE NAME: C:\Bentley\Drawings\17112\17112-000-000\17112-000-000-000-000.dwg
 PLOT DATE: 2020/01/13 11:27 AM



PROJECT
2150 LAKE SHORE

CLIENT
 FIRST CAPITAL

KEY PLAN

ISSUED FOR 29A / DPS / OPA 15 MAY 2020

NO.	DESCRIPTION	DATE

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
 611 Wellington Street West, 3rd Floor
 Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
 65 Southwark St.
 London, UK SE1 0HK

DRAWING STATUS
NOT FOR CONSTRUCTION

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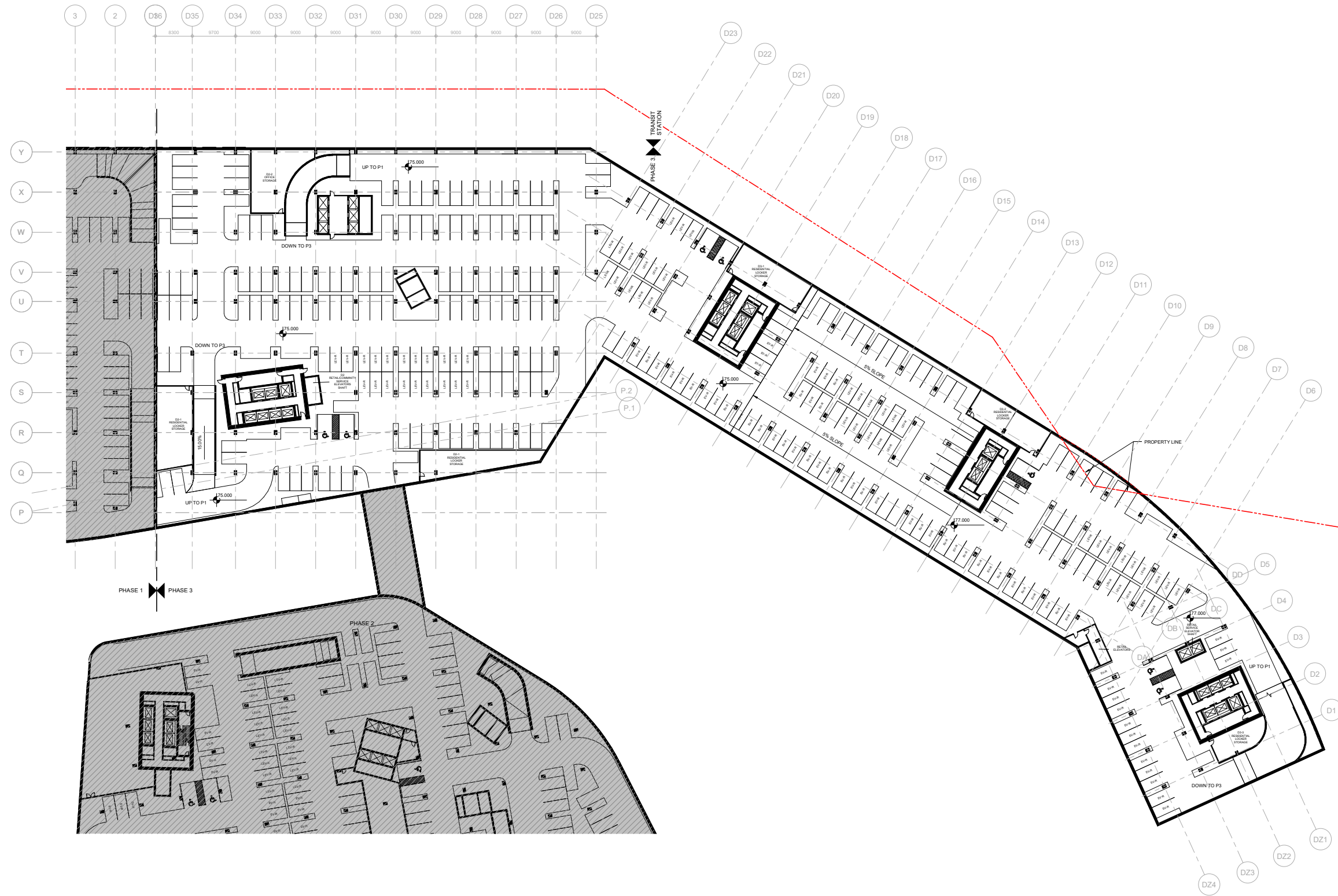
SEAL

NORTH ARROW

DRAWING TITLE

**PHASE 3
FLOOR PLAN
LEVEL P2**

<small>DRAWN</small> IR	<small>CHECKED</small> GM
<small>SCALE</small> 1:300 @ ARCH E	<small>DATE</small> 01/13/20
<small>GRAPHIC SCALE</small> 0 1 2 3 4 5 6 7 8 9 10 SCALE IN METERS	<small>PROJECT NO.</small> 1712
<small>DRAWING NO.</small> Ap2-092-D	<small>REVISION NO.</small> A



PROJECT
2150 LAKE SHORE

CLIENT

KEY PLAN

ISSUED FOR 2ND DPS / OPA 15 MAY 2020

REVISIONS

No.	DESCRIPTION	DATE

EXECUTIVE ARCHITECT
Adamson Associates Architects
611 Wellington Street West, 3rd Floor
Toronto, ON M5W 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS
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SEAL:

DRAWING TITLE
PHASE 3 FLOOR PLAN LEVEL P3

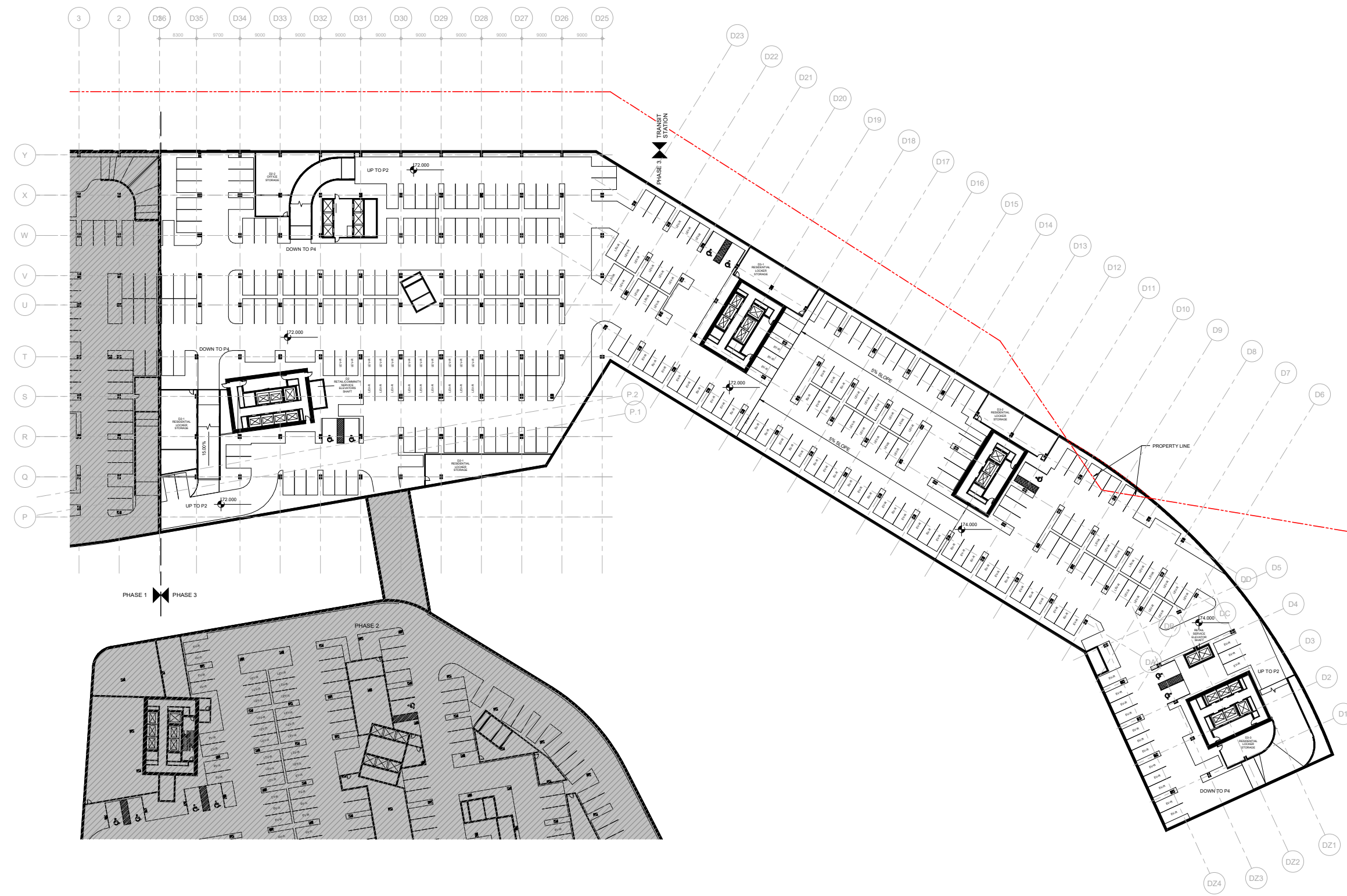
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ACCESSIBLE	0
ELECTRIC VEHICLE CHARGING STALL (EV)	0
ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
TOTAL NON-RESIDENTIAL	0
RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P3	
ACCESSIBLE	7
FUTURE ELECTRIC VEHICLE CHARGING STALL (EV-R)	61
FUTURE ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	184
FUTURE LOW EMITTING VEHICLE (LEV-R)	59
TOTAL RESIDENTIAL	311

NOTE: REFER TO A&M-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

DRAWN	IR	CHECKED	GM
SCALE	1:300 @ ARCH E	DATE	01/11/2020
GRAPHIC SCALE			
PROJECT NO.	1712		
DRAWING NO.	Ap2-093-D		
REVISION NO.	A		

30' x 40' ARCH SHEET SIZE

FILE NAME: C:\Work\094\Phase3\094-001\094-001-03-001.dwg PLOT DATE: 01/13/20

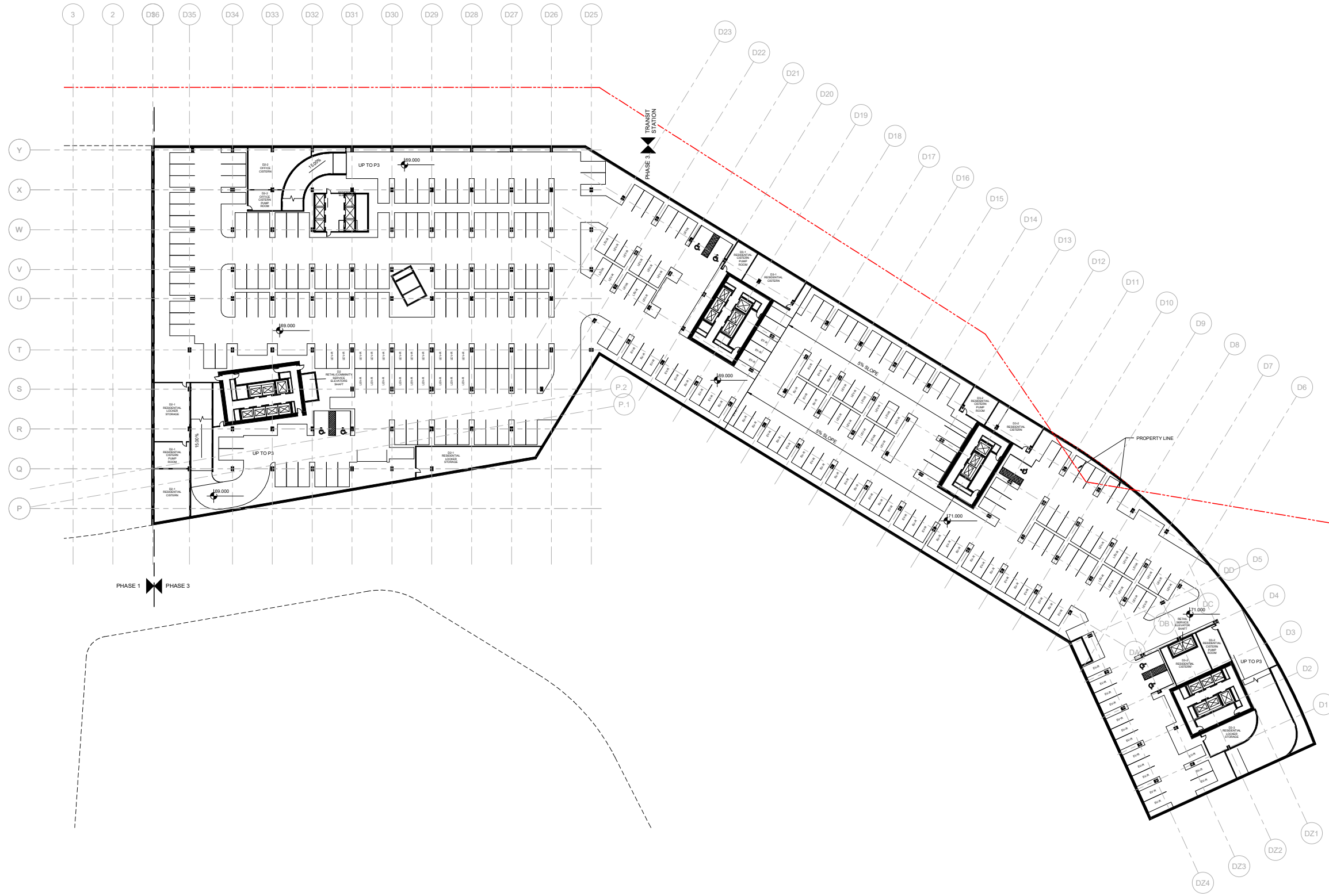


PROJECT	
2150 LAKE SHORE	
CLIENT	
KEY PLAN	
ISSUED FOR PERMITS / OPA 15 MAY 2020	
No.	DESCRIPTION
REVISIONS	
EXECUTIVE ARCHITECT	
Adamson Associates Architects 411 Wellington Street West, 3rd Floor Toronto, ON M5V 1E7	
DESIGN ARCHITECT	
Allies and Morrison Architects 85 Southwark St. London, UK SE1 0HK	
DRAWING STATUS	
NOT FOR CONSTRUCTION	
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A Partnership of Corporations	
SEAL	NORTH ARROW
DRAWING TITLE	
PHASE 3 FLOOR PLAN LEVEL P4	
DRAWN	CHECKED
IR	GM
SCALE	DATE
1:300 @ ARCH E	01/13/20
GRAPHIC SCALE	
PROJECT NO.	
1712	
DRAWING NO.	
Ap2-094-D	
REVISION NO.	
A	

NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4	
TYPE	PROVIDED
ACCESSIBLE	0
ELECTRIC VEHICLE CHARGING STALL (EV)	0
ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
TOTAL NON-RESIDENTIAL	0

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4	
TYPE	PROVIDED
ACCESSIBLE	7
FUTURE ELECTRIC VEHICLE CHARGING STALL (EV-R)	63
FUTURE ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	183
FUTURE LOW EMITTING VEHICLE (LEV-R)	59
TOTAL RESIDENTIAL	312

NOTE: REFER TO A&M-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS



PROJECT
2150 LAKE SHORE

CLIENT
FIRST CAPITAL

KEY PLAN

ISSUED FOR 29A / DPS / CPA 15 MAY 2020

No.	DESCRIPTION	DATE

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
4511 Wellington Street West, 3rd Floor
Toronto, ON M3J 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS
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NORTH ARROW

DRAWING TITLE
PHASE 3 FLOOR PLAN LEVEL P5

DRAWN	IR	CHECKED	GM

SCALE
1:300 @ ARCH E DATE 02/13/20

GRAPHIC SCALE

PROJECT NO. 1712

DRAWING NO. Ap2-095-D **REVISION NO.** A

NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P5	
TYPE	PROVIDED
ACCESSIBLE	0
ELECTRIC VEHICLE CHARGING STALL (EV)	0
ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
TOTAL NON-RESIDENTIAL	0

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P5	
TYPE	PROVIDED
ACCESSIBLE	7
FUTURE ELECTRIC VEHICLE CHARGING STALL (EV-R)	63
FUTURE ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	189
FUTURE LOW EMITTING VEHICLE (LEV-R)	55
TOTAL RESIDENTIAL	314

NOTE: REFER TO A&O-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS



PROJECT
2150 LAKE SHORE



ISSUED FOR PERMITS / OPA 15 MAY 2020

No.	DESCRIPTION	DATE

REVISIONS

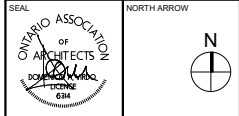
EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS
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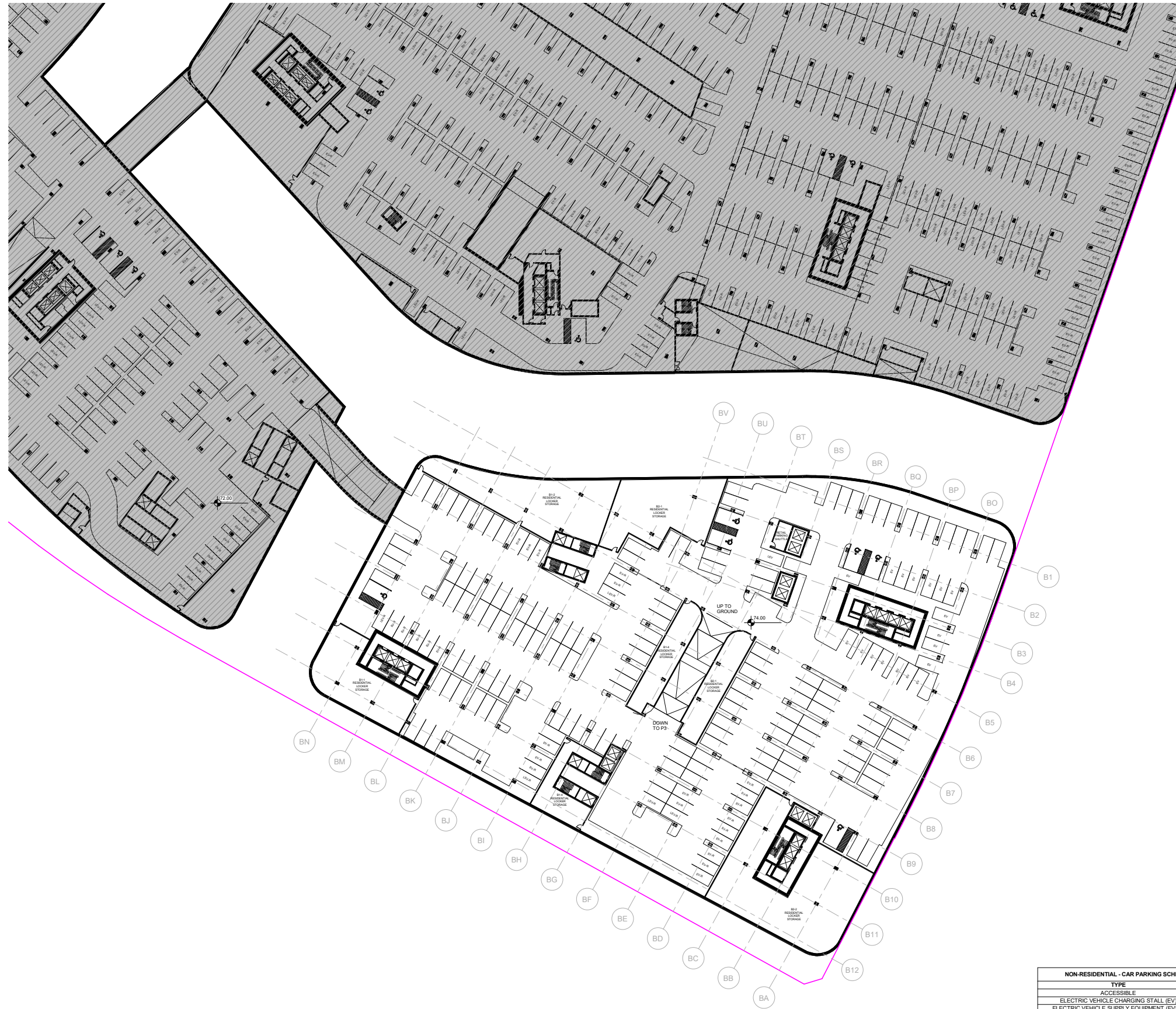
DRAWING TITLE
**PHASE 4
FLOOR PLAN
LEVEL P1**

DRAWN	IR	CHECKED	GM
SCALE	1:300 @ ARCH E	DATE	01/23/20
GRAPHIC SCALE			

PROJECT NO. 1712

DRAWING NO. **Ap2-091-B** REVISION NO. **A**

30" x 48" ARCH. SHEET SIZE



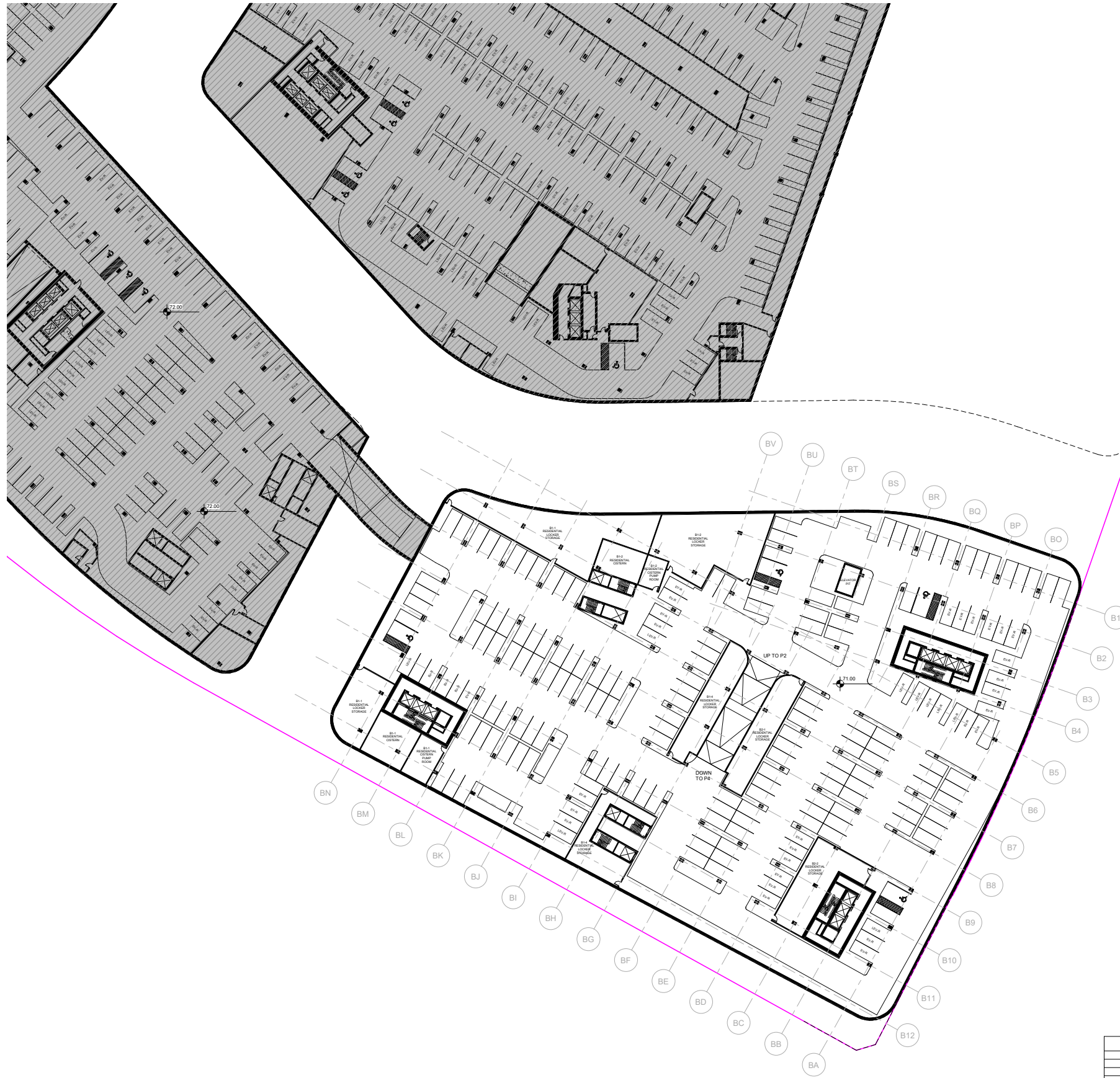
TYPE	PROVIDED
ACCESSIBLE	5
ELECTRIC VEHICLE CHARGING STALL (EV)	18
ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	68
LOW EMITTING VEHICLE (LEV)	1
TOTAL NON-RESIDENTIAL	92

TYPE	PROVIDED
ACCESSIBLE	1
FUTURE ELECTRIC VEHICLE CHARGING STALL (EV-R)	24
FUTURE ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	79
FUTURE LOW EMITTING VEHICLE (LEV-R)	5
TOTAL RESIDENTIAL	109

NOTE: REFER TO A&G-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

FILE NAME: C:\work\2024\1712\20240515\1712_092-B_ARCH-LEVEL_P2.rvt
PLOT DATE: 01/23/2025

PROJECT 2150 LAKE SHORE	
CLIENT FIRST CAPITAL	
KEY PLAN 	
ISSUED FOR PERMITS / CPS / OPA: 15 MAY 2025	
NO. DESCRIPTION DATE	
REVISIONS EXECUTIVE ARCHITECT Adamson Associates Architects 411 Wellington Street West, 3rd Floor Toronto, ON M5V 1E7 DESIGN ARCHITECT Allies and Morrison Architects 85 Southwark St. London, UK SE1 0HK	
DRAWING STATUS NOT FOR CONSTRUCTION Discrepancies must be reported immediately to the Architect before proceeding. Only figured dimensions are to be used. Contractors must check all dimensions on site. This drawing is protected by copyright. ALL DIMENSIONS ARE SHOWN IN METRIC.	
adamson ASSOCIATES ARCHITECTS A Partnership of Corporations	
SEAL 	NORTH ARROW
DRAWING TITLE PHASE 4 FLOOR PLAN LEVEL P2	
DRAWN: MH SCALE: 1:300 @ ARCH E	CHECKED: GM DATE: 01/23/25
PROJECT NO.: 1712	REVISION NO.:
DRAWING NO.: Ap2-092-B	REVISION NO.: A



NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P3	
TYPE	PROVIDED
ACCESSIBLE	0
ELECTRIC VEHICLE CHARGING STALL (EV)	0
ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
TOTAL NON-RESIDENTIAL	0

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P3	
TYPE	PROVIDED
ACCESSIBLE	4
FUTURE ELECTRIC VEHICLE CHARGING STALL (EV-R)	31
FUTURE ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	154
FUTURE LOW EMITTING VEHICLE (LEV-R)	9
TOTAL RESIDENTIAL	198

NOTE: REFER TO A40-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

PROJECT
2150 LAKE SHORE

CLIENT
FIRST CAPITAL

KEY PLAN

REVISIONS

No.	DESCRIPTION	DATE
1	ISSUED FOR 29A / DPS / CPA	15 MAY 2025

EXECUTIVE ARCHITECT
Adamson Associates Architects
401 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

DRAWING STATUS
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NORTH ARROW

DRAWING TITLE
PHASE 4 FLOOR PLAN LEVEL P3

DRAWN: MH	CHECKED: GM
SCALE: 1:300 @ ARCH E	DATE: 01/23/2025

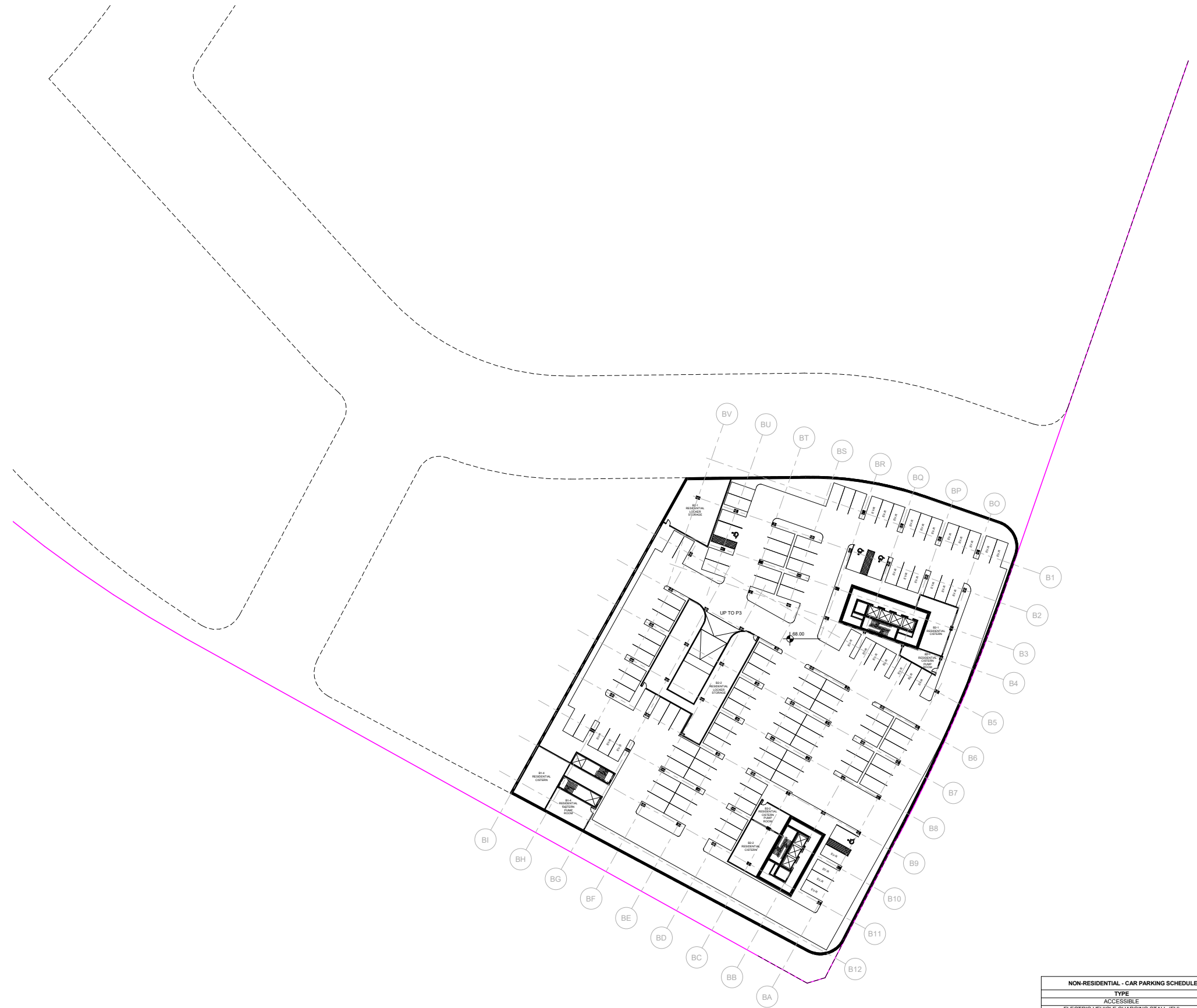
GRAPHIC SCALE

PROJECT NO. 1712

DRAWING NO. **Ap2-093-B** **REVISION NO.** **A**

30" x 48" ARCH. SHEET SIZE

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PLOT DATE: 01/23/20



NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4	
TYPE	PROVIDED
ACCESSIBLE	0
ELECTRIC VEHICLE CHARGING STALL (EV)	0
ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
TOTAL NON-RESIDENTIAL	0

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4	
TYPE	PROVIDED
ACCESSIBLE	4
FUTURE ELECTRIC VEHICLE CHARGING STALL (EV-R)	31
FUTURE ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	92
TOTAL RESIDENTIAL	127

PROJECT
2150 LAKE SHORE

CLIENT
FIRST CAPITAL

KEY PLAN

REVISIONS

No.	DESCRIPTION	DATE
1	ISSUED FOR 29A / DPS / CPA	15 MAY 2020

EXECUTIVE ARCHITECT
Adamson Associates Architects
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DESIGN ARCHITECT
Allies and Morrison Architects
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London, UK SE1 0HK

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NORTH ARROW

DRAWING TITLE
PHASE 4 FLOOR PLAN LEVEL P4

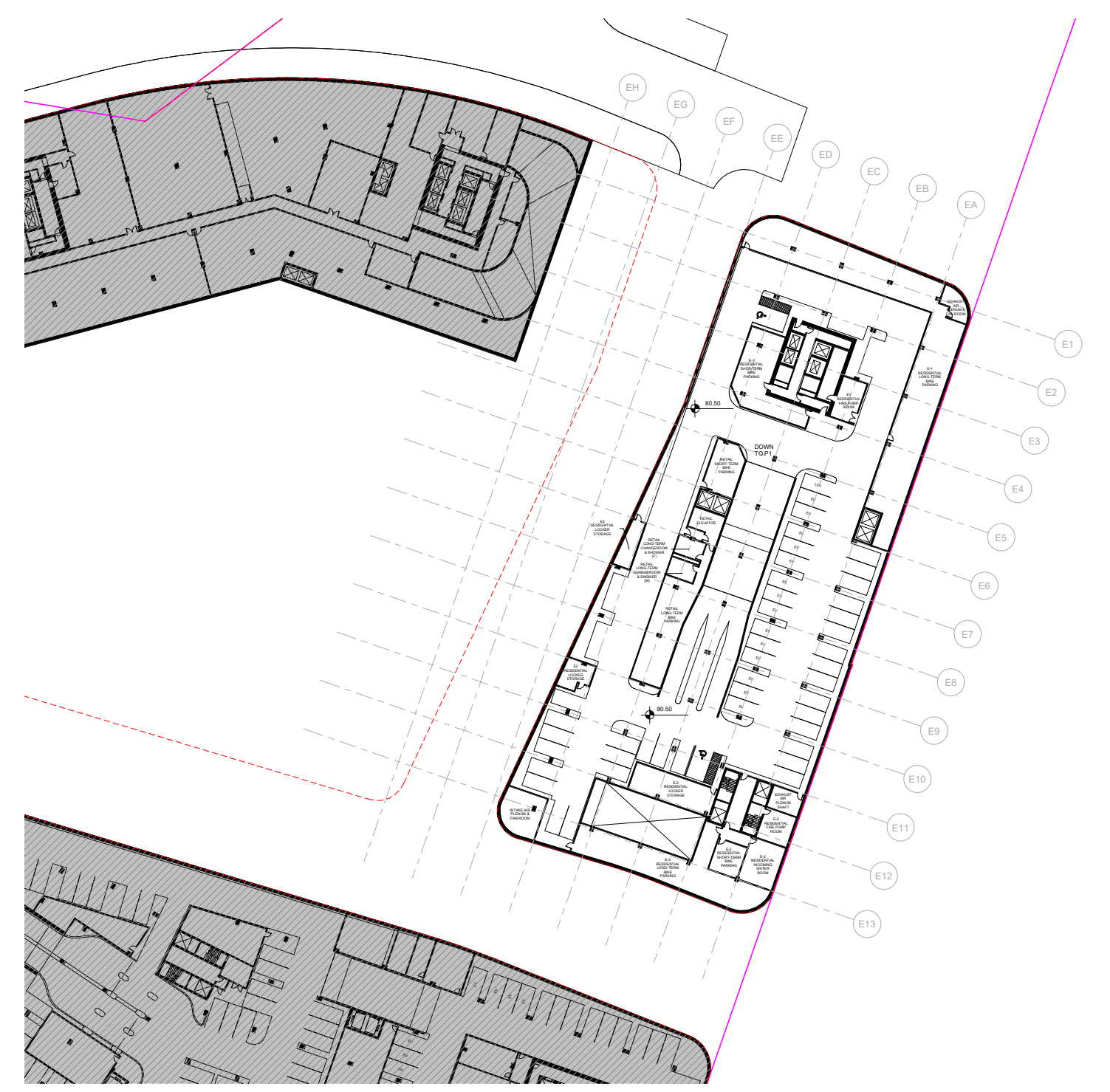
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GRAPHIC SCALE			

PROJECT NO. 1712

DRAWING NO. Ap2-094-B **REVISION NO.** A

NOTE: REFER TO A40-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

30" x 40" ARCH. SHEET SIZE
 FILE NAME: C:\Users\adamson\Documents\2150 LAKE SHORE\2150 LAKE SHORE.dwg
 PLOT DATE: 04/06/20



NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P1	
TYPE	PROVIDED
ACCESSIBLE	2
ELECTRIC VEHICLE CHARGING STALL (EV)	14
ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	33
LOW EMITTING VEHICLE (LEV)	1
TOTAL NON-RESIDENTIAL	50

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P1	
TYPE	PROVIDED
ACCESSIBLE	0
FUTURE ELECTRIC VEHICLE CHARGING STALL (EV-R)	0
FUTURE ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	0
FUTURE LOW EMITTING VEHICLE (LEV-R)	0
TOTAL RESIDENTIAL	0

NOTE: REFER TO A&D-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

PROJECT
2150 LAKE SHORE

CLIENT
FIRST CAPITAL

KEY PLAN

ISSUED FOR 2ND LPS / CPA 15 MAY 2020

No.	DESCRIPTION	DATE

REVISIONS

EXECUTIVE ARCHITECT
Adamson Associates Architects
611 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Jiles and Morrison Architects
85 Southwark St.
London, UK SE1 0HK

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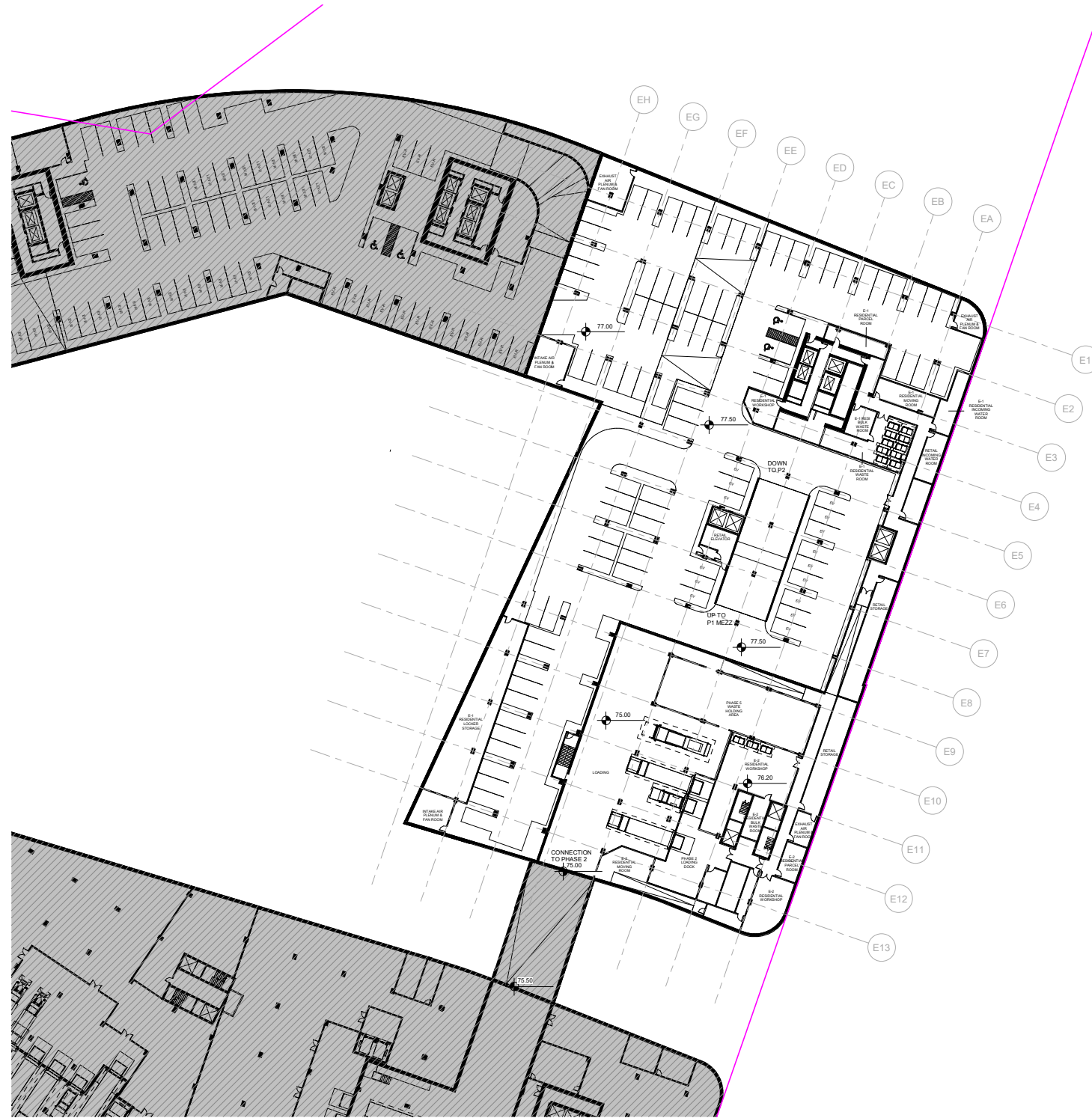
NORTH ARROW

DRAWING TITLE
PHASE 5 FLOOR PLAN LEVEL P1

DRAWN	CHECKED	DATE
MH	GM	04/06/20

SCALE: 1:300 @ ARCH E
GRAPHIC SCALE:

PROJECT NO. 1712
DRAWING NO. **Ap2-091-E** REVISION NO. **A**



NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P2	
TYPE	PROVIDED
ACCESSIBLE	2
ELECTRIC VEHICLE CHARGING STALL (EV)	15
ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	81
LOW EMITTING VEHICLE (LEV)	0
TOTAL NON-RESIDENTIAL	98

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P2	
TYPE	PROVIDED
ACCESSIBLE	0
FUTURE ELECTRIC VEHICLE CHARGING STALL (EV-R)	0
FUTURE ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	0
FUTURE LOW EMITTING VEHICLE (LEV-R)	0
TOTAL RESIDENTIAL	0

NOTE: REFER TO A40-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

PROJECT
2150 LAKE SHORE

CLIENT
FIRST CAPITAL

KEY PLAN

REVISIONS

No.	DESCRIPTION	DATE
1	ISSUED FOR 2ND LDP3 / CPA	15 MAY 2020

EXECUTIVE ARCHITECT
Adamson Associates Architects
411 Wellington Street West, 3rd Floor
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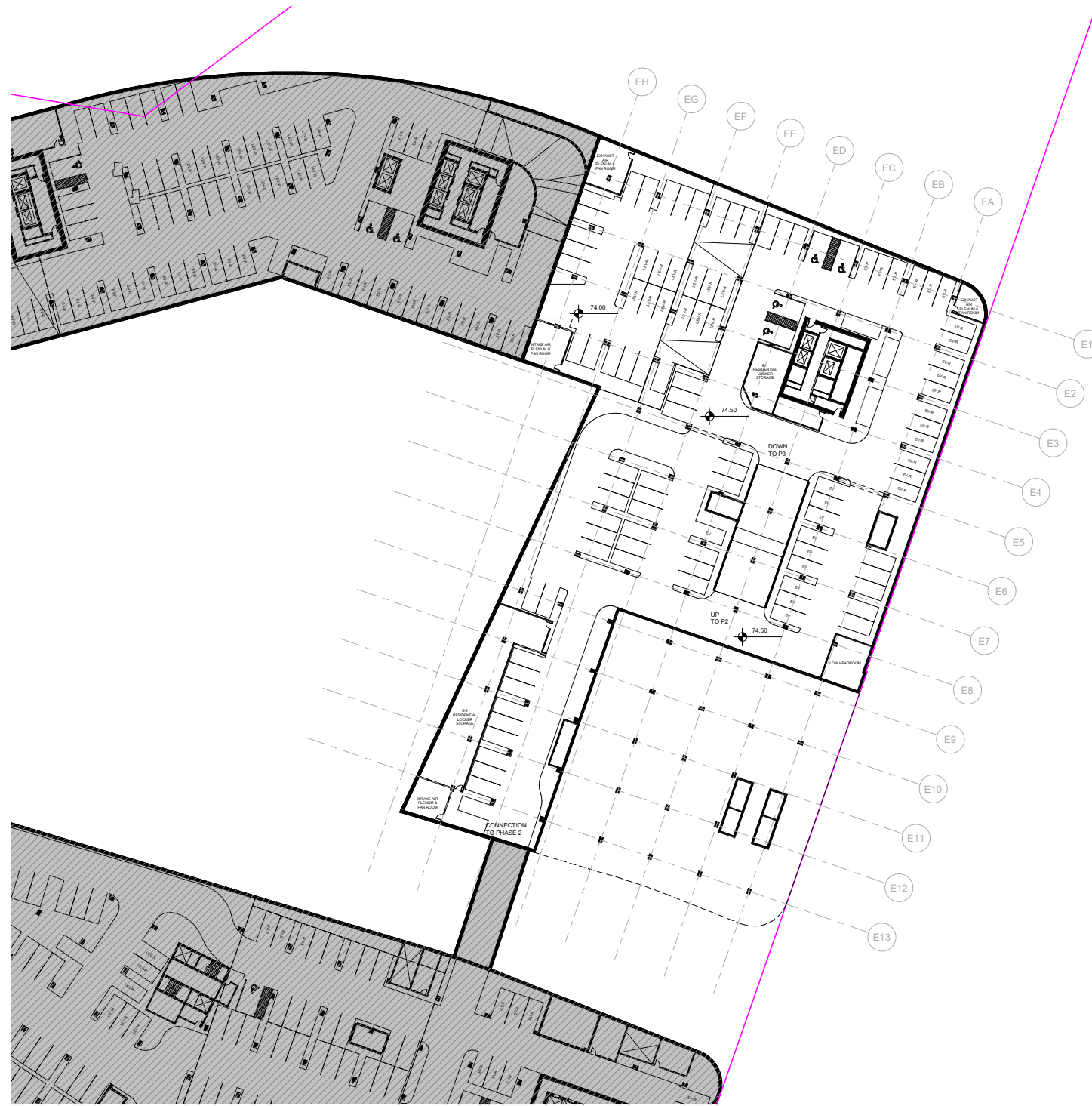
NORTH ARROW

DRAWING TITLE
PHASE 5 FLOOR PLAN LEVEL P2

DRAWN	IR	CHECKED	GM
SCALE	1:300 @ ARCH E		DATE
GRAPHIC SCALE			

PROJECT NO. 1712

DRAWING NO. **Ap2-092-E** **REVISION NO.** **A**



NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P3	
TYPE	PROVIDED
ACCESSIBLE	0
ELECTRIC VEHICLE CHARGING STALL (EV)	10
ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	35
LOW EMITTING VEHICLE (LEV)	0
TOTAL NON-RESIDENTIAL	45

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P3	
TYPE	PROVIDED
ACCESSIBLE	4
FUTURE ELECTRIC VEHICLE CHARGING STALL (EV-R)	17
FUTURE ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	28
FUTURE LOW EMITTING VEHICLE (LEV-R)	12
TOTAL RESIDENTIAL	61

NOTE: REFER TO A40-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

PROJECT
2150 LAKE SHORE

CLIENT

KEY PLAN

REVISIONS

No.	DESCRIPTION	DATE
1	ISSUED FOR 29A LDP3 / CPA	15 MAY 2020

EXECUTIVE ARCHITECT
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DRAWING TITLE
PHASE 5 FLOOR PLAN LEVEL P3

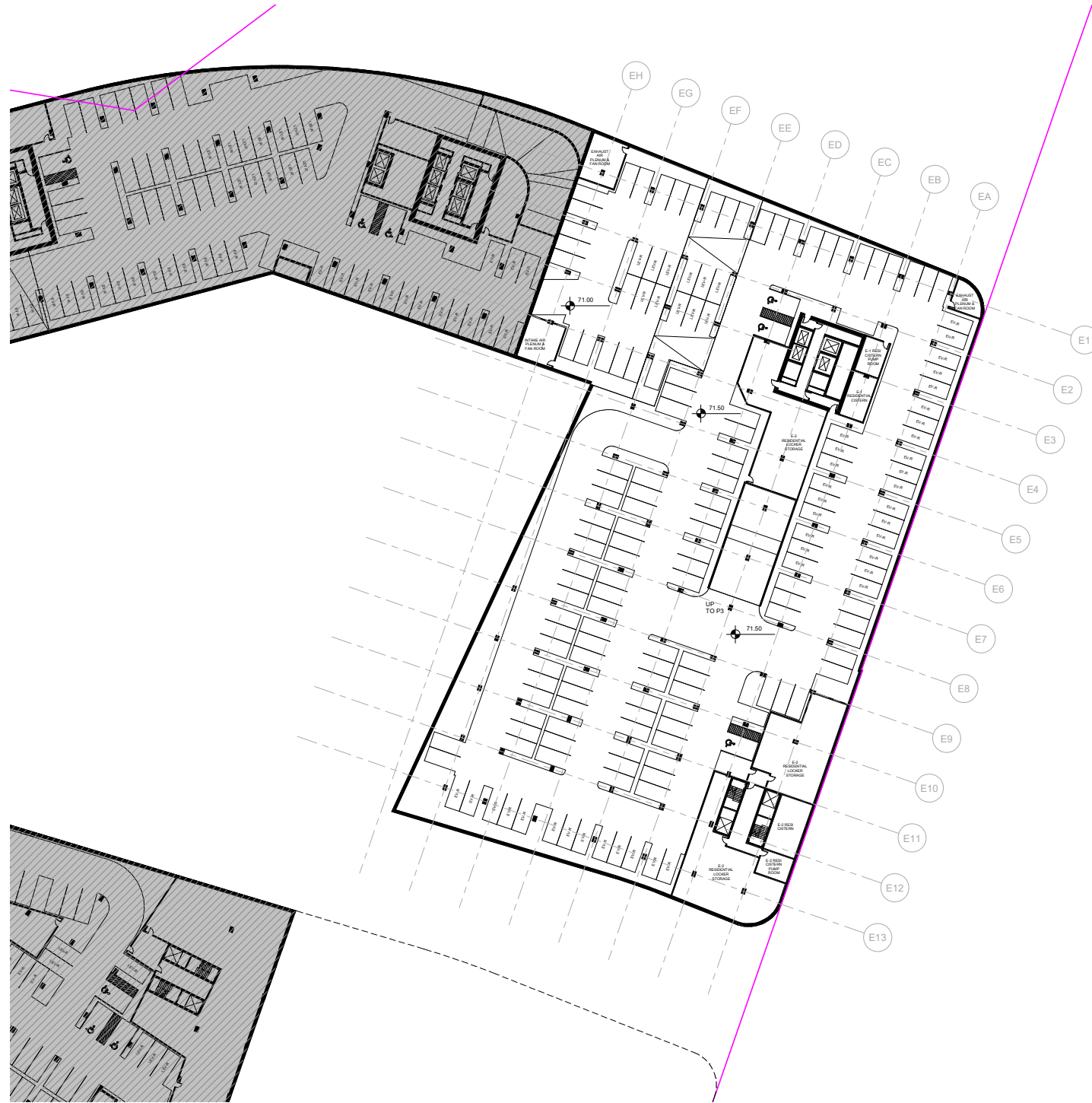
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SCALE	1:300 @ ARCH E		DATE 02/05/20

GRAPHIC SCALE

PROJECT NO. 1712

DRAWING NO. **Ap2-093-E**

REVISION NO. **A**

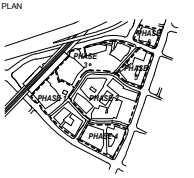


NON-RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4	
TYPE	PROVIDED
ACCESSIBLE	0
ELECTRIC VEHICLE CHARGING STALL (EV)	0
ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMITTING VEHICLE (LEV)	0
TOTAL NON-RESIDENTIAL	0

RESIDENTIAL - CAR PARKING SCHEDULE - LEVEL P4	
TYPE	PROVIDED
ACCESSIBLE	3
FUTURE ELECTRIC VEHICLE CHARGING STALL (EV-R)	39
FUTURE ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	115
FUTURE LOW EMITTING VEHICLE (LEV-R)	11
TOTAL RESIDENTIAL	168

NOTE: REFER TO A10-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

2150 LAKE SHORE



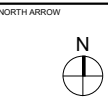
No.	DESCRIPTION	DATE

EXECUTIVE ARCHITECT
 Adamson Associates Architects
 401 Wellington Street West, 3rd Floor
 Toronto, ON M5V 1E7
DESIGN ARCHITECT
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PHASE 5 FLOOR PLAN LEVEL P4

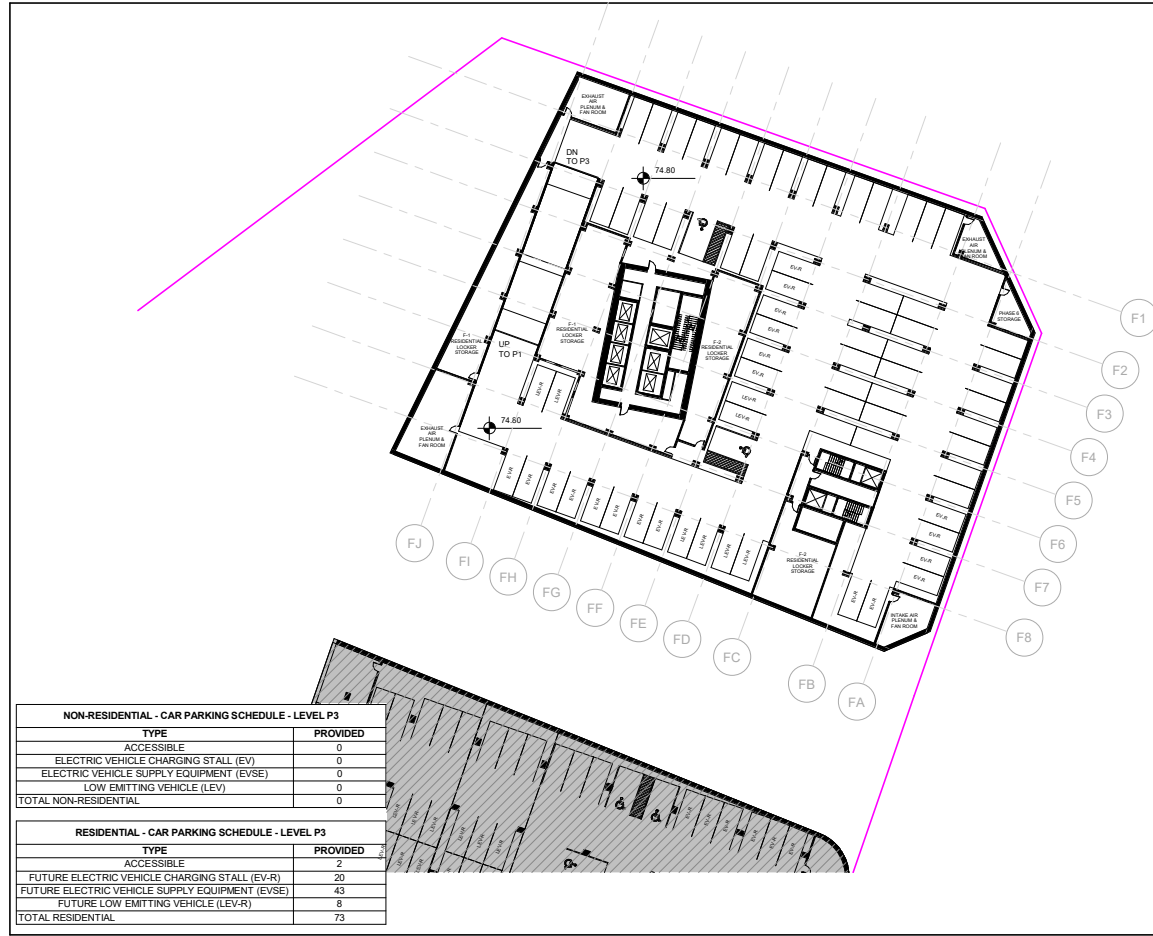
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DATE	02/05/20		



PROJECT NO. **1712**

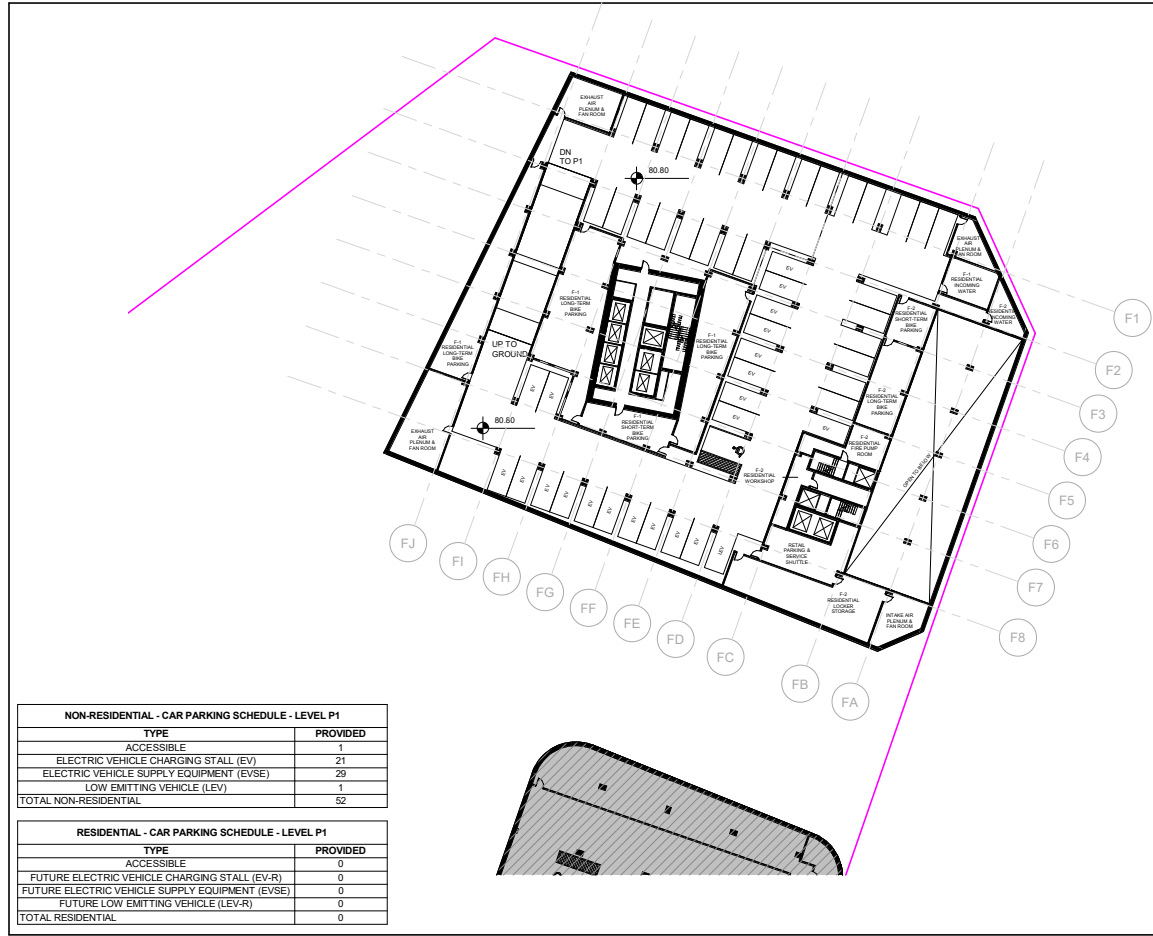
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30' x 40' PANEL SHEET SIZE



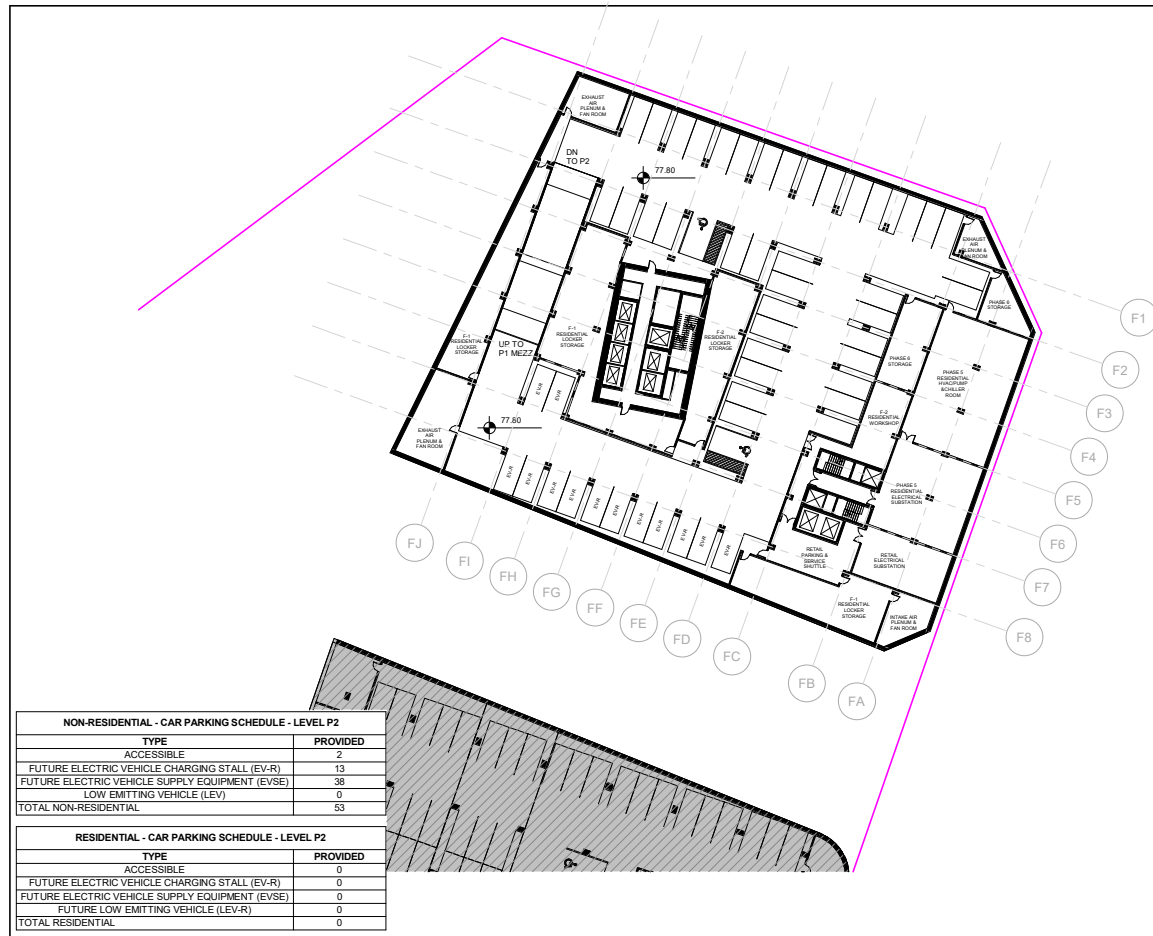
FLOOR PLAN - LEVEL P3

1:300 4



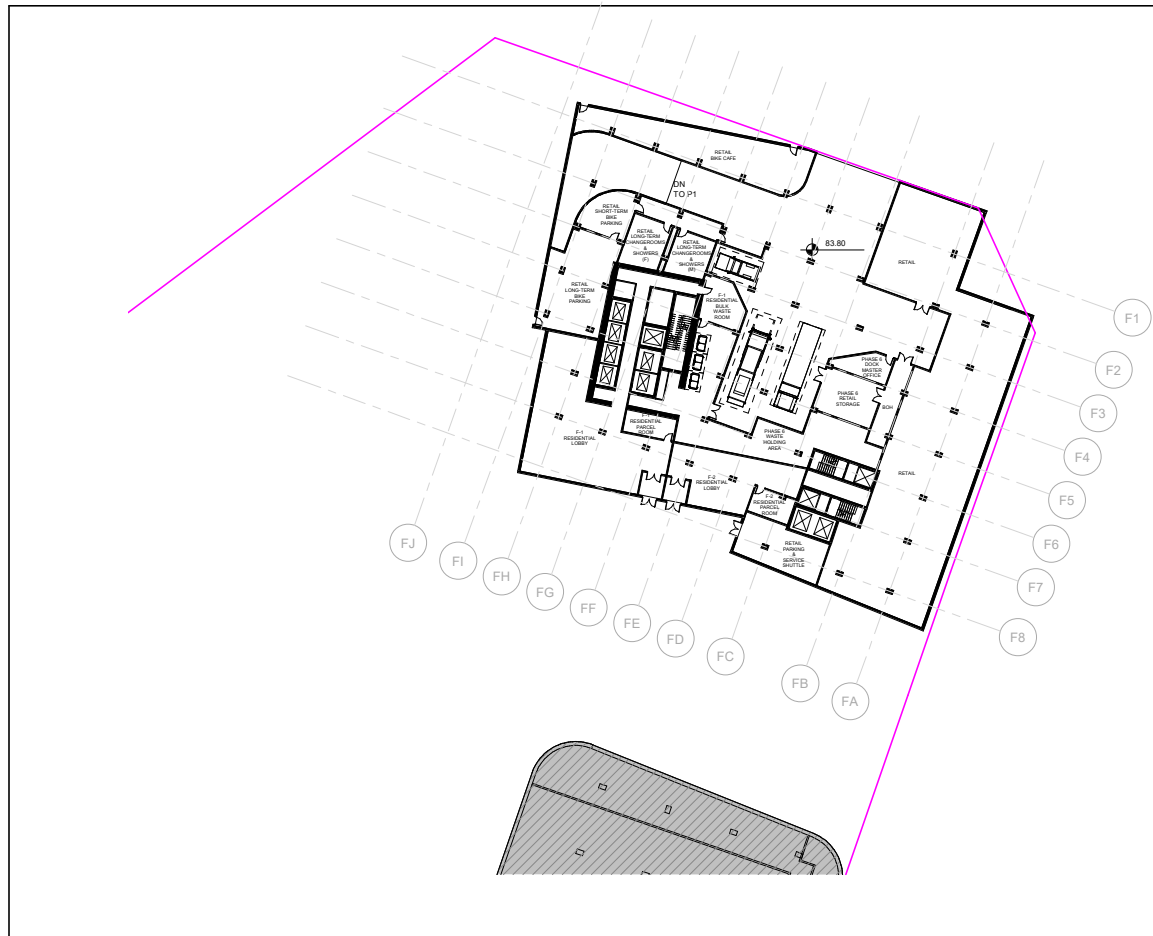
FLOOR PLAN - LEVEL P1

1:300 2



FLOOR PLAN - LEVEL P2

1:300 3



FLOOR PLAN - GROUND LEVEL

1:300 1

PROJECT
2150 LAKE SHORE

CLIENT
FIRST CAPITAL

KEY PLAN

ISSUED FOR 29A / DPS / OPA 15 MAY 2020

REVISIONS

No.	DESCRIPTION	DATE

EXECUTIVE ARCHITECT
Adamson Associates Architects
471 Wellington Street West, 3rd Floor
Toronto, ON M5V 1E7

DESIGN ARCHITECT
Allies and Morrison Architects
85 Southmark St.
London, UK SE1 0HK

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DRAWING TITLE
PHASE 6 FLOOR PLANS GROUND LEVEL, LEVEL P1, P2 & P3

DRAWN MH **CHECKED** GM
SCALE 1:300 @ ARCH E **DATE** 02/12/20
GRAPHIC SCALE

PROJECT NO. 1712
DRAWING NO. Ap2-091-F **REVISION NO.** A

FILE NAME: C:\Work\Low\1712\1712-001\1712-001-ARCH-001-001-001.dwg, 171211.rvt
PLOT DATE: 15/05/2020 10:28:41 AM

NOTE: REFER TO A60-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

PROJECT
2150 LAKE SHORE



ISSUED FOR 200-1250 / 00A 15 MAY 2020

No.	DESCRIPTION	DATE

REVISIONS

EXECUTIVE ARCHITECT
 Adamson Associates Architects
 471 Wellington Street West, 3rd Floor
 Toronto, ON M5V 1E7
 DESIGN ARCHITECT
 Allies and Morrison Architects
 85 Southwark St.
 London, UK SE1 0HK

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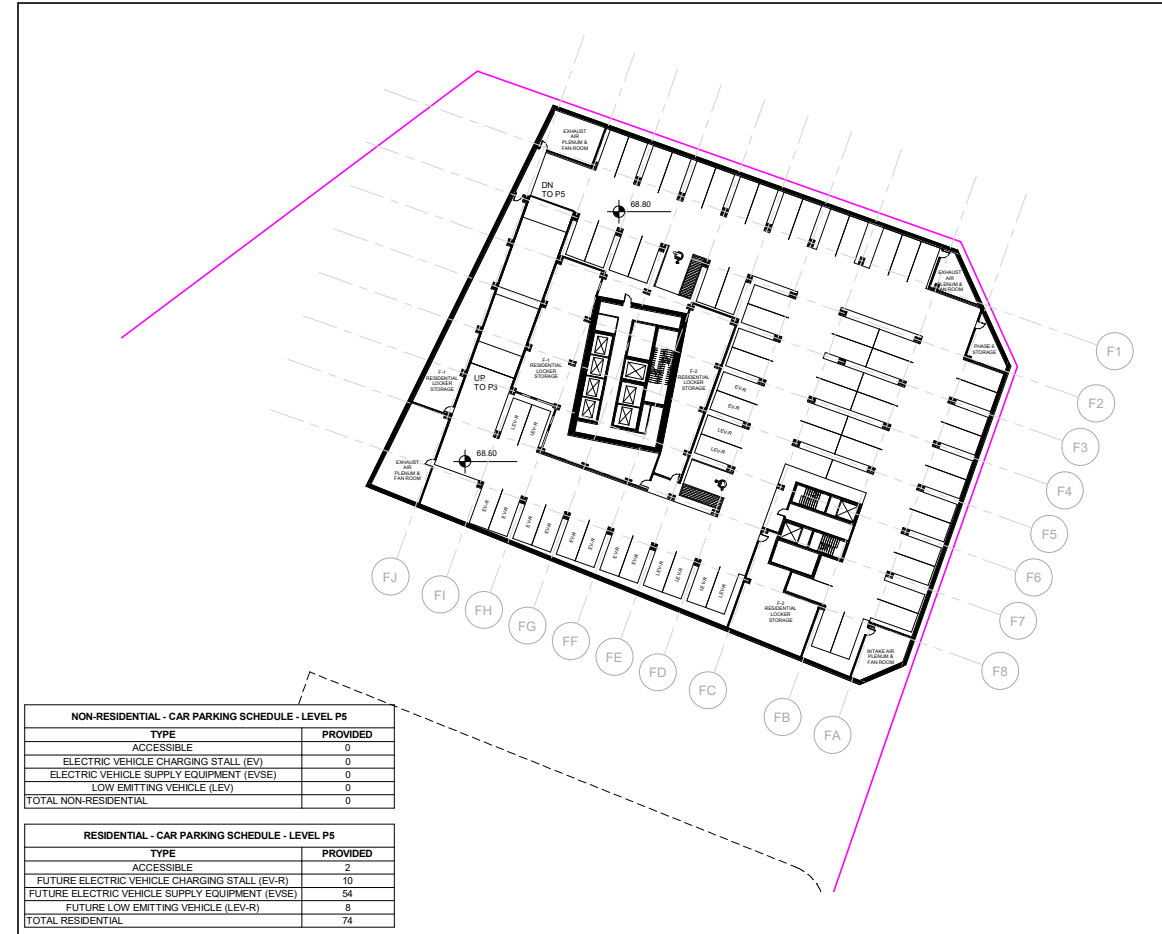


DRAWING TITLE
PHASE 6 FLOOR PLANS LEVEL P4, P5 & P6

DRAWN	CHKD	DATE
MH	GM	02/12/20

SCALE 1:300 @ ARCH E

PROJECT NO. 1712
 DRAWING NO. **Ap2-092-F** REVISION NO. **A**

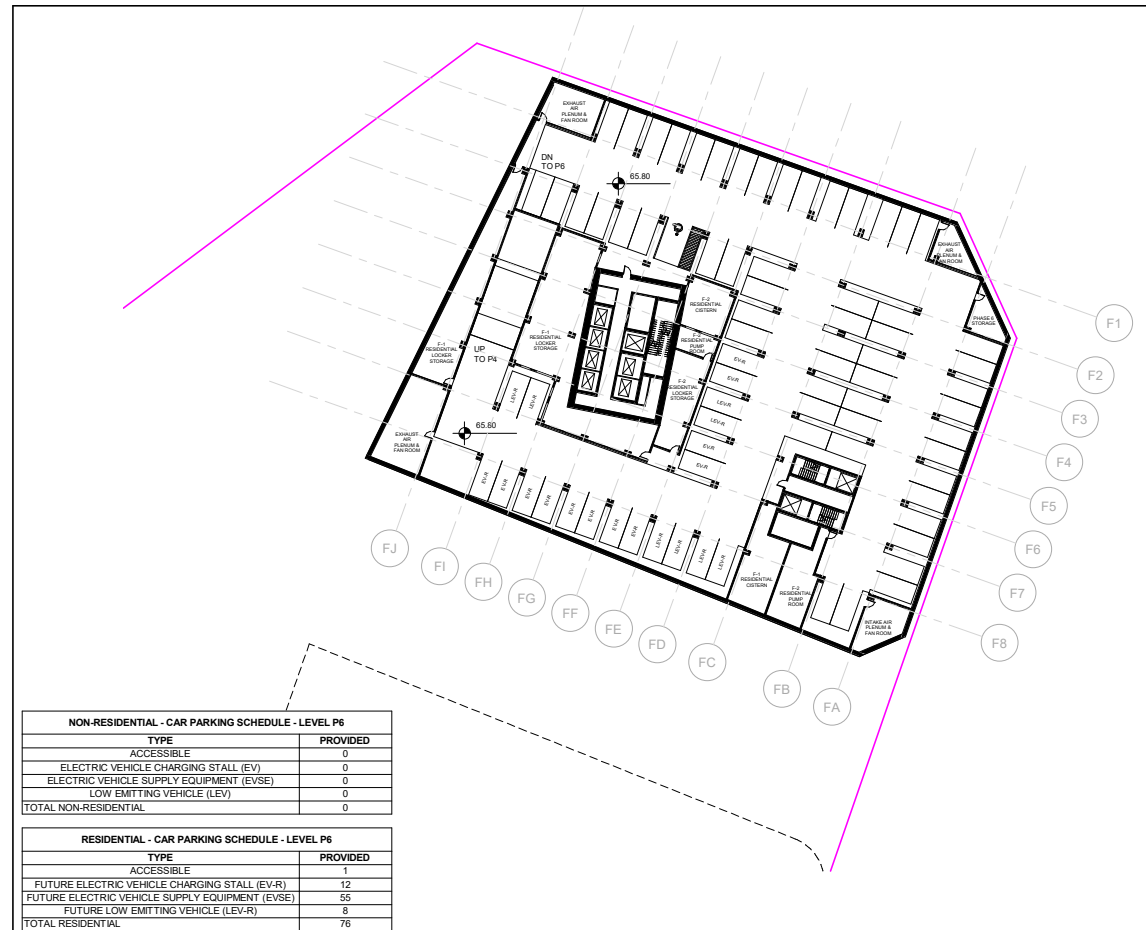


TYPE	PROVIDED
ACCESSIBLE	0
ELECTRIC VEHICLE CHARGING STALL (EV)	0
ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMISSION VEHICLE (LEV)	0
TOTAL NON-RESIDENTIAL	0

TYPE	PROVIDED
ACCESSIBLE	2
FUTURE ELECTRIC VEHICLE CHARGING STALL (EV-R)	10
FUTURE ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	54
FUTURE LOW EMISSION VEHICLE (LEV-R)	8
TOTAL RESIDENTIAL	74

FLOOR PLAN - P5 LEVEL 2

1:300

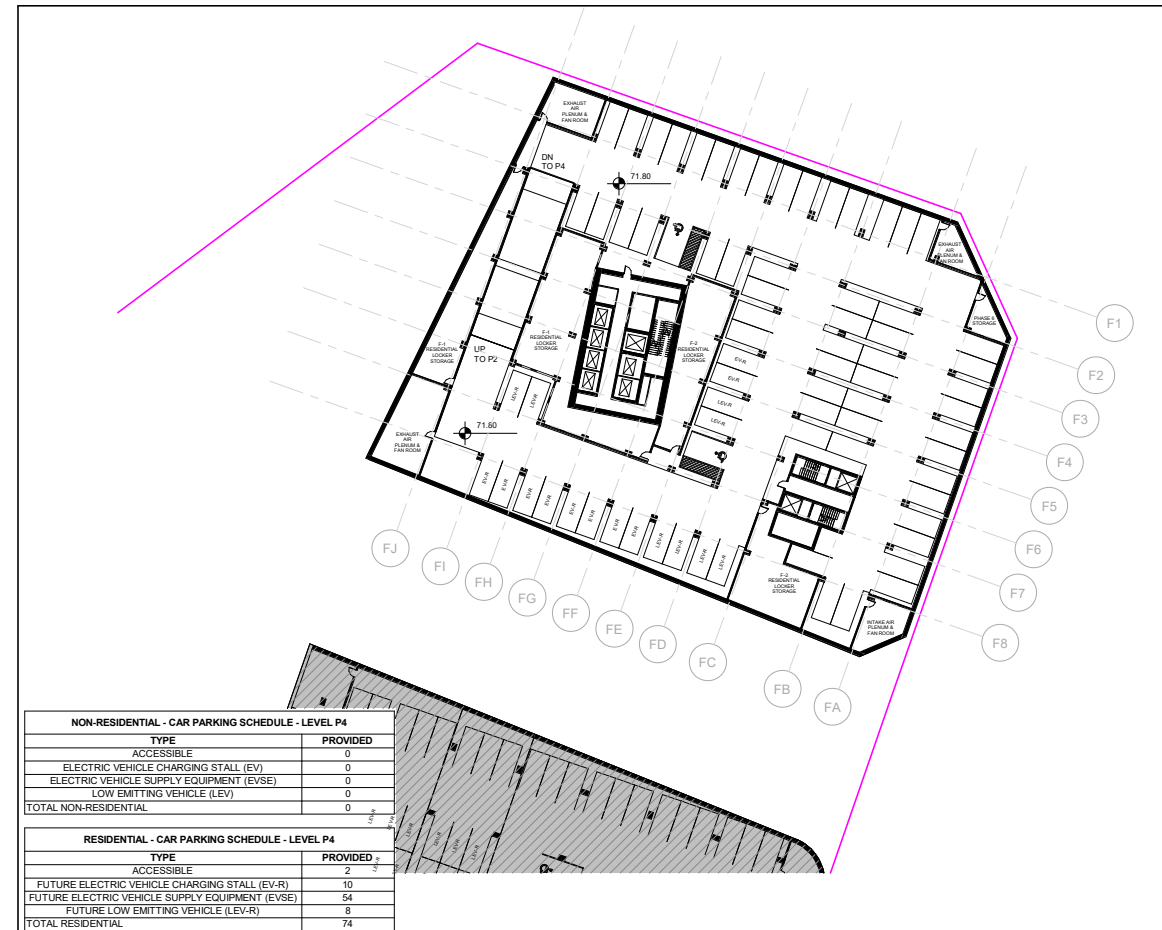


TYPE	PROVIDED
ACCESSIBLE	0
ELECTRIC VEHICLE CHARGING STALL (EV)	0
ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMISSION VEHICLE (LEV)	0
TOTAL NON-RESIDENTIAL	0

TYPE	PROVIDED
ACCESSIBLE	1
FUTURE ELECTRIC VEHICLE CHARGING STALL (EV-R)	12
FUTURE ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	55
FUTURE LOW EMISSION VEHICLE (LEV-R)	8
TOTAL RESIDENTIAL	76

FLOOR PLAN - P6 LEVEL 3

1:300



TYPE	PROVIDED
ACCESSIBLE	0
ELECTRIC VEHICLE CHARGING STALL (EV)	0
ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	0
LOW EMISSION VEHICLE (LEV)	0
TOTAL NON-RESIDENTIAL	0

TYPE	PROVIDED
ACCESSIBLE	2
FUTURE ELECTRIC VEHICLE CHARGING STALL (EV-R)	10
FUTURE ELECTRIC VEHICLE SUPPLY EQUIPMENT (EVSE)	54
FUTURE LOW EMISSION VEHICLE (LEV-R)	8
TOTAL RESIDENTIAL	74

FLOOR PLAN - P4 LEVEL 1

1:300

NOTE: REFER TO A40-001 FOR PARKING STALL TYPES, CLEARANCES AND DIMENSIONS

APPENDIX B:
Updated Synchro Analysis Sheets

HCM Signalized Intersection Capacity Analysis

3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Relief Rd

05-12-2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑	↘	↘	↑	↗	↗	↗	↗	↗	↗	↗
Traffic Volume (vph)	660	210	385	45	15	305	35	1205	70	125	160	50
Future Volume (vph)	660	210	385	45	15	305	35	1205	70	125	160	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	5.0	5.0	3.0	5.0	3.0	6.0	6.0	6.0	3.0	6.0	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	
Frbp, ped/bikes	1.00	1.00	0.69	1.00	1.00	1.00	1.00	1.00	0.80	1.00	0.92	
Flpb, ped/bikes	1.00	1.00	1.00	0.86	1.00	1.00	0.76	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3054	1879	993	1427	1842	1478	1243	5029	1198	1685	3018	
Flt Permitted	0.95	1.00	1.00	0.62	1.00	1.00	0.61	1.00	1.00	0.09	1.00	
Satd. Flow (perm)	3054	1879	993	930	1842	1478	801	5029	1198	155	3018	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	702	223	410	48	16	324	37	1282	74	133	170	53
RTOR Reduction (vph)	0	0	260	0	0	63	0	0	52	0	18	0
Lane Group Flow (vph)	702	223	150	48	16	261	37	1282	22	133	205	0
Confl. Peds. (#/hr)			200	200			100		100	100		100
Confl. Bikes (#/hr)									1			4
Heavy Vehicles (%)	7%	0%	4%	2%	2%	2%	3%	2%	0%	0%	5%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	6
Turn Type	Prot	NA	Perm	pm+pt	NA	pm+ov	Perm	NA	Perm	pm+pt	NA	
Protected Phases	7	4		3	8	1		2		1	6	
Permitted Phases			4	8		8	2		2		6	
Actuated Green, G (s)	38.2	51.7	51.7	26.5	20.0	42.9	41.9	41.9	41.9	68.8	68.8	
Effective Green, g (s)	39.2	52.7	52.7	28.5	21.0	44.9	42.9	42.9	42.9	69.8	69.8	
Actuated g/C Ratio	0.27	0.37	0.37	0.20	0.15	0.31	0.30	0.30	0.30	0.48	0.48	
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0	4.0	7.0	7.0	7.0	4.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	831	687	363	209	268	460	238	1498	356	329	1462	
v/s Ratio Prot	c0.23	0.12		0.01	0.01	c0.09		c0.25		0.07	0.07	
v/s Ratio Perm			0.15	0.03		0.08	0.05		0.02	0.13		
v/c Ratio	0.84	0.32	0.41	0.23	0.06	0.57	0.16	0.86	0.06	0.40	0.14	
Uniform Delay, d1	49.5	32.8	34.1	47.9	53.0	41.4	37.2	47.6	36.2	25.7	20.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.87	0.85	
Incremental Delay, d2	7.9	0.3	0.8	0.6	0.1	1.6	1.4	6.5	0.3	3.5	0.2	
Delay (s)	57.4	33.1	34.9	48.5	53.1	43.1	38.6	54.1	36.5	77.1	17.6	
Level of Service	E	C	C	D	D	D	D	D	D	E	B	
Approach Delay (s)		46.4			44.1			52.8			39.9	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	48.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	144.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		
Description: 4/7/2016			

HCM Signalized Intersection Capacity Analysis

2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

05-12-2020

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 4: Park Lawn Rd & South Beach Condos Dwy/Dwy 2

05-12-2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↖	↗	↔	↖	↗	↔	↖	↗	↔	↖	↗
Traffic Volume (vph)	50	0	25	100	0	235	10	1005	75	210	370	15
Future Volume (vph)	50	0	25	100	0	235	10	1005	75	210	370	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes	1.00	0.68		1.00	0.68		1.00	0.96		1.00	0.98	
Flpb, ped/bikes	0.83	1.00		0.70	1.00		0.69	1.00		0.94	1.00	
Frt	1.00	0.85		1.00	0.85		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1379	1062		1171	1083		1041	3332		1579	3308	
Flt Permitted	0.38	1.00		0.74	1.00		0.51	1.00		0.21	1.00	
Satd. Flow (perm)	557	1062		912	1083		560	3332		343	3308	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	53	0	27	106	0	250	11	1069	80	223	394	16
RTOR Reduction (vph)	0	21	0	0	42	0	0	3	0	0	2	0
Lane Group Flow (vph)	53	6	0	106	208	0	11	1146	0	223	408	0
Confl. Peds. (#/hr)	200		200	200		200	200		200	200		200
Confl. Bikes (#/hr)									3			4
Heavy Vehicles (%)	2%	0%	2%	0%	0%	0%	11%	2%	0%	0%	5%	3%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	30.5	30.5		30.5	30.5		95.5	95.5		95.5	95.5	
Effective Green, g (s)	31.5	31.5		31.5	31.5		96.5	96.5		96.5	96.5	
Actuated g/C Ratio	0.22	0.22		0.22	0.22		0.69	0.69		0.69	0.69	
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	125	238		205	243		386	2296		236	2280	
v/s Ratio Prot		0.01			c0.19			0.34				0.12
v/s Ratio Perm	0.10			0.12			0.02			c0.65		
v/c Ratio	0.42	0.03		0.52	0.86		0.03	0.50		0.94	0.18	
Uniform Delay, d1	46.5	42.3		47.6	52.1		6.9	10.3		19.4	7.7	
Progression Factor	1.00	1.00		1.00	1.00		0.65	0.74		1.00	1.00	
Incremental Delay, d2	2.3	0.0		2.2	24.4		0.1	0.7		45.9	0.2	
Delay (s)	48.8	42.3		49.8	76.5		4.6	8.3		65.3	7.9	
Level of Service	D	D		D	E		A	A		E	A	
Approach Delay (s)		46.6			68.5			8.3			28.1	
Approach LOS		D			E			A			C	

Intersection Summary			
HCM 2000 Control Delay	24.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Relief Rd

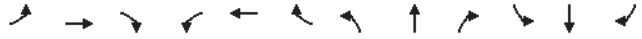
05-12-2020

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W

05-12-2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1140	0	0	535	40	35	0	55	120	0	120
Future Volume (vph)	30	1140	0	0	535	40	35	0	55	120	0	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0			5.0			6.0			6.0		
Lane Util. Factor	0.95			0.95			1.00			1.00		
Frbp, ped/bikes	1.00			0.97			0.89			1.00		
Flpb, ped/bikes	1.00			1.00			0.93			0.85		
Frt	1.00			0.99			0.92			1.00		
Flt Protected	1.00			1.00			0.98			0.95		
Satd. Flow (prot)	3435			3241			1397			1397		
Flt Permitted	0.93			1.00			0.98			0.70		
Satd. Flow (perm)	3187			3241			1397			1024		
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	31	1188	0	0	557	42	36	0	57	125	0	125
RTOR Reduction (vph)	0	0	0	0	7	0	0	26	0	0	0	54
Lane Group Flow (vph)	0			1219			0			71		
Conf. Peds. (#/hr)	200			200			200			200		
Conf. Bikes (#/hr)	19			5			2					
Heavy Vehicles (%)	17%	3%	0%	0%	6%	0%	0%	0%	0%	2%	0%	0%
Bus Blockages (#/hr)	12	0	2	12	0	2	0	0	0	0	0	0
Turn Type	Perm	NA		NA	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases	2		6		4		4		8		8	
Permitted Phases	2		6		4		4		8		8	
Actuated Green, G (s)	41.0		41.0		28.0		28.0		28.0		28.0	
Effective Green, g (s)	42.0		42.0		29.0		29.0		29.0		29.0	
Actuated g/C Ratio	0.51		0.51		0.35		0.35		0.35		0.35	
Clearance Time (s)	6.0		6.0		7.0		7.0		7.0		7.0	
Vehicle Extension (s)	3.0		3.0		3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)	1632			1660			494			362		
v/s Ratio Prot				0.18								
v/s Ratio Perm	c0.38						0.05			c0.12		
v/c Ratio	0.75			0.36			0.14			0.35		
Uniform Delay, d1	15.8			11.9			18.0			19.5		
Progression Factor	1.00			1.00			1.00			1.00		
Incremental Delay, d2	3.2			0.6			0.1			0.6		
Delay (s)	19.0			12.5			18.1			20.1		
Level of Service	B			B			B			C		
Approach Delay (s)	19.0			12.5			18.1			19.2		
Approach LOS	B			B			B			B		
Intersection Summary												
HCM 2000 Control Delay	17.2			HCM 2000 Level of Service			B					
HCM 2000 Volume to Capacity ratio	0.59											
Actuated Cycle Length (s)	82.0			Sum of lost time (s)			12.0					
Intersection Capacity Utilization	85.6%			ICU Level of Service			E					
Analysis Period (min)	15											
Description: June 28 2016												

Future Total 5:00 pm 03-05-2019 AM Peak
LJR

Synchro 9 Report
Page 8

HCM Signalized Intersection Capacity Analysis

5: Park Lawn Rd & Metro Grocery Dwy/Street B

05-12-2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	0	55	0	0	130	5	780	0	0	480	35
Future Volume (vph)	120	0	55	0	0	130	5	780	0	0	480	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0		6.0		6.0		5.0		5.0		5.0	
Lane Util. Factor	1.00		1.00		1.00		1.00		0.95		0.95	
Frbp, ped/bikes	1.00		0.81		0.81		1.00		1.00		0.97	
Flpb, ped/bikes	0.85		1.00		1.00		0.82		1.00		1.00	
Frt	1.00		0.85		0.85		1.00		1.00		0.99	
Flt Protected	0.95		1.00		1.00		0.95		1.00		1.00	
Satd. Flow (prot)	1415		1267		1292		1381		3466		3305	
Flt Permitted	0.67		1.00		1.00		0.44		1.00		1.00	
Satd. Flow (perm)	999		1267		1292		642		3466		3305	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	125	0	57	0	0	135	5	812	0	0	500	36
RTOR Reduction (vph)	0	40	0	0	33	0	0	0	0	0	7	0
Lane Group Flow (vph)	125		17		0		102		5		813	
Conf. Peds. (#/hr)	200			200			200			200		
Conf. Bikes (#/hr)	19			5			2			3		
Heavy Vehicles (%)	1%	0%	2%	0%	0%	0%	0%	3%	0%	0%	4%	4%
Turn Type	Perm	NA		Perm	NA	Perm	NA	Perm	NA	Perm	NA	NA
Protected Phases	4		8		8		2		6		6	
Permitted Phases	4		8		8		2		6		6	
Actuated Green, G (s)	19.8		19.8		19.8		37.2		37.2		37.2	
Effective Green, g (s)	20.8		20.8		20.8		38.2		38.2		38.2	
Actuated g/C Ratio	0.30		0.30		0.30		0.55		0.55		0.55	
Clearance Time (s)	7.0		7.0		7.0		6.0		6.0		6.0	
Vehicle Extension (s)	3.0		3.0		3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)	296		376		383		350		1891		1803	
v/s Ratio Prot	0.01		0.01		0.08		c0.23		c0.23		0.16	
v/s Ratio Perm	c0.13		c0.13		0.01		0.01		0.01		0.06	
v/c Ratio	0.42		0.05		0.27		0.01		0.43		0.29	
Uniform Delay, d1	19.8		17.5		18.8		7.3		9.4		8.6	
Progression Factor	1.00		1.00		1.70		0.71		0.75		0.83	
Incremental Delay, d2	1.0		0.0		0.4		0.1		0.6		0.4	
Delay (s)	20.7		17.6		32.4		5.2		7.6		7.5	
Level of Service	C		B		C		A		A		A	
Approach Delay (s)	19.8		19.8		32.4		7.6		7.6		7.5	
Approach LOS	B		B		C		A		A		A	
Intersection Summary												
HCM 2000 Control Delay	10.9			HCM 2000 Level of Service			B					
HCM 2000 Volume to Capacity ratio	0.43											
Actuated Cycle Length (s)	70.0			Sum of lost time (s)			11.0					
Intersection Capacity Utilization	61.5%			ICU Level of Service			B					
Analysis Period (min)	15											
c Critical Lane Group												

Future Total 5:00 pm 03-05-2019 AM Peak
LJR

Synchro 9 Report
Page 7

HCM Signalized Intersection Capacity Analysis

8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

05-12-2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕	↕	↔	↕	↕	↔	↕	↕
Traffic Volume (vph)	375	960	5	5	340	185	25	120	15	255	75	195
Future Volume (vph)	375	960	5	5	340	185	25	120	15	255	75	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0			6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0
Lane Util. Factor	1.00	0.95			0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frbp, ped/bikes	1.00	1.00			1.00	0.63	1.00	1.00	0.63	1.00	1.00	0.63
Flpb, ped/bikes	1.00	1.00			1.00	1.00	0.67	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1572	3458			3349	934	939	1756	754	3204	1708	889
Flt Permitted	0.95	1.00			0.94	1.00	0.70	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1572	3458			3139	934	697	1756	754	3204	1708	889
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	399	1021	5	5	362	197	27	128	16	271	80	207
RTOR Reduction (vph)	0	0	0	0	0	147	0	0	12	0	0	129
Lane Group Flow (vph)	399	1026	0	0	367	50	27	128	4	271	80	78
Confl. Peds. (#/hr)	500		500	500		500	500		500	500		500
Confl. Bikes (#/hr)		21							3			15
Heavy Vehicles (%)	2%	3%	0%	35%	6%	2%	21%	7%	23%	2%	10%	4%
Bus Blockages (#/hr)	12	0	2	12	0	0	0	0	6	0	0	6
Turn Type	Prot	NA		Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm
Protected Phases	5	2			6			4		3		8
Permitted Phases				6		6	4		4			8
Actuated Green, G (s)	35.8	74.0			34.2	34.2	34.0	34.0	34.0	14.0	52.0	52.0
Effective Green, g (s)	36.8	75.0			35.2	35.2	35.0	35.0	35.0	15.0	53.0	53.0
Actuated g/C Ratio	0.26	0.54			0.25	0.25	0.25	0.25	0.25	0.11	0.38	0.38
Clearance Time (s)	4.0	7.0			7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	413	1852			789	234	174	439	188	343	646	336
v/s Ratio Prot	c0.25	c0.30						c0.07		c0.08		0.05
v/s Ratio Perm					0.12	0.05	0.04		0.01			0.09
v/c Ratio	0.97	0.55			0.47	0.21	0.16	0.29	0.02	0.79	0.12	0.23
Uniform Delay, d1	51.0	21.5			44.4	41.4	41.0	42.5	39.6	61.0	28.4	29.7
Progression Factor	1.00	1.00			0.90	2.21	1.00	1.00	1.00	1.01	0.82	2.40
Incremental Delay, d2	35.2	1.2			1.9	2.0	0.4	0.4	0.0	11.5	0.1	0.4
Delay (s)	86.2	22.7			42.1	93.6	41.4	42.8	39.6	73.0	23.3	71.6
Level of Service	F	C			D	F	D	D	D	E	C	E
Approach Delay (s)		40.4			60.1			42.3				65.4
Approach LOS		D			E			D				E
Intersection Summary												
HCM 2000 Control Delay		49.7			HCM 2000 Level of Service				D			
HCM 2000 Volume to Capacity ratio		0.64										
Actuated Cycle Length (s)		140.0			Sum of lost time (s)				18.0			
Intersection Capacity Utilization		100.0%			ICU Level of Service				F			
Analysis Period (min)		15										
Description: Oct 5 2015												

Future Total 5:00 pm 03-05-2019 AM Peak
LJR

Synchro 9 Report
Page 10

HCM Signalized Intersection Capacity Analysis

6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W

05-12-2020

c Critical Lane Group

Future Total 5:00 pm 03-05-2019 AM Peak
LJR

Synchro 9 Report
Page 9

HCM Signalized Intersection Capacity Analysis

9: Shore Breeze Dr/Loop Rd & Lake Shore Blvd W & Loop Rd Streetcar

05-12-2020

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SWR
Lane Configurations	↔	↕	↔	↕	↔	↔	↕	↔	↕
Traffic Volume (vph)	15	1145	25	470	40	35	40	55	18
Future Volume (vph)	15	1145	25	470	40	35	40	55	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	3.0	6.0		6.0			5.0		7.0
Lane Util. Factor	1.00	0.95		0.95			1.00		1.00
Frbp, ped/bikes	1.00	0.99		0.96			1.00		1.00
Flpb, ped/bikes	1.00	1.00		1.00			0.92		1.00
Frt	1.00	1.00		0.99			0.94		0.86
Flt Protected	0.95	1.00		1.00			0.99		1.00
Satd. Flow (prot)	1652	3413		3252			1598		767
Flt Permitted	0.95	1.00		1.00			0.99		1.00
Satd. Flow (perm)	1652	3413		3252			1598		767
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	1205	26	495	42	37	42	58	19
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	16	1230	0	537	0	0	137	0	19
Confl. Peds. (#/hr)			200		200	200			
Confl. Bikes (#/hr)			5						
Heavy Vehicles (%)	2%	3%	4%	4%	0%	0%	0%	2%	100%
Turn Type	Prot	NA		NA		Perm	NA		Prot
Protected Phases	5	2		6			8		13
Permitted Phases							8		
Actuated Green, G (s)	3.3	83.3		76.0			29.0		6.7
Effective Green, g (s)	4.3	84.3		77.0			30.0		7.7
Actuated g/C Ratio	0.03	0.60		0.55			0.21		0.06
Clearance Time (s)	4.0	7.0		7.0			6.0		8.0
Vehicle Extension (s)	3.0	3.0		3.0			3.0		3.0
Lane Grp Cap (vph)	50	2055		1788			342		42
v/s Ratio Prot	0.01	c0.36		0.17					c0.02
v/s Ratio Perm							0.09		
v/c Ratio	0.32	0.60		0.30			0.40		0.45
Uniform Delay, d1	66.4	17.3		17.0			47.3		64.1
Progression Factor	1.31	0.77		0.73			1.00		1.00
Incremental Delay, d2	3.0	1.1		0.4			0.8		7.6
Delay (s)	90.1	14.3		12.8			48.0		71.7
Level of Service	F	B		B			D		E
Approach Delay (s)		15.3		12.8			48.0		
Approach LOS		B		B			D		
Intersection Summary									
HCM 2000 Control Delay			17.5		HCM 2000 Level of Service				B
HCM 2000 Volume to Capacity ratio			0.55						
Actuated Cycle Length (s)			140.0		Sum of lost time (s)				21.0
Intersection Capacity Utilization			65.9%		ICU Level of Service				C
Analysis Period (min)			15						
c Critical Lane Group									

HCM Signalized Intersection Capacity Analysis

8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

05-12-2020

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
14: Marine Parade Dr & Lake Shore Blvd W

05-12-2020

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Volume (veh/h)	1040	15	0	15	25	65
Future Volume (Veh/h)	1040	15	0	15	25	65
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	1072	15	0	15	26	67
Pedestrians					50	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					3	
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)	133		168			
pX, platoon unblocked			0.34		0.34 0.34	
vC, conflicting volume			1137		1144 1130	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			418		440 395	
tC, single (s)			4.1		*3.5 *3.3	
tC, 2 stage (s)						
tF (s)			2.2		*2.3 *2.3	
p0 queue free %			100		93 83	
cM capacity (veh/h)			373		379 399	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	1087	15	93			
Volume Left	0	0	26			
Volume Right	15	0	67			
cSH	1700	373	393			
Volume to Capacity	0.64	0.00	0.24			
Queue Length 95th (m)	0.0	0.0	7.3			
Control Delay (s)	0.0	0.0	17.0			
Lane LOS			C			
Approach Delay (s)	0.0	0.0	17.0			
Approach LOS			C			
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			67.8%		ICU Level of Service C	
Analysis Period (min)			15			
* User Entered Value						

HCM Signalized Intersection Capacity Analysis
12: Brookers Ln/Dwy 3 & Lake Shore Blvd W

05-12-2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔		↔		↔		↔		↔		↔	
Traffic Volume (vph)	20	1035	25	0	65	0	75	0	45	5	0	80
Future Volume (vph)	20	1035	25	0	65	0	75	0	45	5	0	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0				6.0		5.0 5.0				5.0	
Lane Util. Factor	1.00				1.00		1.00 1.00				1.00	
Frbp, ped/bikes	1.00				1.00		1.00 0.89				0.82	
Flpb, ped/bikes	1.00				1.00		0.85 1.00				0.99	
Frt	1.00				1.00		1.00 0.85				0.87	
Flt Protected	1.00				1.00		0.95 1.00				1.00	
Satd. Flow (prot)	1789				1740		1424 1402				1310	
Flt Permitted	1.00				1.00		0.71 1.00				0.99	
Satd. Flow (perm)	1781				1740		1071 1402				1299	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	21	1089	26	0	68	0	79	0	47	5	0	84
RTOR Reduction (vph)	0	1	0	0	0	0	0	36	0	0	66	0
Lane Group Flow (vph)	0	1135	0	0	68	0	79	11	0	0	23	0
Confl. Peds. (#/hr)	100		100 100		100 100		100 100		100 100		100	
Confl. Bikes (#/hr)	3											
Heavy Vehicles (%)	2%	4%	0%	0%	8%	2%	1%	2%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	2	0	0	0	0	0	0	0	0	0
Turn Type	Perm	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	2		1		6		8		4		4	
Permitted Phases	2						8				4	
Actuated Green, G (s)	63.8				63.8		23.2 23.2				23.2	
Effective Green, g (s)	64.8				64.8		24.2 24.2				24.2	
Actuated g/C Ratio	0.65				0.65		0.24 0.24				0.24	
Clearance Time (s)	7.0				7.0		6.0 6.0				6.0	
Vehicle Extension (s)	3.0				3.0		3.0 3.0				3.0	
Lane Grp Cap (vph)	1154				1127		259 339				314	
v/s Ratio Prot					0.04		0.01					
v/s Ratio Perm	c0.64						c0.07				0.02	
v/c Ratio	0.98				0.06		0.31 0.03				0.07	
Uniform Delay, d1	17.1				6.4		31.0 29.0				29.2	
Progression Factor	1.00				1.01		1.00 1.00				1.00	
Incremental Delay, d2	22.9				0.1		0.7 0.0				0.1	
Delay (s)	40.0				6.6		31.7 29.0				29.3	
Level of Service	D				A		C C				C	
Approach Delay (s)	40.0				6.6		30.7				29.3	
Approach LOS	D				A		C				C	
Intersection Summary												
HCM 2000 Control Delay	36.9				HCM 2000 Level of Service		D					
HCM 2000 Volume to Capacity ratio	0.83											
Actuated Cycle Length (s)	100.0				Sum of lost time (s)		14.0					
Intersection Capacity Utilization	96.9%				ICU Level of Service		F					
Analysis Period (min)	15											
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W

05-12-2020

	↖	→	↗	↙	←	↘	↖	↗	↙	↘	↖	↗	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↖	↑↑↑		↖	↑↑↑	↖				↖	↖	↖	
Traffic Volume (vph)	265	3615	0	0	1465	85	0	0	0	210	5	365	
Future Volume (vph)	265	3615	0	0	1465	85	0	0	0	210	5	365	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	
Total Lost time (s)	6.0	6.0			5.0	5.0				7.0	7.0	7.0	
Lane Util. Factor	1.00	0.86			0.91	1.00				0.95	0.95	1.00	
Frbp, ped/bikes	1.00	1.00			1.00	0.98				1.00	1.00	0.84	
Flpb, ped/bikes	1.00	1.00			1.00	1.00				1.00	1.00	1.00	
Frft	1.00	1.00			1.00	0.85				1.00	1.00	0.85	
Flt Protected	0.95	1.00			1.00	1.00				0.95	0.95	1.00	
Satd. Flow (prot)	1620	6215			4980	1405				1585	1672	1250	
Flt Permitted	0.95	1.00			1.00	1.00				0.95	0.95	1.00	
Satd. Flow (perm)	1620	6215			4980	1405				1585	1672	1250	
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	
Adj. Flow (vph)	268	3652	0	0	1480	86	0	0	0	212	5	369	
RTOR Reduction (vph)	0	0	0	0	0	52	0	0	0	0	0	303	
Lane Group Flow (vph)	268	3652	0	0	1480	34	0	0	0	108	109	66	
Confl. Peds. (#/hr)	1					1	68					68	
Confl. Bikes (#/hr)			2									25	
Heavy Vehicles (%)	4%	4%	0%	0%	3%	4%	0%	0%	0%	1%	20%	1%	
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0	
Turn Type	Prot	NA		Prot	NA	Perm				Perm	NA	Perm	
Protected Phases	7	4		3	8						6		
Permitted Phases						8				6		6	
Actuated Green, G (s)	43.8	105.3			55.5	55.5				23.7	23.7	23.7	
Effective Green, g (s)	44.8	106.3			56.5	56.5				24.7	24.7	24.7	
Actuated g/C Ratio	0.31	0.74			0.39	0.39				0.17	0.17	0.17	
Clearance Time (s)	7.0	7.0			6.0	6.0				8.0	8.0	8.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0				3.0	3.0	3.0	
Lane Grp Cap (vph)	504	4587			1953	551				271	286	214	
v/s Ratio Prot	0.17	c0.59			0.30								
v/s Ratio Perm						0.02				c0.07	0.07	0.05	
v/c Ratio	0.53	0.80			0.76	0.06				0.40	0.38	0.31	
Uniform Delay, d1	40.9	12.0			37.8	27.2				53.0	52.9	52.2	
Progression Factor	1.00	1.00			1.00	1.00				1.00	1.00	1.00	
Incremental Delay, d2	1.1	1.5			2.8	0.2				1.0	0.9	0.8	
Delay (s)	42.0	13.5			40.6	27.5				54.0	53.7	53.0	
Level of Service	D	B			D	C				D	D	D	
Approach Delay (s)		15.4			39.9			0.0			53.3		
Approach LOS		B			D			A			D		
Intersection Summary													
HCM 2000 Control Delay	25.4			HCM 2000 Level of Service				C					
HCM 2000 Volume to Capacity ratio	0.76												
Actuated Cycle Length (s)	144.0			Sum of lost time (s)				19.0					
Intersection Capacity Utilization	93.2%			ICU Level of Service				F					
Analysis Period (min)	15												
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

15: Palace Pier Ct & Lake Shore Blvd W

05-12-2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↖	↖			↖	↖
Traffic Volume (vph)	1110	40	0	0	10	35
Future Volume (vph)	1110	40	0	0	10	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	5.0	5.0			4.0	
Lane Util. Factor	1.00	1.00			1.00	
Frbp, ped/bikes	1.00	0.85			1.00	
Flpb, ped/bikes	1.00	1.00			1.00	
Frft	1.00	0.85			0.89	
Flt Protected	1.00	1.00			0.99	
Satd. Flow (prot)	1807	1146			1547	
Flt Permitted	1.00	1.00			0.99	
Satd. Flow (perm)	1807	1146			1547	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1156	42	0	0	10	36
RTOR Reduction (vph)	0	3	0	0	30	0
Lane Group Flow (vph)	1156	39	0	0	16	0
Confl. Peds. (#/hr)		50	50		100	
Heavy Vehicles (%)	4%	11%	0%	0%	3%	1%
Bus Blockages (#/hr)	0	2	0	0	0	0
Turn Type	NA	Perm			Prot	
Protected Phases	2				4	
Permitted Phases		2				
Actuated Green, G (s)	73.8	73.8			15.2	
Effective Green, g (s)	74.8	74.8			16.2	
Actuated g/C Ratio	0.75	0.75			0.16	
Clearance Time (s)	6.0	6.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	
Lane Grp Cap (vph)	1351	857			250	
v/s Ratio Prot	c0.64				c0.01	
v/s Ratio Perm		0.03				
v/c Ratio	0.86	0.05			0.06	
Uniform Delay, d1	8.8	3.3			35.5	
Progression Factor	0.70	0.16			1.00	
Incremental Delay, d2	4.6	0.1			0.1	
Delay (s)	10.8	0.6			35.6	
Level of Service	B	A			D	
Approach Delay (s)	10.4			0.0	35.6	
Approach LOS	B			A	D	
Intersection Summary						
HCM 2000 Control Delay	11.4		HCM 2000 Level of Service			B
HCM 2000 Volume to Capacity ratio	0.71					
Actuated Cycle Length (s)	100.0		Sum of lost time (s)			9.0
Intersection Capacity Utilization	71.8%		ICU Level of Service			C
Analysis Period (min)	15					
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
22: Dwy 5 & Relief Rd

05-12-2020

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔			↔↔		↔
Traffic Volume (veh/h)	445	10	0	265	0	60
Future Volume (Veh/h)	445	10	0	265	0	60
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	494	11	0	294	0	67
Pedestrians					200	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					14	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)	68			83		
pX, platoon unblocked						
vC, conflicting volume			705		846	452
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			705		846	452
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	86
cM capacity (veh/h)			765		259	477
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	329	176	147	147	67	
Volume Left	0	0	0	0	0	
Volume Right	0	11	0	0	67	
cSH	1700	1700	1700	1700	477	
Volume to Capacity	0.19	0.10	0.09	0.09	0.14	
Queue Length 95th (m)	0.0	0.0	0.0	0.0	3.9	
Control Delay (s)	0.0	0.0	0.0	0.0	13.8	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		13.8	
Approach LOS					B	
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			23.7%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
19: Dwy 1 & Relief Rd

05-12-2020

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔		↔	↔↔	↔	↔
Traffic Volume (vph)	285	120	115	150	215	170
Future Volume (vph)	285	120	115	150	215	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	6.0		6.0	6.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frbp, ped/bikes	0.83		1.00	1.00	1.00	0.68
Flpb, ped/bikes	1.00		0.71	1.00	0.68	1.00
Frt	0.96		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	2787		1178	3500	1129	1002
Flt Permitted	1.00		0.49	1.00	0.95	1.00
Satd. Flow (perm)	2787		602	3500	1129	1002
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	317	133	128	167	239	189
RTOR Reduction (vph)	23	0	0	0	0	120
Lane Group Flow (vph)	427	0	128	167	239	69
Confl. Peds. (#/hr)		200	200		200	200
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	4			8		
Permitted Phases			8		2	2
Actuated Green, G (s)	91.1		91.1	91.1	35.9	35.9
Effective Green, g (s)	92.1		92.1	92.1	36.9	36.9
Actuated g/C Ratio	0.66		0.66	0.66	0.26	0.26
Clearance Time (s)	7.0		7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1833		396	2302	297	264
v/s Ratio Prot	0.15			0.05		
v/s Ratio Perm			c0.21		c0.21	0.07
v/c Ratio	0.23		0.32	0.07	0.80	0.26
Uniform Delay, d1	9.7		10.4	8.6	48.2	40.8
Progression Factor	1.00		1.31	1.31	1.00	1.00
Incremental Delay, d2	0.3		1.7	0.0	14.6	0.5
Delay (s)	10.0		15.4	11.4	62.7	41.3
Level of Service	A		B	B	E	D
Approach Delay (s)	10.0			13.1	53.3	
Approach LOS	A			B	D	
Intersection Summary						
HCM 2000 Control Delay		26.6			HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio		0.46				
Actuated Cycle Length (s)		140.0			Sum of lost time (s)	12.0
Intersection Capacity Utilization		53.9%			ICU Level of Service	A
Analysis Period (min)		15				
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
25: Loop Rd & Street C

05-12-2020

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↕	↕	↔	↔
Traffic Volume (veh/h)	55	50	0	0	15	0
Future Volume (Veh/h)	55	50	0	0	15	0
Sign Control	Stop		Free		Free	
Grade	0%		0%		0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	61	56	0	0	17	0
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (m)			119		294	
pX, platoon unblocked						
vC, conflicting volume	234	200			200	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	234	200			200	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	90	92			99	
cM capacity (veh/h)	640	724			1182	
Direction, Lane #	WB 1	SB 1				
Volume Total	117	17				
Volume Left	61	17				
Volume Right	56	0				
cSH	678	1182				
Volume to Capacity	0.17	0.01				
Queue Length 95th (m)	5.0	0.4				
Control Delay (s)	11.4	8.1				
Lane LOS	B	A				
Approach Delay (s)	11.4	8.1				
Approach LOS	B					
Intersection Summary						
Average Delay			11.0			
Intersection Capacity Utilization			26.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
24: Loop Rd & Street B/Loop Rd Streetcar

05-12-2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	0	0	0	18	0	0	80	15	0	0	0	50
Future Volume (vph)	0	0	0	18	0	0	80	15	0	0	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)				7.0				6.0				6.0
Lane Util. Factor				1.00				1.00				1.00
Frbp, ped/bikes				1.00				1.00				0.60
Flpb, ped/bikes				1.00				0.67				1.00
Frt				1.00				1.00				0.86
Flt Protected				0.95				0.96				1.00
Satd. Flow (prot)				1652				1191				901
Flt Permitted				0.95				0.96				1.00
Satd. Flow (perm)				1652				1191				901
Peak-hour factor, PHF	0.90	0.92	0.90	0.92	0.92	0.92	0.90	0.90	0.92	0.92	0.90	0.90
Adj. Flow (vph)	0	0	0	20	0	0	89	17	0	0	0	56
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	30
Lane Group Flow (vph)	0	0	0	20	0	0	0	106	0	0	0	26
Confl. Peds. (#/hr)	200		200				200					200
Turn Type	Perm			Prot			Perm	NA				Perm
Protected Phases				3				2				
Permitted Phases	4						2					6
Actuated Green, G (s)				1.6				32.0				32.0
Effective Green, g (s)				2.6				33.0				33.0
Actuated g/C Ratio				0.04				0.47				0.47
Clearance Time (s)				8.0				7.0				7.0
Vehicle Extension (s)				3.0				3.0				3.0
Lane Grp Cap (vph)				61				561				424
v/s Ratio Prot				c0.01								
v/s Ratio Perm								0.09				0.03
v/c Ratio				0.33				0.19				0.06
Uniform Delay, d1				32.8				10.7				10.1
Progression Factor				1.00				0.50				1.00
Incremental Delay, d2				3.1				0.7				0.3
Delay (s)				36.0				6.0				10.4
Level of Service				D				A				B
Approach Delay (s)		0.0			36.0			6.0				10.4
Approach LOS		A			D			A				B
Intersection Summary												
HCM 2000 Control Delay				10.7				HCM 2000 Level of Service				B
HCM 2000 Volume to Capacity ratio				0.14								
Actuated Cycle Length (s)				70.0				Sum of lost time (s)				21.0
Intersection Capacity Utilization				30.8%				ICU Level of Service				A
Analysis Period (min)				15								
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
27: Relief Rd & Street C

05-12-2020

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↖	↗
Traffic Volume (veh/h)	0	5	0	475	430	80
Future Volume (Veh/h)	0	5	0	475	430	80
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	6	0	528	478	89
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				91	30	
pX, platoon unblocked						
vC, conflicting volume	986	484	767			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	986	484	767			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	99	100			
cM capacity (veh/h)	211	456	725			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	6	264	264	319	248	
Volume Left	0	0	0	0	0	
Volume Right	6	0	0	0	89	
cSH	456	1700	1700	1700	1700	
Volume to Capacity	0.01	0.16	0.16	0.19	0.15	
Queue Length 95th (m)	0.3	0.0	0.0	0.0	0.0	
Control Delay (s)	13.0	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	13.0	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay		0.1				
Intersection Capacity Utilization		25.7%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
26: Dwy 6 & Street C

05-12-2020

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↖			↖	↖	↖
Traffic Volume (veh/h)	0	15	35	45	60	5
Future Volume (Veh/h)	0	15	35	45	60	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	17	39	50	67	6
Pedestrians					200	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					14	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			217		336	208
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			217		336	208
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		88	99
cM capacity (veh/h)			1165		548	716
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	17	89	73			
Volume Left	0	39	67			
Volume Right	17	0	6			
cSH	1700	1165	559			
Volume to Capacity	0.01	0.03	0.13			
Queue Length 95th (m)	0.0	0.8	3.6			
Control Delay (s)	0.0	3.8	12.4			
Lane LOS		A	B			
Approach Delay (s)	0.0	3.8	12.4			
Approach LOS			B			
Intersection Summary						
Average Delay		6.9				
Intersection Capacity Utilization		23.6%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis
29: Park Lawn Rd & Dwy 4

05-12-2020

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↕
Traffic Volume (veh/h)	0	135	655	15	0	525
Future Volume (Veh/h)	0	135	655	15	0	525
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	150	728	17	0	583
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type		None			None	
Median storage (veh)						
Upstream signal (m)			84			79
pX, platoon unblocked	0.93					
vC, conflicting volume	1228	572			945	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1089	572			945	
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	62			100	
cM capacity (veh/h)	168	399			622	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	150	485	260	292	292	
Volume Left	0	0	0	0	0	
Volume Right	150	0	17	0	0	
cSH	399	1700	1700	1700	1700	
Volume to Capacity	0.38	0.29	0.15	0.17	0.17	
Queue Length 95th (m)	13.7	0.0	0.0	0.0	0.0	
Control Delay (s)	19.4	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	19.4	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay		2.0				
Intersection Capacity Utilization		33.8%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis
28: Relief Rd & Gardiner EB On Ramp/WB Off Ramp

05-12-2020

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	340	235	30	445	335	170
Future Volume (vph)	340	235	30	445	335	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.0	3.5	3.0	3.0	3.5
Total Lost time (s)	5.0	5.0	6.0		3.0	6.0
Lane Util. Factor	0.97	1.00	0.95		1.00	1.00
Frpb, ped/bikes	1.00	0.68	0.50		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		0.92	1.00
Frt	1.00	0.85	0.86		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3204	1002	1495		1514	1842
Flt Permitted	0.95	1.00	1.00		0.42	1.00
Satd. Flow (perm)	3204	1002	1495		670	1842
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	378	261	33	494	372	189
RTOR Reduction (vph)	0	215	194	0	0	0
Lane Group Flow (vph)	378	46	333	0	372	189
Confl. Peds. (#/hr)	200	200		200	200	
Turn Type	Prot	Perm	NA		pm+pt	NA
Protected Phases	6		8		7	4
Permitted Phases		6			4	
Actuated Green, G (s)	23.6	23.6	84.1		103.4	103.4
Effective Green, g (s)	24.6	24.6	85.1		104.4	104.4
Actuated g/C Ratio	0.18	0.18	0.61		0.75	0.75
Clearance Time (s)	6.0	6.0	7.0		4.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	562	176	908		597	1373
v/s Ratio Prot	c0.12		0.22		c0.07	0.10
v/s Ratio Perm		0.05			c0.39	
v/c Ratio	0.67	0.26	0.37		0.62	0.14
Uniform Delay, d1	53.9	49.8	13.9		6.4	5.0
Progression Factor	1.00	1.00	2.21		1.70	0.85
Incremental Delay, d2	3.2	0.8	0.8		2.0	0.2
Delay (s)	57.1	50.6	31.3		12.8	4.5
Level of Service	E	D	C		B	A
Approach Delay (s)	54.5		31.3			10.0
Approach LOS	D		C			A
Intersection Summary						
HCM 2000 Control Delay		33.0		HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio		0.65				
Actuated Cycle Length (s)		140.0		Sum of lost time (s)	14.0	
Intersection Capacity Utilization		71.9%		ICU Level of Service	C	
Analysis Period (min)		15				
c	Critical Lane Group					

HCM Signalized Intersection Capacity Analysis

3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Relief Rd

05-12-2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	↔	↑	↔	↔	↑	↔	↔	↔	↔	↔	↔	↔	
Traffic Volume (vph)	655	260	650	125	25	295	75	530	80	200	460	85	
Future Volume (vph)	655	260	650	125	25	295	75	530	80	200	460	85	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	
Total Lost time (s)	3.0	5.0	3.0	5.0	5.0	3.0	3.0	6.0	6.0	3.0	6.0		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95		
Frbp, ped/bikes	1.00	1.00	0.76	1.00	1.00	1.00	1.00	1.00	0.79	1.00	0.95		
Flpb, ped/bikes	1.00	1.00	1.00	0.79	1.00	1.00	0.99	1.00	1.00	0.97	1.00		
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98		
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	3204	1879	1147	1303	1842	1478	1665	5029	1193	1628	3272		
Flt Permitted	0.95	1.00	1.00	0.59	1.00	1.00	0.19	1.00	1.00	0.41	1.00		
Satd. Flow (perm)	3204	1879	1147	810	1842	1478	331	5029	1193	711	3272		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	
Adj. Flow (vph)	689	274	684	132	26	311	79	558	84	211	484	89	
RTOR Reduction (vph)	0	0	28	0	0	42	0	0	62	0	12	0	
Lane Group Flow (vph)	689	274	656	132	26	269	79	558	22	211	561	0	
Confl. Peds. (#/hr)			200	200			100		100	100		100	
Confl. Bikes (#/hr)									7			4	
Heavy Vehicles (%)	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	1%	0%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	6	
Turn Type	Prot	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	Perm	pm+pt	NA		
Protected Phases	7	4	5		8	1	5	2		1	6		
Permitted Phases			4	8		8	2		2	6			
Actuated Green, G (s)	42.8	73.6	96.4	26.8	26.8	43.3	57.4	36.9	36.9	47.1	30.6		
Effective Green, g (s)	43.8	74.6	98.4	27.8	27.8	45.3	58.4	37.9	37.9	49.1	31.6		
Actuated g/C Ratio	0.30	0.52	0.68	0.19	0.19	0.31	0.41	0.26	0.26	0.34	0.22		
Clearance Time (s)	4.0	6.0	4.0	6.0	6.0	4.0	4.0	7.0	7.0	4.0	7.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	974	973	783	156	355	464	354	1323	313	353	718		
v/s Ratio Prot	0.22	0.15	c0.14		0.01	0.07	0.04	0.11		0.07	c0.17		
v/s Ratio Perm			0.43	0.16		0.11	0.05		0.02	0.13			
v/c Ratio	0.71	0.28	0.84	0.85	0.07	0.58	0.22	0.42	0.07	0.60	0.78		
Uniform Delay, d1	44.4	19.6	16.9	56.0	47.6	41.4	28.2	44.0	39.8	35.9	52.9		
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.93		
Incremental Delay, d2	2.4	0.2	7.8	32.2	0.1	1.8	0.3	1.0	0.4	2.6	7.9		
Delay (s)	46.8	19.7	24.7	88.3	47.6	43.2	28.5	45.0	40.3	33.7	56.9		
Level of Service	D	B	C	F	D	D	C	D	D	C	E		
Approach Delay (s)		33.1			56.1			42.6			50.6		
Approach LOS		C			E			D			D		
Intersection Summary													
HCM 2000 Control Delay			41.8									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.84										
Actuated Cycle Length (s)			144.0									Sum of lost time (s)	17.0
Intersection Capacity Utilization			85.8%									ICU Level of Service	E
Analysis Period (min)			15										
Description: 4/7/2016													

Future Total 5:00 pm 03-05-2019 PM Peak
LJR

Synchro 9 Report
Page 4

HCM Signalized Intersection Capacity Analysis

2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal Dwy

05-12-2020

c Critical Lane Group

Future Total 5:00 pm 03-05-2019 PM Peak
LJR

Synchro 9 Report
Page 3

HCM Signalized Intersection Capacity Analysis
 4: Park Lawn Rd & South Beach Condos Dwy/Dwy 2

05-12-2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔		↔	↔	↔
Traffic Volume (vph)	20	0	15	105	0	215	20	445	100	360	830	45
Future Volume (vph)	20	0	15	105	0	215	20	445	100	360	830	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes	1.00	0.68		1.00	0.68		1.00	0.90		1.00	0.97	
Flpb, ped/bikes	0.82	1.00		0.69	1.00		0.87	1.00		0.76	1.00	
Frt	1.00	0.85		1.00	0.85		1.00	0.97		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1388	1051		1163	1083		1443	3061		1272	3407	
Flt Permitted	0.34	1.00		0.75	1.00		0.29	1.00		0.43	1.00	
Satd. Flow (perm)	498	1051		915	1083		444	3061		581	3407	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	21	0	16	109	0	224	21	464	104	375	865	47
RTOR Reduction (vph)	0	13	0	0	186	0	0	10	0	0	3	0
Lane Group Flow (vph)	21	3	0	109	38	0	21	558	0	375	909	0
Confl. Peds. (#/hr)	200		200	200		200	200		200	200		200
Confl. Bikes (#/hr)									16			6
Heavy Vehicles (%)	0%	0%	3%	0%	0%	0%	2%	2%	0%	0%	1%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	22.5	22.5		22.5	22.5		103.5	103.5		103.5	103.5	
Effective Green, g (s)	23.5	23.5		23.5	23.5		104.5	104.5		104.5	104.5	
Actuated g/C Ratio	0.17	0.17		0.17	0.17		0.75	0.75		0.75	0.75	
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	83	176		153	181		331	2284		433	2543	
v/s Ratio Prot		0.00			0.03			0.18				0.27
v/s Ratio Perm	0.04			c0.12			0.05			c0.65		
v/c Ratio	0.25	0.02		0.71	0.21		0.06	0.24		0.87	0.36	
Uniform Delay, d1	50.6	48.6		55.1	50.2		4.7	5.5		12.7	6.1	
Progression Factor	1.00	1.00		1.00	1.00		0.75	0.64		1.00	1.00	
Incremental Delay, d2	1.6	0.0		14.5	0.6		0.4	0.3		20.1	0.4	
Delay (s)	52.2	48.6		69.6	50.8		3.9	3.8		32.9	6.5	
Level of Service	D	D		E	D		A	A		C	A	
Approach Delay (s)		50.7			56.9			3.8			14.2	
Approach LOS		D			E			A			B	

Intersection Summary		
HCM 2000 Control Delay	18.4	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.84	B
Actuated Cycle Length (s)	140.0	Sum of lost time (s)
Intersection Capacity Utilization	72.9%	ICU Level of Service
Analysis Period (min)	15	C

HCM Signalized Intersection Capacity Analysis
 3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Relief Rd

05-12-2020

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

05-12-2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↕	↔	↕	↕	↔	↕	↕
Traffic Volume (vph)	295	570	35	5	870	80	25	80	10	320	70	385
Future Volume (vph)	295	570	35	5	870	80	25	80	10	320	70	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0			6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0
Lane Util. Factor	1.00	0.95			0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frbp, ped/bikes	1.00	0.98			1.00	0.63	1.00	1.00	0.63	1.00	1.00	0.63
Flpb, ped/bikes	1.00	1.00			1.00	1.00	0.67	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1595	3369			3496	952	1038	1756	755	3236	1756	915
Flt Permitted	0.95	1.00			0.95	1.00	0.71	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1595	3369			3326	952	775	1756	755	3236	1756	915
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	307	594	36	5	906	83	26	83	10	333	73	401
RTOR Reduction (vph)	0	3	0	0	0	58	0	0	8	0	0	247
Lane Group Flow (vph)	307	627	0	0	911	25	26	83	3	333	73	154
Confl. Peds. (#/hr)	500		500	500		500	500		500	500		500
Confl. Bikes (#/hr)	11		11						2			16
Heavy Vehicles (%)	1%	3%	0%	0%	2%	0%	9%	7%	23%	1%	7%	1%
Bus Blockages (#/hr)	11	0	2	11	0	0	0	0	6	0	0	6
Turn Type	Prot	NA		Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm
Protected Phases	5	2			6			4		3		8
Permitted Phases				6		6	4		4			8
Actuated Green, G (s)	27.6	73.3			41.7	41.7	34.0	34.0	34.0	14.7	52.7	52.7
Effective Green, g (s)	28.6	74.3			42.7	42.7	35.0	35.0	35.0	15.7	53.7	53.7
Actuated g/C Ratio	0.20	0.53			0.31	0.31	0.25	0.25	0.25	0.11	0.38	0.38
Clearance Time (s)	4.0	7.0			7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	325	1787			1014	290	193	439	188	362	673	350
v/s Ratio Prot	c0.19	0.19						0.05		c0.10	0.04	
v/s Ratio Perm					c0.27	0.03	0.03		0.00			c0.17
v/c Ratio	0.94	0.35			0.90	0.09	0.13	0.19	0.01	0.92	0.11	0.44
Uniform Delay, d1	54.9	18.9			46.6	34.7	40.7	41.3	39.5	61.5	27.8	32.0
Progression Factor	1.00	1.00			0.59	0.69	1.00	1.00	1.00	1.12	0.82	4.02
Incremental Delay, d2	35.3	0.5			11.2	0.5	0.3	0.2	0.0	25.8	0.1	0.8
Delay (s)	90.2	19.5			38.5	24.5	41.1	41.5	39.5	94.6	22.8	129.4
Level of Service	F	B			D	C	D	D	D	F	C	F
Approach Delay (s)		42.7			37.4			41.3			105.4	
Approach LOS		D			D			D			F	

Intersection Summary			
HCM 2000 Control Delay	58.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	105.4%	ICU Level of Service	G
Analysis Period (min)	15		
Description: Oct 5 2015			

HCM Signalized Intersection Capacity Analysis

6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W


05-12-2020

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Shore Breeze Dr/Loop Rd & Lake Shore Blvd W & Loop Rd Streetcar

05-12-2020



Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SWR
Lane Configurations	↔	↕		↕			↕		↔
Traffic Volume (vph)	40	825	40	925	15	15	15	20	18
Future Volume (vph)	40	825	40	925	15	15	15	20	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	3.0	6.0		6.0			5.0		7.0
Lane Util. Factor	1.00	0.95		0.95			1.00		1.00
Frbp, ped/bikes	1.00	0.97		0.99			1.00		1.00
Flpb, ped/bikes	1.00	1.00		1.00			0.91		1.00
Frt	1.00	0.99		1.00			0.94		0.86
Flt Protected	0.95	1.00		1.00			0.99		1.00
Satd. Flow (prot)	1652	3388		3496			1587		767
Flt Permitted	0.95	1.00		1.00			0.99		1.00
Satd. Flow (perm)	1652	3388		3496			1587		767
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	41	851	41	954	15	15	15	21	19
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	41	890	0	969	0	0	51	0	19
Confl. Peds. (#/hr)			200		200	200			
Confl. Bikes (#/hr)			4						
Heavy Vehicles (%)	2%	2%	0%	1%	0%	0%	0%	2%	100%
Turn Type	Prot	NA		NA		Perm	NA		Prot
Protected Phases	5	2		6			8		13
Permitted Phases							8		
Actuated Green, G (s)	7.8	83.3		71.5			29.0		6.7
Effective Green, g (s)	8.8	84.3		72.5			30.0		7.7
Actuated g/C Ratio	0.06	0.60		0.52			0.21		0.06
Clearance Time (s)	4.0	7.0		7.0			6.0		8.0
Vehicle Extension (s)	3.0	3.0		3.0			3.0		3.0
Lane Grp Cap (vph)	103	2040		1810			340		42
v/s Ratio Prot	0.02	c0.26		c0.28					c0.02
v/s Ratio Perm							0.03		
v/c Ratio	0.40	0.44		0.54			0.15		0.45
Uniform Delay, d1	63.1	15.0		22.5			44.6		64.1
Progression Factor	1.10	1.09		0.58			1.00		1.00
Incremental Delay, d2	2.1	0.6		1.1			0.2		7.6
Delay (s)	71.7	16.9		14.1			44.9		71.7
Level of Service	E	B		B			D		E
Approach Delay (s)		19.3		14.1			44.9		
Approach LOS		B		B			D		
Intersection Summary									
HCM 2000 Control Delay			17.9		HCM 2000 Level of Service				B
HCM 2000 Volume to Capacity ratio			0.43						
Actuated Cycle Length (s)			140.0		Sum of lost time (s)				21.0
Intersection Capacity Utilization			71.1%		ICU Level of Service				C
Analysis Period (min)			15						
c Critical Lane Group									

HCM Signalized Intersection Capacity Analysis

8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

05-12-2020

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
14: Marine Parade Dr & Lake Shore Blvd W

05-12-2020

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Volume (veh/h)	710	30	0	20	30	30
Future Volume (Veh/h)	710	30	0	20	30	30
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	780	33	0	22	33	33
Pedestrians						50
Lane Width (m)						3.0
Walking Speed (m/s)						1.2
Percent Blockage						3
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)	132		168			
pX, platoon unblocked			0.73		0.73	0.73
vC, conflicting volume			863		868	846
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			631		638	608
tC, single (s)			4.1		*6.0	*5.4
tC, 2 stage (s)						
tF (s)			2.2		*3.0	*3.0
p0 queue free %			100		91	92
cM capacity (veh/h)			680		378	435
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	813	22	66			
Volume Left	0	0	33			
Volume Right	33	0	33			
cSH	1700	680	404			
Volume to Capacity	0.48	0.00	0.16			
Queue Length 95th (m)	0.0	0.0	4.6			
Control Delay (s)	0.0	0.0	15.6			
Lane LOS			C			
Approach Delay (s)	0.0	0.0	15.6			
Approach LOS			C			
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			49.5%	ICU Level of Service	A	
Analysis Period (min)			15			
* User Entered Value						

HCM Signalized Intersection Capacity Analysis
12: Brookers Ln/Dwy 3 & Lake Shore Blvd W

05-12-2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔		↔		↔		↔		↔		↔	
Traffic Volume (vph)	60	755	125	5	45	0	45	0	30	0	0	25
Future Volume (vph)	60	755	125	5	45	0	45	0	30	0	0	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.0	3.5
Total Lost time (s)	6.0		3.0		6.0		5.0		5.0		5.0	
Lane Util. Factor	1.00		1.00		1.00		1.00		1.00		1.00	
Frbp, ped/bikes	0.97		1.00		1.00		1.00		0.89		0.81	
Flpb, ped/bikes	0.99		1.00		1.00		0.83		1.00		1.00	
Frt	0.98		1.00		1.00		1.00		0.85		0.86	
Flt Protected	1.00		0.95		1.00		0.95		1.00		1.00	
Satd. Flow (prot)	1744		1685		1756		1405		1415		1292	
Flt Permitted	0.98		0.95		1.00		0.74		1.00		1.00	
Satd. Flow (perm)	1710		1685		1756		1094		1415		1292	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	63	795	132	5	47	0	47	0	32	0	0	26
RTOR Reduction (vph)	0	4	0	0	0	0	0	24	0	0	20	0
Lane Group Flow (vph)	0	986	0	5	47	0	47	8	0	0	6	0
Confl. Peds. (#/hr)	100		100	100		100	100		100	100		100
Confl. Bikes (#/hr)			2						1			
Heavy Vehicles (%)	2%	2%	0%	0%	7%	2%	0%	2%	0%	2%	2%	2%
Turn Type	Perm	NA		Prot	NA		Perm	NA		NA		NA
Protected Phases			2		1		6		8		4	
Permitted Phases	2						8				4	
Actuated Green, G (s)	58.4		1.4		63.8		23.2		23.2		23.2	
Effective Green, g (s)	59.4		2.4		64.8		24.2		24.2		24.2	
Actuated g/C Ratio	0.59		0.02		0.65		0.24		0.24		0.24	
Clearance Time (s)	7.0		4.0		7.0		6.0		6.0		6.0	
Vehicle Extension (s)	3.0		3.0		3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)	1015		40		1137		264		342		312	
v/s Ratio Prot			c0.00		0.03				0.01		0.00	
v/s Ratio Perm	c0.58						c0.04					
v/c Ratio	0.97		0.12		0.04		0.18		0.02		0.02	
Uniform Delay, d1	19.5		47.8		6.4		30.0		28.9		28.9	
Progression Factor	1.00		1.36		0.47		1.00		1.00		1.00	
Incremental Delay, d2	22.1		1.4		0.1		0.3		0.0		0.0	
Delay (s)	41.6		66.2		3.0		30.3		28.9		28.9	
Level of Service	D		E		A		C		C		C	
Approach Delay (s)	41.6				9.1		29.8				28.9	
Approach LOS	D				A		C				C	
Intersection Summary												
HCM 2000 Control Delay			39.0		HCM 2000 Level of Service		D					
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			100.0		Sum of lost time (s)		14.0					
Intersection Capacity Utilization			90.9%		ICU Level of Service		E					
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W

05-12-2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑↑↑		↔	↑↑↑	↔				↔	↔	↔
Traffic Volume (vph)	380	3180	0	5	2520	105	0	0	0	105	10	435
Future Volume (vph)	380	3180	0	5	2520	105	0	0	0	105	10	435
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	5.0	6.0		6.0	4.0	5.0				7.0	7.0	7.0
Lane Util. Factor	1.00	0.86		1.00	*1.00	1.00				0.95	0.95	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.96				1.00	1.00	0.76
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85				1.00	1.00	0.95
Flt Protected	1.00	1.00		0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (prot)	1756	6399		1685	5472	1402				1585	1669	1250
Flt Permitted	1.00	1.00		0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (perm)	1756	6399		1685	5472	1402				1585	1669	1250
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	396	3312	0	5	2625	109	0	0	0	109	10	453
RTOR Reduction (vph)	0	0	0	0	0	48	0	0	0	0	0	264
Lane Group Flow (vph)	396	3313	0	5	2625	61	0	0	0	59	60	189
Confl. Peds. (#/hr)	8					8	116					116
Confl. Bikes (#/hr)						1						12
Heavy Vehicles (%)	1%	1%	0%	0%	3%	2%	0%	0%	0%	1%	11%	3%
Bus Blockages (#/hr)	0	0	0	0	0	2	0	0	0	0	0	0
Turn Type	Prot	NA		Prot	NA	Perm				Perm	NA	Perm
Protected Phases	7	4		3	8						6	
Permitted Phases						8				6		6
Actuated Green, G (s)	32.6	97.6		1.4	67.4	67.4				23.0	23.0	23.0
Effective Green, g (s)	34.6	98.6		2.4	69.4	68.4				24.0	24.0	24.0
Actuated g/C Ratio	0.24	0.68		0.02	0.48	0.48				0.17	0.17	0.17
Clearance Time (s)	7.0	7.0		7.0	6.0	6.0				8.0	8.0	8.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	3.0
Lane Grp Cap (vph)	421	4381		28	2637	665				264	278	208
v/s Ratio Prot	c0.23	0.52		0.00	c0.48					0.04	0.04	c0.15
v/s Ratio Perm						0.04				0.04	0.04	c0.15
v/c Ratio	0.94	0.76		0.18	1.00	0.09				0.22	0.22	0.91
Uniform Delay, d1	53.7	14.8		69.8	37.1	20.8				51.9	51.9	58.9
Progression Factor	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2	29.2	1.3		3.0	16.5	0.3				0.4	0.4	37.6
Delay (s)	82.9	16.1		72.9	53.6	21.0				52.4	52.3	96.5
Level of Service	F	B		E	D	C				D	D	F
Approach Delay (s)		23.2			52.4			0.0			87.3	
Approach LOS		C			D			A			F	
Intersection Summary												
HCM 2000 Control Delay		39.8										D
HCM 2000 Volume to Capacity ratio		0.99										
Actuated Cycle Length (s)		144.0						19.0				
Intersection Capacity Utilization		102.2%										G
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

15: Palace Pier Ct & Lake Shore Blvd W

05-12-2020

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	↔			↔	↔
Traffic Volume (vph)	670	45	0	0	20	35
Future Volume (vph)	670	45	0	0	20	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	5.0	5.0			4.0	
Lane Util. Factor	1.00	1.00			1.00	
Frbp, ped/bikes	1.00	0.85			1.00	
Flpb, ped/bikes	1.00	1.00			1.00	
Frt	1.00	0.85			0.91	
Flt Protected	1.00	1.00			0.98	
Satd. Flow (prot)	1860	1258			1581	
Flt Permitted	1.00	1.00			0.98	
Satd. Flow (perm)	1860	1258			1581	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	744	50	0	0	22	39
RTOR Reduction (vph)	0	5	0	0	33	0
Lane Group Flow (vph)	744	45	0	0	28	0
Confl. Peds. (#/hr)		50	50		100	
Heavy Vehicles (%)	1%	2%	0%	0%	0%	1%
Turn Type	NA	Perm			Prot	
Protected Phases	2				4	
Permitted Phases		2				
Actuated Green, G (s)	73.8	73.8			15.2	
Effective Green, g (s)	74.8	74.8			16.2	
Actuated g/C Ratio	0.75	0.75			0.16	
Clearance Time (s)	6.0	6.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	
Lane Grp Cap (vph)	1391	940			256	
v/s Ratio Prot	c0.40				c0.02	
v/s Ratio Perm		0.04				
v/c Ratio	0.53	0.05			0.11	
Uniform Delay, d1	5.3	3.3			35.8	
Progression Factor	0.23	0.11			1.00	
Incremental Delay, d2	1.2	0.1			0.2	
Delay (s)	2.4	0.4			35.9	
Level of Service	A	A			D	
Approach Delay (s)	2.3			0.0	35.9	
Approach LOS	A			A	D	
Intersection Summary						
HCM 2000 Control Delay		4.7				HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio		0.46				A
Actuated Cycle Length (s)		100.0				Sum of lost time (s)
Intersection Capacity Utilization		48.6%				9.0
Analysis Period (min)		15				ICU Level of Service
c Critical Lane Group						A

HCM Unsignalized Intersection Capacity Analysis
22: Dwy 5 & Relief Rd

05-12-2020

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔			↔↔		↔
Traffic Volume (veh/h)	360	25	0	375	0	40
Future Volume (Veh/h)	360	25	0	375	0	40
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.90	0.95	0.90	0.95
Hourly flow rate (vph)	379	26	0	395	0	42
Pedestrians					200	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					14	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)	60			81		
pX, platoon unblocked						
vC, conflicting volume			605		790	402
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			605		790	402
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	92
cM capacity (veh/h)			834		282	514
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	253	152	198	198	42	
Volume Left	0	0	0	0	0	
Volume Right	0	26	0	0	42	
cSH	1700	1700	1700	1700	514	
Volume to Capacity	0.15	0.09	0.12	0.12	0.08	
Queue Length 95th (m)	0.0	0.0	0.0	0.0	2.1	
Control Delay (s)	0.0	0.0	0.0	0.0	12.6	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		12.6	
Approach LOS					B	
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			23.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
19: Dwy 1 & Relief Rd

05-12-2020

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔↔		↔	↔↔	↔	↔
Traffic Volume (vph)	255	285	170	205	240	130
Future Volume (vph)	255	285	170	205	240	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	6.0		6.0	6.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frbp, ped/bikes	0.70		1.00	1.00	1.00	0.68
Flpb, ped/bikes	1.00		0.78	1.00	0.68	1.00
Frt	0.92		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	2262		1281	3500	1129	1002
Flt Permitted	1.00		0.42	1.00	0.95	1.00
Satd. Flow (perm)	2262		565	3500	1129	1002
Peak-hour factor, PHF	0.95	0.95	0.90	0.95	0.90	0.95
Adj. Flow (vph)	268	300	189	216	267	137
RTOR Reduction (vph)	108	0	0	0	0	98
Lane Group Flow (vph)	460	0	189	216	267	39
Confl. Peds. (#/hr)		200	200		200	200
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	4			8		
Permitted Phases			8		2	2
Actuated Green, G (s)	88.6		88.6	88.6	38.4	38.4
Effective Green, g (s)	89.6		89.6	89.6	39.4	39.4
Actuated g/C Ratio	0.64		0.64	0.64	0.28	0.28
Clearance Time (s)	7.0		7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1447		361	2240	317	281
v/s Ratio Prot	0.20			0.06		
v/s Ratio Perm			c0.33		c0.24	0.04
v/c Ratio	0.32		0.52	0.10	0.84	0.14
Uniform Delay, d1	11.4		13.6	9.7	47.4	37.6
Progression Factor	1.00		1.32	1.25	1.00	1.00
Incremental Delay, d2	0.6		4.8	0.1	18.0	0.2
Delay (s)	12.0		22.8	12.2	65.4	37.8
Level of Service	B		C	B	E	D
Approach Delay (s)	12.0			17.1	56.0	
Approach LOS	B			B	E	
Intersection Summary						
HCM 2000 Control Delay		26.4			HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio		0.62				
Actuated Cycle Length (s)		140.0			Sum of lost time (s)	12.0
Intersection Capacity Utilization		62.2%			ICU Level of Service	B
Analysis Period (min)		15				
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
25: Loop Rd & Street C

05-12-2020

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔					↕
Traffic Volume (veh/h)	175	30	0	0	40	0
Future Volume (Veh/h)	175	30	0	0	40	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.95	0.95	0.95	0.90	0.95
Hourly flow rate (vph)	194	32	0	0	44	0
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (m)			113		275	
pX, platoon unblocked						
vC, conflicting volume	288	200			200	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	288	200			200	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	67	96			96	
cM capacity (veh/h)	582	724			1182	
Direction, Lane #	WB 1	SB 1				
Volume Total	226	44				
Volume Left	194	44				
Volume Right	32	0				
cSH	599	1182				
Volume to Capacity	0.38	0.04				
Queue Length 95th (m)	14.0	0.9				
Control Delay (s)	14.6	8.2				
Lane LOS	B	A				
Approach Delay (s)	14.6	8.2				
Approach LOS	B					
Intersection Summary						
Average Delay		13.6				
Intersection Capacity Utilization		31.5%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis
24: Loop Rd & Street B/Loop Rd Streetcar

05-12-2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔				↕				↕
Traffic Volume (vph)	0	0	0	18	0	0	30	40	0	0	0	30
Future Volume (vph)	0	0	0	18	0	0	30	40	0	0	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)				7.0				6.0				6.0
Lane Util. Factor				1.00				1.00				1.00
Frbp, ped/bikes				1.00				1.00				0.60
Flpb, ped/bikes				1.00				0.83				1.00
Frt				1.00				1.00				0.86
Flt Protected				0.95				0.98				1.00
Satd. Flow (prot)				1652				1494				901
Flt Permitted				0.95				0.98				1.00
Satd. Flow (perm)				1652				1494				901
Peak-hour factor, PHF	0.90	0.92	0.95	0.92	0.92	0.92	0.90	0.95	0.92	0.92	0.95	0.95
Adj. Flow (vph)	0	0	0	20	0	0	33	42	0	0	0	32
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	17
Lane Group Flow (vph)	0	0	0	20	0	0	0	75	0	0	0	15
Confl. Peds. (#/hr)	200		200				200					200
Turn Type	Perm			Prot			Perm	NA				Perm
Protected Phases				3				2				
Permitted Phases	4						2					6
Actuated Green, G (s)				1.6				32.0				32.0
Effective Green, g (s)				2.6				33.0				33.0
Actuated g/C Ratio				0.04				0.47				0.47
Clearance Time (s)				8.0				7.0				7.0
Vehicle Extension (s)				3.0				3.0				3.0
Lane Grp Cap (vph)				61				704				424
v/s Ratio Prot				c0.01								
v/s Ratio Perm								0.05				0.02
v/c Ratio				0.33				0.11				0.04
Uniform Delay, d1				32.8				10.3				9.9
Progression Factor				1.00				0.81				1.00
Incremental Delay, d2				3.1				0.3				0.2
Delay (s)				36.0				8.7				10.1
Level of Service				D				A				B
Approach Delay (s)		0.0			36.0			8.7				10.1
Approach LOS		A			D			A				B
Intersection Summary												
HCM 2000 Control Delay				13.3				HCM 2000 Level of Service				B
HCM 2000 Volume to Capacity ratio				0.09								
Actuated Cycle Length (s)				70.0				Sum of lost time (s)				21.0
Intersection Capacity Utilization				30.8%				ICU Level of Service				A
Analysis Period (min)				15								
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
27: Relief Rd & Street C

05-12-2020

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↖	↗
Traffic Volume (veh/h)	0	5	0	175	1090	185
Future Volume (Veh/h)	0	5	0	175	1090	185
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.95	0.90	0.95	0.95	0.95
Hourly flow rate (vph)	0	5	0	184	1147	195
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				105	31	
pX, platoon unblocked						
vC, conflicting volume	1536	871	1542			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1536	871	1542			
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	98	100			
cM capacity (veh/h)	92	253	367			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	5	92	92	765	577	
Volume Left	0	0	0	0	0	
Volume Right	5	0	0	0	195	
cSH	253	1700	1700	1700	1700	
Volume to Capacity	0.02	0.05	0.05	0.45	0.34	
Queue Length 95th (m)	0.5	0.0	0.0	0.0	0.0	
Control Delay (s)	19.5	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	19.5	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			47.2%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
26: Dwy 6 & Street C

05-12-2020

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↖			↖	↖	↖
Traffic Volume (veh/h)	0	40	45	140	65	5
Future Volume (Veh/h)	0	40	45	140	65	5
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.90	0.95	0.90	0.95
Hourly flow rate (vph)	0	42	50	147	72	5
Pedestrians					200	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					14	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			242		468	221
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			242		468	221
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		84	99
cM capacity (veh/h)			1140		456	705
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	42	197	77			
Volume Left	0	50	72			
Volume Right	42	0	5			
cSH	1700	1140	466			
Volume to Capacity	0.02	0.04	0.17			
Queue Length 95th (m)	0.0	1.1	4.7			
Control Delay (s)	0.0	2.4	14.2			
Lane LOS		A	B			
Approach Delay (s)	0.0	2.4	14.2			
Approach LOS			B			
Intersection Summary						
Average Delay			5.0			
Intersection Capacity Utilization			27.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
29: Park Lawn Rd & Dwy 4

05-12-2020

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↕
Traffic Volume (veh/h)	0	95	395	65	0	800
Future Volume (Veh/h)	0	95	395	65	0	800
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.95	0.95	0.95	0.90	0.95
Hourly flow rate (vph)	0	100	416	68	0	842
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type		None			None	
Median storage (veh)						
Upstream signal (m)			81			81
pX, platoon unblocked	0.85					
vC, conflicting volume	1071	442			684	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	722	442			684	
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	79			100	
cM capacity (veh/h)	264	485			779	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	100	277	207	421	421	
Volume Left	0	0	0	0	0	
Volume Right	100	0	68	0	0	
cSH	485	1700	1700	1700	1700	
Volume to Capacity	0.21	0.16	0.12	0.25	0.25	
Queue Length 95th (m)	6.1	0.0	0.0	0.0	0.0	
Control Delay (s)	14.3	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	14.3	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay		1.0				
Intersection Capacity Utilization		26.6%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis
28: Relief Rd & Gardiner EB On Ramp/WB Off Ramp

05-12-2020

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	1060	330	45	130	185	215
Future Volume (vph)	1060	330	45	130	185	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.0	3.5	3.0	3.0	3.5
Total Lost time (s)	5.0	5.0	6.0		6.0	6.0
Lane Util. Factor	0.97	1.00	0.95		1.00	1.00
Frbp, ped/bikes	1.00	0.68	0.60		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		0.59	1.00
Frt	1.00	0.85	0.89		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3204	1002	1867		977	1842
Flt Permitted	0.95	1.00	1.00		0.64	1.00
Satd. Flow (perm)	3204	1002	1867		654	1842
Peak-hour factor, PHF	0.90	0.95	0.95	0.95	0.90	0.95
Adj. Flow (vph)	1178	347	47	137	206	226
RTOR Reduction (vph)	0	101	75	0	0	0
Lane Group Flow (vph)	1178	246	109	0	206	226
Confl. Peds. (#/hr)	200	200		200	200	
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	6		8		4	
Permitted Phases	6				4	
Actuated Green, G (s)	64.9	64.9	62.1		62.1	62.1
Effective Green, g (s)	65.9	65.9	63.1		63.1	63.1
Actuated g/C Ratio	0.47	0.47	0.45		0.45	0.45
Clearance Time (s)	6.0	6.0	7.0		7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	1508	471	841		294	830
v/s Ratio Prot	c0.37		0.06			
v/s Ratio Perm			0.25		c0.31	
v/c Ratio	0.78	0.52	0.13		0.70	0.27
Uniform Delay, d1	31.0	26.0	22.4		30.9	24.1
Progression Factor	1.00	1.00	0.90		0.93	0.91
Incremental Delay, d2	2.7	1.0	0.3		12.7	0.8
Delay (s)	33.7	27.0	20.5		41.5	22.6
Level of Service	C		C		D	
Approach Delay (s)	32.2		20.5		31.6	
Approach LOS	C		C		C	
Intersection Summary						
HCM 2000 Control Delay		31.1		HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio		0.74				
Actuated Cycle Length (s)		140.0		Sum of lost time (s)	11.0	
Intersection Capacity Utilization		73.0%		ICU Level of Service	C	
Analysis Period (min)		15				
c	Critical Lane Group					

HCM Signalized Intersection Capacity Analysis

3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Relief Rd

05-12-2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑	↔	↔	↑	↔	↔	↔	↔	↔	↑	↔
Traffic Volume (vph)	470	170	450	195	15	375	65	1070	115	305	380	70
Future Volume (vph)	470	170	450	195	15	375	65	1070	115	305	380	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	5.0	5.0	5.0	5.0	3.0	6.0	6.0	6.0	3.0	6.0	
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.95	
Frbp, ped/bikes	1.00	1.00	0.69	1.00	1.00	1.00	1.00	1.00	0.82	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	1.00	0.77	1.00	1.00	0.85	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3236	1879	1044	1264	1842	1478	1432	5029	1230	1685	3238	
Flt Permitted	0.95	1.00	1.00	0.64	1.00	1.00	0.48	1.00	1.00	0.11	1.00	
Satd. Flow (perm)	3236	1879	1044	856	1842	1478	722	5029	1230	198	3238	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	500	181	479	207	16	399	69	1138	122	324	404	74
RTOR Reduction (vph)	0	0	88	0	0	38	0	0	70	0	11	0
Lane Group Flow (vph)	500	181	391	207	16	361	69	1138	52	324	467	0
Confl. Peds. (#/hr)			200	200			100		100	100		100
Confl. Bikes (#/hr)									2			8
Heavy Vehicles (%)	1%	0%	0%	2%	2%	2%	0%	2%	0%	0%	3%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	4
Turn Type	Prot	NA	Perm	Perm	NA	pm+ov	Perm	NA	Perm	pm+pt	NA	NA
Protected Phases	7	4			8	1		2		1		6
Permitted Phases			4	8		8	2		2		6	
Actuated Green, G (s)	20.8	58.3	58.3	33.5	33.5	54.4	31.8	31.8	31.8	56.7	56.7	
Effective Green, g (s)	21.8	59.3	59.3	34.5	34.5	56.4	32.8	32.8	32.8	57.7	57.7	
Actuated g/C Ratio	0.17	0.46	0.46	0.27	0.27	0.44	0.26	0.26	0.26	0.45	0.45	
Clearance Time (s)	4.0	6.0	6.0	6.0	6.0	4.0	7.0	7.0	7.0	4.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	551	870	483	230	496	651	185	1288	315	343	1459	
v/s Ratio Prot	c0.15	0.10			0.01	0.09		0.23		c0.16	0.14	
v/s Ratio Perm			0.37	c0.24		0.15	0.10		0.04	c0.26		
v/c Ratio	0.91	0.21	0.81	0.90	0.03	0.55	0.37	0.88	0.17	0.94	0.32	
Uniform Delay, d1	52.1	20.4	29.5	45.1	34.4	26.5	39.1	45.8	37.0	37.7	22.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.79	1.11	
Incremental Delay, d2	18.6	0.1	9.7	33.8	0.0	1.0	5.7	9.0	1.1	32.9	0.5	
Delay (s)	70.7	20.5	39.2	78.9	34.5	27.5	44.8	54.8	38.1	100.1	25.5	
Level of Service	E	C	D	E	C	C	D	D	D	F	C	
Approach Delay (s)		49.9			44.8			52.8			55.7	
Approach LOS		D			D			D			E	
Intersection Summary												
HCM 2000 Control Delay			51.2				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			128.0			Sum of lost time (s)				17.0		
Intersection Capacity Utilization			85.9%			ICU Level of Service				E		
Analysis Period (min)			15									
Description: 4/7/2016												

HCM Signalized Intersection Capacity Analysis

2: Park Lawn Rd & Gardiner WB On Ramp/Ontario Food Terminal

05-12-2020

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis
 4: Park Lawn Rd & South Beach Condos Dwy/Dwy 2

05-12-2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔		↔	↔		↔	↔	↔
Traffic Volume (vph)	35	0	20	165	0	305	15	905	155	365	615	30
Future Volume (vph)	35	0	20	165	0	305	15	905	155	365	615	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0		6.0	6.0		6.0	6.0		3.0	6.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frbp, ped/bikes	1.00	0.68		1.00	0.68		1.00	0.92		1.00	0.97	
Flpb, ped/bikes	0.88	1.00		0.69	1.00		0.78	1.00		1.00	1.00	
Frt	1.00	0.85		1.00	0.85		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1478	1041		1167	1083		1282	3149		1685	3418	
Flt Permitted	0.26	1.00		0.74	1.00		0.39	1.00		0.12	1.00	
Satd. Flow (perm)	407	1041		914	1083		531	3149		219	3418	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	37	0	21	174	0	321	16	953	163	384	647	32
RTOR Reduction (vph)	0	16	0	0	247	0	0	9	0	0	2	0
Lane Group Flow (vph)	37	5	0	174	74	0	16	1107	0	384	677	0
Confl. Peds. (#/hr)	200		200	200		200	200		200	200		200
Confl. Bikes (#/hr)									5			7
Heavy Vehicles (%)	0%	0%	4%	0%	0%	0%	3%	2%	0%	0%	1%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		pm+pt	NA	
Protected Phases		4			8			2			1	6
Permitted Phases	4			8			2			6		
Actuated Green, G (s)	31.3	31.3		31.3	31.3		62.2	62.2		94.7	94.7	
Effective Green, g (s)	32.3	32.3		32.3	32.3		63.2	63.2		95.7	95.7	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.45	0.45		0.68	0.68	
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		4.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	93	240		210	249		239	1421		458	2336	
v/s Ratio Prot		0.00			0.07			0.35		c0.18	0.20	
v/s Ratio Perm	0.09			c0.19			0.03			c0.40		
v/c Ratio	0.40	0.02		0.83	0.30		0.07	0.78		0.84	0.29	
Uniform Delay, d1	45.6	41.6		51.2	44.5		21.7	32.5		32.9	8.7	
Progression Factor	1.00	1.00		1.00	1.00		0.69	0.67		1.00	1.00	
Incremental Delay, d2	2.8	0.0		22.8	0.7		0.5	4.0		12.6	0.3	
Delay (s)	48.4	41.7		74.0	45.1		15.4	25.7		45.6	9.1	
Level of Service	D	D		E	D		B	C		D	A	
Approach Delay (s)		46.0			55.3			25.6			22.3	
Approach LOS		D			E			C			C	

Intersection Summary			
HCM 2000 Control Delay	30.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	93.7%	ICU Level of Service	F
Analysis Period (min)	15		

HCM Signalized Intersection Capacity Analysis
 3: Park Lawn Rd & Gardiner EB Off Ramp/Legion Rd/Relief Rd

05-12-2020

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

05-12-2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↕	↔	↕	↔	↔	↕	↕
Traffic Volume (vph)	480	575	20	5	630	215	30	85	15	205	80	490
Future Volume (vph)	480	575	20	5	630	215	30	85	15	205	80	490
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	3.0	6.0			6.0	6.0	6.0	6.0	6.0	3.0	6.0	6.0
Lane Util. Factor	1.00	0.95			0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frbp, ped/bikes	1.00	0.99			1.00	0.63	1.00	1.00	0.63	1.00	1.00	0.63
Flpb, ped/bikes	1.00	1.00			1.00	1.00	0.68	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1549	3474			3495	941	1139	1789	843	3236	1824	895
Flt Permitted	0.95	1.00			0.95	1.00	0.70	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1549	3474			3319	941	843	1789	843	3236	1824	895
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	500	599	21	5	656	224	31	89	16	214	83	510
RTOR Reduction (vph)	0	2	0	0	0	126	0	0	12	0	0	339
Lane Group Flow (vph)	500	618	0	0	661	98	31	89	4	214	83	171
Confl. Peds. (#/hr)	500		500	500		500	500		500	500		500
Confl. Bikes (#/hr)		19				3			3			16
Heavy Vehicles (%)	4%	1%	0%	0%	2%	1%	0%	5%	11%	1%	3%	4%
Bus Blockages (#/hr)	11	0	0	11	0	0	0	0	4	0	0	4
Turn Type	Prot	NA		Perm	NA	Perm	Perm	NA	Perm	Prot	NA	Perm
Protected Phases	5	2			6			4		3		8
Permitted Phases				6		6	4		4			8
Actuated Green, G (s)	42.0	80.0			34.0	34.0	34.0	34.0	34.0	8.0	46.0	46.0
Effective Green, g (s)	43.0	81.0			35.0	35.0	35.0	35.0	35.0	9.0	47.0	47.0
Actuated g/C Ratio	0.31	0.58			0.25	0.25	0.25	0.25	0.25	0.06	0.34	0.34
Clearance Time (s)	4.0	7.0			7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	475	2009			829	235	210	447	210	208	612	300
v/s Ratio Prot	c0.32	0.18						0.05		c0.07	0.05	
v/s Ratio Perm					c0.20	0.10	0.04		0.00			c0.19
v/c Ratio	1.05	0.31			0.80	0.42	0.15	0.20	0.02	1.03	0.14	0.57
Uniform Delay, d1	48.5	15.1			49.2	44.0	40.9	41.4	39.6	65.5	32.4	38.2
Progression Factor	1.00	1.00			0.68	1.03	1.00	1.00	1.00	0.93	0.91	4.32
Incremental Delay, d2	55.8	0.4			7.4	5.0	0.3	0.2	0.0	68.3	0.1	2.5
Delay (s)	104.3	15.5			40.7	50.1	41.2	41.7	39.6	129.3	29.6	167.5
Level of Service	F	B			D	D	D	D	D	F	C	F
Approach Delay (s)		55.2			43.1			41.3			143.2	
Approach LOS		E			D			D			F	

Intersection Summary			
HCM 2000 Control Delay	75.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	111.9%	ICU Level of Service	H
Analysis Period (min)	15		
Description: Oct 5 2015 SAT			

HCM Signalized Intersection Capacity Analysis

6: Marina Del Rey Condos Dwy/Legion Rd & Lake Shore Blvd W

05-12-2020

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

9: Shore Breeze Dr/Loop Rd & Lake Shore Blvd W & Loop Rd Streetcar

05-12-2020

Movement	EBL	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SWR
Lane Configurations	↔	↕	↔	↕	↔	↔	↕	↔	↕
Traffic Volume (vph)	100	700	30	770	25	30	25	35	18
Future Volume (vph)	100	700	30	770	25	30	25	35	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	3.0	6.0		6.0			5.0		7.0
Lane Util. Factor	1.00	0.95		0.95			1.00		1.00
Frbp, ped/bikes	1.00	0.98		0.98			1.00		1.00
Flpb, ped/bikes	1.00	1.00		1.00			0.90		1.00
Frt	1.00	0.99		1.00			0.95		0.86
Flt Protected	0.95	1.00		1.00			0.98		1.00
Satd. Flow (prot)	1652	3432		3490			1570		767
Flt Permitted	0.95	1.00		1.00			0.98		1.00
Satd. Flow (perm)	1652	3432		3490			1570		767
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	100	700	30	770	25	30	25	35	18
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	100	728	0	795	0	0	90	0	18
Confl. Peds. (#/hr)			200		200				
Confl. Bikes (#/hr)			5						
Heavy Vehicles (%)	2%	1%	0%	0%	0%	0%	0%	2%	100%
Turn Type	Prot	NA		NA		Perm	NA		Prot
Protected Phases	5	2		6			8		13
Permitted Phases							8		
Actuated Green, G (s)	13.8	85.1		67.3			29.0		4.9
Effective Green, g (s)	14.8	86.1		68.3			30.0		5.9
Actuated g/C Ratio	0.11	0.61		0.49			0.21		0.04
Clearance Time (s)	4.0	7.0		7.0			6.0		8.0
Vehicle Extension (s)	3.0	3.0		3.0			3.0		3.0
Lane Grp Cap (vph)	174	2110		1702			336		32
v/s Ratio Prot	c0.06	0.21		c0.23					c0.02
v/s Ratio Perm							0.06		
v/c Ratio	0.57	0.35		0.47			0.27		0.56
Uniform Delay, d1	59.6	13.2		23.8			45.8		65.8
Progression Factor	0.98	0.99		0.81			1.00		1.00
Incremental Delay, d2	4.0	0.4		0.9			0.4		20.7
Delay (s)	62.2	13.4		20.1			46.3		86.5
Level of Service	E	B		C			D		F
Approach Delay (s)		19.3		20.1			46.3		
Approach LOS		B		C			D		

Intersection Summary			
HCM 2000 Control Delay		21.7	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio		0.43	
Actuated Cycle Length (s)		140.0	Sum of lost time (s)
Intersection Capacity Utilization		67.3%	ICU Level of Service
Analysis Period (min)		15	

HCM Signalized Intersection Capacity Analysis

8: Marine Parade Dr/Park Lawn Rd & Lake Shore Blvd W

05-12-2020

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 14: Marine Parade Dr & Lake Shore Blvd W

05-12-2020

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔		↔	
Traffic Volume (veh/h)	520	50	0	25	40	25
Future Volume (Veh/h)	520	50	0	25	40	25
Sign Control	Free		Free		Stop	
Grade	0%		0%		0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	553	53	0	27	43	27
Pedestrians					50	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					3	
Right turn flare (veh)						
Median type	None		None			
Median storage (veh)						
Upstream signal (m)	133		168			
pX, platoon unblocked			0.83		0.83 0.83	
vC, conflicting volume			656		656 630	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	477		478		445	
tC, single (s)	4.1		*5.7		*5.5	
tC, 2 stage (s)						
tF (s)	2.2		*3.0		*3.0	
p0 queue free %	100		92		95	
cM capacity (veh/h)	873		544		580	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	606	27	70			
Volume Left	0	0	43			
Volume Right	53	0	27			
cSH	1700	873	557			
Volume to Capacity	0.36	0.00	0.13			
Queue Length 95th (m)	0.0	0.0	3.4			
Control Delay (s)	0.0	0.0	12.4			
Lane LOS	B		B			
Approach Delay (s)	0.0	0.0	12.4			
Approach LOS	B		B			
Intersection Summary						
Average Delay			1.2			
Intersection Capacity Utilization	41.2%		ICU Level of Service		A	
Analysis Period (min)	15					
* User Entered Value						

HCM Signalized Intersection Capacity Analysis
 12: Brookers Ln/Dwy 3 & Lake Shore Blvd W

05-12-2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔		↔		↔		↔		↔		↔	
Traffic Volume (vph)	40	600	70	0	55	0	45	0	25	0	0	45
Future Volume (vph)	40	600	70	0	55	0	45	0	25	0	0	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0		6.0		5.0		5.0		5.0		5.0	
Lane Util. Factor	1.00		1.00		1.00		1.00		1.00		1.00	
Frbp, ped/bikes	0.98		1.00		1.00		0.89		0.81		0.81	
Flpb, ped/bikes	0.99		1.00		0.84		1.00		1.00		1.00	
Frt	0.99		1.00		1.00		0.85		0.86		0.86	
Flt Protected	1.00		1.00		0.95		1.00		1.00		1.00	
Satd. Flow (prot)	1779		1860		1412		1415		1292		1292	
Flt Permitted	0.98		1.00		0.73		1.00		1.00		1.00	
Satd. Flow (perm)	1752		1860		1081		1415		1292		1292	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	41	612	71	0	56	0	46	0	26	0	0	46
RTOR Reduction (vph)	0	2	0	0	0	0	0	20	0	0	35	0
Lane Group Flow (vph)	0	722	0	0	56	0	46	6	0	0	11	0
Confl. Peds. (#/hr)	100		100		100		100		100		100	
Confl. Bikes (#/hr)	5		1		1		1		1		1	
Heavy Vehicles (%)	2%	1%	1%	0%	1%	2%	0%	2%	0%	2%	2%	2%
Turn Type	Perm	NA	Prot	NA	Perm	NA	NA	NA	NA	NA	NA	NA
Protected Phases	2		1		6		8		4		4	
Permitted Phases	2		8		4		4		4		4	
Actuated Green, G (s)	63.8		63.8		23.2		23.2		23.2		23.2	
Effective Green, g (s)	64.8		64.8		24.2		24.2		24.2		24.2	
Actuated g/C Ratio	0.65		0.65		0.24		0.24		0.24		0.24	
Clearance Time (s)	7.0		7.0		6.0		6.0		6.0		6.0	
Vehicle Extension (s)	3.0		3.0		3.0		3.0		3.0		3.0	
Lane Grp Cap (vph)	1135		1205		261		342		312		312	
v/s Ratio Prot	0.03		0.03		0.00		0.00		0.01		0.01	
v/s Ratio Perm	c0.41		c0.41		c0.04		c0.04		c0.04		c0.04	
v/c Ratio	0.64		0.05		0.18		0.02		0.04		0.04	
Uniform Delay, d1	10.5		6.4		30.0		28.9		29.0		29.0	
Progression Factor	1.00		0.93		1.00		1.00		1.00		1.00	
Incremental Delay, d2	2.7		0.1		0.3		0.0		0.0		0.0	
Delay (s)	13.3		6.0		30.3		28.9		29.0		29.0	
Level of Service	B		A		C		C		C		C	
Approach Delay (s)	13.3		6.0		29.8		29.0		29.0		29.0	
Approach LOS	B		A		C		C		C		C	
Intersection Summary												
HCM 2000 Control Delay	14.9		HCM 2000 Level of Service		B							
HCM 2000 Volume to Capacity ratio	0.53											
Actuated Cycle Length (s)	100.0		Sum of lost time (s)		14.0							
Intersection Capacity Utilization	78.1%		ICU Level of Service		D							
Analysis Period (min)	15											
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

16: Sir Casimir Gzowski Park Dwy/Windermere Ave & Lake Shore Blvd W

05-12-2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↑↑↑		↔	↑↑↑	↔				↔	↑	↔
Traffic Volume (vph)	325	3215	0	20	1510	85	0	0	0	85	10	335
Future Volume (vph)	325	3215	0	20	1510	85	0	0	0	85	10	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)	6.0	6.0		6.0	5.0	5.0				7.0	7.0	7.0
Lane Util. Factor	1.00	0.86		1.00	0.91	1.00				0.95	0.95	1.00
Frbp, ped/bikes	1.00	1.00		1.00	1.00	0.95				1.00	1.00	0.77
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85				1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (prot)	1652	6337		1685	5029	1403				1600	1716	1145
Flt Permitted	0.95	1.00		0.95	1.00	1.00				0.95	0.96	1.00
Satd. Flow (perm)	1652	6337		1685	5029	1403				1600	1716	1145
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	335	3314	0	21	1557	88	0	0	0	88	10	345
RTOR Reduction (vph)	0	0	0	0	0	54	0	0	0	0	0	177
Lane Group Flow (vph)	335	3314	0	21	1557	34	0	0	0	48	50	168
Confl. Peds. (#/hr)	13					13	143					143
Confl. Bikes (#/hr)												2
Heavy Vehicles (%)	2%	2%	0%	0%	2%	2%	0%	0%	0%	0%	0%	1%
Turn Type	Prot	NA		Prot	NA	Perm				Perm	NA	Perm
Protected Phases	7	4		3	8					6	6	
Permitted Phases						8				6		6
Actuated Green, G (s)	31.2	72.2		2.8	44.8	44.8				23.0	23.0	23.0
Effective Green, g (s)	32.2	73.2		3.8	45.8	45.8				24.0	24.0	24.0
Actuated g/C Ratio	0.27	0.61		0.03	0.38	0.38				0.20	0.20	0.20
Clearance Time (s)	7.0	7.0		7.0	6.0	6.0				8.0	8.0	8.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0				3.0	3.0	3.0
Lane Grp Cap (vph)	443	3865		53	1919	535				320	343	229
v/s Ratio Prot	0.20	c0.52		0.01	c0.31							
v/s Ratio Perm						0.02				0.03	0.03	c0.15
v/c Ratio	0.76	0.86		0.40	0.81	0.06				0.15	0.15	0.73
Uniform Delay, d1	40.3	19.1		57.0	33.2	23.5				39.6	39.6	45.0
Progression Factor	1.00	1.00		1.00	1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2	7.2	2.7		4.8	3.9	0.2				0.2	0.2	11.5
Delay (s)	47.5	21.8		61.8	37.1	23.7				39.8	39.8	56.6
Level of Service	D	C		E	D	C				D	D	E
Approach Delay (s)		24.2			36.7		0.0				52.8	
Approach LOS		C			D		A				D	
Intersection Summary												
HCM 2000 Control Delay	30.0		HCM 2000 Level of Service		C							
HCM 2000 Volume to Capacity ratio	0.85											
Actuated Cycle Length (s)	120.0		Sum of lost time (s)		19.0							
Intersection Capacity Utilization	87.4%		ICU Level of Service		E							
Analysis Period (min)	15											
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

15: Palace Pier Ct & Lake Shore Blvd W

05-12-2020

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↔	↔	↔	↔	↔
Traffic Volume (vph)	490	65	0	0	20	20
Future Volume (vph)	490	65	0	0	20	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	5.0	5.0			4.0	
Lane Util. Factor	1.00	1.00			1.00	
Frbp, ped/bikes	1.00	0.85			1.00	
Flpb, ped/bikes	1.00	1.00			1.00	
Frt	1.00	0.85			0.93	
Flt Protected	1.00	1.00			0.98	
Satd. Flow (prot)	1860	1253			1597	
Flt Permitted	1.00	1.00			0.98	
Satd. Flow (perm)	1860	1253			1597	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	516	68	0	0	21	21
RTOR Reduction (vph)	0	10	0	0	18	0
Lane Group Flow (vph)	516	58	0	0	24	0
Confl. Peds. (#/hr)	50	50			100	
Confl. Bikes (#/hr)	8					
Heavy Vehicles (%)	1%	2%	0%	0%	0%	2%
Turn Type	NA	Perm			Prot	
Protected Phases	2				4	
Permitted Phases	2					
Actuated Green, G (s)	73.8	73.8			15.2	
Effective Green, g (s)	74.8	74.8			16.2	
Actuated g/C Ratio	0.75	0.75			0.16	
Clearance Time (s)	6.0	6.0			5.0	
Vehicle Extension (s)	3.0	3.0			3.0	
Lane Grp Cap (vph)	1391	937			258	
v/s Ratio Prot	c0.28				c0.02	
v/s Ratio Perm		0.05				
v/c Ratio	0.37	0.06			0.09	
Uniform Delay, d1	4.4	3.3			35.7	
Progression Factor	1.12	1.42			1.00	
Incremental Delay, d2	0.7	0.1			0.2	
Delay (s)	5.6	4.8			35.8	
Level of Service	A	A			D	
Approach Delay (s)	5.5			0.0	35.8	
Approach LOS	A			A	D	
Intersection Summary						
HCM 2000 Control Delay	7.6		HCM 2000 Level of Service		A	
HCM 2000 Volume to Capacity ratio	0.32					
Actuated Cycle Length (s)	100.0		Sum of lost time (s)		9.0	
Intersection Capacity Utilization	39.1%		ICU Level of Service		A	
Analysis Period (min)	15					
c Critical Lane Group						

HCM Unsignalized Intersection Capacity Analysis
22: Dwy 5 & Relief Rd

05-12-2020

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	↔		↔		↔
Traffic Volume (veh/h)	335	40	0	315	0	50
Future Volume (Veh/h)	335	40	0	315	0	50
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	372	44	0	350	0	56
Pedestrians					200	
Lane Width (m)				3.0		
Walking Speed (m/s)				1.2		
Percent Blockage				14		
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)	65			61		
pX, platoon unblocked						
vC, conflicting volume			616		769	408
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			616		769	408
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	89
cM capacity (veh/h)			826		291	510
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	248	168	175	175	56	
Volume Left	0	0	0	0	0	
Volume Right	0	44	0	0	56	
cSH	1700	1700	1700	1700	510	
Volume to Capacity	0.15	0.10	0.10	0.10	0.11	
Queue Length 95th (m)	0.0	0.0	0.0	0.0	2.9	
Control Delay (s)	0.0	0.0	0.0	0.0	12.9	
Lane LOS					B	
Approach Delay (s)	0.0		0.0		12.9	
Approach LOS					B	
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			23.3%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
19: Dwy 1 & Relief Rd

05-12-2020

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	195	395	165	150	435	180
Future Volume (vph)	195	395	165	150	435	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.5	3.0	3.0	3.5	3.0	3.0
Total Lost time (s)	6.0		6.0	6.0	5.0	5.0
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.62		1.00	1.00	1.00	0.68
Flpb, ped/bikes	1.00		0.85	1.00	0.68	1.00
Frt	0.90		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1959		1410	3500	1129	1002
Flt Permitted	1.00		0.32	1.00	0.95	1.00
Satd. Flow (perm)	1959		478	3500	1129	1002
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	217	439	183	167	483	200
RTOR Reduction (vph)	243	0	0	0	0	73
Lane Group Flow (vph)	413	0	183	167	483	127
Confl. Peds. (#/hr)		200	200		200	200
Turn Type	NA		Perm	NA	Perm	Perm
Protected Phases	4			8		
Permitted Phases			8		2	2
Actuated Green, G (s)	61.3		61.3	61.3	65.7	65.7
Effective Green, g (s)	62.3		62.3	62.3	66.7	66.7
Actuated g/C Ratio	0.44		0.44	0.44	0.48	0.48
Clearance Time (s)	7.0		7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	871		212	1557	537	477
v/s Ratio Prot	0.21			0.05		
v/s Ratio Perm			c0.38		c0.43	0.13
v/c Ratio	0.47		0.86	0.11	0.90	0.27
Uniform Delay, d1	27.3		35.0	22.6	33.6	22.0
Progression Factor	1.00		1.06	1.08	1.00	1.00
Incremental Delay, d2	1.8		32.1	0.1	17.7	0.3
Delay (s)	29.2		69.3	24.7	51.3	22.3
Level of Service	C		E	C	D	C
Approach Delay (s)	29.2			48.0	42.8	
Approach LOS	C			D	D	
Intersection Summary						
HCM 2000 Control Delay		38.6			HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio		0.89				
Actuated Cycle Length (s)		140.0			Sum of lost time (s)	12.0
Intersection Capacity Utilization		70.7%			ICU Level of Service	C
Analysis Period (min)		15				
c	Critical Lane Group					

HCM Unsignalized Intersection Capacity Analysis
25: Loop Rd & Street C

05-12-2020

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔					↕
Traffic Volume (veh/h)	190	60	0	0	100	0
Future Volume (Veh/h)	190	60	0	0	100	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	211	67	0	0	111	0
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (m)			101		291	
pX, platoon unblocked						
vC, conflicting volume	422	200			200	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	422	200			200	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	54	91			91	
cM capacity (veh/h)	459	724			1182	
Direction, Lane #	WB 1	SB 1				
Volume Total	278	111				
Volume Left	211	111				
Volume Right	67	0				
cSH	503	1182				
Volume to Capacity	0.55	0.09				
Queue Length 95th (m)	26.5	2.5				
Control Delay (s)	20.6	8.4				
Lane LOS	C	A				
Approach Delay (s)	20.6	8.4				
Approach LOS	C					
Intersection Summary						
Average Delay		17.1				
Intersection Capacity Utilization		34.2%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis
24: Loop Rd & Street B/Loop Rd Streetcar

05-12-2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔			↔				↕				↕
Traffic Volume (vph)	0	0	0	18	0	0	50	100	0	0	0	60
Future Volume (vph)	0	0	0	18	0	0	50	100	0	0	0	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0	3.0	3.5	3.0
Total Lost time (s)				7.0				6.0				6.0
Lane Util. Factor				1.00				1.00				1.00
Frbp, ped/bikes				1.00				1.00				0.60
Flpb, ped/bikes				1.00				0.87				1.00
Frt				1.00				1.00				0.86
Flt Protected				0.95				0.98				1.00
Satd. Flow (prot)				1652				1575				901
Flt Permitted				0.95				0.98				1.00
Satd. Flow (perm)				1652				1575				901
Peak-hour factor, PHF	0.90	0.92	0.90	0.92	0.92	0.92	0.90	0.90	0.92	0.92	0.90	0.90
Adj. Flow (vph)	0	0	0	20	0	0	56	111	0	0	0	67
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	35
Lane Group Flow (vph)	0	0	0	20	0	0	0	167	0	0	0	32
Confl. Peds. (#/hr)	200		200				200					200
Turn Type	Perm			Prot			Perm	NA				Perm
Protected Phases				3				2				
Permitted Phases	4						2					6
Actuated Green, G (s)				1.6				32.0				32.0
Effective Green, g (s)				2.6				33.0				33.0
Actuated g/C Ratio				0.04				0.47				0.47
Clearance Time (s)				8.0				7.0				7.0
Vehicle Extension (s)				3.0				3.0				3.0
Lane Grp Cap (vph)				61				742				424
v/s Ratio Prot				c0.01								
v/s Ratio Perm								0.11				0.04
v/c Ratio				0.33				0.23				0.07
Uniform Delay, d1				32.8				10.9				10.1
Progression Factor				1.00				0.89				1.00
Incremental Delay, d2				3.1				0.7				0.3
Delay (s)				36.0				10.4				10.5
Level of Service				D				B				B
Approach Delay (s)		0.0			36.0			10.4				10.5
Approach LOS		A			D			B				B
Intersection Summary												
HCM 2000 Control Delay				12.4				HCM 2000 Level of Service				B
HCM 2000 Volume to Capacity ratio				0.17								
Actuated Cycle Length (s)				70.0				Sum of lost time (s)				21.0
Intersection Capacity Utilization				33.0%				ICU Level of Service				A
Analysis Period (min)				15								
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
27: Relief Rd & Street C

05-12-2020

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↗	↖
Traffic Volume (veh/h)	0	10	0	285	790	125
Future Volume (Veh/h)	0	10	0	285	790	125
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	11	0	317	878	139
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				97	33	
pX, platoon unblocked						
vC, conflicting volume	1306	708	1217			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1306	708	1217			
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	97	100			
cM capacity (veh/h)	130	325	490			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	11	158	158	585	432	
Volume Left	0	0	0	0	0	
Volume Right	11	0	0	0	139	
cSH	325	1700	1700	1700	1700	
Volume to Capacity	0.03	0.09	0.09	0.34	0.25	
Queue Length 95th (m)	0.8	0.0	0.0	0.0	0.0	
Control Delay (s)	16.5	0.0	0.0	0.0	0.0	
Lane LOS	C					
Approach Delay (s)	16.5	0.0		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			36.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
26: Dwy 6 & Street C

05-12-2020

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↖			↗	↖	↗
Traffic Volume (veh/h)	0	100	35	90	160	10
Future Volume (Veh/h)	0	100	35	90	160	10
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	111	39	100	178	11
Pedestrians					200	
Lane Width (m)					3.0	
Walking Speed (m/s)					1.2	
Percent Blockage					14	
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume			311		434	256
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			311		434	256
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		63	98
cM capacity (veh/h)			1076		481	674
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	111	139	189			
Volume Left	0	39	178			
Volume Right	111	0	11			
cSH	1700	1076	489			
Volume to Capacity	0.07	0.04	0.39			
Queue Length 95th (m)	0.0	0.9	14.4			
Control Delay (s)	0.0	2.6	16.9			
Lane LOS		A	C			
Approach Delay (s)	0.0	2.6	16.9			
Approach LOS		C				
Intersection Summary						
Average Delay			8.1			
Intersection Capacity Utilization			30.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
29: Park Lawn Rd & Dwy 4

05-12-2020

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↖			↕
Traffic Volume (veh/h)	0	170	695	110	0	810
Future Volume (Veh/h)	0	170	695	110	0	810
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	189	772	122	0	900
Pedestrians	200					
Lane Width (m)	3.0					
Walking Speed (m/s)	1.2					
Percent Blockage	14					
Right turn flare (veh)						
Median type		None			None	
Median storage (veh)						
Upstream signal (m)			80			83
pX, platoon unblocked	0.87					
vC, conflicting volume	1483	647			1094	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1252	647			1094	
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	47			100	
cM capacity (veh/h)	123	356			546	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	189	515	379	450	450	
Volume Left	0	0	0	0	0	
Volume Right	189	0	122	0	0	
cSH	356	1700	1700	1700	1700	
Volume to Capacity	0.53	0.30	0.22	0.26	0.26	
Queue Length 95th (m)	23.8	0.0	0.0	0.0	0.0	
Control Delay (s)	26.0	0.0	0.0	0.0	0.0	
Lane LOS	D					
Approach Delay (s)	26.0	0.0		0.0		
Approach LOS	D					
Intersection Summary						
Average Delay		2.5				
Intersection Capacity Utilization		41.0%		ICU Level of Service	A	
Analysis Period (min)		15				

HCM Signalized Intersection Capacity Analysis
28: Relief Rd & Gardiner EB On Ramp/WB Off Ramp

05-12-2020

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Volume (vph)	710	235	80	205	180	205
Future Volume (vph)	710	235	80	205	180	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	3.0	3.0	3.5	3.0	3.0	3.5
Total Lost time (s)	5.0	5.0	6.0		6.0	6.0
Lane Util. Factor	0.97	1.00	0.95		1.00	1.00
Frbp, ped/bikes	1.00	0.68	0.61		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		0.66	1.00
Frt	1.00	0.85	0.89		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3204	1002	1917		1091	1842
Flt Permitted	0.95	1.00	1.00		0.56	1.00
Satd. Flow (perm)	3204	1002	1917		643	1842
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	789	261	89	228	200	228
RTOR Reduction (vph)	0	137	87	0	0	0
Lane Group Flow (vph)	789	124	230	0	200	228
Confl. Peds. (#/hr)	200	200		200	200	
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	6		8		4	
Permitted Phases	6				4	
Actuated Green, G (s)	41.4	41.4	85.6		85.6	85.6
Effective Green, g (s)	42.4	42.4	86.6		86.6	86.6
Actuated g/C Ratio	0.30	0.30	0.62		0.62	0.62
Clearance Time (s)	6.0	6.0	7.0		7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	970	303	1185		397	1139
v/s Ratio Prot	c0.25		0.12		0.12	
v/s Ratio Perm	0.12				c0.31	
v/c Ratio	0.81	0.41	0.19		0.50	0.20
Uniform Delay, d1	45.1	38.8	11.6		14.8	11.6
Progression Factor	1.00	1.00	0.25		0.97	0.99
Incremental Delay, d2	5.3	0.9	0.4		4.2	0.4
Delay (s)	50.4	39.7	3.2		18.5	11.9
Level of Service	D		A		B	
Approach Delay (s)	47.8		3.2		15.0	
Approach LOS	D		A		B	
Intersection Summary						
HCM 2000 Control Delay		32.1		HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio		0.60				
Actuated Cycle Length (s)		140.0		Sum of lost time (s)	11.0	
Intersection Capacity Utilization		62.7%		ICU Level of Service	B	
Analysis Period (min)		15				
c	Critical Lane Group					

**APPENDIX C:
Vehicular Parking Requirements – By
Phase**



PARKING REQUIREMENTS

TABLE 1 PHASE 1 – RECOMMENDED PARKING STANDARDS

Use		Units / IFA	Minimum Parking Rate	Minimum Parking Required	Minimum Parking Required		
					AM	PM	Evening
Residential	Phase 1	1,352 units	0.4 spaces per unit	540 spaces	540 (100%)	540 (100%)	540 (100%)
	<i>Sub-Total</i>			540 spaces	540	540	540
Non-Residential	Residential Visitor	1,352 units	0.10 spaces per unit	135 spaces	13 (10%)	47 (35%)	135 (100%)
	Retail	4,661 m ²	1.00 space per 100 m ²	46 spaces	9 (20%)	46 (100%)	46 (100%)
	Office	23,649 m ²	1.00 space per 100 m ²	236 spaces	236 (100%)	141 (60%)	0 (0%)
	School	--	0.50 space per 100 m ²	--	--	--	--
<i>Sub-Total</i>				258	234	181	
Minimum Requirement Totals				Resident	540	540	540
				Non-Resident	258	234	181
				Total	798	774	721
				Minimum-Parking Requirement	798		

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.

TABLE 2 PHASE 2 – RECOMMENDED PARKING STANDARDS

Use		Units / IFA	Minimum Parking Rate	Minimum Parking Required	Minimum Parking Required		
					AM	PM	Evening
Residential	Phase 2	1,654 units	0.4 spaces per unit	661 spaces	661 (100%)	661 (100%)	661 (100%)
	<i>Sub-Total</i>			575 spaces	661	661	661
Non-Residential	Residential Visitor	1,654 units	0.10 spaces per unit	300 spaces	30 (10%)	105 (35%)	300 (100%)
	Retail	16,956 m ²	1.00 space per 100 m ²	169 spaces	33 (20%)	169 (100%)	169 (100%)
	Office	43,824 m ²	1.00 space per 100 m ²	438 spaces	438 (100%)	262 (60%)	-- (0%)
	School	--	0.50 space per 100 m ²	--	--	--	--
<i>Sub-Total</i>				501	536	469	
Minimum Requirement Totals				Resident	661	661	661
				Non-Resident	501	536	469
				Total	1,162	1,197	1,130
				Minimum-Parking Requirement	1,197		

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.

TABLE 3 PHASE 3 – RECOMMENDED PARKING STANDARDS

Use	Units / IFA	Minimum Parking Rate	Minimum Parking Required	Minimum Parking Required			
				AM	PM	Evening	
Residential	Phase 3	1,912 units	0.4 spaces per unit	661 spaces	661 (100%)	661 (100%)	661 (100%)
	<i>Sub-Total</i>			575 spaces	661	661	661
Non-Residential	Residential Visitor	4,918 units	0.10 spaces per unit	300 spaces	49 (10%)	171 (35%)	491 (100%)
	Retail	21,668 m ²	1.00 space per 100 m ²	216 spaces	43 (20%)	216 (100%)	216 (100%)
	Office	64,392 m ²	1.00 space per 100 m ²	643 spaces	643 (100%)	385 (60%)	-- (0%)
	School	8,459 m ²	0.50 space per 100 m ²	42 paces	42 (100%)	42 (100%)	8 (20%)
	<i>Sub-Total</i>			777	814	715	
Minimum Requirement Totals				Resident	661	661	661
				Non-Resident	777	814	715
				Total	1,541	1,578	1,479
				Minimum-Parking Requirement	1,578		

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.

TABLE 4 PHASE 4 – RECOMMENDED PARKING STANDARDS

Use	Units / IFA	Minimum Parking Rate	Minimum Parking Required	Minimum Parking Required			
				AM	PM	Evening	
Residential	Phase 4	1,020 units	0.4 spaces per unit	408 spaces	408 (100%)	408 (100%)	408 (100%)
	<i>Sub-Total</i>			408 spaces	408	408	408
Non-Residential	Residential Visitor	5,938 units	0.10 spaces per unit	593 spaces	59 (10%)	207 (35%)	593 (100%)
	Retail	27,295 m ²	1.00 space per 100 m ²	216 spaces	54 (20%)	272 (100%)	272 (100%)
	Office	64,392 m ²	1.00 space per 100 m ²	643 spaces	643 (100%)	385 (60%)	-- (0%)
	School	8,459 m ²	0.50 space per 100 m ²	42 paces	42 (100%)	42 (100%)	8 (20%)
	<i>Sub-Total</i>			798	906	873	
Minimum Requirement Totals				Resident	408	408	408
				Non-Resident	798	906	873
				Total	1,206	1,314	1,281
				Minimum-Parking Requirement	1,314		

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.

TABLE 5 PHASE 5 – RECOMMENDED PARKING STANDARDS

Use	Units / IFA	Minimum Parking Rate	Minimum Parking Required	Minimum Parking Required			
				AM	PM	Evening	
Residential	Phase 5	517 units	0.4 spaces per unit	206 spaces	206 (100%)	206 (100%)	206 (100%)
	<i>Sub-Total</i>			206 spaces	206	206	206
Non-Residential	Residential Visitor	6,455 units	0.10 spaces per unit	645 spaces	64 (10%)	225 (35%)	645 (100%)
	Retail	33,936 m ²	1.00 space per 100 m ²	339 spaces	67 (20%)	339 (100%)	339 (100%)
	Office	64,392 m ²	1.00 space per 100 m ²	643 spaces	643 (100%)	385 (60%)	-- (0%)
	School	8,459 m ²	0.50 space per 100 m ²	42 paces	42 (100%)	42 (100%)	8 (20%)
<i>Sub-Total</i>				816	991	991	
Minimum Requirement Totals				Resident	206	206	206
				Non-Resident	816	991	991
				Total	1,022	1,197	1,198
				Minimum-Parking Requirement	1,198		

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.

TABLE 6 PHASE 6 – RECOMMENDED PARKING STANDARDS

Use	Units / IFA	Minimum Parking Rate	Minimum Parking Required	Minimum Parking Required			
				AM	PM	Evening	
Residential	Phase 6	684 units	0.4 spaces per unit	273 spaces	273 (100%)	273 (100%)	273 (100%)
	<i>Sub-Total</i>			273 spaces	273	273	273
Non-Residential	Residential Visitor	7,139 units	0.10 spaces per unit	713 spaces	71 (10%)	249 (35%)	713 (100%)
	Retail	36,659 m ²	1.00 space per 100 m ²	339 spaces	73 (20%)	366 (100%)	366 (100%)
	Office	64,392 m ²	1.00 space per 100 m ²	643 spaces	643 (100%)	385 (60%)	-- (0%)
	School	8,459 m ²	0.50 space per 100 m ²	42 paces	42 (100%)	42 (100%)	8 (20%)
<i>Sub-Total</i>				816	991	991	
Minimum Requirement Totals				Resident	273	273	273
				Non-Resident	816	991	991
				Total	1,102	1,315	1,360
				Minimum-Parking Requirement	1,360		

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.

**APPENDIX D:
Residential Parking Reduction Approvals**

Address	Effective Resident Parking Ratio (spaces / unit)	Permission Through	Study Area / Nearest Major Intersection	ZBL 569-2013 Policy Area	Adjacent Policy Area (if applicable)	General Notes
Downtown	0.20					East of Bathurst St, South of Dupont St, North of Front St, West of Parliament St
426 University Avenue	0.03	Site Specific By-Law 481-2010	Dundas St W / University Ave	PA1		
836 – 850 Yonge Street & 1-9A Yorkville Avenue	0.28	Site Specific By-law 646-2015	Bloor St W / Yorkville Ave	PA1		
175-191 Dundas Street East & 235 Jarvis Street	0.08	Site-Specific By-laws 382-2016 & 383-2016 & OMB File #'s PL141461 & PL150845	Dundas St E / Jarvis St	PA1		
40 Wellesley Street East	0.09	Site-Specific By-Law 524-2016 (OMB)	Yonge St / Wellesley St E	ROC	Adjacent PA1	
250 University Avenue	0.1	Accepted by City staff, Memorandum from Dev Eng to Planning, Aug. 24/18	Queen St W / University Ave	PA1		
59-71 Mutual Street	0.14	LPAT File # PL160615 & Site Specific By-Laws 396-2019 (LPAT) & 397-2019 (LPAT)	Mutual St / Shuter St	PA1		
411 Church Street	0.14	Site-Specific By-laws 852-2017 & 853-2017 OMB File # PL160145	Church St / Carlton St	PA1		
219 Queen Street West	0.15	CoA Decision – A0621/17TEY	University Ave / Queen St W	ROC	Adjacent PA1	
186-188 Jarvis Street	0.16	Site-Specific By-law 1028-2014	Dundas St E / Jarvis St	ROC	Adjacent PA1	
357-391 Yonge Street & 3 Gerrard Street	0.17	Site Specific By-laws 1301-2019 & 1302-2019	Yonge St / Gerrard St W	PA1		
8-20 and 30 Widmer St.	0.17	Site Specific Zoning By-laws 74-2019 (LPAT) and 75-2019 (LPAT) & LPAT File # PL161031 & PL151191	Widmer St / Adelaide St W	PA1		
357 King Street West	0.17	Site-specific Zoning By-law 812-2017	Blue Jays Way / King St W	ROC	Adjacent PA1	
452-458 Richmond Street West	0.17	OMB File # PL160081	Spadina Ave / Richmond St W	PA1		
2 Bloor Street West	0.17	Accepted by City staff, Memorandum from Dev Eng to Planning, Dec. 4/18	Yonge St / Bloor St W	ROC	Adjacent PA1	
480 – 494 Yonge St. and 3 Grosvenor St.	0.18	Site-Specific By-law 1263-2017	Yonge St / Grosvenor St	PA1		
9-21 Grenville Street	0.18	OMB Decision - PL111050 (2012) & Site Specific By-Law 621-2012 (OMB)	Yonge St / Grosvenor St	PA1		
155-163 Dundas Street East / 200 Jarvis Street	0.19	Site Specific By-Law 161-2012	Dundas St E / Jarvis St	ROC	Adjacent PA1	
363-391 Yonge St. and 3 Gerrard Street East	0.19	Accepted by City Staff, Memorandum from Dev Eng to Planning, Apr. 11/17	Yonge St / Gerrard St E	PA1		
454-464 Yonge Street	0.19	Site Specific By-Law 1724-2013 & CoA Decision – A0179/17TEY	Yonge St / College St	ROC	Adjacent PA1	
102-118 Peter St. and 350-354 Adelaide Street West	0.20	Site Specific Zoning By-laws 1470-2017 and 1471-2017	Peter St / Adelaide St W	PA1		
1000 Bay Street	0.20	Site Specific Zoning By-law 838-2015(OMB)	St. Joseph St / Bay St	ROC	Adjacent PA1	
15-35 Mercer Street	0.20	Site Specific By-Law 1349-2018(LPAT)	Mercer St / John St	ROC	Adjacent PA1	
520 Richmond Street West	0.20	Accepted by City Staff/Council & Site Specific By-Law 1265-2018	Augusta Ave / Queen St W	ROC	Adjacent PA1	
475 Yonge St.	0.21	Site Specific Zoning By-laws 1472-2017 and 1473-2017	Yonge St / Alexander St	PA1		
587-599 Yonge Street	0.21	Site Specific Zoning By-law 778-2016 (OMB)	Yonge St / Gloucester St	ROC	Adjacent PA1	
234 Simcoe Street, 121 St. Patrick Street and part of 220 Simcoe Street	0.22	Site Specific By-Laws 1250-2018 & 1251-2018	Dundas St W / St Patrick St	PA1		
37 Yorkville Avenue	0.30	Site Specific By-laws 1050-2015 & 1049-2015	Bay St / Yorkville Ave	ROC	Adjacent PA1	
90 Harbour Street and 1 York Street	0.32	Site Specific By-law 1649-2012	York St / Harbour St	ROC	Adjacent ROC / PA1	
50-60,62, 64 Charles Street East & 47, 61 Hayden Street	0.33	Site Specific By-laws 1039-2014 & 1040-2014	Church St / Charles St E	PA1		

Address	Effective Resident Parking Ratio (spaces / unit)	Permission Through	Study Area / Nearest Major Intersection	ZBL 569-2013 Policy Area	Adjacent Policy Area (if applicable)	General Notes
88 Queen Street East, 10 Mutual Street & parts of 30-50 Mutual Street	0.35	Site Specific By-laws 1293-2018 and 1294-2018 & CoA Decision - A0403/16TEY (2016)	Church St / Queen St E	PA1		
45 Charles Street East	0.44	Site Specific By-Law 566-2013 (OMB)	Yonge St / Charles St E	PA1		
Toronto West			0.44			West of Bathurst St
1990 High Park Avenue	0.66	Site Specific By-law 107-2015 (OMB)	Bloor St W / High Park Ave	ROC	Adjacent PA1	
2280 Dundas Street West	0.29	TBD	Bloor St W / Dundas St W	ROC	Adjacent PA4	
900 Dufferin St (Dufferin Mall)	0.29	TBD (Staff approval only)	Dufferin St / College St	ROC	Adjacent ROC / PA4	
299 Campbell Avenue	0.45	CoA Decision - A0478/16TEY (2016) & Site Specific By-law 113-2016	Dupont St / Lansdowne Ave	ROC	Adjacent PA4	
51-77 Quebec Avenue & 40-66 High Park Avenue	0.56	CoA Decision - A141/16EYK (2016) & OMB Hearing PL131341	Quebec Ave / Bloor St W	ROC	Adjacent PA3	
39 East Liberty Street	0.38	CoA Decision - A0489/17TEY (2017) & Site Specific By-law 1079-2010	East Liberty St / Strachan Ave	438-86	Adjacent PA1	
Etobicoke			0.83			West of Humber River
5365 Dundas Street West (Phase 2 & Phase 3)	0.80	Site Specific By-law 1268-2018	Dundas St W / Wilmar Rd	Former Etobicoke	Adjacent ROC / PA2	
2800 Bloor Street West	0.80	Site Specific By-law 1194-2017 (OMB) & OMB Case No. PL140452	Bloor St W / Old Mill Rd	Former Etobicoke	Adjacent PA3	
3560, 3580 & 3600 Lake Shore Boulevard West	0.88	Site Specific By-law 1723-2013	Lake Shore Blvd W / Long Branch Ave	Former Etobicoke	Adjacent ROC / PA4	
Midtown Toronto			0.30			North of Dupont St, South of Lawrence Ave E, East of Bathurst St, West of Bayview Ave
18-30 Erskine Ave	0.17	Site-specific By-law 265-2017	Yonge St / Eglinton Ave	438-86	Adjacent PA2	
161 & 173-175 Eglinton Ave E	0.20	CoA Decision – A0881/15TEY (2015)	Eglinton Ave E / Redpath Ave	438-86	Adjacent PA2	
85-91 Broadway Avenue & 198 Redpath Avenue	0.14	Site Specific By-laws 1344-2018 and 1345-2018	Broadway Ave / Redpath Ave	PA2		
97-99 Broadway Ave & 197 Redpath Ave	0.20	CoA Decision – A0663/16TEY (2016)	Broadway Ave / Redpath Ave	PA2		
150 Eglinton Ave E	0.21	Site-specific By-law 1215-2018 & 1218-2018	Eglinton Ave E / Redpath Ave	PA2		
55 Eglinton Ave	0.23	OMB Decision PL160872 (2017)	Yonge St / Eglinton Ave	PA2		
89-101 Roehampton Ave	0.25	OMB Decision PL160796 (2017)	Yonge St / Eglinton Ave	PA2		
2263-2287 Yonge, 10 Eglinton & 25 Roehampton Ave	0.28	Site Specific By-law 1109-2013 & CoA Decision - A0747/14TEY (2014)		438-86	Adjacent PA2	
151-177 Roehampton Avenue & 140-144 Redpath Avenue	0.23	CoA Decision - A0446/16TEY(2016) Site Specific By-laws 1355-2015 & 1356-2015	Eglinton Ave E / Mount Pleasant Rd	PA2		
183-195 Roehampton & 139-145 Redpath Ave	0.30	Site Specific By-law 1029-2014 & CoA Decision – A0436/16TEY (2016)	Redpath Ave / Roehampton Ave	438-86	Adjacent PA2	
45-77 Dunfield Avenue	0.35	Site Specific By-laws 442-2016 & 443-2016	Eglinton Ave E / Dunfield Ave	PA2		
2131 Yonge Street & 32 Hillside Avenue East	0.35	OMB Decision - PL130924 (2015) & Site Specific By-law 69-2016 (OMB)	Yonge St / Hillside Ave E	438-86	Adjacent PA3	
2384 and 2388 Yonge Street and 31 Montgomery Avenue	0.49	Site Specific By-Law 1038-2014	Yonge St / Eglinton Ave	438-86	Adjacent PA3	
99 Erskine Avenue	0.58	Site Specific By-law 222-2013	Yonge St / Erskine Ave	PA3		
30 Roehampton Ave	0.58	CoA Decision - A0155/15TEY(2015) & CoA Decision - A0359/12TEY(2012)	Yonge St / Eglinton Ave	ROC	Adjacent PA3	
North York and Scarborough			0.62			North of Lawrence Ave, East of Bayview Ave
4569 Kingston Rd	0.86	Site Specific By-law 1106-2018	Morningside Ave / Kingston Rd	Former Scarborough	Adjacent ROC / PA4	PA4 rates approved
1021 Markham Rd	0.86	CoA Decision-A0105/17SC (2017)	Markham Rd / Ellesmere Rd	ROC	Adjacent ROC / PA4	PA4 rates approved
1956 Weston Rd (Weston GO/UPX Station Area)	0.40	TBD (Staff approval only)	Lawrence Ave W / Weston Rd	PA4		

Address	Effective Resident Parking Ratio (spaces / unit)	Permission Through	Study Area / Nearest Major Intersection	ZBL 569-2013 Policy Area	Adjacent Policy Area (if applicable)	General Notes
1021-1035 Markham Road	0.45	Site Specific By-law 1276-2018	Ellesmere Rd / Markham Rd	ROC	Adjacent ROC / PA4	
2135 Sheppard Avenue East	0.54	CoA Decision - A0800/17NY & TLAB Case File Number: 17 268352 S45 33 TLAB (2018)	Sheppard Ave E / Consumers Rd	Former North Yo	Adjacent ROC / PA4	
30 Tippett Road	0.60	Approved by City Staff	Tippett Rd / Wilson Ave	Former North Yo	Adjacent ROC / PA3	
Toronto East	0.52					East of Don Valley Pkwy
1478-1496 Kingston Rd	0.71	Site Specific By-laws 1409-2019 & 1410-2019	Kingston Rd / Manderley Rd	PA4		
958 Eglinton Ave E	0.33	A0253/18NY	Eglinton Ave E / Brentcliffe Rd	ROC	Adjacent ROC / PA3	

APPENDIX E: Residential Parking Demand Data



Address	Total Unit Count	Observed Parking Demand Rate (spaces / unit)	Study Date	Study Area / Nearest Major Intersection	ZBL 569-2013 Policy Area	Adjacent Policy Area (if applicable)
Downtown		0.24		East of Bathurst St, South of Dupont St, North of Front St, West of Parliament St		
33 Charles St E	420	0.34	April 2012	Yonge St / Charles St E	PA1	
33 Charles St E	420	0.37	April 2012	Yonge St / Charles St E	PA1	
33 Charles St E	420	0.27	May 2012	Yonge St / Charles St E	PA1	
33 Charles St E	420	0.29	May 2012	Yonge St / Charles St E	PA1	
33 Charles St E	420	0.37	May 2012	Yonge St / Charles St E	PA1	
38 Charles St E	349	0.25	April 2012	Yonge St / Charles St E	PA1	
38 Charles St E	349	0.27	April 2012	Yonge St / Charles St E	PA1	
38 Charles St E	349	0.27	April 2012	Yonge St / Charles St E	PA1	
38 Charles St E	349	0.24	May 2012	Yonge St / Charles St E	PA1	
38 Charles St E	349	0.25	May 2012	Yonge St / Charles St E	PA1	
21 Nelson St & 126 Simcoe St	671	0.34	June 2012	Simcoe St / Adelaide St W (Nelson St)	PA1	
761 & 763 Bay St	1197	0.43	June 2012	Bay St / College St	PA1	
155 Wellesley St E	115	0.18	August 2012	Sherbourne St / Wellesley St E	PA1	
155 Wellesley St E	115	0.18	August 2012	Sherbourne St / Wellesley St E	PA1	
155 Wellesley St E	115	0.18	August 2012	Sherbourne St / Wellesley St E	PA1	
39 Parliament St	183	0.34	April 2013	Parliament St / Front St E (Gristmill Lane)	ROC	Adjacent PA1
51 Trolley Cres	351	0.23	January 2014	King St E / Trolley Cres	ROC	Adjacent PA1
51 Trolley Cres	351	0.23	January 2014	King St E / Trolley Cres	ROC	Adjacent PA1
51 Trolley Cres	351	0.24	January 2014	King St E / Trolley Cres	ROC	Adjacent PA1
700 Bay St	223	0.27	January 2014	Bay St / Gerrard St W	ROC	Adjacent PA1
700 Bay St	223	0.28	January 2014	Bay St / Gerrard St W	ROC	Adjacent PA1
101 Charles St E	437	0.43	May 2014	Jarvis St / Charles St E	ROC	Adjacent PA1
50 Portland St	232	0.35	February 2015	Portland St / Wellington St W	PA1	
55 & 57 Charles St W	399	0.20	February 2015	Bay St / Charles St W	PA1	
55 & 57 Charles St W	399	0.23	February 2015	Bay St / Charles St W	PA1	
55 & 57 Charles St W	399	0.23	February 2015	Bay St / Charles St W	PA1	
633 Bay St	494	0.32	November 2015	Bay St / Dundas St W (Edward St)	PA1	
633 Bay St	494	0.32	November 2015	Bay St / Dundas St W (Edward St)	PA1	
75 McCaul St	552	0.17	November 2016	Dundas St E / McCaul St	PA1	
75 McCaul St	552	0.20	November 2016	Dundas St E / McCaul St	PA1	
75 McCaul St	552	0.20	November 2016	Dundas St E / McCaul St	PA1	
155 Dundas Street E	148	0.09	May 2016	Dundas St E / Jarvis St	ROC	Adjacent PA1
155 Dundas Street E	148	0.07	May 2016	Dundas St E / Jarvis St	ROC	Adjacent PA1
155 Dundas Street E	148	0.10	May 2016	Dundas St E / Jarvis St	ROC	Adjacent PA1
350 & 390 Queens Quay W	502	0.22	September 2013	Queens Quay W / Lower Spadina Ave	ROC	
350 & 390 Queens Quay W	502	0.24	September 2013	Queens Quay W / Lower Spadina Ave	ROC	
350 & 390 Queens Quay W	502	0.25	September 2013	Queens Quay W / Lower Spadina Ave	ROC	
350 & 390 Queens Quay W	502	0.31	September 2013	Queens Quay W / Lower Spadina Ave	ROC	
350 & 390 Queens Quay W	502	0.33	September 2013	Queens Quay W / Lower Spadina Ave	ROC	
70 Temperance St	798	0.06	September 2017	Richmond St W / Bay St	PA1	

Address	Total Unit Count	Observed Parking Demand Rate (spaces / unit)	Study Date	Study Area / Nearest Major Intersection	ZBL 569-2013 Policy Area	Adjacent Policy Area (if applicable)
70 Temperance St	798	0.06	September 2017	Richmond St W / Bay St	PA1	
290 Adelaide St W	393	0.22	September 2017	Adelaide St W / John St	ROC	Adjacent PA1
290 Adelaide St W	393	0.22	September 2017	Adelaide St W / John St	ROC	Adjacent PA1
55 Charles St E	76	0.16	March 2018	Charles St E / Church St	PA1	
55 Charles St E	76	0.22	March 2018	Charles St E / Church St	PA1	
55 Charles St E	76	0.22	March 2018	Charles St E / Church St	PA1	
Toronto West		0.44				West of Bathurst St
103 West Lodge Ave	717	0.21	June 2012	West Toronto	ROC	Adjacent ROC
77 Quebec Ave	330	0.40	August 2012	West Toronto / High Park	438-86	Adjacent PA3
40 High Park Ave	328	0.42	September 2012	West Toronto / High Park	438-86	Adjacent PA3
363 Sorauren Ave	156	0.46	April 2013	West Toronto / Bloor Dundas	438-86	Adjacent ROC / PA4
150 Sudbury St	569	0.29	May 2013	West Toronto / Liberty Village	438-86	Adjacent ROC / PA4
38 Joe Shuster Way	517	0.29	June 2013	West Toronto / Liberty Village	438-86	Adjacent ROC / PA4
38 Dan Leckie Wy	401	0.49	September 2013	West Toronto / City Place	438-86	Adjacent ROC / PA1
15 Iceboat Terrace	835	0.57	September 2013	West Toronto / City Place	438-86	Adjacent ROC / PA1
111 Pacific Ave	750	0.48	March 2016	West Toronto / High Park	ROC	Adjacent PA3
111 Pacific Ave	750	0.47	November 2019	West Toronto / High Park	ROC	Adjacent PA3
111 Pacific Ave	750	0.46	November 2019	West Toronto / High Park	ROC	Adjacent PA3
111 Pacific Ave	750	0.45	November 2019	West Toronto / High Park	ROC	Adjacent PA3
60 Heintzman St	664	0.51	April 2016	West Toronto / Dupont Dundas	ROC	Adjacent PA4
60 Heintzman St	664	0.51	April 2016	West Toronto / Dupont Dundas	ROC	Adjacent PA4
60 Heintzman St	664	0.51	April 2016	West Toronto / Dupont Dundas	ROC	Adjacent PA4
60 Heintzman St	664	0.51	April 2016	West Toronto / Dupont Dundas	ROC	Adjacent PA4
60 Heintzman St	664	0.49	April 2016	West Toronto / Dupont Dundas	ROC	Adjacent PA4
65 High Park Ave	966	0.38	April 2016	West Toronto / High Park	ROC	Adjacent PA3
65 High Park Ave	966	0.38	April 2016	West Toronto / High Park	ROC	Adjacent PA3
1030 King St W	602	0.50	October 2016	West Toronto / Liberty Village	438-86	Adjacent PA4
1030 King St W	602	0.50	May 2017	West Toronto / Liberty Village	438-86	Adjacent PA4
75 & 85 Queens Wharf Road	943	0.41	June 2017	West Toronto / City Place	438-86	Adjacent ROC / PA1
75 & 85 Queens Wharf Road	943	0.41	June 2017	West Toronto / City Place	438-86	Adjacent ROC / PA1
Etobicoke		0.59				West of Humber River
240 Markland Dr	113	0.85	June 2010	Etobicoke	ROC	
555 The West Mall	109	0.50	June 2012	Etobicoke	ROC	
620 Martin Grove Rd	237	0.77	May 2017	Eglinton Ave W / Martin Grove Rd	Former Etobicoke	Adjacent ROC / PA4
620 Martin Grove Rd	237	0.79	May 2017	Eglinton Ave W / Martin Grove Rd	Former Etobicoke	Adjacent ROC / PA4
620 Martin Grove Rd	237	0.77	May 2017	Eglinton Ave W / Martin Grove Rd	Former Etobicoke	Adjacent ROC / PA4
7 & 21 Richgrove Dr	257	0.56	May 2017	Eglinton Ave W / Martin Grove Rd	Former Etobicoke	Adjacent ROC / PA4
7 & 21 Richgrove Dr	257	0.56	May 2017	Eglinton Ave W / Martin Grove Rd	Former Etobicoke	Adjacent ROC / PA4
7 & 21 Richgrove Dr	257	0.58	May 2017	Eglinton Ave W / Martin Grove Rd	Former Etobicoke	Adjacent ROC / PA4
25 Mabelle Ave	416	0.59	April 2018	Bloor St / Islington Ave	ROC	Adjacent PA2
25 Mabelle Ave	416	0.59	April 2018	Bloor St / Islington Ave	ROC	Adjacent PA2

Address	Total Unit Count	Observed Parking Demand Rate (spaces / unit)	Study Date	Study Area / Nearest Major Intersection	ZBL 569-2013 Policy Area	Adjacent Policy Area (if applicable)
25 Mabelle Ave	416	0.47	April 2018	Bloor St / Islington Ave	ROC	Adjacent PA2
25 Mabelle Ave	416	0.45	April 2018	Bloor St / Islington Ave	ROC	Adjacent PA2
25 Mabelle Ave	416	0.47	April 2018	Bloor St / Islington Ave	ROC	Adjacent PA2
25 Mabelle Ave	416	0.73	April 2019	Bloor St / Islington Ave	ROC	Adjacent PA2
25 Mabelle Ave	416	0.34	April 2019	Bloor St / Islington Ave	ROC	Adjacent PA2
25 Mabelle Ave	416	0.72	April 2019	Bloor St / Islington Ave	ROC	Adjacent PA2
25 Mabelle Ave	416	0.34	April 2019	Bloor St / Islington Ave	ROC	Adjacent PA2
Midtown Toronto		0.34		North of Dupont St, South of Lawrence Ave E, East of Bathurst St, West of Bayview Ave		
45 Dunfield Ave	576	0.28	June 2011	Dunfield Ave / Soudan Ave (Eglinton Ave E)	PA2	
45 Dunfield Ave	576	0.31	June 2011	Dunfield Ave / Soudan Ave (Eglinton Ave E)	PA2	
45 Dunfield Ave	576	0.36	June 2011	Dunfield Ave / Soudan Ave (Eglinton Ave E)	PA2	
45 Dunfield Ave	576	0.37	June 2011	Dunfield Ave / Soudan Ave (Eglinton Ave E)	PA2	
45 Dunfield Ave	576	0.37	June 2011	Dunfield Ave / Soudan Ave (Eglinton Ave E)	PA2	
77 Dunfield Ave	177	0.19	June 2011	Dunfield Ave / Soudan Ave (Eglinton Ave E)	PA2	
77 Dunfield Ave	177	0.19	June 2011	Dunfield Ave / Soudan Ave (Eglinton Ave E)	PA2	
77 Dunfield Ave	177	0.20	June 2011	Dunfield Ave / Soudan Ave (Eglinton Ave E)	PA2	
77 Dunfield Ave	177	0.21	June 2011	Dunfield Ave / Soudan Ave (Eglinton Ave E)	PA2	
77 Dunfield Ave	177	0.21	June 2011	Dunfield Ave / Soudan Ave (Eglinton Ave E)	PA2	
77 Davisville Ave	483	0.41	September 2011	Davisville Ave / Yonge St	ROC	Adjacent PA3
77 Davisville Ave	483	0.42	September 2011	Davisville Ave / Yonge St	ROC	Adjacent PA3
77 Davisville Ave	483	0.42	September 2011	Davisville Ave / Yonge St	ROC	Adjacent PA3
33 Rosehill Ave	629	0.35	May 2016	Yonge St / St. Clair Ave	ROC	Adjacebt PA3
33 Rosehill Ave	629	0.38	May 2016	Yonge St / St. Clair Ave	ROC	Adjacent PA4
33 Rosehill Ave	629	0.35	May 2016	Yonge St / St. Clair Ave	ROC	Adjacebt PA4
33 Rosehill Ave	629	0.35	May 2016	Yonge St / St. Clair Ave	ROC	Adjacebt PA5
33 Rosehill Ave	629	0.40	May 2016	Yonge St / St. Clair Ave	ROC	Adjacent PA6
33 Rosehill Ave	629	0.34	May 2016	Yonge St / St. Clair Ave	ROC	Adjacebt PA6
33 Rosehill Ave	629	0.34	May 2016	Yonge St / St. Clair Ave	ROC	Adjacent PA7
33 Rosehill Ave	629	0.35	May 2016	Yonge St / St. Clair Ave	ROC	Adjacebt PA7
33 Rosehill Ave	629	0.38	May 2016	Yonge St / St. Clair Ave	ROC	Adjacent PA8
33 Rosehill Ave	629	0.39	May 2016	Yonge St / St. Clair Ave	ROC	Adjacebt PA8
33 Rosehill Ave	629	0.36	May 2016	Yonge St / St. Clair Ave	ROC	Adjacent PA9
33 Rosehill Ave	629	0.35	May 2016	Yonge St / St. Clair Ave	ROC	Adjacebt PA9
33 Rosehill Ave	629	0.33	May 2016	Yonge St / St. Clair Ave	ROC	Adjacent PA10
33 Rosehill Ave	629	0.34	May 2016	Yonge St / St. Clair Ave	ROC	Adjacebt PA10
33 Rosehill Ave	629	0.39	May 2016	Yonge St / St. Clair Ave	ROC	Adjacent PA11
33 Rosehill Ave	629	0.36	May 2016	Yonge St / St. Clair Ave	ROC	Adjacebt PA11
33 Rosehill Ave	629	0.31	May 2016	Yonge St / St. Clair Ave	ROC	Adjacent PA12
33 Rosehill Ave	629	0.37	May 2016	Yonge St / St. Clair Ave	ROC	Adjacebt PA12
101 Roehampton Ave	129	0.19	January 2016	Yonge St / Roehampton Ave	PA2	
88 Erskine Ave	498	0.26	March 2016	Yonge St / Erskine Ave	PA2	

Address	Total Unit Count	Observed Parking Demand Rate (spaces / unit)	Study Date	Study Area / Nearest Major Intersection	ZBL 569-2013 Policy Area	Adjacent Policy Area (if applicable)
88 Erskine Ave	498	0.26	March 2016	Yonge St / Erskine Ave	PA2	
44 Jackes Ave	629	0.36	May 2016	Yonge St / Jackes Ave	ROC	Adjacent ROC / PA3
44 Jackes Ave	629	0.37	May 2016	Yonge St / Jackes Ave	ROC	Adjacent ROC / PA3
44 Jackes Ave	629	0.36	May 2016	Yonge St / Jackes Ave	ROC	Adjacent ROC / PA3
44 Jackes Ave	629	0.35	May 2016	Yonge St / Jackes Ave	ROC	Adjacent ROC / PA3
44 Jackes Ave	629	0.37	May 2016	Yonge St / Jackes Ave	ROC	Adjacent ROC / PA3
44 Jackes Ave	629	0.39	May 2016	Yonge St / Jackes Ave	ROC	Adjacent ROC / PA3
44 Jackes Ave	629	0.31	May 2016	Yonge St / Jackes Ave	ROC	Adjacent ROC / PA3
44 Jackes Ave	629	0.30	May 2016	Yonge St / Jackes Ave	ROC	Adjacent ROC / PA3
44 Jackes Ave	629	0.31	May 2016	Yonge St / Jackes Ave	ROC	Adjacent ROC / PA3
44 Jackes Ave	629	0.34	May 2016	Yonge St / Jackes Ave	ROC	Adjacent ROC / PA3
44 Jackes Ave	629	0.34	May 2016	Yonge St / Jackes Ave	ROC	Adjacent ROC / PA3
44 Jackes Ave	629	0.31	May 2016	Yonge St / Jackes Ave	ROC	Adjacent ROC / PA3
44 Jackes Ave	629	0.33	May 2016	Yonge St / Jackes Ave	ROC	Adjacent ROC / PA3
44 Jackes Ave	629	0.31	May 2016	Yonge St / Jackes Ave	ROC	Adjacent ROC / PA3
44 Jackes Ave	629	0.35	May 2016	Yonge St / Jackes Ave	ROC	Adjacent ROC / PA3
44 Jackes Ave	629	0.32	May 2016	Yonge St / Jackes Ave	ROC	Adjacent ROC / PA3
44 Jackes Ave	629	0.28	May 2016	Yonge St / Jackes Ave	ROC	Adjacent ROC / PA3
44 Jackes Ave	629	0.32	May 2016	Yonge St / Jackes Ave	ROC	Adjacent ROC / PA3
35 Saranac Blvd	341	0.34	June 2016	Bathurst St / Saranac Blvd	ROC	Adjacent PA4
35 Saranac Blvd	341	0.27	June 2016	Bathurst St / Saranac Blvd	ROC	Adjacent PA4
35 Saranac Blvd	341	0.29	June 2016	Bathurst St / Saranac Blvd	ROC	Adjacent PA4
35 Saranac Blvd	341	0.47	June 2016	Bathurst St / Saranac Blvd	ROC	Adjacent PA4
35 Saranac Blvd	341	0.48	June 2016	Bathurst St / Saranac Blvd	ROC	Adjacent PA4
2181-2191 Yonge St	890	0.06	January 2017	Yonge St / Davenport Rd	PA2	
2181-2191 Yonge St	890	0.07	January 2017	Yonge St / Davenport Rd	PA2	
2388 Yonge St & 31 Montgomery Ave	233	0.41	November 2019	Yonge St / Eglinton Ave	438-86	Adjacent PA3
2388 Yonge St & 31 Montgomery Ave	233	0.39	November 2019	Yonge St / Eglinton Ave	438-86	Adjacent PA3
2388 Yonge St & 31 Montgomery Ave	233	0.40	November 2019	Yonge St / Eglinton Ave	438-86	Adjacent PA3
2388 Yonge St & 31 Montgomery Ave	233	0.38	November 2019	Yonge St / Eglinton Ave	438-86	Adjacent PA3
2388 Yonge St & 31 Montgomery Ave	233	0.39	November 2019	Yonge St / Eglinton Ave	438-86	Adjacent PA3
2388 Yonge St & 31 Montgomery Ave	233	0.35	November 2019	Yonge St / Eglinton Ave	438-86	Adjacent PA3
2388 Yonge St & 31 Montgomery Ave	233	0.39	November 2019	Yonge St / Eglinton Ave	438-86	Adjacent PA3
2388 Yonge St & 31 Montgomery Ave	233	0.39	November 2019	Yonge St / Eglinton Ave	438-86	Adjacent PA3
2388 Yonge St & 31 Montgomery Ave	233	0.41	November 2019	Yonge St / Eglinton Ave	438-86	Adjacent PA3
2388 Yonge St & 31 Montgomery Ave	233	0.41	November 2019	Yonge St / Eglinton Ave	438-86	Adjacent PA3
35, 65, 95 High Park Ave & 66 Pacific Ave	988	0.48	February 2020	Bloor St W / High Park Ave	ROC	Adjacent PA3
North York and Scarborough			0.54	North of Lawrence Ave, East of Bayview Ave		
55 Town Centre Ct	564	0.38	January 2010	Town Centre Crt / Borough Dr	ROC / Former S	Adjacent ROC / PA2
55 Town Centre Ct	564	0.43	January 2010	Town Centre Crt / Borough Dr	ROC / Former S	Adjacent ROC / PA2

Address	Total Unit Count	Observed Parking Demand Rate (spaces / unit)	Study Date	Study Area / Nearest Major Intersection	ZBL 569-2013 Policy Area	Adjacent Policy Area (if applicable)
21 Allenbury Gardens	127	0.48	January 2011	Don Mills Rd / Fairview Mall Dr	ROC	Adjacent ROC / PA4
1 & 2 Meadwoglen Place	141	0.49	May 2012	Ellesmere Rd / Markham Rd	ROC / Former S	Adjacent ROC / PA4
1 & 2 Meadwoglen Place	141	0.50	May 2012	Ellesmere Rd / Markham Rd	ROC / Former S	Adjacent ROC / PA4
200 Ridley Blvd	91	0.54	May 2012	Avenue / Wilson	ROC	Adjacent PA4
5000 Jane St	291	0.36	March 2013	Steeles Ave / Jane St	ROC	Adjacent ROC / PA4
5000 Jane St	291	0.42	March 2013	Steeles Ave / Jane St	ROC	Adjacent ROC / PA4
755 Steeles Ave W	194	0.39	April 2013	Steeles Ave/ Bathurst St	ROC	Adjacent ROC / PA4
755 Steeles Ave W	194	0.83	April 2013	Steeles Ave/ Bathurst St	ROC	Adjacent ROC / PA4
2667 & 2677 Kipling Ave	455	0.42	May 2013	Kipling Ave / Finch Ave W	ROC	Adjacent ROC / PA4
2667 & 2677 Kipling Ave	455	0.43	May 2013	Kipling Ave / Finch Ave W	ROC	Adjacent ROC / PA4
2667 & 2677 Kipling Ave	455	0.57	May 2013	Kipling Ave / Finch Ave W	ROC	Adjacent ROC / PA4
2667 & 2677 Kipling Ave	455	0.57	May 2013	Kipling Ave / Finch Ave W	ROC	Adjacent ROC / PA4
2667 & 2677 Kipling Ave	455	0.56	June 2013	Kipling Ave / Finch Ave W	ROC	Adjacent ROC / PA4
3 King St & 22 John St	420	0.19	August 2013	Weston Rd / Lawrence Ave W	ROC	Adjacent ROC / PA4
3 King St & 22 John St	420	0.32	August 2013	Weston Rd / Lawrence Ave W	ROC	Adjacent ROC / PA4
3 King St & 22 John St	420	0.41	August 2013	Weston Rd / Lawrence Ave W	ROC	Adjacent ROC / PA4
3 King St & 22 John St	420	0.46	August 2013	Weston Rd / Lawrence Ave W	ROC	Adjacent ROC / PA4
3 King St & 22 John St	420	0.46	August 2013	Weston Rd / Lawrence Ave W	ROC	Adjacent ROC / PA4
3 King St & 22 John St	420	0.50	August 2013	Weston Rd / Lawrence Ave W	ROC	Adjacent ROC / PA4
25 St. Dennis Dr	297	0.61	April 2015	Don Mills Rd / St Dennis Rd	ROC	Adjacent ROC / PA3
25 St. Dennis Dr	297	0.61	April 2015	Don Mills Rd / St Dennis Rd	ROC	Adjacent ROC / PA3
25 St. Dennis Dr	297	0.64	April 2015	Don Mills Rd / St Dennis Rd	ROC	Adjacent ROC / PA3
52 Thorncliffe Park Dr	57	0.51	July 2015	Eglinton Ave E / Don Mills Rd	ROC	Adjacent ROC / PA3
52 Thorncliffe Park Dr	57	0.53	July 2015	Eglinton Ave E / Don Mills Rd	ROC	Adjacent ROC / PA3
54 Thorncliffe Park Dr	71	0.54	July 2015	Eglinton Ave E / Don Mills Rd	ROC	Adjacent ROC / PA3
54 Thorncliffe Park Dr	71	0.55	July 2015	Eglinton Ave E / Don Mills Rd	ROC	Adjacent ROC / PA3
56 Thorncliffe Park Dr	64	0.34	July 2015	Eglinton Ave E / Don Mills Rd	ROC	Adjacent ROC / PA3
56 Thorncliffe Park Dr	64	0.36	July 2015	Eglinton Ave E / Don Mills Rd	ROC	Adjacent ROC / PA3
6040 Bathurst St & 5 Fisherville Rd	396	0.55	October 2015	Bathurst St / Steeles Ave W	ROC	Adjacent ROC / PA4
6040 Bathurst St & 5 Fisherville Rd	396	0.58	October 2015	Bathurst St / Steeles Ave W	ROC	Adjacent ROC / PA4
160,170,180 & 200 Chalkfarm Dr	951	0.52	November 2016	Jane St / Chalkfarm Dr	ROC	Adjacent ROC / PA4
160,170,180 & 200 Chalkfarm Dr	951	0.53	November 2016	Jane St / Chalkfarm Dr	ROC	Adjacent ROC / PA4
160,170,180 & 200 Chalkfarm Dr	951	0.55	November 2016	Jane St / Chalkfarm Dr	ROC	Adjacent ROC / PA4
1650 Sheppard Ave E	343	0.32	July 2016	Don Mills / Sheppard Ave	ROC	Adjacent ROC / PA4
325 Bogert Ave	416	0.76	September 2017	Sheppard Ave W / Easton Rd	ROC / Former N	Adjacent ROC / PA2
325 Bogert Ave	416	0.63	September 2017	Sheppard Ave W / Easton Rd	ROC / Former N	Adjacent ROC / PA2
325 Bogert Ave	416	0.77	September 2017	Sheppard Ave W / Easton Rd	ROC / Former N	Adjacent ROC / PA2
325 Bogert Ave	416	0.78	September 2017	Sheppard Ave W / Easton Rd	ROC / Former N	Adjacent ROC / PA2
325 Bogert Ave	416	0.67	September 2017	Sheppard Ave W / Easton Rd	ROC / Former N	Adjacent ROC / PA2
325 Bogert Ave	416	0.62	September 2017	Sheppard Ave W / Easton Rd	ROC / Former N	Adjacent ROC / PA2
150 Fairview Mall Dr	243	0.24	September 2017	Sheppard Ave E / Hwy 404	Former North Yo	Adjacent ROC / PA4

Address	Total Unit Count	Observed Parking Demand Rate (spaces / unit)	Study Date	Study Area / Nearest Major Intersection	ZBL 569-2013 Policy Area	Adjacent Policy Area (if applicable)
150 Fairview Mall Dr	243	0.29	September 2017	Sheppard Ave E / Hwy 404	Former North Yo	Adjacent ROC / PA4
150 Fairview Mall Dr	243	0.17	September 2017	Sheppard Ave E / Hwy 404	Former North Yo	Adjacent ROC / PA4
150 Fairview Mall Dr	243	0.23	September 2017	Sheppard Ave E / Hwy 404	Former North Yo	Adjacent ROC / PA4
135 Fenelon Dr	218	0.75	March 2018	Don Valley Pkway / Hwy 401	ROC	Adjacent ROC / PA4
135 Fenelon Dr	218	0.76	March 2018	Don Valley Pkway / Hwy 401	ROC	Adjacent ROC / PA4
2667-2677 Kipling Ave	456	0.60	October 2018	Kipling Ave / Finch Ave W	ROC	Adjacent ROC / PA4
2667-2677 Kipling Ave	456	0.64	October 2018	Kipling Ave / Finch Ave W	ROC	Adjacent ROC / PA4
1650 Sheppard Ave E	149	0.75	April 2019	Sheppard Ave E / Don Mills Rd	ROC	Adjacent ROC / PA4
1650 Sheppard Ave E	149	0.76	April 2019	Sheppard Ave E / Don Mills Rd	ROC	Adjacent ROC / PA4
1650 Sheppard Ave E	149	0.72	April 2019	Sheppard Ave E / Don Mills Rd	ROC	Adjacent ROC / PA4
Toronto East		0.28				East of Don Valley Pkwy
2575 Danforth Ave	1,121	0.34	May 2017	Danforth Ave / Main St	ROC	Adjacent PA3
2575 Danforth Ave	1,121	0.33	May 2017	Danforth Ave / Main St	ROC	Adjacent PA3
2575 Danforth Ave	1,121	0.33	May 2017	Danforth Ave / Main St	ROC	Adjacent PA3
2575 Danforth Ave	1,121	0.21	May 2017	Danforth Ave / Main St	ROC	Adjacent PA3
2575 Danforth Ave	1,121	0.27	May 2017	Danforth Ave / Main St	ROC	Adjacent PA3
2575 Danforth Ave	1,121	0.25	May 2017	Danforth Ave / Main St	ROC	Adjacent PA3
2575 Danforth Ave	1,121	0.24	May 2017	Danforth Ave / Main St	ROC	Adjacent PA3

**APPENDIX F:
Bicycle Parking Requirements – By
Block**

BICYCLE PARKING REQUIREMENTS

TABLE 1 PHASE 1 - ZONING BY-LAW 569-2013 & TORONTO GREEN STANDARDS, VERSION 3.0, BICYCLE ZONE 2, TIER 1 BICYCLE PARKING REQUIREMENTS

Use		Units / IFA		Minimum Parking Rate	Minimum Parking Required
Residential		Long-Term	1,352 units	0.68 sps / unit	920 spaces
		Short-Term		0.07 sps / unit	95 spaces
		Sub-total		1,352 units	
Non-Residential	Retail	Long Term	4,661 m ²	0.13 sps / 100 m ²	7 spaces
		Short Term		3 + (0.25 sps / 100 m ²)	15 spaces
	Office	Long Term	23,649 m ²	0.13 sps / 100 m ²	31 spaces
		Short Term		3 + (0.15 sps / 100 m ²)	39 spaces
	<i>Non-Residential</i>	<i>Sub-Total</i>	--		92 spaces
Long-Term			--	--	958 spaces
Short-Term			--	--	149 spaces
Total			--	--	1,107 spaces

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.

TABLE 2 PHASE 2 - ZONING BY-LAW 569-2013 & TORONTO GREEN STANDARDS, VERSION 3.0, BICYCLE ZONE 2, TIER 1 BICYCLE PARKING REQUIREMENTS

Use		Units / IFA		Minimum Parking Rate	Minimum Parking Required
Residential		Long-Term	1,654 units	0.68 sps / unit	1,125 spaces
		Short-Term		0.07 sps / unit	116 spaces
		Sub-total		1,654 units	
Non-Residential	Retail	Long Term	12,296 m ²	0.13 sps / 100 m ²	16 spaces
		Short Term		3 + (0.25 sps / 100 m ²)	34 spaces
	Office	Long Term	20,176 m ²	0.13 sps / 100 m ²	27 spaces
		Short Term		3 + (0.15 sps / 100 m ²)	34 spaces
	<i>Non-Residential</i>	<i>Sub-Total</i>	--		111 spaces
Long-Term			--	--	1,168 spaces
Short-Term			--	--	184 spaces
Total			--	--	1,352 spaces

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.

TABLE 3 PHASE 3 - ZONING BY-LAW 569-2013 & TORONTO GREEN STANDARDS, VERSION 3.0, BICYCLE ZONE 2, TIER 1 BICYCLE PARKING REQUIREMENTS

Use		Units / IFA		Minimum Parking Rate	Minimum Parking Required
Residential		Long-Term	1,912 units	0.68 sps / unit	1,301 spaces
		Short-Term		0.07 sps / unit	134 spaces
		<i>Sub-total</i>		1,912 units	
Non-Residential	Retail	Long Term	4,713 m ²	0.13 sps / 100 m ²	7 spaces
		Short Term		3 + (0.25 sps / 100 m ²)	15 spaces
	Office	Long Term	20,568 m ²	0.13 sps / 100 m ²	27 spaces
		Short Term		3 + (0.15 sps / 100 m ²)	34 spaces
	School	Long Term	8,459 m ²	0.06 sps / 100 m ²	6 spaces
		Short Term		3 + (0.06 sps / 100 m ²)	9 spaces
	<i>Non-Residential Sub-Total</i>		--		98 spaces
Long-Term		--		1,341 spaces	
Short-Term		--		192 spaces	
Total		--		1,533 spaces	

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.

TABLE 4 PHASE 4 - ZONING BY-LAW 569-2013 & TORONTO GREEN STANDARDS, VERSION 3.0, BICYCLE ZONE 2, TIER 1 BICYCLE PARKING REQUIREMENTS

Use		Units / IFA		Minimum Parking Rate	Minimum Parking Required
Residential		Long-Term	1,020 units	0.68 sps / unit	694 spaces
		Short-Term		0.07 sps / unit	72 spaces
		<i>Sub-total</i>		1,020 units	
Non-Residential	Retail	Long Term	5,627 m ²	0.13 sps / 100 m ²	8 spaces
		Short Term		3 + (0.25 sps / 100 m ²)	18 spaces
	<i>Non-Residential Sub-Total</i>		--		26 spaces
Long-Term		--		702 spaces	
Short-Term		--		90 spaces	
Total		--		792 spaces	

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.

TABLE 5 PHASE 5 - ZONING BY-LAW 569-2013 & TORONTO GREEN STANDARDS, VERSION 3.0, BICYCLE ZONE 2, TIER 1 BICYCLE PARKING REQUIREMENTS

Use		Units / IFA		Minimum Parking Rate	Minimum Parking Required
Residential		Long-Term	517 units	0.68 sps / unit	352 spaces
		Short-Term		0.07 sps / unit	37 spaces
		Sub-total		517 units	389 spaces
Non-Residential	Retail	Long Term	6,641 m ²	0.13 sps / 100 m ²	9 spaces
	Non-Residential	Short Term		3 + (0.25 sps / 100 m ²)	20 spaces
		Sub-Total		--	29 spaces
Long-Term			--	--	361 spaces
Short-Term			--	--	57 spaces
Total			--	--	418 spaces

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.

TABLE 6 PHASE 6 - ZONING BY-LAW 569-2013 & TORONTO GREEN STANDARDS, VERSION 3.0, BICYCLE ZONE 2, TIER 1 BICYCLE PARKING REQUIREMENTS

Use		Units / IFA		Minimum Parking Rate	Minimum Parking Required
Residential		Long-Term	684 units	0.68 sps / unit	466 spaces
		Short-Term		0.07 sps / unit	48 spaces
		Sub-total		684 units	514 spaces
Non-Residential	Retail	Long Term	2,723 m ²	0.13 sps / 100 m ²	4 spaces
	Non-Residential	Short Term		3 + (0.25 sps / 100 m ²)	10 spaces
		Sub-Total		--	14 spaces
Long-Term			--	--	470 spaces
Short-Term			--	--	58 spaces
Total			--	--	528 spaces

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.

TABLE 7 PHASE 1 - ZONING BY-LAW 569-2013 & TORONTO GREEN STANDARDS, VERSION 3.0, BICYCLE ZONE 2, TIER 2 BICYCLE PARKING REQUIREMENTS

Use		Units / IFA		Minimum Parking Rate	Minimum Parking Required
Residential		Long-Term	1,352 units	0.90 sps / unit	1,217 spaces
		Short-Term		0.10 sps / unit	136 spaces
		<i>Sub-total</i>		1,352 units	
Non-Residential	Retail	Long Term	4,661 m ²	0.13 sps / 100 m ²	7 spaces
		Short Term		3 + (0.25 sps / 100 m ²)	15 spaces
	Office	Long Term	23,649 m ²	0.13 sps / 100 m ²	31 spaces
		Short Term		3 + (0.15 sps / 100 m ²)	39 spaces
	<i>Non-Residential Sub-Total</i>		--		92 spaces
Long-Term		--		--	1,255 spaces
Short-Term		--		--	190 spaces
Total		--		--	1,445 spaces

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.

TABLE 8 PHASE 2 - ZONING BY-LAW 569-2013 & TORONTO GREEN STANDARDS, VERSION 3.0, BICYCLE ZONE 2, TIER 2 BICYCLE PARKING REQUIREMENTS

Use		Units / IFA		Minimum Parking Rate	Minimum Parking Required
Residential		Long-Term	1,654 units	0.90 sps / unit	1,489 spaces
		Short-Term		0.10 sps / unit	166 spaces
		<i>Sub-total</i>		1,654 units	
Non-Residential	Retail	Long Term	12,296 m ²	0.13 sps / 100 m ²	16 spaces
		Short Term		3 + (0.25 sps / 100 m ²)	34 spaces
	Office	Long Term	20,176 m ²	0.13 sps / 100 m ²	27 spaces
		Short Term		3 + (0.15 sps / 100 m ²)	34 spaces
	<i>Non-Residential Sub-Total</i>		--		111 spaces
Long-Term		--		--	1,532 spaces
Short-Term		--		--	234 spaces
Total		--		--	1,766 spaces

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.

TABLE 9 PHASE 3 - ZONING BY-LAW 569-2013 & TORONTO GREEN STANDARDS, VERSION 3.0, BICYCLE ZONE 2, TIER 2 BICYCLE PARKING REQUIREMENTS

Use		Units / IFA		Minimum Parking Rate	Minimum Parking Required
Residential		Long-Term	1,912 units	0.90 sps / unit	1,721 spaces
		Short-Term		0.10 sps / unit	192 spaces
		<i>Sub-total</i>		1,912 units	
Non-Residential	Retail	Long Term	4,713 m ²	0.13 sps / 100 m ²	7 spaces
		Short Term		3 + (0.25 sps / 100 m ²)	15 spaces
	Office	Long Term	20,568 m ²	0.13 sps / 100 m ²	27 spaces
		Short Term		3 + (0.15 sps / 100 m ²)	34 spaces
	School	Long Term	8,459 m ²	0.06 sps / 100 m ²	6 spaces
		Short Term		3 + (0.06 sps / 100 m ²)	9 spaces
	<i>Non-Residential Sub-Total</i>		--		98 spaces
Long-Term		--		1,761 spaces	
Short-Term		--		250 spaces	
Total		--		2,011 spaces	

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.

TABLE 10 PHASE 4 - ZONING BY-LAW 569-2013 & TORONTO GREEN STANDARDS, VERSION 3.0, BICYCLE ZONE 2, TIER 2 BICYCLE PARKING REQUIREMENTS

Use		Units / IFA		Minimum Parking Rate	Minimum Parking Required
Residential		Long-Term	1,020 units	0.90 sps / unit	918 spaces
		Short-Term		0.10 sps / unit	8 spaces
		<i>Sub-total</i>		1,020 units	
Non-Residential	Retail	Long Term	5,627 m ²	0.13 sps / 100 m ²	8 spaces
		Short Term		3 + (0.25 sps / 100 m ²)	18 spaces
	<i>Non-Residential Sub-Total</i>		--		26 spaces
Long-Term		--		926 spaces	
Short-Term		--		120 spaces	
Total		--		1,046 spaces	

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.

TABLE 11 PHASE 5 - ZONING BY-LAW 569-2013 & TORONTO GREEN STANDARDS, VERSION 3.0, BICYCLE ZONE 2, TIER 2 BICYCLE PARKING REQUIREMENTS

Use		Units / IFA		Minimum Parking Rate	Minimum Parking Required
Residential		Long-Term	517 units	0.90 sps / unit	466 spaces
		Short-Term		0.10 sps / unit	52 spaces
		Sub-total		517 units	518 spaces
Non-Residential	Retail	Long Term	6,641 m ²	0.13 sps / 100 m ²	9 spaces
	Non-Residential	Short Term		3 + (0.25 sps / 100 m ²)	20 spaces
		Sub-Total		--	29 spaces
Long-Term			--	--	475 spaces
Short-Term			--	--	72 spaces
Total			--	--	547 spaces

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.

TABLE 12 PHASE 6 - ZONING BY-LAW 569-2013 & TORONTO GREEN STANDARDS, VERSION 3.0, BICYCLE ZONE 2, TIER 2 BICYCLE PARKING REQUIREMENTS

Use		Units / IFA		Minimum Parking Rate	Minimum Parking Required
Residential		Long-Term	684 units	0.90 sps / unit	616 spaces
		Short-Term		0.10 sps / unit	69 spaces
		Sub-total		684 units	685 spaces
Non-Residential	Retail	Long Term	2,723 m ²	0.13 sps / 100 m ²	4 spaces
	Non-Residential	Short Term		3 + (0.25 sps / 100 m ²)	10 spaces
		Sub-Total		--	14 spaces
Long-Term			--	--	620 spaces
Short-Term			--	--	79 spaces
Total			--	--	699 spaces

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.

APPENDIX G:
Loading Requirements – By Block

LOADING REQUIREMENTS

TABLE 1 BLOCK A: ZONING BY-LAW 569-2013 – MINIMUM LOADING REQUIREMENTS

Use	Minimum Number of Loading Spaces				
	Type A	Type B	Type G	Type C	Total
Residential (1,654 units)	0 spaces	0 spaces	1 space	1 space	2 space
Retail (12,295 m ²)	1 space	3 spaces	0 spaces	0 space	4 spaces
Office (20,175 m ²)	0 spaces	2 spaces	0 spaces	2 spaces	4 spaces
Total before sharing	1 space	5 spaces	1 space	3 spaces	10 spaces
Total after sharing (§220.5.10.1(9)(A))	1 space	3 spaces	1 space	3 spaces	8 spaces
Total after sharing (§220.5.10.1(9)(B))	1 space	3 spaces	1 space	3 spaces	8 spaces
Total after sharing (§40.10.90.1 (1))	0 space	3 spaces	1 space	3 spaces	7 spaces
Total after sharing (§40.10.90.1 (2))	0 space	3 spaces	1 space	2 spaces	6 spaces

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.
2. Section 200.5.10.1 (9) (A): "The minimum number of required Type "B" loading spaces required is the largest number of Type "B" spaces for any one of the uses listed above, plus the Type "B" loading spaces required for all other non-residential uses and not listed above;...."
3. Section 200.5.10.1 (9) (B): "The minimum number of required Type "C" loading spaces required is the largest number of Type "C" spaces for any one of the uses listed above, plus the Type "C" loading spaces required for all other non-residential uses and not listed above;...."
4. Section 40.10.90.1 (1): "In the CR zone, if a mixed use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space".
5. Section 40.10.90.1 (2): "In the CR zone, if a mixed use building has a minimum of 400 dwelling units, a Type "C" loading required for the dwelling units is satisfied if a Type "A", Type "B" or Type "C" loading space... is provided for the non-residential uses in the same building".



TABLE 2 BLOCK B: ZONING BY-LAW 569-2013 – MINIMUM LOADING REQUIREMENTS

Use	Minimum Number of Loading Spaces				
	Type A	Type B	Type G	Type C	Total
Residential (1,020 units)	0 spaces	0 spaces	1 space	1 space	2 space
Retail (5,627 m ²)	0 spaces	3 spaces	0 spaces	0 spaces	3 spaces
Total before sharing	0 spaces	3 spaces	1 space	1 spaces	5 spaces
Total after sharing (§40.10.90.1 (1))	0 spaces	2 spaces	1 space	1 spaces	4 spaces
Total after sharing (§40.10.90.1 (2))	0 spaces	2 spaces	1 space	0 spaces	3 spaces

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.
2. Section 40.10.90.1 (1): "In the CR zone, if a mixed use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space".
3. Section 40.10.90.1 (2): "In the CR zone, if a mixed use building has a minimum of 400 dwelling units, a Type "C" loading required for the dwelling units is satisfied if a Type "A", Type "B" or Type "C" loading space... is provided for the non-residential uses in the same building".

TABLE 3 BLOCK C: ZONING BY-LAW 569-2013 – MINIMUM LOADING REQUIREMENTS

Use	Minimum Number of Loading Spaces				
	Type A	Type B	Type G	Type C	Total
Residential (705 units)	0 spaces	0 spaces	1 space	1 space	2 space
Grocery (3,040 m ²)	1 space	1 spaces	0 spaces	0 space	2 spaces
Total before sharing	1 space	1 spaces	1 space	1 spaces	4 spaces
Total after sharing (569-2013 §40.10.90.1 (1))	0 space	1 space	1 space	1 spaces	3 spaces
Total after sharing (569-2013 §40.10.90.1 (2))	0 space	1 space	1 space	0 spaces	2 spaces

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.
 2. Section 40.10.90.1 (1): "In the CR zone, if a mixed use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space".
3. Section 40.10.90.1 (2): "In the CR zone, if a mixed use building has a minimum of 400 dwelling units, a Type "C" loading required for the dwelling units is satisfied if a Type "A", Type "B" or Type "C" loading space... is provided for the non-residential uses in the same building".



TABLE 4 BLOCK D-1: ZONING BY-LAW 569-2013 – MINIMUM LOADING REQUIREMENTS

Use	Minimum Number of Loading Spaces				
	Type A	Type B	Type G	Type C	Total
Residential (647 units)	0 spaces	0 spaces	1 space	1 space	2 space
Retail (1,621 m ²)	0 space	1 spaces	0 spaces	0 space	1 spaces
Office (23,649 m ²)	0 spaces	2 spaces	0 spaces	2 spaces	4 spaces
Total before sharing	0 space	3 spaces	1 space	3 spaces	7 spaces
Total after sharing (§220.5.10.1(9)(A))	0 space	2 spaces	1 space	3 spaces	6 spaces
Total after sharing (§220.5.10.1(9)(B))	0 space	2 spaces	1 space	3 spaces	6 spaces
Total after sharing (§40.10.90.1 (1))	0 space	1 spaces	1 space	3 spaces	5 spaces
Total after sharing (§40.10.90.1 (2))	0 space	1 spaces	1 space	2 spaces	4 spaces

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.
2. Section 200.5.10.1 (9) (A): "The minimum number of required Type "B" loading spaces required is the largest number of Type "B" spaces for any one of the uses listed above, plus the Type "B" loading spaces required for all other non-residential uses and not listed above;...."
3. Section 200.5.10.1 (9) (B): "The minimum number of required Type "C" loading spaces required is the largest number of Type "C" spaces for any one of the uses listed above, plus the Type "C" loading spaces required for all other non-residential uses and not listed above;...."
4. Section 40.10.90.1 (1): "In the CR zone, if a mixed use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space".
5. Section 40.10.90.1 (2): "In the CR zone, if a mixed use building has a minimum of 400 dwelling units, a Type "C" loading required for the dwelling units is satisfied if a Type "A", Type "B" or Type "C" loading space... is provided for the non-residential uses in the same building".



TABLE 5 BLOCK D-2: ZONING BY-LAW 569-2013 – MINIMUM LOADING REQUIREMENTS

Use	Minimum Number of Loading Spaces				
	Type A	Type B	Type G	Type C	Total
Residential (625 units)	0 spaces	0 spaces	1 space	1 space	2 space
Retail (2,632 m ²)	0 spaces	2 spaces	0 spaces	0 spaces	2 spaces
Office (20,568 m ²)	0 spaces	2 spaces	0 spaces	3 spaces	5 spaces
Total before sharing	0 spaces	4 spaces	1 space	4 spaces	9 spaces
Total after sharing (§220.5.10.1(9)(A))	0 spaces	2 spaces	1 space	4 spaces	7 spaces
Total after sharing (§220.5.10.1(9)(B))	0 space	2 spaces	1 space	4 spaces	7 spaces
Total after sharing (§40.10.90.1 (1))	0 space	1 spaces	1 space	4 spaces	6 spaces
Total after sharing (§40.10.90.1 (2))	0 space	1 spaces	1 space	3 spaces	5 spaces

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.
1. Section 200.5.10.1 (9) (A): "The minimum number of required Type "B" loading spaces required is the largest number of Type "B" spaces for any one of the uses listed above, plus the Type "B" loading spaces required for all other non-residential uses and not listed above;...."
2. Section 200.5.10.1 (9) (B): "The minimum number of required Type "C" loading spaces required is the largest number of Type "C" spaces for any one of the uses listed above, plus the Type "C" loading spaces required for all other non-residential uses and not listed above;...."
3. Section 40.10.90.1 (1): "In the CR zone, if a mixed use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space".
4. Section 40.10.90.1 (2): "In the CR zone, if a mixed use building has a minimum of 400 dwelling units, a Type "C" loading required for the dwelling units is satisfied if a Type "A", Type "B" or Type "C" loading space... is provided for the non-residential uses in the same building".



TABLE 6 BLOCK D-3: ZONING BY-LAW 569-2013 – MINIMUM LOADING REQUIREMENTS

Use	Minimum Number of Loading Spaces				
	Type A	Type B	Type G	Type C	Total
Residential (1,287 units)	0 spaces	0 spaces	1 space	1 space	2 space
Retail (2,080 m ²)	0 space	2 spaces	0 spaces	0 space	2 spaces
Total before sharing	0 space	2 spaces	1 space	1 spaces	4 spaces
Total after sharing (§40.10.90.1 (1))	0 space	1 spaces	1 spaces	1 spaces	3 spaces
Total after sharing (§40.10.90.1 (2))	0 space	1 spaces	1 spaces	0 spaces	2 spaces

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.
2. Section 40.10.90.1 (1): "In the CR zone, if a mixed use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space".
3. Section 40.10.90.1 (2): "In the CR zone, if a mixed use building has a minimum of 400 dwelling units, a Type "C" loading required for the dwelling units is satisfied if a Type "A", Type "B" or Type "C" loading space... is provided for the non-residential uses in the same building".

TABLE 7 BLOCK E: ZONING BY-LAW 569-2013 – MINIMUM LOADING REQUIREMENTS

Use	Minimum Number of Loading Spaces				
	Type A	Type B	Type G	Type C	Total
Residential (517 units)	0 spaces	0 spaces	1 space	1 space	2 space
Retail (6,641 m ²)	0 spaces	3 spaces	0 spaces	0 spaces	3 spaces
Total before sharing	0 spaces	3 spaces	1 space	1 spaces	5 spaces
Total after sharing (§40.10.90.1 (1))	0 spaces	2 spaces	1 space	1 spaces	4 spaces
Total after sharing (§40.10.90.1 (2))	0 spaces	2 spaces	1 space	0 spaces	3 spaces

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.
2. Section 40.10.90.1 (1): "In the CR zone, if a mixed use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space".
3. Section 40.10.90.1 (2): "In the CR zone, if a mixed use building has a minimum of 400 dwelling units, a Type "C" loading required for the dwelling units is satisfied if a Type "A", Type "B" or Type "C" loading space... is provided for the non-residential uses in the same building".



TABLE 8 BLOCK F: ZONING BY-LAW 569-2013 – MINIMUM LOADING REQUIREMENTS

Use	Minimum Number of Loading Spaces				
	Type A	Type B	Type G	Type C	Total
Residential (684 units)	0 spaces	0 spaces	1 space	1 space	2 space
Retail (2,723 m ²)	0 spaces	2 spaces	0 spaces	0 spaces	2 spaces
Total before sharing	0 spaces	2 spaces	1 space	1 spaces	4 spaces
Total after sharing (§40.10.90.1 (1))	0 spaces	1 spaces	1 space	1 spaces	3 spaces
Total after sharing (§40.10.90.1 (2))	0 spaces	1 spaces	1 space	0 spaces	2 spaces

Notes:

1. Site stats are based on architectural stats prepared by Allies and Morrison Architects dated May 15, 2020.
2. Section 40.10.90.1 (1): "In the CR zone, if a mixed use building has a minimum of 30 dwelling units, the requirement for a Type "A" loading space or a Type "B" loading space is satisfied by the provision of a Type "G" loading space".
3. Section 40.10.90.1 (2): "In the CR zone, if a mixed use building has a minimum of 400 dwelling units, a Type "C" loading required for the dwelling units is satisfied if a Type "A", Type "B" or Type "C" loading space... is provided for the non-residential uses in the same building".



**APPENDIX H:
Vehicular Manoeuvring Diagrams**

VEHICLE MANOEUVRING DIAGRAM TABLE OF CONTENTS

Block	Vehicle Type	Sheet	
		From	To
A	Block A-1		
	City of Toronto Garbage Truck	VMD-01	VMD-04
	Heavy Single Unit Truck (HSU)	VMD-05	VMD-10
	Single Unit Truck (SU)	VMD-11	VMD-16
	Tac P Car	VMD-17	VMD-18
	Block A-2		
	Heavy Single Unit Truck (HSU)	VMD-19	VMD-22
	Single Unit Truck (SU)	VMD-23	VMD-26
	Tac P Car	VMD-27	VMD-28
	Block A-3		
	Semi-trailer	VMD-29	VMD-32
	Heavy Single Unit Truck (HSU)	VMD-33	VMD-38
	Single Unit Truck (SU)	VMD-39	VMD-44
	Tac P Car	VMD-45	VMD-50
	Block A-4		
	Heavy Single Unit Truck (HSU)	VMD-51	VMD-58
Single Unit Truck (SU)	VMD-59	VMD-66	
Tac P Car	VMD-67	VMD-70	
B	City of Toronto Garbage Truck	VMD-71	VMD-74
	Heavy Single Unit Truck (HSU)	VMD-75	VMD-80
	Single Unit Truck (SU)	VMD-81	VMD-86
	Tac P Car	VMD-87	VMD-92
C	City of Toronto Garbage Truck	VMD-93	VMD-96
	Semi-trailer	VMD-97	VMD-100
	Heavy Single Unit Truck (HSU)	VMD-101	VMD-106
	Single Unit Truck (SU)	VMD-107	VMD-112
	Tac P Car	VMD-113	VMD-116

Block	Vehicle Type	Sheet	
		From	To
D	Block D-1		
	City of Toronto Garbage Truck	VMD-117	VMD-120
	Heavy Single Unit Truck (HSU)	VMD-121	VMD-130
	Single Unit Truck (SU)	VMD-131	VMD-140
	Tac P Car	VMD-141	VMD-144
	Block D-2		
	City of Toronto Garbage Truck	VMD-145	VMD-148
	Heavy Single Unit Truck (HSU)	VMD-149	VMD-156
	Single Unit Truck (SU)	VMD-157	VMD-164
	Tac P Car	VMD-165	VMD-168
	Block D-3		
	City of Toronto Garbage Truck	VMD-169	VMD-172
	Heavy Single Unit Truck (HSU)	VMD-173	VMD-174
	Single Unit Truck (SU)	VMD-175	VMD-176
	Tac P Car	VMD-177	VMD-180
	E	City of Toronto Garbage Truck	VMD-181
Heavy Single Unit Truck (HSU)		VMD-185	VMD-190
Single Unit Truck (SU)		VMD-191	VMD-196
Tac P Car		VMD-197	VMD-198
F	City of Toronto Garbage Truck	VMD-199	VMD-200
	Heavy Single Unit Truck (HSU)	VMD-201	VMD-204
	Single Unit Truck (SU)	VMD-205	VMD-208
	Tac P Car	VMD-209	VMD-210



Date Plotted: May 13, 2020 File name: J:\036-T015A\VMD\Keller Road to Blocks\BA-MR_Curbsides-VMD-1\USCTU-Keller Road to Blocks.dwg

RELIEF ROAD (STREET A)

PHASE 3

D3

D2

A



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

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

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

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



2150 Lake Shore Boulevard W.
City of Toronto Front Loading Refuse Collection Vehicle
Relief Road to Block A

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-01

Date Plotted: May 13, 2020 File name: J:\036-T015A\VM\Keller Road to Blocks\BA-MR_Collecties-VMD-02\03610-Keller Road to Blocks.dwg

RELIEF ROAD (STREET A)

PHASE 3

D3

D2

A



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

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

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

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



2150 Lake Shore Boulevard W.

City of Toronto Front Loading Refuse Collection Vehicle

Block A to Relief Road

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-02

Date Plotted: May 15, 2020 File name: J:\036-1015A\1015A\1015A-block A-Part 1.dwg

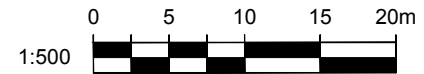


Design Vehicle - CITY OF TORONTO
(Front Loading Refuse Collection Vehicle)

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

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

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



2150 Lake Shore Boulevard W.
Block A
Loading Type 'G'
Garbage Truck - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-03

Date Plotted: May 15, 2020 File Name: J:\036-1036\VMD\BLOCK A\BA-MR_Chris\036-VMD-U-03610-block A-Part 1.dwg



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

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

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

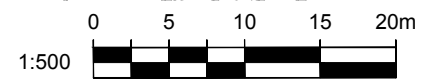
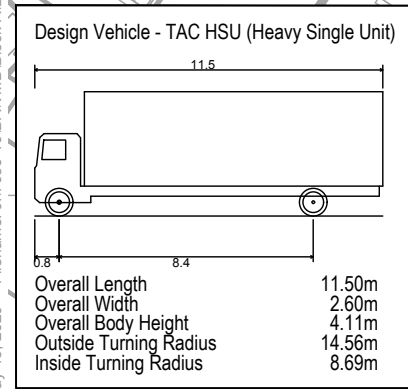
* Field measured by BA Group, Aug. 8/11



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'G'
 Garbage Truck - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-04

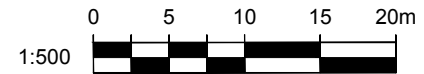
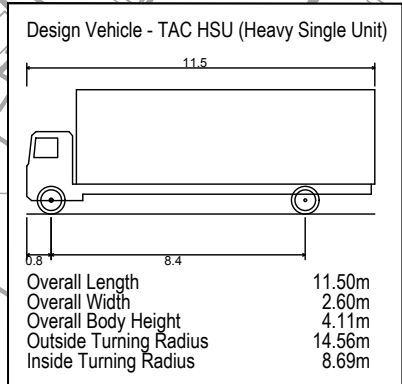
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2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'G'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-05

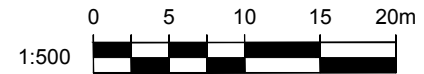
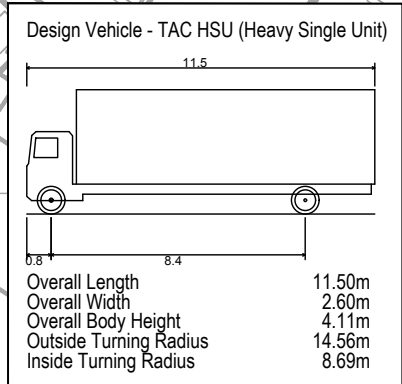
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2150 Lake Shore Boulevard W.
Block A
Loading Type 'G'
Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-06

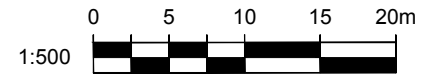
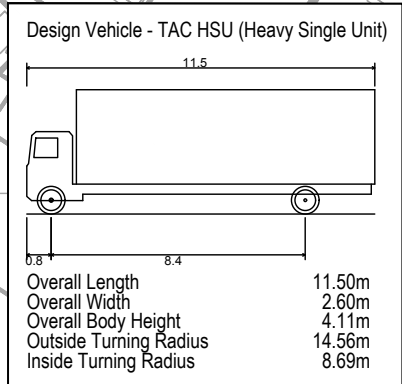
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2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-07

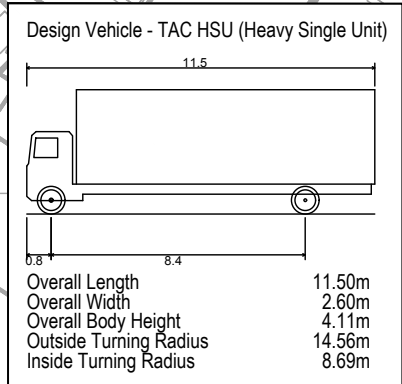
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2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-08

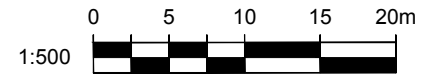
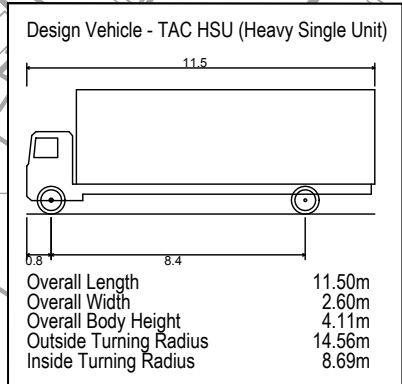
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2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-09

Date Plotted: May 15, 2020 File name: J:\036-1036-VMD-Block A-Part 1.dwg



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-10

Date Plotted: May 15, 2020 File Name: J:\1036-1036-VMD\BLOCK A\BA-Block A-Part 1.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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

TYPE G
 10.0m(L) x 2.6m(W) x 4.1m(H)

TYPE C
 9.0m(L) x 2.6m(W) x 4.1m(H)

TYPE B
 11.0m(L) x 2.6m(W) x 4.1m(H)

TYPE B
 11.0m(L) x 2.6m(W) x 4.1m(H)



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'G'
 Single Unit Vehicle - Inbound

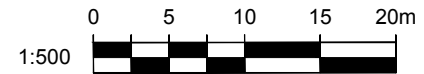
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-11

Date Plotted: May 15, 2020 File name: J:\036-1036\A\VMU\block A\BA-mr_Cmnstie's-VMU-703610-block A-Part 1.dwg



Design Vehicle - TAC SU (Single Unit Truck)

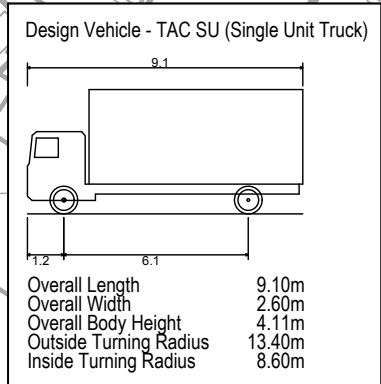
Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'G'
 Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-12

Date Plotted: May 15, 2020 File name: J:\036-1036-VMD\BLOCK A\BA-Block A-Part 1.dwg



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Single Unit Vehicle - Inbound

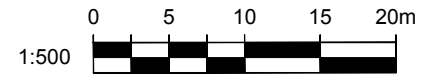
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-13

Date Plotted: May 15, 2020 File name: J:\0306-1036\A\VMU\block A\BA-mr_Chrstie's-VMU-103010-block A-Part 1.dwg



Design Vehicle - TAC SU (Single Unit Truck)

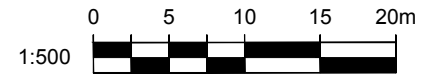
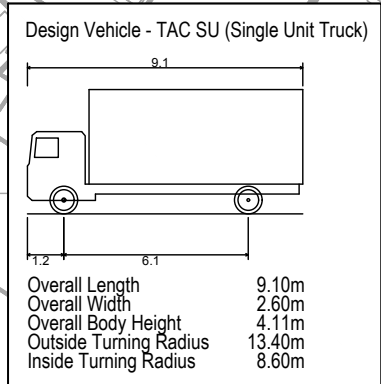
Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m



2150 Lake Shore Boulevard W.
Block A
Loading Type 'B'
Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-14

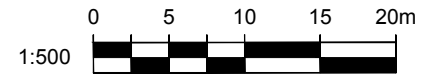
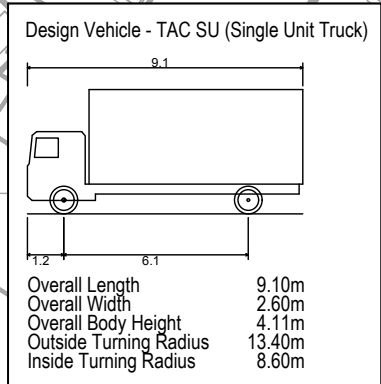
Date Plotted: May 15, 2020 File name: J:\0306-10105A\10105A\10105A\10105A-Block A-Part 1.dwg



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-15

Date Plotted: May 15, 2020 File name: J:\036-1036-VMD\BLOCK A\BA-TR-Christie's-VMD-16\03610-block A-Part 1.dwg



2150 Lake Shore Boulevard W.
Block A
Loading Type 'B'
Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-16

Date Plotted: May 15, 2020 File name: J:\0306-10103A\10103A\10103A\10103A-Block A-Part 1.dwg



Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'C'
 TAC P Car - Inbound

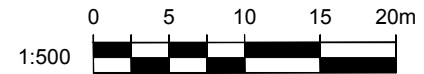
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-17

Date Plotted: May 15, 2020 File name: J:\0306-1036\A\1036\1036\block A\BA-mir_Cmnstie's-VMDU-703610-block A-Part 1.dwg



Design Vehicle - TAC P CAR

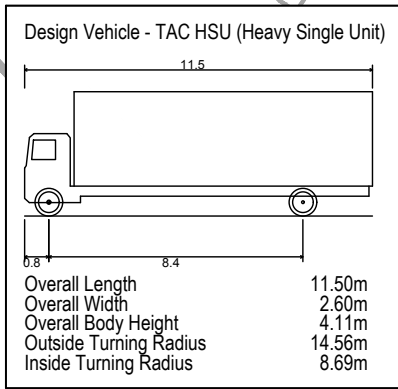
Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'C'
 TAC P Car - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-18

Date Plotted: May 15, 2020 File Name: J:\0306-10\BA\VM\19\block A\BA-mr_Cmnstie's_VMU-19\0301D-block A-Part 2.dwg

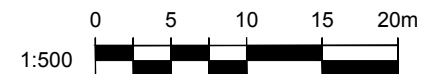
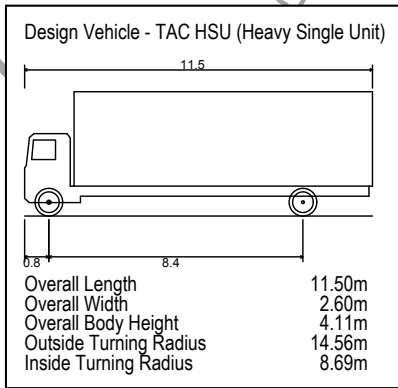


2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project: 2150 Lake Shore Blvd. W.
 Project No. 7036-10
 Date: May 15, 2020
 Revised: -

Drawing No. **VMD-19**

Date Plotted: May 15, 2020 File Name: J:\036-2105A\VMD\BLOCK A\BA-MR_Chris\20-VMD-20-Block A-Part 2.dwg

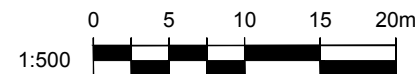
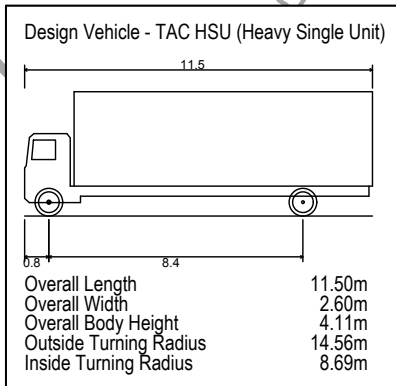


2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Heavy Single Unit Vehicle - Outbound

Project: 2150 Lake Shore Blvd. W.
 Project No. 7036-10
 Date: May 15, 2020
 Revised: -

Drawing No. **VMD-20**

Date Plotted: May 15, 2020 File Name: J:\0306-10\BA\VM\BLOCK A\BA-MR_Chris\SS-VMDU-103010-Block A-Part 2.dwg

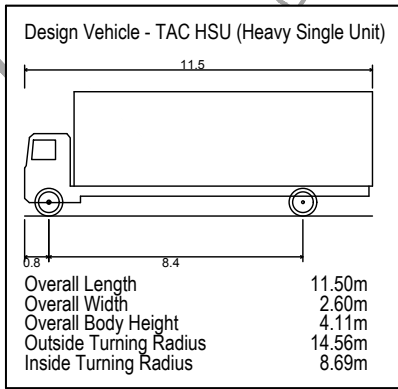


2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project: 2150 Lake Shore Blvd. W.
 Project No. 7036-10
 Date: May 15, 2020
 Revised: -

Drawing No. **VMD-21**

Date Plotted: May 15, 2020 File Name: J:\0306-10\BA\VM\10\block A\BA-MR_Chris\15-VMD-22-Block A-Part 2.dwg



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-22

Date Plotted: May 15, 2020 File Name: J:\036-1036\A\VMID\block A\BA-mr_Chris\es-VMD-703610-block A-Part 2.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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

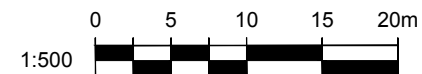
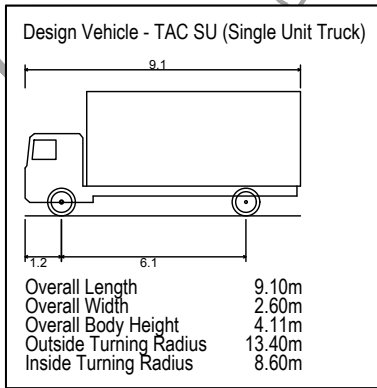


2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Single Unit Vehicle - Inbound

Project: 2150 Lake Shore Blvd. W.
 Project No. 7036-10
 Date: May 15, 2020
 Revised: -

Drawing No. **VMD-23**

Date Plotted: May 15, 2020 File Name: J:\036-1036\A\VMID\BLOCK A\BA-MR_Cmnstie's_VMU-7\03610-block A-Part 2.dwg

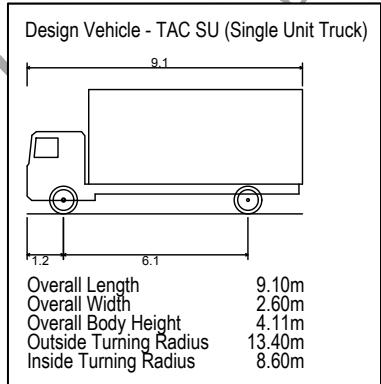


2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Single Unit Vehicle - Outbound

Project: 2150 Lake Shore Blvd. W.
 Project No. 7036-10
 Date: May 15, 2020
 Revised: -

Drawing No. **VMD-24**

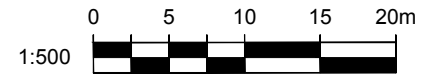
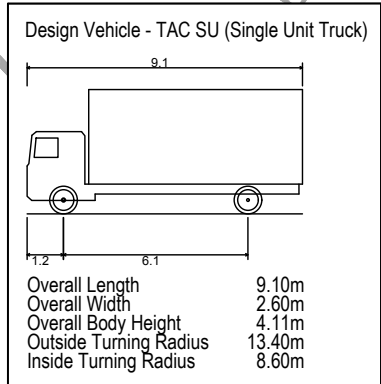
Date Plotted: May 15, 2020 File name: J:\036-1036\A\VMD\BLOCK A\BA-MR_Chris\25-VMD-7\03610-block A-Part 2.dwg



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-25

Date Plotted: May 15, 2020 File Name: J:\036-1036\A\VMID\BLOCK A\BA-MR_Chris\Site-VMDU-703610-Block A-Part 2.dwg



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-26

Date Plotted: May 15, 2020 File name: J:\0336-7036\A\VMID\BLOCK A\BA-Grp_Chris\15-VMD-7036-10-Block A-Part 2.dwg



Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'C'
 TAC P Car - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-

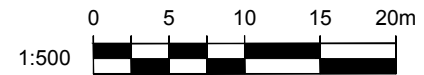
Drawing No. **VMD-27**

Date Plotted: May 15, 2020 File name: J:\036-1036\AVMID\block A\BA-mr_Chris\25-VMD-703610-block A-Part 2.dwg



Design Vehicle - TAC P CAR

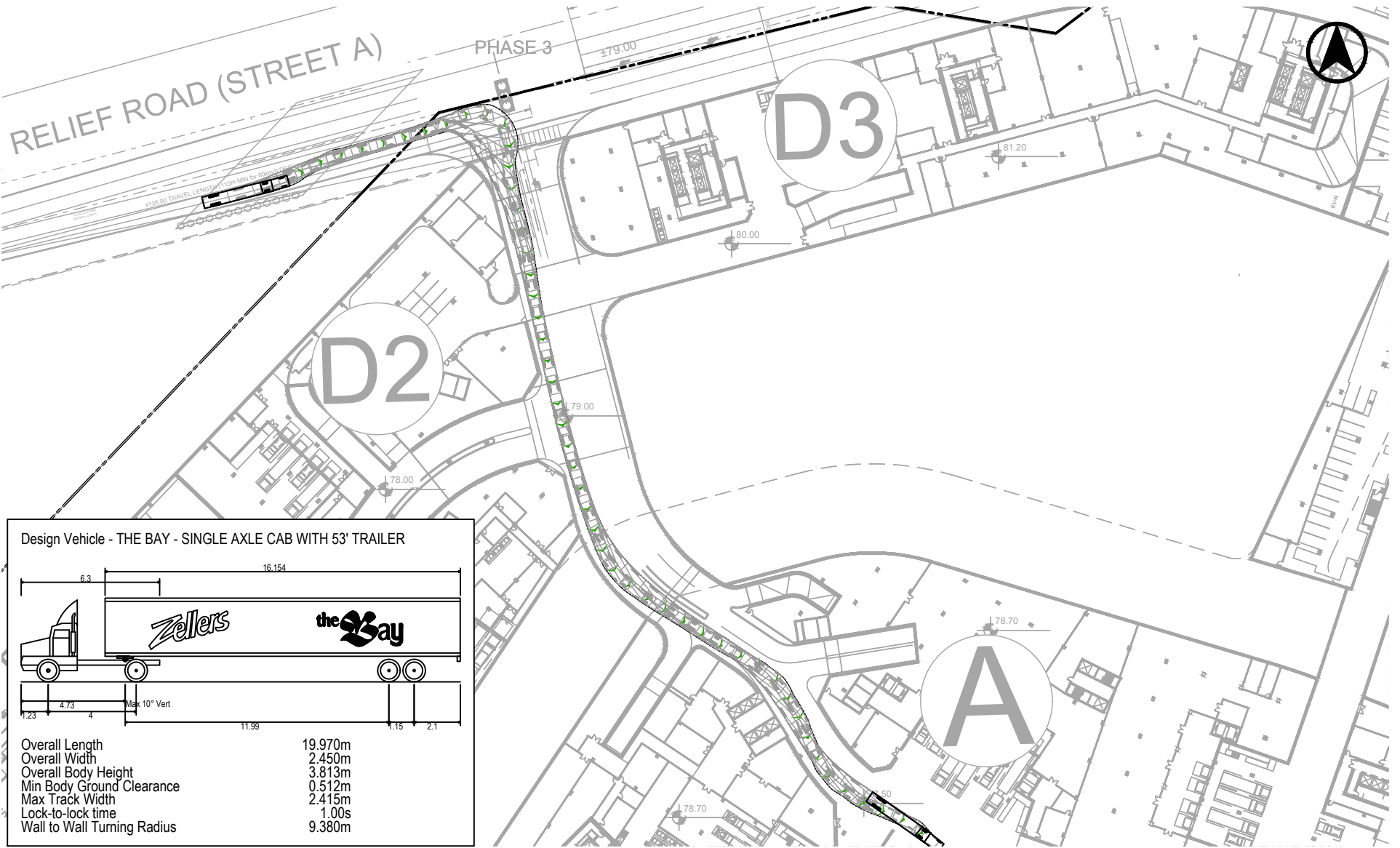
Overall Length 5.60m
 Overall Width 1.80m
 Overall Body Height 1.50m
 Outside Turning Radius 6.90m
 Inside Turning Radius 3.40m



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'C'
 TAC P Car - Outbound

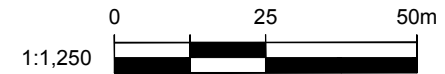
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-28

Date Plotted: May 15, 2020 File Name: J:\036-TUBS\AVM\Keller Road to Blocks\BA-MR_LIN\sties-VMD-29\036TU-Keller Road to Blocks.dwg



Design Vehicle - THE BAY - SINGLE AXLE CAB WITH 53' TRAILER

Overall Length	19.970m
Overall Width	2.450m
Overall Body Height	3.813m
Min Body Ground Clearance	0.512m
Max Track Width	2.415m
Lock-to-lock time	1.00s
Wall to Wall Turning Radius	9.380m



2150 Lake Shore Boulevard W.
 Single Axle Cab with 53' Trailer
 Relief Road to Block A

Project:	2150 Lake Shore Blvd. W.
Project No.:	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.:	VMD-29

Date Plotted: May 15, 2020 File Name: J:\036-10\BA\VMD\Keller Road to Blocks\BA-MR_CUTS\IES-VMD-1\USCTU-Keller Road to Blocks.dwg

RELIEF ROAD (STREET A)

PHASE 3

D3

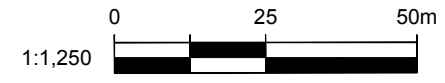
D2

A



Design Vehicle - THE BAY - SINGLE AXLE CAB WITH 53' TRAILER

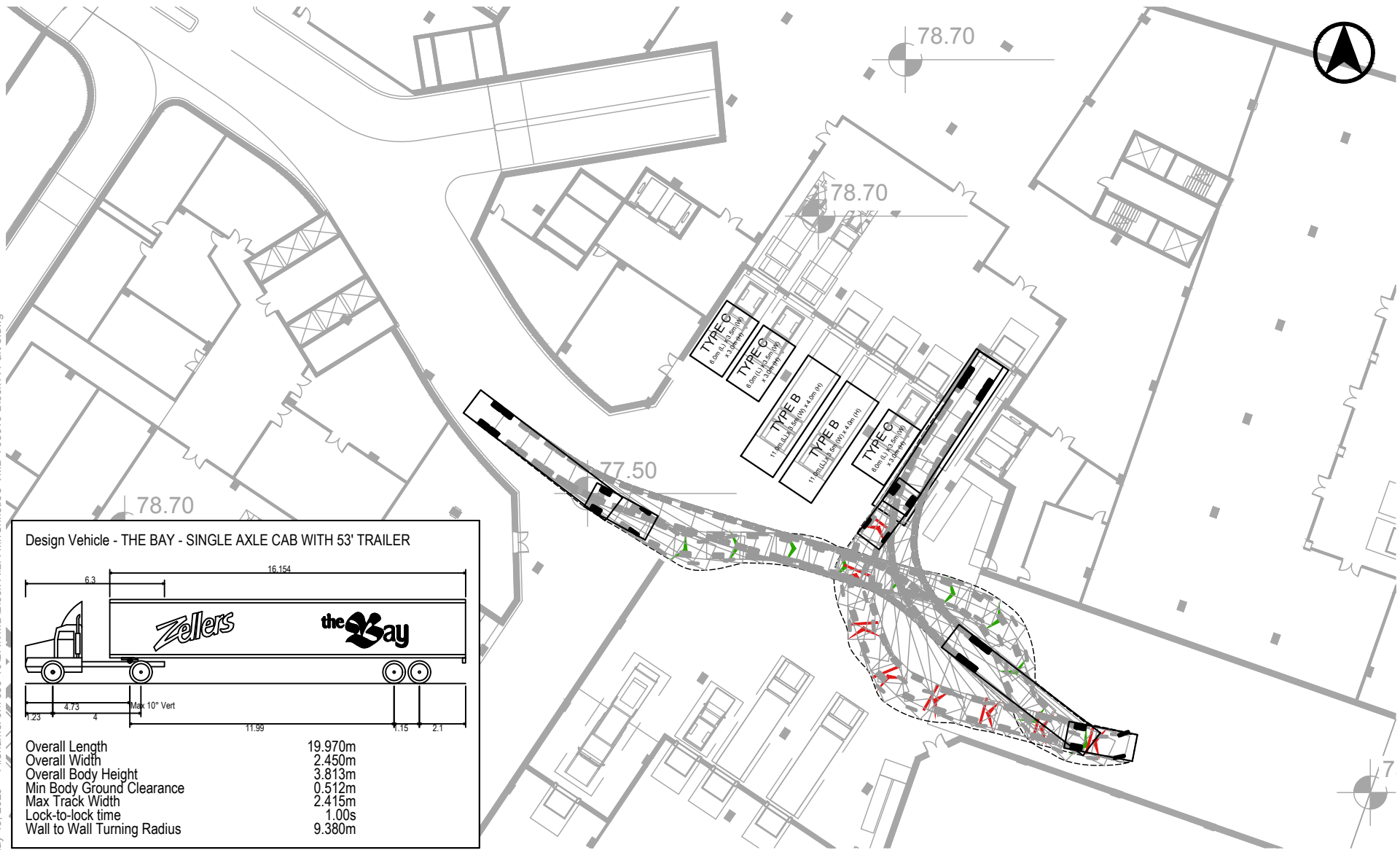
Overall Length	19.970m
Overall Width	2.450m
Overall Body Height	3.813m
Min Body Ground Clearance	0.512m
Max Track Width	2.415m
Lock-to-lock time	1.00s
Wall to Wall Turning Radius	9.380m



2150 Lake Shore Boulevard W.
 Single Axle Cab with 53' Trailer
 Block A to Relief Road

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-30

Date Plotted: May 15, 2020 File Name: J:\7036-10\BA\VM\BLOCK A\BA-MR_Cmnstie's-VMU-703610-block A-Part 3.dwg



Design Vehicle - THE BAY - SINGLE AXLE CAB WITH 53' TRAILER

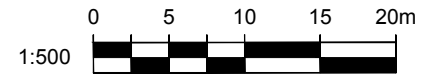
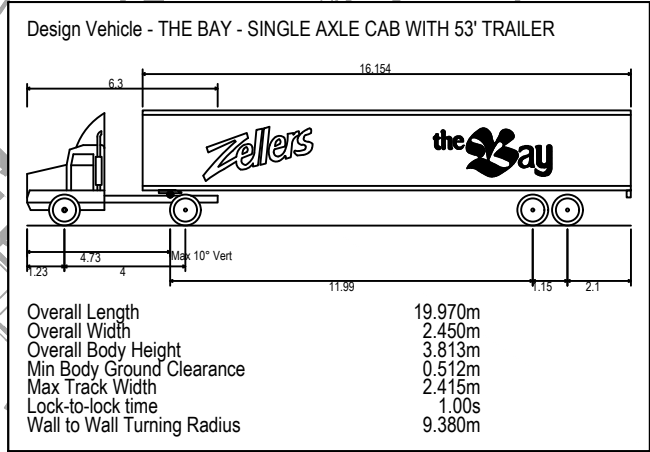
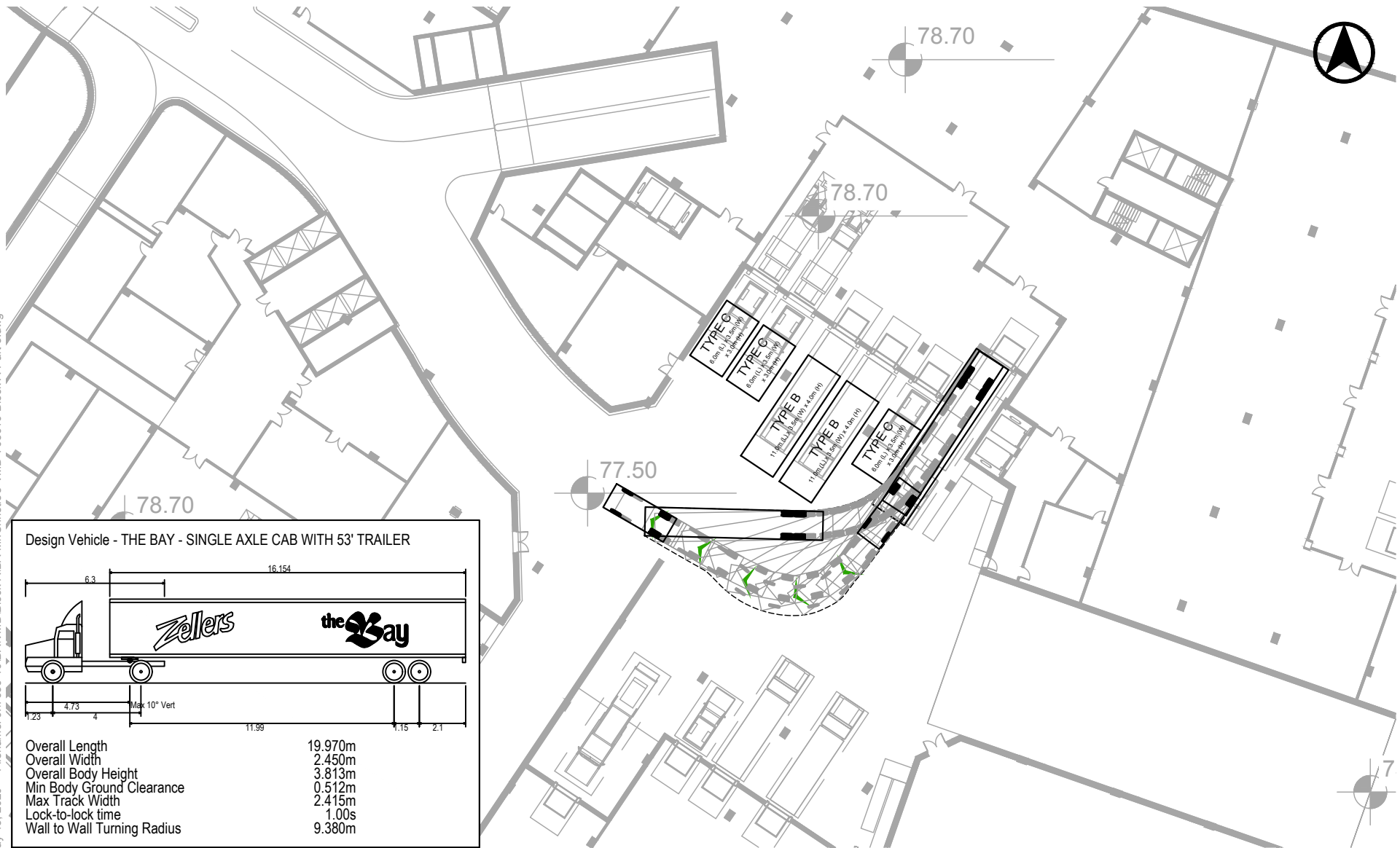
Overall Length	19.970m
Overall Width	2.450m
Overall Body Height	3.813m
Min Body Ground Clearance	0.512m
Max Track Width	2.415m
Lock-to-lock time	1.00s
Wall to Wall Turning Radius	9.380m



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'A'
 Single Axle Cab with 53' Trailer - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-31

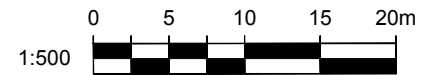
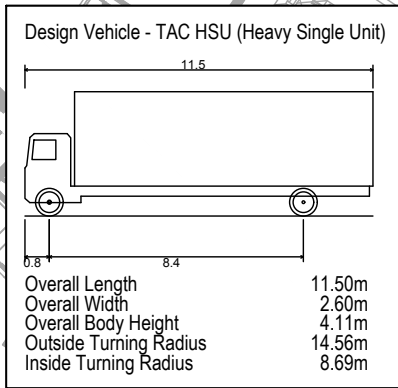
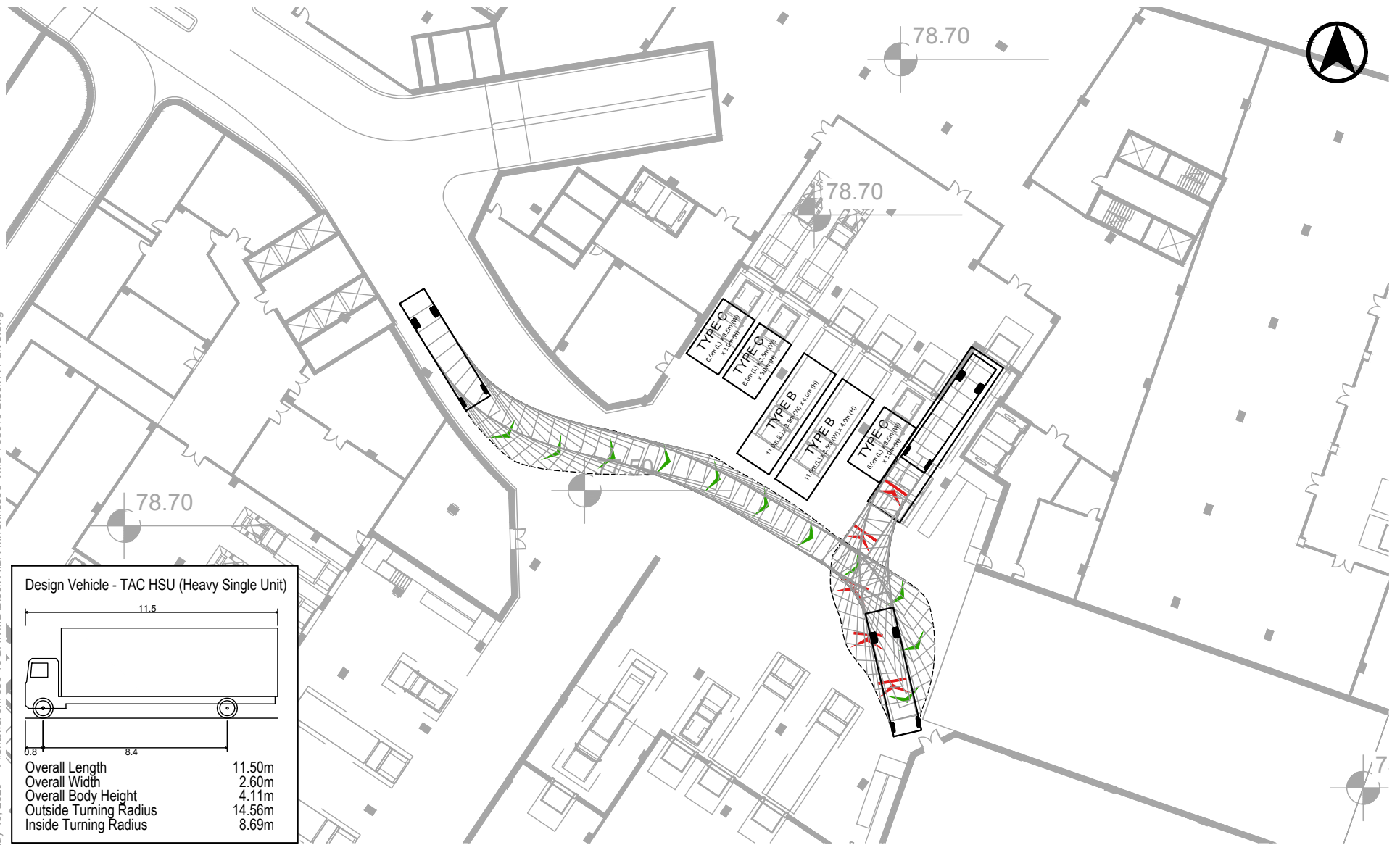
Date Plotted: May 15, 2020 File name: J:\1036-1036A\1036A\1036A-MR_Cristie's-VMDU-103610-Block A-Part 3.dwg



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'A'
 Single Axle Cab With 53' Trailer - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-32

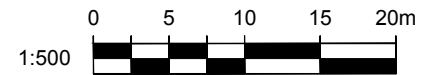
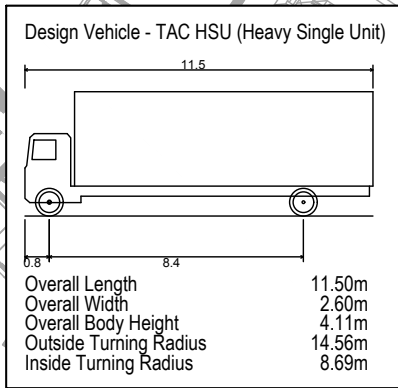
Date Plotted: May 15, 2020 File Name: J:\7036-10\BA\VM\10\block A\BA-MR_Cmnstie's_VMU-703610-block A-Part 3.dwg



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-33

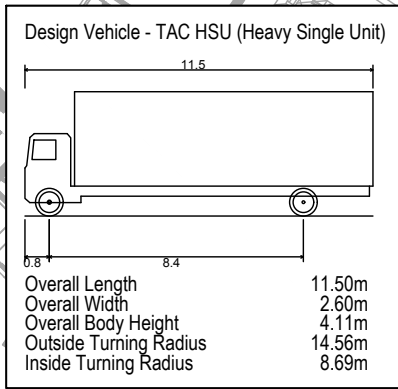
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2150 Lake Shore Boulevard W.
Block A
Loading Type 'A'
Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-34

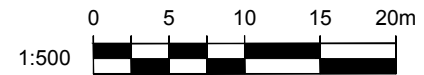
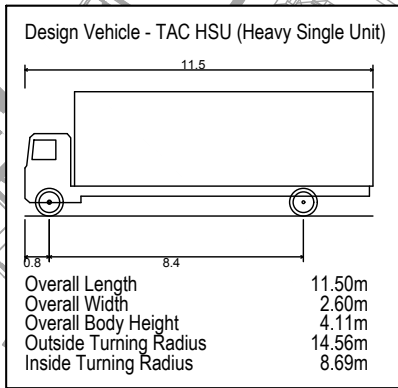
File name: J:\036-10\BA\VM\10\block A\BA-mr_Chris\es-VMU-103010-block A-Part 3.dwg Date Plotted: May 13, 2020



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-35

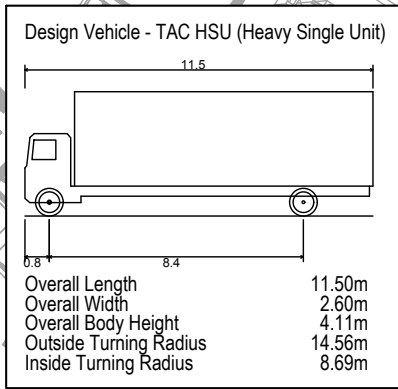
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Date Plotted: May 15, 2020



2150 Lake Shore Boulevard W.
Block A
Loading Type 'B'
Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-36

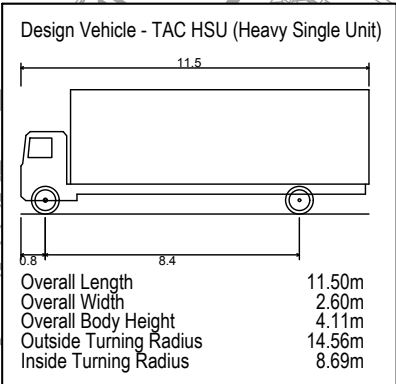
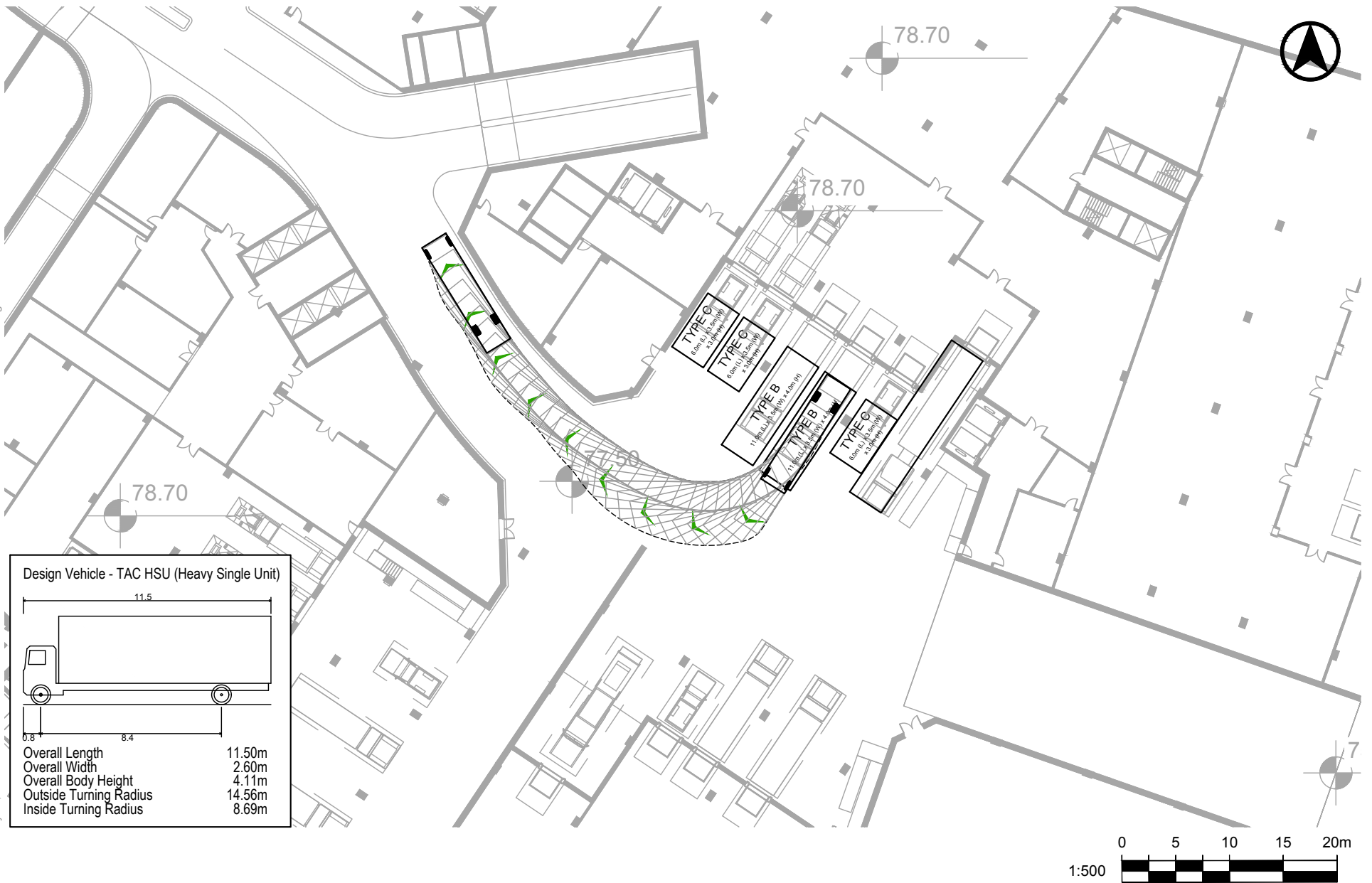
File name: J:\036-10\BA\VM\1\block A\BA-mr_Cmnstie-VMU-103010-block A-Part 3.dwg Date Plotted: May 15, 2020



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-37

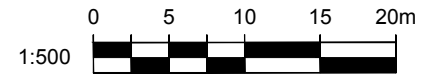
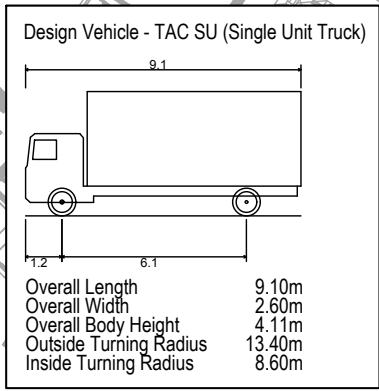
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2150 Lake Shore Boulevard W.
Block A
Loading Type 'B'
Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-38

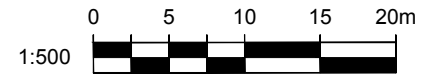
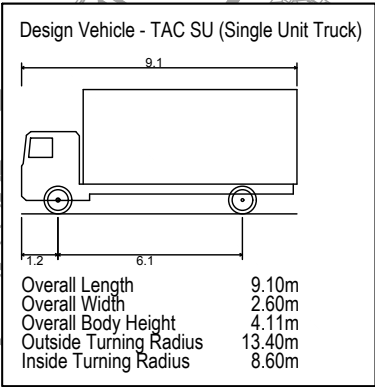
Date Plotted: May 15, 2020 File Name: J:\1036-1036A\1036A\1036A-Block A-Part 3.dwg



2150 Lake Shore Boulevard W.
Block A
Loading Type 'A'
Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-39

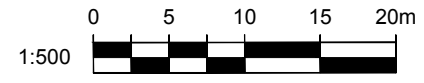
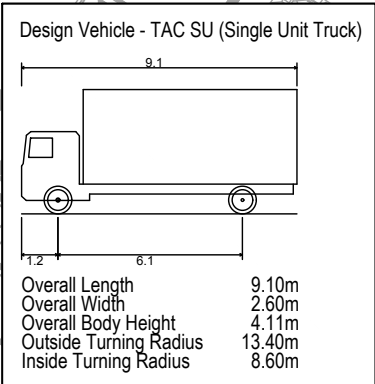
Date Plotted: May 13, 2020 File name: J:\7036-10\BA\VM\10\block A\BA-vm-10\block A-Part 3.dwg



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'A'
 Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-40

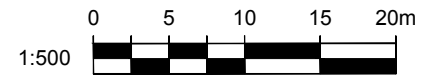
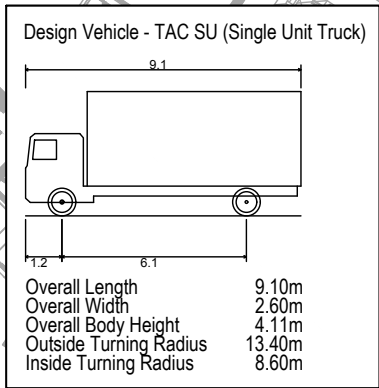
Date Plotted: May 15, 2020 File Name: J:\7036-10\5A\VM\10\block A\BA-1r-UM\10-block A-Part 3.dwg



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-41

File Name: J:\036-1036\A\VM\BLOCK A\BA-TR_Cmnstie's_VMD-42\03610-block A-Part 3.dwg
Date Plotted: May 15, 2020



2150 Lake Shore Boulevard W.
Block A
Loading Type 'B'
Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-42

Date Plotted: May 13, 2020 File name: J:\7036-10\BA\VM\10\block A\BA-mr_Cmnstie's_VMD-43\10\block A-Part 3.dwg



Design Vehicle - TAC SU (Single Unit Truck)

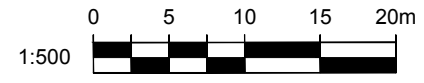
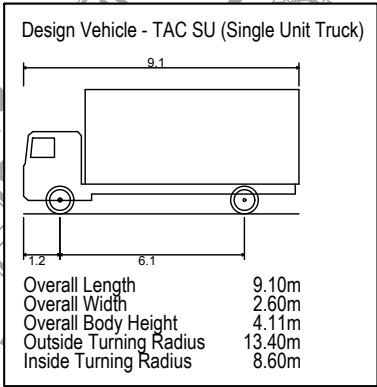
Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m



2150 Lake Shore Boulevard W.
Block A
Loading Type 'B'
Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-43

File Name: J:\036-1036A\VMU\BLOCK A\BA-MR_Cmnstie's-VMU-703610-block A-Part 3.dwg
Date Plotted: May 15, 2020



2150 Lake Shore Boulevard W.
Block A
Loading Type 'B'
Single Unit Vehicle - Outbound

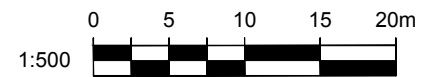
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-44

Date Plotted: May 13, 2020 File name: J:\7036-10\BA\VM\10\block A\BA-mr_Cmnstie's_VMU-703610-block A-Part 3.dwg



Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'C'
 TAC P Car - Inbound

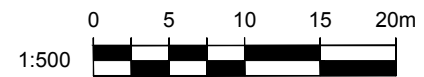
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-45

Date Plotted: May 13, 2020 File name: J:\1036-1036\AVM\BLOCK A\BA-MR_Chris\es-VMD-7\03010-block A-Part 3.dwg



Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'C'
 TAC P Car - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-46

Date Plotted: May 13, 2020 File name: J:\1036-1036\A\1036\1036\block A\BA-mr_Cmnstie's-VMDU-103610-block A-Part 3.dwg



Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'C'
 TAC P Car - Inbound

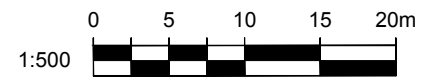
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-47

Date Plotted: May 13, 2020 File name: J:\1036-1036\A\1036\1036\block A\BA-mr_Chris\1036-1036\1036\block A-Part 3.dwg



Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'C'
 TAC P Car - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-48

Date Plotted: May 13, 2020 File name: J:\1036-1036A\1036A\1036A-Block A-Part 3.dwg



Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'C'
 TAC P Car - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-49

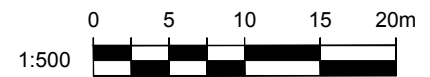
Date Plotted: May 13, 2020 File name: J:\1036-1036A\1036A\1036A\1036A-Block A-Part 3.dwg



Design Vehicle - TAC P CAR

5.6
2.00
1.56
6.90
3.40

Overall Length 5.60m
Overall Width 2.00m
Overall Body Height 1.56m
Outside Turning Radius 6.90m
Inside Turning Radius 3.40m



2150 Lake Shore Boulevard W.
Block A
Loading Type 'C'
TAC P Car - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-50

Date Plotted: May 15, 2020 File name: J:\036-TUBS\VMID\block A\BA-MR_Cmnsties-VMU-703610-block A-Part 4.dwg



Design Vehicle - TAC HSU (Heavy Single Unit)

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

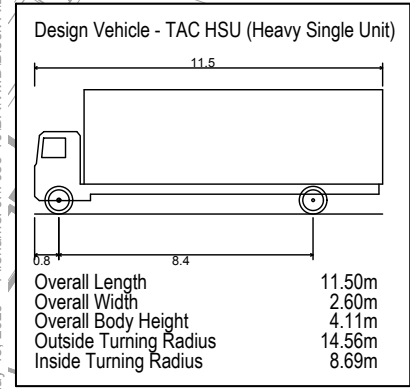
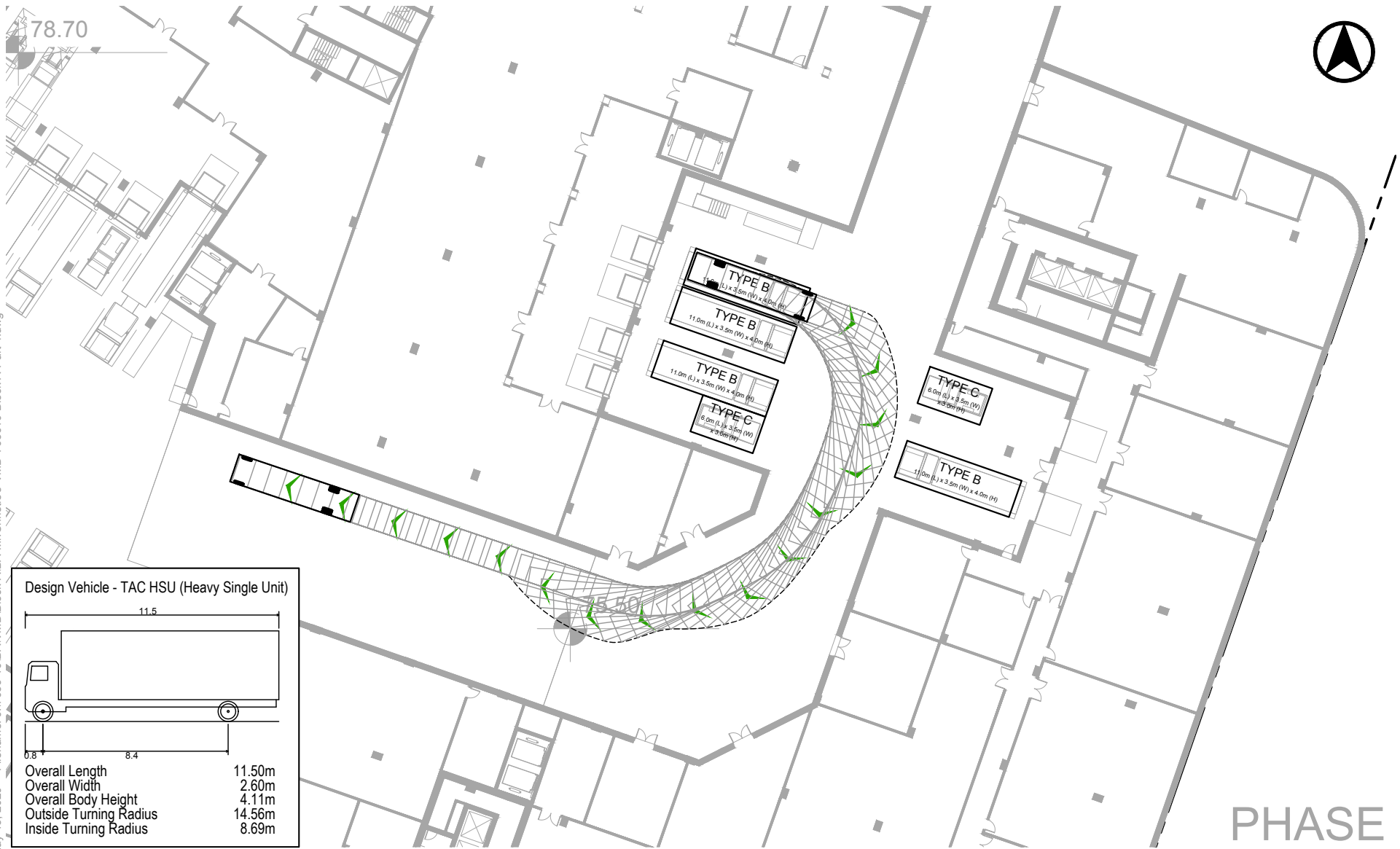
PHASE



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-51

Date Plotted: May 15, 2020 File name: J:\036-TUBS\VMD\block A\BA-mr_Cmnstie's-VMD-703610-block A-Part 4.dwg



PHASE



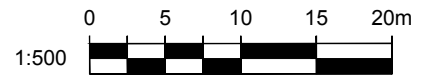
2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-52



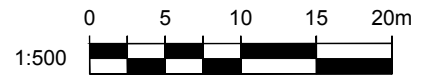
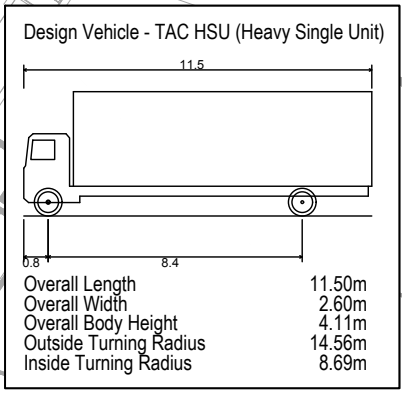
Design Vehicle - TAC HSU (Heavy Single Unit)

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



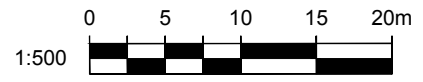
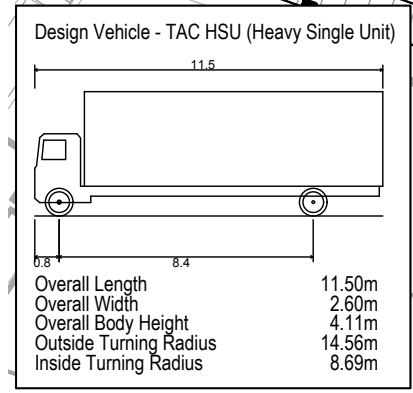
2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-53



2150 Lake Shore Boulevard W.
Block A
Loading Type 'B'
Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-54

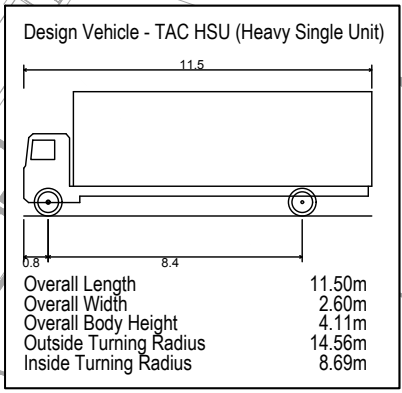
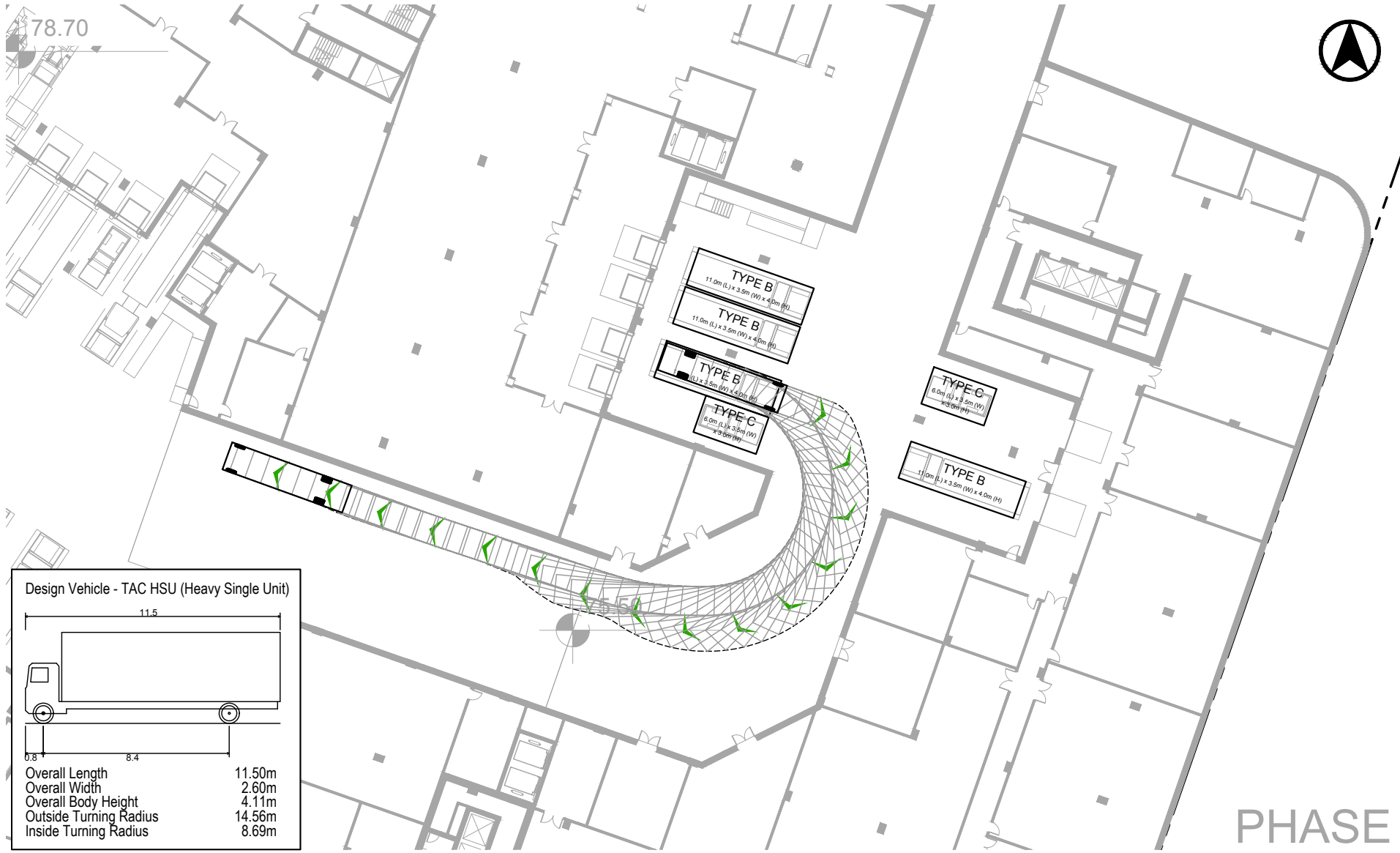


PHASE



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-55



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-56



Design Vehicle - TAC HSU (Heavy Single Unit)

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

PHASE

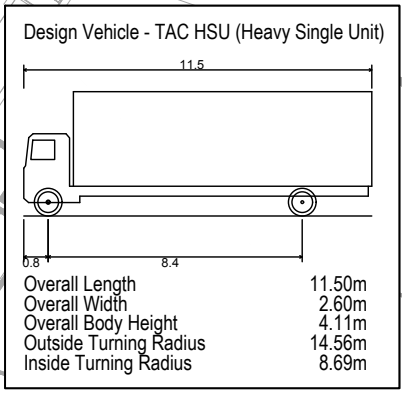
0 5 10 15 20m

1:500



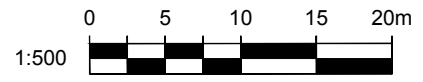
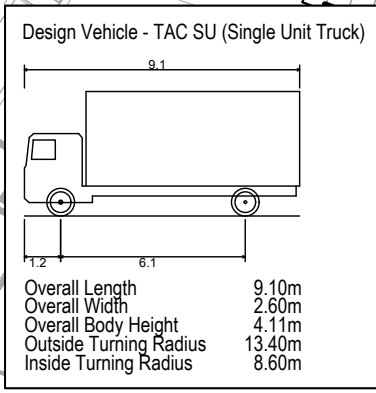
2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-57



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-58



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-59

Date Plotted: May 15, 2020 File name: J:\036-2105A\VMD\block A\BA-mr_Cmnstie's-VMD-7\03610-block A-Part 4.dwg



Design Vehicle - TAC SU (Single Unit Truck)

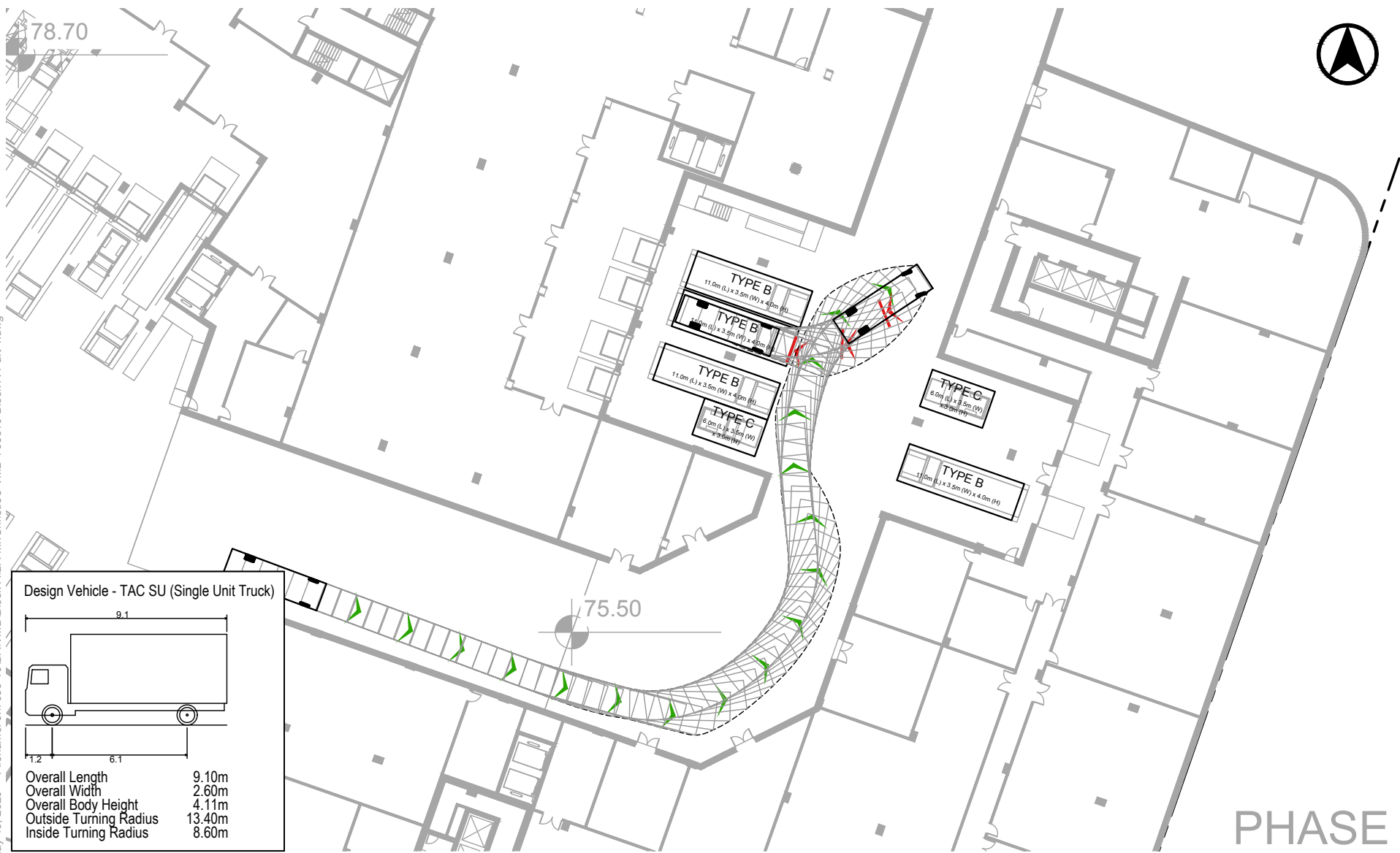
Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-60

Date Plotted: May 15, 2020 File name: J:\036-2105A\VMD\block A\BA-Block A-Part 4.dwg



Design Vehicle - TAC SU (Single Unit Truck)

9.1

2.6

4.1

13.4

8.6

Overall Length 9.10m

Overall Width 2.60m

Overall Body Height 4.11m

Outside Turning Radius 13.40m

Inside Turning Radius 8.60m

PHASE

0 5 10 15 20m

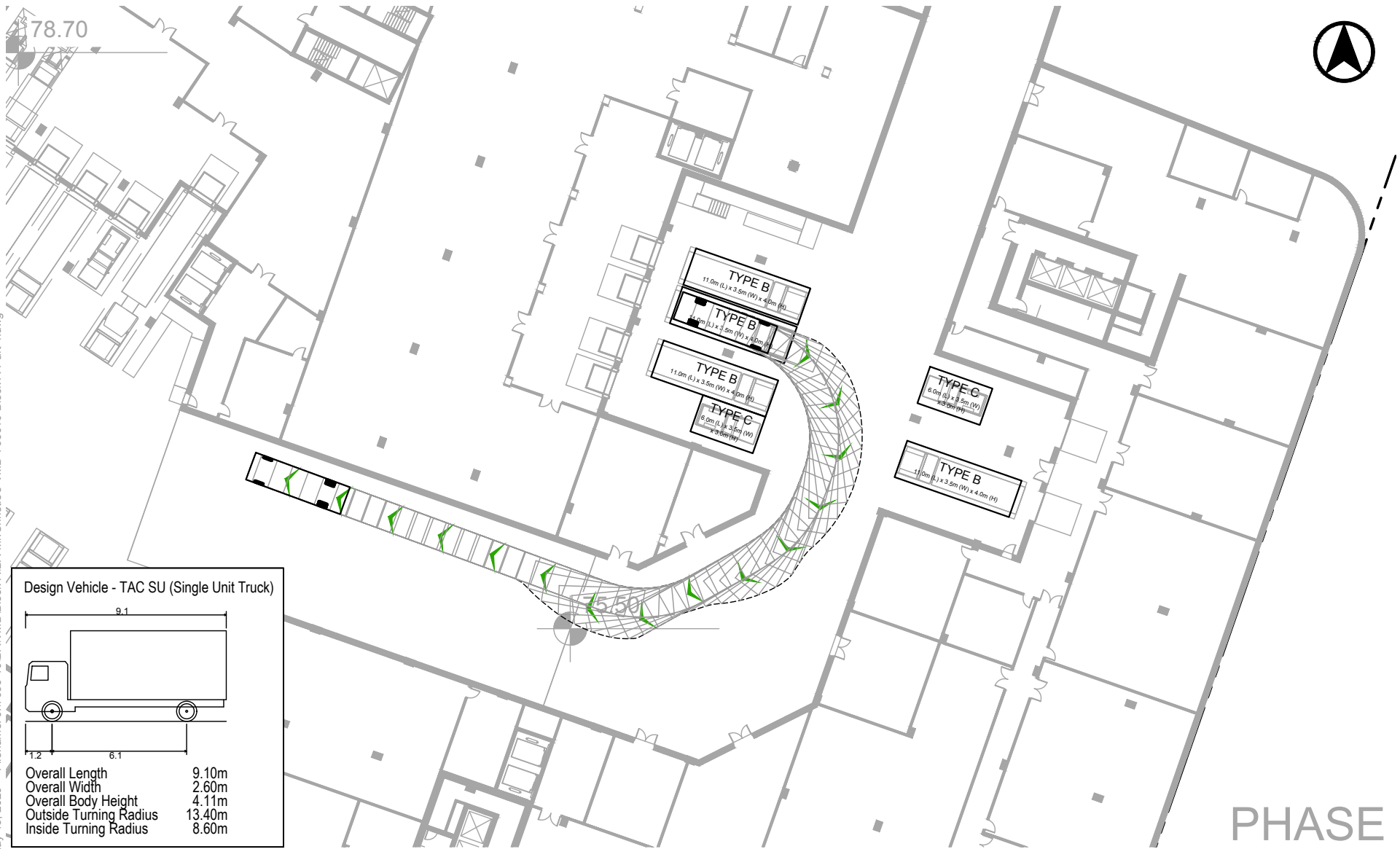
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2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-61

Date Plotted: May 13, 2020 File name: J:\036-2105A\VMD\block A\BA-Block A-Part 4.dwg



Design Vehicle - TAC SU (Single Unit Truck)

9.1

2.6

4.1

13.4

8.6

Overall Length 9.10m

Overall Width 2.60m

Overall Body Height 4.11m

Outside Turning Radius 13.40m

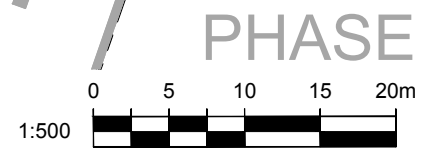
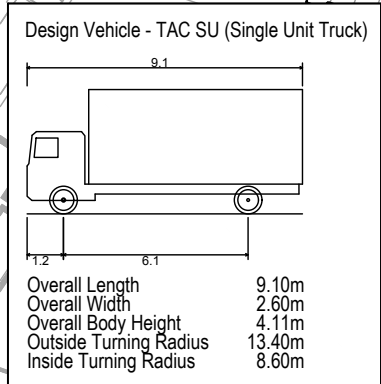
Inside Turning Radius 8.60m



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.:	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.:	VMD-62

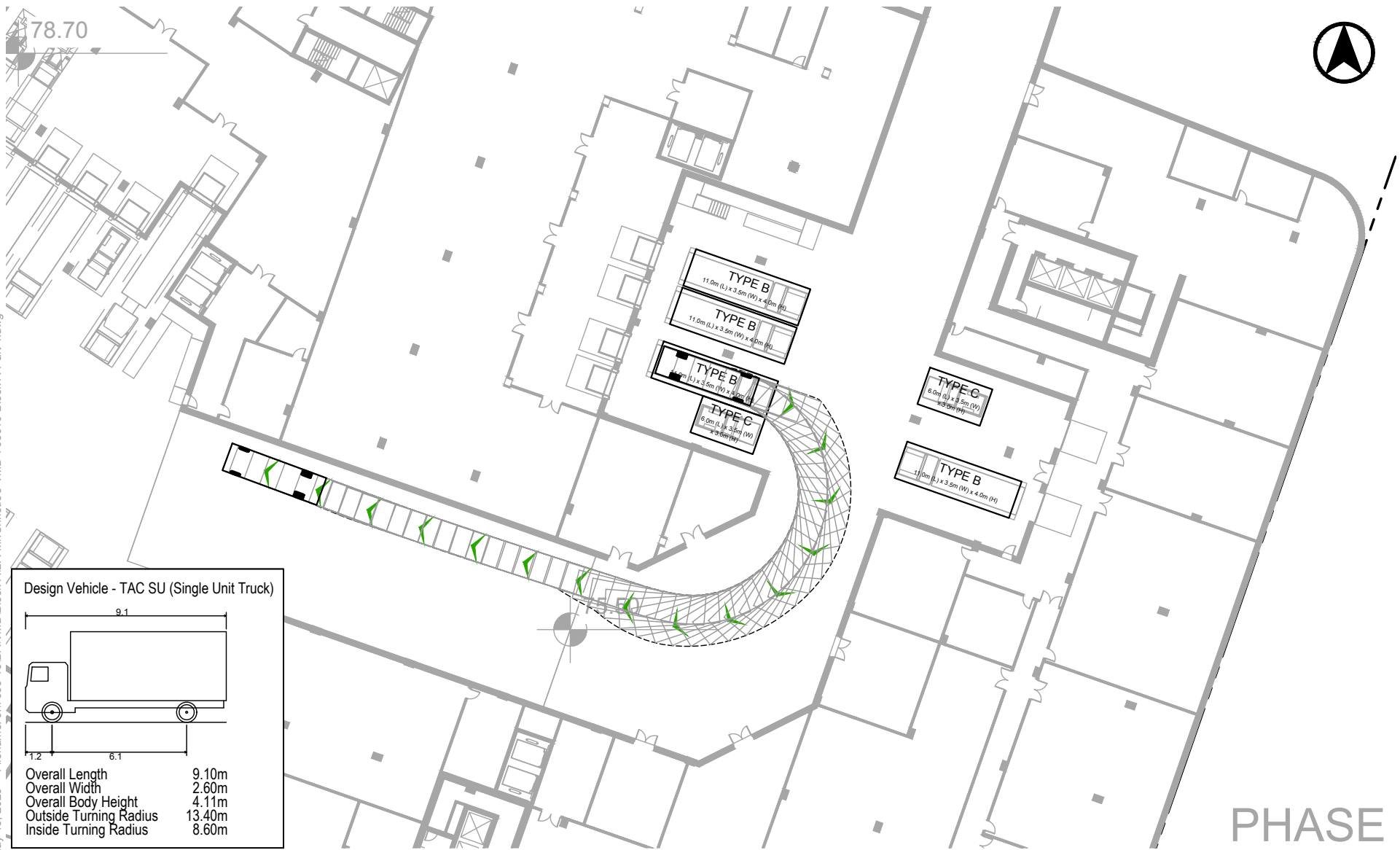
Date Plotted: May 13, 2020 File name: J:\0306-2105A\VMD\block A\BA-mr_Cmnstie's-VMDU-7030101U-block A-Part 4.dwg



2150 Lake Shore Boulevard W.
Block A
Loading Type 'B'
Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-63

Date Plotted: May 13, 2020 File name: J:\036-7036-VMD\BLOCK A\BA-MR_Cmnstie-S-VMDU-7036101U-block A-Part 4.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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

PHASE

1:500



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-64

Date Plotted: May 15, 2020 File name: J:\036-1036-VMD\BLOCK A\BA-Block A-Part 4.dwg



Design Vehicle - TAC SU (Single Unit Truck)

9.1

2.60

4.11

13.40

8.60

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

PHASE

0 5 10 15 20m

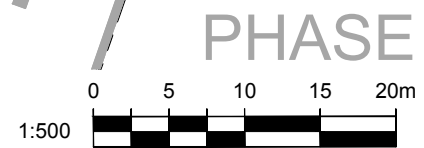
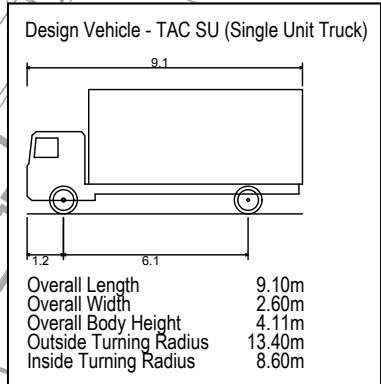
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2150 Lake Shore Boulevard W.
Block A
Loading Type 'B'
Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-65

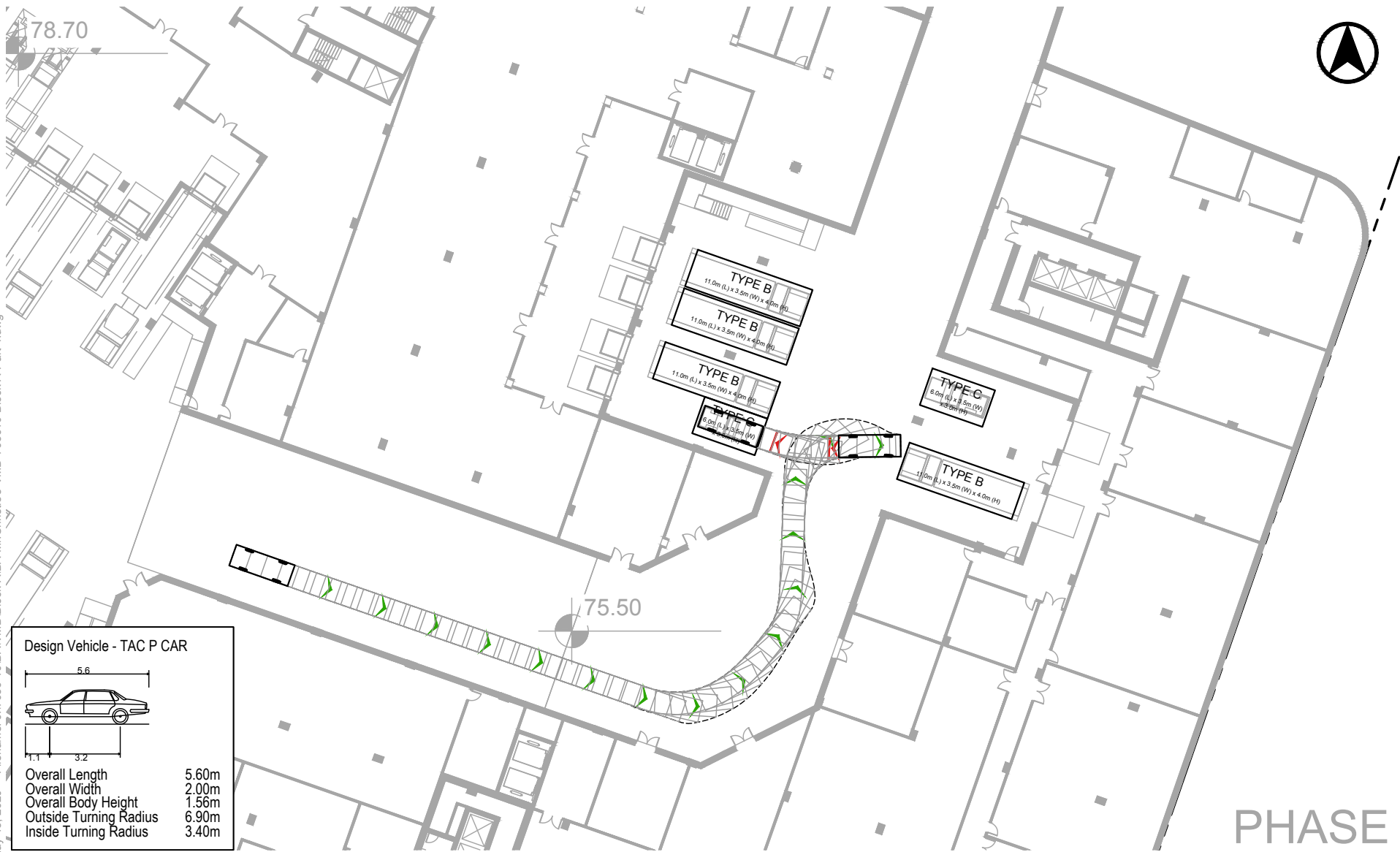
Date Plotted: May 15, 2020 File name: J:\036-2105A\VMD\block A\BA-mr_Cmnstie's-VMD-7\036101U-block A-Part 4.dwg



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'B'
 Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-66

Date Plotted: May 15, 2020 File name: J:\036-1036-VMD\BLOCK A\BA-MR_Cmnstie-s-VMD-703610-block A-Part 4.dwg



Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m

PHASE

0 5 10 15 20m

1:500



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'C'
 TAC P Car - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-67

Date Plotted: May 15, 2020 File name: J:\036-TUBS\VMD\block A\BA-mr_Cmnstie-s-VMD-7\03610-block A-Part 4.dwg



Design Vehicle - TAC P CAR

5.6

2.00

1.56

6.90

3.40

Overall Length 5.60m
Overall Width 2.00m
Overall Body Height 1.56m
Outside Turning Radius 6.90m
Inside Turning Radius 3.40m

PHASE

0 5 10 15 20m

1:500



2150 Lake Shore Boulevard W.
Block A
Loading Type 'C'
TAC P Car - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.:	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.:	VMD-68

Date Plotted: May 13, 2020 File name: J:\036-1036-VMD\1036-Block A\BA-Block A-Part 4.dwg



Design Vehicle - TAC P CAR

5.6

2.0

1.56

6.90

3.40

Overall Length 5.60m
Overall Width 2.00m
Overall Body Height 1.56m
Outside Turning Radius 6.90m
Inside Turning Radius 3.40m

PHASE

0 5 10 15 20m

1:500



2150 Lake Shore Boulevard W.
 Block A
 Loading Type 'C'
 TAC P Car - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-69

Date Plotted: May 15, 2020 File name: J:\036-TUBS\VMID\block A\BA-mr_Cmnstie's-VMU-703610-block A-Part 4.dwg



Design Vehicle - TAC P CAR

5.6

2.0

1.56

6.9

3.4

Overall Length 5.60m
Overall Width 2.00m
Overall Body Height 1.56m
Outside Turning Radius 6.90m
Inside Turning Radius 3.40m

PHASE

0 5 10 15 20m

1:500

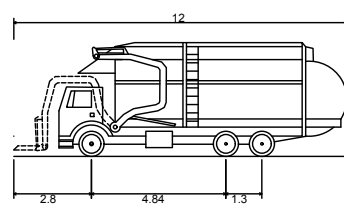


2150 Lake Shore Boulevard W.
Block A
Loading Type 'C'
TAC P Car - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-70

Date Plotted: May 13, 2020 Filename: J:\7036-10\BA\WMD\Relief Road To Blocks\BA-Mr.Christie's-VMD-703610-Relief Road To Blocks.dwg

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



Overall Length (Forks Down) 12.00m
Overall Length (Forks Up) 10.00m*
Overall Width 2.45m
Overall Body Height 4.10m
Outside Turning Radius 14.00m
Inside Turning Radius 9.50m
(Dimensions as per City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments, May 2012)
* Field measured by BA Group, Aug. 8/11

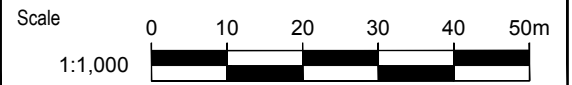
RELIEF ROAD (STREET A)

PHASE 3



2150 Lake Shore Boulevard W.
City of Toronto Front Loading Refuse Collection Vehicle
Relief Road to Block B

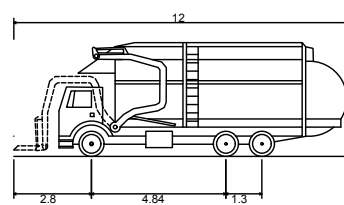
Project: 2150 Lake Shore Blvd. W.
Project No. 7036-10
Date: May 15, 2020
Revised: -



Drawing No. VMD-71

Date Plotted: May 13, 2020 Filename: J:\7036-10\BA\WMD\Relief Road To Blocks\BA-Mr.Christie's-VMD-703610-Relief Road To Blocks.dwg

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



Overall Length (Forks Down) 12.00m
Overall Length (Forks Up) 10.00m*
Overall Width 2.45m
Overall Body Height 4.10m
Outside Turning Radius 14.00m
Inside Turning Radius 9.50m
(Dimensions as per City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments, May 2012)

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

RELIEF ROAD (STREET A)

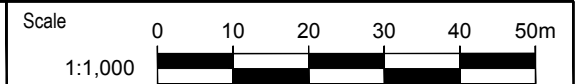
PHASE 3

±135.00 TRAVEL LENGTH (From MIN for 60km/h DESIGN SPEED)



2150 Lake Shore Boulevard W.
City of Toronto Front Loading Refuse Collection Vehicle
Block B to Relief Road

Project: 2150 Lake Shore Blvd. W.
Project No. 7036-10
Date: May 15, 2020
Revised: -



Drawing No. VMD-72



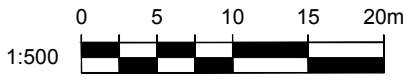
Date Plotted: May 13, 2020 File name: J:\036-7036-VMD\BLOCK B\BA-MR_Cmnstie's-VMD-703610-block B.dwg

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

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

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

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



2150 Lake Shore Boulevard W.
 Block B
 Loading Type 'G'
 City of Toronto Garbage Truck - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-73



Date Plotted: May 13, 2020 File name: J:\036-7036-VMD\BLOCK B\BA-MR_Cmnstie-S-VMD-74\03610-block B.dwg

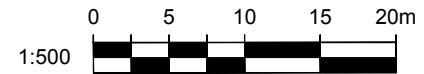


Design Vehicle - CITY OF TORONTO
(Front Loading Refuse Collection Vehicle)

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

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

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

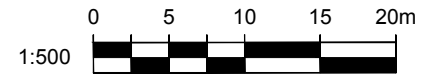
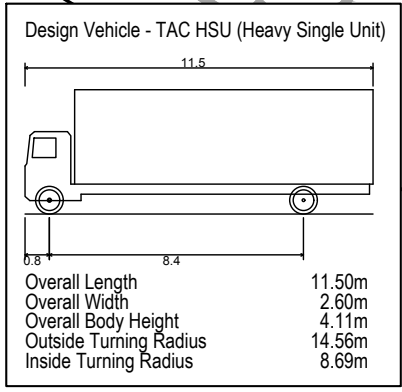


2150 Lake Shore Boulevard W.
Block B
Loading Type 'G'
City of Toronto Garbage Truck - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-74



Date Plotted: May 15, 2020 File name: J:\036-10\BA\VM\block B\BA-vm-Christie's-VMD-75\010-block B.dwg

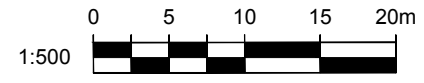
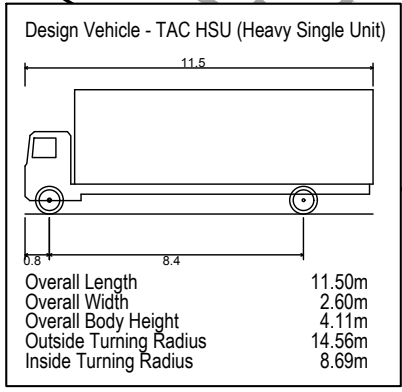


2150 Lake Shore Boulevard W.
 Block B
 Loading Type 'G'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-75



Date Plotted: May 13, 2020 File name: J:\036-10\BA\VM\block B\BA-vm-Christie's-VMD-703610-block B.dwg

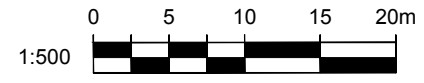
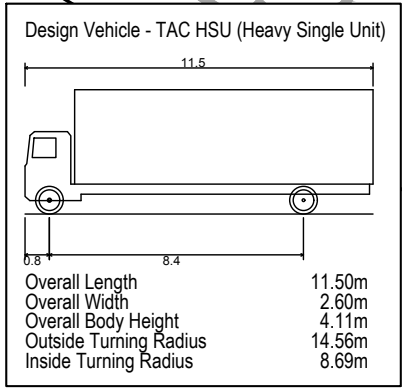


2150 Lake Shore Boulevard W.
 Block B
 Loading Type 'G'
 Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-76



Date Plotted: May 15, 2020 File name: J:\036-10\BA\VM\block B\BA-vm-Christie's-VMD-703610-block B.dwg

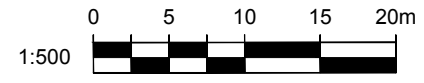
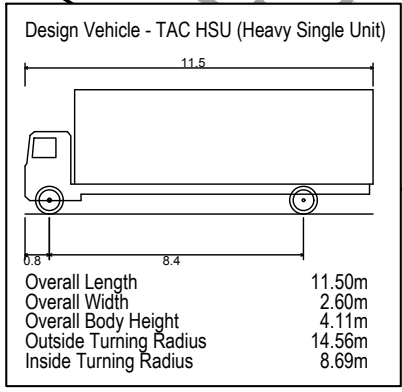


2150 Lake Shore Boulevard W.
 Block B
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-77



Date Plotted: May 15, 2020 File name: J:\036-7036-VMD\block B\BA-VR-Cmnstie-s-VMD-703610-block B.dwg

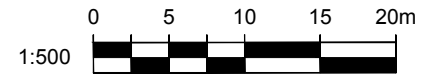
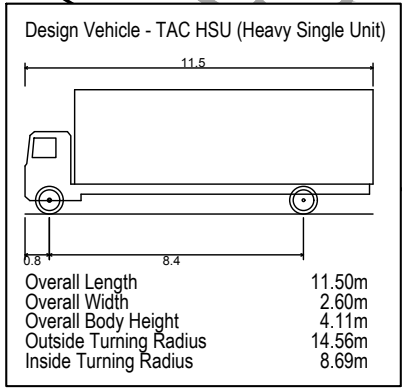


2150 Lake Shore Boulevard W.
Block B
Loading Type 'B'
Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-78



Date Plotted: May 15, 2020 File name: J:\036-10\BA\VM\block B\BA-vm-Christie's-VMD-79\03610-block B.dwg

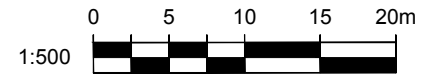
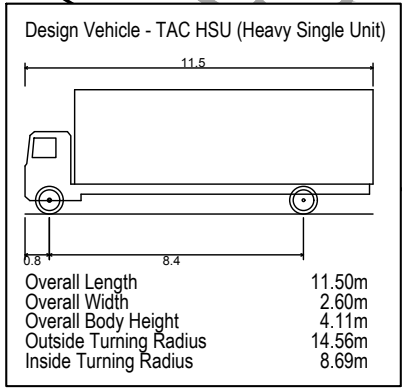


2150 Lake Shore Boulevard W.
 Block B
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-79



Date Plotted: May 15, 2020 File name: J:\036-10\BA\VM\block B\BA-vm-Christie's-VMD-703610-block B.dwg



2150 Lake Shore Boulevard W.
 Block B
 Loading Type 'B'
 Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-80

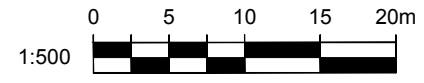


Date Plotted: May 15, 2020 File name: J:\036-1018\A\VMID\block B\BA-TR-Christie's-VMID-03010-block B.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block B
 Loading Type 'G'
 Single Unit Vehicle - Inbound

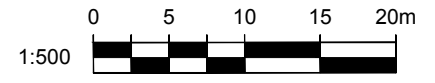
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-81



Date Plotted: May 15, 2020 File name: J:\036-7036-VMD\block B\BA-mr.Christie's-VMD-703610-block B.dwg

Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block B
 Loading Type 'G'
 Single Unit Vehicle - Outbound

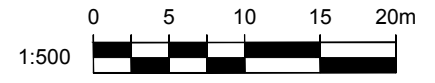
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-82



Date Plotted: May 15, 2020 File name: J:\036-1018\A\VMID\block B\BA-vmr_Cmnstie-s_VMD-703610-block B.dwg

Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block B
 Loading Type 'B'
 Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-83

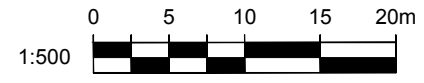


Date Plotted: May 15, 2020 File name: J:\036-1018\A\VM\block B\BA-vmr-Christie's-VMU-03010-block B.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block B
 Loading Type 'B'
 Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-84

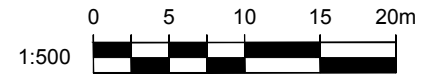


Date Plotted: May 15, 2020 File name: J:\036-7036-VMD\block B\BA-grp_Chris\es-VMD-703610-block B.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
Block B
Loading Type 'B'
Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-85

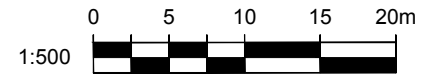


Date Plotted: May 15, 2020 File name: J:\036-1018\A\VM\block B\BA-vmr_Chris\es-VMD-703610-block B.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block B
 Loading Type 'B'
 Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-86

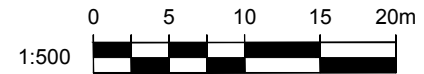


Date Plotted: May 13, 2020 File name: J:\036-7036-VMD\block B\BA-grp_Chrstie's-VMD-703610-block B.dwg



Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



2150 Lake Shore Boulevard W.
 Block B
 Loading Type 'C'
 TAC P CAR - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-87



Date Plotted: May 15, 2020 File name: J:\036-7036-VMD\block B\BA-VR-VMD\block B.dwg



Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



2150 Lake Shore Boulevard W.
Block B
Loading Type 'C'
TAC P CAR - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-88

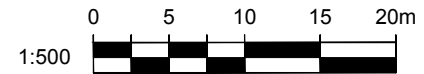


Date Plotted: May 15, 2020 File name: J:\036-7036-VMD\block B\BA-tnr_Chrstie's-VMD-703610-block B.dwg



Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



2150 Lake Shore Boulevard W.
 Block B
 Loading Type 'C'
 TAC P CAR - Inbound

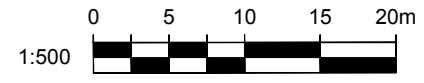
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-89



Date Plotted: May 15, 2020 File name: J:\036-7036\A\VM\block B\BA-vm-VMD-90\010-block B.dwg

Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



2150 Lake Shore Boulevard W.
 Block B
 Loading Type 'C'
 TAC P CAR - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-90



Date Plotted: May 15, 2020 File name: J:\036-7036\VMD\block B\BA-gr_Chrstie's-VMD-703610-block B.dwg

Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



2150 Lake Shore Boulevard W.
 Block B
 Loading Type 'C'
 TAC P CAR - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-91

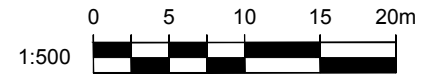


Date Plotted: May 15, 2020 File name: J:\036-7036-VMD\block B\BA-Grp_Chrstie's-VMD-703610-block B.dwg



Design Vehicle - TAC P CAR

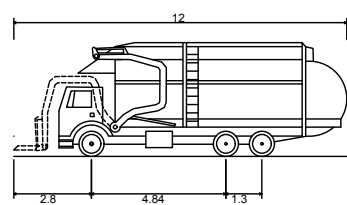
Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



2150 Lake Shore Boulevard W.
Block B
Loading Type 'C'
TAC P CAR - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-92

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



Overall Length (Forks Down) 12.00m
 Overall Length (Forks Up) 10.00m*
 Overall Width 2.45m
 Overall Body Height 4.10m
 Outside Turning Radius 14.00m
 Inside Turning Radius 9.50m
 (Dimensions as per City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments, May 2012)

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

RELIEF ROAD (STREET A)

PHASE 3

#135.00 TRAVEL LENGTH (MINIMUM DESIGN SPEED)

1000000

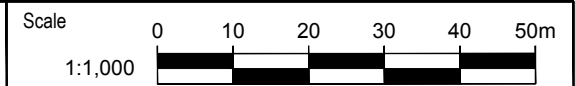


Date Plotted: May 13, 2020 Filename: J:\7036-10\BA\WMD\Relief Road To Blocks\BA-Mr.Christie's-VMD-703610-Relief Road To Blocks.dwg



2150 Lake Shore Boulevard W.
 City of Toronto Front Loading Refuse Collection Vehicle
 Relief Road to Block C

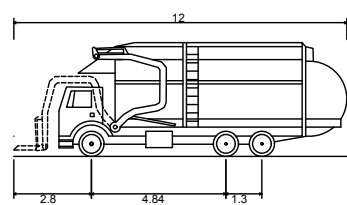
Project: 2150 Lake Shore Blvd. W.
 Project No. 7036-10
 Date: May 15, 2020
 Revised: -



Drawing No. VMD-93

Date Plotted: May 13, 2020 Filename: J:\7036-10\BA\WMD\Relief Road To Blocks\BA-Mr.Christie's-VMD-703610-Relief Road To Blocks.dwg

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



Overall Length (Forks Down) 12.00m
Overall Length (Forks Up) 10.00m*
Overall Width 2.45m
Overall Body Height 4.10m
Outside Turning Radius 14.00m
Inside Turning Radius 9.50m
(Dimensions as per City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments, May 2012)

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

RELIEF ROAD (STREET A)

PHASE 3

±135.00 TRAVEL LENGTH (From MIN for 60km/h DESIGN SPEED)



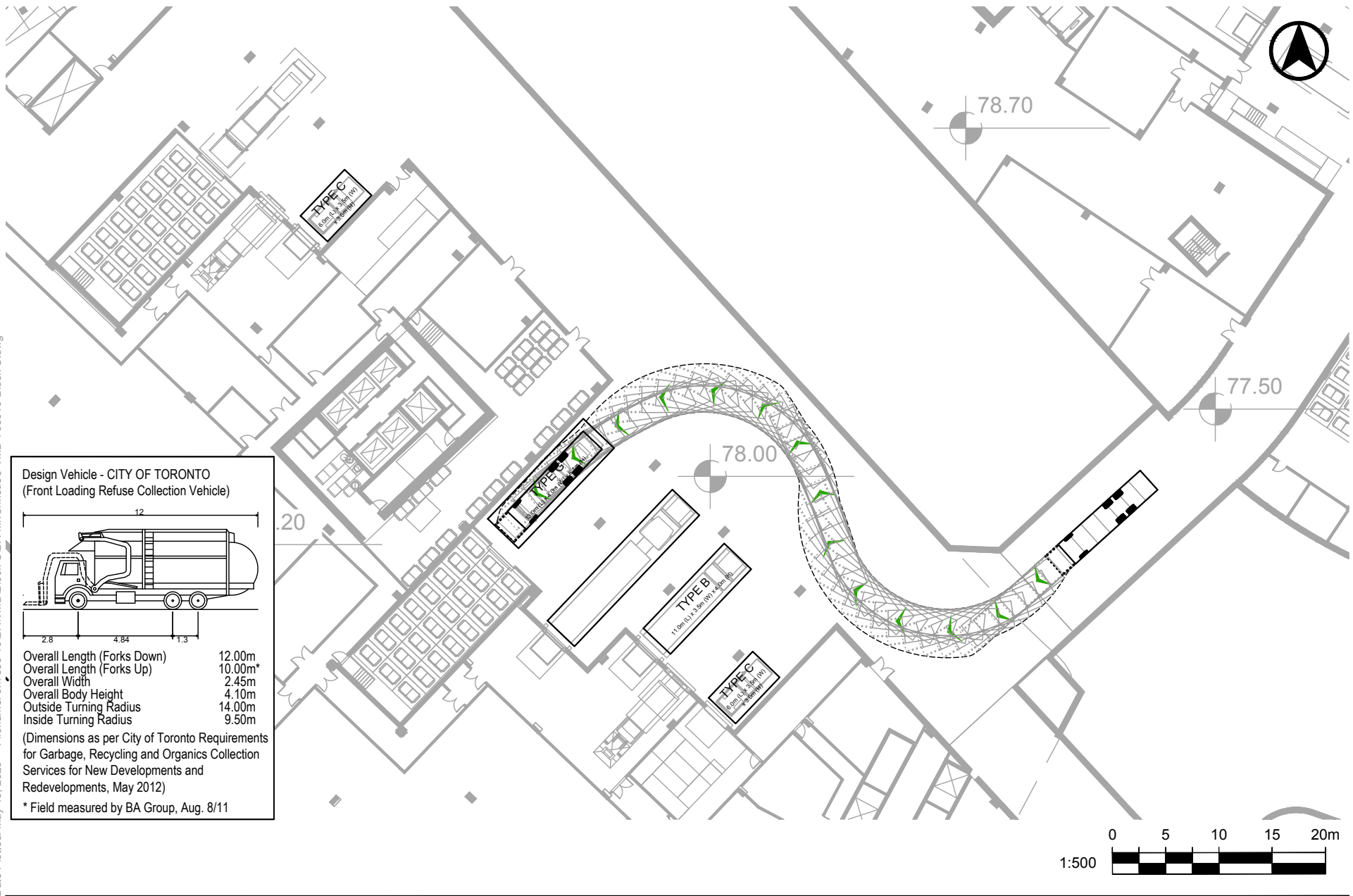
2150 Lake Shore Boulevard W.
City of Toronto Front Loading Refuse Collection Vehicle
Block C to Relief Road

Project: 2150 Lake Shore Blvd. W.
Project No. 7036-10
Date: May 15, 2020
Revised: -



Drawing No. VMD-94

Date Plotted: May 15, 2020 File name: J:\036-1018\A\VMD\BLOCK C\BA-MF_Chris\18-VMD-1018-TU-block C.dwg



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

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

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

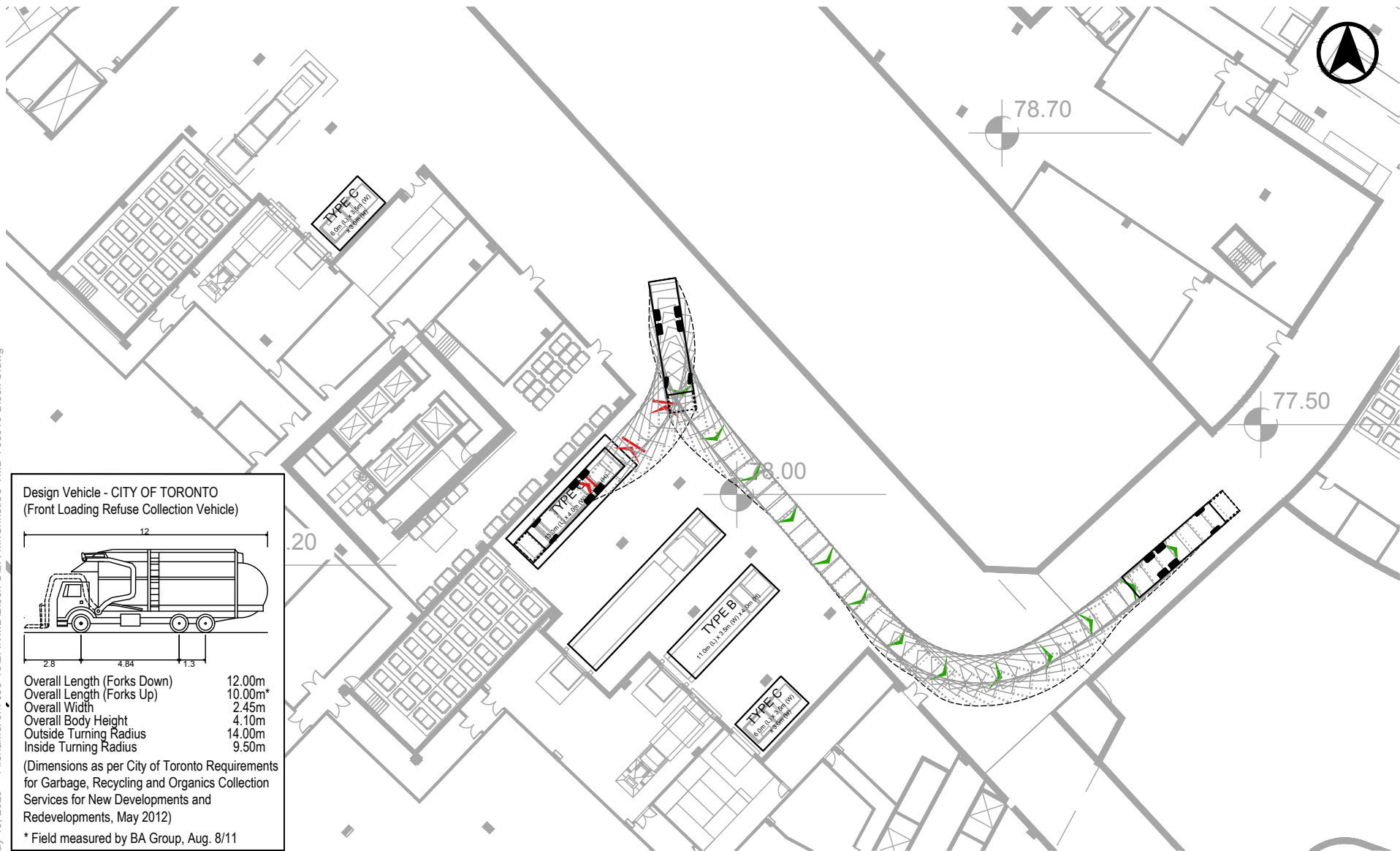
* Field measured by BA Group, Aug. 8/11



2150 Lake Shore Boulevard W.
Block C
Loading Type 'G'
Garbage Truck - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-95

Date Plotted: May 15, 2020 File name: J:\036-1016\A\VMD\BLOCK C\BA-MF_Chris\18-VMD-7036TU-block C.dwg



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

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

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

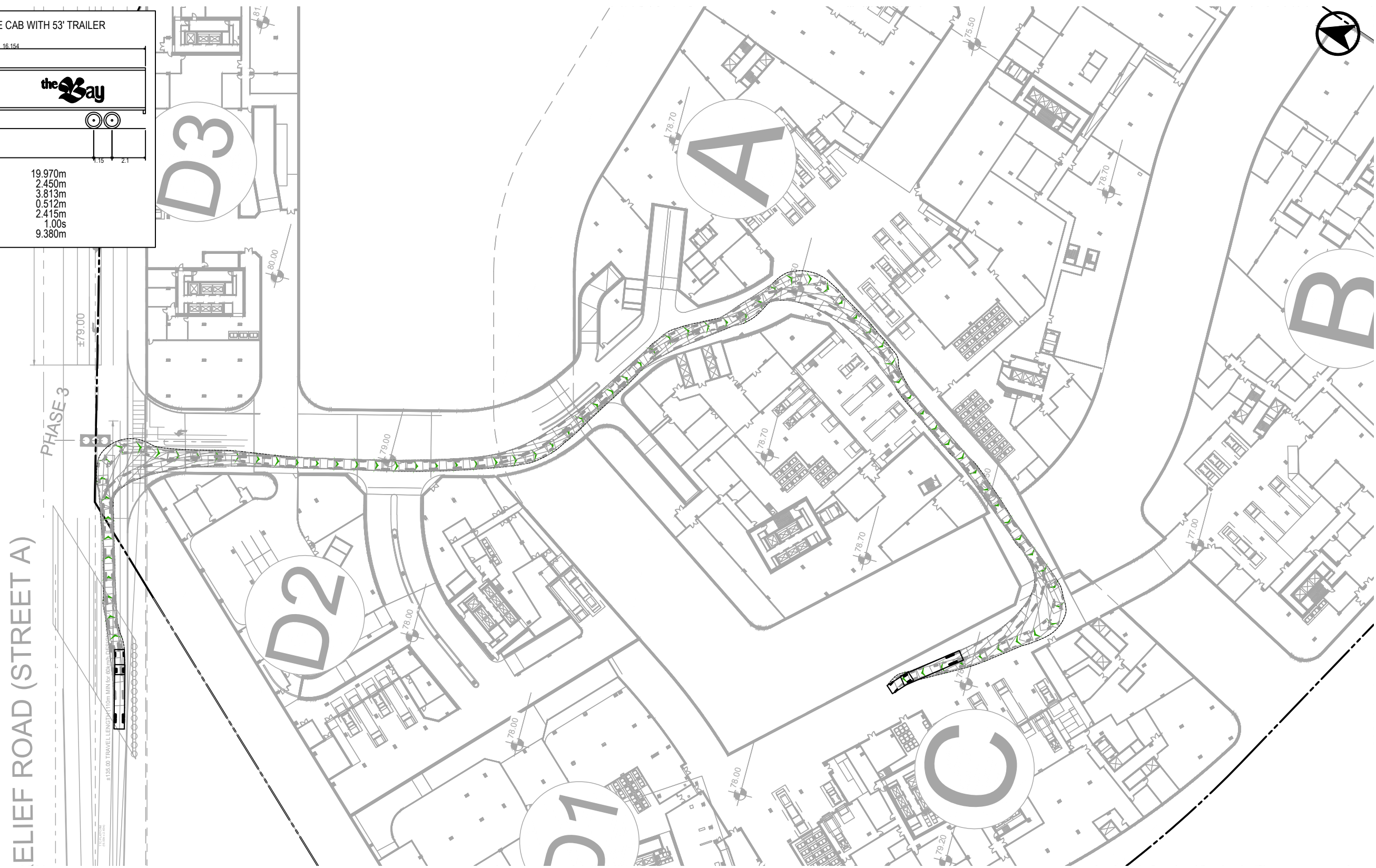
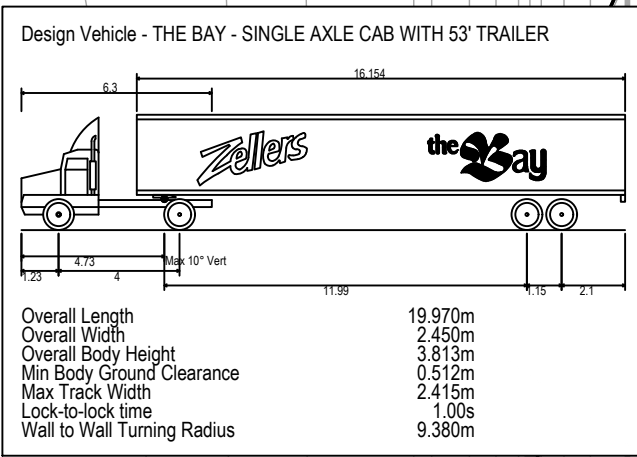
* Field measured by BA Group, Aug. 8/11



2150 Lake Shore Boulevard W.
 Block C
 Loading Type 'G'
 Garbage Truck - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-96

Date Plotted: May 13, 2020 Filename: J:\7036-10\BA\WMD\Relief Road To Blocks.dwg

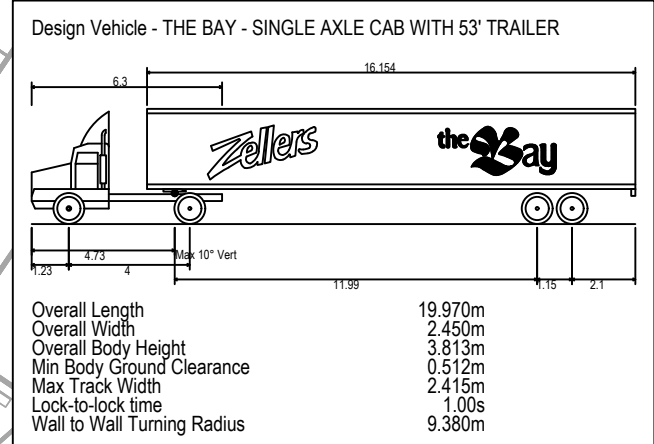
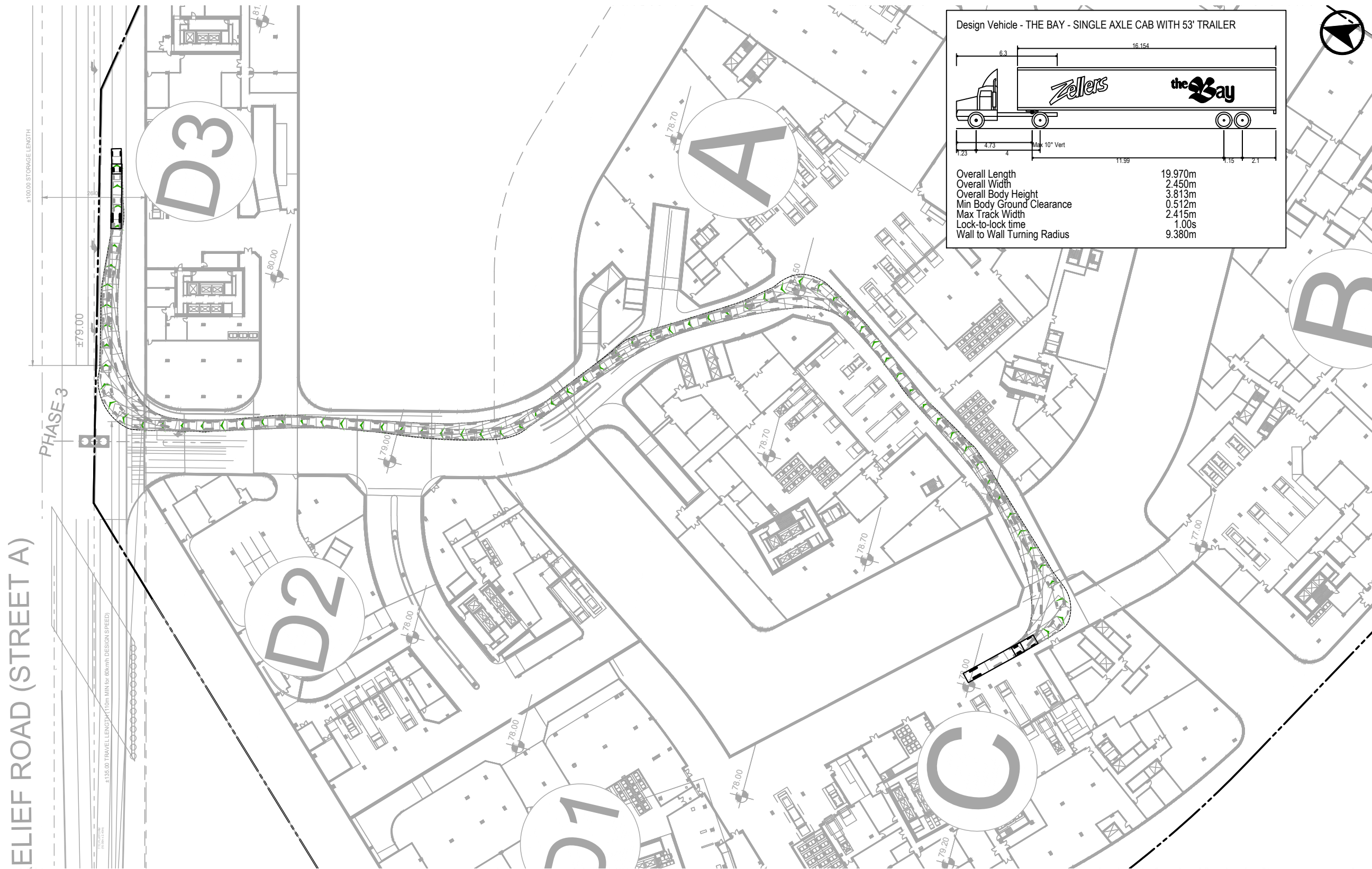


2150 Lake Shore Boulevard W.
 Single Axle Cab with 63' Trailer
 Relief Road to Block C

Project: 2150 Lake Shore Blvd. W.
 Project No. 7036-10
 Date: May 15, 2020
 Revised: -

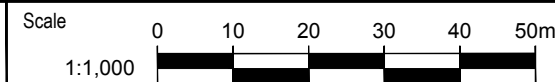


Drawing No. VMD-97



2150 Lake Shore Boulevard W.
Single Axle Cab with 53' Trailer
Block C to Relief Road

Project: 2150 Lake Shore Blvd. W.
Project No. 7036-10
Date: May 15, 2020
Revised: -



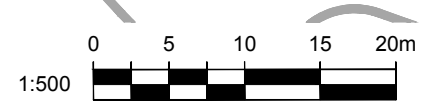
Drawing No. VMD-98

Date Plotted: May 15, 2020 File Name: J:\1036-TU05A\VMD\BLOCK C\BA-MF_Christies-VMD-1036TU-block C.dwg



Design Vehicle - THE BAY - SINGLE AXLE CAB WITH 53' TRAILER

Overall Length	19.970m
Overall Width	2.450m
Overall Body Height	3.813m
Min Body Ground Clearance	0.512m
Max Track Width	2.415m
Lock-to-lock time	1.00s
Wall to Wall Turning Radius	9.380m



2150 Lake Shore Boulevard W.
 Block C
 Loading Type 'A'
 Single Axle Trailer - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.:	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.:	VMD-99

Date Plotted: May 15, 2020 File Name: J:\7036-10\BA\VMD\BLOCK C\BA-MF_Christles-VMD-100\TU-block C.dwg



Design Vehicle - THE BAY - SINGLE AXLE CAB WITH 53' TRAILER

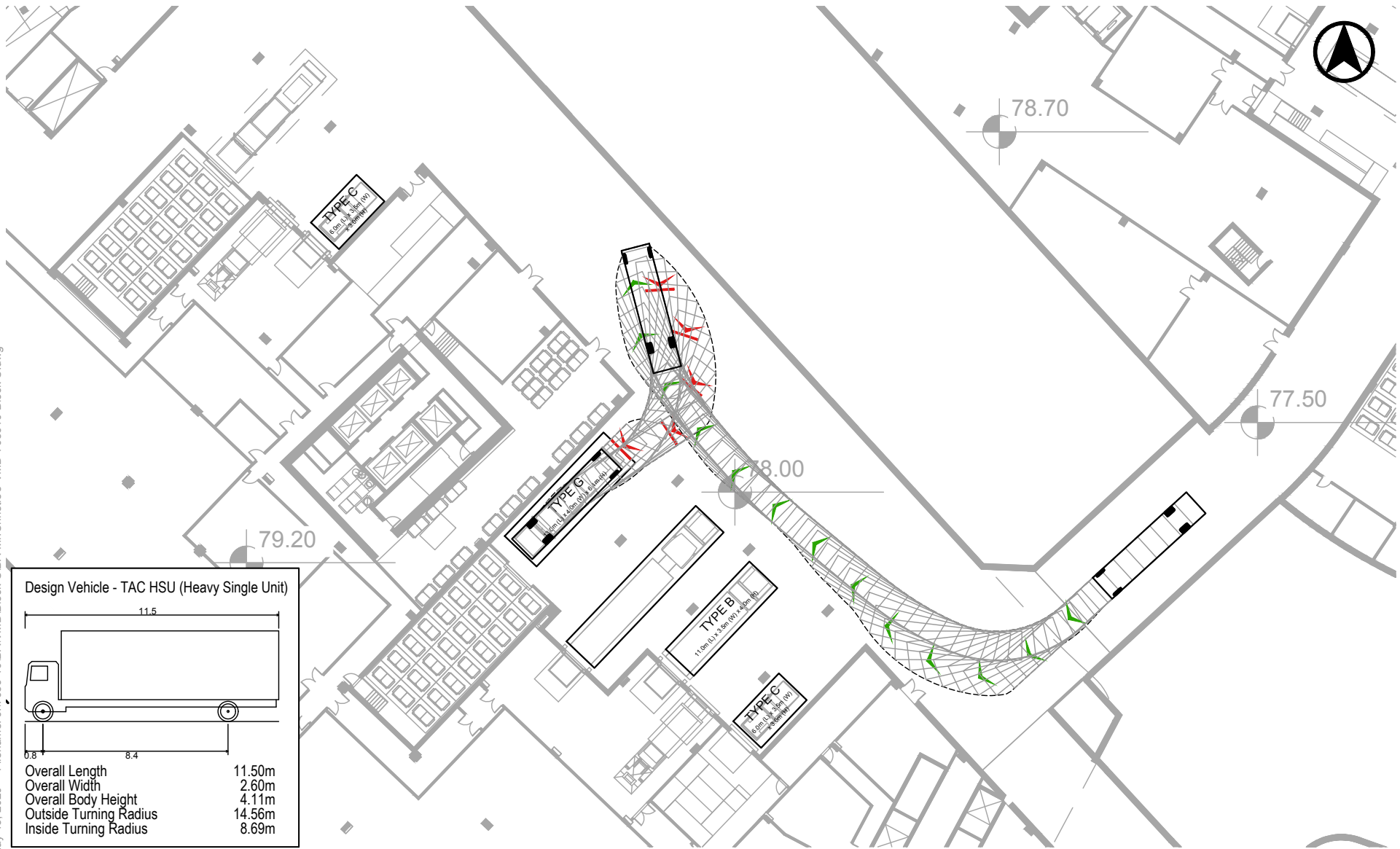
Overall Length	19.970m
Overall Width	2.450m
Overall Body Height	3.813m
Min Body Ground Clearance	0.512m
Max Track Width	2.415m
Lock-to-lock time	1.00s
Wall to Wall Turning Radius	9.380m



2150 Lake Shore Boulevard W.
 Block C
 Loading Type 'A'
 Single Axle Trailer - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.:	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.:	VMD-100

Date Plotted: May 15, 2020 File Name: J:\7036-10\BA\VMD\BLOCK C\BA-MF_Christles-VMD-7036TU-block C.dwg



Design Vehicle - TAC HSU (Heavy Single Unit)

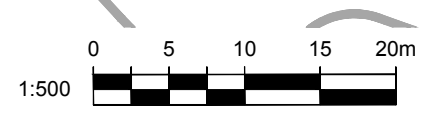
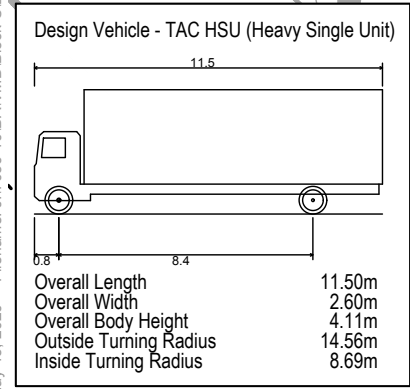
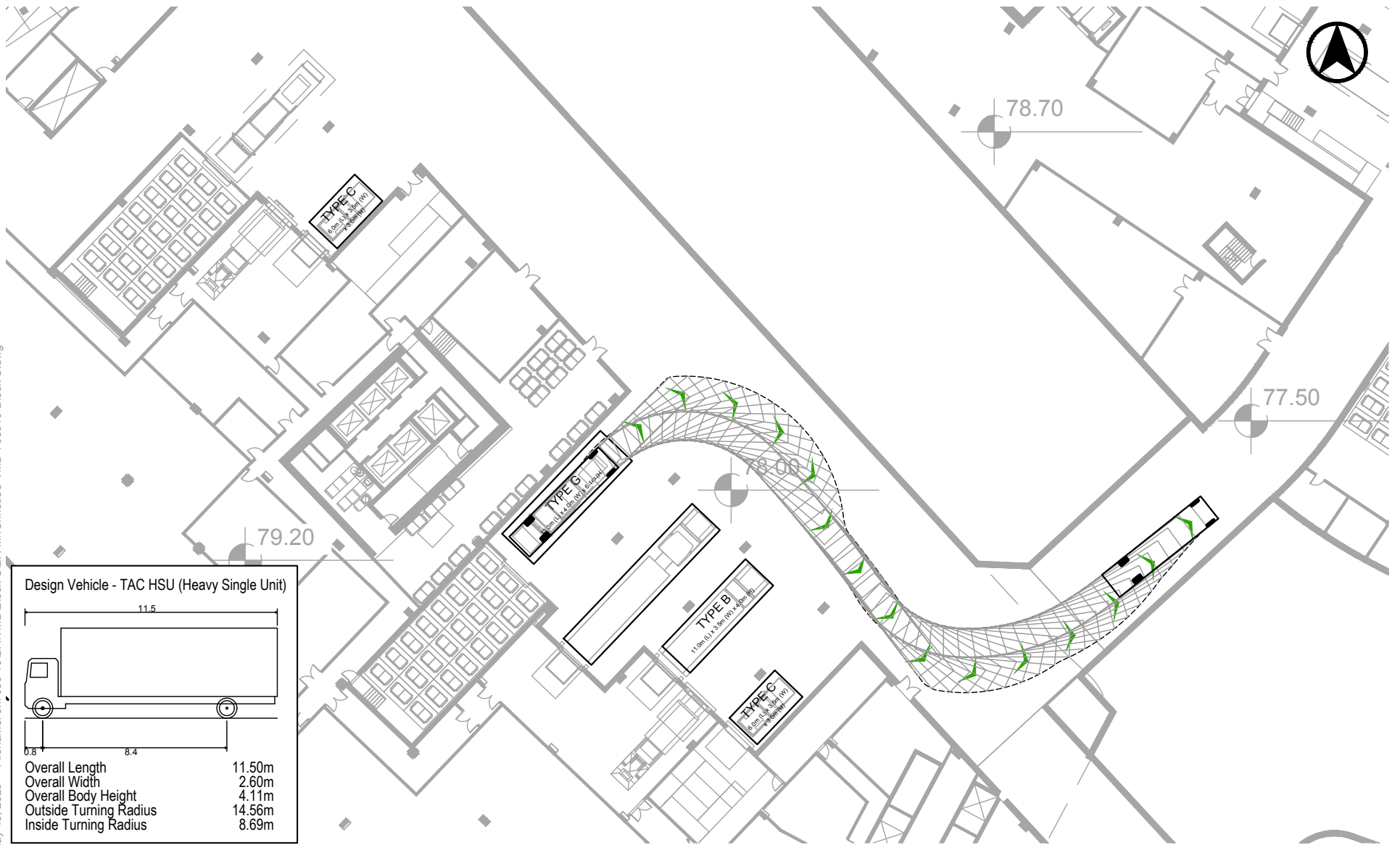
Overall Length	11.50m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	14.56m
Inside Turning Radius	8.69m



2150 Lake Shore Boulevard W.
 Block C
 Loading Type 'G'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.:	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.:	VMD-101

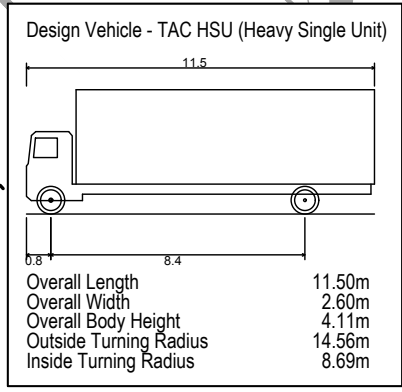
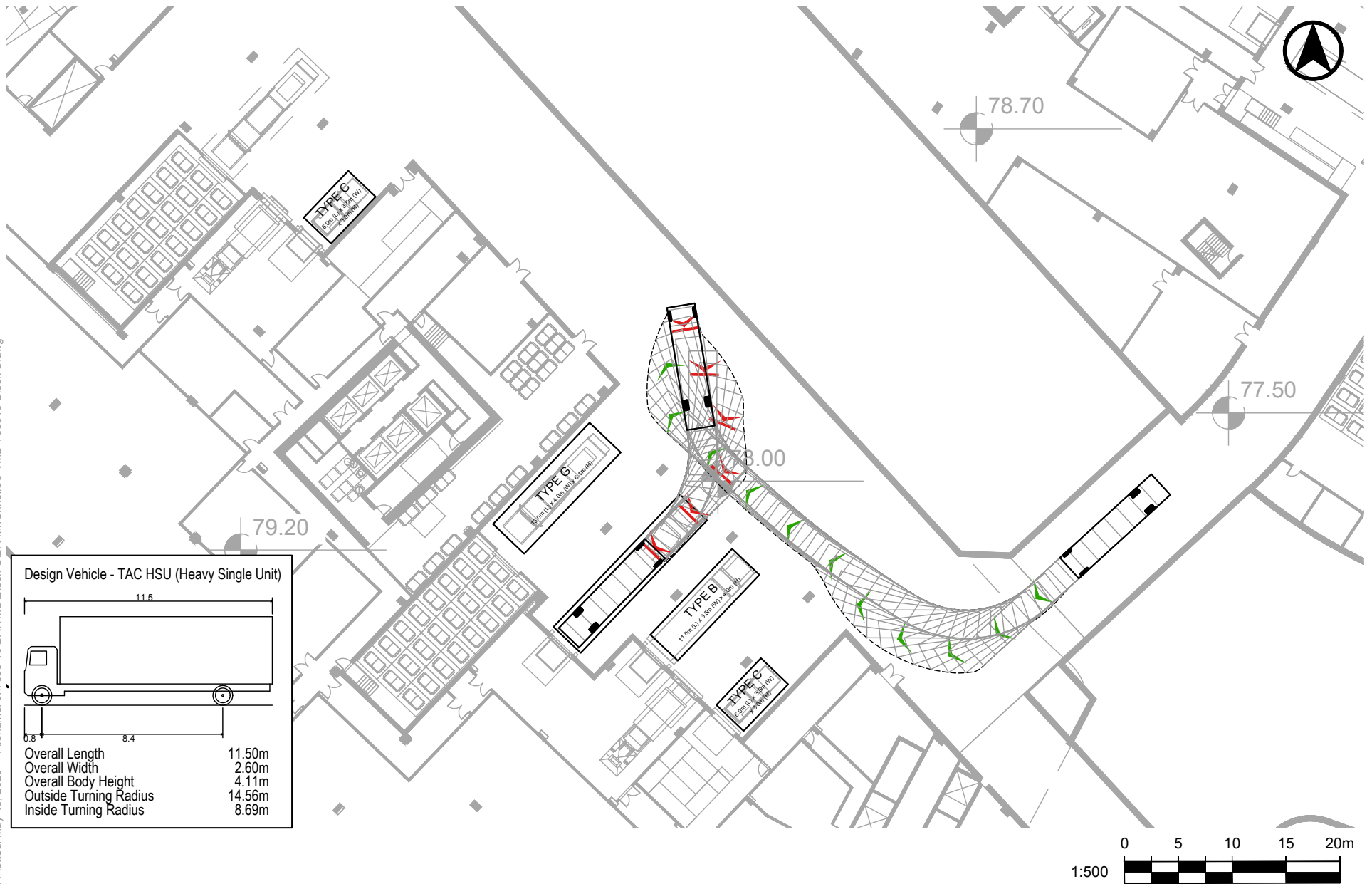
Date Plotted: May 15, 2020 File Name: J:\036-1036\A\VMID\BLOCK C\BA-MF_Chris\15-VMD-102-TU-block C.dwg



2150 Lake Shore Boulevard W.
 Block C
 Loading Type 'G'
 Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-102

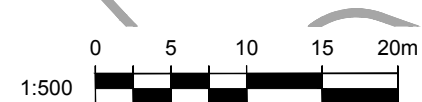
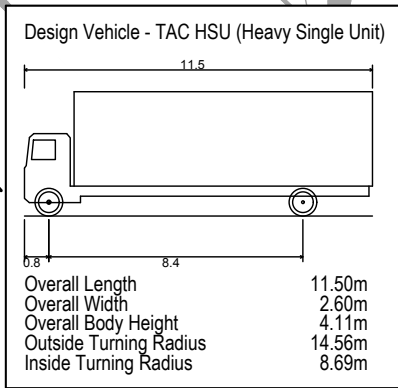
Date Plotted: May 15, 2020 File Name: J:\036-1036\A\VMD\block C\BA-MF_Chris\15-VMD-1036-TU-block C.dwg



2150 Lake Shore Boulevard W.
 Block C
 Loading Type 'A'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.:	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.:	VMD-103

Date Plotted: May 15, 2020 File Name: J:\036-1036\A\VMD\BLOCK C\BA-MF_Chris\2150TU-block C.dwg

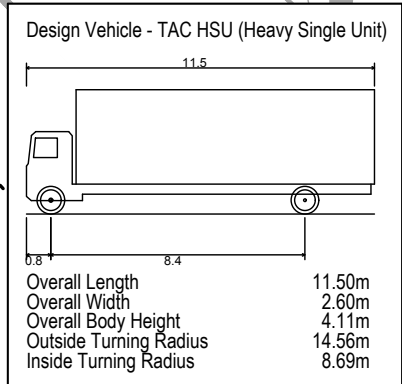
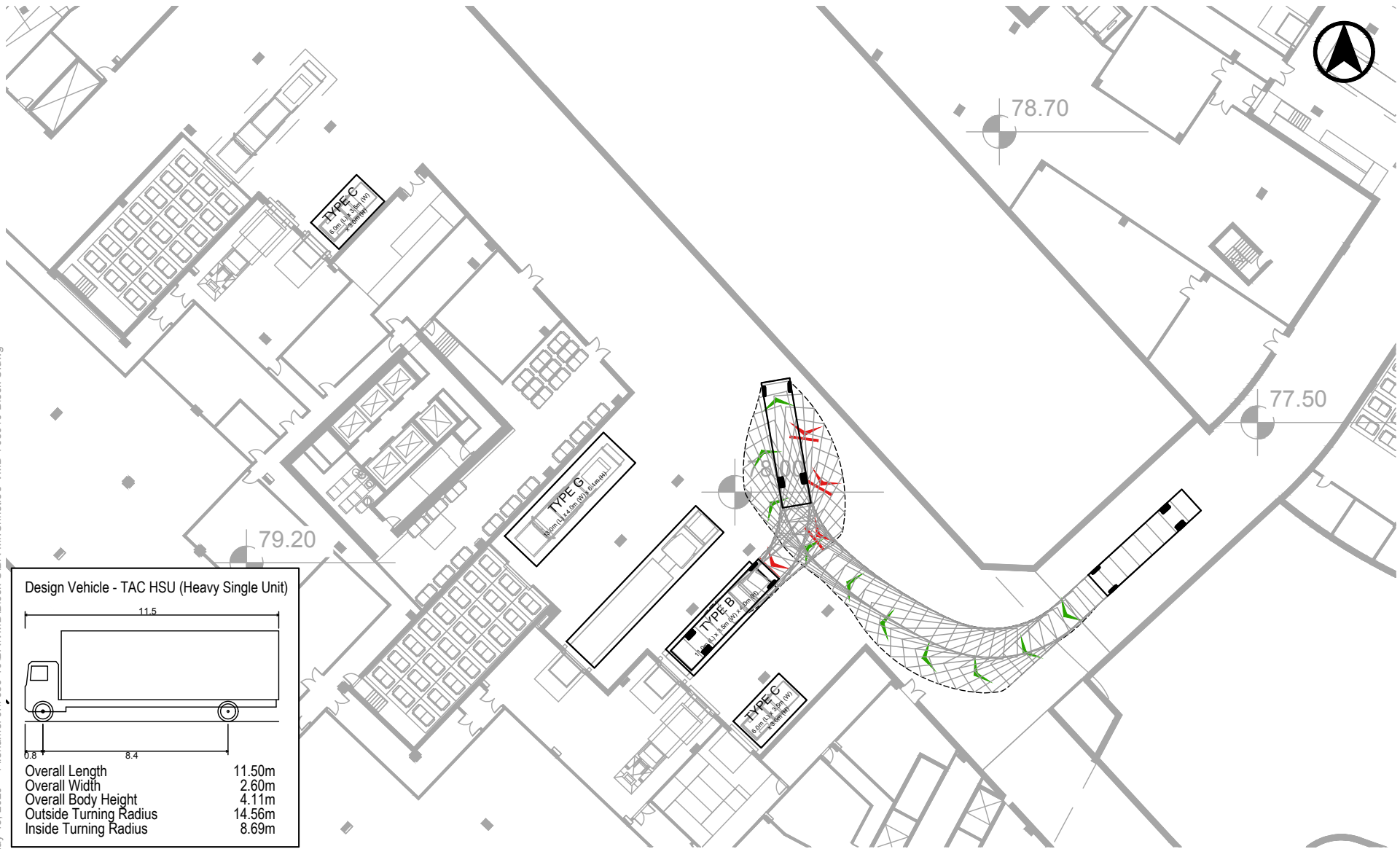


2150 Lake Shore Boulevard W.
 Block C
 Loading Type 'A'
 Heavy Single Unit Vehicle - Outbound

Project: 2150 Lake Shore Blvd. W.
 Project No. 7036-10
 Date: May 15, 2020
 Revised: -

Drawing No. **VMD-104**

Date Plotted: May 15, 2020 File Name: J:\036-105\A\VMD\BLOCK C\BA-MF_Chris\es-VMD-105\TU-block C.dwg



2150 Lake Shore Boulevard W.
 Block C
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-105

Date Plotted: May 15, 2020 File Name: J:\036-106\A\VMD\BLOCK C\BA-MF_Chris\2150TU-block C.dwg



Design Vehicle - TAC HSU (Heavy Single Unit)

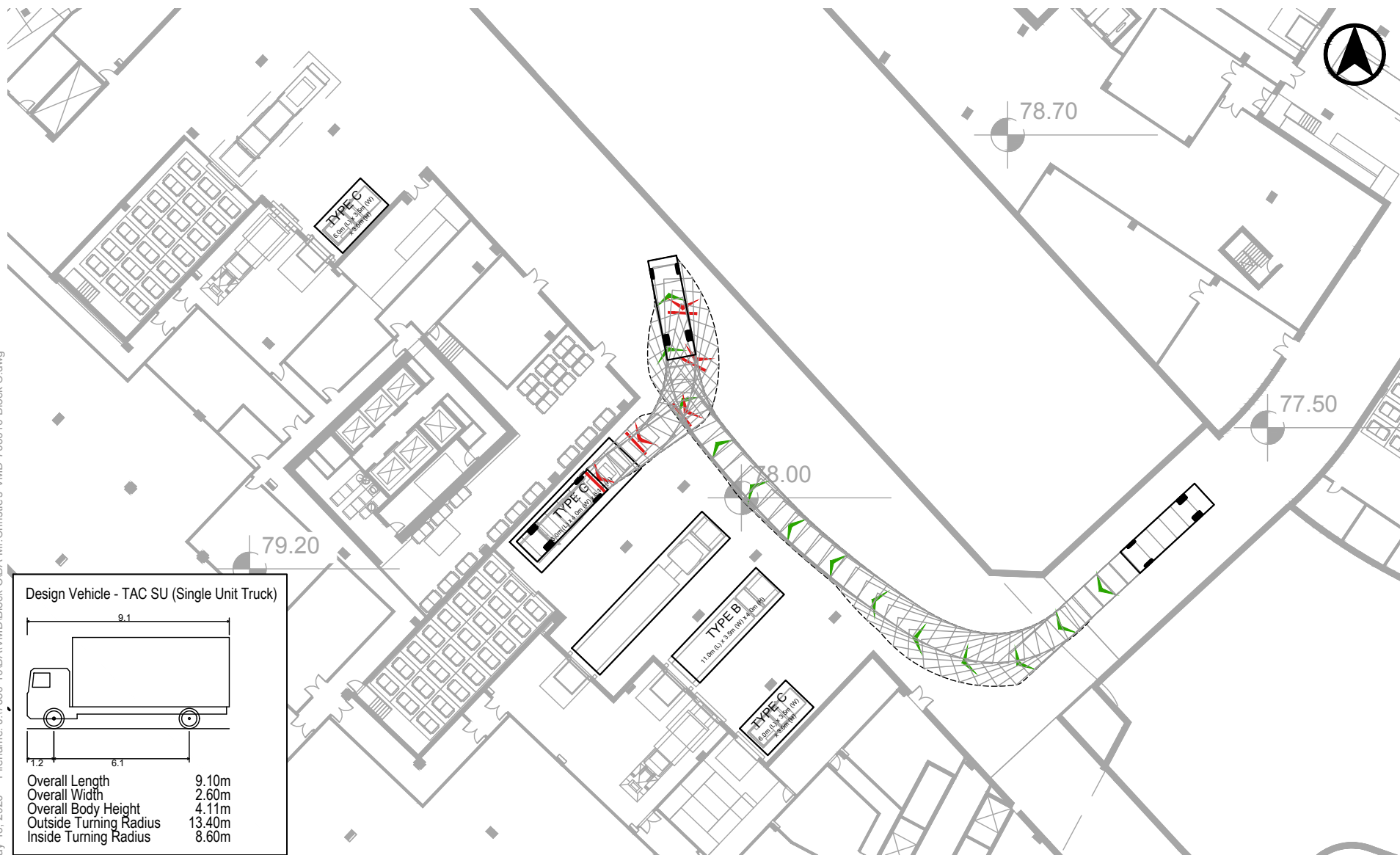
Overall Length	11.50m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	14.56m
Inside Turning Radius	8.69m



2150 Lake Shore Boulevard W.
Block C
Loading Type 'B'
Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.:	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.:	VMD-106

Date Plotted: May 15, 2020 File Name: J:\1036-1036\1036\1036\1036\C:\BA-MF-Christie-S-VMD-107\036TU-block C.dwg



Design Vehicle - TAC SU (Single Unit Truck)

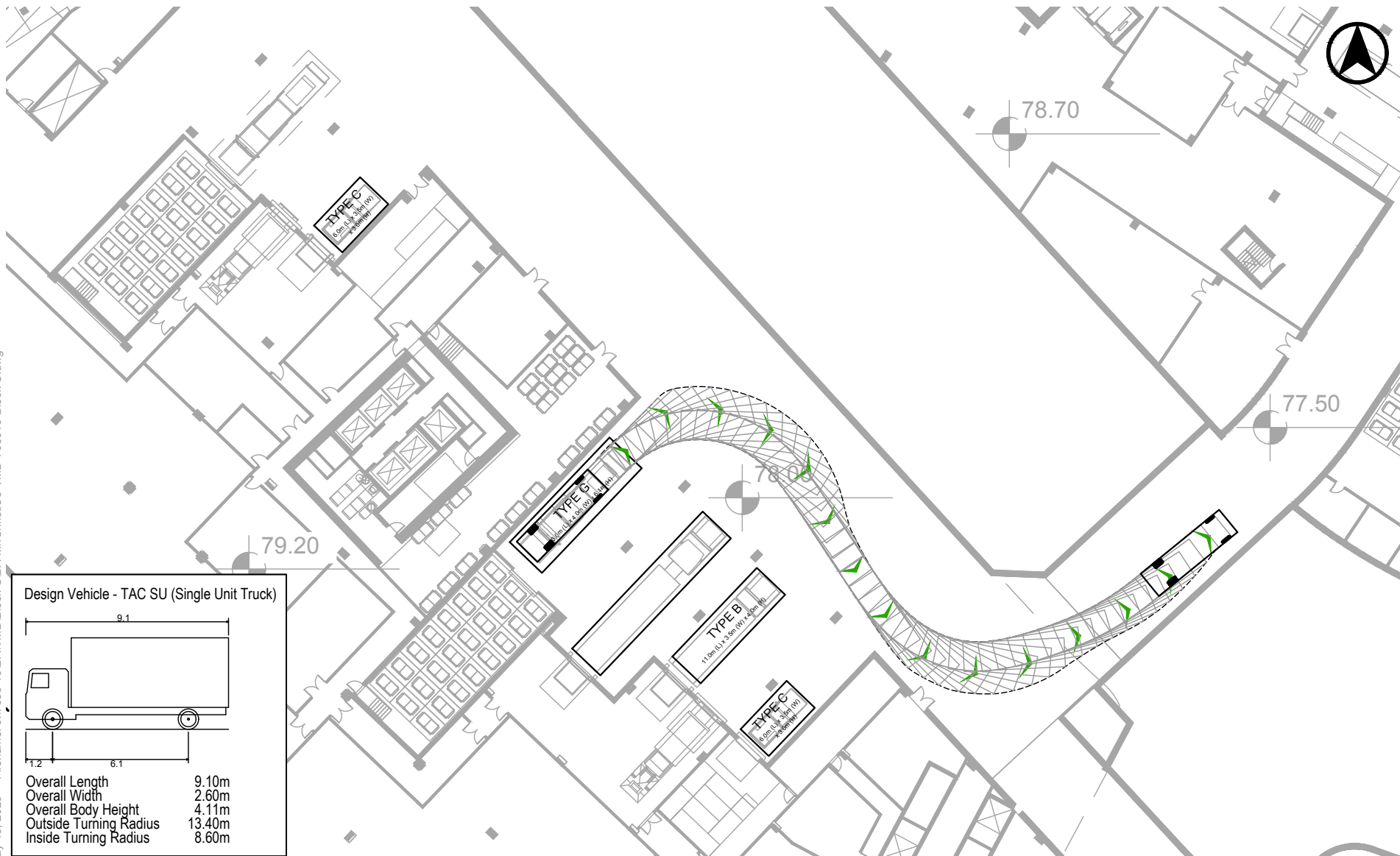
Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m



2150 Lake Shore Boulevard W.
Block C
Loading Type 'G'
Single Unit Vehicle - Inbound

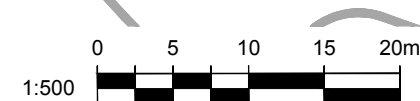
Project:	2150 Lake Shore Blvd. W.
Project No.:	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.:	VMD-107

Date Plotted: May 15, 2020 File Name: J:\036-108\AVMD\block C\BA-MF_Chris\es-VMD-108\TU-block C.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block C
 Loading Type 'G'
 Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-108

File Name: J:\036-TU036\VM109\BLOCK C\BA-MF_Chris\036-TU-block C.dwg
 Date Plotted: May 15, 2020



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block C
 Loading Type 'A'
 Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-109

Date Plotted: May 15, 2020 File Name: J:\1036-1036A\1036A\1036A\1036A-MF-Christies-VMD-110-TU-block C.dwg



Design Vehicle - TAC SU (Single Unit Truck)

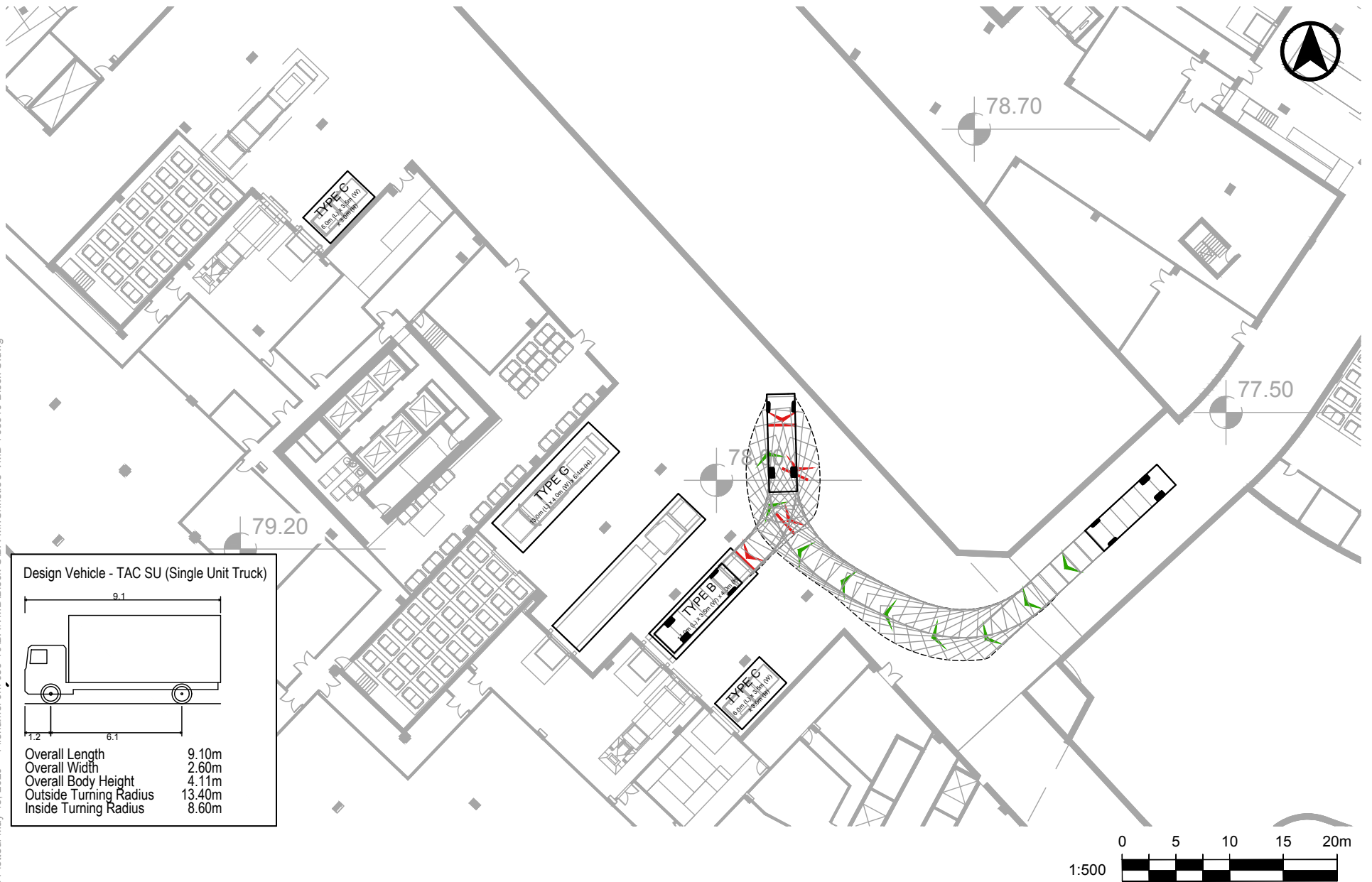
Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m



2150 Lake Shore Boulevard W.
 Block C
 Loading Type 'A'
 Single Unit Vehicle - Outbound

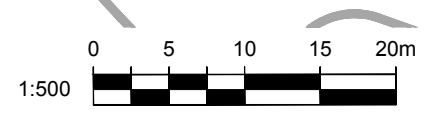
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-110

Date Plotted: May 15, 2020 File Name: J:\036-2105A\VMD\BLOCK C\BA-MF_Chris\2105A-VMD-111-TU-block C.dwg



Design Vehicle - TAC SU (Single Unit Truck)

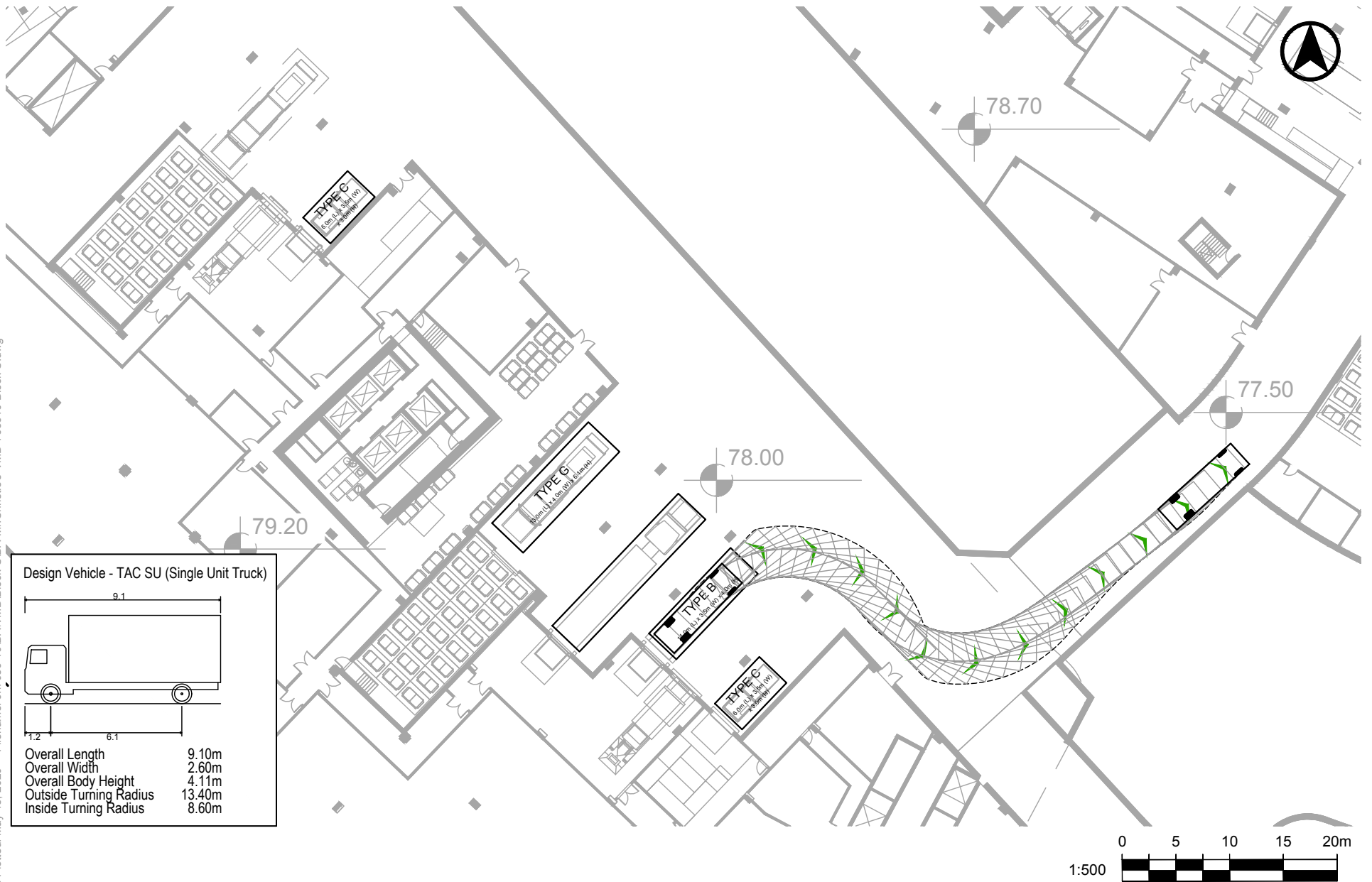
Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m



2150 Lake Shore Boulevard W.
 Block C
 Loading Type 'B'
 Single Unit Vehicle - Inbound

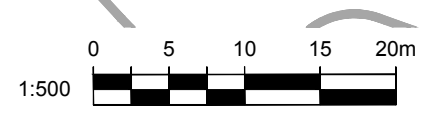
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-111

Date Plotted: May 15, 2020 File Name: J:\036-2105A\VMD\BLOCK C\BA-MF_Chris\2105A-TU-block C.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block C
 Loading Type 'B'
 Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.:	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.:	VMD-112

Date Plotted: May 15, 2020 File Name: J:\7036-10\BA\VMD\block C\BA-MF_Christles-VMD-7036TU-block C.dwg



Design Vehicle - TAC P CAR

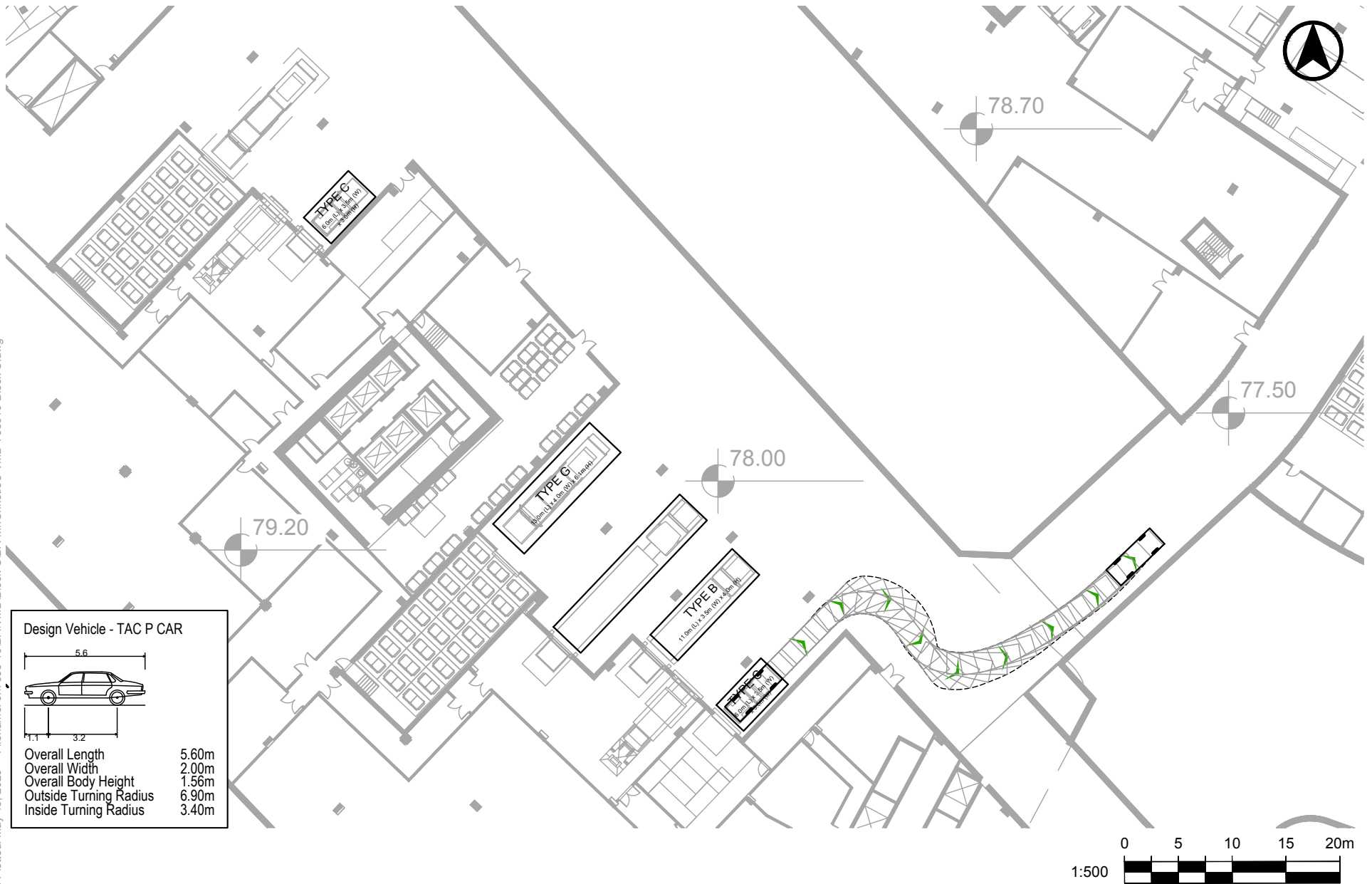
Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



2150 Lake Shore Boulevard W.
 Block C
 Loading Type 'C'
 TAC P Car - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-113

Date Plotted: May 15, 2020 File Name: J:\7036-10\BA\VM\114\block C\BA-MF_Chris\15-VMD-114-block C.dwg



Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



2150 Lake Shore Boulevard W.
 Block C
 Loading Type 'C'
 TAC P Car - Outbound

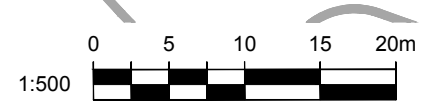
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-114

Date Plotted: May 15, 2020 File Name: J:\036-T015A\VMID\BLOCK C\BA-MF_Chris\15-VMD-115-TU-block C.dwg



Design Vehicle - TAC P CAR

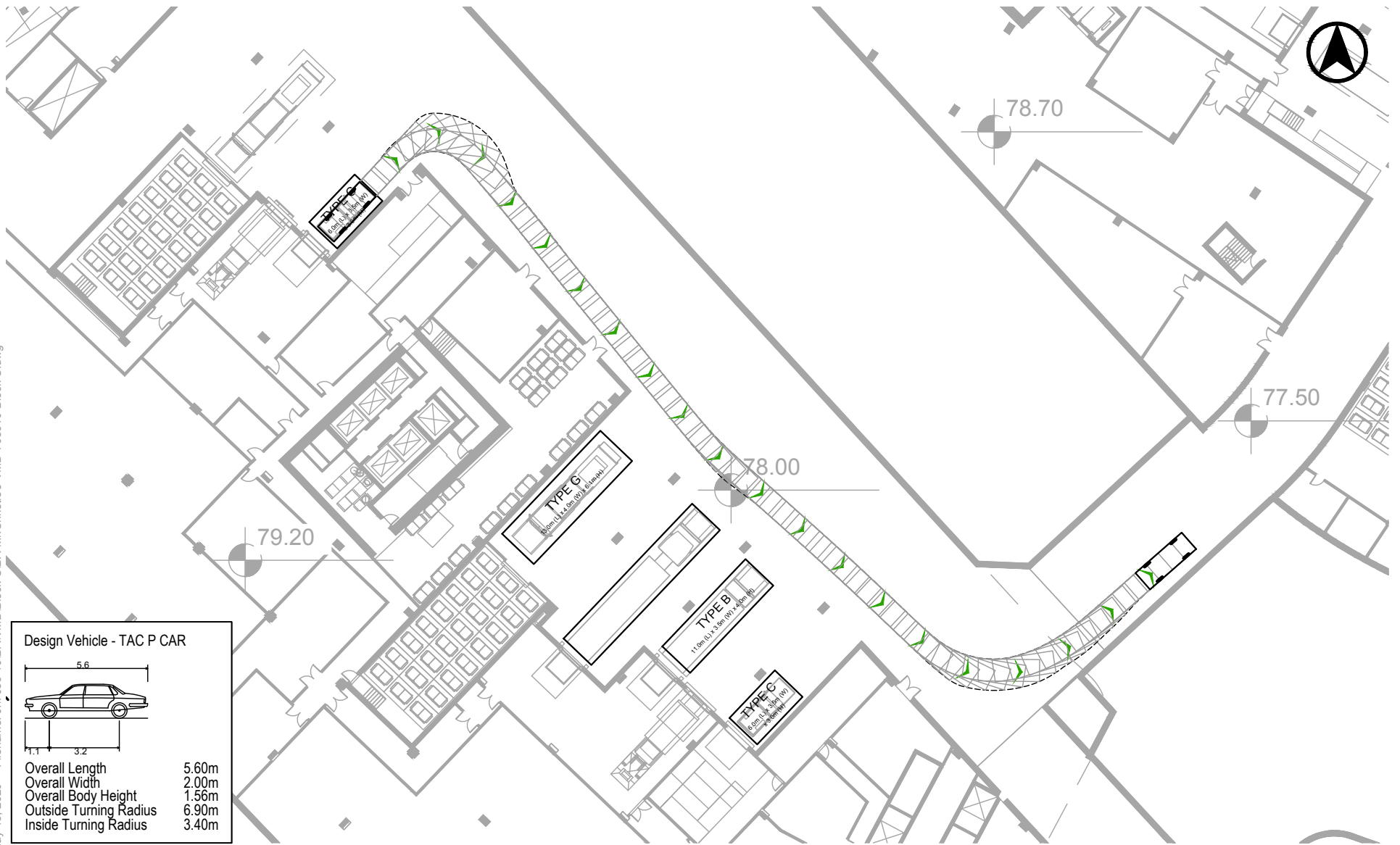
Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



2150 Lake Shore Boulevard W.
 Block C
 Loading Type 'C'
 TAC P Car - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-115

Date Plotted: May 15, 2020 File Name: J:\036-1036\A\VMID\BLOCK C\BA-MR_Chris\es-VMD-1036TU-block C.dwg

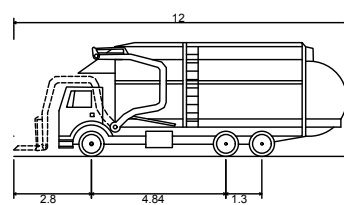


2150 Lake Shore Boulevard W.
Block C
Loading Type 'C'
TAC P Car - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-116

Date Plotted: May 13, 2020 File name: J:\7036-10\BA\WMD\Relief Road To Blocks\BA-Mr.Christie's-VMD-703610-Relief Road To Blocks.dwg

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



Overall Length (Forks Down) 12.00m
Overall Length (Forks Up) 10.00m*
Overall Width 2.45m
Overall Body Height 4.10m
Outside Turning Radius 14.00m
Inside Turning Radius 9.50m
(Dimensions as per City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments, May 2012)

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



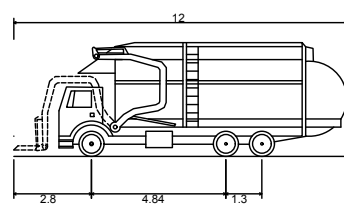
2150 Lake Shore Boulevard W.
City of Toronto Front Loading Refuse Collection Vehicle
Relief Road to Block D1

Project: 2150 Lake Shore Blvd. W.
Project No. 7036-10
Date: May 15, 2020
Revised: -

Scale 1:1,000
0 10 20 30 40 50m
Drawing No. VMD-117

Date Plotted: May 13, 2020 File Name: J:\7036-10\BA\WMD\Relief Road To Blocks\BA-Mr.Christie's-VMD-703610-Relief Road To Blocks.dwg

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



Overall Length (Forks Down) 12.00m
Overall Length (Forks Up) 10.00m*
Overall Width 2.45m
Overall Body Height 4.10m
Outside Turning Radius 14.00m
Inside Turning Radius 9.50m
(Dimensions as per City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments, May 2012)
* Field measured by BA Group, Aug. 8/11



RELIEF ROAD (STREET A)

PHASE 3



2150 Lake Shore Boulevard W.
City of Toronto Front Loading Refuse Collection Vehicle
Block D1 to Relief Road

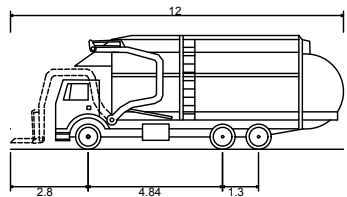
Project: 2150 Lake Shore Blvd. W.
Project No. 7036-10
Date: May 15, 2020
Revised: -

Scale 1:1,000
0 10 20 30 40 50m
Drawing No. VMD-118

Date Plotted: May 13, 2020 File name: J:\036-1015A\VMD\BLOCK D\BA-MR_Chris\2150-Lake Shore Blvd W-Block D-Part 1.dwg



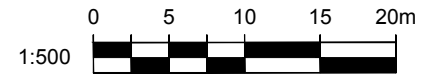
Design Vehicle - CITY OF TORONTO
(Front Loading Refuse Collection Vehicle)



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

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

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



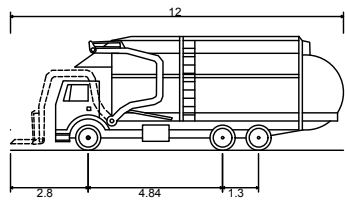
2150 Lake Shore Boulevard W.
Block D-1
Loading Type 'G'
Garbage Truck - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-119

Date Plotted: May 15, 2020 File Name: J:\036-1015A\VMD\BLOCK D\BA-MR_Chris\15-VMD-1015A-TU-Block D-Part 1.dwg



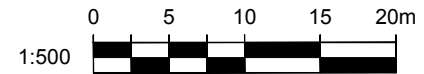
Design Vehicle - CITY OF TORONTO
(Front Loading Refuse Collection Vehicle)



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

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

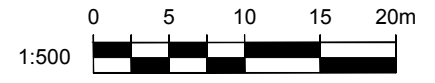
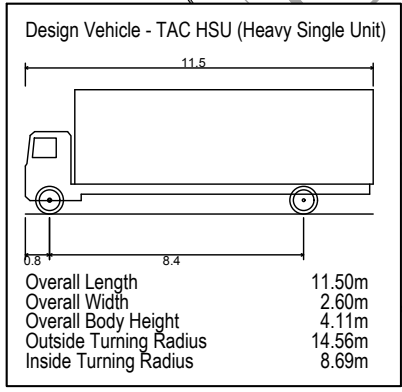
* Field measured by BA Group, Aug. 8/11



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'G'
 Garbage Truck - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-120

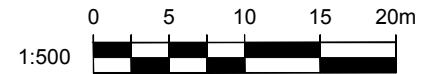
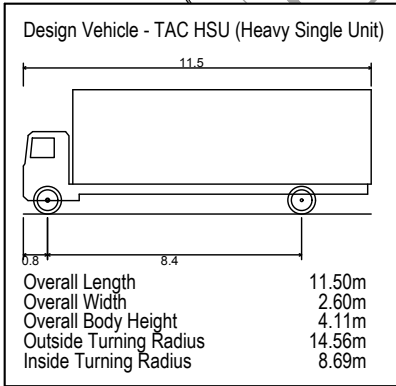
Date Plotted: May 15, 2020 File name: J:\036-10\BA\VMD\BLOCK D\BA-MF.Christies-VMD-7036TU-Block D-Part 1.dwg



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'G'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-121

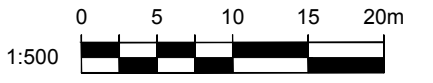
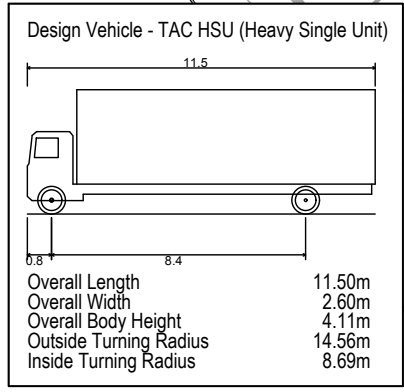
Date Plotted: May 15, 2020 File name: J:\1036-1015A\1015A\1015A\1015A\1015A-MR_Christies-VMD-1036TU-Block D-Part 1.dwg



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'G'
 Heavy Single Unit Vehicle - Outbound

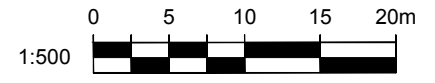
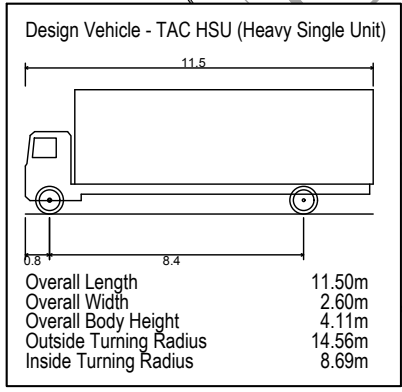
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-122

Date Plotted: May 15, 2020 File name: J:\036-10\BA\VMD\block D-1\A-MF_Christies-VMD-7036\TU--block D-1\part 1.dwg



	<p align="center"> 2150 Lake Shore Boulevard W. Block D-1 Loading Type 'B' Heavy Single Unit Vehicle - Inbound </p>	Project: 2150 Lake Shore Blvd. W. Project No. 7036-10 Date: May 15, 2020 Revised: -
		Drawing No. VMD-123

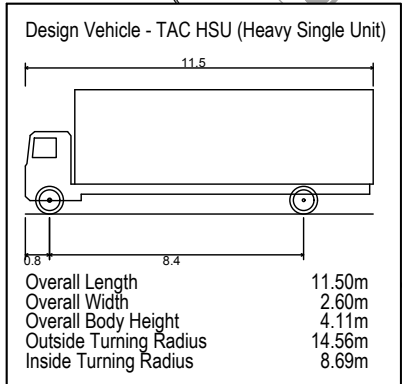
Date Plotted: May 15, 2020 File name: J:\036-10\BA\VM\BLOCK D\BA-MF.Christies-VMU-7036TU-Block D-Part 1.dwg



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'B'
 Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-124

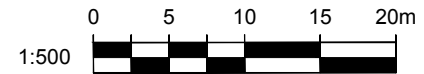
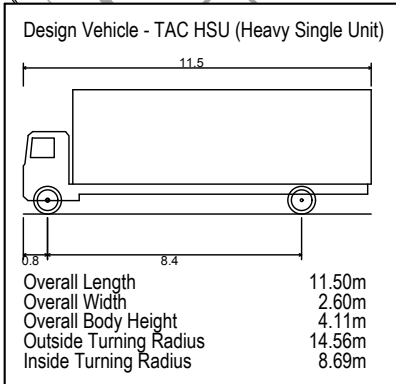
Date Plotted: May 15, 2020 File name: J:\036-10\BA\VMD\block D\BA-MF-Christies-VMD-1036TU-Block D-Part 1.dwg



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-125

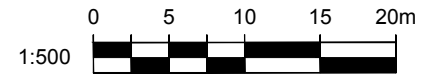
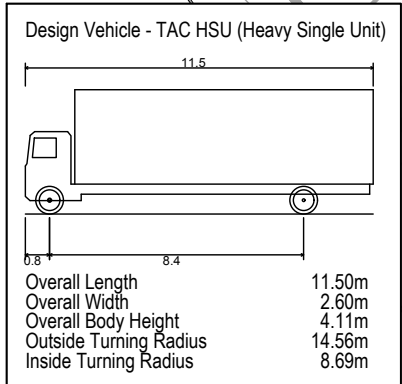
Date Plotted: May 15, 2020 File name: J:\036-10\BA\VMD\block D\BA-MF-Christies-VMD-1036TU-Block D-Part 1.dwg



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'B'
 Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-126

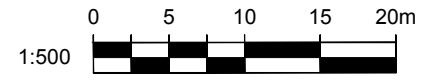
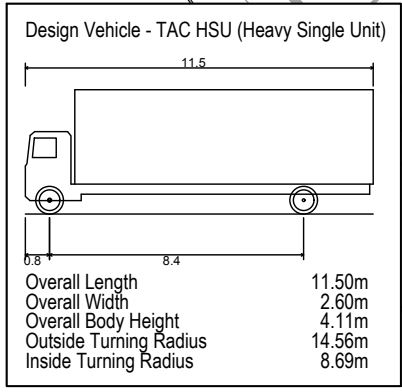
Date Plotted: May 15, 2020 File Name: J:\036-10\BA\VMD\BLOCK D\BA-MF.Christies-VMD-7036TU-Block D-Part 1.dwg



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-127

Date Plotted: May 15, 2020 File name: J:\036-10\BA\VMD\BLOCK D-1\A-MF.Christies-VMD-703610-Block D-Part 1.dwg

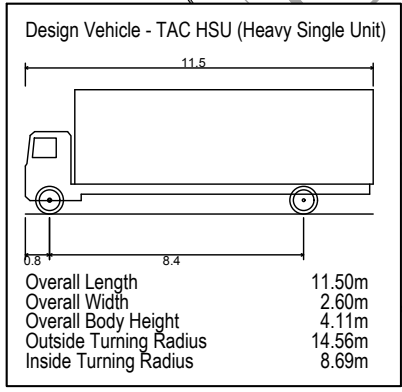


2150 Lake Shore Boulevard W.

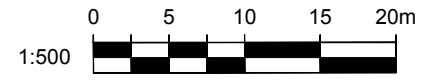
Block D-1
Loading Type 'B'

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-128

Date Plotted: May 13, 2020 File name: J:\036-10\BA\VMD\BLOCK D\BA-MF.Christies-VMD-7036TU-Block D-Part 1.dwg



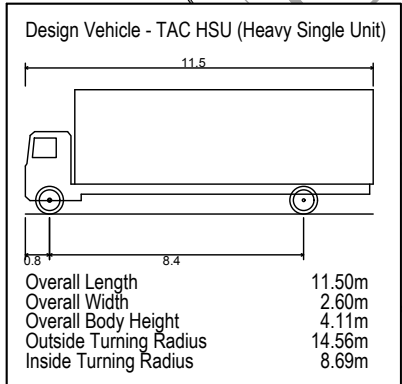
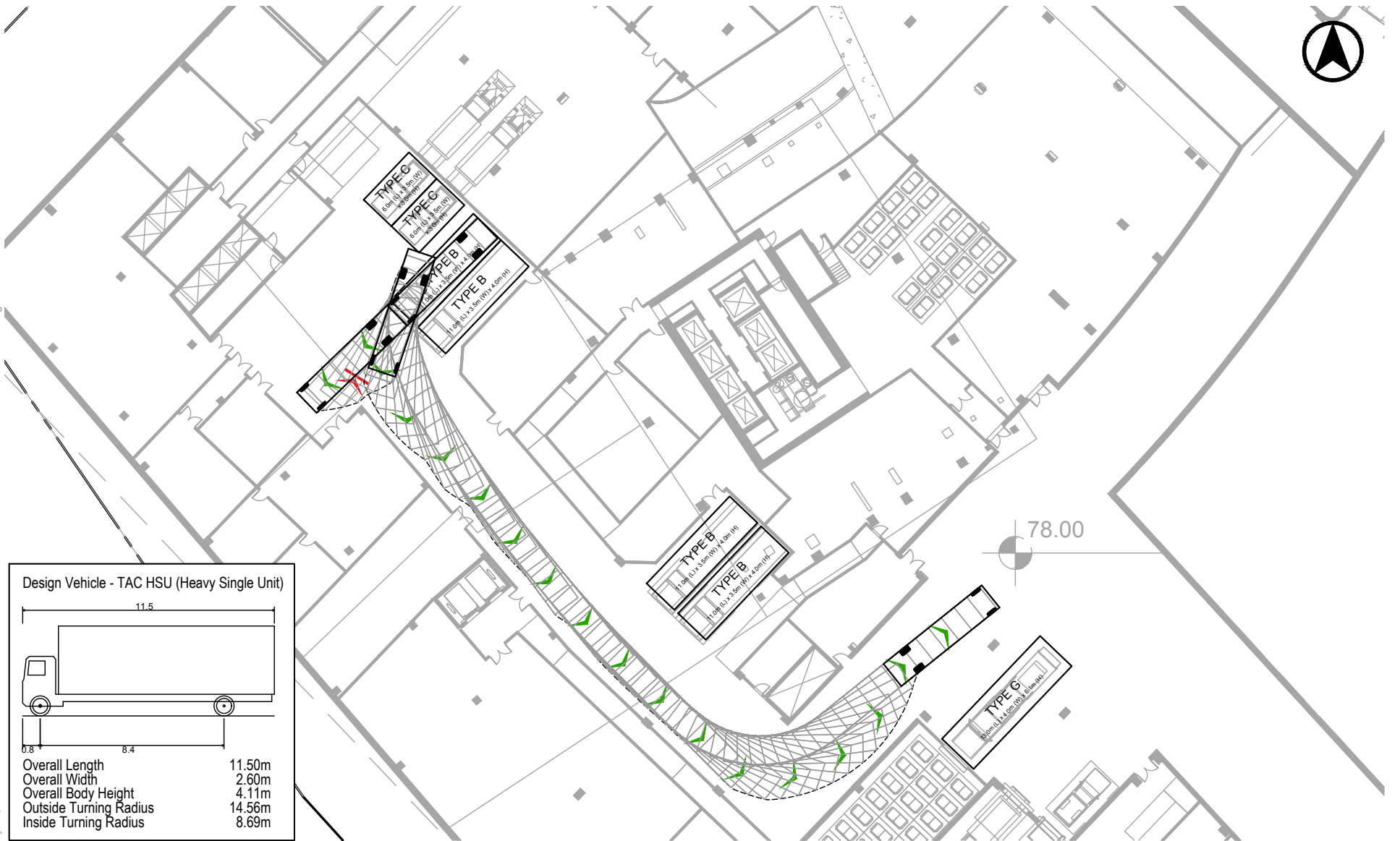
78.00



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-129

Date Plotted: May 15, 2020 File name: J:\036-10\BA\VMD\BLOCK D\BA-MF.Christies-VMD-7036TU-Block D-Part 1.dwg



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'B'
 Heavy Single Unit Vehicle - Outbound

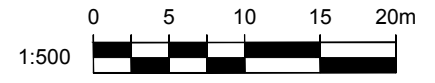
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-130

Date Plotted: May 15, 2020 File name: J:\036-10\BA\VMD\BLOCK D\BA-MF.Christies-VMD-7036TU-Block D-Part 1.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'G'
 Single Unit Vehicle - Inbound

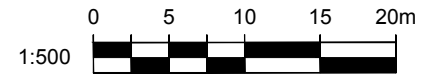
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-131

Date Plotted: May 15, 2020 File name: J:\036-10\BA\VMD\BLOCK D\BA-MF.Christies-VMD-7036TU-Block D-Part 1.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'G'
 Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-132

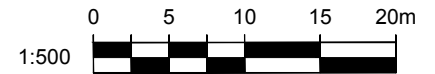
Date Plotted: May 15, 2020 File name: J:\036-10\BA\VMD\BLOCK D\BA-MF.Christies-VMD-7036TU-Block D-Part 1.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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

78.00



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'B'
 Single Unit Vehicle - Inbound

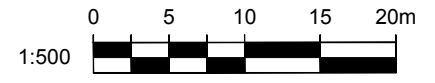
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-133

Date Plotted: May 13, 2020 File Name: J:\036-1015A\VMD\BLOCK D-1&A-MF.Christies-VMD-7036TU-Block D-Part 1.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
Block D-1
Loading Type 'B'
Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-134

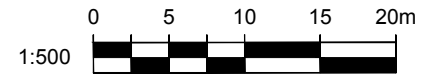
Date Plotted: May 15, 2020 File name: J:\7036-10\BA\VMD\BLOCK D\BA-MF.Christies-VMD-7036TU-Block D-Part 1.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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

78.00



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'B'
 Single Unit Vehicle - Inbound

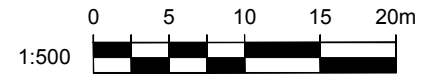
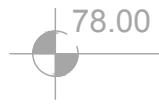
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-135

Date Plotted: May 15, 2020 File name: J:\036-1018\AVM\BLOCK D1&A-MR.Christies-VMD-7036TU--Block D-Part 1.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'B'
 Single Unit Vehicle - Outbound

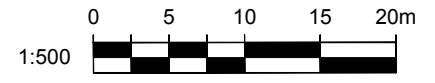
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-136

Date Plotted: May 15, 2020 File name: J:\036-10\BA\VMD\BLOCK D\BA-MF.Christies-VMD-7036TU-Block D-Part 1.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'B'
 Single Unit Vehicle - Inbound

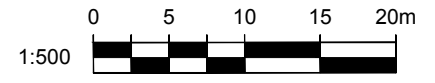
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-137

Date Plotted: May 15, 2020 File name: J:\036-10\BA\VMD\BLOCK D\BA-MF.Christies-VMD-7036TU-Block D-Part 1.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'B'
 Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-138

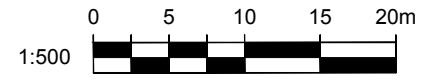
Date Plotted: May 15, 2020 File name: J:\036-10\BA\VMD\BLOCK D\BA-MF.Christies-VMD-7036TU-Block D-Part 1.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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

78.00



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'B'
 Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-139

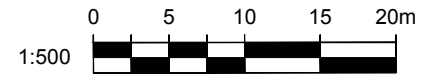
Date Plotted: May 15, 2020 File name: J:\036-10\BA\VMD\BLOCK D\BA-MF.Christies-VMD-7036TU-Block D-Part 1.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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

78.00



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'B'
 Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-140

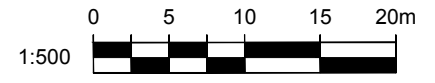
Date Plotted: May 15, 2020 File name: J:\7036-10\BA\VMD\BLOCK D\BA-MF.Christies-VMD-7036TU-Block D-Part 1.dwg



Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m

78.00



1:500



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'C'
 TAC P Car - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.:	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.:	VMD-141

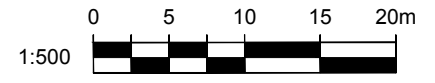
Date Plotted: May 15, 2020 File name: J:\7036-10\BA\VMID\BLOCK D\BA-MF.Christies-VMID-7036TU-Block D-Part 1.dwg



Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m

78.00



1:500



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'C'
 TAC P Car - Outbound

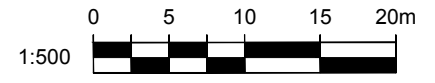
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-142

Date Plotted: May 15, 2020 File name: J:\7036-10\BA\VMD\BLOCK D\BA-MF.Christies-VMD-7036TU-Block D-Part 1.dwg



Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'C'
 TAC P Car - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-143

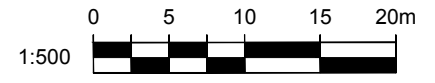
Date Plotted: May 15, 2020 File name: J:\1036-1036\A\VMID\BLOCK D\BA-Mr.Christies-VMID-1036TU-Block D-Part 1.dwg



Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m

78.00



1:500



2150 Lake Shore Boulevard W.
 Block D-1
 Loading Type 'C'
 TAC P Car - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-144

File Name: J:\036-T015A\1\1\Keller Road to Blocks\BA-MR-L111511515-VMD-145\036-T015A\1\1\Keller Road to Blocks.dwg Date Plotted: May 15, 2020

RELIEF ROAD (STREET A)

PHASE 3

D3

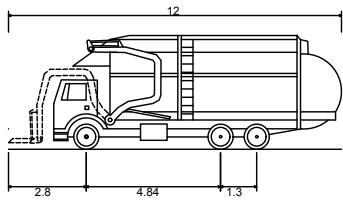
D2

D1

A



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



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

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

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



2150 Lake Shore Boulevard W.
City of Toronto Front Loading Refuse Collection Vehicle
Relief Road to Block D2

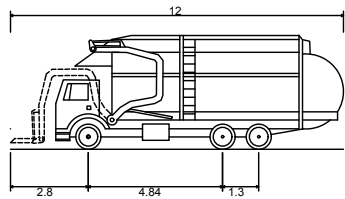
Project: 2150 Lake Shore Blvd. W.
Project No. 7036-10
Date: May 15, 2020
Revised: -

Drawing No. VMD-145

Date Plotted: May 15, 2020 File name: J:\036-10\BA\VMD\Keller Road 10 Blocks\BA-MR-LIN\Site-VMD-7\USCTU-Keller Road 10 Blocks.dwg



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



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

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

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



2150 Lake Shore Boulevard W.
 City of Toronto Front Loading Refuse Collection Vehicle
 Block D2 to Relief Road

Project:	2150 Lake Shore Blvd. W.
Project No.:	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.:	VMD-146

Date Plotted: May 13, 2020 File name: J:\036-1018\AVM\BLOCK D18A-MR_Chris ties-VMD-147\036TU-Block D-Part 2.dwg

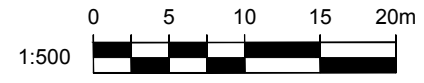


Design Vehicle - CITY OF TORONTO
(Front Loading Refuse Collection Vehicle)

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

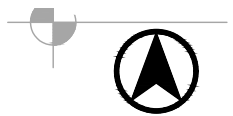
(Dimensions as per City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments, May 2012)

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



2150 Lake Shore Boulevard W.
Block D-2
Loading Type 'G'
Garbage Truck - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-147

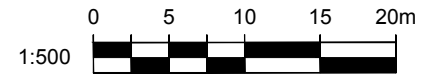


Design Vehicle - CITY OF TORONTO
(Front Loading Refuse Collection Vehicle)

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

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

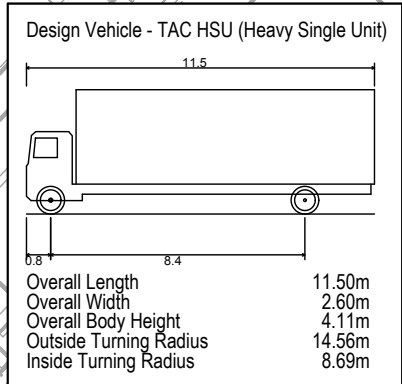
* Field measured by BA Group, Aug. 8/11



2150 Lake Shore Boulevard W.
 Block D-2
 Loading Type 'G'
 Garbage Truck - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-148

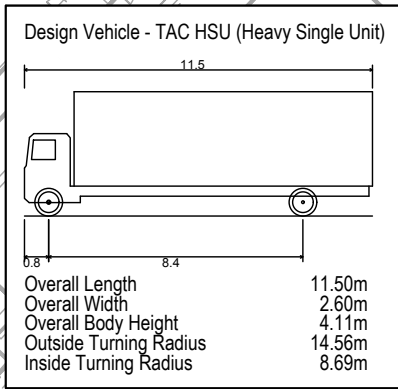
Date Plotted: May 15, 2020 File Name: J:\036-10\BA\VMD\BLOCK D\BA-MF_Chris ties-VMD-703610-Block D-Part 2.dwg



2150 Lake Shore Boulevard W.
 Block D-2
 Loading Type 'G'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-149

Date Plotted: May 15, 2020 File Name: J:\036-10\BA\VMD\BLOCK D\BA-MF-Christies-VMD-103610-Block D-Part 2.dwg

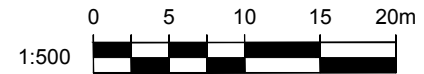
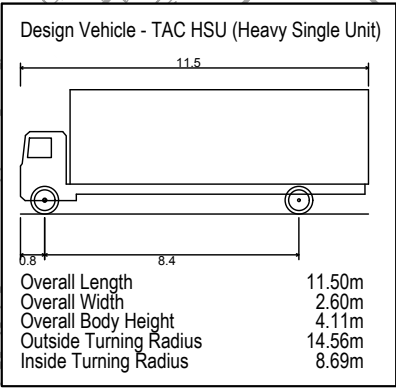


2150 Lake Shore Boulevard W.
 Block D-2
 Loading Type 'G'
 Heavy Single Unit Vehicle - Outbound

Project: 2150 Lake Shore Blvd. W.
 Project No. 7036-10
 Date: May 15, 2020
 Revised: -

Drawing No. **VMD-150**

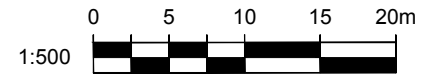
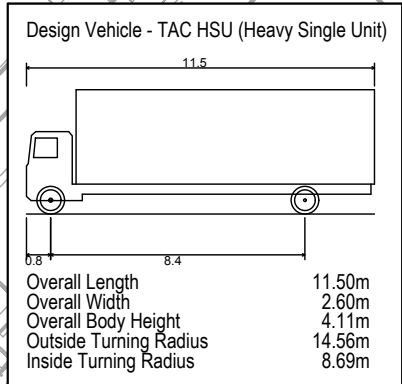
Date Plotted: May 15, 2020 File Name: J:\1036-1015A\1015A\1015A\1015A\1015A-MR-Christies-VMDU-703610-Block D-Part 2.dwg



2150 Lake Shore Boulevard W.
 Block D-2
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-151

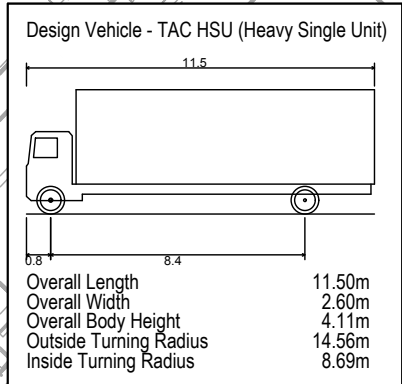
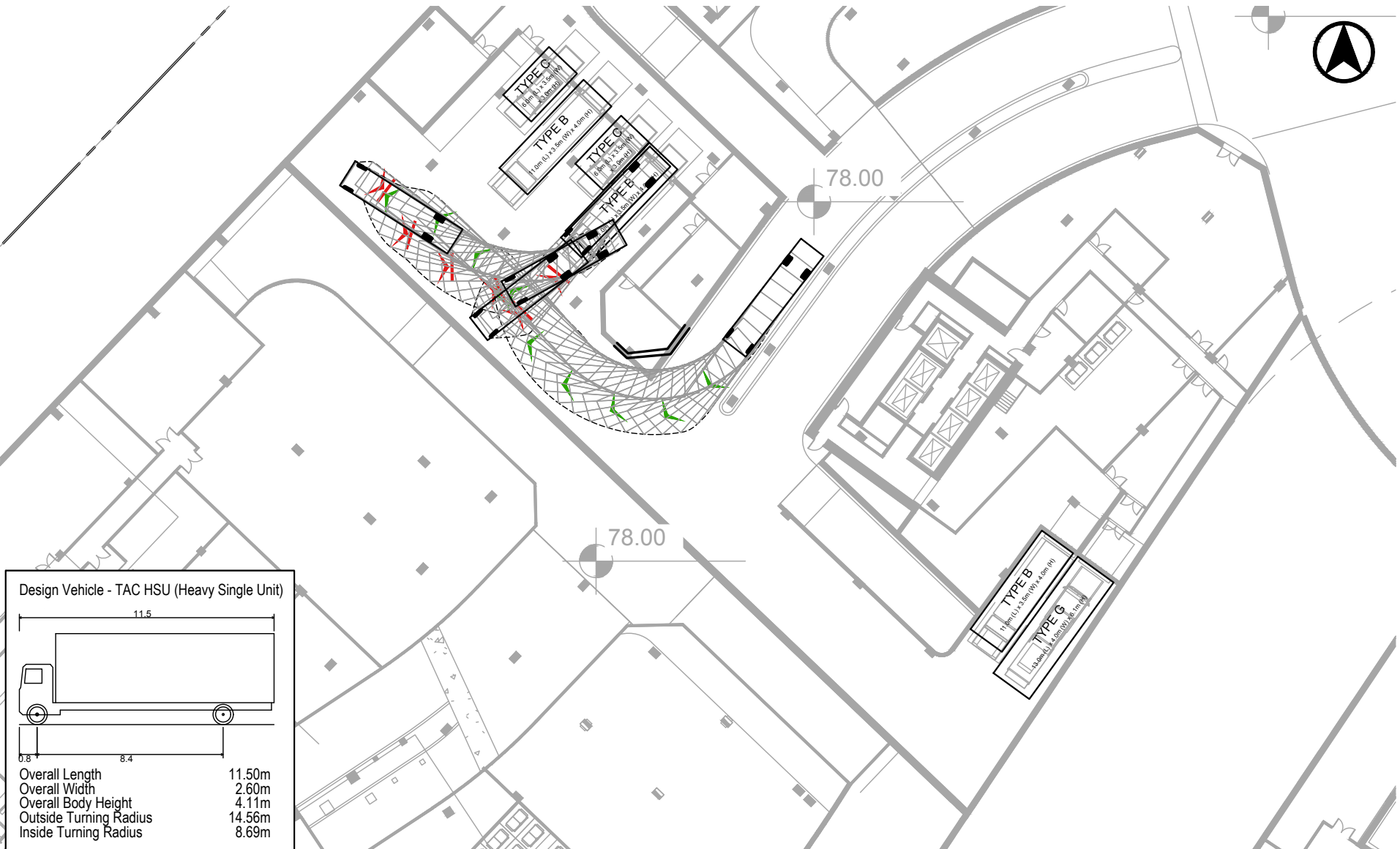
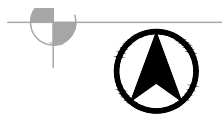
Date Plotted: May 15, 2020 File Name: J:\036-10\BA\VMD\BLOCK D\BA-MF.Christies-VMD-103610-Block D-Part 2.dwg



2150 Lake Shore Boulevard W.
 Block D-2
 Loading Type 'B'
 Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-152

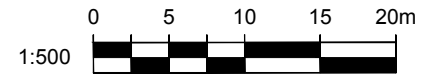
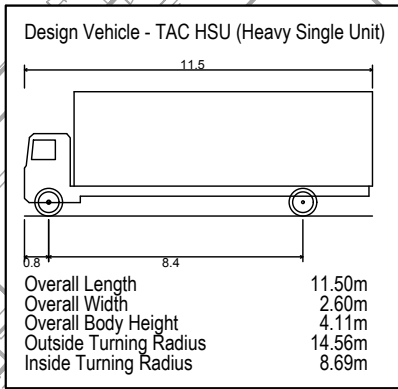
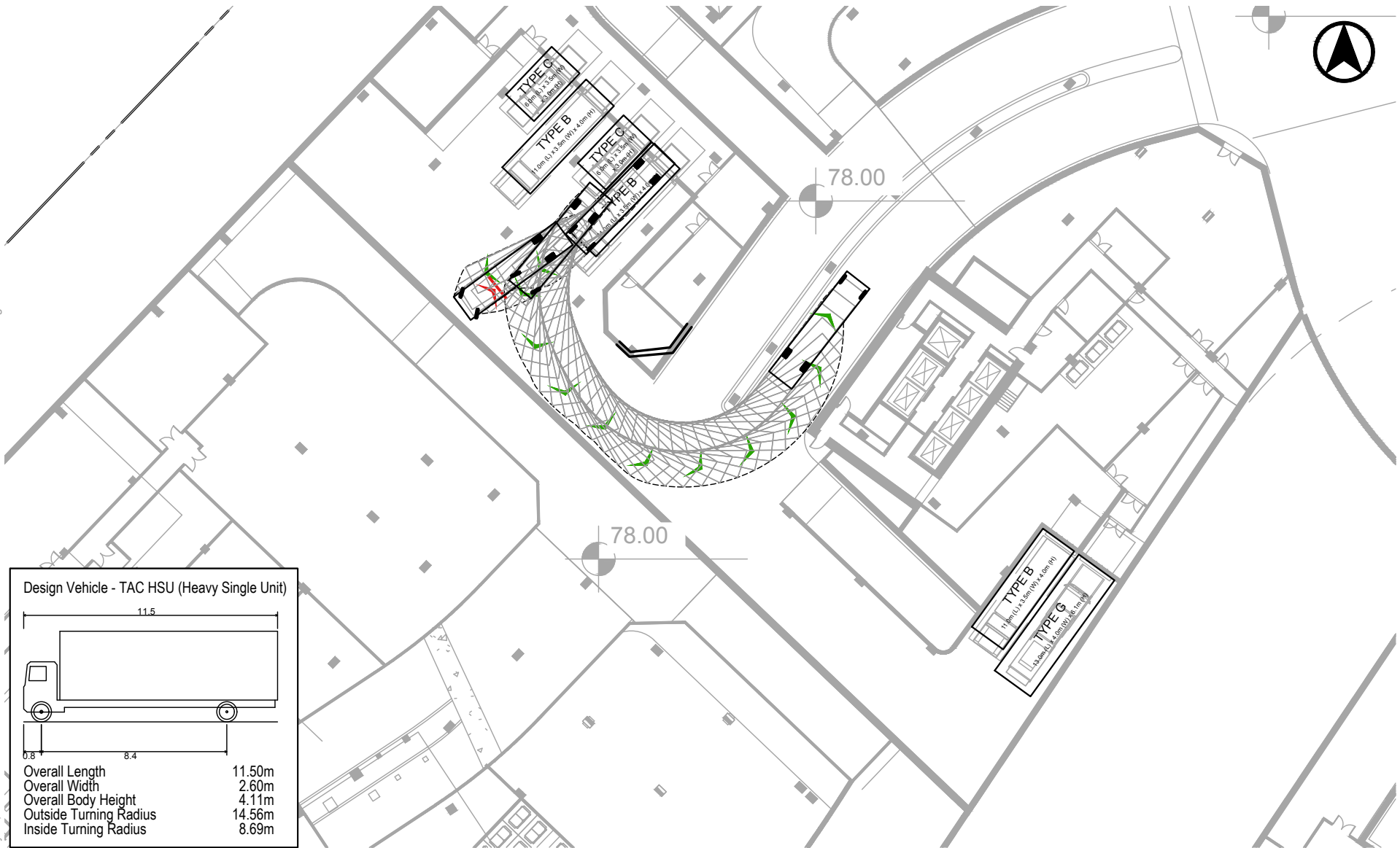
Date Plotted: May 15, 2020 File name: J:\036-10\BA\VMD\BLOCK D\BA-MF.Christies-VMD-1036TU-Block D-Part 2.dwg



2150 Lake Shore Boulevard W.
 Block D-2
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-153

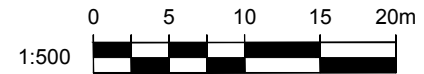
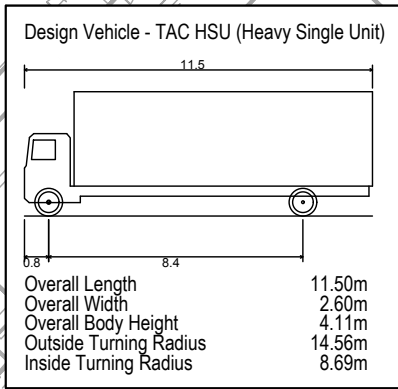
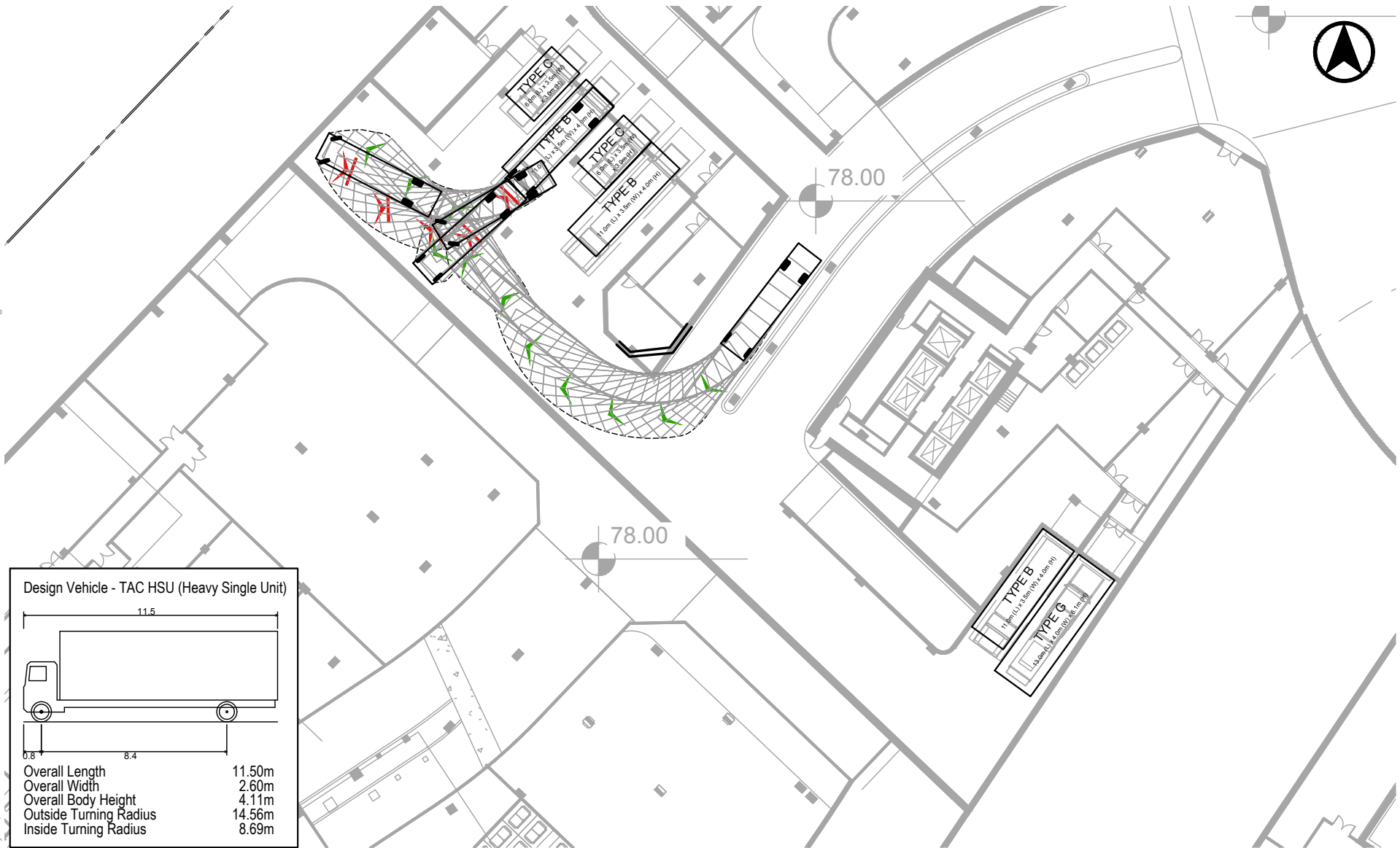
Date Plotted: May 15, 2020 File Name: J:\036-10\BA\VM\1510\block D\BA-Mr.Christie's-VMU-703610--block D-Part 2.dwg



2150 Lake Shore Boulevard W.
Block D-2
Loading Type 'B'
Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-154

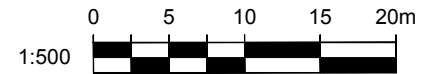
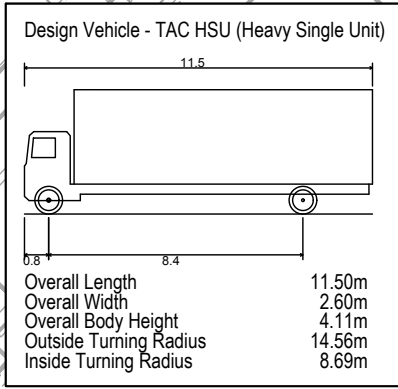
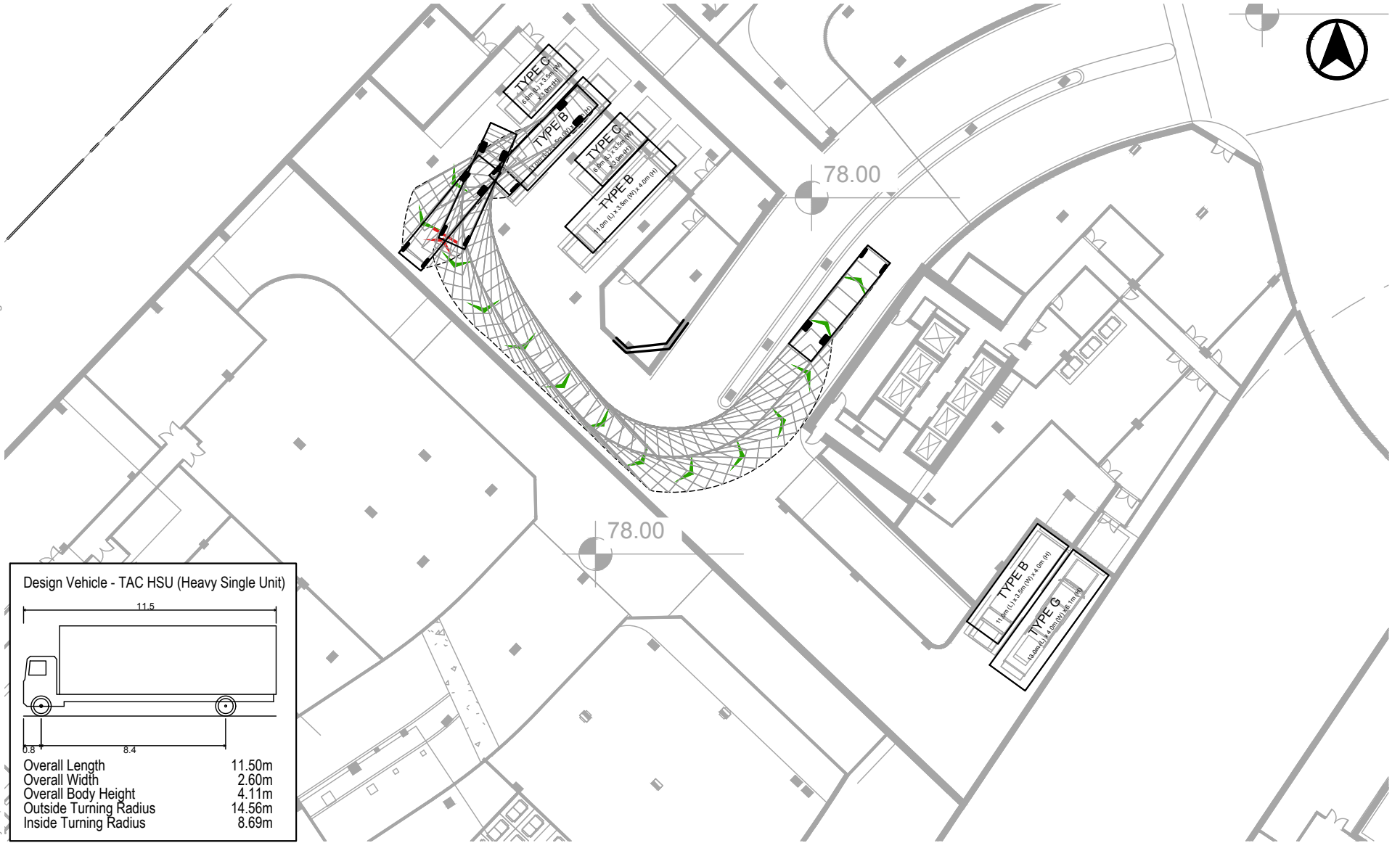
Date Plotted: May 15, 2020 File Name: J:\1\036-10\BA\VM\150\block D-2\A-MF.Christies-VMU-703610-Block D-Part 2.dwg



2150 Lake Shore Boulevard W.
 Block D-2
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-155

Date Plotted: May 13, 2020 File Name: J:\036-10\BA\VM\156\BLOCK D\BA-Mr.Christies-VMD-156-TU--block D-Part 2.dwg



2150 Lake Shore Boulevard W.
Block D-2
Loading Type 'B'
Heavy Single Unit Vehicle - Outbound

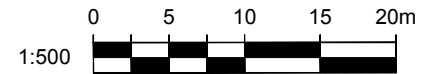
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-156

Date Plotted: May 15, 2020 File name: J:\036-10\BA\VMD\BLOCK D\BA-MF_Chris ties-VMD-703610--block D-Part 2.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block D-2
 Loading Type 'G'
 Single Unit Vehicle - Inbound

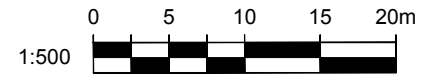
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-157

Date Plotted: May 15, 2020 File name: J:\036-1016\A\VMD\block D16A-MF.Christies-VMD-103610-Block D-Part 2.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block D-2
 Loading Type 'G'
 Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-158

Date Plotted: May 15, 2020 File name: J:\1036-1015A\1015A\1015A\1015A\1015A-Mr.Christies-VMD-159-Block D-Part 2.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
Block D-2
Loading Type 'B'
Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-159

Date Plotted: May 15, 2020 File name: J:\036-10\BA\VMD\BLOCK D\BA-MF.Christies-VMD-103610-Block D-Part 2.dwg



Design Vehicle - TAC SU (Single Unit Truck)

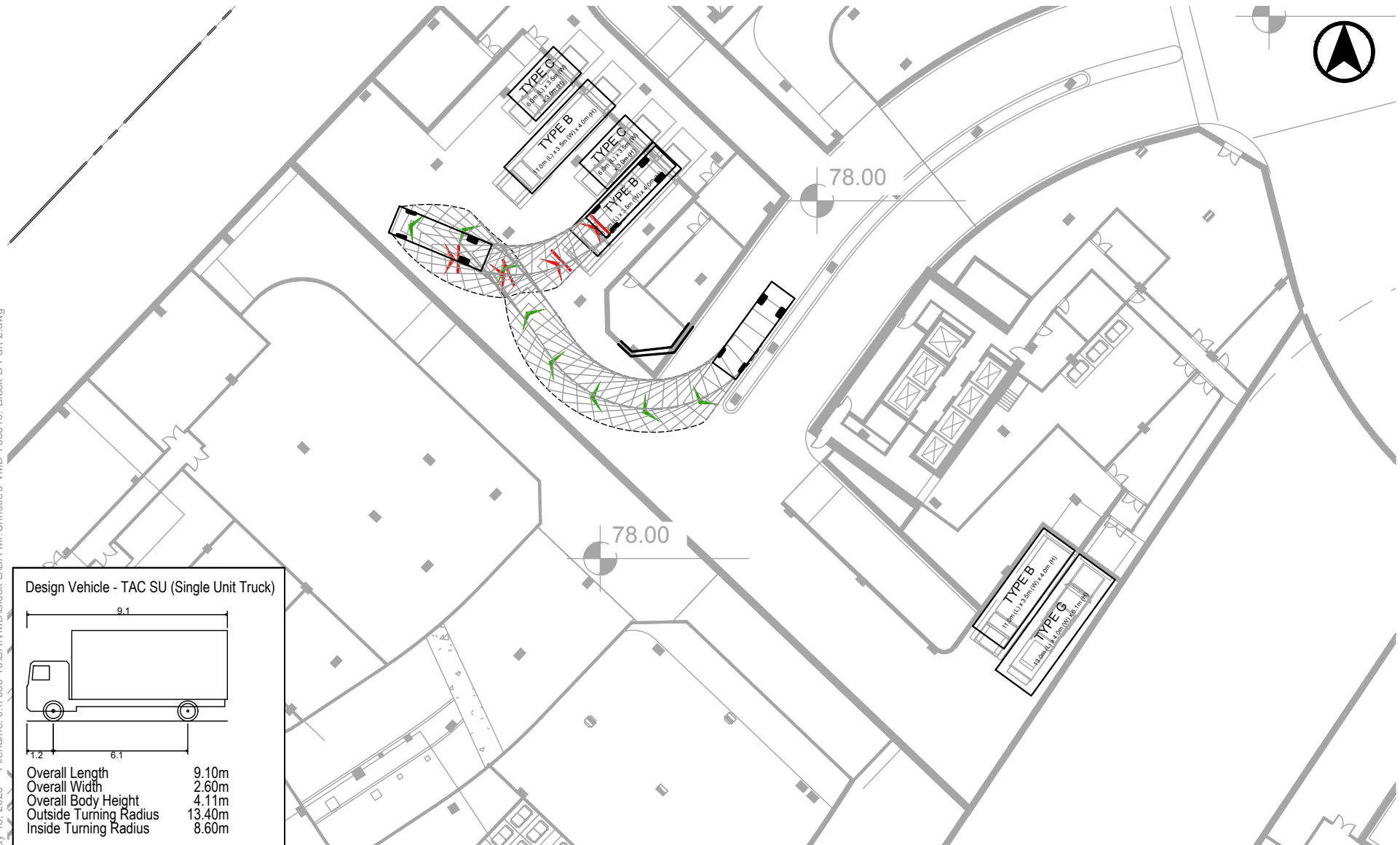
Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m



2150 Lake Shore Boulevard W.
 Block D-2
 Loading Type 'B'
 Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-160

Date Plotted: May 13, 2020 File Name: J:\036-10\BA\VMD\block D\BA-Mr.Christie's-VMD-161\TU--block D-Part 2.dwg



Design Vehicle - TAC SU (Single Unit Truck)

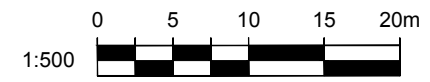
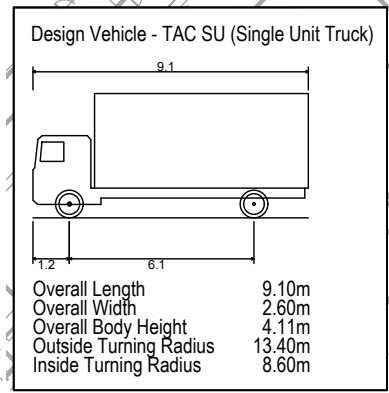
Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m



2150 Lake Shore Boulevard W.
 Block D-2
 Loading Type 'B'
 Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-161

Date Plotted: May 15, 2020 File name: J:\1\036-1015\A\VMD\BLOCK D15A-MF.Christies-VMD-103610--block D-Part 2.dwg



2150 Lake Shore Boulevard W.
Block D-2
Loading Type 'B'
Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-

Drawing No. **VMD-162**

Date Plotted: May 15, 2020 File name: J:\1036-1018\AVM\block D1&A-Mr.Christie's-VMU-7036TU-block D-Part 2.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
Block D-2
Loading Type 'B'
Single Unit Vehicle - Inbound

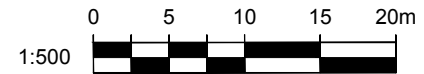
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-163

Date Plotted: May 15, 2020 File name: J:\1036-1016\AVM\1016\block D16A-Mr.Christies-VMD-1036TU-Block D-Part 2.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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



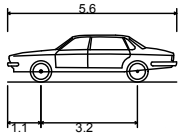
2150 Lake Shore Boulevard W.
 Block D-2
 Loading Type 'B'
 Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-164

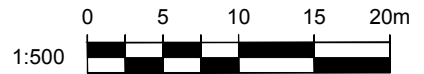
Date Plotted: May 15, 2020 File name: J:\036-T018A\VMID\Block D18A-Mr.Christies-VMID-7036TU-Block D-Part 2.dwg



Design Vehicle - TAC P CAR



Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



2150 Lake Shore Boulevard W.
Block D-2
Loading Type 'C'
TAC P Car - Inbound

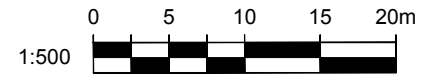
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-165

Date Plotted: May 15, 2020 File name: J:\036-1016\AVM\1616\block D16A-Mr.Christies-VMD-1036TU--block D-Part 2.dwg



Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



2150 Lake Shore Boulevard W.
 Block D-2
 Loading Type 'C'
 TAC P Car - Outbound

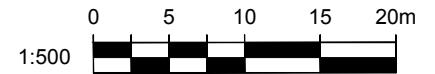
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-166

Date Plotted: May 15, 2020 File name: J:\036-1016\A\VMD\block D16A-Mr.Christie's-VMD-103610-Block D-Part 2.dwg



Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



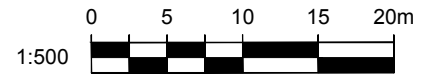
2150 Lake Shore Boulevard W.
 Block D-2
 Loading Type 'C'
 TAC P Car - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-167



Design Vehicle - TAC P CAR

Overall Length 5.60m
 Overall Width 2.00m
 Overall Body Height 1.56m
 Outside Turning Radius 6.90m
 Inside Turning Radius 3.40m



2150 Lake Shore Boulevard W.
 Block D-2
 Loading Type 'C'
 TAC P Car - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-168

Date Plotted: May 13, 2020 File name: J:\036-10\BA\16\16\Keller Road to Blocks\BA-MR_Limits-VMD-169\3610-Keller Road to Blocks.dwg

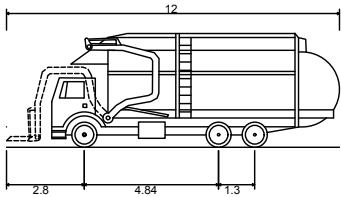
RELIEF ROAD (STREET A)

PHASE 3

D3

D2

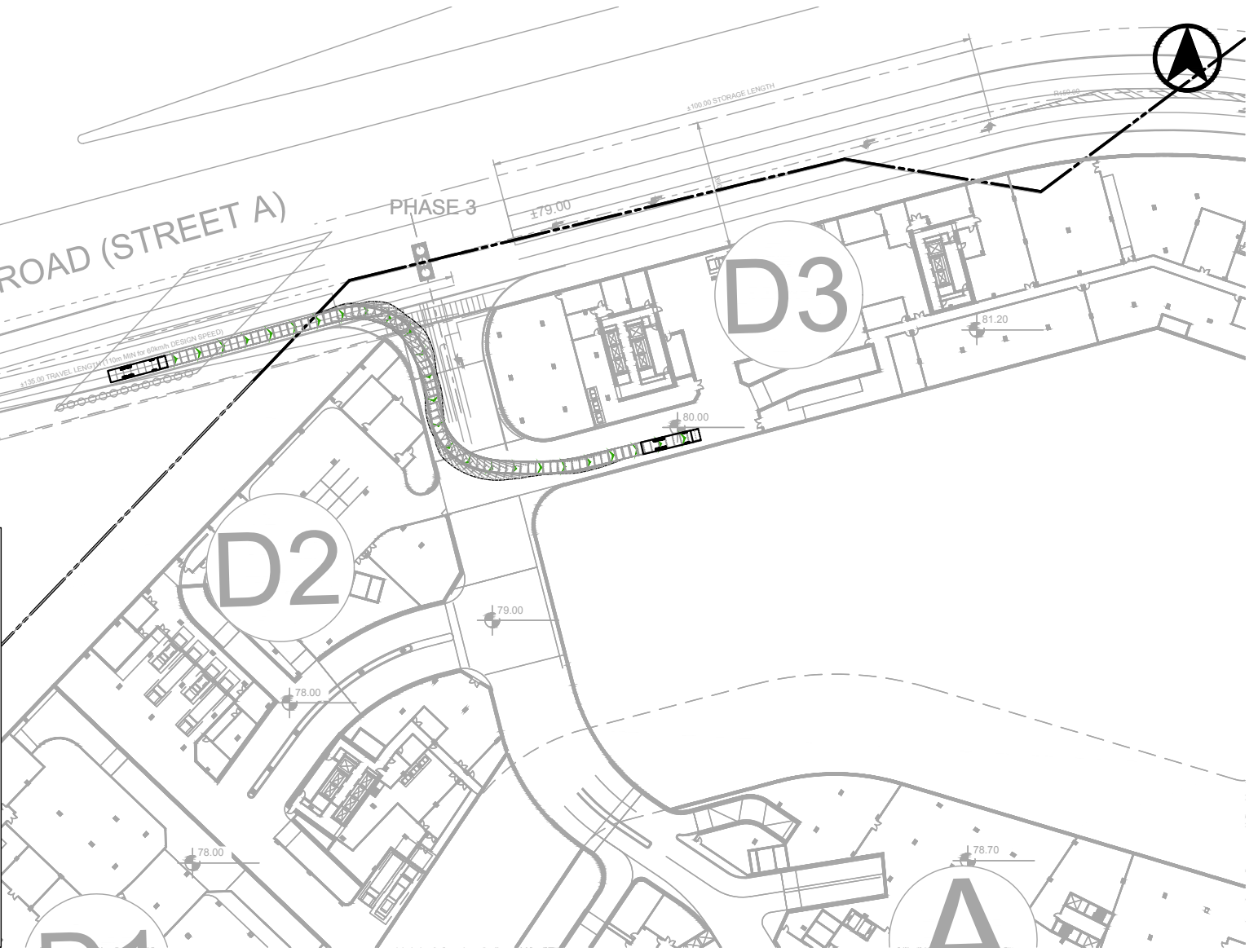
Design Vehicle - CITY OF TORONTO
(Front Loading Refuse Collection Vehicle)



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

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

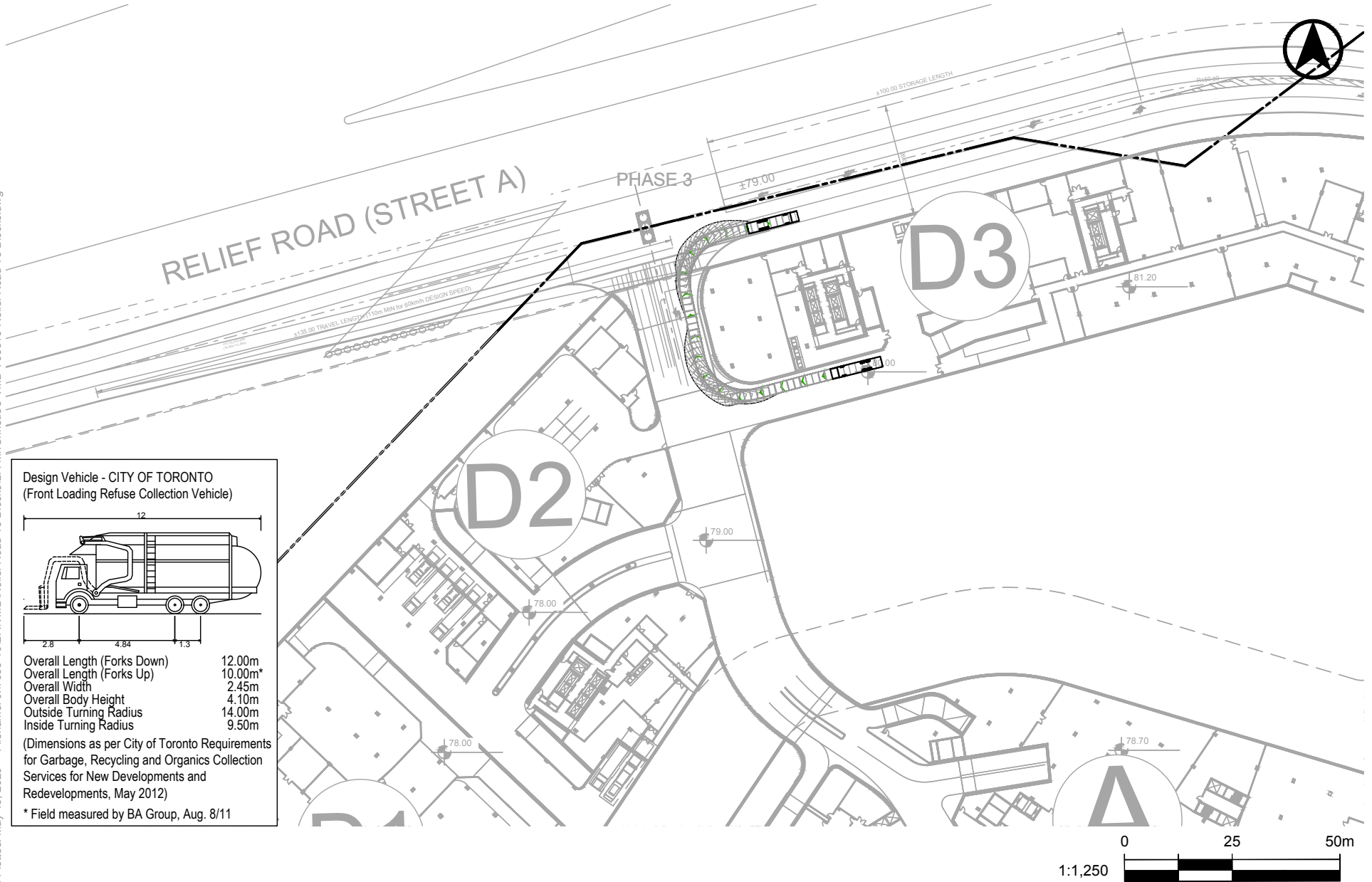
* Field measured by BA Group, Aug. 8/11



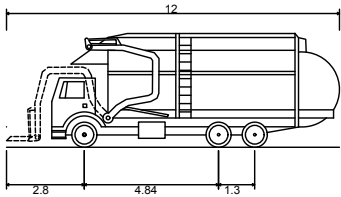
2150 Lake Shore Boulevard W.
 City of Toronto Front Loading Refuse Collection Vehicle
 Relief Road to Block D3

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-169

Date Plotted: May 13, 2020 File name: J:\036-10\BA\170\170-Keller Road to Blocks\BA-MR-Limits-VMD-170\3610-Keller Road to Blocks.dwg



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



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

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

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



2150 Lake Shore Boulevard W.
 City of Toronto Front Loading Refuse Collection Vehicle
 Block D3 to Relief Road

Project: 2150 Lake Shore Blvd. W.
 Project No. 7036-10
 Date: May 15, 2020
 Revised: -

Drawing No. **VMD-170**

Date Plotted: May 13, 2020 File Name: J:\036-T015A\VMID\BLOCK D\BA-MF-Christies-VMD-171-Block D-Part 3.dwg



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

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

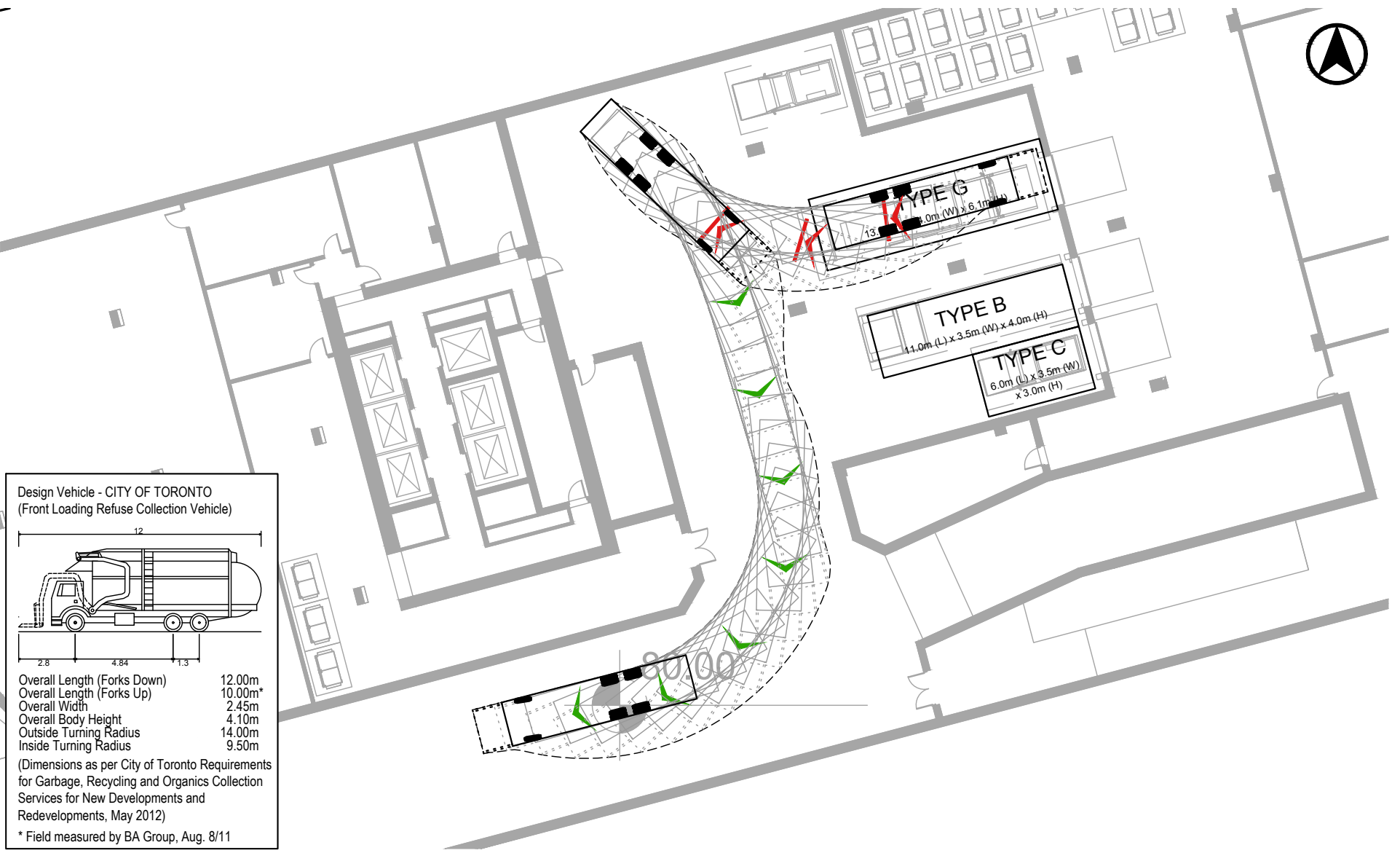
(Dimensions as per City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments, May 2012)
* Field measured by BA Group, Aug. 8/11



2150 Lake Shore Boulevard W.
Block D-3
Loading Type 'G'
Garbage Truck - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-171

Date Plotted: May 13, 2020 File Name: J:\036-1015A\VMD\BLOCK D15A-MF-Christie-S-VMD-172\1015A-TU-Block D-Part 3.dwg



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

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

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

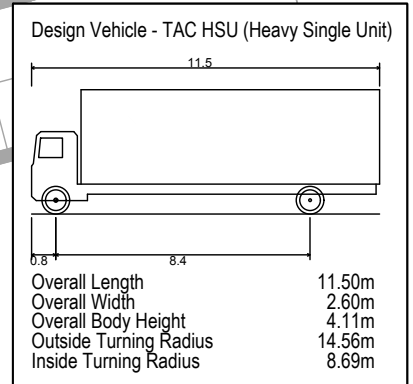
* Field measured by BA Group, Aug. 8/11



2150 Lake Shore Boulevard W.
Block D-3
Loading Type 'G'
Garbage Truck - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-172

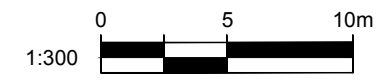
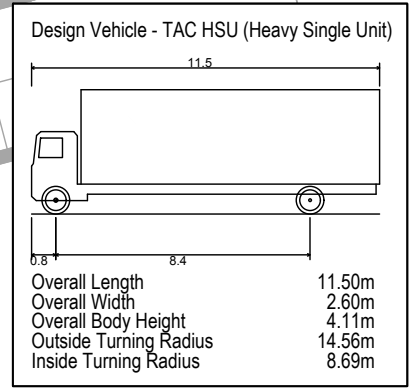
Date Plotted: May 15, 2020 File Name: J:\2036-2105A\VMD\block D16A-MF-Christies-VMD-173\TU--block D-Part 3.dwg



2150 Lake Shore Boulevard W.
Block D-3
Loading Type 'B'
Heavy Single Unit Vehicle - Inbound

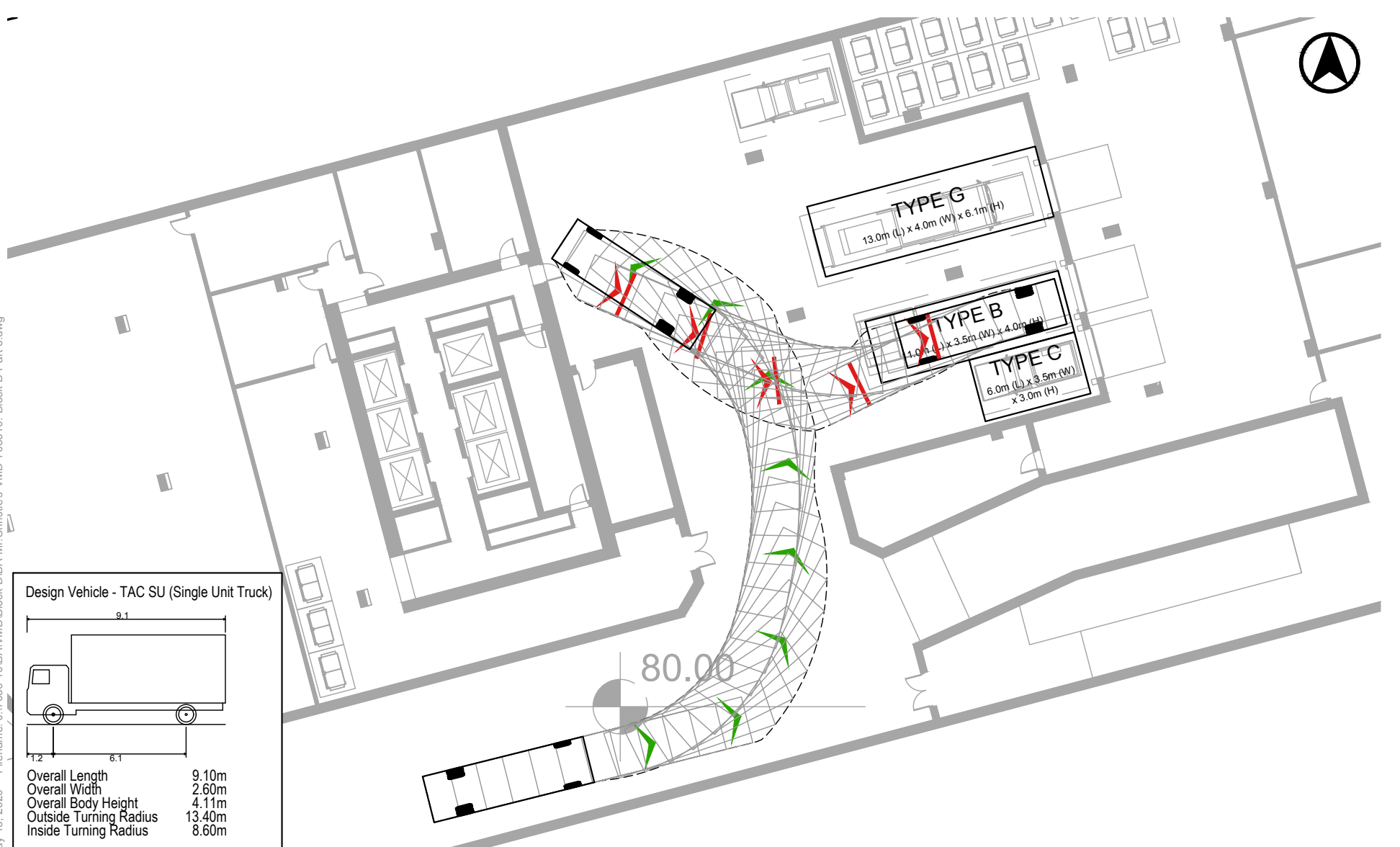
Project:	2150 Lake Shore Blvd. W.
Project No.:	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.:	VMD-173

Date Plotted: May 15, 2020 File Name: J:\7036-10\BA\VM\block D\BA-Mr.Christies-VMD-174\TU-Block D-Part 3.dwg



2150 Lake Shore Boulevard W.
 Block D-3
 Loading Type 'B'
 Heavy Single Unit Vehicle - Outbound

Project: 2150 Lake Shore Blvd. W.
 Project No. 7036-10
 Date: May 15, 2020
 Revised: -
 Drawing No. VMD-174



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block D-3
 Loading Type 'B'
 Single Unit Vehicle - Inbound

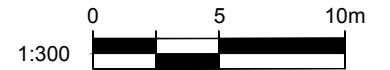
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-175

File Name: J:\036-1016\A\VM\1\block D16A-MF-Christies-VMU-1036TU-Block D-Part 3.dwg
Date Plotted: May 15, 2020



Design Vehicle - TAC SU (Single Unit Truck)

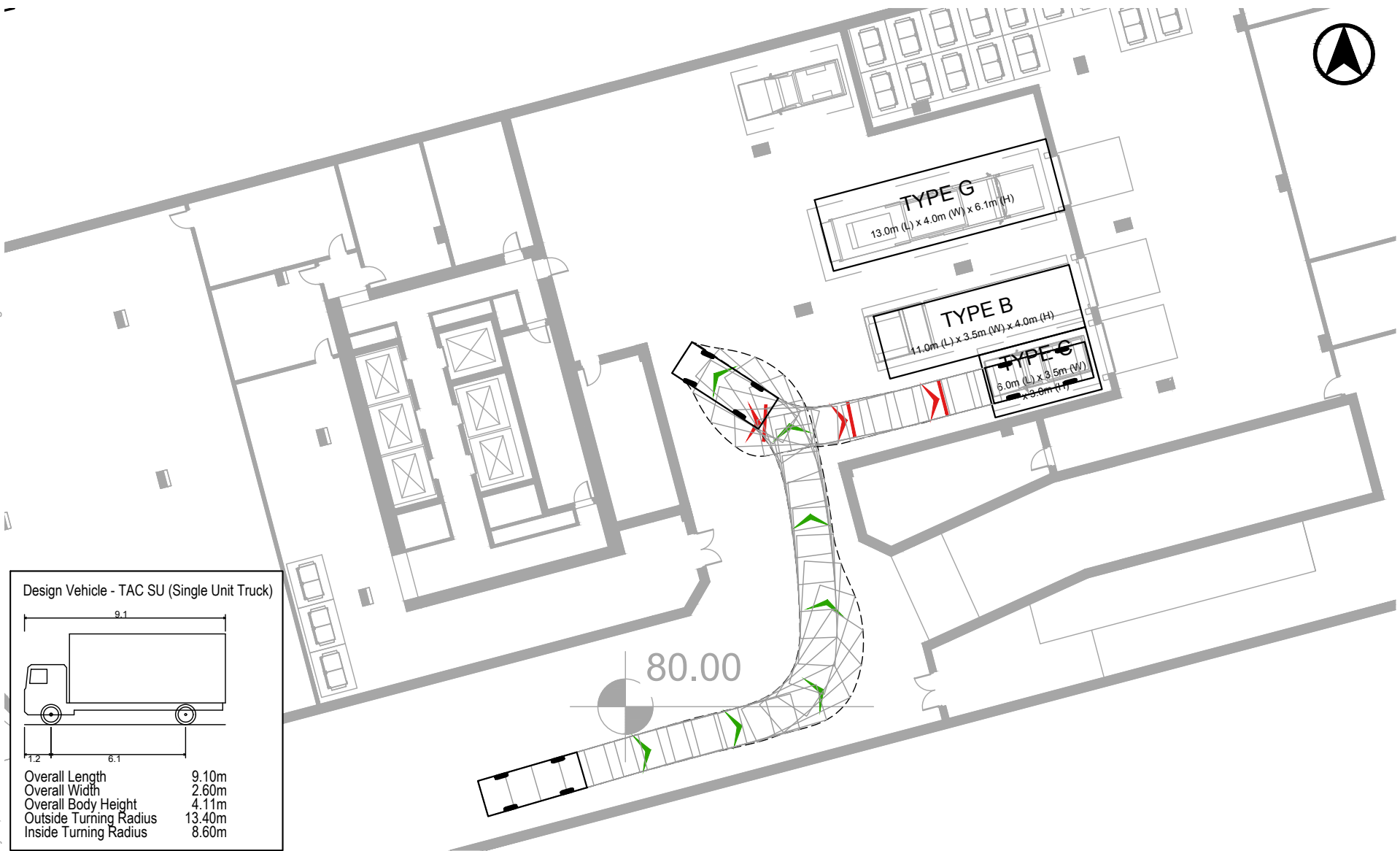
Overall Length	9.10m
Overall Width	2.60m
Overall Body Height	4.11m
Outside Turning Radius	13.40m
Inside Turning Radius	8.60m



2150 Lake Shore Boulevard W.
Block D-3
Loading Type 'B'
Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-176

Date Plotted: May 13, 2020 File name: J:\036-1036\A\VM\1036\block D\BA-MR_Chris\1036TU-Block D-Part 3.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block D-3
 Loading Type 'C'
 TAC P Car - Inbound

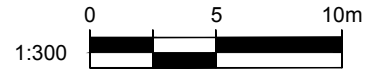
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-177

Date Plotted: May 15, 2020 File name: J:\036-1036\A\VM\1036\block D\BA-Mr.Christies-VMD-178\TU-Block D-Part 3.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block D-3
 Loading Type 'C'
 TAC P Car - Outbound

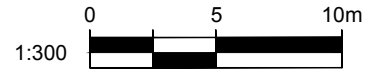
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-178

Date Plotted: May 15, 2020 File name: J:\036-1036\A\VM\block D-3A-Mr.Christies-VMU-1036TU-Block D-Part 3.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block D-3
 Loading Type 'C'
 TAC P Car - Inbound

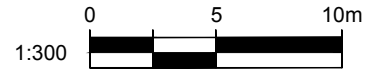
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-179

Date Plotted: May 15, 2020 File Name: J:\036-1036\A\VM\180\block D-3A-Mr.Christies-VMD-180-TU-Block D-Part 3.dwg



Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block D-3
 Loading Type 'C'
 TAC P Car - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-180



Date Plotted: May 13, 2020 File Name: J:\7036-10\BA\WMD\Relief Road To Blocks\BA-Mr.Christie's-VMD-703610-Relief Road To Blocks.dwg

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

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

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



2150 Lake Shore Boulevard W.

City of Toronto Front Loading Refuse Collection Vehicle Relief Road to Block E

Project: 2150 Lake Shore Blvd. W.
Project No. 7036-10
Date: May 15, 2020
Revised: -

Scale 1:1,000

Drawing No. **VMD-181**



Date Plotted: May 13, 2020 File name: J:\7036-10\BA\WMD\Relief Road To Blocks\BA-Mr.Christie's-VMD-703610-Relief Road To Blocks.dwg

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

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

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



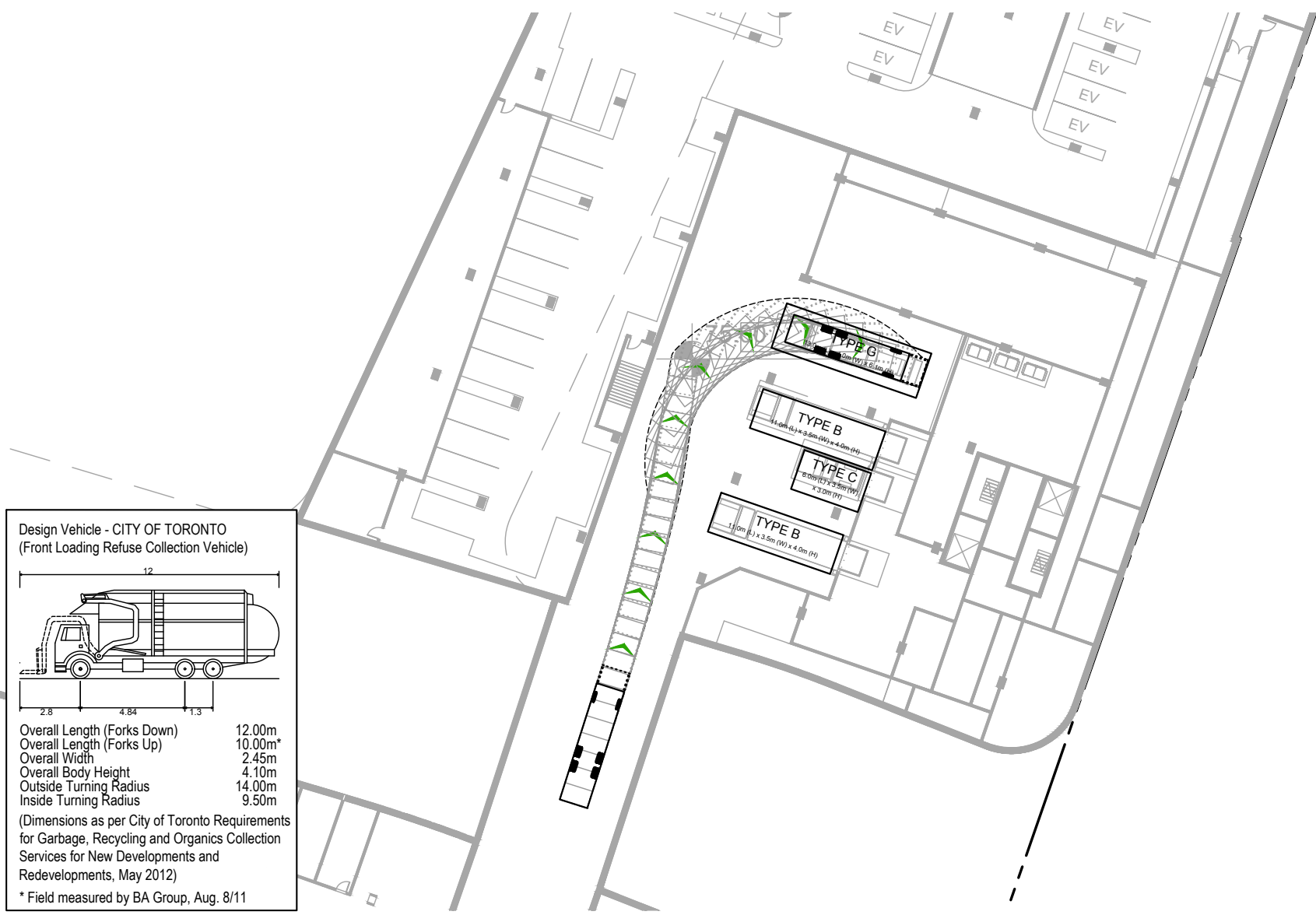
2150 Lake Shore Boulevard W.
City of Toronto Front Loading Refuse Collection Vehicle
Block E to Relief Road

Project: 2150 Lake Shore Blvd. W.
Project No. 7036-10
Date: May 15, 2020
Revised: -

Scale 1:1,000

Drawing No. **VMD-182**

Date Plotted: May 13, 2020 File name: J:\036-1018\A\VMD\BLOCK E\BA-MR_Cmnstie-S-VMD-103010-block E.dwg

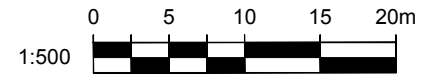


Design Vehicle - CITY OF TORONTO
(Front Loading Refuse Collection Vehicle)

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

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

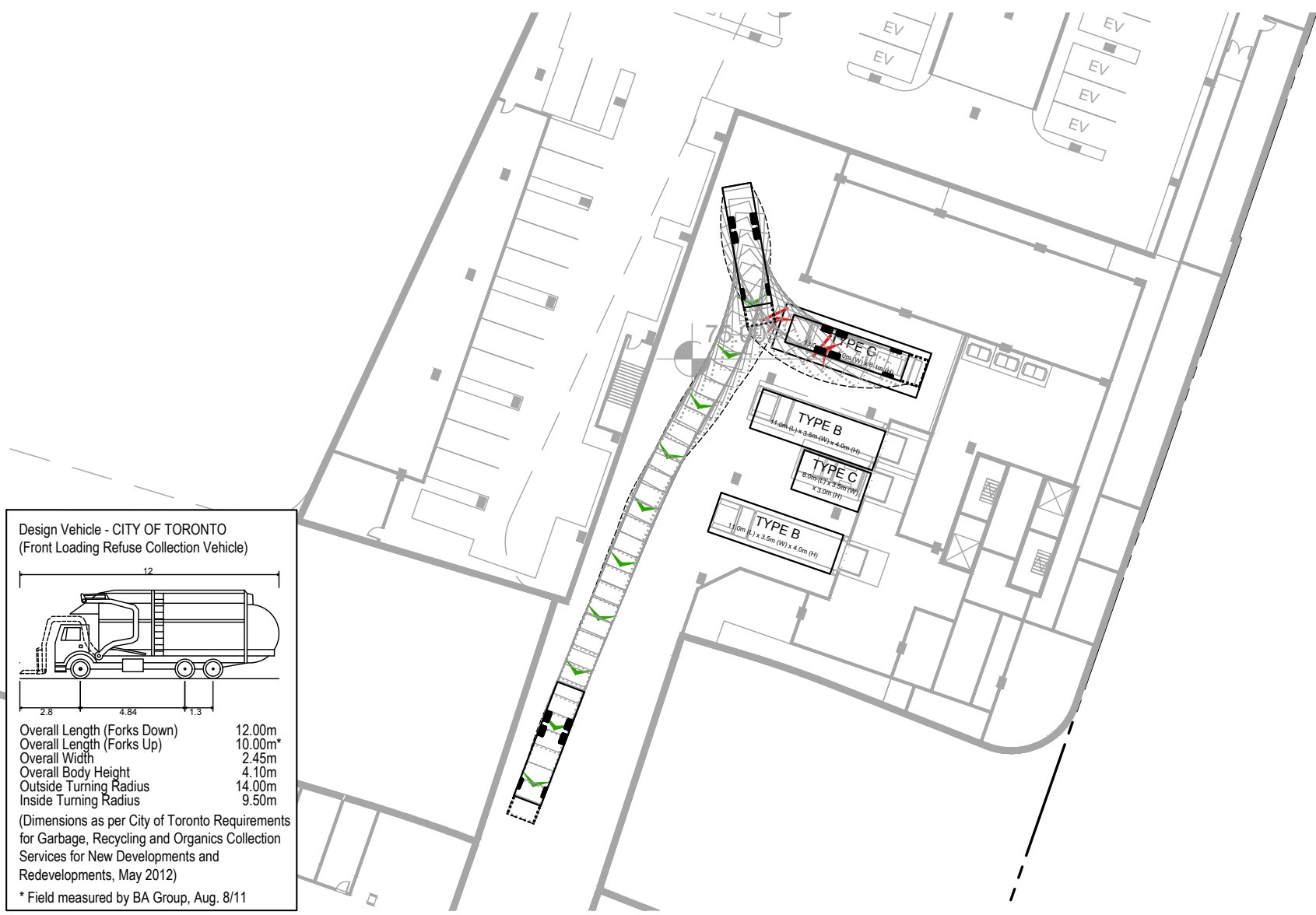
* Field measured by BA Group, Aug. 8/11



2150 Lake Shore Boulevard W.
Block E
Loading Type 'G'
Garbage Truck - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-183

Date Plotted: May 13, 2020 File name: J:\036-1018\A\VMD\BLOCK E\BA-MR_Cmnstie-S-VMD-103010-block E.dwg

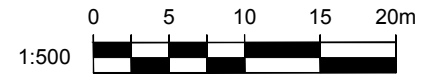


Design Vehicle - CITY OF TORONTO
(Front Loading Refuse Collection Vehicle)

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

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

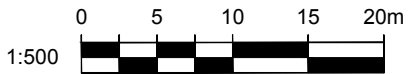
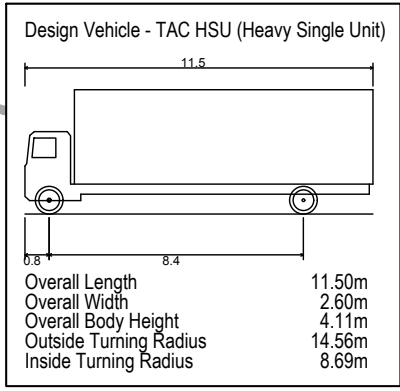
* Field measured by BA Group, Aug. 8/11



2150 Lake Shore Boulevard W.
Block E
Loading Type 'G'
Garbage Truck - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-184

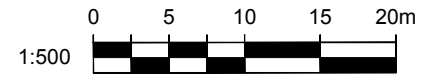
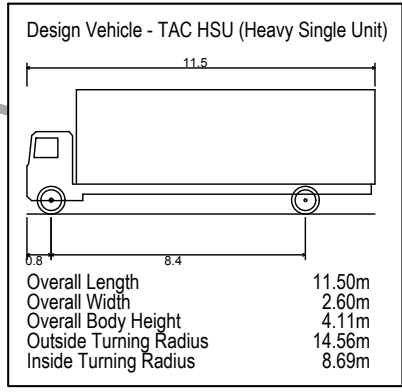
Date Plotted: May 15, 2020 File name: J:\036-7036-VMD\036-7036-VMD-185-Block E.dwg



2150 Lake Shore Boulevard W.
Block E
Loading Type 'G'
Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-185

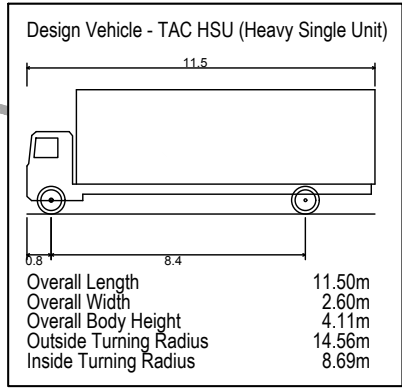
Date Plotted: May 15, 2020 File Name: J:\036-7036-10\BA\VM\186\block E\BA-vm-186-vm-103610-block E.dwg



2150 Lake Shore Boulevard W.
Block E
Loading Type 'G'
Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-186

Date Plotted: May 15, 2020 File name: J:\036-10\BA\VMD\block E\BA-mr_Chris\es-VMD-187\10-block E.dwg

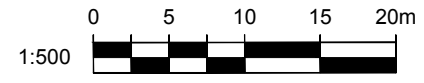
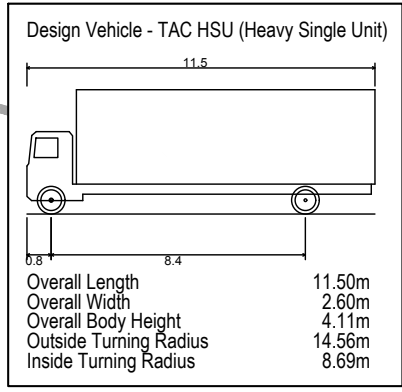


2150 Lake Shore Boulevard W.
 Block E
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-187



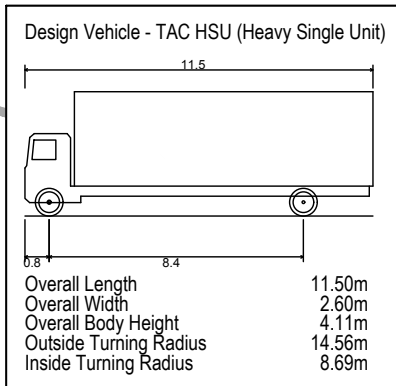
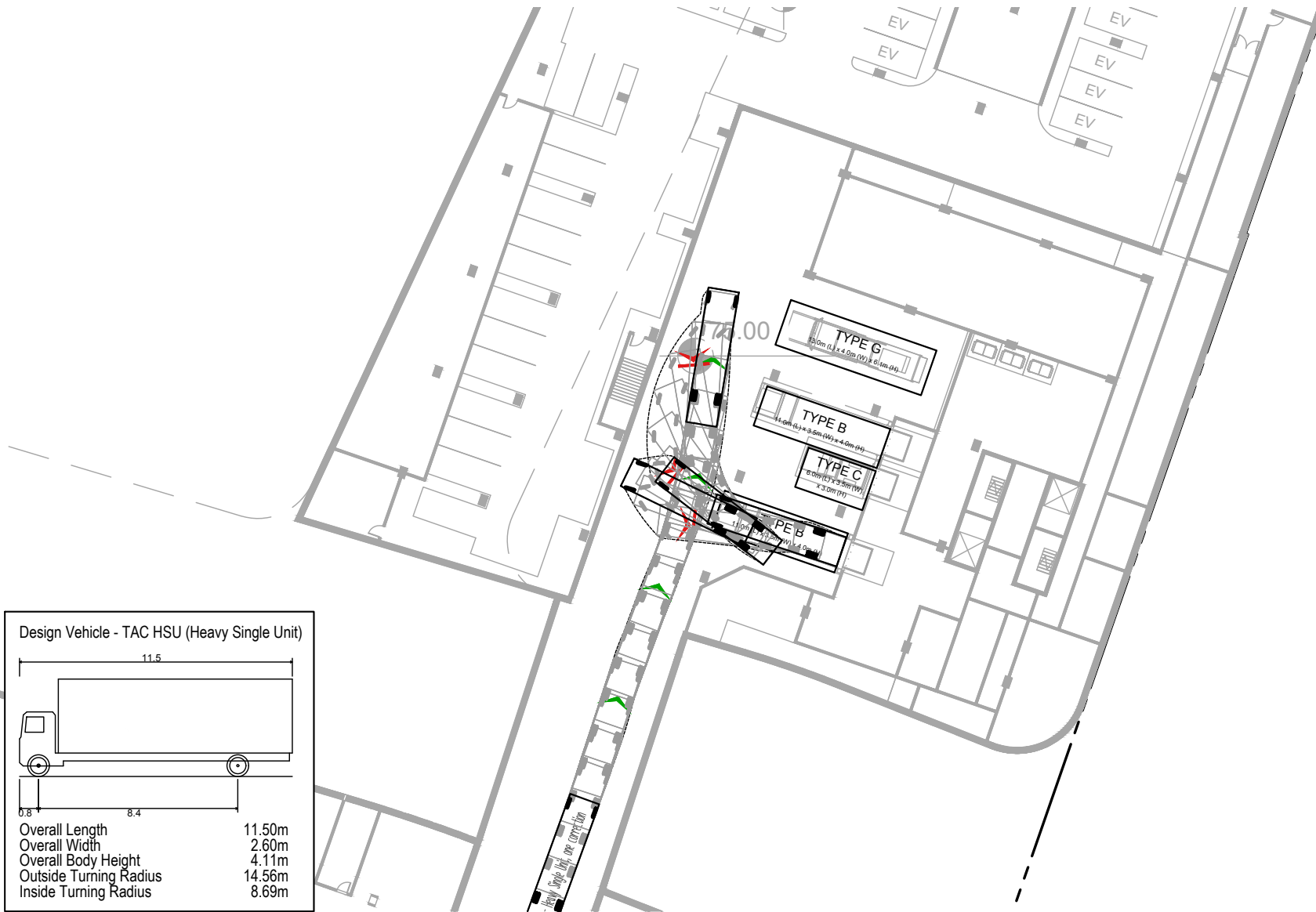
Date Plotted: May 15, 2020 File name: J:\036-7036-VMD\block E\BA-gr_ChrisE-VMD-7036TU-block E.dwg



2150 Lake Shore Boulevard W.
 Block E
 Loading Type 'B'
 Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-188

Date Plotted: May 15, 2020 File name: J:\036-2150\A\VMD\block E\BA-grp_Chris\es-VMD-189\10-block E.dwg

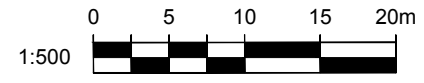
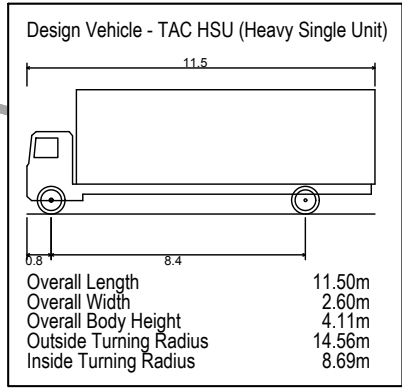


2150 Lake Shore Boulevard W.
 Block E
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-189



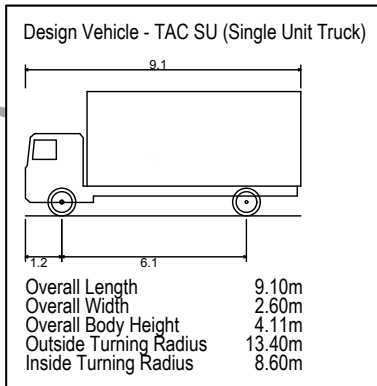
Date Plotted: May 15, 2020 File name: J:\036-10\BA\VM\190\block E\190-10-block E.dwg



2150 Lake Shore Boulevard W.
 Block E
 Loading Type 'B'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-190

Date Plotted: May 15, 2020 File name: J:\036-7036-VMD\191\block E-16A-191-VMD-191-Block E.dwg

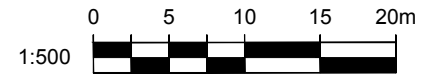
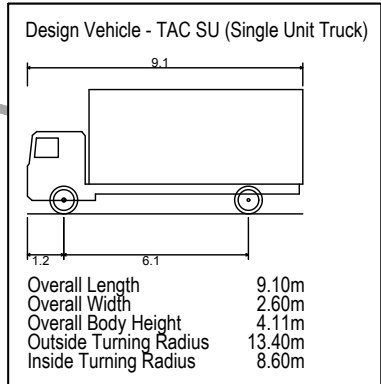


2150 Lake Shore Boulevard W.
 Block E
 Loading Type 'G'
 Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-191



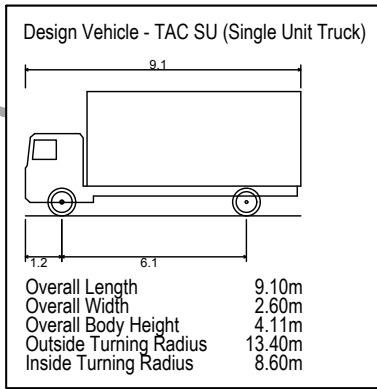
Date Plotted: May 15, 2020 File name: J:\036-7036-VMD\BLOCK E\BA-MR_Chris\20-0510-block E.dwg



2150 Lake Shore Boulevard W.
 Block E
 Loading Type 'G'
 Single Unit Vehicle - Outbound

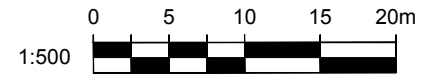
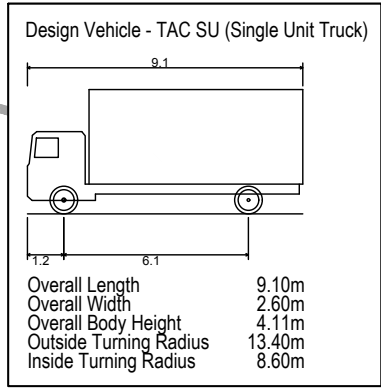
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-192

Date Plotted: May 15, 2020 File Name: J:\036-7036-VMD\193-Block E-Block E.dwg



2150 Lake Shore Boulevard W.
 Block E
 Loading Type 'B'
 Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-193



Date Plotted: May 15, 2020 File name: J:\036-7036-VMD\BLOCK E\BA-MR_Chris\ES-VMD-194\10-block E.dwg



2150 Lake Shore Boulevard W.
 Block E
 Loading Type 'B'
 Single Unit Vehicle - Outbound

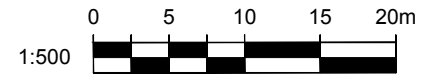
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-194



Date Plotted: May 15, 2020 File name: J:\036-7036-VMD\BLOCK E\BA-TR-Christie's-VMD-703610-block E.dwg

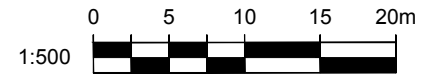
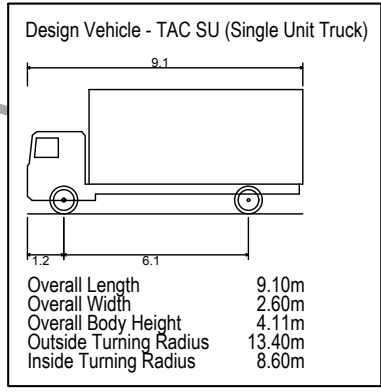
Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block E
 Loading Type 'B'
 Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-195



Date Plotted: May 15, 2020 File name: J:\036-10\BA\VMD\block E\BA-trf_Chris\es-VMD-196\10-block E.dwg



2150 Lake Shore Boulevard W.
 Block E
 Loading Type 'B'
 Single Unit Vehicle - Outbound

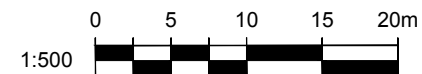
Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-196

Date Plotted: May 15, 2020 File name: J:\036-7036-VMD\197\block E\197-10-Block E.dwg



Design Vehicle - TAC P CAR

Overall Length 5.60m
 Overall Width 2.00m
 Overall Body Height 1.56m
 Outside Turning Radius 6.90m
 Inside Turning Radius 3.40m



2150 Lake Shore Boulevard W.
 Block E
 Loading Type 'C'
 TAC P Car - Inbound

Project: 2150 Lake Shore Blvd. W.
 Project No. 7036-10
 Date: May 15, 2020
 Revised: -

Drawing No. **VMD-197**

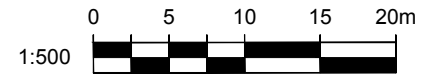


Date Plotted: May 15, 2020 File name: J:\036-7036-VMD\198\block E\198-VMD-198-Block E.dwg



Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



2150 Lake Shore Boulevard W.
 Block E
 Loading Type 'C'
 TAC P Car - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-198

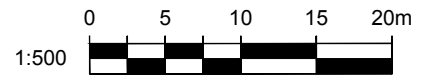


Design Vehicle - CITY OF TORONTO
(Front Loading Refuse Collection Vehicle)

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

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

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



2150 Lake Shore Boulevard W.
 Block F
 Loading Type 'G'
 Garbage Truck - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-199

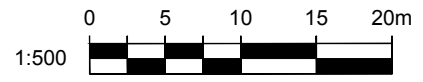


Design Vehicle - CITY OF TORONTO
(Front Loading Refuse Collection Vehicle)

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

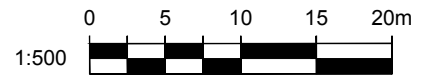
(Dimensions as per City of Toronto Requirements for Garbage, Recycling and Organics Collection Services for New Developments and Redevelopments, May 2012)

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



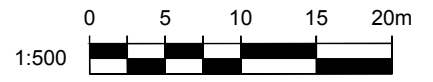
2150 Lake Shore Boulevard W.
 Block F
 Loading Type 'G'
 Garbage Truck - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-200



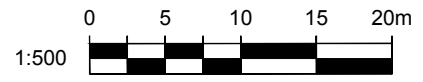
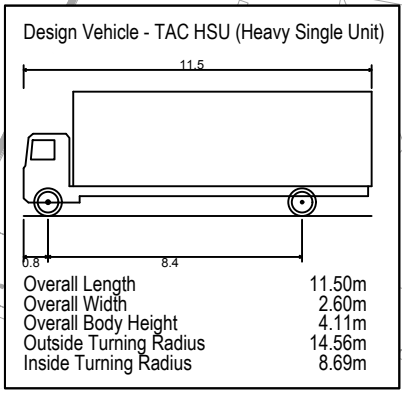
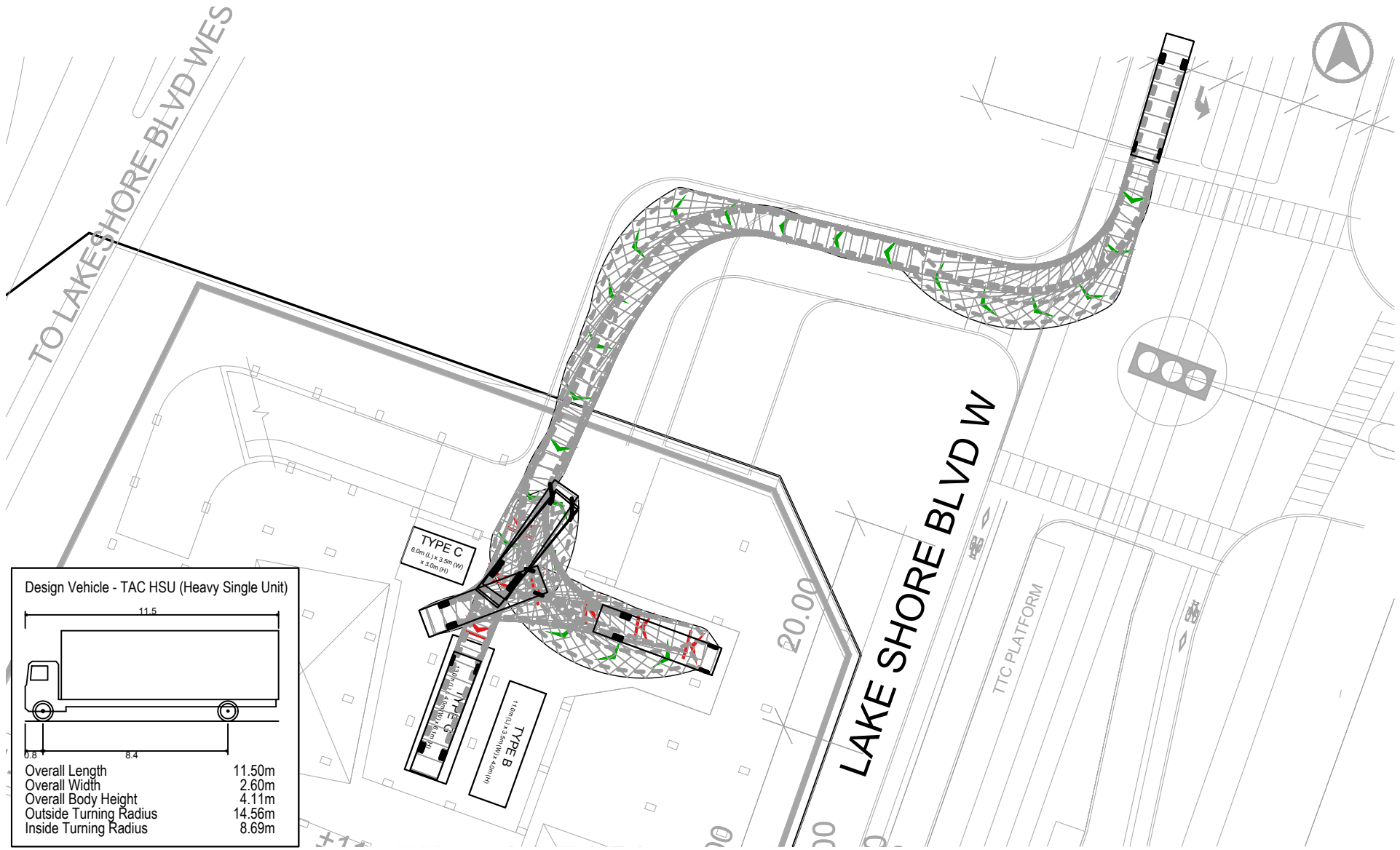
2150 Lake Shore Boulevard W.
Block F
Loading Type 'B'
Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-201



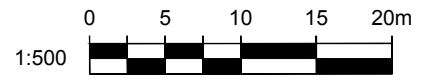
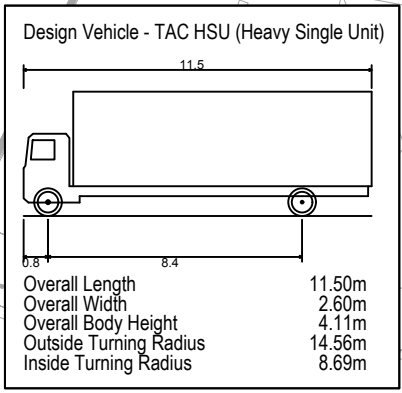
2150 Lake Shore Boulevard W.
Block F
Loading Type 'G'
Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-202



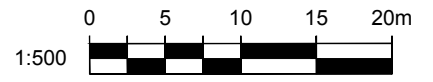
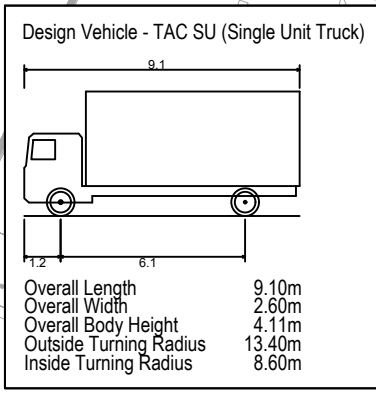
2150 Lake Shore Boulevard W.
 Block F
 Loading Type 'G'
 Heavy Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-203



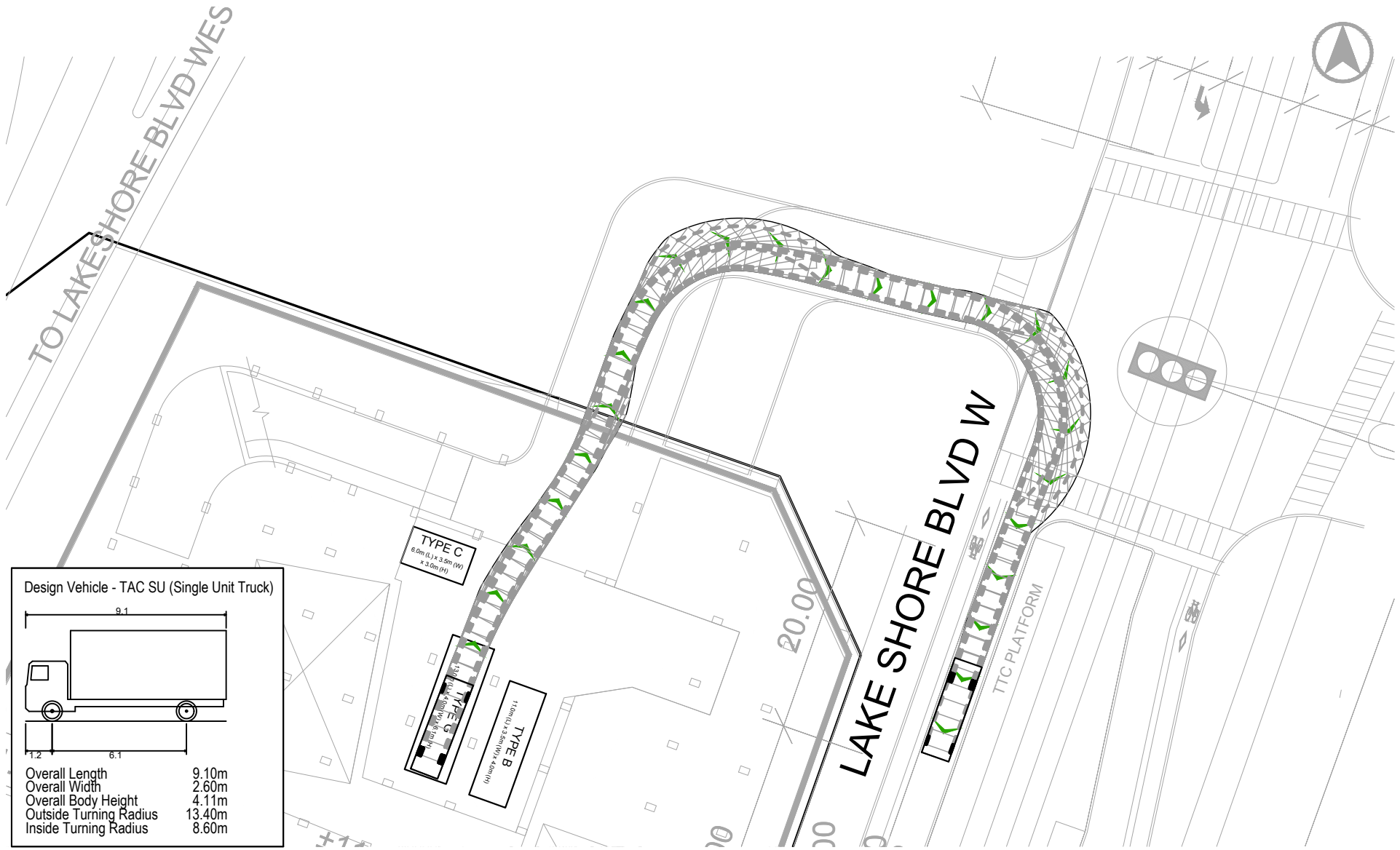
2150 Lake Shore Boulevard W.
 Block F
 Loading Type 'B'
 Heavy Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-204



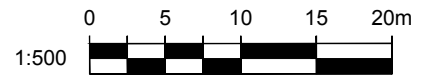
2150 Lake Shore Boulevard W.
Block F
Loading Type 'G'
Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-205



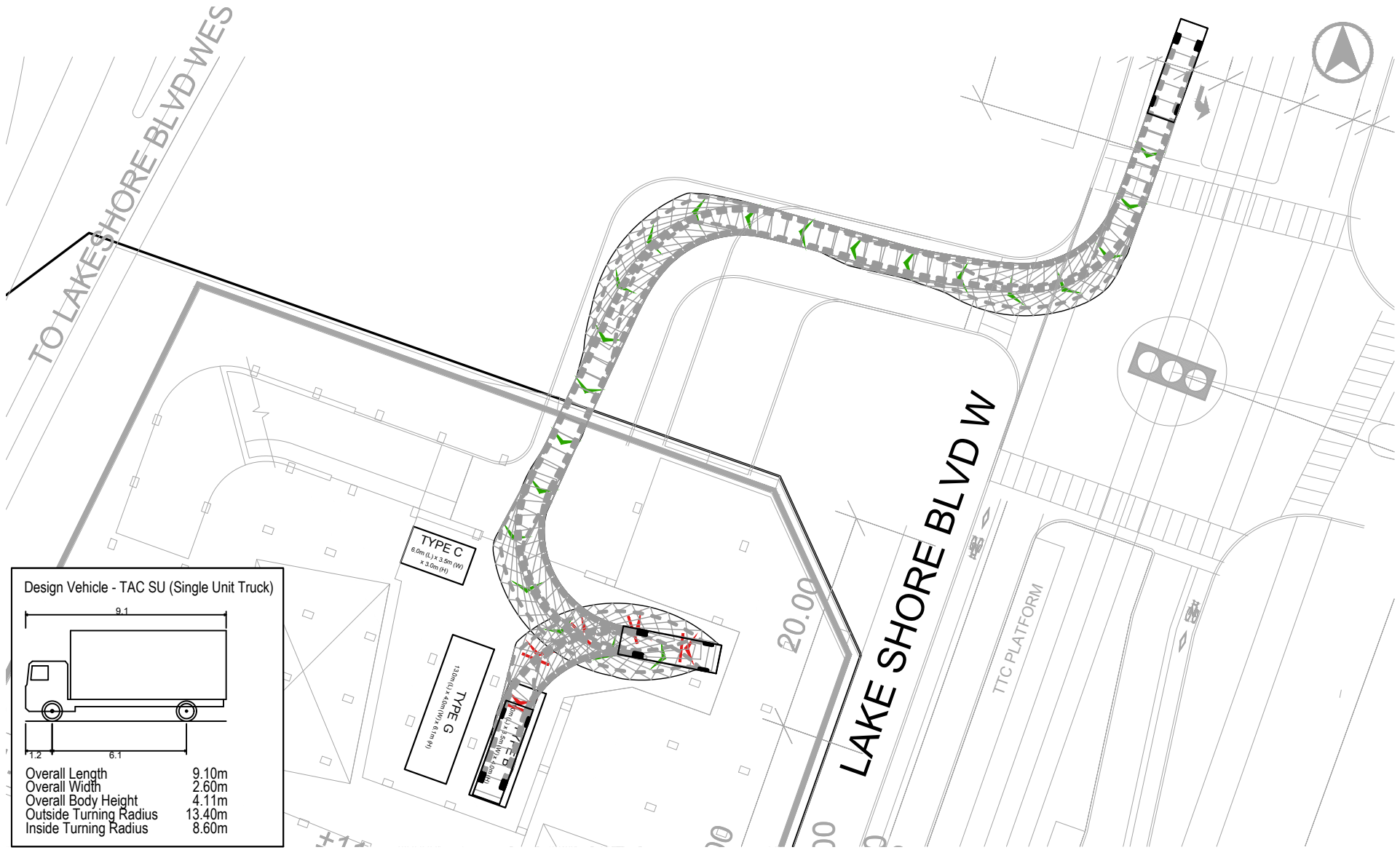
Design Vehicle - TAC SU (Single Unit Truck)

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



2150 Lake Shore Boulevard W.
 Block F
 Loading Type 'G'
 Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-206



Design Vehicle - TAC SU (Single Unit Truck)

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

TYPE C
6.0m (L) x 3.5m (W)
x 3.0m (H)

TYPE G
5.5m (L) x 4.0m (W) x 6.1m (H)



2150 Lake Shore Boulevard W.
Block F
Loading Type 'B'
Single Unit Vehicle - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-207

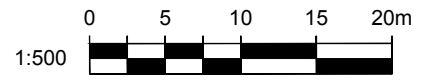


Design Vehicle - TAC SU (Single Unit Truck)

9.1

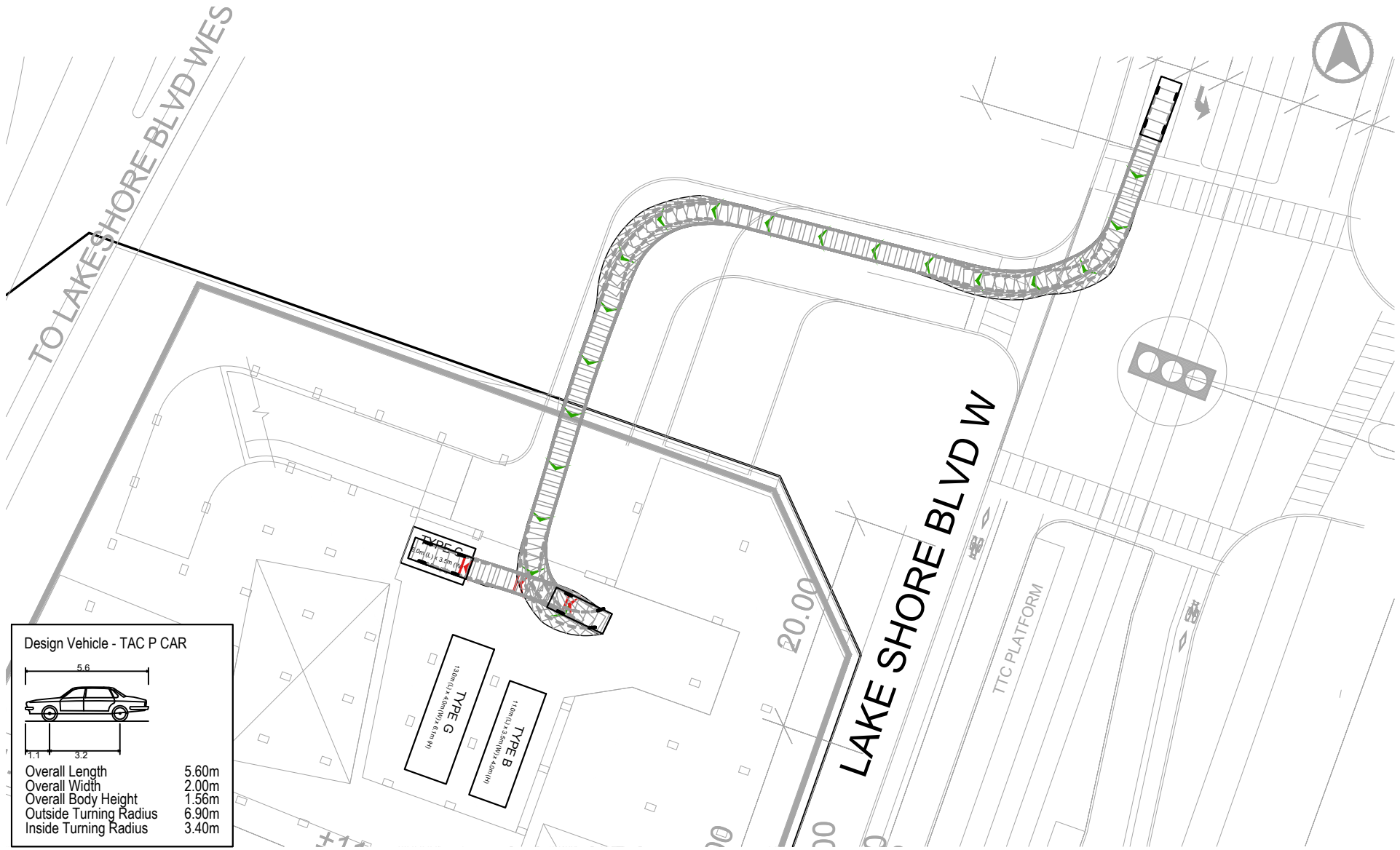
1.2 6.1

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



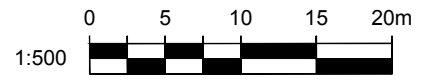
2150 Lake Shore Boulevard W.
 Block F
 Loading Type 'B'
 Single Unit Vehicle - Outbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-208



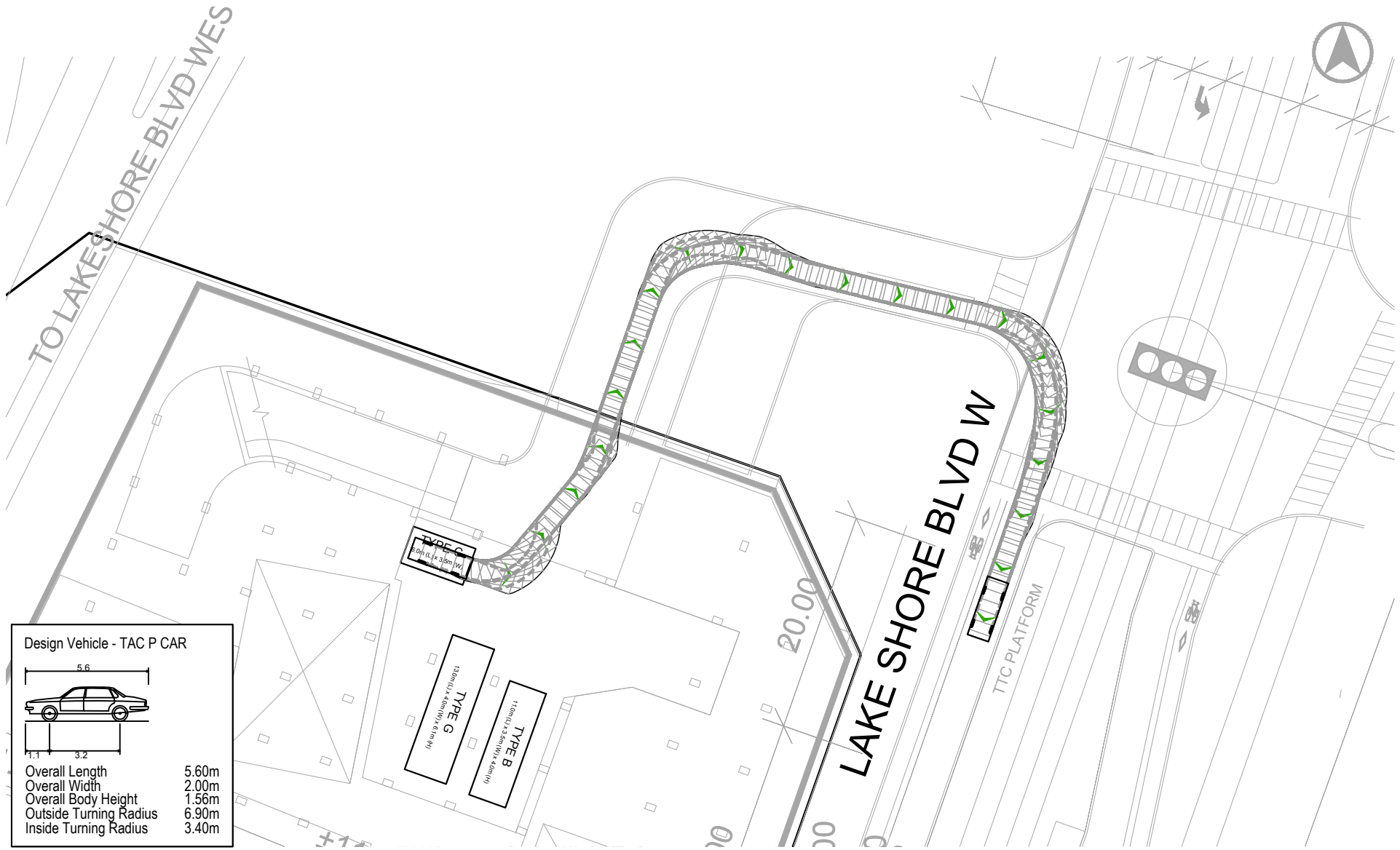
Design Vehicle - TAC P CAR

Overall Length	5.60m
Overall Width	2.00m
Overall Body Height	1.56m
Outside Turning Radius	6.90m
Inside Turning Radius	3.40m



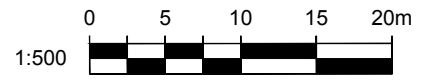
2150 Lake Shore Boulevard W.
 Block F
 Loading Type 'C'
 TAC P Car - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-209



Design Vehicle - TAC P CAR

Overall Length 5.60m
 Overall Width 2.00m
 Overall Body Height 1.56m
 Outside Turning Radius 6.90m
 Inside Turning Radius 3.40m



2150 Lake Shore Boulevard W.
 Block F
 Loading Type 'C'
 TAC P Car - Inbound

Project:	2150 Lake Shore Blvd. W.
Project No.	7036-10
Date:	May 15, 2020
Revised:	-
Drawing No.	VMD-210

**APPENDIX I:
Functional Road Plan**



- LEGEND**
- CYCLE TRACK
 - TWO-WAY CYCLE TRACK
 - TTC STREETCAR / LRT TRACK
 - EXISTING SIGNAL
 - PROPOSED SIGNAL
 - EXISTING PROPERTY LINE
 - PROPOSED PROPERTY LINE

00 09-30-2019 NZF ISSUED FOR OPA SUB01
 00 MM-00-YR INT REVISION NOTE



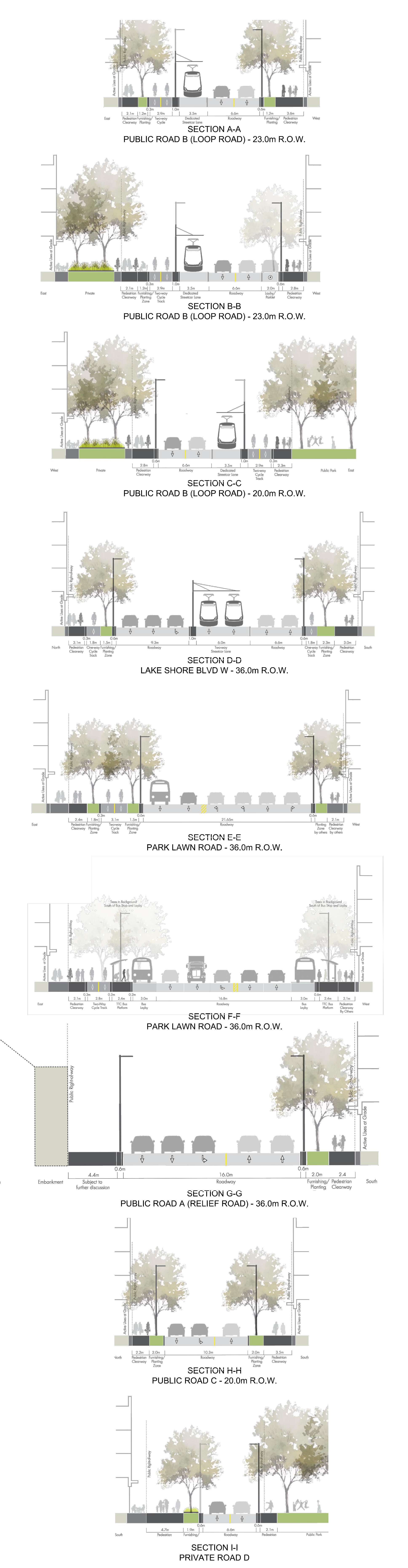
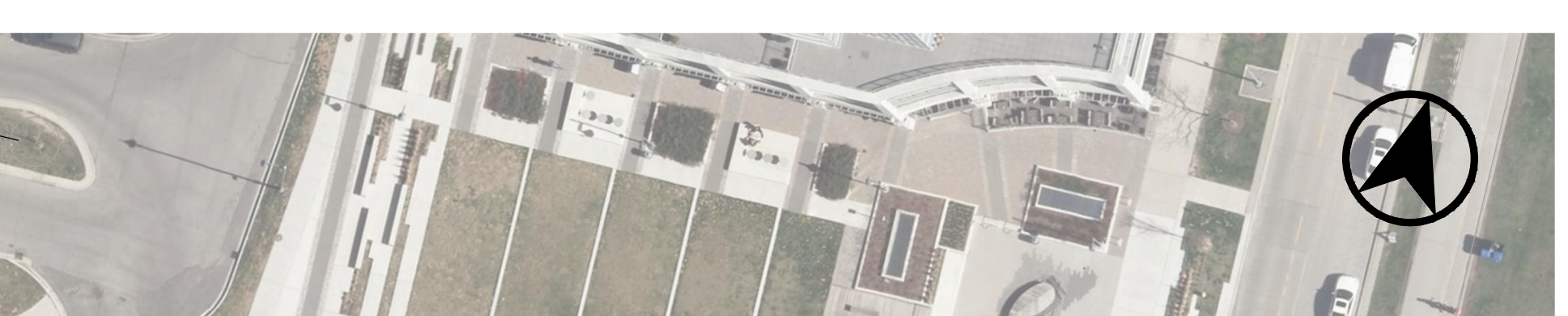
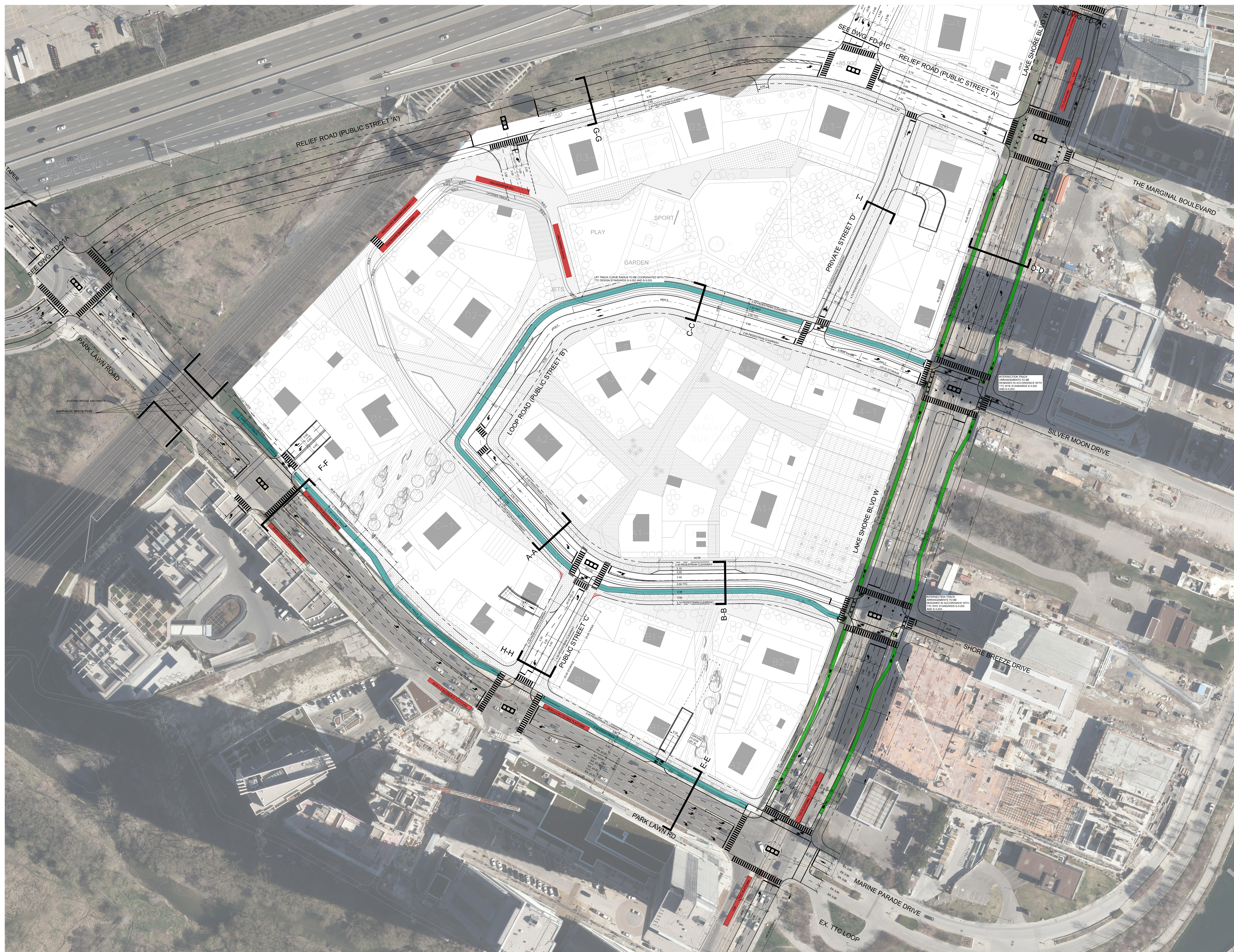
2150 LAKESHORE BLVD WEST

CONCEPTUAL FUNCTIONAL ROAD PLAN

Date: SEPTEMBER 27, 2019
 Project No.: 7036-10
 Scale: 1:1,000

FD-01A

Drawn: [Name] Date: [Date] File: [Path]



- LEGEND**
- CYCLE TRACK
 - PROPOSED TRAM TRACK
 - TTC STREETCAR LANE TRACK
 - EXISTING SIGNAL
 - PROPOSED SIGNAL
 - EXISTING PROPERTY LINE
 - PROPOSED PROPERTY LINE

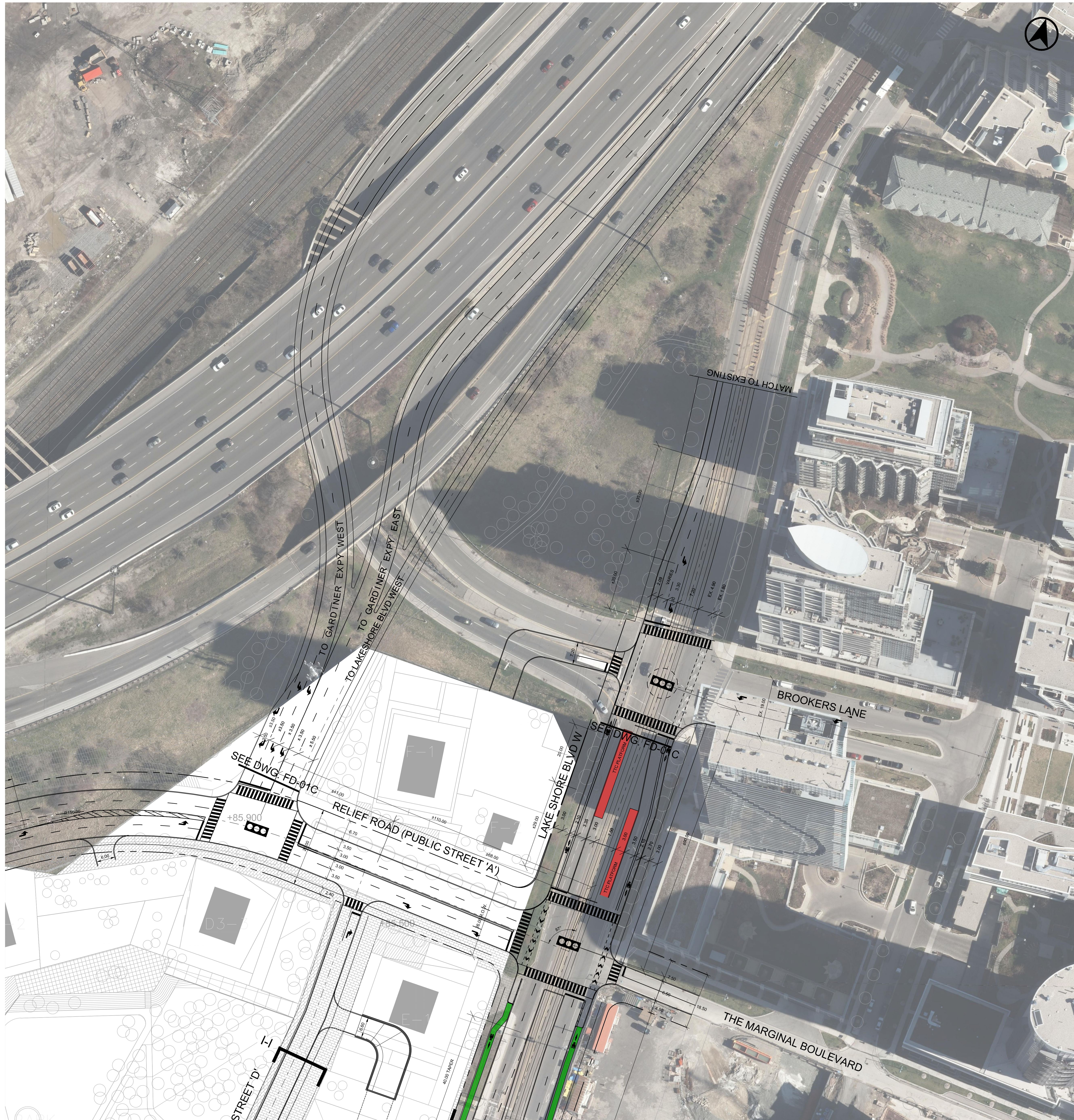
01 05-19-2020 N2P ISSUED FOR ZBA & POSS SUBMIT - UPA SUBMIT
 00 09-30-2019 N2P ISSUED FOR UPA SUBMIT
 00 04-02-2019 N2P REVISIONS

BA Group
 2150 LAKE SHORE BOULEVARD

FUNCTIONAL ROAD PLAN

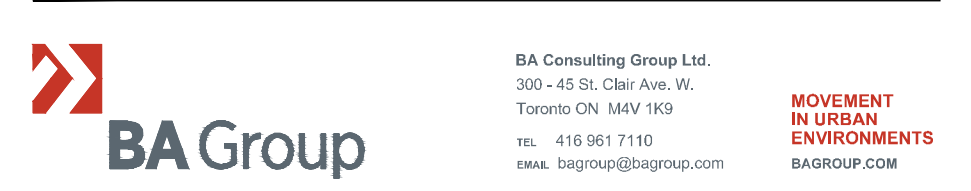
Date: Month Day, 2016
 Project No: 7036-10
 Scale: 1:500

FD-01(B)



- LEGEND**
- CYCLE TRACK
 - TWO-WAY CYCLE TRACK
 - TTC STREETCAR / LRT TRACK
 - S EXISTING SIGNAL
 - S PROPOSED SIGNAL
 - EXISTING PROPERTY LINE
 - PROPOSED PROPERTY LINE

00 05-15-2020 NZF ISSUED FOR ZBA & POSD SUB01 / OPA SUB02
 00 MM-DD-YR INT REVISION NOTE



2150 LAKESHORE BLVD WEST

CONCEPTUAL FUNCTIONAL ROAD PLAN

Date: MAY 15, 2020
 Project No.: 7036-10
 Scale:

FD-01C