

Transportation Impact Study Update

PROPOSED MIXED-USE RESIDENTIAL DEVELOPMENT

5688 Main Street
Town of Whitchurch-Stouffville

March 19, 2026
Project No: NT-23-239
City File No: PRE22.099

March 19, 2026

Hyson Properties Inc.
9210 Leslie Street, Unit 102
Richmond Hill, ON L4B 3J9

Attention: Tom Zheng

**Re: Engineering Service – Transportation Impact Study
Proposed Mixed-Use Residential Development
5688 Main Street, Town of Whitchurch-Stouffville
Our Project No. NT-23-239**

NexTrans Consulting Engineers (a Division of NextEng Consulting Group Inc.) is pleased to present the enclosed Transportation Impact Study (TIS) Update in support of an Official Plan Amendment and Zoning By-Law Amendment application for a proposed mixed-use residential development at the above noted property.

The purpose of this TIS Update is to amend our previously submitted Transportation Impact Study in accordance with the latest site plan changes, as well as to respond to the transportation related comments issued by Town staff. Previously, the development proposal was to redevelop the existing subject lands to construct a 13-storey residential building with 254 dwelling units and 610.92 m² GFA dedicated to commercial land uses at-grade. A total of 286 vehicle parking spaces were proposed on-site. Vehicular access to the development was proposed via a full movement driveway onto Palmwood Gate.

Subsequent to the submission of the initial Transportation Impact Study, the development proposal has been revised to include a 14-storey purpose-built independent seniors rental building with 185 dwelling units and 205.63 m² GFA dedicated to commercial land uses at-grade. A total of 115 vehicle parking spaces (95 resident spaces and 20 visitor spaces) are proposed on-site. Vehicular access to the site is envisioned via a full movement driveway onto Palmwood Gate.

Our responses to the comments issued by Town staff are provided below.

TRANSPORTATION IMPACT STUDY

General Comments

- a) *The Synchro electronic files for all analyses including existing, future background and future total conditions must be provided for review.*

NEXTRANS RESPONSE: Acknowledged. Synchro files are submitted with this TIS Update for review.

- b) *Please provide the existing signal timing plans for all study area intersections.*

NEXTRANS RESPONSE: Acknowledged. Signal timing plans are submitted with this TIS Update for review.

SECTION 2.0

- a) *Unposted speed limits are 40 km/h within the Town of Whitchurch Stouffville. Please update the existing road network text and the synchro analysis to reflect the correct speed limits.*

NEXTRANS RESPONSE: Unposted speed limits have been updated to 40km/h in this TIS Update and Synchro analysis. It is noted that the speed limit change has no impact on the Synchro findings.

- b) *Figure 2.1 depicts the future access configuration. The arrows and stop sign should be removed to clarify that the access is proposed for the future site.*

NEXTRANS RESPONSE: Acknowledged.

- c) *Section 2.1 is missing the descriptions for both Palmwood Gate and Mostar Street.*

NEXTRANS RESPONSE: Road descriptions are provided in this TIS update.

- d) *LOS for transit, cycling and Palmwood Gate SB pedestrian segment are F. Provide some support or justification to how the site design will accommodate for these deficiencies. This can be included in the TDM section.*

NEXTRANS RESPONSE: It is noted that the proposed development provides pedestrian connections to Main Street; however, pedestrian connections to Palmwood Gate will be contemplated at the detailed design stage.

- e) *The existing traffic volumes from the pool store were not accounted for. Considering the light nature of the existing use, the study methodology is conservative and therefore acceptable.*

NEXTRANS RESPONSE: Acknowledged.

- f) *We note that the TIS used Synchro 10, the current version is Synchro 12. We prefer if analysis is completed using the latest version of Synchro 12. However, we will review the electronic Synchro files when received using Synchro 12.*

NEXTRANS RESPONSE: Acknowledged. The underlying HCM methodologies and operational calculations remain consistent across newer versions of Synchro; therefore, the results are expected to remain consistent with those produced in Synchro 12.

SECTION 3.0

- a) *Confirm whether the background development selection was approved by the Town as requested in the TOR documents. It appears the following may have been omitted:*

- 1) *Weldon Road – SPA 22.039*
- 2) *5991 Main and 12238 Ninth Line – OPA 19.003*
- 3) *5964 Main Street & 28 Fairview – OPA 22.009*

NEXTRANS RESPONSE: SPA 22.039: Based on the Traffic Brief prepared by WSP dated November 8, 2022, the proposed development is expected to generate a minimal number of trips, which will likely be lower than the number of trips currently generated by the existing land use. On this basis, the site traffic generated by this development was omitted from our analysis.

OPA 19.003: Included in this TIS Update.

OPA 22.009: Included in this TIS Update.

- b) *It appears some background developments listed in the Development Activity Map were not accounted for. Upon review it seems as though these developments may be constructed, however it is not clear if they are occupied and in full operation. Please confirm whether these developments are fully occupied and model traffic as appropriate to make up any discrepancies.*

1) 135 Mostar Street – SPA 18.018

2) 5917 Main Street – SPA 19.002

NEXTRANS RESPONSE: Given that both noted developments have been constructed, the associated site traffic was not included from the analysis as the site traffic volumes should already be accounted for in the existing TMC data collection.

SECTION 4.0

- a) *Trip generation notes a different type of multifamily housing trip generation method between the text and Table 4.1. Clarify whether the rate was “not close to transit” or “close to transit.”*

NEXTRANS RESPONSE: Trip generation has been updated in accordance with the proposed land use.

- b) *Upon review of the trip generation, we were not able to replicate the numbers presented in the report when repeating the calculations. Please provide an appendix breaking down how the trip rates were calculated for review. This could include excerpts from the online ITE web page.*

NEXTRANS RESPONSE: Trip generation calculations have been updated within this TIS Update in accordance with the latest site plans. An excerpt of the trip generation calculations is enclosed in **Appendix G**.

- c) *Trip purpose was not listed in the TTS query information in Appendix G. Please update the sheets in Appendix G to display this information.*

NEXTRANS RESPONSE: It is to be noted that trip purpose was included in the TTS query in **Appendix G**.

- d) *We noted that the PM north/outbound trips were quite high at 33%. We noted that north of the site is predominantly residential neighbourhood. Please provide additional reasoning describing why these trips are selecting this direction of travel.*

NEXTRANS RESPONSE: It is to be noted that the northbound trip assignment occurred as a result of trips travelling to Ninth Line via Rupert Avenue. Route mapping via Google Maps indicates that travelling via Rupert Avenue offers a

convenient alternative to travelling along Main Street. It is to be noted that despite the trip assignment being seemingly high at 33%, this only results in 2 outbound vehicles being assigned to this movement.

SECTION 5.0

- a) *Section 5.1 (Future Total Conditions) notes a west and east parcel. Please provide detail on any proposed phasing for the site.*

NEXTRANS RESPONSE: Acknowledged. The TIS Update has removed such references.

SECTION 6.0

- a) *Parking calculations were done using the rate for “dwelling units over commercial uses.” The rate for “apartment building” should be used instead. The rates are identical, so no mathematical changes are required.*

NEXTRANS RESPONSE: Acknowledged. It is to be noted that the parking calculations were updated in accordance with the proposed land use.

- b) *The justification notes 286 spaces are proposed and 270 are required. Provide a summary of the parking supply broken down by resident and visitor/commercial uses. We recommend that opportunities to share parking between the commercial and residential visitors be investigated.*

NEXTRANS RESPONSE: Acknowledged. It is to be noted that the vehicle parking supply is broken down in the site plan for the proposed land use. The site plan used to prepare this TIS Update is enclosed in **Appendix A**.

- c) *We are in general agreement with the proxy site selection and data presented, and recommend the following adjustments:*
- 1) *Remove proxy sites from Mississauga and Markham as their access to amenities and transit are not representative.*
 - 2) *Add into Table 6.4 information on distance to local transit in addition to distance to local rail connections.*
 - 3) *Provide the by-law requirement for commercial spaces as the data is not supportive of a reduction in the commercial parking requirement.*

NEXTRANS RESPONSE: Acknowledged. The parking section of this TIS Update has been updated in accordance with the proposed land use.

- d) *We are generally supportive of a residential rate of 0.9 as seen in the 7 Albert Street data, a visitor rate of 0.1 as seen in the 14924 Yonge Street data and the by-law requirement for commercial spaces. This would result in a requirement of 273 spaces. However, we reserve the right to review the parking justification after the above changes have been made.*

NEXTRANS RESPONSE: Acknowledged.

SECTION 8.0

- a) *Table 8.2 details the responsibility and cost breakdown for various TDM measures. The report should include estimated costs for each TDM measure and accurate assigned responsibilities. For example the Presto Card costs are the responsibility of the Applicant, not the responsibility of York Region.*

NEXTRANS RESPONSE: Acknowledged.

- b) *The Study notes the bicycle parking requirements for the site are 127 long-term spaces and 28 short-term spaces. However, no bike parking appears to be proposed. Please confirm the location and number of bicycle parking spaces that will be provided.*

NEXTRANS RESPONSE: Bicycle parking is to be provided in the detailed design stage of the application process as appropriate for the proposed land use.

REPORT FIGURES

- a) *All roads in Figures 2-3, 3-1, 3-2, 3-3, 4-1 and 5-1 should be labelled.*

NEXTRANS RESPONSE: Acknowledged. The roads in the traffic figures have been labeled in this TIS Update.

SITE PLAN COMMENTS

- b) *The loading space noted in the Transportation Impact Study shows the turning template crossing the curb and landscaped area. The turning templates must stay within paved areas.*

NEXTRANS RESPONSE: Acknowledged. The VMD has been updated in this TIS Update.

- e) *Turning templates for personal autos should show the cul-de-sac turnaround, ramp operations, and a selection of critical underground parking spaces including all dead-end turnarounds.*

NEXTRANS RESPONSE: Acknowledged. The VMDs have been provided in this TIS Update.

The study concludes that the proposed development can adequately be accommodated by the existing transportation network with a negligible traffic impact to the adjacent public roadways. We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

NEXTRANS CONSULTING ENGINEERS

Prepared by:



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Transportation Analyst

Approved by:



Richard Pernicky, MITE
Principal

Issues and Revisions Registry

Identification	Date	Description of issued and/or revision
Transportation Impact Study	October 4, 2024	For 1 st Submission
TIS Update	March 19, 2026	For 2 nd Submission

EXECUTIVE SUMMARY

NexTrans Consulting Engineers (A Division of NextEng Consulting Group Ltd.) was retained by Hyson Properties Inc., (the 'Client') to prepare this update to our Transportation Impact Study for a proposed purpose-built independent senior living rental development with ancillary commercial uses at-grade. The subject property is located at the northwest corner of the Main Street and Palmwood Gate intersection and is municipally addressed as 5688 Main Street (the "subject site") in the Town of Whitchurch-Stouffville, within the Region of York.

Development Proposal

The development proposal is to redevelop the existing subject lands to construct a 14-storey purpose-built independent seniors rental building with 185 dwelling units and 205.63 m² GFA dedicated to commercial land uses at-grade. A total of 115 vehicle parking spaces (95 resident spaces and 20 visitor spaces) are proposed on-site. Vehicular access to the site is envisioned via a full movement driveway onto Palmwood Gate.

Capacity Analysis

Based on the trip generation calculations, the proposed development is projected to generate a total of 44 new two-way trips (17 inbound and 27 outbound) and 73 new two-way trips (39 inbound and 34 outbound) during the weekday AM peak hour and PM peak hour.

Based on the capacity analysis of existing traffic conditions, all study area intersections are currently operating with residual capacity, with acceptable levels of service, and with manageable delays and queues lengths during weekday AM and PM peak hours.

Based on the results of the capacity analysis under 2032 future background traffic conditions, all study area intersections are projected to operate with residual capacity, with acceptable levels of service, and with manageable delays and queue lengths during weekday AM and PM peak hours, with the exception of the westbound left movement at the Palmwood Gate/ Mostar Street/ Main Street intersection during PM peak hour.

Based on the results of the capacity analysis under 2032 future total traffic conditions, all study area intersections and the proposed full movement site access are projected to operate with residual capacity, with acceptable levels of service, and with manageable delays and queue lengths during weekday AM and PM peak hours, with the exception of the westbound left movement at the Palmwood Gate/ Mostar Street/ Main Street intersection during PM peak hour, which was initially identified as a critical movement under future background traffic conditions.

To demonstrate that the projected operational deficiencies can be mitigated, signal timings were optimized until acceptable v/c ratios were achieved. When optimizing, the existing cycle length was maintained but the total splits were adjusted. The analysis conducted using optimized signal timings indicates that the projected operational deficiencies can be mitigated for the previously identified westbound left movement at the Palmwood Gate/ Mostar Street/ Main Street intersection during PM peak hour.

It is our recommendation that the Town and Region continue to monitor the movements of this intersection as developments within the area are built out.

Parking Review

The subject site is located within the CM2 zone. It is noted that the Zoning By-law parking standards (Table 3.23.1) do not prescribe a rate for independent seniors living apartments. As a conservative approach, the parking rate for the “Apartment Building” land use was applied to calculate the vehicle parking requirement for the residential component of the development, recognizing that independent seniors living apartments typically generate lower parking demand than conventional apartments. The parking requirement for the commercial component of the development was calculated using the rate for the “Retail Store” land use.

Based on Town of Whitchurch-Stouffville’s Zoning By-law 2010-001-ZO, a total of 286 vehicle parking spaces are required (232 resident spaces, 47 visitor spaces and seven (7) retail spaces). In comparing the technical parking requirement with the proposed parking supply of 115 spaces, there is a total technical shortfall of 171 parking spaces (60% reduction).

In accordance with the Town’s Zoning By-law requirements for barrier free parking, a total of eight (8) spaces are required. Further to the Zoning By-law requirements, four (4) spaces should be Type A, four (4) spaces should be Type B space.

Based on the rates prescribed in Markham’s Zoning By-law for bicycle parking, a total of 115 bicycle parking spaces (93 long-term and 22 short-term) are required for all proposed land uses on-site.

Several justifications are provided to support the proposed parking reduction in comparison to the Zoning By-law requirements such as proxy site parking utilization rates, recent provincial policies, the review of projected parking demands as per ITE Parking Generation Manual, the review of the Town’s Draft Official Plan Policies, neighbourhood context and transportation demand management measures.

Based on the proxy site parking utilization survey data of similar senior’s rental apartment housing buildings, as well as the ITE Parking Generation Manual rates for the proposed land use, it is Nextrans’ opinion that the proposed 0.51 spaces/unit parking rate for residents and 0.11 space/unit parking rate for visitors will adequately accommodate the forecasted parking demands of the proposed development.

It is our opinion that the implementation of the proposed TDM measures will work synergistically to reduce parking demand as well as to encourage other modes of travel, which is in accordance with the goals of the Town’s Official Plan policies.

Loading Review

AutoTURN software was used to generate a vehicular turning template to confirm and demonstrate the accessibility of the proposed study area. The AutoTURN analysis confirms that the design vehicles can effectively maneuver within the site.

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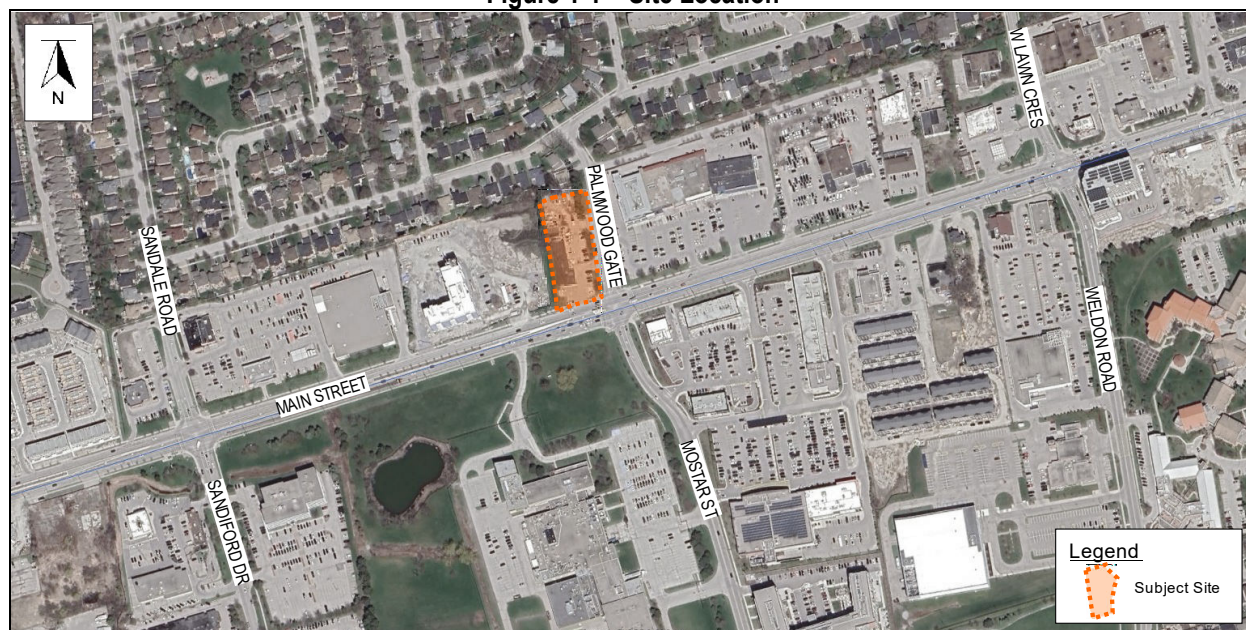
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1.0 INTRODUCTION

NexTrans Consulting Engineers (A Division of NextEng Consulting Group Ltd.) was retained by Hyson Properties Inc., (the 'Client') to prepare this update to our Transportation Impact Study for a mixed-use residential development. The subject property is located at the northwest corner of the intersection of Main Street and Palmwood Gate and is municipally addressed as 5688 Main Street (herein referred to as the "subject site") in the Town of Whitchurch-Stouffville, within the Region of York.

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

Figure 1-1 – Site Location

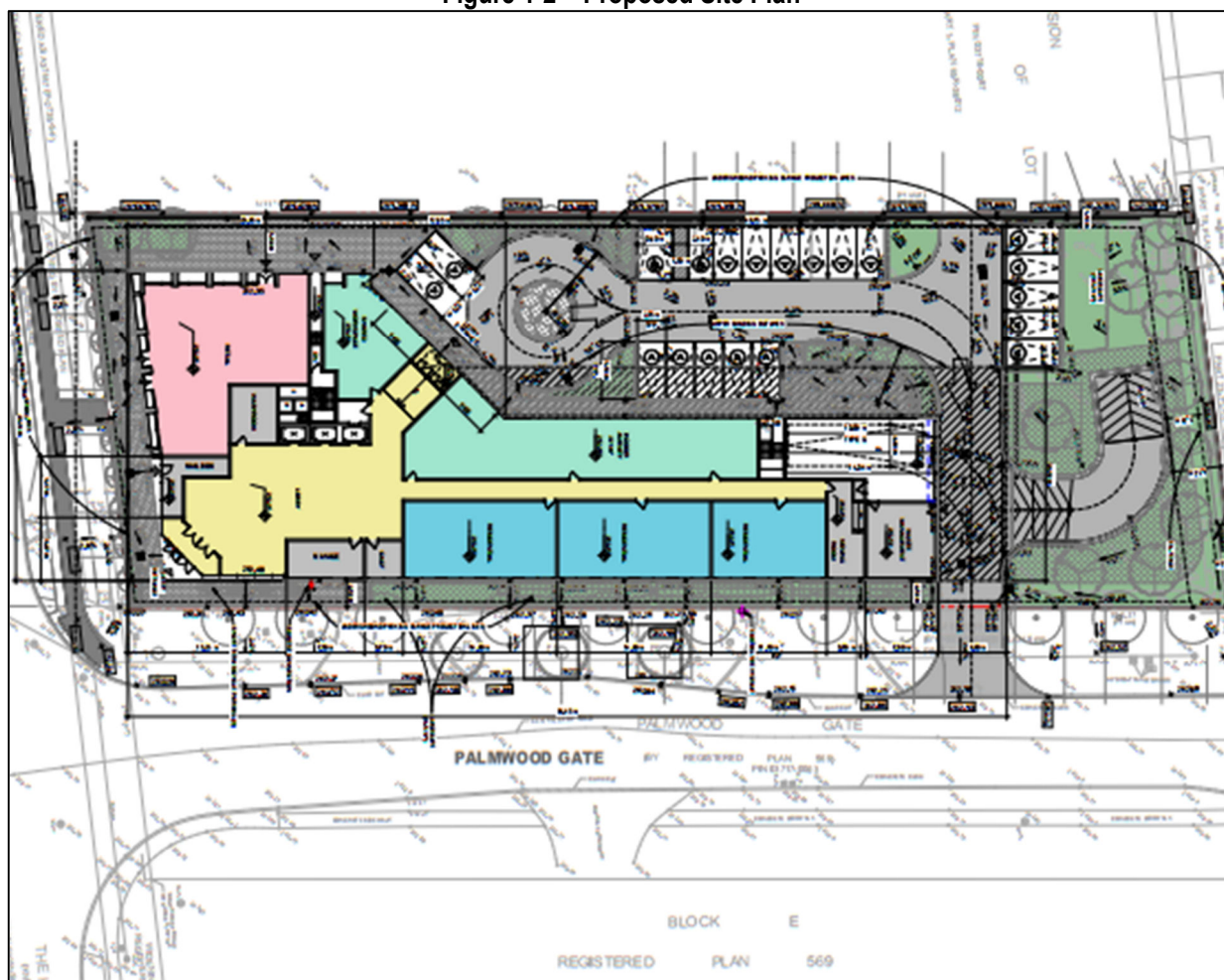


The subject lands are currently occupied by an existing commercial establishment. Previously, the site plan prepared by TAES Architects Inc. illustrated that the development proposal is to redevelop the existing subject lands to construct a 14-storey residential building with 254 dwelling units and 610.92S m² GFA dedicated to commercial uses at-grade. A total of 286 vehicle parking spaces are proposed on-site. Vehicular access to the development is proposed via a full movement driveway onto Palmwood Gate.

Subsequent to the submission of our initial Transportation Impact Study, the development proposal has been updated and now proposes a 14-storey purpose-built seniors rental building with 185 dwelling units and 205.63 m² GFA dedicated to commercial land uses at-grade. A total of 115 vehicle parking spaces (95 resident spaces and 20 visitor spaces) are proposed on-site. Vehicular access to the site is envisioned via a full movement driveway onto Palmwood Gate.

The site plan used to prepare this TIS Update is illustrated in **Figure 1-2** and is enclosed in full detail in **Appendix A**.

Figure 1-2 – Proposed Site Plan



1.1. Study Approach

The weekday morning (AM) and weekday afternoon (PM) peak traffic study periods were assessed. A baseline year of 2024 was considered for existing conditions. A Terms of Reference (TOR) was established with the Town of Whitchurch-Stouffville and with York Region. The TOR proposed a 2029 horizon year; however, the Region suggested that this horizon year would be unrealistic and as such, a 2032 horizon year was analyzed instead (assuming a 2027 opening year).

The TOR and the comments provided by reviewing agencies are enclosed in **Appendix B**.

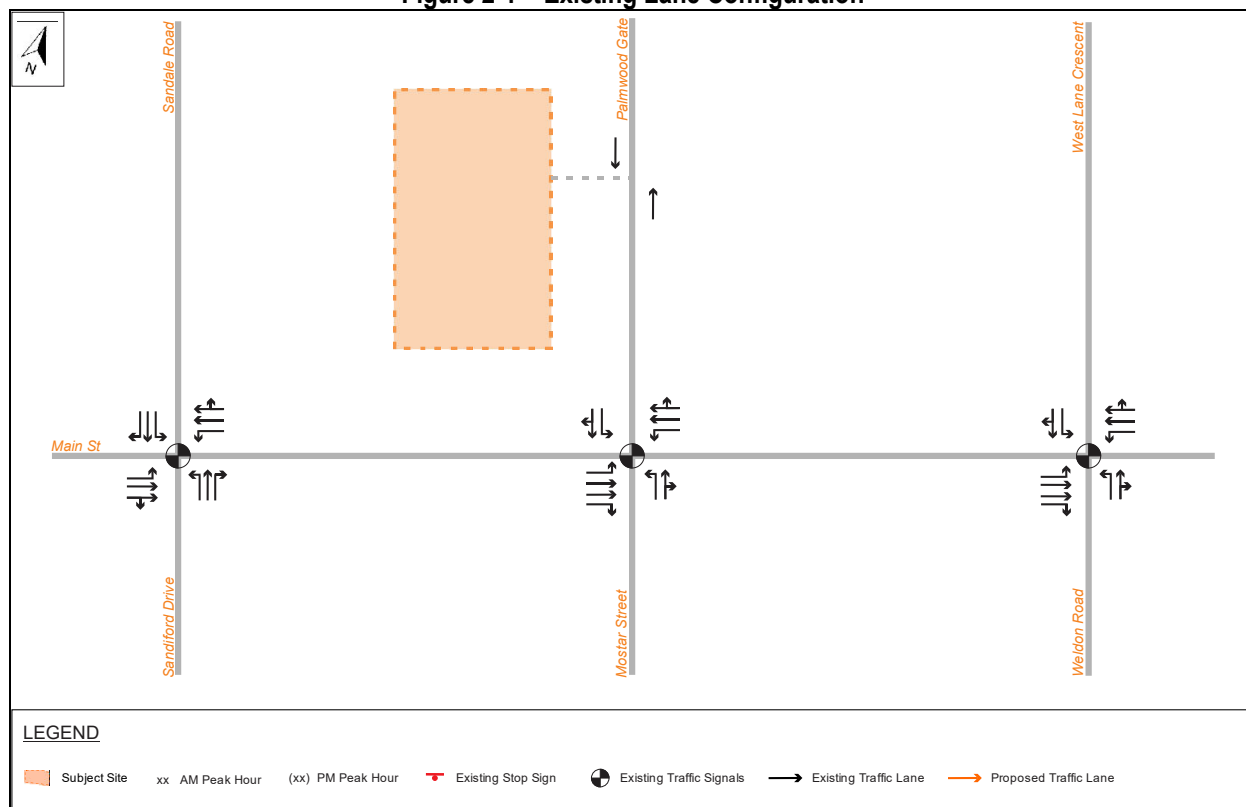
2.0 EXISTING TRAFFIC CONDITIONS

2.1. Existing Road Network

The subject lands are located at the northwest corner of the intersection of Main Street and Palmwood Gate, municipally addressed as 5688 Main Street, in the Town of Whitchurch-Stouffville, within the Region of York. The existing road network, lane configuration and existing traffic control for the study area are illustrated in **Figure 2-1** and described as follows:

- **Main Street** is an east-west urban arterial road under the jurisdiction of the Town of Whitchurch-Stouffville. Main Street has an existing two (2) lane cross-section (one (1) travel lane per direction), east of the intersection of Main Street and Ninth Line and four (4) lane cross-section (two (2) travel lanes per direction). Within the area of the subject site, Main Street has a posted speed limit of 50 km/h, west of the intersection of Main Street and Ninth Line and a posted speed limit of 40 km/h, east of the intersection of Main Street and Ninth Line.
- **Sandale Road** is a local road under the jurisdiction of the Town of Whitchurch-Stouffville that generally runs in the north south directions. Sandale road has an existing two (2) lane cross-section (one (1) travel lane per direction) and maintains an assumed unposted speed limit of 40km/h.
- **Sandiford Drive** is a collector road under the jurisdiction of the Town of Whitchurch-Stouffville that runs in the north south directions. Sandiford Drive has an existing two (2) lane cross-section (one (1) travel lane per direction) and maintains an assumed unposted speed limit of 40km/h.
- **West Lawn Crescent** is a local road under the jurisdiction of the Town of Whitchurch-Stouffville that generally runs in the north south directions. West Lawn Crescent has an existing two (2) lane cross-section (one (1) travel lane per direction) and maintains a posted speed limit of 40 km/h near the subject site.
- **Weldon Road** is a collector road under the jurisdiction of the Town of Whitchurch-Stouffville that generally runs in the north south directions. Weldon Road has an existing two (2) lane cross-section (one (1) travel lane per direction) and maintains a posted speed limit of 40 km/h near the subject site.
- **Palmwood Gate** is a local road under the jurisdiction of the Town of Whitchurch-Stouffville that travels in the north-south directions between Rupert Avenue to the north and Main Street to the south. Palmwood Gate has an existing two-lane cross-section (one (1) travel lane per direction) and maintains an unposted speed limit of 40 km/h.
- **Mostar Street** is a collector road under the jurisdiction of the Town of Whitchurch-Stouffville that travels in the north-south. Mostar Street has an existing two-lane cross-section (one (1) travel lane per direction) and provides an auxiliary left turn lane at its intersection with Main Street. Mostar Street maintains an unposted speed limit of 40 km/h.

Figure 2-1 – Existing Lane Configuration



2.2. Existing Transit Infrastructure

Based on the study prepared by the Ministry of transportation of Ontario (MTO) entitled: 'Transit Supportive Guidelines', dated January 2012, transit users are generally willing to walk 400 meters to a local stop or 800 meters to a transit station. The subject site is located within an area with limited transit availability. There are multiple bus routes as well as a nearby GO station providing transit service near the subject site and is described below.

- Stouffville Line:** generally, a north-south GO train line that operates between Union Station in downtown Toronto to Old Elm station in the Town of Whitchurch-Stouffville. The Main Street at Edward Street (Stouffville GO) station is located approximately 600 m east from the subject site. The Stouffville line operates with a headway frequency of one (1) hour.
- YRT Bus Route 9** travels generally in the north / south directions from 5:45 AM – 8:15 PM on weekdays. The 9-bus line operates from the area of Hoover Park Drive and Highway 48 to the north and the area of Box Grove Bypass and Oakborough Drive to the south. The 70-bus line operates with a headway frequency of approximately 35 minutes. The closest bus stop is at the intersection of Ninth Line and Main Street which is a one (1) minute walk (approximately 50 m) from the subject site.
- GO Bus Line 70** travels generally in the north / south directions from 5:45 AM – 11:30 PM Monday to Friday, and from 7:45 AM – 11:30 PM Saturday and Sunday. The 70-bus line operates from Uxbridge to the north and Union Station in Downtown Toronto to the south and provides direct connection to the GO Station. The 70-bus line operates with a headway frequency of approximately 30 minutes. The closest bus stop is at the intersection of West Line Crescent / Weldon Road and Main Street which is a three (3) minute walk (approximately 250 m) from the subject site.

2.3. Existing Active Transportation Infrastructure

Sidewalks

Under existing conditions, sidewalks are available as follows:

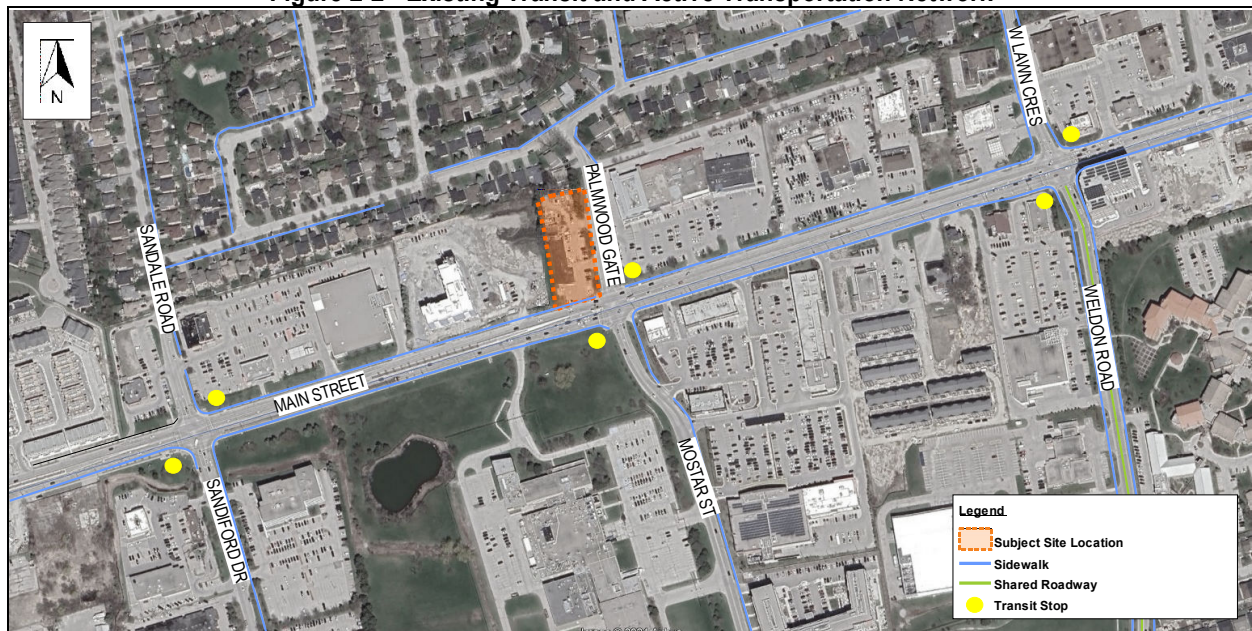
- Both sides of Main Street
- East side of Sandale Road
- East side of Sandiford Road
- East side of Palmwood Gate
- East side of Mostar Street
- Both sides of Weldon Road
- Both sides of West Lawn Crescent

Cycling

The York Region Interactive Cycling Map identifies that within the study area, Weldon Road is designated as a shared roadway and also provides a shared pathway within the boulevard.

Figure 2-2 illustrates active transportation provisions and transit facilities within the subject site.

Figure 2-2 - Existing Transit and Active Transportation Network



2.4. Transit Mode Assessment

The subject site is located in a transit-supportive area with two (2) transit stops located within a 400-meter radius (five (5) minute walk). In addition, it is important to note that the subject site is located under 1.5 km away from the Stouffville GO station. Intersection approach LOS was taken from the critical peak period from the existing traffic analysis. The transit level of service is summarized in **Table 2.1**.

Table 2.1 – Existing Transit Level of Service

Intersection	Direction	Access to Transit Stops	Transit Headways	Intersection Approach
		LOS	LOS	LOS
Palmwood	NB	A	F	C
Gate/Mostar	SB	A	F	D
Street and	EB	A	F	C
Main Street	WB	A	F	C

The results of the transit level of service assessment indicate that the intersection of Ninth Line & Main Street provide acceptable transit facilities, with excellent access to transit stops. It is noted that the transit services within the area operate with a 50-minute headway, resulting in a failing level of service. Given the subject site's proximity to the Stouffville GO station, there is the availability of higher-order transit; however, improved bus facilities along Main Street would greatly improve the connectivity of the study area.

2.5. Pedestrian Mode Assessment

It is noted that there is an extensive sidewalk network under existing conditions, and the Town's Transportation Master Plan identifies that it is the Town's goal to accommodate pedestrian improvements within the Town of Whitchurch-Stouffville. **Table 2.2** summarizes the pedestrian level of service within the area based on the criteria detailed in the Transportation Mobility Plan Guidelines.

Table 2.2 – Pedestrian Level of Service

Intersection	Direction	Segment		Intersection
		Description	LOS	LOS
Sandale Road/Sandiford Drive & Main Street	NB	Sandiford Road	B	B
	SB	Sandale Drive	B	B
	EB	Main Street	B	B
	WB	Main Street	B	B
Mostar Street/Palmwood Gate & Main Street	NB	Mostar Street	B	B
	SB	Palmwood Gate	F	B
	EB	Main Street	B	B
	WB	Main Street	B	B
Weldon Road / W Lawn Crescent & Main Street	NB	Weldon Road	B	B
	SB	W Lawn Crescent	B	B
	EB	Main Street	B	B
	WB	Main Street	C	C

The results of the pedestrian level of service assessment indicate that there is excellent sidewalk infrastructure within the study area.

2.6. Cycling Mode Assessment

As previously indicated in this study, there is a dedicated cycling lane along Ninth Line and a shared roadway along Weldon Road. As noted in Section 3.2 of this study, the Town plans to implement bike lanes along Ninth Line and paved shoulders along Main Street for cyclists. The cycling mode assessment is provided in **Table 2.3**.

Table 2.3 – Cycling Level of Service

Intersection	Direction	Segment		Intersection
		Description	LOS	LOS
Sandale Road/Sandiford Drive & Main Street	NB	Sandiford Road	F	F
	SB	Sandale Drive	F	F
	EB	Main Street	F	F
	WB	Main Street	F	F
Mostar Street/Palmwood Gate & Main Street	NB	Mostar Street	F	F
	SB	Palmwood Gate	F	F
	EB	Main Street	F	F
	WB	Main Street	F	F
Weldon Road / W Lawn Crescent & Main Street	NB	Weldon Road	F	F
	SB	W Lawn Crescent	E	E
	EB	Main Street	F	F
	WB	Main Street	F	F

The results of the cycling level of service assessment indicate that there is limited cycling infrastructure availability within the study area. There are planned cycling infrastructure improvements that will provide cyclists with improved connectivity to the proposed development – namely the proposed in-boulevard facilities envisioned along Main Street.

2.7. Existing Traffic Volumes

Weekday morning and afternoon peak period turning movement counts (TMC) were undertaken by Spectrum Traffic for all study area intersection during the weekday AM and PM peak periods. Existing traffic data, including TMC data and signal timing plans provided by the Region, are enclosed in **Appendix C**. A summary of traffic data collection is provided in **Table 2.4**.

Table 2.4: Traffic Data Collection Summary

Intersection	Source	Survey Date
Sandale Road/Sandiford Drive & Main Street	Spectrum Traffic Inc.	February 14, 2024
Palmwood Gate/Mostar Street & Main Street	Spectrum Traffic Inc.	February 14, 2024
West Lawn Crescent/Weldon Road & Main Street	Spectrum Traffic Inc.	February 14, 2024

2.8. Existing Traffic Assessment

The existing traffic volumes are illustrated in **Figure 2-3** and were analyzed using Synchro 10 software. The methodology of the software follows the procedures described and outlined in the highway capacity manual, HCM 2000, published by the Transportation Research Board.

It is noted that the peak hour factor (PHF) was calculated for each of the study area intersections for both AM and PM peak hours. The calculated PHF was carried forward in all future scenarios as well.

Peak hour factors were calculated and applied per intersection using the following equation:

$$PHF = \frac{\text{total peak hour volume}}{4 * \text{peak 15 minute volume}}$$

The detailed results are provided in **Appendix D** and summarized in **Table 2.5**.

Table 2.5: Level of Service – Existing Traffic Assessments

Intersection	Movement	Weekday AM Peak Hour					Weekday PM Peak Hour				
		v/c	Delay (s)	LOS	Queue		v/c	Delay (s)	LOS	Queue	
					50 th	95 th				50 th	95 th
Signalized Intersections											
Sandale Road/Sandiford Drive & Main Street	Overall	0.43	20.5	C	-	-	0.62	24.3	C	-	-
	EBL	0.18	18.1	B	7.9	16.8	0.48	25.0	C	23.9	44.5
	EBT	0.45	20.9	C	56.2	72.2	0.65	24.4	C	100.6	123.1
	WBL	0.46	13.0	B	17.1	27.3	0.43	15.7	B	10.2	17.7
	WBT	0.33	12.4	B	37.1	48.1	0.37	12.8	B	46.5	58.7
	NBL	0.33	37.1	D	21.0	37.4	0.59	44.5	D	43.3	69.2
	NBT	0.11	33.0	C	10.4	20.9	0.21	34.4	C	20.3	35.3
	NBR	0.06	32.4	C	0.0	12.9	0.09	32.8	C	0.0	15.0
	SBL	0.22	33.9	C	14.9	28.4	0.36	35.6	D	24.1	41.9
	SBT	0.18	33.4	C	17.3	31.1	0.14	32.9	C	13.2	25.3
SBR	0.04	32.0	C	0.0	7.0	0.07	32.3	C	0.0	13.7	
Mostar Street/Palmwood Gate & Main Street	Overall	0.40	18.9	B	-	-	0.75	24.0	C	-	-
	EBL	0.12	17.5	B	4.6	10.8	0.22	18.6	B	9.2	19.4
	EBT	0.36	19.7	B	45.2	56.8	0.61	23.6	C	93.2	114.2
	EBR	0.10	17.1	B	0.0	10.1	0.15	17.6	B	6.3	18.6
	WBL	0.44	13.2	B	19.8	30.1	0.80	31.5	C	22.5	43.7
	WBT	0.40	14.4	B	51.7	62.9	0.40	14.4	B	52.7	66.1
	NBL	0.31	34.8	C	21.3	36.5	0.59	42.5	D	46.2	72.9
	NBT	0.13	31.4	C	6.5	19.7	0.39	35.9	D	35.2	58.5
	SBL	0.04	30.1	C	2.5	7.5	0.11	31.0	C	5.7	13.9
	SBT	0.15	31.2	C	11.4	23.6	0.18	31.6	C	16.4	30.7
Weldon Road / W Lawn Crescent & Main Street	Overall	0.53	27.3	C	-	-	0.48	27.2	C	-	-
	EBL	0.28	21.4	C	6.5	12.4	0.41	19.9	B	13.2	23.0
	EBT	0.46	26.6	C	57.6	67.5	0.65	28.4	C	100.5	123.6
	EBR	0.09	27.2	C	1.8	12.2	0.08	20.4	C	1.2	11.7
	WBL	0.56	21.3	C	23.4	34.1	0.41	21.9	C	10.1	18.7
	WBT	0.63	29.8	C	90.9	102.1	0.58	28.7	C	81.4	101.4
	NBL	0.23	22.0	C	12.5	21.4	0.24	23.0	C	16.9	29.3
	NBT	0.21	22.5	C	19.8	32.6	0.24	24.1	C	23.3	40.1
	SBL	0.11	27.4	C	7.2	15.0	0.18	30.6	C	11.6	23.1
	SBT	0.42	31.1	C	45.0	63.5	0.20	30.7	C	15.2	31.4

Based on the capacity analysis of existing traffic conditions, all study area intersections are currently operating with residual capacity, with acceptable levels of service, and with manageable delays and queues lengths during weekday AM and PM peak hours.

3.0 FUTURE BACKGROUND CONDITIONS

3.1. Future Corridor Growth

Background developments in the study area were reviewed to determine an appropriate growth rate to apply to the existing turning movement counts to project future corridor growth. Nextrans' review of background developments determined that a 2% growth rate per annum was appropriate and was used to project the baseline future background traffic volumes. The baseline future background traffic volumes are illustrated in **Figure 3-1**.

3.2. Planned Transportation Road Network Improvements

The Whitchurch-Stouffville Transportation Master Plan, 2017 was reviewed to determine planned transportation infrastructure improvements within the study area. Our review of the Town's Transportation Master Plan (TMP) indicates that there are no roadway improvements along Main Street nor along any of the intersecting streets that form the study area for this TIS.

In reviewing the Town's TMP for planned active transportation facilities improvements, it is to be noted that along Main Street, in-boulevard cycling facilities are envisioned between Highway 48 and Ninth Line.

3.3. Background Developments

A comprehensive review of background developments in the subject area was conducted to identify future traffic contributors within the study area. The background developments incorporated in this study are summarized in **Table 3.1**. Excerpts of the traffic studies prepared in support of the reviewed background developments are enclosed in **Appendix E**.

Table 3.1: Background Developments

Development Applications	Description	Study Source
5531 Main Street	319 unit residential building 732.35m² retail GFA	LEA Consulting Ltd. March 8 th , 2023
5676 Main Street	97 unit affordable housing development 184m² retail GFA	Tatham Engineering June 23, 2020
185-195 Mostar Street	3 single-storey industrial buildings with a total GFA of 7,014.09m²	Nextrans Consulting Engineers March 13, 2023
5945 Main Street	10-storey residential building with 166 dwelling units 720m² retail GFA	WSP March 23, 2022
5472 Main Street	147 townhouse units 31 units will be live/work units with approximately 16.3m² GFA of commercial space at grade	AECOM January 2019
5505 Main Street	- Existing 1-storey building to remain and converted to convenience store with 125.59m² GFA 4 pump gas bar canopy 500 gallon propane tank refill station	n Engineering Inc. April 27, 2023

Table 3.1: Background Developments (Continued)

Development Applications	Description	Study Source
5262, 5270, 5286 and 5318 Main Street and 12371 Highway 48	• Tower B – 20-storey residential building with 185 dwelling units • Tower C – 16-storey residential building with 155 dwelling units • Tower A – 20-storey residential tower with 150 dwelling units and 5,000ft² GFA • Tower D – 10-storey residential building with 160 dwelling units • Tower E – 10-storey residential building with 150 dwelling units	Trans-Plan May 2022
5991 Main Street	• 12-storey residential apartment building with 130 dwelling units	Trans-Plan March 2023
5964 Main Street	• 12-storey residential building with 210 dwelling units	Nexttrans Consulting Engineers April 19, 2024

The cumulative background development site traffic generated by the proposed development is illustrated in **Figure 3-2**.

3.4. Future Background Traffic Assessment

A full build-out year of 2027 was assumed, and a five (5)-year horizon from the assumed build-out year was analyzed (2032). The estimated 2032 future background total traffic volumes are illustrated in **Figure 3-3** (i.e., future background base traffic volumes + background development site traffic volumes). The detailed calculations are provided in **Appendix F** and **Table 3.2** summarizes the level of service at the study area intersections under future background traffic conditions.

Table 3.2: Level of Service – Future Background Traffic Assessments

Intersection	Movement	Weekday AM Peak Hour					Weekday PM Peak Hour				
		v/c	Delay (s)	LOS	Queue		v/c	Delay (s)	LOS	Queue	
					50 th	95 th				50 th	95 th
Signalized Intersections											
Sandale Road/Sandiford Drive & Main Street	Overall	0.53	21.4	C	-	-	0.74	27.3	C	-	-
	EBL	0.22	19.1	B	8.3	17.9	0.63	33.5	C	27.3	55.4
	EBT	0.57	22.9	C	77.7	97.5	0.82	30.3	C	146.2	176.9
	WBL	0.59	16.5	B	17.7	28.2	0.64	28.9	C	10.7	#31.6
	WBT	0.42	13.4	B	52.6	66.0	0.48	14.3	B	66.5	82.0
	NBL	0.35	37.7	D	22.7	40.0	0.63	46.3	D	47.0	74.5
	NBT	0.11	33.0	C	10.4	20.9	0.21	34.4	C	20.3	35.3
	NBR	0.06	32.4	C	0.0	12.9	0.09	32.8	C	0.0	15.0
	SBL	0.22	33.9	C	14.9	28.4	0.36	35.6	D	24.1	41.9
	SBT	0.18	33.4	C	17.3	31.1	0.14	32.9	C	13.2	25.3
SBR	0.04	32.0	C	0.0	7.6	0.10	32.5	C	1.9	16.1	
Mostar Street/Palmwood Gate & Main Street	Overall	0.50	19.9	B	-	-	1.04	35.5	D	-	-
	EBL	0.16	17.9	B	4.6	11.3	0.30	19.7	B	9.6	21.2
	EBT	0.47	21.2	C	64.0	78.1	0.77	27.9	C	132.3	160.0
	EBR	0.10	17.2	B	0.7	10.9	0.17	17.8	B	9.8	23.1
	WBL	0.58	15.7	B	21.3	32.0	1.24	169.5	F	50.6	102.4
	WBT	0.50	15.9	B	71.5	85.1	0.51	16.0	B	74.1	90.7
	NBL	0.31	34.9	C	21.7	37.1	0.60	42.7	D	46.9	74.2
	NBT	0.13	31.5	C	6.4	20.1	0.40	36.0	D	35.9	59.5
	SBL	0.04	30.1	C	2.5	7.5	0.11	31.0	C	5.7	13.9
	SBT	0.15	31.2	C	11.4	23.6	0.18	31.6	C	16.4	30.7
Weldon Road / W Lawn Crescent & Main Street	Overall	0.63	30.9	C	-	-	0.58	32.9	C	-	-
	EBL	0.40	25.2	C	6.5	12.4	0.57	26.2	C	13.2	23.0
	EBT	0.60	28.8	C	79.4	90.3	0.86	37.2	D	142.3	172.6
	EBR	0.08	22.3	C	1.5	10.3	0.08	21.4	C	1.2	11.7
	WBL	0.75	32.8	C	24.9	38.4	0.54	27.6	C	11.1	22.9
	WBT	0.80	35.2	D	126.0	137.7	0.75	33.3	C	114.3	139.8
	NBL	0.23	22.0	C	12.5	21.4	0.24	22.6	C	16.9	29.3
	NBT	0.22	22.6	C	19.9	32.9	0.25	23.9	C	24.4	41.8
	SBL	0.11	27.5	C	7.6	15.4	0.19	30.3	C	12.0	23.8
	SBT	0.42	31.1	C	45.0	63.5	0.20	30.3	C	15.2	31.4

Based on the results of the capacity analysis under 2032 future background traffic conditions, all study area intersections are expected to operate with residual capacity, with acceptable levels of service, and with manageable delays and queue lengths during weekday AM and PM peak hours, with the exception of the westbound left movement at the Mostar Street/Palmwood Gate & Main Street intersection during PM peak hour, which is identified as a critical movement. The critical movement identified is projected to operate with a volume to capacity (v/c) ratio of 1.24, with a failing level of service and with extensive delay and queue lengths.

It is to be noted that the critical westbound left movement identified at the intersection of Mostar Street/Palmwood Gate & Main Street is triggered as a result of the significant increase in opposing eastbound through traffic volumes that are projected as a result of corridor growth and background development site traffic volumes. **On this basis, it is our recommendation that York Region and the Town of Whitchurch-Stouffville continue to monitor the movements of the Mostar Street/Palmwood Gate & Main Street intersection as developments within the area are completed to explore opportunities for improvement.**

4.0 SITE TRAFFIC

4.1. Trip Generation

As previously identified, the development proposal is to redevelop the existing subject lands to construct a 14-storey independent seniors rental building with 185 dwelling units and 205.63 m² GFA dedicated to commercial uses at-grade. Trip rates and site generated trips were derived from the information contained in the *Trip Generation Manual, 12th Edition* published by the Institute of Transportation Engineers (ITE) for “Senior Adult Housing – Multifamily” (LUC 252) and “Strip Retail Plaza” (LUC 822).

It is noted that there is no specific land use code for mixed-use high-rise developments in the Trip Generation Manual and as such, it was deemed that a combination of the two aforementioned land use codes would be appropriate. Furthermore, the *ITE Trip Generation Handbook, 3rd Edition* does not provide pass-by trip information for the proposed retail land use and as such, no pass-by trips were considered. It is noted that the omission of pass-by trips provides a conservative approach. The trip generation summary is detailed in **Table 4.1**.

Table 4.1 – Site Traffic Trip Generation

ITE Land Use	Parameter	Morning Peak Hour			Afternoon Peak Hour		
		In	Out	Total	In	Out	Total
Senior Adult Housing – Multifamily	Auto Trips	12	23	35	26	20	46
Shopping Plaza 40-150k	Auto Trips	5	4	9	13	14	27
Total Gross Trips		17	27	44	39	34	73

Based on the trip generation calculations, the proposed development is projected to generate a total of 44 new two-way trips (17 inbound and 27 outbound) and 73 new two-way trips (39 inbound and 34 outbound) during the weekday AM peak hour and PM peak hour.

4.2. Site Trip Distribution and Assignment

4.2.1. Residential Trip Distribution

The distribution of residential site-generated traffic was estimated using data extracted from the 2016 Transportation Tomorrow Survey (TTS) for traffic zone 2708, as well as assumptions based on existing road configuration and routes that travellers would be likely to take when accessing the subject site. Trip distribution is summarized in **Table 4.2** and TTS data extraction is provided in **Appendix G**.

Table 4.2 – Residential Site Traffic Trip Distribution

Corridor	Direction	AM		PM	
		Inbound	Outbound	Inbound	Outbound
Main Street	East	28%	5%	29%	22%
	West	52%	85%	49%	45%
Sandale Road	North	0%	0%	0%	0%
Sandiford Drive	South	0%	7%	0%	0%
Palmwood Gate	North	14%	3%	15%	33%
Mostar Street	South	5%	0%	7%	0%
West Lawn Crescent	North	0%	0%	0%	0%
Weldon Road	South	0%	0%	0%	0%
Total		100%	100%	100%	100%

4.2.2. Retail Trip Distribution

The distribution of retail site-generated traffic was estimated using existing traffic data splits, as well as assumptions based on existing road configuration and routes that travelers would likely take when accessing the subject site. Trip distribution is summarized in **Table 4.3**, and existing TMC data splits are enclosed in **Appendix H**. For the purposes of this analysis, it was assumed that any inbound/outbound trips traveling eastbound/westbound on Main Street were assumed to continue travelling east/west on Main Street through the adjacent study area intersections.

Table 4.3 – Retail Site Traffic Trip Distribution

Corridor	Direction	AM		PM	
		Inbound	Outbound	Inbound	Outbound
Palmwood Gate/Mostar Street & Main Street					
Main Street	E	17%	14%	18%	23%
	W	41%	33%	32%	19%
Mostar Street	S	42%	53%	50%	58%
Total		100%	100%	100%	100%

Trip assignment for all site generated traffic is illustrated in **Figure 4-1**.

5.0 FUTURE TOTAL CONDITIONS

5.1. Future Total Traffic Conditions

The forecasted future total traffic volumes (2032 future background traffic volumes plus site generated traffic volumes) are illustrated in **Figure 5-1** and were analyzed using Synchro 10 software. The detailed calculations are provided in **Appendix I** and are summarized in **Table 5.1**.

Table 5.1: Level of Service – Future Total Traffic Assessments

Intersection	Movement	Weekday AM Peak Hour					Weekday PM Peak Hour				
		v/c	Delay (s)	LOS	Queue		v/c	Delay (s)	LOS	Queue	
					50 th	95 th				50 th	95 th
Signalized Intersections											
Sandale Road/Sandiford Drive & Main Street	Overall	0.54	21.5	C	-	-	0.75	28.2	C	-	-
	EBL	0.31	21.2	C	12.4	25.2	0.77	44.9	D	36.3	79.0
	EBT	0.57	23.1	C	79.0	98.8	0.83	30.8	C	149.3	180.4
	WBL	0.60	17.0	B	18.0	28.4	0.65	29.4	C	10.7	32.7
	WBT	0.43	13.6	B	54.5	68.3	0.49	14.3	B	67.8	83.4
	NBL	0.35	37.7	D	22.7	40.0	0.63	46.3	D	47.0	74.5
	NBT	0.11	33.0	C	10.4	20.9	0.21	34.4	C	20.3	35.3
	NBR	0.06	32.4	C	0.0	12.9	0.09	32.8	C	0.0	15.0
	SBL	0.22	33.9	C	14.9	28.4	0.36	35.6	D	24.1	41.9
	SBT	0.18	33.4	C	17.3	31.1	0.14	32.9	C	13.2	25.3
SBR	0.04	32.0	C	0.0	7.6	0.12	32.7	C	3.8	18.3	

Table 5.1: Level of Service – Future Total Traffic Assessments (Continued)

Intersection	Movement	Weekday AM Peak Hour					Weekday PM Peak Hour				
		v/c	Delay (s)	LOS	Queue		v/c	Delay (s)	LOS	Queue	
					50 th	95 th				50 th	95 th
Signalized Intersections											
Mostar Street/Palmwood Gate & Main Street	Overall	0.50	20.0	C	-	-	1.05	35.4	D	-	-
	EBL	0.20	18.4	B	5.9	13.6	0.37	20.9	C	12.5	26.8
	EBT	0.47	21.2	C	64.0	78.1	0.77	27.9	C	132.3	160.0
	EBR	0.10	17.2	B	0.7	10.9	0.17	17.8	B	9.8	23.1
	WBL	0.58	15.7	B	21.3	32.0	1.24	169.5	F	50.6	102.4
	WBT	0.50	15.9	B	71.8	85.3	0.52	16.1	B	75.1	92.0
	NBL	0.32	35.1	D	21.8	37.3	0.61	43.3	D	47.1	74.6
	NBT	0.13	31.5	C	7.0	20.6	0.42	36.4	D	38.1	62.4
	SBL	0.04	30.2	C	2.9	8.3	0.14	31.3	C	6.9	15.9
SBT	0.18	31.6	C	12.9	26.7	0.21	31.9	C	18.5	34.1	
Weldon Road / W Lawn Crescent & Main Street	Overall	0.63	31.0	C	-	-	0.58	33.1	C	-	-
	EBL	0.41	25.3	C	6.5	12.4	0.58	26.8	C	13.2	23.7
	EBT	0.60	28.9	C	79.8	90.6	0.86	37.6	D	143.5	173.7
	EBR	0.08	22.3	C	1.5	10.3	0.08	21.4	C	1.2	11.7
	WBL	0.75	32.9	C	24.9	38.9	0.54	27.7	C	11.1	22.9
	WBT	0.80	35.3	D	126.7	6	0.75	33.6	C	115.7	141.5
	NBL	0.23	22.0	C	12.5	21.4	0.24	22.6	C	16.9	29.3
	NBT	0.22	22.6	C	19.9	32.9	0.25	23.9	C	24.4	41.8
	SBL	0.11	27.5	C	7.6	15.4	0.19	30.3	C	12.0	23.8
SBT	0.42	31.1	C	45.0	63.5	0.20	30.3	C	15.2	31.4	
Signalized Intersections											
Palmwood Gate & Site Access	EBL	0.00	8.8	A	-	0.1	0.02	9.7	A	-	0.4
	NBL	0.01	1.2	A	-	0.2	0.02	1.2	A	-	0.6

Based on the results of the capacity analysis under 2032 future total traffic conditions, all study area intersections, as well as the proposed full movement site access onto Palmwood Gate are projected to operate with residual capacity, with acceptable levels of service, and with manageable delays and queue lengths during weekday AM and PM peak hours, with the exception of the previously identified westbound left movement at the intersection of Mostar Street/Palmwood Gate & Main Street during PM peak hour.

In comparing the results of the future total analysis with the results of the future background analysis, specifically of the critical westbound left movement identified, it is to be noted that there are no increases to the v/c, delay and queue lengths between future total and future background traffic conditions. In comparing the change in v/c, delay and queue lengths between existing conditions to future background conditions, it is to be noted that there is a significant delta, indicating that the projected impacts of the background development traffic on the road network is the reason for the operational deficiencies projected at the westbound left movement during PM peak hour at the Mostar Street/Palmwood Gate & Main Street intersection. The delta between these scenarios is compared in **Table 5.2**.

Table 5.2 – Comparison of Westbound Left Movement at Mostar Street/ Palmwood Gate/ Main Street

Traffic Scenario	Movement	Weekday PM Peak Hour				
		v/c	Delay (s)	LOS	Queue	
					50 th	95 th
Existing Traffic Conditions	WBL	0.80	31.5	C	22.5	43.7
Future Background Traffic Conditions	WBL	1.24	169.5	F	50.6	102.4
Future Total Traffic Conditions	WBL	1.24	169.5	F	50.6	102.4

On this basis, the site traffic generated by the proposed development will have a negligible impact on the surrounding road network in comparison to the cumulative impact of the corridor growth and background development site traffic.

While the site traffic generated by the proposed development is projected to have a negligible impact to the surrounding road network, mitigative measures were explored for the critical westbound left movement at the intersection of Mostar Street/Palmwood Gate & Main Street during PM peak hour in the following subsection.

5.2. Mitigative Measures

To mitigate the projected operational deficiencies that are expected to occur as a result of the background traffic added to the road network, signal timings were optimized until acceptable v/c ratios were achieved. When optimizing, the existing cycle length was maintained but the total splits were adjusted. The optimized signal timings are compared to the existing signal timings in **Table 5.3** below.

Table 5.3 – Signal Timing Plan Optimization

Intersection	Movement	Total Split		
		Existing (s)	Optimized (s)	Difference (s)
PM Peak Hour				
Mostar Street/Palmwood Gate & Main Street	EBL	65.0	58.0	-7.0
	EBT	65.0	58.0	-7.0
	EBR	65.0	58.0	-7.0
	WBL	12.0	20.5	+8.5
	WBTR	77.0	78.5	+1.5
	NBL	43.0	41.5	-1.5
	NBTR	43.0	41.5	-1.5
	SBL	43.0	41.5	-1.5
	SBTR	43.0	41.5	-1.5

The results of the analysis using the optimized signal timings are summarized in **Table 5.4** below, and the full results are enclosed in **Appendix J**, along with the optimized signal timing details.

Table 5.4: Level of Service – Optimized Future Total Traffic Assessments

Table 6-11: Level of Service, Optimized Future Traffic Assessments											
Intersection	Movement	Weekday AM Peak Hour					Weekday PM Peak Hour				
		v/c	Delay (s)	LOS	Queue		v/c	Delay (s)	LOS	Queue	
					50 th	95 th				50 th	95 th
Signalized Intersections											
Weldon Road / W Lawn Crescent & Main Street	Overall						0.81	30.5	C	-	-
	EBL						0.39	24.2	C	13.9	29.3
	EBT						0.85	34.8	C	148.8	180.0
	EBR						0.19	21.0	C	12.7	28.0
	WBL						0.87	59.1	E	40.8	80.5
	WBT						0.50	15.1	B	72.5	88.8
	NBL						0.63	45.7	D	48.0	76.1
	NBT						0.44	38.0	D	39.1	63.8
	SBL						0.15	32.5	C	7.1	16.2
	SBT						0.22	33.0	C	18.8	34.8

The results of the analysis of future total traffic conditions under the optimized signal timing plan during PM peak hour indicate that all movements of the Mostar Street/Palmwood Gate & Main Street intersection are projected to operate with residual capacity, with acceptable levels of service and with manageable delay and queue lengths.

As previously indicated in this study, the critical westbound left movement identified under future background traffic conditions is a result of the cumulative corridor growth and background development site traffic. The results of the future total traffic analysis indicate that the proposed development will have a negligible impact on the surrounding road network in comparison to the background traffic expected. As such, it is Nextrans' recommendation that York Region and the Town of Whitchurch-Stouffville continue to monitor the movements of the Mostar Street/Palmwood Gate & Main Street intersection as background developments are built out, and to explore opportunities for improvement, noting that the optimization of signal timings is an effective measure to mitigate the projected operational deficiencies.

6.0 PARKING ASSESSMENT

6.1. Parking Requirements

6.1.1. Vehicle Parking Requirements

The Zoning By-law No. 2010-001-ZO has been adopted by the Town of Whitchurch-Stouffville and it was enacted on January 13, 2011. The Zoning By-law is a comprehensive By-law covering the entire amalgamated Town of Whitchurch-Stouffville, and it is a replacement to the previously repealed Town-wide Zoning By-law 87-34.

The subject site is located within the CM2 zone. It is noted that the Zoning By-law parking standards (Table 3.23.1) do not prescribe a rate for independent seniors living apartments. As a conservative approach, the parking rate for the "Apartment Building" land use was applied to calculate the vehicle parking requirement for the residential component of the development, recognizing that independent seniors living apartments typically generate lower parking demand than conventional apartments. The parking requirement for the commercial component of the development was calculated using the rate for the "Retail Store" land use.

The technical parking requirement for the proposed development is detailed in **Table 6.1**.

Table 6.1: Vehicle Parking Requirements

Land Use	Parameter	No. of Units or GFA	Minimum Rate	Parking Requirement	Parking Supply	Difference
Apartment Building	Resident	185 units	1.25 spaces/unit	232	95	-137
	Visitor		0.25 spaces/unit	47	20	-27
Retail Store	-	205.63 m2	3 spaces/100m2	7	0	-7
Total				286	115	-171

Based on Town of Whitchurch-Stouffville's Zoning By-law 2010-001-ZO, a total of 286 vehicle parking spaces are required (232 resident spaces, 47 visitor spaces and seven (7) retail spaces). In comparing the technical parking requirement with the proposed parking supply of 115 spaces, there is a total technical shortfall of 171 parking spaces (60% reduction).

It is to be noted that the proposed visitor parking supply and the commercial parking supply are to be shared.

6.1.2. Barrier Free Parking Requirements

Section 3.23.2 of the Town's Zoning By-law 2010-001-ZO details barrier free parking requirements, which are detailed in **Table 6.2**.

Table 6.2: Barrier Free Parking Requirements

Total Parking Spaces Req'd	Barrier Free Parking Rate	Barrier Free Parking Requirement
286	2 spaces + 2% of total req'd parking	8

In accordance with the Town's Zoning By-law requirements for barrier free parking, a total of eight (8) spaces are required. Further to the Zoning By-law requirements, four (4) spaces should be Type A, four (4) spaces should be Type B space.

6.1.3. Bicycle Parking Requirements

It is to be noted that the Town of Whitchurch-Stouffville's Zoning By-law does not prescribe rates for bicycle parking spaces for residential buildings. As such, the City of Markham's bicycle parking standards in Zoning By-law 2024-19 are used instead. The number of bicycle parking spaces required for this development are calculated in **Table 6.3**.

Table 6.3: Bicycle Parking Requirements

Land Use	No. of Units or GFA	Rate		Minimum Spaces Required
Building containing dwelling units	185 units	Long-term	1 spaces/2 dwelling units	93
		Short-term	1 space/10 dwelling units or 3 spaces	19
Retail Stores	205.63 m ²	Short-term	1 space/1000m ² or 3 spaces*	3
Total				115

*Whichever is greater

Based on the rates prescribed in Markham's Zoning By-law for bicycle parking, a total of 115 bicycle parking spaces (93 long-term and 22 short-term) are required for all proposed land uses on-site.

6.2. Parking Justification

The following justifications are provided to support the proposed parking reduction in comparison to the Zoning By-law requirements:

1. Proxy Site Parking Utilization Survey Rates
2. Provincial Policies
3. ITE Parking Generation Manual (5th Edition);
4. Town of Whitchurch-Stouffville Draft Official Plan, June 2022;
5. Neighbourhood Context; and,
6. Transportation Demand Management.

6.2.1. Proxy Site Parking Utilization Rates

A review of our in-house database was conducted to provide empirical data to support the proposed parking reduction on-site. It is to be noted that there are limited existing land uses within the Town of Whitchurch-Stouffville that are comparable to the proposed development (i.e., mid to high-rise purpose-built rental seniors apartment buildings with ground floor retail). As such, Nextrans opted to rely on parking utilization surveys at proxy sites surveyed previously in other municipalities.

Information and characteristics of the proxy sites are detailed in **Table 6.4**.

Table 6.4: Details of Additional Proxy Sites Surveyed

Location	Site Description	Approximate Distance to Rail Transit	Approximate Distance to Local Transit	Survey Dates and Times
310 Mary Street E, Whitby	6-storey seniors apartment building 139 dwelling units 72 space parking supply (0.52 spaces/unit for res+vis)	1.93 km	< 30m	2023/09/23 16:00 – 00:00 2023/09/24 16:00 – 00:00
1505 Bowmanville Avenue E, Bowmanville	4-storey seniors apartment building 75 dwelling units 57 space parking supply (0.76 spaces/unit for res+vis)	> 10 km	< 30m	2023/09/29 16:00 – 00:00 2023/09/30 16:00 – 00:00
303 Queens Drive, Toronto	Mid-rise seniors apartment building with independent living and assisted living options 166 dwelling units 23 spaces for residents (0.14 spaces/unit) 18 spaces for visitors+staff (0.11 spaces/unit)	1.2 km	220 m	2020/10/30 10:30 – 15:30 2020/11/01 10:30 – 16:30

Additionally, it is to be noted that the proxy sites selected vary in built form from the proposed development (different unit count, different height, etc.); however, the purpose of presenting this data is to demonstrate that this type of land use (i.e., seniors rental apartments) generates less parking demand than what would be required by the Zoning By-law.

Full excerpts of the parking data collected are enclosed in **Appendix K** and the peak rates observed are summarized in **Table 6.5**.

Table 6.5: Peak Parking Utilization Survey Results

Site Address	Observed Resident Rate	Observed Visitor Rate
310 Mary Street E	0.47 spaces/unit*	
1505 Bowmanville Avenue E	0.47 spaces/unit*	
303 Queens Drive	0.20 spaces/unit	0.07 spaces/unit

*Combined resident and visitor rate

Based on our review of parking survey data previously collected, a peak combined rate of 0.47 spaces/unit was observed at the 310 Mary Street E proxy site, a peak combined rate of 0.47 spaces/unit was also observed at the 1505 Bowmanville Avenue E proxy site and resident and visitor rates of 0.20 spaces/unit and 0.07 spaces/unit, respectively, were observed at the 303 Queens Drive proxy site.

The results of the survey data demonstrate that the proposed rental senior's apartment land use generates lower parking demands than the apartment building land use in the Town's Zoning By-law. The proposed development is located along the main street of the Town, and there are a number of key destinations that are less than a 5-minute walk away from the subject site. The proximity of the subject site to points of interest such as grocery stores, pharmacies, take-out restaurants, etc., which are all accessible via the existing sidewalk network, will allow for future residents to rely on alternative modes of transportation other than personal vehicles. Given that residents in the area

have voiced their concerns of traffic congestion within the Town via community consultation meetings, there needs to be a greater reliance on active transportation and transit. Parking reductions for new developments will assist in reducing traffic impacts as vehicle ownership will influence the type of buyers that are interested in purchasing a unit of the proposed development.

In conjunction with the other justifications noted in this study, as well as the TDM measures proposed in the following section, it is our opinion that a reduced parking demand can be achieved. **On this basis, Nextrans supports the proposed resident parking rate of 0.51 space/unit and shared visitor/commercial parking rate of 0.11 spaces/unit, as it is our opinion that the proposed supply will be sufficient to accommodate the projected vehicle parking demands on-site.**

6.2.2. Provincial Policies

At the time that this report was prepared, it is to be noted that the Province of Ontario introduced a new legislative proposal named Bill 185, Cutting Red Tape to Build More Homes Act, 2024. Bill 185 would prohibit minimum parking standards around major transit stations and an excerpt from the bill proposes the following:

“No official plan may contain any policy that has the effect of requiring an owner or occupant of a building or structure to provide and maintain parking facilities, other than parking facilities for bicycles, on land that is not part of a highway and this is located within,”

As of June 6th, 2024, Bill 185 received Royal Assent and includes amendments to s.34 of the Planning Act to add a new subsection (1.1) as follows:

- (1.1) *Despite paragraph 6 of subsection (1), a zoning by-law may not require an owner or occupant of a building or structure to provide and maintain parking facilities, other than parking facilities for bicycles, on land that is not part of a highway and that is located within,*
- (a) *A protected major transit station identified in accordance with subsection 16(15) or (16)*
 - (b) *An area delineated in the official plan of the municipality surrounding and including an existing or planned higher order transit station or stop, within which area the official plan policies identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated, but only if those policies are required to be included in the official plan to conform with a provincial plan or be consistent with a policy statement under subsection 3(1); or*
 - (c) *Any other area prescribed for the purposes of clause 16(22)(c)*

While the subject site is not located within MTSA designated lands according to the Official Plan, the subject lands are located 1km west of the MTSA around the Stouffville GO Station. In addition to the subject site, there are a number of other proposed developments, as well as developments that are under construction, within the vicinity of the MTSA. As such, the reduced parking standards proposed on-site are compliant with the goals of Bill 185 and will assist in the encouragement of alternative modes of transportation.

6.2.3. ITE Parking Generation Manual (5th Edition)

The ITE Parking Generation Manual (5th Edition), published by the Institute of Transportation Engineers (ITE) was reviewed to justify the parking supply of the proposed development. To quantify the forecasted parking demand that the proposed development is expected to generate, rates provided for “Senior Adult Housing – Attached” (LUC 252) were used. An excerpt from the Parking Generation Manual is enclosed in **Appendix L**.

The forecasted parking demand based on the Parking Generation Manual rates is summarized in **Table 6.6**.

Table 6.6: ITE Parking Generation Manual Parking Demand

Land Use	No. of Units	Average Rate	Forecasted Parking Demand
Senior Adult Housing - Attached	185 units	0.61 spaces/unit	113 spaces

Based on empirical data contained in the ITE Parking Generation Manual, the forecasted parking demand is 113 parking spaces occupied. In comparison to the proposed parking supply of 115 spaces, the forecasted demand is adequately accommodated, and results in a surplus of 2 spaces.

On this basis, the proposed parking supply of 115 spaces is adequate to accommodate the forecasted parking demand of the proposed development.

6.2.4. Town of Whitchurch-Stouffville Draft Official Plan (June 2022) Review

Between the years 2021 and 2051, the Town of Whitchurch-Stouffville is expected to experience an annual population growth of 1.8% per annum in accordance with York Region growth trends. The subject site is located within the Community of Stouffville, which is where the highest concentration of growth is planned to occur and will play a critical role in the Town's growth management framework, namely the capitalization of existing infrastructure and active transportation and existing / planned transit services.

According to the Town's Draft Official Plan “A major focus of future growth in the Community of Stouffville be the lands within the Major Transit Station Areas (Stouffville GO and Old Elm GO) and the integration of the surrounding community to promote a compact and dynamic urban form. Major Transit Station Areas are show on Schedule D – Stouffville Land Use Designations and are defined in the Region's Official Plan as the area around high-order transit stations and stops within settlement areas. These areas provide opportunities for focusing intensity=intensification and higher-density residential, commercial and employment uses that will contribute to the viability of transit services and the creation of complete communities by providing housing diversity, convenient access to jobs, local services and public transportation.”

Our review of the Town's Official Plan policies indicates that it is the Town's goal to increase its reliance on higher-order transit facilities as the population within the Town continues to grow. With the projected growth within the Town, there needs to be a reduced dependence in single-occupant-vehicle trips and an increased usage of the alternative transportation modes available within the Town, such as public transit and active transportation. Parking management is an effective Transportation Demand Management measure that assist in the reduction of single-occupant-vehicle trips.

6.2.5. Neighbourhood Context

Based on our review of the study area, it is evident that there are a wide variety of land uses within a one (1) kilometer radius of the subject site, which include the following:

- Educational institutions;
- Grocery stores;
- Places of worship;
- Medical offices;
- Take-out and sit-down eating establishments;
- Personal service shops;
- Retail stores; and,
- Athletic clubs.

With the current availability of sidewalk, cycling and transit infrastructure in the area, future residents of the proposed development will have access to a wide variety of key destinations within the Town without the need to travel using a personal vehicle.

6.2.6. Transportation Demand Management

The main objective of Transportation Demand Management (TDM) is to encourage residents to take alternative modes of transportation, such as public transit, walking, cycling and carpooling. Based on Nextrans' experience in conducting justification studies in various jurisdictions in the Greater Toronto and Hamilton Area (GTHA), parking management is the best TDM measure that helps ensure the reduction of single-occupant vehicle (SOV) trips to and from proposed developments, which is consistent with the Town's Official Plan policies. Nextrans provides additional recommendations for TDM measures in Section 8 of this study to support the proposed parking reduction for this development.

7.0 SITE PLAN REVIEW

7.1. Vehicle Maneuverability Assessment

AutoTURN software was used to generate a vehicular turning template to confirm and demonstrate the accessibility of the proposed study area. The AutoTURN analysis demonstrates that a front-loading waste collection truck (10.0-meter medium single unit (MSU TAC-2017)) can access the loading space without conflict. Additionally, AutoTURN analysis confirms that passenger vehicles (P TAC-2017) can maneuver the site without conflict and analysis using a compact sedan (i.e., 2017 Honda Civic) demonstrates the maneuverability of the dead-end spaces in P1. The AutoTURN analyses are provided in **Figures 7-1 – 7-4**.

8.0 Transportation Demand Management

The primary objectives of this TDM plan are as follows:

- Provision of facilities / operations to promote behavioural change for reduced automobile uses and encourage the use of alternative sustainable transportation modes aside from single-occupancy vehicle (SOV).
- Maximize average auto occupancies, with the intent of a net minimization of site-related auto trips.

- Create and support opportunities for an inclusive transportation system to accommodate and facilitate all potential road users in a safe and efficient manner.

TDM refers to a variety of strategies to reduce congestion, minimize the number of single-occupant vehicle trips, encourage non-auto modes of travel, and reduce vehicle dependency to create a sustainable transportation system. In short, TDM works to change how, when, where, and why people travel.

TDM strategies have multiple benefits including the following:

- Reduced auto-related emissions to improve air quality.
- Decreased traffic congestion to reduce travel time.
- Increased travel options.
- Reduced personal transportation costs and energy consumption.
- Support Provincial smart growth objectives.

8.1. TDM Strategies

Based on our review, the following TDM measures are recommended for the proposed development:

Transit:

Public transit includes various services using shared vehicles to provide mobility to the public, these generally include:

- Heavy rail – relatively large, higher-speed trains, operating entirely on separate rights-of-way, with infrequent stops, providing service between communities;
- Light Rail Transit – moderate size, medium-speed trains, operating mainly on separate rights-of-way, with variable distances between stations, providing service between urban neighborhoods and commercial centers;
- Streetcars – relatively small, lower-speed trains, operating primarily on urban streets, with frequent stops which provide service along major urban corridors;
- Conventional bus transit - full-size buses on fixed routes and schedules;
- Bus Rapid Transit – premium quality bus service with features that typically include grade separation, frequent service, attractive stations, quick loading, and attractive vehicles; and,
- Express commuter bus – direct bus service from residential to employment areas.

The subject site is currently located in an area serviced by a YRT route, as well as being located approximately less than 1.5km west of the Stouffville GO station.

To encourage transit usage, it is recommended that a welcome package be provided for residents which includes transit service information (i.e., transit system maps and service / schedule times) to assist residents in planning their trips (i.e., to / from work / school). In addition, it is our recommendation that the Region of York consider the provision of one-time preloaded PRESTO cards on a demand basis for new residents.

Walkability:

Walkability reflects overall walking conditions in an area. It considers the quality of pedestrian facilities, roadway conditions, land use patterns, community support, security and comfort for walking.

Generally, walkability can be evaluated at various scales:

- Site scale – affected by the quality of pathways, building accessways and related facilities;
- Street or neighborhood level – affected by the existence of sidewalks and crosswalks, and roadway conditions (road widths, traffic volumes and speeds); and,
- Community level – affected by land use accessibility, such as the relative location of common destinations and the quality of connections between them.

Pedestrian pathway is incorporated into the site design providing a safe and convenient connections to the adjacent public sidewalk system.

Cycling:

There are many specific ways to improve bicycle transportation, including the following:

- Improving paths and bike lanes;
- Correcting specific roadway hazards (potholes, cracks, narrow lanes, etc.);
- Improving road, road shoulder and path management and maintenance;
- Improving bicycling parking facilities;
- Develop a more connected street network and clustered development;
- Establish public bike systems that provide convenient rental bicycles for short utilitarian trips;
- Safety education, law enforcement and encouragement programs; and,
- Integration with transit.

We have also reviewed the Bicycle Parking Guidelines, 2nd Edition, published by the Association of Pedestrian & Bicycle Professionals (APBP) and the following should be considered:

Short-term and Long-term Bicycle Parking:

- “Short-term parking usually consists of bicycle racks located on the sidewalk or street in front of a building or destination. The site planning focus is on convenience, utility, and the attempt to improve security for the rack and the parked bicycle; and,
- Long-term parking uses a wider variety of fixture types and site plan layouts. It includes racks in cages and bicycle rooms, as well as lockers located in a variety of different settings, indoors and outdoors. Because long-term parking areas are frequently located in low pedestrian traffic areas or out-of-the-way locations, site design focus is on ensuring the safety of users while maintaining exclusive access to these areas.”

Bicycle Rack:

- “Supports the bicycle in at least two places, preventing it from falling over;
- Allows locking of the frame and one or both wheels with a U-lock;
- Is securely anchored to ground; and,
- Resists cutting, rusting and bending or deformation.”

As noted previously in this Study, the Town’s Zoning By-law does not prescribe general requirements for bicycle parking; however, it is our opinion that the provision of bicycle parking would be an effective means to reduce single-occupant vehicle trips and would be a means to reduce the minimum vehicle parking requirement. As such, it is our recommendation that bicycle parking be considered in accordance with the requirements stipulated in the City of Markham’s Zoning By-law 2024-19, as calculated in section 6.1.3 of this Study.

8.2. TDM Checklist

A TDM checklist has been prepared in correspondence with the measures outlined in the Transportation Demand Management Checklist detailed in York Region's Transportation Mobility Plan Guidelines. The proposed TDM measures are summarized in **Table 8.2**.

Table 8.2: TDM Checklist

TDM Measure	Responsibility	Estimated Cost
Transit Incentives (i.e., Pre-loaded Presto Cards)	Applicant	\$122.50 per unit*
TDM information package (i.e., YRT maps, GO schedules, Cycling maps, etc.)	Applicant	\$0**
Communications strategy and physical location to deliver Presto Cards and Information Packages	York Region to Consider	\$1,500
Pedestrian Connections	Applicant	The associated cost is included in the site plan agreement
Internal ped/cycling circulation	Applicant	The associated cost is included in the site plan agreement
Cycling Connections	Applicant	The associated cost is included in the site plan agreement
Bicycle Parking	Applicant	The associated cost is included in the site plan agreement

*Provided on a demand basis

**Assuming digital distribution of TDM information packages

9.0 CONCLUSION / FINDINGS

9.1. Study Findings

The findings of our analysis are as follows:

- Subsequent to the submission of our initial Transportation Impact Study, the development proposal has been updated and now proposes a 14-storey purpose-built seniors rental building with 185 dwelling units and 205.63 m² GFA dedicated to commercial land uses at-grade. A total of 115 vehicle parking spaces (95 resident spaces and 20 visitor spaces) are proposed on-site. Vehicular access to the site is envisioned via a full movement driveway onto Palmwood Gate.
- In accordance with the Region's LOS criteria outlined in the Transportation Mobility Plan Guidelines, the study area has excellent access to transit stops but existing transit services in the area are limited.
- In accordance with the Region's LOS criteria outlined in the Transportation Mobility Plan Guidelines, the study area is currently well serviced by the existing sidewalk infrastructure.
- In accordance with the Region's LOS criteria outlined in the Transportation Mobility Plan Guidelines, the study area has limited cycling facilities.
- Based on the capacity analysis of existing traffic conditions, all study area intersections are currently operating with residual capacity, with acceptable levels of service, and with manageable delays and queues lengths during weekday AM and PM peak hours.

- Based on the results of the capacity analysis under 2032 future background traffic conditions, all study area intersections are projected to operate with residual capacity, with acceptable levels of service, and with manageable delays and queue lengths during weekday AM and PM peak hours, with the exception of the westbound left movement at the Palmwood Gate/ Mostar Street/ Main Street intersection during PM peak hour.
- It was determined that the critical level of service identified occurred as a result of the projected corridor growth and background site traffic volumes projected on the road network under future conditions.
- Based on the trip generation calculations, the proposed development is projected to generate a total of 44 new two-way trips (17 inbound and 27 outbound) and 73 new two-way trips (39 inbound and 34 outbound) during the weekday AM peak hour and PM peak hour.
- Based on the results of the capacity analysis under 2032 future total traffic conditions, all study area intersections and the proposed full movement site access are projected to operate with residual capacity, with acceptable levels of service, and with manageable delays and queue lengths during weekday AM and PM peak hours, with the exception of the westbound left movement at the Palmwood Gate/ Mostar Street/ Main Street intersection during PM peak hour, which was initially identified as a critical movement under future background traffic conditions.
- In comparing the traffic operations between existing traffic conditions and future background traffic conditions, and between future background and future total traffic conditions, it is noted that the site traffic generated by the proposed development will have a negligible impact on the surrounding road network in comparison to the cumulative impact of the projected corridor growth and background development site traffic.
- To demonstrate that the projected operational deficiencies can be mitigated, signal timings were optimized until acceptable v/c ratios were achieved. When optimizing, the existing cycle length was maintained but the total splits were adjusted. The analysis conducted using optimized signal timings indicates that the projected operational deficiencies can be mitigated for the previously identified westbound left movement at the Palmwood Gate/ Mostar Street/ Main Street intersection during PM peak hour.
- The subject site is located within the CM2 zone. It is noted that the Zoning By-law parking standards (Table 3.23.1) do not prescribe a rate for independent seniors living apartments. As a conservative approach, the parking rate for the “Apartment Building” land use was applied to calculate the vehicle parking requirement for the residential component of the development, recognizing that independent seniors living apartments typically generate lower parking demand than conventional apartments. The parking requirement for the commercial component of the development was calculated using the rate for the “Retail Store” land use.
- Based on Town of Whitchurch-Stouffville’s Zoning By-law 2010-001-ZO, a total of 286 vehicle parking spaces are required (232 resident spaces, 47 visitor spaces and seven (7) retail spaces). In comparing the technical parking requirement with the proposed parking supply of 115 spaces, there is a total technical shortfall of 171 parking spaces (60% reduction).
- In accordance with the Town’s Zoning By-law requirements for barrier free parking, a total of eight (8) spaces are required. Further to the Zoning By-law requirements, four (4) spaces should be Type A, four (4) spaces should be Type B space.
- Based on the rates prescribed in Markham’s Zoning By-law for bicycle parking, a total of 115 bicycle parking spaces (93 long-term and 22 short-term) are required for all proposed land uses on-site.
- Several justifications are provided to support the proposed parking reduction in comparison to the Zoning By-law requirements such as proxy site parking utilization rates, recent provincial policies, the review of projected parking demands as per ITE Parking Generation Manual, the review of the Town’s Draft Official Plan Policies, neighbourhood context and transportation demand management measures.

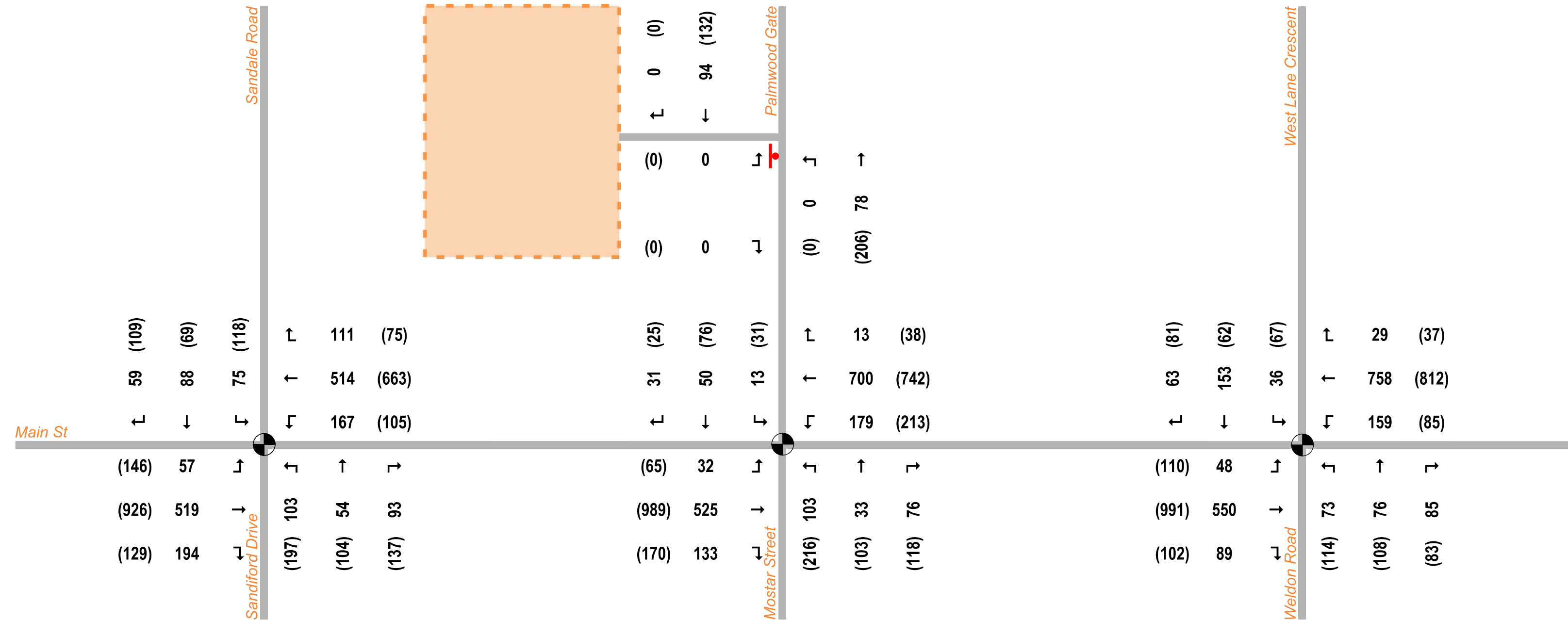
- AutoTURN assessments confirm that the design vehicles can effectively maneuver within the site.
- The following TDM measures are proposed to further assist the reduction of vehicle parking demand and to reduce the traffic impact of the proposed development:
 - Transit incentives (pre-loaded Presto cards)
 - TDM information package (YRT maps, GO schedules, cycling maps, etc.)
 - Communications strategy and physical location to deliver Presto cards and information packages
 - Pedestrian and cycling connections
 - Bicycle parking

9.2. Study Conclusions & Recommendations

Based on the findings of this study, our report concludes and / or recommends the following:

- The proposed development is projected to have a negligible traffic impact on the surrounding road network.
- The optimization of signal timings at the Palmwood Gate/ Mostar Street/ Main Street intersection demonstrate that the operational deficiencies projected under future traffic conditions can be mitigated; however, it is Nextrans' recommendation that York Region and the Town of Whitchurch-Stouffville continue to monitor the movements of this intersection, and to explore opportunities for improvement as developments within the area are constructed.
- Based on the proxy site parking utilization survey data of similar senior's rental apartment housing buildings, as well as the ITE Parking Generation Manual rates for the proposed land use, it is Nextrans' opinion that the proposed 0.51 spaces/unit parking rate for residents and 0.11 space/unit parking rate for visitors will adequately accommodate the forecasted parking demands of the proposed development.
- It is our opinion that the site is accessible for the both loading and passenger vehicles.
- It is our recommendation that York Region consider the provision of welcome packages and one-time preloaded Presto cards on a demand basis for new residents to encourage transit and active transportation usage and to reduce auto dependency.
- It is our opinion that the implementation of the proposed TDM measures will work synergistically to reduce parking demand as well as to encourage other modes of travel, which is in accordance with the goals of the Town's Official Plan policies.

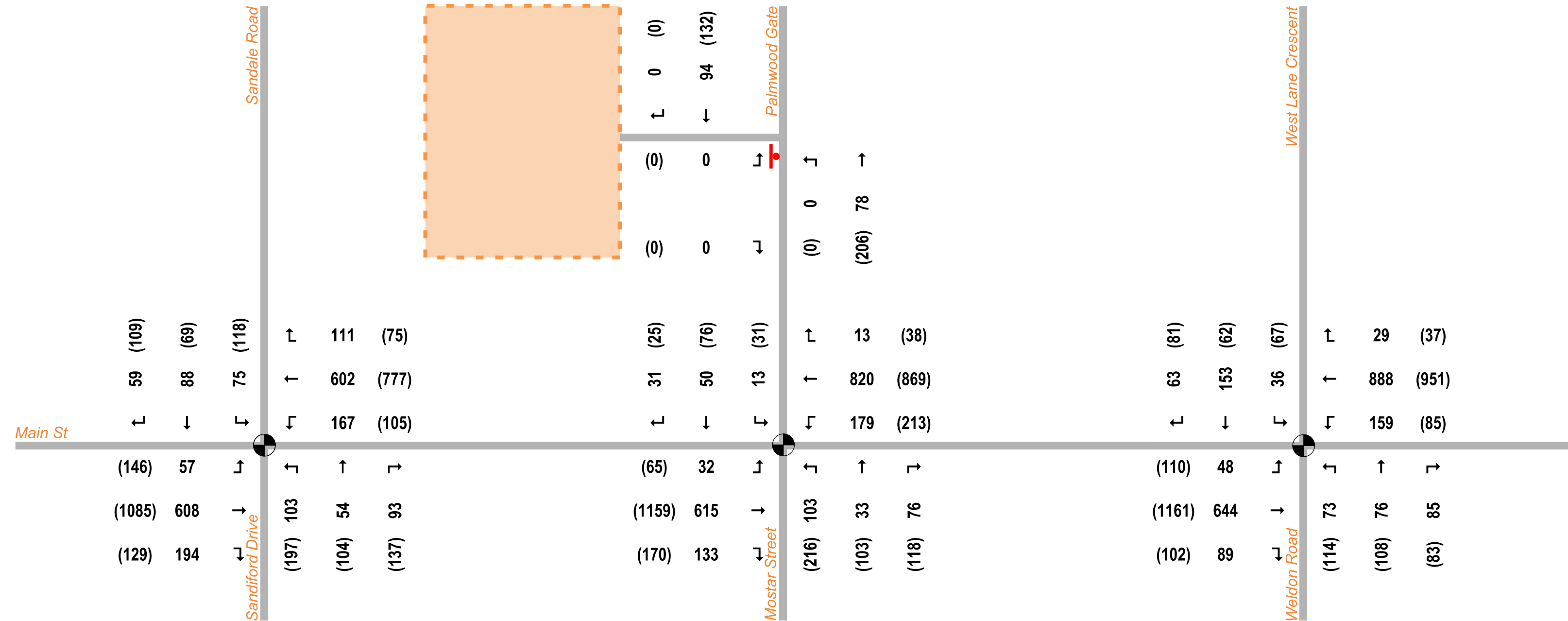
Figure 2-3: Existing Traffic Volumes



LEGEND

Subject Site xx AM Peak Hour (xx) PM Peak Hour Existing Stop Sign Existing Traffic Signals

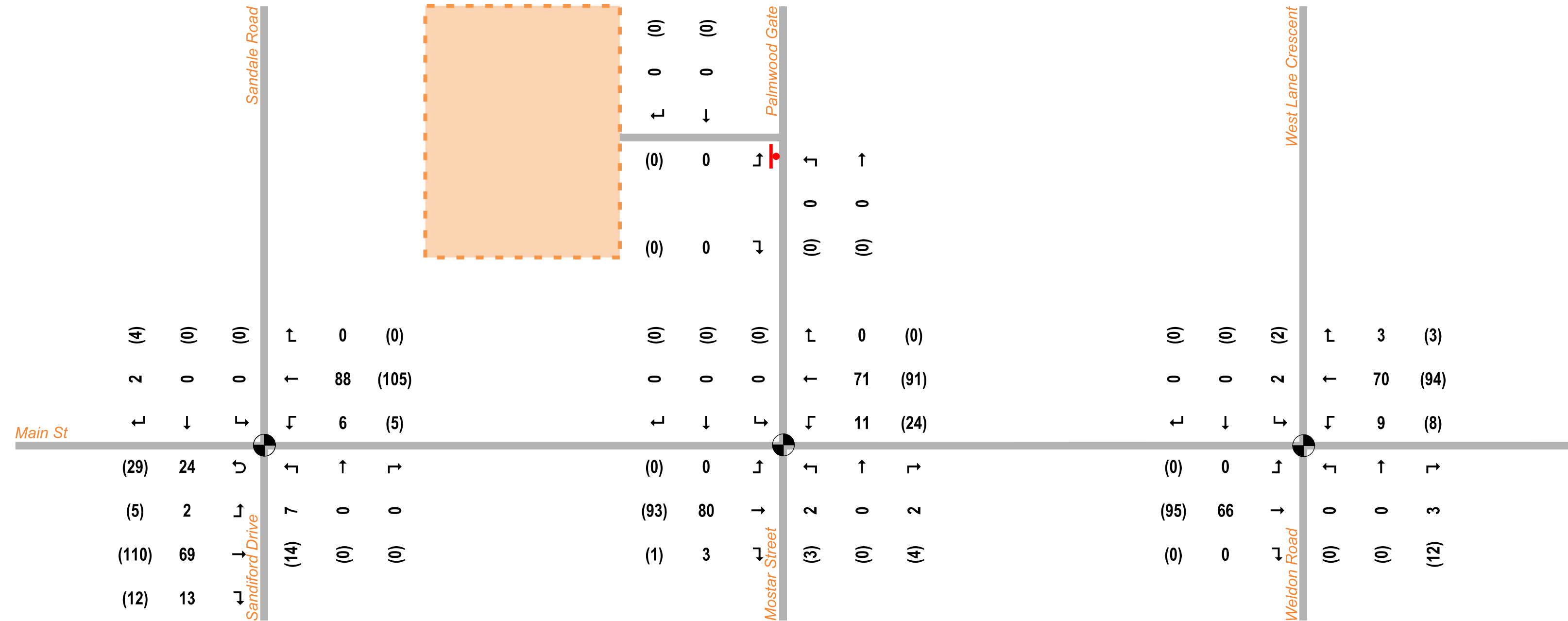
Figure 3-1: Future Background Base Traffic Volumes



LEGEND

 Subject Site xx AM Peak Hour (xx) PM Peak Hour  Existing Stop Sign  Existing Traffic Signals

Figure 3-2: Background Development Traffic Volumes



LEGEND



Subject Site

xx

AM Peak Hour

(xx) PM Peak Hour

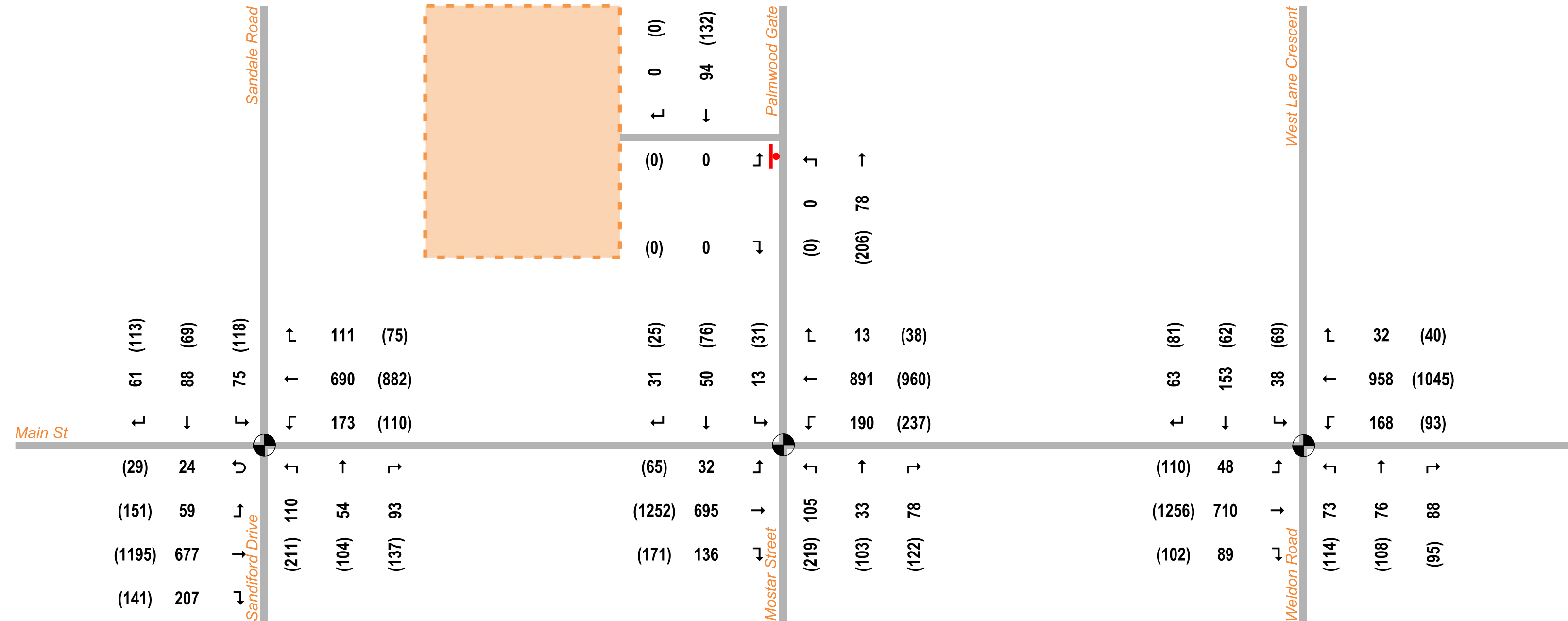


Existing Stop Sign



Existing Traffic Signals

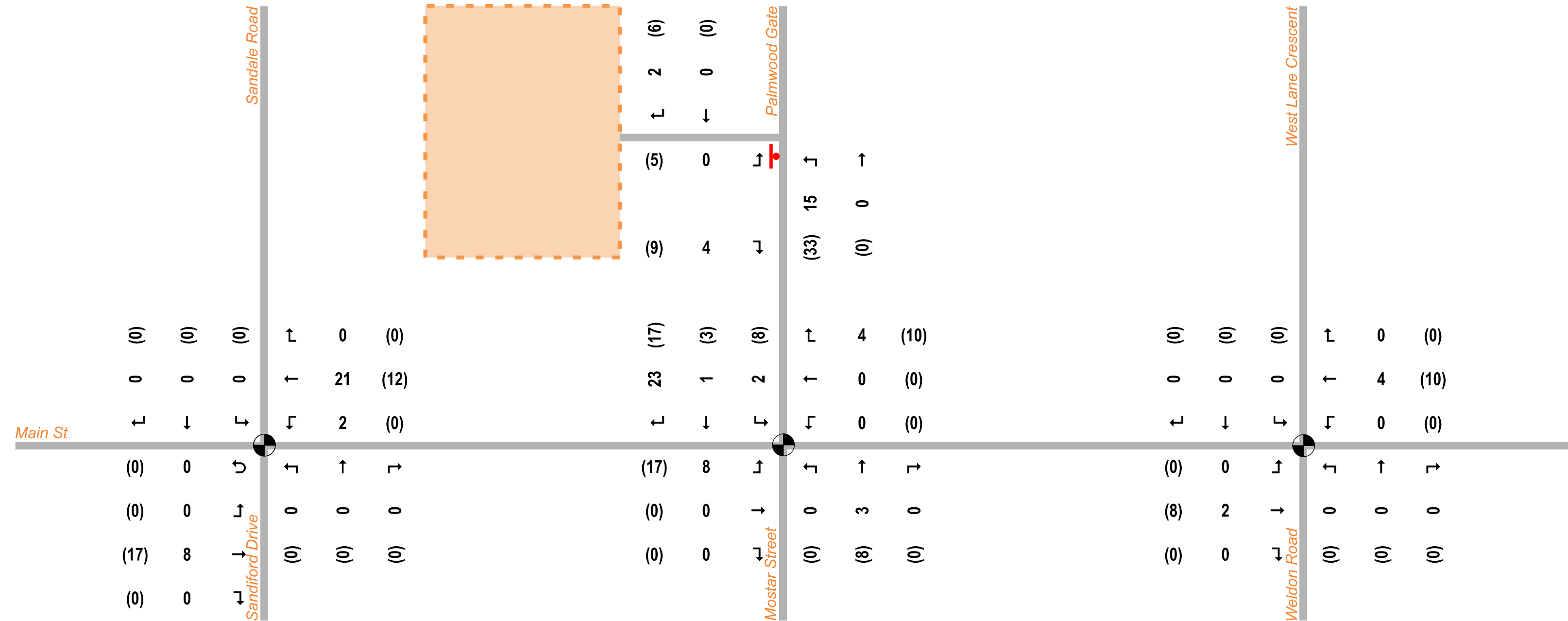
Figure 3-3: Future Background Total Traffic Volumes



LEGEND

 Subject Site xx AM Peak Hour (xx) PM Peak Hour  Existing Stop Sign  Existing Traffic Signals

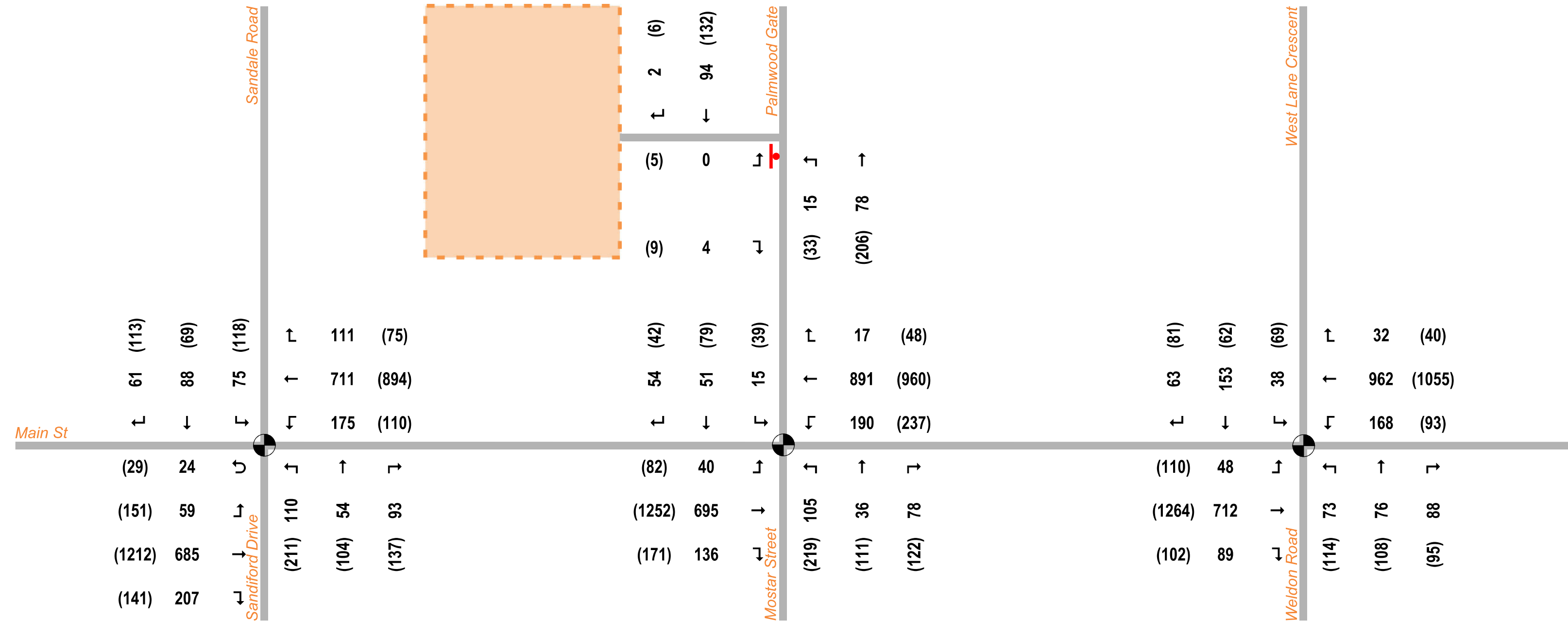
Figure 4-1: Site Traffic Volumes



LEGEND

Subject Site xx AM Peak Hour (xx) PM Peak Hour Existing Stop Sign Existing Traffic Signals

Figure 5-1: Future Total Traffic Volumes



LEGEND

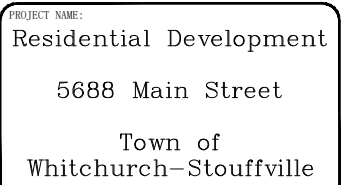
 Subject Site xx AM Peak Hour (xx) PM Peak Hour  Existing Stop Sign  Existing Traffic Signals

Technical drawing of a truck chassis showing dimensions: wheelbase 6500, front overhang 800, and total length 10000.

	mm
Width	: 2600
Track	: 2600
Lock to Lock Time	6.0
Steering Angle	: 40.2

[illegible]

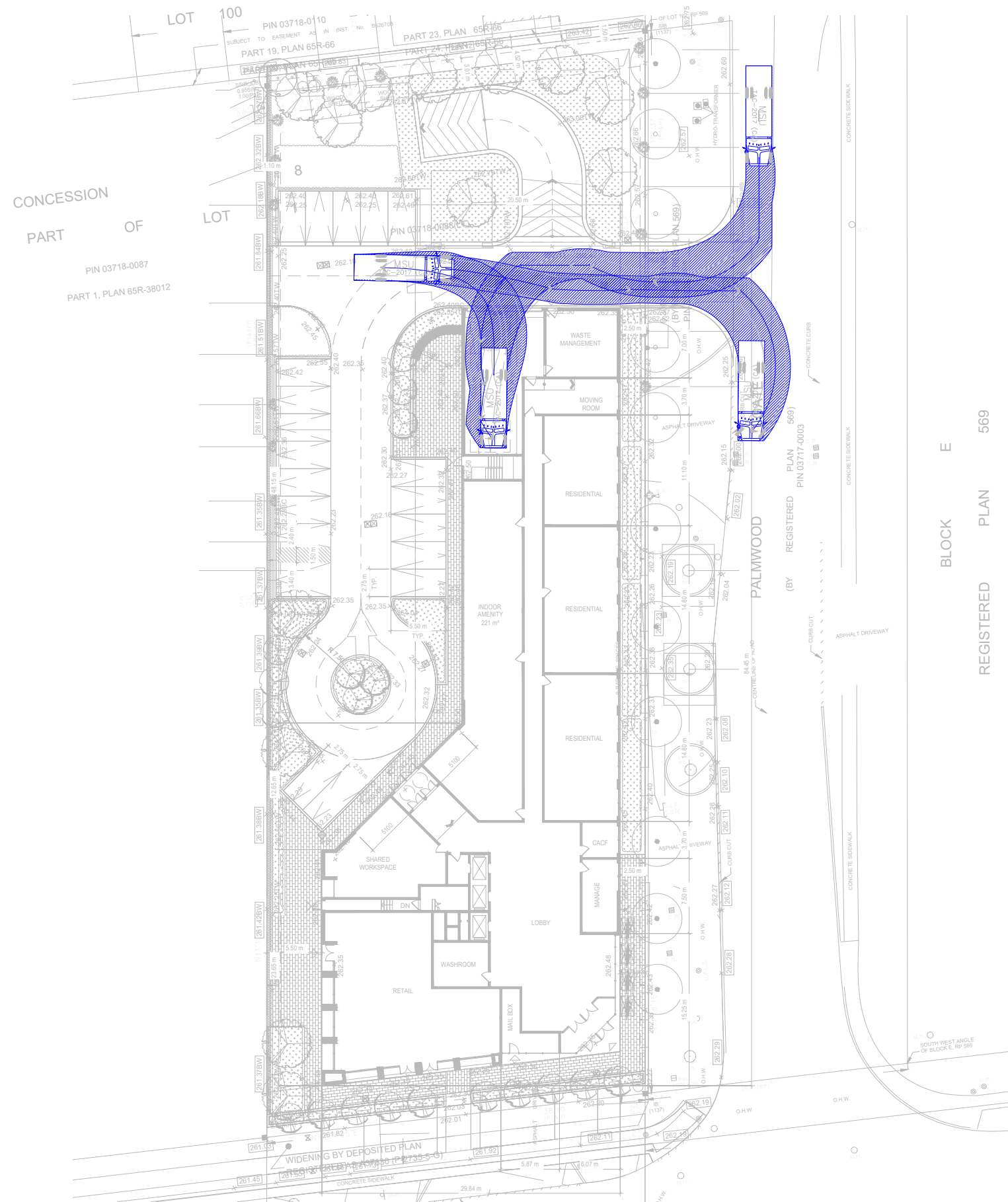
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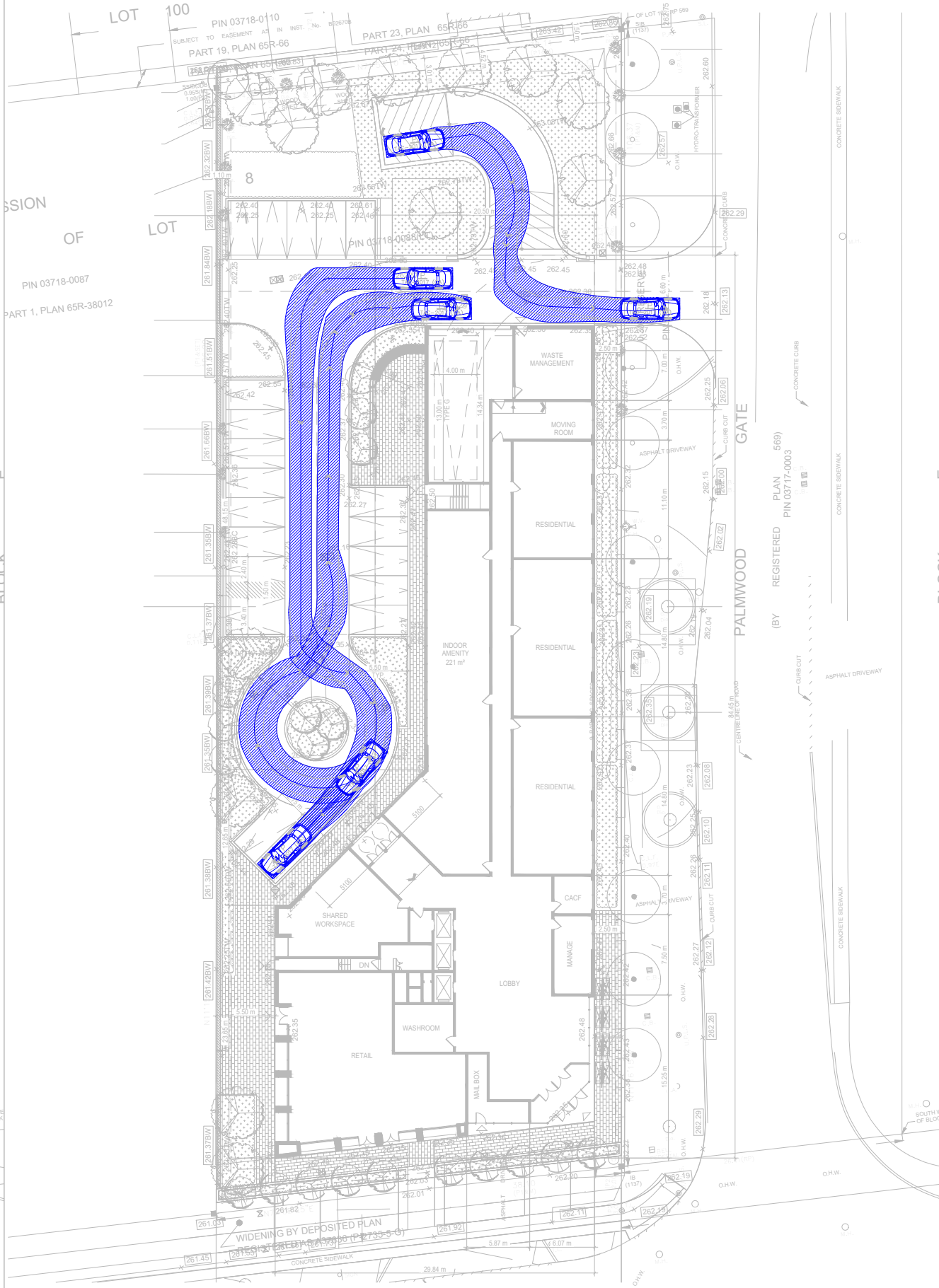
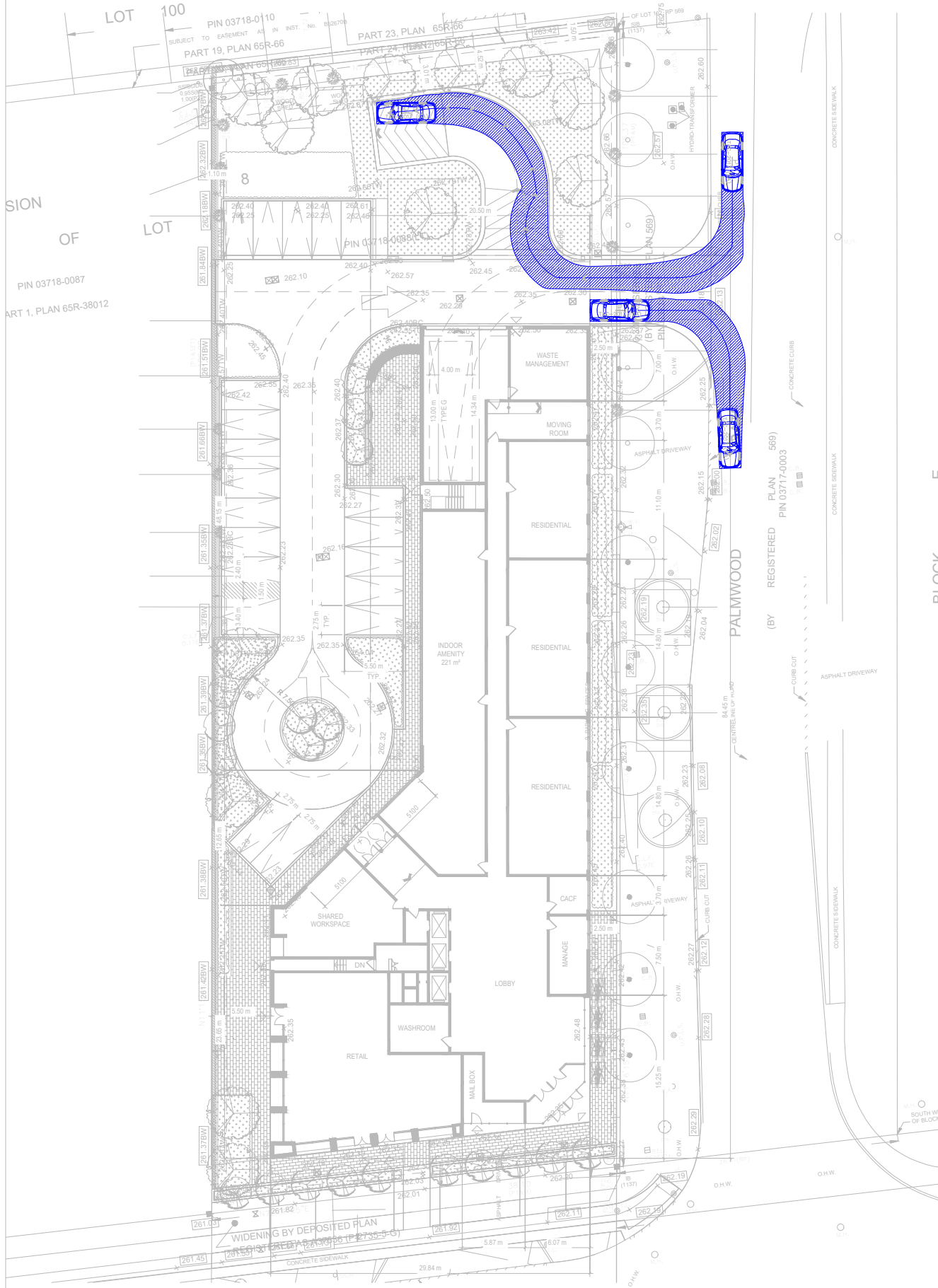


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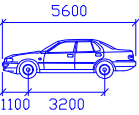
AutoTURN Analysis
MSU TAC-2017

DESIGN BY: K. A.	DATE: February 6, 2026
CHECKED BY: R. P.	PROJECT NO. NT-23-239
DRAWN BY: K. A.	
SCALE: 1:500	DRAWING NO. Figure 7-1





DESIGN VEHICLE



Width : 2000 mm
Track : 2000 mm
Lock to Lock Time : 6.0
Steering Angle : 35.9

SCALE: 1:300

REVISIONS			
NO	REVISION	DATE	BY

STAMP

nextrans
CONSULTING ENGINEERS
Suite 201, 520 Industrial Parkway South
Aurora ON L4G 6W8
Tel: 905-503-2563
Web: www.nextrans.ca

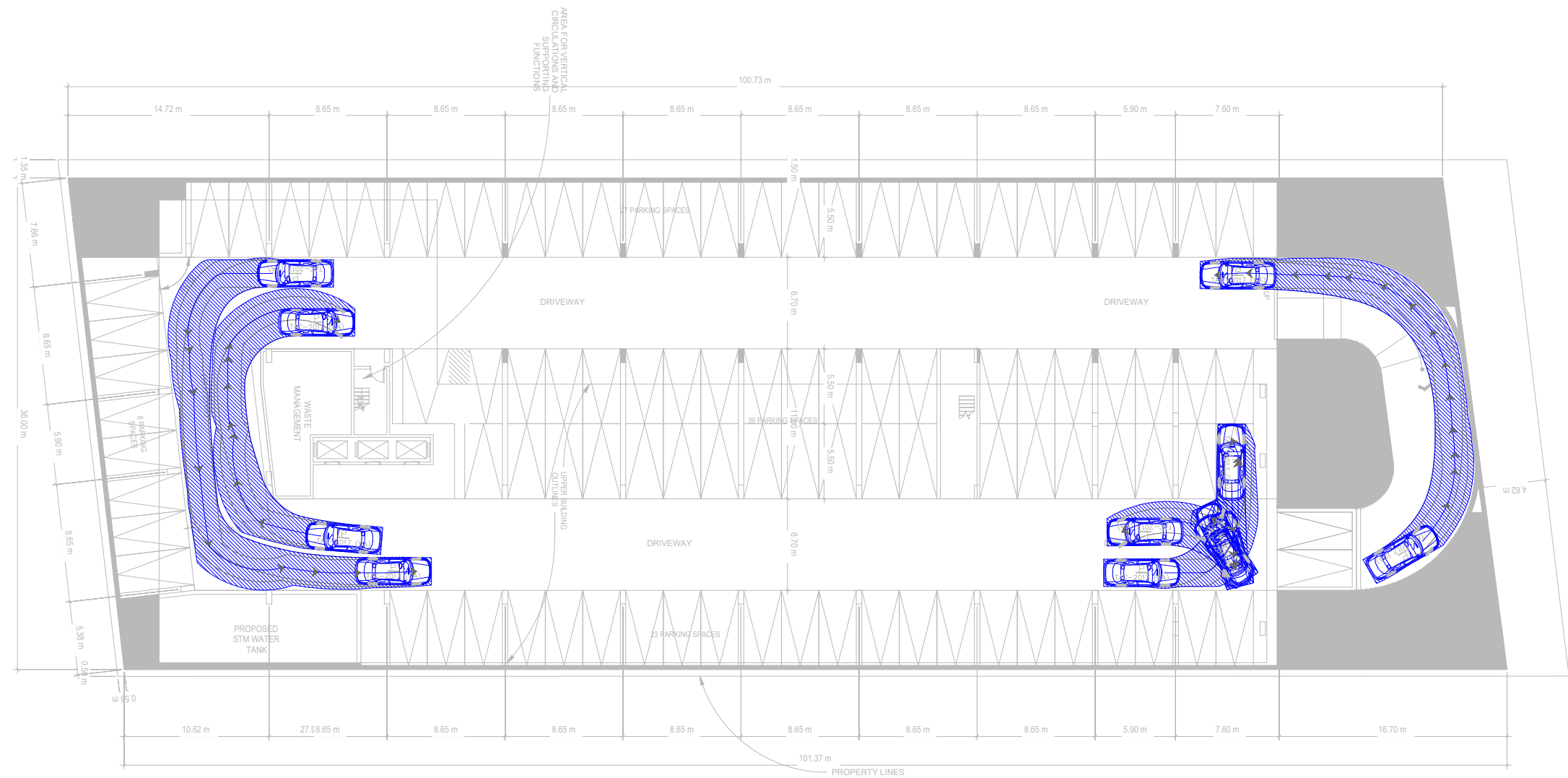
PROJECT NAME:
Residential Development

5688 Main Street

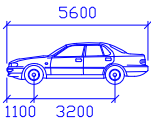
Town of
Whitchurch-Stouffville

DRAWING TITLE:
AutoTURN Analysis
P TAC-2017

DESIGN BY: K.A.	DATE: February 6, 2026
CHECKED BY: R.P.	PROJECT NO. NT-23-239
DRAWN BY: K.A.	DRAWING NO.
SCALE: 1:500	Figure 7-2



DESIGN VEHICLE



P
Width : 2000 mm
Track : 2000 mm
Lock to Lock Time : 6.0
Steering Angle : 35.9

SCALE: 1:300

REVISIONS			
NO	REVISION	DATE	BY

STAMP

nextrans
CONSULTING ENGINEERS
Suite 201, 520 Industrial Parkway South
Aurora ON L4G 6W8
Tel: 905-503-2563
Web: www.nextrans.ca

PROJECT NAME:
Residential Development

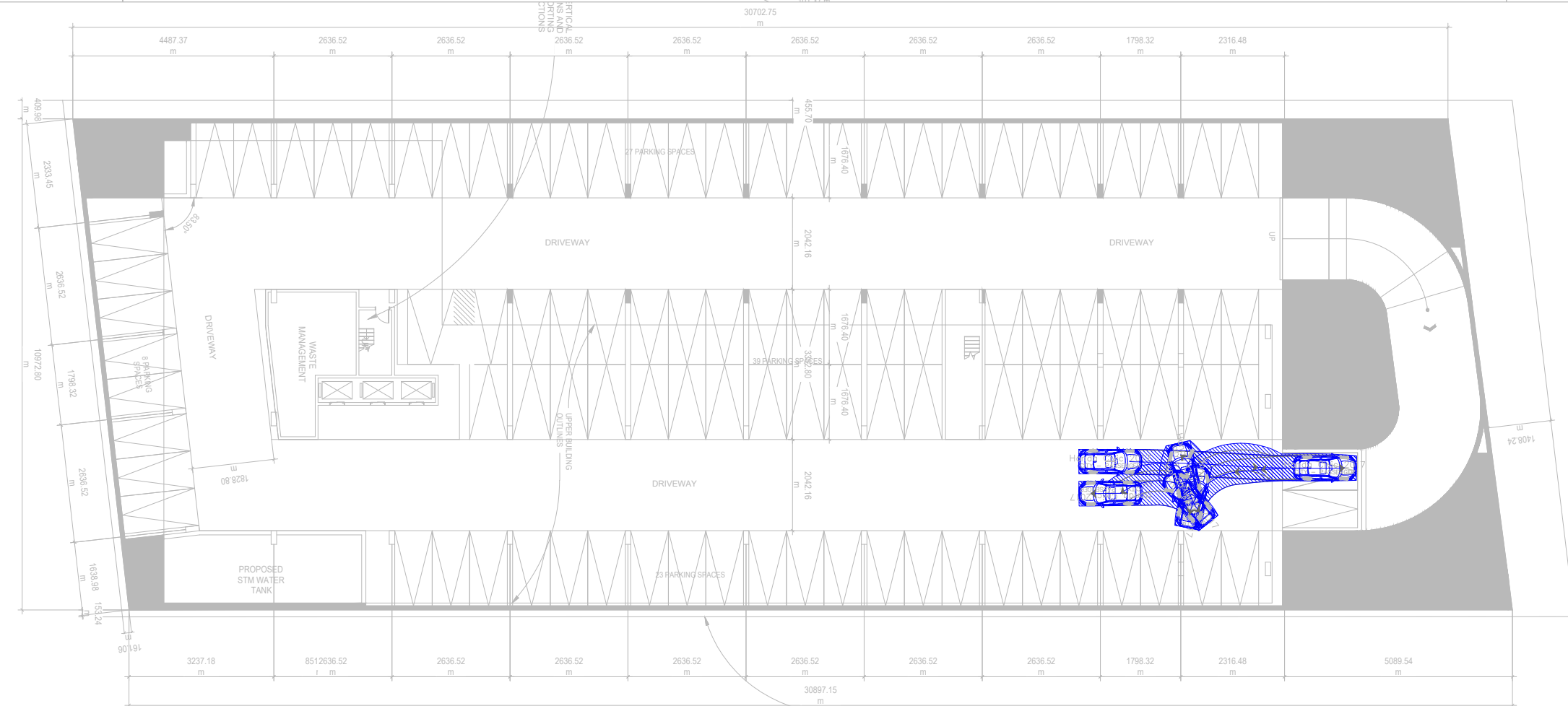
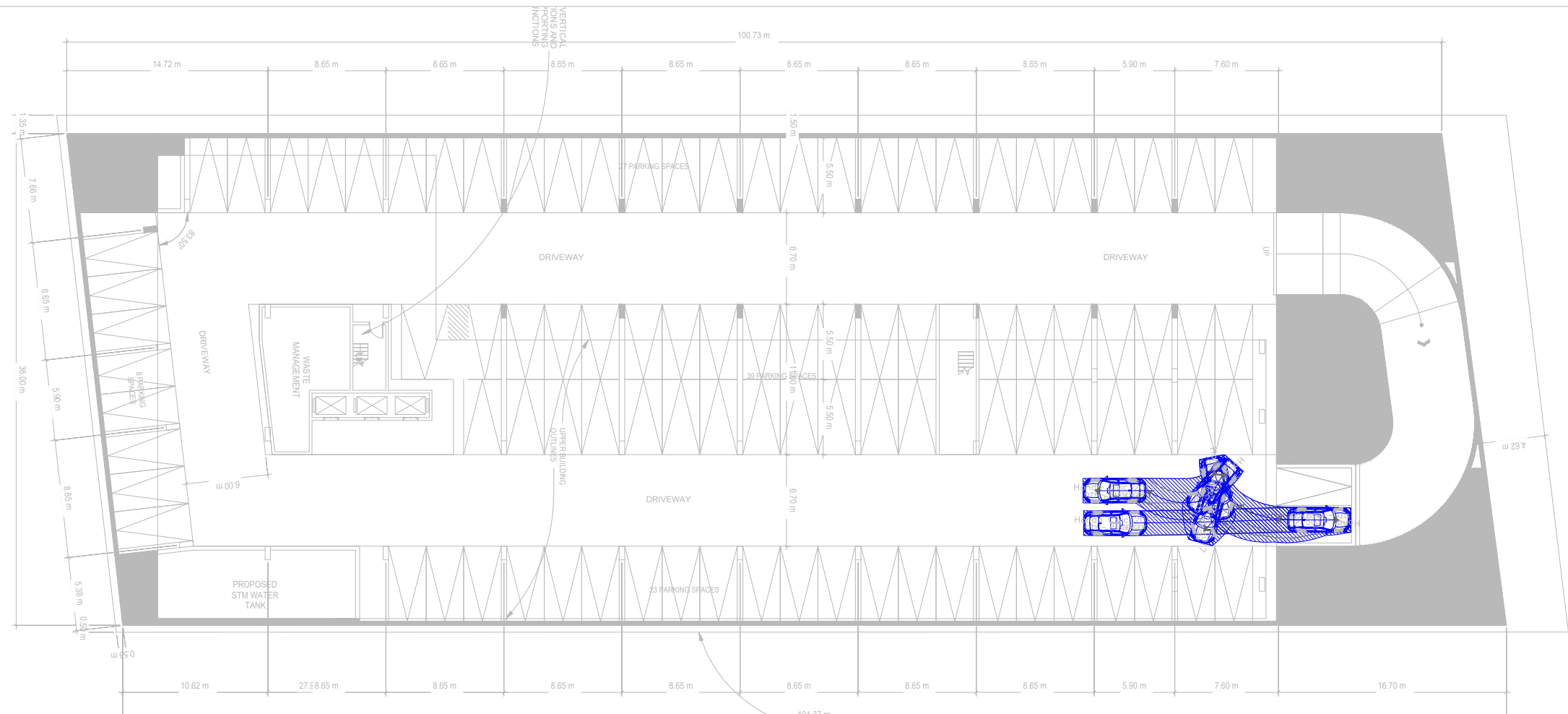
5688 Main Street

Town of
Whitchurch-Stouffville

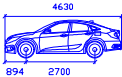
DRAWING TITLE:

AutoTURN Analysis
P TAC-2017

DESIGN BY: K.A.	DATE: March 19, 2026
CHECKED BY: R.P.	PROJECT NO. NT-23-239
DRAWN BY: K.A.	DRAWING NO.
SCALE: 1:400	Figure 7-3



DESIGN VEHICLE



Honda Civic 2017
Width : 1798 mm
Track : 1777 mm
Lock to Lock Time : 6.0
Steering Angle : 35.1

SCALE: 1:300

REVISIONS			
NO	REVISION	DATE	BY

STAMP			

nextrans
CONSULTING ENGINEERS
Suite 201, 520 Industrial Parkway South
Aurora ON L4G 6W8
Tel: 905-503-2563
Web: www.nextrans.ca

PROJECT NAME:
Residential Development

5688 Main Street

Town of
Whitchurch-Stouffville

DRAWING TITLE:
AutoTURN Analysis
Honda Civic 2017

DESIGN BY: K.A.	DATE: March 19, 2026
CHECKED BY: R.P.	PROJECT NO. NT-23-239
DRAWN BY: K.A.	DRAWING NO.
SCALE: 1:400	Figure 7-4

APPENDIX A:

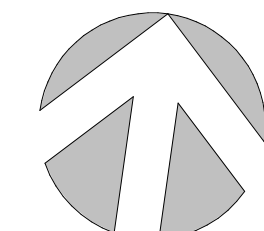
Proposed Site Plan

This is a black and white architectural rendering of a modern high-rise building. The structure is characterized by its glass and concrete facade, with a prominent corner section featuring large glass panels. The building has multiple floors, each with a series of balconies or cantilevered sections. The ground floor appears to have a different material, possibly brick or a more solid concrete finish, with a grid of windows. The building is set against a clear sky, and there are stylized trees and a low wall in the foreground, suggesting an urban environment. The rendering uses a combination of solid black lines and hatching to create depth and texture.

T: 905-503-2563



LOT AREA:	4,021.77 M ²	(0.99 Acres)
LOT FRONTAGE:	37.85 M	
BUILDING AREA:	1,637.89 M ²	(17,630.68 F ²)
COVERAGE:	40.73%	
LANDSCAPE AREA:	1,062.89 M ²	(11,441.23 F ²)
GFA(GLOSS FLOOR AREA):	20,958.83 M ²	(225,606.34 F ²)
COMMERCIAL AREA:	205.63 M ²	(2,213.46 F ²)
RESIDENTIAL AREA:	20,753.20 M ²	(223,392.88 F ²)
•INDOOR AMENITY:	432.15 M ²	(4,651.78 F ²)
FSI:	5.21	
DENSITY:	460.00	(UNIT/HECTARE)
NUMBER OF RESIDENTIAL UNITS:	185	
1 BEDROOM UNITS:	12	(6.49%)
2 BEDROOM UNITS:	140	(75.68%)
3 BEDROOM UNITS:	33	(17.84%)
PARKING SPACE NUMBER:	115	
SURFACE:	20	
UNDERGROUND P1:	95	
PARKING RATIO:	0.62	(PARKING/UNIT)
RESIDENTIAL PK RATIO:	0.51	(95 SPACES)
VISITOR PK RATIO:	0.11	(20 SPACES)
•RETAIL PARKING SPACE:	6 SPACES	(3.0 SP/100 M ²)
•ACCESSIBLE PARKING:	7 SPACES	(TYP. A X4 & TYP. B X3)
BUILDING HEIGHT:	50.60 M	(14 STOREYS)
PARKING:	2	5 TH FLEYS
PODIUM:	6	STOREYS
MID-RISE:	8	STOREYS
FRONT SETBACK:	3.50 M	
SIDE SETBACK (EAST):	2.50 M	
SIDE SETBACK (WEST):	5.50 M	
REAR SETBACK:	19.24 M	

[illegible]

98 SCARSDALE ROAD,
TORONTO, ONTARIO, M3B 2R7
T: 416 800 3284
F: 416 800 3485

CONDOMINIUM
5688 MAIN STREET

A- 001





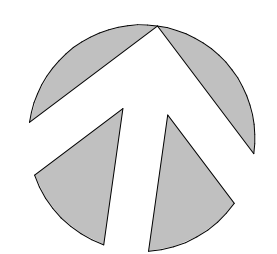
GROUND: 20 PARKING SPACES

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DO NOT SCALE DRAWINGS

CONTRACTOR MUST CHECK & VERIFY ALL
DIMENSIONS ON SITE.

THIS DRAWING IS NOT TO BE USED FOR
CONSTRUCTION UNTIL SIGNED BY THE ARCHITECT.

[illegible]

TAES Architects Inc.

98 SCARSDALE ROAD,
TORONTO, ONTARIO, M3B 2R7
T: 416 800 3284
F:416 800 3485

CONDOMINIUM
5688 MAIN STREET

Whitchurch-Stouffville, ON

Project No.	T2022062
Drawn	Scale 1 : 200
Checked	Date Issue Date

GROUND FLOOR PLAN

Drawing No.

A- 101

APPENDIX B:

Terms of Reference

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

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

nextrans
CONSULTING ENGINEERS

NextEng Consulting Group Inc.

To: Monika Dhungana, Town of Whitchurch-Stouffville
David Schleihauf, York Region

From: Kristian Aviles, Nextrans Consulting Engineers

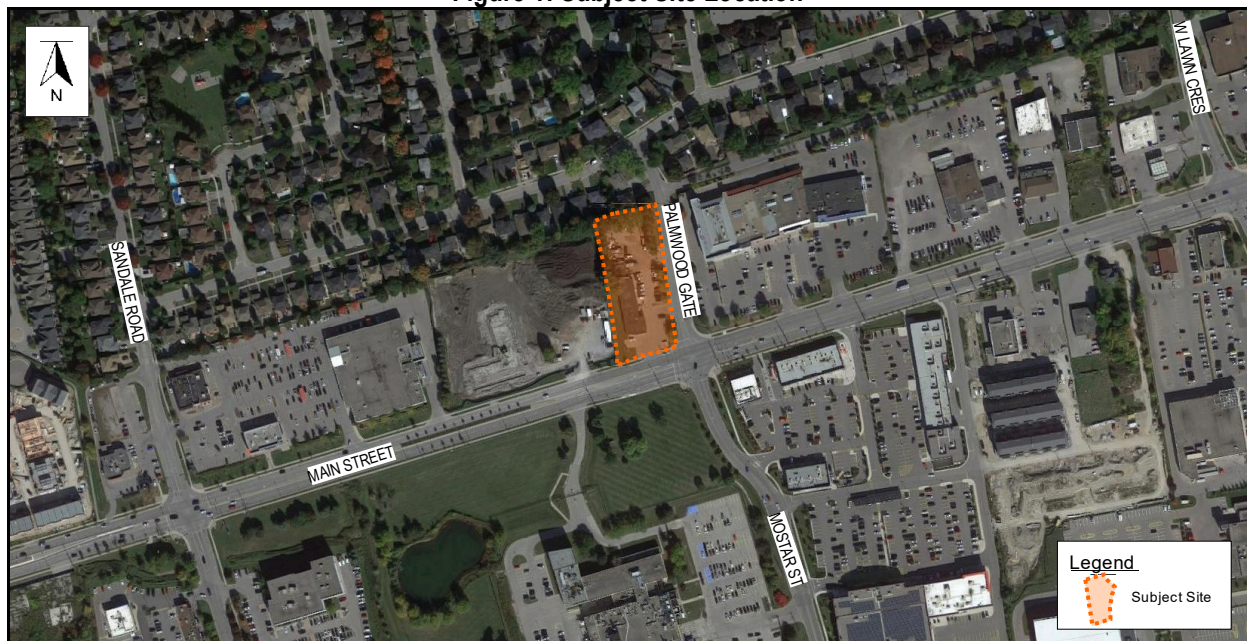
Date: January 31, 2024

**Re: Terms of Reference – Transportation Impact Study
Proposed Residential Development
5688 Main Street, Town of Whitchurch-Stouffville
Our Project No. NT-23-251**

INTRODUCTION

We wish to confirm the following work plan for a Transportation Impact Study for a proposed mixed-use residential development located on the northwest corner of the intersection of Main Street and Palmwood Gate, (herein referred to as the “subject site”), in the Town of Whitchurch-Stouffville. The subject lands are currently occupied by an existing commercial building. **Figure 1** illustrates the location of the subject site.

Figure 1: Subject Site Location



Based on the site plan provided, the development proposal is to redevelop the subject lands to construct a 13-storey residential building with a total of 260 dwelling units and retail uses at grade that will front Main Street. A total of 220 vehicle parking spaces will be provided on-site and vehicular access will be provided via two full movement driveways onto Palmwood Gate.

The following outlines the proposed Terms of Reference for our study.

STUDY AREA

Nextrans proposes to collect turning movement count (TMC) data at the following study area intersections during AM (7:00 AM – 10:00 AM) and PM (4:00 PM – 7:00 PM) peak periods:

1. Palmwood Gate and the existing site access / 5710 Main Street access (unsignalized);
2. Palmwood Gate and Main Street (signalized).

The study will also include the analysis of the proposed driveways onto Palmwood Gate.

TRAFFIC ASSESSMENT

The study will focus on weekday AM and PM peak hour traffic operations. Synchro version 10 will be used to assess intersection operations during the peak hours.

BACKGROUND TRAFFIC

General Corridor Growth Rate – Historical intersection TMC data will be reviewed to establish corridor growth rates.

Road Network Improvements – Nextrans will note any road network improvements identified within the study area and account for any traffic diversions associated with these improvements within in our analysis.

Background Development Traffic – Nextrans will consult with the Town of Whitchurch-Stouffville for any relevant background developments to be considered within the study. Nextrans requests that all relevant background traffic documents be made available.

TRIP GENERATION, DISTRIBUTION, & ASSIGNMENT

Nextrans proposes to use the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition to determine the site traffic and newly added trips of the proposed development on the surrounding road network. The general trip distribution will be based on a review of 2016 Transportation Tomorrow Survey (TTS) data. Trip assignment will be completed accordingly to reflect the configuration of the proposed site accesses, turning restrictions, and logical routings.

FUTURE TRAFFIC SCENARIOS

Future background and future total analyses for the study area intersections will be conducted over a five (5)-year horizon from present year, for a future analysis year of 2029.

REMEDIAL MEASURES

Under future total conditions, any through or shared through/turning movements at the studied intersections that exceed a V/C ratio of 0.90 or exclusive movements that exceed a V/C ratio of 1.00 will be identified. If remedial actions such as signal optimization are unsuccessful this will also be identified. If remedial measures are to be employed, a scenario will be provided demonstrating the change in intersection operations.

PARKING & LOADING

The site is currently subject to Town of Whitchurch-Stouffville 2010-001-ZO, which will be reviewed for parking and loading requirements.

TRANSPORTATION DEMAND MANAGEMENT

A review of existing nearby transportation facilities and possible initiatives and policies to promote and encourage modes of transportation in lieu of single occupant vehicle (SOV) trips will be made to influence the travel behaviour of residents and visitors to reduce travel demand and create a more efficient transportation network.

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

Yours truly,

NEXTRANS CONSULTING ENGINEERS

A handwritten signature in black ink that reads "Kristian Aviles". The signature is written in a cursive, flowing style.

Kristian Aviles, B.Eng
Transportation Analyst

Kristian Aviles

From: Monika Dhungana <monika.dhungana@townofws.ca>
Sent: February 6, 2024 9:51 AM
To: Schleihauf, David; Kristian Aviles
Cc: Bui, Vi
Subject: RE: Terms of Reference for a Transportation Impact Study - 5688 Main Street, Town of Whitchurch-Stouffville
Attachments: Terms of Reference - 5688 Main Street- WS comments.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

Hi Kristen

Please find attached file with town's markup comments. Few things that I want to highlight here-

1. Send a separate email request for Background data, based on [Development](#) Activity Map.
2. The TIS will be reviewed by the Town's peer review consultant.
3. Review of TOR is not an approval of the TIS and its detail content.

Have a great day.

Monika



MONIKA DHUNGANA, M. Sc., P. Eng.

Senior Development Engineer | Engineering and Public Works
111 Sandiford Drive, Stouffville, Ontario L4A 0Z8

t: 905-640-1900 ext. 2291 | tf: 855-642-TOWN | townofws.ca



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From: Schleihauf, David <David.Schleihauf@york.ca>
Sent: Tuesday, February 6, 2024 8:53 AM
To: kristian@nextrans.ca
Cc: Monika Dhungana <monika.dhungana@townofws.ca>; Bui, Vi <Vi.Bui@york.ca>
Subject: RE: Terms of Reference for a Transportation Impact Study - 5688 Main Street, Town of Whitchurch-Stouffville

Hello Kristian,

Please find our comments below regarding the terms of reference.

1. It should be noted that this section of Main Street is under the jurisdiction of the Town of Whitchurch-Stouffville. Based on Map 11 in The Regional Municipality of York Official Plan, the Region requests that all building setbacks, above and below ground and private utilities be located a minimum of 18 metres from the centerline of construction of Main Street.
2. The transportation study shall be consistent with the Region's [Transportation Mobility Plan Guidelines](#) (November 2016).

3. Future horizon years should include five-years post build-out, 2029 may not be realistic.

Please note, this is not an approval, the Region will provide additional detailed comments when a study is submitted for review.

Regards,

Our working hours may be different. Please do not feel obligated to reply outside of your scheduled working hours. Let's work together to help foster healthy work-life boundaries.

David Schleihau, P.Eng. | Senior Transportation Planner, Transportation Development Planning, Transportation & Infrastructure Planning Branch, Public Works Department

1-877-464-9675 ext. 77857

Our Mission: **Working together to serve our thriving communities – today and tomorrow**

From: Kristian Aviles <kristian@nextrans.ca>

Sent: Wednesday, January 31, 2024 4:43 PM

To: Monika Dhungana <monika.dhungana@townofws.ca>; Schleihau, David <David.Schleihau@york.ca>

Subject: Terms of Reference for a Transportation Impact Study - 5688 Main Street, Town of Whitchurch-Stouffville

CAUTION! This is an external email. Verify the sender's email address and carefully examine any links or attachments before clicking. If you believe this may be a phishing email, forward it to isitsafe@york.ca then delete it from your inbox. If you think you may have clicked on a phishing link, report it to the IT Service Desk, ext. 71111, and notify your supervisor immediately.

Good afternoon Monika and David,

Nextrans has been retained to prepare a Transportation Impact Study for a proposed development located at the northwest corner of the intersection of Palmwood Gate and Main Street, in the Town of Whitchurch-Stouffville.

Please see the attached TIS terms of reference for your review and commentary. We are hoping to get confirmation that the proposed study area is acceptable ASAP so that we can deploy traffic data collection.

Regards,

Kristian Aviles, B.Eng.
Transportation Analyst

o: 905-503-2563 ext. 206

e: kristian@nextrans.ca

w: www.nextrans.ca

NexTrans Consulting Engineers
A Division of NextEng Consulting Group Inc.
520 Industrial Parkway South, Suite 201
Aurora ON L4G 6W8

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

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

nextrans
CONSULTING ENGINEERS

NextEng Consulting Group Inc.

To: Monika Dhungana, Town of Whitchurch-Stouffville
David Schleihauf, York Region

From: Kristian Aviles, Nextrans Consulting Engineers

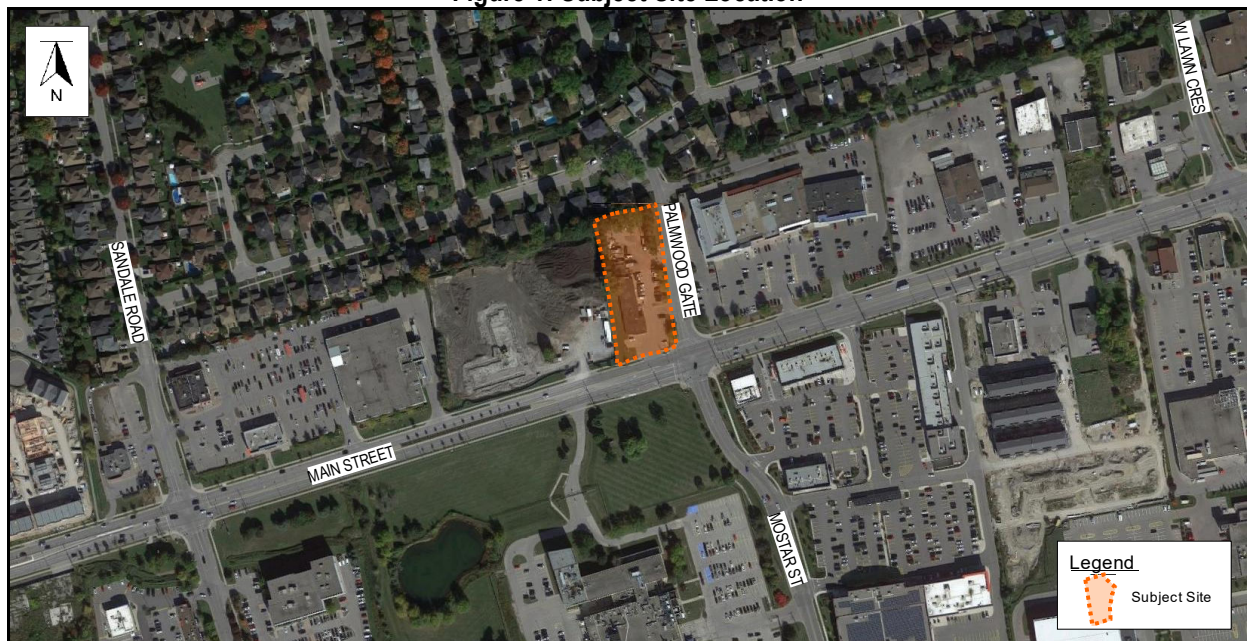
Date: January 31, 2024

**Re: Terms of Reference – Transportation Impact Study
Proposed Residential Development
5688 Main Street, Town of Whitchurch-Stouffville
Our Project No. NT-23-251**

INTRODUCTION

We wish to confirm the following work plan for a Transportation Impact Study for a proposed mixed-use residential development located on the northwest corner of the intersection of Main Street and Palmwood Gate, (herein referred to as the “subject site”), in the Town of Whitchurch-Stouffville. The subject lands are currently occupied by an existing commercial building. **Figure 1** illustrates the location of the subject site.

Figure 1: Subject Site Location



Based on the site plan provided, the development proposal is to redevelop the subject lands to construct a 13-storey residential building with a total of 260 dwelling units and retail uses at grade that will front Main Street. A total of 220 vehicle parking spaces will be provided on-site and vehicular access will be provided via two full movement driveways onto Palmwood Gate.

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1. Palmwood Gate and the existing site access / 5710 Main Street access (unsignalized);
2. Palmwood Gate and Main Street (signalized).

Consider other intersections,
Main and Sandale;
Main and West Lawn

The study will also include the analysis of the proposed driveways onto Palmwood Gate

TRAFFIC ASSESSMENT

The study will focus on weekday AM and PM peak hour traffic operations. Synchro version 10 will be used to assess intersection operations during the peak hours.

BACKGROUND TRAFFIC

General Corridor Growth Rate – Historical intersection TMC data will be reviewed to establish corridor growth rates.

Road Network Improvements – Nextrans will note any road network improvements identified within the study area and account for any traffic diversions associated with these improvements within in our analysis.

Background Development Traffic – Nextrans will consult with the Town of Whitchurch-Stouffville for any relevant background developments to be considered within the study. Nextrans requests that all relevant background traffic documents be made available.

Developments within 1km radius needs to be accounted for Background Traffic. Refer to Development activity map in our website and reach out to developmenthelp@townofws.ca with a list.

TRIP GENERATION, DISTRIBUTION

Nextrans proposes to use the Institute of Transportation Engineers (ITE) Trip Generation Manual 11th Edition to determine the site traffic and newly added trips of the proposed development on the surrounding road network. The general trip distribution will be based on a review of 2016 Transportation Tomorrow Survey (TTS) data. Trip assignment will be completed accordingly to reflect the configuration of the proposed site accesses, turning restrictions, and logical routings.

FUTURE TRAFFIC SCENARIOS

Future background and future total analyses for the study area intersections will be conducted over a five (5)-year horizon from present year, for a future analysis year of 2029.

REMEDIAL MEASURES

Under future total conditions, any through or shared through/turning movements at the studied intersections that exceed a V/C ratio of 0.90 or exclusive movements that exceed a V/C ratio of 1.00 will be identified. If remedial actions such as signal optimization are unsuccessful this will also be identified. If remedial measures are to be employed, a scenario will be provided demonstrating the change in intersection operations.

PARKING & LOADING

The site is currently subject to Town of Whitchurch-Stouffville 2010-001-ZO, which will be reviewed for parking and loading requirements.

TRANSPORTATION DEMAND MANAGEMENT

A review of existing nearby transportation facilities and possible initiatives and policies to promote and encourage modes of transportation in lieu of single occupant vehicle (SOV) trips will be made to influence the travel behaviour of residents and visitors to reduce travel demand and create a more efficient transportation network.

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

Yours truly,

NEXTRANS CONSULTING ENGINEERS

A handwritten signature in black ink that reads "Kristian Aviles". The signature is written in a cursive, flowing style.

Kristian Aviles, B.Eng
Transportation Analyst

APPENDIX C:

Traffic Data



Turning Movement Count (1 . SANDALE RD / SANDIFORD DR & MAIN ST)

Start Time	Southbound SANDALE RD						Westbound MAIN ST						Northbound SANDIFORD DR						Eastbound MAIN ST						Int. Total (15 min)	Int. Total (1 hr)	
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total			
07:00:00	12	3	6	0	2	21	19	109	10	0	1	138	9	1	24	0	0	34	12	66	10	0	0	88	281		
07:15:00	14	8	10	0	0	32	20	136	13	0	0	169	14	1	27	0	1	42	15	77	6	0	1	98	341		
07:30:00	14	8	13	0	2	35	18	144	17	0	0	179	13	4	19	0	3	36	24	70	17	0	0	111	361		
07:45:00	11	9	18	0	1	38	21	118	24	0	1	163	15	9	13	0	0	37	33	99	10	0	1	142	380	1363	
08:00:00	12	11	17	0	3	40	26	137	23	0	1	186	16	11	18	0	0	45	26	116	15	0	3	157	428	1510	
08:15:00	8	25	19	0	2	52	22	158	38	0	1	218	14	6	20	0	0	40	32	112	13	0	0	157	467	1636	
08:30:00	21	27	22	0	2	70	24	99	52	0	1	175	15	8	19	0	3	42	70	128	18	0	2	216	503	1778	
08:45:00	11	23	18	0	1	52	29	116	36	0	0	181	36	22	40	0	3	98	56	148	16	0	2	220	551	1949	
09:00:00	19	13	16	0	2	48	36	141	41	0	0	218	28	18	24	0	2	70	36	131	10	0	0	177	513	2034	
09:15:00	17	21	20	0	1	58	28	94	34	0	1	156	21	16	35	0	3	72	26	97	25	0	0	148	434	2001	
09:30:00	17	29	20	0	2	66	23	106	34	0	0	163	28	9	25	0	3	62	24	98	20	0	0	142	433	1931	
09:45:00	21	17	30	0	7	68	32	108	35	0	3	175	35	18	19	0	1	72	29	108	13	0	5	150	465	1845	
BREAK																											
16:00:00	29	9	26	0	6	64	19	173	25	0	1	217	45	25	35	0	0	105	28	186	34	0	0	248	634		
16:15:00	21	15	29	0	8	65	18	149	35	0	2	202	29	23	41	0	4	93	20	216	26	0	1	262	622		
16:30:00	16	16	18	0	4	50	21	163	27	0	0	211	36	24	42	0	1	102	37	209	45	0	0	291	654		
16:45:00	29	19	28	0	5	76	22	168	31	0	0	221	34	28	51	0	0	113	31	209	33	1	3	274	684	2594	
17:00:00	24	21	24	0	9	69	17	163	21	0	5	201	35	28	59	0	2	122	44	265	42	1	1	352	744	2704	
17:15:00	34	16	32	0	5	82	13	149	30	0	1	192	40	28	46	0	2	114	23	210	40	0	1	273	661	2743	
17:30:00	22	13	34	0	4	69	23	183	23	0	1	229	28	20	41	0	1	89	31	242	31	0	0	304	691	2780	
17:45:00	25	24	42	0	7	91	18	141	17	0	0	176	23	21	41	0	4	85	43	188	29	0	0	260	612	2708	
18:00:00	17	19	24	0	0	60	18	135	33	0	1	186	30	37	30	0	0	97	20	199	28	1	0	248	591	2555	
18:15:00	18	16	34	0	3	68	22	129	34	0	0	185	31	20	46	0	1	97	22	142	29	0	1	193	543	2437	
18:30:00	15	16	30	0	0	61	13	113	20	0	5	146	33	18	42	0	3	93	37	190	25	0	0	252	552	2298	
18:45:00	17	14	24	0	0	55	14	118	22	0	0	154	26	20	40	0	1	86	32	168	26	0	0	226	521	2207	
Grand Total	444	392	554	0	76	1390	516	3250	675	0	25	4441	634	415	797	0	38	1846	751	3674	561	3	21	4989	12666	-	
Approach%	31.9%	28.2%	39.9%	0%	-	-	11.6%	73.2%	15.2%	0%	-	-	34.3%	22.5%	43.2%	0%	-	-	15.1%	73.6%	11.2%	0.1%	-	-	-	-	
Totals %	3.5%	3.1%	4.4%	0%	-	11%	4.1%	25.7%	5.3%	0%	-	35.1%	5%	3.3%	6.3%	0%	-	14.6%	5.9%	29%	4.4%	0%	-	39.4%	-	-	
Heavy	8	1	3	0	-	-	6	80	3	0	-	-	1	2	4	0	-	-	8	80	10	0	-	-	-	-	
Heavy %	1.8%	0.3%	0.5%	0%	-	-	1.2%	2.5%	0.4%	0%	-	-	0.2%	0.5%	0.5%	0%	-	-	1.1%	2.2%	1.8%	0%	-	-	-	-	
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (-9.32 °C)

Start Time	Southbound SANDALE RD						Westbound MAIN ST						Northbound SANDIFORD DR						Eastbound MAIN ST						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
08:15:00	8	25	19	0	2	52	22	158	38	0	1	218	14	6	20	0	0	40	32	112	13	0	0	157	467
08:30:00	21	27	22	0	2	70	24	99	52	0	1	175	15	8	19	0	3	42	70	128	18	0	2	216	503
08:45:00	11	23	18	0	1	52	29	116	36	0	0	181	36	22	40	0	3	98	56	148	16	0	2	220	551
09:00:00	19	13	16	0	2	48	36	141	41	0	0	218	28	18	24	0	2	70	36	131	10	0	0	177	513
Grand Total	59	88	75	0	7	222	111	514	167	0	2	792	93	54	103	0	8	250	194	519	57	0	4	770	2034
Approach%	26.6%	39.6%	33.8%	0%	-	-	14%	64.9%	21.1%	0%	-	-	37.2%	21.6%	41.2%	0%	-	-	25.2%	67.4%	7.4%	0%	-	-	-
Totals %	2.9%	4.3%	3.7%	0%	10.9%	5.5%	25.3%	8.2%	0%	38.9%	4.6%	2.7%	5.1%	0%	12.3%	9.5%	25.5%	2.8%	0%	37.9%	-	-	-	-	-
PHF	0.7	0.81	0.85	0	0.79	0.77	0.81	0.8	0	0.91	0.65	0.61	0.64	0	0.64	0.69	0.88	0.79	0	0.88	-	-	-	-	-
Heavy	1	0	1	0	2	1	23	1	0	25	0	0	0	0	0	3	23	3	0	29	-	-	-	-	-
Heavy %	1.7%	0%	1.3%	0%	0.9%	0.9%	4.5%	0.6%	0%	3.2%	0%	0%	0%	0%	0%	1.5%	4.4%	5.3%	0%	3.8%	-	-	-	-	-
Lights	58	88	74	0	220	110	491	166	0	767	93	54	103	0	250	191	496	54	0	741	-	-	-	-	-
Lights %	98.3%	100%	98.7%	0%	99.1%	99.1%	95.5%	99.4%	0%	96.8%	100%	100%	100%	0%	100%	98.5%	95.6%	94.7%	0%	96.2%	-	-	-	-	-
Single-Unit Trucks	0	0	1	0	1	1	8	1	0	10	0	0	0	0	0	0	10	2	0	12	-	-	-	-	-
Single-Unit Trucks %	0%	0%	1.3%	0%	0.5%	0.9%	1.6%	0.6%	0%	1.3%	0%	0%	0%	0%	0%	0%	1.9%	3.5%	0%	1.6%	-	-	-	-	-
Buses	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	3	10	1	0	14	-	-	-	-	-
Buses %	1.7%	0%	0%	0%	0.5%	0%	1.9%	0%	0%	1.3%	0%	0%	0%	0%	0%	1.5%	1.9%	1.8%	0%	1.8%	-	-	-	-	-
Articulated Trucks	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	-	-	-	-	-
Articulated Trucks %	0%	0%	0%	0%	0%	0%	1%	0%	0%	0.6%	0%	0%	0%	0%	0%	0%	0.6%	0%	0%	0.4%	-	-	-	-	-
Pedestrians	-	-	-	-	7	-	-	-	-	2	-	-	-	-	8	-	-	-	-	4	-	-	-	-	-
Pedestrians%	-	-	-	-	33.3%	-	-	-	-	9.5%	-	-	-	-	38.1%	-	-	-	-	19%	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-

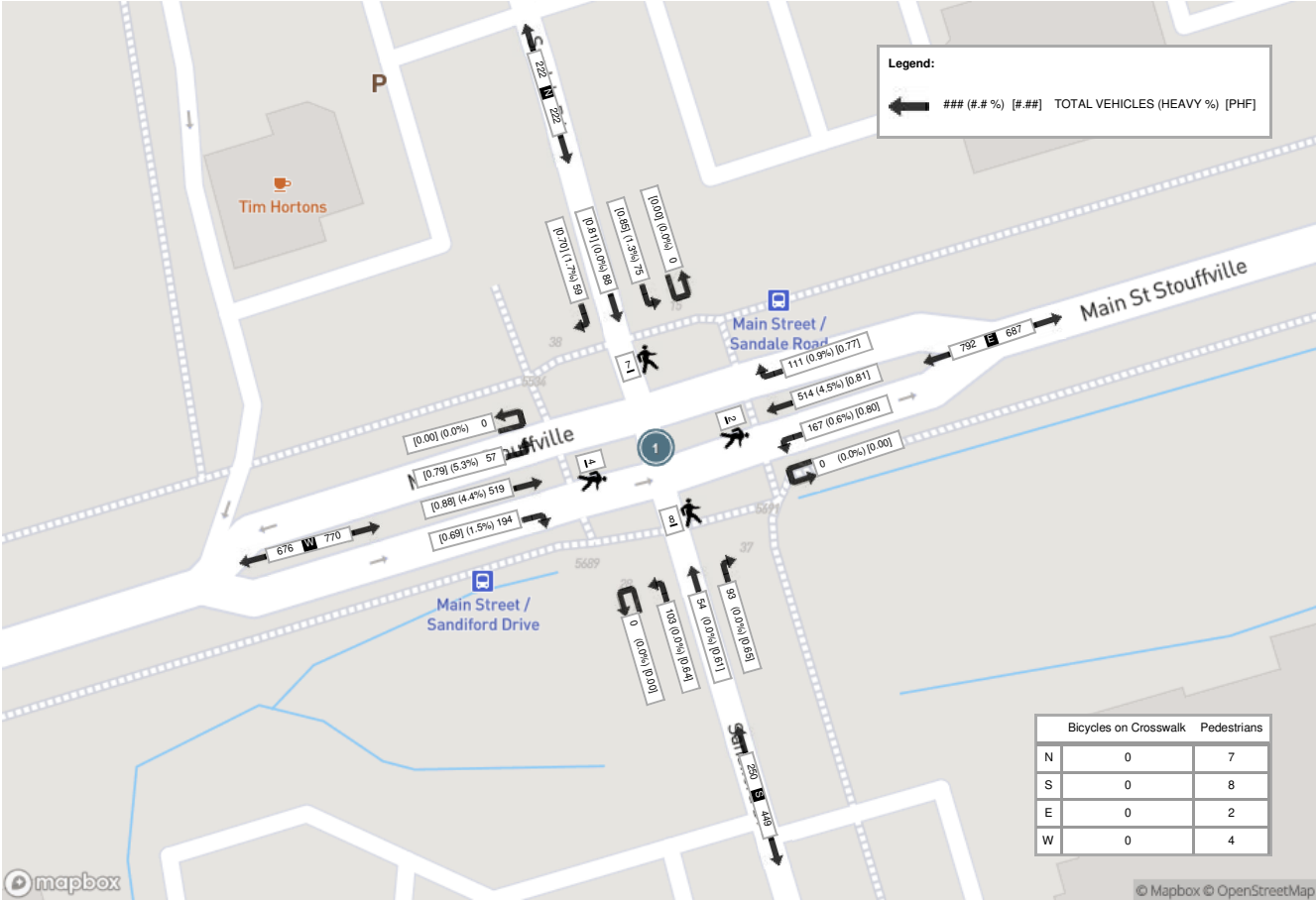


Peak Hour: 04:45 PM - 05:45 PM Weather: Broken Clouds (-2.85 °C)

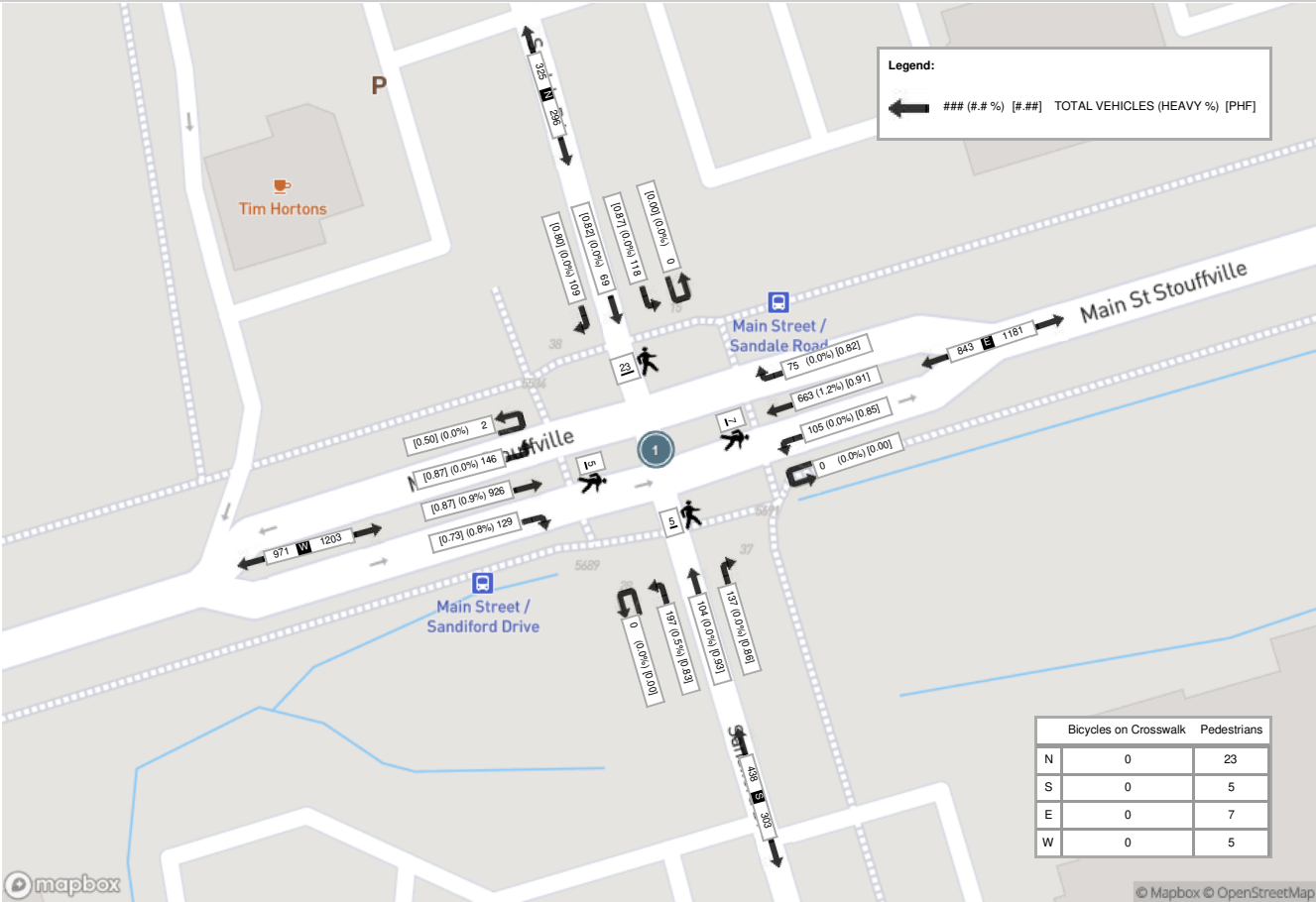
Start Time	Southbound SANDALE RD						Westbound MAIN ST						Northbound SANDIFORD DR						Eastbound MAIN ST						Int. Total (15 min)	
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total		
16:45:00	29	19	28	0	5	76	22	168	31	0	0	221	34	28	51	0	0	113	31	209	33	1	3	274	684	
17:00:00	24	21	24	0	9	69	17	163	21	0	5	201	35	28	59	0	2	122	44	265	42	1	1	352	744	
17:15:00	34	16	32	0	5	82	13	149	30	0	1	192	40	28	46	0	2	114	23	210	40	0	1	273	661	
17:30:00	22	13	34	0	4	69	23	183	23	0	1	229	28	20	41	0	1	89	31	242	31	0	0	304	691	
Grand Total	109	69	118	0	23	296	75	663	105	0	7	843	137	104	197	0	5	438	129	926	146	2	5	1203	2780	
Approach%	36.8%	23.3%	39.9%	0%		-	8.9%	78.6%	12.5%	0%		-	31.3%	23.7%	45%	0%		-	10.7%	77%	12.1%	0.2%		-	-	
Totals %	3.9%	2.5%	4.2%	0%		10.6%	2.7%	23.8%	3.8%	0%		30.3%	4.9%	3.7%	7.1%	0%		15.8%	4.6%	33.3%	5.3%	0.1%		43.3%	-	
PHF	0.8	0.82	0.87	0		0.9	0.82	0.91	0.85	0		0.92	0.86	0.93	0.83	0		0.9	0.73	0.87	0.87	0.5		0.85	-	
Heavy	0	0	0	0		0	0	8	0	0		8	0	0	1	0		1	1	8	0	0		9	-	
Heavy %	0%	0%	0%	0%		0%	0%	1.2%	0%	0%		0.9%	0%	0%	0.5%	0%		0.2%	0.8%	0.9%	0%	0%		0.7%	-	
Lights	109	69	118	0		296	75	655	105	0		835	137	104	196	0		437	128	918	146	2		1194	-	
Lights %	100%	100%	100%	0%		100%	100%	98.8%	100%	0%		99.1%	100%	100%	99.5%	0%		99.8%	99.2%	99.1%	100%	100%		99.3%	-	
Single-Unit Trucks	0	0	0	0		0	0	6	0	0		6	0	0	1	0		1	1	4	0	0		5	-	
Single-Unit Trucks %	0%	0%	0%	0%		0%	0%	0.9%	0%	0%		0.7%	0%	0%	0.5%	0%		0.2%	0.8%	0.4%	0%	0%		0.4%	-	
Buses	0	0	0	0		0	0	2	0	0		2	0	0	0	0		0	0	4	0	0		4	-	
Buses %	0%	0%	0%	0%		0%	0%	0.3%	0%	0%		0.2%	0%	0%	0%	0%		0%	0%	0.4%	0%	0%		0.3%	-	
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	-	
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	-	
Pedestrians	-	-	-	-	23	-	-	-	-	7		-	-	-	-	-	5		-	-	-	-	5		-	-
Pedestrians%	-	-	-	-	57.5%	-	-	-	-	17.5%		-	-	-	-	12.5%		-	-	-	-	-	12.5%		-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0		-	-	-	-	0		-	-	-	-	-	0		-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	0%		-	-	-	-	0%		-	-	-	-	-	0%		-	-



Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (-9.32 °C)



Peak Hour: 04:45 PM - 05:45 PM Weather: Broken Clouds (-2.85 °C)





Turning Movement Count (3 . W LAWN CRES / WELDON RD & MAIN ST)

Start Time	Southbound W LAWN CRESCENT						Westbound MAIN ST						Northbound WELDON RD						Eastbound MAIN ST						Int. Total (15 min)	Int. Total (1 hr)	
	Right N:W	Thru N:S	Left N:E	UTurn N:N	Peds N:	Approach Total	Right E:N	Thru E:W	Left E:S	UTurn E:E	Peds E:	Approach Total	Right S:E	Thru S:N	Left S:W	UTurn S:S	Peds S:	Approach Total	Right W:S	Thru W:E	Left W:N	UTurn W:W	Peds W:	Approach Total			
07:00:00	6	4	0	0	0	10	3	128	4	0	0	135	4	3	6	0	0	13	3	66	3	0	1	72	230		
07:15:00	13	0	0	0	1	13	2	161	4	0	0	167	5	1	3	0	0	9	3	68	9	0	0	80	269		
07:30:00	15	5	5	0	0	25	3	147	3	1	0	154	2	4	11	0	0	17	5	67	18	0	0	90	286		
07:45:00	9	11	9	0	0	29	4	152	6	0	0	162	8	4	12	0	0	24	6	85	10	0	0	101	316	1101	
08:00:00	24	14	16	0	0	54	7	179	7	0	2	193	10	12	8	0	2	30	12	108	15	0	2	135	412	1283	
08:15:00	27	17	18	0	0	62	8	192	23	0	0	223	12	3	17	0	0	32	10	113	8	1	8	132	449	1463	
08:30:00	16	12	14	0	2	42	6	191	27	0	0	224	11	9	15	0	1	35	18	118	3	0	4	139	440	1617	
08:45:00	16	33	8	0	2	57	9	190	26	0	0	225	14	4	14	0	3	32	26	161	20	0	4	207	521	1822	
09:00:00	13	59	7	0	4	79	10	225	63	0	3	298	27	31	19	0	1	77	29	134	10	0	27	173	627	2037	
09:15:00	18	49	7	0	5	74	4	152	43	0	1	199	33	32	25	0	3	90	16	137	15	0	4	168	531	2119	
09:30:00	16	10	3	0	1	29	7	143	13	0	0	163	10	9	13	0	2	32	14	105	17	0	1	136	360	2039	
09:45:00	29	12	4	0	0	45	5	142	11	0	0	158	12	10	19	0	2	41	12	140	10	0	3	162	406	1924	
BREAK																											
16:00:00	15	18	11	0	3	44	8	176	26	0	6	210	44	25	23	0	9	92	26	201	32	0	6	259	605		
16:15:00	12	15	11	0	4	38	21	193	23	1	2	238	13	29	24	0	5	66	18	235	43	0	7	296	638		
16:30:00	18	18	10	0	2	46	6	207	25	1	2	239	18	27	29	0	4	74	19	231	23	0	1	273	632		
16:45:00	27	27	9	0	5	63	11	184	21	0	3	216	20	20	20	0	9	60	25	218	23	0	3	266	605	2480	
17:00:00	18	17	16	0	1	51	10	204	14	0	2	228	30	27	24	0	3	81	27	252	23	0	8	302	662	2537	
17:15:00	14	25	17	0	3	56	10	201	18	0	0	229	17	31	32	0	0	80	25	252	32	0	4	309	674	2573	
17:30:00	24	8	16	0	2	48	7	214	26	0	0	247	19	27	32	0	3	78	27	239	30	0	0	296	669	2610	
17:45:00	25	12	18	0	3	55	10	193	27	0	3	230	17	23	26	0	8	66	23	248	25	0	1	296	647	2652	
18:00:00	27	15	7	0	0	49	11	193	20	0	1	224	24	19	21	0	3	64	27	227	28	0	0	282	619	2609	
18:15:00	22	17	9	0	1	48	9	202	24	0	4	235	20	8	18	0	3	46	12	210	27	0	2	249	578	2513	
18:30:00	14	10	21	0	0	45	11	151	18	0	1	180	12	14	18	0	3	44	16	236	29	0	1	281	550	2394	
18:45:00	16	14	10	0	2	40	14	167	28	0	0	209	12	10	17	0	0	39	15	179	22	0	0	216	504	2251	
Grand Total	434	422	246	0	41	1102	196	4287	500	3	30	4986	394	382	446	0	64	1222	414	4030	475	1	87	4920	12230	-	
Approach%	39.4%	38.3%	22.3%	0%	-	-	3.9%	86%	10%	0.1%	-	-	32.2%	31.3%	36.5%	0%	-	-	8.4%	81.9%	9.7%	0%	-	-	-	-	
Totals %	3.5%	3.5%	2%	0%	-	9%	1.6%	35.1%	4.1%	0%	-	40.8%	3.2%	3.1%	3.6%	0%	-	10%	3.4%	33%	3.9%	0%	-	40.2%	-	-	
Heavy	6	5	3	0	-	-	3	77	2	0	-	-	2	2	9	0	-	-	12	58	7	0	-	-	-	-	
Heavy %	1.4%	1.2%	1.2%	0%	-	-	1.5%	1.8%	0.4%	0%	-	-	0.5%	0.5%	2%	0%	-	-	2.9%	1.4%	1.5%	0%	-	-	-	-	
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Peak Hour: 08:30 AM - 09:30 AM Weather: Clear Sky (-9.32 °C)

Start Time	Southbound W LAWN CRESCENT						Westbound MAIN ST						Northbound WELDON RD						Eastbound MAIN ST						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
08:30:00	16	12	14	0	2	42	6	191	27	0	0	224	11	9	15	0	1	35	18	118	3	0	4	139	440
08:45:00	16	33	8	0	2	57	9	190	26	0	0	225	14	4	14	0	3	32	26	161	20	0	4	207	521
09:00:00	13	59	7	0	4	79	10	225	63	0	3	298	27	31	19	0	1	77	29	134	10	0	27	173	627
09:15:00	18	49	7	0	5	74	4	152	43	0	1	199	33	32	25	0	3	90	16	137	15	0	4	168	531
Grand Total	63	153	36	0	13	252	29	758	159	0	4	946	85	76	73	0	8	234	89	550	48	0	39	687	2119
Approach%	25%	60.7%	14.3%	0%		-	3.1%	80.1%	16.8%	0%		-	36.3%	32.5%	31.2%	0%		-	13%	80.1%	7%	0%		-	-
Totals %	3%	7.2%	1.7%	0%		11.9%	1.4%	35.8%	7.5%	0%		44.6%	4%	3.6%	3.4%	0%		11%	4.2%	26%	2.3%	0%		32.4%	-
PHF	0.88	0.65	0.64	0		0.8	0.73	0.84	0.63	0		0.79	0.64	0.59	0.73	0		0.65	0.77	0.85	0.6	0		0.83	-
Heavy	1	3	1	0		5	1	15	2	0		18	0	1	3	0		4	5	19	5	0		29	-
Heavy %	1.6%	2%	2.8%	0%		2%	3.4%	2%	1.3%	0%		1.9%	0%	1.3%	4.1%	0%		1.7%	5.6%	3.5%	10.4%	0%		4.2%	-
Lights	62	150	35	0		247	28	743	157	0		928	85	75	70	0		230	84	531	43	0		658	-
Lights %	98.4%	98%	97.2%	0%		98%	96.6%	98%	98.7%	0%		98.1%	100%	98.7%	95.9%	0%		98.3%	94.4%	96.5%	89.6%	0%		95.8%	-
Single-Unit Trucks	0	0	1	0		1	0	6	0	0		6	0	0	2	0		2	2	9	3	0		14	-
Single-Unit Trucks %	0%	0%	2.8%	0%		0.4%	0%	0.8%	0%	0%		0.6%	0%	0%	2.7%	0%		0.9%	2.2%	1.6%	6.3%	0%		2%	-
Buses	1	3	0	0		4	1	9	2	0		12	0	1	0	0		1	3	7	2	0		12	-
Buses %	1.6%	2%	0%	0%		1.6%	3.4%	1.2%	1.3%	0%		1.3%	0%	1.3%	0%	0%		0.4%	3.4%	1.3%	4.2%	0%		1.7%	-
Articulated Trucks	0	0	0	0		0	0	0	0	0		0	0	0	1	0		1	0	3	0	0		3	-
Articulated Trucks %	0%	0%	0%	0%		0%	0%	0%	0%	0%		0%	0%	0%	1.4%	0%		0.4%	0%	0.5%	0%	0%		0.4%	-
Pedestrians	-	-	-	-	13	-	-	-	-	-	3	-	-	-	-	-	8	-	-	-	-	-	38	-	-
Pedestrians%	-	-	-	-	20.3%	-	-	-	-	-	4.7%	-	-	-	-	-	12.5%	-	-	-	-	-	59.4%	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	-	1.6%	-	-	-	-	-	0%	-	-	-	-	-	1.6%	-	-



Peak Hour: 05:00 PM - 06:00 PM Weather: Broken Clouds (-2.85 °C)

Start Time	Southbound W LAWN CRESCENT						Westbound MAIN ST						Northbound WELDON RD						Eastbound MAIN ST						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
17:00:00	18	17	16	0	1	51	10	204	14	0	2	228	30	27	24	0	3	81	27	252	23	0	8	302	662
17:15:00	14	25	17	0	3	56	10	201	18	0	0	229	17	31	32	0	0	80	25	252	32	0	4	309	674
17:30:00	24	8	16	0	2	48	7	214	26	0	0	247	19	27	32	0	3	78	27	239	30	0	0	296	669
17:45:00	25	12	18	0	3	55	10	193	27	0	3	230	17	23	26	0	8	66	23	248	25	0	1	296	647
Grand Total	81	62	67	0	9	210	37	812	85	0	5	934	83	108	114	0	14	305	102	991	110	0	13	1203	2652
Approach%	38.6%	29.5%	31.9%	0%	-	-	4%	86.9%	9.1%	0%	-	-	27.2%	35.4%	37.4%	0%	-	-	8.5%	82.4%	9.1%	0%	-	-	-
Totals %	3.1%	2.3%	2.5%	0%	7.9%	1.4%	30.6%	3.2%	0%	35.2%	3.1%	4.1%	4.3%	0%	11.5%	3.8%	37.4%	4.1%	0%	45.4%	-	-	-	-	
PHF	0.81	0.62	0.93	0	0.94	0.93	0.95	0.79	0	0.95	0.69	0.87	0.89	0	0.94	0.94	0.98	0.86	0	0.97	-	-	-	-	
Heavy	0	0	1	0	1	0	10	0	0	10	1	0	0	0	1	1	6	0	0	7	-	-	-	-	
Heavy %	0%	0%	1.5%	0%	0.5%	0%	1.2%	0%	0%	1.1%	1.2%	0%	0%	0%	0.3%	1%	0.6%	0%	0%	0.6%	-	-	-	-	
Lights	81	62	66	0	209	37	802	85	0	924	82	108	114	0	304	101	985	110	0	1196	-	-	-	-	
Lights %	100%	100%	98.5%	0%	99.5%	100%	98.8%	100%	0%	98.9%	98.8%	100%	100%	0%	99.7%	99%	99.4%	100%	0%	99.4%	-	-	-	-	
Single-Unit Trucks	0	0	0	0	0	0	8	0	0	8	1	0	0	0	1	1	2	0	0	3	-	-	-	-	
Single-Unit Trucks %	0%	0%	0%	0%	0%	0%	1%	0%	0%	0.9%	1.2%	0%	0%	0%	0.3%	1%	0.2%	0%	0%	0.2%	-	-	-	-	
Buses	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	-	-	-	-	
Buses %	0%	0%	1.5%	0%	0.5%	0%	0.2%	0%	0%	0.2%	0%	0%	0%	0%	0%	0%	0.4%	0%	0%	0.3%	-	-	-	-	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-	-	
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	-	-	
Pedestrians	-	-	-	-	9	-	-	-	-	5	-	-	-	-	12	-	-	-	-	13	-	-	-	-	
Pedestrians%	-	-	-	-	22%	-	-	-	-	12.2%	-	-	-	-	29.3%	-	-	-	-	31.7%	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-	-	-	0	-	-	-	-	
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	4.9%	-	-	-	-	0%	-	-	-	-	

Peak Hour: 08:30 AM - 09:30 AM Weather: Clear Sky (-9.32 °C)





Peak Hour: 05:00 PM - 06:00 PM Weather: Broken Clouds (-2.85 °C)





Turning Movement Count (2 . PALMWOOD GATE / MOSTAR ST & MAIN ST)

Start Time	Southbound PALMWOOD GATE						Westbound MAIN ST						Northbound MOSTAR ST						Eastbound MAIN ST						Int. Total (15 min)	Int. Total (1 hr)	
	Right N-W	Thru N-S	Left N-E	UTurn N-N	Peds N:	Approach Total	Right E-N	Thru E-W	Left E-S	UTurn E-E	Peds E:	Approach Total	Right S-E	Thru S-N	Left S-W	UTurn S-S	Peds S:	Approach Total	Right W-S	Thru W-E	Left W-N	UTurn W-W	Peds W:	Approach Total			
07:00:00	6	4	2	0	1	12	1	134	9	0	0	144	9	1	9	0	1	19	17	63	5	0	0	85	260		
07:15:00	5	5	1	0	0	11	0	154	14	0	0	168	4	1	17	0	0	22	11	82	3	1	0	97	298		
07:30:00	14	2	1	0	1	17	3	153	12	0	0	168	4	4	18	0	0	26	15	78	5	0	0	98	309		
07:45:00	10	5	2	0	0	17	3	140	14	0	0	157	7	5	18	0	2	30	18	100	7	0	0	125	329	1196	
08:00:00	6	11	5	0	1	22	8	170	32	0	0	210	5	2	15	0	0	22	18	124	6	0	2	148	402	1338	
08:15:00	12	11	0	0	1	23	1	190	38	2	0	231	8	4	22	0	0	34	26	96	12	0	0	134	422	1462	
08:30:00	7	10	6	0	2	23	6	158	51	0	2	215	16	6	15	0	1	37	33	124	3	0	1	160	435	1588	
08:45:00	7	12	3	0	0	22	4	149	38	0	1	191	24	13	35	0	4	72	39	164	8	0	1	211	496	1755	
09:00:00	5	17	4	0	1	26	2	203	52	0	2	257	28	10	31	0	3	69	35	141	9	0	0	185	537	1890	
09:15:00	7	12	3	0	2	22	5	134	34	0	2	173	25	18	30	0	3	73	16	115	8	0	1	139	407	1875	
09:30:00	6	5	3	0	3	14	7	145	36	0	3	188	14	5	31	0	0	50	16	114	7	2	0	139	391	1831	
09:45:00	8	3	9	0	7	20	3	136	32	0	4	171	17	12	28	0	2	57	26	129	8	1	1	164	412	1747	
BREAK																											
16:00:00	10	12	7	0	2	29	3	167	46	0	5	216	26	29	55	0	1	110	31	202	19	1	2	253	608		
16:15:00	6	18	10	0	1	34	5	190	42	0	3	237	33	32	43	0	8	108	51	205	13	1	2	270	649		
16:30:00	9	17	11	0	2	37	10	182	55	0	2	247	26	19	49	0	5	94	46	215	19	0	0	280	658		
16:45:00	6	20	11	0	3	37	6	166	51	0	12	223	21	27	69	0	1	117	41	219	16	0	0	276	653	2568	
17:00:00	4	28	6	0	1	38	14	186	55	0	3	255	43	33	44	0	6	120	51	262	15	0	0	328	741	2701	
17:15:00	7	15	5	0	1	27	13	178	55	0	2	246	36	22	48	0	3	106	40	236	20	0	0	296	675	2727	
17:30:00	8	13	9	0	2	30	5	212	52	1	2	270	18	21	55	0	1	94	38	272	14	0	0	324	718	2787	
17:45:00	8	31	8	0	5	47	7	159	69	0	0	235	25	19	37	0	0	81	37	217	11	0	0	265	628	2762	
18:00:00	5	10	12	0	0	27	11	168	64	1	0	244	21	15	31	0	0	67	38	207	12	0	0	257	595	2616	
18:15:00	7	21	7	0	3	35	5	157	41	0	0	203	23	18	46	0	2	87	27	178	11	0	0	216	541	2482	
18:30:00	7	11	7	0	0	25	6	131	45	0	0	182	31	14	28	0	1	73	25	221	14	1	0	261	541	2305	
18:45:00	8	6	4	0	0	18	10	140	48	0	0	198	19	18	36	0	0	73	32	191	12	0	0	235	524	2201	
Grand Total	178	299	136	0	39	613	138	3902	985	4	43	5029	483	348	810	0	44	1641	727	3955	257	7	10	4946	12229	-	
Approach%	29%	48.8%	22.2%	0%	-	-	2.7%	77.6%	19.6%	0.1%	-	-	29.4%	21.2%	49.4%	0%	-	-	14.7%	80%	5.2%	0.1%	-	-	-	-	
Totals %	1.5%	2.4%	1.1%	0%	-	5%	1.1%	31.9%	8.1%	0%	-	41.1%	3.9%	2.8%	6.6%	0%	-	13.4%	5.9%	32.3%	2.1%	0.1%	-	40.4%	-	-	
Heavy	5	3	0	0	-	-	3	78	6	0	-	-	1	1	11	0	-	-	9	79	4	0	-	-	-	-	
Heavy %	2.8%	1%	0%	0%	-	-	2.2%	2%	0.6%	0%	-	-	0.2%	0.3%	1.4%	0%	-	-	1.2%	2%	1.6%	0%	-	-	-	-	
Bicycles	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Bicycle %	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	



Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (-9.32 °C)

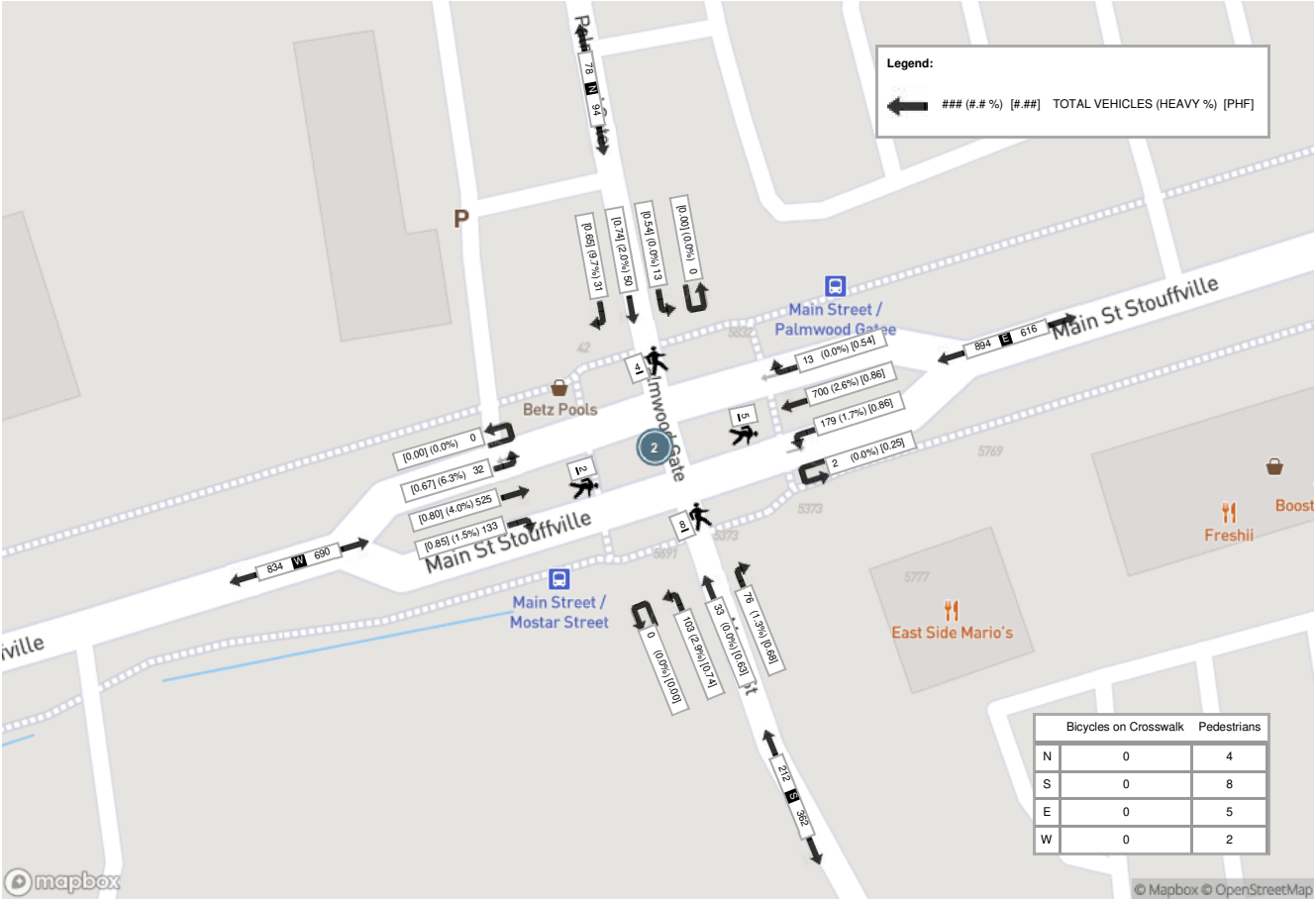
Start Time	Southbound PALMWOOD GATE						Westbound MAIN ST						Northbound MOSTAR ST						Eastbound MAIN ST						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
08:15:00	12	11	0	0	1	23	1	190	38	2	0	231	8	4	22	0	0	34	26	96	12	0	0	134	422
08:30:00	7	10	6	0	2	23	6	158	51	0	2	215	16	6	15	0	1	37	33	124	3	0	1	160	435
08:45:00	7	12	3	0	0	22	4	149	38	0	1	191	24	13	35	0	4	72	39	164	8	0	1	211	496
09:00:00	5	17	4	0	1	26	2	203	52	0	2	257	28	10	31	0	3	69	35	141	9	0	0	185	537
Grand Total	31	50	13	0	4	94	13	700	179	2	5	894	76	33	103	0	8	212	133	525	32	0	2	690	1890
Approach%	33%	53.2%	13.8%	0%		-	1.5%	78.3%	20%	0.2%		-	35.8%	15.6%	48.6%	0%		-	19.3%	76.1%	4.6%	0%		-	-
Totals %	1.6%	2.6%	0.7%	0%		5%	0.7%	37%	9.5%	0.1%		47.3%	4%	1.7%	5.4%	0%		11.2%	7%	27.8%	1.7%	0%		36.5%	-
PHF	0.65	0.74	0.54	0		0.9	0.54	0.86	0.86	0.25		0.87	0.68	0.63	0.74	0		0.74	0.85	0.8	0.67	0		0.82	-
Heavy	3	1	0	0		4	0	18	3	0		21	1	0	3	0		4	2	21	2	0		25	-
Heavy %	9.7%	2%	0%	0%		4.3%	0%	2.6%	1.7%	0%		2.3%	1.3%	0%	2.9%	0%		1.9%	1.5%	4%	6.3%	0%		3.6%	-
Lights	28	49	13	0		90	13	682	176	2		873	75	33	100	0		208	131	504	30	0		665	-
Lights %	90.3%	98%	100%	0%		95.7%	100%	97.4%	98.3%	100%		97.7%	98.7%	100%	97.1%	0%		98.1%	98.5%	96%	93.8%	0%		96.4%	-
Single-Unit Trucks	2	1	0	0		3	0	8	3	0		11	0	0	2	0		2	1	11	1	0		13	-
Single-Unit Trucks %	6.5%	2%	0%	0%		3.2%	0%	1.1%	1.7%	0%		1.2%	0%	0%	1.9%	0%		0.9%	0.8%	2.1%	3.1%	0%		1.9%	-
Buses	0	0	0	0		0	0	8	0	0		8	1	0	1	0		2	0	9	0	0		9	-
Buses %	0%	0%	0%	0%		0%	0%	1.1%	0%	0%		0.9%	1.3%	0%	1%	0%		0.9%	0%	1.7%	0%	0%		1.3%	-
Articulated Trucks	1	0	0	0		1	0	2	0	0		2	0	0	0	0		0	1	1	1	0		3	-
Articulated Trucks %	3.2%	0%	0%	0%		1.1%	0%	0.3%	0%	0%		0.2%	0%	0%	0%	0%		0%	0.8%	0.2%	3.1%	0%		0.4%	-
Pedestrians	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	8	-	-	-	-	-	2	-	-
Pedestrians%	-	-	-	-	21.1%	-	-	-	-	-	26.3%	-	-	-	-	-	42.1%	-	-	-	-	-	10.5%	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
Bicycles on Crosswalk%	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-



Peak Hour: 04:45 PM - 05:45 PM Weather: Broken Clouds (-2.85 °C)

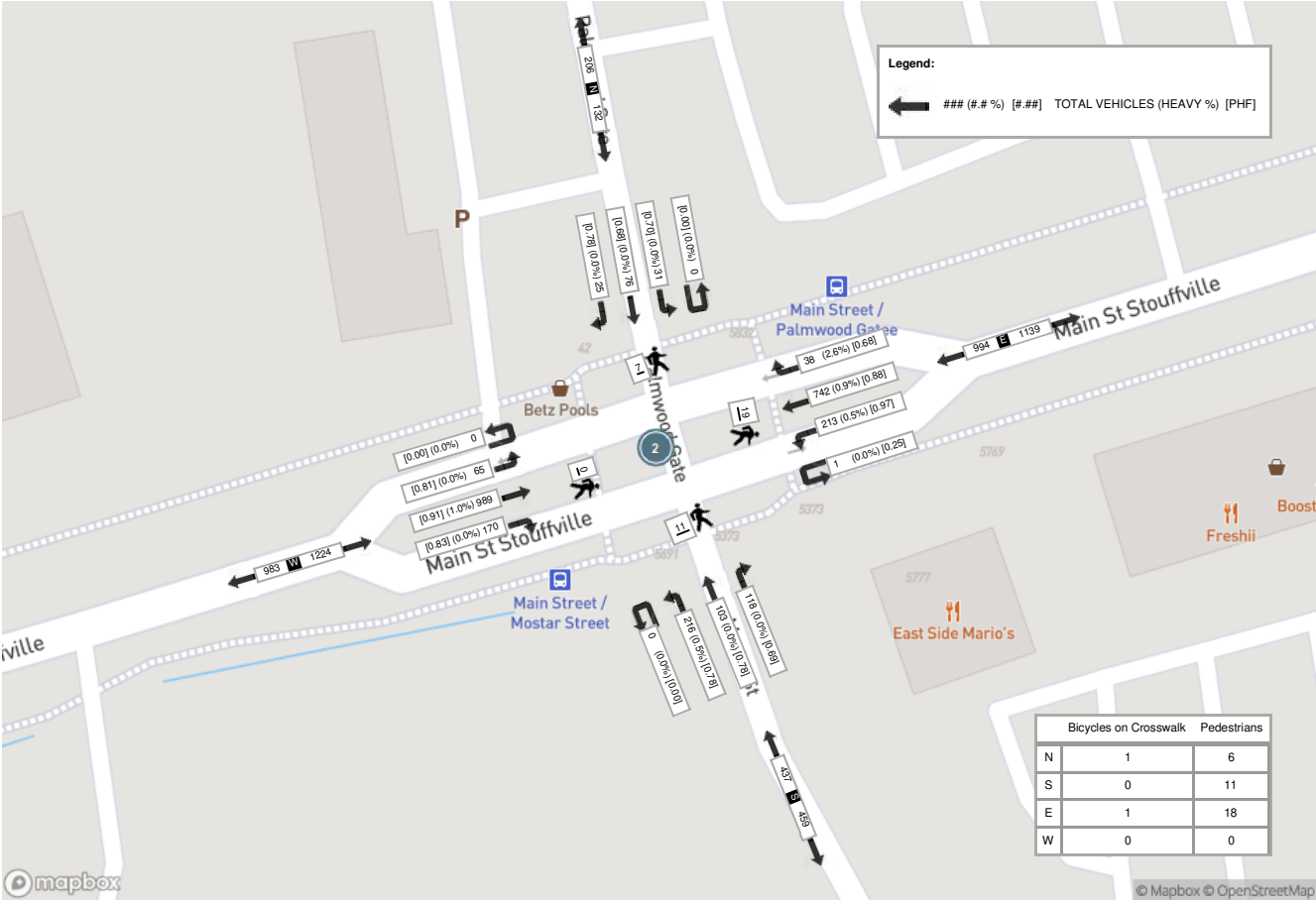
Start Time	Southbound PALMWOOD GATE						Westbound MAIN ST						Northbound MOSTAR ST						Eastbound MOSTAR ST						Int. Total (15 min)
	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	Right	Thru	Left	UTurn	Peds	Approach Total	
16:45:00	6	20	11	0	3	37	6	166	51	0	12	223	21	27	69	0	1	117	41	219	16	0	0	276	653
17:00:00	4	28	6	0	1	38	14	186	55	0	3	255	43	33	44	0	6	120	51	262	15	0	0	328	741
17:15:00	7	15	5	0	1	27	13	178	55	0	2	246	36	22	48	0	3	106	40	236	20	0	0	296	675
17:30:00	8	13	9	0	2	30	5	212	52	1	2	270	18	21	55	0	1	94	38	272	14	0	0	324	718
Grand Total	25	76	31	0	7	132	38	742	213	1	19	994	118	103	216	0	11	437	170	989	65	0	0	1224	2787
Approach%	18.9%	57.6%	23.5%	0%	-	-	3.8%	74.6%	21.4%	0.1%	-	-	27%	23.6%	49.4%	0%	-	-	13.9%	80.8%	5.3%	0%	-	-	-
Totals %	0.9%	2.7%	1.1%	0%	4.7%	4.7%	1.4%	26.6%	7.6%	0%	35.7%	4.2%	3.7%	7.8%	0%	15.7%	6.1%	35.5%	2.3%	0%	43.9%	-	-	-	
PHF	0.78	0.68	0.7	0	0.87	0.87	0.68	0.88	0.97	0.25	0.92	0.69	0.78	0.78	0	0.91	0.83	0.91	0.81	0	0.93	-	-	-	
Heavy	0	0	0	0	0	0	1	7	1	0	9	0	0	1	0	1	0	10	0	0	10	-	-	-	
Heavy %	0%	0%	0%	0%	0%	0%	2.6%	0.9%	0.5%	0%	0.9%	0%	0%	0.5%	0%	0.2%	0%	1%	0%	0%	0.8%	-	-	-	
Lights	25	76	31	0	132	37	735	212	1	985	118	103	215	0	436	170	979	65	0	1214	-	-	-		
Lights %	100%	100%	100%	0%	100%	97.4%	99.1%	99.5%	100%	99.1%	100%	100%	99.5%	0%	99.8%	100%	99%	100%	0%	99.2%	-	-	-		
Single-Unit Trucks	0	0	0	0	0	1	5	1	0	7	0	0	1	0	1	0	5	0	0	5	-	-	-		
Single-Unit Trucks %	0%	0%	0%	0%	0%	2.6%	0.7%	0.5%	0%	0.7%	0%	0%	0.5%	0%	0.2%	0%	0.5%	0%	0%	0.4%	-	-	-		
Buses	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	-	-	-		
Buses %	0%	0%	0%	0%	0%	0%	0%	0.3%	0%	0%	0.2%	0%	0%	0%	0%	0%	0.5%	0%	0%	0.4%	-	-	-		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	-	-		
Articulated Trucks %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-	-	-		
Pedestrians	-	-	-	-	6	-	-	-	-	18	-	-	-	-	11	-	-	-	-	0	-	-	-		
Pedestrians%	-	-	-	-	16.2%	-	-	-	-	48.6%	-	-	-	-	29.7%	-	-	-	-	0%	-	-	-		
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-	-		
Bicycles on Crosswalk%	-	-	-	-	2.7%	-	-	-	-	2.7%	-	-	-	-	0%	-	-	-	-	0%	-	-	-		

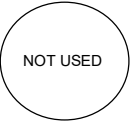
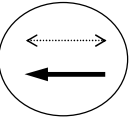
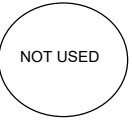
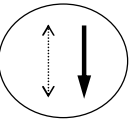
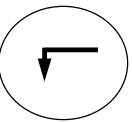
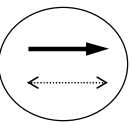
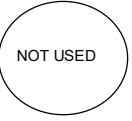
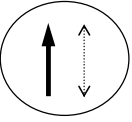
Peak Hour: 08:15 AM - 09:15 AM Weather: Clear Sky (-9.32 °C)



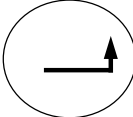
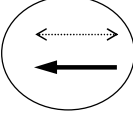
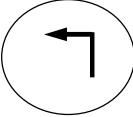
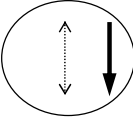
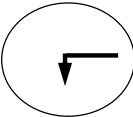
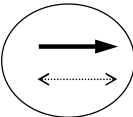
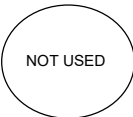


Peak Hour: 04:45 PM - 05:45 PM Weather: Broken Clouds (-2.85 °C)

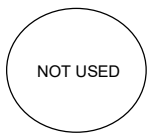
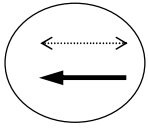
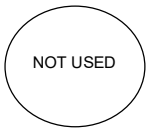
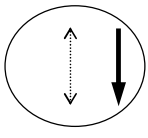
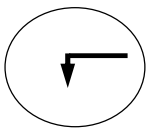
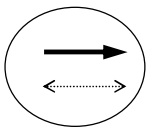
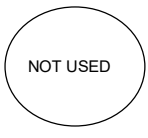
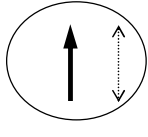


LOCATION: Main St & Sandale Rd / Sandiford Dr CTCS: 868 MODE/COMMENT: SA PREPARED/CHECKED BY: JS PREPARATION DATE: February 19, 2021 IMPLEMENTATION DATE: March 8, 2021		MUNICIPALITY: Town of Whitchurch-Stouffville COMPUTER SYSTEM: Centrac CONTROLLER/CABINET TYPE: Econolite Cobalt / TS2T1 CONFLICT FLASH: Red & Red DESIGN WALK SPEED: 1.0 m/s (FDW based on full crossing at 1.0 m/s) CHANNEL/DROP:				N ↑	
NEMA Phase (York)		AM	PM	OFF	Free	Phase Mode (Fixed/Demanded/Callable)	Remarks
		6:30-9:30 M-F	15:00-20:00 M-F	9:30-15:00 20:00-22:00 M-F 7:00-20:00 Sat & Sun	22:00-6:30 M-F 20:00-7:00 Sat & Sun		
		Local Plan System Plan	Pattern 1 Plan 1	Pattern 2 Plan 2	Pattern 3 Plan 3	Pattern 99 Plan 99	
1.		WLK FDW MIN EXT MAX1 MAX2 AMB ALR SPLIT					Pedestrian Minimums: EWWK = 7 sec., EWFD = 24 sec. NSWK = 7 sec., NSFD = 25 sec. Emergency vehicle pre-emption 3: Serve EWG/EWDW min 20 secs and up to 100 secs if there are continuous emergency calls in EW direction.
2. Westbound	 Main St	WLK 7 FDW 24 MIN 31 EXT 0 MAX1 31 MAX2 0 AMB 4.0 ALR 3.0 SPLIT				Fixed	NS phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum NSG is served. If ongoing vehicle demand exists on the stopbar loop, the NSG is capable of providing vehicle extensions up to the maximum green split during coordinated operation or serves MAX1 during Free operation. If a pedestrian call is received, the pedestrian minimum will be served. The NSWK & NSFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle demand. Unused extension time is given to the EWG.
3.		WLK FDW MIN EXT MAX1 MAX2 AMB ALR SPLIT					During coordinated operation, the signal constantly cycles through main street FDW to improve response time to side street vehicle and pedestrian demand. During free plan, signal rests in EWWK and does not cycle through EWFD unless there is side street vehicle or pedestrian demand.
4. Southbound	 Sandale Rd	WLK 7 FDW 25 MIN 10 EXT 3 MAX1 25 MAX2 0 AMB 3.5 ALR 4.5 SPLIT				Callable by stopbar loop and/or pushbutton; Extendable by stopbar loop.	EWFD reverts to EWWK if there is no side street demand at the end of the EWFD.
5. W/B Left Turn Arrow		WLK FDW MIN 7 EXT 3 MAX1 7 MAX2 0 AMB 3 ALR 2 SPLIT				Callable/Extendable by Setback Loop	
6. Eastbound	 Main St	WLK 7 FDW 24 MIN 31 EXT 0 MAX1 31 MAX2 0 AMB 4.0 ALR 3.0 SPLIT				Fixed	
7.		WLK FDW MIN EXT MAX1 MAX2 AMB ALR SPLIT					LEGEND: SA - Semi-Actuated signal WLK - Walk time FDW - Flashing Don't Walk time MIN - Minimum green time EXT - Extension time MAX1 - Maximum green time 1 MAX2 - Maximum green time 2 AMB - Amber ALR - All Red CL - Cycle Length OF - Offset VP - Vehicle Permissive NSWK - North/South Walk EWWK - East/West Walk NSG - North/South Green EWG - East/West Green NSFD - North/South Flashing Don't Walk EWFD - East/West Flashing Don't Walk TSP - Transit Priority APS - Audible Pedestrian Signal RLC - Red Light Camera
8. Northbound	 Sandiford Dr	WLK 7 FDW 25 MIN 10 EXT 3 MAX1 25 MAX2 0 AMB 3.5 ALR 4.5 SPLIT				Callable by stopbar loop and/or pushbutton; Extendable by stopbar loop.	
		CL 120 OF 0 VP 24	120 0 24	100 0 24	0 (FREE) 0 (FREE) 0 (FREE)		

NOTES:

LOCATION: Main St & Weldon Rd / W Lawn Cres		MUNICIPALITY: Town of Whitchurch-Stouffville					
CTCS: 870		COMPUTER SYSTEM: Centrac					
MODE/COMMENT: SA with APS		CONTROLLER/CABINET TYPE: Econolite Cobalt / TS2T1					
PREPARED/CHECKED BY: MA		CONFLICT FLASH: Red & Red					
PREPARATION DATE: October 20, 2023		DESIGN WALK SPEED: 1.0 m/s (FDW based on full crossing at 1.0 m/s)					
IMPLEMENTATION DATE: November 15, 2023		CHANNEL/DROP:					
NEMA Phase (York)		AM 6:30-9:30 M-F	PM 15:00-20:00 M-F	OFF 9:30-15:00 20:00-22:00 M-F 7:00-20:00 Sat & Sun	Free 22:00-6:30 M-F 20:00-7:00 Sat & Sun	Phase Mode (Fixed/Demanded/Callable)	Remarks
	Local Plan	Pattern 1	Pattern 2	Pattern 3	Pattern 99		
	System Plan	Plan 1	Plan 2	Plan 3	Plan 99		
1. E/B Left Turn Arrow							Pedestrian Minimums: EWWK = 7 sec., EWFD = 20 sec. NSWK = 7 sec., NSFD = 26 sec.
	WLK FDW MIN 7 EXT 3 MAX1 7 MAX2 0 AMB 3 ALR 1 SPLIT					Callable/Extendable by Setback Loop	Emergency vehicle pre-emption 3: Serve EWG/EWDW min 20 secs and up to 100 secs if there are continuous emergency calls in EW direction.
		12	12	12	0		Emergency vehicle pre-emption 4: Serve NSG/NSDW min 20 secs and up to 100 secs if there are continuous emergency calls in NS direction.
2. Westbound						Fixed	
	WLK 7 FDW 20 MIN 30 EXT 0 MAX1 30 MAX2 0 AMB 4.0 ALR 3.0 SPLIT						NS phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum NSG is served. If ongoing vehicle demand exists on the stopbar loop, the NSG is capable of providing vehicle extensions up to the maximum green split during coordinated operation or serves MAX1 during Free operation. If a pedestrian call is received, the pedestrian minimum will be served. The NSWK & NSFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle demand. Unused extension time is given to the EWG.
3. N/B Left Turn Arrow						Callable/Extendable by Setback Loop	
	WLK FDW MIN 7 EXT 3 MAX1 7 MAX2 0 AMB 3 ALR 1 SPLIT						During coordinated operation, the signal constantly cycles through main street FDW to improve response time to side street vehicle and pedestrian demand.
		12	12	12	0		
4. Southbound						Callable by stopbar loop and/or pushbutton; Extendable by stopbar loop.	
	WLK 7 FDW 26 MIN 10 EXT 3 MAX1 30 MAX2 0 AMB 3.5 ALR 4.5 SPLIT						During free plan, signal rests in EWWK and does not cycle through EWFD unless there is side street vehicle or pedestrian demand.
		42	42	42	0		EWFD reverts to EWWK if there is no side street demand at the end of the EWFD.
5. W/B Left Turn Arrow						Callable/Extendable by Setback Loop	APS Extended Push Activation = 3 sec
	WLK FDW MIN 7 EXT 3 MAX1 7 MAX2 0 AMB 3 ALR 1 SPLIT						When activated, APS is on for 7 seconds.
		12	12	12	0		Signal Timing Adjustments:
							• New phases 1 (EBLA) & 5 (WBLA) activated
							• Phases 1 (EBLA), & 5 (WBLA) callable/extendable by Setback Detection Loops
							• Adjusted splits, and offsets accordingly, during all coordination plans
6. Eastbound						Fixed	
	WLK 7 FDW 20 MIN 30 EXT 0 MAX1 30 MAX2 0 AMB 4.0 ALR 3.0 SPLIT						
		54	54	54	0		
7.							LEGEND:
	WLK FDW MIN EXT MAX1 MAX2 AMB ALR SPLIT						SA - Semi-Actuated signal
							WLK - Walk time
							FDW - Flashing Don't Walk time
							MIN - Minimum green time
							EXT - Extension time
							MAX1 - Maximum green time 1
							MAX2 - Maximum green time 2
							AMB - Amber
							ALR -All Red
							CL - Cycle Length
							OF - Offset
							VP - Vehicle Permissive
							NSWK - North/South Walk
							EWWK - East/West Walk
							NSG - North/South Green
							EWG - East/West Green
							NSFD - North/South Flashing Don't Walk
							EWFD - East/West Flashing Don't Walk
							TSP - Transit Priority
							APS - Audible Pedestrian Signal
							RLC - Red Light Camera
	CL OF VP	120 103 20	120 114 20	120 0 20	0 (FREE) 0 (FREE) 0 (FREE)		

NOTES:

LOCATION: Main St & Mostar St / Palmwood Gt CTCS: 869 MODE/COMMENT: SA PREPARED/CHECKED BY: JS PREPARATION DATE: June 13, 2019 IMPLEMENTATION DATE: June 20, 2019		MUNICIPALITY: Town of Whitchurch-Stouffville COMPUTER SYSTEM: Centrac CONTROLLER/CABINET TYPE: Econolite Cobalt / TS2T1 CONFLICT FLASH: Red & Red DESIGN WALK SPEED: 1.0 m/s (FDW based on full crossing at 1.0 m/s) CHANNEL/DROP:					
NEMA Phase (York)		AM 6:00-9:30 M-F	PM 15:00-20:00 M-F	OFF 9:30-15:00 20:00-22:00 M-F 7:00-20:00 Sat & Sun	Free 22:00-6:00 M-F 20:00-7:00 Sat & Sun	Phase Mode (Fixed/Demanded/Callable)	Remarks
	Local Plan System Plan	Pattern 1 Plan 1	Pattern 2 Plan 2	Pattern 3 Plan 3	Pattern 99 Plan 99		
1.	 WLK FDW MIN EXT MAX1 MAX2 AMB ALR SPLIT						Pedestrian Minimums: EWWK = 7 sec., EWFD = 24 sec. NSWK = 7 sec., NSFD = 27 sec. Emergency vehicle pre-emption 3: Serve EWG/EWDW min 20 secs and up to 100 secs if there are continuous emergency calls in EW direction.
2. Westbound	 Main St WLK 7 FDW 24 MIN 40 EXT 0 MAX1 40 MAX2 0 AMB 4.0 ALR 3.5 SPLIT					Fixed	NS phase is callable by vehicle or pedestrian actuation. If a vehicle call is received, the minimum NSG is served. If ongoing vehicle demand exists on the stopbar loop, the NSG is capable of providing vehicle extensions up to the maximum green split during coordinated operation or serves MAX1 during Free operation. If a pedestrian call is received, the pedestrian minimum will be served. The NSWK & NSFD are only displayed on the pedestrian signal heads if a pedestrian call is received. Extension time is based on vehicle demand. Unused extension time is given to the EWG.
3.	 WLK FDW MIN EXT MAX1 MAX2 AMB ALR SPLIT						During coordinated operation, the signal constantly cycles through main street FDW to improve response time to side street vehicle and pedestrian demand.
4. Southbound	 Palmwood Gt WLK 7 FDW 27 MIN 10 EXT 3 MAX1 30 MAX2 0 AMB 3.5 ALR 4.0 SPLIT					Callable by stopbar loop and/or pushbutton; Extendable by stopbar loop.	During free plan, signal rests in EWWK and does not cycle through EWFD unless there is side street vehicle or pedestrian demand.
5. W/B Left Turn Arrow	 WLK FDW MIN 7 EXT 3 MAX1 7 MAX2 0 AMB 3 ALR 1 SPLIT					Callable/Extendable by Setback Loop	Signal Mod • New WBLA (phase 5) • Revised FDW based on full crossing @ 1.0 m/s • Increased EWFD from 14 to 24 secs • Increased NSFD from 18 to 27 secs • Revised amber/all-red clearances to 4.0/3.5 secs on phase 2 & 6 (EW) • Revised amber/all-red clearances to 3.5/4.0 secs on phase 4 & 8 (NS) • Revised MIN/MAX1 to 40 secs on phase 2 & 6 (EW) • New AM/PM/OFF peak plans
6. Eastbound	 Main St WLK 7 FDW 24 MIN 40 EXT 0 MAX1 40 MAX2 0 AMB 4.0 ALR 3.5 SPLIT					Fixed	
7.	 WLK FDW MIN EXT MAX1 MAX2 AMB ALR SPLIT						LEGEND: SA - Semi-Actuated signal WLK - Walk time FDW - Flashing Don't Walk time MIN - Minimum green time EXT - Extension time MAX1 - Maximum green time 1 MAX2 - Maximum green time 2 AMB - Amber ALR - All Red CL - Cycle Length OF - Offset VP - Vehicle Permissive NSWK - North/South Walk EWWK - East/West Walk NSG - North/South Green EWG - East/West Green NSFD - North/South Flashing Don't Walk EWFD - East/West Flashing Don't Walk TSP - Transit Priority APS - Audible Pedestrian Signal RLC - Red Light Camera
8. Northbound	 Mostar St WLK 7 FDW 27 MIN 10 EXT 3 MAX1 30 MAX2 0 AMB 3.5 ALR 4.0 SPLIT					Callable by stopbar loop and/or pushbutton; Extendable by stopbar loop.	
	CL OF VP	120 0 24	120 0 24	100 0 24	0 (FREE) 0 (FREE) 0 (FREE)		

NOTES:

APPENDIX D:

Existing Traffic Assessment

Queues

1: Sandale Road/Sandiford Drive & Main Street

Existing AM Volumes

10/03/2024

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	146	926	105	663	197	104	137	118	69	109
Future Volume (vph)	146	926	105	663	197	104	137	118	69	109
Lane Group Flow (vph)	157	1135	113	794	212	112	147	127	74	117
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6	5	2		8			4	
Permitted Phases	6		2		8		8	4		4
Detector Phase	6	6	5	2	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	31.0	31.0	7.0	31.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	38.0	38.0	12.0	38.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (s)	66.0	66.0	13.0	79.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	55.0%	55.0%	10.8%	65.8%	34.2%	34.2%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	2.0	3.0	4.5	4.5	4.5	4.5	4.5	4.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	5.0	7.0	8.0	8.0	8.0	8.0	8.0	8.0
Lead/Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes							
Recall Mode	Max	Max	None	Max	Max	Max	Max	None	None	None
v/c Ratio	0.48	0.65	0.42	0.37	0.59	0.21	0.27	0.36	0.14	0.23
Control Delay	26.4	24.4	14.4	12.7	45.4	34.8	6.6	38.4	33.8	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.4	24.4	14.4	12.7	45.4	34.8	6.6	38.4	33.8	7.1
Queue Length 50th (m)	23.9	100.6	10.2	46.5	43.3	20.3	0.0	24.1	13.2	0.0
Queue Length 95th (m)	44.5	123.1	17.7	58.7	69.2	35.3	15.0	41.9	25.3	13.7
Internal Link Dist (m)		1629.1		390.8		261.2			146.8	
Turn Bay Length (m)	55.0		40.0		65.0		65.0	15.0		40.0
Base Capacity (vph)	328	1750	270	2132	360	528	543	357	528	515
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.65	0.42	0.37	0.59	0.21	0.27	0.36	0.14	0.23

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Splits and Phases: 1: Sandale Road/Sandiford Drive & Main Street



HCM Signalized Intersection Capacity Analysis

1: Sandale Road/Sandiford Drive & Main Street

Existing AM Volumes

10/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	926	129	105	663	75	197	104	137	118	69	109
Future Volume (vph)	146	926	129	105	663	75	197	104	137	118	69	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		5.0	7.0		8.0	8.0	8.0	8.0	8.0	8.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes	0.99	1.00		1.00	1.00		0.97	1.00	1.00	0.99	1.00	1.00
Frt	1.00	0.98		1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1800	3524		1824	3541		1757	1921	1590	1802	1921	1565
Flt Permitted	0.35	1.00		0.14	1.00		0.71	1.00	1.00	0.68	1.00	1.00
Satd. Flow (perm)	666	3524		270	3541		1311	1921	1590	1299	1921	1565
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	157	996	139	113	713	81	212	112	147	127	74	117
RTOR Reduction (vph)	0	9	0	0	7	0	0	0	107	0	0	85
Lane Group Flow (vph)	157	1126	0	113	787	0	212	112	40	127	74	32
Confl. Peds. (#/hr)	21		18	18		21	27		13	13		27
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6		5	2			8			4	
Permitted Phases	6			2			8		8	4		4
Actuated Green, G (s)	59.3	59.3		72.0	72.0		33.0	33.0	33.0	33.0	33.0	33.0
Effective Green, g (s)	59.3	59.3		72.0	72.0		33.0	33.0	33.0	33.0	33.0	33.0
Actuated g/C Ratio	0.49	0.49		0.60	0.60		0.28	0.28	0.28	0.28	0.28	0.28
Clearance Time (s)	7.0	7.0		5.0	7.0		8.0	8.0	8.0	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	3.0	3.0
Lane Grp Cap (vph)	329	1741		261	2124		360	528	437	357	528	430
v/s Ratio Prot		c0.32		0.03	c0.22			0.06			0.04	
v/s Ratio Perm	0.24			0.23			c0.16		0.03	0.10		0.02
v/c Ratio	0.48	0.65		0.43	0.37		0.59	0.21	0.09	0.36	0.14	0.07
Uniform Delay, d1	20.1	22.6		14.5	12.3		37.6	33.5	32.4	35.0	32.8	32.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.9	1.9		1.2	0.5		6.9	0.9	0.4	0.6	0.1	0.1
Delay (s)	25.0	24.4		15.7	12.8		44.5	34.4	32.8	35.6	32.9	32.3
Level of Service	C	C		B	B		D	C	C	D	C	C
Approach Delay (s)		24.5			13.2			38.5			33.7	
Approach LOS		C			B			D			C	
Intersection Summary												
HCM 2000 Control Delay		24.3			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.62										
Actuated Cycle Length (s)		120.0			Sum of lost time (s)			20.0				
Intersection Capacity Utilization		96.7%			ICU Level of Service			F				
Analysis Period (min)		15										
c Critical Lane Group												

Queues

2: Mostar Street/Palmwood Gate & Main Street

Existing AM Volumes

10/03/2024

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	65	989	170	213	742	216	103	31	76
Future Volume (vph)	65	989	170	213	742	216	103	31	76
Lane Group Flow (vph)	69	1052	181	227	829	230	236	33	108
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		6		5	2		8		4
Permitted Phases	6		6	2		8		4	
Detector Phase	6	6	6	5	2	8	8	4	4
Switch Phase									
Minimum Initial (s)	40.0	40.0	40.0	7.0	40.0	10.0	10.0	10.0	10.0
Minimum Split (s)	47.5	47.5	47.5	11.5	47.5	41.5	41.5	41.5	41.5
Total Split (s)	65.0	65.0	65.0	12.0	77.0	43.0	43.0	43.0	43.0
Total Split (%)	54.2%	54.2%	54.2%	10.0%	64.2%	35.8%	35.8%	35.8%	35.8%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0	3.5	3.5	3.5	3.5
All-Red Time (s)	3.5	3.5	3.5	1.0	3.5	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	4.0	7.5	7.5	7.5	7.5	7.5
Lead/Lag	Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	Max	Max	Max	None	None
v/c Ratio	0.22	0.61	0.22	0.78	0.40	0.59	0.43	0.11	0.19
Control Delay	20.6	24.8	6.4	30.9	14.4	43.3	29.5	32.2	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	24.8	6.4	30.9	14.4	43.3	29.5	32.2	28.5
Queue Length 50th (m)	9.2	93.2	6.3	22.5	52.7	46.2	35.2	5.7	16.4
Queue Length 95th (m)	19.4	114.2	18.6	#43.7	66.1	72.9	58.5	13.9	30.7
Internal Link Dist (m)		390.8			413.7		335.1		61.1
Turn Bay Length (m)	37.0		45.0	35.0		40.0		35.0	
Base Capacity (vph)	311	1731	818	292	2075	390	548	292	556
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.61	0.22	0.78	0.40	0.59	0.43	0.11	0.19

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

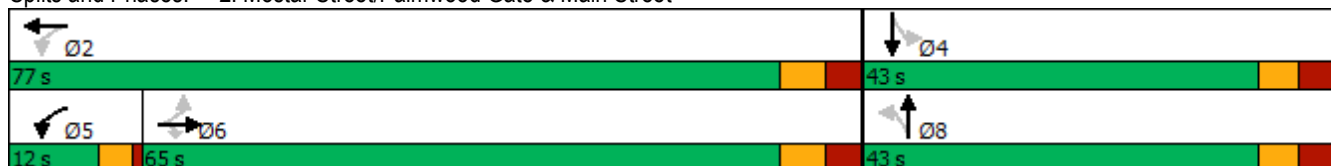
Natural Cycle: 105

Control Type: Semi Act-Uncoord

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Mostar Street/Palmwood Gate & Main Street



HCM Signalized Intersection Capacity Analysis

2: Mostar Street/Palmwood Gate & Main Street

Existing AM Volumes

10/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	989	170	213	742	38	216	103	118	31	76	25
Future Volume (vph)	65	989	170	213	742	38	216	103	118	31	76	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5	7.5	4.0	7.5		7.5	7.5		7.5	7.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00		1.00	0.98		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.92		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1817	3614	1566	1824	3579		1825	1737		1801	1849	
Flt Permitted	0.34	1.00	1.00	0.16	1.00		0.69	1.00		0.52	1.00	
Satd. Flow (perm)	649	3614	1566	316	3579		1320	1737		988	1849	
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)	69	1052	181	227	789	40	230	110	126	33	81	27
RTOR Reduction (vph)	0	0	68	0	3	0	0	35	0	0	10	0
Lane Group Flow (vph)	69	1052	113	227	826	0	230	201	0	33	98	0
Confl. Peds. (#/hr)	7		11	11		7			19	19		
Heavy Vehicles (%)	0%	1%	0%	0%	1%	3%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			8				4
Permitted Phases	6		6	2			8			4		
Actuated Green, G (s)	57.5	57.5	57.5	69.5	69.5		35.5	35.5		35.5	35.5	
Effective Green, g (s)	57.5	57.5	57.5	69.5	69.5		35.5	35.5		35.5	35.5	
Actuated g/C Ratio	0.48	0.48	0.48	0.58	0.58		0.30	0.30		0.30	0.30	
Clearance Time (s)	7.5	7.5	7.5	4.0	7.5		7.5	7.5		7.5	7.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	310	1731	750	283	2072		390	513		292	546	
v/s Ratio Prot		0.29		c0.05	0.23			0.12			0.05	
v/s Ratio Perm	0.11		0.07	c0.41			c0.17			0.03		
v/c Ratio	0.22	0.61	0.15	0.80	0.40		0.59	0.39		0.11	0.18	
Uniform Delay, d1	18.2	23.0	17.5	16.5	13.8		36.0	33.7		30.8	31.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.6	0.1	15.0	0.6		6.4	2.3		0.2	0.2	
Delay (s)	18.6	23.6	17.6	31.5	14.4		42.5	35.9		31.0	31.6	
Level of Service	B	C	B	C	B		D	D		C	C	
Approach Delay (s)		22.5			18.1			39.1			31.4	
Approach LOS		C			B			D			C	
Intersection Summary												
HCM 2000 Control Delay			24.0			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				19.0		
Intersection Capacity Utilization			113.8%			ICU Level of Service				H		
Analysis Period (min)			15									

c Critical Lane Group

Queues

3: Weldon Road/W Lawn Crescent & Main Street

Existing AM Volumes

10/03/2024

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	110	991	102	85	812	114	108	67	62
Future Volume (vph)	110	991	102	85	812	114	108	67	62
Lane Group Flow (vph)	112	1011	104	87	867	116	195	68	146
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6		5	2	3	8		4
Permitted Phases	6		6	2		8		4	
Detector Phase	1	6	6	5	2	3	8	4	4
Switch Phase									
Minimum Initial (s)	7.0	30.0	30.0	7.0	30.0	7.0	10.0	10.0	10.0
Minimum Split (s)	11.5	34.5	34.5	11.5	34.5	11.5	22.5	22.5	22.5
Total Split (s)	12.0	54.0	54.0	12.0	54.0	12.0	54.0	42.0	42.0
Total Split (%)	10.0%	45.0%	45.0%	10.0%	45.0%	10.0%	45.0%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	Max	None	Max	None	None
v/c Ratio	0.41	0.65	0.15	0.37	0.59	0.24	0.26	0.18	0.25
Control Delay	20.1	29.9	5.8	19.8	29.1	23.6	19.4	31.7	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	29.9	5.8	19.8	29.1	23.6	19.4	31.7	19.8
Queue Length 50th (m)	13.2	100.5	1.2	10.1	81.4	16.9	23.3	11.6	15.2
Queue Length 95th (m)	23.0	123.6	11.7	18.7	101.4	29.3	40.1	23.1	31.4
Internal Link Dist (m)		413.7			784.4		271.2		166.6
Turn Bay Length (m)	30.0		30.0	30.0		40.0		15.0	
Base Capacity (vph)	272	1561	707	236	1481	476	754	375	578
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.65	0.15	0.37	0.59	0.24	0.26	0.18	0.25

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 119.9

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Splits and Phases: 3: Weldon Road/W Lawn Crescent & Main Street

 Ø1	 Ø2	 Ø3	 Ø4
12 s	54 s	12 s	42 s
 Ø5	 Ø6	 Ø7	 Ø8
12 s	54 s	54 s	

HCM Signalized Intersection Capacity Analysis

3: Weldon Road/W Lawn Crescent & Main Street

Existing AM Volumes

10/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	991	102	85	812	37	114	108	83	67	62	81
Future Volume (vph)	110	991	102	85	812	37	114	108	83	67	62	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.93	1.00	1.00		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.93		1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1825	3614	1510	1825	3584		1809	1771		1793	1720	
Flt Permitted	0.20	1.00	1.00	0.15	1.00		0.55	1.00		0.64	1.00	
Satd. Flow (perm)	376	3614	1510	295	3584		1044	1771		1199	1720	
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)	112	1011	104	87	829	38	116	110	85	68	63	83
RTOR Reduction (vph)	0	0	54	0	3	0	0	23	0	0	39	0
Lane Group Flow (vph)	112	1011	50	87	864	0	116	172	0	68	107	0
Confl. Peds. (#/hr)	9		14	14		9	13		5	5		13
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%	0%	0%	1%	1%	0%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	1	6		5	2		3	8			4	
Permitted Phases	6		6	2			8			4		
Actuated Green, G (s)	59.2	51.8	51.8	56.4	50.4		49.5	49.5		37.6	37.6	
Effective Green, g (s)	59.2	51.8	51.8	56.4	50.4		49.5	49.5		37.6	37.6	
Actuated g/C Ratio	0.49	0.43	0.43	0.47	0.42		0.41	0.41		0.31	0.31	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	273	1549	647	213	1495		474	725		373	535	
v/s Ratio Prot	c0.03	c0.28		0.02	0.24		0.01	c0.10			0.06	
v/s Ratio Perm	0.18		0.03	0.17			c0.09			0.06		
v/c Ratio	0.41	0.65	0.08	0.41	0.58		0.24	0.24		0.18	0.20	
Uniform Delay, d1	18.9	27.4	20.4	20.6	27.0		22.7	23.3		30.4	30.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.0	1.0	0.1	1.3	1.6		0.3	0.8		0.2	0.2	
Delay (s)	19.9	28.4	20.4	21.9	28.7		23.0	24.1		30.6	30.7	
Level of Service	B	C	C	C	C		C	C		C	C	
Approach Delay (s)		26.9			28.1			23.7			30.7	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			27.2			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			120.8			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			71.6%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group

Queues

1: Sandale Road/Sandiford Drive & Main Street

Existing PM Volumes

10/03/2024

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	146	926	105	663	197	104	137	118	69	109
Future Volume (vph)	146	926	105	663	197	104	137	118	69	109
Lane Group Flow (vph)	157	1135	113	794	212	112	147	127	74	117
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6	5	2		8			4	
Permitted Phases	6		2		8		8	4		4
Detector Phase	6	6	5	2	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	31.0	31.0	7.0	31.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	38.0	38.0	12.0	38.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (s)	66.0	66.0	13.0	79.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	55.0%	55.0%	10.8%	65.8%	34.2%	34.2%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	2.0	3.0	4.5	4.5	4.5	4.5	4.5	4.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	5.0	7.0	8.0	8.0	8.0	8.0	8.0	8.0
Lead/Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes							
Recall Mode	Max	Max	None	Max	Max	Max	Max	None	None	None
v/c Ratio	0.48	0.65	0.42	0.37	0.59	0.21	0.27	0.36	0.14	0.23
Control Delay	26.4	24.4	14.4	12.7	45.4	34.8	6.6	38.4	33.8	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.4	24.4	14.4	12.7	45.4	34.8	6.6	38.4	33.8	7.1
Queue Length 50th (m)	23.9	100.6	10.2	46.5	43.3	20.3	0.0	24.1	13.2	0.0
Queue Length 95th (m)	44.5	123.1	17.7	58.7	69.2	35.3	15.0	41.9	25.3	13.7
Internal Link Dist (m)		1629.1		390.8		261.2			146.8	
Turn Bay Length (m)	55.0		40.0		65.0		65.0	15.0		40.0
Base Capacity (vph)	328	1750	270	2132	360	528	543	357	528	515
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.65	0.42	0.37	0.59	0.21	0.27	0.36	0.14	0.23

Intersection Summary

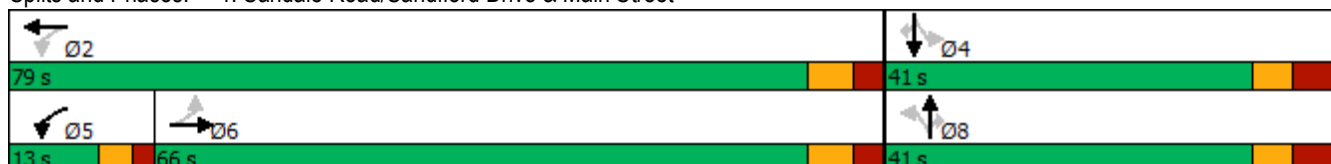
Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Splits and Phases: 1: Sandale Road/Sandiford Drive & Main Street



HCM Signalized Intersection Capacity Analysis

1: Sandale Road/Sandiford Drive & Main Street

Existing PM Volumes

10/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	926	129	105	663	75	197	104	137	118	69	109
Future Volume (vph)	146	926	129	105	663	75	197	104	137	118	69	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		5.0	7.0		8.0	8.0	8.0	8.0	8.0	8.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes	0.99	1.00		1.00	1.00		0.97	1.00	1.00	0.99	1.00	1.00
Frt	1.00	0.98		1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1800	3524		1824	3541		1757	1921	1590	1802	1921	1565
Flt Permitted	0.35	1.00		0.14	1.00		0.71	1.00	1.00	0.68	1.00	1.00
Satd. Flow (perm)	666	3524		270	3541		1311	1921	1590	1299	1921	1565
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	157	996	139	113	713	81	212	112	147	127	74	117
RTOR Reduction (vph)	0	9	0	0	7	0	0	0	107	0	0	85
Lane Group Flow (vph)	157	1126	0	113	787	0	212	112	40	127	74	32
Confl. Peds. (#/hr)	21		18	18		21	27		13	13		27
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6		5	2			8			4	
Permitted Phases	6			2			8		8	4		4
Actuated Green, G (s)	59.3	59.3		72.0	72.0		33.0	33.0	33.0	33.0	33.0	33.0
Effective Green, g (s)	59.3	59.3		72.0	72.0		33.0	33.0	33.0	33.0	33.0	33.0
Actuated g/C Ratio	0.49	0.49		0.60	0.60		0.28	0.28	0.28	0.28	0.28	0.28
Clearance Time (s)	7.0	7.0		5.0	7.0		8.0	8.0	8.0	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	3.0	3.0
Lane Grp Cap (vph)	329	1741		261	2124		360	528	437	357	528	430
v/s Ratio Prot		c0.32		0.03	c0.22			0.06			0.04	
v/s Ratio Perm	0.24			0.23			c0.16		0.03	0.10		0.02
v/c Ratio	0.48	0.65		0.43	0.37		0.59	0.21	0.09	0.36	0.14	0.07
Uniform Delay, d1	20.1	22.6		14.5	12.3		37.6	33.5	32.4	35.0	32.8	32.2
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.9	1.9		1.2	0.5		6.9	0.9	0.4	0.6	0.1	0.1
Delay (s)	25.0	24.4		15.7	12.8		44.5	34.4	32.8	35.6	32.9	32.3
Level of Service	C	C		B	B		D	C	C	D	C	C
Approach Delay (s)		24.5			13.2			38.5			33.7	
Approach LOS		C			B			D			C	
Intersection Summary												
HCM 2000 Control Delay			24.3			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			20.0			
Intersection Capacity Utilization			96.7%			ICU Level of Service			F			
Analysis Period (min)			15									

c Critical Lane Group

Queues

2: Mostar Street/Palmwood Gate & Main Street

Existing PM Volumes

10/03/2024

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	65	989	170	213	742	216	103	31	76
Future Volume (vph)	65	989	170	213	742	216	103	31	76
Lane Group Flow (vph)	69	1052	181	227	829	230	236	33	108
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		6		5	2		8		4
Permitted Phases	6		6	2		8		4	
Detector Phase	6	6	6	5	2	8	8	4	4
Switch Phase									
Minimum Initial (s)	40.0	40.0	40.0	7.0	40.0	10.0	10.0	10.0	10.0
Minimum Split (s)	47.5	47.5	47.5	11.5	47.5	41.5	41.5	41.5	41.5
Total Split (s)	65.0	65.0	65.0	12.0	77.0	43.0	43.0	43.0	43.0
Total Split (%)	54.2%	54.2%	54.2%	10.0%	64.2%	35.8%	35.8%	35.8%	35.8%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0	3.5	3.5	3.5	3.5
All-Red Time (s)	3.5	3.5	3.5	1.0	3.5	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	4.0	7.5	7.5	7.5	7.5	7.5
Lead/Lag	Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	Max	Max	Max	None	None
v/c Ratio	0.22	0.61	0.22	0.78	0.40	0.59	0.43	0.11	0.19
Control Delay	20.6	24.8	6.4	30.9	14.4	43.3	29.5	32.2	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	24.8	6.4	30.9	14.4	43.3	29.5	32.2	28.5
Queue Length 50th (m)	9.2	93.2	6.3	22.5	52.7	46.2	35.2	5.7	16.4
Queue Length 95th (m)	19.4	114.2	18.6	#43.7	66.1	72.9	58.5	13.9	30.7
Internal Link Dist (m)		390.8			413.7		335.1		61.1
Turn Bay Length (m)	37.0		45.0	35.0		40.0		35.0	
Base Capacity (vph)	311	1731	818	292	2075	390	548	292	556
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.61	0.22	0.78	0.40	0.59	0.43	0.11	0.19

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

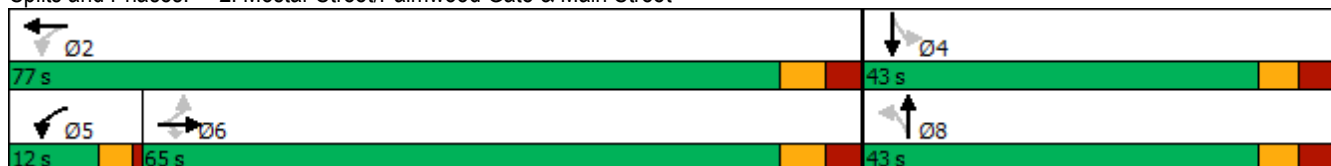
Natural Cycle: 105

Control Type: Semi Act-Uncoord

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Mostar Street/Palmwood Gate & Main Street



HCM Signalized Intersection Capacity Analysis

2: Mostar Street/Palmwood Gate & Main Street

Existing PM Volumes

10/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	989	170	213	742	38	216	103	118	31	76	25
Future Volume (vph)	65	989	170	213	742	38	216	103	118	31	76	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5	7.5	4.0	7.5		7.5	7.5		7.5	7.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00		1.00	0.98		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.92		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1817	3614	1566	1824	3579		1825	1737		1801	1849	
Flt Permitted	0.34	1.00	1.00	0.16	1.00		0.69	1.00		0.52	1.00	
Satd. Flow (perm)	649	3614	1566	316	3579		1320	1737		988	1849	
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)	69	1052	181	227	789	40	230	110	126	33	81	27
RTOR Reduction (vph)	0	0	68	0	3	0	0	35	0	0	10	0
Lane Group Flow (vph)	69	1052	113	227	826	0	230	201	0	33	98	0
Confl. Peds. (#/hr)	7		11	11		7			19	19		
Heavy Vehicles (%)	0%	1%	0%	0%	1%	3%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			8				4
Permitted Phases	6		6	2			8			4		
Actuated Green, G (s)	57.5	57.5	57.5	69.5	69.5		35.5	35.5		35.5	35.5	
Effective Green, g (s)	57.5	57.5	57.5	69.5	69.5		35.5	35.5		35.5	35.5	
Actuated g/C Ratio	0.48	0.48	0.48	0.58	0.58		0.30	0.30		0.30	0.30	
Clearance Time (s)	7.5	7.5	7.5	4.0	7.5		7.5	7.5		7.5	7.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	310	1731	750	283	2072		390	513		292	546	
v/s Ratio Prot		0.29		c0.05	0.23			0.12			0.05	
v/s Ratio Perm	0.11		0.07	c0.41			c0.17			0.03		
v/c Ratio	0.22	0.61	0.15	0.80	0.40		0.59	0.39		0.11	0.18	
Uniform Delay, d1	18.2	23.0	17.5	16.5	13.8		36.0	33.7		30.8	31.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.6	0.1	15.0	0.6		6.4	2.3		0.2	0.2	
Delay (s)	18.6	23.6	17.6	31.5	14.4		42.5	35.9		31.0	31.6	
Level of Service	B	C	B	C	B		D	D		C	C	
Approach Delay (s)		22.5			18.1			39.1			31.4	
Approach LOS		C			B			D			C	
Intersection Summary												
HCM 2000 Control Delay			24.0			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				19.0		
Intersection Capacity Utilization			113.8%			ICU Level of Service				H		
Analysis Period (min)			15									

c Critical Lane Group

Queues

3: Weldon Road/W Lawn Crescent & Main Street

Existing PM Volumes

10/03/2024

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	110	991	102	85	812	114	108	67	62
Future Volume (vph)	110	991	102	85	812	114	108	67	62
Lane Group Flow (vph)	112	1011	104	87	867	116	195	68	146
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6		5	2	3	8		4
Permitted Phases	6		6	2		8		4	
Detector Phase	1	6	6	5	2	3	8	4	4
Switch Phase									
Minimum Initial (s)	7.0	30.0	30.0	7.0	30.0	7.0	10.0	10.0	10.0
Minimum Split (s)	11.5	34.5	34.5	11.5	34.5	11.5	22.5	22.5	22.5
Total Split (s)	12.0	54.0	54.0	12.0	54.0	12.0	54.0	42.0	42.0
Total Split (%)	10.0%	45.0%	45.0%	10.0%	45.0%	10.0%	45.0%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	Max	None	Max	None	None
v/c Ratio	0.41	0.65	0.15	0.37	0.59	0.24	0.26	0.18	0.25
Control Delay	20.1	29.9	5.8	19.8	29.1	23.6	19.4	31.7	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.1	29.9	5.8	19.8	29.1	23.6	19.4	31.7	19.8
Queue Length 50th (m)	13.2	100.5	1.2	10.1	81.4	16.9	23.3	11.6	15.2
Queue Length 95th (m)	23.0	123.6	11.7	18.7	101.4	29.3	40.1	23.1	31.4
Internal Link Dist (m)		413.7			784.4		271.2		166.6
Turn Bay Length (m)	30.0		30.0	30.0		40.0		15.0	
Base Capacity (vph)	272	1561	707	236	1481	476	754	375	578
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.65	0.15	0.37	0.59	0.24	0.26	0.18	0.25

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 119.9

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Splits and Phases: 3: Weldon Road/W Lawn Crescent & Main Street

			
Ø1	Ø2	Ø3	Ø4
12 s	54 s	12 s	42 s
			
Ø5	Ø6	Ø8	
12 s	54 s	54 s	

HCM Signalized Intersection Capacity Analysis

3: Weldon Road/W Lawn Crescent & Main Street

Existing PM Volumes

10/03/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	991	102	85	812	37	114	108	83	67	62	81
Future Volume (vph)	110	991	102	85	812	37	114	108	83	67	62	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.93	1.00	1.00		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.93		1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1825	3614	1510	1825	3584		1809	1771		1793	1720	
Flt Permitted	0.20	1.00	1.00	0.15	1.00		0.55	1.00		0.64	1.00	
Satd. Flow (perm)	376	3614	1510	295	3584		1044	1771		1199	1720	
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)	112	1011	104	87	829	38	116	110	85	68	63	83
RTOR Reduction (vph)	0	0	54	0	3	0	0	23	0	0	39	0
Lane Group Flow (vph)	112	1011	50	87	864	0	116	172	0	68	107	0
Confl. Peds. (#/hr)	9		14	14		9	13		5	5		13
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%	0%	0%	1%	1%	0%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	1	6		5	2		3	8			4	
Permitted Phases	6		6	2			8			4		
Actuated Green, G (s)	59.2	51.8	51.8	56.4	50.4		49.5	49.5		37.6	37.6	
Effective Green, g (s)	59.2	51.8	51.8	56.4	50.4		49.5	49.5		37.6	37.6	
Actuated g/C Ratio	0.49	0.43	0.43	0.47	0.42		0.41	0.41		0.31	0.31	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	273	1549	647	213	1495		474	725		373	535	
v/s Ratio Prot	c0.03	c0.28		0.02	0.24		0.01	c0.10			0.06	
v/s Ratio Perm	0.18		0.03	0.17			c0.09			0.06		
v/c Ratio	0.41	0.65	0.08	0.41	0.58		0.24	0.24		0.18	0.20	
Uniform Delay, d1	18.9	27.4	20.4	20.6	27.0		22.7	23.3		30.4	30.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.0	1.0	0.1	1.3	1.6		0.3	0.8		0.2	0.2	
Delay (s)	19.9	28.4	20.4	21.9	28.7		23.0	24.1		30.6	30.7	
Level of Service	B	C	C	C	C		C	C		C	C	
Approach Delay (s)		26.9			28.1			23.7			30.7	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			27.2			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.48									
Actuated Cycle Length (s)			120.8			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			71.6%			ICU Level of Service			C			
Analysis Period (min)			15									

c Critical Lane Group

APPENDIX E:

Background Development Excerpts

Executive Summary

AECOM was retained by Norstar Baker Hill Inc. to provide traffic engineering services with respect to the proposed residential development in the north-east quadrant of the intersection of Main Street and Baker Hill Boulevard/Ringwood Drive in the Town of Whitchurch-Stouffville. The proposed residential development is planned to consist of 147 townhouse units. The 31 townhouse units fronting Main Street are configured as live-work units. Each unit has approximately 16.3 m² (175 ft²) commercial space on the ground floor. Site accesses are proposed on the south side of the property on Main Street with Right-In-Right-Out (RIRO) only and the northwest side of the site at the Rowbotham Gate/Wilmather Lane intersection.

Traffic operations were evaluated using Synchro 9.2 software using the Highway Capacity Manual (HCM) 2000 methodology. Overall the study area intersections operate satisfactorily with level-of-service (LOS) C or better during existing conditions. The NBL movement at the Main Street / Sandiford Drive intersection is noted to be critical and the traffic queue exceeds the available storage during the PM peak hour only. Existing transit LOS for intersection approach and access to transit stops meet region targets, however, the transit headways are large (LOS F). Pedestrian LOS was found to be acceptable for the road segments but falls short of the target for intersection LOS at the Baker Hill / Rowbotham Gate & Milt Storey Lane intersection (LOS E). There are no cycling facilities in the study area (LOS F).

Future transportation improvements for the study area include the assumed extension of Ringwood Drive and provision of new cycling facilities including separated bike facilities along Main Street and shared bike routes on Baker Hill Boulevard/Ringwood and Sandale/Sandiford.

The future background traffic growth was determined for the opening horizon year 2019 and the 5-year horizon (2024). A 2% annual growth rate was determined to be a conservative rate for the Main Street corridor growth in accordance with the screenline volumes from the regional EMM model in the Town's Transportation Master Plan (TMP). The Town of Whitchurch-Stouffville was contacted to obtain information regarding developments in the area to be incorporated into the analysis. Review of the Town and Region's TMPs and available York Region Transit reports the transit growth is anticipated to be marginal and the growth in active transportation modes is expected to be low but may depend on the facilities provided and public acceptance.

With signal optimization the study area intersections operate satisfactorily with LOS C or better for both horizon years with future background traffic. The 95th percentile queues are not anticipated to exceed available storage or back up into upstream intersections with the exception of the NBL movement at the two signalized intersections. However, turning lane storage is not clearly delineated and will only impact minor commercial driveways.

Automobile trip generation for the development was determined based on rates from the Trip Generation Manual, 9th Edition published by the Institute of Transportation Engineers (ITE). After the review of permitted uses within the commercial space, a single land use was selected for both simplicity and providing a conservative trip generation estimate for commercial trips. The land uses that were utilized in this study are ITE Code 230 (Condominium/Townhouse) and ITE Code 820 (Shopping Centre). It was determined that 13% of trips would be internally captured during the PM peak hour given commercial and residential uses. The development is expected to generate 98 vehicle trips (29 inbound and 69 outbound) in the weekday AM peak hour and 147 trips (84 inbound and 63 outbound) during the weekday PM peak hour. The generated volumes are based on full build-out and full occupancy, and therefore are not expected to change between the 2019 and 2024 horizon years.

The site trip modal split was determined using Transportation Tomorrow Survey (TTS) data from 2011. The modal split was found to be heavily private auto (90%) with 6% transit trips, 1% cycling trips and 3% walking trips. The total number of person-trips for the site was determined to be 104 and 115 for the AM

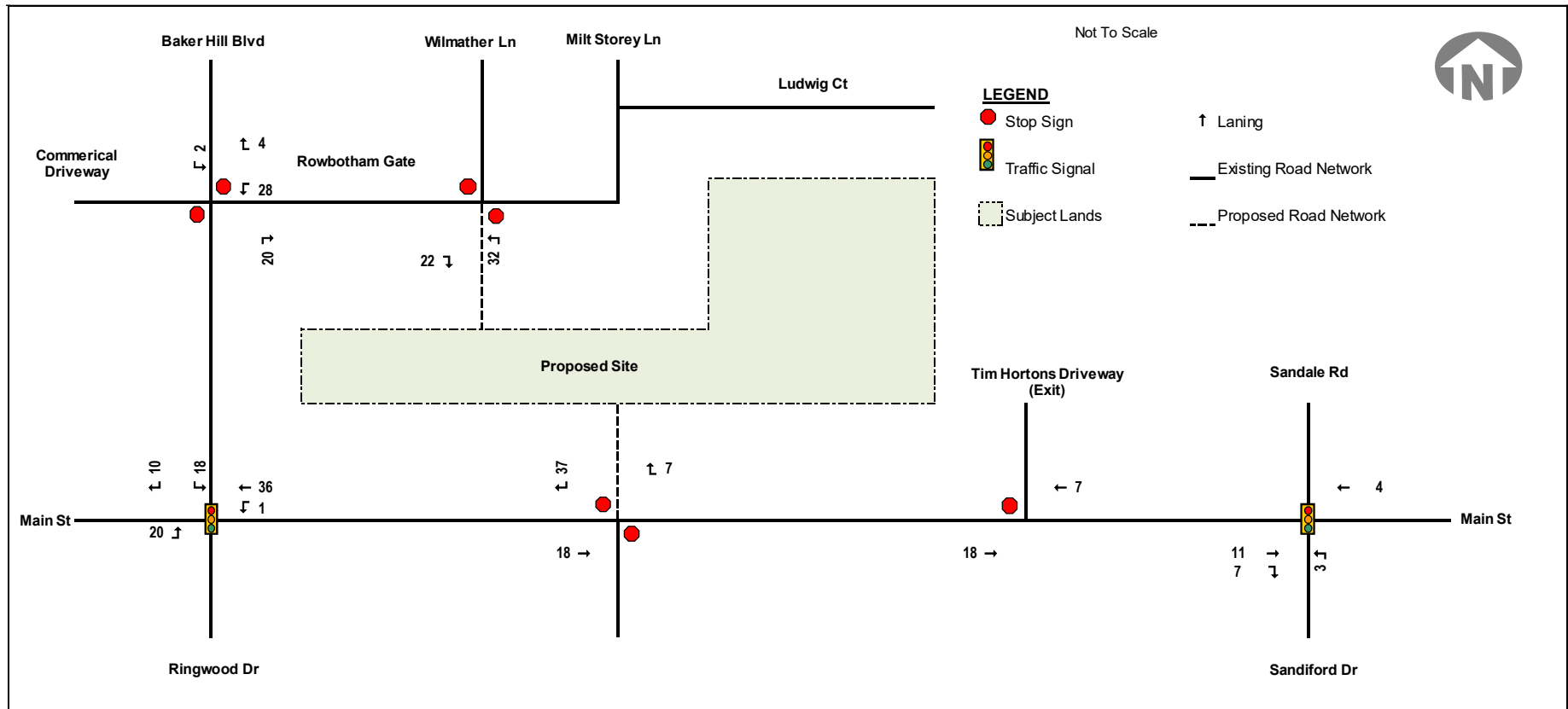


Figure 6-4: Site Traffic AM Peak Hour

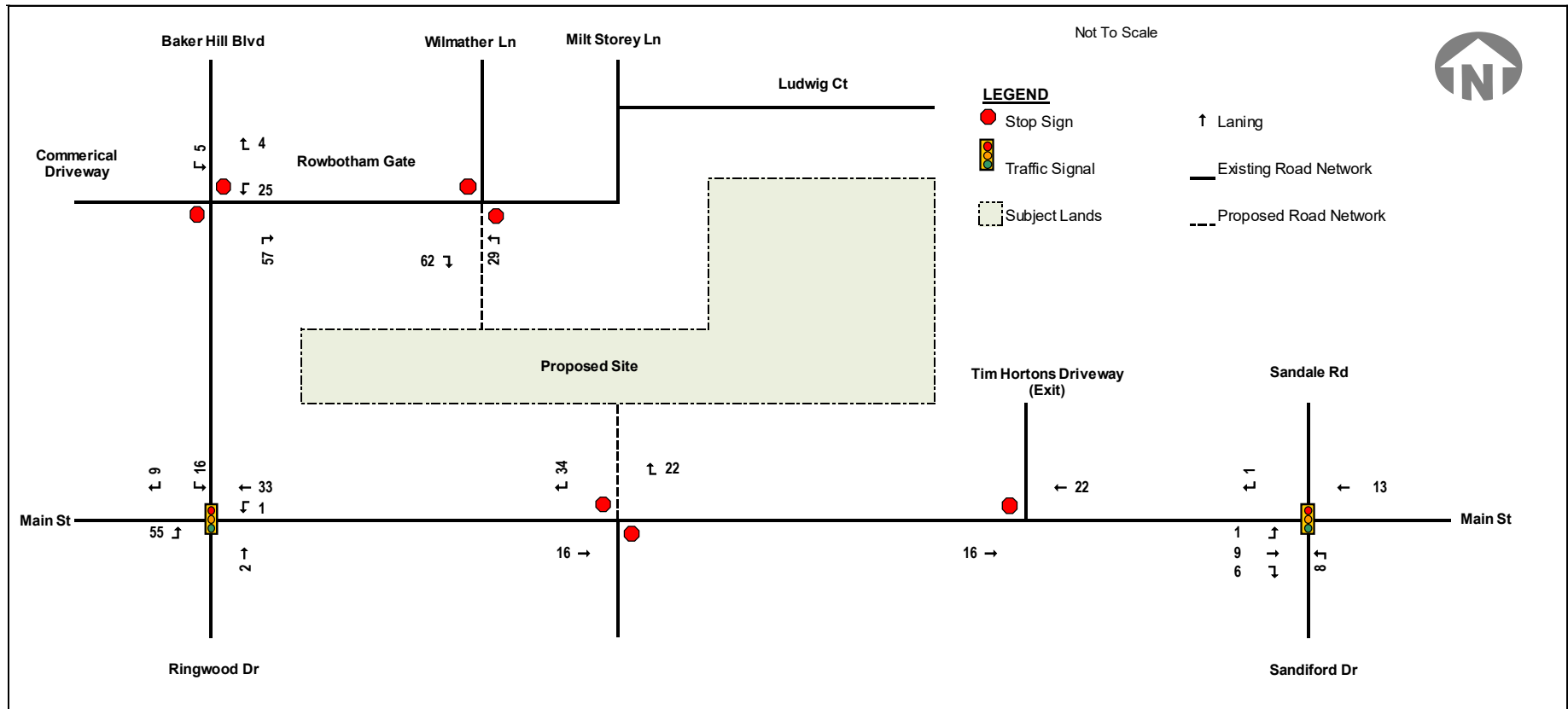


Figure 6-5: Site Traffic PM Peak Hour

1 Introduction

n Engineering Inc. (n Engineering) has been retained to provide traffic consulting services in support of the proposed commercial development. The subject site is located at 5505 Main St, Whitchurch-Stouffville, Ontario. The location is illustrated in Figure 1.



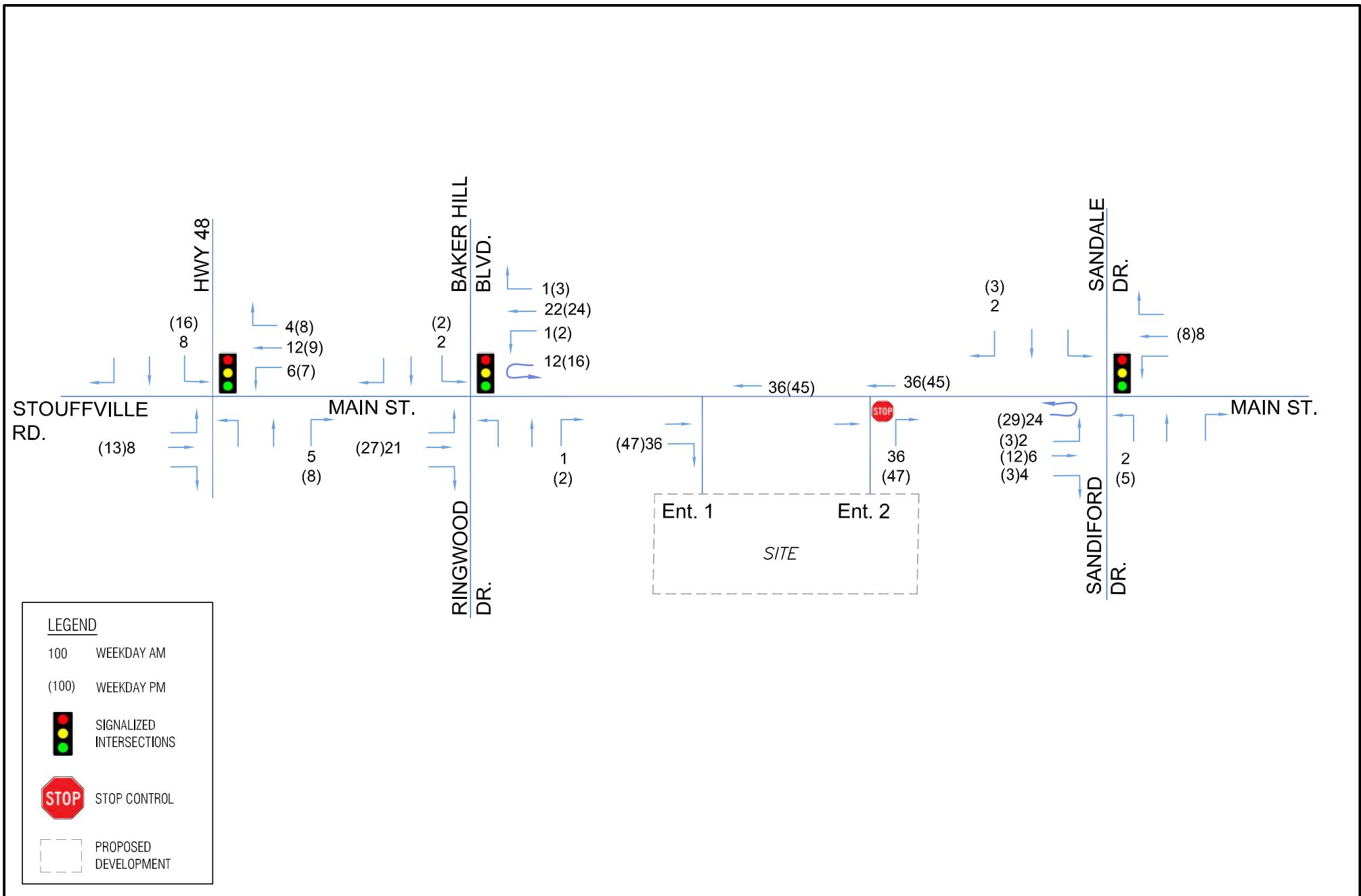
Figure 1 - Site Location

2 Proposed Development

As per the site plan provided by n Architecture Inc. (refer Appendix B), the details of the proposed development are below:

- An existing 1-Storey building to remain and be converted to a C-Store – 125.59 m² of GFA;
- 4 Pump Gas Bar Canopy;
- 500-Gallon Propane Tank Refill Station;
- Proposed parking of 11 spaces (incl. 1 barrier free).

The site is accessible via two entrances both of which come off of Main St. The Entrance 1 is site entrance only and Entrance 2 is exit only. The zoning category for the site area is Commercial



The development is located in the Gateway Area, which a Background Transportation Conditions Report, dated May 24, 2016, and a Gateway Preferred Transportation Concept Confirmation Memo, dated February 6, 2018, has been completed. The studies have provided a conceptual plan of the proposed network for the Gateway Area and also recommends potential jurisdictional changes to Highway 48.

4. SITE LOCATION

The site, shown in Figure 1, is located at the northeast quadrant of Main Street and Highway 48. The site is mainly open lands with vegetation. Little Rouge Creek is located just east of the property and generally runs in a north – south direction. There are currently four existing residential dwellings on the south limit of the property (fronting on the north side of Main Street) that are planned to be demolished as part of the development proposal. There is an interior street just west of the proposed site, known as Fockler Lane, which generally runs north – south and intersects with Main Street. Fockler Lane provides access for the low-density residential dwellings along the east side of Highway 48.

The site is located west of the Stouffville Community downtown area. Main Street has a mix of low density residential, retail and commercial uses on the east side of Highway 48. Main Street (becomes Stouffville Road) west of Highway 48 includes land uses such as the Spring Lakes Golf Club, farmlands, and low-density residential dwellings.

5. PROPOSED DEVELOPMENT

The development is planned to be constructed in three phases. The site plan, prepared by Caricari Lee Architects, is shown in Figure 2. Table 1 provides a summary of the site statistics of land uses planned for each phase of the development. For the purpose of this study, the Construction Phase 2 and 3 has been combined to be Phase 2 for the traffic analysis, since the construction of the buildings would likely be completed within the 10-year horizon, further discussion is provided in Section 7.1.

Table 1 – Site Statistics

Construction Phase	Analysis Phase	Block #	Land Use	No. of Storeys	Units	Parking Supply (spaces)	
						Residential	Visitor
1	1	2	Apartment (Residential Tower B)	20	185	425	68
			Apartment (Residential Tower C)	16	155		
2	2	3	Apartment (Mixed Use Tower A) (Commercial – 5,000 sq.ft. GFA)	20	150	TBD	TBD
3		1	Apartment (Residential Tower D)	10	160	TBD	TBD
			Apartment (Residential Tower E)	10	150	TBD	TBD

In Phase 1, when Block 2 is developed within an approximate five-year timeframe, the layout of the local roadway (Street 'A'), to provide access to the Residential Towers B & C, includes an intersection at Main Street, approximately 175m east of Highway 48, and an intersection at Highway 48. Street 'A' would

terminate as a cul-de-sac to the north boundary of the development lands. The access onto Main Street would have a full-moves configuration and the access onto Highway 48 would have a right-in/ right-out configuration. Additional information regarding the road extensions is discussed in Section 7.4.

In Phase 2, occurring within an approximate 10-year timeframe, Mixed Use Tower A and Residential Towers D and E are expected to be constructed. The mixed-use tower will include a small commercial area (5,000 sq.ft. of GFA) that will be mainly used by residents of the building. The proposed roadway layout is expected to remain similar to Phase 1. A dedicated left turn lane along the Street 'A' is to be completed for the Mixed Use Tower A access. A private laneway is proposed to connect to Street 'A' to provide access to Residential Tower D and E.

6. EXISTING CONDITIONS

6.1 Road Network

The study area roadways in the immediate vicinity of the site can be described as follows:

Highway 48 is an arterial road that generally runs in a north-south direction. The roadway is under the jurisdiction of the Ministry of Transportation, Ontario (MTO). Highway 48 consists of four travel lanes: two in each direction. The posted speed limit on Highway 48 is 80 km/h in the vicinity of the site. Highway 48 forms signalized intersections with Main Street, Millard Street and Hoover Park Drive in the study area.

Stouffville Road / Main Street is an arterial road that generally runs east and west. Stouffville Road is under the jurisdiction of York Region and Main Street is under the jurisdiction of the Town of Whitchurch-Stouffville. Main Street consist of four travel lanes; two per direction. A centre left turn lane is provided on both Stouffville Road and on Main Street. The posted speed limit on Stouffville Road is 60 km/h and is 50 km/hr on Main Street. Stouffville Road / Main Street forms signalized intersections with Highway 48 and with Ringwood Drive / Baker Hill Boulevard in the study area.

Spring Lake Golf Country Club Access / Millard Street generally runs in an east-west direction and intersects Highway 48 at a point about 600 meters north of Main Street. The west side of Highway 48 is the access of Spring Lake Golf Country Club and on the east is a local road, Milliard Street, which is under the jurisdiction of Whitchurch-Stouffville. Milliard Street consists of two travel lanes: one per direction. The posted speed limit on Millard Street is 50 km/h.

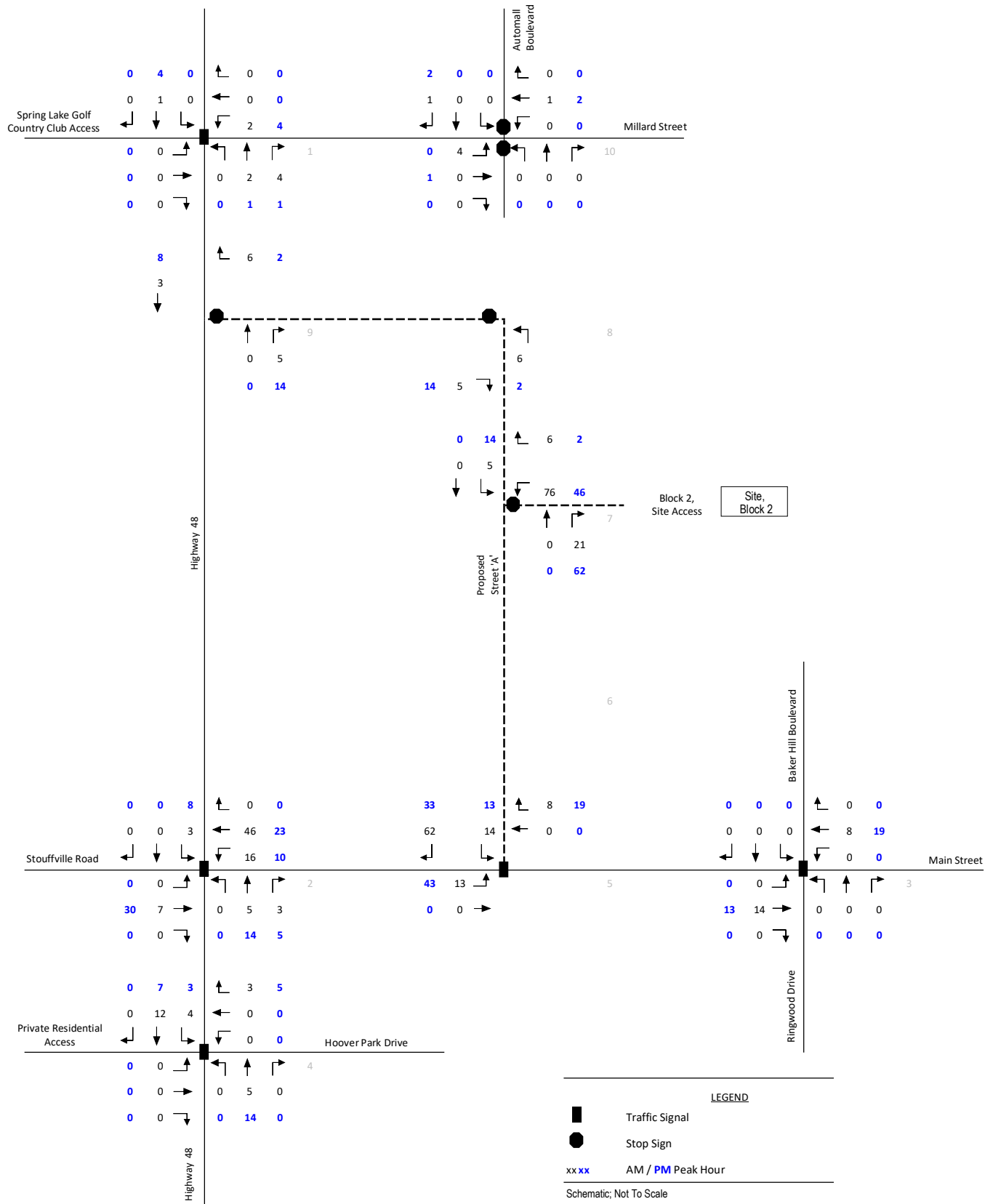
Hoover Park Drive is a collector road under the jurisdiction of the Town of Whitchurch-Stouffville. Hoover Park Drive generally runs east-west, approximately 800m south of Main Street and terminates at Highway 48, where a private residential access is located on the west leg. Hoover Park Drive consists of four lanes; two per direction. The posted speed limit along Hoover Park Drive is 50 km/h.

Ringwood Drive / Baker Hill Boulevard are local roads under the jurisdiction of the Town of Whitchurch-Stouffville that generally run in a north-south direction. The roadways consist of two travel lanes: one per direction. The assumed speed limit on Ringwood Drive / Baker Hill Boulevard is 40 km/h.

Automall Boulevard is a local road under the jurisdiction of the Town of Whitchurch-Stouffville that generally run in a north-south direction. The roadways consist of two travel lanes: one per direction. The assumed speed limit on Automall Boulevard is 40 km/h.

The study area roadway characteristics and lane configurations are shown in Figure 3.

Figure 10: 2027 Site Trip Assignment, Weekday AM and PM Peak Hours





March 8th, 2023

Reference Number: 19347

Thomas Yeung

Senior Project Director
TopFar Developments
50 Acadia Avenue, Suite 100
Markham, ON L3R 0B3

Dear Mr. Yeung,

RE: 5531 Main Street Transportation Mobility Plan (TMP) – SPA Resubmission Letter

LEA Consulting Ltd. (LEA) is pleased to submit this TMP SPA letter for the proposed development at 5531 Main Street in Whitchurch-Stouffville, Ontario. By way of background, LEA prepared a TMP dated October 2019, as well as updated TMP reports in July 2020, December 2020, October 2021, and March 2022 in response to comments received from the Town and peer reviewers. A June 2022 resubmission letter was also provided to support a rezoning submission. The following letter provides a response to the peer reviewer comments received on the March 2022 TIS resubmission.

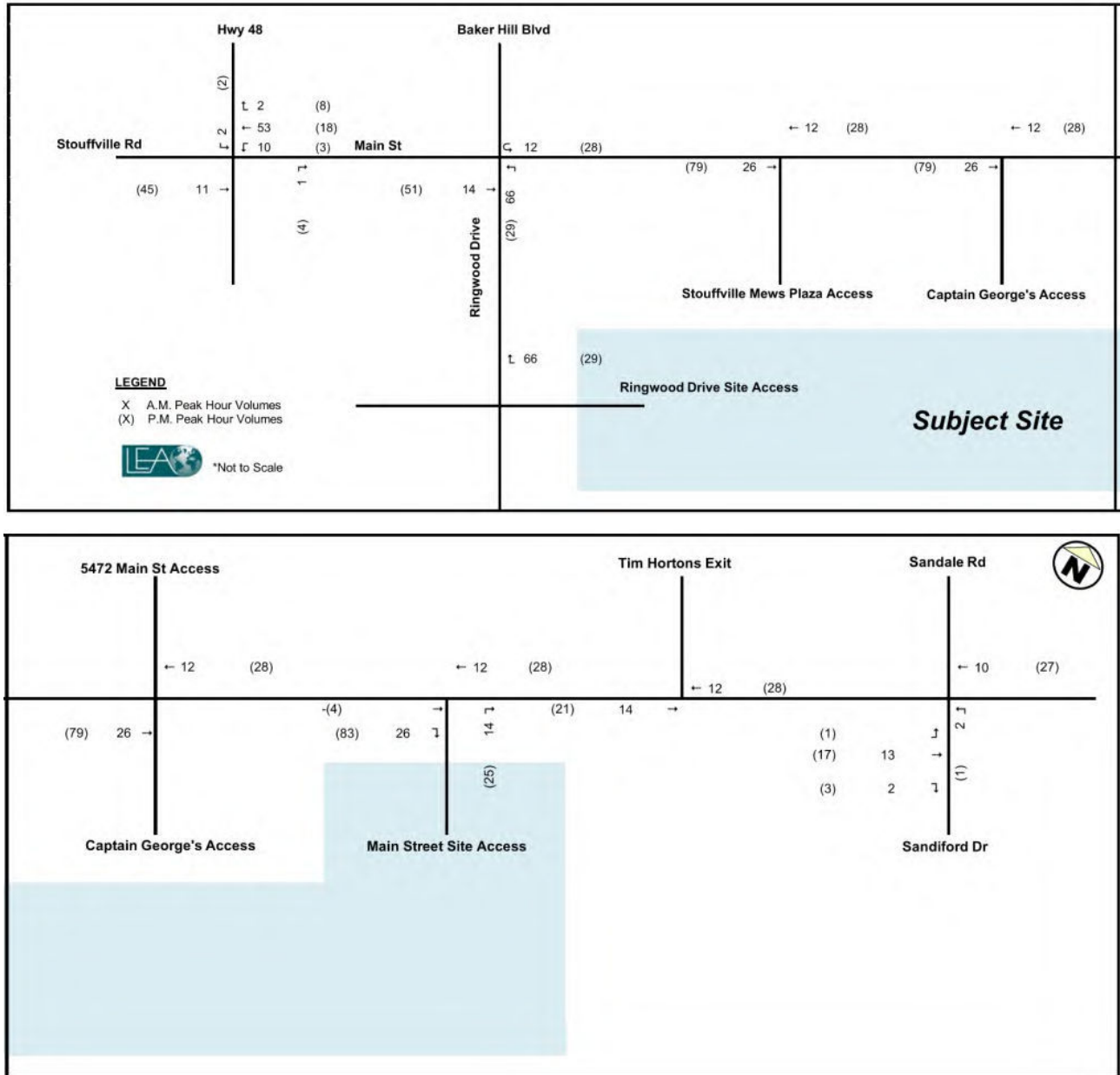
Since March 2022, the development proposal has been slightly revised. A comparison of the site statistics between the previous and current proposals is provided below in **Table 1-1**.

Table 1-1: Site Statistics Comparison

Land Use	Previous Statistics (March 2022)	Current Statistics (March 2023)	Difference
Residential	309 units	319 units	+10 units
Retail GFA	814.17 sq. m.	732.35 sq. m.	-81.82 sq.m.
Vehicular Parking	329 Residential (1.06 per unit) 25 Retail (3 per 100 sq. m.) 78 Visitor (0.25 per unit)	330 Residential (1.03 per unit) 22 Retail (3 per 100 sq. m.) 80 Visitor (0.25 per unit)	+1 Residential -3 Retail +2 Visitor



Figure 2-3: Site Traffic – Weekday AM (PM) Peak Hour



4 Proposed Development

This chapter will provide additional details with respect to the proposed development, including its location, the projected site generated traffic volumes and the assignment of such to the adjacent road network.

4.1 SITE LOCATION

As illustrated in Figure 1, the proposed development is to be located on the north side of Main Street, east of the existing Metro grocery store.

4.2 PROPOSED LAND-USE & PHASING

The proposed development will consist of a 97-unit affordable housing building with 184 m² (1,981 ft²) of ground floor commercial space. The commercial space will also have a 9m² (97 ft²) vestibule. It has been assumed that the commercial use will be retail in nature.

A site plan is provided in Figure 7. A single 3-year phase has been considered with full build-out and occupancy by 2022. While the site plan indicates future development on the east portion of the site, this is for illustrative purposes only. It is noted that there are no plans to develop the east portion of the site at this time. While development of this parcel may occur in the future, such is not anticipated within the study horizon considered in this assessment (i.e. development of the east parcel, if such occurs, will be beyond the 2027 horizon). As such, future development of the east parcel has not been considered in this study.

4.3 SITE ACCESS & ON-SITE CIRCULATION

The site will be served by a single right-in/right-out access on Main Street (the right-in/right-out restriction is enforced by the existing raised centre median on Main Street). It is noted that the existing median on Main Street will be extended to the east to the intersection of Main Street with Palmwood Gate/Mostar Street. Furthermore, “No U-Turn” signage will be placed at the west limit of the existing median to prohibit mid-block u-turns. U-turns will only be permitted at the signalized intersections of Main Street with Sandiford Road/Sandale Road and Palmwood Gate/Mostar Street.

The access will provide two-way operations with a 7.5 metre throat width and 9.0 metre curb radii, thus satisfying the guidelines provided in the Town’s *Design Guidelines and Standard Drawings*⁵. As noted, the west access curb terminates at the sidewalk, thus creating a shared apron with the Metro access, south of the sidewalk. While typically the curb would continue to

⁵ The Town of Whitchurch-Stouffville *Design Guidelines and Standard Drawings*. September 2019.





5676 MAIN STREET
Figure 8: Site Generated Traffic Volumes



520 Industrial Parkway South, Suite 201
Aurora ON L4G 6W8
Phone: 905-503-2563
www.nexttrans.ca



March 13, 2023

2556583 Ontario Inc.

Attention: Emanuel Eba

**Re: Transportation Impact Study
 Proposed Industrial Development
 195 Mostar Street, Town of Whitchurch-Stouffville
 Our Project No. NT-22-107**

Nextrans Consulting Engineers- (a Division of NextEng Consulting Group Inc.) is pleased to present the enclosed Transportation Impact Study for the above noted site in support of a Official Plan Amendment and Zoning By-law Amendment Application for an industrial development.

The subject lands are located at the northeast conner of Mostar Street and Hoover Park Drive, in the Town of Whitchurch-Stouffville (The 'Town'). The development proposal is to construct an industrial development. The development will consist of three (3) single-storey industrial buildings, with a proposed GFA of 7,014.09 m². Site access will be provided two full movement driveways onto Mostar Street, and one (1) site access via a full movement driveway onto Hoover Park Drive.

The transportation study concludes that the proposed development can adequately be accommodated by the existing transportation network.

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

Yours truly,

Nextrans Consulting Engineers
A Division of NextEng Consulting Group Inc.

Prepared by:

A handwritten signature in black ink, appearing to read "Sam", with a long, sweeping horizontal line extending to the right.

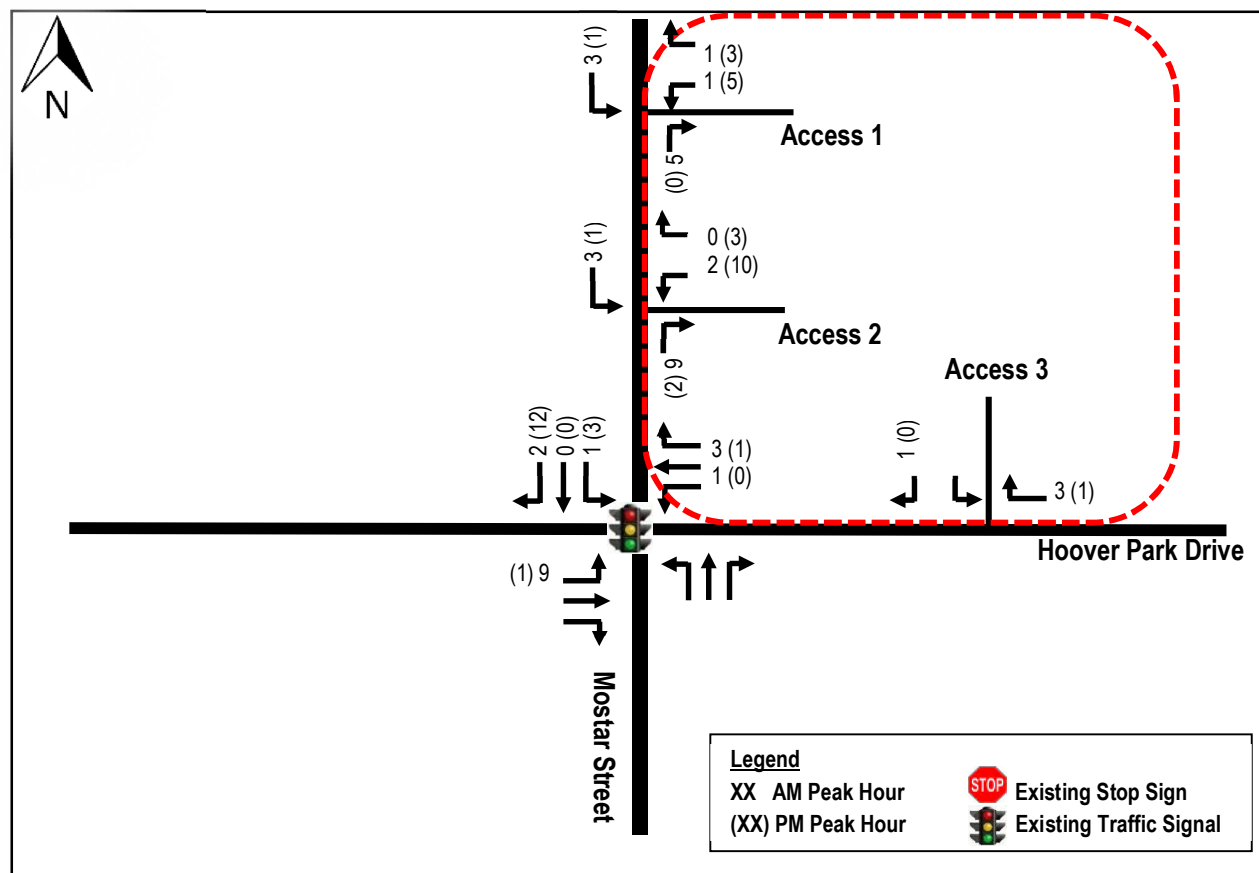
Sam Nguyen, Dipl.
Transportation Analyst

Approved by:

A handwritten signature in black ink, appearing to read "R. Pernicky", with a long, sweeping horizontal line extending to the right.

Richard Pernicky, MITE
Principal

Figure 8 – Site Traffic Volumes



5.0 FUTURE TOTAL TRAFFIC CONDITIONS

5.1 Future Total Traffic Assessment for Auto Mode

The future total traffic volumes for 2030 horizon are provided in **Figures 9**. These traffic volumes were analyzed using Synchro Version 11 software. The detailed calculations are provided in **Appendix F** and summarized in **Table 7**.

1 INTRODUCTION

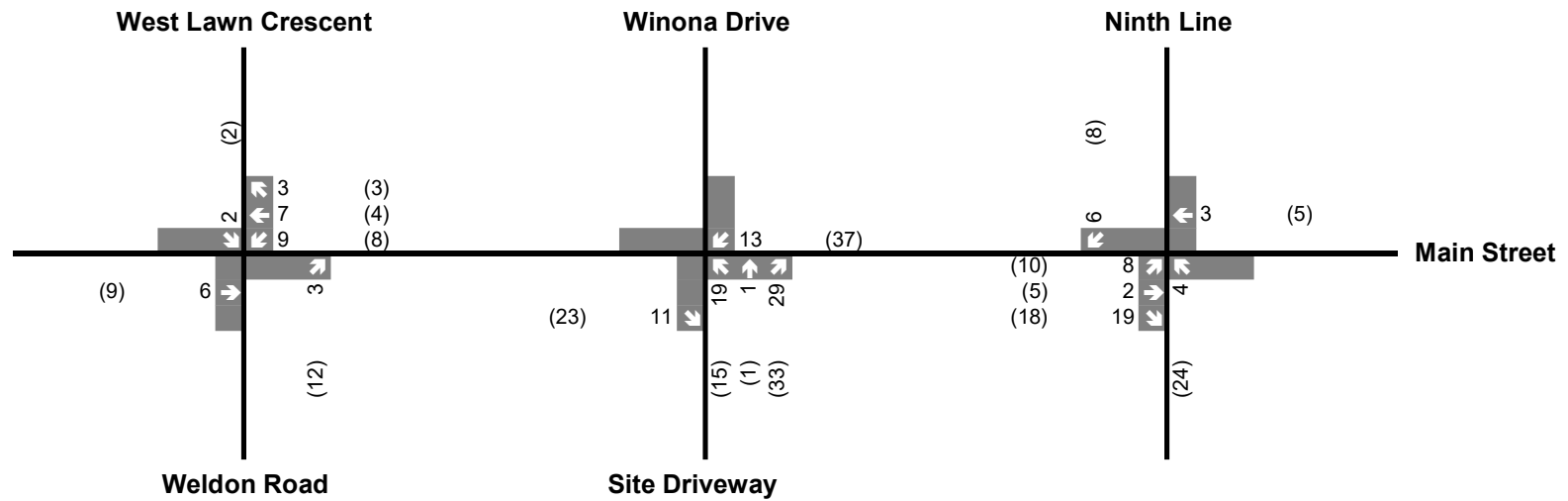
WSP was retained by Ledgemark Homes Inc. (LivGreen Main St. Inc.) to prepare a Traffic Impact Study (TIS) for the mixed-use development located at 5945 Main Street in the Town of Whitchurch-Stouffville. The site location and study area are shown in **Figure 1.1**.

The subject site is currently vacant. The proposed development will feature a 10-storey residential building consisting of 166 residential units, as well as two separate freestanding commercial buildings with a total of 720 m² retail space. The development will be served by one existing full-moves vehicular access onto Main Street. The current draft site plan proposes the provision of 271 residential and visitors parking spaces and 8 accessible parking spaces. The site plan is shown in **Figure 1.2**.

The main objective of this study is to evaluate if there are any adverse impacts on the local transportation network related to the proposed development and to evaluate the proposed parking and loading arrangements, in support of a development application to the Town of Whitchurch-Stouffville.

A terms of reference (TOR) was established with the Town of Whitchurch-Stouffville and Region of York with consideration of the York Region Transportation Mobility Plan Guidelines for development applications, dated November 2016. The TOR is provided in **Appendix A**.

Our study approach and findings are documented herein.



Legend

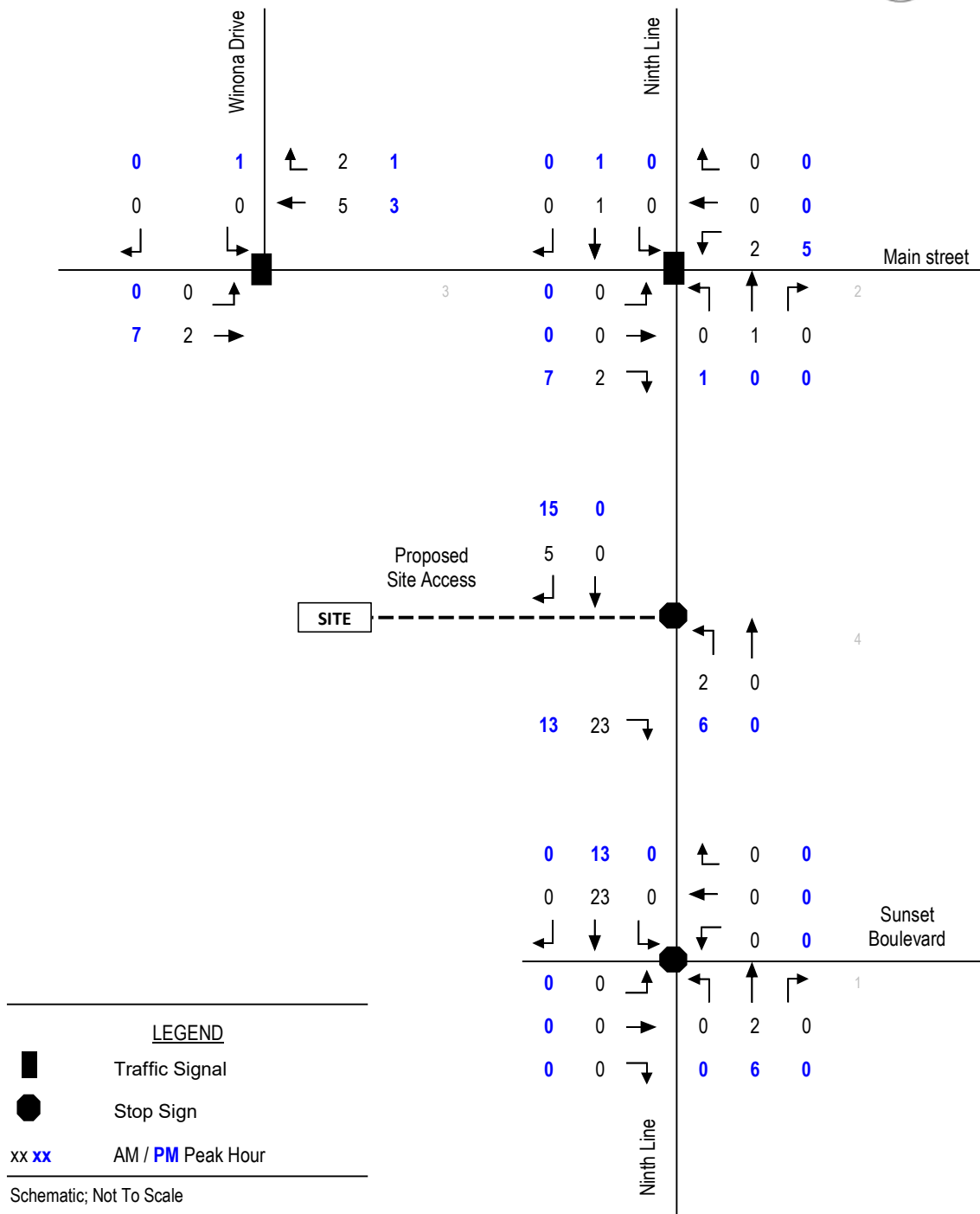
xx A.M. Peak Hour Traffic Volumes

(xx) P.M. Peak Hour Traffic Volumes

Figure 4.1

Site Generated Traffic Volumes

Figure 7: Site Traffic Assignment, Weekday AM and PM Peak Hours



APPENDIX F:

Future Background Traffic Assessment

Queues

Future Background AM Volumes

1: Sandale Road/Sandiford Drive & Main Street

05/30/2025



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	59	677	173	690	110	54	93	75	88	61
Future Volume (vph)	59	677	173	690	110	54	93	75	88	61
Lane Group Flow (vph)	64	961	188	871	120	59	101	82	96	66
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6	5	2		8			4	
Permitted Phases	6		2		8		8	4		4
Detector Phase	6	6	5	2	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	31.0	31.0	7.0	31.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	38.0	38.0	12.0	38.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (s)	66.0	66.0	13.0	79.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	55.0%	55.0%	10.8%	65.8%	34.2%	34.2%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	2.0	3.0	4.5	4.5	4.5	4.5	4.5	4.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	5.0	7.0	8.0	8.0	8.0	8.0	8.0	8.0
Lead/Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes							
Recall Mode	Max	Max	None	Max	Max	Max	Max	None	None	None
v/c Ratio	0.22	0.57	0.58	0.42	0.35	0.11	0.20	0.22	0.18	0.14
Control Delay	20.0	22.1	17.5	13.1	38.4	33.4	7.4	35.5	34.4	5.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.0	22.1	17.5	13.1	38.4	33.4	7.4	35.5	34.4	5.4
Queue Length 50th (m)	8.3	77.7	17.7	52.6	22.7	10.4	0.0	14.9	17.3	0.0
Queue Length 95th (m)	17.9	97.5	28.2	66.0	40.0	20.9	12.9	28.4	31.1	7.6
Internal Link Dist (m)		1629.1		390.8		261.2			146.8	
Turn Bay Length (m)	55.0		40.0		65.0		65.0	15.0		40.0
Base Capacity (vph)	291	1674	323	2067	344	528	513	373	528	463
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.57	0.58	0.42	0.35	0.11	0.20	0.22	0.18	0.14

Intersection Summary

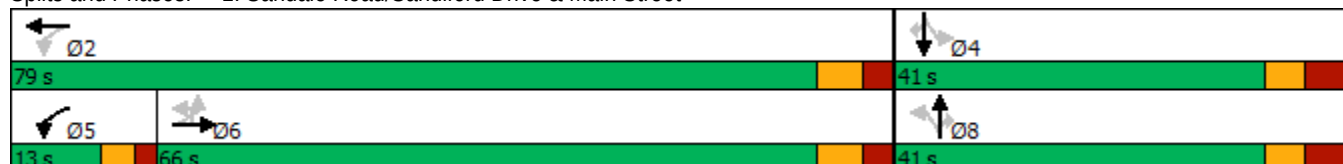
Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Splits and Phases: 1: Sandale Road/Sandiford Drive & Main Street

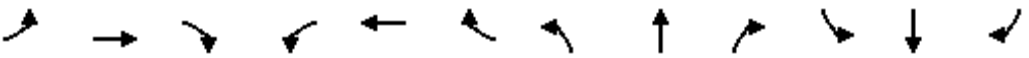


HCM Signalized Intersection Capacity Analysis

1: Sandale Road/Sandiford Drive & Main Street

Future Background AM Volumes

05/30/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	677	207	173	690	111	110	54	93	75	88	61
Future Volume (vph)	59	677	207	173	690	111	110	54	93	75	88	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		5.0	7.0		8.0	8.0	8.0	8.0	8.0	8.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.98	1.00	1.00	0.92
Flpb, ped/bikes	0.99	1.00		1.00	1.00		0.94	1.00	1.00	0.99	1.00	1.00
Frt	1.00	0.96		1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1725	3354		1805	3429		1712	1921	1601	1794	1921	1471
Flt Permitted	0.33	1.00		0.20	1.00		0.69	1.00	1.00	0.72	1.00	1.00
Satd. Flow (perm)	591	3354		373	3429		1252	1921	1601	1357	1921	1471
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	736	225	188	750	121	120	59	101	82	96	66
RTOR Reduction (vph)	0	24	0	0	11	0	0	0	73	0	0	48
Lane Group Flow (vph)	64	937	0	188	860	0	120	59	28	82	96	18
Confl. Peds. (#/hr)	13		21	21		13	63		7	7		63
Heavy Vehicles (%)	5%	4%	2%	1%	4%	1%	0%	0%	0%	1%	0%	2%
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6		5	2			8			4	
Permitted Phases	6			2			8		8	4		4
Actuated Green, G (s)	59.0	59.0		72.0	72.0		33.0	33.0	33.0	33.0	33.0	33.0
Effective Green, g (s)	59.0	59.0		72.0	72.0		33.0	33.0	33.0	33.0	33.0	33.0
Actuated g/C Ratio	0.49	0.49		0.60	0.60		0.28	0.28	0.28	0.28	0.28	0.28
Clearance Time (s)	7.0	7.0		5.0	7.0		8.0	8.0	8.0	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	3.0	3.0
Lane Grp Cap (vph)	290	1649		319	2057		344	528	440	373	528	404
v/s Ratio Prot		0.28		c0.04	0.25			0.03			0.05	
v/s Ratio Perm	0.11			c0.31			c0.10		0.02	0.06		0.01
v/c Ratio	0.22	0.57		0.59	0.42		0.35	0.11	0.06	0.22	0.18	0.04
Uniform Delay, d1	17.4	21.5		13.7	12.8		34.9	32.5	32.1	33.6	33.2	31.9
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.7	1.4		2.8	0.6		2.8	0.4	0.3	0.3	0.2	0.0
Delay (s)	19.1	22.9		16.5	13.4		37.7	33.0	32.4	33.9	33.4	32.0
Level of Service	B	C		B	B		D	C	C	C	C	C
Approach Delay (s)		22.7			14.0			34.8			33.2	
Approach LOS		C			B			C			C	
Intersection Summary												
HCM 2000 Control Delay			21.4			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.53									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			20.0			
Intersection Capacity Utilization			109.4%			ICU Level of Service			H			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

Future Background AM Volumes

2: Mostar Street/Palmwood Gate & Main Street

05/30/2025

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	32	695	136	190	891	105	33	13	50
Future Volume (vph)	32	695	136	190	891	105	33	13	50
Lane Group Flow (vph)	36	790	155	216	1028	119	127	15	92
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		6		5	2		8		4
Permitted Phases	6		6	2		8		4	
Detector Phase	6	6	6	5	2	8	8	4	4
Switch Phase									
Minimum Initial (s)	40.0	40.0	40.0	7.0	40.0	10.0	10.0	10.0	10.0
Minimum Split (s)	47.5	47.5	47.5	11.5	47.5	41.5	41.5	41.5	41.5
Total Split (s)	65.0	65.0	65.0	12.0	77.0	43.0	43.0	43.0	43.0
Total Split (%)	54.2%	54.2%	54.2%	10.0%	64.2%	35.8%	35.8%	35.8%	35.8%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0	3.5	3.5	3.5	3.5
All-Red Time (s)	3.5	3.5	3.5	1.0	3.5	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	4.0	7.5	7.5	7.5	7.5	7.5
Lead/Lag	Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	Max	Max	Max	None	None
v/c Ratio	0.16	0.47	0.19	0.56	0.50	0.31	0.23	0.04	0.18
Control Delay	19.9	22.2	3.6	16.5	16.0	35.6	12.4	30.6	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	22.2	3.6	16.5	16.0	35.6	12.4	30.6	23.4
Queue Length 50th (m)	4.6	64.0	0.7	21.3	71.5	21.7	6.4	2.5	11.4
Queue Length 95th (m)	11.3	78.1	10.9	32.0	85.1	37.1	20.1	7.5	23.6
Internal Link Dist (m)		390.8			413.7		335.1		61.1
Turn Bay Length (m)	37.0		45.0	35.0		40.0		35.0	
Base Capacity (vph)	232	1681	817	388	2049	383	561	382	525
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.47	0.19	0.56	0.50	0.31	0.23	0.04	0.18

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 105

Control Type: Semi Act-Uncoord

Splits and Phases: 2: Mostar Street/Palmwood Gate & Main Street



HCM Signalized Intersection Capacity Analysis

2: Mostar Street/Palmwood Gate & Main Street

Future Background AM Volumes

05/30/2025

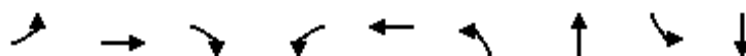
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	695	136	190	891	13	105	33	78	13	50	31
Future Volume (vph)	32	695	136	190	891	13	105	33	78	13	50	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5	7.5	4.0	7.5		7.5	7.5		7.5	7.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.89		1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	3510	1545	1788	3536		1769	1687		1817	1715	
Flt Permitted	0.27	1.00	1.00	0.27	1.00		0.70	1.00		0.68	1.00	
Satd. Flow (perm)	485	3510	1545	499	3536		1298	1687		1292	1715	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	36	790	155	216	1012	15	119	38	89	15	57	35
RTOR Reduction (vph)	0	0	78	0	1	0	0	63	0	0	18	0
Lane Group Flow (vph)	36	790	77	216	1027	0	119	64	0	15	74	0
Confl. Peds. (#/hr)	4		8	8		4	2		5	5		2
Heavy Vehicles (%)	6%	4%	2%	2%	3%	0%	3%	0%	1%	0%	2%	10%
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			8			4	
Permitted Phases	6		6	2			8			4		
Actuated Green, G (s)	57.5	57.5	57.5	69.5	69.5		35.5	35.5		35.5	35.5	
Effective Green, g (s)	57.5	57.5	57.5	69.5	69.5		35.5	35.5		35.5	35.5	
Actuated g/C Ratio	0.48	0.48	0.48	0.58	0.58		0.30	0.30		0.30	0.30	
Clearance Time (s)	7.5	7.5	7.5	4.0	7.5		7.5	7.5		7.5	7.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	232	1681	740	374	2047		383	499		382	507	
v/s Ratio Prot		0.23		c0.04	0.29			0.04			0.04	
v/s Ratio Perm	0.07		0.05	c0.30			c0.09			0.01		
v/c Ratio	0.16	0.47	0.10	0.58	0.50		0.31	0.13		0.04	0.15	
Uniform Delay, d1	17.6	21.0	17.1	13.5	15.0		32.8	30.9		30.1	31.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.2	0.1	2.2	0.9		2.1	0.5		0.0	0.1	
Delay (s)	17.9	21.2	17.2	15.7	15.9		34.9	31.5		30.1	31.2	
Level of Service	B	C	B	B	B		C	C		C	C	
Approach Delay (s)		20.5			15.8			33.1			31.1	
Approach LOS		C			B			C			C	
Intersection Summary												
HCM 2000 Control Delay			19.9			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				19.0		
Intersection Capacity Utilization			113.8%			ICU Level of Service				H		
Analysis Period (min)			15									
c Critical Lane Group												

Queues

Future Background AM Volumes

3: Weldon Road/W Lawn Crescent & Main Street

05/30/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	48	710	89	168	958	73	76	38	153
Future Volume (vph)	48	710	89	168	958	73	76	38	153
Lane Group Flow (vph)	57	845	106	200	1178	87	195	45	257
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6		5	2	3	8		4
Permitted Phases	6		6	2		8		4	
Detector Phase	1	6	6	5	2	3	8	4	4
Switch Phase									
Minimum Initial (s)	7.0	30.0	30.0	7.0	30.0	7.0	10.0	10.0	10.0
Minimum Split (s)	11.5	34.5	34.5	11.5	34.5	11.5	22.5	22.5	22.5
Total Split (s)	12.0	54.0	54.0	12.0	54.0	12.0	54.0	42.0	42.0
Total Split (%)	10.0%	45.0%	45.0%	10.0%	45.0%	10.0%	45.0%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	Max	None	Max	None	None
v/c Ratio	0.35	0.60	0.16	0.75	0.79	0.23	0.25	0.11	0.42
Control Delay	21.0	29.8	6.1	37.2	34.4	23.2	16.5	30.6	32.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.0	29.8	6.1	37.2	34.4	23.2	16.5	30.6	32.0
Queue Length 50th (m)	6.5	79.4	1.5	24.9	126.0	12.5	19.9	7.6	45.0
Queue Length 95th (m)	12.4	90.3	10.3	#38.4	137.7	21.4	32.9	15.4	63.5
Internal Link Dist (m)		413.7			784.4		271.2		166.6
Turn Bay Length (m)	30.0		30.0	30.0		40.0		15.0	
Base Capacity (vph)	166	1495	674	266	1500	382	768	402	611
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.57	0.16	0.75	0.79	0.23	0.25	0.11	0.42

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 117.5

Natural Cycle: 80

Control Type: Semi Act-Uncoord

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Weldon Road/W Lawn Crescent & Main Street

Ø1	Ø2	Ø3	Ø4
12 s	54 s	12 s	42 s
Ø5	Ø6	Ø7	Ø8
12 s	54 s	54 s	

HCM Signalized Intersection Capacity Analysis

3: Weldon Road/W Lawn Crescent & Main Street

Future Background AM Volumes

05/30/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	710	89	168	958	32	73	76	88	38	153	63
Future Volume (vph)	48	710	89	168	958	32	73	76	88	38	153	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00		1.00	0.99		1.00	0.97	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.92		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1659	3544	1470	1807	3553		1731	1739		1761	1755	
Flt Permitted	0.09	1.00	1.00	0.19	1.00		0.42	1.00		0.64	1.00	
Satd. Flow (perm)	152	3544	1470	370	3553		771	1739		1177	1755	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	57	845	106	200	1140	38	87	90	105	45	182	75
RTOR Reduction (vph)	0	0	57	0	2	0	0	35	0	0	12	0
Lane Group Flow (vph)	57	845	49	200	1176	0	87	160	0	45	245	0
Confl. Peds. (#/hr)	13		8	8		13	39		4	4		39
Heavy Vehicles (%)	10%	3%	6%	1%	2%	3%	4%	1%	0%	3%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	1	6		5	2		3	8			4	
Permitted Phases	6		6	2			8			4		
Actuated Green, G (s)	53.7	47.9	47.9	57.1	49.6		50.6	50.6		40.2	40.2	
Effective Green, g (s)	53.7	47.9	47.9	57.1	49.6		50.6	50.6		40.2	40.2	
Actuated g/C Ratio	0.45	0.40	0.40	0.48	0.42		0.42	0.42		0.34	0.34	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	141	1420	589	266	1474		373	736		395	590	
v/s Ratio Prot	0.02	0.24		c0.05	c0.33		0.01	c0.09			c0.14	
v/s Ratio Perm	0.16		0.03	0.31			0.09			0.04		
v/c Ratio	0.40	0.60	0.08	0.75	0.80		0.23	0.22		0.11	0.42	
Uniform Delay, d1	23.3	28.2	22.2	21.5	30.6		21.7	21.9		27.4	30.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.9	0.7	0.1	11.4	4.6		0.3	0.7		0.1	0.5	
Delay (s)	25.2	28.8	22.3	32.8	35.2		22.0	22.6		27.5	31.1	
Level of Service	C	C	C	C	D		C	C		C	C	
Approach Delay (s)		27.9			34.8			22.4			30.5	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			30.9			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			119.5			Sum of lost time (s)				18.0		
Intersection Capacity Utilization			72.6%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

4: Palmwood Gate & Site Access

Future Background AM Volumes

05/30/2025

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	78	94	0
Future Volume (Veh/h)	0	0	0	78	94	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	85	102	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				85		
pX, platoon unblocked						
vC, conflicting volume	187	102	102			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	187	102	102			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	807	959	1503			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	85	102			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1503	1700			
Volume to Capacity	0.00	0.00	0.06			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization		8.3%		ICU Level of Service		A
Analysis Period (min)		15				

Queues

Future Background PM Volumes

1: Sandale Road/Sandiford Drive & Main Street

05/30/2025

										
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	151	1195	110	882	211	104	137	118	69	113
Future Volume (vph)	151	1195	110	882	211	104	137	118	69	113
Lane Group Flow (vph)	162	1437	118	1029	227	112	147	127	74	122
Turn Type	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6	5	2		8			4	
Permitted Phases	6		2		8		8	4		4
Detector Phase	6	6	5	2	8	8	8	4	4	4
Switch Phase										
Minimum Initial (s)	31.0	31.0	7.0	31.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	38.0	38.0	12.0	38.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (s)	66.0	66.0	13.0	79.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	55.0%	55.0%	10.8%	65.8%	34.2%	34.2%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	4.0	4.0	3.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	2.0	3.0	4.5	4.5	4.5	4.5	4.5	4.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	5.0	7.0	8.0	8.0	8.0	8.0	8.0	8.0
Lead/Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes							
Recall Mode	Max	Max	None	Max	Max	Max	Max	None	None	None
v/c Ratio	0.63	0.82	0.63	0.48	0.63	0.21	0.27	0.36	0.14	0.24
Control Delay	35.9	30.5	32.7	14.2	47.2	34.8	6.6	38.4	33.8	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	35.9	30.5	32.7	14.2	47.2	34.8	6.6	38.4	33.8	8.9
Queue Length 50th (m)	27.3	146.2	10.7	66.5	47.0	20.3	0.0	24.1	13.2	1.9
Queue Length 95th (m)	55.4	176.9	#31.6	82.0	74.5	35.3	15.0	41.9	25.3	16.1
Internal Link Dist (m)		1629.1		390.8		261.2			146.8	
Turn Bay Length (m)	55.0		40.0		65.0		65.0	15.0		40.0
Base Capacity (vph)	257	1752	189	2139	360	528	543	357	528	510
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.82	0.62	0.48	0.63	0.21	0.27	0.36	0.14	0.24

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

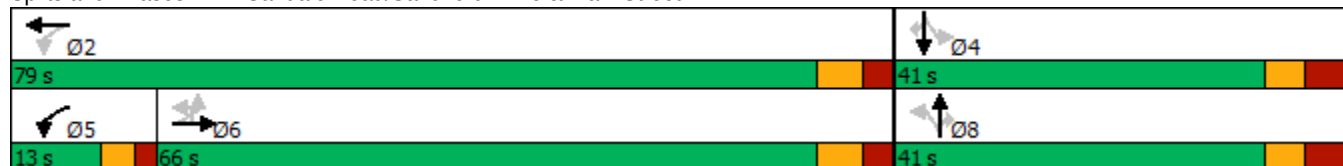
Natural Cycle: 90

Control Type: Semi Act-Uncoord

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Sandale Road/Sandiford Drive & Main Street



HCM Signalized Intersection Capacity Analysis

1: Sandale Road/Sandiford Drive & Main Street

Future Background PM Volumes

05/30/2025

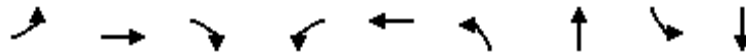
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	1195	141	110	882	75	211	104	137	118	69	113
Future Volume (vph)	151	1195	141	110	882	75	211	104	137	118	69	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0		5.0	7.0		8.0	8.0	8.0	8.0	8.0	8.0
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.97	1.00	1.00	0.96
Flpb, ped/bikes	0.99	1.00		1.00	1.00		0.97	1.00	1.00	0.99	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1808	3536		1825	3557		1757	1921	1590	1802	1921	1565
Flt Permitted	0.27	1.00		0.06	1.00		0.71	1.00	1.00	0.68	1.00	1.00
Satd. Flow (perm)	522	3536		122	3557		1311	1921	1590	1299	1921	1565
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	162	1285	152	118	948	81	227	112	147	127	74	122
RTOR Reduction (vph)	0	8	0	0	5	0	0	0	107	0	0	80
Lane Group Flow (vph)	162	1429	0	118	1024	0	227	112	40	127	74	42
Confl. Peds. (#/hr)	21		18	18		21	27		13	13		27
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%	1%	0%	0%	0%	0%	0%
Turn Type	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		6		5	2			8			4	
Permitted Phases	6			2			8		8	4		4
Actuated Green, G (s)	59.2	59.2		72.0	72.0		33.0	33.0	33.0	33.0	33.0	33.0
Effective Green, g (s)	59.2	59.2		72.0	72.0		33.0	33.0	33.0	33.0	33.0	33.0
Actuated g/C Ratio	0.49	0.49		0.60	0.60		0.28	0.28	0.28	0.28	0.28	0.28
Clearance Time (s)	7.0	7.0		5.0	7.0		8.0	8.0	8.0	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	3.0	3.0
Lane Grp Cap (vph)	257	1744		183	2134		360	528	437	357	528	430
v/s Ratio Prot		c0.40		c0.04	0.29			0.06			0.04	
v/s Ratio Perm	0.31			0.34			c0.17		0.03	0.10		0.03
v/c Ratio	0.63	0.82		0.64	0.48		0.63	0.21	0.09	0.36	0.14	0.10
Uniform Delay, d1	22.4	25.9		21.3	13.5		38.2	33.5	32.4	35.0	32.8	32.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	11.2	4.4		7.6	0.8		8.1	0.9	0.4	0.6	0.1	0.1
Delay (s)	33.5	30.3		28.9	14.3		46.3	34.4	32.8	35.6	32.9	32.5
Level of Service	C	C		C	B		D	C	C	D	C	C
Approach Delay (s)		30.6			15.8			39.5			33.8	
Approach LOS		C			B			D			C	
Intersection Summary												
HCM 2000 Control Delay			27.3			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			20.0			
Intersection Capacity Utilization			109.1%			ICU Level of Service			H			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

Future Background PM Volumes

2: Mostar Street/Palmwood Gate & Main Street

05/30/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	65	1252	171	237	960	219	103	31	76
Future Volume (vph)	65	1252	171	237	960	219	103	31	76
Lane Group Flow (vph)	69	1332	182	252	1061	233	240	33	108
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		6		5	2		8		4
Permitted Phases	6		6	2		8		4	
Detector Phase	6	6	6	5	2	8	8	4	4
Switch Phase									
Minimum Initial (s)	40.0	40.0	40.0	7.0	40.0	10.0	10.0	10.0	10.0
Minimum Split (s)	47.5	47.5	47.5	11.5	47.5	41.5	41.5	41.5	41.5
Total Split (s)	65.0	65.0	65.0	12.0	77.0	43.0	43.0	43.0	43.0
Total Split (%)	54.2%	54.2%	54.2%	10.0%	64.2%	35.8%	35.8%	35.8%	35.8%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0	3.5	3.5	3.5	3.5
All-Red Time (s)	3.5	3.5	3.5	1.0	3.5	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	4.0	7.5	7.5	7.5	7.5	7.5
Lead/Lag	Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	Max	Max	Max	None	None
v/c Ratio	0.30	0.77	0.23	1.21	0.51	0.60	0.44	0.11	0.19
Control Delay	23.4	29.5	8.6	154.8	16.1	43.7	29.7	32.3	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	29.5	8.6	154.8	16.1	43.7	29.7	32.3	28.5
Queue Length 50th (m)	9.6	132.3	9.8	~50.6	74.1	46.9	35.9	5.7	16.4
Queue Length 95th (m)	21.2	160.0	23.1	#102.4	90.7	74.2	59.5	13.9	30.7
Internal Link Dist (m)		390.8			413.7		335.1		61.1
Turn Bay Length (m)	37.0		45.0	35.0		40.0		35.0	
Base Capacity (vph)	233	1731	804	208	2078	390	548	288	556
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.77	0.23	1.21	0.51	0.60	0.44	0.11	0.19

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 105

Control Type: Semi Act-Uncoord

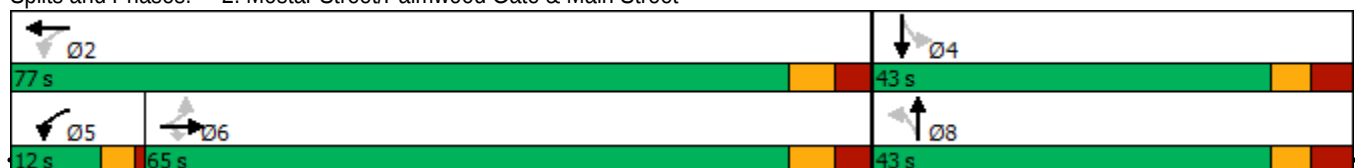
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Mostar Street/Palmwood Gate & Main Street



5688 Main Street 09/27/2024 NT-23-239

Nextrans Consulting Engineers

Synchro 10 Light Report

Page 3

HCM Signalized Intersection Capacity Analysis

2: Mostar Street/Palmwood Gate & Main Street

Future Background PM Volumes

05/30/2025

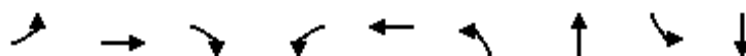
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1252	171	237	960	38	219	103	122	31	76	25
Future Volume (vph)	65	1252	171	237	960	38	219	103	122	31	76	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5	7.5	4.0	7.5		7.5	7.5		7.5	7.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00		1.00	0.98		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.92		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1820	3614	1566	1825	3586		1825	1735		1801	1849	
Flt Permitted	0.25	1.00	1.00	0.08	1.00		0.69	1.00		0.52	1.00	
Satd. Flow (perm)	488	3614	1566	161	3586		1320	1735		976	1849	
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)	69	1332	182	252	1021	40	233	110	130	33	81	27
RTOR Reduction (vph)	0	0	54	0	3	0	0	35	0	0	10	0
Lane Group Flow (vph)	69	1332	128	252	1058	0	233	205	0	33	98	0
Confl. Peds. (#/hr)	7		11	11		7			19	19		
Heavy Vehicles (%)	0%	1%	0%	0%	1%	3%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			8			4	
Permitted Phases	6		6	2			8			4		
Actuated Green, G (s)	57.5	57.5	57.5	69.5	69.5		35.5	35.5		35.5	35.5	
Effective Green, g (s)	57.5	57.5	57.5	69.5	69.5		35.5	35.5		35.5	35.5	
Actuated g/C Ratio	0.48	0.48	0.48	0.58	0.58		0.30	0.30		0.30	0.30	
Clearance Time (s)	7.5	7.5	7.5	4.0	7.5		7.5	7.5		7.5	7.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	233	1731	750	204	2076		390	513		288	546	
v/s Ratio Prot		0.37		c0.08	0.30			0.12			0.05	
v/s Ratio Perm	0.14		0.08	c0.63			c0.18			0.03		
v/c Ratio	0.30	0.77	0.17	1.24	0.51		0.60	0.40		0.11	0.18	
Uniform Delay, d1	19.0	25.8	17.7	28.8	15.1		36.1	33.7		30.8	31.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.7	2.1	0.1	140.7	0.9		6.6	2.3		0.2	0.2	
Delay (s)	19.7	27.9	17.8	169.5	16.0		42.7	36.0		31.0	31.6	
Level of Service	B	C	B	F	B		D	D		C	C	
Approach Delay (s)		26.4			45.5			39.3			31.4	
Approach LOS		C			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			35.5			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			1.04									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)			19.0			
Intersection Capacity Utilization			113.8%			ICU Level of Service			H			
Analysis Period (min)			15									
c Critical Lane Group												

Queues

Future Background PM Volumes

3: Weldon Road/W Lawn Crescent & Main Street

05/30/2025



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	110	1256	102	93	1045	114	108	69	62
Future Volume (vph)	110	1256	102	93	1045	114	108	69	62
Lane Group Flow (vph)	112	1282	104	95	1107	116	207	70	146
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6		5	2	3	8		4
Permitted Phases	6		6	2		8		4	
Detector Phase	1	6	6	5	2	3	8	4	4
Switch Phase									
Minimum Initial (s)	7.0	30.0	30.0	7.0	30.0	7.0	10.0	10.0	10.0
Minimum Split (s)	11.5	34.5	34.5	11.5	34.5	11.5	22.5	22.5	22.5
Total Split (s)	12.0	54.0	54.0	12.0	54.0	12.0	54.0	42.0	42.0
Total Split (%)	10.0%	45.0%	45.0%	10.0%	45.0%	10.0%	45.0%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	Max	None	Max	None	None
v/c Ratio	0.57	0.86	0.15	0.54	0.75	0.24	0.27	0.19	0.25
Control Delay	27.3	39.2	5.8	28.7	33.6	23.6	19.2	31.9	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.3	39.2	5.8	28.7	33.6	23.6	19.2	31.9	19.8
Queue Length 50th (m)	13.2	142.3	1.2	11.1	114.3	16.9	24.4	12.0	15.2
Queue Length 95th (m)	23.0	172.6	11.7	22.9	139.8	29.3	41.8	23.8	31.4
Internal Link Dist (m)		413.7			784.4		271.2		166.6
Turn Bay Length (m)	30.0		30.0	30.0		40.0		15.0	
Base Capacity (vph)	198	1491	679	178	1482	477	753	371	578
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.86	0.15	0.53	0.75	0.24	0.27	0.19	0.25

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 119.9

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Splits and Phases: 3: Weldon Road/W Lawn Crescent & Main Street

Ø1	Ø2	Ø3	Ø4
12 s	54 s	12 s	42 s
Ø5	Ø6	Ø7	Ø8
12 s	54 s	54 s	

HCM Signalized Intersection Capacity Analysis

3: Weldon Road/W Lawn Crescent & Main Street

Future Background PM Volumes

05/30/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	1256	102	93	1045	40	114	108	95	69	62	81
Future Volume (vph)	110	1256	102	93	1045	40	114	108	95	69	62	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.93	1.00	1.00		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.93		1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1825	3614	1511	1825	3589		1809	1760		1793	1720	
Flt Permitted	0.11	1.00	1.00	0.08	1.00		0.55	1.00		0.63	1.00	
Satd. Flow (perm)	203	3614	1511	155	3589		1046	1760		1186	1720	
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)	112	1282	104	95	1066	41	116	110	97	70	63	83
RTOR Reduction (vph)	0	0	56	0	2	0	0	26	0	0	39	0
Lane Group Flow (vph)	112	1282	48	95	1105	0	116	181	0	70	107	0
Confl. Peds. (#/hr)	9		14	14		9	13		5	5		13
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%	0%	0%	1%	1%	0%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	1	6		5	2		3	8			4	
Permitted Phases	6		6	2			8			4		
Actuated Green, G (s)	56.9	49.5	49.5	56.9	49.5		49.5	49.5		37.6	37.6	
Effective Green, g (s)	56.9	49.5	49.5	56.9	49.5		49.5	49.5		37.6	37.6	
Actuated g/C Ratio	0.47	0.41	0.41	0.47	0.41		0.41	0.41		0.31	0.31	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	196	1492	623	176	1481		478	726		371	539	
v/s Ratio Prot	c0.04	c0.35		0.03	0.31		0.01	c0.10			0.06	
v/s Ratio Perm	0.24		0.03	0.22			0.09			0.06		
v/c Ratio	0.57	0.86	0.08	0.54	0.75		0.24	0.25		0.19	0.20	
Uniform Delay, d1	22.2	32.0	21.4	24.4	29.9		22.3	23.0		30.0	30.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.0	5.2	0.1	3.2	3.5		0.3	0.8		0.2	0.2	
Delay (s)	26.2	37.2	21.4	27.6	33.3		22.6	23.9		30.3	30.3	
Level of Service	C	D	C	C	C		C	C		C	C	
Approach Delay (s)		35.3			32.9			23.4			30.3	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			32.9			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			119.9			Sum of lost time (s)			18.0			
Intersection Capacity Utilization			78.9%			ICU Level of Service			D			
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

4: Palmwood Gate & Site Access

Future Background PM Volumes

05/30/2025

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	0	206	132	0
Future Volume (Veh/h)	0	0	0	206	132	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	224	143	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)				85		
pX, platoon unblocked	0.99					
vC, conflicting volume	367	143	143			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	357	143	143			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	640	910	1452			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	224	143			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1452	1700			
Volume to Capacity	0.00	0.00	0.08			
Queue Length 95th (m)	0.0	0.0	0.0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization		14.2%		ICU Level of Service		A
Analysis Period (min)		15				

APPENDIX G:

2016 TTS Data Extractions and Distribution Assumptions

AM inbound

Tue Nov 22 2022 15:57:03 GMT-0500 (Eastern Standard Time) - Run Time: 3122ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Planning district of origin - pd_orig
Column: 2006 GTA zone of destination - gta06_dest

RowG:
CoG (2708)
TbG:
TbG:
Filters:
Start time of trip - start_time in 700-1000
and
Trip purpose - trip_purp in 1
and
Planning district of origin - pd_orig Not in 30
and
2006 GTA zone of destination - gta06_dest in 2708
and
Primary travel mode of trip - mode_prime in D

Tip 2016
Table:

1
13
23
14
27
24
71
21
45
22
125
61
143
22
11

PD 1 of Toronto
PD 4 of Toronto
PD 11 of Toronto
PD 14 of Toronto
PD 18 of Toronto
Uxbridge
Whitby
Clarington
East Gwillimbury
Newmarket
Aurora
Richmond Hill
Markham
Bradford-West Gwillimbury
Kawartha Lakes

Fri Nov 11 2022 02:40:00 GMT-0500 (Eastern Standard Time) - Run Time: 2531ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Tue Nov 22 2022 14:49:37 GMT-0500 (Eastern Standard Time) - Run Time: 2871ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of origin - gta06_orig
Column: 2006 GTA zone of destination - gta06_dest

RowG:
CoG (2708)
TbG:
TbG:

Filters:
Start time of trip - start_time in 700-1000
and
Trip purpose - trip_purp in 1
and
Planning district of origin - pd_orig in 30
and
2006 GTA zone of destination - gta06_dest in 2708
and
Primary travel mode of trip - mode_prime in D

Tip 2016
Table:

1
2701
2702
2706
2708
2709
2710
2712
2715
2716
2717
2718

HAZRO	Trips	Distribution	Tip
PD 1 of Toronto	13	1%	MAIN SB
PD 4 of Toronto	23	2%	MAIN SB
PD 11 of Toronto	14	1%	MAIN SB
PD 14 of Toronto	27	2%	MAIN SB
PD 18 of Toronto	24	2%	MAIN SB
Uxbridge	71	7%	NINTH SB
Whitby	21	2%	NINTH NB
Clarington	45	4%	NINTH NB
East Gwillimbury	22	2%	MAIN SB
Newmarket	125	12%	MAIN SB
Aurora	61	6%	MAIN SB
Richmond Hill	143	14%	MAIN SB
Markham	22	2%	MAIN SB
Bradford-West Gwillimbury	11	1%	MAIN SB
Kawartha Lakes	2501	22%	MAIN SB
	2702	7%	HWY 48 SB
	2706	1%	MAIN SB
	2708	4%	MAIN SB
	2709	4%	MAIN SB
	2710	5%	MAIN SB
	2712	18%	MAIN SB
	2715	18%	MAIN SB
	2716	13%	MAIN SB
	2717	34%	MAIN SB
	2718	9%	MAIN SB
Total	1122	100%	

Row Labels

Sum of Distribution

HWY 48 SB 7%
MAIN SB 46%
MAIN SB 4%
MAIN SB 4%
MAIN SB 5%
MAIN SB 5%
MAIN SB 18%
MAIN SB 18%
MAIN SB 13%
MAIN SB 34%
MAIN SB 9%

Grand Total 100%

PM inbound

Tue Nov 22 2022 14:48:00 GMT-0500 (Eastern Standard Time) - Run Time: 2813ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Planning district of origin - pd_orig
Column: 2006 GTA zone of destination - gta06_dest

RowG:
CoG (2708)
TbG:
TbG:
Filters:
Start time of trip - start_time in 1600-1900
and
Trip purpose - trip_purp in 1
and
Planning district of origin - pd_orig Not in 30
and
2006 GTA zone of destination - gta06_dest in 2708
and
Primary travel mode of trip - mode_prime in D

Tip 2016
Table:

17
30
9
52
195
53
64
91
43
527
45
20

PD 1 of Toronto
PD 4 of Toronto
PD 11 of Toronto
PD 13 of Toronto
PD 18 of Toronto
Pickering
East Gwillimbury
Newmarket
Markham
Richmond Hill
Vaughan
Mississauga

Tue Nov 22 2022 14:51:28 GMT-0500 (Eastern Standard Time) - Run Time: 2640ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of origin - gta06_orig
Column: 2006 GTA zone of destination - gta06_dest

RowG:
CoG (2708)
TbG:
TbG:

Filters:
Start time of trip - start_time in 1600-1900
and
Trip purpose - trip_purp in 1
and
Planning district of origin - pd_orig in 30
and
2006 GTA zone of destination - gta06_dest in 2708
and
Primary travel mode of trip - mode_prime in D

Tip 2016
Table:

1
2708
2709
2710
2711
2712
2713
2714
2718

HAZRO	Trips	Distribution	Tip
PD 1 of Toronto	17	1%	NINTH NB
PD 4 of Toronto	30	2%	NINTH NB
PD 11 of Toronto	9	1%	NINTH NB
PD 13 of Toronto	52	4%	NINTH NB
PD 18 of Toronto	195	17%	NINTH NB
Pickering	53	5%	NINTH NB
East Gwillimbury	64	6%	MAIN SB
Newmarket	43	4%	MAIN SB
Aurora	91	8%	MAIN SB
Richmond Hill	43	4%	MAIN SB
Markham	527	50%	MAIN SB
Vaughan	45	4%	MAIN SB
Mississauga	20	2%	MAIN SB
	2708	12%	MAIN SB
	2710	3%	MAIN SB
	2711	15%	MAIN SB
	2712	20%	MAIN SB
	2713	24%	MAIN SB
	2714	37%	MAIN SB
	2718	4%	MAIN SB
Total	1780	100%	

Row Labels

Sum of Distribution

HWY 48 SB 3%
MAIN SB 47%
MAIN SB 7%
MAIN SB 22%
MAIN SB 15%
Grand Total 100%

AM OUTBOUND

Tue Nov 22 2022 15:02:22 GMT-0500 (Eastern Standard Time) - Run Time: 2708ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Planning district of destination - pd_dest

Column: 2006 GTA zone of origin - gta06_orig

RowG:

ColG: (2708)

TblG:

Filters:

Start time of trip - start_time in 700-1000

and

Trip purpose - trip_purpose in 1

and

Planning district of destination - pd_dest Not in 30

and

2006 GTA zone of origin - gta06_orig in 2708

and

Primary travel mode of trip - mode_prime in D

Tip: 2016

Table:

PD 1 of Toronto	1
PD 4 of Toronto	59
PD 11 of Toronto	23
PD 13 of Toronto	87
PD 16 of Toronto	105
PD 18 of Toronto	271
Ajax	27
Whitby	7
Aurora	78
Richmond Hill	148
Markham	617
Vaughan	13

Tue Nov 22 2022 15:04:01 GMT-0500 (Eastern Standard Time) - Run Time: 2778ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of destination - gta06_dest

Column: 2006 GTA zone of origin - gta06_orig

RowG:

ColG: (2708)

TblG:

Filters:

Start time of trip - start_time in 700-1000

and

Trip purpose - trip_purpose in 1

and

Planning district of destination - pd_dest in 30

and

2006 GTA zone of origin - gta06_orig in 2708

and

Primary travel mode of trip - mode_prime in D

Tip: 2016

Table:

2702	1
7	7
2708	97
2,709	116
2710	47
2712	98

HAZRD	Trips	Distribution	Tip
PD 1 of Toronto	59	4%	MAIN WB
PD 4 of Toronto	23	1%	MAIN WB
PD 11 of Toronto	87	1%	MAIN WB
PD 13 of Toronto	105	6%	MAIN WB
PD 16 of Toronto	27	2%	MAIN WB
Ajax	27	2%	NINTH SB
Whitby	7	0%	NINTH SB
Aurora	78	0%	BAKER HILL NB
Richmond Hill	148	8%	MAIN WB
Markham	617	35%	MAIN WB
Vaughan	13	1%	MAIN WB
2702	7	0%	BAKER HILL NB
2,709	116	7%	BAKER HILL NB
2710	47	3%	MAIN WB
2712	98	6%	PALMWOOD NB
Total	1064	100%	

Row Labels Sum of Distribution

BAKER HILL NB 5%

MAIN EB 3%

MAIN WB 80%

NINTH SB 2%

PALMWOOD NB 3%

SANDFORD 7%

Grand Total 100%

PM OUTBOUND

Tue Nov 22 2022 15:02:49 GMT-0500 (Eastern Standard Time) - Run Time: 2657ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Planning district of destination - pd_dest

Column: 2006 GTA zone of origin - gta06_orig

RowG:

ColG: (2708)

TblG:

Filters:

Start time of trip - start_time in 1600-1900

and

Trip purpose - trip_purpose in 1

and

Planning district of destination - pd_dest Not in 30

and

2006 GTA zone of origin - gta06_orig in 2708

and

Primary travel mode of trip - mode_prime in D

Tip: 2016

Table:

PD 11 of Toronto	1
PD 13 of Toronto	12
PD 14 of Toronto	51
PD 16 of Toronto	27
Black	24
Uxbridge	103
Pickering	42
Whitby	14
Clarington	45
Georgina	17
East Gwillimbury	11
Newmarket	4
Aurora	25
Richmond Hill	70
Markham	162
Vaughan	29
Wheatheat	14
Braford-West Gwillimbury	19
Kawatha Lakes	11
Grey	31

Tue Nov 22 2022 15:03:24 GMT-0500 (Eastern Standard Time) - Run Time: 2583ms

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of destination - gta06_dest

Column: 2006 GTA zone of origin - gta06_orig

RowG:

ColG: (2708)

TblG:

Filters:

Start time of trip - start_time in 1600-1900

and

Trip purpose - trip_purpose in 1

and

Planning district of destination - pd_dest in 30

and

2006 GTA zone of origin - gta06_orig in 2708

and

Primary travel mode of trip - mode_prime in D

Tip: 2016

Table:

2704	1
2,708	12
2709	70
2710	81
2711	96
2,712	146
2714	57
2716	13
2718	89

HAZRD	Trips	Distribution	Tip
PD 11 of Toronto	12	1%	MAIN WB
PD 13 of Toronto	51	0%	NINTH SB
PD 14 of Toronto	27	0%	NINTH SB
PD 16 of Toronto	24	0%	NINTH SB
Black	42	0%	PALMWOOD NB
Uxbridge	103	0%	PALMWOOD NB
Pickering	42	0%	NINTH SB
Whitby	14	1%	NINTH SB
Clarington	45	0%	NINTH SB
Georgina	17	1%	BAKER HILL NB
East Gwillimbury	11	1%	BAKER HILL NB
Newmarket	4	0%	BAKER HILL NB
Aurora	25	0%	BAKER HILL NB
Richmond Hill	70	0%	MAIN WB
Markham	162	0%	MAIN WB
Vaughan	29	0%	MAIN WB
Wheatheat	14	1%	MAIN WB
Bradford-West Gwillimbury	19	0%	BAKER HILL NB
Kawatha Lakes	11	0%	BAKER HILL NB
Grey	31	0%	MAIN WB
2704	12	1%	BAKER HILL NB
2,708	81	0%	MAIN WB
2710	87	0%	MAIN WB
2711	96	0%	PALMWOOD NB
2,712	146	1%	PALMWOOD NB
2714	57	0%	PALMWOOD NB
2716	13	1%	BAKER HILL NB
2718	89	0%	BAKER HILL NB
Total	1297	100%	

Row Labels Sum of Distribution

BAKER HILL NB 14%

MAIN EB 6%

MAIN WB 31%

NINTH SB 16%

PALMWOOD NB 33%

Grand Total 100%

Land Use: 252

Senior Adult Housing—Multifamily

Description

Senior adult housing—multifamily sites are independent living developments that are called various names including retirement communities, age-restricted housing, and active adult communities. The development has a specific age restriction for its residents, typically a minimum of 55 years of age for at least one resident of the household. Each housing unit shares a floor or ceiling with an adjoining dwelling unit.

Residents in these communities are typically considered active and require little to no medical supervision. The percentage of retired residents varies by development. The development may include amenities such as a swimming pool, 24-hour security, transportation, and common recreational facilities. They generally lack centralized dining and on-site health facilities.

Additional Data

The sites were surveyed in the 1990s, the 2000s, and the 2020s in Alberta (CAN), Maryland, New Hampshire, New Jersey, Oregon, and Pennsylvania.

Source Numbers

576, 703, 734, 970, 1060, 1208

Senior Adult Housing—Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 7 and 9 a.m.

Setting/Location: General Urban/Suburban

Number of Studies: 8

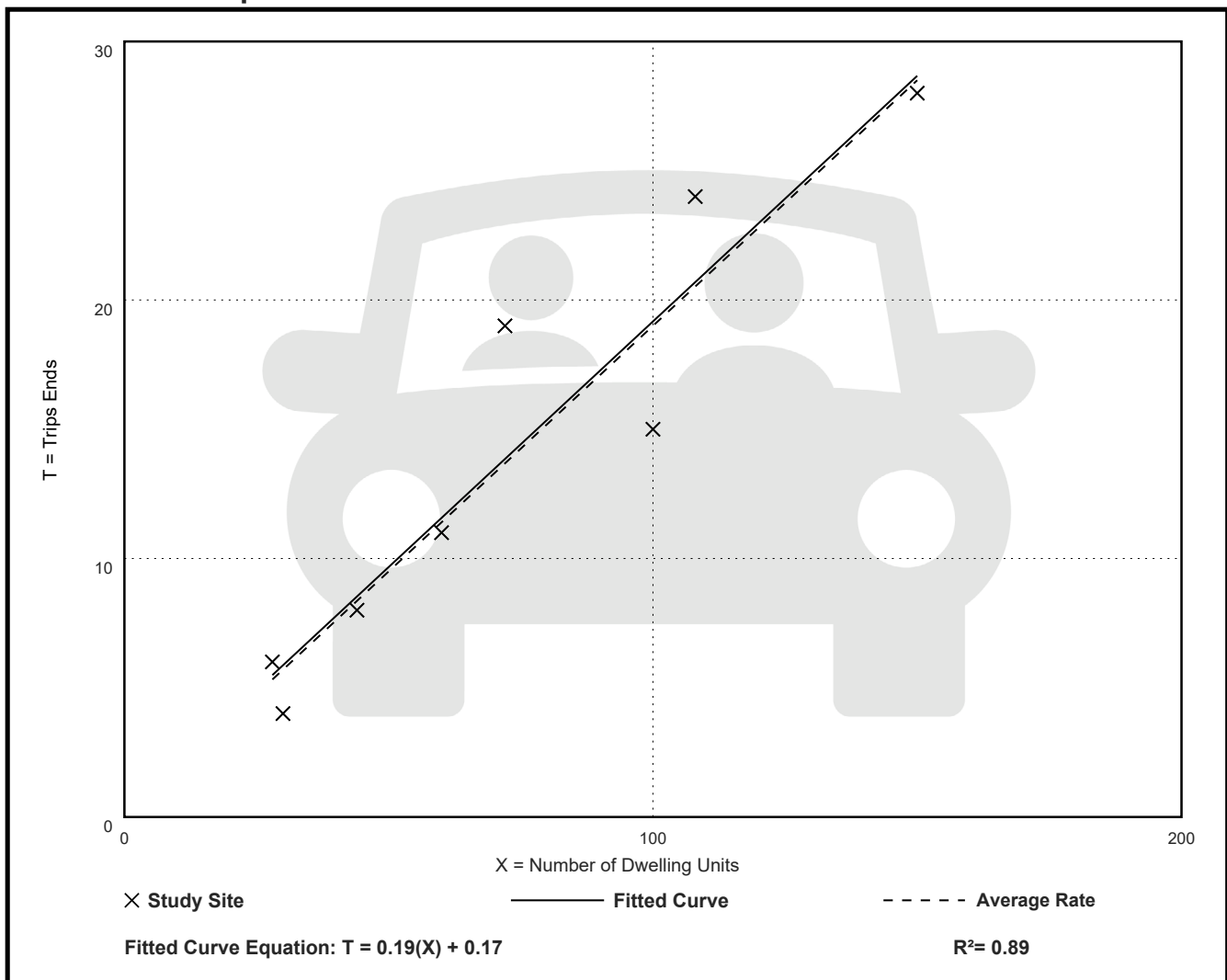
Avg. Num. of Dwelling Units: 74

Directional Distribution: 34% entering, 66% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.19	0.13 - 0.26	0.04

Data Plot and Equation



Senior Adult Housing—Multifamily (252)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,

Peak Hour of Adjacent Street Traffic,

One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 8

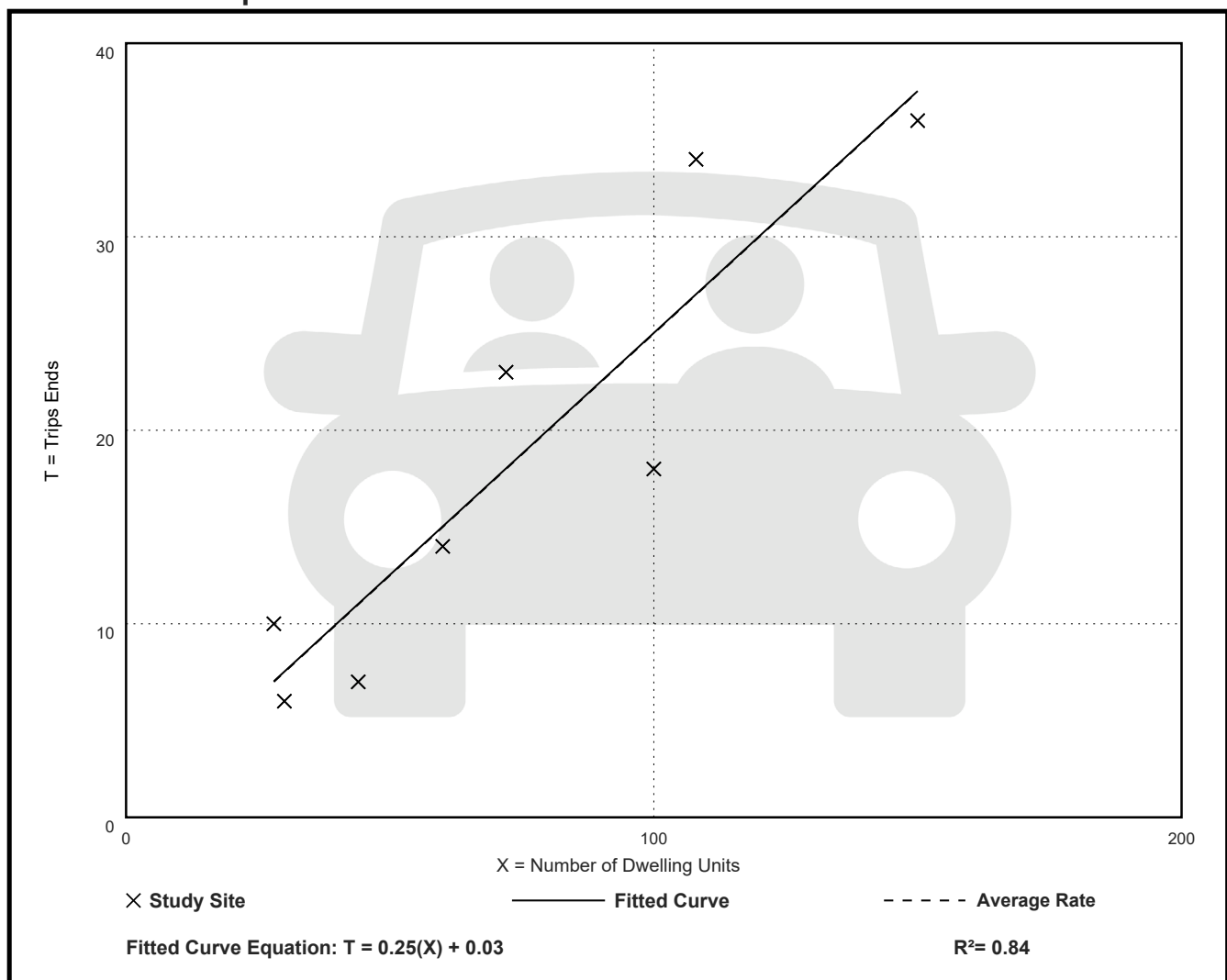
Avg. Num. of Dwelling Units: 74

Directional Distribution: 56% entering, 44% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.25	0.16 - 0.36	0.06

Data Plot and Equation



APPENDIX H:

Existing TMC Trip Distribution

	Survey Location	2025 Maria Street									
Time Period	Survey Date	16-Jan-24		18-Jan-24				20-Jan-24			
	Resident	Visitor	Total	Time	Resident	Visitor	Total	Time	Resident	Visitor	Total
8:00 PM	113		113	8:00 PM	100		100	8:00 PM	108		108
8:30 PM	113		113	8:30 PM	100		100	8:30 PM	109		109
9:00 PM	113		113	9:00 PM	102		102	9:00 PM	109		109
9:30 PM	115		115	9:30 PM	104		104	9:30 PM	110		110
10:00 PM	115		115	10:00 PM	106		106	10:00 PM	111		111
10:30 PM	116		116	10:30 PM	108		108	10:30 PM	111		111
11:00 PM	116		116	11:00 PM	109		109	11:00 PM	112		112
Peak Utilization	0.75	0.00	0.75	Peak Utilization	0.71	0.00	0.71	Peak Utilization	0.73	0.00	0.73
Notes	No on-site visitor parking but there is street parking and a paid municipal lot nearby			Notes				Notes			

APPENDIX I:

Future Total Traffic Assessment

Queues

Future Total AM Volumes

1: Sandale Road/Sandiford Drive & Main Street

03/19/2026

											
Lane Group	EBU	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	24	59	685	175	711	110	54	93	75	88	61
Future Volume (vph)	24	59	685	175	711	110	54	93	75	88	61
Lane Group Flow (vph)	0	90	970	190	894	120	59	101	82	96	66
Turn Type	Perm	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases			6	5	2		8			4	
Permitted Phases	6	6		2		8		8	4		4
Detector Phase	6	6	6	5	2	8	8	8	4	4	4
Switch Phase											
Minimum Initial (s)	31.0	31.0	31.0	7.0	31.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	38.0	38.0	38.0	12.0	38.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (s)	66.0	66.0	66.0	13.0	79.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	55.0%	55.0%	55.0%	10.8%	65.8%	34.2%	34.2%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	2.0	3.0	4.5	4.5	4.5	4.5	4.5	4.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	7.0	5.0	7.0	8.0	8.0	8.0	8.0	8.0	8.0
Lead/Lag	Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes							
Recall Mode	Max	Max	Max	None	Max	Max	Max	Max	None	None	None
v/c Ratio		0.31	0.58	0.59	0.43	0.35	0.11	0.20	0.22	0.18	0.14
Control Delay		22.2	22.2	17.9	13.3	38.4	33.4	7.4	35.5	34.4	5.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		22.2	22.2	17.9	13.3	38.4	33.4	7.4	35.5	34.4	5.4
Queue Length 50th (m)		12.4	79.0	18.0	54.5	22.7	10.4	0.0	14.9	17.3	0.0
Queue Length 95th (m)		25.2	98.8	28.4	68.3	40.0	20.9	12.9	28.4	31.1	7.6
Internal Link Dist (m)			1629.1		390.8		261.2			146.8	
Turn Bay Length (m)		55.0		40.0		65.0		65.0	15.0		40.0
Base Capacity (vph)		286	1673	321	2069	344	528	513	373	528	463
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.31	0.58	0.59	0.43	0.35	0.11	0.20	0.22	0.18	0.14

Intersection Summary

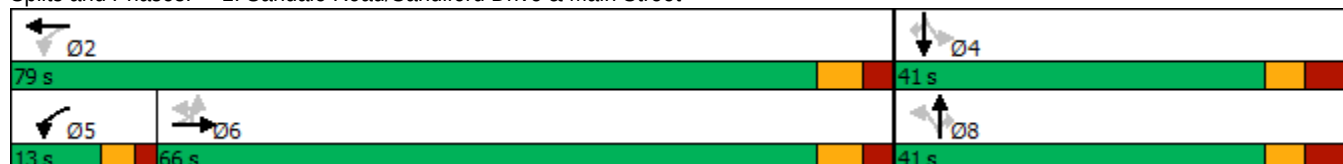
Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 90

Control Type: Semi Act-Uncoord

Splits and Phases: 1: Sandale Road/Sandiford Drive & Main Street

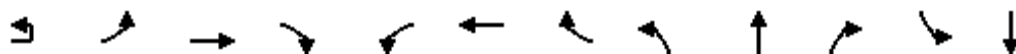


HCM Signalized Intersection Capacity Analysis

1: Sandale Road/Sandiford Drive & Main Street

Future Total AM Volumes

03/19/2026



Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations		↩	↩		↩	↩		↩	↩	↩	↩	↩
Traffic Volume (vph)	24	59	685	207	175	711	111	110	54	93	75	88
Future Volume (vph)	24	59	685	207	175	711	111	110	54	93	75	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0		5.0	7.0		8.0	8.0	8.0	8.0	8.0
Lane Util. Factor		1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00	0.99		1.00	0.99		1.00	1.00	0.98	1.00	1.00
Flpb, ped/bikes		0.99	1.00		1.00	1.00		0.94	1.00	1.00	0.99	1.00
Frt		1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1740	3356		1805	3431		1712	1921	1601	1794	1921
Flt Permitted		0.32	1.00		0.19	1.00		0.69	1.00	1.00	0.72	1.00
Satd. Flow (perm)		583	3356		367	3431		1252	1921	1601	1357	1921
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	64	745	225	190	773	121	120	59	101	82	96
RTOR Reduction (vph)	0	0	23	0	0	10	0	0	0	73	0	0
Lane Group Flow (vph)	0	90	947	0	190	884	0	120	59	28	82	96
Confl. Peds. (#/hr)		13		21	21		13	63		7	7	
Heavy Vehicles (%)	2%	5%	4%	2%	1%	4%	1%	0%	0%	0%	1%	0%
Turn Type	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA
Protected Phases			6		5	2			8			4
Permitted Phases	6	6			2			8		8	4	
Actuated Green, G (s)		59.0	59.0		72.0	72.0		33.0	33.0	33.0	33.0	33.0
Effective Green, g (s)		59.0	59.0		72.0	72.0		33.0	33.0	33.0	33.0	33.0
Actuated g/C Ratio		0.49	0.49		0.60	0.60		0.28	0.28	0.28	0.28	0.28
Clearance Time (s)		7.0	7.0		5.0	7.0		8.0	8.0	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	3.0
Lane Grp Cap (vph)		286	1650		316	2058		344	528	440	373	528
v/s Ratio Prot			0.28		c0.04	0.26			0.03			0.05
v/s Ratio Perm		0.15			c0.32			c0.10		0.02	0.06	
v/c Ratio		0.31	0.57		0.60	0.43		0.35	0.11	0.06	0.22	0.18
Uniform Delay, d1		18.3	21.6		13.8	12.9		34.9	32.5	32.1	33.6	33.2
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		2.9	1.5		3.2	0.7		2.8	0.4	0.3	0.3	0.2
Delay (s)		21.2	23.1		17.0	13.6		37.7	33.0	32.4	33.9	33.4
Level of Service		C	C		B	B		D	C	C	C	C
Approach Delay (s)			22.9			14.2			34.8			33.2
Approach LOS			C			B			C			C
Intersection Summary												
HCM 2000 Control Delay			21.5									C
HCM 2000 Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			120.0									
Intersection Capacity Utilization			109.4%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: Sandale Road/Sandiford Drive & Main Street

Future Total AM Volumes

03/19/2026

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	61
Future Volume (vph)	61
Ideal Flow (vphpl)	1900
Total Lost time (s)	8.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.92
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1471
Flt Permitted	1.00
Satd. Flow (perm)	1471
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	66
RTOR Reduction (vph)	48
Lane Group Flow (vph)	18
Confl. Peds. (#/hr)	63
Heavy Vehicles (%)	2%
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Actuated Green, G (s)	33.0
Effective Green, g (s)	33.0
Actuated g/C Ratio	0.28
Clearance Time (s)	8.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	404
v/s Ratio Prot	
v/s Ratio Perm	0.01
v/c Ratio	0.04
Uniform Delay, d1	31.9
Progression Factor	1.00
Incremental Delay, d2	0.0
Delay (s)	32.0
Level of Service	C
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Queues

Future Total AM Volumes

2: Mostar Street/Palmwood Gate & Main Street

03/19/2026

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	40	695	136	190	891	105	36	15	51
Future Volume (vph)	40	695	136	190	891	105	36	15	51
Lane Group Flow (vph)	45	790	155	216	1032	119	130	17	119
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		6		5	2		8		4
Permitted Phases	6		6	2		8		4	
Detector Phase	6	6	6	5	2	8	8	4	4
Switch Phase									
Minimum Initial (s)	40.0	40.0	40.0	7.0	40.0	10.0	10.0	10.0	10.0
Minimum Split (s)	47.5	47.5	47.5	11.5	47.5	41.5	41.5	41.5	41.5
Total Split (s)	65.0	65.0	65.0	12.0	77.0	43.0	43.0	43.0	43.0
Total Split (%)	54.2%	54.2%	54.2%	10.0%	64.2%	35.8%	35.8%	35.8%	35.8%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0	3.5	3.5	3.5	3.5
All-Red Time (s)	3.5	3.5	3.5	1.0	3.5	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	4.0	7.5	7.5	7.5	7.5	7.5
Lead/Lag	Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	Max	Max	Max	None	None
v/c Ratio	0.20	0.47	0.19	0.56	0.50	0.32	0.23	0.04	0.23
Control Delay	20.9	22.2	3.6	16.5	16.0	35.8	12.8	30.7	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.9	22.2	3.6	16.5	16.0	35.8	12.8	30.7	21.0
Queue Length 50th (m)	5.9	64.0	0.7	21.3	71.8	21.8	7.0	2.9	12.9
Queue Length 95th (m)	13.6	78.1	10.9	32.0	85.3	37.3	20.6	8.3	26.7
Internal Link Dist (m)		390.8			413.7		335.1		61.1
Turn Bay Length (m)	37.0		45.0	35.0		40.0		35.0	
Base Capacity (vph)	230	1681	817	388	2047	375	562	381	522
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.47	0.19	0.56	0.50	0.32	0.23	0.04	0.23

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 105

Control Type: Semi Act-Uncoord

Splits and Phases: 2: Mostar Street/Palmwood Gate & Main Street



HCM Signalized Intersection Capacity Analysis

2: Mostar Street/Palmwood Gate & Main Street

Future Total AM Volumes

03/19/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	695	136	190	891	17	105	36	78	15	51	54
Future Volume (vph)	40	695	136	190	891	17	105	36	78	15	51	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5	7.5	4.0	7.5		7.5	7.5		7.5	7.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.90		1.00	0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1719	3510	1545	1788	3534		1769	1692		1817	1659	
Flt Permitted	0.27	1.00	1.00	0.27	1.00		0.68	1.00		0.67	1.00	
Satd. Flow (perm)	482	3510	1545	499	3534		1267	1692		1289	1659	
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	45	790	155	216	1012	19	119	41	89	17	58	61
RTOR Reduction (vph)	0	0	78	0	1	0	0	63	0	0	32	0
Lane Group Flow (vph)	45	790	77	216	1031	0	119	67	0	17	87	0
Confl. Peds. (#/hr)	4		8	8		4	2		5	5		2
Heavy Vehicles (%)	6%	4%	2%	2%	3%	0%	3%	0%	1%	0%	2%	10%
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			8			4	
Permitted Phases	6		6	2			8			4		
Actuated Green, G (s)	57.5	57.5	57.5	69.5	69.5		35.5	35.5		35.5	35.5	
Effective Green, g (s)	57.5	57.5	57.5	69.5	69.5		35.5	35.5		35.5	35.5	
Actuated g/C Ratio	0.48	0.48	0.48	0.58	0.58		0.30	0.30		0.30	0.30	
Clearance Time (s)	7.5	7.5	7.5	4.0	7.5		7.5	7.5		7.5	7.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	230	1681	740	374	2046		374	500		381	490	
v/s Ratio Prot		0.23		c0.04	0.29			0.04			0.05	
v/s Ratio Perm	0.09		0.05	c0.30			c0.09			0.01		
v/c Ratio	0.20	0.47	0.10	0.58	0.50		0.32	0.13		0.04	0.18	
Uniform Delay, d1	18.0	21.0	17.1	13.5	15.0		32.8	31.0		30.1	31.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.2	0.1	2.2	0.9		2.2	0.6		0.0	0.2	
Delay (s)	18.4	21.2	17.2	15.7	15.9		35.1	31.5		30.2	31.6	
Level of Service	B	C	B	B	B		D	C		C	C	
Approach Delay (s)		20.5			15.9			33.2			31.4	
Approach LOS		C			B			C			C	
Intersection Summary												
HCM 2000 Control Delay			20.0			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				19.0		
Intersection Capacity Utilization			113.8%			ICU Level of Service				H		
Analysis Period (min)			15									

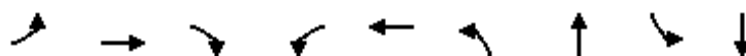
c Critical Lane Group

Queues

Future Total AM Volumes

3: Weldon Road/W Lawn Crescent & Main Street

03/19/2026



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	48	712	89	168	962	73	76	38	153
Future Volume (vph)	48	712	89	168	962	73	76	38	153
Lane Group Flow (vph)	57	848	106	200	1183	87	195	45	257
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6		5	2	3	8		4
Permitted Phases	6		6	2		8		4	
Detector Phase	1	6	6	5	2	3	8	4	4
Switch Phase									
Minimum Initial (s)	7.0	30.0	30.0	7.0	30.0	7.0	10.0	10.0	10.0
Minimum Split (s)	11.5	34.5	34.5	11.5	34.5	11.5	22.5	22.5	22.5
Total Split (s)	12.0	54.0	54.0	12.0	54.0	12.0	54.0	42.0	42.0
Total Split (%)	10.0%	45.0%	45.0%	10.0%	45.0%	10.0%	45.0%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	Max	None	Max	None	None
v/c Ratio	0.35	0.60	0.16	0.75	0.79	0.23	0.25	0.11	0.42
Control Delay	21.2	29.8	6.1	37.6	34.6	23.2	16.5	30.6	32.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.2	29.8	6.1	37.6	34.6	23.2	16.5	30.6	32.0
Queue Length 50th (m)	6.5	79.8	1.5	24.9	126.7	12.5	19.9	7.6	45.0
Queue Length 95th (m)	12.4	90.6	10.3	#38.9	138.6	21.4	32.9	15.4	63.5
Internal Link Dist (m)		413.7			784.4		271.2		166.6
Turn Bay Length (m)	30.0		30.0	30.0		40.0		15.0	
Base Capacity (vph)	164	1495	674	265	1500	382	768	402	611
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.57	0.16	0.75	0.79	0.23	0.25	0.11	0.42

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 117.5

Natural Cycle: 80

Control Type: Semi Act-Uncoord

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 3: Weldon Road/W Lawn Crescent & Main Street

Ø1	Ø2	Ø3	Ø4
12 s	54 s	12 s	42 s
Ø5	Ø6	Ø7	Ø8
12 s	54 s	54 s	

HCM Signalized Intersection Capacity Analysis

3: Weldon Road/W Lawn Crescent & Main Street

Future Total AM Volumes

03/19/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	712	89	168	962	32	73	76	88	38	153	63
Future Volume (vph)	48	712	89	168	962	32	73	76	88	38	153	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.95	1.00	1.00		1.00	0.99		1.00	0.97	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.92		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1659	3544	1470	1807	3553		1731	1739		1761	1755	
Flt Permitted	0.09	1.00	1.00	0.19	1.00		0.42	1.00		0.64	1.00	
Satd. Flow (perm)	149	3544	1470	368	3553		771	1739		1177	1755	
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	57	848	106	200	1145	38	87	90	105	45	182	75
RTOR Reduction (vph)	0	0	57	0	2	0	0	35	0	0	12	0
Lane Group Flow (vph)	57	848	49	200	1181	0	87	160	0	45	245	0
Confl. Peds. (#/hr)	13		8	8		13	39		4	4		39
Heavy Vehicles (%)	10%	3%	6%	1%	2%	3%	4%	1%	0%	3%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	1	6		5	2		3	8			4	
Permitted Phases	6		6	2			8			4		
Actuated Green, G (s)	53.7	47.9	47.9	57.1	49.6		50.6	50.6		40.2	40.2	
Effective Green, g (s)	53.7	47.9	47.9	57.1	49.6		50.6	50.6		40.2	40.2	
Actuated g/C Ratio	0.45	0.40	0.40	0.48	0.42		0.42	0.42		0.34	0.34	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	140	1420	589	266	1474		373	736		395	590	
v/s Ratio Prot	0.02	0.24		c0.05	c0.33		0.01	c0.09			c0.14	
v/s Ratio Perm	0.16		0.03	0.31			0.09			0.04		
v/c Ratio	0.41	0.60	0.08	0.75	0.80		0.23	0.22		0.11	0.42	
Uniform Delay, d1	23.3	28.2	22.2	21.5	30.6		21.7	21.9		27.4	30.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.9	0.7	0.1	11.4	4.7		0.3	0.7		0.1	0.5	
Delay (s)	25.3	28.9	22.3	32.9	35.3		22.0	22.6		27.5	31.1	
Level of Service	C	C	C	C	D		C	C		C	C	
Approach Delay (s)		28.0			35.0			22.4			30.5	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			31.0			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			119.5			Sum of lost time (s)				18.0		
Intersection Capacity Utilization			72.6%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

4: Palmwood Gate & Site Access

Future Total AM Volumes
03/19/2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	4	15	78	94	2
Future Volume (Veh/h)	0	4	15	78	94	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	4	16	85	102	2
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				85		
pX, platoon unblocked						
vC, conflicting volume	220	103	104			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	220	103	104			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	99			
cM capacity (veh/h)	764	957	1500			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	4	101	104			
Volume Left	0	16	0			
Volume Right	4	0	2			
cSH	957	1500	1700			
Volume to Capacity	0.00	0.01	0.06			
Queue Length 95th (m)	0.1	0.2	0.0			
Control Delay (s)	8.8	1.2	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.8	1.2	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization		21.6%		ICU Level of Service		A
Analysis Period (min)			15			

Queues

Future Total PM Volumes

1: Sandale Road/Sandiford Drive & Main Street

03/19/2026



Lane Group	EBU	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											
Traffic Volume (vph)	29	151	1211	110	893	211	104	137	118	69	113
Future Volume (vph)	29	151	1211	110	893	211	104	137	118	69	113
Lane Group Flow (vph)	0	194	1454	118	1041	227	112	147	127	74	122
Turn Type	Perm	Perm	NA	pm+pt	NA	Perm	NA	Perm	Perm	NA	Perm
Protected Phases			6	5	2		8			4	
Permitted Phases	6	6		2		8		8	4		4
Detector Phase	6	6	6	5	2	8	8	8	4	4	4
Switch Phase											
Minimum Initial (s)	31.0	31.0	31.0	7.0	31.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	38.0	38.0	38.0	12.0	38.0	40.0	40.0	40.0	40.0	40.0	40.0
Total Split (s)	66.0	66.0	66.0	13.0	79.0	41.0	41.0	41.0	41.0	41.0	41.0
Total Split (%)	55.0%	55.0%	55.0%	10.8%	65.8%	34.2%	34.2%	34.2%	34.2%	34.2%	34.2%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	2.0	3.0	4.5	4.5	4.5	4.5	4.5	4.5
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		7.0	7.0	5.0	7.0	8.0	8.0	8.0	8.0	8.0	8.0
Lead/Lag	Lag	Lag	Lag	Lead							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes							
Recall Mode	Max	Max	Max	None	Max	Max	Max	Max	None	None	None
v/c Ratio		0.77	0.83	0.64	0.49	0.63	0.21	0.27	0.36	0.14	0.24
Control Delay		47.6	31.0	33.9	14.3	47.2	34.8	6.6	38.4	33.8	10.7
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		47.6	31.0	33.9	14.3	47.2	34.8	6.6	38.4	33.8	10.7
Queue Length 50th (m)		36.3	149.3	10.7	67.8	47.0	20.3	0.0	24.1	13.2	3.8
Queue Length 95th (m)		#79.0	180.4	#32.7	83.4	74.5	35.3	15.0	41.9	25.3	18.3
Internal Link Dist (m)			1629.1		390.8		261.2			146.8	
Turn Bay Length (m)		55.0		40.0		65.0		65.0	15.0		40.0
Base Capacity (vph)		252	1752	187	2139	360	528	543	357	528	502
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.77	0.83	0.63	0.49	0.63	0.21	0.27	0.36	0.14	0.24

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

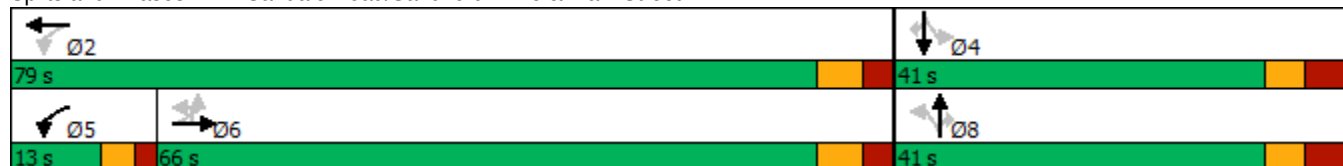
Natural Cycle: 90

Control Type: Semi Act-Uncoord

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Sandale Road/Sandiford Drive & Main Street



HCM Signalized Intersection Capacity Analysis

1: Sandale Road/Sandiford Drive & Main Street

Future Total PM Volumes

03/19/2026

												
Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	29	151	1211	141	110	893	75	211	104	137	118	69
Future Volume (vph)	29	151	1211	141	110	893	75	211	104	137	118	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0		5.0	7.0		8.0	8.0	8.0	8.0	8.0
Lane Util. Factor		1.00	0.95		1.00	0.95		1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes		1.00	0.99		1.00	1.00		1.00	1.00	0.97	1.00	1.00
Flpb, ped/bikes		0.99	1.00		1.00	1.00		0.97	1.00	1.00	0.99	1.00
Frt		1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00
Flt Protected		0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)		1802	3537		1825	3558		1757	1921	1590	1802	1921
Flt Permitted		0.27	1.00		0.06	1.00		0.71	1.00	1.00	0.68	1.00
Satd. Flow (perm)		511	3537		120	3558		1311	1921	1590	1299	1921
Peak-hour factor, PHF	0.92	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	32	162	1302	152	118	960	81	227	112	147	127	74
RTOR Reduction (vph)	0	0	8	0	0	5	0	0	0	107	0	0
Lane Group Flow (vph)	0	194	1446	0	118	1036	0	227	112	40	127	74
Confl. Peds. (#/hr)		21		18	18		21	27		13	13	
Heavy Vehicles (%)	2%	0%	1%	1%	0%	1%	0%	1%	0%	0%	0%	0%
Turn Type	Perm	Perm	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA
Protected Phases			6		5	2			8			4
Permitted Phases	6	6			2			8		8	4	
Actuated Green, G (s)		59.2	59.2		72.0	72.0		33.0	33.0	33.0	33.0	33.0
Effective Green, g (s)		59.2	59.2		72.0	72.0		33.0	33.0	33.0	33.0	33.0
Actuated g/C Ratio		0.49	0.49		0.60	0.60		0.28	0.28	0.28	0.28	0.28
Clearance Time (s)		7.0	7.0		5.0	7.0		8.0	8.0	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	3.0
Lane Grp Cap (vph)		252	1744		182	2134		360	528	437	357	528
v/s Ratio Prot			c0.41		c0.04	0.29			0.06			0.04
v/s Ratio Perm		0.38			0.35			c0.17		0.03	0.10	
v/c Ratio		0.77	0.83		0.65	0.49		0.63	0.21	0.09	0.36	0.14
Uniform Delay, d1		24.8	26.1		21.7	13.5		38.2	33.5	32.4	35.0	32.8
Progression Factor		1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		20.0	4.7		7.7	0.8		8.1	0.9	0.4	0.6	0.1
Delay (s)		44.9	30.8		29.4	14.3		46.3	34.4	32.8	35.6	32.9
Level of Service		D	C		C	B		D	C	C	D	C
Approach Delay (s)			32.4			15.9			39.5			33.9
Approach LOS			C			B			D			C
Intersection Summary												
HCM 2000 Control Delay			28.2									
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			120.0									
Intersection Capacity Utilization			109.4%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

1: Sandale Road/Sandiford Drive & Main Street

Future Total PM Volumes

03/19/2026

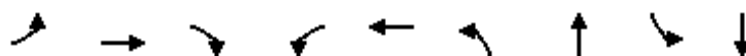
Movement	SBR
Lane Configurations	
Traffic Volume (vph)	113
Future Volume (vph)	113
Ideal Flow (vphpl)	1900
Total Lost time (s)	8.0
Lane Util. Factor	1.00
Frpb, ped/bikes	0.96
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1565
Flt Permitted	1.00
Satd. Flow (perm)	1565
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	122
RTOR Reduction (vph)	73
Lane Group Flow (vph)	50
Confl. Peds. (#/hr)	27
Heavy Vehicles (%)	0%
Turn Type	Perm
Protected Phases	
Permitted Phases	4
Actuated Green, G (s)	33.0
Effective Green, g (s)	33.0
Actuated g/C Ratio	0.28
Clearance Time (s)	8.0
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	430
v/s Ratio Prot	
v/s Ratio Perm	0.03
v/c Ratio	0.12
Uniform Delay, d1	32.6
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	32.7
Level of Service	C
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Queues

Future Total PM Volumes

2: Mostar Street/Palmwood Gate & Main Street

03/19/2026



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	81	1252	171	237	960	219	111	38	78
Future Volume (vph)	81	1252	171	237	960	219	111	38	78
Lane Group Flow (vph)	86	1332	182	252	1071	233	248	40	128
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		6		5	2		8		4
Permitted Phases	6		6	2		8		4	
Detector Phase	6	6	6	5	2	8	8	4	4
Switch Phase									
Minimum Initial (s)	40.0	40.0	40.0	7.0	40.0	10.0	10.0	10.0	10.0
Minimum Split (s)	47.5	47.5	47.5	11.5	47.5	41.5	41.5	41.5	41.5
Total Split (s)	65.0	65.0	65.0	12.0	77.0	43.0	43.0	43.0	43.0
Total Split (%)	54.2%	54.2%	54.2%	10.0%	64.2%	35.8%	35.8%	35.8%	35.8%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0	3.5	3.5	3.5	3.5
All-Red Time (s)	3.5	3.5	3.5	1.0	3.5	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	4.0	7.5	7.5	7.5	7.5	7.5
Lead/Lag	Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	Max	Max	Max	None	None
v/c Ratio	0.37	0.77	0.23	1.21	0.52	0.61	0.45	0.14	0.23
Control Delay	25.8	29.5	8.6	154.8	16.1	44.2	30.6	32.8	27.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.8	29.5	8.6	154.8	16.1	44.2	30.6	32.8	27.3
Queue Length 50th (m)	12.5	132.3	9.8	~50.6	75.1	47.1	38.1	6.9	18.5
Queue Length 95th (m)	26.8	160.0	23.1	#102.4	92.0	74.6	62.4	15.9	34.1
Internal Link Dist (m)		390.8			413.7		335.1		61.1
Turn Bay Length (m)	37.0		45.0	35.0		40.0		35.0	
Base Capacity (vph)	230	1731	804	208	2076	383	547	282	554
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.77	0.23	1.21	0.52	0.61	0.45	0.14	0.23

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 105

Control Type: Semi Act-Uncoord

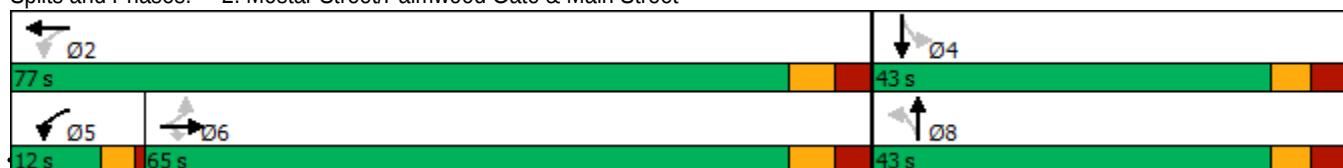
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Mostar Street/Palmwood Gate & Main Street



5688 Main Street 09/27/2024 NT-23-239

Nextrans Consulting Engineers

Synchro 10 Light Report

Page 4

HCM Signalized Intersection Capacity Analysis

2: Mostar Street/Palmwood Gate & Main Street

Future Total PM Volumes

03/19/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	1252	171	237	960	47	219	111	122	38	78	42
Future Volume (vph)	81	1252	171	237	960	47	219	111	122	38	78	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5	7.5	4.0	7.5		7.5	7.5		7.5	7.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00		1.00	0.98		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.92		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1820	3614	1566	1825	3580		1825	1741		1801	1820	
Flt Permitted	0.25	1.00	1.00	0.08	1.00		0.67	1.00		0.50	1.00	
Satd. Flow (perm)	480	3614	1566	161	3580		1297	1741		953	1820	
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)	86	1332	182	252	1021	50	233	118	130	40	83	45
RTOR Reduction (vph)	0	0	54	0	3	0	0	33	0	0	16	0
Lane Group Flow (vph)	86	1332	128	252	1068	0	233	215	0	40	112	0
Confl. Peds. (#/hr)	7		11	11		7			19	19		
Heavy Vehicles (%)	0%	1%	0%	0%	1%	3%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			8			4	
Permitted Phases	6		6	2			8			4		
Actuated Green, G (s)	57.5	57.5	57.5	69.5	69.5		35.5	35.5		35.5	35.5	
Effective Green, g (s)	57.5	57.5	57.5	69.5	69.5		35.5	35.5		35.5	35.5	
Actuated g/C Ratio	0.48	0.48	0.48	0.58	0.58		0.30	0.30		0.30	0.30	
Clearance Time (s)	7.5	7.5	7.5	4.0	7.5		7.5	7.5		7.5	7.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	230	1731	750	204	2073		383	515		281	538	
v/s Ratio Prot		0.37		c0.08	0.30			0.12			0.06	
v/s Ratio Perm	0.18		0.08	c0.63			c0.18			0.04		
v/c Ratio	0.37	0.77	0.17	1.24	0.52		0.61	0.42		0.14	0.21	
Uniform Delay, d1	19.8	25.8	17.7	28.8	15.1		36.3	33.9		31.1	31.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.0	2.1	0.1	140.7	0.9		7.0	2.5		0.2	0.2	
Delay (s)	20.9	27.9	17.8	169.5	16.1		43.3	36.4		31.3	31.9	
Level of Service	C	C	B	F	B		D	D		C	C	
Approach Delay (s)		26.4			45.3			39.8			31.7	
Approach LOS		C			D			D			C	
Intersection Summary												
HCM 2000 Control Delay			35.4			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			1.05									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				19.0		
Intersection Capacity Utilization			117.0%			ICU Level of Service				H		
Analysis Period (min)			15									

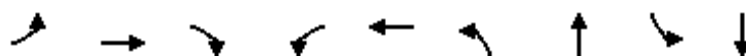
c Critical Lane Group

Queues

Future Total PM Volumes

3: Weldon Road/W Lawn Crescent & Main Street

03/19/2026



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	110	1263	102	93	1054	114	108	69	62
Future Volume (vph)	110	1263	102	93	1054	114	108	69	62
Lane Group Flow (vph)	112	1289	104	95	1117	116	207	70	146
Turn Type	pm+pt	NA	Perm	pm+pt	NA	pm+pt	NA	Perm	NA
Protected Phases	1	6		5	2	3	8		4
Permitted Phases	6		6	2		8		4	
Detector Phase	1	6	6	5	2	3	8	4	4
Switch Phase									
Minimum Initial (s)	7.0	30.0	30.0	7.0	30.0	7.0	10.0	10.0	10.0
Minimum Split (s)	11.5	34.5	34.5	11.5	34.5	11.5	22.5	22.5	22.5
Total Split (s)	12.0	54.0	54.0	12.0	54.0	12.0	54.0	42.0	42.0
Total Split (%)	10.0%	45.0%	45.0%	10.0%	45.0%	10.0%	45.0%	35.0%	35.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lead		Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Recall Mode	None	None	None	None	Max	None	Max	None	None
v/c Ratio	0.58	0.86	0.15	0.54	0.75	0.24	0.27	0.19	0.25
Control Delay	28.5	39.5	5.8	28.7	33.9	23.6	19.2	31.9	19.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.5	39.5	5.8	28.7	33.9	23.6	19.2	31.9	19.8
Queue Length 50th (m)	13.2	143.5	1.2	11.1	115.7	16.9	24.4	12.0	15.2
Queue Length 95th (m)	23.7	173.7	11.7	22.9	141.5	29.3	41.8	23.8	31.4
Internal Link Dist (m)		413.7			784.4		271.2		166.6
Turn Bay Length (m)	30.0		30.0	30.0		40.0		15.0	
Base Capacity (vph)	194	1491	679	178	1482	477	753	371	578
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.86	0.15	0.53	0.75	0.24	0.27	0.19	0.25

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 119.9

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Splits and Phases: 3: Weldon Road/W Lawn Crescent & Main Street

Ø1	Ø2	Ø3	Ø4
12 s	54 s	12 s	42 s
Ø5	Ø6	Ø7	Ø8
12 s	54 s	54 s	

HCM Signalized Intersection Capacity Analysis

3: Weldon Road/W Lawn Crescent & Main Street

Future Total PM Volumes

03/19/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	1263	102	93	1054	40	114	108	95	69	62	81
Future Volume (vph)	110	1263	102	93	1054	40	114	108	95	69	62	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.93	1.00	1.00		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		0.99	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.93		1.00	0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1825	3614	1511	1825	3589		1809	1760		1793	1720	
Flt Permitted	0.10	1.00	1.00	0.08	1.00		0.55	1.00		0.63	1.00	
Satd. Flow (perm)	197	3614	1511	155	3589		1046	1760		1186	1720	
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)	112	1289	104	95	1076	41	116	110	97	70	63	83
RTOR Reduction (vph)	0	0	56	0	2	0	0	26	0	0	39	0
Lane Group Flow (vph)	112	1289	48	95	1115	0	116	181	0	70	107	0
Confl. Peds. (#/hr)	9		14	14		9	13		5	5		13
Heavy Vehicles (%)	0%	1%	1%	0%	1%	0%	0%	0%	1%	1%	0%	0%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA		Perm	NA	
Protected Phases	1	6		5	2		3	8			4	
Permitted Phases	6		6	2			8			4		
Actuated Green, G (s)	56.9	49.5	49.5	56.9	49.5		49.5	49.5		37.6	37.6	
Effective Green, g (s)	56.9	49.5	49.5	56.9	49.5		49.5	49.5		37.6	37.6	
Actuated g/C Ratio	0.47	0.41	0.41	0.47	0.41		0.41	0.41		0.31	0.31	
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	193	1492	623	176	1481		478	726		371	539	
v/s Ratio Prot	c0.04	c0.36		0.03	0.31		0.01	c0.10			0.06	
v/s Ratio Perm	0.24		0.03	0.22			0.09			0.06		
v/c Ratio	0.58	0.86	0.08	0.54	0.75		0.24	0.25		0.19	0.20	
Uniform Delay, d1	22.4	32.1	21.4	24.5	30.0		22.3	23.0		30.0	30.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.4	5.5	0.1	3.2	3.6		0.3	0.8		0.2	0.2	
Delay (s)	26.8	37.6	21.4	27.7	33.6		22.6	23.9		30.3	30.3	
Level of Service	C	D	C	C	C		C	C		C	C	
Approach Delay (s)		35.7			33.1			23.4			30.3	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			33.1			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			119.9			Sum of lost time (s)				18.0		
Intersection Capacity Utilization			79.1%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

4: Palmwood Gate & Site Access

Future Total PM Volumes

03/19/2026

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	9	33	206	132	5
Future Volume (Veh/h)	4	9	33	206	132	5
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	10	36	224	143	5
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)				85		
pX, platoon unblocked	0.98					
vC, conflicting volume	442	146	148			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	423	146	148			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	98			
cM capacity (veh/h)	567	907	1446			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	14	260	148			
Volume Left	4	36	0			
Volume Right	10	0	5			
cSH	774	1446	1700			
Volume to Capacity	0.02	0.02	0.09			
Queue Length 95th (m)	0.4	0.6	0.0			
Control Delay (s)	9.7	1.2	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.7	1.2	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		1.1				
Intersection Capacity Utilization		33.2%		ICU Level of Service		A
Analysis Period (min)		15				

APPENDIX J:

Future Total Optimized Traffic Assessment & Signal Timings

Queues

Future Total PM Optimized

2: Mostar Street/Palmwood Gate & Main Street

03/19/2026

									
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	81	1252	171	237	960	219	111	38	78
Future Volume (vph)	81	1252	171	237	960	219	111	38	78
Lane Group Flow (vph)	86	1332	182	252	1071	233	248	40	128
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	NA	Perm	NA
Protected Phases		6		5	2		8		4
Permitted Phases	6		6	2		8		4	
Detector Phase	6	6	6	5	2	8	8	4	4
Switch Phase									
Minimum Initial (s)	40.0	40.0	40.0	7.0	40.0	10.0	10.0	10.0	10.0
Minimum Split (s)	47.5	47.5	47.5	11.5	47.5	41.5	41.5	41.5	41.5
Total Split (s)	58.0	58.0	58.0	20.5	78.5	41.5	41.5	41.5	41.5
Total Split (%)	48.3%	48.3%	48.3%	17.1%	65.4%	34.6%	34.6%	34.6%	34.6%
Yellow Time (s)	4.0	4.0	4.0	3.0	4.0	3.5	3.5	3.5	3.5
All-Red Time (s)	3.5	3.5	3.5	1.0	3.5	4.0	4.0	4.0	4.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.5	7.5	7.5	4.0	7.5	7.5	7.5	7.5	7.5
Lead/Lag	Lag	Lag	Lag	Lead					
Lead-Lag Optimize?	Yes	Yes	Yes	Yes					
Recall Mode	None	None	None	None	Max	Max	Max	None	None
v/c Ratio	0.39	0.85	0.25	0.86	0.50	0.63	0.47	0.15	0.24
Control Delay	30.5	37.1	11.7	56.3	15.2	46.7	32.1	34.2	28.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	30.5	37.1	11.7	56.3	15.2	46.7	32.1	34.2	28.4
Queue Length 50th (m)	13.9	148.8	12.7	40.8	72.5	48.0	39.1	7.1	18.8
Queue Length 95th (m)	29.3	180.0	28.0	#80.5	88.8	76.1	63.8	16.2	34.8
Internal Link Dist (m)		390.8			413.7		335.1		61.1
Turn Bay Length (m)	37.0		45.0	35.0		40.0		35.0	
Base Capacity (vph)	222	1570	733	316	2121	367	525	265	531
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.85	0.25	0.80	0.50	0.63	0.47	0.15	0.24

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Natural Cycle: 105

Control Type: Semi Act-Uncoord

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: Mostar Street/Palmwood Gate & Main Street



HCM Signalized Intersection Capacity Analysis

2: Mostar Street/Palmwood Gate & Main Street

Future Total PM Optimized

03/19/2026

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (vph)	81	1252	171	237	960	47	219	111	122	38	78	42
Future Volume (vph)	81	1252	171	237	960	47	219	111	122	38	78	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.5	7.5	7.5	4.0	7.5		7.5	7.5		7.5	7.5	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	1.00		1.00	0.98		1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00		0.99	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.92		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1819	3614	1566	1825	3580		1825	1741		1801	1820	
Flt Permitted	0.27	1.00	1.00	0.07	1.00		0.67	1.00		0.49	1.00	
Satd. Flow (perm)	511	3614	1566	137	3580		1297	1741		937	1820	
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)	86	1332	182	252	1021	50	233	118	130	40	83	45
RTOR Reduction (vph)	0	0	53	0	3	0	0	33	0	0	16	0
Lane Group Flow (vph)	86	1332	129	252	1068	0	233	215	0	40	112	0
Confl. Peds. (#/hr)	7		11	11		7			19	19		
Heavy Vehicles (%)	0%	1%	0%	0%	1%	3%	0%	0%	0%	0%	0%	0%
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases		6		5	2			8			4	
Permitted Phases	6		6	2			8			4		
Actuated Green, G (s)	52.2	52.2	52.2	71.0	71.0		34.0	34.0		34.0	34.0	
Effective Green, g (s)	52.2	52.2	52.2	71.0	71.0		34.0	34.0		34.0	34.0	
Actuated g/C Ratio	0.44	0.44	0.44	0.59	0.59		0.28	0.28		0.28	0.28	
Clearance Time (s)	7.5	7.5	7.5	4.0	7.5		7.5	7.5		7.5	7.5	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	222	1572	681	289	2118		367	493		265	515	
v/s Ratio Prot		0.37		c0.11	0.30			0.12			0.06	
v/s Ratio Perm	0.17		0.08	c0.41			c0.18			0.04		
v/c Ratio	0.39	0.85	0.19	0.87	0.50		0.63	0.44		0.15	0.22	
Uniform Delay, d1	23.0	30.3	20.9	35.3	14.3		37.6	35.2		32.2	32.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	4.4	0.1	23.8	0.9		8.1	2.8		0.3	0.2	
Delay (s)	24.2	34.8	21.0	59.1	15.1		45.7	38.0		32.5	33.0	
Level of Service	C	C	C	E	B		D	D		C	C	
Approach Delay (s)		32.6			23.5			41.7			32.9	
Approach LOS		C			C			D			C	
Intersection Summary												
HCM 2000 Control Delay			30.5			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			120.0			Sum of lost time (s)				19.0		
Intersection Capacity Utilization			117.0%			ICU Level of Service				H		
Analysis Period (min)			15									
c Critical Lane Group												

APPENDIX K:

Proxy Site Parking Utilization Survey Excerpts

Time	Project Number	NT-22-032		
	Survey Location	310 Mary Street E, Whitby		
	23-Sep-23		24-Sep-23	
	Resident Demand	Visitor Demand	Resident Demand	Visitor Demand
4:00 PM	49	1	55	6
4:30 PM	54	1	53	6
5:00 PM	46	3	52	4
5:30 PM	48	3	57	2
6:00 PM	53	2	57	2
6:30 PM	55	5	58	1
7:00 PM	53	5	56	5
7:30 PM	56	4	55	7
8:00 PM	59	2	55	6
8:30 PM	59	2	56	4
9:00 PM	58	2	56	3
9:30 PM	58	2	57	4
10:00 PM	59	1	61	3
10:30 PM	62	1	61	3
11:00 PM	63	2	61	2
11:30 PM	63	1	62	0
12:00 AM	64	0	62	0
Combined Maximum	65		64	
Notes	street demand was added to visitor demand & max of 2 cars were parked on street from 6:30 - 7:30		a max of 2 cars were parked on street from 6:30 - 7:30	

Time	Project Number	NT-22-032		
	Survey Location	1505 Bowmanville Avenue, Bowmanville		
	29-Sep-23		30-Sep-23	
	Resident Demand	Visitor Demand	Resident Demand	Visitor Demand
4:00 PM	19	3	19	2
4:30 PM	19	3	16	3
5:00 PM	21	3	21	4
5:30 PM	17	2	23	4
6:00 PM	21	3	24	4
6:30 PM	20	3	24	5
7:00 PM	22	3	27	5
7:30 PM	23	3	26	4
8:00 PM	24	4	24	3
8:30 PM	24	5	24	3
9:00 PM	27	5	26	3
9:30 PM	26	5	26	3
10:00 PM	29	5	29	3
10:30 PM	29	5	29	3
11:00 PM	30	5	29	3
11:30 PM	30	5	29	2
12:00 AM	30	4	30	1
Combined Maximum	35		32	
Notes				

In accordance with the City's parking provisions outlined in the City's By-law 733-2017, the site requires 26 vehicular parking spaces. In comparing the parking requirement with the proposed parking supply of 22 spaces, there is a deficiency of four (4) parking spaces.

3.0 PARKING UTILIZATION SURVEY & PARKING ASSESSMENT

3.1. Proxy Site Surveys

To quantify peak demand characteristics for the subject site, NexTrans Consulting Engineers conducted parking utilization surveys at a proxy site municipally known as 303 Queens Drive, in the City of North York. The proxy site was selected based on the characteristics that are similar to the proposed development (i.e. land use, above ground parking availability and located in a transit supportive neighbourhood). The selected survey methodologies (i.e. date and duration) were selected to reflect the anticipated peak operational parking demand for the proposed land use. The parking utilization surveys were conducted on Friday, October 30, 2020 and Sunday November 1, 2020, from 10:30 AM – 3:30 PM and from 10:30 AM – 4:30 PM at 30-minute intervals, respectively. The proxy site location and description are as follows:

- **Weston Gardens located at 303 Queens Drive**
 - Independent and assisted living options
 - 166 units, 145 of which are occupied,
 - 23 marked parking spaces for residents, and;
 - 18 unmarked street parking spaces for staff and visitors.

The selected survey locations are illustrated in **Figure 2-1** and the detailed information is provided in **Table 3.1** and **Table 3.2**.

Figure 2-1 – Selected Proxy Site Survey Locations



Table 3.1: Proxy Site Parking Utilization Survey Results

303 Queens Drive, City of North York				
Time Period Starting	Friday, October 30, 2020		Sunday, November 1, 2020	
	Parking Lot Demand	Street Demand	Parking Lot Demand	Street Demand
No. of Occupied Units	145		145	
10:30 AM	10	10	7	1
11:00 AM	12	10	7	2
11:30 AM	11	10	7	1
12:00 PM	14	10	8	1
12:30 PM	13	10	8	1
1:00 PM	14	10	8	1
1:30 PM	14	10	7	0
2:00 PM	13	10	7	0
2:30 PM	13	10	8	0
3:00 PM	17	12	8	0
3:30 PM	14	9	7	1
4:00 PM			9	1
4:30 PM			9	1
Max	17	12	9	1
Total	29		10	
Utilization Rate	0.20 spaces per dwelling unit		0.07 spaces per dwelling unit	

Based on the information detailed in **Table 3.1**, the peak observed parking demand from the Friday and Sunday survey days are 29 and 10 spaces utilized, respectively. The parking rate based on the above peak demands are 0.20 spaces per dwelling unit and 0.07 spaces per dwelling unit for the Friday and Sunday survey days, respectively.

By applying the peak observed parking rate of 0.20 spaces per dwelling unit and 0.07 spaces per dwelling unit for the Friday and Sunday survey days, respectively, the calculation of the peak parking demand for the subject site of 86 dwelling units, assuming all units are occupied, is illustrated below:

Friday Parking Demand

$$\begin{aligned}
 \text{Subject site peak parking demand} &= (\text{peak proxy rate})(\text{no. of subject site dwelling units}) \\
 &= (0.20)(86 \text{ dwelling units}) \\
 &= 17.2 \text{ parking spaces} \sim 18 \text{ parking spaces}
 \end{aligned}$$

Sunday Parking Demand

$$\begin{aligned}
 \text{Subject site peak parking demand} &= (\text{peak proxy rate})(\text{no. of subject site dwelling units}) \\
 &= (0.07)(86 \text{ dwelling units}) \\
 &= 6 \text{ parking spaces}
 \end{aligned}$$

As calculated above, the expected peak parking demand at the subject site on a typical Friday and Sunday are 18 and six (6) parking spaces utilized, respectively. In comparing the expected parking demand with the proposed parking provision of 22 spaces, there is a surplus of four (4) spaces on a typical Friday and a surplus of 16 spaces on a typical Sunday. **Therefore, it is our opinion that the proposed parking provision of 22 spaces is sufficient to meet the expected parking demand.**

3.2. Pre-Pandemic Proxy Site Survey

To provide justification for the obtained rate of 0.20 spaces per dwelling unit, several reference surveys undertaken prior to the COVID-19 pandemic of similar developments were used for comparison. The parking rates used for comparison were obtained from *Study of Retirement Home Parking Requirements*, prepared by Cansult Limited dated December 22, 2005 (see **Appendix C**), *Transportation Impact Assessment Update Addendum* prepared by LEA Consulting Ltd., dated March 11, 2020 (see **Appendix D**) and *2421 and 2431 New Street Parking Justification Study*, prepared by C.F. Crozier & Associates Inc., dated April 2019 (see **Appendix E**).

APPENDIX L:

ITE Parking Generation Manual (5th Edition) Excerpt

Land Use: 252 Senior Adult Housing—Attached

Description

Senior adult housing consists of attached independent living developments, including retirement communities, age-restricted housing, and active adult communities. This type of housing for active senior adults can take the form of bungalows, townhouses, and apartments. These developments may include limited social or recreational services. They generally lack centralized dining and on-site medical facilities. Residents in these communities live independently, are typically active (requiring little to no medical supervision) and may or may not be retired. Congregate care facility (Land Use 253), assisted living (Land Use 254), and continuing care retirement community (Land Use 255) are related uses.

The minimum age thresholds for the study sites in the database are not known. It would be expected that a development with an age restriction of 55 would include more households with an employed resident than would a development with an age restriction of 65. How this age restriction affects parking demand cannot be determined from the available data.

Additional Data

The average parking supply ratio for the three study sites in a general urban/suburban setting and with parking supply information is 0.9 spaces per dwelling unit.

The sites were surveyed in the 2000s in Pennsylvania.

It is expected that the number of bedrooms and number of residents are likely correlated to the parking demand generated by a residential site. Parking studies of multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex). Future parking studies should also indicate the number of levels contained in the residential building.

Source Number

431

Senior Adult Housing - Attached (252)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 10:00 p.m. - 8:00 a.m.

Number of Studies: 3

Avg. Num. of Dwelling Units: 58

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.61	0.45 - 0.67	0.51 / 0.67	***	0.11 (18%)

Data Plot and Equation

Caution – Small Sample Size

