

Memorandum

TO:**KIERAN WAUGH**

Manager, Development
Crombie REIT
5935 Airport Road, Suite 810
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Tel: 416 903 1377

PROJECT:

7574-05
Bronte Village Mall

DATE:

August 31, 2018

SUBJECT: BRONTE VILLAGE MALL (WEST PLAN)**COMMERCIAL REDEVELOPMENT****2441 LAKESHORE ROAD WEST, OAKVILLE****SITE PLAN FILE # SP. 1729.004/10 – CIRCULATION #3 COMMENTS**

We have reviewed the Transportation Impact Assessment (TIA) Comments contained in the Town of Oakville's Site Plan Comments Report – Circulation #3 dated June 22, 2018.

COMMENTS**5 *Engineering and Construction******Section B: Transportation Impact Assessment (TIA) Comments:***

Based on the Transportation Impact Study report dated January 2018 and Traffic memo submitted in response to Circ-2 comments dated Apr 2018 prepared by BA Group, Transportation Engineering provides the following comments:

- March 6, 2018: Transportation staff appreciates that Table-2 site trip generation has been updated to reflect the separation between east and west developments and re-assignment of trips to adjacent roadway intersections.
June 22, 2018 - addressed
- March 6, 2018: It is noted that the results of the analysis should be updated in Transportation study report based on above comment for the adjacent roadways and site driveways and should be resubmitted for review by Transportation strategy.
June 22, 2018 - outstanding

- March 6, 2018: Information such as LOS, v/c ratios, delay and queue lengths is missing from the report. MOE's Tables with results of analysis shall be provided in the report, refer to Region and Town TIS guidelines. June 22, 2018 outstanding

RESPONSE

- Analysis results, based on the updated Trip Generation Table, are provided in attached Tables 4 through Table 7. Level of service (LOS), volume to capacity ratios (v/c) and delay results are provided in the Tables for all movements at each intersection. No changes to these tables are required.
- 95th percentile queue lengths are provided on Tables 8 and 9 for each movement at the signalized and unsignalized intersections, respectively. Queue lengths for all intersections under each scenario are provided in Appendices D, E and F of the TIA report dated January 2018.

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We trust the above responses are satisfactory. Should have you any questions, please do not hesitate to contact us.

Sincerely,

BA Consulting Group Ltd.



John E. Barrington
Senior Associate

c.c Vince Cudia, BA Group

BRONTE VILLAGE MALL MIXED-USE DEVELOPMENT, TOWN OF OAKVILLE
TRAFFIC IMPCT STUDY - AUGUST 2018
SIGNALIZED INTERSECTION ANALYSIS - TABLES 4, 5 and 6

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10 Jones Street & Lakeshore Road

	Existing		Future Background		Future Background w/ Improvements		Future Total		Future Total w/ Improvements		Future Total w/ Other Parcel	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
EBL	0.03 (0.04)	A (A)	0.03 (0.04)	A (A)	0.03 (0.04)	A (A)	0.04 (0.07)	A (A)	0.04 (0.07)	A (A)	0.04 (0.08)	A (A)
EBTR	0.48 (0.29)	A (A)	0.54 (0.32)	A (A)	0.54 (0.32)	A (A)	0.56 (0.33)	A (A)	0.56 (0.33)	A (A)	0.56 (0.33)	A (A)
WBL	0.02 (0.03)	A (A)	0.06 (0.11)	A (A)	0.06 (0.11)	A (A)	0.06 (0.11)	A (A)	0.06 (0.11)	A (A)	0.06 (0.11)	A (A)
WBTR	0.22 (0.43)	A (A)	0.24 (0.47)	A (A)	0.24 (0.47)	A (A)	0.24 (0.50)	A (A)	0.24 (0.50)	A (A)	0.25 (0.50)	A (A)
NBLTR	0.28 (0.36)	D (D)	0.37 (0.50)	D (D)	0.37 (0.50)	D (D)	0.33 (0.41)	D (D)	0.33 (0.41)	D (D)	0.33 (0.40)	D (D)
SBL	0.23 (0.26)	D (C)	0.27 (0.31)	D (C)	0.27 (0.31)	D (D)	0.26 (0.40)	D (D)	0.26 (0.40)	D (D)	0.30 (0.43)	D (D)
SBTR	0.12 (0.59)	D (D)	0.10 (0.59)	D (D)	0.10 (0.59)	D (D)	0.11 (0.44)	D (C)	0.11 (0.44)	D (C)	0.11 (0.44)	D (C)
OVERALL	0.46 (0.46)	A (B)	0.51 (0.50)	B (B)	0.51 (0.50)	B (B)	0.53 (0.49)	B (B)	0.53 (0.49)	B (B)	0.53 (0.49)	B (B)

14 Bronte Road & Rebecca Street

	Existing		Future Background		Future Background w/ Improvements		Future Total		Future Total w/ Improvements		Future Total w/ Other Parcel	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
EBL	0.92 (0.80)	D (C)	1.01 (0.90)	E (D)	0.88 (1.00)	C (E)	1.01 (0.90)	E (D)	0.92 (1.00)	D (E)	0.92 (1.00)	D (E)
EBTR	0.79 (0.66)	C (C)	0.80 (0.74)	C (C)	0.74 (0.65)	B (C)	0.82 (0.77)	C (C)	0.74 (0.68)	B (C)	0.74 (0.68)	B (C)
WBL	0.19 (0.13)	D (B)	0.20 (0.17)	D (B)	0.19 (0.19)	C (C)	0.20 (0.19)	D (B)	0.19 (0.21)	C (C)	0.19 (0.21)	C (C)
WBT	0.68 (0.80)	D (C)	0.75 (0.83)	D (D)	0.79 (0.89)	D (D)	0.75 (0.83)	D (D)	0.79 (0.89)	D (D)	0.79 (0.89)	D (D)
WBR	0.11 (0.03)	D (C)	0.12 (0.04)	D (C)	0.16 (0.04)	C (C)	0.14 (0.05)	D (E)	0.14 (0.05)	C (C)	0.14 (0.06)	C (C)
NBL	0.14 (0.42)	B (C)	0.18 (0.56)	C (C)	0.22 (0.57)	C (C)	0.23 (0.64)	C (C)	0.29 (0.92)	C (E)	0.30 (1.00)	C (F)
NBT	0.62 (0.48)	C (C)	0.78 (0.62)	D (C)	0.86 (0.44)	D (C)	0.90 (0.75)	D (D)	0.98 (0.51)	E (C)	0.99 (0.53)	E (C)
NBR	-- (-)	-- (-)	-- (-)	-- (-)	0.02 (0.01)	B (B)	-- (-)	-- (-)	0.04 (0.02)	B (B)	0.04 (0.02)	B (B)
SBL	0.29 (0.18)	C (C)	0.49 (0.24)	D (C)	0.79 (0.21)	E (B)	1.01 (0.35)	F (C)	1.00 (0.30)	F (B)	1.00 (0.31)	F (C)
SBT	0.39 (0.75)	C (D)	0.49 (0.94)	C (E)	0.45 (0.64)	C (C)	0.53 (1.10)	C (F)	0.49 (0.74)	C (C)	0.51 (0.76)	C (C)
SBR	0.12 (0.79)	C (D)	0.13 (0.95)	C (E)	0.13 (0.66)	C (C)	0.13 (0.97)	C (E)	0.13 (0.66)	C (C)	0.13 (0.66)	C (C)
OVERALL	0.82 (0.78)	C (C)	0.96 (0.91)	D (D)	0.90 (0.86)	C (C)	1.03 (0.97)	D (E)	0.99 (0.99)	D (C)	0.99 (1.03)	D (C)

15 Bronte Road & Lakeshore Road

	Existing		Future Background		Future Background w/ Improvements		Future Total		Future Total w/ Improvements		Future Total w/ Other Parcel	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
EBL	0.34 (0.23)	A (A)	0.41 (0.31)	A (B)	0.41 (0.31)	A (B)	0.42 (0.27)	A (A)	0.42 (0.27)	A (A)	0.43 (0.27)	A (A)
EBTR	0.50 (0.34)	A (A)	0.56 (0.39)	A (A)	0.56 (0.39)	A (A)	0.58 (0.37)	A (A)	0.58 (0.37)	A (A)	0.58 (0.37)	A (A)
WBL	0.02 (0.03)	A (A)	0.03 (0.03)	A (B)	0.03 (0.03)	A (B)	0.03 (0.05)	A (B)	0.03 (0.05)	A (B)	0.03 (0.05)	A (B)
WBT	0.19 (0.64)	A (B)	0.23 (0.73)	A (B)	0.23 (0.73)	A (B)	0.24 (0.65)	B (B)	0.24 (0.65)	B (B)	0.24 (0.64)	B (B)
WBR	0.06 (0.06)	A (A)	0.08 (0.08)	A (B)	0.08 (0.08)	A (B)	0.09 (0.17)	A (B)	0.09 (0.17)	A (B)	0.09 (0.18)	A (B)
NBL	0.21 (0.85)	D (E)	0.25 (0.99)	D (F)	0.25 (0.99)	D (F)	0.20 (0.97)	C (F)	0.20 (0.97)	C (F)	0.20 (0.97)	C (F)
NBT	0.33 (0.20)	D (C)	0.40 (0.24)	D (C)	0.40 (0.24)	D (C)	0.31 (0.23)	D (C)	0.31 (0.23)	D (C)	0.31 (0.23)	C (C)
NBR	0.01 (0.02)	D (C)	0.01 (0.02)	D (C)	0.01 (0.02)	D (C)	0.01 (0.02)	C (C)	0.01 (0.02)	C (C)	0.01 (0.02)	C (C)
SBL	0.60 (0.34)	D (D)	0.64 (0.38)	D (D)	0.64 (0.38)	D (D)	0.76 (0.64)	D (D)	0.76 (0.64)	D (D)	0.77 (0.68)	D (D)
SBT	0.29 (0.29)	D (D)	0.31 (0.36)	D (D)	0.31 (0.36)	D (C)	0.25 (0.35)	C (D)	0.25 (0.35)	C (C)	0.25 (0.35)	C (C)
SBR	0.06 (0.27)	A (C)	0.07 (0.32)	A (B)	0.07 (0.32)	A (A)	0.07 (0.32)	A (B)	0.07 (0.32)	A (A)	0.07 (0.32)	A (A)
OVERALL	0.52 (0.66)	B (C)	0.59 (0.75)	B (C)	0.59 (0.75)	B (C)	0.63 (0.70)	B (C)	0.63 (0.70)	B (C)	0.63 (0.69)	B (C)

SIGNALIZED INTERSECTION ANALYSIS - TABLES 4, 5 and 6

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20 Jones Street & Rebecca Street

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	Existing		Future Background		Future Background w/ Improvements		Future Total		Future Total w/ Improvements		Future Total w/ Other Parcel	
	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS
EBL	0.06 (0.02)	A (A)	0.07 (0.02)	A (A)	0.07 (0.02)	A (A)	0.07 (0.02)	A (A)	0.07 (0.02)	A (A)	0.07 (0.02)	A (A)
EBTR	0.52 (0.38)	B (A)	0.55 (0.43)	B (A)	0.55 (0.43)	A (A)	0.56 (0.44)	B (A)	0.56 (0.44)	A (A)	0.56 (0.44)	A (A)
WBL	0.07 (0.29)	A (A)	0.08 (0.32)	A (A)	0.08 (0.32)	A (A)	0.07 (0.28)	A (A)	0.07 (0.28)	A (A)	0.08 (0.29)	A (A)
WBTR	0.23 (0.40)	A (A)	0.26 (0.44)	A (A)	0.26 (0.44)	A (A)	0.26 (0.43)	A (A)	0.26 (0.43)	A (A)	0.26 (0.44)	A (A)
NBLTR	0.45 (0.14)	D (D)	0.45 (0.14)	D (D)	0.45 (0.14)	D (D)	0.42 (0.04)	D (D)	0.42 (0.04)	D (D)	0.42 (0.10)	D (D)
OVERALL	0.49 (0.38)	B (A)	0.52 (0.41)	B (A)	0.52 (0.41)	B (A)	0.52 (0.40)	B (A)	0.52 (0.40)	A (A)	0.52 (0.41)	A (A)

BRONTE VILLAGE MALL MIXED-USE DEVELOPMENT, TOWN OF OAKVILLE

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UNSIGNALIZED INTERSECTION ANALYSIS - TABLES 7 and 6

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2 Bronte Road & Existing Site Drwy 2

	Existing		Future Background		Future Background w/ Improvements		Future Total		Future Total w/ Improvements		Future Total w/ Other Parcel	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
WBLR	0.0 (12.1)	A (B)	0.0 (13.4)	A (B)	0.0 (13.4)	A (B)	18.2 (17.3)	C (C)	18.2 (17.3)	C (C)	18.7 (17.0)	C (C)
SBL	8.4 (7.8)	A (A)	8.7 (8.0)	A (A)	8.7 (8.0)	A (A)	8.8 (8.3)	A (A)	8.8 (8.3)	A (A)	8.9 (8.3)	A (A)

8 Jones Street & Existing Site Drwy 1

	Existing		Future Background		Future Background w/ Improvements		Future Total		Future Total w/ Improvements		Future Total w/ Other Parcel	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
EBLR	9.2 (10.6)	A (B)	9.2 (10.6)	A (B)	9.2 (10.6)	A (B)	9.2 (10.8)	A (B)	9.2 (10.8)	A (B)	9.3 (11.1)	A (B)
NBL	7.4 (7.9)	A (A)	7.4 (7.9)	A (A)	7.4 (7.9)	A (A)	7.4 (7.9)	A (A)	7.4 (7.9)	A (A)	7.4 (7.9)	A (A)

11 Jones Street & N. Driveway

	Existing		Future Background		Future Background w/ Improvements		Future Total		Future Total w/ Improvements		Future Total w/ Other Parcel	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
EBL	-- (--)	-- (--)	-- (--)	-- (--)	-- (--)	-- (--)	0.0 (10.0)	A (A)	0.0 (10.0)	A (A)	0.0 (10.0)	A (B)
SBLR	-- (--)	-- (--)	-- (--)	-- (--)	-- (--)	-- (--)	0.0 (16.2)	A (C)	0.0 (16.2)	A (C)	0.0 (16.4)	A (C)

17 Jones Street & Sovereign Street

	Existing		Future Background		Future Background w/ Improvements		Future Total		Future Total w/ Improvements		Future Total w/ Other Parcel	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
EBLTR	9.5 (10.8)	A (B)	9.5 (10.8)	A (B)	9.5 (10.8)	A (B)	9.9 (11.1)	A (B)	9.6 (11.1)	A (B)	9.7 (11.2)	A (B)
WBLTR	9.8 (11.3)	A (B)	9.8 (11.3)	A (B)	9.8 (11.3)	A (B)	10.2 (11.9)	B (B)	9.8 (11.9)	A (B)	9.9 (12.0)	A (B)
NBL	7.4 (8.0)	A (A)	7.4 (8.0)	A (A)	7.4 (8.0)	A (A)	7.4 (8.0)	A (A)	7.4 (8.0)	A (A)	7.4 (8.0)	A (A)
SBLTR	0.5 (0.3)	A (A)	0.5 (0.3)	A (A)	0.5 (0.3)	A (A)	0.5 (0.3)	A (A)	0.5 (0.3)	A (A)	0.5 (0.3)	A (A)

18 Driveway & Sovereign Street

	Existing		Future Background		Future Background w/ Improvements		Future Total		Future Total w/ Improvements		Future Total w/ Other Parcel	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS

22 Bronte Road & Sovereign Street

	Existing		Future Background		Future Background w/ Improvements		Future Total		Future Total w/ Improvements		Future Total w/ Other Parcel	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
EBLTR	18.3 (0.0)	C (A)	22.0 (0.0)	C (A)	22.0 (0.0)	C (A)	26.5 (0.0)	D (A)	26.5 (0.0)	D (A)	27.5 (0.0)	D (A)
WBLTR	12.4 (17.4)	B (C)	13.8 (21.5)	B (C)	13.8 (21.5)	B (C)	15.3 (23.2)	C (C)	15.3 (23.2)	C (C)	15.3 (23.8)	C (C)
SBL	8.6 (7.8)	A (A)	9.0 (8.0)	A (A)	9.0 (8.0)	A (A)	9.4 (8.1)	A (A)	9.4 (8.1)	A (A)	9.4 (8.2)	A (A)

26 Lakeshore Road & Driveway

	Existing		Future Background		Future Background w/ Improvements		Future Total		Future Total w/ Improvements		Future Total w/ Other Parcel	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
EBLR	-- (--)	-- (--)	-- (--)	-- (--)	-- (--)	-- (--)	8.1 (10.1)	A (B)	8.1 (10.1)	A (B)	8.1 (10.2)	A (B)
SBLR	-- (--)	-- (--)	-- (--)	-- (--)	-- (--)	-- (--)	10.3 (0.0)	B (A)	10.3 (0.0)	B (A)	10.3 (0.0)	B (A)

BRONTE VILLAGE MALL MIXED-USE DEVELOPMENT, TOWN OF OAKVILLE

TRAFFIC IMPCT STUDY - AUGUST 2018

QUEUE ANALYSIS - TABLE 8

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Jones Street & Lakeshore Road

	Existing		Future Background		Future Background w/ Improvements		Future Total		Future Total w/ Improvements		Future Total w/ Other Parcel	
	50th% Queue	95th% Queue	50th% Queue	95th% Queue	50th% Queue	95th% Queue	50th% Queue	95th% Queue	50th% Queue	95th% Queue	50th% Queue	95th% Queue
EBL	0.6 (0.7)	2.5 (3.8)	0.6 (0.8)	2.0 (3.4)	0.6 (0.8)	2.0 (3.4)	1.1 (2.0)	2.7 (7.5)	1.1 (2.2)	2.7 (7.5)	1.1 (2.6)	2.6 (8.6)
EBTR	16.5 (15.8)	133.4 (67.5)	19.8 (18.9)	154.0 (76.7)	19.8 (19.0)	154.0 (76.5)	30.7 (31.6)	168.9 (89.9)	30.7 (31.7)	168.9 (90.0)	31.5 (32.8)	169.2 (90.8)
WBL	0.3 (0.8)	2.5 (3.9)	0.8 (3.1)	4.8 (10.4)	0.8 (3.1)	4.8 (10.4)	0.8 (2.5)	4.8 (10.4)	0.8 (2.5)	4.8 (10.4)	0.8 (2.5)	4.8 (10.4)
WBTR	10.0 (35.2)	35.0 (79.0)	12.4 (40.9)	39.0 (91.3)	12.4 (40.9)	39.0 (91.3)	12.0 (37.2)	39.7 (102.9)	12.0 (37.2)	39.7 (102.9)	12.2 (37.5)	40.2 (104.0)
NBLTR	8.3 (11.8)	16.2 (23.5)	11.2 (14.2)	23.5 (29.4)	11.2 (14.2)	23.5 (29.4)	9.2 (9.1)	21.3 (22.5)	9.2 (9.1)	21.3 (22.5)	9.2 (9.1)	21.3 (22.4)
SBL	6.4 (8.6)	12.8 (16.2)	6.4 (8.7)	13.2 (16.4)	6.4 (8.7)	13.2 (16.6)	6.4 (11.1)	13.1 (18.4)	6.4 (11.0)	13.1 (18.7)	7.4 (12.2)	14.4 (20.3)
SBTR	3.6 (24.8)	10.4 (42.4)	3.6 (24.8)	10.4 (41.3)	3.6 (24.7)	10.4 (42.4)	3.6 (14.8)	10.8 (27.6)	3.6 (14.3)	10.8 (28.7)	3.6 (14.4)	10.8 (28.8)

Bronte Road & Rebecca Street

	Existing		Future Background		Future Background w/ Improvements		Future Total		Future Total w/ Improvements		Future Total w/ Other Parcel	
	50th% Queue	95th% Queue	50th% Queue	95th% Queue	50th% Queue	95th% Queue	50th% Queue	95th% Queue	50th% Queue	95th% Queue	50th% Queue	95th% Queue
EBL	76.7 (27.1)	119.6 (59.0)	87.0 (31.2)	151.7 (76.6)	60.3 (30.8)	116.3 (78.8)	87.0 (31.2)	151.7 (76.6)	66.6 (30.8)	127.7 (78.8)	66.6 (30.8)	127.7 (78.8)
EBTR	114.6 (77.9)	145.0 (112.9)	120.3 (92.6)	161.9 (135.2)	83.5 (68.5)	125.6 (102.7)	123.2 (98.7)	166.2 (155.4)	85.6 (72.8)	128.9 (109.4)	85.6 (72.8)	128.9 (109.4)
WBL	4.6 (3.5)	11.9 (0.0)	4.6 (0.0)	11.8 (0.0)	3.5 (4.9)	10.5 (12.7)	4.6 (4.0)	12.1 (6.9)	3.5 (4.9)	10.5 (12.9)	3.5 (4.9)	10.5 (12.9)
WBT	50.7 (89.3)	73.1 (129.5)	60.5 (99.4)	88.3 (152.5)	48.6 (87.2)	83.9 (142.6)	60.5 (99.3)	87.8 (152.4)	48.6 (87.2)	83.9 (142.6)	48.6 (87.2)	83.9 (142.6)
WBR	4.1 (0.2)	17.3 (5.6)	5.3 (0.3)	19.0 (6.5)	4.6 (0.0)	18.4 (4.0)	5.9 (0.7)	19.9 (11.9)	2.9 (0.0)	16.8 (8.5)	2.9 (0.0)	16.8 (9.4)
NBL	7.1 (13.0)	16.4 (23.2)	8.2 (13.7)	17.4 (27.0)	8.1 (16.3)	18.2 (37.6)	10.1 (17.2)	20.6 (37.7)	10.1 (23.5)	22.2 (60.3)	10.2 (~26.5)	22.3 (63.7)
NBT	79.1 (40.1)	125.1 (68.8)	108.5 (52.2)	173.8 (96.3)	91.7 (42.0)	151.7 (64.7)	135.2 (81.2)	218.2 (123.9)	110.5 (51.3)	177.9 (77.7)	117.2 (53.7)	179.7 (81.2)
NBR	-- (--)	-- (--)	-- (--)	-- (--)	0.0 (0.0)	0.0 (0.0)	-- (--)	-- (--)	0.0 (0.0)	1.2 (0.0)	0.0 (0.0)	1.2 (0.0)
SBL	10.6 (7.3)	24.3 (15.6)	11.9 (8.0)	30.8 (16.5)	11.0 (7.6)	35.9 (17.0)	~19.0 (9.8)	48.1 (19.1)	13.6 (9.7)	40.9 (21.3)	13.6 (9.7)	40.9 (21.5)
SBT	40.9 (73.0)	66.2 (110.3)	52.2 (94.7)	79.2 (154.6)	38.6 (68.5)	61.4 (102.1)	56.6 (~128.7)	84.9 (192.3)	41.8 (85.4)	65.9 (126.3)	43.5 (87.5)	68.3 (129.5)
SBR	0.0 (51.8)	15.6 (117.0)	0.0 (71.4)	16.2 (144.1)	0.0 (39.6)	13.7 (84.5)	0.0 (73.7)	16.2 (146.8)	0.0 (39.6)	13.7 (84.5)	0.0 (39.6)	13.7 (84.5)

Bronte Road & Lakeshore Road

	Existing		Future Background		Future Background w/ Improvements		Future Total		Future Total w/ Improvements		Future Total w/ Other Parcel	
	50th% Queue	95th% Queue	50th% Queue	95th% Queue	50th% Queue	95th% Queue	50th% Queue	95th% Queue	50th% Queue	95th% Queue	50th% Queue	95th% Queue
EBL	11.7 (5.3)	27.6 (10.1)	15.3 (6.5)	33.0 (11.9)	15.3 (6.5)	33.0 (11.9)	19.5 (6.5)	34.5 (11.9)	19.5 (6.5)	34.5 (11.9)	19.9 (6.5)	34.5 (11.9)
EBTR	42.6 (29.9)	88.7 (45.3)	53.7 (34.7)	105.8 (52.3)	53.7 (34.7)	105.8 (52.3)	64.2 (31.4)	106.3 (47.6)	64.2 (31.4)	106.3 (47.6)	65.4 (31.4)	106.3 (47.6)
WBL	0.6 (1.1)	3.1 (3.4)	0.6 (1.1)	3.4 (3.4)	0.6 (1.1)	3.4 (3.4)	0.8 (2.0)	3.6 (5.9)	0.8 (2.0)	3.6 (5.9)	0.8 (2.0)	3.6 (6.0)
WBT	15.3 (75.4)	32.7 (110.3)	18.5 (80.7)	36.9 (123.8)	18.5 (80.9)	36.9 (123.8)	20.1 (68.3)	35.9 (112.2)	20.1 (68.3)	35.8 (112.2)	20.1 (67.8)	35.8 (111.7)
WBR	0.0 (0.3)	5.0 (7.2)	0.0 (1.5)	5.4 (10.3)	0.0 (1.5)	5.4 (10.3)	0.0 (6.8)	6.3 (23.4)	0.0 (6.8)	6.3 (23.4)	0.0 (6.9)	6.3 (24.1)
NBL	6.1 (40.0)	13.7 (76.1)	8.6 (47.5)	17.7 (95.2)	8.6 (47.5)	17.7 (95.2)	8.1 (47.2)	17.5 (94.4)	8.1 (47.2)	17.5 (94.4)	8.0 (47.2)	17.5 (94.4)
NBT	14.1 (13.1)	25.0 (25.5)	21.1 (17.3)	34.6 (31.7)	21.1 (17.3)	34.6 (31.7)	19.0 (16.4)	32.9 (30.3)	19.0 (16.4)	32.9 (30.3)	18.9 (16.4)	32.9 (30.3)
NBR	0.0 (0.0)	0.0 (0.3)	0.0 (0.0)	0.0 (0.3)	0.0 (0.0)	0.0 (0.3)	0.0 (0.0)	0.0 (0.3)	0.0 (0.0)	0.0 (0.3)	0.0 (0.0)	0.0 (0.3)
SBL	16.5 (13.3)	29.5 (21.5)	19.3 (16.3)	33.8 (21.5)	19.3 (16.3)	33.8 (31.6)	29.1 (28.5)	49.8 (32.0)	29.1 (29.7)	49.8 (53.1)	29.9 (31.8)	51.9 (59.9)
SBT	12.3 (18.6)	22.7 (30.1)	15.6 (27.1)	27.4 (34.4)	15.6 (26.7)	27.4 (45.1)	14.7 (26.6)	27.0 (29.8)	14.7 (25.8)	27.0 (43.9)	14.6 (25.8)	27.0 (43.9)
SBR	0.0 (33.7)	3.9 (41.7)	0.0 (29.2)	4.2 (48.2)	0.0 (8.2)	4.2 (18.2)	0.0 (21.9)	4.6 (29.7)	0.0 (7.9)	4.6 (17.8)	0.0 (7.9)	4.6 (17.8)

QUEUE ANALYSIS - TABLE 8

20 Jones Street & Rebecca Street

	Existing		Future Background		Future Background w/ Improvements		Future Total		Future Total w/ Improvements		Future Total w/ Other Parcel	
	50th% Queue	95th% Queue	50th% Queue	95th% Queue	50th% Queue	95th% Queue	50th% Queue	95th% Queue	50th% Queue	95th% Queue	50th% Queue	95th% Queue
EBL	3.3 (0.0)	7.7 (1.1)	3.2 (0.0)	7.0 (1.0)	2.5 (0.5)	8.5 (3.4)	3.1 (0.1)	5.9 (0.9)	2.4 (0.4)	8.5 (3.4)	2.4 (0.5)	8.5 (3.4)
EBTR	128.8 (4.1)	169.1 (114.3)	137.5 (5.0)	184.3 (131.3)	63.9 (36.2)	133.6 (101.5)	138.3 (5.8)	178.8 (131.9)	64.4 (35.4)	137.9 (103.6)	64.7 (36.4)	138.3 (104.0)
WBL	1.0 (4.2)	4.4 (19.7)	1.0 (4.2)	4.4 (19.7)	1.0 (4.2)	4.4 (19.7)	0.8 (3.3)	3.9 (17.4)	0.8 (3.3)	3.9 (17.4)	1.0 (3.6)	4.4 (17.9)
WBTR	12.2 (21.8)	31.4 (74.0)	15.2 (24.5)	38.1 (83.5)	15.2 (24.5)	38.1 (83.5)	14.7 (22.6)	38.1 (83.5)	14.7 (22.6)	38.1 (83.5)	14.7 (23.6)	38.1 (83.5)
NBLTR	16.4 (0.6)	30.6 (13.7)	16.4 (1.1)	30.6 (13.6)	16.4 (1.1)	30.6 (13.6)	14.7 (0.2)	28.7 (9.4)	14.7 (0.2)	28.7 (9.4)	14.7 (0.7)	28.7 (11.4)

TABLE 9 UNSIGNALIZED SITE DRIVEWAY EVALUATION

Driveway	Movement	LOS	95 th percentile queue (m)
Weekday AM Peak Hour			
Sovereign Street / Site Driveway	NBR	A (A)	0.0 (0.0)
Bronte Road / Site Driveway	WBLR	C (C)	11.3 (11.6)
	SBL	A (A)	0.4 (0.18)
Jones Street / South Site Driveway	EBLR	A (A)	0.7 (0.9)
	NBL	A (A)	0.3 (0.4)
Jones Street / North Site Driveway	EBL	A (A)	0.0 (0.0)
Lakeshore Road / Site Driveway	EBL	A (A)	0.3 (0.4)
	SBLR	B (B)	0.3 (0.3)
Weekday PM Peak Hour			
Sovereign Street / Site Driveway	NBR	A (A)	0.0
Bronte Road / Site Driveway	WBLR	C (C)	4.6 (5.2)
	SBL	A (A)	1.3 (1.4)
Jones Street / South Site Driveway	EBLR	B (B)	3.8 (5.0)
	NBL	A (A)	0.9 (1.1)
Jones Street / North Site Driveway	EBL	B (B)	0.3 (0.3)
Lakeshore Road / Site Driveway	EBL	A (B)	1.3 (1.4)
	SBLR	C (C)	3.9 (4.3)