

C TRAFFIC VOLUMES

C.1 EXISTING TRAFFIC

Existing traffic volumes at the area intersections were based on intersection traffic count information collected by or on behalf of BA Group as shown in **Table 3**.

A separate traffic count was conducted at the Don Mills Road / Eglinton Avenue East intersection to determine the percentage of traffic using the high-occupancy vehicle (HOV) lanes. The same ratio of traffic in the HOV lane to the full approach at Don Mills Road / Eglinton Avenue East was assumed for the east-west movements at all Eglinton Avenue intersections east of Leslie Street.

Based on field observations at Don Mills Road / Eglinton Avenue East, the HOV lane usage distribution during the morning and afternoon peak hours are summarized in **Table 4**. Field surveys of the HOV usage at Don Mills Road / Eglinton Avenue East are attached in **Appendix G**.

Existing balanced traffic volumes during the morning and afternoon peak hours on the area street network system surrounding the site are illustrated in **Figure 13**. Vehicles in the HOV lane are shown separately at each intersection along Eglinton Avenue East.

TABLE 3 INTERSECTION TRAFFIC COUNTS SOURCE SUMMARY

Intersection	Source	Date
Leslie Street / Carrington on the Park Site Access Driveway	BA Group	Thursday, September 17, 2014
Leslie Street / Lexus-Toyota Access Driveway	BA Group	Wednesday, October 16, 2013
Eglinton Avenue East / Brentcliffe Road	BA Group	Wednesday, February 6, 2013 (AM) Wednesday, February 13, 2013 (PM)
Eglinton Avenue East / Leslie Street	BA Group	Thursday, October 10, 2013
Eglinton Avenue East / Don Mills Road	BA Group	Thursday, October 10, 2013
Eglinton Avenue East / Gervais Drive	BA Group	Wednesday, July 30, 2014
Eglinton Avenue East / DVP SB Off Ramp	BA Group	Thursday, October 10, 2013
Eglinton Avenue East / DVP NB Off Ramp	BA Group	Thursday, October 10, 2013



TABLE 4 HOV VERSUS REGULAR LANE DISTRIBUTION

Approach	Regular (Through)	HOV (Through)	Percentile
Eastbound	760 (758)	198 (405)	26% (53%) ²
Westbound	757 (667)	171 (98)	26% (15%)
Northbound	1014 (1648)	205 (221)	20% (13%)
Southbound	1335 (1163)	189 (116)	14% (10%)

Notes:

1. xx (xx) – AM (PM)
2. Observed distribution of 53% was limited to 33% for purposes of analyses, to represent equal use of all eastbound through lanes.

C.2 FUTURE TRAFFIC VOLUME BASE (FUTURE BACKGROUND)

C.2.1 Scenario A – 2031 City Forecast Volumes

The following steps were taken to derive the future traffic volume base used in Scenario A:

- i. Identify the future 2031 volumes at Brentcliffe Road / Eglinton Avenue East based on the 'reduced lanes scenario' in the *Eglinton Connects – Traffic Study Report*.
- ii. Assess future traffic operation at Brentcliffe Road / Eglinton Avenue East based on these volumes.
- iii. Adjust the volumes at Brentcliffe Road / Eglinton Avenue East for movements above capacity.
- iv. Reassess traffic operations at Brentcliffe Road / Eglinton Avenue East based on adjusted volumes.
- v. Calculate traffic volume difference between adjusted future 2031 volumes and existing volumes at the east leg of Brentcliffe Road / Eglinton Avenue East.
- vi. Project the volume differential east of Brentcliffe Road / Eglinton Avenue East by proportion of existing turning movement ratios at each intersection
- vii. Redistribute traffic from Don Mills Road / Eglinton Avenue East to reflect alternate routing patterns associated with the new configuration at Gervais Drive / Eglinton Avenue East
- viii. Establish Scenario A future traffic volume base

I. IDENTIFY FUTURE 2031 VOLUMES

Future 2031 traffic volumes were extracted from Exhibit 3-8 from the *Eglinton Connects – Traffic Study Report* which reflects a reduction to a two lane cross section on Eglinton Avenue East between Avenue Road and Mount Pleasant Road. Volumes at Brentcliffe Road / Eglinton Avenue East were adopted as the starting point because it is the easterly extent of analysis conducted by HDR. These volumes are summarized in the 'Unadjusted Connects Future Background Volumes' column in **Table 5**.



II. ASSESS BRENTCLIFFE ROAD / EGLINTON AVENUE EAST FUTURE TRAFFIC OPERATIONS

Future traffic operations were assessed at Brentcliffe Road / Eglinton Avenue East based on the above volumes and future road configurations as per Eglinton Connects. Conflicting pedestrian volumes, heavy vehicle, and peak hour factor information used in this assessment were taken from the January 21, 2008 City of Toronto turning movement count of Brentcliffe Road /Eglinton Avenue East that HDR had used as the basis for their analysis of the intersection. Optimized operation results for the intersection and individual movements are summarized in **Table 5** in the 'Unadjusted Connects Future Background V/C and Delay' columns.

Note that without adjustments, the intersection will operate over capacity with overall V/C of 1.02 and 1.14 due to capacity constraints associated with the eastbound through, westbound left, and northbound right movements. Brentcliffe Road / Eglinton Avenue East is the critical intersection in this scenario, as other intersections have lower overall V/C ratios under future conditions, and will influence the traffic growth (or reduction) at the other study area intersections given the traffic diversion that must occur.

III. DIVERT BRENTCLIFFE ROAD / EGLINTON AVENUE EAST VOLUMES

The Eglinton Connects traffic study report makes an allowance for traffic diversion to other routes at intersections where delays are excessive and where a movement is over capacity. As per this allowance, the future projected volumes for the eastbound through was reduced by 400 vehicles and the northbound right was reduced by 50 vehicles at Eglinton Avenue East / Brentcliffe Road during the weekday afternoon peak hour to reflect that traffic for these movements will divert to other major corridors due to the capacity constraint produced by the new Eglinton Connects lane configurations. Similarly, 200 and 20 westbound left turn vehicles are diverted to westbound through in the morning and afternoon peak hour, respectively.

Adjusted volumes are summarized in the 'Adjusted Connects Future Background Volumes' column in **Table 5**.

IV. REASSESS BRENTCLIFFE ROAD / EGLINTON AVENUE EAST FUTURE TRAFFIC OPERATIONS

Future traffic operations were reassessed given the above volume adjustments to confirm the intersection will operate at or near capacity. Given the diversion, the intersection will indeed operate near capacity with overall V/C of 0.98 and 0.99 during the morning and afternoon peak hours.

Optimized operation results for the intersection and individual movements are summarized in **Table 5** in the 'Adjusted Connects Future Background V/C and Delay' columns. Detailed Synchro analysis sheets for the calibration are attached in **Appendix H**.

TABLE 5 EGLINTON AVENUE EAST / BRENTCLIFFE ROAD DIVERSION

Movement	Unadjusted Connects Future Background			Adjusted Connects Future Background		
	Volume	V/C	Delay	Volume	V/C	Delay
Overall		1.02 (1.14)	61.0 (66.0)		0.98 (0.99)	34.3 (42.9)
EBT	1120 (1640)	0.94 (1.10)	80.7 (90.4)	1120 (1240)	0.86 (0.91)	34.4 (43.5)
EBR	65 (75)	0.05 (0.08)	128.6 (20.2)	65 (75)	0.05 (0.07)	24.4 (22.4)
WBL	660 (360)	1.20 (1.03)	145.1 (98.5)	460 (340)	0.97 (0.98)	70.7 (81.7)
WBT	1110 (1545)	0.61 (0.85)	12.9 (21.7)	1310 (1565)	0.70 (0.88)	15.1 (24.8)
WBR	225 (195)			225 (195)		
NBL	35 (70)	0.19 (0.40)	38.1 (41.7)	35 (70)	0.19 (0.39)	38.7 (40.0)
NBT	30 (70)			30 (70)		
NBR	595 (795)	0.68 (1.10)	20.8 (96.9)	595 (645)	0.79 (0.96)	31.9 (58.2)
SBL	230 (230)	0.96 (0.98)	86.5 (93.6)	230 (230)	0.95 (0.92)	82.7 (78.1)
SBT	60 (45)			60 (45)		
SBR	10 (5)			10 (5)		

Notes:

1. xx (xx) – AM (PM)

V. CALCULATE TRAFFIC REDUCTION BETWEEN ADJUSTED 2031 AND EXISTING VOLUMES

The traffic differential in eastbound and westbound link volumes between the adjusted 2031 traffic volumes and the existing 2013 traffic volumes on the east leg of Brentcliffe Road / Eglinton Avenue East were calculated to derive a total reduction to be projected through the remainder of the study area to the east.

At the east leg of Brentcliffe Road / Eglinton Avenue East, the total westbound reduction is 250 vehicles in the morning and no reduction in the afternoon. The total eastbound reduction is 95 vehicles in the morning and 290 vehicles in the afternoon.

VI. PROJECT FORECAST BRENTCLIFFE ROAD / EGLINTON AVENUE EAST VOLUMES EASTWARD

The HDR study scope ends at Brentcliffe Road / Eglinton Avenue East as its eastern extent. Noting that the adjusted future volumes at Brentcliffe Road / Eglinton Avenue East reflect the carrying constraint of the corridor, traffic reduction at the east leg of the intersection was projected eastward to the other study area intersections in proportion to existing turning movement ratio patterns at each intersection. The resultant traffic reduction is illustrated in **Figure 14**.

This traffic reduction was added to the existing traffic volumes at the study area intersections east of Brentcliffe Road / Eglinton Avenue East.



VII. TRAFFIC REDISTRIBUTION FROM GERVAIS DRIVE / EGLINTON AVENUE EAST RECONFIGURATION

Existing traffic was rerouted to reflect the anticipated traffic diversion from the Don Mills Road / Eglinton Avenue East intersection to the new four-legged Gervais Drive / Eglinton Avenue East intersection. Key movement reductions at Don Mills Road / Eglinton Avenue East include the eastbound left turn, westbound left turn, southbound left turn, and all northbound movements. The adopted traffic diversion is illustrated in **Figure 15**.

VIII. ESTABLISH SCENARIO A FUTURE TRAFFIC VOLUME BASE

For the purposes of this analysis, the Scenario A future background is the sum of the above traffic reduction, redistribution, and existing traffic volumes and is illustrated in **Figure 16**.

C.2.2 Scenario B – Traditional Additive Traffic Layer Forecasting

The following steps were taken to derive the future traffic volume base used in Scenario B:

- i. Establish existing traffic volumes adjustment
- ii. Determine general background traffic growth and traffic growth from area site specific developments
- iii. Establish unrestricted future background traffic
- iv. Assess traffic operations and determine traffic diversion for individual movements at the critical intersection to reflect capacity restricted road network conditions
- v. Extrapolate traffic diversion to the remainder of the study area road network by proportion of existing turning movement ratios at each intersection
- vi. Establish Scenario B future traffic volume base

I. EXISTING TRAFFIC

The existing traffic base was established based on traffic counts conducted by BA Group as summarized in Section C.1. In the analysis under the existing road network, the vehicular volumes using the HOV lanes are extracted from the network thus reducing the total through volumes. Additionally, the HOV lanes were removed from the road network along Eglinton Avenue East, effectively modelling a 4-lane cross section on Eglinton Avenue East without HOV traffic.

Adjustments were made to the existing traffic volumes to reflect the completion of the Eglinton Crosstown LRT. With the removal of the HOV lanes on Eglinton Avenue East, the previously separated HOV volumes are added back into the regular through traffic movements and the lane reduction along Eglinton Avenue East was modelled, resulting in a capacity reduction.

An additional 10 vehicles were taken off eastbound and westbound through traffic along Eglinton Avenue East to reflect the suspension of the 32 Eglinton bus route after the Crosstown LRT is completed.



BA Group has rerouted existing traffic to reflect the anticipated traffic diversion from the Don Mills Road / Eglinton Avenue East intersection to the new four-legged Gervais Drive / Eglinton Avenue East intersection. Key movement reductions at Don Mills Road / Eglinton Avenue East include the eastbound left turn, westbound left turn, southbound left turn, and all northbound movements. The adopted traffic diversion is illustrated in **Figure 15**.

II. TRAFFIC GROWTH

General Corridor Growth

General corridor growth was based on a review of historical traffic volume trends at the Don Mills Road / Eglinton Avenue East intersection over the past decade. The review has found no empirical evidence of sustained traffic growth along the corridor and has, in fact, observed a decline in east-west traffic activity due to recent LRT construction along Eglinton Avenue.

BA Group has adopted zero general corridor growth for this analysis which is appropriate for a corridor with lane reductions. Corridor growth analysis for the Eglinton Avenue East and Don Mills Road corridors are attached in **Appendix D**.

Site Specific Area Developments

Allowance was made to account for new traffic generated by other area development proposals that are either approved, but not yet built, or are actively being reviewed by the City. A total of seven development proposals were considered based upon a review of the City of Toronto development project database. A list of background developments considered is shown in **Table 6**. Site specific background development locational context is illustrated in **Figure 17**.

TABLE 6 SITE SPECIFIC BACKGROUND DEVELOPMENTS

Address	Scope	Study	Status
1185 Eglinton Ave E	728 units	LEA (August 2012)	OMB Appeal
1250 Eglinton Ave E	775 units	LEA (February 2013)	Under Review
146 Laird Dr	175 unit retirement home 109 unit regular condo	Read, Voorhees & Associates (May 2014)	Under Review
42 Overlea Blvd	14,457 m ² . Warehouse	Cole (June 2013)	Under Review
160 Vanderhoof Ave	316 units	Generated	OMB Appeal
70 Wicksteed Ave	13,660 m ² Retail	Transtech (March 2012)	Under Review
195 Wicksteed Ave	9,587 m ² . Industrial	LEA (May 2013)	Approved



The site traffic for 1185 Eglinton Avenue East was reassigned to reflect alternate routing options offered by the Gervais Drive / Ferrand Drive / Eglinton Avenue East reconfiguration. Site specific background development traffic allowance is illustrated in **Figure 18**.

III. ESTABLISH UNRESTRICTED FUTURE BACKGROUND

Unrestricted future background traffic volumes are illustrated in **Figure 19**, being the addition of adjusted existing traffic volumes, and site specific traffic allowances.

IV. TRAFFIC DIVERSION TO REFLECT REDUCED CAPACITY

Capacity analysis based on the unrestricted future background volumes result in capacity issues at the Brentcliffe Road / Eglinton Avenue East intersection with overall V/C ratios of 1.03 and 1.14 during the morning and afternoon peak hours. The Don Mills Road / Eglinton Avenue East intersection operates with overall V/C ratio 0.99 during both weekday peak hours. The westbound through movement will be over capacity under the unrestricted future condition. Traffic diversion is anticipated to occur at these two intersections to alleviate the operation constraints. Detailed operation analysis results for the unrestricted volumes at the intersection are summarized in **Table 7** and **Table 8** in the 'Unadjusted Future Background V/C and Delay' columns.

The capacity constraint at Brentcliffe Road / Eglinton Avenue East requires a reduction of 100 and 325 vehicles eastbound during the morning and afternoon peak hour respectively. At Don Mills Road / Eglinton Avenue East, 150 vehicles westbound will be diverted during the morning peak hour given the capacity constraint. Future traffic operations were reassessed, given these volume adjustments, to confirm the intersection will operate at or near capacity. Given the diversion, Brentcliffe Road / Eglinton Avenue East will operate near capacity with overall V/C of 0.98 and 1.00 during the morning and afternoon peak hours, respectively. Don Mills Road / Eglinton Avenue East will also operate under busy conditions with overall V/C of 0.92 and 0.94 during the morning and afternoon peak hours, respectively.

Detailed Synchro capacity analysis sheets for the calibration are attached in **Appendix H**.

Resultant diversion percentages generally match or are lower than the Eglinton Connect diversion ratios for longer distance trips.

V. PROJECT TRAFFIC DIVERSION TO STUDY AREA ROAD NETWORK

Traffic reduction as per the above forecast was extrapolated to the other study area intersections in proportion to existing turning movement ratio patterns at each intersection. The anticipated traffic diversion, given the future Eglinton Crosstown road network capacity constraints, is illustrated in **Figure 20**.

VI. ESTABLISH SCENARIO B FUTURE TRAFFIC VOLUME BASE

For the purposes of this analysis, the Scenario B future background is the sum of existing traffic, background traffic growth, and the above traffic reduction and redistribution. The reduced future background traffic volumes are shown in **Figure 21**.



TABLE 7 ROAD DIVERSION – COMPARISON AT EGLINTON AVENUE EAST / BRENTCLIFFE ROAD

Movement	Unadjusted Future Background			Adjusted Future Background		
	Volume	V/C	Delay	Volume	V/C	Delay
Eglinton Avenue East / Brentcliffe Road						
Overall		1.03 (1.14)	46.5 (65.2)		0.98 (1.00)	37.9 (43.0)
EBL	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)	0 (0)
EBT	1365 (1810)	1.06 (1.12)	67.3 (94.1)	1265 (1510)	0.99 (0.97)	46.8 (44.6)
EBR	120 (125)			120 (125)		
WBL	470 (285)	1.03 (0.96)	90.7 (85.0)	445 (285)	0.98 (0.93)	75.3 (74.0)
WBT	1620 (1600)	0.81 (0.79)	17.4 (16.6)	1535 (1600)	0.77 (0.79)	15.8 (16.7)
WBR	200 (145)			190 (145)		
NBL	95 (120)	0.47 (0.74)	42.9 (55.4)	95 (120)	0.47 (0.73)	42.9 (55.2)
NBT	40 (70)			40 (70)		
NBR	515 (655)	0.67 (1.06)	25.2 (89.8)	515 (630)	0.67 (1.00)	25.2 (72.0)
SBL	195 (140)	0.98 (1.00)	96.9 (105.7)	195 (140)	0.98 (0.99)	96.9 (104.5)
SBT	50 (80)			50 (80)		
SBR	5 (5)			5 (5)		

Notes:

1. xx (xx) – AM (PM)

TABLE 8 ROAD DIVERSION – COMPARISON AT EGLINTON AVENUE EAST / DON MILLS ROAD

Movement	Unadjusted Future Background			Adjusted Future Background		
	Volume	V/C	Delay	Volume	V/C	Delay
Eglinton Avenue East / Don Mills Road						
Overall		0.99 (0.99)	56.0 (53.6)		0.92 (0.94)	45.4 (48.2)
EBL	260 (245)	0.99 (0.98)	93.4 (88.2)	210 (220)	0.98 (0.84)	94.7 (52.9)
EBT	1210 (1500)	0.87 (1.04)	35.1 (67.8)	1210 (1360)	0.91 (0.96)	38.9 (50.0)
EBR	350 (325)			340 (295)		
WBL	140 (140)	0.73 (0.70)	38.6 (52.6)	140 (140)	0.72 (0.70)	44.9 (51.0)
WBT	1355 (1155)	1.09 (0.94)	94.0 (55.1)	1205 (1155)	0.94 (0.98)	53.9 (65.9)
WBR	245 (210)	0.43 (0.33)	54.8 (46.9)	245 (210)	0.45 (0.33)	48.5 (51.7)
NBL	165 (185)	0.88 (0.76)	89.5 (53.4)	165 (185)	0.84 (0.75)	80.5 (50.4)
NBT	1050 (1360)	0.92 (1.00)	42.0 (55.8)	1050 (1360)	0.90 (0.98)	38.3 (50.5)
NBR	145 (220)	0.16 (0.29)	30.0 (28.4)	145 (220)	0.81 (0.27)	29.4 (51.7)
SBL	150 (145)	0.91 (0.82)	73.5 (50.0)	150 (145)	0.95 (0.83)	50.3 (33.9)
SBT	1195 (940)	0.99 (0.73)	56.2 (35.4)	1195 (940)	0.31 (0.72)	46.2 (26.0)
SBR	250 (290)	0.42 (0.42)	33.6 (30.3)	250 (290)	0.43 (0.41)	32.6 (29.5)

Notes:

1. xx (xx) – AM (PM)

These diversion volumes at the Brentcliffe – Leslie segment as a percentage of existing traffic volumes are summarized in **Table 9**.

TABLE 9 DIVERSION VOLUMES AS PERCENTAGE OF EXISTING TRAFFIC

	BA Group		Eglinton Connects ^{1,2}	
	AM	PM	AM	PM
Eastbound	5%	13%	13%	13%
Westbound	5%	0%	14%	14%

Notes:

1. Based on an EMME model comparison between a 2-lane and 4-lane Eglinton Avenue East cross section. Diversion results shown are the differences in percentage change for longer distance trips between the two cross section scenarios along Eglinton Avenue East between Avenue Road and Mount Pleasant Road.

C.3 SITE TRAFFIC

C.3.1 Traffic Generation

Residential vehicular trip generation for the proposed residential condominium building during the morning and afternoon peak hours has been assessed based upon observed vehicular trip generation from the Carrington on the Park proxy site at 1101, 1103, 1105 Leslie Street based on traffic counts conducted by BA Group on Wednesday, July 9, 2014 and Wednesday, September 17, 2014. The observed trip generation rate was adjusted to reflect the future auto mode share (driver plus passenger) of 40% as compared to the existing combined auto mode share of 65%. This change is equivalent to a 38.5% reduction in auto use with respect to existing modal share and the observed trip generation rates were reduced by this ratio.

The existing residential modal split for the site was determined from a review of the 2011 Transportation Tomorrow Survey (TTS) data and is summarized in **Table 10**.

TABLE 10 EXISTING RESIDENTIAL MODAL SPLIT

Mode	AM out	PM in
Transit	26%	27%
Driver	55%	53%
Passenger	10%	13%
Walk	7%	6%
Cycle	1%	1%

The adjusted Carrington on the Park trip generation rate was compared with a transit adjusted trip generation rate derived for condominiums from the ITE Trip Generation Manual 9th Edition. The adjusted proxy and ITE rates are consistent with each other in the morning peak hour and the adjusted proxy rates are lower in the afternoon peak hour. The resultant site traffic volumes for the proposed building are summarized in **Table 11**.

TABLE 11 RESIDENTIAL TRIP GENERATION

Source	Morning Peak Hour			Afternoon Peak Hour		
	In	Out	2-way	In	Out	2-way
ITE 230	0.05	0.25	0.30	0.25	0.12	0.37
Adjusted ITE 230 ¹	0.03	0.16	0.19	0.16	0.08	0.24
Carrington on the Park Proxy (July 9, 2014)	0.03	0.22	0.25	0.15	0.09	0.24
Carrington on the Park Proxy (September 17, 2014)	0.06	0.28	0.34	0.14	0.06	0.20
Average	0.05	0.25	0.30	0.15	0.07	0.22
Adjusted Average Proxy ³	0.03	0.15	0.18	0.10	0.04	0.14
Adopted Rate	0.04	0.16	0.20	0.14	0.06	0.20
Vehicle Trips (1400 units)	55	225	280	195	85	280

Notes:

1. ITE rates were adjusted assuming a default 95% auto mode share and a resultant 40% auto mode share
2. The Carrington on the Park condominiums totalling 407 units was counted by BA Group on Wednesday, September 17, 2014
3. The raw proxy rate was adjusted to reflect a final 40% auto mode share

The adopted trip generation rate of 0.20 two-way trips is within the range of trip generation range observed using the ITE Trip Generation Manual and at proxy locations in the site vicinity. The proposed development is forecast to generate in the order of 280 new two-way trips in both the morning and afternoon peak hours.

6.1.1 Multi-Modal Travel Demand Generation

Based on the future modal share projected in Eglinton Connects as summarized in **Table 2** in Section A.5.2 of the report and the existing split of driver versus passenger trips, the projected travel demand by mode for the proposed development is summarized in **Table 12**.

TABLE 12 PROPOSED SITE MULTI-MODAL TRAVEL DEMAND

Source	Future Mode Share	Morning Peak Hour			Afternoon Peak Hour		
		In	Out	2-way	In	Out	2-way
Transit	41%	55	230	285	200	85	285
Driver	34%	50	190	240	165	75	240
Passenger	6%	5	35	40	30	10	40
Walk	14%	25	80	105	75	30	105
Cycle	4%	5	25	30	20	10	30
Total	100%	140	560	700	490	210	700



C.3.2 Traffic Distribution

Directional distributions have been developed based upon a review of the 2011 Transportation Tomorrow Survey (TTS) information for the 2006 GTA zones 219, 224, 242 and recognizing intersection turning restrictions. A detailed table summarizing inbound and outbound trips to / from the zones and corresponding major travel routes and distributions to / from the development site are provided in **Appendix E**.

Table 13 summarizes the resultant , and adopted, directional distribution to / from the site.

TABLE 13 RESIDENTIAL ARRIVAL AND DEPARTURE PATTERNS

To / From	Leslie North	Don Mills North	Don Mills South	Eglinton East	Eglinton West	DVP North	DVP South
Outbound	29%	3%	5%	7%	30%	3%	23%
Inbound	22%	7%	8%	6%	22%	16%	19%

Notes:

1. Based on 2006 GTA Zones 219, 224, 242

C.3.3 Trip Assignment

New site traffic volumes were assigned based on the above distribution and recognizing area one-way streets and intersection turning restrictions in the future area road network that may influence motorist route choice. New site traffic volumes are illustrated in **Figure 22**.

C.4 FUTURE TOTAL TRAFFIC

C.4.1 Scenario A

Future total traffic volumes is the sum of future background traffic (**Figure 16**) and proposed site traffic (**Figure 22**) and is illustrated in **Figure 24**.

C.4.2 Scenario B

Future total traffic volumes calculated as the sum of future background traffic and new proposed site traffic is illustrated for the morning and afternoon peak hours in **Figure 25**.

C.5 “AS-OF-RIGHT” SITE TRAFFIC

C.5.1 Trip Generation

Trip generation for the “As-of-Right” (AOR) scenario is based on the forecast site trips in the previously approved Inn on the Park site application transportation impact study, but scaling it down to match the final permitted development allowance as per Site Specific Zoning By-Law No. 931-2009. As of right trip generation is summarized in **Table 14**. Detailed “As-of-Right” trip generation is attached in **Appendix F**.

TABLE 14 2009 “AS-OF-RIGHT” TRIP GENERATION

Land Use	Scope	AM Peak Hour			PM Peak Hour		
		In	Out	2-Way	In	Out	2-Way
Seniors Residence	128 units	6	6	12	12	6	17
Retail	50,700 sq.ft.	15	10	25	46	51	96
Restaurant	16,600 sq.ft.	3	0	3	43	19	62
Banquet Hall	20,600 sq.ft.	13	0	13	18	85	103
Total		40	15	55	120	160	280
Primary		35	10	45	85	125	210
Passby		5	5	10	35	35	70

Notes:

1. Omitted 78,700 sq.ft. dealership with 3,900 sq.ft. office use already built as the Inn on the Park Toyota-Lexus dealership

The “As-of-Right” development allowance of the site would generate in the order of 55 and 280 total two-way vehicular trips. The proposed development will generate in the order of 280 two-way vehicular trips in both weekday peak hours.

The volume generations of the proposed development and “As-of-Right” allowance are equivalent in the afternoon peak hour. In the morning peak hour, the proposed development generates more traffic given its residential land use.

C.5.2 Trip Distribution

“As-of-Right” trips are assigned to the area street network based on the same distribution adopted in the January 2006 *Inn on the Park Redevelopment Project*, City of Toronto TIS report. New “As-of-Right” site traffic is illustrated in **Figure 23**.

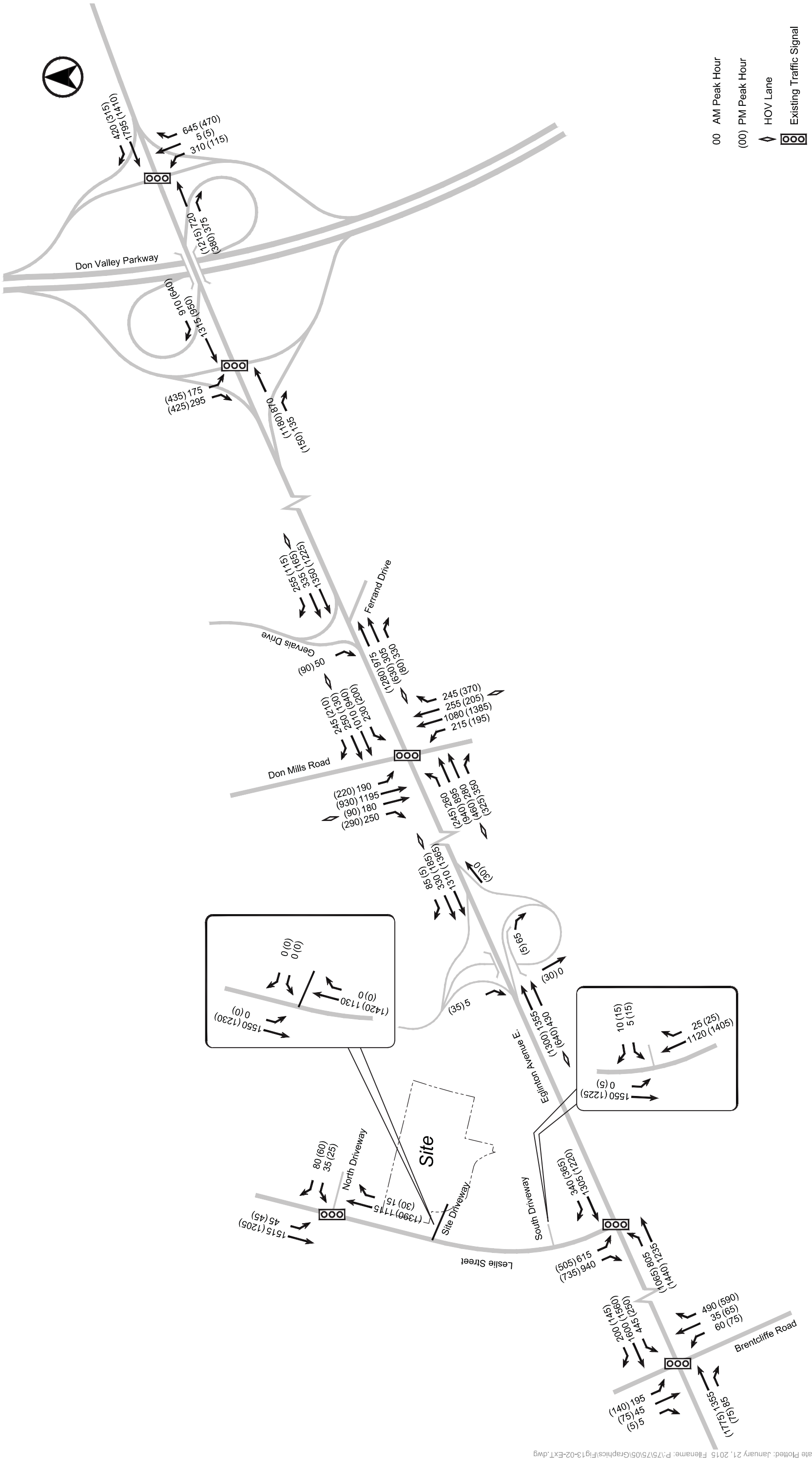
C.6 FUTURE TOTAL “AS OF RIGHT”

C.6.1 Scenario A

Future AOR total traffic volumes is the sum of future background traffic (**Figure 16**) and AOR site traffic (**Figure 23**) and is illustrated in **Figure 26**.

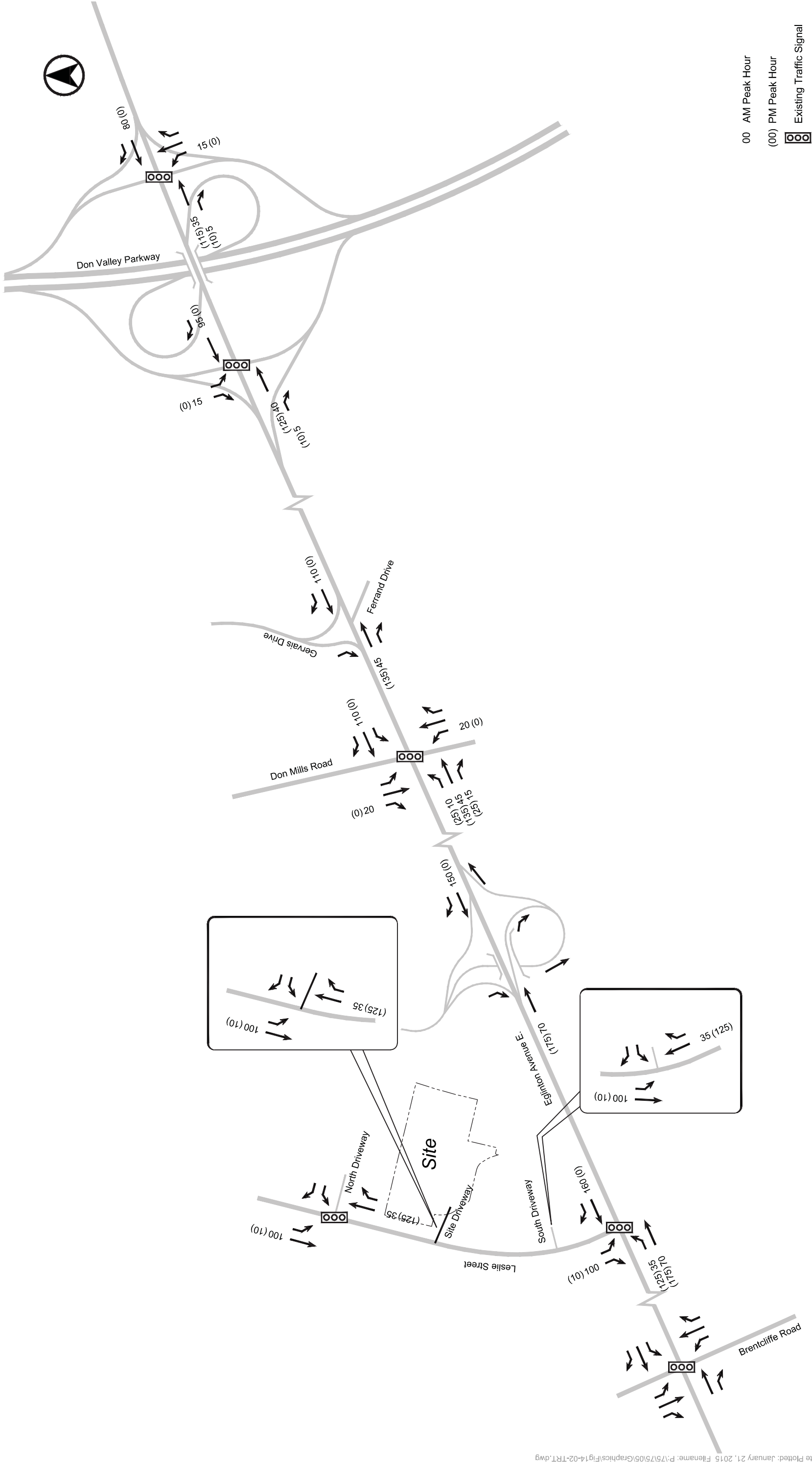
C.6.2 Scenario B

Future AOR total traffic volumes calculated as the sum of future background traffic and AOR site traffic is illustrated for the morning and afternoon peak hours in **Figure 27**.

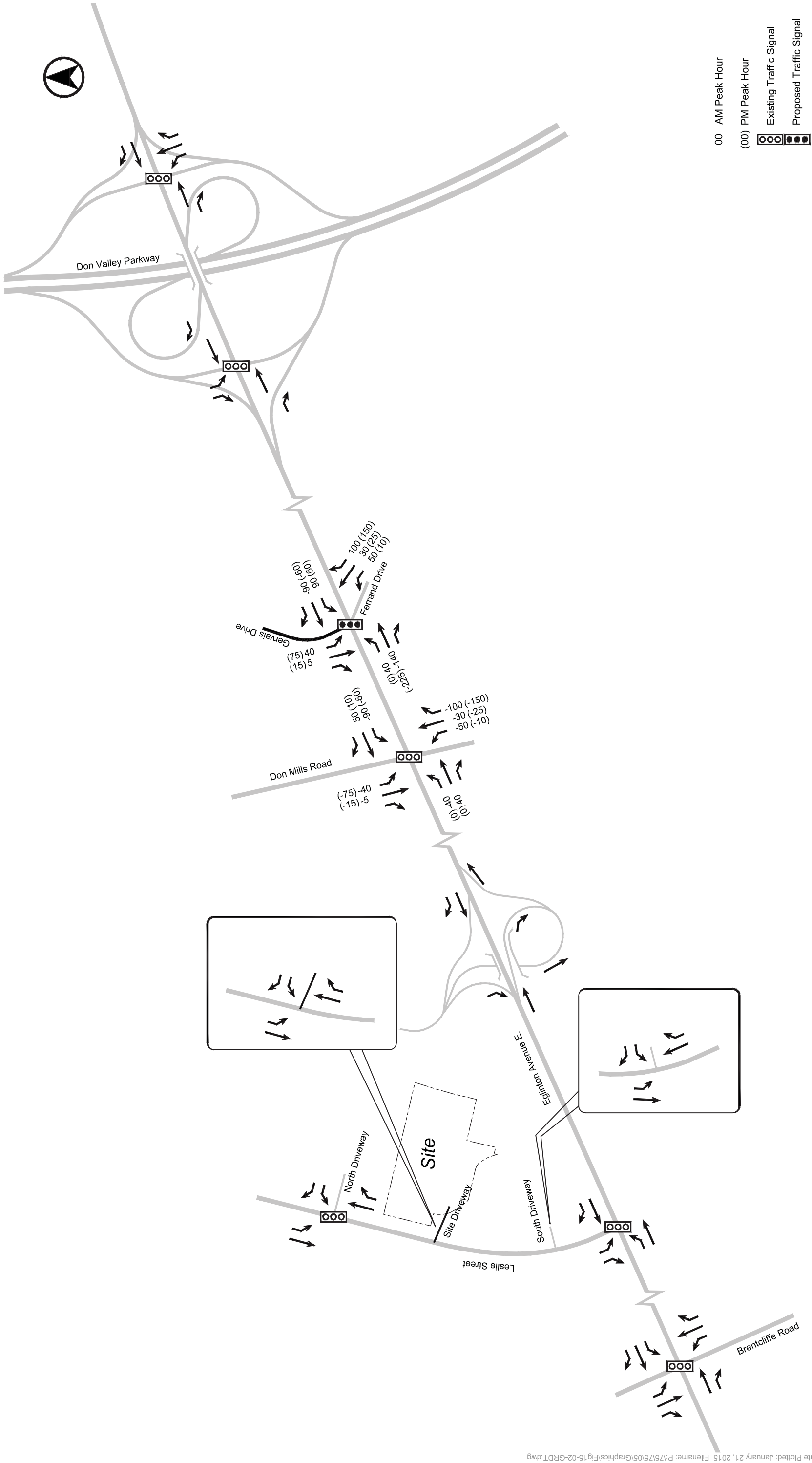


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EXISTING TRAFFIC VOLUMES

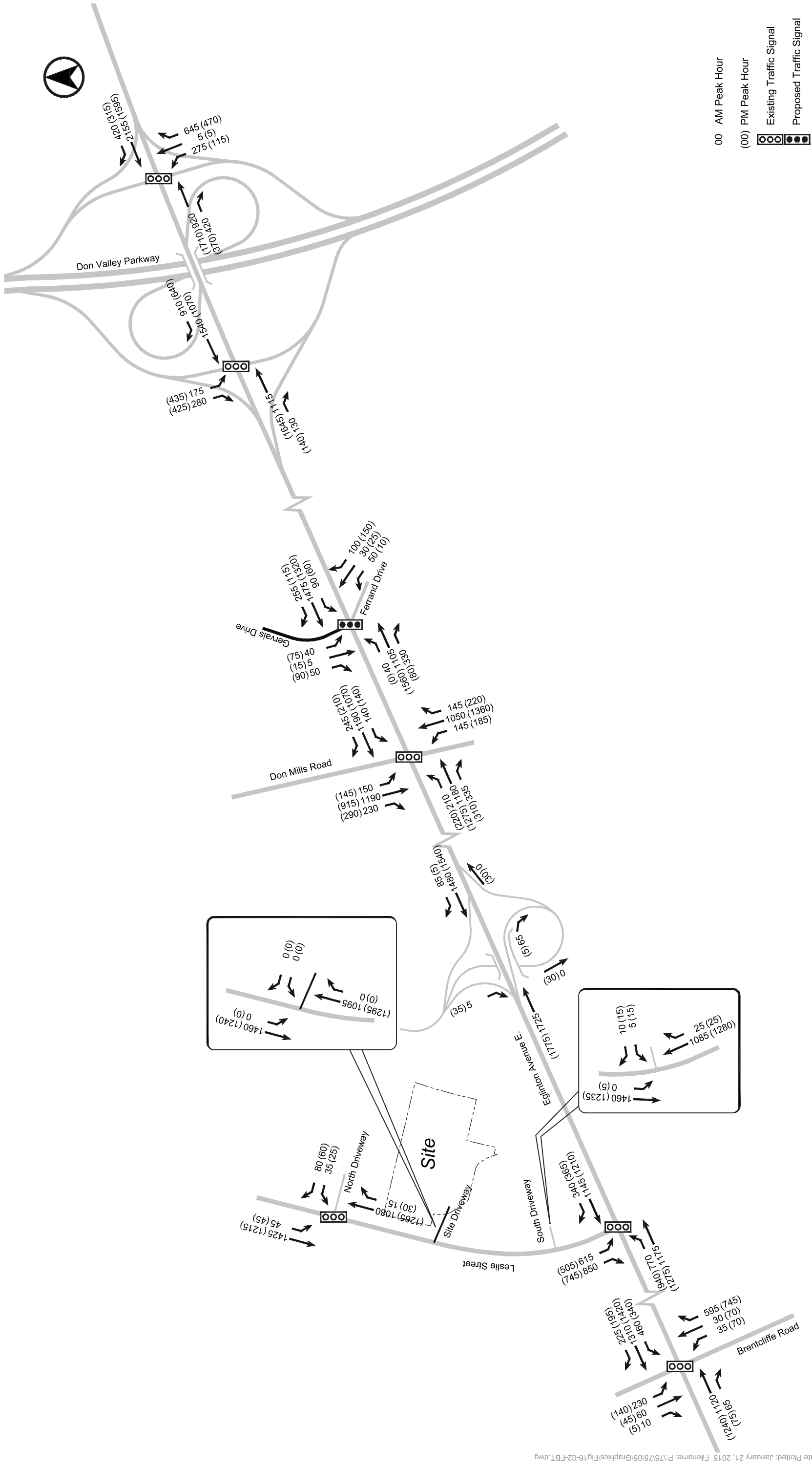


SCENARIO A: BRENTCLIFFE RD / EGLINTON AVE E CAPACITY RESTRICTED DIVERSION



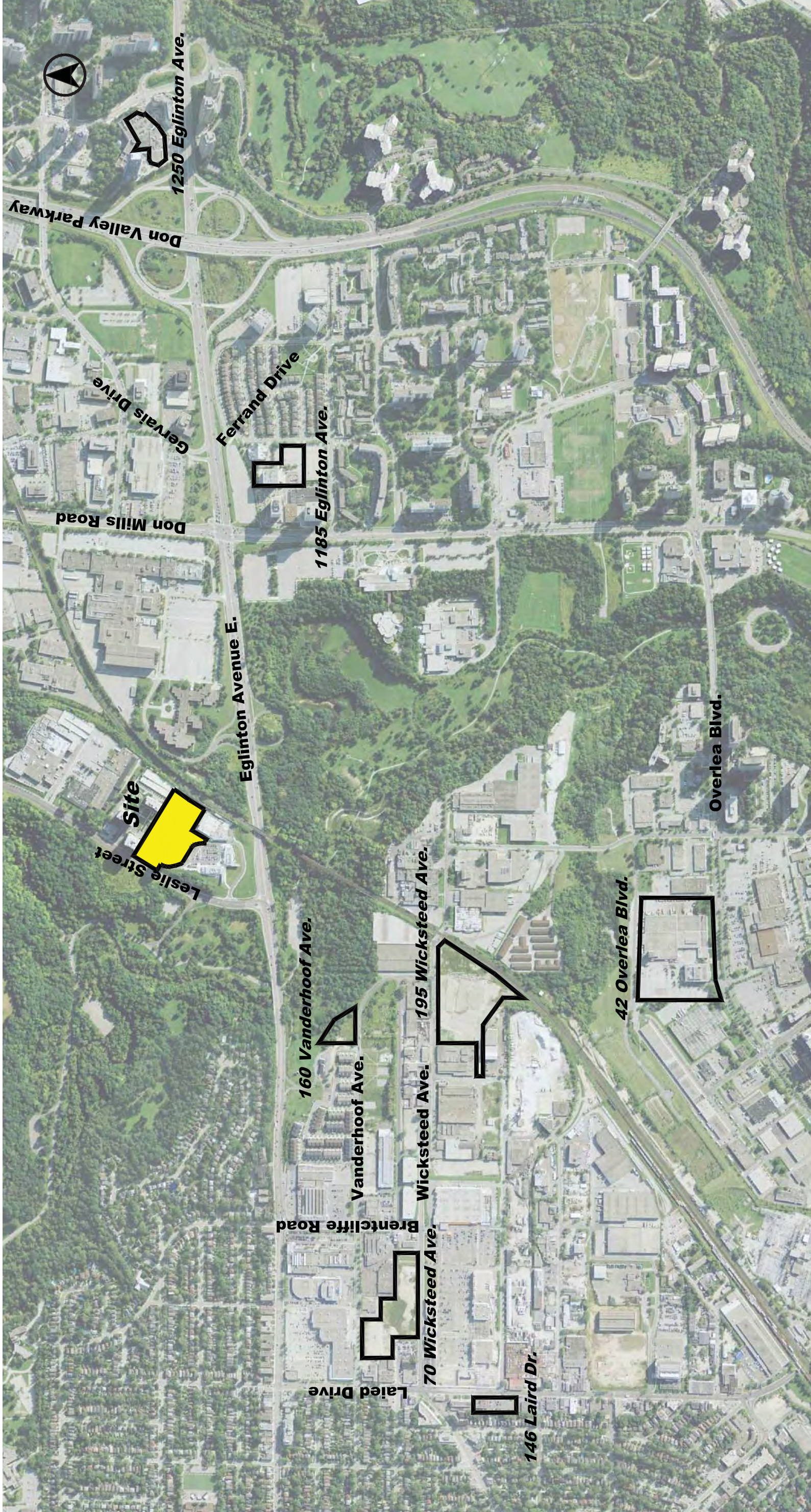
Date Plotted: January 21, 2015 File Name: F:\7575\05\Graphics\Fig15-02-GRDT.dwg

GERVAIS RECONFIGURATION DEVERSION TRAFFIC VOLUMES



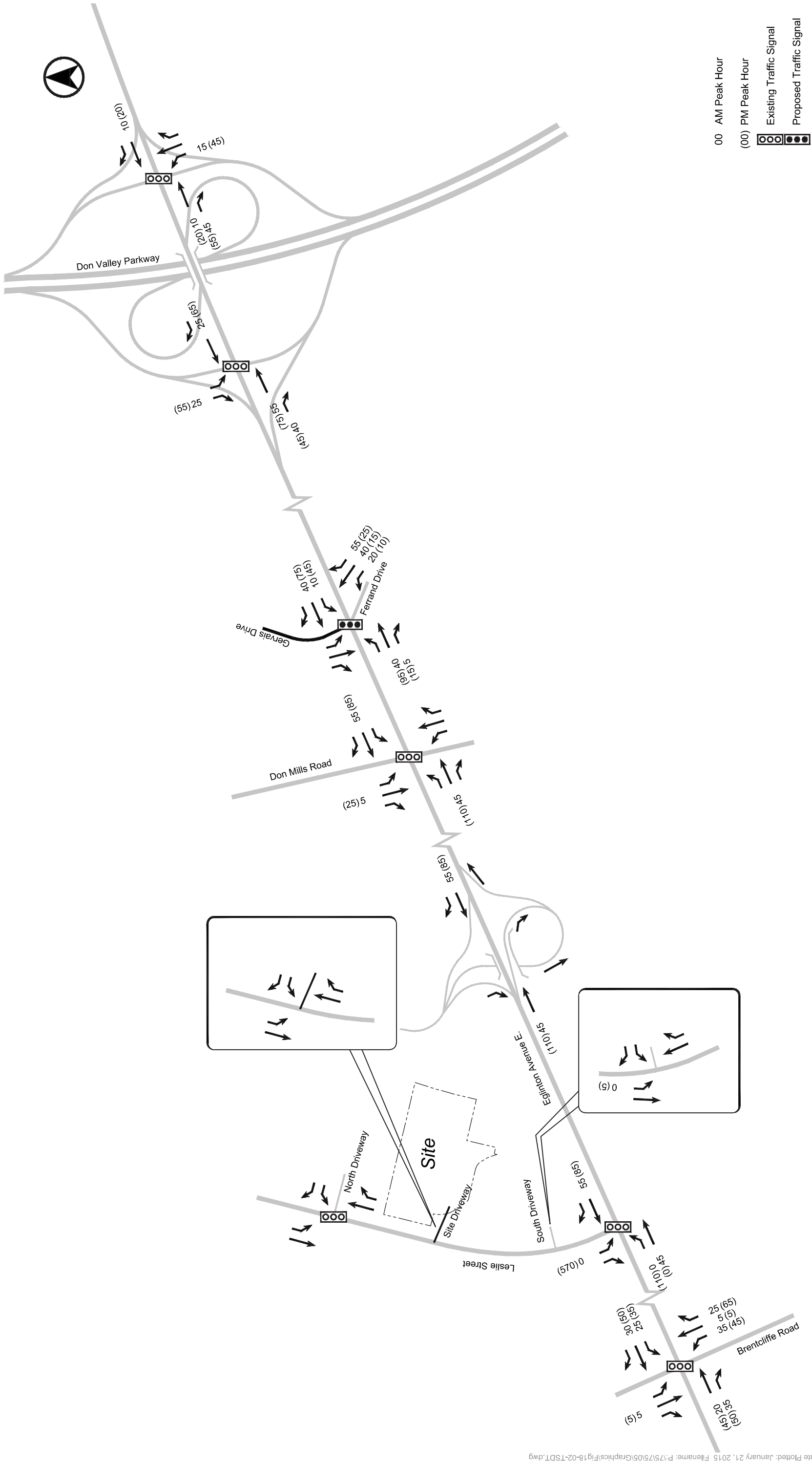
Date Plotted: January 21, 2015 File name: P:\7575\05\Graphics\Fig16-02-FB1.dwg

SCENARIO A: FUTURE BACKGROUND TRAFFIC VOLUMES



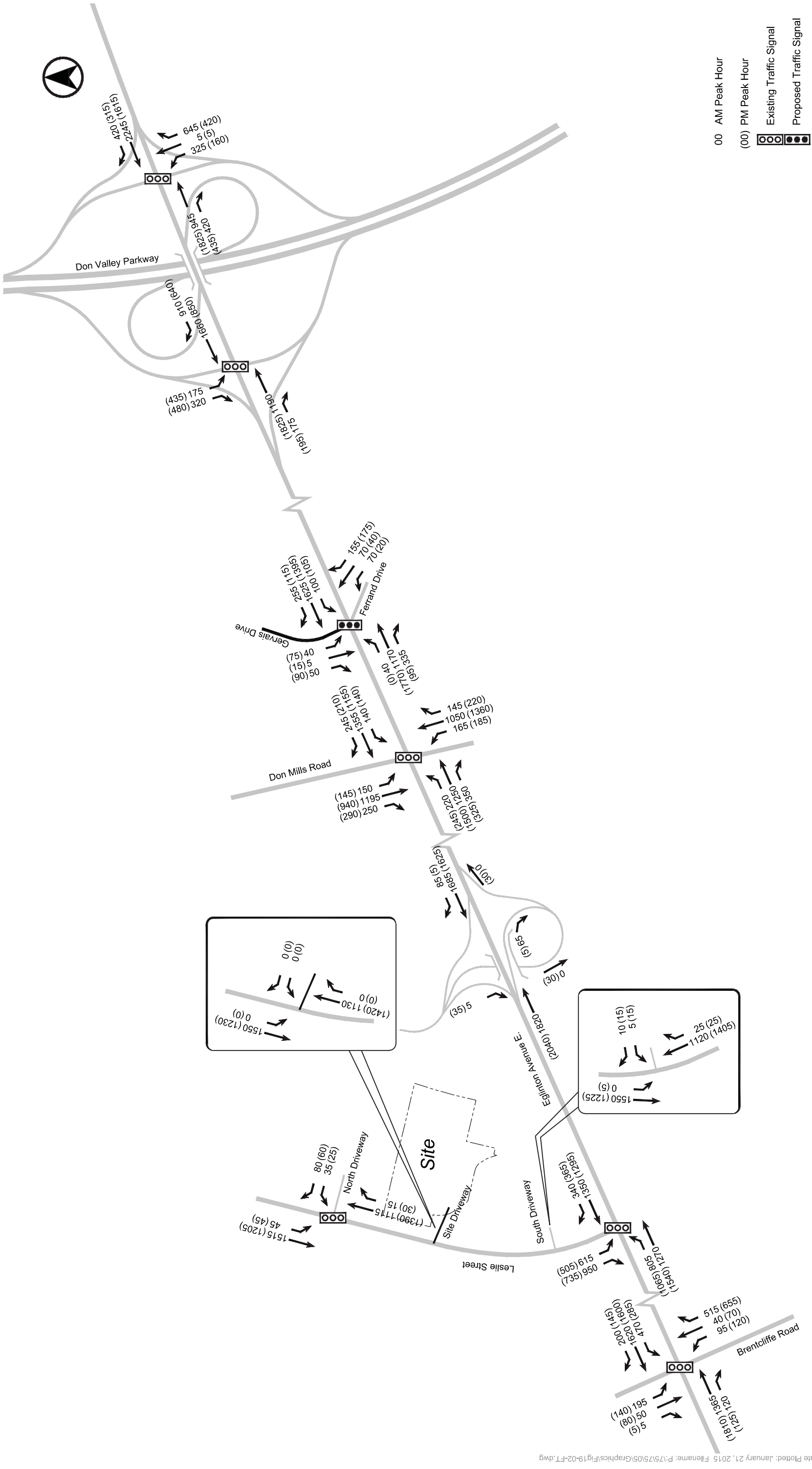
Date Plotted: January 21, 2015 File Name: P:\7575\05\Graphics\Fig17-02-SFBD.dwg

SITE SPECIFIC BACKGROUND DEVELOPMENT LOCATIONAL CONTEXT



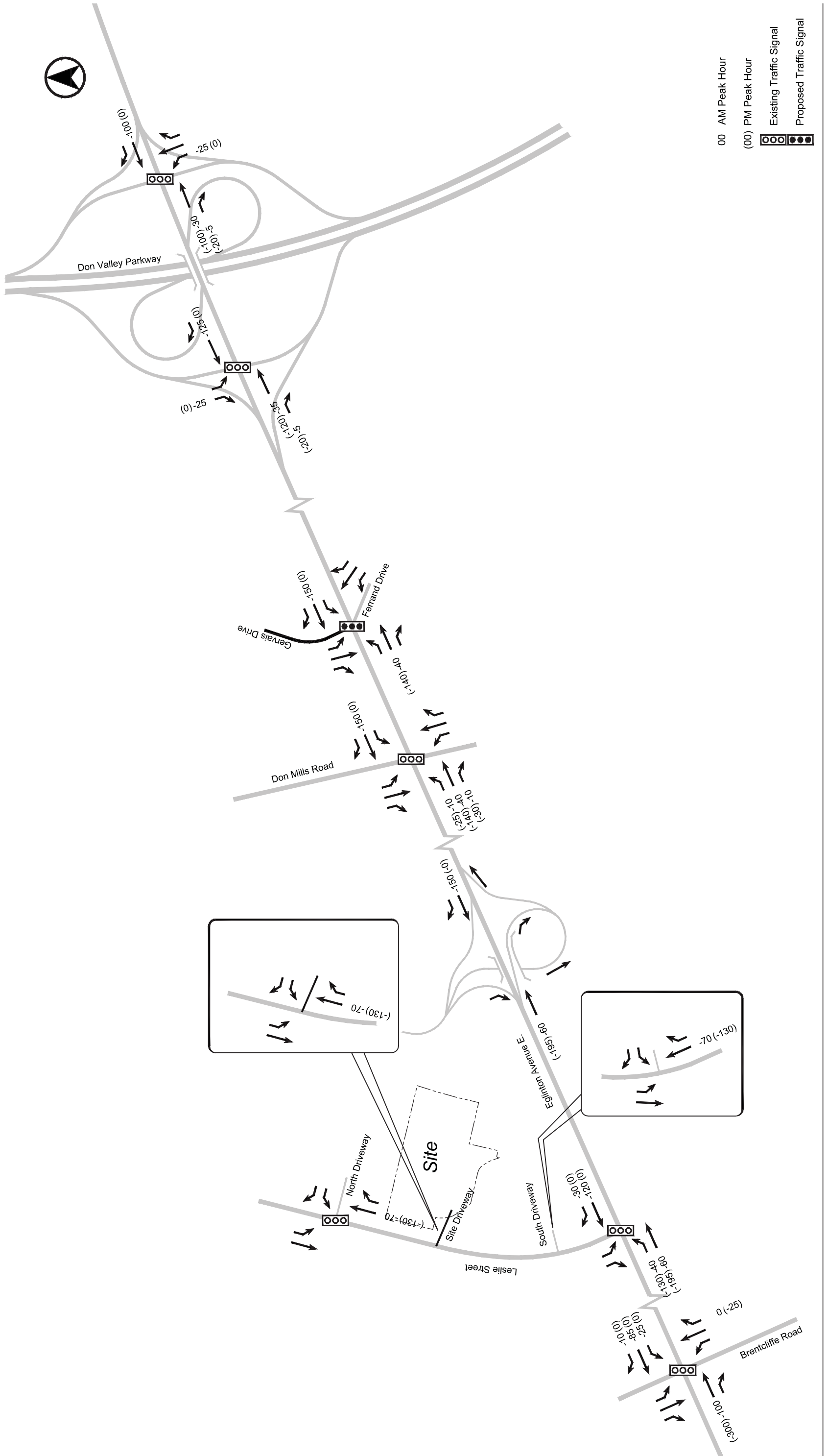
Date Plotted: January 21, 2015 File name: P:\7575\05\Graphics\Fig18-02-TSD1.dwg

TOTAL SITE SPECIFIC BACKGROUND DEVELOPMENT TRAFFIC ALLOWANCE VOLUMES



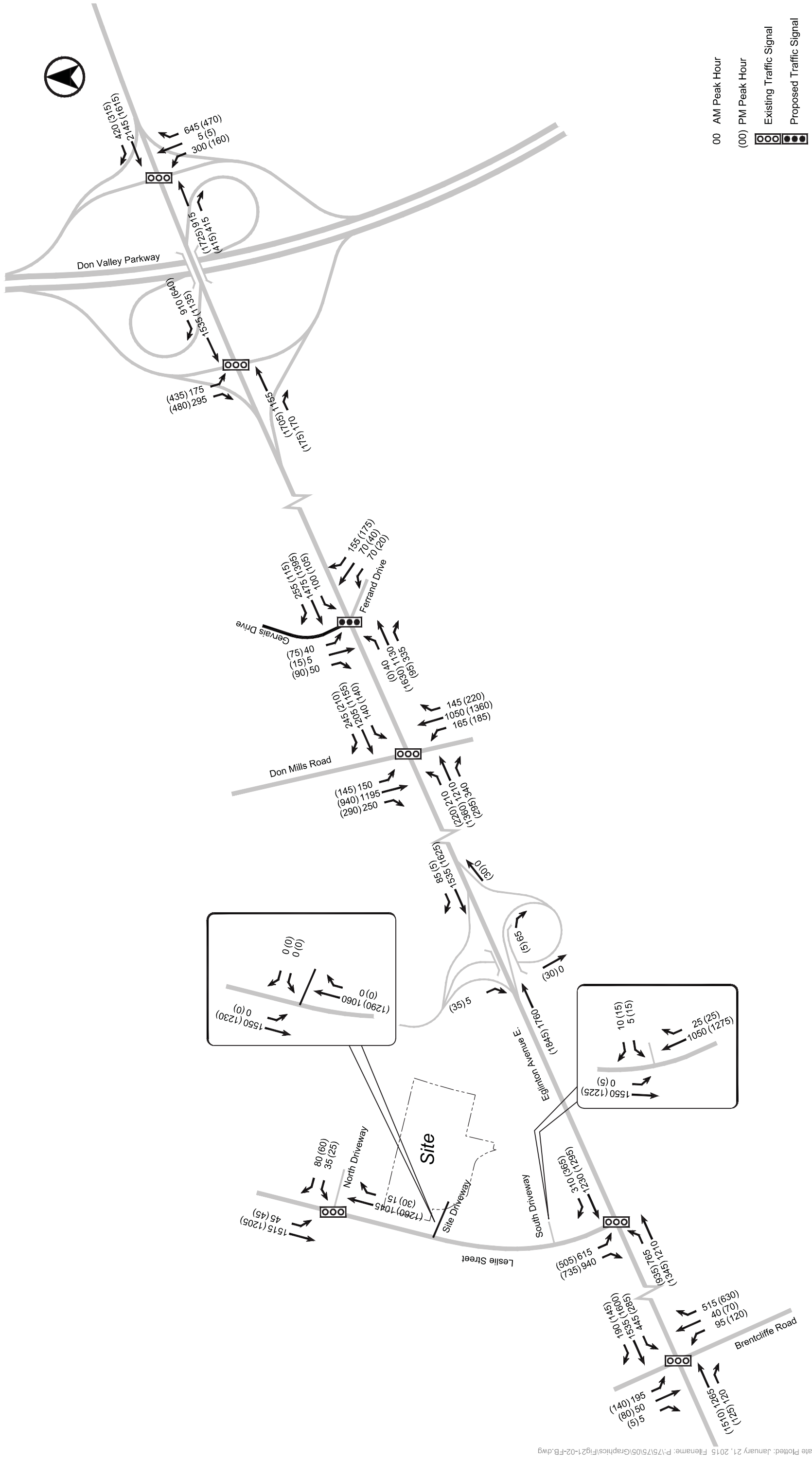
Date Plotted: January 21, 2015 File name: P:\75175\05\Graphics\Fig19-02-FT.dwg

SCENARIO B: UNRESTRICTED FUTURE BACKGROUND TRAFFIC VOLUMES



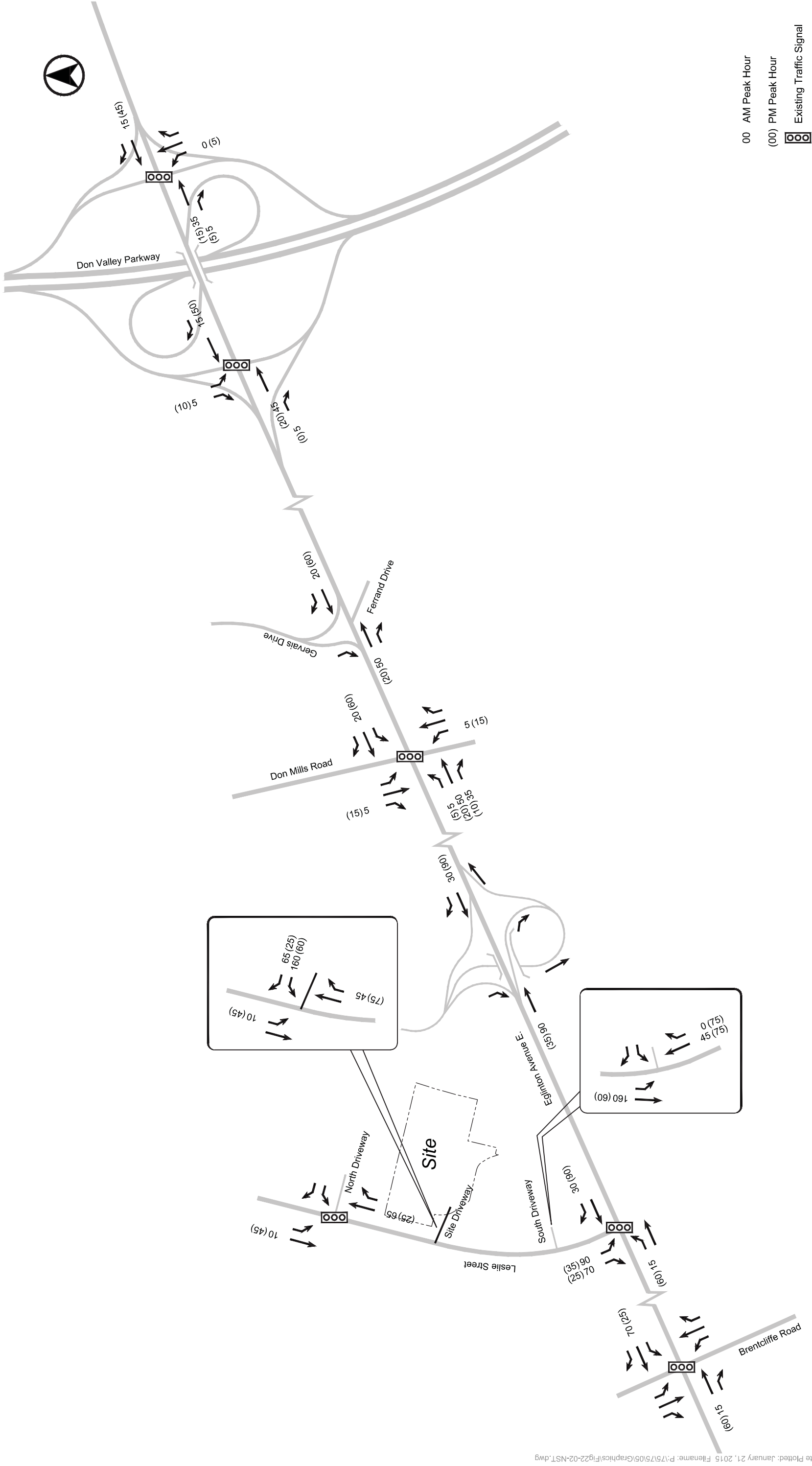
Date Plotted: January 21, 2015 File Name: P:\7575\05\Graphics\Fig20-02-FB.dwg

SCENARIO B: CAPACITY RESTRICTED DIVERSION



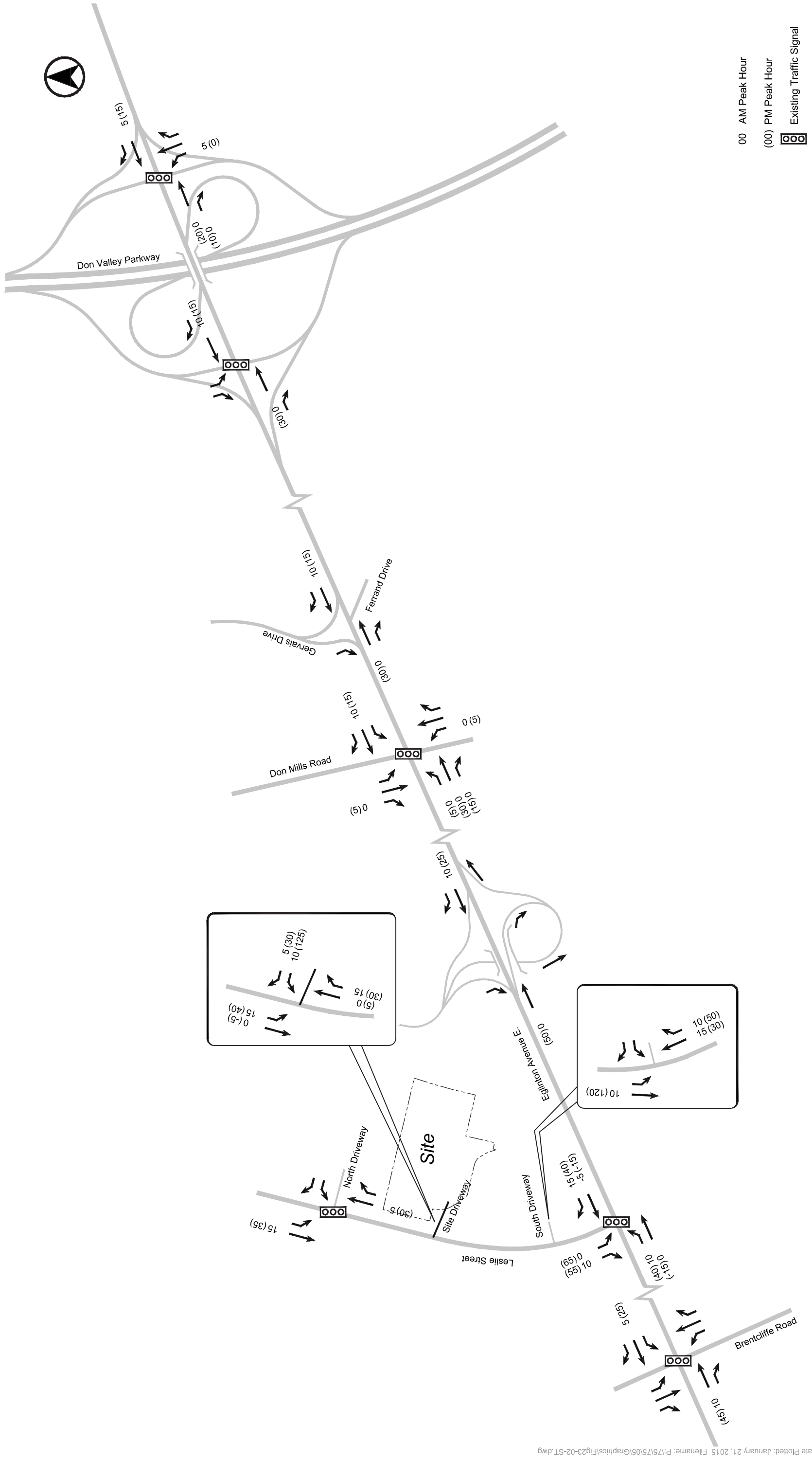
SCENARIO B: RESTRICTED FUTURE BACKGROUND TRAFFIC VOLUMES

Date Plotted: January 21, 2015 Filename: P:\7575\05\Graphics\Fig21-02-FB.dwg



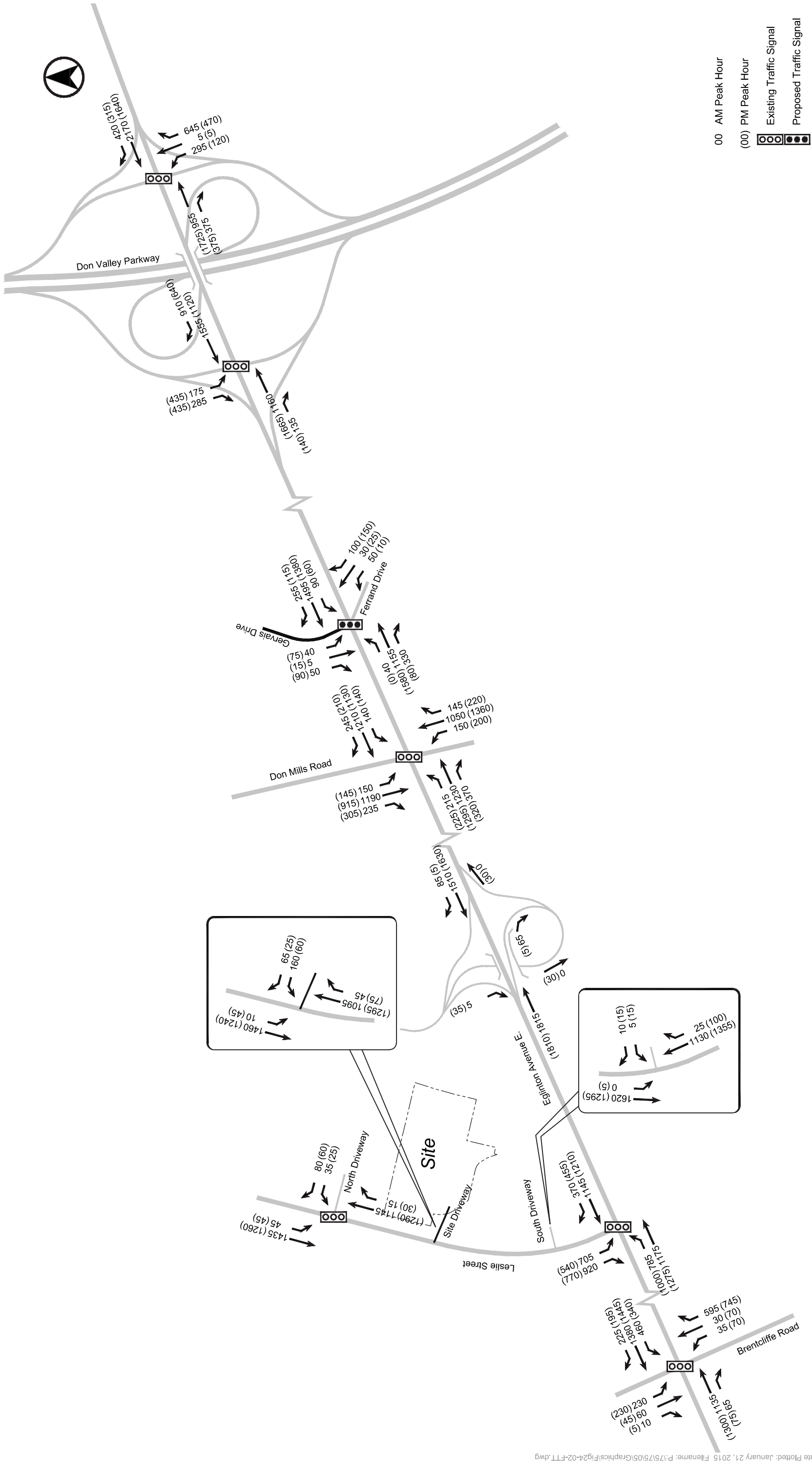
Date Plotted: January 21, 2015 File name: F:\75175\05\Graphics\Fig22-02-NST.dwg

NEW SITE TRAFFIC VOLUMES



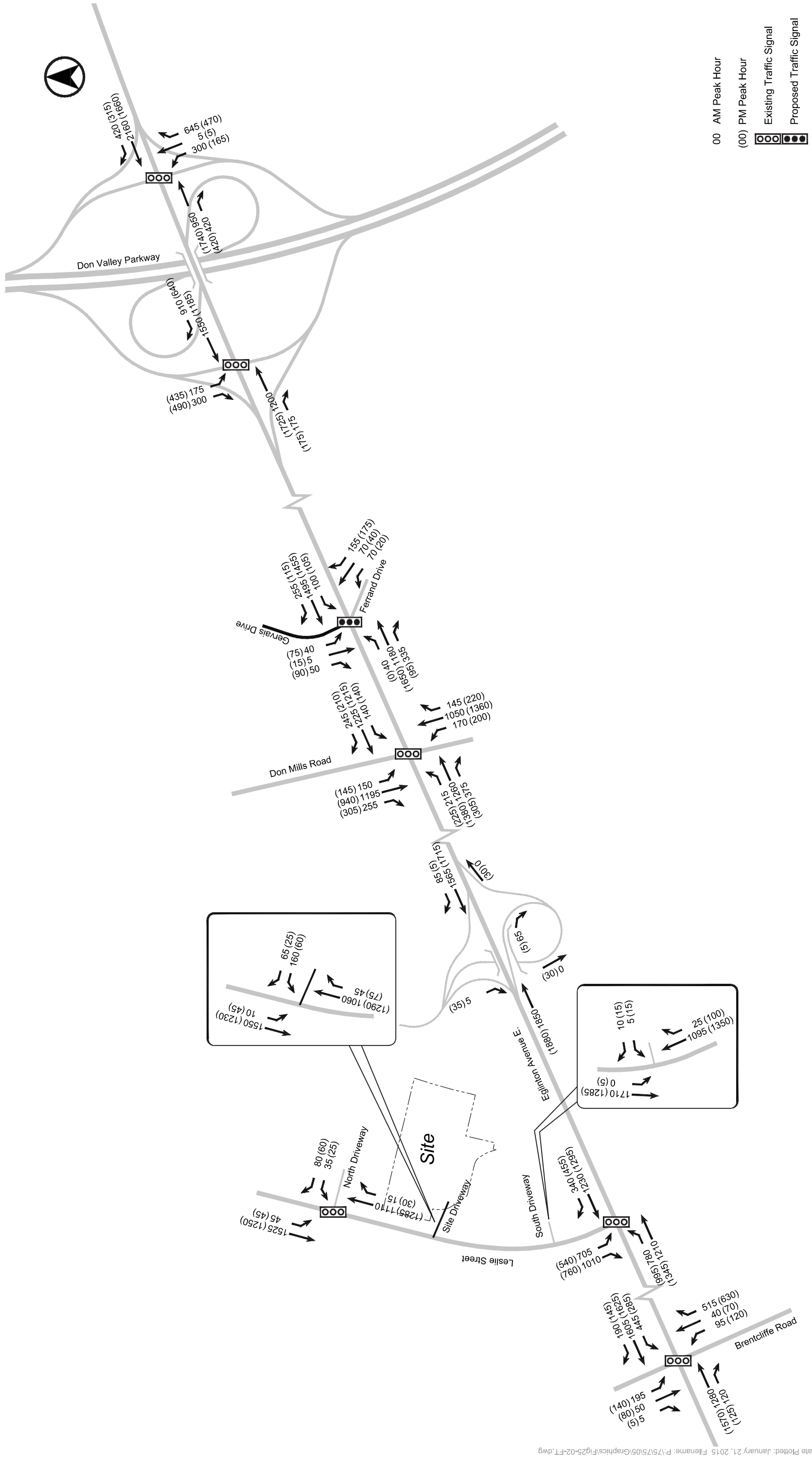
Date Plotted: January 21, 2015 File name: P:\75175\05\Graphics\Fig23-02-ST.dwg

AOR SITE TRAFFIC VOLUMES



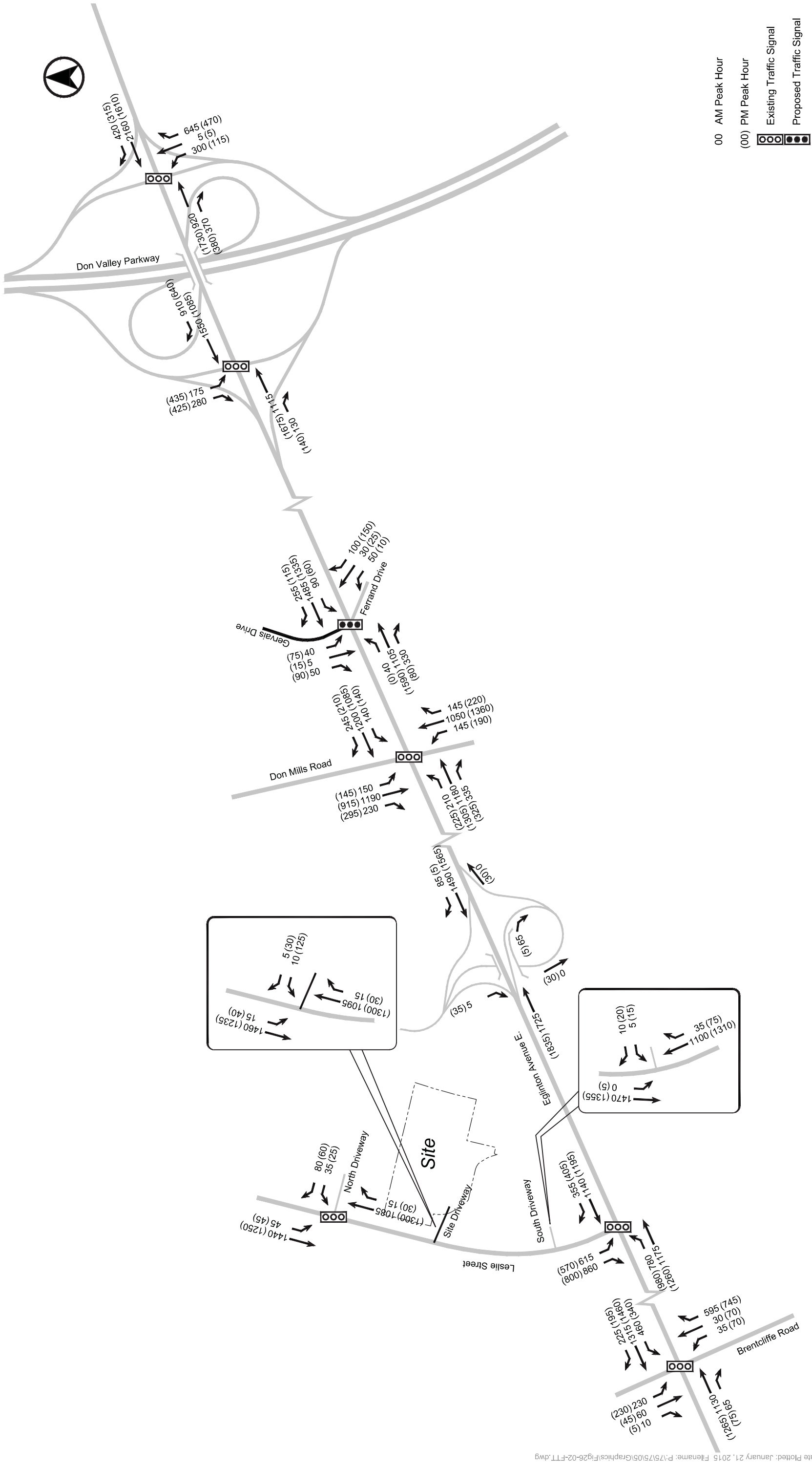
Date Plotted: January 21, 2015 File name: P:\75175\05\Graphics\Fig24-02-FTT.dwg

SCENARIO A: FUTURE TOTAL TRAFFIC VOLUMES



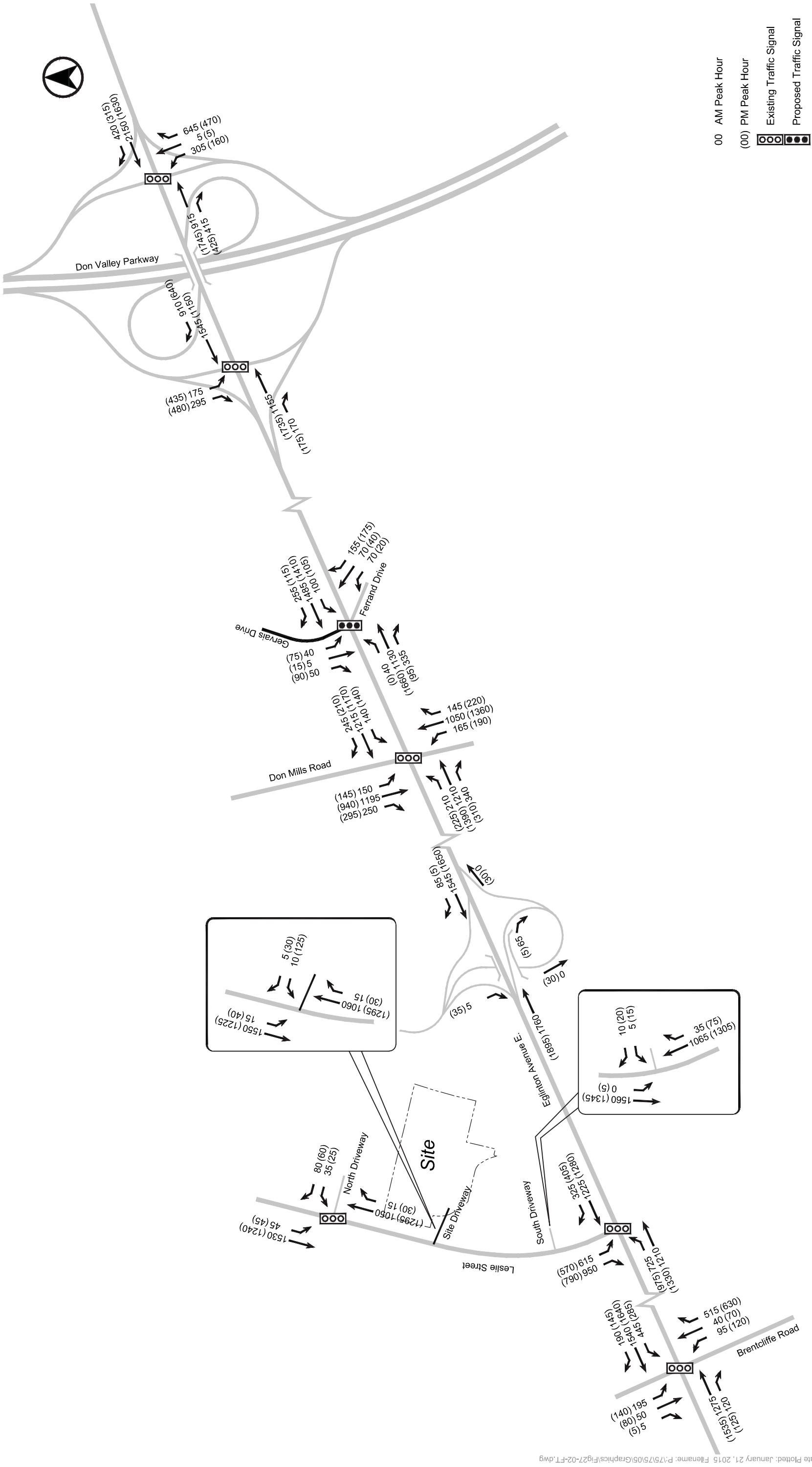
SCENARIO B: FUTURE TOTAL TRAFFIC VOLUMES

Date Plotted: January 21, 2015 Filename: P:\7575\05\Graphics\Fig25-02-FT.dwg



Date Plotted: January 21, 2015 Filename: P:\75175\05\Graphics\Fig26-02-FTT.dwg

SCENARIO A: AOR FUTURE TOTAL TRAFFIC VOLUMES



Date Plotted: January 21, 2015 Filename: P:\75175\05\Graphics\Fig27-02-FT.dwg

SCENARIO B: AOR FUTURE TOTAL TRAFFIC VOLUMES