TOWN OF CALEDON
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September 23, 2025

12100 Creditview Developments Limited

TRANSPORTATION IMPACT STUDY UPDATE

Proposed Commercial Development

12100 Creditview Road, Town of Caledon

September 2025

22142

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September 17, 2025 **Reference Number:** 22142

Stephanie Volpentesta
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Dear Stephanie Volpentesta:

RE: Transportation Impact Study Update
Proposed Commercial Development
12100 Creditview Road, Town of Caledon

LEA Consulting Ltd. is pleased to present the findings of our Transportation Impact Study for the proposed commercial development located at 12100 Creditview Road in the Town of Caledon. This TIS has been prepared for 12100 Creditview Developments Limited in support of the Site Plan Approval (SPA) for the proposed development. This report concludes that the traffic associated with the proposed development maintains acceptable conditions for the road network in the surrounding area, with signalization of the Mayfield Road & Robert Parkinson Drive / South Site Access 2 (Street 'G') and minor optimizations for the network.

By way of background, LEA previously prepared a Transportation Impact Study dated October 2024 in support of the first submission. This update incorporates the comments received from the Town and Region's transportation staff regarding the October 2024 submission. Comments received are provided below in italics, followed by LEA's response.

REGION OF PEEL – TRAFFIC DEVELOPMENT

GENERAL COMMENTS

Comment 1.1: *All property requirements and intersection works will need to be completed to the Region's satisfaction.*

- **LEA Response:** Acknowledged.

Comment 1.2: *Please review the Public Works Design, Specifications & Procedures Manuals, and the Region of Peel's Standard Drawings.*

- **LEA Response:** Acknowledged.

ACCESS/STUDY REQUIREMENTS

Comment 2.1: *A satisfactory Traffic Impact Study (TIS) will be required. Staff note that the terms of reference was not submitted for review and approval prior to study commencement.*

- **LEA Response:** A Terms of Reference has been circulated to both Regional and Town staff for review. The Town has since provided a response to the submitted Terms of Reference (**Appendix A**), with Regional staff copied on the correspondence.

Comment 2.2: *The Region acknowledges that three accesses are being proposed off Mayfield Road. The Region is not in support of all three of these accesses, as they do not meet Region of Peel spacing requirements as noted below. In theory, the Region will support two accesses to the site.*

- **LEA Response:** Since the previous submission, Site Access 1 on Mayfield Road has been converted into a right-in only access. This access provides a 30m storage length as per peel Standard and 60m taper length as per TAC guidelines. As such, three (3) site accesses are appropriate for the site.

Comment 2.3: *All accesses onto regional roads shall be in accordance with the Regional Standard based on the Controlled Access By-Law 62-2013, which speaks to the Road Characterization Study (RCS). The RCS defines our various road classifications as well as the minimum access spacing distances that are associated with them. This portion of Mayfield Road is classified as an Industrial Connector which calls for 450m spacing from full moves to full moves access; 100m spacing from full moves to right-in/right-out access; and 100m spacing from right-in/right out to right-in/right-out access.*

- **LEA Response:** The proposed accesses along Mayfield Road, from west to east, consist of a right-in only driveway, a full-movement access, and right-in right-out (RIRO) access. A minimum separation distance of 100 metres is required between these accesses, which has been satisfied. Please see **Drawing No.001** in **Appendix L**.

Comment 2.4: *Site access 1 will not be supported, as the Region does not support side by side accesses.*

- **LEA Response:** Please see response for Comment 2.2.

Comment 2.5: *In theory, the Region will support the full moves access across from Robert Parkinson Drive being the fourth leg of the intersection (Street A/G). The Developer is to ensure correct alignment with Robert Parkinson Drive. Auxiliary turn lanes will be required. The TIS should be updated to speak to dual left turn lanes (west bound lane) at the intersection, as well as the level of service with and without dual lefts. Future analysis and synchronization with dual lefts for our review should be submitted.*

- **LEA Response:** Based on the results of our traffic analysis, no operational constraints are anticipated at this intersection following the implementation of traffic signal control. In our professional opinion, the westbound left-turn volumes are not substantial enough to warrant the provision of dual left-turn lanes.

Comment 2.6: *In theory, the Region will support a restricted right-in/right-out access, noted as south access 3 in the TIS. This access is to be spaced a minimum 100m from both 'Street A/G' and Creditview Road. This access is to be physically restricted by a centre median. The centre median shall extend 45 metres on either side of the access. The restriction of this access will be in consultation with the Capital Project PM.*

- **LEA Response:** South Access 3 has been revised to include a median and is located more than 100 m from both Creditview Road and South Access 2. Please see updated site plan.

Comment 2.7: *Both accesses will be required to be equipped with auxiliary turn lanes for all approved turning movements.*

- **LEA Response:** All accesses will be equipped with auxiliary turn lanes for each movement. Please refer to the updated site plan and **Section 5** in the updated TIS.

Comment 2.8: *A functional design shall be submitted in the next submission for the site accesses, with required auxiliary turn lanes including all geometrics, TAC storage, and taper lengths.*

- **LEA Response:** Acknowledged. Please see **Drawing No.006** in **Appendix L**.

Comment 2.9: *The TIS should include a west bound right turn lane at Robert Parkinson Road. This shall be included in the synchro analysis.*

- **LEA Response:** The westbound right-turn lane has been incorporated at the intersection of Mayfield Road & Robert Parkinson Drive. Please refer to **Section 6.4.2** for the corresponding intersection capacity analysis results.

Comment 2.10: *The synchro analysis should follow the Region of Peel synchro guidelines.*

- **LEA Response:** The capacity analysis has identified intersection movements with volume-to-capacity (V/C) ratios exceeding 1.0, as well as overall intersection operations where through or shared through/turning movements reach V/C ratios of 0.9 or higher, in accordance with the Region of Peel's Synchro guidelines. However, the Synchro analysis does not incorporate the road parameters specified in the guidelines, as they are considered to be wider than the proposed future lane configuration. Please see **Section 6**.

Comment 2.11: *Peak hour factor to be 1.0 not 0.97, 100% of traffic needs to be accounted for.*

- **LEA Response:** The Peak Hour Factor has been set to 1.0 for new roads/intersections under the Future Total Conditions scenario, while a PHF of 0.97 has been maintained for both the Existing and Future Background Conditions. For the Existing Conditions, the PHF was derived based on observed traffic volumes.

Comment 2.12: *Trip distribution needs to be adjusted to account for site access 1 not being supported.*

- **LEA Response:** Please see response for Comment 2.2.

Comment 2.13: *Trip distribution assignment needs to be reevaluated for behaviour patterns. The number of vehicles turning onto Creditview from Mayfield Road to then turn into the site access is not feasible. Drivers will not make two left turns when unnecessary. They will not by-pass signals to make two left turns either.*

- **LEA Response:** The trip distribution has been revised to account for northbound vehicles entering and exiting the site via Creditview Road. As a result, the proportion of eastbound site-related vehicles has been reduced accordingly. Please refer to **Section 4.3.3** of the updated TIS.

Comment 2.14: *Trip distribution assignment with percentages is to be included for our review as well, not just numbers. Please show updated trip distribution with percentages as well.*

- **LEA Response:** Acknowledged. Please see **Section 4.3** in the updated TIS.

Comment 2.15: *Please confirm that Regional EA was reviewed in conjunction with the TIS and traffic counts. There should be a summary or wording in the TIS that speaks to this.*

- **LEA Response:** The Region of Peel Schedule 'C' EA has been considered for the upgrades to Mayfield Road. The future road conditions specified in the EA was considered in the future scenarios. Please Refer to **Section 3.3** in the updated TIS.

Comment 2.16: *Signalized intersections within the Region are not 'stand-alone' intersections, and are a part of a larger network. Traffic signal timing modifications are not acceptable unless the entire network is modified. For this reason, the Region does not support any analysis where traffic signal timing is modified. The analysis should use the existing traffic signal timings, without modifications. And the analysis should determine what road network improvements are necessary based on existing traffic signal timings. Traffic signal modification is not a means to mitigate service-levels/delays at one intersection as it impacts the entire network.*

- **LEA Response:** Acknowledged. No traffic signal modifications have been required or incorporated as part of the traffic analysis.

TOWN OF CALEDON – TRANSPORTATION ENGINEERING PUBLIC WORKS & TRANSPORTATION DEPARTMENT

GENERAL COMMENTS

Comment 1.1: *Town Transportation Engineering staff recommend awaiting approval of the Transportation Studies supporting the Secondary, and Tertiary before proceeding with the site plan application for the subject development. The Subject Development is within the Alloa Secondary Plan Area and part of the Phase 1 Tertiary plan area. The Alloa Secondary Plan and the Phase 1 Tertiary Plan are currently under review through POPA 2024-0004. No approvals under the secondary plan or OPA have been granted as of the date of this letter. If the applicant chooses to proceed, the following comments apply, however please note that comments may change pending the approval and findings of the transportation studies supporting the afore mentioned applications.*

- **LEA Response:** Acknowledged.

Comment 1.2: *Creditview Road is currently a two-lane rural roadway with existing heavy vehicle restrictions. The proposed development is expected to increase passenger vehicle, heavy vehicle, and pedestrian traffic in advance of planned urbanization and road widening. This raises safety, technical, and maneuverability concerns for all road users, including pedestrians, cyclists, and motorists. Ideally, necessary road improvements should be incorporated as part of the proposed development. In support of the development application, truck restrictions should be reviewed beyond the northern limit of the development lands. The updated transportation study should include this review. Uncertainty with proposed heavy vehicle delivery routes is created by the following:*

- *The heavy vehicle percentage in the capacity analysis was assumed to be 0 for all movements, this should be revised based off of exiting data and the planned delivery routes.*

- *Currently, the submitted AutoTURN analysis shows large vehicles turning both north and south on Creditview Road, despite existing heavy vehicle restrictions.*
- *Accesses illustrated in the site plan to support all movements (even RIRO accesses support full moves). Accesses need to be designed to accommodate or prevent certain movements for specific vehicles as recommended by the applicable studies and roadway restrictions.*

Clarification is requested regarding the extent of road improvements proposed for Creditview Road as part of the Mayfield Road widening project—specifically whether these works will include upgrades to the pavement structure sufficient to support truck traffic and accommodate the removal of truck restrictions. As noted in the comments provided by Development Engineering Staff, Town reserves the right to request that a pavement assessment be completed for Creditview Road in support of Site Plan Application SPA 2024-0092. The developer may be required to implement the recommendations of this assessment to ensure the road infrastructure is adequate to support the proposed development.

- **LEA Response:** Acknowledged. The percentage of heavy vehicles has been updated and incorporated into the Synchro model and analysis.

Comment 1.3: *Road network comments for the broader Alloa Secondary Plan area have been provided by various agencies through POPA 2024-0004. Any outstanding issues related to the road network at the Secondary Plan Level must be resolved prior to the approval of any subsequent development applications.*

- **LEA Response:** Acknowledged.

Comment 1.4: *The proposed road, Street A/G, should be revised to follow the Town's Development Standards Manual (DSM), Multi Modal Transportation Plan (MMTMP), and Active Transportation Master Plan (ATMP). These documents include cycling facility provisions, and requirements for turn around facilities at dead-end roads.*

- **LEA Response:** The proposed Street 'G' will provide concrete sidewalks, roadway markings, and signage according to the Town's DSM. Please refer to the updated site plan. The site will provide 76 bicycle parking, satisfying the recommended bicycle parking supply in the Town's ATMP. Please see **Section 7.3** in the updated TIS.

Comment 1.5: *There is an underestimation of the trip generation. Comments highlight that units were miscounted, and the trip generation rates could be unconservative compared to rates for the anticipated use (could be short 1000+ two-way trips overall). This may also impact the recommended traffic controls.*

- **LEA Response:** Acknowledged. Trip generation has been updated using the revised proxy trip generation rates provided by Kittelson & Associates, and includes the drive-through facility proposed for Site B5. Please see **Section 4.2** in the updated TIS.

Comment 1.6: *Town of Caledon staff differ to the Region of Peel with regard to roadways under their Jurisdiction.*

- **LEA Response:** Acknowledged.

TECHNICAL COMMENTS – TRANSPORTATION IMPACT STUDY

Comment 10: *Compare the proposed queuing spaces to the Town's Zoning By-law requirements for Drive-Thru facilities.*

- **LEA Response:** The number of queuing spaces has been reviewed in accordance with Zoning By-law 2006-50. The proposed drive-through facility will provide 16 queueing spaces, satisfying and exceeding the minimum requirement of 8 queuing spaces for restaurants.

Comment 11: *Cover Letter: The TIS must be stamped by a licensed Professional Transportation Engineer in Ontario (P.Eng.) in addition to being dated and signed.*

- **LEA Response:** Acknowledged.

Comment 12: *Existing Road network and Figure 2-1 – Existing Lane Configuration: The speed limit on Creditview Road is now 60 km /hr.*

- **LEA Response:** Acknowledged. This has been updated in the updated TIS.

Comment 13: *Future Background Conditions:*

a. *The proposed horizon years originally established in the outdated 2021 TOR are insufficient considering the updated context, revise to follow Region of Peel TIS guidelines or industry best practices.*
b. *Confirm background developments, and growth rates on Brampton Roads are accepted by the City of Brampton.*

- **LEA Response:** A 2.0% growth rate was applied to all movements as a conservative measure. This exceeds the 1.5% growth rate provided by the Region of Peel for Mayfield Road and is consistent with the 2.0% growth rate previously applied to Creditview Road, as referenced in the 2021 TOR.

Comment 14: *Background Developments: Additional background developments are required as significant development applications have been submitted since submitting the TOR in 2021. Developments to include are as follows: Mayfield West 2 Stage 3; and Alloa Secondary Plan Phase 1 and 2.*

a. *Note: Caledon is developing rapidly, for future applications with the town please reference the Town's Current Development Application Page for updates.*
b. *Mayfield West 2: For Stage 1: Add consideration for the fact some of Stage 1 is constructed. Secondly, the Mayfield West 2 2018 TIS accounts for the majority of trips generated by Mayfield West 2 Stages 1 and 2 (It is noted that some items (community center and transit hub are not included in the 2018 TIS.). This is seen by items listed in the 2018 TIS Trip Generation (i.e. the High School, high density residential, and Business Park are from Phase 1).*

- **LEA Response:** The Mayfield West Stage 3 Transportation Impact Study does not identify any overlapping intersections with the study area for 12100 Creditview. However, through movements at the Mayfield Road and Chinguacousy Road intersection for both eastbound and westbound directions have been incorporated. Regarding the Alloa Secondary Plan Phases 1 and 2, our future horizon is set at 2029, while Alloa's horizon extends to 2031.

Comment 15: *Corridor Growth Rates and Section 3.4 - Future Background Volumes: Right turning movements to/from Creditview Road were grown while left turning movements were not, this impacts the estimated through volumes for Creditview Road. The definition of 'key turning movements' should be justified to the satisfaction of Town Staff or propose an alternative approach.*

- **LEA Response:** A 2% growth rate has been applied to all traffic movements as a conservative analysis.

Comment 16: *Section 4.2 – Trip Generation (and Table 1-1 – Site Statistics): While the report states there are 12 fueling positions, transportation staff count 24 fueling positions and 12 pumps on the site plan. While revising, confirm the latest Gross Floor Area (GFA) is referenced. Ensure the Institute of Transportation Engineers (ITE) Land Use Code (LUC) referenced is applicable and conservative. Revise as required based on the following:*

a. *Retail A: The Trip Generation rates associated with Retail A should be calculated using rates more applicable to the proposed use. Discussions indicate Retailer A will be a Costco, thus have a major supermarket component. Publicly available Transportation Studies online indicate that trip generation characteristics for Costco are both unique and busier that the referenced Shopping Centre LUC. Ideally survey data of Costco's in Ontario would be referenced, at a minimum a review should be made of the most applicable ITE LUC to the anticipated use.*
b. *Retail B5: This building has a proposed Drive-Thru, not typical for the referenced Shopping Centre LUC.*
c. *Retail Building C 1/C2: Covered cart areas are proposed similar to a grocery store. Please confirm with if a tenant with a specific use is anticipated at this time.*
d. *Remaining Buildings: Compare the uses stated in the 'Mayfield and Creditview GDS Amenity Map' and the proposed Zoning By-Law matrix; to the ITE LUC referenced. Where specific tenants are anticipated, ensure their use falls under the referenced LUC.*
e. *Additional ITE Pass-By Trip Data is available as part of their 11th Edition ITE Trip Generation Manual (TGM) Appendices. This includes Saturday pass-by rates for gas stations and updated pass-by rates specific to the GFA of the Shopping Centre. Ideally the report would be updated referencing these rates.*

- **LEA Response:** The trip generation has been revised based on proxy data for trip rates specific to Costco, reflecting the combined warehouse and gas bar, and accounting for pass-by and diverted trips. For Retail Site B5, it is assumed to be a fast-food restaurant with a drive-thru, for which exclusive trip generation rates have been applied using ITE guidelines. Please see **Section 4.2** in the updated TIS.

Comment 17: *Section 4.3 - Trip Distribution and Assignment:*

a. *Justify why no gas station pass-by trips were assigned to Creditview Road or revise as required.*
b. *TTS data is filtered for market/shopping use; however, daycare, entertainment, and work trips are permitted uses within the proposed development. Justify or revise if materially impacts the conclusions of the report.*
c. *No primary trips have been assigned to/from the north on town roads, review and revise to include consideration for:*

- *Currently there are no grocery stores in Caledon west of Highway 10.*
- *The impacts of Alloa Phase 1 & 2 and Mayfield West 2 Stages 1 to 3 on trip distribution. Note: Mayfield West 2 was not constructed at the time of the 2016 TTS data survey, currently phases 1-2 are partially constructed.*
- *Brampton TTS data was used, naturally the majority of trips were to/from Brampton. Firstly, location and comparability should be clearly communicated, consider using a figure. Secondly, ensure consideration is given for how the location in Caledon rather than Brampton will impact the destinations and origins of trips.*
- *The impacts of a major destination retail such as Costco should be reviewed in detail.*

► **LEA Response:** Please refer to our response for Comment 16.

Comment 18: *Section 6 Intersection Capacity Analysis and Appendix F - H:*

a. *Reconsider the recommendations for AWSC at Street G as the intersection is 120 m from Mayfield Road. If this is to be accepted, include the justification in the report for staff to review.*
    - *Consider alternative applicable pedestrian crossing measures that align with the ultimate anticipated traffic volumes.*
    - *After the construction of Alloa what are the anticipated operations (LOS, capacity, and queueing) of the proposed accesses along Street A/G?*

b. *Table 6- 9: Confirm if queues and LOS is switched in the first few rows.*

c. *Consistently report queues in meters, unsignalized intersections have been transcribed in vehicles.*

d. *Confirm if signals, TWLT, left turn, right turn, or slip lanes recommended to limit conflicts at the proposed assesses on Creditview Road or Street A/G.*

e. *The heavy vehicle percent was input as 0 on all approaches at all intersections. Ensure the impacts of heavy vehicles were included in the report.*

f. *Sim Traffic analysis of the queues is required to alleviate limitations of synchro queue modeling. Of further concern are cases where the reported queues are forecasted to exceed storage capacity. Propose mitigation measures or alterative designs as required. (Locations include backing up past proposed access's on Creditview Road)*

► **LEA Response:** The Alloa Study has a future horizon of 2031, while LEA's future horizon extends until 2029. The Alloa TIS has not been included as it extends outside of the scope of our study.

Comment 19: *Section 8 - Parking and Loading Review:*

a. *Items in the Zoning Bylaw matrix not addressed: The lack of justification on the elimination of the limitation on the amount of parking spaces which can be taken up by temporary outdoor structures.*

b. *Section 8-1 Parking Review:*
    - *No use was specified in the Parking Justification Section. Parking was calculated based on the zoning by-law requirement for retail use 1 space per 20 m2 for a use for all buildings including the building with a drive through. However, the Zoning matrix states the current exception is*

for 1 space per 23 m2. Ensure that the current requirements are referenced (ideally documents would be consistent) and confirm that the drive-thru is permitted under the exception parking rate.

- *A surplus of parking is proposed to the east of Street A/G while a deficit is proposed to the west. Update the verbiage in the report to ensure that impacts of Street A/G as a future collector roadway are considered in justifying the parking deficit.*
- *To entertain sharing parking across a roadway, pedestrian crossing treatments and intersection controls should be recommended considering ultimate roadway conditions. Note: This item is subject to multi-disciplinary review. Therefore, transportation staff recommend clearly communicating this proposal in all applicable materials (site plan etc..) and scheduling a discussion with relevant staff.*

► **LEA Response:** The parking rates have been updated to reflect the requirement of 1 parking space per 23 m² of net floor area, in accordance with the provisions of Exception Zone C-687. This exception zone permits drive-through facilities. The applicable zoning by-law has been included in **Appendix K**. Additionally, the parking justification has been revised to indicate that Street A/G will be utilized to accommodate the parking shortfall associated with Site C.

Comment 20: *Section 8.2 - Loading Review:*

a. *Loading space north of retail C4 infringes upon the pedestrian crossing.*

► **LEA Response:** The loading space for structure C4 has been relocated. Please see updated site plan.

b. *Confirm if the proposed use for any of the buildings is a supermarket (or permitted alternative with different requirements to that of retail). Revise delivery and loading space calculations as required accordingly.*

► **LEA Response:** Given that Structure A is proposed to operate as a Costco, LEA has applied the loading requirements associated with the "Supermarket" land use category as a more conservative approach. The provision of four loading spaces complies with the minimum standards outlined in the applicable Zoning By-law. Please see **Section 7.2** in the updated TIS.

c. *Buildings B3-B5 propose to share 1 delivery space rather than providing the required 3 spaces. The justification provided fails to consider that most buildings are further subdivided into units (increasing the number of parties for coordination) and the distances which the shared delivery spaces will be located from buildings. Review and revise as required to include. Note: This item is subject to multi-disciplinary review. Therefore, transportation staff recommend clearly communicating this proposal in all applicable materials (site plan etc..) and scheduling a discussion with relevant staff.*

- **LEA Response:** It is anticipated that staff for all units in the commercial structures will coordinate loading activity and loading delivery times to ensure there is no overlapping loading activities to occur at the same time. It is recommended that a formal loading schedule be established and distributed to all building tenants to ensure efficient and conflict-free loading operations.

Comment 21: *Section 8.3 Bicycle Parking:*

a. *See ATMP Section 5.4.6 for recommendations on bicycle parking rates for commercial uses. If feasible, increase the bicycle parking supply to meet AMTP recommendations and reference rates.*

b. *Where feasible, relocate bicycle parking closer to anticipated points of entry. Specifically Retail A, C1 and C2.*

- **LEA Response:** Bicycle parking has been adjusted to meet the minimum recommended supply outlined inthe ATMP. A total of 76 bicycle parking spaces will be provided throughout the site, near the building entrances. Please see **Section 7.3** in the updated TIS.

Comment 22*: Section 10 – Functional Design and Access Review and Appendix J:*

a. *Vehicles must be able to enter/exit the proposed development without infringing upon oncoming traffic. Propose alternative designs as required.*

- **LEA Response:** The updated Functional Design Report (FDR) confirms that both passenger and loading vehicles will be able to effectively access and exit the proposed site access points. Please see **Drawing No.006-009** in **Appendix L**.

b. *Confirm if both right and left turns are feasible where fire routes intersect.*

- **LEA Response**: Confirmed. Please see **Drawing No.006-009** in **Appendix L**.

c. *Include consideration for the design speed above the posted speed limit. Note the posted speed limit on Creditview Road has been updated.*

- **LEA Response:** A Stopping Sight Distance and Intersection Sight Distance with a speed limit of 70km/h on Creditview Road has been previously submitted as part of the October 2024 TIS submission. Both analyses have indicated that all requirements are met. Please see **Drawing No.013** in **Appendix L**.

d. *Functional design review to include review of the access geometry specifically, throat lengths, widths, curb radii. Compare the proposed metrics to Town and industry standards, where required revise the designs to align.*

- **LEA Response:** Please see **Drawing No.001** in **Appendix L**.

Comment 23*: Pavement Markings and Signage Plan:*

a. *As per Accessibility for Ontario's with Disabilities Act Section 80.34 specifies that Type A (3.4 m) spaces should be accompanies with signage that indicates the parking space is 'van accessible'. Add tabs as required to achieve compliance.*

- **LEA Response:** Acknowledged. Please refer to the pavement markings and signage plan in **Appendix M**.

b. *Submit the PMSP as a separate standalone pdf file for ease of use.*

- **LEA Response:** Acknowledged. See **Appendix M**.

c. *Consider the applicability of a 'No Parking Fire Route' signs at the following locations:*
   - *On the norther side of the accesses along Creditview Road.*
   - *For traffic entering Retail A via Street G*
   - *Where spacing is to long (westbound traffic just south of the gas bar to Street A/G)*

- **LEA Response:** A 'No Parking Fire Route' sign has been added on the northern side of the accesses along Creditview Road and along Street G. See **Appendix M.** No fire route signage is required for the westbound roadway located below the gas bar, as this portion of the site is not accessible to fire trucks. Please See **Drawing No.002 in Appendix L**.

d. *Confirm if Retail C requires 'No Parking Loading Zone' signage. This location is inconsistent with the site plan & other area's.*

- **LEA Response:** 'No Parking Loading Zone', as well as "Do not Enter Trucks Excepted" signage is provided for Site C near the loading zones. Please see **Appendix M**.

e. *Elaborate on the purpose of the no entry except trucks sign at the north-eastern corner of Street A/G, remove if the proposed sign is an error.*

- **LEA Response:** A "No Entry Except Trucks" sign is proposed at the northeastern corner of Street A/G, as this driveway provides access exclusively to the loading area for Structures C1–C2 and is intended solely for loading vehicles, and not general traffic.

Should you have any questions regarding this Updated Transportation Impact Study, please do not hesitate to contact the undersigned.

Yours truly,

LEA CONSULTING LTD.



Zara Georgis, M. Eng., P. Eng
Manager, Transportation Engineering
(Western Canada)

:ek

Encl. Transportation Impact Study – 12100 Creditview Road, Proposed Commercial Development, Town of Caledon (September 2025)

Disclaimer

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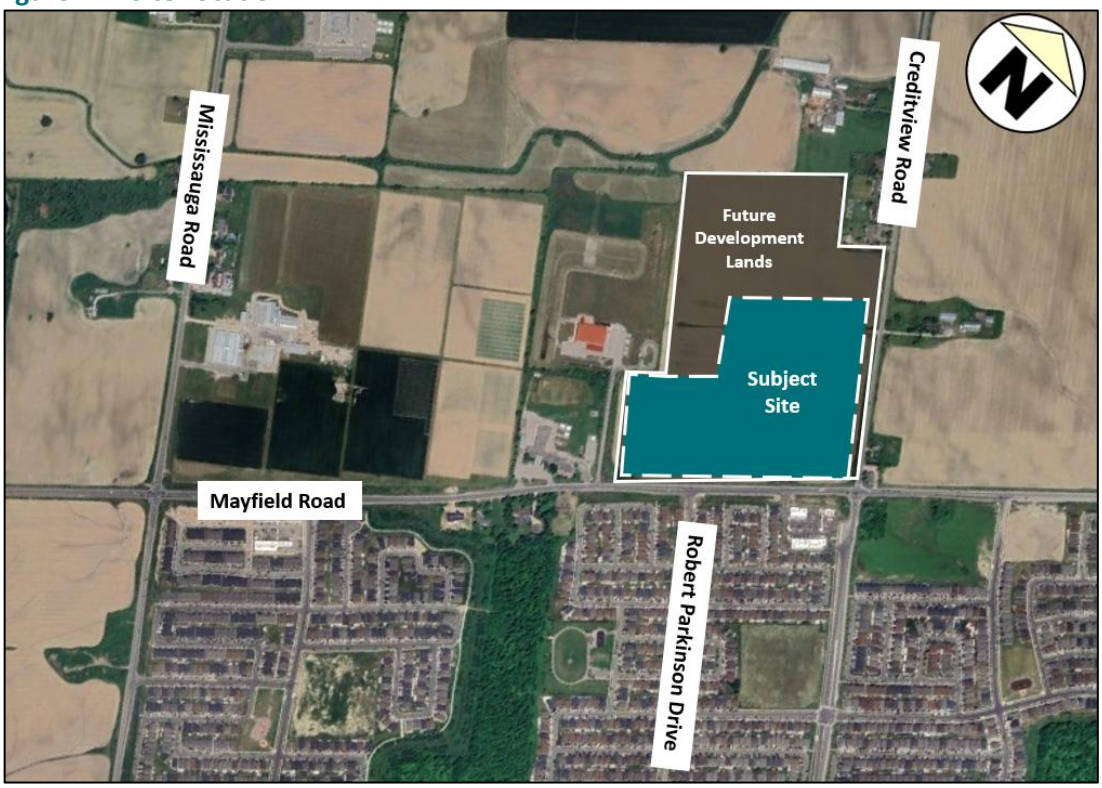
1 INTRODUCTION

LEA Consulting Ltd. (LEA) has been retained by 12100 Creditview Developments Limited to prepare a Transportation Impact Study (TIS) in support of the Site Plan Approval (SPA) for the proposed commercial development located at 12100 Creditview Road (herein referred to as the "subject site") in the Town of Caledon.

The subject site occupies a segment of the future development lands. As part of this application, the proposed commercial development will occur on the southern part of the development lands. The development lands are currently vacant and are bounded by Mayfield Road to the south, Creditview Road to the east, institutional properties to the west, and undeveloped lands to the north. **Figure 1-1** illustrates the development lands and subject site.

By way of background, an initial TIS was prepared by LEA, dated October 2024, in support of the first submission. Following the October 2024 TIS, comments were received from the Town and Region's transportation staff dated May 7, 2025, and February 10, 2025, respectively. TYLin has been retained by 12100 Creditview Developments Limited to prepare an interim transportation assessment in support of the interim road and intersection improvements along Mayfield Road. The current study has been updated to be consistent with the TYLin interim assessment and to address comments received from both Town and Regional staff.

Figure 1-1: Site Location



Source: Google Maps, Accessed July, 2025

The purpose of this study is to assess the proposed development from a transportation perspective, to determine the traffic impacts to the adjacent road network over a five-year horizon, and to identify any required mitigation measures. The study will be conducted in accordance with the Town of Caledon *Transportation Impact Study Guidelines (2017)* and in-line with the Region of Peel *Transportation Impact Study Guidelines*.

1.1 PROPOSED DEVELOPMENT

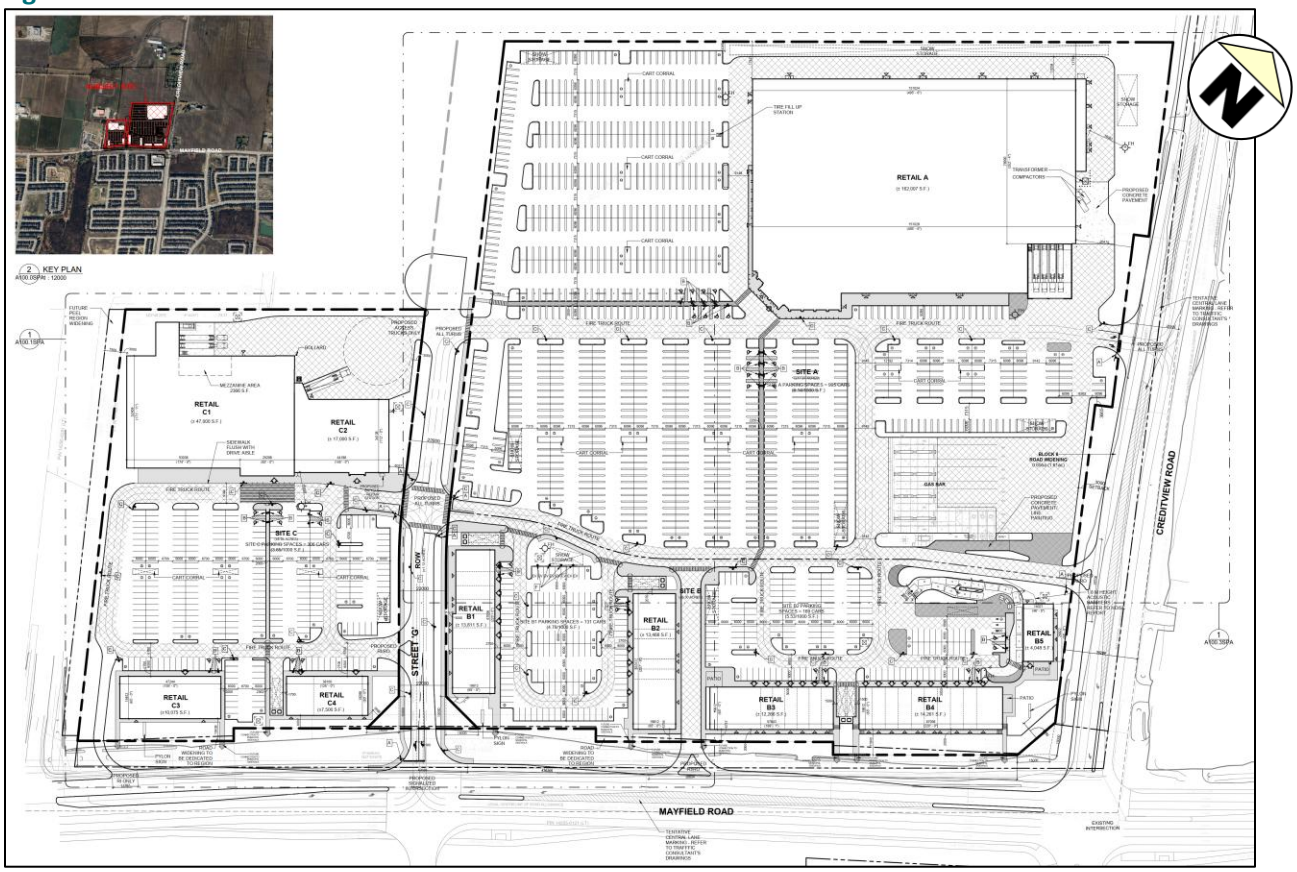
Based on the latest site plan, the development proposal consists of nine (9) commercial structures (A, B1-B5, and C1-C4) providing a total gross floor area (GFA) of 303,801 ft^2 and 1,601 parking spaces. A gas bar with 24 fueling stations is also proposed on the east side of the site, south of Commercial Structure A. A breakdown of the proposed land uses is presented in **Table 1-1**. Since the initial submission, there has been a minor change in GFA for retail buildings A, B5, and C1-C4, resulting in an addition of +333 ft^2 to the overall site.

Table 1-1: Site Statistics

Land Use	Previous Submission (October 2024)	Current Development (August 2025)	Difference
	GFA	GFA	GFA
Retail A	162,226 ft^2	162,007 ft^2	-219 ft^2
Retail B1	13,811 ft^2	13,811 ft^2	-
Retail B2	13,468 ft^2	13,468 ft^2	-
Retail B3	12,266 ft^2	12,266 ft^2	-
Retail B4	14,261 ft^2	14,261 ft^2	-
Retail B5	4,400 ft^2	4,048 ft^2	-352 ft^2
Retail C1 (Including Mezzanine)	49,366 ft^2	49,366 ft^2	-
Retail C2	17,000 ft^2	17,000 ft^2	-
Retail C3	8,544 ft^2	10,075 ft^2	+1,531 ft^2
Retail C4	8,126 ft^2	7,500 ft^2	-626 ft^2
Overall GFA	**303,468 ft^2**	**303,802 ft^2**	**+334 ft^2**
Gas Bar	**12 fueling positions**	**24 fueling positions**	**+12 fueling positions**
Vehicular Parking Supply	**1,629 spaces**	**1,601 spaces**	**-28 spaces**

Access to the site is proposed via one (1) full movement driveway and one (1) right-in / right-out (RIRO) driveway off Creditview Road. One (1) right-in only driveway, one (1) RIRO driveway, and one (1) full movement driveway (Street 'G') off Mayfield Road is also available for access to the site. The proposed site plan is illustrated in **Figure 1-2**.

Figure 1-2: Site Plan



Source: Turner Fleischer, August 2025

2 EXISTING TRANSPORTATION CONDITIONS

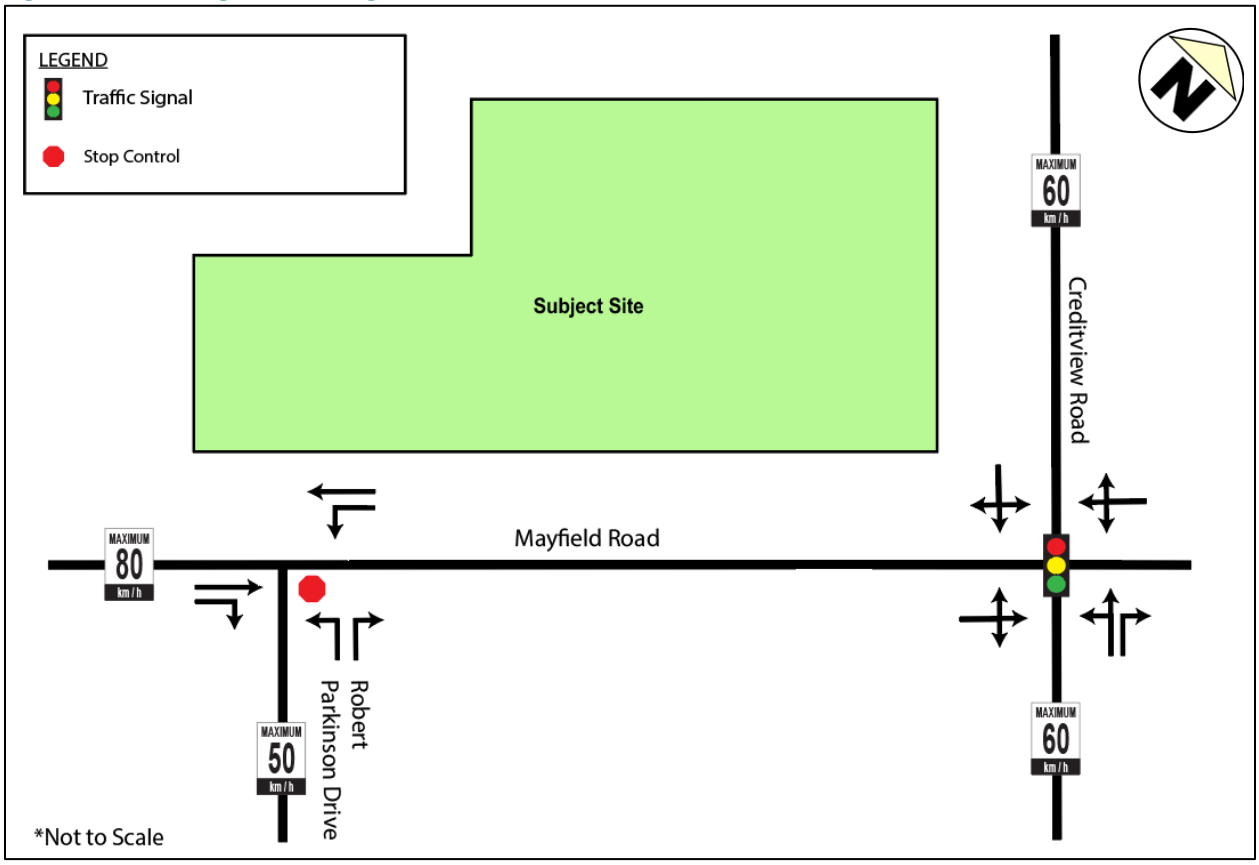
This section identifies and assesses the existing transportation conditions within the study area, including the road, transit, cycling, and pedestrian networks. The study area was determined by assessing the size of the proposed commercial development and its anticipated transportation impact, and through consultation with Town and Region staff, which is included in **Appendix A**. The study includes the following existing intersections:

- Mayfield Road & Creditview Road (Signalized); and
- Mayfield Road & Robert Parkinson Drive (Unsignalized).

2.1 EXISTING ROAD NETWORK

The following section provides a description and classification of the roadways within the study area. Roadways within the study area are under the jurisdiction of the Region of Peel, Town of Caledon, and City of Brampton. **Figure 2-1** illustrates the existing lane configuration.

Figure 2-1: Existing Lane Configuration



Mayfield Road is an east-west arterial road under the jurisdiction of the Region of Peel and operates with a two-lane cross-section (one lane per direction) within the study area. The roadway extends from Winston Churchill Boulevard in the west to Highway 50 in the east. Mayfield Road operates with a posted speed limit of 80 km/h within the study area.

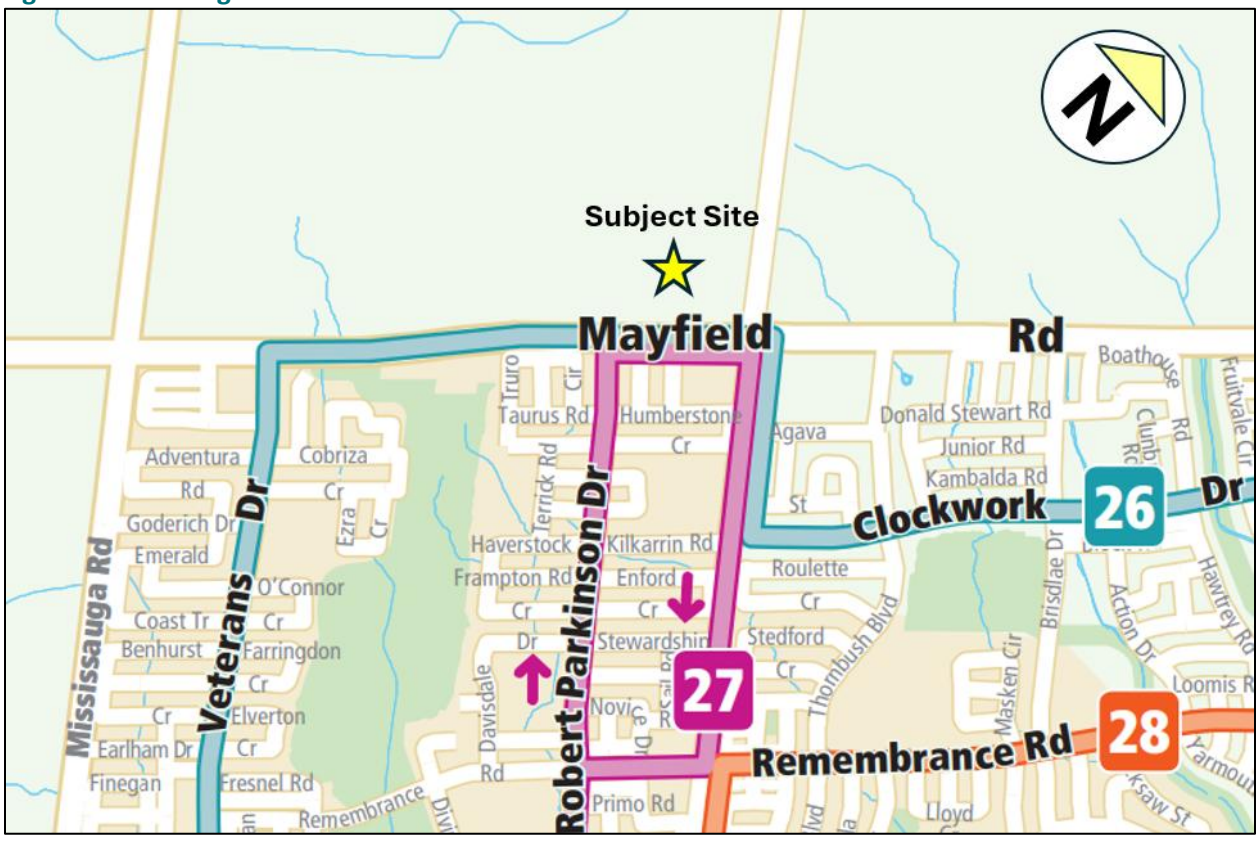
Creditview Road is a north-south collector road under the jurisdiction of the Town of Caledon and operates with a two-lane cross-section (one lane per direction) within the study area. The roadway extends from The Grande Side Road in the north to Bovaird Drive West in the south. Creditview Road operates with a posted speed limit of 60 km/h.

Robert Parkinson Drive is north-south collector road under the jurisdiction of the City of Brampton and operates with a two-lane cross-section (one lane per direction) within the study area. The roadway extends from Mayfield Road in the north to Sandalwood Parkway West in the south. Robert Parkinson Drive operates with an assumed speed limit of 50 km/h within the study area.

2.2 EXISTING TRANSIT NETWORK

There is currently limited transit accessibility surrounding the subject site. The closest available transit stops are located at the intersection of Mayfield Road & Robert Parkinson Drive and at the intersection of Mayfield Road & Creditview Road along Route 27 – Robert Parkinson, and Route 26 – Mount Pleasant provided by Brampton Transit. The existing transit network surrounding the subject site is illustrated in **Figure 2-2**. Service details of available transit routes are described below.

Figure 2-2: Existing Transit Network



Source: Brampton Transit, June 2024

Route 27 – **Robert Parkinson** is a bus route that operates generally in a north-south direction between Mount Pleasant GO station to the area of Robert Parkinson and Mayfield Road. The route operates Monday to Saturday, only during morning and midday hours with headways of 35-minutes.

Access Location: Route 27 is accessible at the intersection of Robert Parkinson Drive & Mayfield Road and at the intersection of Mayfield Road & Creditview Road, located directly south and south-east of the subject site, respectively.

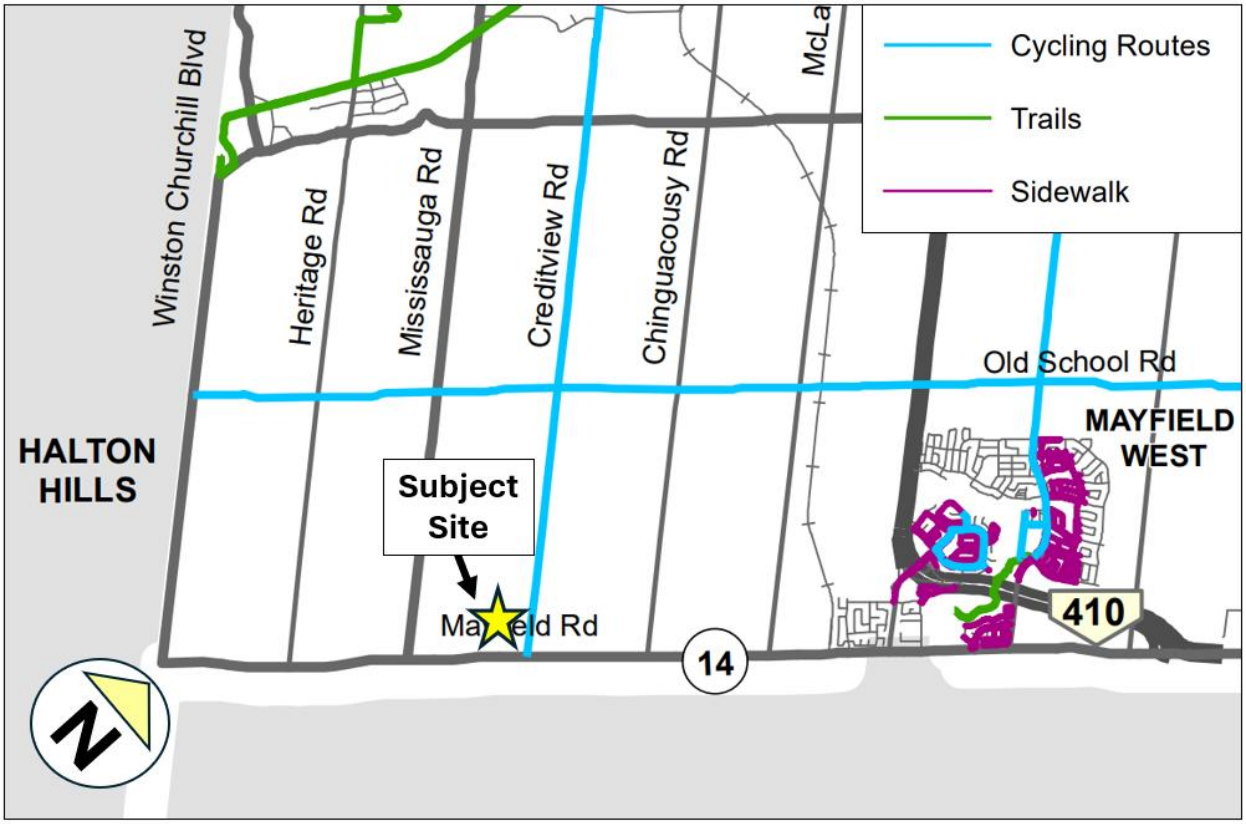
Route 26 – Mount Pleasant is a bus route that operates generally in a north-south direction between Mount Pleasant GO station to Mayfield Road & Veterans Drive, which then operates in an east-west direction to Clockword drive between Edenbrook Hill & Chinguacousy Road. This route operates every day, with headways of 22 minutes on weekdays, and between 30-60 minutes on weekends.

Access Location: Route 26 is accessible at the intersection of Robert Parkinson Drive & Mayfield Road and at the intersection of Mayfield Road & Creditview Road, located directly south and south-east of the subject site, respectively.

2.3 EXISTING CYCLING NETWORK

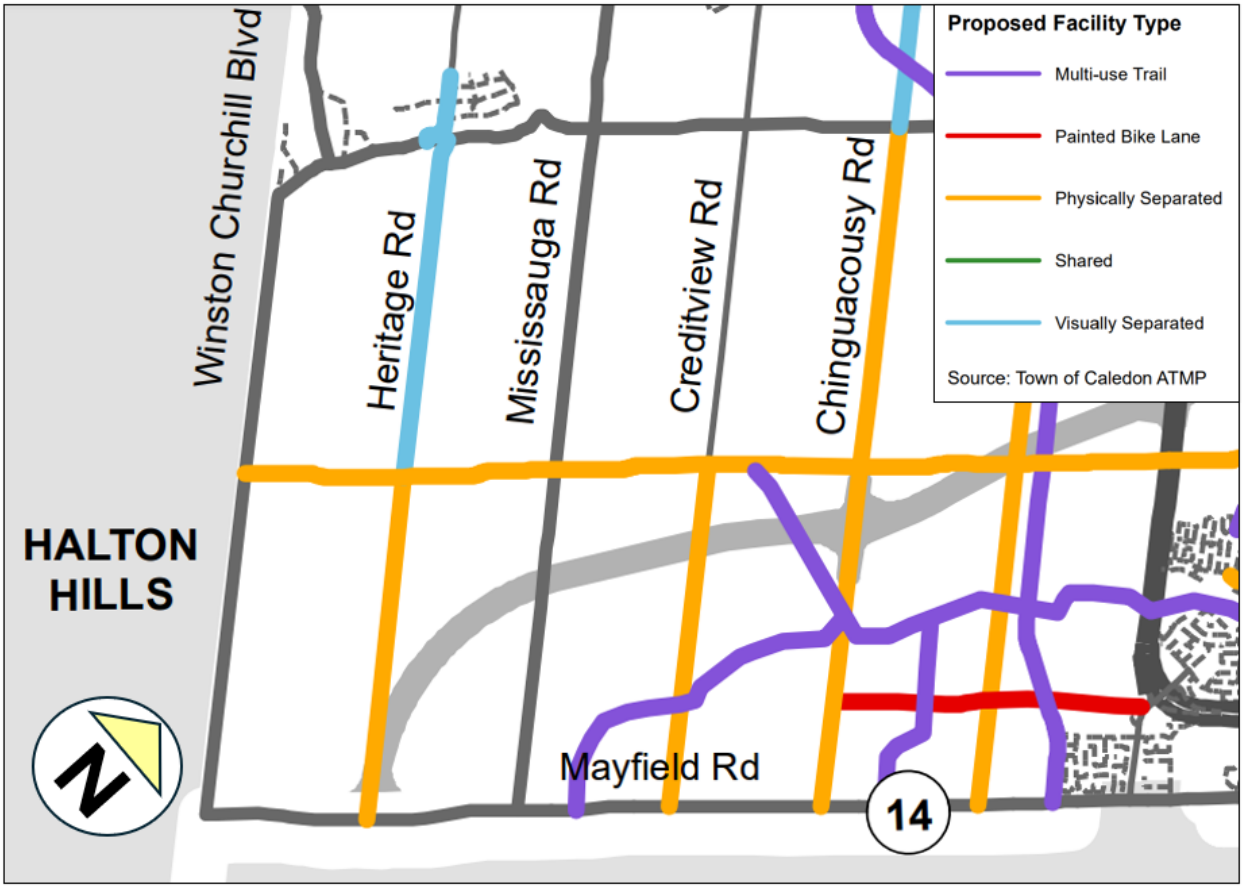
Based on *The Town of Caledon Multi-Modal Transportation Master Plan (MMTMP),* painted bike lanes are provided along Creditview Road, as illustrated in **Figure 2-3.** This Plan also proposes a new cycling network compromised of on-road and off-road cycling and multi-use routes intended to facilitate commute, personal, and recreational bicycle travel. Physically separated bike lanes are proposed near the subject site on Creditview Road and Chinguacousy Road, extending north from Mayfield Road. Additionally, a multi-use trail is planned to begin west of Creditview Road at Mayfield Road, providing a connection to Old School Road. Furthermore, as per the *Mount Pleasant Block 51-1 Collector Road and Transportation Study (2015),* multi-use paths are proposed along Mayfield Road and on-street separated bike lanes are proposed along Robert Parkinson Drive. The future cycling network from the Town of Caledon is illustrated in **Figure 2-4** with the Mount Pleasant Block 51-1 proposed cycling network illustrated in **Figure 2-5**.

Figure 2-3: Existing Cycling Network (Caledon Multi-Modal Transportation Master Plan)



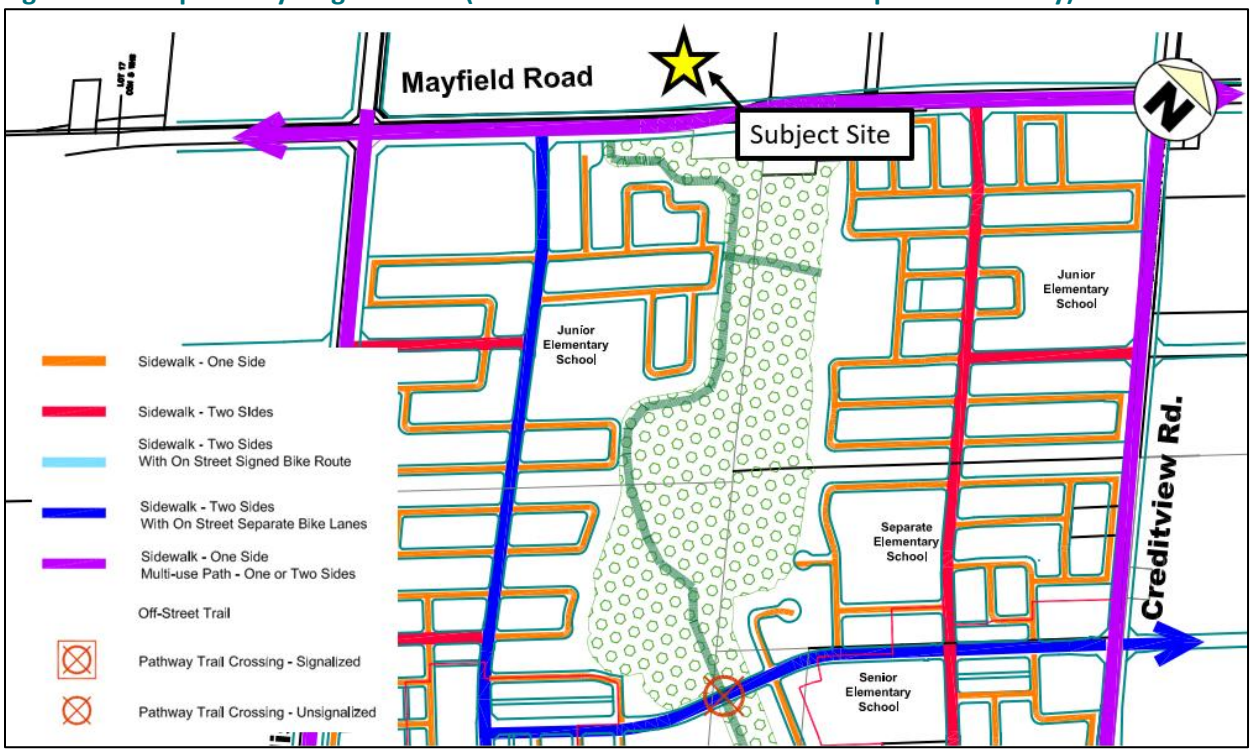
Source: Caledon Multi-Modal Transportation Master Plan, 2024

Figure 2-4: Future Cycling Network (Caledon Multi-Modal Transportation Master Plan)



Source: Caledon Multi-Modal Transportation Master Plan, 2024

Figure 2-5: Proposed Cycling Network (Mount Pleasant Block 51-1 Transportation Study)



Source: Mount Pleasant Block 51-1 Collector Road and Transportation Study, 2015

2.4 EXISTING PEDESTRIAN NETWORK

There is currently no significant pedestrian network immediately surrounding the subject site. Crosswalks are available at the Creditview Road & Mayfield Road intersection with sidewalks provided along both sides of Robert Parkinson Drive and Creditview Road, south of Mayfield Road. However, there are no sidewalks along Mayfield Road and Creditview Road, north of Mayfield Road.

2.5 TRAFFIC DATA COLLECTION

Turning movements counts (TMCs) were used as the source of traffic data for the intersection capacity analysis. Traffic counts were obtained from LEA Consulting. A summary of the TMC data collected is provided in **Table 2-1**, with detailed traffic counts and signal timing plans available in **Appendix B**.

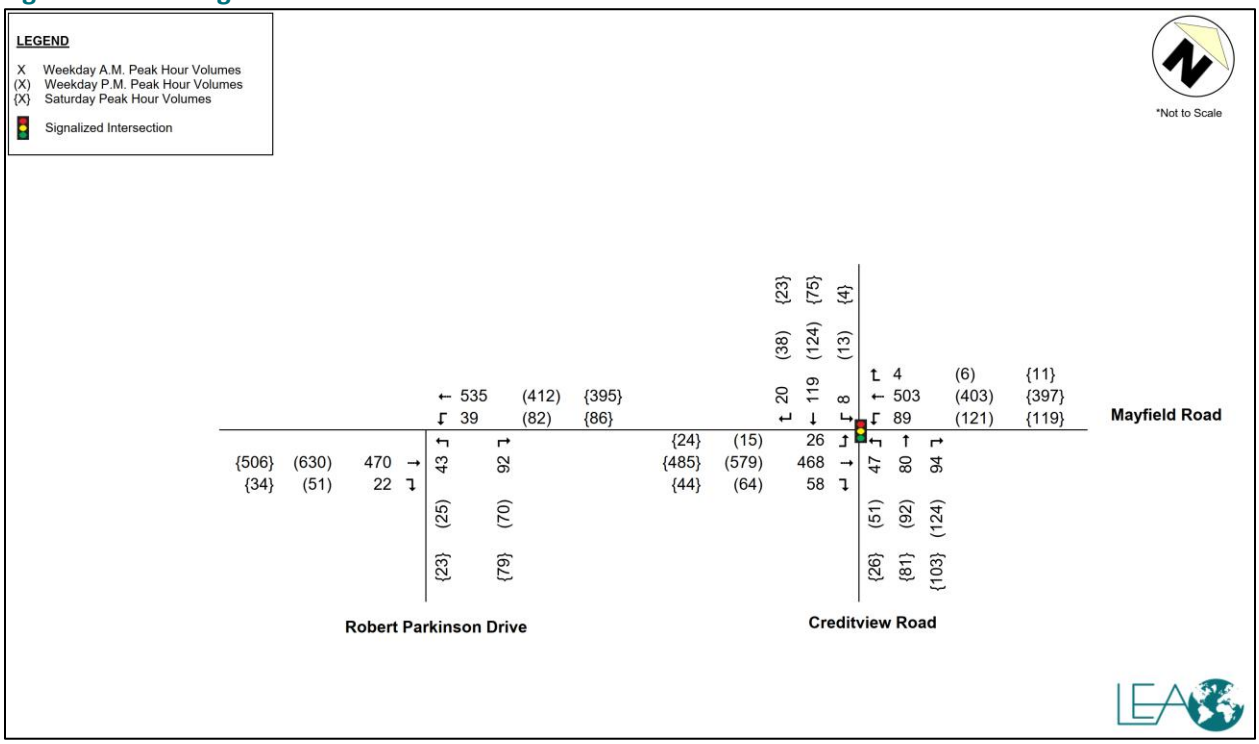
Table 2-1: Data Collection Summary

Intersection	Date	Source
Mayfield Road & Robert Parkinson Drive	September 24, 2024	LEA Consulting
Mayfield Road & Creditview Road		

2.6 EXISTING TRAFFIC VOLUMES

The existing traffic volumes for the weekday AM, PM, and Saturday peak hours are illustrated in **Figure 2-6**.

Figure 2-6: Existing Peak Hour Traffic Volumes



3 FUTURE BACKGROUND TRANSPORTATION CONDITIONS

For the analysis of future background traffic conditions, this study considers a 5-year horizon to the full build-out year of 2029. Future background traffic includes the traffic added to the network from other future developments within the surrounding study area, corridor growth, as well as all planned infrastructure improvements within the study area. The future background conditions will be used as the baseline for evaluating the impact of the proposed commercial development.

3.1 BACKGROUND DEVELOPMENTS

The Mayfield West background development has been identified and confirmed with the Town of Caledon. Site details for Phase 2 of the Mayfield West Development (Stage 1-3) are summarized in **Table 3-1**.

Table 3-1: Background Developments

Development Address	Land Uses	Prepared By	Date
Mayfield West Phase 2 (Stage 1)	Single Family Detached (Low Density Residential) Residential Condominium / Townhouse (Medium Density Residential) Apartment (High Density Residential, 4-8 storey apartment building) Elementary School High School Daycare Business Park Specialty Retail (Live-Work) Shopping Centre	Paradigm	December 2015
Mayfield West Phase 2 (Stage 2)	Single Family Detached (Low Density Residential) Multifamily Housing (Low-Rise) (Medium Density Residential) Multifamily Housing (Mid-Rise) (High Density Residential) Elementary School High School Daycare Business Park Shopping Centre	Paradigm	January 2018
Mayfield West Phase 2 (Stage 3)	Single Family Detached (Low Density Residential) Residential Condominium / Townhouse (Medium Density Residential) Elementary School Shopping Centre	GHD	June 2024

Background development site traffic volumes have been obtained from their respective Transportation Master Plans for both AM and PM peak hours. For Stage 1, site traffic figures have not been provided. Therefore, the difference between future total and future background figures have been used to determine the site traffic volumes. Furthermore, figures for the Saturday peak hour have not been provdied for either of the background development studies; however, trip generation rates for for

Mayfield West Phase 2 (Stage 1) has been provided for the Saturday peak hour, as well as the number of units / GFA for both Stage 1 and 2. Accordingly, Saturday trips were calculated as follows:

Mayfield West Phase 2 (Stage 1)

Percentage of the overall trips using Mayfield Road during both AM and PM peak hours for the eastbound and westbound directions were calculated based on the trip generation volumes from the Mayfield West Phase 2 (Stage 1) TIS. The higher of these percentages was applied to the Saturday trip generation volumes to estimate the approximate number of trips utilizing Mayfield Road during the Saturday peak hour. The estimated Saturday trip generation and distribution is outlined in **Table 3-2**. A 30% volume reduction has been applied to account for the portion of the development that has already been constructed.

Table 3-2: Estimated Saturday Trip Generation and Distribution

Based on Paradigm TIS	AM			PM			Sat		
	In	Out	Total	In	Out	Total	In	Out	Total
Trip Generation	1,671	2,178	3,849	2,390	1,957	4,347	2,221	1,969	4,189
Trips Assigned to Mayfield Road	311	486	797	442	309	751	413	439	852
Percentage Utilizing Mayfield Road	**19%**	**22%**	41%	18%	16%	34%	**19%**	**22%**	41%

In comparing the percentage of trips using Mayfield Road in/out of the site, it is evident that approximately 19% and 18% of drivers are heading eastbound on Mayfield Road during the AM and PM peak hours, respectively. Similarly, approximately 22% and 16% are heading westbound on Mayfield Road during the AM and PM peak hours, respectively. As a conservative approach, it was assumed that approximately 19% and 22% of drivers would be heading eastbound and westbound, respectively, during the Saturday peak hour.

Mayfield West Phase 2 (Stage 2)

In order to determine the Saturday trip generation for Stage 2, proposed units / GFAs were compared between Stage 1 and 2 to determine the net difference. Trips were calculated based on ITE Trip Generation Manual based on the net difference in units / GFA and applied to the road network accordingly. A comparison of the site statistics between Stage 1 and Stage 2 are provided in **Table 3-3**.

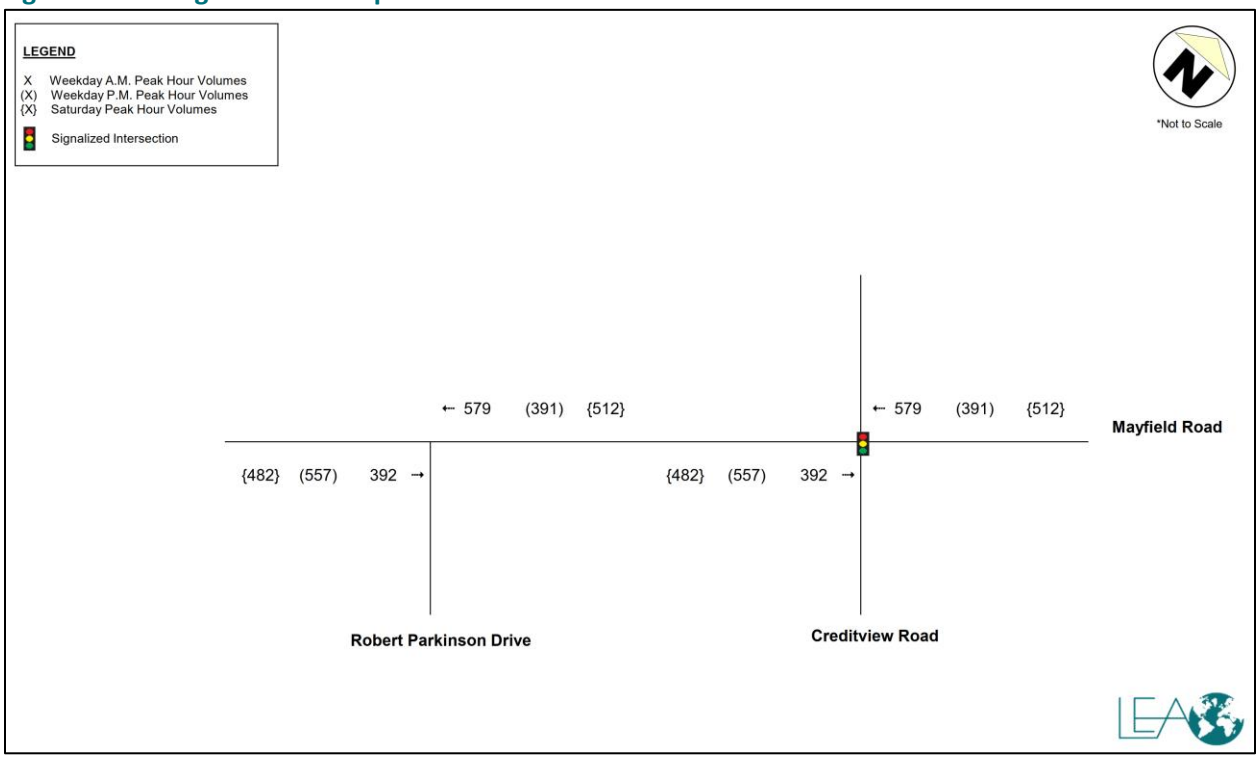
Table 3-3: Statistics Comparison between Stage 1 and Stage 2 of Mayfield West Development

Lane Use Code	Stage 1 Units / GFA	Stage 2 Units / GFA	Net Difference
LUC 210	3,210 units	3,240 units	+30 units
LUC 220	1,513 units	2,060 units	+547 units
LUC 221	394 units	168 units	-226 units
LUC 520	2,525 students	2,725 students	+200 students
LUC 530	1,500 students	1,500 students	0 students
LUC 565	68 students	68 students	0 students
LUC 770	1,164 employees	1,164 employees	0 employees
LUC 820	711,500 GFA	564,762 GFA	-146,738 GFA

In comparing the ITE trips generated for the Saturday peak hour, it is evident that based on land use and unit type changes, negative trips are generated for the Saturday peak hour. As a conservative approach, 0 trips were added to the road network for the Saturday peak hour. It should be noted that Mayfield West Phase 2 (Stage 2) is a slight modification to the work completed for Mayfield West Phase 2 (Stage 1). Detailed trip generation calculations are provided in **Appendix C**.

The background development peak hour traffic volumes are illustrated in **Figure 3-1**.

Figure 3-1: Background Development Peak Hour Traffic Volumes



3.2 CORRIDOR GROWTH

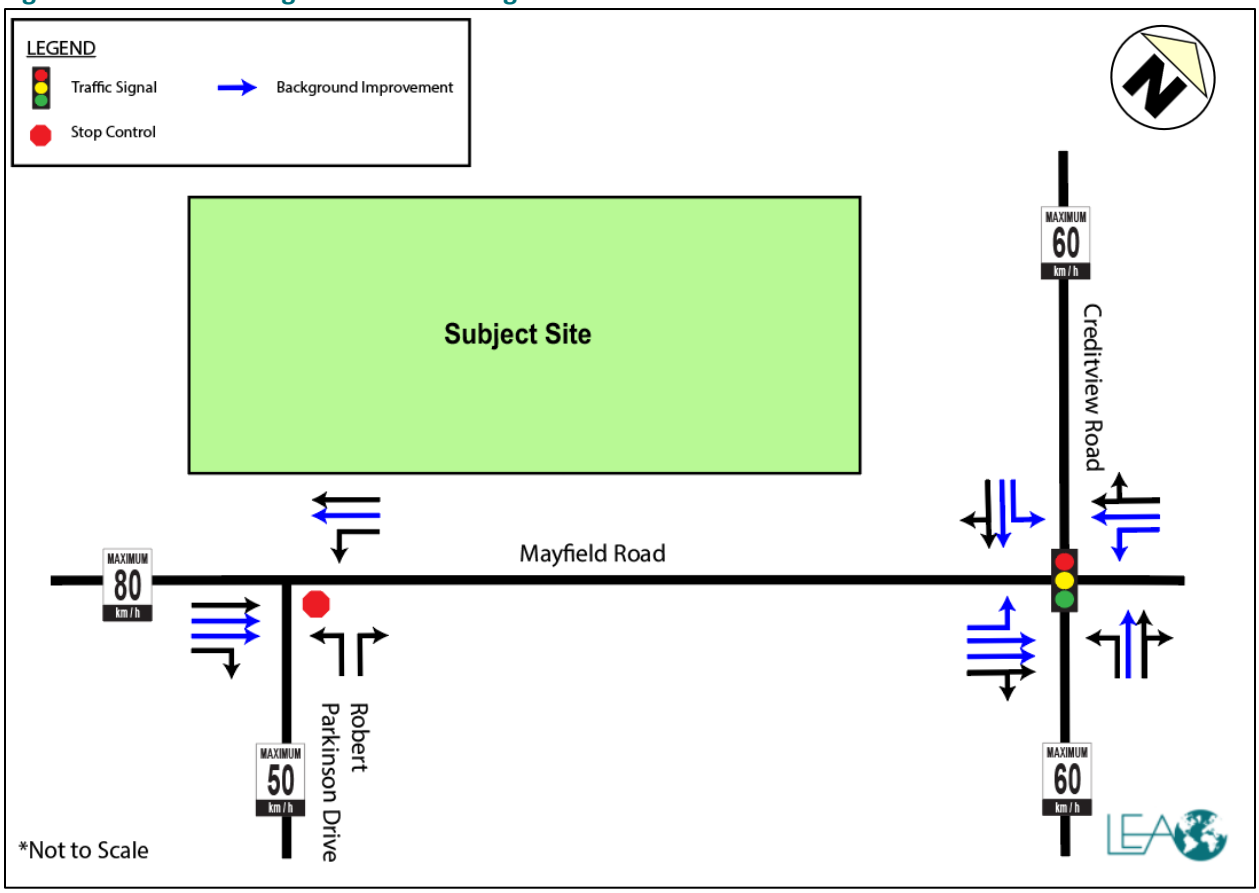
The Region of Peel has provided a 1.5% growth rate along Mayfield Road. However, a 2% growth rate has been applied as a conservative assessment. Based on correspondences with the Town of Caledon, a 2% growth rate has been applied for all movements at Mayfield Road & Robert Parkinson Drive, and Mayfield Road & Creditview Road.

3.3 FUTURE ROAD IMPROVEMENTS & MODIFICATIONS

As indicated in *The Town of Caledon Multi-Modal Transportation Master Plan (MMTMP)*, Mayfield Road is anticipated to be widened. The Region of Peel has completed the Schedule 'C' Environmental Assessment (EA) for the upgrades to Mayfield Road, spanning from Chinguacousy Road to Winston Churchill Boulevard. This EA has been finalized and the project has now been moved into the next phase, "Detailed Design & Construction". The widening includes 3 eastbound through lanes, 2 westbound through lanes, along with left and right turning lanes. In addition, per Brampton's 2015 *Transportation Master Plan*, Creditview Road is planned to widen from 2 to 4 lanes from Wanless Drive to Mayfield Road. The widening includes left turning lanes at its intersection with Mayfield Road. Preliminary design of the future road widenings is provided in **Appendix D**. Due to unexpected construction delays, the current anticipated buildout of the upgrades along Mayfield Road remain unclear. However, based on confirmation with Town and Region staff, the identified planned road network improvements will be incorporated into the 2029 future background analysis.

The future background road network and lane configuration is illustrated in **Figure 3-2**.

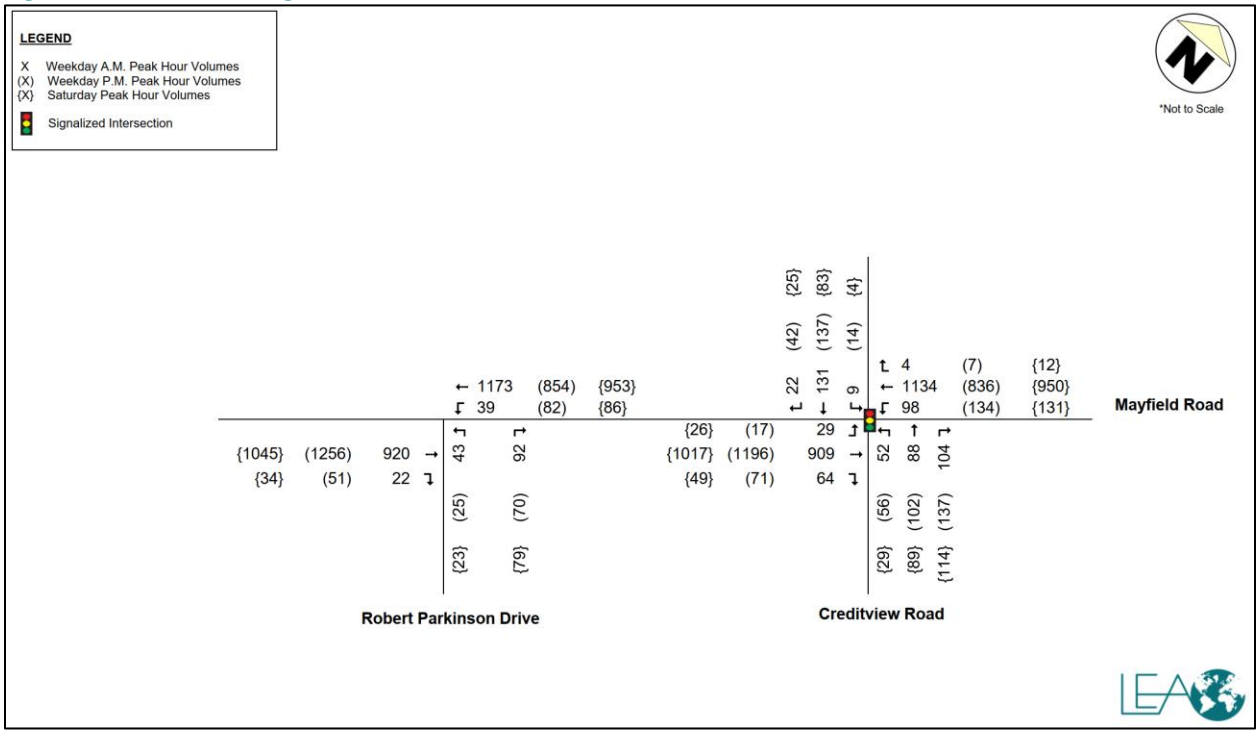
Figure 3-2: Future Background Lane Configuration



3.4 FUTURE BACKGROUND TRAFFIC VOLUMES

The future background traffic volumes for the weekday AM, PM, and Saturday peak hours are illustrated in **Figure 3-3**.

Figure 3-3: Future Background Peak Hour Traffic Volumes (2029)



4 SITE-GENERATED TRAFFIC

The proposed development consists of nine (9) commercial structures and a gas bar. A total of 303,802 ft^2 of retail GFA is proposed across all commercial structures, and a total of 24 fueling positions are proposed for the gas bar. Access to the site is proposed via one (1) full movement driveway and one (1) RIRO driveway off Creditview Road. One (1) right-in only, one (1) RIRO, and one (1) full movement driveway (Street 'G') off Mayfield Road is also available for access to the site.

The sections below discuss in detail the calculation, distribution, and assignment of site-generated single-occupant vehicle (SOV) trips.

4.1 MODAL SPLIT

The town's mode split is provided in the *Town of Caledon Multi-Modal Transportation Master Plan (MMTMP),* dated June 2024. An excerpt of the rates is provided in **Appendix E** and is presented in **Table 4-1**.

Table 4-1: Projected Modal Split

Source	Automobile	School Bus	GO Rail Only	Walk	Transit Excluding GO Rail
Caledon MMTMP (June 2024)	87%	9%	0%	3%	1%
Total	~87%	~13%			

According to the data reviewed, 87% of trips are made with automobiles while 13% of trips are made through transit and active transportation.

4.2 TRIP GENERATION

As it has been confirmed that Retail Site A will be occupied by a Costco, proxy trip generation rates for the proposed Costco and associated gas bar have been provided by Kittelson & Associates. Trip generation was estimated based on proxy trip rates for Site A, and baseline trip rates from the *ITE Trip Generation Manual 11th Edition* for Sites B and C. The retail trip generation for Sites B and C was calculated based on a total GFA of 136,000 ft², excluding Site B5, using average trip rates from ITE Land Use Code 820 – *Shopping Centre* . The trip generation for Site B5 was calculated separately, based on a GFA of 4,400 ft^2, using average trip rates from ITE Land Use Code 934 – *Fast Food restaurant with Drive-Thru*. Full details regarding the proxy trip rates are provided in **Appendix F**.

The projected reduced auto mode share was applied to estimate external auto driver trips for each proposed use, excluding Site A, as the majority of trips to this site are expected to occur by vehicle. Finally, pass-by trips were applied to commercial trips generated by the proposed development. As data was not available for Saturday pass-by trips, it was assumed the PM rates are the same as Saturday rates. The site trip generation is provided in **Table 4-2**. In the table below, the row titled 'Retail A Auto Driver + Truck Trips (Costco + Gas Bar)' represents the automobile trips after applying the pass-by reduction to the baseline trips generated (in addition to the estimated truck trips). Similarly, the rows 'Retail B + C (without B5) Auto + Truck Trips' and 'Retail B5 Auto + Truck Trips' represent the total combined automobile and truck trips after the pass-by reduction has been applied to the baseline trips.

Table 4-2: Trip Generation

Land Use	Description	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
Costco Warehouse Retail & Gas Bar Proxy Trip Rates 163,000 ft²	Trip Rate	1.25	0.98	2.23	3.56	3.85	7.41	5.02	5.02	10.03
	Baseline Trips Generated	203	160	363	580	628	1208	818	817	1635
	Pass-by (13%/18%/16%)	73	58	131	104	113	217	131	131	262
	Diverted Trips (40%/30%/23%)	81	64	145	174	188	362	188	188	376
	Generated Truck Trips	**1**	**1**	**2**	**1**	**1**	**2**	**0**	**0**	**0**
Retail A Auto Driver + Truck Trips (Costco + Gas Bar)		**131**	**103**	**234**	**477**	**516**	**993**	**687**	**686**	**1373**
ITE LUC 820 – Shopping Centre 136,000 ft²	Trip Rate	0.52	0.32	0.84	1.63	1.77	3.4	2.29	2.11	4.4
	Baseline Trips Generated	71	43	114	222	240	462	311	287	598
	Vehicle Trips Generated (13% Reduced)	62	37	99	193	209	402	271	250	521
	Pass-by (40%/40%/31%)	25	15	40	77	84	161	84	78	162
	Truck Trip Rate	0.01	0.01	0.01	0.01	0.00	0.01	0.01	0.00	0.01
	Truck Trips Generated	1	0	1	1	0	1	0	0	0
Retail B + C (without B5) Auto + Truck Trips		**38**	**22**	**60**	**117**	**125**	**242**	**187**	**172**	**359**
ITE LUC 934 – Fast Food Restaurant with Drive-Thru 4,400 ft²	Trip Rate	22.75	21.86	44.61	17.18	15.85	33.03	28.18	27.07	55.25
	Baseline Trips Generated	114	109	223	86	79	165	141	135	276
	Vehicle Trips	99	95	194	75	69	144	123	117	240
	Pass-by	50	48	98	41	38	79	68	64	132
	Truck Trip Rate	0.19	0.1575	0.35	0.04	0.04	0.08	0	0	0
	Truck Trips Generated	1	1	2	0	0	0	0	0	0
Retail B5 Auto + Truck Trips		**50**	**48**	**98**	**34**	**31**	**65**	**55**	**53**	**108**
Total Pass-by Trips		148	121	269	222	235	457	283	273	556
Net Auto Driver Trips (Without Pass-by Trips)		218	172	390	626	671	1297	929	911	1840
Total Truck Trips		3	2	5	2	1	3	0	0	0
Total Auto Driver + Truck Trips		**367**	**294**	**661**	**850**	**907**	**1,757**	**1,212**	**1,184**	**2,396**

The subject site is anticipated to generate 661 two-way trips during the AM peak hour (367 inbound and 294 outbound), 1,757 two-way trips during the PM peak hour (850 inbound and 907 outbound), and 2,396 two-way trips during the Saturday peak hour (1,212 inbound and 1,184 outbound).

4.3 TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution for the proposed commercial development was estimated using Transportation Tomorrow Survey (TTS) 2016 data. The TTS data was filtered for Market/Shop based auto trips during the weekday AM and PM peak periods. Due to insufficient data being provided for both AM and Saturday peak periods, the PM peak period distribution was used for both AM and Saturday peak period distributions. More specifically, PM In was used for AM Out and Saturday In, and PM out was used for AM In and Saturday Out.

The site traffic was assigned to the road network based on trip patterns in the study area, changes in the future road network, logical routing, and the location and configuration of the site accesses. **Table 4-3** below outlines the trip distribution for the proposed uses. Detailed TTS calculations are provided in **Appendix E**.

Table 4-3: Trip Distribution and Assignment

Direction	Route	Weekday AM		Weekday PM		Saturday Mid-Day	
		Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
North	Creditview Road	8%	5%	5%	8%	5%	8%
South	Creditview Road	33%	25%	25%	33%	25%	33%
	Mississauga Road	12%	10%	10%	12%	10%	12%
West	Mayfield Road	3%	30%	30%	3%	30%	3%
East	Mayfield Road	44%	30%	30%	44%	30%	44%
Total		100%	100%	100%	100%	100%	100%

The total, Costo, retail, and fast-food site-generated traffic volumes for the weekday AM, PM, and Saturday peak hours are illustrated in **Figure 4-1**, **Figure 4-2**, **Figure 4-3**, and **Figure 4-4**, respectively.

Figure 4-1: Total Site-Generated Peak Hour Traffic Volumes

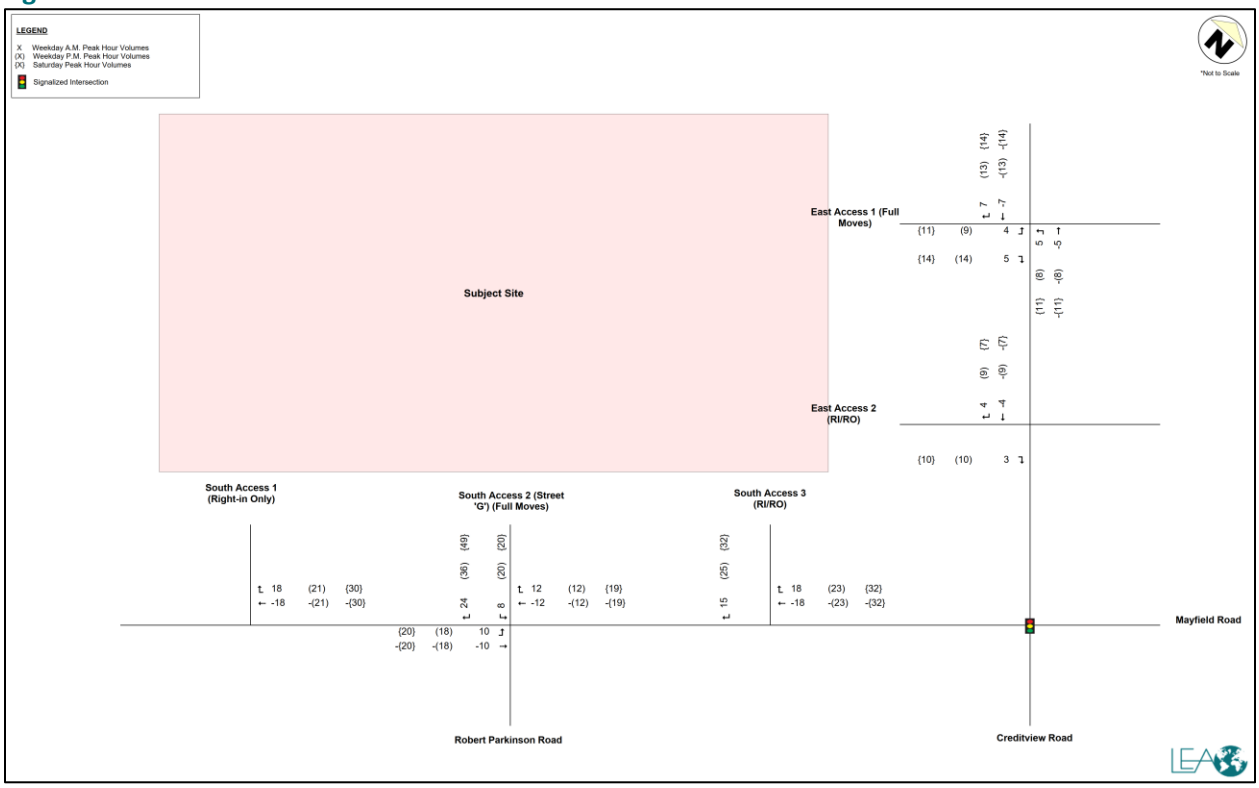


Figure 4-2: Costco + Gas Station Peak Hour Traffic Volumes (Retail A)

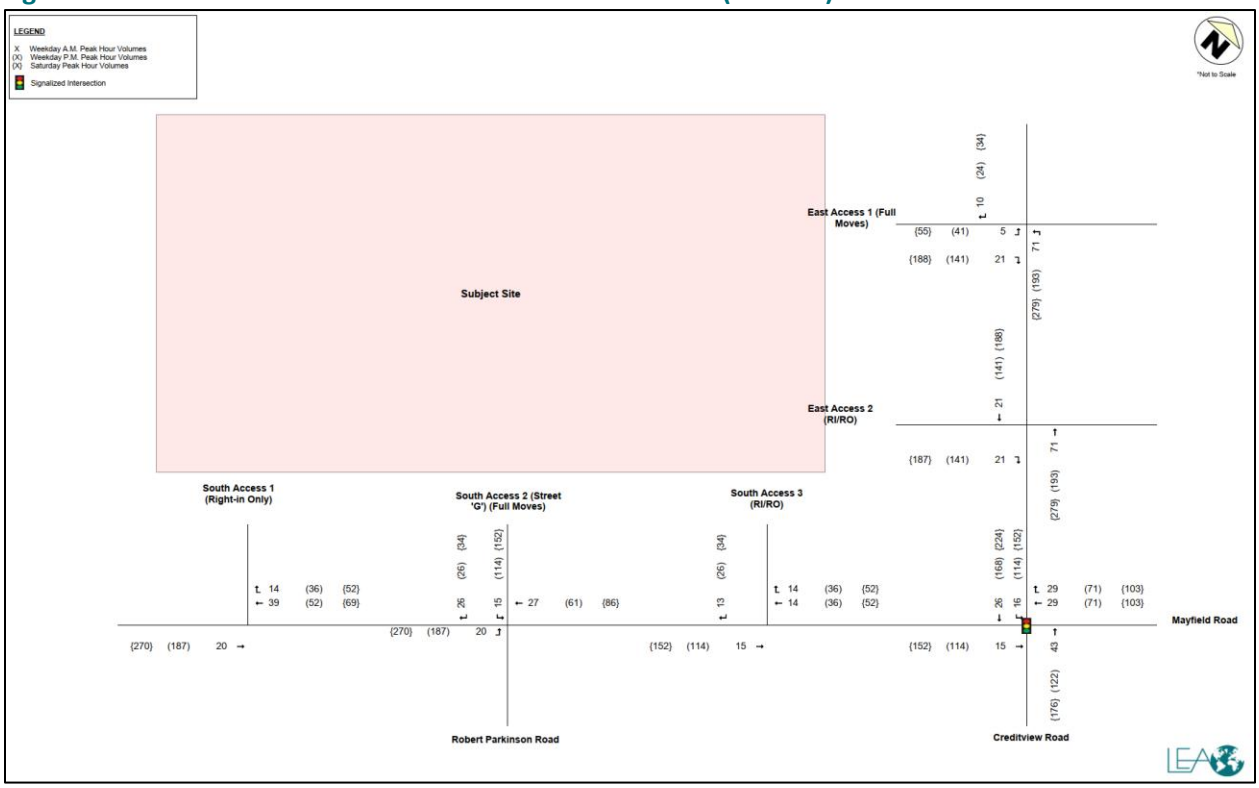


Figure 4-3: Total Site-Generated Retail Peak Hour Traffic Volumes (Retail B+C)

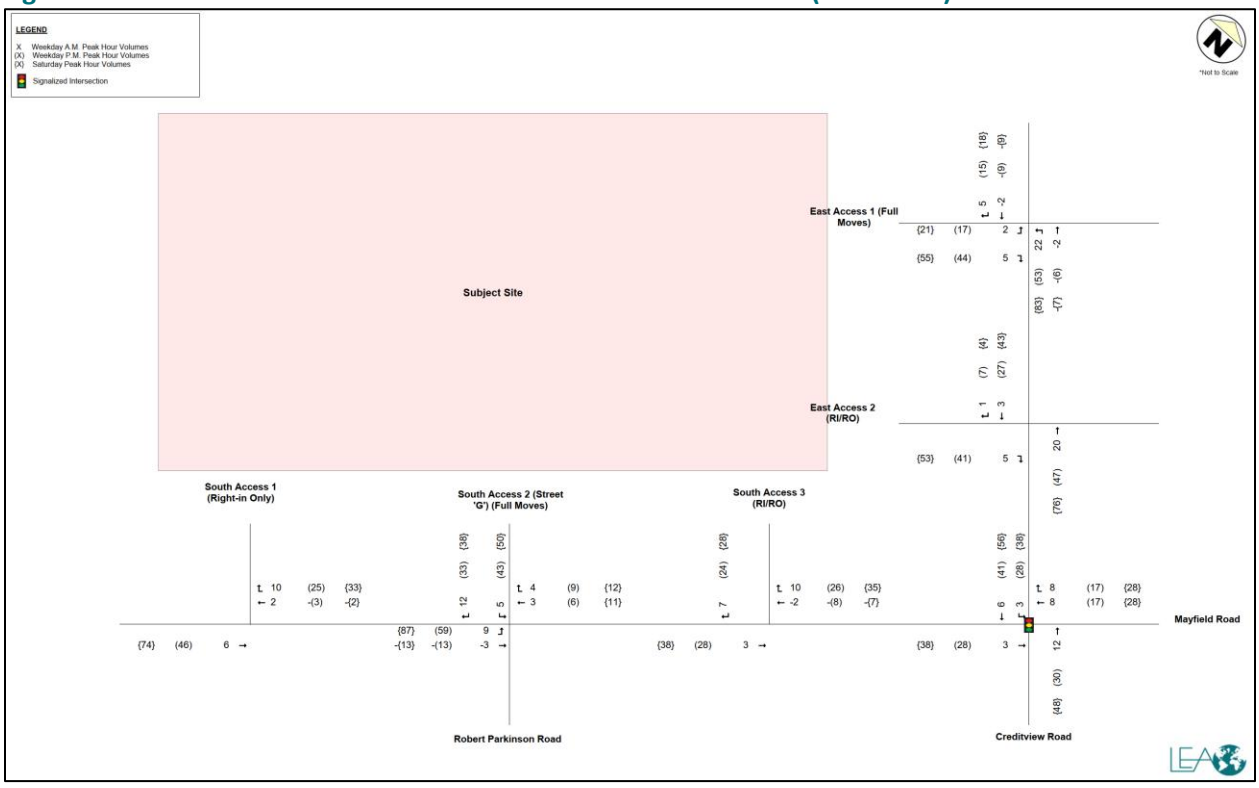
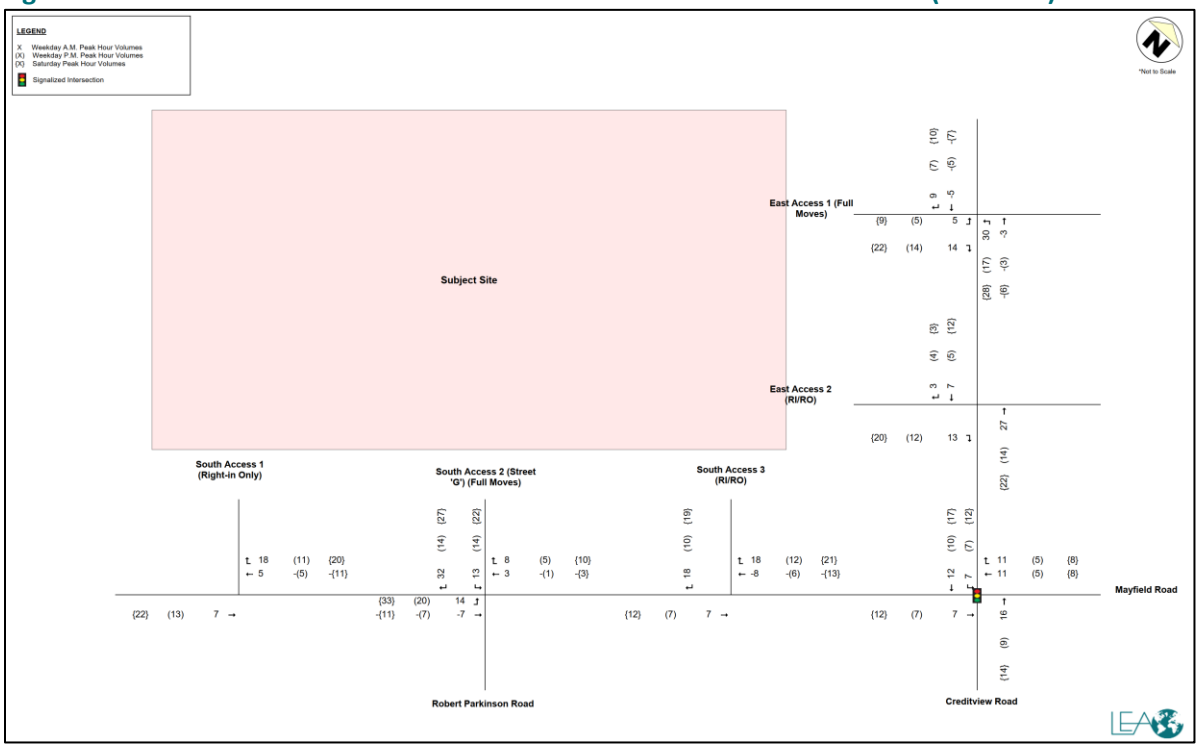


Figure 4-4: Fast Food Restaurant with Drive-Thru Peak Hour Traffic Volumes (Retail B5)



The Costo, retail, and fast-food pass-by trips are illustrated in **Figure 4-5, Figure 4-6, Figure 4-7**, and the net site traffic volumes are illustrated in **Figure 4-8**.

Figure 4-5: Costco + Gas Bar Pass-by Peak Hour Traffic Volumes (Retail A)

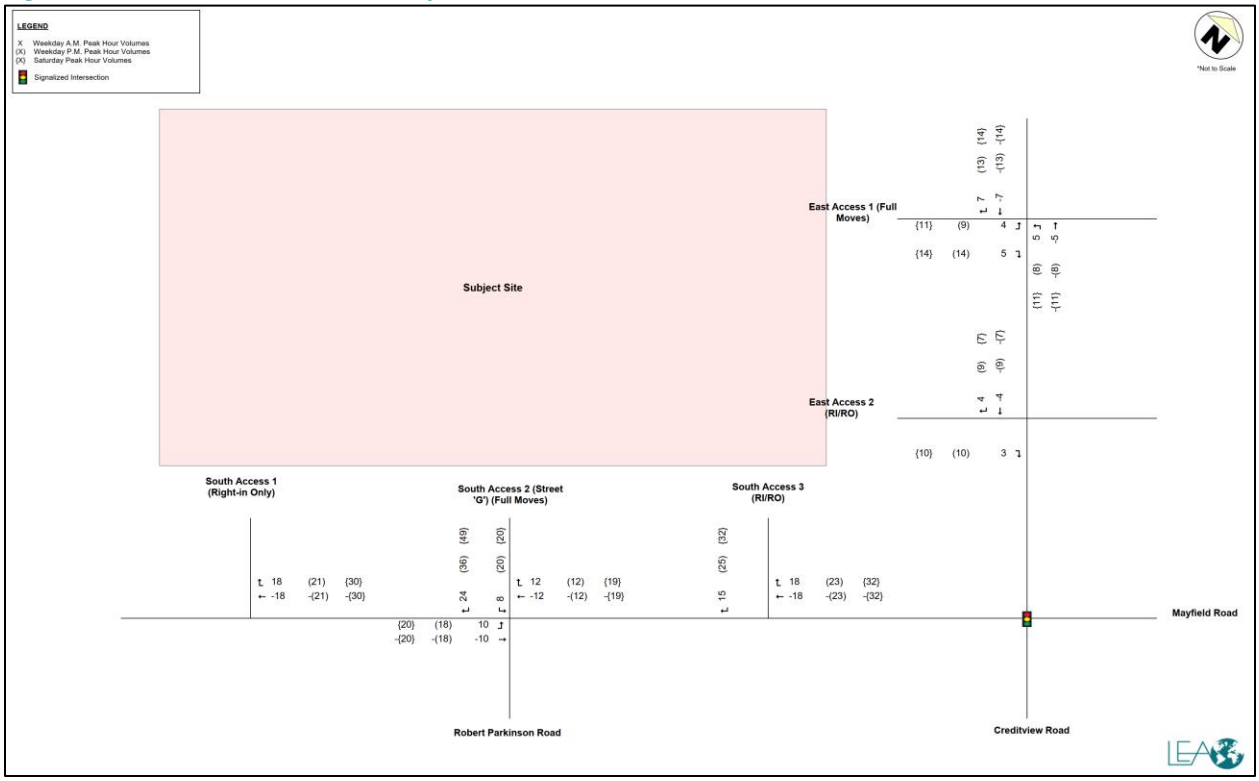


Figure 4-6: Retail Pass-by Peak Hour Traffic Volumes (Retail B+C)

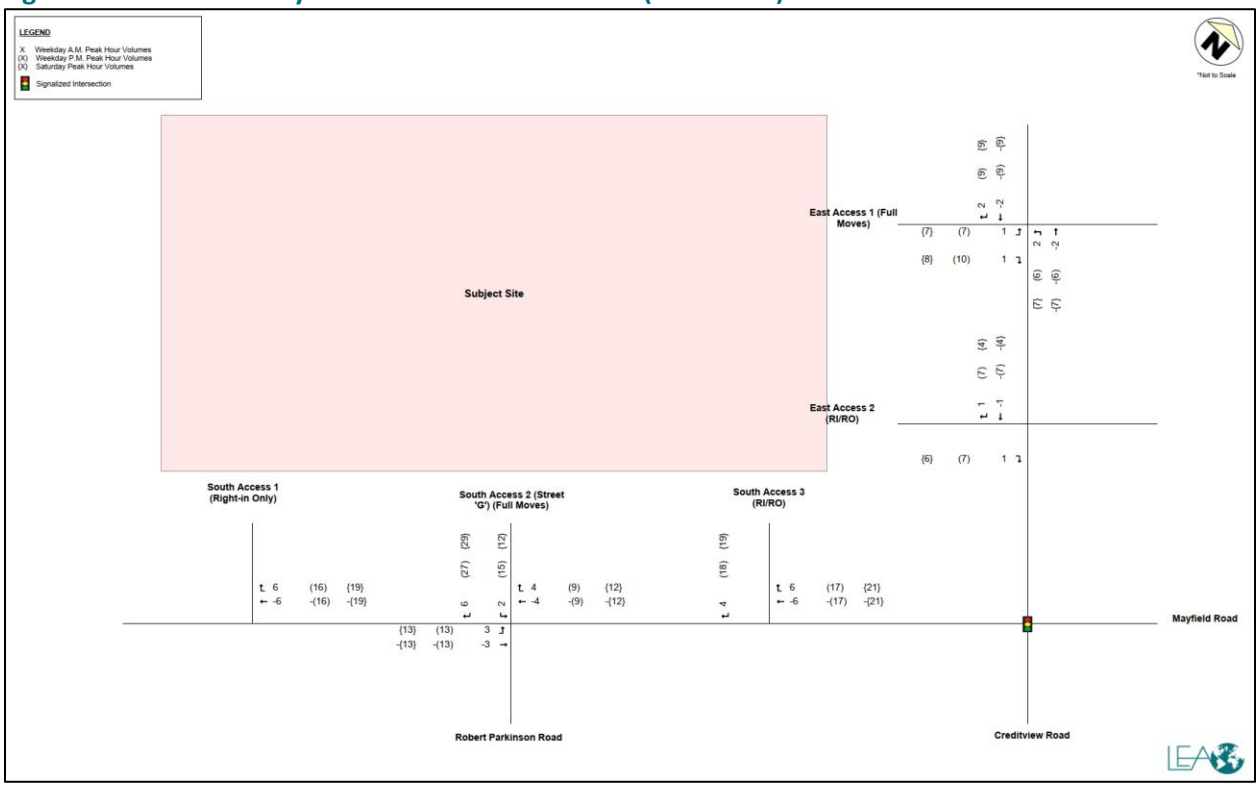


Figure 4-7: Fast Food Restaurant with Drive-Thru Pass-by Peak Hour Traffic Volumes (Retail B5)

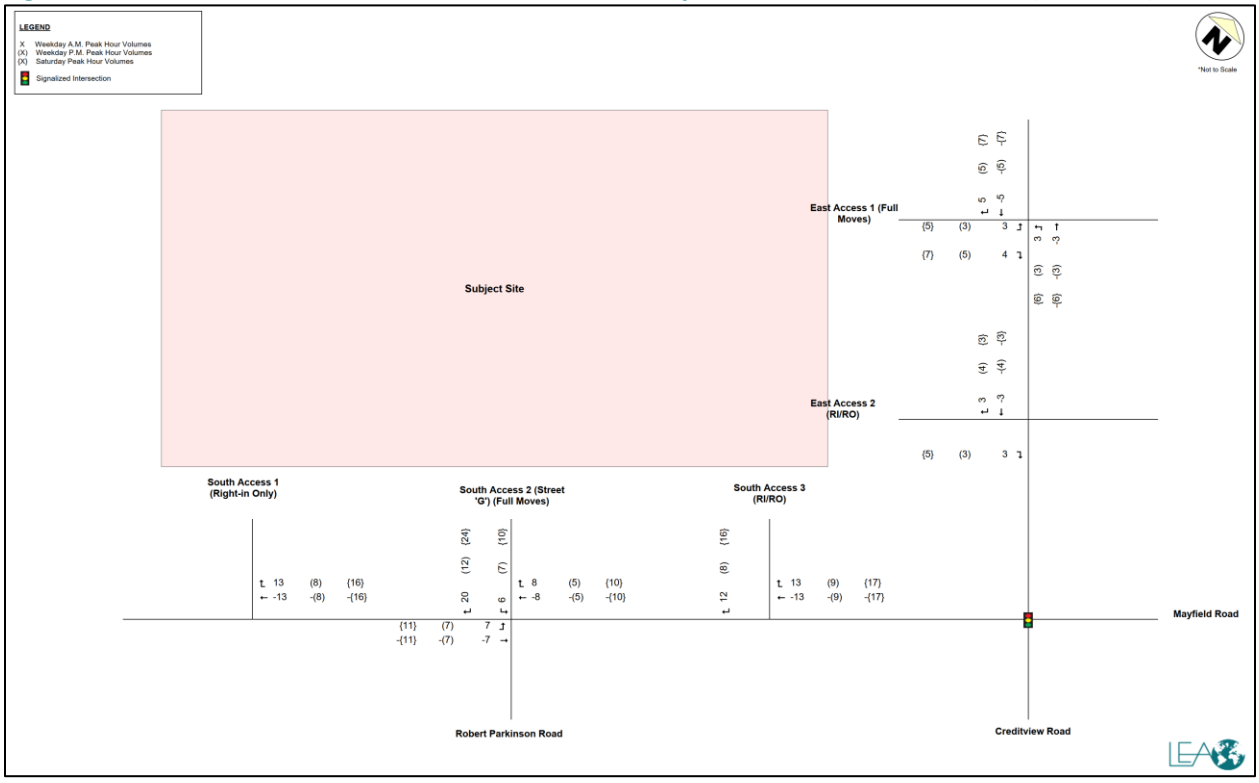
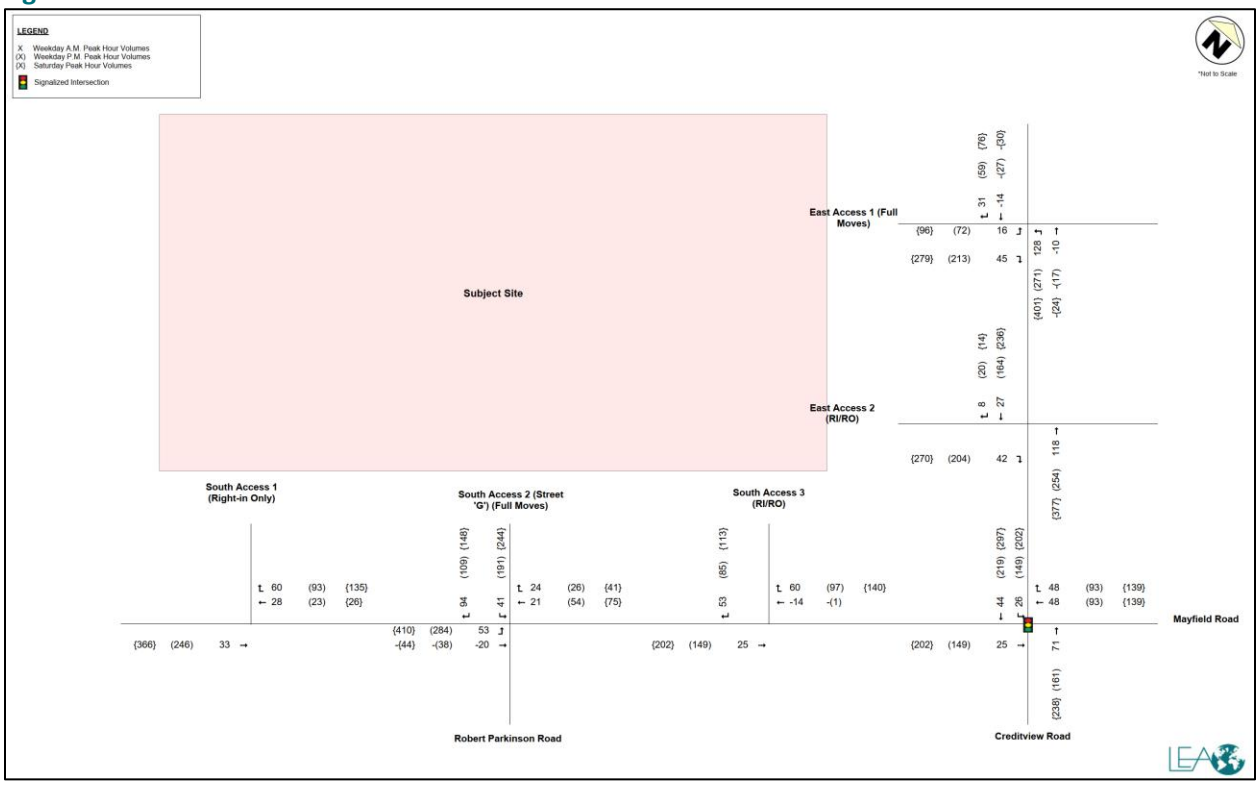


Figure 4-8: Net Total Site Generated Peak Hour Traffic Volumes



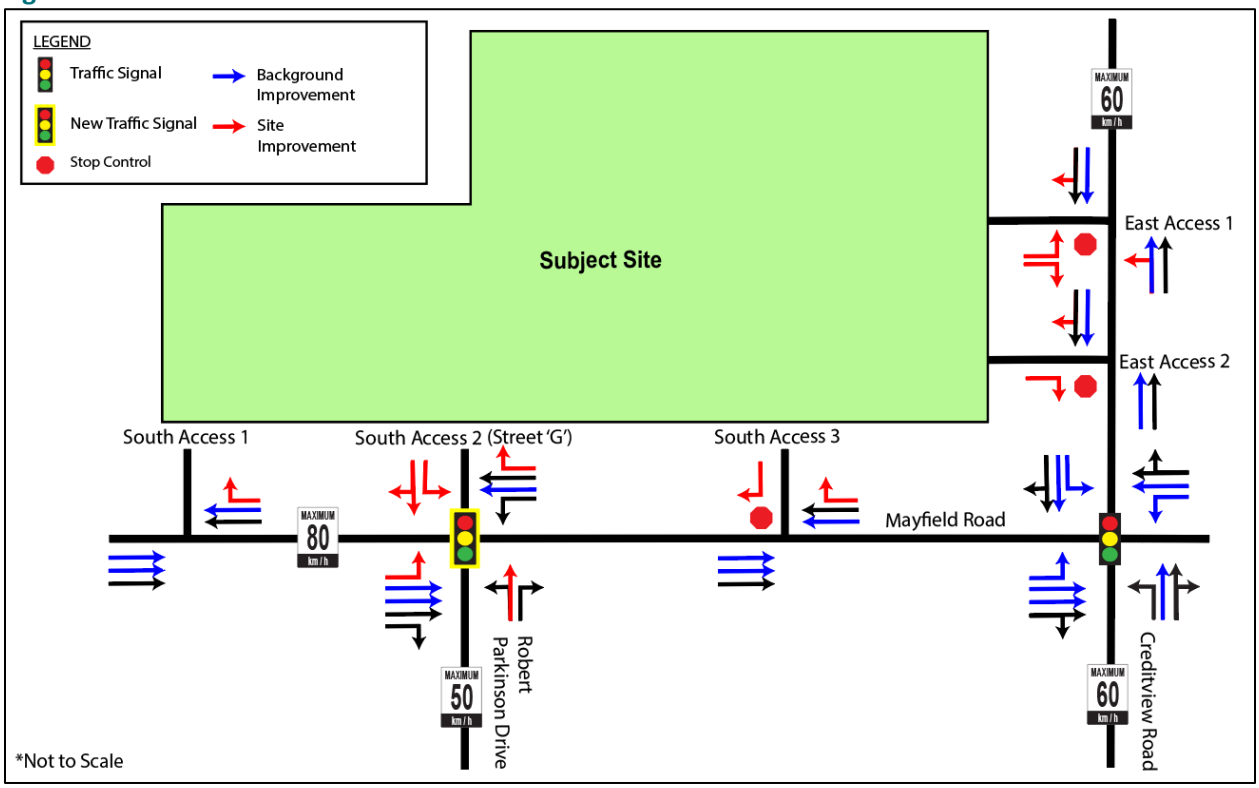
5 FUTURE TOTAL TRANSPORTATION CONDITIONS

Future total traffic conditions include the addition of site trips to the 2029 future background volumes. Five (5) new site accesses are proposed to facilitate the subject site:

- **Creditview Road & East Site Access 1:** New full moves unsignalized access
- **Creditview Road & East Site Access 2:** New RIRO unsignalized access
- **Mayfield Road & South Site Access 1:** New right-in only unsignalized access
- **Mayfield Road & South Site Access 2 (Street 'G'):** New full moves signalized access (addition of north leg). This intersection is recommended for signalization upon development of the subject site to better accommodate site traffic.
- **Mayfield Road & South Site Access 3:** New RIRO unsignalized access

The recommended future road network with the site access configurations is illustrated in **Figure 5-1.**

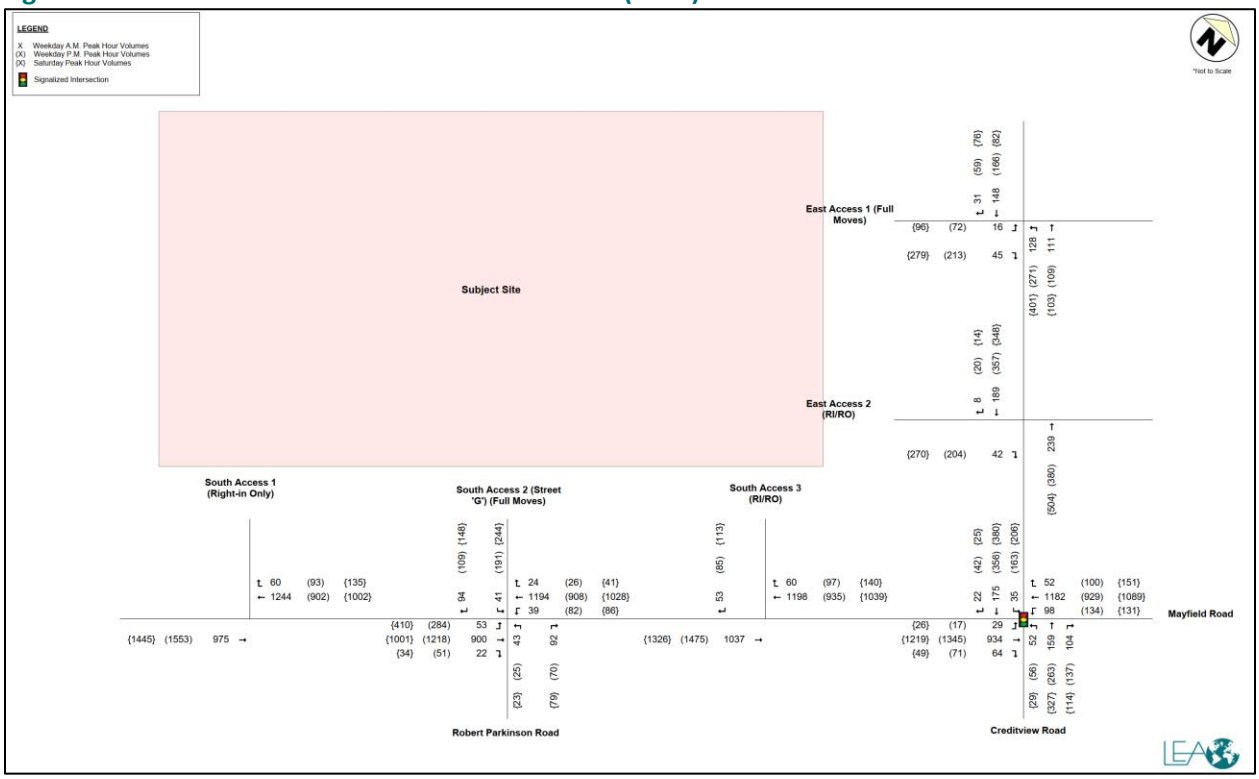
Figure 5-1: Recommended Future Road Network



5.1 FUTURE TOTAL TRAFFIC VOLUMES

The future total traffic volumes for the weekday AM, PM, and Saturday peak hours are illustrated in **Figure 5-2**.

Figure 5-2: Future Total Peak Hour Traffic Volumes (2029)



6 INTERSECTION CAPACITY ANALYSIS

The capacity analysis for the study area was undertaken using Synchro version 11.0, which is based on the Highway Capacity Manual 2000 methodology and adhering to the Town of Caledon and Peel Region *Traffic Impact Study Guidelines*. The intersection capacity analysis was conducted for the weekday AM, PM, and Saturday peak hours. As per Town of Caledon guidelines, critical movements for signalized intersections were identified as those with a volume-to-capacity (v/c) ratio greater than 0.90 for overall intersection operations, through movements or shared through/turning movements and a v/c ratio greater than 1.00 for exclusive turning movements. For unsignalized intersections, critical movements were identified as those with a level-of-service (LOS) 'E' or greater.

6.1 EXISTING CONDITIONS SYNCHRO MODEL INPUTS

Existing traffic operations were assessed to provide a baseline for future traffic operations. The existing analysis incorporates the most recent signal timing plans for the study intersections. A Peak Hour Factor (PHF) of 1.0 has been applied to new roads and intersections under the Future Total Conditions scenario, while a PHF of 0.97 has been retained for both the Existing and Future Background Conditions. For the Existing Conditions, the PHF was derived based on observed traffic volumes.

6.2 FUTURE CONDITIONS SYNCHRO MODEL INPUTS

Input parameters from the existing scenario were maintained with corresponding future volumes, with the exception of the following changes outlined in **Table 6-1**.

Table 6-1: Future Conditions Synchro Model Input Modifications

Intersection/Road	Modifications
Mayfield Road & Creditview Road	• Addition of two (2) eastbound through lanes and one (1) westbound through lane, along with dedicated left-turning lanes to accommodate the planned widening of Mayfield Road. • Addition of one (1) northbound and southbound through lane, along with left-turning lanes at Mayfield Road & Creditview Road to accommodate the planned widening of Creditview Road.
Mayfield Road & Robert Parkinson Drive	• Addition of two (2) eastbound through lanes and one (1) westbound through lane, along with dedicated left-turning lanes to accommodate the planned widening of Mayfield Road. • Signalization with a proposed cycle length of 120 seconds.

The following sections outline a comparison of the capacity analysis results for existing, 2029 future background, and 2029 future total conditions. Detailed capacity analysis results are provided in the following appendices:

- **Appendix G**: Existing Intersection Capacity Analysis;
- **Appendix H**: 2029 Future Background Intersection Capacity Analysis; and
- **Appendix I**: 2029 Future Total Intersection Capacity Analysis.

6.3 EXISTING SIGNALIZED INTERSECTIONS

The results for the existing signalized intersections under each traffic scenario during the weekday AM, PM, and Saturday peak hours are summarized in the section below.

6.3.1 Mayfield Road & Creditview Road

The intersection capacity analysis at Mayfield Road & Creditview Road is summarized in **Table 6-2**. A summary of the queue lengths is provided in **Table 6-3**.

Table 6-2: Intersection Capacity Analysis, Mayfield Road & Creditview Road

Mvmt	Existing				AM	Future Background 2029				Future Total 2029			
	Vol	V/C	Delay (s)	LOS	Mvmt	Vol	V/C	Delay (s)	LOS	Vol	V/C	Delay (s)	LOS
AM Peak Hour													
Overall	-	-	13	B	Overall	-	-	11	B	-	-	12	B
EBLTR	552	0.53	9	A	EBL	29	0.11	13	B	29	0.12	15	B
-	-	-	-	-	EBTR	973	0.34	7	A	998	0.35	7	A
WBLTR	596	0.61	11	B	WBL	98	0.28	12	B	98	0.28	12	B
-	-	-	-	-	WBTR	1138	0.57	10	B	1234	0.63	11	B
NBLT	127	0.32	21	C	NBL	52	0.19	23	C	52	0.20	23	C
NBR	94	0.33	21	C	NBTR	192	0.34	21	C	263	0.42	22	C
SBLTR	147	0.37	22	C	SBL	9	0.03	22	C	35	0.14	24	C
-	-	-	-	-	SBTR	153	0.23	21	C	197	0.30	21	C
PM Peak Hour													
Overall	-	-	13	B	Overall	-	-	11	B	-	-	15	B
EBLTR	658	0.60	11	B	EBL	17	0.04	9	A	17	0.06	13	B
-	-	-	-	-	EBTR	1267	0.43	8	A	1416	0.50	10	A
WBLTR	530	0.57	10	A	WBL	134	0.46	19	B	134	0.55	27	C
-	-	-	-	-	WBTR	843	0.41	8	A	1029	0.53	10	B
NBLT	143	0.35	21	C	NBL	56	0.20	23	C	56	0.24	25	C
NBR	124	0.42	22	C	NBTR	239	0.45	22	C	400	0.53	22	C
SBLTR	175	0.43	22	C	SBL	14	0.06	24	C	163	0.72	38	D
-	-	-	-	-	SBTR	179	0.27	21	C	398	0.50	21	C
Sat Peak Hour													
Overall	-	-	12	B	Overall	-	-	10	A	-	-	17	B
EBLTR	553	0.50	9	A	EBL	26	0.07	11	B	26	0.11	16	B
-	-	-	-	-	EBTR	1066	0.36	7	A	1268	0.45	9	A
WBLTR	527	0.53	9	A	WBL	131	0.38	14	B	131	0.47	21	C
-	-	-	-	-	WBTR	962	0.46	8	A	1240	0.64	12	B
NBLT	107	0.26	21	C	NBL	29	0.09	21	C	29	0.12	24	C
NBR	103	0.34	21	C	NBTR	203	0.37	21	C	441	0.57	22	C
SBLTR	102	0.25	21	C	SBL	4	0.01	23	C	206	0.95	74	E
-	-	-	-	-	SBTR	108	0.16	20	C	405	0.50	21	C

Table 6-3: Intersection Queue Lengths, Mayfield Road & Creditview Road

Mvmt	Existing			Future Background 2029		Future Total 2029	
	50th Queue	95th Queue	Mvmt	50th Queue	95th Queue	50th Queue	95th Queue
AM Peak Hour							
Overall	-	-	Overall	-	-	-	-
EBLTR	36	68	EBL	1	6	1	4
-	-	-	EBTR	19	27	19	23
WBLTR	45	92	WBL	6	17	6	17
-	-	-	WBTR	41	60	46	68
NBLT	14	27	NBL	5	14	6	14
NBR	0	10	NBTR	5	12	9	18
SBLTR	14	29	SBL	1	4	4	11
-	-	-	SBTR	7	14	10	18
PM Peak Hour							
Overall	-	-	Overall	-	-	-	-
EBLTR	45	85	EBL	1	3	1	2
-	-	-	EBTR	27	37	58	32
WBLTR	38	78	WBL	10	42	14	32
-	-	-	WBTR	26	38	37	54
NBLT	15	30	NBL	6	15	6	15
NBR	0	12	NBTR	10	19	20	33
SBLTR	17	32	SBL	1	6	19	50
-	-	-	SBTR	7	15	21	33
Sat Peak Hour							
Overall	-	-	Overall	-	-	-	-
EBLTR	34	61	EBL	1	4	3	8
-	-	-	EBTR	21	28	51	71
WBLTR	36	69	WBL	8	28	11	42
-	-	-	WBTR	30	42	47	66
NBLT	11	23	NBL	3	9	3	9
NBR	0	11	NBTR	6	14	21	35
SBLTR	8	19	SBL	0	3	30	66
-	-	-	SBTR	4	10	22	34

Existing Conditions: Under existing conditions, the intersection of Mayfield Road & Creditview Road operates well during both weekday peak hours and Saturday peak. All movements are operating with residual capacity and acceptable delays. All existing 95th percentile queues can be accommodated by their available storage lanes. No critical movements have been identified.

Future Background Conditions: Under future background conditions, with the widening of Mayfield Road and Creditview Road, the intersection is expected to operate similarly to existing conditions. The intersection is expected to operate at acceptable levels of service, with no critical movements identified.

Future Total Conditions: Under future total conditions, the addition of site traffic is expected to have an acceptable impact on intersection operations, with all movements operating similar to future background conditions. The SBL movement during the Saturday peak is identified as critical movement as the v/c ratio is 0.95, indicating that it is approaching capacity but remains below a v/c ratio of 1.0. No intersection modifications are recommended.

6.4 MAYFIELD ROAD & ROBERT PARKINSON DRIVE

The results for the studied existing unsignalized intersections under each traffic scenario during the weekday AM, PM, and Saturday peak hours are summarized in the section below. The intersection of Mayfield Road and Robert Parkinson Drive currently functions as a three-leg unsignalized intersection. With the proposed site buildout, Robert Parkinson Drive will be extended through the future Site Access 2/Street 'G' access. As previously mentioned in **Section 6.4.2**, the signalization of Mayfield Road & Robert Parkinson Drive is recommended for this development. The following sections compare the intersection operations under both unsignalized and signalized conditions. A traffic signal warrant analysis was conducted to determine if signalization is recommended.

6.4.1 Mayfield Road & Robert Parkinson Drive (Unsignalized)

The intersection capacity analysis at Mayfield Road & Robert Parkinson under unsignalized conditions is summarized in **Table 6-4.**

Table 6-4: Intersection Capacity Analysis, Mayfield Road & Robert Parkinson Drive

Mvmt	Existing				Future Background 2029				Future Total 2029				
	Vol	V/C	Delay (s)	LOS	Vol	V/C	Delay (s)	LOS	Mvmt	Vol	V/C	Delay (s)	LOS
AM Peak Hour													
Overall	-	-	2	-	-	-	2	-	Overall	-	-	7	-
NBL	43	0.18	24	C	**43**	**0.37**	**54**	**F**	NBLT	**43**	**0.68**	**141**	**F**
NBR	92	0.16	12	B	92	0.20	15	B	NBR	92	0.20	15	B
EBT	470	0.00	0		920	0.00	0		EBL	53	0.09	12	B
EBR	22	0.00	0		22	0.00	0		EBT	900	0.00	0	
-	-	-	-	-	-	-	-	-	EBR	22	0.00	0	
WBL	39	0.04	9	A	39	0.10	15	B	WBL	39	0.10	15	B
WBT	535	0.00	0		1173	0.00	0		WBT	1194	0.00	0	
-	-	-	-	-	-	-	-	-	WBR	24	0.00	0	
-	-	-	-	-	-	-	-	-	SBL	**41**	**0.80**	**197**	**F**
-	-	-	-	-	-	-	-	-	SBTR	42	0.09	14	B
PM Peak Hour													
Overall	-	-	2	-	-	-	2	-	Overall	-	-	323	-
NBL	25	0.14	28	D	**25**	**0.40**	**98**	**F**	NBLT	**25**	**2.08**	**1132**	**F**
NBR	70	0.15	14	B	70	0.20	18	C	NBR	70	0.19	17	C
EBT	630	0.00	0		1256	0.00	0		EBL	284	0.38	13	B
EBR	51	0.00	0		51	0.00	0		EBT	1218	0.00	0	
-	-	-	-	-	-	-	-	-	EBR	51	0.00	0	
WBL	82	0.09	9	A	82	0.30	23	C	WBL	82	0.29	22	C
WBT	412	0.00	0		854	0.00	0		WBT	908	0.00	0	
-	-	-	-	-	-	-	-	-	WBR	26	0.00	0	
-	-	-	-	-	-	-	-	-	SBL	**191**	**10.61**	**4741**	**F**
-	-	-	-	-	-	-	-	-	SBTR	62	0.11	12	B
Sat Peak Hour													
Overall	-	-	2	-	-	-	2	-	Overall	-	-	1032	-
NBL	23	0.10	23	C	**23**	**0.29**	**68**	**F**	NBLT	**23**	**3.29**	**2046**	**F**
NBR	79	0.14	13	B	79	0.19	16	C	NBR	79	0.18	15	C
EBT	506	0.00	0		1045	0.00	0		EBL	410	0.62	19	C

Mvmt	Existing				Future Background 2029				Future Total 2029				
	Vol	V/C	Delay (s)	LOS	Vol	V/C	Delay (s)	LOS	Mvmt	Vol	V/C	Delay (s)	LOS
EBR	34	0.00	0		34	0.00	0		EBT	1001	0.00	0	
-	-	-	-	-	-	-	-	-	EBR	34	0.00	0	
WBL	86	0.08	9	A	86	0.24	18	C	WBL	86	0.23	17	C
WBT	395	0.00	0		953	0.00	0		WBT	1028	0.00	0	
-	-	-	-	-	-	-	-	-	WBR	41	0.00	0	
-	-	-	-	-	-	-	-	-	SBL	**244**	**27.11**	**12557**	**F**
-	-	-	-	-	-	-	-	-	SBTR	79	0.16	13	B

Existing Conditions: Under existing conditions, the intersection of Mayfield Road & Robert Parkinson Drive operates well during both weekday peak hours. All movements are operating with residual capacity and acceptable delays. All existing 95th percentile queues can be accommodated by their available storage lanes. No critical movements have been identified.

Future Background Conditions: Under future background conditions, the NBL movement is expected to operate with a LOS of 'F' during all peak hours; however, the movement operates with residual capacity and with v/c ratios of 0.40 or less during all peak hours. The volumes in the future background conditions do not warrant a signal.

Future Total Conditions: The NBLT and SBLT are deemed critical during the weekday AM and PM peak hour and Saturday peak. This finding is attributable to background traffic growth as well as site generated trips. Based on the Synchro results, signalization of this intersection is recommended. However, a traffic signal warrant analysis was conducted for the intersection to determine whether signalization is required. The AM and PM peak hour average volumes were used. The traffic signal warrant analysis was conducted based on the methodologies outlined in Ontario Traffic Manual (OTM) Book 12: Traffic Signals, for the future horizon year. The results of the traffic signal warrant analysis is provided in **Table 6-5**. Full details of the analysis are provided in **Appendix J**.

Table 6-5: Traffic Signal Warrant Analysis

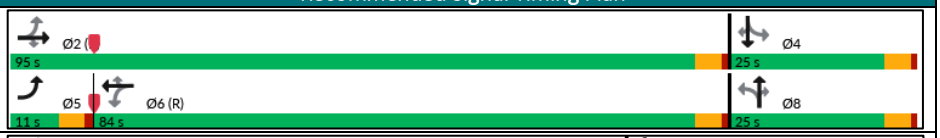
Justification Satisfied 80% or More				Two Justifications Satisfied 80% or More	
Justification 1	Minimum Vehicular Volumes	YES ☒	NO ☐	YES ☒	NO ☐
Justification 2	Delay to Cross Traffic	YES ☐	NO ☒		

The intersection meets the MTO warrant criteria for signalization and is therefore recommended for further consideration. The results for a new signalized intersection under future traffic scenarios during the weekday AM, PM, and Saturday peak hours are summarized in the section below.

6.4.2 Mayfield Road & Robert Parkinson Drive / South Site Access 2 (Street 'G') (Signalized)

Based on the Synchro results and signal warrant analysis, signalization of Mayfield Road & Robert Parkinson Drive / South Site Access 2 (Street 'G') has been recommended to accommodate site traffic volumes. The recommended signal timing plans with a proposed cycle length of 120 seconds are summarized in **Table 6-6.**

Table 6-6: Recommended Signal Timing Plan, Mayfield Road & Robert Parkinson Drive / South Site Access 2 (Street 'G')

Intersection	Peak Period	Recommended Signal Timing Plan
Mayfield Road & Robert Parkinson Drive / South Site Access 2	Recommended AM	
	Recommended PM	
	Recommended Sat	

The intersection capacity analysis at Mayfield Road & Robert Parkinson Drive / South Site Access 2 (Street 'G') is summarized in **Table 6-7**, for the weekday AM, PM, and Saturday peak hours. A summary of the queue lengths is provided in **Table 6-8**. To note, only future total conditions are provided below as signalization is recommended upon development of the site.

Table 6-7: Intersection Capacity Analysis, Mayfield Road & Robert Parkinson Drive / South Site Access 2 (Street 'G')

Mvmt	Future Total 2029 (Optimized)			
	Vol	V/C	Delay (s)	LOS
AM Peak				
Overall	-	-	11	B
EBL	53	0.14	5	A
EBT	900	0.23	3	A
EBR	22	0.02	3	A
WBL	39	0.09	6	A
WBT	1194	0.48	8	A
WBR	24	0.02	5	A
NBLT	43	0.26	53	D
NBR	92	0.46	50	D
SBL	41	0.33	57	E
SBTR	94	0.43	49	D
PM Peak				
Overall	-	-	12	B
EBL	284	0.55	7	A
EBT	1218	0.30	4	A
EBR	51	0.04	3	A
WBL	82	0.24	10	A
WBT	908	0.38	9	A
WBR	26	0.03	7	A
NBLT	25	0.15	52	D
NBR	70	0.32	47	D
SBL	191	0.67	52	D
SBTR	109	0.47	49	D
Sat Peak				
Overall	-	-	17	B
EBL	410	0.83	20	B
EBT	1001	0.26	5	A
EBR	34	0.03	4	A
WBL	86	0.23	13	B
WBT	1028	0.48	15	B
WBR	41	0.04	10	B
NBLT	23	0.13	50	D
NBR	79	0.29	43	D
SBL	244	0.71	50	D
SBTR	148	0.51	46	D

Table 6-8: Intersection Queue Lengths, Mayfield Road & Robert Parkinson Drive / South Site Access 2 (Street 'G')

Mvmt	Future Total 2029 (Optimized)	
	50th Queue	95th Queue
AM Peak		
Overall	-	-
EBL	2	4
EBT	11	18
EBR	0	1
WBL	4	7
WBT	78	94
WBR	0	1
NBLT	10	22
NBR	0	16
SBL	10	21
SBR	0	0
PM Peak		
Overall	-	-
EBL	20	39
EBT	34	53
EBR	0	4
WBL	10	21
WBT	61	83
WBR	0	1
NBLT	5	12
NBR	0	12
SBL	45	67
SBR	0	0
Sat Peak		
Overall	-	-
EBL	65	122
EBT	31	49
EBR	0	4
WBL	18	32
WBT	120	151
WBR	1	4
NBLT	5	11
NBR	0	12
SBL	58	81
SBR	0	0

Future Total Conditions: Under future total traffic conditions, with signalization and implementation of the recommended signal timing plan, the intersection is expected to operate at acceptable levels of service under all peak hours. No other critical movements have been identified. After introducing a signal, the intersection performs within capacity with acceptable delays and queues during the AM, PM, and Saturday peaks.

6.4.2.1 Single Left-Turn lane Justification

The introduction of a traffic signal at this intersection addresses the capacity and delay concerns. A dual westbound left-turn lane is not required, as this movement is not operating under constrained conditions, and the associated traffic volumes can be adequately accommodated by a single left-turn lane.

6.5 NEW UNSIGNALIZED INTERSECTIONS

The results for new unsignalized intersections under each traffic scenario during the weekday AM, PM, and Saturday peak hours are summarized in the section below.

6.5.1 Creditview Road & East Site Access 1

The intersection capacity analysis for weekday AM, PM, and Saturday peak hours at Creditview Road & East Site Access 1 is summarized in **Table 6-9.**

Table 6-9: Intersection Capacity Analysis, Creditview Road & East Site Access 1

AM	Future Total 2029				
Mvmt	Vol	V/C	Delay(s)	LOS	95th Queue
Overall	-	-	3	-	
NBL	128	0.09	8	A	2
NBT	111	0.00	0	A	0
EBL	16	0.03	13	B	1
EBR	45	0.05	9	A	1
SBT	148	0.00	0		0
SBR	31	0.00	0		0
PM	Future Total 2029				
Mvmt	Vol	V/C	Delay(s)	LOS	95th Queue
Overall	-	-	7	-	
NBL	271	0.20	8	A	5
NBT	109	0.00	0	A	0
EBL	72	0.28	24	C	7
EBR	213	0.23	10	B	6
SBT	166	0.00	0		0
SBR	59	0.00	0		0
Sat	Future Total 2029				
Mvmt	Vol	V/C	Delay(s)	LOS	95th Queue
Overall	-	-	10	-	
NBL	401	0.28	9	A	8
NBT	103	0.00	0	A	0
EBL	96	0.54	47	E	18
EBR	279	0.29	10	B	8
SBT	82	0.00	0		0
SBR	76	0.00	0		0

Future Total Conditions: The full moves site access off Creditview Road is expected to operate well within capacity and with acceptable delays for all individual movements during all peak hours. No constraints have been identified.

6.5.2 Creditview Road & East Site Access 2

The intersection capacity analysis for weekday AM, PM, and Saturday peak hours at Creditview Road & East Site Access 2 is summarized in **Table 6-10.**

Table 6-10: Intersection Capacity Analysis, Creditview Road & East Site Access 2

AM	Future Total 2029				
Mvmt	Vol	V/C	Delay(s)	LOS	95th Queue
Overall	-	-	1	-	
NBT	239	0.00	0		0
EBR	42	0.04	9	A	1
SBT	189	0.00	0		0
SBR	8	0.00	0		0
PM	Future Total 2029				
Mvmt	Vol	V/C	Delay(s)	LOS	95th Queue
Overall	-	-	2	-	
NBT	380	0.00	0		0
EBR	204	0.25	11	B	7
SBT	357	0.00	0		0
SBR	20	0.00	0		0
Sat	Future Total 2029				
Mvmt	Vol	V/C	Delay(s)	LOS	95th Queue
Overall	-	-	3	-	
NBT	504	0.00	0		0
EBR	270	0.32	11	B	9
SBT	348	0.00	0		0
SBR	14	0.00	0		0

Future Total Conditions: The RIRO site access off Creditview Road is expected to operate well within capacity and with acceptable delays for all individual movements during all peak hours. No constraints have been identified.

6.5.3 Mayfield Road & South Site Access 1

The intersection capacity analysis for weekday AM, PM, and Saturday peak hours at Mayfield Road & South Site Access 1 is summarized in **Table 6-11.**

Table 6-11: Intersection Capacity Analysis, Mayfield Road & South Site Access 1

AM	Future Total 2029				
Mvmt	Vol	V/C	Delay(s)	LOS	95th Queue
Overall	-	-	0	-	
EBT	975	0.00	0		0
WBT	1244	0.00	0		0
WBR	60	0.00	0		0
PM	Future Total 2029				
Mvmt	Vol	V/C	Delay(s)	LOS	95th Queue
Overall	-	-	0	-	
EBT	1553	0.00	0		0
WBT	902	0.00	0		0
WBR	93	0.00	0		0
Sat	Future Total 2029				
Mvmt	Vol	V/C	Delay(s)	LOS	95th Queue
Overall	-	-	0	-	
EBT	1445	0.00	0		0
WBT	1002	0.00	0		0
WBR	135	0.00	0		0

Future Total Conditions: The right-in only site access off Mayfield Road is expected to operate well within capacity and with acceptable delays for all individual movements during all peak hours. No constraints have been identified.

6.5.4 Mayfield Road & South Site Access 3

The intersection capacity analysis for weekday AM, PM, and Saturday peak hours at Mayfield Road & South Site Access 3 is summarized in **Table 6-12**.

Table 6-12: Intersection Capacity Analysis, Mayfield Road & South Site Access 3

AM	Future Total 2029				
Mvmt	Vol	V/C	Delay(s)	LOS	95th Queue
Overall	-	-	0	-	
EBT	1037	0.00	0		0
WBT	1198	0.00	0		0
WBR	60	0.00	0		0
SBR	53	0.12	14	B	3
PM	Future Total 2029				
Mvmt	Vol	V/C	Delay(s)	LOS	95th Queue
Overall	-	-	0	-	
EBT	1475	0.00	0		0
WBT	935	0.00	0		0
WBR	97	0.00	0		0
SBR	85	0.16	13	B	3
Sat	Future Total 2029				
Mvmt	Vol	V/C	Delay(s)	LOS	95th Queue
Overall	-	-	1	-	
EBT	1326	0.00	0		0
WBT	1039	0.00	0		0
WBR	140	0.00	0		0
SBR	113	0.22	14	B	5

Future Total Conditions: The RIRO site access off Mayfield Road is expected to operate well within capacity and with acceptable delays for all individual movements during all peak hours. No constraints have been identified.

6.6 SUMMARY OF INTERSECTION CAPACITY ANALYSIS

With the signalization of Mayfield Road & Robert Parkinson Drive, and the planned widenings along adjacent roads, the intersection capacity analysis results indicate that site traffic is expected to have an acceptable impact on the surrounding road network. In addition, the proposed site accesses to the subject lands are expected to operate sufficiently under future conditions.

7 PARKING AND LOADING REVIEW

7.1 PARKING REVIEW

The subject site is located within Exception Zone C-687, as outlined in Zoning By-law 2024-050, which has passed on June 25, 2024. This By-law amends the Town of Caledon's Comprehensive Zoning By-law 2006-50, including Section 5 - Parking, Loading and Delivery (Section 5.2.3 - Non-Residential Parking Requirements). Within this exception zone, the minimum parking requirement is 1 space per 23m^2 of net floor area. It should be noted that at this stage of development, the net floor area (NFA) has not yet been determined. Therefore, as a conservative method, the GFA has been used for the parking calculation. The parking requirements and proposed supply are summarized in **Table 7-1**. The full report including the exception zone parking rates are provided in **Appendix K.**

Table 7-1: Town of Caledon Zoning By-law 2024-050 Zone C-687 Parking Requirement

Land Use	Structure	GFA	Town of Caledon ZBL 2006-50		Proposed Supply
			Parking Rate	Required Spaces (1)	
Commercial	A-B	20,426 m^2	1 space / 23m^2 of net floor area	889	1,295
Commercial	C	7,798 m^2		340	306
			Total	1,229	1,601

Note: (1) – According to Town of Caledon By-law 2006-50, Section 5.2.4, where the minimum number of parking, loading or delivery spaces is calculated on the basis of a rate or ratio, the required number of parking, loading or delivery spaces shall be rounded to the next higher whole number.

Based on the minimum parking requirements under Exception Zone C-687, the proposed commercial development is required to provide a total of 1,229 parking spaces. The proposed supply of 1,295 parking spaces for commercial lot A and B exceeds and satisfies the parking requirement. The proposed supply for commercial lot C is 306, which does not satisfy the minimum parking requirement of 340 spaces. As the number of parking spaces in commercial lot A and B significantly exceeds the required minimum, it should adequately address the parking shortfall for commercial lot C.

In the event of limited parking availability in commercial lot C, visitors may utilize the parking areas provided at lot A and B and access lot C on foot by crossing Street G. All movements at the intersections of Street G and the site accesses are proposed to be controlled by stop signs, with pedestrian crosswalks provided to facilitate safe and convenient pedestrian movement. In total, the proposed supply of 1,601 parking spaces satisfies, and exceeds the number of required parking spaces for the proposed site. 8 (eight EV parking spaces will be provided between retail buildings B1 and B2.

7.2 LOADING REVIEW

The loading requirements are subject to Town of Caledon Zoning By-law 2006-50, *Section 5 - Parking, Loading and Delivery (Section 5.4.2 - Delivery Space Requirements, July 20, 2023).* The commercial delivery space requirement is 1 (one) per building per lot. The loading space requirements referenced in Section 5.4.2 of the By-law was applied to the proposed commercial development as summarized in **Table 7-2**.

Table 7-2: Town of Caledon Zoning By-law 2006-50 Loading Requirement

Land Use	Structure	Town of Caledon ZBL 2006-50		Proposed Supply
		Delivery Space Requirement	Required Spaces	
Supermarket	A	3 loading spaces + 1 space for each additional 9,300 m^2 or potion thereof in excess of 7,441 m^2	4 (1)	4
Commercial	B1 – B2	1 per building per lot	2	2
Commercial	B3 – B4		3	3
Restaurant	B5			
Commercial	C1 – C2		1	3
Commercial	C3 – C4		2	1
		Total	12	13

Note: (1) – According to Town of Caledon By-law 2006-50, Section 5.2.4, where the minimum number of parking, loading or delivery spaces is calculated on the basis of a rate or ratio, the required number of parking, loading or delivery spaces shall be rounded to the next higher whole number.

The proposed Costco for Structure A has been considered as a Supermarket, which will require a total of four (4) loading spaces. All other commercial and restaurant buildings will require one (1) delivery space per building per lot. Therefore, a total of 12 delivery spaces are required. A total of 13 delivery spaces are proposed for the overall development. Four (4) loading spaces are proposed for commercial structure A, two (2) loading spaces are proposed for commercial structures B1 and B2, and thee (3) loading spaces are proposed to be shared among commercial buildings B3, B4, and B5. Commercial lot C has a total of four (4) loading spaces. Three of four (3 /4) spaces are proposed to be shared between structures C1 and C2, while C3 and C4 each have one (1) shared loading space which does not comply with the bylaw requirement mandating one dedicated delivery space per building.

In regard to the loading operations for structures C3-C4, it is anticipated that staff for each unit within these buildings will coordinate loading activity, and deliveries will be scheduled to ensure that no overlapping loading activities occur at the same time. To support this, it is recommended that a formal loading schedule be established and distributed to all building tenants to ensure efficient and conflict-free loading operations. As such, it is our opinion that the proposed shared delivery space configuration provides adequate space for commercial servicing/loading activities. Furthermore, all proposed delivery spaces meet the required delivery space dimensions of at least 9 metres long, 3.5 metres wide, 3 metres in vertical clearance.

7.3 BICYCLE PARKING REVIEW

A total of 76 bicycle parking spaces will be provided near the commercial building entrances, connected by concrete pathways for easy access. The *Town of Caledon Active Transportation Master Plan (June 2024)* recommends that for new retail/commercial units, bicycle parking must amount to 5% of the total required motor vehicle parking spaces, with a minimum of 6 spaces per building. As no bicycle rates were provided for supermarkets or restaurants, the proposed Costco and Structure B5 has been considered as a commercial building as a conservative analysis. The proposed bicycle parking has been summarized in **Table 8-3.**

Table 8-3: Bicycle Parking Proposed Supply

Land Use	Structure	Required Vehicle Spaces	Recommended Supply	Proposed Supply
Commercial	A	889	45	36
	B1-B5			
	C1-C4 (1)	340	18(2)	40
	Total	**1,229**	**63**	**76**

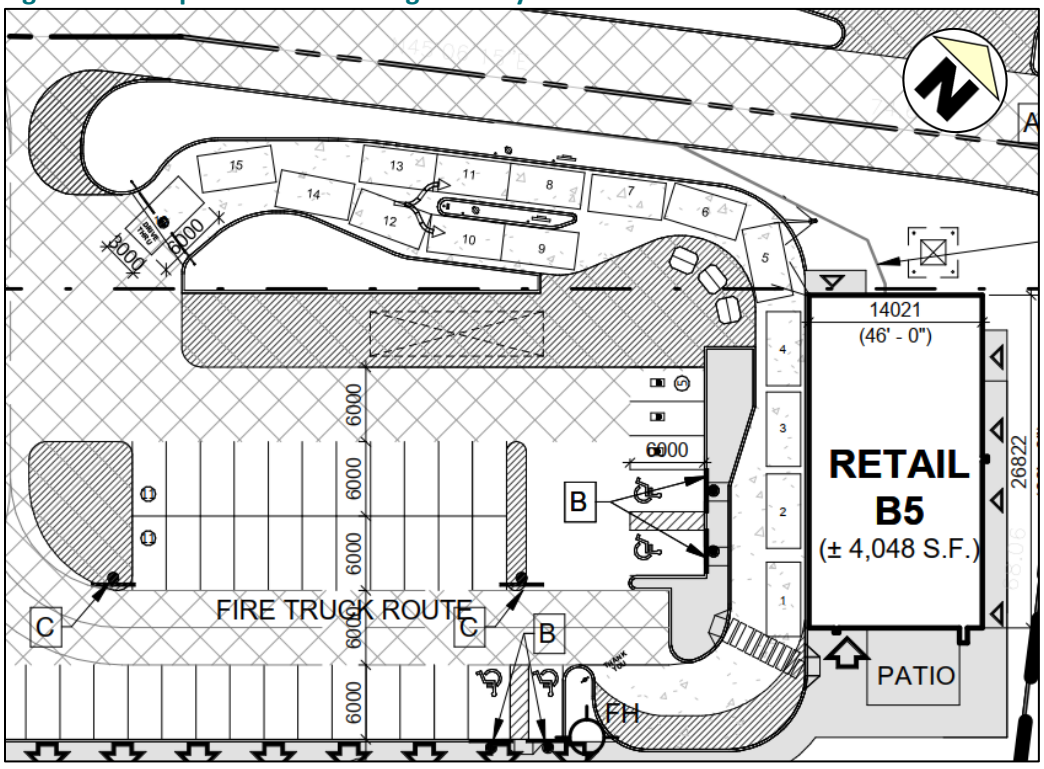
Note: (1) – Structures C1 and C2 has been considered as one building.
(2) – A minimum of 6 spaces per building was applied for a more conservative approach.

As per the recommended bicycle rates in the *Town of Caledon Active Transportation Master Plan,* the subject site is recommended to provide a minimum of 45 bicycle spaces for commercial lots A-B, and 18 bicycle spaces for commercial lot C, totaling 63 bicycle spaces. The proposed supply includes 36 bicycle spaces for commercial lot A-B which falls short of the recommended bicycle parking supply. However, the proposed supply of 40 bicycle spaces in commercial lot C exceeds the recommended supply. In total, the proposed supply of 76 bicycle spaces will exceed the recommended supply from the Town's Active Transportation Master Plan, and is expected to meet the demand for the site.

7.4 DRIVE-THROUGH FACILITY REVIEW

Structure B5 is proposed to operate as a fast-food restaurant with a drive-through facility, as illustrated in **Figure 7-1**. In accordance with Zoning By-law 2006-50, *Section 4.10 – Drive-Through Service Facilities*, a maximum of two (2) queuing lanes is permitted, with each queuing space required to have a minimum length of 6 m and a width of 3m.

Figure 7-1: Proposed Drive-Through Facility



Source: Turner Fleisher, August 2025

As per Zoning By-law 2006-50, a restaurant with a drive-through facility is required to provide a minimum of 8 queuing spaces. The proposed development will provide 16 queuing spaces, thereby meeting and exceeding this requirement. The queuing spaces will be accommodated with two (2) queuing lanes, with all spaces meeting the specified dimension requirements.

8 ACTIVE TRANSPORTATION REVIEW

This section outlines the active transportation strategies to be implemented, in accordance with the requirements of the Town of Caledon's Green Development Standards (GDS) and Active Transportation Master Plan (ATMP). To comply with the requirements of the GDS, the proposed site must incorporate a minimum of three strategies for the draft plan of subdivision and at least one strategy for the site plan. The strategies listed below aim to reduce the number of single-occupancy vehicle trips associated with the proposed development:

1. **Bike Repair Station**: A bike repair station will be installed near the entrance to retail building C2 to support local cyclists and encourage increased bicycle usage.
2. **Pavement Marking and Signage Plan**: The proposed development will include appropriate pavement markings and signage to effectively guide vehicles, pedestrians, and cyclists.
3. **Sidewalk Provision**: The proposed development will provide a minimum 1.8-meter-wide sidewalk along Street 'G', enhancing pedestrian accessibility.
4. **Mid-block Connections**: Mid-block connections will be established along Mayfield Road to link the southern portion of the site with the sidewalk network, improving pedestrian access.

As detailed above, the proposed site will provide a bike repair station, adequate signage and pavement markings, sidewalks, and mid-block connections. Through the implementation of the proposed strategies, the proposed development satisfies the requirements of the Town's Green Development Standards and Active Transportation Master Plan.

9 FUNCTIONAL DESIGN AND ACCESS REVIEW

Functional Design Review

A review of the functionality and accessibility of the proposed loading spaces was completed to determine that the proposed loading spaces can be accessed and egressed by the appropriate vehicles. The functionality of the proposed parking spaces was also confirmed. Furthermore, a review of internal roads reveals that Fire and Emergency Service vehicles can safely access the site. The swept path diagrams are provided in **Appendix L**. The review finds that all design vehicles can be accommodated.

Sightline Analysis

A sightline analysis was conducted for the proposed accesses on Mayfield Road and Creditview Road to ensure that vehicles can safely enter and exit the site. The sightline analysis considered Stopping Sight Distance and Intersection Sight Distance. The assessment is based on the methodology outlined in the Geometric Design Guide for Canadian Roads TAC manual. The sightline analysis is provided in **Appendix L**.

Based on the design speed limit of 80 km/h along Mayfield Road and 60 km/h along Creditview Road, TAC recommended a minimum distance of 130 m and 85 m respectively, in order for vehicles to safely come to a stop when they see a vehicle exiting from the minor road. As shown in **Drawing No. 012** and **Drawing No. 013**, vehicles coming from the east and west will have a clear sight distance of 130 m and vehicles coming north and south will have a clear sight distance of 85 m. Therefore, the stopping sight distances at all site accesses are considered acceptable.

LEA also conducted an intersection sight distance analysis for the proposed site accesses. In accordance with the TAC manual, the vertex of the departure sight triangle on the minor road should be 4.4 m from the edge of the major road. **Drawing No. 014** and **Drawing No. 015** illustrates the intersection sight distance based on the 4.4 m from the edge of the road. With this distance from the edge of the road, the vertical sightlines acceptable at all site accesses.

10 CONCLUSION AND RECOMMENDATIONS

- LEA Consulting Ltd. (LEA) was retained by 12100 Creditview Developments Limited to prepare a Transportation Impact Study (TIS) for the proposed commercial development located at 12100 Creditview Road in the Town of Caledon. The subject site is currently vacant. The proposed development consists of nine (9) commercial structures (A, B1-B5, and C1-C4) providing a total gross floor area (GFA) of 303,802 ft^2 and 1,601 parking spaces. A gas bar with 24 fueling positions is also proposed on the east side of the site, south of Commercial Structure A. Access to the site is proposed via one (1) full movement driveway and one (1) right-in / right-out (RIRO) driveway off Creditview Road. One (1) right-in only driveway, one (1) RIRO driveway and one (1) full movement driveway off Mayfield Road is also available for access to the site.
- Local transit service for the subject site is provided by Brampton Transit with the closest available stops located at the intersections of Mayfield Road & Robert Parkinson Drive and Mayfield Road & Creditview Road. There are currently limited cycling and pedestrian facilities surrounding the subject site; however, the Town of Caledon MMTMP and Mount Pleasant Block 51-1 Collector Road and Transportation Study plans for a new network of on- and off-road cycling facilities and multi-use trails.
- The proposed commercial development is anticipated to generate 661 two-way trips during the AM peak hour (367 inbound and 294 outbound), 1,757 two-way trips during the PM peak hour (850 inbound and 907 outbound), and 2,396 two-way trips during the Saturday peak hour (1,212 inbound and 1,184 outbound).
- This assessment considers a 5-year horizon from base year 2024 to future year 2029. Under existing conditions, the signalized and unsignalized intersections during all peak hours are operating at acceptable levels of service. No critical movements are identified.
- The future background scenario incorporates background development traffic, corridor growth rates, and future planned road improvements. Under future background conditions, all signalized and unsignalized intersections during all peak hours are operating at acceptable levels of service. No critical movements are identified.
- To improve traffic conditions, signalization of Mayfield Road & Robert Parkinson Drive / South Site Access 2 is recommended. With signalization and implementation of the recommended signal timing plan, the intersection is expected to operate at acceptable levels of service under all peak hours. In addition, the proposed site accesses to the subject lands are expected to operate sufficiently under future conditions. As such, the proposed commercial development can be accommodated by the surrounding road network.
- The signal warrant analysis conducted for the intersection of Mayfield Road & Parkinson Drive / South Site Access 2 confirms that the intersection meets the MTO warrant criteria for signalization and is therefore recommended for further consideration.
- The subject site is within exception zone C-687 under Zoning By-law 2024-050. A total of 1,601 vehicular parking spaces are proposed, satisfying, and exceeding the parking requirements for exception zone C-687.

- The site will provide 76 bicycle spaces, satisfying the bicycle parking rates from the Town of Caledon ATMP. These spaces will be located near the building entrances.
- A total of 13 delivery spaces are proposed for the commercial development. It is anticipated that deliveries will be scheduled to ensure that no overlapping loading activities occur at the same time. As such, it is of our opinion that the proposed shared delivery space configuration provides adequate space for commercial servicing/loading activities.
- A review of the functionality and accessibility of the loading and parking spaces reveal that the proposed spaces can be safely accessed and egressed by the appropriate vehicles.
- A sightline analysis was conducted for the proposed site accesses. The analysis finds that stopping sight distance and intersection sight distances for all site accesses are considered acceptable.

APPENDIX A

Terms of Reference

LEA Consulting Ltd.
625 Cochrane Drive, 9th Floor
Markham, ON, L3R 9R9 Canada
T | 905 470 0015 F | 905 470 0030
WWW.LEA.CA

November 19, 2021

Reference Number: 22142

Rosalie Shan, Region of Peel
Via Email: Rosalie.Shan@peelregion.ca

RE: Terms of Reference
Proposed Retail Development
12100 Creditview Road, Town of Caledon

Dear Rosalie,

We wish to confirm the following work plan for the Transportation Impact Study (TIS) for the proposed retail development located at the municipal address 12100 Creditview Road (herein referred to as the "subject site") in the Town of Caledon, as illustrated in **Figure 1**. Based on the information received to date, the subject site is currently vacant.

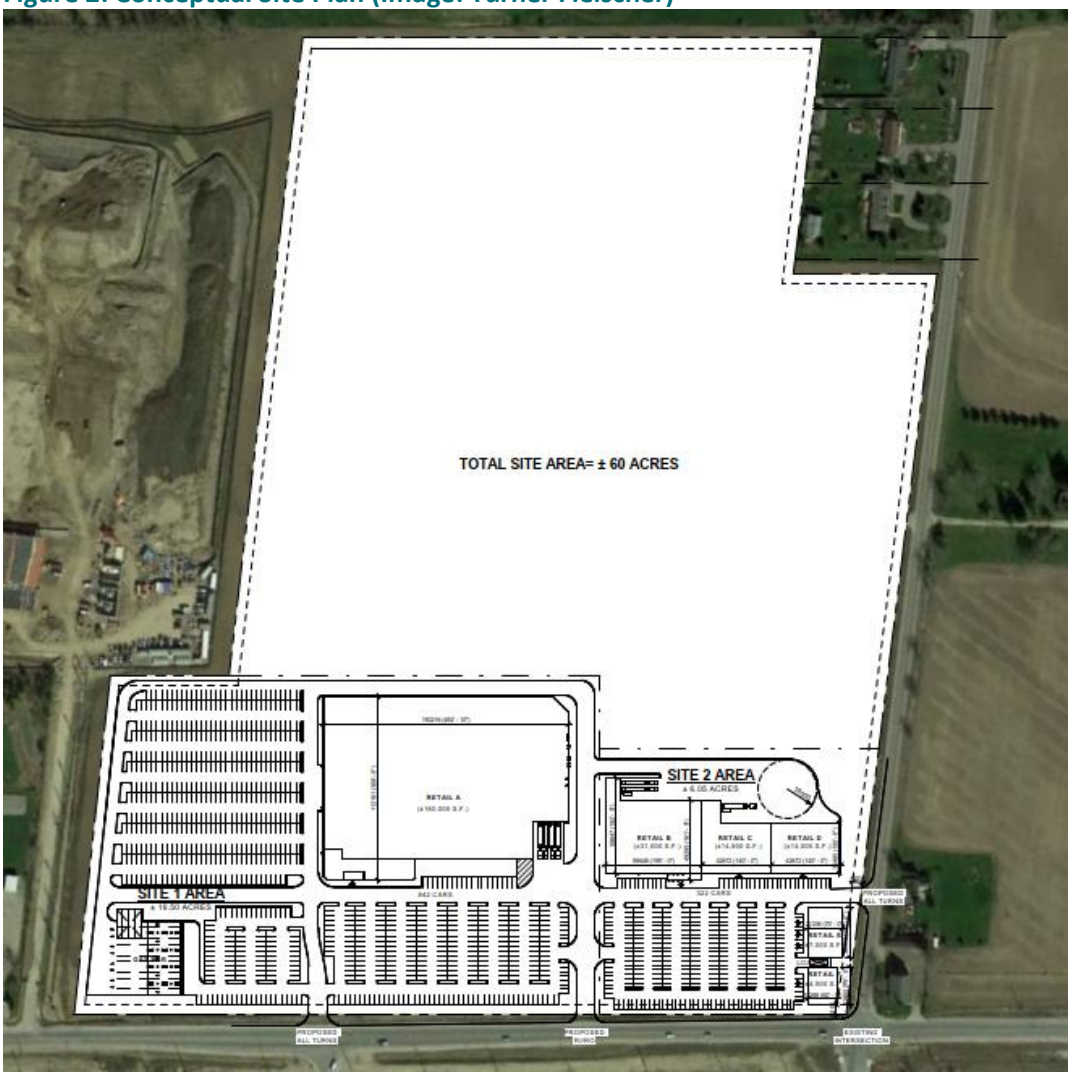
Figure 1: Subject Site Location



PROPOSED DEVELOPMENT

Based on the information received, it is understood that the development proposal will include six (6) retail areas (A, B, C, D, E and F) providing a total gross floor area (GFA) of 213,000 ft^2. Accesses are proposed via two (2) full movement driveways on Creditview Road and Mayfield Road, as well as a RI/RO driveway on Creditview Road. The proposed development will include a total of 1,164 parking spaces. The conceptual plan is illustrated in **Figure 2**.

Figure 2: Conceptual Site Plan (Image: Turner Fleischer)



The TIS for the proposed redevelopment will be conducted in accordance with the *Region of Peel Transportation Impact Study Guidelines*. Detailed below are the study assumptions requiring confirmation from Town of Caledon.

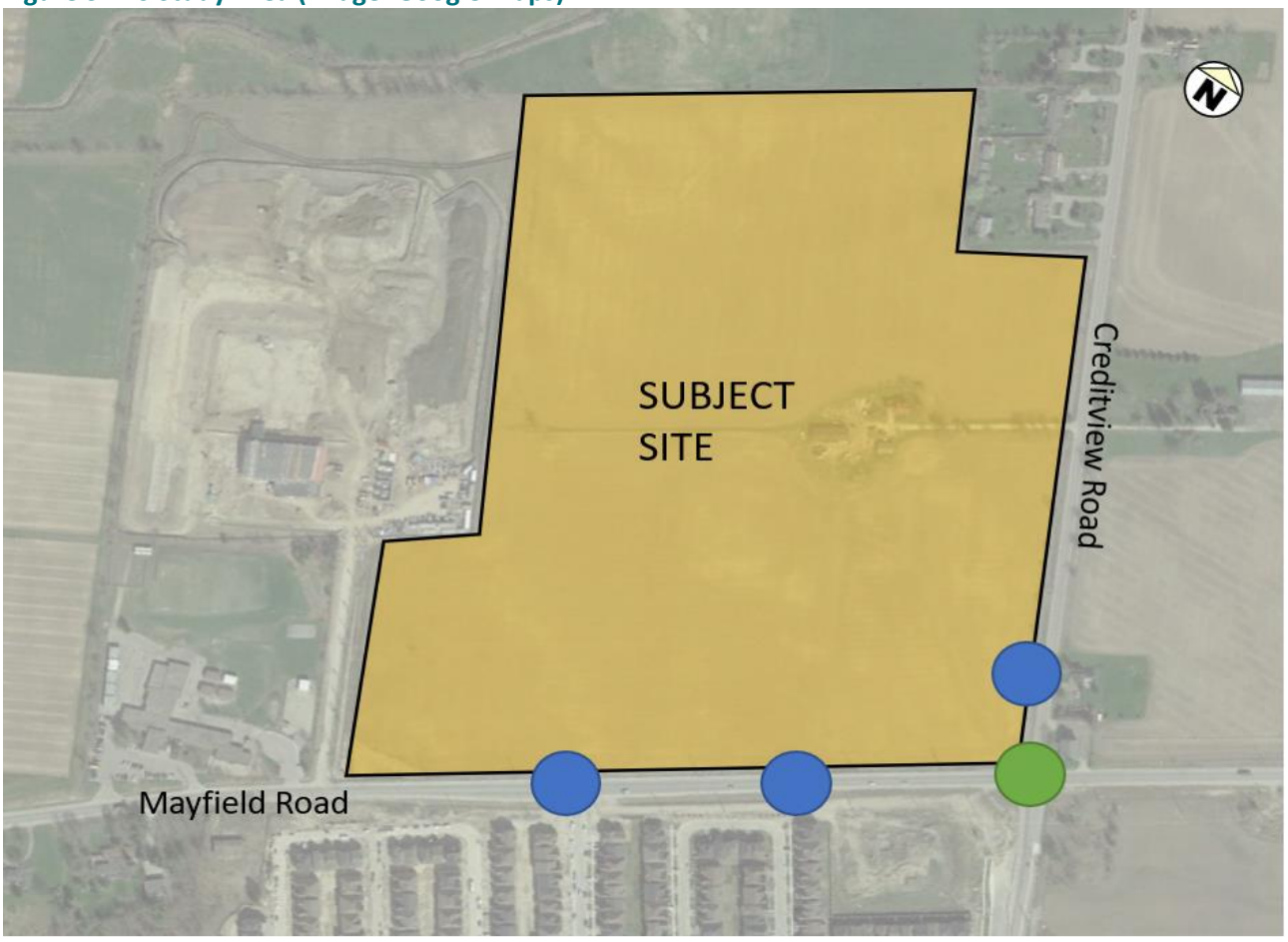
STUDY AREA & TRAFFIC DATA

The study will assess the weekday AM and PM peak hours. The proposed study area will include an analysis of the following intersections:

- Mayfield Road and Creditview Road (Signalized);
- Mayfield Road and Robert Parkinson Drive (Unsignalized);
- Proposed Site Access and Mayfield Road (Unsignalized); and
- Proposed Site Access and Creditview Road (Unsignalized).

The location of signalized (green) and unsignalized (blue) intersections are provided below in **Figure 3.**

Figure 3: TIS Study Area (Image: Google Maps)



Due to limitations brought forth by the COVID-19 pandemic in capturing accurate traffic data during typical weekday periods, LEA will use the most recent historical turning movement counts (TMC) available for the study area intersections. If the TMC data are not readily available for purchase from the Region of Peel nor Town of Caledon for all study area intersections, LEA proposes to survey the intersections and apply an appropriate adjustment factor to account for COVID-19 related restrictions.

TRAFFIC ASSESSMENT & STUDY HORIZON YEAR

The study will focus on the weekday AM and PM peak hour traffic operations of intersections within the study area. Synchro version 11.0 will be used to assess intersection operations during the weekday peak hours. The analyses will be in accordance with the City's *Synchro 11 Guidelines*. A five (5) year planning horizon year of 2026 will be assessed in this TIS.

BACKGROUND TRAFFIC

General Corridor Growth Rate – LEA will consult with the Region and the Town to obtain historical TMC data in the area for an appropriate growth rate.

Road Network Improvements – LEA will note any anticipated road network improvements identified within the study area and account for any traffic diversions associated with these improvements within our analysis. It is anticipated that there are no major road network improvements planned for the area.

Background Development Traffic – LEA will consult with Staff from Town of Caledon on any background developments to be included in the study area. LEA anticipates that the Town will make the TIS report for these background developments available.

TRIP GENERATION, DISTRIBUTION & ASSIGNMENT

Trip generation associated with the proposed development will be forecast using the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition. The general trip distribution and assignment of site traffic will be based on the latest Transportation Tomorrow Survey (TTS) data and existing traffic patterns. Trip assignment will reflect the configuration of site accesses, turning restrictions, and logical routings.

FUTURE TRAFFIC SCENARIOS

Future background and future total analyses for the aforementioned intersections within the study area will be over a five (5) year horizon for the year 2026.

REMEDIAL MEASURES

Any movements at the studied intersections that exceed a V/C ratio of 1.00 under future total conditions 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 AND LOADING

The site is currently under the jurisdiction of the Town of Caledon Zoning By-law 2006-50. LEA will review the parking and loading provisions and compare to the relevant by-laws. It is understood that the proposed parking will meet the Zoning By-law requirement. As such, a parking justification and loading justification study will not be conducted.

Should you have any comments with our assumptions or have any concerns, please contact the undersigned at ZGeorgis@lea.ca.

Yours truly,

LEA CONSULTING LTD.



Zara Georgis, M. Eng., P. Eng
Project Manager

:jw

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September 24, 2021

Reference Number: 22142

Jillian Britto
Via Email: Jillian.Britto@caledon.ca

RE: Terms of Reference
Proposed Retail Development
12100 Creditview Road, Town of Caledon

Dear Jillian,

We wish to confirm the following work plan for the Transportation Impact Study (TIS) for the proposed retail development located at the municipal address 12100 Creditview Road (herein referred to as the "subject site") in the Town of Caledon, as illustrated in **Figure 1**. Based on the information received to date, the subject site is currently vacant.

Figure 1: Subject Site Location



PROPOSED DEVELOPMENT

Based on the information received, it is understood that the development proposal will include six (6) retail areas (A, B, C, D, E and F) providing a total gross floor area (GFA) of 213,000 ft^2. Accesses are proposed via two (2) full movement driveways on Creditview Road and Mayfield Road, as well as a RI/RO driveway on Creditview Road. The proposed development will include a total of 1,164 parking spaces. The conceptual plan is illustrated in **Figure 2**.

Figure 2: Conceptual Site Plan (Image: Turner Fleischer)



The TIS for the proposed redevelopment will be conducted in accordance with the *Region of Peel Transportation Impact Study Guidelines*. Detailed below are the study assumptions requiring confirmation from Town of Caledon.

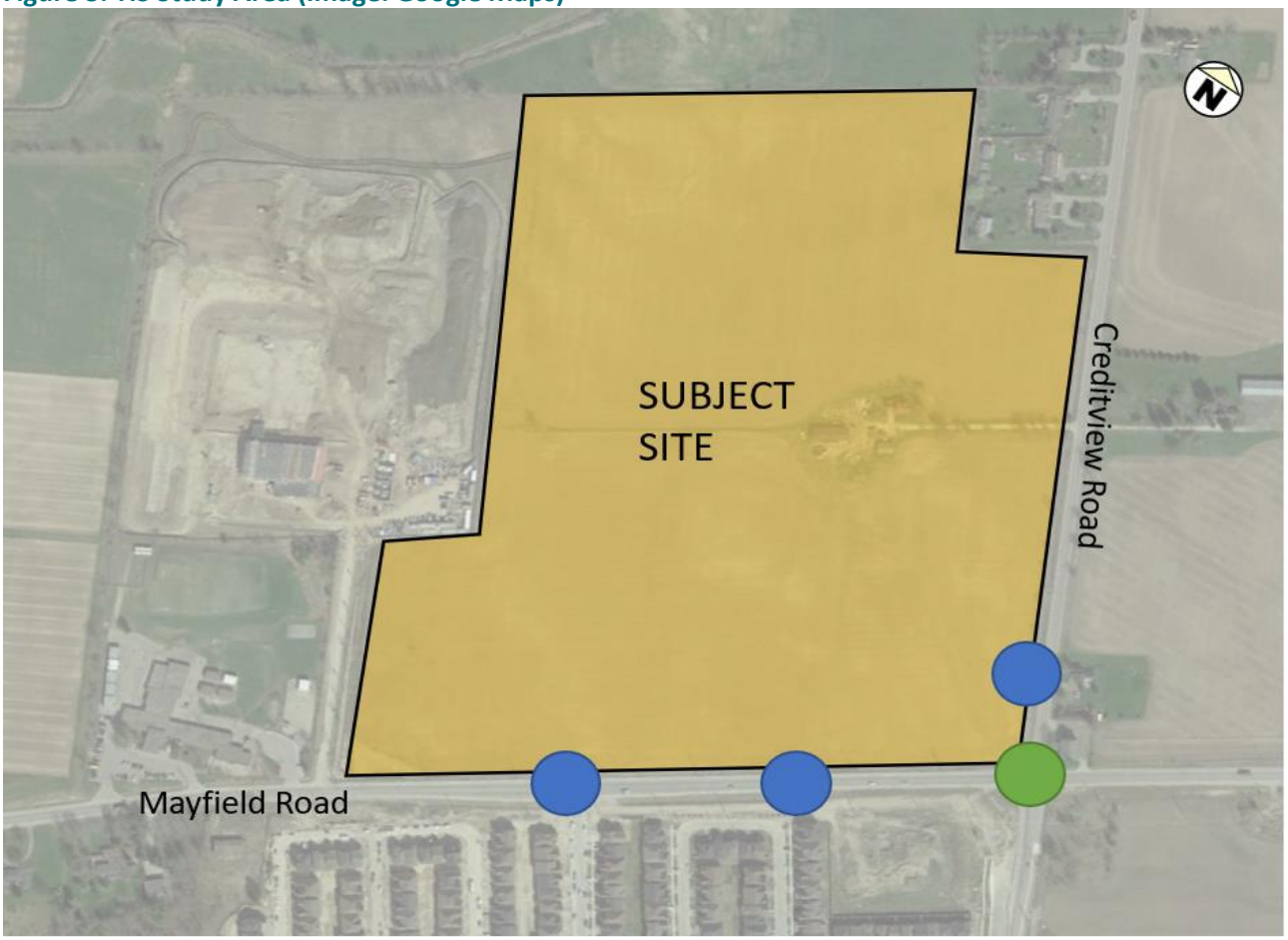
STUDY AREA & TRAFFIC DATA

The study will assess the weekday AM and PM peak hours. The proposed study area will include an analysis of the following intersections:

- Mayfield Road and Creditview Road (Signalized);
- Mayfield Road and Robert Parkinson Drive (Unsignalized);
- Proposed Site Access and Mayfield Road (Unsignalized); and
- Proposed Site Access and Creditview Road (Unsignalized).

The location of signalized (green) and unsignalized (blue) intersections are provided below in **Figure 3.**

Figure 3: TIS Study Area (Image: Google Maps)



Due to limitations brought forth by the COVID-19 pandemic in capturing accurate traffic data during typical weekday periods, LEA will use the most recent historical turning movement counts (TMC) available for the study area intersections. If the TMC data are not readily available for purchase from the Region of Peel nor Town of Caledon for all study area intersections, LEA proposes to survey the intersections and apply an appropriate adjustment factor to account for COVID-19 related restrictions.

TRAFFIC ASSESSMENT & STUDY HORIZON YEAR

The study will focus on the weekday AM and PM peak hour traffic operations of intersections within the study area. Synchro version 11.0 will be used to assess intersection operations during the weekday peak hours. The analyses will be in accordance with the City's *Synchro 11 Guidelines*. A five (5) year planning horizon year of 2026 will be assessed in this TIS.

BACKGROUND TRAFFIC

General Corridor Growth Rate – LEA will consult with the Region and the Town to obtain historical TMC data in the area for an appropriate growth rate.

Road Network Improvements – LEA will note any anticipated road network improvements identified within the study area and account for any traffic diversions associated with these improvements within our analysis. It is anticipated that there are no major road network improvements planned for the area.

Background Development Traffic – LEA will consult with Staff from Town of Caledon on any background developments to be included in the study area. LEA anticipates that the Town will make the TIS report for these background developments available.

TRIP GENERATION, DISTRIBUTION & ASSIGNMENT

Trip generation associated with the proposed development will be forecast using the Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition. The general trip distribution and assignment of site traffic will be based on the latest Transportation Tomorrow Survey (TTS) data and existing traffic patterns. Trip assignment will reflect the configuration of site accesses, turning restrictions, and logical routings.

FUTURE TRAFFIC SCENARIOS

Future background and future total analyses for the aforementioned intersections within the study area will be over a five (5) year horizon for the year 2026.

REMEDIAL MEASURES

Any movements at the studied intersections that exceed a V/C ratio of 1.00 under future total conditions 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 AND LOADING

The site is currently under the jurisdiction of the Town of Caledon Zoning By-law 2006-50. LEA will review the parking and loading provisions and compare to the relevant by-laws. It is understood that the proposed parking will meet the Zoning By-law requirement. As such, a parking justification and loading justification study will not be conducted.

Should you have any comments with our assumptions or have any concerns, please contact the undersigned at ZGeorgis@lea.ca.

Yours truly,

LEA CONSULTING LTD.



Zara Georgis, M. Eng., P. Eng
Project Manager

:jw

APPENDIX B

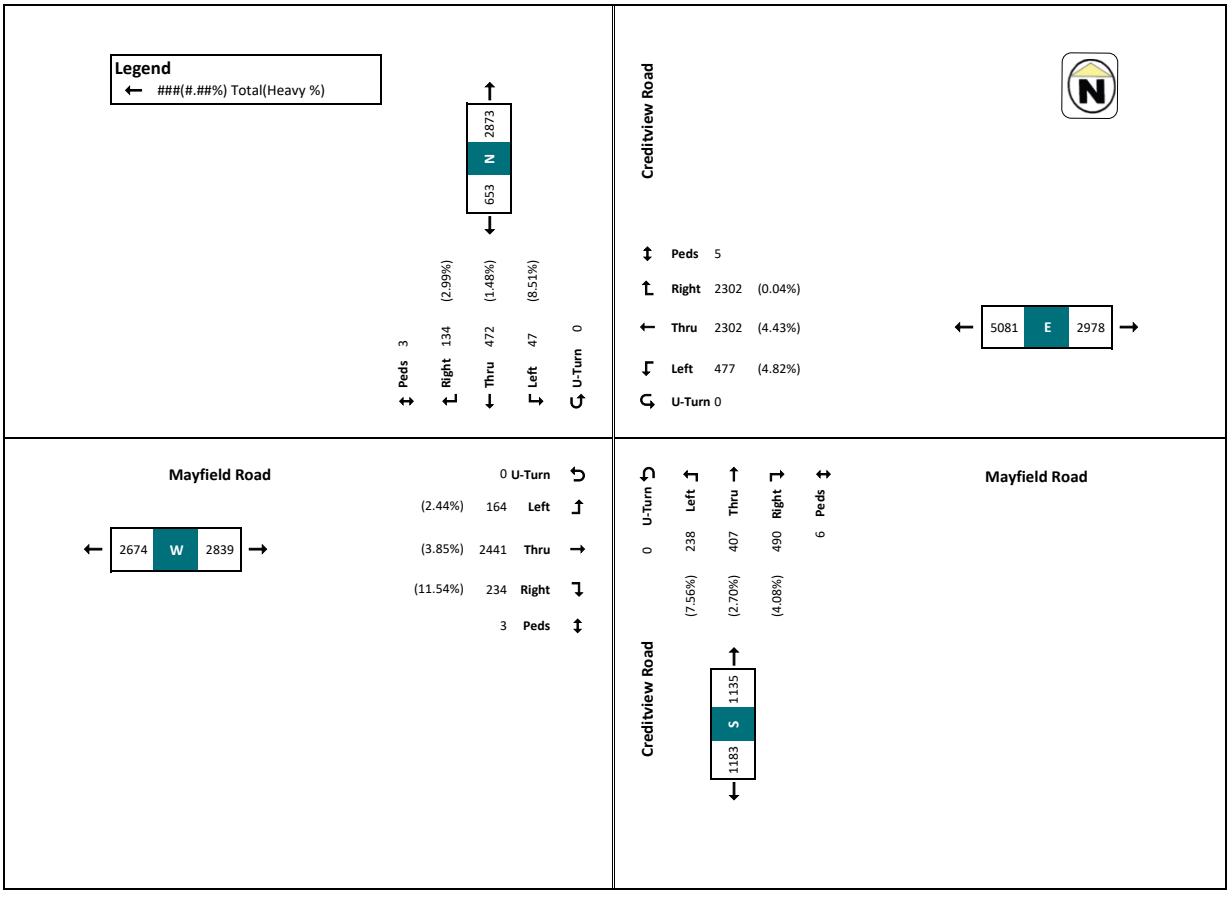
Traffic Data & Signal Timing Plan

LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Creditview Road & Mayfield Road
Survey Date : September 24, 2024
Project No. : 22142
Count ID : 24329

Turning Movement Count - Creditview Road & Mayfield Road

	Creditview Road Southbound						Mayfield Road Westbound						Creditview Road Northbound						Mayfield Road Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
7:00	0	3	14	4	0	21	0	13	85	1	0	99	0	6	23	15	0	44	0	7	94	6	0	107	271
7:15	0	2	24	4	0	30	0	17	107	1	0	125	0	5	16	11	0	32	0	3	118	5	0	126	313
7:30	0	2	36	4	0	42	0	18	117	1	0	136	0	15	27	19	0	61	0	9	123	14	0	146	385
7:45	0	2	38	1	0	41	0	26	141	0	0	167	0	6	17	28	0	51	0	6	118	14	0	138	397
Hourly Total	0	9	112	13	0	134	0	74	450	3	0	527	0	32	83	73	0	188	0	25	453	39	0	517	1366
8:00	0	2	33	7	0	42	0	20	124	1	0	145	0	14	18	17	0	49	0	6	125	14	0	145	381
8:15	0	2	12	8	0	22	0	25	121	2	0	148	0	12	18	30	0	60	0	5	102	16	0	123	353
8:30	0	0	13	7	0	20	0	23	134	2	0	159	0	14	21	31	0	66	0	6	111	7	0	124	369
8:45	0	4	17	3	2	24	0	16	145	4	3	165	0	11	14	27	0	52	0	3	100	6	0	109	350
Hourly Total	0	8	75	25	2	108	0	84	524	9	3	617	0	51	71	105	0	227	0	20	438	43	0	501	1453
9:00	0	2	4	5	0	11	0	22	143	2	0	167	0	13	17	20	0	50	0	2	95	6	1	103	331
9:15	0	2	7	7	1	16	0	17	129	3	1	149	0	15	12	18	0	45	0	4	129	6	0	139	349
Hourly Total	0	4	11	12	1	27	0	39	272	5	1	316	0	28	29	38	0	95	0	6	224	12	1	242	680
* Break *																									
15:00	0	0	19	2	0	21	0	31	113	1	0	145	0	12	20	31	0	63	0	4	124	13	0	141	370
15:15	0	2	27	6	1	35	0	27	110	3	1	140	0	16	21	18	0	55	0	5	152	10	0	167	397
15:30	0	0	15	8	0	23	0	16	123	0	0	139	0	20	24	35	0	79	0	3	124	17	0	144	385
15:45	0	0	25	5	2	30	0	26	89	0	2	115	0	6	21	23	0	50	0	6	143	10	0	159	354
Hourly Total	0	2	86	21	3	109	0	100	435	4	3	539	0	54	86	107	0	247	0	18	543	50	0	611	1506
16:00	0	2	19	9	0	30	0	26	116	1	1	143	0	12	24	15	2	51	0	2	105	14	0	121	345
16:15	0	1	28	9	0	38	0	17	109	1	0	127	0	16	27	27	0	70	0	4	98	11	0	113	348
16:30	0	3	28	4	0	35	0	26	117	2	0	145	0	14	14	30	0	58	0	3	112	10	0	125	363
16:45	0	2	24	11	0	37	0	25	107	2	0	134	0	14	21	29	1	64	0	8	142	17	0	167	402
Hourly Total	0	8	99	33	0	140	0	94	449	6	1	549	0	56	86	101	3	243	0	17	457	52	0	526	1458
17:00	0	4	31	7	0	42	0	28	113	1	0	142	0	8	20	27	1	55	0	8	129	13	1	150	389
17:15	0	2	35	7	0	44	0	33	83	1	0	117	0	10	28	36	0	74	0	3	159	16	0	178	413
17:30	0	1	27	11	0	39	0	24	114	0	0	138	0	17	20	30	0	67	0	5	154	21	0	180	424
17:45	0	7	35	12	0	54	0	35	101	3	0	139	0	11	20	26	0	57	0	4	133	11	0	148	398
Hourly Total	0	14	128	37	0	179	0	120	411	5	0	536	0	46	88	119	1	253	0	20	575	61	1	656	1624
18:00	0	3	27	8	0	38	0	29	105	2	0	136	0	13	24	32	0	69	0	3	133	16	0	152	395
18:15	0	1	20	6	0	27	0	37	91	0	0	128	0	12	26	22	2	60	0	4	161	11	1	176	391
Hourly Total	0	4	47	14	0	65	0	66	196	2	0	264	0	25	50	54	2	129	0	7	294	27	1	328	786
Grand Total	0	47	472	134	3	653	0	477	2302	30	5	2809	0	238	407	490	6	1135	0	95	2441	234	3	2770	7367
Approach %	0.0%	7.2%	72.3%	20.5%	-	-	0.0%	17.0%	82.0%	1.1%	-	-	0.0%	21.0%	35.9%	43.2%	-	-	0.0%	3.4%	88.1%	8.4%	-	-	-
Total %	0.0%	0.6%	6.4%	1.8%	-	8.9%	0.0%	6.5%	31.2%	0.4%	-	38.1%	0.0%	3.2%	5.5%	6.7%	-	15.4%	0.0%	1.3%	33.1%	3.2%	-	37.6%	-
Lights	0	43	465	130	-	638	0	454	2200	29	-	2683	0	220	396	470	-	1086	0	91	2347	207	-	2645	7052
% Lights	-	91.5%	98.5%	97.0%	-	97.7%	-	95.2%	95.6%	96.7%	-	95.5%	-	92.4%	97.3%	95.9%	-	95.7%	-	95.8%	96.1%	88.5%	-	95.5%	95.7%
Buses	-	3	7	3	-	13	-	18	46	0	-	64	-	16	9	15	-	40	-	2	45	23	-	70	187
% Buses	-	6.4%	1.5%	2.2%	-	2.0%	-	3.8%	2.0%	0.0%	-	2.3%	-	6.7%	2.2%	3.1%	-	3.5%	-	2.1%	1.8%	9.8%	-	2.5%	2.5%
Trucks	-	1	0	1	-	2	-	5	56	1	-	62	-	2	2	5	-	9	-	2	49	4	-	55	128
% Trucks	-	2.1%	0.0%	-	-	0.3%	-	1.0%	2.4%	3.3%	-	2.2%	-	0.8%	0.5%	1.0%	-	0.8%	-	2.1%	2.0%	1.7%	-	2.0%	1.7%
Bicycles	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	0
Pedestrians	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	-	6	-	-	-	-	-	3	-	17

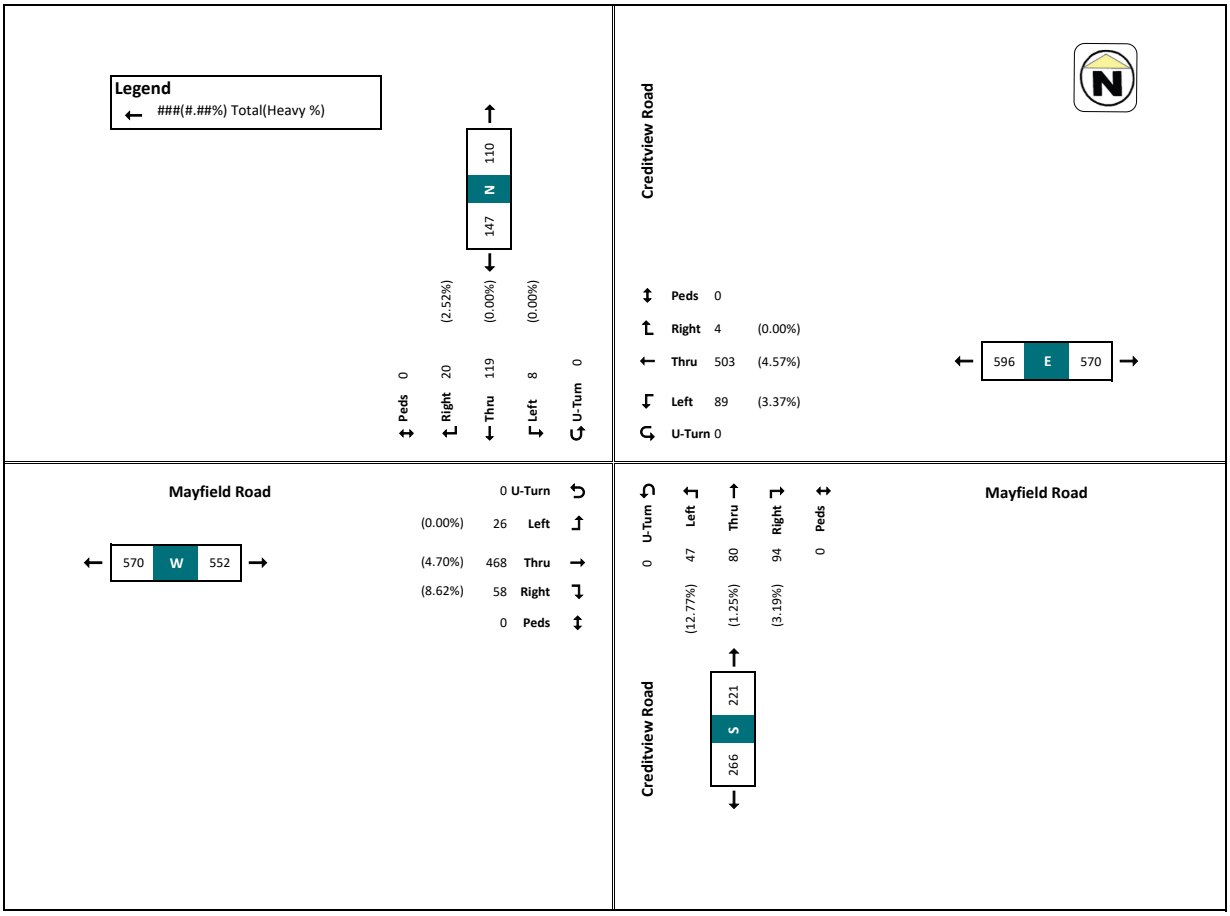


LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Creditview Road & Mayfield Road
Survey Date : September 24, 2024
Project No. : 22142
Count ID : 24329

AM Peak Hour - Creditview Road & Mayfield Road

	Creditview Road Southbound						Mayfield Road Westbound						Creditview Road Northbound						Mayfield Road Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
7:30	0	2	36	4	0	42	0	18	117	1	0	136	0	15	27	19	0	61	0	9	123	14	0	146	385
7:45	0	2	38	1	0	41	0	26	141	0	0	167	0	6	17	28	0	51	0	6	118	14	0	138	397
8:00	0	2	33	7	0	42	0	20	124	1	0	145	0	14	18	17	0	49	0	6	125	14	0	145	381
8:15	0	2	12	8	0	22	0	25	121	2	0	148	0	12	18	30	0	60	0	5	102	16	0	123	353
Hourly Total	0	8	119	20	0	147	0	89	503	4	0	596	0	47	80	94	0	221	0	26	468	58	0	552	1516
Approach %	0.0%	5.4%	81.0%	13.6%	-	-	0.0%	14.9%	84.4%	0.7%	-	-	0.0%	21.3%	36.2%	42.5%	-	-	0.0%	4.7%	84.8%	10.5%	-	-	-
Total %	0.0%	0.5%	7.8%	1.3%	-	9.7%	0.0%	5.9%	33.2%	0.3%	-	39.3%	0.0%	3.1%	5.3%	6.2%	-	14.6%	0.0%	1.7%	30.9%	3.8%	-	36.4%	-
PHF	0	1	0.78	0.63	-	0.88	0	0.86	0.89	0.5	-	0.89	0	0.78	0.74	0.78	-	0.91	0	0.72	0.94	0.91	-	0.95	0.95
Lights	0	8	116	19	-	143	0	86	480	4	-	570	0	41	79	91	-	211	0	26	446	53	-	525	1449
% Lights	-	100.0%	97.5%	95.0%	-	97.3%	-	96.6%	95.4%	100.0%	-	95.6%	-	87.2%	98.8%	96.8%	-	95.5%	-	100.0%	95.3%	91.4%	-	95.1%	95.6%
Buses	-	0	3	0	-	3	-	3	9	0	-	12	-	5	0	2	-	7	-	0	7	5	-	12	34
% Buses	-	0.0%	2.5%	0.0%	-	2.0%	-	3.4%	1.8%	0.0%	-	2.0%	-	10.6%	0.0%	2.1%	-	3.2%	-	0.0%	1.5%	8.6%	-	2.2%	2.2%
Trucks	-	0	0	1	-	1	-	0	14	0	-	14	-	1	1	1	-	3	-	0	15	0	-	15	33
% Trucks	-	0.0%	0.0%	5.0%	-	0.7%	-	0.0%	2.8%	0.0%	-	2.3%	-	2.1%	1.3%	1.1%	-	1.4%	-	0.0%	3.2%	0.0%	-	2.7%	2.2%
Bicycles	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	0

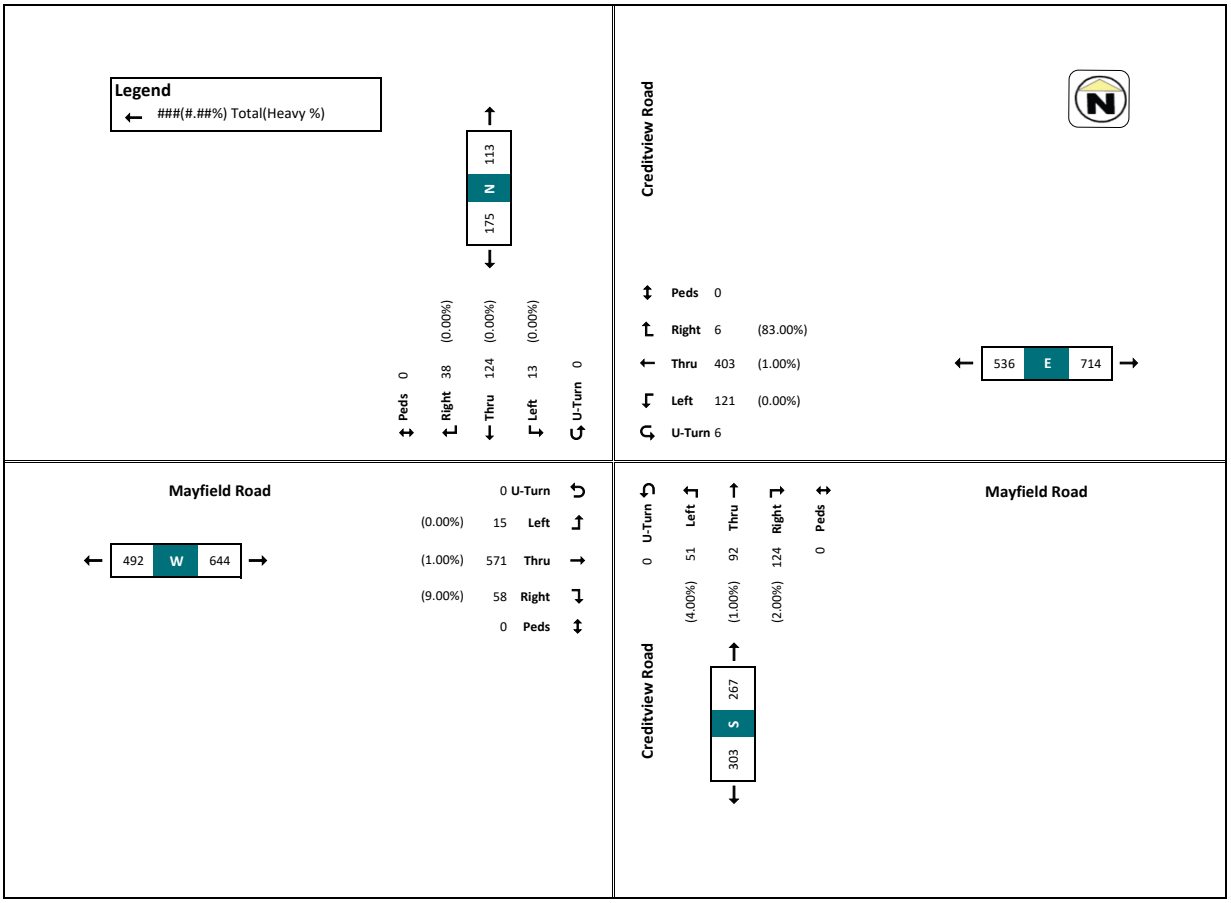


LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Creditview Road & Mayfield Road
Survey Date : September 24, 2024
Project No. : 22142
Count ID : 24329

PM Peak Hour - Creditview Road & Mayfield Road

	Creditview Road Southbound						Mayfield Road Westbound						Creditview Road Northbound						Mayfield Road Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
17:15	0	2	35	7	0	44	0	33	83	1	0	117	0	10	28	36	0	74	0	3	159	16	0	178	413
17:30	0	1	27	11	0	39	0	24	114	0	0	138	0	17	20	30	0	67	0	5	154	21	0	180	424
17:45	0	7	35	12	0	54	0	35	101	3	0	139	0	11	20	26	0	57	0	4	133	11	0	148	398
18:00	0	3	27	8	0	38	0	29	105	2	0	136	0	13	24	32	0	69	0	3	133	16	0	152	395
Hourly Total	0	13	124	38	0	175	0	121	403	6	0	530	0	51	92	124	0	267	0	15	579	64	0	658	1630
Approach %	0.0%	7.4%	70.9%	21.7%	-	-	0.0%	22.8%	76.0%	1.1%	-	-	0.0%	19.1%	34.5%	46.4%	-	-	0.0%	2.3%	88.0%	9.7%	-	-	-
Total %	0.0%	0.8%	7.6%	2.3%	-	10.7%	0.0%	8.0%	26.6%	0.4%	-	32.5%	0.0%	3.4%	6.1%	8.2%	-	16.4%	0.0%	1.0%	38.2%	4.2%	-	40.4%	-
PHF	0	0.46	0.89	0.79	-	0.81	0	0.86	0.88	0.5	-	0.95	0	0.75	0.82	0.86	-	0.9	0	0.75	0.91	0.76	-	0.91	0.96
Lights	0	13	124	38	-	175	0	120	395	5	-	520	0	49	91	122	-	262	0	15	571	58	-	644	1601
% Lights	-	100.0%	100.0%	100.0%	-	100.0%	-	99.2%	98.0%	83.3%	-	98.1%	-	96.1%	98.9%	98.4%	-	98.1%	-	100.0%	98.6%	90.6%	-	97.9%	98.2%
Buses	-	0	3	0	-	3	-	0	1	0	-	1	-	2	0	2	-	4	-	0	2	5	-	7	15
% Buses	-	0.0%	2.4%	0.0%	-	1.7%	-	0.0%	0.2%	0.0%	-	0.2%	-	3.9%	0.0%	1.6%	-	1.5%	-	0.0%	0.3%	7.8%	-	1.1%	0.9%
Trucks	-	0	0	0	-	0	-	1	7	1	-	9	-	0	1	0	-	1	-	0	6	1	-	7	17
% Trucks	-	0.0%	0.0%	0.0%	-	0.0%	-	0.8%	1.7%	16.7%	-	1.7%	-	0.0%	1.1%	0.0%	-	0.4%	-	0.0%	1.0%	1.6%	-	1.1%	1.0%
Bicycles	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	0

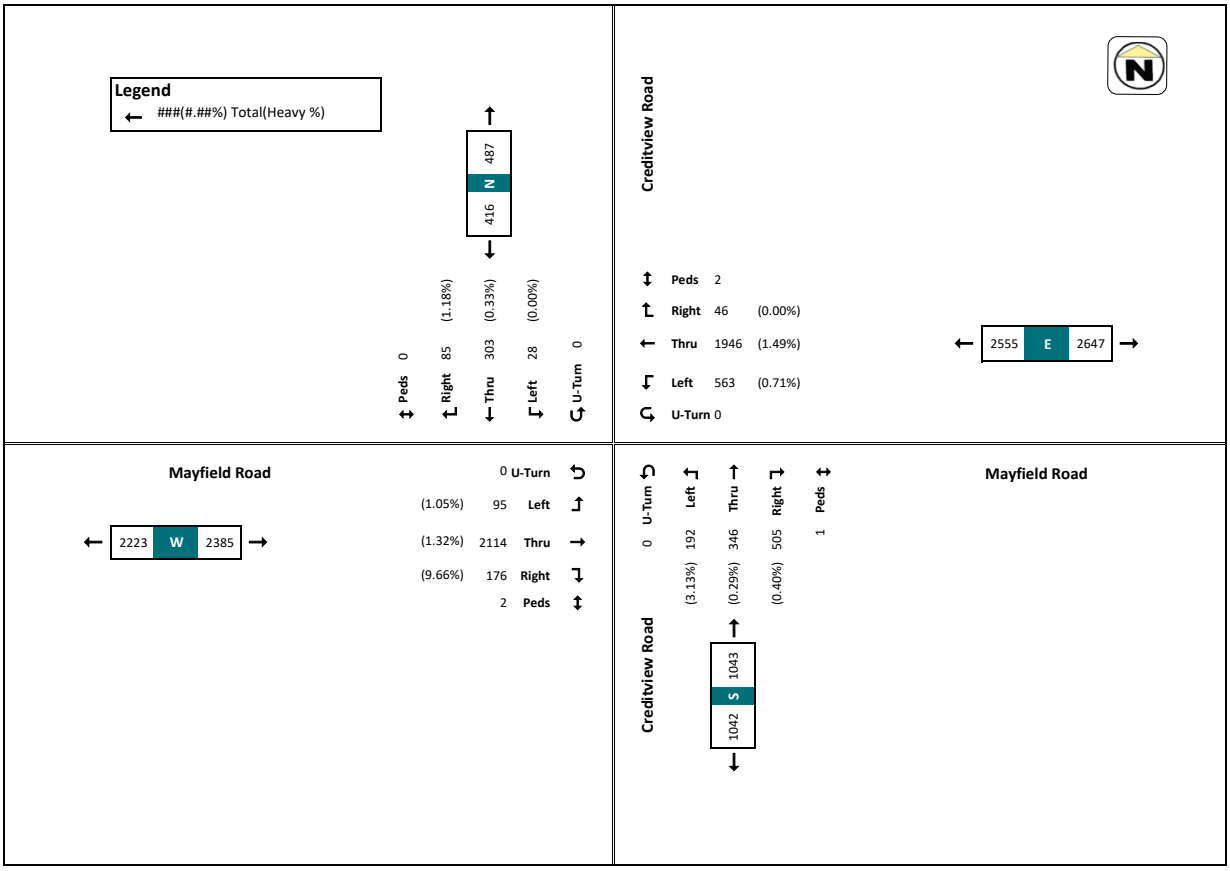


LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Creditview Road & Mayfield Road
Survey Date : September 21, 2024
Project No. : 22142
Count ID : 24329

Turning Movement Count - Creditview Road & Mayfield Road

	Creditview Road Southbound						Mayfield Road Westbound						Creditview Road Northbound						Mayfield Road Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
11:00	0	1	7	2	0	10	0	26	94	1	0	121	10	10	16	29	0	65	0	5	91	7	0	103	299
11:15	0	1	5	3	0	9	0	28	104	1	0	133	17	17	16	25	0	75	0	5	96	8	0	109	326
11:30	0	0	9	6	0	15	0	27	96	3	0	126	10	10	13	25	1	58	0	7	101	7	0	115	314
11:45	0	2	16	2	0	20	0	27	113	4	0	144	10	10	12	18	0	50	0	7	104	5	0	116	330
Hourly Total	0	4	37	13	0	54	0	108	407	9	0	524	0	47	57	97	1	201	0	24	392	27	0	443	1222
12:00	0	4	9	2	0	15	0	24	102	4	0	130	0	12	19	28	0	59	0	2	95	11	0	108	312
12:15	0	1	7	2	0	10	0	30	100	3	0	133	0	5	14	29	0	48	0	5	105	7	0	117	308
12:30	0	0	12	1	0	13	0	31	77	1	1	109	0	6	19	21	0	46	0	4	96	8	0	108	276
12:45	0	3	16	2	0	21	0	25	100	1	0	126	0	15	13	21	0	49	0	4	83	5	0	92	288
Hourly Total	0	8	44	7	0	59	0	110	379	9	1	498	0	38	65	99	0	202	0	15	379	31	0	425	1184
13:00	0	1	16	4	0	21	0	23	90	3	0	116	0	7	16	25	0	48	0	6	98	11	1	115	300
13:15	0	2	17	6	0	25	0	35	104	1	0	140	0	9	20	23	0	52	0	1	103	7	0	111	328
13:30	0	2	16	3	0	21	0	24	104	3	0	131	0	8	11	26	0	45	0	1	80	5	0	86	283
13:45	0	3	22	8	0	33	0	32	93	1	1	126	0	13	25	25	0	63	0	3	126	6	0	135	357
Hourly Total	0	8	71	21	0	100	0	114	391	8	1	513	0	37	72	99	0	208	0	11	407	29	1	447	1268
14:00	0	1	17	2	0	20	0	31	90	2	0	123	0	11	21	29	0	61	0	9	92	8	0	109	313
14:15	0	1	19	6	0	26	0	26	90	2	0	118	0	13	25	23	0	61	0	4	114	10	0	128	333
14:30	0	0	27	6	0	33	0	32	100	2	0	134	0	7	17	28	0	52	0	8	109	8	0	125	344
14:45	0	1	14	7	0	22	0	28	106	1	0	135	0	9	18	27	0	54	0	4	135	10	0	149	360
Hourly Total	0	3	77	21	0	101	0	117	386	7	0	510	0	40	81	107	0	228	0	25	450	36	0	511	1350
15:00	0	3	18	6	0	27	0	25	100	4	0	129	0	1	21	25	0	47	0	6	110	14	1	130	333
15:15	0	0	16	4	0	20	0	34	91	4	0	129	0	9	25	23	0	57	0	6	131	12	0	149	355
15:30	0	0	21	10	0	31	0	23	96	3	0	122	0	12	15	32	0	59	0	2	112	15	0	129	341
15:45	0	2	19	3	0	24	0	32	96	2	0	130	0	8	10	23	0	41	0	6	133	12	0	151	346
Hourly Total	0	5	74	23	0	102	0	114	383	13	0	510	0	30	71	103	0	204	0	20	486	53	1	559	1375
Grand Total	0	28	303	85	0	416	0	563	1946	46	2	2555	0	192	346	505	1	1043	0	95	2114	176	2	2385	6399
Approach %	0.0%	6.7%	72.8%	20.4%	-	-	0.0%	22.0%	76.2%	1.8%	-	-	0.0%	18.4%	33.2%	48.4%	-	-	0.0%	4.0%	88.6%	7.4%	-	-	-
Total %	0.0%	0.4%	4.7%	1.3%	-	6.5%	0.0%	8.8%	30.4%	0.7%	-	39.9%	0.0%	3.0%	5.4%	7.9%	-	16.3%	0.0%	1.5%	33.0%	2.8%	-	37.3%	-
Lights	0	28	302	84	-	414	0	559	1917	46	-	2522	0	186	345	503	-	1034	0	94	2086	159	-	2339	6309
% Lights	-	100.0%	99.7%	98.8%	-	99.5%	-	99.3%	98.5%	100.0%	-	98.7%	-	96.9%	99.7%	99.6%	-	99.1%	-	98.9%	98.7%	90.3%	-	98.1%	98.6%
Buses	-	0	0	0	-	0	-	1	0	0	-	1	-	5	0	0	-	5	-	0	0	15	-	15	21
% Buses	-	0.0%	0.0%	0.0%	-	0.0%	-	0.2%	0.0%	0.0%	-	0.0%	-	2.6%	0.0%	0.0%	-	0.5%	-	0.0%	0.0%	8.5%	-	0.6%	0.3%
Trucks	-	0	1	1	-	2	-	3	29	0	-	32	-	1	1	2	-	4	-	1	28	2	-	31	69
% Trucks	-	0.0%	0.3%	1.2%	-	0.5%	-	0.5%	1.5%	0.0%	-	1.3%	-	0.5%	0.3%	0.4%	-	0.4%	-	1.1%	1.3%	1.1%	-	1.3%	1.1%
Bicycles	-	-	-	-	0	0	-	-	-	-	2	2	-	-	-	-	0	0	-	-	-	-	1	1	3
Pedestrians	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	2	-	5

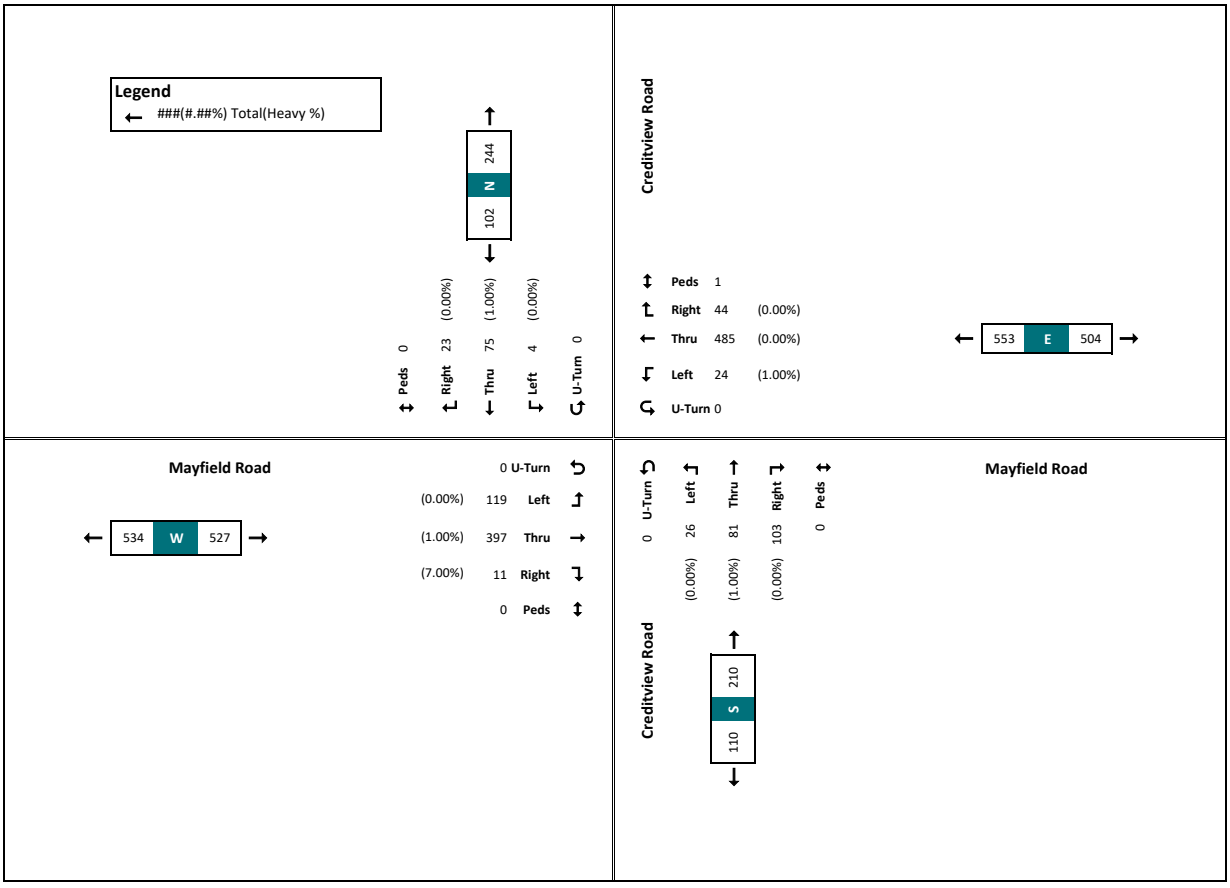


LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Creditview Road & Mayfield Road
Survey Date : September 21, 2024
Project No. : 22142
Count ID : 24329

SAT Peak Hour - Creditview Road & Mayfield Road

	Creditview Road Southbound						Mayfield Road Westbound						Creditview Road Northbound						Mayfield Road Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
14:30	0	0	27	6	0	33	0	32	100	2	0	134	0	7	17	28	0	52	0	8	109	8	0	125	344
14:45	0	1	14	7	0	22	0	28	106	1	0	135	0	9	18	27	0	54	0	4	135	10	0	149	360
15:00	0	3	18	6	0	27	0	25	100	4	0	129	0	1	21	25	0	47	0	6	110	14	1	130	333
15:15	0	0	16	4	0	20	0	34	91	4	0	129	0	9	25	23	0	57	0	6	131	12	0	149	355
Hourly Total	0	4	75	23	0	102	0	119	397	11	0	527	0	26	81	103	0	210	0	24	485	44	1	553	1392
Approach %	0.0%	3.9%	73.5%	22.5%	-		0.0%	22.6%	75.3%	2.1%	-		0.0%	12.4%	38.6%	49.0%	-		0.0%	4.3%	87.7%	8.0%	-		
Total %	0.0%	0.3%	5.4%	1.7%	-	7.3%	0.0%	7.8%	26.2%	0.8%	-	37.9%	0.0%	1.7%	5.3%	6.8%	-	15.1%	0.0%	1.6%	32.0%	2.9%	-	39.7%	-
PHF	0	0.33	0.69	0.82	-	0.77	0	0.88	0.94	0.69	-	0.98	0	0.72	0.81	0.92	-	0.92	0	0.75	0.9	0.79	-	0.93	0.97
Lights	0	4	74	23	-	101	0	118	396	11	-	525	0	26	80	103	-	209	0	24	482	41	-	547	1382
% Lights	-	100.0%	98.7%	100.0%	-	99.0%	-	99.2%	99.7%	100.0%	-	99.6%	-	100.0%	98.8%	100.0%	-	99.5%	-	100.0%	99.4%	93.2%	-	98.9%	99.3%
Buses	-	0	0	0	-	0	-	1	0	0	-	1	-	0	0	0	-	0	-	0	0	2	-	2	3
% Buses	-	0.0%	0.0%	0.0%	-	0.0%	-	0.8%	0.0%	0.0%	-	0.2%	-	0.0%	0.0%	0.0%	-	0.0%	-	0.0%	0.0%	4.5%	-	0.4%	0.2%
Trucks	-	0	1	0	-	1	-	0	1	0	-	1	-	0	1	0	-	1	-	0	3	1	-	4	7
% Trucks	-	0.0%	1.3%	0.0%	-	1.0%	-	0.0%	0.3%	0.0%	-	0.2%	-	0.0%	1.2%	0.0%	-	0.5%	-	0.0%	0.6%	2.3%	-	0.7%	0.5%
Bicycles	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	1

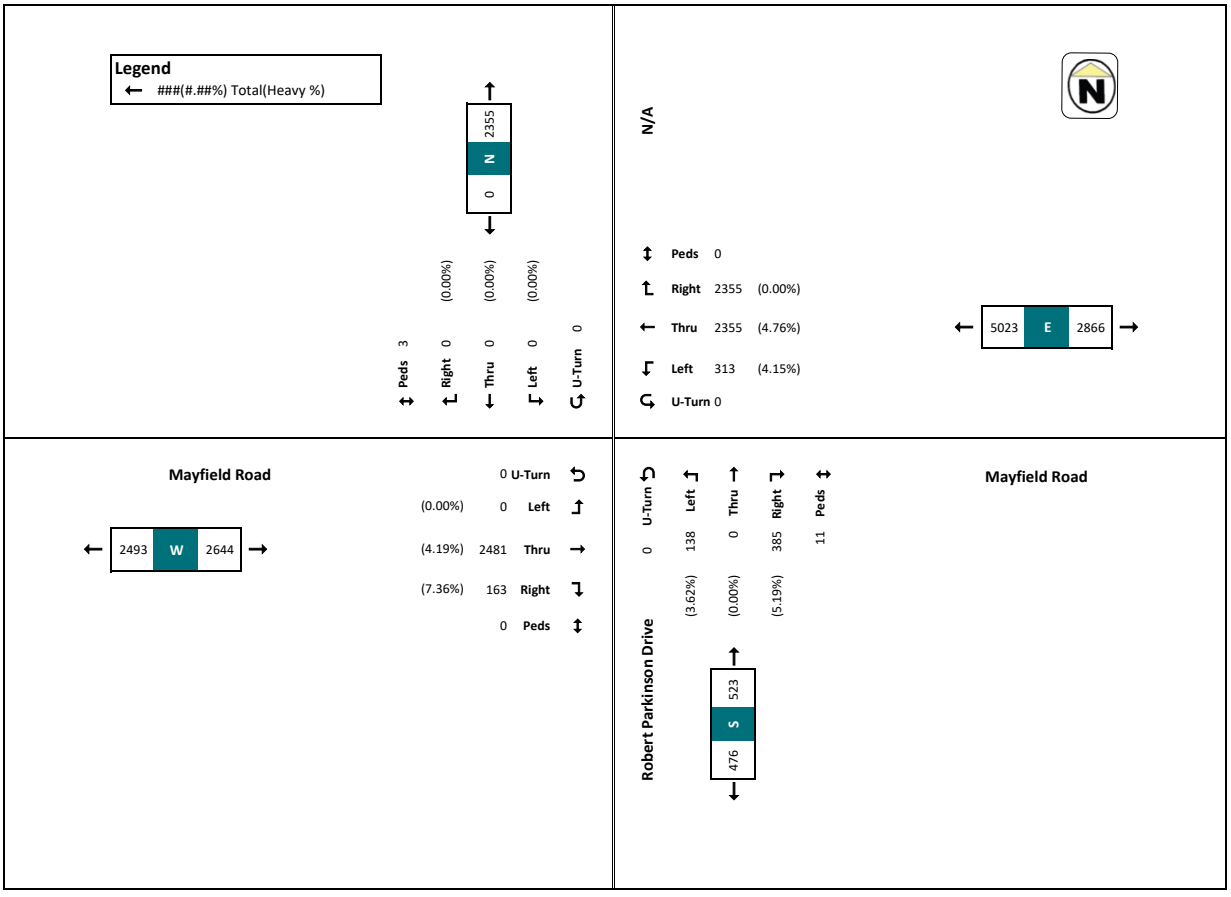


LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Robert Parkinson Drive & Mayfield Road
Survey Date : September 24, 2024
Project No. : 22142
Count ID : 24330

Turning Movement Count - Robert Parkinson Drive & Mayfield Road

	N/A Southbound						Mayfield Road Westbound						Robert Parkinson Drive Northbound						Mayfield Road Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
7:00	0	0	0	0	0	0	0	5	87	0	0	92	0	9	0	21	0	30	0	0	93	2	0	95	217
7:15	0	0	0	0	0	0	0	4	108	0	0	112	0	5	0	20	0	25	0	0	100	5	0	105	242
7:30	0	0	0	0	0	0	0	8	131	0	0	139	0	13	0	31	0	44	0	0	119	8	0	127	310
7:45	0	0	0	0	0	0	0	7	141	0	0	148	0	11	0	20	0	31	0	0	121	6	0	127	306
Hourly Total	0	0	0	0	0	0	0	24	467	0	0	491	0	38	0	92	0	130	0	0	433	21	0	454	1075
8:00	0	0	0	0	0	0	0	12	127	0	0	139	0	11	0	21	0	32	0	0	117	6	0	123	294
8:15	0	0	0	0	0	0	0	12	136	0	0	148	0	8	0	20	0	28	0	0	113	2	0	115	291
8:30	0	0	0	0	0	0	0	14	131	0	0	145	0	5	0	25	0	30	0	0	99	8	0	107	282
8:45	0	0	0	0	0	0	0	12	158	0	0	170	0	8	0	31	0	39	0	0	83	2	0	85	294
Hourly Total	0	0	0	0	0	0	0	50	552	0	0	602	0	32	0	97	0	129	0	0	412	18	0	430	1161
9:00	0	0	0	0	2	0	0	9	147	0	0	156	0	11	0	10	0	21	0	0	95	4	0	99	276
9:15	0	0	0	0	0	0	0	13	153	0	0	166	0	6	0	20	2	26	0	0	128	7	0	135	327
Hourly Total	0	0	0	0	2	0	0	22	300	0	0	322	0	17	0	30	2	47	0	0	223	11	0	234	603
* Break *																									
15:00	0	0	0	0	0	0	0	10	122	0	0	132	0	6	0	26	0	32	0	0	125	10	0	135	299
15:15	0	0	0	0	0	0	0	17	108	0	0	125	0	6	0	21	0	27	0	0	149	8	0	157	309
15:30	0	0	0	0	2	0	0	20	146	0	0	166	0	7	0	19	0	26	0	0	129	14	0	143	335
15:45	0	0	0	0	0	0	0	13	94	0	0	107	0	3	0	15	0	18	0	0	146	6	0	152	277
Hourly Total	0	0	0	0	2	0	0	60	470	0	0	530	0	22	0	81	0	103	0	0	549	38	0	587	1220
16:00	0	0	0	0	0	0	0	19	109	0	0	128	0	4	0	16	0	20	0	0	108	8	0	116	264
16:15	0	0	0	0	0	0	0	23	112	0	0	135	0	5	0	17	1	22	0	0	106	8	0	114	271
16:30	0	0	0	0	0	0	0	17	117	0	0	134	0	6	0	10	0	16	0	0	118	11	0	129	279
16:45	0	0	0	0	0	0	0	24	111	0	0	135	0	5	0	16	4	21	0	0	158	9	0	167	323
Hourly Total	0	0	0	0	0	0	0	83	449	0	0	532	0	20	0	59	5	79	0	0	490	36	0	526	1137
17:00	0	0	0	0	0	0	0	22	102	0	0	124	0	7	0	11	2	18	0	0	140	13	0	153	295
17:15	0	0	0	0	0	0	0	16	86	0	0	102	0	7	0	23	1	30	0	0	181	14	0	195	327
17:30	0	0	0	0	0	0	0	20	113	0	0	133	0	6	0	20	0	26	0	0	151	15	0	166	325
17:45	0	0	0	0	0	0	0	24	107	0	0	131	0	2	0	21	0	23	0	0	133	14	0	147	301
Hourly Total	0	0	0	0	0	0	0	82	408	0	0	490	0	22	0	75	3	97	0	0	605	56	0	661	1248
18:00	0	0	0	0	0	0	0	33	95	0	0	128	0	6	0	17	1	23	0	0	137	9	0	146	297
18:15	0	0	0	0	1	0	0	19	84	0	0	103	0	3	0	15	0	18	0	0	181	12	0	193	314
Hourly Total	0	0	0	0	1	0	0	52	179	0	0	231	0	9	0	32	1	41	0	0	318	21	0	339	611
Grand Total	0	0	0	0	3	0	0	313	2355	0	0	2668	0	138	0	385	11	523	0	0	2481	163	0	2644	5835
Approach %	-	-	-	-	-	-	0.0%	11.7%	88.3%	0.0%	-	-	0.0%	26.4%	0.0%	73.6%	-	-	0.0%	0.0%	93.8%	6.2%	-	-	-
Total %	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	5.4%	40.4%	0.0%	-	45.7%	0.0%	2.4%	0.0%	6.6%	-	9.0%	0.0%	0.0%	42.5%	2.8%	-	45.3%	-
Lights	0	0	0	0	-	0	0	300	2243	0	-	2543	0	133	0	365	-	498	0	0	2377	151	-	2528	5569
% Lights	-	-	-	-	-	-	-	95.8%	95.2%	-	-	95.3%	-	96.4%	-	94.8%	-	95.2%	-	-	95.8%	92.6%	-	95.6%	95.4%
Buses	-	0	0	0	-	0	-	12	51	0	-	63	-	5	0	17	-	22	-	0	51	11	-	62	147
% Buses	-	-	-	-	-	-	-	3.8%	2.2%	-	-	2.4%	-	3.6%	-	4.4%	-	4.2%	-	-	2.1%	6.7%	-	2.3%	2.5%
Trucks	-	0	0	0	-	0	-	1	61	0	-	62	-	0	0	3	-	3	-	0	53	1	-	54	119
% Trucks	-	-	-	-	-	-	-	0.3%	2.6%	-	-	2.3%	-	0.0%	-	0.8%	-	0.6%	-	-	2.1%	0.6%	-	2.0%	2.0%
Bicycles	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	0
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	11	-	-	-	-	-	0	-	14

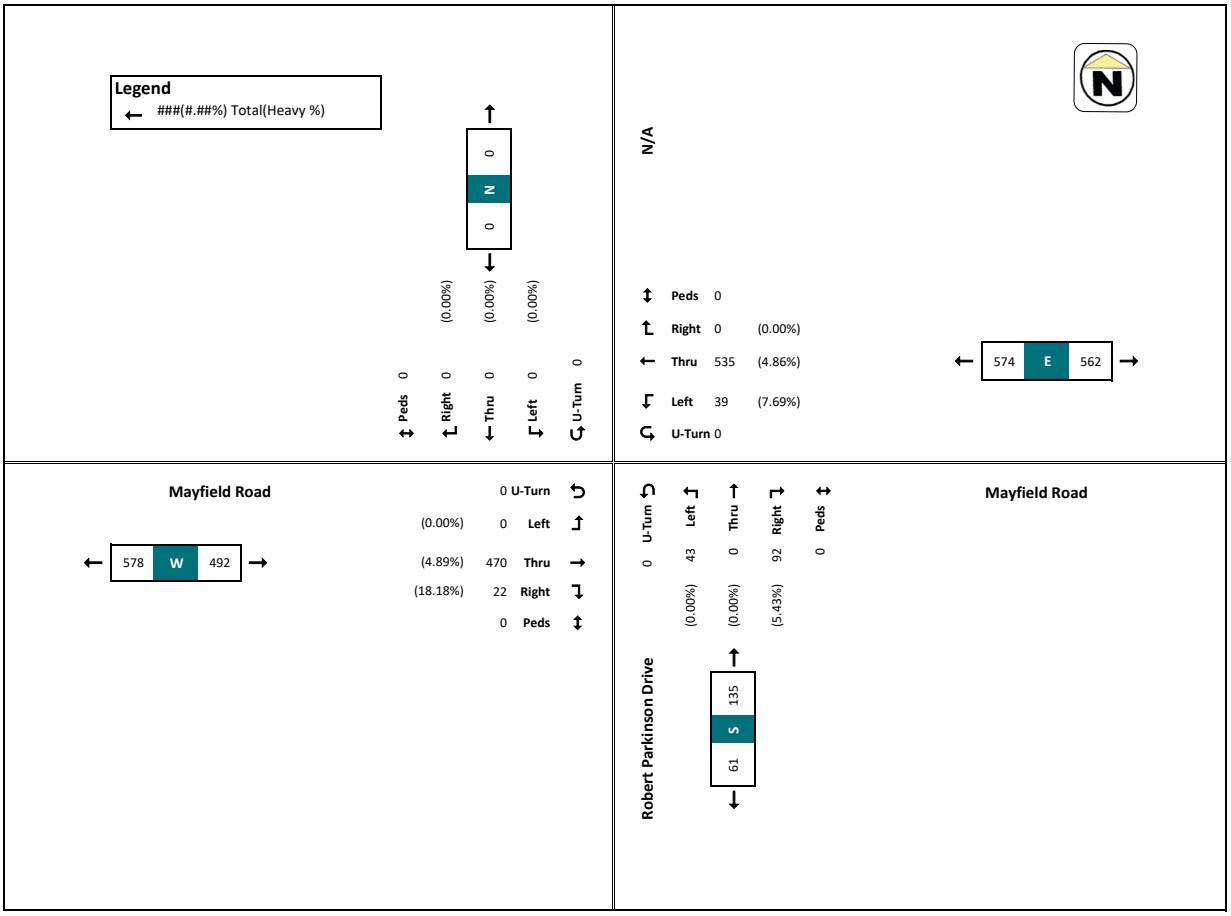


LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Robert Parkinson Drive & Mayfield Road
Survey Date : September 24, 2024
Project No. : 22142
Count ID : 24330

AM Peak Hour - Robert Parkinson Drive & Mayfield Road

	N/A Southbound						Mayfield Road Westbound						Robert Parkinson Drive Northbound						Mayfield Road Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
7:30	0	0	0	0	0	0	0	8	131	0	0	139	0	13	0	31	0	44	0	0	119	8	0	127	310
7:45	0	0	0	0	0	0	0	7	141	0	0	148	0	11	0	20	0	31	0	0	121	6	0	127	306
8:00	0	0	0	0	0	0	0	12	127	0	0	139	0	11	0	21	0	32	0	0	117	6	0	123	294
8:15	0	0	0	0	0	0	0	12	136	0	0	148	0	8	0	20	0	28	0	0	113	2	0	115	291
Hourly Total	0	0	0	0	0	0	0	39	535	0	0	574	0	43	0	92	0	135	0	0	470	22	0	492	1201
Approach %	-	-	-	-	-	-	0.0%	6.8%	93.2%	0.0%	-	-	0.0%	31.9%	0.0%	68.1%	-	-	0.0%	0.0%	95.5%	4.5%	-	-	-
Total %	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	3.2%	44.5%	0.0%	-	47.8%	0.0%	3.6%	0.0%	7.7%	-	11.2%	0.0%	0.0%	39.1%	1.8%	-	41.0%	-
PHF	0	0	0	0	-	0	0	0.81	0.95	0	-	0.97	0	0.83	0	0.74	-	0.77	0	0	0.97	0.69	-	0.97	0.97
Lights	0	0	0	0	-	0	0	36	509	0	-	545	0	43	0	87	-	130	0	0	447	18	-	465	1140
% Lights	-	-	-	-	-	-	-	92.3%	95.1%	-	-	94.9%	-	100.0%	-	94.6%	-	96.3%	-	-	95.1%	81.8%	-	94.5%	94.9%
Buses	-	0	0	0	-	0	-	3	10	0	-	13	-	0	0	4	-	4	-	0	7	4	-	11	28
% Buses	-	-	-	-	-	-	-	7.7%	1.9%	-	-	2.3%	-	0.0%	-	4.3%	-	3.0%	-	-	1.5%	18.2%	-	2.2%	2.3%
Trucks	-	0	0	0	-	0	-	0	16	0	-	16	-	0	0	1	-	1	-	0	16	0	-	16	33
% Trucks	-	-	-	-	-	-	-	0.0%	3.0%	-	-	2.8%	-	0.0%	-	1.1%	-	0.7%	-	-	3.4%	0.0%	-	3.3%	2.7%
Bicycles	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	0

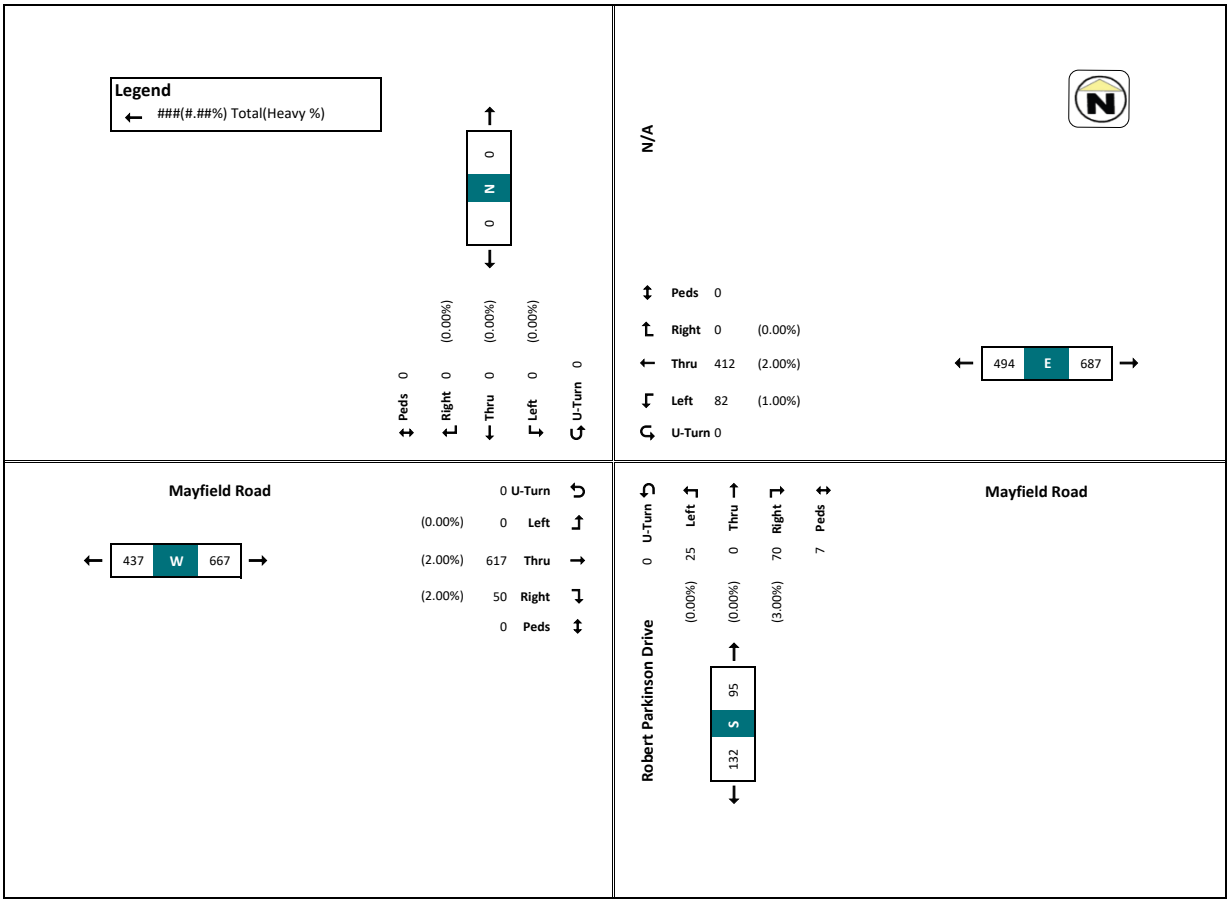


LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Robert Parkinson Drive & Mayfield Road
Survey Date : September 24, 2024
Project No. : 22142
Count ID : 24330

PM Peak Hour - Robert Parkinson Drive & Mayfield Road

	N/A Southbound						Mayfield Road Westbound						Robert Parkinson Drive Northbound						Mayfield Road Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
16:45	0	0	0	0	0	0	0	24	111	0	0	135	0	5	0	16	4	21	0	0	158	9	0	167	323
17:00	0	0	0	0	0	0	0	22	102	0	0	124	0	7	0	11	2	18	0	0	140	13	0	153	295
17:15	0	0	0	0	0	0	0	16	86	0	0	102	0	7	0	23	1	30	0	0	181	14	0	195	327
17:30	0	0	0	0	0	0	0	20	113	0	0	133	0	6	0	20	0	26	0	0	151	15	0	166	325
Hourly Total	0	0	0	0	0	0	0	82	412	0	0	494	0	25	0	70	7	95	0	0	630	51	0	681	1270
Approach %	-	-	-	-	-	-	0.0%	16.6%	83.4%	0.0%	-	-	0.0%	26.3%	0.0%	73.7%	-	-	0.0%	0.0%	92.5%	7.5%	-	-	-
Total %	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	6.8%	34.3%	0.0%	-	38.9%	0.0%	2.1%	0.0%	5.8%	-	7.5%	0.0%	0.0%	52.5%	4.2%	-	53.6%	-
PHF	0	0	0	0	-	0	0	0.85	0.91	0	-	0.91	0	0.89	0	0.76	-	0.79	0	0	0.87	0.85	-	0.87	0.97
Lights	0	0	0	0	-	0	0	80	402	0	-	482	0	25	0	68	-	93	0	0	617	50	-	667	1242
% Lights	-	-	-	-	-	-	-	97.6%	97.6%	-	-	97.6%	-	100.0%	-	97.1%	-	97.9%	-	-	97.9%	98.0%	-	97.9%	97.8%
Buses	-	0	0	0	-	0	-	1	2	0	-	3	-	0	0	2	-	2	-	0	8	1	-	9	14
% Buses	-	-	-	-	-	-	-	1.2%	0.5%	-	-	0.6%	-	0.0%	-	2.9%	-	2.1%	-	-	1.3%	2.0%	-	1.3%	1.1%
Trucks	-	0	0	0	-	0	-	1	8	0	-	9	-	0	0	0	-	0	-	0	5	0	-	5	14
% Trucks	-	-	-	-	-	-	-	1.2%	1.9%	-	-	1.8%	-	0.0%	-	0.0%	-	0.0%	-	-	0.8%	0.0%	-	0.7%	1.1%
Bicycles	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	0

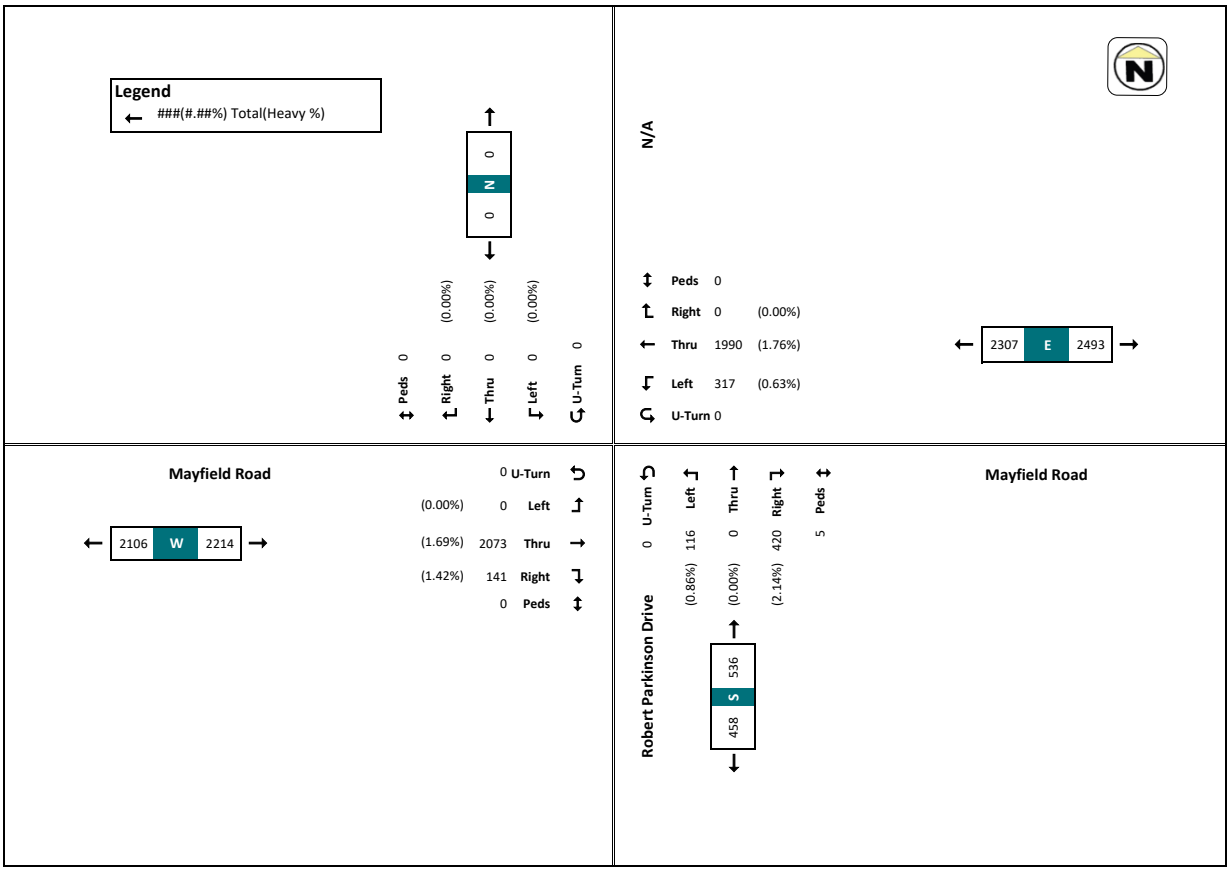


LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Robert Parkinson Drive & Mayfield Road
Survey Date : September 21, 2024
Project No. : 22142
Count ID : 24330

Turning Movement Count - Robert Parkinson Drive & Mayfield Road

	N/A Southbound						Mayfield Road Westbound						Robert Parkinson Drive Northbound						Mayfield Road Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
11:00	0	0	0	0	0	0	0	18	86	0	0	104	4	4	0	24	0	32	0	0	87	5	0	92	228
11:15	0	0	0	0	0	0	0	12	110	0	0	122	6	6	0	28	0	40	0	0	88	1	0	89	251
11:30	0	0	0	0	0	0	0	20	99	0	0	119	7	7	0	27	0	41	0	0	80	6	0	86	246
11:45	0	0	0	0	0	0	0	12	116	0	0	128	11	11	0	20	0	42	0	0	106	10	0	116	286
Hourly Total	0	0	0	0	0	0	0	62	411	0	0	473	0	28	0	99	0	127	0	0	361	22	0	383	983
12:00	0	0	0	0	0	0	0	17	98	0	0	115	0	7	0	21	0	28	0	0	91	8	0	99	242
12:15	0	0	0	0	0	0	0	9	113	0	0	122	0	3	0	27	0	30	0	0	96	0	0	96	248
12:30	0	0	0	0	0	0	0	14	78	0	0	92	0	7	0	14	0	21	0	0	92	3	0	95	208
12:45	0	0	0	0	0	0	0	12	103	0	0	115	0	4	0	13	0	17	0	0	88	11	0	99	231
Hourly Total	0	0	0	0	0	0	0	52	392	0	0	444	0	21	0	75	0	96	0	0	367	22	0	389	929
13:00	0	0	0	0	0	0	0	23	80	0	0	103	0	8	0	19	0	27	0	0	97	9	0	106	236
13:15	0	0	0	0	0	0	0	15	109	0	0	124	0	4	0	15	0	19	0	0	95	5	0	100	243
13:30	0	0	0	0	0	0	0	14	106	0	0	120	0	6	0	14	0	20	0	0	79	7	0	86	226
13:45	0	0	0	0	0	0	0	18	90	0	0	108	0	8	0	26	1	34	0	0	120	3	0	123	265
Hourly Total	0	0	0	0	0	0	0	70	385	0	0	455	0	26	0	74	1	100	0	0	391	24	0	415	970
14:00	0	0	0	0	0	0	0	12	110	0	0	122	0	6	0	18	1	24	0	0	99	14	0	113	259
14:15	0	0	0	0	0	0	0	6	104	0	0	110	0	8	0	22	0	30	0	0	117	8	0	125	265
14:30	0	0	0	0	0	0	0	15	102	0	0	117	0	3	0	25	1	28	0	0	101	5	0	106	251
14:45	0	0	0	0	0	0	0	26	108	0	0	134	0	4	0	26	2	30	0	0	131	10	0	141	305
Hourly Total	0	0	0	0	0	0	0	59	424	0	0	483	0	21	0	91	4	112	0	0	448	37	0	485	1080
15:00	0	0	0	0	0	0	0	23	88	0	0	111	0	5	0	19	0	24	0	0	118	10	0	128	263
15:15	0	0	0	0	0	0	0	17	97	0	0	114	0	9	0	20	0	29	0	0	137	8	0	145	288
15:30	0	0	0	0	0	0	0	20	102	0	0	122	0	5	0	14	0	19	0	0	120	6	0	126	267
15:45	0	0	0	0	0	0	0	14	91	0	0	105	0	1	0	28	0	29	0	0	131	12	0	143	277
Hourly Total	0	0	0	0	0	0	0	74	378	0	0	452	0	20	0	81	0	101	0	0	506	36	0	542	1095
Grand Total	0	0	0	0	0	0	0	317	1990	0	0	2307	0	116	0	420	5	536	0	0	2073	141	0	2214	5057
Approach %	-	-	-	-	-	-	0.0%	13.7%	86.3%	0.0%	-	-	0.0%	21.6%	0.0%	78.4%	-	-	0.0%	0.0%	93.6%	6.4%	-	-	-
Total %	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	6.3%	39.4%	0.0%	-	45.6%	0.0%	2.3%	0.0%	8.3%	-	10.6%	0.0%	0.0%	41.0%	2.8%	-	43.8%	-
Lights	0	0	0	0	-	0	0	315	1955	0	-	2270	0	115	0	411	-	526	0	0	2038	139	-	2177	4973
% Lights	-	-	-	-	-	-	-	99.4%	98.2%	-	-	98.4%	-	99.1%	-	97.9%	-	98.1%	-	-	98.3%	98.6%	-	98.3%	98.3%
Buses	-	0	0	0	-	0	-	0	6	0	-	6	-	0	0	8	-	8	-	0	6	0	-	6	20
% Buses	-	-	-	-	-	-	-	0.0%	0.3%	-	-	0.3%	-	0.0%	-	1.9%	-	1.5%	-	-	0.3%	0.0%	-	0.3%	0.4%
Trucks	-	0	0	0	-	0	-	2	29	0	-	31	-	1	0	1	-	2	-	0	29	2	-	31	64
% Trucks	-	-	-	-	-	-	-	0.6%	1.5%	-	-	1.3%	-	0.9%	-	0.2%	-	0.4%	-	-	1.4%	1.4%	-	1.4%	1.3%
Bicycles	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	5	-	-	-	-	-	0	-	5

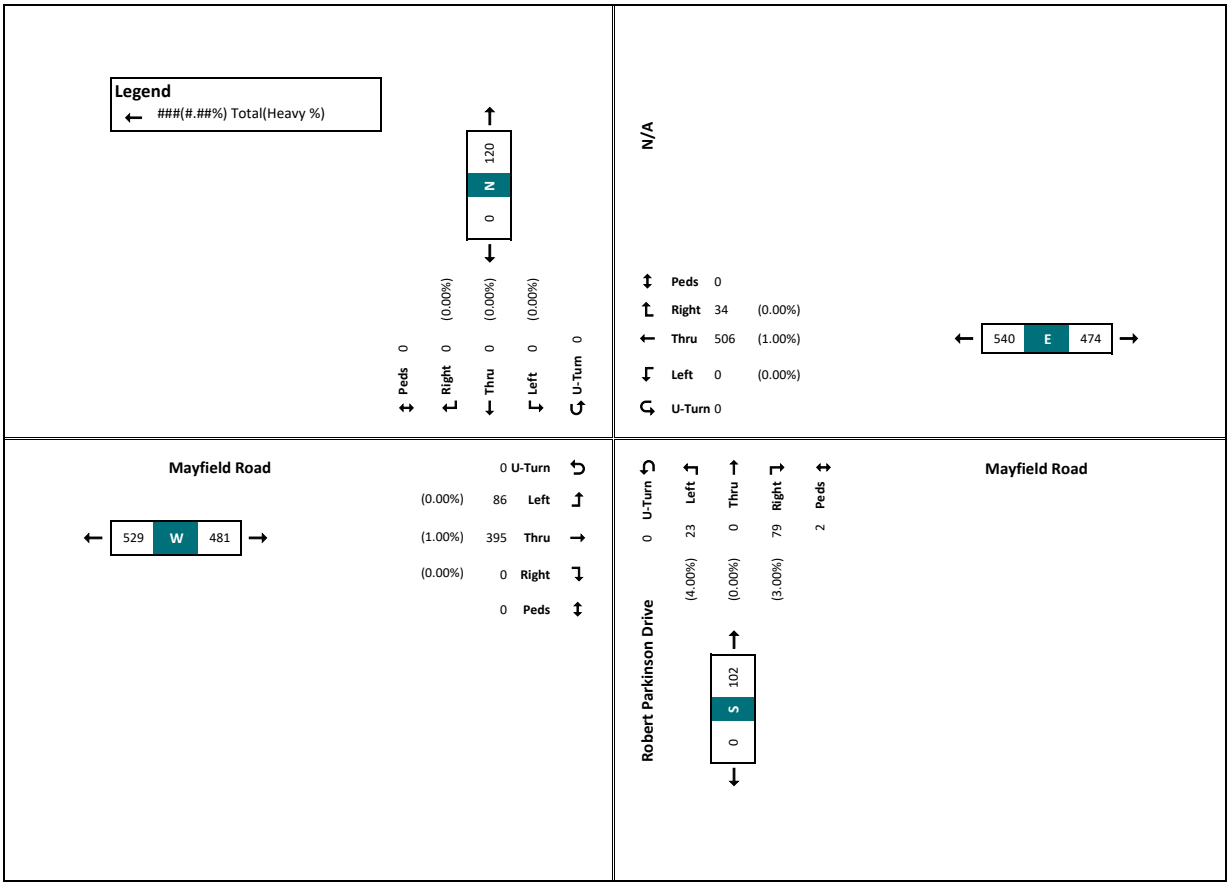


LEA Consulting Ltd.
625 Cochrane Drive, 5th Floor
Markham, ON L3R 9R9

Intersection : Robert Parkinson Drive & Mayfield Road
Survey Date : September 21, 2024
Project No. : 22142
Count ID : 24330

SAT Peak Hour - Robert Parkinson Drive & Mayfield Road

	N/A Southbound						Mayfield Road Westbound						Robert Parkinson Drive Northbound						Mayfield Road Eastbound						
Start Time	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Grand Total
14:45	0	0	0	0	0	0	0	26	108	0	0	134	0	4	0	26	2	30	0	0	131	10	0	141	305
15:00	0	0	0	0	0	0	0	23	88	0	0	111	0	5	0	19	0	24	0	0	118	10	0	128	263
15:15	0	0	0	0	0	0	0	17	97	0	0	114	0	9	0	20	0	29	0	0	137	8	0	145	288
15:30	0	0	0	0	0	0	0	20	102	0	0	122	0	5	0	14	0	19	0	0	120	6	0	126	267
Hourly Total	0	0	0	0	0	0	0	86	395	0	0	481	0	23	0	79	2	102	0	0	506	34	0	540	1123
Approach %	-	-	-	-	-	-	0.0%	17.9%	82.1%	0.0%	-	-	0.0%	22.5%	0.0%	77.5%	-	-	0.0%	0.0%	93.7%	6.3%	-	-	-
Total %	0.0%	0.0%	0.0%	0.0%	-	0.0%	0.0%	7.7%	35.2%	0.0%	-	42.8%	0.0%	2.0%	0.0%	7.0%	-	9.1%	0.0%	0.0%	45.1%	3.0%	-	48.1%	-
PHF	0	0	0	0	-	0	0	0.83	0.91	0	-	0.9	0	0.64	0	0.76	-	0.85	0	0	0.92	0.85	-	0.93	0.92
Lights	0	0	0	0	-	0	0	86	390	0	-	476	0	22	0	77	-	99	0	0	501	34	-	535	1110
% Lights	-	-	-	-	-	-	-	100.0%	98.7%	-	-	99.0%	-	95.7%	-	97.5%	-	97.1%	-	-	99.0%	100.0%	-	99.1%	98.8%
Buses	-	0	0	0	-	0	-	0	1	0	-	1	-	0	0	2	-	2	-	0	1	0	-	1	4
% Buses	-	-	-	-	-	-	-	0.0%	0.3%	-	-	0.2%	-	0.0%	-	2.5%	-	2.0%	-	-	0.2%	0.0%	-	0.2%	0.4%
Trucks	-	0	0	0	-	0	-	0	4	0	-	4	-	1	0	0	-	1	-	0	4	0	-	4	9
% Trucks	-	-	-	-	-	-	-	0.0%	1.0%	-	-	0.8%	-	4.3%	-	0.0%	-	1.0%	-	-	0.8%	0.0%	-	0.7%	0.8%
Bicycles	-	-	-	-	0	0	-	-	-	-	0	-	-	-	-	-	0	0	-	-	-	-	0	0	0
Pedestrians	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	0



REGIONAL MUNICIPALITY OF PEEL

Traffic Signal Timing Parameters

Database Date	**October 11, 2022**		**Prepared Date**	**October 7, 2024**
Database Rev	**MaxView**		**Completed By**	**N.R.L**
Timing Card / Field rev	**1**		**Checked By**	**N.T**
Location	**Mayfield Road at Creditview Road**			

Phase #	Street Name - Direction	Vehicle Minimum (s)	Pedestrian Minimum (s)		Amber (s)	All Red (s)	TIME PERIOD (s) (Green+Amber+All Red)		
			WALK	FDWALK			AM MAX	OFF MAX	PM MAX
1	Not In Use	-	-	-	-	-	-	-	-
2	Mayfield Road - Eastbound	12	12	13	4.6	2.0	40.0	40.0	40.0
3	Not In Use	-	-	-	-	-	-	-	-
4	Creditview Road - Northbound	12	12	13	4.2	2.0	20.0	20.0	20.0
5	Not In Use	-	-	-	-	-	-	-	-
6	Mayfield Road - Westbound	12	12	13	4.6	2.0	40.0	40.0	40.0
7	Not In Use	-	-	-	-	-	-	-	-
8	Creditview Road - Southbound	12	12	13	4.2	2.0	20.0	20.0	20.0

System Control
Yes

Semi-Actuated Mode
Yes

TIME (M-F)	PEAK	CYCLE LENGTH (s)	OFFSET (s)
FREE	AM	0	0
FREE	OFF	0	0
FREE	PM	0	0

APPENDIX C

Background Developments

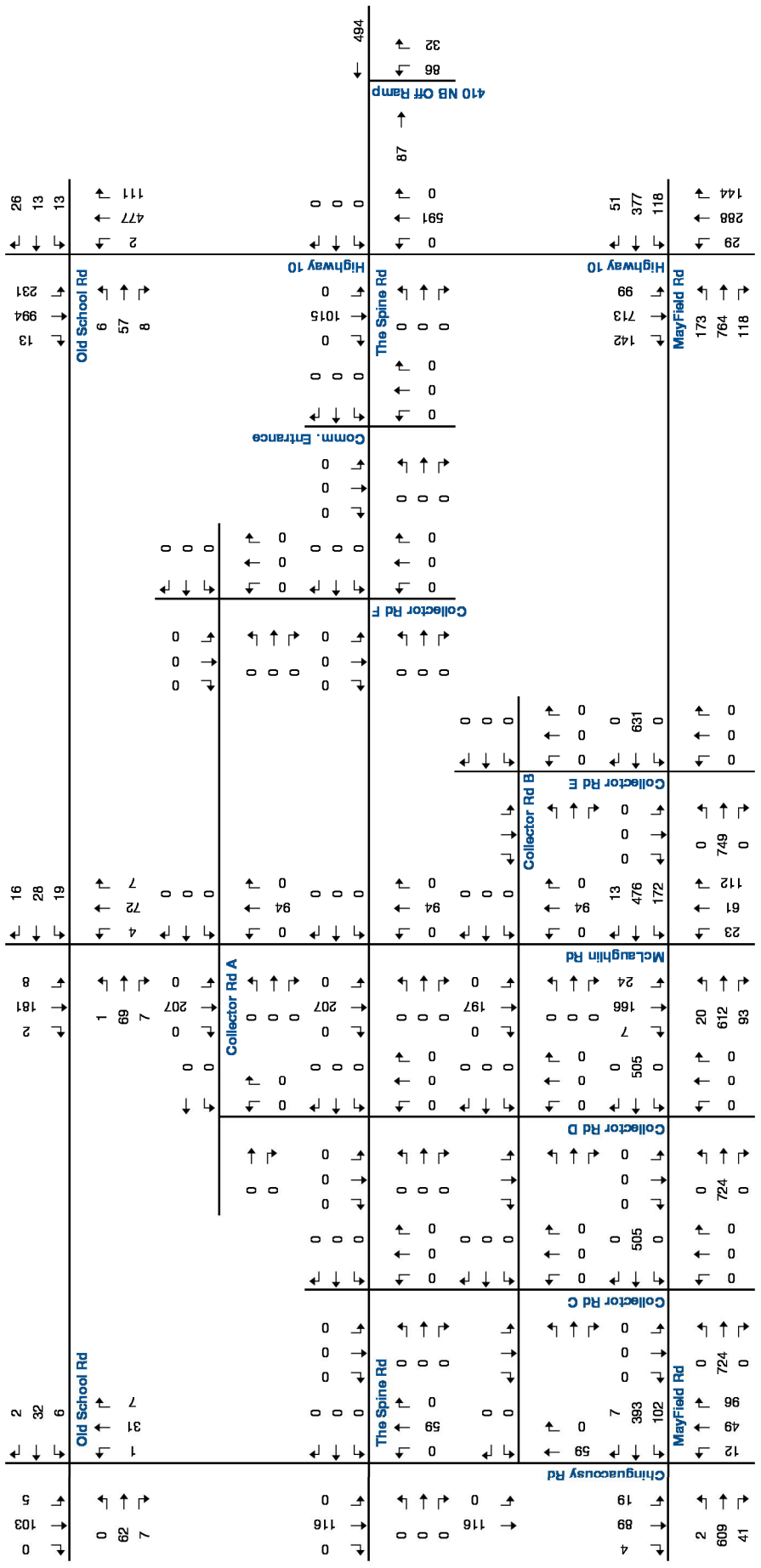
paradigm
TRANSPORTATION SOLUTIONS LIMITED



Mayfield West Phase 2 Secondary Plan Transportation Master Plan Final Report

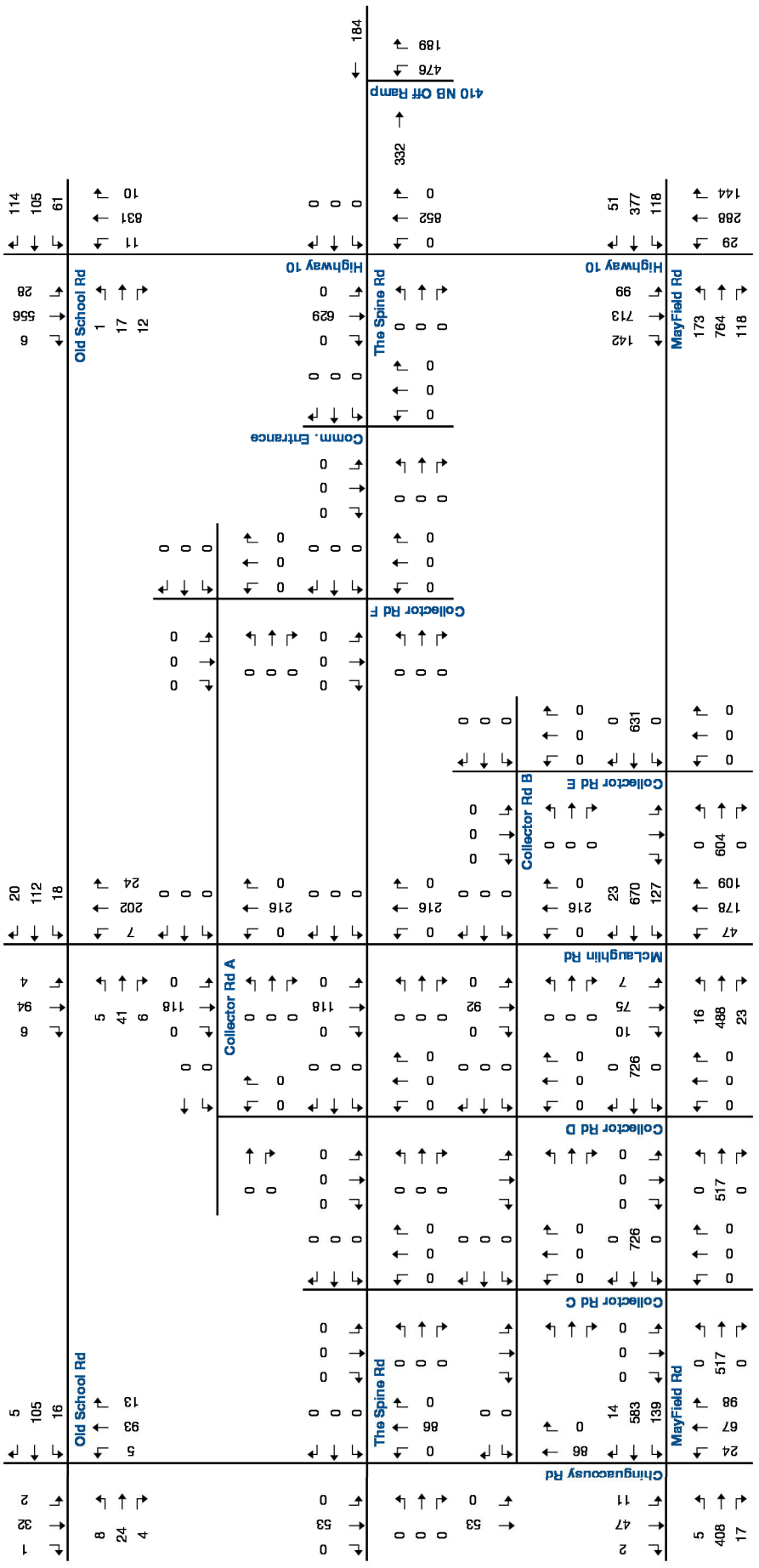
Paradigm Transportation Solutions Limited

December 2015



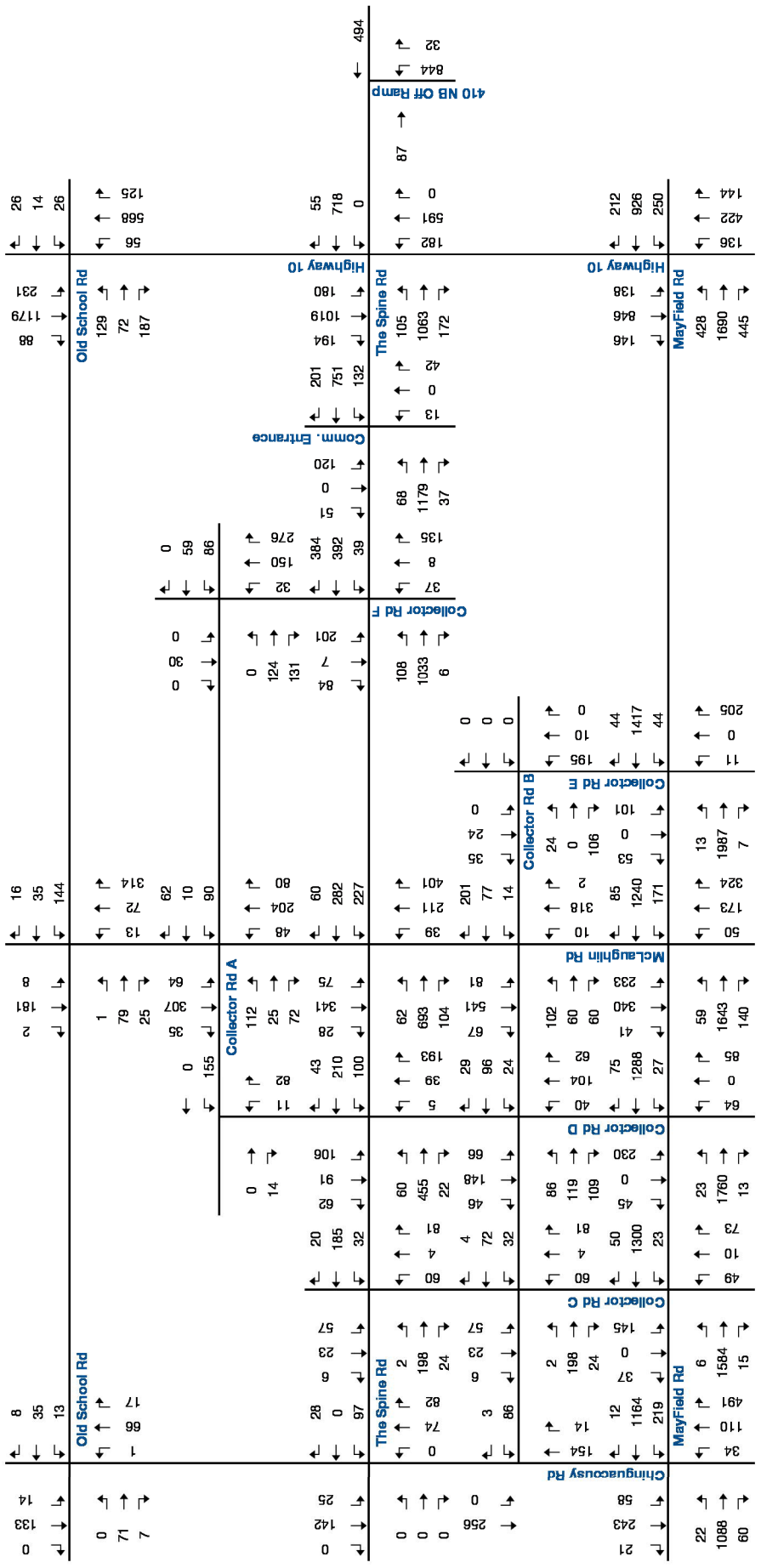
Future Background Traffic – AM Peak Hour

Figure 6.3



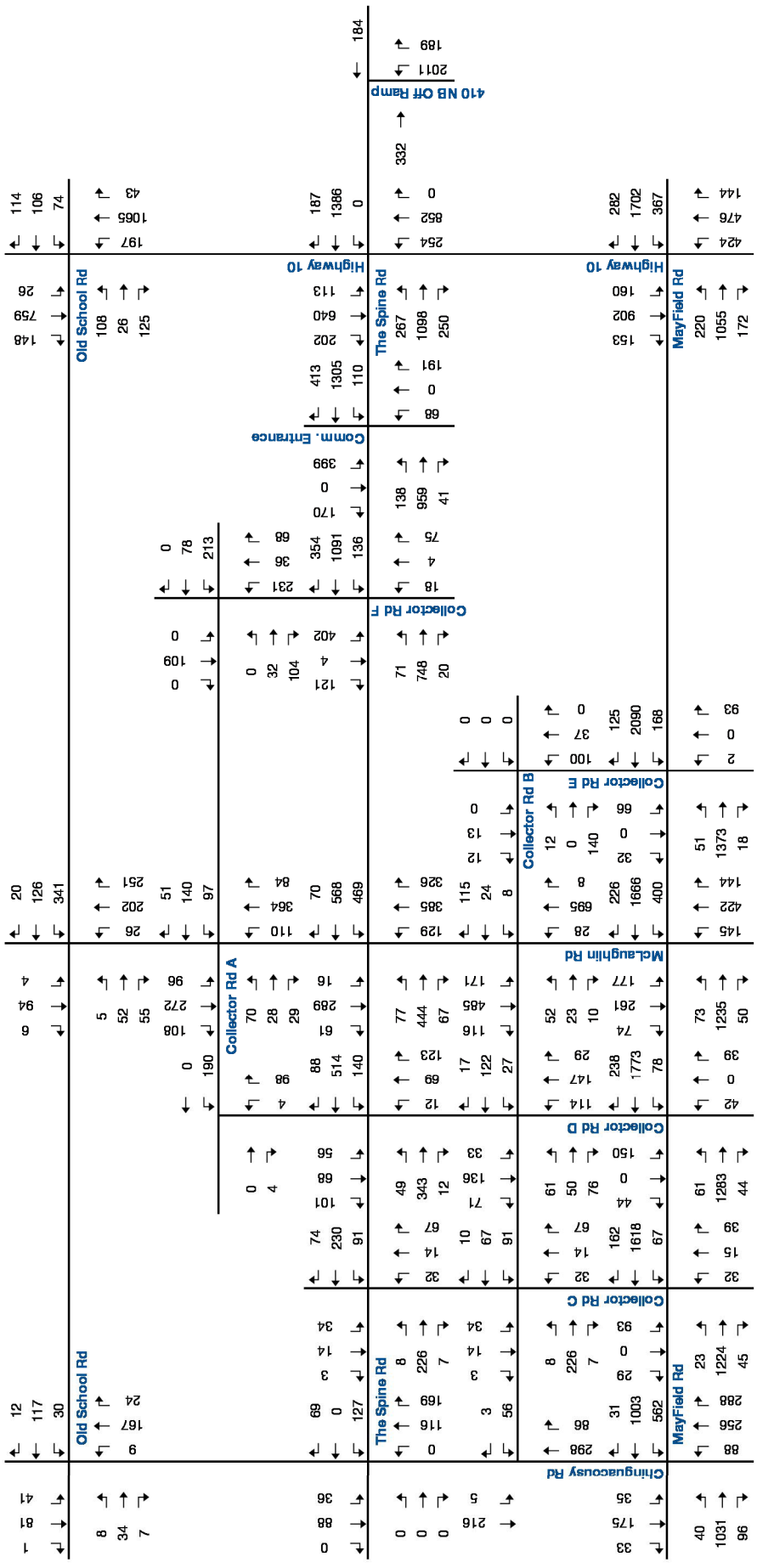
Future Background Traffic – PM Peak Hour

Figure 6.4



Future Total Traffic – AM Peak Hour

Figure 6.5



Future Total Traffic – PM Peak Hour

Figure 6.6

Mayfield West Phase 2 Secondary Plan Transportation Master Plan
101380P

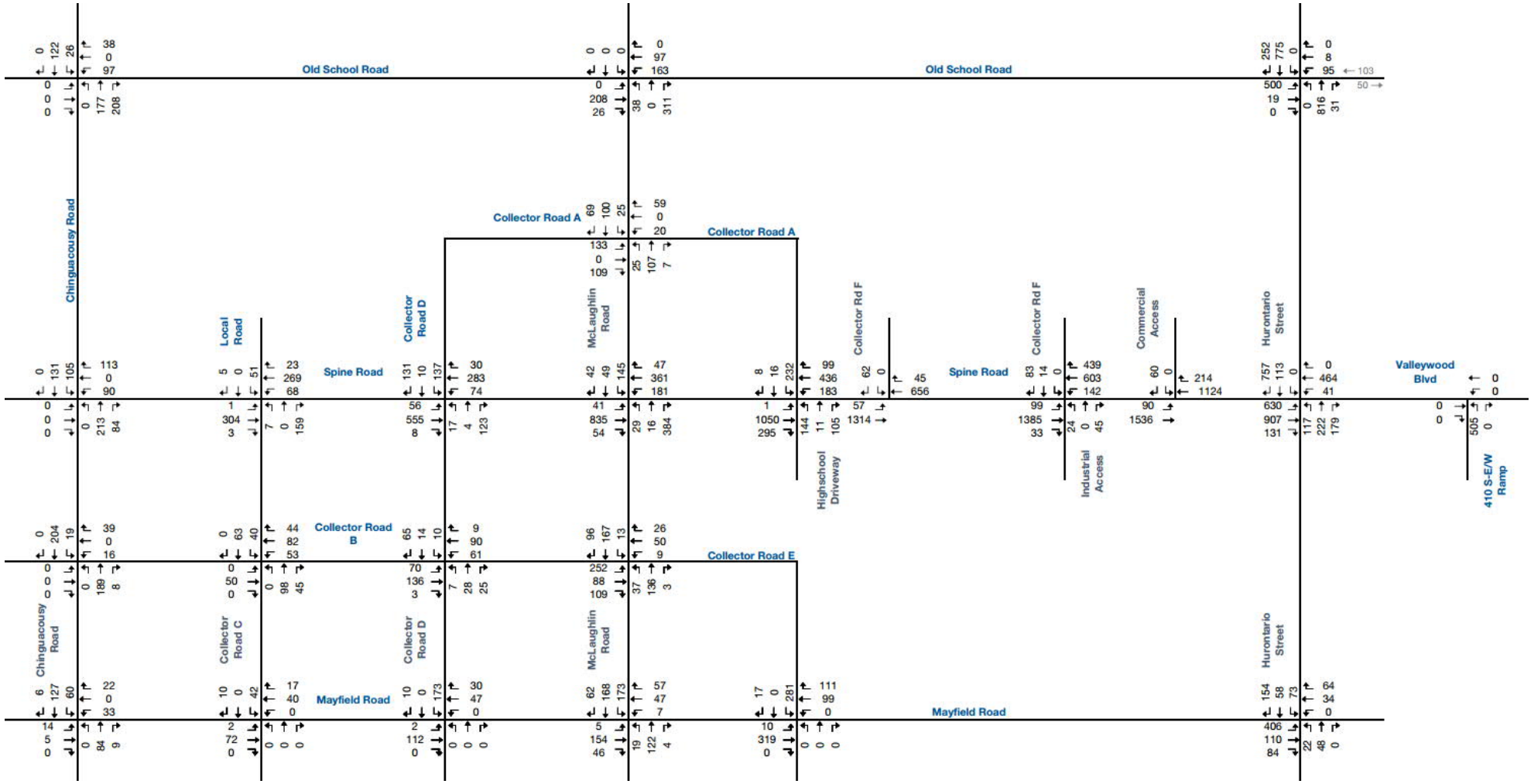


Mayfield West Phase 2 Stage 2 Transportation Assessment

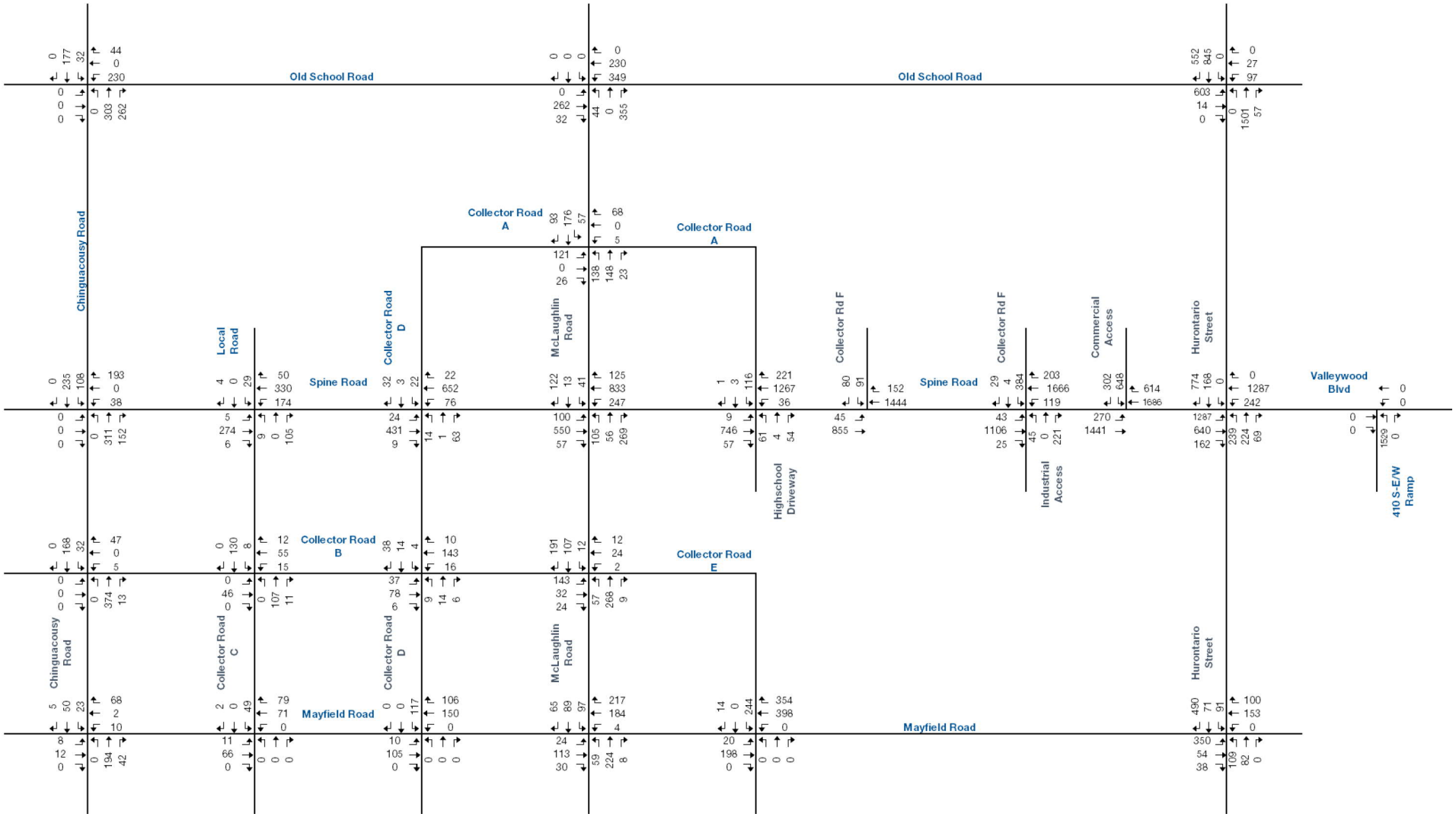
Town of Caledon

Paradigm Transportation Solutions Limited

January 2018



Site Trip Assignment – AM Peak Hour



Site Trip Assignment – PM Peak Hour

Assumptions:
Low Density 210 Single Family Detached
Medium Density 230 Residential Condominium/Townhouse
High Density 220 Apartment

1 square meter = 10.763 910 417 square foot

Based on TRAFFIC ANALYSIS ZONE CALCULATIONS
30-Sep-13

				sqm	sqft
				1	10.764

	ITE Land Use Code	Description of Land Use Type	Units	Number of Peak Hour Trips AM In	AM Out	AM Total	PM In	PM Out	PM Total	Saturday In	Saturday Out	Saturday Total		
	Zone 1													
	LEA Trip Gen	Peel Regional Police Station		167	55	222	137	259	396	152	160	312	sqm	sqft
Trip Eqn	210	Single Family Detached	*55*	12	36	48	39	23	62	31	27	58		
	230	Residential Condominium/Townhouse	*89*	8	39	47	37	18	55	37	31	68		
	Zone 1 Residential Modal Split 5%			1	4	5	4	2	6	3	3	6		
	Zone 1 Residential Trips			19	71	90	72	39	111	65	55	120		
	Zone 1 New Trips			186	126	312	209	298	507	217	215	432		
	Zone 2													
Avg Rate	820	Shopping Center	*551,117 sq.ft.*	336	215	551	1007	1048	2055	1401	1294	2695	51200	551,117
	Pass-By Reduction - Shopping Center(0% AM, 35% PM, 25% SAT)			0	0	0	352	367	719	350	324	674		
	Zone 2 Modal Split 5%			17	11	28	50	52	103	70	65	135		
	Zone 2 New Trips			319	204	523	605	629	1233	981	905	1886		
	Zone 3													
Avg Rate	520	Elementary School	*475 students*	118	96	214	35	36	71	0	0	0		
Trip Eqn	770	Business Park	*1,164 employees*	482	85	567	115	407	522	0	0	0		
	Zone 3 Business Park Modal Split 10%			48	9	57	12	41	53	0	0	0		
	Zone 3 Business Park Trips			434	76	510	103	366	469	0	0	0		
	Zone 3 School Modal Split 5%			6	5	11	2	2	4	0	0	0		
	Zone 3 School Trips			112	91	203	33	34	67	0	0	0		
	Zone 3 New Trips			546	167	713	136	400	536	0	0	0		
	Zone 4													
Trip Eqn	210	Single Family Detached	*39*	9	28	37	28	17	45	23	21	44		
Trip Eqn	230	Residential Condominium/Townhouse	*22*	3	13	16	12	6	18	26	23	49		
Trip Eqn	220	Apartment	*140*	14	58	72	62	33	95	50	27	77		
	Zone 4 Modal Split 5%			1	5	6	5	3	8	5	4	9		
	Zone 4 New Trips			25	94	119	97	53	150	94	67	162		
	Zone 5													
Trip Eqn	210	Single Family Detached	*214*	40	120	160	131	77	208	106	94	200		
	Zone 5 Modal Split 5%			2	6	8	7	4	10	5	5	10		
	Zone 5 New Trips			38	114	152	124	73	198	101	89	190		
	Zone 6													
Trip Eqn	210	Single Family Detached	*89*	18	54	72	60	35	95	47	42	89		
	Zone 6 Modal Split 5%			1	3	4	3	2	5	2	2	4		
	Zone 6 New Trips			17	51	68	57	33	90	45	40	85		
	Zone 7													
Trip Eqn	565	Daycare Centre (existing Church used for daycare)	*68 students*	29	26	55	25	29	54	0	0	0		
	Zone 7 Modal Split 5%			1	1	3	1	1	3	0	0	0		
	Zone 7 New Trips			28	25	52	24	28	51	0	0	0		
	Zone 8													
Trip Eqn	210	Single Family Detached	*164*	31	93	124	103	61	164	82	73	155		
	Zone 8 Modal Split 5%			2	5	6	5	3	8	4	4	8		
	Zone 8 New Trips			29	88	118	98	58	156	78	69	147		
	Zone 9													
Trip Eqn	210	Single Family Detached	*72*	15	45	60	49	29	78	39	35	74		
Trip Eqn	230	Residential Condominium/Townhouse	*109*	9	46	55	43	21	64	40	34	74		
	Zone 9 Modal Split 5%			1	5	6	5	3	7	4	3	7		
	Zone 9 New Trips			23	86	109	87	48	135	75	66	141		
	Zone 10												Acre	
Avg Rate	530	High School	*1,500 students*	428	202	630	92	103	195	0	0	0	3.70	161,172
	Zone 10 Modal Split 5%			21	10	32	5	5	10	0	0	0		
	Zone 10 New Trips			407	192	599	87	98	185	0	0	0		
	Zone 11													
Trip Eqn	210	Single Family Detached	*164*	31	93	124	103	61	164	82	73	155		
Trip Eqn	230	Residential Condominium/Townhouse	*55*	5	27	32	25	12	37	32	27	59		
	Zone 11 Modal Split 5%			2	6	8	6	4	10	6	5	11		
	Zone 11 New Trips			34	114	148	122	69	191	108	95	203		
	Zone 12													
Trip Eqn	210	Single Family Detached	*186*	35	105	140	116	68	184	93	82	175		
	Zone 12 Modal Split 5%			2	5	7	6	3	9	5	4	9		
	Zone 12 New Trips			33	100	133	110	65	175	88	78	166		
	Zone 13													
Trip Eqn	230	Residential Condominium/Townhouse	*52*	5	25	30	24	12	36	31	27	58		-
	Zone 13 Residential Modal Split 5%			0	1	2	1	1	2	2	1	3		
	Zone 13 Residential Trips			5	24	29	23	11	34	29	26	55		
Avg Rate	820	Shopping Center	*30,677 sq. ft.*	19	12	31	56	58	114	78	72	150	2850	30,677
	Pass-By Reduction - Shopping Center(0% AM, 35% PM, 25% SAT)			0	0	0	20	20	40	20	18	38		
	Zone 13 Commercial Modal Split 5%			1	1	2	3	3	6	4	4	8		
	Zone 13 Commercial Trips			18	11	29	33	35	68	54	50	105		
	Zone 13 New Trips			23	35	58	56	47	103	84	76	160		
	Zone 14													
Trip Eqn	210	Single Family Detached	*136*	26	79	105	87	51	138	69	61	130		
Trip Eqn	230	Residential Condominium/Townhouse	*109*	9	46	55	43	21	64	40	34	74		
	Zone 14 Modal Split 5%			2	6	8	7	4	10	5	5	10		
	Zone 14 New Trips			33	119	152	124	68	192	104	90	194		
	Zone 15													
Trip Eqn	230	Residential Condominium/Townhouse	*66*	6	31	37	29	14	43	33	28	61		
Trip Eqn	220	Apartment	*169*	17	69	86	72	39	111	58	31	89		
	Zone 15 Modal Split 5%			1	5	6	5	3	8	5	3	8		
	Zone 15 New Trips			22	95	117	96	50	146	86	56	143		
	Zone 16													
Trip Eqn	210	Single Family Detached	*174*	33	99	132	109	64	173	87	77	164		
Trip Eqn	230	Residential Condominium/Townhouse	*40*	4	21	25	19	9	28	29	25	54		
	Zone 16 Modal Split 5%			2	6	8	6	4	10	6	5	11		
	Zone 16 New Trips			35	114	149	122	69	191	110	97	207		
	Zone 17													
Avg Rate	520	Elementary School	*750 students*	186	152	338	55	57	112	0	0	0		
	Zone 17 Modal Split 5%			9	8	17	3	3	6	0	0	0		
	Zone 17 New Trips			177	144	321	52	54	106	0	0	0		
	Zone 18													
Trip Eqn	210	Single Family Detached	*167*	32	95	127	105	62	167	84	74	158		
Trip Eqn	230	Residential Condominium/Townhouse	*74*	7	34	41	31	15	46	35	29	64		
	Zone 18 Modal Split 5%			2	6	8	7	4	11	6	5	11		
	Zone 18 New Trips			37	123	160	129	73	202	113	98	211		
	Zone 19													
Trip Eqn	230	Residential Condominium/Townhouse	*182*	14	69	83	66	32	98	52	44	96		
	Zone 19 Residental Modal Split 5%			1	3	4	3	2	5	3	2	5		
	Zone 19 Residential Trips			13	66	79	63	30	93	49	42	91		
Avg Rate	820	Shopping Center	*51,667 sq. ft*	32	20	52	94	98	192	131	121	252	4800	51,667
	Pass-By Reduction - Shopping Center(0% AM, 35% PM, 25% SAT)			0	0	0	33	34	67	33	30	63		
	Zone 19 Commercial Modal Split 5%			2	1	3	5	5	10	7	6	13		
	Zone 19 Commercial Trips			30	19	49	56	59	115	91	85	176		
	Zone 19 New Trips			44	85	128	119	90	209	141	127	268		
	Zone 20													
Trip Eqn	230	Residential Condominium/Townhouse	*162*	13	63	76	60	29	89	48	41	89		
Trip Eqn	230	Medium Density Work / Live Condos / Towns	*83*	8	37	45	35	17	52	36	31	67		
	Work-Live Trip Reduction (25%)			2	9	11	9	4	13	9	8	17		
	Zone 20 Modal Split 5%			1	5	6	5	2	7	4	4	8		
	Zone 20 Residential Trips			18	86	104	82	39	121	71	61	131		
Trip Eqn	814	Live-Work Commercial (Speciality Retail)	*17,761 sq. ft.*	0	0	0	26	36	62	0	0	0	1650	17,761
	Work-Live Trip Reduction (25%)			0	0	0	7	9	16	0	0	0		
	Zone 20 Modal Split 5%			0	0	0	1	2	3	0	0	0		
	Zone 20 Commerical Trips			0	0	0	18	25	43	0	0	0		
	Zone 20 New Trips			18	86	104	100	65	164	71	61	131		
	Zone 21													
Trip Eqn	210	Single Family Detached	*160*	30	91	121	101	59	160	81	71	152		
Trip Eqn	230	Residential Condominium/Townhouse	*36*	4	19	23	17	9	26	29	24	53		
	Zone 21 Modal Split 5%			2	6	7	6	3	9	6	5	10		
	Zone 21 New Trips			32	105	137	112	65	177	105	90	195		
	Zone 22													
Trip Eqn	210	Single Family Detached	*269*	50	149	199	161	95	256	132	117	249		
	Zone 22 Modal Split 5%			3	7	10	8	5	13	7	6	12		
	Zone 22 New Trips			48	142	189	153	90	243	125	111	237		
	Zone 23													
Trip Eqn	210	Single Family Detached	*156*	30	89	119	99	58	157	79	70	149		
Trip Eqn	230	Residential Condominium/Townhouse	*44*	5	22	27	21	10	31	30	25	55		
	Zone 23 Residential Modal Split 5%			2	6	7	6	3	9	5	5	10		
	Zone 23 Residential Trips			33	105	139	114	65	179	104	90	194		
Avg Rate	520	Elementary School	*750 students*	186	152	338	55	57	112	0	0	0		
	Zone 23 School Modal Split 5%			9	8	17	3	3	6	0	0	0		
	Zone 23 New Trips			210	250	460	166	119	285	104	90	194		
	Zone 24													
Trip Eqn	210	Single Family Detached	*30*	8	23	31	22	13	35	19	17	36		
Trip Eqn	230	Residential Condominium/Townhouse	*138*	11	55	66	52	26	78	45	38	83		
	Zone 24 Modal Split 5%			1	4	5	4	2	6	3	3	6		
	Zone 24 New Trips			18	74	92	70	37	107	61	52	113		
	Zone 25													
Trip Eqn	210	Single Family Detached	*56*	12	37	49	39	23	62	31	28	59		
	Zone 25 Modal Split 5%			1	2	2	2	1	3	2	1	3		
	Zone 25 New Trips			11	35	47	37	22	59	29	27	56		
	Zone 26													
Trip Eqn	210	Single Family Detached	*198*	37	111	148	122	72	194	98	87	185		
	Zone 26 Modal Split 5%			2	6	7	6	4	10	5	4	9		
	Zone 26 New Trips			35	105	141	116	68	184	93	83	176		
	Zone 27													
Trip Eqn	210	Single Family Detached	*225*	42	125	167	137	81	218	111	99	210		
Trip Eqn	230	Residential Condominium/Townhouse	*40*	4	21	25	19	9	28	29	25	54		
	Zone 27 Modal Split 5%			2	7	10	8	5	12	7	6	13		
	Zone 27 New Trips			44	139	182	148	86	234	133	118	251		
	Zone 28													
Trip Eqn	210	Single Family Detached	*71*	15	45	60	49	29	78	39	34	73		
	Zone 28 Residential Modal Split 5%			1	2	3	2	1	4	2	2	4		
Trip Eqn	*Zone 28 Residential Trips*			14	43	57	47	28	74	37	32	69		
Avg Rate	520	Elementary School	*550 students*	136	111	247	40	42	82	0	0	0		
	Zone 28 School Modal Split 5%			7	6	12	2	2	4	0	0	0		
	Zone 28 New Trips			143	148	292	85	67	152	37	32	69		
	Zone 29													
Trip Eqn	210	Single Family Detached	*108*	21	64	85	71	42	113	56	50	106		
Trip Eqn	230	Residential Condominium/Townhouse	*71*	7	33	40	30	15	45	34	29	63		
	Zone 29 Modal Split 5%			1	5	6	5	3	8	5	4	8		
	Zone 29 New Trips			27	92	119	96	54	150	86	75	161		
	Zone 30													
Trip Eqn	220	Apartment	*85*	9	36	45	42	23	65	35	19	54		
	Zone 30 Modal Split 5%			0	2	2	2	1	3	2	1	3		
	Zone 30 Residential Trips			9	34	43	40	22	62	33	18	51		
Avg Rate	820	Shopping Centre	*60,278 sq.ft.*	37	24	61	110	115	225	153	141	294	5600	60,278
	Pass-By Reduction - Shopping Center(0% AM, 35% PM, 25% SAT)			0	0	0	39	40	79	38	35	73		
	Zone 30 Commercial Modal Split 5%			2	1	3	6	6	11	8	7	15		
	Zone 30 Commercial Trips			35	23	58	66	69	135	107	99	206		
	Zone 30 New Trips			44	57	101	105	91	197	141	117	258		
	Zone 31													
Trip Eqn	210	Single Family Detached	*98*	20	59	79	65	38	103	51	45	96		
Trip Eqn	230	Residential Condominium/Townhouse	*56*	6	27	33	25	12	37	32	27	59		
	Zone 31 Modal Split 5%			1	4	6	5	3	7	4	4	8		
	Zone 31 New Trips			25	82	106	86	48	133	79	68	147		
	Zone 32													
Trip Eqn	210	Single Family Detached	*250*	46	139	185	151	89	240	123	109	232		
	Zone 32 Modal Split 5%			2	7	9	8	4	12	6	5	12		
	Zone 32 New Trips			44	132	176	143	85	228	117	104	220		
	Zone 33													
Trip Eqn	210	Single Family Detached	*129*	25	75	100	83	49	132	66	58	124		
Trip Eqn	230	Residential Condominium/Townhouse	*85*	8	38	46	35	17	52	36	31	67		
	Zone 33 Modal Split 5%			2	6	7	6	3	9	5	4	10		
	Zone 33 New Trips			31	107	139	112	63	175	97	85	181		
	Total			2,785	3,630	6,415	3,984	3,261	7,245	3,701	3,281	6,982		

AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Saturday In	Saturday Out	Saturday Total
2,785	3,630	6,415	3,984	3,261	7,245	3,701	3,281	6,982

ITE Land Use Code	Description of Land Use Type	Units	Number of Peak Hour Trips					
			AM			PM		
			In	Out	Total	In	Out	Total
Zone 1								
LEA Trip Gen	Peel Regional Police Station		167	55	222	137	259	396
210	Single Family Detached	*65*	13	38	51	42	25	67
220	Residential Condominium/Townhouse	*65*	7	25	32	25	15	40
Zone 1 Residential Modal Split 5%			1	3	4	3	2	5
Zone 1 Residential Trips			19	60	79	64	38	102
Zone 1 New Trips			186	115	301	201	297	498
Zone 2								
820	Shopping Center (sq. ft.)	*51,200 sq.m.*	321	197	518	922	999	1921
Pass-By Reduction - Shopping Center(0% AM, 35% PM, 25% SAT)			0	0	0	290	315	605
Zone 2 Internal Trips (10%)			32	20	52	92	100	192
Zone 2 Internal Modal Split 5%			2	1	3	5	5	10
Zone 2 New Internal Trips			30	19	49	88	95	182
Zone 2 Mode Split External Trips			14	9	23	41	45	86
Zone 2 New External Trips			274	168	443	498	539	1037
Zone 2 New Trips			305	187	492	586	634	1220
Zone 3								
210	Single Family Detached	*37*	8	23	31	25	14	39
220	Multifamily Housing (Low-Rise)	*22*	3	8	11	9	6	15
Zone 3 Modal Split 5%			1	2	2	2	1	3
Zone 3 New Trips			10	29	40	32	19	51
Zone 4								
210	Single Family Detached	*145*	27	81	108	91	54	145
220	Multifamily Housing (Low-Rise)	*100*	11	37	48	37	22	59
Zone 4 Modal Split 5%			2	6	8	6	4	10
Zone 4 New Trips			36	112	148	122	72	194
Zone 5 & 25								
520	Elementary School	*475 students*	172	146	318	39	42	81
770	Business Park	*1,164 employees*	483	85	568	115	407	522
Zone 5 Business Park Modal Split 10%			48	9	57	12	41	53
Zone 5 Business Park Trips			435	76	511	103	366	469
Zone 25 School Internal trips 67%			115	98	213	26	28	54
Zone 25 School Internal Mode Split 5%			6	5	11	1	1	3
Zone 25 School Internal Trips			109	93	202	25	27	51
Zone 25 School Modal Split 5%			3	2	5	1	1	1
Zone 25 New School Trips			54	46	100	12	13	26
Zone 5 & 25 New External Trips			598	215	813	140	406	546
Zone 6								
210	Single Family Detached	*214*	39	118	157	133	78	211
Zone 6 Modal Split 5%			2	6	8	7	4	11
Zone 6 New Trips			37	112	149	126	74	200
Zone 7								
210	Single Family Detached	*60*	12	35	47	39	23	62
220	Multifamily Housing (Low-Rise)	*26*	3	10	13	11	7	18
Zone 7 Modal Split 5%			1	2	3	3	2	4
Zone 7 New Trips			14	43	57	47	28	76
Zone 8								
210	Single Family Detached	*88*	17	50	67	57	33	90
220	Multifamily Housing (Low-Rise)	*112*	12	41	53	41	24	65
221	Multifamily Housing (Mid-Rise)	*168*	16	44	60	45	29	74
Zone 8 Modal Split 5%			2	7	9	7	4	11
Zone 8 New Trips			43	128	171	136	82	218
Zone 9								
530	High School	*1,500 students*	523	257	780	101	109	210
Zone 9 School Internal trips 67%			350	172	523	68	73	141
Zone 9 School Internal Trip Mode Split 5%			18	9	26	3	4	7
Zone 9 New Internal School Trips			333	163	497	65	69	134
Zone 9 External School Modal Split 5%			9	4	13	2	2	3
Zone 9 New External School Trips			164	81	244	31	34	66
Zone 9 New Trips			497	244	741	96	104	200
Zone 10								
210	Single Family Detached	*72*	14	42	56	47	27	74
220	Multifamily Housing (Low-Rise)	*110*	12	40	52	40	24	64
Zone 10 Modal Split 5%			1	4	5	4	3	7
Zone 10 New Trips			25	78	103	83	48	131
Zone 11								
210	Single Family Detached	*136*	25	76	101	86	50	136
220	Multifamily Housing (Low-Rise)	*109*	12	40	52	40	24	64
Zone 11 Modal Split 5%			2	6	8	6	4	10
Zone 11 New Trips			35	110	145	120	70	190
Zone 12								
210	Single Family Detached	*164*	30	91	121	103	60	163
565	Daycare Centre (existing Church used for daycare)	*68*	28	25	53	25	29	54
Zone 12 Modal Split 5%			5	7	12	8	6	14
Zone 12 New Trips			87	132	219	149	118	267

Zone 13								
210	Single Family Detached	*52*	11	31	42	34	20	54
820	Shopping Center (sq. ft.)	*2850*	18	11	29	109	118	227
Pass-By Reduction - Shopping Center(0% AM, 35% PM, 25% SAT)			0	0	0	34	37	71
Zone 13 Residential Modal Split 5%			1	2	2	2	1	3
Zone 13 Residential New Trips			10	29	40	32	19	51
Zone 13 Shopping Centre Internal Trips (10%)			2	1	3	11	12	23
Zone 13 Shopping Centre Internal Trips Mode Split (5%)			0	0	0	1	1	1
Zone 13 Shopping Centre Internal Trips			2	1	3	10	11	22
Zone 13 Shopping Centre External Trips Mode Split (5%)			1	0	1	5	5	10
Zone 13 Shopping Centre External Trips			15	10	25	93	101	194
Zone 13 New Trips			27	40	68	135	131	267
Zone 14								
210	Single Family Detached	*134*	25	75	100	85	50	135
220	Multifamily Housing (Low-Rise)	*36*	4	14	18	15	9	24
Zone 14 Modal Split 5%			1	4	6	5	3	8
Zone 14 New Trips			28	85	112	95	56	151
Zone 15								
210	Single Family Detached	*26*	6	17	23	18	10	28
220	Multifamily Housing (Low-Rise)	*142*	15	52	67	51	30	81
820	Shopping Center (sq. ft.)	*400*	2	2	4	25	28	53
Pass-By Reduction - Shopping Center(0% AM, 35% PM, 25% SAT)			0	0	0	9	10	19
Zone 15 Modal Split 5%			1	4	5	5	3	8
Zone 15 New Trips			22	67	89	80	55	135
Zone 16								
220	Multifamily Housing (Low-Rise)	*72*	8	27	35	28	16	44
820	Shopping Center (sq. ft.)	*4800*	30	19	49	160	173	333
Pass-By Reduction - Shopping Center(0% AM, 35% PM, 25% SAT)			0	0	0	50	54	104
Zone 16 Residential Modal Split 5%			0	1	2	1	1	2
Zone 16 Residential New Trips			8	26	33	27	15	42
Zone 16 Shopping Centre Internal Trips (10%)			3	2	5	16	17	33
Zone 16 Shopping Centre Internal Trips Mode Split (5%)			0	0	0	1	1	2
Zone 16 Shopping Centre Interal Trips			3	2	5	15	16	31
Zone 16 Shopping Centre External Trips Mode Split (5%)			1	1	2	7	8	15
Zone 16 Shopping Centre External Trips			26	16	42	137	148	285
Zone 16 New Trips			37	44	80	179	179	358
Zone 17								
210	Single Family Detached	*167*	31	92	123	105	61	166
220	Multifamily Housing (Low-Rise)	*55*	6	21	27	22	13	35
Zone 17 Modal Split 5%			2	6	8	6	4	10
Zone 17 New Trips			35	107	143	121	70	191
Zone 18								
210	Single Family Detached	*30*	7	19	26	20	12	32
220	Multifamily Housing (Low-Rise)	*40*	5	15	20	16	10	26
Zone 18 Modal Split 5%			1	2	2	2	1	3
Zone 18 New Trips			11	32	44	34	21	55
Zone 19								
520	Elementary School	*850*	172	398	570	39	106	145
Zone 19 School Internal trips 67%			115	267	382	26	71	97
Zone 19 School Internal Trip Mode Split 5%			6	13	19	1	4	5
Zone 19 New Internal School Trips			109	254	363	25	67	92
Zone 19 External School Modal Split 5%			3	7	9	1	2	2
Zone 19 New External School Trips			54	124	179	12	33	46
Zone 19 New Trips			163	378	542	37	101	138
Zone 20								
210	Single Family Detached	*174*	32	96	128	109	64	173
220	Multifamily Housing (Low-Rise)	*40*	5	15	20	16	10	26
Zone 20 Modal Split 5%			2	6	7	6	4	10
Zone 20 New Trips			35	105	141	119	70	189
Zone 21								
210	Single Family Detached	*198*	36	109	145	123	73	196
Zone 21 Modal Split 5%			2	5	7	6	4	10
Zone 21 New Trips			34	104	138	117	69	186
Zone 22								
210	Single Family Detached	*56*	11	34	45	37	21	58
Zone 22 Modal Split 5%			1	2	2	2	1	3
Zone 22 New Trips			10	32	43	35	20	55
Zone 23								
210	Single Family Detached	*199*	37	109	146	124	73	197
Zone 23 Modal Split 5%			2	5	7	6	4	10
Zone 23 New Trips			35	104	139	118	69	187
Zone 24								
520	Elementary School	*550*	172	197	369	39	55	94
Zone 24 School Internal trips 67%			115	132	247	26	37	63
Zone 24 School Internal Modal Split 5%			6	7	12	1	2	3
Zone 24 New Internal School Trips			109	125	235	25	35	60
Zone 24 School External Modal Split 5%			3	3	6	1	1	2
Zone 24 New External School Trips			54	62	116	12	17	29
Zone 24 New Trips			163	187	351	37	52	89
Zone 26								
210	Single Family Detached	*86*	17	49	66	55	33	88
Zone 26 Modal Split 5%			1	2	3	3	2	4
Zone 26 New Trips			16	47	63	52	31	84

Zone 27								
210	Single Family Detached	*125*	24	70	94	79	47	126
220	Multifamily Housing (Low-Rise)	*97*	11	35	46	36	21	57
Zone 27 Modal Split 5%			2	5	7	6	3	9
Zone 27 New Trips			33	100	133	109	65	174
Zone 28								
210	Single Family Detached	*252*	46	138	184	156	91	247
220	Multifamily Housing (Low-Rise)	*32*	4	12	16	13	8	21
Zone 28 Modal Split 5%			3	8	10	8	5	13
Zone 28 New Trips			48	143	190	161	94	255
Zone 29								
210	Single Family Detached	*155*	29	86	115	98	57	155
220	Multifamily Housing (Low-Rise)	*67*	8	25	33	26	15	41
520	Elementary School	*850*	172	398	570	39	106	145
Zone 29 Residential Modal Split 5%			2	6	7	6	4	10
Zone 29 New Residential Trips			35	105	141	118	68	186
Zone 29 School Internal trips 67%			115	267	382	26	71	97
Zone 29 School Internal Modal Split 5%			6	13	19	1	4	5
Zone 29 New Internal School Trips			109	254	363	25	67	92
Zone 29 School External Modal Split 5%			3	7	9	1	2	2
Zone 29 New External School Trips			54	124	179	12	33	46
Zone 29 New Trips			199	484	682	155	169	324
Zone 30								
210	Single Family Detached	*82*	16	47	63	53	31	84
Zone 30 Modal Split 5%			1	2	3	3	2	4
Zone 30 New Trips			15	45	60	50	29	80
Zone 31								
210	Single Family Detached	*79*	15	46	61	51	30	81
220	Multifamily Housing (Low-Rise)	*280*	29	98	127	93	55	148
Zone 31 Modal Split 5%			2	7	9	7	4	11
Zone 31 New Trips			42	137	179	137	81	218
Zone 32								
210	Single Family Detached	*30*	7	19	26	20	12	32
220	Multifamily Housing (Low-Rise)	*50*	6	19	25	20	12	32
Zone 32 Modal Split 5%			1	2	3	2	1	3
Zone 32 New Trips			12	36	48	38	23	61
Zone 33								
210	Single Family Detached	*65*	13	38	51	42	25	67
220	Multifamily Housing (Low-Rise)	*202*	21	72	93	69	41	110
Zone 33 Modal Split 5%			2	6	7	6	3	9
Zone 33 New Trips			32	105	137	105	63	168
Zone 34								
210	Single Family Detached	*38*	8	24	32	25	15	40
220	Multifamily Housing (Low-Rise)	*181*	19	65	84	63	37	100
Zone 34 Modal Split 5%			1	4	6	4	3	7
Zone 34 New Trips			26	85	110	84	49	133
Zone 35								
210	Single Family Detached	*192*	35	106	141	120	70	190
220	Multifamily Housing (Low-Rise)	*27*	3	11	14	11	7	18
Zone 35 Modal Split 5%			2	6	8	7	4	10
Zone 35 New Trips			36	111	147	124	73	198
Zone 36								
210	Single Family Detached	*119*	22	67	89	76	44	120
220	Multifamily Housing (Low-Rise)	*70*	8	26	34	27	16	43
Zone 36 Modal Split 5%			2	5	6	5	3	8
Zone 36 New Trips			29	88	117	98	57	155
Zone 37								
220	Multifamily Housing (Low-Rise)	*125*	14	45	59	45	27	72
820	Shopping Center (sq. ft.)	*5600*	35	22	57	180	194	374
Pass-By Reduction - Shopping Center(0% AM, 35% PM, 25% SAT)			0	0	0	57	61	118
Zone 37 Residential Modal Split 5%			1	2	3	2	1	4
Zone 37 Residential New Trips			13	43	56	43	26	68
Zone 37 Shopping Centre Internal Trips (10%)			4	2	6	18	19	37
Zone 37 Shopping Centre Internal Trips Mode Split (5%)			0	0	0	1	1	2
Zone 37 Shopping Centre Interal Trips			4	2	6	17	18	35
Zone 37 Shopping Centre External Trips Mode Split (5%)			2	1	3	8	9	17
Zone 37 Shopping Centre External Trips			30	19	48	154	166	320
Zone 37 New Trips			46	64	110	214	210	423

Total	3,009	4,233	7,243	4,271	3,790	8,063

TRIP GENERATION RATES (MW2 Stage 2)

Land Uses		
ITE 210		
Single-Family Detach		30
AM		
Equation	T = 0.71(X)	26
Average Ra	0.74	22
PM		
Equation	Ln(T) = 0.96	32
Average Ra	0.99	30
Saturday		
Equation	T = 0.84(X)	43
Average Ra	0.93	28

		Saturday Peak Hour		
		In	**Out**	**Total**
Single-Family Detached Housing				
	ITE 210	54%	46%	100%
	Trip Rate	0.50	0.43	0.93
	ITE Trips	23	20	43
96%	Person Trip	24	21	45
5%	Modal Split	1	1	2
	Trips	23	20	43

Land Uses		
ITE 220		
Multifamily Housing		547
AM		
Equation	Ln(T) = 0.95	240
Average Ra	0.46	252
PM		
Equation	Ln(T) = 0.89	268
Average Ra	0.56	306
Saturday		
Equation	T = 1.08(X)	558
Average Ra	0.7	383

		Saturday Peak Hour		
		In	**Out**	**Total**
Multifamily Housing (Low-Rise)				
	ITE 220	50%	50%	100%
	Trip Rate	0.35	0.35	0.70
	ITE Trips	279	279	558
96%	Person Trip	291	291	582
5%	Modal Split	15	15	30
	Trips	276	276	552

Land Uses		
ITE 221		
Multifamily Housing		226
AM		
Equation	Ln(T) = 0.98	76
Average Ra	0.36	81
PM		
Equation	Ln(T) = 0.96	97
Average Ra	0.44	99
Saturday		
Equation	T = 0.42(X)	102
Average Ra	0.44	99

		Saturday Peak Hour		
		In	**Out**	**Total**
Multifamily Housing (Mid-Rise)				
	ITE 221	49%	51%	100%
	Trip Rate	0.22	0.22	0.44
	ITE Trips	50	52	102
96%	Person Trip	52	54	106
5%	Modal Split	3	3	6
	Trips	-49	-51	-100

Land Uses		
ITE 520		
Elementary School		550
AM		
Equation		
Average Ra	0.67	369
PM		
Equation		
Average Ra	0.17	94
Saturday		
Equation		
Average Rate		

		Saturday Peak Hour		
		In	**Out**	**Total**
Elementary School				
	ITE 520	49%	51%	100%
	Trip Rate	0.00	0.00	0.00
	ITE Trips	0	0	0
5%	Modal Split	0	0	0
	Trips	0	0	0

Land Uses		
ITE 820		
Shopping Center		146.738
AM		
Equation	T = 0.50(X)	225
Average Ra	0.94	138
PM		
Equation	Ln(T) = 0.74	722
Average Ra	3.81	559
Saturday		
Equation	Ln(T) = 0.79	838
Average Ra	4.5	660

		Saturday Peak Hour		
		In	**Out**	**Total**
Shopping Center				
	ITE 820	52%	48%	100%
	Trip Rate	2.34	2.16	4.50
	ITE Trips	436	402	838
5%	Modal Split	22	20	42
25%	Passby	109	101	210
	Trips	-414	-382	-796

Net Total	-164	-137	-301

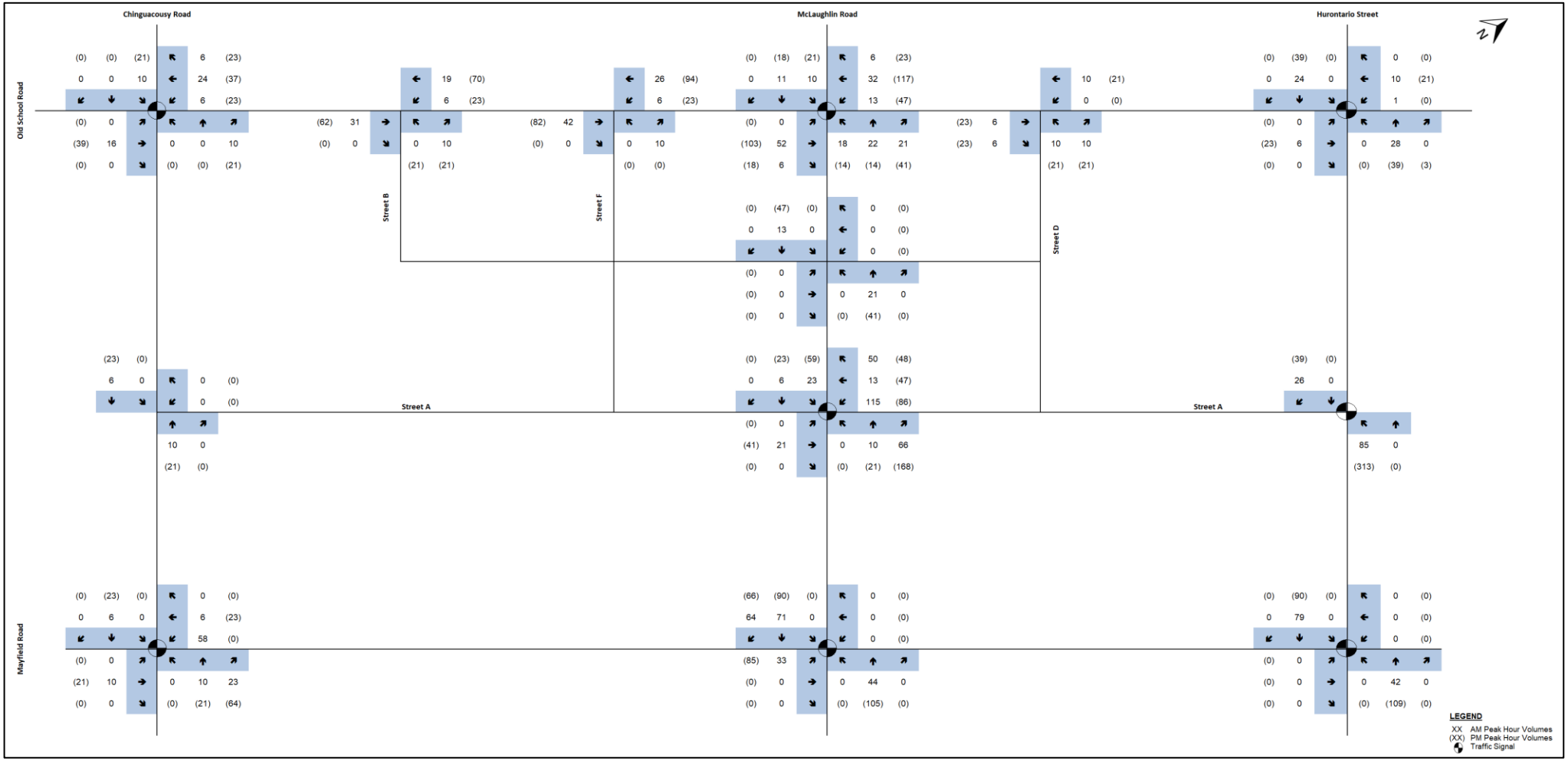


Figure 30 Total Site Trips – Without GTA West Highway (2029)

APPENDIX D

Future Mayfield Road Widening

GRADING LIMIT

EXISTING GAS LINE
POSSIBLE RELOCATION REQUIRED
TO BE DONE IN DETAIL DESIGN

CULVERT C13 - KEEP AND EXTEND

CULVERT C14 REMOVE

CULVERT C8 EXTEND AND UPSIZE TO 1050mm

52.5m LEFT TURN TAPER

34.0m LEFT TURN STORAGE

30.0m LEFT TURN STORAGE

95.0m LEFT TURN TAPER

2.0m SHOULDER

3.75m
3.65m
3.50m
3.65m
3.65m
3.75m

3.0m MULTI-USE TRAIL

OPSD 600.030
CONCRETE MOUNTABLE CURB
WITH WIDE GUTTER MODIFIED
AS PER CITY OF BRAMPTON
STD 266

OPSD 600.040
CONCRETE BARRIER CURB
WITH STANDARD GUTTER

CONCRETE BUS PAD
4.0mX9.0m

ROBERT PARKINSON DRIVE

EXHIBITION CRESCENT

EXHIBITION CRESCENT

CREDITVIEW ROAD

APPENDIX E

Mode Split & TTS Data

A review of internal trips within the Town indicates that the majority of trips originating within each sub-area of Caledon are internal during the morning peak period. This is particularly evident for trips originating in Bolton, where most trips (approximately 5,500) are internal to the sub-area (i.e., destined to Bolton). While travel between these major sub-areas do not appear to be significant compared to the proportion of internal sub-area trips, a decent portion of trips originating in Caledon East and Mayfield West are destined for Bolton (84 and 135 trips, respectively). The internal trip distribution by sub-area is summarized in **Table 3-9**.

Table 3-9: Internal Trip Distribution by Sub-Area (2016, AM Peak Period, All Modes)

Origin / Destination	Bolton	Mayfield West	Caledon Village	Rural Caledon West	Caledon East	Rural Caledon East	Total
Bolton	5,524	16	32	39	63	986	6,660
Mayfield West	135	735	0	455	78	0	1,403
Caledon Village	0	65	0	76	0	0	141
Rural Caledon West	245	388	7	630	92	193	1,555
Caledon East	84	0	0	45	280	0	409
Rural Caledon East	1,642	76	0	123	249	815	2,905
Total	7,630	1,280	39	1,368	762	1,994	13,073

3.4.3 Mode Splits

Trips with origins or destinations in Caledon consist largely of vehicle trips during the morning peak period. This is especially evident for external trips (i.e., those that start or end outside of the Town), which have a 95% automobile mode share.

Trips with both origin and destination in Caledon, however, have higher non-auto trip use. Approximately one-quarter of the trips internal to the Town are made via a school bus. The most prevalent active transportation mode is walking, which makes up 9% of the mode share for internal trips. Minimal cycling trips were identified during the morning peak period.

The mode share breakdown is shown in **Table 3-10**.

Table 3-10: Mode Share for Caledon Trips (2016, AM Peak Period)

Mode	Internal		External		Total	
	Trips	%	Trips	%	Trips	%
Automobile	8,445	65%	32,233	95%	40,678	87%
Local Transit	18	0%	577	2%	595	1%
GO Rail / Joint GO Rail	0	0%	136	0%	136	0%
School Bus	3,389	26%	1054	3%	4,443	9%
Walk	1,220	9%	64	0%	1,284	3%
Cycle	0	0%	0	0%	0	0%
Other (e.g., Motorcycle)	0	0%	35	0%	35	0%
Total	**13,072**	**100%**	**34,099**	**100%**	**47,171**	**100%**

Column1	Column2	Column3
Mon Oct 04 2021 15:11:21 GMT-0400 (Eastern Daylight Time) - Run Time: 2393ms		
Cross Tabulation Query Form - Trip - 2016 v1.1		
Row: 2006 GTA zone of destination - gta06_dest		
Column: 2006 GTA zone of origin - gta06_orig		
Filters:		
(2006 GTA zone of origin - gta06_orig In 3436	3375	
and		
Start time of trip - start_time In 1600-1900		
and		
Trip purpose of destination - purp_dest In M		
and		
Primary travel mode of trip - mode_prime In D	M	)
Trip 2016		
ROW : gta06_dest		
COLUMN : gta06_orig		

gta06_dest	gta06_orig	total
3324	3375	4
3342	3375	54
3357	3375	80
3369	3375	5
3375	3375	78
3375	3436	21
3376	3436	38
3381	3375	8
3417	3375	6
3430	3375	60
3436	3375	9
3467	3375	26
3467	3436	45
3482	3436	53
3493	3375	15
3617	3436	27
4158	3375	16

PM Out - AM In - Sat Out

	Creditview (South)	Mayfield (East)	Mississauga (South)	Mayfield (West)	
	4	4			
	54		54		
	80		80		
	5	5			
	78	78			
	21	21			
	38		38		
	8		8		
	6		6		
	60			60	
	9	9			
	26		26		
	45		45		
	53	53			
	15		15		
	2				2
	16				16
Total		170	272	60	18	520
Percentage		33%	52%	12%	3%	100%

Column1	Column2	Column3
Mon Oct 04 2021 15:08:22 GMT-0400 (Eastern Daylight Time) - Run Time: 2959ms		
Cross Tabulation Query Form - Trip - 2016 v1.1		
Row: 2006 GTA zone of origin - gta06_orig		
Column: 2006 GTA zone of destination - gta06_dest		
Filters:		
(2006 GTA zone of destination - gta06_dest In 3436	3375	
and		
Start time of trip - start_time In 1600-1900		
and		
Trip purpose of destination - purp_dest In M		
and		
Primary travel mode of trip - mode_prime In D	M	)
Trip 2016		
ROW : gta06_orig		
COLUMN : gta06_dest		

gta06_orig	gta06_dest	total
131	3375	32
2026	3375	42
3196	3375	8
3330	3375	10
3334	3436	10
3367	3375	6
3375	3375	78
3375	3436	9
3427	3375	19
3432	3375	18
3432	3436	19
3434	3375	6
3434	3436	36
3436	3375	21
3456	3375	30
3464	3375	27
3482	3375	21
3486	3375	29
3509	3375	12
3612	3375	12
4164	3436	58

PM In - AM Out - Sat In

	Creditview (South)	Mayfield (East)	Mississauga (South)	Mayfield (West)	
	32		32		
	42		42		
	8		8		
	10		10		
	10		10		
	6		6		
	78	78			
	9	9			
	19			19	
	18				18
	19				19
	6				6
	36				36
	21	21			
	30			30	
	27		27		
	21	21			
	29		29		
	12		12		
	12				12
	58				58
Total		129	176	49	149	503
Percentage		26%	35%	10%	30%	100%

Date: June 30, 2025
Requestor: Jorge Ordenes, LEA Consulting Ltd.
Request Type: Growth Rate Data Request
Location: Mayfield Rd at Creditview Rd

Jorge Ordenes,

See below the forecasted compound annual growth rate values for Mayfield Rd at Creditview Rd.

2011 to 2021	2021 to 2031	2031 to 2041
2.0%	1.5%	1.0%

Please note that these growth rates do not account for the accelerated population and employment targets set out by Bill 23 and are estimated using several sources including socioeconomic data and results from the Region of Peel's Travel Demand Forecasting Model. These rates assume a road widening occurring between 2021 and 2031. It is important to exercise professional judgment when using these values.

If you require further assistance, please contact me at transportationplanningdata@peelregion.ca

Regards,

Shuvangkor Shusmoy Roy
Transportation Data & Modelling Advisor,
Transportation Policy & Modelling
Transportation Division | Public Works | Region of Peel
10 Peel Centre Drive, Suite B, 4th Floor

APPENDIX F

Costco & Gas Bar
Proxy Data

KITTELSON & ASSOCIATES
11480 Commerce Park Drive, Suite 230
Reston, VA 20191
P 703.885.8970

TECHNICAL MEMORANDUM

February 13, 2025 Project# 31287

To: Stephanie Volpentesta
Fieldgate
5400 Yonge Street, 1st Floor
Toronto, ON M2N 5R5

From: Chris Tiesler, P.Eng., PTOE; Becca Hoffman

CC: Louie Loberti – Costco Wholesale
Darryl Bird - WSP

RE: Caledon - Trip Generation Estimate

Kittelson & Associates, Inc. (Kittelson) has prepared this trip generation estimate for a proposed Costco Warehouse and Gas Bar as part of a larger development in the northwest quadrant of the Creditview Road/Mayfield Road intersection in the Town of Caledon, Ontario.

PROJECT BACKGROUND

Fieldgate is proposing a new commercial development located at 12100 Creditview Road, which is planned to include a approximately 158,000 square foot) warehouse with a 24-position gas bar. Costco-specific trip generation data is being provided herein to accurately estimate traffic, as Institute of Transportation Engineers (ITE) rates generally underpredict traffic generated by Costco.

PRELIMINARY TRIP GENERATION ESTIMATE

This section details the trip generation assumptions and estimate for the proposed Costco site.

Costco Trip Generation

For more than 25 years, Kittelson has maintained a database of trip data and travel characteristics for Costco Wholesale. The database contains transportation information such as trip rates and trip type percentages for Costco locations throughout North America. The database is updated periodically when new Costco traffic counts or information becomes available to Kittelson. To best evaluate the anticipated transportation characteristics of the proposed warehouse in Caledon, Ontario, Kittelson used the Costco trip database to develop a trip generation estimated as it provides use-specific data that most accurately represents the anticipated traffic characteristics of the unique development type.

When comparing available Canadian site data to US data, there is not a substantial difference. Canadian sites are found to generate similar levels of traffic and lie well within the overall distribution of trip rates. This comparison confirms the homogeneity of Costco trip generation characteristics regardless of geographic location.

Costco has invested significant time and effort into developing this use-specific trip generation database for both its warehouses and its gas bars. Due to the nature of Costco membership requirements and Costco sales, Costco members have unique travel characteristics and patterns which are different from customers of other retailers. These unique characteristics and patterns exist in the trip generation for Costco warehouses, Costco Gasoline facilities, and the interaction of trips between the two.

The warehouse with gas bar trip rates summarized herein rely on data collection conducted at 60 Costco sites collected across North America (US and Canada). The trip studies were completed using industry standard engineering practices consistent with guidance within the Institute of Transportation Engineers (ITE) standard reference, Trip Generation Manual, 11th Edition. These cordon surveys were conducted between 2011 and 2024 and include 55 surveys of Costco warehouses. The Costco buildings surveyed range in size between 115,707 SF and 235,298 SF, with an average size of 153,917 SF and had gas bars. The gas bars in the dataset have a range of 12 to 32 fueling positions. As a result, the Costco trip generation rates inherently account for Costco gas bar trips within the overall rate (internal trips).

PASS-BY TRIPS

Pass-by trips represent members (and trips) that are currently traveling on the surrounding street network immediately adjacent to the site for some other primary purpose (such as a trip from work to home) and stop into the site enroute during their normal trip. As such, pass-by trips do not result in a net increase in traffic on the surrounding transportation system and their only effect occurs at the immediate intersections and site access driveways where they become turning movements.

DIVERTED TRIPS

Diverted trips are similar to pass-by trips in that they represent members (and trips) that are currently traveling on the surrounding street network for some other primary purpose and stop into the site enroute during their travel. However, as the name indicates, diverted trips divert from roadways that are not immediately adjacent to the Costco site.

Caledon Costco Trip Generation Estimate

Table 1 presents the trip generation rates for the new Costco warehouse and gas bar for the weekday PM, Saturday midday peak hours. **Table 2** presents the proposed trip generation estimate for the new Costco warehouse and gas bar.

Table 1. Costco Trip Generation Rates

Land Use	Weekday Daily Trip Rate (per KSF)[1]	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
		Trip Rate (per KSF)	Directional Distribution		Trip Rate (per KSF)	Directional Distribution		Trip Rate (per KSF)	Directional Distribution	
			In	Out		In	Out		In	Out
Costco Warehouse & Gas Bar	78.59	2.23	56%	44%	7.41	48%	52%	10.03	50%	50%
Percent Allocation of Trip Type										
Net New Trips	52.29%	24.07%			52.29%			60.93%		
Pass-By Trips	17.71%	36.20%			17.71%			15.72%		
Diverted Trips	30.00%	39.73%			30.00%			23.34%		

Source: Kittelson & Associates, Inc. 2025

[1] Weekday PM percentages have been applied to Weekday Daily.

Table 2. Costco Trip Generation Estimate

Trip Type	Size (KSF + FP)	Weekday Daily Trips	Weekday AM Peak Hour			Weekday PM Peak Hour			Saturday Midday Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
Total External Trips	158 + 24	**12,417**	**353**	**199**	**154**	**1,171**	**566**	**605**	**1,585**	**794**	**791**
Pass-By Trips		*(2,200)*	*(128)*	*(64)*	*(64)*	*(208)*	*(104)*	*(104)*	*(250)*	*(125)*	*(125)*
Diverted Trips		*(3,725)*	*(140)*	*(70)*	*(70)*	*(352)*	*(176)*	*(176)*	*(370)*	*(185)*	*(185)*
Net New Trips		**6,492**	**85**	**65**	**20**	**611**	**286**	**325**	**965**	**484**	**481**

Source: Kittelson & Associates, Inc. 2025

As shown in Table 2, the Caledon Costco is estimated to generate approximately 85 net new weekday AM peak hour trips (65 inbound / 20 outbound), approximately 611 net new weekday PM peak hour trips (286 inbound / 325 outbound), and 965 net new Saturday midday peak hour trips (484 inbound / 481 outbound). Additionally, the Caledon Costco is estimated to generate approximately 6,492 net new weekday daily trips.

CONCLUSION

The trip generation estimate provided above will accurately reflect the Costco proposed as part of the 12100 Creditview Road development. If you have any questions, please contact Chris Tiesler at ctiesler@kittelson.com or 571.384.2943.

APPENDIX G

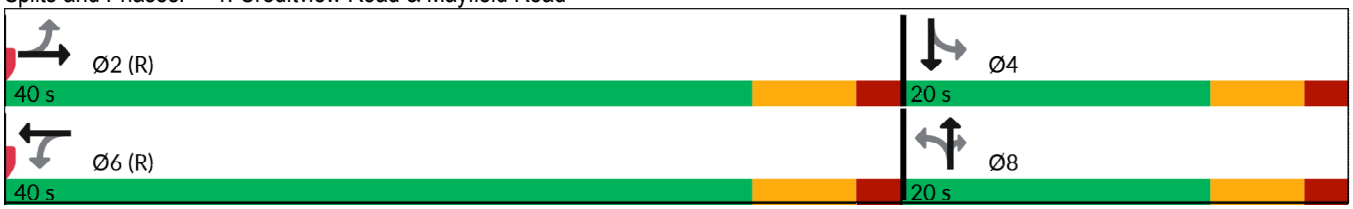
Existing Intersection Capacity Analysis Results

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	26	468	89	503	47	80	94	8	119
Future Volume (vph)	26	468	89	503	47	80	94	8	119
Lane Group Flow (vph)	0	581	0	627	0	133	99	0	154
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		2		6		8			4
Permitted Phases	2		6		8		8	4	
Detector Phase	2	2	6	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	31.6	31.6	31.6	31.6	31.2	31.2	31.2	31.2	31.2
Total Split (s)	40.0	40.0	40.0	40.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.6	4.6	4.6	4.6	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0		0.0
Total Lost Time (s)		6.6		6.6		6.2	6.2		6.2
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None
v/c Ratio		0.52		0.63		0.42	0.26		0.42
Control Delay (s/veh)		9.5		12.6		25.3	7.1		22.7
Queue Delay		0.0		0.0		0.0	0.0		0.0
Total Delay (s/veh)		9.5		12.6		25.3	7.1		22.7
Queue Length 50th (m)		35.7		44.7		13.6	0.0		14.4
Queue Length 95th (m)		67.7		#92.0		27.0	10.0		28.5
Internal Link Dist (m)		308.9		183.6		258.3			276.9
Turn Bay Length (m)							15.0		
Base Capacity (vph)		1125		1001		347	412		410
Starvation Cap Reductn		0		0		0	0		0
Spillback Cap Reductn		0		0		0	0		0
Storage Cap Reductn		0		0		0	0		0
Reduced v/c Ratio		0.52		0.63		0.38	0.24		0.38

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 22.5 (38%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Creditview Road & Mayfield Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	468	58	89	503	4	47	80	94	8	119	20
Future Volume (veh/h)	26	468	58	89	503	4	47	80	94	8	119	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1824	1826	1696	1781	1826	1824	1639	1885	1781	1824	1856	1753
Adj Flow Rate, veh/h	27	493	61	94	529	4	49	84	99	8	125	21
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	5	9	3	5	0	13	1	3	0	3	5
Cap, veh/h	84	898	108	171	855	6	170	251	301	70	302	49
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	37	1530	184	174	1456	10	439	1257	1510	35	1513	244
Grp Volume(v), veh/h	581	0	0	627	0	0	133	0	99	154	0	0
Grp Sat Flow(s),veh/h/ln	1751	0	0	1640	0	0	1696	0	1510	1792	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	3.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.9	0.0	0.0	13.3	0.0	0.0	3.7	0.0	3.4	4.5	0.0	0.0
Prop In Lane	0.05		0.10	0.15		0.01	0.37		1.00	0.05		0.14
Lane Grp Cap(c), veh/h	1091	0	0	1032	0	0	421	0	301	421	0	0
V/C Ratio(X)	0.53	0.00	0.00	0.61	0.00	0.00	0.32	0.00	0.33	0.37	0.00	0.00
Avail Cap(c_a), veh/h	1091	0	0	1032	0	0	469	0	347	474	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.6	0.0	0.0	7.8	0.0	0.0	20.7	0.0	20.6	21.0	0.0	0.0
Incr Delay (d2), s/veh	1.9	0.0	0.0	2.7	0.0	0.0	0.4	0.0	0.6	0.5	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.8	0.0	0.0	0.7	0.0	0.6	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.4	0.0	0.0	10.5	0.0	0.0	21.1	0.0	21.2	21.5	0.0	0.0
LnGrp LOS	A			B			C		C	C		
Approach Vol, veh/h		581			627			232			154	
Approach Delay, s/veh		9.4			10.5			21.1			21.5	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	41.8	18.2	41.8	18.2
Change Period (Y+Rc), s	6.6	6.2	6.6	6.2
Max Green Setting (Gmax), s	33.4	13.8	33.4	13.8
Max Q Clear Time (g_c+I1), s	13.9	6.5	15.3	5.7
Green Ext Time (p_c), s	4.7	0.5	5.2	0.8

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	12.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	470	22	39	535	43	92
Future Vol, veh/h	470	22	39	535	43	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	30	55	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	5	18	8	5	0	5
Mvmt Flow	470	22	39	535	43	92

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	492	0	1083	470
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	613	-
Critical Hdwy	-	-	4.18	-	6.4	6.25
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.272	-	3.5	3.345
Pot Cap-1 Maneuver	-	-	1041	-	243	587
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	544	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1041	-	234	587
Mov Cap-2 Maneuver	-	-	-	-	234	-
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	524	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.6	16
HCM LOS			C

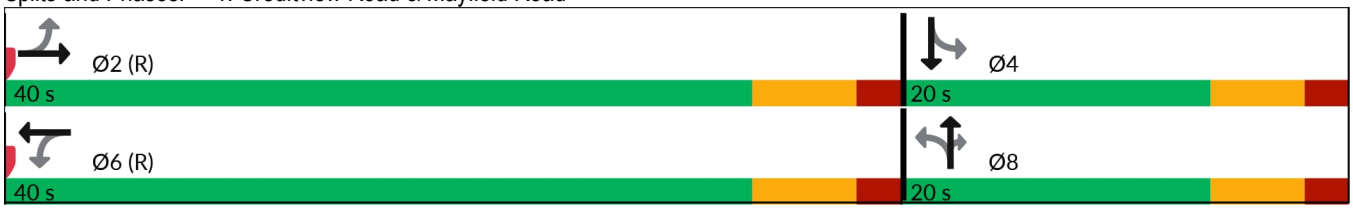
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	234	587	-	-	1041	-
HCM Lane V/C Ratio	0.184	0.157	-	-	0.037	-
HCM Ctrl Dly (s/v)	23.8	12.3	-	-	8.6	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q (veh)	0.7	0.6	-	-	0.1	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	15	579	121	403	51	92	124	13	124
Future Volume (vph)	15	579	121	403	51	92	124	13	124
Lane Group Flow (vph)	0	686	0	552	0	149	129	0	183
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		2		6		8			4
Permitted Phases	2		6		8		8	4	
Detector Phase	2	2	6	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	31.6	31.6	31.6	31.6	31.2	31.2	31.2	31.2	31.2
Total Split (s)	40.0	40.0	40.0	40.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.6	4.6	4.6	4.6	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0		0.0
Total Lost Time (s)		6.6		6.6		6.2	6.2		6.2
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None
v/c Ratio		0.58		0.60		0.48	0.31		0.48
Control Delay (s/veh)		10.5		12.3		26.4	6.8		22.8
Queue Delay		0.0		0.0		0.0	0.0		0.0
Total Delay (s/veh)		10.5		12.3		26.4	6.8		22.8
Queue Length 50th (m)		45.2		38.3		15.4	0.0		16.6
Queue Length 95th (m)		84.5		78.3		30.2	11.5		32.3
Internal Link Dist (m)		308.9		183.6		258.3			276.9
Turn Bay Length (m)							15.0		
Base Capacity (vph)		1189		916		343	439		419
Starvation Cap Reductn		0		0		0	0		0
Spillback Cap Reductn		0		0		0	0		0
Storage Cap Reductn		0		0		0	0		0
Reduced v/c Ratio		0.58		0.60		0.43	0.29		0.44

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 22.5 (38%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated

Splits and Phases: 1: Creditview Road & Mayfield Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	579	64	121	403	6	51	92	124	13	124	38
Future Volume (veh/h)	15	579	64	121	403	6	51	92	124	13	124	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1824	1885	1696	1824	1885	643	1767	1885	1796	1824	1900	1824
Adj Flow Rate, veh/h	16	603	67	126	420	6	53	96	129	14	129	40
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	1	9	0	1	83	4	1	2	0	0	0
Cap, veh/h	71	964	105	230	727	10	166	258	304	77	268	78
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	16	1643	180	266	1240	17	421	1290	1522	61	1339	392
Grp Volume(v), veh/h	686	0	0	552	0	0	149	0	129	183	0	0
Grp Sat Flow(s),veh/h/ln	1838	0	0	1522	0	0	1712	0	1522	1792	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	14.6	0.0	0.0	11.8	0.0	0.0	4.1	0.0	4.4	5.3	0.0	0.0
Prop In Lane	0.02		0.10	0.23		0.01	0.36		1.00	0.08		0.22
Lane Grp Cap(c), veh/h	1140	0	0	967	0	0	424	0	304	423	0	0
V/C Ratio(X)	0.60	0.00	0.00	0.57	0.00	0.00	0.35	0.00	0.42	0.43	0.00	0.00
Avail Cap(c_a), veh/h	1140	0	0	967	0	0	471	0	350	475	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.1	0.0	0.0	7.4	0.0	0.0	20.9	0.0	21.0	21.3	0.0	0.0
Incr Delay (d2), s/veh	2.4	0.0	0.0	2.4	0.0	0.0	0.5	0.0	0.9	0.7	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.7	0.0	0.0	0.8	0.0	0.7	1.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.5	0.0	0.0	9.8	0.0	0.0	21.4	0.0	21.9	22.0	0.0	0.0
LnGrp LOS	B			A			C		C	C		
Approach Vol, veh/h		686			552			278			183	
Approach Delay, s/veh		10.5			9.8			21.6			22.0	
Approach LOS		B			A			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.8		18.2		41.8		18.2				
Change Period (Y+Rc), s		6.6		6.2		6.6		6.2				
Max Green Setting (Gmax), s		33.4		13.8		33.4		13.8				
Max Q Clear Time (g_c+I1), s		16.6		7.3		13.8		6.4				
Green Ext Time (p_c), s		5.4		0.5		4.9		0.9				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			13.3									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	630	51	82	412	25	70
Future Vol, veh/h	630	51	82	412	25	70
Conflicting Peds, #/hr	0	7	7	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	30	55	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	1	2	0	3
Mvmt Flow	630	51	82	412	25	70

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	688	0	1213	637
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	576	-
Critical Hdwy	-	-	4.11	-	6.4	6.23
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.327
Pot Cap-1 Maneuver	-	-	911	-	203	475
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	566	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	907	-	184	473
Mov Cap-2 Maneuver	-	-	-	-	184	-
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	515	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.6	17.5
HCM LOS			C

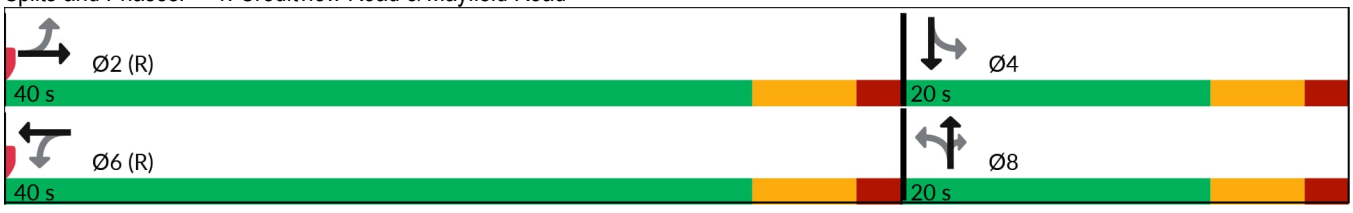
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	184	473	-	-	907	-
HCM Lane V/C Ratio	0.136	0.148	-	-	0.09	-
HCM Ctrl Dly (s/v)	27.6	13.9	-	-	9.4	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q (veh)	0.5	0.5	-	-	0.3	-

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	24	485	119	397	26	81	103	4	75
Future Volume (vph)	24	485	119	397	26	81	103	4	75
Lane Group Flow (vph)	0	570	0	543	0	111	106	0	105
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Perm	NA
Protected Phases		2		6		8			4
Permitted Phases	2		6		8		8	4	
Detector Phase	2	2	6	6	8	8	8	4	4
Switch Phase									
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	31.6	31.6	31.6	31.6	31.2	31.2	31.2	31.2	31.2
Total Split (s)	40.0	40.0	40.0	40.0	20.0	20.0	20.0	20.0	20.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.6	4.6	4.6	4.6	4.2	4.2	4.2	4.2	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)		0.0		0.0		0.0	0.0		0.0
Total Lost Time (s)		6.6		6.6		6.2	6.2		6.2
Lead/Lag									
Lead-Lag Optimize?									
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None
v/c Ratio		0.48		0.56		0.33	0.27		0.28
Control Delay (s/veh)		8.6		10.7		23.6	7.1		18.6
Queue Delay		0.0		0.0		0.0	0.0		0.0
Total Delay (s/veh)		8.6		10.7		23.6	7.1		18.6
Queue Length 50th (m)		34.3		36.1		11.1	0.0		8.0
Queue Length 95th (m)		60.6		69.0		23.4	10.6		19.4
Internal Link Dist (m)		308.9		183.6		258.3			276.9
Turn Bay Length (m)							15.0		
Base Capacity (vph)		1185		962		380	428		424
Starvation Cap Reductn		0		0		0	0		0
Spillback Cap Reductn		0		0		0	0		0
Storage Cap Reductn		0		0		0	0		0
Reduced v/c Ratio		0.48		0.56		0.29	0.25		0.25

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 22.5 (38%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 70
Control Type: Actuated-Coordinated

Splits and Phases: 1: Creditview Road & Mayfield Road



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	485	44	119	397	11	26	81	103	4	75	23
Future Volume (veh/h)	24	485	44	119	397	11	26	81	103	4	75	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1824	1885	1724	1810	1900	1824	1824	1885	1824	1824	1885	1824
Adj Flow Rate, veh/h	25	500	45	123	409	11	27	84	106	4	77	24
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	7	1	0	0	0	1	0	0	1	0
Cap, veh/h	83	967	85	240	762	19	122	307	308	66	273	82
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	35	1647	144	283	1297	33	239	1539	1542	21	1366	411
Grp Volume(v), veh/h	570	0	0	543	0	0	111	0	106	105	0	0
Grp Sat Flow(s),veh/h/ln	1826	0	0	1613	0	0	1778	0	1542	1798	0	0
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.0	0.0	0.0	10.1	0.0	0.0	3.0	0.0	3.5	3.0	0.0	0.0
Prop In Lane	0.04		0.08	0.23		0.02	0.24		1.00	0.04		0.23
Lane Grp Cap(c), veh/h	1135	0	0	1021	0	0	429	0	308	421	0	0
V/C Ratio(X)	0.50	0.00	0.00	0.53	0.00	0.00	0.26	0.00	0.34	0.25	0.00	0.00
Avail Cap(c_a), veh/h	1135	0	0	1021	0	0	481	0	355	475	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	7.4	0.0	0.0	7.2	0.0	0.0	20.4	0.0	20.6	20.4	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	2.0	0.0	0.0	0.3	0.0	0.7	0.3	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	0.6	0.0	0.0	0.6	0.0	0.6	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.0	0.0	0.0	9.2	0.0	0.0	20.7	0.0	21.3	20.7	0.0	0.0
LnGrp LOS	A			A			C		C	C		
Approach Vol, veh/h		570			543			217			105	
Approach Delay, s/veh		9.0			9.2			21.0			20.7	
Approach LOS		A			A			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	41.8	18.2	41.8	18.2
Change Period (Y+Rc), s	6.6	6.2	6.6	6.2
Max Green Setting (Gmax), s	33.4	13.8	33.4	13.8
Max Q Clear Time (g_c+I1), s	13.0	5.0	12.1	5.5
Green Ext Time (p_c), s	4.6	0.3	4.8	0.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	11.7
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	506	34	86	395	23	79
Future Vol, veh/h	506	34	86	395	23	79
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	30	55	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	1	0	0	1	4	3
Mvmt Flow	506	34	86	395	23	79

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	542	0	1075	508
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	567	-
Critical Hdwy	-	-	4.1	-	6.44	6.23
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.2	-	3.536	3.327
Pot Cap-1 Maneuver	-	-	1037	-	241	563
Stage 1	-	-	-	-	600	-
Stage 2	-	-	-	-	564	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1036	-	221	562
Mov Cap-2 Maneuver	-	-	-	-	221	-
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	517	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.6	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	221	562	-	-	1036	-
HCM Lane V/C Ratio	0.104	0.141	-	-	0.083	-
HCM Ctrl Dly (s/v)	23.2	12.5	-	-	8.8	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q (veh)	0.3	0.5	-	-	0.3	-

APPENDIX H

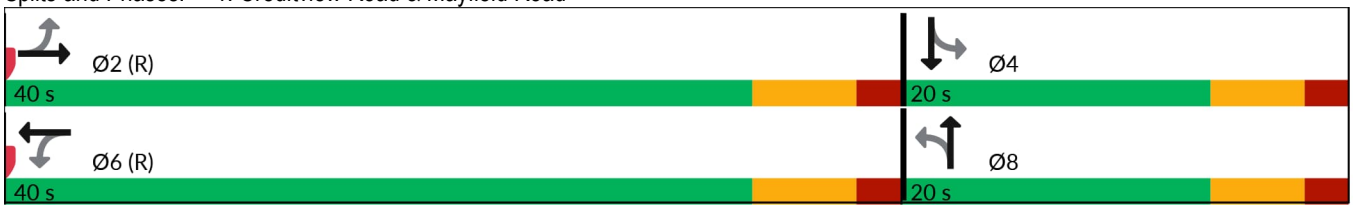
Future Background (2029) Intersection Capacity Analysis

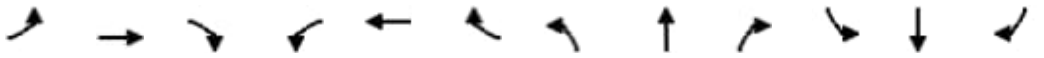
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	909	98	1134	52	88	9	131
Future Volume (vph)	29	909	98	1134	52	88	9	131
Lane Group Flow (vph)	31	1024	103	1198	55	202	9	161
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		8		4
Permitted Phases	2		6		8		4	
Detector Phase	2	2	6	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	31.6	31.6	31.6	31.6	31.2	31.2	31.2	31.2
Total Split (s)	40.0	40.0	40.0	40.0	20.0	20.0	20.0	20.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.6	4.6	4.6	4.6	4.2	4.2	4.2	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.6	6.6	6.2	6.2	6.2	6.2
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.16	0.36	0.38	0.60	0.27	0.27	0.04	0.23
Control Delay (s/veh)	8.3	6.8	12.1	9.7	24.0	11.1	19.8	18.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.3	6.8	12.1	9.7	24.0	11.1	19.8	18.0
Queue Length 50th (m)	1.4	19.1	5.6	40.6	5.4	4.6	0.9	7.0
Queue Length 95th (m)	5.5	27.1	16.6	59.5	14.2	12.3	4.0	14.0
Internal Link Dist (m)		308.9		183.6		258.3		276.9
Turn Bay Length (m)	50.0		30.0		30.0		34.0	
Base Capacity (vph)	195	2831	269	1985	234	823	254	796
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.36	0.38	0.60	0.24	0.25	0.04	0.20

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 22.5 (38%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 1: Creditview Road & Mayfield Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	909	64	98	1134	4	52	88	104	9	131	22
Future Volume (veh/h)	29	909	64	98	1134	4	52	88	104	9	131	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1824	1826	1696	1781	1826	1824	1639	1885	1781	1824	1856	1753
Adj Flow Rate, veh/h	31	957	67	103	1194	4	55	93	109	9	138	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	5	9	3	5	0	13	1	3	0	3	5
Cap, veh/h	292	2791	195	373	2081	7	293	358	319	283	606	99
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	455	4757	332	525	3546	12	1074	1791	1598	1151	3033	496
Grp Volume(v), veh/h	31	668	356	103	584	614	55	93	109	9	79	82
Grp Sat Flow(s),veh/h/ln	455	1662	1766	525	1735	1824	1074	1791	1598	1151	1763	1766
Q Serve(g_s), s	2.7	6.2	6.3	7.6	12.6	12.6	2.7	2.6	3.5	0.4	2.3	2.3
Cycle Q Clear(g_c), s	15.3	6.2	6.3	13.8	12.6	12.6	5.1	2.6	3.5	3.9	2.3	2.3
Prop In Lane	1.00		0.19	1.00		0.01	1.00		1.00	1.00		0.28
Lane Grp Cap(c), veh/h	292	1950	1036	373	1018	1070	293	358	319	283	352	353
V/C Ratio(X)	0.11	0.34	0.34	0.28	0.57	0.57	0.19	0.26	0.34	0.03	0.22	0.23
Avail Cap(c_a), veh/h	292	1950	1036	373	1018	1070	325	412	367	317	405	406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.5	6.4	6.4	10.0	7.7	7.7	22.3	20.3	20.6	22.3	20.1	20.1
Incr Delay (d2), s/veh	0.7	0.5	0.9	1.8	2.4	2.2	0.3	0.4	0.6	0.0	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	0.3	0.3	0.7	0.7	0.3	0.5	0.6	0.1	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.2	6.9	7.3	11.8	10.1	10.0	22.6	20.6	21.2	22.3	20.4	20.5
LnGrp LOS	B	A	A	B	B	A	C	C	C	C	C	C
Approach Vol, veh/h		1055			1301			257			170	
Approach Delay, s/veh		7.2			10.2			21.3			20.6	
Approach LOS		A			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.8		18.2		41.8		18.2				
Change Period (Y+Rc), s		6.6		6.2		6.6		6.2				
Max Green Setting (Gmax), s		33.4		13.8		33.4		13.8				
Max Q Clear Time (g_c+I1), s		17.3		5.9		15.8		7.1				
Green Ext Time (p_c), s		7.6		0.5		10.1		0.8				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			10.7									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	920	22	39	1173	43	92
Future Vol, veh/h	920	22	39	1173	43	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	63	40	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	5	18	8	5	0	5
Mvmt Flow	920	22	39	1173	43	92

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	942	0	1585	460
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	665	-
Critical Hdwy	-	-	5.46	-	6.25	7.2
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	3.18	-	3.65	3.95
Pot Cap-1 Maneuver	-	-	400	-	127	463
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	464	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	400	-	115	463
Mov Cap-2 Maneuver	-	-	-	-	115	-
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	419	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.5	27.2
HCM LOS			D

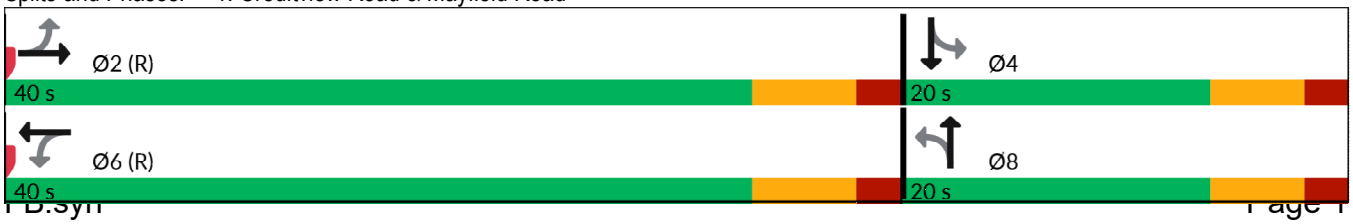
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	115	463	-	-	400	-
HCM Lane V/C Ratio	0.374	0.199	-	-	0.098	-
HCM Ctrl Dly (s/v)	53.9	14.7	-	-	15	-
HCM Lane LOS	F	B	-	-	B	-
HCM 95th %tile Q (veh)	1.5	0.7	-	-	0.3	-

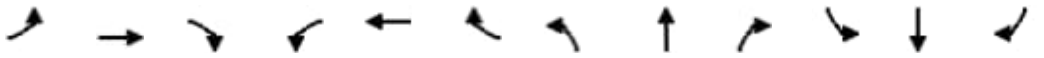
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	15	1417	134	990	51	102	13	137
Future Volume (vph)	15	1417	134	990	51	102	13	137
Lane Group Flow (vph)	16	1543	140	1037	53	249	14	187
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		8		4
Permitted Phases	2		6		8		4	
Detector Phase	2	2	6	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	31.6	31.6	31.6	31.6	31.2	31.2	31.2	31.2
Total Split (s)	40.0	40.0	40.0	40.0	20.0	20.0	20.0	20.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.6	4.6	4.6	4.6	4.2	4.2	4.2	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.6	6.6	6.2	6.2	6.2	6.2
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.06	0.52	1.01	0.50	0.24	0.37	0.07	0.26
Control Delay (s/veh)	6.2	8.1	101.6	8.4	23.5	20.0	20.5	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.2	8.1	101.6	8.4	23.5	20.0	20.5	16.4
Queue Length 50th (m)	0.7	33.6	~14.4	32.2	5.2	11.5	1.3	7.3
Queue Length 95th (m)	3.0	44.3	#32.6	45.8	13.8	20.7	5.5	15.0
Internal Link Dist (m)		308.9		183.6		258.3		276.9
Turn Bay Length (m)	50.0		30.0		30.0		34.0	
Base Capacity (vph)	252	2953	139	2060	248	761	243	826
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.52	1.01	0.50	0.21	0.33	0.06	0.23

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 22.5 (38%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 100
Control Type: Actuated-Coordinated
~ 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: 1: Creditview Road & Mayfield Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1417	64	134	990	6	51	102	137	13	137	42
Future Volume (veh/h)	15	1417	64	134	990	6	51	102	137	13	137	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1824	1885	1696	1824	1885	643	1767	1885	1796	1824	1900	1824
Adj Flow Rate, veh/h	16	1476	67	140	1031	6	53	106	143	14	143	44
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	1	9	0	1	83	4	1	2	0	0	0
Cap, veh/h	345	2961	134	256	2142	12	294	358	319	254	548	163
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	531	5046	229	327	3651	21	1130	1791	1598	1103	2742	816
Grp Volume(v), veh/h	16	1004	539	140	506	531	53	106	143	14	92	95
Grp Sat Flow(s),veh/h/ln	531	1716	1844	327	1791	1881	1130	1791	1598	1103	1805	1753
Q Serve(g_s), s	1.1	10.3	10.3	24.9	9.8	9.8	2.5	3.0	4.7	0.7	2.6	2.7
Cycle Q Clear(g_c), s	10.8	10.3	10.3	35.2	9.8	9.8	5.2	3.0	4.7	5.4	2.6	2.7
Prop In Lane	1.00		0.12	1.00		0.01	1.00		1.00	1.00		0.47
Lane Grp Cap(c), veh/h	345	2013	1082	256	1051	1104	294	358	319	254	361	351
V/C Ratio(X)	0.05	0.50	0.50	0.55	0.48	0.48	0.18	0.30	0.45	0.06	0.26	0.27
Avail Cap(c_a), veh/h	345	2013	1082	256	1051	1104	328	412	367	287	415	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	7.2	7.2	17.9	7.1	7.1	22.5	20.4	21.1	23.5	20.2	20.3
Incr Delay (d2), s/veh	0.3	0.9	1.6	8.1	1.6	1.5	0.3	0.5	1.0	0.1	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.5	1.0	0.5	0.5	0.3	0.6	0.8	0.1	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.5	8.1	8.9	26.0	8.7	8.6	22.8	20.9	22.1	23.6	20.6	20.7
LnGrp LOS	B	A	A	C	A	A	C	C	C	C	C	C
Approach Vol, veh/h		1559			1177			302			201	
Approach Delay, s/veh		8.4			10.7			21.8			20.9	
Approach LOS		A			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.8		18.2		41.8		18.2				
Change Period (Y+Rc), s		6.6		6.2		6.6		6.2				
Max Green Setting (Gmax), s		33.4		13.8		33.4		13.8				
Max Q Clear Time (g_c+I1), s		12.8		7.4		37.2		7.2				
Green Ext Time (p_c), s		12.9		0.6		0.0		1.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			11.3									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1474	51	82	1000	25	70
Future Vol, veh/h	1474	51	82	1000	25	70
Conflicting Peds, #/hr	0	7	7	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	63	40	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	1	2	0	3
Mvmt Flow	1474	51	82	1000	25	70

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1532	0	2145	744
Stage 1	-	-	-	-	1481	-
Stage 2	-	-	-	-	664	-
Critical Hdwy	-	-	5.32	-	6.25	7.16
Critical Hdwy Stg 1	-	-	-	-	6.6	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	3.11	-	3.65	3.93
Pot Cap-1 Maneuver	-	-	217	-	58	305
Stage 1	-	-	-	-	126	-
Stage 2	-	-	-	-	465	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	216	-	36	303
Mov Cap-2 Maneuver	-	-	-	-	36	-
Stage 1	-	-	-	-	125	-
Stage 2	-	-	-	-	288	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.4	74.5
HCM LOS			F

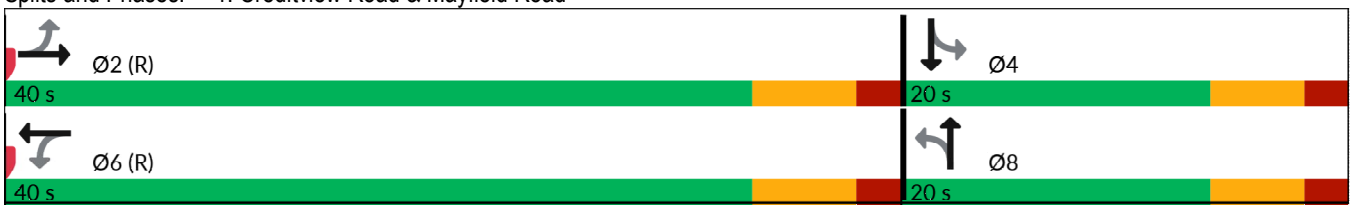
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	36	303	-	-	216	-
HCM Lane V/C Ratio	0.694	0.231	-	-	0.38	-
HCM Ctrl Dly (s/v)	225.9	20.4	-	-	31.5	-
HCM Lane LOS	F	C	-	-	D	-
HCM 95th %tile Q (veh)	2.5	0.9	-	-	1.7	-

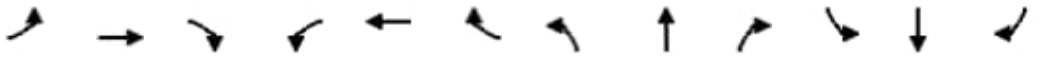
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	24	1223	131	1170	26	89	4	83
Future Volume (vph)	24	1223	131	1170	26	89	4	83
Lane Group Flow (vph)	25	1306	135	1217	27	210	4	112
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		8		4
Permitted Phases	2		6		8		4	
Detector Phase	2	2	6	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	31.6	31.6	31.6	31.6	31.2	31.2	31.2	31.2
Total Split (s)	40.0	40.0	40.0	40.0	20.0	20.0	20.0	20.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.6	4.6	4.6	4.6	4.2	4.2	4.2	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.6	6.6	6.2	6.2	6.2	6.2
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.13	0.44	0.71	0.58	0.11	0.30	0.02	0.16
Control Delay (s/veh)	7.6	7.4	34.4	9.2	21.1	16.6	19.8	16.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.6	7.4	34.4	9.2	21.1	16.6	19.8	16.5
Queue Length 50th (m)	1.1	26.6	9.6	40.5	2.6	8.1	0.4	4.3
Queue Length 95th (m)	4.5	35.2	#39.6	56.7	8.4	16.4	2.5	10.2
Internal Link Dist (m)		308.9		183.6		258.3		276.9
Turn Bay Length (m)	50.0		30.0		30.0		34.0	
Base Capacity (vph)	191	2964	191	2092	277	788	252	804
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.44	0.71	0.58	0.10	0.27	0.02	0.14

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 22.5 (38%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Creditview Road & Mayfield Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	1223	44	131	1170	11	26	89	114	4	83	25
Future Volume (veh/h)	24	1223	44	131	1170	11	26	89	114	4	83	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1824	1885	1724	1810	1900	1824	1824	1885	1824	1824	1885	1824
Adj Flow Rate, veh/h	25	1261	45	135	1206	11	27	92	118	4	86	26
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	7	1	0	0	0	1	0	0	1	0
Cap, veh/h	292	2993	107	304	2151	20	336	358	319	275	547	159
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	447	5101	182	408	3666	33	1248	1791	1595	1142	2737	795
Grp Volume(v), veh/h	25	848	458	135	594	623	27	92	118	4	55	57
Grp Sat Flow(s),veh/h/ln	447	1716	1852	408	1805	1894	1248	1791	1595	1142	1791	1741
Q Serve(g_s), s	2.2	8.1	8.1	16.3	12.2	12.2	1.1	2.6	3.8	0.2	1.5	1.6
Cycle Q Clear(g_c), s	14.3	8.1	8.1	24.4	12.2	12.2	2.7	2.6	3.8	4.0	1.5	1.6
Prop In Lane	1.00		0.10	1.00		0.02	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	292	2013	1087	304	1059	1111	336	358	319	275	358	348
V/C Ratio(X)	0.09	0.42	0.42	0.44	0.56	0.56	0.08	0.26	0.37	0.01	0.15	0.16
Avail Cap(c_a), veh/h	292	2013	1087	304	1059	1111	373	412	367	310	412	400
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	6.8	6.8	13.5	7.6	7.6	21.0	20.2	20.7	22.5	19.8	19.9
Incr Delay (d2), s/veh	0.6	0.6	1.2	4.6	2.1	2.0	0.1	0.4	0.7	0.0	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.4	0.6	0.6	0.6	0.2	0.5	0.7	0.0	0.3	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.6	7.5	8.0	18.2	9.8	9.7	21.1	20.6	21.4	22.5	20.0	20.1
LnGrp LOS	B	A	A	B	A	A	C	C	C	C	C	C
Approach Vol, veh/h		1331			1352			237			116	
Approach Delay, s/veh		7.7			10.6			21.1			20.1	
Approach LOS		A			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.8		18.2		41.8		18.2				
Change Period (Y+Rc), s		6.6		6.2		6.6		6.2				
Max Green Setting (Gmax), s		33.4		13.8		33.4		13.8				
Max Q Clear Time (g_c+I1), s		16.3		6.0		26.4		5.8				
Green Ext Time (p_c), s		9.9		0.3		5.3		0.8				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			10.5									
HCM 6th LOS			B									

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1247	34	86	1168	23	79
Future Vol, veh/h	1247	34	86	1168	23	79
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	63	40	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	1	0	0	1	4	3
Mvmt Flow	1247	34	86	1168	23	79

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1283	0	2005	626
Stage 1	-	-	-	-	1249	-
Stage 2	-	-	-	-	756	-
Critical Hdwy	-	-	5.3	-	6.33	7.16
Critical Hdwy Stg 1	-	-	-	-	6.68	-
Critical Hdwy Stg 2	-	-	-	-	5.88	-
Follow-up Hdwy	-	-	3.1	-	3.69	3.93
Pot Cap-1 Maneuver	-	-	290	-	68	364
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	408	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	290	-	48	363
Mov Cap-2 Maneuver	-	-	-	-	48	-
Stage 1	-	-	-	-	170	-
Stage 2	-	-	-	-	287	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	1.5	44.3
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	48	363	-	-	290	-
HCM Lane V/C Ratio	0.479	0.218	-	-	0.297	-
HCM Ctrl Dly (s/v)	135.7	17.7	-	-	22.6	-
HCM Lane LOS	F	C	-	-	C	-
HCM 95th %tile Q (veh)	1.8	0.8	-	-	1.2	-

APPENDIX I

Future Total (2029)
Intersection Capacity Analysis

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	900	22	39	1194	24	43	0	92	41	0	42
Future Vol, veh/h	53	900	22	39	1194	24	43	0	92	41	0	42
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	63	-	63	40	-	30	-	-	0	30	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	5	18	8	5	0	0	0	5	0	0	0
Mvmt Flow	53	900	22	39	1194	24	43	0	92	41	0	42

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1218	0	0	922	0	0	1681	2302	450	1738	2300	597
Stage 1	-	-	-	-	-	-	1006	1006	-	1272	1272	-
Stage 2	-	-	-	-	-	-	675	1296	-	466	1028	-
Critical Hdwy	4.1	-	-	5.46	-	-	6.95	6.5	7.2	6.95	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.7	5.5	-
Follow-up Hdwy	2.2	-	-	3.18	-	-	3.65	4	3.95	3.65	4	3.3
Pot Cap-1 Maneuver	580	-	-	409	-	-	80	39	470	73	39	451
Stage 1	-	-	-	-	-	-	205	321	-	177	241	-
Stage 2	-	-	-	-	-	-	403	234	-	520	314	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	580	-	-	409	-	-	63	32	470	51	32	451
Mov Cap-2 Maneuver	-	-	-	-	-	-	63	32	-	51	32	-
Stage 1	-	-	-	-	-	-	186	292	-	161	218	-
Stage 2	-	-	-	-	-	-	331	212	-	380	285	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.6	0.5	54.9	104.4
HCM LOS			F	F

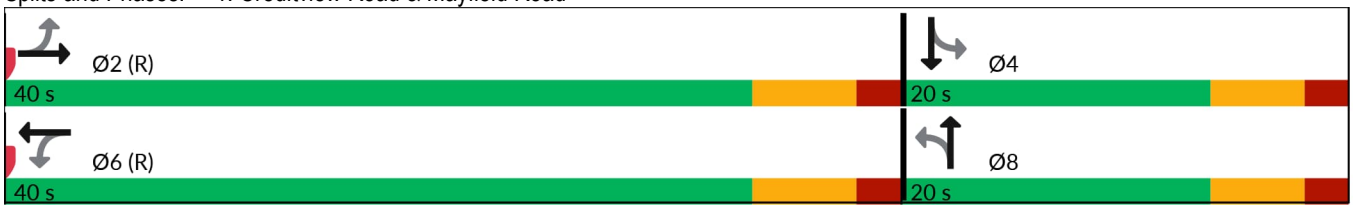
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	63	470	580	-	-	409	-	-	51	451
HCM Lane V/C Ratio	0.683	0.196	0.091	-	-	0.095	-	-	0.804	0.093
HCM Ctrl Dly (s/v)	141.2	14.5	11.8	-	-	14.7	-	-	197.3	13.8
HCM Lane LOS	F	B	B	-	-	B	-	-	F	B
HCM 95th %tile Q (veh)	3	0.7	0.3	-	-	0.3	-	-	3.3	0.3

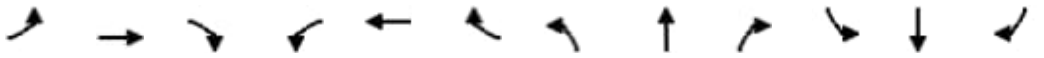
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	29	934	98	1182	52	159	35	175
Future Volume (vph)	29	934	98	1182	52	159	35	175
Lane Group Flow (vph)	31	1050	103	1299	55	276	37	207
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		8		4
Permitted Phases	2		6		8		4	
Detector Phase	2	2	6	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	31.6	31.6	31.6	31.6	31.2	31.2	31.2	31.2
Total Split (s)	40.0	40.0	40.0	40.0	20.0	20.0	20.0	20.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.6	4.6	4.6	4.6	4.2	4.2	4.2	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.6	6.6	6.2	6.2	6.2	6.2
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.19	0.37	0.40	0.66	0.28	0.37	0.18	0.29
Control Delay (s/veh)	8.0	5.8	12.7	10.4	24.3	14.0	22.0	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.0	5.8	12.7	10.4	24.3	14.0	22.0	19.3
Queue Length 50th (m)	1.4	18.9	5.6	45.7	5.5	8.8	3.6	9.6
Queue Length 95th (m)	3.9	22.8	17.3	68.2	14.2	17.7	10.5	17.5
Internal Link Dist (m)		137.9		183.6		293.9		119.3
Turn Bay Length (m)	50.0		30.0		30.0		34.0	
Base Capacity (vph)	165	2826	260	1980	224	839	237	798
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.37	0.40	0.66	0.25	0.33	0.16	0.26

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 1: Creditview Road & Mayfield Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	934	64	98	1182	52	52	159	104	35	175	22
Future Volume (veh/h)	29	934	64	98	1182	52	52	159	104	35	175	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1824	1826	1696	1781	1826	1824	1639	1885	1781	1824	1856	1753
Adj Flow Rate, veh/h	31	983	67	103	1244	55	55	167	109	37	184	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	5	9	3	5	0	13	1	3	0	3	5
Cap, veh/h	263	2796	190	365	1985	88	274	425	263	257	632	78
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	414	4766	324	512	3384	149	1030	2127	1313	1076	3159	390
Grp Volume(v), veh/h	31	685	365	103	637	662	55	139	137	37	102	105
Grp Sat Flow(s),veh/h/ln	414	1662	1768	512	1735	1799	1030	1791	1649	1076	1763	1785
Q Serve(g_s), s	3.2	6.4	6.5	7.9	14.4	14.4	2.9	4.0	4.3	1.9	2.9	3.0
Cycle Q Clear(g_c), s	17.6	6.4	6.5	14.3	14.4	14.4	5.9	4.0	4.3	6.2	2.9	3.0
Prop In Lane	1.00		0.18	1.00		0.08	1.00		0.80	1.00		0.22
Lane Grp Cap(c), veh/h	263	1950	1037	365	1018	1055	274	358	330	257	353	357
V/C Ratio(X)	0.12	0.35	0.35	0.28	0.63	0.63	0.20	0.39	0.42	0.14	0.29	0.30
Avail Cap(c_a), veh/h	263	1950	1037	365	1018	1055	305	412	379	290	405	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.9	6.5	6.5	10.2	8.1	8.1	22.9	20.8	20.9	23.6	20.4	20.4
Incr Delay (d2), s/veh	0.9	0.5	0.9	1.9	2.9	2.8	0.4	0.7	0.8	0.3	0.4	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.3	0.3	0.8	0.8	0.4	0.9	0.9	0.3	0.6	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	14.8	7.0	7.4	12.1	11.0	10.9	23.3	21.5	21.8	23.9	20.8	20.9
LnGrp LOS	B	A	A	B	B	B	C	C	C	C	C	C
Approach Vol, veh/h		1081			1402			331			244	
Approach Delay, s/veh		7.3			11.1			21.9			21.3	
Approach LOS		A			B			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.8		18.2		41.8		18.2				
Change Period (Y+Rc), s		6.6		6.2		6.6		6.2				
Max Green Setting (Gmax), s		33.4		13.8		33.4		13.8				
Max Q Clear Time (g_c+I1), s		19.6		8.2		16.4		7.9				
Green Ext Time (p_c), s		7.1		0.7		10.7		1.1				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			11.7									
HCM 6th LOS			B									

Notes

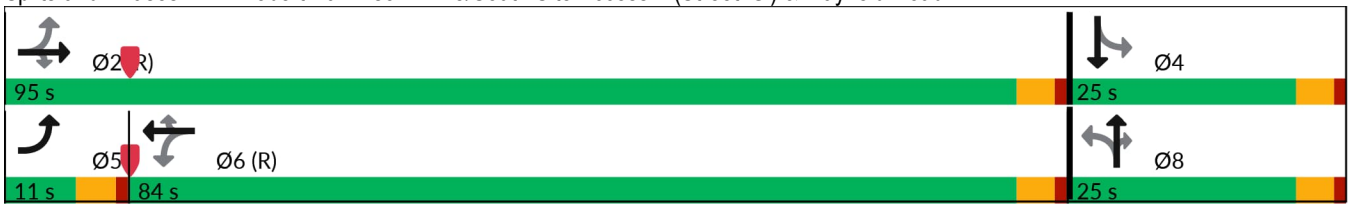
User approved pedestrian interval to be less than phase max green.

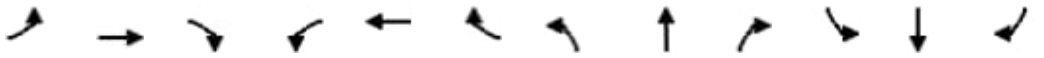
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	53	900	22	39	1194	24	43	0	92	41	0
Future Volume (vph)	53	900	22	39	1194	24	43	0	92	41	0
Lane Group Flow (vph)	53	900	22	39	1194	24	0	43	92	41	42
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	5	2			6			8			4
Permitted Phases	2		2	6		6	8		8	4	
Detector Phase	5	2	2	6	6	6	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	11.0	95.0	95.0	84.0	84.0	84.0	25.0	25.0	25.0	25.0	25.0
Total Split (%)	9.2%	79.2%	79.2%	70.0%	70.0%	70.0%	20.8%	20.8%	20.8%	20.8%	20.8%
Yellow Time (s)	3.5	3.5	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	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	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag					
Lead-Lag Optimize?	Yes			Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None
v/c Ratio	0.14	0.22	0.02	0.10	0.45	0.02		0.41	0.47	0.41	0.15
Control Delay (s/veh)	2.6	2.0	0.8	8.4	10.4	2.2		63.1	18.3	64.0	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	2.6	2.0	0.8	8.4	10.4	2.2		63.1	18.3	64.0	1.1
Queue Length 50th (m)	1.5	11.0	0.0	3.8	77.8	0.1		10.3	0.0	9.9	0.0
Queue Length 95th (m)	4.2	17.8	1.3	m7.0	93.6	m0.8		22.1	16.0	21.4	0.0
Internal Link Dist (m)		81.4			147.0			205.6			102.6
Turn Bay Length (m)	63.0		63.0	40.0		30.0				30.0	
Base Capacity (vph)	374	4141	1085	387	2638	1181		234	321	220	417
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	0.14	0.22	0.02	0.10	0.45	0.02		0.18	0.29	0.19	0.10

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Robert Parkinson Drive/South Site Access 2 (Street 'G') & Mayfield Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	900	22	39	1194	24	43	0	92	41	0	42
Future Volume (veh/h)	53	900	22	39	1194	24	43	0	92	41	0	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1824	1826	1568	1710	1826	1824	1824	1900	1753	1824	1900	1824
Adj Flow Rate, veh/h	53	900	22	39	1194	24	43	0	92	41	0	42
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	5	18	8	5	0	0	0	5	0	0	0
Cap, veh/h	396	4096	1092	476	2601	1159	170	0	153	124	0	166
Arrive On Green	0.03	0.82	0.82	0.75	0.75	0.75	0.10	0.00	0.10	0.10	0.00	0.10
Sat Flow, veh/h	1737	4985	1329	554	3469	1546	1066	0	1485	1272	0	1610
Grp Volume(v), veh/h	53	900	22	39	1194	24	43	0	92	41	0	42
Grp Sat Flow(s),veh/h/ln	1737	1662	1329	554	1735	1546	1066	0	1485	1272	0	1610
Q Serve(g_s), s	0.8	4.7	0.4	2.3	15.8	0.5	3.5	0.0	7.1	3.8	0.0	2.9
Cycle Q Clear(g_c), s	0.8	4.7	0.4	2.3	15.8	0.5	6.4	0.0	7.1	10.2	0.0	2.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	4096	1092	476	2601	1159	170	0	153	124	0	166
V/C Ratio(X)	0.13	0.22	0.02	0.08	0.46	0.02	0.25	0.00	0.60	0.33	0.00	0.25
Avail Cap(c_a), veh/h	430	4096	1092	476	2601	1159	264	0	254	210	0	275
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.9	2.3	1.9	4.0	5.7	3.8	52.5	0.0	51.4	56.0	0.0	49.5
Incr Delay (d2), s/veh	0.2	0.1	0.0	0.3	0.6	0.0	0.8	0.0	3.7	1.6	0.0	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.1	0.6	0.0	1.0	0.0	2.3	1.1	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	4.1	2.4	2.0	4.4	6.3	3.8	53.3	0.0	55.2	57.5	0.0	50.3
LnGrp LOS	A	A	A	A	A	A	D		E	E		D
Approach Vol, veh/h		975			1257			135			83	
Approach Delay, s/veh		2.5			6.2			54.6			53.9	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		103.1		16.9	8.6	94.5		16.9				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		90.5		20.5	6.5	79.5		20.5				
Max Q Clear Time (g_c+I1), s		6.7		12.2	2.8	17.8		9.1				
Green Ext Time (p_c), s		10.1		0.2	0.0	17.0		0.4				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			9.0									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	975	1223	60	0	53
Future Vol, veh/h	0	975	1223	60	0	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	30	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	975	1223	60	0	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	612
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	441
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	441
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	441
HCM Lane V/C Ratio	-	-	-	0.12
HCM Ctrl Dly (s/v)	-	-	-	14.3
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0.4

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1037	1198	60	0	53
Future Vol, veh/h	0	1037	1198	60	0	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	30	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1037	1198	60	0	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	599
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	450
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	450
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	450
HCM Lane V/C Ratio	-	-	-	0.118
HCM Ctrl Dly (s/v)	-	-	-	14.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0.4

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	45	128	111	148	31
Future Vol, veh/h	16	45	128	111	148	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	16	45	128	111	148	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	476	90	179	0	-	0
Stage 1	164	-	-	-	-	-
Stage 2	312	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	523	956	1409	-	-	-
Stage 1	854	-	-	-	-	-
Stage 2	721	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	472	956	1409	-	-	-
Mov Cap-2 Maneuver	472	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	721	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10	4.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1409	-	472	956	-	-
HCM Lane V/C Ratio	0.091	-	0.034	0.047	-	-
HCM Ctrl Dly (s/v)	7.8	0.1	12.9	9	-	-
HCM Lane LOS	A	A	B	A	-	-
HCM 95th %tile Q (veh)	0.3	-	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	42	0	239	189	8
Future Vol, veh/h	0	42	0	239	189	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	42	0	239	189	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	99	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	944	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	944	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	944	-	-
HCM Lane V/C Ratio	-	0.044	-	-
HCM Ctrl Dly (s/v)	-	9	-	-
HCM Lane LOS	-	A	-	-
HCM 95th %tile Q (veh)	-	0.1	-	-

Intersection	
Int Delay, s/veh	322.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	284	1218	51	82	908	26	25	0	70	191	0	62
Future Vol, veh/h	284	1218	51	82	908	26	25	0	70	191	0	62
Conflicting Peds, #/hr	0	0	7	7	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	63	-	63	40	-	30	-	-	0	30	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	2	2	1	2	0	0	0	3	0	0	0
Mvmt Flow	284	1218	51	82	908	26	25	0	70	191	0	62

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	934	0	0	1276	0	0	2411	2891	616	2127	2916	454
Stage 1	-	-	-	-	-	-	1793	1793	-	1072	1072	-
Stage 2	-	-	-	-	-	-	618	1098	-	1055	1844	-
Critical Hdwy	4.1	-	-	5.32	-	-	6.95	6.5	7.16	6.95	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	7.3	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.7	5.5	-
Follow-up Hdwy	2.2	-	-	3.11	-	-	3.65	4	3.93	3.65	4	3.3
Pot Cap-1 Maneuver	741	-	-	290	-	-	25	16	370	~ 40	16	559
Stage 1	-	-	-	-	-	-	56	134	-	233	299	-
Stage 2	-	-	-	-	-	-	435	291	-	225	127	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	741	-	-	288	-	-	~ 12	7	368	~ 18	7	559
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 12	7	-	~ 18	7	-
Stage 1	-	-	-	-	-	-	34	82	-	~ 144	214	-
Stage 2	-	-	-	-	-	-	277	208	-	~ 112	78	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	2.3	1.8	$ 310.6	$ 3581.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	12	368	741	-	-	288	-	-	18	559
HCM Lane V/C Ratio	2.083	0.19	0.383	-	-	0.285	-	-	10.611	0.111
HCM Ctrl Dly (s/v)	$ 1132.4	17.1	12.8	-	-	22.4	-	-	$ 4740.6	12.2
HCM Lane LOS	F	C	B	-	-	C	-	-	F	B
HCM 95th %tile Q (veh)	4	0.7	1.8	-	-	1.1	-	-	24.5	0.4

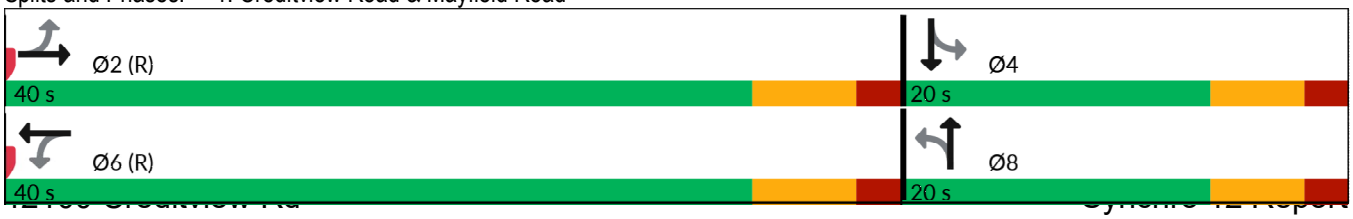
Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

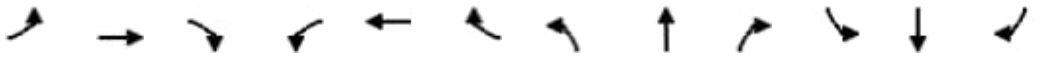
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	17	1345	134	929	56	263	163	356
Future Volume (vph)	17	1345	134	929	56	263	163	356
Lane Group Flow (vph)	18	1475	140	1072	58	417	170	415
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		8		4
Permitted Phases	2		6		8		4	
Detector Phase	2	2	6	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	31.6	31.6	31.6	31.6	31.2	31.2	31.2	31.2
Total Split (s)	40.0	40.0	40.0	40.0	20.0	20.0	20.0	20.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.6	4.6	4.6	4.6	4.2	4.2	4.2	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.6	6.6	6.2	6.2	6.2	6.2
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.08	0.52	0.98	0.59	0.30	0.54	0.86	0.52
Control Delay (s/veh)	5.6	8.2	94.0	10.0	24.2	21.4	63.2	21.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	5.6	8.2	94.0	10.0	24.2	21.4	63.2	21.9
Queue Length 50th (m)	0.8	58.2	14.2	37.3	5.6	20.2	18.9	20.8
Queue Length 95th (m)	m2.2	31.9	#32.0	53.6	15.0	32.5	#49.9	33.3
Internal Link Dist (m)		137.9		183.6		293.9		119.3
Turn Bay Length (m)	50.0		30.0		30.0		34.0	
Base Capacity (vph)	222	2832	143	1829	196	797	203	823
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.52	0.98	0.59	0.30	0.52	0.84	0.50

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Creditview Road & Mayfield Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	1345	71	134	929	100	56	263	137	163	356	42
Future Volume (veh/h)	17	1345	71	134	929	100	56	263	137	163	356	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1824	1885	1696	1824	1885	643	1767	1885	1796	1824	1900	1824
Adj Flow Rate, veh/h	18	1401	74	140	968	104	58	274	143	170	371	44
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	1	9	0	1	83	4	1	2	0	0	0
Cap, veh/h	310	2786	147	254	1816	195	239	529	268	236	748	88
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	513	5004	264	350	3263	350	918	2300	1166	945	3253	383
Grp Volume(v), veh/h	18	961	514	140	531	541	58	212	205	170	205	210
Grp Sat Flow(s),veh/h/ln	513	1716	1838	350	1791	1822	918	1791	1675	945	1805	1831
Q Serve(g_s), s	1.4	10.3	10.3	23.1	11.2	11.2	3.5	6.2	6.5	7.3	5.9	6.0
Cycle Q Clear(g_c), s	12.6	10.3	10.3	33.4	11.2	11.2	9.5	6.2	6.5	13.8	5.9	6.0
Prop In Lane	1.00		0.14	1.00		0.19	1.00		0.70	1.00		0.21
Lane Grp Cap(c), veh/h	310	1910	1023	254	997	1014	239	412	385	236	415	421
V/C Ratio(X)	0.06	0.50	0.50	0.55	0.53	0.53	0.24	0.51	0.53	0.72	0.49	0.50
Avail Cap(c_a), veh/h	310	1910	1023	254	997	1014	239	412	385	236	415	421
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.4	8.2	8.2	18.9	8.4	8.4	24.2	20.2	20.3	27.5	20.1	20.1
Incr Delay (d2), s/veh	0.4	0.9	1.8	8.3	2.0	2.0	0.5	1.1	1.4	10.3	0.9	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.3	0.5	1.1	0.6	0.6	0.4	1.3	1.3	2.1	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.7	9.1	10.0	27.3	10.4	10.4	24.8	21.3	21.7	37.8	21.0	21.0
LnGrp LOS	B	A	A	C	B	B	C	C	C	D	C	C
Approach Vol, veh/h		1493			1212			475			585	
Approach Delay, s/veh		9.5			12.4			21.9			25.9	
Approach LOS		A			B			C			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	40.0	20.0	40.0	20.0
Change Period (Y+Rc), s	6.6	6.2	6.6	6.2
Max Green Setting (Gmax), s	33.4	13.8	33.4	13.8
Max Q Clear Time (g_c+I1), s	14.6	15.8	35.4	11.5
Green Ext Time (p_c), s	11.7	0.0	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	14.5
HCM 6th LOS	B

Notes

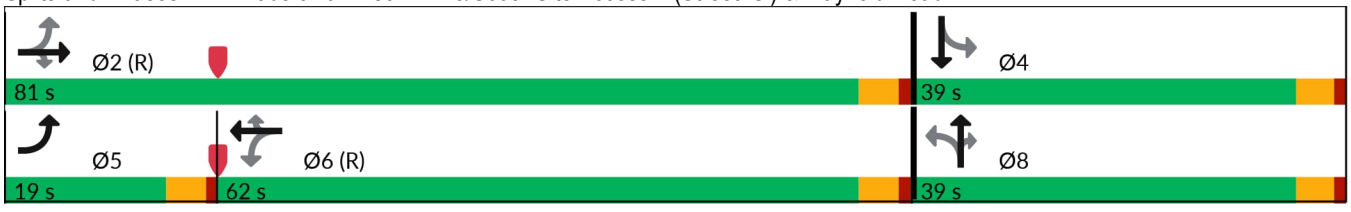
User approved pedestrian interval to be less than phase max green.

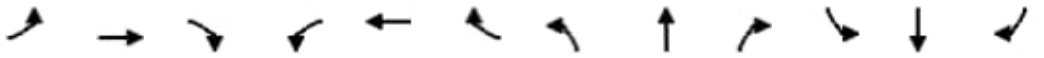
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	284	1218	51	82	908	26	25	0	70	191	0
Future Volume (vph)	284	1218	51	82	908	26	25	0	70	191	0
Lane Group Flow (vph)	284	1218	51	82	908	26	0	25	70	191	62
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	5	2			6			8			4
Permitted Phases	2		2	6		6	8		8	4	
Detector Phase	5	2	2	6	6	6	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	19.0	81.0	81.0	62.0	62.0	62.0	39.0	39.0	39.0	39.0	39.0
Total Split (%)	15.8%	67.5%	67.5%	51.7%	51.7%	51.7%	32.5%	32.5%	32.5%	32.5%	32.5%
Yellow Time (s)	3.5	3.5	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	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	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag					
Lead-Lag Optimize?	Yes			Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None
v/c Ratio	0.64	0.33	0.05	0.36	0.44	0.03		0.10	0.21	0.77	0.12
Control Delay (s/veh)	12.8	6.4	1.9	17.7	12.3	3.0		37.7	9.7	65.2	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.8	6.4	1.9	17.7	12.3	3.0		37.7	9.7	65.2	0.4
Queue Length 50th (m)	19.6	33.7	0.0	10.0	61.3	0.2		5.2	0.0	45.3	0.0
Queue Length 95th (m)	39.1	53.2	4.2	m21.2	82.6	m1.2		12.1	11.7	66.6	0.0
Internal Link Dist (m)		82.3			147.0			205.6			102.6
Turn Bay Length (m)	63.0		63.0	40.0		30.0				30.0	
Base Capacity (vph)	472	3698	1053	226	2076	916		387	470	377	665
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	0.60	0.33	0.05	0.36	0.44	0.03		0.06	0.15	0.51	0.09

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Robert Parkinson Drive/South Site Access 2 (Street 'G') & Mayfield Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	284	1218	51	82	908	26	25	0	70	191	0	62
Future Volume (veh/h)	284	1218	51	82	908	26	25	0	70	191	0	62
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1824	1870	1796	1810	1870	1824	1824	1900	1781	1824	1900	1824
Adj Flow Rate, veh/h	284	1218	51	82	908	26	25	0	70	191	0	62
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	2	2	1	2	0	0	0	3	0	0	0
Cap, veh/h	515	3969	1177	343	2380	1030	215	0	223	282	0	238
Arrive On Green	0.07	0.78	0.78	0.67	0.67	0.67	0.15	0.00	0.15	0.15	0.00	0.15
Sat Flow, veh/h	1737	5106	1515	422	3554	1538	1047	0	1510	1382	0	1610
Grp Volume(v), veh/h	284	1218	51	82	908	26	25	0	70	191	0	62
Grp Sat Flow(s),veh/h/ln	1737	1702	1515	422	1777	1538	1047	0	1510	1382	0	1610
Q Serve(g_s), s	5.7	8.4	0.9	9.6	13.6	0.7	2.0	0.0	5.0	8.5	0.0	4.1
Cycle Q Clear(g_c), s	5.7	8.4	0.9	9.6	13.6	0.7	6.1	0.0	5.0	14.6	0.0	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	515	3969	1177	343	2380	1030	215	0	223	282	0	238
V/C Ratio(X)	0.55	0.31	0.04	0.24	0.38	0.03	0.12	0.00	0.31	0.68	0.00	0.26
Avail Cap(c_a), veh/h	603	3969	1177	343	2380	1030	405	0	434	475	0	463
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.2	3.9	3.1	8.1	8.8	6.7	48.0	0.0	45.7	49.4	0.0	45.3
Incr Delay (d2), s/veh	0.9	0.2	0.1	1.6	0.5	0.0	0.2	0.0	0.8	2.8	0.0	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.1	0.0	0.5	2.0	0.1	0.6	0.0	1.6	4.7	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	7.1	4.1	3.1	9.8	9.3	6.7	48.3	0.0	46.5	52.2	0.0	45.9
LnGrp LOS	A	A	A	A	A	A	D		D	D		D
Approach Vol, veh/h		1553			1016			95			253	
Approach Delay, s/veh		4.6			9.2			47.0			50.7	
Approach LOS		A			A			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		97.8		22.2	12.9	84.9		22.2				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		76.5		34.5	14.5	57.5		34.5				
Max Q Clear Time (g_c+I1), s		10.4		16.6	7.7	15.6		8.1				
Green Ext Time (p_c), s		16.2		1.1	0.7	12.3		0.4				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			11.6									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1553	902	93	0	82
Future Vol, veh/h	0	1553	902	93	0	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	30	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1553	902	93	0	82

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	451
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	561
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	561
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	561
HCM Lane V/C Ratio	-	-	-	0.146
HCM Ctrl Dly (s/v)	-	-	-	12.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0.5

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1475	935	97	0	85
Future Vol, veh/h	0	1475	935	97	0	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	30	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1475	935	97	0	85

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	468
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	547
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	547
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	547
HCM Lane V/C Ratio	-	-	-	0.155
HCM Ctrl Dly (s/v)	-	-	-	12.8
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0.5

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	72	213	271	109	166	59
Future Vol, veh/h	72	213	271	109	166	59
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	72	213	271	109	166	59

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	793	113	225	0	-	0
Stage 1	196	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	330	925	1356	-	-	-
Stage 1	824	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	260	925	1356	-	-	-
Mov Cap-2 Maneuver	260	-	-	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	518	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.6	6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1356	-	260	925	-	-
HCM Lane V/C Ratio	0.2	-	0.277	0.23	-	-
HCM Ctrl Dly (s/v)	8.3	0.1	24.1	10.1	-	-
HCM Lane LOS	A	A	C	B	-	-
HCM 95th %tile Q (veh)	0.7	-	1.1	0.9	-	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	204	0	380	357	20
Future Vol, veh/h	0	204	0	380	357	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	204	0	380	357	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	189	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	827	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	827	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	827	-	-
HCM Lane V/C Ratio	-	0.247	-	-
HCM Ctrl Dly (s/v)	-	10.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q (veh)	-	1	-	-

Intersection	
Int Delay, s/veh	1032.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	410	1001	34	86	1028	41	23	0	79	244	0	79
Future Vol, veh/h	410	1001	34	86	1028	41	23	0	79	244	0	79
Conflicting Peds, #/hr	0	0	2	2	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	63	-	63	40	-	30	-	-	0	30	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	1	0	0	1	0	4	0	3	0	0	0
Mvmt Flow	410	1001	34	86	1028	41	23	0	79	244	0	79

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1069	0	0	1037	0	0	2509	3064	503	2420	3057	514
Stage 1	-	-	-	-	-	-	1823	1823	-	1200	1200	-
Stage 2	-	-	-	-	-	-	686	1241	-	1220	1857	-
Critical Hdwy	4.1	-	-	5.3	-	-	7.03	6.5	7.16	6.95	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	7.38	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.58	5.5	-	6.7	5.5	-
Follow-up Hdwy	2.2	-	-	3.1	-	-	3.69	4	3.93	3.65	4	3.3
Pot Cap-1 Maneuver	660	-	-	381	-	-	~ 20	13	438	~ 25	13	511
Stage 1	-	-	-	-	-	-	51	130	-	~ 195	261	-
Stage 2	-	-	-	-	-	-	388	249	-	~ 177	125	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	660	-	-	380	-	-	~ 7	4	437	~ 9	4	511
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 7	4	-	~ 9	4	-
Stage 1	-	-	-	-	-	-	~ 19	49	-	~ 74	202	-
Stage 2	-	-	-	-	-	-	254	193	-	~ 55	47	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	5.4	1.3	$ 472.9	$ 9488.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	7	437	660	-	-	380	-	-	9	511
HCM Lane V/C Ratio	3.286	0.181	0.621	-	-	0.226	-	-	27.111	0.155
HCM Ctrl Dly (s/v)	$ 2045.9	15	19	-	-	17.2	-	-	$ 12556.6	13.3
HCM Lane LOS	F	C	C	-	-	C	-	-	F	B
HCM 95th %tile Q (veh)	4.1	0.7	4.3	-	-	0.9	-	-	32.2	0.5

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

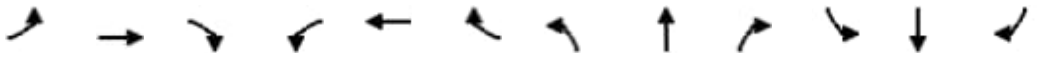
Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Configurations								
Traffic Volume (vph)	26	1219	131	1089	29	327	206	380
Future Volume (vph)	26	1219	131	1089	29	327	206	380
Lane Group Flow (vph)	27	1308	135	1279	30	455	212	418
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	NA
Protected Phases		2		6		8		4
Permitted Phases	2		6		8		4	
Detector Phase	2	2	6	6	8	8	4	4
Switch Phase								
Minimum Initial (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Minimum Split (s)	31.6	31.6	31.6	31.6	31.2	31.2	31.2	31.2
Total Split (s)	40.0	40.0	40.0	40.0	20.0	20.0	20.0	20.0
Total Split (%)	66.7%	66.7%	66.7%	66.7%	33.3%	33.3%	33.3%	33.3%
Yellow Time (s)	4.6	4.6	4.6	4.6	4.2	4.2	4.2	4.2
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.6	6.6	6.6	6.6	6.2	6.2	6.2	6.2
Lead/Lag								
Lead-Lag Optimize?								
Recall Mode	C-Max	C-Max	C-Max	C-Max	None	None	None	None
v/c Ratio	0.18	0.47	0.76	0.65	0.15	0.55	1.14	0.51
Control Delay (s/veh)	12.6	10.8	43.4	10.8	20.7	20.9	137.1	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.6	10.8	43.4	10.8	20.7	20.9	137.1	22.3
Queue Length 50th (m)	2.5	51.3	10.8	46.5	2.8	21.4	~29.6	21.7
Queue Length 95th (m)	m7.9	70.9	#41.5	65.8	9.0	34.5	#65.9	34.1
Internal Link Dist (m)		137.9		183.6		293.9		119.3
Turn Bay Length (m)	50.0		30.0		30.0		34.0	
Base Capacity (vph)	154	2810	177	1969	203	823	186	813
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.47	0.76	0.65	0.15	0.55	1.14	0.51

Intersection Summary

Cycle Length: 60
Actuated Cycle Length: 60
Offset: 8.8 (15%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 80
Control Type: Actuated-Coordinated
~ 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.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 1: Creditview Road & Mayfield Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	1219	49	131	1089	151	29	327	114	206	380	25
Future Volume (veh/h)	26	1219	49	131	1089	151	29	327	114	206	380	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1824	1885	1724	1810	1900	1824	1824	1885	1824	1824	1885	1824
Adj Flow Rate, veh/h	27	1257	51	135	1123	156	30	337	118	212	392	26
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	1	7	1	0	0	0	1	0	0	1	0
Cap, veh/h	253	2824	115	287	1773	246	242	601	207	224	784	52
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	422	5073	206	407	3184	441	944	2613	900	912	3410	225
Grp Volume(v), veh/h	27	850	458	135	635	644	30	229	226	212	205	213
Grp Sat Flow(s),veh/h/ln	422	1716	1848	407	1805	1821	944	1791	1722	912	1791	1844
Q Serve(g_s), s	2.8	8.8	8.8	17.6	14.5	14.5	1.7	6.8	7.0	6.8	6.0	6.0
Cycle Q Clear(g_c), s	17.4	8.8	8.8	26.3	14.5	14.5	7.7	6.8	7.0	13.8	6.0	6.0
Prop In Lane	1.00		0.11	1.00		0.24	1.00		0.52	1.00		0.12
Lane Grp Cap(c), veh/h	253	1910	1029	287	1005	1013	242	412	396	224	412	424
V/C Ratio(X)	0.11	0.45	0.45	0.47	0.63	0.64	0.12	0.56	0.57	0.95	0.50	0.50
Avail Cap(c_a), veh/h	253	1910	1029	287	1005	1013	242	412	396	224	412	424
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.1	7.8	7.8	15.6	9.1	9.1	23.5	20.4	20.5	28.3	20.1	20.1
Incr Delay (d2), s/veh	0.9	0.8	1.4	5.4	3.0	3.0	0.2	1.7	1.9	45.5	0.9	0.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.2	0.4	0.8	0.8	0.9	0.2	1.5	1.5	4.7	1.2	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.9	8.6	9.2	21.0	12.1	12.2	23.7	22.1	22.4	73.8	21.0	21.0
LnGrp LOS	B	A	A	C	B	B	C	C	C	E	C	C
Approach Vol, veh/h		1335			1414			485			630	
Approach Delay, s/veh		9.0			13.0			22.3			38.8	
Approach LOS		A			B			C			D	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		40.0		20.0		40.0		20.0				
Change Period (Y+Rc), s		6.6		6.2		6.6		6.2				
Max Green Setting (Gmax), s		33.4		13.8		33.4		13.8				
Max Q Clear Time (g_c+I1), s		19.4		15.8		28.3		9.7				
Green Ext Time (p_c), s		8.7		0.0		4.1		1.2				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			17.0									
HCM 6th LOS			B									

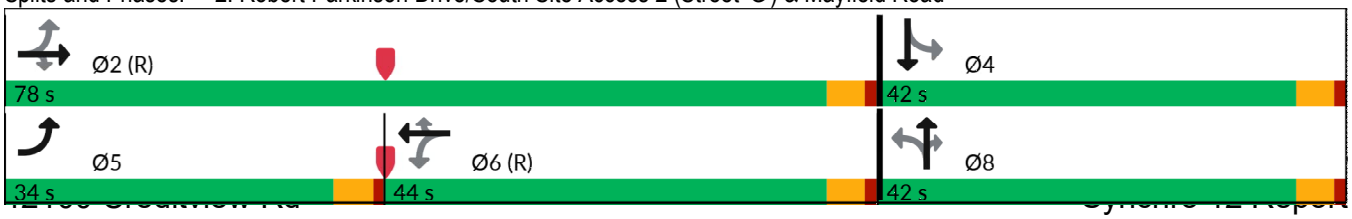
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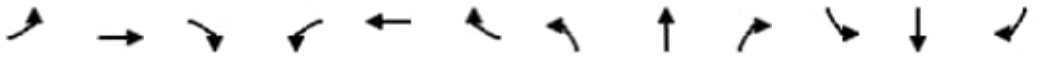
User approved pedestrian interval to be less than phase max green.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations											
Traffic Volume (vph)	410	1001	34	86	1028	41	23	0	79	244	0
Future Volume (vph)	410	1001	34	86	1028	41	23	0	79	244	0
Lane Group Flow (vph)	410	1001	34	86	1028	41	0	23	79	244	79
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm	Perm	NA
Protected Phases	5	2			6			8			4
Permitted Phases	2		2	6		6	8		8	4	
Detector Phase	5	2	2	6	6	6	8	8	8	4	4
Switch Phase											
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	9.5	32.5	32.5	32.5	32.5	32.5	32.5	32.5	32.5	32.5	32.5
Total Split (s)	34.0	78.0	78.0	44.0	44.0	44.0	42.0	42.0	42.0	42.0	42.0
Total Split (%)	28.3%	65.0%	65.0%	36.7%	36.7%	36.7%	35.0%	35.0%	35.0%	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	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	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	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5	4.5
Lead/Lag	Lead			Lag	Lag	Lag					
Lead-Lag Optimize?	Yes			Yes	Yes	Yes					
Recall Mode	None	C-Max	C-Max	C-Max	C-Max	C-Max	None	None	None	None	None
v/c Ratio	0.82	0.28	0.03	0.42	0.68	0.06		0.08	0.20	0.81	0.11
Control Delay (s/veh)	38.0	7.9	2.8	41.3	36.9	9.0		33.3	8.0	63.4	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (s/veh)	38.0	7.9	2.8	41.3	36.9	9.0		33.3	8.0	63.4	0.3
Queue Length 50th (m)	64.6	31.1	0.0	17.9	119.8	0.9		4.5	0.0	57.5	0.0
Queue Length 95th (m)	#121.9	48.8	4.1	m32.0	#150.7	m4.2		10.6	11.5	80.7	0.0
Internal Link Dist (m)		80.9			147.0			205.6			102.6
Turn Bay Length (m)	63.0		63.0	40.0		30.0				30.0	
Base Capacity (vph)	534	3534	1033	206	1507	674		398	511	411	825
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	0.28	0.03	0.42	0.68	0.06		0.06	0.15	0.59	0.10

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Robert Parkinson Drive/South Site Access 2 (Street 'G') & Mayfield Road





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	410	1001	34	86	1028	41	23	0	79	244	0	79
Future Volume (veh/h)	410	1001	34	86	1028	41	23	0	79	244	0	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1824	1885	1824	1824	1885	1824	1767	1900	1781	1824	1900	1824
Adj Flow Rate, veh/h	410	1001	34	86	1028	41	23	0	79	244	0	79
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	0	1	0	0	1	0	4	0	3	0	0	0
Cap, veh/h	488	3804	1141	370	2089	900	253	0	281	337	0	299
Arrive On Green	0.12	0.74	0.74	0.58	0.58	0.58	0.19	0.00	0.19	0.19	0.00	0.19
Sat Flow, veh/h	1737	5147	1544	531	3582	1543	1038	0	1510	1382	0	1610
Grp Volume(v), veh/h	410	1001	34	86	1028	41	23	0	79	244	0	79
Grp Sat Flow(s),veh/h/ln	1737	1716	1544	531	1791	1543	1038	0	1510	1382	0	1610
Q Serve(g_s), s	10.4	7.6	0.7	9.7	20.1	1.4	1.8	0.0	5.4	12.0	0.0	5.0
Cycle Q Clear(g_c), s	10.4	7.6	0.7	9.7	20.1	1.4	6.8	0.0	5.4	18.8	0.0	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	488	3804	1141	370	2089	900	253	0	281	337	0	299
V/C Ratio(X)	0.84	0.26	0.03	0.23	0.49	0.05	0.09	0.00	0.28	0.72	0.00	0.26
Avail Cap(c_a), veh/h	709	3804	1141	370	2089	900	423	0	472	512	0	503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.3	5.1	4.2	12.4	14.6	10.7	44.8	0.0	42.0	46.9	0.0	41.8
Incr Delay (d2), s/veh	6.0	0.2	0.0	1.5	0.8	0.1	0.2	0.0	0.5	3.0	0.0	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.4	0.0	0.8	4.5	0.3	0.5	0.0	1.6	5.8	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.3	5.2	4.2	13.9	15.5	10.8	44.9	0.0	42.5	49.9	0.0	42.3
LnGrp LOS	C	A	A	B	B	B	D		D	D		D
Approach Vol, veh/h		1445			1155			102			323	
Approach Delay, s/veh		9.5			15.2			43.1			48.0	
Approach LOS		A			B			D			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		93.2		26.8	18.7	74.5		26.8				
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s		73.5		37.5	29.5	39.5		37.5				
Max Q Clear Time (g_c+I1), s		9.6		20.8	12.4	22.1		8.8				
Green Ext Time (p_c), s		11.8		1.5	1.8	9.2		0.5				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			16.9									
HCM 6th LOS			B									

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1445	1002	135	0	109
Future Vol, veh/h	0	1445	1002	135	0	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	30	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1445	1002	135	0	109

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	501
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	521
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	521
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	521
HCM Lane V/C Ratio	-	-	-	0.209
HCM Ctrl Dly (s/v)	-	-	-	13.7
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0.8

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑	↱		↱
Traffic Vol, veh/h	0	1326	1039	140	0	113
Future Vol, veh/h	0	1326	1039	140	0	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	30	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	1326	1039	140	0	113

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	520
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	506
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	506
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	506
HCM Lane V/C Ratio	-	-	-	0.223
HCM Ctrl Dly (s/v)	-	-	-	14.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q (veh)	-	-	-	0.8

Intersection	
Int Delay, s/veh	10.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	96	279	401	103	82	76
Future Vol, veh/h	96	279	401	103	82	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	96	279	401	103	82	76

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	974	79	158	0	-	0
Stage 1	120	-	-	-	-	-
Stage 2	854	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	253	972	1434	-	-	-
Stage 1	898	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	178	972	1434	-	-	-
Mov Cap-2 Maneuver	178	-	-	-	-	-
Stage 1	631	-	-	-	-	-
Stage 2	382	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	19.5	6.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1434	-	178	972	-	-
HCM Lane V/C Ratio	0.28	-	0.539	0.287	-	-
HCM Ctrl Dly (s/v)	8.5	0.1	46.7	10.2	-	-
HCM Lane LOS	A	A	E	B	-	-
HCM 95th %tile Q (veh)	1.2	-	2.8	1.2	-	-

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	270	0	504	348	14
Future Vol, veh/h	0	270	0	504	348	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	270	0	504	348	14

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	181	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	-	-	-	-
Pot Cap-1 Maneuver	0	837	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	837	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	837	-	-
HCM Lane V/C Ratio	-	0.323	-	-
HCM Ctrl Dly (s/v)	-	11.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q (veh)	-	1.4	-	-

APPENDIX J

Signal Warrant Analysis

M.T.O. MINIMUM REQUIREMENTS
FOR INSTALLATION OF TRAFFIC SIGNAL

INTERSECTION: Mayfield Rd & Robert Parkinson Dr / Street A

HORIZON / DESCRIPTION: Future Total 2029

Number of lanes on main road: ≥2
Flow conditions: Restricted (speeds less than 70 km/h with frequent side friction)
Number of approach legs: 4
Number of existing roads: 2 (all approach legs exist)
Major direction: East-West

Result
Condition not met
Justified by J2
Justified by J3

Justification 1: if both Justification 1A and 1B are 100% fulfilled.
Justification 2: if both Justification 2A and 2B are 100% fulfilled.
Justification 3: if all of Justifications 1A, 1B, 2A, and 2B are at least 80% fulfilled (only if both roads exist).

All justifications modified by Justification 7 to use peak hour projected volumes.

Justification 1: Minimum Vehicle Volume

A. Base volume requirement: 900
Requirement after 120% expansion: 1080

Value	Percent Met
1485.5	100%

B. Base volume requirement (minor street): 170
Requirement after 120% expansion: 204

Value	Percent Met
193.25	95%

Justification 2: Delay to Cross Traffic

A. Base volume requirement (major street): 900
Requirement after 120% expansion: 1080

Value	Percent Met
1292.25	100%

B. Base volume requirement (crossing major): 75
Requirement after 120% expansion: 90

Value	Percent Met
120.75	100%

	Volumes		Sum	Average Hourly
	PM	Sat		
NBL	25	23	48	12
NBT	0	0	0	0
NBR	70	79	149	37.25
SBL	191	244	435	108.75
SBT	0	0	0	0
SBR	62	79	141	35.25
EBL	284	410	694	173.5
EBT	1218	1001	2219	554.75
EBR	51	34	85	21.25
WBL	82	86	168	42
WBT	908	1028	1936	484
WBR	26	41	67	16.75
Peds				Pedestrians crossing major road

Methodology from Section 4 of *Ontario Traffic Manual Book 12: Traffic Signals*

APPENDIX K

ZBL 2024-050

Notice of Passing of Zoning By-law 2024-050

TAKE NOTICE that the Council for The Corporation of the Town of Caledon passed By-law No. 2024-050 on June 25, 2024, under Sections 34 of the *Planning Act,* R.S.O. 1990, c.P.13. This by-law pertains to a Town-Initiated Zoning By-law Amendment application (File No. RZ 2024-0008).

The purpose and effect of By-law 2024-050 is to amend Comprehensive Zoning By-law No. 2006-50, as amended, to rezone lands to provide a range of housing and land uses that aim to advance Caledon's Housing Pledge and the prescribed provincial priority of building 1.5 million new residential units by December 2031.

The basis for this By-law is contained in Staff Report 2024-0370, as received by Council on June 25, 2024.

All oral and written submission relating to the By-law were considered by Council before this decision was made.

The last date for filing a notice of appeal is **July 29, 2024**. Such notice of appeal must be filed with the Town Clerk of the Corporation of the Town of Caledon and must:

1. be in writing;
2. set out the reasons for the appeal;
3. be accompanied by the Ontario Land Tribunal fee in the amount of $1,100.00, which can only be paid by certified cheque or money order made payable to the Minister of Finance, Province of Ontario; and,
4. be accompanied by the Town's fee in the amount of $226.17, which can be paid by cheque made payable to The Corporation of the Town of Caledon.

*Note that there is also a fee for cost recovery of preparing the appeal packages for the Ontario Land Tribunal. This portion of the fee is required to be paid upon the Town informing the appellant of such fee.

The appeal form is available from the Ontario Land Tribunal on their website at https://olt.gov.on.ca/appeals-process/forms/ or by contacting the Town Clerk.

The applicant or specified persons as defined by the Planning Act, R.S.O. 1990, c.P.13, as amended, public bodies as defined by the Planning Act, R.S.O. 1990, c.P.13, as amended and registered owners of land to which the by-law would apply who made oral or written submissions to Council prior to the adoption of the amendment may appeal a decision of the municipality or planning board to the Ontario Land Tribunal.

No person or public body shall be added as a party to the hearing of the appeal unless, before the by-law was adopted, they made oral submissions at a public meeting or written submissions to the council or, in the opinion of the Ontario Land Tribunal, there are reasonable grounds to add the person, public body or registered owner of land to which the by-law would apply as a party.

Additional information in respect of this By-law is available for inspection at the Town of Caledon, Planning & Development Department, weekdays between 8:30 a.m. and 4:30 p.m., by contacting planning@caledon.ca.

DATED at the Town of Caledon
This 9th day of July, 2024.

Kevin Klingenberg
Town Clerk

TOWN OF CALEDON
6311 Old Church Road
Caledon, ON L7C 1J6
www.caledon.ca
T. 905.584.2272 | 1.888.225.3366 | F. 905.584.4325

THE CORPORATION OF THE TOWN OF CALEDON
BY-LAW NO. 2024-050

Being a by-law to amend Comprehensive Zoning By-law 2006-50, as amended, with respect to Part of Lots 18, 19, 20, 21, and 22, Concessions 3, and 4, West of Hurontario Street (Chinguacousy), Town of Caledon, Regional Municipality of Peel.

WHEREAS on March 26th, 2024 Council for the Town of Caledon adopted the Future Caledon Official Plan;

AND WHEREAS the Future Caledon Official Plan has not yet been approved by the approval authority, being the Regional Municipality of Peel;

AND WHEREAS the within zoning by-law amendment will conform to the Future Caledon Official Plan once it comes into effect;

AND WHEREAS Subsection 24(2) of the *Planning Act*, R.S.O, c.P.13, provides that Council may pass a By-law that does not conform to the in force Official Plan provided that the By-law will conform to an adopted Official Plan or plan amendment, once it comes into effect;

AND WHEREAS Subsection 24(2.1) of the Planning Act, R.S.O. 1990, c.P.13 provides that the By-law comes into force and effect upon the adopted Official Plan or plan amendment coming into effect:

AND WHEREAS pursuant to Subsection 34(17) of the *Planning Act*, R.S.O. 1990, c.P.13 Council has determined that no further notice is required to be given in respect of the proposed by-law;

WHEREAS Section 34 of the Planning Act, as amended, permits the councils of local municipalities to pass zoning by-laws for prohibiting the use of land or the erecting, locating or using of buildings or structures for or except for such purposes as may be set out in the by-law;

AND WHEREAS the Council of The Corporation of the Town of Caledon considers it desirable to pass a zoning by-law to permit the use of Part of Lots 18, 19, 20, 21, and 22, Concessions 3 and 4, West of Hurontario Street (Chinguacousy), Town of Caledon, Regional Municipality of Peel, for mixed use purposes.

NOW THEREFORE the Council of The Corporation of the Town of Caledon enacts that By-law 2006-50 as amended, being the Comprehensive Zoning By-law for the Town of Caledon, shall be and is hereby amended as follows:

1. The following is added to Table 13.1:

Zone Prefix	Exception Number	Permitted Uses	Special Standards
RMD	686	- *Accessory Uses* - *Adult Day Centre* - *Amusement Arcade* - *Animal Hospital* - *Apartment, Accessory* - *Art Gallery* - *Artist Studio and Gallery* - *Bakery* - *Bed and Breakfast Establishments* - *Building, Apartment* - *Building, Apartment, Senior Citizens* - *Building, Mixed Use* - *Business Office* - *Clinic* - *Community Centre* - *Conference Centre* - *Convenience Store* - *Crisis Care Facility* - *Cultural Centre* - *Day Care, Private Home* - *Day Nursery* - *Drive-Through Service*	**DEFINITIONS** ***Amenity Space*** For the purposes of this *zone*, means an outdoor area used exclusively for the enjoyment of the outdoor environment and may include *landscaping areas*, patios, *porches*, privacy areas, *balconies*, terraces, *decks* and similar areas. ***Dwelling, Multiplex*** For the purposes of this *zone*, means a residential *building* with up to eight units. In order to qualify as a *Multiplex*, at least one *dwelling unit* must be entirely or partially above another. A *dwelling unit* within a *multiplex* is not a principal *dwelling* that can contain an *Additional Residential Unit*. ***Dwelling, Stacked Townhouse*** For the purposes of this *zone*, means a *building* containing four or more *dwelling units* in which each *dwelling unit* is divided both horizontally and vertically from another *dwelling unit* by a common wall;

Zone Prefix	Exception Number	Permitted Uses	Special Standards
			A bay, bow or box window with or without foundation or cold cellar (maximum): 1m **Into a *Yard, Interior Side:*** A covered or uncovered *porch* or *balcony*, canopy or portico, including stairs or steps (maximum): 0.6m provided a *setback* of 0.6m is maintained to the *lot line, interior side.* A fireplace, chimney or vent (maximum): 0.6m **In the case of a *Dwelling, Rear-Lane:*** A bay, bow or box window with or without foundation or cold cellar (maximum): 0.5m **Into all *Yards*:** Sills, cornices, parapets, or other similar ornamental architectural features (maximum): 0.6m extending from a *main building* wall or permitted encroachment provided that a minimum *setback* of 0.5m is maintained to a *lot line*; Eaves (maximum): 0.6m from a *main building* wall or permitted encroachment provided that a minimum *setback* of 0.2m is maintained to an *interiorside lot line.* **Within a *Private Garage*:** Steps, Stairs, Landings, Ramp, or barrier-free access feature (maximum): 0.25m into a required *parking space*.
C	687	- *Animal Hospital* - *Automotive Store* - *Bakery* - *Building, Mixed Use* - *Business Office* - *Clinic* - *Convenience Store* - *Day Nursery* - *Department Store* - *Drive-Through Service Facility* - *Dry Cleaning or Laundry Outlet* - *Financial Institution* - *Fitness Centre* - *Furniture Showroom* - *Grocery Store* - *Home Improvement Centre* - *Merchandise Service Shop* - *Motor Vehicle Gas Bar* - *Motor Vehicle Service Centre* - *Motor Vehicle Washing Establishment* - *Outdoor Patio* - *Outdoor Seasonal Garden Centre* - *Outside Display or Sales Area, Accessory*	**DEFINITIONS** ***Finished Grade*** For the purposes of this *zone*, *Finished Grade*, with reference to a *building*, shall be calculated using the average elevation of the finished surface of the ground where it meets the exterior of the front of such *building*. **GENERAL PROVISIONS** ***Convenience Store*** A *Convenience Store* shall not exceed 300 m² *net floor area.* ***Drive-Through Service Facilities*** Notwithstanding Section 4.10.5, *queuing lanes* may be located in a *front yard*, between a *building* and a *street.* Notwithstanding Section 4.10.9, no additional *planting strip* is required adjacent to a *queuing lane* where a minimum 2-metre *planting strip* is provided adjacent to a *queuing lane*. ***Dwellings Per Lot*** Section 4.11 shall only apply to a *lot* containing a *detached dwelling*, *semi-detached dwelling,* and/or a *freehold townhouse.*

Zone Prefix	Exception Number	Permitted Uses	Special Standards
		- *Parking Area, Commercial* - *Personal Service Shop* - *Place of Entertainment* - *Private Club* - *Printing and Processing Service Shop* - *Restaurant* - *Retail Store* - *Retail Warehouse* - *Sales, Service and Repair Shop* - *Shopping Centre* - *Supermarket*	***Grocery Store*** A *Grocery Store* shall not exceed 2,230 m² *net floor area.* **Illumination** No part of a lighting fixture shall be closer than 2.5m to a *lot line*. ***Lot Line, Front*** The *lot line* abutting Mayfield Road shall be deemed the *Lot Line, Front.* ***Outdoor Seasonal Garden Centre, Display or Sales Area, Accessory*** An *Outdoor Seasonal Garden Centre, Accessory* or *Outdoor Display or Sales Area, Accessory* may occupy up to 10% of required *parking spaces*. ***Planting Strips*** A *driveway, walkway* or retaining wall may extend through a *planting strip* at any location. **Street** For the purpose of this *zone*, a *street* shall include a *private road* or *lane*. **ZONE STANDARDS** ***Lot Area*** (Minimum) N/A ***Lot Frontage*** (Minimum) N/A ***Building Area*** (Maximum) N/A ***Yard, Front*** (Minimum) 3m ***Yard, Exterior Side*** (Minimum) 3m ***Yard, Interior Side*** (Minimum) 3m ***Yard, Rear*** (Minimum) 3m ***Setback* to a *Lot Line* adjacent to another *zone*** (minimum): 6m ***Building Height*** (Maximum) N/A ***Landscaping Area*** (Minimum) N/A ***Entrance Width*** (maximum): N/A ***Planting Strip*** (minimum): 3m along a *street line* or a *lot line* adjacent to another *zone.* ***Driveway Setback*** (minimum)*:* 3m ***Parking* Requirements** (minimum): 1 *parking space* per 23m² of *net floor area* or portion thereof **Loading** A *loading space* shall not be closer than 6m to a *street line* or 12m to a residential land use. For a *Building, Mixed Use,* the definitions, regulations, *zone* standards and permitted encroachments for the RMD-686 *zone* shall apply.

2. The following is added to Table 13.3:

The following provisions shall apply to all lands zoned with a Holding Provision (H39A) as shown on Schedule "A" to this By-law until the Holding Provision (H39A) is removed from the lands or a portion thereof pursuant to Subsection 36(3) or (4) of the *Planning Act*:

a) Only the following *uses* are permitted prior to the removal of the Holding Provision (H39A):

   a. A *use* legally existing on the lands as of the date of the enactment of this By-law;

   b. A *use* that was permitted on the Subject Lands, or portion thereof, pursuant to Comprehensive Zoning By-law 2006-50 as of the date of the enactment of this By-law; and,

   c. *Non-Intensive Recreation Uses* and *Environmental Management Uses*.

b) A By-law or By-laws to remove the Holding Provision (H39A) from all or a portion of the lands shall not be enacted until the following conditions, as applicable, have been met to the satisfaction of the Town:

   i. Approval of a secondary plan in conformity with the Town's Future Caledon Official Plan or an Official Plan Amendment;

   ii. Approval of Draft Plan of Subdivision has been issued or where the lands are not subject to a Plan of Subdivision, a Site Plan Approval – Final Summary letter has been issued by the Town. Through the Draft Plan of Subdivision or Site Plan approval process, the applicant shall submit an Environmental Impact Study, to the satisfaction of the Town ("EIS"), which among other things, determines the extent of the Natural Environment System as defined in the Future Caledon Official Plan. Any lands that are identified as being within the Natural Environment System through the EIS and protected from development shall either be dedicated to the Town or other appropriate public authority or otherwise protected from development over the long term to the satisfaction of the Town as a condition of draft plan approval or through Site Plan approval.

   iii. Written confirmation, where required, from the Regional Municipality of Peel and/or the applicable utility, that:

      i. a development agreement has been executed to implement the required water and sanitary services, which may include payment of fees and posting of required securities; and/or

      ii. there is sufficient municipal water and sanitary sewer capacity to service the lands.

   iv. Only with respect to lands in the Focus Analysis Area of the Highway 413 Transportation Corridor (FAA) and the Narrowed Area of Interest of the Northwest GTA Transmission Identification Study (Northwest GTA TIS), the Applicant has provided written confirmation of clearance for the lifting of the holding zone to the Town from the appropriate Ministry with regards to any lands in the FAA and Northwest GTA TIS.

3. The following is added to Table 13.3:

A holding provision (H39B) shall apply to the lands shown on Schedule "A" to this By-law and may be lifted over all or a portion of the lands provided that the following conditions, as applicable, have been met to the satisfaction of the Town:

a) The submission of an Environmental Impact Study, to the satisfaction of the Town ("EIS"), which among other things, determines the extent of the Natural Environment System as defined in the Future Caledon Official Plan in order to confirm the limits and extent of the Environmental Policy Area 1 Zone (EPA1) as described in the note on Schedule "A" to this By-law. Following the completion of the EIS to the satisfaction of the Town, the holding provision (H39B) shall only be lifted from lands that are already within the EPA1 zone where those lands have been identified to form part of the Natural Environment System and protected from development through the EIS. For clarity, the holding provision (H39B) shall not be lifted from lands that form part of the Natural Environment System and are protected from development as identified through the EIS where lands are zoned for residential or

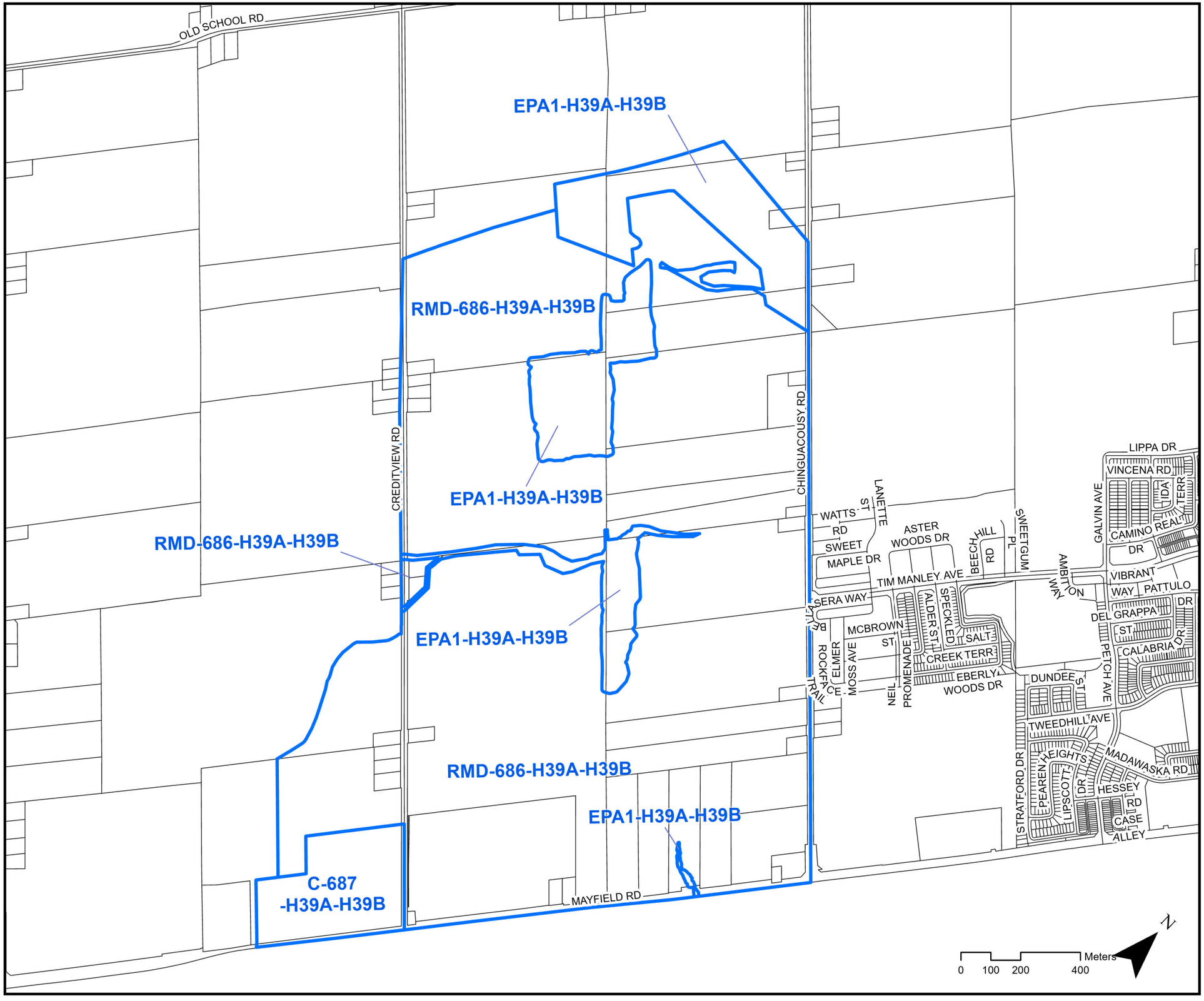
commercial uses on Schedule "A".

4. Schedule "A", Zone Maps 8 and 9 of By-law 2006-50, as amended is further amended for Part of Lots 18, 19, 20, 21, and 22 Concessions 3 and 4, West of Hurontario Street (Chinguacousy), Town of Caledon, Regional Municipality of Peel from Agricultural Zone (A1), Small Agricultural Holdings Zone (A3) and Environmental Policy Area 2 Zone (EPA2) to Mixed Density Residential Zone – Exception 686 – Holding Provision 39A and Holding Provision 39B (RMD-686-H39A-H39B), General Commercial Zone – Exception 687 – Holding Provision 39A and Holding Provision 39B (C-687-H39A-H39B), and Environmental Policy Area 1 Zone – Holding Provision 39A and Holding Provision 39B (EPA1-H39A-H39B) in accordance with Schedule "A" attached hereto.

Read three times and finally passed in open Council on the 25th day of June, 2024.

Annette Groves, Mayor

Kevin Klingenberg, Clerk



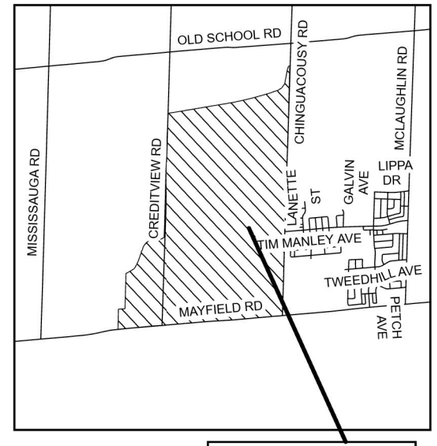
Schedule A
By-law 2024-50

Part of Lots 18, 19, 20, 21 & 22
concessions 3 & 4
(Geographic Township of Chinguacousy)
Town of Caledon,
Regional Municipality of Peel

Legend

Lands to be rezoned to the zones identified on this Schedule

Key Map

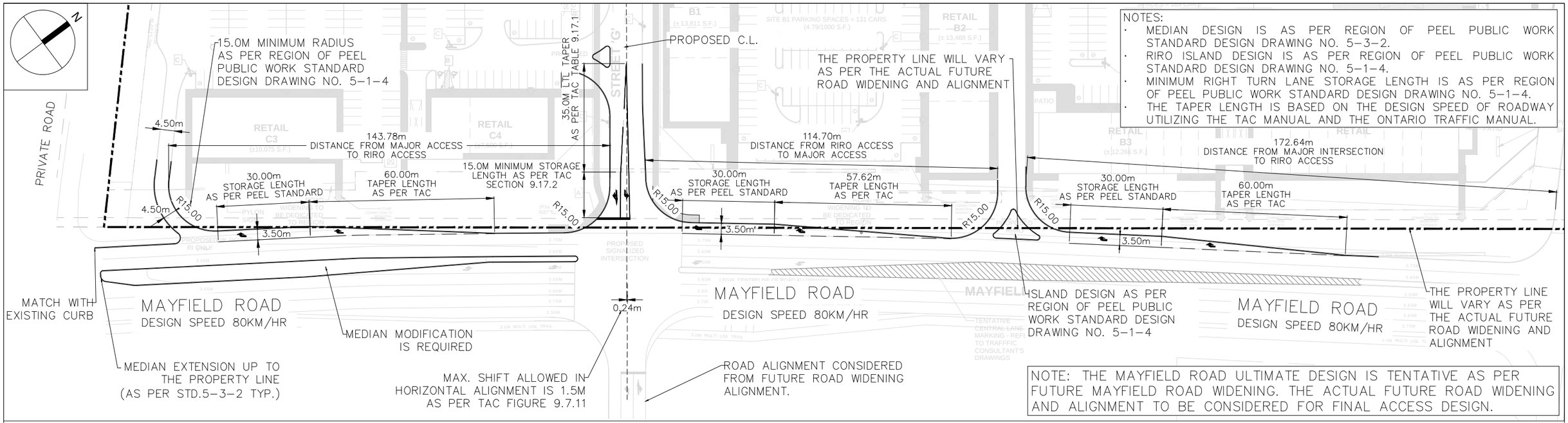


Date: June 18, 2024

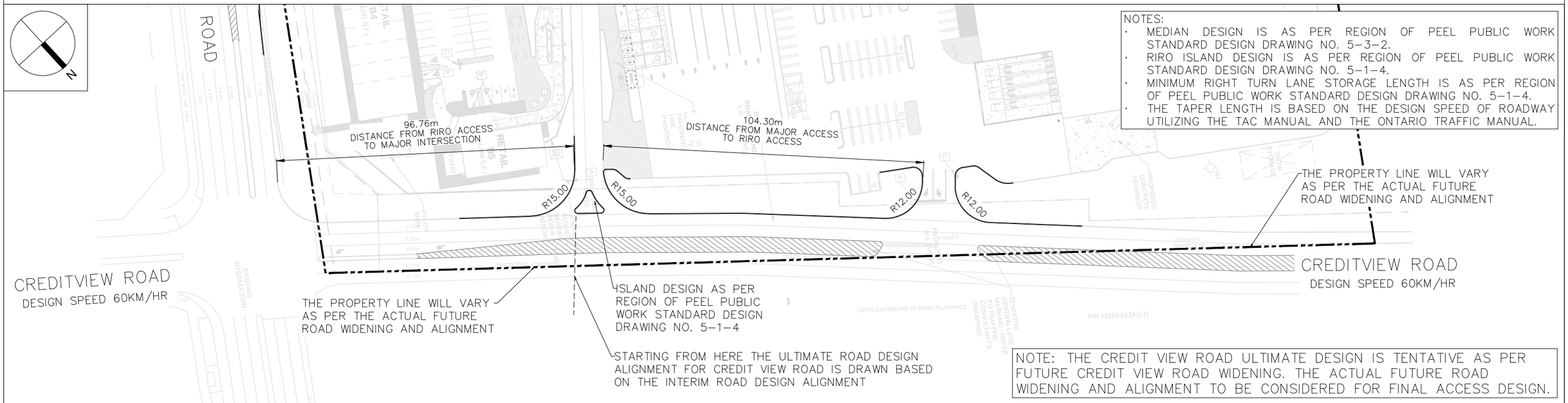
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APPENDIX L

Functional Design Review



MAYFIELD ROAD



CREDITVIEW ROAD

DRAWN BY: A.B. PLOT DATE: September 17, 2025

LEA Consulting Ltd.
Consulting Engineers and Planners
www.LEA.ca

Project No. 22142

Date SEPT 17, 2025

12100 CREDITVIEW ROAD
CALEDON ONTARIO

12.5 0 12.5 25 37.5m
1:1250

SITE PLAN
ACCESS DESIGN REVIEW
(MAYFIELD ROAD & CREDIT VIEW ROAD)

Drawing No. 001

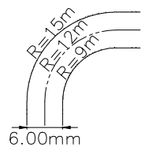
DRAWING NAME: F:\22142\Drafting\22142WF027.dwg

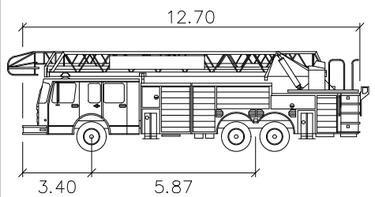
NOTES:

AS PER THE ONTARIO BUILDING CODE 3.2.5

1. 5.1 LOCATION OF ACCESS ROUTES – ACCESS ROUTES SHALL BE LOCATED SO THAT THE PRINCIPAL ENTRANCE AND EVERY ACCESS OPENING ARE LOCATED NOT LESS THAN 3m AND NOT MORE THAN 15m FROM THE CLOSEST PORTION OF THE ACCESS ROUTE
2. 6.1 ACCESS ROUTE DESIGN – A PORTION OF A ROADWAY PROVIDED AS A REQUIRED ACCESS ROUTE FOR FIRE DEPARTMENT USE SHALL:
   - (i) 6.1.a HAVE A CLEAR WIDTH NOT LESS THAN 6m,
   - (ii) 6.1.b HAVE A CENTRELINE RADIUS NOT LESS THAN 12m
   - (iii) 6.1.c HAVE AN OH CLEARANCE OF NOT LESS THAN 5m
   - (iij) 6.1.f HAVE TURNAROUND FACILITIES FOR ANY DEAD–END PORTION OF THE ACCESS ROUTE MORE THAN 90m LONG
   - (iv) 6.1.g BE CONNECTED WITH A PUBLIC THOROUGHFARE

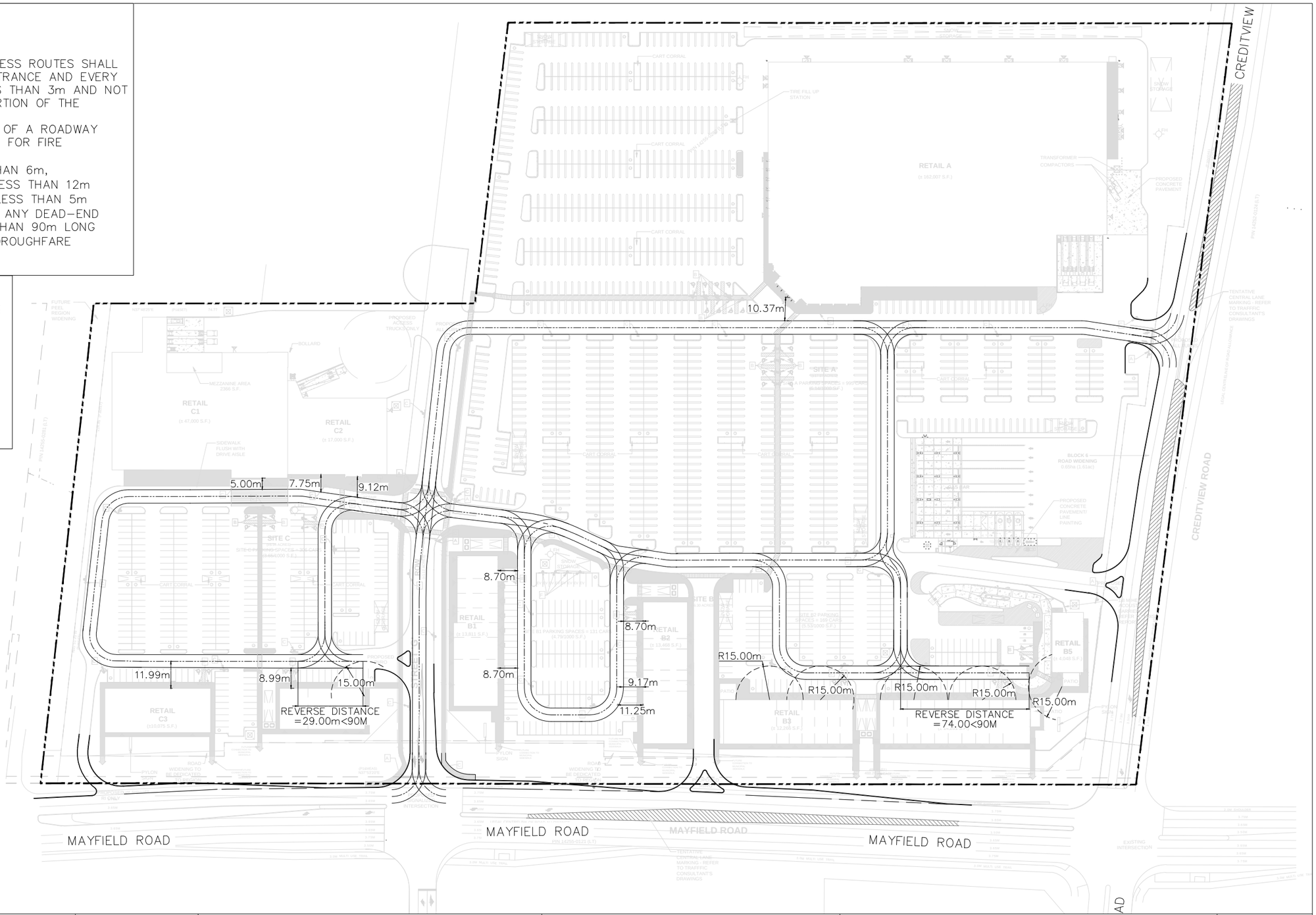
MINIMUM CENTERLINE RADIUS OF FIRE ACCESS ROUTE TO FOLLOW REQUIREMENTS AS BELOW:





Fire Truck– ON

	meters
Width	: 2.60
Track	: 2.54
Lock to Lock Time	: 6.0
Steering Angle	: 29.2



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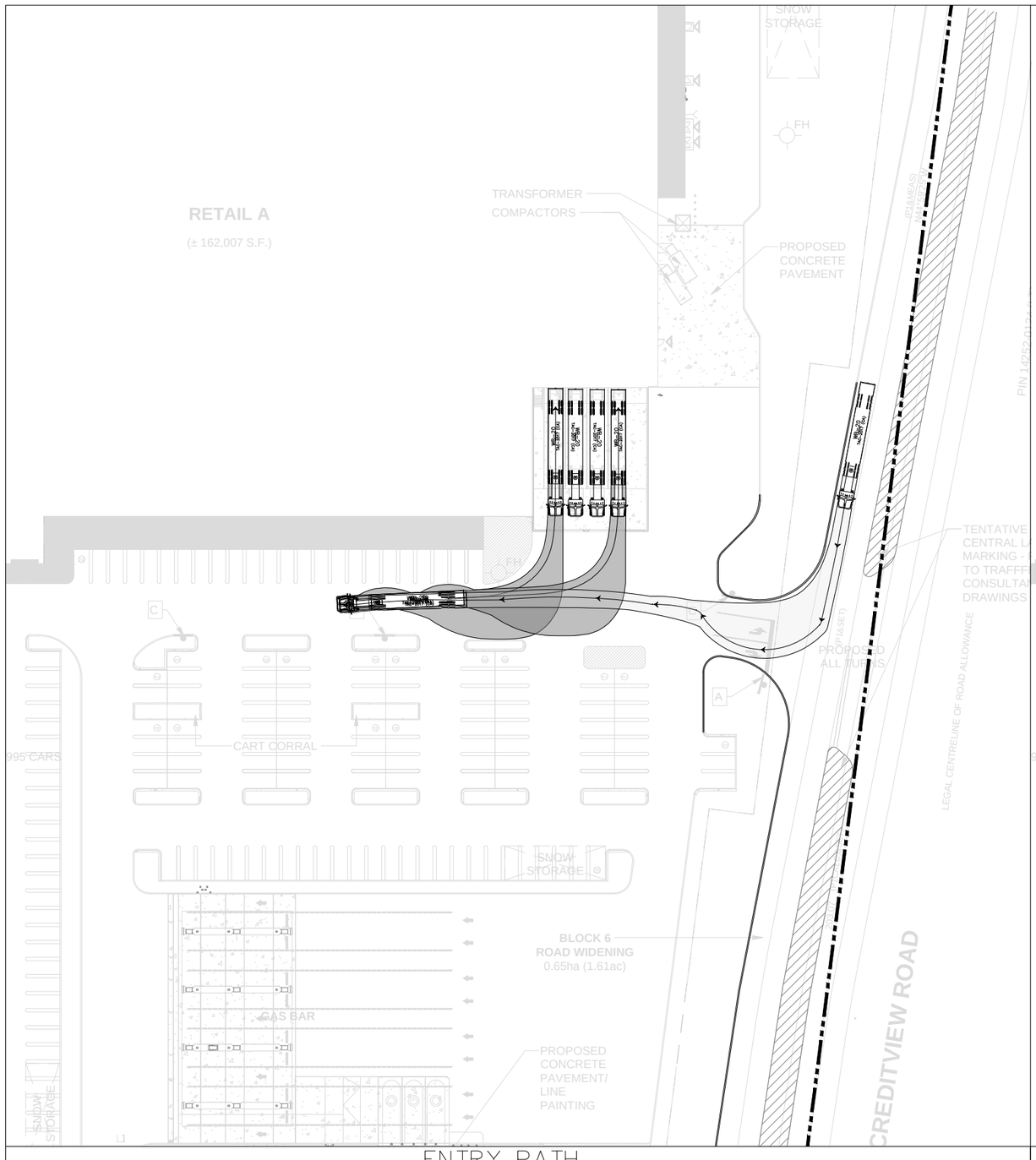
12100 CREDITVIEW ROAD
CALEDON ONTARIO

17.5 0 17.5 35 52.5m
1:1750

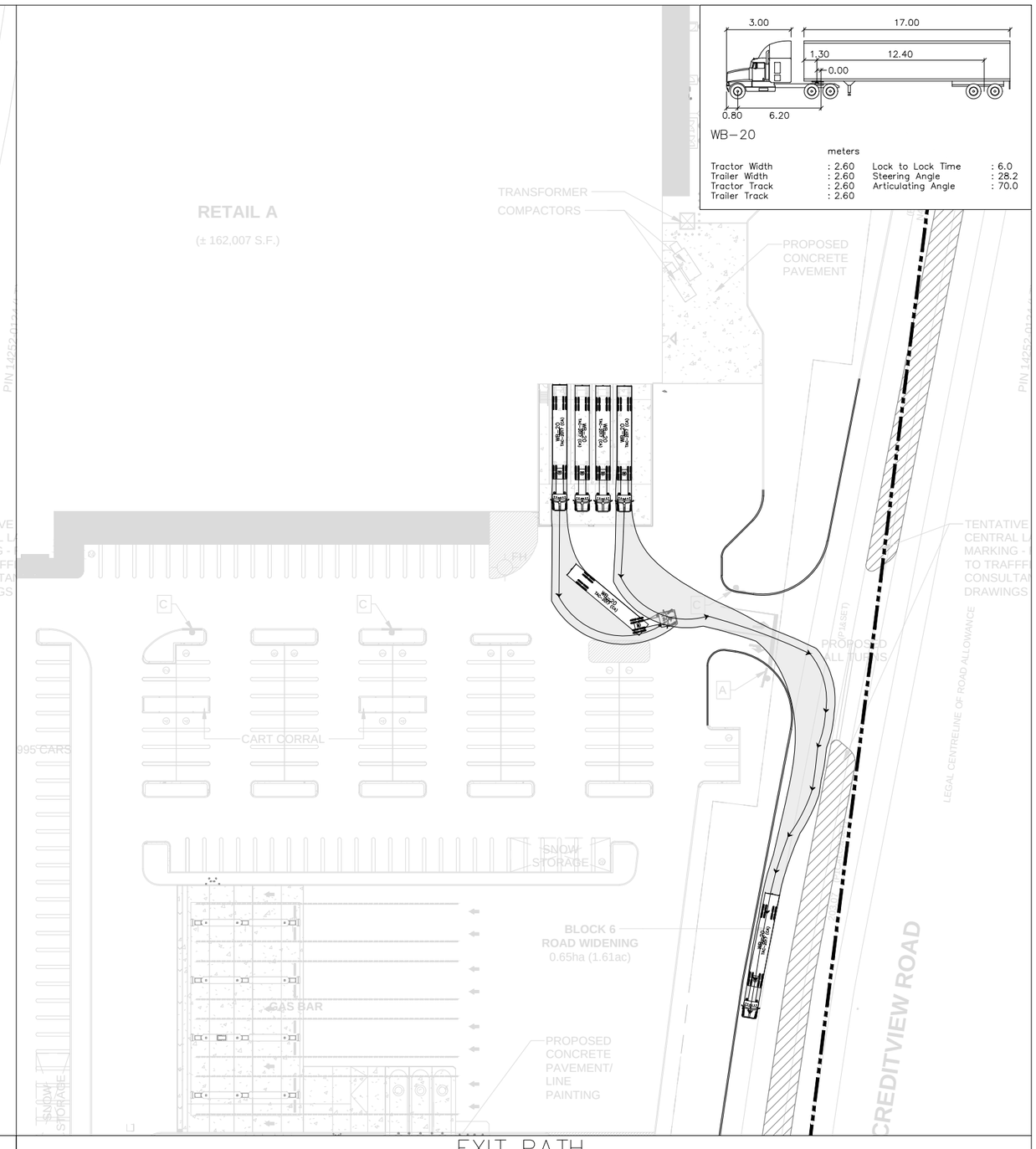
SITE PLAN
FIRE ROUTE REVIEW

Drawing No. 002

DRAWING NAME: F:\22142\Drafting\22142WF027.dwg



ENTRY PATH



EXIT PATH

PLOT DATE: September 17, 2025

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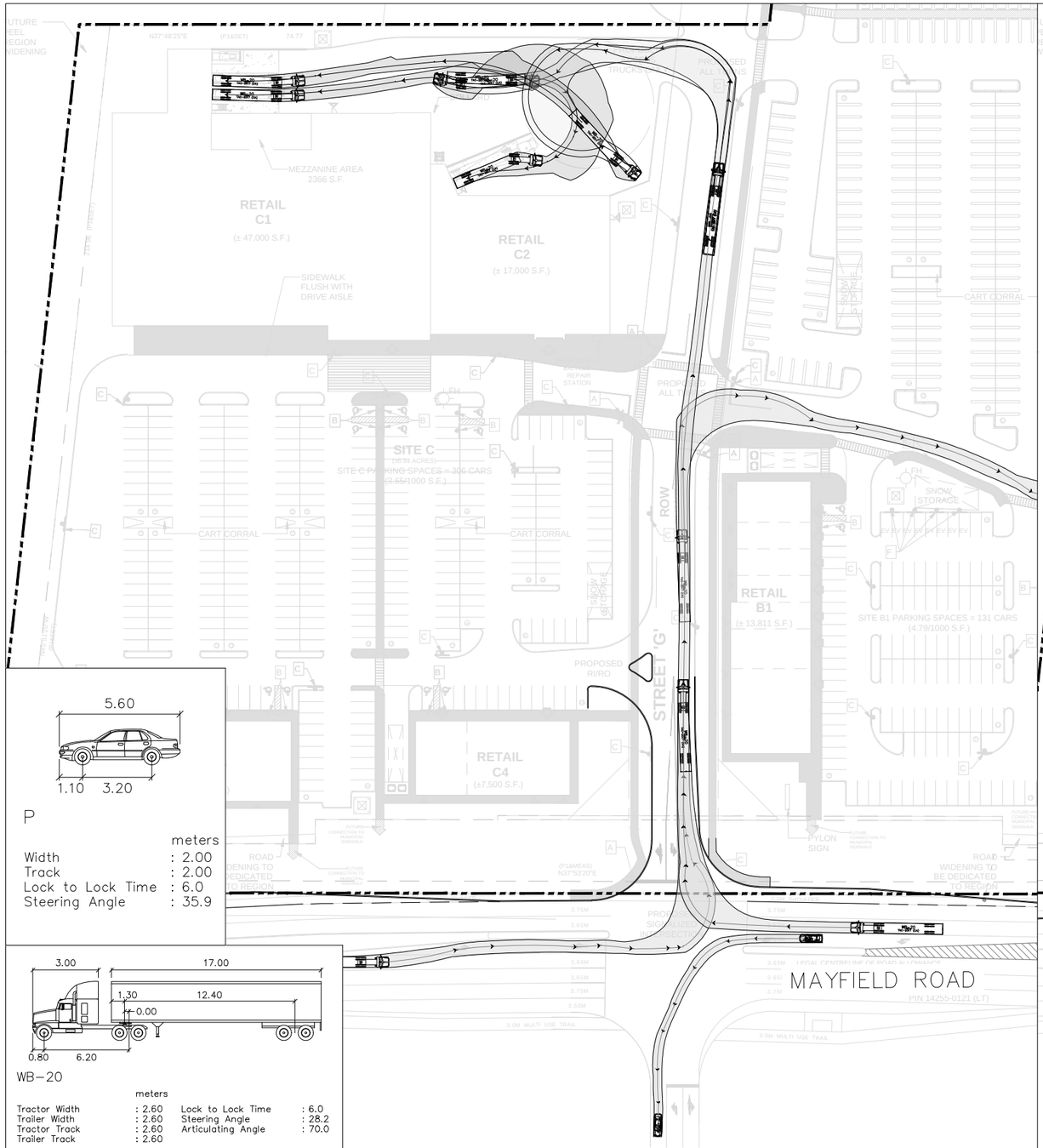
12100 CREDITVIEW ROAD
CALEDON ONTARIO

9 0 9 18 27m
1:900

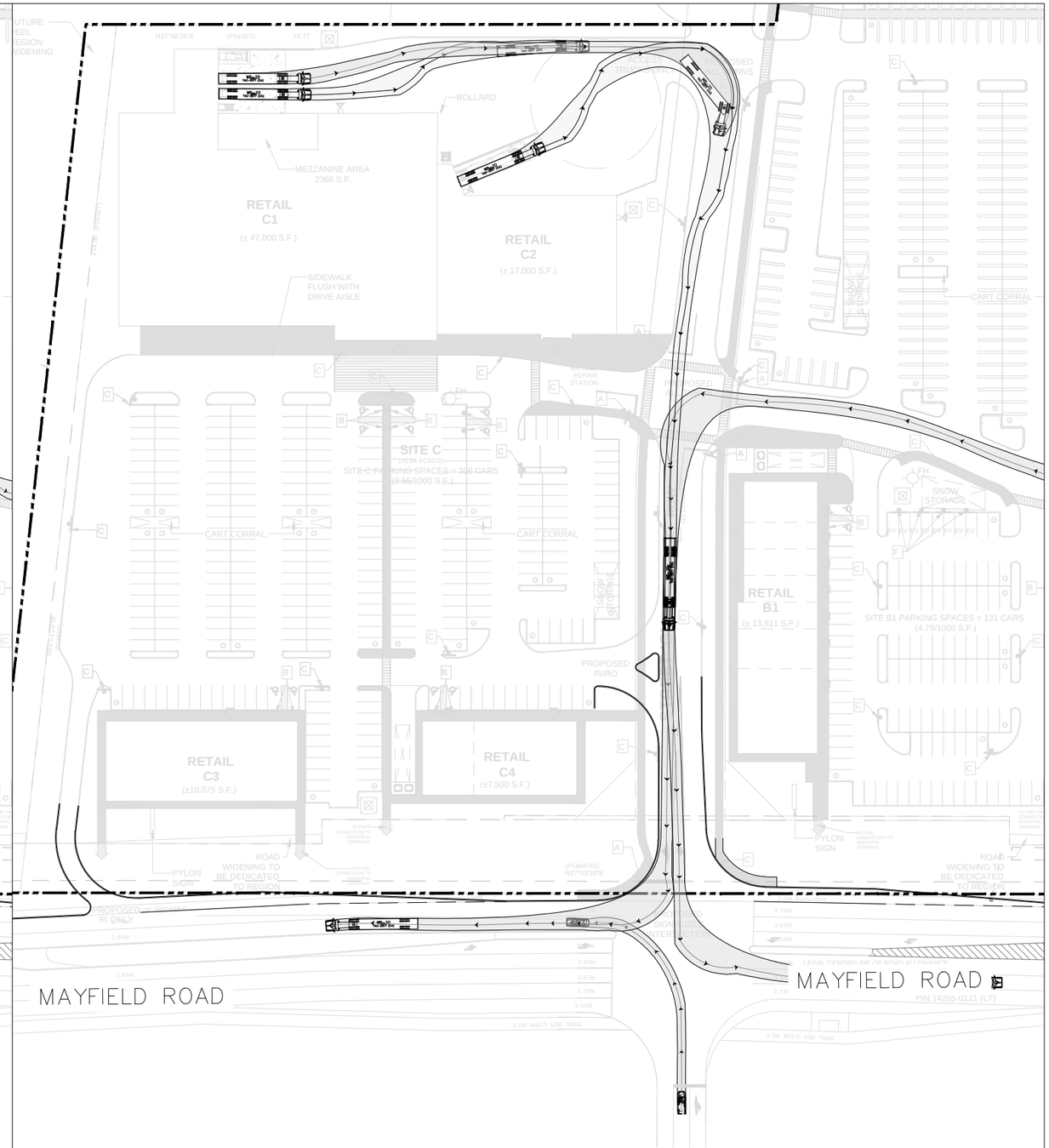
SITE PLAN
LOADING REVIEW
WB–20 (TAC)– RETAIL A
ENTRY AND EXIT PATH

Drawing No. 003

DRAWING NAME: F:\22142\Drafting\22142WF027.dwg



ENTRY PATH



EXIT PATH

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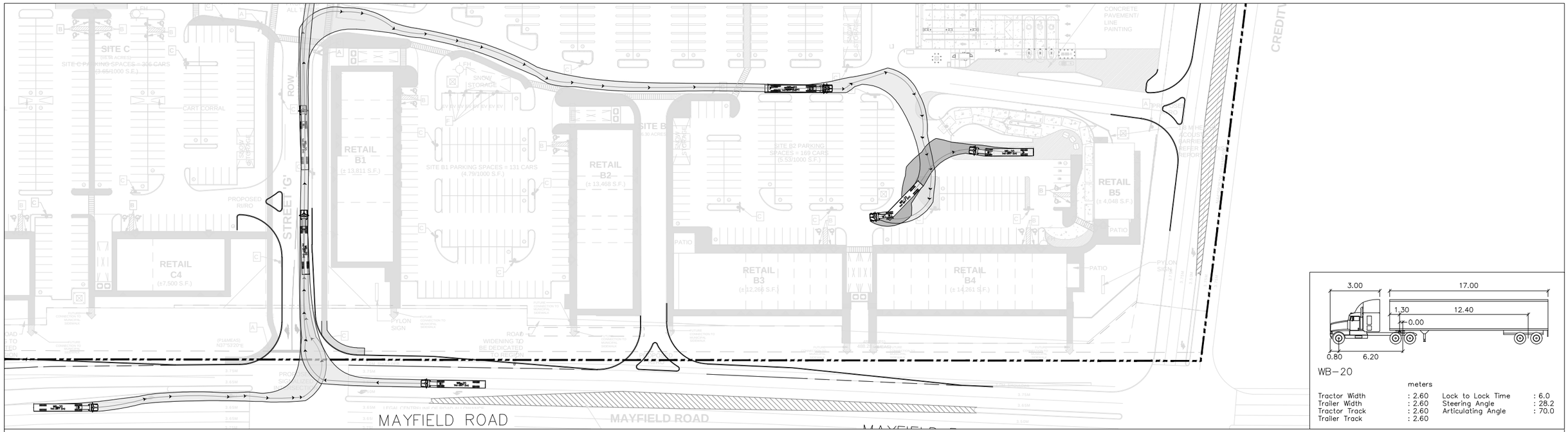
12100 CREDITVIEW ROAD
CALEDON ONTARIO

12.5 0 12.5 25 37.5m
1:1250

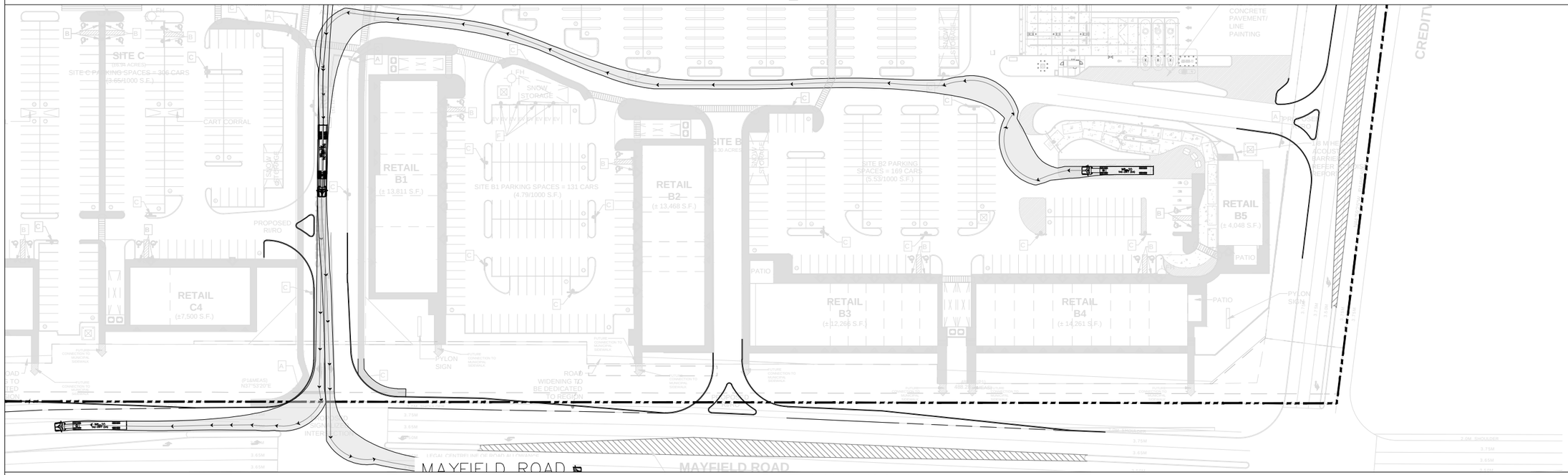
SITE PLAN
LOADING REVIEW
WB–20 (TAC)– RETAIL C1
ENTRY AND EXIT PATH

Drawing No. 004

DRAWING NAME: F:\22142\Drafting\22142WF027.dwg



ENTRY PATH



EXIT PATH

WB–20

meters

Tractor Width	: 2.60	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 28.2
Tractor Track	: 2.60	Articulating Angle	: 70.0
Trailer Track	: 2.60		

DRAWN BY: A.B. PLOT DATE: September 17, 2025

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Project No.
22142

Date
SEPT 17, 2025

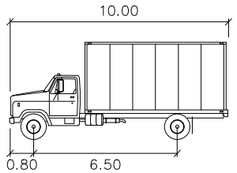
12100 CREDITVIEW ROAD
CALEDON ONTARIO

13.5 0 13.5 27 40.5m
1:1350

SITE PLAN
LOADING REVIEW
WB–20 (TAC)– RETAIL B5
ENTRY AND EXIT PATH

Drawing No.
005

DRAWING NAME: F:\22142\Drafting\22142WF027.dwg



MSU

	meters
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 40.2

PROPOSED ACCESS TRUCKS ONLY

PROPOSED ALL TURNS

BOLLARD

MEZZANINE AREA 2366 S.F.

RETAIL C1 (± 47,000 S.F.)

RETAIL C2 (± 17,000 S.F.)

SIDEWALK FLUSH WITH DRIVE AISLE

CART CORRAL

SITE A (SEE SEPARATE) SITE A PARKING SPACES = 995 CARS (6.14/1000 S.F.)

BLOCK 6 ROAD WIDENING 0.65ha (1.61ac)

GAS BAR

PROPOSED CONCRETE PAVEMENT/ LINE PAINTING

SITE C (10.51 ACRES) SITE C PARKING SPACES = 306 CARS (3.65/1000 S.F.)

REPAIR STATION

SNOW STORAGE

RETAIL B1 (± 13,811 S.F.)

SITE B1 PARKING SPACES = 131 CARS (4.79/1000 S.F.)

RETAIL B2 (± 13,468 S.F.)

SITE B2 PARKING SPACES = 169 CARS (5.53/1000 S.F.)

RETAIL B5 (± 4,048 S.F.)

PATIO

RETAIL C3 (±10,075 S.F.)

RETAIL C4 (±7,500 S.F.)

RETAIL B3 (±12,266 S.F.)

RETAIL B4 (± 14,261 S.F.)

PYLON SIGN

ROAD WIDENING TO BE DEDICATED TO REGION

RI ONLY

PROPOSED RI/RO

STREET 'G'

ROW

PROPOSED SIGNALIZED INTERSECTION

MAYFIELD ROAD

MAYFIELD ROAD

MAYFIELD ROAD

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12100 CREDITVIEW ROAD
CALEDON ONTARIO

12.5 0 12.5 25 37.5m
1:1250

SITE PLAN
TYPE "B" LOADING SPACE REVIEW
DELIVERY TRUCK – MSU
ENTRY PATHS

Drawing No. 006

DRAWING NAME: F:\22142\Drafting\22142WF027.dwg



DRAWN BY: H.B. PLOT DATE: September 17, 2025

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Date SEPT 17, 2025

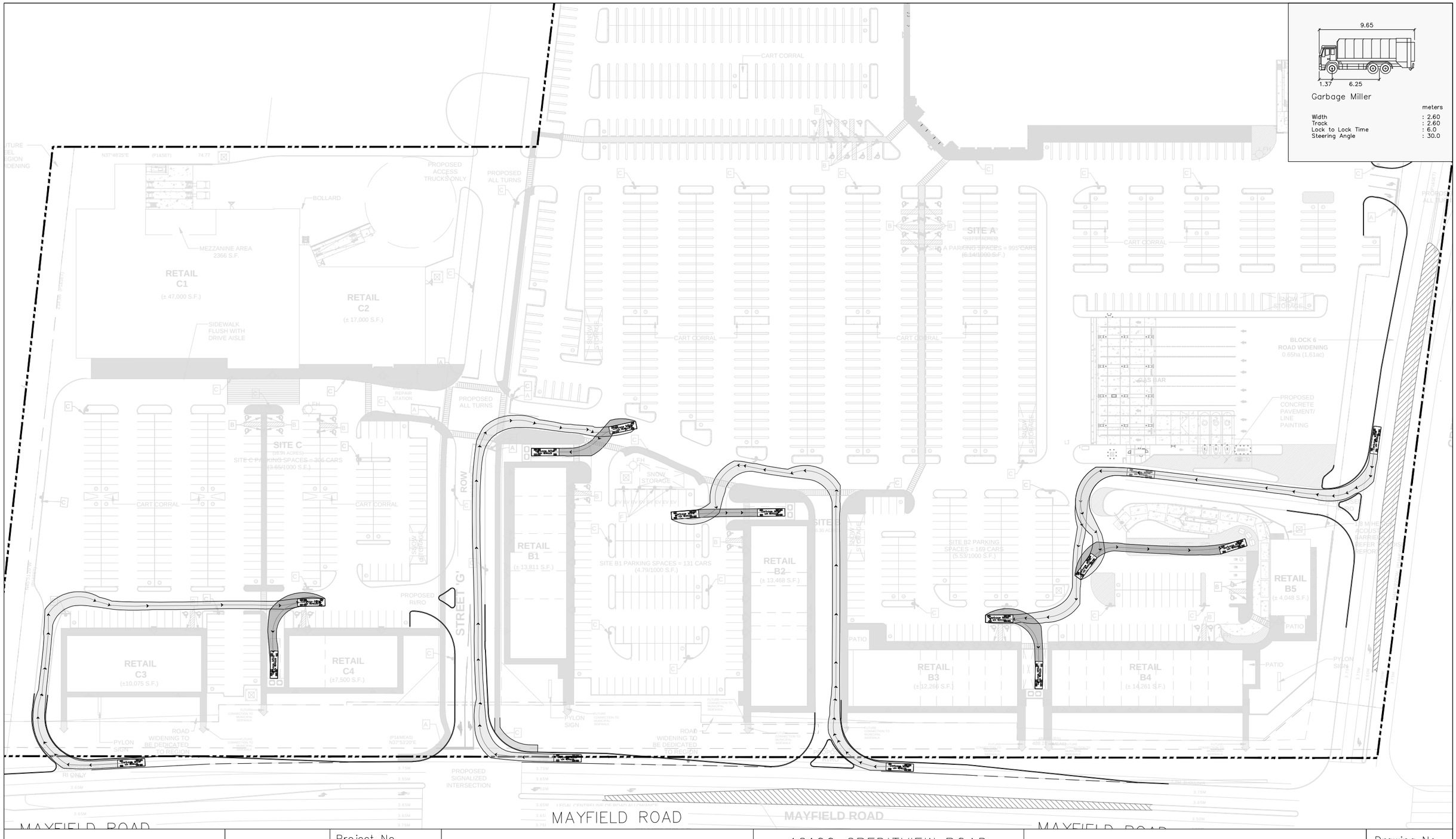
12100 CREDITVIEW ROAD
CALEDON ONTARIO

12.5 0 12.5 25 37.5m
1:1250

SITE PLAN
TYPE "B" LOADING SPACE REVIEW
DELIVERY TRUCK – MSU
EXIT PATHS

Drawing No. 007

DRAWING NAME: F:\22142\Drafting\22142WF027.dwg



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Project No. 22142

Date SEPT 17, 2025

12100 CREDITVIEW ROAD
CALEDON ONTARIO

12.5 0 12.5 25 37.5m
1:1250

LOADING REVIEW
GARBAGE MILLER (EARTH BINS) ENTRY PATHS

Drawing No. 008

DRAWING NAME: F:\22142\Drafting\22142WF027.dwg



DRAWN BY: H.B. PLOT DATE: September 17, 2025

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Project No. 22142

Date SEPT 17, 2025

12100 CREDITVIEW ROAD
CALEDON ONTARIO

12.5 0 12.5 25 37.5m

1:1250

LOADING REVIEW
GARBAGE MILLER (EARTH BINS)
EXIT PATHS

Drawing No. 009

DRAWING NAME: F:\22142\Drafting\22142WF027.dwg

NOTES:

AS PER THE TOWN OF CALEDON ZONING SECTION 5: PARKING, LOADING AND DELIVERY STANDARDS:

5.2.11 SIZE OF PARKING SPACES:

a) SURFACE PARKING SPACES SHALL HAVE A MINIMUM WIDTH OF 2.75m AND MINIMUM LENGTH OF 6.0m

b) ENCLOSED OR UNDERGROUND PARKING SPACES SHALL HAVE A MINIMUM WIDTH OF 2.6m AND MINIMUM LENGTH OF 5.8m,

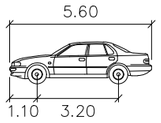
c) THE WIDTH AND LENGTH OF A PARKING SPACE SHALL BE MEASURED EXCLUSIVE OF THE WIDTH OR LENGTH OF ANY PAINTED LINES MARKING SUCH PARKING SPACE

5.2.12 WIDTH OF AISLES

a) MINIMUM WIDTH OF AN AISLE PROVIDING ACCESS TO A PARKING SPACE SHALL BE 6.0m EXPECT IN THE CASE OF ANGLED OFF STREET PARKING BY

AS PER AODA ACCESSIBLE PARKING REQUIREMENTS:

1. TYPE A:
   a) BE A MINIMUM OF 3.4 METRES WIDE
2. TYPE B:
   a) BE A MINIMUM OF 2.4 METRES WIDE
3. ACCESS AISLE
   a) HAVE AN ACCESS AISLE THAT IS A MINIMUM OF 1.5 METRES WIDE AND EXTEND THE FULL LENGTH OF THE PARKING SPACE



P

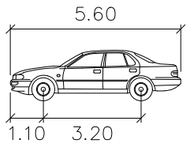
	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

LEA Consulting Ltd. Consulting Engineers and Planners www.LEA.ca	N	Project No. 22142 Date SEPT 17, 2025		12100 CREDITVIEW ROAD CALEDON ONTARIO 17.5 0 17.5 35 52.5m 1:1750	SITE PLAN PARKING & PTAC REVIEW	Drawing No. 010

DRAWN BY: H.B. PLOT DATE: September 17, 2025

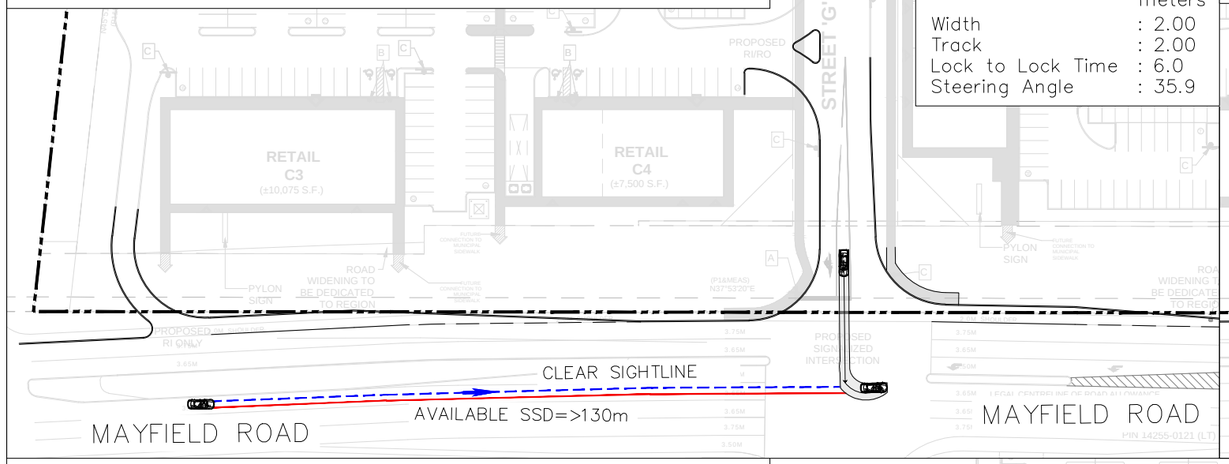
DRAWING NAME: F:\22142\Drafting\22142WF027.dwg

STOPPING SIGHT DISTANCE:
- PER "TAC" TABLE 9.9.6
- DESIGN SPEED = 80km/h
- REQUIRED STOPPING SIGHT DISTANCE = 130m
- AVAILABLE STOPPING SIGHT DISTANCE => 130m
- DOES IT MEET THE REQUIREMENT – YES

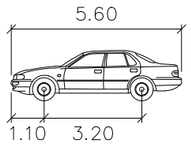


P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

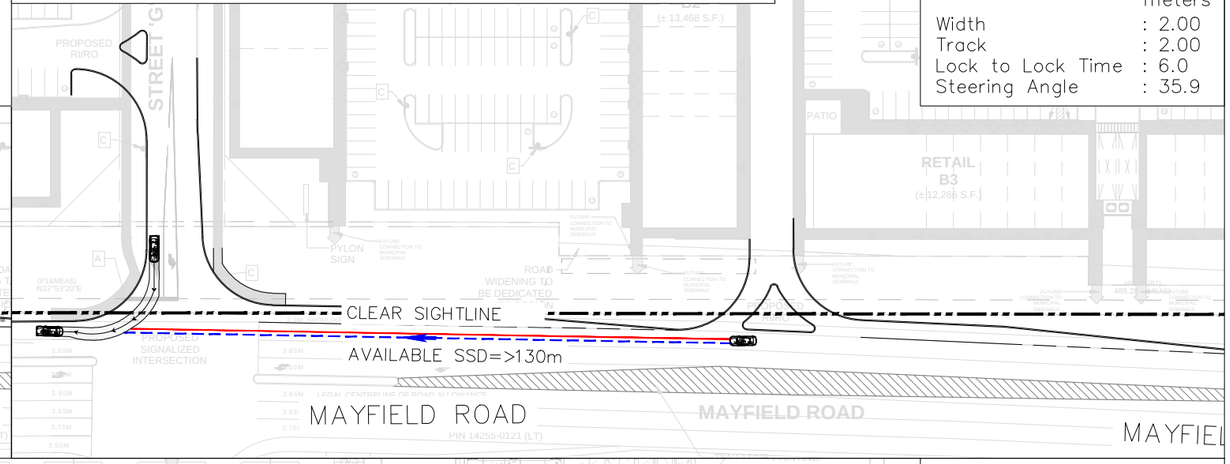


STOPPING SIGHT DISTANCE:
- PER "TAC" TABLE 9.9.6
- DESIGN SPEED = 80km/h
- REQUIRED STOPPING SIGHT DISTANCE = 130m
- AVAILABLE STOPPING SIGHT DISTANCE => 130m
- DOES IT MEET THE REQUIREMENT – YES

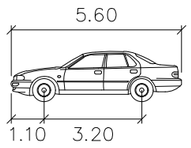


P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9



STOPPING SIGHT DISTANCE:
- PER "TAC" TABLE 9.9.6
- DESIGN SPEED = 80km/h
- REQUIRED STOPPING SIGHT DISTANCE = 130m
- AVAILABLE STOPPING SIGHT DISTANCE => 130m
- DOES IT MEET THE REQUIREMENT – YES



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

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12100 CREDITVIEW ROAD
CALEDON ONTARIO

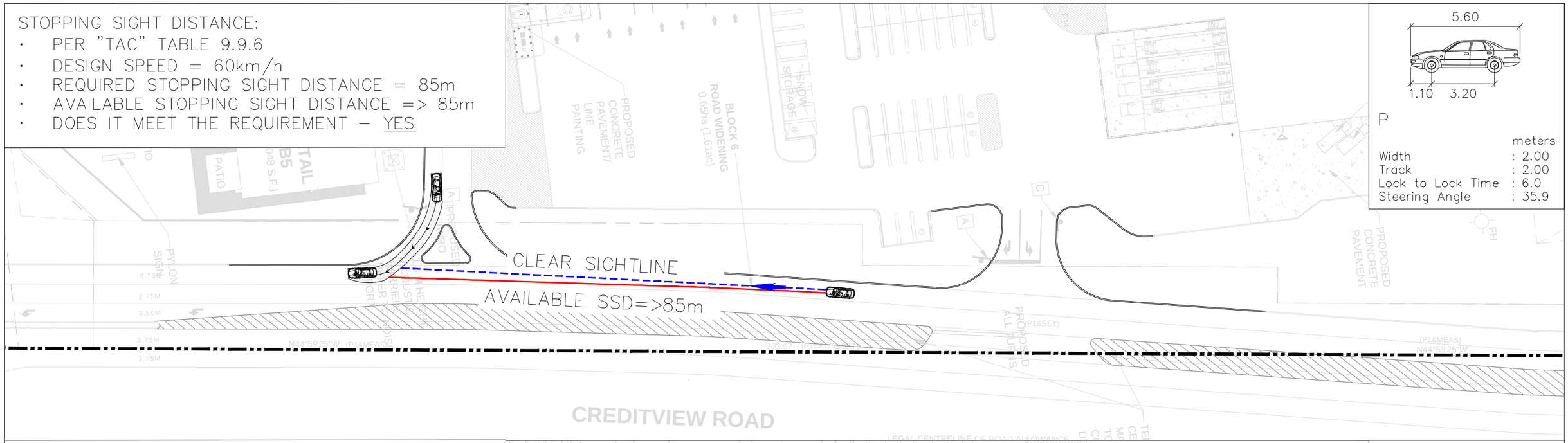
12.5 0 12.5 25 37.5m
1:1250

PROPOSED SITE ACCESS
SIGHTLINE ANALYSIS
STOPPING SIGHT DISTANCE (SSD)
MAYFIELD ROAD ACCESS

Drawing No. 012

DRAWING NAME: F:\22142\Drafting\22142WF027.dwg

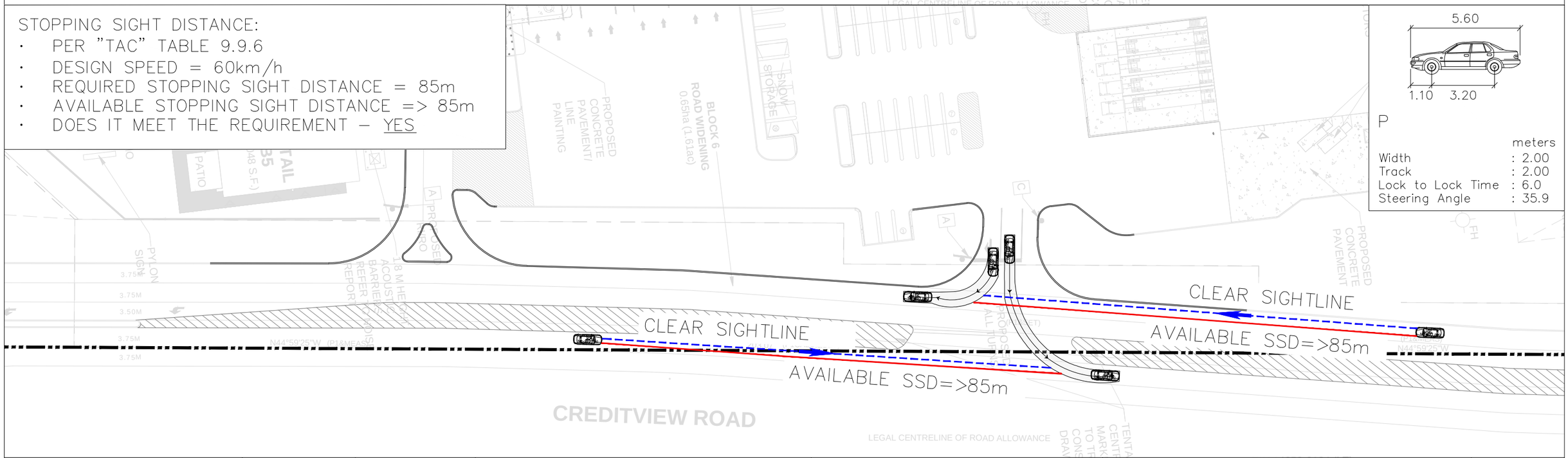
STOPPING SIGHT DISTANCE:
- PER "TAC" TABLE 9.9.6
- DESIGN SPEED = 60km/h
- REQUIRED STOPPING SIGHT DISTANCE = 85m
- AVAILABLE STOPPING SIGHT DISTANCE => 85m
- DOES IT MEET THE REQUIREMENT – YES



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

STOPPING SIGHT DISTANCE:
- PER "TAC" TABLE 9.9.6
- DESIGN SPEED = 60km/h
- REQUIRED STOPPING SIGHT DISTANCE = 85m
- AVAILABLE STOPPING SIGHT DISTANCE => 85m
- DOES IT MEET THE REQUIREMENT – YES



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

PLOT DATE: September 17, 2025

DRAWN BY: H.B.

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12100 CREDITVIEW ROAD
CALEDON ONTARIO

7.5 0 7.5 15 22.5m
1: 750

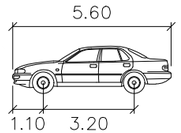
PROPOSED SITE ACCESS
SIGHTLINE ANALYSIS
STOPPING SIGHT DISTANCE (SSD)
CREDITVIEW ROAD ACCESS

Drawing No. 013

DRAWING NAME: F:\22142\Drafting\22142WF027.dwg

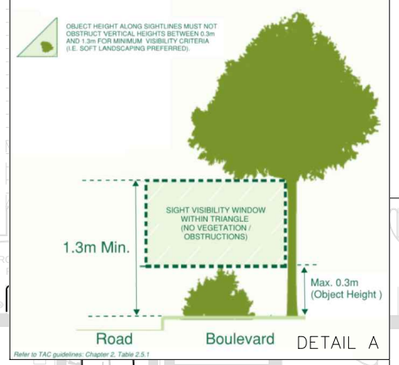
INTERSECTION SIGHT DISTANCE:
- DESIGN SPEED = 80km/h

LEFT TURN FROM STOP
- PER "TAC" TABLE 9.9.4
- REQUIRED LEFT TURN SIGHT DISTANCE = 170m
- AVAILABLE LEFT TURN SIGHT DISTANCE => 170m
- DOES IT MEET THE REQUIREMENT – YES



P

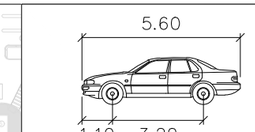
	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9



DETAIL A

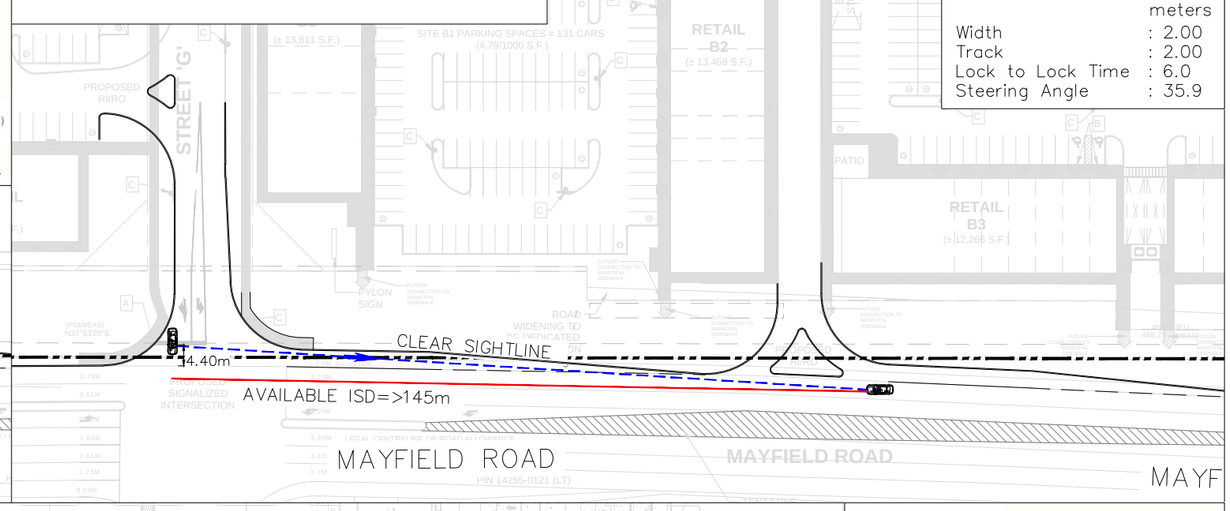
INTERSECTION SIGHT DISTANCE:
- DESIGN SPEED = 80km/h

RIGHT TURN FROM STOP
- PER "TAC" TABLE 9.9.6
- REQUIRED RIGHT TURN SIGHT DISTANCE = 145m
- AVAILABLE RIGHT TURN SIGHT DISTANCE = 145m
- DOES IT MEET THE REQUIREMENT – YES



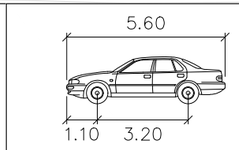
P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9



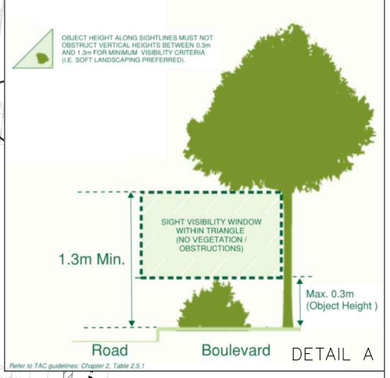
INTERSECTION SIGHT DISTANCE:
- DESIGN SPEED = 80km/h

RIGHT TURN FROM STOP
- PER "TAC" TABLE 9.9.6
- REQUIRED RIGHT TURN SIGHT DISTANCE = 145m
- AVAILABLE RIGHT TURN SIGHT DISTANCE = 145m
- DOES IT MEET THE REQUIREMENT – YES



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9



DETAIL A

DRAWN BY: H.B. PLOT DATE: September 17, 2025

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Date SEPT 17, 2025

12100 CREDITVIEW ROAD
CALEDON ONTARIO

12.5 12.5 25 37.5m
1:1250

PROPOSED SITE ACCESS SIGHTLINE ANALYSIS INTERSECTION SIGHT DISTANCE (ISD) MAYFIELD ROAD ACCESS

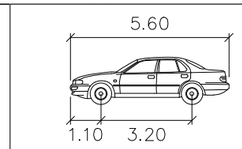
Drawing No. 014

DRAWING NAME: F:\22142\Drafting\22142WF027.dwg

INTERSECTION SIGHT DISTANCE:
- DESIGN SPEED = 60km/h

LEFT TURN FROM STOP
- PER "TAC" TABLE 9.9.4
- REQUIRED LEFT TURN SIGHT DISTANCE = 130m
- AVAILABLE LEFT TURN SIGHT DISTANCE => 130m
- DOES IT MEET THE REQUIREMENT – YES

RIGHT TURN FROM STOP
- PER "TAC" TABLE 9.9.6
- REQUIRED RIGHT TURN SIGHT DISTANCE = 110m
- AVAILABLE RIGHT TURN SIGHT DISTANCE = 110m
- DOES IT MEET THE REQUIREMENT – YES

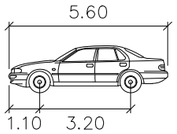


P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

INTERSECTION SIGHT DISTANCE:
- DESIGN SPEED = 60km/h

RIGHT TURN FROM STOP
- PER "TAC" TABLE 9.9.6
- REQUIRED RIGHT TURN SIGHT DISTANCE = 110m
- AVAILABLE RIGHT TURN SIGHT DISTANCE = 110m
- DOES IT MEET THE REQUIREMENT – YES



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

DRAWN BY: H.B. PLOT DATE: September 17, 2025

LEA Consulting Ltd.
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Project No. 22142

Date SEPT 17, 2025

12100 CREDITVIEW ROAD
CALEDON ONTARIO

9 0 9 18 27m
1:900

PROPOSED SITE ACCESS SIGHTLINE ANALYSIS INTERSECTION SIGHT DISTANCE (ISD) CREDITVIEW ROAD ACCESS

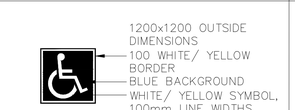
Drawing No. 015

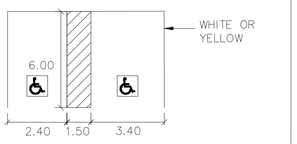
DRAWING NAME: F:\22142\Drafting\22142WF027.dwg

APPENDIX M

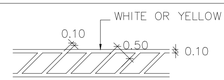
Pavement Marking Signage Plan

A – ACCESSIBLE PARKING PAVEMENT GRAPHICS





B – PAINTED HATCHING



LOCATIONS AS SHOWN ON PLAN

C – CROSSWALK DESIGN AS PER TAC GUIDELINES



PAVEMENT MARKING & SIGNAGE LEGEND

WALL MOUNTED SIGN
POST MOUNTED SIGN

SIGN NUMBER

1. DASHED WHITE, 10cm
2. SOLID WHITE, 10cm
3. SOLID WHITE, 20cm
4. SOLID YELLOW, 50cm
5. SOLID WHITE, 60cm
6. 10cm HATCHING AS SHOWN (TYP.)
7. SYMBOL AS SHOWN (TYP.)
8. "ELECTRIC VEHICLE" PAVEMENT MARKING

ENSURE PAVEMENT MARKING FOR ACCESSIBLE PARKING AS PER DETAIL A.

CROSSWALK TO BE DESIGNED AS PER TAC GUIDELINES.SEE DETAIL C.

TRAFFIC SIGNS SCHEDULE

SIGN	SIGN NUMBER	QUANTITY REQUIRED	COLOURS
STOP	1	9	Ra–1 (600x600) LEGEND & BORDER – WHITE REFL. BACKGROUND – RED REFL.
BY PERMIT ONLY	2	22	Rb–93 (300x450) BLACK LEGEND, BORDER & LETTER P, WHITE REFL. BACKGROUND, RED REFL. INTERDICTORY SYMBOL. INTERDICTORY SYMBOL – BLUE REFL. BACKGROUND & OUTLINE
FIRE ROUTE	3	41	(300x450) RED REFL. INTERDICTORY SYMBOL BLACK SYMBOL, WHITE REFL. "FIRE ROUTE" ON RED BACKGROUND BLACK LEGEND, RED BORDER WHITE REFL. BACKGROUND
	4	9	Wc–7 (750x750) BLACK SYMBOL & BORDER,, YELLOW REFL. BACKGROUND.
	5	9	Wc–7 (750x750) BLACK SYMBOL & BORDER,, YELLOW REFL. BACKGROUND.
STOP FOR PEDESTRIANS	6	18	Ra–4t (600x450) BLACK LEGEND & BORDER, WHITE REFL. BACKGROUND.
TURNAROUND AREA	7	1	Rb–52 MOD. (300x450) RED REFL. INTERDICTORY SYMBOL, BLACK SYMBOL, LEGEND & BORDER, WHITE REFL. BACKGROUND.
LOADING ZONE	8	7	Rb–51 MOD. (300x450) RED REFL. INTERDICTORY SYMBOL, BLACK LEGEND & BORDER, WHITE REFL. BACKGROUND.
DO NOT ENTER TRUCKS EXCEPTED	9	1	Rb–19 MODIFIED (600x900) RED REFL. INTERDICTORY SYMBOL, BLACK LEGEND & BORDER, WHITE REFL. BACKGROUND.
ELECTRIC VEHICLE CHARGING STATION / BORNE DE RECHARGE POUR VÉHICULES ÉLECTRIQUES	10	8	(600x600) WHITE REFL. LEGEND & BORDER, BLUE REFL. BACKGROUND.
	11	4	Wa–33 LR (450x900) BLACK LINES, YELLOW REFL. BACKGROUND.
	12	3	Wa–33R (300x900) BLACK LINES, YELLOW REFL. BACKGROUND.
	13	4	Rb–19 (600x600) RED REFL. INTERDICTORY SYMBOL, BLACK BORDER, WHITE REFL. BACKGROUND.
DO NOT ENTER	14	4	Rb–19t (60X60cm) BLACK LEGEND & BORDER, WHITE REFL. BACKGROUND.
	15	3	Wa–33L (300x900) BLACK LINES, YELLOW REFL. BACKGROUND.
	16	3	Rb–12 (600x600) RED REFL. INTERDICTORY SYMBOL, BLACK ARROW & BORDER, WHITE REFL. BACKGROUND.
	17	3	Rb–25 (600x750) BLACK SYMBOL & BORDER, WHITE REFL. BACKGROUND.

NOTES:

- ALL SIGNS ARE STEEL POST–MOUNTED, UNLESS OTHERWISE INDICATED.
- UNDERSIDES OF ALL SIGNS TO BE LOCATED MIN. 2.0m ABOVE TOP OF PAVEMENT OR TOP OF SIDEWALK. ALL SIGNS ARE PER "ONTARIO TRAFFIC MANUAL", LATEST EDITION.
- ALL PAVEMENT MARKINGS SHALL BE MADE IN ACCORDANCE WITH ONTARIO TRAFFIC MANUAL, BOOK 5, 11 AND 15.
- SIGN Ra–4t TO BE MOUNTED ON THE SAME POST OF SIGN WC–7, AND BELOW IT.
- CONTRACTOR TO ENSURE FIRE ROUTE SIGNS ARE INSTALLED IN ACCORDANCE WITH TOWN OF MILTON BY–LAW 48–82

REV.	Drawn	Date	Description
11			
10			
9			
8			
7			
6			
5			
4			
3			
2			
1	H.B	2024–10–10	SUBMISSION

20 0 20 40 60m
1: 1000

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12100 CREDITVIEW ROAD
CALEDON ONTARIO

SITE PLAN
PAVEMENT MARKING & SIGNAGE PLAN

Design By	Date
A.B.	SEPT 17, 2025
Drawn By	Checked By
A.B.	M.B.
Project No.	Drawing No.
22142	011

