

## **APPENDIX D**

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### **MTO Warrants for Traffic Signal Control and Left-Turn Storage Lanes**

LOCATION: Breezehill at Somerset

DATE: July 2012

**JUSTIFICATION 1 – Minimum Vehicular Volume**

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				PERCENTAGE WARRANT								TOTAL ACROSS
	1		2 or MORE		HOUR ENDING								
FLOW CONDITION	FREE FLOW	RESTR FLOW	FREE FLOW	RESTR FLOW	8:00	9:00	10:00	12:30	13:30	16:00	17:00	18:00	
A.	480 (385)	720 (575)	600 (480)	900 (720)	264	560	428	494	482	587	635	593	
ALL APPROACHES	100% FULFILLED												
	80% FULFILLED												
	ACTUAL % IF BELOW 80% VALUE				29%	62%	48%	55%	54%	65%	71%	66%	450
												TOTAL DOWN:	450
												AVERAGE (TOTAL/8):	56%

T Intersection Add 50%

180 (255) 180 255  
143 (203) 143 203

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				PERCENTAGE WARRANT								TOTAL ACROSS
	1		2 or MORE		HOUR ENDING								
FLOW CONDITION	FREE FLOW	RESTR FLOW	FREE FLOW	RESTR FLOW	8:00	9:00	10:00	12:30	13:30	16:00	17:00	18:00	
B.	120 (95)	170 (135)	120 (95)	170 (135)	20	53	26	40	34	55	30	39	
MINOR STREET BOTH APPROACHES	100% FULFILLED												
	80% FULFILLED												
	ACTUAL % IF BELOW 80% VALUE				8%	21%	10%	16%	13%	22%	12%	15%	117
												TOTAL DOWN:	117
												AVERAGE (TOTAL/8):	15%

**JUSTIFICATION 2 – Delay To Cross Traffic**

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				PERCENTAGE WARRANT								TOTAL ACROSS
	1		2 or MORE		HOUR ENDING								
FLOW CONDITION	FREE FLOW	RESTR FLOW	FREE FLOW	RESTR FLOW	8:00	9:00	10:00	12:30	13:30	16:00	17:00	18:00	
A.	480 (385)	720 (575)	600 (480)	900 (720)	244	507	402	460	448	532	605	554	
MAJOR STREET BOTH APPROACHES	100% FULFILLED												
	80% FULFILLED												
	ACTUAL % IF BELOW 80% VALUE				27%	56%	45%	51%	50%	59%	67%	62%	417
												TOTAL DOWN:	417
												AVERAGE (TOTAL/8):	52%

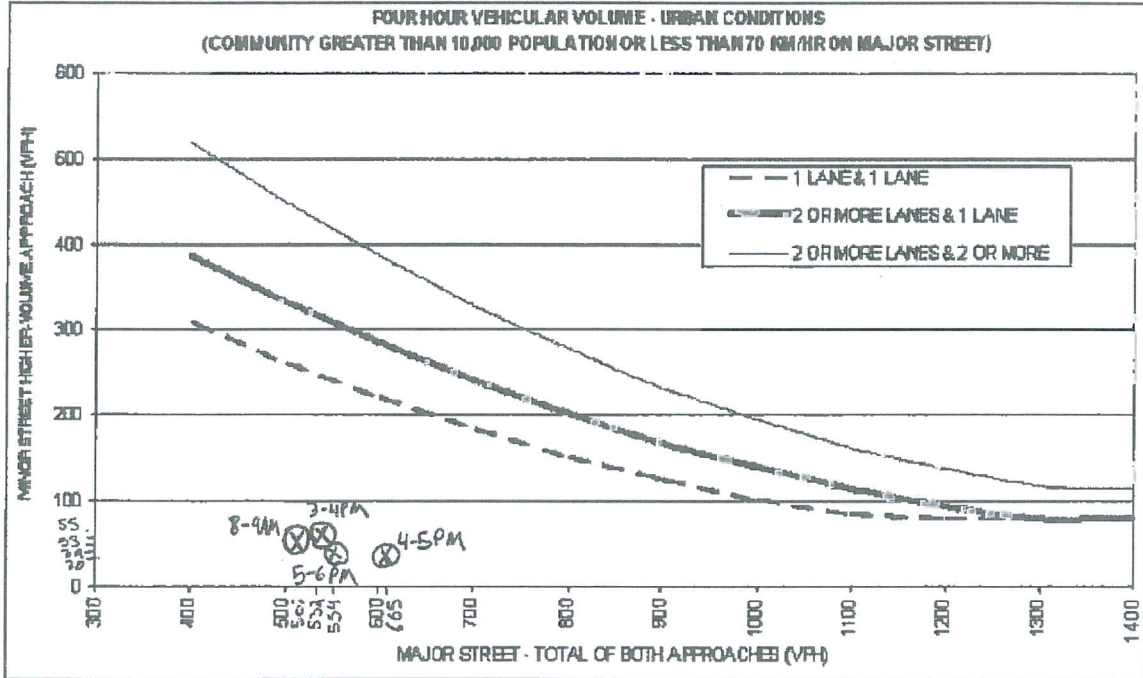
APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				PERCENTAGE WARRANT								TOTAL ACROSS
	1		2 or MORE		HOUR ENDING								
FLOW CONDITION	FREE FLOW	RESTR FLOW	FREE FLOW	RESTR FLOW	8:00	9:00	10:00	12:30	13:30	16:00	17:00	18:00	
B.	50 (40)	75 (60)	50 (40)	75 (60)	9	17	16	15	18	21	6	19	
TRAFFIC CROSSING MAJOR STREET	100% FULFILLED												
	80% FULFILLED												
	ACTUAL % IF BELOW 80% VALUE				12%	23%	21%	20%	24%	28%	8%	25%	161
												TOTAL DOWN:	161
												AVERAGE (TOTAL/8):	20%

LOCATION: Breezehill at Somerset

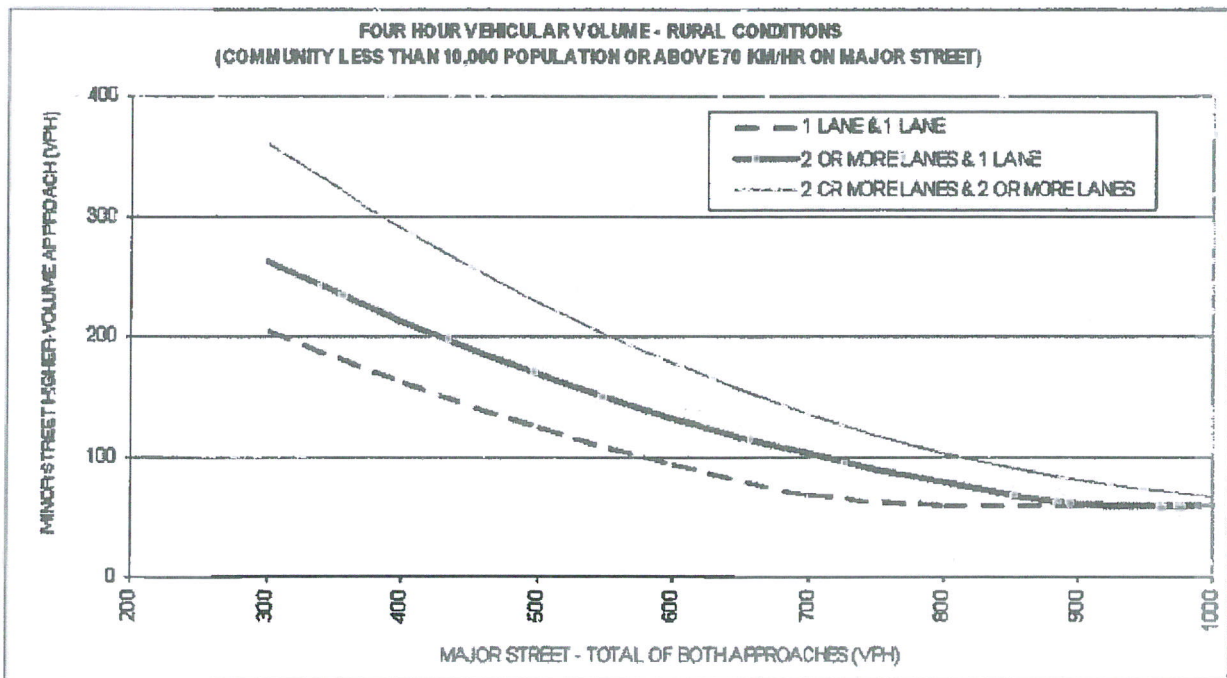
DATE: July 2012

**JUSTIFICATION 4 – Minimum Four-Hour Vehicle Volume**

**A. Restricted Flow**



**B. Free Flow**



**TRAFFIC SIGNAL JUSTIFICATION  
SUMMARY TABLE**

LOCATION: Breezehill at Somerset

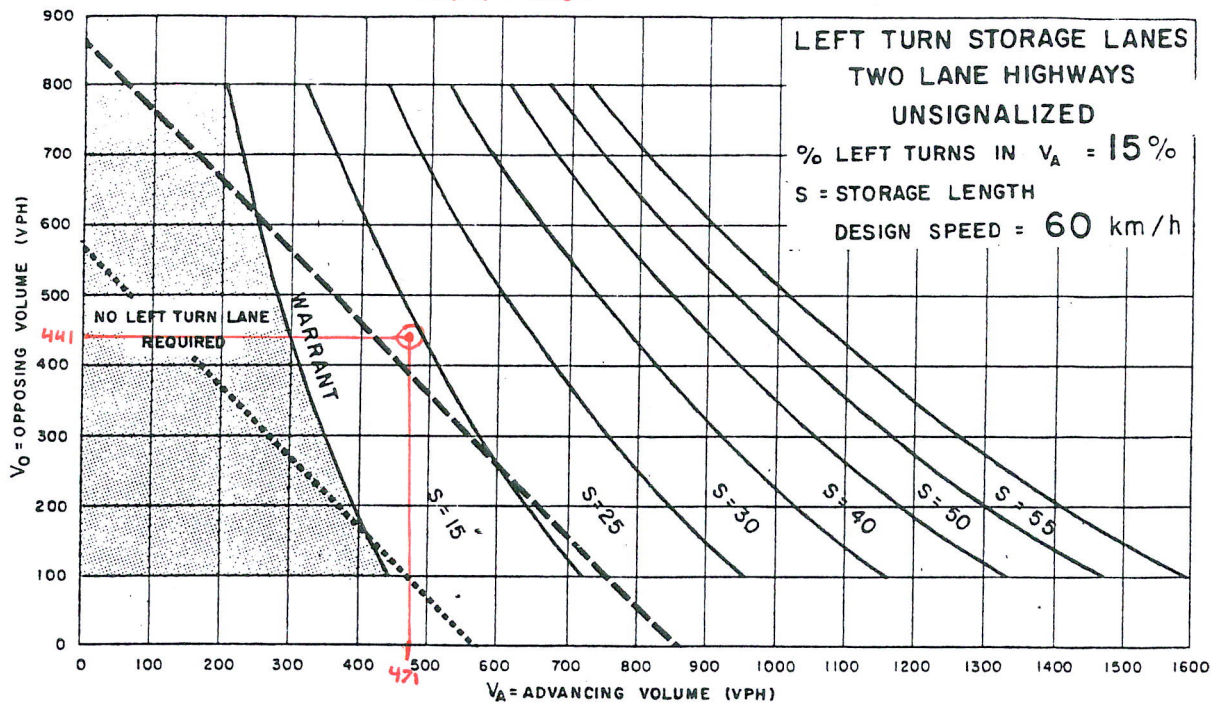
DATE: July 2012

JUSTIFICATION	DESCRIPTION	MINIMUM REQUIREMENT		COMPLIANCE	
		FREE FLOW	RESTRICTED FLOW	SECTIONAL %	ENTIRE % <sup>(2)</sup>
		OPERATING SPEED ≥ 70KM/H	OPERATING SPEED < 70 KM/H		
1. MINIMUM VEHICULAR WARRANT	A. Vehicle volume, all approaches for each of the heaviest 8 hours of an average day, and	480 600 (2 or more lane approach)	720 900 (2 or more lane approach)	56%	15%
	B. Vehicle volume, along minor street, for each of the same 8 hours.	120 180 (tee intersection)	170 255 (tee intersection)	15%	
2. DELAY TO CROSS TRAFFIC	A. Vehicle volume, along major street for each for the heaviest 8 hours of an average day, and	480 600 (2 or more lane approach)	720 900 (2 or more lane approach)	52%	20%
	B <sup>(1)</sup> . Combined vehicle and pedestrian volume <u>crossing</u> the major street for each of the same 8 hours	50	75	20%	
3. VOLUME/DELAY COMBINATION	The above Justifications (1 and 2) both satisfied to the extent of 80% or more	Yes <input type="checkbox"/>		No <input checked="" type="checkbox"/>	
4. MINIMUM FOUR HOUR VEHICLE VOLUME	Plotted point representing hourly volume for minor approach vs. major approach for hour highest hours of an average day fall above the applicable curve	Yes <input type="checkbox"/>		No <input checked="" type="checkbox"/>	
5. COLLISION EXPERIENCE	A. Total reported accidents of types susceptible to correction by a traffic signal, per 12 month period averaged over a 36 month period, and		5		
	B. Adequate trial of less restrictive remedies, where satisfactory observance and enforcement have failed to reduce the number of accidents	Yes <input type="checkbox"/>		No <input type="checkbox"/>	
6. PEDESTRIAN VOLUME AND DELAY	A. Plotted point representing 8 hour pedestrian volume vs. 8 hour vehicular volume fall in justified zone, and	Yes <input type="checkbox"/>		No <input type="checkbox"/>	
	B. Plotted point representing 8 hour volume of pedestrian experiencing delays of 10 s or more vs. 8 hour pedestrian volume fall in justified zone	Yes <input type="checkbox"/>		No <input type="checkbox"/>	

**NOTES**

- 1) For definition of crossing volume refer to the Ontario Traffic Manual Book 12, Section 4.5 (Nov. 2007).
- 2) The lowest sectional percentage governs the entire Justification.

Dorchester / Breeze Hill  
PM Peak Hour - 2016



----- TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

..... TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

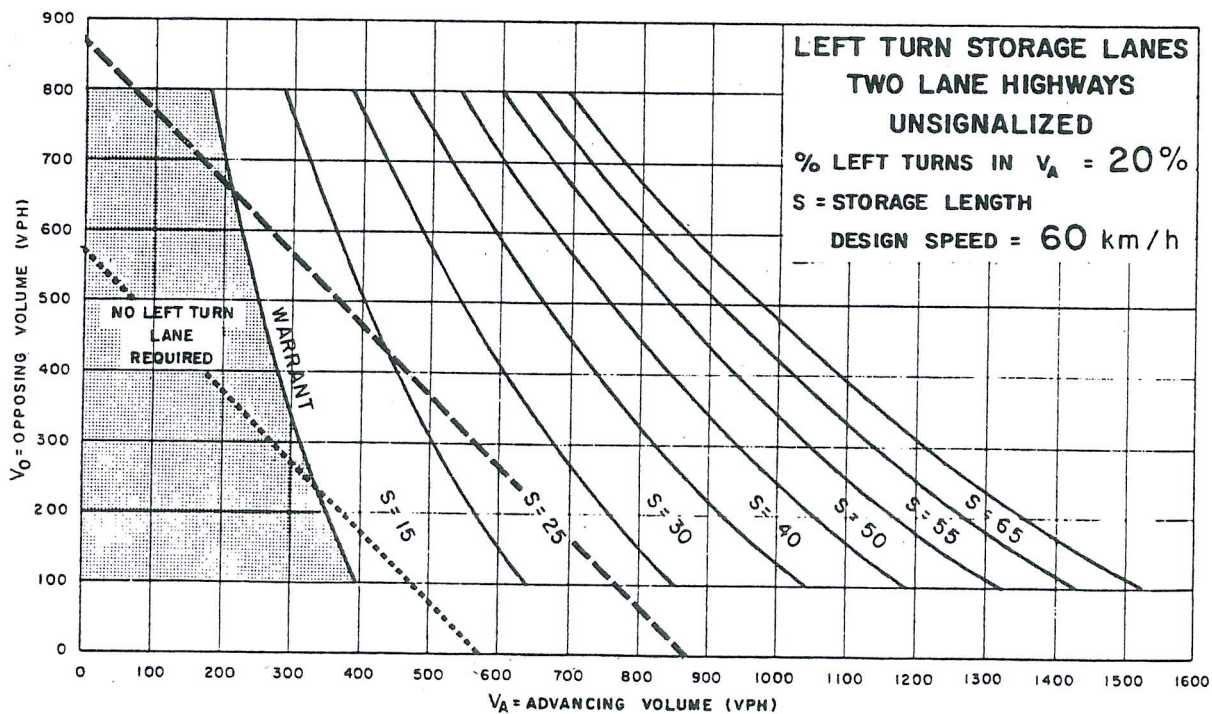
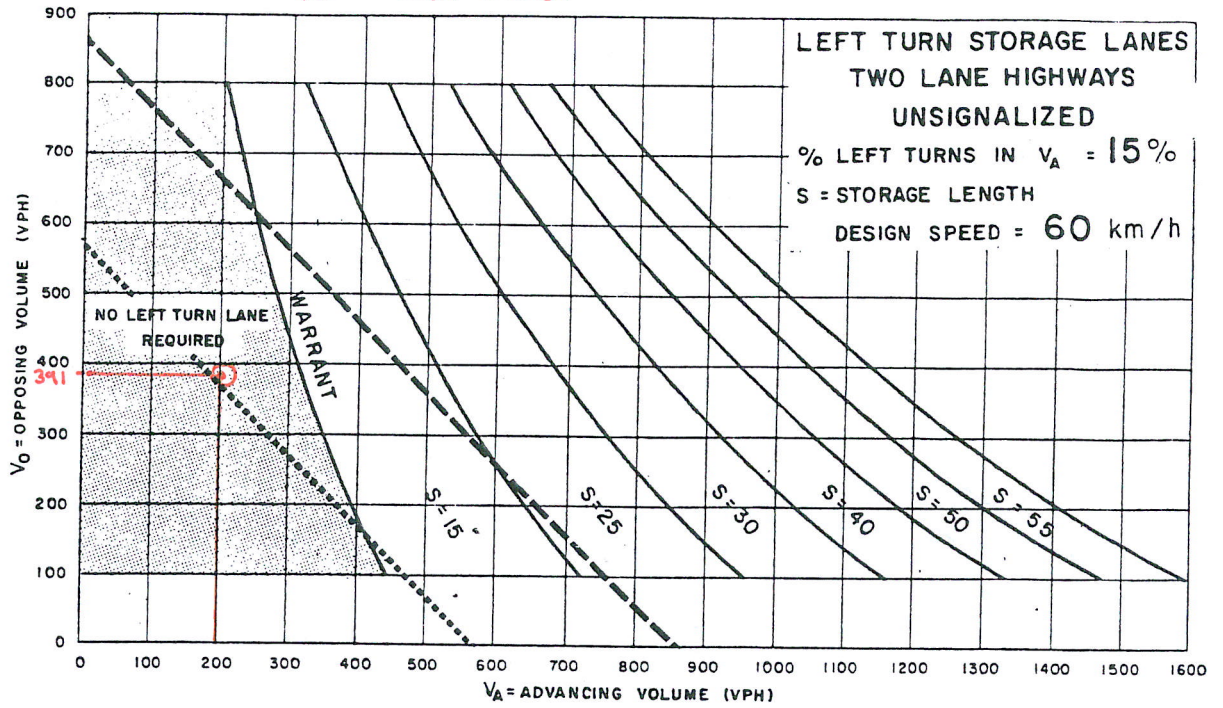


Figure EA-7

Somerset / Breeze Hill  
AM Peak Hour - 2016



----- TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

..... TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

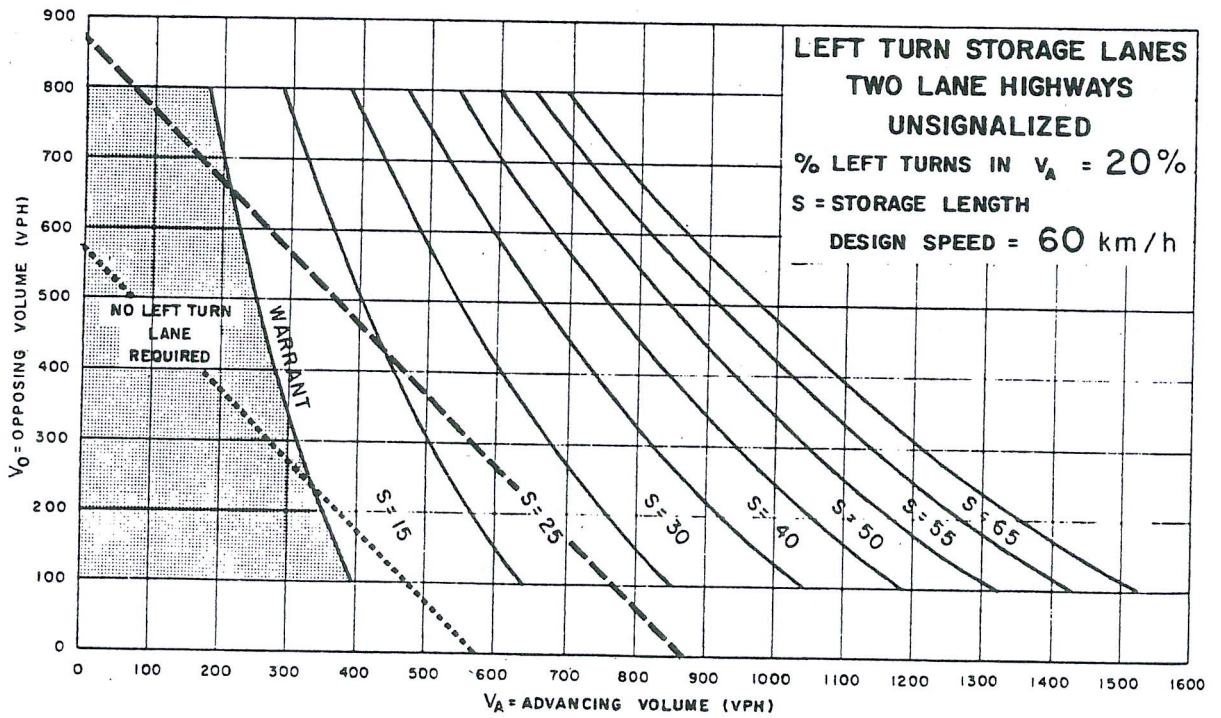


Figure EA-7

**TRAFFIC SIGNAL JUSTIFICATION  
USING PROJECTED VOLUMES**

LOCATION: Somerset at Breezehill

YEAR: 2021 Total Traffic

JUSTIFICATION	DESCRIPTION	MINIMUM REQUIREMENT		COMPLIANCE		
		FREE FLOW	RESTRICTED FLOW	SECTIONAL		ENTIRE % <sup>(2)</sup>
		OPERATING SPEED ≥ 70KM/H	OPERATING SPEED < 70 KM/H	NUMERICAL	PERCENT	
1. MINIMUM VEHICULAR WARRANT	A. Vehicle volume, all approaches (average hour)	480 600 (2 or more lane approach)	<u>720</u> 900 (2 or more lane approach)	449	62%	22%
	B. Vehicle volume along minor street (average hour)	120 180 (tee intersection)	<u>170</u> <u>255</u> (tee intersection)	57	22%	
2. DELAY TO CROSS TRAFFIC	A. Vehicle volume along major street (average hour)	480 600 (2 or more lane approach)	<u>720</u> 900 (2 or more lane approach)	392	54%	32%
	B <sup>(1)</sup> . Combined vehicle and pedestrian volume <u>crossing</u> the major street (average hour)	50	<u>75</u>	24	32%	

**NOTES**

- 1) For definition of crossing volume refer to the Ontario Traffic Manual Book 12, Section 4.5 (Nov. 2007).
- 2) The lowest sectional percentage governs the entire Justification.
- 3) Average hourly volumes estimated from peak hour volumes,  $AHV = PM / 2$  or  $AHV = (AM + PM) / 4$ .

## **APPENDIX E**

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### **Collision Data**



# Collision Main Detail Summary

OnTRAC Reporting System

FROM: 2009/01/01 TO: 2012/01/01

## BAYSWATER AVE & SOMERSET ST

Former Municipality: Ottawa

Traffic Control: Traffic signal

Number of Collisions: 4

COLLISION ID	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	DRIVER ACTION	No. PED
1	2009/02/05	Thu	18:04	Clear	Dark	Rear end	P.D. only	V1 E V2 E	Dry Dry	Going ahead Stopped	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle		0
2	2009/06/18	Thu	17:51	Clear	Daylight	Rear end	P.D. only	V1 W V2 W	Wet Wet	Slowing or Stopped	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle		0
3	2009/07/02	Thu	21:30	Rain	Dark	Single vehicle	Non-fatal	V1 W	Wet	Turning left	Automobile, station	Pedestrian		1
4	2010/08/03	Tue	17:15	Clear	Daylight	Angle	Non-fatal	V1 S V2 E	Wet Wet	Going ahead Going ahead	Automobile, station Passenger van	Other motor vehicle Other motor vehicle		0

## BREEZEHILL AVE & GLADSTONE AVE

Former Municipality: Ottawa

Traffic Control: Stop sign

Number of Collisions: 2

COLLISION ID	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	DRIVER ACTION	No. PED
5	2010/08/17	Tue	17:15	Clear	Daylight	Angle	Non-fatal	V1 S V2 W	Dry Dry	Going ahead Going ahead	Unknown Bicycle	Cyclist Other motor vehicle		0
6	2011/12/16	Frid	11:58	Clear	Daylight	Angle	P.D. only	V1 N V2 W	Dry Dry	Going ahead Going ahead	Automobile, station Pick-up truck	Other motor vehicle Other motor vehicle		0

## PRESTON ST & SOMERSET ST

Former Municipality: Ottawa

Traffic Control: Traffic signal

Number of Collisions: 13

COLLISION ID	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	DRIVER ACTION	No. PED
7	2009/01/14	We	16:03	Clear	Daylight	Angle	P.D. only	V1 W V2 S	Packed snow Packed snow	Turning left Going ahead	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle		0
8	2009/03/25	We	11:11	Clear	Daylight	Single vehicle	Non-fatal	V1 E	Dry	Turning right	Delivery van	Pedestrian		1
9	2009/07/09	Thu	18:46	Clear	Daylight	Single vehicle	Non-fatal	V1 S	Dry	Turning right	Municipal transit bus	Pedestrian		1
10	2009/09/09	We	08:15	Clear	Daylight	Single vehicle	Non-fatal	V1 S	Dry	Turning left	Automobile, station	Pedestrian		1

(Note: Time of Day = "00:00" represents unknown collision time)

December 12, 2012

Page 1 of 2

# Collision Main Detail Summary

OnTRAC Reporting System

FROM: 2008-01-01 TO: 2011-01-01

## BREEZEHILL AVE & SOMERSET ST

Former Municipality: Ottawa

Traffic Control: Stop sign

Number of Collisions: 1

COLLISION ID	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	DRIVER ACTION	No. PED
1	2008-11-22	Sat	00:27	Clear	Dark	Single vehicle	Non-fatal	V1 E	Dry	Going ahead	Pick-up truck	Concrete guide wall		0

(Note: Time of Day = "00:00" represents unknown collision time)

July 06, 2012

Page 1 of 1

## Collision Main Detail Summary

OnTRAC Reporting System

FROM: 2009/01/01 TO: 2012/01/01

11	2010/01/14	Thu	19:20	Clear	Dark	Angle	P.D. only	V1 W V2 N	Dry Dry	Going ahead Going ahead	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
12	2010/04/07	We	14:50	Clear	Daylight	Turning	P.D. only	V1 E V2 E	Dry Dry	Going ahead Turning right	Municipal transit bus Pick-up truck	Other motor vehicle Other motor vehicle	0
13	2010/04/24	Sat	19:28	Clear	Daylight	Turning	Non-fatal	V1 S V2 N	Dry Dry	Going ahead Turning left	Bicycle Automobile, station	Other motor vehicle Cyclist	0
14	2010/07/09	Frid	22:20	Clear	Dark	Turning	P.D. only	V1 W V2 E	Wet Wet	Going ahead Turning left	Passenger van Automobile, station	Other motor vehicle Other motor vehicle	0
15	2010/08/20	Frid	17:10	Clear	Daylight	Single vehicle	Non-fatal	V1 N	Dry	Turning left	Pick-up truck	Pedestrian	1
16	2011/05/08	Sun	20:40	Clear	Dark	Rear end	Non-fatal	V1 E V2 E	Dry Dry	Going ahead Stopped	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
17	2011/08/13	Sat	02:54	Clear	Dark	Angle	Non-fatal	V1 S V2 W	Dry Dry	Going ahead Going ahead	Automobile, station Bicycle	Cyclist Other motor vehicle	0
18	2011/12/16	Frid	09:46	Clear	Daylight	Angle	P.D. only	V1 W V2 S	Dry Dry	Going ahead Going ahead	Unknown Automobile, station	Other motor vehicle Other motor vehicle	0
19	2011/12/21	We	11:13	Rain	Daylight	Sideswipe	P.D. only	V1 S V2 S	Wet Wet	Changing lanes Going ahead	Automobile, station Municipal transit bus	Other motor vehicle Other motor vehicle	0

(Note: Time of Day = "00:00" represents unknown collision time)

December 12, 2012

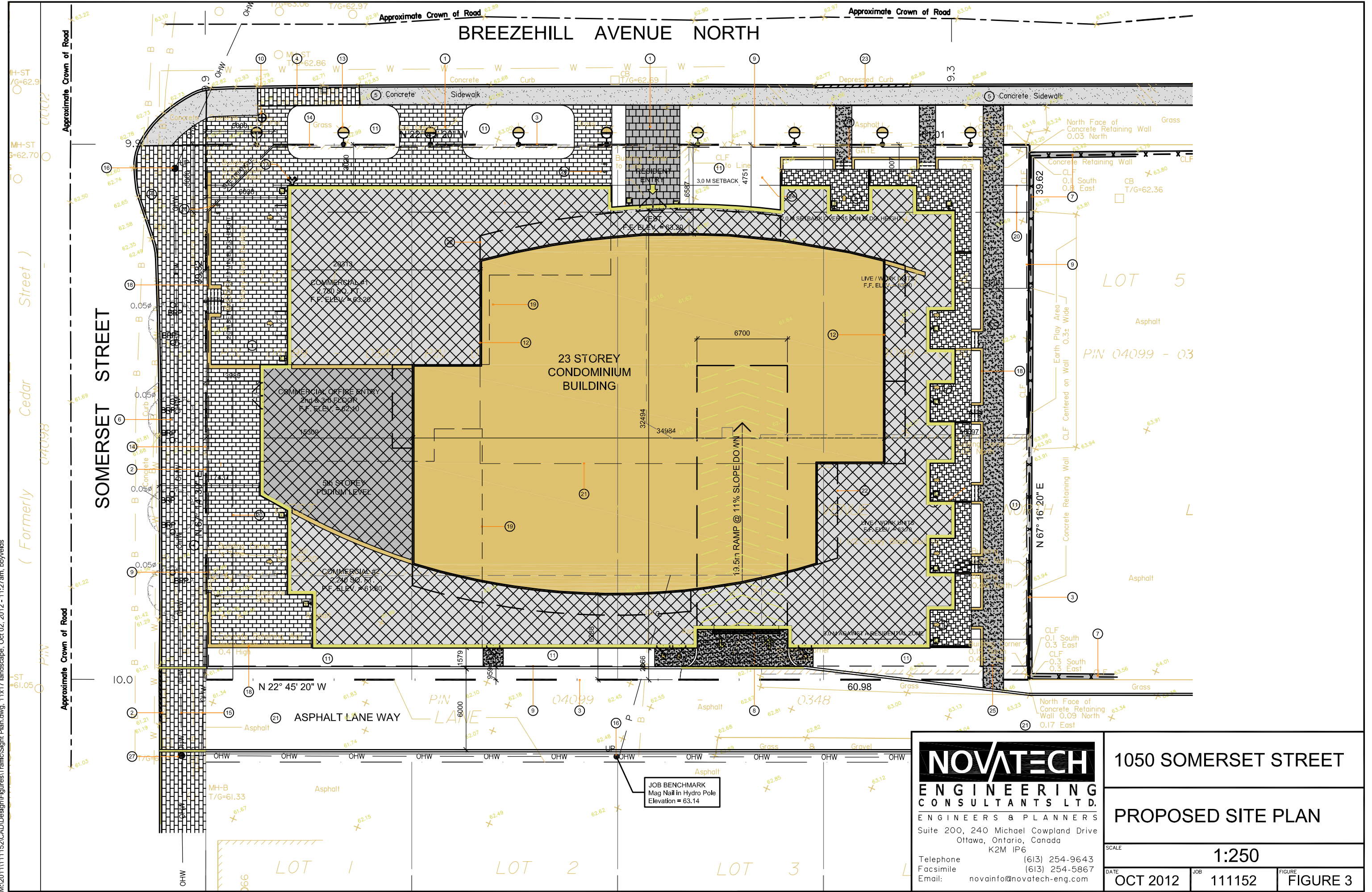
Page 2 of 2

## **APPENDIX F**

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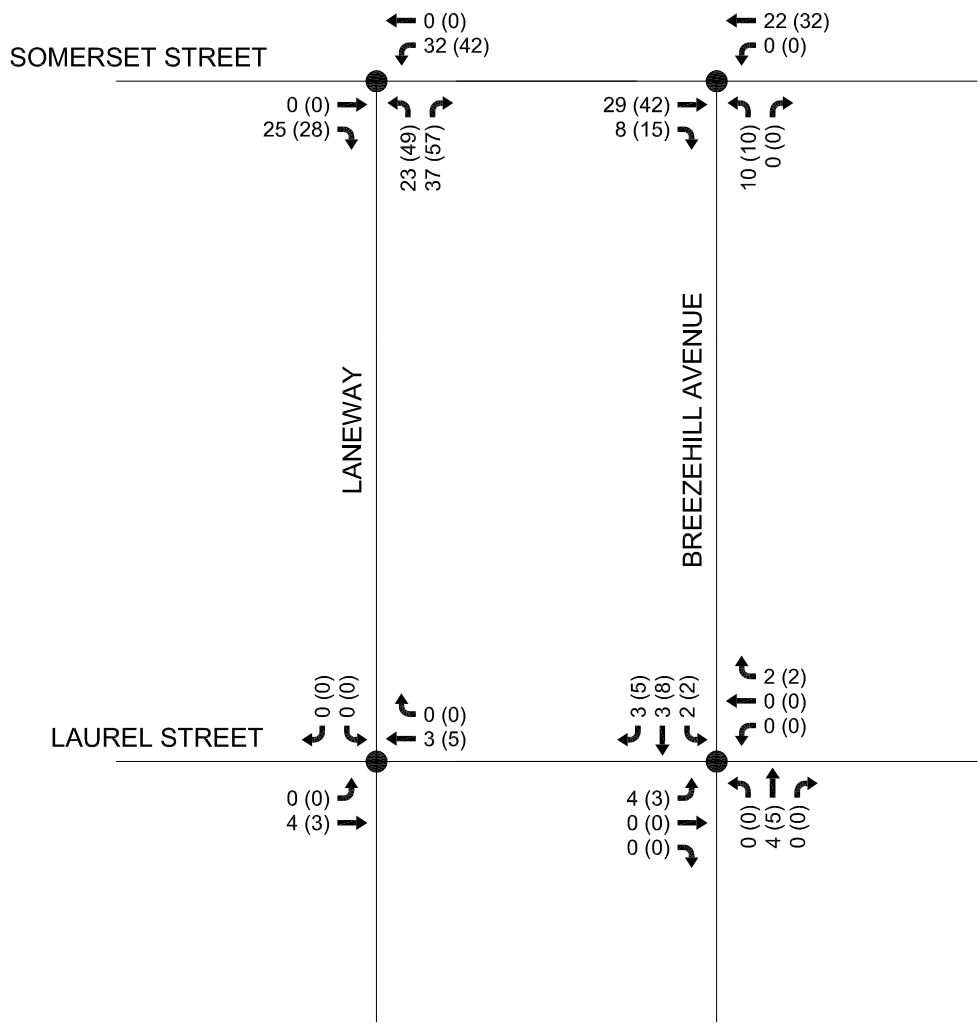
### **1050 Somerset Transportation Impact Study Excerpts**

M:\2011\1152\CAD\Design\Figures\Traffic\Plan.dwg, 11x17 landscape, Oct 02, 2012 - 11:27am, bbyvelids



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1050 SOMERSET STREET	
PROPOSED SITE PLAN	
SCALE	1:250
DATE	OCT 2012
JOB	111152
FIGURE	FIGURE 3



**LEGEND**

- Unsignalized Intersection
- Signalized Intersection
- xx VPH AM Peak Hour
- (xx) VPH PM Peak Hour

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1050 SOMERSET STREET  
 SITE TRAFFIC

OCT 2012 11152 FIGURE 10

## **APPENDIX G**

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### **2005 O-D Survey Report Excerpts**

Exhibit 6-3: PM Peak Period Person Trips – All Modes, All Purposes (26 TRANS Districts)

Origin / Destination	Ottawa Centre	Ottawa Inner Area	Ottawa East	Bayshore / Hill	Alta Vista	Hunt Club	Hurdle	Chalmers / Vail	Bayshore / Central	Ottawa Rural East	Rural Outback	South District / Leblond	South Nepean	Rural South-west	Kennedy / Stittville	Rural West Hill de Hill	Hill Parkville	Pleasant	Aylmer	Rural Northwest	Pointe Galleanu	Gatineau East	Rural Northeast	Burdesson-Angers	Total		
Ottawa Centre	4,500	10,900	3,900	2,000	4,300	3,700	3,700	2,900	2,500	8,100	400	400	2,700	400	3,100	500	2,700	1,000	1,900	700	2,900	1,100	2,100	1,000	500	66,800	
Ottawa Inner Area	4,500	20,200	3,200	1,900	5,400	3,700	\$3,300	2,900	2,500	3,800	300	400	1,800	600	2,400	400	1,700	400	1,300	500	1,100	1,100	2,100	1,000	200	69,100	
Ottawa East	500	2,400	8,200	2,700	3,200	700	1,000	500	700	400	400	100	500	200	700	200	600	100	200	200	700	500	400	200	200	28,200	
Bayshore Hill	400	1,000	2,500	4,800	1,800	800	600	400	500	200	100	400	300	300	300	100	400	200	300	0	400	300	200	200	200	21,000	
Alta Vista	1,400	5,000	3,100	2,300	17,800	6,100	3,800	1,500	2,400	6,000	600	600	1,800	700	2,300	300	700	500	600	600	1,000	700	200	200	300	61,400	
Hunt Club	300	1,400	700	300	2,800	7,200	1,400	800	300	800	700	400	700	200	500	200	200	100	400	400	100	100	0	100	0	20,500	
Hurdle	500	4,000	1,500	800	3,100	2,400	17,000	2,400	2,400	100	600	400	3,900	1,600	3,500	500	600	200	700	700	200	300	0	100	200	53,600	
Meri Ja	1,000	3,100	800	500	1,200	300	4,400	11,900	4,500	1,300	100	200	1,900	400	1,900	300	700	400	900	100	100	400	200	100	100	37,600	
Ottawa Vail	600	1,800	500	300	1,200	1,000	4,800	3,300	12,400	1,200	400	200	3,000	1,000	4,900	800	400	100	400	100	100	200	100	100	100	39,100	
Bayshore / Central	400	1,100	1,100	1,800	1,800	700	800	200	500	22,400	1,500	100	200	200	0	0	0	0	0	0	0	0	0	0	0	54,300	
Ottawa	0	100	0	100	200	100	0	0	0	1,100	800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,700	
Rural East	100	200	200	0	400	800	300	100	100	300	0	200	200	800	100	0	0	0	0	0	0	0	0	0	0	5,900	
Rural Southwest	100	200	100	0	100	300	100	0	100	300	0	300	100	500	100	0	0	0	100	0	100	100	100	0	0	2,800	
South Nepean	100	200	100	0	100	300	100	0	100	300	0	300	100	500	100	0	0	0	100	0	100	100	100	0	0	16,500	
Rural South-west	0	200	300	0	200	300	600	100	700	200	400	200	500	3,000	1,100	0	0	0	0	0	0	0	0	0	0	8,800	
Kennedy / Stittville	100	1,200	400	300	800	600	1,800	1,100	3,400	600	100	200	1,800	1,300	24,100	2,000	200	0	0	0	0	0	0	0	0	41,700	
Rural West	100	100	100	100	100	0	300	100	200	0	0	0	200	100	1,200	1,200	3,800	1,100	1,000	500	2,300	1,500	1,100	600	0	20,400	
Hill Parkville	600	1,200	500	300	500	600	900	600	700	1,000	100	400	400	0	400	0	12,400	2,400	3,100	1,900	4,600	2,600	2,000	1,100	0	36,800	
Pleasant	0	100	0	0	100	0	0	0	0	0	0	0	200	100	400	0	1,000	1,700	600	200	200	200	100	100	4,700		
Aylmer	100	300	200	0	200	100	200	200	100	100	0	0	0	0	100	0	800	7,000	7,000	800	400	400	300	200	12,900		
Rural Northwest	0	200	100	0	100	0	100	0	0	100	0	0	0	0	0	0	300	200	2,000	100	200	100	0	0	3,900		
Pointe Galleanu	300	200	200	0	100	0	100	0	0	100	0	0	100	0	100	0	2,200	800	900	300	15,100	5,700	2,900	900	27,900		
Gatineau East	200	100	100	100	200	0	0	100	0	0	0	0	0	100	100	0	800	400	300	100	3,100	6,400	1,800	900	17,900		
Rural Northeast	100	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	300	0	100	100	500	700	1,800	300	4,800		
Burdesson-Angers	0	100	100	0	0	0	100	0	0	100	0	0	0	0	0	0	200	0	200	0	400	700	400	4,100	8,500		
Total	18,700	56,400	28,900	17,700	47,800	28,700	48,400	21,000	40,200	57,800	6,200	9,300	4,300	28,400	11,500	42,500	8,400	6,400	30,800	3,900	20,900	8,200	32,400	3,700	13,700	9,800	646,000



Exhibit 6-2: AM Peak Period Person Trips – All Modes, All Purposes (26 TRANS Districts)

Origin / Destination	Okara Centre	Okara Inter Area	Okara East	Bacon Hill	Alta Vista	Hurt Club	Marble Hill	Okara West	Borghes / Cedarvale	Okara / Cedarvale	Borghes / Cedarvale	Okara	Rural East	Rural Southwest	South Gloucestre / Leith	South Gloucestre / Leith	South Northwest	South Northwest	Kenata / Sibirita	Rural West	Ille de Hull	Hull / Phipps	Plateau	Ayrer	Rural Northwest	Pohna Galtman	Galtman East	Rural Northwest	Bull/McKen-Angers	Total	
Okara Centre	2,200	1,400	200	200	800	0	300	500	200	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,200
Okara Inter Area	10,100	15,200	1,900	900	4,000	1,000	3,200	2,700	1,400	600	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	41,900
Okara East	4,200	3,700	5,800	2,400	2,700	300	1,400	800	500	500	500	500	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	24,700
Bacon Hill	2,500	2,100	1,500	4,400	2,000	200	800	500	300	1,100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16,200
Alta Vista	4,900	5,900	1,700	1,900	13,600	1,700	2,100	1,200	1,000	1,100	100	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	38,100
Hurt Club	3,200	3,800	700	800	7,800	4,000	3,200	900	800	400	100	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	700	29,100
Marble Hill	4,000	4,800	1,100	500	3,400	800	12,200	4,100	2,800	300	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37,700
Okara West	3,500	2,800	500	300	1,800	400	3,000	8,000	2,100	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25,300
Borghes / Cedarvale	3,400	2,800	800	500	2,700	600	5,000	4,700	11,300	200	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37,100
Okara	7,800	4,700	3,400	5,100	5,900	700	2,800	1,600	1,100	21,800	600	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58,800
Rural East	400	400	300	300	800	100	200	100	200	1,800	800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,200
Rural Southwest	1,100	900	600	200	1,500	600	800	100	500	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	200	11,100
South Gloucestre / Leith	500	400	100	100	600	700	400	200	300	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,700
South Northwest	3,000	2,100	600	200	2,200	600	4,200	1,400	2,800	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28,800
Rural Southwest	700	800	200	200	700	400	1,400	300	800	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,700
Kenata / Sibirita	3,200	2,800	700	300	2,100	500	3,400	1,300	4,300	200	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44,300
Rural West	600	600	200	100	400	100	800	400	900	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,200
Ille de Hull	600	500	100	100	300	0	200	400	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,200
Hull / Phipps	2,700	1,700	500	500	600	200	400	500	300	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21,800
Plateau	1,000	600	200	300	800	100	200	500	200	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,200
Ayrer	2,200	1,400	300	300	700	100	200	200	400	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20,400
Rural Northwest	700	500	200	100	300	100	200	200	300	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,400
Pohna Galtman	3,200	1,100	600	500	800	100	500	600	300	300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26,800
Galtman East	2,100	1,100	400	400	700	100	200	400	100	200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24,000
Rural Northwest	900	700	300	100	200	100	200	200	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	400
Bull/McKen-Angers	200	200	100	100	200	0	100	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,800
Total	98,900	61,800	12,800	20,800	58,700	14,200	48,400	31,200	32,200	30,300	1,700	8,300	2,000	12,900	7,800	38,700	4,700	22,100	33,000	2,700	8,900	7,200	20,700	14,100	2,900	5,800	57,400				574,000