



Technical Memorandum

To: Tanya Chowieri – KTS Date: 2025-08-08

Cc:

From: John Kingsley, Andrew Harte – CGH Project Number: 2020-64

Re: 770-774 Bronson Avenue, 557 Cambridge Street – TIA Addendum

Introduction

The proponent of the 770-774 Bronson Avenue, 557 Cambridge Street development is proposing an adjustment in land use from the previous Site Plan Application, removing the 71 student living units and replacing these with 133 apartment units. Consequently, changes to the proposed underground parking are also proposed to support this reallocation of building space, namely the addition of a third underground parking level in the Phase 1 of development area (within the 770-774 Bronson Avenue parcels). The September 2023 concept included a total of 207 apartment units, 71 student units, and 4,742 sq ft of ground floor commercial space along with 133 vehicle parking spaces and 221 bicycle parking spaces. The August 2025 concept includes 340 apartment units and 4,742 sq ft of ground floor commercial space along with 162 vehicle parking spaces and 271 bicycle parking spaces. No changes to the site surface transportation elements are proposed as part of this change in use and the addition of parking.

CGH prepared a Transportation Impact Assessment (TIA) in support of the prior site plan concept for the original development applications. The approved TIA for the site was prepared in September of 2023. In support of the change of programming of the building space and parking quantities, this TIA addendum memo has been prepared to evaluate any changes to the conclusions of the September 2023 TIA for the new concept. Based on the scope of these changes, the TIA conclusions relating to trip generation, traffic analysis, and transit ridership and the conclusions relating to parking will be evaluated herein.

Attachment 1 provides the September 2023 site plan, and Attachment 2 provides the August 2025 ground floor plan, which, aside from the difference in plan type, are noted to be functionally identical.

Trip Generation Comparison

Table 1 summarizes the forecasted total trip generation by mode and peak hour from the September 2023 TIA and for the August 2025 concept. Attachment 3 provides the trip generation by mode, peak hour, and land use for the September 2023 concept from the TIA, and a detailed trip generation for the proposed August 2025 concept.

Table 1: Trip Generation by Mode – Comparison

Travel Mode		AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
September 2023	Auto Driver	10	23	33	22	17	39
	Auto Passenger	3	5	8	8	7	15
	Transit	13	30	43	24	21	44
	Cycling	3	4	7	7	6	13
	Walking	18	37	55	49	42	91
	Internal Capture	-1	-1	-2	-2	-4	-6
	Pass-by	-1	-1	-2	-3	-3	-6
	Total	47	99	146	110	93	203
August 2025	Auto Driver	12	25	37	20	16	35
	Auto Passenger	2	6	8	7	6	12
	Transit	14	30	44	19	15	34
	Cycling	2	6	8	6	5	10
	Walking	20	41	60	45	37	83
	Internal Capture	-1	-1	-2	-2	-4	-6
	Pass-by	-1	-1	-2	-3	-3	-6
	Total	50	108	157	97	79	174

The replacement of student units with apartment units is forecast to result in an increase of nine AM peak hour two-way person trips and a reduction of 29 PM peak hour two-way person trips. Of these, an increase of four AM peak hour two-way auto trips and a reduction of four PM peak hour two-way auto trips, and an increase of one AM peak hour transit trip and a reduction of ten PM peak hour two-way transit trips are forecast.

The change in auto trips and transit trips is considered negligible, and therefore the conclusions of the September 2023 TIA relating to traffic analysis and transit ridership increases remain valid for the change in proposed site concept.

Parking Review

As previously noted, based on the change in land use, a change in the site parking provision is proposed. An additional level of underground parking is proposed within the Phase 1 area, repeating the layout of the level above, functionally identical to the approved concept with minor adjustments to bicycle parking locations.

Based on the Zoning By-Law, required site parking rates are calculated based on zoning exception 2003. No off-street parking is required for the commercial uses based on the proposed GFA. Table 2 summarizes the site parking provision for the two concepts, reporting compliance with zoning rates.

Table 2: Site Parking Comparison

Concept	Component	Units/GFA	Resident Veh. Spaces	Visitor Veh. Spaces	Bicycle Spaces
September 2023	Residential	207	108 (>0.4 per unit after the first 12 units/bldg)	25 (>0.09 per unit after the first 12 units/bldg)	221 (>0.75 per unit/bldg.)
	Student	71			
August 2025	Residential	340	134 (>0.4 per unit after the first 12 units/bldg)	28 (<0.09 per unit after the first 12 units/bldg)	271 (>0.75 per unit/bldg.)

The site parking provision meets the zoning requirements for minimum vehicle parking for the two towers/phases. No changes to the conclusions relating to parking are resultant from the new concept.

Conclusion

The newly proposed apartment use in place of the previous student housing building space and the associated addition of a parking level within the Phase 1 development area is considered to have negligible transportation impacts above the approved September 2023 concept. Negligible changes in trip generation and parking rates are resultant from the changes, which do not change the conclusions relating to these items in the approved TIA. These and all other conclusions within the September 2023 TIA are considered to remain valid for the August 2025 concept, and the application is recommended to be approved, from a transportation perspective.

Prepared By:



John Kingsley, B.Eng.
Transportation Engineering-Intern

Reviewed By:

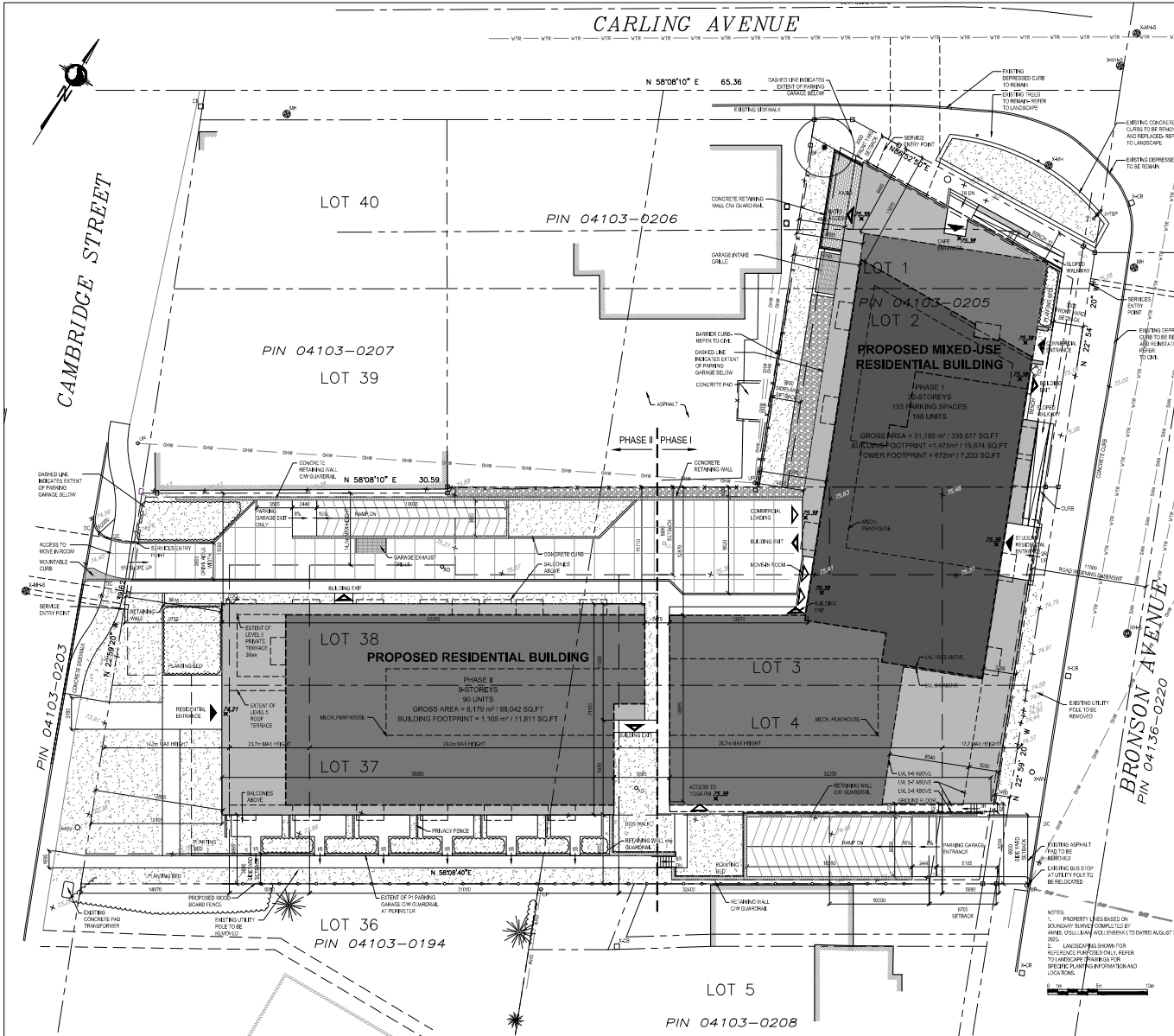


Andrew Harte, P.Eng.
Senior Transportation Engineer

Attachment 1

September 2023 Site Plan

CARLING AVENUE



KEY PLAN



PROPERTY DESCRIPTION
 22-STORY MIXED-USE RESIDENTIAL BUILDING
 CITY OF OTTAWA PIN NUMBER: 04103-0205, 04103-0215, 04103-0216
 MUNICIPAL ADDRESS: 770-774 Bronson Avenue & 557 Cambridge Street
 PART OF LOTS 1 & 2, ALL OF LOTS 3, 4, 37, & PART OF LOT 38, REGISTERED PLAN 28

SITE INFORMATION
 LOT AREA: 4583 m²
 LOT FRONTAGE: 66.72 m
 LOT DEPTH: 103.5 m

BUILDING INFORMATION
 FLOOR AREA: 2,270.4m² (27,869SF) P1-1,473.2m² (15,855SF) + P2-1,104.4m² (11,811SF)
 GROSS AREA: 30,364m² (423,710 SF)
 PROPOSED USE: MIXED-USE RESIDENTIAL, HIGH-DENSE

UNIT BREAKDOWN

UNIT TYPE	PHASE 1 (187 UNITS TOTAL)	PHASE 2 (80 UNITS TOTAL)
STUDENT	187	0
RESIDENTIAL	0	80
TOTAL	187	80

FLOOR PLAN

FLOOR	PHASE 1	PHASE 2
FLOOR 1	0-280, 4-380, 4-480, 1-480	0
FLOOR 2	4-280, 2-380, 2-480, 1-480	0
FLOOR 3	4-280, 2-380, 2-480, 1-480	0
FLOOR 4	4-280, 2-380, 2-480, 1-480	0
FLOOR 5	4-280, 2-380, 2-480, 1-480	0
FLOOR 6	4-280, 2-380, 2-480, 1-480	0
FLOOR 7	4-280, 2-380, 2-480, 1-480	0
FLOOR 8	4-280, 2-380, 2-480, 1-480	0
FLOOR 9	4-280, 2-380, 2-480, 1-480	0
FLOOR 10	4-280, 2-380, 2-480, 1-480	0
FLOOR 11	4-280, 2-380, 2-480, 1-480	0
FLOOR 12	4-280, 2-380, 2-480, 1-480	0
FLOOR 13	4-280, 2-380, 2-480, 1-480	0
FLOOR 14	4-280, 2-380, 2-480, 1-480	0
FLOOR 15	4-280, 2-380, 2-480, 1-480	0
FLOOR 16	4-280, 2-380, 2-480, 1-480	0
FLOOR 17	4-280, 2-380, 2-480, 1-480	0
FLOOR 18	4-280, 2-380, 2-480, 1-480	0
FLOOR 19	4-280, 2-380, 2-480, 1-480	0
FLOOR 20	4-280, 2-380, 2-480, 1-480	0
FLOOR 21	4-280, 2-380, 2-480, 1-480	0
FLOOR 22	4-280, 2-380, 2-480, 1-480	0
FLOOR 23	4-280, 2-380, 2-480, 1-480	0
FLOOR 24	4-280, 2-380, 2-480, 1-480	0
FLOOR 25	4-280, 2-380, 2-480, 1-480	0
FLOOR 26	4-280, 2-380, 2-480, 1-480	0
FLOOR 27	4-280, 2-380, 2-480, 1-480	0
FLOOR 28	4-280, 2-380, 2-480, 1-480	0
FLOOR 29	4-280, 2-380, 2-480, 1-480	0
FLOOR 30	4-280, 2-380, 2-480, 1-480	0
FLOOR 31	4-280, 2-380, 2-480, 1-480	0
FLOOR 32	4-280, 2-380, 2-480, 1-480	0
FLOOR 33	4-280, 2-380, 2-480, 1-480	0
FLOOR 34	4-280, 2-380, 2-480, 1-480	0
FLOOR 35	4-280, 2-380, 2-480, 1-480	0
FLOOR 36	4-280, 2-380, 2-480, 1-480	0
FLOOR 37	4-280, 2-380, 2-480, 1-480	0
FLOOR 38	4-280, 2-380, 2-480, 1-480	0
FLOOR 39	4-280, 2-380, 2-480, 1-480	0
FLOOR 40	4-280, 2-380, 2-480, 1-480	0
FLOOR 41	4-280, 2-380, 2-480, 1-480	0
FLOOR 42	4-280, 2-380, 2-480, 1-480	0
FLOOR 43	4-280, 2-380, 2-480, 1-480	0
FLOOR 44	4-280, 2-380, 2-480, 1-480	0
FLOOR 45	4-280, 2-380, 2-480, 1-480	0
FLOOR 46	4-280, 2-380, 2-480, 1-480	0
FLOOR 47	4-280, 2-380, 2-480, 1-480	0
FLOOR 48	4-280, 2-380, 2-480, 1-480	0
FLOOR 49	4-280, 2-380, 2-480, 1-480	0
FLOOR 50	4-280, 2-380, 2-480, 1-480	0
FLOOR 51	4-280, 2-380, 2-480, 1-480	0
FLOOR 52	4-280, 2-380, 2-480, 1-480	0
FLOOR 53	4-280, 2-380, 2-480, 1-480	0
FLOOR 54	4-280, 2-380, 2-480, 1-480	0
FLOOR 55	4-280, 2-380, 2-480, 1-480	0
FLOOR 56	4-280, 2-380, 2-480, 1-480	0
FLOOR 57	4-280, 2-380, 2-480, 1-480	0
FLOOR 58	4-280, 2-380, 2-480, 1-480	0
FLOOR 59	4-280, 2-380, 2-480, 1-480	0
FLOOR 60	4-280, 2-380, 2-480, 1-480	0
FLOOR 61	4-280, 2-380, 2-480, 1-480	0
FLOOR 62	4-280, 2-380, 2-480, 1-480	0
FLOOR 63	4-280, 2-380, 2-480, 1-480	0
FLOOR 64	4-280, 2-380, 2-480, 1-480	0
FLOOR 65	4-280, 2-380, 2-480, 1-480	0
FLOOR 66	4-280, 2-380, 2-480, 1-480	0
FLOOR 67	4-280, 2-380, 2-480, 1-480	0
FLOOR 68	4-280, 2-380, 2-480, 1-480	0
FLOOR 69	4-280, 2-380, 2-480, 1-480	0
FLOOR 70	4-280, 2-380, 2-480, 1-480	0
FLOOR 71	4-280, 2-380, 2-480, 1-480	0

ZONING TABLE

CITY OF OTTAWA ZONING BY-LAW No. 2006-59	REQUIRED	PROPOSED
770 Bronson - AM10 (2373)	774 Bronson & 554 Cambridge - AM1 (2003) S206	

LOT AREA	NO MINIMUM	NO MINIMUM
LOT WIDTH <td>NO MINIMUM</td> <td>NO MINIMUM</td>	NO MINIMUM	NO MINIMUM
FRONT YARD AND CORNER SETBACK <td>3m</td> <td>3m ALONG BRONSON AVE. 3m ALONG CARLING AVE.</td>	3m	3m ALONG BRONSON AVE. 3m ALONG CARLING AVE.
MINIMUM INTERIOR SIDE YARD SETBACK <td>ADJUTING RESIDENTIAL ZONE: 3m (L1 & 2); URBAN EXCEPTION (2003) ALL OTHER CASES: 0m</td> <td>0.6m WEST OF PHASE 1 1.1m ALONG NORTH OF PHASE 2</td>	ADJUTING RESIDENTIAL ZONE: 3m (L1 & 2); URBAN EXCEPTION (2003) ALL OTHER CASES: 0m	0.6m WEST OF PHASE 1 1.1m ALONG NORTH OF PHASE 2
MINIMUM REAR YARD SETBACK <td>RESIDENTIAL USE BUILDING - 7.5m CASE OF BACK TO BACK LOTS - NO MINIMUM</td> <td>0m</td>	RESIDENTIAL USE BUILDING - 7.5m CASE OF BACK TO BACK LOTS - NO MINIMUM	0m
MAXIMUM BUILDING HEIGHT <td>770 BRONSON - AM10 (2373)</td> <td>30m BUT IN NO CASE GREATER THAN 8 STOREYS, OR AS SHOWN ON ZONING MAP (BY-LAW 2015-54)</td>	770 BRONSON - AM10 (2373)	30m BUT IN NO CASE GREATER THAN 8 STOREYS, OR AS SHOWN ON ZONING MAP (BY-LAW 2015-54)
774 BRONSON & 554 CAMBRIDGE (AM1 ZONING SCHEDULE 296)	VARIABLE (SCHEDULE 296)	TOWER (Phase 1) 70.2m LEVEL 2-4 (Phase 1) 14.3m LEVEL 5 (Phase 1) 22.7m LEVEL 6-8 (Phase 1) 32.6m LEVEL 1-4 (Phase 2) 12.2m LEVEL 5-8 (Phase 2) 22.6m
GROUND FLOOR HEIGHT/GLAZING <td>MINIMUM OF 50% OF THE SURFACE AREA OF THE GROUND FLOOR FACADE, MEASURED FROM AVERAGE GRADE TO A HEIGHT OF 4.5m</td> <td>ALONG BRONSON AVE: 50% ALONG CARLING AVE: 50%</td>	MINIMUM OF 50% OF THE SURFACE AREA OF THE GROUND FLOOR FACADE, MEASURED FROM AVERAGE GRADE TO A HEIGHT OF 4.5m	ALONG BRONSON AVE: 50% ALONG CARLING AVE: 50%
MAXIMUM FLOOR SPACE INDEX <td>NONE (AM10 (2373), 33 (AM1 (2003)))</td> <td>7.2</td>	NONE (AM10 (2373), 33 (AM1 (2003)))	7.2
LANDSCAPE PROVISIONS FOR PARKING LOTS <td>N/A</td> <td>N/A</td>	N/A	N/A
VEHICLE PARKING REQUIREMENTS (AREA & SCHEDULE 1A) <td>RESIDENTIAL: 0.5 UNIT AFTER FIRST 10 UNITS RESIDENTIAL VISITOR: 0.1 UNIT AFTER FIRST 10 UNITS PHASE 1 (187 SPACES REQUIRED) STUDENT: 38 SPACES RESIDENTIAL: 53 SPACES VISITOR: STUDENT: 8 SPACES VISITOR: RESIDENTIAL: 11 SPACES PHASE 2 (80 SPACES REQUIRED) RESIDENTIAL: 30 SPACES VISITOR: 8 SPACES TOTAL PARKING REQUIRED: 147 SPACES</td> <td>RESIDENTIAL: 180 SPACES STUDENT: 38 SPACES RESIDENTIAL VISITOR: 25 SPACES TOTAL PARKING PROVIDED: 153 SPACES</td>	RESIDENTIAL: 0.5 UNIT AFTER FIRST 10 UNITS RESIDENTIAL VISITOR: 0.1 UNIT AFTER FIRST 10 UNITS PHASE 1 (187 SPACES REQUIRED) STUDENT: 38 SPACES RESIDENTIAL: 53 SPACES VISITOR: STUDENT: 8 SPACES VISITOR: RESIDENTIAL: 11 SPACES PHASE 2 (80 SPACES REQUIRED) RESIDENTIAL: 30 SPACES VISITOR: 8 SPACES TOTAL PARKING REQUIRED: 147 SPACES	RESIDENTIAL: 180 SPACES STUDENT: 38 SPACES RESIDENTIAL VISITOR: 25 SPACES TOTAL PARKING PROVIDED: 153 SPACES
LOADING	RESIDENTIAL USE: NONE REQUIRED	N/A
AMENITY AREA REQUIREMENTS	RESIDENTIAL USE: NONE REQUIRED MIN. 50% OF THE REQUIRED TOTAL AMENITY AREA TO BE COMMUNAL AND AT LEAST ONE AREA OF MIN. 54m ² 6m ² PER UNIT OF EACH DWELLING UNIT: PHASE 1 - 4 x 18m (71.25m ²) PHASE 2 - 4 x 9m (36.0m ²) TOTAL AMENITY REQUIRED: 1,888 m ² 50% COMMUNAL REQUIRED: 934 m ²	TOTAL AMENITY PROVIDED: 1554 m ² TOTAL PHASE 1 (187m ²) TOTAL PHASE 2 (105m ²) PHASE 1 - BALCONIES/TERRACES: LVL 10: 23m ² LVL 11-15: 396m ² PHASE 2 - BALCONIES/TERRACES: LVL 24: 132m ² LVL 5: 31m ² LVL 6-7: 75m ² LVL 8-9: 79m ² PHASE 1 - COMMUNAL: LVL 1: 48m ² LVL 11 TERRACE: 61m ² ROOF TERRACE: 114m ² PHASE 2 - COMMUNAL: LVL 5 TERRACE: 68m ² LVL 6 AMENITY: 80m ²
BICYCLE PARKING SPACES	(5 DWELLING UNIT - 278 X 1.5 (139 SPACES REQUIRED))	TOTAL PROVIDED: 114 SPACES

- 1 2020-10-15 FOR COORD
- 2 2020-12-10 FOR COORD
- 3 2021-01-14 FOR COORD
- 4 2021-02-18 FOR COORD
- 5 2021-02-18 FOR COORD
- 6 2021-03-02 FOR COORD
- 7 2021-03-08 SITE PLAN CONTROL
- 8 2022-07-25 COORDINATION

APPLICANT INFORMATION

770 Bronson - AM10 (2373)
 774 Bronson & 554 Cambridge - AM1 (2003) S206

CLIENT
 Gino J. Aiello Landscape Architects

DESIGNER
 KATASA GROUP DEVELOPMENT

FIGURR



NOTES

- PROPERTY LINES BASED ON SURVEYING RECORDS COMPILED BY ANNE O'LEARY (M.O.E. 1628) DATED AUGUST 31, 2017.
- UNLAWFUL DIMENSIONS FOR SETBACK PURPOSES ONLY. REFER TO OFFICIAL RECORDS FOR SPECIFIC PLANNING INFORMATION AND LOCATIONS.
- AREA DRAWN REFER TO CHAL UTILITY POLE
- OVERHEAD UTILITY WIRES
- UNDERGROUND POWER
- LIGHT STANDARD
- AREA DRAWN REFER TO CHAL UTILITY POLE
- OVERHEAD UTILITY WIRES
- UNDERGROUND POWER
- LIGHT STANDARD
- AREA DRAWN REFER TO CHAL UTILITY POLE
- OVERHEAD UTILITY WIRES
- UNDERGROUND POWER
- LIGHT STANDARD

22 STOREY APARTMENT BUILDING

770-774 Bronson Avenue & 557 Cambridge Street
 Ottawa, ON

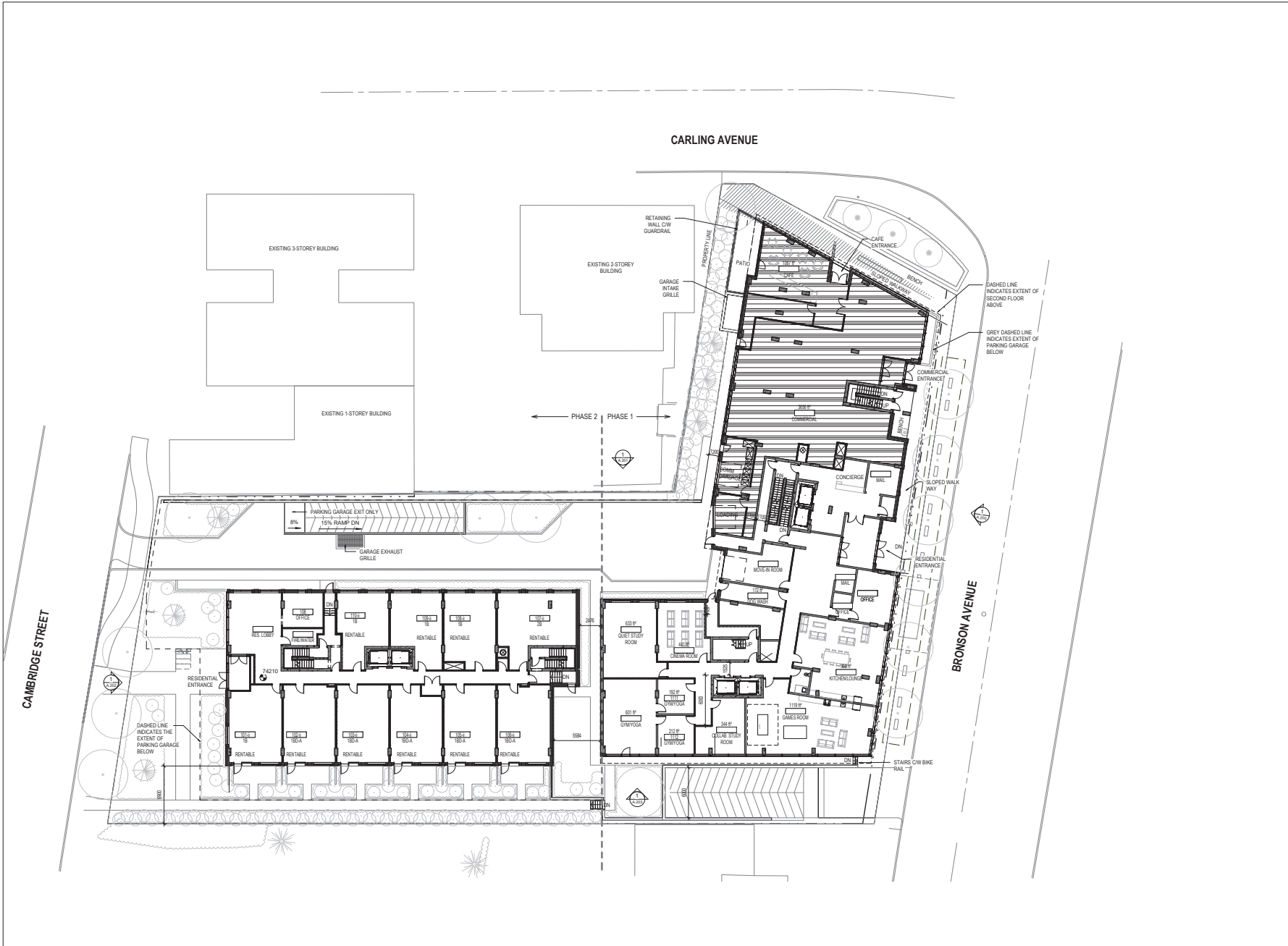
SITE PLAN

Scale: 1:500
 Date: 2023

A105

Attachment 2

August 2025 Ground Floor Plan



No.	Date	Revised / Page
1	2023	PROPOSED PLAN
2	2023	PROPOSED PLAN
3	2023	PROPOSED PLAN
4	2023	PROPOSED PLAN
5	2023	PROPOSED PLAN
6	2023	PROPOSED PLAN
7	2023	PROPOSED PLAN
8	2023	PROPOSED PLAN
9	2023	PROPOSED PLAN
10	2023	PROPOSED PLAN

Architect / Architect
 Planner / Landscape

Gino J. Aiello landscape architect www.gjalta.com
 118 Denbury Road Unit #9 | Ottawa Ontario | K2P1C2



Architect / Architect
 201 St. Andrew St.
 Ottawa, ON K1P 1A1
 T 514 811-1022

100 University St. #1000
 Ottawa, ON K1P 1A1
 T 613 237-1000



Page / Page

770 BRONSON
 770-774 Bronson Avenue & 557 Cambridge Street
 Ottawa, ON

Task / Title
GROUND FLOOR PLAN

Drawn by / Drawn by
 RD, LK

Checked by / Checked by
 MD, RC

Scale / Scale
 1:200

Date / Date
 03/02/22

No. pages / Project number
 2025

No. sheets / Drawing number
 1:200

Project / Project
 770

A.121

#1885

Attachment 3

Trip Generation

Table: Trip Generation by Mode – September 2023

Travel Mode		AM Peak Hour				PM Peak Hour			
		Mode Share	In	Out	Total	Mode Share	In	Out	Total
Multi-Unit (High-Rise)	Auto Driver	26%	6	15	21	25%	12	9	21
	Auto Passenger	6%	2	3	5	8%	4	3	7
	Transit	28%	8	18	26	21%	10	8	18
	Cycling	5%	2	3	5	6%	3	2	5
	Walking	35%	10	24	34	40%	21	17	38
	Total	100%	28	63	91	100%	50	39	89
Student Apartments	Auto Driver	21%	2	7	9	20%	9	8	17
	Auto Passenger	6%	1	2	3	8%	3	3	6
	Transit	33%	4	11	15	26%	12	11	22
	Cycling	5%	1	1	2	6%	3	3	6
	Walking	35%	5	11	16	40%	18	16	34
	Total	100%	13	32	45	100%	45	41	86
Strip Retail Plaza (<40k)	Auto Driver	39%	2	1	3	22%	1	0	1
	Auto Passenger	2%	0	0	0	4%	1	1	2
	Transit	16%	1	1	2	12%	2	2	4
	Cycling	3%	0	0	0	4%	1	1	2
	Walking	40%	3	2	5	58%	10	9	19
	Internal Capture	varies	-1	-1	-2	varies	-2	-4	-6
	Pass-by	15%	-1	-1	-2	15%	-3	-3	-6
	Total	100%	6	4	10	100%	15	13	28
Total	Auto Driver	-	10	23	33	-	22	17	39
	Auto Passenger	-	3	5	8	-	8	7	15
	Transit	-	13	30	43	-	24	21	44
	Cycling	-	3	4	7	-	7	6	13
	Walking	-	18	37	55	-	49	42	91
	Total	-	47	99	146	-	110	93	203

Table: Trip Generation Person Trip Rates – August 2025

Land Use	Land Use Code	Peak	Peak Period		Peak Hour	
			Vehicle Trip Rate	Person Trip Rates	Vehicle Trip Rate	Person Trip Rates
Multi-Unit (High-Rise)	221 & 222 (TRANS)	AM	-	0.80	-	-
		PM	-	0.90	-	-
Strip Retail Plaza (<40k)	822 (ITE)	AM	-	-	2.36	3.02
		PM	-	-	6.59	8.44

Table: Total Person Trip Generation – August 2025

Land Use	Units	AM Peak Period			PM Peak Period		
		In	Out	Total	In	Out	Total
Multi-Unit High-Rise	340	84	188	272	177	129	306
Land Use	Bedrooms/GFA	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Strip Retail Plaza (<40k)	4,742 sq.ft	8	6	14	20	20	40

Table: Trip Generation by Mode – August 2025

Travel Mode		AM Peak Hour				PM Peak Hour			
		Mode Share	In	Out	Total	Mode Share	In	Out	Total
Multi-Unit (High-Rise)	Auto Driver	26%	10	24	34	25%	19	15	34
	Auto Passenger	6%	2	6	8	8%	6	5	11
	Transit	28%	13	29	42	21%	17	13	30
	Cycling	5%	2	6	8	6%	5	4	9
	Walking	35%	17	39	55	40%	35	28	63
	Total	100%	44	104	147	100%	82	65	147
Strip Retail Plaza (<40k)	Auto Driver	39%	2	1	3	22%	1	0	1
	Auto Passenger	2%	0	0	0	4%	1	1	2
	Transit	16%	1	1	2	12%	2	2	4
	Cycling	3%	0	0	0	4%	1	1	2
	Walking	40%	3	2	5	58%	10	9	19
	<i>Internal Capture</i>	<i>varies</i>	-1	-1	-2	<i>varies</i>	-2	-4	-6
	<i>Pass-by</i>	15%	-1	-1	-2	15%	-3	-3	-6
	Total	100%	6	4	10	100%	15	13	28
Total	Auto Driver	-	12	25	37	-	20	16	35
	Auto Passenger	-	2	6	8	-	7	6	12
	Transit	-	14	30	44	-	19	15	34
	Cycling	-	2	6	8	-	6	5	10
	Walking	-	20	41	60	-	45	37	83
	<i>Internal Capture</i>	-	-1	-1	-2	-	-2	-4	-6
	<i>Pass-by</i>	-	-1	-1	-2	-	-3	-3	-6
	Total	-	50	108	157	-	97	79	174