

4405-4409 Innes Road

Transportation Impact Assessment

Step 1 Screening Report

Step 2 Scoping Report

Step 3 Strategy Report

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1 Screening

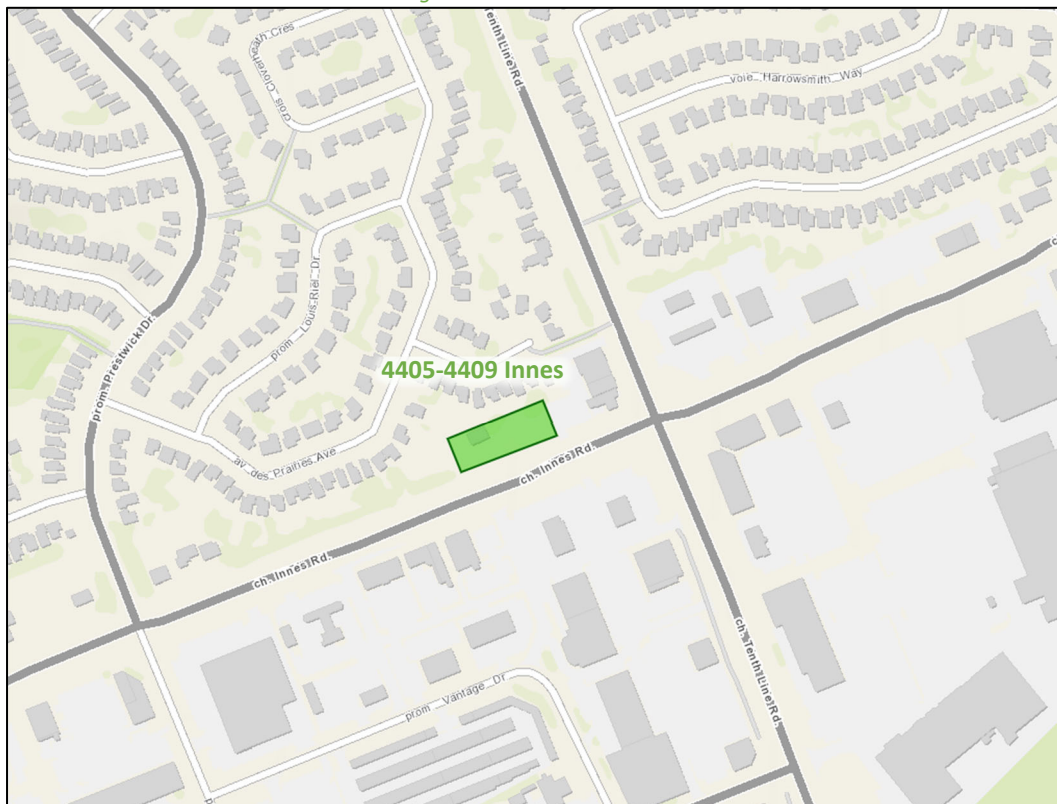
This study has been prepared with reference to the City of Ottawa's 2017 Transportation Impact Assessment (TIA) Guidelines, and the 2023 Revision to Transportation Impact Assessment Guidelines. Accordingly, a Step 1 Screening Form has been prepared and is included as Appendix A, along with the Certification Form for the TIA Study PM. As shown in the Screening Form, only the Location and Safety Triggers were met, and a scoped TIA was requested by the City, via scoping call and subsequent summary email on August 28, 2025, to support the site plan application. The scope of this document, and of the modules and elements within, is responsive to those elements requested by the Transportation Project Manager.

2 Existing and Planned Conditions

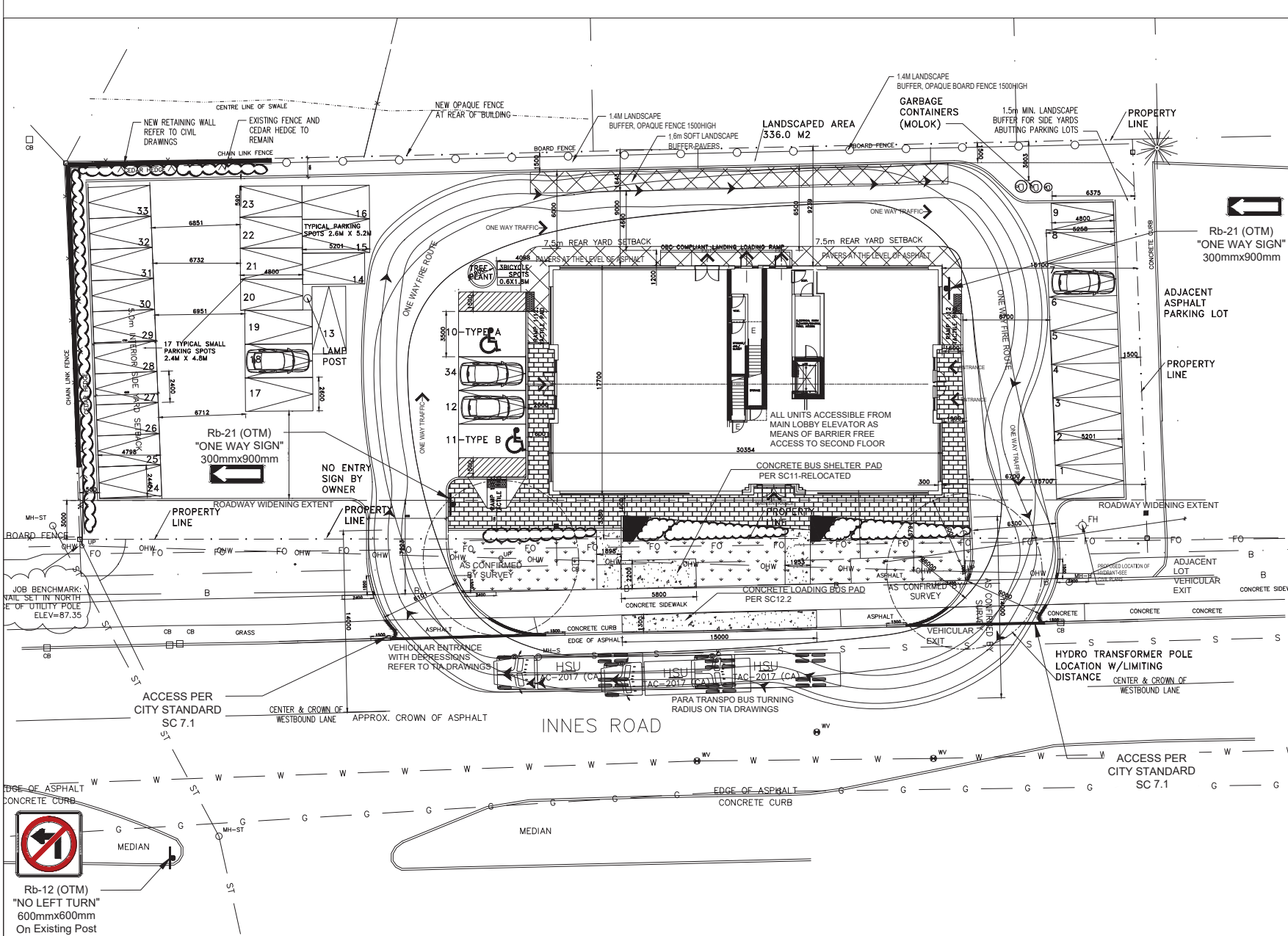
2.1 Proposed Development

The development site is located at 4405-4409 Innes Road, and it is zoned as General Mixed-Use Zone (GM21[1427] F(0.5) H(9)). The proposed development consists of a two-storey medical clinic with a total gross floor area of 9,020 sq. ft, including an urgent clinic. A total of 33 vehicle parking spaces and three bicycle parking spaces are proposed and the anticipated build-out is 2026 with construction occurring in a single phase. The site will access Innes Road via a one-way right-in-only access on and a one-way right-out-only access. The development is within Innes Arterial Mainstreet Design Priority Area. Figure 1 illustrates the study area context. Figure 2 illustrates the proposed concept plan.

Figure 1: Area Context Plan



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: September 5, 2025



no.	revision	date
6	CORRECTED SIGNAGE, CURBS	11/30/2025
5	CORRECTED SIDEWALK AT REAR	11/22/2025
4	REARRANGED PARKING, UPDATED BLDG SIZE, CORRECTED SIDEWALKS	11/08/2025
3	FIRE ROUTE, REAR PAVEMENT PAVERS, CHANGE OF DIRECTION	10/13/2025
2	FIRE ROUTE, LANDSCAPING DETAIL	10/6/2025
1	ISSUED FOR REVIEW	12/11/2024

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The undersigned has reviewed and takes responsibility for this design, and has the qualifications and meets the requirements set out in the Ontario Building Code.
MARK JAN CZARSKI, P.ENG. 32559

north point 

professional stamp 

IDEAL HEALTH CENTRE
4405 INNES ROAD
ORLEANS
OTTAWA, ONTARIO

drawing title
**PROPOSED SITE PLAN
PARKING LOT, ACCESS
FIRE ROUTE**

drawn	approved
AM/MJ	MJ
date	revision
job no. 07-01-2017	S - 1 6

SCALE 3/32"=1'

17487

D07-12-25-0099

2.2 Existing Conditions

2.2.1 Area Road Network

Tenth Line Road: Tenth Line Road is a City of Ottawa arterial road. North of Innes Road, Tenth Line Road has a four-lane divided urban cross-section with an asphalt pathway on the west side of the road and a sidewalk on the east side of the road. South of Innes Road, it has a four-lane divided urban cross-section including a multi-use pathway on the west side of the road, a sidewalk on the east side of the road, and bike lanes on both sides of the road. The posted speed limit is 60 km/h. The City-protected right-of-way is 37.5 metres north of Innes Road within the study area, and is 44.5 metres between Innes Road and Vanguard Drive. Tenth Line Road is designated as a truck route, and south of Grassland Trail connection, Tenth Line Road is designated as a Cross-Town Bikeway.

Innes Road: Innes Road is a City of Ottawa arterial road with a divided four-lane urban cross-section within the study area. Sidewalks are provided on both sides of the road and bike lanes are provided on both sides of the road east of Tenth Line Road and on the north side of the road west of Tenth Line Road. The posted speed limit is 60 km/h and the City-protected right-of-way is 40.0 metres between 250 metres west of Prestwick Drive and Tenth Line Road, and 37.5 between Tenth Line Road and Trim Road. Innes Road is designated as a truck route and as a Cross-Town Bikeway.

2.2.2 Existing Intersections

The key intersection within one kilometre of the site have been summarized below:

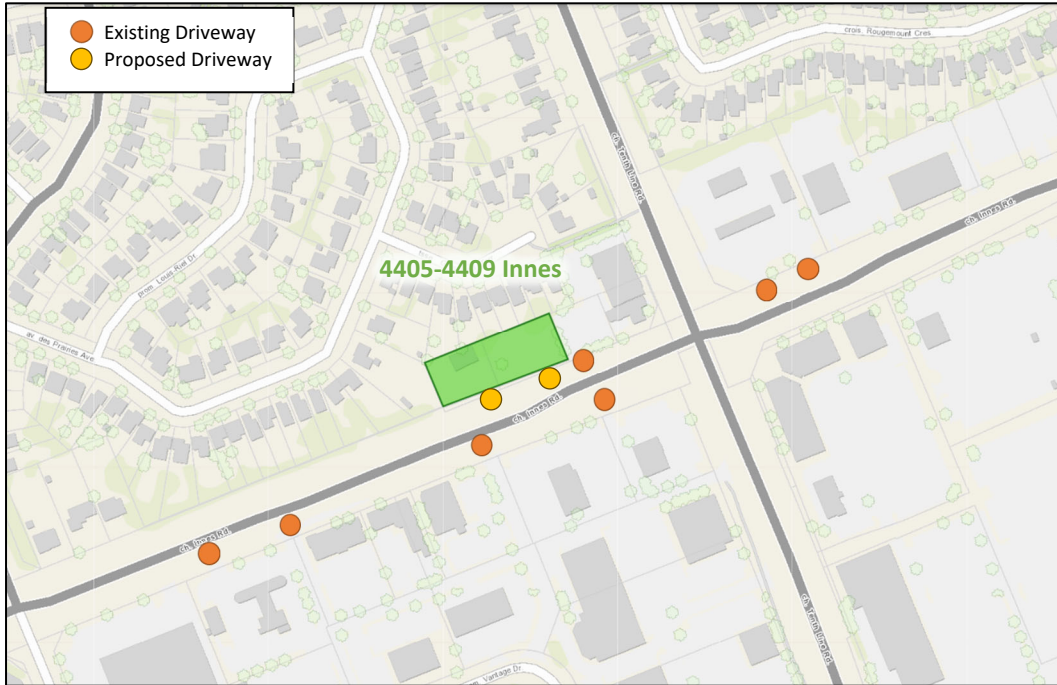
Innes Road at Tenth Line Road

The intersection of Innes Road at Tenth Line Road is a signalized intersection. The northbound and eastbound approaches each consist of two auxiliary left-turn lanes, two through lanes, a bike lane, and an auxiliary channelized right-turn lane. The southbound approach consists of two auxiliary left-turn lanes, two through lanes, a pocket bike lane, and an auxiliary channelized right-turn lane. The westbound approach consists of an auxiliary left-turn lane, two through lanes, a bike lane, and an auxiliary channelized right-turn lane. No turn restrictions were noted.

2.2.3 Existing Driveways

Within 200 metres of the proposed site accesses, one driveway to a veterinary clinic, and two driveways to a gas station are present on the north side of Innes Road, and two driveways to a gas station and two driveways to a large retail development are present on the south side of Innes Road. Figure 3 illustrates the existing driveways.

Figure 3: Existing Driveways



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: September 5, 2025

2.2.4 Existing Transit

Figure 4 illustrates the transit system map in the study area and Figure 5 illustrates nearby transit stops. All transit information is from September 05, 2025, and is included for general information purposes and context to the surrounding area.

As noted in Figure 5, a bus stop (stop #0598), serviced by the westbound routes #25, #234, #302, #611, and #632 is located on the site frontage.

Figure 4: Existing Study Area Transit Service



Source: <http://www.octranspo.com/> Accessed: September 5, 2025

Figure 5: Existing Study Area Transit Stops



Source: <http://www.octranspo.com/> Accessed: September 5, 2025

2.2.5 Existing Peak Hour Travel Demand

Existing turning movement counts were acquired from the City of Ottawa for the existing study area intersection. Table 1 summarizes the intersection count date.

Table 1: Intersection Count Date

Intersection	Count Date
Innes Road at Tenth Line Road	Thursday, September 8, 2022

Figure 6 illustrates the existing traffic counts and Table 2 summarizes the existing intersection operations. The level of service for signalized intersections is based on volume to capacity ratio (v/c) calculations for individual lane movements and HCM 2000 v/c calculations for the overall intersection, and average delay for unsignalized intersections. Detailed turning movement count data is included in Appendix B and the Synchro worksheets are provided in Appendix C.

Figure 6: Existing Traffic Counts

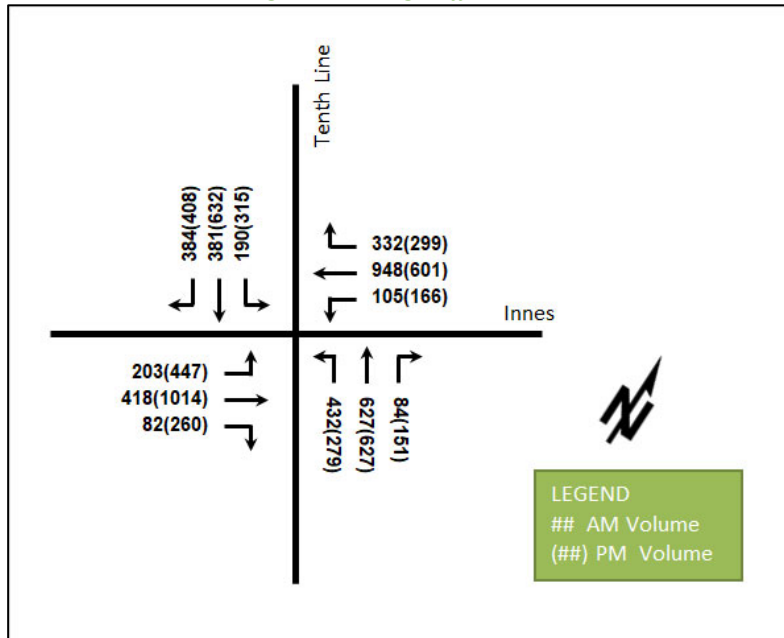


Table 2: Existing Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95 th)	LOS	V/C	Delay (s)	Q (95 th)
Innes Road at Tenth Line Road <i>Signalized</i>	EBL	D	0.85	82.5	#49.2	D	0.83	63.9	81.5
	EBT	A	0.45	34.7	62.3	E	0.91	50.6	#184.1
	EBR	A	0.17	1.5	2.3	A	0.40	4.8	17.7
	WBL	D	0.89	109.3	#63.6	F	1.14	165.7	#101.1
	WBT	E	0.99	67.3	#182.2	C	0.71	46.9	105.4
	WBR	A	0.56	11.5	42.7	A	0.54	10.8	37.2
	NBL	D	0.89	69.0	#84.4	D	0.82	74.3	#60.8
	NBT	C	0.78	47.4	104.5	E	0.99	81.8	#134.3
	NBR	A	0.19	1.9	2.8	A	0.37	6.5	13.6
	SBL	A	0.60	57.8	36.0	D	0.90	83.1	#73.1
	SBT	B	0.62	46.5	63.4	E	0.98	79.3	#135.7
	SBR	E	0.95	59.1	#123.1	C	0.79	23.2	72.2
	Overall	E	0.95	53.0	-	-	E	0.95	57.5

Notes: Saturation flow rate of 1800 veh/h/lane
Queue is measured in metres
Peak Hour Factor = 0.90

Delay = average vehicle delay in seconds
m = metered queue
= volume for the 95th %ile cycle exceeds capacity

During the AM peak hour, the eastbound left, westbound left, westbound through, northbound left, and southbound right movements may exhibit extended queues. During the PM peak hour, the westbound left movement is over theoretical capacity and the eastbound through, northbound left, northbound through, southbound left, and southbound through movements may exhibit extended queues. Shifting two seconds of split from the eastbound through movement to the westbound left movement during the PM peak hour would reduce the v/c of the westbound left movement, with the v/c of all movements at the intersection at 1.00 or below.

2.2.6 Collision Analysis

Collision data have been acquired from the City of Ottawa open data website (data.ottawa.ca) for five years prior to the commencement of this TIA for the surrounding study area road network (2018-2022). Table 3 summarizes

the collision types and conditions in the study area, Figure 7 illustrates the intersections and segments analyzed, and Table 4 summarizes the total collisions for each of these locations. Collision data are included in Appendix D.

Table 3: Study Area Collision Summary, 2018-2022

Total Collisions		Number	%
		184	100%
Classification	Fatality	0	0%
	Non-Fatal Injury	31	17%
	Property Damage Only	153	83%
Initial Impact Type	Approaching	0	0%
	Angle	15	8%
	Rear end	128	70%
	Sideswipe	23	13%
	Turning Movement	12	7%
	SMV Unattended	0	0%
	SMV Other	5	3%
	Other	1	1%
Road Surface Condition	Dry	134	73%
	Wet	27	15%
	Loose Snow	10	5%
	Slush	6	3%
	Packed Snow	1	1%
	Ice	6	3%
	Unknown	0	0%
Pedestrian Involved		2	1%
Cyclists Involved		2	1%

Figure 7: Study Area Collision Records

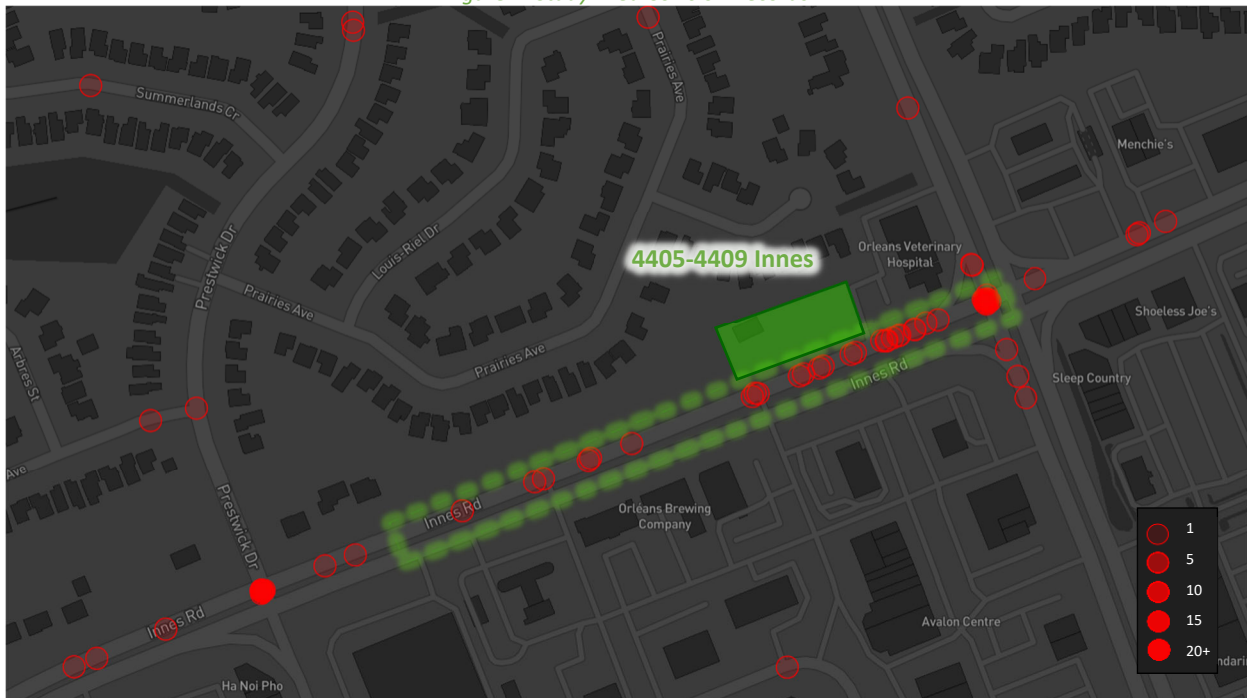


Table 4: Summary of Collision Locations, 2018-2022

	Number	%
Intersections / Segments	184	100%
Innes Road at Tenth Line Road	151	82%
Innes Road between Prestwick Drive and Tenth Line Road	33	18%

Within the study area, two pedestrian collisions and two cyclist collisions were noted during 2018-2022 time period. All vulnerable mode collisions occurred along the segment of Innes Road between Prestwick Drive and Tenth Line Road and will be further discussed in detailed collision review for this location.

Table 5 and Table 6 summarize the collision types and conditions for the intersection of Innes Road at Tenth Line Road and the segment of Innes Road between Prestwick Drive and Tenth Line Road, respectively.

Table 5: Innes Road at Tenth Line Road Collision Summary

		Number	%
Total Collisions		151	100%
Classification	Fatality	0	0%
	Non-Fatal Injury	22	15%
	Property Damage Only	129	85%
Initial Impact Type	Approaching	0	0%
	Angle	6	4%
	Rear end	115	76%
	Sideswipe	21	14%
	Turning Movement	7	5%
	SMV Unattended	0	0%
	SMV Other	1	1%
	Other	1	1%
Road Surface Condition	Dry	108	72%
	Wet	24	16%
	Loose Snow	8	5%
	Slush	5	3%
	Packed Snow	1	1%
	Ice	5	3%
	Unknown	0	0%
Pedestrian Involved		0	0%
Cyclists Involved		0	0%

The Innes Road at Tenth Line Road intersection had a total of 151 collisions during the 2018-2022 time period, with 129 involving property damage only and the remaining 22 having non-fatal injuries. The collision types are most represented by the rear end with 115 collisions, followed by sideswipe with 21, turning movement with seven, angle with six, and SMV other and other with one collision each. Weather conditions do not affect collisions at this location.

Based on detailed collision records from 2019-2022 and 2024 (representing a different analysis period than the publicly available data), rear end collisions predominantly involved southbound movements (50 of 101), followed by eastbound (20 of 101) and westbound movements (20 of 101). Only three of 24 sideswipe collisions occurred on the southbound approach, with the remainder roughly split between the other three approaches. Both types of collisions may be associated with congestion and sideswipe collisions are often associated with congestion in the presence of multiple lanes on approaches. Turning movement and angle collisions were observed on all approaches at the intersection with no observable pattern, and may be again associated with congestion at the

intersection as drivers pushing gaps in the traffic stream. No further collision review is required at this location as part of this study.

Table 6: Innes Road between Prestwick Drive and Tenth Line Road Collision Summary

		Number	%
Total Collisions		33	100%
Classification	Fatality	0	0%
	Non-Fatal Injury	9	27%
	Property Damage Only	24	73%
Initial Impact Type	Approaching	0	0%
	Angle	9	27%
	Rear end	13	39%
	Sideswipe	2	6%
	Turning Movement	5	15%
	SMV Unattended	0	0%
	SMV Other	4	12%
	Other	0	0%
Road Surface Condition	Dry	26	79%
	Wet	3	9%
	Loose Snow	2	6%
	Slush	1	3%
	Packed Snow	0	0%
	Ice	1	3%
	Unknown	0	0%
Pedestrian Involved		2	6%
Cyclists Involved		2	6%

The segment of Innes Road between Prestwick Drive and Tenth Line Road had a total of 29 collisions during the 2019-2024 time period, with 24 involving property damage only and the remaining five having non-fatal injuries. The collision types are most represented by rear end collisions with nine, angle with eight, turning movement with five, sideswipe with four, and SMV other with three collisions. Weather conditions do not affect collisions at this location.

Based on detailed collision records from 2019-2022 and 2024, the rear end collisions were predominantly involving westbound movements (7 of 9) and are assumed to result from congestion through the corridor. Examining the coordinates of the collisions, six collisions of angle or turning movement type were associated with the median break serving the retail development on the south side of Innes Road, west of the proposed site accesses. Four of these collisions involved northbound left-turning vehicles conflicting with eastbound vehicles, one involved a northbound left-turning vehicle turning conflicting with a westbound vehicle, and two involved westbound left-turning vehicles conflicting with eastbound vehicles. Other turning movement and angle collisions are assumed to be associated with the numerous other accesses along the arterial corridor. It is recommended that as part of any future study of the Innes Road corridor through this area, the City consider the closure of this median break which is demonstrated to have a high degree of conflict between the northbound and eastbound traffic streams.

Two cyclist collisions in dry, clear, daylight conditions, one turning movement and one angle, and one pedestrian collision in dry, clear, daylight conditions occurred in 2018. From the detailed collision records, the pedestrian collision in 2019 involved a driver making eastbound through movement and occurred in dry, clear, daylight conditions approximately 50 metres west of the crosswalk on the west leg of the intersection of Innes Road at

Tenth Line Road. No mitigation is considered to be required or is recommended to address pedestrian collisions along this segment. No further collision review is required at this location as part of this study.

2.3 Planned Conditions

2.3.1 Changes to the Area Transportation Network

2.3.1.1 *Transportation Master Plan (2025)*

The Transportation Master Plan (2025) includes a Capital Infrastructure Plan identifying transportation investment to support the forecasted growth and strategic connectivity and livability targets for the City. It also identifies committed projects, and a subset of priority projects that are expected to be implemented by 2046 based on current affordability assumptions. Area projects anticipated to impact travel in the study area that are included within the Capital Infrastructure Plan are:

- Transit Network
 - Priority
 - Innes Road transit priority corridor
 - Cumberland Transitway dedicated BRT with at-grade crossings from Chapel Hill Station to Esprit Drive
 - Needs-Based
 - Cumberland Transitway dedicated BRT with at-grade crossings from Blair Station to Millennium Station
- Road Network
 - Priority
 - Widening of Brian Coburn Boulevard from Tenth Line Road and extension to Renaud Road
 - Widening of Navan Road from Renaud Road to Blackburn Hamlet Bypass
 - Needs-Based
 - New Road from Walkley Road east of the Highway Ramps to Innes Road
 - Widening of Blackburn Hamlet Bypass/Innes Road from Navan Road to new Road connecting to Walkley Road

2.3.1.2 *Cumberland Transitway (Navan Road to Millennium Station)*

The Cumberland Transitway east of Navan Road is to extend along the north side of Brian Coburn Boulevard from the Chapel Hill Park & Ride where it will continue along the hydro corridor to the northeast as a dedicated corridor to the east of Fern Casey Street. The transitway will separate from the hydro corridor to the east of Tenth Line Road between Vanguard Drive and Lakeport Drive/Gerry Lalonde Drive and continue to the Millennium Transit Station. The cross-section is planned to include two transit lanes with a MUP on the north side, and a transit connection to Tenth Line Road will be provided. Five new stations are planned for this corridor.

3 Development-Generated Travel Demand

3.1 Mode Shares

Examining the mode shares recommended in the TRANS Trip Generation Manual (2020) for the subject district, derived from the most recent National Capital Region Origin-Destination survey (OD Survey), the existing average district mode shares by land use for Orleans have been summarized in Table 7.

Table 7: TRANS Trip Generation Manual Recommended Mode Shares – Orleans

Travel Mode	Commercial Generator	
	AM	PM
Auto Driver	77%	71%
Auto Passenger	14%	20%
Transit	3%	2%
Cycling	0%	1%
Walking	6%	6%
Total	100%	100%

Based on the land use serving primarily area residents from Orleans, and being on Innes Road which has frequent transit service, adjusted mode shares are proposed for the development from the district commercial shares, which are summarized in Table 8.

Table 8: Proposed Site Mode Shares

Travel Mode	Commercial Generator	
	AM	PM
Auto Driver	57%	51%
Auto Passenger	14%	20%
Transit	18%	17%
Cycling	1%	2%
Walking	10%	10%
Total	100%	100%

3.2 Trip Generation

This TIA has been prepared using the vehicle trip rates and derived person trip rates for commercial component from the ITE Trip Generation Manual 11th Edition (2021) using the City-prescribed conversion factor of 1.28. Table 9 summarizes the person trip rates for the non-residential land use by peak hour.

Table 9: Trip Generation Person Trip Rates by Peak Hour

Land Use	Land Use Code	Peak Hour	Vehicle Trip Rate	Person Trip Rates
Medical Clinic	630 (ITE)	AM	3.15	4.03
		PM	3.86	4.94

Using the above person trip rates, the total person trip generation has been estimated. Table 10 summarizes the total person trip generation for the non-residential land use.

Table 10: Total Residential Person Trip Generation by Peak Period

Land Use	GFA	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Medical Clinic	9,020 sq. ft	29	7	36	14	32	45

Using the above site mode share targets, the person trips by mode have been projected. Table 11 summarizes the residential trip generation and the non-residential trip generation by mode and peak hour.

Table 11: Trip Generation by Mode

Travel Mode		AM Peak Hour				PM Peak Hour			
		Mode Share	In	Out	Total	Mode Share	In	Out	Total
Medical Clinic	Auto Driver	57%	17	4	21	51%	7	16	23
	Auto Passenger	14%	4	1	5	20%	3	6	9
	Transit	18%	5	1	6	17%	2	5	7
	Cycling	1%	0	0	0	2%	0	1	1
	Walking	10%	3	1	4	10%	1	3	4
	Total	100%	29	7	36	100%	13	31	44

As shown above, a total of 21 AM and 23 PM new peak hour two-way vehicle trips are projected as a result of the proposed development. Given the low number of site-generated trips, the TIA Trip Generation Trigger is not met.

4 Exemption Review

Table 12 summarizes the exemptions for this TIA.

Table 12: Exemption Review

Module	Element	Explanation	Exempt/Required
Scoping			
Study Area and Time Periods	2.2 Study Area and Time Periods	Does not apply given the scoped TIA submission	Exempt
Development-Generated Traffic	3.1.2 Trip Distribution	TIA does not meet Trip Generation Trigger	Exempt
	3.1.3 Trip Assignment	TIA does not meet Trip Generation Trigger	Exempt
Site Design and TDM			
Development Design	4.1.2 Circulation and Access	Only required for site plan and zoning by-law applications	Required
	4.1.3 New Street Networks	Only required for plans of subdivision	Exempt
Parking	4.2.1 Parking Supply	Only required for site plan and zoning by-law applications	Required
Boundary Street Design		All applications	Exempt – Trip Generation Trigger not met, no changes to the site frontage
Transportation Demand Management	All Elements	Only required when the development generates more than 60 person-trips	Exempt
Network Impact			
Background Network Travel Demand	All Elements	Only required when one or more other Network Impact Modules are triggered when the development generates more than 75 auto or transit trips	Exempt
Demand Rationalization		Only required when one or more other Network Impact Modules when the development generates more than 75 auto trips	Exempt
Neighbourhood Traffic Calming	4.6.1 Adjacent Neighbourhoods	If the development meets all of the following criteria along the route(s) site generated traffic is	Exempt

Module	Element	Explanation	Exempt/Required
		<p>expected to utilize between an arterial road and the site's access:</p> <ol style="list-style-type: none"> 1. Access to Collector or Local; 2. "Significant sensitive land use presence" exists, where there is at least two of the following adjacent to the subject street segment: <ul style="list-style-type: none"> • School (within 250m walking distance); • Park; • Retirement / Older Adult Facility (i.e. long-term care and retirement homes); • Licenced Child Care Centre; • Community Centre; or • 50%, or greater, of adjacent property along the route(s) is occupied by residential lands and a minimum of 10 occupied residential units are present on the route. 3. Application is for Zoning By-Law Amendment or Draft Plan of Subdivision; 4. At least 75 site-generated auto trips; 5. Site Trip Infiltration is expected. Site traffic will increase peak hour vehicle volumes along the route by 50% or more. 	
Transit	4.7.1 Transit Route Capacity	Only required when the development generates more than 75 transit trips	Exempt
	4.7.2 Transit Priority Requirements	Only required when the development generates more than 75 auto trips	Exempt
Network Concept		Only required when proposed development generates more than 200 person-trips during the peak hour in excess of equivalent volume permitted by established zoning	Exempt
Intersection Design	4.4.1-2/4.9.1 Intersection Control	Only required when the development generates more than 75 auto trips	Exempt
	4.4.3/4.9.2 Intersection Design	Only required when the development generates more than 75 auto trips	Exempt

5 Development Design

5.1 Design for Sustainable Modes

The proposed development is a medical clinic with 33 vehicle parking spaces located in surface lots surrounding the building and four bicycle parking spaces in a surface rack on the northwest corner of the building. Accessible building entrances are located on the south, east and west sides of the building, and an additional entrance is provided on the north side of the building, with internal corridors connecting building entrances. An existing sidewalk is present along Innes Road, and hard surface connections to this facility are proposed from the building entrances on the east, west, and south faces.

Bus stops are located on all four legs of the intersection of Innes Road at Tenth Line Road, within a 250-metre walk of all building entrances. OC Transpo bus stop #0598 is proposed to be relocated between the two site access, but the ultimate location will be at the discretion of OC Transpo.

The infrastructure TDM checklist is provided in Appendix E.

5.2 Circulation and Access

Access is provided via a one-way right-in-only access central to the property and a one-way right-out-only access on the east side of the property. Each access is proposed to have an approximately 6.0-metre typical width, although the width is variable through the curvature of each access.

A unidirectional site circulation is an operational requirement for the urgent care clinic, accommodating the ambulance stopping within the rear aisle for emergency patient pickups for transport to the hospital. A clockwise circulation for the drive aisles results from the access configuration discussed in the following sections, and permits passenger drop-off oriented toward the building on all sides that interface with the aisle.

Garbage collection will occur on the rear aisle in the northeast corner of the property. Both accesses have been designed to accommodate garbage trucks for on-site collection and turning templates are provided in Appendix F. Based on the accommodation of the most conservative design vehicle required for site operation, the HSU, turning for ambulances and Para Transpo vehicles can be accommodated by the proposed design, however stopping locations for Para Transpo buses are also illustrated in Appendix F.

5.2.1 Access Design Criteria

5.2.1.1 Access Width and Curb Radii

The eastern site access is approximately 6.5-metres-wide at the existing right-of-way line, approximately 7.5-metres-wide at the reserved right-of-way line, and 10.7-metres-wide at the curb line. The eastern access has an approximately 7.5-metre radius on the east side and an approximately 5.7-metre radius on the west side of the access.

The western site access is approximately 6.0-metres-wide at the existing right-of-way line, approximately 6.8-metres-wide at the reserved right-of-way line, and 12.0-metres-wide at the curb line. The western access has an approximately 7.5-metre radius on the east side and an approximately 9.8-metre radius on the west side of the access.

The maximum width of a one-way access from the Private Approach By-Law is 7.5 metres, which is noted within the By-Law to apply to both the street (right-of-way) line as well as the roadway edge. While the access width meets this requirement at the street lines, its application at the roadway edge is not possible to meet this value given the minimum driveway width of 6.0 metres required to accommodate garbage collection vehicles. Therefore, the proposed driveway width is recommended to be approved.

5.2.1.2 Access Location

The eastern site access is located approximately 70 meters west of Tenth Line Road and the western site access is located approximately 115 metres west of Tenth Line Road. From the Geometric Design Guide for Canadian Roads (TAC, 2017), the suggested minimum corner clearance from Tenth line Road is 70 metres, and this value is nominally met by the proposed access locations.

The western access has been located to be offset the inbound access from the median break and oriented to receive westbound traffic only (right-in operation only). The existing driveway for the existing 4405 Innes Road chiropractic clinic site is approximately 11.5-metres-wide and oriented perpendicular to Innes Road, and its

western edge is roughly in line or offset slightly westward from the bullnose of the median break. This existing condition was considered to be permissive of these undesirable movements. No collisions are noted for westbound left-turns at this location, and the proposed configuration is an improvement to this condition. As such, this proposed access design and tie-ins to Innes Road, as provided in Appendix F are recommended to be approved.

5.2.1.3 Access Clear Throat

A review of TAC does not denote a recommended or desirable throat length for the proposed land use.

As proposed, the throat length to the first on-site conflict of the first parking space on the west side of the aisle at the western site access is 4.65 meters. Given the intent of the access to prohibit all movements except for the westbound right-in movement, the access is curved and thus typical application of the TAC throat length from the end of the curb return results in a lower nominal throat length. It is noted that the proposed geometry provides for vehicle queueing off the roadway of approximately 11.0 metres of space between the roadway and the first on-site conflict, or approximately 7.5 metres from the back of the sidewalk along Innes Road to the first on-site conflict. Based on the 17 inbound auto trips during the AM peak hour and seven inbound auto trips during the PM peak hour forecast in Section 0, an average of approximately one vehicle arriving every 3.5 to 8.5 minutes is anticipated during peak hours, and accommodation of a single vehicle is considered appropriate on this basis.

It is further noted that the parcel is less than 30 metres deep at the site access and limits opportunities for site design that supports an increased throat length. Given these factors, the proposed storage for a single vehicle within the access is considered sufficient to limit spillback onto Innes Road and is recommended to be approved.

Throat lengths for one-way outbound accesses are not critical in throat length analyses as no impacts to the intersecting roadway are resultant from short throats, and all impacts are contained on-site. As such, the proposed outbound throat is considered adequate and is recommended to be approved.

5.2.2 Drive Aisle Design Criteria

Site two-way drive aisles are proposed to be a minimum 6.7 metres wide. This width complies with the for minimum aisle widths from the parking queueing and loading provisions from the zoning by-law, Section 107(c)(i).

6 Parking

6.1 Parking Supply

The site plan is proposed to include a total of 33 vehicle parking spaces. According to the Zoning By-Law that is presently in effect, a minimum four parking spaces per 100 m² of gross floor area are required for a medical facility. Therefore, a total of 34 parking spaces is required and the proposed parking spaces for the subject site is one space short the Zoning By-Law minimum parking requirements. It is noted that the draft Zoning By-Law would not include minimum vehicle parking rates for the subject land use, were it in effect. Ultimately, no impacts are anticipated from the reduction in parking, given the anticipated level of transit use for the site enabled by frequent transit service along Innes Road.

Within the provided parking spaces, a total of two accessible parking spaces are proposed, meeting the minimum AODA provision rates.

The site also proposes a total of three bicycle parking spaces. According to the in-effect Zoning By-Law, a minimum of one bicycle parking space per 1,000 m² of gross floor area is required for a total of one space. Therefore, the subject site meets the Zoning By-Law minimum bicycle parking requirements.

7 Summary of Improvements Indicated and Modifications Options

The following summarizes the analysis and results presented in this TIA report:

Proposed Site and Screening

- The proposed site includes a 9,020 sq ft medical building including an urgent care clinic
- One right-in-only access central to the site and one right-out-only on the east side of the site are proposed on Innes Road
- The development is proposed to be completed as a single phase by 2026
- The Safety and Location Triggers were met for the TIA Screening, but the Trip Generation Trigger was not and the City agreed to a Scoped TIA submission

Existing Conditions

- Tenth Line Road and Innes Road are arterial roads in the study area
- Sidewalks and bike lanes are provided on both sides of Innes Road, Tenth Line Road has an asphalt pathway on the west side of the road and a sidewalk on the east side of the road north of Innes Road, and has a MUP on the west side of the road and sidewalk on the east side of the road south of Innes Road
- The high volumes roadways have produced a high number of collisions at the study area intersection, most of which are rear end collisions, which are typically associated with congestion
- Collisions at the median break west of the site accesses were associated primarily with the northbound left turn, and minorly associated with the westbound left turn
- The study area intersection is noted to exhibit queueing on multiple approaches during each peak hour, and the westbound left-turn movement is over theoretical capacity with the existing signal timing, and can be mitigated by shifting two seconds of split to this movement

Planned Conditions

- Innes Road is a transit priority corridor in the TMP priority transit network, and the Cumberland Transitway to Esprit Drive is a priority network project, along with the Brian Coburn Boulevard widening/extension

Development Generated Travel Demand

- The proposed development is forecasted produce 36 two-way people trips during the AM peak hour and 44 two-way people trips during the PM peak hour
- Of the forecasted people trips, 21 two-way trips will be vehicle trips during the AM peak hour and 23 two-way trips will be vehicle trips during the PM peak hour based on a 51%-57% auto modal share target

Development Design

- Auto parking is in a surface parking lot surrounding the building and bike parking is located on the northwest corner of the building
- Pedestrian connections will be made to the Innes Road sidewalk from building entrances
- Bus stops are located on all four legs of the intersection of Innes Road at Tenth Line Road, within a 250-metre walk of all building entrances and OC Transpo bus stop #0598 is proposed to be relocated between site accesses

- Unidirectional circulation around the building is a site operational requirement to accommodate ambulance stopping in the rear of the building, and this will be clockwise based on the access configuration and supporting passenger pick-ups and drop-offs
- The accesses are typical 6.0-metres wide, and are proposed to have approximately 5.7 to 9.8-metre curb radii
- The western site access is offset from the median break and oriented to receive westbound traffic only, and is an improvement on the existing access configuration, which is 11.5 metres wide, closer to the median break, and perpendicular to the roadway
- Throat lengths and corner clearances are adequate for the accesses, and the drive aisle widths meet the minimum Zoning By-Law values for non-residential land uses

Parking

- The site will have 33 vehicle parking spaces, including two accessible parking spaces, along with three bicycle parking spaces
- Bicycle parking meets Zoning By-Law minimums and accessible parking provision meets AODA minimums
- The vehicle parking is one space under the Zoning By-Law minimums, however the draft Zoning By-Law is noted not to include minimum rates, and the site's transit access is anticipated to reduce the parking requirement for the site and thus no impacts from the one space reduction under the in-effect Zoning By-Law are anticipated

8 Conclusion

It is recommended that, from a transportation perspective, the proposed development applications proceed.

Prepared By:



John Kingsley, BEng
Transportation Engineering-Intern

Reviewed By:



Andrew Harte, P.Eng.
Senior Transportation Engineer

Appendix A

TIA Screening Form and PM Certification Form

City of Ottawa 2023 Revisions to 2017 TIA Guidelines
Step 1 - Screening Form

Date: 16-Sep-25
Project Number: 2025-159
Project Reference: 4405-4409 Innes

1.1 Description of Proposed Development	
Municipal Address	4405-4409 Innes Rd
Description of Location	0.25 ha rectangular parcel on the north side of Innes Rd, west of Tenth Line Rd
Land Use Classification	General Mixed-Use (GM21[1427]F(0.5)H(9))
Development Size	9,000 sq ft medical clinic
Accesses	One right-in-only access and one right-out-only access on Innes Rd
Phase of Development	Single
Buildout Year	2026
TIA Requirement	Design Review Component

1.2 Trip Generation Trigger		
Land Use Type	Office	
Development Size	9000	G.F.A.
Trip Generation Trigger	No	

1.3 Location Triggers		
Does the development propose a new driveway to a boundary street that is designated as part of the Transit Priority Network, Rapid Transit network or Cross-Town Bikeways?	Yes	Innes Rd Transit Priority Corridor and Cross-Town Bikeway
Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)?	Yes	Innes Rd Corridor Mainstreet within Design Priority Area
Location Trigger	Yes	

1.4. Safety Triggers		
Are posted speed limits on a boundary street 80 km/hr or greater?	No	
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?	No	
Is the proposed driveway within the area of influence of an adjacent traffic signal or roundabout (i.e. within 300 m of intersection in rural conditions, or within 150 m of intersection in urban/ suburban conditions)?	Yes	Innes Rd at Tenth Line Rd
Is the proposed driveway within auxiliary lanes of an intersection?	Yes	
Does the proposed driveway make use of an existing median break that serves an existing site?	No	
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?	Yes	
Does the development include a drive-thru facility?	No	
Safety Trigger	Yes	



Certification Form for TIA Study PM

TIA Plan Reports

On April 14, 2022, the Province's Bill 109 received Royal Assent providing legislative direction to implement the More Homes for Everyone Act, 2022 aiming to increase the supply of a range of housing options to make housing more affordable. Revisions have been made to the TIA guidelines to comply with Bill 109 and streamline the process for applicants and staff.

Individuals submitting TIA reports will be responsible for all aspects of development-related transportation assessment and reporting, and undertaking such work, in accordance and compliance with the City of Ottawa's Official Plan, the Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines.

By submitting the attached TIA report (and any associated documents) and signing this document, the individual acknowledges that they meet the four criteria listed below.

CERTIFICATION



I have reviewed and have a sound understanding of the objectives, needs and requirements of the City of Ottawa's Official Plan, Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines; (Update effective July 2023)



I have a sound knowledge of industry standard practice with respect to the preparation of transportation impact assessment reports, including multi modal level of service review;



I have substantial experience (more than 5 years) in undertaking and delivering transportation impact studies (analysis, reporting and geometric design) with strong background knowledge in transportation planning, engineering or traffic operations; and



I am either a licensed or registered¹ professional in good standing, whose field of expertise



is either transportation engineering



or transportation planning.

¹ License of registration body that oversees the profession is required to have a code of conduct and ethics guidelines that will ensure appropriate conduct and representation for transportation planning and/or transportation engineering works.

Dated at Ottawa this 17 day of August, 20 23.
(City)

Name : Andrew Harte

Professional title: Senior Transportation Engineer / Vice-President Ottawa



Signature of individual certifier that s/he/they meet the above criteria

Office Contact Information (Please Print)

Address: 6 Plaza Court

City / Postal Code: Ottawa, K2H 7W1

Telephone / Extension: 613-697-3797

Email Address: andrew.harte@cghtransportation.com

Stamp



Revision Date: June 2023

Appendix B

Turning Movement Counts

5557893_COVID_INNES RD @ TENTH LINE RD_SEPT ... - TMC

Thu Sep 8, 2022

Full Length (7 AM-10 AM, 3 PM-6 PM, 11:30 AM-1:30 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 986775, Location: 45.460894, -75.48779



Provided by: City of Ottawa

100 Constellation Dr, Nepean, ON, K2G 5J9, CA

Leg Direction	South Northbound					North Southbound					West Eastbound					East Westbound					Int				
	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*					
2022-09-08 7:00AM	40	86	7	1	134	2	30	30	42	0	102	0	28	59	17	0	104	1	21	147	41	0	209	0	549
7:15AM	65	119	8	0	192	3	27	63	61	0	151	0	26	74	12	1	113	0	17	174	55	0	246	1	702
7:30AM	100	133	19	0	252	3	56	59	82	0	197	2	55	112	14	1	182	4	18	244	62	0	324	0	955
7:45AM	136	166	17	0	319	2	34	79	90	0	203	1	53	109	25	0	187	3	27	230	76	0	333	8	1042
Hourly Total	341	504	51	1	897	10	147	231	275	0	653	3	162	354	68	2	586	8	83	795	234	0	1112	9	3248
8:00AM	81	171	24	0	276	2	40	127	103	0	270	1	45	91	20	0	156	2	39	251	122	0	412	3	1114
8:15AM	115	159	24	0	298	0	60	117	109	0	296	1	49	106	23	0	178	0	21	227	72	0	320	2	1082
8:30AM	86	108	16	2	212	4	51	104	87	0	242	2	58	119	31	1	209	1	27	198	62	0	287	3	950
8:45AM	71	136	22	0	229	2	47	89	113	0	249	1	42	110	31	1	184	2	16	156	49	0	221	1	883
Hourly Total	353	574	86	2	1015	8	198	437	412	0	1047	5	194	426	105	2	727	5	103	832	305	0	1240	9	4029
9:00AM	62	74	14	0	150	3	40	81	74	0	195	1	45	103	24	1	173	1	28	160	38	0	226	6	744
9:15AM	63	85	19	1	168	1	35	95	93	1	224	1	44	101	36	1	182	2	26	109	48	0	183	1	757
9:30AM	46	81	18	1	146	7	52	74	81	0	207	0	54	120	34	0	208	0	23	120	42	0	185	1	746
9:45AM	54	76	17	2	149	9	55	88	107	0	250	1	54	113	30	0	197	4	32	105	35	1	173	10	769
Hourly Total	225	316	68	4	613	20	182	328	355	1	876	3	197	437	124	2	760	7	109	494	163	1	767	18	3016
11:30AM	58	120	19	0	197	3	65	94	97	0	256	1	99	146	39	0	284	2	17	134	53	2	206	7	943
11:45AM	65	127	24	0	216	2	66	117	104	0	287	3	96	171	40	1	308	4	42	151	56	0	249	3	1060
Hourly Total	123	247	43	0	413	5	131	211	201	0	543	4	195	317	79	1	592	6	59	285	109	2	455	10	2003
12:00PM	67	124	32	1	224	2	62	100	118	0	280	2	112	159	47	0	318	1	30	156	57	1	244	1	1066
12:15PM	65	129	31	2	227	3	82	122	114	1	319	2	102	179	62	1	344	2	29	141	52	1	223	5	1113
12:30PM	60	109	24	1	194	2	75	117	93	0	285	0	89	183	52	0	324	2	42	123	56	0	221	0	1024
12:45PM	79	123	24	1	227	4	69	121	98	0	288	0	93	160	50	0	303	2	35	135	58	1	229	1	1047
Hourly Total	271	485	111	5	872	11	288	460	423	1	1172	4	396	681	211	1	1289	7	136	555	223	3	917	7	4250
1:00PM	75	111	33	2	221	3	61	113	104	0	278	0	108	181	42	0	331	1	30	112	47	3	192	1	1022
1:15PM	44	106	36	0	186	2	63	143	100	1	307	4	82	173	42	1	298	0	26	142	46	2	216	3	1007
Hourly Total	119	217	69	2	407	5	124	256	204	1	585	4	190	354	84	1	629	1	56	254	93	5	408	4	2029
3:00PM	68	125	20	1	214	5	100	135	86	2	323	1	106	188	58	0	352	5	34	114	73	0	221	7	1110
3:15PM	54	133	28	0	215	3	89	161	85	0	335	2	90	234	56	0	380	0	39	137	69	0	245	6	1175
3:30PM	66	135	41	1	243	4	78	154	81	1	314	2	126	243	50	0	419	0	25	169	78	2	274	2	1250
3:45PM	60	142	32	1	235	9	82	180	103	1	366	6	93	218	69	0	380	9	43	177	58	0	278	10	1259
Hourly Total	248	535	121	3	907	21	349	630	355	4	1338	11	415	883	233	0	1531	14	141	597	278	2	1018	25	4794
4:00PM	79	158	44	2	283	7	84	159	83	2	328	3	111	250	55	2	418	3	32	165	65	5	267	3	1296
4:15PM	67	143	39	0	249	5	64	144	113	1	322	5	90	273	74	3	440	5	41	147	81	3	272	14	1283
4:30PM	65	163	34	1	263	7	85	151	113	1	350	5	111	227	75	0	413	1	40	147	63	2	252	6	1278
4:45PM	69	164	34	0	267	4	75	161	90	1	327	5	134	241	47	0	422	5	38	157	86	2	283	2	1299
Hourly Total	280	628	151	3	1062	23	308	615	399	5	1327	18	446	991	251	5	1693	14	151	616	295	12	1074	25	5156
5:00PM	77	157	44	0	278	2	88	176	93	0	357	4	109	275	64	0	448	2	39	154	69	1	263	3	1346
5:15PM	84	136	40	2	262	2	82	140	82	0	304	0	116	250	49	0	415	1	38	155	60	4	257	1	1238
5:30PM	63	153	40	1	257	5	77	139	104	1	321	6	96	264	55	1	416	2	33	168	76	3	280	15	1274
5:45PM	61	132	30	0	223	3	71	140	103	0	314	1	96	240	60	1	397	0	40	177	68	3	288	5	1222
Hourly Total	285	578	154	3	1020	12	318	595	382	1	1296	11	417	1029	228	2	1676	5	150	654	273	11	1088	24	5080
Total	2245	4084	854	23	7206	115	2045	3773	3006	13	8837	63	2612	5472	1383	16	9483	67	988	5082	1973	36	8079	131	33605
% Approach	31.2%	56.7%	11.9%	0.3%	-	-	23.1%	42.7%	34.0%	0.1%	-	-	27.5%	57.7%	14.6%	0.2%	-	-	12.2%	62.9%	24.4%	0.4%	-	-	-
% Total	6.7%	12.2%	2.5%	0.1%	21.4%	-	6.1%	11.2%	8.9%	0%	26.3%	-	7.8%	16.3%	4.1%	0%	28.2%	-	2.9%	15.1%	5.9%	0.1%	24.0%	-	-
Lights and Motorcycles	2180	3972	826	23	7001	-	2009	3679	2958	13	8659	-	2564	5331	1342	16	9253	-	965	4952	1936	36	7889	-	32802
% Lights and Motorcycles	97.1%	97.3%	96.7%	100%	97.2%	-	98.2%	97.5%	98.4%	100%	98.0%	-	98.2%	97.4%	97.0%	100%	97.6%	-	97.7%	97.4%	98.1%	100%	97.6%	-	97.6%
Heavy	65	107	27	0	199	-	36	89	47	0	172	-	46	116	41	0	203	-	23	115	37	0	175	-	749
% Heavy	2.9%	2.6%	3.2%	0%	2.8%	-	1.8%	2.4%	1.6%	0%	1.9%	-	1.8%	2.1%	3.0%	0%	2.1%	-	2.3%	2.3%	1.9%	0%	2.2%	-	2.2%
Bicycles on Road	0	5	1	0	6	-	0	5	1	0	6	-	2	25	0	0	27	-	0	15	0	0	15	-	54
% Bicycles on Road	0%	0.1%	0.1%	0%	0.1%	-	0%	0.1%	0%	0%	0.1%	-	0.1%	0.5%	0%	0%	0.3%	-	0%	0.3%	0%	0%	0.2%	-	0.2%
Pedestrians	-	-	-	-	-	93	-	-	-	-	-	37	-	-	-	-	-	51	-	-	-	-	-	88	
% Pedestrians	-	-	-	-	-	80.9%	-	-	-	-	-	58.7%	-	-	-	-	-	76.1%	-	-	-	-	-	67.2%	
Bicycles on Crosswalk	-	-	-	-	-	22	-	-	-	-	-	26	-	-	-	-	-	16	-	-	-	-	-	43	
% Bicycles on Crosswalk	-	-	-	-	-	19.1%	-	-	-	-	-	41.3%	-	-	-	-	-	23.9%	-	-	-	-	-	32.8%	

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5557893_COVID_INNES RD @ TENTH LINE RD_SEPT ... - TMC

Thu Sep 8, 2022

Full Length (7 AM-10 AM, 3 PM-6 PM, 11:30 AM-1:30 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

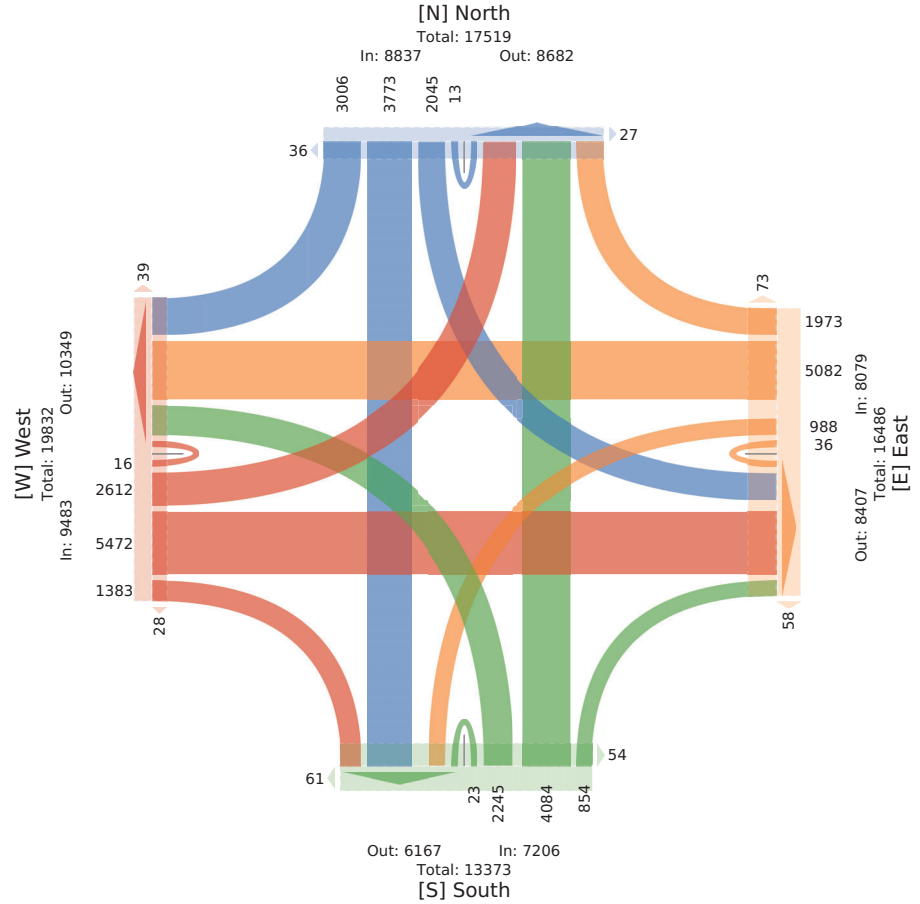
All Movements

ID: 986775, Location: 45.460894, -75.48779



Provided by: City of Ottawa

100 Constellation Dr, Nepean, ON, K2G 5J9, CA



5557893_COVID_INNES RD @ TENTH LINE RD_SEPT ... - TMC

Thu Sep 8, 2022

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res	South	f orih	G eG	J nG
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lwe	a T B W 3 pp t eLE	a T B W 3 pp t eLE	a T B W 3 pp t eLE	a T B W 3 pp t eLE
2022B01R08AAM13 F	DI A29 2- 0 2AD 2	DD A49 A0- 0 289 U	DD A6A -0 A U08 -	-2 AIA ID 0 2-1 U
A2M0r F	DI A2- U2 A 2AD 2	DE A00 A48 0 280 2	AA2 A11 -9 0 U08 A	UD AID 19 A 2-- A
A2M1r F	DI A21 LA 2 229 U	82 A22 AA A U01 2	A02 A01 DE A U-- 2	21 A A 12 A 22U 1
A2M0r F	DI A01 2- A A1- 2	91 A49 1U 0 281 0	81 A6U 12 0 U2- 2	-2 A2U ID 0 22A 0
Tone	219 -81 AAA - 0DA 1	201 -1D -21 A A0A 9	U11 D2 20A 2 A21- 1	A U 19A 22A 2 1UD 1
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ty %	03 11 03 -- 03D 0300 03-D	03D 03U 03 01 0310 03A0	03B1 A 03-A 03A0 0300 03--	03B1A 03A1 0311 0300 03-A
alshCndL.F oiorcge:C	2-1 -8A A0D - 8-0 P	282 --- -2A A A48	U81 D91 A D 2 A2E	A11 1DA 2AD 2 1A8 P
* alshCndL.F oiorcge:C	1D1* 185* 113* A00* 192P	183* 195* 185* A00* 183P	193* 193* 193* A00* 193P	192* 182* 193* A00* 183P
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* y enHg	15* A2* -3* 0* 22* P	A6* A8* A3* 0* A2P	23* 23* 23* 0* 22P	23* A8* 23* 0* 23P
v lgcge:Cod BonL	0 2 0 0 2 P	0 - 0 0 - P	0 U 0 0 U P	0 0 0 0 0 P
* v lgcge:Cod BonL	0* 05* 0* 0* 02* P	0* 03* 0* 0* 03P	0* 05* 0* 0* 02* P	0* 0* 0* 0* 0* P
t eLeGrIndC	P P P P P P P P	P P P P P P P P	P P P P P P P P	P P P P P P P P
* t eLeGrIndC	P P P P P P P P	P P P P P P P P	P P P P P P P P	P P P P P P P P
v lgcge:Cod) roCRn(P P P P P P P P	P P P P P P P P	P P P P P P P P	P P P P P P P P
* v lgcge:Cod) roCRn(P P P P P P P P	P P P P P P P P	P P P P P P P P	P P P P P P P P

t eLeGrIndCndL v lgcge:Cod) roCRn(5a M e.i, BMBIsHi, TMHru, WMPIurd

5557893_COVID_INNES RD @ TENTH LINE RD_SEPT ... - TMC

Thu Sep 8, 2022

Midday Peak (11:45 AM - 12:45 PM)

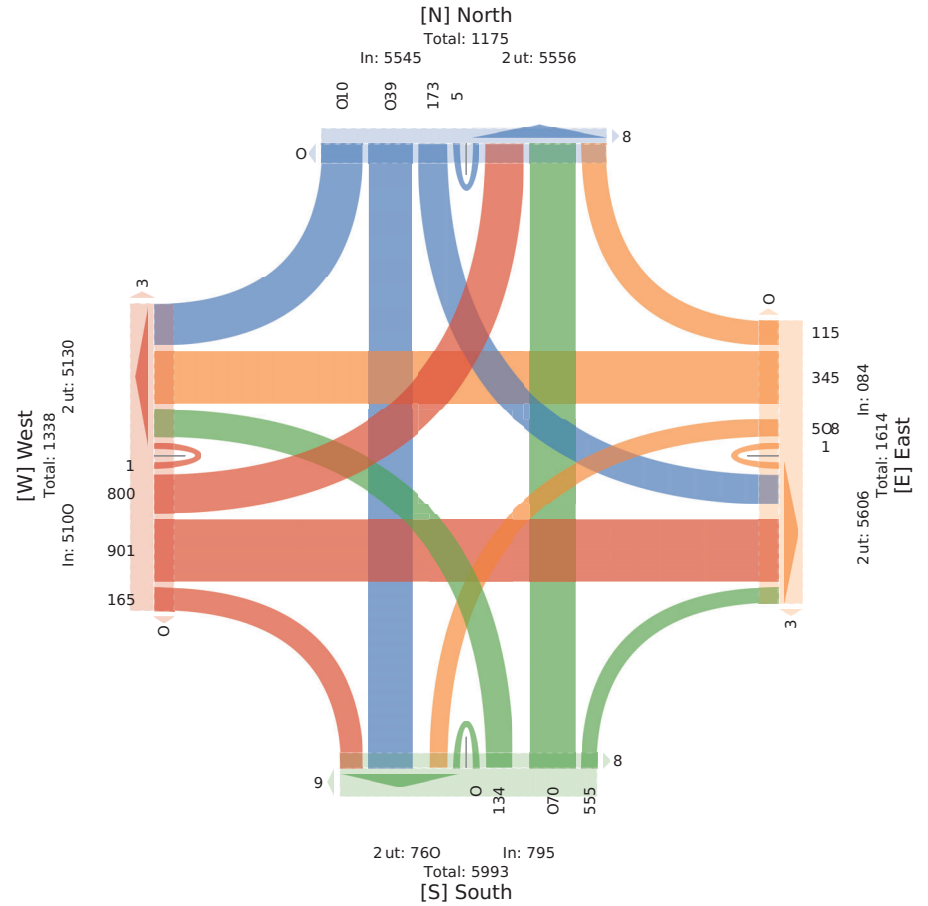
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 986775, Location: 45.460894, -75.48779



Provided by: City of Ottawa
100 Constellation Dr,
Nepean, ON, K2G 5J9, CA



5557893_COVID_INNES RD @ TENTH LINE RD_SEPT ... - TMC

Thu Sep 8, 2022

Fl FeLn g (7AFI M(7AFI - M 3eH6FeLn :) uP

C6a fLses g dhs Lcy l) j) BvHes : eL3v, FeysesRlcs, BdVHes) c R) Ly, BdVHes) c a B sswLln-

C6l) 3ek ecis

nh (DB955A i) Hrd c (t A4 908D, M4A 855D



FP 3dye . v (a dv) b l nLwL

700 a) csreRl c l P f epeLc, l f , O2N A4Q a C

eo l dthk c	S)urh f) Bh. ucy	f) Bh S)urh. ucy	Gesr J lsr. ucy	J lsr Gesr. ucy	mr
2022ND08 t (7AFI	95 7tU UD 0 2tD A	9t 7t1 77U 7 U22 A	DD 25U St U tt0 A	t7 7t5 87 U 252 7t	728U
t (LDFI	9A 79U U 7 29U 5	8A 7A7 77U 7 U20 A	777 225 5A 0 t7U 7	t0 7t5 9U 2 2A2 9	7258
t (t AFI	9D 79t U 0 295 t	5A 797 DD 7 U25 A	7U 2t 7 t 5 0 t22 A	UB 7A6 89 2 28U 2	721D
A00FI	55 7A6 tt 0 258 2	88 759 DU 0 U26 t	70D 25A 9t 0 tt8 2	UD 7A 9D 7 29U U	7U19
T)td	258 925 7A7 7 70A5 70	L72 9L2 t0D U 7U20 7t	t1t 7079 290 U 752U 7t	7A8 90A 21D 9 7050 2A	A209
* CppHh	244* AD* 7A4* 0A* M	2U0* t9A* UD* 0A* M	2A6* AD* 7A4* 0A* M	2A4* AD* 25A* 0A* M	3
* T)td	4A* 7A4* 2A* 0* 20A*	3A* 7A4* 5A* 0A* 29A*	3A* 7A4* AD* 0A* U2*	3A* 7A4* AD* 0A* 20A*	3
F: %	0A3U 0A30 0A38 0A30 0A37	0A89 0A83 0A3U 0A30 0A3D	0A28 0A2D 0A95 0A30 0A3A	0A3U 0A3U 0A9D 0A95 0A3A	0A38
i dhs Lcy l) n) BvHes	25U 975 7tD 7 70k 0	U20 92A t0U U 7U17	t17 7009 2A0 U 7509	7A6 AD 21B 8 70A7	A2UB
* i dhs Lcy l) n) BvHes	D3A* D3A* D3A* 700* D3A*	DDA* DD0* D3A* 700* DD0*	DDA* DD0* D3A* 700* DD0*	DDA* DD0* D3A* 700* DD0*	D3A*
: eL3v	A 70 2 0 75 M	2 5 A 0 7t M	U 8 t 0 7A M	7 72 2 0 7A M	97
* : eL3v	7A* 7A* 7A* 0* 7A*	0A* 7A* 7A* 0* 7A*	0A* 7A* 7A* 0* 7A*	0A* 7A* 7A* 0* 7A*	7A*
BdVHes) c R) Ly	0 0 0 0 0 M	0 0 7 0 7 M	0 2 0 0 2 M	0 1 0 0 1 M	5
* BdVHes) c R) Ly	0* 0* 0* 0* 0* M	0* 0* 0A* 0* 0A* M	0* 0A* 0* 0* 0A* M	0* 0A* 0* 0* 0A* M	0A*
FeysesRlcs	M M M M M 7t	M M M M M 70	M M M M M 5	M M M M M 7A	3
* FeysesRlcs	M M M M M M54*	M M M M M M24*	M M M M M M24*	M M M M M M24*	M M M M M M24*
BdVHes) c a B sswLln	M M M M M t	M M M M M M	M M M M M M	M M M M M M	70
* BdVHes) c a B sswLln	M M M M M M24*	M M M M M M54*	M M M M M M94*	M M M M M M40*	3

FeysesRlcs Lcy BdVHes) c a B sswLln4i (i ebr, R(Rdhr, T(ThRu, W WMuRt

5557893_COVID_INNES RD @ TENTH LINE RD_SEPT ... - TMC

Thu Sep 8, 2022

M Mda yP(1 M : 1K 1 M 4: 5 Ae-d) Mda l C-

s)) L dgg yt mhr g dcH C-G-vB) eg l edAB, MfHg-ndcg, RnvB) eg Cc wGtH RnvB) eg Cc

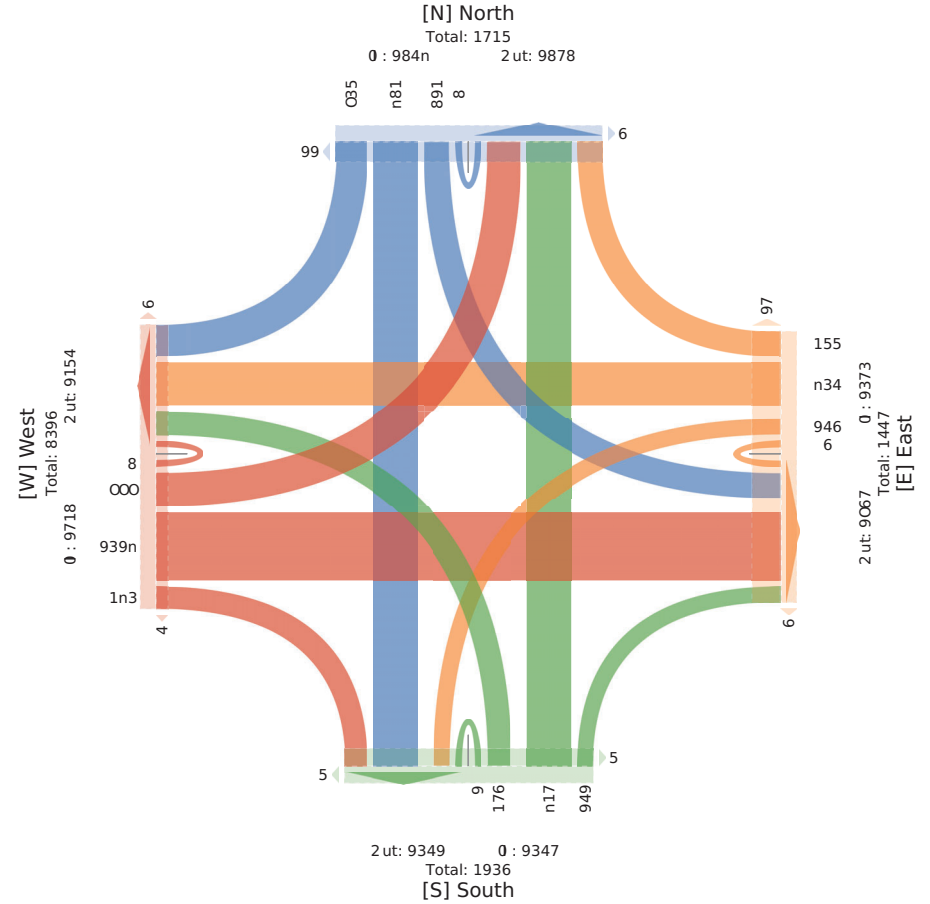
L-CgndA4

s)) l CAel ecr g

19 k687. . 1, t Cvdn CckP1tP7086P, .: 1tP8. . 6



MCA FHF BkLnB C65 mrd
(00 L.C.gre) dnc Cc 9 -,
Nepedc, 5 N, K2G 1J6, Ls



Appendix C

Synchro Intersection Worksheets – Existing Conditions

Lanes, Volumes, Timings
1: Tenth Line & Innes

Existing
AM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (vph)	203	418	82	105	948	332	432	627	84	190	381	384
Future Volume (vph)	203	418	82	105	948	332	432	627	84	190	381	384
Satd. Flow (prot)	3216	3252	1414	1566	3316	1469	3185	3221	1427	3216	3161	1483
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3206	3252	1384	1558	3316	1436	3174	3221	1397	3201	3161	1459
Satd. Flow (RTOR)			145			293			146			171
Lane Group Flow (vph)	226	464	91	117	1053	369	480	697	93	211	423	427
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.3	33.5	33.5	11.3	33.5	33.5	11.3	34.3	34.3	11.3	34.3	34.3
Total Split (s)	16.0	43.0	43.0	16.0	43.0	43.0	27.0	34.0	34.0	27.0	34.0	34.0
Total Split (%)	13.3%	35.8%	35.8%	13.3%	35.8%	35.8%	22.5%	28.3%	28.3%	22.5%	28.3%	28.3%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.6	2.8	2.8	2.6	2.8	2.8	2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.5	6.5	6.3	6.5	6.5	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	9.9	38.2	38.2	10.1	38.4	38.4	20.2	33.1	33.1	13.2	26.0	26.0
Actuated g/C Ratio	0.08	0.32	0.32	0.08	0.32	0.32	0.17	0.28	0.28	0.11	0.22	0.22
v/c Ratio	0.85	0.45	0.17	0.89	0.99	0.56	0.89	0.78	0.19	0.60	0.62	0.95
Control Delay	82.5	34.7	1.5	109.3	67.3	11.5	69.0	47.4	1.9	57.8	46.5	59.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.5	34.7	1.5	109.3	67.3	11.5	69.0	47.4	1.9	57.8	46.5	59.1
LOS	F	C	A	F	E	B	E	D	A	E	D	E
Approach Delay		44.7			57.1			52.3			53.8	
Approach LOS		D			E			D			D	
Queue Length 50th (m)	27.6	46.5	0.0	27.9	~141.5	13.1	57.3	77.9	0.0	24.7	46.8	62.8
Queue Length 95th (m)	#49.2	62.3	2.3	#63.6	#182.2	42.7	#84.4	104.5	2.8	36.0	63.4	#123.1
Internal Link Dist (m)		390.0			407.7			1199.1			760.1	
Turn Bay Length (m)	65.0		180.0	75.0		70.0	65.0		70.0	80.0		165.0
Base Capacity (vph)	265	1036	539	131	1061	658	549	888	491	554	729	468
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.85	0.45	0.17	0.89	0.99	0.56	0.87	0.78	0.19	0.38	0.58	0.91

Intersection Summary

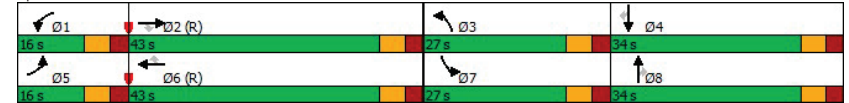
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 59 (49%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 115
Control Type: Actuated-Coordinated

Lanes, Volumes, Timings
1: Tenth Line & Innes

Existing
AM Peak Hour

Maximum v/c Ratio: 0.99	Intersection LOS: D
Intersection Signal Delay: 53.0	ICU Level of Service E
Intersection Capacity Utilization 82.0%	
Analysis Period (min) 15	
~ 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: Tenth Line & Innes



Lanes, Volumes, Timings
1: Tenth Line & Innes

Existing
PM Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗	↖ ↗
Traffic Volume (vph)	447	1014	260	166	601	299	279	627	151	315	632	408
Future Volume (vph)	447	1014	260	166	601	299	279	627	151	315	632	408
Satd. Flow (prot)	3216	3316	1483	1658	3316	1483	3216	3316	1483	3216	3316	1483
Fit Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3170	3316	1449	1654	3316	1429	3188	3316	1437	3177	3316	1444
Satd. Flow (RTOR)			289			286			188			338
Lane Group Flow (vph)	497	1127	289	184	668	332	310	697	168	350	702	453
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Detector Phase	5	2	2	1	6	6	3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.3	33.5	33.5	11.3	33.5	33.5	11.3	34.3	34.3	11.3	34.3	34.3
Total Split (s)	33.0	55.0	55.0	19.0	41.0	41.0	22.0	34.0	34.0	22.0	34.0	34.0
Total Split (%)	25.4%	42.3%	42.3%	14.6%	31.5%	31.5%	16.9%	26.2%	26.2%	16.9%	26.2%	26.2%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	2.6	2.8	2.8	2.6	2.8	2.8	2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.3	6.5	6.5	6.3	6.5	6.5	6.3	6.3	6.3	6.3	6.3	6.3
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Act Effct Green (s)	24.1	48.5	48.5	12.7	37.1	37.1	15.2	27.7	27.7	15.7	28.2	28.2
Actuated g/C Ratio	0.19	0.37	0.37	0.10	0.29	0.29	0.12	0.21	0.21	0.12	0.22	0.22
v/c Ratio	0.83	0.91	0.40	1.14	0.71	0.54	0.82	0.99	0.37	0.90	0.98	0.79
Control Delay	63.9	50.6	4.8	165.7	46.9	10.8	74.3	81.8	6.5	83.1	79.3	23.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.9	50.6	4.8	165.7	46.9	10.8	74.3	81.8	6.5	83.1	79.3	23.2
LOS	E	D	A	F	D	B	E	F	A	F	E	C
Approach Delay		47.1			55.3			69.0			63.3	
Approach LOS		D			E			E			E	
Queue Length 50th (m)	63.2	143.3	0.0	~54.8	81.6	8.8	40.4	94.4	0.0	46.2	95.2	27.9
Queue Length 95th (m)	81.5	#184.1	17.7	#101.1	105.4	37.2	#60.8	#134.3	13.6	#73.1	#135.7	72.2
Internal Link Dist (m)		390.0			407.7			1199.1			760.1	
Turn Bay Length (m)	65.0		180.0	75.0		70.0	65.0		70.0	80.0		165.0
Base Capacity (vph)	660	1237	721	161	946	612	388	706	454	388	718	577
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.91	0.40	1.14	0.71	0.54	0.80	0.99	0.37	0.90	0.98	0.79

Intersection Summary

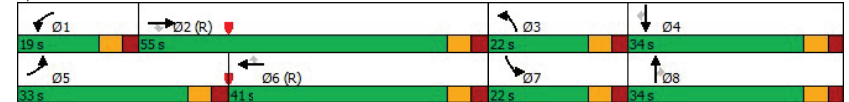
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 125
Control Type: Actuated-Coordinated

Lanes, Volumes, Timings
1: Tenth Line & Innes

Existing
PM Peak Hour

Maximum v/c Ratio: 1.14	Intersection LOS: E
Intersection Signal Delay: 57.5	ICU Level of Service E
Intersection Capacity Utilization 90.1%	
Analysis Period (min) 15	
~ 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: Tenth Line & Innes



Appendix D

Collision Data



Transportation Services - Traffic Services Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

Location: INNES RD @ TENTH LINE RD

Traffic Control: Traffic signal

Total Collisions: 139

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Jan-06, Sun,12:25	Clear	Rear end	P.D. only	Dry	East	Unknown	Unknown	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jan-12, Sat,17:25	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Jan-16, Wed,18:40	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Unknown	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jan-20, Sun,12:57	Snow	Rear end	P.D. only	Loose snow	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jan-21, Mon,12:00	Clear	Rear end	P.D. only	Ice	East	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Stopped	Passenger van	Other motor vehicle	
2019-Jan-31, Thu,16:00	Clear	Angle	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Feb-19, Tue,16:20	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Mar-07, Thu,16:00	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Unknown	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Mar-09, Sat,12:00	Clear	Sideswipe	P.D. only	Wet	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Unknown	Other motor vehicle	
2019-Mar-14, Thu,08:55	Clear	Rear end	P.D. only	Ice	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Mar-25, Mon,14:30	Clear	Rear end	P.D. only	Dry	North	Stopped	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

Location: INNES RD @ TENTH LINE RD

Traffic Control: Traffic signal

Total Collisions: 139

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Apr-02, Tue,16:40	Clear	Rear end	P.D. only	Dry	South	Stopped	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Apr-18, Thu,11:05	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Passenger van	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Apr-19, Fri,22:14	Rain	Turning movement	P.D. only	Wet	East	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Apr-26, Fri,16:00	Rain	Rear end	P.D. only	Wet	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Apr-27, Sat,14:15	Clear	Rear end	Non-fatal injury	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2019-May-23, Thu,09:45	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Jun-15, Sat,16:10	Rain	Sideswipe	P.D. only	Wet	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jun-21, Fri,06:45	Clear	Rear end	P.D. only	Dry	North	Unknown	Automobile, station wagon	Other motor vehicle	0
					North	Unknown	Automobile, station wagon	Other motor vehicle	
2019-Jun-28, Fri,12:10	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Jul-03, Wed,16:07	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jul-05, Fri,02:16	Clear	SMV other	P.D. only	Dry	South	Turning right	Automobile, station wagon	Curbside	0
2019-Jul-26, Fri,16:13	Clear	Rear end	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

Location: INNES RD @ TENTH LINE RD

Traffic Control: Traffic signal

Total Collisions: 139

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Jul-29, Mon,14:35	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Aug-17, Sat,16:00	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Sep-18, Wed,16:05	Clear	Rear end	Non-fatal injury	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Sep-19, Thu,16:10	Clear	Rear end	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Sep-22, Sun,12:31	Clear	Rear end	Non-fatal injury	Dry	East	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Nov-06, Wed,17:30	Clear	Rear end	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Nov-14, Thu,17:50	Clear	Rear end	P.D. only	Loose snow	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Nov-15, Fri,14:52	Clear	Rear end	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Nov-15, Fri,19:43	Clear	Sideswipe	P.D. only	Wet	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Nov-28, Thu,18:00	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-03, Tue,13:50	Clear	Sideswipe	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Pick-up truck	Other motor vehicle	
2019-Dec-09, Mon,17:35	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Changing lanes	Automobile, station wagon	Other motor vehicle	

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Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Dec-11, Wed,19:15	Snow	Rear end	P.D. only	Loose snow	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Dec-13, Fri,13:25	Clear	Turning movement	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Dec-13, Fri,15:45	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Dec-21, Sat,14:30	Clear	Rear end	P.D. only	Ice	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Dec-27, Fri,15:59	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2020-Jan-10, Fri,09:06	Clear	Rear end	Non-fatal injury	Dry	East	Going ahead	School bus	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Feb-08, Sat,18:35	Clear	Rear end	P.D. only	Slush	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2020-Feb-27, Thu,09:55	Snow	Rear end	P.D. only	Loose snow	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2020-Mar-06, Fri,11:29	Snow	Rear end	P.D. only	Slush	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2020-Mar-20, Fri,11:00	Fog, mist, smoke, dust	Sideswipe	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2020-May-11, Mon,08:15	Clear	Rear end	P.D. only	Dry	South	Turning right	Pick-up truck	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	

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Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2020-May-17, Sun,15:30	Clear	Rear end	Non-fatal injury	Dry	South	Slowing or stopping	Passenger van	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Jun-22, Mon,14:07	Clear	Rear end	P.D. only	Dry	South	Turning right	Pick-up truck	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2020-Jul-19, Sun,12:16	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Pick-up truck	Other motor vehicle	0
					West	Going ahead	Unknown	Other motor vehicle	
2020-Jul-25, Sat,12:28	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Pick-up truck	Other motor vehicle	
2020-Jul-27, Mon,18:10	Clear	Rear end	Non-fatal injury	Dry	West	Turning left	Pick-up truck	Other motor vehicle	0
					West	Turning left	Passenger van	Other motor vehicle	
2020-Jul-28, Tue,16:41	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Aug-10, Mon,07:48	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Pick-up truck	Other motor vehicle	
2020-Aug-28, Fri,11:45	Clear	Rear end	P.D. only	Dry	South	Turning right	Passenger van	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2020-Sep-03, Thu,17:56	Clear	Sideswipe	P.D. only	Dry	East	Overtaking	Unknown	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Sep-08, Tue,18:00	Rain	Rear end	P.D. only	Wet	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Pick-up truck	Other motor vehicle	
2020-Sep-30, Wed,15:10	Rain	Rear end	P.D. only	Wet	West	Slowing or stopping	Passenger van	Other motor vehicle	0
					West	Stopped	Passenger van	Other motor vehicle	
					West	Stopped	Pick-up truck	Other motor vehicle	

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Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2020-Oct-03, Sat,11:15	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Pick-up truck	Other motor vehicle	
2020-Oct-05, Mon,17:06	Clear	Rear end	P.D. only	Dry	South	Turning right	Unknown	Other motor vehicle	0
					South	Turning right	Pick-up truck	Other motor vehicle	
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2020-Nov-27, Fri,10:42	Clear	Rear end	P.D. only	Wet	South	Turning right	Pick-up truck	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2020-Dec-01, Tue,17:04	Rain	Rear end	P.D. only	Wet	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Pick-up truck	Other motor vehicle	
2020-Dec-02, Wed,14:20	Clear	Rear end	P.D. only	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Pick-up truck	Other motor vehicle	
2020-Dec-19, Sat,16:57	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Dec-29, Tue,06:17	Clear	Rear end	P.D. only	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Jan-12, Tue,13:32	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Pick-up truck	Other motor vehicle	
2021-Jan-19, Tue,07:42	Clear	Rear end	Non-fatal injury	Dry	South	Turning right	Pick-up truck	Other motor vehicle	0
					South	Turning right	Pick-up truck	Other motor vehicle	
2021-Jan-25, Mon,08:03	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	

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Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2021-Feb-01, Mon,19:13	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Feb-28, Sun,15:29	Clear	Rear end	Non-fatal injury	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2021-Mar-11, Thu,10:30	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2021-Mar-31, Wed,16:25	Rain	Rear end	P.D. only	Wet	South	Turning right	Unknown	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2021-Apr-08, Thu,14:55	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Passenger van	Other motor vehicle	
2021-May-31, Mon,14:15	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Passenger van	Other motor vehicle	
2021-Jun-10, Thu,16:58	Clear	Angle	Non-fatal injury	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Motorcycle	Other motor vehicle	
2021-Jun-22, Tue,07:48	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Pick-up truck	Other motor vehicle	
2021-Jun-28, Mon,15:08	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2021-Jul-26, Mon,10:14	Clear	Rear end	P.D. only	Dry	North	Unknown	Passenger van	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2021-Jul-27, Tue,19:00	Clear	Rear end	Non-fatal injury	Dry	South	Turning right	Pick-up truck	Other motor vehicle	0
					South	Turning right	Pick-up truck	Other motor vehicle	
2021-Aug-06, Fri,18:14	Clear	Rear end	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Pick-up truck	Other motor vehicle	

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Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2021-Aug-25, Wed,14:49	Clear	Rear end	P.D. only	Dry	South	Turning right	Passenger van	Other motor vehicle	0
					South	Turning right	Pick-up truck	Other motor vehicle	
2021-Sep-08, Wed,16:00	Clear	Rear end	Non-fatal injury	Dry	East	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Sep-19, Sun,10:30	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Pick-up truck	Other motor vehicle	
2021-Oct-15, Fri,17:40	Clear	Rear end	P.D. only	Dry	South	Turning right	Unknown	Other motor vehicle	0
					South	Turning right	Pick-up truck	Other motor vehicle	
2021-Oct-29, Fri,14:30	Clear	Rear end	P.D. only	Dry	South	Turning right	Passenger van	Other motor vehicle	0
					South	Turning right	Pick-up truck	Other motor vehicle	
2021-Oct-29, Fri,14:45	Clear	Rear end	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Pick-up truck	Other motor vehicle	
2021-Oct-31, Sun,17:00	Rain	Rear end	P.D. only	Wet	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Nov-03, Wed,18:41	Clear	Rear end	P.D. only	Dry	North	Turning right	Pick-up truck	Other motor vehicle	0
					North	Turning right	Pick-up truck	Other motor vehicle	
2021-Nov-11, Thu,17:15	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2021-Nov-12, Fri,08:25	Rain	Rear end	P.D. only	Wet	West	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2021-Nov-18, Thu,20:00	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Dec-04, Sat,12:00	Snow	Rear end	P.D. only	Slush	South	Turning right	Pick-up truck	Other motor vehicle	0
					South	Turning right	Pick-up truck	Other motor vehicle	

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Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2021-Dec-13, Mon,13:45	Clear	Angle	P.D. only	Dry	East South	Turning right Going ahead	Automobile, station wagon Pick-up truck	Other motor vehicle Other motor vehicle	0
2021-Dec-22, Wed,15:40	Clear	Rear end	P.D. only	Slush	South South	Turning right Turning right	Automobile, station wagon Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2022-Jan-10, Mon,16:55	Clear	Rear end	P.D. only	Dry	South South	Turning right Turning right	Pick-up truck Pick-up truck	Other motor vehicle Other motor vehicle	0
2022-Jan-11, Tue,06:45	Snow	Angle	P.D. only	Loose snow	East North	Other Turning left	Automobile, station wagon Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2022-Jan-31, Mon,16:19	Clear	Rear end	Non-fatal injury	Dry	South South	Going ahead Stopped	Passenger van Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2022-Feb-03, Thu,07:15	Snow	Rear end	P.D. only	Slush	East East	Turning right Turning right	Unknown Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2022-Feb-18, Fri,13:00	Clear	Rear end	P.D. only	Packed snow	East East East	Going ahead Going ahead Slowing or stopping	Pick-up truck Automobile, station wagon Automobile, station wagon	Other motor vehicle Other motor vehicle Other motor vehicle	0
2022-Feb-19, Sat,08:30	Snow	Rear end	P.D. only	Loose snow	West West	Turning right Turning right	Automobile, station wagon Pick-up truck	Other motor vehicle Other motor vehicle	0
2022-Mar-16, Wed,11:58	Clear	Rear end	P.D. only	Dry	West West	Turning right Turning right	Automobile, station wagon Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2022-Mar-30, Wed,19:30	Rain	Sideswipe	P.D. only	Wet	West West	Going ahead Going ahead	Automobile, station wagon Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2022-Apr-11, Mon,06:30	Clear	Rear end	P.D. only	Dry	West West	Going ahead Stopped	Unknown Automobile, station wagon	Other motor vehicle Other motor vehicle	0

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2022-Apr-26, Tue,19:20	Clear	Rear end	P.D. only	Dry	West West	Going ahead Going ahead	Automobile, station wagon Pick-up truck	Other motor vehicle Other motor vehicle	0
2022-May-05, Thu,09:57	Clear	Rear end	P.D. only	Dry	South South	Slowing or stopping Stopped	Automobile, station wagon Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2022-May-21, Sat,18:43	Clear	Angle	Non-fatal injury	Dry	South West	Going ahead Going ahead	Automobile, station wagon Pick-up truck	Other motor vehicle Other motor vehicle	0
2022-Jun-01, Wed,15:45	Clear	Rear end	P.D. only	Dry	West West	Slowing or stopping Stopped	Automobile, station wagon Pick-up truck	Other motor vehicle Other motor vehicle	0
2022-Jun-03, Fri,05:00	Clear	Turning movement	Non-fatal injury	Dry	West East	Turning left Going ahead	Pick-up truck Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2022-Jun-08, Wed,23:01	Clear	Rear end	Non-fatal injury	Dry	East East East	Slowing or stopping Slowing or stopping Stopped	Automobile, station wagon Automobile, station wagon Automobile, station wagon	Other motor vehicle Other motor vehicle Other motor vehicle	0
2022-Jul-03, Sun,10:41	Clear	Rear end	Non-fatal injury	Dry	East East	Turning right Turning right	Pick-up truck Pick-up truck	Other motor vehicle Other motor vehicle	0
2022-Jul-25, Mon,11:57	Clear	Turning movement	P.D. only	Dry	North South	Turning right Turning left	Pick-up truck Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2022-Jul-26, Tue,11:30	Clear	Rear end	P.D. only	Dry	South South	Turning right Turning right	Automobile, station wagon Pick-up truck	Other motor vehicle Other motor vehicle	0
2022-Aug-01, Mon,19:00	Clear	Rear end	P.D. only	Dry	West West	Changing lanes Turning right	Pick-up truck Automobile, station wagon	Other motor vehicle Other motor vehicle	0
2022-Aug-08, Mon,15:22	Rain	Turning movement	P.D. only	Wet	North North	Turning right Turning right	Automobile, station wagon Automobile, station wagon	Other motor vehicle Other motor vehicle	0

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2022-Aug-09, Tue,13:32	Clear	Turning movement	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Sep-09, Fri,20:04	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Sep-26, Mon,14:00	Clear	Rear end	P.D. only	Dry	East	Going ahead	Unknown	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Sep-30, Fri,18:35	Clear	Sideswipe	P.D. only	Dry	North	Other	Automobile, station wagon	Other motor vehicle	0
					North	Other	Automobile, station wagon	Other motor vehicle	
2022-Oct-20, Thu,13:54	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Nov-18, Fri,18:00	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Nov-26, Sat,14:14	Clear	Rear end	P.D. only	Dry	South	Going ahead	Unknown	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2022-Dec-14, Wed,08:50	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Changing lanes	Pick-up truck	Other motor vehicle	
2024-Jan-02, Tue,12:20	Clear	Turning movement	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Jan-17, Wed,11:40	Clear	Sideswipe	P.D. only	Slush	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Changing lanes	Passenger van	Other motor vehicle	
2024-Jan-23, Tue,09:45	Snow	Rear end	P.D. only	Wet	North	Stopped	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2024-Jan-27, Sat,10:20	Snow	Rear end	P.D. only	Wet	South	Stopped	Delivery van	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

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2024-Feb-12, Mon,16:15	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2024-Feb-15, Thu,17:30	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Apr-19, Fri,17:30	Clear	Rear end	P.D. only	Dry	East	Stopped	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-May-16, Thu,16:45	Clear	Rear end	P.D. only	Dry	South	Stopped	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2024-May-25, Sat,12:30	Clear	Turning movement	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-May-31, Fri,17:40	Clear	Rear end	P.D. only	Dry	East	Stopped	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Jun-07, Fri,12:00	Rain	Sideswipe	P.D. only	Wet	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Changing lanes	Automobile, station wagon	Other motor vehicle	
2024-Jun-08, Sat,14:00	Clear	Rear end	P.D. only	Dry	South	Merging	Automobile, station wagon	Other motor vehicle	0
					South	Merging	Automobile, station wagon	Other motor vehicle	
2024-Jun-11, Tue,16:58	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Jun-20, Thu,14:30	Clear	Rear end	P.D. only	Dry	East	Stopped	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Aug-01, Thu,13:30	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Aug-08, Thu,21:00	Rain	Rear end	P.D. only	Wet	West	Stopped	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Unknown	Other motor vehicle	

September 11, 2025

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Transportation Services - Traffic Services Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

Location: INNES RD @ TENTH LINE RD

Traffic Control: Traffic signal

Total Collisions: 139

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2024-Aug-09, Fri,17:30	Rain	Rear end	P.D. only	Wet	West	Stopped	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Pick-up truck	Other motor vehicle	
2024-Oct-09, Wed,20:10	Clear	Rear end	P.D. only	Wet	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	

Location: INNES RD btwn PRESTWICK DR & TENTH LINE RD

Traffic Control: No control

Total Collisions: 29

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Jun-09, Sun,17:00	Clear	Angle	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jun-28, Fri,10:00	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Sep-23, Mon,15:13	Clear	SMV other	Non-fatal injury	Dry	East	Going ahead	Automobile, station wagon	Pedestrian	1
2019-Oct-12, Sat,20:10	Rain	Angle	P.D. only	Wet	North	Turning left	Unknown	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Oct-15, Tue,14:30	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Passenger van	Other motor vehicle	0
					West	Going ahead	Pick-up truck	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Feb-20, Thu,16:24	Clear	Turning movement	Non-fatal injury	Loose snow	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Feb-22, Sat,13:23	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2020-Aug-18, Tue,13:30	Clear	Angle	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Pick-up truck	Other motor vehicle	



Transportation Services - Traffic Services Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

Location: INNES RD btwn PRESTWICK DR & TENTH LINE RD

Traffic Control: No control

Total Collisions: 29

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2020-Sep-04, Fri,08:40	Clear	Rear end	P.D. only	Dry	West	Going ahead	Truck - closed	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2020-Nov-25, Wed,11:39	Snow	Sideswipe	P.D. only	Ice	East	Going ahead	Pick-up truck	Skidding/sliding	0
					East	Going ahead	Pick-up truck	Other motor vehicle	
2021-Jan-18, Mon,15:22	Clear	Rear end	Non-fatal injury	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	Pick-up truck	Other motor vehicle	
					East	Slowing or stopping	Pick-up truck	Other motor vehicle	
2021-Mar-21, Sun,16:41	Clear	Turning movement	Non-fatal injury	Dry	West	Turning left	Pick-up truck	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Mar-22, Mon,08:27	Clear	Turning movement	P.D. only	Dry	West	Turning left	School bus	Other motor vehicle	0
					East	Going ahead	Pick-up truck	Other motor vehicle	
2021-May-05, Wed,17:30	Clear	SMV other	Non-fatal injury	Dry	West	Going ahead	Pick-up truck	Other	0
2021-Sep-03, Fri,14:03	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2021-Dec-02, Thu,14:35	Clear	Angle	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Feb-18, Fri,11:03	Clear	SMV other	P.D. only	Loose snow	West	Slowing or stopping	Automobile, station wagon	Pole (utility, power)	0
2022-Feb-28, Mon,20:57	Clear	Angle	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Truck - dump	Other motor vehicle	
2022-Mar-05, Sat,11:35	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Jun-08, Wed,11:50	Clear	Turning movement	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	Pick-up truck	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2019 To: December 31, 2024

Location: INNES RD btwn PRESTWICK DR & TENTH LINE RD

Traffic Control: No control

Total Collisions: 29

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2022-Jun-10, Fri,10:30	Clear	Angle	P.D. only	Dry	North	Turning left	Pick-up truck	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Jul-21, Thu,17:32	Clear	Angle	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Sep-07, Wed,14:30	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Nov-13, Sun,18:50	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Dec-12, Mon,16:00	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Feb-04, Sun,18:50	Clear	Angle	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Feb-23, Fri,17:40	Clear	Sideswipe	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Changing lanes	Automobile, station wagon	Other motor vehicle	
2024-Apr-05, Fri,14:00	Clear	Sideswipe	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Changing lanes	Automobile, station wagon	Other motor vehicle	
2024-Dec-07, Sat,04:25	Clear	Turning movement	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: OLD SECOND LINE RD @ TERRY FOX DR

Traffic Control: Traffic signal

Total Collisions: 9

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
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Appendix E

TDM Checklist

TDM-Supportive Development Design and Infrastructure Checklist:
Non-Residential Developments (office, institutional, retail or industrial)

Legend	
REQUIRED	The Official Plan or Zoning By-law provides related guidance that must be followed
BASIC	The measure is generally feasible and effective, and in most cases would benefit the development and its users
BETTER	The measure could maximize support for users of sustainable modes, and optimize development performance

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
1. WALKING & CYCLING: ROUTES		
1.1 Building location & access points		
BASIC	1.1.1 Locate building close to the street, and do not locate parking areas between the street and building entrances	<input checked="" type="checkbox"/>
BASIC	1.1.2 Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations	<input checked="" type="checkbox"/>
BASIC	1.1.3 Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort	<input type="checkbox"/>
1.2 Facilities for walking & cycling		
REQUIRED	1.2.1 Provide convenient, direct access to stations or major stops along rapid transit routes within 600 metres; minimize walking distances from buildings to rapid transit; provide pedestrian-friendly, weather-protected (where possible) environment between rapid transit accesses and building entrances; ensure quality linkages from sidewalks through building entrances to integrated stops/stations (see <i>Official Plan policy 4.3.3</i>)	<input type="checkbox"/>
REQUIRED	1.2.2 Provide safe, direct and attractive pedestrian access from public sidewalks to building entrances through such measures as: reducing distances between public sidewalks and major building entrances; providing walkways from public streets to major building entrances; within a site, providing walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate, such as courtyards and transit stops; and providing weather protection through canopies, colonnades, and other design elements wherever possible (see <i>Official Plan policy 4.3.12</i>)	<input checked="" type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
REQUIRED	1.2.3 Provide sidewalks of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate pedestrian areas from vehicle areas, and provide marked pedestrian crosswalks at intersection sidewalks (see <i>Official Plan policy 4.3.10</i>)	<input checked="" type="checkbox"/>
REQUIRED	1.2.4 Make sidewalks and open space areas easily accessible through features such as gradual grade transition, depressed curbs at street corners and convenient access to extra-wide parking spaces and ramps (see <i>Official Plan policy 4.3.10</i>)	<input checked="" type="checkbox"/>
REQUIRED	1.2.5 Include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Provide links to the existing or planned network of public sidewalks, multi-use pathways and on-road cycle routes. Where public sidewalks and multi-use pathways intersect with roads, consider providing traffic control devices to give priority to cyclists and pedestrians (see <i>Official Plan policy 4.3.11</i>)	<input type="checkbox"/>
BASIC	1.2.6 Provide safe, direct and attractive walking routes from building entrances to nearby transit stops	<input checked="" type="checkbox"/>
BASIC	1.2.7 Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible	<input type="checkbox"/>
BASIC	1.2.8 Design roads used for access or circulation by cyclists using a target operating speed of no more than 30 km/h, or provide a separated cycling facility	<input checked="" type="checkbox"/>
1.3 Amenities for walking & cycling		
BASIC	1.3.1 Provide lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks and trails	<input type="checkbox"/>
BASIC	1.3.2 Provide wayfinding signage for site access (where required, e.g. when multiple buildings or entrances exist) and egress (where warranted, such as when directions to reach transit stops/stations, trails or other common destinations are not obvious)	<input type="checkbox"/>

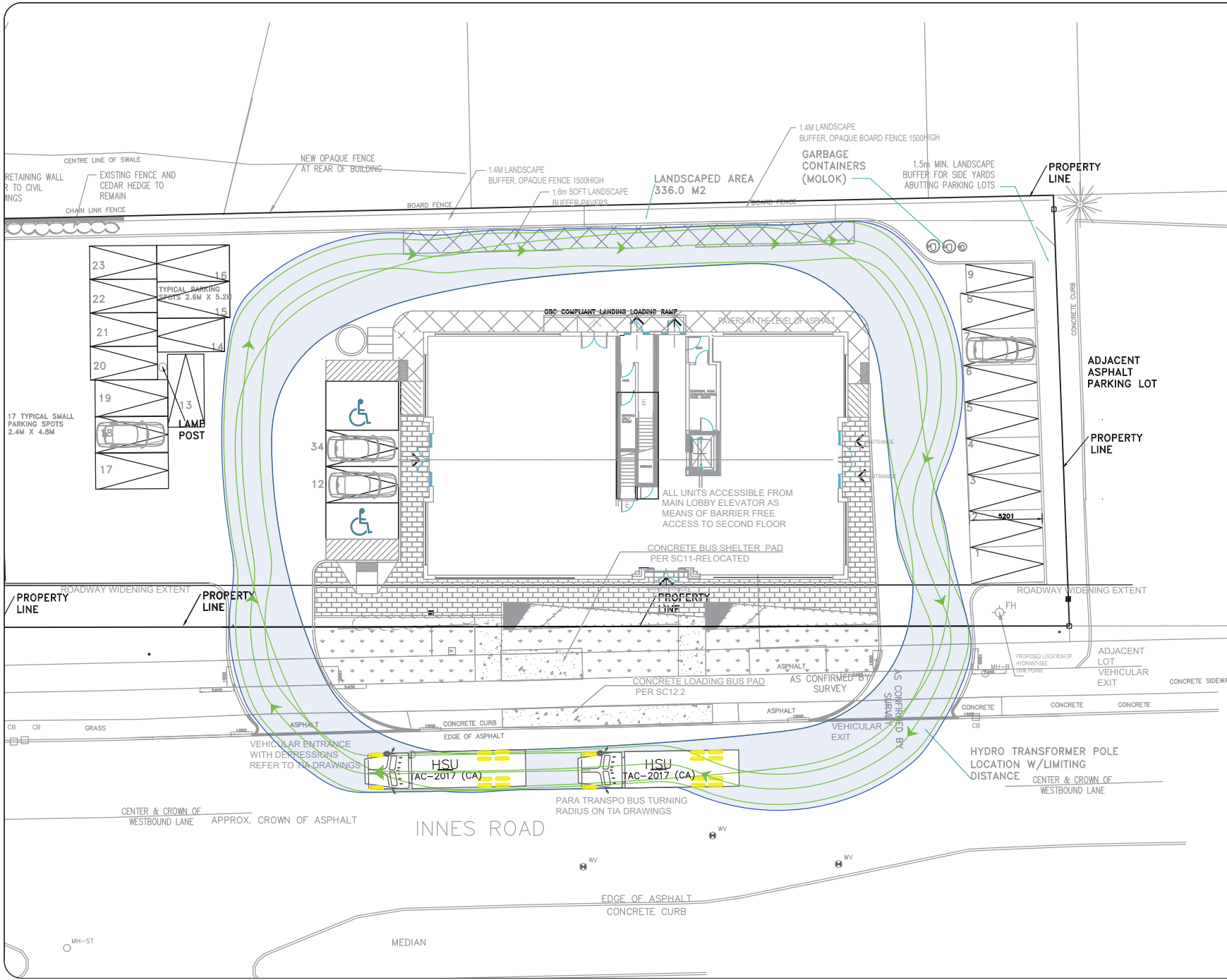
TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
2. WALKING & CYCLING: END-OF-TRIP FACILITIES		
2.1 Bicycle parking		
REQUIRED	2.1.1 Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible (see <i>Official Plan policy 4.3.6</i>)	<input checked="" type="checkbox"/>
REQUIRED	2.1.2 Provide the number of bicycle parking spaces specified for various land uses in different parts of Ottawa; provide convenient access to main entrances or well-used areas (see <i>Zoning By-law Section 111</i>)	<input checked="" type="checkbox"/>
REQUIRED	2.1.3 Ensure that bicycle parking spaces and access aisles meet minimum dimensions; that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored (see <i>Zoning By-law Section 111</i>)	<input checked="" type="checkbox"/>
BASIC	2.1.4 Provide bicycle parking spaces equivalent to the expected number of commuter cyclists (assuming the cycling mode share target is met), plus the expected peak number of customer/visitor cyclists	<input type="checkbox"/>
BETTER	2.1.5 Provide bicycle parking spaces equivalent to the expected number of commuter and customer/visitor cyclists, plus an additional buffer (e.g. 25 percent extra) to encourage other cyclists and ensure adequate capacity in peak cycling season	<input type="checkbox"/>
2.2 Secure bicycle parking		
REQUIRED	2.2.1 Where more than 50 bicycle parking spaces are provided for a single office building, locate at least 25% of spaces within a building/structure, a secure area (e.g. supervised parking lot or enclosure) or bicycle lockers (see <i>Zoning By-law Section 111</i>)	<input type="checkbox"/>
BETTER	2.2.2 Provide secure bicycle parking spaces equivalent to the expected number of commuter cyclists (assuming the cycling mode share target is met)	<input type="checkbox"/>
2.3 Shower & change facilities		
BASIC	2.3.1 Provide shower and change facilities for the use of active commuters	<input type="checkbox"/>
BETTER	2.3.2 In addition to shower and change facilities, provide dedicated lockers, grooming stations, drying racks and laundry facilities for the use of active commuters	<input type="checkbox"/>
2.4 Bicycle repair station		
BETTER	2.4.1 Provide a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided)	<input type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
3. TRANSIT		
3.1 Customer amenities		
BASIC	3.1.1 Provide shelters, lighting and benches at any on-site transit stops	<input type="checkbox"/>
BASIC	3.1.2 Where the site abuts an off-site transit stop and insufficient space exists for a transit shelter in the public right-of-way, protect land for a shelter and/or install a shelter	<input type="checkbox"/>
BETTER	3.1.3 Provide a secure and comfortable interior waiting area by integrating any on-site transit stops into the building	<input type="checkbox"/>
4. RIDESHARING		
4.1 Pick-up & drop-off facilities		
BASIC	4.1.1 Provide a designated area for carpool drivers (plus taxis and ride-hailing services) to drop off or pick up passengers without using fire lanes or other no-stopping zones	<input type="checkbox"/>
4.2 Carpool parking		
BASIC	4.2.1 Provide signed parking spaces for carpools in a priority location close to a major building entrance, sufficient in number to accommodate the mode share target for carpools	<input type="checkbox"/>
BETTER	4.2.2 At large developments, provide spaces for carpools in a separate, access-controlled parking area to simplify enforcement	<input type="checkbox"/>
5. CARSHARING & BIKESHARING		
5.1 Carshare parking spaces		
BETTER	5.1.1 Provide carshare parking spaces in permitted non-residential zones, occupying either required or provided parking spaces (see <i>Zoning By-law Section 94</i>)	<input type="checkbox"/>
5.2 Bikeshare station location		
BETTER	5.2.1 Provide a designated bikeshare station area near a major building entrance, preferably lighted and sheltered with a direct walkway connection	<input type="checkbox"/>

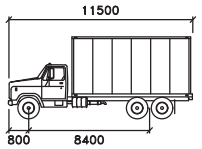
TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
6. PARKING		
6.1 Number of parking spaces		
REQUIRED	6.1.1 Do not provide more parking than permitted by zoning, nor less than required by zoning, unless a variance is being applied for	<input checked="" type="checkbox"/>
BASIC	6.1.2 Provide parking for long-term and short-term users that is consistent with mode share targets, considering the potential for visitors to use off-site public parking	<input type="checkbox"/>
BASIC	6.1.3 Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly (see <i>Zoning By-law Section 104</i>)	<input type="checkbox"/>
BETTER	6.1.4 Reduce the minimum number of parking spaces required by zoning by one space for each 13 square metres of gross floor area provided as shower rooms, change rooms, locker rooms and other facilities for cyclists in conjunction with bicycle parking (see <i>Zoning By-law Section 111</i>)	<input type="checkbox"/>
6.2 Separate long-term & short-term parking areas		
BETTER	6.2.1 Separate short-term and long-term parking areas using signage or physical barriers, to permit access controls and simplify enforcement (i.e. to discourage employees from parking in visitor spaces, and vice versa)	<input type="checkbox"/>
7. OTHER		
7.1 On-site amenities to minimize off-site trips		
BETTER	7.1.1 Provide on-site amenities to minimize mid-day or mid-commute errands	<input type="checkbox"/>

Appendix F

Turning Templates



Notes:



HSU
 Width : 2600 mm
 Track : 2600
 Lock to Lock Time : 6.0
 Steering Angle : 39.7

02	Issued for Submission	JK	2025-12-09
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			

CGH Transportation
 6 Plaza Court
 Ottawa, ON
 K2H 7W1
 (343) 999-9117

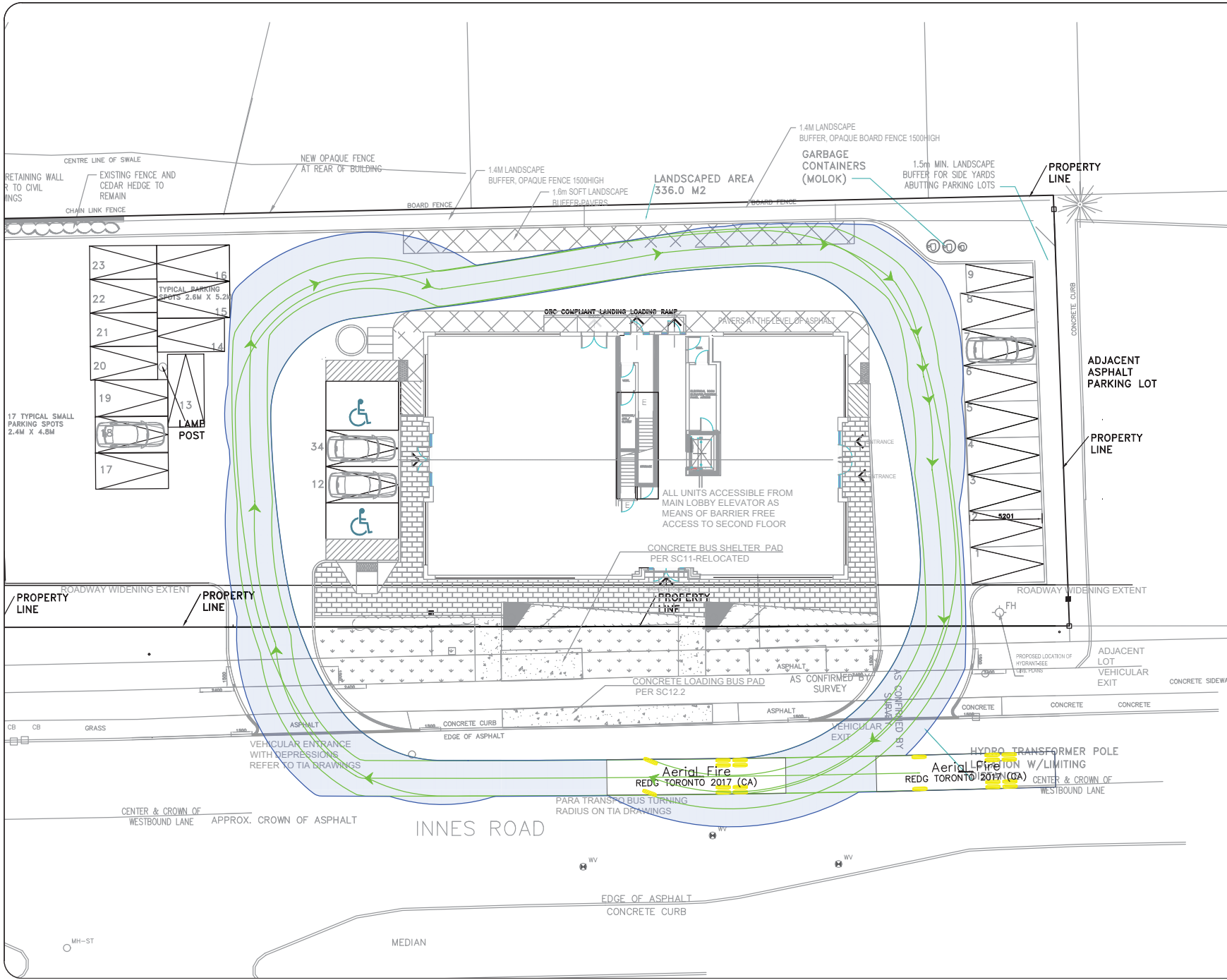
CLIENT: Mark Janczarski

ARCHITECT:

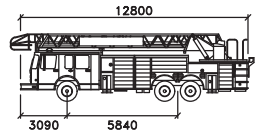
SITE: 4405-4409 Innes

TITLE: Truck Movements

SCALE AT AS:	DATE:	DRAWN:	CHECKED:
NTS	2025-12-09	JK	
PROJECT NO:	DRAWING NO:	REVISION:	
2025-159	001	02	



Notes:



Aerial Fire

Width	: 2540
Track	: 2540
Lock to Lock Time	: 6.0
Steering Angle	: 37.0

02	Issued for Submission	JK	2025-12-09
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			



CGH Transportation
 6 Plaza Court
 Ottawa, ON
 K2H 7W1
 (343) 999-9117

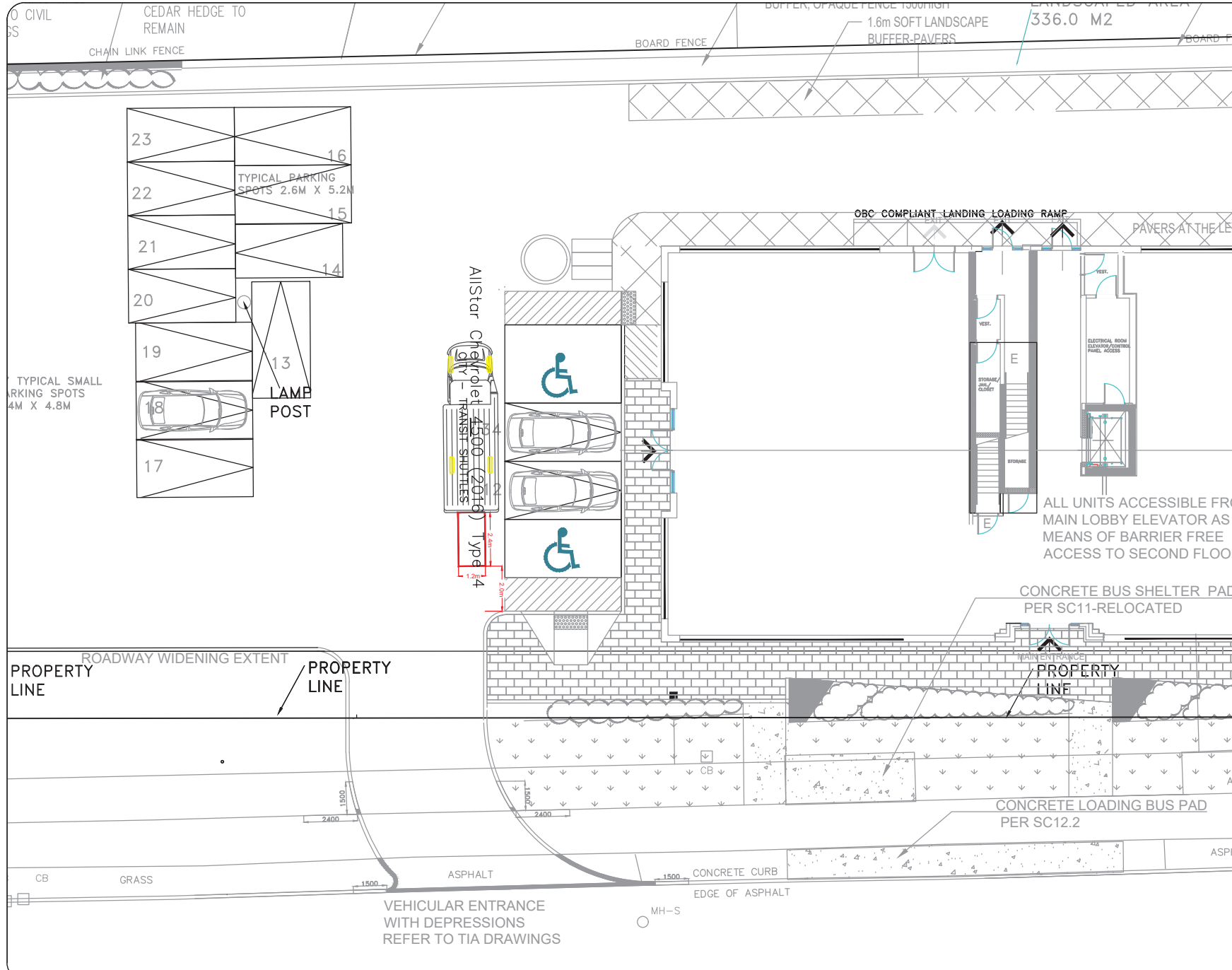
CLIENT: Mark Janczarski

ARCHITECT:

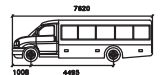
SITE: 4405-4409 Innes

TITLE: Firetruck Movements

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2025-12-09	JK	
PROJECT NO:	DRAWING NO:	REVISION:	
2025-159	002	02	



Notes:



AllStar Chevrolet 4500 (2016) Type 4
Width : 2438 mm
Track : 1957 mm
Look to Lock Time : 8.0
Steering Angle : 34.2

02	Issued for Submission	JK	2025-12-09
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			



CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

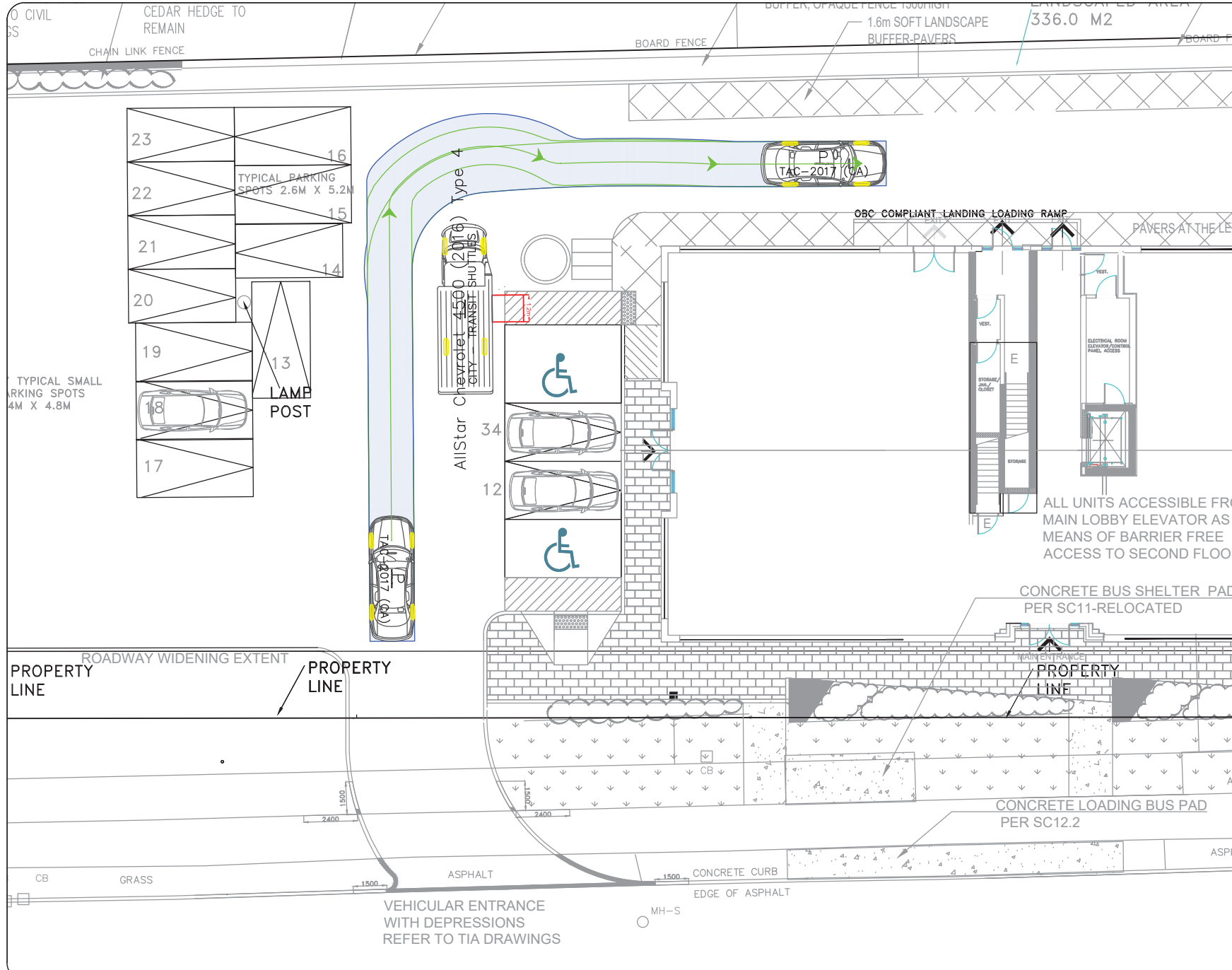
CLIENT: Mark Janczarski

ARCHITECT:

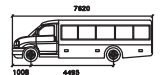
SITE: 4405-4409 Innes

TITLE: Para Transpo Rear Boarding

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2025-12-09	JK	
PROJECT NO:	DRAWING NO:	REVISION:	
2025-159	003		02



Notes:



AllStar Chevrolet 4500 (2016) Type 4
Width : 2438 mm
Track : 1957 mm
Look to Lock Time : 8.0
Steering Angle : 34.2

02	Issued for Submission	JK	2025-12-09
REV:	DESCRIPTION:	BY:	DATE:
STATUS:			



CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

CLIENT: Mark Janczarski

ARCHITECT:

SITE: 4405-4409 Innes

TITLE: Para Transpo Side Boarding

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2025-12-09	JK	
PROJECT NO:	DRAWING NO:	REVISION:	
2025-159	004	02	