

PROPOSED MIXED-USE RESIDENTIAL-COMMERCIAL
DEVELOPMENT,
3130 WOODROFFE AVENUE
CITY OF OTTAWA

SCREENING AND SCOPING REPORT

Presented to:

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March 25, 2022



Project 7300

CASTLEGLENN CONSULTANTS LTD.

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TABLE OF CONTENTS

1.0	SCREENING.....	4
1.1	SUMMARY OF DEVELOPMENT	4
1.2	TRIP GENERATION TRIGGERS.....	4
1.3	LOCATION TRIGGERS	5
1.4	SAFETY TRIGGERS	5
1.5	CONCLUSION.....	5
2.0	SCOPING 6	
2.1	EXISTING AND PLANNED CONDITIONS	6
2.1.1	Proposed Development	6
2.1.2	Existing Conditions.....	8
2.1.3	Planned Transportation Network Changes.....	18
2.2	STUDY AREA AND TIME PERIODS	19
2.2.1	Study Area	19
2.2.2	Time Periods	19
2.2.3	Horizon Years	19
2.3	EXEMPTION REQUEST	19

APPENDICES

APPENDIX A: CERTIFICATION FORM FOR TIA STUDY PROJECT MANAGER	A
APPENDIX B: SITE PLAN.....	B
APPENDIX C: EXISTING TRAFFIC COUNTS, SIGNAL TIMINGS AND COLLISION DATA.....	C

LIST OF EXHIBITS

EXHIBIT 2-1: LOCATION OF PROPOSED DEVELOPMENT	6
EXHIBIT 2-2: DRAFT SITE PLAN (JUNE, 2021)	7
EXHIBIT 2-3: DRAFT SITE PLAN (JUNE, 2021)	7
EXHIBIT 2-4: WOODROFFE AVE / QUEENSBURY DRIVE-RIDEAUCREST DRIVE	9
EXHIBIT 2-5: OVERVIEW OF EXISTING ADJACENT DEVELOPMENTS	11
EXHIBIT 2-6: TRANSIT LINES IN THE STUDY AREA (NOT TO SCALE)	12
EXHIBIT 2-7: 2017 NON-BALANCED MORNING AND AFTERNOON PEAK HOUR TRAFFIC VOLUMES.....	15
EXHIBIT 2-8: EXISTING (2022) BALANCED MORNING AND AFTERNOON PEAK HOUR TRAFFIC VOLUMES	16

LIST OF TABLES

TABLE 1-1: TRAFFIC GENERATION RATES (ITE)4
TABLE 1-2: TRAFFIC GENERATION PER ITE RATES4
TABLE 2-1: EXISTING TRANSIT ROUTES 12
TABLE 2-2: PEDESTRIAN AND CYCLIST PEAK HOUR AND 8-HOUR TRAFFIC VOLUMES 13
TABLE 2-3: FIVE -YEAR COLLISION HISTORY (JANUARY 1ST, 2015 -TO- DECEMBER 31ST, 2019)..... 18
TABLE 2-4: EXEMPTIONS AS PER TIA GUIDELINES 19

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1.0 SCREENING

The 2017 City of Ottawa “*Transportation Impact Assessment Guidelines*” set out a multi-step pre-application process where the scope, assumptions, study area and methodology to conduct a transportation impact assessment are detailed and each sequential stage approved.

This report represents Step-1: “Screening” and Step-2: “Scoping” of the 4-step process.

1.1 SUMMARY OF DEVELOPMENT

The proposed 3130 Woodroffe mixed-use development is proposed to include the following land uses and accesses:

- 4 semi-detached residential units (2 buildings); and
- A 532 m² one-storey dental office.
- Access 1: An existing all-movement access off Deerfox Drive; and
- Access 2: A right-in/right-out access from Woodroffe Avenue.

1.2 TRIP GENERATION TRIGGERS

The City of Ottawa TIA guidelines set the threshold for the trip generation trigger to 60 person-trips or more during weekday peak hours. If the proposed development meets the trip threshold, both the Design Review and Network Impact components of the TIA need to be considered. Table 1-1 indicates the composition of the proposed development and the traffic generation rates and inbound/outbound percentages assigned to the two proposed land uses. Table 1-2 indicates the resulting traffic volumes.

Table 1-1: Traffic Generation Rates (ITE)

Land Use	ITE Land Use*	Proposed Development	Morning Peak Hour			Afternoon Peak Hour		
			Rate	In	Out	Rate	In	Out
Semi-Detached Dwellings	220 – Multifamily low-rise	4 dwellings	0.46 (per unit)	23%	77%	0.56 (per unit)	63%	37%
Dental Office	720 – Medical-Dental Office Building	532 m ² (5,726 ft ²)	2.78 (per 1000 ft ²)	78%	22%	3.46 (per 1000 ft ²)	28%	72%

*Source: ITE Trip Generation Handbook, 10th Edition

Table 1-2: Traffic Generation per ITE Rates

Land Use	ITE Land Use*	Size	Morning Peak Hour			Afternoon Peak Hour		
			Total	In	Out	Total	In	Out
Semi-Detached Dwellings	220 – Multifamily low-rise	4 dwellings	2	0	2	2	1	1
Dental Office	720 – Medical-Dental Office Building	532 m ² (5,726 ft ²)	16	12	4	20	6	14
Total			18	12	6	22	7	15

Table 1-2 indicates that the forecast traffic generation of the proposed 3130 Woodroffe Avenue Mixed-Use Development, according to the ITE trip generation rates indicated in Table 1-1:

- would be less than 20vph per direction during the peak hours of travel demand.
- is less than the TIA guideline threshold of 60 trips during peak hours of travel demand.

It was concluded that the traffic generation trigger is not satisfied and that the development would not be required to address the “Network Impact” component of a traffic impact assessment.

1.3 LOCATION TRIGGERS

The proposed development proposes a new driveway onto Woodroffe Avenue, which is identified as a Spine Bicycle Route on the *Ultimate Cycling Network*¹. Moreover, Woodroffe Avenue is also a Transit Priority corridor with isolated measures. Therefore, the location trigger is satisfied.

1.4 SAFETY TRIGGERS

Both proposed accesses to the development are located within the area of influence of an adjacent signal (Woodroffe Ave/Deefrox Dr-Stoneway Dr. intersection). Therefore, the safety trigger is satisfied

1.5 CONCLUSION

The screening results indicate that since the Safety and Location Triggers are satisfied, while the Trip Generation Trigger is not.

Thus, the TIA is required to address the “Design Review” component only.

The completed stamped and signed screening form can be found within Appendix “A”.

¹ *Ottawa Cycling Plan*, November 2013

2.0 SCOPING

2.1 EXISTING AND PLANNED CONDITIONS

2.1.1 Proposed Development

Exhibit 2-1 illustrates the proposed mixed-use residential and commercial development located in the north-west quadrant of the Woodroffe Avenue / Deerfox Drive-Stoneway Drive intersection.

The parcel is currently zoned “*Local Commercial Zone*”, which is acceptable zoning for the above-mentioned use.

The site currently contains a residential dwelling with a driveway onto Deerfox Drive. The residential dwelling is to be demolished. The existing driveway and curb depression is to remain.

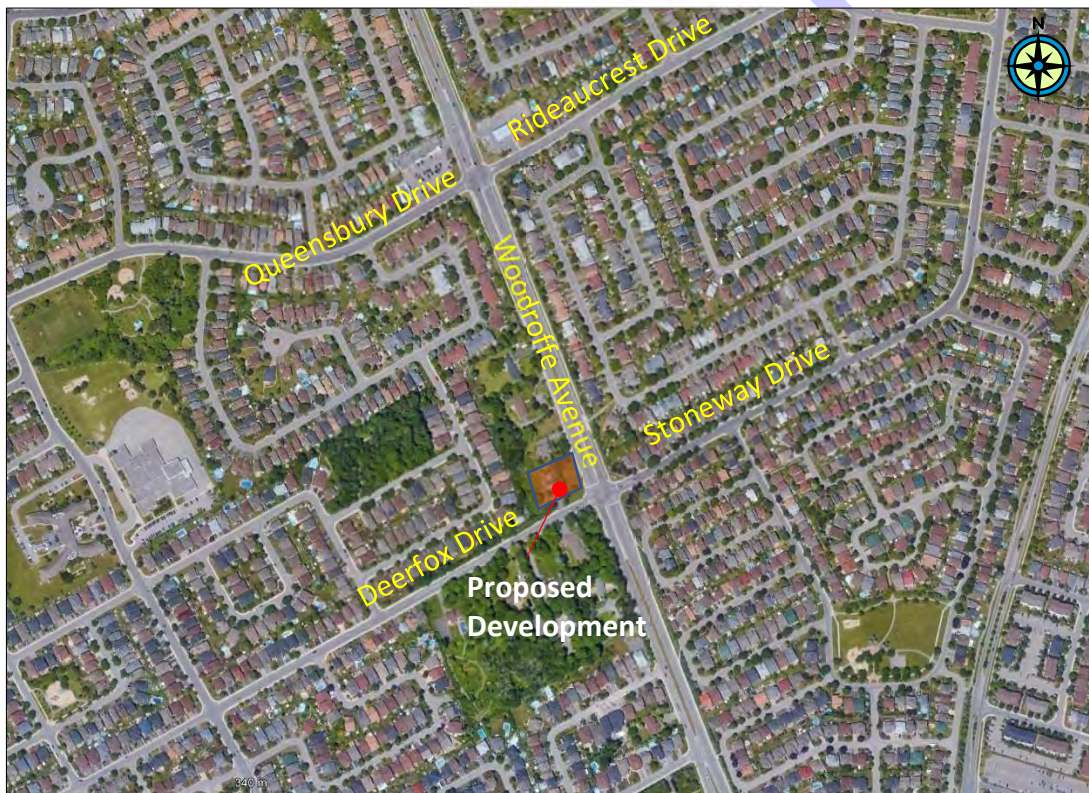


Exhibit 2-1: Location of Proposed Development

Exhibit 2-2 illustrates the proposed site plan (February, 2022) for the development. The full site plan can also be found in Appendix “B”, illustrating the following:

- The dental office located on the east side of the site;
- The two residential units located on the west side of the parcel.

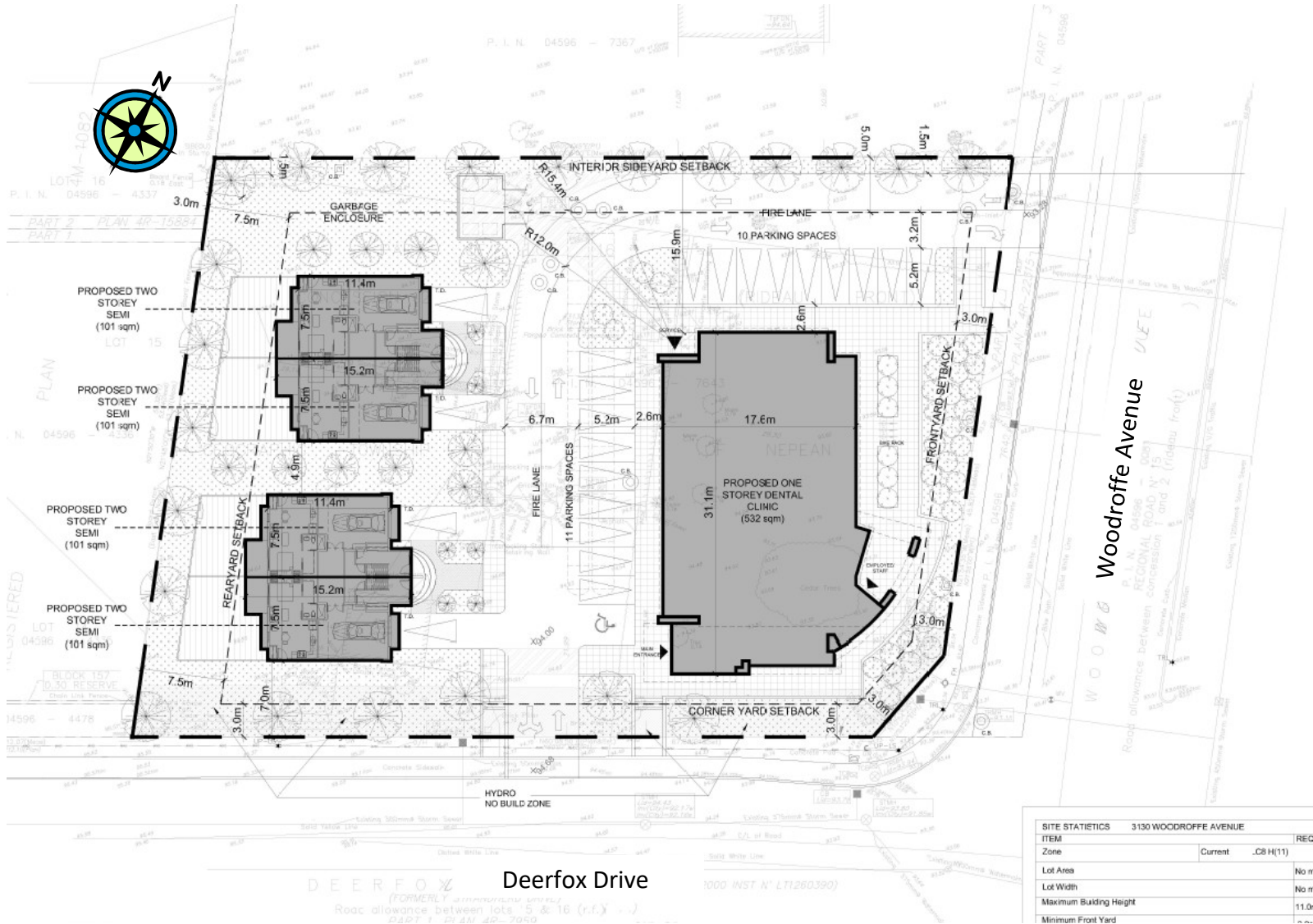


Exhibit 2-2: Proposed Site Plan (February, 2022)

2.1.2 Existing Conditions

2.1.2.1 Study Area Roadways

The City of Ottawa TMP (Map 8) was referenced along with a desktop review of aerial photography to document the existing roadways that would serve the proposed development and surrounding area.

The municipal-owned roadways in the vicinity of the proposed development include the following:

- **Woodroffe Avenue**
 - is an existing 4-lane divided arterial roadway;
 - posted speed limit of 70 km/hr;
 - On the approaches to the intersections, the roadway effectively widens to 6 lanes (2 through lanes, 1 LT lane, 1 RT lane, and 2 lanes in the opposing direction);
 - Sidewalks and pocket bicycle lanes are provided on each side; and
 - A right-in right-out access is proposed off this roadway;
- **Deerfox Drive**
 - is an existing 2-lane undivided collector roadway;
 - posted speed limit of 40 km/hr;
 - On the approach to the intersection with Woodroffe Avenue, the roadway effectively widens to 3 lanes (1 through-right lane, 1 LT lane, and 1 opposing lane);
 - Sidewalks are provided on each side; and
 - A full movement access is proposed off this roadway, about 40 meters west of the STOP bar at Woodroffe Ave/Deerfox Drive-Stoneway Drive intersection;
- **Stoneway Drive:**
 - is an existing 2-lane undivided collector roadway;
 - posted speed limit of 40 km/hr;
 - On the approach to the intersection with Woodroffe Avenue, the roadway effectively widens to 3 lanes (1 through-right lane, 1 LT lane, and 1 opposing lane); and
 - Sidewalks are provided on each side;
- **Rideaucrest Drive**
 - is an existing 2-lane undivided collector roadway;
 - posted speed limit of 40 km/hr;
 - On the approach to the intersection with Woodroffe Avenue, the roadway effectively widens to 3 lanes (1 through-right lane, 1 LT lane, and 1 opposing lane); and
 - Sidewalks are provided on each side.
- **Queensbury Drive**
 - is an existing 2-lane undivided collector roadway;
 - posted speed limit of 40 km/hr;
 - On the approach to the intersection with Woodroffe Avenue, the roadway effectively widens to 3 lanes (1 through-right lane, 1 LT lane, and 1 opposing lane); and
 - Sidewalks are provided on each side.

2.1.2.2 Study Area Intersections

Woodroffe Ave / Deerfox Drive-Stoneway Drive:

This intersection is a 4-leg signal-controlled intersection.

- The northbound major approach provides for one auxiliary NB-LT lane, one auxiliary NB-RT lane and two NB-TH lanes.
- The southbound major approach provides for one auxiliary SB-LT lane, one auxiliary SB-RT lane and two SB-TH lanes.
- The westbound minor approach provides for one WB-LT lane, and one shared WB-Th/WB-RT lane.
- The eastbound minor approach provides for one EB-LT lane, and one shared EB-Th/EB-RT lane.
- Sidewalks are provided in each quadrant of the intersection. Bike lanes are provided on the northbound and southbound major approaches.



Exhibit 2-3 Woodroffe Ave / Deerfox Drive-Stoneway Drive intersection

Woodroffe Ave / Queensbury Drive-Rideaucrest Drive:

This intersection is a 4-leg signal-controlled intersection.



Exhibit 2-4: Woodroffe Ave / Queensbury Drive Rideaucrest Drive

- The northbound major approach provides for one auxiliary NB-LT lane, one auxiliary NB-RT lane and two NB-TH lanes;
- The southbound major approach provides for one auxiliary SB-LT lane, one auxiliary SB-RT lane and two SB-TH lanes;
- The westbound minor approach provides for one WB-LT lane, and one shared WB-Th/WB-RT lane;
- The eastbound minor approach provides for one EB-LT lane, and one shared EB-Th/EB-RT lane;
- Sidewalks are provided in each quadrant of the intersection. Bike lanes are provided along northbound and southbound major approaches.

2.1.2.3 Existing Surrounding Driveways

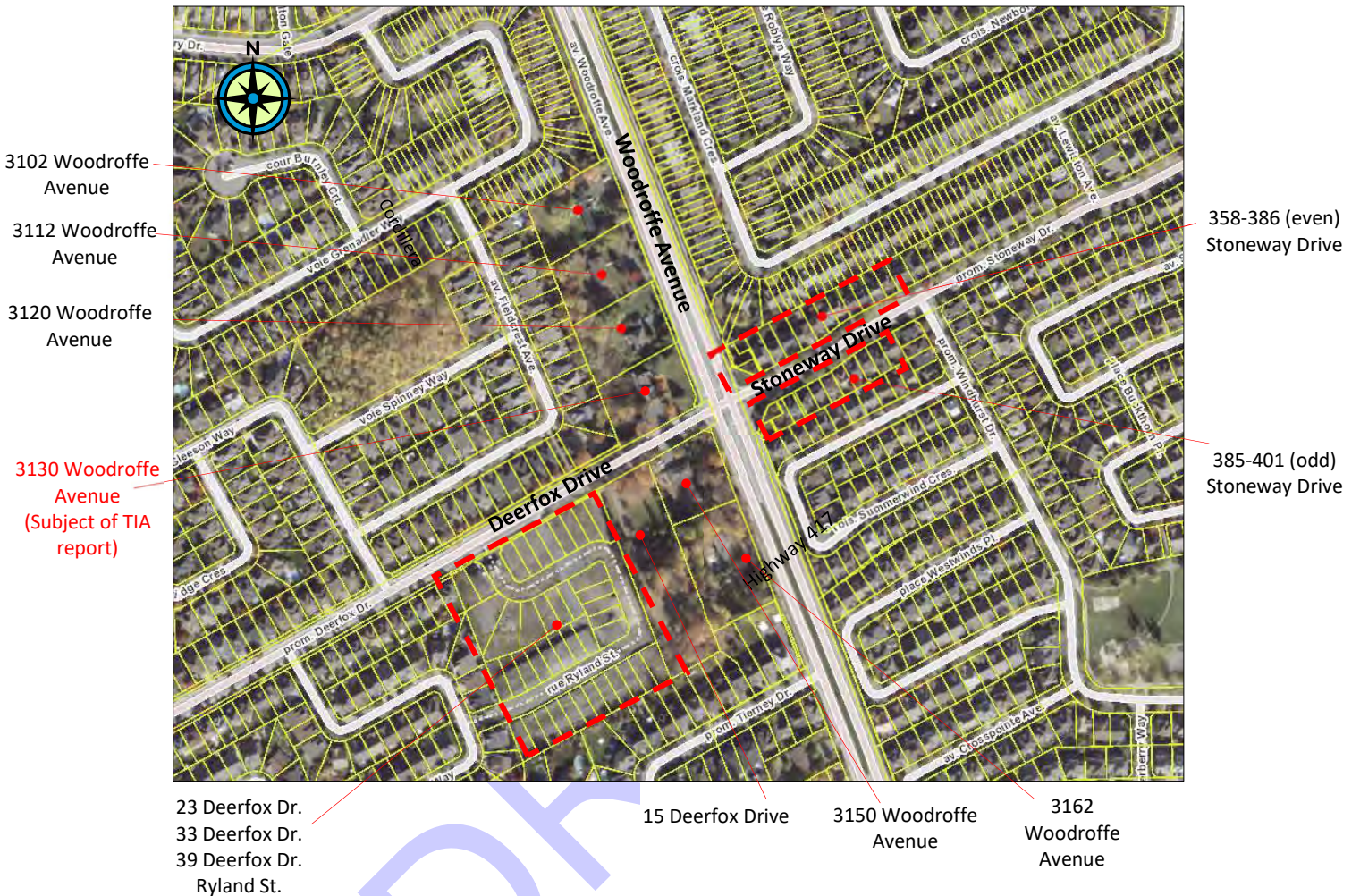
Exhibit 2-5 illustrates the adjacent existing and proposed developments within the immediate proximity (200 meters from each access) of the proposed 3130 Woodroffe Avenue mixed-use development. The following developments are **detached residential dwellings** with driveways abutting the adjacent roadways to the proposed development:

- *3102 Woodroffe Avenue* is accessed by a single access that is approximately 195 meters north of the Woodroffe Avenue/Deerfox Drive-Stoneway Drive intersection;
- *3112 Woodroffe Avenue* is accessed by two accesses that are approximately 120 and 160 meters north of the Woodroffe Avenue/Deerfox Drive-Stoneway Drive intersection;
- *3120 Woodroffe Avenue* is accessed by a single access that is approximately 85 meters north of the Woodroffe Avenue/Deerfox Drive-Stoneway Drive intersection;
- *3150 Woodroffe Avenue* is accessed by a single access off Deerfox Drive that is approximately 55 meters west of the Woodroffe Avenue/Deerfox Drive-Stoneway Drive intersection;
- *3162 Woodroffe Avenue* is accessed by a single access that is approximately 150 meters south of the Woodroffe Avenue/Deerfox Drive-Stoneway Drive intersection. A review of existing conditions (June 2021) indicated that the site was up for sale and potential future redevelopment. Currently, there is no development application associated with this parcel;
- *15 Deerfox Drive* accessed by a single access off Deerfox Drive that is approximately 110 meters west of the Woodroffe Avenue/Deerfox Drive-Stoneway Drive intersection;
- *358-386 Stoneway Drive (even)* are 12 dwellings accessed by single accesses on the north side of Stoneway Drive;
- *385-401 Stoneway Drive (odd)* are 9 dwellings accessed by single accesses on the south side of Stoneway Drive;

The following is a recently completed small residential subdivision development:

- *23 Deerfox Drive, 33 Deerfox Drive, 39 Deerfox Drive*. This is a recently completed small subdivision containing 41 detached residential dwellings with an extension of Ryland Street. A review of June 2021 aerial photography indicated that all of the housing units and the roadway were largely completed with some landscaping work remaining to be finished. Thus, for the traffic analysis purposes, the development is assumed to be built-out in existing (2022) conditions.

Exhibit 2-5: Overview of Existing Adjacent Developments



2.1.2.4 Pedestrian and Cycling Facilities

Concrete sidewalks are provided along both sides of all roadways in the study area:

- Woodroffe Avenue;
- Deerfox Drive;
- Stoneway Drive;
- Rideaucrest Drive;
- Queensbury Drive.

In terms of bicycle infrastructure, Woodroffe Avenue is designated as a “Spine Route”, while Deerfox Drive is classified as a “Local Route”. There are pocket bike lanes provided on both sides of Woodroffe Avenue. All other roadways in the study area provide for mixed bicycle and automobile traffic.

2.1.2.5 Area Traffic Management

No Area Traffic Management strategies have been identified for the boundary roads within the study area.

2.1.2.6 Existing Transit Provisions

Exhibit 2-6 illustrates, and Table 2-1 describes, the existing transit (March 2022) operational service along roadways within the immediate proximity of the proposed development.

Rapid bus route 74 stops along Woodroffe Avenue (bus stop IDs 3516 in southbound and 1100 in northbound directions).

The closest existing Rapid Transit Station is Nepean Woods, located around 900 metres south from the proposed development.



Exhibit 2-6: Transit Lines in the Study Area
(Not to Scale)

Table 2-1: Existing Transit Routes

Route	Description
74	Rapid Bus route connecting Nepean Woods park-and-ride station to Baseline transitway station along Woodroffe Avenue. The route then runs further north to Tunney’s Pasture LRT station. The route runs 7 days a week with headways between 15 and 30 minutes.
171	Local Bus route connecting the Barrhaven Centre rapid transit station and Fallowfield rapid transit station via residential streets in central Barrhaven. The buses run 7 days a week with 30-minute headways
271	Peak Hour “Connexion” Bus route between northwestern Barrhaven and Tunney’s Pasture. The buses run Monday-Friday in the morning and afternoon peaks in the peak direction of travel. Headways are 30 minutes
99	Rapid Bus route connecting the Barrhaven Centre rapid transit station to Greenboro station via Riverview station. During peak periods on weekdays, the route runs beyond Greenboro towards Hurdman station. On the weekends, the Barrhaven terminus extends beyond Barrhaven Centre to CitiGate/Amazon warehouse development. The buses run 7 days a week with headways as low as 15 minutes during peak hours and as high as 1 hour after midnight
277	Peak Hour “Connexion” Bus route between Nepean Woods and Tunney’s Pasture LRT station via Beatrice Drive. The buses run Monday-Friday in the morning and afternoon peaks in the peak direction of travel. Headways are 25-30 minutes.
80	“Frequent” bus route connecting Barrhaven Centre to Tunney’s Pasture LRT station via Cresthaven Drive, Merivale Road and Holland Avenue. The buses run 7 days a week with headways between 15 and 30 minutes

2.1.2.7 Existing Peak Hour Travel Demands by Mode

Pedestrian and Cyclist Travel Demand

Table 2-2 indicates the available (2017) morning & afternoon peak hour and 8-hour pedestrian and cyclist traffic volumes obtained from City of Ottawa at the two adjacent intersections to the site.

Both of the intersection traffic counts indicated that they were conducted in the early-to-mid Spring (March-thru-April), 2017 and may not be representative of peak summer-time activity.

The traffic counts were undertaken at:

- the Woodroffe Ave / Deerfox Drive-Stoneway Drive intersection on Thursday, March 2, 2017
- the Woodroffe Ave / Queensbury Drive-Rideaucrest Drive intersection, later in the Spring, on Thursday, April 20, 2017.

The counts indicate the Woodroffe Ave / Queensbury Drive-Rideaucrest Drive intersection exhibit higher pedestrian and cyclist activity when compared to the Woodroffe Ave / Deerfox Drive-Stoneway Drive intersection.

Table 2-2: Pedestrian and Cyclist Peak Hour and 8-Hour Traffic Volumes

Period	Pedestrians Crossing	Woodroffe Ave / Deerfox Drive-Stoneway Drive Intersection	Woodroffe Ave / Queensbury Drive-Rideaucrest Drive Intersection	Cyclist Travelling	Woodroffe Ave / Deerfox Drive-Stoneway Drive Intersection	Woodroffe Ave / Queensbury Drive-Rideaucrest Drive Intersection
8 Hour	Crossing East Leg	49	36	Eastbound	0	4
AM Peak		13	3		0	1
PM Peak		4	3		0	0
8 - Hour	Crossing West Leg	31	78	Westbound	0	2
AM Peak		1	2		0	0
PM Peak		0	15		0	0
8 Hour	Crossing North Leg	26	140	Northbound	1	14
AM Peak		3	29		0	5
PM Peak		2	8		0	2
8 Hour	Crossing South Leg	33	111	Southbound	1	11
AM Peak		2	7		0	1
PM Peak		5	13		0	3
Total		169	445	Total	2	43

Vehicular Travel Demand

Exhibit 2-7 illustrates the existing (unbalanced) morning and afternoon peak hour traffic volumes within the study area using the traffic count data from the following intersections:

- Woodroffe Avenue and Deerfox Drive – Stoneway Drive; and
- Woodroffe Avenue and Queensbury Drive – Rideaucrest Drive.

Exhibit 2-8 illustrates the existing balanced morning and afternoon peak hour traffic volumes. The following steps were completed in order to bring the traffic to a balanced 2022 horizon year:

- The two counts were brought to a 2022 horizon year by applying a 2% background growth rate along through movements on Woodroffe Avenue.
- The background growth rate was determined assuming a forecast 2% population growth in the Barrhaven area between 2011 and 2031, identified within the TMP². This is also consistent with assumptions used in a previous Novatech's study of the 23, 33 and 39 Deerfox Drive subdivision³; This sub-division traffic was added to the network;
- Additionally, the through traffic along Woodroffe Avenue corridor (between the two study area intersections) was balanced with respect to the traffic count exhibiting the greater volume.

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² City of Ottawa Transportation Master Plan, *November 2013*. Page 21

³ 23, 33 and 39 Deerfox Drive Ottawa, Ontario Transportation Impact Assessment, *Novatech, July 2018*



Morning (Afternoon), vph = vehicles-per-hour **Exhibit 2-7: 2017 Non-Balanced Morning and Afternoon Peak Hour Traffic Volumes**



Morning (Afternoon), vph = vehicles-per-hour Exhibit 2-8: Existing (2022) Balanced Morning and Afternoon Peak Hour Traffic Volumes

2.1.2.8 Existing Road Safety Information

Historical collision information was reviewed for each of the study area intersections and segments. The collision information was provided by the City of Ottawa for years 2016-through-2020. The collision information provides:

- the date and time of each collision;
- the type of collision (e.g., angle collision, rear-end);
- the severity of damage involved;
- vehicle details (truck, passenger vehicle, etc.);
- vehicle path/maneuver characteristics; and
- the number of pedestrians involved in the collision.

Table 2-3 provides a summary of both intersection and mid-block reported collision for the locations within the study area in terms of the type of collision and collision severity. As well, the table presents the calculated collision rate [as measured in number of collisions per million vehicles that travelled either through the intersection or along the corridor.] A standard collision rate based on the number of collisions-per-million-entering-vehicles (MEV) was calculated. The rate greater than 1.0 collisions/MEV was considered to indicate a potential concern.

Table 2-3 indicates the following:

- The Woodroffe Avenue and Deerfox Drive - Stoneway Drive 4-leg intersection was determined to have 18 collisions over a five-year period and exhibited an overall collision rate of 0.37 collisions/MEV which was not considered a concern.
 - 50% of collisions were turning movement collisions;
 - 22% of the collisions resulted in injuries;
 - The number of incidents-per-year ranged from a low of 1 to a maximum of 6.
- The Woodroffe Avenue and Queensbury Drive - Rideaucrest Drive intersection was determined to exhibit a collision rate of 0.61 collisions/MEV which was still considered to be within an acceptable range.
 - 31% of collisions were turning movement collisions, while 28% were rear end collisions;
 - 41% of the collisions resulted in injuries;
 - The number of incidents-per-year ranged from a low of 4 to a maximum of 8.
- Additionally, there were two collisions reported on Woodroffe Avenue between the two study area intersections. Both collisions resulted in property damage only.
- Based on the available data, the two study area intersections exhibit an acceptable level of safety.

Table 2-3: Five -Year Collision History (January 1st, 2015 -to- December 31st, 2019)

Intersection / Mid-block Location		1. Woodroffe Avenue and Deerfox Drive - Stoneway Drive	2. Woodroffe Avenue and Queensbury Drive - Rideaucrest Drive	3. Woodroffe Avenue between Deerfox Drive and Queensbury Drive (mid-block)
Total Collisions		18	29	2
Collision Type	Rear End	3	8	0
	Single Vehicle	0	0	0
	Sideswipe	3	0	0
	Turning Movement	9	9	0
	Angle	2	6	0
	Approach	0	0	0
	Other	1	6	2
Collision Severity	Property Damage	14	17	2
	Non-Fatal Injury	4	12	0
	Fatal	0	0	0
Intersection AADT		26,700	26,200	N/A
Collision Rate per MEV		0.37	0.61	N/A

2.1.3 Planned Transportation Network Changes

There are no planned roadway projects in the vicinity of the study area identified within the City of Ottawa 2013 Transportation Master Plan.

Woodroffe Avenue is identified as a Transit Priority Corridor. Transit signal priority and queue jump lanes between Fallowfield Road and Chapman Mills Drive are proposed to be implemented by 2031. This will improve transit access to the Southwest transitway⁴.

Six residential properties located at 3102-3162 Woodroffe Avenue (including the subject site) have recently been rezoned from residential to LC (Local Commercial) zoning. No pending development applications aside from the subject site were found.

⁴ City of Ottawa Transportation Master Plan, *November 2013*. Page 107

2.2 STUDY AREA AND TIME PERIODS

2.2.1 Study Area

The study area is proposed to include the Woodroffe Avenue corridor and two traffic signal-controlled intersections immediately adjacent to the proposed site entrances:

- Woodroffe Ave / Deerfox Drive - Stoneway Drive;
- Woodroffe Ave / Queensbury Drive - Rideaucrest Drive.

2.2.2 Time Periods

The study will analyze the weekday morning and afternoon peak hours of travel demand as they were envisioned to represent the “worst-case” scenario in terms of weekday commuter traffic volumes.

2.2.3 Horizon Years

The proposed development, at this point in time, is anticipated to be achieved by the end of 2023. The analysis to be undertaken for the forecasting report will also include a period anticipated to be five years after buildout which would be 2028.

2.3 EXEMPTION REQUEST

Table 2-4 reflects exemptions/reductions in scope of work that were requested subsequent to the submission of the Scoping document. The following exemptions are contained within the Design Review and Network Impact Components of the TIA.

Table 2-4: Exemptions as per TIA Guidelines

Module	Element	Exemption Considerations	Include Module in TIA
<i>Design Review Component</i>			
4.1 Development Design	4.1.3 New Street Networks	Only required for plans of subdivision	No
4.2 Parking	4.2.2 Spillover Parking	Parking Supply is not expected to be deficient	No
<i>Network Impact Component</i>			
4.5 through 4.9	All elements	Development not expected to generate more than 60 vehicle-trips during peak hours of travel demand. Therefore, the “Network Impact” component of the TIA is not required	No

3.0 SIGN-OFF

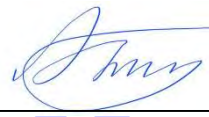
Should you have any questions or comments, please do not hesitate to contact us.

We await your feedback prior to moving on to the next steps of the TIA process (Forecasting and Strategy).

Yours truly,



Mr. Arthur Gordon B.A. P.Eng
Principal Engineer
Castleglenn Consultants Inc.



Mr. Andrey Kirillov B.Eng , EIT
Transportation Planner
Castleglenn Consultants Inc.

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**Castleglenn
Consultants**

Engineers, Project Managers & Planners

APPENDIX A: CERTIFICATION FORM FOR TIA STUDY PROJECT MANAGER

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Certification Form for TIA Study PM

TIA Plan Reports

On 14 June 2017, the Council of the City of Ottawa adopted new Transportation Impact Assessment (TIA) Guidelines. In adopting the guidelines, Council established a requirement for those preparing and delivering transportation impact assessments and reports to sign a letter of certification.

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 s/he meets 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;
- 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 licensed¹ or registered² professional in good standing, whose field of expertise
 - is either transportation engineering
 - or transportation planning .

^{1,2} 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 this day of , 20 .

(City)

Name :

Professional title:

Arthur Gordon

Signature of individual certifier that s/he meets the above criteria

Office Contact Information (Please Print)	
Address:	<input type="text" value="2460 Lancaster Road, Suite 200"/>
City / Postal Code:	<input type="text" value="K1B 4S5"/>
Telephone / Extension:	<input type="text" value="613-731-4052"/>
E-Mail Address:	<input type="text" value="agordon@castleglenn.ca"/>

Stamp



City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	3130 Woodroffe Ave
Description of Location	Four Semi Detached Units and a Dental Clinic in Barrhaven
Land Use Classification	LC8 H(11)
Development Size (units)	4 residential + dental clinic
Development Size (m ²)	924
Number of Accesses and Locations	1
Phase of Development	1
Buildout Year	2023

If available, please attach a sketch of the development or site plan to this form.

2. Trip Generation Trigger

Considering the Development's Land Use type and Size (as filled out in the previous section), please refer to the Trip Generation Trigger checks below.

Land Use Type	Minimum Development Size
Single-family homes	40 units
Townhomes or apartments	90 units
Office	3,500 m ²
Industrial	5,000 m ²
Fast-food restaurant or coffee shop	100 m ²
Destination retail	1,000 m ²
Gas station or convenience market	75 m ²

** If the development has a land use type other than what is presented in the table above, estimates of person-trip generation may be made based on average trip generation characteristics represented in the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.*

If the proposed development size is greater than the sizes identified above, the Trip Generation Trigger is satisfied.

3. Location Triggers

	Yes	No
Does the development propose a new driveway to a boundary street that is designated as part of the City's Transit Priority, Rapid Transit or Spine Bicycle Networks?	X	
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?*		X

*DPA and TOD are identified in the City of Ottawa Official Plan (DPA in Section 2.5.1 and Schedules A and B; TOD in Annex 6). See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA).

If any of the above questions were answered with 'Yes,' the Location Trigger is satisfied.

4. Safety Triggers

	Yes	No
Are posted speed limits on a boundary street are 80 km/hr or greater?		X
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?		X
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)?	X	
Is the proposed driveway within auxiliary lanes of an intersection?	X	
Does the proposed driveway make use of an existing median break that serves an existing site?		X
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?		X
Does the development include a drive-thru facility?		X

If any of the above questions were answered with 'Yes,' the Safety Trigger is satisfied.

5. Summary

	Yes	No
Does the development satisfy the Trip Generation Trigger?		X
Does the development satisfy the Location Trigger?	X	
Does the development satisfy the Safety Trigger?	X	

If none of the triggers are satisfied, the TIA Study is complete. If one or more of the triggers is satisfied, the TIA Study must continue into the next stage (Screening and Scoping).

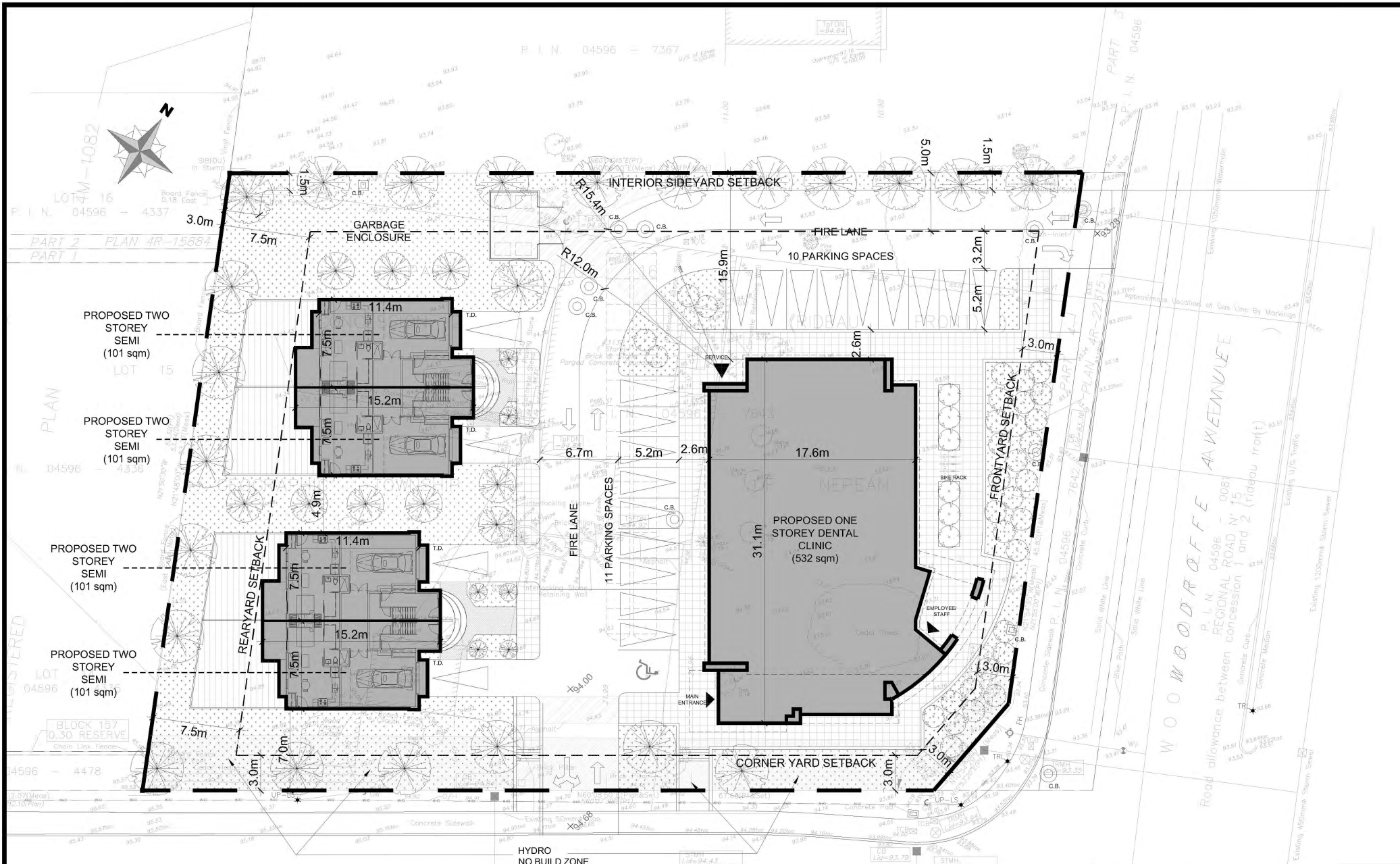


**Castleglenn
Consultants**

Engineers, Project Managers & Planners

APPENDIX B: SITE PLAN

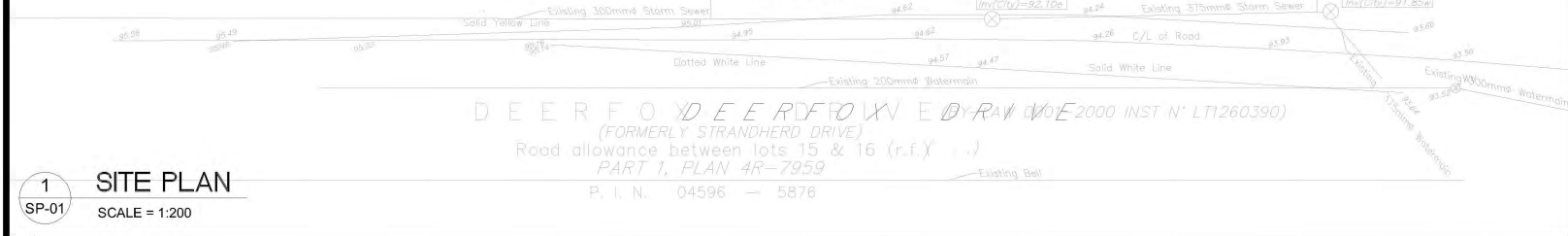
DRAFT



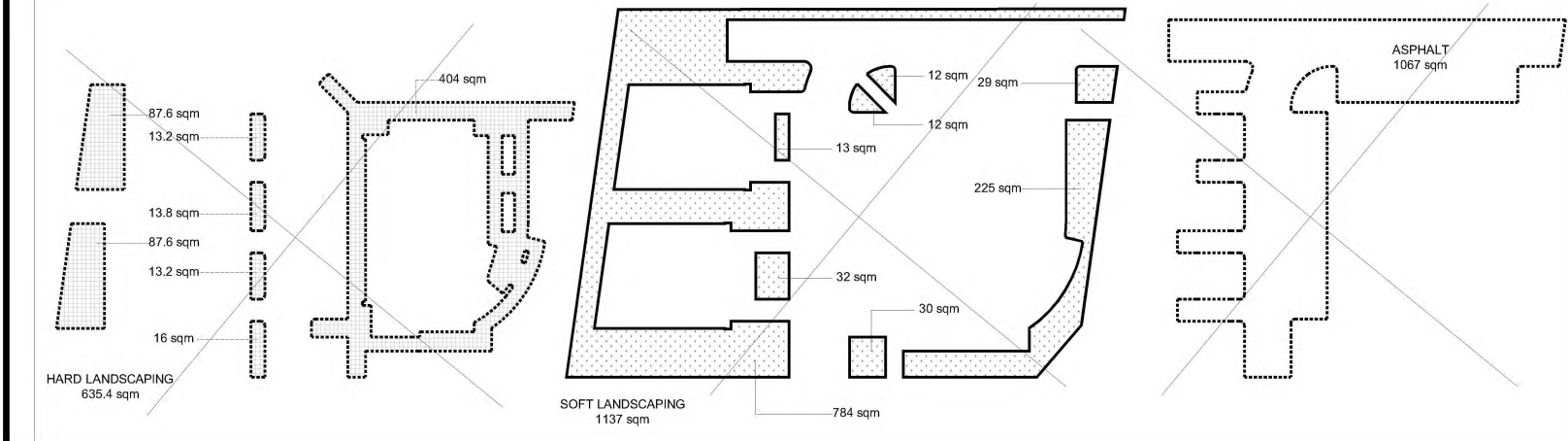
LOCATION PLAN

- LEGEND:**
- PROPERTY LINE
 - - - PROPERTY SETBACK
 - OHW — OVERHEAD WIRES
 - EXISTING BUILDING
 - ▼ BUILDING ENTRANCE
 - W.P. WALL MOUNTED LIGHT
 - H.P. HYDRO POLE
 - ⊕ F.H. FIRE HYDRANT
 - M.H. MANHOLE
 - C.B. CATCH BASIN
 - RETAINING WALL
 - D.C. DEPRESSED CURB
 - X 100.00 EXISTING GRADE
 - 100.00 PROPOSED GRADE
 - INTERLOCK PAVERS
 - DESIGNATED FIRE ROUTE
 - TERRACE
 - DECK
 - PRIVACY WALL (7'-0" Height)

13			
12			
11			
10			
09			
08			
07			
06			
05			
04			
03	FOR REVIEW	PE	OCT. 06 2021
02	FOR REVIEW	PE	OCT. 01 2021
01	FOR REVIEW	PE	SEPT. 20 2021
No.	REVISIONS	BY	DATE



1 SITE PLAN
SCALE = 1:200



SITE STATISTICS		3130 WOODROFFE AVENUE	
ITEM	REQUIRED	REQUIRED	PROVIDED
Zone	Current	.C8 H(11)	
Lot Area	No minimum		3829.4 sqm (to be confirmed by Surveyor)
Lot Width	No minimum		52.8 m (to be confirmed by Surveyor)
Maximum Building Height	11.0m	8.6 m (Two storey Semis) 6.6 m (Proposed clinic standalone pad)	
Minimum Front Yard (Woodroffe Avenue)	3.0m		27.7 m (Proposed clinic standalone pad)
Minimum Interior Side Yard	5.0 m		6.4 m (Two storey Semis) 8.1 m (Proposed clinic standalone pad)
Minimum Corner Side Yard (Deerfox Drive)	3.0 m		
Minimum Rear Yard (Dunrobin Road)	7.5 m		15.1 m (Two storey Semis)
Building Footprint	n/a		392 sqm (Four two storey Semis) 532 sqm (Proposed clinic standalone pad)
Maximum Lot Coverage	n/a		392 sqm (Four two storey Semis) 532 sqm (Proposed clinic standalone pad) 924 sqm TOTAL (24%)
PARKING SPACES	Medical	4 Spaces per 100 sqm of medical clinic GFA Minus exterior walls, washrooms and utility/Laundry room 478.80 sqm (19 required)	19 Spaces
	Semis	1 per unit (Four Semis) (4 required)	4 spaces
Required Bike Racks	1 Space per 2000 sqm of medical clinic GFA (0.2 required)		3 Spaces
Maximum width of landscaping area	Adjacent to parking abutting a street	3.0 m	3.0 m

NOT AUTHENTIC UNLESS SIGNED AND DATED

CONSULTING ENGINEERS

STRUCTURAL
MECHANICAL
ELECTRICAL

DESIGNED BY: P.E. DRAWN BY: P.E. APPROVED BY: P.E.

PROJECT

**3130 WOODROFFE AVENUE
OTTAWA**

DRAWING TITLE

SITE PLAN

PROJECT NO.
0391

DATE
SEPT., 20, 2021

SP-01



**Castleglenn
Consultants**

Engineers, Project Managers & Planners

APPENDIX C: EXISTING TRAFFIC COUNTS, SIGNAL TIMINGS AND COLLISION DATA

DRAFT

Turning Movement Count - Study Results

WOODROFFE AVE @ QUEENSBURY DR/RIDEAUCREST DR

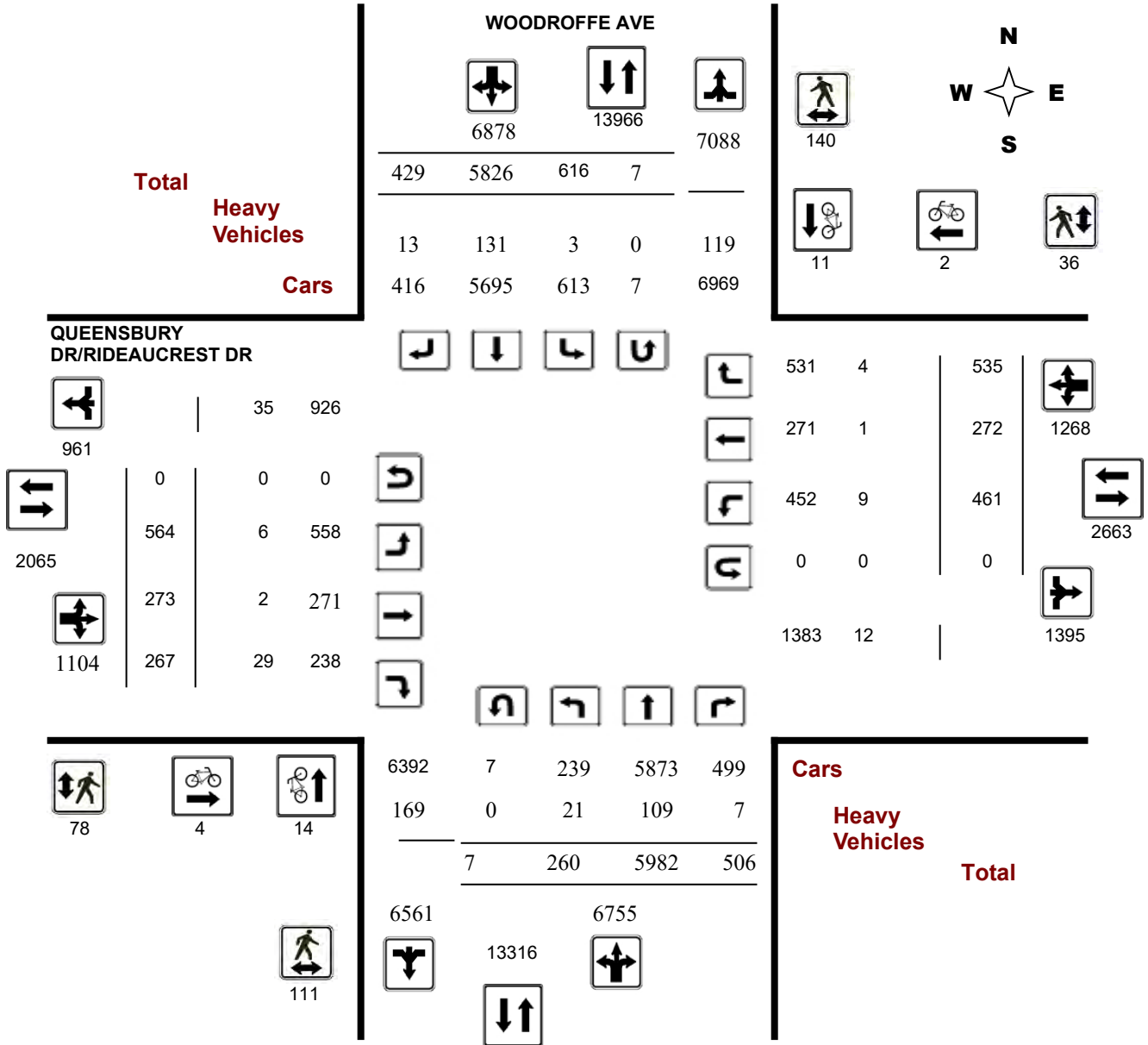
Survey Date: Thursday, April 20, 2017

WO No: 36931

Start Time: 07:00

Device: Miovision

Full Study Diagram



Turning Movement Count - Study Results

WOODROFFE AVE @ QUEENSBURY DR/RIDEAUCREST DR

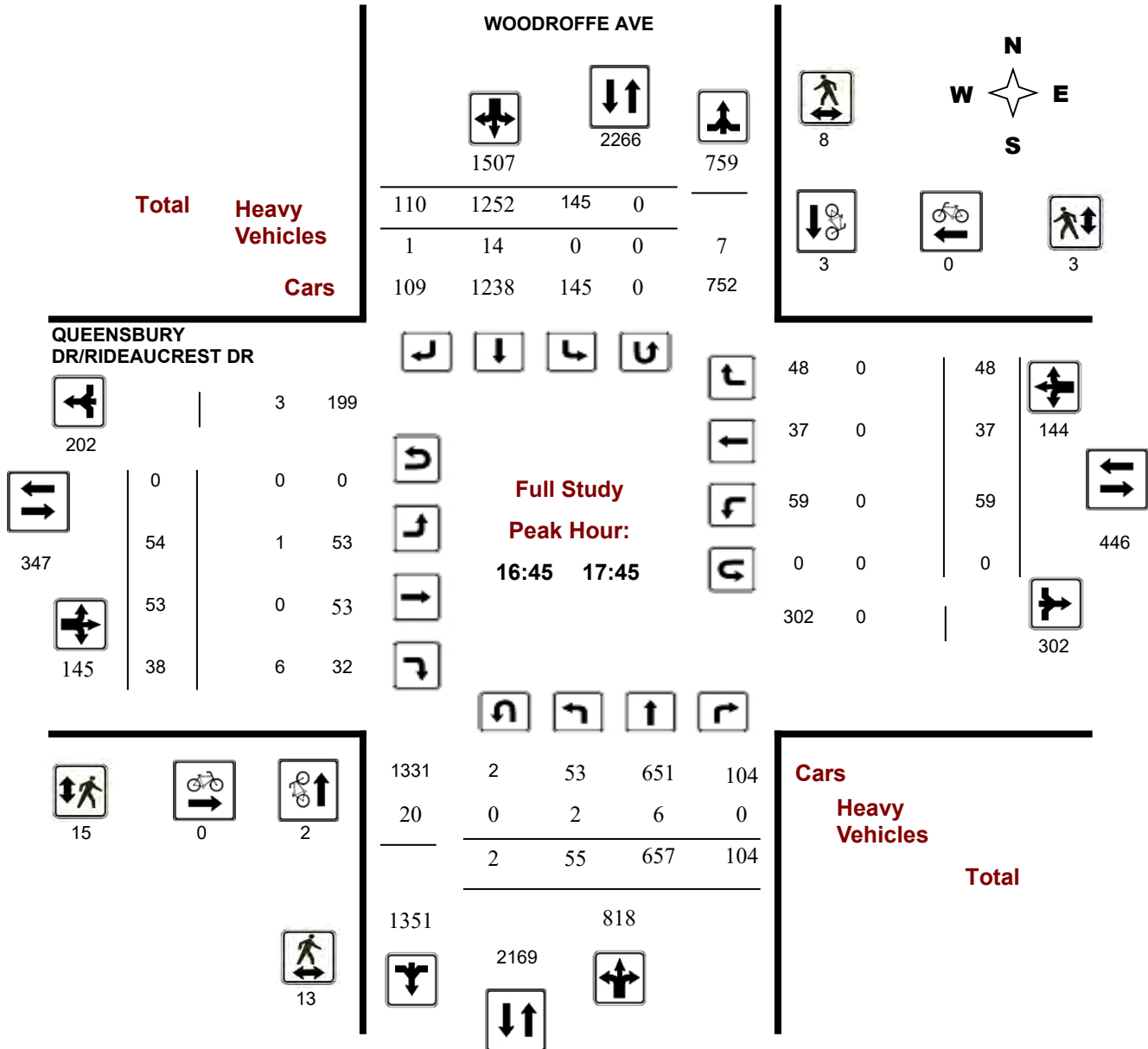
Survey Date: Thursday, April 20, 2017

WO No: 36931

Start Time: 07:00

Device: Miovision

Full Study Peak Hour Diagram





Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

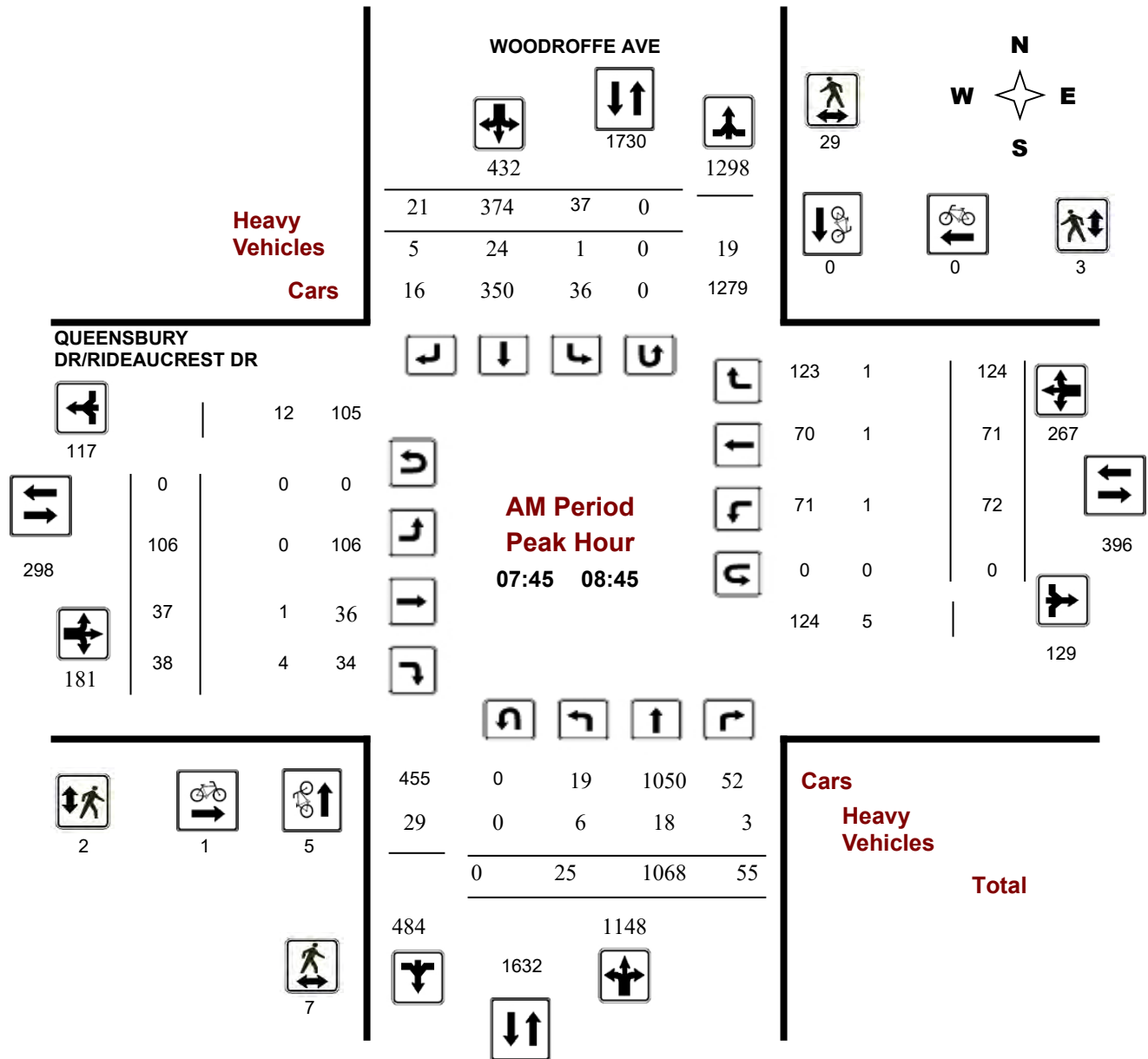
WOODROFFE AVE @ QUEENSBURY DR/RIDEAUCREST DR

Survey Date: Thursday, April 20, 2017

Start Time: 07:00

WO No: 36931

Device: Miovision





Transportation Services - Traffic Services

Turning Movement Count - Study Results

WOODROFFE AVE @ QUEENSBURY DR/RIDEAUCREST DR

Survey Date: Thursday, April 20, 2017

WO No: 36931

Start Time: 07:00

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Thursday, April 20, 2017

Total Observed U-Turns

AADT Factor

Northbound: 7 Southbound: 7
 Eastbound: 0 Westbound: 0

.90

WOODROFFE AVE

QUEENSBURY DR/RIDEAUCREST DR

Period	WOODROFFE AVE Northbound					WOODROFFE AVE Southbound					QUEENSBURY DR/RIDEAUCREST DR Eastbound					QUEENSBURY DR/RIDEAUCREST DR Westbound			Grand Total
	LT	ST	RT	NB TOT	STR TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	STR TOT	LT	ST	RT	
07:00 08:00	16	1087	43	1146	35	336	14	385	1531	105	21	23	149	76	36	150	262	411	1942
08:00 09:00	26	1050	47	1123	34	361	25	420	1543	109	43	40	192	70	73	106	249	441	1984
09:00 10:00	27	711	58	796	41	454	24	519	1315	79	24	23	126	62	21	53	136	262	1577
11:30 12:30	23	615	53	691	51	614	35	700	1391	47	35	30	112	48	27	34	109	221	1612
12:30 13:30	26	572	50	648	54	590	40	684	1332	59	14	22	95	37	14	41	92	187	1519
15:00 16:00	35	614	72	721	121	1011	90	1222	1943	51	44	44	139	44	36	42	122	261	2204
16:00 17:00	42	647	87	776	147	1233	98	1478	2254	60	49	48	157	64	36	61	161	318	2572
17:00 18:00	65	686	96	847	133	1227	103	1463	2310	54	43	37	134	60	29	48	137	271	2581
Sub Total	260	5982	506	6748	616	5826	429	6871	13619	564	273	267	1104	461	272	535	1268	2372	15991
U Turns	7			7	7			7	14	0			0	0			0	0	14
Total	267	5982	506	6755	623	5826	429	6878	13633	564	273	267	1104	461	272	535	1268	2372	16005

EQ 12Hr 371 8315 703 9389 866 8098 596 9560 18949 784 379 371 1534 641 378 744 1763 3297 22246

Note: These values are calculated by multiplying the totals by the appropriate expansion factor. **1.39**

AVG 12Hr 334 7484 633 8451 779 7288 536 8603 17054 706 341 334 1381 577 340 670 1587 2968 20022

Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor. **.90**

AVG 24Hr 438 9804 829 11071 1020 9547 702 11269 22340 925 447 438 1810 756 445 878 2079 3889 26229

Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor. **1.31**

Note: U-Turns provided for approach totals. Refer to 'U-Turn' Report for specific breakdown.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

WOODROFFE AVE @ QUEENSBURY DR/RIDEAUCREST DR

Survey Date: Thursday, April 20, 2017

WO No: 36931

Start Time: 07:00

Device: Miovision

Full Study 15 Minute Increments

WOODROFFE AVE

QUEENSBURY DR/RIDEAUCREST DR

Northbound

Southbound

Eastbound

Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00 07:15		260	15			72	2		359		9	5			4	41		104	463
07:15 07:30		272	6			88	3		382		5	4			13	44		122	504
07:30 07:45		291	10			77	5		395		5	7			9	33		103	498
07:45 08:00		264	12			99	4		396		2	7			10	32		82	478
08:00 08:15		283	12			69	10		385		8	12			14	18		100	485
08:15 08:30		287	17			107	5		433		12	8			24	35		127	560
08:30 08:45		234	14			99	2		366		15	11			23	39		139	505
08:45 09:00		246	4			86	8		360		8	9			12	14		75	435
09:00 09:15		229	19			128	8		405		9	5			5	10		77	482
09:15 09:30		172	17			105	6		320		3	7			5	18		66	386
09:30 09:45		175	12			120	3		325		7	7			3	12		53	378
09:45 10:00		135	10			101	7		265		5	4			8	13		66	331
11:30 11:45		160	12			148	8		347		8	8			5	12		57	404
11:45 12:00		157	16			134	10		338		11	7			7	9		60	398
12:00 12:15		144	17			163	6		346		9	5			7	8		51	397
12:15 12:30		154	8			169	11		362		7	10			8	5		53	415
12:30 12:45		153	11			179	14		376		3	3			1	11		35	411
12:45 13:00		138	14			157	8		336		6	7			7	12		59	395
13:00 13:15		132	13			124	9		300		5	8			2	9		45	345
13:15 13:30		149	12			130	9		323		0	4			4	9		48	371
15:00 15:15		138	21			218	16		434		12	7			13	12		70	504
15:15 15:30		136	17			275	23		490		11	16			7	2		66	556
15:30 15:45		176	13			232	24		479		13	7			6	14		56	535
15:45 16:00		164	21			286	27		542		8	14			10	14		69	611
16:00 16:15		167	20			312	31		582		9	13			7	18		73	655
16:15 16:30		149	20			299	13		533		10	12			3	17		80	613
16:30 16:45		186	20			314	21		581		13	9			10	13		78	659
16:45 17:00		145	27			308	33		562		17	14			16	13		87	649
17:00 17:15		170	26			300	25		562		9	5			5	14		62	624
17:15 17:30		175	28			318	26		599		14	8			8	5		62	661
17:30 17:45		167	23			326	26		602		13	11			8	16		78	680
17:45 18:00		174	19			283	26		548		7	13			8	13		69	617
Total:	0	5982	506	0	0	5826	429	0	13633	0	273	267	0	0	272	535	0	13633	16,005

Note: U-Turns are included in Totals.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

WOODROFFE AVE @ QUEENSBURY DR/RIDEAUCREST DR

Survey Date: Thursday, April 20, 2017

WO No: 36931

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

WOODROFFE AVE

QUEENSBURY DR/RIDEAUCREST DR

Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00 07:15	0	0	0	0	0	0	0
07:15 07:30	0	1	1	0	0	0	1
07:30 07:45	0	0	0	0	0	0	0
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	4	0	4	0	0	0	4
08:15 08:30	1	0	1	1	0	1	2
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	2	0	2	0	2	2	4
09:00 09:15	1	0	1	0	0	0	1
09:15 09:30	0	1	1	0	0	0	1
09:30 09:45	1	0	1	0	0	0	1
09:45 10:00	0	0	0	0	0	0	0
11:30 11:45	0	1	1	0	0	0	1
11:45 12:00	1	0	1	0	0	0	1
12:00 12:15	1	0	1	0	0	0	1
12:15 12:30	0	0	0	0	0	0	0
12:30 12:45	0	0	0	0	0	0	0
12:45 13:00	0	1	1	0	0	0	1
13:00 13:15	0	0	0	0	0	0	0
13:15 13:30	0	0	0	0	0	0	0
15:00 15:15	0	0	0	0	0	0	0
15:15 15:30	0	1	1	2	0	2	3
15:30 15:45	0	0	0	0	0	0	0
15:45 16:00	0	0	0	1	0	1	1
16:00 16:15	0	1	1	0	0	0	1
16:15 16:30	0	0	0	0	0	0	0
16:30 16:45	0	0	0	0	0	0	0
16:45 17:00	1	0	1	0	0	0	1
17:00 17:15	1	3	4	0	0	0	4
17:15 17:30	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	0	0	0
17:45 18:00	1	2	3	0	0	0	3
Total	14	11	25	4	2	6	31



Transportation Services - Traffic Services

Turning Movement Count - Study Results

WOODROFFE AVE @ QUEENSBURY DR/RIDEAUCREST DR

Survey Date: Thursday, April 20, 2017

WO No: 36931

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

WOODROFFE AVE

QUEENSBURY DR/RIDEAUCREST DR

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	1	3	4	1	1	2	6
07:15 07:30	0	3	3	0	0	0	3
07:30 07:45	0	5	5	0	1	1	6
07:45 08:00	0	7	7	0	0	0	7
08:00 08:15	5	7	12	0	2	2	14
08:15 08:30	1	10	11	1	1	2	13
08:30 08:45	1	5	6	1	0	1	7
08:45 09:00	3	2	5	0	0	0	5
09:00 09:15	0	5	5	1	0	1	6
09:15 09:30	1	3	4	2	1	3	7
09:30 09:45	1	4	5	0	3	3	8
09:45 10:00	0	2	2	1	1	2	4
11:30 11:45	3	2	5	5	2	7	12
11:45 12:00	0	4	4	4	1	5	9
12:00 12:15	1	4	5	4	2	6	11
12:15 12:30	1	3	4	5	0	5	9
12:30 12:45	0	3	3	0	2	2	5
12:45 13:00	2	3	5	1	1	2	7
13:00 13:15	0	3	3	1	1	2	5
13:15 13:30	0	1	1	1	1	2	3
15:00 15:15	7	3	10	3	2	5	15
15:15 15:30	25	11	36	5	4	9	45
15:30 15:45	23	11	34	7	1	8	42
15:45 16:00	6	9	15	3	1	4	19
16:00 16:15	1	4	5	3	3	6	11
16:15 16:30	7	6	13	6	2	8	21
16:30 16:45	3	5	8	3	0	3	11
16:45 17:00	3	0	3	6	1	7	10
17:00 17:15	0	2	2	0	1	1	3
17:15 17:30	8	4	12	5	1	6	18
17:30 17:45	2	2	4	4	0	4	8
17:45 18:00	6	4	10	5	0	5	15
Total	111	140	251	78	36	114	365



Transportation Services - Traffic Services

Turning Movement Count - Study Results

WOODROFFE AVE @ QUEENSBURY DR/RIDEAUCREST DR

Survey Date: Thursday, April 20, 2017

WO No: 36931

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

WOODROFFE AVE

QUEENSBURY DR/RIDEAUCREST DR

Northbound

Southbound

Eastbound

Westbound

Time Period	Northbound				Southbound				Eastbound				Westbound				Grand Total		
	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT		W TOT	STR TOT
07:00 07:15	0	3	0		0	6	1		10	0	0	1		0	0	0		1	11
07:15 07:30	1	4	0		0	5	1		11	0	0	0		0	0	0		0	11
07:30 07:45	0	4	0		0	4	1		9	0	0	1		1	0	0		2	11
07:45 08:00	1	4	1		1	8	1		16	0	0	0		0	1	1		2	18
08:00 08:15	0	8	0		0	2	1		11	0	1	2		1	0	0		4	15
08:15 08:30	3	5	1		0	7	3		19	0	0	0		0	0	0		0	19
08:30 08:45	2	1	1		0	7	0		11	0	0	2		0	0	0		2	13
08:45 09:00	1	9	0		0	3	1		14	0	0	0		1	0	0		1	15
09:00 09:15	0	7	0		0	9	0		16	0	0	1		0	0	1		2	18
09:15 09:30	1	4	0		0	2	0		7	0	0	0		1	0	0		1	8
09:30 09:45	0	2	0		0	3	0		5	0	0	2		0	0	0		2	7
09:45 10:00	2	4	1		0	3	1		11	0	0	0		0	0	0		0	11
11:30 11:45	0	6	0		0	2	0		8	0	0	1		0	0	0		1	9
11:45 12:00	1	4	1		1	5	0		12	1	0	0		0	0	0		1	13
12:00 12:15	0	2	0		0	4	0		6	0	0	1		2	0	0		3	9
12:15 12:30	1	2	1		0	4	0		8	0	0	0		0	0	0		0	8
12:30 12:45	0	3	0		1	2	0		6	0	0	0		1	0	0		1	7
12:45 13:00	1	4	0		0	4	0		9	0	0	2		1	0	0		3	12
13:00 13:15	0	3	0		0	2	0		5	0	0	1		0	0	0		1	6
13:15 13:30	1	1	0		0	2	0		4	0	0	0		0	0	0		0	4
15:00 15:15	0	3	1		0	8	1		13	0	1	0		1	0	0		2	15
15:15 15:30	1	4	0		0	9	1		15	1	0	2		0	0	0		3	18
15:30 15:45	0	7	0		0	1	0		8	1	0	1		0	0	1		3	11
15:45 16:00	1	2	0		0	5	0		8	1	0	2		0	0	0		3	11
16:00 16:15	0	4	0		0	1	0		5	0	0	1		0	0	0		1	6
16:15 16:30	0	1	0		0	3	0		4	0	0	2		0	0	1		3	7
16:30 16:45	1	1	0		0	4	0		6	0	0	0		0	0	0		0	6
16:45 17:00	1	2	0		0	5	0		8	0	0	2		0	0	0		2	10
17:00 17:15	0	2	0		0	1	0		3	0	0	1		0	0	0		1	4
17:15 17:30	1	0	0		0	6	0		7	1	0	1		0	0	0		2	9
17:30 17:45	0	2	0		0	2	1		5	0	0	2		0	0	0		2	7
17:45 18:00	1	1	0		0	2	0		4	1	0	1		0	0	0		2	6
Total: None	21	109	7	0	3	131	13	0	284	6	2	29	0	9	1	4	0	51	335



Transportation Services - Traffic Services

Turning Movement Count - Study Results

WOODROFFE AVE @ QUEENSBURY DR/RIDEAUCREST DR

Survey Date: Thursday, April 20, 2017

WO No: 36931

Start Time: 07:00

Device: Miovision

Full Study 15 Minute U-Turn Total

Time Period		WOODROFFE AVE		QUEENSBURY DR/RIDEAUCREST DR		Total
		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	
07:00	07:15	1	0	0	0	1
07:15	07:30	0	0	0	0	0
07:30	07:45	0	0	0	0	0
07:45	08:00	0	0	0	0	0
08:00	08:15	0	0	0	0	0
08:15	08:30	0	0	0	0	0
08:30	08:45	0	0	0	0	0
08:45	09:00	1	0	0	0	1
09:00	09:15	0	0	0	0	0
09:15	09:30	0	0	0	0	0
09:30	09:45	0	0	0	0	0
09:45	10:00	0	0	0	0	0
11:30	11:45	0	0	0	0	0
11:45	12:00	0	1	0	0	1
12:00	12:15	0	0	0	0	0
12:15	12:30	1	0	0	0	1
12:30	12:45	0	0	0	0	0
12:45	13:00	0	0	0	0	0
13:00	13:15	0	3	0	0	3
13:15	13:30	0	0	0	0	0
15:00	15:15	1	1	0	0	2
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
16:00	16:15	1	0	0	0	1
16:15	16:30	0	1	0	0	1
16:30	16:45	0	1	0	0	1
16:45	17:00	1	0	0	0	1
17:00	17:15	1	0	0	0	1
17:15	17:30	0	0	0	0	0
17:30	17:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
Total		7	7	0	0	14

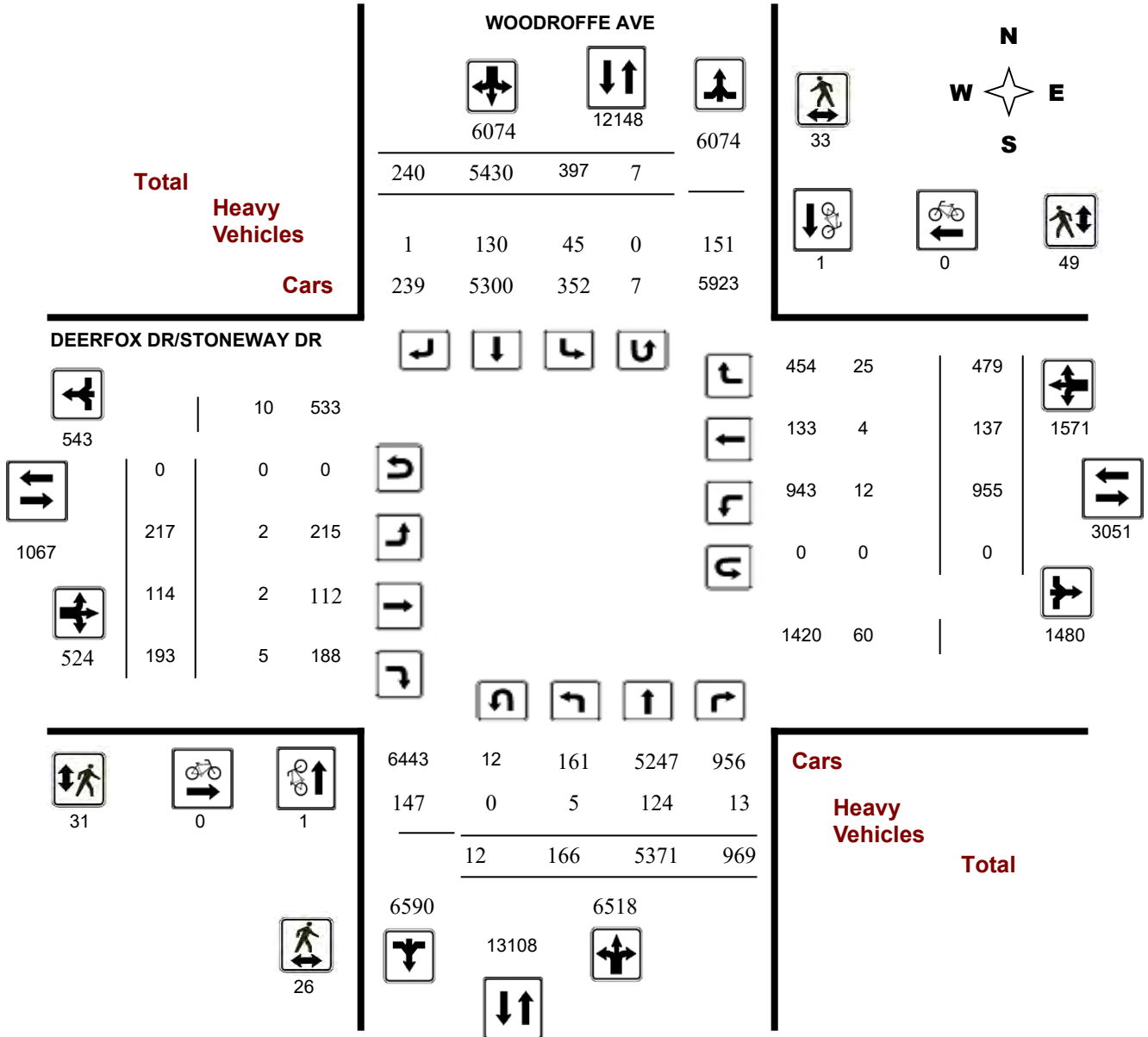
Survey Date: Thursday, March 02, 2017

WO No: 36727

Start Time: 07:00

Device: Miovision

Full Study Diagram



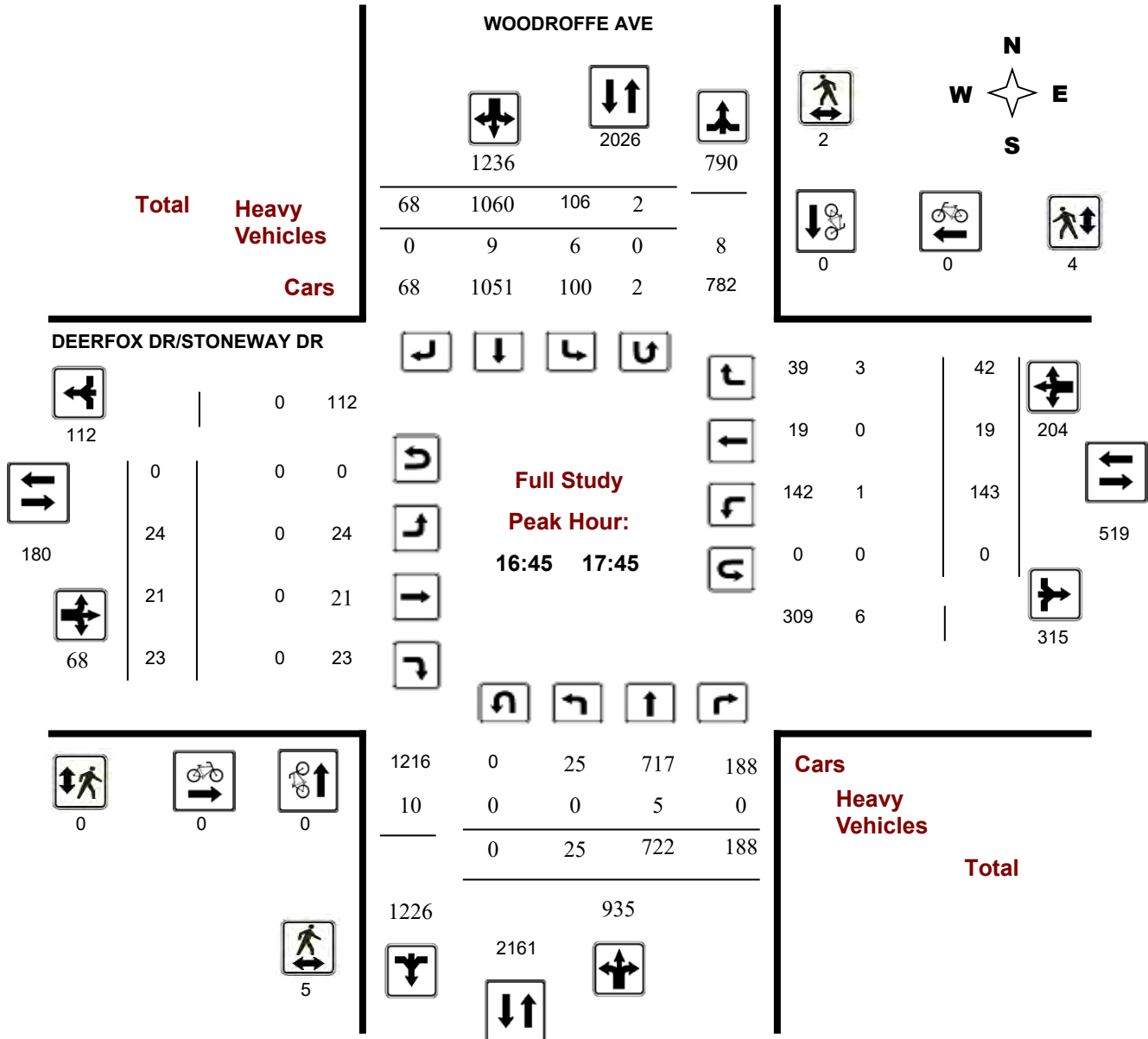
Survey Date: Thursday, March 02, 2017

WO No: 36727

Start Time: 07:00

Device: Miovision

Full Study Peak Hour Diagram





Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

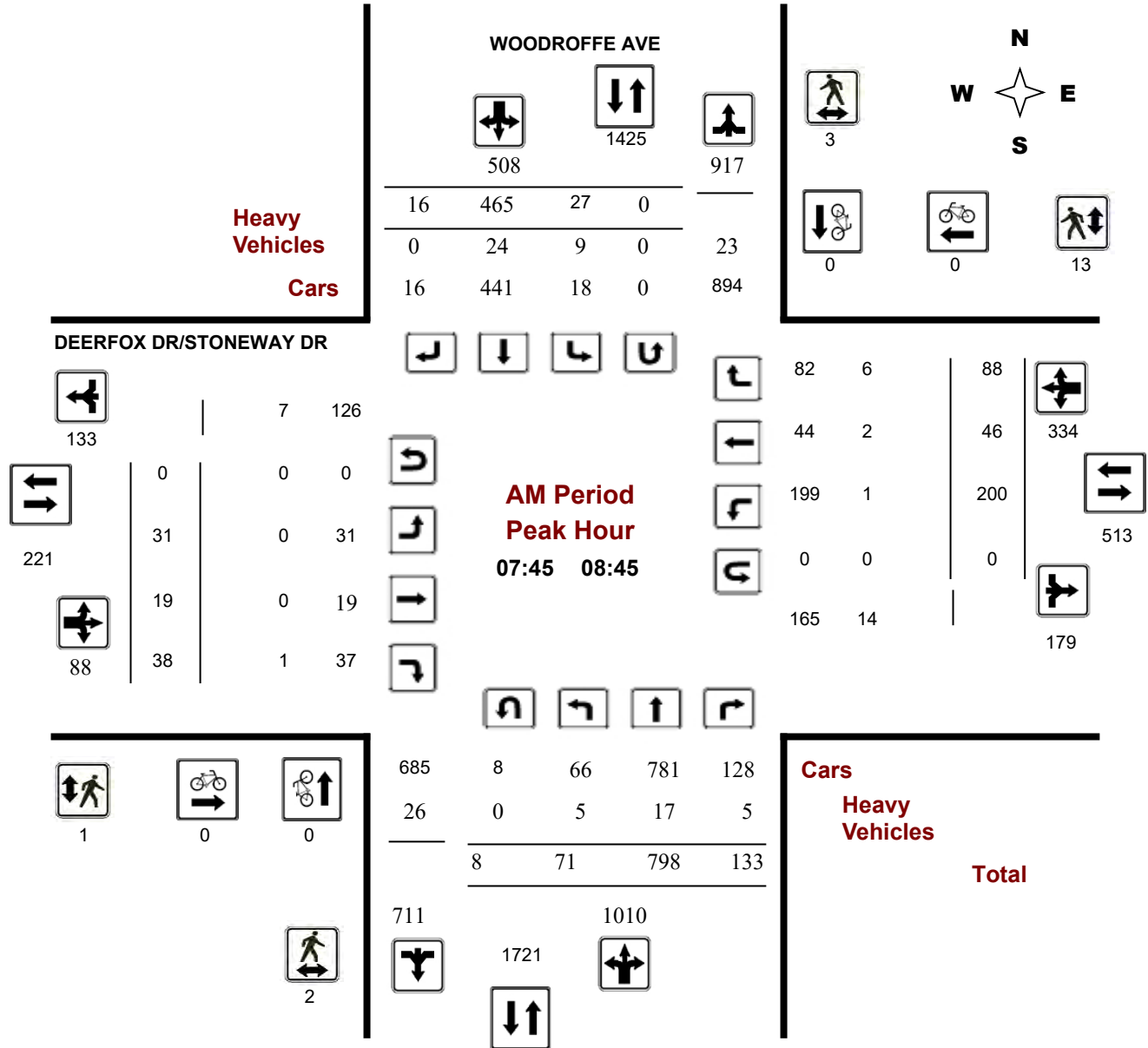
WOODROFFE AVE @ DEERFOX DR/STONEWAY DR

Survey Date: Thursday, March 02, 2017

Start Time: 07:00

WO No: 36727

Device: Miovision





Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

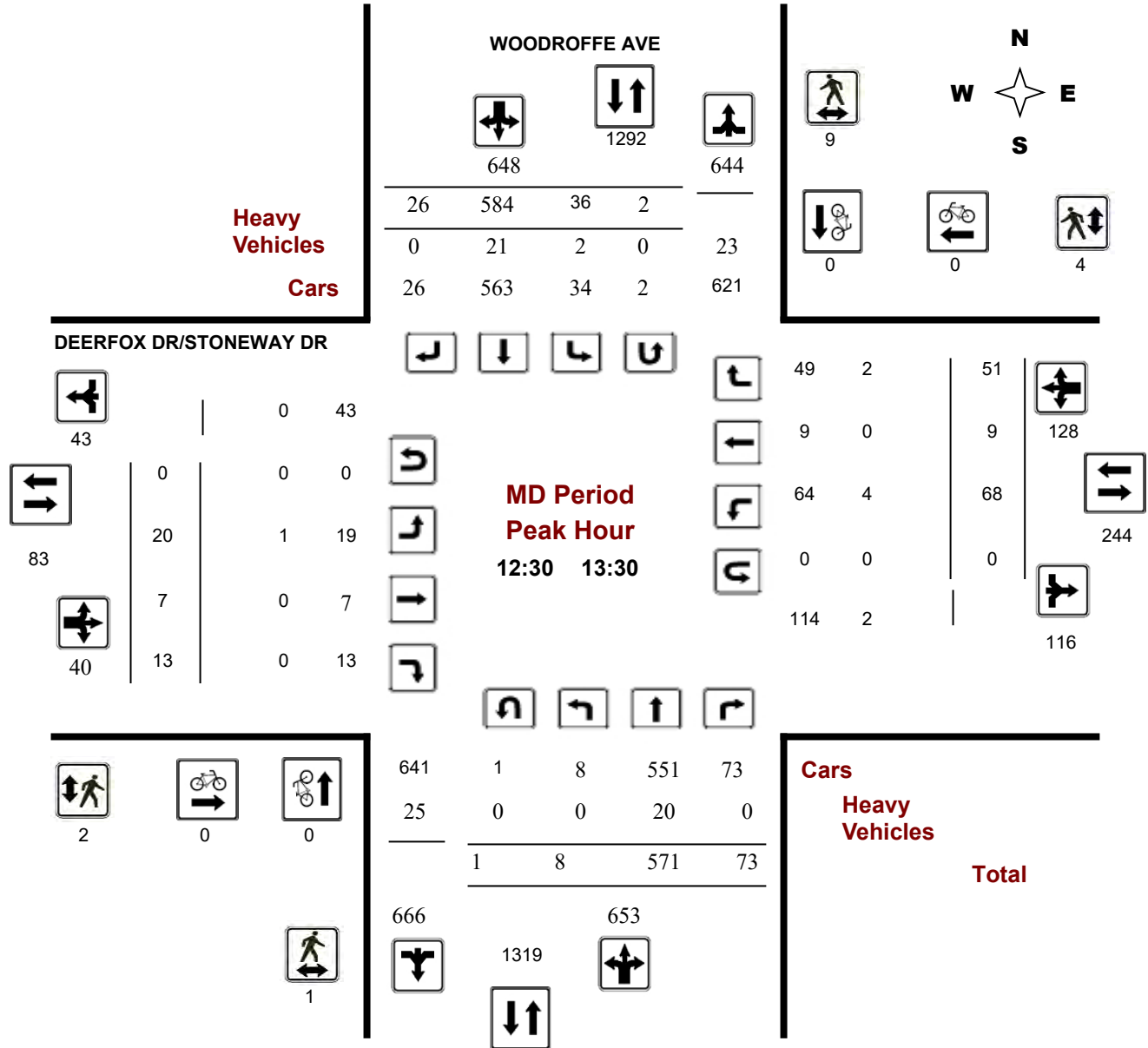
WOODROFFE AVE @ DEERFOX DR/STONEWAY DR

Survey Date: Thursday, March 02, 2017

Start Time: 07:00

WO No: 36727

Device: Miovision



Comments

Turning Movement Count - Peak Hour Diagram

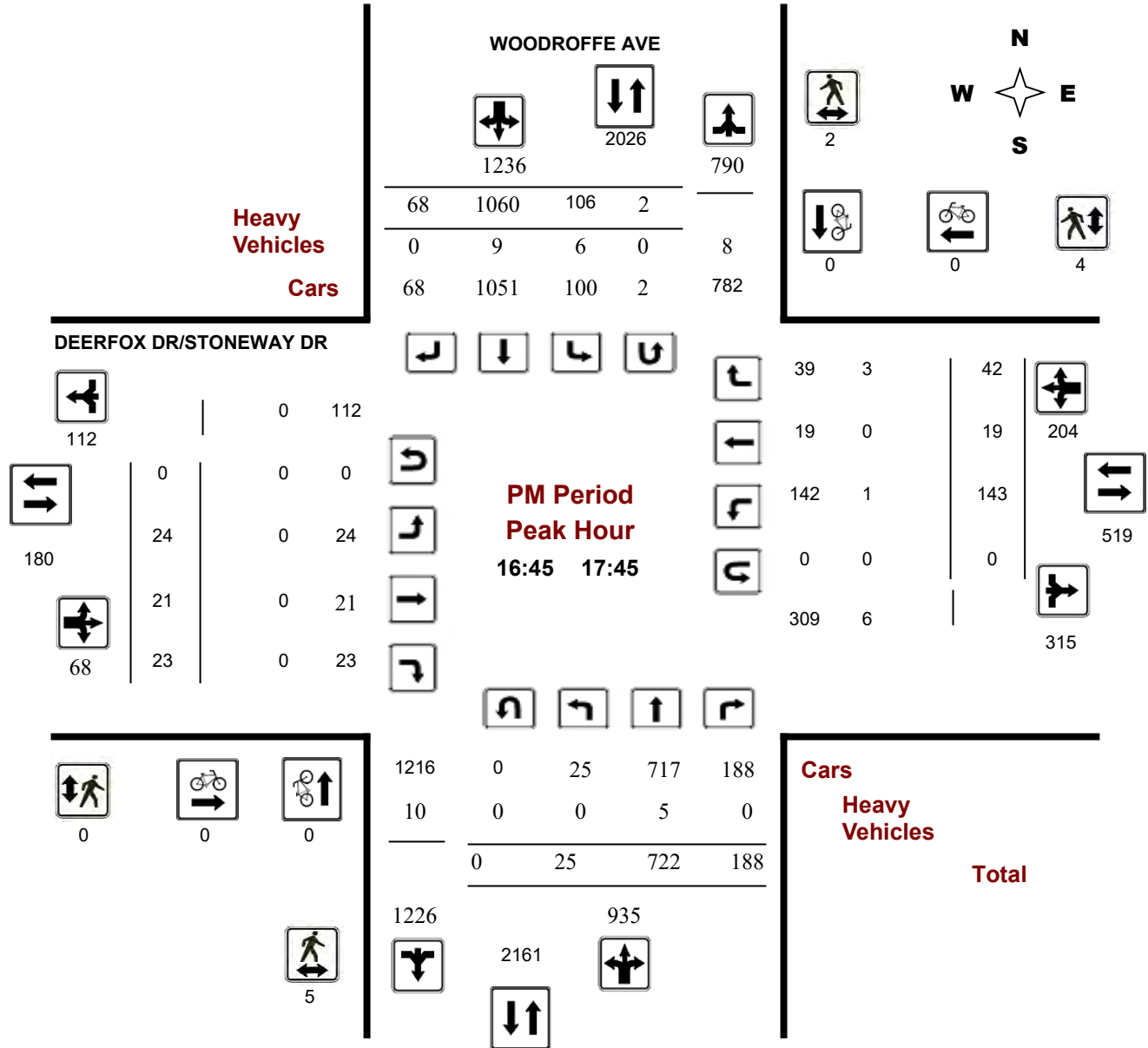
WOODROFFE AVE @ DEERFOX DR/STONEWAY DR

Survey Date: Thursday, March 02, 2017

Start Time: 07:00

WO No: 36727

Device: Miovision





Transportation Services - Traffic Services

Turning Movement Count - Study Results

WOODROFFE AVE @ DEERFOX DR/STONEWAY DR

Survey Date: Thursday, March 02, 2017

WO No: 36727

Start Time: 07:00

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Thursday, March 02, 2017

Total Observed U-Turns

AADT Factor

Northbound: 12 Southbound: 7
 Eastbound: 0 Westbound: 0

1.00

WOODROFFE AVE

DEERFOX DR/STONEWAY DR

Period	Northbound					Southbound					Eastbound					Westbound					Grand Total
	LT	ST	RT	NB TOT	STR TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	STR TOT	LT	ST	RT	WB TOT	STR TOT	
07:00 08:00	19	924	81	1024	1432	17	381	10	408	1432	41	10	34	85	368	151	21	111	283	368	1800
08:00 09:00	61	807	118	986	1504	29	473	16	518	1504	27	22	42	91	402	181	47	83	311	402	1906
09:00 10:00	4	603	80	687	1138	28	415	8	451	1138	38	10	15	63	209	78	8	60	146	209	1347
11:30 12:30	7	545	73	625	1210	40	522	23	585	1210	18	10	15	43	178	83	5	47	135	178	1388
12:30 13:30	8	571	73	652	1298	36	584	26	646	1298	20	7	13	40	168	68	9	51	128	168	1466
15:00 16:00	16	565	149	730	1768	64	926	48	1038	1768	24	20	28	72	256	121	19	44	184	256	2024
16:00 17:00	28	645	206	879	2090	94	1066	51	1211	2090	25	17	22	64	243	132	10	37	179	243	2333
17:00 18:00	23	711	189	923	2133	89	1063	58	1210	2133	24	18	24	66	271	141	18	46	205	271	2404
Sub Total	166	5371	969	6506	12573	397	5430	240	6067	12573	217	114	193	524	2095	955	137	479	1571	2095	14668
U Turns	12			12	19	7			7	19	0			0	0				0	0	19
Total	178	5371	969	6518	12592	404	5430	240	6074	12592	217	114	193	524	2095	955	137	479	1571	2095	14687

EQ 12Hr 247 7466 1347 9060 562 7548 334 8444 17504 302 158 268 728 1327 190 666 2183 2911 20415

Note: These values are calculated by multiplying the totals by the appropriate expansion factor.

1.39

AVG 12Hr 247 7466 1347 9060 562 7548 334 8444 17504 302 158 268 728 1327 190 666 2183 2911 20415

Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.

1.00

AVG 24Hr 324 9780 1765 11869 736 9888 438 11062 22931 396 207 351 954 1738 249 872 2859 3813 26744

Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.

1.31

Note: U-Turns provided for approach totals. Refer to 'U-Turn' Report for specific breakdown.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

WOODROFFE AVE @ DEERFOX DR/STONEWAY DR

Survey Date: Thursday, March 02, 2017

WO No: 36727

Start Time: 07:00

Device: Miovision

Full Study 15 Minute Increments

WOODROFFE AVE

DEERFOX DR/STONEWAY DR

Northbound

Southbound

Eastbound

Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00 07:15		218	19			95	3		340		1	8			1	35		84	424
07:15 07:30		281	19			82	2		389		2	9			5	24		85	474
07:30 07:45		224	16			95	1		342		3	9			9	32		105	447
07:45 08:00		201	27			109	4		365		4	8			6	20		94	459
08:00 08:15		217	33			95	1		381		6	8			10	25		99	480
08:15 08:30		181	50			132	7		403		6	13			9	22		111	514
08:30 08:45		199	23			129	4		369		3	9			21	21		118	487
08:45 09:00		210	12			117	4		356		7	12			7	15		74	430
09:00 09:15		171	23			126	3		332		4	7			1	12		61	393
09:15 09:30		153	22			109	3		294		2	2			3	19		63	357
09:30 09:45		134	17			92	2		256		2	5			3	14		48	304
09:45 10:00		145	18			88	0		256		2	1			1	15		37	293
11:30 11:45		134	19			131	4		298		3	6			2	10		50	348
11:45 12:00		131	16			134	5		296		2	2			1	12		37	333
12:00 12:15		153	18			130	8		325		1	4			0	10		37	362
12:15 12:30		127	20			127	6		293		4	3			2	15		54	347
12:30 12:45		156	16			121	3		313		1	1			1	16		43	356
12:45 13:00		137	18			167	10		343		2	2			4	11		51	394
13:00 13:15		141	22			136	9		321		0	6			1	11		34	355
13:15 13:30		137	17			160	4		324		4	4			3	13		40	364
15:00 15:15		149	18			198	12		391		6	9			6	10		76	467
15:15 15:30		133	43			226	10		432		4	8			4	12		69	501
15:30 15:45		135	43			243	10		452		6	8			6	9		59	511
15:45 16:00		148	45			259	16		494		4	3			3	13		52	546
16:00 16:15		156	51			277	12		523		4	8			2	11		58	581
16:15 16:30		155	52			260	13		505		5	3			3	6		52	557
16:30 16:45		179	54			267	8		545		1	8			0	10		69	614
16:45 17:00		155	49			262	18		519		7	3			5	10		64	583
17:00 17:15		163	53			277	21		552		2	6			5	12		77	629
17:15 17:30		197	44			266	14		547		8	4			5	9		63	610
17:30 17:45		207	42			255	15		553		4	10			4	11		68	621
17:45 18:00		144	50			265	8		483		4	4			4	14		63	546
Total:	0	5371	969	0	0	5430	240	0	12592	0	114	193	0	0	137	479	0	12592	14,687

Note: U-Turns are included in Totals.



Transportation Services - Traffic Services

Turning Movement Count - Study Results

WOODROFFE AVE @ DEERFOX DR/STONEWAY DR

Survey Date: Thursday, March 02, 2017

WO No: 36727

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

WOODROFFE AVE

DEERFOX DR/STONEWAY DR

Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00 07:15	0	0	0	0	0	0	0
07:15 07:30	0	0	0	0	0	0	0
07:30 07:45	0	0	0	0	0	0	0
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	0	0	0	0	0	0	0
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	0	0	0	0	0	0	0
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0	0
09:30 09:45	0	0	0	0	0	0	0
09:45 10:00	0	0	0	0	0	0	0
11:30 11:45	0	0	0	0	0	0	0
11:45 12:00	0	0	0	0	0	0	0
12:00 12:15	0	0	0	0	0	0	0
12:15 12:30	0	0	0	0	0	0	0
12:30 12:45	0	0	0	0	0	0	0
12:45 13:00	0	0	0	0	0	0	0
13:00 13:15	0	0	0	0	0	0	0
13:15 13:30	0	0	0	0	0	0	0
15:00 15:15	0	0	0	0	0	0	0
15:15 15:30	0	0	0	0	0	0	0
15:30 15:45	0	0	0	0	0	0	0
15:45 16:00	0	0	0	0	0	0	0
16:00 16:15	0	1	1	0	0	0	1
16:15 16:30	0	0	0	0	0	0	0
16:30 16:45	0	0	0	0	0	0	0
16:45 17:00	0	0	0	0	0	0	0
17:00 17:15	0	0	0	0	0	0	0
17:15 17:30	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	0	0	0
17:45 18:00	1	0	1	0	0	0	1
Total	1	1	2	0	0	0	2



Transportation Services - Traffic Services

Turning Movement Count - Study Results

WOODROFFE AVE @ DEERFOX DR/STONEWAY DR

Survey Date: Thursday, March 02, 2017

WO No: 36727

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

WOODROFFE AVE

DEERFOX DR/STONEWAY DR

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	0	1	1	0	1	1	2
07:15 07:30	0	0	0	1	3	4	4
07:30 07:45	0	3	3	2	1	3	6
07:45 08:00	0	2	2	0	3	3	5
08:00 08:15	2	0	2	1	1	2	4
08:15 08:30	0	0	0	0	6	6	6
08:30 08:45	0	1	1	0	3	3	4
08:45 09:00	0	0	0	1	3	4	4
09:00 09:15	0	1	1	0	1	1	2
09:15 09:30	0	1	1	2	0	2	3
09:30 09:45	0	1	1	0	0	0	1
09:45 10:00	1	3	4	2	2	4	8
11:30 11:45	0	1	1	0	0	0	1
11:45 12:00	0	0	0	0	0	0	0
12:00 12:15	1	0	1	5	1	6	7
12:15 12:30	0	1	1	1	2	3	4
12:30 12:45	0	6	6	2	2	4	10
12:45 13:00	0	0	0	0	0	0	0
13:00 13:15	1	1	2	0	0	0	2
13:15 13:30	0	2	2	0	2	2	4
15:00 15:15	0	1	1	3	0	3	4
15:15 15:30	5	0	5	2	4	6	11
15:30 15:45	3	1	4	0	1	1	5
15:45 16:00	4	2	6	3	2	5	11
16:00 16:15	1	0	1	3	2	5	6
16:15 16:30	1	1	2	0	3	3	5
16:30 16:45	1	1	2	1	1	2	4
16:45 17:00	0	1	1	0	1	1	2
17:00 17:15	2	1	3	0	1	1	4
17:15 17:30	1	0	1	0	0	0	1
17:30 17:45	2	0	2	0	2	2	4
17:45 18:00	1	1	2	2	1	3	5
Total	26	33	59	31	49	80	139



Transportation Services - Traffic Services

Turning Movement Count - Study Results

WOODROFFE AVE @ DEERFOX DR/STONEWAY DR

Survey Date: Thursday, March 02, 2017

WO No: 36727

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

WOODROFFE AVE

DEERFOX DR/STONEWAY DR

Northbound

Southbound

Eastbound

Westbound

Time Period	Northbound				Southbound				Eastbound				Westbound				Grand Total		
	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT		W TOT	STR TOT
07:00 07:15	0	4	1		2	4	0		11	0	0	0		0	0	1		1	12
07:15 07:30	0	6	0		2	2	0		10	0	0	0		0	0	1		1	11
07:30 07:45	0	3	0		3	2	0		8	0	0	0		2	0	1		3	11
07:45 08:00	2	1	2		3	3	0		11	0	0	0		0	1	1		2	13
08:00 08:15	2	3	1		2	5	0		13	0	0	1		0	0	0		1	14
08:15 08:30	1	6	1		1	9	0		18	0	0	0		0	1	4		5	23
08:30 08:45	0	7	1		3	7	0		18	0	0	0		1	0	1		2	20
08:45 09:00	0	7	0		0	2	0		9	0	1	0		0	0	1		2	11
09:00 09:15	0	5	1		0	9	1		16	1	0	1		0	0	0		2	18
09:15 09:30	0	5	0		1	3	0		9	0	1	0		0	1	1		3	12
09:30 09:45	0	3	1		1	4	0		9	0	0	0		0	0	0		0	9
09:45 10:00	0	6	0		0	6	0		12	0	0	0		0	0	1		1	13
11:30 11:45	0	4	0		3	5	0		12	0	0	0		0	0	0		0	12
11:45 12:00	0	7	0		0	3	0		10	0	0	0		0	0	2		2	12
12:00 12:15	0	3	0		1	4	0		8	0	0	0		0	0	0		0	8
12:15 12:30	0	4	0		0	2	0		6	0	0	0		1	0	1		2	8
12:30 12:45	0	4	0		1	3	0		8	0	0	0		2	0	0		2	10
12:45 13:00	0	6	0		0	8	0		14	0	0	0		0	0	1		1	15
13:00 13:15	0	6	0		1	4	0		11	0	0	0		0	0	0		0	11
13:15 13:30	0	4	0		0	6	0		10	1	0	0		2	0	1		4	14
15:00 15:15	0	4	1		0	6	0		11	0	0	1		1	0	0		2	13
15:15 15:30	0	9	0		3	7	0		19	0	0	1		1	1	0		3	22
15:30 15:45	0	3	1		2	2	0		8	0	0	1		0	0	1		2	10
15:45 16:00	0	6	1		0	7	0		14	0	0	0		0	0	1		1	15
16:00 16:15	0	2	0		1	2	0		5	0	0	0		0	0	0		0	5
16:15 16:30	0	1	1		4	4	0		10	0	0	0		1	0	1		2	12
16:30 16:45	0	0	1		2	1	0		4	0	0	0		0	0	1		1	5
16:45 17:00	0	3	0		1	3	0		7	0	0	0		0	0	2		2	9
17:00 17:15	0	2	0		4	2	0		8	0	0	0		1	0	0		1	9
17:15 17:30	0	0	0		0	1	0		1	0	0	0		0	0	1		1	2
17:30 17:45	0	0	0		1	3	0		4	0	0	0		0	0	0		0	4
17:45 18:00	0	0	0		3	1	0		4	0	0	0		0	0	1		1	5
Total: None	5	124	13	0	45	130	1	0	318	2	2	5	0	12	4	25	0	50	368



Transportation Services - Traffic Services

Turning Movement Count - Study Results

WOODROFFE AVE @ DEERFOX DR/STONEWAY DR

Survey Date: Thursday, March 02, 2017

WO No: 36727

Start Time: 07:00

Device: Miovision

Full Study 15 Minute U-Turn Total

WOODROFFE AVE

DEERFOX DR/STONEWAY DR

Time Period		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	0	0	0
07:30	07:45	0	0	0	0	0
07:45	08:00	4	0	0	0	4
08:00	08:15	1	0	0	0	1
08:15	08:30	3	0	0	0	3
08:30	08:45	0	0	0	0	0
08:45	09:00	1	0	0	0	1
09:00	09:15	0	0	0	0	0
09:15	09:30	0	0	0	0	0
09:30	09:45	0	0	0	0	0
09:45	10:00	0	0	0	0	0
11:30	11:45	0	0	0	0	0
11:45	12:00	0	0	0	0	0
12:00	12:15	1	0	0	0	1
12:15	12:30	0	1	0	0	1
12:30	12:45	0	0	0	0	0
12:45	13:00	1	1	0	0	2
13:00	13:15	0	0	0	0	0
13:15	13:30	0	1	0	0	1
15:00	15:15	1	0	0	0	1
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
16:00	16:15	0	1	0	0	1
16:15	16:30	0	0	0	0	0
16:30	16:45	0	1	0	0	1
16:45	17:00	0	0	0	0	0
17:00	17:15	0	2	0	0	2
17:15	17:30	0	0	0	0	0
17:30	17:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
Total		12	7	0	0	19

Traffic Signal Timing

City of Ottawa, Public Works & Environmental Services Department

Traffic Signal Operations Unit

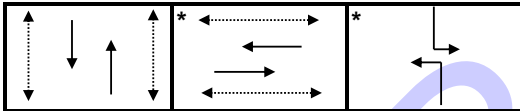
Intersection:	<i>Main:</i> Woodroffe	<i>Side:</i> Deerfox / Stoneway
Controller:	MS 3200	TSD: 6372
Author:	Ruben Bonzele	Date: 16-Mar-2022

Existing Timing Plans[†]

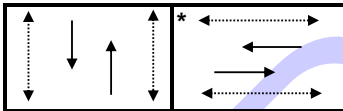
	Plan						Ped Minimum Time		
	AM Peak 1	Off Peak 2	PM Peak 3	Night 4	Weekend 5	AM Heavy 11	Walk	DW	A+R
Cycle	110	105	115	70	90	130			
Offset	33	38	29	X	5	44			
NB Thru	60	57	59	34	54	72	7	13	4.2+2.2
SB Thru	60	57	59	34	54	72	7	13	4.2+2.2
EB Thru	36	36	36	36	36	44	7	21	3.0+4.1
WB Thru	36	36	36	36	36	44	7	21	3.0+4.1
NB Left	14	12	20	-	-	14	-	-	4.2+2.2
SB Left	14	12	20	-	-	14	-	-	4.2+2.2

Phasing Sequence[‡]

Plan: 1,2,3,11



Plan: 4,5



Schedule

Weekday		Weekend	
Time	Plan	Time	Plan
0:15	4	0:15	4
6:00	1	8:30	5
7:00	11	22:30	4
9:00	1		
9:30	2		
15:00	3		
18:30	2		
22:30	4		

Notes

- †: Time for each direction includes amber and all red intervals
- ‡: Start of first phase should be used as reference point for offset
- Asterisk (*) Indicates actuated phase
- (fp): Fully Protected Left Turn
- ◄.....► Pedestrian signal

Cost is \$61.16 (\$54.12 + HST)

Traffic Signal Timing

City of Ottawa, Public Works & Environmental Services Department

Traffic Signal Operations Unit

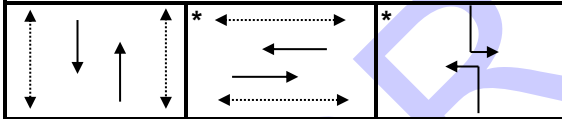
Intersection:	<i>Main:</i> Woodroffe	<i>Side:</i> Queensbury / Rideaucrest
Controller:	3200+	TSD: 6260
Author:	Ruben Bonzele	Date: 16-Mar-2022

Existing Timing Plans[†]

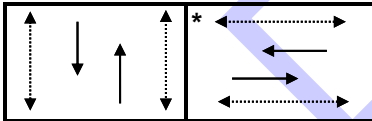
Plan	Ped Minimum Time						Walk	DW	A+R
	AM Peak 1	Off Peak 2	PM Peak 3	Night 4	Weekend 5	AM Heavy 11			
Cycle	110	105	115	70	90	130			
Offset	13	29	14	0	68	71			
NB Thru	62	57	59	34	54	74	7	12	4.2+2.1
SB Thru	62	57	59	34	54	74	7	12	4.2+2.1
EB Thru	36	36	36	36	36	42	7	22	3.0+4.0
WB Thru	36	36	36	36	36	42	7	22	3.0+4.0
NB Left	12	12	20	-	-	14	-	-	4.2+2.1
SB Left	12	12	20	-	-	14	-	-	4.2+2.1

Phasing Sequence[‡]

Plan: 1,2,3,11



Plan: 4,5



Schedule

Weekday

Time	Plan
0:15	4
6:00	1
7:00	11
9:00	1
9:30	2
15:00	3
18:30	2
22:30	4

Weekend

Time	Plan
0:15	4
8:30	5
22:30	4

Notes

- †: Time for each direction includes amber and all red intervals
- ‡: Start of first phase should be used as reference point for offset
- Asterisk (*) Indicates actuated phase
- (fp): Fully Protected Left Turn
- ◄.....► Pedestrian signal

Cost is \$61.16 (\$54.12 + HST)



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2016 To: December 31, 2020

Location: WOODROFFE AVE @ DEERFOX DR/STONEWAY DR

Traffic Control: Traffic signal

Total Collisions: 18

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2016-Apr-08, Fri,08:28	Clear	Angle	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Oct-16, Mon,22:30	Clear	Other	P.D. only	Dry	West	Reversing	Unknown	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Nov-17, Fri,16:12	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Passenger van	Other motor vehicle	
2017-Dec-14, Thu,17:09	Drifting Snow	Turning movement	P.D. only	Slush	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Dec-19, Tue,05:15	Clear	Turning movement	P.D. only	Slush	North	Turning left	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Dec-26, Tue,11:00	Clear	Angle	P.D. only	Packed snow	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Dec-30, Sat,14:35	Snow	Turning movement	P.D. only	Packed snow	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Jan-04, Thu,16:45	Snow	Sideswipe	P.D. only	Packed snow	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Jan-07, Sun,13:45	Clear	Rear end	P.D. only	Wet	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2018-May-15, Tue,09:00	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2016 To: December 31, 2020

Location: WOODROFFE AVE @ DEERFOX DR/STONEWAY DR

Traffic Control: Traffic signal

Total Collisions: 18

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2018-Sep-14, Fri,20:35	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Sep-21, Fri,21:06	Clear	Turning movement	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Passenger van	Other motor vehicle	
2019-Aug-30, Fri,18:58	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2019-Nov-15, Fri,22:41	Clear	Turning movement	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-16, Mon,19:22	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2019-Dec-22, Sun,17:56	Clear	Turning movement	Non-fatal injury	Wet	South	Turning left	Passenger van	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Mar-08, Sun,12:17	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Passenger van	Other motor vehicle	
2020-Dec-05, Sat,15:17	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: WOODROFFE AVE @ QUEENSBURY DR/RIDEAUCREST DR

Traffic Control: Traffic signal

Total Collisions: 29

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2016-Jan-12, Tue,17:47	Snow	Angle	P.D. only	Loose snow	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Pick-up truck	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2016 To: December 31, 2020

Location: WOODROFFE AVE @ QUEENSBURY DR/RIDEAUCREST DR

Traffic Control: Traffic signal

Total Collisions: 29

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2016-Jan-18, Mon,20:00	Drifting Snow	Turning movement	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2016-Feb-25, Thu,22:18	Clear	SMV other	P.D. only	Ice	South	Turning right	Pick-up truck	Pole (sign, parking meter)	0
2016-Jun-24, Fri,22:38	Clear	SMV other	Non-fatal injury	Dry	East	Turning left	Automobile, station wagon	Pedestrian	1
2016-Jul-26, Tue,20:30	Clear	Rear end	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
					South	Stopped	Pick-up truck	Other motor vehicle	
2016-Aug-21, Sun,21:15	Clear	Other	P.D. only	Dry	West	Reversing	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Pick-up truck	Other motor vehicle	
2016-Sep-24, Sat,09:22	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Unknown	Other motor vehicle	
2017-Jan-06, Fri,12:05	Clear	Angle	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Jan-12, Thu,16:13	Rain	SMV other	Non-fatal injury	Wet	East	Turning left	Automobile, station wagon	Pedestrian	1
2017-Jan-22, Sun,20:24	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-May-19, Fri,18:39	Clear	Rear end	Non-fatal injury	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Aug-11, Fri,16:30	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	
2017-Nov-03, Fri,11:55	Clear	SMV other	Non-fatal injury	Wet	East	Turning left	Automobile, station wagon	Pedestrian	1
2017-Nov-24, Fri,17:59	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2016 To: December 31, 2020

Location: WOODROFFE AVE @ QUEENSBURY DR/RIDEAUCREST DR

Traffic Control: Traffic signal

Total Collisions: 29

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2017-Nov-28, Tue,07:50	Clear	Angle	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Jul-09, Mon,18:21	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	
2018-Jul-10, Tue,20:12	Clear	Rear end	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Dec-07, Fri,09:47	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2018-Dec-26, Wed,10:27	Clear	Angle	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
					West	Going ahead	Pick-up truck	Other motor vehicle	
2019-Jan-01, Tue,05:31	Snow	Turning movement	P.D. only	Loose snow	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Feb-27, Wed,18:49	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-May-25, Sat,03:56	Clear	Angle	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Oct-19, Sat,16:55	Clear	Rear end	P.D. only	Dry	East	Overtaking	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Dec-07, Sat,12:49	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2016 To: December 31, 2020

Location: WOODROFFE AVE @ QUEENSBURY DR/RIDEAUCREST DR

Traffic Control: Traffic signal

Total Collisions: 29

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Dec-14, Sat,14:51	Rain	Angle	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
					East	Turning left	Automobile, station wagon	Other motor vehicle	
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Apr-07, Tue,20:41	Clear	Rear end	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Jul-10, Fri,10:14	Clear	Other	Non-fatal injury	Dry	East	Going ahead	Bicycle	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Cyclist	
2020-Dec-14, Mon,09:35	Clear	Turning movement	P.D. only	Dry	North	Turning left	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2020-Dec-17, Thu,12:14	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Passenger van	Other motor vehicle	

Location: WOODROFFE AVE btwn DEERFOX DR & QUEENSBURY DR

Traffic Control: No control

Total Collisions: 2

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2016-Feb-17, Wed,19:32	Snow	SMV other	P.D. only	Ice	North	Going ahead	Pick-up truck	Skidding/sliding	0
2016-Jul-30, Sat,02:10	Clear	SMV unattended vehicle	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Unattended vehicle	0