1345 Baseline Road

Traffic Impact Assessment

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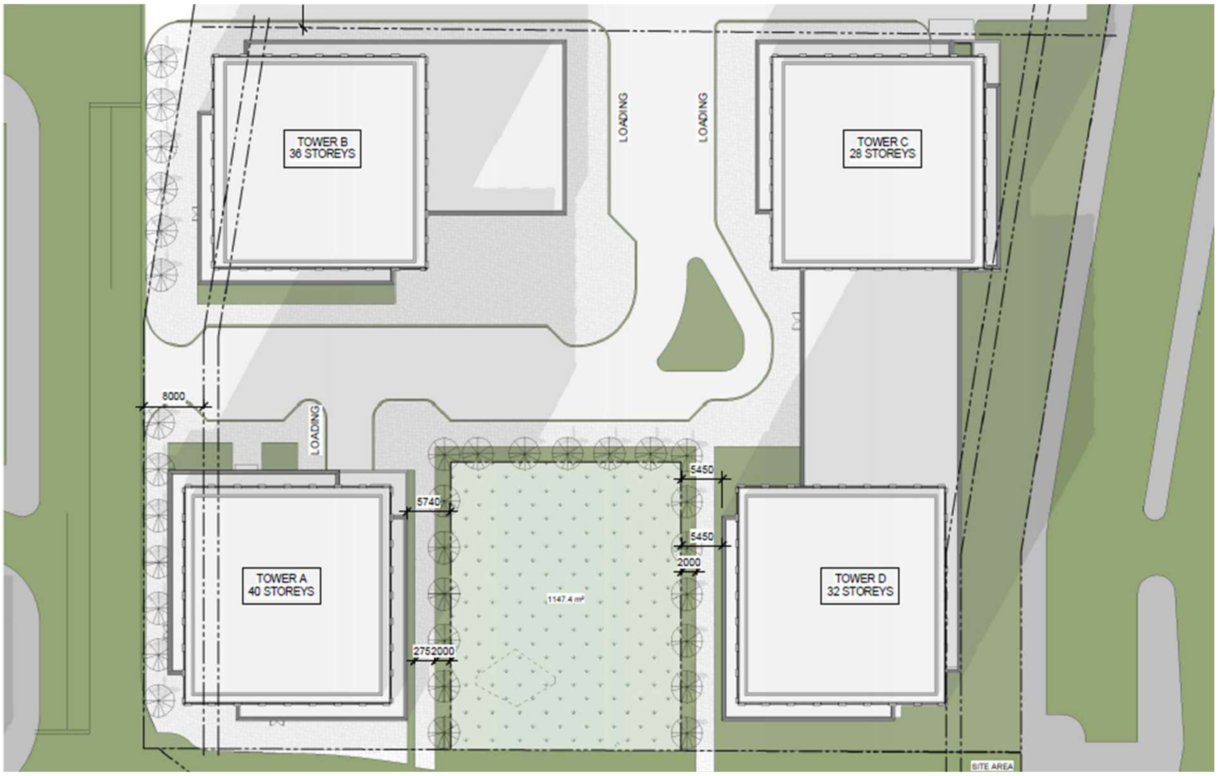

Stantec Consulting Ltd.

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1 Screening

1.1 Summary of Development

Municipal Address	1345 Baseline Road
Description of Location	The property is located on the north side of Baseline Road, about 322 meters east of Baseline Road and Clyde Avenue, and roughly 380 meters west of Baseline Road and Merivale Road in Ottawa. It sits within a lively urban corridor designated as Arterial Mainstreet (AM5[436]) and enjoys strong access to major arterial routes and the City's Transit Priority Network. The surrounding area features a blend of residential communities, commercial amenities, and institutional uses, positioning the site as an excellent candidate for a mixed-use, transit-oriented redevelopment.
Land Use Classification	The property is zoned Mixed Use/Commercial under designation AM5[436], which corresponds to Arterial Mainstreet Subzone 5 with Urban Exception 436. It is noted that while the subject property is currently zoned AM5[436] – Arterial Mainstreet under Zoning By-law 2008-250, the City's Final Draft of the new Zoning By-law (2026-50) proposes to rezone the property to H2[436] H(30) – Hub Zone. The proposed Hub designation continues to support mixed-use development with medium- to high-density residential intensification along transit-supportive corridors. Should the new Zoning By-law be adopted, the proposed development intent would continue to align with the applicable land use permissions and policy direction.
Development Size (units)	The development consists of 1251residential units across four high-rise towers arranged around a central landscaped courtyard. A comprehensive bicycle parking program provides 626 residential bicycle spaces, 14 Short-term bicycle spaces, and 10 commercial bicycle spaces, for a total of 650 bicycle parking spaces. The underground parking supplies 927 parking spaces, which include 790 spaces for residents, 113 for visitors, and 24 spaces for commercial use.
Development Size (m^2)	The total development consists of four towers with a combined tower footprint of 3,091 m², derived from individual footprints of 787 m² for Tower A, 768 m² for Tower B, 768 m² for Tower C, and 768 m² for Tower D. The overall gross building area (GBA) for the project is 110,722.0 m², calculated from Tower A at 31,804.2 m², Tower B at 26,350 m², Tower C at 21,929.4 m², and Tower D at 30,638.4 m². Only Towers A and B contain commercial space, providing a total commercial area of 938.1 m², consisting of 257.3 m² in Tower A and 680.8 m² in Tower B. The development also incorporates designated loading areas and internal site circulation surrounding the central courtyard.

Number of Accesses and Locations	Two vehicular access points are provided from the private driveway that runs between Baseline Road and the Walmart Supercenter Plaza: 1- A main access is located near the center of the site, providing access to the internal circulation network and loading areas. 2- Secondary access is located at the northern edge of the site, providing additional access to the internal circulation and the underground parking. Both access points connect indirectly to Baseline Road via an existing private driveway shared with adjacent commercial properties.
Phase of Development	PHASE 1: BUILDING "A": 370 units PHASE 2: BUILDING "B": 307 units PHASE 3: BUILDING "C & D": 574 units
Buildout Year	The full buildout and occupancy of the development is assumed to occur by 2034, reflecting the anticipated construction sequencing of Tower A (2027–2029), Towers C and D (2028–2031), and Tower B (2032–2034).

1.2 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	Min. Dev. Size (60 Trips)	Triggered
Single-Detached	60 units	✘
Multi-Use Family (Low-Rise)	90 units	✘
Multi-Use Family (High-Rise)	150 units	✓
Office	1,400 m^2	✘
Industrial (Lab)	7,000 m^2	✘
Fast-food restaurant or coffee shop	110 m^2	✘
Destination retail	1,800 m^2	✘
Gas station or convenience market	90 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, <u>the Trip Generation Trigger is satisfied.</u>

1.3 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 Cross-Town Bikeway Networks?	✓	
Is the development in a Design Priority Area (DPA), Transit-oriented Development (TOD) zone, or Protected Major Transit Station Area (PMTSA)? *	✓	

**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).PMTSAs are identified in Schedule C1 – Protected Major Transit Station Areas (PMTSA).*

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

1.4 Safety Triggers

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

1.5 Summary

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

2 Scoping

2.1 Existing and Planned Conditions

2.1.1 Proposed Development

This Transportation Impact Assessment (TIA) has been prepared to accompany the site plan application for a proposed residential development situated at 1345 Baseline Road, within Ottawa's central-west area. The site is located on the north side of Baseline Road, a major east–west arterial that provides connections to Merivale Road, Clyde Avenue, and Woodroffe Avenue. The property lies in a well-established urban context characterized by a mix of commercial, institutional, and residential land uses, including proximity to the Ottawa Hospital Civic Campus and the Central Experimental Farm.

Transit accessibility in this corridor is strong, as identified as a Transitway in the Transportation Master Plan, with Baseline Road served by several frequent bus routes.

The subject property is zoned AM5[436] – Arterial Mainstreet under the City of Ottawa Zoning By-law 2008-250, which permits a wide range of uses, including retail, service commercial, office, residential, and institutional uses, either in mixed-use buildings or as separate uses on the same site. Overall, the zoning framework is intended to accommodate medium- to high-density development consistent with the City's Official Plan policies for Arterial Mainstreets.. The City's Final Draft of the new Zoning By-law (2026-50) proposes to rezone the property to H2[436] H(30) – Hub Zone. The proposed Hub designation continues to support mixed-use development with medium- to high-density residential intensification along transit-supportive corridors. Should the new Zoning By-law be adopted, the proposed development intent would continue to align with the applicable land use permissions and policy direction.

The proposed development comprises 1,251 residential units distributed across four high-rise residential towers arranged around a centrally landscaped courtyard, supported by a 6-storey podium element (as shown on the site plan for Towers C and D). The subject property has a site area of 12,329.3 m² (approximately 3.05 acres), as identified on the site plan. The building heights include 40 storeys for Tower A, 36 storeys for Tower B, 28 storeys for Tower C, and 32 storeys for Tower D, each featuring a typical residential floor plate of approximately 787 m² for Tower A and 768 m² for Towers B, C, and D.

The above-grade gross floor area (GFA) for each building is listed on the site plan as 24,807.3 m² for Tower A, 20,553 m² for Tower B, 17,104.9 m² for Tower C, and 23,898.4 m² for Tower D, resulting in a combined above-grade GFA of 86,362.2 m². The development also incorporates a comprehensive internal circulation system featuring a central roundabout for vehicle maneuvering, and designated loading areas positioned around the central courtyard, and a dedicated parkland block (0.11 ha) located along the southern portion of the site fronting Baseline Road.

Commercial uses are included within Buildings A and B, providing 257.3 m² of commercial GFA in Tower A and 680.8 m² in Tower B, for a total of 938.1 m² of commercial space.

A full bicycle parking program is provided, including 626 residential bicycle parking spaces, 14 short-term spaces, and 10 commercial bicycle spaces, for a total supply of 650 bicycle parking spaces.

Vehicular parking is accommodated through a combination of underground and surface facilities, with 927 underground parking spaces.

A network of internal pedestrian pathways, pedestrian crossings, and landscaped walkways is provided throughout the site, connecting building entrances, amenity areas, and the adjacent public sidewalk along Baseline Road.

Dedicated loading and service areas are provided internal to the site and are accessed via the internal driveway network, minimizing direct interaction with Baseline Road traffic.

Site access is provided by two vehicular entry points located along the private driveway that connects Baseline Road to the adjacent Walmart Supercenter plaza. The primary access is situated near the center of the development and provides entry to the internal circulation system and loading areas. Secondary access is located at the northern edge of the site, offering additional connectivity to the underground parking and internal road network. Both access points connect to Baseline Road indirectly via a signalized intersection along an existing private laneway shared with neighboring commercial properties.

The project is planned as a three-phase development:

- Phase 1: Building A (370 units)
- Phase 2: Building B (307 units)
- Phase 3: Buildings C and D (574 units)

The full buildout and occupancy of the development is assumed to occur by 2034, reflecting the anticipated construction sequencing of Tower A (2027–2029), Towers C and D (2028–2031), and Tower B (2032–2034).

The proposed land-use used for trip generation, based on the TRANS Trip Generation Manual (2020), using Land Use Code 222 – Multi-Unit (High-Rise).

Figure 1 illustrates the site location, while **Figure 2** presents the concept site plan.

Figure 1. Site Location

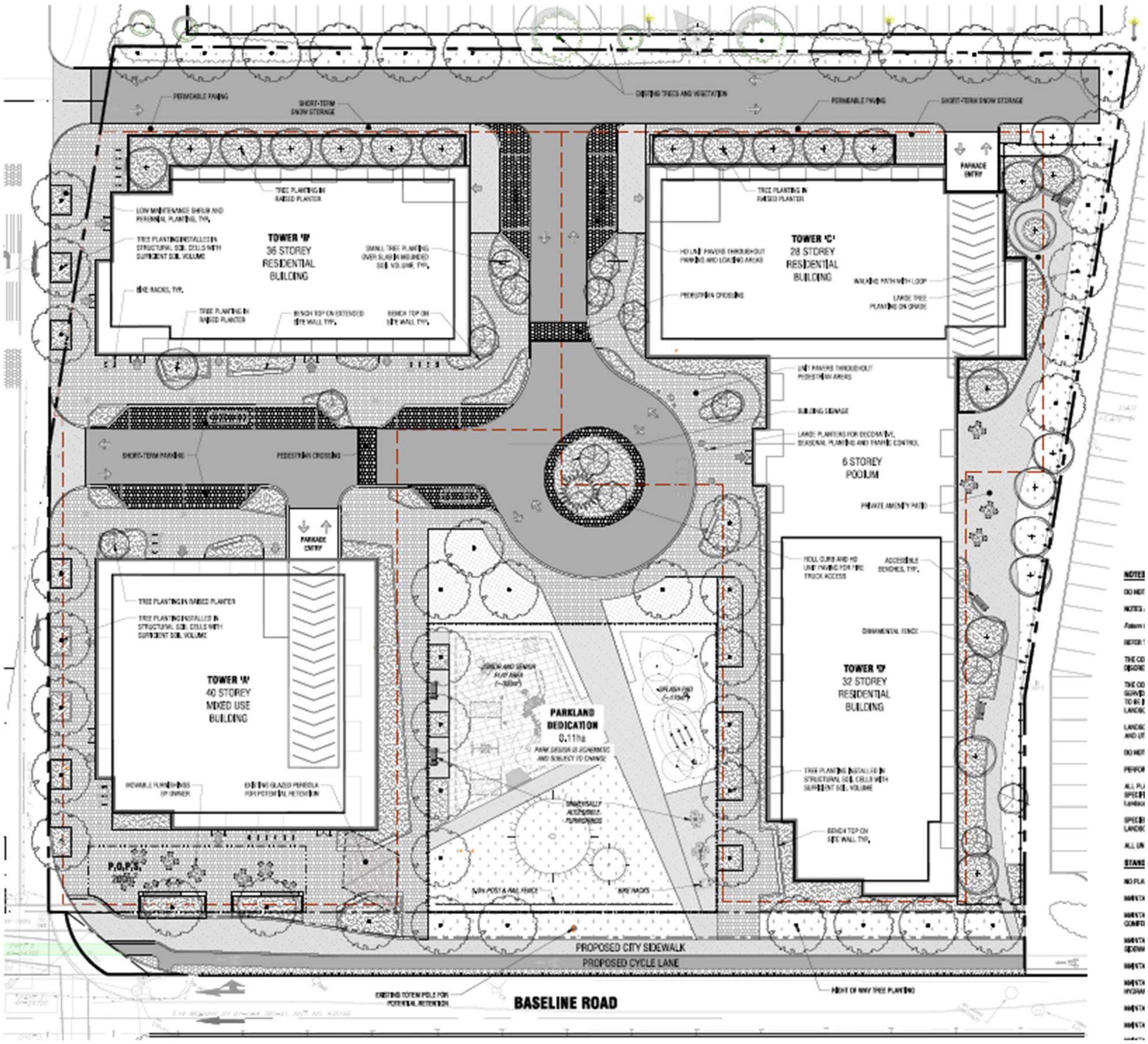


Figure 2.Proposed Development Site Plan

2.1.2 Existing Conditions

2.1.2.1 Roads and Traffic Control

Access to the proposed development is provided via a shared private driveway network located west of the site, which connects to Baseline Road through an existing signalized intersection.

Two key intersections define access to the site:

1. Baseline Road / Shared Private Driveway Intersection

This is a signalized intersection on Baseline Road that provides access to the SmartCentres Ottawa (Walmart) plaza and associated commercial uses. This intersection serves as the primary access point between Baseline Road and the internal private roadway network serving both the commercial plaza and the subject site.

2. Internal Private Driveway Intersection (Site Access Node)

Located north of Baseline Road within the shared private driveway network, this unsignalized intersection provides:

- Direct access to the subject site (to the east),
- Connectivity to the Walmart parking area (to the west and south), and
- Circulation within the broader commercial plaza.

All vehicular access to the site is therefore indirect, occurring via the shared private driveway system rather than through a direct connection to Baseline Road.

The roadways and intersections under consideration in the study area are described as follows:

Shared Private Driveway (Provide Access to Site and Walmart Parking Lot)

A signalized, full-movement access driveway connects Baseline Road to the SmartCentres Ottawa site, including the Walmart Supercentre. The access is located on the north side of Baseline Road and is designed as a four-lane commercial approach:

- One outbound left-turn lane
- One outbound right-turn lane
- One inbound lane from Baseline Road into the site

According to the City of Ottawa's Official Plan, the site is located within the Outer Urban Area and is designated as an Evolving Neighbourhood, Hub, and Corridor – Minor as illustrated in **Figure 3**. These designations promote intensification and the development of compact, mixed-use communities that support sustainable transportation modes such as transit, walking, and cycling.

Figure 3. City of Ottawa's Official Plan

The driveway operates under traffic signal control, which manages all turning movements to and from the site. The posted speed limit is 15 km/h. The signal includes marked pedestrian crosswalks across both the private access leg and Baseline Road. Sidewalk is present along the west side of the Driveway, connecting to the marked pedestrian crossing.

Within the site, the access driveway leads into the main surface parking lot and provides direct connectivity to internal drive aisles serving the Walmart store and adjacent retail units.

No dedicated cycling facilities are provided on this Driveway.

Baseline Road

Baseline Road is an east–west urban arterial roadway that forms a key component of the City of Ottawa's major road network and supports transit services along the corridor. In the vicinity of the SmartCentres Ottawa development, Baseline Road is constructed as a four-lane divided arterial, providing two through lanes in each direction. A raised centre median is present along portions of the corridor, although openings are provided at signalized intersections to accommodate turning movements into adjacent properties.

The posted speed limit along this section of Baseline Road is typically 60 km/h, and sidewalks are provided on both sides of the roadway. Cycling facilities are not provided along this segment.

Baseline Road includes a signalized intersection with the shared private driveway serving the SmartCentres (Walmart) development. Marked signalized pedestrian crosswalks traverse both Baseline Road and the private driveway. An eastbound left-turn lane is provided at this intersection to facilitate access into the driveway.

Clyde Avenue

Located west of the development area is a north-south arterial roadway that forms a major intersection with Baseline Road. Clyde Avenue intersects Baseline Road at a signalized intersection. It provides two through lanes in each direction with dedicated turn lanes at the Baseline Road intersection to support vehicle queuing and improve traffic flow. It facilitates direct access to several adjacent commercial properties, including automotive service businesses and retail plaza sites along both sides of the roadway.

The posted speed limit is 50 km/h. Sidewalks are present on both sides, but designated cycling lanes are not provided along this corridor.

South of Baseline Road, Clyde Avenue continues toward additional commercial zones and transitions toward residential neighbourhoods farther along its alignment**.**

Merivale Road

Merivale Road is a north–south urban arterial roadway forming part of Ottawa's primary commercial and commuter network. In the vicinity of Baseline Road and the adjacent SmartCentres/Walmart commercial district, Merivale Road is a four-lane divided arterial, providing two to three general-purpose through lanes in each direction depending on the segment.

A raised centre median is present along portions of the corridor, with turning pockets and median breaks provided at major intersections to support high-volume access into adjacent retail and service-commercial properties.

The posted speed limit along this section of Merivale Road is 60 km/h. Sidewalks are provided on both sides of the roadway, offering pedestrian connectivity between multiple retail sites. Cycling facilities are provided along the north side of Baseline Road between the Clyde Avenue/Baseline Road intersection and the shared private driveway/Baseline Road intersection, forming a continuous segment within this portion of the corridor..

Signalized intersections are present to manage traffic entering and exiting major commercial developments, including the intersection at Baseline Road. These intersections typically include auxiliary left- and right-turn lanes to support high volumes of turning traffic and to minimize conflicts along the through lanes.

Land uses along Merivale Road consist primarily of large-format retail, restaurants, automotive services, and strip-commercial plazas. These uses generate significant short-duration vehicle trips and contribute to high turnover at access driveways and traffic signals.

Loblaws Plaza (1314 Baseline Road)

Signalized access is provided to the commercial plaza on the south side of Baseline Road. The access operates with a single inbound lane and two outbound lanes (one designated for right-turns), separated by a raised channelization island. Baseline Road is configured as a four-lane urban arterial at this location, with two through lanes in each direction and an eastbound left-turn lane at the plaza access. Marked pedestrian crosswalks are provided on both the Baseline Road and plaza legs of the intersection. The access serves multiple retail uses, including a fuel station and surface parking areas, and experiences high short-duration vehicular activity typical of commercial plazas.

The Loblaws Plaza access is located approximately 150 m east of the Baseline Road / shared private driveway intersection.

Government of Canada Driveway (1339-1341 Baseline Road)

This driveway located on the north side of Baseline Road and operates as a signalized intersection. This driveway consists of two outbound lanes: one designated for left-turn movements and one for right-turn and through movements. A single inbound lane accommodates vehicles entering the driveway from Baseline Road. The intersection throat includes pavement arrows, stop bars, and marked island tapers providing clear guidance for drivers transitioning between the internal circulation network and the signalized intersection. This Driveway primarily distributes traffic to multiple internal drive aisles.

Overall, the study area is centered on Baseline Road, a key east–west arterial with two through lanes per direction, a 60 km/h speed limit, sidewalks on both sides, and no cycling facilities. Clyde Avenue and Merivale Road form major north–south arterial connections on either side of the corridor, each providing multiple through lanes, turning lanes at Baseline Road, and pedestrian infrastructure but no dedicated cycling facilities. The area is characterized by significant commercial activity, including SmartCentres/Walmart, Loblaws Plaza, and nearby office and institutional uses, resulting in frequent turning movements at several signalized intersections. Both the Loblaws Plaza access and the Government of Canada driveway operate under full signal control and feature separated inbound and outbound lanes to manage internal circulation and connection to Baseline Road. Overall, the roadway network supports high traffic volumes, strong commercial trip generation, and multiple access points requiring coordinated operational analysis within the Transportation Impact Assessment.

Figure 4 illustrates the existing lane configuration and traffic control.

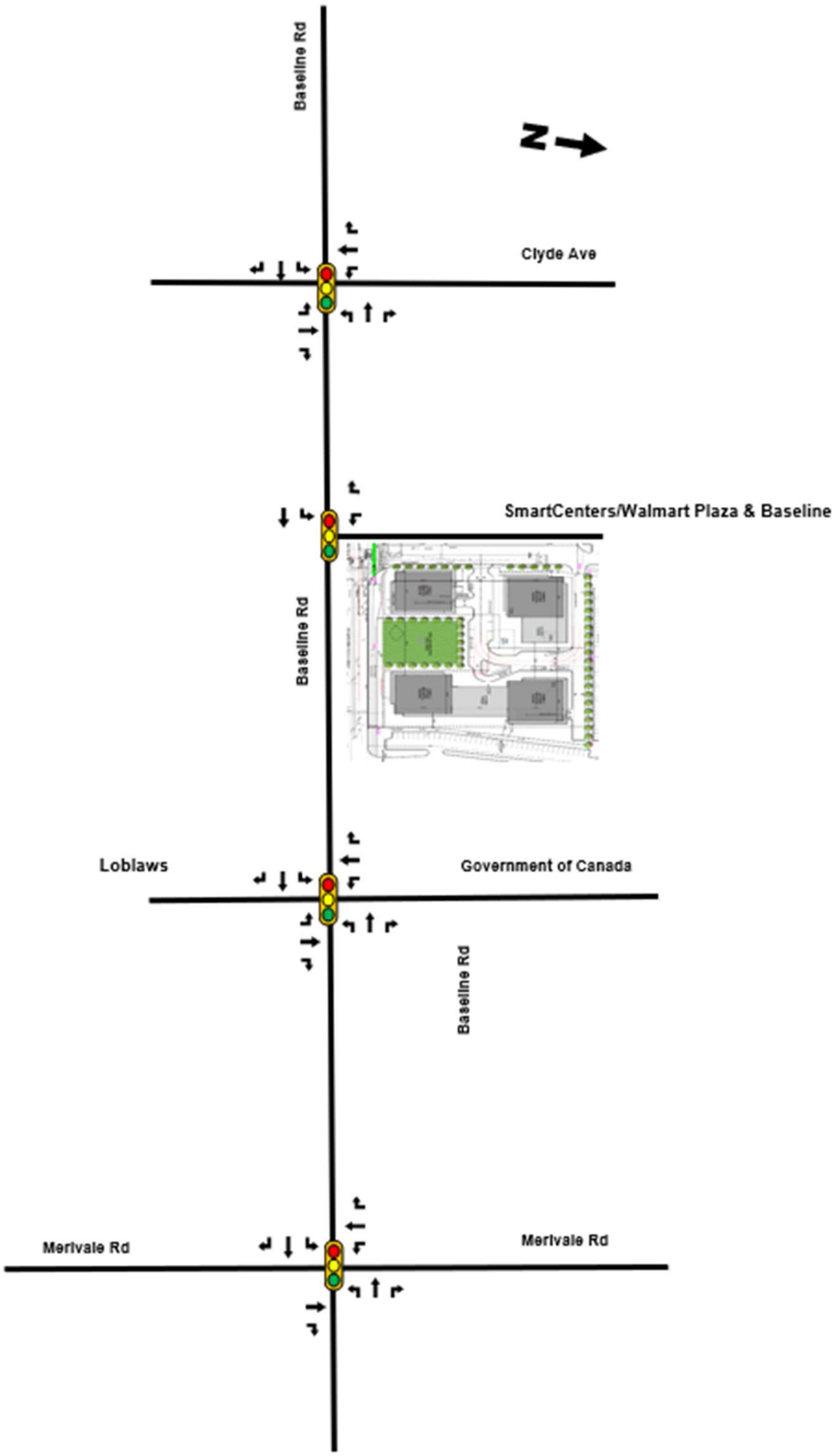


Figure 4. Existing Lane Configuration and Traffic Control

2.1.2.2 Walking and Cycling

The active transportation network surrounding 1345 Baseline Road offers well-developed infrastructure that supports pedestrian activity and encourages safe, sustainable travel choices. Existing facilities provide strong connectivity between the site and the surrounding neighbourhoods.

Walking Network

The pedestrian network in the study area features continuous sidewalks along major collector and arterial roads, providing safe and accessible walking connections to nearby destinations, services, and transit options. The system is well-coordinated and supports multimodal travel in alignment with the City's goals for urban intensification. Key pedestrian infrastructure elements are outlined below:

- SmartCentres/ Walmart Driveway: Equipped with a sidewalk on the west side only. The existing sidewalk provides a continuous pedestrian connection from the SmartCentres/Walmart Plaza to Baseline Road, where pedestrians can access surrounding businesses and nearby transit stops. The proposed development does not include a sidewalk within the driveway; however, pedestrians from the site will have direct access to the sidewalk network along Baseline Road.

- Baseline Road: This multi-lane arterial roadway features sidewalks on both sides, supporting east-west pedestrian activity. It provides access to surrounding businesses and transit access points. Crosswalks and signalized pedestrian crossings are available at the intersections with Clyde Avenue, Merivale Road, Loblaws Plaza (Government of Canada Driveway), and SmartCentres/ Walmart Driveway.

Cycling Network

Although the study area currently includes limited and discontinuous cycling infrastructure, Baseline Road is identified as part of the Crosstown Bikeway Network in the City of Ottawa’s Transportation Master Plan (TMP). Future implementation of this facility will significantly enhance cycling connectivity throughout the corridor. These planned upgrades will improve safe and convenient cycling access to the proposed development as well as to nearby destinations. Section 2.1.3 outlines these planned improvements, and **Figure 5** presents the existing pedestrian and cycling facilities in the vicinity of the subject site.

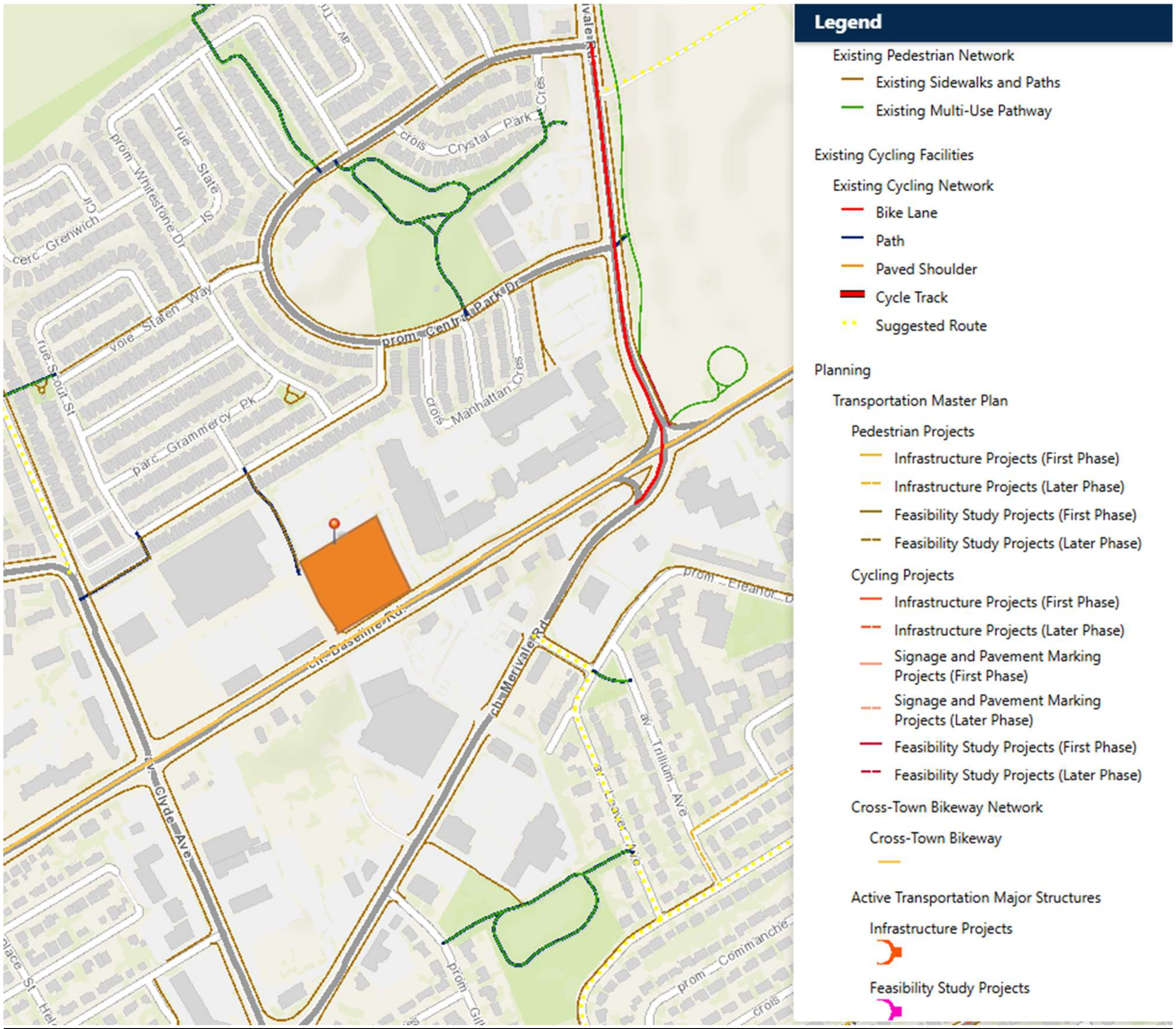


Figure 5. Existing Pedestrian and Cycling Network

2.1.2.3 Transit

The study area is currently served by OC Transpo Routes 53, 80, 81, and 88, which provide important transit connections for residents, commuters, and visitors. These routes enhance accessibility to major destinations throughout the city, linking the area to nearby neighbourhoods, key commercial districts, and institutional centres. **Figure 6** illustrates the transit routes and stops. **Figure** 7 is also provided to demonstrate that Baseline Road is classified as a Transitway.

- **Route 53** is a local route traveling between Tunney's Pasture and Baseline Road. The stop is located at the intersection of Baseline Road and Clyde Avenue, approximately 400 meters walking distance west of the proposed site development.

- **Route 80** is a frequent route traveling between Tunney's Pasture and Barrhaven Centre. This route travels along Merivale Road, and the stops are located on Merivale Road approximately 400 metres walking distance from the proposed development. Given its connections to major destinations across the city, it is anticipated that pedestrians from the site may choose to use this route.

- **Route 81** is a local route traveling between Bayshore Station and Tunney's Pasture, serving on Baseline Road, southwest of the site. This route provides convenient access to local residential areas and shopping destinations. The stop towards the Tunney's Pasture is located at the intersection of the SmartCentres/ Walmart Plaza and Baseline Road, and the stop towards Bayshore is located 120 meters east of the site.
- **Route 88** is a frequent route traveling between Hurdman Station and Bayshore, serving on Baseline Road, southwest of the site. This route provides convenient access to local residential areas, institutions, and shopping destinations. The stop towards the Hurdman is located at the intersection of the SmartCentres/ Walmart Plaza and Baseline Road, and the stop towards Bayshore is located 120 meters east of the site.

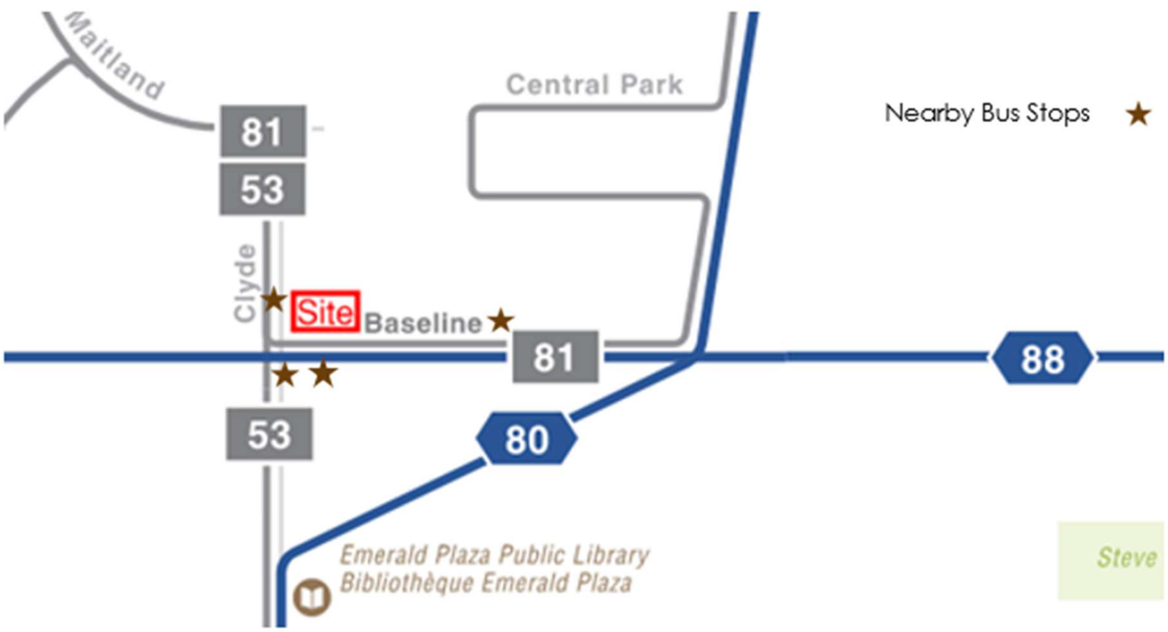


Figure 6. Study Area Transit Routes and Stops

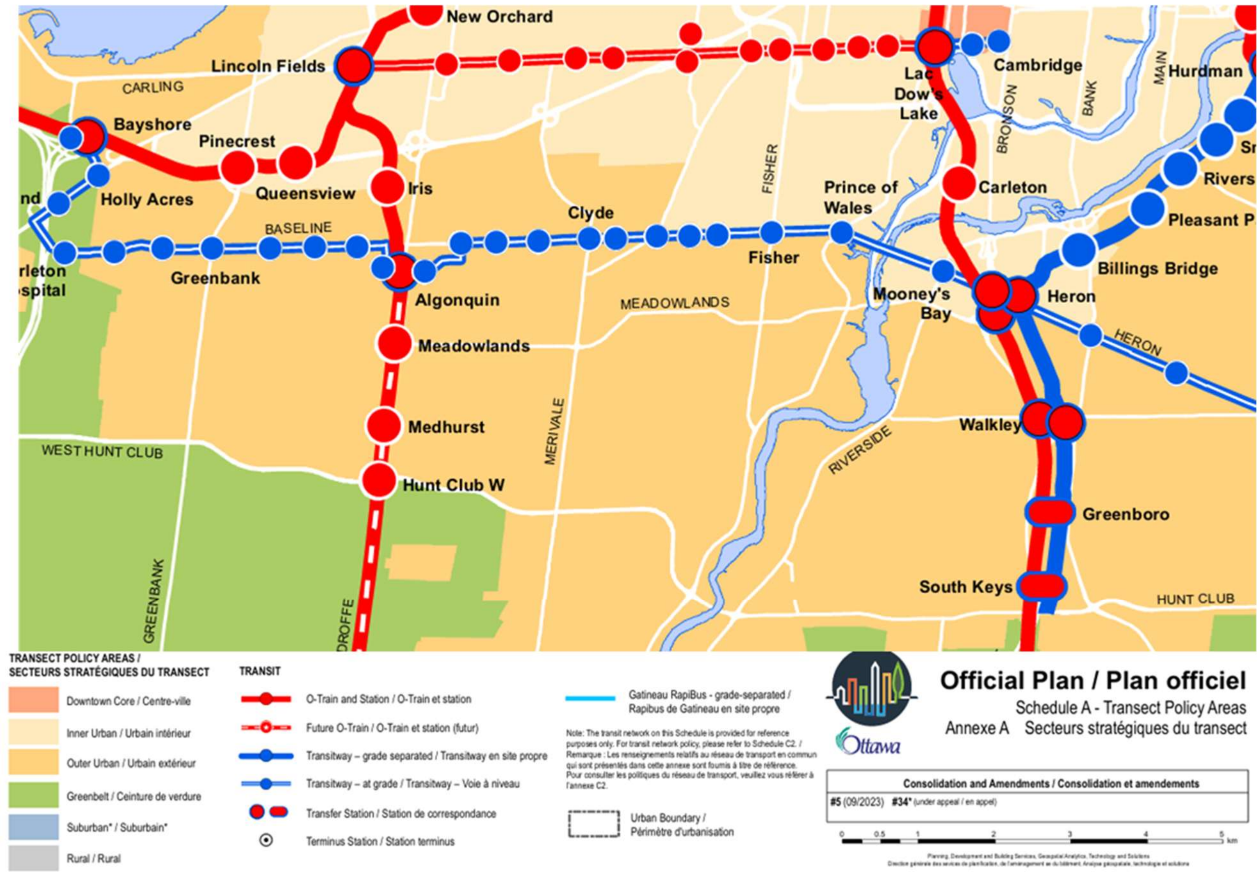


Figure 7. City of Ottawa Official Plan Schedule A

2.1.2.4 Traffic Management Measures

There are currently no traffic management measures in the vicinity of the subject development.

2.1.2.5 Traffic Volumes

Turning movement count (TMC) data was obtained from the City of Ottawa for key intersections within the study area. The most recent counts were collected on the following dates:

- Baseline Road and Clyde Avenue: August 21st, 2019
- Baseline Road and SmartCentres / Walmart Plaza and: October 24th, 2024
- Baseline Road and Loblaws Plaza: October 26th, 2016:
- Baseline Road and Merivale Road: February 9th, 2016

Some traffic movement counts used in the analysis are from 2016 because no newer traffic study was available. After comparing the 2016 counts with the more recent but COVID-affected counts, it was determined that the pandemic-era data were not representative of typical conditions. Therefore, we were required to rely on the 2016 data, as it was the only reliable and complete dataset available.

For analysis consistency, traffic volumes were projected to a 2026 existing condition using the following adjustments:

- A 0.5% per year growth rate was applied to all available traffic counts to account for background traffic growth
- The 2024, 2019, and 2016 counts were projected forward two, seven, and ten years, respectively, to align with a 2026 base year.
- Traffic volumes between intersections were balanced to align with current travel patterns.
- Heavy vehicle (HV) percentages were incorporated into the analysis to reflect the influence of commercial and service vehicle traffic within the study area.

This comprehensive traffic volume assessment ensures accurate representation of existing (2026) conditions to inform the planning, design, and impact evaluation associated with the proposed development.

The turning movement counts were in the operational analysis at key study intersections, including the proposed site access along SmartCentres/Walmart Plaza Driveway. Detailed traffic count data and associated signal timing plans are included in **Appendix A**.

The 2026 existing traffic volumes can be seen in **Figure 8** for the AM and PM peak hours.

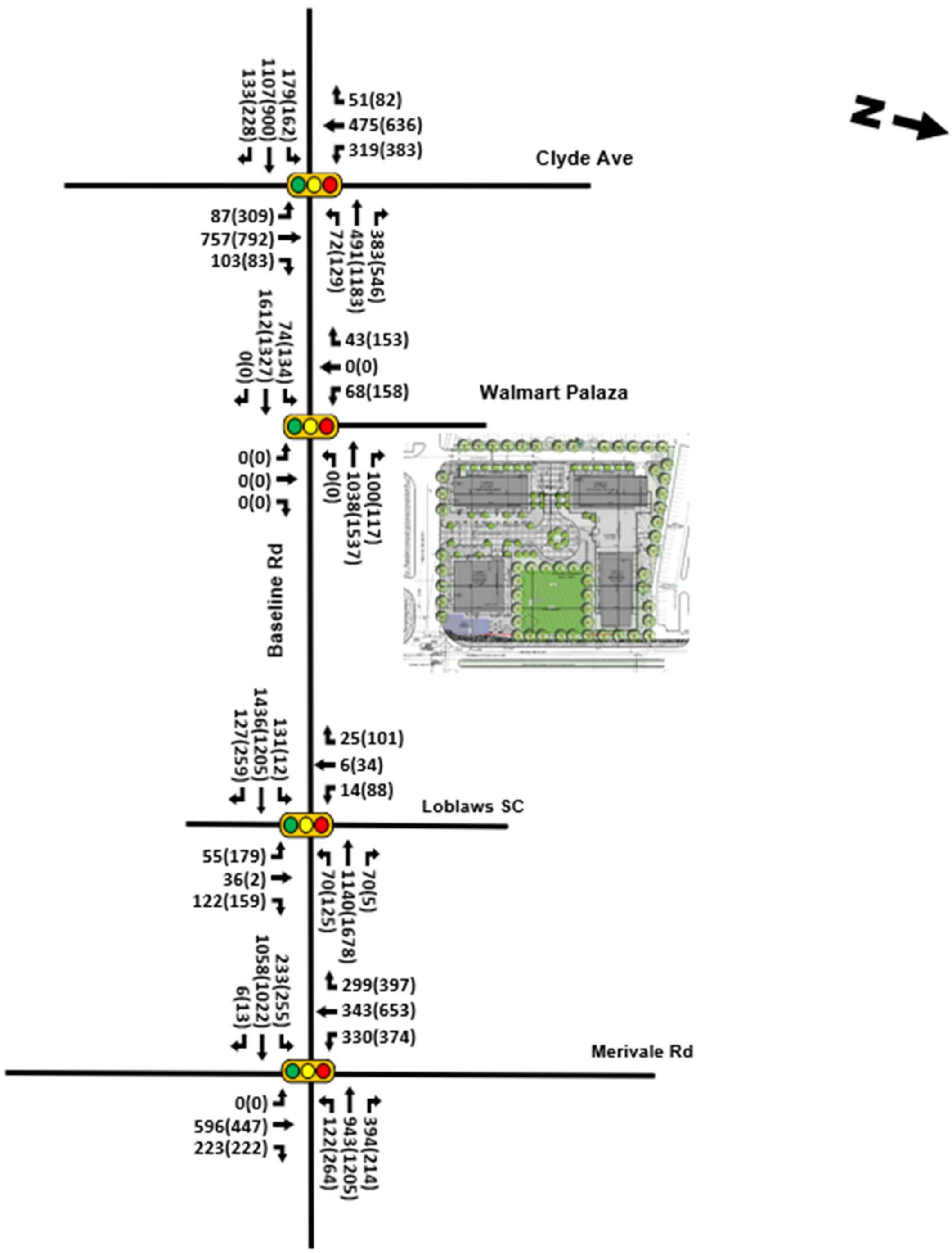


Figure 8. 2026 Existing Traffic Volume figure

2.1.2.6 Collision History

Collision data for the study area was reviewed for key intersections, focusing on the period between 2019 and 2024 (excluding 2023). A total of 263 collisions were reported across the four main intersections during this time. The majority of these incidents, 215 (83%) resulted in property damage only, 43 (16.35%) involved non-fatal injuries, and 1(less than 1%) fatal injury was recorded.

Baseline Road at Clyde Avenue accounted for the highest number of collisions, with 126 reported incidents (47.9% of the 263 total). Of these, 106 were property-damage-only, 20 resulted in non-fatal injuries, and no fatal injuries occurred. Rear-end collisions (69 incidents) were the most common initial impact type at this location.

Baseline Road at Merivale Road accounted for 111 reported incidents (42.21% of the 263 total). Of these, 99 were property-damage-only, 11 resulted in non-fatal injuries, and 1 involved a fatal injury. Rear-end collisions (63 incidents) were the most common initial impact type at this location.

Baseline Road at Loblaws/Government of Canada Driveway had 10 reported incidents (3.80% of the total). Of these, 7 were property-damage-only, 3 resulted in non-fatal injuries, and no fatal injuries occurred. Turning-movement collisions (5 incidents) were the most common initial impact type at this location.

Baseline Road at Smart Centres / Walmart Plaza recorded 16 reported incidents (6.08% of the total). Of these, 7 were property-damage-only, 9 resulted in non-fatal injuries, and no fatal injuries occurred. Angle/turning and rear-end collisions were the most common initial impact types at this location, with 6 and 4 incidents, respectively.

A summary of the detailed historical collision records, including collision types, environmental conditions, and collision counterparts, is provided in **Appendix B**. **Table 1** below summarizes the collision statistics for each intersection in the study area.

Table 1- Collision Statistics

		Baseline Rd at Clyde Ave	Baseline Rd at Merivale Rd	Baseline Rd at Loblaws/Government of Canada Driveway	Baseline Rd at Smart Centres / Walmart Plaza
Classification	Property Damage Only	106	99	7	7
	Non-Fatal Injury	20	11	3	9
	Fatal Injury	-	1	-	-
Collision Type	Sideswipe	20	21	-	2
	Angle / Turning	27	23	6	6
	Rear End	69	63	4	4
	Single Motor Vehicle	5	3	-	4
	Other	5	1	-	-
Environmental Condition	Clear	100	89	7	15
	Rain	9	8	1	-
	Snow	13	12	2	1
	Freezing Rain	2	1	-	-
	Other	1	1	-	-
Collision Counterpart	Other Motor Vehicle	126	111	10	16
	Motorcycles	1	2	-	-
	Cyclist	3	2	-	-
	Pedestrian	6	5	-	-

2.1.3 Planned Conditions

2.1.3.1 Road Network Modifications

The City of Ottawa's Part 2 – Capital Infrastructure Plan of the new TMP was released in 2025, and it forms the basis for this section of the TIA.

The City of Ottawa's 2013 Transportation Master Plan (TMP) established a long-term vision for transportation infrastructure to support growth through 2031. As part of this planning framework, future road and transit networks were identified to accommodate projected travel demand and promote sustainable mobility. The Baseline Transitway emerged as one of the key rapid transit projects within the network.

Ottawa is expected to experience significant population growth, with forecasts projecting an increase of more than 400,000 new residents by 2046. Within this broader growth pattern, the Baseline Road corridor alone is estimated to accommodate approximately 24,000 new residents. The increasing density and land-use intensification along Baseline Road reinforce the need for new, higher-capacity transit infrastructure to support mobility, reduce congestion, and enhance connectivity across the city.

Baseline Road is a major east–west spine that:

- Connects major employment and institutional destinations such as Algonquin College and Confederation Heights
- Serves as a key link in Ottawa's overall rapid transit network
- Supports transit-oriented development and modal shift initiatives

As part of the TMP's evaluation of Bus Rapid Transit (BRT) projects, the Baseline Transitway received the highest overall score. Factors contributing to this ranking include:

- Strong projected ridership growth
- Ability to relieve east–west congestion
- High connectivity to existing and future transit services
- Alignment with long-term development and mobility goals

The Baseline Transitway is designed to provide a modern, high-performance rapid transit corridor, including:

Dedicated Median Transit Lanes

- Fully segregated median bus-only lanes from Bayshore Station to Heron Station
- Provides fast, reliable, congestion-free transit service

Active Transportation Improvements

- New pedestrian facilities
- Raised cycle tracks on both sides of the corridor

Road Network Functionality

- Maintains four general-purpose traffic lanes
- Preserves arterial road capacity while adding dedicated transit infrastructure

Construction of the Baseline Transitway is planned in phases, beginning with the highest-priority segment. Detailed design is complete, and the project is currently awaiting funding to proceed to construction.

Figure 9 illustrates the baseline Road Transitway.

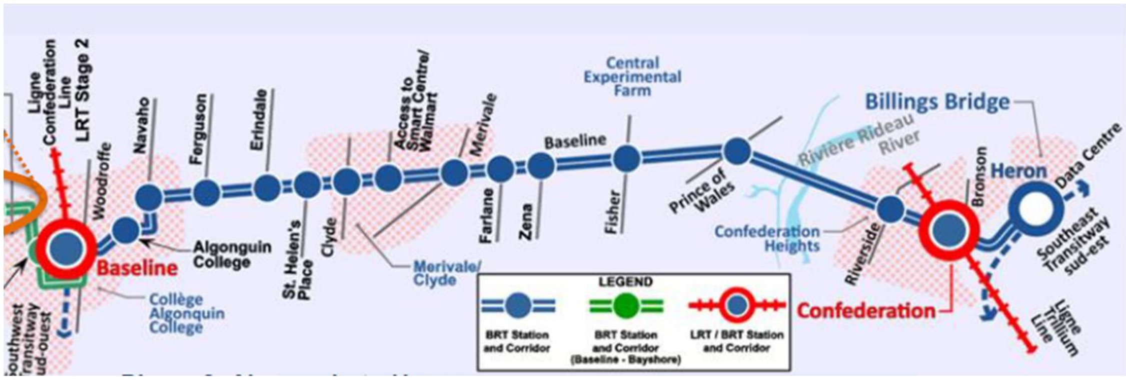


Figure 9. Baseline Road Transitway

2.1.3.2 Future Background Developments

300 CENTRAL PARK

Within the surrounding area, there is a development application that has remained pending since 2013. The proposal includes the construction of a new north–south private roadway through the site, framed by seven new buildings to create a “main street” design concept. The buildings are planned to feature a two-storey retail podium with either a residential condominium bar building or a residential condominium tower above. One of the bar buildings is proposed for office use. The total number of new residential units is anticipated to be approximately 752.

Given the length of time the application has been pending, the expected impact of this development on the local road network is currently considered minimal. However, should the application advance in the future, further review may be required to reassess potential transportation impacts. **Figure 10** illustrates the location of the 300 Central Park Drive development relative to the study area.

Figure 10. Other Area Developments

2.2 Study Area and Time Periods

2.2.1 Study Area

The study area for the Transportation Impact Assessment includes the following intersections:

1. Site access intersection (SmartCentres/Walmart Plaza), as shown in **Figure 1**.
2. Baseline Road at Clyde Avenue
3. Baseline Road at Loblaws Plaza (1314 Baseline Road)/ Government of Canada (1339-1341 Baseline Road)
4. Baseline Road at Merivale Road

2.2.2 Time Periods

The scope of the transportation assessment includes the following analysis time periods:

- Weekday AM peak hour (7:00 - 8:00 AM) of the roadway; and
- Weekday PM peak hour (4:00 – 5:00 PM) of the roadway.

2.2.3 Horizon Years

The scope of the transportation assessment includes the following horizon years:

- 2026 existing conditions;
- 2029 future background conditions (anticipated site build-out year) for Phase 1;
- 2029 total future conditions (background plus site-generated traffic) for Phase 1;
- 2031 future background conditions (anticipated site build-out year) for Phase 3;
- 2031 total future conditions (background plus site-generated traffic) for Phase 3;
- 2034 future background conditions (anticipated site build-out year).
- 2034 total future conditions (background plus site-generated traffic).
- 2039 total future conditions (5 years beyond build-out).

The selected horizon years reflect a phased development approach and are consistent with City of Ottawa requirements to assess both interim and ultimate build-out conditions, including a post-build-out sensitivity scenario.

2.3 Development-Generated Travel Demand

2.3.1 Trip Generation

The trip generation and mode share assessment examines how many trips the proposed residential development at 1345 Baseline Road is expected to create, as well as how these trips are distributed among different transportation modes. This evaluation is essential for determining the travel demand associated with the project and confirming that the surrounding transportation system can effectively support the anticipated traffic.

The analysis is based on the TRANS Trip Generation Manual (2020), which provides Ottawa-specific methodologies for estimating trips for residential land uses. The development includes **1251 high-rise residential units**, categorized under Land Use Code 222 - Multi-Unit (High-Rise).

Key steps in the trip generation analysis include:

1. Calculating person-trips for the residential component during the AM and PM peak periods and peak hours.
2. Applying a commercial vehicle adjustment factor of 1.03 to account for additional vehicle activity.

3. Converting person-trips to vehicle trips based on mode share assumptions for operational analysis purposes.
4. Applying mode share distributions to determine the breakdown of trips across driving, transit, cycling, walking, and other modes.
5. Disaggregating trips into inbound and outbound flows based on directional splits for peak periods and hours.

This section provides a detailed overview of the trips generated by the proposed development and their allocation by mode, highlighting the anticipated impacts on the surrounding transportation network. The analysis also considers the development's alignment with sustainable transportation goals, emphasizing active and public transit options. **Table 2** outlines the trip generation rates used for the peak hour in this analysis.

Table 2 - Trip Generation Rates

Land Use	Land Use Code (ITE)	AM Peak Hour	PM Peak Hour
Residential - Person-Trip Rates for High-Rise (X = Number of units) (TRANS Trip Generation Manual 2020)	222 - Multi-Unit (High-Rise)	T = 0.80(X)	T = 0.90(X)

Note: T = Average Person Trip Ends

The development has **1251 residential units**. The resulting person-trip generation for the development, including the commercial vehicle adjustment factor of 1.03, is summarized in **Table 3.**

Table 3 - Total Trips Generated by the Development

Land Use	AM Peak Hour	PM Peak Hour	AM Peak Period	PM Peak Period
Residential Person Trips	1001	1126	2002	1621

Recommended Residential Mode Shares

Based on Residential Mode Share for High-Rise Multifamily Housing (Merivale District), the mode share percentages were applied to the residential person-trips for both peak periods and peak hours. The results are presented in **Table 4**.

Table 4 - Residential Mode Share for Peak Hour

Mode	AM Peak (%)	AM Peak Hour Trips	PM Peak (%)	PM Peak Hour Trips
Auto Driver	41%	410	41%	462
Auto Passenger	6%	60	11%	124
Transit	42%	420	33%	372
Cycling	2%	20	2%	23
Walking	8%	80	13%	146

Residential Trip Directional Splits

Directional splits for residential trips were calculated based on Recommended Vehicle Trip Directional Splits (Peak Period and Peak Hour) from the TRANS Trip Generation Manual (2020) for Multi-Unit (High-Rise) land uses. These distributions were applied to determine inbound and outbound person-trips during peak periods and hours. The results are shown in **Table 5**.

Table 5 - Residential Trips – Directional Splits for Peak Hour

Mode	AM Peak Hour Inbound Trips	AM Peak Hour Outbound Trips	PM Peak Hour Inbound Trips	PM Peak Hour Outbound Trips
Auto Driver	127	283	268	194
Auto Passenger	19	41	72	52
Transit	130	290	216	156
Cycling	6	14	13	10
Walking	25	55	85	61

This detailed trip generation analysis forms the basis for evaluating the transportation impacts of the development and guides subsequent steps in the Transportation Impact Assessment.

2.3.2 Trip Distribution and Assignment

The distribution of traffic to and from the proposed development at 1345 Baseline Road was determined through examination of the TRANS Committee's 2011 Origin-Destination (O-D) Survey for the Merivale District. This survey provided insight into prevailing travel patterns within the broader Ottawa area, including the directional distribution of trips originating from and destined to the study area. **Table 6** provides a summary of the estimated distribution for the traffic generated by the proposed development, reflecting logical travel routes, the site's proximity to major transportation infrastructure, and accessibility to local residential and commercial areas.

Site-generated trips were assigned to the surrounding study area road network based on the trip distribution assumptions outlined in **Table 6**. Traffic was proportionally allocated to key corridors, including Baseline Road, Clyde Avenue, and Merivale Road.

Table 6 - Traffic Distribution Assumptions

Cardinal Direction		Via (to/from)					
		Baseline Rd	Baseline Rd	Clyde Ave	Clyde Ave	Merivale Rd	Merivale Rd
		East	West	North	South	North	South
North	10%			8%		2%	-
South	10%	4%			4%	-	2%
West	16%		1%	15%		-	
East	30%	4%		25%		1%	
Internal (Merivale)	34%	8%	6%	3%	10%	5%	2%
Total	100%	16%	7%	51%	14%	8%	4%

The distribution indicates that the majority of site-generated traffic is expected to utilize Baseline Road and Clyde Avenue, consistent with their functional classification and connectivity within the surrounding transportation network.

Figure 11 illustrates the site traffic assignment based on the assumed trip distribution. Red values represent outbound trips, while black values represent inbound trips during the peak hours.

Based on this distribution, projected site-generated traffic volumes were assigned to the study area network for both AM and PM peak hours, as shown in **Figure 12.**

Figure 13 presents the total future traffic volumes, including:

- Existing background traffic (grown to 2026 conditions); and
- Site-generated traffic associated with the proposed development.

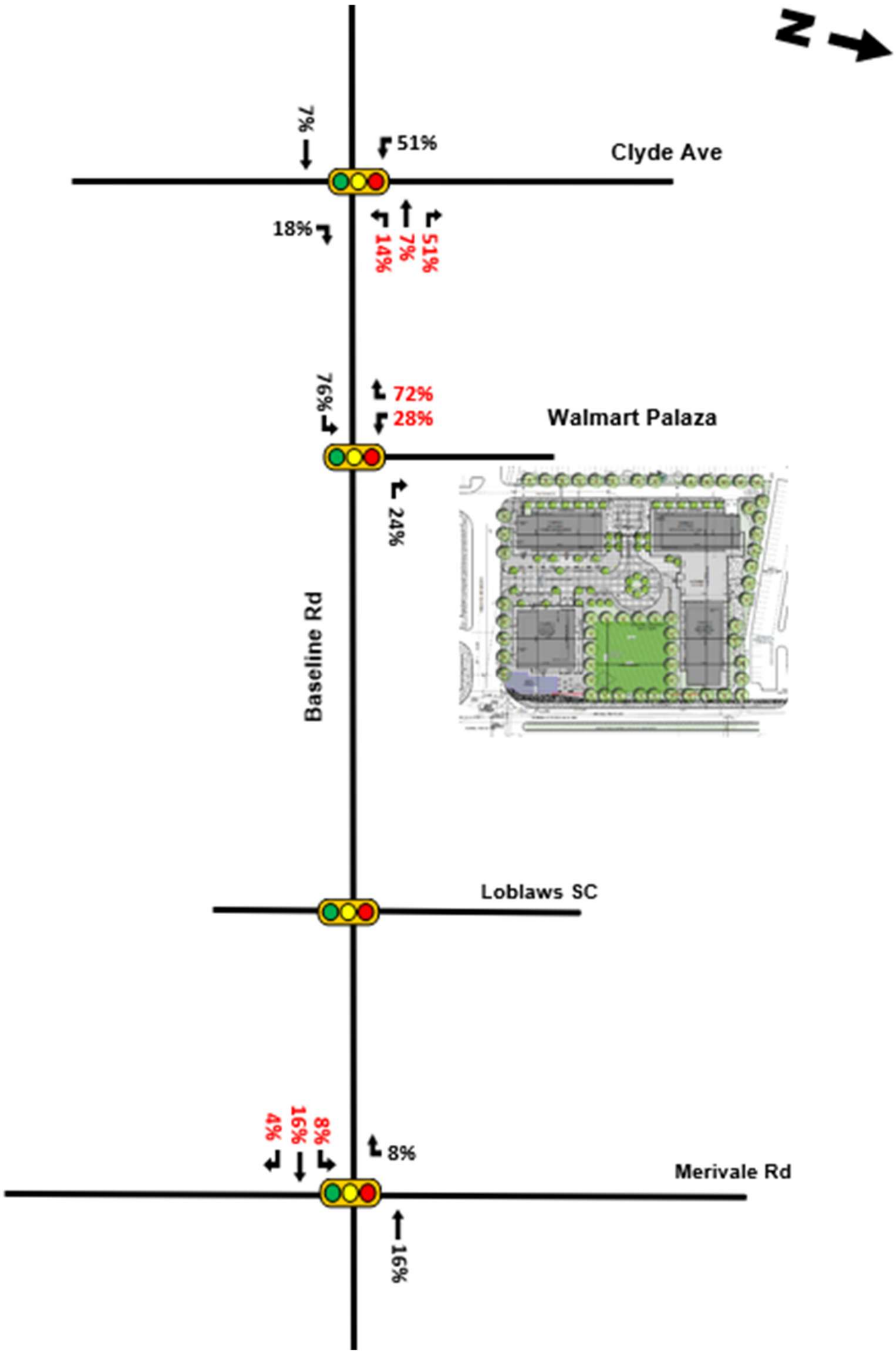


Figure 11. Site Traffic Assignment

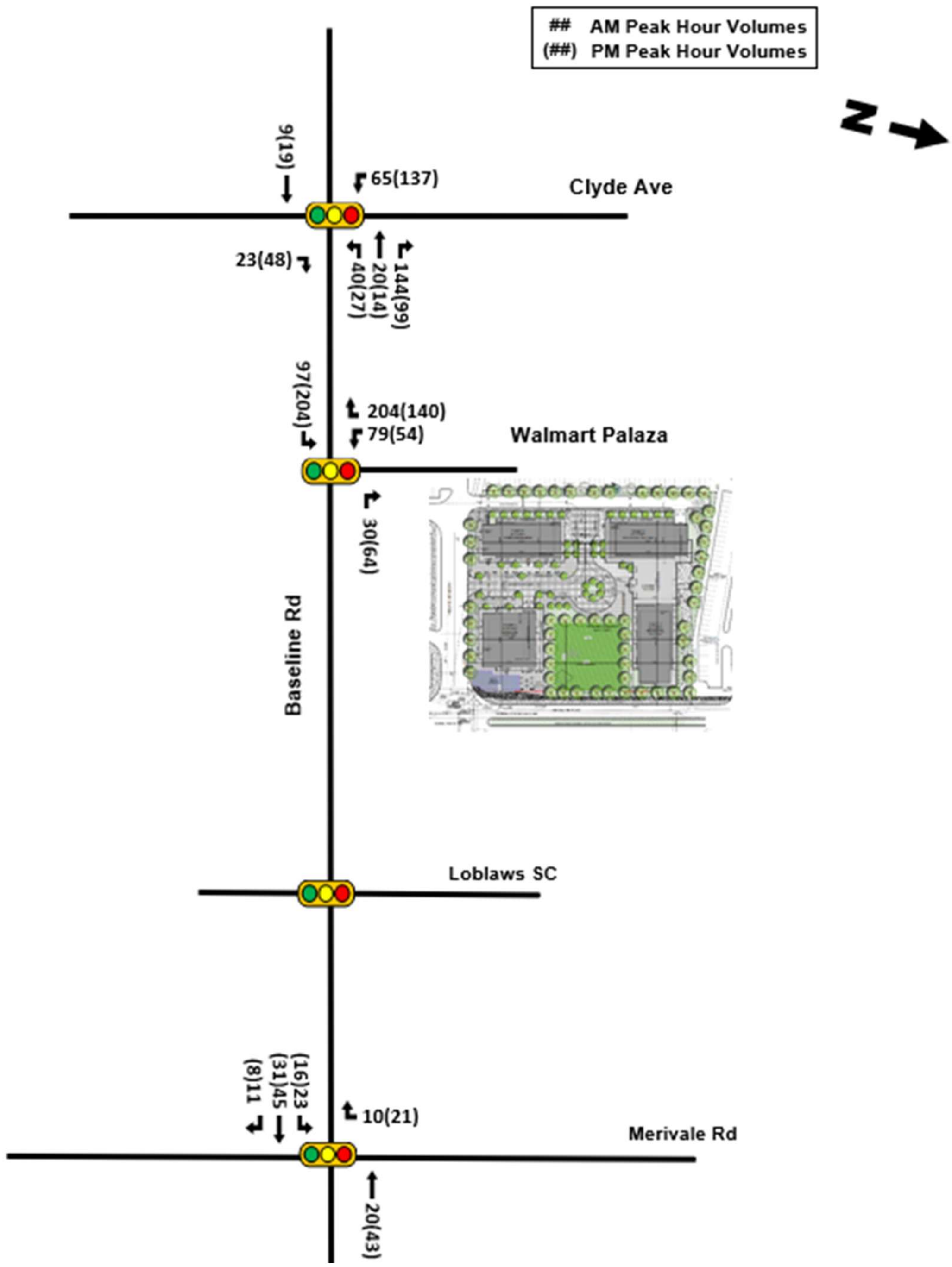


Figure 12.Projected Site-Generated Traffic

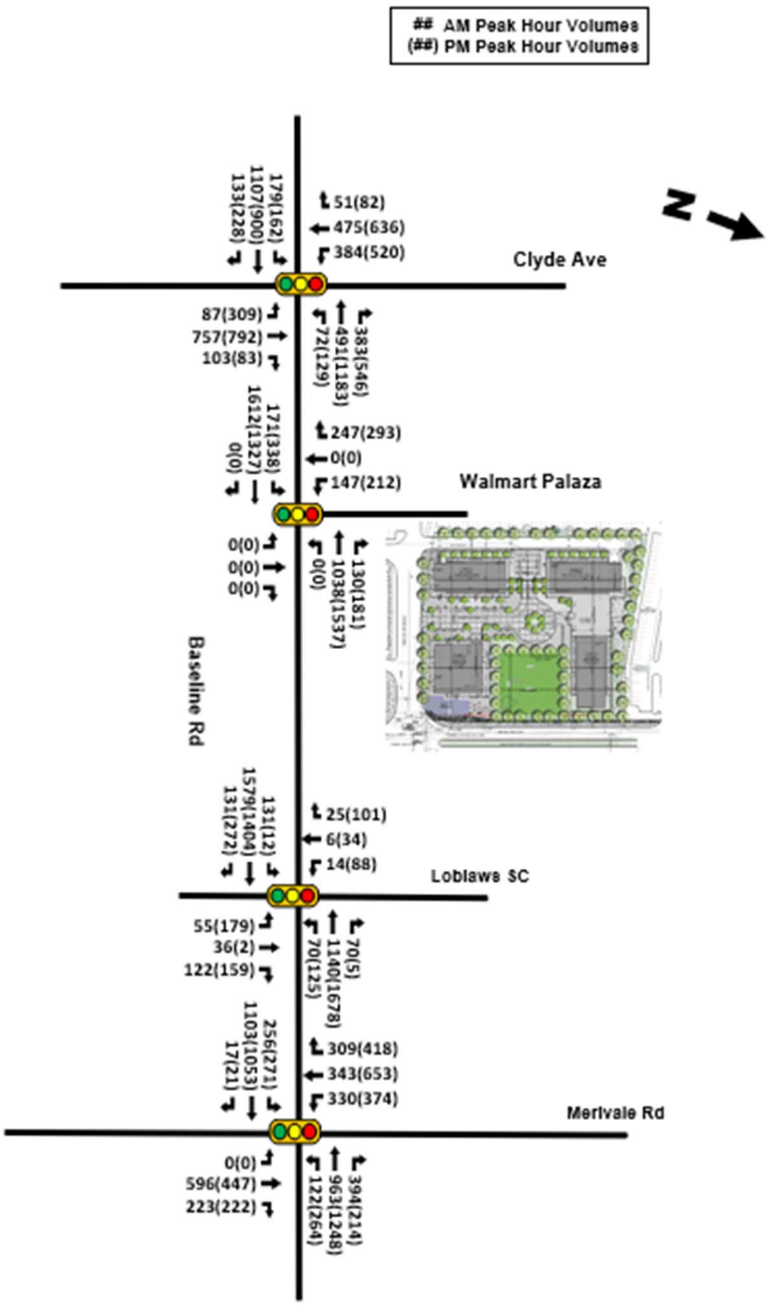


Figure 13.Total Traffic with Projected New Site-Generated Traffic & Other Planned Developments Generated Traffic

This assignment forms the basis for evaluating future background and total traffic operational conditions, including intersection capacity (v/c ratios), delay, level of service (LOS), and queue performance within the study area.

2.4 Exemption Review

Table 8 summarizes the Exemptions Review table from the City of Ottawa's 2017 Transportation Impact Assessment Guidelines with revisions effective June 2023.

Table 7- Exemptions Review

Module	Element	Exemption Considerations	Status
Design Review Component			
4.1 Development Design	4.1.2 Circulation and Access	Only required for site plans	Not Exempt
	4.1.3 New Street Networks	Only required for plans of subdivision	Exempt
4.2 Parking	4.2.1 Parking Supply	Only required for site plans	Not Exempt
	4.2.2 Spillover Parking	Eliminated in 2023 TIA Update	N/A
Network Impact Component			
4.5 Transportation Demand Management	All Elements	Not required for site plans expected to have fewer than 60 employees and/or students on location at any given time	Exempt
4.6 Neighbourhood Traffic Calming	All Elements	Required if the development meets all of the following criteria along the route(s) site generated traffic is expected to utilize between an arterial road and the site's access: 1) Access to Collector or Local 2) "Significant sensitive land use presence" 3) Zoning or Subdivision application 4) At least 75 site-generated auto trips 5) Site Trip Infiltration is expected	Not Exempt
4.7 Transit	4.7.1 Transit Route Capacity	>75 site transit trips	Not Exempt
	4.7.2 Transit Priority Requirements	>75 site auto trips	Not Exempt
4.8 Network Concept	All Elements	Only required when proposed development generates more than 200 person-trips during the peak hour in excess of the equivalent volume permitted by established zoning	Not Exempt
4.9 Intersection Design	4.9.1 Intersection Controls (including site accesses)	>75 site auto trips	Not Exempt
	4.9.2 Intersection Design	>75 site auto trips	Not Exempt

Appendix A Traffic Counts

A.1 Baseline Road and Clyde Avenue

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ CLYDE AVE

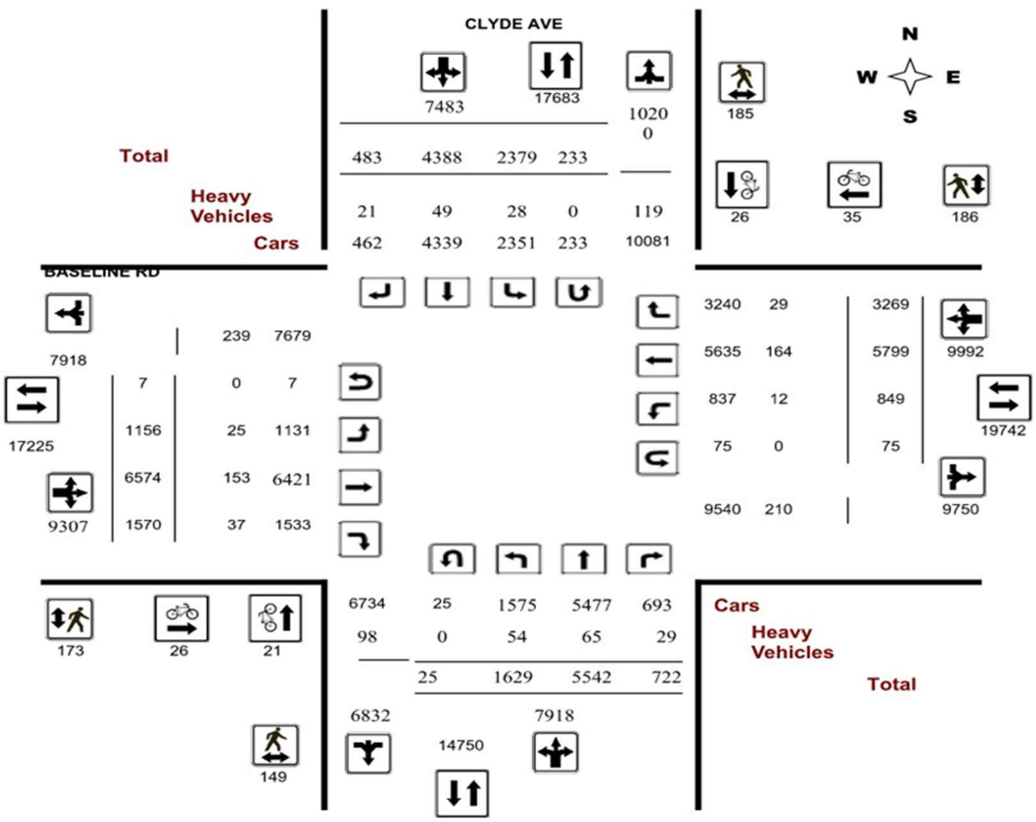
Survey Date: Wednesday, August 21, 2019

Start Time: 07:00

WO No: 38720

Device: Miovision

Full Study Diagram



March 27, 2026 Page 1 of 11

Transportation Services - Traffic Services

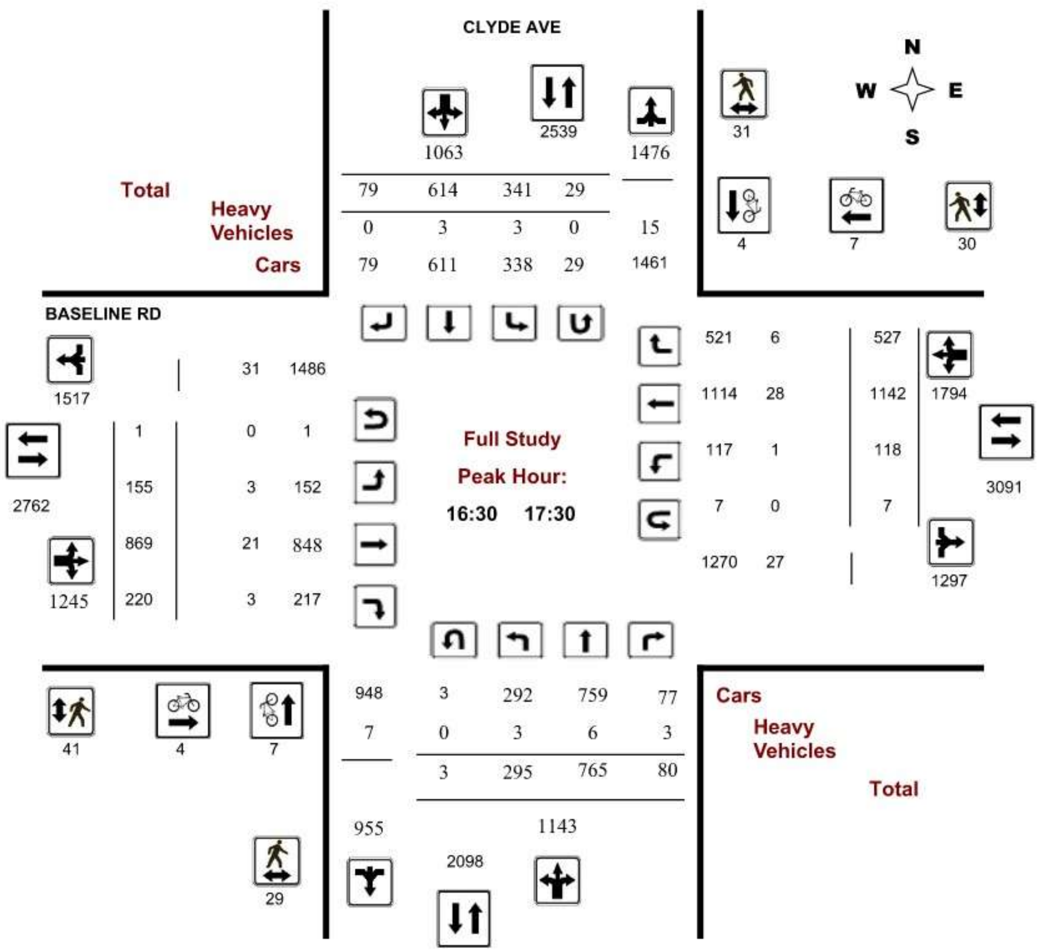
Turning Movement Count - Study Results

BASELINE RD @ CLYDE AVE

Survey Date: Wednesday, August 21, 2019 **WO No:** 38720

Start Time: 07:00 **Device:** Miovision

Full Study Peak Hour Diagram



Transportation Services - Traffic Services

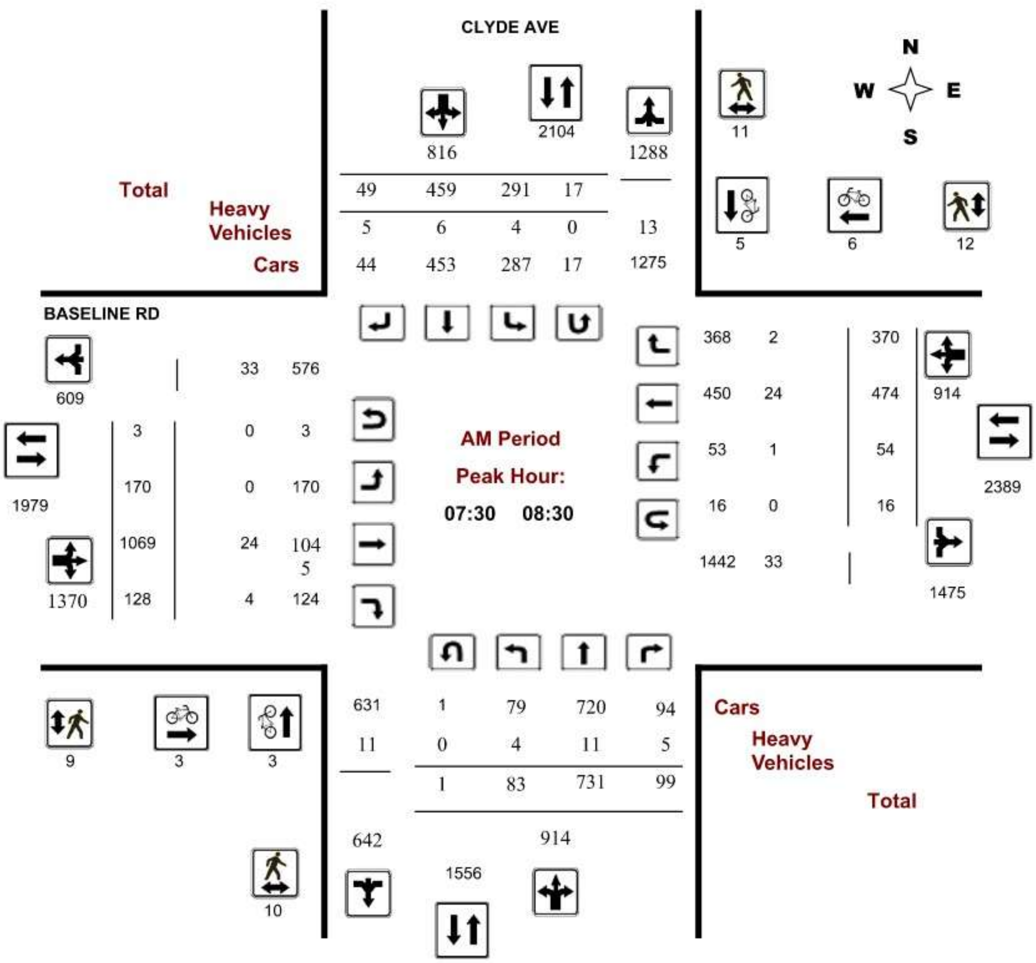
Turning Movement Count - Study Results

BASELINE RD @ CLYDE AVE

Survey Date: Wednesday, August 21, 2019 **WO No:** 38720

Start Time: 07:00 **Device:** Miovision

AM Period Peak Hour Diagram



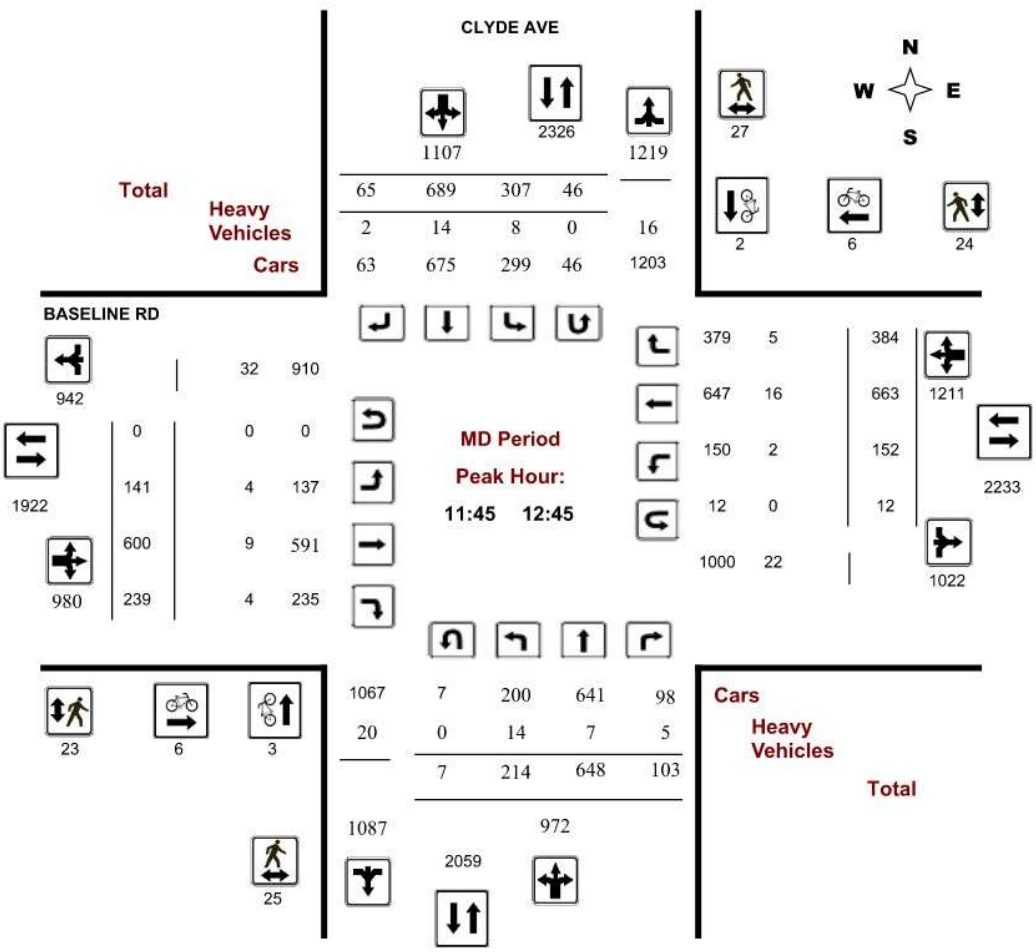
Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ CLYDE AVE

Survey Date: Wednesday, August 21, 2019 **WO No:** 38720
Start Time: 07:00 **Device:** Miovision

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

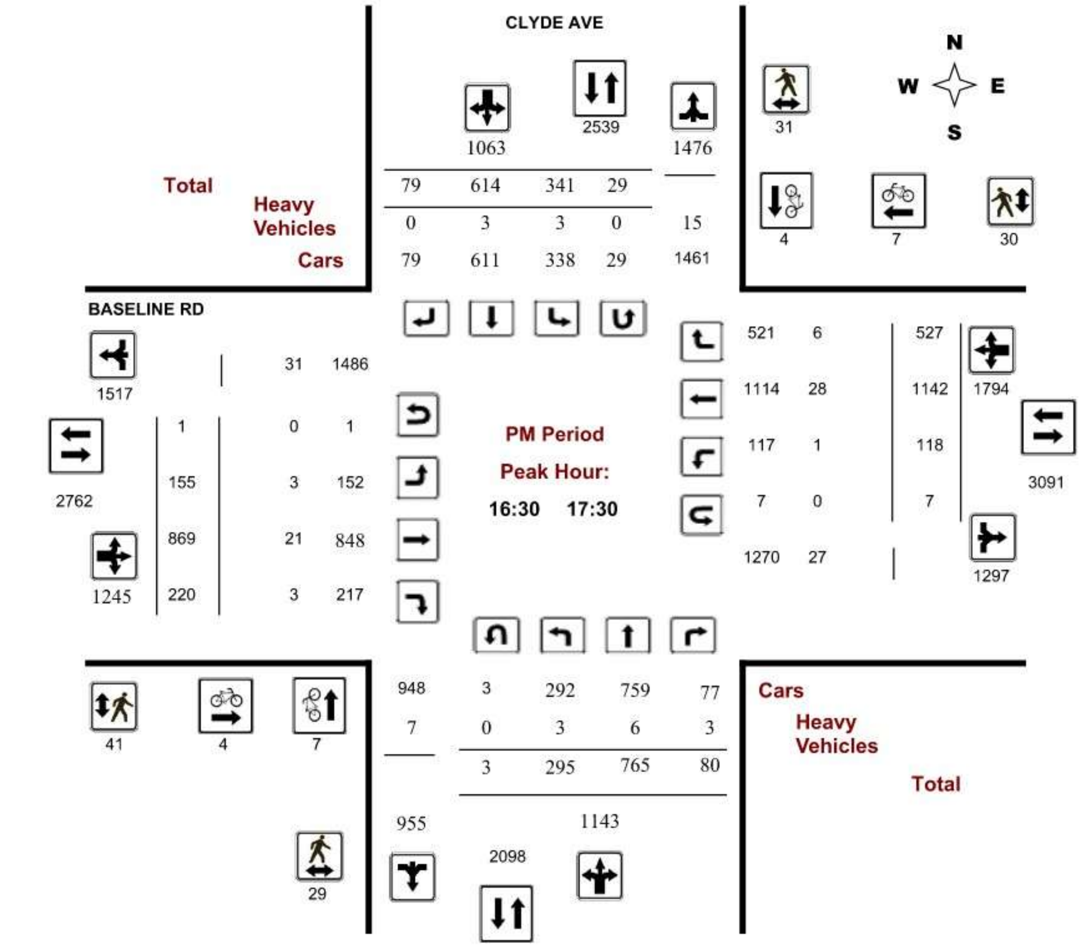
Turning Movement Count - Study Results

BASELINE RD @ CLYDE AVE

Survey Date: Wednesday, August 21, 2019 **WO No:** 38720

Start Time: 07:00 **Device:** Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ CLYDE AVE

Survey Date: Wednesday, August 21, 2019 **WO No:** 38720

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Wednesday, August 21, 2019

Total Observed U-Turns

Northbound: 25 Southbound: 233

Eastbound: 7 Westbound: 75

AADT Factor

.90

	CLYDE AVE									BASELINE RD											
	Northbound				Southbound					Eastbound				Westbound							
Period	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total
07:00 08:00	63	626	80	**769**	248	447	19	**714**	**1483**	151	989	100	**1240**	43	420	349	**812**	**2052**	**3535**
08:00 09:00	107	711	105	**923**	296	499	56	**851**	**1774**	179	988	157	**1324**	69	423	305	**797**	**2121**	**3895**
09:00 10:00	140	634	80	**854**	260	538	48	**846**	**1700**	118	710	220	**1048**	72	445	317	**834**	**1882**	**3582**
11:30 12:30	204	653	111	**968**	303	666	66	**1035**	**2003**	123	624	223	**970**	141	644	396	**1181**	**2151**	**4154**
12:30 13:30	266	680	111	**1057**	340	622	68	**1030**	**2087**	141	557	242	**940**	142	584	319	**1045**	**1985**	**4072**
15:00 16:00	250	747	82	**1079**	262	500	71	**833**	**1912**	149	915	214	**1278**	131	982	549	**1662**	**2940**	**4852**
16:00 17:00	313	750	79	**1142**	325	558	77	**960**	**2102**	157	949	199	**1305**	113	1162	521	**1796**	**3101**	**5203**
17:00 18:00	286	741	74	**1101**	345	558	78	**981**	**2082**	138	842	215	**1195**	138	1139	513	**1790**	**2985**	**5067**
Sub Total	1629	5542	722	**7893**	2379	4388	483	**7250**	**15143**	1156	6574	1570	**9300**	849	5799	3269	**9917**	**19217**	**34360**
U Turns				**25**				**233**	**258**				**7**				**75**	**82**	**340**
Total	1629	5542	722	**7918**	2379	4388	483	**7483**	**15401**	1156	6574	1570	**9307**	849	5799	3269	**9992**	**19299**	**34700**
EQ 12Hr	2264	7703	1004	**11006**	3307	6099	671	**10401**	**21407**	1607	9138	2182	**12937**	1180	8061	4544	**13889**	**26826**	**48233**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	2038	6933	904	**9905**	2976	7191	792	**9361**	**19266**	1446	8224	1964	**11643**	1062	7255	4090	**12500**	**24143**	**43410**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**.90**					
AVG 24Hr	2670	9082	1184	**12976**	3899	9420	1038	**12263**	**25238**	1894	10773	2573	**15252**	1391	9504	5358	**16375**	**31627**	**56867**
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

BASELINE RD @ CLYDE AVE

Survey Date: Wednesday, August 21, 2019 **WO No:** 38720

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute Increments

		CLYDE AVE									BASELINE RD									
		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	11	93	12	116	57	92	3	156	272	23	195	20	239	8	74	59	142	381	653
07:15	07:30	13	142	24	179	54	122	1	179	358	42	257	26	325	10	100	77	189	514	872
07:30	07:45	25	197	22	244	70	135	5	215	459	37	239	27	303	16	127	103	248	551	1010
12:45	13:00	62	165	30	257	93	156	25	284	541	29	150	63	242	35	148	91	277	519	1060
13:00	13:15	59	184	31	275	80	136	8	233	508	37	133	67	237	44	133	65	244	481	989
16:00	16:15	91	170	19	280	80	122	22	231	511	40	244	37	321	36	287	130	455	776	1287
17:15	17:30	71	199	16	287	80	144	26	261	548	38	223	55	316	32	288	139	460	776	1324
17:45	18:00	73	184	15	273	83	122	18	232	505	31	201	58	290	32	274	127	433	723	1228
07:45	08:00	14	194	22	230	67	98	10	181	411	49	298	27	375	9	119	110	246	621	1032
08:00	08:15	24	149	21	195	86	114	16	217	412	40	247	36	323	17	150	94	266	589	1001
08:15	08:30	20	191	34	245	68	112	18	203	448	44	285	38	369	12	78	63	154	523	971
08:30	08:45	42	170	19	231	67	124	10	206	437	51	229	37	317	14	104	76	197	514	951
08:45	09:00	21	201	31	253	75	149	12	239	492	44	227	46	318	26	91	72	190	508	1000
09:00	09:15	37	183	27	248	80	140	10	239	487	31	193	60	284	15	89	74	181	465	952
09:15	09:30	30	168	24	224	51	112	14	185	409	27	205	54	286	18	100	58	180	466	875
09:30	09:45	27	148	18	193	58	134	9	205	398	24	169	56	249	16	103	93	216	465	863
09:45	10:00	46	135	11	192	71	152	15	247	439	36	143	50	229	23	153	92	271	500	939
11:30	11:45	55	181	28	264	75	153	19	254	518	27	172	46	245	21	124	91	238	483	1001
11:45	12:00	47	155	21	224	85	186	12	294	518	34	152	57	243	37	187	92	319	562	1080
12:00	12:15	51	171	34	258	65	155	19	250	508	35	161	58	254	46	149	109	307	561	1069
12:15	12:30	51	146	28	227	78	172	16	279	506	27	139	62	228	37	184	104	330	558	1064
12:30	12:45	65	176	20	263	79	176	18	284	547	45	148	62	255	32	143	79	255	510	1057
13:15	13:30	80	155	30	265	88	154	17	269	534	30	126	50	206	31	160	84	275	481	1015
15:00	15:15	66	191	25	284	61	133	16	216	500	43	203	45	291	30	221	133	386	677	1177
15:15	15:30	68	183	25	278	60	136	21	227	505	32	213	58	303	32	258	143	434	737	1242
15:30	15:45	54	183	20	259	66	126	14	212	471	36	287	65	389	36	250	124	411	800	1271
15:45	16:00	62	190	12	266	75	105	20	207	473	38	212	46	296	33	253	149	438	734	1207
16:15	16:30	71	179	20	270	79	129	18	236	506	36	245	43	324	31	301	138	473	797	1303
16:30	16:45	72	200	14	286	74	150	23	251	537	40	231	66	338	26	277	130	438	776	1313
16:45	17:00	79	201	26	307	92	157	14	268	575	41	229	53	323	20	297	123	441	764	1339
17:00	17:15	73	165	24	263	95	163	16	283	546	36	186	46	268	40	280	135	455	723	1269
17:30	17:45	69	193	19	282	87	129	18	240	522	33	232	56	321	34	297	112	443	764	1286
Total:		1629	5542	722	7918	2379	4388	483	7483	15401	1156	6574	1570	9307	849	5799	3269	9992	19299	34,700

Note: U-Turns are included in Totals, cyclist volume is not included in totals. For cycliste volumes reffer to Cyclist Volume report.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ CLYDE AVE

Survey Date: Wednesday, August 21, 2019 **WO No:** 38720

Start Time: 07:00 **Device:** Miovision

Full Study Cyclist Volume

Time Period		CLYDE AVE			BASELINE RD			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	2	2	2	1	3	5
07:15	07:30	2	0	2	0	1	1	3
07:30	07:45	0	1	1	1	2	3	4
12:45	13:00	1	2	3	2	1	3	6
13:00	13:15	1	3	4	0	3	3	7
16:00	16:15	2	0	2	1	1	2	4
17:15	17:30	1	1	2	1	3	4	6
17:45	18:00	1	1	2	0	2	2	4
07:45	08:00	0	0	0	2	1	3	3
08:00	08:15	0	3	3	0	0	0	3
08:15	08:30	3	1	4	0	3	3	7
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	1	1	2	2
09:15	09:30	0	1	1	0	0	0	1
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	2	2	4	4
11:45	12:00	1	2	3	2	2	4	7
12:00	12:15	1	0	1	1	1	2	3
12:15	12:30	1	0	1	1	1	2	3
12:30	12:45	0	0	0	2	2	4	4
13:15	13:30	0	3	3	0	2	2	5
15:00	15:15	0	1	1	1	0	1	2
15:15	15:30	0	0	0	0	0	0	0
15:30	15:45	1	0	1	2	0	2	3
15:45	16:00	0	2	2	1	0	1	3
16:15	16:30	0	0	0	1	2	3	3
16:30	16:45	4	3	7	1	1	2	9
16:45	17:00	0	0	0	0	1	1	1
17:00	17:15	2	0	2	2	2	4	6
17:30	17:45	0	0	0	0	0	0	0
Total		21	26	**47**	26	35	61	108

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ CLYDE AVE

Survey Date: Wednesday, August 21, 2019 **WO No:** 38720

Start Time: 07:00 **Device:** Miovision

Full Study Pedestrian Volume

Time Period	CLYDE AVE NB Approach (E or W Crossing)	CLYDE AVE SB Approach (E or W Crossing)	Total	BASELINE RD EB Approach (N or S Crossing)	BASELINE RD WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	1	3	**4**	3	4	**7**	**11**
07:15 07:30	4	6	**10**	3	6	**9**	**19**
07:30 07:45	2	2	**4**	4	3	**7**	**11**
12:45 13:00	4	1	**5**	6	5	**11**	**16**
13:00 13:15	1	5	**6**	6	4	**10**	**16**
16:00 16:15	5	9	**14**	10	6	**16**	**30**
17:15 17:30	8	10	**18**	8	10	**18**	**36**
17:45 18:00	13	4	**17**	8	6	**14**	**31**
07:45 08:00	3	5	**8**	2	4	**6**	**14**
08:00 08:15	0	1	**1**	1	1	**2**	**3**
08:15 08:30	5	3	**8**	2	4	**6**	**14**
08:30 08:45	1	3	**4**	3	1	**4**	**8**
08:45 09:00	3	4	**7**	2	4	**6**	**13**
09:00 09:15	0	4	**4**	4	5	**9**	**13**
09:15 09:30	3	2	**5**	2	5	**7**	**12**
09:30 09:45	8	3	**11**	2	11	**13**	**24**
09:45 10:00	4	8	**12**	9	11	**20**	**32**
11:30 11:45	2	6	**8**	2	5	**7**	**15**
11:45 12:00	2	8	**10**	3	7	**10**	**20**
12:00 12:15	4	7	**11**	4	6	**10**	**21**
12:15 12:30	10	10	**20**	8	5	**13**	**33**
12:30 12:45	9	2	**11**	8	6	**14**	**25**
13:15 13:30	2	9	**11**	4	2	**6**	**17**
15:00 15:15	9	9	**18**	4	8	**12**	**30**
15:15 15:30	5	8	**13**	5	6	**11**	**24**
15:30 15:45	7	18	**25**	10	9	**19**	**44**
15:45 16:00	5	5	**10**	9	10	**19**	**29**
16:15 16:30	1	4	**5**	3	2	**5**	**10**
16:30 16:45	10	4	**14**	10	7	**17**	**31**
16:45 17:00	4	5	**9**	9	5	**14**	**23**
17:00 17:15	7	12	**19**	14	8	**22**	**41**
17:30 17:45	7	5	**12**	5	10	**15**	**27**
Total	149	185	**334**	173	186	**359**	**693**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ CLYDE AVE

Survey Date: Wednesday, August 21, 2019 **WO No:** 38720

Start Time: 07:00 **Device:** Miovision

Full Study Heavy Vehicles

		CLYDE AVE									BASELINE RD									
		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	1	5	0	**6**	0	1	0	**1**	**7**	1	3	0	**4**	0	6	0	**6**	**10**	**17**
07:15	07:30	1	4	1	**6**	1	3	1	**5**	**11**	0	7	4	**11**	0	5	0	**5**	**16**	**27**
07:30	07:45	0	3	1	**4**	0	1	0	**1**	**5**	0	5	0	**5**	0	8	1	**9**	**14**	**19**
12:45	13:00	2	0	2	**4**	1	2	2	**5**	**9**	1	3	1	**5**	0	8	1	**9**	**14**	**23**
13:00	13:15	0	3	0	**3**	2	2	0	**4**	**7**	1	4	1	**6**	1	4	1	**6**	**12**	**19**
16:00	16:15	1	2	0	**3**	1	0	1	**2**	**5**	0	4	1	**5**	0	3	2	**5**	**10**	**15**
17:15	17:30	2	2	1	**5**	0	1	0	**1**	**6**	1	6	0	**7**	1	11	2	**14**	**21**	**27**
17:45	18:00	1	0	2	**3**	0	1	1	**2**	**5**	1	1	0	**2**	0	5	0	**5**	**7**	**12**
07:45	08:00	1	5	2	**8**	1	2	1	**4**	**12**	0	9	0	**9**	0	5	1	**6**	**15**	**27**
08:00	08:15	3	1	0	**4**	1	2	2	**5**	**9**	0	2	2	**4**	0	10	0	**10**	**14**	**23**
08:15	08:30	0	2	2	**4**	2	1	2	**5**	**9**	0	8	2	**10**	1	1	0	**2**	**12**	**21**
08:30	08:45	5	2	0	**7**	0	2	0	**2**	**9**	0	4	0	**4**	1	6	0	**7**	**11**	**20**
08:45	09:00	1	4	0	**5**	0	0	1	**1**	**6**	2	6	3	**11**	3	4	1	**8**	**19**	**25**
09:00	09:15	4	2	1	**7**	0	1	0	**1**	**8**	0	6	4	**10**	0	7	0	**7**	**17**	**25**
09:15	09:30	1	4	1	**6**	1	2	3	**6**	**12**	1	7	5	**13**	0	3	0	**3**	**16**	**28**
09:30	09:45	3	1	1	**5**	0	2	0	**2**	**7**	0	5	1	**6**	1	3	1	**5**	**11**	**18**
09:45	10:00	2	4	1	**7**	0	0	1	**1**	**8**	2	2	0	**4**	0	3	0	**3**	**7**	**15**
11:30	11:45	3	1	0	**4**	2	3	1	**6**	**10**	2	7	1	**10**	1	4	0	**5**	**15**	**25**
11:45	12:00	1	2	1	**4**	1	2	1	**4**	**8**	0	2	0	**2**	1	5	2	**8**	**10**	**18**
12:00	12:15	2	3	2	**7**	2	3	0	**5**	**12**	0	2	1	**3**	0	4	1	**5**	**8**	**20**
12:15	12:30	5	1	1	**7**	3	6	0	**9**	**16**	2	2	2	**6**	0	5	2	**7**	**13**	**29**
12:30	12:45	6	1	1	**8**	2	3	1	**6**	**14**	2	3	1	**6**	1	2	0	**3**	**9**	**23**
13:15	13:30	2	1	1	**4**	1	0	2	**3**	**7**	1	5	0	**6**	1	7	1	**9**	**15**	**22**
15:00	15:15	1	3	0	**4**	0	0	0	**0**	**4**	1	5	0	**6**	0	10	0	**10**	**16**	**20**
15:15	15:30	3	1	3	**7**	1	1	1	**3**	**10**	1	7	1	**9**	0	3	3	**6**	**15**	**25**
15:30	15:45	1	2	0	**3**	1	4	0	**5**	**8**	0	4	1	**5**	0	2	5	**7**	**12**	**20**
15:45	16:00	0	0	1	**1**	0	0	0	**0**	**1**	2	8	1	**11**	0	3	1	**4**	**15**	**16**
16:15	16:30	0	1	2	**3**	2	1	0	**3**	**6**	0	7	1	**8**	0	5	0	**5**	**13**	**19**
16:30	16:45	1	1	0	**2**	1	0	0	**1**	**3**	1	5	3	**9**	0	5	1	**6**	**15**	**18**
16:45	17:00	0	1	1	**2**	1	1	0	**2**	**4**	1	6	0	**7**	0	8	0	**8**	**15**	**19**
17:00	17:15	0	2	1	**3**	1	1	0	**2**	**5**	0	4	0	**4**	0	4	3	**7**	**11**	**16**
17:30	17:45	1	1	0	**2**	0	1	0	**1**	**3**	2	4	1	**7**	0	5	0	**5**	**12**	**15**
Total:	None	54	65	29	**148**	28	49	21	**98**	**246**	25	153	37	**215**	12	164	29	**205**	**420**	**666**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ CLYDE AVE

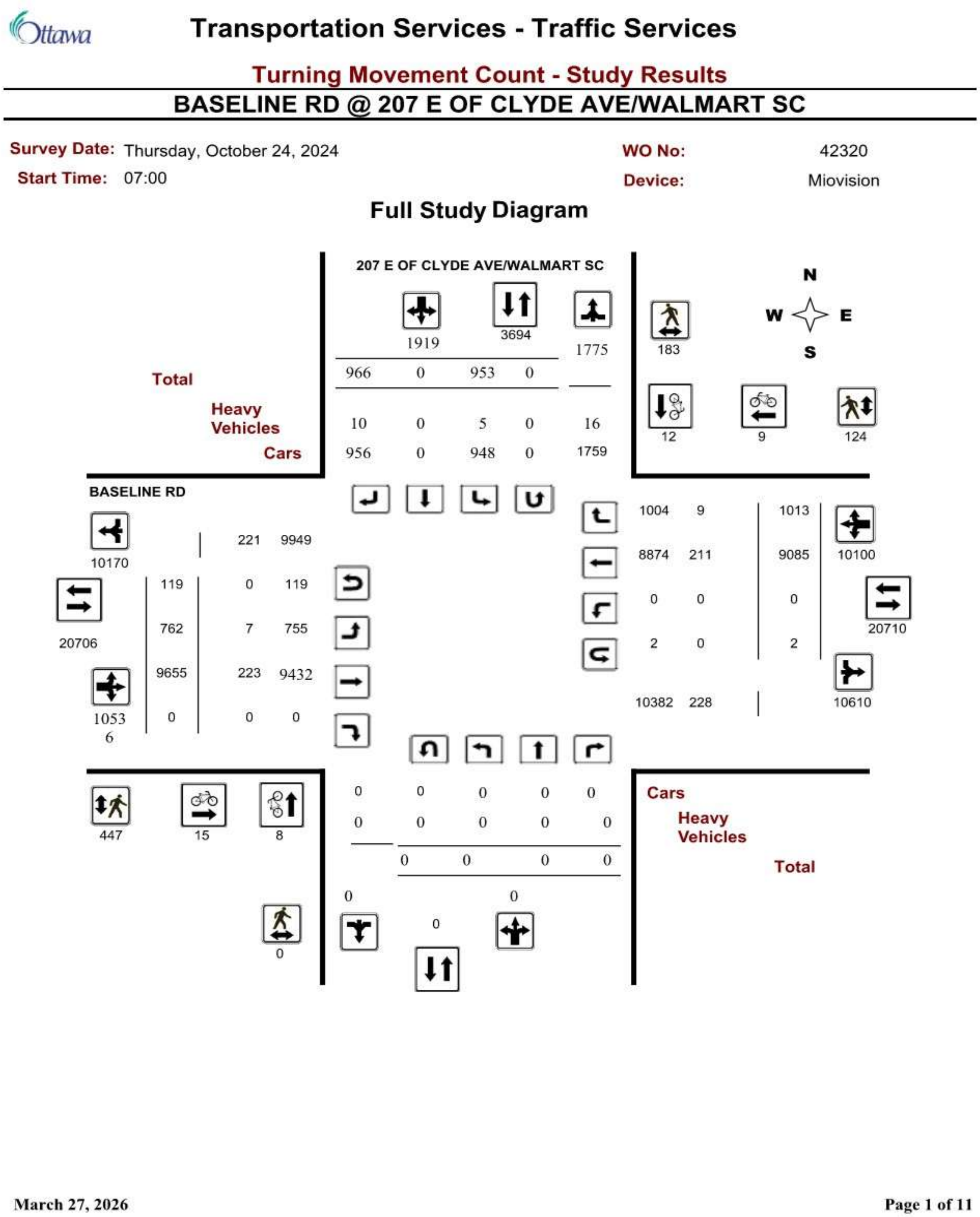
Survey Date: Wednesday, August 21, 2019 **WO No:** 38720

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

Time Period		CLYDE AVE Northbound U-Turn Total	CLYDE AVE Southbound U-Turn Total	BASELINE RD Eastbound U-Turn Total	BASELINE RD Westbound U-Turn Total	Total
07:00	07:15	0	4	1	1	6
07:15	07:30	0	2	0	2	4
07:30	07:45	0	5	0	2	7
12:45	13:00	0	10	0	3	13
13:00	13:15	1	9	0	2	12
16:00	16:15	0	7	0	2	9
17:15	17:30	1	11	0	1	13
17:45	18:00	1	9	0	0	10
07:45	08:00	0	6	1	8	15
08:00	08:15	1	1	0	5	7
08:15	08:30	0	5	2	1	8
08:30	08:45	0	5	0	3	8
08:45	09:00	0	3	1	1	5
09:00	09:15	1	9	0	3	13
09:15	09:30	2	8	0	4	14
09:30	09:45	0	4	0	4	8
09:45	10:00	0	9	0	3	12
11:30	11:45	0	7	0	2	9
11:45	12:00	1	11	0	3	15
12:00	12:15	2	11	0	3	16
12:15	12:30	2	13	0	5	20
12:30	12:45	2	11	0	1	14
13:15	13:30	0	10	0	0	10
15:00	15:15	2	6	0	2	10
15:15	15:30	2	10	0	1	13
15:30	15:45	2	6	1	1	10
15:45	16:00	2	7	0	3	12
16:15	16:30	0	10	0	3	13
16:30	16:45	0	4	1	5	10
16:45	17:00	1	5	0	1	7
17:00	17:15	1	9	0	0	10
17:30	17:45	1	6	0	0	7
Total		25	233	7	75	340

A.2 Baseline Road and Smart Centre/ Walmart Plaza



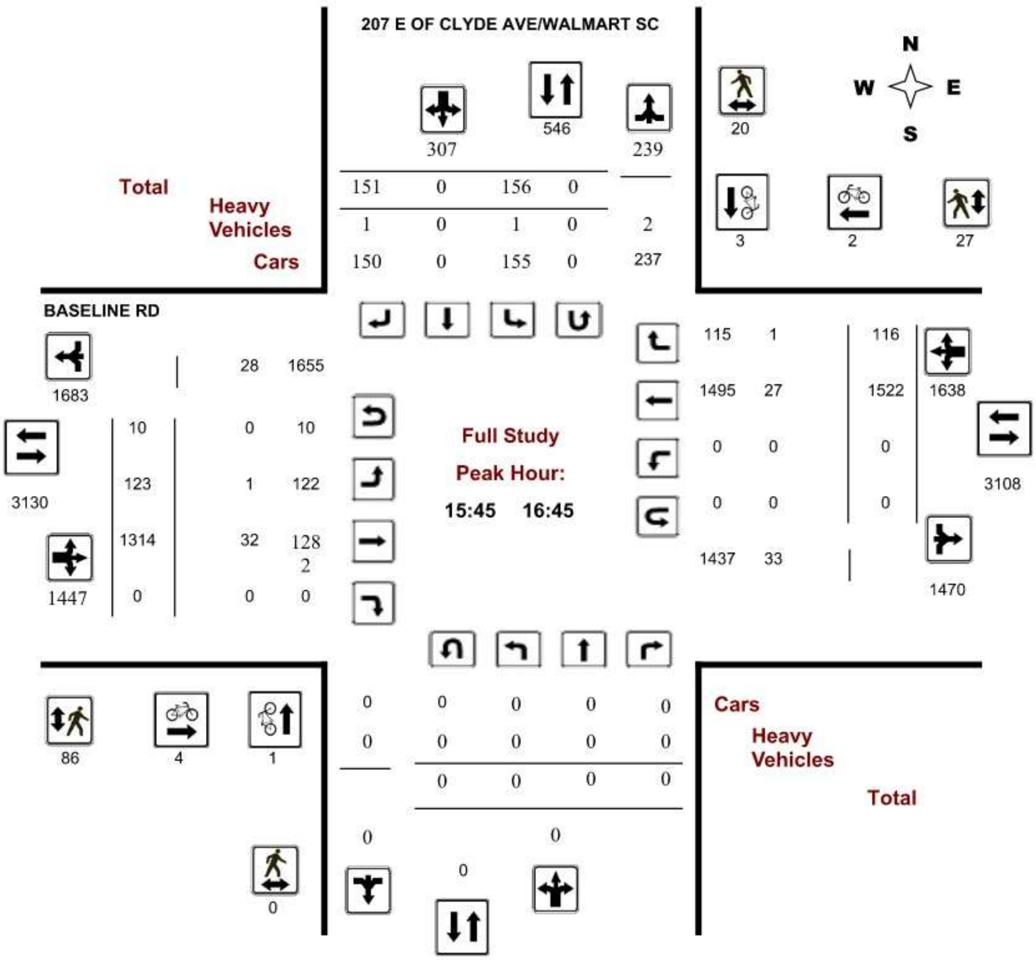
Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

Survey Date: Thursday, October 24, 2024 **WO No:** 42320
Start Time: 07:00 **Device:** Miovision

Full Study Peak Hour Diagram



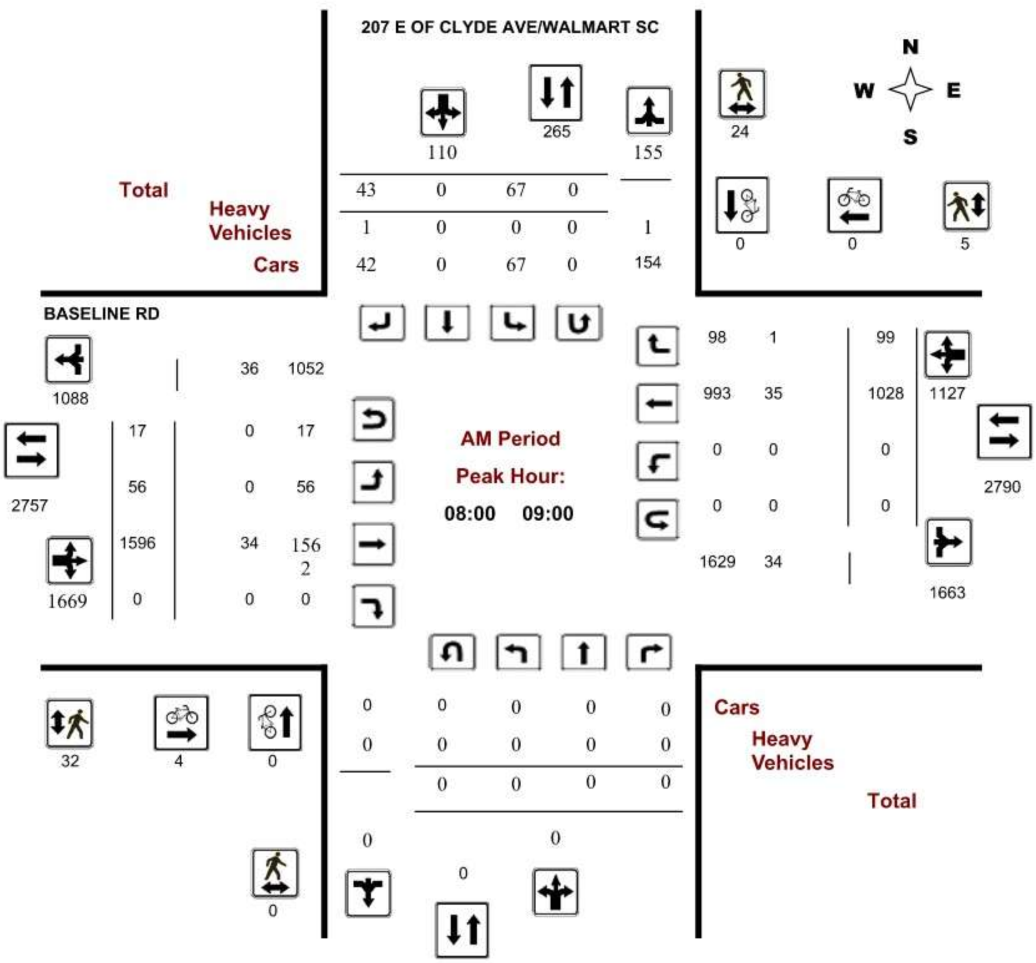
Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

Survey Date: Thursday, October 24, 2024 **WO No:** 42320
Start Time: 07:00 **Device:** Miovision

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

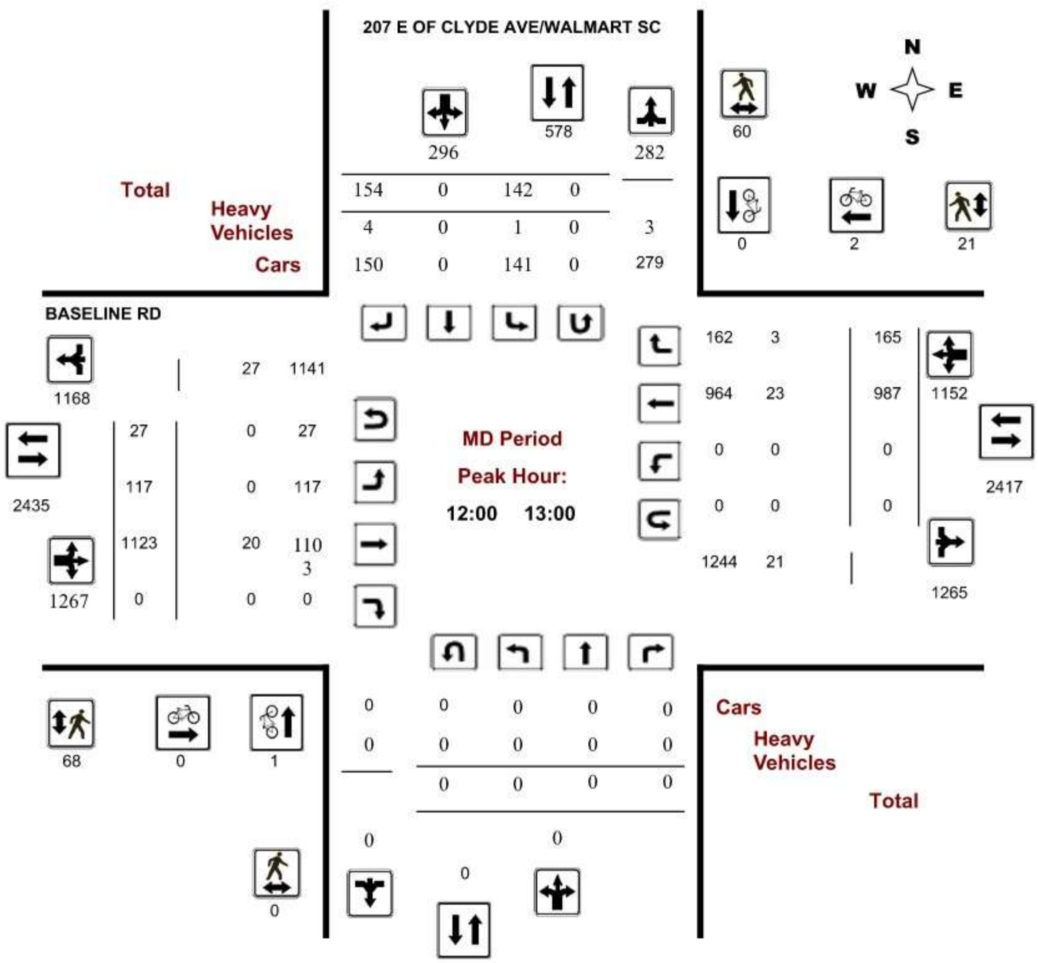
Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

Survey Date: Thursday, October 24, 2024 **WO No:** 42320

Start Time: 07:00 **Device:** Miovision

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

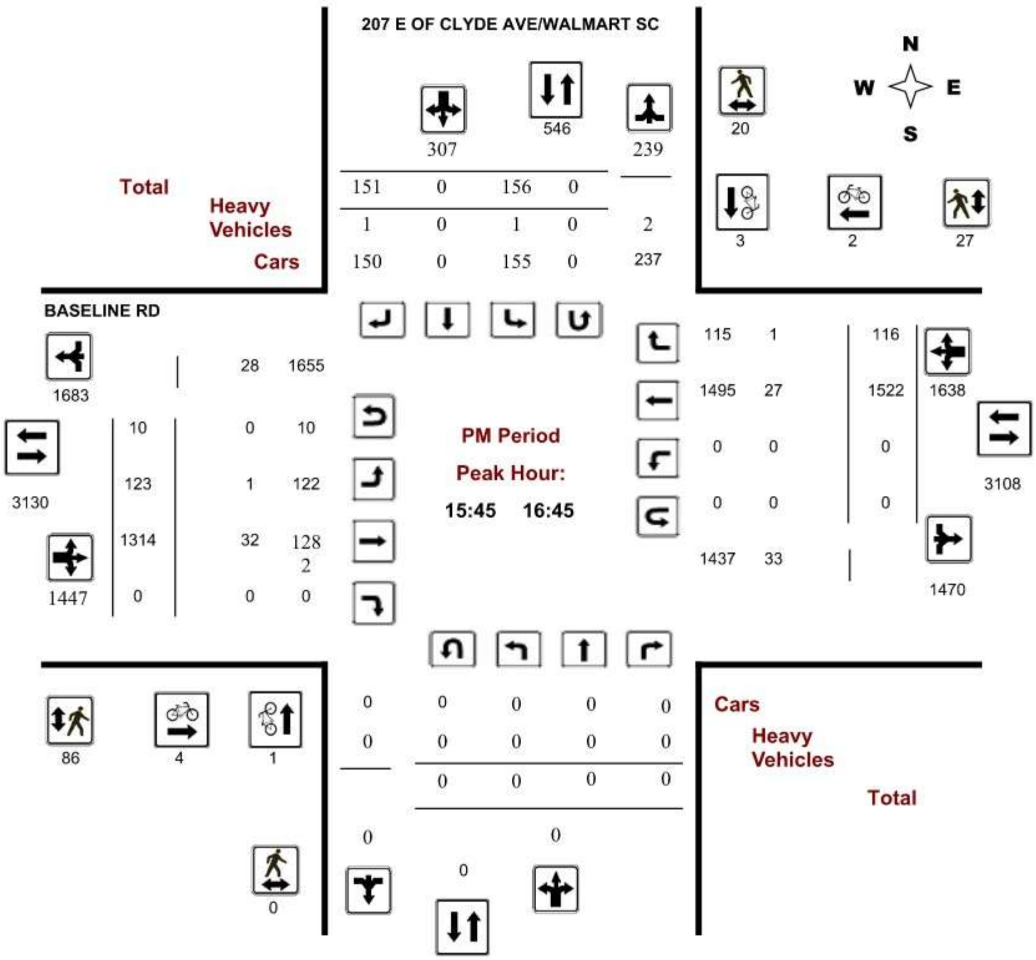
Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

Survey Date: Thursday, October 24, 2024 **WO No:** 42320

Start Time: 07:00 **Device:** Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

Survey Date: Thursday, October 24, 2024 **WO No:** 42320

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Thursday, October 24, 2024

Total Observed U-Turns

Northbound: 0 Southbound: 0
Eastbound: 119 Westbound: 2

AADT Factor
.90

	207 E OF CLYDE AVE/WALMART SC									BASELINE RD										
	Northbound				Southbound					Eastbound				Westbound						
Period	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total
07:00 08:00	0	0	0	**0**	40	0	44	**84**	**84**	48	1212	0	**1260**	0	818	58	**876**	**2136**	**2220**
08:00 09:00	0	0	0	**0**	67	0	43	**110**	**110**	56	1596	0	**1652**	0	1028	99	**1127**	**2779**	**2889**
09:00 10:00	0	0	0	**0**	87	0	89	**176**	**176**	89	1037	0	**1126**	0	937	121	**1058**	**2184**	**2360**
11:30 12:30	0	0	0	**0**	128	0	141	**269**	**269**	120	1034	0	**1154**	0	950	158	**1108**	**2262**	**2531**
12:30 13:30	0	0	0	**0**	157	0	168	**325**	**325**	129	1130	0	**1259**	0	917	154	**1071**	**2330**	**2655**
15:00 16:00	0	0	0	**0**	141	0	156	**297**	**297**	109	1185	0	**1294**	0	1467	132	**1599**	**2893**	**3190**
16:00 17:00	0	0	0	**0**	155	0	148	**303**	**303**	107	1257	0	**1364**	0	1511	132	**1643**	**3007**	**3310**
17:00 18:00	0	0	0	**0**	178	0	177	**355**	**355**	104	1204	0	**1308**	0	1457	159	**1616**	**2924**	**3279**
Sub Total	0	0	0	**0**	953	0	966	**1919**	**1919**	762	9655	0	**10417**	0	9085	1013	**10098**	**20515**	**22434**
U Turns				**0**				**0**	**0**				**119**				**2**	**121**	**121**
Total	0	0	0	**0**	953	0	966	**1919**	**1919**	762	9655	0	**10536**	0	9085	1013	**10100**	**20636**	**22555**
EQ 12Hr	0	0	0	**0**	1325	0	1343	**2667**	**2667**	1059	13420	0	**14645**	0	12628	1408	**14039**	**28684**	**31351**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	0	0	0	**0**	1192	0	1583	**2400**	**2400**	953	12078	0	**13180**	0	11365	1267	**12635**	**25816**	**28216**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**.90**					
AVG 24Hr	0	0	0	**0**	1562	0	2074	**3144**	**3144**	1248	15822	0	**17266**	0	14888	1660	**16552**	**33819**	**36963**
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

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

Survey Date: Thursday, October 24, 2024 **WO No:** 42320

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute Increments

Time Period		207 E OF CLYDE AVE/WALMART SC									BASELINE RD									
		Northbound				Southbound					Eastbound				Westbound					
		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	0	0	0	0	3	0	8	11	11	11	196	0	210	0	161	14	175	385	396
07:15	07:30	0	0	0	0	8	0	11	19	19	11	297	0	311	0	180	14	195	506	525
07:30	07:45	0	0	0	0	12	0	13	25	25	17	330	0	352	0	267	18	285	637	662
07:45	08:00	0	0	0	0	17	0	12	29	29	9	389	0	402	0	210	12	222	624	653
08:00	08:15	0	0	0	0	15	0	12	27	27	21	399	0	422	0	247	23	270	692	719
08:15	08:30	0	0	0	0	14	0	10	24	24	6	396	0	404	0	276	23	299	703	727
08:30	08:45	0	0	0	0	17	0	6	23	23	9	432	0	447	0	241	25	266	713	736
08:45	09:00	0	0	0	0	21	0	15	36	36	20	369	0	396	0	264	28	292	688	724
09:00	09:15	0	0	0	0	18	0	17	35	35	20	316	0	338	0	258	43	301	639	674
09:15	09:30	0	0	0	0	26	0	24	50	50	16	252	0	276	0	218	24	242	518	568
09:30	09:45	0	0	0	0	25	0	19	44	44	25	229	0	256	0	232	24	256	512	556
09:45	10:00	0	0	0	0	18	0	29	47	47	28	240	0	276	0	229	30	259	535	582
11:30	11:45	0	0	0	0	33	0	35	68	68	35	243	0	281	0	230	40	270	551	619
11:45	12:00	0	0	0	0	34	0	32	66	66	27	257	0	289	0	195	34	229	518	584
12:00	12:15	0	0	0	0	28	0	39	67	67	25	262	0	292	0	288	46	334	626	693
12:15	12:30	0	0	0	0	33	0	35	68	68	33	272	0	313	0	237	38	275	588	656
12:30	12:45	0	0	0	0	38	0	44	82	82	32	311	0	351	0	232	39	271	622	704
15:45	16:00	0	0	0	0	37	0	41	78	78	36	326	0	363	0	362	29	391	754	832
17:30	17:45	0	0	0	0	47	0	38	85	85	33	332	0	365	0	356	40	396	761	846
17:45	18:00	0	0	0	0	36	0	45	81	81	28	293	0	321	0	373	37	410	731	812
12:45	13:00	0	0	0	0	43	0	36	79	79	27	278	0	311	0	230	42	272	583	662
13:00	13:15	0	0	0	0	36	0	42	78	78	35	252	0	290	0	236	43	279	569	647
13:15	13:30	0	0	0	0	40	0	46	86	86	35	289	0	328	0	219	30	249	577	663
15:00	15:15	0	0	0	0	34	0	35	69	69	21	275	0	300	0	354	35	389	689	758
15:15	15:30	0	0	0	0	36	0	44	80	80	26	286	0	312	0	358	35	393	705	785
15:30	15:45	0	0	0	0	34	0	36	70	70	26	298	0	328	0	393	33	426	754	824
16:00	16:15	0	0	0	0	36	0	32	68	68	21	337	0	362	0	412	28	440	802	870
16:15	16:30	0	0	0	0	37	0	37	74	74	31	332	0	367	0	369	33	402	769	843
16:30	16:45	0	0	0	0	46	0	41	87	87	35	319	0	355	0	379	26	405	760	847
16:45	17:00	0	0	0	0	36	0	38	74	74	20	269	0	293	0	351	45	397	690	764
17:00	17:15	0	0	0	0	48	0	45	93	93	18	253	0	273	0	368	43	411	684	777
17:15	17:30	0	0	0	0	47	0	49	96	96	25	326	0	352	0	360	39	399	751	847
Total:		0	0	0	0	953	0	966	1919	1919	762	9655	0	10536	0	9085	1013	10100	20636	22,555

Note: U-Turns are included in Totals, cyclist volume is not included in totals. For cycliste volumes reffer to Cyclist Volume report.

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Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

Survey Date: Thursday, October 24, 2024 **WO No:** 42320

Start Time: 07:00 **Device:** Miovision

Full Study Cyclist Volume

Time Period		207 E OF CLYDE AVE/WALMART SC			BASELINE RD			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	2	2	1	0	1	3
07:15	07:30	0	0	0	0	0	0	0
07:30	07:45	0	1	1	2	1	3	4
07:45	08:00	0	1	1	1	0	1	2
08:00	08:15	0	0	0	0	0	0	0
08:15	08:30	0	0	0	1	0	1	1
08:30	08:45	0	0	0	2	0	2	2
08:45	09:00	0	0	0	1	0	1	1
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	1	1	1	0	1	2
11:30	11:45	0	1	1	0	0	0	1
11:45	12:00	0	1	1	0	0	0	1
12:00	12:15	0	0	0	0	1	1	1
12:15	12:30	1	0	1	0	1	1	2
12:30	12:45	0	0	0	0	0	0	0
15:45	16:00	0	2	2	1	1	2	4
17:30	17:45	1	0	1	0	2	2	3
17:45	18:00	1	0	1	0	0	0	1
12:45	13:00	0	0	0	0	0	0	0
13:00	13:15	0	1	1	0	0	0	1
13:15	13:30	0	0	0	1	0	1	1
15:00	15:15	1	1	2	0	0	0	2
15:15	15:30	0	0	0	0	0	0	0
15:30	15:45	0	0	0	0	0	0	0
16:00	16:15	0	0	0	1	0	1	1
16:15	16:30	0	1	1	2	1	3	4
16:30	16:45	1	0	1	0	0	0	1
16:45	17:00	2	0	2	0	2	2	4
17:00	17:15	1	0	1	1	0	1	2
17:15	17:30	0	0	0	0	0	0	0
Total		8	12	**20**	15	9	24	44

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

Survey Date: Thursday, October 24, 2024 **WO No:** 42320

Start Time: 07:00 **Device:** Miovision

Full Study Pedestrian Volume

	207 E OF CLYDE AVE/WALMART SC			BASELINE RD			
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	3	**3**	1	0	**1**	**4**
07:15 07:30	0	3	**3**	4	2	**6**	**9**
07:30 07:45	0	1	**1**	4	0	**4**	**5**
07:45 08:00	0	1	**1**	3	2	**5**	**6**
08:00 08:15	0	1	**1**	7	2	**9**	**10**
08:15 08:30	0	2	**2**	9	1	**10**	**12**
08:30 08:45	0	10	**10**	9	1	**10**	**20**
08:45 09:00	0	11	**11**	7	1	**8**	**19**
09:00 09:15	0	4	**4**	5	1	**6**	**10**
09:15 09:30	0	3	**3**	4	3	**7**	**10**
09:30 09:45	0	3	**3**	14	1	**15**	**18**
09:45 10:00	0	1	**1**	7	1	**8**	**9**
11:30 11:45	0	8	**8**	15	8	**23**	**31**
11:45 12:00	0	7	**7**	11	4	**15**	**22**
12:00 12:15	0	19	**19**	14	5	**19**	**38**
12:15 12:30	0	15	**15**	17	7	**24**	**39**
12:30 12:45	0	9	**9**	16	5	**21**	**30**
15:45 16:00	0	4	**4**	17	2	**19**	**23**
17:30 17:45	0	7	**7**	5	5	**10**	**17**
17:45 18:00	0	6	**6**	13	7	**20**	**26**
12:45 13:00	0	17	**17**	21	4	**25**	**42**
13:00 13:15	0	1	**1**	19	1	**20**	**21**
13:15 13:30	0	3	**3**	11	2	**13**	**16**
15:00 15:15	0	1	**1**	27	3	**30**	**31**
15:15 15:30	0	3	**3**	24	4	**28**	**31**
15:30 15:45	0	4	**4**	17	8	**25**	**29**
16:00 16:15	0	5	**5**	24	7	**31**	**36**
16:15 16:30	0	5	**5**	15	11	**26**	**31**
16:30 16:45	0	6	**6**	30	7	**37**	**43**
16:45 17:00	0	3	**3**	25	7	**32**	**35**
17:00 17:15	0	10	**10**	28	5	**33**	**43**
17:15 17:30	0	7	**7**	24	7	**31**	**38**
Total	0	183	**183**	447	124	**571**	**754**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

Survey Date: Thursday, October 24, 2024 **WO No:** 42320

Start Time: 07:00 **Device:** Miovision

Full Study Heavy Vehicles

Time Period		207 E OF CLYDE AVE/WALMART SC Northbound LT	ST	RT	N TOT	Southbound LT	ST	RT	S TOT	STR TOT	BASELINE RD Eastbound LT	ST	RT	E TOT	Westbound LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	7	0	**7**	**10**	**10**
07:15	07:30	0	0	0	**0**	0	0	0	**0**	**0**	0	6	0	**6**	0	4	0	**4**	**10**	**10**
07:30	07:45	0	0	0	**0**	1	0	0	**1**	**1**	0	3	0	**3**	0	8	1	**9**	**12**	**13**
07:45	08:00	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	8	0	**8**	**10**	**10**
08:00	08:15	0	0	0	**0**	0	0	0	**0**	**0**	0	7	0	**7**	0	8	0	**8**	**15**	**15**
08:15	08:30	0	0	0	**0**	0	0	0	**0**	**0**	0	7	0	**7**	0	11	1	**12**	**19**	**19**
08:30	08:45	0	0	0	**0**	0	0	0	**0**	**0**	0	9	0	**9**	0	9	0	**9**	**18**	**18**
08:45	09:00	0	0	0	**0**	0	0	1	**1**	**1**	0	11	0	**11**	0	7	0	**7**	**18**	**19**
09:00	09:15	0	0	0	**0**	0	0	0	**0**	**0**	0	5	0	**5**	0	9	0	**9**	**14**	**14**
09:15	09:30	0	0	0	**0**	0	0	1	**1**	**1**	1	10	0	**11**	0	6	0	**6**	**17**	**18**
09:30	09:45	0	0	0	**0**	0	0	0	**0**	**0**	0	13	0	**13**	0	7	0	**7**	**20**	**20**
09:45	10:00	0	0	0	**0**	0	0	0	**0**	**0**	1	9	0	**10**	0	11	1	**12**	**22**	**22**
11:30	11:45	0	0	0	**0**	0	0	0	**0**	**0**	1	6	0	**7**	0	8	0	**8**	**15**	**15**
11:45	12:00	0	0	0	**0**	1	0	0	**1**	**1**	0	6	0	**6**	0	4	0	**4**	**10**	**11**
12:00	12:15	0	0	0	**0**	1	0	0	**1**	**1**	0	6	0	**6**	0	3	1	**4**	**10**	**11**
12:15	12:30	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	5	0	**5**	**8**	**8**
12:30	12:45	0	0	0	**0**	0	0	1	**1**	**1**	0	3	0	**3**	0	6	1	**7**	**10**	**11**
15:45	16:00	0	0	0	**0**	1	0	0	**1**	**1**	1	9	0	**10**	0	6	1	**7**	**17**	**18**
17:30	17:45	0	0	0	**0**	0	0	0	**0**	**0**	0	7	0	**7**	0	3	0	**3**	**10**	**10**
17:45	18:00	0	0	0	**0**	0	0	0	**0**	**0**	0	5	0	**5**	0	7	1	**8**	**13**	**13**
12:45	13:00	0	0	0	**0**	0	0	3	**3**	**3**	0	8	0	**8**	0	9	1	**10**	**18**	**21**
13:00	13:15	0	0	0	**0**	0	0	1	**1**	**1**	0	4	0	**4**	0	5	1	**6**	**10**	**11**
13:15	13:30	0	0	0	**0**	1	0	0	**1**	**1**	2	4	0	**6**	0	5	0	**5**	**11**	**12**
15:00	15:15	0	0	0	**0**	0	0	1	**1**	**1**	1	10	0	**11**	0	15	0	**15**	**26**	**27**
15:15	15:30	0	0	0	**0**	0	0	1	**1**	**1**	0	9	0	**9**	0	2	0	**2**	**11**	**12**
15:30	15:45	0	0	0	**0**	0	0	0	**0**	**0**	0	15	0	**15**	0	7	0	**7**	**22**	**22**
16:00	16:15	0	0	0	**0**	0	0	1	**1**	**1**	0	10	0	**10**	0	9	0	**9**	**19**	**20**
16:15	16:30	0	0	0	**0**	0	0	0	**0**	**0**	0	7	0	**7**	0	4	0	**4**	**11**	**11**
16:30	16:45	0	0	0	**0**	0	0	0	**0**	**0**	0	6	0	**6**	0	8	0	**8**	**14**	**14**
16:45	17:00	0	0	0	**0**	0	0	0	**0**	**0**	0	7	0	**7**	0	4	0	**4**	**11**	**11**
17:00	17:15	0	0	0	**0**	0	0	0	**0**	**0**	0	5	0	**5**	0	1	0	**1**	**6**	**6**
17:15	17:30	0	0	0	**0**	0	0	0	**0**	**0**	0	8	0	**8**	0	5	0	**5**	**13**	**13**
Total:	None	0	0	0	**0**	5	0	10	**15**	**15**	7	223	0	**230**	0	211	9	**220**	**450**	**465**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC

Survey Date: Thursday, October 24, 2024 **WO No:** 42320

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

Time Period		207 E OF CLYDE AVE/WALMART SC Northbound U-Turn Total	207 E OF CLYDE AVE/WALMART SC Southbound U-Turn Total	BASELINE RD Eastbound U-Turn Total	BASELINE RD Westbound U-Turn Total	Total
07:00	07:15	0	0	3	0	3
07:15	07:30	0	0	3	1	4
07:30	07:45	0	0	5	0	5
07:45	08:00	0	0	4	0	4
08:00	08:15	0	0	2	0	2
08:15	08:30	0	0	2	0	2
08:30	08:45	0	0	6	0	6
08:45	09:00	0	0	7	0	7
09:00	09:15	0	0	2	0	2
09:15	09:30	0	0	8	0	8
09:30	09:45	0	0	2	0	2
09:45	10:00	0	0	8	0	8
11:30	11:45	0	0	3	0	3
11:45	12:00	0	0	5	0	5
12:00	12:15	0	0	5	0	5
12:15	12:30	0	0	8	0	8
12:30	12:45	0	0	8	0	8
15:45	16:00	0	0	1	0	1
17:30	17:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
12:45	13:00	0	0	6	0	6
13:00	13:15	0	0	3	0	3
13:15	13:30	0	0	4	0	4
15:00	15:15	0	0	4	0	4
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	4	0	4
16:00	16:15	0	0	4	0	4
16:15	16:30	0	0	4	0	4
16:30	16:45	0	0	1	0	1
16:45	17:00	0	0	4	1	5
17:00	17:15	0	0	2	0	2
17:15	17:30	0	0	1	0	1
Total		0	0	119	2	121

A.3 Baseline Road and Loblaws Plaza

Transportation Services - Traffic Services

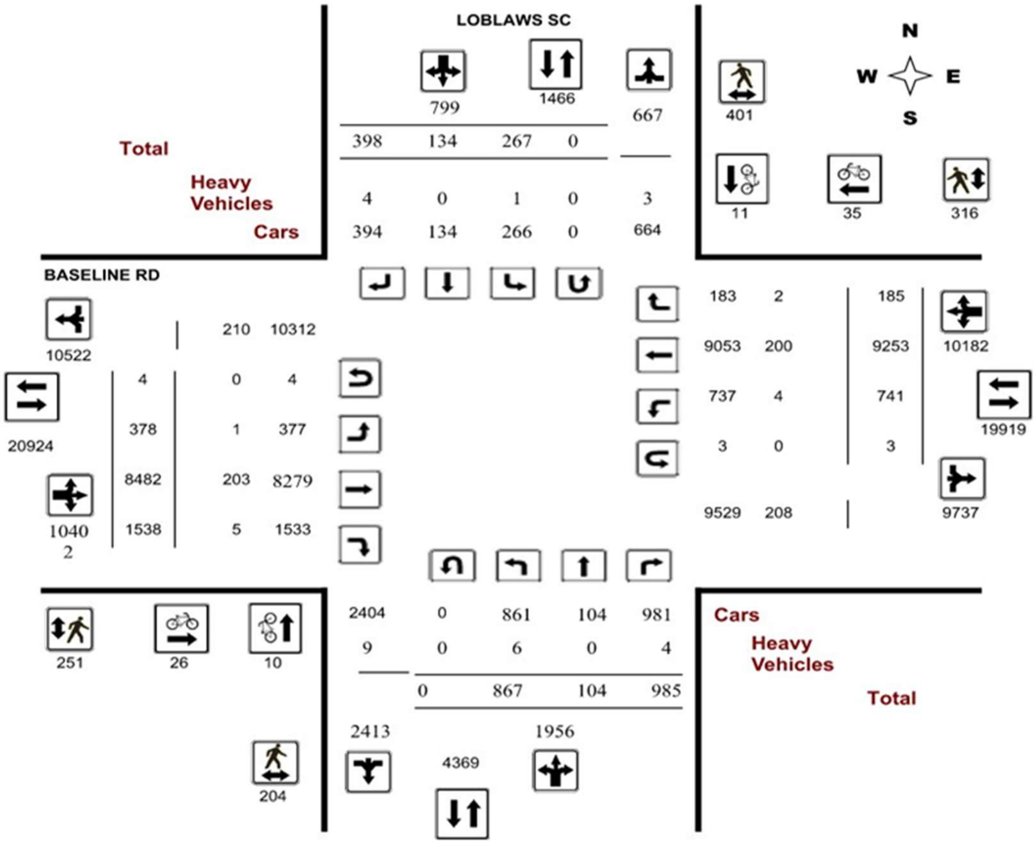
Turning Movement Count - Study Results

BASELINE RD @ LOBLAWS SC

Survey Date: Wednesday, October 26, 2016 **WO No:** 40243

Start Time: 07:00 **Device:** Miovision

Full Study Diagram



Ottawa

Transportation Services - Traffic Services

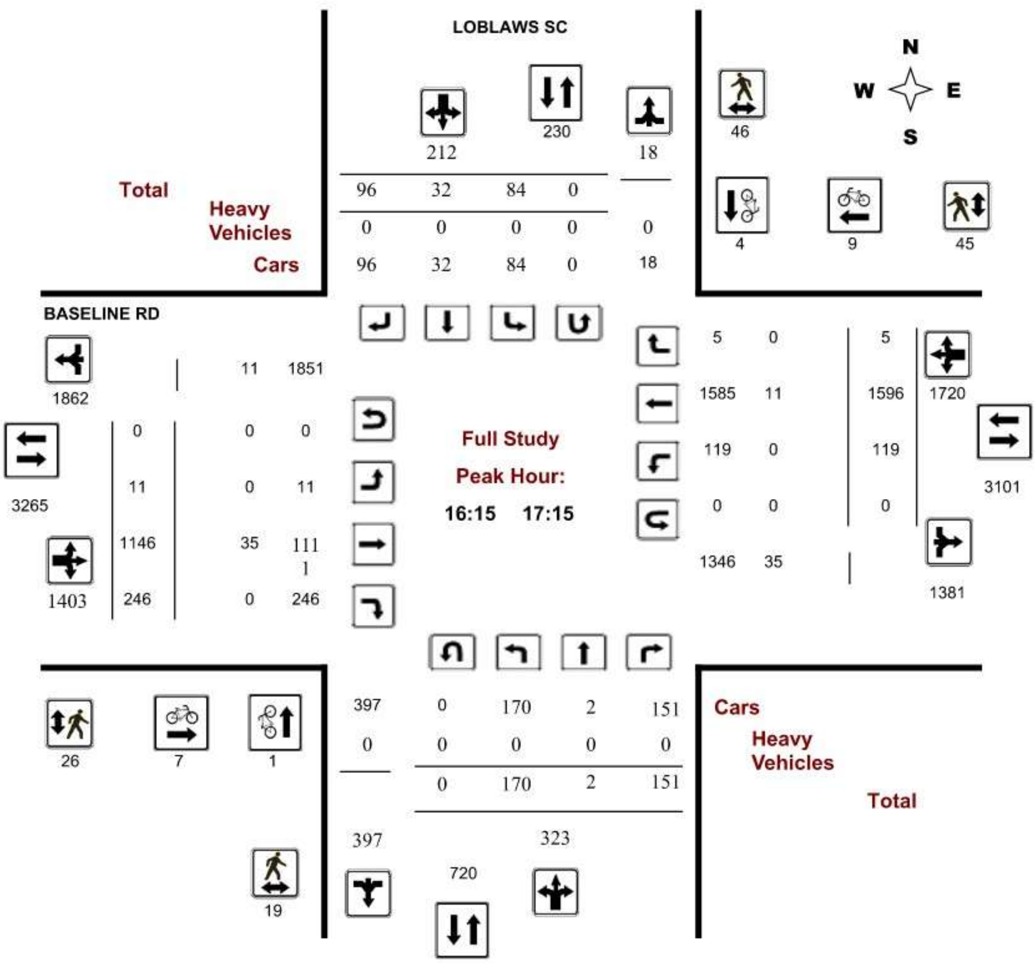
Turning Movement Count - Study Results

BASELINE RD @ LOBLAWS SC

Survey Date: Wednesday, October 26, 2016 **WO No:** 40243

Start Time: 07:00 **Device:** Miovision

Full Study Peak Hour Diagram



Transportation Services - Traffic Services

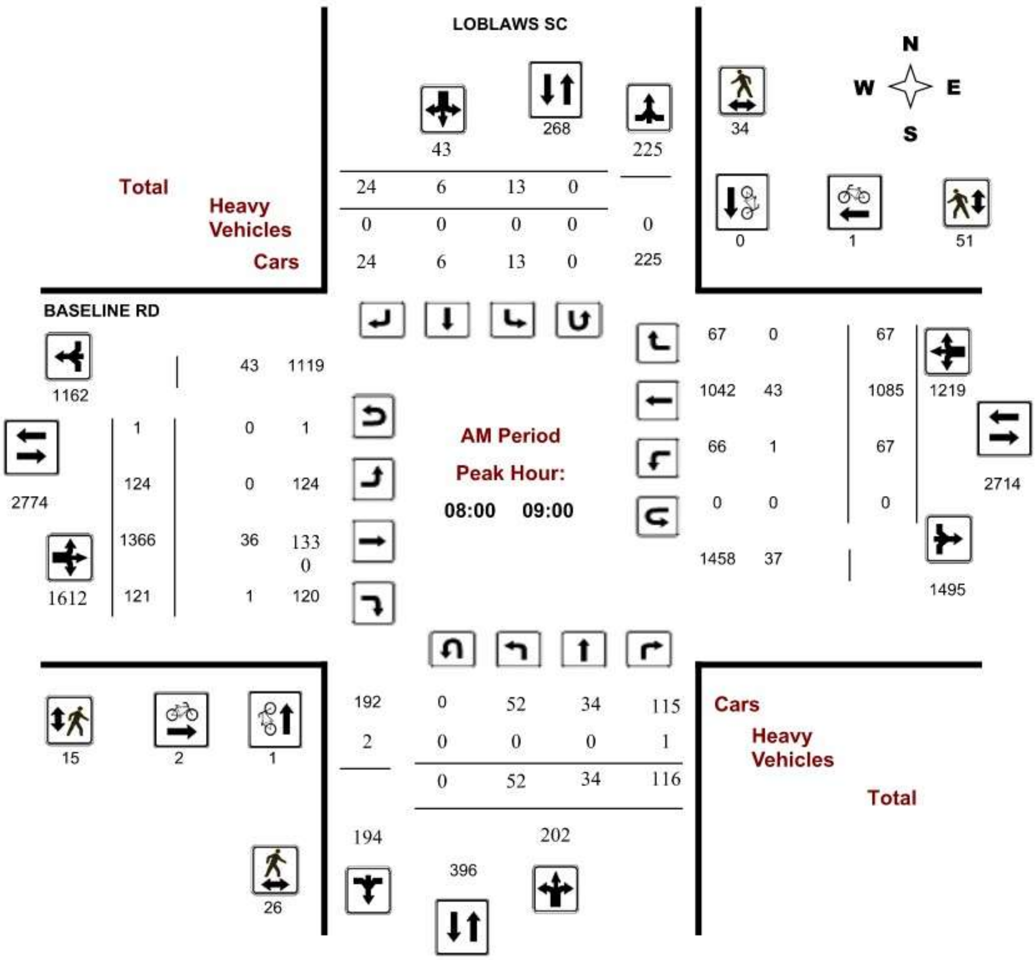
Turning Movement Count - Study Results

BASELINE RD @ LOBLAWS SC

Survey Date: Wednesday, October 26, 2016 **WO No:** 40243

Start Time: 07:00 **Device:** Miovision

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

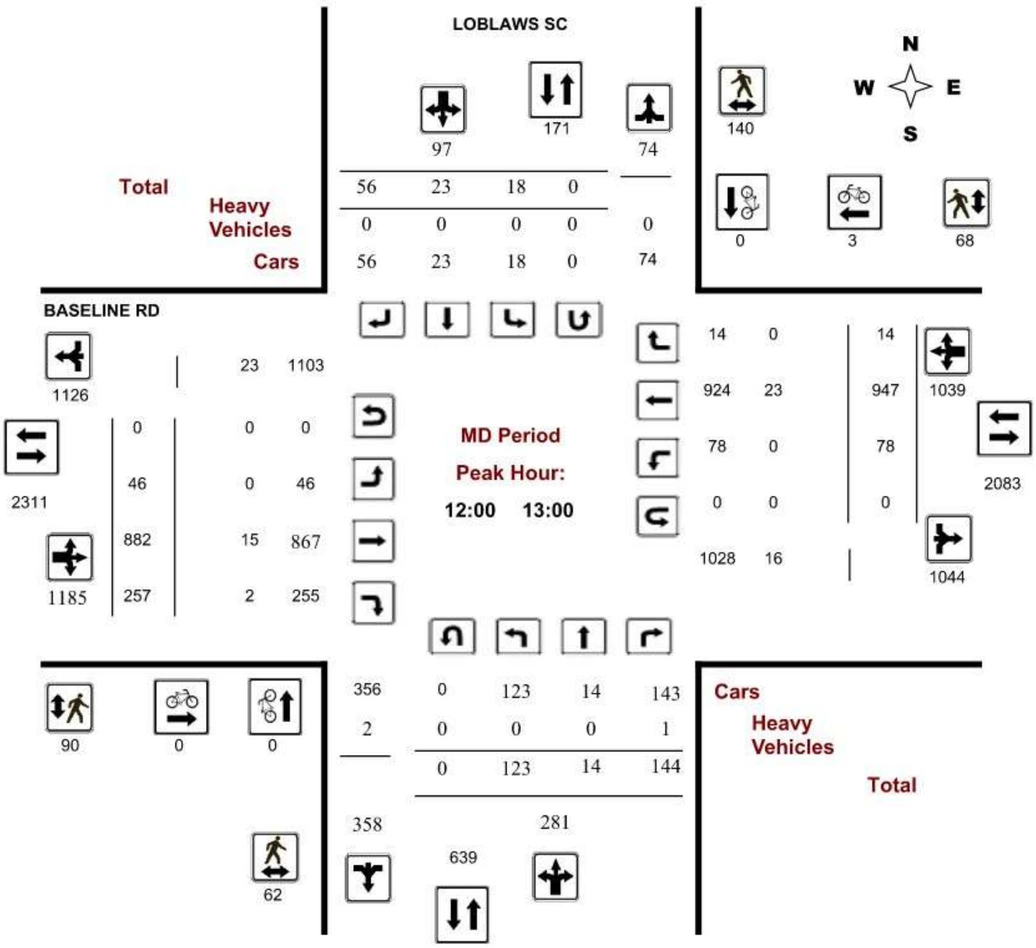
Turning Movement Count - Study Results

BASELINE RD @ LOBLAWS SC

Survey Date: Wednesday, October 26, 2016 **WO No:** 40243

Start Time: 07:00 **Device:** Miovision

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

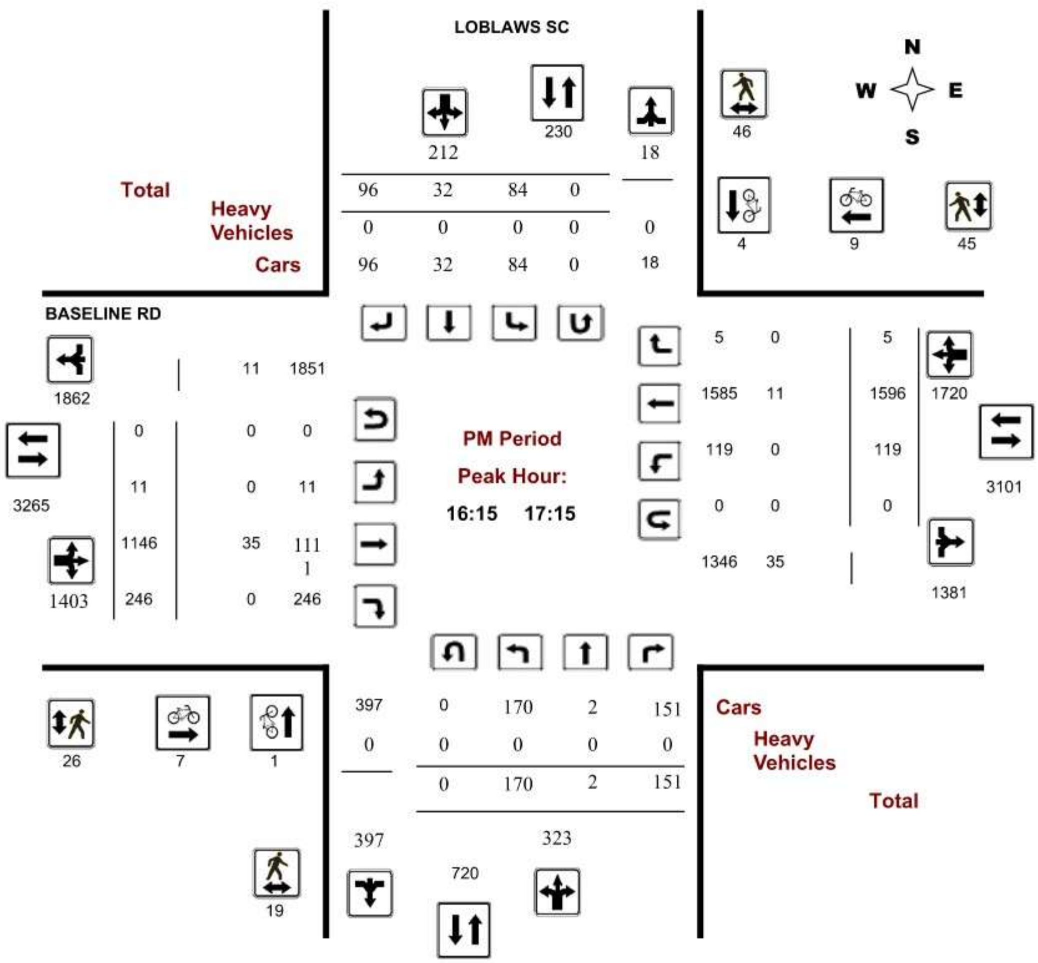
Turning Movement Count - Study Results

BASELINE RD @ LOBLAWS SC

Survey Date: Wednesday, October 26, 2016 **WO No:** 40243

Start Time: 07:00 **Device:** Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ LOBLAWS SC

Survey Date: Wednesday, October 26, 2016 **WO No:** 40243

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Wednesday, October 26, 2016

Total Observed U-Turns

Northbound: 0 Southbound: 0
Eastbound: 4 Westbound: 3

AADT Factor
.90

	LOBLAWS SC									BASELINE RD										
	Northbound				Southbound					Eastbound				Westbound						
Period	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total
07:00 08:00	45	21	78	**144**	9	3	15	**27**	**171**	87	1219	76	**1382**	47	865	47	**959**	**2341**	**2512**
08:00 09:00	52	34	116	**202**	13	6	24	**43**	**245**	124	1366	121	**1611**	67	1085	67	**1219**	**2830**	**3075**
09:00 10:00	62	14	80	**156**	10	7	16	**33**	**189**	52	979	174	**1205**	92	831	30	**953**	**2158**	**2347**
11:30 12:30	123	6	126	**255**	23	32	57	**112**	**367**	25	842	228	**1095**	102	962	6	**1070**	**2165**	**2532**
12:30 13:30	127	23	156	**306**	14	7	34	**55**	**361**	47	910	233	**1190**	69	908	16	**993**	**2183**	**2544**
15:00 16:00	139	3	128	**270**	64	19	65	**148**	**418**	20	974	232	**1226**	110	1497	7	**1614**	**2840**	**3258**
16:00 17:00	160	2	140	**302**	86	34	101	**221**	**523**	10	1151	240	**1401**	129	1595	4	**1728**	**3129**	**3652**
17:00 18:00	159	1	161	**321**	48	26	86	**160**	**481**	13	1041	234	**1288**	125	1510	8	**1643**	**2931**	**3412**
Sub Total	867	104	985	**1956**	267	134	398	**799**	**2755**	378	8482	1538	**10398**	741	9253	185	**10179**	**20577**	**23332**
U Turns				**0**				**0**	**0**				**4**				**3**	**7**	**7**
Total	867	104	985	**1956**	267	134	398	**799**	**2755**	378	8482	1538	**10402**	741	9253	185	**10182**	**20584**	**23339**
EQ 12Hr	1205	145	1369	**2719**	371	186	553	**1111**	**3829**	525	11790	2138	**14459**	1030	12862	257	**14153**	**28612**	**32441**
AVG 12Hr	1084	130	1232	**2447**	334	220	652	**1000**	**3446**	472	10611	1924	**13013**	927	11576	231	**12738**	**25751**	**29197**
AVG 24Hr	1420	170	1614	**3206**	438	288	854	**1310**	**4514**	618	13900	2520	**17047**	1214	15165	303	**16687**	**33734**	**38248**

EQ 12Hr — Note: These values are calculated by multiplying the totals by the appropriate expansion factor. **1.39**

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

AVG 24Hr — 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

BASELINE RD @ LOBLAWS SC

Survey Date: Wednesday, October 26, 2016 **WO No:** 40243

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute Increments

		LOBLAWS SC									BASELINE RD									
		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
17:45	18:00	38	0	46	84	4	3	12	19	103	1	251	57	309	29	347	1	377	686	789
07:00	07:15	5	1	12	18	3	1	2	6	24	15	258	15	288	10	157	9	176	464	488
07:15	07:30	13	4	24	41	1	1	2	4	45	24	277	19	320	14	191	13	218	538	583
07:30	07:45	10	8	20	38	2	0	8	10	48	22	374	18	414	11	259	11	281	695	743
12:15	12:30	30	4	37	71	1	7	14	22	93	7	230	61	298	21	253	0	274	572	665
16:15	16:30	36	1	34	71	20	7	23	50	121	0	323	59	382	24	407	1	432	814	935
17:30	17:45	42	0	42	84	14	8	23	45	129	2	243	57	302	36	382	2	420	722	851
07:45	08:00	17	8	22	47	3	1	3	7	54	26	310	24	360	12	258	14	284	644	698
08:00	08:15	9	7	26	42	3	2	9	14	56	26	368	24	419	20	297	21	338	757	813
08:15	08:30	10	11	26	47	3	3	5	11	58	29	341	24	394	16	269	13	298	692	750
08:30	08:45	21	9	35	65	3	0	6	9	74	30	353	30	413	19	286	18	323	736	810
08:45	09:00	12	7	29	48	4	1	4	9	57	39	304	43	386	12	233	15	260	646	703
09:00	09:15	12	6	16	34	4	1	3	8	42	18	319	34	371	19	212	17	248	619	661
09:15	09:30	17	3	18	38	1	1	6	8	46	17	267	49	333	25	194	9	228	561	607
09:30	09:45	18	3	28	49	2	3	3	8	57	11	215	45	273	32	228	4	264	537	594
09:45	10:00	15	2	18	35	3	2	4	9	44	6	178	46	230	16	197	0	213	443	487
11:30	11:45	36	1	31	68	4	1	9	14	82	2	203	45	250	25	243	0	269	519	601
11:45	12:00	25	1	25	51	10	12	12	34	85	8	215	58	281	23	235	3	261	542	627
12:00	12:15	32	0	33	65	8	12	22	42	107	8	194	64	266	33	231	3	267	533	640
12:30	12:45	27	8	33	68	5	2	13	20	88	11	205	59	275	18	229	6	253	528	616
12:45	13:00	34	2	41	77	4	2	7	13	90	20	253	73	346	6	234	5	245	591	681
13:00	13:15	34	6	42	82	4	2	10	16	98	6	211	56	273	22	208	2	232	505	603
13:15	13:30	32	7	40	79	1	1	4	6	85	10	241	45	297	23	237	3	263	560	645
15:00	15:15	28	0	27	55	19	4	12	35	90	5	223	62	290	28	362	2	392	682	772
15:15	15:30	38	1	35	74	12	5	11	28	102	4	266	60	330	27	364	3	394	724	826
15:30	15:45	36	0	23	59	16	6	25	47	106	5	233	53	291	26	402	2	430	721	827
15:45	16:00	37	2	43	82	17	4	17	38	120	6	252	57	315	29	369	0	400	715	835
16:00	16:15	33	0	29	62	22	10	34	66	128	2	269	54	325	37	386	1	424	749	877
16:30	16:45	48	1	39	88	23	8	27	58	146	4	278	60	342	33	389	1	423	765	911
16:45	17:00	43	0	38	81	21	9	17	47	128	4	281	67	352	35	413	1	449	801	929
17:00	17:15	43	0	40	83	20	8	29	57	140	3	264	60	327	27	387	2	416	743	883
17:15	17:30	36	1	33	70	10	7	22	39	109	7	283	60	350	33	394	3	430	780	889
Total:		867	104	985	1956	267	134	398	799	2755	378	8482	1538	10402	741	9253	185	10182	20584	23,339

Note: U-Turns are included in Totals, cyclist volume is not included in totals. For cycliste volumes reffer to Cyclist Volume report.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ LOBLAWS SC

Survey Date: Wednesday, October 26, 2016 **WO No:** 40243

Start Time: 07:00 **Device:** Miovision

Full Study Cyclist Volume

Time Period		LOBLAWS SC			BASELINE RD			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
17:45	18:00	2	0	2	1	2	3	5
07:00	07:15	0	0	0	0	0	0	0
07:15	07:30	1	0	1	1	0	1	2
07:30	07:45	0	0	0	0	2	2	2
12:15	12:30	0	0	0	0	0	0	0
16:15	16:30	1	3	4	3	1	4	8
17:30	17:45	0	0	0	1	2	3	3
07:45	08:00	0	0	0	1	1	2	2
08:00	08:15	0	0	0	0	0	0	0
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	0	0	0	1	1	2	2
09:00	09:15	2	0	2	0	1	1	3
09:15	09:30	1	0	1	1	0	1	2
09:30	09:45	0	1	1	0	4	4	5
09:45	10:00	0	0	0	2	0	2	2
11:30	11:45	0	0	0	0	1	1	1
11:45	12:00	0	0	0	1	0	1	1
12:00	12:15	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	3	3	3
13:00	13:15	1	0	1	3	0	3	4
13:15	13:30	0	1	1	1	2	3	4
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	4	4	0	4	4	8
15:45	16:00	0	0	0	0	1	1	1
16:00	16:15	0	1	1	2	0	2	3
16:30	16:45	0	1	1	2	1	3	4
16:45	17:00	0	0	0	2	3	5	5
17:00	17:15	0	0	0	0	4	4	4
17:15	17:30	1	0	1	3	2	5	6
Total		10	11	**21**	26	35	61	82

Ottawa

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ LOBLAWS SC

Survey Date: Wednesday, October 26, 2016 **WO No:** 40243

Start Time: 07:00 **Device:** Miovision

Full Study Pedestrian Volume

	LOBLAWS SC			BASELINE RD			
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
17:45 18:00	0	8	**8**	5	5	**10**	**18**
07:00 07:15	2	3	**5**	3	1	**4**	**9**
07:15 07:30	2	3	**5**	3	7	**10**	**15**
07:30 07:45	3	3	**6**	2	12	**14**	**20**
12:15 12:30	17	39	**56**	23	16	**39**	**95**
16:15 16:30	8	9	**17**	4	17	**21**	**38**
17:30 17:45	3	5	**8**	8	7	**15**	**23**
07:45 08:00	2	11	**13**	2	10	**12**	**25**
08:00 08:15	6	5	**11**	2	14	**16**	**27**
08:15 08:30	2	8	**10**	1	11	**12**	**22**
08:30 08:45	9	10	**19**	4	10	**14**	**33**
08:45 09:00	9	11	**20**	8	16	**24**	**44**
09:00 09:15	7	6	**13**	5	13	**18**	**31**
09:15 09:30	4	11	**15**	3	6	**9**	**24**
09:30 09:45	7	3	**10**	2	4	**6**	**16**
09:45 10:00	2	14	**16**	8	4	**12**	**28**
11:30 11:45	5	10	**15**	11	7	**18**	**33**
11:45 12:00	8	23	**31**	16	10	**26**	**57**
12:00 12:15	8	26	**34**	28	12	**40**	**74**
12:30 12:45	14	41	**55**	25	17	**42**	**97**
12:45 13:00	23	34	**57**	14	23	**37**	**94**
13:00 13:15	10	27	**37**	17	10	**27**	**64**
13:15 13:30	8	15	**23**	9	11	**20**	**43**
15:00 15:15	3	9	**12**	4	5	**9**	**21**
15:15 15:30	9	7	**16**	4	3	**7**	**23**
15:30 15:45	4	5	**9**	4	9	**13**	**22**
15:45 16:00	6	6	**12**	4	10	**14**	**26**
16:00 16:15	5	6	**11**	8	11	**19**	**30**
16:30 16:45	6	11	**17**	8	13	**21**	**38**
16:45 17:00	3	13	**16**	6	8	**14**	**30**
17:00 17:15	2	13	**15**	8	7	**15**	**30**
17:15 17:30	7	6	**13**	2	7	**9**	**22**
Total	204	401	**605**	251	316	**567**	**1172**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ LOBLAWS SC

Survey Date: Wednesday, October 26, 2016 **WO No:** 40243

Start Time: 07:00 **Device:** Miovision

Full Study Heavy Vehicles

		LOBLAWS SC										BASELINE RD								
		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
17:45	18:00	0	0	0	**0**	0	0	0	**0**	**0**	0	6	0	**6**	0	6	0	**6**	**12**	**12**
07:00	07:15	1	0	0	**1**	0	0	0	**0**	**1**	0	4	0	**4**	0	7	0	**7**	**11**	**12**
07:15	07:30	0	0	0	**0**	0	0	0	**0**	**0**	0	5	0	**5**	0	5	0	**5**	**10**	**10**
07:30	07:45	0	0	0	**0**	0	0	1	**1**	**1**	0	6	0	**6**	1	13	2	**16**	**22**	**23**
12:15	12:30	0	0	0	**0**	0	0	0	**0**	**0**	0	3	1	**4**	0	4	0	**4**	**8**	**8**
16:15	16:30	0	0	0	**0**	0	0	0	**0**	**0**	0	14	0	**14**	0	1	0	**1**	**15**	**15**
17:30	17:45	0	0	0	**0**	0	0	1	**1**	**1**	1	8	0	**9**	0	3	0	**3**	**12**	**13**
07:45	08:00	1	0	0	**1**	0	0	0	**0**	**1**	0	4	0	**4**	1	5	0	**6**	**10**	**11**
08:00	08:15	0	0	0	**0**	0	0	0	**0**	**0**	0	6	1	**7**	0	10	0	**10**	**17**	**17**
08:15	08:30	0	0	1	**1**	0	0	0	**0**	**1**	0	9	0	**9**	0	13	0	**13**	**22**	**23**
08:30	08:45	0	0	0	**0**	0	0	0	**0**	**0**	0	14	0	**14**	0	11	0	**11**	**25**	**25**
08:45	09:00	0	0	0	**0**	0	0	0	**0**	**0**	0	7	0	**7**	1	9	0	**10**	**17**	**17**
09:00	09:15	0	0	0	**0**	0	0	1	**1**	**1**	0	11	1	**12**	1	6	0	**7**	**19**	**20**
09:15	09:30	2	0	0	**2**	0	0	0	**0**	**2**	0	8	0	**8**	0	8	0	**8**	**16**	**18**
09:30	09:45	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	3	0	**3**	**4**	**4**
09:45	10:00	0	0	0	**0**	0	0	0	**0**	**0**	0	5	1	**6**	0	8	0	**8**	**14**	**14**
11:30	11:45	0	0	1	**1**	0	0	0	**0**	**1**	0	1	0	**1**	0	3	0	**3**	**4**	**5**
11:45	12:00	0	0	0	**0**	0	0	0	**0**	**0**	0	8	0	**8**	0	7	0	**7**	**15**	**15**
12:00	12:15	0	0	1	**1**	0	0	0	**0**	**1**	0	5	1	**6**	0	8	0	**8**	**14**	**15**
12:30	12:45	0	0	0	**0**	0	0	0	**0**	**0**	0	1	0	**1**	0	6	0	**6**	**7**	**7**
12:45	13:00	0	0	0	**0**	0	0	0	**0**	**0**	0	6	0	**6**	0	5	0	**5**	**11**	**11**
13:00	13:15	2	0	0	**2**	0	0	0	**0**	**2**	0	7	0	**7**	0	3	0	**3**	**10**	**12**
13:15	13:30	0	0	0	**0**	0	0	1	**1**	**1**	0	5	0	**5**	0	7	0	**7**	**12**	**13**
15:00	15:15	0	0	0	**0**	0	0	0	**0**	**0**	0	11	0	**11**	0	6	0	**6**	**17**	**17**
15:15	15:30	0	0	0	**0**	0	0	0	**0**	**0**	0	9	0	**9**	0	9	0	**9**	**18**	**18**
15:30	15:45	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	6	0	**6**	**8**	**8**
15:45	16:00	0	0	1	**1**	0	0	0	**0**	**1**	0	10	0	**10**	0	6	0	**6**	**16**	**17**
16:00	16:15	0	0	0	**0**	1	0	0	**1**	**1**	0	4	0	**4**	0	7	0	**7**	**11**	**12**
16:30	16:45	0	0	0	**0**	0	0	0	**0**	**0**	0	8	0	**8**	0	6	0	**6**	**14**	**14**
16:45	17:00	0	0	0	**0**	0	0	0	**0**	**0**	0	7	0	**7**	0	2	0	**2**	**9**	**9**
17:00	17:15	0	0	0	**0**	0	0	0	**0**	**0**	0	6	0	**6**	0	2	0	**2**	**8**	**8**
17:15	17:30	0	0	0	**0**	0	0	0	**0**	**0**	0	2	0	**2**	0	5	0	**5**	**7**	**7**
Total:	None	6	0	4	**10**	1	0	4	**5**	**15**	1	203	5	**209**	4	200	2	**206**	**415**	**430**

March 31, 2026

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ LOBLAWS SC

Survey Date: Wednesday, October 26, 2016 **WO No:** 40243

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

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

A.4 Baseline Road and Merivale Road

Transportation Services - Traffic Services

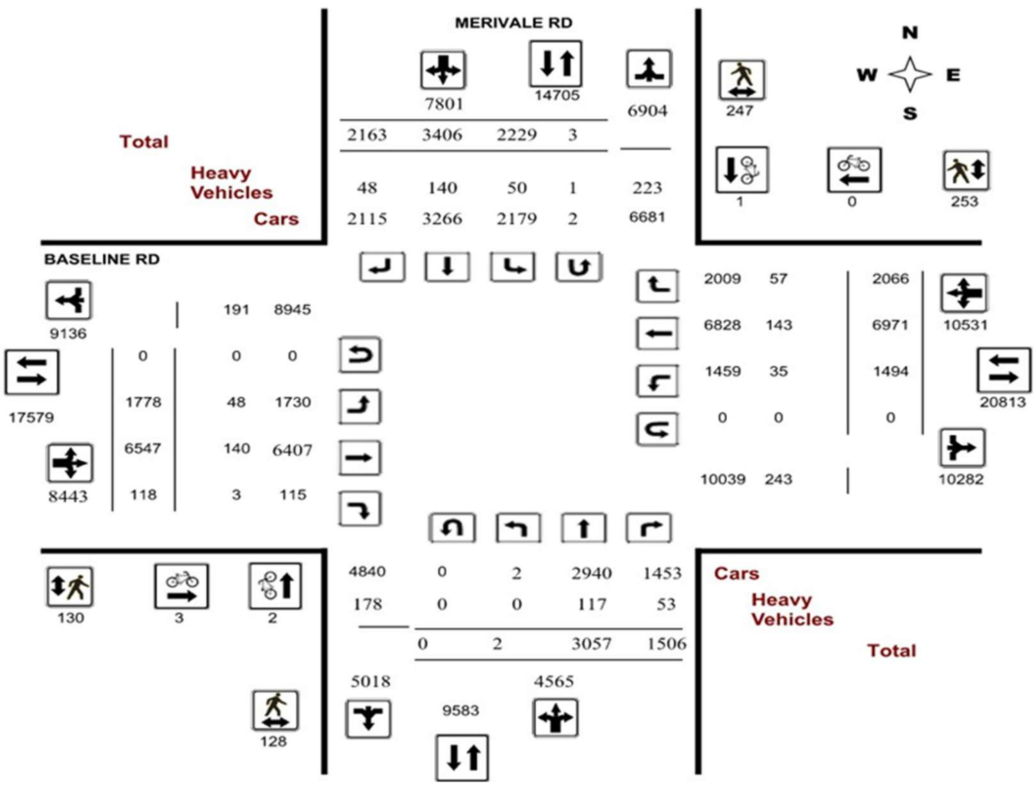
Turning Movement Count - Study Results

BASELINE RD @ MERIVALE RD

Survey Date: Tuesday, February 09, 2016 **WO No:** 35707

Start Time: 07:00 **Device:** Miovision

Full Study Diagram



Transportation Services - Traffic Services

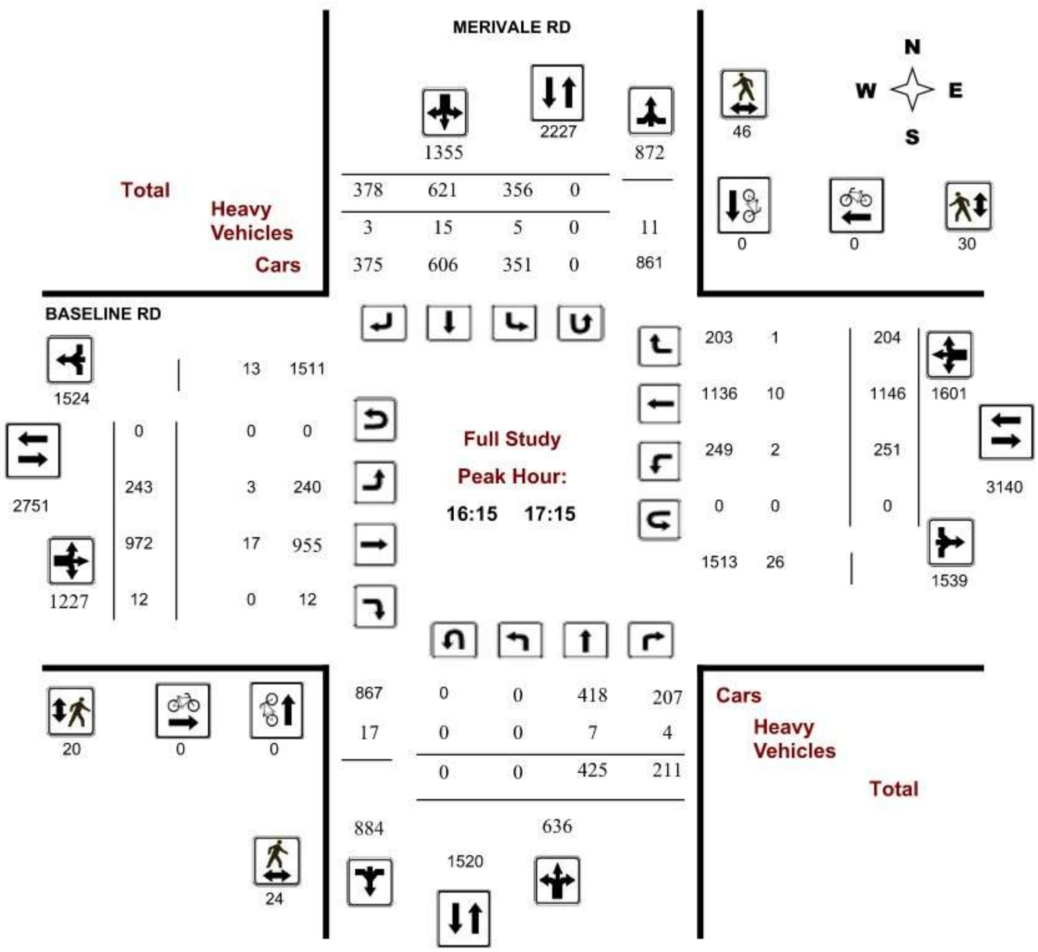
Turning Movement Count - Study Results

BASELINE RD @ MERIVALE RD

Survey Date: Tuesday, February 09, 2016 **WO No:** 35707

Start Time: 07:00 **Device:** Miovision

Full Study Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ MERIVALE RD

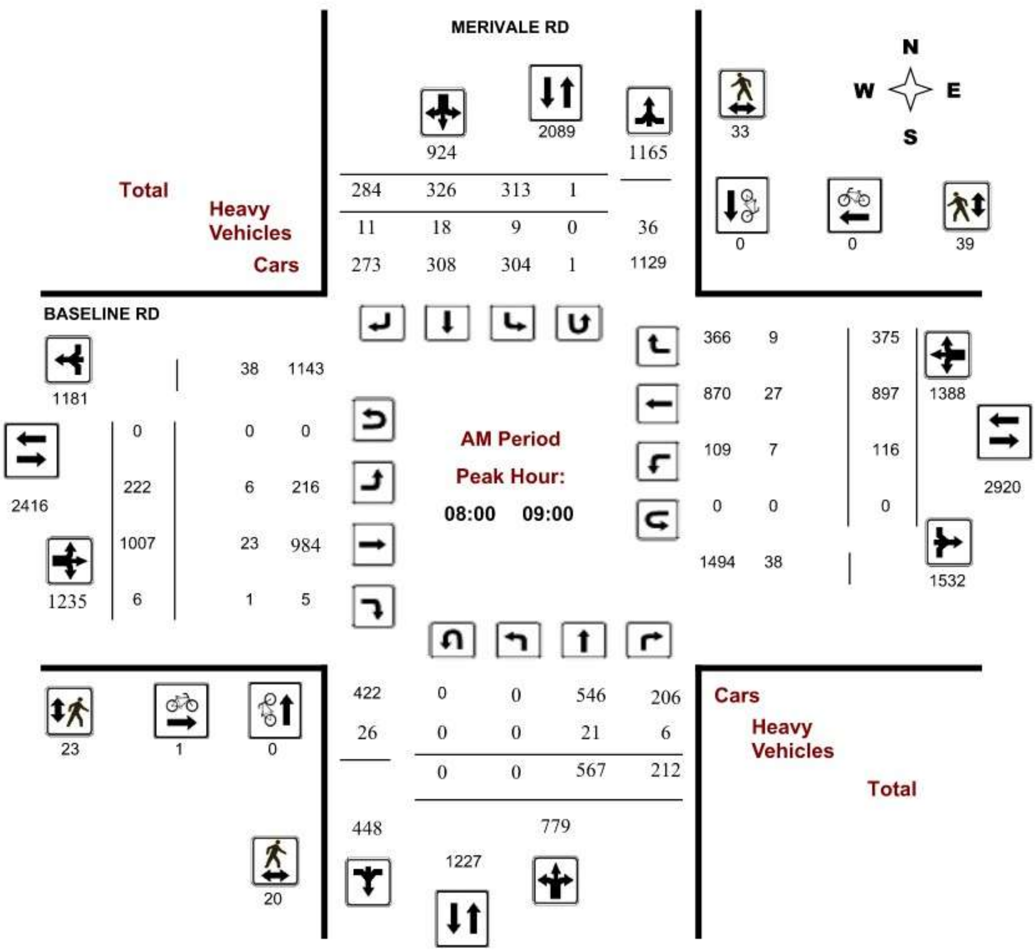
Survey Date: Tuesday, February 09, 2016

Start Time: 07:00

WO No: 35707

Device: Miovision

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

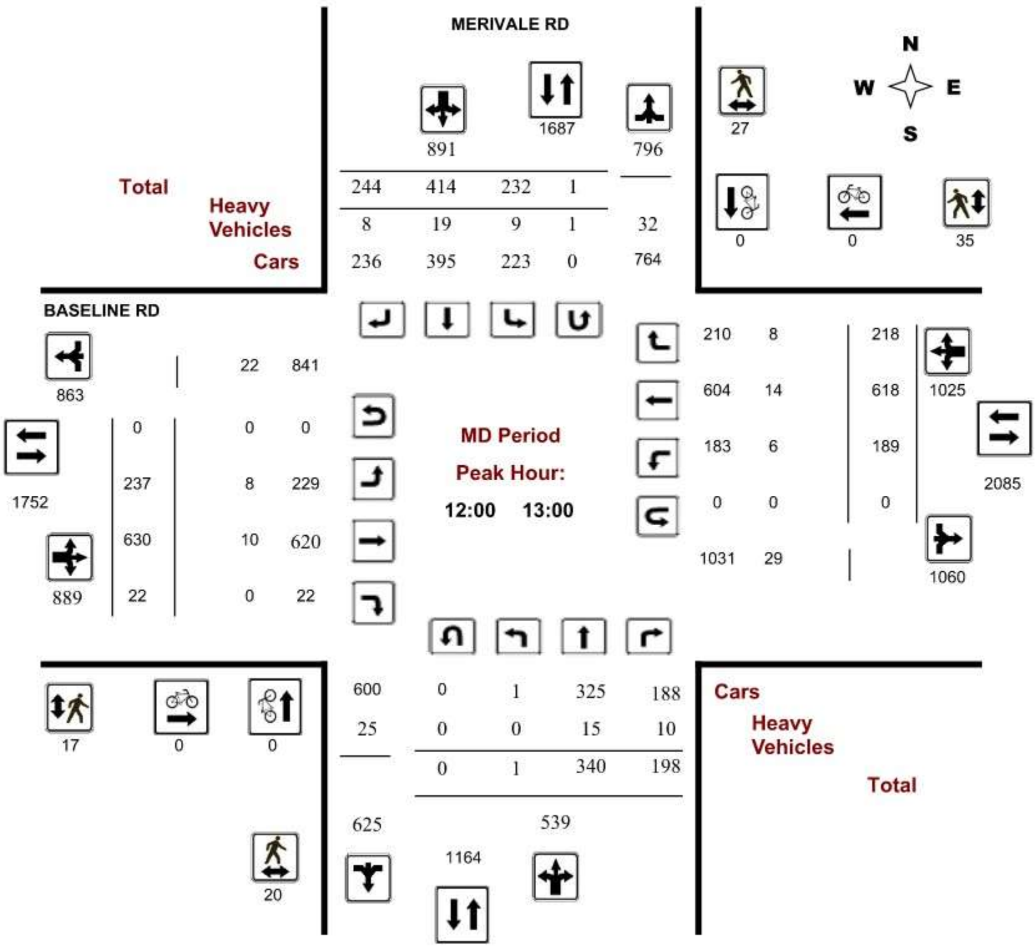
Turning Movement Count - Study Results

BASELINE RD @ MERIVALE RD

Survey Date: Tuesday, February 09, 2016 **WO No:** 35707

Start Time: 07:00 **Device:** Miovision

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

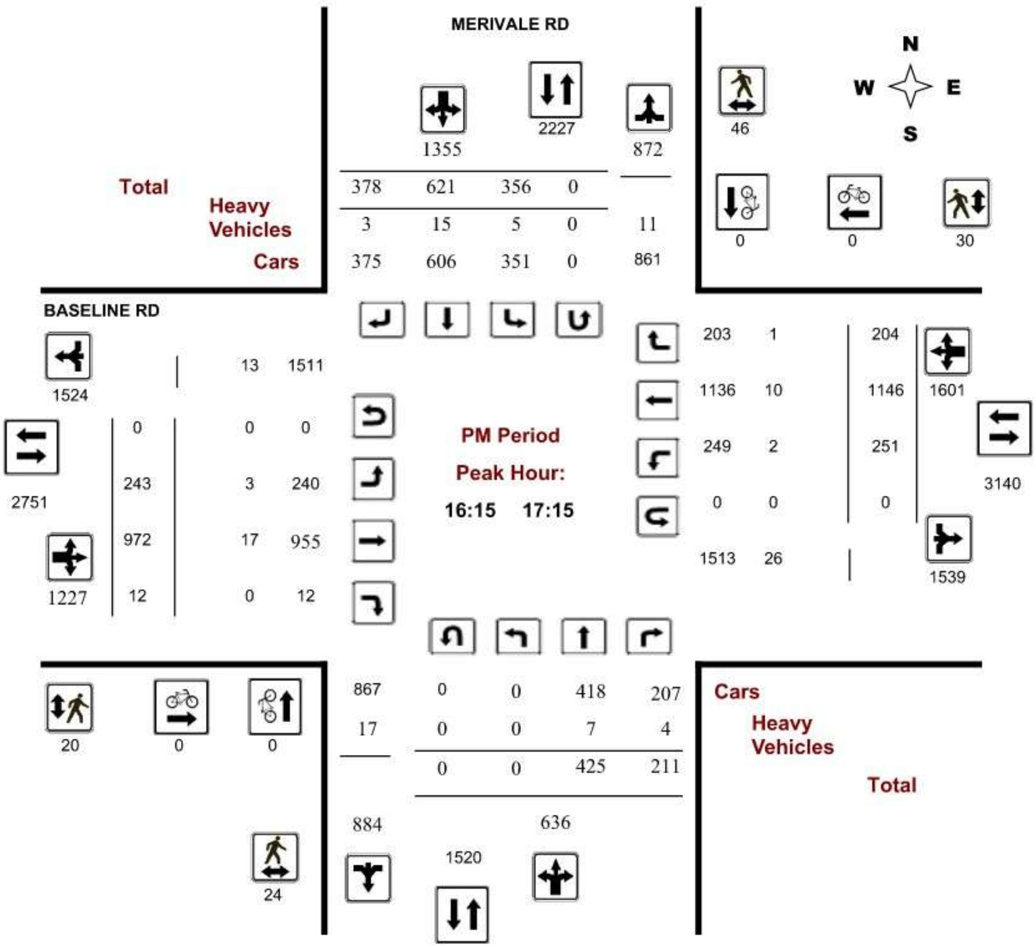
Turning Movement Count - Study Results

BASELINE RD @ MERIVALE RD

Survey Date: Tuesday, February 09, 2016 **WO No:** 35707

Start Time: 07:00 **Device:** Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ MERIVALE RD

Survey Date: Tuesday, February 09, 2016 **WO No:** 35707

Start Time: 07:00 **Device:** Miovision

Full Study Summary (8 HR Standard)

Survey Date: Tuesday, February 09, 2016

Total Observed U-Turns

Northbound: 0 Southbound: 3

Eastbound: 0 Westbound: 0

AADT Factor

1.00

	MERIVALE RD									BASELINE RD									
	Northbound				Southbound					Eastbound				Westbound					
Period	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total
07:00 08:00	0	358	150	**508**	242	281	223	**746**	**1254**	159	937	7	**1103**	73	769	278	**1120**	**2223**	**3477**
08:00 09:00	0	567	212	**779**	313	326	284	**923**	**1702**	222	1007	6	**1235**	116	897	375	**1388**	**2623**	**4325**
09:00 10:00	0	277	166	**443**	216	303	223	**742**	**1185**	224	876	16	**1116**	177	709	304	**1190**	**2306**	**3491**
11:30 12:30	0	288	187	**475**	217	426	263	**906**	**1381**	225	596	20	**841**	203	633	223	**1059**	**1900**	**3281**
12:30 13:30	1	343	216	**560**	235	379	208	**822**	**1382**	219	572	17	**808**	173	616	219	**1008**	**1816**	**3198**
15:00 16:00	1	398	189	**588**	315	528	275	**1118**	**1706**	223	729	22	**974**	234	1136	222	**1592**	**2566**	**4272**
16:00 17:00	0	387	194	**581**	365	595	356	**1316**	**1897**	237	949	14	**1200**	245	1161	206	**1612**	**2812**	**4709**
17:00 18:00	0	439	192	**631**	326	568	331	**1225**	**1856**	269	881	16	**1166**	273	1050	239	**1562**	**2728**	**4584**
Sub Total	2	3057	1506	**4565**	2229	3406	2163	**7798**	**12363**	1778	6547	118	**8443**	1494	6971	2066	**10531**	**18974**	**31337**
U Turns				**0**				**3**	**3**				**0**				**0**	**0**	**3**
Total	2	3057	1506	**4565**	2229	3406	2163	**7801**	**12366**	1778	6547	118	**8443**	1494	6971	2066	**10531**	**18974**	**31340**
EQ 12Hr	3	4249	2093	**6345**	3098	4734	3007	**10843**	**17189**	2471	9100	164	**11736**	2077	9690	2872	**14638**	**26374**	**43563**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	3	4249	2093	**6345**	3098	6202	3939	**10843**	**17189**	2471	9100	164	**11736**	2077	9690	2872	**14638**	**26374**	**43563**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**1.00**					
AVG 24Hr	4	5566	2742	**8312**	4058	8125	5160	**14204**	**22518**	3237	11921	215	**15374**	2721	12694	3762	**19176**	**34550**	**57068**
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

BASELINE RD @ MERIVALE RD

Survey Date: Tuesday, February 09, 2016 **WO No:** 35707

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute Increments

Time Period		MERIVALE RD									BASELINE RD									
		Northbound				Southbound					Eastbound				Westbound					
		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	0	55	30	85	51	69	38	158	243	28	182	1	211	13	126	49	188	399	642
07:15	07:30	0	90	39	129	51	65	54	170	299	45	244	1	290	16	186	51	253	543	842
07:30	07:45	0	123	39	162	62	70	62	194	356	46	249	0	295	24	215	79	318	613	969
07:45	08:00	0	90	42	132	78	77	69	224	356	40	262	5	307	20	242	99	361	668	1024
08:00	08:15	0	144	65	209	78	83	83	244	453	48	251	1	300	31	192	91	314	614	1067
08:15	08:30	0	131	55	186	91	83	73	248	434	55	291	2	348	27	245	84	356	704	1138
08:30	08:45	0	167	48	215	70	77	66	213	428	62	214	3	279	34	217	110	361	640	1068
15:45	16:00	1	99	59	159	77	133	80	290	449	66	185	5	256	66	296	62	424	680	1129
12:00	12:15	0	71	47	118	63	112	73	248	366	48	171	7	226	44	168	62	274	500	866
17:30	17:45	0	104	45	149	66	129	71	266	415	80	217	2	299	75	260	65	400	699	1114
08:45	09:00	0	125	44	169	74	83	62	219	388	57	251	0	308	24	243	90	357	665	1053
09:00	09:15	0	91	35	126	56	83	52	191	317	68	219	4	291	43	167	81	291	582	899
09:15	09:30	0	59	43	102	45	72	53	170	272	57	223	3	283	40	222	98	360	643	915
09:30	09:45	0	64	44	108	56	59	52	167	275	55	253	2	310	59	175	81	315	625	900
09:45	10:00	0	63	44	107	59	89	66	214	321	44	181	7	232	35	145	44	224	456	777
11:30	11:45	0	73	45	118	54	96	61	212	330	52	126	5	183	54	171	53	278	461	791
11:45	12:00	0	67	46	113	48	104	66	218	331	62	143	6	211	52	167	53	272	483	814
12:15	12:30	0	77	49	126	52	114	63	229	355	63	156	2	221	53	127	55	235	456	811
12:30	12:45	1	103	50	154	60	81	51	192	346	64	139	4	207	40	174	57	271	478	824
12:45	13:00	0	89	52	141	57	107	57	222	363	62	164	9	235	52	149	44	245	480	843
13:00	13:15	0	84	54	138	64	92	48	204	342	45	121	3	169	40	147	63	250	419	761
13:15	13:30	0	67	60	127	54	99	52	205	332	48	148	1	197	41	146	55	242	439	771
15:00	15:15	0	107	44	151	75	118	57	250	401	60	168	5	233	52	244	46	342	575	976
15:15	15:30	0	87	41	128	68	130	57	255	383	48	178	7	233	58	307	55	420	653	1036
15:30	15:45	0	105	45	150	95	147	81	323	473	49	198	5	252	58	289	59	406	658	1131
16:00	16:15	0	90	48	138	98	143	82	323	461	58	216	5	279	69	299	56	424	703	1164
16:15	16:30	0	108	61	169	81	144	95	320	489	54	249	2	305	54	302	52	408	713	1202
16:30	16:45	0	98	45	143	106	139	97	342	485	64	246	4	314	59	270	42	371	685	1170
16:45	17:00	0	91	40	131	80	169	82	331	462	61	238	3	302	63	290	56	409	711	1173
17:00	17:15	0	128	65	193	89	169	104	362	555	64	239	3	306	75	284	54	413	719	1274
17:15	17:30	0	122	48	170	86	151	79	316	486	61	216	4	281	64	287	67	418	699	1185
17:45	18:00	0	85	34	119	85	119	77	281	400	64	209	7	280	59	219	53	331	611	1011
Total:		2	3057	1506	4565	2229	3406	2163	7801	12366	1778	6547	118	8443	1494	6971	2066	10531	18974	31,340

Note: U-Turns are included in Totals, cyclist volume is not included in totals. For cycliste volumes reffer to Cyclist Volume report.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ MERIVALE RD

Survey Date: Tuesday, February 09, 2016 **WO No:** 35707

Start Time: 07:00 **Device:** Miovision

Full Study Cyclist Volume

Time Period		MERIVALE RD Northbound	MERIVALE RD Southbound	MERIVALE RD Street Total	BASELINE RD Eastbound	BASELINE RD Westbound	BASELINE RD Street Total	Grand Total
07:00	07:15	2	0	2	0	0	0	2
07:15	07:30	0	0	0	1	0	1	1
07:30	07:45	0	0	0	0	0	0	0
07:45	08:00	0	1	1	0	0	0	1
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
15:45	16:00	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0
17:30	17:45	0	0	0	0	0	0	0
08:45	09:00	0	0	0	1	0	1	1
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
12:15	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
16:00	16:15	0	0	0	0	0	0	0
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	1	0	1	1
17:45	18:00	0	0	0	0	0	0	0
Total		2	1	**3**	3	0	3	6

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ MERIVALE RD

Survey Date: Tuesday, February 09, 2016 **WO No:** 35707

Start Time: 07:00 **Device:** Miovision

Full Study Pedestrian Volume

Time Period	MERIVALE RD NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	BASELINE RD EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	1	2	**3**	2	4	**6**	**9**
07:15 07:30	6	2	**8**	5	6	**11**	**19**
07:30 07:45	1	14	**15**	2	12	**14**	**29**
07:45 08:00	5	10	**15**	6	11	**17**	**32**
08:00 08:15	3	11	**14**	4	13	**17**	**31**
08:15 08:30	5	12	**17**	3	12	**15**	**32**
08:30 08:45	5	3	**8**	8	7	**15**	**23**
15:45 16:00	4	14	**18**	5	11	**16**	**34**
12:00 12:15	13	8	**21**	9	15	**24**	**45**
17:30 17:45	2	12	**14**	2	7	**9**	**23**
08:45 09:00	7	7	**14**	8	7	**15**	**29**
09:00 09:15	2	1	**3**	4	2	**6**	**9**
09:15 09:30	3	8	**11**	2	5	**7**	**18**
09:30 09:45	3	8	**11**	2	9	**11**	**22**
09:45 10:00	6	3	**9**	6	6	**12**	**21**
11:30 11:45	3	1	**4**	2	3	**5**	**9**
11:45 12:00	1	3	**4**	2	4	**6**	**10**
12:15 12:30	0	3	**3**	0	2	**2**	**5**
12:30 12:45	1	6	**7**	5	8	**13**	**20**
12:45 13:00	6	10	**16**	3	10	**13**	**29**
13:00 13:15	6	3	**9**	3	6	**9**	**18**
13:15 13:30	1	6	**7**	4	9	**13**	**20**
15:00 15:15	0	7	**7**	2	5	**7**	**14**
15:15 15:30	1	7	**8**	1	12	**13**	**21**
15:30 15:45	6	16	**22**	8	17	**25**	**47**
16:00 16:15	4	9	**13**	5	7	**12**	**25**
16:15 16:30	9	13	**22**	7	7	**14**	**36**
16:30 16:45	6	17	**23**	4	8	**12**	**35**
16:45 17:00	3	7	**10**	3	5	**8**	**18**
17:00 17:15	6	9	**15**	6	10	**16**	**31**
17:15 17:30	3	11	**14**	4	7	**11**	**25**
17:45 18:00	6	4	**10**	3	6	**9**	**19**
Total	128	247	**375**	130	253	**383**	**758**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ MERIVALE RD

Survey Date: Tuesday, February 09, 2016 **WO No:** 35707

Start Time: 07:00 **Device:** Miovision

Full Study Heavy Vehicles

Time Period		MERIVALE RD Northbound LT	ST	RT	N TOT	Southbound LT	ST	RT	S TOT	STR TOT	BASELINE RD Eastbound LT	ST	RT	E TOT	Westbound LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	0	3	2	**5**	1	6	0	**7**	**12**	3	2	0	**5**	1	4	5	**10**	**15**	**27**
07:15	07:30	0	5	0	**5**	1	3	1	**5**	**10**	2	7	0	**9**	1	6	4	**11**	**20**	**30**
07:30	07:45	0	8	2	**10**	1	3	2	**6**	**16**	1	2	0	**3**	0	4	6	**10**	**13**	**29**
07:45	08:00	0	2	4	**6**	3	5	2	**10**	**16**	2	1	1	**4**	1	7	2	**10**	**14**	**30**
08:00	08:15	0	4	1	**5**	4	4	3	**11**	**16**	2	1	0	**3**	2	5	3	**10**	**13**	**29**
08:15	08:30	0	9	3	**12**	1	5	4	**10**	**22**	2	9	0	**11**	2	13	4	**19**	**30**	**52**
08:30	08:45	0	5	1	**6**	4	5	3	**12**	**18**	1	6	1	**8**	1	5	1	**7**	**15**	**33**
15:45	16:00	0	2	4	**6**	0	2	1	**3**	**9**	1	6	0	**7**	0	6	2	**8**	**15**	**24**
12:00	12:15	0	6	5	**11**	1	4	2	**7**	**18**	0	3	0	**3**	1	2	2	**5**	**8**	**26**
17:30	17:45	0	4	0	**4**	1	3	0	**4**	**8**	0	4	0	**4**	1	2	1	**4**	**8**	**16**
08:45	09:00	0	3	1	**4**	0	4	1	**5**	**9**	1	7	0	**8**	2	4	1	**7**	**15**	**24**
09:00	09:15	0	2	0	**2**	1	5	3	**9**	**11**	4	8	0	**12**	1	4	3	**8**	**20**	**31**
09:15	09:30	0	8	1	**9**	0	5	1	**6**	**15**	3	8	0	**11**	1	9	2	**12**	**23**	**38**
09:30	09:45	0	5	2	**7**	3	5	1	**9**	**16**	1	13	0	**14**	1	5	5	**11**	**25**	**41**
09:45	10:00	0	6	0	**6**	4	5	1	**10**	**16**	3	4	1	**8**	3	4	2	**9**	**17**	**33**
11:30	11:45	0	6	4	**10**	0	4	2	**6**	**16**	0	2	0	**2**	4	6	2	**12**	**14**	**30**
11:45	12:00	0	2	4	**6**	0	2	2	**4**	**10**	2	3	0	**5**	1	3	1	**5**	**10**	**20**
12:15	12:30	0	3	2	**5**	2	9	4	**15**	**20**	2	1	0	**3**	1	2	3	**6**	**9**	**29**
12:30	12:45	0	2	2	**4**	4	3	1	**8**	**12**	2	5	0	**7**	0	6	2	**8**	**15**	**27**
12:45	13:00	0	4	1	**5**	2	3	1	**7**	**12**	4	1	0	**5**	4	4	1	**9**	**14**	**26**
13:00	13:15	0	4	1	**5**	3	5	1	**9**	**14**	0	2	0	**2**	5	4	1	**10**	**12**	**26**
13:15	13:30	0	1	3	**4**	4	7	2	**13**	**17**	1	5	0	**6**	0	3	1	**4**	**10**	**27**
15:00	15:15	0	3	2	**5**	0	8	1	**9**	**14**	1	1	0	**2**	0	4	0	**4**	**6**	**20**
15:15	15:30	0	4	1	**5**	0	6	2	**8**	**13**	4	9	0	**13**	0	6	1	**7**	**20**	**33**
15:30	15:45	0	3	0	**3**	2	5	2	**9**	**12**	0	2	0	**2**	0	6	1	**7**	**9**	**21**
16:00	16:15	0	3	2	**5**	2	3	1	**6**	**11**	1	6	0	**7**	0	3	0	**3**	**10**	**21**
16:15	16:30	0	2	1	**3**	2	6	1	**9**	**12**	1	4	0	**5**	0	3	0	**3**	**8**	**20**
16:30	16:45	0	3	1	**4**	2	4	0	**6**	**10**	1	4	0	**5**	0	3	1	**4**	**9**	**19**
16:45	17:00	0	0	1	**1**	0	3	1	**4**	**5**	1	3	0	**4**	1	1	0	**2**	**6**	**11**
17:00	17:15	0	2	1	**3**	1	2	1	**4**	**7**	0	6	0	**6**	1	3	0	**4**	**10**	**17**
17:15	17:30	0	1	1	**2**	1	3	1	**5**	**7**	1	2	0	**3**	0	4	0	**4**	**7**	**14**
17:45	18:00	0	2	0	**2**	0	3	0	**3**	**5**	1	3	0	**4**	0	2	0	**2**	**6**	**11**
Total:	None	0	117	53	**170**	50	140	48	**239**	**409**	48	140	3	**191**	35	143	57	**235**	**426**	**835**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

BASELINE RD @ MERIVALE RD

Survey Date: Tuesday, February 09, 2016 **WO No:** 35707

Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

Time Period		MERIVALE RD Northbound U-Turn Total	MERIVALE RD Southbound U-Turn Total	BASELINE RD Eastbound U-Turn Total	BASELINE RD 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	0	0	0	0	0
08:00	08:15	0	0	0	0	0
08:15	08:30	0	1	0	0	1
08:30	08:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
12:00	12:15	0	0	0	0	0
17:30	17:45	0	0	0	0	0
08:45	09:00	0	0	0	0	0
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	1	0	0	1
11:45	12:00	0	0	0	0	0
12:15	12:30	0	0	0	0	0
12:30	12:45	0	0	0	0	0
12:45	13:00	0	1	0	0	1
13:00	13:15	0	0	0	0	0
13:15	13:30	0	0	0	0	0
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	0	0	0
15:30	15:45	0	0	0	0	0
16:00	16:15	0	0	0	0	0
16:15	16:30	0	0	0	0	0
16:30	16:45	0	0	0	0	0
16:45	17:00	0	0	0	0	0
17:00	17:15	0	0	0	0	0
17:15	17:30	0	0	0	0	0
17:45	18:00	0	0	0	0	0
Total		0	3	0	0	3

March 27, 2026

Appendix B Signal Timing data

B.1 Baseline Road and Clyde Avenue

Traffic Signal Timing

City of Ottawa, Public Works Department

Traffic Signal Operations Unit

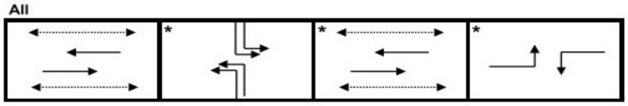
Intersection:	*Main:* Baseline	*Side:*	Clyde
Controller:	MS 3200	**TSD:**	5055
Author:	Thierno Niang	**Date:**	11-Mar-2026

Existing Timing Plans†

	Plan					Ped Minimum Time		
	AM Peak 1	Off Peak 2	PM Peak 3	Night 4	Weekend 5	*Walk*	*DW*	*A+R*
Cycle	120	120	130	110	120			
Offset	19	82	53	X	82			
EB Thru	41	42	51	34	35	7	21	3.7+2.7
WB Thru	41	42	51	34	35	7	21	3.7+2.7
NB Left (fp)	21	20	21	18	24	-	-	3.3+3.3
SB Left (fp)	21	20	21	18	24	-	-	3.3+3.3
NB Thru	40	40	40	40	43	7	26	3.3+3.6
SB Thru	40	40	40	40	43	7	26	3.3+3.6
EB Left (fp)	18	18	18	18	18	-	-	3.7+2.8
WB Left (fp)	18	18	18	18	18	-	-	3.7+2.8

Phasing Sequence‡

Plan: All



Schedule

Weekday

Time	Plan
0:15	4
6:30	1
9:30	2
15:00	3
18:30	2
23:30	4

Saturday

Time	Plan
0:15	4
8:30	5
19:00	2
23:30	4

Sunday

Time	Plan
0:15	4
8:30	2
11:30	5
17:30	2
23:30	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
— — ► Bike Signal
═ ═ ► Transit Signal
Cost is $63.94 ($56.58 + HST)

B.2 Baseline Road and Smart Centre/Walmart Plaza

Traffic Signal Timing

City of Ottawa, Public Works Department

Traffic Signal Operations Unit

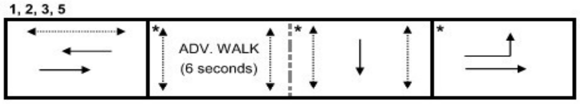
Intersection:	*Main:* Baseline	*Side:*	Walmart
Controller:	MS 3200	**TSD:**	6780
Author:	Thierno Niang	**Date:**	11-Mar-2026

Existing Timing Plans†

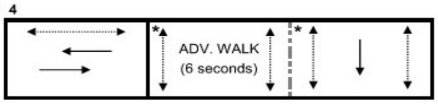
	Plan					Ped Minimum Time		
	AM Peak 1	Off Peak 2	PM Peak 3	Night 4	Weekend 5	*Walk*	*DW*	*A+R*
Cycle	120	120	130	70	120			
Offset	55	107	48	X	107			
EB Thru	82	82	92	32	82	-	-	3.7+2.1
WB Thru	67	64	78	32	64	7	16	3.7+2.1
SB Thru	38	38	38	38	38	7	25	3.3+2.9
EB Left	15	18	14	-	18	-	-	3.7+2.8

Phasing Sequence‡

Plan: 1, 2, 3, 5



Plan: 4



<u>**Notes:**</u> 1) In all plans, the EB Thru movement has a min recall of 18s green

Schedule

Weekday

Time	Plan
0:15	4
6:30	1
9:30	2
15:00	3
18:30	2
23:30	4

Saturday

Time	Plan
0:15	4
8:30	5
19:00	2
23:30	4

Sunday

Time	Plan
0:15	4
8:30	2
11:30	5
17:30	2
23:30	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
Bike Signal
Transit Signal
Cost is $63.94 ($56.58 + HST)

B.3 Baseline Road and Loblaws

Traffic Signal Timing

City of Ottawa, Public Works Department

Traffic Signal Operations Unit

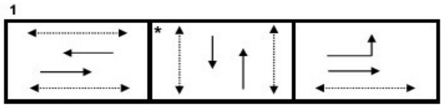
Intersection:	*Main:* Baseline	*Side:*	Loblaws
Controller:	ATC 3	**TSD:**	5448
Author:	Thierno Niang	**Date:**	11-Mar-2026

Existing Timing Plans†

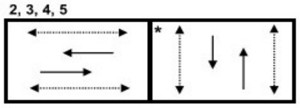
	Plan					Ped Minimum Time		
	AM Peak 1	Off Peak 2	PM Peak 3	Night 4	Weekend 5	*Walk*	*DW*	*A+R*
Cycle	120	120	130	70	120			
Offset	48	100	36	X	100			
EB Thru	60	80	90	35	80	19	7	3.7+1.9
WB Thru	60	80	90	35	80	19	7	3.7+1.9
NB Thru	40	40	40	35	40	7	21	3.3+3.0
SB Thru	40	40	40	35	40	7	21	3.3+3.0
EB Left	20	-	-	-	-	-	-	3.7+2.0

Phasing Sequence‡

Plan: 1



Plan: 2, 3, 4, 5



Notes: 1) In plan 1, 3, 4, any unused time will go to the EW movements
2) The EW U-Turn movements are prohibited

Schedule

Weekday

Time	Plan
0:15	4
6:30	1
9:30	2
15:00	3
18:30	2
23:30	4

Saturday

Time	Plan
0:15	4
8:30	5
19:00	2
23:30	4

Sunday

Time	Plan
0:15	4
8:30	2
11:30	5
17:30	2
23:30	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
Bike Signal
Transit Signal
Cost is $63.94 ($56.58 + HST)

B.4 Baseline Road and Merivale Road

Traffic Signal Timing

City of Ottawa, Public Works Department

Traffic Signal Operations Unit

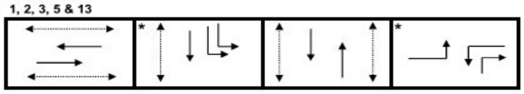
Intersection:	*Main:* Baseline	*Side:*	Merivale
Controller:	ATC 3	**TSD:**	5190
Author:	Thierno Niang	**Date:**	11-Mar-2026

Existing Timing Plans†

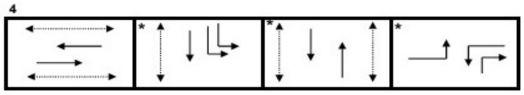
	Plan						Ped Minimum Time		
	AM Peak 1	Off Peak 2	PM Peak 3	Night 4	Weekend 5	Evening 13	*Walk*	*DW*	*A+R*
Cycle	120	120	140	110	120	130			
Offset	45	88	19	11	88	19			
EB Thru	43	42	60	47	42	50	7	27	3.7+3.4
WB Thru	43	42	60	47	42	50	7	27	3.7+3.4
SB Left (fp)	18	18	20	14	16	17	-	-	3.7+2.8
NB Thru	35	35	35	35	35	35	7	21	3.7+2.9
SB Thru	53	53	55	49	51	52	7	21	3.7+2.9
EB Left (fp)	24	25	25	14	27	28	-	-	3.7+3.4
WB Left (fp)	24	25	25	14	27	28	-	-	3.7+3.4
NB Right	24	25	25	14	27	28	-	-	3.7+3.4

Phasing Sequence‡

Plan: 1, 2, 3, 5 & 13



Plan: 4



Notes:
1) For all plans, there is a max recall for the NB Thru movement
2) For plan 1, any unused time will go to the EW Thru phase
3) For plan 1, if the NS pedestrian phase is not actuated; the NS Thru movement will force off 8s early
4) For plan 4, the SB Thru movement has a min recall of 10s green
5) The U-turn movement is prohibited in the EB and WB directions
6) The NB left turn movement is prohibited

Schedule

Weekday

Time	Plan
0:15	4
6:30	1
9:30	2
15:00	3
17:30	13
18:30	2
23:30	4

Saturday

Time	Plan
0:15	4
8:30	5
19:00	2
23:30	4

Sunday

Time	Plan
0:15	4
8:30	2
11:30	5
17:30	2
23:30	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
Bike Signal
Transit Signal
Cost is $63.94 ($56.58 + HST)

Appendix C Collision Data

Accident_Year	Location	Classification_Of_Accident	Initial_Impact_Type	Environment_Condition_1	Max_injury	num_of_injuries	num_of_minimal	num_of_minor
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD @ LOBLAWS SC (0009097)	02 - Non-fatal injury	05 - Turning movement	01 - Clear	Minimal	2	2	
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	03 - Snow				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	99 - Other	01 - Clear	Minimal	1	1	
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	02 - Angle	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	04 - Freezing Rain	Minor	1		1
2019	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1	
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1	
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	05 - Turning movement	01 - Clear				
2019	BASELINE RD btwn 207 E OF CLYDE AVE/WALMART SC & LOBLAWS SC (__3Z096DB)	02 - Non-fatal injury	99 - Other	01 - Clear	Minor	1		1
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	02 - Rain				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1	
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	01 - Clear				
2019	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (__3Z096DC)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ LOBLAWS SC (0009097)	03 - P.D. only	02 - Angle	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	05 - Turning movement	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	99 - Other	01 - Clear				
2019	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	02 - Non-fatal injury	05 - Turning movement	01 - Clear	Minor	1		1
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minor	1		1
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD btwn 207 E OF CLYDE AVE/WALMART SC & LOBLAWS SC (__3Z096DB)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (__3Z096DC)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ LOBLAWS SC (0009097)	03 - P.D. only	05 - Turning movement	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (__3Z096DC)	03 - P.D. only	04 - Sideswipe	02 - Rain				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minor	1		1
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	02 - Rain				
2019	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	03 - P.D. only	03 - Rear end	01 - Clear				

2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	03 - Snow				
2019	BASELINE RD btwn CLYDE AVE & 207 E OF CLYDE AVE/WALMART SC (__3Z096DA)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD btwn CLYDE AVE & 207 E OF CLYDE AVE/WALMART SC (__3Z096DA)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	02 - Non-fatal injury	07 - SMV other	01 - Clear	Minor	1		1
2019	BASELINE RD btwn CLYDE AVE & 207 E OF CLYDE AVE/WALMART SC (__3Z096DA)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2019	BASELINE RD @ LOBLAWS SC (0009097)	03 - P.D. only	03 - Rear end	02 - Rain				
2019	BASELINE RD btwn CLYDE AVE & 207 E OF CLYDE AVE/WALMART SC (__3Z096DA)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2019	BASELINE RD @ LOBLAWS SC (0009097)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1	
2019	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	07 - SMV other	04 - Freezing Rain				
2020	BASELINE RD @ LOBLAWS SC (0009097)	03 - P.D. only	05 - Turning movement	03 - Snow				
2020	BASELINE RD/HERON RD @ PRINCE OF WALES DR (0002345)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	03 - Snow				
2020	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (__3Z096DC)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	03 - Snow				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	05 - Drifting Snow				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	03 - Snow				
2020	BASELINE RD @ NAVAHO DR (0003158)	02 - Non-fatal injury	07 - SMV other	03 - Snow	Minimal	1	1	
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD btwn CLYDE AVE & 207 E OF CLYDE AVE/WALMART SC (__3Z096DA)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	03 - Snow				
2020	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	02 - Non-fatal injury	07 - SMV other	01 - Clear	Minor	1		1
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	03 - Snow				
2020	BASELINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minor	1		1
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	02 - Angle	01 - Clear	Minor	2	1	1
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	02 - Angle	01 - Clear				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	03 - Snow				
2020	BASELINE RD btwn CLYDE AVE & 207 E OF CLYDE AVE/WALMART SC (__3Z096DA)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD btwn CLYDE AVE & 207 E OF CLYDE AVE/WALMART SC (__3Z096DA)	03 - P.D. only	07 - SMV other	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	02 - Angle	01 - Clear	Minimal	1	1	
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1	
2020	BASELINE RD btwn CLYDE AVE & 207 E OF CLYDE AVE/WALMART SC (__3Z096DA)	03 - P.D. only	02 - Angle	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	02 - Angle	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minor	1		1
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	02 - Rain				
2020	BASELINE RD @ LOBLAWS SC (0009097)	03 - P.D. only	05 - Turning movement	01 - Clear				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	05 - Turning movement	01 - Clear	Minor	1		1
2020	BASELINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	07 - SMV other	01 - Clear	Minor	1		1
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				

2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	02 - Angle	01 - Clear				
2020	BASELINE RD btwn 207 E OF CLYDE AVE/WALMART SC & LOBLAWS SC (__3Z096DB)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ GREENBANK RD (0002357)	02 - Non-fatal injury	04 - Sideswipe	01 - Clear	Minor	1		1
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2020	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (__3Z096DC)	03 - P.D. only	03 - Rear end	02 - Rain				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	02 - Angle	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	02 - Rain				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2020	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	02 - Non-fatal injury	07 - SMV other	03 - Snow	Minor	1		1
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	05 - Turning movement	03 - Snow				
2020	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	03 - Snow				
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	03 - Snow				
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	02 - Rain				
2020	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	99 - Other	01 - Clear				
2020	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	07 - SMV other	07 - Fog, mist, smoke, dust	Minimal	1	1	
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	03 - Snow				
2021	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1	
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	03 - Snow				
2021	BASELINE RD @ LOBLAWS SC (0009097)	02 - Non-fatal injury	05 - Turning movement	03 - Snow	Minimal	2	2	
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	07 - SMV other	03 - Snow				
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	03 - Snow				
2021	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1	
2021	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	03 - P.D. only	02 - Angle	01 - Clear				
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	02 - Angle	01 - Clear				
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2021	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	07 - SMV other	01 - Clear	Minor	1		1
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	04 - Freezing Rain				
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2021	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (__3Z096DC)	02 - Non-fatal injury	02 - Angle	01 - Clear	Minimal	1	1	
2021	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1	
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2021	BASELINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minor	1		1
2021	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	02 - Non-fatal injury	07 - SMV other	01 - Clear	Minor	2	1	1
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	02 - Angle	01 - Clear				
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	02 - Rain				
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2021	BASELINE RD @ LOBLAWS SC (0009097)	03 - P.D. only	03 - Rear end	01 - Clear				
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2021	ERINDALE DR @ BASELINE RD (0003209)	03 - P.D. only	02 - Angle	02 - Rain				
2021	BASELINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	07 - SMV other	01 - Clear	Minor	1		1
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	05 - Turning movement	02 - Rain				
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2021	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	02 - Rain				
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	05 - Turning movement	01 - Clear				

2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2021	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1	
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	05 - Turning movement	02 - Rain				
2021	BASELINE RD @ CLYDE AVE (0002343)	04 - Non-reportable	02 - Angle	01 - Clear				
2021	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	05 - Turning movement	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	03 - Snow				
2022	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	03 - Snow				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	03 - Snow				
2022	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	03 - Snow				
2022	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASELINE RD @ LOBLAWS SC (0009097)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	03 - Snow	Minimal	1	1	
2022	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	03 - Rear end	02 - Rain	Minimal	1	1	
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	03 - Rear end	02 - Rain	Minimal	1	1	
2022	BASELINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	2	2	
2022	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1	
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	05 - Turning movement	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	01 - Fatal injury	02 - Angle	01 - Clear	Fatal	4	1	2
2022	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1	
2022	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (__3Z096DC)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	02 - Non-fatal injury	05 - Turning movement	01 - Clear	Minor	1		1
2022	MCWATTERS RD @ BASELINE RD (0002657)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	99 - Other	01 - Clear	Minor	1		1
2022	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1	
2022	MCWATTERS RD @ BASELINE RD (0002657)	03 - P.D. only	05 - Turning movement	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	02 - Non-fatal injury	05 - Turning movement	01 - Clear	Minor	1		1
2022	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	02 - Angle	01 - Clear				
2022	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (__3Z096DC)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	02 - Angle	01 - Clear	Minor	2		2

2022	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASELINE RD @ CLYDE AVE (0002343)	04 - Non-reportable	03 - Rear end	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2022	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	03 - P.D. only	02 - Angle	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	02 - Rain				
2022	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	05 - Turning movement	01 - Clear				
2022	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	05 - Turning movement	01 - Clear				
2022	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	99 - Other	01 - Clear				
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	02 - Angle	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	01 - Clear				
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2024	BASELINE RD @ MERIVALE RD (0002342)	02 - Non-fatal injury	03 - Rear end	02 - Rain	Minor	2	1	1
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ FISHER AVE (0002346)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	02 - Non-fatal injury	03 - Rear end	01 - Clear	Minimal	1	1	
2024	BASELINE RD btwn 207 E OF CLYDE AVE/WALMART SC & LOBLAWS SC (__3Z096DB)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ 207 E OF CLYDE AVE/WALMART SC (0008213)	02 - Non-fatal injury	02 - Angle	01 - Clear	Minor	1		1
2024	BASELINE RD btwn LOBLAWS SC & MERIVALE RD (__3Z096DC)	03 - P.D. only	04 - Sideswipe	02 - Rain				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	05 - Turning movement	03 - Snow				
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	03 - Snow				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	06 - Strong wind				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	05 - Turning movement	03 - Snow				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	05 - Turning movement	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	03 - Snow				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	05 - Turning movement	01 - Clear				
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	05 - Turning movement	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	02 - Angle	01 - Clear				
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	05 - Turning movement	01 - Clear				
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ MERIVALE RD (0002342)	03 - P.D. only	03 - Rear end	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				
2024	BASELINE RD @ CLYDE AVE (0002343)	03 - P.D. only	04 - Sideswipe	01 - Clear				

Stantec

Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

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