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December 23, 2020

Huntington Construction and Development Inc.
1306 Wellington Street, Suite 200
Ottawa, ON, K1Y 3B2

By Email: mdesjardins@huntingtonpropertiers.ca
Reference: 476734 - 01000

Attention: Mathieu Desjardins, Development Coordinator

Re: 2165 Robertson Road Ottawa, ON, Transportation Impact Study: Addendum #1

Dear Mathieu,

This Addendum #1 to the above-noted Transportation Impact Study has been prepared to support an updated site plan. The attached revised site plan includes changes that affect the transportation analysis as follows:

- No notable changes proposed to Building B (Retail/Warehouse).
- Total onsite vehicle parking increased to 87 spaces.
- Building A's footprint is increased to 559 m^2 (6,020 ft^2) as shown in Figure 2 from 232 m^2 (2,500 ft^2) as displayed in Figure 1 and adds two additional restaurant/retail units. For the purpose of this study, the following land uses and daily operations per unit are assumed:
    1. ~184 m^2 of drive through restaurant providing all day service for the southernmost unit;
    2. ~180 m^2 of Fast casual restaurant with operating hours between 10AM to 9PM for the middle unit; and,
    3. ~195 m^2 of Fast casual restaurant with operating hours between 10AM to 9PM for the northernmost unit.

Figure 1: Original TIA Proposed Building A

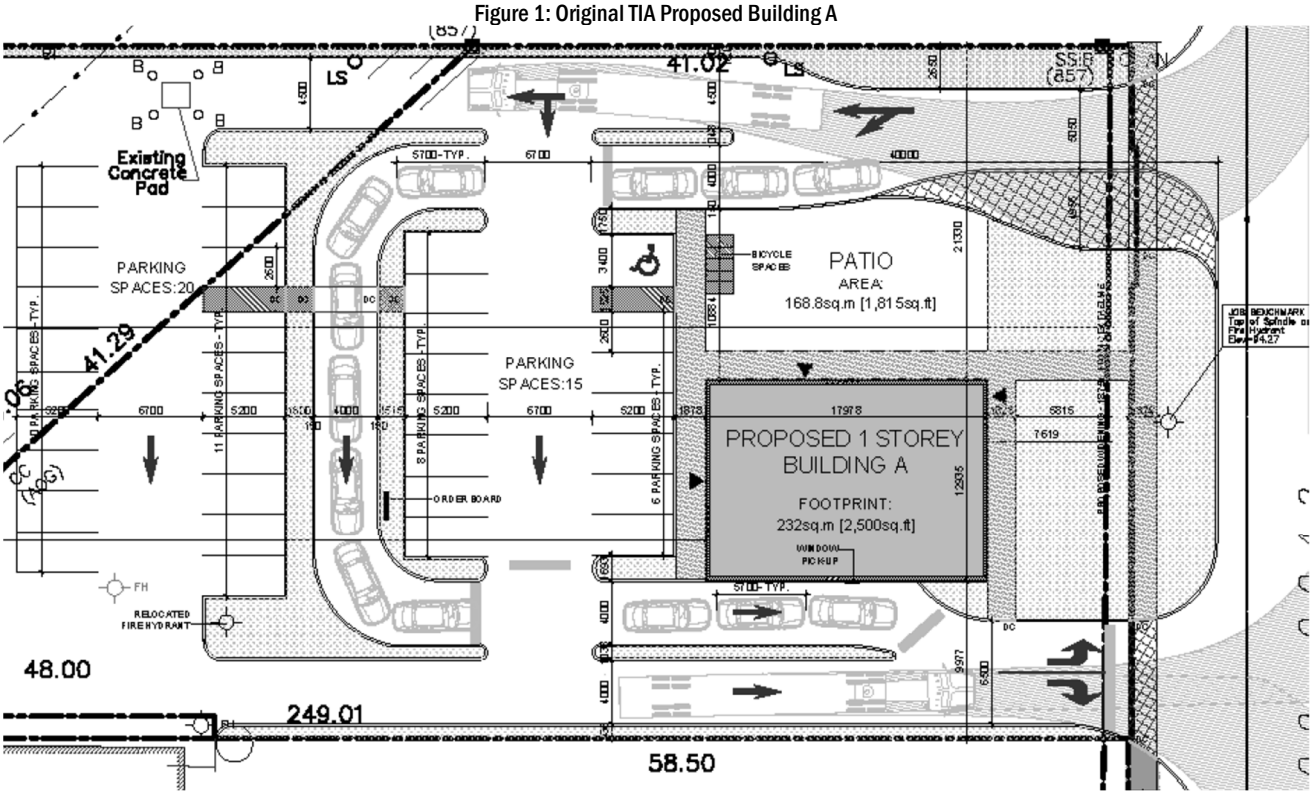
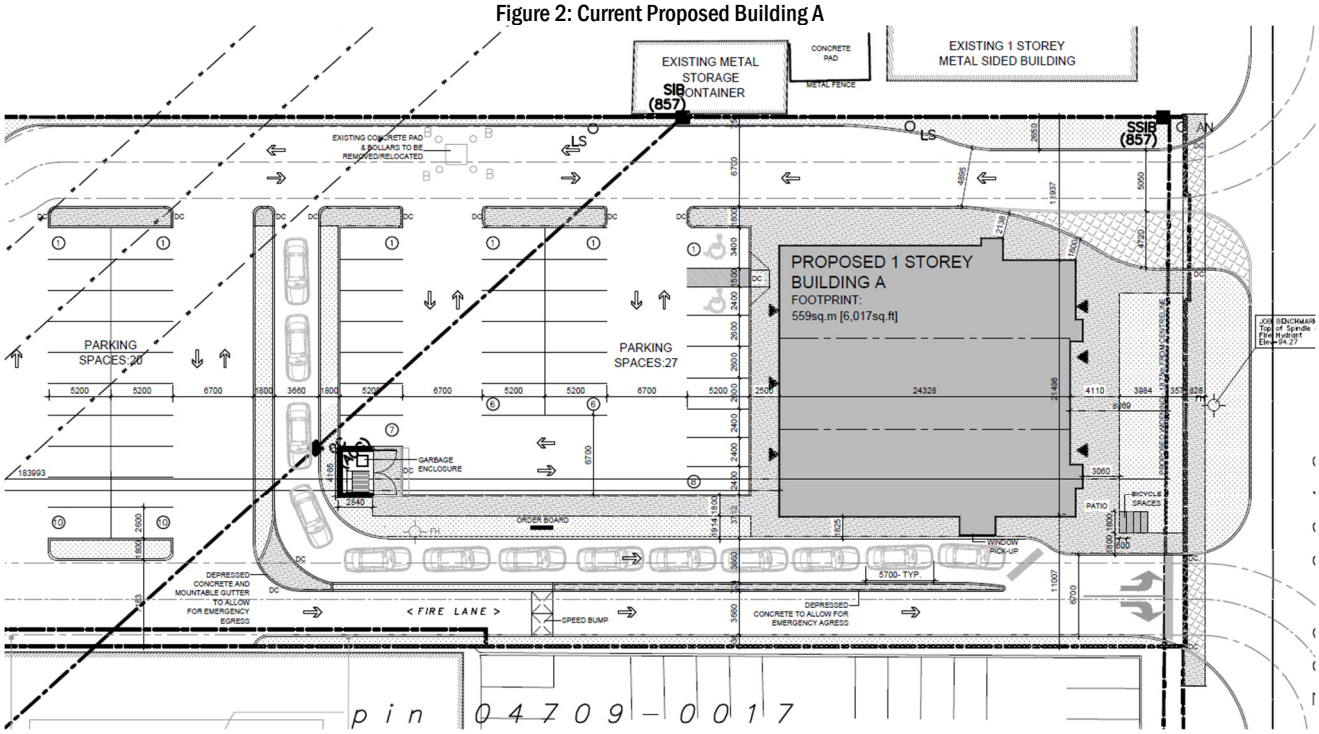


Figure 2: Current Proposed Building A



SITE TRIP GENERATION CHANGES

Within the original 2018 Traffic Impact Study for the whole site estimated a two-way total peak hour traffic generation of approximately 95 veh/h during weekday morning, 90 veh/h during weekday afternoon, and 110 during Saturday peak hours, excluding pass-by reductions. With regard to the previous Buildings A, it's 2,500 ft² drive-through restaurant, was estimated to generate two-way traffic of approximately 80 veh/h during the weekday morning, 65 during the weekday evening and 110 veh/h during the Saturday peak hours, excluding pass-by reductions. These volumes comprised, on average, approximately 80% of the overall site's total vehicular traffic generation for morning, afternoon and Saturday peaks.

The current Site Plan modifications reduces the drive through by ~(-)520 ft² and adds ~4,040 ft² of Fast Casual Restaurant. The following Table 1, Table 2, and Table 3 summarize the peak hour traffic generation comparisons between the Building A's new floor area plus added land uses, and includes the estimated net difference. As shown in Table 3, the estimated net difference in two-way traffic flow is a decrease of approximately 15 veh/h during the morning peak hour, an increase of approximately 30 veh/h during the afternoon peak hour and an increase of 85 veh/h during the Saturday peak hour. These additional volumes equate to approximately one more vehicle entering/leaving the site every 45 seconds during the Saturday peak hour, and for less frequently during the weekday peak hours.

Table 1: Previous Specialty Retail Peak Hour Traffic Generation

Land Use	Data Source	Area (ft²)	AM Peak (Person Trips/hr)			PM Peak (Person Trips/hr)			SAT Peak (Person Trips/hr)		
			In	Out	Total	In	Out	Total	In	Out	Total
Drive-through (Fast-Food)$_1$	934	2,500	39	39	78	33	31	64	54	53	107
Updated Drive-through (Fast-Food)$_2$	934	0	0	0	0	0	0	0	0	0	0
Fast Casual Restaurant$_2$	930	0	0	0	0	0	0	0	0	0	0
Total Vehicle Trips			**39**	**39**	**78**	**33**	**31**	**64**	**54**	**53**	**107**

1.) Accounts for Drive-through (fast food) in the original TIA
2.) Accounts for the updated Site Plan's Fast-Food Restaurant
3.) Accounts for the updated Site Plan that includes Fast Casual Restaurant (Note that this type of restaurant is closed weekday morning peak hours and that the Saturday ITE study sample study size is small for the Saturday Peak Hour of Generator rates).

Table 2: Proposed New Peak Hour Traffic Generation Fast-Food Restaurant Building

Land Use	Data Source	Area (ft²)	AM Peak (Person Trips/hr)			PM Peak (Person Trips/hr)			SAT Peak (Person Trips/hr)		
			In	Out	Total	In	Out	Total	In	Out	Total
Drive-through (Fast-Food)[1]	934	0	0	0	0	0	0	0	0	0	0
Updated Drive-through (Fast-Food)[2]	934	1,981	32	30	62	26	24	50	42	42	84
Fast Casual Restaurant[2]	930	4,036	0	0	0	24	21	45	59	49	108
Total Vehicle Trips			**32**	**30**	**62**	**50**	**45**	**95**	**101**	**91**	**192**

1.) Accounts for Drive-through (fast food) in the original TIA
2.) Accounts for the updated Site Plan's Fast-Food Restaurant
3.) Accounts for the updated Site Plan that includes Fast Casual Restaurant (Note that this type of restaurant is closed weekday morning peak hours and that the Saturday ITE study sample study size is small for the Saturday Peak Hour of Generator rates).

Table 3: Resultant Net Change in Peak Hour Traffic Generation

Land Use	Data Source	Area (ft²)	AM Peak (Person Trips/hr)			PM Peak (Person Trips/hr)			SAT Peak (Person Trips/hr)		
			In	Out	Total	In	Out	Total	In	Out	Total
Drive-through (Fast-Food)[1]	934	-2,500	-39	-39	-78	-33	-31	-64	-54	-53	-107
Updated Drive-through (Fast-Food)[2]	934	1,981	32	30	62	26	24	50	42	42	84
Fast Casual Restaurant[2]	930	4,036	0	0	0	24	21	45	59	49	108
Total Vehicle Trips			**-7**	**-9**	**-16**	**17**	**14**	**31**	**47**	**38**	**85**

1.) Accounts for Drive-through (fast food) in the original TIA
2.) Accounts for the updated Site Plan's Fast-Food Restaurant
3.) Accounts for the updated Site Plan that includes Fast Casual Restaurant (Note that this type of restaurant is closed weekday morning peak hours and that the Saturday ITE study sample study size is small for the Saturday Peak Hour of Generator rates).

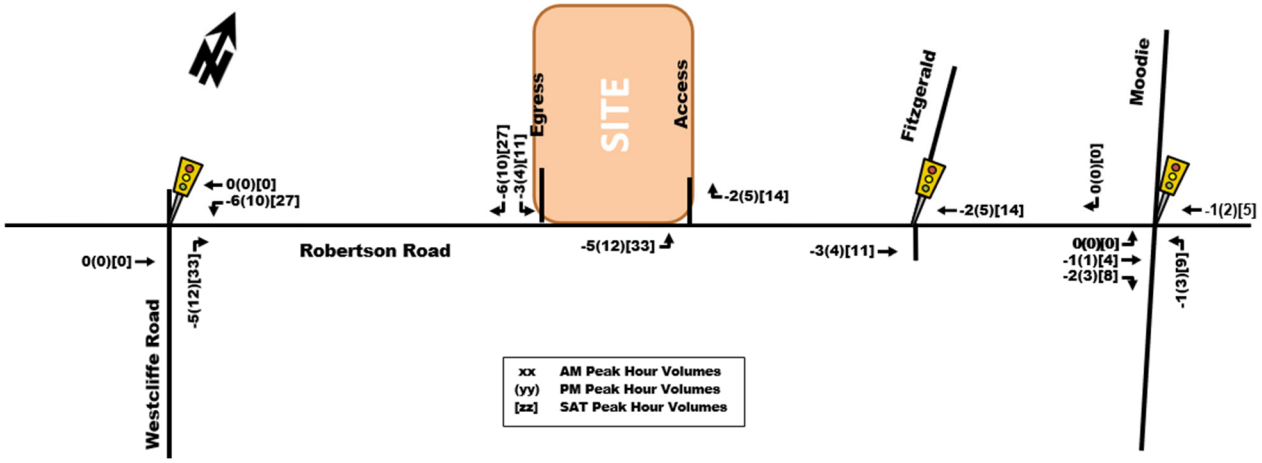
With regard to the distribution of the projected net increase in site-generated traffic, the additional 30 veh/h afternoon peak and 85 veh/h Saturday peak hour trips assigned to the site's driveway connection to the adjacent arterial road, the distribution assumption in the original TIA are being used as follows:

- 50% to/from the north
- 10% to/from the east
- 30% to/from the west
- 10% to/from the south

These distribution percentages are applied to the above-noted net additional volumes to the site's exit only driveway and is depicted in Figure 3.

As it can be seen from review of the Figure 3 traffic assignment, when the two-way total of 30 veh/h and 85 veh/h are split between inbound and outbound volumes (note that pass-by trip and multi-purpose trip reductions have not been included) and distributed at site access/egress point, with multiple turn options, the net increase to any one movement is minor.

Figure 3: Assignment of Net Difference in Site Peak Hour Traffic Generation

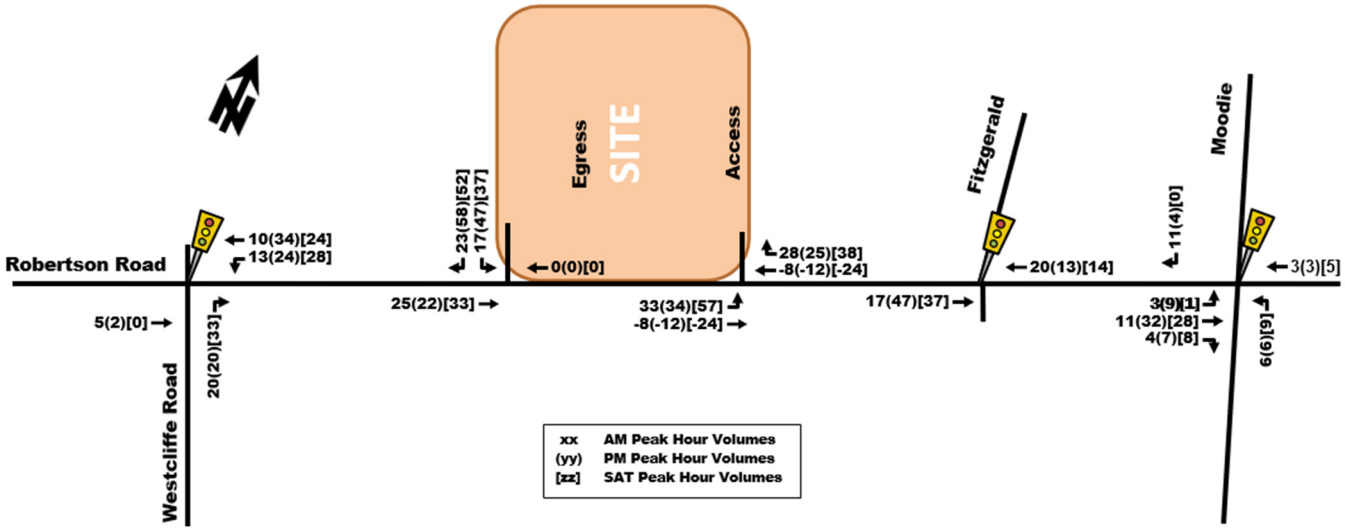


The updated total site generated traffic volumes including pass-by trips and the multi-purpose trip reduction is summarized in Table 4 and the subsequent network distribution is displayed in Figure 4.

Table 4: Updated Total Site Vehicle Trip Generation

Land Use	AM Peak (veh/h)			PM Peak (veh/h)			SAT Peak (veh/h)		
	In	Out	Total	In	Out	Total	In	Out	Total
Fast-Food w/Drive-Through Trip Generation	32	30	62	26	24	50	42	42	84
Fast Casual Restaurant Trip Generation	0	0	0	24	21	45	59	49	108
Retail/Warehousing Trip Generation	16	6	22	6	17	23	0	1	1
Fast-Food w/ Drive-Through Pass-by (50%)	-16	-16	-32	-13	-13	-26	-21	-21	-42
Fast Casual Restaurant Pass-by (50%)	0	0	0	-11	-11	-22	-27	-27	-54
Retail/Warehousing Pass-by (0%)	0	0	0	0	0	0	0	0	0
Multi-purpose Trips (10%)	-3	-2	-5	-3	-4	-7	-6	-4	-10
Total 'New' Auto Trips	**29**	**18**	**47**	**29**	**34**	**63**	**47**	**40**	**87**

Figure 4: 'New', 'Pass-by' and Multi-Purpose Site-Generated Traffic

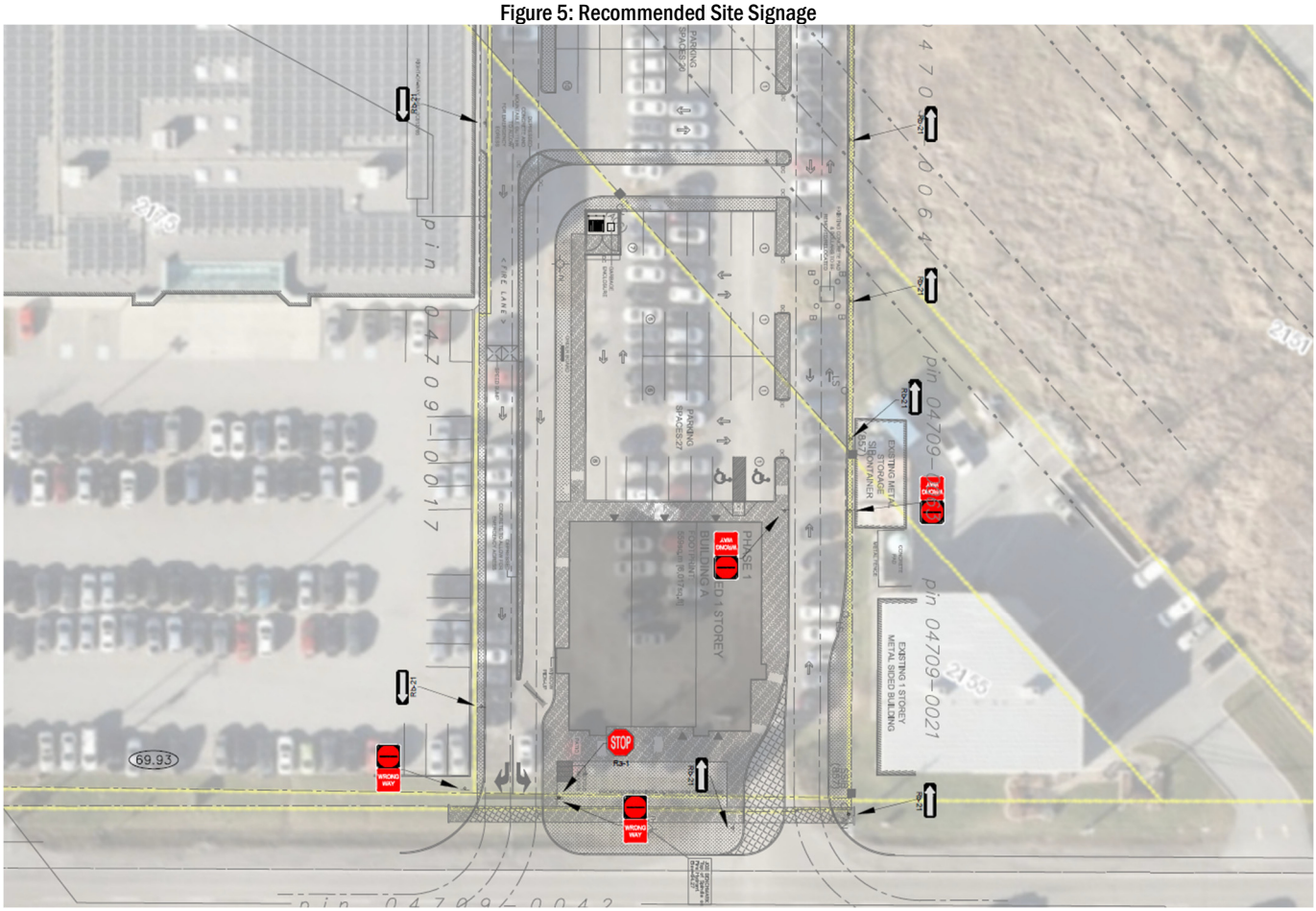


As displayed in Figure 4, each of projected turning movements are approximately 60 veh/h or less during the peak hours, which on averages equates to 1 vehicle every minute. The site provides ~45m of throat length, ~90m of internal drive-through queueing space, and that there is a shared center right-turn/left-turn lane on Robertson Road for eastbound left turning vehicles to wait for breaks in oncoming traffic to enter. As described within the foregoing, the impacts of the increase in traffic volumes produced by the additional restaurant floor area when compared to the original TIA, are anticipated to be minor.

RECOMMENDED SIGNAGE PLAN

As shown in Figure 5, it is recommended that the following signs be installed within the site and at the entrances to clearly indicate the intended vehicle directional flow/wayfinding and traffic controls.

Figure 5: Recommended Site Signage



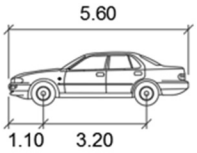
MODIFIED SITE PLAN VEHICLE MANEUVERING

The proposed site plan modifications also alter vehicle movement patterns and access requirements. The following will review the vehicle maneuvering for the new drive-through facility, garbage bin pickup and transport truck access/egress.

Drive-through Vehicle Maneuvering

It is expected that passenger vehicles (Figure 6) will be using the drive-through facilities, Figure 7 displays that a passenger vehicle has sufficient space to navigate the proposed drive-through facility.

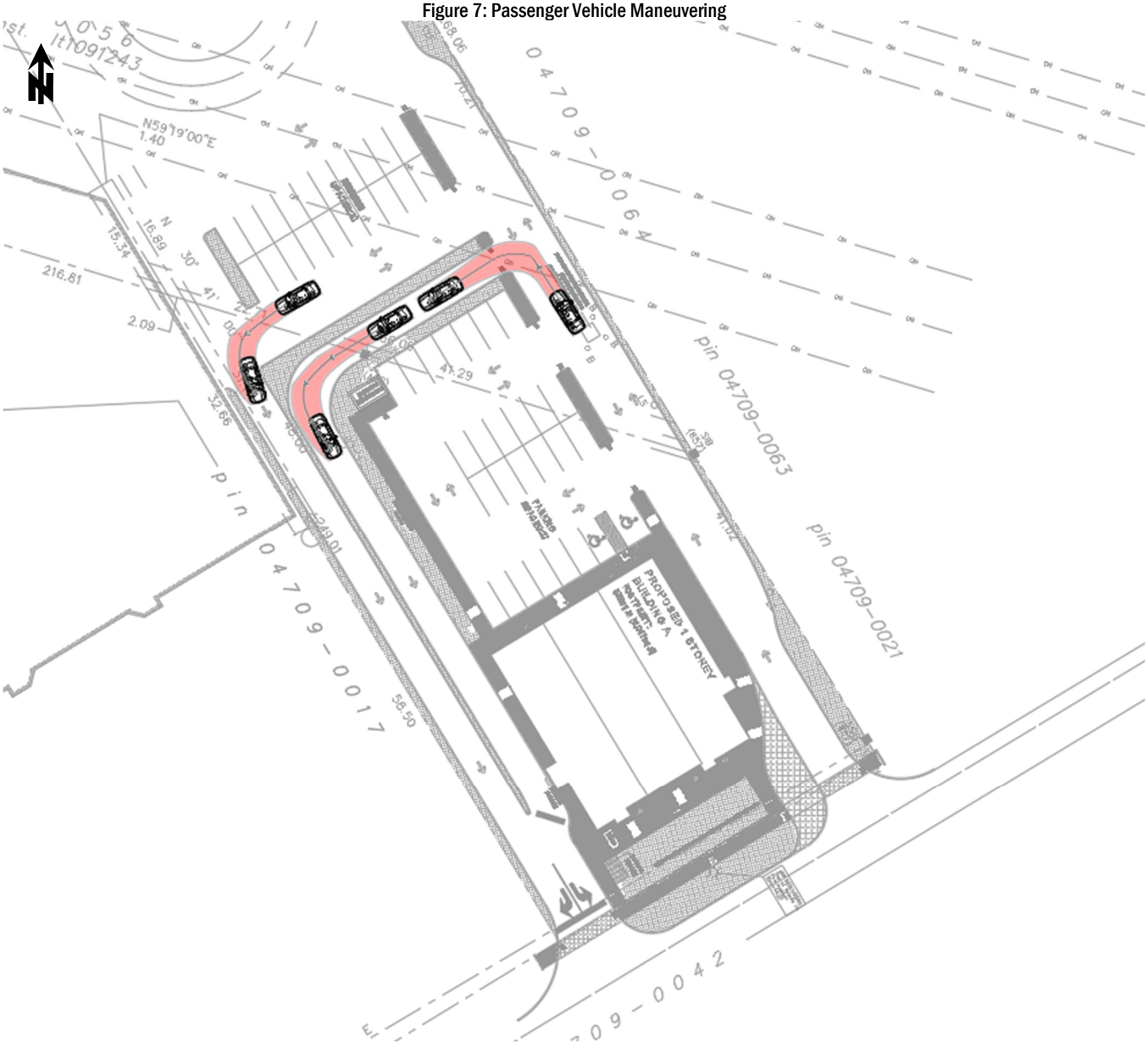
Figure 6: Passenger Vehicle Profile



P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

Figure 7: Passenger Vehicle Maneuvering



Garbage Pick up

The proposed building has a garbage bin located within the northwest corner of the parking lot adjacent to Building A. Figure 9 displays that there is sufficient space for garbage trucks (Figure 8) to maneuver into the loading area and then depart from the parking lot.

Figure 8: MSU (Garbage Truck) Vehicle Profile

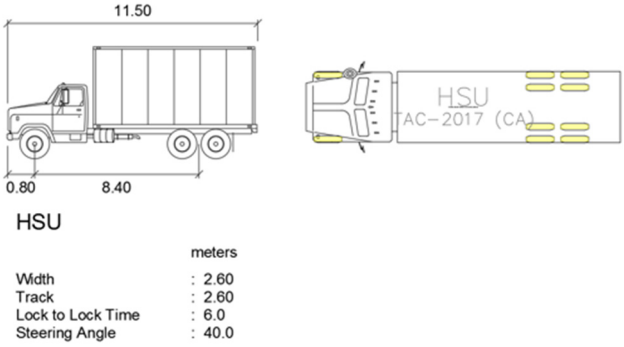
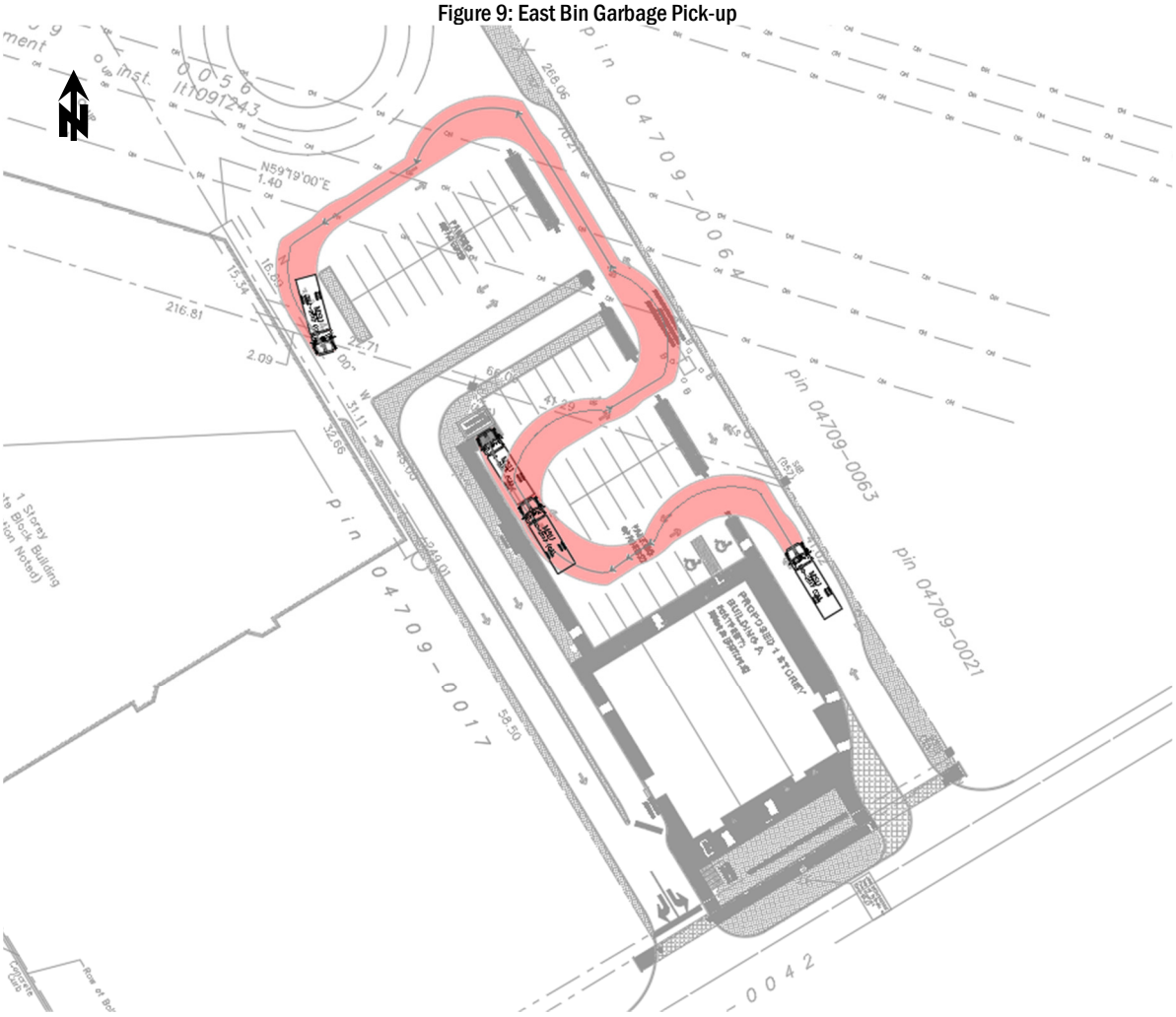


Figure 9: East Bin Garbage Pick-up



Transport Truck Access, Site Circulation and Egress

Building B requires transport truck (Figure 10) access, Figure 11 shows the WB-20 Entering and Exiting the Site, Figure 12 displays the Transport Truck reversing into the proposed loading bay.

Figure 10: WB-20 (Transport Truck) Vehicle Profile

WB-20

	meters		
Tractor Width	: 2.60	Lock to Lock Time	: 6.0
Trailer Width	: 2.60	Steering Angle	: 28.2
Tractor Track	: 2.60	Articulating Angle	: 70.0
Trailer Track	: 2.60		

Figure 11: WB-20 Access and Egress

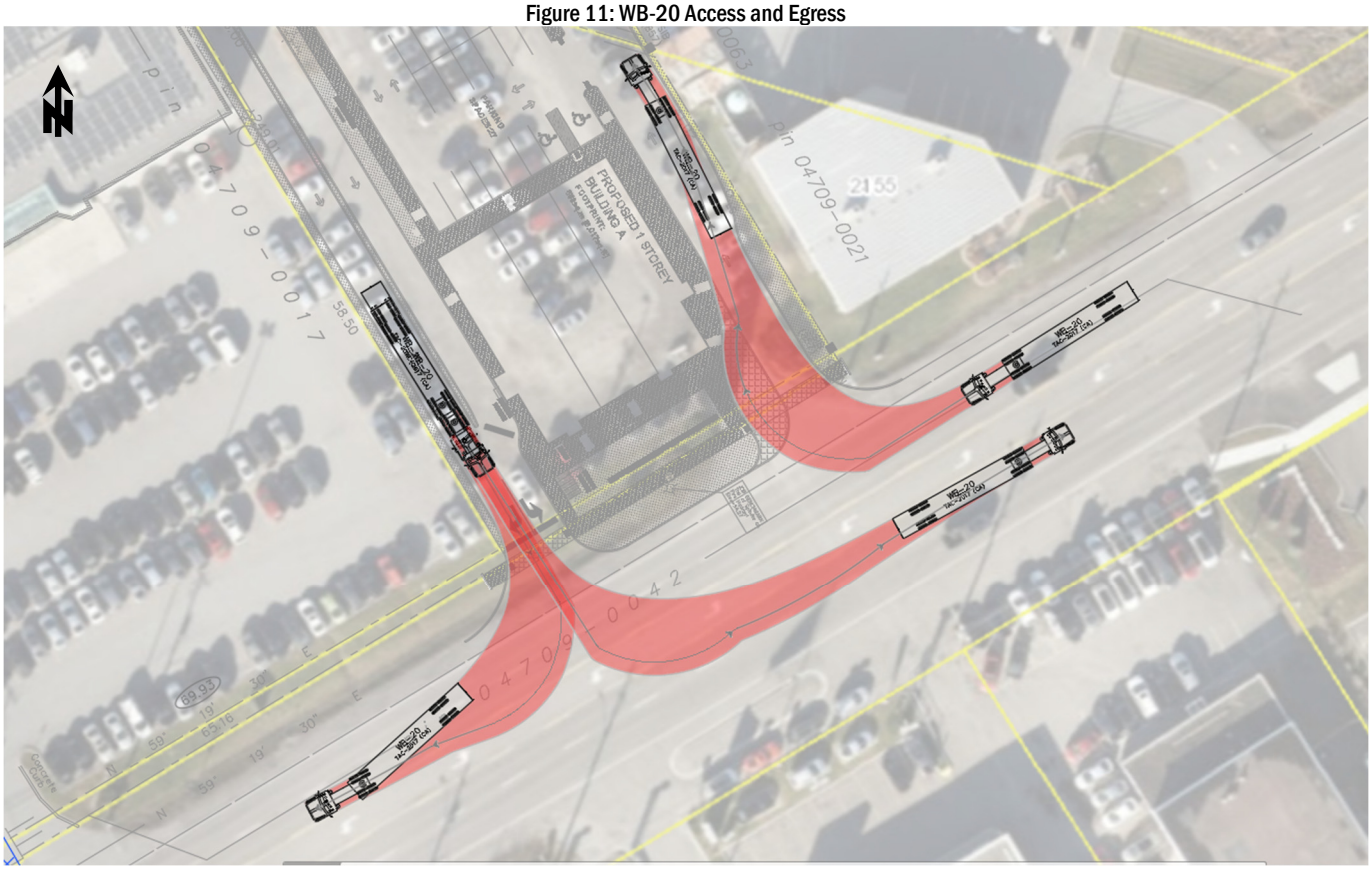
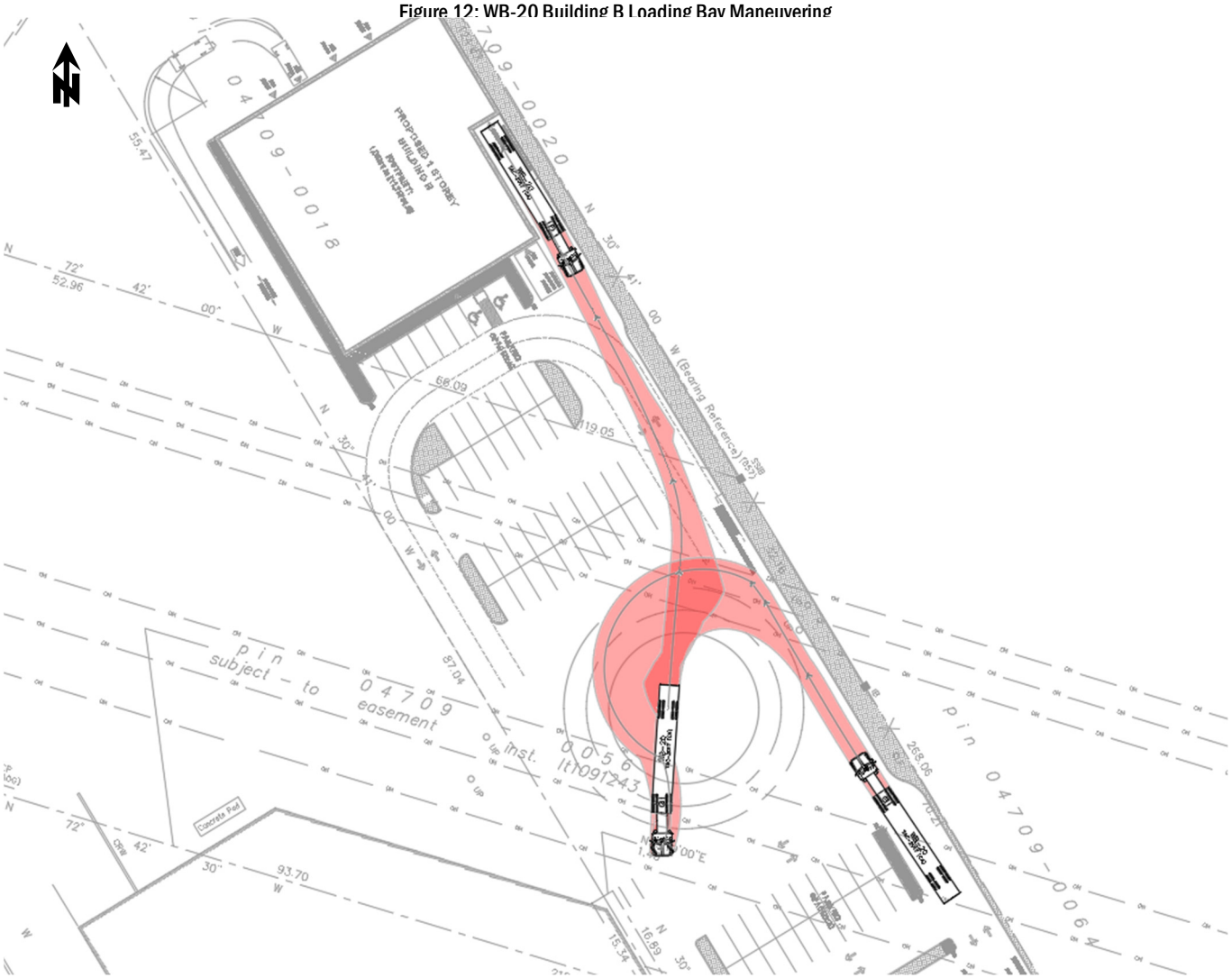


Figure 12: WB-20 Building B Loading Bay Maneuvering



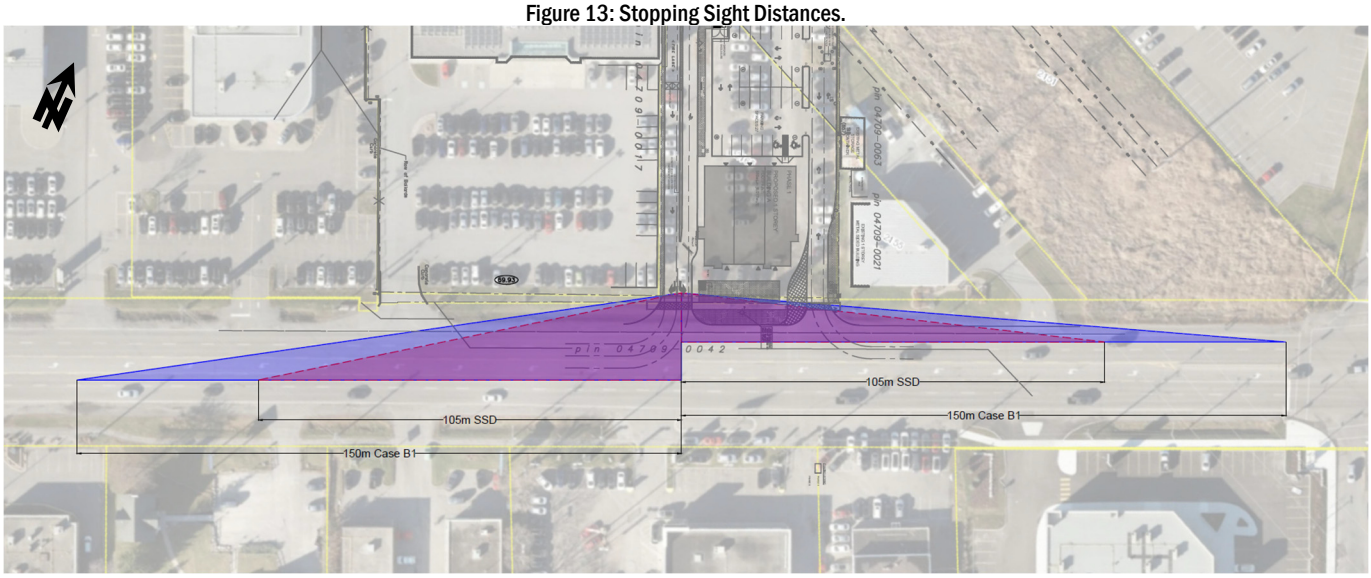
TIA COMMENT RESPONSES

The following represents the responses to City comments prepared on Feb. 26, 2020

Comment 67: Confirm the required sight distance is provided for vehicles exiting the outbound driveway on Robertson Road.

Response 67: *Since the posted speed limit is 60km/h, the assumed operating speed is 70km/h. Using 2017 TAC table 9.9.4: "Design Intersection Sight Distance – Case B1 Left Turn From Stop" to obtain the critical movement sight line distances at the assumed 70km/h operating speed results in a Stopping Sight Distance (SSD) of 105m and an Intersection Sight Distance (ISD) for Passenger Cars of 150m. Both SSD (red) and ISD (blue) distances as displayed in* Figure 13 *are recommended to have unobstructed visibility and restrict vertical obstructions (i.e. plants, bicycle racks, etc.) to less than 0.75m in height.*

Figure 13: Stopping Sight Distances.



Comment 68: Pertaining to the Synchro analysis of Fitzgerald Road and Robertson Road, westbound left turn movements are permitted-protected.

Response 68: *Noted.*

Comment 69: Provide a completed consultant qualification letter, attached, and include it in the Traffic Impact Assessment.

Response 69: *See attached qualification letter.*

Comment 70: Revise the Traffic Impact Assessment to include a revised site plan and the noted changes above and provide two hard copies.

Response 70*: See attached.*

Based on the foregoing, the proposed revised Site Plan is recommended from a transportation perspective.

Any questions, please call.

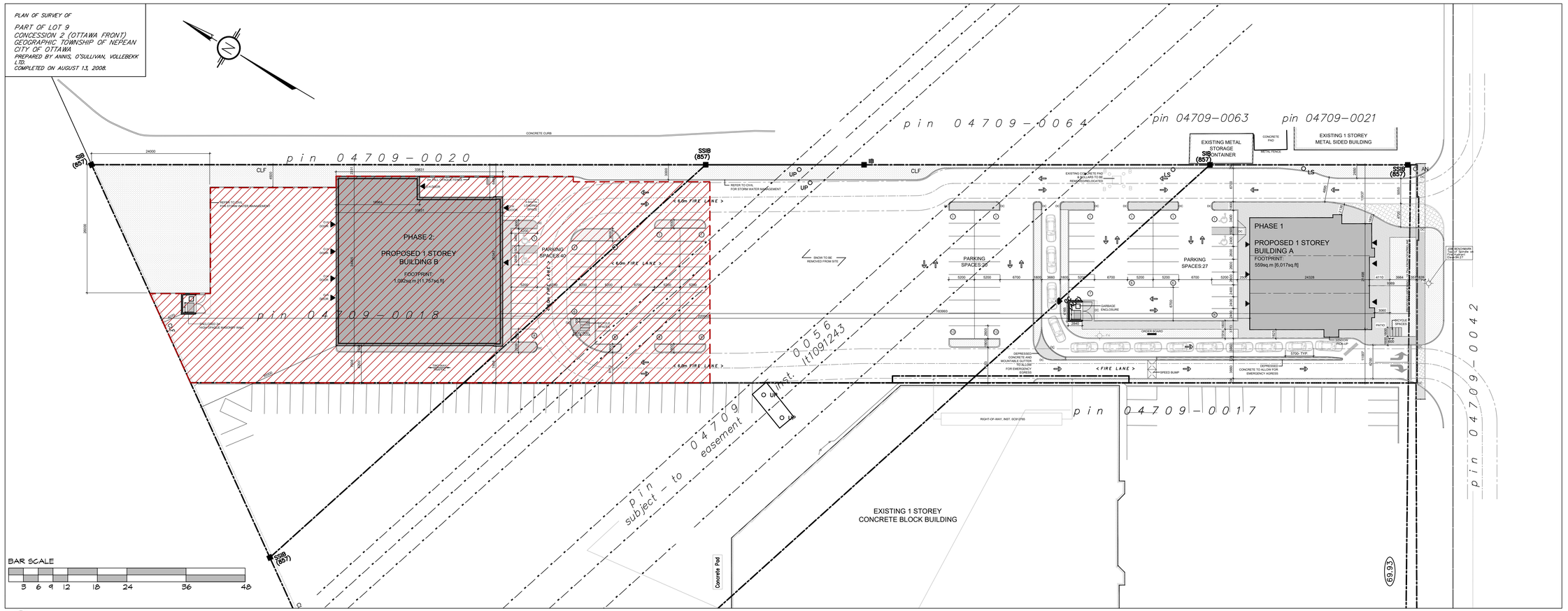
Sincerely,

Matthew Mantle, P.Eng.
Transportation Engineer

Attachments

PLAN OF SURVEY OF

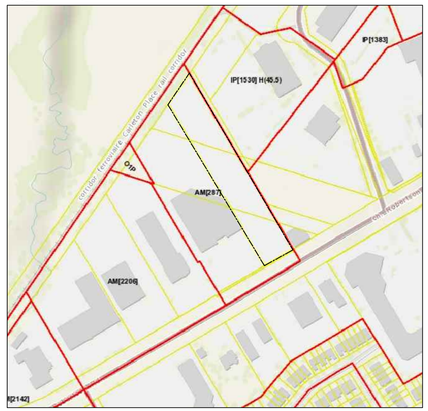
PART OF LOT 9
CONCESSION 2 (OTTAWA FRONT)
GEOGRAPHIC TOWNSHIP OF NEPEAN
CITY OF OTTAWA
PREPARED BY ANNIS, O'SULLIVAN, VOLLEBEKK LTD.
COMPLETED ON AUGUST 13, 2008.



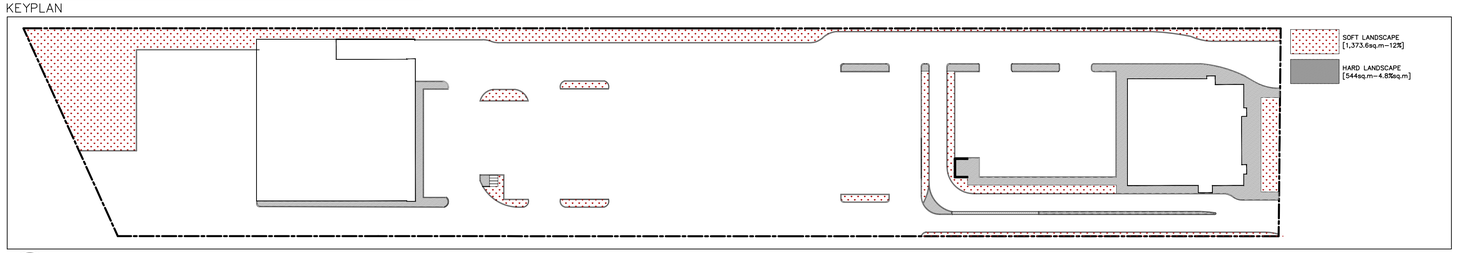
BAR SCALE

3 6 9 12 18 24 36 48

01 SITE PLAN
A1.0 SCALE: 1:400



KEYPLAN



02 LANDSCAPE CALCULATIONS
A1.0 SCALE: 1:600

OCCUPANCY & BUILDING AREAS	
BUILDING A	
E OCCUPANCY (RESTAURANT/TAKE-OUT)	232sq.m
BUILDING B	
E OCCUPANCY (WHOLESALE SHOWROOM/OFFICE)	158.7sq.m
F3 OCCUPANCY (EQUIPMENT STORAGE)	933.3sq.m

DRAWING SYMBOLS

REFERENCE BUBBLE
A / A100 — DRAWING NUMBER / SHEET NUMBER

INTERIOR ELEVATION BUBBLE
1 / 2 A101 / 3 — DRAWING NUMBER / SHEET NUMBER

ROOM LABEL
MECH. 100 — ROOM NAME / ROOM NUMBER

DOOR LABEL
116.1 — DOOR NUMBER

WINDOW LABEL
G2 — (B) =BASEMENT, (G) =GROUND FLOOR, (S) =SECOND FLOOR, # =WINDOW NUMBER

CONSTRUCTION ASSEMBLY LABEL
W2 — (W) = EXTERIOR WALL, (P) = INTERIOR WALL, (F) = ROOF, (R) = ROOF

CEILING ELEVATIONS
114 — CEILING FINISH HEIGHT

GRID REFERENCE
4 — GRID DESTINATION

ELEVATION HEIGHT
174.25 — ELEVATION HEIGHT

LIST OF ABBREVIATIONS

ACT	ACOUSTIC CEILING TILE
AFF	ABOVE FINISHED FLOOR
ALUM	ALUMINUM
ARCH	ARCHITECTURAL
ASSY	ASSEMBLY
BD	BOARD
BG	BUILDING GRADE
BLDG	BUILDING
CB	CATCH BASIN
CC	CENTRE TO CENTRE
CJ	CONTROL JOINT
CL	CENTRE LINE
CLG	CEILING
CLR	CLEAR
COL	COLUMN
CONC	CONCRETE
CPT	CARPET
CR	CARD READER
CT	CERAMIC TILE
CW	CURTAIN WALL
DIM	DIMENSIONS
DO	HANDICAP DOOR OPERATOR
EL	ELEVATION
ELECT	ELECTRICAL
ELEC	ELEVATOR
EIFS	EXTERIOR INSULATION FINISH SYSTEM
EP	ELECTRICAL PANEL
EQ	EQUAL
ES	EMERGENCY SCUPPER
EX	EXISTING
EXP	EXPOSED
EXT	EXTERIOR
FA	FIRE ALARM
FD	FLOOR DRAIN
FEC	FIRE EXTINGUISHER CABINET
FHC	FIRE HOSE CABINET
FIN	FINISH
FL	FLOOR
FRR	FIRE RESISTANCE RATED
GL	GLASS OR GLAZING
GB	GRAB BAR
GYP	GYPSUM WALLBOARD
HM	HOLLOW METAL
HWT	HOT WATER TANK
INT	INTERIOR
JT	JOINT
LTG	LIGHTING
MAX	MAXIMUM
MECH	MECHANICAL
MC	MEDICINE CABINET
MIN	MINIMUM
NBC	NATIONAL BUILDING CODE
NO	NUMBER
NTS	NOT TO SCALE
OC	ON CENTRE
OH	OVERHEAD
PT	PAINT
PLAM	PLASTIC LAMINATE
PSF	PRESSED STEEL FRAME
PVC	POLY VINYL CHLORIDE
RCP	REFLECTIVE CEILING PLAN
RD	ROOF DRAIN
REINF	REINFORCED
REQD	REQUIRED
RWL	RAIN WATER LEADER
SH	SHOWER
SIM	SIMILAR
SS	STAINLESS STEEL
T/O	TOP OF
TYP	TYPICAL
U/S	UNDERSIDE
VCT	VINYL COMPOSITION TILE
VEST	VESTIBULE
WC	WATER CLOSET

ZONING

EXISTING ZONING	AM [287] ARTERIAL MAINSTREET ZONE		
	REQUIRED	PROPOSED BUILDING A	PROPOSED BUILDING B
LOT AREA (MIN)	NO MINIMUM	11,392sq.m	11,392sq.m
LOT WIDTH (MIN)	NO MINIMUM	44.24m	44.24m
FRONT YARD SETBACK (MIN)	NO MINIMUM	7.62m	183.5m
INTERIOR YARD SETBACK (MIN)	NO MINIMUM	21.3m/9.98m	3.73m/6.0m
REAR YARD SETBACK (MIN)	NO MINIMUM	227.3m	30.0m
BUILDING HEIGHT (MAX)	30m, OR 9 STOREYS	±5m	±8.4m
WIDTH OF LANDSCAPE AREA AROUND PARKING LOT (MIN)	ABUTTING A STREET: 3m NOT ABUTTING A STREET: 1.5m	1.5m min.	1.8m min.
LANDSCAPE AREA (MIN)	15% OF THE AREA OF ANY PARKING LOT (1,833sq.m PARKING AREA)	6.2m (FRONT)	275sq.m REQUIRED 1,562sq.m PROVIDED
PARKING (AREA C)	RESTAURANT USE:10/100sq.m WITH DRIVE-THROUGH CAN BE REDUCED BY 20% RETAIL USE: 3.4/100sq.m OF GFA	232 / 100 = 2.3 x 10 = 23.2 REDUCED BY 20% = 19 SPACES REQUIRED. 35 PROVIDED	158.7 / 100 = 10.9 x 3.4 = 37 SPACES REQUIRED. 39 PROVIDED
BICYCLE PARKING	1/250sq.m OF GFA	2 BICYCLE SPACE REQUIRED. 4 PROVIDED	4 BICYCLE SPACES REQUIRED. 4 PROVIDED
DRIVE-THROUGH	FOR RESTAURANT: 7 QUEUING SPACES BEFORE/AT ORDER BOARD AND A MIN. TOTAL OF 11 SPACES	12 QUEUING SPACES PROVIDED	N/A
DRIVE-THROUGH QUEUING SPACES	3m WIDE 5.7m LONG	PROVIDED	N/A
LOADING SPACE (TABLE 113A)	FOR LIGHT INDUSTRIAL USE, GFA 1000-1999sq.m: 1 FOR RETAIL STORE, GFA 350-1999sq.m:1	N/A	1 REQUIRED 6 PROVIDED
LOADING SPACE ACCESS	DRIVEWAY: -3.5m (SINGLE TRAFFIC LANE) -6m (DOUBLE TRAFFIC LANE) AISLE: -11m (LESS THAN 45 DEGREE ANGLE) -14m (45-60 DEGREE ANGLE) -17m (60-90 DEGREE ANGLE)	5.23m (SINGLE TRAFFIC LANE)	6m PROVIDED
LOADING SPACE LOCATION	-NOT IN REQUIRED FRONT YARD -MUST BE SCREENED BY MIN. 2m OPAQUE SCREEN.	N/A	SCREEN PROVIDED
LOADING SPACE DIMENSIONS	3.5 X 7m, VERTICAL CLEARANCE OF 4.2m.	N/A	PROVIDED

CLIENT NAME:
Huntington PROPERTIES

NOTES:

1) ALL WORK TO BE IN COMPLIANCE WITH LOCAL BUILDING CODES, REGULATIONS AND BY-LAWS.

2) ADDITIONAL DRAWINGS MAY BE ISSUED FOR CLARIFICATION TO ASSIST PROPER EXECUTION OF WORK. SUCH DRAWINGS WILL HAVE THE SAME MEANING AND INTENT AS IF THEY WERE INCLUDED WITH PLANS IN CONTRACT DOCUMENTS.

3) DO NOT SCALE DRAWINGS.

4) ALL SUB-CONTRACTORS TO TAKE THEIR OWN ON-SITE MEASUREMENTS AND BE RESPONSIBLE FOR THEIR ACCURACY

5) NOTIFY SHAWN J. LAWRENCE ARCHITECT FOR ANY ERRORS AND/OR OMISSIONS PRIOR TO START OF WORK.

PHASING LEGEND
PHASE 1
PHASE 2

SEAL:

NORTH ARROW: N

No.	DATE	REVISION
01.	2020.12.02	ISSUED FOR REVIEW

S.J.LAWRENCE ARCHITECT INCORPORATED
18 DEAKIN STREET
SUITE 205
OTTAWA, ONTARIO
K2E 8B7
T: (613) 739.7770
F: (613) 739.7703
sjl@sjlarchitect.com

PROJECT:
ROBERTSON RD. DEVELOPMENT
2185 ROBERTSON ROAD., OTTAWA ON.

SHEET TITLE:
SITE PLAN

DRAWN BY:	CHECKED BY:
A.L	S.J.L
PLOT DATE:	PROJECT DATE:
2020.12.02	2020.07.07
JOB NUMBER:	SCALE:
SL-865-17	AS SHOWN

SHEET NUMBER:
A1.0

PLAN # 17964

APPLICATION #D07-12-20-0185

TIA Plan Reports

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

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

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

CERTIFICATION

1. I have reviewed and have a sound understanding of the objectives, needs and requirements of the City of Ottawa's Official Plan, Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines;
2. I have a sound knowledge of industry standard practice with respect to the preparation of transportation impact assessment reports, including multi modal level of service review;
3. I have substantial experience (more than 5 years) in undertaking and delivering transportation impact studies (analysis, reporting and geometric design) with strong background knowledge in transportation planning, engineering or traffic operations; and
4. I am either a licensed1 or registered 2 professional in good standing, whose field of expertise [check ✓ appropriate field(s)] is either transportation engineering ☑ or transportation planning □.

[1,2] **License of registration body that oversees the profession is required to have a code of conduct and ethics guidelines that will ensure appropriate conduct and representation for transportation planning and/or transportation engineering works.**

City Of Ottawa
Infrastructure Services and Community Sustainability
Planning and Growth Management
110 Laurier Avenue West, 4th fl.
Ottawa, ON K1P 1J1
Tel. : 613-580-2424
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Services d 'infrastructure et Viabilité des collectivités
Urbanisme et Gestion de la croissance 110, avenue Laurier Ouest
Ottawa (Ontario) K1P 1J1 Tél. : 613-580-2424
Télécopieur: 613-560-6006

Dated at Ottawa this 23rd day of December, 2020. (City)

Name: Matthew Mantle
(Please Print)

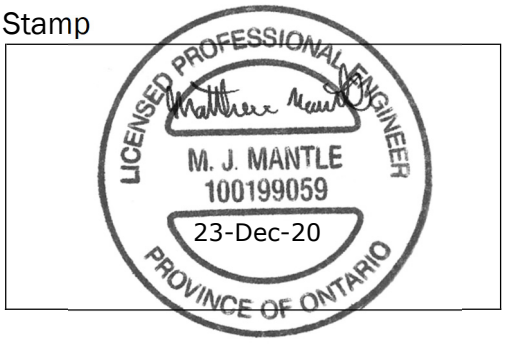
Professional Title: Transportation Engineer

p

Signature of Individual certifier that s/he meets the above four criteria

Office Contact Information (Please Print)
Address: 1223 Michael Street
City / Postal Code: Ottawa K1J 7T2
Telephone / Extension: 1 343 - 996 - 5362
E-Mail Address: matthew.mantle@parsons.com

Stamp



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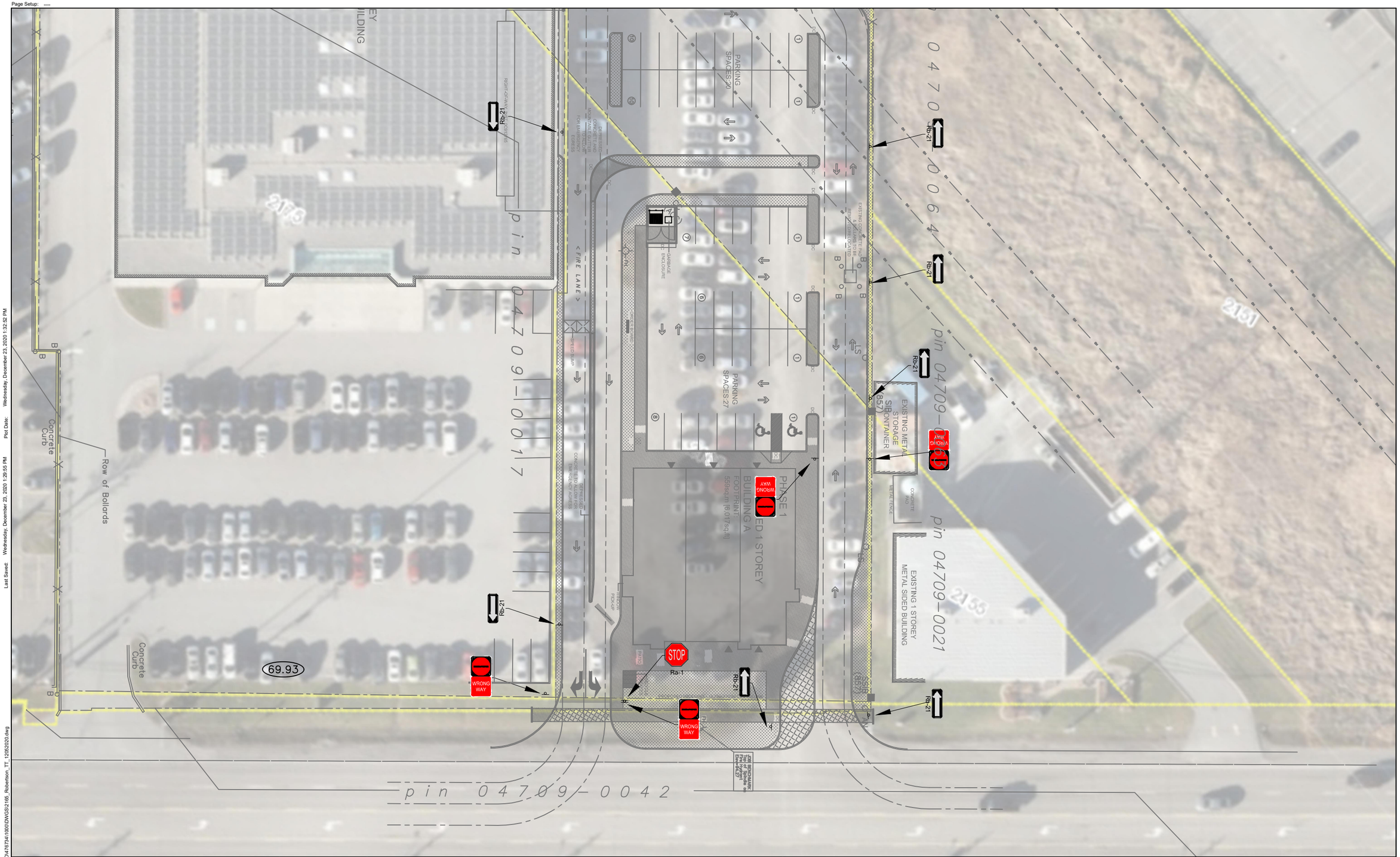

PARSONS

NOTE: The location of utilities is approximate only, the exact location should be determined by consulting the municipal authorities and utility companies concerned. The contractor shall prove the location of utilities and shall be responsible for adequate protection from damage.

N

Legend

Not to Scale

Drawing Description: Recommended Signage			
Client: Huntington Properties		Date: Dec. 23, 2020	Figure Number: 001
Project Number: 476734 - 01000		Project Description: 2165 Robertson Road Development	

Consultant's Information: \\XCCAN57FS01\Data\BO\476734\1000\DWGS\2165_Robertson_TT_12052020.dwg

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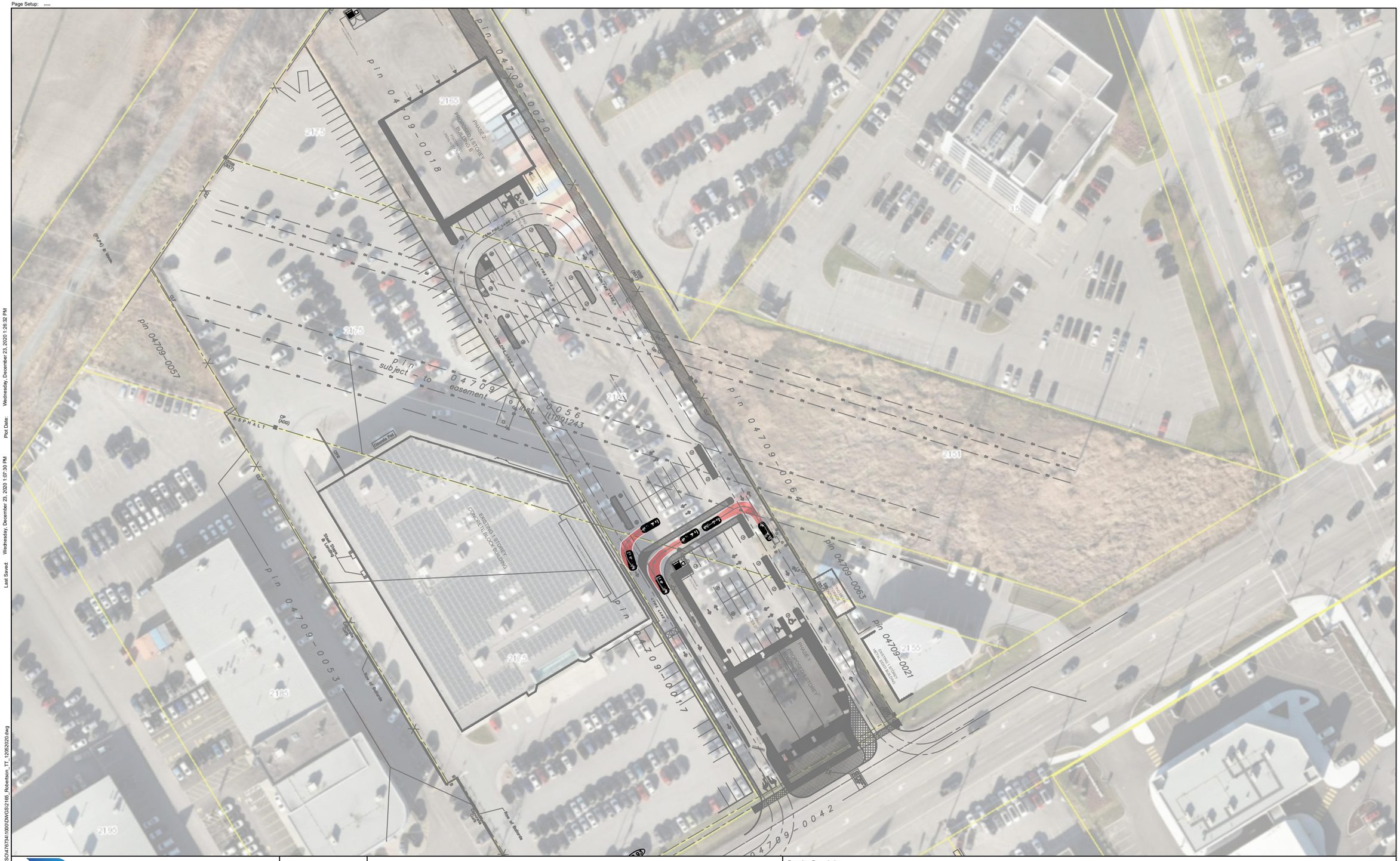

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NOTE: The location of utilities is approximate only, the exact location should be determined by consulting the municipal authorities and utility companies concerned. The contractor shall prove the location of utilities and shall be responsible for adequate protection from damage.

N

Legend

P

	meters
Width	: 2.00
Track	: 2.00
Lock to Lock Time	: 6.0
Steering Angle	: 35.9

Not to Scale

Drawing Description	Passenger Vehicle Maneuvering		
Client	Huntington Properties	Date: Dec. 23, 2020	Figure Number: 002
Project Number	476734 - 01000	Project Description	2165 Robertson Road Development

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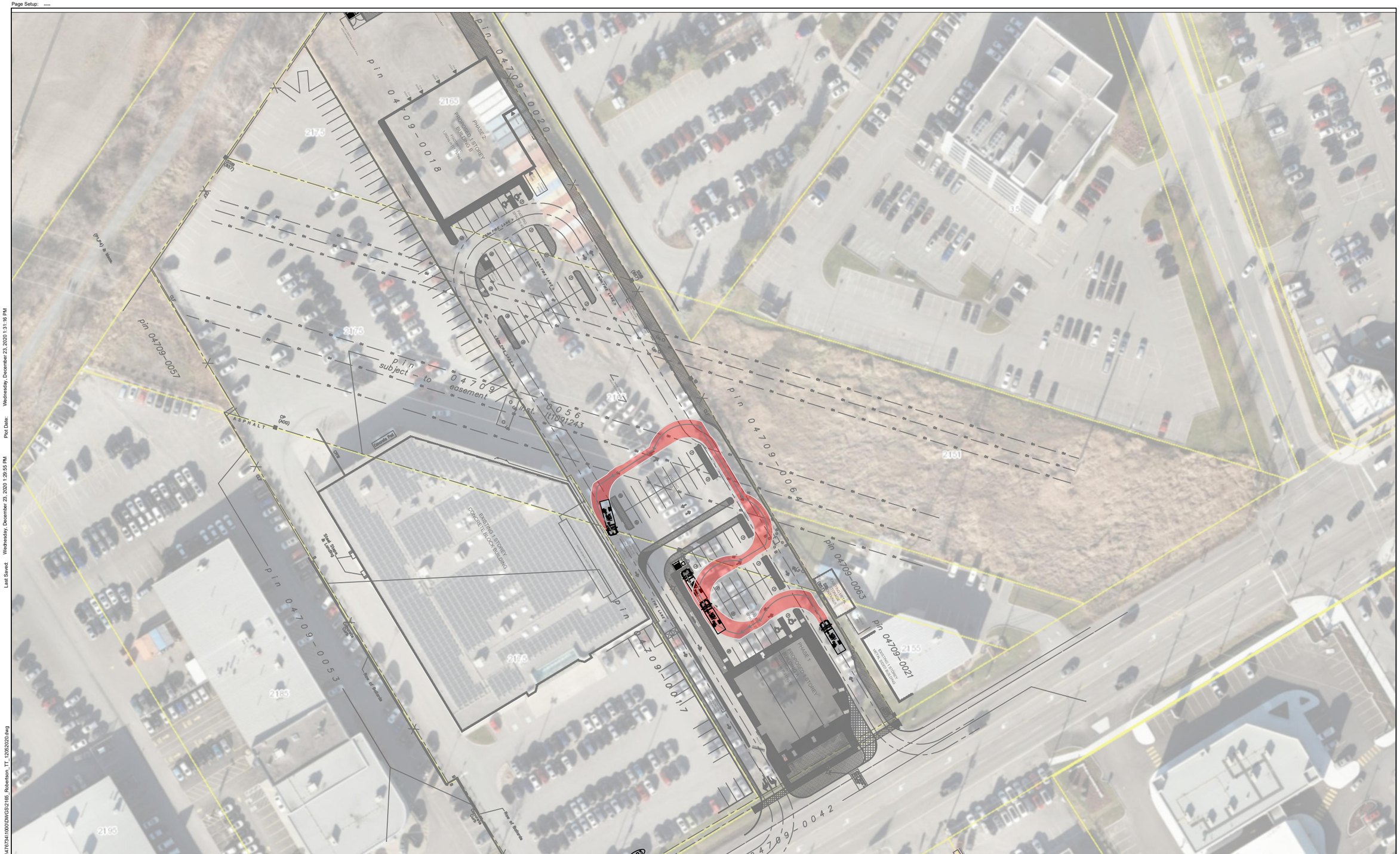

PARSONS

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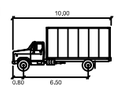
N

Legend



MSU

	meters
Width	: 2,60
Track	: 2,60
Lock to Lock Time	: 6,0
Steering Angle	: 40,2

Not to Scale

Drawing Description: Garbage Truck Maneuvering		
Client: Huntington Properties	Date: Dec. 23, 2020	Figure Number: 003
Project Number: 476734 - 01000	Project Description: 2165 Robertson Road Development	

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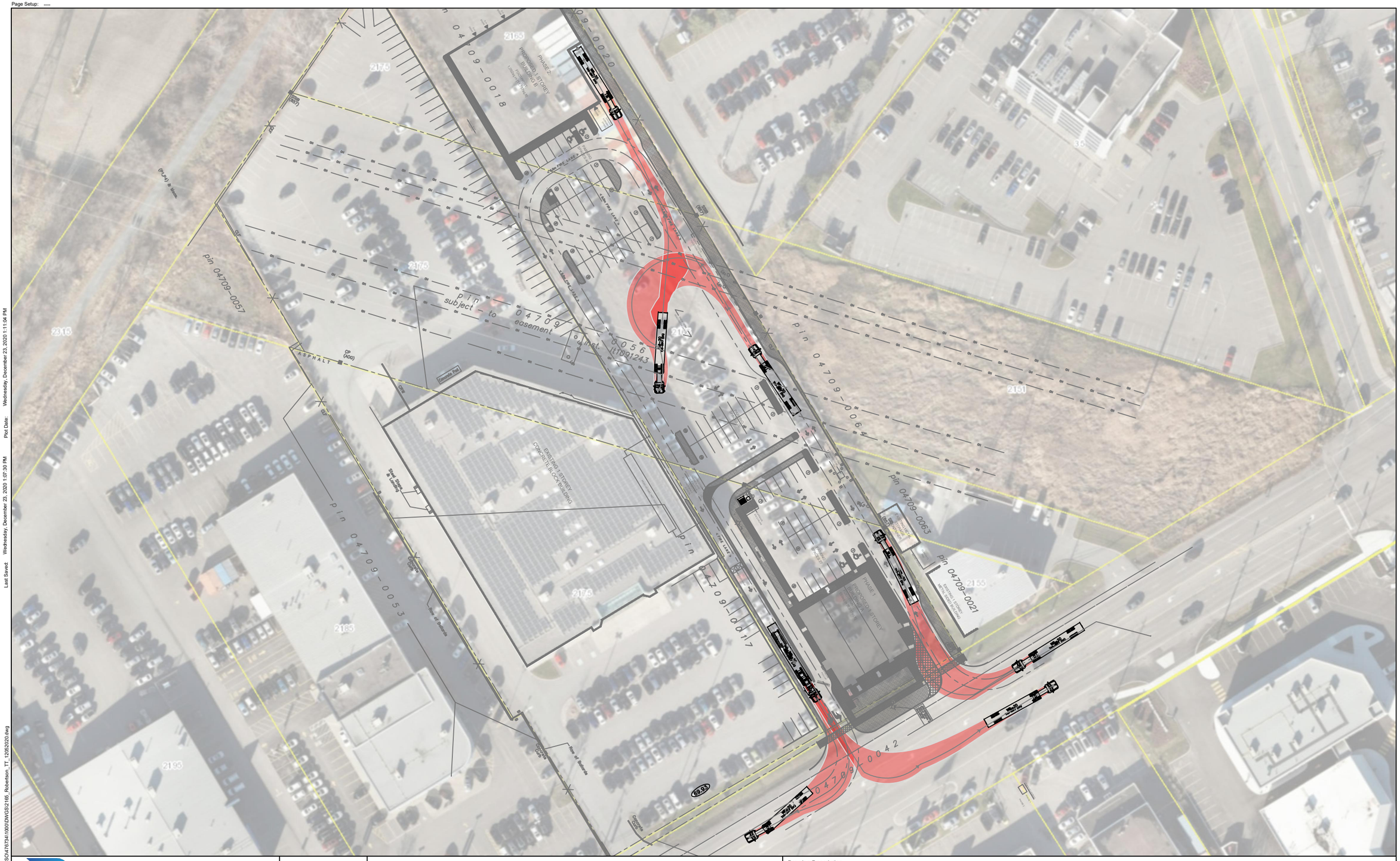
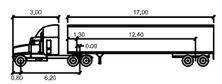
Consultant's Information: \\CCCAN67FS911\Data\SO\476734\1000\DWGS\2165_Robertson_TT_12052020.dwg



PARSONS

NOTE: The location of utilities is approximate only, the exact location should be determined by consulting the municipal authorities and utility companies concerned. The contractor shall prove the location of utilities and shall be responsible for adequate protection from damage.

Legend



WB-20

meters			
Tractor Width	: 2,60	Lock to Lock Time	: 6,0
Trailer Width	: 2,60	Steering Angle	: 28,2
Tractor Track	: 2,60	Articulating Angle	: 70,0
Trailer Track	: 2,60		

Not to Scale

Drawing Description: Transport Truck Maneuvering

Client	Date	Figure Number
Huntington Properties	Dec. 23, 2020	004

Project Number	Project Description
476734 - 01000	2165 Robertson Road Development

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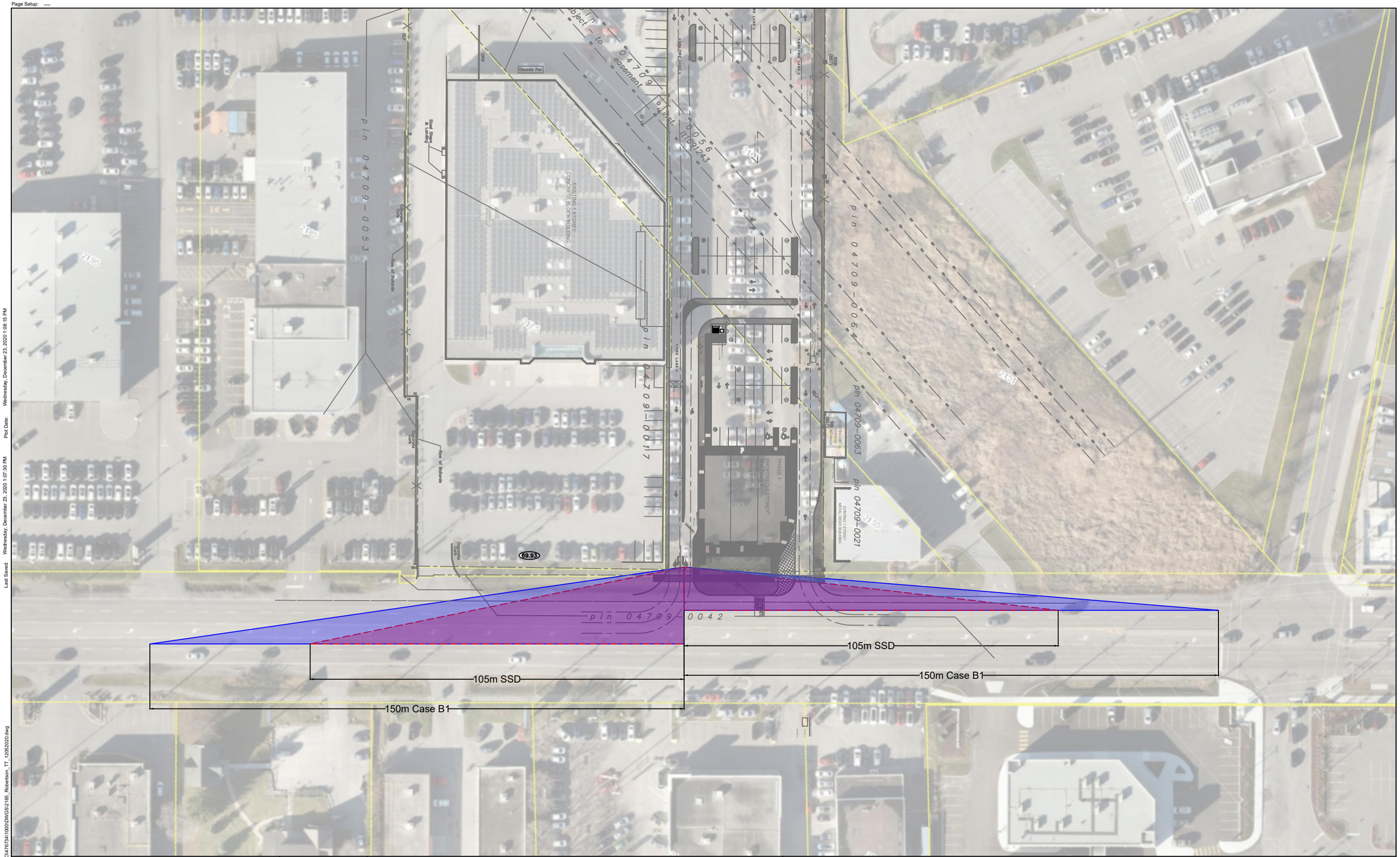

PARSONS

NOTE: The location of utilities is approximate only, the exact location should be determined by consulting the municipal authorities and utility companies concerned. The contractor shall prove the location of utilities and shall be responsible for adequate protection from damage.

Legend

Not to Scale

Drawing Description: Sight Distances		
Client: Huntington Properties	Date: Dec. 23, 2020	Figure Number: 005
Project Number: 476734 - 01000	Project Description: 2165 Robertson Road Development	

Consultant's Information: \\XCCAN67FS911\Data\SD\476734\1000\DWGS\2165_Robertson_TT_12052020.dwg

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Plot Date: Wednesday, December 23, 2020 1:08:15 PM