79 Columbia Street West Transportation Impact Brief

Waterloo, Ontario

Project Number: PTRAN2025042

Date: December 31, 2025

Prepared for:
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Document Revision History

Rev	Description	Prepared/ Revised By	Reviewed By	Approved By	Date Issued (M/D/Y)
R0	Report for Submission	V. Liu	R. Sooklall	R. Sooklall	12/31/2025



Rudy Sooklall, M.A.Sc., P.Eng.

TraffMobility's Project Team

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1.0 Introduction

TraffMobility Engineering Inc. (TraffMobility) was retained to undertake a Transportation Impact Brief to support the development application for a 5-storey multi-unit residential building with ground floor commercial at 79 Columbia Street West, Waterloo, Ontario.

The study scope is based on the City of Waterloo (City) requirements for the Transportation Impact Brief documented in an email dated November 27, 2025. The analysis approach, results and findings are documented in this report.

1.1 Site Location

The subject site is located on Columbia Street West approximately 110 meters west of Hazel Street, as shown in **Figure 1**. The site currently contains an existing residential dwelling and is designated as 'residential mixed-use' according to the City's Zoning Plan. Surrounding land uses include residential land to the north, institutional and academic land to the east, south and west. The University of Waterloo and Conestoga College (Waterloo Campus) are located approximately 0.9 kilometres and 1.4 kilometres from the site, respectively. Both the university and college are within a comfortable walking distance from the site.

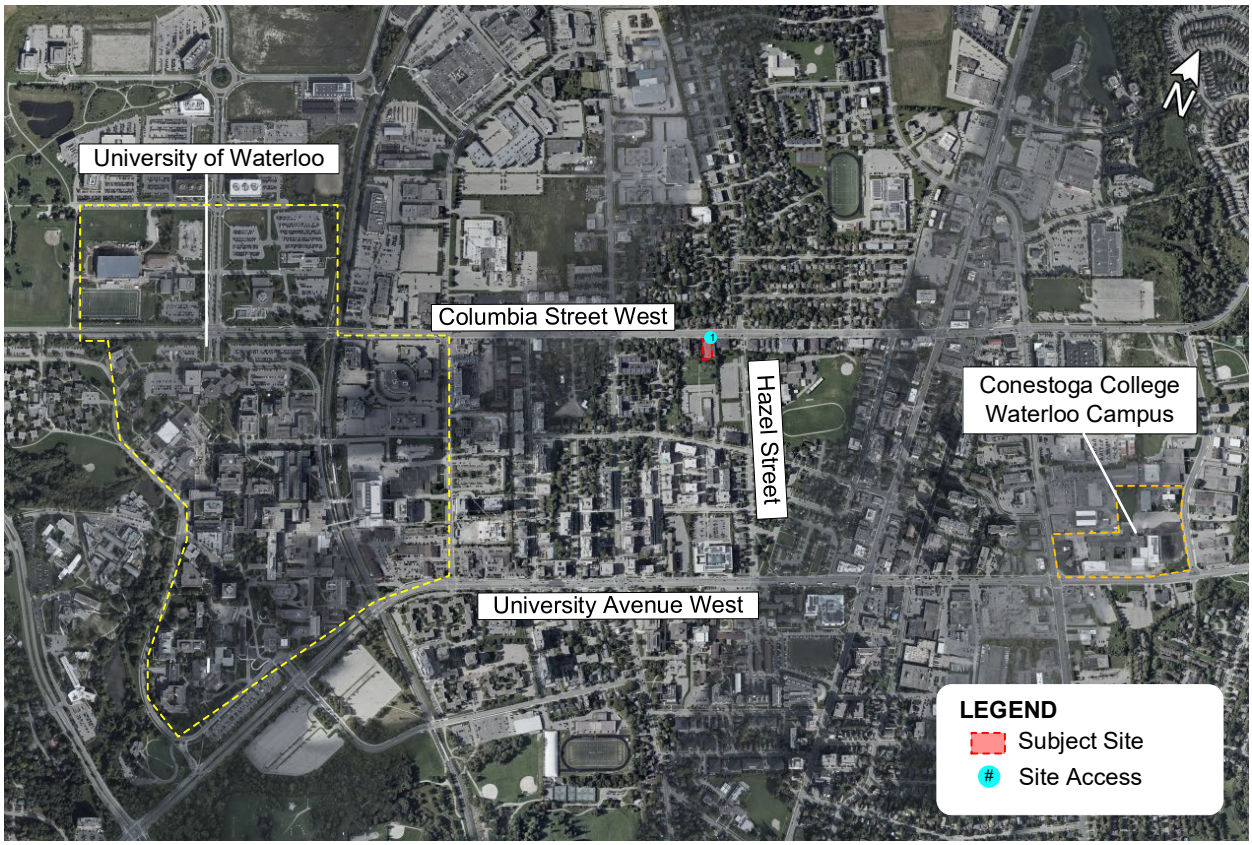


Figure 1: Site Location

2.0 Proposed Development

2.1 Development Proposal

The proposed student apartment building with ground floor commercial, located at 79 Columbia Street West in Waterloo, will replace the existing residential home. The proposed 5-storey building includes 8 two-bedrooms unit, 7 five-bedrooms unit, a small ground floor commercial area. The site plan provides 11 parking spaces and one temporary loading area/15-minute parking space. The site plan is provided in **Appendix A**.

2.2 Site Traffic Trip Generation

Key site and operational statistics for the proposed multi-unit residential building include:

- Ground floor commercial: 64 m^2 (689 ft^2) gross floor area
- Number of two bedrooms units: 8
- Number of five bedrooms units: 7
- Total bedrooms: 51

The estimated trip generated by the proposed development are based on the Off-campus Student Apartment Land Use (LU Code 226) and Variety Store (LU Code 814) from the Institute of Transportation Engineers (ITE) publication, Trip Generation Manual, 12th Edition. The Variety Store (LU Code 814) was used to estimate site trips for the small ground floor commercial use.

The projected auto trip generation for the proposed development during the weekday AM and weekday PM peak hours of the adjacent street are summarized in **Table 1** based on the number of bedrooms and gross floor area (GFA) for the residential and commercial land uses, respectively. Relevant excerpts from the ITE Trip Generation Manual are provided in **Appendix B**.

Table 1: Trip Generation Summary

Land Use	Variable	Units	Parameter	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Off-campus Student Apartment Land Use (LU Code 226)	Bedroom	51	Average Rate	0.07			0.21		
			Auto Trips	2	2	4	5	6	11
Variety Store (LU Code 814)	1,000 sf GFA	0.69	Average Rate	3.04			6.70		
			Auto Trips	1	1	2	3	2	5
Total Auto Trips				**3**	**3**	**6**	**8**	**8**	**16**

As detailed in **Table 1**, the proposed development is expected to generate 6 and 16 new auto trips during the weekday AM (3 in / 3 out) and weekday PM (8 in / 8 out) peak hours, respectively. It is expected that the existing road network can accommodate the low number of inbound and outbound site trips; therefore, the impact of the proposed development on the adjacent road network is expected to be minimal and no further analysis is required from the roadway capacity perspective.

2.3 Trip Distribution

The trip distribution for the proposed development is based on surrounding land uses, and the resulting trip distribution is summarized in **Table 2**.

The resulting site generated trips for the proposed developments assigned to the road network are illustrated in **Figure 2**.

Table 2: Trip Distribution Summary

From/To	Via	Inbound / Outbound
East	Columbia Street West	50%
West	Columbia Street West	50%
Total		**100%**

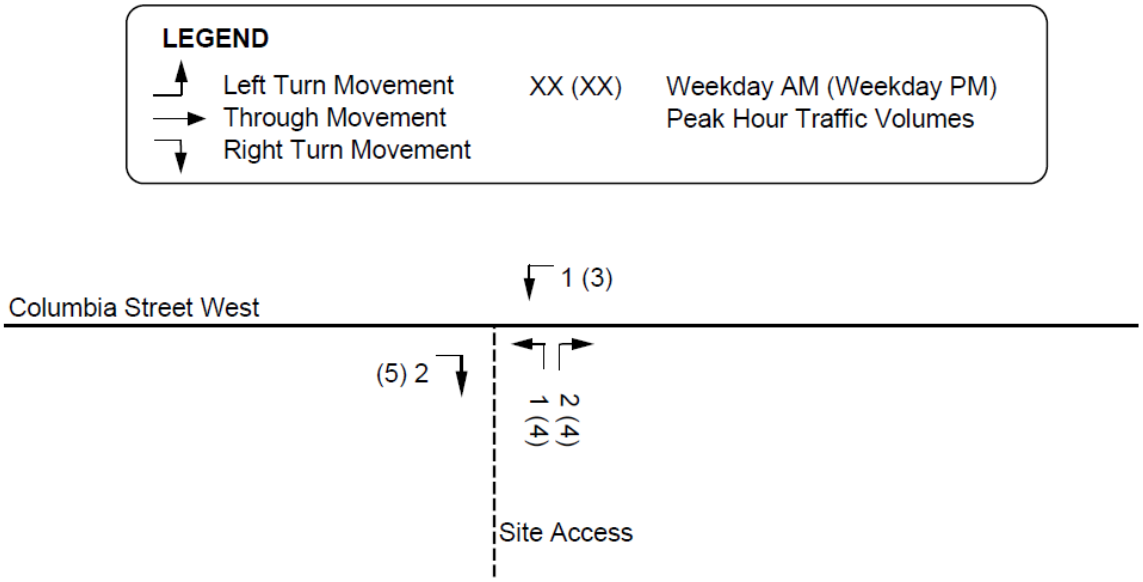


Figure 2: Site Traffic

3.0 Access and Site Circulation Review

3.1 Sightline Review

A desktop sightline review was carried out based on the requirements outlined in the "*Transportation Association of Canada (TAC) - Geometric Design Guide for Canadian Roads*" to determine if the site access at Columbia Street West East meets the minimum sightline requirements to support the proposed full movements. The desktop sightline review details are provided in **Appendix C**.

Intersection sight distance requirements for a passenger car were reviewed with a design speed of 60 km/h (for the posted speed limit of 50 km/h) with TAC guidance. The requirements are summarized in **Table 3** for turning sight distances and in **Table 4** for stopping sight distances.

Clear sightlines between vehicles and pedestrians are provided on the site plan at the access with Columbia Street West. As shown in **Table 3** and **Table 4**, the proposed access meets the minimum turning and stopping sight distances. There are no apparent horizontal or vertical curves on Columbia Street West at the proposed site access that could impact sightlines. It is recommended that proper care be taken to ensure no obstructions are placed in the sight triangles of the proposed site access.

Table 3: Turning Sight Distances Verification Summary

Vehicle Type	TAC Requirements for Design Speed of 60 km/h (m)	Available Sight Distance (m)
Passenger Car	110 (Right Turn), 130 (Left Turn)	>200

Table 4: Stopping Sight Distance Verification Summary

TAC Requirements for Design Speed of 60 km/h (m)	Available Sight Distance (m)
85	>200

3.2 Site Circulation Review

A swept path analysis was undertaken for the site plan to assess the site circulation for the proposed parking layout and loading area for the student apartment building with ground floor commercial using the following design vehicles with default parameters. The resulting vehicle manoeuvring diagrams are provided in **Appendix D**.

- Passenger Car (TAC Geometric Design Guide for Canadian Roads, 1999)
- Delivery Truck / Garbage Truck (TAC LSU Truck)

The site will utilize private garbage collection using a small garbage truck with similar dimensions to a light single unit (LSU) truck. Given that the proposed land uses are student rental apartment units and a small commercial area, it is expected that the LSU truck will be the largest delivery vehicle on site. The swept path analysis results in **Appendix D** indicate that the small garbage truck and delivery truck can be accommodated at the site access and internally through the site to and from the temporary loading area.

The swept path analysis results in **Appendix D** also indicate that the passenger car can navigate to and from the proposed parking spaces. It is noted that two of the visitors parking spaces (spaces 10 and 11) have tight parking manoeuvres.

4.0 Conclusions

Based on a review of the site plan and the analysis results, the following conclusions are made:

Site Traffic Trip Generation

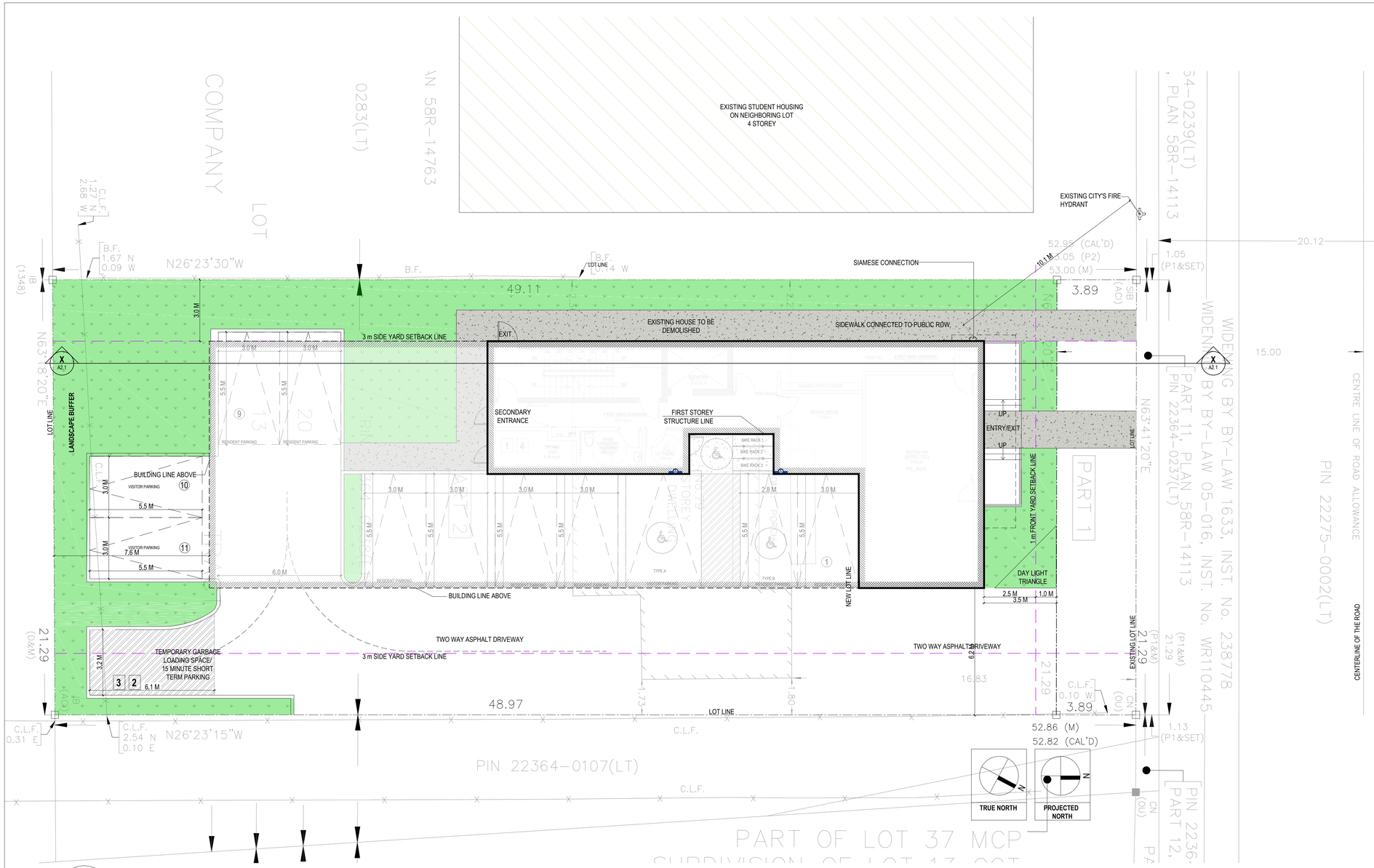
- The site is expected to generate 6 new bi-directional auto trips during the weekday AM peak hour and 16 new bi-directional auto trips during the weekday PM peak hour. Therefore, the impact of the site generated traffic from the proposed development on the adjacent road network is expected to be minimal as the site auto trips are low.

Access and Site Circulation Review

- The site will have a full-move access fronting on Columbia Street West, and the proposed site access meets the minimum sight distance requirements. No obstruction was identified in the sight triangles of the proposed site access, and it is recommended that proper care be taken to ensure no obstructions are placed in the sight triangles of the proposed site access.
- The swept path analysis results indicate that a passenger car can be accommodated at the designated parking spaces with two of the visitors parking spaces (spaces 10 and 11) having tight parking manoeuvres. The expected delivery truck on site and small private garbage truck can be accommodated at the site access and the designated loading area.

Appendix A

Site Plan



01 SITE PLAN

1:100

SITE SUMMARY / ZONING MATRIX:			
ZONING:	RESIDENTIAL NORTHDALE EIGHT (RN-8)		
REGULATIONS AS PER ZONING BYLAW 2018-050	**REQUIRED**	**PROVIDED**	**COMPLIES YES/NO**
LOT AREA (minimum)	1,000 Sq m	1045 Sq m	Yes
LOT FRONTAGE (Convertible)	1.0 metres(minimum) 75% FACADE (within 5 metres)		Yes
SETBACKS:			
FRONT (NORTH) SETBACK	MIN - 1 metres MAX - 3 metres	1.0 m	Yes
SIDE YARD (EAST SETBACK)	3.0 metres	6.0 m	Yes
SIDE YARD (WEST SETBACK)	3.0 metres	3.0 m	Yes
REAR YARD (SOUTH) SETBACK	7.5 metres	7.5 m	Yes
DENSITY (RES. UNITS / HA)	450 BEDROOMS PER HECTARE 51 bedrooms	51 bedrooms	Yes
HEIGHT	08 STOREYS 27.5 metres	05 STOREYS 20.89 m	Yes
NUMBER OF FIRST STOREY ENTRANCES (minimum)	1 PER 15 metres BUILDING FACADE	02	Yes
AMENITY AREA (MINIMUM AS PER TABLE 7R)	3 sq m for first bedroom and 2 sq m for each additional bedroom 117 sq.m	126 Sq. m INDOOR AMENITY	Yes
LANDSCAPED OPEN SPACES (minimum)	30% 312.3 Sq. m	30.73% 321.13 Sq. m	Yes
TOTAL CAR PARKING	No minimum required MTSA's	11 CAR SPACES	Yes
BICYCLE PARKING	Residential = .25 per Bedroom = 13 Non-Residential = 1 / 100 sq m= .62	14	Yes
NUMBER OF DRIVEWAYS	1 per lot	01	Yes
TOTAL NON RESIDENTIAL AREA	ancillary+ rental office	62 Sq. m + 21 Sq. m 83 Sq m	Yes
ANCILLARY USES	15% of building floor area = 332.55 Sq m	81 Sq. m	Yes
BUILDING FLOOR AREA DEVOTED TO USES DEFINED UNDER SECTION 7.12.9.2	30% MAX 55.2 Sq m	25.99% MAX 46.71 Sq m	Yes

BUILDING FLOOR AREAS		NO. OF 2 BEDROOMS UNIT	NO. OF 5 BEDROOMS UNIT	TOTAL BEDROOMS
BASEMENT FLOOR	234 Sq m	0	0	0
FIRST FLOOR	184 Sq m	0	0	0
SECOND FLOOR	453 Sq m	2	2	14
THIRD FLOOR	448 Sq m	2	2	14
FOURTH FLOOR	448 Sq m	2	2	14
FIFTH FLOOR	453 Sq m	2	1	09
		0	0	0
TOTAL BUILDING FLOOR	2217 Sq. m	8	7	TOTAL - 51

GARBAGE MANAGEMENT PLAN

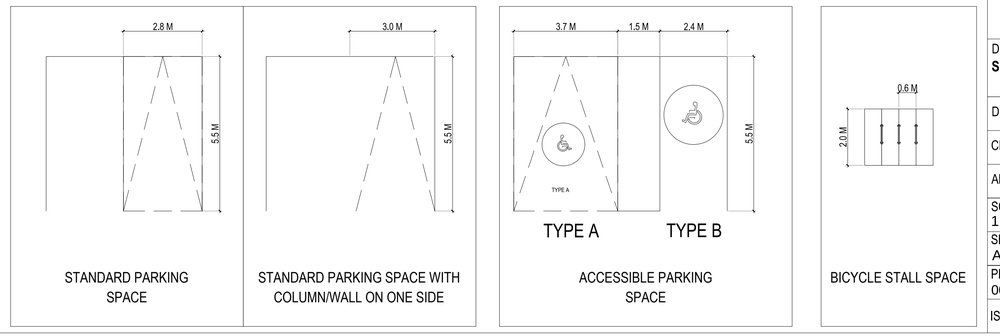
1. TENANTS OF DEVELOPMENT WILL CARRY WASTE / RECYCLING TO GARBAGE ROOM ON GROUND FLOOR AND PLACE IN BINS.
2. THE GARBAGE CONTAINERS WILL BE TEMPORARILY RELOCATED BY FACILITY MANAGEMENT TO THE LOADING SPACE EACH WEEK FOR COLLECTION (OR AS NEEDED)
3. GARBAGE CONTAINERS WILL BE EMPTIED AND THEIR CONTENT COLLECTED AND REMOVED FROM PREMISES BY PRIVATE CONTRACTOR
4. AFTER PICKUP, GARBAGE CONTAINERS WILL BE IMMEDIATELY REMOVED FROM THE LOADING SPACE AND STORED IN THE GARBAGE ROOM

Note: All proposed signs shall be in accordance with the City's Sign By-law.

	Rb-93 ACCESSIBLE PARKING
	EXISTING WATER HYDRANT
	EXISTING LOT LINE
	NEW LOT LINE
	SETBACK LINE

THE OWNER WILL HIRE A PRIVATE HAULER TO MOVE THE SNOW AS SOON AS IT STOPS TO REMOVE FROM SITE IMMEDIATELY

TYPICAL PARKING DETAIL WITH DIMENSIONS



FILE # PC-24-07

R0	ZBA	2025-11-29

PROJECT NAME AND ADDRESS :

PROPOSED 5 STOREY MULTI-UNIT RESIDENTIAL AT 79 COLUMBIA ST W, WATERLOO, ON

LEAD CONSULTANT :

technoarch architects + designers

Unit-214 - 2550 Matheson Blvd East, Mississauga, Ontario, Canada L4W 4Z1

Tel : +1-905-792-0038

Email: hbhons@technoarch.ca

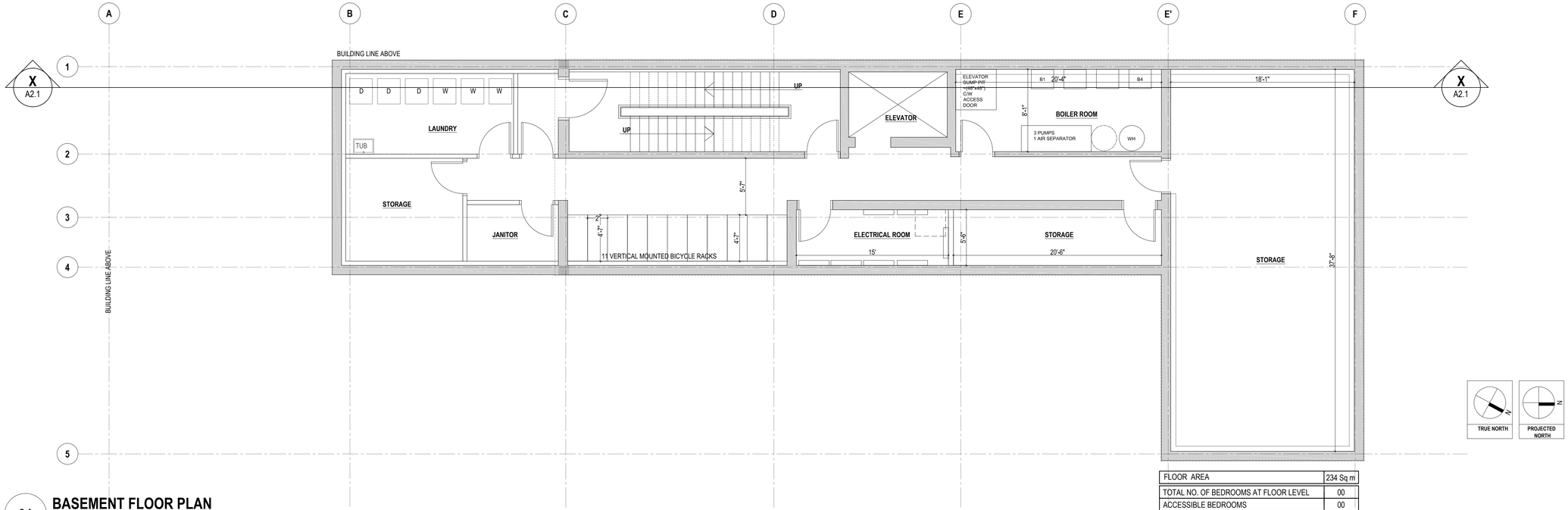
www.technoarch.ca

ONTARIO ASSOCIATION OF ARCHITECTS
2025-11-29
HARPREET SINGH BHONS
LICENCE 6942

DRAWING TITLE :

SITE PLAN + ZONING MATRIX

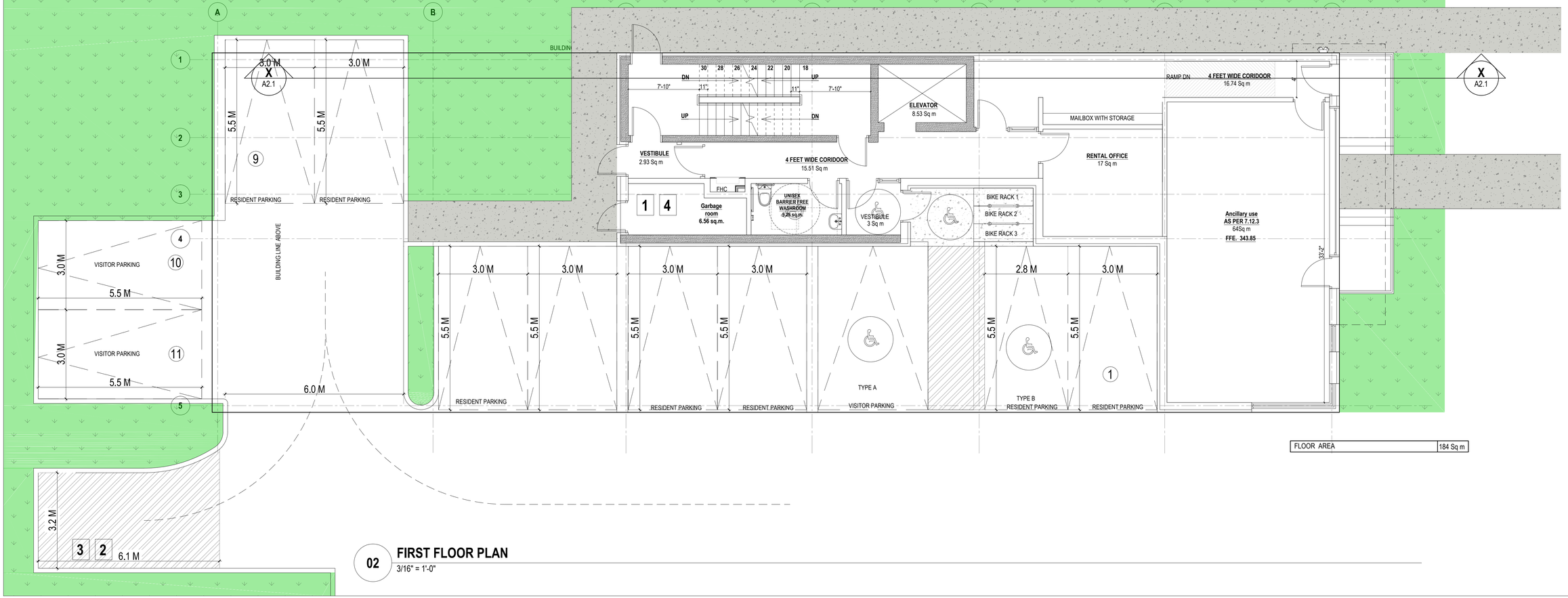
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CHECKED BY	DT
APPROVED BY	HB
SCALE 1:100	SIZE 36" X 24"
SHEET NO A1.0	STAGE ZBA
PHASE 00	REV R0
ISSUED DATE	2025-11-29



FLOOR AREA	234 Sq m
TOTAL NO. OF BEDROOMS AT FLOOR LEVEL	00
ACCESSIBLE BEDROOMS	00

01 BASEMENT FLOOR PLAN

3/16" = 1'-0"



FLOOR AREA	184 Sq m

02 FIRST FLOOR PLAN

3/16" = 1'-0"

TRUE NORTH

PROJECTED NORTH

FILE # PC-24-07

R0	ZBA	2025-11-29

PROJECT NAME AND ADDRESS :

PROPOSED 5 STOREY MULTI-UNIT RESIDENTIAL AT 79 COLUMBIA ST W, WATERLOO, ON

LEAD CONSULTANT :

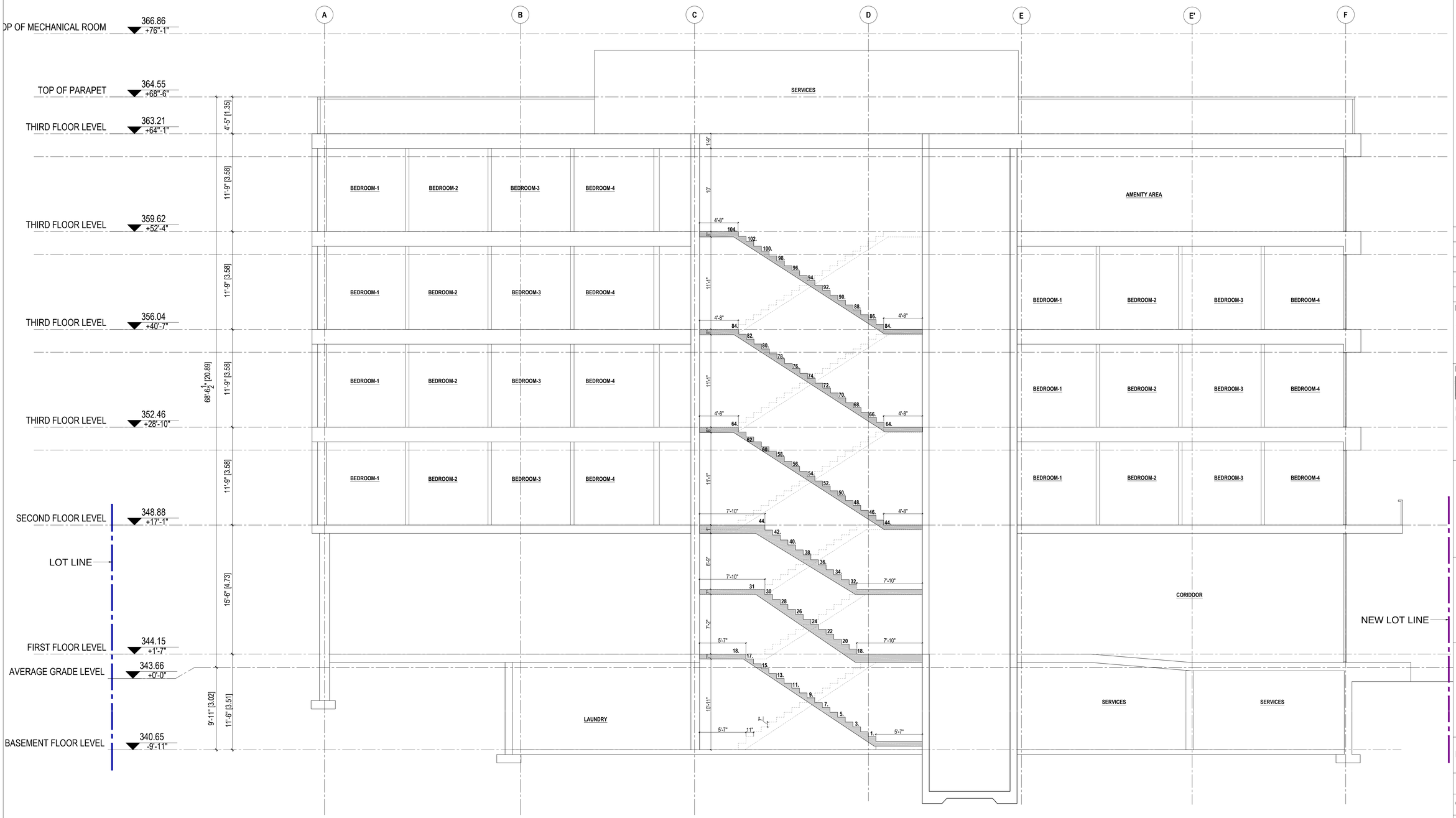
technoarch
architects & designers
Unit-214 - 2550 Matheson Blvd East,
Missisauga, Ontario, Canada L4W 4Z1
Tel : +1-905-792-0038
Email: hbhons@technoarch.ca
www.technoarch.ca

ONTARIO ASSOCIATION OF ARCHITECTS
2025-11-29
HARPREET SINGH BHONS
LICENCE 6942

DRAWING TITLE :

PROPOSED BASEMENT & FIRST FLOOR PLAN

DRAWN BY	SM
CHECKED BY	DT
APPROVED BY	HB
SCALE 3/16" = 1'-0"	SIZE 36" X 24"
SHEET NO A1.1	STAGE ZBA
PHASE 00	REV R0
ISSUED DATE	2025-11-29



01 **SECTION XX'**
3/16"=1'-0"

FILE # PC-24-07

R0	ZBA	2025-11-29

PROJECT NAME AND ADDRESS :
PROPOSED 5 STOREY MULTI-UNIT RESIDENTIAL AT 79 COLUMBIA ST W, WATERLOO, ON

LEAD CONSULTANT :
technoarch architects + designers
Unit-214 - 2550 Matheson Blvd East,
Mississauga, Ontario, Canada L4W 4Z1
Tel : +1-905-792-0038
Email: hbhons@technoarch.ca
www.technoarch.ca

ONTARIO ASSOCIATION OF ARCHITECTS
2025-11-29
HARPREET SINGH BHONS
LICENCE 6942

DRAWING TITLE :
PROPOSED SECTION XX'

DRAWN BY	SM
CHECKED BY	DT
APPROVED BY	HB
SCALE 3/16" = 1'-0"	SIZE 36" X 24"
SHEET NO A3.0	STAGE ZBA
PHASE 00	REV R0
ISSUED DATE	2025-11-29

Appendix B

ITE Trip Generation Excerpts

Land Use: 226
Off-Campus Student Apartment (Mid-Rise)

Description

An off-campus student apartment (mid-rise) complex has between four and 10 floors of living space and houses college or university students. The apartments are typically rented by the bedroom and most contain a common area or shared living space (living room, kitchen, dining area). Each bedroom typically has a private bath. These apartments are sometimes called “independent bedroom apartments.”

The dwelling unit typically ranges in size between a studio apartment and a five-bedroom apartment. It can be rented furnished or unfurnished. It is common for each apartment to have a washer and dryer.

The property is typically located near or within walking distance of a college campus and provides student-related amenities such as free high-speed Internet, a study lounge, fitness center, sports court, and swimming pool. An off-campus student apartment complex typically provides security and 24-hour emergency maintenance.

Land Use Subcategory

The data included in this land use have been stratified into two subcategories: (1) sites located adjacent to campus and (2) sites located over a half mile from campus. For some of the latter sites, regular shuttle service is provided to and from the campus.

Additional Data

The sites were surveyed in the 2010s and the 2020s in Arizona, California, Florida, and Minnesota.

Source Numbers

857, 864, 868, 895, 916, 1211

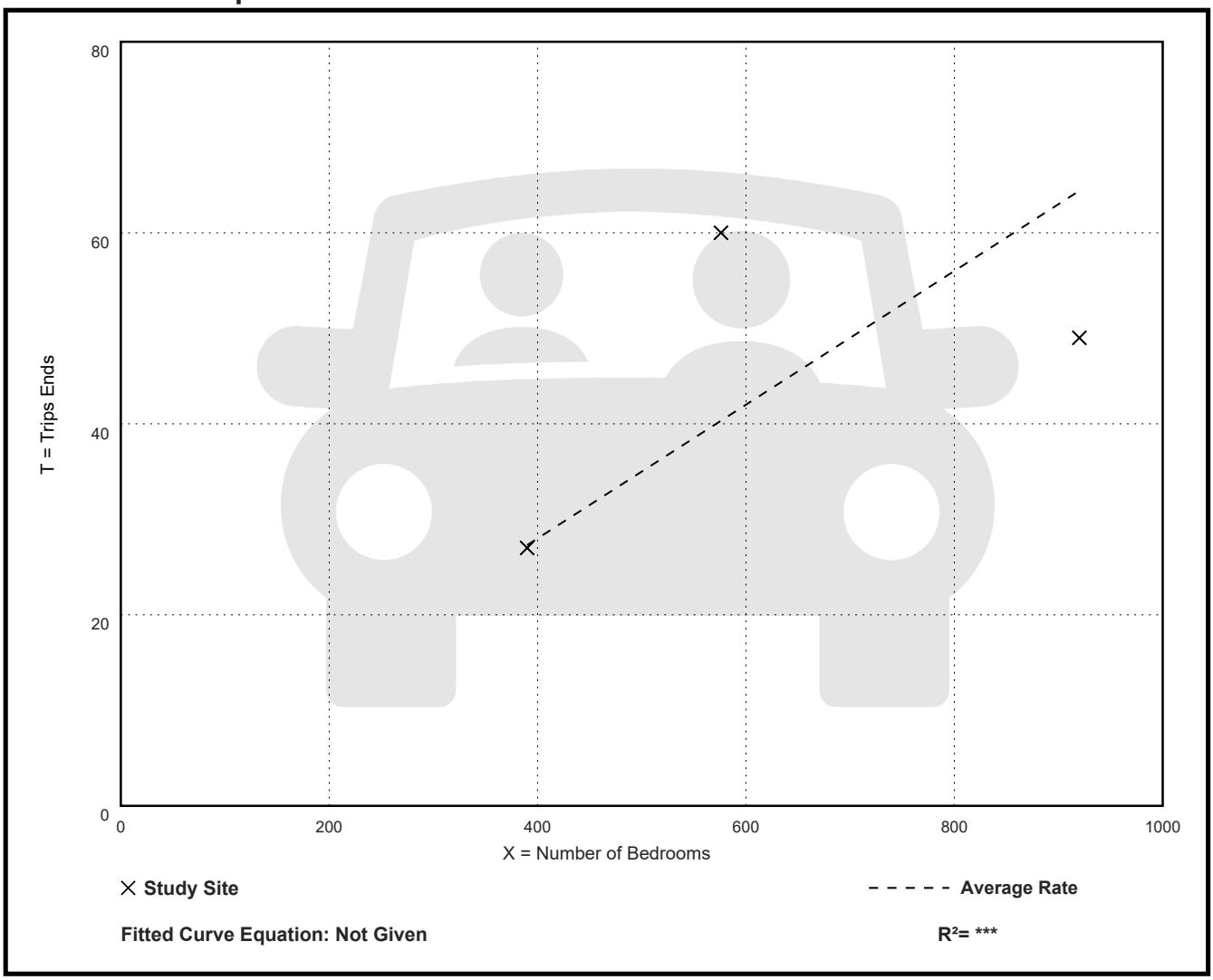
Off-Campus Student Apartment (Mid-Rise) Adjacent to Campus (226)

Vehicle Trip Ends vs:	**Bedrooms**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	3
Avg. Num. of Bedrooms:	629
Directional Distribution:	46% entering, 54% exiting

Vehicle Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.07	0.05 - 0.10	0.03

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

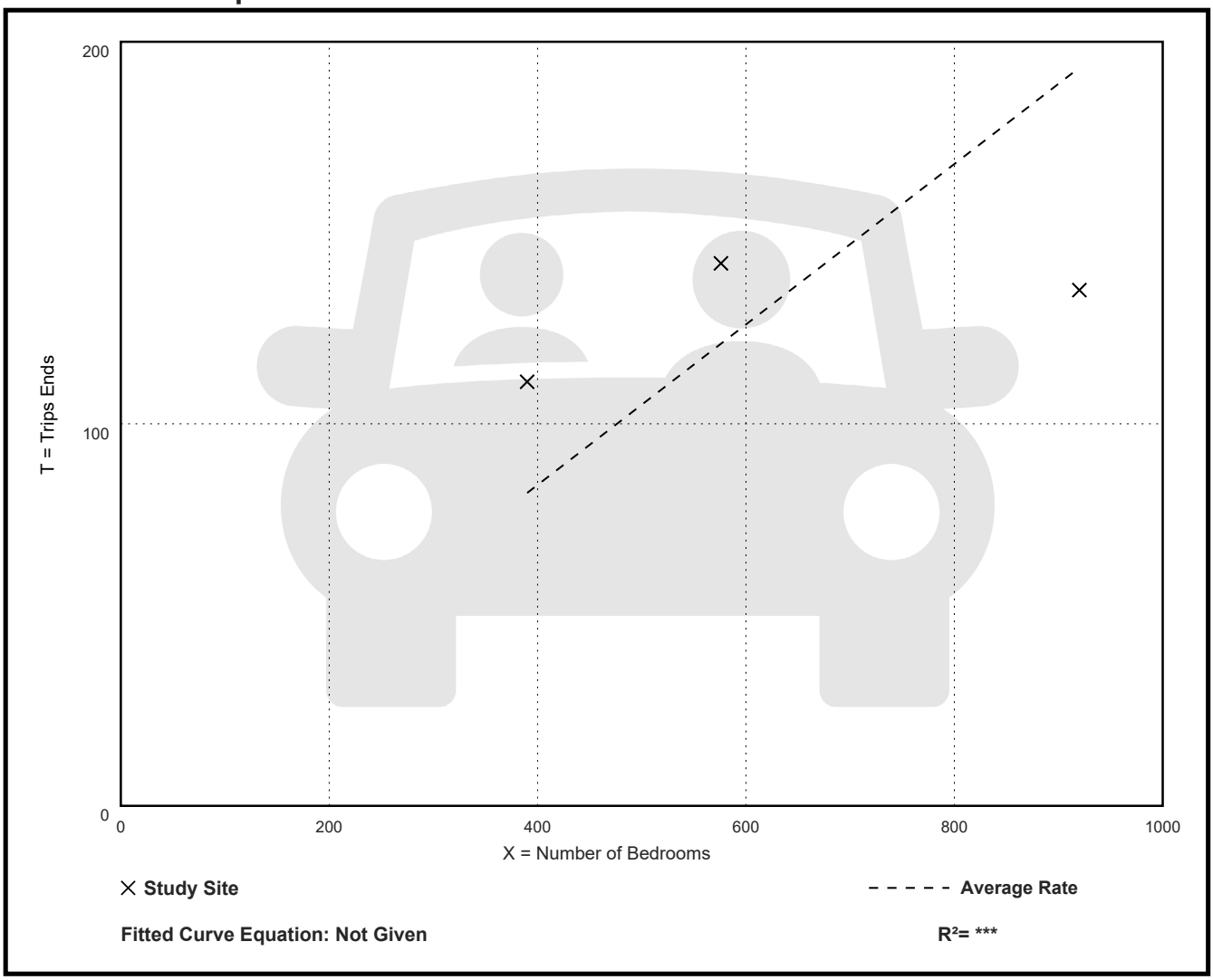
Off-Campus Student Apartment (Mid-Rise) Adjacent to Campus (226)

Vehicle Trip Ends vs:	**Bedrooms**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	3
Avg. Num. of Bedrooms:	629
Directional Distribution:	47% entering, 53% exiting

Vehicle Trip Generation per Bedroom

Average Rate	Range of Rates	Standard Deviation
0.21	0.15 - 0.28	0.07

Data Plot and Equation



Land Use: 814
Variety Store

Description

A variety store is a retail store that sells a broad range of inexpensive items often at a uniform price. A variety store is commonly referred to as a “dollar store.” Items typically sold at a variety store include kitchen supplies, cleaning products, home office supplies, food products, household goods, decorations, and toys. The store can be stand-alone or located within a shopping plaza or strip retail plaza.

Additional Data

The sites were surveyed in the 2010s and 2020s in Florida, Minnesota, and Texas.

Source Numbers

731, 869, 879, 880, 1053, 1063

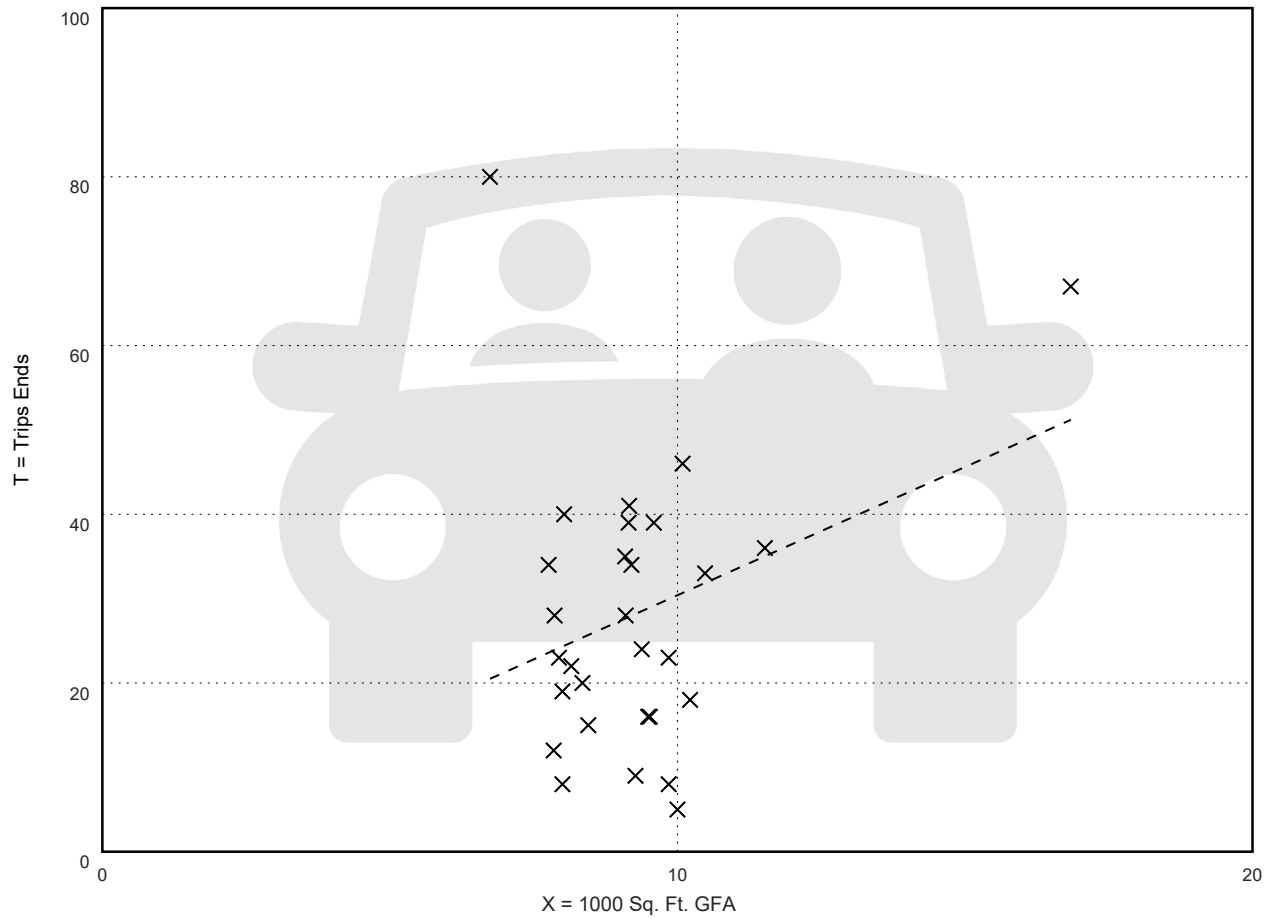
Variety Store
(814)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 29
Avg. 1000 Sq. Ft. GFA: 9
Directional Distribution: 55% entering, 45% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
3.04	0.50 - 11.87	1.91

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2= ***

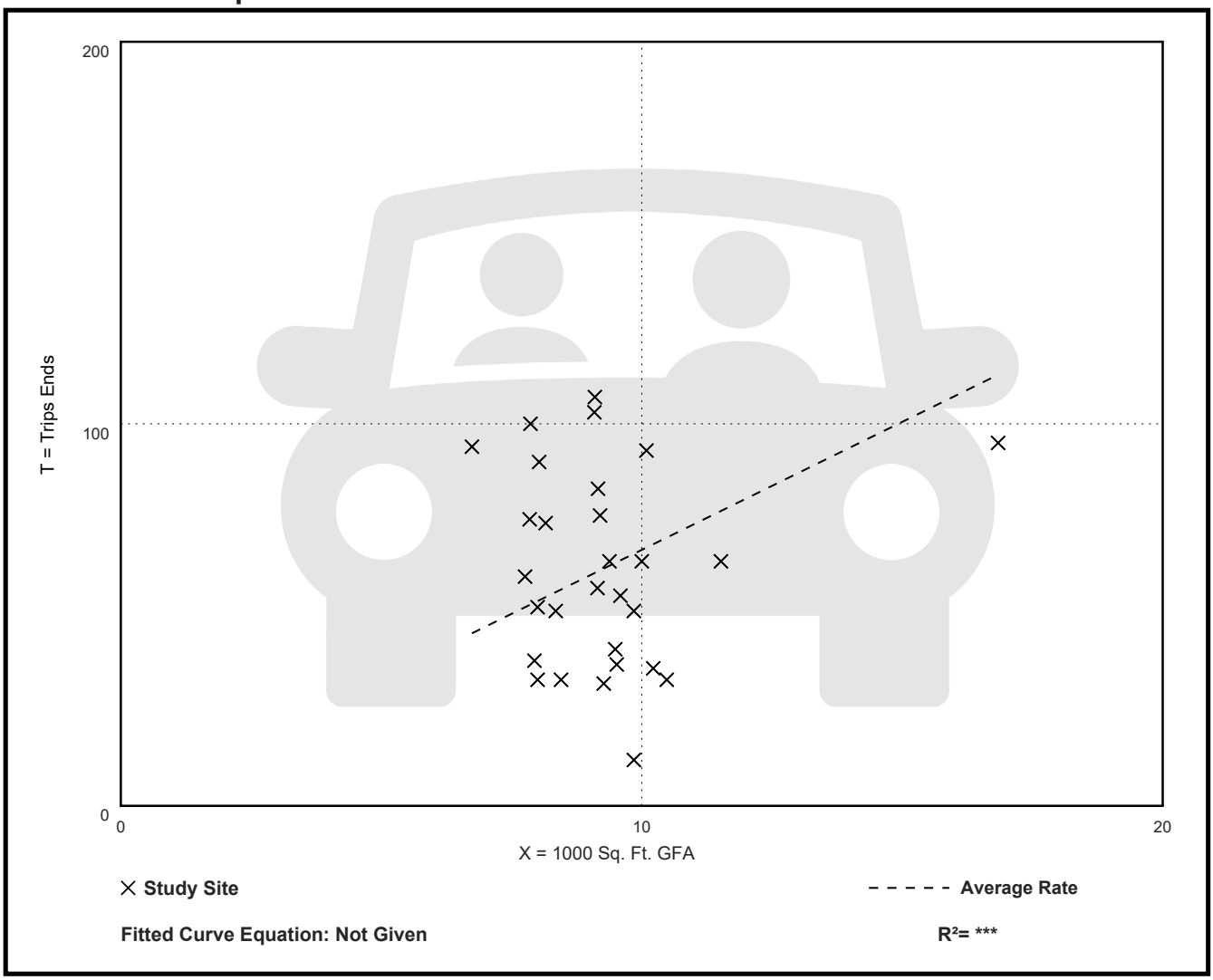
Variety Store
(814)

Vehicle Trip Ends vs:	**1000 Sq. Ft. GFA**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	29
Avg. 1000 Sq. Ft. GFA:	9
Directional Distribution:	51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
6.70	1.22 - 13.95	3.08

Data Plot and Equation



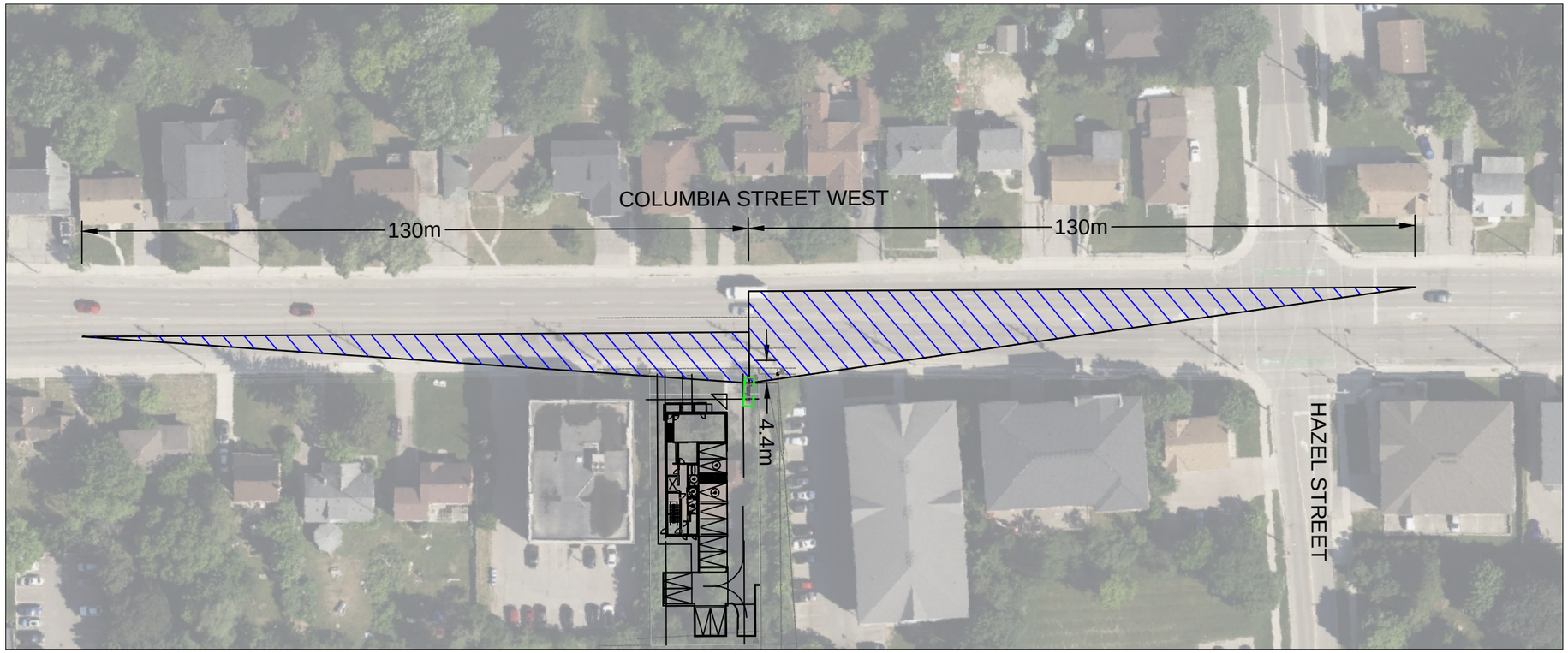
TRAFFMOBILITY

Appendix C

Sightline Review

NOTES:

1. MEASUREMENTS SHOWN ARE IN METRES.
2. AERIAL IMAGE BASE SHOWN AS VISUAL AID, AND IS ONLY SCALED APPROXIMATELY TO MATCH SURVEY.
3. DESIGN SPEED USED: 60KM/H



REQUIRED LEFT TURNING SIGHT DISTANCE - 130m - NO OBSTRUCTION

REV.	SUBMISSION	DATE	INITIAL
A	FIRST SUBMISSION	29/12/2025	R.S.

79 COLUMBIA STREET WEST
TRANSPORTATION IMPACT BRIEF

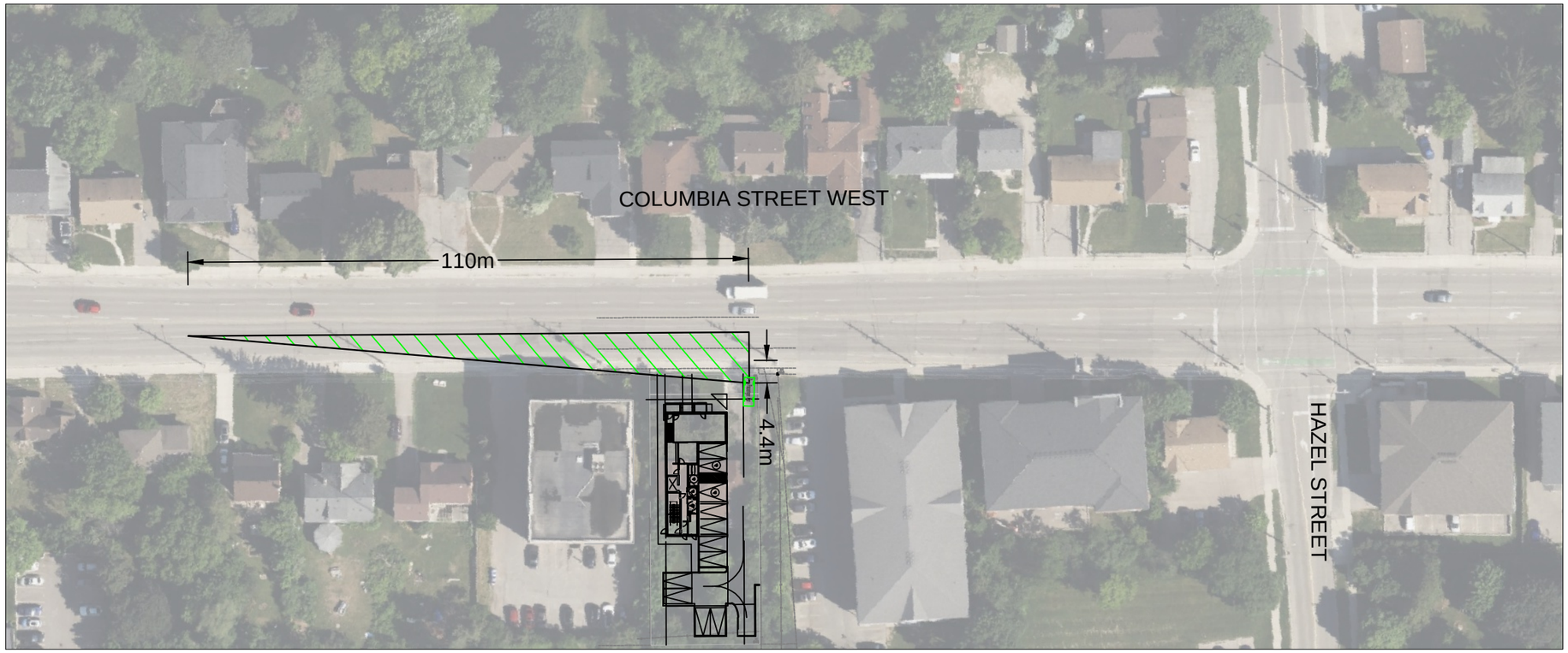
REQUIRED LEFT TURNING SIGHT DISTANCE

TRAFFMOBILITY

DESIGN	R.S.	DRAWN	V.L.	CHECKED	R.S.	CONTRACT No. PTRAN2025042
SCALE:	1:1000		DRAWING NUMBER	REQUIRED LEFT TURNING SIGHT DISTANCE		
DATE:	29/12/2025					

NOTES:

1. MEASUREMENTS SHOWN ARE IN METRES.
2. AERIAL IMAGE BASE SHOWN AS VISUAL AID, AND IS ONLY SCALED APPROXIMATELY TO MATCH SURVEY.
3. DESIGN SPEED USED: 60KM/H



REQUIRED RIGHT TURNING SIGHT DISTANCE - 110m - NO OBSTRUCTION

REV.	SUBMISSION	DATE	INITIAL
A	FIRST SUBMISSION	29/12/2025	R.S.

79 COLUMBIA STREET WEST
TRANSPORTATION IMPACT BRIEF

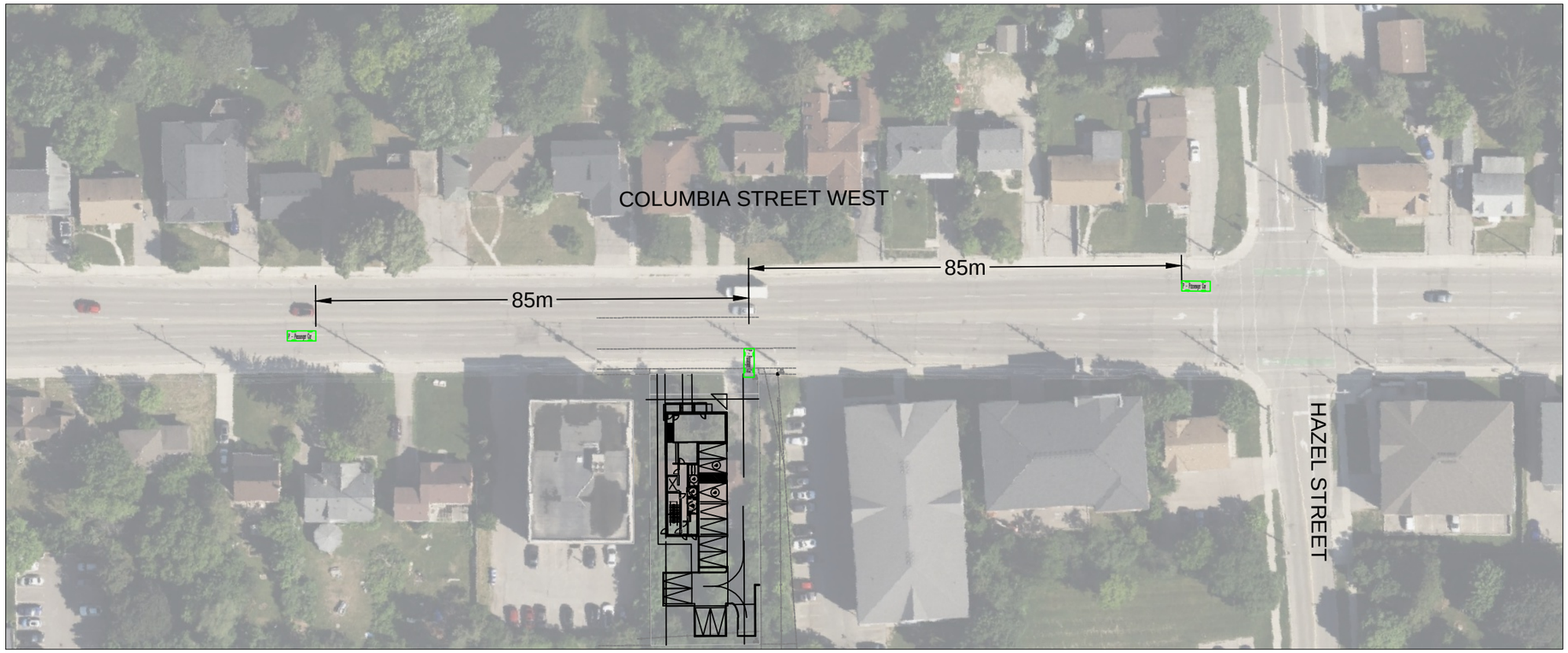
REQUIRED RIGHT TURNING SIGHT DISTANCE

TRAFFMOBILITY

DESIGN	R.S.	DRAWN	V.L.	CHECKED	R.S.	CONTRACT No. PTRAN2025042
SCALE:	1:1000		DRAWING NUMBER	REQUIRED RIGHT TURNING SIGHT DISTANCE		
DATE:	29/12/2025					

NOTES:

1. MEASUREMENTS SHOWN ARE IN METRES.
2. AERIAL IMAGE BASE SHOWN AS VISUAL AID, AND IS ONLY SCALED APPROXIMATELY TO MATCH SURVEY.
3. DESIGN SPEED USED: 60KM/H



REQUIRED STOPPING SIGHT DISTANCE - 85m - NO OBSTRUCTION

REV.	SUBMISSION	DATE	INITIAL
A	FIRST SUBMISSION	29/12/2025	R.S.

79 COLUMBIA STREET WEST
TRANSPORTATION IMPACT BRIEF

REQUIRED STOPPING SIGHT DISTANCE

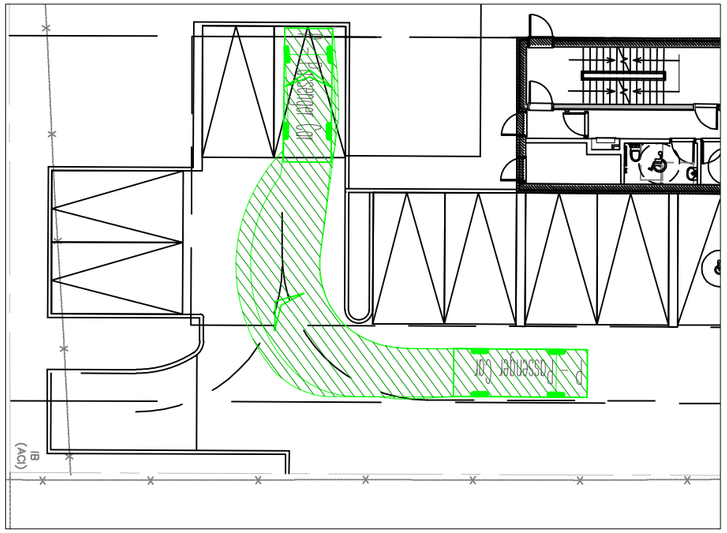
TRAFFMOBILITY

DESIGN	R.S.	DRAWN	V.L.	CHECKED	R.S.	CONTRACT No. PTRAN2025042
SCALE:	1:1000		DRAWING NUMBER	REQUIRED STOPPING SIGHT DISTANCE		
DATE:	29/12/2025					

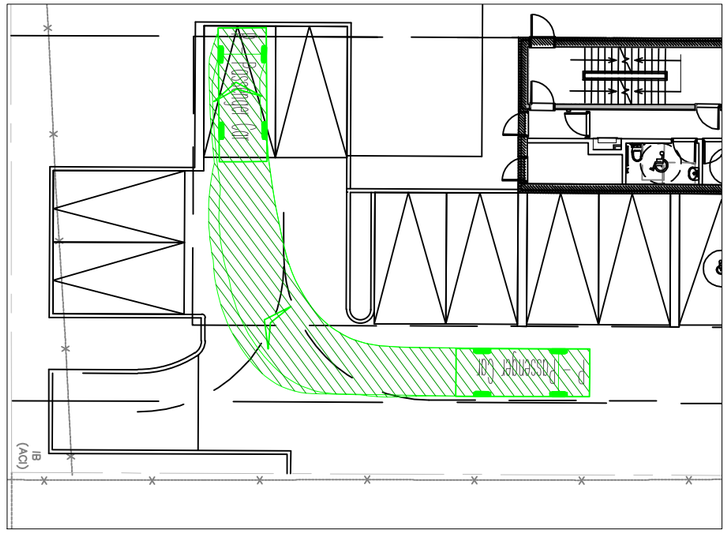
Appendix D

Vehicle Manoeuvring Diagrams

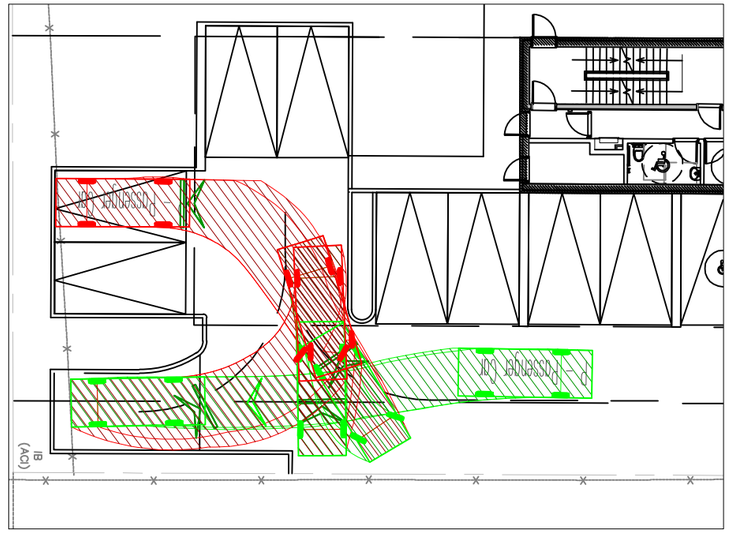
PASSENGER CAR INGRESS 1



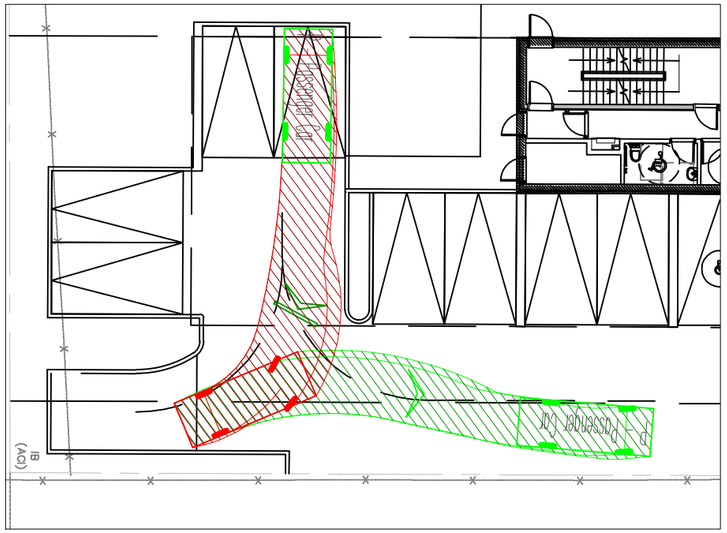
PASSENGER CAR INGRESS 2



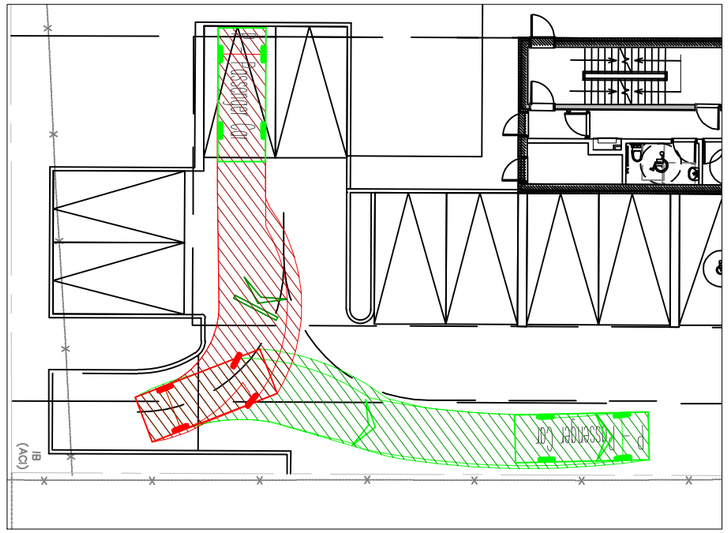
PASSENGER CAR INGRESS 3



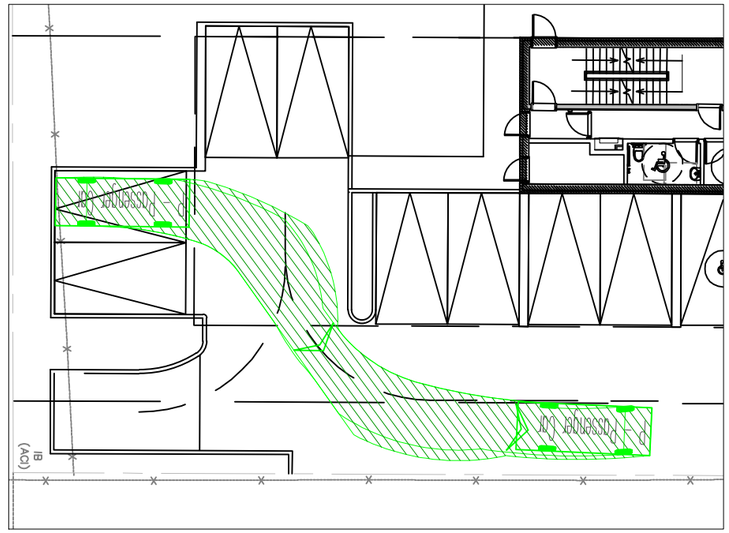
PASSENGER CAR EGRESS 1



PASSENGER CAR EGRESS 2



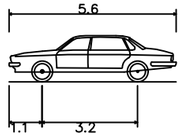
PASSENGER CAR EGRESS 3



LEGEND:

FORWARD

REVERSE



P – Passenger Car

Overall Length	5.600m
Overall Width	2.000m
Overall Body Height	1.555m
Min Body Ground Clearance	0.340m
Track Width	2.000m
Lock–to–lock time	4.00s
Curb to Curb Turning Radius	6.300m

REV.	SUBMISSION	DATE	INITIAL
A	FIRST SUBMISSION	29/12/2025	R.S.

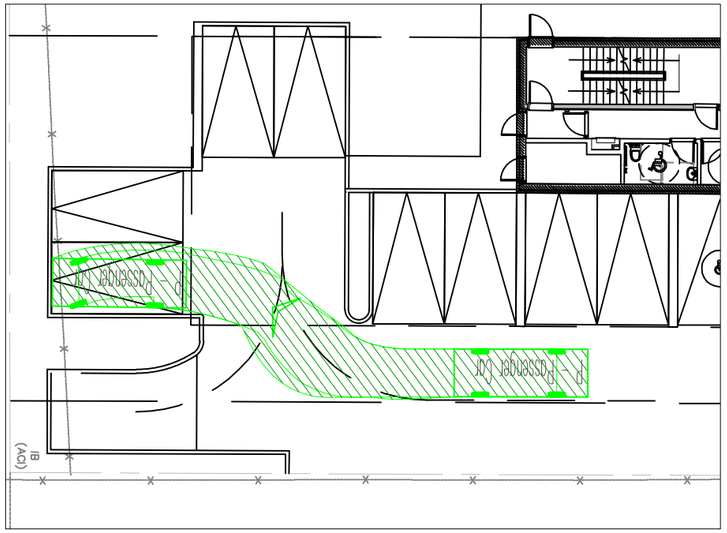
79 COLUMBIA STREET WEST
TRANSPORTATION IMPACT BRIEF

SWEPT PATH ANALYSIS

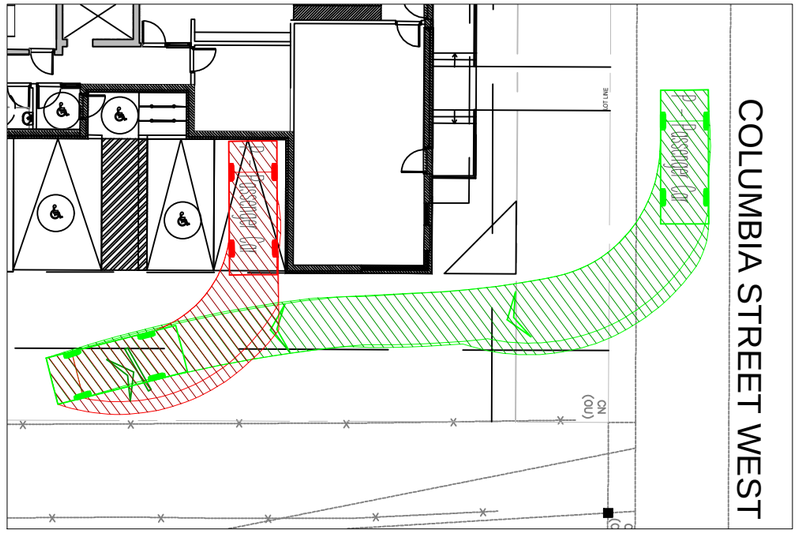
TRAFFMOBILITY

DESIGN	R.S.	DRAWN	V.L.	CHECKED	R.S.	CONTRACT No. PTRAN2025042
SCALE:	1:250			DRAWING NUMBER	PASSENGER CAR INGRESS AND EGRESS 1	
DATE:	29/12/2025					

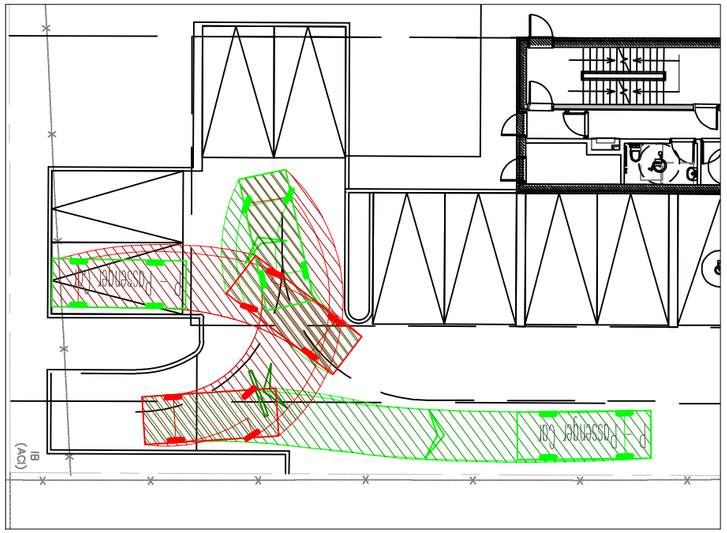
PASSENGER CAR INGRESS 4



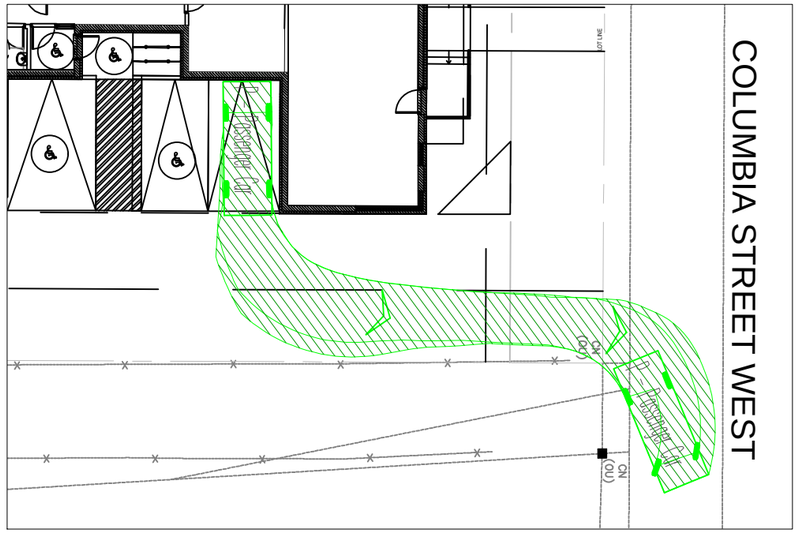
PASSENGER CAR INGRESS 5



PASSENGER CAR EGRESS 4



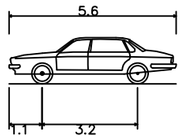
PASSENGER CAR EGRESS 5



LEGEND:

FORWARD

REVERSE



P – Passenger Car

Overall Length	5.600m
Overall Width	2.000m
Overall Body Height	1.555m
Min Body Ground Clearance	0.340m
Track Width	2.000m
Lock–to–lock time	4.00s
Curb to Curb Turning Radius	6.300m

REV.	SUBMISSION	DATE	INITIAL
A	FIRST SUBMISSION	29/12/2025	R.S.

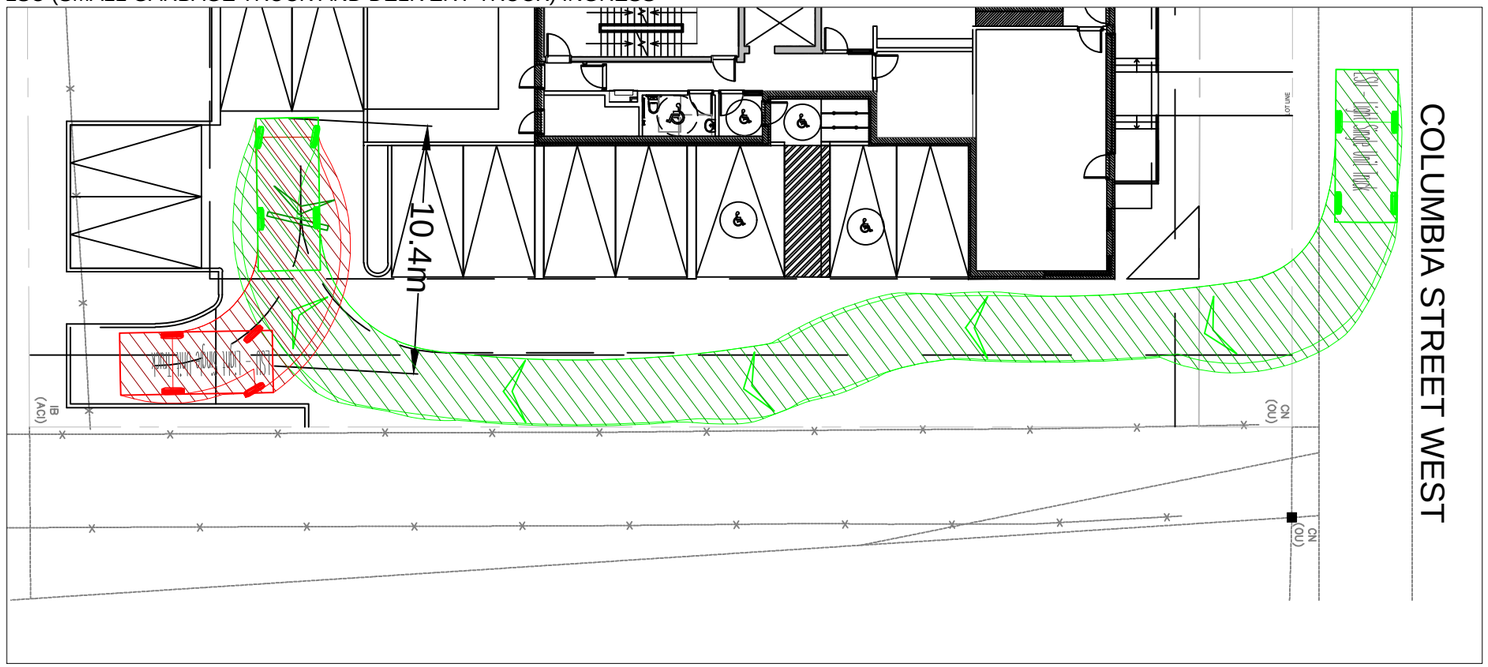
79 COLUMBIA STREET WEST
TRANSPORTATION IMPACT BRIEF

SWEPT PATH ANALYSIS

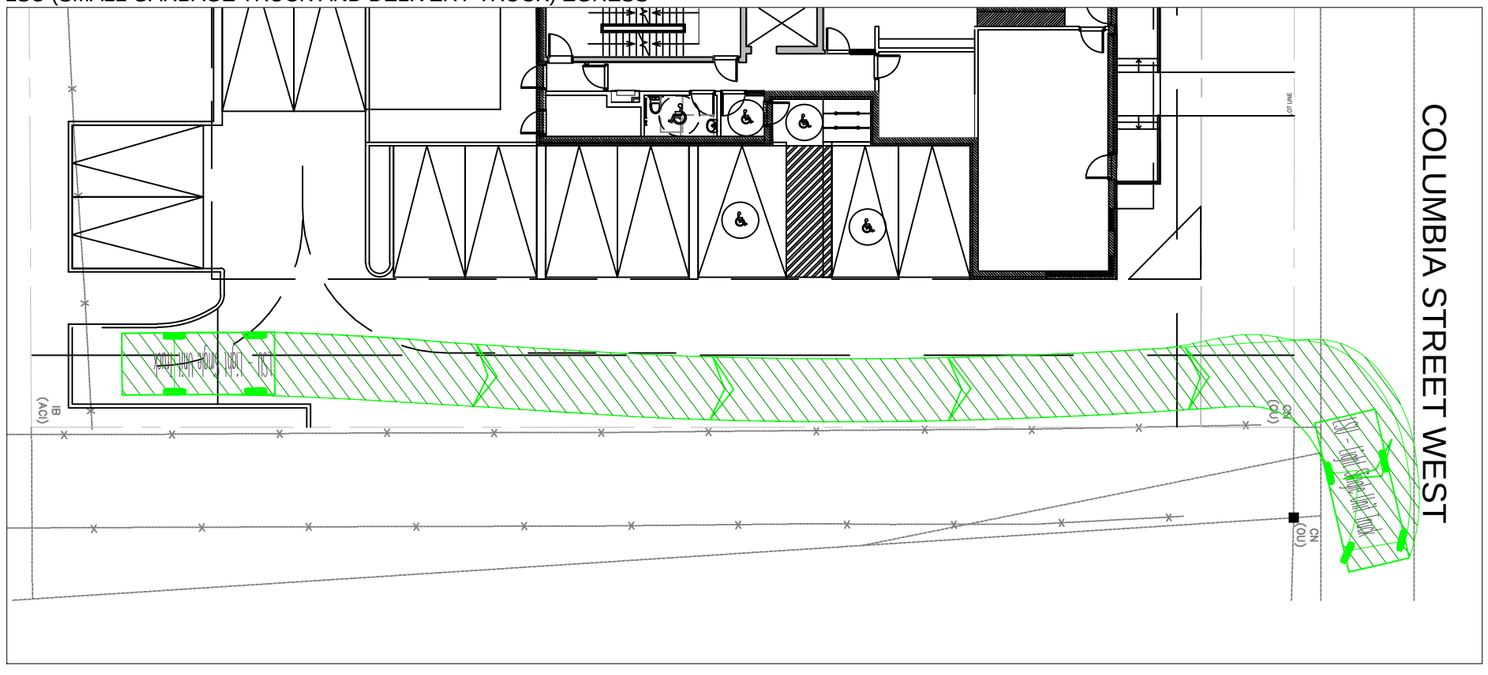
TRAFFMOBILITY

DESIGN	R.S.	DRAWN	V.L.	CHECKED	R.S.	CONTRACT No. PTRAN2025042
SCALE:	1:250			DRAWING NUMBER	PASSENGER CAR INGRESS AND EGRESS 2	
DATE:	29/12/2025					

LSU (SMALL GARBAGE TRUCK AND DELIVERY TRUCK) INGRESS



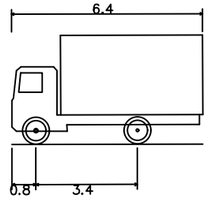
LSU (SMALL GARBAGE TRUCK AND DELIVERY TRUCK) EGRESS



LEGEND:

FORWARD

REVERSE



LSU – Light Single Unit Truck

Overall Length	6.400m
Overall Width	2.600m
Overall Body Height	3.650m
Min Body Ground Clearance	0.445m
Track Width	2.600m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.300m

REV.	SUBMISSION	DATE	INITIAL
A	FIRST SUBMISSION	29/12/2025	R.S.

79 COLUMBIA STREET WEST
TRANSPORTATION IMPACT BRIEF

SWEPT PATH ANALYSIS

TRAFFMOBILITY

DESIGN	R.S.	DRAWN	V.L.	CHECKED	R.S.	CONTRACT No. PTRAN2025042
SCALE:	1:250			DRAWING NUMBER	LSU INGRESS AND EGRESS	
DATE:	29/12/2025					