

1209 Michael Street

**Transportation Impact Assessment (TIA) Step 3 – Strategy
Report**

DRAFT

January 2026

1209 Michael Street

TIA Step 3 – Strategy Report

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STRATEGY TIA REPORT

Parsons has been retained by Inside Edge Properties Ltd. to prepare a Transportation Impact Assessment (TIA) Report in support of an Official Plan Amendment (OPA) and Zoning By-Law Amendment (ZBLA) Application for the proposed residential development at 1209 Michael Street. This document follows the TIA process as outlined in the City of Ottawa's Transportation Impact Assessment Guidelines (2017) and Revisions (2023). The following report represents TIA Step 3 – Strategy Report.

1.0 SCREENING FORM

The Screening Form confirmed the need for a TIA Report based on the Trip Generation, Location and Safety triggers. The Trip Generation trigger was met as the development is anticipated to have more than 150 apartment units. The Location trigger was met due to the location of the proposed development within a Protected Major Transit Station Area (PMTSA) and a Design Priority Area (DPA). The Safety trigger is met due to the proximity of the proposed access on Labelle Street within 150 m of the signalized Cyrville/Cummings/Labelle intersection. The Screening Form has been provided in **Appendix A**.

2.0 SCOPING REPORT

2.1. Existing and Planned Conditions

2.1.1. Proposed Development

The proposed development is located at the municipal address of 1209 Michale Street in Ottawa, Ontario. The site is currently occupied by a 2-storey office building and two separate surface parking lots, which will be replaced by the proposed development. The existing site is currently access via three separate accesses, where 2 are located along Labelle Street and one is located along Michael Street.

Figure 1 provides an illustration of the local area context of the site and **Figure 2** illustrates the latest proposed Concept Plan (high quality plan in **Appendix A**).

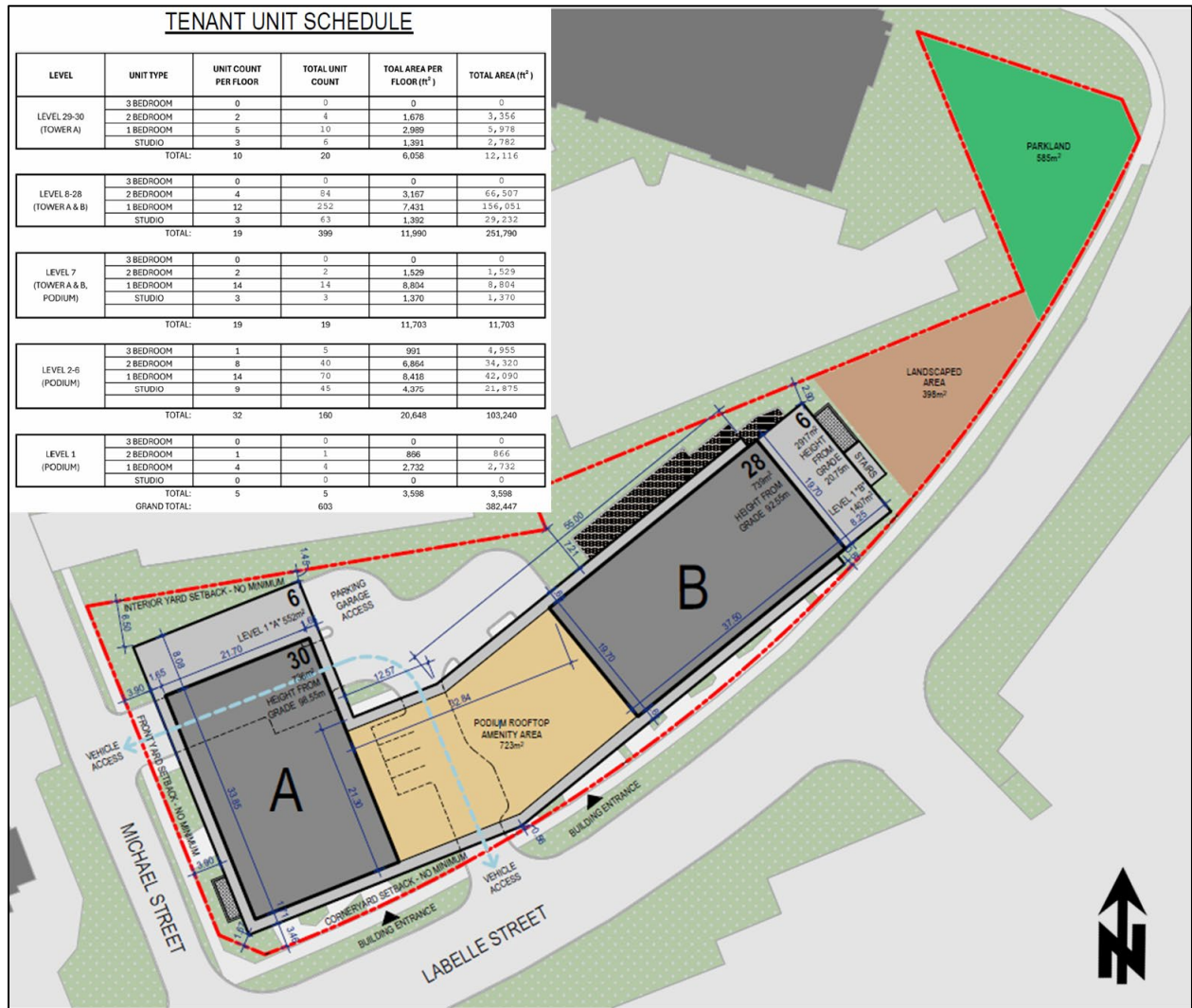
The proposed development is expected to be constructed in a single phase with a buildout year of 2030, which would include two high-rise residential buildings connected via podium, a shared underground parking garage, and a parkland. Building A is expected to be 30-storey high and Building B is expected to be 28-storey high, with a total of 603 apartment units and approximately 387 m² of first-floor commercial space proposed between the two buildings. The shared underground parking lot is expected to be 4-levels with 274 vehicular parking spaces. Two site accesses are proposed, where one would be located along Michael Street approximately 35m north of Labelle Street, and another would be located along Labelle Street approximately 38m east of Michael Street. The two proposed accesses would be located at the same approximate locations of existing accesses.

Figure 1: Local Context



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Figure 2: Proposed Site Plan (November 2025)



2.1.2. Existing Conditions

Area Road Network

Description of roads included within the study area has been provided below.

Labelle Street is an east-west municipal major collector road that extends from Lemieux Street in the west to Cyrville Road in the east, where it continues northward as Cummings Avenue. The cross-section consists of two-way two-lane, with auxiliary turn lanes at intersections. The unposted speed limit is assumed to be 50km/h. Based on the City of Ottawa Official Plan, the intersection of a collector road to local road (such as Labelle/Michael) requires a 3m x 9m corner triangle, with the longer measurement on the collector road.

Cyrville Road is a north-south municipal road that extends from south of Innes Road to St Laurent Boulevard in the north. The majority of the road is classified as arterial south of Labelle Street and a collector north of thereof. Within the study area, the cross-section is two-way two-lane with auxiliary turn lanes at major intersections. The posted speed limit is 60km/h.

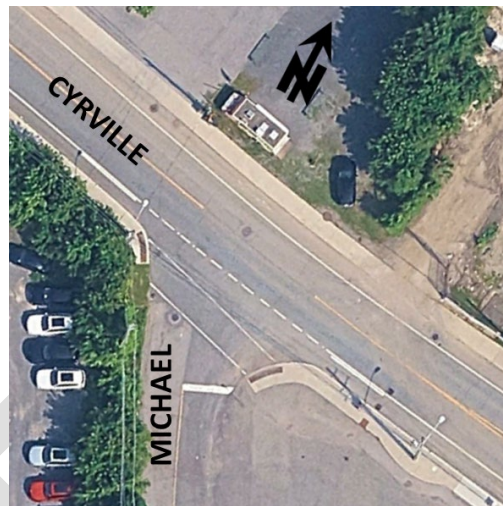
Michael Street North is a north-south municipal local road that extends from south of Labelle Street to Cyrville Road in the north. The cross-section is two-way two-lane and the unposted speed limit is assumed to be 50km/h. The road has a protected Right-of-Way (ROW) of 20m between Cyrville Road and Labelle Street. Based on the

City of Ottawa Official Plan, the intersection of a local road to collector road (such as Labelle/Michael) requires a 3m x 9m corner triangle, with the shorter measurement on the local road.

Existing Study Area Intersections

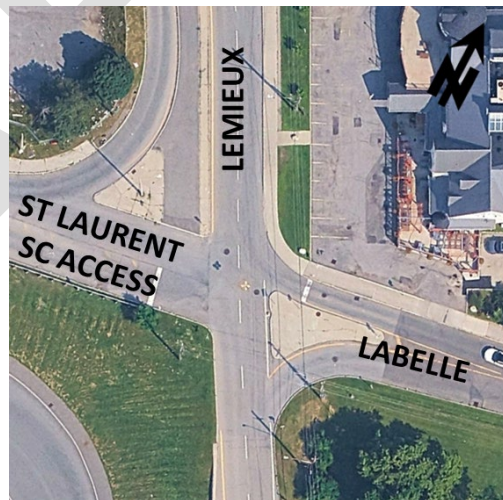
Cyrville/Michael

The Cyrville/Michael intersection is an unsignalized three-legged 'T'-intersection. All legs of the intersection consist of a single all-movement lane. A pedestrian crosswalk is provided on the south leg and painted bike lanes are provided on both sides along Cyrville Road. There are no prohibited movements at this intersection.



Lemieux/Labelle

The Lemieux/Labelle intersection is an unsignalized four-legged intersection with stop control on the east and west legs. The eastbound, westbound and southbound legs consist of a single movement lane, while the northbound movement consists of a shared through/right-turn lane and a shared through/left-turn lane. There are no marked pedestrian crossings at the intersection. There is a number of prohibited movements, including eastbound through and right-turn, westbound through and left-turn and southbound through and left-turn.



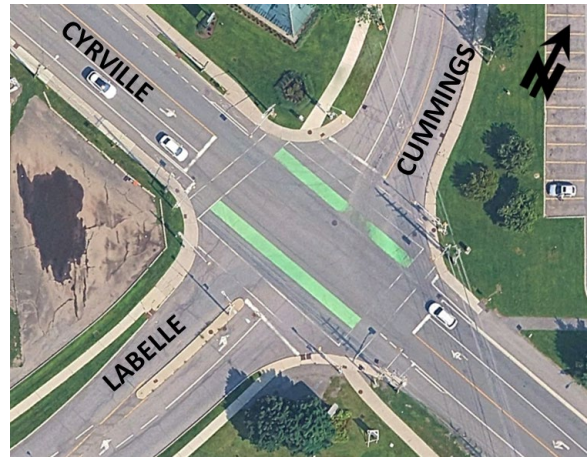
Labelle/Michael

The Labelle/Michael intersection is an unsignalized four-legged intersection with all-way stop control. The northbound, southbound and eastbound legs consist of a single all-movement lane, while the westbound consists of a shared through/right-turn lane and an auxiliary left-turn lane. Pedestrian crosswalks are provided on the east and north legs of the intersection. There are no prohibited movements at the intersection.



Cyrville/Labelle/Cummings

The Cyrville/Labelle/Cummings intersection is a signalized four-legged intersection. All legs of the intersection consist of a shared through/right-turn lane and an auxiliary left-turn lane. Pedestrian crossings are provided on all legs of the intersection, along with painted bicycle crossrides on Cyrville Road. There are no restricted movements at this intersection.



Existing Driveways to Adjacent Developments

Site accesses are proposed along each of Labelle Street and Michael Street. Adjacent existing development accesses located within 200m of the proposed access are illustrated in **Figure 3** and described below. All adjacent accesses serve existing commercial and office land uses.

- Michael Street: five accesses are located on the east side, while three accesses are located on the west side.
- Labelle Street: two accesses are located on the south side, while one access is located on the north side.

Figure 3: Adjacent Development Accesses



Existing Area Traffic Management Measures

Existing area traffic management measures within the study area include pedestrian advance walk phases along Cyrville Road, at the Labelle Street intersection, along with bike crossing pavement markings. Several movements, such as through movements on most legs, are prohibited at the intersection of Lemieux/Labelle using channelization of right-turns which prevents cut through traffic on Labelle Street. An overhead flashing red light signal is also provided at the intersection to alert traffic to be cautious.

Pedestrian/Cycling Network

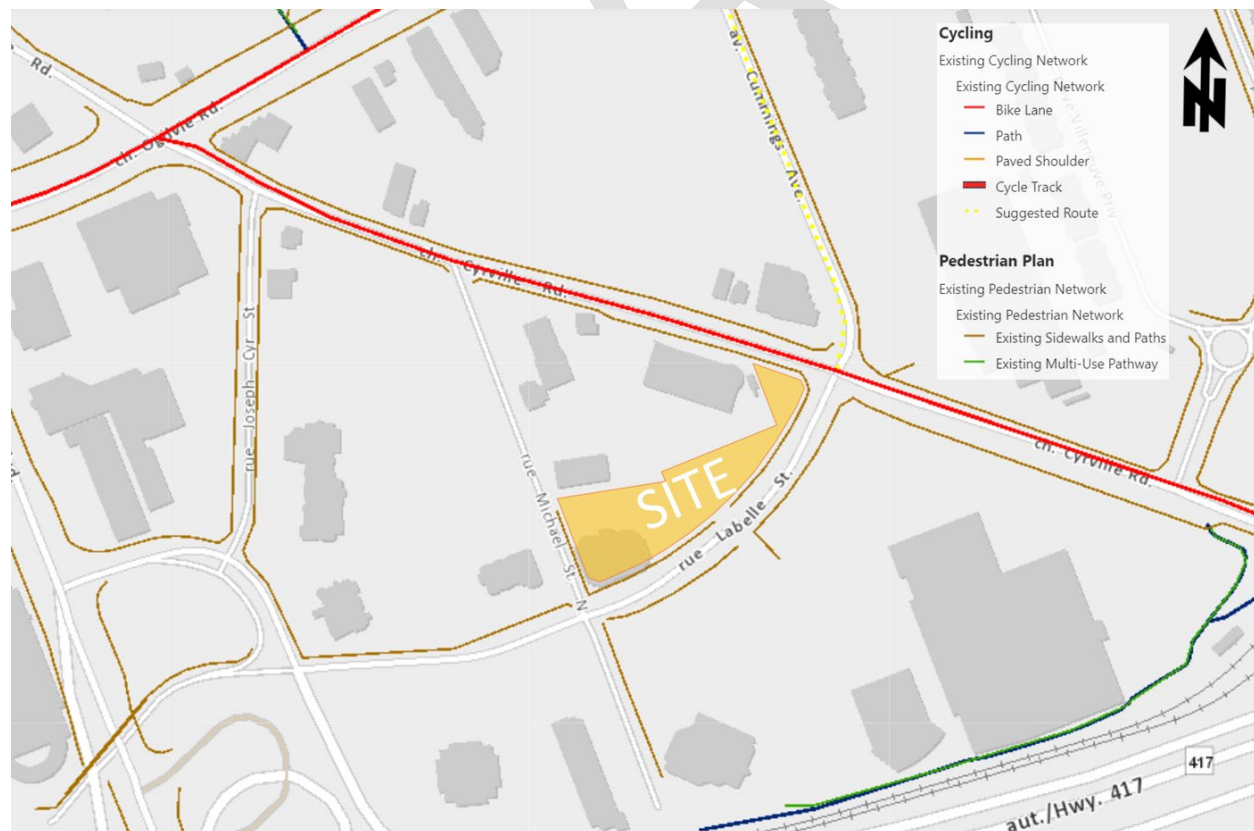
The active transportation (AT) network facilities for pedestrians and cyclists are illustrated in **Figure 4**. Within the study area, sidewalks are provided on both sides of Cyrville Road and Labelle Road (east of Michael Street), as well as on one side of:

- Cummings Avenue (east side),
- Lemieux Street (east side),
- Labelle Street (north side, west of Michael Street), and
- Michael Street (east side along development frontage and south of Labelle Street).

Painted bike lanes are provided on both sides of Cyrville Road, which connect to bike lanes on Ogilvie Road. Cummings Avenue is a suggested cycling route and Cyrville Road is classified as a cross-town bikeway in the City of Ottawa Transportation Master Plan (TMP).

For all AT users, a major Multi-Use Pathways (MUP) exists to the south as an extension from the Aviation Pathway, which runs along the north side of the LRT rail corridor. The Aviation Pathway runs north-south, connecting to other major MUPs in the City, such as the Ottawa River Pathway.

Figure 4: Study Area Active Transportation Facilities



Transit Network

The transit network for the study area is illustrated in **Figure 5** and **Figure 6** illustrates the bus stop locations. The following description of OC Transpo service within the study area reflects the current transit availability.

- **LRT Line 1 (Tunney’s Pasture <-> Blair):** The rail corridor is located approximately 180m south of the development site. The development falls in between two LRT stations, which are the Cyrville and St. Laurent stations and is within approximately 450m radius of both stations. Though it is noted that walking distance to Cyrville Station using Labelle Street and Cyrville Road is approximately 480m while walking distance to St. Laurent Station using Labelle Street and Lemieux Street is nearly 600m. The trains operate at a rate of every 5 minutes or less during peak periods.
- **St. Laurent Station:** In addition to the LRT, bus routes that currently operate at the St. Laurent Station include “frequent” routes #7, #14, #40, #41, and #105, as well as “local” routes #18, #19, #20, #24, #47, and #302. Frequent routes operate 7 days a week, providing service every 15 minutes or less during weekdays between 6:00am and 6:00pm. Local routes provide custom routing to local destinations and can operate at a rate of every 15 to 30 minutes during weekday peak periods.
- **Other Bus Routes:** Bus stops are located along study area roads such as Cyrville Road and Cummings Avenue, providing service to “frequent” bus route #39. The area transit network in **Figure 5** does not illustrate the route, however, the bus stops along both Cyrville Road (between Ogilvie Road and Cummings Avenue) and Cummings Avenue (between Cyrville Road and Ogilvie Road) are understood to provide service to route #39 only.

Figure 5: Area Transit Network

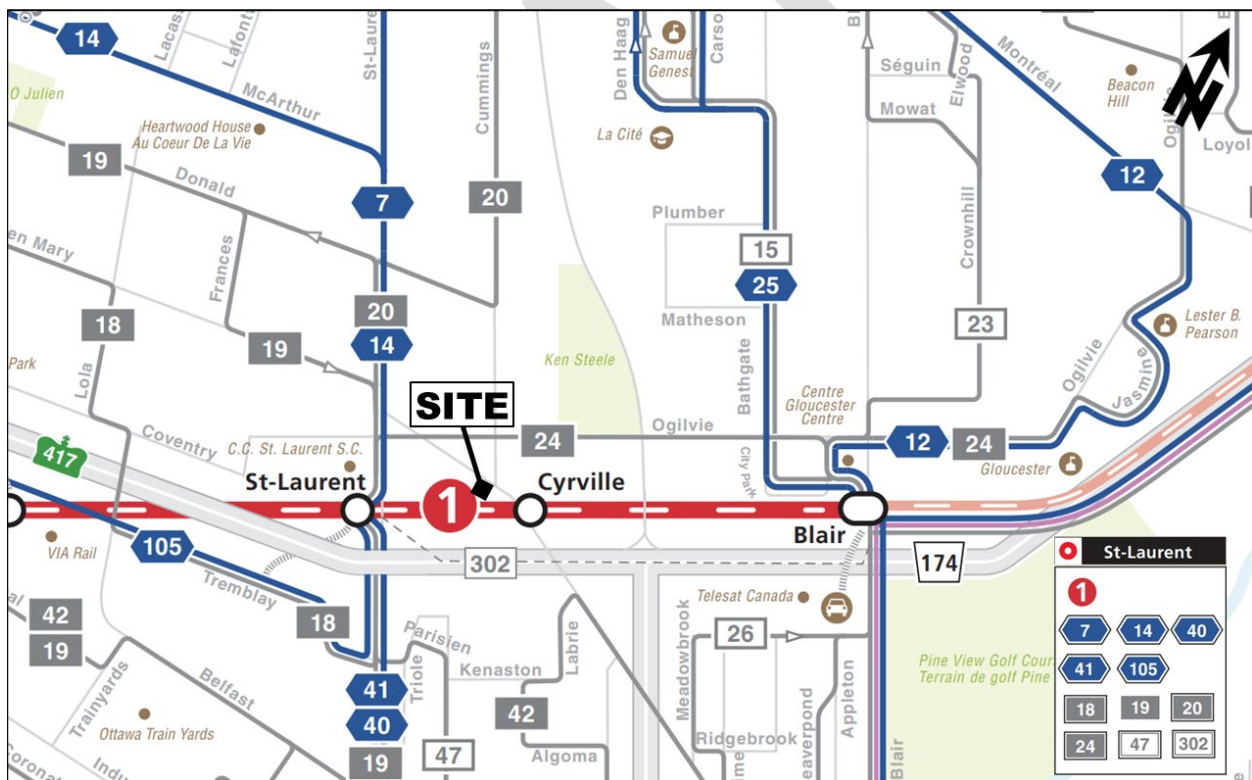
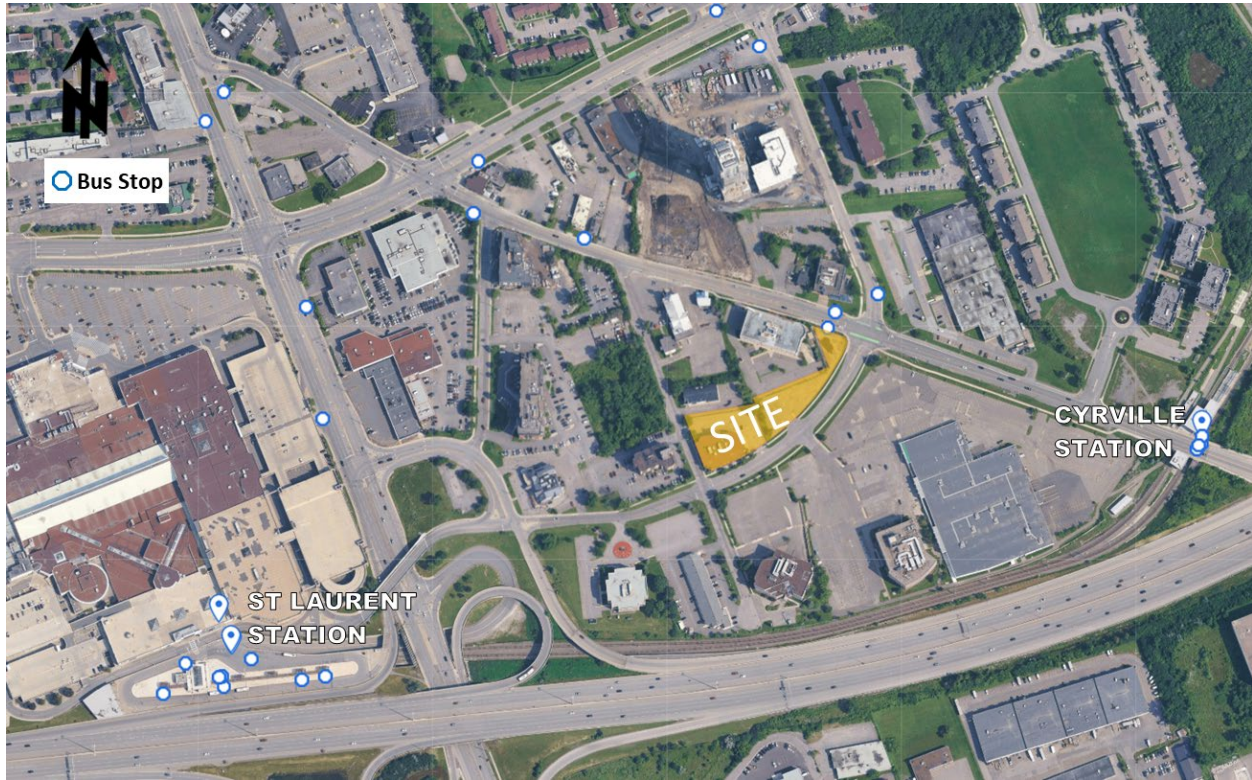


Figure 6: Bus Stop Locations



Peak Hour Travel Demands

Two intersection turning movement counts were available through the City of Ottawa, while the two other counts were conducted manually by Parsons, which consists of the following data:

- Cyrville/Labelle/Cummings – Conducted by the City of Ottawa on Tuesday, Feb. 06, 2024
- Lemieux/Labelle/Highway 417 Off-Ramp – Conducted by the City of Ottawa on Thursday, Dec. 14, 2017
- Cyrville/Michael – Conducted by Parsons on Tuesday, Dec. 09, 2025
- Labelle/Michael – Conducted by Parsons on Tuesday, Dec. 09, 2025

The available vehicle volumes at study area intersections are illustrated in **Figure 7**, with the raw traffic count data provided in **Appendix B**. Pedestrian and cyclist volumes are illustrated in **Figure 8**.

Table 1: Collision Summary by Type and Severity

Classification of Accident	Rear End	Turning Movement	Sides wipe	Angle	Approaching	SMV Other	SMV Unattended	Other	Total
Property Damage	9	4	2	13	0	0	0	1	29 (91%)
Non-fatal injury	1	0	0	0	0	2	0	0	3 (9%)
Fatal Incidents	0	0	0	0	0	0	0	0	0 (0%)
Total	10 (31%)	4 (13%)	2 (6%)	13 (41%)	0 (0%)	2 (6%)	0 (0%)	1 (3%)	32 (100%)

The most common collision types are angled and rear end collisions, which respectively recorded 13 and 10 total collisions in the five years. **Table 2** summarizes the collision history by intersection, including the total number of collisions, number of collisions involving vulnerable road users, the most frequent collision type, and any notable collision pattern. The City of Ottawa considers greater than 6 collisions of the same type and travel direction to be a collision pattern. Similarly, the mid-block collisions are summarized in **Table 3**.

Table 2: Collision Summary at Study Area Intersections

Intersection	Total Collisions	With Pedestrians or Bikes	Most Frequent Collision Type	Collision Patterns (>6 Collisions)
Cyrville/Cummings/Labelle	13	1 Pedestrian	Rear ends – 7 collisions (54%)	None – rear ends occurred in different travel directions.
Cyrville/Michael	2	0	Rear end and angled – 1 each	None
Lemieux/Labelle/Highway 417 Ramp	14	0	Angled – 10 collisions (71%)	Yes – most angled collisions occurred between eastbound left-turns and northbound through/left-turn vehicle travel directions.
Michael/Labelle	0	0	0	N/A

Table 3: Collision Summary at Study Area Mid-Block Locations

Midblock Locations	Total Collisions	Length of Segment	With Pedestrians or Bikes	Collision Patterns (>6 Collisions)
Labelle Street, between Cyrville Road and Michael Street	2	190m	0	None
Michael Street, between Cyrville Road and Labelle Street	1	205m	0	None

Collisions recorded at the intersections over the five-year period indicate the following:

- **At Cyrville/Cummings/Labelle:** 13 total collisions occurred, one of which involved a non-fatal injury to a pedestrian. While more than 6 rear end collisions occurred at the intersection, the collisions were spread out in all travel directions, which does not constitute a particular collision pattern.
- **At Cyrville/Michael and Michale/Labelle:** the intersections experienced minimal or no collisions within the five-year period, which is expected of the low traffic volume intersections involving local streets.
- **At Lemieux/Labelle/Highway 417 Ramp:** 14 total collisions occurred with no pedestrian or cyclist collisions. Most collisions recorded were angled collisions between the eastbound left-turns and northbound through/left-turn vehicles, which indicates a collision pattern.
 - The intersection design is uncommon due to the one-way travel direction of the major road and different non-permissible movements for the minor streets. This may cause confusion to

drivers, particularly the eastbound left-turn vehicles as northbound drivers traveling at high-speeds on the ramp may unexpectedly slow down or change lanes to turn left into the St. Laurent Shopping Centre access. Vehicle movements from the westbound right-turn may also add to the confusion and affect decision making for the eastbound left-turns due to potentially unclear yield requirement or priority.

At the midblock road segments of both Labelle Street and Michael Street, the number of collisions is found to be minimal during the five-year period. No collisions are recorded on Labelle Street, west of Michael Street, or on Michael Street, south of Labelle Street. Additionally, there were no midblock collisions with active users.

2.1.3. Planned Conditions

2.1.3.1. Future Transportation Network Changes

Transportation Master Plan (TMP)

The City of Ottawa TMP indicates the following potential future projects in the study area:

- **Active Transport:** cycling facilities are proposed on Cummings Avenue from Cyrville Road to Donald Street. This project has a first phase (construction within 10 years) priority in the TMP, with work anticipated to consist of infrastructure modifications.
- **Transit Network:** the priority network (construction expected by 2046) illustrates St. Laurent Boulevard as a transit priority corridor north of St. Laurent Station with continuous bus lanes south of thereof. In the needs-based network, St. Laurent is illustrated as a transitway south of St. Laurent Station. Refer to the St. Laurent Boulevard EA discussion below for further details. Ogilvie Road is also illustrated as transit priority corridor in both the priority and needs-based networks.

Inner East Lines 1 and 3 Stations Secondary Plan

The development site is located in the Secondary Plan area of the “Inner East Lines 1 and 3 Stations”. The Secondary Plan indicates maximum building heights and minimum densities and illustrates the area surrounding the development site as a district requiring a future public park. The Secondary plan is informed by the “Transit-Oriented Development (TOD) Plans” Community Design Plan detailed below.

Transit-Oriented Development (TOD) Community Design Plans

The City of Ottawa TOD Plans document provides plans for areas surrounding several LRT stations, including the St. Laurent and Cyrville Stations. The plans indicate proposed modifications to the transportation networks, which include the following:

- Sidewalks:
 - Both sides of Michael Street, between Cyrville Road and south end.
 - South side of Labelle Street, west of Michael Street.
 - East side of Cyrville Road, south of Labelle Street.
 - West side of Lemieux Street, north of Labelle Street.
 - Complete west side of Cummings Avenue between Ogilvie Road and Cyrville Road.
- Cycling Facilities:
 - Dedicated facilities on St. Laurent Boulevard and Cyrville Road.
 - Shared-use lane on Labelle Street, Cummings Avenue and Michael Street (south of Labelle Street). However, it is noted that in some instances this may be replaced by the more recent City of Ottawa Official Plan Policy 4.1.2.11(a), which indicates that City staff may require a unidirectional cycle track along arterials, major collectors and collectors during the review of development.
- Multi-Use Pathways:
 - Extend existing MUP along north side of rail corridor west to St. Laurent Station.

- Street Network:
 - Realignment of the west leg at the Lemieux/Labelle intersection to provide an above-grade ramp.

- Streetscaping:
 - Priority streetscape on St. Laurent Boulevard, Cyrville Road and Ogilvie Road.

In addition to the recommended modifications, the proposed mode share targets of the TOD Plans is for at least 65% transit, 15% active transport, 15% auto driver and 5% passenger.

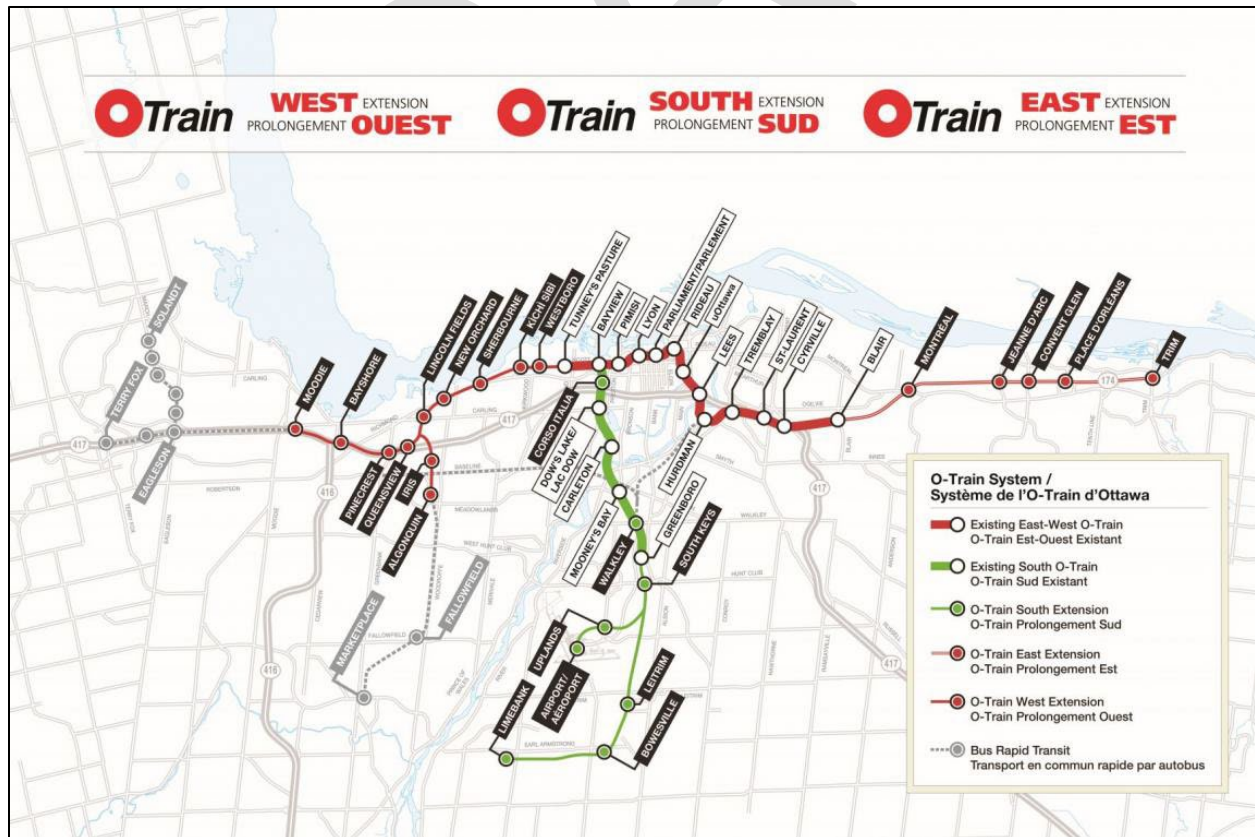
St. Laurent Boulevard Environmental Assessment (EA)

The St. Laurent Boulevard Transit Priority Corridor Environmental Assessment (EA) is a project to improve transit efficiency and redesign St. Laurent Boulevard between Hemlock Road and Innes Road/Industrial Avenue. The study includes improvements to walking and cycling facilities as well. The preferred design supports more sustainable and transit-oriented environment, which is expected to influence overall travel behavior and travel modes along the corridor by reducing vehicle reliance and increasing alternative modes.

LRT Stage 2

The Light Rail Transit (LRT) in the City of Ottawa Stage 1 was completed in 2019, providing new Cyrville and St. Laurent stations, both of which are within 450m of the development site. The LRT is currently in Stage 2 of its development, which includes extending the LRT corridor in the west, east and south directions, with the south extension already complete. As part of the east extension, four new stations will be added between the current east terminus at Blair Station and the future terminus at Trim Station. The east extension is expected to be completed by 2026. **Figure 9** illustrates the full expansion of the LRT Stage 2 system.

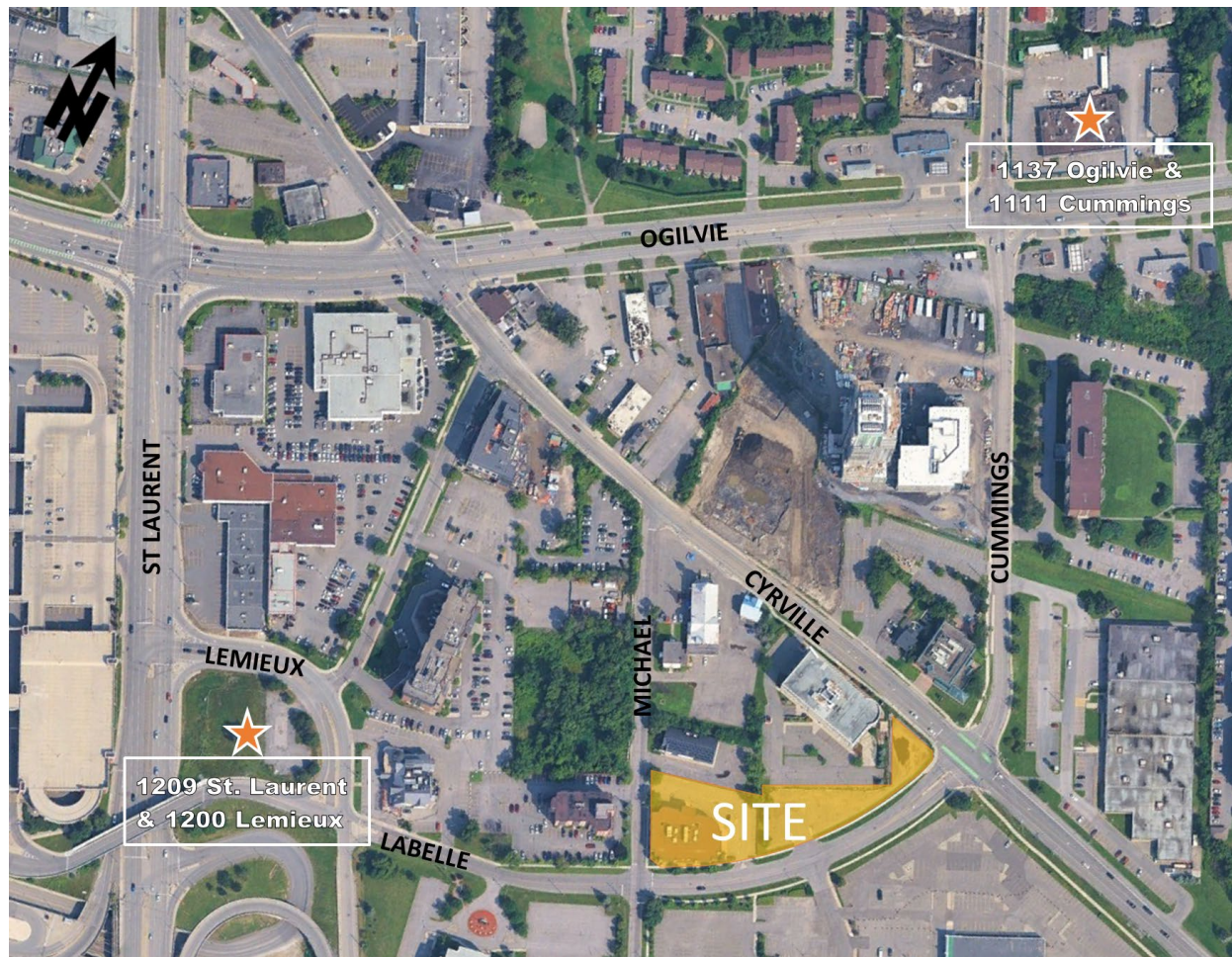
Figure 9: LRT Stage 2 Expansions Map



2.1.3.2. Other Area Developments

The following section outlines proposed future adjacent developments within the study area. Based on the City of Ottawa’s Development Applications search tool, there are two development applications initiated near the development site as shown in **Figure 10**.

Figure 10: Future Other Area Developments



1209 St. Laurent Boulevard and 1200 Lemieux Street

A Site Plan Application (SPA) has been submitted for a 30-storey high-rise residential building located at the location above. The development will consist of 644 residential units and is expected to generate 35 and 38 veh/h during the morning and afternoon peak hours, respectively. As such, the development will be accounted for as part of the future background traffic volumes.

1137 Ogilvie Road and 1111 Cummings Avenue

A Site Plan Application (SPA) has been submitted for a 21-storey high-rise residential building with 271 apartment units and 912 ft² of first-floor commercial space. The development is anticipated to generate approximately 28 and 29 veh/h during the morning and afternoon peak hours, respectively, with minimal trips expected at study area intersections. After reductions due to existing land use, the development is expected to generate the same number of trips in the AM, but results in a net reduction in the overall network during the PM. Future traffic volumes will be accounted for as part of future background traffic projections.

2.2. Study Area and Time Periods

The proposed development is anticipated to be constructed in a single phase with an assumed buildout year of 2030. As such, the horizon years 2030 and 2035 (i.e. five-years after development buildout) will be analyzed using the weekday morning and afternoon peak hour time period traffic volumes, which typically reflect the peak periods of residential developments. Proposed study area intersections are outlined below and highlighted in **Figure 11**.

- Cyrville/Michael (unsignalized)
- Lemieux/Labelle (unsignalized)
- Labelle/Michael (unsignalized)
- Cyrville/Labelle/Cummings (signalized)

Figure 11: Study Area



2.3. Exemption Review

The modules/elements of the TIA process listed in **Table 4** are recommended to be exempt in the subsequent steps of the TIA process, based on the City's TIA guidelines and the subject site:

Table 4: Exemptions Review Summary

Module	Element	Exemption Consideration
4.1 Development Design	4.1.3 New Street Networks	Only required for applications involving a plan of subdivision
4.6 Neighbourhood Traffic Calming	All	Less than 75 site generated auto trips are anticipated as per Section 3.1.1 . Exempt as per 2023 Revisions to TIA Guidelines.
4.7 Transit	4.7.2 Transit Priority Requirements	Less than 75 site generated auto trips are anticipated as per Section 3.1.1 . Exempt as per 2023 Revisions to TIA Guidelines.
4.8 Network Concept	All	The development is anticipated to generate less than 200 person trips compared to established zoning. Refer to Section 3.1.1 for the estimated number of net 'new' person trips.
4.9 Intersection Design	All	Less than 75 site generated auto trips are anticipated as per Section 3.1.1 . Exempt as per 2023 Revisions to TIA Guidelines.

3.0 FORECASTING REPORT

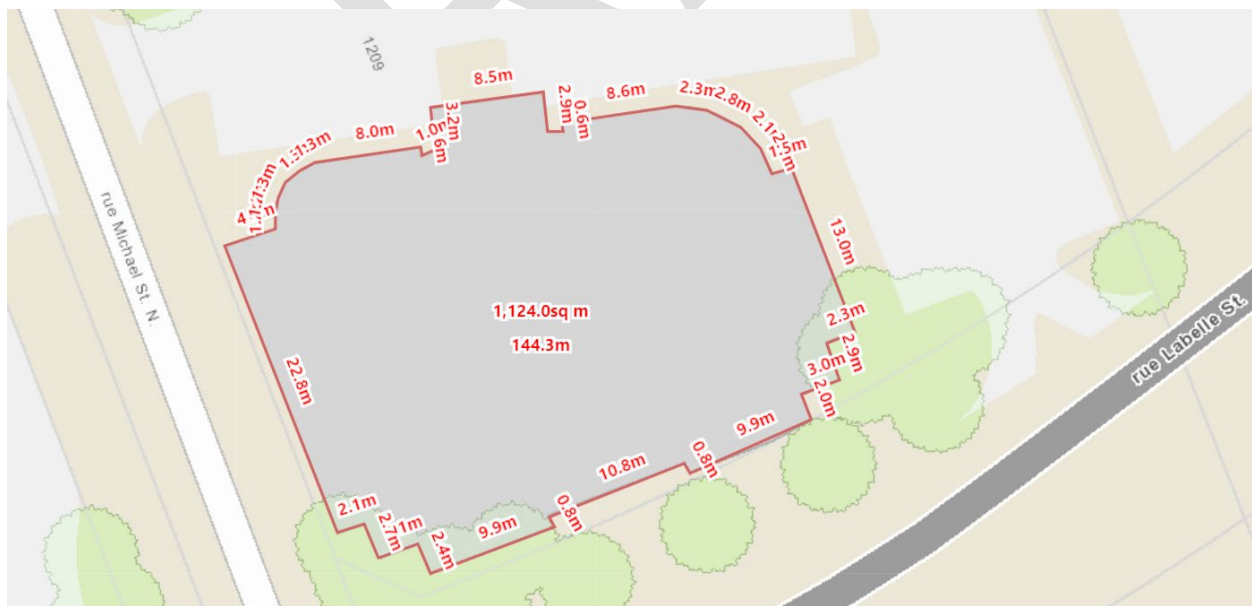
3.1. Development Generated Travel Demand

3.1.1. Trip Generation and mode shares

Existing Site

For the purpose of estimating future 'net' site-generated traffic in the overall network, the trip generation needs to account for the existing site's trips. The existing site consists of a 2-storey office building, with an estimated area of approximately 2,250 m² (24,200 ft²). **Figure 12** provides a measurement (using GeoOttawa) of the gross floor area of the building, which accounts for a single floor.

Figure 12: Existing Building Gross Floor Area



The trips generated by the existing site were estimated using the appropriate office vehicle trips rates identified in the ITE Trip Generation Manual, 11th Edition and summarized below in **Table 5**.

Table 5: Existing Office Trip Generation Rates

Land Use	Data Source	Vehicle Trip Rates	
		AM Peak Hour	PM Peak Hour
General Office Building	ITE 710	$T = 1.52(x)$; $\ln(T) = 0.86\ln(x) + 1.16$	$T = 1.44(x)$; $\ln(T) = 0.83\ln(x) + 1.29$
Notes: T = Average Vehicle Trip Ends x = 1,000 ft ² GFA			

Total person trips were then calculated by multiplying the vehicle trip rates in **Table 5** by the person trip factor of 1.28, resulting in the number of peak hour person trips generated by each use shown below in **Table 6**.

Table 6: Existing Office Peak Hour Person Trip Generation

Land Use	GFA (ft ²)	AM Peak Hour Person Trips	PM Peak Hour Person Trips
General Office Building	24,200	63	65

As shown in **Table 6**, the existing site is estimated to generate up to 65 person trips during peak hours. Based on the 2020 TRANS Trip Generation Manual for the “Ottawa East” district, the mode share percentages for employment generators have been provided in **Table 7**, which applies to both AM and PM peak hours. However, considering that the “Ottawa East” district covers a large area that extends north to the Ottawa River, it does not take into account the local context of the site, which is situated within 450m of two major LRT Stations. As such, the proposed mode shares have been provided in the table along with rationale.

Table 7: Existing Office Mode Share Percentages

Travel Mode	TRANS 2020 Mode Shares	Proposed Mode Shares	Rationale
Auto Driver	66%	35%	Reduced the auto driver and passenger mode share percentages as a higher percentage of transit use would be anticipated for the area.
Auto Passenger	7%	5%	
Transit	20%	50%	Given the location of the development between two major LRT stations and the transitway, the transit mode share is expected to be notably higher.
Cycling	2%	5%	Bike lanes are provided on Cyrville Road and Ogilvie Road and a major MUP (Aviation Pathway) is within 180m walking distance of the site. Therefore, Cycling was increased slightly.
Walking	5%	5%	The 2020 TRANS mode share was maintained for walking, considering the locations of some residential areas and buildings in the east and north.
Total Person Trips	100%	100%	-

Using the total estimated person trips in **Table 6** and rationalized mode shares in **Table 7**, the trip generation breakdown by travel mode for the existing office building have been estimated as shown in **Table 8**. The inbound/outbound splits were obtained from the ITE Manual.

Table 8: Existing Office Peak Hour Person Trips by Travel Mode

Travel Mode	Mode Share	AM Peak (Person Trips/hr)			PM Peak (Person Trips/hr)		
		In (88%)	Out (12%)	Total	In (17%)	Out (83%)	Total
Auto Driver	35%	20	3	23	4	19	23
Auto Passenger	5%	3	1	4	1	3	4
Transit	50%	27	4	31	5	27	32
Cycling	5%	3	0	3	1	3	4
Walking	5%	2	0	2	0	2	2
Total Person Trips	100%	55	8	63	11	54	65

As shown in **Table 8**, the existing site is estimated to generate up to 23 vehicles, 4 passenger trips, 32 transit trips and 6 active transport trips during the peak hours.

Proposed Development

The proposed development will consist of two high-rise residential buildings connected via a podium (floors 2 to 7) and containing a total of 603 apartment units and 387 m² (4,166 ft²) of first floor commercial space. The commercial space is small in size and will likely provide ancillary use for the high-density residential units, therefore, it is expected to be intended for local residents, community and potentially some pass-by traffic. As such, it is not expected to be a regional attraction and is not anticipated to generate new trips.

The appropriate trip generation rates for high-rise apartment land uses were obtained from the 2020 TRANS Trip Generation Manual. The Manual provides person-trip rates during the peak AM and PM periods (7AM-9:30AM and 3:30PM-6PM). The trip rates are summarized in **Table 9** below.

Table 9: Residential Trip Generation Trip Rates

Land Use	Data Source	Trip Rates	
		AM Peak Period (7-9:30AM)	PM Peak Period (3:30-6PM)
High-Rise Apartments	TRANS 2020	T = 0.8(du);	T = 0.9(du);
Notes: T = Average Vehicle Trip Ends du = Dwelling unit			

Using the trip rates provided in **Table 9**, the total number of person trips expected to be generated during the morning and afternoon peak periods can be found in **Table 10**.

Table 10: Apartment Units Peak Period Person Trip Generation

Land Use	Dwelling Units	AM Peak Period Person Trips	PM Peak Period Person Trips
High-Rise Apartments	603	482	543

The proposed development is anticipated to generate 482 and 543 person trips during the morning and afternoon peak periods, respectively. The total peak period person trips in **Table 10** are then divided into different travel modes using mode share percentages obtained from the 2020 TRANS Manual for the “Ottawa East” district. **Table 11** provides the travel mode breakdown for the proposed building.

Table 11: Residential Peak Period Trips Mode Shares Breakdown

Travel Mode	Mode Share	AM Peak Period Person Trip	Mode Share	PM Peak Period Person Trips
Auto Driver	39%	190	40%	217
Auto Passenger	7%	36	14%	76
Transit	38%	183	28%	154
Cycling	2%	9	3%	15
Walking	13%	64	15%	81
Total Person Trips	100%	482	100%	543

Standard traffic analysis is usually conducted using the morning and afternoon peak hour trips as they represent a worst-case scenario. In the 2020 TRANS Manual, Table 4 provides conversion rates from peak period to peak hours for different mode shares. The conversion rates are provided in **Table 12** below.

Table 12: Peak Period to Peak Hour Conversion Factors (2020 TRANS Manual)

Travel Mode	Peak Period to Peak Hour Conversion Factors	
	AM	PM
Auto Driver and Passenger	0.48	0.44
Transit	0.55	0.47
Bike	0.58	0.48
Walk	0.58	0.52

Using the conversion rates in **Table 12** and the peak period person trips for different travel modes in **Table 11**, the peak hour trips for different travel modes can be calculated as shown in **Table 13**.

Table 13: Residential Peak Hour Trips Mode Share Breakdown

Travel Mode	AM Peak Hour Trips	PM Peak Hour Trips
Auto Driver	91	95
Auto Passenger	17	34
Transit	102	72
Cycling	5	7
Walking	37	42
Total Person Trips	252	250

As shown in **Table 13**, the proposed development is anticipated to generate a total of 250 person trips during the morning and afternoon peak hours. Inbound and outbound percentages were obtained from the 2020 TRANS Manual and applied to each travel mode as shown in **Table 14**.

Table 14: Residential Land Use Trip Generation

Travel Mode	AM Peak (Person Trips/h)			PM Peak (Person Trips/h)		
	In (31%)	Out (69%)	Total	In (58%)	Out (42%)	Total
Auto Driver	28	63	91	55	40	95
Passenger	5	12	17	20	14	34
Transit	32	69	101	42	30	72
Cycling	2	4	6	4	3	7
Walk	11	26	37	24	18	42
Total Person Trips	78	174	252	145	105	250

As shown in **Table 14**, the proposed development is anticipated to generate up to 95 vehicle trips, 101 transit trips and 49 Active Transport (walking and cycling) trips, during the morning and afternoon peak hours.

However, it should be noted that the mode shares for the “Ottawa East” district account for a large area and do not specifically take into account the proximity of the Cyrville LRT Station within approximately 480m of the development site. As such, the mode share assumptions should be adjusted to appropriately reflect the expected transit usage by site-generated trips, especially considering the future LRT Stage 2 expansion. The mode share percentages provided in **Table 15** are reflective of the City’s Transit-Oriented Development (TOD) projections. A higher cycling percentage was assumed given the availability of bike lanes on surrounding streets and nearby Multi-Use Pathways. Walking percentages have been reduced considering the general distance of the site from major employment centres.

Table 15: Residential Peak Hour Trips TOD Mode Share Breakdown

Travel Mode	Mode Share	AM Peak Hour Trips	PM Peak Hour Trips
Auto Driver	15%	38	37
Auto Passenger	5%	13	13
Transit	65%	163	162
Cycling	5%	13	13
Walking	10%	25	25
Total Person Trips	100%	252	250

Using the TOD mode shares in **Table 15**, the breakdown of inbound and outbound trips for the residential land use are provided in **Table 16**.

Table 16: Residential Land Use Trip Generation (TOD Mode Shares)

Travel Mode	AM Peak (Person Trips/h)			PM Peak (Person Trips/h)		
	In (31%)	Out (69%)	Total	In (58%)	Out (42%)	Total
Auto Driver	12	26	38	21	16	37
Passenger	4	9	13	8	5	13
Transit	51	112	163	94	68	162
Cycling	4	9	13	8	5	13
Walk	8	17	25	15	10	25
Total Person Trips	79	173	252	146	104	250

As shown in **Table 16**, the proposed development is anticipated to generate 38 vehicle trips, 163 transit trips and 38 active transport trips during peak hours.

Net 'New' Trips

The overall future site-generated trips in the transportation network can be reduced due to removing the existing site-generated trips. **Table 17** provides an estimation of the net 'new' site-generated trips, estimated by subtracting existing trips from anticipated future trips.

Table 17: Net 'New' Site Generated Trips

Travel Mode	AM Peak (Person Trips/h)			PM Peak (Person Trips/h)		
	In	Out	Total	In	Out	Total
Auto Driver	-8	23	15	17	-3	14
Passenger	1	8	9	7	2	9
Transit	24	108	132	89	41	130
Cycling	1	9	10	7	2	9
Walk	6	17	23	15	8	23
Total Person Trips	24	165	189	135	50	185

As shown in **Table 17**, the future development is expected to generate up to 15 vehicle trips, 9 passenger trips, 132 transit trips, and 33 active transport trips during the peak hours. The negative auto driver numbers indicate an overall reduction of vehicle trips in the transportation network.

3.1.2. Trip Distribution and Assignment

Based on the 2011 OD Survey (Ottawa East district) and the local context of the development, the site-generated traffic are anticipated to be distributed as follows:

- 10% to/from the north via St. Laurent Boulevard and Aviation Parkway;
- 20% to/from the south via Highway 417 and St. Laurent Boulevard;
- 25% to/from the east via Highway 174 and Ogilvie Road; and,
- 45% to/from the west via Highway 417.

The existing site generated trips are illustrated in **Figure 13**, followed by anticipated auto trips for the proposed development in **Figure 14** and the net 'new' trips as shown in **Figure 15**. As mentioned previously, vehicle accesses are proposed along each of Michael Street and Labelle Street.

Figure 13: Existing Site-Generated Traffic

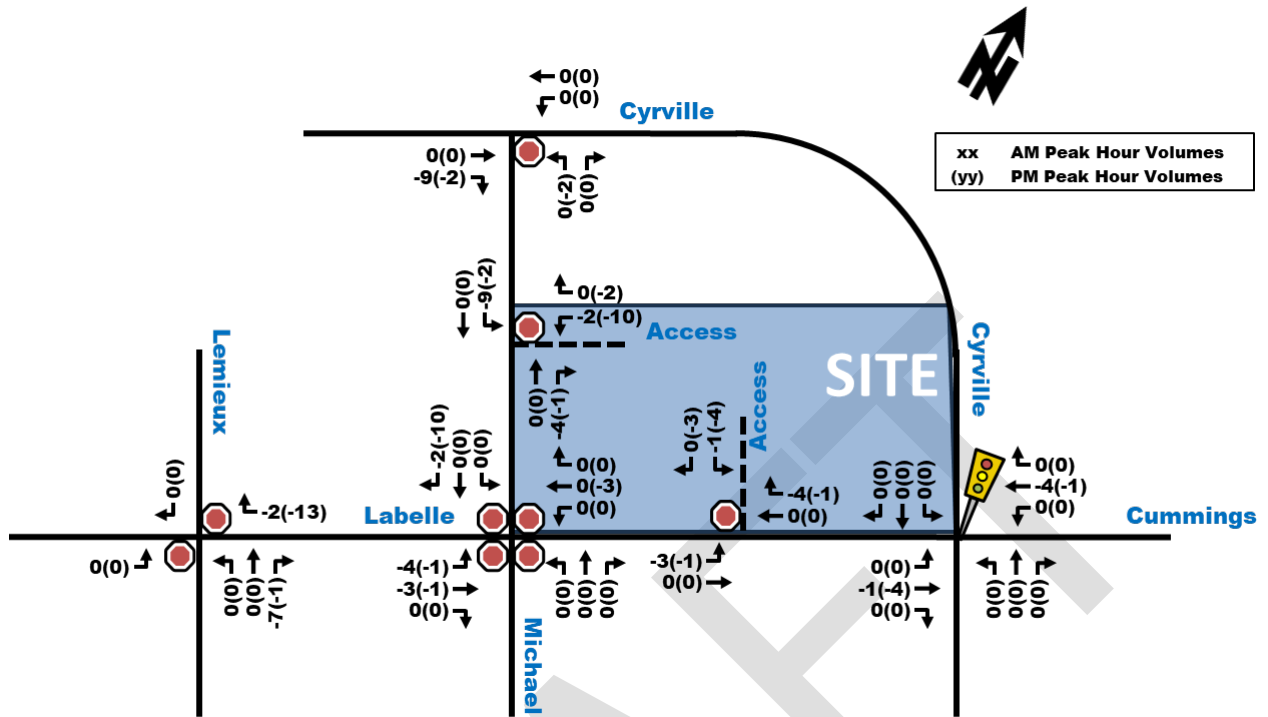
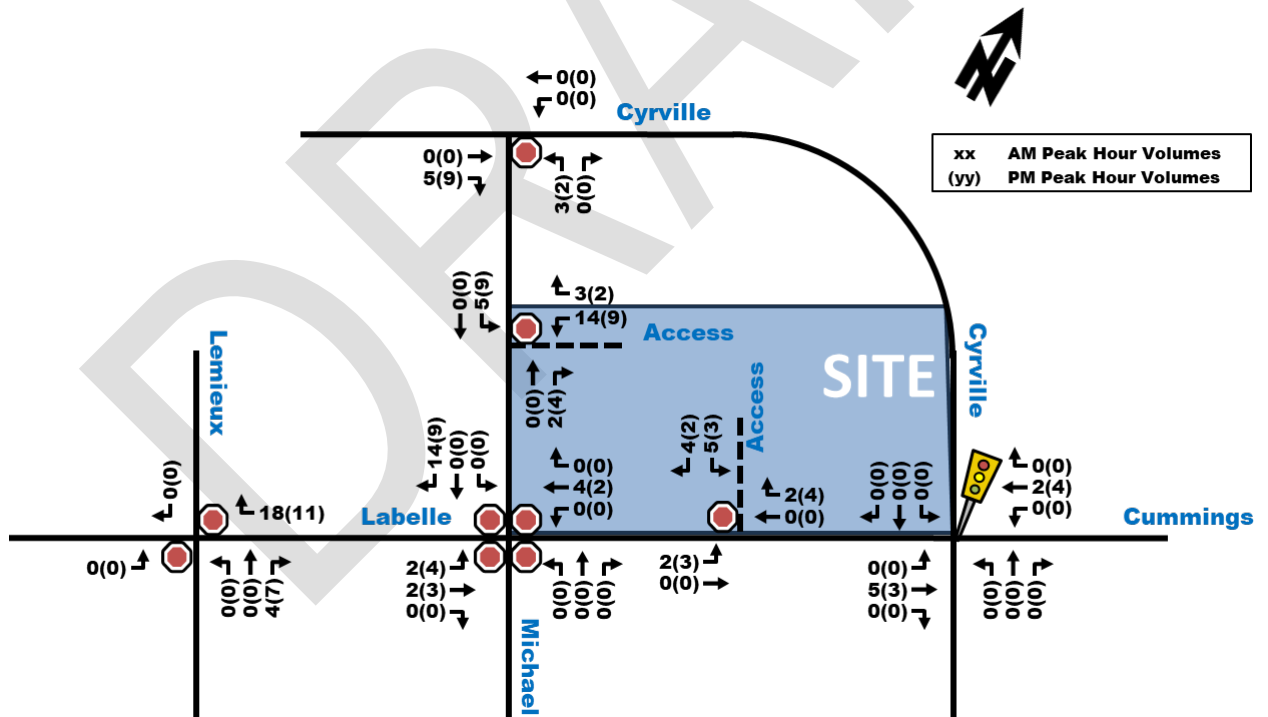


Figure 14: Proposed Development Site-Generated Traffic



3.2.3. Other Developments

Other area developments within the study area have been identified in **Section 2.1.3.2**, with both developments assumed to be constructed prior to the buildout of the proposed development in 2030. The other area developments that will be layered onto total future background volumes are the following:

- 1209 St. Laurent Boulevard and 1200 Lemieux Street
- 1137 Ogilvie Road and 1111 Cummings Avenue

The site generated traffic of the two developments were obtained from their respective TIA Reports and combined and illustrated in **Figure 16**. The total future background traffic volumes at horizon years 2030 and 2035, which include both the annual growth rate and future adjacent developments, are illustrated in **Figure 17** and **Figure 18**.

Figure 16: Future Adjacent Developments Site Generated Traffic Volumes

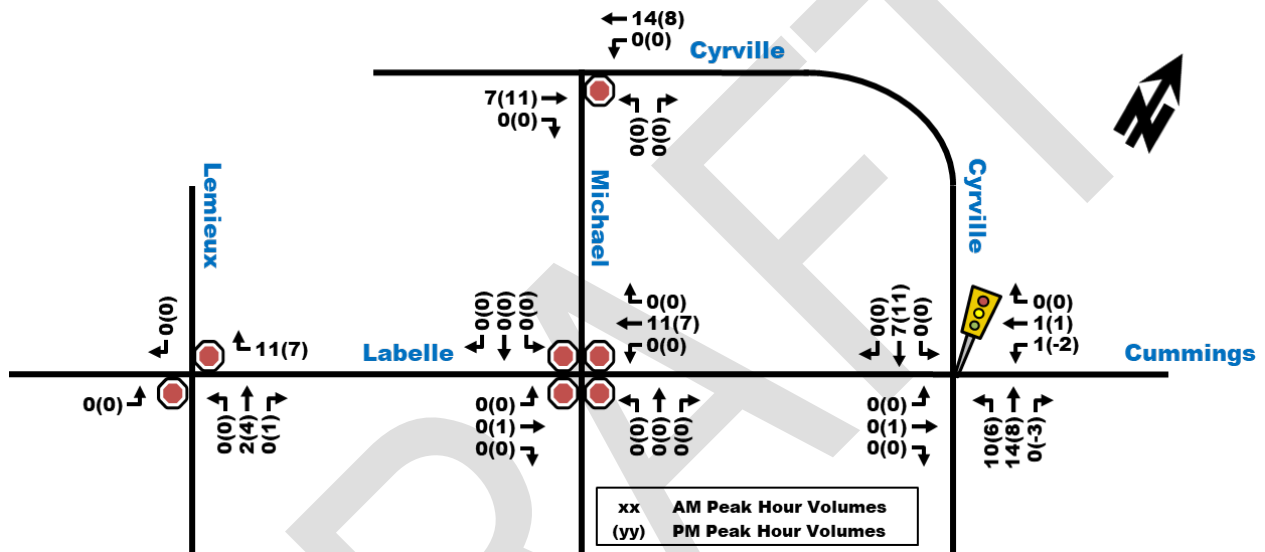


Figure 17: Total Future Background 2030 Traffic Volumes

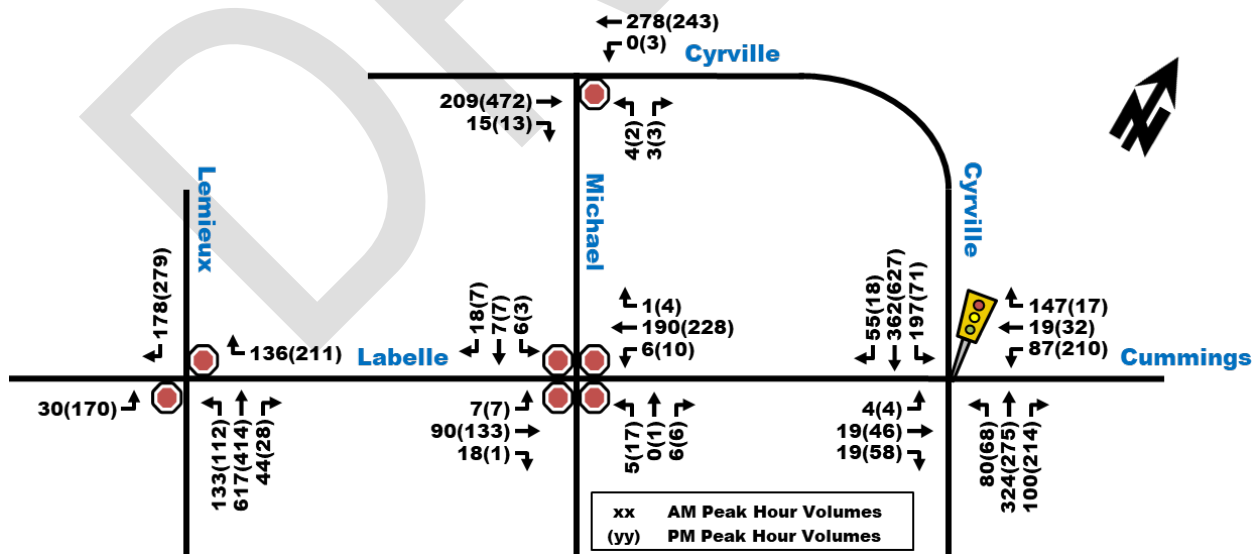
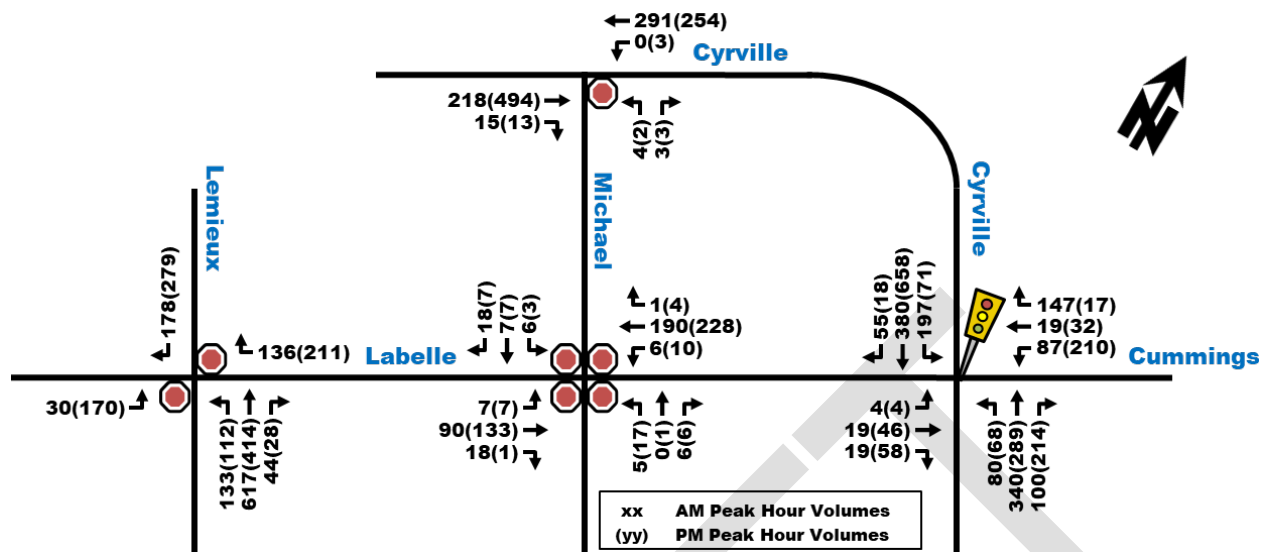


Figure 18: Total Future Background 2035 Traffic Volumes



3.3. Demand Rationalization

The total projected 2030 and 2035 traffic volumes illustrated in Figure 19 and Figure 20, respectively, are developed by superimposing the net ‘new’ site-generated traffic volumes (Figure 15), onto the total future background traffic volumes (Figure 17 and Figure 18).

Site-Generated Traffic

The net ‘new’ traffic volumes anticipated by the proposed development are minimal with a two-way volume of up to 15 veh/hour. As such, any effects to study area intersections and roads as a result of the new traffic is expected to be result in negligible impacts.

Future Background Traffic

A limited background growth is expected at study area intersections given the historic trend. The estimated Average Daily Traffic (ADT) of the total projected 2035 volumes are expected to fall within the typical ADT thresholds identified by the TAC Geometric Guide for Canadian Roads (2017) as summarized by Table 19 below.

Table 19: ADT Volumes Along Road Segments and Acceptable Thresholds

Road Segment	Official Plan Classification - TAC Distinction	TAC Acceptable ADT	Estimated Max Total Projected 2035 ADT
Cyrville Road, south of Cummings Avenue	Arterial - minor	5,000 to 20,000	12,500
Cyrville Road, north of Cummings Avenue	Collector - commercial	1,000 to 12,000	10,900
Cummings Avenue	Arterial - minor	5,000 to 20,000	5,800
Labelle Street	Major Collector - commercial	1,000 to 12,000	3,700
Lemieux Street	Major Collector - commercial	1,000 to 12,000	10,250
Michael Street	Local - commercial	Less than 3,000	400

Alternative Travel Modes

A significant percentage of the development site-generated trips are expected to consist of alternative travel modes, with transit being the primary usage. The availability of the LRT and the transitway within 600m of the site are expected to incentivize high transit usage in the area. The LRT Stage 2 construction is also underway, expected to extend the LRT corridor from its current terminus at Blair Station east to Trim Road in 2026. The LRT is also expected to have a new western extension from Tunney’s Pasture Station to Moodie Station. As such, background traffic volumes may also experience reductions as transit usage increases.

Additionally, the availability of major cycling pathways in the study area and designation of Cyrville Road as a cross-town bikeway are expected to result in higher cycling usage for the study area in the future.

Figure 19: Total Projected 2030 Traffic Volumes

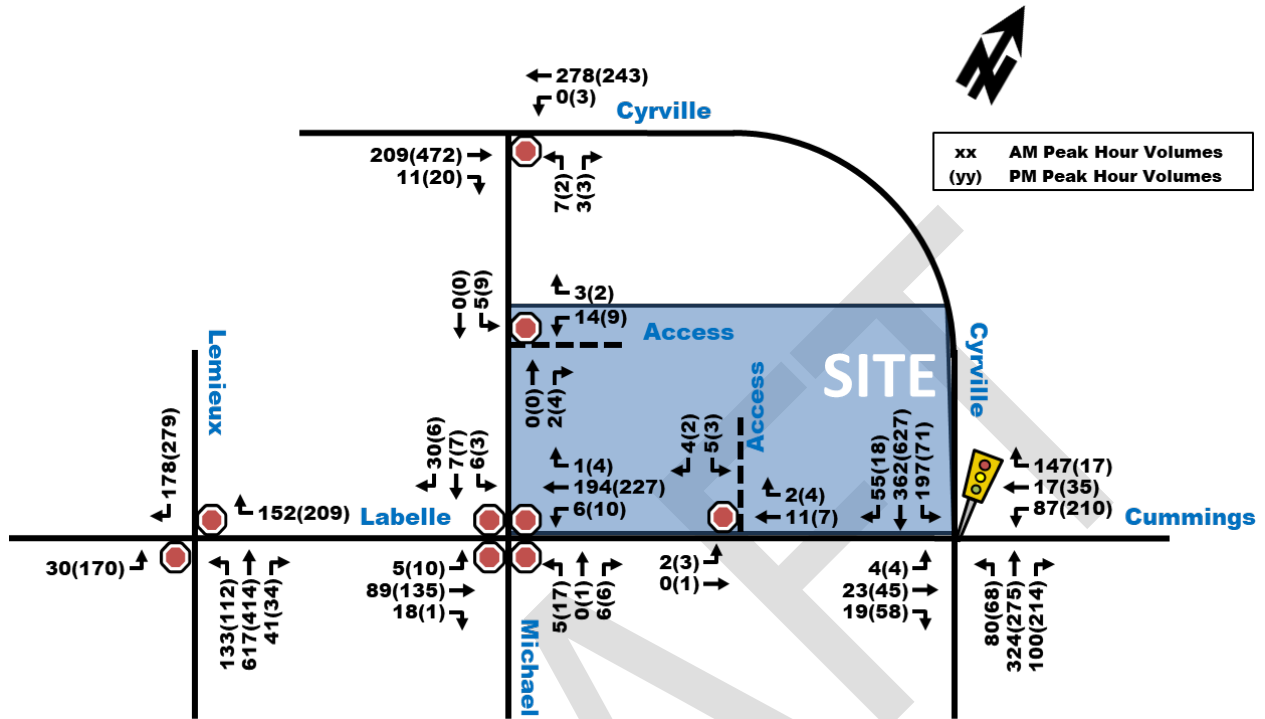
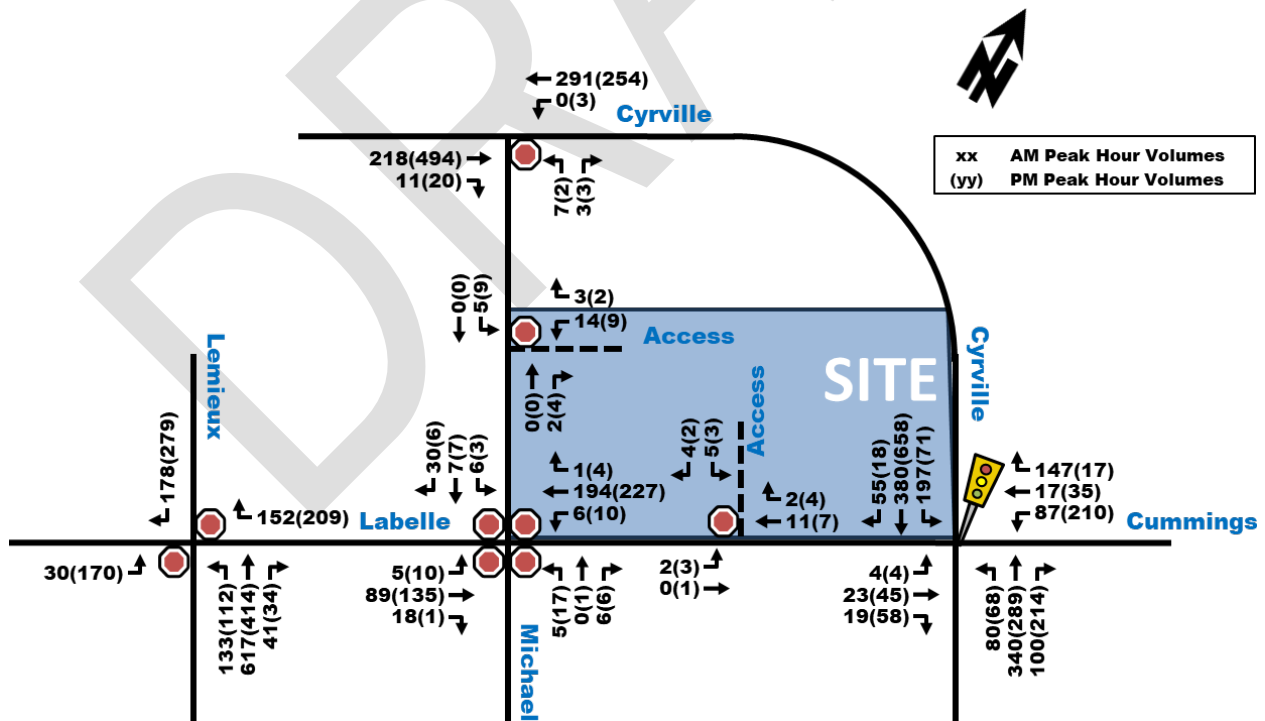


Figure 20: Total Projected 2035 Traffic Volumes



4.0 ANALYSIS

4.1. Development Design

4.1.1. Design for Sustainable Modes

The City of Ottawa's TDM-supportive Development Design and Infrastructure checklist has been provided in **Appendix E** and discussed in more detail in **Section 4.5.3**.

Auto and Bicycle Parking

Vehicle and bicycle parking are proposed to be provided in a four-level underground parking garage. The parking garage ramp, a loading bay and short-term lay-by area for drop-off/pick-up can all be accessed along the site's proposed internal driveways.

Pedestrian Facilities

Pedestrian sidewalks will continue to be provided along the development frontages on Michael Street and Labelle Street. Pedestrian pathways will also be provided within the site to provide connections between the external sidewalks and building entrances.

Transit Amenities

No transit routes currently operate at the development frontages on Michael Street and Labelle Street.

4.1.2. Circulation and Access

Similar to existing conditions, two site driveway accesses are proposed to be provided for the future development, with an access located along each of Michael Street and Labelle Street. Both accesses are proposed to permit full movement turns to/from the connecting roadway. Along Michael Street, the access is proposed approximately 35m north of Labelle Street, while the Labelle Street access would be located approximately 38m east of Michael Street.

The internal driveways are expected to accommodate passenger vehicles, as well as waste collections and delivery trucks. The waste collection bay is expected to be located at the northeast corner of the podium connecting buildings A and B, while the loading bay for delivery and move-in vehicles is expected to be located just west of the waste collection space (refer to **Figure 2** for the proposed concept plan).

Note that turning movements of the respective design vehicles accessing the site will be reviewed as part of the future Site Plan Control Application.

4.1.3. New Street Networks

Exempt – See **Table 4**.

4.2. Parking

The development is proposing to provide a total of 274 vehicle parking spaces within a four-level underground parking garage to serve the 603 total apartment units and approximately 387 m² of first-floor commercial space. Based on the City of Ottawa Parking Provisions under Zoning By-Law, the proposed development is located in "Area Z", which consists of the following parking requirements:

- No off-street motor vehicle parking required for the proposed residential and commercial land uses.
- Visitor parking is required at a rate of 0.1 per dwelling unit, up to a maximum of 30 spaces per building and excluding the first twelve units. This equates to a total of 58 required spaces.
- Bicycle parking is required at a rate of 0.50 per dwelling unit and 1 per 250 m² of retail space, for a total of approximately 304 required spaces.

As such, the number of proposed vehicle parking spaces are expected to meet the by-law requirements. The number of bicycle parking spaces will be verified as part of future Site Plan Control Application, but is expected to exceed the minimum requirements, providing up to 1 bike parking space per unit.

4.3. Boundary Street Design

Site boundary streets include Michael Street and Labelle Street. City staff have indicated that there may be future plans to provide westbound cycle tracks along the north side of Labelle Street, which will allow a connection to the crosstown bikeway network on Cyrville Road. However, this plan is not currently listed as part of future active transport projects in the TMP and is not expected to be part of the proposed development. Construction of the cycle track may be a long-term plan that is also dependent on the development of adjacent properties. The cycle track would be provided within the available City right-of-way where sufficient space is expected to be available and no permanent site features would preclude its implementation.

A Multi-Modal Level of Service (MMLOS) analysis was conducted for existing and future conditions for the proposed development's boundary streets using the new City of Ottawa's MMLOS Analysis Tool and Guidelines. The analysis is summarized in **Table 20**, with detailed analysis sheets provided in **Appendix F**. Given the uncertain timing of the westbound cycle tracks on Labelle Street, it was assumed that it would be constructed beyond the buildout date of the proposed development and was therefore not included in the future conditions MMLOS analysis. Transit LOS analysis is also excluded due to lack of any transit service on the two segments.

The tables also identify the target LOS, based on the development location within 600m of a rapid transit location. Red font in the table indicates that the respective minimum desirable LOS targets are not met. The road segments are expected to remain mostly similar in the future, with the exception of some minor modifications. Existing and future geometric features of the two roads are identified below:

Michael Street (local road classification)

- 1 vehicle travel lane in each direction
- No sidewalk facilities on both sides along the majority of the road, except at the development frontage, where 1.5m concrete sidewalks are provided on the east side. Sidewalk width is expected to increase to 2.0m in the future.
- No dedicated cycling facilities or transit operations
- Less than 3000 average daily curb lane traffic
- Assumed speed limit of 50 km/h
- Wide lanes exceeding 3.5m

Labelle Street (major collector road classification)

- 1 vehicle travel lane in each direction with auxiliary left-turn lanes on both sides
- 1.5m sidewalk on both sides of the road and expected to increase to 2.0m in the future at development frontage
- Greater than 3000 average daily curb lane traffic
- No on-street parking, cycling facilities or transit operations
- Assumed speed limit of 50 km/h
- Wide lanes exceeding 3.5m

Table 20: MMLoS Segment Analysis Results – Existing and Future Conditions

Road Segment	Component	Level of Service – Existing, Future							
		Pedestrian (PLOS)			Bicycle (BLOS)			Public Realm (PRLOS)	
		Street Side		Target	Street Side		Target	Street Side	
		W or N	E or S		W or N	E or S		W or N	E or S
Michael Street, between Labelle Street and Cyrville Road	Majority	F, F	F, F	A	D, D	B	A	D, D	D, D
	Critical	F, F	F, F	A	D, D	B		-	
Labelle Street, between Cyrville Road and Michael Street	Majority	D, A	D, D	A	D, D	B	B	C, B	C, C
	Critical	D, B	D, D	A	D, D	B		-	

As shown in **Table 20**:

- Target pedestrian LOS 'A' was not met for most segments. On Michael Street, the lack of pedestrian facilities on Michael Street results in LOS 'F'. However, it should be noted that sidewalk facilities are available only at the development frontage along the road segment. For Labelle Street, most segments result in LOS 'D', which does not meet the LOS target due to relatively narrow 1.5m sidewalks. Wider sidewalks on the north side of Labelle Street are expected to meet the target LOS 'A' in the future due to wider 2.0m sidewalks.
- The minimum desirable bicycle LOS 'B' was not met for all road segments due to the lack of dedicated cycling facilities.
- The public realm LOS target is met as the ratio of the future conditions LOS to existing conditions LOS is at least 1.0.

4.4. Access Intersections Design

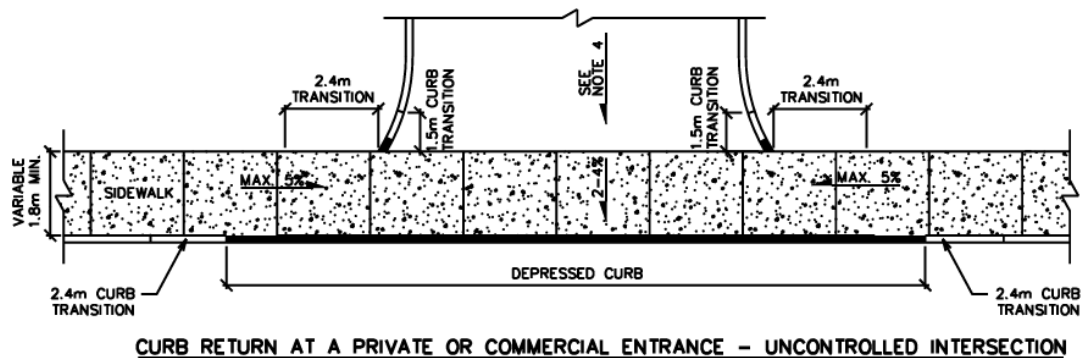
4.4.1. Location and Design of Site Access

As noted previously, the site accesses are located along each of Michael Street and Labelle Street, at a respective distance of approximately 35m and 38m from the Labelle/Michael intersection. Section 8.8.1 of TAC Guidelines recommends that the minimum distance from an intersection and the nearest access is to be 15m at least for a local road and 25m for a collector road, which indicates that sufficient distance is available for the proposed accesses.

Both site accesses are proposed to allow full movements in/out of the site in the future, which will replace the existing right-in/right-out only at the Labelle Street access. Any potential adjustments to pavement markings on Labelle Street to accommodate the full movements will be reviewed as part of the future Site Plan Control Application.

The site accesses will provide stop control for vehicles exiting the site. Design details of the accesses will be confirmed as part of future Site Plan Control Application. As per standard design, sidewalks will be continuous through the access with depressed curbs as per City of Ottawa specification SC7.1, illustrated below in **Figure 21**. Additional requirements as per City of Ottawa Zoning By-Law and Private Approach By-Law are presented below.

Figure 21: City of Ottawa Standard Detail Drawing SC7.1



Zoning By-Law (ZBL)

The ZBL provides requirements relating to parking and driveways under 'Part 4 – Parking, Queuing and Loading Provisions (Sections 100-114)', which includes the following:

- Parking requirements were detailed in **Section 4.2**, where the development is expected to meet all the ZBL requirements related to vehicle and bicycle parking.
- Parking spaces are required to be at least 2.6m wide and 5.2m long, which is expected to be met by the development.
- The driveway and parking aisles are either 6.0m or 6.7m wide, which meets the requirements of the ZBL.

It is worth noting that the new ZBL is currently in progress, with Council approval projected for Q1 of 2026. The new ZBL would remove minimum tenant and visitor vehicle parking requirements for the site and only introduce a maximum of 1 space per dwelling unit. For bicycle parking, approximately 60 short-term and 603 long-term parking spaces would be required. These requirements would come into effect once the new ZBL is approved.

Private Approach By-Law (PABL)

Proposed site access designs and dimensions will be verified in more detail in future Site Plan Control Application. Relevant requirements from the PABL are noted below:

- The proposed driveway width must not exceed the maximum width of 9m.
- The number of accesses provided on each frontage meets the requirements given the available length of each frontage.
- The distance between the private approach and an intersecting street line must not be less than 6m, which is met by the site accesses.
- The grade of the private approach is not to exceed 2% within the private property for a distance of 9m to the curb line, which is met by the internal site driveways.
- The distance between the site accesses and the property line is at least 3m, which meets the minimum requirements.
- Site access along a major collector road, such as Labelle Street, is required to be at least 45m from the nearest intersecting street line (such as Michael Street) and from any other access to the same property. In the case of the Labelle Street access, it is located within 38m of the Michael Street intersection.

However, the slightly lower distance is not considered a major concern in this context given the following:

- Michael Street is a low traffic volume local street and Labelle Street volumes are relatively low for a major collector road, which reduced safety concerns that may otherwise be present with high traffic volumes.
- Based on observations during the traffic data collection, vehicle travel speeds on Labelle Street are relatively low due to the road curvature and short length of the segment between the signal at Cyrville/Labelle/Cummings and the all-way stop control at Labelle/Michael.

- Sight lines at the access are also considered adequate for the site's outbound traffic to notice any oncoming traffic on the road.

4.5. Transportation Demand Management

4.5.1. Context for TDM

The proposed development is located in a Design Priority Area (DPA) and is within 480m and 600m walking distances of the Cyrville and St. Laurent Stations, respectively. The property is owned and expected to be managed by Inside Edge Properties.

Given the proposed land-use of the development as a residential building, it is expected that most trips generated will be from residents leaving the site in the AM peak to go to work and returning to the site in the PM peak. **Sections 3.1.1** and **3.1.2** describe how many trips are anticipated per travel mode and anticipates the likely locations that they will travel to and from based on the 2011 OD-Survey for Ottawa.

The development proposes to provide 603 apartment units in two residential buildings connected by podium. A breakdown of the unit types indicates that the units provided will consist of 117 studio units, 350 one-bedroom units, 131 two-bedroom units, and 5 three-bedroom units.

4.5.2. Need and Opportunity

Transit usage is anticipated to be the most significant travel mode due to the available nearby transit stations. Additionally, active transportation facilities (sidewalks and bike lanes) are well connected to the external networks of the study area and are expected to be well utilized. The proposed development is expected to implement Transportation Demand Management (TDM) measures to maintain sustainable transit and active mode shares, as described in more detail in the following sections.

4.5.3. TDM Program

The TDM Infrastructure and TDM Measures Checklists have been provided in **Appendix E**. The proposed measures in each respective checklist are identified below. It is important to note that some of the measures identified may be currently tentative and will be confirmed as part of future Site Plan Control Application.

Proposed measures identified in the TDM-supportive Development Design and Infrastructure Checklist are:

- All ten (10) Required measures related to Walking and Cycling (facilities and bicycle parking) and Vehicle Parking have been satisfied
- Eleven (11) out of fourteen (14) basic measures related to Walking and Cycling, Parking and Ridesharing have been satisfied, namely:
 - Locating building close to the street.
 - Locating building entrances to minimize walk distance to sidewalks and transit.
 - Locating building doors and windows to ensure visibility of pedestrians.
 - Providing safe, direct and attractive walking routes to transit.
 - Ensuring walking routes are secure, visible, and lighted.
 - Designing roads for cyclist circulation.
 - Providing lighting, landscaping and benches along walking and cycling routes.
 - Providing wayfinding signage for site access.
 - Provide bicycle parking spaces equivalent to the expected number of resident-owned bicycles
 - Provide a designated area for carpool drivers to drop-off or pick-up passengers.
 - Providing parking for long-term and short-term users.
- Two (2) out of seven (7) better measures related to Parking have been satisfied, namely:
 - Provide bicycle parking equivalent to at least the number of units.
 - Provide separate areas for short-term and long-term parking.

Proposed measures identified in the TDM Measures Checklist consist of the basic measures noted below. An asterisk (*) indicates that the measure identified is one of the most dependably effective tools to encourage the use of sustainable modes.

- Display walking and cycling information at major entrances.
- Display relevant transit information at major entrances.
- *Unbundle parking costs from monthly rent.
- *Provide multi-modal travel information package to new residents.

4.6. Neighbourhood Traffic Calming

Exempt – See Table 4.

4.7. Transit

4.7.1. Route Capacity

As shown in Table 17, the proposed development is anticipated to generate a total of up to 132 transit trips during both the morning and afternoon peak hours. These trips are expected to be accommodated by the LRT Line 1 corridor and other nearby bus route networks as detailed in Section 2.1.2.

Based on information obtained from the OC Transpo website, the person capacity of OC Transpo vehicles, which includes the number of seats on the bus plus the standing capacity, ranges from approximately 57 occupants in its smallest vehicles to approximately 110 occupants in its largest vehicles. The LRT's capacity is approximately 336 occupants. As such, both the LRT and existing bus routes in the area offer high frequency and capacity that are anticipated to accommodate the number of transit trips expected to be generated by the proposed development.

4.7.2. Transit Priority

Exempt – See Table 4.

4.8. Review of Network Concept

Exempt – See Table 4.

4.9. Intersection Design

Exempt – See Table 4.

5.0 FINDINGS, CONCLUSIONS AND RECOMMENDATIONS

Based on the results summarized herein, the following transportation-related conclusions are offered:

Proposed Development

- Inside Edge Properties Ltd. is proposing a high-density residential development at 1209 Michael Street in the City of Ottawa.
- The proposed development consists of two high-rise residential buildings connected by a podium, with heights of approximately 30 and 28 storeys, accommodating a total of 603 apartment units and approximately 387 m² of ground-floor commercial space.
- The development is proposed to be constructed in a single phase with an assumed buildout year of 2030.
- A four-level underground parking garage is proposed, providing a total of 274 motor vehicle parking spaces and a supply of bicycle parking that is expected to meet or exceed the minimum requirements of the City of Ottawa Zoning By-law.

- Two full movement site accesses are proposed, with one access on Michael Street and one access on Labelle Street, generally consistent with the locations of the existing site accesses. The proposed site access locations, spacing, and configurations are generally consistent with the requirements of the City of Ottawa Zoning By-law and Private Approach By-law, with a minor deviation in regard to the spacing of the Labelle Street access to the Michael Street intersection. However, the deviation is not expected to result in operational or safety concerns and will be confirmed at the Site Plan Control stage.
- The proposed development is anticipated to generate approximately 189 and 185 net new person trips during the morning and afternoon peak hours, respectively. These trips are expected to consist primarily of transit and active transportation trips, with up to 15 net new auto driver, 9 passenger, 132 transit, and 33 active transport trips anticipated during peak hours.
- The low level of net new vehicular traffic reflects both the removal of the existing office use and the site's proximity to high-quality rapid transit.
- Proposed TDM measures will be confirmed as part of future Site Plan Control Application but are currently expected to include the provision of secure bicycle parking, clear pedestrian connections, the display of transit and active transportation information at building entrances, the provision of multi-modal travel information packages to new residents, and the unbundling of parking costs from residential rents. These measures are expected to support and maintain high non-auto mode shares consistent with City policy objectives.

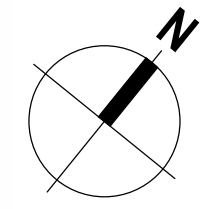
Study Area Facilities and Operations

- The development site is located within walking distance of both Cyrville and St. Laurent LRT Stations, providing direct access to Line 1 and frequent, all-day transit service. A review of the existing and planned transit network indicates that sufficient capacity is available to accommodate the additional transit demand generated by the development.
- Future background traffic growth within the study area is anticipated to be limited, based on a review of historic traffic trends and the transit-oriented context of the site. The total projected future traffic volumes along study area road segments are expected to remain within acceptable TAC thresholds for their respective road classifications. Given the minimal net new vehicular traffic generated by the development, no significant impacts to study area intersections or road segments are anticipated.
- MMLoS analysis indicated that pedestrian and cycling LOS targets are not met under existing and future conditions for most road segments due to limited or narrow facilities. Future improvements of sidewalks facilities and potential cycling improvements identified through City plans and adjacent redevelopment are expected to improve conditions over time.

As such, the proposed development is supported from a transportation planning perspective and is recommended to proceed to approval.

DRAFT

Appendix A:
Screening Form and Site Plan



TENANT UNIT SCHEDULE

LEVEL	UNIT TYPE	UNIT COUNT PER FLOOR	TOTAL UNIT COUNT	TOTAL AREA PER FLOOR (m ²)	TOTAL AREA (m ²)
LEVEL 29-30 (TOWER A)	3 BEDROOM	0	0	0	0
	2 BEDROOM	2	4	1,678	3,356
	1 BEDROOM	5	10	2,989	5,978
	STUDIO	3	6	1,391	2,782
TOTAL:		10	20	6,058	12,116
LEVEL 8-28 (TOWER A & B)	3 BEDROOM	0	0	0	0
	2 BEDROOM	4	84	3,167	66,507
	1 BEDROOM	12	232	7,431	156,051
	STUDIO	3	63	1,392	29,232
TOTAL:		19	389	11,990	251,790
LEVEL 7 (TOWER A & B, PODIUM)	3 BEDROOM	0	0	0	0
	2 BEDROOM	2	2	1,529	1,529
	1 BEDROOM	14	14	8,804	8,804
	STUDIO	3	3	1,370	1,370
TOTAL:		19	19	11,703	11,703
LEVEL 3-6 (PODIUM)	3 BEDROOM	1	5	991	4,955
	2 BEDROOM	8	40	6,864	34,320
	1 BEDROOM	14	70	8,418	42,090
	STUDIO	9	45	4,375	21,875
TOTAL:		32	160	20,648	103,240
LEVEL 1 (PODIUM)	3 BEDROOM	0	0	0	0
	2 BEDROOM	1	1	866	866
	1 BEDROOM	4	4	2,732	2,732
	STUDIO	0	0	0	0
TOTAL:		5	5	3,598	3,598
GRAND TOTAL:			603	3,598	382,447



REV	YYYY-MM-DD	REVISION / DRAWING ISSUE	REVIEW
1	2025-11-20	ISSUED FOR UDRP PACKAGE	

CONSULTANT

PERMIT STAMP

SEAL

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PROJECT

1209 MICHAEL ST.

OTTAWA, ONTARIO

DRAWING TITLE

LEVEL 1 FLOOR PLAN

DRAWING ISSUE

ISSUED FOR UDRP PACKAGE

PROJECT NO.	PLOT DATE	DRAWN	W.Q.
350979-00	2025-11-20		
SCALE	1 : 200	REVIEWED	A.B.

DRAWING NO.	REVISION
A-1.05	1

1 LEVEL 1 FLOOR PLAN
A-1.05 SCALE: 1:200

City of Ottawa 2017 TIA Guidelines

Date

25-Nov-25

TIA Screening Form

Project

1209 Michael Street TIA

Project Number

479620-01000

Results of Screening	Yes/No
Development Satisfies the Trip Generation Trigger	Yes
Development Satisfies the Location Trigger	Yes
Development Satisfies the Safety Trigger	Yes

Module 1.1 - Description of Proposed Development	
Municipal Address	1209 Michael St, Gloucester, ON K1J 7T2
Description of location	North side of Labelle St, between Michael St and Cyrville Rd
Land Use	High-rise apartment buildings
Development Size	382,447 ft2 with 603 apartment units and 274 vehicle parking
Number of Accesses and Locations	One access along Labelle St and one along Michael St
Development Phasing	One phase
Buildout Year	Assumed 2030
Sketch Plan / Site Plan	See attached

Module 1.2 - Trip Generation Trigger	
Land Use Type	Multi-High Rise Res (3+ Storeys)
Development Size	603 Units
Trip Generation Trigger Met?	Yes

Module 1.3 - Location Triggers	
Does the development propose a new driveway to a boundary street that is designated as part of the City's Transit Priority Network, Rapid Transit network or Cross-Town Bikeways?	No
Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)?	Yes Development in PMTSA and DPA
Location Trigger Met?	Yes

Module 1.4 - Safety Triggers	
Posted Speed Limit on any boundary road	<80 km/h
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?	No
A proposed driveway is 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) or within auxiliary lanes of an intersection?	Yes Proximity to the Cyrville/Labelle signalized intersection.
Does the proposed driveway make use of an existing median break that serves an existing site?	No
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?	No
Does the development include a drive-thru facility?	No
Safety Trigger Met?	Yes

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Appendix B:

Traffic Count Data

Turning Movement Count - Study Results

CUMMINGS AVE/LABELLE ST @ CYRVILLE RD

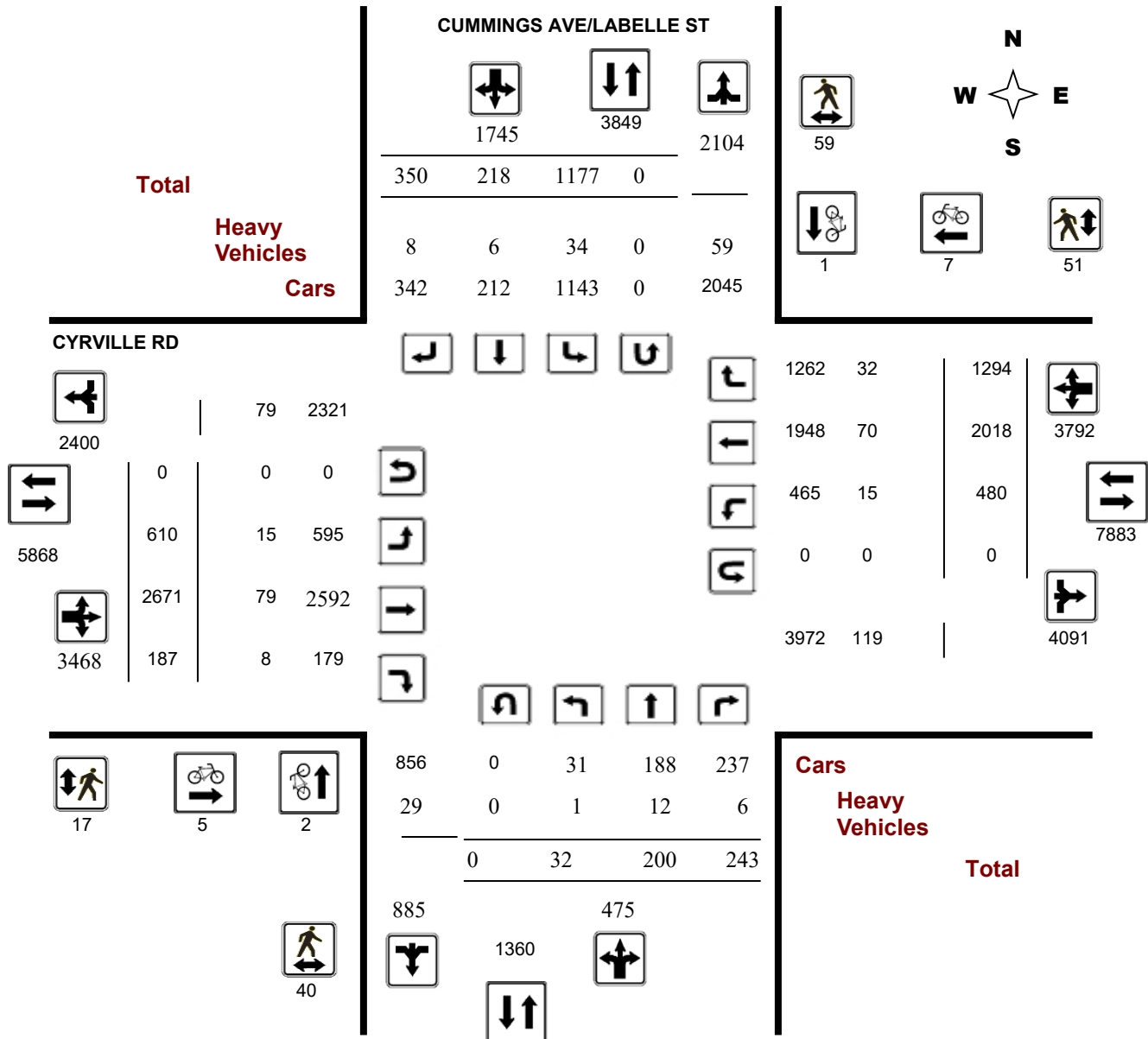
Survey Date: Tuesday, February 06, 2024

WO No: 41453

Start Time: 07:00

Device: Miovision

Full Study Diagram



Turning Movement Count - Study Results

CUMMINGS AVE/LABELLE ST @ CYRVILLE RD

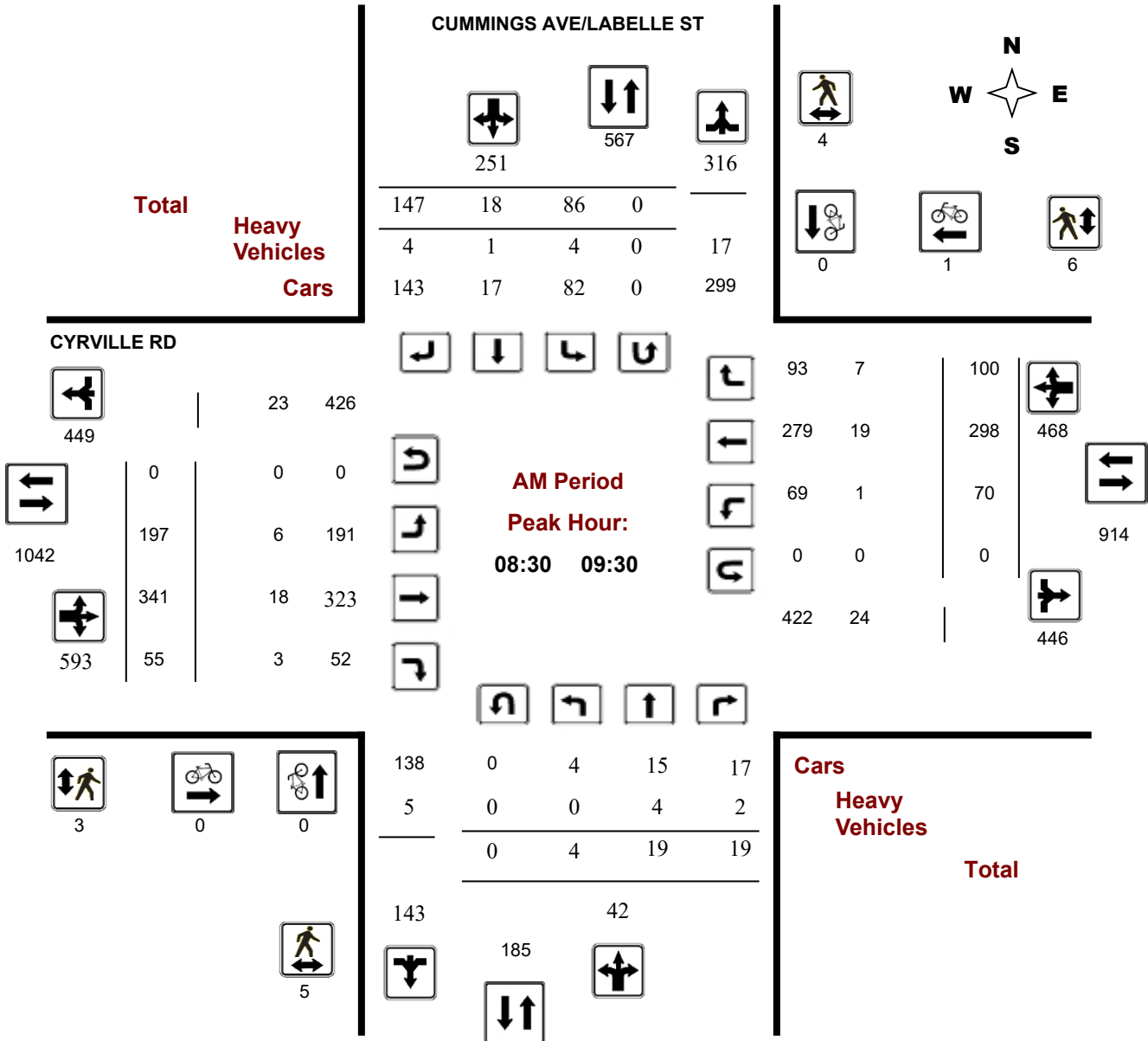
Survey Date: Tuesday, February 06, 2024

WO No: 41453

Start Time: 07:00

Device: Miovision

AM Period Peak Hour Diagram



Turning Movement Count - Study Results

CUMMINGS AVE/LABELLE ST @ CYRVILLE RD

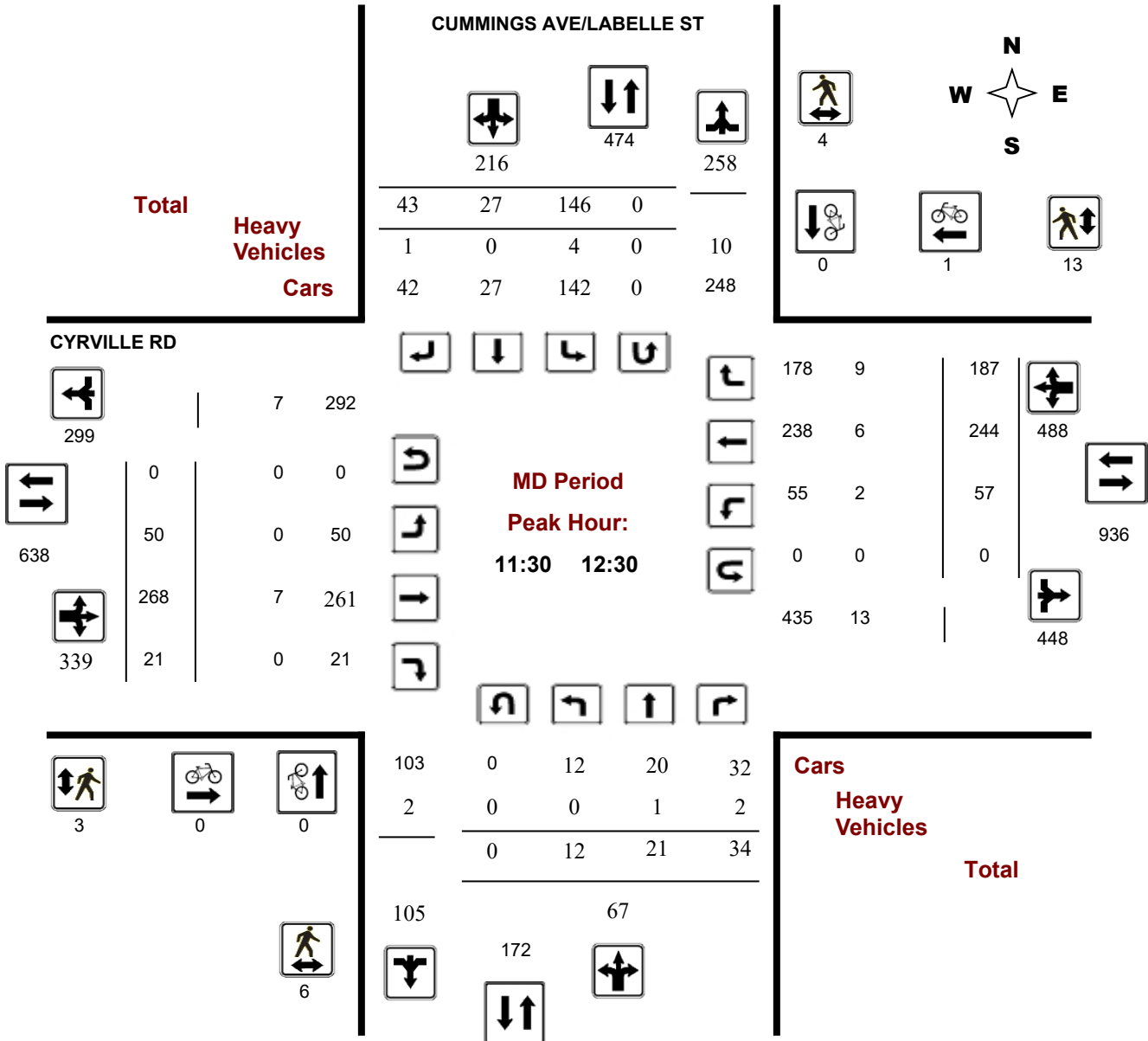
Survey Date: Tuesday, February 06, 2024

WO No: 41453

Start Time: 07:00

Device: Miovision

MD Period Peak Hour Diagram



Turning Movement Count - Study Results

CUMMINGS AVE/LABELLE ST @ CYRVILLE RD

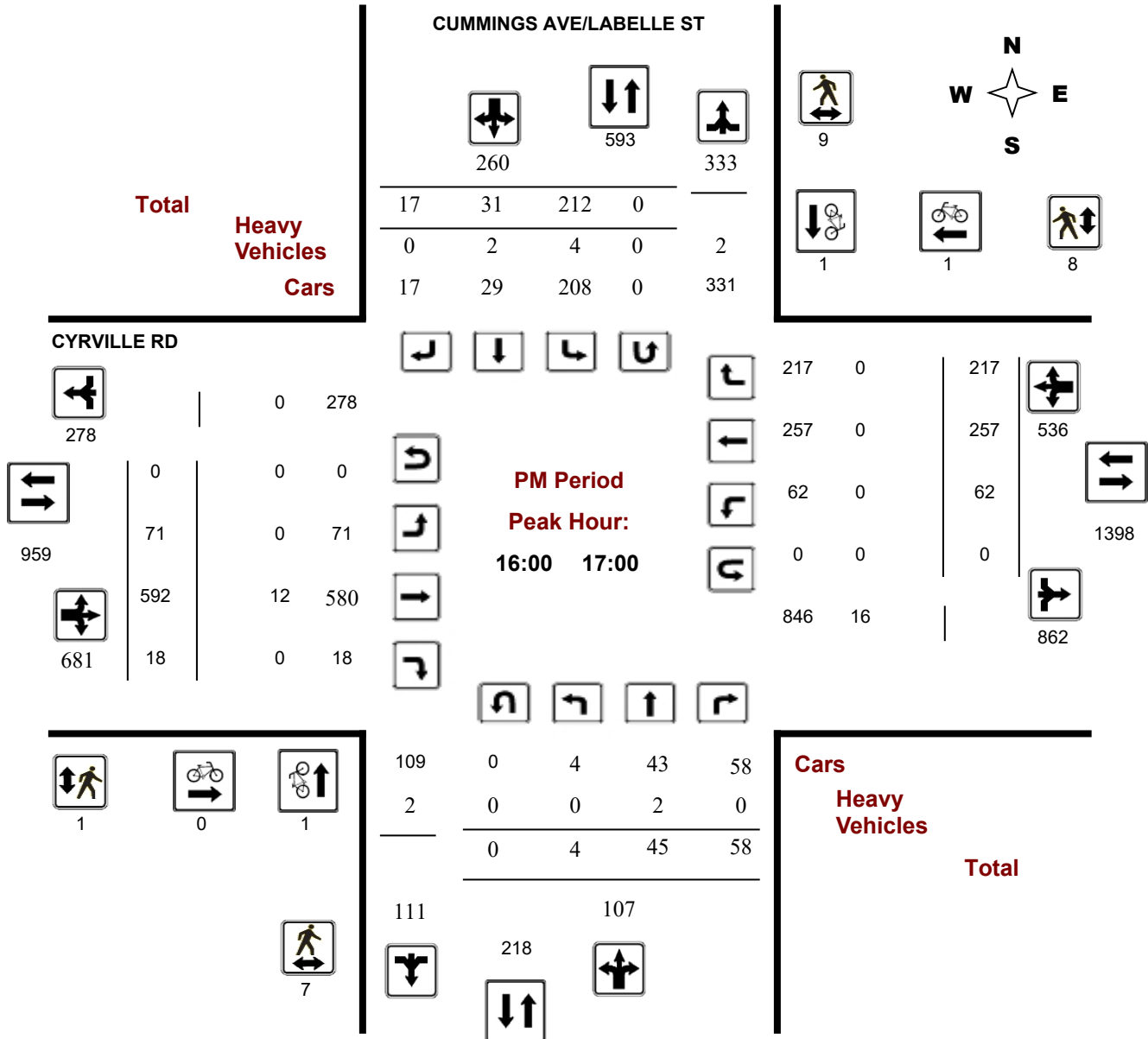
Survey Date: Tuesday, February 06, 2024

WO No: 41453

Start Time: 07:00

Device: Miovision

PM Period Peak Hour Diagram





Transportation Services - Traffic Services

Turning Movement Count - Study Results

CUMMINGS AVE/LABELLE ST @ CYRVILLE RD

Survey Date: Tuesday, February 06, 2024

WO No: 41453

Start Time: 07:00

Device: Miovision

Full Study Summary (8 HR Standard)

Survey Date: Tuesday, February 06, 2024

Total Observed U-Turns

AADT Factor

Northbound: 0 Southbound: 0

1.00

Eastbound: 0 Westbound: 0

CUMMINGS AVE/LABELLE ST

CYRVILLE RD

Period	Northbound					Southbound					Eastbound					Westbound			STR TOT	Grand Total
	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT			
07:00 08:00	0	11	34	45	105	28	13	146	191	14	168	20	202	78	232	81	391	593	784	
08:00 09:00	3	22	21	46	117	27	79	223	269	119	297	45	461	67	323	124	514	975	1244	
09:00 10:00	4	7	17	28	92	9	138	239	267	184	365	38	587	73	269	99	441	1028	1295	
11:30 12:30	12	21	34	67	146	27	43	216	283	50	268	21	339	57	244	187	488	827	1110	
12:30 13:30	2	25	24	51	154	31	21	206	257	56	259	28	343	43	216	186	445	788	1045	
15:00 16:00	5	43	43	91	182	43	18	243	334	56	377	14	447	50	246	209	505	952	1286	
16:00 17:00	4	45	58	107	212	31	17	260	367	71	592	18	681	62	257	217	536	1217	1584	
17:00 18:00	2	26	12	40	169	22	21	212	252	60	345	3	408	50	231	191	472	880	1132	
Sub Total	32	200	243	475	1177	218	350	1745	2220	610	2671	187	3468	480	2018	1294	3792	7260	9480	
U Turns				0				0	0				0				0	0	0	
Total	32	200	243	475	1177	218	350	1745	2220	610	2671	187	3468	480	2018	1294	3792	7260	9480	

EQ 12Hr 44 278 338 660 1636 303 486 2426 3086 848 3713 260 4821 667 2805 1799 5271 10091 13177

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

1.39

AVG 12Hr 44 278 338 660 1636 397 637 2426 3086 848 3713 260 4821 667 2805 1799 5271 10091 13177

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

1.00

AVG 24Hr 58 364 443 865 2143 520 834 3178 4043 1111 4864 341 6316 874 3675 2357 6905 13219 17262

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

CUMMINGS AVE/LABELLE ST @ CYRVILLE RD

Survey Date: Tuesday, February 06, 2024

WO No: 41453

Start Time: 07:00

Device: Miovision

Full Study 15 Minute Increments

CUMMINGS AVE/LABELLE ST

CYRVILLE 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	0	2	10	12	28	11	3	42	54	4	26	8	38	14	46	13	73	111	165
07:15 07:30	0	4	4	8	21	6	3	30	38	3	33	3	39	20	49	21	90	129	167
07:30 07:45	0	3	7	10	27	7	2	36	46	3	47	5	55	20	62	15	97	152	198
17:45 18:00	0	3	2	5	29	4	4	37	42	12	71	0	83	10	42	32	84	167	209
08:00 08:15	1	2	4	7	50	12	7	69	76	7	53	8	68	20	75	36	131	199	275
08:45 09:00	1	9	5	15	17	6	41	64	79	45	78	14	137	16	85	30	131	268	347
09:00 09:15	1	0	4	5	21	3	41	65	70	41	87	15	143	17	65	22	104	247	317
09:15 09:30	1	4	4	9	26	2	42	70	79	66	83	12	161	21	65	23	109	270	349
09:45 10:00	1	1	3	5	27	1	21	49	54	47	101	7	155	19	57	27	103	258	312
11:45 12:00	4	5	8	17	39	8	13	60	77	18	59	5	82	10	66	35	111	193	270
12:00 12:15	5	8	10	23	35	7	10	52	75	9	70	5	84	22	56	61	139	223	298
12:15 12:30	2	2	5	9	30	3	12	45	54	8	76	6	90	16	68	49	133	223	277
13:15 13:30	0	6	5	11	40	5	6	51	62	18	64	4	86	14	51	59	124	210	272
15:00 15:15	2	15	9	26	39	7	7	53	79	15	93	3	111	11	58	49	118	229	308
15:15 15:30	1	6	13	20	40	23	7	70	90	17	89	4	110	12	55	46	113	223	313
15:45 16:00	2	9	10	21	57	8	4	69	90	20	112	3	135	10	68	52	130	265	355
16:00 16:15	1	12	13	26	61	3	4	68	94	9	138	5	152	19	77	60	156	308	402
16:15 16:30	1	8	13	22	42	9	4	55	77	20	123	4	147	10	72	55	137	284	361
16:30 16:45	2	18	18	38	54	14	5	73	111	20	170	5	195	18	56	55	129	324	435
16:45 17:00	0	7	14	21	55	5	4	64	85	22	161	4	187	15	52	47	114	301	386
17:15 17:30	1	8	6	15	45	2	7	54	69	16	91	1	108	11	55	56	122	230	299
17:30 17:45	0	6	1	7	42	8	5	55	62	15	90	0	105	10	45	45	100	205	267
17:00 17:15	1	9	3	13	53	8	5	66	79	17	93	2	112	19	89	58	166	278	357
07:45 08:00	0	2	13	15	29	4	5	38	53	4	62	4	70	24	75	32	131	201	254
09:30 09:45	1	2	6	9	18	3	34	55	64	30	94	4	128	16	82	27	125	253	317
08:15 08:30	0	5	6	11	28	2	8	38	49	22	73	9	104	15	80	33	128	232	281
08:30 08:45	1	6	6	13	22	7	23	52	65	45	93	14	152	16	83	25	124	276	341
11:30 11:45	1	6	11	18	42	9	8	59	77	15	63	5	83	9	54	42	105	188	265
12:30 12:45	1	11	11	23	27	8	5	40	63	14	54	9	77	11	51	41	103	180	243
12:45 13:00	0	5	6	11	38	6	6	50	61	13	73	8	94	7	59	49	115	209	270
13:00 13:15	1	3	2	6	49	12	4	65	71	11	68	7	86	11	55	37	103	189	260
15:30 15:45	0	13	11	24	46	5	0	51	75	4	83	4	91	17	65	62	144	235	310
Total:	32	200	243	475	1177	218	350	1745	2220	610	2671	187	3468	480	2018	1294	3792	7260	9,480

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



Transportation Services - Traffic Services

Turning Movement Count - Study Results

CUMMINGS AVE/LABELLE ST @ CYRVILLE RD

Survey Date: Tuesday, February 06, 2024

WO No: 41453

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

CUMMINGS AVE/LABELLE ST

CYRVILLE RD

Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00 07:15	0	0	0	0	0	0	0
07:15 07:30	0	0	0	1	1	2	2
07:30 07:45	0	0	0	0	0	0	0
17:45 18:00	0	0	0	0	0	0	0
08:00 08:15	0	0	0	2	0	2	2
08:45 09:00	0	0	0	0	1	1	1
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0	0
09:45 10:00	0	0	0	0	0	0	0
11:45 12:00	0	0	0	0	0	0	0
12:00 12:15	0	0	0	0	1	1	1
12:15 12:30	0	0	0	0	0	0	0
13:15 13:30	1	0	1	0	0	0	1
15:00 15:15	0	0	0	0	0	0	0
15:15 15:30	0	0	0	0	1	1	1
15:45 16:00	0	0	0	0	0	0	0
16:00 16:15	1	1	2	0	1	1	3
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
17:15 17:30	0	0	0	1	0	1	1
17:30 17:45	0	0	0	0	0	0	0
17:00 17:15	0	0	0	0	0	0	0
07:45 08:00	0	0	0	0	0	0	0
09:30 09:45	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	0	0	0	0
11:30 11:45	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	1	1	1
15:30 15:45	0	0	0	0	1	1	1
Total	2	1	3	5	7	12	15



Transportation Services - Traffic Services

Turning Movement Count - Study Results

CUMMINGS AVE/LABELLE ST @ CYRVILLE RD

Survey Date: Tuesday, February 06, 2024

WO No: 41453

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

CUMMINGS AVE/LABELLE ST

CYRVILLE 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	1	1	0	1	1	2
07:15 07:30	0	0	0	0	1	1	1
07:30 07:45	0	0	0	0	0	0	0
17:45 18:00	0	0	0	0	1	1	1
08:00 08:15	0	1	1	0	0	0	1
08:45 09:00	0	0	0	0	1	1	1
09:00 09:15	1	2	3	1	2	3	6
09:15 09:30	1	0	1	0	1	1	2
09:45 10:00	1	1	2	0	1	1	3
11:45 12:00	1	1	2	0	3	3	5
12:00 12:15	1	1	2	2	4	6	8
12:15 12:30	2	0	2	1	2	3	5
13:15 13:30	0	3	3	0	1	1	4
15:00 15:15	2	1	3	2	0	2	5
15:15 15:30	1	4	5	0	3	3	8
15:45 16:00	1	5	6	0	0	0	6
16:00 16:15	2	2	4	0	1	1	5
16:15 16:30	2	2	4	0	2	2	6
16:30 16:45	1	2	3	0	1	1	4
16:45 17:00	2	3	5	1	4	5	10
17:15 17:30	2	3	5	2	1	3	8
17:30 17:45	1	1	2	0	1	1	3
17:00 17:15	2	2	4	0	0	0	4
07:45 08:00	0	1	1	0	1	1	2
09:30 09:45	2	2	4	0	0	0	4
08:15 08:30	5	7	12	3	5	8	20
08:30 08:45	3	2	5	2	2	4	9
11:30 11:45	2	2	4	0	4	4	8
12:30 12:45	2	3	5	1	2	3	8
12:45 13:00	1	2	3	0	1	1	4
13:00 13:15	1	2	3	1	1	2	5
15:30 15:45	1	3	4	1	4	5	9
Total	40	59	99	17	51	68	167



Transportation Services - Traffic Services

Turning Movement Count - Study Results

CUMMINGS AVE/LABELLE ST @ CYRVILLE RD

Survey Date: Tuesday, February 06, 2024

WO No: 41453

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

CUMMINGS AVE/LABELLE ST

CYRVILLE RD

Northbound Southbound Eastbound Westbound

Time Period	Northbound			N TOT	Southbound			S TOT	STR TOT	Eastbound			E TOT	Westbound			W TOT	STR TOT	Grand Total
	LT	ST	RT		LT	ST	RT			LT	ST	RT		LT	ST	RT			
07:00 07:15	0	0	0	0	1	0	0	1	1	1	1	0	2	0	8	1	9	11	12
07:15 07:30	0	1	0	1	0	1	0	1	2	0	0	0	0	1	3	4	8	8	10
07:30 07:45	0	2	0	2	0	0	0	0	2	1	0	0	1	1	5	1	7	8	10
17:45 18:00	0	0	1	1	1	0	0	1	2	0	1	0	1	1	0	0	1	2	4
08:00 08:15	1	0	0	1	7	1	1	9	10	1	2	0	3	2	2	0	4	7	17
08:45 09:00	0	1	0	1	0	0	0	0	1	2	7	2	11	0	7	3	10	21	22
09:00 09:15	0	0	1	1	0	0	2	2	3	2	8	0	10	0	3	1	4	14	17
09:15 09:30	0	1	0	1	2	0	1	3	4	2	2	1	5	1	5	1	7	12	16
09:45 10:00	0	0	0	0	1	0	1	2	2	0	6	2	8	1	3	2	6	14	16
11:45 12:00	0	0	2	2	1	0	0	1	3	0	2	0	2	0	0	2	2	4	7
12:00 12:15	0	1	0	1	1	0	0	1	2	0	2	0	2	1	2	3	6	8	10
12:15 12:30	0	0	0	0	1	0	1	2	2	0	2	0	2	0	1	3	4	6	8
13:15 13:30	0	1	0	1	1	1	1	3	4	0	2	0	2	1	1	2	4	6	10
15:00 15:15	0	1	0	1	0	0	0	0	1	1	2	0	3	0	1	1	2	5	6
15:15 15:30	0	0	0	0	2	0	0	2	2	0	1	1	2	0	0	0	0	2	4
15:45 16:00	0	0	0	0	2	0	0	2	2	1	2	0	3	0	2	0	2	5	7
16:00 16:15	0	1	0	1	0	1	0	1	2	0	4	0	4	0	0	0	0	4	6
16:15 16:30	0	0	0	0	0	1	0	1	1	0	1	0	1	0	0	0	0	1	2
16:30 16:45	0	0	0	0	1	0	0	1	1	0	2	0	2	0	0	0	0	2	3
16:45 17:00	0	1	0	1	3	0	0	3	4	0	5	0	5	0	0	0	0	5	9
17:15 17:30	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	3	3
17:30 17:45	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2	3	3
17:00 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 08:00	0	0	0	0	0	0	0	0	0	0	3	0	3	2	2	1	5	8	8
09:30 09:45	0	0	0	0	2	0	0	2	2	3	7	0	10	0	2	2	4	14	16
08:15 08:30	0	0	1	1	2	0	0	2	3	0	3	0	3	2	3	0	5	8	11
08:30 08:45	0	2	1	3	2	1	1	4	7	0	1	0	1	0	4	2	6	7	14
11:30 11:45	0	0	0	0	1	0	0	1	1	0	1	0	1	1	3	1	5	6	7
12:30 12:45	0	0	0	0	2	0	0	2	2	0	3	0	3	0	1	1	2	5	7
12:45 13:00	0	0	0	0	0	0	0	0	0	0	2	0	2	0	5	0	5	7	7
13:00 13:15	0	0	0	0	1	0	0	1	1	0	1	2	3	0	0	0	0	3	4
15:30 15:45	0	0	0	0	0	0	0	0	0	1	3	0	4	1	5	0	6	10	10
Total: None	1	12	6	19	34	6	8	48	67	15	79	8	102	15	70	32	117	219	286



Transportation Services - Traffic Services

Turning Movement Count - Study Results

CUMMINGS AVE/LABELLE ST @ CYRVILLE RD

Survey Date: Tuesday, February 06, 2024

WO No: 41453

Start Time: 07:00

Device: Miovision

Full Study 15 Minute U-Turn Total

CUMMINGS AVE/LABELLE ST

CYRVILLE RD

Time Period		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	0	0	0
07:30	07:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
08:00	08:15	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
09:45	10:00	0	0	0	0	0
11:45	12:00	0	0	0	0	0
12:00	12:15	0	0	0	0	0
12:15	12:30	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
15:45	16:00	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
17:15	17:30	0	0	0	0	0
17:30	17:45	0	0	0	0	0
17:00	17:15	0	0	0	0	0
07:45	08:00	0	0	0	0	0
09:30	09:45	0	0	0	0	0
08:15	08:30	0	0	0	0	0
08:30	08:45	0	0	0	0	0
11:30	11:45	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
15:30	15:45	0	0	0	0	0
Total		0	0	0	0	0

Turning Movement Count - Full Study Peak Hour Diagram

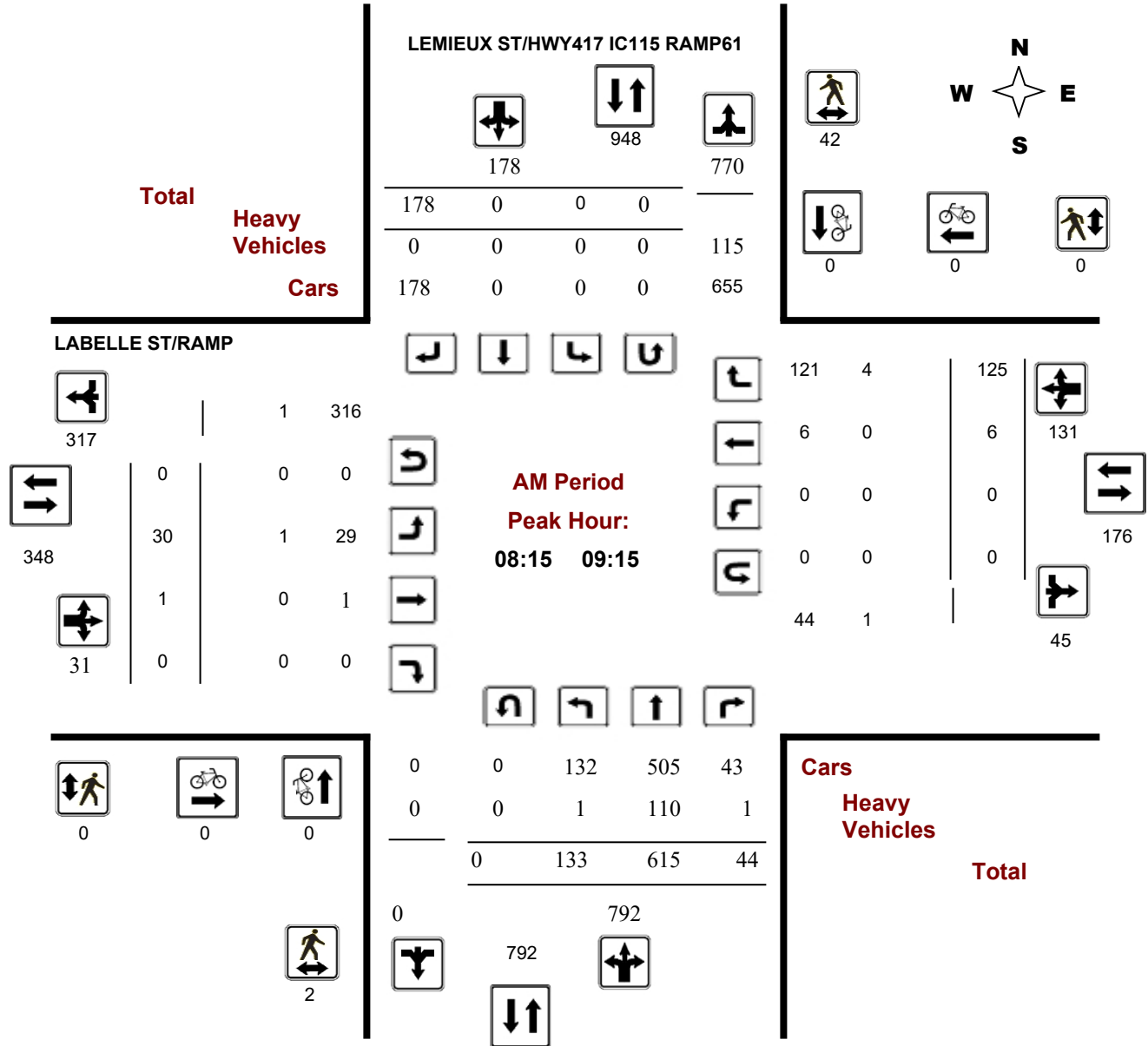
LABELLE ST/RAMP @ LEMIEUX ST/HWY417 IC115 RAMP

Survey Date: Thursday, December 14, 2017

Start Time: 07:00

WO No: 37389

Device: Miovision

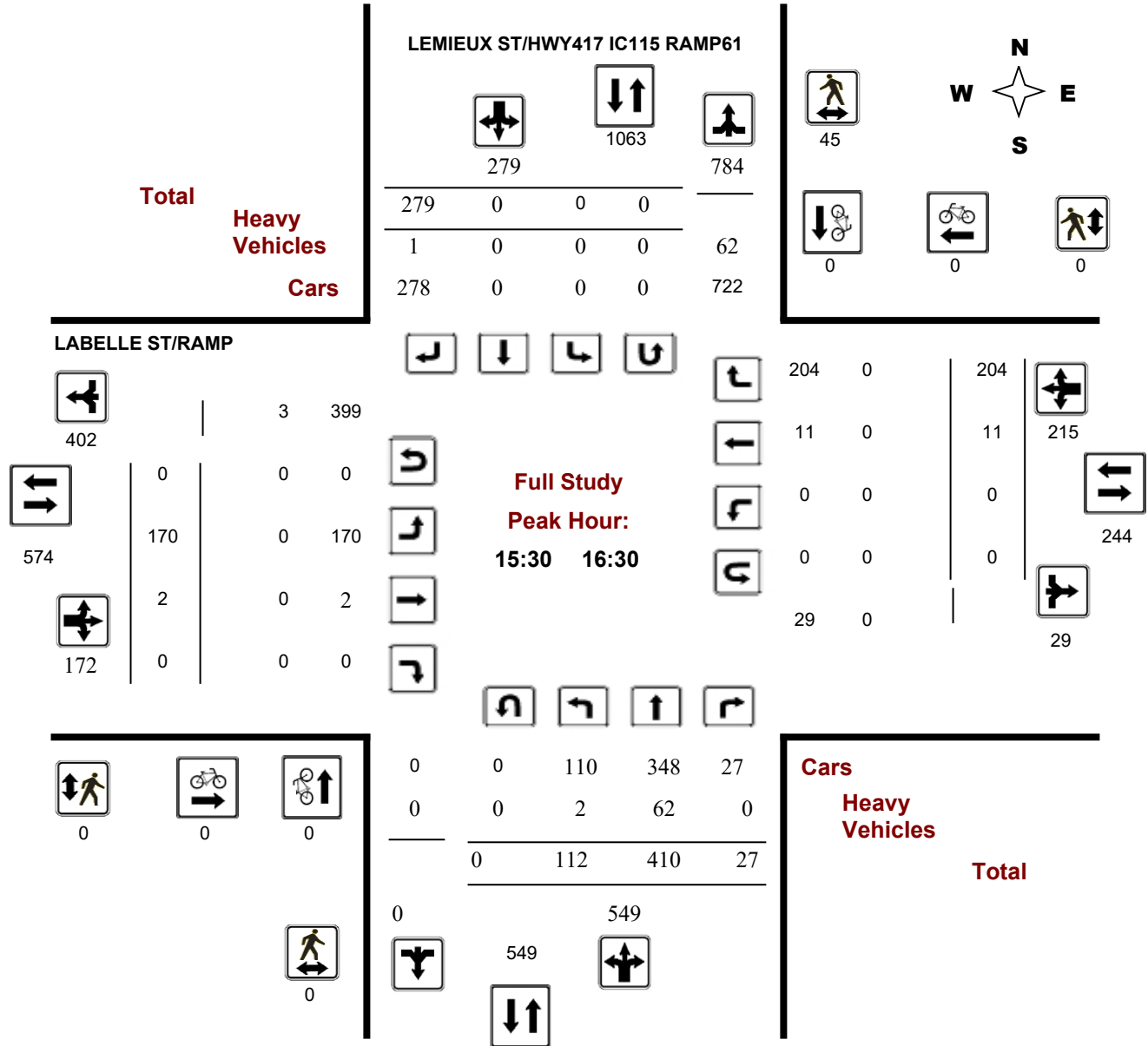


Survey Date: Thursday, December 14, 2017

Start Time: 07:00

WO No: 37389

Device: Miovision



Turning Movement Count - Full Study Peak Hour Diagram

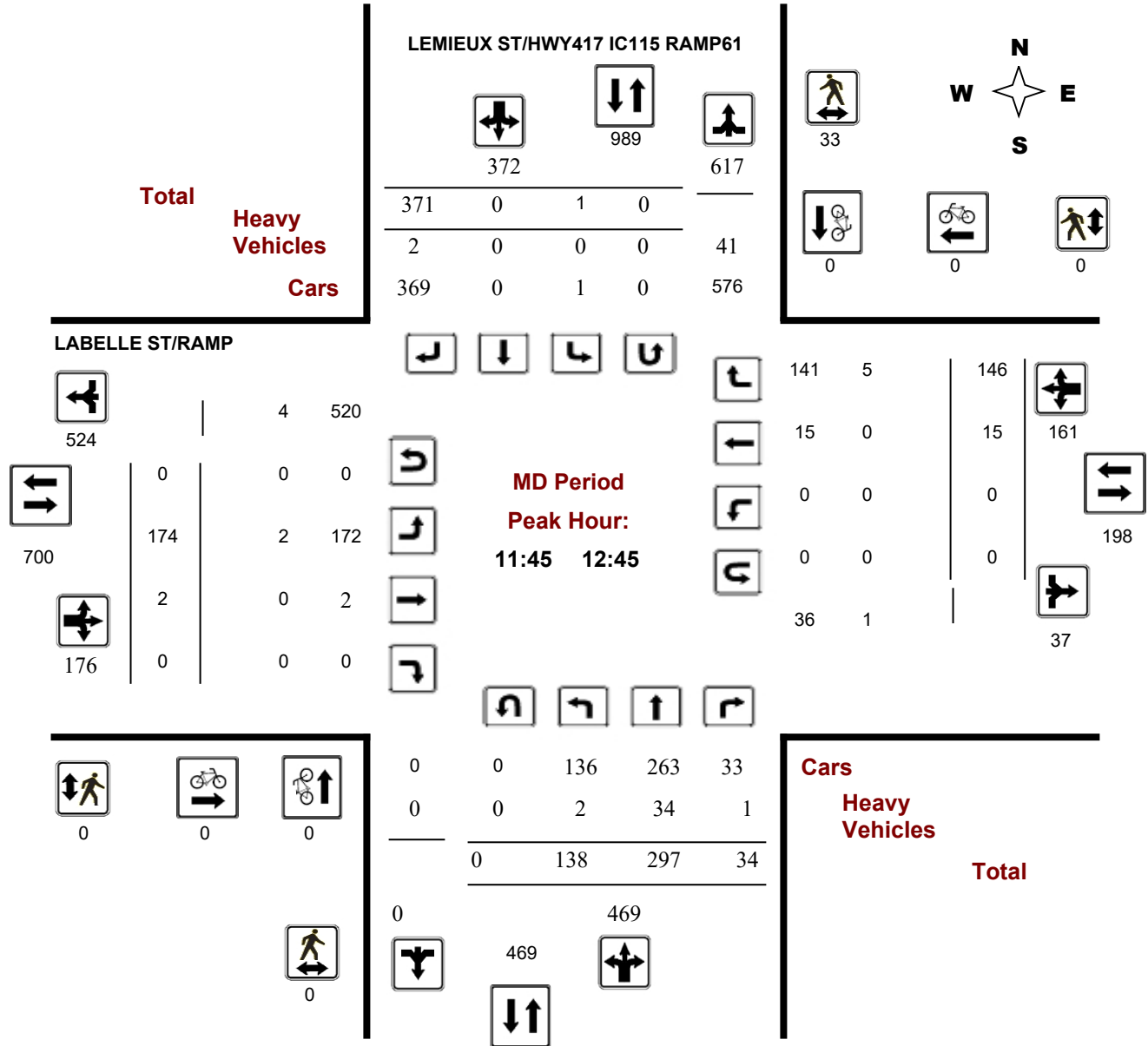
LABELLE ST/RAMP @ LEMIEUX ST/HWY417 IC115 RAMP

Survey Date: Thursday, December 14, 2017

Start Time: 07:00

WO No: 37389

Device: Miovision

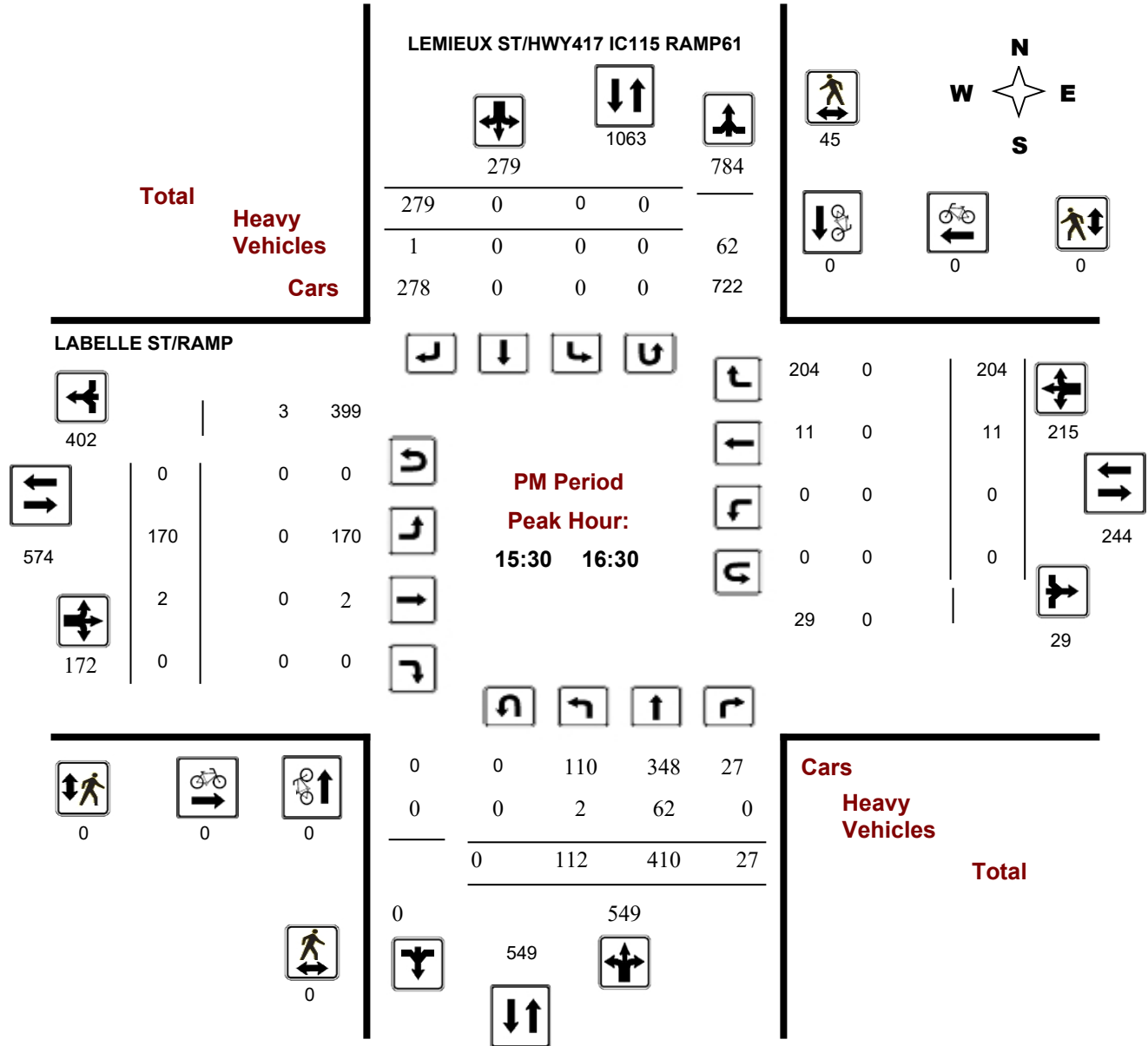


Survey Date: Thursday, December 14, 2017

Start Time: 07:00

WO No: 37389

Device: Miovision

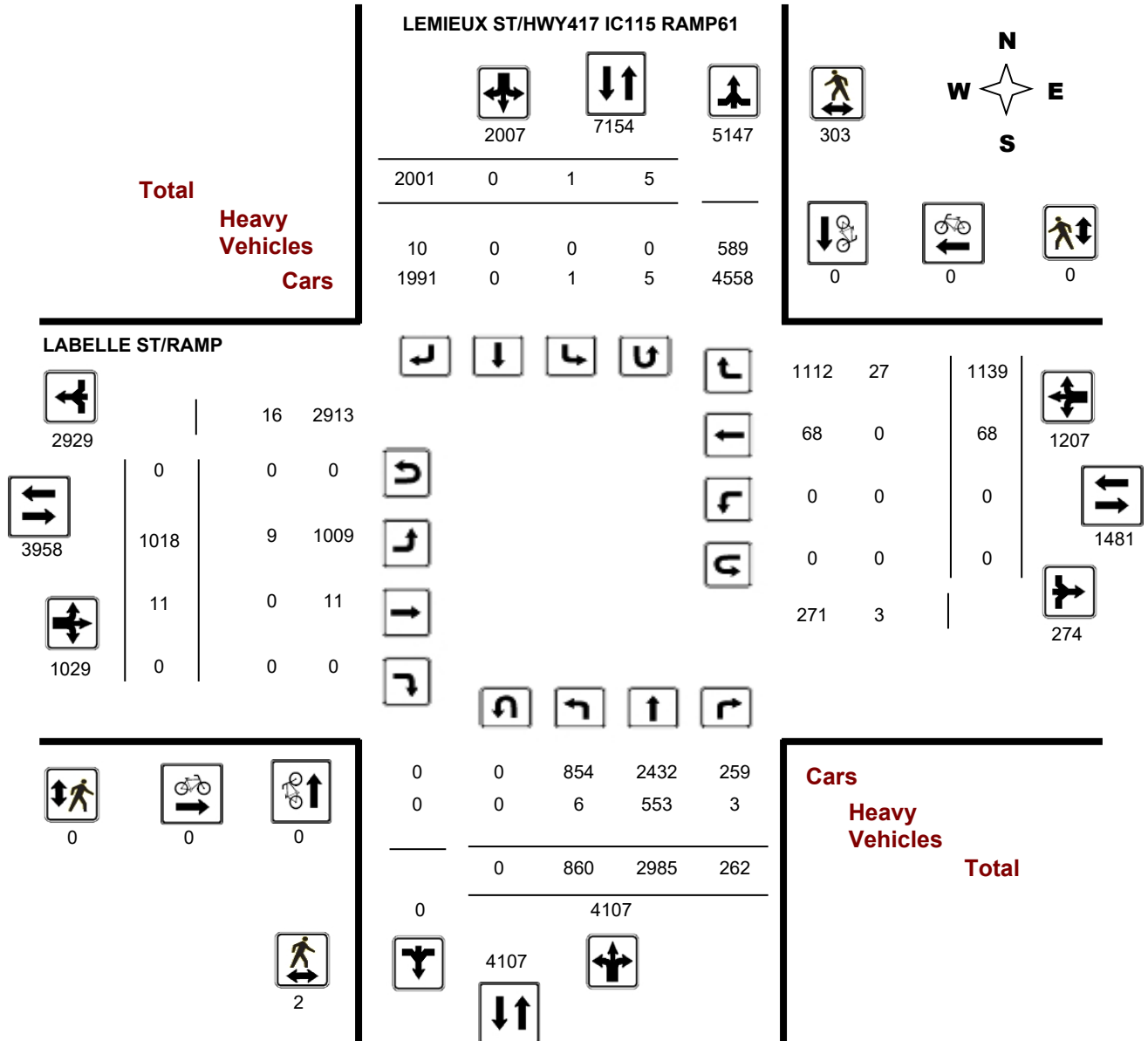


LABELLE ST/RAMP @ LEMIEUX ST/HWY417 IC115 RAMP

Survey Date: Thursday, December 14, 2017

WO#: 37389

Device: Miovision



Comments

Turning Movement Count - Full Study Summary Report

LABELLE ST/RAMP @ LEMIEUX ST/HWY417 IC115 RAMP

Survey Date: Thursday, December 14, 2017

Total Observed U-Turns

Northbound: 0 Southbound: 5
Eastbound: 0 Westbound: 0

AADT Factor

1.00

Full Study

Period	LEMIEUX ST/HWY417 IC115 RAMP61									LABELLE ST/RAMP									Grand Total
	Northbound				Southbound					Eastbound			Westbound						
	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	
07:00 08:00	87	452	51	590	0	0	142	142	732	23	0	0	23	0	3	126	129	152	884
08:00 09:00	134	572	53	759	0	0	161	161	920	33	0	0	33	0	5	123	128	161	1081
09:00 10:00	122	392	24	538	0	0	238	238	776	21	1	0	22	0	6	79	85	107	883
11:30 12:30	148	291	36	475	1	0	361	362	837	165	0	0	165	0	15	151	166	331	1168
12:30 13:30	106	281	31	418	0	0	313	313	731	200	7	0	207	0	9	114	123	330	1061
15:00 16:00	107	407	29	543	0	0	245	245	788	188	0	0	188	0	5	196	201	389	1177
16:00 17:00	76	292	11	379	0	0	274	274	653	176	2	0	178	0	12	195	207	385	1038
17:00 18:00	80	298	27	405	0	0	267	267	672	212	1	0	213	0	13	155	168	381	1053
Sub Total	860	2985	262	4107	1	0	2001	2002	6109	1018	11	0	1029	0	68	1139	1207	2236	8345
U Turns				0				5	5				0				0	0	5
Total	860	2985	262	4107	1	0	2001	2007	6114	1018	11	0	1029	0	68	1139	1207	2236	8350
EQ 12Hr	1195	4149	364	5709	1	0	2781	2790	8499	1415	15	0	1430	0	95	1583	1678	3108	11607
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.													1.39						
AVG 12Hr	1195	4149	364	5709	1	0	2781	2790	8499	1415	15	0	1430	0	95	1583	1678	3108	11607
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.													1.00						
AVG 24Hr	1566	5435	477	7478	2	0	3644	3655	11133	1854	20	0	1874	0	124	2074	2198	4072	15205
Note: These volumes are calculated by multiplying the Average Daily 12 hr. totals by 12 to 24 expansion factor.													1.31						

Comments:

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



Turning Movement Count - 15 Minute Summary Report

LABELLE ST/RAMP @ LEMIEUX ST/HWY417 IC115 RAMP

Survey Date: Thursday, December 14, 2017

Total Observed U-Turns

Northbound: 0 Southbound: 5
Eastbound: 0 Westbound: 0

LEMIEUX ST/HWY417 IC115 RAMP61

LABELLE ST/RAMP

Table with columns: Time Period, Northbound (LT, ST, RT, N TOT), Southbound (LT, ST, RT, S TOT, STR TOT), Eastbound (LT, ST, RT, E TOT), Westbound (LT, ST, RT, W TOT, STR TOT), Grand Total. Rows include 15-minute intervals from 07:00 to 17:45 and a final TOTAL row.

Note: U-Turns are included in Totals.

Comment:



Transportation Services - Traffic Services

Turning Movement Count - Cyclist Volume Report

Work Order
37389

LABELLE ST/RAMP @ LEMIEUX ST/HWY417 IC115 RAMP

Count Date: Thursday, December 14, 2017

Start Time: 07:00

Time Period	LEMIEUX ST/HWY417 IC115 RAMP61			LABELLE ST/RAMP			Grand Total
	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	
07:00 08:00	0	0	0	0	0	0	0
08:00 09:00	0	0	0	0	0	0	0
09:00 10:00	0	0	0	0	0	0	0
11:30 12:30	0	0	0	0	0	0	0
12:30 13:30	0	0	0	0	0	0	0
15:00 16:00	0	0	0	0	0	0	0
16:00 17:00	0	0	0	0	0	0	0
17:00 18:00	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0

Comment:

Note: These volumes consists of bicycles only (no mopeds or motorcycles) and ARE NOT included in the Turning Movement Count Summary.



Transportation Services - Traffic Services

W.O.
37389

Turning Movement Count - Heavy Vehicle Report

LABELLE ST/RAMP @ LEMIEUX ST/HWY417 IC115 RAMP

Survey Date: Thursday, December 14, 2017

Time Period	LEMIEUX ST/HWY417 IC115 RAMP61									LABELLE ST/RAMP									
	Northbound			Southbound			S TOT	STR TOT	Eastbound			Westbound			W TOT	STR TOT	Grand Total		
	LT	ST	RT	N TOT	LT	ST			RT	LT	ST	RT	E TOT	LT				ST	RT
07:00 08:00	0	104	0	104	0	0	1	1	105	2	0	0	2	0	0	9	9	11	116
08:00 09:00	0	104	0	104	0	0	0	0	104	1	0	0	1	0	0	4	4	5	109
09:00 10:00	1	75	1	77	0	0	3	3	80	1	0	0	1	0	0	4	4	5	85
11:30 12:30	3	34	0	37	0	0	2	2	39	2	0	0	2	0	0	4	4	6	45
12:30 13:30	0	40	2	42	0	0	2	2	44	1	0	0	1	0	0	4	4	5	49
15:00 16:00	1	46	0	47	0	0	0	0	47	1	0	0	1	0	0	1	1	2	49
16:00 17:00	1	75	0	76	0	0	2	2	78	1	0	0	1	0	0	1	1	2	80
17:00 18:00	0	75	0	75	0	0	0	0	75	0	0	0	0	0	0	0	0	0	75
Sub Total	6	553	3	562	0	0	10	10	572	9	0	0	9	0	0	27	27	36	608
U-Turns (Heavy Vehicles)				0				0	0				0				0	0	0
Total	6	553	3	0	0	0	10	10	572	9	0	0	9	0	0	27	27	36	608

Heavy Vehicles include Buses, Single-Unit Trucks and Articulated Trucks. Further, they ARE included in the Turning Movement Count Summary.



Transportation Services - Traffic Services

Work Order

37389

Turning Movement Count - Pedestrian Volume Report

LABELLE ST/RAMP @ LEMIEUX ST/HWY417 IC115 RAMP

Count Date: Thursday, December 14, 2017

Start Time: 07:00

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	9	9	0	0	0	9
07:15 07:30	0	8	8	0	0	0	8
07:30 07:45	0	15	15	0	0	0	15
07:45 08:00	0	15	15	0	0	0	15
07:00 08:00	0	47	47	0	0	0	47
08:00 08:15	0	10	10	0	0	0	10
08:15 08:30	0	16	16	0	0	0	16
08:30 08:45	1	3	4	0	0	0	4
08:45 09:00	1	14	15	0	0	0	15
08:00 09:00	2	43	45	0	0	0	45
09:00 09:15	0	9	9	0	0	0	9
09:15 09:30	0	3	3	0	0	0	3
09:30 09:45	0	5	5	0	0	0	5
09:45 10:00	0	3	3	0	0	0	3
09:00 10:00	0	20	20	0	0	0	20
11:30 11:45	0	3	3	0	0	0	3
11:45 12:00	0	9	9	0	0	0	9
12:00 12:15	0	11	11	0	0	0	11
12:15 12:30	0	7	7	0	0	0	7
11:30 12:30	0	30	30	0	0	0	30
12:30 12:45	0	6	6	0	0	0	6
12:45 13:00	0	17	17	0	0	0	17
13:00 13:15	0	7	7	0	0	0	7
13:15 13:30	0	6	6	0	0	0	6
12:30 13:30	0	36	36	0	0	0	36
15:00 15:15	0	6	6	0	0	0	6
15:15 15:30	0	13	13	0	0	0	13
15:30 15:45	0	13	13	0	0	0	13
15:45 16:00	0	6	6	0	0	0	6
15:00 16:00	0	38	38	0	0	0	38
16:00 16:15	0	16	16	0	0	0	16
16:15 16:30	0	10	10	0	0	0	10
16:30 16:45	0	11	11	0	0	0	11
16:45 17:00	0	15	15	0	0	0	15
16:00 17:00	0	52	52	0	0	0	52
17:00 17:15	0	13	13	0	0	0	13
17:15 17:30	0	9	9	0	0	0	9
17:30 17:45	0	10	10	0	0	0	10
17:45 18:00	0	5	5	0	0	0	5
17:00 18:00	0	37	37	0	0	0	37
Total	2	303	305	0	0	0	305

Comment:

Turning Movement Count - 15 Min U-Turn Total Report

LABELLE ST/RAMP @ LEMIEUX ST/HWY417 IC115 RAMP

Survey Date: Thursday, December 14, 2017













Time Period		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	0	0	0
07:30	07:45	0	0	0	0	0
07:45	08:00	0	0	0	0	0
08:00	08:15	0	0	0	0	0
08:15	08:30	0	0	0	0	0
08:30	08:45	0	0	0	0	0
08:45	09:00	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	1	0	0	1
09:45	10:00	0	1	0	0	1
11:30	11:45	0	0	0	0	0
11:45	12:00	0	0	0	0	0
12:00	12:15	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	0	0	0	0
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
15:45	16:00	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	3	0	0	3
17:00	17:15	0	0	0	0	0
17:15	17:30	0	0	0	0	0
17:30	17:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
Total		0	5	0	0	5

Directional Traffic Flow (Passenger Vehicles, Trucks)

Intersection: Cyrville St and Micheal St N

Date: Tuesday, Dec 09, 2025

Time: 7:30AM to 9:30AM













Time	 NBL	 NBT	 NBR	 SBL	 SBT	 SBR	 EBL	 EBT	 EBR	 WBL	 WBT	 WBR	15-Minute Total	1-Hour Total
7:30AM - 7:45AM	0	44			33	4	1		0				82	82
7:45AM - 8:00AM	0	50			43	6	2		0				101	183
8:00AM - 8:15AM	0	54			52	7	0		0				113	296
8:15AM - 8:30AM	0	81			51	1	1		2				136	432
8:30AM - 8:45AM	0	58			42	5	1		1				107	457
8:45AM - 9:00AM	0	61			49	2	2		0				114	470
9:00AM - 9:15AM	0	44			47	6	2		1				100	457
9:15AM - 9:30AM	0	36			50	3	1		0				90	411
2 Hour Total	0	428	0	0	367	34	10	0	4	0	0	0	843	
Peak Hour Total (8:00AM - 9:00AM)	0	254	0	0	194	15	4	0	3	0	0	0	470	

Directional Traffic Flow (Passenger Vehicles, Trucks)

Intersection: Cyrville St and Micheal St N

Date: Tuesday, Dec 09, 2025 *

Time: 3:30PM to 5:30PM













Time	 NBL	 NBT	 NBR	 SBL	 SBT	 SBR	 EBL	 EBT	 EBR	 WBL	 WBT	 WBR	15-Minute Total	1-Hour Total
3:30PM - 3:45PM	0	31			92	4	2		0				129	129
3:45PM - 4:00PM	0	40			115	1	2		0				158	287
4:00PM - 4:15PM	1	52			130	2	1		1				187	474
4:15PM - 4:30PM	2	49			85	3	1		1				141	615
4:30PM - 4:45PM	0	69			108	4	0		1				182	668
4:45PM - 5:00PM	0	56			120	4	0		0				180	690
5:00PM - 5:15PM	4	54			73	5	3		1				140	643
5:15PM - 5:30PM	0	61			69	5	1		0				136	638
2 Hour Total	7	412	0	0	792	28	10	0	4	0	0	0	1,246	
Peak Hour Total (4:00PM - 5:00PM)	3	226	0	0	443	13	2	0	3	0	0	0	690	

Directional Traffic Flow (Passenger Vehicles)

Intersection: Cyrville St and Micheal St N

Date: Tuesday, Sept 09, 2025

Time: 7:30AM to 9:30AM













Time	 NBL	 NBT	 NBR	 SBL	 SBT	 SBR	 EBL	 EBT	 EBR	 WBL	 WBT	 WBR	15-Minute Total	1-Hour Total
7:30AM - 7:45AM	0	43			33	4	1		0				81	81
7:45AM - 8:00AM	0	46			43	6	2		0				97	178
8:00AM - 8:15AM	0	54			50	7	0		0				111	289
8:15AM - 8:30AM	0	77			50	1	1		2				131	420
8:30AM - 8:45AM	0	57			40	5	1		0				103	442
8:45AM - 9:00AM	0	60			49	2	2		0				113	458
9:00AM - 9:15AM	0	41			44	6	2		1				94	441
9:15AM - 9:30AM	0	33			47	3	1		0				84	394
2 Hour Total	0	411	0	0	356	34	10	0	3	0	0	0	814	
Peak Hour Total (8:00AM - 9:00AM)	0	248	0	0	189	15	4	0	2	0	0	0	458	

Directional Traffic Flow (Passenger Vehicles)

Intersection: Cyrville St and Micheal St N

Date: Tuesday, Dec 09, 2025

Time: 3:30PM to 5:30PM













Time	 NBL	 NBT	 NBR	 SBL	 SBT	 SBR	 EBL	 EBT	 EBR	 WBL	 WBT	 WBR	15-Minute Total	1-Hour Total
3:30PM - 3:45PM	0	31			90	4	2		0				127	127
3:45PM - 4:00PM	0	40			109	1	2		0				152	279
4:00PM - 4:15PM	1	52			128	1	1		1				184	463
4:15PM - 4:30PM	2	49			82	3	1		1				138	601
4:30PM - 4:45PM	0	67			103	4	0		1				175	649
4:45PM - 5:00PM	0	55			117	4	0		0				176	673
5:00PM - 5:15PM	4	54			72	5	3		1				139	628
5:15PM - 5:30PM	0	61			69	5	1		0				136	626
2 Hour Total	7	409	0	0	770	27	10	0	4	0	0	0	1,220	
Peak Hour Total (4:00PM - 5:00PM)	3	223	0	0	430	12	2	0	3	0	0	0	673	

Directional Traffic Flow (Trucks)

Intersection: Cyrville St and Micheal St N

Date: Tuesday, Dec 09, 2025

Time: 7:30AM to 9:30AM













Time	 NBL	 NBT	 NBR	 SBL	 SBT	 SBR	 EBL	 EBT	 EBR	 WBL	 WBT	 WBR	15-Minute Total	1-Hour Total
7:30AM - 7:45AM	0	1			0	0	0		0				1	1
7:45AM - 8:00AM	0	4			0	0	0		0				4	5
8:00AM - 8:15AM	0	0			2	0	0		0				2	7
8:15AM - 8:30AM	0	4			1	0	0		0				5	12
8:30AM - 8:45AM	0	1			2	0	0		1				4	15
8:45AM - 9:00AM	0	1			0	0	0		0				1	12
9:00AM - 9:15AM	0	3			3	0	0		0				6	16
9:15AM - 9:30AM	0	3			3	0	0		0				6	17
2 Hour Total	0	17	0	0	11	0	0	0	1	0	0	0	29	
Peak Hour Total (8:30AM - 9:30AM)	0	8	0	0	8	0	0	0	1	0	0	0	17	

Directional Traffic Flow (Trucks)

Intersection: Cyrville St and Micheal St N

Date: Tuesday, Dec 09, 2025

Time: 3:30PM to 5:30PM













Time	 NBL	 NBT	 NBR	 SBL	 SBT	 SBR	 EBL	 EBT	 EBR	 WBL	 WBT	 WBR	15-Minute Total	1-Hour Total
3:30PM - 3:45PM	0	0			2	0	0		0				2	2
3:45PM - 4:00PM	0	0			6	0	0		0				6	8
4:00PM - 4:15PM	0	0			2	1	0		0				3	11
4:15PM - 4:30PM	0	0			3	0	0		0				3	14
4:30PM - 4:45PM	0	2			5	0	0		0				7	19
4:45PM - 5:00PM	0	1			3	0	0		0				4	17
5:00PM - 5:15PM	0	0			1	0	0		0				1	15
5:15PM - 5:30PM	0	0			0	0	0		0				0	12
2 Hour Total	0	3	0	0	22	1	0	0	0	0	0	0	26	
Peak Hour Total (3:45PM - 4:45PM)	0	2	0	0	16	1	0	0	0	0	0	0	19	

Directional Traffic Flow (Bikes)

Intersection: Cyrville St and Micheal St N

Date: Tuesday, Dec 09, 2025

Time: 3:30PM to 5:30PM

Time	 NBL	 NBT	 NBR	 SBL	 SBT	 SBR	 EBL	 EBT	 EBR	 WBL	 WBT	 WBR	15-Minute Total	1-Hour Total
3:30PM - 3:45PM	0	0			0	0	0		0				0	0
3:45PM - 4:00PM	0	0			0	0	0		0				0	0
4:00PM - 4:15PM	0	0			0	0	0		0				0	0
4:15PM - 4:30PM	0	0			0	0	0		0				0	0
4:30PM - 4:45PM	0	0			1	0	0		0				1	1
4:45PM - 5:00PM	0	0			0	0	0		0				0	1
5:00PM - 5:15PM	0	0			1	0	0		0				1	2
5:15PM - 5:30PM	0	0			0	0	0		0				0	2
2 Hour Total	0	0	0	0	2	0	0	0	0	0	0	0	2	
Peak Hour Total (4:15PM - 5:15PM)	0	0	0	0	2	0	0	0	0	0	0	0	2	

Pedestrian Volumes

Intersection: Cyrville St and Micheal St N

Date: Tuesday, Dec 09, 2025

Time: 7:30AM to 9:30AM

Time	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	15-Minute Total	1-Hour Total
7:30AM - 7:45AM				2	2	2
7:45AM - 8:00AM				1	1	3
8:00AM - 8:15AM				0	0	3
8:15AM - 8:30AM				2	2	5
8:30AM - 8:45AM				9	9	12
8:45AM - 9:00AM				3	3	14
9:00AM - 9:15AM				0	0	14
9:15AM - 9:30AM				1	1	13
2 Hour Total	0	0	0	18	18	
Peak Hour Total (8:00AM - 9:00AM)	0	0	0	14	14	













Pedestrian Volumes













Intersection: Cyrville St and Micheal St N













Date: Tuesday, Dec 09, 2025














Time: 3:30PM to 5:30PM













Time	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	15-Minute Total	1-Hour Total
3:30PM - 3:45PM				0	0	0
3:45PM - 4:00PM				1	1	1
4:00PM - 4:15PM				1	1	2
4:15PM - 4:30PM				0	0	2
4:30PM - 4:45PM				1	1	3
4:45PM - 5:00PM				2	2	4
5:00PM - 5:15PM				2	2	5
5:15PM - 5:30PM				3	3	8
2 Hour Total	0	0	0	10	10	
Peak Hour Total (4:30PM - 5:30PM)	0	0	0	8	8	













Directional Traffic Flow (Passenger Vehicles, Trucks)														
Intersection:	Labelle St and Micheal St N													
Date:	Tuesday, Dec 09, 2025													
Time:	7:30AM to 9:30AM													
Time	 NBL	 NBT	 NBR	 SBL	 SBT	 SBR	 EBL	 EBT	 EBR	 WBL	 WBT	 WBR	15-Minute Total	1-Hour Total
7:30AM - 7:45AM	2					2		12	2	2	35		55	55
7:45AM - 8:00AM	3				1	5	1	19	5	1	55		90	145
8:00AM - 8:15AM			4	2	3	6	2	23	6	1	48		95	240
8:15AM - 8:30AM	2		1	1	3	4	1	20	4	3	42		81	321
8:30AM - 8:45AM			1	3		3	3	28	3	1	34	1	77	343
8:45AM - 9:00AM			1	2		4	1	22	1	2	40	2	75	328
9:00AM - 9:15AM	3			1	1	2		8			29	2	46	279
9:15AM - 9:30AM	1	1			1	4		17	2		25		51	249
2 Hour Total	11	1	7	9	9	30	8	149	23	10	308	5	559	
Peak Hour Total (7:45AM - 8:45AM)	5	0	6	6	7	18	7	90	18	6	179	1	343	













Directional Traffic Flow (Passenger Vehicles, Trucks)															
Intersection:	Labelle St and Micheal St N														
Date:	Tuesday, Dec 09, 2025 *														
Time:	3:30PM to 5:30PM														
Time	 NBL	 NBT	 NBR	 SBL	 SBT	 SBR	 EBL	 EBT	 EBR	 WBL	 WBT	 WBR	15-Minute Total	1-Hour Total	
3:30PM - 3:45PM	1	2	2	1	1	1		22				51	1	82	82
3:45PM - 4:00PM	2		1	2			3	28		2	45	2	85	167	
4:00PM - 4:15PM	9		1		1	2	3	32	1	3	79		131	298	
4:15PM - 4:30PM	2		2		3	2	1	33		2	40	1	86	384	
4:30PM - 4:45PM	4	1	2	1	3	3		39		3	57	1	114	416	
4:45PM - 5:00PM	4			2		1		26		1	28		62	393	
5:00PM - 5:15PM	8		1	2	1	7	1	16	2		44	2	84	346	
5:15PM - 5:30PM	2				1	4	2	19			47	1	76	336	
2 Hour Total	32	3	9	8	10	20	10	215	3	11	391	8	688		
Peak Hour Total (3:45PM - 4:45PM)	17	1	6	3	7	7	7	132	1	10	221	4	416		













Directional Traffic Flow (Passenger Vehicles)														
Intersection:	Labelle St and Micheal St N													
Date:	Tuesday, Sept 09, 2025													
Time:	7:30AM to 9:30AM													
Time	 NBL	 NBT	 NBR	 SBL	 SBT	 SBR	 EBL	 EBT	 EBR	 WBL	 WBT	 WBR	15-Minute Total	1-Hour Total
7:30AM - 7:45AM	2					2		12	2	2	30		50	50
7:45AM - 8:00AM	3				1	5	1	19	5	1	52		87	137
8:00AM - 8:15AM			4	2	3	6	2	23	6	1	47		94	231
8:15AM - 8:30AM	2		1	1	3	4	1	20	4	3	41	1	81	312
8:30AM - 8:45AM			1	3		3	3	28	3	1	33		75	337
8:45AM - 9:00AM			1	2		4	1	19	1	2	40	2	72	322
9:00AM - 9:15AM	3			1	1	2		8			28	2	45	273
9:15AM - 9:30AM	1	1			1	4		17	2		23		49	241
2 Hour Total	11	1	7	9	9	30	8	146	23	10	294	5	542	
Peak Hour Total (7:45AM - 8:45AM)	5	0	6	6	7	18	7	90	18	6	173	1	337	

Directional Traffic Flow (Passenger Vehicles)															
Intersection:	Labelle St and Micheal St N														
Date:	Tuesday, Dec 09, 2025														
Time:	3:30PM to 5:30PM														
Time														15-Minute Total	1-Hour Total
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR			
3:30PM - 3:45PM	1	2	2	1	1	1		22			47	1	78	78	
3:45PM - 4:00PM	2		1	2			3	27		2	45	2	84	162	
4:00PM - 4:15PM	9		1		1	2	3	32	1	2	77		128	290	
4:15PM - 4:30PM	2		2		3	2	1	33		2	39	1	85	375	
4:30PM - 4:45PM	4	1	2	1	3	3		39		3	57	1	114	411	
4:45PM - 5:00PM	4			2		1		25		1	27		60	387	
5:00PM - 5:15PM	8		1	2	1	7	1	19	2		44	2	87	346	
5:15PM - 5:30PM	2				1	4	2	19			47	1	76	337	
2 Hour Total	32	3	9	8	10	20	10	216	3	10	383	8	680		
Peak Hour Total (3:45PM - 4:45PM)	17	1	6	3	7	7	7	131	1	9	218	4	411		

Directional Traffic Flow (Trucks)														
Intersection:		Labelle St and Micheal St N												
Date:		Tuesday, Dec 09, 2025												
Time:		7:30AM to 9:30AM												
Time	 NBL	 NBT	 NBR	 SBL	 SBT	 SBR	 EBL	 EBT	 EBR	 WBL	 WBT	 WBR	15-Minute Total	1-Hour Total
7:30AM - 7:45AM											5		5	5
7:45AM - 8:00AM											3		3	8
8:00AM - 8:15AM											1		1	9
8:15AM - 8:30AM											1		1	10
8:30AM - 8:45AM											1	1	2	7
8:45AM - 9:00AM								3					3	7
9:00AM - 9:15AM											1		1	7
9:15AM - 9:30AM											2		2	8
2 Hour Total	0	0	0	0	0	0	0	3	0	0	14	1	18	
Peak Hour Total (7:30AM - 8:30AM)	0	0	0	0	0	0	0	0	0	0	10	0	10	

Directional Traffic Flow (Trucks)														
Intersection:		Labelle St and Micheal St N												
Date:		Tuesday, Dec 09, 2025												
Time:		3:30PM to 5:30PM												
Time	 NBL	 NBT	 NBR	 SBL	 SBT	 SBR	 EBL	 EBT	 EBR	 WBL	 WBT	 WBR	15-Minute Total	1-Hour Total
3:30PM - 3:45PM											4		4	4
3:45PM - 4:00PM								1					1	5
4:00PM - 4:15PM										1	2		3	8
4:15PM - 4:30PM													0	8
4:30PM - 4:45PM													0	4
4:45PM - 5:00PM								1			1		2	5
5:00PM - 5:15PM								2					2	4
5:15PM - 5:30PM											2		2	6
2 Hour Total	0	0	0	0	0	0	0	4	0	1	9	0	14	
Peak Hour Total (3:30PM - 4:30PM)	0	0	0	0	0	0	0	1	0	1	6	0	8	

Directional Traffic Flow (Bikes)														
Intersection:		Labelle St and Micheal St N												
Date:		Tuesday, Dec 09, 2025												
Time:		7:30AM to 9:30AM												
Time	 NBL	 NBT	 NBR	 SBL	 SBT	 SBR	 EBL	 EBT	 EBR	 WBL	 WBT	 WBR	15-Minute Total	1-Hour Total
7:30AM - 7:45AM													0	0
7:45AM - 8:00AM													0	0
8:00AM - 8:15AM													0	0
8:15AM - 8:30AM													0	0
8:30AM - 8:45AM													0	0
8:45AM - 9:00AM													0	0
9:00AM - 9:15AM													0	0
9:15AM - 9:30AM													0	0
2 Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour Total (7:30AM - 8:30AM)	0	0	0	0	0	0	0	0	0	0	0	0	0	

Directional Traffic Flow (Bikes)														
Intersection:	Labelle St and Micheal St N													
Date:	Tuesday, Dec 09, 2025													
Time:	3:30PM to 5:30PM													
Time	 NBL	 NBT	 NBR	 SBL	 SBT	 SBR	 EBL	 EBT	 EBR	 WBL	 WBT	 WBR	15-Minute Total	1-Hour Total
3:30PM - 3:45PM													0	0
3:45PM - 4:00PM													0	0
4:00PM - 4:15PM													0	0
4:15PM - 4:30PM													0	0
4:30PM - 4:45PM													0	0
4:45PM - 5:00PM													0	0
5:00PM - 5:15PM													0	0
5:15PM - 5:30PM													0	0
2 Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour Total (3:30PM - 4:30PM)	0	0	0	0	0	0	0	0	0	0	0	0	0	

Pedestrian Volumes							
Intersection:	Labelle St and Micheal St N						
Date:	Tuesday, Dec 09, 2025						
Time:	7:30AM	to	9:30AM				
Time	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	15-Minute Total	1-Hour Total	
7:30AM - 7:45AM					0	0	
7:45AM - 8:00AM	1		1		2	2	
8:00AM - 8:15AM	7		7		14	16	
8:15AM - 8:30AM					0	16	
8:30AM - 8:45AM	1	1	2	1	5	21	
8:45AM - 9:00AM		1		1	2	21	
9:00AM - 9:15AM					0	7	
9:15AM - 9:30AM					0	7	
2 Hour Total	9	2	10	2	14		
Peak Hour Total (7:45AM - 8:45AM)	9	1	10	1	21		

Pedestrian Volumes							
Intersection:	Labelle St and Micheal St N						
Date:	Tuesday, Dec 09, 2025						
Time:	3:30PM	to	5:30PM				
Time	North Crosswalk	South Crosswalk	East Crosswalk	West Crosswalk	15-Minute Total	1-Hour Total	
3:30PM - 3:45PM	3		3		6	6	
3:45PM - 4:00PM	3		2		5	11	
4:00PM - 4:15PM			1	1	2	13	
4:15PM - 4:30PM					0	13	
4:30PM - 4:45PM					0	7	
4:45PM - 5:00PM		1			1	3	
5:00PM - 5:15PM					0	1	
5:15PM - 5:30PM					0	1	
2 Hour Total	6	1	6	1	8		
Peak Hour Total (3:30PM - 4:30PM)	6	0	6	1	13		

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Appendix C:

Collision Data



Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: CUMMINGS AVE/LABELLE ST @ CYRVILLE RD

Traffic Control: Traffic signal

Total Collisions: 13

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Jan-26, Sat,22:15	Clear	SMV other	Non-fatal injury	Loose snow	East	Turning left	Pick-up truck	Ran off road	0
2019-Jun-12, Wed,07:31	Clear	Rear end	P.D. only	Dry	East	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Oct-23, Wed,13:04	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
					West	Going ahead	Passenger van	Other motor vehicle	
2020-Jan-29, Wed,09:00	Clear	Rear end	P.D. only	Dry	West	Going ahead	Delivery van	Other motor vehicle	0
					West	Stopped	Passenger van	Other motor vehicle	
2020-Feb-15, Sat,15:24	Clear	SMV other	Non-fatal injury	Dry	East	Going ahead	Automobile, station wagon	Pedestrian	1
2020-Mar-03, Tue,15:08	Rain	Rear end	Non-fatal injury	Wet	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Mar-09, Mon,09:50	Clear	Angle	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-May-27, Thu,17:50	Clear	Other	P.D. only	Wet	East	Reversing	Pick-up truck	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Feb-18, Fri,18:10	Clear	Rear end	P.D. only	Ice	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2024-Mar-13, Wed,15:20	Clear	Turning movement	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2024-Jul-18, Thu,16:10	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2024-Aug-19, Mon,13:15	Rain	Rear end	P.D. only	Wet	West	Stopped	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: CUMMINGS AVE/LABELLE ST @ CYRVILLE RD

Traffic Control: Traffic signal

Total Collisions: 13

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2024-Sep-06, Fri,08:25	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	

Location: CYRVILLE RD @ MICHAEL ST

Traffic Control: Stop sign

Total Collisions: 2

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2021-Dec-18, Sat,14:15	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Aug-27, Sat,19:22	Clear	Angle	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: LABELLE ST btwn CYRVILLE RD & MICHAEL ST

Traffic Control: No control

Total Collisions: 2

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2022-Jun-16, Thu,08:30	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Dec-27, Fri,13:20	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: LABELLE ST/ST. LAURENT SC RAMP @ LEMIEUX ST/HWY417 IC115R61

Traffic Control: Stop sign

Total Collisions: 14

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Jan-18, Fri,15:00	Clear	Turning movement	P.D. only	Wet	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Unknown	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: LABELLE ST/ST. LAURENT SC RAMP @ LEMIEUX ST/HWY417 IC115R61

Traffic Control: Stop sign

Total Collisions: 14

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Feb-23, Sat,14:11	Clear	Angle	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Municipal transit bus	Other motor vehicle	
2019-May-18, Sat,13:07	Clear	Angle	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Municipal transit bus	Other motor vehicle	
2019-Jul-03, Wed,08:17	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Oct-18, Fri,18:10	Clear	Angle	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2019-Dec-14, Sat,20:30	Rain	Angle	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Feb-05, Wed,14:45	Clear	Sideswipe	P.D. only	Dry	North	Unknown	Automobile, station wagon	Other motor vehicle	0
					North	Unknown	Automobile, station wagon	Other motor vehicle	
2021-Feb-28, Sun,14:52	Snow	Angle	P.D. only	Loose snow	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Apr-02, Fri,15:47	Clear	Angle	P.D. only	Dry	East	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2021-Nov-13, Sat,12:30	Rain	Angle	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Sep-03, Sat,18:46	Clear	Angle	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2024-Jun-18, Tue,10:15	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Unknown	Other motor vehicle	
2024-Aug-19, Mon,17:45	Clear	Angle	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Changing lanes	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: LABELLE ST/ST. LAURENT SC RAMP @ LEMIEUX ST/HWY417 IC115R61

Traffic Control: Stop sign

Total Collisions: 14

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2024-Nov-22, Fri, 17:00	Clear	Angle	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: MICHAEL ST btwn CYRVILLE RD & LABELLE ST

Traffic Control: No control

Total Collisions: 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2021-Jul-29, Thu, 15:38	Clear	Angle	P.D. only	Dry	North	Reversing	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	

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Appendix D:

Traffic Growth Analysis

Cyrville/Cummings/Labelle
8 hrs

Year	Date	North Leg		South Leg		East Leg		West Leg		Total
		SB	NB	NB	SB	WB	EB	EB	WB	
2018	Wednesday, April 11	3088	2618	4324	4147	2030	2169	860	1368	20604
2023	Thursday, October 26	2953	2295	4110	4077	1821	2080	540	972	18848
2024	Tuesday, February 06	3468	2400	3792	4091	1745	2104	475	885	18960

Year	Counts				% Change			
	NB	SB	NB+SB	INT	NB	SB	NB+SB	INT
2018	2618	3088	5706	20604				
2023	2295	2953	5248	18848	-12.3%	-4.4%	-8.0%	-8.5%
2024	2400	3468	5868	18960	4.6%	17.4%	11.8%	0.6%

Regression Estimate 2018 2604 3044 5649
 Regression Estimate 2024 2332 3249 5581
Average Annual Change -1.83% 1.09% -0.20%

Year	Counts				% Change			
	EB	WB	EB+WB	INT	EB	WB	EB+WB	INT
2018	860	1368	2228	20604				
2023	540	972	1512	18848	-37.2%	-28.9%	-32.1%	-8.5%
2024	475	885	1360	18960	-12.0%	-9.0%	-10.1%	0.6%

Regression Estimate 2018 860 1369 2229
 Regression Estimate 2024 475 888 1364
Average Annual Change -9.41% -6.95% -7.86%

Year	Counts				% Change			
	EB	WB	EB+WB	INT	EB	WB	EB+WB	INT
2018	2169	2030	4199	20604				
2023	2080	1821	3901	18848	-4.1%	-10.3%	-7.1%	-8.5%
2024	2104	1745	3849	18960	1.2%	-4.2%	-1.3%	0.6%

Regression Estimate 2018 2166 2033 4198
 Regression Estimate 2024 2087 1759 3846
Average Annual Change -0.61% -2.38% -1.45%

Year	Counts				% Change			
	NB	SB	NB+SB	INT	NB	SB	NB+SB	INT
2018	4324	4147	8471	20604				
2023	4110	4077	8187	18848	-4.9%	-1.7%	-3.4%	-8.5%
2024	3792	4091	7883	18960	-7.7%	0.3%	-3.7%	0.6%

Regression Estimate 2018 4346 4145 8491
 Regression Estimate 2024 3903 4080 7983
Average Annual Change -1.78% -0.26% -1.02%

**Cyrville/Cummings/Labelle
AM Peak**

Year	Date	North Leg		South Leg		East Leg		West Leg		Total
		SB	NB	NB	SB	WB	EB	EB	WB	
2018	Wednesday, April 11	868	1070	1768	1062	676	572	152	760	6928
2023	Thursday, October 26	706	869	1442	1049	524	499	132	387	5608
2024	Tuesday, February 06	1250	1061	1346	1216	608	661	119	385	6646

Year	Counts				% Change			
	NB	SB	NB+SB	INT	NB	SB	NB+SB	INT
2018	1070	868	1938	6928				
2023	869	706	1575	5608	-18.8%	-18.7%	-18.7%	-19.1%
2024	1061	1250	2311	6646	22.1%	77.1%	46.7%	18.5%

Regression Estimate 2018 1051 822 1873
 Regression Estimate 2024 967 1018 1985
Average Annual Change -1.38% 3.63% 0.97%

Year	Counts				% Change			
	EB	WB	EB+WB	INT	EB	WB	EB+WB	INT
2018	152	760	912	6928				
2023	132	387	519	5608	-13.2%	-49.1%	-43.1%	-19.1%
2024	119	385	504	6646	-9.8%	-0.5%	-2.9%	18.5%

Regression Estimate 2018 153 754 907
 Regression Estimate 2024 123 356 478
Average Annual Change -3.59% -11.77% -10.11%

Year	Counts				% Change			
	EB	WB	EB+WB	INT	EB	WB	EB+WB	INT
2018	572	676	1248	6928				
2023	499	524	1023	5608	-12.8%	-22.5%	-18.0%	-19.1%
2024	661	608	1269	6646	32.5%	16.0%	24.0%	18.5%

Regression Estimate 2018 558 667 1225
 Regression Estimate 2024 590 562 1152
Average Annual Change 0.94% -2.81% -1.02%

Year	Counts				% Change			
	NB	SB	NB+SB	INT	NB	SB	NB+SB	INT
2018	1768	1062	2830	6928				
2023	1442	1049	2491	5608	-18.4%	-1.2%	-12.0%	-19.1%
2024	1346	1216	2562	6646	-6.7%	15.9%	2.9%	18.5%

Regression Estimate 2018 1770 1048 2819
 Regression Estimate 2024 1358 1148 2506
Average Annual Change -4.32% 1.52% -1.94%

**Cyrville/Cummings/Labelle
PM Peak**

Year	Date	North Leg		South Leg		East Leg		West Leg		Total
		SB	NB	NB	SB	WB	EB	EB	WB	
2018	Wednesday, April 11	1420	943	1563	2027	775	1012	509	285	8534
2023	Thursday, October 26	1503	875	1711	1995	798	1052	282	372	8588
2024	Tuesday, February 06	1536	801	1513	1990	715	918	238	293	8004

Year	Counts				% Change			
	NB	SB	NB+SB	INT	NB	SB	NB+SB	INT
2018	943	1420	2363	8534				
2023	875	1503	2378	8588	-7.2%	5.8%	0.6%	0.6%
2024	801	1536	2337	8004	-8.5%	2.2%	-1.7%	-6.8%

Regression Estimate 2018 948 1419 2367
 Regression Estimate 2024 825 1529 2355
Average Annual Change -2.28% 1.26% -0.08%

Year	Counts				% Change			
	EB	WB	EB+WB	INT	EB	WB	EB+WB	INT
2018	509	285	794	8534				
2023	282	372	654	8588	-44.6%	30.5%	-17.6%	0.6%
2024	238	293	531	8004	-15.6%	-21.2%	-18.8%	-6.8%

Regression Estimate 2018 509 293 802
 Regression Estimate 2024 237 332 569
Average Annual Change -11.93% 2.11% -5.54%

Year	Counts				% Change			
	EB	WB	EB+WB	INT	EB	WB	EB+WB	INT
2018	1012	775	1787	8534				
2023	1052	798	1850	8588	4.0%	3.0%	3.5%	0.6%
2024	918	715	1633	8004	-12.7%	-10.4%	-11.7%	-6.8%

Regression Estimate 2018 1023 782 1806
 Regression Estimate 2024 975 750 1726
Average Annual Change -0.80% -0.69% -0.75%

Year	Counts				% Change			
	NB	SB	NB+SB	INT	NB	SB	NB+SB	INT
2018	1563	2027	3590	8534				
2023	1711	1995	3706	8588	9.5%	-1.6%	3.2%	0.6%
2024	1513	1990	3503	8004	-11.6%	-0.3%	-5.5%	-6.8%

Regression Estimate 2018 1581 2027 3608
 Regression Estimate 2024 1605 1989 3594
Average Annual Change 0.25% -0.31% -0.06%

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Appendix E:

TDM Checklists

TDM-Supportive Development Design and Infrastructure Checklist: *Residential Developments (multi-family or condominium)*

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

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

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

TDM-supportive design & infrastructure measures: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
2. WALKING & CYCLING: END-OF-TRIP FACILITIES		
2.1 Bicycle parking		
REQUIRED	2.1.1 Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible (see <i>Official Plan policy 4.3.6</i>)	<input checked="" type="checkbox"/>
REQUIRED	2.1.2 Provide the number of bicycle parking spaces specified for various land uses in different parts of Ottawa; provide convenient access to main entrances or well-used areas (see <i>Zoning By-law Section 111</i>)	<input checked="" type="checkbox"/>
REQUIRED	2.1.3 Ensure that bicycle parking spaces and access aisles meet minimum dimensions; that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored (see <i>Zoning By-law Section 111</i>)	<input checked="" type="checkbox"/>
BASIC	2.1.4 Provide bicycle parking spaces equivalent to the expected number of resident-owned bicycles, plus the expected peak number of visitor cyclists	<input checked="" type="checkbox"/>
2.2 Secure bicycle parking		
REQUIRED	2.2.1 Where more than 50 bicycle parking spaces are provided for a single residential building, locate at least 25% of spaces within a building/structure, a secure area (e.g. supervised parking lot or enclosure) or bicycle lockers (see <i>Zoning By-law Section 111</i>)	<input checked="" type="checkbox"/>
BETTER	2.2.2 Provide secure bicycle parking spaces equivalent to at least the number of units at condominiums or multi-family residential developments	<input checked="" type="checkbox"/>
2.3 Bicycle repair station		
BETTER	2.3.1 Provide a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided)	<input type="checkbox"/>
3. TRANSIT		
3.1 Customer amenities		
BASIC	3.1.1 Provide shelters, lighting and benches at any on-site transit stops	<input type="checkbox"/>
BASIC	3.1.2 Where the site abuts an off-site transit stop and insufficient space exists for a transit shelter in the public right-of-way, protect land for a shelter and/or install a shelter	<input type="checkbox"/>
BETTER	3.1.3 Provide a secure and comfortable interior waiting area by integrating any on-site transit stops into the building	<input type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
4. RIDESHARING		
4.1 Pick-up & drop-off facilities		
BASIC	4.1.1 Provide a designated area for carpool drivers (plus taxis and ride-hailing services) to drop off or pick up passengers without using fire lanes or other no-stopping zones	<input checked="" type="checkbox"/>
5. CARSHARING & BIKESHARING		
5.1 Carshare parking spaces		
BETTER	5.1.1 Provide up to three carshare parking spaces in an R3, R4 or R5 Zone for specified residential uses (see <i>Zoning By-law Section 94</i>)	<input type="checkbox"/>
5.2 Bikeshare station location		
BETTER	5.2.1 Provide a designated bikeshare station area near a major building entrance, preferably lighted and sheltered with a direct walkway connection	<input type="checkbox"/>
6. PARKING		
6.1 Number of parking spaces		
REQUIRED	6.1.1 Do not provide more parking than permitted by zoning, nor less than required by zoning, unless a variance is being applied for	<input checked="" type="checkbox"/>
BASIC	6.1.2 Provide parking for long-term and short-term users that is consistent with mode share targets, considering the potential for visitors to use off-site public parking	<input checked="" type="checkbox"/>
BASIC	6.1.3 Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly (see <i>Zoning By-law Section 104</i>)	<input type="checkbox"/>
BETTER	6.1.4 Reduce the minimum number of parking spaces required by zoning by one space for each 13 square metres of gross floor area provided as shower rooms, change rooms, locker rooms and other facilities for cyclists in conjunction with bicycle parking (see <i>Zoning By-law Section 111</i>)	<input type="checkbox"/>
6.2 Separate long-term & short-term parking areas		
BETTER	6.2.1 Provide separate areas for short-term and long-term parking (using signage or physical barriers) to permit access controls and simplify enforcement (i.e. to discourage residents from parking in visitor spaces, and vice versa)	<input checked="" type="checkbox"/>

TDM Measures Checklist:
Residential Developments (multi-family, condominium or subdivision)

Legend	
BASIC	The measure is generally feasible and effective, and in most cases would benefit the development and its users
BETTER	The measure could maximize support for users of sustainable modes, and optimize development performance
★	The measure is one of the most dependably effective tools to encourage the use of sustainable modes

TDM measures: <i>Residential developments</i>		Check if proposed & add descriptions
1. TDM PROGRAM MANAGEMENT		
1.1 Program coordinator		
BASIC	★ 1.1.1 Designate an internal coordinator, or contract with an external coordinator	<input type="checkbox"/>
1.2 Travel surveys		
BETTER	1.2.1 Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress	<input type="checkbox"/>
2. WALKING AND CYCLING		
2.1 Information on walking/cycling routes & destinations		
BASIC	2.1.1 Display local area maps with walking/cycling access routes and key destinations at major entrances (<i>multi-family, condominium</i>)	<input checked="" type="checkbox"/>
2.2 Bicycle skills training		
BETTER	2.2.1 Offer on-site cycling courses for residents, or subsidize off-site courses	<input type="checkbox"/>

TDM measures: <i>Residential developments</i>		Check if proposed & add descriptions
3. TRANSIT		
3.1 Transit information		
BASIC	3.1.1 Display relevant transit schedules and route maps at entrances (<i>multi-family, condominium</i>)	<input checked="" type="checkbox"/>
BETTER	3.1.2 Provide real-time arrival information display at entrances (<i>multi-family, condominium</i>)	<input type="checkbox"/>
3.2 Transit fare incentives		
BASIC	★ 3.2.1 Offer PRESTO cards preloaded with one monthly transit pass on residence purchase/move-in, to encourage residents to use transit	<input type="checkbox"/>
BETTER	3.2.2 Offer at least one year of free monthly transit passes on residence purchase/move-in	<input type="checkbox"/>
3.3 Enhanced public transit service		
BETTER	★ 3.3.1 Contract with OC Transpo to provide early transit services until regular services are warranted by occupancy levels (<i>subdivision</i>)	<input type="checkbox"/>
3.4 Private transit service		
BETTER	3.4.1 Provide shuttle service for seniors homes or lifestyle communities (e.g. scheduled mall or supermarket runs)	<input type="checkbox"/>
4. CARSHARING & BIKESHARING		
4.1 Bikeshare stations & memberships		
BETTER	4.1.1 Contract with provider to install on-site bikeshare station (<i>multi-family</i>)	<input type="checkbox"/>
BETTER	4.1.2 Provide residents with bikeshare memberships, either free or subsidized (<i>multi-family</i>)	<input type="checkbox"/>
4.2 Carshare vehicles & memberships		
BETTER	4.2.1 Contract with provider to install on-site carshare vehicles and promote their use by residents	<input type="checkbox"/>
BETTER	4.2.2 Provide residents with carshare memberships, either free or subsidized	<input type="checkbox"/>
5. PARKING		
5.1 Priced parking		
BASIC	★ 5.1.1 Unbundle parking cost from purchase price (<i>condominium</i>)	<input type="checkbox"/>
BASIC	★ 5.1.2 Unbundle parking cost from monthly rent (<i>multi-family</i>)	<input checked="" type="checkbox"/>

TDM measures: <i>Residential developments</i>		Check if proposed & add descriptions
6. TDM MARKETING & COMMUNICATIONS		
6.1 Multimodal travel information		
BASIC	★ 6.1.1 Provide a multimodal travel option information package to new residents	<input checked="" type="checkbox"/>
6.2 Personalized trip planning		
BETTER	★ 6.2.1 Offer personalized trip planning to new residents	<input type="checkbox"/>

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Appendix F:
MMLOS Analysis

Multi-Modal Level of Service - Segments Form
 Project: 1209 Michael Street ZBLA OPA TIA
 Consultant: Parsons
 Date: Jan 16, 2026
 Scenario: Existing and Future

Segment Name		Michael Street (Existing and Future)				Labelle Street (Existing)				Labelle Street (Future)				
OP Transect / Policy Area		Within 600m of a rapid transit station				Within 600m of a rapid transit station				Within 600m of a rapid transit station				
Segment Component		Majority (>50%)		Critical		Majority (>50%)		Critical		Majority (>50%)		Critical		
Side of Street		W or N	E or S	W or N	E or S	W or N	E or S	W or N	E or S	W or N	E or S	W or N	Critical	
Pedestrian	PLOS Inputs													
	Posted Speed (km/h)	50 km/h		50 km/h		50 km/h		50 km/h		50 km/h		50 km/h		50 km/h
	Two-Way ADT	400		400		3,800		3,800		3,800		3,800		3,800
	Pedestrian Facility	None	None	None	None	Sidewalk	Sidewalk	Sidewalk	Sidewalk	Sidewalk	Sidewalk	Sidewalk	Sidewalk	
	Does the facility meet the TMP Sidewalk or MUP Policy? If not, for MUPs, does the location have a low volume of peak daily users AND are pedestrian volumes likely less than 20% of total users?	No	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
	Facility Width (m)	-	-	-	-	1.50m	1.50m	1.50m	1.50m	2.00m	1.50m	2.00m	2.00m	
	Offset from Motor Vehicle Travel Lanes (m)	-	-	-	-	-	-	-	-	≥ 3.0m	-	-	0.5-1.49m	
	Presence of Adjacent Parking?	-	-	-	-	-	-	-	-	No	-	-	-	
	General Purpose Curb Lane ADT	-	-	-	-	-	-	-	-	-	-	-	> 3000	
	Max. Distance between Controlled Crossings (m)	-	-	-	-	≤ 200m	≤ 200m	≤ 200m	≤ 200m	≤ 200m	≤ 200m	≤ 200m	≤ 200m	
Score	0.00	0.00	0.00	0.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	4.25		
PLOS	F	F	F	F	D	D	D	D	A	D	B			
Target PLOS	A													
BLOS Inputs														
Cycling Route Classification														
Elsewhere														
Cycling Facility	Shared Operating Space	Shared Operating Space	Shared Operating Space	Shared Operating Space	Shared Operating Space	Shared Operating Space	Shared Operating Space	Shared Operating Space	Shared Operating Space	Shared Operating Space	Shared Operating Space	Shared Operating Space	Shared Operating Space	
Is the minimum level of separation provided, according to OTM Book 18 Pre-Selection, Nomograph - Rural Context (Figure 5.617 (for paved shoulders)	-	-	-	-	-	-	-	-	-	-	-	-	-	
Facility Operation	-	-	-	-	-	-	-	-	-	-	-	-	-	
Pedestrian/Cyclist Volume	-	-	-	-	-	-	-	-	-	-	-	-	-	
Facility Width	-	-	-	-	-	-	-	-	-	-	-	-	-	
Boulevard/Buffer Width (excluding curb)	-	-	-	-	-	-	-	-	-	-	-	-	-	
Unsignalized Roadway Crossing Type (where cyclists are required to yield)	None	None	None	None	None	None	None	None	None	None	None	None	None	
Number of Travel Lanes at Crossing	-	-	-	-	-	-	-	-	-	-	-	-	-	
Crossing Includes Median Refuge (≥ 2.7m)	-	-	-	-	-	-	-	-	-	-	-	-	-	
Crossstreet Posted Speed (km/h)	-	-	-	-	-	-	-	-	-	-	-	-	-	
Cycling Path Biosignage (i.e. bus stops and/or loading zones)	Rare	Rare	Rare	Rare	Rare	Rare	Rare	Rare	Rare	Rare	Rare	Rare	Rare	
Score	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60	1.60		
BLOS	D	D	D	D	D	D	D	D	D	D	D	D		
Target BLOS	B													
TLOS Inputs														
Transit Facility														
Select Transit Designation														
Facility Type														
Expected Transit Running Time														
Transit Travel Speed (if available)														
TLOS	-	-	-	-	-	-	-	-	-	-	-	-		
Target TLOS	-													
PRLS Inputs														
Context	Mainstreet or active frontage street within a Hub, Special District, or Village	Mainstreet or active frontage street within a Hub, Special District, or Village			Mainstreet or active frontage street within a Hub, Special District, or Village	Mainstreet or active frontage street within a Hub, Special District, or Village			Mainstreet or active frontage street within a Hub, Special District, or Village	Mainstreet or active frontage street within a Hub, Special District, or Village				
Inner Boulevard Width	≤ 0.6m	≤ 0.6m			2.0-3.99m	2.0-3.99m			2.0-3.99m	2.0-3.99m				
Middle Boulevard Width	≤ 0.5m	≤ 0.5m			≤ 0.5m	≤ 0.5m			≤ 0.5m	≤ 0.5m				
Outer Boulevard (Frontage) Width	-	-			-	-			-	-				
Transit Route on Segment?	No	No			No	No			No	No				
Bus Stop Elements	-	-			-	-			-	-				
Number of Midblock Traffic Lanes (both travel directions)	≤ 2				3				3					
Score	14.10	14.10			20.10	20.10			23.10	20.10				
PRLS	D	D			C	C			B	C				
D														
C														
B														

Multi-Modal Level of Service - Segments Form
 Project: 1209 Michael Street ZBLA OPA TIA
 Consultant: Parsons
 Date: Jan 16, 2026
 Scenario: Existing and Future

Segment Name	
OP Transect / Policy Area	
Segment Component	
Side of Street	E or S
Pedestrian	PLOS Inputs
	Posted Speed (km/h) m/h
	Two-Way ADT 00
	Pedestrian Facility Sidewalk
	Does the facility meet the TMP Sidewalk or MUP Policy? If not, for MUPs, does the location have a low volume of peak daily users AND are pedestrian volumes likely less than 20% of total users? Yes
	Facility Width (m) 1.50m
	Offset from Motor Vehicle Travel Lanes (m) -
	Presence of Adjacent Parking? -
	General Purpose Curb Lane ADT -
	Max. Distance between Controlled Crossings (m) ≤ 200m
Score 2.00	
PLOS D	
Target PLOS	
Bicycle	BLOS Inputs
	Cycling Route Classification
	Cycling Facility Shared Operating Space
	Is the minimum level of separation provided, according to OTM Book 18 Pre-Selection, Nomograph - Rural Context (Figure 5.6)7 (for paved shoulders) -
	Facility Operation -
	Pedestrian/Cyclist Volume -
	Facility Width -
	Boulevard/Buffer Width (excluding curb) -
	Unsignalized Roadway Crossing Type (where cyclists are required to yield) None
	Number of Travel Lanes at Crossing -
	Crossing includes Median Refuse (≥ 2.7m) -
	Crossstreet Posted Speed (km/h) -
	Cycling Path Blockages (a.o. bus stops and/or loading zones) Rare
Score 1.50	
BLOS D	
Target BLOS	
Transit	TLOS Inputs
	Transit Facility
	Facility Type
	Expected Transit Running Time
	Transit Travel Speed (if available)
TLOS	
Target TLOS	
Public Realm	PRLOS Inputs
	Context
	Inner Boulevard Width
	Middle Boulevard Width
	Outer Boulevard (Frontage) Width
	Transit Route on Segment?
	Bus Stop Elements
	Number of Midblock Traffic Lanes (both travel directions)
Score	
PRLOS	