



Transportation Impact Assessment Scoping and Forecasting Report

Drummond's Gas
1925 Merivale Road, Ottawa, Ontario

December 10, 2025
BTE Project 25-017

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INTRODUCTION

The purpose of this report is to assess the transportation impact of a proposed redevelopment of an existing Drummond's Gas station located at 1925 Merivale Road, Ottawa, Ontario. The project site is shown on **Figure 1**.



Figure 1: Project Location

The format of this report is consistent with the City of Ottawa's Transportation Impact Assessment (TIA) Guidelines (2017) and the 2023 Revisions to the TIA Guidelines.

1 SCREENING

1.1 Summary of Development

Table 1 presents a description of the proposed development. A detailed layout is included in **Appendix B**.

Table 1: Description of Proposed Development

Municipal Address	1925 Merivale Road, Nepean, ON K2G 1E7
Description of Location	Existing gas station (8 fueling positions) on the northeast corner of the intersection of Merivale Road and Bongard Avenue
Land Use Classification	General Industrial
Development Size (units)	New canopy with 10 fueling positions
Development Size (m ²)	New 298 m ² convenience store
Number of Accesses and Locations	2 on Bongard Avenue, 1 on Merivale Road, 1 from north lot (Cooper Equipment Rentals)
Phase of Development	Single phase
Buildout Year	2026

1.2 Trip Generation Triggers

A TIA is warranted if the proposed development is anticipated to generate a significant number of person-trips that may affect the performance of the transportation network.

According to the ITE Trip Generation Manual, adding a convenience store and 2 more fueling positions will generate over 75 more trips during the morning peak hour. Therefore, the TIA Guideline’s threshold of 75 auto trips is considered met. Hence, a TIA is **warranted** based on trip generation.

1.3 Location Triggers

A TIA may be warranted based on location. **Table 2** presents the location triggers.

Table 2: Location Triggers

Location Trigger	Yes/No
Does the development propose a new driveway to a boundary street that is designated as part of the City’s Transit Priority, Rapid Transit or Spine Bicycle Networks?	No
Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)?	No

Based on the information above, a TIA is **not warranted** based on location.

1.4 Safety Triggers

A TIA may be warranted based on safety. **Table 3** presents the safety triggers.

Table 3: Safety Triggers

Safety Trigger	Yes/No
Are posted speed limits on a boundary street 80 km/hr or greater?	No
Are there any horizontal/vertical curvatures on a boundary street which limit sight lines at a proposed driveway?	No
Is the proposed driveway within the area of influence of an adjacent traffic signal or roundabout (i.e. within 300 m of intersection in rural conditions, or within 150 m of intersection in urban / suburban conditions)?	Yes
Is the proposed driveway within the auxiliary lanes of an intersection?	Yes
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-through facility?	No

Based on the information above, a TIA is **warranted** based on safety.

1.5 Summary

A TIA is warranted if any of the justifications in **Table 4** are met.

Table 4: Summary of TIA Triggers

Trigger Category	Yes/No
Does the development satisfy one of the trip generation triggers?	Yes
Does the development satisfy one of the location triggers?	No
Does the development satisfy one of the safety triggers?	Yes

Based on the information above, a TIA is **warranted**.

2 SCOPING

2.1 Existing and Planned Conditions

2.1.1 Proposed Development

The project consists of the redevelopment of a gas station featuring a new canopy with 10 fueling positions (2 more than the existing gas station) and a new convenience store, as illustrated on the site plan provided in **Appendix B**. New accesses are proposed on Merivale Road and on Bongard Avenue.

The estimated year of occupancy is 2026.

2.1.2 Existing Conditions

2.1.2.1 Roadways

Merivale Road (Regional Road 17) is a divided 4-lane arterial roadway that goes through the City of Ottawa in a north-south alignment from Island Park Drive to Prince of Wales Drive in the Barrhaven area. Auxiliary lanes are provided at most intersections, including the intersection with Bongard Avenue. The posted speed limit near the project site is 60 km/h. The land use near the project site is mixed commercial and industrial.

Bongard Avenue is an undivided 2-lane local street that provide access to industrial lands. The posted speed limit is 50 km/h. Its intersection with Merivale Road is Stop-controlled.

Enterprise Avenue is an undivided 2-lane local street that provide access to industrial lands. The posted speed limit is 40 km/h. Its intersection with Merivale Road is signalized.

Nearby undivided 2-lane collector roads include **Cleopatra Drive**, **Camelot Drive** and **Bentley Avenue**. They provide access to industrial lands and their posted (unposted in the case of Cleopatra Drive) speed limit is 50 km/h. Their intersections with Merivale Road are signalized.

2.1.2.2 Public Transportation

Figure 2 illustrates the available public transportation service near the project site. The project site is primarily served by Frequent Bus 80.

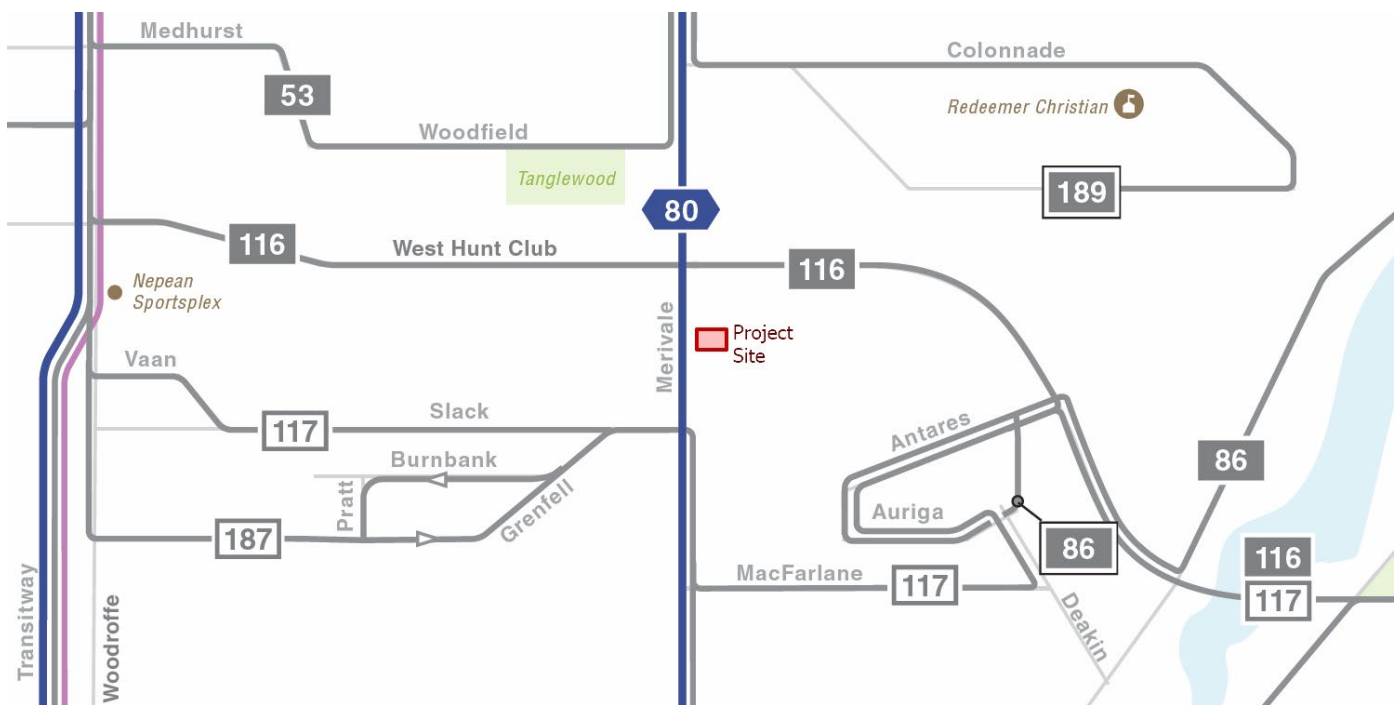


Figure 2: Public Transportation Network near the Project Site

Frequent Route 80 runs between Tunney’s Pasture Station and Barrhaven Centre Station via Merivale Road. Service is provided 7 days a week, every 15 to 30 minutes. The nearest bus stops are located on Merivale Road immediately in front of the project site.

Local Route 116 runs between Baseline Station and Greenboro Station via West Hunt Club Road. Service is provided 7 days a week, every 30 to 60 minutes. The nearest bus stops are located on West Hunt Club Road near Merivale Road.

Local Route 117 also runs between Baseline Station and Greenboro Station, but via MacFarlane Road and Slack Road. Service is provided only during the peak periods, toward Baseline Station in the morning and toward Greenboro Station in the afternoon. The nearest bus stops are located on Slack Road near Merivale Road.

Local Route 187 runs between Baseline Station and Prince of Wales Drive via Slack Road, Merivale Road and Amberwood Crescent. Like Route 117, service is provided only during the peak periods, toward Baseline Station in the morning and toward Prince of Wales Drive in the afternoon. The nearest bus stops are located on Slack Road near Merivale Road.

2.1.2.3 Active Transportation Network

There is a sidewalk on both sides of Merivale Road. No sidewalks are provided on any of the nearby local streets, including Bongard Avenue.

No cycling facilities are provided anywhere near the project site. The nearest cycling facilities that can be found are 600 m away from the project site, on West Hunt Club Road (painted cycling lanes).

2.1.2.4 Existing Traffic Volumes

Table 5 lists the traffic count reports that were acquired from the City of Ottawa for the signalized intersections, and the traffic counts that BTE performed at the existing gas station driveways:

Table 5: Traffic Count Reports

Survey Source	Intersection	Control Type	Survey Date
City of Ottawa	Merivale Road / Camelot Drive / Bentley Avenue	Signalized	2019-01-15 Tuesday
	Merivale Road / Enterprise Avenue	Signalized	2022-02-15 Tuesday
	Merivale Road / Cleopatra Drive	Signalized	2020-01-14 Tuesday
BTE	Merivale Road / Bongard Avenue	EB-WB Stop	2025-11-26 Wednesday
	Project site driveways	Driveways	2025-12-03 Wednesday

Figure 3 presents the existing traffic volumes at the intersections near the project site. **Figure 4** presents the existing traffic volumes entering and exiting the project site. Traffic count reports are provided in **Appendix C**.

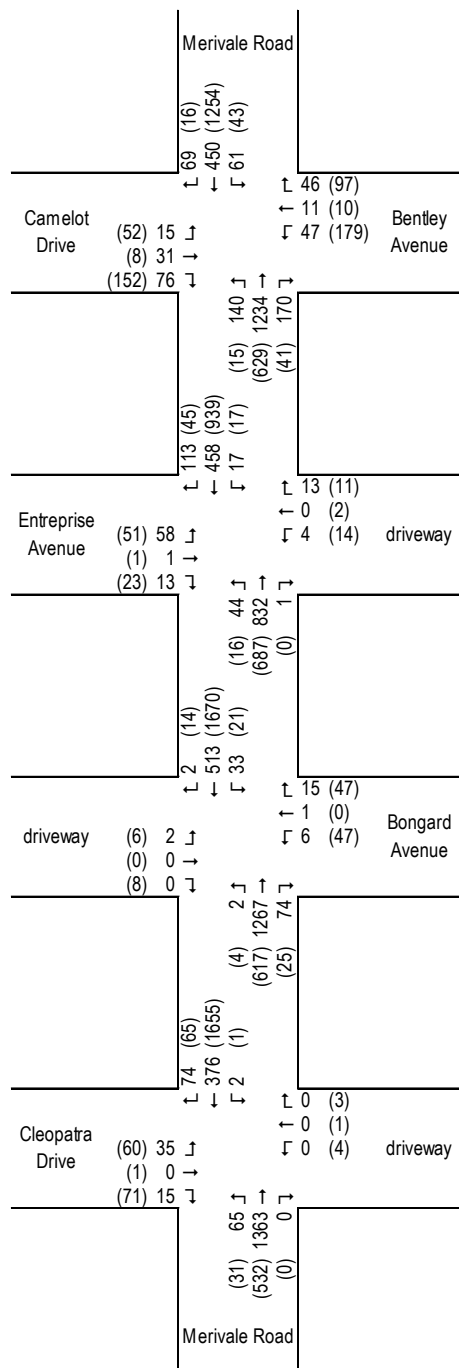


Figure 3: Existing Turning Movement Volumes at Intersections, AM (PM) Peak Hour

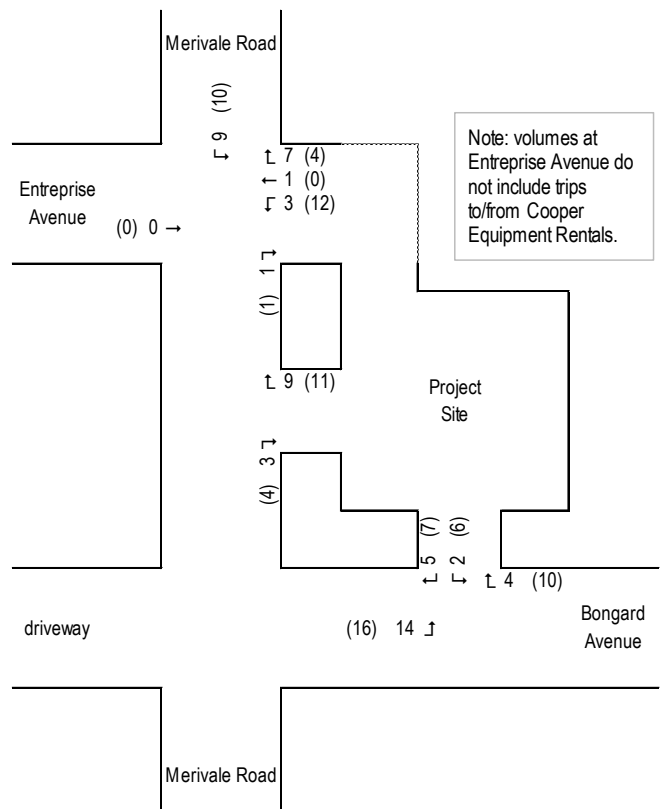


Figure 4: Existing Turning Movement Volumes to/from Project Site, AM (PM) Peak Hour

The traffic volumes at Camelot Drive / Bentley Avenue (2019) and at Cleopatra Drive (2020) are similar to the traffic volumes at Bongard Avenue (2025), which suggests that traffic has not increased significantly from 2019 to 2025. Traffic volumes at Entreprise Avenue (2022) are significantly lower.

A review of the 2046 traffic volume projections from the TRANS regional model indicates that traffic on Merivale Road will increase by less than 0.5% from 2022 to 2046.

Hence, for the purpose of this TIA study, traffic volumes at Entreprise Avenue are adjusted so that its traffic level is similar to the neighbouring intersections, and the traffic growth is otherwise assumed as 0.0% between 2018 and 2025. The traffic growth between 2025 and the horizon year 2031 is conservatively assumed as 0.5%.

2.1.2.5 Collision History

Collision data on Merivale Road between Cleopatra Drive and Bentley Avenue / Camelot Drive and on Bongard Avenue east of Merivale Road have been acquired from the City of Ottawa for the 7 years between 2017 and 2024 (2023 is not included in the data). A detailed collision history report is available in **Appendix D**.

A total of 54 collisions were reported during that period, 85% of which were intersection collisions – 14 intersection collisions at Cleopatra Drive, 10 at Bongard Avenue, 8 at Entreprise Avenue and 14 at

Bentley Avenue / Camelot Drive. Almost a third (30%) of the collisions were classified as rear-end. Most of the other collisions were classified as sideswipe (13%), turning movement (17%) or angle (24%) collisions. This is not unusual for a busy arterial road filled with traffic signals.

Eighty-one percent (81%) of the collisions were property damage only while 17% involved non-fatal injuries. One collision was reported as “non-reportable”. No fatal collisions were reported. No significant trend has been observed from the collision data.

2.1.3 Planned Conditions

2.1.3.1 Background Developments

According to the City of Ottawa's Development Application Search tool, no significant developments are planned near the project site as of November 2025.

2.1.3.2 Roadways

The 2013 Transportation Master Plan does not identify any roadway modifications near the project site under the 2031 Affordable Network.

2.1.3.3 Public Transportation

The 2013 Transportation Master Plan does not identify any planned changes to public transportation near the project site under the 2031 Affordable Network.

2.1.3.4 Active Transportation

The 2013 Transportation Master Plan does not identify any potential active transportation improvements near the project site under the 2031 Affordable Network.

2.2 Study Area and Time Period

2.2.1 Study Area

In addition to the proposed site accesses, the study area includes the following signalized intersections:

- Merivale Road / Camelot Drive / Bentley Avenue
- Merivale Road / Enterprise Avenue
- Merivale Road / Bongard Avenue
- Merivale Road / Cleopatra Drive

2.2.2 Time Periods

The time periods under analysis are weekday morning and afternoon peak hours.

2.2.3 Horizon Year

The project is anticipated to be completed by 2026. Therefore, the year 2031 (5 years after buildout) has been considered in the analysis.

2.3 Exemption Review

Table 6 presents the elements of the TIA Guidelines that can be exempted from the analysis.

Table 6: Possible TIA Exemptions

Element	Exemption	Exempt?
4.1.2 Circulation and Access	Only required for site plans	No
4.1.3 New Street Networks	Only required for plans of subdivision	Yes
4.2.1 Parking Supply	Only required for site plans	No
4.5 Transportation Demand Management	Not required for site plans expected to have fewer than 60 employees and/or students on location at any given time	Yes
4.6.1 Neighbourhood Traffic Calming	Only required when the development relies on local or collector streets for access	Yes
4.7.1 Transit Route Capacity	Only required when the proposed development generates more than 75 transit trips	Yes
4.7.2 Transit Priority Requirements	Only required when the proposed development generates more than 75 auto trips	No
4.8 Network Concept	Only required when the proposed development generates more than 200 person-trips during the peak hour in excess of the equivalent volume permitted by established zoning	Yes
4.9 Intersection Design	Only required when the proposed development generates more than 75 auto trips	No

3 FORECASTING

3.1 Development-Generated Travel Demand

3.1.1 Trip Generation and Mode Shares

According to the site plan, the proposed development includes a gas station with 10 fueling positions and a convenience store with a 298 m² (3,210 sq. ft.) gross floor area.

The Institute of Transportation Engineer’s (ITE) Trip Generation Manual, 12th Edition, was used to estimate the trip generation on the proposed site. For this kind of land use (ITE code 945), trip generation for the morning and afternoon peak hours can be estimated using either the number of fueling positions or the size of the convenience store. The latter methodology yields slightly higher values and was therefore used for analysis.

It is assumed that 80% of the generated trips will be pass-by trips, i.e. drivers already travelling on Merivale Road or on Bongard Avenue and deciding to stop by. Consequently, 20% of the generated trips are considered net trips, i.e. trips added to the road network.

Table 7: Trip Generation

Land Use [ITE Code]	Unit	Item	Morning Peak Hour			Afternoon Peak Hour		
			Total	In	Out	Total	In	Out
Convenience Store / Gas Station [945]	1000 sq.ft. GFA	Quantity	3.21			3.21		
		ITE Trip Rate	48.60			50.08		
		Distribution	100%	50%	50%	100%	50%	50%
		Total Trips	156	78	78	160	80	80

Assuming a 10% non-auto mode share and an average vehicle occupancy of 1.15, these trips will amount to 199 and 204 person trips during the morning and the afternoon peak hours, respectively.

It is noted that the proposed development is aimed mainly at car drivers and is in an industrial area where few facilities exist to accommodate non-auto traffic. Therefore, the mode shares determined from the National Capital Region Origin-Destination survey may not properly reflect the reality at this location. On the other hand, the auto trip values provided by the Trip Generation Manual for this specific land use probably better reflect the reality here and are considered reliable enough for the purpose of this analysis.

Based on the traffic count performed at the existing gas station’s driveways, the gas station currently generates 58 auto trips during the morning peak hour and 81 auto trips during the afternoon peak hour. It is assumed that the proposed gas station and convenience store will generate an additional traffic volume that will correspond to the difference between ITE’s trip generation and the existing trip generation, that is, 98 and 79 (rounded to 80) auto trips respectively. For this analysis, these trips are added to the existing 58 and 80 auto trips, which are maintained.

It is assumed that 20% of the new trip generation are net trips while 80% are pass-by trips. **Table 8** presents the trip directional distribution.

Table 8: Directional Distribution of New Vehicular Trips

Type of Trip	Morning Peak Hour			Afternoon Peak Hour		
	Total	In	Out	Total	In	Out
New Net Trips (20%)	20	10	10	16	8	8
New Pass-by Trips (80%)	78	39	39	64	32	32
Total New Trips	98	49	49	80	40	40

3.1.2 Trip Distribution and Assignment

According to the site plan dated September 2025, access to the project site will be possible via two full-access driveways on Bongard Avenue, one right-in/right-out driveway on Merivale Road and one entry-

only driveway from the adjacent property (Cooper Equipment Rental), which is connected to the signalized intersection at Merivale Road / Enterprise Avenue.

Figure 5 represents the trip assignment based on the number of auto trips generated by the proposed development during the morning and the afternoon peak hours.

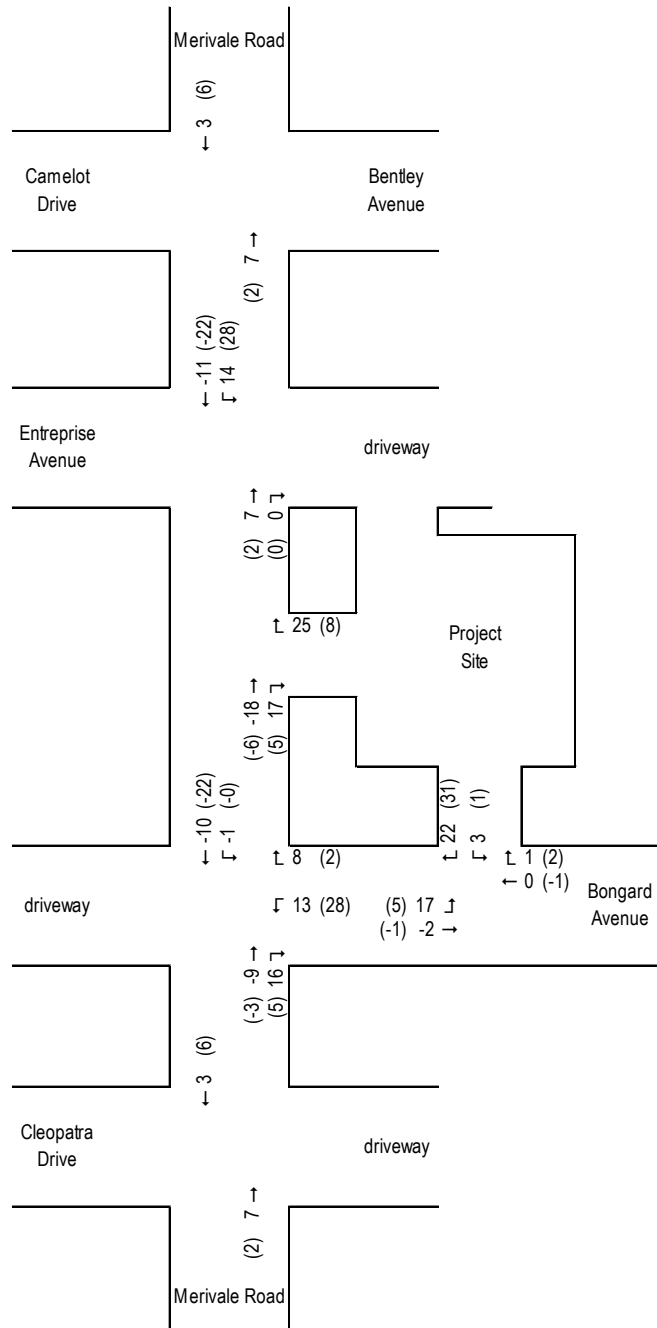


Figure 5: Assignment of New Vehicular Trips, AM (PM) Peak Hour Volume¹

¹ There may be a difference of ±1 between these values and the values in **Table 8** due to rounding.

3.2 Background Network Travel Demand

[To be included in the Analysis report.]

3.3 Demand Rationalization

[To be included in the Analysis report.]

4 ANALYSIS

[To be included in the Analysis report.]

5 CONCLUSIONS

[To be included in the Analysis report.]

Appendix A

TIA Certificate



Certification Form for TIA Study PM

TIA Plan Reports

On April 14, 2022, the Province's Bill 109 received Royal Assent providing legislative direction to implement the More Homes for Everyone Act, 2022 aiming to increase the supply of a range of housing options to make housing more affordable. Revisions have been made to the TIA guidelines to comply with Bill 109 and streamline the process for applicants and staff.

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

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

CERTIFICATION

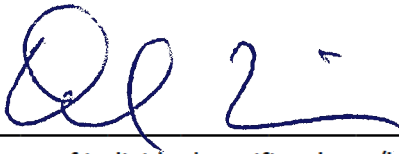
- I have reviewed and have a sound understanding of the objectives, needs and requirements of the City of Ottawa's Official Plan, Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines; (Update effective July 2023)
- I have a sound knowledge of industry standard practice with respect to the preparation of transportation impact assessment reports, including multi modal level of service review;
- I have substantial experience (more than 5 years) in undertaking and delivering transportation impact studies (analysis, reporting and geometric design) with strong background knowledge in transportation planning, engineering or traffic operations; and
- I am either a licensed or registered¹ professional in good standing, whose field of expertise
 - is either transportation engineering
 - or transportation planning.

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

Dated at Ottawa this 3rd day of July, 20 25.
(City)

Name : Daniel Riendeau

Professional title: Transportation Engineer



Signature of individual certifier that s/he/they meet the above criteria

Office Contact Information (Please Print)

Address: 201-100 Craig Henry Drive

City / Postal Code: Ottawa, ON K2G 5W3

Telephone / Extension: 613-228-4813

Email Address: daniel.riendeau@bteng.ca

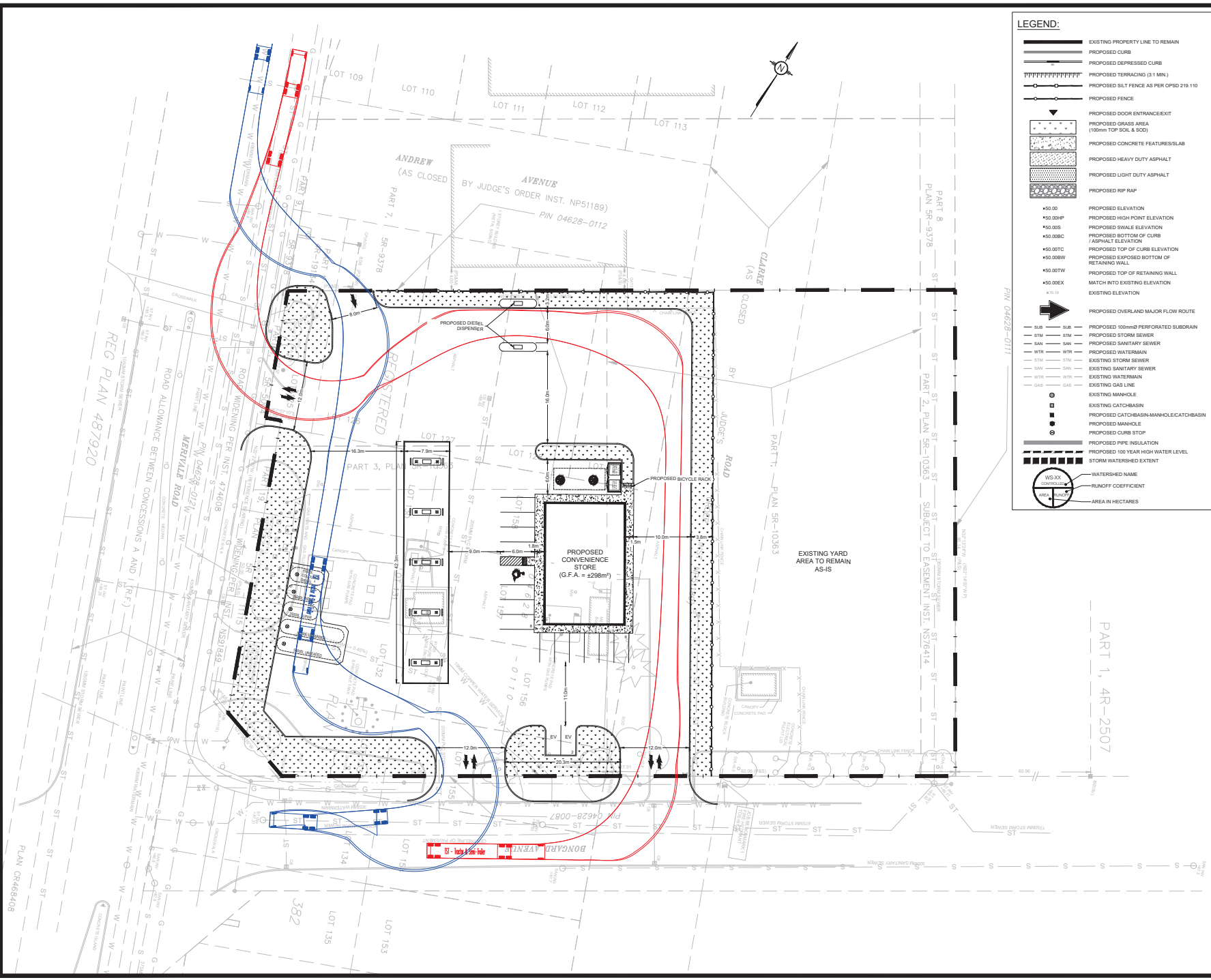
Stamp



Revision Date: June 2023

Appendix B

Site Plan



LEGEND:

- EXISTING PROPERTY LINE TO REMAIN
- PROPOSED CURB
- PROPOSED DEPRESSED CURB
- PROPOSED TERRACING (3.1 MIN)
- PROPOSED SILT FENCE AS PER OPSD 219 110
- PROPOSED FENCE
- PROPOSED DOOR ENTRANCE/EXIT
- PROPOSED GRASS AREA (100mm TOP SOIL & SOG)
- PROPOSED CONCRETE FEATURES/SLAB
- PROPOSED LIGHT DUTY ASPHALT
- PROPOSED HEAVY DUTY ASPHALT
- PROPOSED RIP RAP
- PROPOSED ELEVATION
- +50.000P PROPOSED HIGH POINT ELEVATION
- +50.00S PROPOSED SWALE ELEVATION
- +50.00BC PROPOSED BOTTOM OF CURB / ASPHALT ELEVATION
- +50.00TW PROPOSED TOP OF CURB ELEVATION
- +50.00RW PROPOSED EXPOSED BOTTOM OF RETAINING WALL
- +50.00TW PROPOSED TOP OF RETAINING WALL
- +50.00EX EXISTING ELEVATION
- +N 1.0
- ➔ PROPOSED OVERLAND MAJOR FLOW ROUTE
- SUB — SUB PROPOSED 100mmHD PERFORATED SUBDRYAN
- STM — STM PROPOSED STORM SEWER
- SAN — SAN PROPOSED SANITARY SEWER
- WTR — WTR PROPOSED WATERMAIN
- STW — STW EXISTING STORM SEWER
- SAN — SAN EXISTING SANITARY SEWER
- WTR — WTR EXISTING WATERMAIN
- GAS — GAS EXISTING GAS LINE
- EXISTING MANHOLE
- EXISTING CATCH-BASIN
- PROPOSED CATCH-BASIN/MANHOLE/CATCH-BASIN
- PROPOSED MANHOLE
- PROPOSED CURB STOP
- PROPOSED PIPE INSULATION
- PROPOSED 100 YEAR HIGH WATER LEVEL
- STORM WATERSHED EXTENT
- WATERSHED NAME
- RUNOFF COEFFICIENT
- AREA IN HECTARES

SCALE: 1:500

NOT FOR CONSTRUCTION TENDER OR PERMIT

USE AND INTERPRETATION OF DRAWINGS

GENERAL CONDITIONS OF THE CONTRACT FOR CONSTRUCTION ARE PART OF THE CONTRACT DOCUMENTS AND SHALL APPLY TO THESE DRAWINGS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACCURACY OF THE DATA AND INFORMATION PROVIDED BY THE CLIENT AND FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES.

BY USE OF THE DRAWINGS FOR CONSTRUCTION OF THE PROJECT, THE OWNER CONFIRMS THAT HE HAS VISITED THE SITE, FAMILIARIZED HIMSELF WITH THE LOCAL CONDITIONS, AND VERIFIED THE INFORMATION PROVIDED BY THE CLIENT. THE CONTRACTOR CONFIRMS THAT HE HAS VISITED THE SITE, FAMILIARIZED HIMSELF WITH THE LOCAL CONDITIONS, AND VERIFIED THE INFORMATION PROVIDED BY THE CLIENT. THE CONTRACTOR CONFIRMS THAT HE HAS VISITED THE SITE, FAMILIARIZED HIMSELF WITH THE LOCAL CONDITIONS, AND VERIFIED THE INFORMATION PROVIDED BY THE CLIENT.

UNLESS THE REVISION TITLE IS "VALID FOR CONSTRUCTION", THESE DRAWINGS SHALL BE CONSIDERED PRELIMINARY AND SHALL NOT BE USED AS A CONSTRUCTION DOCUMENT.

THESE DRAWINGS ILLUSTRATE THE WORK TO BE DONE. THE ENGINEER IS NOT RESPONSIBLE FOR THE MEANS, METHODS, TECHNIQUES, SEQUENCES, AND PROCEDURES USED TO DO THE WORK, OR THE SAFETY, HEALTH, AND ENVIRONMENTAL CONSEQUENCES OF THE WORK. THE CONTRACTOR SHALL DETERMINE ALL CONDITIONS AT THE SITE AND SHALL BE RESPONSIBLE FOR NOTIFYING HOW THEY AFFECT THE WORK. SUBMITTALS OF A BID TO PERFORM THIS WORK IS AN ACKNOWLEDGMENT OF THE RESPONSIBILITY AND THAT THEY HAVE BEEN FULLY CONSIDERED IN THE PRICING OF THE WORK AND THE BID FEE. REQUESTS FOR EXTRA CHARGES DUE TO THESE CONDITIONS WILL BE FORTHCOMING.

REVISIONS

IN THE EVENT THE CLIENT, THE CLIENT'S CONTRACTOR OR SUBCONTRACTOR, OR ANYONE FOR WHOM THE CLIENT IS LEGALLY LIABLE MAKES OR PERMITS TO BE MADE ANY CHANGES TO ANY REPORTS, PLANS, SPECIFICATIONS OR OTHER CONSTRUCTION DOCUMENTS PREPARED BY LRL ASSOCIATES LTD. (LRL) WITHOUT OBTAINING THE WRITTEN APPROVAL OF THE ENGINEER, LRL SHALL NOT BE RESPONSIBLE FOR ANY CHANGES TO THE DESIGN OR FOR PROBLEMS WHICH MAY BE CAUSED BY SUCH CHANGES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AUTHORITIES.

IN ADDITION, THE CLIENT AGREES TO INCLUDE IN ANY CONTRACTS FOR CONSTRUCTION APPROPRIATE LANGUAGE THAT PREVENTS THE CONTRACTOR FROM ANY SUBCONTRACTING OF ANY TYPE AND FROM MAKING ANY CHANGES TO THE DESIGN OR FROM OBTAINING ANY PERMITS OR APPROVALS FROM ANY OTHER AUTHORITY WITHOUT THE WRITTEN APPROVAL OF LRL, AND THAT FURTHER REQUIRES THE CONTRACTOR TO PROTECT BOTH BE AND THE CLIENT FROM ANY LIABILITY OR COST ARISING FROM SUCH CHANGES MADE WITHOUT SUCH PROPER AUTHORIZATION.

NOTES

EXISTING SERVICES AND UTILITIES SHOWN ON THESE DRAWINGS ARE TAKEN FROM THE BEST AVAILABLE RECORDS, BUT MAY NOT BE COMPLETE OR UP TO DATE. CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF ALL EXISTING SERVICES AND UTILITIES ON ANY OTHER PROJECT, INCLUDING DEBITS OF ALL PIPES AND CABLES WITH THE UTILITY COMPANIES BEFORE BEGINS OR PERFORMANCE WORK.

CONTRACTOR IS ADVISED TO COLLECT INFORMATION ON SOIL CONDITIONS BEFORE THE START OF CONSTRUCTION.

THE ENGINEER MAKES ANY AND ALL REPRESENTATIONS AND LIABILITY FOR PROBLEMS WHICH MAY BE CAUSED BY SUCH CHANGES TO THE DESIGN OR FROM OBTAINING ANY PERMITS OR APPROVALS FROM ANY OTHER AUTHORITY WITHOUT THE WRITTEN APPROVAL OF LRL, AND THAT FURTHER REQUIRES THE CONTRACTOR TO PROTECT BOTH BE AND THE CLIENT FROM ANY LIABILITY OR COST ARISING FROM SUCH CHANGES MADE WITHOUT SUCH PROPER AUTHORIZATION.

CONTRACTOR TO VERIFY ALL DIMENSIONS AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES BEFORE THE COMMENCEMENT OF ANY CONSTRUCTION.

NO.	REVISIONS	BY	DATE
01	ISSUED FOR CLIENT APPROVAL	M.L.	03 SEP 2025

CLIENT: PETER DRUMMOND & SON LTD.

DESIGNED BY: M.L. **DRAWN BY:** M.L. **APPROVED BY:** M.B.

PROJECT: SITE RE-DEVELOPMENT
1925 MERVILLE RD
OTTAWA, ON

DRAWING TITLE: SITE DEVELOPMENT PLAN

PROJECT NO.: 250161 **C201**

Appendix C

Traffic Count Reports

Turning Movement Count - Study Results

MERIVALE RD @ BENTLEY AVE/CAMELOT DR

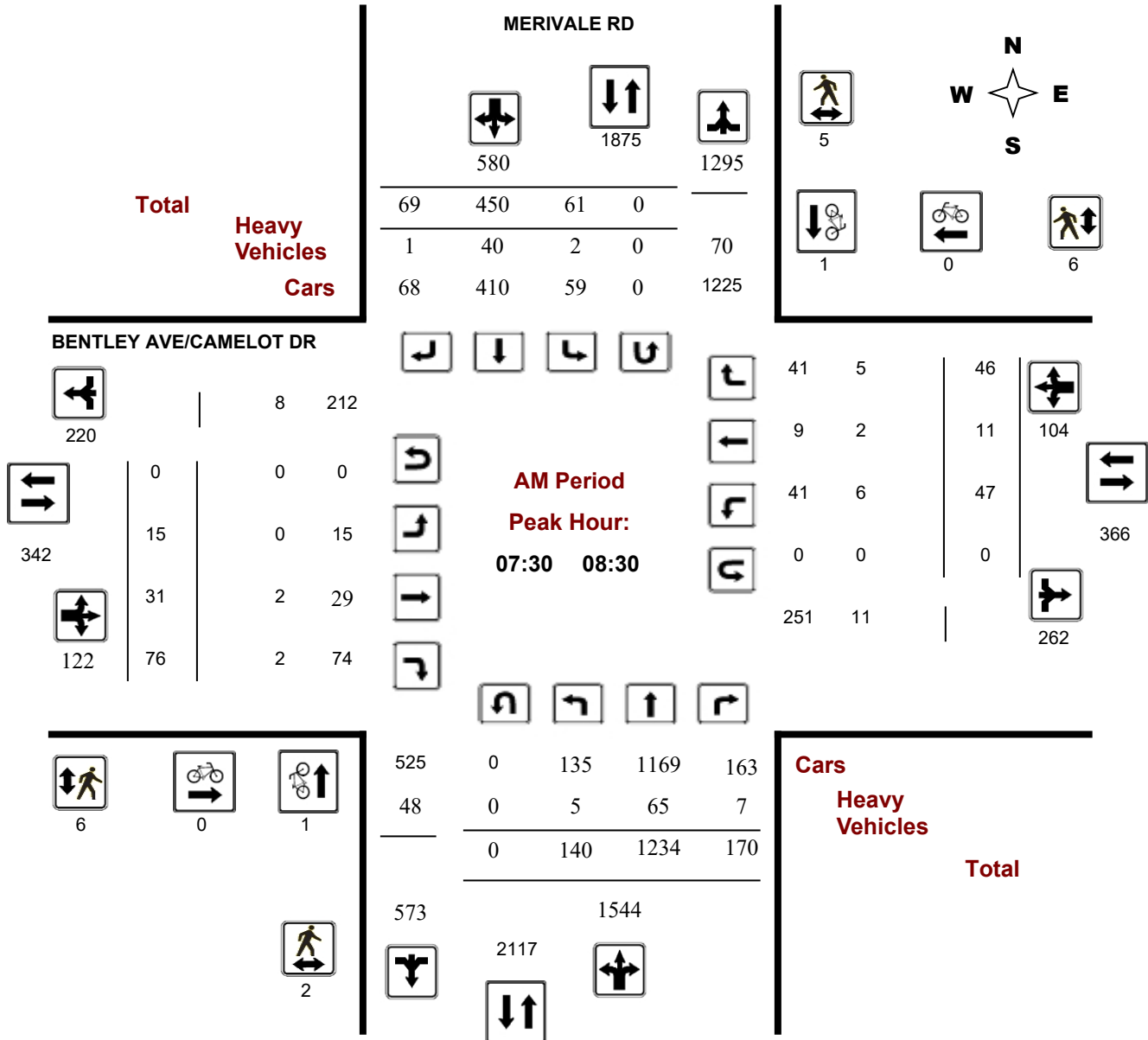
Survey Date: Tuesday, January 15, 2019

WO No: 38254

Start Time: 07:00

Device: Miovision

AM Period Peak Hour Diagram



Turning Movement Count - Study Results

MERIVALE RD @ BENTLEY AVE/CAMELOT DR

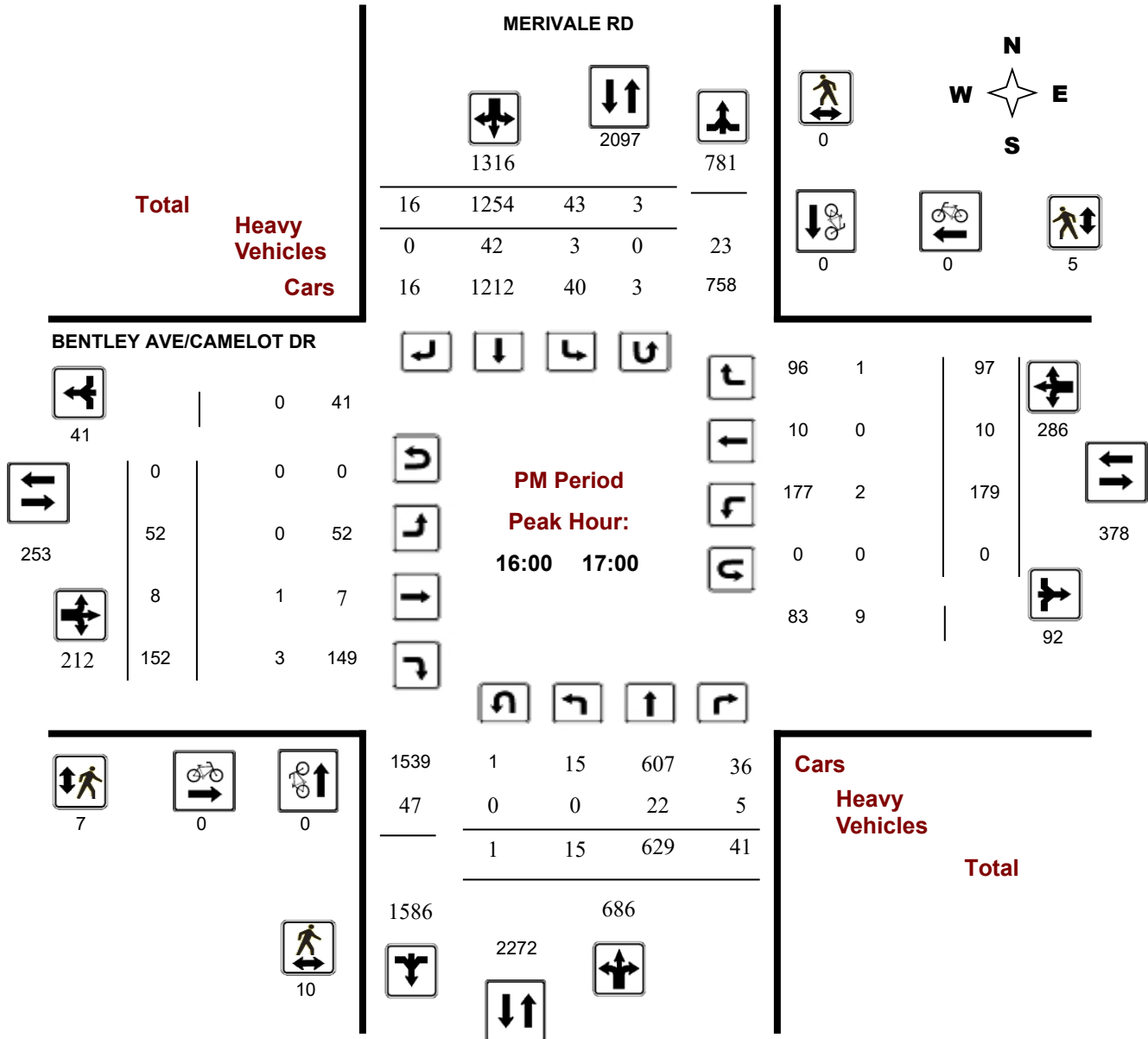
Survey Date: Tuesday, January 15, 2019

WO No: 38254

Start Time: 07:00

Device: Miovision

PM Period Peak Hour Diagram





Transportation Services - Traffic Services

Turning Movement Count - Study Results

MERIVALE RD @ BENTLEY AVE/CAMELOT DR

Survey Date: Tuesday, January 15, 2019

WO No: 38254

Start Time: 07:00

Device: Miovision

Full Study 15 Minute Increments

MERIVALE RD

BENTLEY AVE/CAMELOT DR

Northbound

Southbound

Eastbound

Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00 07:15	14	234	27	275	14	66	9	91	366	2	3	11	16	15	0	6	21	37	403
07:15 07:30	29	264	40	333	22	91	11	124	457	1	1	21	23	15	1	11	27	50	507
07:30 07:45	25	338	38	401	10	103	6	119	520	3	3	19	25	6	2	11	19	44	564
07:45 08:00	35	317	48	400	20	124	24	168	568	4	10	19	33	13	1	11	25	58	626
08:00 08:15	38	288	49	375	15	111	21	147	522	4	11	9	24	7	3	9	19	43	565
08:15 08:30	42	291	35	368	16	112	18	146	514	4	7	29	40	21	5	15	41	81	595
08:30 08:45	41	283	28	352	20	107	19	146	498	10	8	15	33	19	3	9	31	64	562
08:45 09:00	38	254	33	326	16	114	21	152	478	8	2	21	31	13	4	15	32	63	541
09:00 09:15	18	225	34	277	25	125	11	162	439	6	15	19	40	16	4	18	38	78	517
09:15 09:30	24	197	22	243	17	95	11	123	366	4	5	11	20	20	4	19	43	63	429
09:30 09:45	16	164	22	202	15	126	11	152	354	9	3	9	21	20	3	19	42	63	417
09:45 10:00	7	219	20	246	11	104	9	124	370	6	1	13	20	17	2	21	40	60	430
11:30 11:45	6	167	15	188	20	151	9	180	368	4	4	14	22	24	1	17	42	64	432
11:45 12:00	13	172	24	210	17	171	10	199	409	12	9	7	28	23	4	26	53	81	490
12:00 12:15	4	208	22	235	15	152	4	171	406	13	2	18	33	27	3	24	54	87	493
12:30 12:45	6	154	17	178	17	180	9	207	385	13	2	19	34	18	3	22	43	77	462
13:00 13:15	8	157	33	198	17	161	12	191	389	7	5	7	19	23	3	21	47	66	455
13:15 13:30	6	153	23	182	20	172	11	203	385	12	4	14	30	16	4	17	37	67	452
15:00 15:15	3	173	16	192	25	200	4	229	421	10	0	20	30	31	4	30	65	95	516
15:30 15:45	3	168	14	185	14	237	5	256	441	6	2	30	38	41	2	21	64	102	543
15:45 16:00	4	173	22	199	13	222	2	237	436	8	5	40	53	38	2	16	56	109	545
16:30 16:45	3	143	10	157	9	320	3	332	489	11	1	36	48	51	3	26	80	128	617
16:45 17:00	3	156	13	172	11	343	5	359	531	7	1	26	34	25	1	18	44	78	609
17:00 17:15	1	158	14	173	10	298	5	314	487	13	1	26	40	73	3	28	104	144	631
17:30 17:45	4	143	12	159	7	284	3	294	453	15	1	22	38	37	1	16	54	92	545
17:45 18:00	3	127	13	143	6	241	3	250	393	9	0	9	18	30	2	25	57	75	468
12:15 12:30	9	199	17	225	22	155	12	190	415	10	9	22	41	16	3	19	38	79	494
12:45 13:00	10	159	24	193	29	176	21	226	419	6	3	12	21	23	5	19	47	68	487
15:15 15:30	6	153	15	174	8	207	4	219	393	7	5	14	26	25	3	24	52	78	471
16:00 16:15	1	164	4	169	9	289	1	299	468	26	4	44	74	68	5	37	110	184	652
16:15 16:30	8	166	14	188	14	302	7	326	514	8	2	46	56	35	1	16	52	108	622
17:15 17:30	7	128	8	143	8	307	6	321	464	13	1	29	43	49	4	18	71	114	578
Total:	435	6295	726	7461	492	5846	307	6657	14118	271	130	651	1052	855	89	604	1548	2600	16,718

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

MERIVALE RD @ BENTLEY AVE/CAMELOT DR

Survey Date: Tuesday, January 15, 2019

WO No: 38254

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

MERIVALE RD

BENTLEY AVE/CAMELOT DR

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



Transportation Services - Traffic Services

Turning Movement Count - Study Results

MERIVALE RD @ BENTLEY AVE/CAMELOT DR

Survey Date: Tuesday, January 15, 2019

WO No: 38254

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

MERIVALE RD

BENTLEY AVE/CAMELOT DR

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	1	0	1	1	0	1	2
07:15 07:30	0	1	1	1	0	1	2
07:30 07:45	0	4	4	2	5	7	11
07:45 08:00	0	0	0	2	0	2	2
08:00 08:15	1	0	1	2	0	2	3
08:15 08:30	1	1	2	0	1	1	3
08:30 08:45	2	1	3	0	2	2	5
08:45 09:00	2	0	2	0	0	0	2
09:00 09:15	1	0	1	1	0	1	2
09:15 09:30	1	0	1	0	0	0	1
09:30 09:45	1	1	2	2	1	3	5
09:45 10:00	1	0	1	0	1	1	2
11:30 11:45	0	0	0	1	0	1	1
11:45 12:00	0	0	0	1	0	1	1
12:00 12:15	1	0	1	0	0	0	1
12:30 12:45	5	1	6	2	1	3	9
13:00 13:15	3	0	3	5	0	5	8
13:15 13:30	0	0	0	3	1	4	4
15:00 15:15	4	0	4	1	3	4	8
15:30 15:45	6	0	6	0	1	1	7
15:45 16:00	1	1	2	0	0	0	2
16:30 16:45	1	0	1	2	2	4	5
16:45 17:00	3	0	3	1	2	3	6
17:00 17:15	1	0	1	0	1	1	2
17:30 17:45	1	0	1	0	0	0	1
17:45 18:00	0	0	0	1	0	1	1
12:15 12:30	1	0	1	0	0	0	1
12:45 13:00	0	0	0	0	0	0	0
15:15 15:30	0	1	1	1	0	1	2
16:00 16:15	5	0	5	3	1	4	9
16:15 16:30	1	0	1	1	0	1	2
17:15 17:30	2	1	3	1	1	2	5
Total	46	12	58	34	23	57	115



Transportation Services - Traffic Services

Turning Movement Count - Study Results

MERIVALE RD @ BENTLEY AVE/CAMELOT DR

Survey Date: Tuesday, January 15, 2019

WO No: 38254

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

MERIVALE RD

BENTLEY AVE/CAMELOT DR

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	23	0	23	1	10	0	11	34	1	0	0	1	4	0	0	4	5	39
07:15 07:30	0	10	2	12	2	7	0	9	21	0	0	0	0	6	0	2	8	8	29
07:30 07:45	0	15	2	17	0	8	0	8	25	0	0	0	0	2	1	2	5	5	30
07:45 08:00	0	16	1	17	0	12	0	12	29	0	0	0	0	1	0	1	2	2	31
08:00 08:15	3	13	3	19	1	7	1	9	28	0	0	1	1	1	0	1	2	3	31
08:15 08:30	2	21	1	24	1	13	0	14	38	0	2	1	3	2	1	1	4	7	45
08:30 08:45	0	13	0	13	4	11	1	16	29	0	0	2	2	3	2	0	5	7	36
08:45 09:00	0	16	2	18	0	12	0	12	30	0	0	1	1	0	0	2	2	3	33
09:00 09:15	0	14	1	15	0	16	0	16	31	0	0	0	0	0	1	1	2	2	33
09:15 09:30	2	14	0	16	1	14	1	16	32	0	0	1	1	2	0	1	3	4	36
09:30 09:45	0	12	5	17	3	11	0	14	31	1	0	0	1	5	0	4	9	10	41
09:45 10:00	0	13	3	16	0	10	0	10	26	1	0	0	1	2	1	6	9	10	36
11:30 11:45	0	12	2	14	2	10	2	14	28	0	0	3	3	2	0	0	2	5	33
11:45 12:00	1	13	3	17	2	12	0	14	31	0	0	1	1	1	0	2	3	4	35
12:00 12:15	1	14	1	16	2	9	0	11	27	0	0	0	0	4	0	1	5	5	32
12:30 12:45	0	10	3	13	1	11	0	12	25	0	0	0	0	1	1	2	4	4	29
13:00 13:15	1	12	4	17	1	13	0	14	31	1	1	1	3	1	1	2	4	7	38
13:15 13:30	0	7	0	7	4	11	0	15	22	0	1	0	1	1	0	1	2	3	25
15:00 15:15	1	4	3	8	1	10	0	11	19	0	0	0	0	3	2	0	5	5	24
15:30 15:45	0	11	2	13	2	7	0	9	22	0	0	0	0	3	0	1	4	4	26
15:45 16:00	1	9	3	13	1	9	1	11	24	0	1	3	4	1	0	0	1	5	29
16:30 16:45	0	2	1	3	1	11	0	12	15	0	0	1	1	1	0	1	2	3	18
16:45 17:00	0	6	2	8	1	8	0	9	17	0	0	0	0	0	0	0	0	0	17
17:00 17:15	0	2	0	2	1	5	0	6	8	0	1	0	1	0	0	0	0	1	9
17:30 17:45	0	7	1	8	1	2	0	3	11	0	1	0	1	0	0	0	0	1	12
17:45 18:00	0	1	0	1	0	3	0	3	4	0	0	0	0	1	0	0	1	1	5
12:15 12:30	0	6	1	7	0	5	0	5	12	1	2	0	3	0	0	4	4	7	19
12:45 13:00	0	10	4	14	1	5	0	6	20	0	1	0	1	1	1	0	2	3	23
15:15 15:30	0	4	0	4	0	13	2	15	19	0	2	0	2	1	0	0	1	3	22
16:00 16:15	0	5	0	5	1	11	0	12	17	0	1	2	3	1	0	0	1	4	21
16:15 16:30	0	9	2	11	0	12	0	12	23	0	0	0	0	0	0	0	0	0	23
17:15 17:30	0	5	3	8	0	6	0	6	14	0	0	1	1	1	2	0	3	4	18
Total: None	12	329	55	396	35	304	8	347	743	5	13	18	36	51	13	35	99	135	878



Transportation Services - Traffic Services

Turning Movement Count - Study Results

MERIVALE RD @ BENTLEY AVE/CAMELOT DR

Survey Date: Tuesday, January 15, 2019

WO No: 38254

Start Time: 07:00

Device: Miovision

Full Study 15 Minute U-Turn Total

MERIVALE RD BENTLEY AVE/CAMELOT DR

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

Turning Movement Count - Study Results

ENTERPRISE AVE @ MERIVALE RD

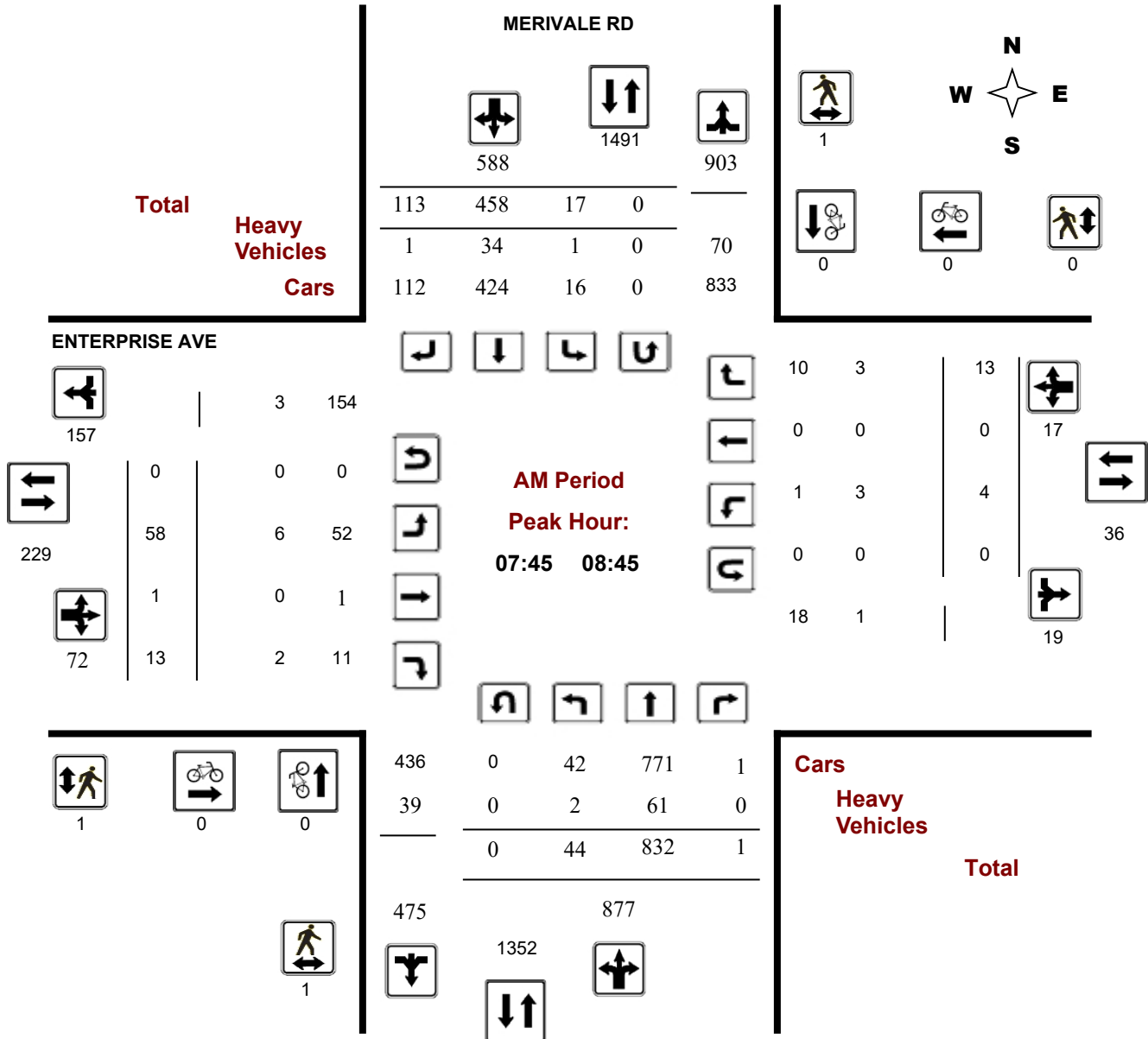
Survey Date: Tuesday, February 15, 2022

WO No: 40141

Start Time: 07:00

Device: Miovision

AM Period Peak Hour Diagram



Turning Movement Count - Study Results

ENTERPRISE AVE @ MERIVALE RD

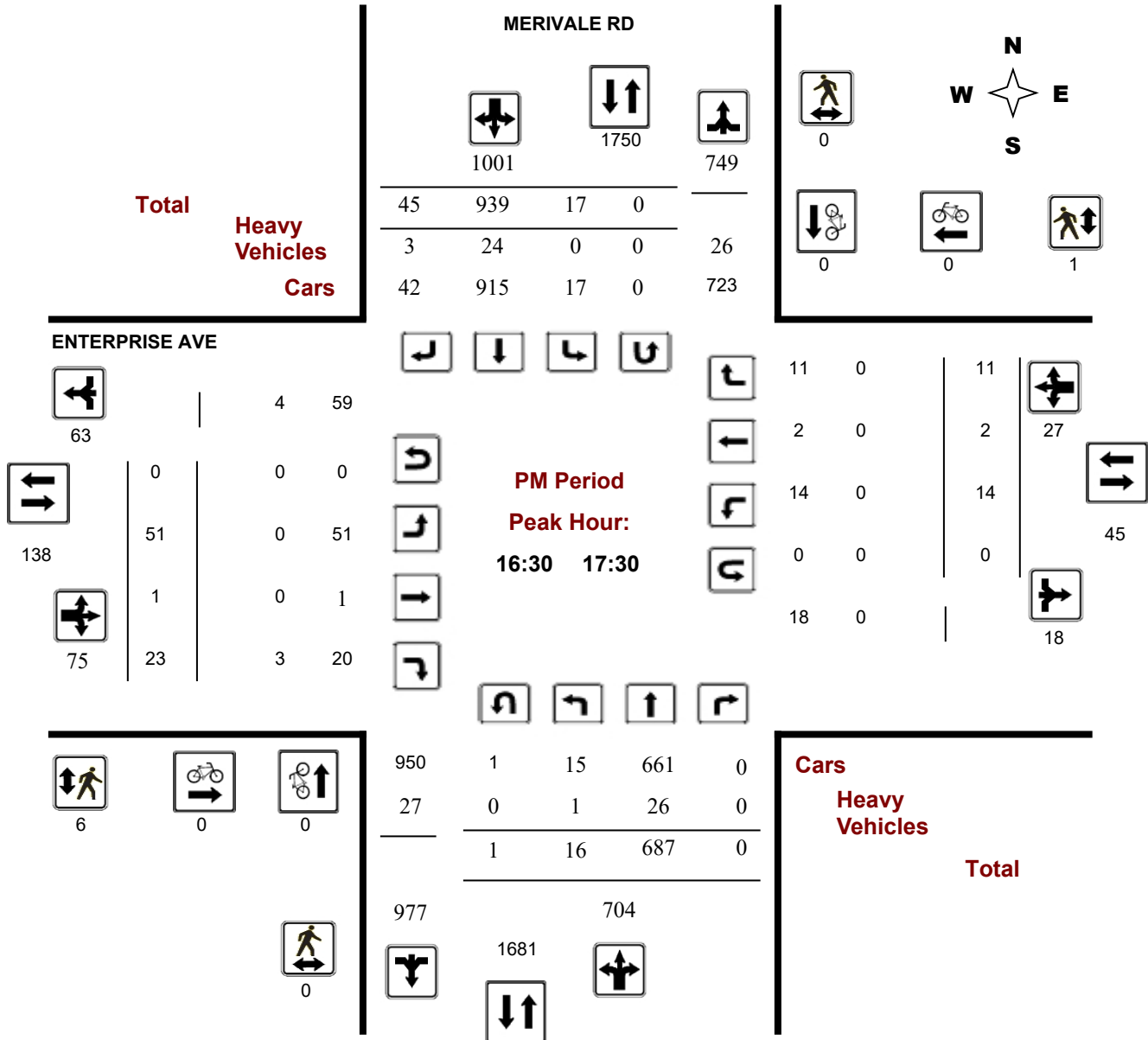
Survey Date: Tuesday, February 15, 2022

WO No: 40141

Start Time: 07:00

Device: Miovision

PM Period Peak Hour Diagram





Transportation Services - Traffic Services

Turning Movement Count - Study Results

ENTERPRISE AVE @ MERIVALE RD

Survey Date: Tuesday, February 15, 2022

WO No: 40141

Start Time: 07:00

Device: Miovision

Full Study 15 Minute Increments

MERIVALE RD

ENTERPRISE AVE

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	15	123	0	138	4	65	25	94	232	5	1	1	7	2	0	5	7	14	246
07:15 07:30	19	153	0	172	7	73	28	109	281	16	0	3	19	1	1	3	5	24	305
07:30 07:45	12	178	1	191	9	88	32	129	320	12	1	2	15	1	0	2	3	18	338
07:45 08:00	6	252	0	258	8	132	29	169	427	12	0	3	15	0	0	4	4	19	446
08:00 08:15	17	218	1	236	4	114	26	144	380	13	0	3	16	2	0	1	3	19	399
08:15 08:30	11	171	0	182	2	113	26	141	323	15	1	2	18	1	0	4	5	23	346
08:30 08:45	10	191	0	201	3	99	32	134	335	18	0	5	23	1	0	4	5	28	363
08:45 09:00	10	178	0	188	1	131	29	162	350	19	0	2	21	0	0	2	2	23	373
09:00 09:15	12	169	0	182	3	124	29	157	339	10	1	5	16	0	0	1	1	17	356
09:15 09:30	17	170	1	188	1	117	28	146	334	16	0	6	22	0	0	2	2	24	358
09:30 09:45	13	130	0	143	1	124	16	141	284	12	0	5	17	2	0	1	3	20	304
11:45 12:00	13	144	0	159	3	131	28	163	322	15	0	7	22	1	0	4	5	27	349
12:00 12:15	13	151	0	164	1	176	13	190	354	14	0	4	18	3	0	1	4	22	376
12:45 13:00	15	152	0	169	2	161	26	190	359	16	1	5	22	1	0	4	5	27	386
13:00 13:15	4	153	0	157	3	166	20	189	346	20	0	3	23	1	1	2	4	27	373
13:15 13:30	7	133	0	141	3	157	22	182	323	15	0	6	21	1	0	3	4	25	348
17:15 17:30	4	149	0	154	11	230	9	250	404	5	1	4	10	1	0	2	3	13	417
15:00 15:15	7	181	1	190	5	169	23	197	387	14	0	7	21	2	0	5	7	28	415
15:15 15:30	6	170	0	177	2	187	22	211	388	10	1	8	19	1	1	0	2	21	409
09:45 10:00	15	166	1	183	4	105	24	133	316	17	0	0	17	2	0	4	6	23	339
11:30 11:45	11	139	0	153	2	155	21	179	332	13	1	8	22	1	0	0	1	23	355
12:15 12:30	14	161	0	176	3	139	25	168	344	12	0	10	22	0	0	1	1	23	367
12:30 12:45	12	163	0	175	3	159	23	186	361	18	0	8	26	0	0	2	2	28	389
15:30 15:45	10	147	0	158	1	203	18	222	380	22	1	14	37	2	1	4	7	44	424
16:15 16:30	9	155	0	164	2	222	12	236	400	8	0	5	13	0	1	2	3	16	416
16:45 17:00	3	178	0	181	2	198	10	210	391	11	0	8	19	3	0	4	7	26	417
17:30 17:45	3	128	1	132	0	192	7	199	331	9	1	2	12	0	0	2	2	14	345
17:45 18:00	3	133	0	136	7	136	7	150	286	6	0	5	11	1	0	2	3	14	300
15:45 16:00	14	166	0	180	4	205	17	226	406	16	0	9	25	2	0	2	4	29	435
16:00 16:15	11	201	0	212	2	232	3	237	449	19	0	6	25	5	0	3	8	33	482
16:30 16:45	6	182	0	188	0	243	10	253	441	13	0	2	15	1	1	3	5	20	461
17:00 17:15	3	178	0	181	4	268	16	288	469	22	0	9	31	9	1	2	12	43	512
Total:	325	5263	6	5609	107	5014	656	5785	11394	443	10	167	620	47	7	81	135	755	12,149

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

ENTERPRISE AVE @ MERIVALE RD

Survey Date: Tuesday, February 15, 2022

WO No: 40141

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

MERIVALE RD

ENTERPRISE AVE

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



Transportation Services - Traffic Services

Turning Movement Count - Study Results

ENTERPRISE AVE @ MERIVALE RD

Survey Date: Tuesday, February 15, 2022

WO No: 40141

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

MERIVALE RD

ENTERPRISE AVE

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	3	0	3	0	2	2	5
07:15 07:30	0	0	0	0	1	1	1
07:30 07:45	0	1	1	3	0	3	4
07:45 08:00	0	1	1	1	0	1	2
08:00 08:15	1	0	1	0	0	0	1
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	0	0	0	1	1	2	2
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	2	0	2	1	0	1	3
09:30 09:45	0	0	0	2	0	2	2
11:45 12:00	1	0	1	0	1	1	2
12:00 12:15	0	0	0	1	0	1	1
12:45 13:00	0	0	0	2	0	2	2
13:00 13:15	0	0	0	0	0	0	0
13:15 13:30	4	0	4	1	1	2	6
17:15 17:30	0	0	0	1	1	2	2
15:00 15:15	1	0	1	7	0	7	8
15:15 15:30	1	0	1	2	1	3	4
09:45 10:00	3	0	3	1	2	3	6
11:30 11:45	0	0	0	1	0	1	1
12:15 12:30	0	0	0	1	0	1	1
12:30 12:45	1	0	1	1	1	2	3
15:30 15:45	3	0	3	1	0	1	4
16:15 16:30	3	0	3	1	0	1	4
16:45 17:00	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	0	0	0
17:45 18:00	0	0	0	0	0	0	0
15:45 16:00	1	0	1	2	0	2	3
16:00 16:15	0	0	0	0	0	0	0
16:30 16:45	0	0	0	3	0	3	3
17:00 17:15	0	0	0	2	0	2	2
Total	24	2	26	35	11	46	72



Transportation Services - Traffic Services

Turning Movement Count - Study Results

ENTERPRISE AVE @ MERIVALE RD

Survey Date: Tuesday, February 15, 2022

WO No: 40141

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

MERIVALE RD

ENTERPRISE AVE

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	2	21	0	23	1	7	1	9	32	1	1	0	2	0	0	2	2	4	36
07:15 07:30	0	16	0	16	0	11	0	11	27	1	0	1	2	0	0	3	3	5	32
07:30 07:45	0	14	0	14	3	11	1	15	29	2	0	0	2	0	0	1	1	3	32
07:45 08:00	0	19	0	19	0	12	0	12	31	1	0	0	1	0	0	2	2	3	34
08:00 08:15	2	14	0	16	1	7	0	8	24	1	0	1	2	2	0	0	2	4	28
08:15 08:30	0	14	0	14	0	8	0	8	22	2	0	0	2	0	0	0	0	2	24
08:30 08:45	0	14	0	14	0	7	1	8	22	2	0	1	3	1	0	1	2	5	27
08:45 09:00	0	9	0	9	0	16	1	17	26	2	0	0	2	0	0	0	0	2	28
09:00 09:15	1	19	0	20	1	11	2	14	34	3	1	0	4	0	0	0	0	4	38
09:15 09:30	1	16	0	17	0	19	1	20	37	1	0	1	2	0	0	1	1	3	40
09:30 09:45	3	10	0	13	0	14	2	16	29	1	0	0	1	0	0	1	1	2	31
11:45 12:00	0	9	0	9	0	11	4	15	24	2	0	0	2	0	0	1	1	3	27
12:00 12:15	0	9	0	9	1	11	0	12	21	0	0	0	0	1	0	0	1	1	22
12:45 13:00	1	6	0	7	0	6	2	8	15	0	0	0	0	0	0	2	2	2	17
13:00 13:15	0	7	0	7	0	11	0	11	18	2	0	1	3	0	1	0	1	4	22
13:15 13:30	0	10	0	10	1	7	1	9	19	1	0	0	1	0	0	1	1	2	21
17:15 17:30	0	8	0	8	0	4	0	4	12	0	0	2	2	0	0	0	0	2	14
15:00 15:15	0	7	1	8	2	11	0	13	21	1	0	0	1	1	0	2	3	4	25
15:15 15:30	1	5	0	6	0	12	4	16	22	1	0	1	2	0	1	0	1	3	25
09:45 10:00	0	13	0	13	1	10	2	13	26	2	0	0	2	0	0	0	0	2	28
11:30 11:45	0	13	0	13	0	8	0	8	21	0	0	0	0	1	0	0	1	1	22
12:15 12:30	1	14	0	15	1	14	3	18	33	2	0	1	3	0	0	0	0	3	36
12:30 12:45	0	15	0	15	1	5	1	7	22	2	0	1	3	0	0	0	0	3	25
15:30 15:45	1	9	0	10	0	7	1	8	18	1	0	1	2	0	0	1	1	3	21
16:15 16:30	0	4	0	4	1	19	0	20	24	0	0	0	0	0	0	0	0	0	24
16:45 17:00	1	4	0	5	0	5	2	7	12	0	0	1	1	0	0	0	0	1	13
17:30 17:45	0	6	0	6	0	6	1	7	13	0	0	0	0	0	0	0	0	0	13
17:45 18:00	0	6	0	6	0	2	0	2	8	0	0	0	0	0	0	0	0	0	8
15:45 16:00	0	8	0	8	1	10	0	11	19	0	0	0	0	1	0	0	1	1	20
16:00 16:15	0	5	0	5	0	9	0	9	14	1	0	0	1	1	0	0	1	2	16
16:30 16:45	0	10	0	10	0	5	0	5	15	0	0	0	0	0	0	0	0	0	15
17:00 17:15	0	4	0	4	0	10	1	11	15	0	0	0	0	0	0	0	0	0	15
Total: None	14	338	1	353	15	306	31	352	705	32	2	12	46	8	2	18	28	74	779



Transportation Services - Traffic Services

Turning Movement Count - Study Results

ENTERPRISE AVE @ MERIVALE RD

Survey Date: Tuesday, February 15, 2022

WO No: 40141

Start Time: 07:00

Device: Miovision

Full Study 15 Minute U-Turn Total

MERIVALE RD

ENTERPRISE AVE

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	1	0	0	1
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	1	0	0	1
09:00	09:15	1	1	0	0	2
09:15	09:30	0	0	0	0	0
09:30	09:45	0	0	0	0	0
11:45	12:00	2	1	0	0	3
12:00	12:15	0	0	0	0	0
12:45	13:00	2	1	0	0	3
13:00	13:15	0	0	0	0	0
13:15	13:30	1	0	0	0	1
17:15	17:30	1	0	0	0	1
15:00	15:15	1	0	0	0	1
15:15	15:30	1	0	0	0	1
09:45	10:00	1	0	0	0	1
11:30	11:45	3	1	0	0	4
12:15	12:30	1	1	0	0	2
12:30	12:45	0	1	0	0	1
15:30	15:45	1	0	0	0	1
16:15	16:30	0	0	0	0	0
16:45	17:00	0	0	0	0	0
17:30	17:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
15:45	16:00	0	0	0	0	0
16:00	16:15	0	0	0	0	0
16:30	16:45	0	0	0	0	0
17:00	17:15	0	0	0	0	0
Total		15	8	0	0	23

Turning Movement Count - Study Results

MERIVALE RD @ CLEOPATRA DR

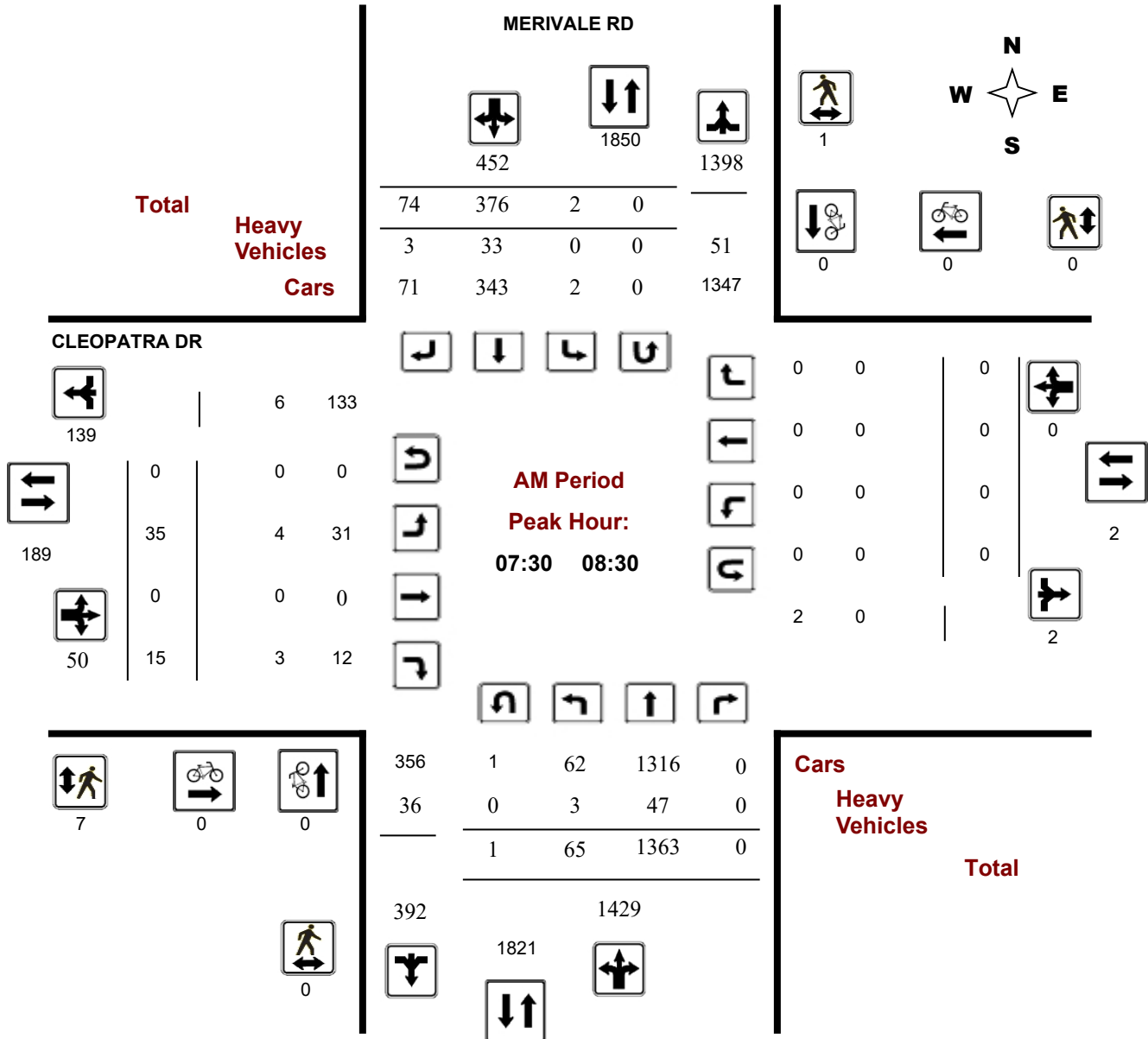
Survey Date: Tuesday, January 14, 2020

WO No: 39325

Start Time: 07:00

Device: Miovision

AM Period Peak Hour Diagram



5470779 - TUE JAN 14, 2020 - 8HRS - LORETTA

Turning Movement Count - Study Results

MERIVALE RD @ CLEOPATRA DR

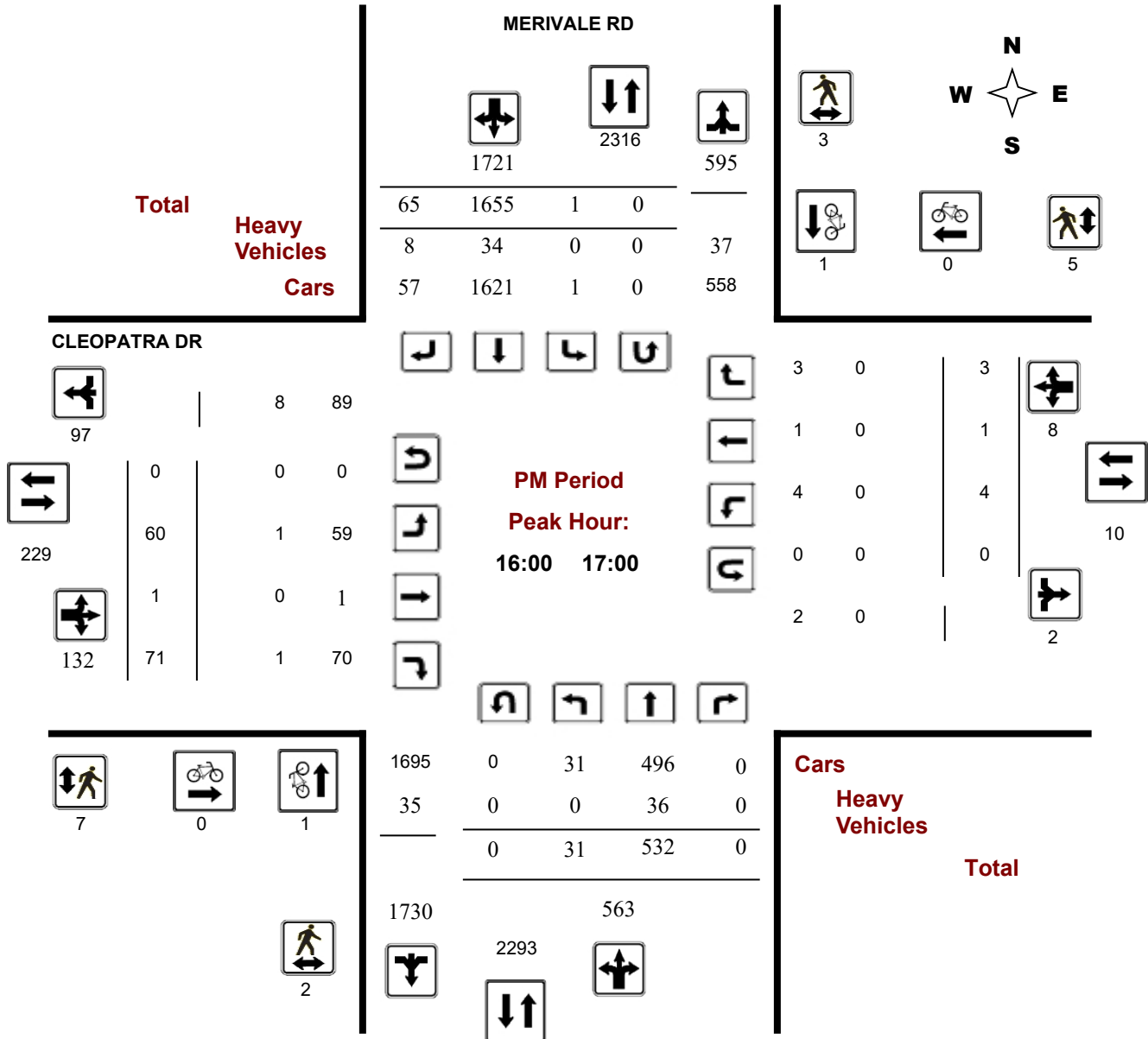
Survey Date: Tuesday, January 14, 2020

WO No: 39325

Start Time: 07:00

Device: Miovision

PM Period Peak Hour Diagram



5470779 - TUE JAN 14, 2020 - 8HRS - LORETTA



Transportation Services - Traffic Services

Turning Movement Count - Study Results

MERIVALE RD @ CLEOPATRA DR

Survey Date: Tuesday, January 14, 2020

WO No: 39325

Start Time: 07:00

Device: Miovision

Full Study 15 Minute Increments

MERIVALE RD

CLEOPATRA DR

Northbound

Southbound

Eastbound

Westbound

Time Period	LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00 07:15	5	259	0	264	0	63	12	75	339	7	0	3	10	0	0	0	0	10	349
07:15 07:30	8	330	0	338	0	76	13	89	427	5	0	1	6	0	0	0	0	6	433
07:30 07:45	15	352	0	367	0	81	25	106	473	9	0	5	14	0	0	0	0	14	487
07:45 08:00	13	331	0	344	1	100	16	117	461	6	0	1	7	0	0	0	0	7	468
08:00 08:15	20	322	0	343	0	93	22	115	458	10	0	5	15	0	0	0	0	15	473
08:15 08:30	17	358	0	375	1	102	11	114	489	10	0	4	14	0	0	0	0	14	503
08:30 08:45	7	288	0	296	2	100	20	122	418	14	1	5	20	0	0	1	1	21	439
08:45 09:00	14	307	0	321	1	104	23	128	449	20	0	6	26	1	0	0	1	27	476
09:30 09:45	11	193	0	204	0	115	14	129	333	11	0	9	20	0	0	1	1	21	354
12:15 12:30	8	170	1	179	0	150	27	178	357	20	1	8	29	1	0	1	2	31	388
12:30 12:45	8	123	0	131	0	127	18	145	276	19	0	8	27	0	0	1	1	28	304
13:15 13:30	13	120	0	134	0	145	22	167	301	17	0	13	30	0	0	2	2	32	333
15:00 15:15	11	115	0	126	0	234	21	255	381	13	0	11	24	0	0	0	0	24	405
15:15 15:30	16	98	0	115	2	262	19	283	398	15	0	13	28	0	0	2	2	30	428
15:30 15:45	7	128	0	136	0	325	15	340	476	12	0	21	33	1	0	1	2	35	511
15:45 16:00	8	124	0	133	0	352	17	369	502	20	0	21	41	0	0	1	1	42	544
16:00 16:15	3	146	0	149	0	415	17	432	581	20	0	19	39	1	0	1	2	41	622
16:45 17:00	8	141	0	149	0	415	18	433	582	15	0	14	29	2	0	0	2	31	613
09:00 09:15	18	245	0	263	1	102	29	132	395	14	0	10	25	2	0	0	2	27	422
09:15 09:30	13	216	0	230	1	97	22	120	350	13	0	17	30	0	0	0	0	30	380
09:45 10:00	13	198	0	211	4	107	14	125	336	11	0	14	25	0	0	1	1	26	362
11:30 11:45	5	112	0	117	2	114	23	139	256	21	0	5	26	2	0	0	2	28	284
11:45 12:00	8	130	0	139	2	158	25	185	324	23	0	13	36	0	1	0	1	37	361
12:00 12:15	10	168	1	179	0	138	19	157	336	23	0	8	31	0	0	3	3	34	370
12:45 13:00	7	119	0	127	1	160	19	181	308	15	0	11	26	0	0	0	0	26	334
13:00 13:15	12	120	1	133	2	156	25	185	318	16	0	13	29	1	1	3	5	34	352
16:15 16:30	8	100	0	108	1	441	19	461	569	13	1	17	31	1	0	2	3	34	603
16:30 16:45	12	145	0	157	0	384	11	395	552	12	0	21	33	0	1	0	1	34	586
17:00 17:15	6	126	0	133	3	402	14	419	552	29	0	30	59	2	0	1	3	62	614
17:30 17:45	3	116	0	119	0	291	9	301	420	19	0	15	34	1	0	0	1	35	455
17:45 18:00	7	144	0	152	1	281	14	296	448	9	1	12	22	0	0	1	1	23	471
17:15 17:30	3	129	0	132	1	402	8	411	543	9	0	22	31	0	0	1	1	32	575
Total:	317	5973	3	6304	26	6492	581	7104	13408	470	4	375	850	15	3	23	41	891	14,299

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

5470779 - TUE JAN 14, 2020 - 8HRS - LORETTA



Transportation Services - Traffic Services

Turning Movement Count - Study Results

MERIVALE RD @ CLEOPATRA DR

Survey Date: Tuesday, January 14, 2020

WO No: 39325

Start Time: 07:00

Device: Miovision

Full Study Cyclist Volume

MERIVALE RD

CLEOPATRA DR

Time Period	Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00 07:15	0	0	0	0	0	0	0
07:15 07:30	0	0	0	0	0	0	0
07:30 07:45	0	0	0	0	0	0	0
07:45 08:00	0	0	0	0	0	0	0
08:00 08:15	0	0	0	0	0	0	0
08:15 08:30	0	0	0	0	0	0	0
08:30 08:45	0	0	0	0	0	0	0
08:45 09:00	0	1	1	0	0	0	1
09:30 09:45	0	0	0	0	0	0	0
12:15 12:30	0	0	0	0	0	0	0
12:30 12:45	0	0	0	0	0	0	0
13:15 13:30	0	0	0	0	0	0	0
15:00 15:15	0	0	0	1	0	1	1
15:15 15:30	0	0	0	0	0	0	0
15:30 15:45	0	0	0	0	0	0	0
15:45 16:00	0	0	0	0	0	0	0
16:00 16:15	0	0	0	0	0	0	0
16:45 17:00	0	0	0	0	0	0	0
09:00 09:15	0	0	0	0	0	0	0
09:15 09:30	0	0	0	0	0	0	0
09:45 10:00	0	0	0	0	0	0	0
11:30 11:45	0	0	0	0	0	0	0
11:45 12:00	0	0	0	0	0	0	0
12:00 12:15	0	0	0	0	0	0	0
12:45 13:00	0	0	0	0	0	0	0
13:00 13:15	0	0	0	0	0	0	0
16:15 16:30	1	1	2	0	0	0	2
16:30 16:45	0	0	0	0	0	0	0
17:00 17:15	0	0	0	0	0	0	0
17:30 17:45	0	0	0	0	0	0	0
17:45 18:00	0	0	0	0	0	0	0
17:15 17:30	1	0	1	0	0	0	1
Total	2	2	4	1	0	1	5



Transportation Services - Traffic Services

Turning Movement Count - Study Results

MERIVALE RD @ CLEOPATRA DR

Survey Date: Tuesday, January 14, 2020

WO No: 39325

Start Time: 07:00

Device: Miovision

Full Study Pedestrian Volume

MERIVALE RD

CLEOPATRA DR

Time Period	NB Approach (E or W Crossing)	SB Approach (E or W Crossing)	Total	EB Approach (N or S Crossing)	WB Approach (N or S Crossing)	Total	Grand Total
07:00 07:15	0	2	2	2	0	2	4
07:15 07:30	0	1	1	0	0	0	1
07:30 07:45	0	0	0	3	0	3	3
07:45 08:00	0	0	0	2	0	2	2
08:00 08:15	0	0	0	0	0	0	0
08:15 08:30	0	1	1	2	0	2	3
08:30 08:45	1	0	1	2	0	2	3
08:45 09:00	0	1	1	1	0	1	2
09:30 09:45	0	1	1	1	0	1	2
12:15 12:30	3	1	4	1	0	1	5
12:30 12:45	0	2	2	1	0	1	3
13:15 13:30	0	0	0	2	0	2	2
15:00 15:15	0	1	1	0	1	1	2
15:15 15:30	0	2	2	2	0	2	4
15:30 15:45	0	2	2	1	0	1	3
15:45 16:00	0	0	0	2	1	3	3
16:00 16:15	2	0	2	3	2	5	7
16:45 17:00	0	1	1	1	2	3	4
09:00 09:15	0	0	0	1	0	1	1
09:15 09:30	0	0	0	0	0	0	0
09:45 10:00	0	0	0	0	0	0	0
11:30 11:45	0	0	0	3	0	3	3
11:45 12:00	1	0	1	2	0	2	3
12:00 12:15	0	1	1	0	0	0	1
12:45 13:00	1	0	1	3	0	3	4
13:00 13:15	1	0	1	2	0	2	3
16:15 16:30	0	2	2	2	0	2	4
16:30 16:45	0	0	0	1	1	2	2
17:00 17:15	0	2	2	0	0	0	2
17:30 17:45	1	0	1	4	0	4	5
17:45 18:00	0	1	1	0	1	1	2
17:15 17:30	0	0	0	1	2	3	3
Total	10	21	31	45	10	55	86

5470779 - TUE JAN 14, 2020 - 8HRS - LORETTA



Transportation Services - Traffic Services

Turning Movement Count - Study Results

MERIVALE RD @ CLEOPATRA DR

Survey Date: Tuesday, January 14, 2020

WO No: 39325

Start Time: 07:00

Device: Miovision

Full Study Heavy Vehicles

MERIVALE RD

CLEOPATRA DR

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	17	0	17	0	9	1	10	27	1	0	1	2	0	0	0	0	2	29	
07:15 07:30	0	6	0	6	0	11	0	11	17	3	0	0	3	0	0	0	0	3	20	
07:30 07:45	0	16	0	16	0	8	1	9	25	2	0	1	3	0	0	0	0	3	28	
07:45 08:00	2	9	0	11	0	5	1	6	17	2	0	1	3	0	0	0	0	3	20	
08:00 08:15	1	11	0	12	0	9	0	9	21	0	0	0	0	0	0	0	0	0	21	
08:15 08:30	0	11	0	11	0	11	1	12	23	0	0	1	1	0	0	0	0	1	24	
08:30 08:45	1	12	0	13	0	6	1	7	20	2	0	2	4	0	0	0	0	4	24	
08:45 09:00	0	12	0	12	0	6	0	6	18	4	0	0	4	0	0	0	0	4	22	
09:30 09:45	0	13	0	13	0	11	0	11	24	3	0	0	3	0	0	1	1	4	28	
12:15 12:30	1	8	1	10	0	5	4	9	19	0	0	1	1	0	0	1	1	2	21	
12:30 12:45	0	6	0	6	0	3	1	4	10	2	0	0	2	0	0	0	0	2	12	
13:15 13:30	0	6	0	6	0	9	0	9	15	0	0	1	1	0	0	0	0	1	16	
15:00 15:15	0	8	0	8	0	13	2	15	23	1	0	1	2	0	0	0	0	2	25	
15:15 15:30	2	11	0	13	0	11	1	12	25	2	0	0	2	0	0	0	0	2	27	
15:30 15:45	1	8	0	9	0	10	1	11	20	0	0	1	1	1	0	0	1	2	22	
15:45 16:00	0	9	0	9	0	7	3	10	19	0	0	1	1	0	0	0	0	1	20	
16:00 16:15	0	9	0	9	0	13	1	14	23	1	0	0	1	0	0	0	0	1	24	
16:45 17:00	0	7	0	7	0	7	2	9	16	0	0	0	0	0	0	0	0	0	16	
09:00 09:15	2	6	0	8	0	7	4	11	19	2	0	2	4	0	0	0	0	4	23	
09:15 09:30	1	11	0	12	0	8	2	10	22	1	0	1	2	0	0	0	0	2	24	
09:45 10:00	0	6	0	6	0	9	1	10	16	2	0	1	3	0	0	0	0	3	19	
11:30 11:45	0	10	0	10	1	7	4	12	22	3	0	0	3	2	0	0	2	5	27	
11:45 12:00	0	10	0	10	1	9	2	12	22	0	0	3	3	0	1	0	1	4	26	
12:00 12:15	0	11	0	11	0	5	0	5	16	3	0	2	5	0	0	0	0	5	21	
12:45 13:00	0	7	0	7	0	5	0	5	12	0	0	2	2	0	0	0	0	2	14	
13:00 13:15	0	8	0	8	0	7	4	11	19	0	0	1	1	0	0	1	1	2	21	
16:15 16:30	0	9	0	9	0	7	3	10	19	0	0	0	0	0	0	0	0	0	19	
16:30 16:45	0	11	0	11	0	7	2	9	20	0	0	1	1	0	0	0	0	1	21	
17:00 17:15	0	2	0	2	0	1	1	2	4	0	0	0	0	0	0	0	0	0	4	
17:30 17:45	1	6	0	7	0	8	0	8	15	0	0	0	0	0	0	0	0	0	15	
17:45 18:00	0	6	0	6	0	4	1	5	11	2	0	0	2	0	0	0	0	2	13	
17:15 17:30	0	4	0	4	0	7	1	8	12	0	0	0	0	0	0	0	0	0	12	
Total:	None	12	286	1	299	2	245	45	292	591	36	0	24	60	3	1	3	7	67	658



Transportation Services - Traffic Services

Turning Movement Count - Study Results

MERIVALE RD @ CLEOPATRA DR

Survey Date: Tuesday, January 14, 2020

WO No: 39325

Start Time: 07:00

Device: Miovision

Full Study 15 Minute U-Turn Total

MERIVALE RD

CLEOPATRA DR

Time Period		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	0	0	0
07:30	07:45	0	0	0	0	0
07:45	08:00	0	0	0	0	0
08:00	08:15	1	0	0	0	1
08:15	08:30	0	0	0	0	0
08:30	08:45	1	0	0	0	1
08:45	09:00	0	0	0	0	0
09:30	09:45	0	0	0	0	0
12:15	12:30	0	1	0	0	1
12:30	12:45	0	0	0	0	0
13:15	13:30	1	0	0	0	1
15:00	15:15	0	0	0	0	0
15:15	15:30	1	0	0	0	1
15:30	15:45	1	0	0	0	1
15:45	16:00	1	0	0	0	1
16:00	16:15	0	0	0	0	0
16:45	17:00	0	0	0	0	0
09:00	09:15	0	0	1	0	1
09:15	09:30	1	0	0	0	1
09:45	10:00	0	0	0	0	0
11:30	11:45	0	0	0	0	0
11:45	12:00	1	0	0	0	1
12:00	12:15	0	0	0	0	0
12:45	13:00	1	1	0	0	2
13:00	13:15	0	2	0	0	2
16:15	16:30	0	0	0	0	0
16:30	16:45	0	0	0	0	0
17:00	17:15	1	0	0	0	1
17:30	17:45	0	1	0	0	1
17:45	18:00	1	0	0	0	1
17:15	17:30	0	0	0	0	0
Total		11	5	1	0	17

Vehicular Turning Movements (15 Min. Volumes) – All Vehicles

Merivale Road at Bongard Avenue

Survey Date: Wednesday, 26 November 2025

Performed By: BTE

Grey = Peak Hour

Time Period	Merivale Road Northbound				Merivale Road Southbound				Plaza Entrance Eastbound				Bongard Avenue Westbound				TOTAL
	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	
7:00 – 7:15	1	219	2	222	10	76	2	88	0	0	0	0	3	0	2	5	315
7:15 – 7:30	0	237	13	250	19	102	2	123	0	0	1	1	3	0	3	6	380
7:30 – 7:45	0	356	10	366	6	105	0	111	0	0	0	0	2	0	1	3	480
7:45 – 8:00	0	326	17	343	13	131	1	145	0	0	0	0	1	0	5	6	494
8:00 – 8:15	1	286	34	321	11	134	1	146	1	0	0	1	2	1	6	9	477
8:15 – 8:30	1	299	13	313	3	143	0	146	1	0	0	1	1	0	3	4	464
8:30 – 8:45	0	324	10	334	7	132	1	140	0	0	0	0	3	0	3	6	480
8:45 – 9:00	1	294	12	307	6	131	3	140	0	0	1	1	0	0	1	1	449
15:30 – 15:45	0	159	3	162	7	406	7	420	15	0	7	22	12	0	15	27	631
15:45 – 16:00	5	160	7	172	8	384	3	395	2	0	2	4	7	0	4	11	582
16:00 – 16:15	0	155	3	158	5	462	3	470	1	0	2	3	20	0	23	43	674
16:15 – 16:30	0	132	8	140	5	395	1	401	0	0	0	0	6	0	6	12	553
16:30 – 16:45	1	162	8	171	2	431	6	439	1	0	3	4	13	0	10	23	637
16:45 – 17:00	3	168	6	177	9	382	4	395	4	0	3	7	8	0	8	16	595
17:00 – 17:15	0	145	4	149	8	429	10	447	3	0	10	13	12	0	4	16	625
17:15 – 17:30	0	121	4	125	3	374	2	379	5	0	3	8	10	0	7	17	529
TOTAL	13	3543	154	3710	122	4217	46	4385	33	0	32	65	103	1	101	205	8365

Note:

Volumes above include **cars**, **heavy vehicles** and **vehicular cyclists**.

Cars include motorcycles, passenger cars, pick-up trucks (including "heavy-duty"), full-size vans (i.e. Econoline), and any of these with a trailer.

Vehicular Turning Movements (15 Min. Volumes) – Heavy Vehicles

Merivale Road at Bongard Avenue

Survey Date: Wednesday, 26 November 2025

Performed By: BTE

Time Period	Merivale Road Northbound				Merivale Road Southbound				Plaza Entrance Eastbound				Bongard Avenue Westbound				TOTAL
	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	
7:00 – 7:15	0	13	0	13	1	9	0	10	0	0	0	0	3	0	1	4	27
7:15 – 7:30	0	17	3	20	1	10	0	11	0	0	0	0	0	0	1	1	32
7:30 – 7:45	0	14	1	15	0	8	0	8	0	0	0	0	0	0	0	0	23
7:45 – 8:00	0	14	3	17	0	10	0	10	0	0	0	0	1	0	2	3	30
8:00 – 8:15	0	12	4	16	0	10	0	10	0	0	0	0	0	0	2	2	28
8:15 – 8:30	0	10	0	10	0	11	0	11	0	0	0	0	1	0	1	2	23
8:30 – 8:45	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0	14
8:45 – 9:00	0	9	3	12	0	9	0	9	0	0	0	0	0	0	0	0	21
15:30 – 15:45	0	6	0	6	1	14	0	15	0	0	0	0	0	0	1	1	22
15:45 – 16:00	0	6	2	8	0	10	0	10	0	0	0	0	0	0	0	0	18
16:00 – 16:15	0	6	1	7	0	11	0	11	0	0	0	0	0	0	0	0	18
16:15 – 16:30	0	5	3	8	0	8	0	8	0	0	0	0	0	0	0	0	16
16:30 – 16:45	0	6	3	9	0	11	0	11	0	0	0	0	0	0	0	0	20
16:45 – 17:00	0	2	1	3	2	11	0	13	0	0	0	0	2	0	1	3	19
17:00 – 17:15	0	2	2	4	0	11	1	12	0	0	0	0	0	0	0	0	16
17:15 – 17:30	0	2	1	3	1	5	0	6	0	0	0	0	0	0	0	0	9
TOTAL	0	131	27	158	6	155	1	162	0	0	0	0	7	0	9	16	336

Note:

Heavy vehicles include box trucks, vehicles with more than 2 axles (with the exception of cars with trailers) and buses.



Vehicular Turning Movements (15 Min. Volumes) – Vehicular Cyclists

Merivale Road at Bongard Avenue

Survey Date: Wednesday, 26 November 2025

Performed By: BTE

Time Period	Merivale Road Northbound				Merivale Road Southbound				Plaza Entrance Eastbound				Bongard Avenue Westbound				TOTAL
	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	L	T	R	TOT	
7:00 – 7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 – 7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 – 7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 – 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 – 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 – 8:30	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
8:30 – 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 – 9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 – 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 – 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 – 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 – 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 – 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 – 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 – 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 – 17:30	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2

Vehicular Turning Movements (15 Min. Volumes) – Crosswalks

Merivale Road at Bongard Avenue

Survey Date: Wednesday, 26 November 2025

Performed By: BTE

Time Period	Merivale Road South Leg		Merivale Road North Leg		TOTAL	Plaza Entrance East Leg		Bongard Avenue West Leg		TOTAL	TOTAL
	Peds	Cyclists	Peds	Cyclists		Peds	Cyclists	Peds	Cyclists		
7:00 – 7:15	0	0	0	0	0	0	0	0	0	0	0
7:15 – 7:30	0	0	0	0	0	1	0	2	0	3	3
7:30 – 7:45	0	0	0	0	0	1	0	0	0	1	1
7:45 – 8:00	0	0	0	0	0	0	0	3	0	3	3
8:00 – 8:15	0	0	0	0	0	0	0	0	0	0	0
8:15 – 8:30	0	0	0	0	0	0	0	3	0	3	3
8:30 – 8:45	0	0	0	0	0	0	0	3	0	3	3
8:45 – 9:00	0	0	0	0	0	0	0	2	0	2	2
15:30 – 15:45	0	0	0	0	0	0	0	2	0	2	2
15:45 – 16:00	0	0	0	0	0	0	0	1	0	1	1
16:00 – 16:15	0	0	0	0	0	0	0	0	1	1	1
16:15 – 16:30	0	0	0	0	0	0	0	2	0	2	2
16:30 – 16:45	0	0	0	0	0	0	0	2	0	2	2
16:45 – 17:00	0	0	0	0	0	0	0	1	0	1	1
17:00 – 17:15	0	0	0	0	0	0	0	0	0	0	0
17:15 – 17:30	1	0	0	0	1	1	0	1	0	2	3
TOTAL	1	0	0	0	1	3	0	22	1	26	27

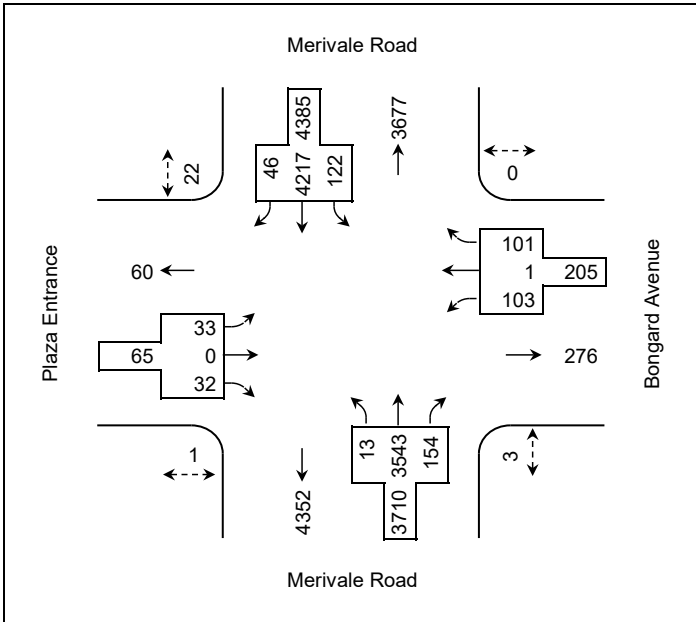
Vehicular Turning Movements – All Vehicles and Pedestrians

Merivale Road at Bongard Avenue

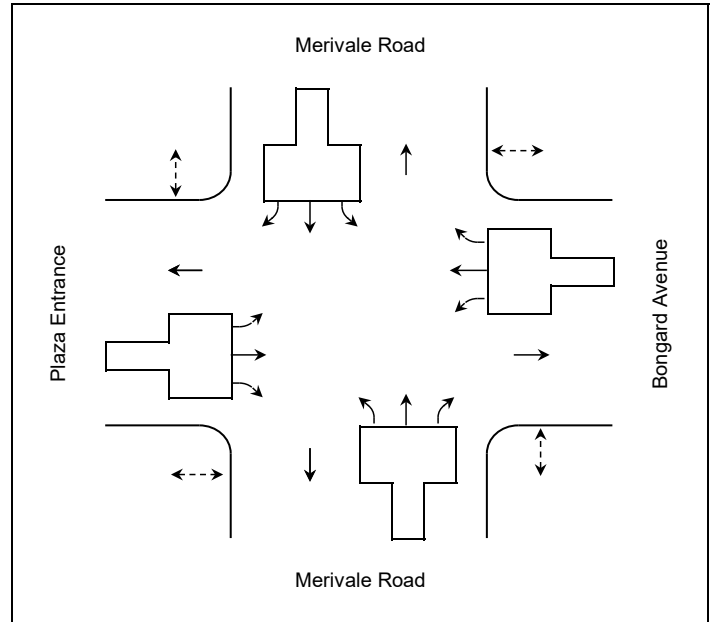
Survey Date: Wednesday, 26 November 2025
Performed By: BTE



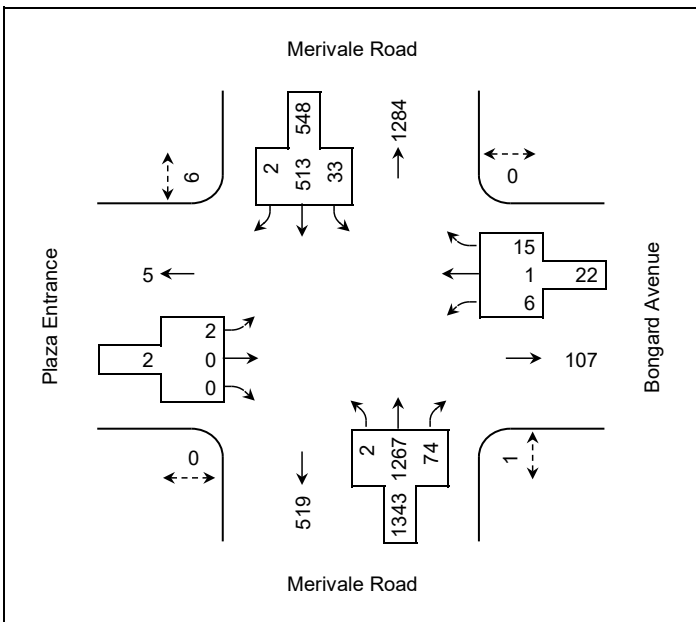
Full Period (4 hours)



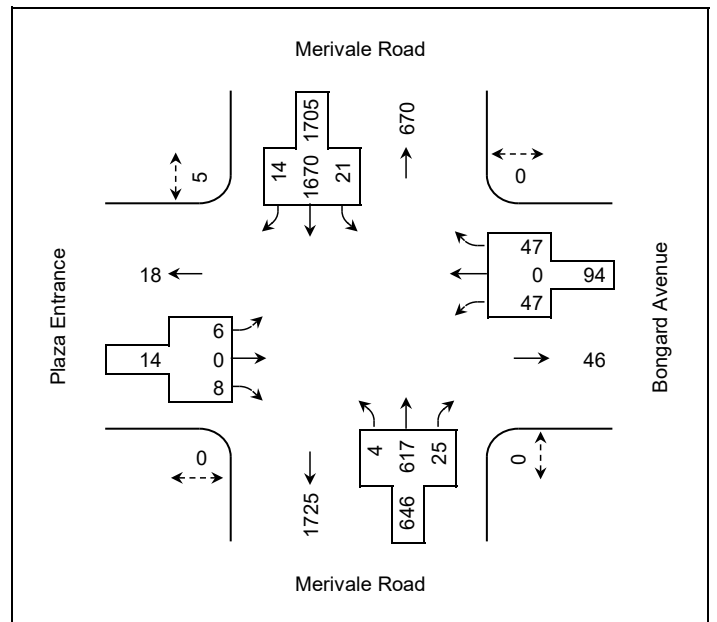
Midday Peak



Morning Peak (7:30–8:30)



Afternoon Peak (16:00–17:00)



Note:
Volumes above include cars, heavy vehicles and vehicular cyclists.
Cars include motorcycles, passenger cars, pick-up trucks (including "heavy-duty"), full-size vans (i.e. Econoline), and any of these with a trailer.

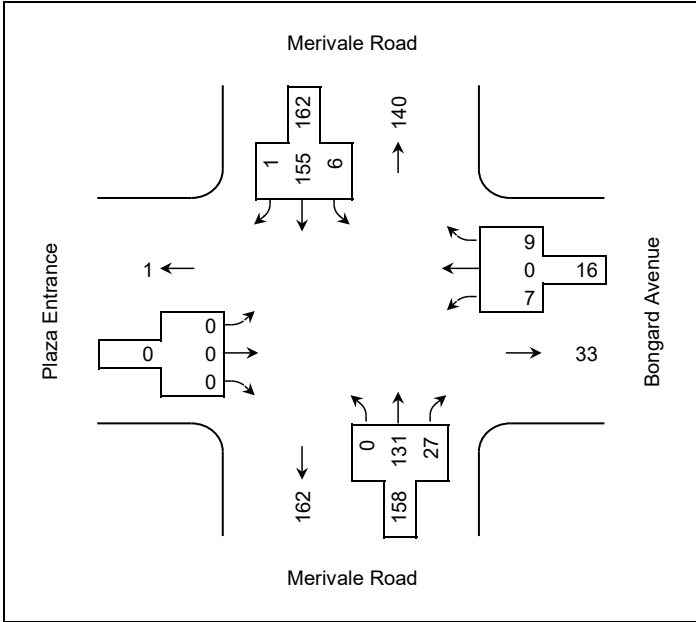
Vehicular Turning Movements – All Trucks

Merivale Road at Bongard Avenue

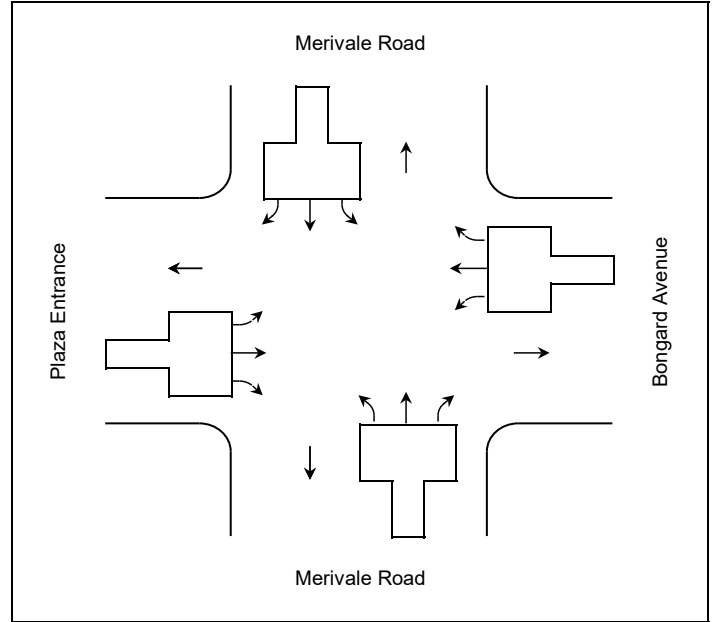
Survey Date: Wednesday, 26 November 2025
Performed By: BTE



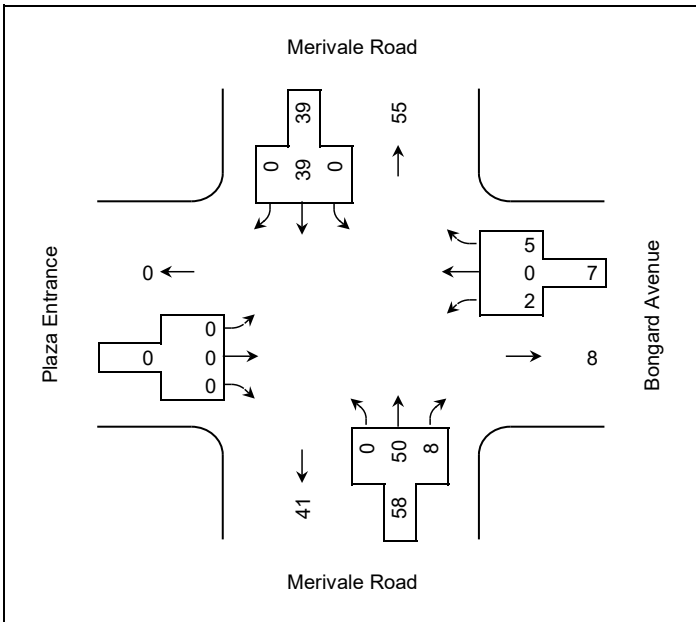
Full Period (4 hours)



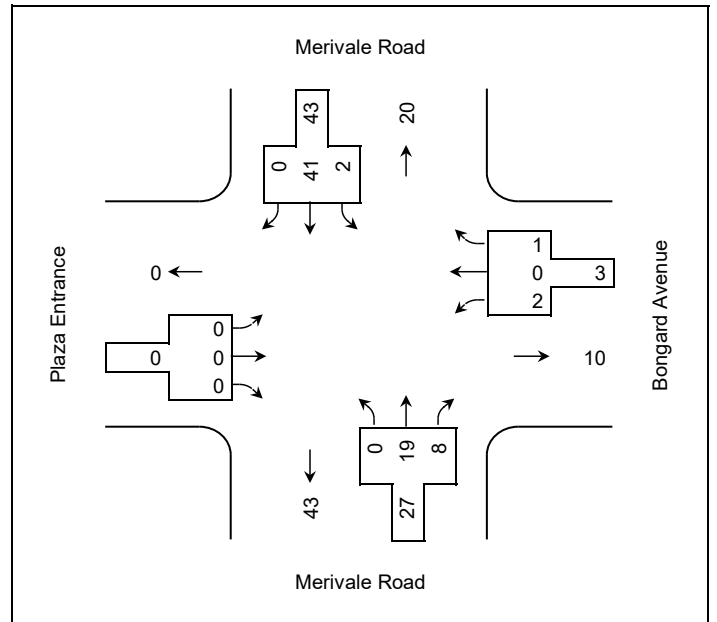
Midday Peak



Morning Peak (7:30–8:30)



Afternoon Peak (16:00–17:00)



Note:

Heavy vehicles include box trucks, vehicles with more than 2 axles (with the exception of cars with trailers) and buses.

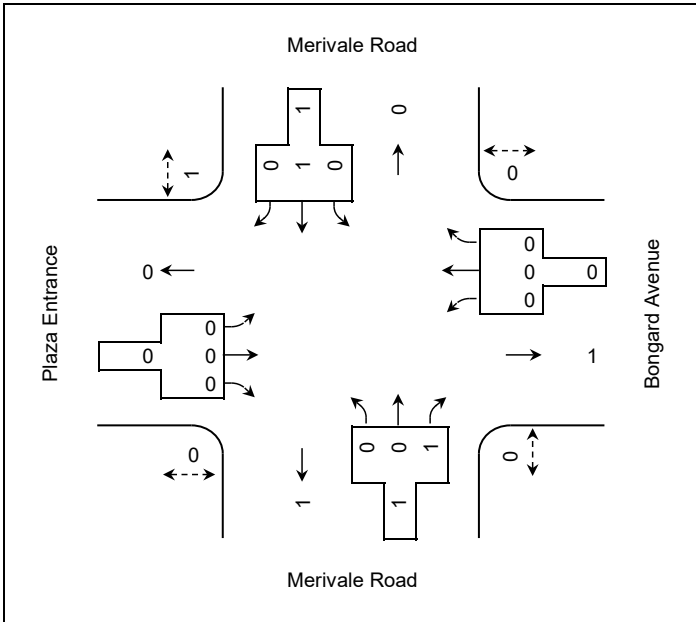
Vehicular Turning Movements – Cyclists

Merivale Road at Bongard Avenue

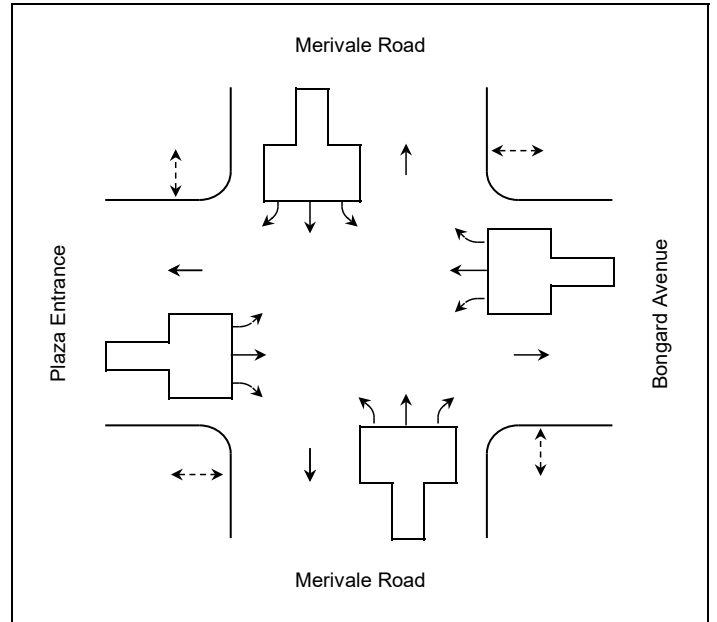
Survey Date: Wednesday, 26 November 2025
Performed By: BTE



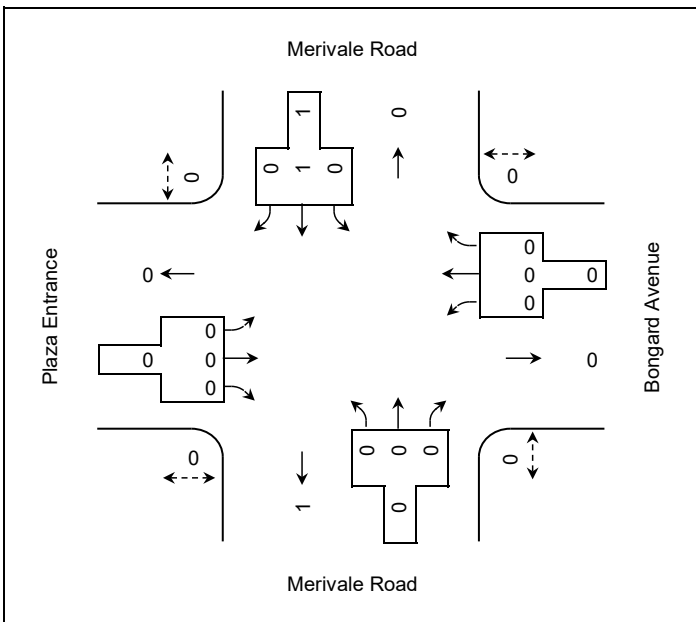
Full Period (4 hours)



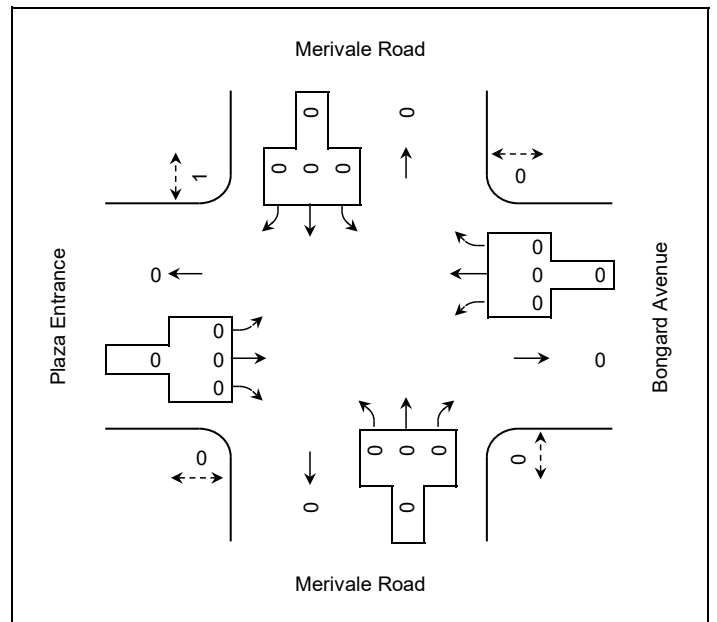
Midday Peak



Morning Peak (7:30–8:30)



Afternoon Peak (16:00–17:00)



Vehicular Turning Movements (15 Min. Volumes) – All Vehicles

Drummond's Gas 1925 Merivale Road Driveways

Survey Date: Wednesday, 3 December 2025

Performed By: BTE

Grey = Peak Hour

Time from to		Bongard Avenue								Merivale Road RIRO				Merivale Road at Enterprise Avenue								TOTAL SITE TRIPS						
		AUTOS				TRUCKS				AUTOS		TRUCKS		AUTOS				TRUCKS				IN	OUT	TOTAL				
		EBL	WBR	SBL	SBR	EBL	WBR	SBL	SBR	WBR	NBR	WBR	NBR	EBT	WBL	WBT	WBR	NBR	SBL	EBT	WBL				WBT	WBR	NBR	SBL
7:00	7:15	3	0	0	0	1	0	0	1	1	0	0	0	0	0	0	1	1	2	0	0	0	1	0	0	7	4	11
7:15	7:30	4	1	0	3	0	1	0	0	2	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	9	7	16
7:30	7:45	3	2	1	1	1	0	0	0	4	0	2	1	0	1	1	2	0	2	0	0	0	0	0	1	10	12	22
7:45	8:00	1	0	1	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	1	0	2	5	4	9
8:00	8:15	0	0	1	0	0	0	0	0	0	3	0	0	0	0	1	2	0	1	0	0	0	0	0	0	4	4	8
8:15	8:30	4	1	1	0	0	0	0	0	2	1	0	0	0	0	0	2	0	1	0	0	0	1	0	0	7	6	13
8:30	8:45	2	1	1	1	1	0	0	0	1	1	0	0	0	0	0	3	0	2	0	0	0	0	0	0	7	6	13
8:45	9:00	2	0	0	2	3	1	0	1	1	1	0	0	0	0	0	1	0	0	0	0	0	1	0	1	8	6	14
15:30	15:45	0	5	1	4	0	0	1	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5	9	14
15:45	16:00	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0	1	5	3	8
16:00	16:15	2	2	1	2	1	0	1	0	1	0	1	0	0	3	0	0	0	1	0	0	0	0	0	0	6	9	15
16:15	16:30	3	4	0	1	0	0	0	0	3	0	0	0	0	1	0	1	0	1	0	0	0	0	0	2	10	6	16
16:30	16:45	1	4	2	2	0	0	2	0	2	1	1	0	0	1	0	0	1	1	0	1	0	0	0	0	8	11	19
16:45	17:00	3	1	0	2	1	0	0	0	2	2	1	0	0	5	0	1	0	2	0	0	0	0	0	0	9	11	20
17:00	17:15	7	0	1	2	1	1	1	0	2	1	0	0	0	4	0	2	0	2	0	0	0	0	0	0	12	12	24
17:15	17:30	2	1	0	3	0	0	0	0	2	1	0	0	0	0	0	1	0	2	0	1	0	0	0	0	6	7	13

Appendix D

Collision Details Report

Date	Location	Classification	Initial Impact Type	Road Surface Condition	Environment Condition	Light	Traffic Control	N of Veh	N of Ped	N of Bikes	N of Motos
2017-01-30	BONGARD AVE btwn MERIVALE RD & GIFFORD ST (_3Z0AVI)	03 - P.D. only	06 - SMV unattended vehicle	01 - Dry	01 - Clear	01 - Daylight	10 - No control	1			
2022-02-22	BONGARD AVE btwn MERIVALE RD & GIFFORD ST (_3Z0AVI)	03 - P.D. only	05 - Turning movement	02 - Wet	01 - Clear	01 - Daylight	10 - No control	2			
2017-10-25	ENTERPRISE AVE @ MERIVALE RD (0000589)	03 - P.D. only	03 - Rear end	01 - Dry	01 - Clear	01 - Daylight	01 - Traffic signal	2			
2017-12-25	ENTERPRISE AVE @ MERIVALE RD (0000589)	03 - P.D. only	07 - SMV other	01 - Dry	01 - Clear	01 - Daylight	01 - Traffic signal	1			
2019-05-16	ENTERPRISE AVE @ MERIVALE RD (0000589)	03 - P.D. only	04 - Sideswipe	01 - Dry	01 - Clear	03 - Dawn	01 - Traffic signal	2			
2019-05-29	ENTERPRISE AVE @ MERIVALE RD (0000589)	03 - P.D. only	03 - Rear end	01 - Dry	01 - Clear	01 - Daylight	01 - Traffic signal	2			
2021-01-15	ENTERPRISE AVE @ MERIVALE RD (0000589)	03 - P.D. only	03 - Rear end	01 - Dry	01 - Clear	01 - Daylight	01 - Traffic signal	2			
2022-02-18	ENTERPRISE AVE @ MERIVALE RD (0000589)	03 - P.D. only	02 - Angle	04 - Slush	04 - Freezing Rain	07 - Dark	01 - Traffic signal	2			
2022-08-19	ENTERPRISE AVE @ MERIVALE RD (0000589)	03 - P.D. only	02 - Angle	01 - Dry	01 - Clear	01 - Daylight	01 - Traffic signal	2			
2022-09-23	ENTERPRISE AVE @ MERIVALE RD (0000589)	03 - P.D. only	04 - Sideswipe	01 - Dry	01 - Clear	01 - Daylight	01 - Traffic signal	2			
2018-02-07	MERIVALE RD @ BENTLEY AVE/CAMELOT DR (0009792)	03 - P.D. only	99 - Other	02 - Wet	03 - Snow	05 - Dusk	01 - Traffic signal	2			
2018-04-27	MERIVALE RD @ BENTLEY AVE/CAMELOT DR (0009792)	02 - Non-fatal injury	03 - Rear end	01 - Dry	01 - Clear	01 - Daylight	01 - Traffic signal	2			
2018-07-12	MERIVALE RD @ BENTLEY AVE/CAMELOT DR (0009792)	03 - P.D. only	03 - Rear end	01 - Dry	01 - Clear	01 - Daylight	01 - Traffic signal	2			
2018-08-27	MERIVALE RD @ BENTLEY AVE/CAMELOT DR (0009792)	03 - P.D. only	99 - Other	01 - Dry	01 - Clear	01 - Daylight	01 - Traffic signal	2			
2018-08-27	MERIVALE RD @ BENTLEY AVE/CAMELOT DR (0009792)	03 - P.D. only	04 - Sideswipe	01 - Dry	01 - Clear	05 - Dusk	01 - Traffic signal	2			
2019-03-19	MERIVALE RD @ BENTLEY AVE/CAMELOT DR (0009792)	03 - P.D. only	03 - Rear end	06 - Ice	01 - Clear	01 - Daylight	01 - Traffic signal	2			
2019-03-13	MERIVALE RD @ BENTLEY AVE/CAMELOT DR (0009792)	03 - P.D. only	03 - Rear end	03 - Loose snow	03 - Snow	07 - Dark	01 - Traffic signal	2			
2019-05-31	MERIVALE RD @ BENTLEY AVE/CAMELOT DR (0009792)	03 - P.D. only	99 - Other	01 - Dry	01 - Clear	01 - Daylight	01 - Traffic signal	2			
2021-09-30	MERIVALE RD @ BENTLEY AVE/CAMELOT DR (0009792)	03 - P.D. only	03 - Rear end	01 - Dry	01 - Clear	01 - Daylight	01 - Traffic signal	2			
2022-02-07	MERIVALE RD @ BENTLEY AVE/CAMELOT DR (0009792)	03 - P.D. only	02 - Angle	06 - Ice	01 - Clear	01 - Daylight	01 - Traffic signal	2			
2022-04-05	MERIVALE RD @ BENTLEY AVE/CAMELOT DR (0009792)	03 - P.D. only	05 - Turning movement	01 - Dry	01 - Clear	01 - Daylight	01 - Traffic signal	2			
2022-11-07	MERIVALE RD @ BENTLEY AVE/CAMELOT DR (0009792)	03 - P.D. only	02 - Angle	01 - Dry	01 - Clear	01 - Daylight	01 - Traffic signal	2			
2024-10-29	MERIVALE RD @ BENTLEY AVE/CAMELOT DR (0009792)	03 - P.D. only	04 - Sideswipe	02 - Wet	02 - Rain	07 - Dark	01 - Traffic signal	2			
2017-03-14	MERIVALE RD @ BONGARD AVE (0000588)	02 - Non-fatal injury	02 - Angle	02 - Wet	03 - Snow	01 - Daylight	02 - Stop sign	2			
2018-06-26	MERIVALE RD @ BONGARD AVE (0000588)	03 - P.D. only	02 - Angle	01 - Dry	01 - Clear	01 - Daylight	02 - Stop sign	2			
2019-04-27	MERIVALE RD @ BONGARD AVE (0000588)	02 - Non-fatal injury	07 - SMV other	01 - Dry	06 - Strong wind	01 - Daylight	02 - Stop sign	1			1
2019-07-20	MERIVALE RD @ BONGARD AVE (0000588)	03 - P.D. only	03 - Rear end	01 - Dry	01 - Clear	02 - Stop sign	02 - Stop sign	4			
2019-11-20	MERIVALE RD @ BONGARD AVE (0000588)	03 - P.D. only	05 - Turning movement	01 - Dry	01 - Clear	01 - Daylight	02 - Stop sign	2			
2019-11-11	MERIVALE RD @ BONGARD AVE (0000588)	03 - P.D. only	04 - Sideswipe	04 - Slush	03 - Snow	05 - Dusk	02 - Stop sign	2			
2019-12-11	MERIVALE RD @ BONGARD AVE (0000588)	03 - P.D. only	02 - Angle	01 - Dry	01 - Clear	07 - Dark	02 - Stop sign	2			
2022-08-16	MERIVALE RD @ BONGARD AVE (0000588)	03 - P.D. only	05 - Turning movement	01 - Dry	01 - Clear	01 - Daylight	02 - Stop sign	2			
2022-11-01	MERIVALE RD @ BONGARD AVE (0000588)	03 - P.D. only	05 - Turning movement	01 - Dry	01 - Clear	07 - Dark	02 - Stop sign	2			
2022-12-28	MERIVALE RD @ BONGARD AVE (0000588)	03 - P.D. only	02 - Angle	02 - Wet	01 - Clear	07 - Dark	02 - Stop sign	2			
2017-07-11	MERIVALE RD @ CLEOPATRA DR (0000112)	02 - Non-fatal injury	03 - Rear end	02 - Wet	01 - Clear	01 - Daylight	01 - Traffic signal	2			
2017-12-15	MERIVALE RD @ CLEOPATRA DR (0000112)	02 - Non-fatal injury	02 - Angle	04 - Slush	03 - Snow	07 - Dark	01 - Traffic signal	2			
2017-12-20	MERIVALE RD @ CLEOPATRA DR (0000112)	03 - P.D. only	05 - Turning movement	01 - Dry	01 - Clear	07 - Dark	01 - Traffic signal	2			
2018-07-27	MERIVALE RD @ CLEOPATRA DR (0000112)	02 - Non-fatal injury	03 - Rear end	02 - Wet	02 - Rain	01 - Daylight	01 - Traffic signal	2			
2019-02-19	MERIVALE RD @ CLEOPATRA DR (0000112)	03 - P.D. only	04 - Sideswipe	01 - Dry	01 - Clear	01 - Daylight	01 - Traffic signal	2			
2019-03-18	MERIVALE RD @ CLEOPATRA DR (0000112)	02 - Non-fatal injury	05 - Turning movement	01 - Dry	01 - Clear	01 - Daylight	01 - Traffic signal	3			
2019-09-17	MERIVALE RD @ CLEOPATRA DR (0000112)	02 - Non-fatal injury	03 - Rear end	01 - Dry	01 - Clear	01 - Daylight	01 - Traffic signal	2			
2019-12-18	MERIVALE RD @ CLEOPATRA DR (0000112)	03 - P.D. only	03 - Rear end	01 - Dry	01 - Clear	05 - Dusk	01 - Traffic signal	3			
2020-06-18	MERIVALE RD @ CLEOPATRA DR (0000112)	03 - P.D. only	03 - Rear end	01 - Dry	01 - Clear	01 - Daylight	01 - Traffic signal	2			
2020-12-11	MERIVALE RD @ CLEOPATRA DR (0000112)	03 - P.D. only	07 - SMV other	01 - Dry	01 - Clear	03 - Dawn	01 - Traffic signal	1			
2021-11-02	MERIVALE RD @ CLEOPATRA DR (0000112)	03 - P.D. only	02 - Angle	01 - Dry	01 - Clear	01 - Daylight	01 - Traffic signal	2		1	
2021-10-28	MERIVALE RD @ CLEOPATRA DR (0000112)	03 - P.D. only	02 - Angle	01 - Dry	01 - Clear	01 - Daylight	01 - Traffic signal	2			
2022-07-18	MERIVALE RD @ CLEOPATRA DR (0000112)	03 - P.D. only	02 - Angle	02 - Wet	02 - Rain	01 - Daylight	01 - Traffic signal	2			
2024-03-18	MERIVALE RD @ CLEOPATRA DR (0000112)	03 - P.D. only	03 - Rear end	02 - Wet	03 - Snow	01 - Daylight	01 - Traffic signal	2			
2018-02-15	MERIVALE RD btwn BENTLEY AVE & ENTERPRISE AVE (_3Z083Z)	03 - P.D. only	02 - Angle	02 - Wet	01 - Clear	01 - Daylight	10 - No control	2			
2019-09-17	MERIVALE RD btwn BENTLEY AVE & ENTERPRISE AVE (_3Z083Z)	03 - P.D. only	03 - Rear end	01 - Dry	01 - Clear	01 - Daylight	10 - No control	3			
2019-09-05	MERIVALE RD btwn BONGARD AVE & CLEOPATRA DR (_3Z083T)	02 - Non-fatal injury	05 - Turning movement	01 - Dry	01 - Clear	01 - Daylight	10 - No control	2			
2018-07-06	MERIVALE RD btwn ENTERPRISE AVE & BONGARD AVE (_3Z083W)	03 - P.D. only	04 - Sideswipe	01 - Dry	01 - Clear	01 - Daylight	10 - No control	2			
2021-01-26	MERIVALE RD btwn ENTERPRISE AVE & BONGARD AVE (_3Z083W)	03 - P.D. only	99 - Other	03 - Loose snow	03 - Snow	07 - Dark	10 - No control	2			
2022-05-03	MERIVALE RD btwn ENTERPRISE AVE & BONGARD AVE (_3Z083W)	03 - P.D. only	07 - SMV other	02 - Wet	02 - Rain	07 - Dark	10 - No control	1			
2024-01-22	MERIVALE RD @ BENTLEY AVE/CAMELOT DR (0009792)	04 - Non-reportable	05 - Turning movement	02 - Wet	01 - Clear	01 - Daylight	10 - No control	2			