3 Selkirk Street (Phase 2)

Transportation Impact Assessment (TIA) Step 3 – Strategy Report

DRAFT

February 2026

3 Selkirk Street

TIA Step 3 – Strategy Report

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STRATEGY TIA REPORT

Parsons has been retained by Main + Main to prepare a Transportation Impact Assessment (TIA) Report in support of Site Plan Control (SPC) Application for Phase 2 of the proposed residential development at 3 Selkirk 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 and Safety triggers. The Trip Generation trigger was met based on the number of apartment units proposed. The Safety trigger is met due to the use of an existing median break on North River Road and the proximity of the access to the Montreal Road signalized intersection. The Screening Form has been provided in **Appendix A**.

2.0 SCOPING REPORT

2.1. Existing and Planned Conditions

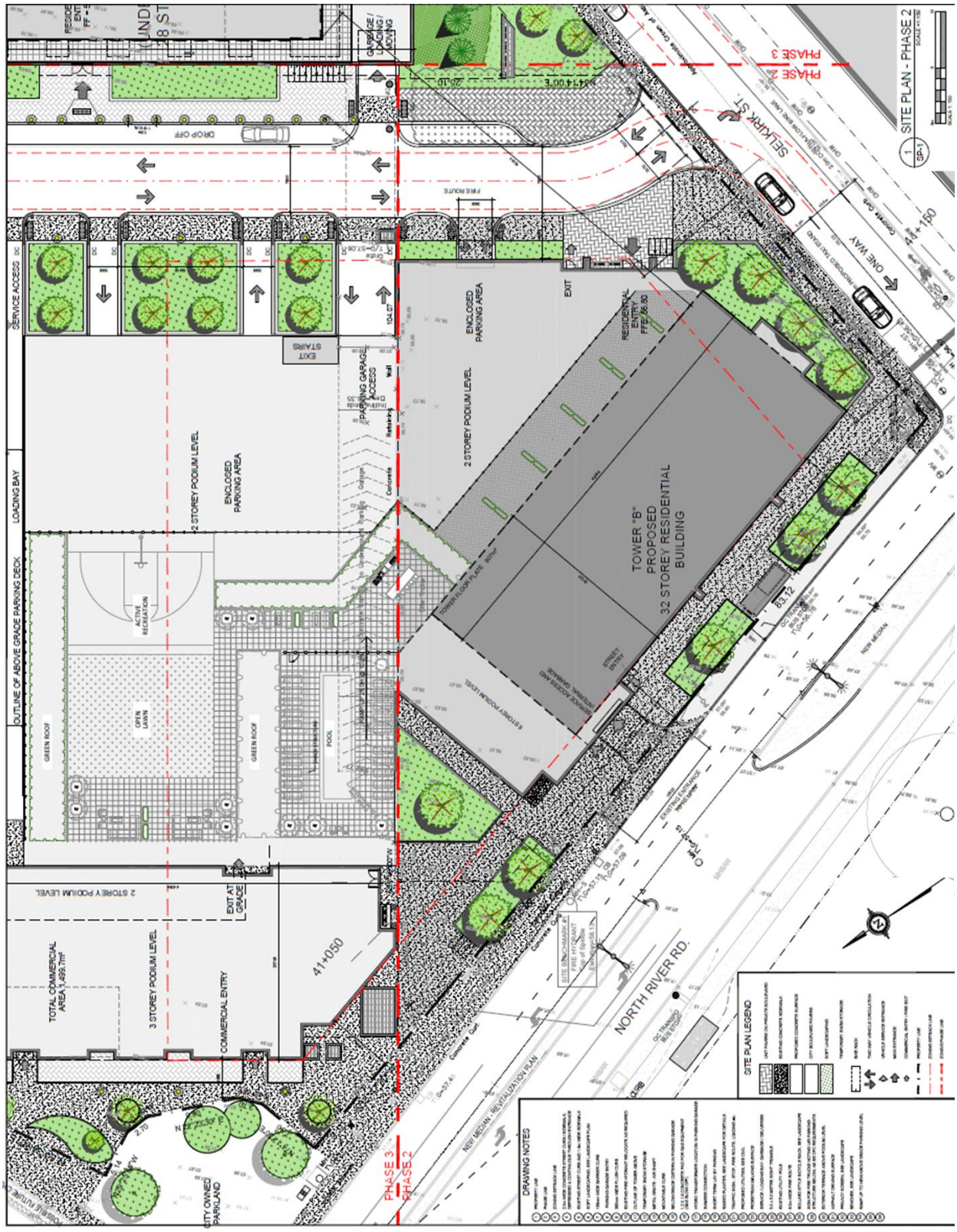
2.1.1. Proposed Development

This report is prepared in support of Phase 2 of the Maison Riverain development, which represents the third and final phase. The Phase 2 site is located in the northeast corner of the intersection of Selkirk/North River, at the municipal address of 3 Selkirk Street in Ottawa, Ontario. The site is currently vacant after removal of the previous strip retail mall. Construction of Phase 1 is near completion, while Phase 3 is currently undergoing construction. **Figure 1** provides an illustration of the local area context of the site and **Figure 2** illustrates the Phase 2 Site Plan (high quality plan and overall development plan provided in **Appendix A**).

Phase 2 is expected to consist of 445 apartment units in a 32-storey building. Access is proposed to be provided via the internal site driveway connecting Montgomery Street to Selkirk Street. The overall site's central parking structure will be used to access the new building's underground parking, with additional 19 parking spaces to be accessed via the internal driveway. The development proposes to provide 242 vehicle and 234 bike parking spaces. The existing access along North River Road is proposed to be adjusted and maintained as access to an internal loading bay for waste collection and move-in trucks.

Figure 1: Local Context

Figure 2: Proposed Site Plan (January 2026)



2.1.2. Existing Conditions

Area Road Network

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

Montreal Road is an east-west arterial roadway with a 4-lane cross-section and auxiliary turn lanes at major intersections. It extends from North River Road in the west to HWY-174 in the east. Beyond North River Road, Montreal Road continues as Rideau Street, and beyond HWY-174, it continues as St. Joseph Boulevard. Within the study area, the road was recently reconstructed as part of the Montreal Road Revitalization project. The posted speed limit is assumed to be 50 km/h.

McArthur Avenue is an east-west arterial roadway with a 2-lane cross-section and auxiliary turn lanes at major intersections. It extends from North River Road in the west to St. Laurent Boulevard in the east. There are painted bike lanes travelling both east and westbound with separation provided in the form of flex posts and occasional concrete medians. On-street parking bay is provided along the south side of the roadway within the study area. The posted speed limit is 50 km/h.

North River Road is a north-south roadway with a 2-lane cross-section. It extends from Coupal Street in the north to Wright Street in the south. North River Road is classified as an arterial roadway between Montreal Road and McArthur Avenue. Between McArthur Avenue and Donald Street it is classified as a collector roadway and north of Montreal Road and south of Donald Street it is classified as a local street. Within the study area, the posted speed limit is 50 km/h.

Vanier Parkway is a north-south divided arterial roadway with a 4-lane cross-section and auxiliary turn lanes at major intersections. It extends from St. Patrick's Street in the north to Tremblay Road in the south. Beyond St. Patrick's Street, Vanier Parkway continues as Crichton Street, and beyond Tremblay Road, it continues as Riverside Drive. Within the study area, the posted speed limit is 60 km/h.

Selkirk Street is an east-west local roadway with a two-lane cross-section that extends from North River Road in the west to Gardner Street in the east. West of Dundas Street, Selkirk Street operates as a one-way westbound street and east of Dundas Street it operates as two-way. On-street parking is provided, and the unposted speed limit is assumed to be 50 km/h.

Montgomery Street is a north-south local roadway with a two-lane cross-section that extends from Montreal Road in the north to Gardner Street in the south. On-street parking is provided, with traffic calming measures including cur extensions and speed humps recently installed. The section of Montgomery Street nearest the site is a school zone with a posted speed limit of 30 km/h.

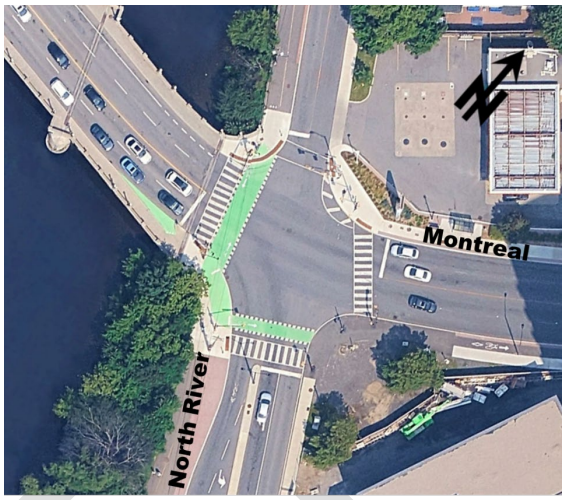
Dundas Street is a short north-south local roadway with a two-lane cross-section that extends from Selkirk Street in the north to McArthur Avenue in the south. On-street parking is provided, and the unposted speed limit is assumed to be 50 km/h.

Mayfield Street is a one-way southbound local roadway with a one-lane cross-section that extends from Montgomery Street in the north to McArthur Avenue in the south. On-street parking is provided, and the unposted speed limit is assumed to be 50 km/h.

Existing Study Area Intersections

North River/Montreal

The North River/Montreal intersection is a signalized four-legged intersection. The intersection has undergone modifications recently and was redesigned as shown in the image to the right. The northbound approach consists of a left-turn lane and a shared through/right-turn lane. The southbound approach consists of a shared all-movement lane. The eastbound approach consists of a shared through/left-turn lane and shared through/right-turn lane. The westbound approach consists of a through lane and a shared through/right-turn lane. Prohibited movements include the eastbound left-turn during the morning and afternoon peak periods, the eastbound right-turn-on-red, and the westbound left-turn.

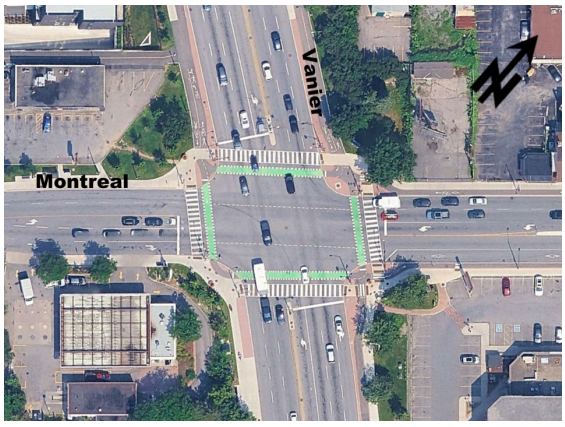


Montgomery/Montreal

The Montgomery/Montreal intersection is a signalized 'T' intersection. The northbound approach consists of an auxiliary left-turn lane and an auxiliary right-turn lane. The eastbound approach consists of shared through/right-turn lane and a through lane. The westbound approach consists of a through lane and a shared through/left-turn lane. All movements are permitted at this location.

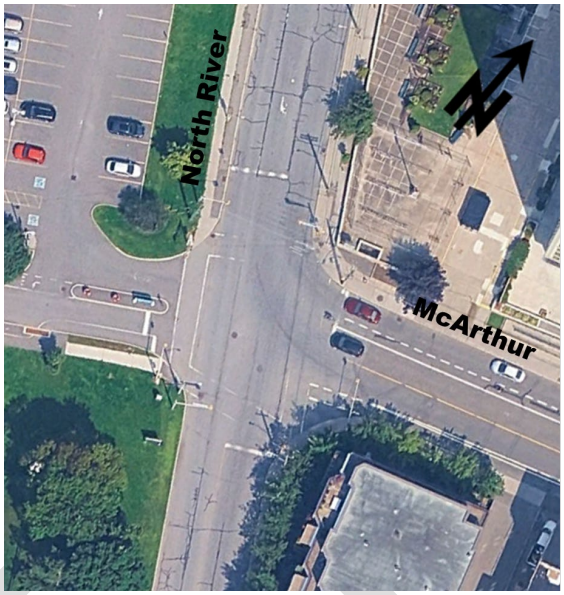
Vanier/Montreal

The Vanier/Montreal intersection is a signalized four-legged intersection. The northbound approach consists of an auxiliary left-turn lane, two through lanes, and an auxiliary right-turn lane. The southbound approach consists of an auxiliary left-turn lane, two through lanes, and a shared through/right-turn lane. The eastbound approach consists of an auxiliary left-turn lane, a through lane, and an auxiliary right-turn lane. The westbound approach consists of an auxiliary left-turn lane, a through lane and a shared through/right-turn lane. All movements are permitted at this location.



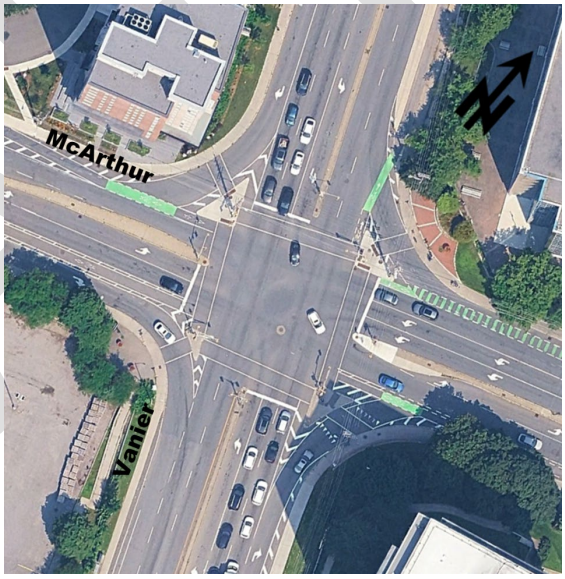
North River/McArthur

The North River/McArthur intersection is a signalized four-legged intersection. The north and eastbound approaches consist of a shared all-movement lane. The southbound approach consists of an auxiliary left-turn lane and a shared through/right-turn lane. The westbound approach consists of a shared though/left-turn lane and an auxiliary right-turn lane, separated by a pocket bike lane. All movements are permitted at this location.



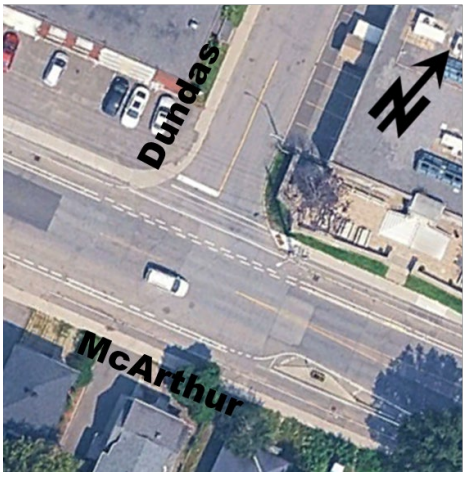
Vanier/McArthur

The Vanier/McArthur intersection is a signalized four-legged intersection. The north and southbound approaches consist of an auxiliary left-turn lane, two through lanes, and a channelized right-turn lane. The eastbound approach consists of an auxiliary left-turn lane, a through lane, and a channelized right turn lane, separated by a pocket bike lane. The westbound approach consists of dual left-turn lanes, a through lane, and a channelized right-turn lane. All movements are permitted at this location.



Dundas/McArthur

The Dundas/McArthur intersection is a ‘T’ intersection with STOP control on Dundas Street. The southbound approach consists of a shared left-turn/right-turn lane. The eastbound approach consists of shared through/left-turn lane. The westbound approach consists of a shared through/right-turn lane. All movements are permitted at this location.



Mayfield/McArthur

The Mayfield/McArthur intersection is a 'T' intersection with STOP control on Mayfield Street. The southbound approach consists of a shared left-turn/right-turn lane. The east and westbound approaches consist of through lanes only, as Mayfield Street is a one-way southbound only road.

Selkirk/North River

The Selkirk/North River intersection is a 'T' intersection with STOP control on Selkirk Street. The northbound and southbound approaches consist of a through lane. The westbound approach consists of a left-turn lane and a right-turn lane. The southbound left-turn and northbound right-turn movements are prohibited as Selkirk Street is one-way westbound.

Selkirk/Dundas

The Selkirk/Dundas intersection is a 'T' intersection with STOP control on Dundas Street. The northbound approach consists of a shared all movement lane. The westbound approach consists of shared through/left-turn lane. There is no eastbound approach as Selkirk Street is one-way westbound west of Dundas Street.

Selkirk/Montgomery

The Selkirk/Montgomery intersection is a four-legged intersection with all-way stop control. All approaches consist of a shared all-movement lane, and all movements are permitted at this location.

Mayfield/Montgomery

The Mayfield/Montgomery intersection is an unsignalized 'T' intersection. The eastbound approach (Montgomery) consists of shared through/right-turn lane. The westbound approach (Montgomery) consists of a shared through/left-turn lane. There is no northbound approach as Mayfield is one-way only (southbound).

Existing Driveways to Adjacent Developments

No new driveway is proposed as part of the Phase 2 development. The site will continue to use the existing access along North River Road for loading purposes, while cars will access the proposed building via the internal driveway connecting Selkirk Street and Montgomery Street. Existing driveways to adjacent developments that are within 200m of the internal driveway intersections were detailed in previous submissions.

Existing Area Traffic Management Measures

Existing area traffic management measures include the following:

- Zebra crossings at intersections along Montreal Road, including at North River Road, Montgomery Street and Vanier Parkway.

- Bike crossing signals and thermoplastic pavement markings at the intersections of Montreal/North River and Montreal/Vanier.
- On-street parking permitted on Montreal Road, Montgomery Street and Selkirk Street.
- Traffic calming measures, including curb extensions and speed humps under construction on Montgomery Street, north of Selkirk Street, with reduced posted speed limit of 30km/h.
- Eastbound segregated cycling facility on Montreal Road, between North River Road and Montgomery Street
- Cycle tracks on both sides of Montreal Road, east of Vanier Parkway.
- Painted curbside bike lanes on both sides of McArthur Avenue.
- Rideau River Eastern Pathway west of North River Road.

Pedestrian/Cycling Network

The active transportation (AT) network facilities for pedestrians and cyclists are illustrated in **Figure 3** and **Figure 4**, respectively. Within the study area, sidewalks are provided on both sides along North River Road, Montreal Road, Montgomery Street, McArthur Avenue, and Vanier Parkway. They are also provided on the south side of Selkirk Street, and west sides of both Mayfield Street and Dundas Street.

In regard to cycling, North River Road and Montreal Road are both designated as suggested cycling routes. Painted bike lanes are provided along McArthur Avenue, connecting the existing Rideau River Eastern Pathway on the west side of North River Road. On Montreal Road, a cycle track was recently provided on the south side, at the development frontage between North River Road and Montgomery Street. Cycle tracks are also provided on both sides of Montreal Road, east of Vanier Parkway. In the City of Ottawa TMP, roads that are designated as cross-town bikeways include North River Road (between Donald Street and Mark Avenue), Mark Avenue, and Montreal Road (east of Vanier Parkway).

Figure 3: Study Area Pedestrian Facilities

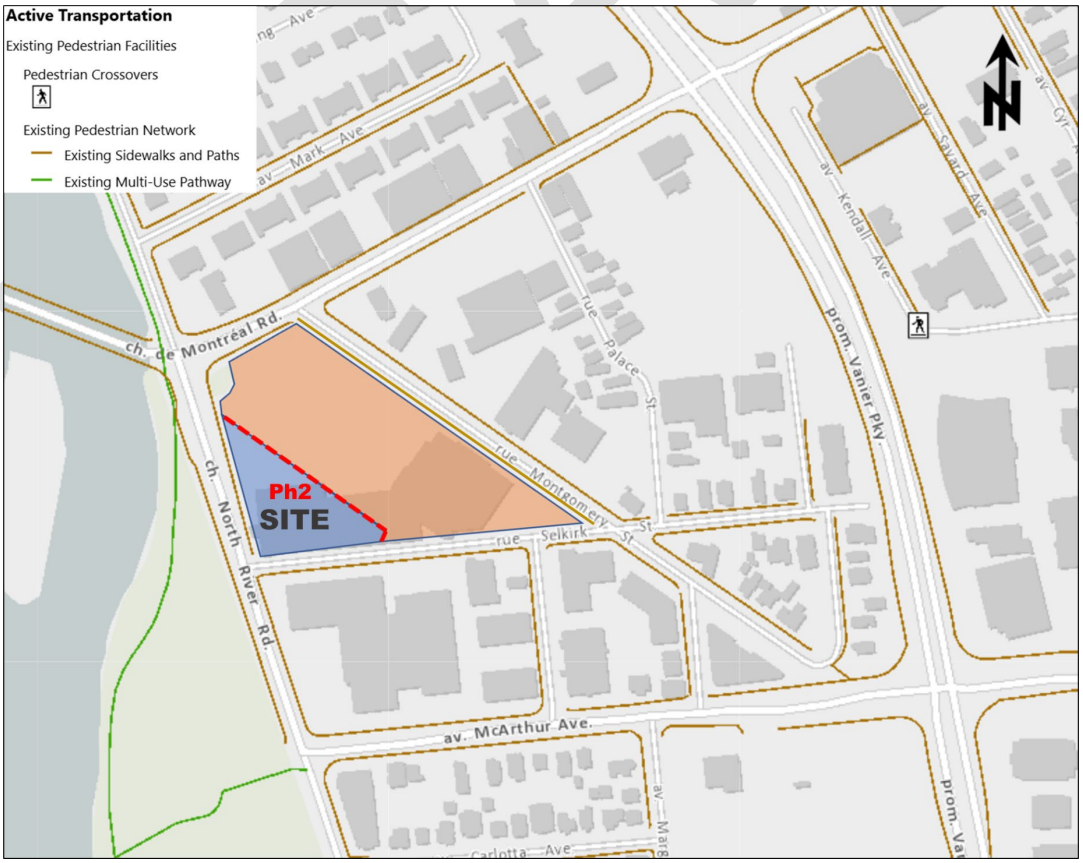
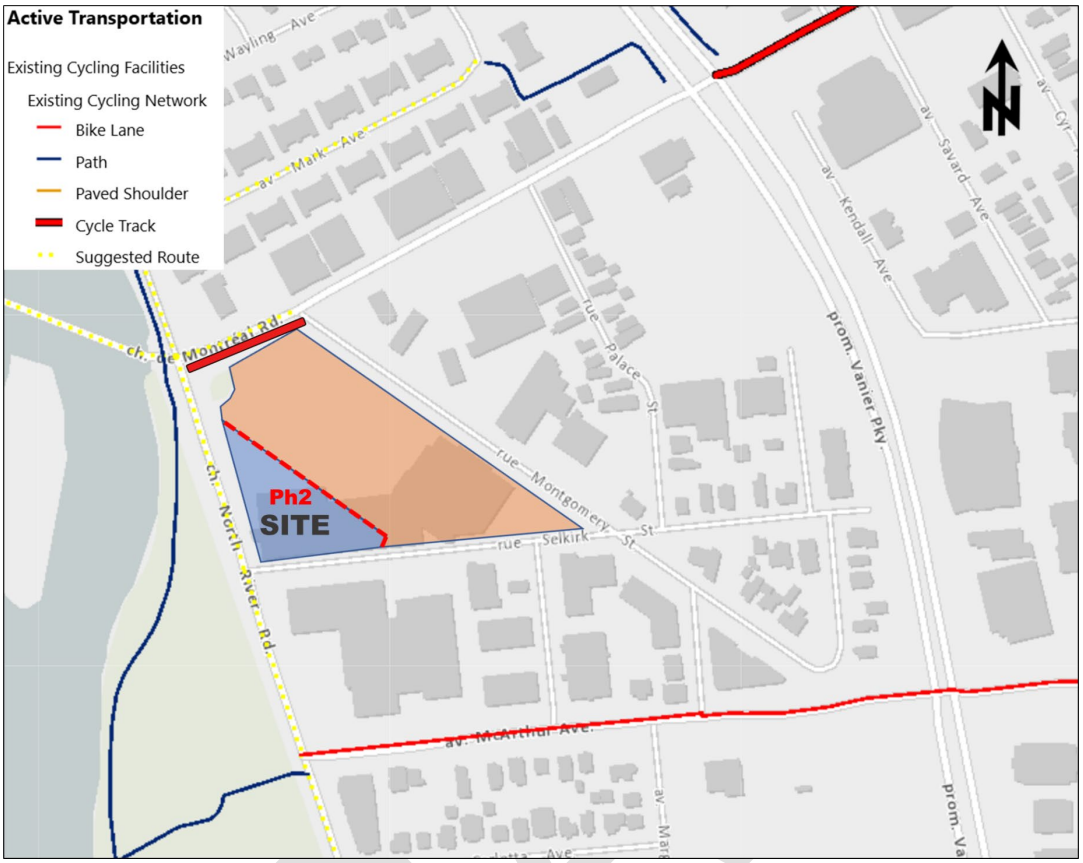


Figure 4: Study Area Cycling Facilities



Transit Network

The transit network for the study area is illustrated in **Figure 5**, while **Figure 6** illustrates the bus stop locations. The following description of OC Transpo service within the study area is noted:

- **Frequent Routes**: bus routes that operate every 15 minutes or less on weekdays. This includes route #12 on Montreal Road and route #14 on North River Road and McArthur Avenue.
- **Local Routes**: bus routes that operate on custom routing to local destinations, with a headway of every 15 to 30 minutes. Route #18 operates along North River Road, while routes #15 and #17 operate along Montreal Road.
- The nearest bus stops to the site are located on the west side of North River Road and the north side of Montreal Road, both at the intersection of Montreal/North River.

Figure 5: Area Transit Network

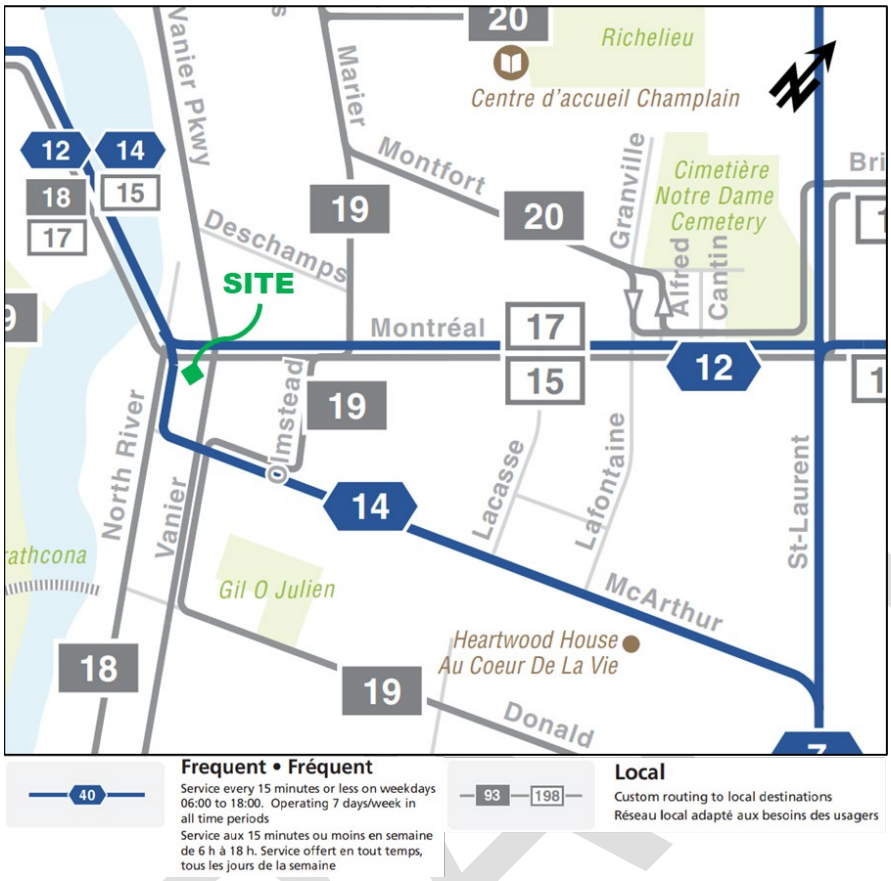


Figure 6: Bus Stop Locations

Peak Hour Travel Demands

Available traffic count data was obtained from the City of Ottawa for the majority of the study area intersections. The peak hour vehicle volumes are illustrated in **Figure 7**, with the raw traffic count data provided in **Appendix B**. Pedestrian and cyclist volumes are illustrated in **Figure 8**. Available intersection data includes the following:

- North River/Montreal – Conducted Tuesday, September 23, 2025
- Montgomery/Montreal – Conducted Tuesday, September 23, 2025
- Vanier/Montreal – Conducted Tuesday, March 26, 2019
- North River/McArthur – Conducted Tuesday, March 19, 2020
- Vanier/McArthur – Conducted Thursday, October 26, 2023
- Dundas/McArthur – Conducted Tuesday, November 26, 2019
- Selkirk/North River – Conducted Tuesday, November 26, 2019
- Selkirk/Montgomery – Conducted Wednesday, April 7, 2021

Traffic volumes at the intersections of Selkirk/Dundas and Mayfield/Montgomery were inferred using traffic volumes at adjacent intersections.

Figure 7: Existing Peak Hour Traffic Volumes

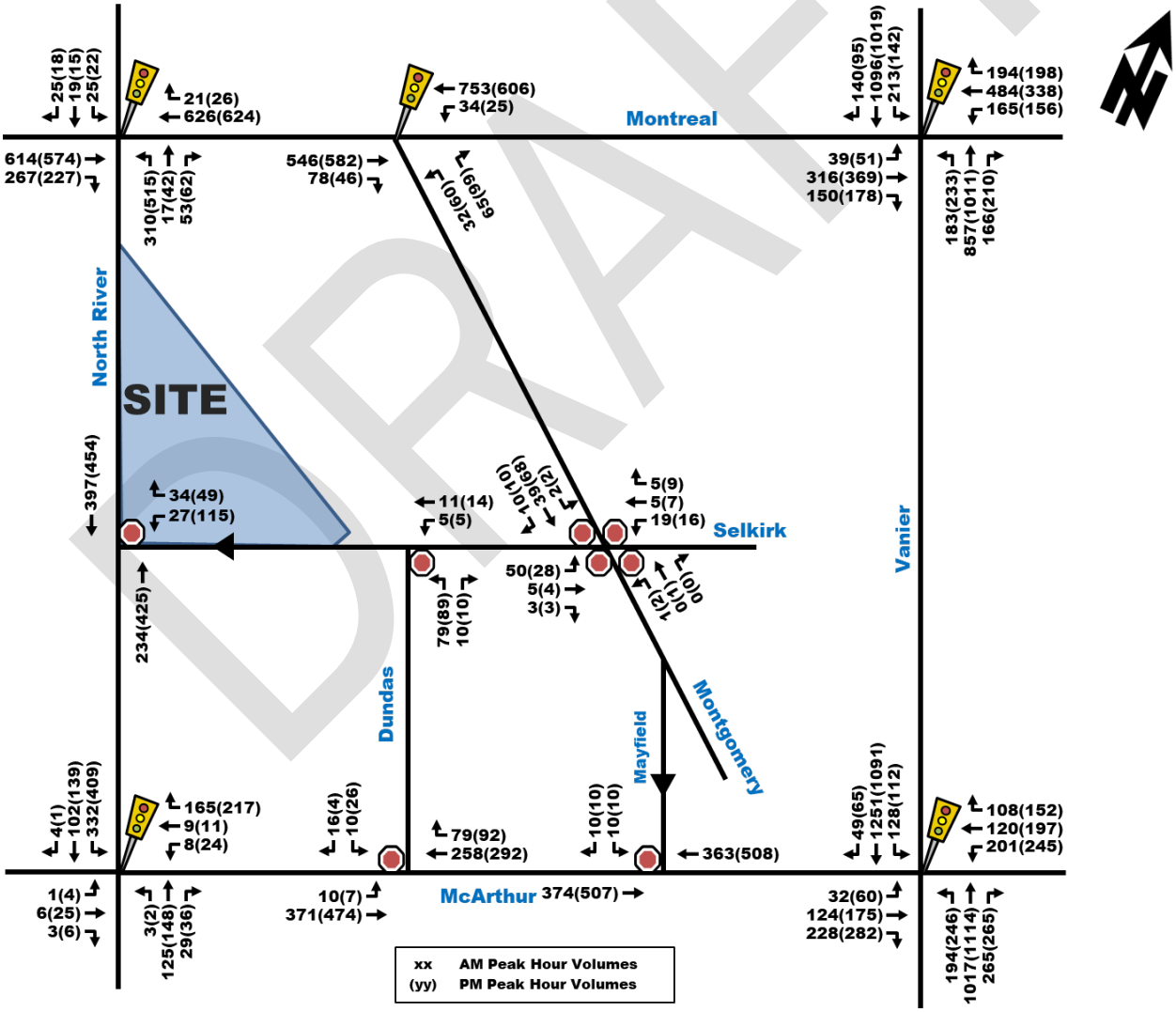
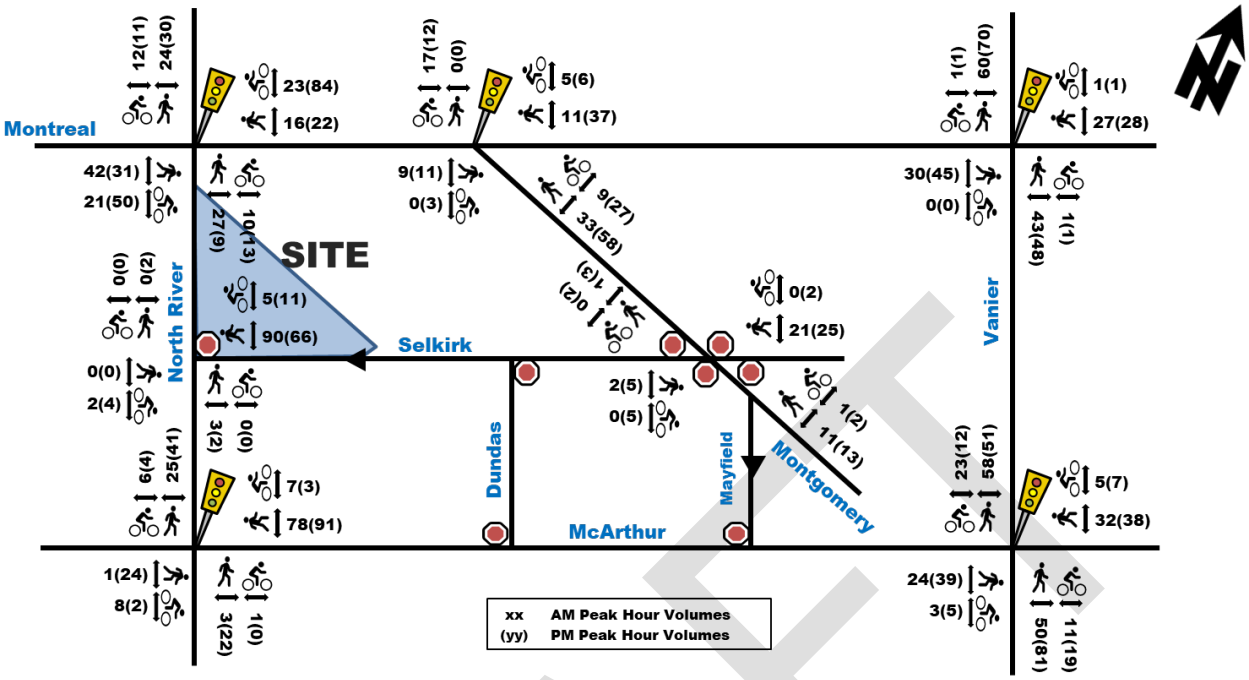


Figure 8: Existing Peak Hour AT Volumes



Existing Road Safety Conditions

The most recent five-year collision history data (2019-2022 and 2024, inclusive) available was obtained from the City of Ottawa for the site's boundary road segments and intersections. Detailed collision data has been provided in **Appendix C**.

The total number of collisions in the five-year study period was 54. Of the collisions, 42 of 54 (78%) resulted in property damage only, while the remaining incidents (12, or 22%) resulted in non-fatal injuries. There were no fatal collisions within the study area. **Table 1** provides a summary of collisions by type and summary.

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	15	6	11	3	0	5	0	2	42 (78%)
Non-fatal injury	0	3	0	1	0	8	0	0	12 (22%)
Fatal Incidents	0	0	0	0	0	0	0	0	0 (0%)
Total	**15 (28%)**	**9 (17%)**	**11 (20%)**	**4 (7%)**	**0 (0%)**	**13 (24%)**	**0 (0%)**	**2 (4%)**	**54 (100%)**

The most common collision types are rear end collisions, which recorded 15 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)
Montreal/North River	36	4 Pedestrian 1 Cyclist	Rear Ends - 12	The pedestrian and cyclist collisions are noted to have occurred prior to the recent intersection redesign.
North River/Selkirk	2	0	Rear End and SMV Other – 1 each	None
McArthur/North River	6	1 Pedestrian 1 Cyclist	Turning Movement and SMV Other – 2 each	Both pedestrian and cyclist collisions occurred as a southbound vehicle turned left onto McArthur Avenue.
Montgomery/ Montreal	2	1 Cyclist	Turning Movement and 'Other' – 1 each	The bike collision occurred prior to the recent intersection redesign.

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)
Montgomery Street, between Montreal Road and Selkirk Street	2	205m	0	None
Montreal Road, between North River Road and Montgomery Street	3	60m	0	None
North River Road, between Montreal Road and Selkirk Street	1	113m	1 Pedestrian	None
North River Road, between Selkirk Street and McArthur Avenue	2	95m	0	None

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

- No collision patterns were identified at any study area intersections or mid-block segments.
- The highest intersection collisions occurred at Montreal/North River, where 36 collisions have occurred. The relatively higher number is typical of intersections consisting of two major arterial roads with high traffic volumes. Most collisions have occurred prior to the recent redesign of the intersection, which included improvements to active transport facilities.
- Mid-block collisions are found to be minimal with no major concerns.

2.1.3. Planned Conditions

2.1.3.1. Future Transportation Network Changes

Transportation Master Plan (TMP)

The City of Ottawa 2025 TMP indicates the following potential future projects in the study area:

- **Active Transport**: bike lanes are proposed where feasible on North River Road, from Montreal Road to Donald Street, using pavement markings and signage as part of the first phase of TMP projects.
- **Transit Network:** both the priority (construction expected by 2046) and needs based networks illustrated each of Montreal Road, McArthur Avenue, Vanier Parkway, and North River Road (between Montreal Road and McArthur Avenue), as transit priority corridors.

Montreal Road District Secondary Plan

The development site is included within the Montreal Road District Secondary Plan area. Policies that are relevant to the subject development include the following:

- Building heights up to 32-storeys are permitted.
- Buildings facing Montreal Road are required to have window and door entrances that will occupy at least 40% of the building facades. Direct pedestrian access is required.
- One vehicular access is permitted from North River Road for loading and servicing functions only. No other new vehicular access will be permitted.
- Design modifications to major intersections are proposed, including the Montreal/North River, Montreal/Vanier and McArthur/Vanier intersections. The modifications, which have already been implemented, are meant to prioritize pedestrian and cyclist safety at the intersections.

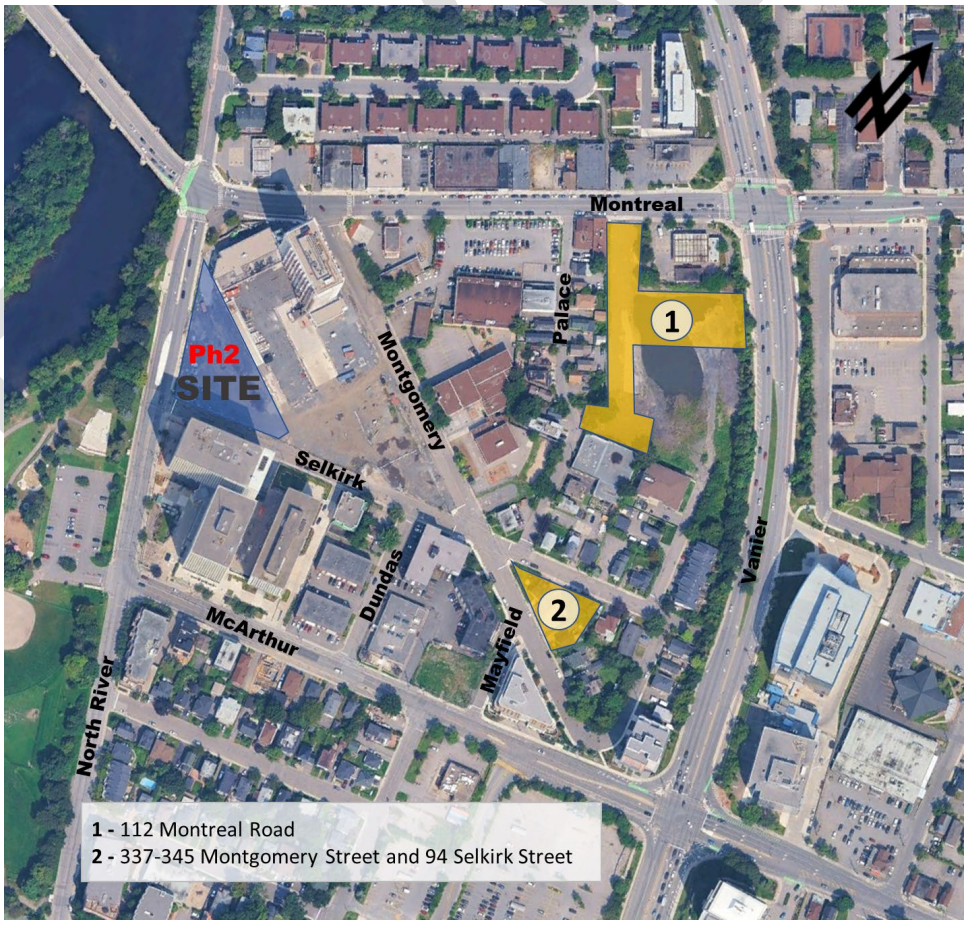
Selkirk Street Contra-Flow Bike Lane

As part of previous phases for this development, an eastbound contra-flow bike lane is proposed along Selkirk Street. A Roadway Modification approval (RMA) package was prepared by Parsons under reference RMA-2203-TPD-064 to illustrate the future bike lane.

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 9**.

Figure 9: Future Other Area Developments



112 Montreal Road

2705460 Ontario Inc. is proposing two residential buildings, with the north 8-storey building consisting of 36 dwelling units and 2,525 ft^2 of first-floor commercial space, while the second 37-storey building consists of 394 dwelling units. Site access is proposed via Palace Street. The TIA Report prepared in support of the Phase 1 Site Plan Control Application estimated up to 64 new vehicle trips during peak hours.

337-345 Montgomery Street and 94 Selkirk Street

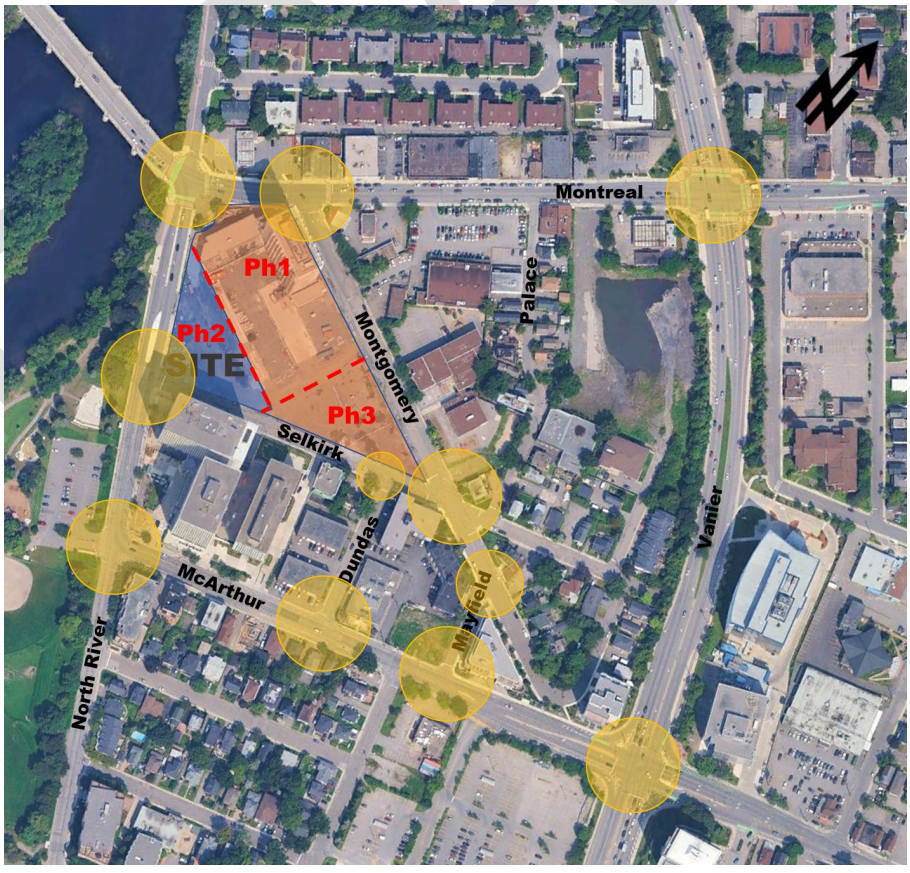
SerCo Realty Group is proposing a 20-storey high residential building with 204 units. The TIA Report prepared in support of Official Plan and Zoning By-Law Amendment Application, anticipated the development to generate up to 33 vehicle trips during peak hours.

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 2028. As such, the horizon years 2028 and 2033 (i.e. five-years after development buildout) will be reviewed 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 listed below and highlighted in **Figure 10**.

- North River/Montreal
- Montgomery/Montreal
- Vanier/Montreal
- North River/McArthur
- Vanier/McArthur
- Dundas/McArthur
- Mayfield/McArthur
- Selkirk/North River
- Selkirk/Dundas
- Selkirk/Montgomery
- Mayfield/Montgomery

Figure 10: 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
3.2 Background Network Travel Demands	All	Based on the 2023 TIA Guidelines Revisions, these modules are only required if one or more of modules 4.6 to 4.9 are triggered.
3.3 Demand Rationalization	All	
4.1 Development Design	4.1.3 New Street Networks	Only required for applications involving a plan of subdivision
4.6 Neighbourdhood Traffic Calming	All	Not required for Site Plan Applications and less than 75 site generated auto trips as anticipated per **Section 3.1.1**. Exempt as per 2023 Revisions to TIA Guidelines.
4.7 Transit	All	Less than 75 site generated auto and transit 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

The proposed development is expected to consist of a high-rise residential building containing a total of 445 apartment units. 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 5** below.

Table 5: 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 5**, the total number of person trips expected to be generated during the morning and afternoon peak periods can be found in **Table 6**.

Table 6: Apartment Units Peak Period Person Trip Generation

Land Use	Dwelling Units	AM Peak Period Person Trips	PM Peak Period Person Trips
High-Rise Apartments	445	356	401

The proposed development is anticipated to generate 356 and 401 person trips during the morning and afternoon peak periods, respectively. The total peak period person trips in **Table 6** are then divided into different travel modes using mode share percentages obtained from the 2020 TRANS Manual for the "Ottawa East" district. **Table 7** provides the travel mode breakdown for the proposed building.

Table 7: 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%	140	40%	160
Auto Passenger	7%	27	14%	56
Transit	38%	135	28%	114
Cycling	2%	7	3%	11
Walking	13%	47	15%	60
Total Person Trips	**100%**	**356**	**100%**	**401**

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 8** below.

Table 8: 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 8** and the peak period person trips for different travel modes in **Table 7**, the peak hour trips for different travel modes can be calculated as shown in **Table 9**.

Table 9: Residential Peak Hour Trips Mode Share Breakdown

Travel Mode	AM Peak Hour Trips	PM Peak Hour Trips
Auto Driver	67	71
Auto Passenger	13	25
Transit	74	53
Cycling	4	5
Walking	27	31
Total Person Trips	**186**	**185**

As shown in **Table 9**, the proposed development is anticipated to generate a total of 185 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 10**.

Table 10: 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	21	46	67	41	30	71
Passenger	4	9	13	14	10	25
Transit	23	51	74	31	22	53
Cycling	1	3	4	3	2	5
Walk	8	19	27	18	13	31
Total Person Trips	**58**	**128**	**186**	**107**	**78**	**185**

As shown in **Table 10**, the proposed development is anticipated to generate up to 71 vehicle trips, 74 transit trips and 36 Active Transport (walking and cycling) trips, during the morning and afternoon peak hours.

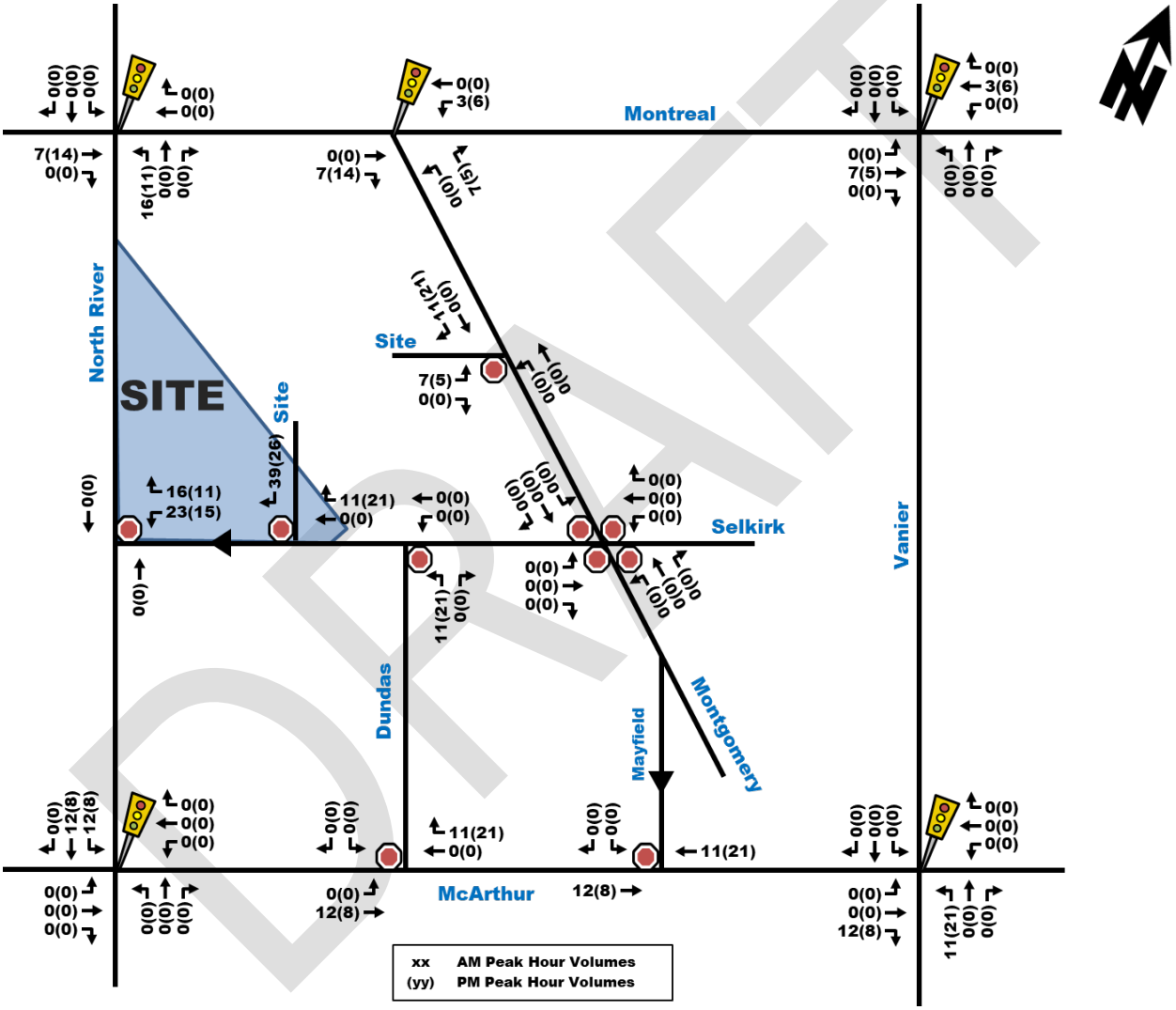
3.1.2. Trip Distribution and Assignment

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;
- 25% to/from the south;
- 30% to/from the east; and,
- 35% to/from the west.

The anticipated site generated vehicle trips are assigned to the road network as illustrated in **Figure 11**.

Figure 11: Peak Hour Site-Generated Traffic Volumes



3.2. Background Network Travel Demands

Exempt – refer to **Table 4**.

3.3. Demand Rationalization

Exempt – refer to **Table 4**.

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 D** and discussed in more detail in **Section 4.5.3**.

Auto and Bicycle Parking

A central parking garage is being constructed as part of previous phases and can be accessed via the internal site driveway. The two-storey parking garage would also provide access to the underground parking garage of the Phase 2 building, with the upper parking garage level providing access to parking spaces on the building's second floor. Additionally, some interior parking spaces will be provided on the ground floor of the Phase 2 building and can be accessed via a 3.6m wide aisle along the site's interior driveway.

As such, vehicle parking spaces serving the phase 2 building are divided between the central parking garage, the building's underground parking level P1, the ground floor interior, and the second floor interior. Bike parking spaces are provided in the building's underground parking level P1, the ground floor interior, and within the boulevard outside the building (12 spaces).

Pedestrian Facilities

The external pedestrian sidewalks will continue to be provided along North River Road with an expanded concrete area and planters provided between the sidewalks and the building. New concrete sidewalks will also be provided along Selkirk Street, with expanded concrete area and planters at building frontage. Sidewalks are proposed to be depressed and continuous through the development driveways, as per City standards. Internally, sidewalks are provided along the driveway and throughout the site with a mix of unit pavers and concrete at different locations.

Transit Amenities

It is understood that the existing transit stop along the east side of North River Road has not been in use since construction of previous development phases began. As part of the development, the previous bus stop sign will be upgraded to a concrete pad and shelter.

4.1.2. Circulation and Access

The main vehicular access to the development is via the internal driveway connecting Montgomery Street to Selkirk Street. The driveway provides access to several aisles leading to parking spaces. For the Phase 2 building, connections to the underground parking garage level P1 is available via the central parking garage's first level, with a connection to the building's interior second floor spaces via the central parking garage's second level. Parking spaces are also available on the building ground floor and can be accessed via a 3.6m wide aisle connection to the main interior site driveway.

For loading and waste collection purposes, a 4.5m wide access will be provided at the location of the previous site access on North River Road. The loading and waste collection operations will occur internally and are not expected to obstruct the right-of-way on North River Road. Truck turning templates were prepared for the loading bay as shown in **Appendix E**, with no concerns anticipated for the potential maneuvers.

4.1.3. New Street Networks

Exempt – refer to **Table 4**.

4.2. Parking

The development is proposing to provide a total of 242 vehicle and 234 bicycle parking spaces within the site's central parking garage, as well as the building's underground garage and levels 1 and 2. Based on the City of Ottawa Parking Provisions under Zoning By-Law, the proposed development is located in "Area Y", which consists of the following parking requirements:

- Tenant parking is required at a minimum rate of 0.5 per dwelling unit, excluding the first twelve units, which equates to approximately 217 parking spaces.
- Visitor parking is required at a minimum 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 30 required spaces.
- Bicycle parking is required at a rate of 0.50 per dwelling unit, for a total of approximately 304 required 223.

It is noted that sufficient visitor parking spaces are provided for the building within the central parking garage. As such, the number of proposed vehicle and bicycle parking spaces are expected to meet the by-law requirements.

4.3. Boundary Street Design

Site boundary streets include North River Road and Selkirk Street. Based on future plans along Selkirk Street, an eastbound contra-flow bike lane is anticipated in the future along the south side of the road.

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 11**, with detailed analysis sheets provided in **Appendix F**.

The tables also identify the target LOS, based on the development location in the inner urban transect of the City of Ottawa. 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:

North River Road (arterial road classification)

- 1 vehicle travel lane in each direction.
- Sidewalks are provided on both sides of the road, with 1.5m on the west side and 2.0 to 2.3m on the east side.
  - Future modifications would slightly narrow part of the sidewalk to 1.8m.
- No dedicated cycling facilities. Note that the existing multi-use pathway along Rideau River is assumed to be separate from the road and has not been analyzed as a cycling facility along the road.
- Transit operates in mixed traffic operations. No transit amenities are currently provided.
  - A bus shelter is proposed on the east side in the future.
- Greater than 3000 average daily curb lane traffic.
- Posted speed limit of 50 km/h.

Selkirk Street (local road classification)

- A single westbound-only travel lane for most of the segment, with a short two-way segment east of Dundas Street.
- No sidewalk on the north side and 2.0m to 2.7m on the south side.
  - A 2.0m wide sidewalk will be provided on the north side as part of the development.
- No existing cycling facilities along the road.
  - A 2.0m eastbound contra-flow bike lane is proposed along the south side in the future ending at Dundas Street.
- A taxi-zone curbside parking is currently available along the south side of the road.
  - The taxi-zone will be moved to the north side in the future.
- No transit operations along the road.

- Less than 3000 average daily curb lane traffic.
- Assumed speed limit of 50 km/h.

Table 11: MMLOS Segment Analysis Results – Existing and Future Conditions

Road Segment	Component	Level of Service – Existing, Future										
		Pedestrian (PLOS)			Bicycle (BLOS)			Transit (TLOS)			Public Realm (PRLOS)	
		Street Side		Target	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		W or N	E or S
North River Road, between Montreal Road and Selkirk Street	Majority	D, D	C, C	A	D, D	D, D	A	D, D	D, D	B	C, C	B, B
	Critical	D, D	C, C	A	D, D	D, D	A	-	-	-	-	
Selkirk Street, between North River Road and Montgomery Street	Majority	F, A	A, A	A	D, D	D, C	B	-			D, B	C, B
	Critical	F, B	B, B	A	D, D	D, D	B				-	

As shown in **Table 11**:

- Target pedestrian LOS 'A' was not met for most all segments in existing conditions and most segments in future conditions. On North River Road, targets are no met primarily due to lack of boulevard or offset between the sidewalks and the road. In future conditions, the provision of 2.0m wide sidewalks results in LOS 'A' for pedestrians.
- The minimum desirable bicycle LOS 'A' and 'B' were not met for all road segments due to the lack of dedicated cycling facilities. The provision of the eastbound contra-flow bike lane on the south side results in improvement to LOS 'C' but does not meet the target due to lack of buffer.
- The minimum desirable LOS 'B' for transit was not met along North River Road due to lack of dedicated transit lanes. There are no transit operations along Selkirk Street.
- The public realm LOS target is met as the ratio of the future conditions LOS to existing conditions LOS is at least 1.0. The east side of North River Road improves due to the provision of a bus shelter at the development frontage and improves on the north side of Selkirk Street due to provision of sidewalk.

4.4. Access Intersections Design

4.4.1. Location and Design of Site Access

The site is accessed via an internal driveway connecting Selkirk Street to Montgomery Street. The accesses will permit all movements at Montgomery Street and right-in/right-out only at Selkirk Street due to being one-way. Stop control will be provided for outbound movements of the accesses. The Montgomery Street access and most of the driveway have been constructed recently as part of previous development phases.

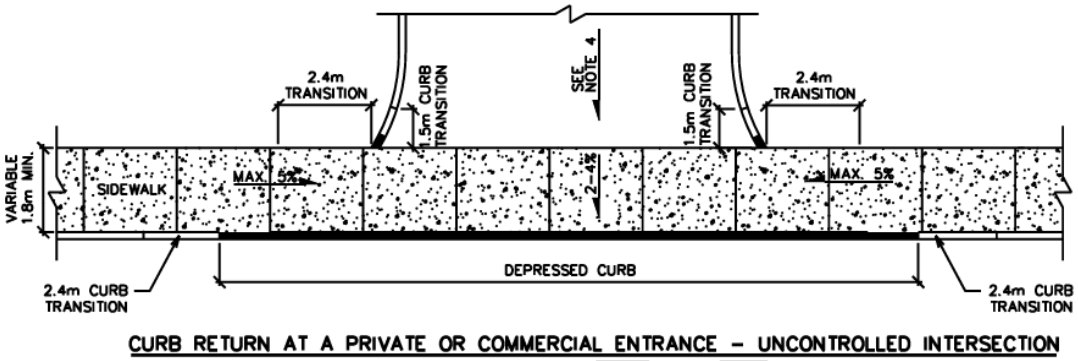
The existing site access along North River Road will be narrowed to 4.5m and serve as a loading bay access for move-in/delivery and waste collection vehicles. The trucks will operate internally to the Phase 2 building and are not expected to obstruct the right-of-way. The space is dimensioned in accordance with the requirements of the City of Ottawa's *Solid Waste Collection Guidelines for Multi-Unit Residential Development*, requiring 4.0m width, 13.0m length and 6.1m vertical clearance. Trucks using this space are expected to be infrequent and operate at off-peak periods. To reduce any impacts to pedestrian experience along the North River Road segment, the space was narrowed significantly.

Section 8.8.1 of TAC *Geometric Design Guide for Canadian Roads* recommends the minimum distance for an access on an arterial road to be at least 35m from a stop control intersection and 70m from a traffic signal. The

proposed loading bay access is located approximately 45m north of the Selkirk Street stop-controlled and 70m south of the Montreal Road traffic signal, which indicates that sufficient separation distances are available.

As per standard design, sidewalks will be continuous through the site accesses with depressed curbs based on City of Ottawa specification SC7.1, illustrated below in **Figure 12**. The design ensures safer pedestrian crossings by creating a clear dedicated space through the respective access.

Figure 12: City of Ottawa Standard Detail Drawing SC7.1



As noted previously, the taxi zone that is currently on the south side of Selkirk Street will shift to the north in the future due to the provision of an eastbound contra-flow bike lane on the south side. In accordance with the City of Ottawa Traffic and Parking By-Law, the taxi zone has been setback at least 9m form the North River Road intersection.

Additional requirements as per City of Ottawa Zoning By-Law and Private Approach By-Law are presented below.

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 new parking aisles for the Phase 2 building are either 6.0m or 6.7m wide for traffic lanes leasing the 20 or more parking spaces, and 3.6m wide for the traffic lanes leading to less than 20 parking spaces, which meets the requirements of the ZBL.

Private Approach By-Law (PABL)

Relevant requirements from the PABL are noted below, all of which are expected to be met:

- The proposed driveway width must not exceed the maximum width of 9m, which is met by the site accesses.
- 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.

4.5. Transportation Demand Management

4.5.1. Context for TDM

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 445 apartment units in a single residential building. A breakdown of the unit types indicates that the units provided will consist of 53 studio units, 219 one-bedroom units, 128 one-bedroom+study units, 15 two-bedroom units, and 30 two-bedroom units. The property is owned and expected to be managed by Main+Main.

4.5.2. Need and Opportunity

The site is located just outside the downtown core of the city, with direct connections to transit stops and nearby active transportation facilities for walking and cycling. The site will accommodate transit stops abutting the property and provide safe and attractive facilities for active transport users, with additional incentives through the TDM program to reduce the use of automobiles.

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.

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
- All fourteen (14) basic measures related to Walking and Cycling, Transit, 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.
    - Providing shelters at any on-site transit stop.
    - Protecting land for a shelter within site property due to insufficient off-site space.
    - Provide a designated area for carpool drivers to drop-off or pick-up passengers.
    - Providing parking for long-term and short-term users.
    - Providing shared parking for the overall site.
- One (1) out of seven (7) better measures related to Parking have been satisfied, namely:
    - 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 – refer to **Table 4**.

4.7. Transit

Exempt – refer to **Table 4**.

4.8. Review of Network Concept

Exempt – refer to **Table 4**.

4.9. Intersection Design

Exempt – refer to **Table 4**.

5.0 FINDINGS, CONCLUSIONS AND RECOMMENDATIONS

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

Proposed Development

- The proposed Phase 2 development forms part of the Maison Riverain residential community by Main+Main and consists of an additional residential building. Phase 2 proposes a 32-storey residential building with 445 apartment units.
- The development is proposed to be constructed in a single phase with an assumed buildout year of 2028.
- Parking will be integrated with the site's central parking garage and will provide additional parking in a new single underground parking garage, as well as smaller separate parking areas on the ground floor and second floor of the building. In total, approximately 242 vehicle and 234 bike parking spaces are proposed.
- Vehicular access for Phase 2 is provided via the internal site driveway connecting Selkirk Street and Montgomery Street, with a loading bay access on North River Road for waste collection, and move-in activities only.
- The proposed Phase 2 is anticipated to generate approximately 186 and 185 new person trips during the morning and afternoon peak hours, respectively. The trips consist of up to 71 vehicle trips, 25 passenger trips, 74 transit trips, and 36 active transport trips (walking and cycling).
- Proposed TDM measures include the provision of secure bicycle parking, high-quality pedestrian connections, access to transit information, and the unbundling of parking costs where applicable. Collectively, these measures are intended to encourage transit use and active transportation and to limit reliance on private automobiles.

Future Operations

- Proposed vehicular accesses are generally consistent with the requirements of the City of Ottawa Zoning By-law and the Private Approach By-law.
- Trucks accessing the loading bay are expected to be able to enter and exit the internal space with no conflicts.
- The existing OC Transpo bus stop at the site frontage will be upgraded to provide a concrete pad and shelter.

- Future plans on Selkirk Street involve providing an eastbound contra-flow bike lane on the south side.
- MMLOS analysis for the boundary streets indicated the following:
    - Pedestrian LOS: targets are not achieved for most segments due to lack of sidewalk offset. The provision of 2.0m wide sidewalks on Selkirk Street in the future achieves the target LOS.
    - Cycling LOS: the targets are not met on all segments due to lack of dedicated cycling facilities. The provision of the eastbound contra-flow bike lane on Selkirk Street results in improvements.
    - Transit LOS: the targets are not met due to lack of dedicated transit lanes.
    - Public Realm LOS: due to improvements at the frontage of the site, the public realm is expected to be enhanced in the future.

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

Appendix A:

Screening Form and Site Plan

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1223 Michael Street, Suite 100|Ottawa, ON K1J 7T2

City of Ottawa 2017 TIA Guidelines

TIA Screening Form

Date	15-Dec-25
Project	3 Selkirk Street Phase 2 TIA
Project Number	479621-01000

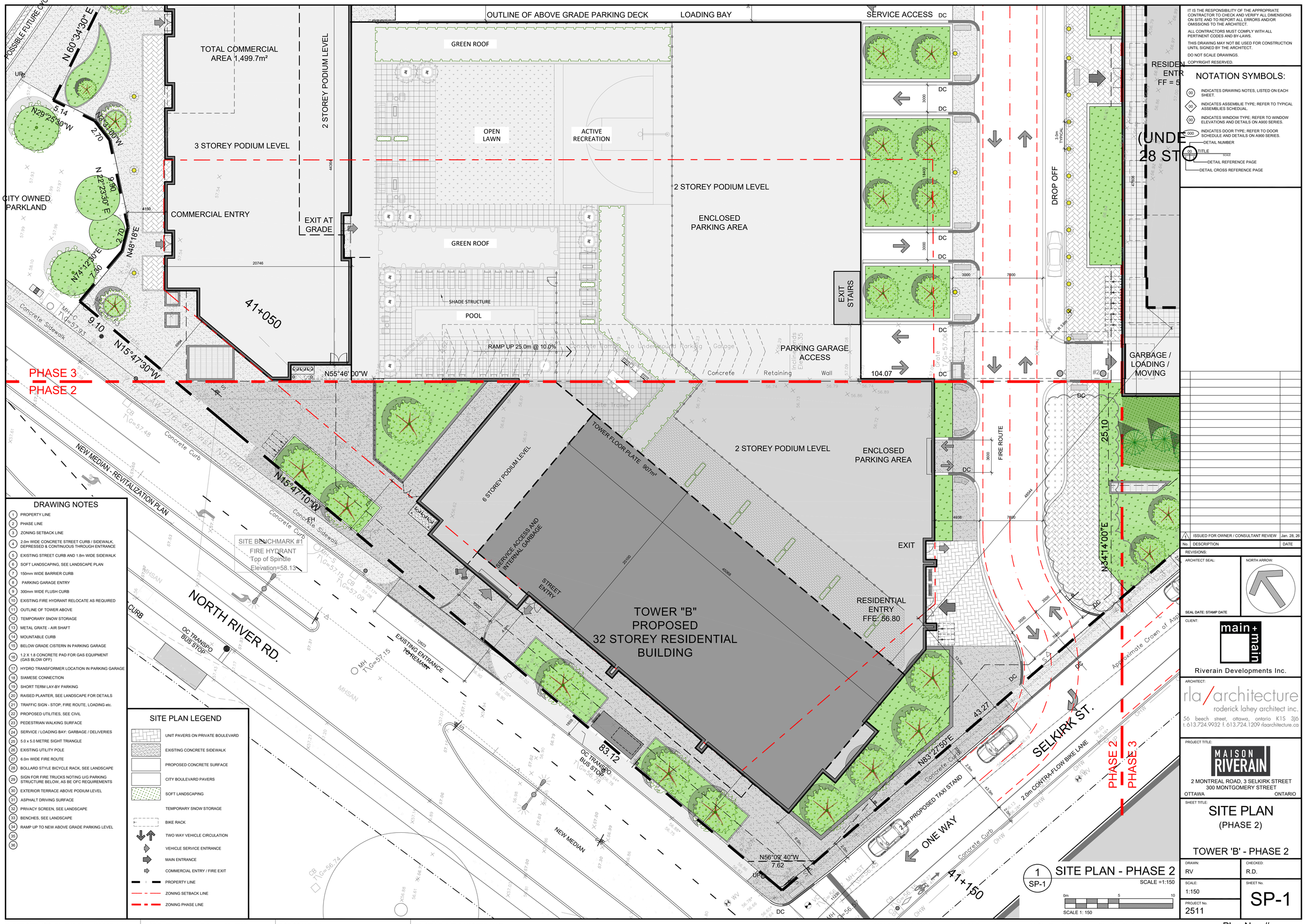
Results of Screening	Yes/No
Development Satisfies the Trip Generation Trigger	Yes
Development Satisfies the Location Trigger	No
Development Satisfies the Safety Trigger	Yes

Module 1.1 - Description of Proposed Development	
Municipal Address	3 Selkirk Street, Ottawa, ON K1L 8E3
Description of location	Northwest corner of the North River/Selkirk intersection
Land Use	Residential building
Development Size	32-storey building with 426 apartment units
Number of Accesses and Locations	Existing access via Selkirk Street and Montgomery Street
Development Phasing	Single phase
Buildout Year	Assumed 2029
Sketch Plan / Site Plan	See attached

Module 1.2 - Trip Generation Trigger		
Land Use Type	Multi-High Rise Res (3+ Storeys)	
Development Size	426	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	No new driveway is proposed.
Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)?	No	
Location Trigger Met?	No	

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	
Does the proposed driveway make use of an existing median break that serves an existing site?	Yes	
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	



DRAWING NOTES

1. PROPERTY LINE
2. PHASE LINE
3. ZONING SETBACK LINE
4. 2.0m WIDE CONCRETE STREET CURB / SIDEWALK, DEPRESSED & CONTINUOUS THROUGH ENTRANCE
5. EXISTING STREET CURB AND 1.8m WIDE SIDEWALK
6. SOFT LANDSCAPING, SEE LANDSCAPE PLAN
7. 150mm WIDE BARRIER CURB
8. PARKING GARAGE ENTRY
9. 300mm WIDE FLUSH CURB
10. EXISTING FIRE HYDRANT RELOCATE AS REQUIRED
11. OUTLINE OF TOWER ABOVE
12. TEMPORARY SNOW STORAGE
13. METAL GRATE - AIR SHAFT
14. MOUNTABLE CURB
15. BELOW GRADE CISTERN IN PARKING GARAGE
16. 1.2 X 1.8 CONCRETE PAD FOR GAS EQUIPMENT (GAS BLOW OFF)
17. HYDRO TRANSFORMER LOCATION IN PARKING GARAGE
18. SIAMESE CONNECTION
19. SHORT TERM LAY-BY PARKING
20. RAISED PLANTER, SEE LANDSCAPE FOR DETAILS
21. TRAFFIC SIGN - STOP, FIRE ROUTE, LOADING etc.
22. PROPOSED UTILITIES, SEE CIVIL
23. PEDESTRIAN WALKING SURFACE
24. SERVICE / LOADING BAY: GARBAGE / DELIVERIES
25. 5.0 x 5.0 METRE SIGHT TRIANGLE
26. EXISTING UTILITY POLE
27. 6.0m WIDE FIRE ROUTE
28. BOLLARD STYLE BICYCLE RACK, SEE LANDSCAPE
29. SIGN FOR FIRE TRUCKS NOTING U/G PARKING STRUCTURE BELOW, AS BE OFC REQUIREMENTS
30. EXTERIOR TERRACE ABOVE PODIUM LEVEL
31. ASPHALT DRIVING SURFACE
32. PRIVACY SCREEN, SEE LANDSCAPE
33. BENCHES, SEE LANDSCAPE
34. RAMP UP TO NEW ABOVE GRADE PARKING LEVEL
35.
36.

SITE PLAN LEGEND

- UNIT PAVERS ON PRIVATE BOULEVARD
- EXISTING CONCRETE SIDEWALK
- PROPOSED CONCRETE SURFACE
- CITY BOULEVARD PAVERS
- SOFT LANDSCAPING
- TEMPORARY SNOW STORAGE
- BIKE RACK
- TWO WAY VEHICLE CIRCULATION
- VEHICLE SERVICE ENTRANCE
- MAIN ENTRANCE
- COMMERCIAL ENTRY / FIRE EXIT
- PROPERTY LINE
- ZONING SETBACK LINE
- ZONING PHASE LINE

IT IS THE RESPONSIBILITY OF THE APPROPRIATE CONTRACTOR TO CHECK AND VERIFY ALL DIMENSIONS ON SITE AND TO REPORT ALL ERRORS AND/OR OMISSIONS TO THE ARCHITECT.

ALL CONTRACTORS MUST COMPLY WITH ALL PERTINENT CODES AND BY-LAWS.

THIS DRAWING MAY NOT BE USED FOR CONSTRUCTION UNTIL SIGNED BY THE ARCHITECT.

DO NOT SCALE DRAWINGS.

NOTATION SYMBOLS:

- (00) INDICATES DRAWING NOTES, LISTED ON EACH SHEET.
- 00 INDICATES ASSEMBLIE TYPE; REFER TO TYPICAL ASSEMBLIES SCHEDUAL.
- 00 INDICATES WINDOW TYPE; REFER TO WINDOW ELEVATIONS AND DETAILS ON A900 SERIES.
- 000 INDICATES DOOR TYPE; REFER TO DOOR SCHEDULE AND DETAILS ON A900 SERIES.
- DETAIL NUMBER
- 00 TITLE / SCALE
- DETAIL REFERENCE PAGE
- DETAIL CROSS REFERENCE PAGE

No.	DESCRIPTION	DATE
1	ISSUED FOR OWNER / CONSULTANT REVIEW	Jan. 28, 26

REVISIONS:

ARCHITECT SEAL:

NORTH ARROW:

SEAL DATE: STAMP DATE

CLIENT:

main + main

Riverain Developments Inc.

ARCHITECT:

rla / architecture
roderick lahey architect inc.
56 beech street, ottawa, ontario K1S 3J6
t. 613.724.9932 f. 613.724.1209 rlaarchitecture.ca

PROJECT TITLE:

MAISON RIVERAIN

2 MONTREAL ROAD, 3 SELKIRK STREET
300 MONTGOMERY STREET
OTTAWA ONTARIO

SHEET TITLE:

SITE PLAN
(PHASE 2)

TOWER 'B' - PHASE 2

DRAWN:	CHECKED:
RV	R.D.
SCALE: 1:150	SHEET No. SP-1
PROJECT No. 2511	

1 SP-1 SITE PLAN - PHASE 2
SCALE =1:150

SCALE 1: 150

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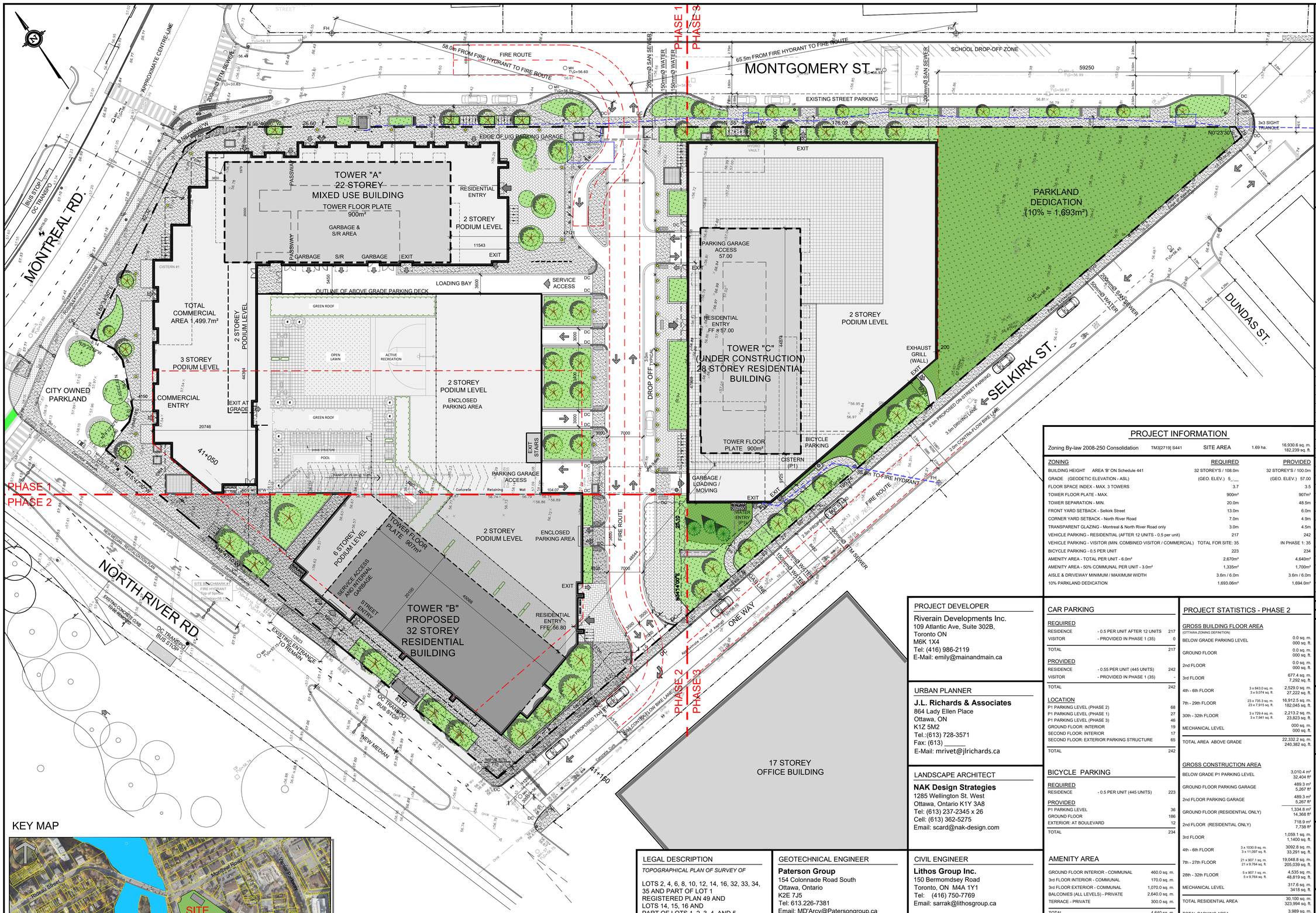
Plan No.: # _____



KEY MAP

1 SP-2 SITE PLAN - OVERALL

SCALE =1:300

0m 10 20 30

SCALE 1:300

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- DETAIL NUMBER
- DETAIL REFERENCE PAGE
- DETAIL CROSS REFERENCE PAGE

PROJECT INFORMATION

Zoning By-law 2008-250 Consolidation TM3[2719] S441 SITE AREA 1.69 ha. 16,930.6 sq. m. 182,239 sq. ft.

ZONING	REQUIRED	PROVIDED
BUILDING HEIGHT AREA 'B' ON Schedule 441	32 STOREY'S / 108.0m	32 STOREY'S / 100.0m
GRADE (GEODETIC ELEVATION - ASL)	(GEO. ELEV.) 5_.__	(GEO. ELEV.) 57.00
FLOOR SPACE INDEX - MAX. 3 TOWERS	3.7	3.5
TOWER FLOOR PLATE - MAX.	900m²	907m²
TOWER SEPARATION - MIN.	20.0m	48.5m
FRONT YARD SETBACK - Selkirk Street	13.0m	6.0m
CORNER YARD SETBACK - North River Road	7.0m	4.9m
TRANSPARENT GLAZING - Montreal & North River Road only	3.0m	4.5m
VEHICLE PARKING - RESIDENTIAL (AFTER 12 UNITS - 0.5 per unit)	217	242
VEHICLE PARKING - VISITOR (MIN. COMBINED VISITOR / COMMERCIAL)	TOTAL FOR SITE: 35	IN PHASE 1: 35
BICYCLE PARKING - 0.5 PER UNIT	223	234
AMENITY AREA - TOTAL PER UNIT - 6.0m²	2,670m²	4,640m²
AMENITY AREA - 50% COMMUNAL PER UNIT - 3.0m²	1,335m²	1,700m²
AISLE & DRIVEWAY MINIMUM / MAXIMUM WIDTH	3.6m / 6.0m	3.6m / 6.0m
10% PARKLAND DEDICATION	1,693.06m²	1,694.0m²

PROJECT DEVELOPER

Riverain Developments Inc.
109 Atlantic Ave, Suite 302B,
Toronto ON
M6K 1X4
Tel: (416) 986-2119
E-Mail: emily@mainandmain.ca

URBAN PLANNER

J.L. Richards & Associates
864 Lady Ellen Place
Ottawa, ON
K1Z 5M2
Tel.:(613) 728-3571
Fax: (613) ______
E-Mail: mrivet@jlrichards.ca

LANDSCAPE ARCHITECT

NAK Design Strategies
1285 Wellington St. West
Ottawa, Ontario K1Y 3A8
Tel: (613) 237-2345 x 26
Cell: (613) 362-5275
Email: scard@nak-design.com

LEGAL DESCRIPTION

TOPOGRAPHICAL PLAN OF SURVEY OF

LOTS 2, 4, 6, 8, 10, 12, 14, 16, 32, 33, 34, 35 AND PART OF LOT 1
REGISTERED PLAN 49 AND
LOTS 14, 15, 16 AND
PART OF LOTS 1, 2, 3, 4, AND 5
REGISTERED PLAN 51 AND
PART OF LOT 7
JUNCTION GORE
GEOGRAPHIC TOWNSHIP OF
GLOUCESTER
CITY OF OTTAWA

Surveyed by Annis, O'Sullivan, Vollebekk Ltd.

GEOTECHNICAL ENGINEER

Paterson Group
154 Colonnade Road South
Ottawa, Ontario
K2E 7J5
Tel: 613.226-7381
Email: MD'Arcy@Patersongroup.ca

SURVEYOR

Annis O'Sullivan Vollebekk Ltd.
Ontario Land Surveyors
14 Concourse Gate, Suite 500,
Nepean, Ontario K2E 7S6
Tel: (613) 727-4352
Fax: (613) 727-1079
Email: AndyS@aovltd.com

CIVIL ENGINEER

Lithos Group Inc.
150 Bermomdsey Road
Toronto, ON M4A 1Y1
Tel: (416) 750-7769
Email: sarrak@lithosgroup.ca

TRANSPORTATION ENGINEER

Parsons
1223 Michael Street, Suite 100,
Ottawa, ON
K1J 7T2
Tel: (613) 601-1528
Cell: (343) 996-5362
Email:Matthew.Mantle@parsons.com

CAR PARKING

REQUIRED		
RESIDENCE	- 0.5 PER UNIT AFTER 12 UNITS	217
VISITOR	- PROVIDED IN PHASE 1 (35)	0
TOTAL		217

PROVIDED		
RESIDENCE	- 0.55 PER UNIT (445 UNITS)	242
VISITOR	- PROVIDED IN PHASE 1 (35)	-
TOTAL		242

LOCATION	
P1 PARKING LEVEL (PHASE 2)	68
P1 PARKING LEVEL (PHASE 1)	27
P1 PARKING LEVEL (PHASE 3)	46
GROUND FLOOR: INTERIOR	19
SECOND FLOOR: INTERIOR	17
SECOND FLOOR: EXTERIOR PARKING STRUCTURE	65
TOTAL	242

BICYCLE PARKING

REQUIRED		
RESIDENCE	- 0.5 PER UNIT (445 UNITS)	223

PROVIDED	
P1 PARKING LEVEL	36
GROUND FLOOR	186
EXTERIOR: AT BOULEVARD	12
TOTAL	234

AMENITY AREA

GROUND FLOOR INTERIOR - COMMUNAL	460.0 sq. m.
3rd FLOOR INTERIOR - COMMUNAL	170.0 sq. m.
3rd FLOOR EXTERIOR - COMMUNAL	1,070.0 sq. m.
BALCONIES (ALL LEVELS) - PRIVATE	2,640.0 sq. m.
TERRACE - PRIVATE	300.0 sq. m.
TOTAL	4,640 sq. m.
TOTAL COMMUNAL	1,700 sq. m.

REQUIRED (445 UNITS X 6 m²) = 2,670 sq. m.
REQUIRED COMMUNAL @ 50% =1,335 sq. m.

SOLID WASTE

(445 UNITS)

GARBAGE - COMPACTED	- 0.055 PER UNIT	25 YARDS
RECYCLING GMP	- 0.018 PER UNIT	8 YARDS
RECYCLING FIBER	- 0.038 PER UNIT	17 YARDS
COMPOST	- 240L PER 50 UNITS	9

PROJECT STATISTICS - PHASE 2

GROSS BUILDING FLOOR AREA
(OTTAWA ZONING DEFINITION)

BELOW GRADE PARKING LEVEL		0.0 sq. m. 000 sq. ft.
GROUND FLOOR		0.0 sq. m. 000 sq. ft.
2nd FLOOR		0.0 sq. m. 000 sq. ft.
3rd FLOOR		677.4 sq. m. 7,292 sq. ft.
4th - 6th FLOOR	3 x 843.0 sq. m. 3 x 9,074 sq. ft.	2,529.0 sq. m. 27,222 sq. ft.
7th - 29th FLOOR	23 x 735.3 sq. m. 23 x 7,915 sq. ft.	16,912.5 sq. m. 182,045 sq. ft.
30th - 32th FLOOR	3 x 729.4 sq. m. 3 x 7,941 sq. ft.	2,213.2 sq. m. 23,823 sq. ft.
MECHANICAL LEVEL		000 sq. m. 000 sq. ft.
TOTAL AREA ABOVE GRADE		22,332.2 sq. m. 240,382 sq. ft.

GROSS CONSTRUCTION AREA

BELOW GRADE P1 PARKING LEVEL		3,010.4 m² 32,404 ft²
GROUND FLOOR PARKING GARAGE		489.3 m² 5,267 ft²
2nd FLOOR PARKING GARAGE		489.3 m² 5,267 ft²
GROUND FLOOR (RESIDENTIAL ONLY)		1,334.8 m² 14,368 ft²
2nd FLOOR (RESIDENTIAL ONLY)		718.9 m² 7,738 ft²
3rd FLOOR		1,059.1 sq. m. 1,1400 sq. ft.
4th - 6th FLOOR	3 x 1030.9 sq. m. 3 x 11,097 sq. ft.	3092.8 sq. m. 33,291 sq. ft.
7th - 27th FLOOR	21 x 907.1 sq. m. 21 x 9,764 sq. ft.	19,048.8 sq. m. 205,039 sq. ft.
28th - 32th FLOOR	5 x 907.1 sq. m. 5 x 9,764 sq. ft.	4,535 sq. m. 48,819 sq. ft.
MECHANICAL LEVEL		317.6 sq. m. 3418 sq. ft.
TOTAL RESIDENTIAL AREA		30,100 sq. m. 323,994 sq. ft.
TOTAL PARKING AREA		3,989 sq. m. 42,937 sq. ft.
TOTAL		34,089.0 sq. m. 366,931 sq. ft.

UNIT STATISTICS

STUDIO	11.9%	53
1 BEDROOM UNIT	49.2%	219
1 BEDROOM + STUDY UNIT	28.8%	128
2 BEDROOM UNIT	3.4%	15
2 BEDROOM + STUDY UNIT	6.7%	30
TOTAL	100.0%	445

No.	DESCRIPTION	DATE
4		
3	ISSUED FOR COORDINATION	Jan. 28, 26
2	ISSUED FOR COORDINATION	Dec. 05, 25
1	ISSUED FOR OWNER / CONSULTANT REVIEW	Sept. 24, 25

REVISIONS:

ARCHITECT SEAL:

SEAL DATE: STAMP DATE

NORTH ARROW:

CLIENT:

main + main

Riverain Developments Inc.

ARCHITECT:

rla/architecture
roderick lahey architect inc.
56 beech street, ottawa, ontario K1S 3J6
t. 613.724.9932 f. 613.724.1209 rlaarchitecture.ca

PROJECT TITLE:

MAISON RIVERAIN

2 MONTREAL ROAD, 3 SELKIRK STREET
300 MONTGOMERY STREET
OTTAWA ONTARIO

SHEET TITLE:

SITE PLAN
(PHASE 2)
OVERALL

DRAWN:	CHECKED:
RV	R.D.
SCALE: 1:300	SHEET No. SP-2
PROJECT No. 2511	

D07-12-23-0087

Plan No.: # ______

PAPER SIZE: ISO Full Bleed B1 (707.00 X 1000.00 MM) PLOT DATE: Tuesday, February 03, 2026 PLOT SCALE: 1:1 PEN STYLE: 0-RLA-MASTER-100%.ctb F:\2025\2511 - 3 Selkirk (Riverain Ph 3)\01 Design Development\01 Site Plan\2511 Riverain Site Plan Ph-2.dwg

Appendix B:

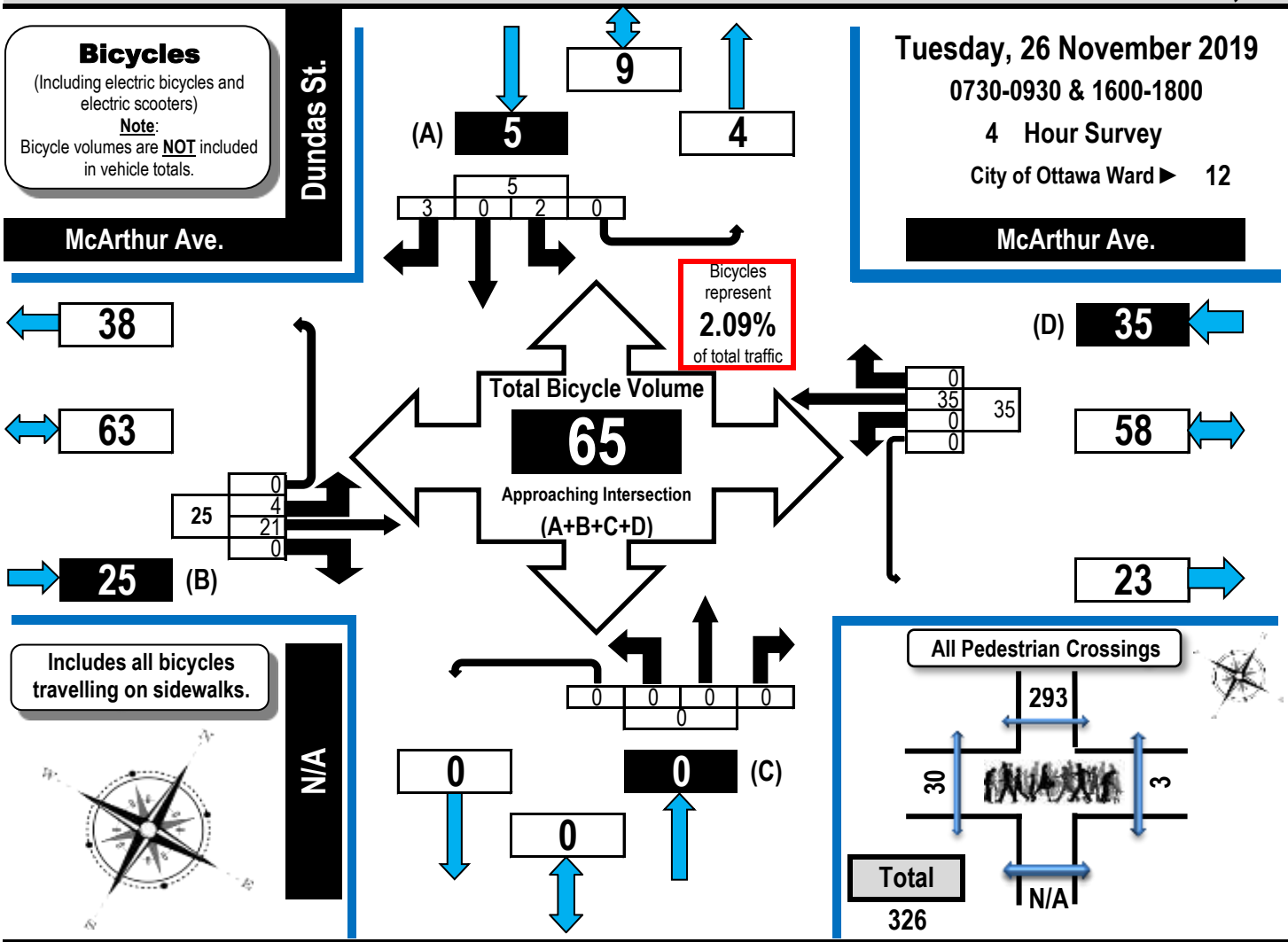
Traffic Count Data

Turning Movement Count
Bicycle Summary
Flow Diagram

Dundas Street & McArthur Avenue — Vanier, ON

Bicycles
(Including electric bicycles and electric scooters)
Note:
Bicycle volumes are NOT included in vehicle totals.

Tuesday, 26 November 2019
0730-0930 & 1600-1800
4 Hour Survey
City of Ottawa Ward ► 12



	McArthur Ave. Eastbound					McArthur Ave. Westbound					N/A Northbound					Dundas St. Southbound					
Time Period	LT	ST	RT	UT	S. Tot	LT	ST	RT	UT	S. Tot	LT	ST	RT	UT	S. Tot	LT	ST	RT	UT	S. Tot	G.Tot.
0730-0800	0	1	0	0	1	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	10
0800-0900	2	2	0	0	4	0	12	0	0	12	0	0	0	0	0	0	0	1	0	1	17
0900-0930	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1600-1700	1	9	0	0	10	0	5	0	0	5	0	0	0	0	0	1	0	2	0	3	18
1700-1800	1	9	0	0	10	0	7	0	0	7	0	0	0	0	0	1	0	0	0	1	18
Totals	4	21	0	0	25	0	35	0	0	35	0	0	0	0	0	2	0	3	0	5	65

Comments:
There were no traffic issues observed.

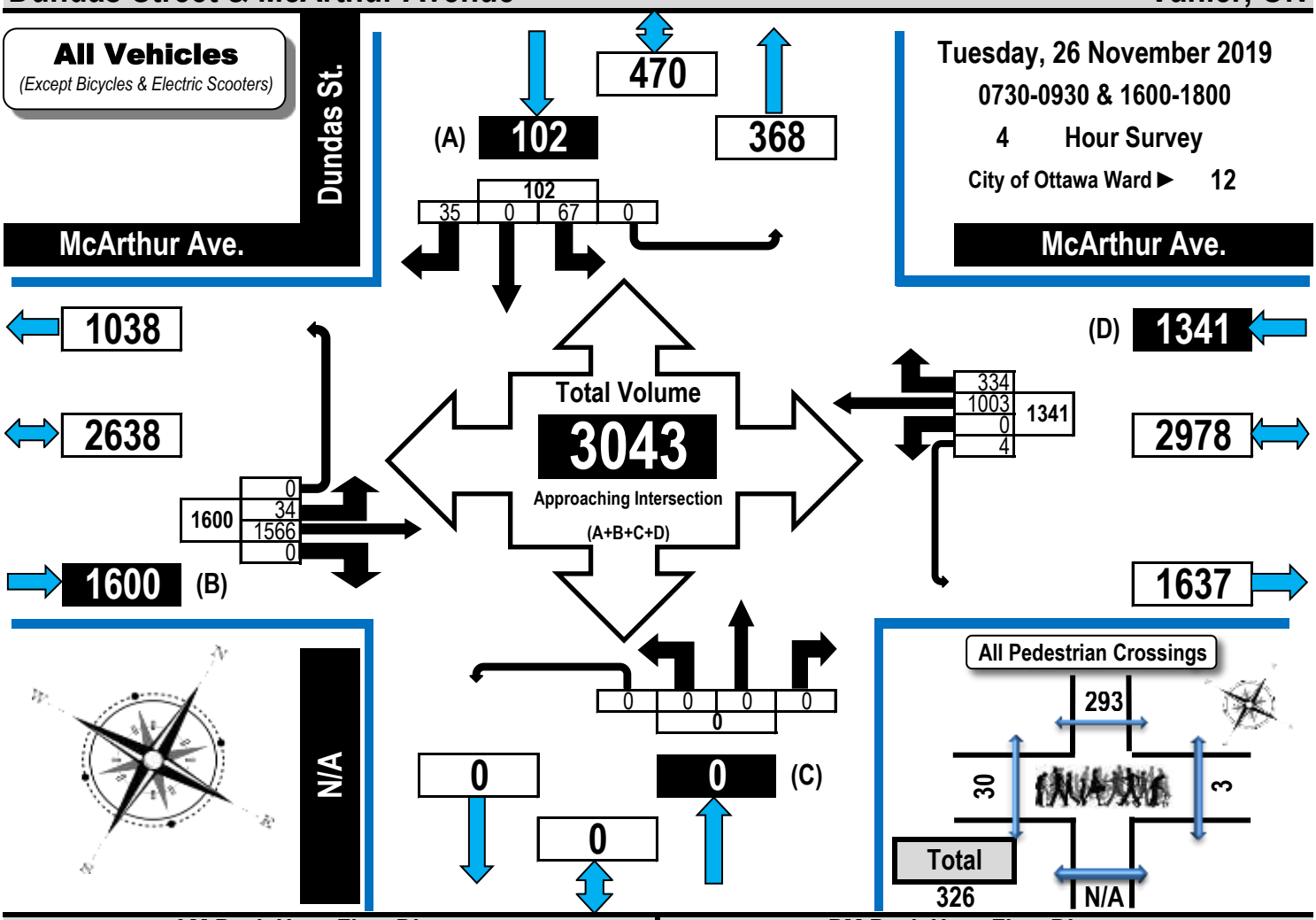
Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

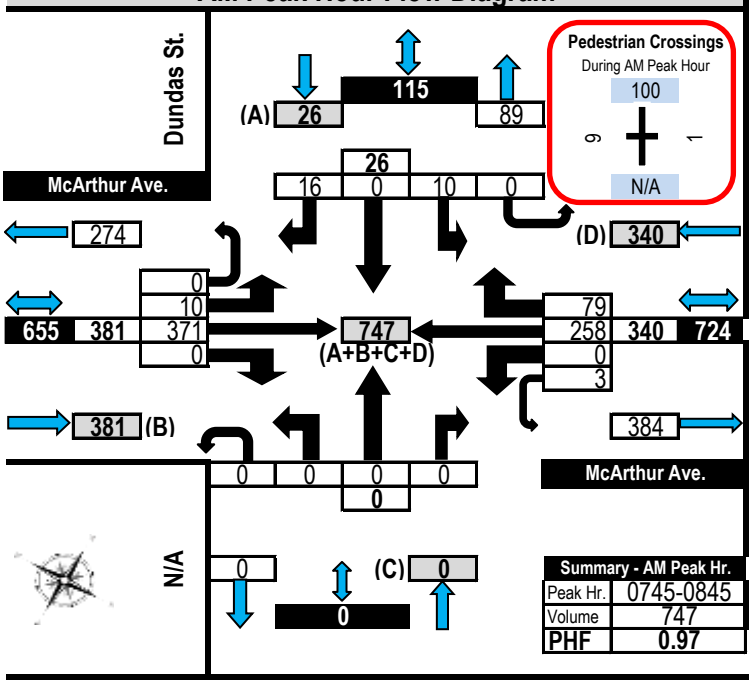
Dundas Street & McArthur Avenue — Vanier, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Tuesday, 26 November 2019
0730-0930 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 12

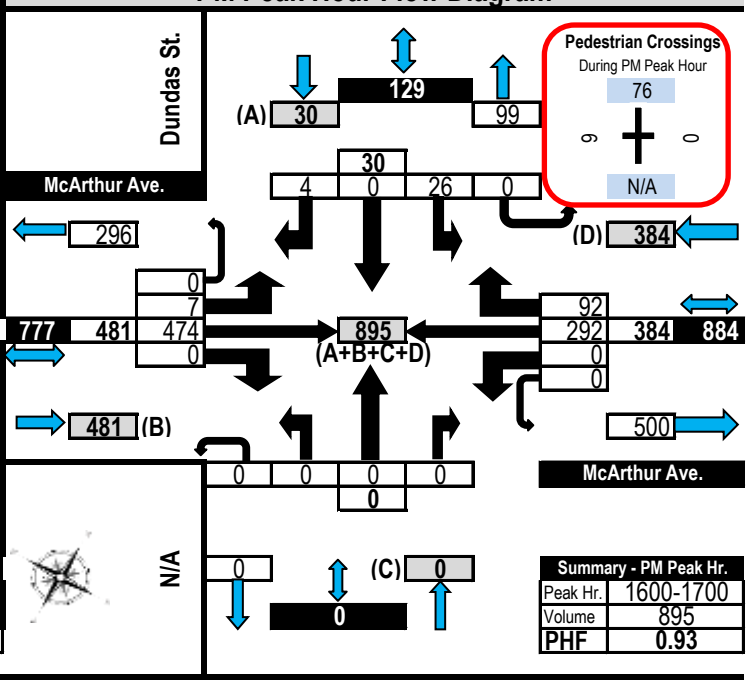


AM Peak Hour Flow Diagram



Summary - AM Peak Hr.	
Peak Hr.	0745-0845
Volume	747
PHF	0.97

PM Peak Hour Flow Diagram



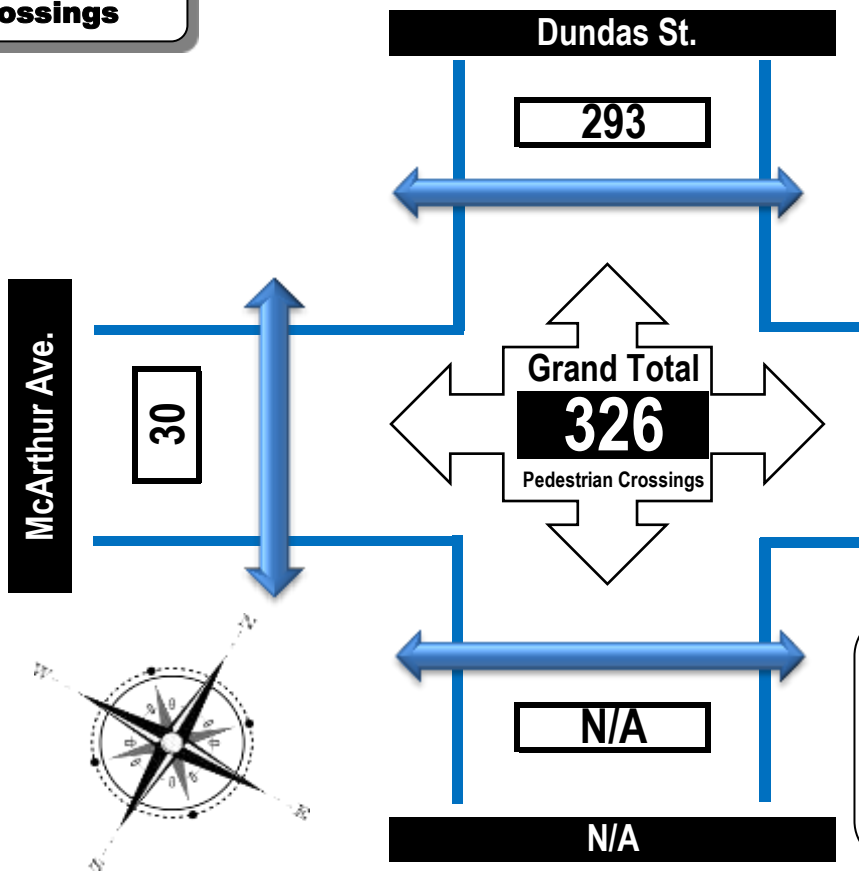
Summary - PM Peak Hr.	
Peak Hr.	1600-1700
Volume	895
PHF	0.93

Turning Movement Count
Pedestrian Crossings Summary and Flow Diagram

Dundas Street & McArthur Avenue — Vanier, ON

Pedestrian Crossings

Tuesday, 26 November 2019
0730-0930 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 12



Note

*The values in the summary table below and the flow diagram represent the number of pedestrian crossing**s** **NOT** the number of individual pedestrian**s** crossing. For example, some pedestrians will cross one approach, then another to reach their destination. Accordingly, one pedestrian crossing two approaches will be recorded as two crossings.*

Time Period	West Side Crossing McArthur Ave.	East Side Crossing McArthur Ave.	Street Total	South Side Crossing N/A	North Side Crossing Dundas St.	Street Total	Grand Total
0730-0800	4	0	4	0	50	50	54
0800-0900	11	1	12	0	91	91	103
0900-0930	5	0	5	0	32	32	37
1600-1700	9	0	9	0	76	76	85
1700-1800	1	2	3	0	44	44	47
Totals	**30**	**3**	**33**	**0**	**293**	**293**	**326**

Comments:
There were no traffic issues observed.

ACCURATE TRUSTED TRAFFIC DATA

Turning Movement Count
Summary Report
AADT and Expansion Factors

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

Dundas Street & McArthur Avenue — Vanier, ON

Survey Date: Tuesday, 26 November 2019 **Start Time:** 0730 **AADT Factor:** 1.0
Weather AM: Overcast +5ºC **Survey Duration:** 4 Hrs. **Survey Hours:** 0730-0930 & 1600-1800
Weather PM: Overcast +10ºC **Surveyor(s):** Merrett/Mousseau

	McArthur Ave. Eastbound					McArthur Ave. Westbound						N/A Northbound					Dundas St. Southbound						
Time Period	LT	ST	RT	UT	E/B Tot	LT	ST	RT	UT	W/B Tot	Street Total	LT	ST	RT	UT	N/B Tot	LT	ST	RT	UT	S/B Tot	Street Total	Grand Total
0730-0800	4	181	0	0	**185**	0	139	32	0	**171**	**356**	0	0	0	0	**0**	5	0	12	0	**17**	**17**	**373**
0800-0900	15	354	0	0	**369**	0	258	92	3	**353**	**722**	0	0	0	0	**0**	11	0	13	0	**24**	**24**	**746**
0900-0930	5	133	0	0	**138**	0	105	49	1	**155**	**293**	0	0	0	0	**0**	2	0	2	0	**4**	**4**	**297**
1600-1700	7	474	0	0	**481**	0	292	92	0	**384**	**865**	0	0	0	0	**0**	26	0	4	0	**30**	**30**	**895**
1700-1800	3	424	0	0	**427**	0	209	69	0	**278**	**705**	0	0	0	0	**0**	23	0	4	0	**27**	**27**	**732**
Totals	34	1566	0	0	1600	0	1003	334	4	1341	2941	0	0	0	0	0	67	0	35	0	102	102	3043

Equivalent 12 & 24-hour Vehicle Volumes Including the Annual Average Daily Traffic (AADT) Factor Applicable to the Day and Month of the Turning Movement Count

Expansion factors are applied exclusively to standard weekday 8-hour turning movement counts conducted during the hours of 0700h - 1000h, 1130h - 1330h and 1500h - 1800h

Equivalent 12-hour vehicle volumes. These volumes are calculated by multiplying the 8-hour totals by the 8 ➡12 expansion factor of 1.39

Equ. 12 Hr	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	**n/a**	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	**n/a**	**n/a**

Average daily 12-hour vehicle volumes. These volumes are calculated by multiplying the equivalent 12-hour totals by the AADT factor of: 1.0

AADT 12-hr	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	**n/a**	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	**n/a**	**n/a**

24-Hour AADT. These volumes are calculated by multiplying the average daily 12-hour vehicle volumes by the 12 ➡24 expansion factor of 1.31

AADT 24 Hr	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	**n/a**	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	**n/a**	**n/a**

AADT and expansion factors provided by the City of Ottawa

AM Peak Hour Factor ➡ 0.97 — Highest Hourly Vehicle Volume Between 0700h & 1000h

AM Peak Hr	LT	ST	RT	UT	TOT	LT	ST	RT	UT	TOT	S.TOT	LT	ST	RT	UT	TOT	LT	ST	RT	UT	TOT	S.TOT	G.TOT
0745-0845	10	371	0	0	**381**	0	258	79	3	**340**	**721**	0	0	0	0	**0**	10	0	16	0	**26**	**26**	**747**

PM Peak Hour Factor ➡ 0.93 — Highest Hourly Vehicle Volume Between 1500h & 1800h

PM Peak Hr	LT	ST	RT	UT	TOT	LT	ST	RT	UT	TOT	S.TOT	LT	ST	RT	UT	TOT	LT	ST	RT	UT	TOT	S.TOT	G.TOT
1600-1700	7	474	0	0	**481**	0	292	92	0	**384**	**865**	0	0	0	0	**0**	26	0	4	0	**30**	**30**	**895**

Comments:

There were no traffic issues observed.

Notes:

1. Includes all vehicle types except bicycles, electric bicycles, and electric scooters.
2. When expansion and AADT factors are applied, the results will differ slightly due to rounding.

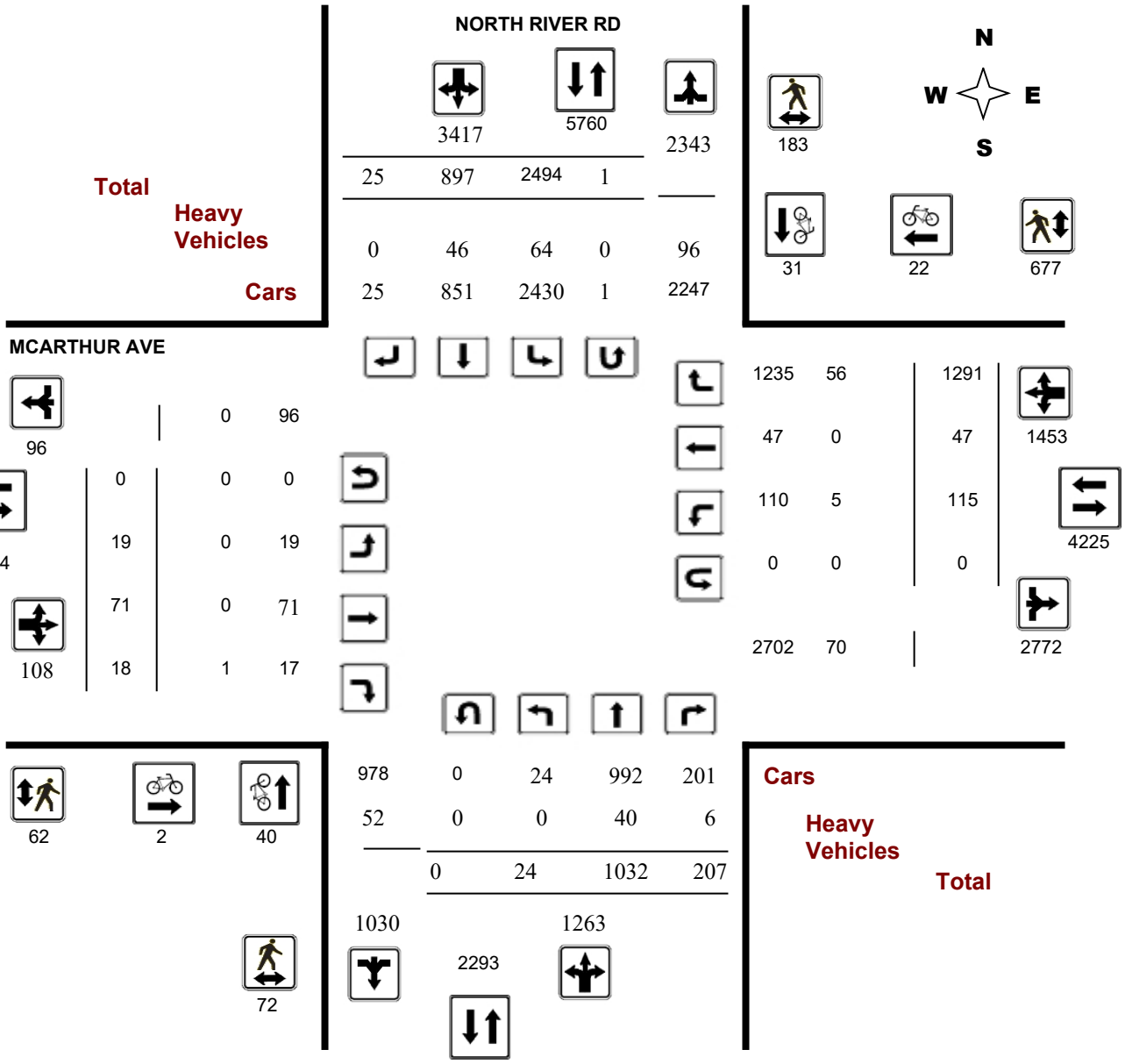
Transportation Services - Traffic Services

Turning Movement Count - Study Results

MCARTHUR AVE @ NORTH RIVER RD

Survey Date: Tuesday, March 19, 2019
Start Time: 07:00
WO No: 38447
Device: Miovision

Full Study Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

MCARTHUR AVE @ NORTH RIVER RD

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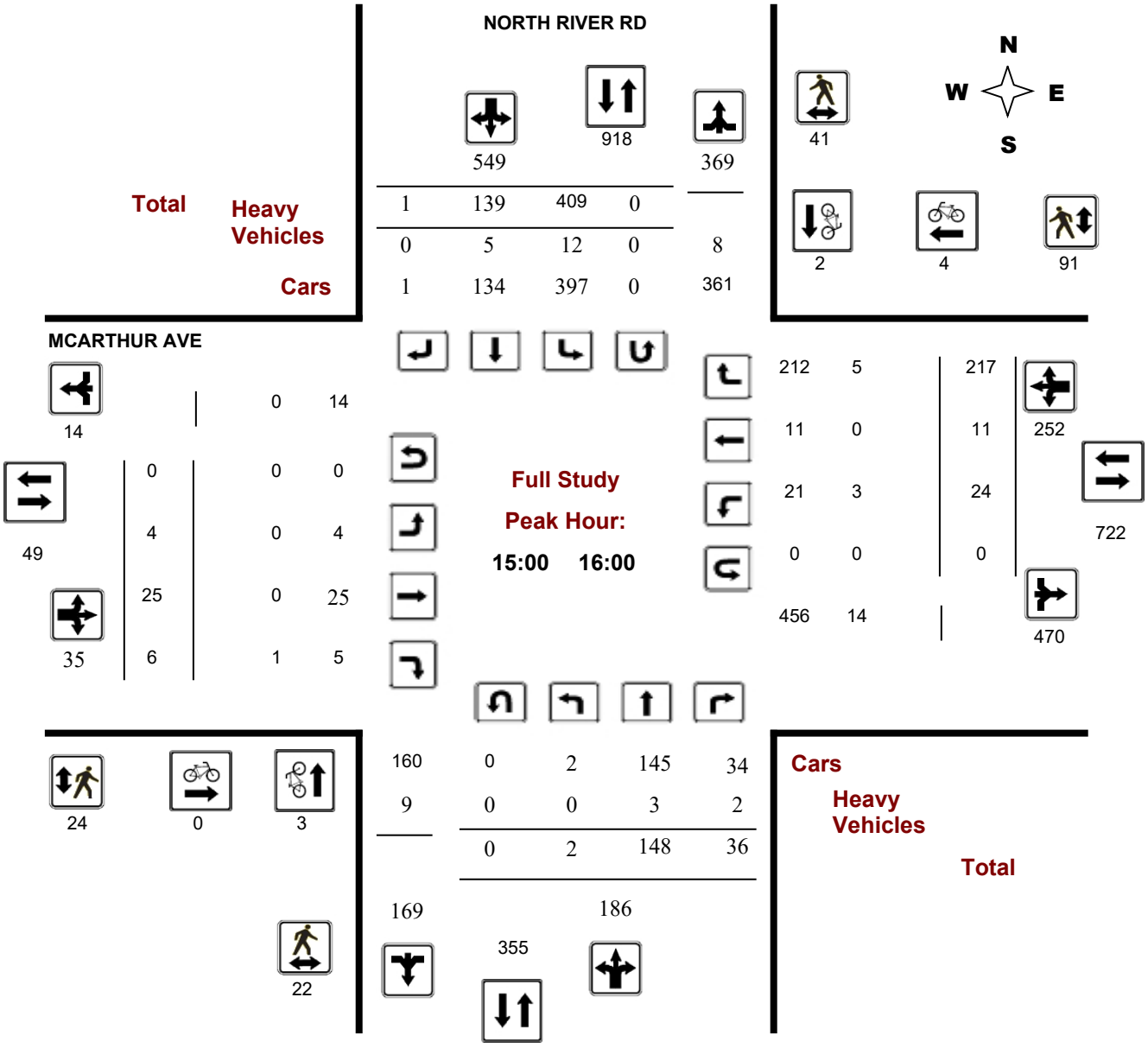
Full Study Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

MCARTHUR AVE @ NORTH RIVER RD

Survey Date: Tuesday, March 19, 2019 **WO No:** 38447

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

Full Study Summary (8 HR Standard)

Survey Date: Tuesday, March 19, 2019

Total Observed U-Turns

Northbound: 0 Southbound: 1

Eastbound: 0 Westbound: 0

AADT Factor

1.00

	NORTH RIVER RD									MCARTHUR AVE									
	Northbound				Southbound					Eastbound				Westbound					
Period	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total
07:00 08:00	2	67	20	**89**	287	56	5	**348**	**437**	1	5	0	**6**	12	11	110	**133**	**139**	**576**
08:00 09:00	3	125	29	**157**	332	102	4	**438**	**595**	1	6	3	**10**	8	9	165	**182**	**192**	**787**
09:00 10:00	6	125	18	**149**	201	107	2	**310**	**459**	0	4	2	**6**	11	5	103	**119**	**125**	**584**
11:30 12:30	5	122	22	**149**	228	119	4	**351**	**500**	1	5	3	**9**	10	3	131	**144**	**153**	**653**
12:30 13:30	4	112	28	**144**	241	109	5	**355**	**499**	4	6	1	**11**	14	2	138	**154**	**165**	**664**
15:00 16:00	2	148	36	**186**	409	139	1	**549**	**735**	4	25	6	**35**	24	11	217	**252**	**287**	**1022**
16:00 17:00	2	147	26	**175**	437	108	0	**545**	**720**	3	15	0	**18**	13	5	216	**234**	**252**	**972**
17:00 18:00	0	186	28	**214**	359	157	4	**520**	**734**	5	5	3	**13**	23	1	211	**235**	**248**	**982**
Sub Total	24	1032	207	**1263**	2494	897	25	**3416**	**4679**	19	71	18	**108**	115	47	1291	**1453**	**1561**	**6240**
U Turns				**0**				**1**	**1**				**0**				**0**	**0**	**1**
Total	24	1032	207	**1263**	2494	897	25	**3417**	**4680**	19	71	18	**108**	115	47	1291	**1453**	**1561**	**6241**
EQ 12Hr	33	1434	288	**1756**	3467	1247	35	**4750**	**6505**	26	99	25	**150**	160	65	1794	**2020**	**2170**	**8675**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	31	1352	271	**1655**	3267	1175	33	**4476**	**6505**	25	93	24	**141**	151	62	1691	**1903**	**2170**	**8675**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**1**					
AVG 24Hr	41	1771	355	**2167**	4280	1539	43	**5864**	**8031**	33	122	31	**185**	197	81	2215	**2493**	**2678**	**10709**
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.

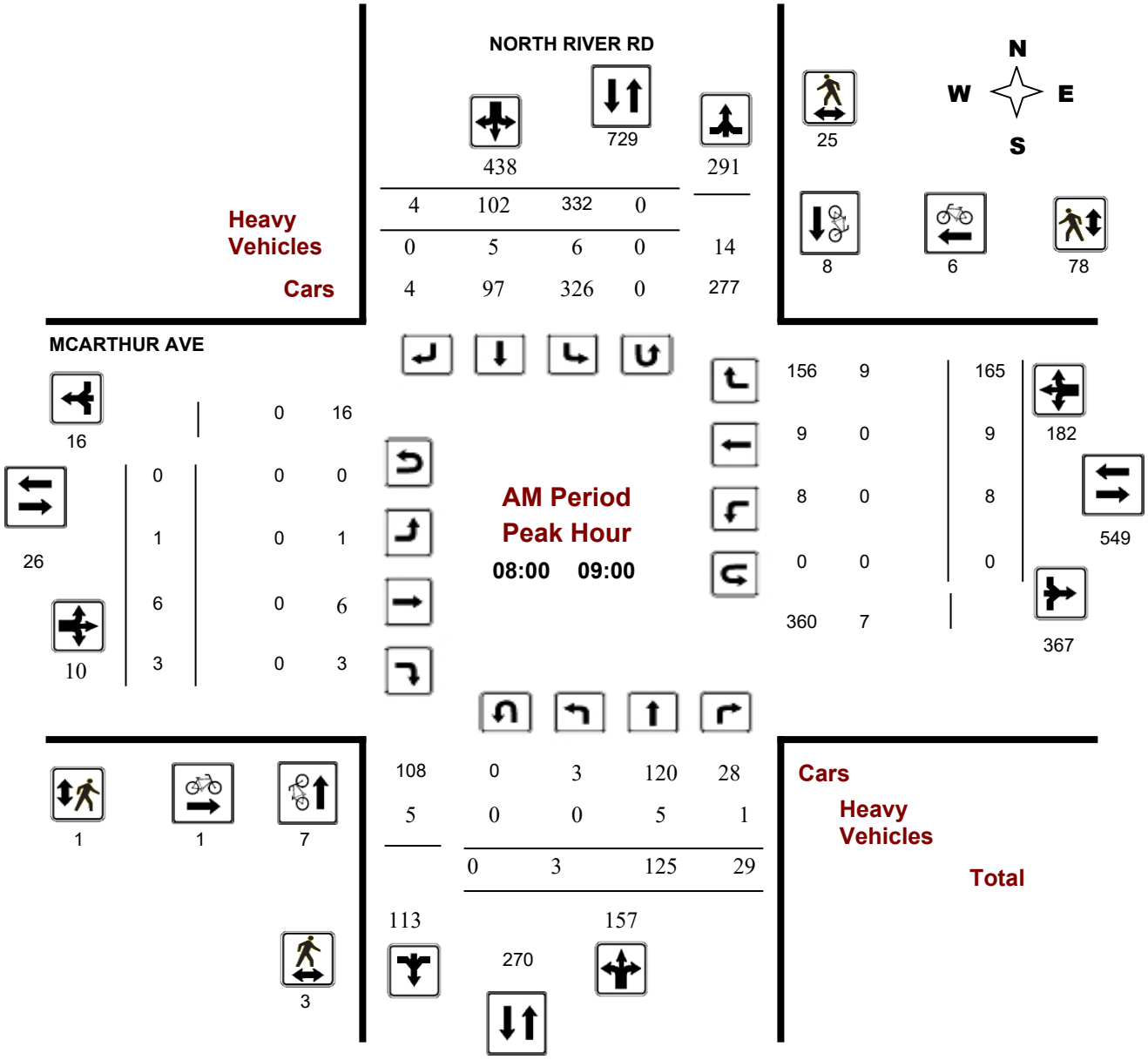
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

MCARTHUR AVE @ NORTH RIVER RD

Survey Date: Tuesday, March 19, 2019 **WO No:** 38447

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



Comments

Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

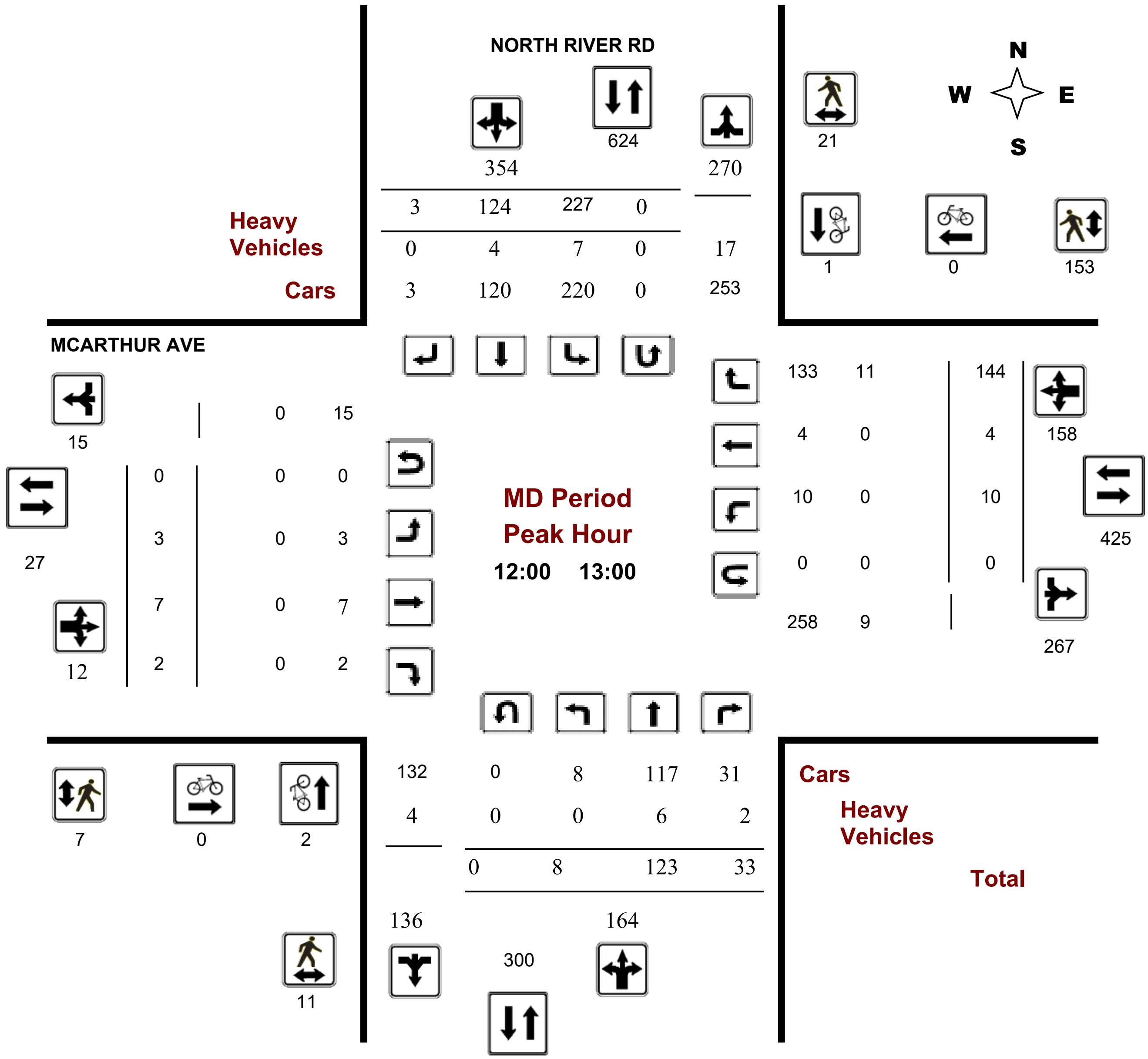
MCARTHUR AVE @ NORTH RIVER RD

Survey Date: Tuesday, March 19, 2019

Start Time: 07:00

WO No: 38447

Device: Miovision



Comments

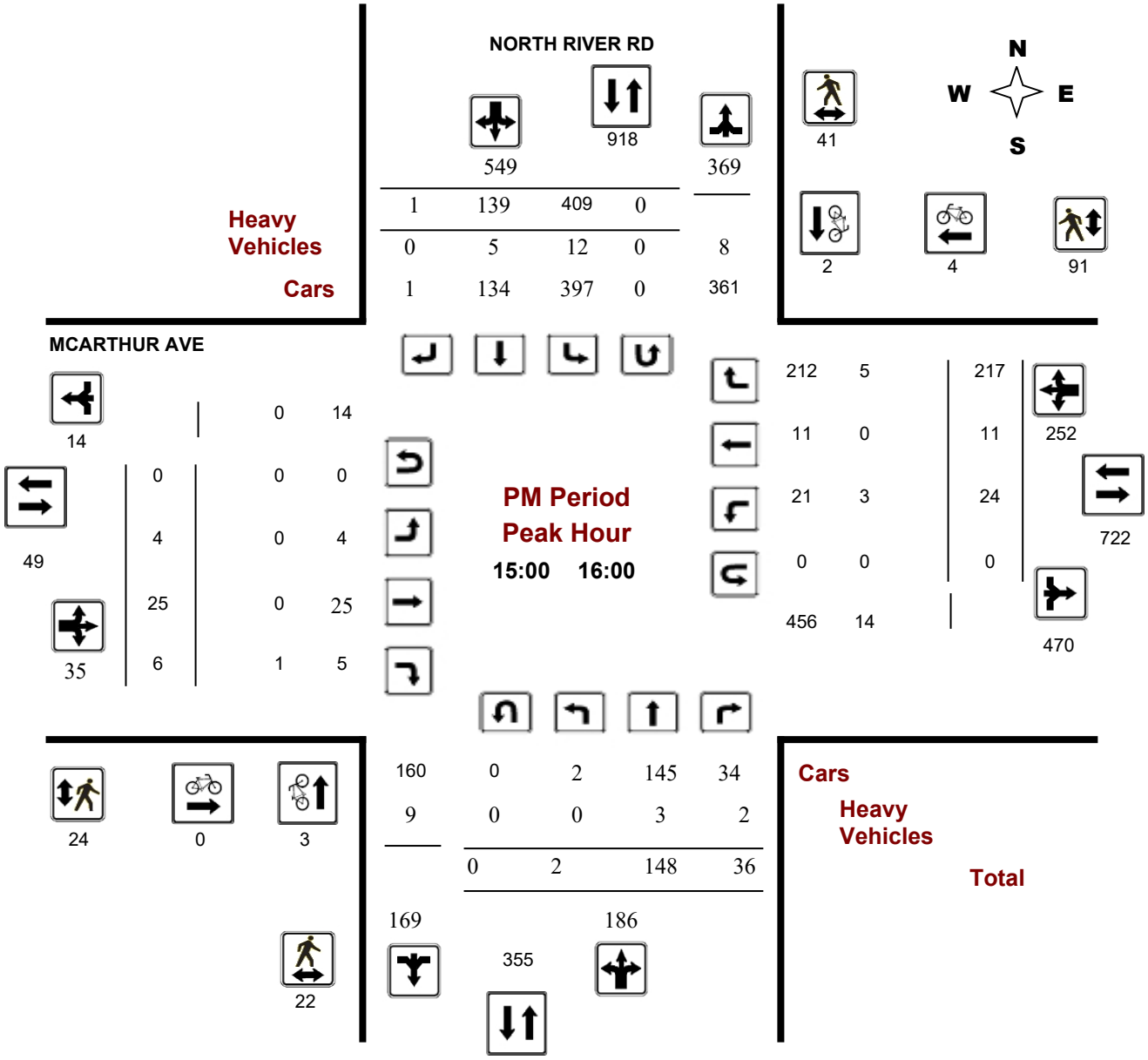
Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

MCARTHUR AVE @ NORTH RIVER RD

Survey Date: Tuesday, March 19, 2019 **WO No:** 38447

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



Comments

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MCARTHUR AVE @ NORTH RIVER RD

Survey Date: Tuesday, March 19, 2019 **WO No:** 38447

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

Full Study 15 Minute Increments

		NORTH RIVER RD									MCARTHUR 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	1	12	6	19	60	12	3	75	5	0	2	0	2	1	4	14	19	5	115
07:15	07:30	1	16	3	20	51	13	1	65	4	0	3	0	3	4	3	24	31	4	119
07:30	07:45	0	18	4	22	96	16	0	112	7	0	0	0	0	3	3	32	38	7	172
07:45	08:00	0	21	7	28	80	15	1	96	7	1	0	0	1	4	1	40	45	7	170
08:00	08:15	2	23	6	31	92	22	1	115	5	0	1	2	3	1	1	47	49	5	198
08:15	08:30	0	40	7	47	76	26	1	103	4	0	1	0	1	1	2	39	42	4	193
08:30	08:45	1	25	7	33	78	28	1	107	4	1	0	0	1	2	2	45	49	4	190
08:45	09:00	0	37	9	46	86	26	1	113	4	0	4	1	5	4	4	34	42	4	206
09:00	09:15	3	36	5	44	62	30	1	93	9	0	2	1	3	2	2	34	38	9	178
09:15	09:30	2	29	5	36	50	26	1	77	4	0	2	1	3	4	2	19	25	4	141
09:30	09:45	1	36	2	39	46	27	0	73	6	0	0	0	0	4	0	20	24	6	136
09:45	10:00	0	24	6	30	43	24	0	67	4	0	0	0	0	1	1	30	32	4	129
11:30	11:45	1	30	3	34	60	35	1	96	6	0	1	1	2	4	1	25	30	6	162
11:45	12:00	0	30	5	35	66	19	0	85	4	0	0	0	0	1	0	31	32	4	152
12:00	12:15	1	26	9	36	46	32	3	81	5	0	2	1	3	1	1	38	40	5	160
12:15	12:30	3	36	5	44	56	33	0	89	1	1	2	1	4	4	1	37	42	1	179
12:30	12:45	2	24	9	35	51	29	0	80	6	1	2	0	3	2	0	33	35	6	153
12:45	13:00	2	37	10	49	74	30	0	104	7	1	1	0	2	3	2	36	41	7	196
13:00	13:15	0	24	2	26	56	30	4	90	6	2	3	1	6	6	0	29	35	6	157
13:15	13:30	0	27	7	34	60	20	1	81	4	0	0	0	0	3	0	40	43	4	158
15:00	15:15	2	33	11	46	98	35	1	134	8	4	10	3	17	2	3	66	71	8	268
15:15	15:30	0	39	6	45	96	40	0	136	2	0	6	1	7	9	2	45	56	2	244
15:30	15:45	0	46	11	57	93	34	0	127	4	0	5	0	5	6	1	52	59	4	248
15:45	16:00	0	30	8	38	122	30	0	152	8	0	4	2	6	7	5	54	66	8	262
16:00	16:15	1	34	6	41	110	34	0	144	5	1	3	0	4	5	2	51	58	5	247
16:15	16:30	0	35	8	43	117	27	0	144	5	1	4	0	5	3	1	50	54	5	246
16:30	16:45	0	37	9	46	103	24	0	127	4	1	7	0	8	3	2	64	69	4	250
16:45	17:00	1	41	3	45	107	23	0	130	3	0	1	0	1	2	0	51	53	3	229
17:00	17:15	0	45	7	52	104	33	0	137	2	1	1	2	4	9	0	61	70	2	263
17:15	17:30	0	53	5	58	88	35	1	125	5	1	3	0	4	7	0	53	60	5	247
17:30	17:45	0	36	7	43	86	48	2	136	4	2	1	0	3	4	1	51	56	4	238
17:45	18:00	0	52	9	61	81	41	1	123	4	1	0	1	2	3	0	46	49	4	235
Total:		24	1032	207	1263	2494	897	25	3417	156	19	71	18	108	115	47	1291	1453	156	6,241

Note: U-Turns are included in Totals.

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MCARTHUR AVE @ NORTH RIVER RD

Survey Date: Tuesday, March 19, 2019 **WO No:** 38447

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

Full Study Cyclist Volume

Time Period		NORTH RIVER RD			MCARTHUR AVE			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	3	3	0	2	2	5
07:15	07:30	0	1	1	0	1	1	2
07:30	07:45	0	1	1	0	1	1	2
07:45	08:00	2	1	3	0	1	1	4
08:00	08:15	3	2	5	0	1	1	6
08:15	08:30	2	2	4	0	4	4	8
08:30	08:45	1	0	1	0	1	1	2
08:45	09:00	1	4	5	1	0	1	6
09:00	09:15	1	0	1	0	1	1	2
09:15	09:30	0	1	1	0	0	0	1
09:30	09:45	0	0	0	0	0	0	0
09:45	10:00	0	0	0	0	0	0	0
11:30	11:45	1	1	2	0	0	0	2
11:45	12:00	0	0	0	0	0	0	0
12:00	12:15	0	0	0	0	0	0	0
12:15	12:30	1	1	2	0	0	0	2
12:30	12:45	1	0	1	0	0	0	1
12:45	13:00	0	0	0	0	0	0	0
13:00	13:15	0	1	1	0	0	0	1
13:15	13:30	0	0	0	0	0	0	0
15:00	15:15	0	1	1	0	2	2	3
15:15	15:30	1	1	2	0	2	2	4
15:30	15:45	1	0	1	0	0	0	1
15:45	16:00	1	0	1	0	0	0	1
16:00	16:15	2	1	3	0	1	1	4
16:15	16:30	2	1	3	1	0	1	4
16:30	16:45	2	2	4	0	1	1	5
16:45	17:00	1	1	2	0	2	2	4
17:00	17:15	1	1	2	0	1	1	3
17:15	17:30	5	2	7	0	0	0	7
17:30	17:45	6	1	7	0	1	1	8
17:45	18:00	5	2	7	0	0	0	7
Total		40	31	**71**	2	22	24	95

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MCARTHUR AVE @ NORTH RIVER RD

Survey Date: Tuesday, March 19, 2019 **WO No:** 38447

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

Full Study Pedestrian Volume

	NORTH RIVER RD			MCARTHUR 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	1	7	**8**	0	11	**11**	**19**
07:15 07:30	1	6	**7**	1	18	**19**	**26**
07:30 07:45	0	2	**2**	0	12	**12**	**14**
07:45 08:00	1	4	**5**	1	15	**16**	**21**
08:00 08:15	0	9	**9**	0	18	**18**	**27**
08:15 08:30	0	4	**4**	0	25	**25**	**29**
08:30 08:45	2	6	**8**	1	21	**22**	**30**
08:45 09:00	1	6	**7**	0	14	**14**	**21**
09:00 09:15	0	2	**2**	0	19	**19**	**21**
09:15 09:30	0	6	**6**	0	19	**19**	**25**
09:30 09:45	1	3	**4**	0	10	**10**	**14**
09:45 10:00	1	3	**4**	2	11	**13**	**17**
11:30 11:45	2	4	**6**	2	22	**24**	**30**
11:45 12:00	0	3	**3**	0	21	**21**	**24**
12:00 12:15	3	6	**9**	2	36	**38**	**47**
12:15 12:30	4	4	**8**	3	35	**38**	**46**
12:30 12:45	2	5	**7**	1	38	**39**	**46**
12:45 13:00	2	6	**8**	1	44	**45**	**53**
13:00 13:15	3	5	**8**	3	27	**30**	**38**
13:15 13:30	3	4	**7**	4	21	**25**	**32**
15:00 15:15	3	20	**23**	3	24	**27**	**50**
15:15 15:30	7	8	**15**	5	23	**28**	**43**
15:30 15:45	9	8	**17**	11	28	**39**	**56**
15:45 16:00	3	5	**8**	5	16	**21**	**29**
16:00 16:15	7	6	**13**	4	22	**26**	**39**
16:15 16:30	5	6	**11**	2	26	**28**	**39**
16:30 16:45	1	8	**9**	0	20	**20**	**29**
16:45 17:00	2	5	**7**	3	19	**22**	**29**
17:00 17:15	4	5	**9**	4	17	**21**	**30**
17:15 17:30	1	6	**7**	1	13	**14**	**21**
17:30 17:45	2	3	**5**	2	19	**21**	**26**
17:45 18:00	1	8	**9**	1	13	**14**	**23**
Total	72	183	**255**	62	677	**739**	**994**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MCARTHUR AVE @ NORTH RIVER RD

Survey Date: Tuesday, March 19, 2019 **WO No:** 38447

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

Full Study Heavy Vehicles

		NORTH RIVER RD									MCARTHUR 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	0	1	0	**1**	2	2	0	**4**	**5**	0	0	0	**0**	0	0	2	**2**	**2**	**7**
07:15	07:30	0	3	0	**3**	0	1	0	**1**	**4**	0	0	0	**0**	1	0	0	**1**	**1**	**5**
07:30	07:45	0	1	0	**1**	3	3	0	**6**	**7**	0	0	0	**0**	0	0	3	**3**	**3**	**10**
07:45	08:00	0	4	1	**5**	1	1	0	**2**	**7**	0	0	0	**0**	0	0	0	**0**	**0**	**7**
08:00	08:15	0	1	0	**1**	3	1	0	**4**	**5**	0	0	0	**0**	0	0	4	**4**	**4**	**9**
08:15	08:30	0	1	0	**1**	2	1	0	**3**	**4**	0	0	0	**0**	0	0	1	**1**	**1**	**5**
08:30	08:45	0	1	0	**1**	0	3	0	**3**	**4**	0	0	0	**0**	0	0	3	**3**	**3**	**7**
08:45	09:00	0	2	1	**3**	1	0	0	**1**	**4**	0	0	0	**0**	0	0	1	**1**	**1**	**5**
09:00	09:15	0	3	0	**3**	2	4	0	**6**	**9**	0	0	0	**0**	0	0	2	**2**	**2**	**11**
09:15	09:30	0	0	0	**0**	3	1	0	**4**	**4**	0	0	0	**0**	0	0	2	**2**	**2**	**6**
09:30	09:45	0	4	0	**4**	1	1	0	**2**	**6**	0	0	0	**0**	0	0	2	**2**	**2**	**8**
09:45	10:00	0	1	0	**1**	2	1	0	**3**	**4**	0	0	0	**0**	0	0	3	**3**	**3**	**7**
11:30	11:45	0	1	0	**1**	2	3	0	**5**	**6**	0	0	0	**0**	1	0	1	**2**	**2**	**8**
11:45	12:00	0	1	0	**1**	2	1	0	**3**	**4**	0	0	0	**0**	0	0	3	**3**	**3**	**7**
12:00	12:15	0	1	0	**1**	2	2	0	**4**	**5**	0	0	0	**0**	0	0	4	**4**	**4**	**9**
12:15	12:30	0	0	0	**0**	1	0	0	**1**	**1**	0	0	0	**0**	0	0	2	**2**	**2**	**3**
12:30	12:45	0	1	2	**3**	2	1	0	**3**	**6**	0	0	0	**0**	0	0	2	**2**	**2**	**8**
12:45	13:00	0	4	0	**4**	2	1	0	**3**	**7**	0	0	0	**0**	0	0	3	**3**	**3**	**10**
13:00	13:15	0	1	0	**1**	4	1	0	**5**	**6**	0	0	0	**0**	0	0	3	**3**	**3**	**9**
13:15	13:30	0	0	0	**0**	3	1	0	**4**	**4**	0	0	0	**0**	0	0	2	**2**	**2**	**6**
15:00	15:15	0	1	0	**1**	6	1	0	**7**	**8**	0	0	0	**0**	0	0	2	**2**	**2**	**10**
15:15	15:30	0	1	0	**1**	1	0	0	**1**	**2**	0	0	1	**1**	0	0	1	**1**	**2**	**4**
15:30	15:45	0	1	1	**2**	1	1	0	**2**	**4**	0	0	0	**0**	1	0	0	**1**	**1**	**5**
15:45	16:00	0	0	1	**1**	4	3	0	**7**	**8**	0	0	0	**0**	2	0	2	**4**	**4**	**12**
16:00	16:15	0	3	0	**3**	2	0	0	**2**	**5**	0	0	0	**0**	0	0	2	**2**	**2**	**7**
16:15	16:30	0	0	0	**0**	3	2	0	**5**	**5**	0	0	0	**0**	0	0	1	**1**	**1**	**6**
16:30	16:45	0	1	0	**1**	2	1	0	**3**	**4**	0	0	0	**0**	0	0	0	**0**	**0**	**4**
16:45	17:00	0	0	0	**0**	1	2	0	**3**	**3**	0	0	0	**0**	0	0	1	**1**	**1**	**4**
17:00	17:15	0	1	0	**1**	1	0	0	**1**	**2**	0	0	0	**0**	0	0	2	**2**	**2**	**4**
17:15	17:30	0	0	0	**0**	3	2	0	**5**	**5**	0	0	0	**0**	0	0	1	**1**	**1**	**6**
17:30	17:45	0	1	0	**1**	0	3	0	**3**	**4**	0	0	0	**0**	0	0	1	**1**	**1**	**5**
17:45	18:00	0	0	0	**0**	2	2	0	**4**	**4**	0	0	0	**0**	0	0	0	**0**	**0**	**4**
Total:	None	0	40	6	**46**	64	46	0	**110**	**156**	0	0	1	**1**	5	0	56	**61**	**62**	**218**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MCARTHUR AVE @ NORTH RIVER RD

Survey Date: Tuesday, March 19, 2019 **WO No:** 38447

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

Full Study 15 Minute U-Turn Total

Time Period		NORTH RIVER RD Northbound U-Turn Total	NORTH RIVER RD Southbound U-Turn Total	MCARTHUR AVE Eastbound U-Turn Total	MCARTHUR AVE 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	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	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	0	0	0	0
17:00	17:15	0	0	0	0	0
17:15	17:30	0	1	0	0	1
17:30	17:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
Total		0	1	0	0	1

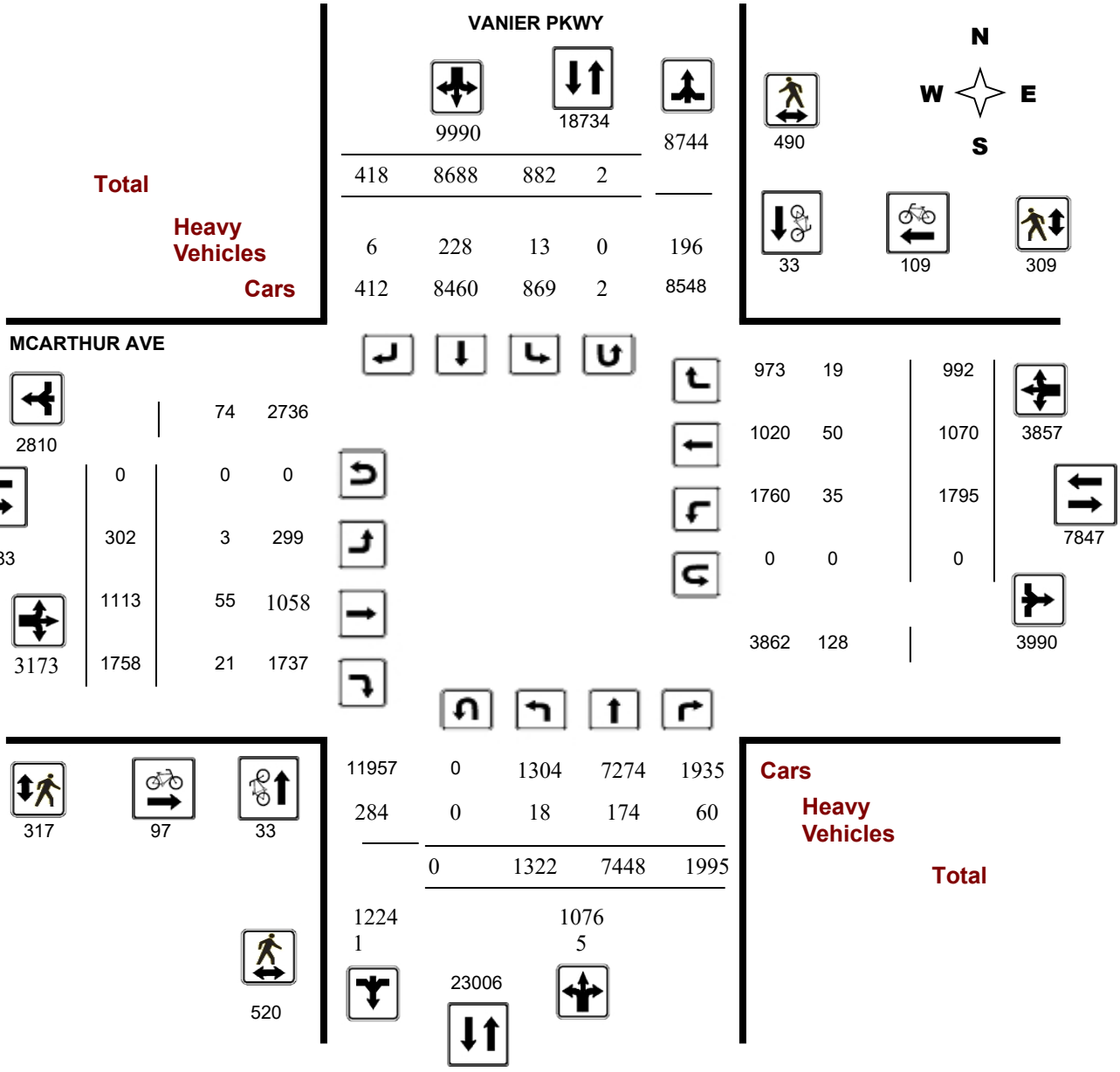
Transportation Services - Traffic Services

Turning Movement Count - Study Results

MCARTHUR AVE @ VANIER PKWY

Survey Date: Thursday, October 26, 2023
Start Time: 07:00
WO No: 41298
Device: Miovision

Full Study Diagram



Transportation Services - Traffic Services

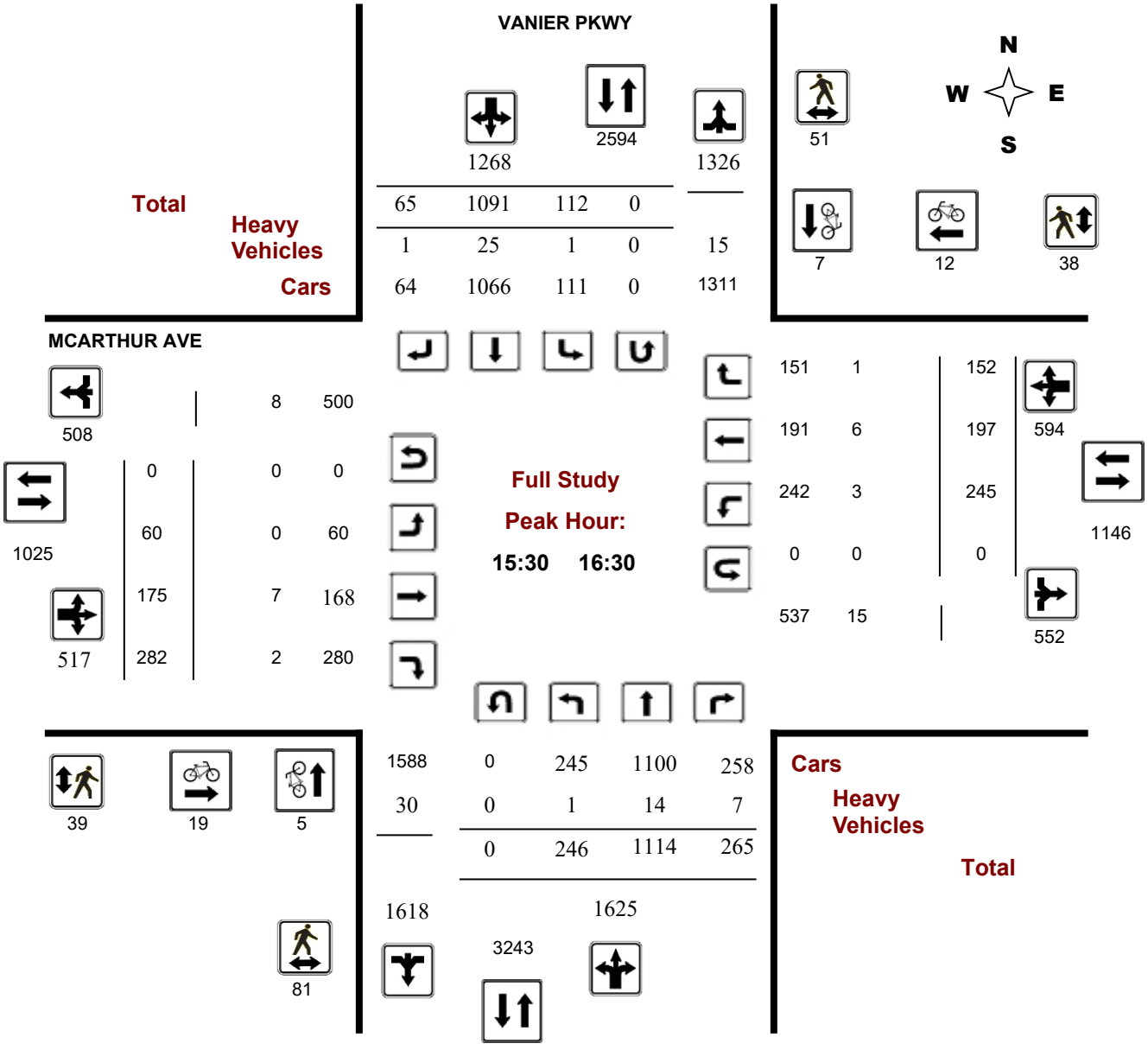
Turning Movement Count - Study Results

MCARTHUR AVE @ VANIER PKWY

Survey Date: Thursday, October 26, 2023 **WO No:** 41298

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

Full Study Peak Hour Diagram



Transportation Services - Traffic Services

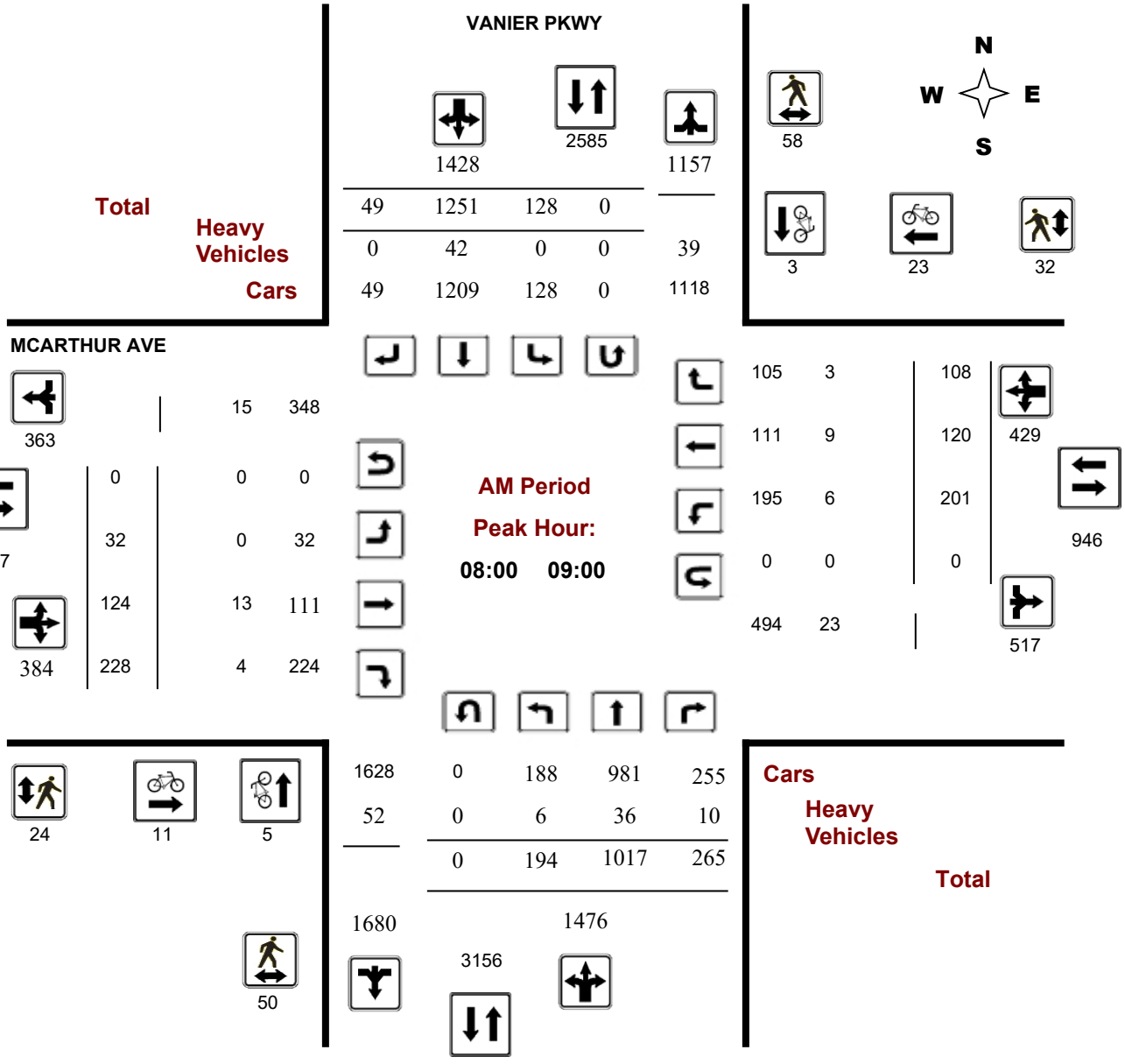
Turning Movement Count - Study Results

MCARTHUR AVE @ VANIER PKWY

Survey Date: Thursday, October 26, 2023 **WO No:** 41298

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

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

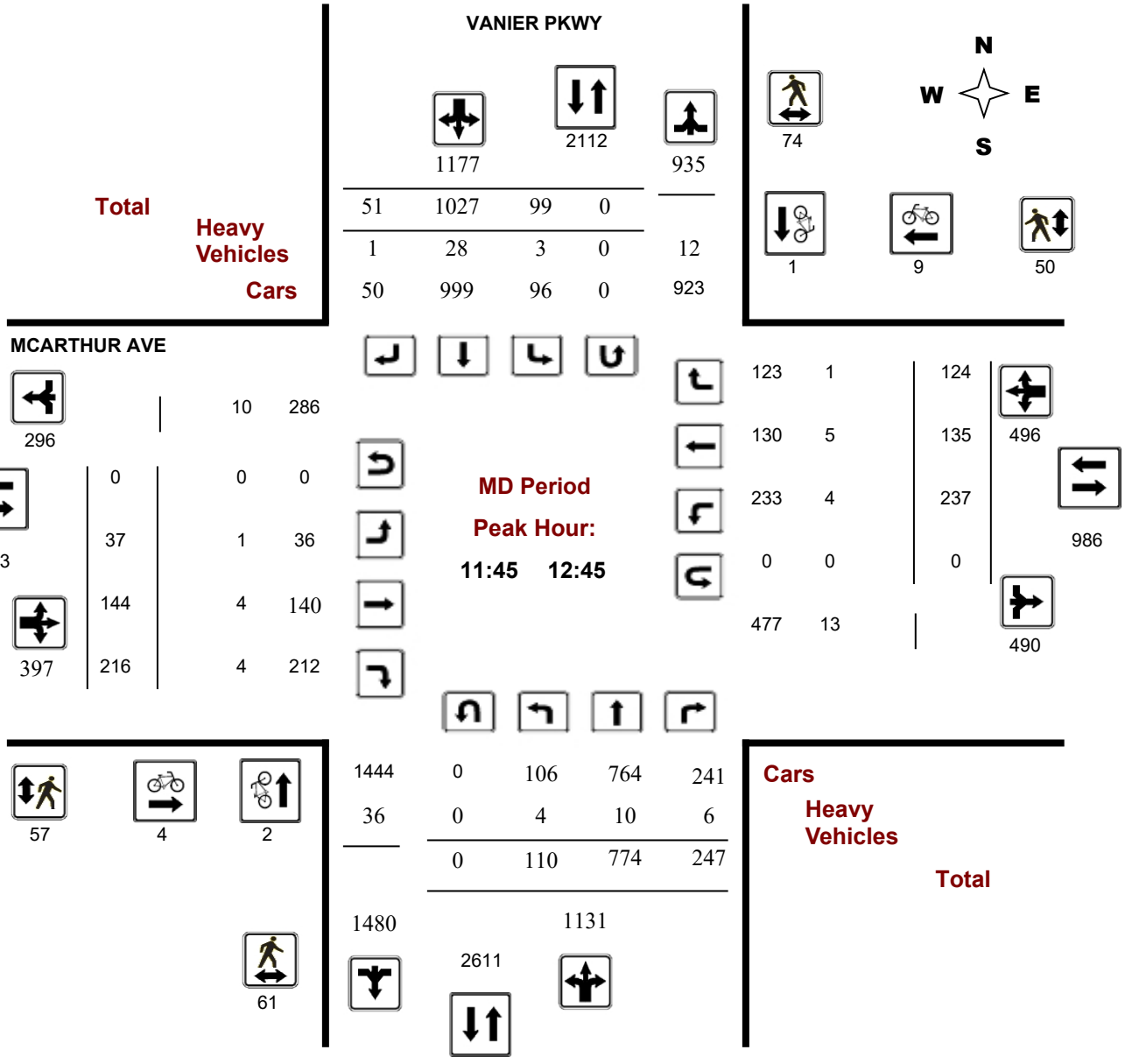
Turning Movement Count - Study Results

MCARTHUR AVE @ VANIER PKWY

Survey Date: Thursday, October 26, 2023 **WO No:** 41298

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

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

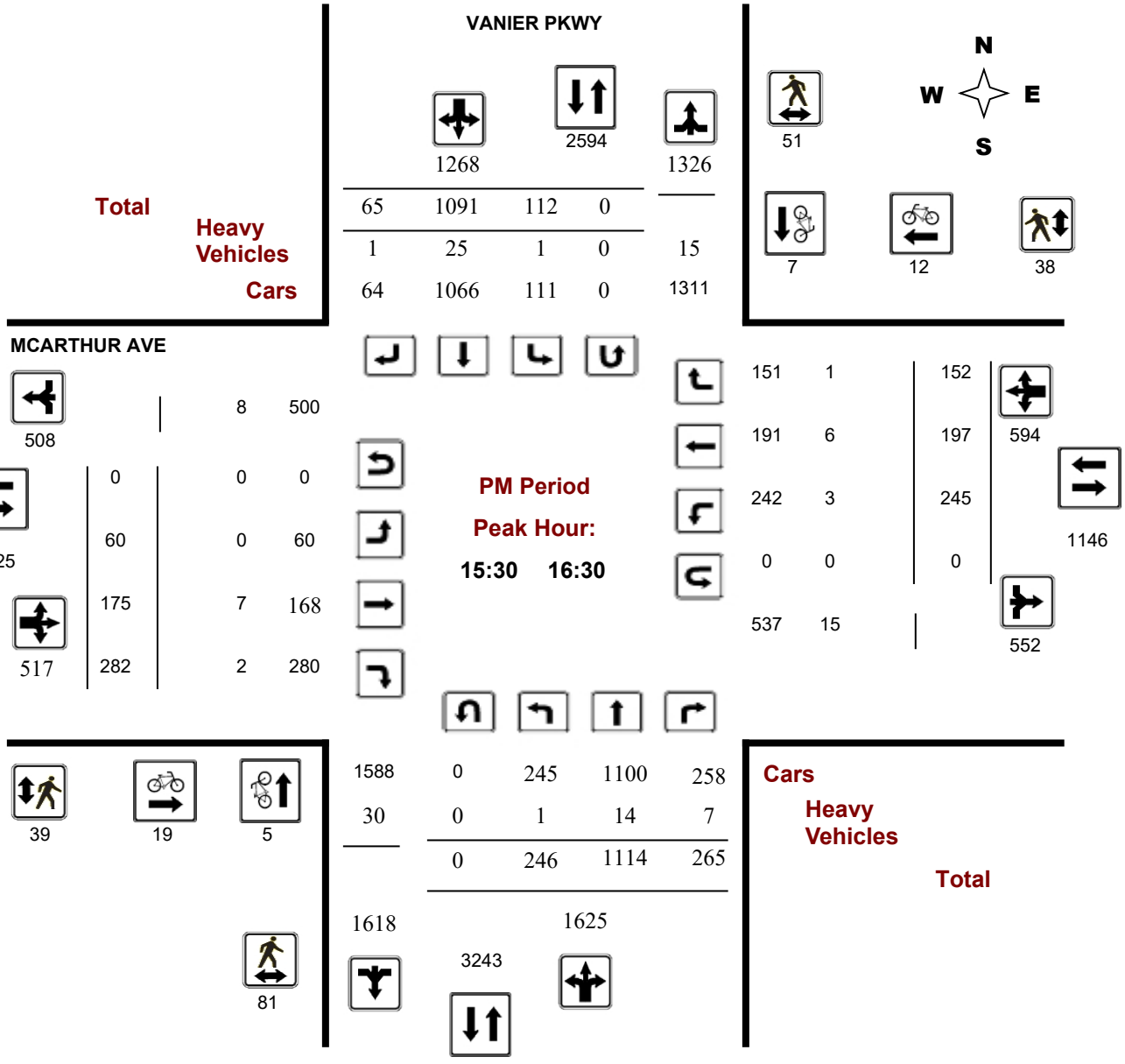
Turning Movement Count - Study Results

MCARTHUR AVE @ VANIER PKWY

Survey Date: Thursday, October 26, 2023 **WO No:** 41298

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

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

MCARTHUR AVE @ VANIER PKWY

Survey Date: Thursday, October 26, 2023 **WO No:** 41298

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

Full Study Summary (8 HR Standard)

Survey Date: Thursday, October 26, 2023

Total Observed U-Turns

Northbound: 0 Southbound: 2

Eastbound: 0 Westbound: 0

AADT Factor

.90

	VANIER PKWY									MCARTHUR AVE									
	Northbound				Southbound					Eastbound				Westbound					
Period	LT	ST	RT	**NB TOT**	LT	ST	RT	**SB TOT**	**STR TOT**	LT	ST	RT	**EB TOT**	LT	ST	RT	**WB TOT**	**STR TOT**	**Grand Total**
07:00 08:00	143	847	165	**1155**	94	1171	24	**1289**	**2444**	23	68	186	**277**	208	74	72	**354**	**631**	**3075**
08:00 09:00	194	1017	265	**1476**	128	1251	49	**1428**	**2904**	32	124	228	**384**	201	120	108	**429**	**813**	**3717**
09:00 10:00	90	754	244	**1088**	87	1061	42	**1190**	**2278**	25	99	178	**302**	196	102	97	**395**	**697**	**2975**
11:30 12:30	101	769	237	**1107**	102	989	50	**1141**	**2248**	32	142	213	**387**	215	142	119	**476**	**863**	**3111**
12:30 13:30	124	777	270	**1171**	83	1032	58	**1173**	**2344**	35	129	173	**337**	217	109	115	**441**	**778**	**3122**
15:00 16:00	232	1040	261	**1533**	106	1137	58	**1301**	**2834**	64	148	300	**512**	278	188	157	**623**	**1135**	**3969**
16:00 17:00	232	1127	257	**1616**	139	1012	65	**1216**	**2832**	53	185	252	**490**	237	182	154	**573**	**1063**	**3895**
17:00 18:00	206	1117	296	**1619**	143	1035	72	**1250**	**2869**	38	218	228	**484**	243	153	170	**566**	**1050**	**3919**
Sub Total	1322	7448	1995	**10765**	882	8688	418	**9988**	**20753**	302	1113	1758	**3173**	1795	1070	992	**3857**	**7030**	**27783**
U Turns				**0**				**2**	**2**				**0**				**0**	**0**	**2**
Total	1322	7448	1995	**10765**	882	8688	418	**9990**	**20755**	302	1113	1758	**3173**	1795	1070	992	**3857**	**7030**	**27785**
EQ 12Hr	1838	10353	2773	**14963**	1226	12076	581	**13886**	**28849**	420	1547	2444	**4410**	2495	1487	1379	**5361**	**9772**	**38621**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	1654	9318	2496	**13467**	1103	14238	685	**12497**	**25964**	378	1392	2200	**3969**	2246	1338	1241	**4825**	**8795**	**34759**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**.90**					
AVG 24Hr	2167	12207	3270	**17642**	1445	18652	897	**16371**	**34013**	495	1824	2882	**5199**	2942	1753	1626	**6321**	**11521**	**45534**
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

MCARTHUR AVE @ VANIER PKWY

Survey Date: Thursday, October 26, 2023 **WO No:** 41298

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

Full Study 15 Minute Increments

		VANIER PKWY									MCARTHUR 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	29	166	30	225	20	281	6	307	532	3	10	37	50	40	11	16	67	117	649
07:15	07:30	31	196	40	267	24	287	5	316	583	6	20	43	69	44	23	10	77	146	729
07:30	07:45	45	231	45	321	26	327	4	358	679	9	16	63	88	55	18	21	94	182	861
17:45	18:00	41	295	60	396	38	258	20	316	712	16	58	55	129	51	29	44	124	253	965
07:45	08:00	38	254	50	342	24	276	9	309	651	5	22	43	70	69	22	25	116	186	837
08:00	08:15	47	284	48	379	37	303	7	347	726	7	25	58	90	52	19	23	94	184	910
08:15	08:30	51	247	68	366	20	355	9	384	750	7	25	46	78	45	33	31	109	187	937
08:30	08:45	44	236	59	339	42	270	22	334	673	8	31	70	109	63	28	35	126	235	908
08:45	09:00	52	250	90	392	29	323	11	363	755	10	43	54	107	41	40	19	100	207	962
09:00	09:15	24	171	56	251	30	285	12	327	578	2	27	44	73	63	29	31	123	196	774
09:15	09:30	26	198	59	283	16	280	17	313	596	4	21	35	60	37	27	21	85	145	741
09:30	09:45	20	208	58	286	21	261	8	290	576	8	21	59	88	49	18	20	87	175	751
09:45	10:00	20	177	71	268	20	235	5	260	528	11	30	40	81	47	28	25	100	181	709
11:30	11:45	28	209	58	295	25	246	10	281	576	7	34	37	78	41	27	24	92	170	746
11:45	12:00	18	188	71	277	22	251	13	286	563	4	36	57	97	56	35	28	119	216	779
12:00	12:15	33	200	50	283	29	237	8	274	557	11	32	63	106	66	39	23	128	234	791
12:15	12:30	22	172	58	252	26	255	19	300	552	10	40	56	106	52	41	44	137	243	795
12:30	12:45	37	214	68	319	22	284	11	317	636	12	36	40	88	63	20	29	112	200	836
12:45	13:00	35	175	63	273	22	240	18	280	553	7	23	49	79	64	43	26	133	212	765
13:00	13:15	32	206	67	305	16	258	14	288	593	6	37	51	94	36	25	31	92	186	779
13:15	13:30	20	182	72	274	23	250	15	288	562	10	33	33	76	54	21	29	104	180	742
15:00	15:15	43	259	51	353	30	319	16	365	718	11	35	77	123	76	42	48	166	289	1007
15:15	15:30	55	257	67	379	24	243	14	281	660	19	31	77	127	76	43	32	151	278	938
15:30	15:45	74	294	74	442	17	293	10	320	762	14	35	77	126	63	53	40	156	282	1044
15:45	16:00	60	230	69	359	35	282	18	335	694	20	47	69	136	63	50	37	150	286	980
16:00	16:15	70	307	59	436	33	261	16	310	746	10	41	66	117	63	45	36	144	261	1007
16:15	16:30	42	283	63	388	27	255	21	303	691	16	52	70	138	56	49	39	144	282	973
16:30	16:45	61	255	72	388	44	218	15	278	666	17	43	66	126	66	46	40	152	278	944
16:45	17:00	59	282	63	404	35	278	13	326	730	10	49	50	109	52	42	39	133	242	972
17:00	17:15	58	257	77	392	35	227	18	280	672	9	59	64	132	77	39	45	161	293	965
17:15	17:30	68	285	87	440	36	272	18	326	766	7	47	60	114	58	47	37	142	256	1022
17:30	17:45	39	280	72	391	34	278	16	328	719	6	54	49	109	57	38	44	139	248	967
Total:		1322	7448	1995	10765	882	8688	418	9990	20755	302	1113	1758	3173	1795	1070	992	3857	7030	27,785

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

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MCARTHUR AVE @ VANIER PKWY

Survey Date: Thursday, October 26, 2023 **WO No:** 41298

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

Full Study Cyclist Volume

Time Period		VANIER PKWY			MCARTHUR AVE			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	1	0	1	2	3	5	6
07:15	07:30	0	1	1	2	3	5	6
07:30	07:45	0	1	1	3	4	7	8
17:45	18:00	0	0	0	4	1	5	5
07:45	08:00	0	0	0	6	6	12	12
08:00	08:15	1	0	1	2	7	9	10
08:15	08:30	2	2	4	5	6	11	15
08:30	08:45	2	1	3	3	5	8	11
08:45	09:00	0	0	0	1	5	6	6
09:00	09:15	3	0	3	2	1	3	6
09:15	09:30	0	0	0	1	2	3	3
09:30	09:45	0	0	0	1	1	2	2
09:45	10:00	2	0	2	3	0	3	5
11:30	11:45	0	2	2	0	0	0	2
11:45	12:00	1	0	1	1	0	1	2
12:00	12:15	0	0	0	0	4	4	4
12:15	12:30	0	1	1	2	2	4	5
12:30	12:45	1	0	1	1	3	4	5
12:45	13:00	1	3	4	3	3	6	10
13:00	13:15	0	2	2	1	3	4	6
13:15	13:30	0	0	0	2	0	2	2
15:00	15:15	2	0	2	6	5	11	13
15:15	15:30	2	0	2	3	2	5	7
15:30	15:45	2	3	5	4	3	7	12
15:45	16:00	2	1	3	4	2	6	9
16:00	16:15	1	3	4	6	3	9	13
16:15	16:30	0	0	0	5	4	9	9
16:30	16:45	5	5	10	7	10	17	27
16:45	17:00	2	4	6	8	3	11	17
17:00	17:15	2	1	3	6	5	11	14
17:15	17:30	1	0	1	2	3	5	6
17:30	17:45	0	3	3	1	10	11	14
Total		33	33	**66**	97	109	206	272

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MCARTHUR AVE @ VANIER PKWY

Survey Date: Thursday, October 26, 2023 **WO No:** 41298

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

Full Study Pedestrian Volume

	VANIER PKWY			MCARTHUR 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	5	4	**9**	2	2	**4**	**13**
07:15 07:30	12	5	**17**	7	0	**7**	**24**
07:30 07:45	8	11	**19**	11	7	**18**	**37**
17:45 18:00	20	5	**25**	11	8	**19**	**44**
07:45 08:00	11	18	**29**	4	5	**9**	**38**
08:00 08:15	6	7	**13**	3	9	**12**	**25**
08:15 08:30	16	8	**24**	5	4	**9**	**33**
08:30 08:45	23	21	**44**	9	12	**21**	**65**
08:45 09:00	5	22	**27**	7	7	**14**	**41**
09:00 09:15	13	17	**30**	11	6	**17**	**47**
09:15 09:30	11	13	**24**	8	10	**18**	**42**
09:30 09:45	10	9	**19**	9	7	**16**	**35**
09:45 10:00	15	57	**72**	7	1	**8**	**80**
11:30 11:45	21	9	**30**	9	12	**21**	**51**
11:45 12:00	12	16	**28**	13	11	**24**	**52**
12:00 12:15	17	17	**34**	16	16	**32**	**66**
12:15 12:30	13	30	**43**	15	9	**24**	**67**
12:30 12:45	19	11	**30**	13	14	**27**	**57**
12:45 13:00	19	20	**39**	11	22	**33**	**72**
13:00 13:15	22	9	**31**	12	22	**34**	**65**
13:15 13:30	14	18	**32**	15	11	**26**	**58**
15:00 15:15	25	12	**37**	8	14	**22**	**59**
15:15 15:30	20	29	**49**	14	24	**38**	**87**
15:30 15:45	17	12	**29**	9	7	**16**	**45**
15:45 16:00	17	14	**31**	12	10	**22**	**53**
16:00 16:15	21	17	**38**	6	8	**14**	**52**
16:15 16:30	26	8	**34**	12	13	**25**	**59**
16:30 16:45	31	17	**48**	9	13	**22**	**70**
16:45 17:00	13	7	**20**	11	5	**16**	**36**
17:00 17:15	26	21	**47**	11	6	**17**	**64**
17:15 17:30	15	13	**28**	16	8	**24**	**52**
17:30 17:45	17	13	**30**	11	6	**17**	**47**
Total	520	490	**1010**	317	309	**626**	**1636**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MCARTHUR AVE @ VANIER PKWY

Survey Date: Thursday, October 26, 2023 **WO No:** 41298

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

Full Study Heavy Vehicles

		VANIER PKWY									MCARTHUR 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	1	7	1	**9**	0	2	0	**2**	**11**	0	1	1	**2**	1	1	1	**3**	**5**	**16**
07:15	07:30	0	7	4	**11**	0	3	0	**3**	**14**	0	1	0	**1**	0	3	0	**3**	**4**	**18**
07:30	07:45	1	8	2	**11**	1	5	0	**6**	**17**	0	1	0	**1**	1	3	1	**5**	**6**	**23**
17:45	18:00	0	2	1	**3**	0	3	0	**3**	**6**	0	1	1	**2**	1	1	0	**2**	**4**	**10**
07:45	08:00	1	11	0	**12**	0	9	0	**9**	**21**	0	2	1	**3**	2	3	0	**5**	**8**	**29**
08:00	08:15	2	12	3	**17**	0	11	0	**11**	**28**	0	2	0	**2**	1	1	0	**2**	**4**	**32**
08:15	08:30	1	6	1	**8**	0	10	0	**10**	**18**	0	1	1	**2**	2	2	1	**5**	**7**	**25**
08:30	08:45	2	12	3	**17**	0	9	0	**9**	**26**	0	3	3	**6**	1	4	2	**7**	**13**	**39**
08:45	09:00	1	6	3	**10**	0	12	0	**12**	**22**	0	7	0	**7**	2	2	0	**4**	**11**	**33**
09:00	09:15	0	4	2	**6**	1	10	0	**11**	**17**	0	1	2	**3**	6	1	1	**8**	**11**	**28**
09:15	09:30	0	6	1	**7**	1	8	0	**9**	**16**	0	1	1	**2**	2	2	0	**4**	**6**	**22**
09:30	09:45	0	16	1	**17**	0	10	1	**11**	**28**	1	5	0	**6**	1	1	1	**3**	**9**	**37**
09:45	10:00	1	4	2	**7**	0	4	0	**4**	**11**	0	2	0	**2**	2	3	2	**7**	**9**	**20**
11:30	11:45	0	4	4	**8**	0	12	0	**12**	**20**	0	3	1	**4**	0	1	1	**2**	**6**	**26**
11:45	12:00	1	2	3	**6**	0	8	1	**9**	**15**	0	1	1	**2**	2	1	0	**3**	**5**	**20**
12:00	12:15	0	4	1	**5**	0	3	0	**3**	**8**	0	0	0	**0**	1	2	0	**3**	**3**	**11**
12:15	12:30	1	1	1	**3**	2	7	0	**9**	**12**	0	3	3	**6**	1	1	1	**3**	**9**	**21**
12:30	12:45	2	3	1	**6**	1	10	0	**11**	**17**	1	0	0	**1**	0	1	0	**1**	**2**	**19**
12:45	13:00	0	7	2	**9**	1	7	0	**8**	**17**	0	1	0	**1**	2	3	2	**7**	**8**	**25**
13:00	13:15	0	5	4	**9**	1	5	0	**6**	**15**	0	2	0	**2**	0	2	0	**2**	**4**	**19**
13:15	13:30	1	4	4	**9**	1	12	0	**13**	**22**	0	2	0	**2**	1	1	1	**3**	**5**	**27**
15:00	15:15	1	5	0	**6**	0	8	0	**8**	**14**	0	1	0	**1**	0	0	1	**1**	**2**	**16**
15:15	15:30	0	8	3	**11**	1	4	1	**6**	**17**	0	1	1	**2**	1	3	2	**6**	**8**	**25**
15:30	15:45	1	5	2	**8**	1	6	0	**7**	**15**	0	3	0	**3**	0	1	0	**1**	**4**	**19**
15:45	16:00	0	2	1	**3**	0	13	1	**14**	**17**	0	1	0	**1**	1	3	1	**5**	**6**	**23**
16:00	16:15	0	4	1	**5**	0	3	0	**3**	**8**	0	3	2	**5**	2	1	0	**3**	**8**	**16**
16:15	16:30	0	3	3	**6**	0	3	0	**3**	**9**	0	0	0	**0**	0	1	0	**1**	**1**	**10**
16:30	16:45	1	4	1	**6**	0	4	1	**5**	**11**	0	2	0	**2**	0	0	0	**0**	**2**	**13**
16:45	17:00	0	3	0	**3**	0	8	0	**8**	**11**	0	1	2	**3**	1	0	0	**1**	**4**	**15**
17:00	17:15	0	3	2	**5**	1	3	1	**5**	**10**	1	0	1	**2**	0	2	0	**2**	**4**	**14**
17:15	17:30	0	3	0	**3**	1	8	0	**9**	**12**	0	0	0	**0**	1	0	0	**1**	**1**	**13**
17:30	17:45	0	3	3	**6**	0	8	0	**8**	**14**	0	3	0	**3**	0	0	1	**1**	**4**	**18**
Total:	None	18	174	60	**252**	13	228	6	**247**	**499**	3	55	21	**79**	35	50	19	**104**	**183**	**682**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MCARTHUR AVE @ VANIER PKWY

Survey Date: Thursday, October 26, 2023 **WO No:** 41298

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

Full Study 15 Minute U-Turn Total

		VANIER PKWY		MCARTHUR 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	0	0	0	0
07:30	07:45	0	1	0	0	1
17:45	18:00	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	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	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	1	0	0	1
16:45	17:00	0	0	0	0	0
17:00	17:15	0	0	0	0	0
17:15	17:30	0	0	0	0	0
17:30	17:45	0	0	0	0	0
Total		0	2	0	0	2

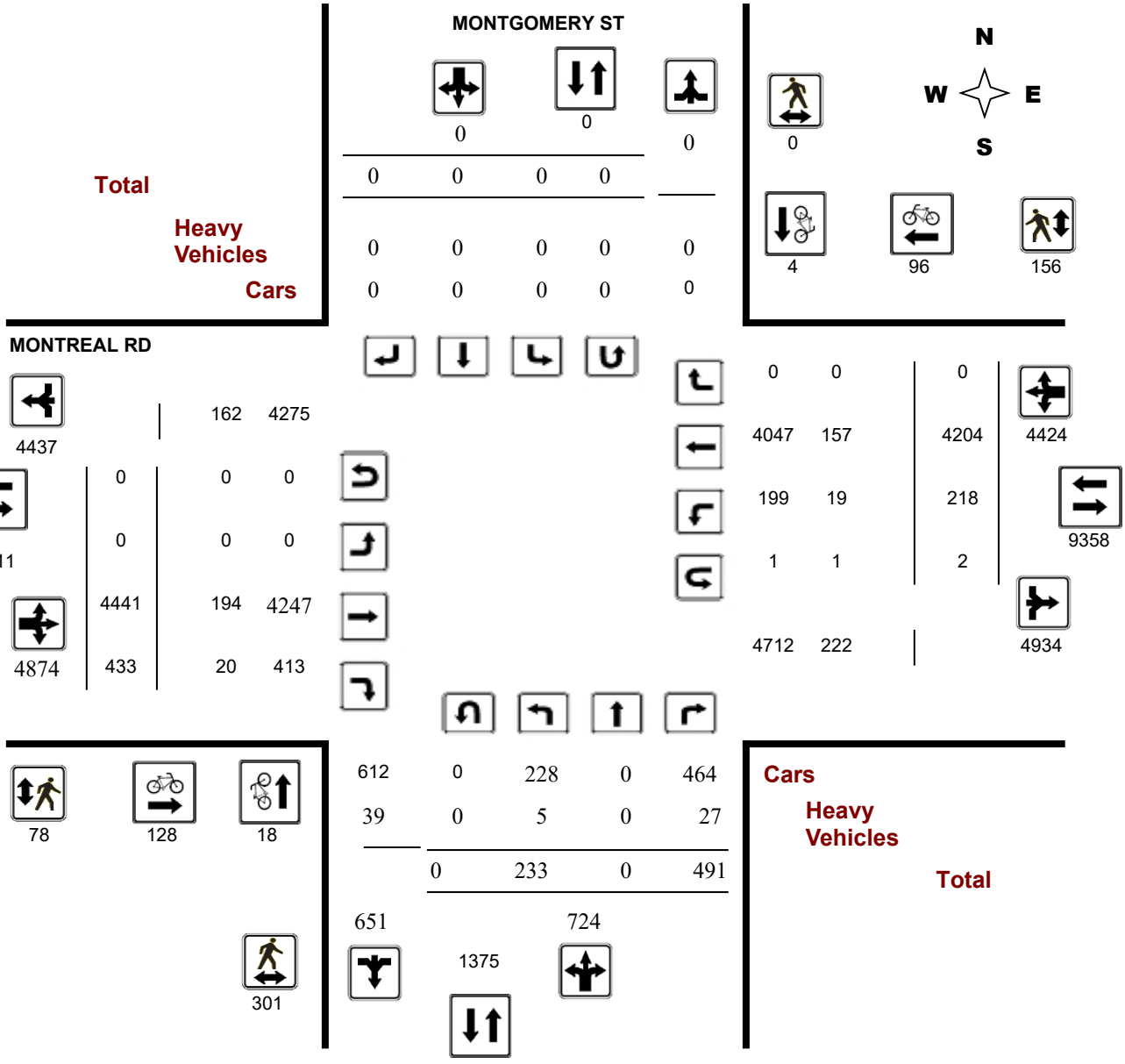
Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTGOMERY ST @ MONTREAL RD

Survey Date: Tuesday, September 23, 2025
Start Time: 07:00
WO No: 43065
Device: Miovision

Full Study Diagram



Transportation Services - Traffic Services

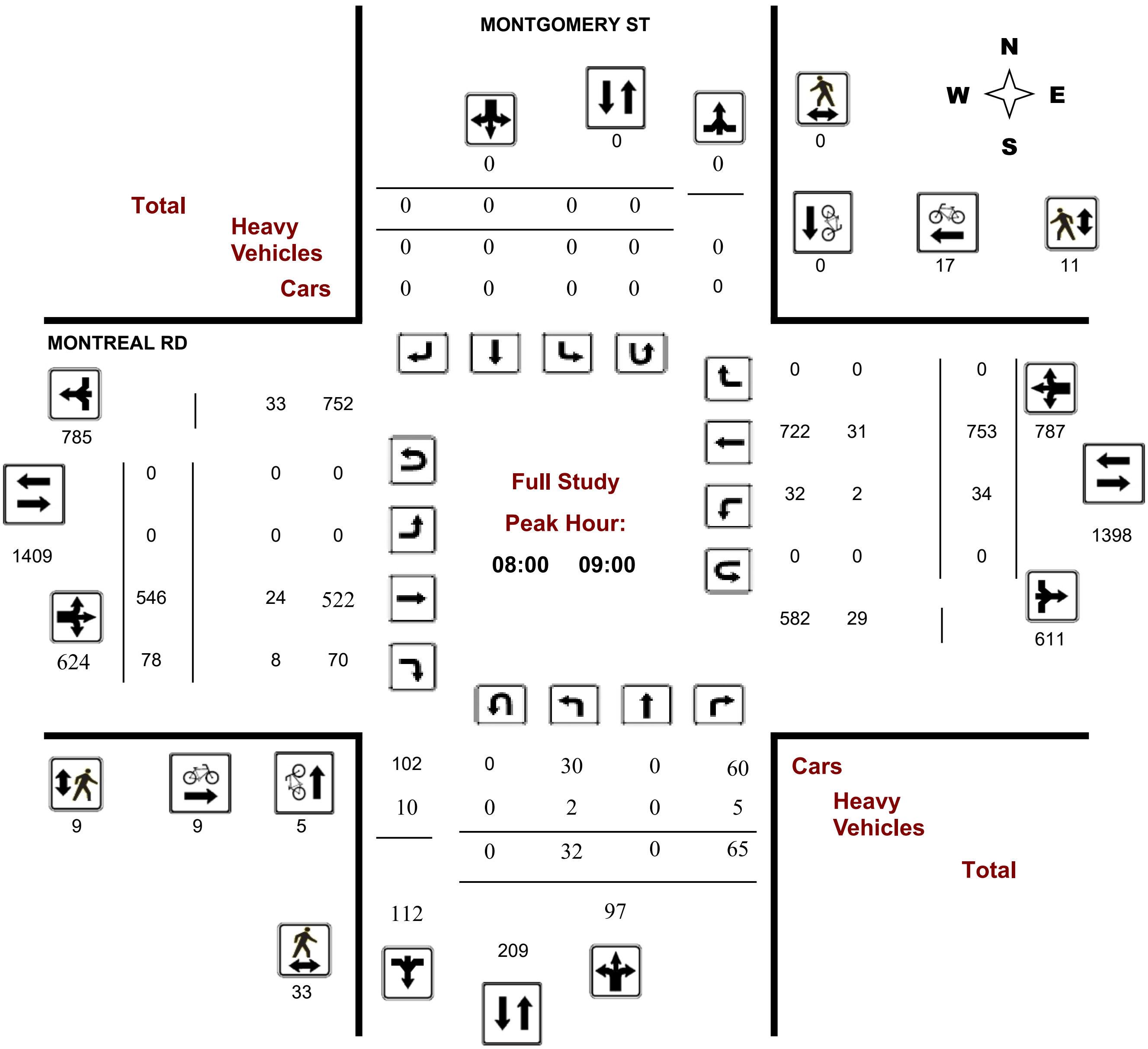
Turning Movement Count - Study Results

MONTGOMERY ST @ MONTREAL RD

Survey Date: Tuesday, September 23, 2025 **WO No:** 43065

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

Full Study Peak Hour Diagram



Transportation Services - Traffic Services

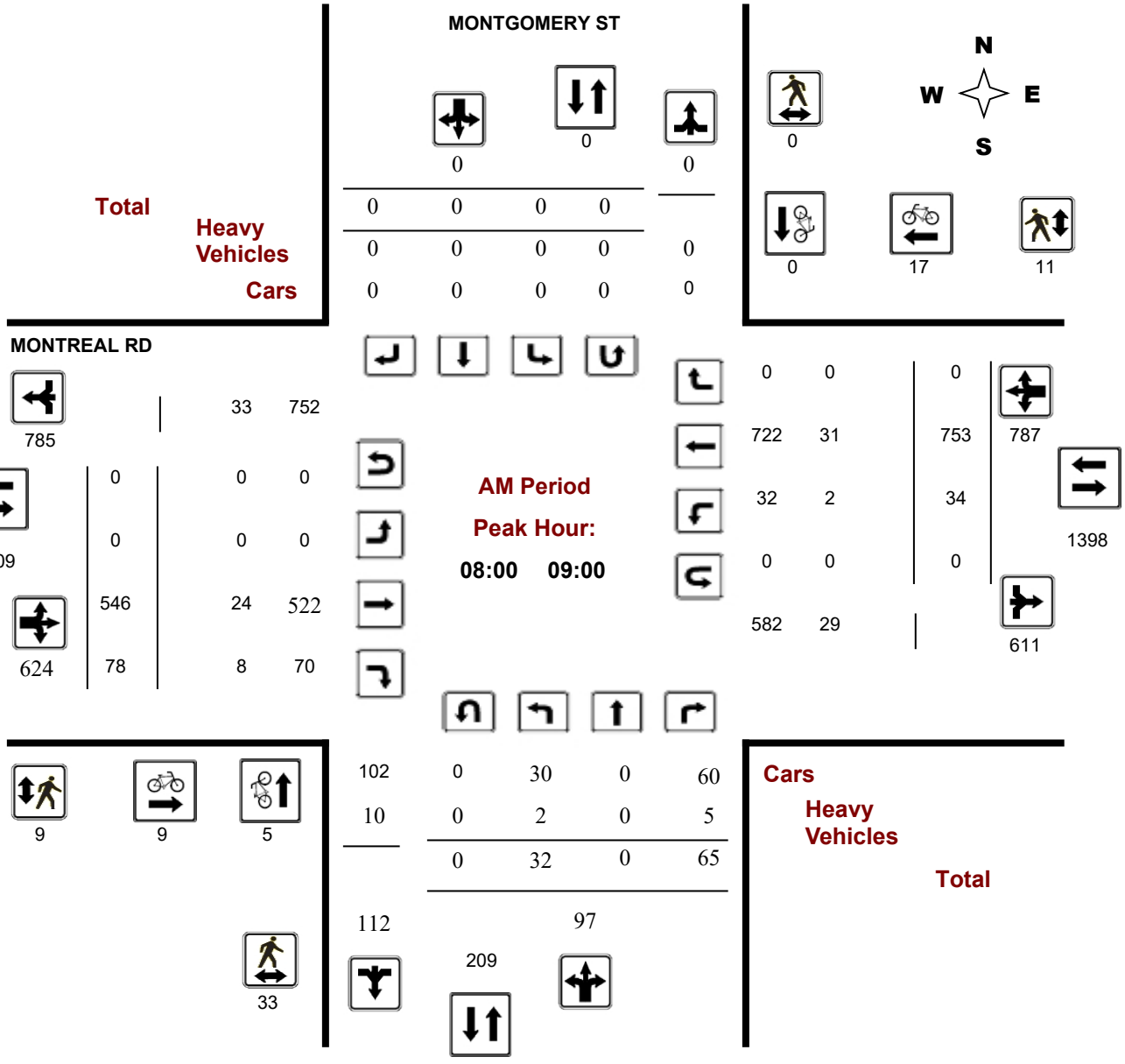
Turning Movement Count - Study Results

MONTGOMERY ST @ MONTREAL RD

Survey Date: Tuesday, September 23, 2025 **WO No:** 43065

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

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

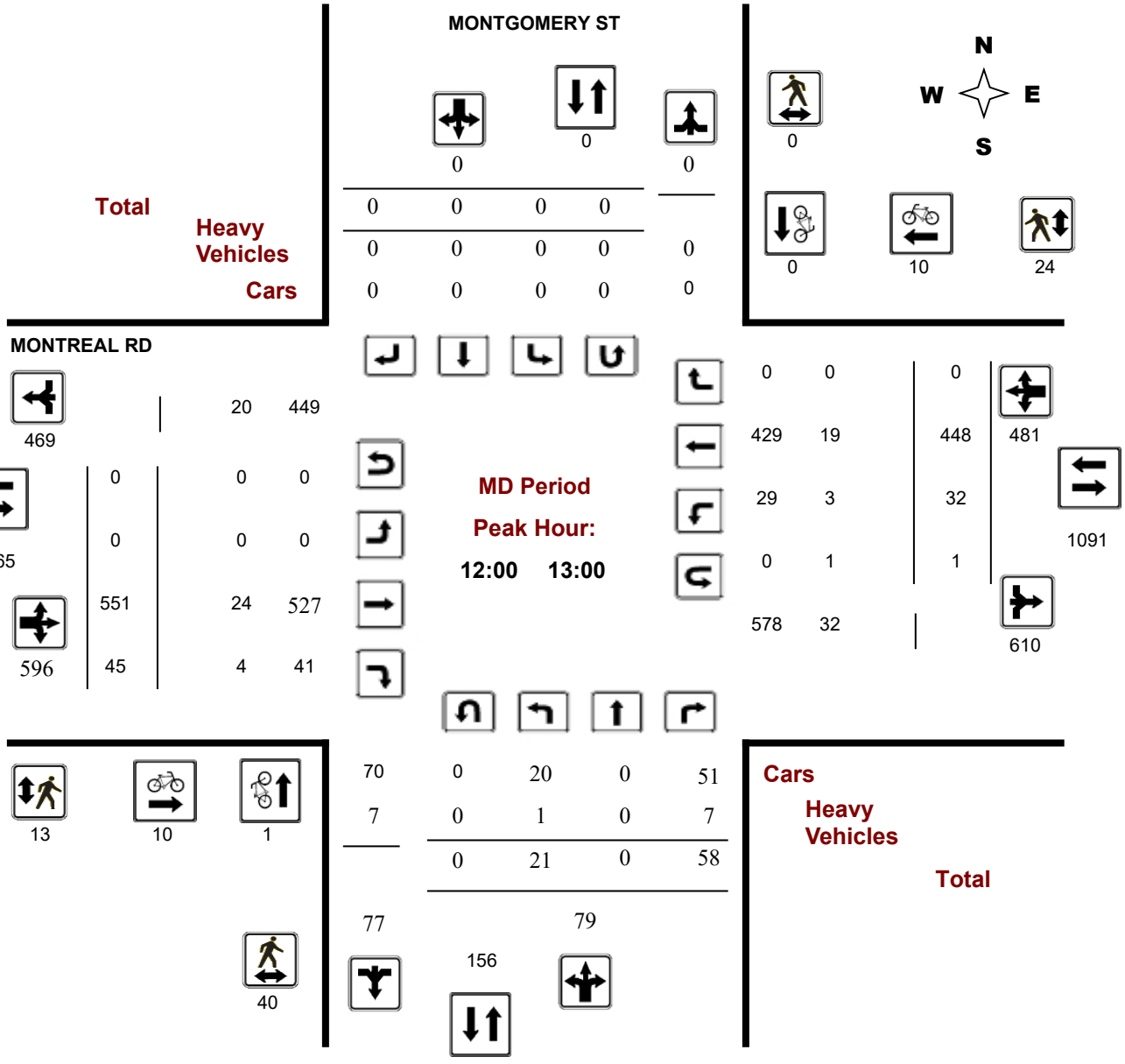
Turning Movement Count - Study Results

MONTGOMERY ST @ MONTREAL RD

Survey Date: Tuesday, September 23, 2025 **WO No:** 43065

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

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

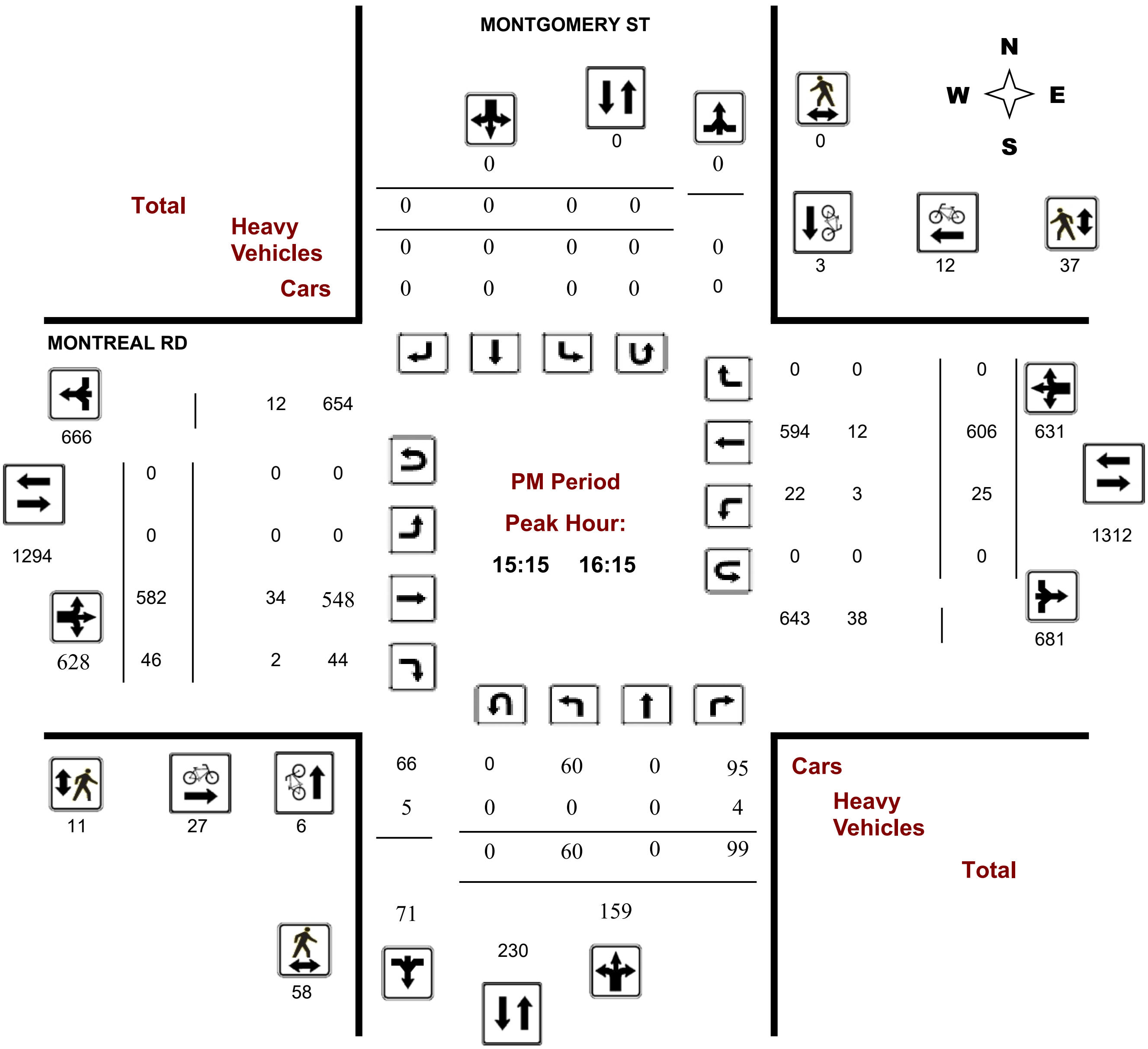
Turning Movement Count - Study Results

MONTGOMERY ST @ MONTREAL RD

Survey Date: Tuesday, September 23, 2025 **WO No:** 43065

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

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTGOMERY ST @ MONTREAL RD

Survey Date: Tuesday, September 23, 2025 **WO No:** 43065

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

Full Study Summary (8 HR Standard)

Survey Date: Tuesday, September 23, 2025

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 0 Westbound: 2

AADT Factor

1.00

	MONTGOMERY ST									MONTREAL RD									
	Northbound				Southbound					Eastbound				Westbound					
Period	LT	ST	RT	**NB TOT**	LT	ST	RT	**SB TOT**	**STR TOT**	LT	ST	RT	**EB TOT**	LT	ST	RT	**WB TOT**	**STR TOT**	**Grand Total**
07:00 08:00	9	0	47	**56**	0	0	0	**0**	**56**	0	485	60	**545**	28	469	0	**497**	**1042**	**1098**
08:00 09:00	32	0	65	**97**	0	0	0	**0**	**97**	0	546	78	**624**	34	753	0	**787**	**1411**	**1508**
09:00 10:00	13	0	51	**64**	0	0	0	**0**	**64**	0	492	47	**539**	15	487	0	**502**	**1041**	**1105**
11:30 12:30	23	0	51	**74**	0	0	0	**0**	**74**	0	539	34	**573**	19	399	0	**418**	**991**	**1065**
12:30 13:30	15	0	69	**84**	0	0	0	**0**	**84**	0	532	42	**574**	27	436	0	**463**	**1037**	**1121**
15:00 16:00	62	0	93	**155**	0	0	0	**0**	**155**	0	552	53	**605**	33	577	0	**610**	**1215**	**1370**
16:00 17:00	49	0	56	**105**	0	0	0	**0**	**105**	0	605	45	**650**	26	602	0	**628**	**1278**	**1383**
17:00 18:00	30	0	59	**89**	0	0	0	**0**	**89**	0	690	74	**764**	36	481	0	**517**	**1281**	**1370**
Sub Total	233	0	491	**724**	0	0	0	**0**	**724**	0	4441	433	**4874**	218	4204	0	**4422**	**9296**	**10020**
U Turns				**0**				**0**	**0**				**0**				**2**	**2**	**2**
Total	233	0	491	**724**	0	0	0	**0**	**724**	0	4441	433	**4874**	218	4204	0	**4424**	**9298**	**10022**
EQ 12Hr	324	0	682	**1006**	0	0	0	**0**	**1006**	0	6173	602	**6775**	303	5844	0	**6149**	**12924**	**13931**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	324	0	682	**1006**	0	0	0	**0**	**1006**	0	6173	602	**6775**	303	5844	0	**6149**	**12924**	**13931**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**1.00**					
AVG 24Hr	424	0	893	**1318**	0	0	0	**0**	**1318**	0	8087	789	**8875**	397	7656	0	**8055**	**16930**	**18250**
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

MONTGOMERY ST @ MONTREAL RD

Survey Date: Tuesday, September 23, 2025 **WO No:** 43065

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

Full Study 15 Minute Increments

		MONTGOMERY ST									MONTREAL RD									
		Northbound				Southbound					Eastbound				Westbound					
Time Period		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	Grand Total
07:00	07:15	1	0	12	13	0	0	0	0	13	0	121	9	130	11	88	0	99	229	242
07:15	07:30	3	0	15	18	0	0	0	0	18	0	113	14	127	4	106	0	110	237	255
07:30	07:45	3	0	13	16	0	0	0	0	16	0	127	13	140	4	116	0	120	260	276
17:45	18:00	6	0	12	18	0	0	0	0	18	0	155	16	171	9	111	0	120	291	309
07:45	08:00	2	0	7	9	0	0	0	0	9	0	124	24	148	9	159	0	168	316	325
08:00	08:15	9	0	10	19	0	0	0	0	19	0	120	14	134	6	169	0	175	309	328
08:30	08:45	9	0	17	26	0	0	0	0	26	0	118	20	138	14	198	0	212	350	376
08:45	09:00	11	0	22	33	0	0	0	0	33	0	149	20	169	5	195	0	200	369	402
09:00	09:15	5	0	15	20	0	0	0	0	20	0	138	22	160	4	140	0	144	304	324
09:15	09:30	3	0	9	12	0	0	0	0	12	0	99	11	110	4	109	0	113	223	235
09:30	09:45	1	0	13	14	0	0	0	0	14	0	133	8	141	4	130	0	134	275	289
09:45	10:00	4	0	14	18	0	0	0	0	18	0	122	6	128	3	108	0	111	239	257
11:30	11:45	5	0	17	22	0	0	0	0	22	0	137	9	146	2	85	0	87	233	255
11:45	12:00	5	0	12	17	0	0	0	0	17	0	125	6	131	7	100	0	107	238	255
12:30	12:45	6	0	16	22	0	0	0	0	22	0	125	15	140	15	116	0	131	271	293
12:45	13:00	2	0	20	22	0	0	0	0	22	0	149	11	160	7	118	0	125	285	307
13:00	13:15	4	0	16	20	0	0	0	0	20	0	120	10	130	3	105	0	108	238	258
13:15	13:30	3	0	17	20	0	0	0	0	20	0	138	6	144	2	97	0	99	243	263
15:00	15:15	16	0	20	36	0	0	0	0	36	0	120	14	134	12	126	0	138	272	308
15:30	15:45	13	0	31	44	0	0	0	0	44	0	148	13	161	10	157	0	167	328	372
16:00	16:15	14	0	26	40	0	0	0	0	40	0	150	7	157	4	155	0	159	316	356
16:15	16:30	14	0	9	23	0	0	0	0	23	0	141	12	153	11	159	0	170	323	346
16:30	16:45	14	0	10	24	0	0	0	0	24	0	147	15	162	9	152	0	162	324	348
16:45	17:00	7	0	11	18	0	0	0	0	18	0	167	11	178	2	136	0	138	316	334
17:30	17:45	7	0	13	20	0	0	0	0	20	0	174	26	200	7	135	0	142	342	362
08:15	08:30	3	0	16	19	0	0	0	0	19	0	159	24	183	9	191	0	200	383	402
15:45	16:00	12	0	17	29	0	0	0	0	29	0	144	16	160	2	147	0	149	309	338
12:00	12:15	9	0	14	23	0	0	0	0	23	0	138	13	151	3	102	0	105	256	279
12:15	12:30	4	0	8	12	0	0	0	0	12	0	139	6	145	7	112	0	120	265	277
15:15	15:30	21	0	25	46	0	0	0	0	46	0	140	10	150	9	147	0	156	306	352
17:00	17:15	7	0	20	27	0	0	0	0	27	0	192	12	204	9	105	0	114	318	345
17:15	17:30	10	0	14	24	0	0	0	0	24	0	169	20	189	11	130	0	141	330	354
Total:		233	0	491	724	0	0	0	0	724	0	4441	433	4874	218	4204	0	4424	9298	10,022

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

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTGOMERY ST @ MONTREAL RD

Survey Date: Tuesday, September 23, 2025 **WO No:** 43065

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

Full Study Cyclist Volume

Time Period		MONTGOMERY ST			MONTREAL RD			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	0	2	2	2
07:15	07:30	0	0	0	1	5	6	6
07:30	07:45	0	0	0	3	2	5	5
17:45	18:00	0	0	0	2	6	8	8
07:45	08:00	0	0	0	1	6	7	7
08:00	08:15	0	0	0	0	8	8	8
08:30	08:45	0	0	0	6	3	9	9
08:45	09:00	2	0	2	1	4	5	7
09:00	09:15	3	0	3	3	0	3	6
09:15	09:30	0	0	0	1	1	2	2
09:30	09:45	0	1	1	0	2	2	3
09:45	10:00	1	0	1	4	3	7	8
11:30	11:45	0	0	0	4	2	6	6
11:45	12:00	1	0	1	3	2	5	6
12:30	12:45	1	0	1	4	8	12	13
12:45	13:00	0	0	0	0	1	1	1
13:00	13:15	1	0	1	4	0	4	5
13:15	13:30	0	0	0	6	3	9	9
15:00	15:15	0	0	0	2	6	8	8
15:30	15:45	3	1	4	8	4	12	16
16:00	16:15	0	0	0	7	2	9	9
16:15	16:30	0	0	0	10	4	14	14
16:30	16:45	0	0	0	10	2	12	12
16:45	17:00	0	0	0	7	2	9	9
17:30	17:45	0	0	0	8	3	11	11
08:15	08:30	3	0	3	2	2	4	7
15:45	16:00	1	1	2	8	5	13	15
12:00	12:15	0	0	0	4	0	4	4
12:15	12:30	0	0	0	2	1	3	3
15:15	15:30	2	1	3	4	1	5	8
17:00	17:15	0	0	0	9	3	12	12
17:15	17:30	0	0	0	4	3	7	7
Total		18	4	**22**	128	96	224	246

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTGOMERY ST @ MONTREAL RD

Survey Date: Tuesday, September 23, 2025 **WO No:** 43065

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

Full Study Pedestrian Volume

	MONTGOMERY ST			MONTREAL 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	1	0	**1**	2	0	**2**	**3**
07:15 07:30	9	0	**9**	1	1	**2**	**11**
07:30 07:45	2	0	**2**	2	0	**2**	**4**
17:45 18:00	9	0	**9**	2	11	**13**	**22**
07:45 08:00	4	0	**4**	0	1	**1**	**5**
08:00 08:15	7	0	**7**	2	1	**3**	**10**
08:30 08:45	8	0	**8**	4	2	**6**	**14**
08:45 09:00	6	0	**6**	2	3	**5**	**11**
09:00 09:15	9	0	**9**	2	5	**7**	**16**
09:15 09:30	6	0	**6**	2	0	**2**	**8**
09:30 09:45	4	0	**4**	3	3	**6**	**10**
09:45 10:00	7	0	**7**	1	1	**2**	**9**
11:30 11:45	9	0	**9**	1	2	**3**	**12**
11:45 12:00	17	0	**17**	1	7	**8**	**25**
12:30 12:45	6	0	**6**	1	6	**7**	**13**
12:45 13:00	12	0	**12**	3	6	**9**	**21**
13:00 13:15	11	0	**11**	3	5	**8**	**19**
13:15 13:30	7	0	**7**	0	9	**9**	**16**
15:00 15:15	9	0	**9**	3	8	**11**	**20**
15:30 15:45	11	0	**11**	1	14	**15**	**26**
16:00 16:15	12	0	**12**	1	8	**9**	**21**
16:15 16:30	15	0	**15**	5	5	**10**	**25**
16:30 16:45	12	0	**12**	4	5	**9**	**21**
16:45 17:00	7	0	**7**	2	1	**3**	**10**
17:30 17:45	16	0	**16**	2	8	**10**	**26**
08:15 08:30	12	0	**12**	1	5	**6**	**18**
15:45 16:00	17	0	**17**	1	4	**5**	**22**
12:00 12:15	10	0	**10**	5	5	**10**	**20**
12:15 12:30	12	0	**12**	4	7	**11**	**23**
15:15 15:30	18	0	**18**	8	11	**19**	**37**
17:00 17:15	9	0	**9**	4	1	**5**	**14**
17:15 17:30	7	0	**7**	5	11	**16**	**23**
Total	301	0	**301**	78	156	**234**	**535**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTGOMERY ST @ MONTREAL RD

Survey Date: Tuesday, September 23, 2025 **WO No:** 43065

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

Full Study Heavy Vehicles

		MONTGOMERY ST									MONTREAL 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	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	4	0	**4**	**7**	**7**
07:15	07:30	1	0	0	**1**	0	0	0	**0**	**1**	0	4	1	**5**	0	6	0	**6**	**11**	**12**
07:30	07:45	0	0	0	**0**	0	0	0	**0**	**0**	0	4	1	**5**	2	7	0	**9**	**14**	**14**
17:45	18:00	0	0	0	**0**	0	0	0	**0**	**0**	0	7	0	**7**	0	3	0	**3**	**10**	**10**
07:45	08:00	0	0	0	**0**	0	0	0	**0**	**0**	0	9	1	**10**	0	6	0	**6**	**16**	**16**
08:00	08:15	0	0	1	**1**	0	0	0	**0**	**1**	0	8	1	**9**	1	9	0	**10**	**19**	**20**
08:30	08:45	2	0	1	**3**	0	0	0	**0**	**3**	0	3	4	**7**	1	5	0	**6**	**13**	**16**
08:45	09:00	0	0	3	**3**	0	0	0	**0**	**3**	0	8	3	**11**	0	11	0	**11**	**22**	**25**
09:00	09:15	0	0	1	**1**	0	0	0	**0**	**1**	0	7	0	**7**	0	11	0	**11**	**18**	**19**
09:15	09:30	0	0	0	**0**	0	0	0	**0**	**0**	0	3	0	**3**	0	8	0	**8**	**11**	**11**
09:30	09:45	0	0	1	**1**	0	0	0	**0**	**1**	0	8	0	**8**	0	5	0	**5**	**13**	**14**
09:45	10:00	0	0	1	**1**	0	0	0	**0**	**1**	0	6	0	**6**	0	7	0	**7**	**13**	**14**
11:30	11:45	0	0	3	**3**	0	0	0	**0**	**3**	0	7	0	**7**	1	4	0	**5**	**12**	**15**
11:45	12:00	1	0	1	**2**	0	0	0	**0**	**2**	0	5	0	**5**	3	3	0	**6**	**11**	**13**
12:30	12:45	1	0	1	**2**	0	0	0	**0**	**2**	0	5	1	**6**	2	2	0	**4**	**10**	**12**
12:45	13:00	0	0	2	**2**	0	0	0	**0**	**2**	0	6	0	**6**	0	7	0	**7**	**13**	**15**
13:00	13:15	0	0	2	**2**	0	0	0	**0**	**2**	0	5	1	**6**	0	6	0	**6**	**12**	**14**
13:15	13:30	0	0	0	**0**	0	0	0	**0**	**0**	0	4	1	**5**	0	5	0	**5**	**10**	**10**
15:00	15:15	0	0	0	**0**	0	0	0	**0**	**0**	0	5	0	**5**	2	4	0	**6**	**11**	**11**
15:30	15:45	0	0	2	**2**	0	0	0	**0**	**2**	0	10	0	**10**	0	4	0	**4**	**14**	**16**
16:00	16:15	0	0	0	**0**	0	0	0	**0**	**0**	0	10	1	**11**	0	6	0	**6**	**17**	**17**
16:15	16:30	0	0	0	**0**	0	0	0	**0**	**0**	0	7	0	**7**	0	4	0	**4**	**11**	**11**
16:30	16:45	0	0	0	**0**	0	0	0	**0**	**0**	0	8	0	**8**	3	4	0	**7**	**15**	**15**
16:45	17:00	0	0	2	**2**	0	0	0	**0**	**2**	0	3	0	**3**	0	1	0	**1**	**4**	**6**
17:30	17:45	0	0	0	**0**	0	0	0	**0**	**0**	0	6	1	**7**	0	0	0	**0**	**7**	**7**
08:15	08:30	0	0	0	**0**	0	0	0	**0**	**0**	0	5	0	**5**	0	6	0	**6**	**11**	**11**
15:45	16:00	0	0	2	**2**	0	0	0	**0**	**2**	0	5	1	**6**	1	0	0	**1**	**7**	**9**
12:00	12:15	0	0	2	**2**	0	0	0	**0**	**2**	0	8	2	**10**	0	5	0	**5**	**15**	**17**
12:15	12:30	0	0	2	**2**	0	0	0	**0**	**2**	0	5	1	**6**	1	5	0	**7**	**13**	**15**
15:15	15:30	0	0	0	**0**	0	0	0	**0**	**0**	0	9	0	**9**	2	2	0	**4**	**13**	**13**
17:00	17:15	0	0	0	**0**	0	0	0	**0**	**0**	0	5	0	**5**	0	4	0	**4**	**9**	**9**
17:15	17:30	0	0	0	**0**	0	0	0	**0**	**0**	0	6	0	**6**	0	3	0	**3**	**9**	**9**
Total:	None	5	0	27	**32**	0	0	0	**0**	**32**	0	194	20	**214**	19	157	0	**177**	**391**	**423**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTGOMERY ST @ MONTREAL RD

Survey Date: Tuesday, September 23, 2025 **WO No:** 43065

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

Full Study 15 Minute U-Turn Total

Time Period		MONTGOMERY ST Northbound U-Turn Total	MONTGOMERY ST Southbound U-Turn Total	MONTREAL RD Eastbound U-Turn Total	MONTREAL RD Westbound U-Turn Total	Total
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	0	0	0
07:30	07:45	0	0	0	0	0
17:45	18:00	0	0	0	0	0
07:45	08:00	0	0	0	0	0
08:00	08:15	0	0	0	0	0
08:30	08:45	0	0	0	0	0
08:45	09:00	0	0	0	0	0
09:00	09:15	0	0	0	0	0
09:15	09:30	0	0	0	0	0
09:30	09:45	0	0	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	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
15:30	15:45	0	0	0	0	0
16:00	16:15	0	0	0	0	0
16:15	16:30	0	0	0	0	0
16:30	16:45	0	0	0	1	1
16:45	17:00	0	0	0	0	0
17:30	17:45	0	0	0	0	0
08:15	08:30	0	0	0	0	0
15:45	16:00	0	0	0	0	0
12:00	12:15	0	0	0	0	0
12:15	12:30	0	0	0	1	1
15:15	15:30	0	0	0	0	0
17:00	17:15	0	0	0	0	0
17:15	17:30	0	0	0	0	0
Total		0	0	0	2	2

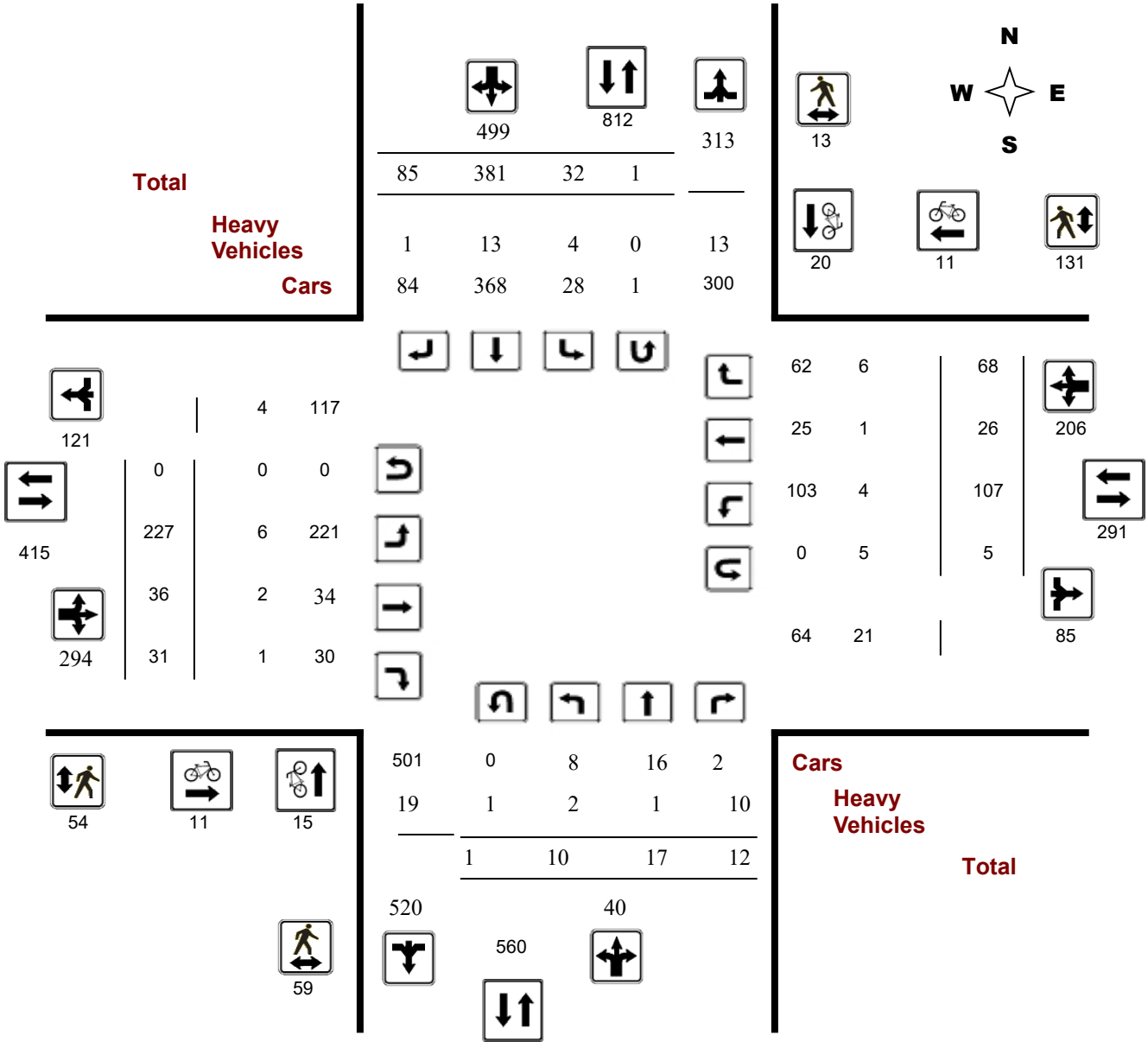
Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTGOMERY ST @ SELKIRK ST

Survey Date: Wednesday, April 07, 2021
Start Time: 07:00
WO No: 39791
Device: Miovision

Full Study Diagram



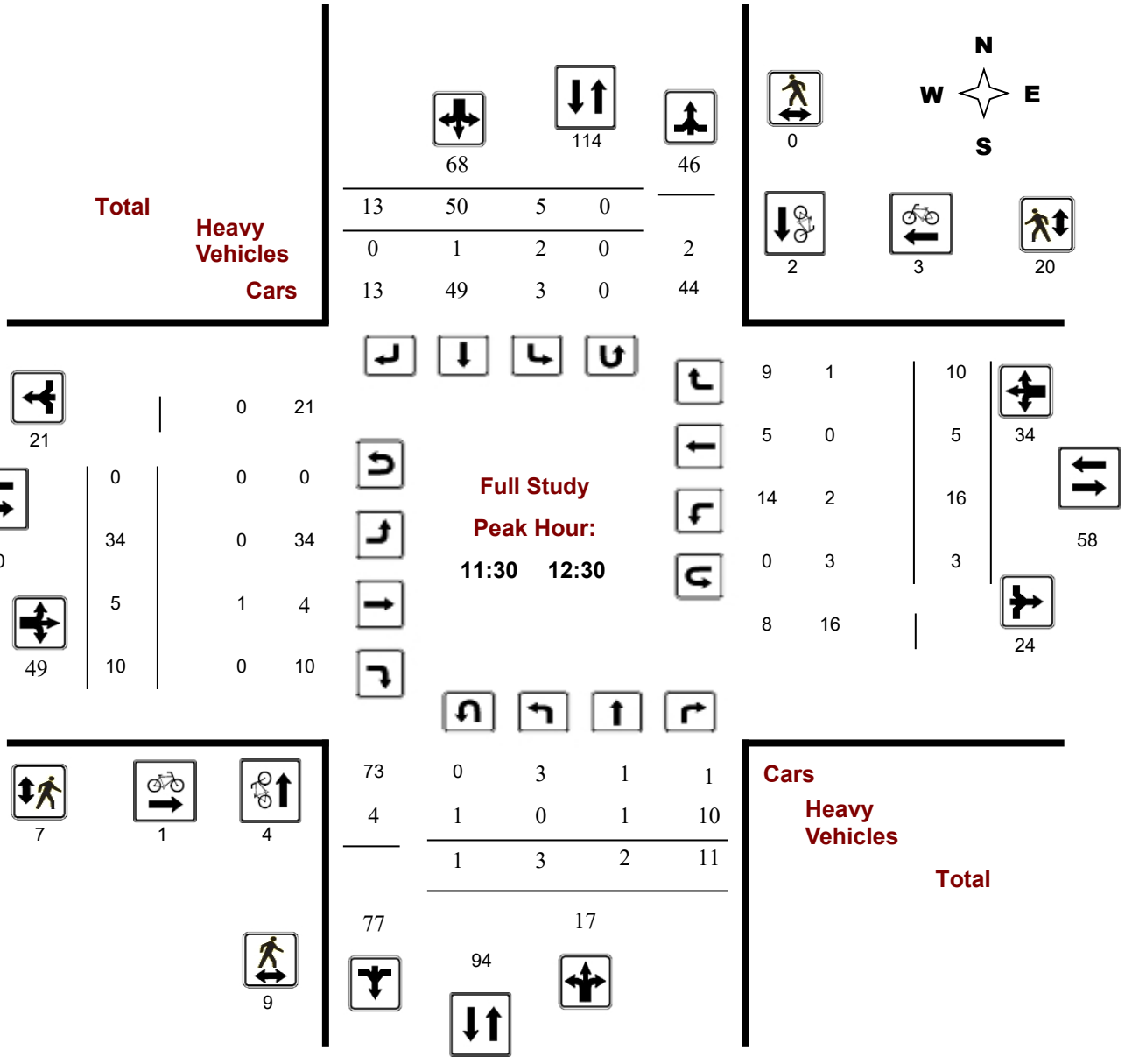
Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTGOMERY ST @ SELKIRK ST

Survey Date: Wednesday, April 07, 2021
Start Time: 07:00
WO No: 39791
Device: Miovision

Full Study Peak Hour Diagram



Transportation Services - Traffic Services

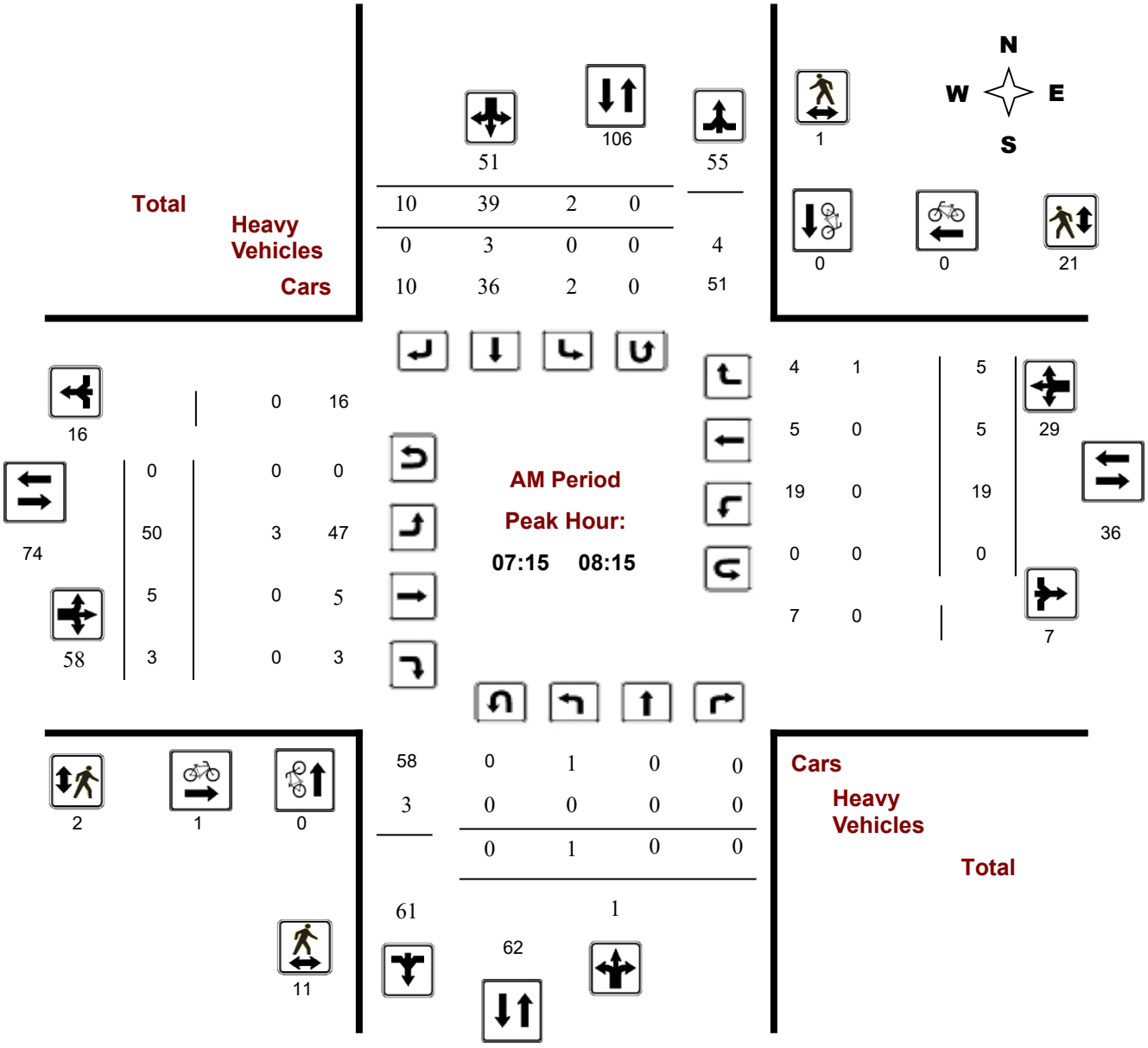
Turning Movement Count - Study Results

MONTGOMERY ST @ SELKIRK ST

Survey Date: Wednesday, April 07, 2021 **WO No:** 39791

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

AM Period Peak Hour Diagram



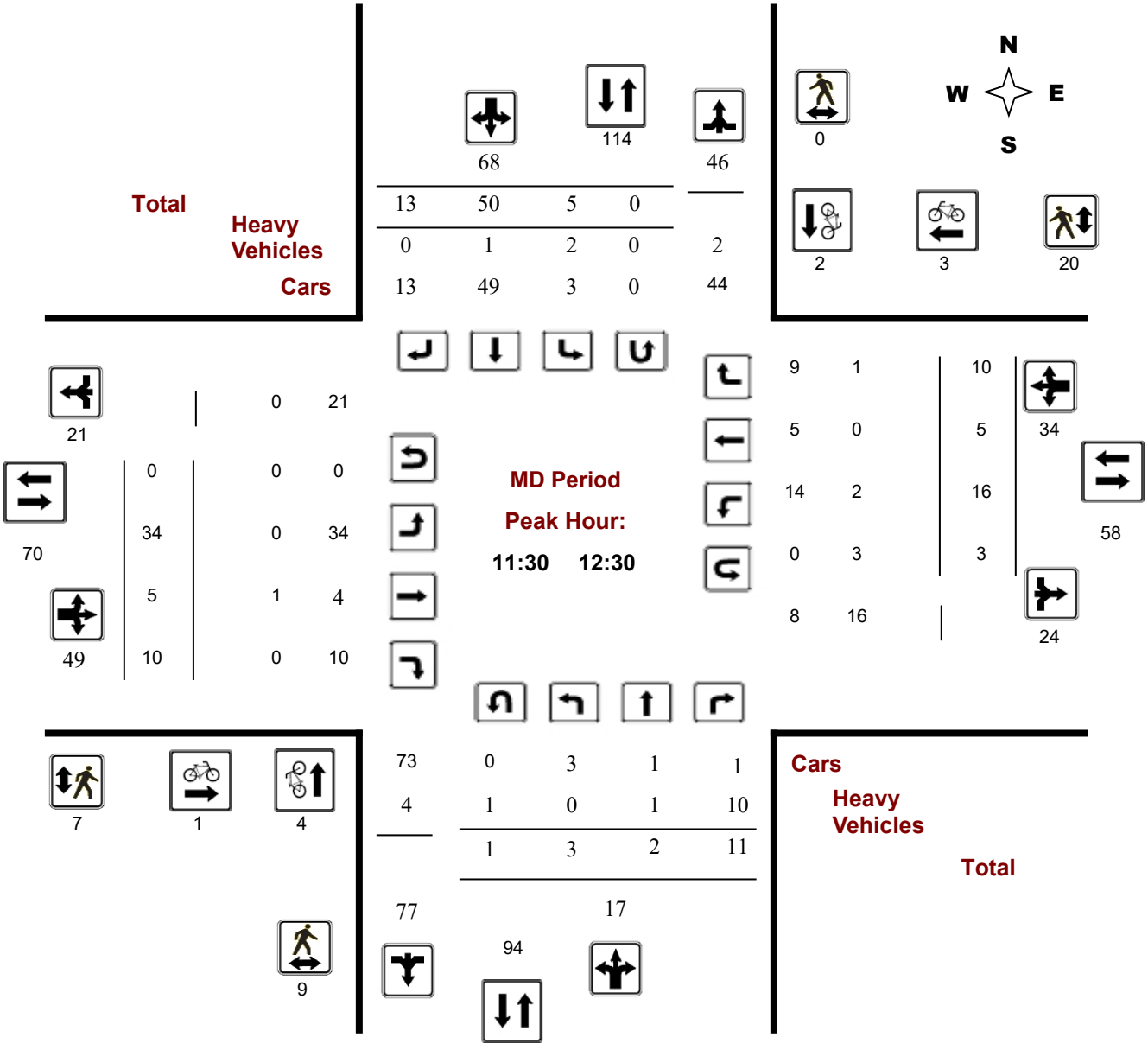
Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTGOMERY ST @ SELKIRK ST

Survey Date: Wednesday, April 07, 2021
Start Time: 07:00
WO No: 39791
Device: Miovision

MD Period Peak Hour Diagram



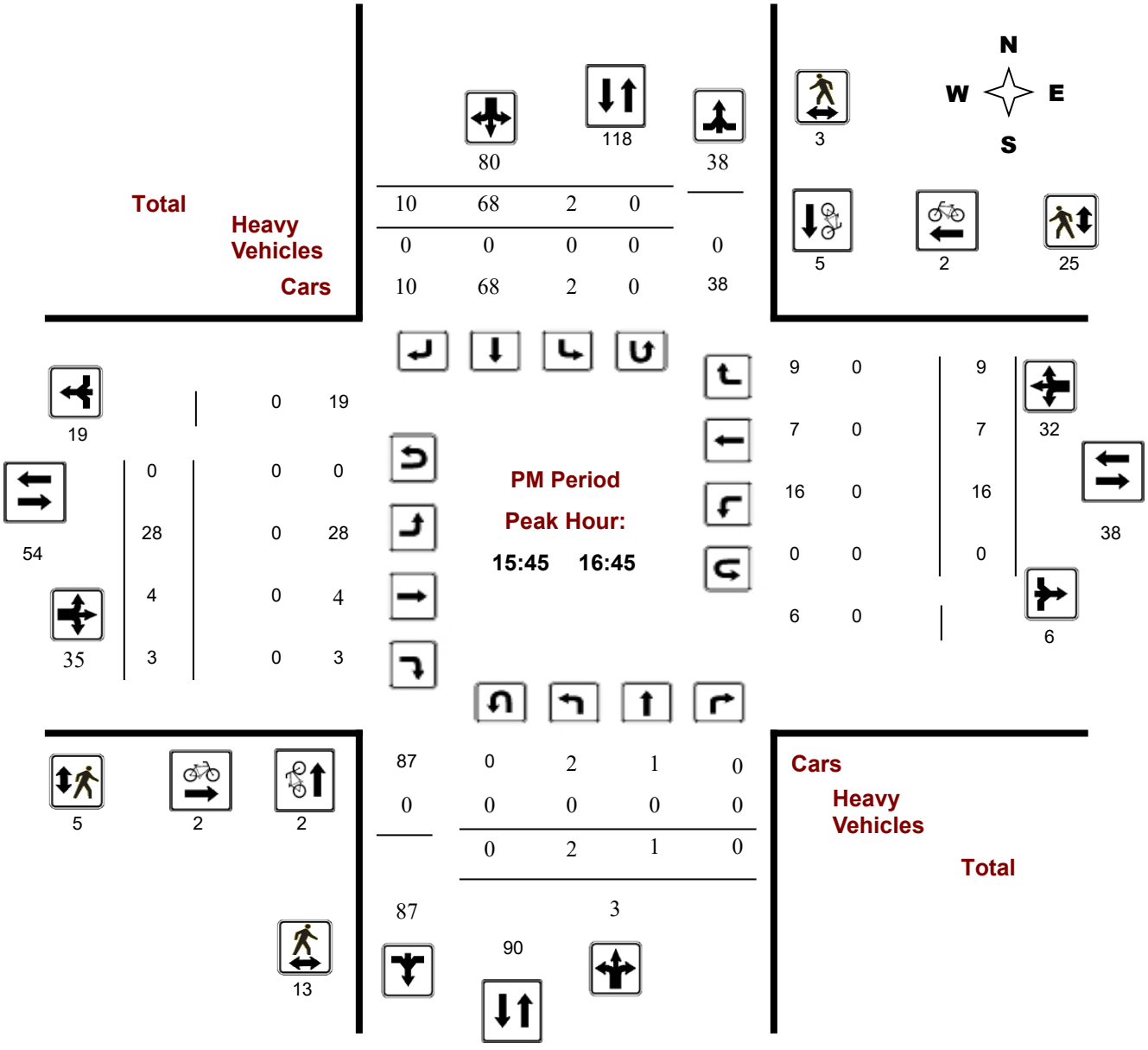
Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTGOMERY ST @ SELKIRK ST

Survey Date: Wednesday, April 07, 2021
Start Time: 07:00
WO No: 39791
Device: Miovision

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTGOMERY ST @ SELKIRK ST

Survey Date: Wednesday, April 07, 2021 **WO No:** 39791

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

Full Study Summary (8 HR Standard)

Survey Date: Wednesday, April 07, 2021

Total Observed U-Turns

Northbound: 1 Southbound: 1

Eastbound: 0 Westbound: 5

AADT Factor

.90

	Northbound				Southbound					Eastbound				Westbound					
Period	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total
07:00 08:00	0	2	0	**2**	8	37	10	**55**	**57**	47	2	1	**50**	21	5	3	**29**	**79**	**136**
08:00 09:00	2	2	1	**5**	1	35	11	**47**	**52**	25	6	6	**37**	8	1	10	**19**	**56**	**108**
09:00 10:00	1	5	0	**6**	5	44	10	**59**	**65**	27	6	4	**37**	14	4	14	**32**	**69**	**134**
11:30 12:30	3	2	11	**16**	5	50	13	**68**	**84**	34	5	10	**49**	16	5	10	**31**	**80**	**164**
12:30 13:30	1	2	0	**3**	5	50	16	**71**	**74**	22	4	5	**31**	15	4	9	**28**	**59**	**133**
15:00 16:00	1	2	0	**3**	2	70	9	**81**	**84**	27	3	2	**32**	13	2	12	**27**	**59**	**143**
16:00 17:00	1	0	0	**1**	2	55	7	**64**	**65**	27	6	2	**35**	14	5	5	**24**	**59**	**124**
17:00 18:00	1	2	0	**3**	4	40	9	**53**	**56**	18	4	1	**23**	6	0	5	**11**	**34**	**90**
Sub Total	10	17	12	**39**	32	381	85	**498**	**537**	227	36	31	**294**	107	26	68	**201**	**495**	**1032**
U Turns				**1**				**1**	**2**				**0**				**5**	**5**	**7**
Total	10	17	12	**40**	32	381	85	**499**	**539**	227	36	31	**294**	107	26	68	**206**	**500**	**1039**
EQ 12Hr	14	24	17	**56**	44	530	118	**694**	**749**	316	50	43	**409**	149	36	95	**286**	**695**	**1444**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	13	22	15	**50**	40	624	139	**625**	**674**	284	45	39	**368**	134	32	86	**257**	**626**	**1300**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**.90**					
AVG 24Hr	17	29	20	**66**	52	817	182	**819**	**883**	372	59	51	**482**	176	42	113	**337**	**820**	**1703**
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

MONTGOMERY ST @ SELKIRK ST

Survey Date: Wednesday, April 07, 2021 **WO No:** 39791

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

Full Study 15 Minute Increments

Time Period		Northbound				Southbound					Eastbound				Westbound					Grand Total
		LT	ST	RT	N TOT	LT	ST	RT	S TOT	STR TOT	LT	ST	RT	E TOT	LT	ST	RT	W TOT	STR TOT	
07:00	07:15	0	2	0	2	6	3	2	11	13	3	0	0	3	4	0	0	4	7	20
07:15	07:30	0	0	0	0	0	5	1	6	6	11	2	1	14	7	3	1	11	25	31
07:30	07:45	0	0	0	0	1	10	2	13	13	12	0	0	12	8	1	0	9	21	34
08:15	08:30	0	1	0	1	0	11	1	12	13	5	1	2	8	1	0	5	6	14	27
08:30	08:45	0	0	0	0	0	7	7	14	14	5	1	0	6	1	1	1	3	9	23
09:00	09:15	0	2	0	2	3	13	4	20	22	7	2	2	11	0	1	3	4	15	37
09:15	09:30	0	2	0	2	1	16	4	22	24	4	2	1	7	6	0	2	8	15	39
09:30	09:45	0	0	0	0	1	6	0	7	7	3	1	0	4	5	3	6	16	20	27
09:45	10:00	1	1	0	2	0	9	2	11	13	13	1	1	15	3	0	3	6	21	34
11:30	11:45	1	0	2	3	1	13	3	17	20	10	0	5	15	4	0	3	10	25	45
11:45	12:00	1	0	9	10	0	11	0	11	21	7	1	4	12	4	3	6	13	25	46
17:45	18:00	0	0	0	0	2	7	1	10	10	4	1	0	5	1	0	2	3	8	18
17:00	17:15	0	1	0	1	2	12	2	16	17	7	2	0	9	0	0	1	1	10	27
07:45	08:00	0	0	0	0	1	19	5	25	25	21	0	0	21	2	1	2	5	26	51
08:00	08:15	1	0	0	1	0	5	2	7	8	6	3	2	11	2	0	2	4	15	23
08:45	09:00	1	1	1	3	1	12	1	14	17	9	1	2	12	4	0	2	6	18	35
12:15	12:30	0	1	0	1	1	11	3	15	16	10	1	1	12	2	1	1	4	16	32
12:30	12:45	0	0	0	0	0	10	6	16	16	6	1	2	9	3	1	6	10	19	35
12:45	13:00	0	2	0	2	4	13	6	23	25	7	1	1	9	3	0	1	4	13	38
13:00	13:15	1	0	0	1	1	11	2	14	15	3	0	1	4	4	1	1	6	10	25
13:15	13:30	0	0	0	0	0	16	2	18	18	6	2	1	9	5	2	1	8	17	35
15:15	15:30	0	1	0	1	2	14	1	17	18	8	1	0	9	5	0	3	8	17	35
15:30	15:45	0	0	0	0	0	11	1	12	12	5	1	0	6	2	0	1	3	9	21
16:45	17:00	0	0	0	0	0	9	1	10	10	6	3	0	9	2	0	1	3	12	22
17:15	17:30	0	1	0	1	0	13	2	15	16	1	0	1	2	4	0	0	4	6	22
17:30	17:45	1	0	0	1	0	8	4	12	13	6	1	0	7	1	0	2	3	10	23
16:30	16:45	0	0	0	0	2	15	2	19	19	6	2	0	8	3	1	1	5	13	32
12:00	12:15	1	1	0	3	3	15	7	25	28	7	3	0	10	6	1	0	7	17	45
15:00	15:15	0	0	0	0	0	23	3	26	26	7	0	1	8	2	0	3	5	13	39
15:45	16:00	1	1	0	2	0	22	4	26	28	7	1	1	9	4	2	5	11	20	48
16:00	16:15	1	0	0	1	0	6	2	8	9	10	0	1	11	8	3	2	13	24	33
16:15	16:30	0	0	0	0	0	25	2	27	27	5	1	1	7	1	1	1	3	10	37
Total:		10	17	12	40	32	381	85	499	539	227	36	31	294	107	26	68	206	500	1,039

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

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTGOMERY ST @ SELKIRK ST

Survey Date: Wednesday, April 07, 2021 **WO No:** 39791

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

Full Study Cyclist Volume

Time Period		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	1	0	1	1
07:15	07:30	0	0	0	1	0	1	1
07:30	07:45	0	0	0	0	0	0	0
08:15	08:30	0	0	0	0	0	0	0
08:30	08:45	1	0	1	0	0	0	1
09:00	09:15	0	0	0	1	0	1	1
09:15	09:30	0	0	0	0	0	0	0
09:30	09:45	0	1	1	0	0	0	1
09:45	10:00	0	2	2	0	0	0	2
11:30	11:45	0	1	1	0	1	1	2
11:45	12:00	2	0	2	1	0	1	3
17:45	18:00	0	0	0	0	0	0	0
17:00	17:15	2	4	6	0	1	1	7
07:45	08:00	0	0	0	0	0	0	0
08:00	08:15	0	0	0	0	0	0	0
08:45	09:00	0	0	0	0	0	0	0
12:15	12:30	2	1	3	0	1	1	4
12:30	12:45	1	0	1	0	0	0	1
12:45	13:00	0	0	0	0	0	0	0
13:00	13:15	1	1	2	1	1	2	4
13:15	13:30	0	0	0	0	0	0	0
15:15	15:30	2	2	4	1	1	2	6
15:30	15:45	0	2	2	0	1	1	3
16:45	17:00	0	0	0	1	2	3	3
17:15	17:30	0	0	0	0	0	0	0
17:30	17:45	0	1	1	1	0	1	2
16:30	16:45	0	2	2	0	0	0	2
12:00	12:15	0	0	0	0	1	1	1
15:00	15:15	2	0	2	1	0	1	3
15:45	16:00	0	0	0	0	1	1	1
16:00	16:15	0	1	1	0	1	1	2
16:15	16:30	2	2	4	2	0	2	6
Total		15	20	**35**	11	11	22	57

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTGOMERY ST @ SELKIRK ST

Survey Date: Wednesday, April 07, 2021 **WO No:** 39791

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

Full Study Pedestrian Volume

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	3	**4**	**5**
07:15 07:30	2	0	**2**	1	2	**3**	**5**
07:30 07:45	3	0	**3**	0	4	**4**	**7**
08:15 08:30	2	0	**2**	0	5	**5**	**7**
08:30 08:45	2	0	**2**	0	3	**3**	**5**
09:00 09:15	2	1	**3**	2	3	**5**	**8**
09:15 09:30	1	0	**1**	1	1	**2**	**3**
09:30 09:45	1	2	**3**	0	1	**1**	**4**
09:45 10:00	1	1	**2**	6	4	**10**	**12**
11:30 11:45	1	0	**1**	2	4	**6**	**7**
11:45 12:00	5	0	**5**	1	10	**11**	**16**
17:45 18:00	0	0	**0**	0	4	**4**	**4**
17:00 17:15	2	0	**2**	3	6	**9**	**11**
07:45 08:00	6	1	**7**	1	14	**15**	**22**
08:00 08:15	0	0	**0**	0	1	**1**	**1**
08:45 09:00	0	0	**0**	1	0	**1**	**1**
12:15 12:30	1	0	**1**	2	4	**6**	**7**
12:30 12:45	0	2	**2**	2	4	**6**	**8**
12:45 13:00	0	0	**0**	5	3	**8**	**8**
13:00 13:15	1	2	**3**	3	3	**6**	**9**
13:15 13:30	2	0	**2**	0	1	**1**	**3**
15:15 15:30	0	1	**1**	1	5	**6**	**7**
15:30 15:45	1	0	**1**	2	1	**3**	**4**
16:45 17:00	2	0	**2**	2	4	**6**	**8**
17:15 17:30	1	0	**1**	3	3	**6**	**7**
17:30 17:45	4	0	**4**	4	6	**10**	**14**
16:30 16:45	1	0	**1**	1	3	**4**	**5**
12:00 12:15	2	0	**2**	2	2	**4**	**6**
15:00 15:15	3	0	**3**	4	5	**9**	**12**
15:45 16:00	0	2	**2**	1	2	**3**	**5**
16:00 16:15	6	0	**6**	3	11	**14**	**20**
16:15 16:30	6	1	**7**	0	9	**9**	**16**
Total	59	13	**72**	54	131	**185**	**257**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTGOMERY ST @ SELKIRK ST

Survey Date: Wednesday, April 07, 2021 **WO No:** 39791

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

Full Study Heavy Vehicles

Time Period		Northbound				Southbound					Eastbound				Westbound					
		LT	ST	RT	**N TOT**	LT	ST	RT	**S TOT**	**STR TOT**	LT	ST	RT	**E TOT**	LT	ST	RT	**W TOT**	**STR TOT**	**Grand Total**
07:00	07:15	0	0	0	**0**	0	0	1	**1**	**1**	1	0	0	**1**	0	0	0	**0**	**1**	**2**
07:15	07:30	0	0	0	**0**	0	0	0	**0**	**0**	1	0	0	**1**	0	0	0	**0**	**1**	**1**
07:30	07:45	0	0	0	**0**	0	1	0	**1**	**1**	1	0	0	**1**	0	0	0	**0**	**1**	**2**
08:15	08:30	0	0	0	**0**	0	1	0	**1**	**1**	1	0	0	**1**	0	0	1	**1**	**2**	**3**
08:30	08:45	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	0	0	**0**	**0**	**0**
09:00	09:15	0	0	0	**0**	0	0	0	**0**	**0**	1	0	0	**1**	0	0	1	**1**	**2**	**2**
09:15	09:30	0	0	0	**0**	0	3	0	**3**	**3**	0	0	0	**0**	1	0	0	**1**	**1**	**4**
09:30	09:45	0	0	0	**0**	1	0	0	**1**	**1**	0	0	0	**0**	0	1	1	**4**	**4**	**5**
09:45	10:00	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	0	0	**0**	**0**	**0**
11:30	11:45	0	0	2	**2**	0	0	0	**0**	**2**	0	0	0	**0**	0	0	1	**4**	**4**	**6**
11:45	12:00	0	0	8	**8**	0	1	0	**1**	**9**	0	0	0	**0**	1	0	0	**1**	**1**	**10**
17:45	18:00	0	0	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**	**0**	**0**
07:45	08:00	0	0	0	**0**	0	1	0	**1**	**1**	1	0	0	**1**	0	0	1	**1**	**2**	**3**
08:00	08:15	0	0	0	**0**	0	1	0	**1**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
08:45	09:00	1	0	0	**1**	1	3	0	**4**	**5**	0	0	0	**0**	0	0	1	**1**	**1**	**6**
12:15	12:30	0	0	0	**0**	1	0	0	**1**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
12:30	12:45	0	0	0	**0**	0	0	0	**0**	**0**	0	1	1	**2**	1	0	0	**1**	**3**	**3**
12:45	13:00	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	0	0	**0**	**0**	**0**
13:00	13:15	1	0	0	**1**	0	0	0	**0**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
13:15	13:30	0	0	0	**0**	0	1	0	**1**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
15:15	15:30	0	0	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**	**0**	**0**
16:45	17:00	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	0	0	**0**	**0**	**0**
17:15	17:30	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	0	0	**0**	**0**	**0**
17:30	17:45	0	0	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**	**0**	**0**
12:00	12:15	0	1	0	**2**	1	0	0	**1**	**3**	0	1	0	**1**	1	0	0	**1**	**2**	**5**
15:00	15:15	0	0	0	**0**	0	1	0	**1**	**1**	0	0	0	**0**	0	0	0	**0**	**0**	**1**
15:45	16:00	0	0	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**	**0**	**0**
16:15	16:30	0	0	0	**0**	0	0	0	**0**	**0**	0	0	0	**0**	0	0	0	**0**	**0**	**0**
Total:	None	2	1	10	**14**	4	13	1	**18**	**32**	6	2	1	**9**	4	1	6	**16**	**25**	**57**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTGOMERY ST @ SELKIRK ST

Survey Date: Wednesday, April 07, 2021 **WO No:** 39791

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

Full Study 15 Minute U-Turn Total

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
08:15	08:30	0	0	0	0	0
08:30	08:45	0	0	0	0	0
09:00	09:15	0	0	0	0	0
09:15	09:30	0	1	0	0	1
09:30	09:45	0	0	0	2	2
09:45	10:00	0	0	0	0	0
11:30	11:45	0	0	0	3	3
11:45	12:00	0	0	0	0	0
17:45	18:00	0	0	0	0	0
17:00	17:15	0	0	0	0	0
07:45	08:00	0	0	0	0	0
08:00	08:15	0	0	0	0	0
08:45	09:00	0	0	0	0	0
12:15	12:30	0	0	0	0	0
12:30	12:45	0	0	0	0	0
12:45	13:00	0	0	0	0	0
13:00	13:15	0	0	0	0	0
13:15	13:30	0	0	0	0	0
15:15	15:30	0	0	0	0	0
15:30	15:45	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
16:30	16:45	0	0	0	0	0
12:00	12:15	1	0	0	0	1
15:00	15:15	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
Total		1	1	0	5	7

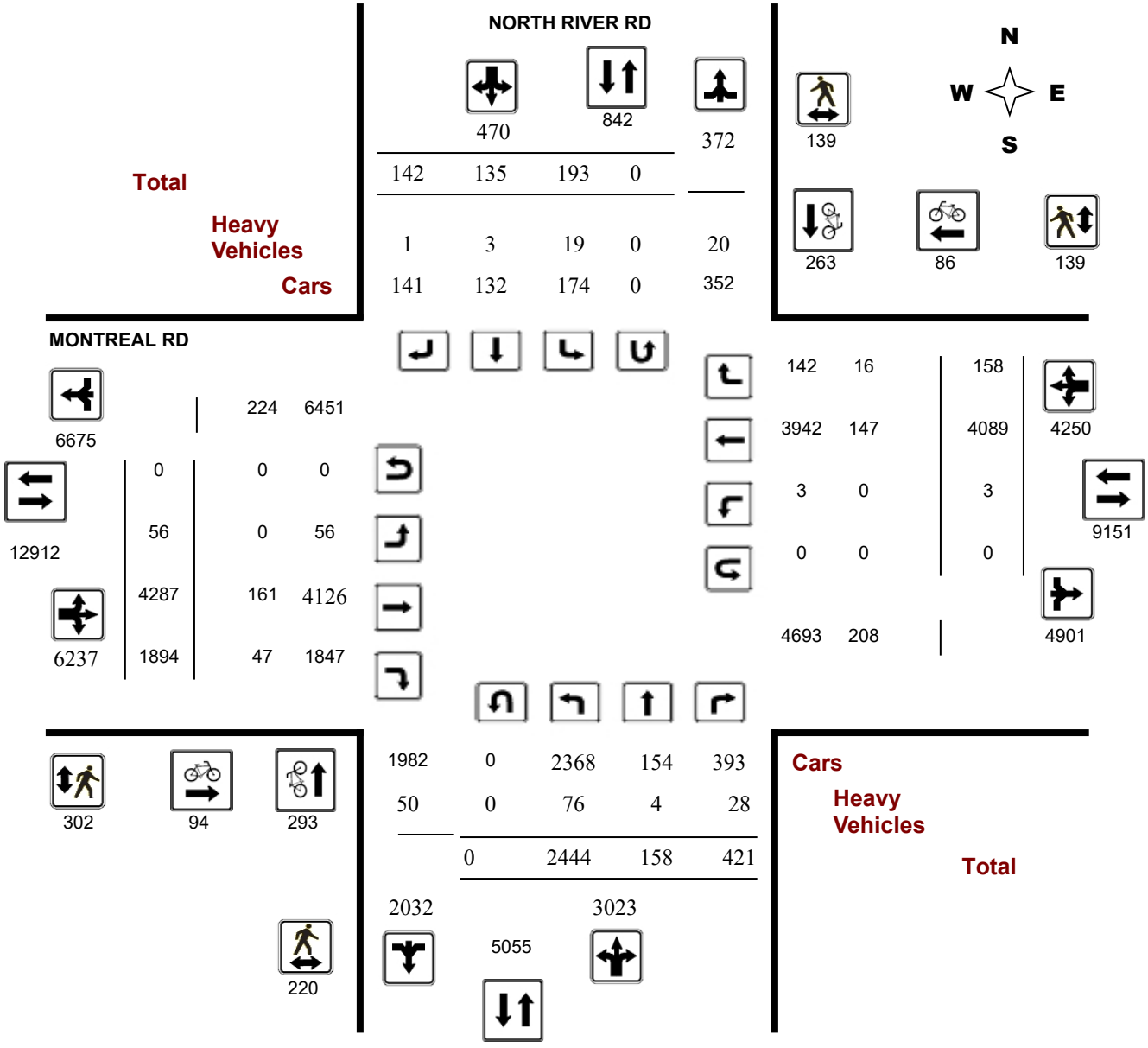
Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTREAL RD @ NORTH RIVER RD

Survey Date: Tuesday, September 23, 2025
Start Time: 07:00
WO No: 43066
Device: Miovision

Full Study Diagram



Transportation Services - Traffic Services

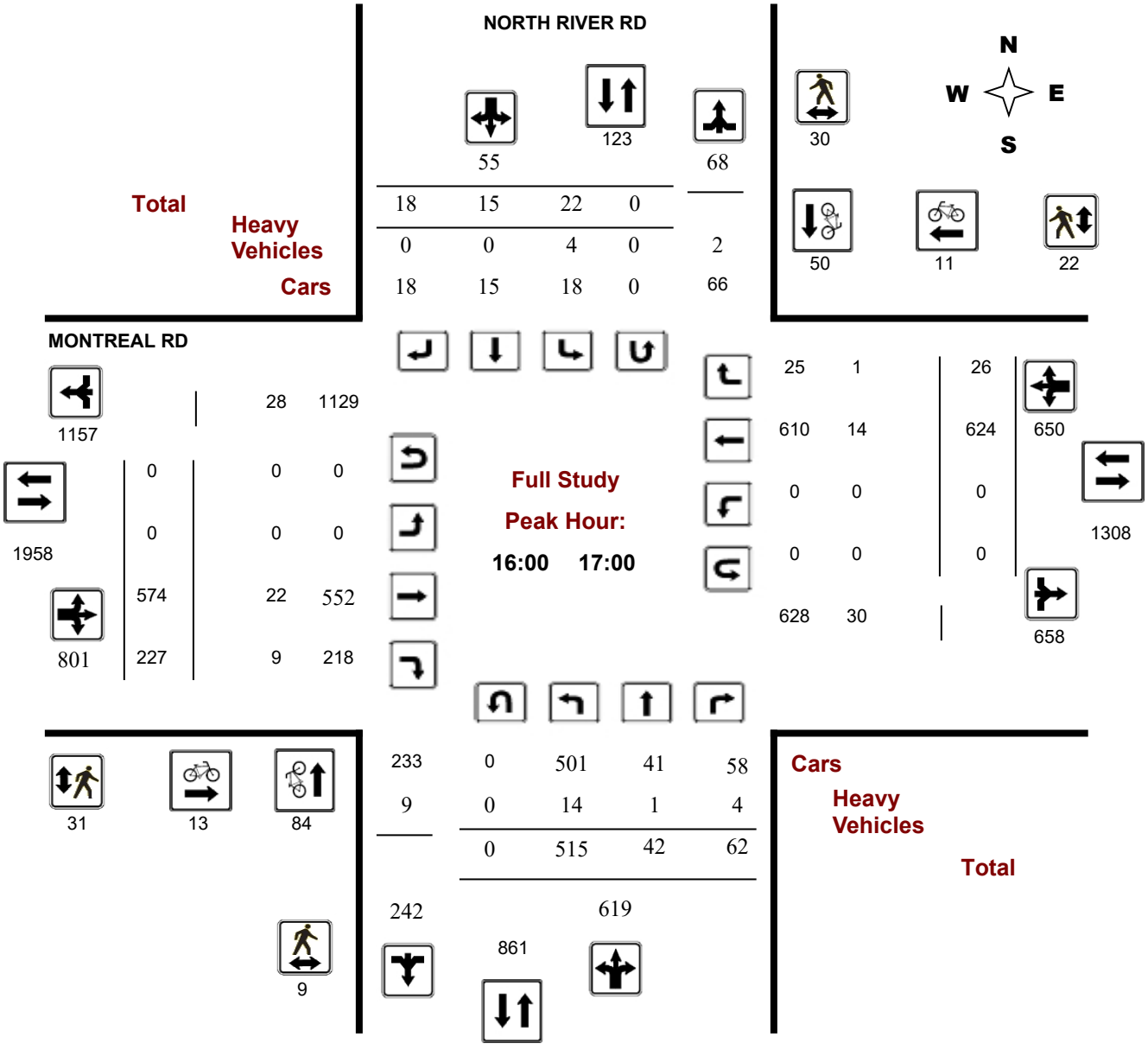
Turning Movement Count - Study Results

MONTREAL RD @ NORTH RIVER RD

Survey Date: Tuesday, September 23, 2025 **WO No:** 43066

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

Full Study Peak Hour Diagram



Transportation Services - Traffic Services

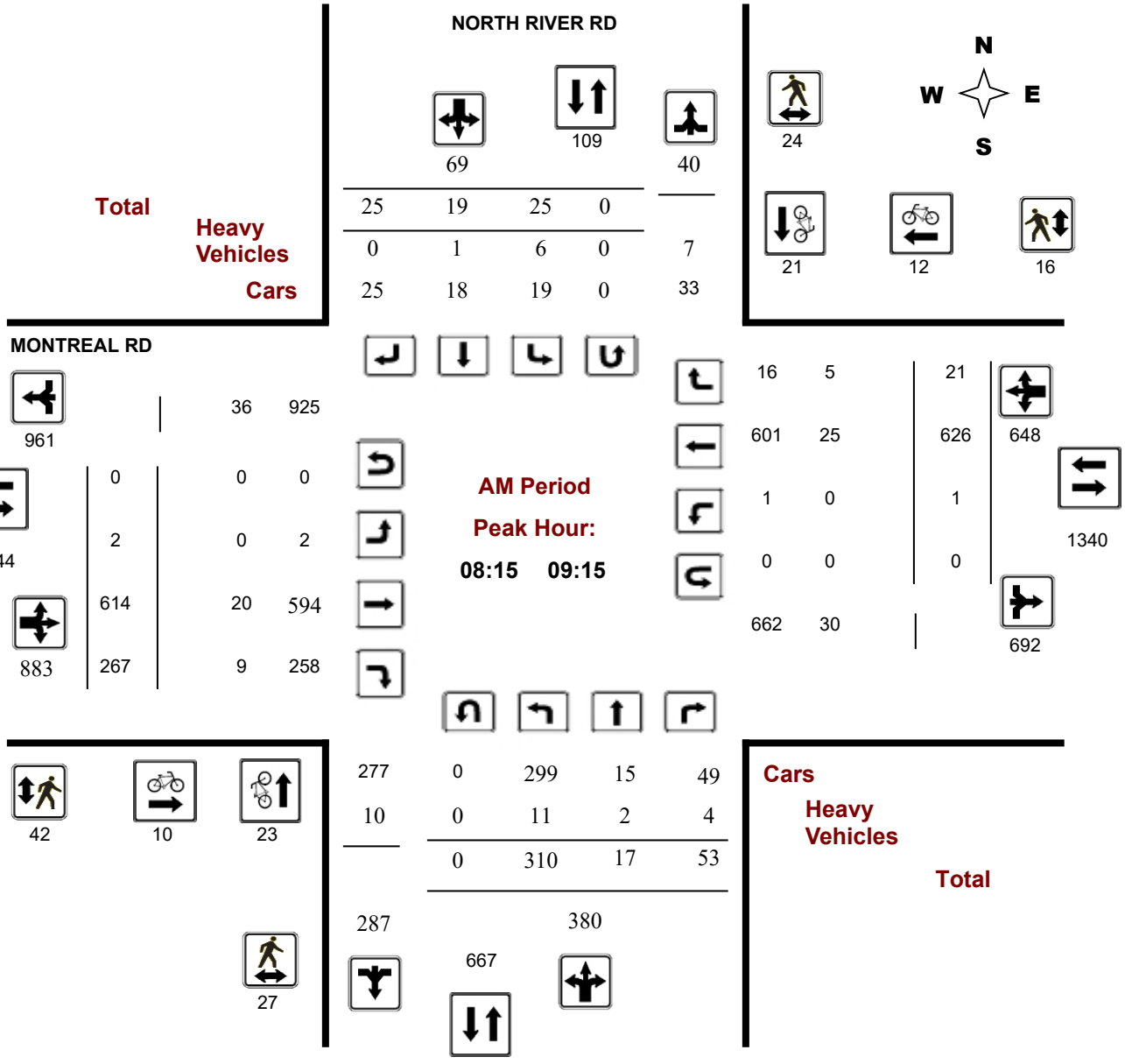
Turning Movement Count - Study Results

MONTREAL RD @ NORTH RIVER RD

Survey Date: Tuesday, September 23, 2025 **WO No:** 43066

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

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

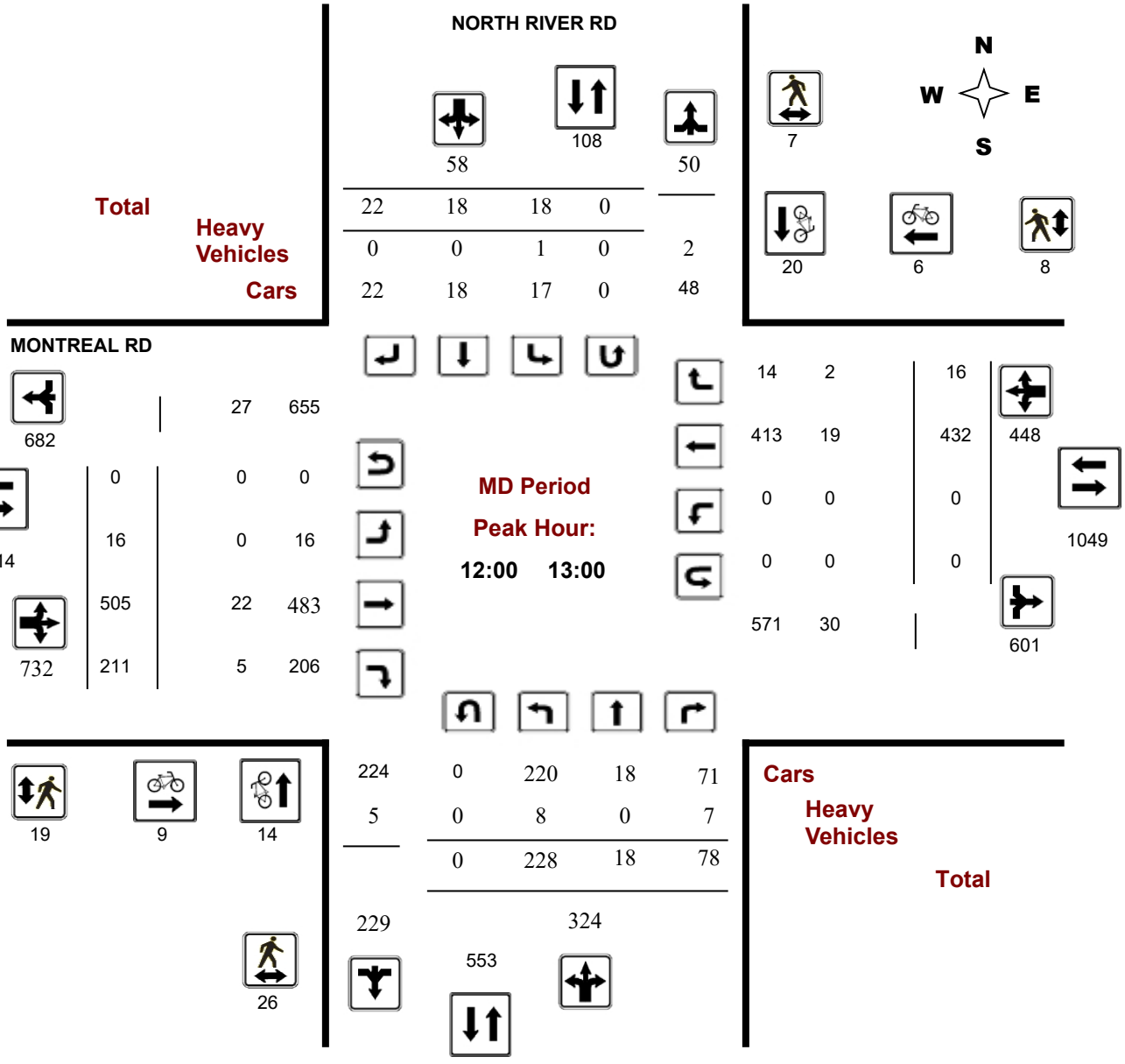
Turning Movement Count - Study Results

MONTREAL RD @ NORTH RIVER RD

Survey Date: Tuesday, September 23, 2025 **WO No:** 43066

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

MD Period Peak Hour Diagram



Total	22	18	18	0
Heavy Vehicles	0	0	1	0
Cars	22	18	17	0

Total	224	0	220	18	71
Heavy Vehicles	5	0	8	0	7
Cars		0	228	18	78

Total	2		
Heavy Vehicles	0		
Cars	2		48

Total	14	2	
Heavy Vehicles	413	19	
Cars	0	0	
	0	0	
	571	30	

Total	16		
Heavy Vehicles	432		
Cars	0		
	0		

Total	0		
Heavy Vehicles	16		
Cars	505	22	483
	211	5	206

Total	27	655	
Heavy Vehicles	0	0	
Cars	0	16	
	22	483	
	5	206	

Transportation Services - Traffic Services

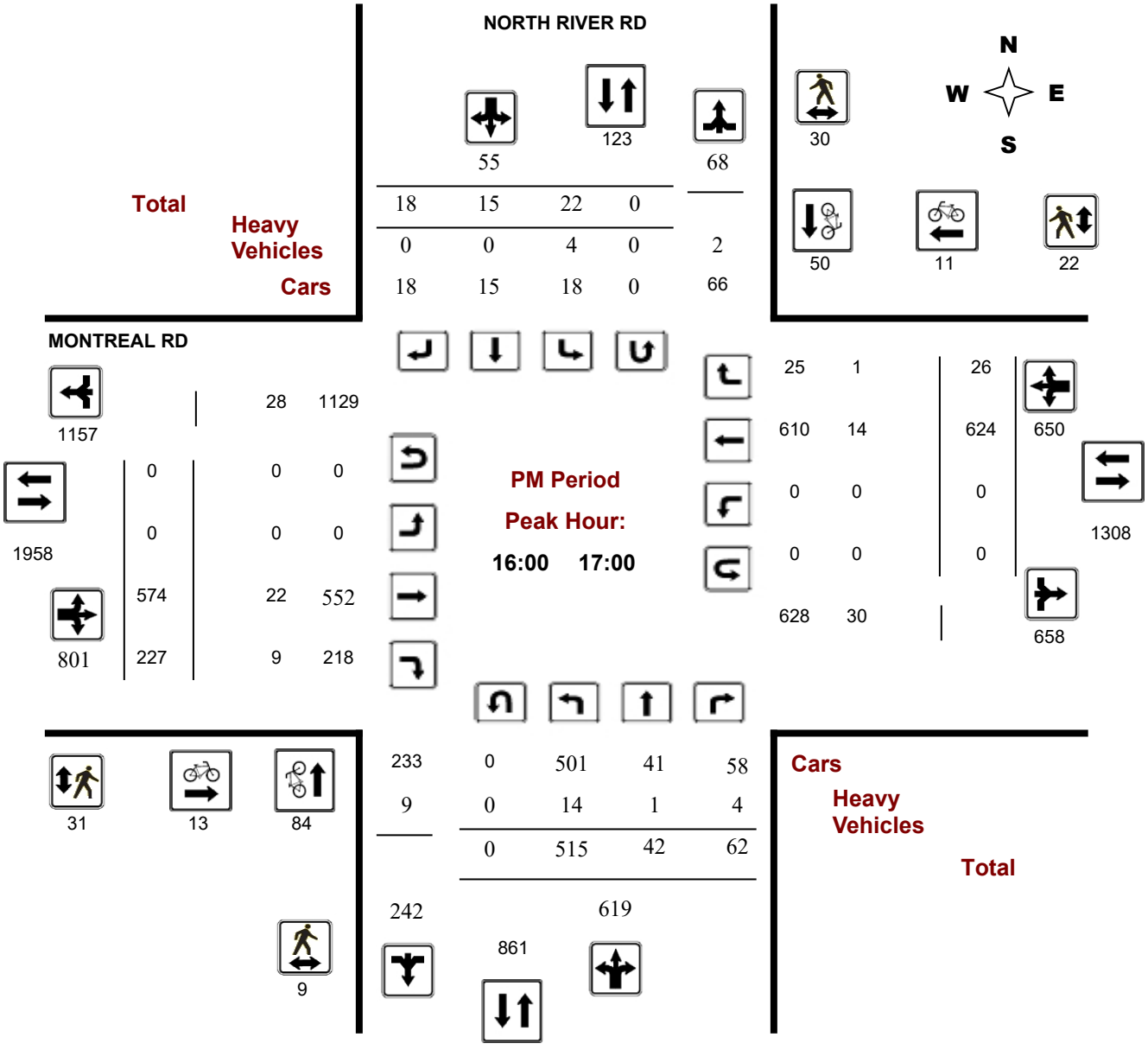
Turning Movement Count - Study Results

MONTREAL RD @ NORTH RIVER RD

Survey Date: Tuesday, September 23, 2025 **WO No:** 43066

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

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTREAL RD @ NORTH RIVER RD

Survey Date: Tuesday, September 23, 2025 **WO No:** 43066

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

Full Study Summary (8 HR Standard)

Survey Date: Tuesday, September 23, 2025

Total Observed U-Turns

Northbound: 0 Southbound: 0

Eastbound: 0 Westbound: 0

AADT Factor

1.00

	NORTH RIVER RD									MONTREAL RD									
	Northbound				Southbound					Eastbound				Westbound					
Period	LT	ST	RT	NB TOT	LT	ST	RT	SB TOT	STR TOT	LT	ST	RT	EB TOT	LT	ST	RT	WB TOT	STR TOT	Grand Total
07:00 08:00	149	9	35	**193**	26	11	19	**56**	**249**	3	495	198	**696**	1	435	12	**448**	**1144**	**1393**
08:00 09:00	279	10	46	**335**	29	16	27	**72**	**407**	0	590	256	**846**	1	624	17	**642**	**1488**	**1895**
09:00 10:00	234	16	45	**295**	29	17	12	**58**	**353**	7	454	228	**689**	0	484	19	**503**	**1192**	**1545**
11:30 12:30	202	15	69	**286**	16	21	18	**55**	**341**	19	487	200	**706**	0	377	15	**392**	**1098**	**1439**
12:30 13:30	248	17	62	**327**	17	17	17	**51**	**378**	14	494	205	**713**	0	424	16	**440**	**1153**	**1531**
15:00 16:00	479	16	58	**553**	23	21	19	**63**	**616**	4	498	255	**757**	0	636	22	**658**	**1415**	**2031**
16:00 17:00	515	42	62	**619**	22	15	18	**55**	**674**	0	574	227	**801**	0	624	26	**650**	**1451**	**2125**
17:00 18:00	338	33	44	**415**	31	17	12	**60**	**475**	9	695	325	**1029**	1	485	31	**517**	**1546**	**2021**
Sub Total	2444	158	421	**3023**	193	135	142	**470**	**3493**	56	4287	1894	**6237**	3	4089	158	**4250**	**10487**	**13980**
U Turns				**0**				**0**	**0**				**0**				**0**	**0**	**0**
Total	2444	158	421	**3023**	193	135	142	**470**	**3493**	56	4287	1894	**6237**	3	4089	158	**4250**	**10487**	**13980**
EQ 12Hr	3397	220	585	**4202**	268	188	197	**653**	**4855**	78	5959	2633	**8669**	4	5684	220	**5908**	**14577**	**19432**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	3397	220	585	**4202**	268	246	259	**653**	**4855**	78	5959	2633	**8669**	4	5684	220	**5908**	**14577**	**19432**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**1.00**					
AVG 24Hr	4450	288	766	**5505**	351	322	339	**855**	**6360**	102	7806	3449	**11356**	5	7446	288	**7739**	**19096**	**25456**
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

MONTREAL RD @ NORTH RIVER RD

Survey Date: Tuesday, September 23, 2025 **WO No:** 43066

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

Full Study 15 Minute Increments

		NORTH RIVER RD									MONTREAL 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	36	1	8	45	3	5	0	8	53	2	123	30	155	1	74	6	81	236	289
07:15	07:30	30	3	7	40	8	0	5	13	53	1	107	44	152	0	108	3	111	263	316
07:30	07:45	41	3	8	52	8	4	6	18	70	0	130	43	173	0	106	2	108	281	351
17:45	18:00	75	6	13	94	10	2	5	17	111	3	153	78	234	0	122	6	128	362	473
07:45	08:00	42	2	12	56	7	2	8	17	73	0	135	81	216	0	147	1	148	364	437
08:00	08:15	47	0	10	57	11	5	5	21	78	0	114	52	166	0	133	3	136	302	380
09:00	09:15	78	7	17	102	7	8	3	18	120	2	138	63	203	0	135	7	142	345	465
09:15	09:30	54	3	13	70	6	4	5	15	85	1	85	61	147	0	114	5	119	266	351
12:00	12:15	40	3	27	70	4	2	5	11	81	3	125	58	186	0	99	7	106	292	373
12:15	12:30	62	3	15	80	4	7	7	18	98	8	126	50	184	0	97	3	100	284	382
12:30	12:45	65	5	16	86	4	6	5	15	101	3	127	56	186	0	121	4	125	311	412
15:30	15:45	123	4	15	142	6	7	4	17	159	0	133	68	201	0	170	9	179	380	539
16:00	16:15	114	5	14	133	7	5	8	20	153	0	142	60	202	0	168	12	180	382	535
17:30	17:45	84	12	10	106	8	7	2	17	123	3	188	74	265	0	120	8	128	393	516
17:15	17:30	98	3	5	106	8	4	3	15	121	2	171	81	254	1	133	11	145	399	520
08:15	08:30	70	3	13	86	2	4	7	13	99	0	174	68	242	1	168	3	172	414	513
08:30	08:45	78	4	12	94	9	4	11	24	118	0	125	62	187	0	148	4	152	339	457
09:45	10:00	51	2	5	58	5	0	3	8	66	1	115	56	172	0	115	3	118	290	356
08:45	09:00	84	3	11	98	7	3	4	14	112	0	177	74	251	0	175	7	182	433	545
15:15	15:30	126	3	17	146	4	7	5	16	162	3	123	61	187	0	170	3	173	360	522
09:30	09:45	51	4	10	65	11	5	1	17	82	3	116	48	167	0	120	4	124	291	373
11:45	12:00	48	2	15	65	5	9	3	17	82	4	110	44	158	0	93	5	98	256	338
11:30	11:45	52	7	12	71	3	3	3	9	80	4	126	48	178	0	88	0	88	266	346
12:45	13:00	61	7	20	88	6	3	5	14	102	2	127	47	176	0	115	2	117	293	395
13:00	13:15	60	1	13	74	5	5	6	16	90	5	114	53	172	0	103	5	108	280	370
13:15	13:30	62	4	13	79	2	3	1	6	85	4	126	49	179	0	85	5	90	269	354
15:00	15:15	112	5	9	126	4	4	7	15	141	1	123	60	184	0	132	6	138	322	463
15:45	16:00	118	4	17	139	9	3	3	15	154	0	119	66	185	0	164	4	168	353	507
16:15	16:30	135	13	16	164	7	3	4	14	178	0	131	51	182	0	151	4	155	337	515
16:30	16:45	125	14	12	151	3	2	2	7	158	0	150	56	206	0	171	6	177	383	541
16:45	17:00	141	10	20	171	5	5	4	14	185	0	151	60	211	0	134	4	138	349	534
17:00	17:15	81	12	16	109	5	4	2	11	120	1	183	92	276	0	110	6	116	392	512
Total:		2444	158	421	3023	193	135	142	470	3493	56	4287	1894	6237	3	4089	158	4250	10487	13,980

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

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTREAL RD @ NORTH RIVER RD

Survey Date: Tuesday, September 23, 2025 **WO No:** 43066

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

Full Study Cyclist Volume

Time Period		NORTH RIVER RD			MONTREAL RD			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	2	6	8	0	0	0	8
07:15	07:30	3	11	14	2	1	3	17
07:30	07:45	11	10	21	3	4	7	28
17:45	18:00	12	13	25	4	6	10	35
07:45	08:00	14	17	31	1	3	4	35
08:00	08:15	0	0	0	3	7	10	10
09:00	09:15	2	1	3	2	0	2	5
09:15	09:30	5	4	9	0	0	0	9
12:00	12:15	0	0	0	5	1	6	6
12:15	12:30	0	0	0	3	2	5	5
12:30	12:45	10	9	19	0	2	2	21
15:30	15:45	10	7	17	4	6	10	27
16:00	16:15	15	7	22	3	3	6	28
17:30	17:45	19	31	50	6	5	11	61
17:15	17:30	23	18	41	5	4	9	50
08:15	08:30	10	11	21	4	4	8	29
08:30	08:45	7	6	13	2	3	5	18
09:45	10:00	5	5	10	1	2	3	13
08:45	09:00	4	3	7	2	5	7	14
15:15	15:30	5	4	9	1	1	2	11
09:30	09:45	3	2	5	0	1	1	6
11:45	12:00	1	0	1	4	3	7	8
11:30	11:45	5	10	15	4	3	7	22
12:45	13:00	4	11	15	1	1	2	17
13:00	13:15	7	6	13	2	0	2	15
13:15	13:30	14	14	28	3	2	5	33
15:00	15:15	8	2	10	1	5	6	16
15:45	16:00	7	1	8	13	3	16	24
16:15	16:30	22	14	36	1	2	3	39
16:30	16:45	26	18	44	4	2	6	50
16:45	17:00	21	11	32	5	4	9	41
17:00	17:15	18	11	29	5	1	6	35
Total		293	263	**556**	94	86	180	736

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTREAL RD @ NORTH RIVER RD

Survey Date: Tuesday, September 23, 2025 **WO No:** 43066

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

Full Study Pedestrian Volume

	NORTH RIVER RD			MONTREAL 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	3	0	**3**	6	7	**13**	**16**
07:15 07:30	3	0	**3**	5	5	**10**	**13**
07:30 07:45	3	1	**4**	9	3	**12**	**16**
17:45 18:00	16	4	**20**	21	3	**24**	**44**
07:45 08:00	6	0	**6**	6	5	**11**	**17**
08:00 08:15	6	9	**15**	7	5	**12**	**27**
09:00 09:15	4	3	**7**	13	3	**16**	**23**
09:15 09:30	10	3	**13**	11	9	**20**	**33**
12:00 12:15	12	0	**12**	0	0	**0**	**12**
12:15 12:30	9	0	**9**	0	0	**0**	**9**
12:30 12:45	3	5	**8**	10	3	**13**	**21**
15:30 15:45	13	5	**18**	31	4	**35**	**53**
16:00 16:15	0	8	**8**	10	8	**18**	**26**
17:30 17:45	19	10	**29**	10	6	**16**	**45**
17:15 17:30	13	2	**15**	12	4	**16**	**31**
08:15 08:30	3	4	**7**	7	2	**9**	**16**
08:30 08:45	10	6	**16**	16	7	**23**	**39**
09:45 10:00	6	5	**11**	8	2	**10**	**21**
08:45 09:00	10	11	**21**	6	4	**10**	**31**
15:15 15:30	9	9	**18**	20	6	**26**	**44**
09:30 09:45	4	0	**4**	10	10	**20**	**24**
11:45 12:00	11	4	**15**	2	0	**2**	**17**
11:30 11:45	8	4	**12**	7	0	**7**	**19**
12:45 13:00	2	2	**4**	9	5	**14**	**18**
13:00 13:15	2	5	**7**	9	2	**11**	**18**
13:15 13:30	1	5	**6**	1	1	**2**	**8**
15:00 15:15	4	8	**12**	10	8	**18**	**30**
15:45 16:00	14	4	**18**	13	8	**21**	**39**
16:15 16:30	0	8	**8**	6	5	**11**	**19**
16:30 16:45	8	7	**15**	9	3	**12**	**27**
16:45 17:00	1	7	**8**	6	6	**12**	**20**
17:00 17:15	7	0	**7**	12	5	**17**	**24**
Total	220	139	**359**	302	139	**441**	**800**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTREAL RD @ NORTH RIVER RD

Survey Date: Tuesday, September 23, 2025 **WO No:** 43066

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

Full Study Heavy Vehicles

		NORTH RIVER RD									MONTREAL 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	3	0	0	**3**	0	0	0	**0**	**3**	0	2	1	**3**	0	3	1	**4**	**7**	**10**
07:15	07:30	4	0	1	**5**	0	0	0	**0**	**5**	0	2	0	**2**	0	6	1	**7**	**9**	**14**
07:30	07:45	2	0	1	**3**	0	0	0	**0**	**3**	0	5	2	**7**	0	8	0	**8**	**15**	**18**
17:45	18:00	0	0	0	**0**	0	0	0	**0**	**0**	0	7	1	**8**	0	3	0	**3**	**11**	**11**
07:45	08:00	1	0	3	**4**	1	0	0	**1**	**5**	0	6	3	**9**	0	6	0	**6**	**15**	**20**
08:00	08:15	2	0	1	**3**	2	0	0	**2**	**5**	0	4	2	**6**	0	8	0	**8**	**14**	**19**
09:00	09:15	3	0	0	**3**	1	1	0	**2**	**5**	0	7	5	**12**	0	10	1	**11**	**23**	**28**
09:15	09:30	3	0	0	**3**	0	0	0	**0**	**3**	0	3	1	**4**	0	9	0	**9**	**13**	**16**
12:00	12:15	1	0	4	**5**	0	0	0	**0**	**5**	0	6	2	**8**	0	4	0	**4**	**12**	**17**
12:15	12:30	3	0	1	**4**	0	0	0	**0**	**4**	0	7	1	**8**	0	6	1	**7**	**15**	**19**
12:30	12:45	3	0	1	**4**	1	0	0	**1**	**5**	0	5	2	**7**	0	2	1	**3**	**10**	**15**
15:30	15:45	2	0	1	**3**	1	1	0	**2**	**5**	0	8	2	**10**	0	4	2	**6**	**16**	**21**
16:00	16:15	5	1	1	**7**	4	0	0	**4**	**11**	0	6	4	**10**	0	5	1	**6**	**16**	**27**
17:30	17:45	2	0	1	**3**	0	0	0	**0**	**3**	0	6	1	**7**	0	0	0	**0**	**7**	**10**
17:15	17:30	3	0	0	**3**	0	0	0	**0**	**3**	0	6	1	**7**	0	3	0	**3**	**10**	**13**
08:15	08:30	4	1	0	**5**	0	0	0	**0**	**5**	0	6	2	**8**	0	2	0	**2**	**10**	**15**
08:30	08:45	1	1	2	**4**	2	0	0	**2**	**6**	0	2	2	**4**	0	5	1	**6**	**10**	**16**
09:45	10:00	2	0	0	**2**	0	0	0	**0**	**2**	0	5	1	**6**	0	7	0	**7**	**13**	**15**
08:45	09:00	3	0	2	**5**	3	0	0	**3**	**8**	0	5	0	**5**	0	8	3	**11**	**16**	**24**
15:15	15:30	1	0	2	**3**	2	0	0	**2**	**5**	0	4	1	**5**	0	3	0	**3**	**8**	**13**
09:30	09:45	2	0	0	**2**	0	0	0	**0**	**2**	0	6	0	**6**	0	7	0	**7**	**13**	**15**
11:45	12:00	2	0	0	**2**	1	0	0	**1**	**3**	0	5	2	**7**	0	3	0	**3**	**10**	**13**
11:30	11:45	2	1	1	**4**	0	0	1	**1**	**5**	0	6	0	**6**	0	4	0	**4**	**10**	**15**
12:45	13:00	1	0	1	**2**	0	0	0	**0**	**2**	0	4	0	**4**	0	7	0	**7**	**11**	**13**
13:00	13:15	4	0	0	**4**	0	0	0	**0**	**4**	0	6	0	**6**	0	5	1	**6**	**12**	**16**
13:15	13:30	1	0	2	**3**	0	0	0	**0**	**3**	0	3	1	**4**	0	3	1	**4**	**8**	**11**
15:00	15:15	3	0	0	**3**	0	0	0	**0**	**3**	0	5	1	**6**	0	2	1	**3**	**9**	**12**
15:45	16:00	3	0	0	**3**	1	1	0	**2**	**5**	0	4	2	**6**	0	1	1	**2**	**8**	**13**
16:15	16:30	3	0	1	**4**	0	0	0	**0**	**4**	0	6	0	**6**	0	4	0	**4**	**10**	**14**
16:30	16:45	3	0	1	**4**	0	0	0	**0**	**4**	0	7	1	**8**	0	4	0	**4**	**12**	**16**
16:45	17:00	3	0	1	**4**	0	0	0	**0**	**4**	0	3	4	**7**	0	1	0	**1**	**8**	**12**
17:00	17:15	1	0	0	**1**	0	0	0	**0**	**1**	0	4	2	**6**	0	4	0	**4**	**10**	**11**
Total:	None	76	4	28	**108**	19	3	1	**23**	**131**	0	161	47	**208**	0	147	16	**163**	**371**	**502**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTREAL RD @ NORTH RIVER RD

Survey Date: Tuesday, September 23, 2025 **WO No:** 43066

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

Full Study 15 Minute U-Turn Total

		NORTH RIVER RD		MONTREAL 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
07:45	08:00	0	0	0	0	0
08:00	08:15	0	0	0	0	0
09:00	09:15	0	0	0	0	0
09:15	09:30	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
15:30	15:45	0	0	0	0	0
16:00	16:15	0	0	0	0	0
17:30	17:45	0	0	0	0	0
17:15	17:30	0	0	0	0	0
08:15	08:30	0	0	0	0	0
08:30	08:45	0	0	0	0	0
09:45	10:00	0	0	0	0	0
08:45	09:00	0	0	0	0	0
15:15	15:30	0	0	0	0	0
09:30	09:45	0	0	0	0	0
11:45	12:00	0	0	0	0	0
11:30	11:45	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
15:45	16:00	0	0	0	0	0
16:15	16:30	0	0	0	0	0
16:30	16:45	0	0	0	0	0
16:45	17:00	0	0	0	0	0
17:00	17:15	0	0	0	0	0
Total		0	0	0	0	0

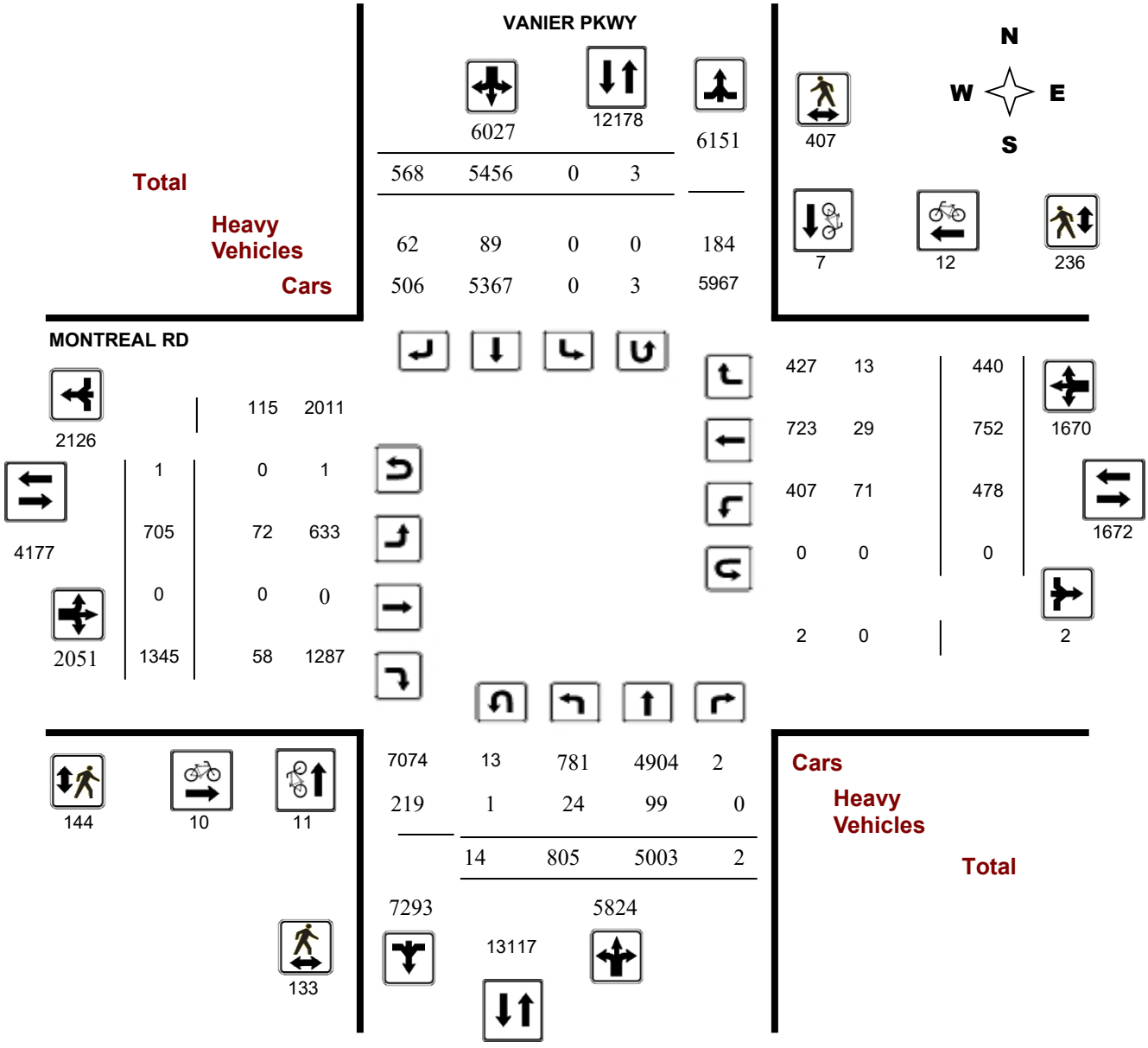
Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTREAL RD @ VANIER PKWY

Survey Date: Thursday, April 22, 2021
Start Time: 07:00
WO No: 39793
Device: Miovision

Full Study Diagram



Transportation Services - Traffic Services

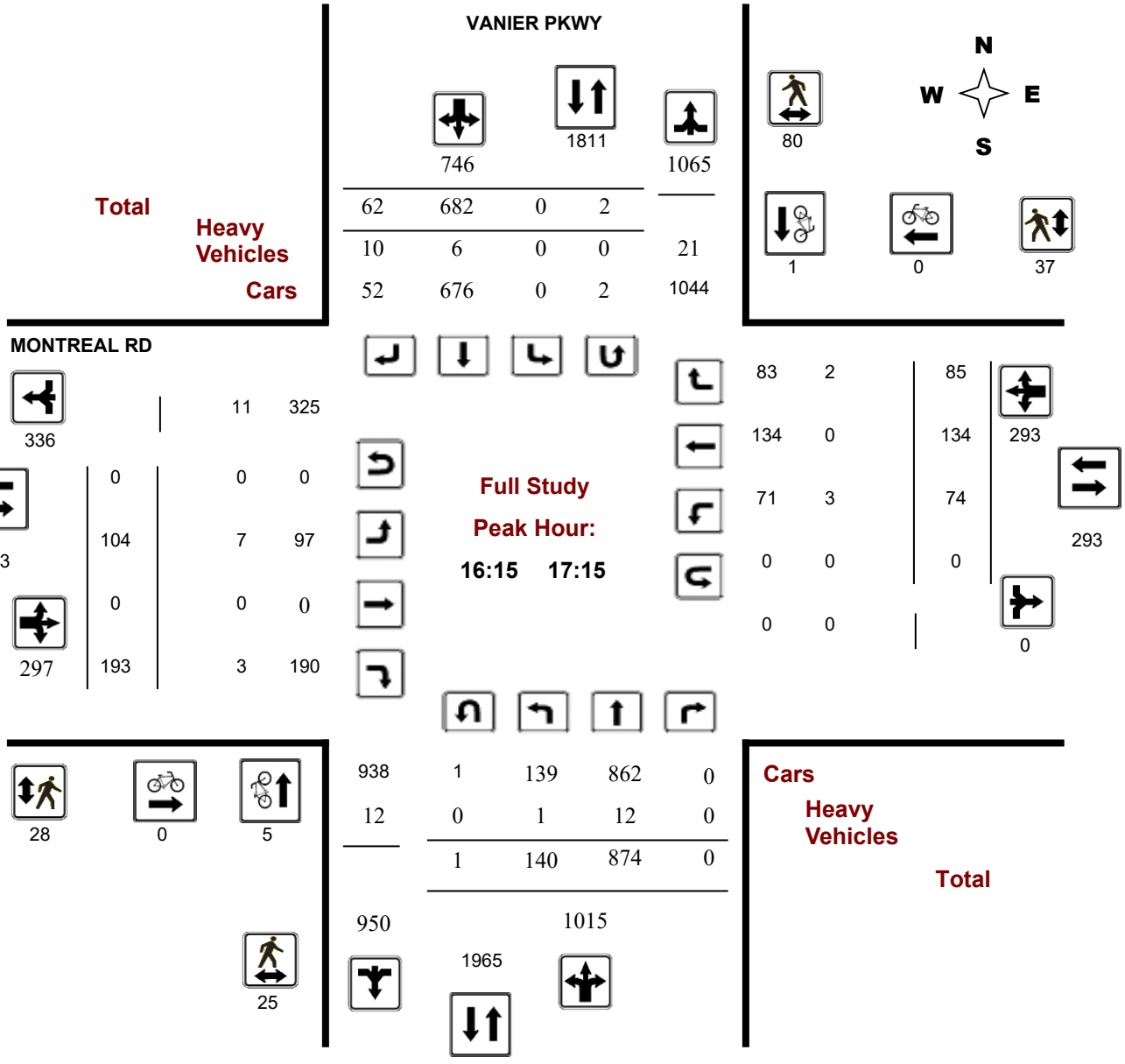
Turning Movement Count - Study Results

MONTREAL RD @ VANIER PKWY

Survey Date: Thursday, April 22, 2021 **WO No:** 39793

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

Full Study Peak Hour Diagram



Transportation Services - Traffic Services

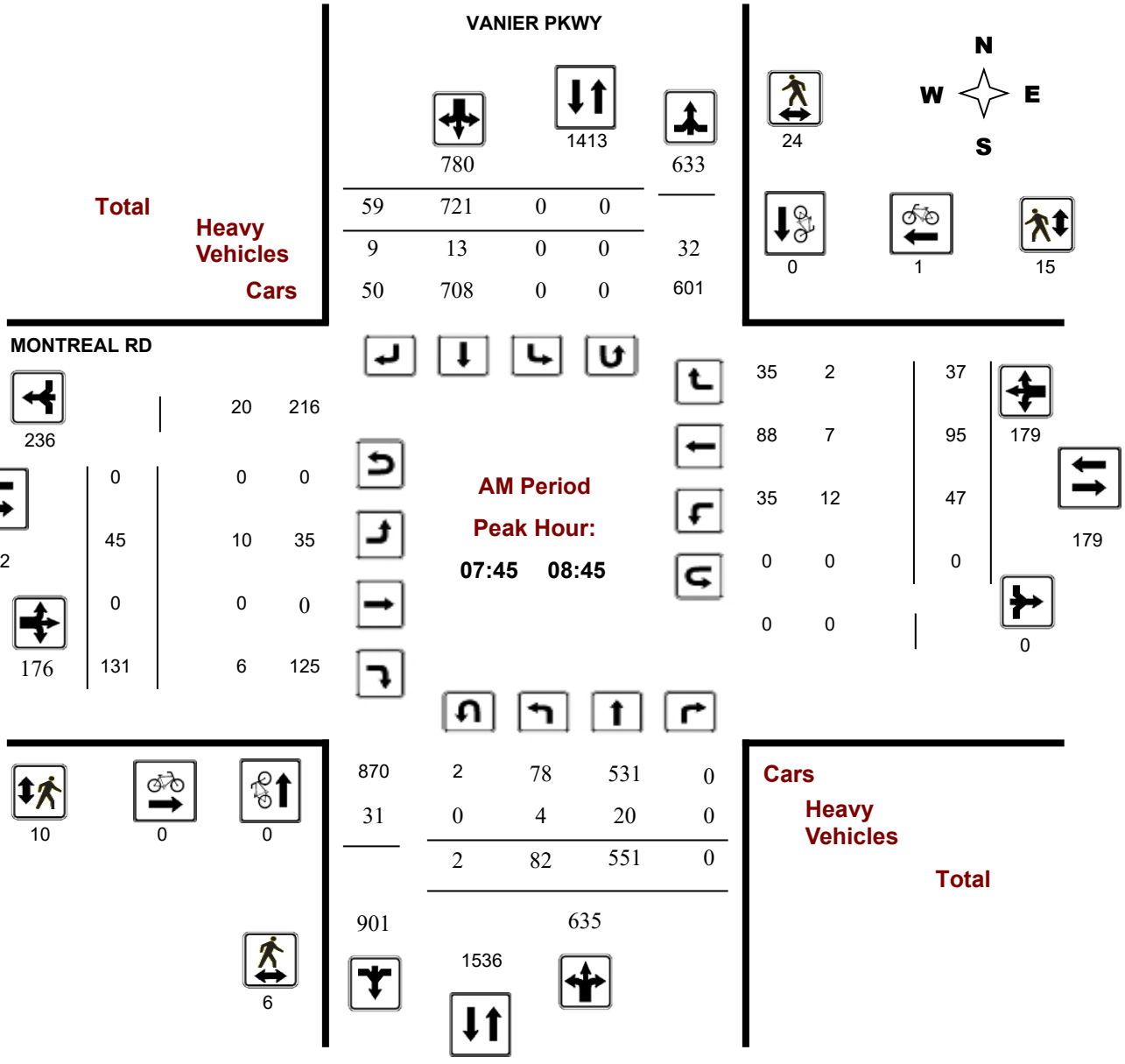
Turning Movement Count - Study Results

MONTREAL RD @ VANIER PKWY

Survey Date: Thursday, April 22, 2021 **WO No:** 39793

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

AM Period Peak Hour Diagram



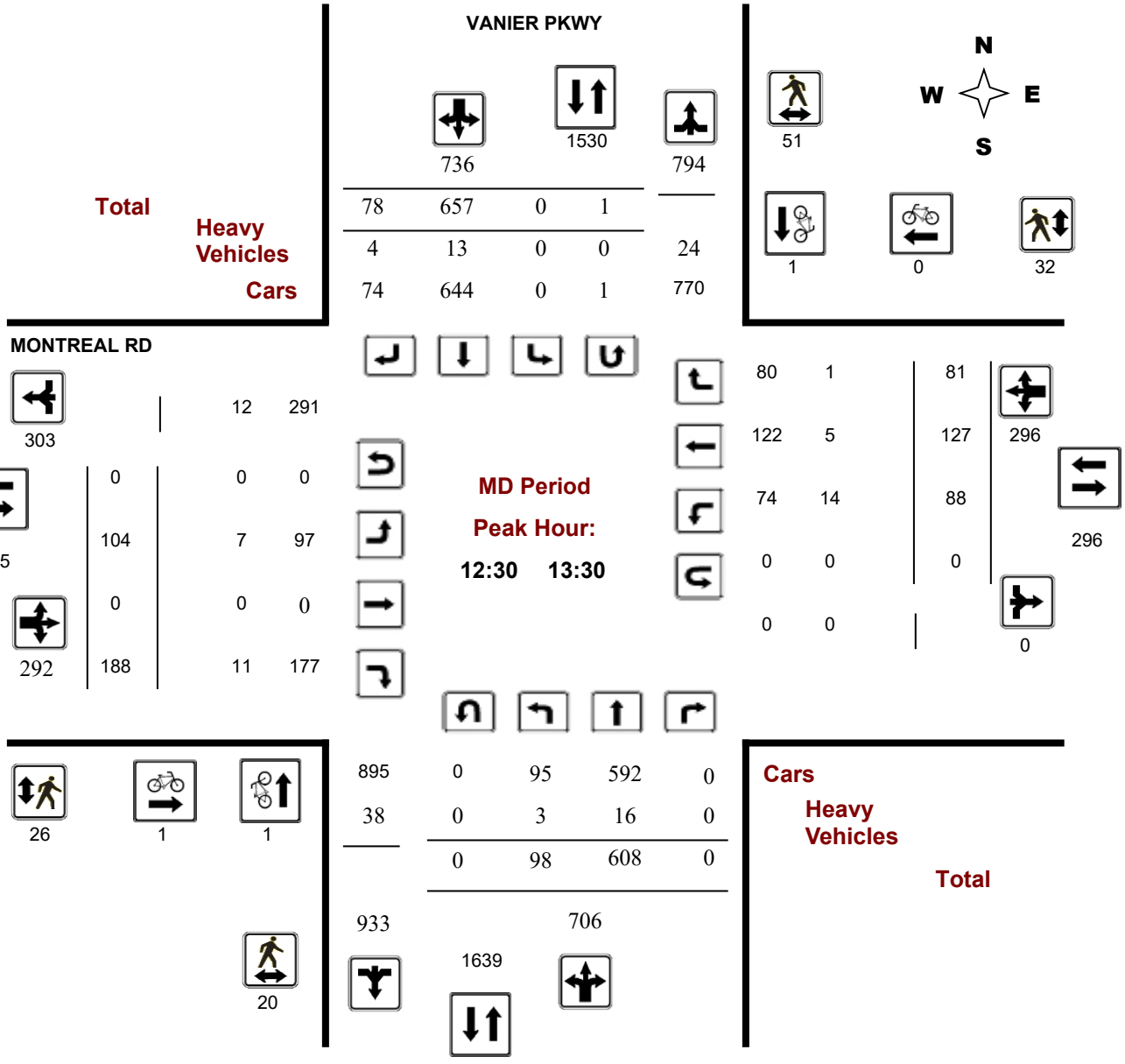
Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTREAL RD @ VANIER PKWY

Survey Date: Thursday, April 22, 2021
Start Time: 07:00
WO No: 39793
Device: Miovision

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

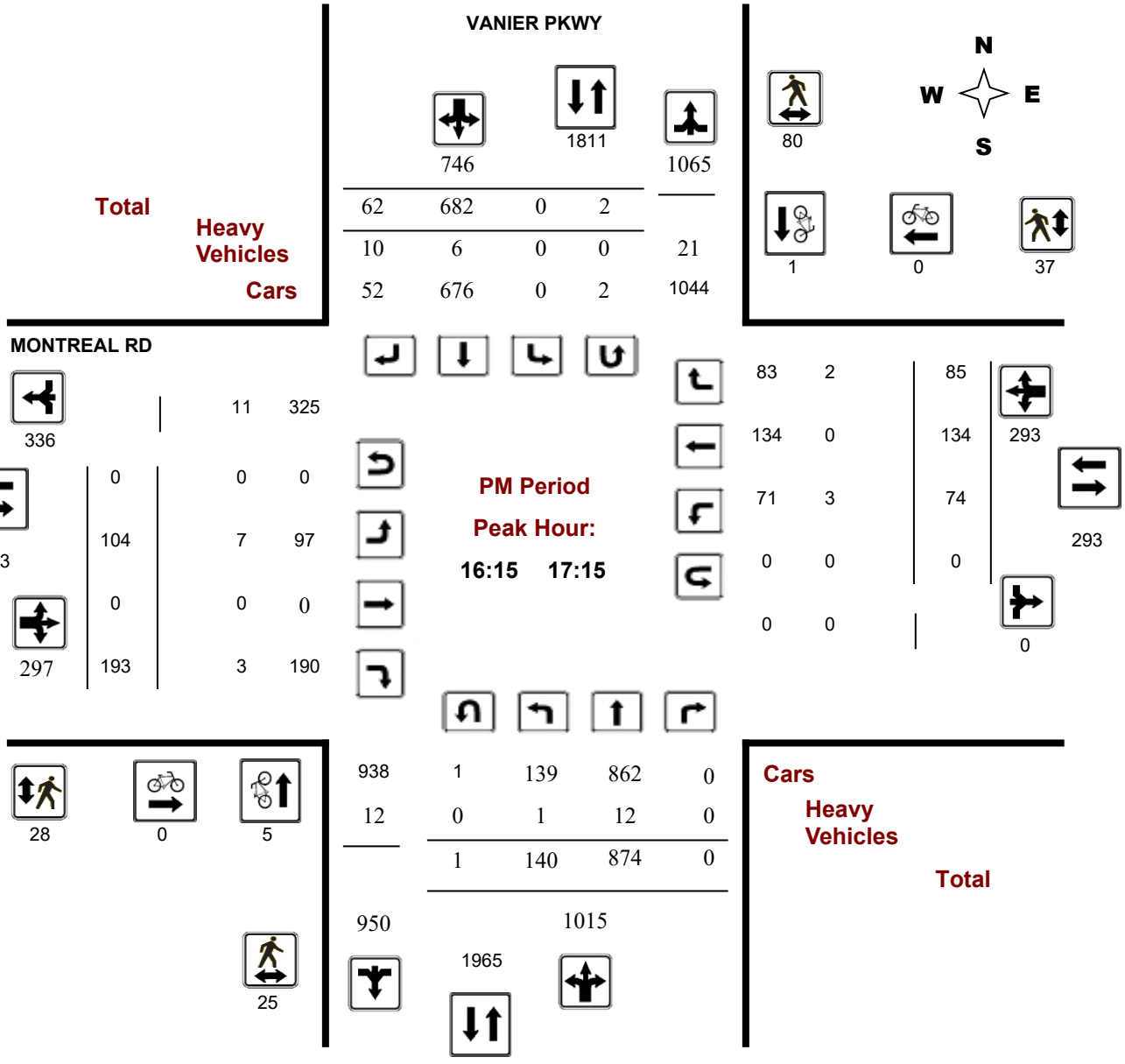
Turning Movement Count - Study Results

MONTREAL RD @ VANIER PKWY

Survey Date: Thursday, April 22, 2021 **WO No:** 39793

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

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTREAL RD @ VANIER PKWY

Survey Date: Thursday, April 22, 2021 **WO No:** 39793

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

Full Study Summary (8 HR Standard)

Survey Date: Thursday, April 22, 2021

Total Observed U-Turns

Northbound: 14 Southbound: 3

Eastbound: 1 Westbound: 0

AADT Factor

.90

	VANIER PKWY								MONTREAL RD									
	Northbound				Southbound				Eastbound				Westbound					
Period	LT	ST	RT	**NB TOT**	LT	ST	RT	**SB TOT**	**STR TOT**	LT	ST	RT	**EB TOT**	LT	ST	RT	**WB TOT**	**STR TOT**	**Grand Total**
07:00 08:00	76	419	0	**495**	0	772	59	**831**	**1326**	38	0	139	**177**	35	70	30	**135**	**312**	**1638**
08:00 09:00	74	531	0	**605**	0	684	66	**750**	**1355**	63	0	136	**199**	53	93	34	**180**	**379**	**1734**
09:00 10:00	69	448	1	**518**	0	565	72	**637**	**1155**	88	0	114	**202**	72	87	36	**195**	**397**	**1552**
11:30 12:30	91	516	0	**607**	0	661	67	**728**	**1335**	81	0	176	**257**	81	124	82	**287**	**544**	**1879**
12:30 13:30	98	608	0	**706**	0	657	78	**735**	**1441**	104	0	188	**292**	88	127	81	**296**	**588**	**2029**
15:00 16:00	133	852	1	**986**	0	797	86	**883**	**1869**	108	0	216	**324**	4	11	16	**31**	**355**	**2224**
16:00 17:00	151	850	0	**1001**	0	665	76	**741**	**1742**	111	0	193	**304**	68	119	79	**266**	**570**	**2312**
17:00 18:00	113	779	0	**892**	0	655	64	**719**	**1611**	112	0	183	**295**	77	121	82	**280**	**575**	**2186**
Sub Total	805	5003	2	**5810**	0	5456	568	**6024**	**11834**	705	0	1345	**2050**	478	752	440	**1670**	**3720**	**15554**
U Turns				**14**				**3**	**17**				**1**				**0**	**1**	**18**
Total	805	5003	2	**5824**	0	5456	568	**6027**	**11851**	705	0	1345	**2051**	478	752	440	**1670**	**3721**	**15572**
EQ 12Hr	1119	6954	3	**8095**	0	7584	790	**8378**	**16473**	980	0	1870	**2851**	664	1045	612	**2321**	**5172**	**21645**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	1007	6259	3	**7286**	0	8941	931	**7540**	**14826**	882	0	1683	**2566**	598	940	551	**2089**	**4655**	**19480**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**.90**					
AVG 24Hr	1319	8199	4	**9545**	0	11713	1220	**9877**	**19422**	1155	0	2205	**3361**	783	1231	722	**2737**	**6098**	**25519**
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

MONTREAL RD @ VANIER PKWY

Survey Date: Thursday, April 22, 2021 **WO No:** 39793

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

Full Study 15 Minute Increments

		VANIER PKWY									MONTREAL 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	13	97	0	110	0	207	17	224	334	8	0	40	48	8	14	4	26	74	408
07:15	07:30	12	83	0	95	0	187	13	200	295	11	0	29	40	7	12	7	26	66	361
07:30	07:45	24	101	0	126	0	180	18	198	324	13	0	29	42	12	20	7	39	81	405
07:45	08:00	27	138	0	166	0	198	11	209	375	6	0	41	47	8	24	12	44	91	466
08:00	08:15	21	126	0	148	0	149	17	166	314	13	0	25	38	13	22	16	51	89	403
08:15	08:30	18	127	0	145	0	183	11	194	339	15	0	32	47	7	20	3	30	77	416
08:30	08:45	16	160	0	176	0	191	20	211	387	11	0	33	44	19	29	6	54	98	485
08:45	09:00	19	118	0	137	0	161	18	179	316	24	0	46	70	14	22	9	45	115	431
09:00	09:15	16	129	0	145	0	146	16	162	307	19	0	24	43	21	19	6	46	89	396
09:15	09:30	18	101	1	120	0	125	19	144	264	20	0	33	53	14	25	10	49	102	366
09:30	09:45	22	111	0	134	0	161	20	181	315	20	0	22	42	11	22	9	42	84	399
09:45	10:00	13	107	0	122	0	133	17	150	272	29	0	35	65	26	21	11	58	123	395
11:30	11:45	18	144	0	163	0	177	15	192	355	22	0	41	63	18	34	22	74	137	492
11:45	12:00	24	127	0	151	0	166	17	183	334	18	0	47	65	16	34	14	64	129	463
12:00	12:15	33	134	0	167	0	167	14	181	348	18	0	47	65	20	30	29	79	144	492
12:15	12:30	16	111	0	127	0	151	21	172	299	23	0	41	64	27	26	17	70	134	433
12:30	12:45	27	154	0	181	0	169	12	181	362	22	0	51	73	23	34	16	73	146	508
12:45	13:00	19	159	0	178	0	151	21	173	351	29	0	41	70	21	40	17	78	148	499
13:00	13:15	31	153	0	184	0	175	31	206	390	26	0	55	81	20	27	19	66	147	537
13:15	13:30	21	142	0	163	0	162	14	176	339	27	0	41	68	24	26	29	79	147	486
15:00	15:15	28	218	0	246	0	205	22	227	473	24	0	51	75	1	2	5	8	83	556
15:15	15:30	28	207	0	235	0	210	24	234	469	29	0	56	85	2	2	4	8	93	562
15:30	15:45	29	208	0	239	0	170	21	191	430	31	0	59	90	0	3	4	7	97	527
15:45	16:00	48	219	1	269	0	212	19	231	500	24	0	50	74	1	4	3	8	82	582
16:00	16:15	40	216	0	256	0	172	27	199	455	37	0	49	86	13	17	17	47	133	588
16:15	16:30	33	230	0	263	0	169	19	188	451	25	0	60	85	14	20	21	55	140	591
16:30	16:45	37	189	0	226	0	156	15	173	399	27	0	41	68	26	43	27	96	164	563
16:45	17:00	41	215	0	256	0	168	15	183	439	22	0	43	65	15	39	14	68	133	572
17:00	17:15	29	240	0	270	0	189	13	202	472	30	0	49	79	19	32	23	74	153	625
17:15	17:30	27	178	0	205	0	156	15	171	376	40	0	61	101	20	30	21	71	172	548
17:30	17:45	32	208	0	243	0	177	21	198	441	25	0	36	61	19	23	21	63	124	565
17:45	18:00	25	153	0	178	0	133	15	148	326	17	0	37	54	19	36	17	72	126	452
Total:		805	5003	2	5824	0	5456	568	6027	11851	705	0	1345	2051	478	752	440	1670	3721	15,572

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

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTREAL RD @ VANIER PKWY

Survey Date: Thursday, April 22, 2021 **WO No:** 39793

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

Full Study Cyclist Volume

Time Period		VANIER PKWY			MONTREAL RD			
		Northbound	Southbound	Street Total	Eastbound	Westbound	Street Total	Grand Total
07:00	07:15	0	0	0	0	1	1	1
07:15	07:30	0	0	0	0	0	0	0
07:30	07:45	0	1	1	0	0	0	1
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	1	1	1
08:30	08:45	0	0	0	0	0	0	0
08:45	09:00	0	0	0	2	0	2	2
09:00	09:15	0	0	0	0	2	2	2
09:15	09:30	0	0	0	1	0	1	1
09:30	09:45	0	0	0	0	1	1	1
09:45	10:00	0	0	0	0	0	0	0
11:30	11:45	0	0	0	0	2	2	2
11:45	12:00	0	1	1	0	1	1	2
12:00	12:15	0	1	1	0	0	0	1
12:15	12:30	1	0	1	1	0	1	2
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	1	1	1	0	1	2
13:15	13:30	1	0	1	0	0	0	1
15:00	15:15	0	0	0	1	0	1	1
15:15	15:30	0	1	1	1	1	2	3
15:30	15:45	0	0	0	2	1	3	3
15:45	16:00	1	1	2	1	1	2	4
16:00	16:15	0	0	0	0	1	1	1
16:15	16:30	1	0	1	0	0	0	1
16:30	16:45	2	1	3	0	0	0	3
16:45	17:00	1	0	1	0	0	0	1
17:00	17:15	1	0	1	0	0	0	1
17:15	17:30	2	0	2	0	0	0	2
17:30	17:45	0	0	0	0	0	0	0
17:45	18:00	1	0	1	0	0	0	1
Total		11	7	**18**	10	12	22	40

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTREAL RD @ VANIER PKWY

Survey Date: Thursday, April 22, 2021 **WO No:** 39793

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

Full Study Pedestrian Volume

	VANIER PKWY			MONTREAL 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	1	5	**6**	1	0	**1**	**7**
07:15 07:30	0	7	**7**	1	7	**8**	**15**
07:30 07:45	0	6	**6**	1	3	**4**	**10**
07:45 08:00	0	0	**0**	1	2	**3**	**3**
08:00 08:15	0	10	**10**	2	4	**6**	**16**
08:15 08:30	4	9	**13**	6	5	**11**	**24**
08:30 08:45	2	5	**7**	1	4	**5**	**12**
08:45 09:00	4	9	**13**	6	12	**18**	**31**
09:00 09:15	2	11	**13**	4	7	**11**	**24**
09:15 09:30	3	11	**14**	3	11	**14**	**28**
09:30 09:45	4	13	**17**	3	8	**11**	**28**
09:45 10:00	1	18	**19**	4	7	**11**	**30**
11:30 11:45	2	12	**14**	1	8	**9**	**23**
11:45 12:00	8	18	**26**	2	8	**10**	**36**
12:00 12:15	1	12	**13**	9	10	**19**	**32**
12:15 12:30	1	22	**23**	7	7	**14**	**37**
12:30 12:45	10	11	**21**	6	8	**14**	**35**
12:45 13:00	4	10	**14**	6	11	**17**	**31**
13:00 13:15	5	10	**15**	6	6	**12**	**27**
13:15 13:30	1	20	**21**	8	7	**15**	**36**
15:00 15:15	7	17	**24**	5	10	**15**	**39**
15:15 15:30	7	13	**20**	10	8	**18**	**38**
15:30 15:45	7	13	**20**	7	11	**18**	**38**
15:45 16:00	10	15	**25**	6	11	**17**	**42**
16:00 16:15	5	14	**19**	5	7	**12**	**31**
16:15 16:30	2	20	**22**	7	11	**18**	**40**
16:30 16:45	7	22	**29**	9	8	**17**	**46**
16:45 17:00	6	18	**24**	7	10	**17**	**41**
17:00 17:15	10	20	**30**	5	8	**13**	**43**
17:15 17:30	5	14	**19**	2	3	**5**	**24**
17:30 17:45	6	6	**12**	2	4	**6**	**18**
17:45 18:00	8	16	**24**	1	10	**11**	**35**
Total	133	407	**540**	144	236	**380**	**920**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTREAL RD @ VANIER PKWY

Survey Date: Thursday, April 22, 2021 **WO No:** 39793

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

Full Study Heavy Vehicles

		VANIER PKWY									MONTREAL 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	0	**2**	0	2	2	**4**	**6**	1	0	2	**3**	3	1	0	**4**	**7**	**13**
07:15	07:30	0	0	0	**0**	0	3	2	**5**	**5**	3	0	3	**6**	3	0	0	**3**	**9**	**14**
07:30	07:45	2	2	0	**5**	0	1	2	**3**	**8**	4	0	0	**4**	3	1	1	**5**	**9**	**17**
07:45	08:00	1	2	0	**3**	0	1	3	**4**	**7**	2	0	1	**3**	3	1	0	**4**	**7**	**14**
08:00	08:15	2	5	0	**7**	0	4	3	**7**	**14**	2	0	3	**5**	3	3	2	**8**	**13**	**27**
08:15	08:30	1	6	0	**7**	0	4	2	**6**	**13**	4	0	1	**5**	2	0	0	**2**	**7**	**20**
08:30	08:45	0	7	0	**7**	0	4	1	**5**	**12**	2	0	1	**3**	4	3	0	**7**	**10**	**22**
08:45	09:00	2	6	0	**8**	0	4	2	**6**	**14**	2	0	5	**7**	3	1	0	**4**	**11**	**25**
09:00	09:15	1	5	0	**6**	0	1	3	**4**	**10**	4	0	2	**6**	4	1	0	**5**	**11**	**21**
09:15	09:30	2	2	0	**4**	0	3	0	**3**	**7**	1	0	1	**2**	4	3	0	**7**	**9**	**16**
09:30	09:45	2	6	0	**8**	0	6	3	**9**	**17**	2	0	4	**6**	3	5	0	**8**	**14**	**31**
09:45	10:00	1	3	0	**4**	0	3	3	**6**	**10**	6	0	4	**10**	2	0	0	**2**	**12**	**22**
11:30	11:45	2	4	0	**6**	0	5	2	**7**	**13**	3	0	1	**4**	4	1	1	**6**	**10**	**23**
11:45	12:00	1	2	0	**3**	0	4	1	**5**	**8**	0	0	1	**1**	4	2	2	**8**	**9**	**17**
12:00	12:15	1	1	0	**2**	0	1	1	**2**	**4**	2	0	4	**6**	6	0	1	**7**	**13**	**17**
12:15	12:30	1	1	0	**2**	0	2	2	**4**	**6**	2	0	1	**3**	2	0	0	**2**	**5**	**11**
12:30	12:45	1	7	0	**8**	0	2	0	**2**	**10**	2	0	3	**5**	5	1	0	**6**	**11**	**21**
12:45	13:00	0	3	0	**3**	0	2	1	**3**	**6**	2	0	3	**5**	1	3	0	**4**	**9**	**15**
13:00	13:15	1	4	0	**5**	0	4	3	**7**	**12**	1	0	5	**6**	3	0	1	**4**	**10**	**22**
13:15	13:30	1	2	0	**3**	0	5	0	**5**	**8**	2	0	0	**2**	5	1	0	**6**	**8**	**16**
15:00	15:15	0	5	0	**5**	0	4	2	**6**	**11**	1	0	3	**4**	0	0	0	**0**	**4**	**15**
15:15	15:30	0	5	0	**5**	0	2	1	**3**	**8**	3	0	1	**4**	0	1	0	**1**	**5**	**13**
15:30	15:45	1	2	0	**3**	0	3	1	**4**	**7**	3	0	1	**4**	0	0	0	**0**	**4**	**11**
15:45	16:00	0	2	0	**2**	0	5	1	**6**	**8**	2	0	1	**3**	0	0	1	**1**	**4**	**12**
16:00	16:15	0	0	0	**0**	0	0	3	**3**	**3**	2	0	2	**4**	1	1	0	**2**	**6**	**9**
16:15	16:30	1	4	0	**5**	0	3	4	**7**	**12**	2	0	0	**2**	1	0	0	**1**	**3**	**15**
16:30	16:45	0	2	0	**2**	0	1	2	**3**	**5**	2	0	1	**3**	1	0	1	**2**	**5**	**10**
16:45	17:00	0	4	0	**4**	0	0	1	**1**	**5**	1	0	2	**3**	0	0	1	**1**	**4**	**9**
17:00	17:15	0	2	0	**2**	0	2	3	**5**	**7**	2	0	0	**2**	1	0	0	**1**	**3**	**10**
17:15	17:30	0	1	0	**1**	0	1	4	**5**	**6**	2	0	1	**3**	0	0	0	**0**	**3**	**9**
17:30	17:45	0	1	0	**1**	0	5	3	**8**	**9**	3	0	1	**4**	0	0	2	**2**	**6**	**15**
17:45	18:00	0	1	0	**1**	0	2	1	**3**	**4**	2	0	0	**2**	0	0	0	**0**	**2**	**6**
Total:	None	24	99	0	**124**	0	89	62	**151**	**275**	72	0	58	**130**	71	29	13	**113**	**243**	**518**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

MONTREAL RD @ VANIER PKWY

Survey Date: Thursday, April 22, 2021 **WO No:** 39793

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

Full Study 15 Minute U-Turn Total

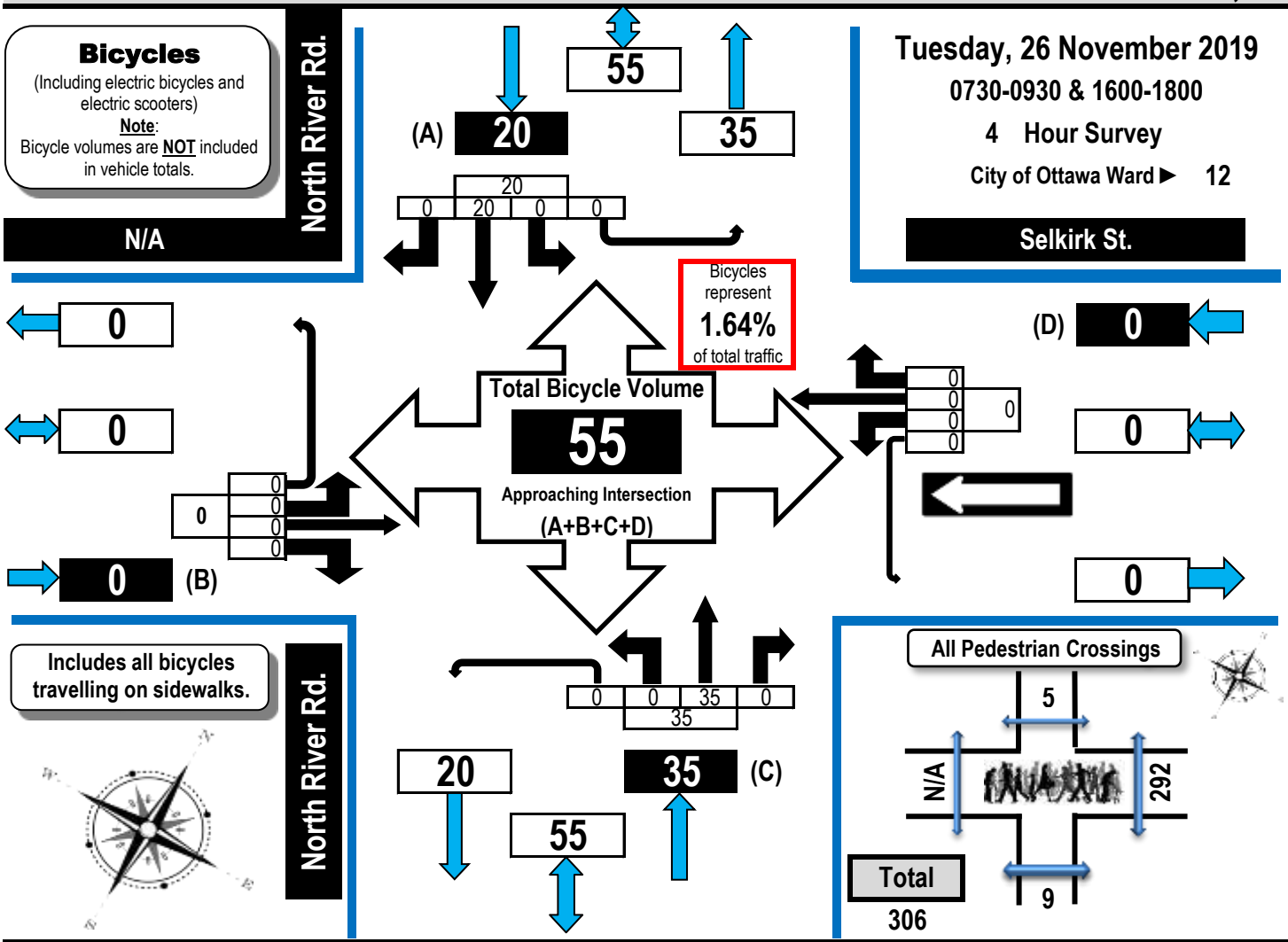
		VANIER PKWY		MONTREAL RD		
Time Period		Northbound U-Turn Total	Southbound U-Turn Total	Eastbound U-Turn Total	Westbound U-Turn Total	Total
07:00	07:15	0	0	0	0	0
07:15	07:30	0	0	0	0	0
07:30	07:45	1	0	0	0	1
07:45	08:00	1	0	0	0	1
08:00	08:15	1	0	0	0	1
08:15	08:30	0	0	0	0	0
08:30	08:45	0	0	0	0	0
08:45	09:00	0	0	0	0	0
09:00	09:15	0	0	0	0	0
09:15	09:30	0	0	0	0	0
09:30	09:45	1	0	0	0	1
09:45	10:00	2	0	1	0	3
11:30	11:45	1	0	0	0	1
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	1	0	0	1
13:00	13:15	0	0	0	0	0
13:15	13:30	0	0	0	0	0
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	0	0	0
15:30	15:45	2	0	0	0	2
15:45	16:00	1	0	0	0	1
16:00	16:15	0	0	0	0	0
16:15	16:30	0	0	0	0	0
16:30	16:45	0	2	0	0	2
16:45	17:00	0	0	0	0	0
17:00	17:15	1	0	0	0	1
17:15	17:30	0	0	0	0	0
17:30	17:45	3	0	0	0	3
17:45	18:00	0	0	0	0	0
Total		14	3	1	0	18

Turning Movement Count
Bicycle Summary
Flow Diagram

North River Road & Selkirk Street — Vanier, ON

Bicycles
(Including electric bicycles and electric scooters)
Note:
Bicycle volumes are **NOT** included in vehicle totals.

Tuesday, 26 November 2019
0730-0930 & 1600-1800
4 Hour Survey
City of Ottawa Ward ► 12



	N/A					Selkirk St.					North River Rd.					North River Rd.					
	Eastbound					Westbound					Northbound					Southbound					
Time Period	LT	ST	RT	UT	S. Tot	LT	ST	RT	UT	S. Tot	LT	ST	RT	UT	S. Tot	LT	ST	RT	UT	S. Tot	G.Tot.
0730-0800	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	5
0800-0900	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	2	0	0	2	7
0900-0930	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	3
1600-1700	0	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	4	0	0	4	15
1700-1800	0	0	0	0	0	0	0	0	0	0	0	16	0	0	16	0	9	0	0	9	25
Totals	0	0	0	0	0	0	0	0	0	0	0	35	0	0	35	0	20	0	0	20	55

Comments:
Selkirk Street is one way westbound. One northbound heavy vehicle turned right from North River Road. Southbound traffic backs up from McArthur Avenue, primarily during the evening portion of the survey to Selkirk Street and occasionally to Montreal Road. Some westbound left turns from Selkirk Street force their way into traffic to complete their turn.

ACCURATE TRUSTED TRAFFIC DATA

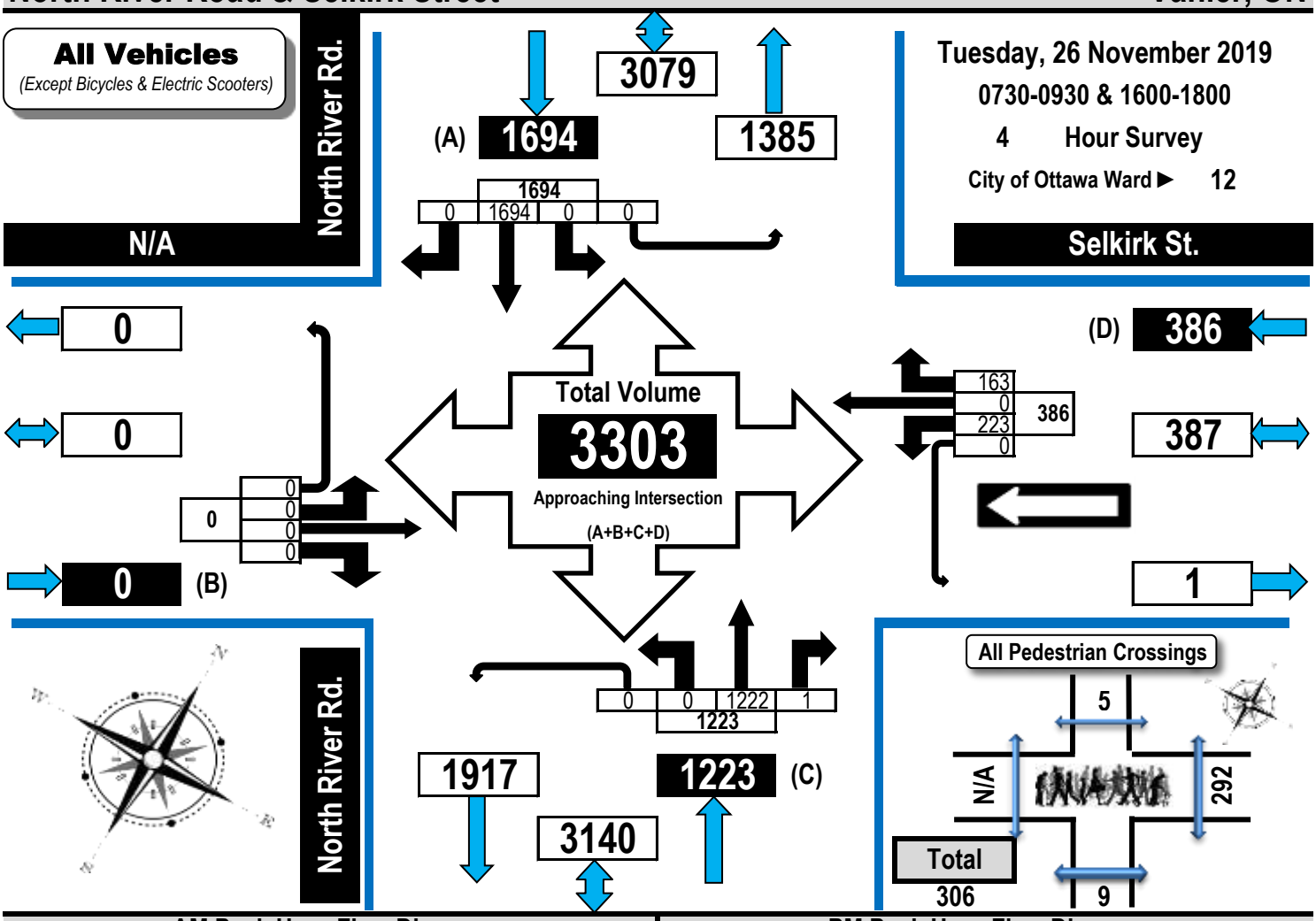
Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams

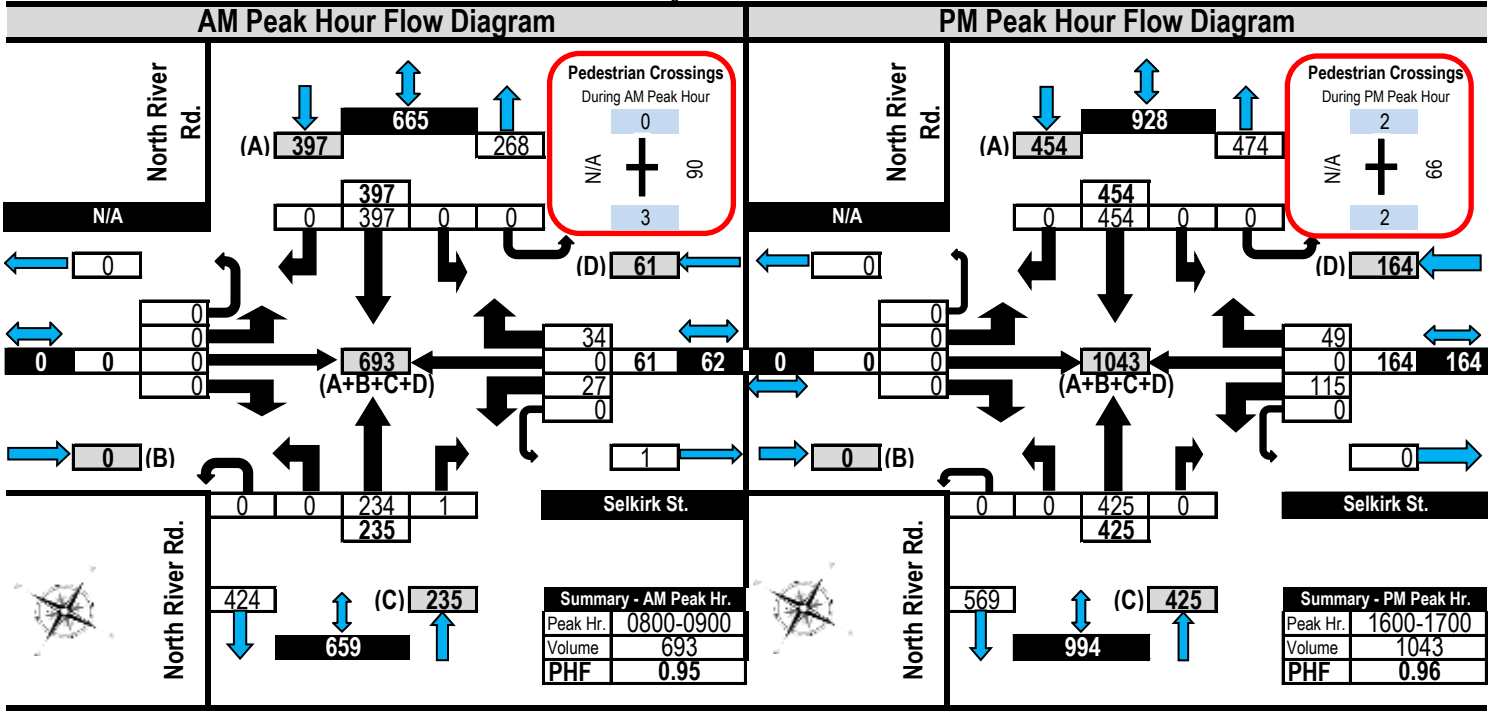
Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

North River Road & Selkirk Street — Vanier, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Tuesday, 26 November 2019
0730-0930 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 12



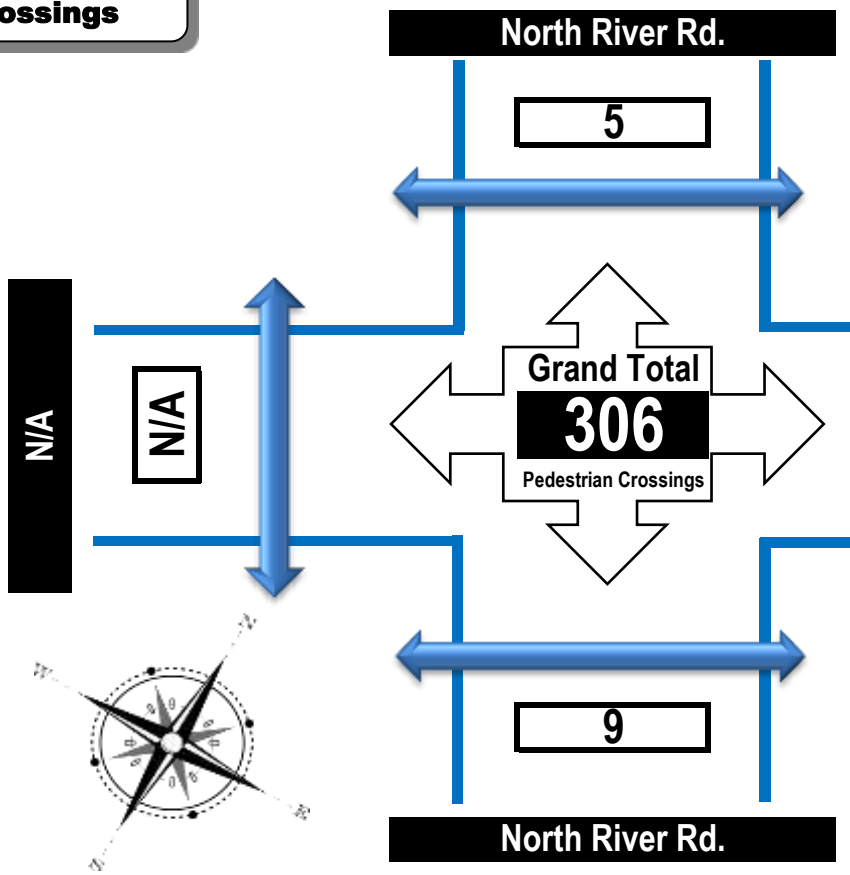


Turning Movement Count
Pedestrian Crossings Summary and Flow Diagram

North River Road & Selkirk Street — Vanier, ON

Pedestrian Crossings

Tuesday, 26 November 2019
0730-0930 & 1600-1800
4 Hour Survey
City of Ottawa Ward ▶ 12



Note

*The values in the summary table below and the flow diagram represent the number of pedestrian crossing**s** **NOT** the number of individual pedestrian**s** crossing. For example, some pedestrians will cross one approach, then another to reach their destination. Accordingly, one pedestrian crossing two approaches will be recorded as two crossings.*

Time Period	West Side Crossing N/A	East Side Crossing Selkirk St.	Street Total	South Side Crossing North River Rd.	North Side Crossing North River Rd.	Street Total	Grand Total
0730-0800	0	48	48	1	0	1	49
0800-0900	0	90	90	3	0	3	93
0900-0930	0	28	28	2	2	4	32
1600-1700	0	66	66	2	2	4	70
1700-1800	0	60	60	1	1	2	62
Totals	**0**	**292**	**292**	**9**	**5**	**14**	**306**

Comments:

Selkirk Street is one way westbound. One northbound heavy vehicle turned right from North River Road. Southbound traffic backs up from McArthur Avenue, primarily during the evening portion of the survey to Selkirk Street and occasionally to Montreal Road. Some westbound left turns from Selkirk Street force their way into traffic to complete their turn.

ACCURATE TRUSTED TRAFFIC DATA

Turning Movement Count
Summary Report
AADT and Expansion Factors

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses

North River Road & Selkirk Street — Vanier, ON

Survey Date: Tuesday, 26 November 2019 **Start Time:** 0730 **AADT Factor:** 1.0
Weather AM: Overcast +5ºC **Survey Duration:** 4 Hrs. **Survey Hours:** 0730-0930 & 1600-1800
Weather PM: Overcast +10ºC **Surveyor(s):** Carmody

	N/A	Selkirk St.				North River Rd.					North River Rd.											
	Eastbound					Westbound						Northbound					Southbound						
Time Period	LT	ST	RT	UT	E/B Tot	LT	ST	RT	UT	W/B Tot	Street Total	LT	ST	RT	UT	N/B Tot	LT	ST	RT	UT	S/B Tot	Street Total	Grand Total
0730-0800	0	0	0	0	**0**	12	0	16	0	**28**	**28**	0	121	0	0	**121**	0	182	0	0	**182**	**303**	**331**
0800-0900	0	0	0	0	**0**	27	0	34	0	**61**	**61**	0	234	1	0	**235**	0	397	0	0	**397**	**632**	**693**
0900-0930	0	0	0	0	**0**	11	0	19	0	**30**	**30**	0	106	0	0	**106**	0	177	0	0	**177**	**283**	**313**
1600-1700	0	0	0	0	**0**	115	0	49	0	**164**	**164**	0	425	0	0	**425**	0	454	0	0	**454**	**879**	**1043**
1700-1800	0	0	0	0	**0**	58	0	45	0	**103**	**103**	0	336	0	0	**336**	0	484	0	0	**484**	**820**	**923**
Totals	**0**	**0**	**0**	**0**	**0**	**223**	**0**	**163**	**0**	**386**	**386**	**0**	**1222**	**1**	**0**	**1223**	**0**	**1694**	**0**	**0**	**1694**	**2917**	**3303**

Equivalent 12 & 24-hour Vehicle Volumes Including the Annual Average Daily Traffic (AADT) Factor Applicable to the Day and Month of the Turning Movement Count

Expansion factors are applied exclusively to standard weekday 8-hour turning movement counts conducted during the hours of 0700h - 1000h, 1130h - 1330h and 1500h - 1800h

Equivalent 12-hour vehicle volumes. These volumes are calculated by multiplying the 8-hour totals by the 8 ➡12 expansion factor of 1.39

Equ. 12 Hr	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	**n/a**	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	**n/a**	**n/a**

Average daily 12-hour vehicle volumes. These volumes are calculated by multiplying the equivalent 12-hour totals by the AADT factor of: 1.0

AADT 12-hr	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	**n/a**	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	**n/a**	**n/a**

24-Hour AADT. These volumes are calculated by multiplying the average daily 12-hour vehicle volumes by the 12 ➡24 expansion factor of 1.31

AADT 24 Hr	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	**n/a**	n/a	n/a	n/a	n/a	**n/a**	n/a	n/a	n/a	n/a	**n/a**	**n/a**	**n/a**

AADT and expansion factors provided by the City of Ottawa

AM Peak Hour Factor ➡ 0.95 — Highest Hourly Vehicle Volume Between 0700h & 1000h

AM Peak Hr	LT	ST	RT	UT	TOT	LT	ST	RT	UT	TOT	S.TOT	LT	ST	RT	UT	TOT	LT	ST	RT	UT	TOT	S.TOT	G.TOT
0800-0900	0	0	0	0	**0**	27	0	34	0	**61**	**61**	0	234	1	0	**235**	0	397	0	0	**397**	**632**	**693**

PM Peak Hour Factor ➡ 0.96 — Highest Hourly Vehicle Volume Between 1500h & 1800h

PM Peak Hr	LT	ST	RT	UT	TOT	LT	ST	RT	UT	TOT	S.TOT	LT	ST	RT	UT	TOT	LT	ST	RT	UT	TOT	S.TOT	G.TOT
1600-1700	0	0	0	0	**0**	115	0	49	0	**164**	**164**	0	425	0	0	**425**	0	454	0	0	**454**	**879**	**1043**

Comments:

Selkirk Street is one way westbound. One northbound heavy vehicle turned right from North River Road. Southbound traffic backs up from McArthur Avenue, primarily during the evening portion of the survey to Selkirk Street and occasionally to Montreal Road. Some westbound left turns from Selkirk Street force their way into traffic to complete their turn.

Notes:

1. Includes all vehicle types except bicycles, electric bicycles, and electric scooters.
2.When expansion and AADT factors are applied, the results will differ slightly due to rounding.

Appendix C:

Collision Data

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: MCARTHUR AVE @ NORTH RIVER RD

Traffic Control: Traffic signal **Total Collisions:** 6

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Aug-17, Sat,13:58	Rain	SMV other	P.D. only	Wet	West	Turning right	Automobile, station wagon	Pole (utility, power)	0
2019-Nov-06, Wed,13:42	Clear	Rear end	P.D. only	Dry	South	Going ahead	Pick-up truck	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2021-May-23, Sun,08:15	Clear	Angle	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Cyclist	0
					West	Stopped	Bicycle	Other motor vehicle	
2022-Jun-14, Tue,08:20	Clear	Turning movement	P.D. only	Dry	South	Turning left	Pick-up truck	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2024-Jan-11, Thu,18:25	Clear	SMV other	Non-fatal injury	Wet	South	Turning left	Automobile, station wagon	Pedestrian	1
2024-Jul-15, Mon,15:28	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Bicycle	Other motor vehicle	

Location: MONTGOMERY ST @ MONTREAL RD

Traffic Control: Traffic signal **Total Collisions:** 2

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Feb-11, Mon,14:20	Clear	Turning movement	Non-fatal injury	Dry	West	Turning left	Automobile, station wagon	Cyclist	0
					East	Going ahead	Bicycle	Other motor vehicle	
2020-Aug-17, Mon,07:10	Clear	Other	P.D. only	Wet	East	Reversing	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	

Location: MONTGOMERY ST btwn MONTREAL RD & SELKIRK ST

Traffic Control: No control **Total Collisions:** 2

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2021-Dec-24, Fri,17:20	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: MONTGOMERY ST btwn MONTREAL RD & SELKIRK ST

Traffic Control: No control **Total Collisions:** 2

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2022-Apr-11, Mon,15:40	Clear	Sideswipe	P.D. only	Dry	North	Going ahead	Delivery van	Other motor vehicle	0
					North	Stopped	School bus	Other motor vehicle	

Location: MONTREAL RD @ NORTH RIVER RD

Traffic Control: Traffic signal **Total Collisions:** 36

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Jan-04, Fri,16:02	Clear	Rear end	P.D. only	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jan-17, Thu,07:34	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Feb-01, Fri,15:00	Clear	Sideswipe	P.D. only	Wet	East	Changing lanes	Pick-up truck	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Feb-02, Sat,11:30	Snow	Rear end	P.D. only	Loose snow	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Feb-13, Wed,19:20	Clear	Rear end	P.D. only	Slush	West	Unknown	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Mar-13, Wed,17:30	Snow	SMV other	P.D. only	Slush	East	Turning right	Automobile, station wagon	Skidding/sliding	0
2019-Mar-14, Thu,15:25	Rain	SMV other	Non-fatal injury	Wet	South	Turning left	Automobile, station wagon	Pedestrian	1
2019-May-04, Sat,03:00	Clear	Sideswipe	P.D. only	Dry	West	Unknown	Unknown	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-May-14, Tue,16:44	Clear	SMV other	Non-fatal injury	Dry	North	Turning left	Municipal transit bus	Pedestrian	1
2019-May-24, Fri,14:50	Clear	Rear end	P.D. only	Dry	North	Turning left	Unknown	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: MONTREAL RD @ NORTH RIVER RD

Traffic Control: Traffic signal **Total Collisions:** 36

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Jul-09, Tue,12:21	Clear	Rear end	P.D. only	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Sep-04, Wed,11:15	Fog, mist, smoke, dust	Sideswipe	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Unknown	Other motor vehicle	
2019-Sep-15, Sun,13:34	Clear	Sideswipe	P.D. only	Dry	East	Unknown	Unknown	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Nov-02, Sat,19:04	Rain	Turning movement	P.D. only	Wet	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-05, Thu,21:10	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Dec-14, Sat,19:20	Rain	SMV other	Non-fatal injury	Wet	North	Turning left	Automobile, station wagon	Pedestrian	1
2020-Jan-06, Mon,15:30	Snow	Other	P.D. only	Wet	West	Reversing	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Jan-10, Fri,18:30	Clear	Sideswipe	P.D. only	Dry	East	Unknown	Unknown	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Jan-17, Fri,18:05	Clear	Rear end	P.D. only	Dry	West	Unknown	Unknown	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2020-Nov-21, Sat,20:24	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Dec-08, Tue,11:38	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Passenger van	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: MONTREAL RD @ NORTH RIVER RD

Traffic Control: Traffic signal **Total Collisions:** 36

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2020-Dec-19, Sat,14:53	Clear	Angle	P.D. only	Dry	South	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2021-Mar-27, Sat,14:05	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-Oct-03, Sun,17:30	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Pick-up truck	Other motor vehicle	
2021-Oct-21, Thu,00:53	Clear	Angle	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Pick-up truck	Other motor vehicle	
2022-Jan-22, Sat,18:30	Clear	Rear end	P.D. only	Slush	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Jan-25, Tue,04:51	Drifting Snow	SMV other	Non-fatal injury	Loose snow	East	Turning right	Automobile, station wagon	Skidding/sliding	0
2022-Feb-07, Mon,08:45	Clear	Sideswipe	P.D. only	Dry	West	Turning right	Unknown	Other motor vehicle	0
					West	Stopped	Delivery van	Other motor vehicle	
2022-Feb-18, Fri,19:50	Snow	SMV other	P.D. only	Loose snow	East	Turning right	Automobile, station wagon	Skidding/sliding	0
2022-Feb-19, Sat,00:42	Snow	SMV other	Non-fatal injury	Slush	West	Unknown	Automobile, station wagon	Pedestrian	1
2022-Jul-29, Fri,10:06	Clear	Turning movement	Non-fatal injury	Dry	East	Turning right	Automobile, station wagon	Cyclist	0
					East	Going ahead	Bicycle	Other motor vehicle	
2022-Oct-03, Mon,18:00	Clear	Sideswipe	P.D. only	Dry	West	Unknown	Unknown	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Jan-16, Tue,21:00	Clear	Turning movement	P.D. only	Wet	North	Stopped	Passenger van	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2024-Oct-24, Thu,17:15	Clear	Rear end	P.D. only	Dry	West	Stopped	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: MONTREAL RD @ NORTH RIVER RD

Traffic Control: Traffic signal **Total Collisions:** 36

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2024-Dec-07, Sat,01:22	Clear	Turning movement	P.D. only	Dry	West	Turning left	Pick-up truck	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2024-Dec-19, Thu,10:00	Snow	Rear end	P.D. only	Slush	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	

Location: MONTREAL RD btwn NORTH RIVER RD & MONTGOMERY ST

Traffic Control: No control **Total Collisions:** 3

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Jan-07, Mon,21:29	Drifting Snow	SMV other	Non-fatal injury	Loose snow	East	Going ahead	Automobile, station wagon	Pole (utility, power)	0
2019-Sep-20, Fri,12:50	Clear	Angle	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Unknown	Unknown	Other motor vehicle	
2021-Jan-08, Fri,12:25	Clear	Sideswipe	P.D. only	Dry	East	Unknown	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: NORTH RIVER RD @ SELKIRK ST

Traffic Control: Stop sign **Total Collisions:** 2

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Aug-17, Sat,19:33	Clear	SMV other	P.D. only	Dry	South	Turning left	Pick-up truck	Ran off road	0
2024-Nov-18, Mon,08:30	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	

Location: NORTH RIVER RD btwn MONTREAL RD & SELKIRK 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
2020-Jun-09, Tue,19:59	Clear	SMV other	Non-fatal injury	Dry	North	Pulling away from shoulder or curb	Municipal transit bus	Pedestrian	1

Transportation Services - Traffic Services

Collision Details Report - Public Version

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

Location: NORTH RIVER RD btwn SELKIRK ST & MCARTHUR AVE

Traffic Control: No control **Total Collisions:** 2

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2022-Apr-05, Tue,14:35	Clear	SMV other	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Curb	0
2024-Jun-11, Tue,10:11	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	

Appendix D:

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: *Residential developments*	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	☑
BASIC	1.1.2	Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations	☑
BASIC	1.1.3	Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort	☑
	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 *(see Official Plan policy 4.3.3)*	☐ *No rapid transit routes within 600m of the site.*
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 *(see Official Plan policy 4.3.12)*	☑

		TDM-supportive design & infrastructure measures: *Residential developments*	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 Official Plan policy 4.3.10)*	☑
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 Official Plan policy 4.3.10)*	☑
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 Official Plan policy 4.3.11)*	☑
BASIC	1.2.6	Provide safe, direct and attractive walking routes from building entrances to nearby transit stops	☑
BASIC	1.2.7	Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible	☑
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	☑
	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	☑
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)	☑

		TDM-supportive design & infrastructure measures: *Residential developments*	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 Official Plan policy 4.3.6)*	☑
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 Zoning By-law Section 111)*	☑
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 Zoning By-law Section 111)*	☑
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	☑
	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 Zoning By-law Section 111)*	☑
BETTER	2.2.2	Provide secure bicycle parking spaces equivalent to at least the number of units at condominiums or multi-family residential developments	☐
	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)	☐
	3.	**TRANSIT**	
	3.1	**Customer amenities**	
BASIC	3.1.1	Provide shelters, lighting and benches at any on-site transit stops	☑
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	☑
BETTER	3.1.3	Provide a secure and comfortable interior waiting area by integrating any on-site transit stops into the building	☐

	TDM-supportive design & infrastructure measures: *Residential developments*		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	☑
	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 Zoning By-law Section 94)*	☐
	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	☐
	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	☑
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	☑
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 Zoning By-law Section 104)*	☑
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 Zoning By-law Section 111)*	☐
	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)	☑

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

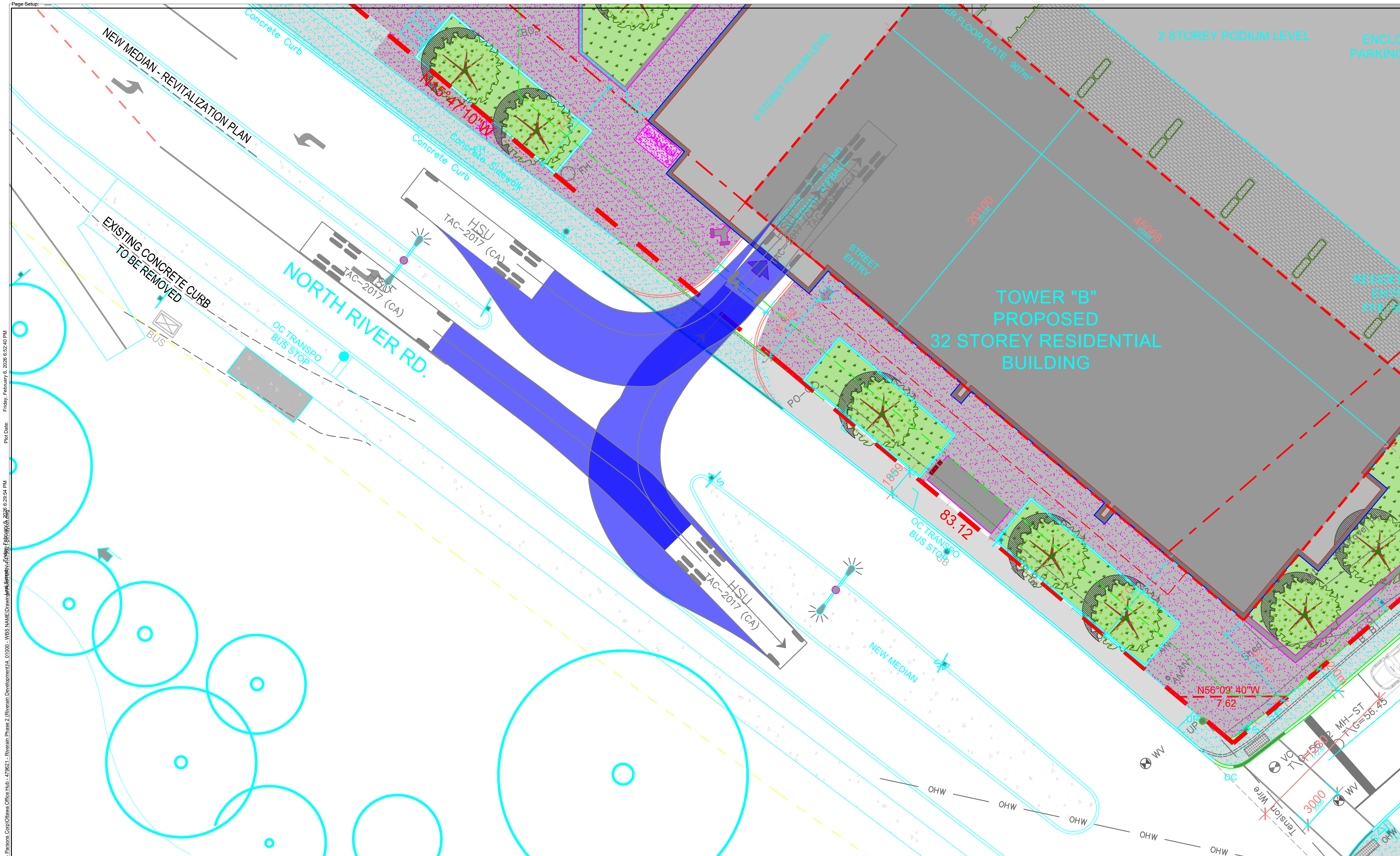
		TDM measures: *Residential developments*	Check if proposed & add descriptions
	1.	**TDM PROGRAM MANAGEMENT**	
	1.1	**Program coordinator**	
BASIC ★	1.1.1	Designate an internal coordinator, or contract with an external coordinator	☐
	1.2	**Travel surveys**	
BETTER	1.2.1	Conduct periodic surveys to identify travel-related behaviours, attitudes, challenges and solutions, and to track progress	☐
	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 *(multi-family, condominium)*	☑
	2.2	**Bicycle skills training**	
BETTER	2.2.1	Offer on-site cycling courses for residents, or subsidize off-site courses	☐

			TDM measures: *Residential developments*	Check if proposed & add descriptions
		3.	**TRANSIT**	
		3.1	**Transit information**	
BASIC		3.1.1	Display relevant transit schedules and route maps at entrances *(multi-family, condominium)*	☑
BETTER		3.1.2	Provide real-time arrival information display at entrances *(multi-family, condominium)*	☐
		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	☐
BETTER		3.2.2	Offer at least one year of free monthly transit passes on residence purchase/move-in	☐
		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 *(subdivision)*	☐
		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)	☐
		4.	**CARSHARING & BIKESHARING**	
		4.1	**Bikeshare stations & memberships**	
BETTER		4.1.1	Contract with provider to install on-site bikeshare station (*multi-family)*	☐
BETTER		4.1.2	Provide residents with bikeshare memberships, either free or subsidized *(multi-family)*	☐
		4.2	**Carshare vehicles & memberships**	
BETTER		4.2.1	Contract with provider to install on-site carshare vehicles and promote their use by residents	☐
BETTER		4.2.2	Provide residents with carshare memberships, either free or subsidized	☐
		5.	**PARKING**	
		5.1	**Priced parking**	
BASIC	★	5.1.1	Unbundle parking cost from purchase price *(condominium)*	☐
BASIC	★	5.1.2	Unbundle parking cost from monthly rent *(multi-family)*	☑

			TDM measures: *Residential developments*	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	☑
		6.2	**Personalized trip planning**	
BETTER	★	6.2.1	Offer personalized trip planning to new residents	☐

Appendix E:

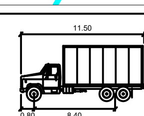
Truck Turn Review



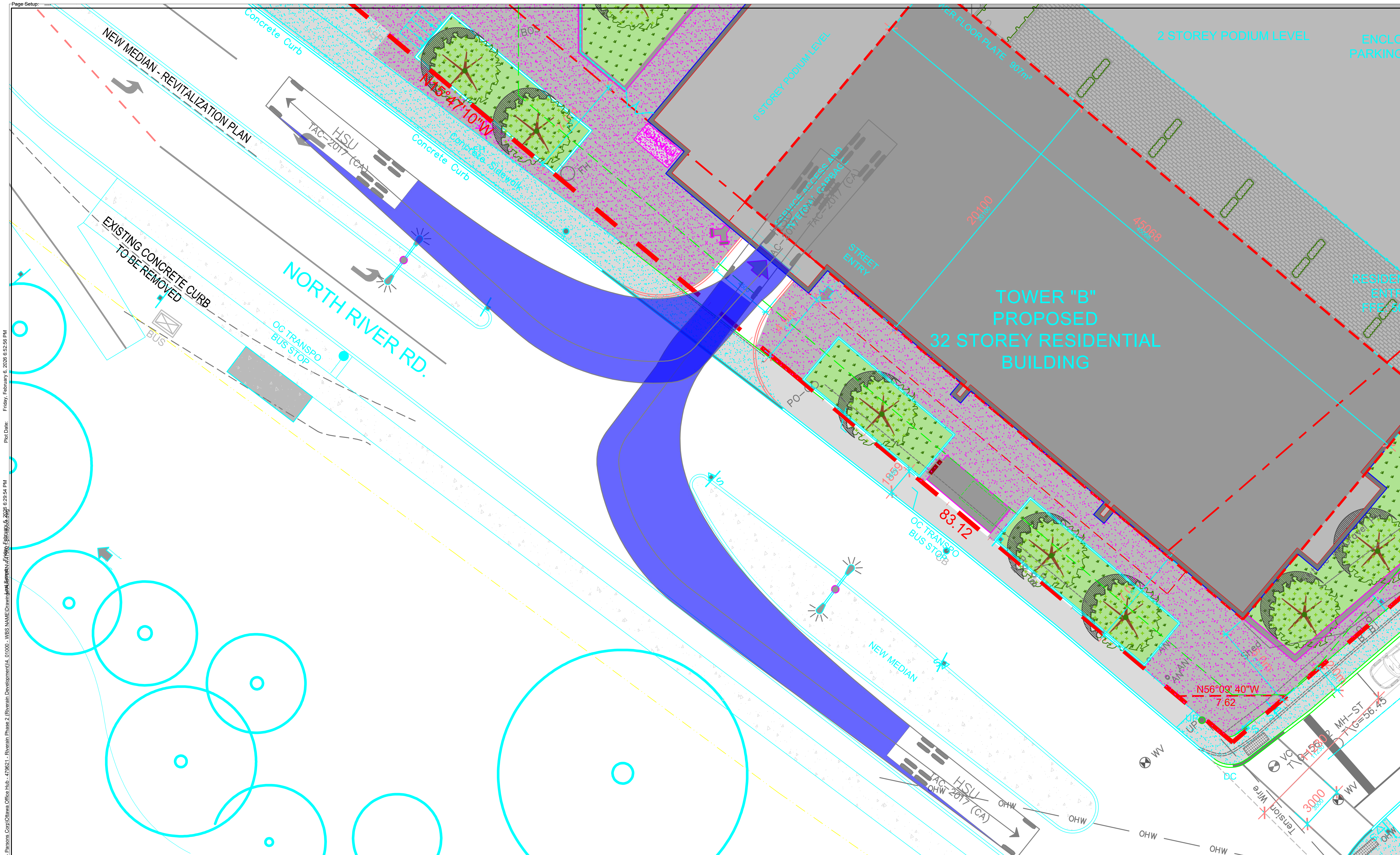
PARSONS		Drawing Description	HSU (Move-In) Truck Inbound Movements (Reverse In)
		Client: Main + Main	Date: February 06, 2026 — Figure Number: 003
	Not to Scale	Project Number: 479621	Project Description: 3 Selkirk Phase 2

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

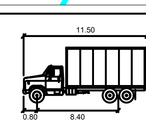
Legend



Not to Scale



Legend



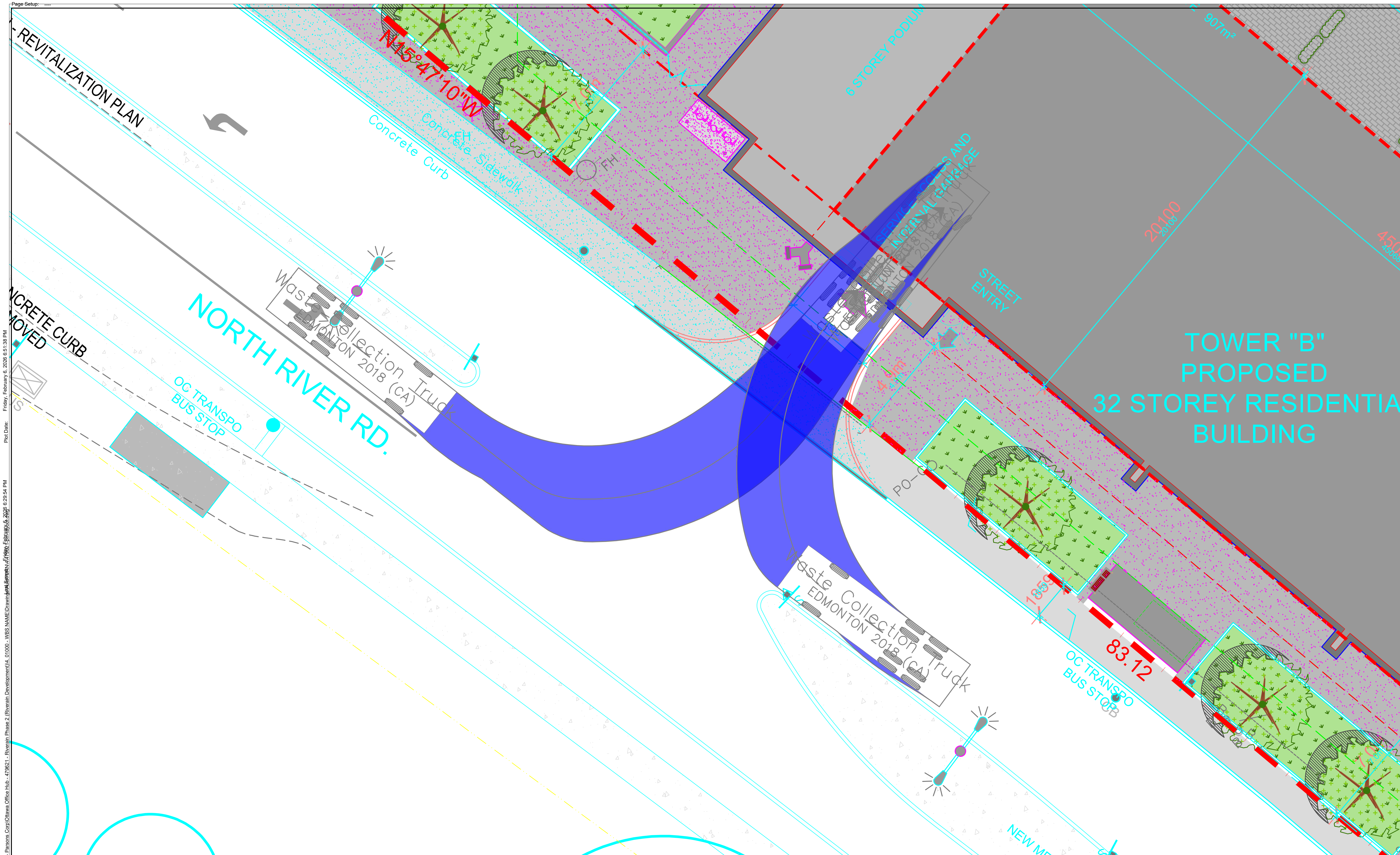
	meters
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 40.0

Not to Scale

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

Consultant's Information:

Drawing Description	HSU (Move-In) Truck Outbound Movements (Forward Out)
Client	Main + Main
Date	February 06, 2026
Figure Number	004
Project Number	479621
Project Description	3 Selkirk Phase 2



PARSONS

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

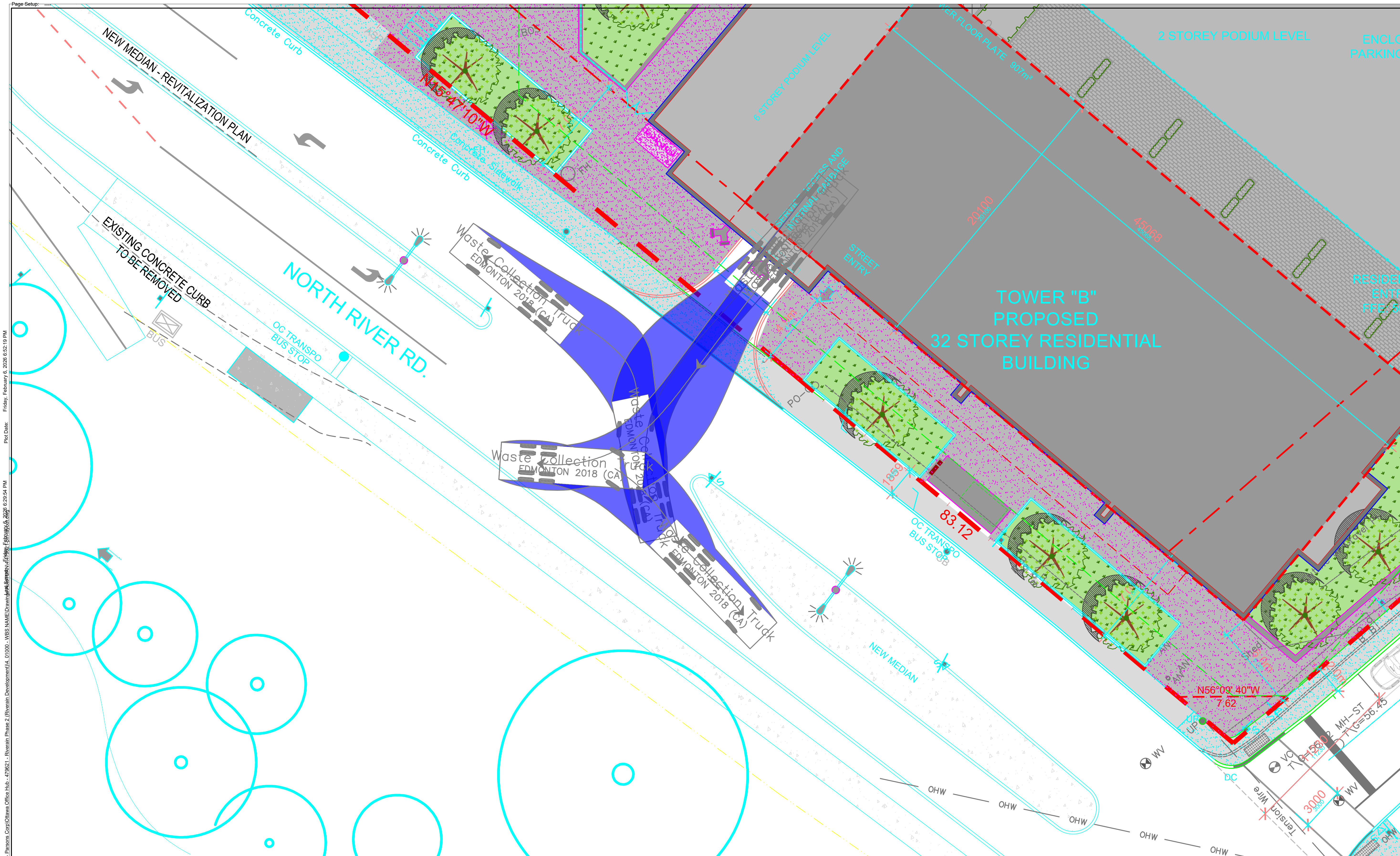
N

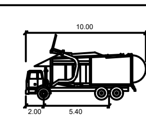
Legend

Waste Collection Truck

Not to Scale

Drawing Description	Waste Collection Truck Inbound Movements (Forward In)		
Client	Main + Main	Date: February 06, 2026	Figure Number: 001
Project Number	479621	Project Description	3 Selkirk Phase 2





PARSONS

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

N

Legend

Not to Scale

Drawing Description	Waste Collection Truck Outbound Movements (Reverse Out)
Client	Main + Main
Date	February 06, 2026
Figure Number	002
Project Number	479621
Project Description	3 Selkirk Phase 2

Appendix F:

MMLOS Segment Analysis

Multi-Modal Level of Service - Segments Form

Project: Riverain Phase 2 (3 Selkirk Street)
Consultant: Parsons
Date: Feb 4, 2026
Scenario: Existing and Future

	Segment Name	**North River Road, between Selkirk and Montreal (Existing)**				**Selkirk Str**
	OP Transect / Policy Area	**Downtown Core, Inner Urban,Hub and/or Special District**				**Downtc**
	Segment Component	**Majority (>50%)**		**Critical**		**Majority**
	Side of Street	**W or N**	**E or S**	**W or N**	**E or S**	**W or N**
Pedestrian	**PLOS Inputs**					
	Posted Speed (km/h)	50 km/h		50 km/h		50 k
	Two-Way ADT	6,400		6,400		50
	Pedestrian Facility	Sidewalk	Sidewalk	Sidewalk	Sidewalk	None
	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	Yes	Yes	Yes	No
	Facility Width (m)	1.50m	2.30m	1.50m	2.00m	-
	Offset from Motor Vehicle Travel Lanes (m)	-	< 0.5m	-	< 0.5m	-
	Presence of Adjacent Parking?	-	-	-	-	-
	General Purpose Curb Lane ADT	-	> 3000	-	> 3000	-
	Max. Distance between Controlled Crossings (m)	201-230m	201-230m	201-230m	201-230m	-
	Score	**1.75**	**3.25**	**1.75**	**3.25**	**0.00**
	PLOS	**D**	**C**	**D**	**C**	**F**
	Target PLOS	**A**				
Bicycle	**BLOS Inputs**					
	Cycling Route Classification	**Cross-Town Bikeway**				
	Cycling Facility	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 5.6)? (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
	Number of Travel Lanes at Crossing	-	-	-	-	-
	Crossing includes Median Refuge (≥ 2.7m)	-	-	-	-	-
	Cross-street Posted Speed (km/h)	-	-	-	-	-
	Cycling Path Blockages (e.g. bus stops and/or loading zones)	Rare	Rare	Rare	Rare	Rare
	Score	**1.60**	**1.60**	**1.60**	**1.60**	**1.60**
	BLOS	**D**	**D**	**D**	**D**	**D**
	Target BLOS	**A**				
Transit	**TLOS Inputs**					
	Transit Facility	**TP - Continuous Lanes**				
	Facility Type	Mixed Traffic	Mixed Traffic			
	Expected Transit Running Time	Moderately Impeded	Moderately Impeded			
	Transit Travel Speed (if available)	Enter Speed (if available)	Enter Speed (if available)			
	TLOS	**D**	**D**			**-**
	Target TLOS	**B**				
Public Realm	**PRLOS Inputs**					
	Context	Other Streets	Other Streets			Other Streets
	Inner Boulevard Width	≤ 0.6m	≤ 0.6m			≤ 0.6m
	Middle Boulevard Width	≤ 0.5m	≤ 0.5m			≤ 0.5m
	Outer Boulevard (Frontage) Width	≥ 3.0m	≥ 3.0m			≤ 0.5m
	Transit Route on Segment?	Yes	Yes			No
	Bus Stop Elements	No platform, landing zone or shelter	No platform, landing zone or shelter			-
	Number of Midblock Traffic Lanes (both travel directions)	≤ 2				≤
	Score	**18.30**	**21.30**			**14.10**
	PRLOS	**C**	**B**			**D**
		C				**C**

Multi-Modal Level of Service - Segments Form

Project: Riverain Phase 2 (3 Selkirk Street)
Consultant: Parsons
Date: Feb 4, 2026
Scenario: Existing and Future

	Segment Name	eet, between North River and Montgomery (Existing)			North River Road, between S	
	OP Transect / Policy Area	own Core, Inner Urban,Hub and/or Special District			Downtown Core, Inner Urba	
	Segment Component	(>50%)	Critical		Majority (>50%)	
	Side of Street	E or S	W or N	E or S	W or N	E or S
Pedestrian	**PLOS Inputs**					
	Posted Speed (km/h)	m/h	50 km/h		50 km/h	
	Two-Way ADT	00	500		6,400	
	Pedestrian Facility	Sidewalk	None	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?	Yes	No	Yes	Yes	Yes
	Facility Width (m)	2.70m	-	2.00m	1.50m	2.30m
	Offset from Motor Vehicle Travel Lanes (m)	1.5-2.99m	-	< 0.5m	-	< 0.5m
	Presence of Adjacent Parking?	-	-	-	-	-
	General Purpose Curb Lane ADT	≤ 3000	-	≤ 3000	-	> 3000
	Max. Distance between Controlled Crossings (m)	-	-	-	201-230m	201-230m
	Score	**5.00**	**0.00**	**4.25**	**1.75**	**3.25**
	PLOS	**A**	**F**	**B**	**D**	**C**
	Target PLOS	**A**				**A**
Bicycle	**BLOS Inputs**					
	Cycling Route Classification	**Elsewhere**				**Cross-Tow**
	Cycling Facility	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 5.6)? (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
	Number of Travel Lanes at Crossing	-	-	-	-	-
	Crossing includes Median Refuge (≥ 2.7m)	-	-	-	-	-
	Cross-street Posted Speed (km/h)	-	-	-	-	-
	Cycling Path Blockages (e.g. bus stops and/or loading zones)	Rare	Rare	Rare	Rare	Rare
	Score	**1.60**	**1.60**	**1.60**	**1.60**	**1.60**
	BLOS	**D**	**D**	**D**	**D**	**D**
	Target BLOS	**B**				**A**
Transit	**TLOS Inputs**					
	Transit Facility				**TP - Continuous Lanes**	
	Facility Type				Mixed Traffic	Mixed Traffic
	Expected Transit Running Time				Moderately Impeded	Moderately Impeded
	Transit Travel Speed (if available)				Enter Speed (if available)	Enter Speed (if available)
	TLOS	**-**			**D**	**D**
	Target TLOS	**-**			**B**	
Public Realm	**PRLOS Inputs**					
	Context	Other Streets			Other Streets	Other Streets
	Inner Boulevard Width	≤ 0.6m			≤ 0.6m	≤ 0.6m
	Middle Boulevard Width	≤ 0.5m			≤ 0.5m	≤ 0.5m
	Outer Boulevard (Frontage) Width	≤ 0.5m			≥ 3.0m	≥ 3.0m
	Transit Route on Segment?	No			Yes	Yes
	Bus Stop Elements	-			No platform, landing zone or shelter	Curbside platform with shelter (island style)
	Number of Midblock Traffic Lanes (both travel directions)	2			≤ 2	
	Score	**20.10**			**18.30**	**23.70**
	PRLOS	**C**			**C**	**B**
		C			**B**	

Multi-Modal Level of Service - Segments Form

Project: Riverain Phase 2 (3 Selkirk Street)
Consultant: Parsons
Date: Feb 4, 2026
Scenario: Existing and Future

	Segment Name	elkirk and Montreal (Future)		Selkirk Street, between North River and Montgomer		
	OP Transect / Policy Area	n,Hub and/or Special District		Downtown Core, Inner Urban,Hub and/or Special		
	Segment Component	Critical		Majority (>50%)		Crit
	Side of Street	W or N	E or S	W or N	E or S	W or N
Pedestrian	**PLOS Inputs**					
	Posted Speed (km/h)	50 km/h		50 km/h		50 k
	Two-Way ADT	6,400		500		50
	Pedestrian Facility	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?	Yes	Yes	Yes	Yes	Yes
	Facility Width (m)	1.50m	1.80m	2.00m	2.70m	2.00m
	Offset from Motor Vehicle Travel Lanes (m)	-	< 0.5m	1.5-2.99m	1.5-2.99m	< 0.5m
	Presence of Adjacent Parking?	-	-	-	-	-
	General Purpose Curb Lane ADT	-	> 3000	≤ 3000	≤ 3000	≤ 3000
	Max. Distance between Controlled Crossings (m)	201-230m	201-230m	-	-	-
	Score	**1.75**	**2.50**	**5.00**	**5.00**	**4.25**
	PLOS	**D**	**C**	**A**	**A**	**B**
	Target PLOS	A		A		
Bicycle	**BLOS Inputs**					
	Cycling Route Classification	n Bikeway		Elsewhere		
	Cycling Facility	Shared Operating Space	Shared Operating Space	Shared Operating Space	Painted or Physically Separated Bike Lanes	Shared Operating Space
	Is the minimum level of separation provided according to OTM Book 18 Pre-Selection Nomograph - Rural Context (Figure 5.6)? (for paved shoulders)	-	-	-	-	-
	Facility Operation	-	-	-	Unidirectional	-
	Pedestrian/Cyclist Volume	-	-	-	-	-
	Facility Width	-	-	-	2.0-2.5m	-
	Boulevard/Buffer Width (excluding curb)	-	-	-	< 0.3m with one vehicle lane per direction	-
	Unsignalized Roadway Crossing Type (where cyclists are required to yield)	None	None	None	None	None
	Number of Travel Lanes at Crossing	-	-	-	-	-
	Crossing includes Median Refuge (≥ 2.7m)	-	-	-	-	-
	Cross-street Posted Speed (km/h)	-	-	-	-	-
	Cycling Path Blockages (e.g. bus stops and/or loading zones)	Rare	Rare	Rare	Rare	Rare
	Score	**1.60**	**1.60**	**1.60**	**3.30**	**1.60**
	BLOS	**D**	**D**	**D**	**C**	**D**
	Target BLOS	A		B		
Transit	**TLOS Inputs**					
	Transit Facility					
	Facility Type					
	Expected Transit Running Time					
	Transit Travel Speed (if available)					
	TLOS			-	-	
	Target TLOS			-		
Public Realm	**PRLOS Inputs**					
	Context			Other Streets	Other Streets	
	Inner Boulevard Width			≤ 0.6m	≤ 0.6m	
	Middle Boulevard Width			≤ 0.5m	≤ 0.5m	
	Outer Boulevard (Frontage) Width			≥ 3.0m	≤ 0.5m	
	Transit Route on Segment?			No	No	
	Bus Stop Elements			-	-	
	Number of Midblock Traffic Lanes (both travel directions)			≤ 2		
	Score			**24.60**	**23.10**	
	PRLOS			**B**	**B**	
				B		

Multi-Modal Level of Service - Segments Form

Project: Riverain Phase 2 (3 Selkirk Street)
Consultant: Parsons
Date: Feb 4, 2026
Scenario: Existing and Future

	Segment Name	**y (Future)**	
	OP Transect / Policy Area	**District**	
	Segment Component	**ical**	
	Side of Street	**E or S**	
Pedestrian	**PLOS Inputs**		
	Posted Speed (km/h)	:m/h	
	Two-Way ADT	)0	
	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)	2.00m	
	Offset from Motor Vehicle Travel Lanes (m)	< 0.5m	
	Presence of Adjacent Parking?	-	
	General Purpose Curb Lane ADT	≤ 3000	
	Max. Distance between Controlled Crossings (m)	-	
	Score	**4.25**	
	PLOS	**B**	
	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)? (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 Refuge (≥ 2.7m)	-	
	Cross-street Posted Speed (km/h)	-	
	Cycling Path Blockages (e.g. bus stops and/or loading zones)	Rare	
	Score	**1.60**	
	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		