1052-1064 St Laurent Boulevard

Transportation Impact Assessment

Step 1 Screening Report

Step 2 Scoping Report

Step 3 Strategy Report

Prepared for:

1001182489 Ontario Inc.
1469 Youville Drive
Orleans, ON K1C 4R1

Prepared by:

6 Plaza Court
Ottawa, ON K2H 7W1

June 2026

PN: 2025-086

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1 Screening

This study has been prepared according to the City of Ottawa's 2017 Transportation Impact Assessment (TIA) Guidelines, incorporating the 2023 Revision to Transportation Impact Assessment Guidelines. Accordingly, a Step 1 Screening Form has been prepared and is included as Appendix A, along with the Certification Form for the TIA Study PM. As shown in the Screening Form, a TIA is required, and this study has been prepared to support an official plan amendment and zoning by-law amendment applications.

2 Existing and Planned Conditions

2.1 Proposed Development

The development site is located at 1052-1064 St Laurent Boulevard, and it is currently zoned as Arterial Mainstreet Zone ([AM], AM10[2199]). The proposed development includes a 30-storey residential building with 401 dwelling units, 6,408 ft² of ground-floor retail space, 231 vehicle parking spaces, and 447 bicycle parking spaces. The proposed access configuration includes a right-in/right-out access at the north end of the frontage to St Laurent Boulevard. The anticipated full build-out is 2028. The site is located partially within the St Laurent TOD Plan area, and the boundary street of St Laurent Boulevard is a "Mainstreet within Design Priority Area" corridor.

Figure 1 illustrates the study area context. Figure 2 illustrates the proposed concept plan.

Figure 1: Area Context Plan

Source: http://maps.ottawa.ca/geoOttawa/ Accessed: June 6, 2025

UNIT COUNTS

NAME	TOTAL COUNT	PERCENTAGE	LVL 01	LVL 02	LVL 03	LVL 04	LVL 05	LVL 06	LVL 07	LVL 08	LVL 09	LVL 10	LVL 11	LVL 12	LVL 13	LVL 14	LVL 15	LVL 16	LVL 17	LVL 18	LVL 19	LVL 20	LVL 21	LVL 22	LVL 23	LVL 24	LVL 25	LVL 26	LVL 27	LVL 28	LVL 29	LVL 30
1-BED	167	42%	0	2	2	2	1	1	11	11	11	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
1-BED + DEN	80	20%	0	14	14	14	13	13	4	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2-BED	125	31%	0	6	6	6	6	6	4	4	4	3	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
STUDIO	29	7%	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
TOTAL	401	100%	0	23	23	23	21	21	20	20	20	10	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11

GROSS AREA (OBC)

LEVEL	AREA	AREA (SF)
LEVEL 01	1425.39 m²	15343 SF
LEVEL 02	1748.16 m²	18817 SF
LEVEL 03	1748.16 m²	18817 SF
LEVEL 04	1748.16 m²	18817 SF
LEVEL 05	1565.45 m²	16850 SF
LEVEL 06	1565.45 m²	16850 SF
LEVEL 07	1356.41 m²	14600 SF
LEVEL 08	1356.41 m²	14600 SF
LEVEL 09	1356.41 m²	14600 SF
LEVEL 10	746.20 m²	8032 SF
LEVEL 11	746.20 m²	8032 SF
LEVEL 12	746.20 m²	8032 SF
LEVEL 13	746.20 m²	8032 SF
LEVEL 14	746.20 m²	8032 SF
LEVEL 15	746.20 m²	8032 SF
LEVEL 16	746.20 m²	8032 SF
LEVEL 17	746.20 m²	8032 SF
LEVEL 18	746.20 m²	8032 SF
LEVEL 19	746.20 m²	8032 SF
LEVEL 20	746.20 m²	8032 SF
LEVEL 21	746.20 m²	8032 SF
LEVEL 22	746.20 m²	8032 SF
LEVEL 23	746.20 m²	8032 SF
LEVEL 24	746.20 m²	8032 SF
LEVEL 25	746.20 m²	8032 SF
LEVEL 26	746.20 m²	8032 SF
LEVEL 27	746.20 m²	8032 SF
LEVEL 28	746.20 m²	8032 SF
LEVEL 29	746.20 m²	8032 SF
LEVEL 30	746.20 m²	8032 SF
TOTAL	29540.11 m²	317967 SF

LEASABLE AREA (RESIDENTIAL)

LEVEL	AREA	AREA (SF)
LEVEL 02	1553.65 m²	16723 SF
LEVEL 03	1553.65 m²	16723 SF
LEVEL 04	1553.65 m²	16723 SF
LEVEL 05	1411.41 m²	15192 SF
LEVEL 06	1411.41 m²	15192 SF
LEVEL 07	1207.51 m²	12998 SF
LEVEL 08	1207.50 m²	12997 SF
LEVEL 09	1207.50 m²	12997 SF
LEVEL 10	584.10 m²	6287 SF
LEVEL 11	655.71 m²	7058 SF
LEVEL 12	655.68 m²	7058 SF
LEVEL 13	655.68 m²	7058 SF
LEVEL 14	655.68 m²	7058 SF
LEVEL 15	655.68 m²	7058 SF
LEVEL 16	655.68 m²	7058 SF
LEVEL 17	655.68 m²	7058 SF
LEVEL 18	655.68 m²	7058 SF
LEVEL 19	655.68 m²	7058 SF
LEVEL 20	655.68 m²	7058 SF
LEVEL 21	655.68 m²	7058 SF
LEVEL 22	655.68 m²	7058 SF
LEVEL 23	655.68 m²	7058 SF
LEVEL 24	655.68 m²	7058 SF
LEVEL 25	655.68 m²	7058 SF
LEVEL 26	655.68 m²	7058 SF
LEVEL 27	655.68 m²	7058 SF
LEVEL 28	655.68 m²	7058 SF
LEVEL 29	655.68 m²	7058 SF
LEVEL 30	655.68 m²	7058 SF
TOTAL	24803.91 m²	266987 SF

AMENITY SCH. (PRIVATE)

LEVEL	AREA	AREA (SF)
LEVEL 02	116.86 m²	1258 SF
LEVEL 03	112.27 m²	1208 SF
LEVEL 04	112.27 m²	1208 SF
LEVEL 05	125.65 m²	1352 SF
LEVEL 06	103.15 m²	1110 SF
LEVEL 07	284.21 m²	3059 SF
LEVEL 08	170.94 m²	1840 SF
LEVEL 09	170.94 m²	1840 SF
LEVEL 10	117.53 m²	1265 SF
LEVEL 11	111.80 m²	1203 SF
LEVEL 12	98.59 m²	1061 SF
LEVEL 13	98.59 m²	1061 SF
LEVEL 14	98.59 m²	1061 SF
LEVEL 15	98.59 m²	1061 SF
LEVEL 16	98.59 m²	1061 SF
LEVEL 17	98.59 m²	1061 SF
LEVEL 18	98.59 m²	1061 SF
LEVEL 19	98.59 m²	1061 SF
LEVEL 20	98.59 m²	1061 SF
LEVEL 21	98.59 m²	1061 SF
LEVEL 22	98.59 m²	1061 SF
LEVEL 23	98.59 m²	1061 SF
LEVEL 24	98.59 m²	1061 SF
LEVEL 25	98.59 m²	1061 SF
LEVEL 26	98.59 m²	1061 SF
LEVEL 27	98.59 m²	1061 SF
LEVEL 28	98.59 m²	1061 SF
LEVEL 29	98.59 m²	1061 SF
LEVEL 30	98.59 m²	1061 SF
TOTAL	3298.81 m²	35508 SF

AMENITY SCH. (COMMUNAL)

LEVEL	NAME	AREA	AREA (SF)
LEVEL 01	L01 AMENITY ROOM 2	201.48 m²	2169 SF
LEVEL 01	OUTDOOR AMENITY	238.87 m²	2571 SF
LEVEL 01	L01 AMENITY ROOM 1	100.00 m²	1076 SF
LEVEL 10	L10 AMENITY ROOM	71.75 m²	772 SF
LEVEL 10	AMENITY TERRACE	630.58 m²	6788 SF
TOTAL		1242.69 m²	13376 SF

PARKING SCH. (BICYCLE)

LEVEL	COUNT
LEVEL 01	7
LEVEL P1	220
LEVEL P2	220
TOTAL	447

PARKING SCH. (VEHICLE)

LEVEL	TYPE	COUNT
LEVEL 01	VISITOR	6
LEVEL P1	VISITOR	24
LEVEL P1	RESIDENT	41
LEVEL P2	RESIDENT	73
LEVEL P3	RESIDENT	87
TOTAL		231

SITE PLAN SYMBOLS LEGEND

- BUILDING ENTRANCE
- BUILDING EXIT
- BICYCLE PARKING
- PROPERTY LINE
- LINE OF EASEMENT
- INTERLOCKING STONE PAVERS
- FDC — FIRE DEPARTMENT CONNECTION
- OHW — OVERHEAD WIRES
- UP — EXISTING UTILITY POLE TO REMAIN
- PROPOSED 1.8m TALL SOLID FENCE

SITE PLAN SYMBOLS
SCALE: NTS

SITE PLAN NOTES

S1 PROPERTY LINE
S2 SOFT LANDSCAPING
S3 HARD LANDSCAPING
S4 INTERLOCKING STONE PAVERS
S5 CONCRETE SIDEWALK
S6 CONCRETE CURB
S8 BICYCLE LANE
S9 EXISTING STRUCTURE TO BE DEMOLISHED
S10 CALCULATED CENTERLINE OF ROAD BETWEEN BACK OF CURBS
S11 OUTLINE OF BUILDING ABOVE
S12 PROPOSED BUS SHELTER AND STOP
S13 OUTLINE OF CANOPY ABOVE
S14 OUTLINE OF UNDERGROUND PARKING BELOW
S15 EXISTING BUS STOP TO BE RELOCATED

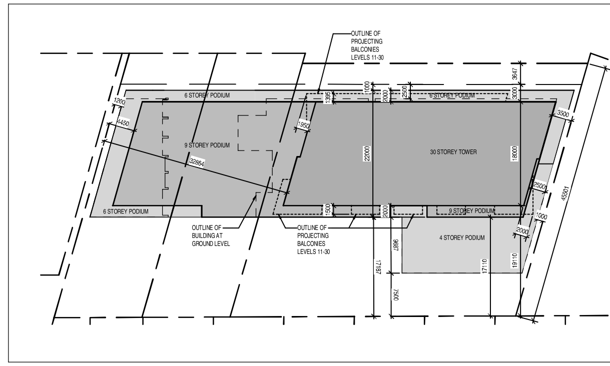
SURVEYOR'S REAL PROPERTY REPORT
PART 1 - PLAN OF SURVEY

PART OF LOTS 1, 2, 3 & 4
REGISTERED PLAN 79

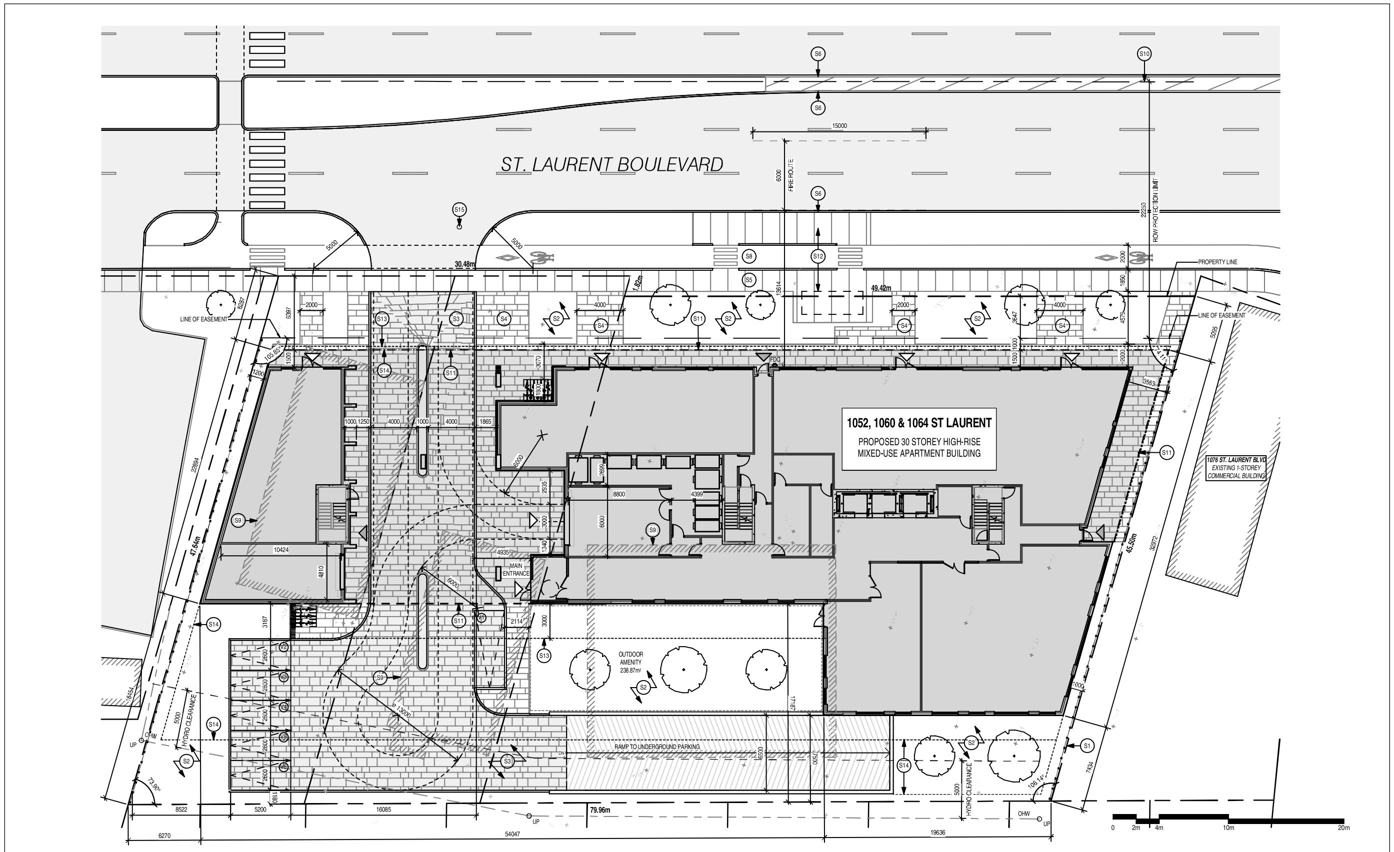
CITY OF OTTAWA

STANTEC GEOMATICS LTD. 2025

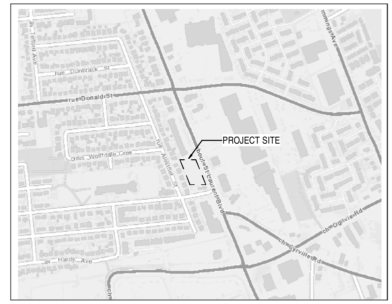
SURVEY INFO
SCALE: 1 : 100



4 SP-01 SETBACK PLAN
SCALE: 1 : 400



1 SP-01 SITE PLAN
SCALE: 1 : 200



2 SP-01 LOCATION PLAN
SCALE: NTS

Site Statistics	
Current Zoning Designation:	AM/AM10[2199]
Proposed Zoning Designation:	AM
Lot Width:	79401m
Total Lot Area:	3561m²

Proposed Development - 30 Storey High-Rise Mixed-Use Building

No. of units 401 Units

Zoning Mechanism	Required	Provided
Minimum Lot Width *185(b)*	No Minimum	79.4m
Minimum Lot Area *185(a)*	No Minimum	3561m²
Min. Front Yard Setback *Table 185(c)(i)*	No Minimum	1m
Min. Interior Side Yard Setback *Table 185(d)(ii)*	No Minimum	1m
Min. Rear Yard Setback *Table 185(e)(iii)*	7.5m abutting residential zone	7.5m
Maximum Building Height *Table 185(f)(ii)* & (iv)	15m (≤20m from property line abutting R4 zone) 20m (>20-30m from property line abutting R4 zone) 30m (>30 from property line abutting R4 zone)	93.1m
Parking Space Rates (Residents) *101 (Sch. 1A - Area X)*	195 Spaces *0 spaces for the first 12 units - Section 101(3)* *0.5 spaces / unit for 389 units - Table 101(R15) - 10% Section 101(6)*	201 Spaces
Minimum Visitor Parking Rates *101 (Sch. 1A - Area X)*	30 Spaces *Areas X, Y and Z no more than 30 visitor parking spaces are required - Section 102(2)*	30 Spaces
Bicycle Parking Rates (Residents) *Table 111A (Sch. 1 - Area B)*	201 Spaces *0.5 spaces / unit for 401 units[111A(b)(i)]*	440 Spaces
Bicycle Parking Rates (Retail) *Table 111A (Sch. 1 - Area B)*	3 Spaces *1 space / 250m² x 600.5m² [111A(e)]*	7 Spaces
Total Amenity Area *Table 137(4)(II)*	2406m² *6m² / unit for 401units*	4539m²
Communal Amenity Area *Table 137(4)(II)*	1203m² *Min. 50% of Required Total Amenity Area*	1240m²

3 SP-01 SITE & PROJECT STATISTICS
SCALE: 1 : 1

GENERAL ARCHITECTURAL NOTES:

1. This drawing is the property of the Architect and may not be reproduced or used without the expressed consent of the Architect.
2. Drawings are not to be scaled. The Contractor is responsible for checking and verifying all levels and dimensions and shall report all discrepancies to the Architect and obtain clarification prior to commencing work.
3. Upon notice in writing, the Architect will provide written/graphic clarification or supplementary information regarding the intent of the Contract Documents.
4. The Architectural drawings are to be read in conjuction with all other Contract Documents including Project Manuals and the Structural, Mechanical and Electrical Drawings.
5. Positions of exposed or finished Mechanical or Electrical devices, fittings and fixtures are indicated on the Architectural Drawings. Locations shown on the Architectural Drawings shall govern over Mechanical and Electrical Drawings. Mechanical and Electrical items not clearly located will be located as directed by the Architect.
6. These documents are not to be used for construction unless specifically noted for such purpose.

KEY PLAN

4	ISSUED FOR REVIEW	26-06-08
3	ISSUED FOR OPA & ZBLA	26-02-11
2	ISSUED FOR COORDINATION	25-10-17
1	ISSUED FOR COORDINATION	25-09-15

ISSUE RECORD

project1 studio
Project1 Studio Incorporated
| 613.884.3939 | mail@project1studio.ca

1052, 1060 & 1064 ST LAURENT

1052, 1060 & 1064 St. Laurent Boulevard
Ottawa, ON
K1K 3B4

PROJ	SCALE	DRAWN	REVIEWED
2502	NOTED	NL	RMK

SITE PLAN

SP-01

2.2 Existing Conditions

2.2.1 Area Road Network

St. Laurent Boulevard: St Laurent Boulevard is a City of Ottawa arterial road with a divided urban cross-section that varies between four and six lanes within the study area. Sidewalks are provided on both sides of the road. The posted speed limit is 60 km/h, and the City-protected right of way is 44.5 metres within the study area. St Laurent Boulevard is designated as a truck route.

Ogilvie Road: Ogilvie Road is a City of Ottawa arterial road with a four-lane, divided urban cross-section with curbside bike lanes and sidewalks on both sides of the road. The posted speed limit is 60 km/h and the City-protected right-of-way is 44.5 metres within the study area. Ogilvie Road is a truck route.

Coventry Road: Coventry Road is a City of Ottawa arterial road with a four-lane urban cross-section within the study area. Sidewalks are typically present on both sides of the road, except for where the sidewalks transitions to a Multi-Use Pathway (MUP) on the north side of Coventry Road between the St Laurent Shopping Centre North Access and the St Laurent Shopping Centre West Access. Curbside bike lanes are present on both sides of the road between St Laurent Boulevard and St Laurent Shopping Centre North Access, on the south side of the roadway west of the St Laurent Shopping Centre North Access. The posted speed limit is 60 km/h, and the City-protected right of way is 30.0 metres within the study area. Coventry Road is designated as a truck route.

Cyrville Road: Cyrville Road is a City of Ottawa two-lane collector road between St Laurent Boulevard and Cummings Avenue/Labelle Street and an arterial road south of Cummings Avenue/Labelle Street. North of Ogilvie Road, the cross-section is semi-urbanized, with a curb and sidewalk on the east side of the road. Between Ogilvie Road and Cummings Avenue/Labelle Street, the cross-section is urbanized with sidewalks and curb-side bike lanes on both sides of the road. South of Cummings Avenue/Labelle Street, the cross-section transitions to a rural cross-section, with a paved shoulder and sidewalk on the west side of the road and a MUP on the east side of the road separated by a concrete rumble strip. The posted speed limit is 60 km/h. The City-protected right-of-way is 26.0 metres north of Cummings Avenue and 37.5 metres south of Cummings Avenue/Labelle Street. Cyrville Road is a truck route.

Donald Street: Donald Street is a City of Ottawa major collector road with a two-lane urban cross-section, with sidewalks on both sides of the road and curbside bike lanes on both sides of the road west of Belgate Way within the study area. The posted speed limit is 50 km/h, and the existing right-of-way is 26.0 metres. Donald Street is a truck route within the study area.

Queen Mary Street: Queen Mary Street is a City of Ottawa local road with a two-lane urban cross-section, with a sidewalk on the north side of the road. The posted speed limit is 40 km/h, and the existing right-of-way is 15.0 metres.

2.2.2 Existing Intersections

The existing signalized area intersections within 400 metres of the site have been summarized below:

St Laurent Boulevard at Donald Street	The intersection of St Laurent Boulevard at Donald Street is a signalized intersection. The northbound and southbound approaches consist of an auxiliary left-turn lane, two through lanes, a right-turn lane, and a protected bike lane. The eastbound approach consists of an auxiliary left-turn lane, a through lane, an auxiliary right-turn lane, and a protected bike lane, and the westbound approach consists of an auxiliary left-turn lane, a left-turn lane, a through lane, an auxiliary

	right-turn lane, and a protected bike lane. U-turns on all approaches are restricted at this intersection.
St Laurent Boulevard at Cyrville Road	The intersection of St Laurent Boulevard at Cyrville Road is a signalized intersection. The northbound approach consists of two through lane and a shared through/right-turn lane, and the southbound approach consists of an auxiliary left-turn lane and two through lane, a shared through/right-turn lane. The westbound approach consists of a right-turn lane. Left-turns are restricted on the northbound approach during peak hours; U-turns are restricted on the southbound approach and left-turns and through movements are restricted on the westbound approach.
St Laurent Boulevard at Coventry Road / Ogilvie Road	The intersection of St Laurent Boulevard at Coventry Road/Ogilvie Road is a signalized intersection. The northbound approach consists of an auxiliary left-turn lane, two through lanes, and a shared through/channelized right-turn lane, and the southbound approach consists of an auxiliary left-turn lane, three through lanes and an auxiliary channelized right-turn lane. The eastbound and westbound approaches each consist of two auxiliary left-turn lanes, two through lanes, a bike lane, and an auxiliary channelized right-turn lane. U-turns on all approaches are restricted at this intersection.

2.2.3 Existing Driveways

Within 200 metres, driveways to retail spaces and commercial services, auto dealer and residential land uses exist on the west side of St Laurent Boulevard, and driveways to retail and commercial services, gas station and restaurant land uses are present on the east side of the road. Figure 3 illustrates the existing driveways.

Figure 3: Existing Driveways

Source: http://maps.ottawa.ca/geoOttawa/ Accessed: June 9, 2026

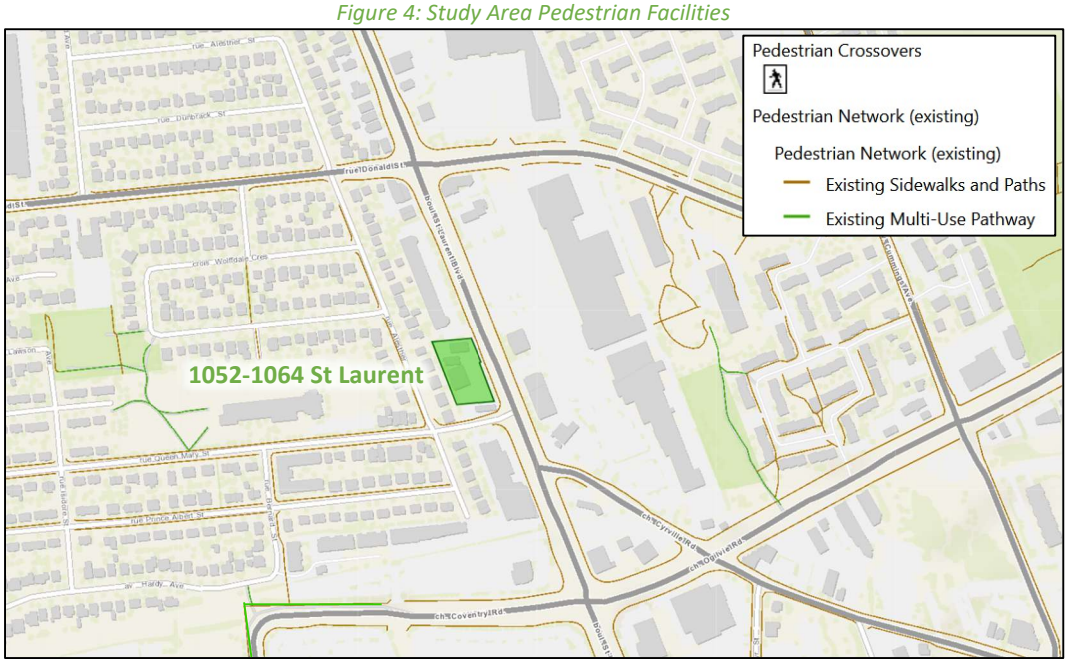
2.2.4 Cycling and Pedestrian Facilities

Figure 4 illustrates the pedestrian facilities in the study area and Figure 5 illustrates the cycling facilities.

Sidewalks are provided along both sides of St Laurent Boulevard, Donald Street, Ogilvie Road, and Coventry Road between St Laurent Boulevard and the St Laurent Shopping Centre North Access, on the south side of Coventry Road west of the St Laurent Shopping Centre North Access, the north side of Cyrville Road between St Laurent Boulevard and Ogilvie Road and on both sides of the road south of Ogilvie Road. Multi-Use Pathway (MUP) is provided on the north side of Coventry Road west of the St Laurent Shopping Centre North Access.

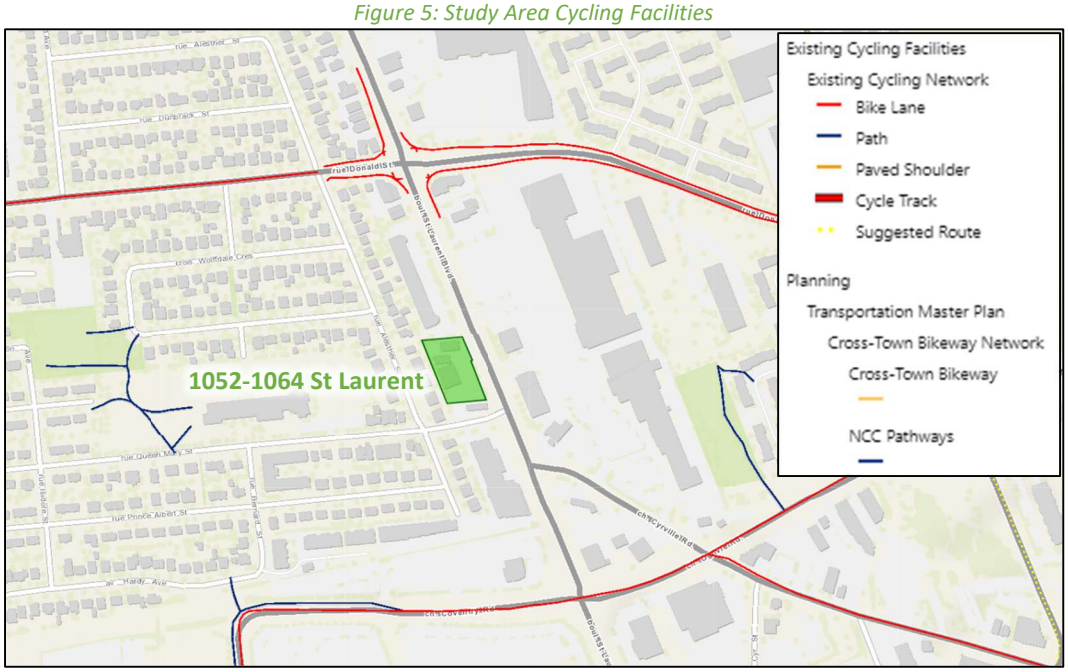
Cycling facilities include bike lanes are present along Donald Street, Ogilvie Road, Cyrville Road south of Ogilvie Road, and the west side of St Laurent Boulevard north of Donald Street, and Coventry Road between St Laurent Boulevard and the St Laurent Shopping Centre North Access and on the south side of Coventry Road west of the St Laurent Shopping Centre North Access. Donald Street west of St Laurent Boulevard, St Laurent Boulevard between Donald Street and Ogilvie Road, Ogilvie Road, Cyrville Road south of Ogilvie Road are Cross-Town Bikeways.

Figure 4: Study Area Pedestrian Facilities



Source: http://maps.ottawa.ca/geoOttawa/ Accessed: June 6, 2025

Figure 5: Study Area Cycling Facilities



Source: http://maps.ottawa.ca/geoOttawa/ Accessed: June 6, 2025

Pedestrian and cyclist volumes included in study area intersection counts, presented in Section 2.2.7, have been compiled and are illustrated in Figure 6 and Figure 7, respectively.

Figure 6: Existing Pedestrian Volumes

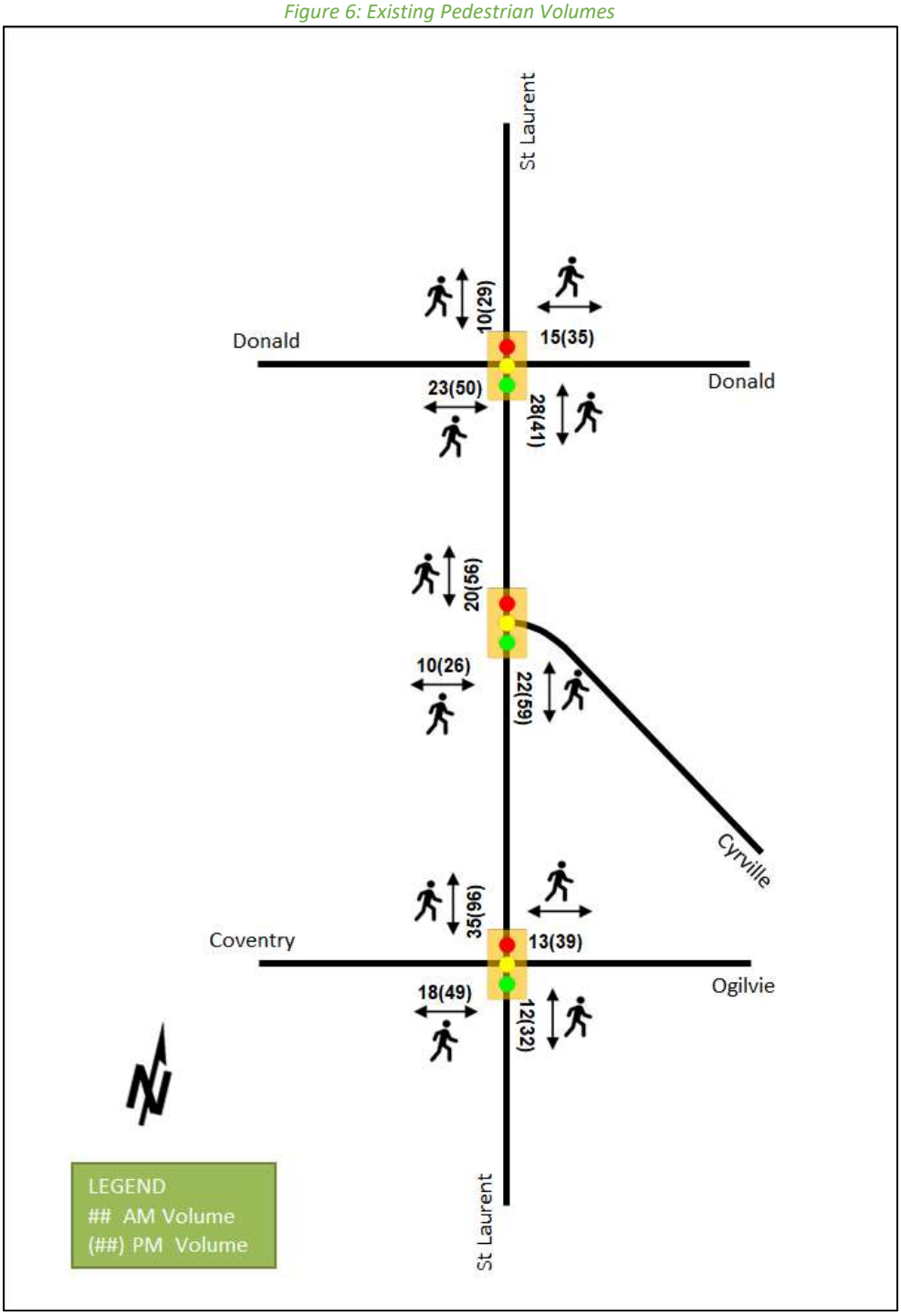
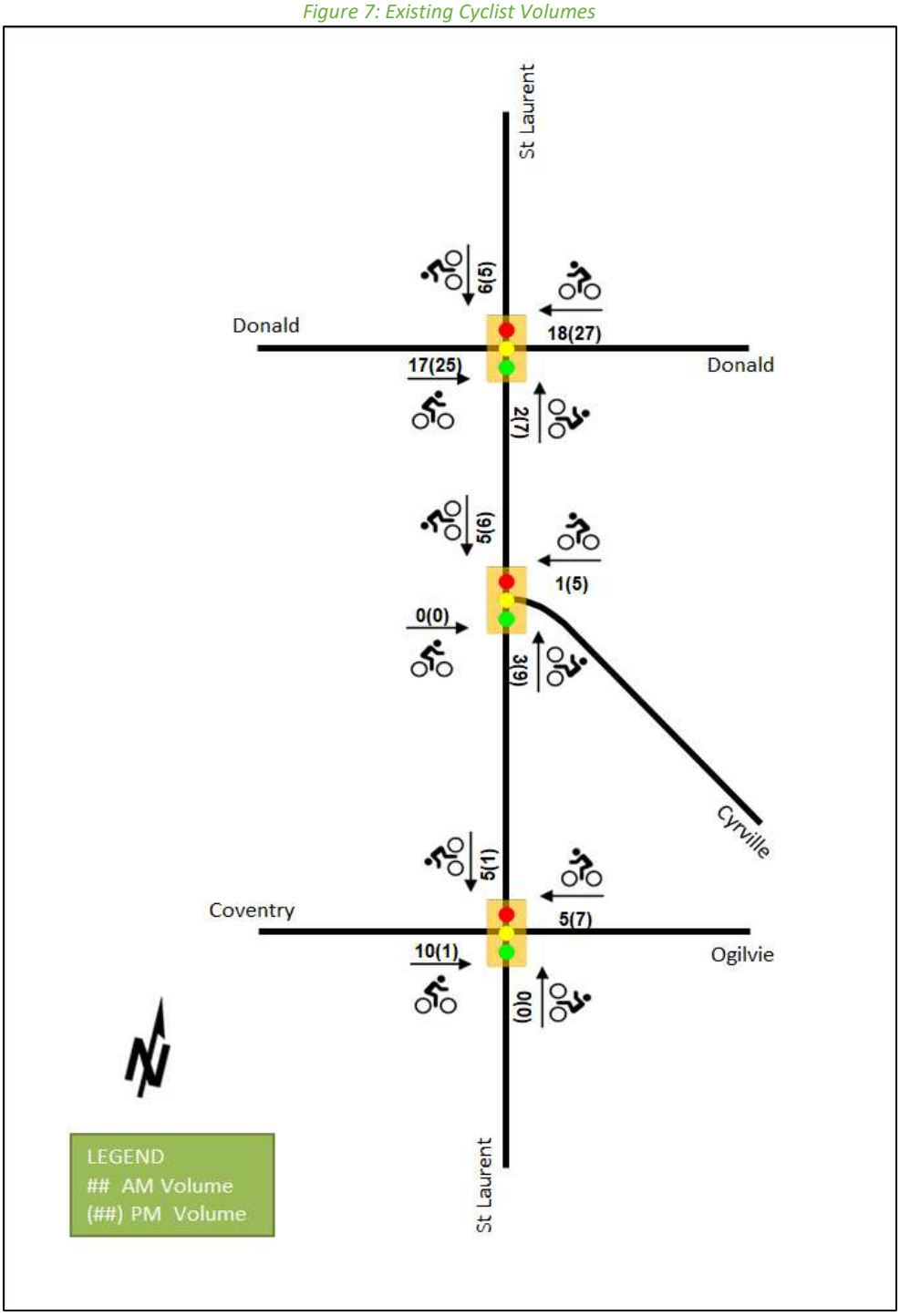


Figure 7: Existing Cyclist Volumes



2.2.5 Existing Transit

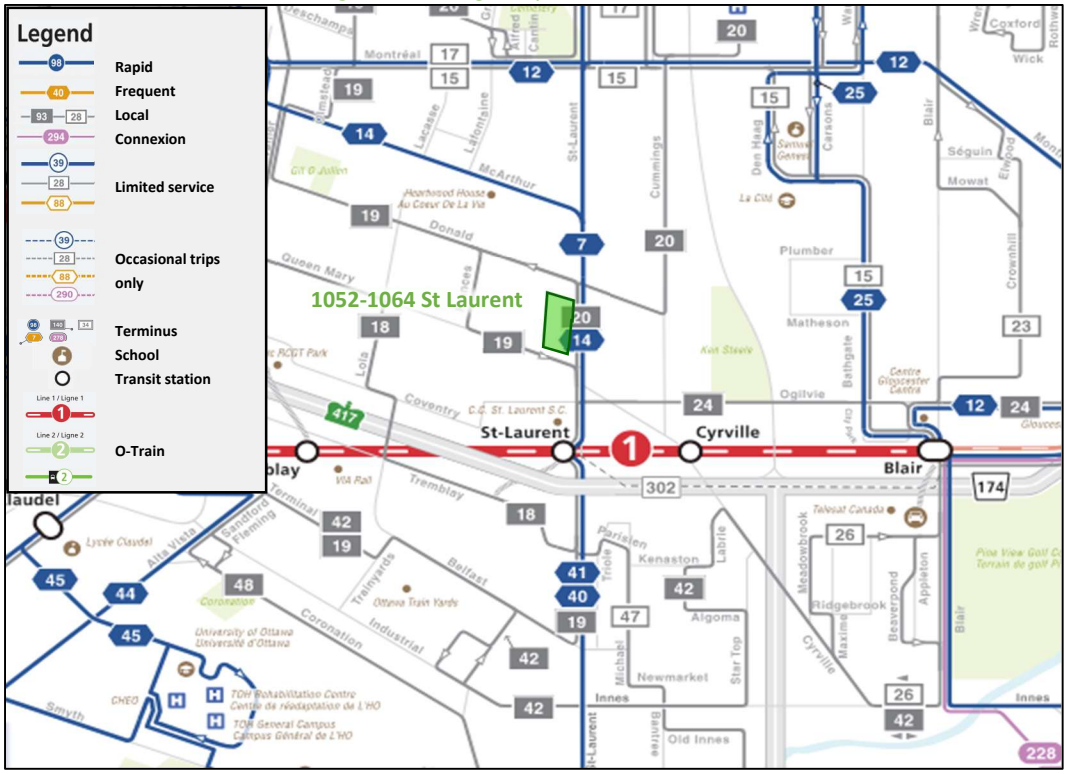
Figure 8 illustrates the transit system map in the study area and Figure 9 illustrates nearby transit stops. All transit information is from June 6, 2025, and is included for general information purposes and context to the surrounding area.

Within the study area, the routes #7, #14, and #20 travel along St Laurent Boulevard and route #19 travels along Queen Mary Street and St Laurent Boulevard. The frequency of these routes within proximity of the proposed site based on June 6, 2025, service levels are:

- Route #7 – 15-minute service all day, 30-minute service before 6:30 AM and after 6:30 PM
- Route #14 – 15-minute service all day, 30-minute service after 9:45 PM
- Route #19 – 30-minute service all day
- Route #20 – 30-minute service all day, one hour service after 9:45 PM

Additionally, the site is approximately 900-metre walking distance of St Laurent Station and approximately 1.2-kilometers walking distance of Cyrville Station, on the Confederation LRT Line. The LRT line provides 5-minute service during the peak periods, and 10–15-minute service outside of peaks.

Figure 8: Existing Study Area Transit Service



Source: http://www.octranspo.com/ Accessed: June 6, 2025

Figure 9: Existing Study Area Transit Stops

Source: http://www.octranspo.com/ Accessed: June 9, 2026

2.2.6 Existing Area Traffic Management Measures

There are no existing area traffic management measures within the study area.

2.2.7 Existing Peak Hour Travel Demand

Existing turning movement counts were acquired from the City of Ottawa and J & S Traffic Services for the existing study area intersections. Table 1 summarizes the intersection count dates and sources.

Table 1: Intersection Count Date

Intersection	Count Date	Source
St Laurent Boulevard at Donald Street	Tuesday, July 08, 2025	J & S Traffic Services
St Laurent Boulevard at Cyrville Road	Tuesday, July 08, 2025	J & S Traffic Services
St Laurent Boulevard at Coventry Road/Ogilvie Road	Thursday, November 21, 2024	City of Ottawa

Figure 10 illustrates the existing traffic counts and Table 2 summarizes the existing intersection operations. The level of service for signalized intersections is based on volume to capacity ratio (v/c) calculations for individual lane movements and MMLOS Guidelines weighted v/c methodology for the overall intersection, per direction from Transportation Engineering Services, and average delay for unsignalized intersections. Detailed turning movement count data is included in Appendix B and the Synchro worksheets are provided in Appendix C.

Figure 10: Existing Traffic Counts

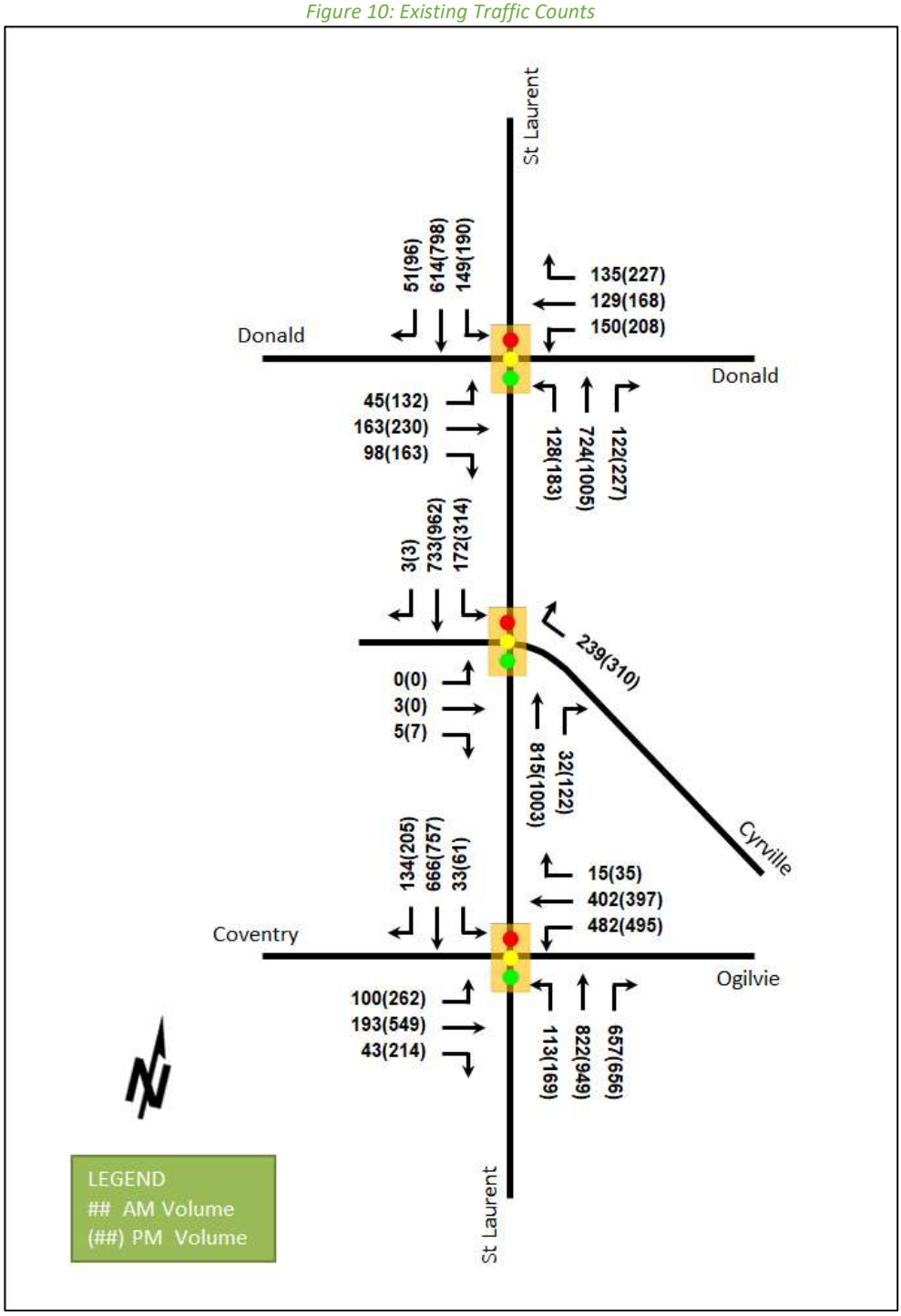


Table 2: Existing Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay (s)	Q (95th)	LOS	V/C	Delay (s)	Q (95th)
St Laurent Boulevard at Donald Street *Signalized*	EBL	A	0.42	67.8	25.0	D	0.84	90.1	**#68.7**
	EBT	B	0.65	61.9	65.7	C	0.76	60.4	84.8
	EBR	A	0.27	30.6	30.6	A	0.41	30.6	48.7
	WBL	A	0.59	65.6	32.8	B	0.70	64.2	40.5
	WBT	A	0.42	50.2	53.0	A	0.56	50.4	62.1
	WBR	A	0.32	29.2	40.9	A	0.57	34.9	68.4
	NBL	B	0.70	87.1	54.9	E	1.00	118.1	**#109.3**
	NBT	B	0.61	17.5	38.3	E	0.99	53.0	**#179.3**
	NBR	A	0.20	10.3	14.9	A	0.42	10.8	16.2
	SBL	C	0.76	76.3	64.6	**F**	**1.03**	**124.5**	**#111.0**
	SBT	A	0.50	32.4	97.8	C	0.79	41.7	123.2
	SBR	A	0.08	17.8	15.3	A	0.17	17.0	**22.9**
	Overall	**B**	**0.63**	**37.3**	-	**E**	**0.93**	**54.1**	-
St Laurent Boulevard at Cyrville Road *Signalized*	EB	A	0.12	42.0	6.5	A	0.02	0.1	0.0
	WBR	A	0.52	14.5	35.9	A	0.52	10.6	31.0
	NBT/R	A	0.31	3.2	12.2	A	0.51	5.1	m32.8
	SBL	A	0.49	37.5	61.9	B	0.62	24.1	m50.4
	SBT/R	A	0.23	11.8	68.0	A	0.34	23.3	95.3
	Overall	**A**	**0.31**	**10.8**	-	**A**	**0.51**	**14.4**	-
St Laurent Boulevard at Coventry Road/ Ogilvie Road *Signalized*	EBL	A	0.22	46.8	20.0	A	0.56	52.1	48.6
	EBT	A	0.43	51.0	35.0	C	0.76	48.9	89.4
	EBR	A	0.13	0.7	0.0	A	0.48	10.3	26.0
	WBL	D	0.84	62.8	86.5	**F**	**1.11**	**119.6**	**#116.8**
	WBT	C	0.71	55.2	70.7	A	0.57	43.2	63.1
	WBR	A	0.04	0.2	0.0	A	0.08	0.3	0.0
	NBL	C	0.73	79.6	**#55.4**	D	0.84	80.4	**#79.5**
	NBT	B	0.65	36.4	**#179.1**	E	0.94	55.5	**#178.5**
	NBR	A	0.77	14.2	**#125.2**	E	1.00	53.0	**#190.4**
	SBL	A	0.35	77.1	21.0	B	0.61	78.4	**#31.7**
	SBT	A	0.45	35.1	86.5	C	0.71	35.3	89.8
	SBR	A	0.25	7.8	23.9	A	0.47	16.8	63.3
	Overall	**C**	**0.74**	**38.9**	-	**E**	**0.94**	**53.7**	-

Notes: Saturation flow rate of 1800 veh/h/lane
Queue is measured in metres
Peak Hour Factor = 0.90
Delay = average vehicle delay in seconds
m = metered queue
# = volume for the 95th %ile cycle exceeds capacity

The study area intersections overall operations are acceptable with capacity issues noted at the intersections of St Laurent Boulevard at Donald Street and St Laurent Boulevard at Coventry Road/Ogilvie Road.

At the intersection of St Laurent Boulevard at Donald Street, the eastbound left, northbound left, and northbound through movements may exhibit extended queues, and the southbound left movement is over the theoretical capacity during the PM peak hour. Shifting one second from the eastbound/westbound left-turn phases to the northbound/southbound left-turn phases would reduce the v/c of all movements at the intersection to below 1.00.

At the intersection of St Laurent Boulevard at Coventry Road/Ogilvie Road, the westbound left movement is over the theoretical capacity, and southbound left movement may exhibit extended queues during the PM peak hour. The northbound left, northbound through and northbound right may exhibit extended queues during both peak

hours. Shifting two seconds from the northbound through/northbound left-turn phases to the eastbound/westbound left-turn phases would reduce the v/c of all movements at the intersection to 1.00 or below.

2.2.8 Collision Analysis

Collision data have been acquired from the City of Ottawa open data website (data.ottawa.ca) for five years prior to the commencement of this TIA for the surrounding study area road network (2018-2022). Table 3 summarizes the collision types and conditions in the study area, Figure 11 illustrates the area collisions, and Table 4 summarizes the total collisions for each of the locations analyzed. Collision data are included in Appendix D.

Table 3: Study Area Collision Summary, 2018-2022

		Number	%
Total Collisions		189	**100%**
Classification	**Fatality**	0	0%
	Non-Fatal Injury	34	18%
	Property Damage Only	155	82%
Initial Impact Type	**Approaching**	1	1%
	Angle	18	9%
	Rear end	85	45%
	Sideswipe	54	29%
	Turning Movement	16	9%
	SMV Unattended	0	0%
	SMV Other	7	4%
	Other	8	4%
Road Surface Condition	**Dry**	127	67%
	Wet	30	16%
	Loose Snow	10	5%
	Slush	10	5%
	Packed Snow	4	2%
	Ice	7	4%
	Unknown	1	1%
Pedestrian Involved		4	2%
Cyclists Involved		5	3%

Figure 11: Study Area Collision Records

Table 4: Summary of Collision Locations, 2018-2022

	Number	%
Intersections / Segments	**189**	**100%**
St Laurent Boulevard at Donald Street	102	54%
St Laurent Boulevard at Cyrville Road	44	23%
St Laurent Boulevard between Donald Street and 125 north of Queen Mary Street	18	10%
St Laurent Boulevard at 125 north of Queen Mary Street/Riocan St Laurent	9	5%
St Laurent Boulevard between 125 north of Queen Mary Street and Queen Mary Street	5	3%
St Laurent Boulevard between Queen Mary Street and Cyrville Road	5	3%
St Laurent Boulevard between Cyrville Road and Coventry Road	4	2%
St Laurent Boulevard at Queen Mary Street	2	1%

Within the study area, four pedestrian collisions and five cyclist collisions were noted between 2018-2022. Two pedestrian collisions occurred at the intersection of St Laurent Boulevard at Cyrville Road, one pedestrian collision at the intersection of St Laurent Boulevard at Donald Street, and one at the segment of St Laurent Boulevard between 125 meters north of Queen Mary Street and Queen Mary Street. Four cyclist collisions occurred at the intersection of St Laurent Boulevard at Donald Street, one cyclist collision at the intersection of St Laurent Boulevard at Cyrville Road. The pedestrian and cyclist collisions at the St Laurent Boulevard at Donald Street, St Laurent Boulevard at Cyrville Road will be further discussed in detailed collision reviews for each location below.

The pedestrian collision, which occurred on St Laurent Boulevard between 125 meters north of Queen Mary Street and Queen Mary Street, involved a southbound through vehicle and a pedestrian crossing at a location with no designated crossing. No further collision review is required at this location as part of this study.

Table 5, Table 6, and Table 7 summarize the collision types and conditions for the intersections of St Laurent Boulevard at Donal Street, St Laurent Boulevard at Cyrville Road, and the segment of St Laurent Boulevard between Donald Street and 125 north of Queen Mary Street, respectively.

Table 5: St Laurent Boulevard at Donald Street Collision Summary

		Number	%
Total Collisions		**102**	**100%**
Classification	**Fatality**	0	0%
	Non-Fatal Injury	18	18%
	Property Damage Only	84	82%
Initial Impact Type	**Approaching**	0	0%
	Angle	9	8%
	Rear end	43	43%
	Sideswipe	31	31%
	Turning Movement	14	14%
	SMV Unattended	0	0%
	SMV Other	3	3%
	Other	2	2%
Road Surface Condition	**Dry**	69	67%
	Wet	15	15%
	Loose Snow	6	6%
	Slush	8	8%
	Packed Snow	2	2%
	Ice	1	1%
	Unknown	1	1%
Pedestrian Involved		1	1%
Cyclists Involved		4	4%

The St Laurent Boulevard at Donald Street intersection had a total of 102 collisions during the 2018-2022 time period, with 84 involving property damage only and the remaining 18 having non-fatal injuries. The collision types are most represented by rear end with 43 collisions, sideswipe with 31, turning movement with 14, angle with nine, SMV other with three, and other with two. Weather conditions do not affect collisions at this location.

Based on detailed collision records from 2018-2022, the rear end collisions were predominantly involving northbound movements (20 of 43) and southbound movements (16 of 43), and sideswipe collisions were predominantly in the southbound (12 of 31) and northbound (11 of 31) directions. Both types of collisions in the northbound direction may be associated with congestion, and in the southbound direction may be associated with congestion and varying lane arrangements.

From the detailed collision records, turning movement and angle collisions were observed on all approaches at the intersection. These collisions involved northbound (five collisions), southbound (four collisions), and westbound (four collisions) vehicles and were primarily associated with the left-turn on these approaches. In these cases, left-turning vehicles were typically in conflict with permitted opposing movements, which may be indicative of drivers pushing gaps in the traffic stream in congested conditions, especially given these collisions cluster around the AM, PM, and mid-day peaks. Moreover, four collisions involved southbound through traffic conflicting with eastbound/westbound through traffic, given that these phases are conflicting, it is expected that these collisions were associated with drivers failing to obey traffic control. Note that two angle collisions and one turning movement collision involved cyclists, which are discussed in more detail below.

Among cyclist collisions, two involved cyclists making westbound right turns conflicting with westbound through motorists (one record noted eastbound through, which is likely a reporting error). One collision involved a cyclist making a northbound right turn in conflict with a northbound through motorist, and one involved a cyclist travelling eastbound through in conflict with a southbound through motorist. Three of these collisions occurred

during daylight and one during dark conditions, all in clear conditions. The pedestrian collision was related to the westbound vehicle turning right in daylight and clear condition.

The cycling collisions primarily include incidents with right-turning vehicles and would require an extended review of historic collisions to determine if the protection intersection reconstruction effectively reduced these collisions. If the historic volumes were lowers, the collisions may numerically have increased due to the protected condition promoting more crossings and cycling use through this intersection rather than geometric issue. No discernable patterns are identified in this pedestrian collision, and no further collision review is required at this location as part of this study.

Overall, 27% of total collisions occurred prior to the 2018 reconstruction of the intersection, including 43% of turning movement collisions (6 of 14) and 44% of angle collisions (4 of 9). Following the reconstruction, the number of turning movement and angle collisions has decreased to an average of two or fewer each per year.

Table 6: St Laurent Boulevard at Cyrville Road Collision Summary

		Number	%
Total Collisions		**44**	**100%**
Classification	**Fatality**	0	0%
	Non-Fatal Injury	8	18%
	Property Damage Only	36	82%
Initial Impact Type	**Approaching**	0	0%
	Angle	2	5%
	Rear end	26	59%
	Sideswipe	9	20%
	Turning Movement	0	0%
	SMV Unattended	0	0%
	SMV Other	3	7%
	Other	4	9%
Road Surface Condition	**Dry**	33	75%
	Wet	5	11%
	Loose Snow	1	2%
	Slush	2	5%
	Packed Snow	0	0%
	Ice	3	7%
	Unknown	0	0%
Pedestrian Involved		2	5%
Cyclists Involved		1	2%

The St Laurent Boulevard at Cyrville Road intersection had a total of 44 collisions during the 2018-2022 time period, with 36 involving property damage only and the remaining eight having non-fatal injuries. The collision types are most represented by rear end collisions with 26, sideswipe collisions with nine, other with four, SMV other with three, and angle with two. Weather conditions are not considered to affect collisions at this location.

From the 2018-2021 detailed data, sideswipe collisions were predominantly in the southbound direction (7 of 9) where a third lane is added from Queen Mary Street and vehicles are changing lanes for turns onto Coventry Road or align for the St Laurent Mall entrance and Highway 417 on-ramp. The rear end collisions were predominantly involving westbound movements (14 of 26), which may be impacted by the skew of the intersection. It is noted that collisions classified under the “Other” category all involved reversing movements. No specific pattern or cause were noted for other collision types.

Two pedestrian collisions were noted during 2018-2022. One involved a driver making southbound through movement, and the other involved a vehicle making northbound through movement. One sideswipe cyclist collision occurred at this intersection while southbound vehicle changing lanes. No discernible patterns are identified in the pedestrian collisions, and the cycling collision is associated with previous noted weaving issues for southbound vehicles heading to Coventry Road and beyond. No further collision review is required at this location as part of this study.

Table 7: St Laurent Boulevard between Donald Street and 125 north of Queen Mary Street Collision Summary

		Number	%
Total Collisions		**18**	**100%**
Classification	**Fatality**	0	0%
	Non-Fatal Injury	3	17%
	Property Damage Only	15	83%
Initial Impact Type	**Approaching**	0	0%
	Angle	4	22%
	Rear end	5	28%
	Sideswipe	5	28%
	Turning Movement	2	11%
	SMV Unattended	0	0%
	SMV Other	0	0%
	Other	2	11%
Road Surface Condition	**Dry**	12	67%
	Wet	3	17%
	Loose Snow	2	11%
	Slush	0	0%
	Packed Snow	1	6%
	Ice	0	0%
	Unknown	0	0%
Pedestrian Involved		0	0%
Cyclists Involved		0	0%

The segment of St Laurent Boulevard between Donald Street and 125 meters north of Queen Mary Street had a total 18 collisions during the 2018-2022 time period, with 15 involving property damage only and the remaining three having non-fatal injuries. The collision types are most represented by rear end and sideswipe with five collisions each, angle with four, turning movement and other with two collisions each. Weather conditions are not considered to affect collisions at this location.

From the detailed collisions records for this segment, the rear end collisions were predominantly involving northbound movements (4 of 5), and sideswipe collisions were predominantly in the southbound direction (4 of 5), which given there is a residential and single commercial entrance it is assumed that these are associated with congestion. Of the recorded collisions, three out of four angle collisions were associated with private driveways on the east side of St Laurent Boulevard. Two turning movement collisions involved southbound right-turning vehicles conflicting with southbound through/slowing or stopping vehicles. No further collision review is required at this location as part of this study.

Table 8: St Laurent Boulevard at 125 north of Queen Mary Street/Riocan St Laurent

		Number	%
Total Collisions		**9**	**100%**
Classification	**Fatality**	0	0%
	Non-Fatal Injury	2	22%
	Property Damage Only	7	78%
Initial Impact Type	**Approaching**	0	0%
	Angle	0	0%
	Rear end	7	78%
	Sideswipe	2	22%
	Turning Movement	0	0%
	SMV Unattended	0	0%
	SMV Other	0	0%
	Other	0	0%
Road Surface Condition	**Dry**	4	44%
	Wet	3	33%
	Loose Snow	0	0%
	Slush	0	0%
	Packed Snow	0	0%
	Ice	2	22%
	Unknown	0	0%
Pedestrian Involved		0	0%
Cyclists Involved		0	0%

The St Laurent Boulevard at 125 metres north of Queen Mary Street/Riocan St Laurent intersection had a total of nine collisions during the 2018-2022 time period, with seven involving property damage only and the remaining two having non-fatal injuries. The collision types are most represented by rear end collisions with seven, sideswipe collisions with two. From the detailed collisions records for this intersection, the rear end collisions were predominantly involving northbound movements (5 of 7), and both sideswipe collisions also occurred in the northbound direction. Rear end collisions and sideswipe collisions are consistent with the rest of the study area and operations along St Laurent Boulevard. Weather conditions are not considered to affect collisions at this location. No further collision review is required at this location as part of this study.

2.3 Planned Conditions

2.3.1 Changes to the Area Transportation Network

2.3.1.1 Transportation Master Plan (2025)

The Transportation Master Plan (2025) includes a Capital Infrastructure Plan identifying transportation investment to support the forecasted growth and strategic connectivity and livability targets for the City. It also identifies committed projects, and a subset of priority projects that are expected to be implemented by 2046 based on current affordability assumptions. Area projects anticipated to impact travel in the study area that are included within the Capital Infrastructure Plan are:

- Active Transportation Network
    - Priority
        - Feasibility study of cycling facilities on St Laurent Boulevard from Donald Street to Montreal Road as part of the St Laurent Boulevards Transit Priority Corridor Environment Assessment Study
        - Missing links on Donald Street at Elaine Drive

        - Signage and pavement marking for bike lanes, where feasible, on Ogilvie Road
- Transit Network
    - Priority
        - St Laurent Boulevard continuous bus lanes from Innes Road to St Laurent Station
        - St Laurent transit priority corridor
        - Ogilvie transit priority corridor
    - Needs-Based
        - Baseline Transitway median BRT from Bayshore Station to St Laurent Station

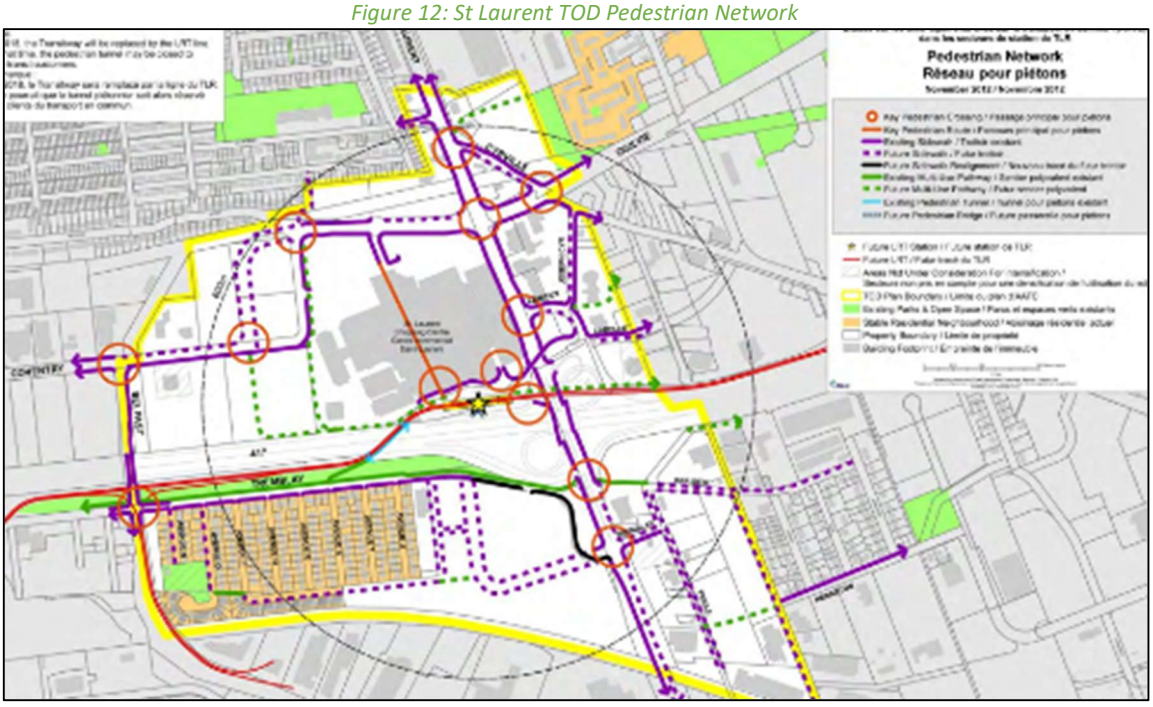
2.3.1.2 St Laurent Boulevard at Coventry Road/Ogilvie Road Intersection (Cycling Safety Review)

The City's Cycling Safety Review of High-Volume Intersections (2020) included a review of St Laurent Boulevard at Coventry Road/Ogilvie Road intersection for pedestrian and cycling-related observations and movements. The study recommended a variety of improvements, such as the conversion of northbound and southbound right-turn channels to smart channels, the removal of eastbound and westbound right-turn channels, the addition of a dedicated right-turn lane for eastbound movement and a shared through/right-turn lane for westbound movement, and a protected intersection configuration. St Laurent Boulevard is proposed to be reduced to two through lanes in the northbound direction to accommodating a dedicated right-turn lane, boulevards, and cycletracks and in the southbound direction to accommodate boulevards and cycletracks.

2.3.1.3 St Laurent TOD Plan

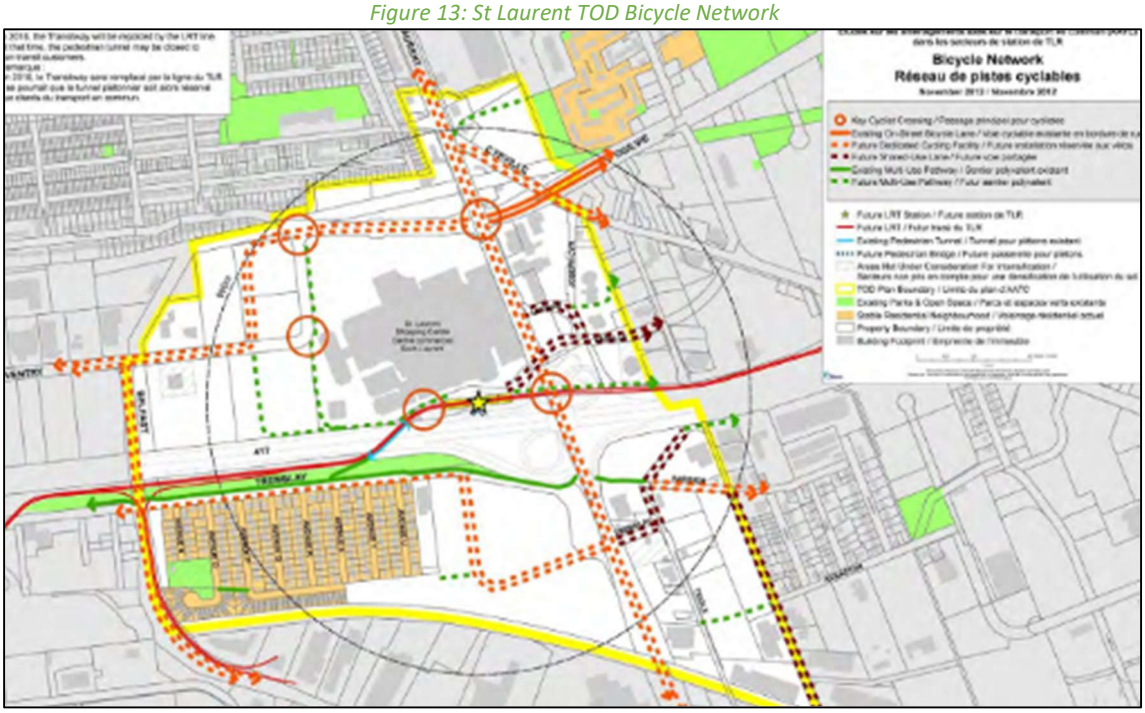
The St Laurent TOD plan outlines a future sidewalk on the north side of Coventry Road west of St Laurent Boulevard and south side of Cyrville Road between St Laurent Boulevard and Ogilvie Road. This plan also outlines future dedicated cycling facilities along both sides of St Laurent Boulevard, Coventry Road, and Cyrville Road. Figure 12 and Figure 13 illustrate the St Laurent pedestrian and cycling TOD plans, respectively.

Figure 12: St Laurent TOD Pedestrian Network



Source: https://ottawa.ca/en/transit-oriented-development-tod-plans Accessed: June 25, 2025

Figure 13: St Laurent TOD Bicycle Network



Source: https://ottawa.ca/en/transit-oriented-development-tod-plans Accessed: June 25, 2025

2.3.1.4 St-Laurent Boulevard Transit Priority Corridor EA

The study of the St-Laurent Boulevard Transit Priority Corridor, between Hemlock Road and Innes Road/Industrial Avenue, is ongoing. The EA study has explored options to enhance transit service efficiency and the travel environment for all modes. The cross-section includes sidewalks and cycletracks on both sides of the road throughout the study area. Between McArthur Avenue and Tremblay Road, a dedicated transit-only lane is provided on one side of the road, typically located on the east side of the corridor. From Tremblay Road to Innes Road/Industrial Avenue, dedicated transit-only lanes are provided on both sides. Since the timing of implementation is currently unknown, it is assumed that it will occur beyond the study horizon years. The preliminary design plan from the St Laurent Transit Priority EA is included in Appendix E.

2.3.2 Other Study Area Developments

455 MacArthur Avenue

The proposed development application includes a site plan application for redeveloping existing residential building into a four-storey apartment building including 12 dwelling units. No TIA is available for this development.

1209 St Laurent Boulevard, 1200 Lemieux Street

The proposed development includes a site plan application to construct two 30-storey residential buildings including 644 units to be built by 2026. The development is expected to generate 35 new AM peak hour two-way auto trips and 38 new PM peak hour two-way auto trips. (CGH, 2023)

1155 Joseph Cyr Street, 1082 Cyrville Road

The proposed development application includes a zoning amendment and site plan for the construction of a six-storey mixed-use building comprising 116 residential dwelling units and 1,425 ft2 of ground floor retail. The development is currently under construction. The development is expected to generate eight new AM and nine new PM two-way peak-hour auto trips. (CGH, 2020)

1125 - 1149 Cyrville Road
The proposed development application includes a site plan to construct two residential buildings with a total of 354 units. The development is expected to generate 22 new AM and 21 new PM two-way peak-hour auto trips. The development is currently under construction. (Stantec, 2021)

1098 Ogilvie Road, 1178 Cummings Avenue
The proposed development application includes a site plan for a two-phase development, comprising three residential towers and one hotel for 850 residential dwelling units and 175 hotel rooms. The development is expected to generate 148 new AM peak hour two-way auto trips and 130 new PM peak hour two-way auto trips. The development is currently under construction. (Parsons, 2020)

1137-1151 Ogilvie Road, 1111 Cumming Avenue
The proposed development application includes a site plan application for the first phase of development and a zoning by-law amendment application for the overall site for two 31-storey mixed-use building including a total of 825 units and 8,265 ft^2 of ground floor retail. The development is anticipated to be built out by 2029 and to generate 86 new AM peak hour two-way auto trips and 100 new PM peak hour two-way auto trips. (CGH, 2025)

1184-1196 Cummings Avenue
The proposed development application includes a zoning amendment and site plan for redeveloping existing residential units into a mid-rise apartment building totaling 188 units. The development is anticipated to be built out by 2026 and to generate 17 new AM and 17 new PM two-way auto trips. (CGH, 2023)

500 Coventry Road
The proposed development application includes a site plan for construction of a high-rise residential tower comprising 309 dwelling units. The development is anticipated to be built out by 2028 and to generate 19 new AM and 23 new PM two-way auto trips. (CGH, 2025)

453 & 455 Coventry Road
The proposed development application includes a Zoning By-law Amendment to allow 650 residential units and 1,115m^2 gross floor area (GFA) of commercial space. The development is forecasted to generate 113 new AM and 135 new PM two-way peak hour auto trips. The anticipated build-out horizon is 2027. (Novatech, 2022)

400 Coventry Road
The proposed development application includes a zoning bylaw amendment for constructing six residential towers comprising 1,768 residential units and 13,003 sq. ft. of commercial space. The development is forecasted to generate 117 new AM and 158 new PM two-way peak-hour auto trips, and the anticipated build-out horizon is assumed to be 2032. (CGH Transportation, 2025)

3 Study Area and Time Periods

3.1 Study Area

The study area will include the intersections of:

- St Laurent Boulevard at:
  - Donald Street
  - Cyrville Road
  - Ogilvie Road/Coventry Road
  - Site Access (future conditions)

The boundary road will be St Laurent Boulevard and no screenlines are present within proximity to the site.

3.2 Time Periods

As the proposed development is composed primarily of residential units the AM and PM peak hours will be examined.

3.3 Horizon Years

The anticipated build-out year is 2028. As a result, the full build-out plus five years horizon year is 2033.

4 Development-Generated Travel Demand

4.1 Mode Shares

Examining the mode shares recommended in the TRANS Trip Generation Manual (2020) for the subject district, derived from the most recent National Capital Region Origin-Destination survey (OD Survey), the existing average district mode shares by land use for Ottawa East have been summarized in Table 9. In addition, the TOD area mode shares have been included for reference.

Table 9: TRANS Trip Generation Manual and TOD Area Recommended Mode Shares

Travel Mode	Ottawa East Multi-Unit (High-Rise)		TOD Areas	Commercial Generator	
	AM	PM	AM/PM	AM	PM
Auto Driver	40%	40%	15%	57%	55%
Auto Passenger	7%	14%	5%	10%	18%
Transit	38%	28%	65%	15%	11%
Cycling	2%	3%	2%	1%	1%
Walking	13%	15%	13%	17%	15%
Total	**100%**	**100%**	**100%**	**100%**	**100%**

Being within 900 metres walking distance of St Laurent Station and with transit routes #7 and #14 providing direct service between the St Laurent Station and the site frontage, a higher transit mode is considered achievable at this location. A conservative 15% shift to the transit mode from the auto mode is proposed for residential land use, and a 5% shift to the transit mode from the auto mode is proposed for commercial land use. The proposed modified mode shar targets are summarized in Table 10.

Table 10: Proposed Development Mode Shares

Travel Mode	Multi-Unit (High-Rise)		Commercial Generator	
	AM	PM	AM	PM
Auto Driver	25%	25%	52%	50%
Auto Passenger	7%	14%	10%	18%
Transit	53%	43%	20%	16%
Cycling	2%	3%	1%	1%
Walking	13%	15%	17%	15%
Total	**100%**	**100%**	**100%**	**100%**

4.2 Trip Generation

This TIA has been prepared using the vehicle and person trip rates for the residential dwellings using the TRANS Trip Generation Manual (2020) and the vehicle trip rates and derived person trip rates for commercial component from the ITE Trip Generation Manual 10th Edition (2017) using the City-prescribed conversion factor of 1.28. Table 11 summarizes the person trip rates for the proposed residential land use for each peak period and the person trip rates for the non-residential land uses by peak hour.

Table 11: Trip Generation Person Trip Rates by Peak Period

Land Use	Land Use Code	Peak Period	Vehicle Trip Rate	Person Trip Rates
Multi-Unit High-Rise	221 & 222 (TRANS)	AM	-	0.80
		PM	-	0.90
Land Use	**Land Use Code**	**Peak Hour**	**Vehicle Trip Rate**	**Person Trip Rates**
Strip Retail Plaza (<40k sq. ft.)	822 (ITE)	AM	2.36	3.02
		PM	6.59	8.44

Using the above person trip rates, the total person trip generation has been estimated. Table 12 summarizes the total person trip generation for the residential land use and for the non-residential land use.

Table 12: Person Trip Generation by Peak Period

Land Use	Units	AM Peak Period			PM Peak Period		
		In	Out	Total	In	Out	Total
Multi-Unit High-Rise	401	100	221	321	209	152	361
Land Use	**GFA**	**AM Peak Hour**			**PM Peak Hour**		
		In	**Out**	**Total**	**In**	**Out**	**Total**
Strip Retail Plaza (<40k sq. ft.)	6,408 sq. ft	11	8	19	27	27	54

Internal capture rates from the ITE Trip Generation Handbook 3rd Edition have been assigned to the development's retail component for mixed-use developments. The rates summarized in Table 13 represent the percentage of trips to/from the retail use based on the residential component.

Table 13: Internal Capture Rates

Land Use	AM		PM	
	In	Out	In	Out
Residential to/from Shopping Centre	17%	14%	10%	26%

Typical pass-by reductions applied to the retail land use's trip generation are 40%, which is derived from the recommended value presented in the ITE Trip Generation Manual 11th Edition (2021) for the most similar land use with a recommended rate, "Retail (40k – 150k sq. ft)."

Using the above mode share targets modified for proximity to transit, the internal capture and pass-by rates, and the person trip rates, the person trips by mode have been projected. Trip generation by peak hour has been forecasted using the prescribed peak period conversion factors presented in the TRANS Trip Generation Manual (2020) for the residential component. Table 14 summarizes the residential and non-residential trip generation by mode and peak hour.

Table 14: Trip Generation by Mode

Travel Mode		AM Peak Hour				PM Peak Hour			
		Mode Share	In	Out	Total	Mode Share	In	Out	Total
Multi-Unit (High-Rise)	Auto Driver	**25%**	11	27	38	**25%**	22	18	40
	Auto Passenger	**7%**	3	8	11	**14%**	12	10	22
	Transit	**53%**	28	66	94	**43%**	41	32	73
	Cycling	**2%**	1	2	3	**3%**	3	2	5
	Walking	**13%**	7	17	24	**15%**	16	12	28
	Total	**100%**	**50**	**120**	**170**	**100%**	**94**	**74**	**168**

Travel Mode		AM Peak Hour				PM Peak Hour			
		Mode Share	In	Out	Total	Mode Share	In	Out	Total
Strip Retail Plaza (<40k)	Auto Driver	**52%**	3	3	6	**52%**	7	6	13
	Auto Passenger	**10%**	1	1	2	**10%**	4	4	8
	Transit	**20%**	2	1	3	**20%**	4	3	7
	Cycling	**1%**	0	0	0	**1%**	0	0	0
	Walking	**17%**	2	1	3	**17%**	4	3	7
	Total	**100%**	**8**	**6**	**14**	**100%**	**19**	**16**	**35**
	Internal Capture	*varies*	*-2*	*-1*	*-3*	*varies*	*-3*	*-7*	*-10*
	Pass-by	*40%*	*-2*	*-1*	*-3*	*40%*	*-5*	*-4*	*-9*
Total	Auto Driver	-	14	30	44	-	29	24	53
	Auto Passenger	-	4	9	13	-	16	14	30
	Transit	-	30	67	97	-	45	35	80
	Cycling	-	1	2	3	-	3	2	5
	Walking	-	9	18	27	-	20	15	35
	Total	**-**	**58**	**126**	**184**	**-**	**113**	**90**	**203**
	Internal Capture	*varies*	*-2*	*-1*	*-3*	*varies*	*-3*	*-7*	*-10*
	Pass-by	*40%*	*-2*	*-1*	*-3*	*40%*	*-5*	*-4*	*-9*

As shown above, a total of 44 AM and 53 PM new peak hour two-way vehicle trips are projected as a result of the proposed development.

4.3 Trip Distribution

To understand the travel patterns of the subject development, the OD Survey has been reviewed to determine the travel for the residential component, and these patterns were applied based on the build-out of Ottawa East. Table 15 below summarizes the distributions.

Table 15: OD Survey Distribution – Ottawa East

To/From	Residential % of Trips
North	15%
South	20%
East	15%
West	50%
Total	**100%**

4.4 Trip Assignment

Using the distribution outlined above, turning movement splits, and access to major transportation infrastructure, the trips generated by the site have been assigned to the study area road network. Specifically, the right-in/right-out access will require all inbound vehicle trip to travel through the Donald Street intersection, looping through adjacent corridors, and the outbound vehicle trips to travel through the Cyrille Road intersection prior to distributing throughout the City. Table 16 summarizes the proportional assignment to the study area roadways, and Figure 14 illustrates the new site generated volumes, and Figure 15 illustrates the pass-by volumes.

Table 16: Trip Assignment

To/From	Inbound Via	Outbound Via
North	10% St Laurent Blvd (N) 5% Donald St (W)	5% St Laurent Blvd (S) 5% Cyrville Rd* 5% Ogilvie Rd*
South	15% St Laurent Blvd (S) 5% Donald St (W)	15% St Laurent Blvd (S) 5% Coventry Rd

To/From	Inbound Via	Outbound Via
East	15% Donald St (E)	5% Cyrville Rd 10% St Laurent Blvd (S)
West	50% Donald St (W)	45% St Laurent Blvd (S) 5% Coventry Rd
Total	**100%**	**100%**

*Traffic is assumed to head back north

Figure 14: New Site Generation Auto Volumes

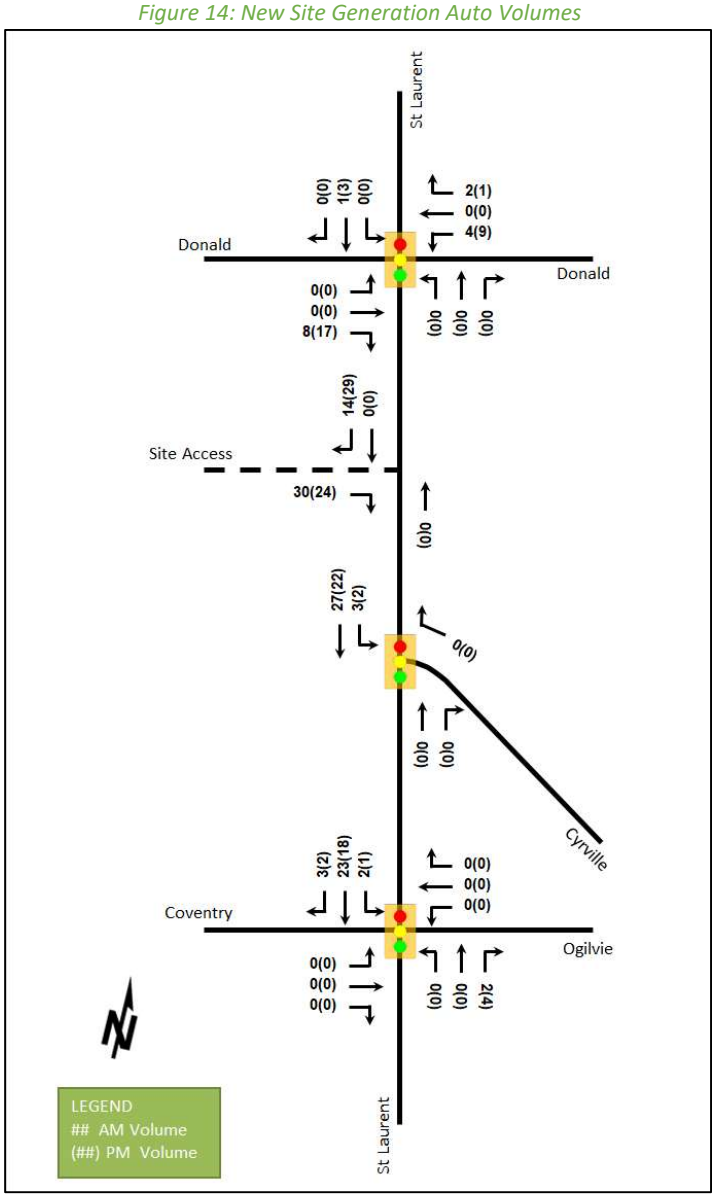
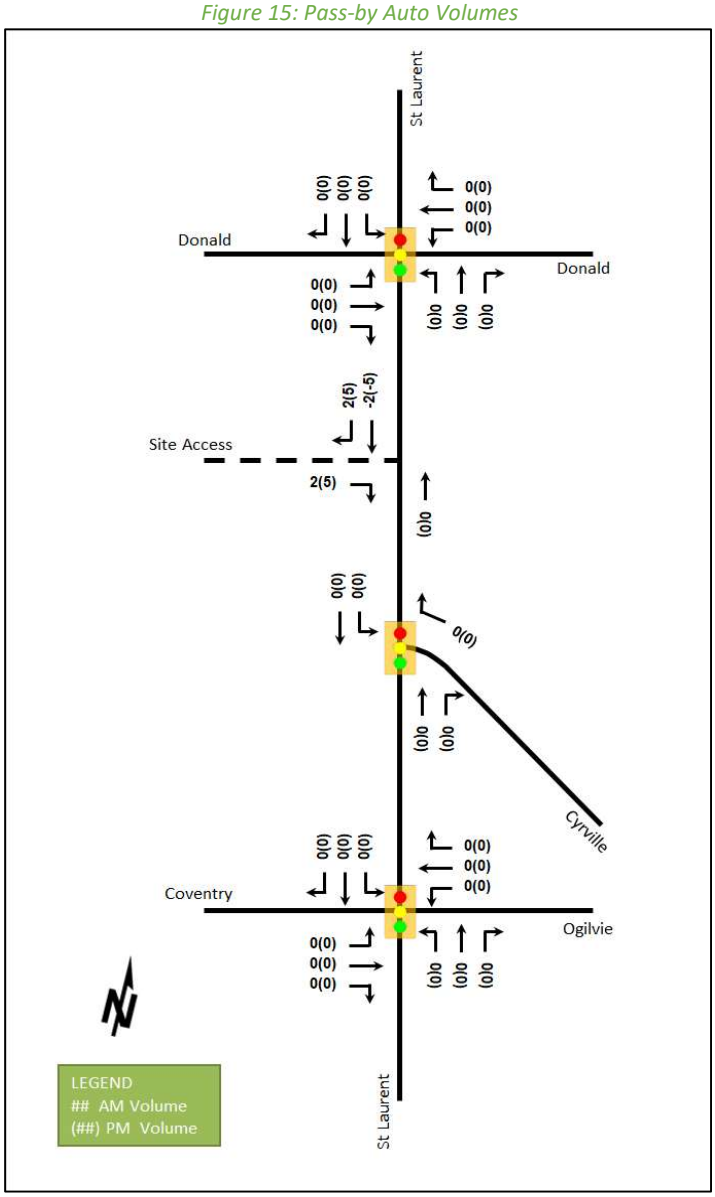


Figure 15: Pass-by Auto Volumes



4.5 Trip Reductions

The existing development includes a pawn shop of approximately 4,745 sq. ft, a restaurant of approximately 1,723 sq. ft, and an autobody shop of approximately 5,153 sq. ft. Only the autobody shop operates during the AM peak hour. As the ITE Trip Generation Manual does not include a specific land use category for pawn shops, the Strip Retail Plaza (<40k sq. ft.) category (ITE 822) with a 40% pass-by rate has been applied. The autobody shop has been represented by Automobile Parts and Service Center (ITE 943) and the restaurant by Fast Casual Restaurant (ITE 930). Based on the commercial generator mode shares for Ottawa East, the estimated trip generation of the existing site is seven two-way primary vehicle trips during the AM peak hour and 37 two-way primary vehicle trips during the PM peak hour. The trip assignment of the estimated reduced volumes, based on the commercial land use and the build-out of Ottawa East, is illustrated in Figure 16. Table 17 compares the estimated existing primary auto trips and forecasted site-generated primary auto trips.

Figure 16: Estimated Existing Trip Reductions

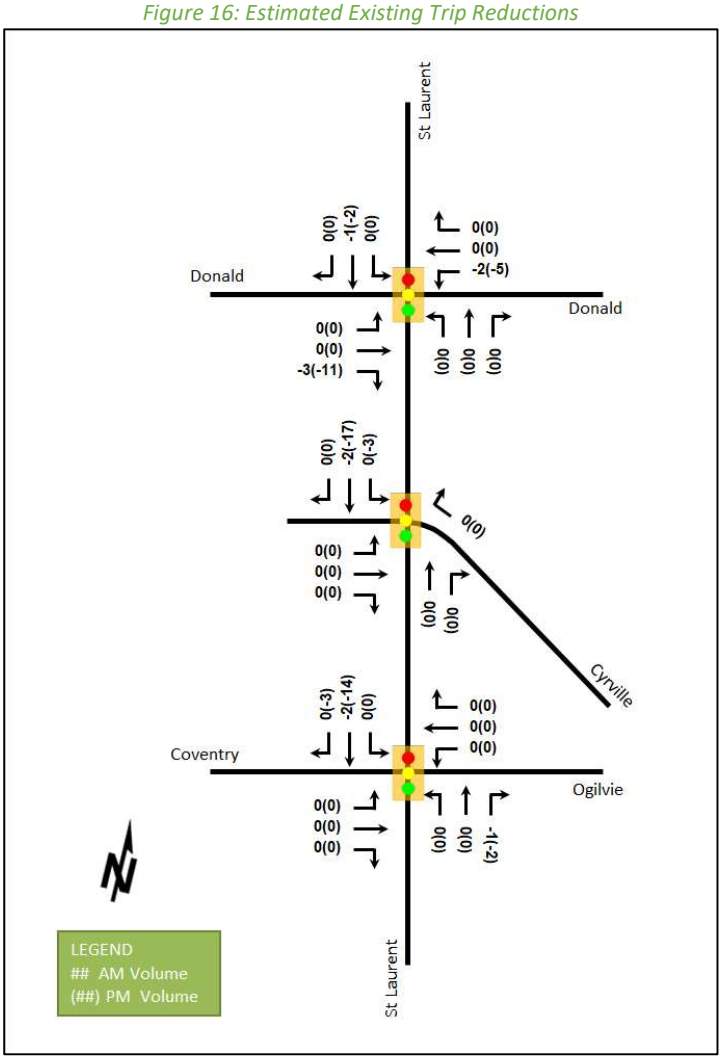


Table 17: Estimated Existing Primary Auto Trips vs Forecasted Primary Auto Trips

Scenario	AM Peak Hour				PM Peak Hour			
	Mode Share	In	Out	Total	Mode Share	In	Out	Total
Existing	**57%**	5	2	7	**55%**	18	19	37
Proposed	**Varies**	14	30	44	**Varies**	29	24	53
Difference	**-**	**+9**	**+28**	**+37**	**-**	**+11**	**+5**	**+16**

As shown above, the proposed redevelopment is anticipated to generate 37 additional two-way AM peak hour vehicles and 16 fewer two-way PM peak hour vehicles from the existing use.

5 Exemption Review

Table 18 summarizes the exemptions for this TIA.

Table 18: Exemption Review

Module	Element	Explanation	Exempt/Required
Site Design and TDM			
Development Design	4.1.2 Circulation and Access	Only required for site plan and zoning by-law applications	Required
	4.1.3 New Street Networks	Only required for plans of subdivision	Exempt
Parking	4.2.1 Parking Supply	Only required for site plan and zoning by-law applications	Required
Boundary Street Design		All applications	Required
Transportation Demand Management	All Elements	Only required when the development generates more than 60 person-trips	Required
Network Impact			
Background Network Travel Demand	All Elements	Only required when one or more other Network Impact Modules are triggered when the development generates more than 75 auto or transit trips	Exempt The peak hours will not have more than 37 additional auto trips and only the AM peak has more than 75 expected transit trips. The Transit Module will review transit for the area and background traffic analysis is not required.
Demand Rationalization		Only required when one or more other Network Impact Modules when the development generates more than 75 auto trips	Exempt
Neighbourhood Traffic Calming	4.6.1 Adjacent Neighbourhoods	If the development meets all of the following criteria along the route(s) site generated traffic is expected to utilize between an arterial road and the site's access: 1. Access to Collector or Local; 2. "Significant sensitive land use presence" exists, where there is at least two of the following adjacent to the subject street segment: • School (within 250m walking distance); • Park; • Retirement / Older Adult Facility (i.e. long-term care and retirement homes); • Licenced Child Care Centre;	Exempt

Module	Element	Explanation	Exempt/Required
		• Community Centre; or • 50%, or greater, of adjacent property along the route(s) is occupied by residential lands and a minimum of 10 occupied residential units are present on the route. 3. Application is for Zoning By-Law Amendment or Draft Plan of Subdivision; 4. At least 75 site-generated auto trips; 5. Site Trip Infiltration is expected. Site traffic will increase peak hour vehicle volumes along the route by 50% or more.	
Transit	4.7.1 Transit Route Capacity	Only required when the development generates more than 75 transit trips	Required
	4.7.2 Transit Priority Requirements	Only required when the development generates more than 75 auto trips	Exempt
Network Concept		Only required when proposed development generates more than 200 person-trips during the peak hour in excess of equivalent volume permitted by established zoning	Exempt
Intersection Design	4.4.1-2/4.9.1 Intersection Control	Only required when the development generates more than 75 auto trips	Exempt
	4.4.3/4.9.2 Intersection Design	Only required when the development generates more than 75 auto trips	Exempt

6 Development Design

6.1 Design for Sustainable Modes

The proposed development is a 30-storey residential building with ground floor retail space. Vehicle parking is located in three parking levels below grade with five short-term parking spaces provided in a small surface lot and one short term parking space in a layby along the aisle. Bicycle parking is located on the first and second underground parking levels, accessed via a ramp. Three bicycle parking spaces are also located in surface racks adjacent to the surface lot and four bicycle parking spaces are provided near the building entrance at the northwest corner of the building. Elevators are additionally provided from the parking levels for cyclists' ease of use. Building entrances are located on the north and west sides of the building under the building overhang.

An existing sidewalk is present along St Laurent Boulevard and hard surface connections to this facility are proposed from the building entrances.

Bus stops are located on both sides of St Laurent Boulevard within a 100-metre walk of the building entrances. OC Transpo stop #6695 is proposed to be reconstructed along the site frontage, but the ultimate location will be at the discretion of OC Transpo.

The infrastructure TDM checklist is provided in Appendix F.

6.2 Circulation and Access

Vehicular access is provided via a 9.0-metre wide right-in/right-out access on St Laurent Boulevard. The access connects to the underground parking ramp, surface visitor parking spaces, and a loading area. The garbage truck

and move-in truck turning movements can be accommodated on-site. Garbage collection will occur on the drive aisle. Turning templates are provided in Appendix G.

7 Parking

7.1 Parking Supply

The site is proposed to include a total of 231 vehicle parking spaces, including six spaces at grade, and 447 bicycle parking spaces.

The site is located within Area X and partially within Area Z on Schedule 1A of the parking provisions in the Zoning By-Law. According to the parking provisions for Area X, the minimum vehicle parking requirement for the site is 195 vehicle parking spaces for residents, 30 parking spaces for visitors, and seven spaces for the retail component, for a total of 232 parking spaces, and the minimum bicycle parking requirement is 201 residential bicycle parking spaces. According to parking provisions for Area Z, there is no minimum vehicle parking requirement for residents; however, 30 visitor parking spaces and 201 residential bicycle parking spaces are required.

The Zoning By-Law sets a maximum vehicle parking provision for developments located within 600 metres of a rapid transit station. A maximum parking ratio of 1.75 spaces per dwelling unit for the residential component, including visitor spaces, resulting in a total of 702 parking spaces. For the retail component, a maximum parking ratio of 3.6 space per 100 m^2 of gross floor area applies, resulting in a total of 21 commercial spaces.

Overall, the proposed parking rates generally meet the parking requirements for Area X and Area Z. The total parking space amount is one less than the minimum amount although this would meet the intent of development requirements within 600 metres of a rapid transit station. Therefore, the proposed parking supply is considered appropriate for the area and is supported for the rezoning application.

8 Boundary Street Design

Table 19 summarizes the MMLOS analysis for the boundary street of St Laurent Boulevard. The boundary street analysis is based on the policy area of “Mixed Use Centre”. The MMLOS worksheets has been provided in Appendix H.

Table 19: Boundary Street MMLOS Analysis

Segment		Pedestrian LOS		Bicycle LOS		Transit LOS		Truck LOS	
		PLOS	Target	BLOS	Target	TLOS	Target	TrLOS	Target
St Laurent Boulevard	Ex.	E	C	F	A	D	B	A	D
	Fut.	D	C	A	A	B	B	A	D

St Laurent Boulevard will not meet the pedestrian LOS targets in the existing or future conditions. To meet the theoretical PLOS targets, the operating speed would need to be reduced to 50 km/h.

St Laurent Boulevard does not meet the bicycle LOS target in the existing conditions, although the boundary street will meet the bicycle LOS target in the future conditions once the St Laurent Boulevard Transit Priority project is completed.

The transit LOS targets will not be met in the existing conditions, although the boundary street will meet the TLOS target in the future conditions once the St Laurent Boulevard Transit Priority project is completed.

9 Transportation Demand Management

9.1 Context for TDM

The mode shares used within the TIA represent a shift from auto modes to transit modes based on its proximity to St Laurent Station and the availability of transit routes providing direct service between the St Laurent Station and the site frontage. Overall, the modal shares are likely to be achieved and TDM measures would support these inherent aspects.

The subject site is located partially within the St Laurent TOD design priority area.

The total bedroom count within the development is subject to the final unit breakdown. No age restrictions are noted.

9.2 Need and Opportunity

The subject site has been assumed to rely predominantly on transit ridership with the proximity to the St Laurent Station, and those assumptions have been carried through the analysis. The redevelopment of the existing site is expected to have a modest increase in traffic beyond the existing site during the AM peak hour and a minor increase during the PM peak hour. The volumes are not anticipated to directly impact any existing or forecasted capacity concerns, which indicates low risks from failing to meet mode share targets.

Overall, the modal shares are likely to be achieved and supporting TDM measures should be provided to encourage further shifts towards sustainable modes.

9.3 TDM Program

The "suite of post occupancy TDM measures" has been summarized in the TDM checklists for the residential land uses. The checklist is provided in Appendix F. The key TDM measures recommended include:

- Display local area maps with walking and cycling routes, and transit route information and schedules at major entrances
- Provide a multimodal travel option information package to new residents
- Inclusion of a 1-month Presto card for first time apartment rental, with a set time frame for this offer (e.g. 6-months) from the initial opening of the site
- Unbundle parking cost from purchase/rental costs

10 Transit

10.1 Route Capacity

In Section 4.2 the trip generation by mode was estimated, including an estimate of the number of transit trips that will be generated by the proposed development. Table 20 summarizes the transit trip generation.

Table 20: Trip Generation by Transit Mode

Travel Mode	Mode Share	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Transit	Varies	30	67	97	45	35	80

The proposed development is anticipated to generate an additional 97 AM and 80 PM peak hour two-way transit trips. From the trip distribution found in Section 4.3, these values can be further broken down. Table 21 summarizes forecasted site-generated transit ridership trips by direction and the equivalent bus loads.

Table 21: Forecasted Site-Generated Transit Ridership

Direction	AM Peak Hour		PM Peak Hour		Service Type	Approximate Equivalent Peak Hour/Direction Bus Loads
	In	Out	In	Out		
North	5	10	7	5	Bus	One-fifth of a standard bus
South	6	13	9	7	Bus	A quarter of a standard bus
East	5	10	7	5	Bus, LRT	One-fifth of a standard bus
West	15	34	23	18	Bus, LRT	Three-fifth of a standard bus

Transit ridership data for the study area routes at nearby stops was provided by OC Transpo, including boarding, alighting, and average loads. These data are provided in Appendix I.

Average loads of fewer than 12 riders were noted during the AM peak hour, and fewer than 21 riders were noted during the PM peak hour. As a standard bus has a capacity of 55, and all four routes included multiple buses per peak hour it is anticipated that the existing service can accommodate site-generated transit ridership of 67 peak direction trips during the AM peak hour and 45 peak direction trips during the PM peak hour. No service changes are required or recommended to support the subject development.

11 Access Intersections Design

11.1 Location and Design of Access

The site access is proposed to be a right-in/right-out on St Laurent Boulevard. The access is located approximately 8.0 metres from the northern property line, and approximately 74 metres from Queen Mary Street, and 24 metres from RioCan St Laurent Mall signal. The St Laurent Boulevard at RioCan St Laurent Mall intersection is a signalized private access with no leg on the west side of the road. As St Laurent Boulevard includes a median and there is no access to or from the southbound lanes, the corner clearance and Private Approach By-Law distance requirements are not applicable. The Geometric Design Guide for Canadian Roads (TAC, 2017) suggests minimum corner clearance value for driveways of 70.0 metres along arterial road and thus the site access meets this guideline given the distance to Queen Mary Street. The access meets the 3.0-metre offset requirement from the adjacent property line, and 45-metre offset requirement from the adjacent road right-of-way from the Private Approach By-Law.

The access is proposed to be 9.0 metres-wide both in its typical dimension and at the right-of-way line, including a 1.0-metre median underneath the building overhang to enable column placement. Accounting for the curb returns, at the roadway edge, the access is proposed to be 19.0 metres. The maximum width of a two-way access from the Private Approach By-Law is 9.0 metres. This width is noted within the By-Law to apply to both the street (right-of-way) line as well as the roadway edge, however its application at the roadway edge is not possible to meet given the minimum driveway width of 6.0 metres from the Zoning By-Law, combined with City Standard SC7.1, which it is recommended the access be designed to comply with. Therefore, the proposed driveway width is recommended to be approved.

The throat length to the first on-site conflict is approximately 32 metres. The TAC Geometric Design Guidelines requires a throat length of 40 metres for apartment land use more than 200 units on an arterial road. Based on the 15 inbound auto trips during the AM peak hour and 29 inbound auto trips during the PM peak hour forecast in Section 4.2, an average of approximately one vehicle arriving every two to four minutes is anticipated during peak hours. The parcel is also noted to only be approximately 40 metres in depth and thus is limited in the amount of throat that can be provided while providing loading access, pick-up/drop-off space and underground ramp access. Therefore, the storage for four vehicles within the access is considered appropriate and is noted to be sufficient to limit spillback onto St Laurent Boulevard and is therefore recommended to be approved.

12 Summary of Improvements Indicated and Modifications Options

The following summarizes the analysis and results presented in this TIA report:

Proposed Site and Screening

- The proposed site includes a 30-storey residential building with 401 dwelling units, 6,408 ft² of ground-floor retail space, 231 vehicle parking spaces, and 447 bicycle parking spaces
- The proposed access configuration comprises a right-in/right-out access at the north end of the site frontage to St Laurent Boulevard
- The development is proposed to be completed as a single phase by 2028
- The site is located partially within the St Laurent TOD Plan area, and St Laurent Boulevard is a "Mainstreet within Design Priority Area" corridor
- The trip generation, location, and safety triggers were met for the TIA Screening

Existing Conditions

- St Laurent Boulevard, Ogilvie Road, and Coventry Road are arterial roads, Donald Street is a major collector, Cyrville Road is a collector road, and Queen Mary Street is a local road in the study area
- Sidewalks are provided along both sides of St Laurent Boulevard, Donald Street, Ogilvie Road, and Coventry Road between St Laurent Boulevard and the St Laurent Shopping Centre North Access, on the south side of Coventry Road west of the St Laurent Shopping Centre North Access, the north side of Cyrville Road between St Laurent Boulevard and Ogilvie Road and on both sides of the road south of Ogilvie Road
- A multi-use pathway (MUP) is present on the north side of Coventry Road west of the St Laurent Shopping Centre North Access
- Bike lanes are present along Donald Street, Ogilvie Road, Cyrville Road south of Ogilvie Road, and the west side of St Laurent Boulevard north of Donald Street, and Coventry Road between St Laurent Boulevard and the St Laurent Shopping Centre North Access and on the south side of Coventry Road west of the St Laurent Shopping Centre North Access
- During both the AM and PM peak hours, the study area intersections overall operations are acceptable with capacity issues noted at the intersections of St Laurent Boulevard at Donald Street and St Laurent Boulevard at Coventry Road/Ogilvie Road
- One pedestrian collision occurred on St Laurent Boulevard between 125 meters north of Queen Mary Street and Queen Mary Street at a location with no designated crossing
- Four cyclist collisions and one pedestrian collision occurred at the intersection of St Laurent Boulevard at Donald Street, and the cycling collisions primarily include right-turning vehicles and would require an extended review of historic collisions to determine the effectiveness of the intersection reconstruction
- Two pedestrian collisions and one cyclist collision occurred at the intersection of St Laurent Boulevard at Cyrville Road while the cycling collision is associated with weaving issues for southbound vehicles heading to Coventry Road and beyond

Planned Conditions

- Feasibility study of cycling facilities on St Laurent Boulevard from Donald Street to Montreal Road as part of the St Laurent Boulevards Transit Priority Corridor Environment Assessment Study, missing links on Donald Street at Elaine Drive, and signage and pavement marking for bike lanes, where feasible, on Ogilvie Road are identified as priority projects within the TMP Active Transportation Network

- St Laurent Boulevard continuous bus lanes from Innes Road to St Laurent Station, St Laurent transit priority corridor, and Ogilvie transit priority corridor are identified as transit priority projects, and Baseline Transitway median BRT from Bayshore Station to St Laurent Station is identified as a needs-based project within the TMP Transit Network

Development Generated Travel Demand

- The proposed development is forecasted produce 184 two-way people trips during the AM peak hour and 203 two-way people trips during the PM peak hour
- Of the forecasted people trips, 44 two-way trips will be vehicle trips during the AM peak hour, and 53 two-way trips will be vehicle trips during the PM peak hour
- Of the forecasted trips, 15% are anticipated to travel north and east, 20% to the south, and 50% to the west

Development Design

- The proposed development is a 30-storey residential building with the ground floor retail spaces
- Vehicle parking is located in three parking levels below grade with five short-term parking spaces provided in a small surface lot and one short term parking space in a layby along the aisle
- A total of seven bicycle parking spaces is located external to the building, and the remainder of bicycle parking spaces are located in the parking levels below grade
- An existing sidewalk is present along St Laurent Boulevard and hard surface connections to this facility are proposed from the building entrances
- Bus stops are located on both sides of St Laurent Boulevard within a 100-metre walk of the building entrances and OC Transpo bus stop #6695 is proposed to be reconstructed along the site frontage
- The access connects to the underground parking ramp, surface visitor parking spaces, and the loading area
- Garbage collection will occur on the drive aisle and move-in trucks can access the site drive aisles

Parking

- The site is proposed to include a total of 231 vehicle parking spaces and 447 bicycle parking spaces
- The proposed parking rates generally meet the parking requirements for Area X and Area Z
- The total parking space amount is one less than the minimum amount although this would meet the intent of development requirements within 600 metres of a rapid transit station
- The proposed parking supply is considered appropriate for the area and is supported for the rezoning application

Boundary Street Design

- St Laurent Boulevard does not meet the pedestrian LOS targets
- To meet the theoretical PLOS targets, the operating speed would need to be reduced to 50 km/h
- St Laurent Boulevard does not meet the bicycle LOS and transit targets in the existing conditions, although the boundary street will meet the BLOS and TLOS targets in the future conditions once the St Laurent Boulevard Transit Priority project is completed

TDM

- Supportive TDM measures to be included within the proposed development should include:

- Display local area maps with walking and cycling routes, and transit route information and schedules at major entrances
- Provide a multimodal travel option information package to new residents
- Inclusion of a 1-month Presto card for first time apartment rental, with a set time frame for this offer (e.g. 6-months) from the initial opening of the site
- Unbundle parking cost from purchase/rental costs

Transit

- The proposed development is anticipated to generate ridership increases on the order a fifth of a standard bus to three fifths of a standard bus in a peak hour per peak direction
- Average loads of fewer than 12 riders were noted during the AM peak hour, and fewer than 21 riders were noted during the PM peak hour based on the transit ridership data
- The existing service is expected to accommodate site-generated transit trips, and no service changes are required as part of the subject development

Intersection Design

- The access is proposed to be 9.0 metres-wide both in its typical dimension and at the right-of-way line, including a 1.0-metre median underneath the building overhang to enable column placement
- The access meets the offset requirement from the adjacent property line and from the adjacent road right-of-way from the Private Approach By-Law
- Throat length is considered adequate, and corner clearance meets the TAC suggested minimum values

13 Conclusion

It is recommended that, from a transportation perspective, the proposed development applications proceed.

Prepared By:

Reihaneh Azhdar

Reihaneh Azhdar
Transportation Engineering, Intern

Reviewed By:

Andrew Harte, P.Eng.
Senior Transportation Engineer

Appendix A

TIA Screening Form and PM Certification Form

6 Plaza Court
Ottawa, ON K2H 7W1

City of Ottawa 2023 Revisions to 2017 TIA Guidelines
Step 1 - Screening Form

Date: 2025-08-18
Project Number: 2025-086
Project Reference: 1052-1064 St Laurent

1.1 Description of Proposed Development	
Municipal Address	1052-1064 St Laurent Boulevard
Description of Location	North of Queen Mary Street, east side of St Laurent Boulrevard
Land Use Classification	Arterial Mainstreet Zone ([AM], AM10[2199])
Development Size	a 30-storey residential building with approximately 300 units
Accesses	Right-in/right-out accesses along St Laurent Boulevard
Phase of Development	Single
Buildout Year	2028
TIA Requirement	Full TIA Required

1.2 Trip Generation Trigger		
Land Use Type	Multi-Family (High-Rise)	
Development Size	402	Units
Trip Generation Trigger	Yes	

1.3 Location Triggers		
Does the development propose a new driveway to a boundary street that is designated as part of the Transit Priority Network, Rapid Transit network or Cross-Town Bikeways?	Yes	St Laurent Blvd is Cross Town bikeways and transit priority corridor
Is the development in a Hub, a Protected Major Transit Station Area (PMTSA), or a Design Priority Area (DPA)?	Yes	St Laurent TOD
Location Trigger	Yes	

1.4. Safety Triggers		
Are posted speed limits on a boundary street 80 km/hr or greater?	No	
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?	No	
Is the proposed driveway within the area of influence of an adjacent traffic signal or roundabout (i.e. within 300 m of intersection in rural conditions, or within 150 m of intersection in urban/ suburban conditions)?	Yes	Within 150 m of the intersection of St Laurent Blvd & Cyrville Rd
Is the proposed driveway within auxiliary lanes of an intersection?	No	
Does the proposed driveway make use of an existing median break that serves an existing site?	No	
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?	Yes	Four pedestrian and five cyclist collisions occurred within the study area, with one pedestrian and four cyclist collisions occurring at the intersection of St Laurent Boulevard at Donald Street
Does the development include a drive-thru facility?	No	
Safety Trigger	Yes	

Certification Form for TIA Study PM

TIA Plan Reports

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

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

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

CERTIFICATION

- ☑ I have reviewed and have a sound understanding of the objectives, needs and requirements of the City of Ottawa's Official Plan, Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines; (Update effective July 2023)
- ☑ I have a sound knowledge of industry standard practice with respect to the preparation of transportation impact assessment reports, including multi modal level of service review;
- ☑ I have substantial experience (more than 5 years) in undertaking and delivering transportation impact studies (analysis, reporting and geometric design) with strong background knowledge in transportation planning, engineering or traffic operations; and
- ☑ I am either a licensed or registered[1] professional in good standing, whose field of expertise
  - ☑ is either transportation engineering
  - ☐ or transportation planning.

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

City Of Ottawa
Planning, Real Estate and Economic Development
110 Laurier Avenue West, 4th fl.
Ottawa, ON
K1P 1J1
Tel. : 613-580-2424
Fax: 613-560-6006

Revision Date: June 2023

Dated at Ottawa (City) this 17 day of August , 20 23 .

Name : Andrew Harte

Professional title: Senior Transportation Engineer / Vice-President Ottawa

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

Office Contact Information (Please Print)
Address: 6 Plaza Court
City / Postal Code: Ottawa, K2H 7W1
Telephone / Extension: 613-697-3797
Email Address: andrew.harte@cghtransportation.com

Stamp

Revision Date: June 2023

Appendix B

Turning Movement Counts

Turning Movement Count

Summary Report Including Peak Hours, AADT and Expansion Factors

All Vehicles Except Bicycles and Personal E-Transportation

Donald Street & St. Laurent Boulevard — Ottawa, ON

Survey Date: Tuesday, July 08, 2025 **Start Time:** 0700 **AADT Factor:** 0.9

Weather AM: Overcast 17° C **Survey Duration:** 8 Hrs. **Survey Hours:** 0700-1000, 1130-1330 & 1500-1800

Weather PM: Mostly Cloudy 25° C **Surveyor(s):** J. Mousseau

	Donald St. Eastbound					Donald St. Westbound						St. Laurent Blvd. Northbound					St. Laurent Blvd. 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
0700-0800	34	92	94	0	**220**	140	72	87	0	**299**	**519**	90	507	88	0	**685**	78	478	21	0	**577**	**1262**	**1781**
0800-0900	96	132	98	0	**326**	132	143	127	0	**402**	**728**	122	744	91	4	**961**	92	598	52	0	**742**	**1703**	**2431**
0900-1000	45	163	98	0	**306**	150	129	135	0	**414**	**720**	128	724	122	3	**977**	149	614	51	0	**814**	**1791**	**2511**
1130-1230	54	169	135	0	**358**	181	150	174	0	**505**	**863**	161	712	154	6	**1033**	221	726	54	0	**1001**	**2034**	**2897**
1230-1330	54	183	128	0	**365**	201	160	211	0	**572**	**937**	154	798	169	2	**1123**	205	677	42	0	**924**	**2047**	**2984**
1500-1600	64	187	146	0	**397**	193	181	185	0	**559**	**956**	185	723	181	2	**1091**	195	770	64	0	**1029**	**2120**	**3076**
1600-1700	121	211	161	0	**493**	202	152	217	0	**571**	**1064**	169	1000	225	1	**1395**	190	794	85	0	**1069**	**2464**	**3528**
1700-1800	94	228	127	0	**449**	211	216	205	0	**632**	**1081**	191	917	187	2	**1297**	203	786	69	0	**1058**	**2355**	**3436**
Totals	**562**	**1365**	**987**	**0**	**2914**	**1410**	**1203**	**1341**	**0**	**3954**	**6868**	**1200**	**6125**	**1217**	**20**	**8562**	**1333**	**5443**	**438**	**0**	**7214**	**15776**	**22644**

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	781	1897	1372	0	**4050**	1960	1672	1864	0	**5496**	**9547**	1668	8514	1692	28	**11901**	1853	7566	609	0	**10027**	**21929**	**31475**

Average daily 12-hour vehicle volumes. These volumes are calculated by multiplying the equivalent 12-hour totals by the AADT factor of: 0.9

AADT 12-hr	703	1708	1235	0	**3645**	1764	1505	1678	0	**4946**	**8592**	1501	7662	1522	25	**10711**	1668	6809	548	0	**9025**	**19736**	**28328**

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	921	2237	1618	0	**4775**	2311	1971	2198	0	**6480**	**11255**	1967	10038	1994	33	**14031**	2185	8920	718	0	**11822**	**25854**	**37109**

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	Total	LT	ST	RT	UT	Total	Str. Tot.	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	Gr. Tot.
0900-1000	45	163	98	0	**306**	150	129	135	0	**414**	**720**	128	724	122	3	**977**	149	614	51	0	**814**	**1791**	**2511**
OFF Peak Hour Factor ➡ 0.96												Highest Hourly Vehicle Volume Between 1130h & 1330h										
OFF Peak Hr	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	Gr. Tot.
1200-1300	44	180	138	0	**362**	184	162	198	0	**544**	**906**	187	773	173	4	**1137**	222	747	48	0	**1017**	**2154**	**3060**
PM Peak Hour Factor ➡ 0.96												Highest Hourly Vehicle Volume Between 1500h & 1800h										
PM Peak Hr	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	Gr. Tot.
1615-1715	132	230	163	0	**525**	208	168	227	0	**603**	**1128**	183	1005	227	1	**1416**	190	798	96	0	**1084**	**2500**	**3628**

Comments:

OC Transpo and Para Transpo buses, private buses and school buses comprise 30.60% of the heavy vehicle traffic. This intersection is located on the boundaries of Wards 11 & 13. The pedestrian crossings totals include 19 pedestrians with accessibility issues using either a cane, walker or wheelchair. N/B traffic queued from north of Donald St. back to Donald St. between 1530 & 1600H.

Notes:

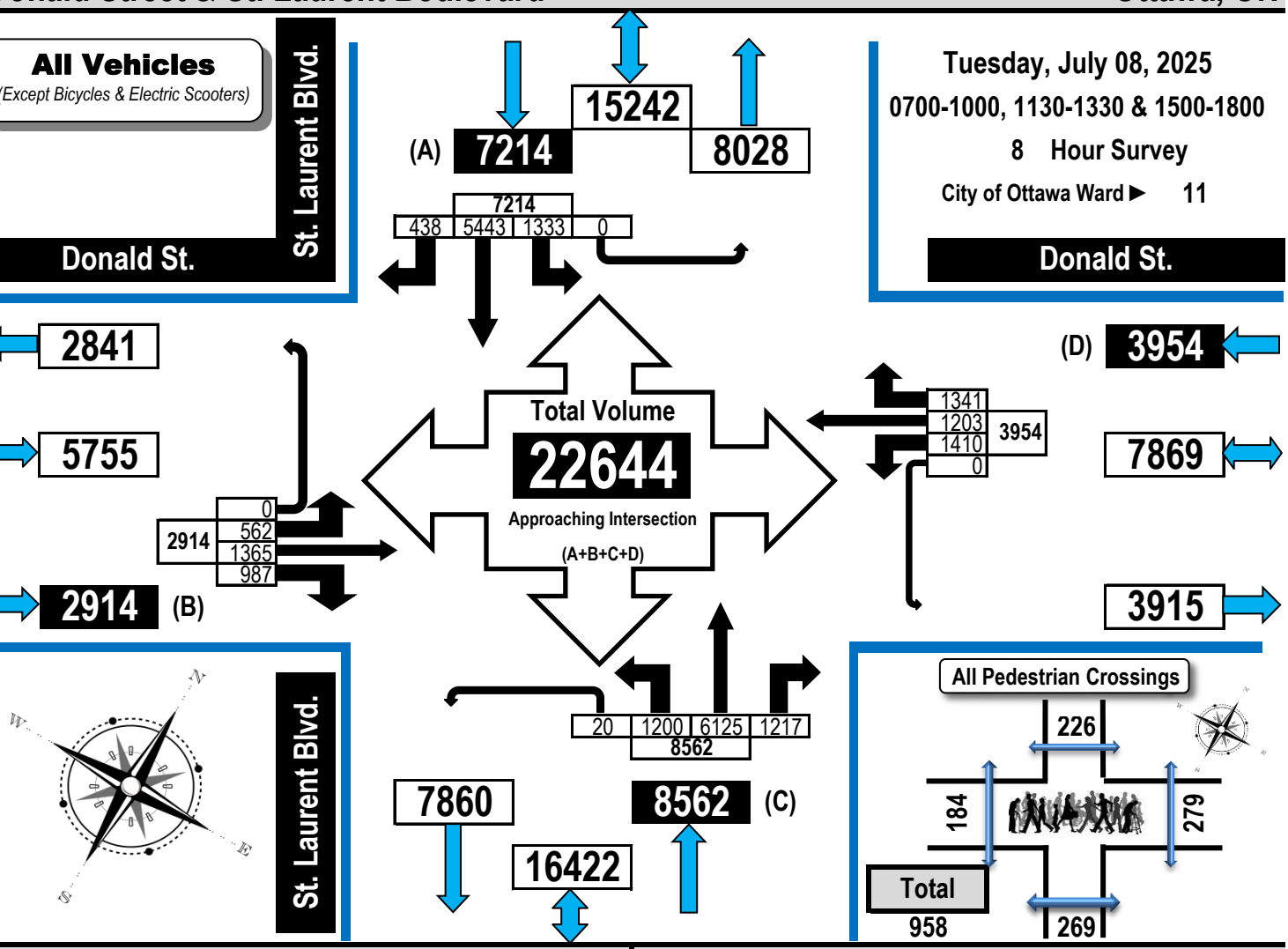
1. Includes all vehicle types except bicycles, electric bicycles, and electric scooters.
2. When expansion and AADT factors are applied, the results will differ slightly due to rounding.

Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams
All Vehicles Except Bicycles and Personal E-Transportation

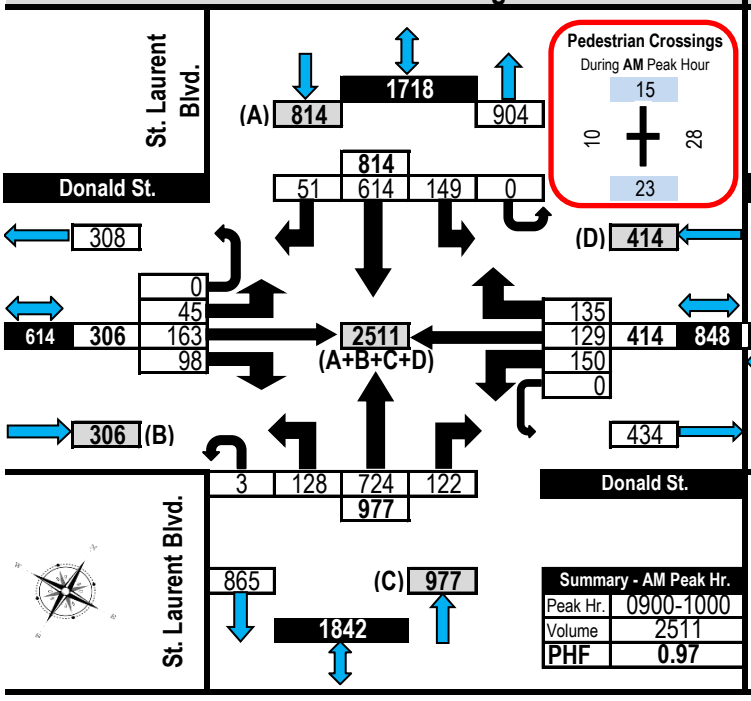
Donald Street & St. Laurent Boulevard — Ottawa, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Tuesday, July 08, 2025
0700-1000, 1130-1330 & 1500-1800
8 Hour Survey
City of Ottawa Ward ► 11

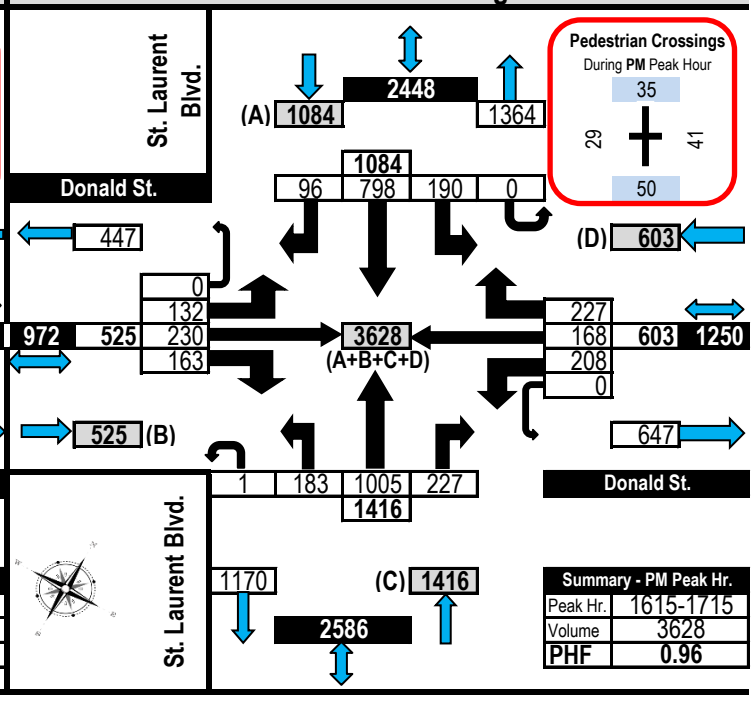


AM Peak Hour Flow Diagram



Summary - AM Peak Hr.	
Peak Hr.	0900-1000
Volume	2511
PHF	0.97

PM Peak Hour Flow Diagram



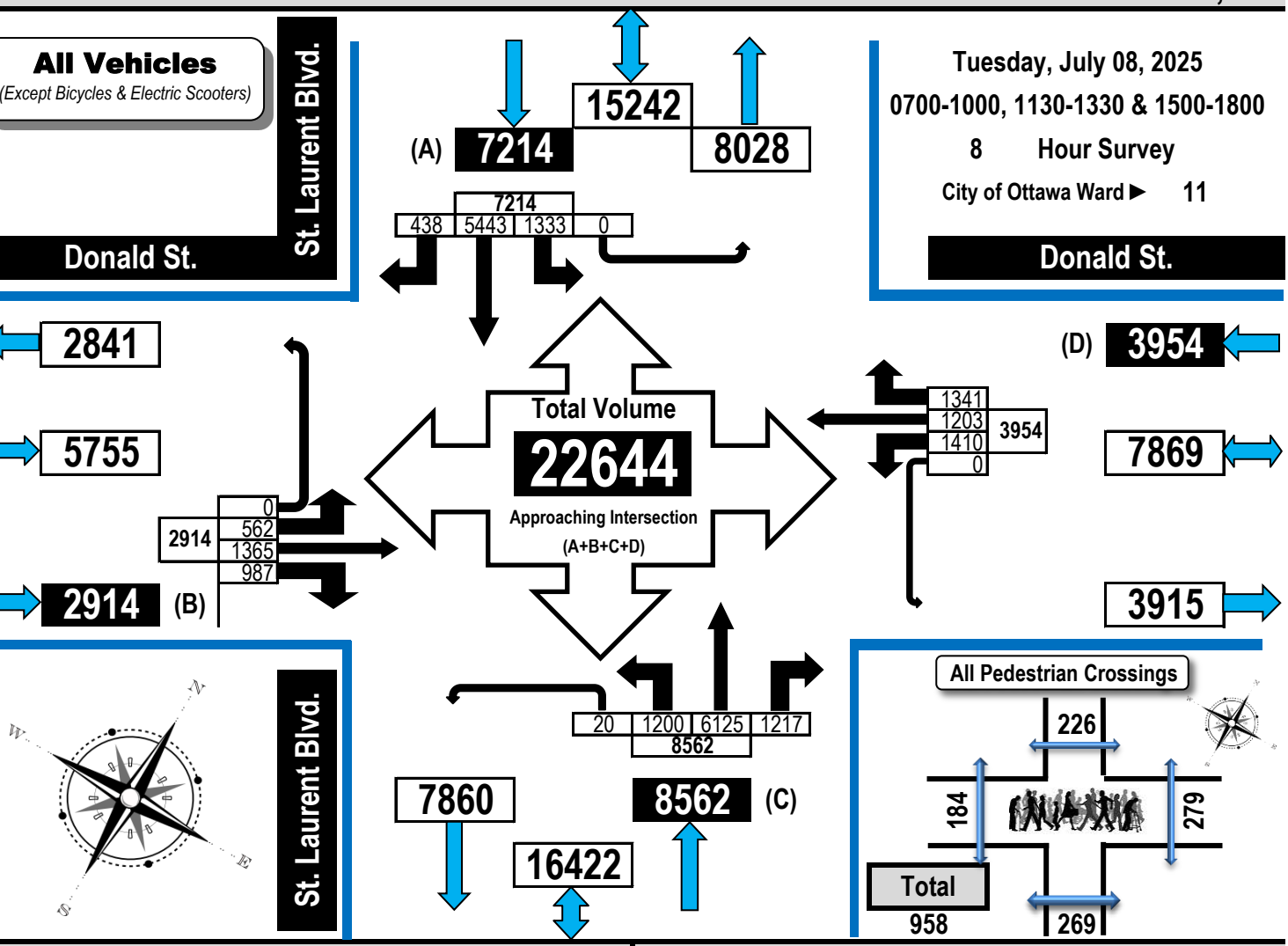
Summary - PM Peak Hr.	
Peak Hr.	1615-1715
Volume	3628
PHF	0.96

Turning Movement Count
Summary, OFF and EVENING Peak Hour Flow Diagrams
All Vehicles Except Bicycles and Personal E-Transportation

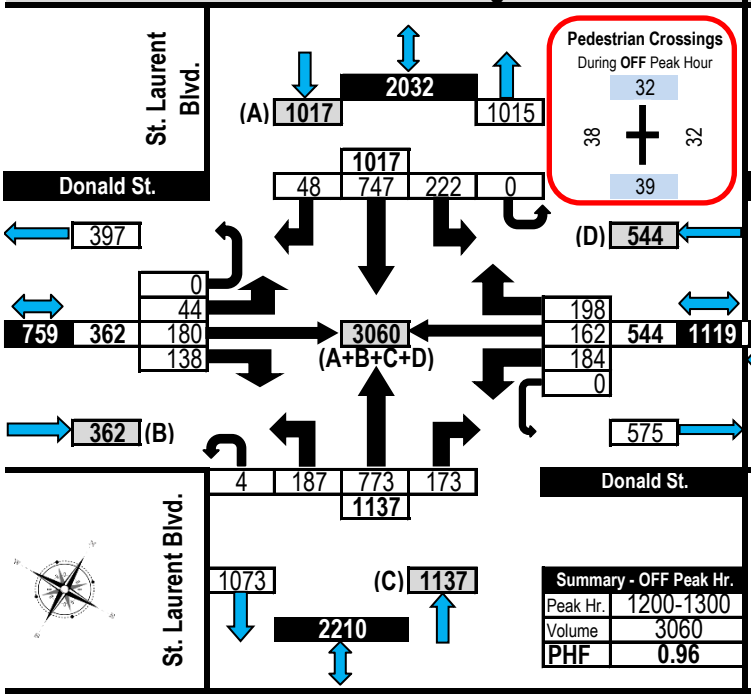
Donald Street & St. Laurent Boulevard — Ottawa, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Tuesday, July 08, 2025
0700-1000, 1130-1330 & 1500-1800
8 Hour Survey
City of Ottawa Ward ▶ 11

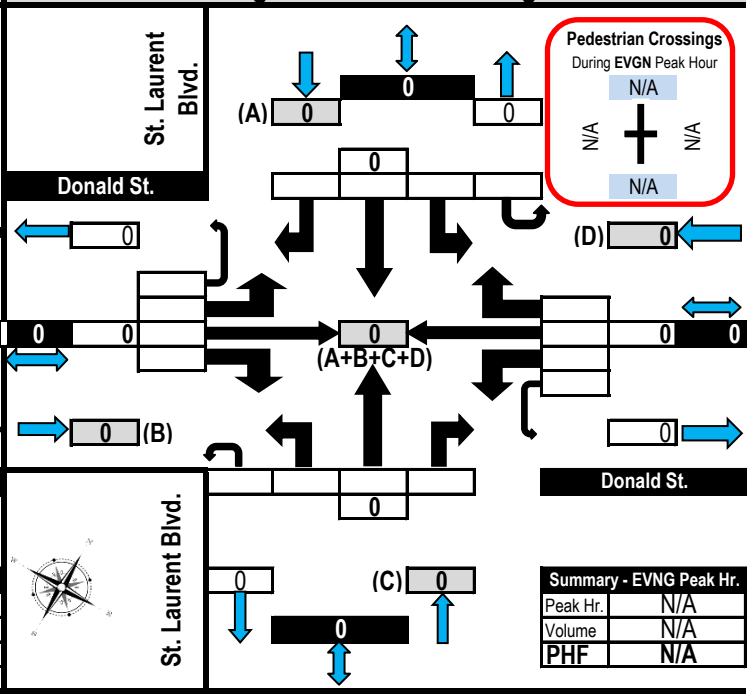


Off Peak Hour Flow Diagram



Summary - OFF Peak Hr.	
Peak Hr.	1200-1300
Volume	3060
PHF	0.96

Evening Peak Hour Flow Diagram



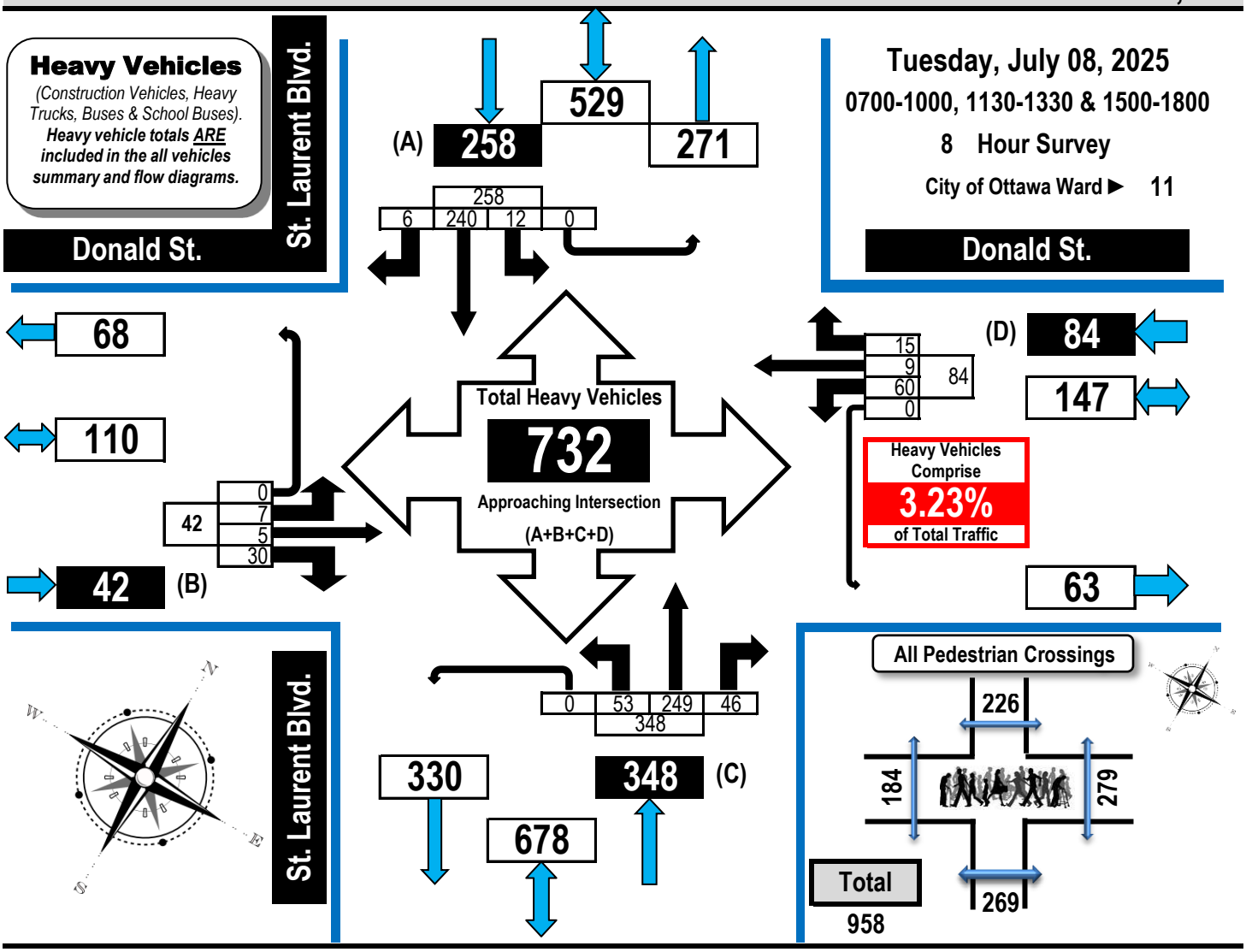
Summary - EVNG Peak Hr.	
Peak Hr.	N/A
Volume	N/A
PHF	N/A

Turning Movement Count
Heavy Vehicle Summary (FHWA Class 4-13)
Flow Diagram

Donald Street & St. Laurent Boulevard — Ottawa, ON

Heavy Vehicles
(Construction Vehicles, Heavy Trucks, Buses & School Buses).
Heavy vehicle totals ARE included in the all vehicles summary and flow diagrams.

Tuesday, July 08, 2025
0700-1000, 1130-1330 & 1500-1800
8 Hour Survey
City of Ottawa Ward ► 11



	Donald St. Eastbound					Donald St. Westbound					St. Laurent Blvd. Northbound					St. Laurent Blvd. Southbound					
Time Period	LT	ST	RT	UT	EB Tot	LT	ST	RT	UT	WB Tot	LT	ST	RT	UT	NB Tot	LT	ST	RT	UT	SB Tot	GR Tot
0700-0800	0	0	3	0	3	8	1	0	0	9	13	38	8	0	59	2	16	1	0	19	90
0800-0900	1	0	4	0	5	10	0	1	0	11	9	52	6	0	67	4	29	0	0	33	116
0900-1000	1	2	5	0	8	12	2	5	0	19	8	46	9	0	63	1	46	1	0	48	138
1130-1230	1	1	3	0	5	5	1	1	0	7	7	33	3	0	43	2	40	2	0	44	99
1230-1330	2	1	8	0	11	6	1	3	0	10	5	34	8	0	47	0	28	2	0	30	98
1500-1600	0	0	4	0	4	7	4	1	0	12	3	15	6	0	24	2	38	0	0	40	80
1600-1700	1	1	1	0	3	5	0	2	0	7	6	12	4	0	22	0	23	0	0	23	55
1700-1800	1	0	2	0	3	7	0	2	0	9	2	19	2	0	23	1	20	0	0	21	56
Totals	7	5	30	0	42	60	9	15	0	84	53	249	46	0	348	12	240	6	0	258	732

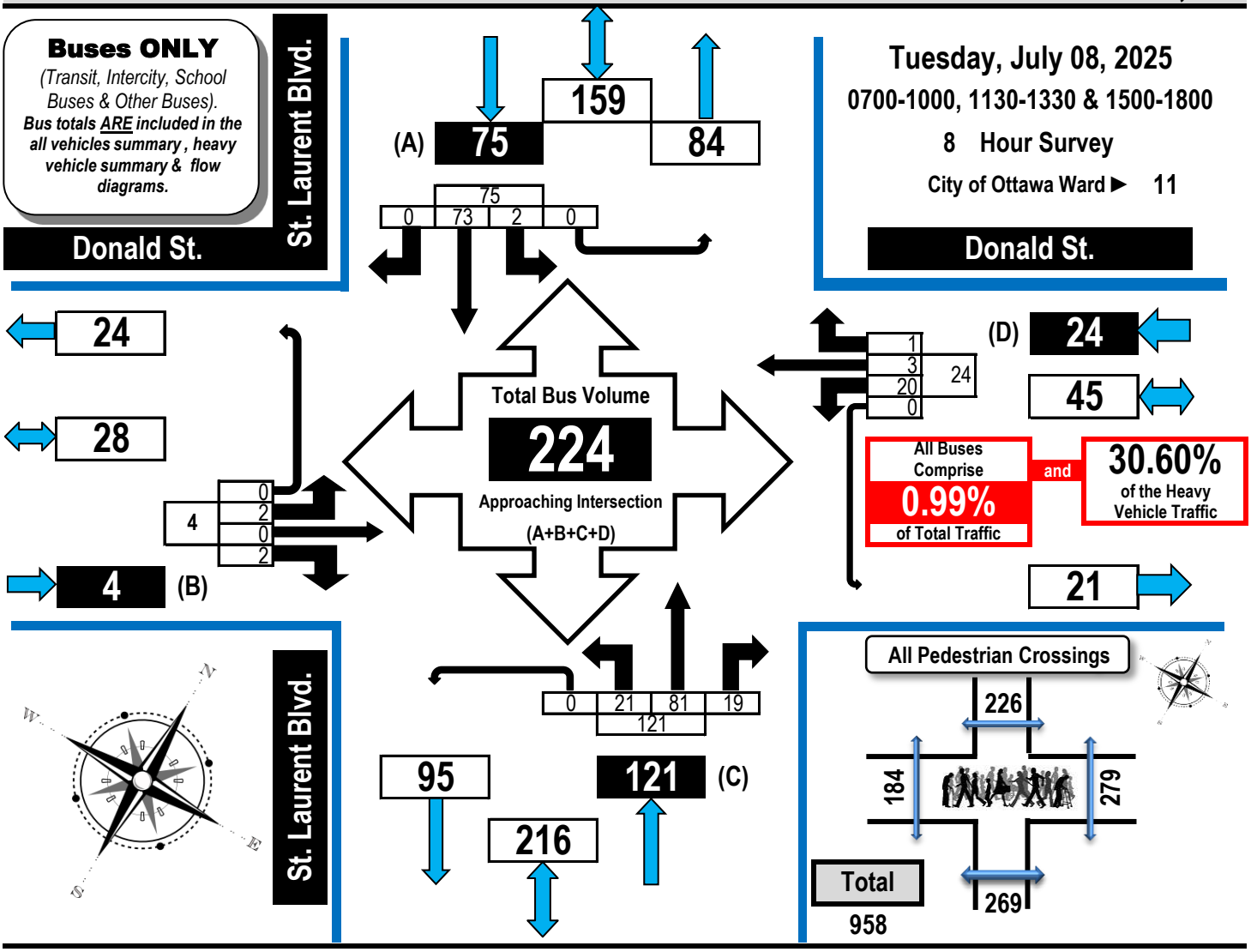
Comments:
OC Transpo and Para Transpo buses, private buses and school buses comprise 30.60% of the heavy vehicle traffic. This intersection is located on the boundaries of Wards 11 & 13. The pedestrian crossings totals include 19 pedestrians with accessibility issues using either a cane, walker or wheelchair. N/B traffic queued from north of Donald St. back to Donald St. between 1530 & 1600H.

Turning Movement Count
All Buses Summary (FHWA Class 4 ONLY)
Flow Diagram

Donald Street & St. Laurent Boulevard — Ottawa, ON

Buses ONLY
(Transit, Intercity, School Buses & Other Buses).
Bus totals ARE included in the all vehicles summary , heavy vehicle summary & flow diagrams.

Tuesday, July 08, 2025
0700-1000, 1130-1330 & 1500-1800
8 Hour Survey
City of Ottawa Ward ► 11

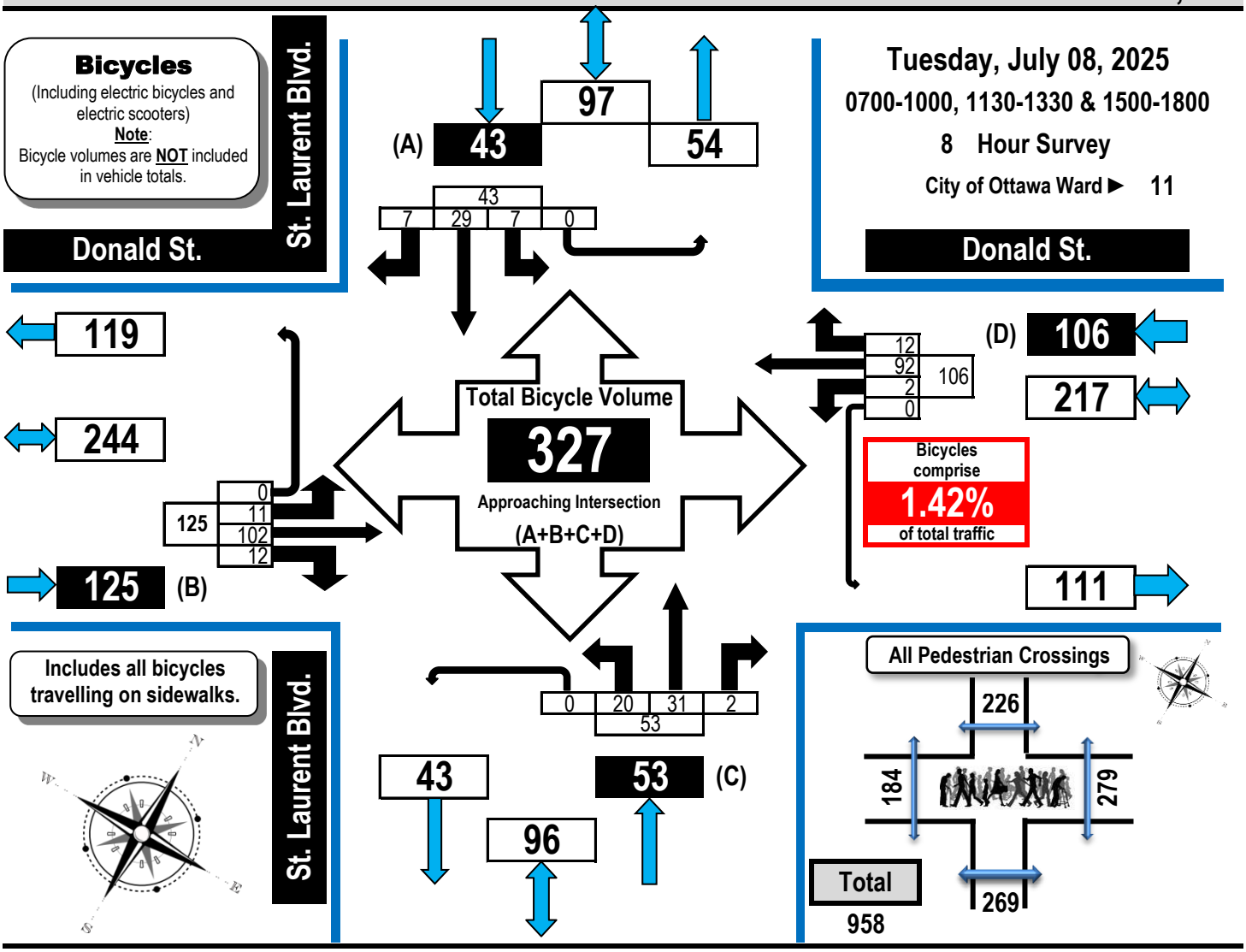


	Donald St. Eastbound					Donald St. Westbound					St. Laurent Blvd. Northbound					St. Laurent Blvd. Southbound					
Time Period	LT	ST	RT	UT	EB Tot	LT	ST	RT	UT	WB Tot	LT	ST	RT	UT	NB Tot	LT	ST	RT	UT	SB Tot	GR Tot
0700-0800	0	0	2	0	2	2	0	0	0	2	3	8	3	0	14	0	6	0	0	6	24
0800-0900	1	0	0	0	1	3	0	0	0	3	3	12	3	0	18	0	7	0	0	7	29
0900-1000	0	0	0	0	0	2	1	1	0	4	2	11	4	0	17	1	14	0	0	15	36
1130-1230	0	0	0	0	0	2	0	0	0	2	2	11	2	0	15	0	8	0	0	8	25
1230-1330	1	0	0	0	1	2	0	0	0	2	2	11	2	0	15	0	10	0	0	10	28
1500-1600	0	0	0	0	0	2	2	0	0	4	2	10	2	0	14	0	10	0	0	10	28
1600-1700	0	0	0	0	0	2	0	0	0	2	5	8	2	0	15	0	7	0	0	7	24
1700-1800	0	0	0	0	0	5	0	0	0	5	2	10	1	0	13	1	11	0	0	12	30
Totals	**2**	**0**	**2**	**0**	**4**	**20**	**3**	**1**	**0**	**24**	**21**	**81**	**19**	**0**	**121**	**2**	**73**	**0**	**0**	**75**	**224**

Comments:
OC Transpo and Para Transpo buses, private buses and school buses comprise 30.60% of the heavy vehicle traffic. This intersection is located on the boundaries of Wards 11 & 13. The pedestrian crossings totals include 19 pedestrians with accessibility issues using either a cane, walker or wheelchair. N/B traffic queued from north of Donald St. back to Donald St. between 1530 & 1600H.

Turning Movement Count
Bicycles and Personal E-Transportation Summary
Flow Diagram

Donald Street & St. Laurent Boulevard — Ottawa, ON



	Donald St. Eastbound					Donald St. Westbound					St. Laurent Blvd. Northbound					St. Laurent Blvd. Southbound					
Time Period	LT	ST	RT	UT	EB Tot	LT	ST	RT	UT	WB Tot	LT	ST	RT	UT	NB Tot	LT	ST	RT	UT	SB Tot	GR Tot
0700-0800	1	16	2	0	19	0	9	0	0	9	1	0	0	0	1	1	3	1	0	5	34
0800-0900	1	14	2	0	17	0	17	1	0	18	1	1	0	0	2	1	3	2	0	6	43
0900-1000	2	8	0	0	10	0	5	0	0	5	2	2	0	0	4	0	3	0	0	3	22
1130-1230	1	7	1	0	9	1	7	2	0	10	3	6	1	0	10	2	3	1	0	6	35
1230-1330	0	5	0	0	5	1	9	6	0	16	1	1	0	0	2	1	1	2	0	4	27
1500-1600	3	11	3	0	17	0	16	1	0	17	5	11	0	0	16	0	7	1	0	8	58
1600-1700	1	21	3	0	25	0	26	1	0	27	3	4	0	0	7	1	4	0	0	5	64
1700-1800	2	20	1	0	23	0	3	1	0	4	4	6	1	0	11	1	5	0	0	6	44
Totals	11	102	12	0	125	2	92	12	0	106	20	31	2	0	53	7	29	7	0	43	327

Comments:

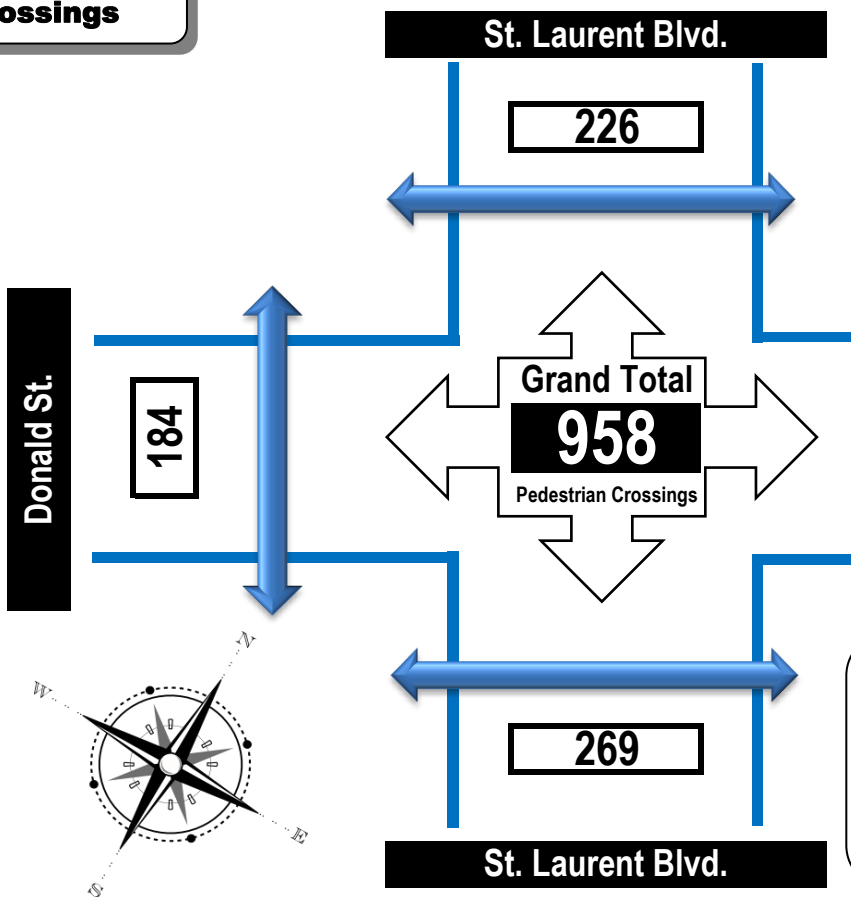
OC Transpo and Para Transpo buses, private buses and school buses comprise 30.60% of the heavy vehicle traffic. This intersection is located on the boundaries of Wards 11 & 13. The pedestrian crossings totals include 19 pedestrians with accessibility issues using either a cane, walker or wheelchair. N/B traffic queued from north of Donald St. back to Donald St. between 1530 & 1600H.

Turning Movement Count
Pedestrian Crossings Summary and Flow Diagram

Donald Street & St. Laurent Boulevard — Ottawa, ON

Pedestrian Crossings

Tuesday, July 08, 2025
0700-1000, 1130-1330 & 1500-1800
8 Hour Survey
City of Ottawa Ward ► 11



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 Donald St.	East Side Crossing Donald St.	Street Total	South Side Crossing St. Laurent Blvd.	North Side Crossing St. Laurent Blvd.	Street Total	Grand Total
0700-0800	12	14	26	10	5	15	41
0800-0900	15	30	45	26	22	48	93
0900-1000	10	28	38	23	15	38	76
1130-1230	25	35	60	40	35	75	135
1230-1330	43	35	78	25	44	69	147
1500-1600	25	42	67	48	41	89	156
1600-1700	23	50	73	47	23	70	143
1700-1800	31	45	76	50	41	91	167
Totals	**184**	**279**	**463**	**269**	**226**	**495**	**958**

Comments:
OC Transpo and Para Transpo buses, private buses and school buses comprise 30.60% of the heavy vehicle traffic. This intersection is located on the boundaries of Wards 11 & 13. The pedestrian crossings totals include 19 pedestrians with accessibility issues using either a cane, walker or wheelchair. N/B traffic queued from north of Donald St. back to Donald St. between 1530 & 1600H.

Turning Movement Count
Summary Report Including Peak Hours, AADT and Expansion Factors
All Vehicles Except Bicycles and Personal E-Transportation

Cyrville Road & St. Laurent Boulevard — Ottawa, ON

Survey Date: Tuesday, July 08, 2025 **Start Time:** 0700 **AADT Factor:** 0.9
Weather AM: Overcast 17° C **Survey Duration:** 8 Hrs. **Survey Hours:** 0700-1000, 1130-1330 & 1500-1800
Weather PM: Mostly Cloudy 25° C **Surveyor(s):** J. Mousseau

Time Period	AMG/Mercedes Eastbound					Cyrville Rd. Westbound						St. Laurent Blvd. Northbound					St. Laurent Blvd. Southbound						
	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
0700-0800	0	1	7	0	**8**	0	0	160	0	**160**	**168**	2	567	11	0	**580**	117	637	0	0	**754**	**1334**	**1502**
0800-0900	0	1	9	0	**10**	1	0	247	0	**248**	**258**	1	727	20	2	**750**	140	787	1	0	**928**	**1678**	**1936**
0900-1000	0	3	4	0	**7**	2	0	215	0	**217**	**224**	1	790	33	2	**826**	183	748	3	0	**934**	**1760**	**1984**
1130-1230	0	0	6	0	**6**	0	0	255	0	**255**	**261**	1	868	76	2	**947**	226	886	0	7	**1119**	**2066**	**2327**
1230-1330	0	2	2	0	**4**	0	0	247	0	**247**	**251**	0	914	60	4	**978**	229	837	1	3	**1070**	**2048**	**2299**
1500-1600	2	0	14	0	**16**	0	0	286	0	**286**	**302**	2	915	88	1	**1006**	279	953	1	0	**1233**	**2239**	**2541**
1600-1700	0	0	10	0	**10**	0	0	319	0	**319**	**329**	0	1002	99	4	**1105**	292	920	1	1	**1214**	**2319**	**2648**
1700-1800	0	0	6	0	**6**	0	0	270	0	**270**	**276**	0	1100	110	1	**1211**	289	918	2	0	**1209**	**2420**	**2696**
Totals	**2**	**7**	**58**	**0**	**67**	**3**	**0**	**1999**	**0**	**2002**	**2069**	**7**	**6883**	**497**	**16**	**7403**	**1755**	**6686**	**9**	**11**	**8461**	**15864**	**17933**

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	3	10	81	0	**93**	4	0	2779	0	**2783**	**2876**	10	9567	691	22	**10290**	2439	9294	13	15	**11761**	**22051**	**24927**
Average daily 12-hour vehicle volumes. These volumes are calculated by multiplying the equivalent 12-hour totals by the AADT factor of: 0.9																							
AADT 12-hr	3	9	73	0	**84**	4	0	2501	0	**2505**	**2588**	9	8611	622	20	**9261**	2196	8364	11	14	**10585**	**19846**	**22434**
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	3	11	95	0	**110**	5	0	3276	0	**3281**	**3391**	11	11280	814	26	**12132**	2876	10957	15	18	**13866**	**25998**	**29389**

AADT and expansion factors provided by the City of Ottawa

AM Peak Hour Factor ➡ 0.94												Highest Hourly Vehicle Volume Between 0700h & 1000h										
AM Peak Hr	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	Gr. Tot.
0845-0945	0	3	5	0	**8**	1	0	239	0	**240**	**248**	1	815	32	3	**851**	172	733	3	0	**908**	**1759**	**2007**
OFF Peak Hour Factor ➡ 0.96												**Highest Hourly Vehicle Volume Between 1130h & 1330h**										
OFF Peak Hr	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	Gr. Tot.
1200-1300	0	2	2	0	**4**	0	0	260	0	**260**	**264**	1	929	71	2	**1003**	240	888	0	7	**1135**	**2138**	**2402**
PM Peak Hour Factor ➡ 0.93												**Highest Hourly Vehicle Volume Between 1500h & 1800h**										
PM Peak Hr	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	LT	ST	RT	UT	Total	LT	ST	RT	UT	Total	Str. Tot.	Gr. Tot.
1630-1730	0	0	7	0	**7**	0	0	310	0	**310**	**317**	0	1003	122	3	**1128**	314	962	3	1	**1280**	**2408**	**2725**

Comments:

OC Transpo and Para Transpo buses, private buses and school buses comprise 31.29% of the heavy vehicle traffic. This intersection is located on the boundaries of Wards 11 & 13.

Notes:

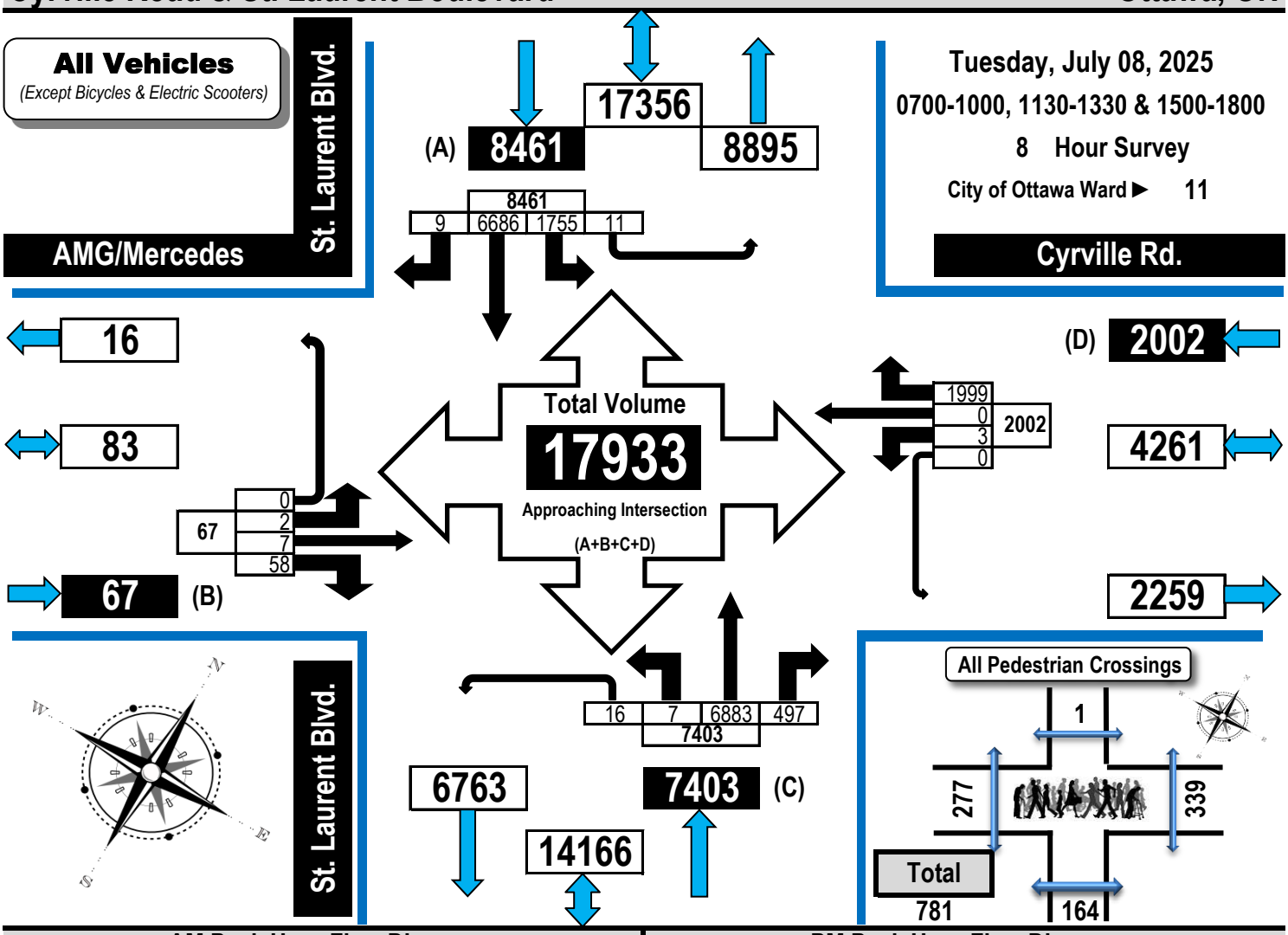
1. Includes all vehicle types except bicycles, electric bicycles, and electric scooters.
2. When expansion and AADT factors are applied, the results will differ slightly due to rounding.

Turning Movement Count
Summary, AM and PM Peak Hour Flow Diagrams
All Vehicles Except Bicycles and Personal E-Transportation

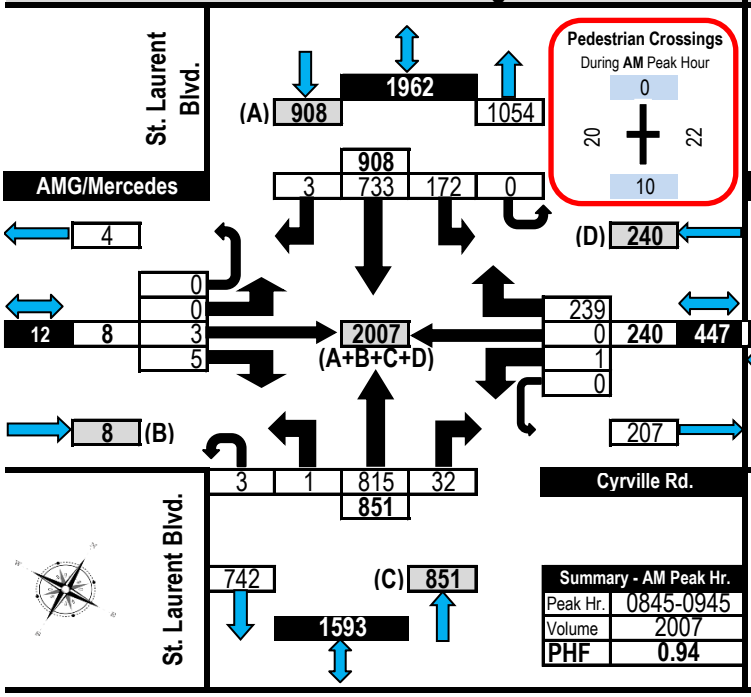
Cyrville Road & St. Laurent Boulevard — Ottawa, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Tuesday, July 08, 2025
0700-1000, 1130-1330 & 1500-1800
8 Hour Survey
City of Ottawa Ward ▶ 11

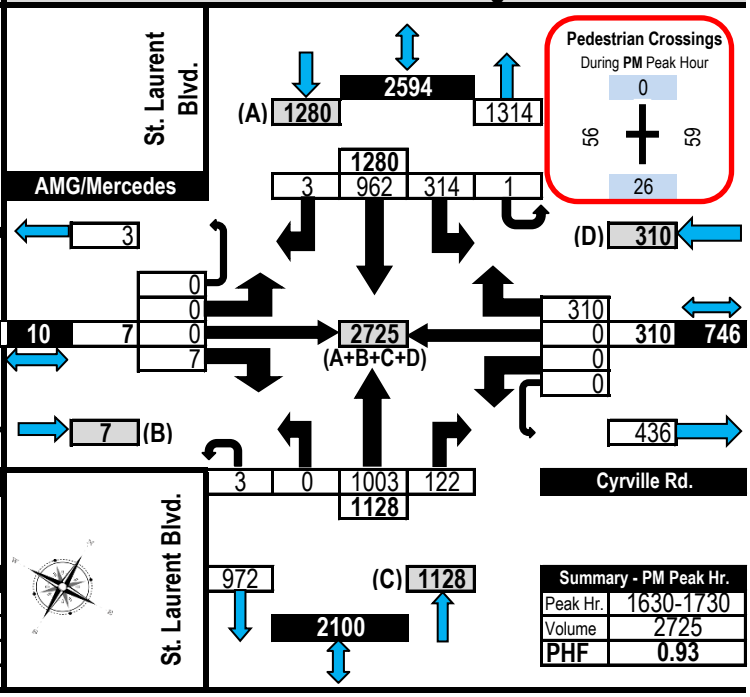


AM Peak Hour Flow Diagram



Summary - AM Peak Hr.	
Peak Hr.	0845-0945
Volume	2007
PHF	0.94

PM Peak Hour Flow Diagram



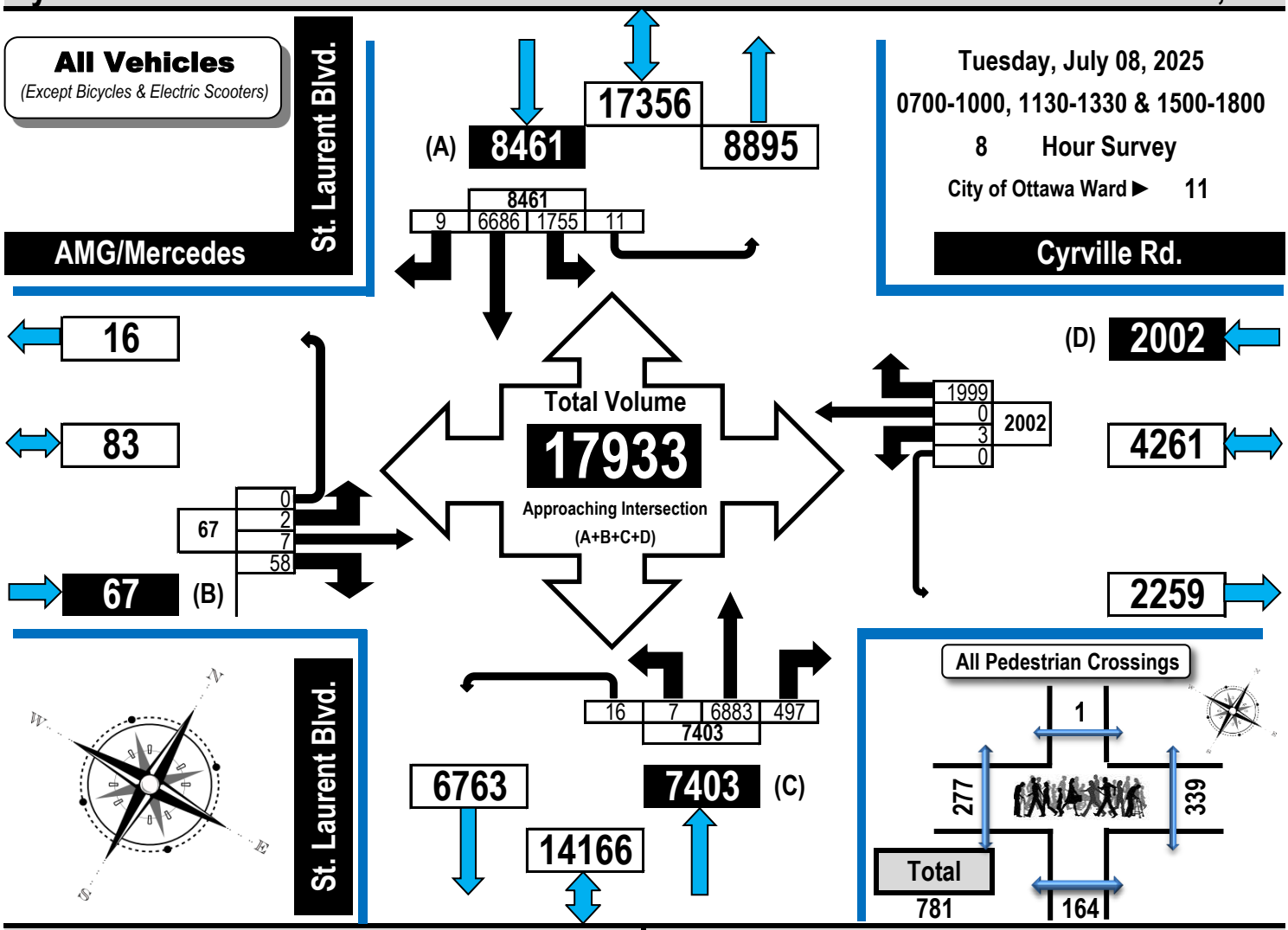
Summary - PM Peak Hr.	
Peak Hr.	1630-1730
Volume	2725
PHF	0.93

Turning Movement Count
Summary, OFF and EVENING Peak Hour Flow Diagrams
All Vehicles Except Bicycles and Personal E-Transportation

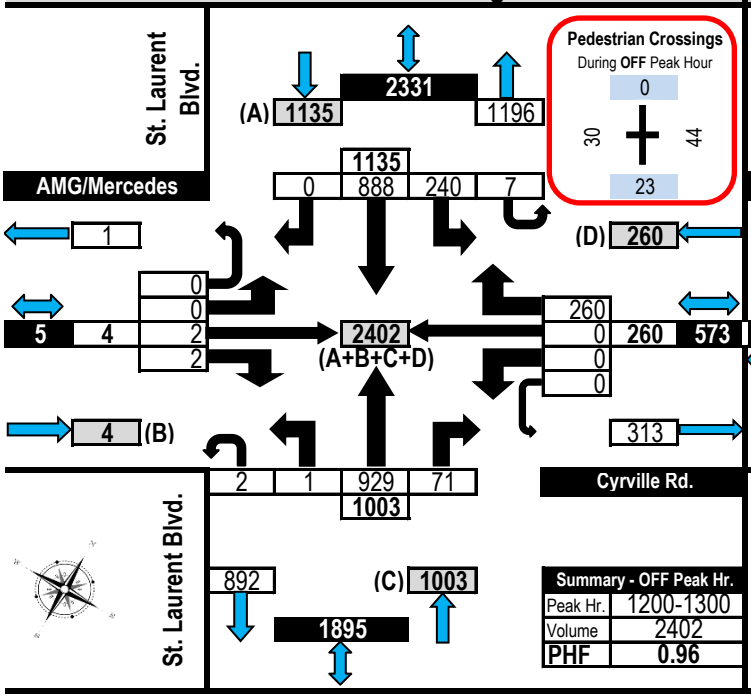
Cyrville Road & St. Laurent Boulevard — Ottawa, ON

All Vehicles
(Except Bicycles & Electric Scooters)

Tuesday, July 08, 2025
0700-1000, 1130-1330 & 1500-1800
8 Hour Survey
City of Ottawa Ward ▶ 11

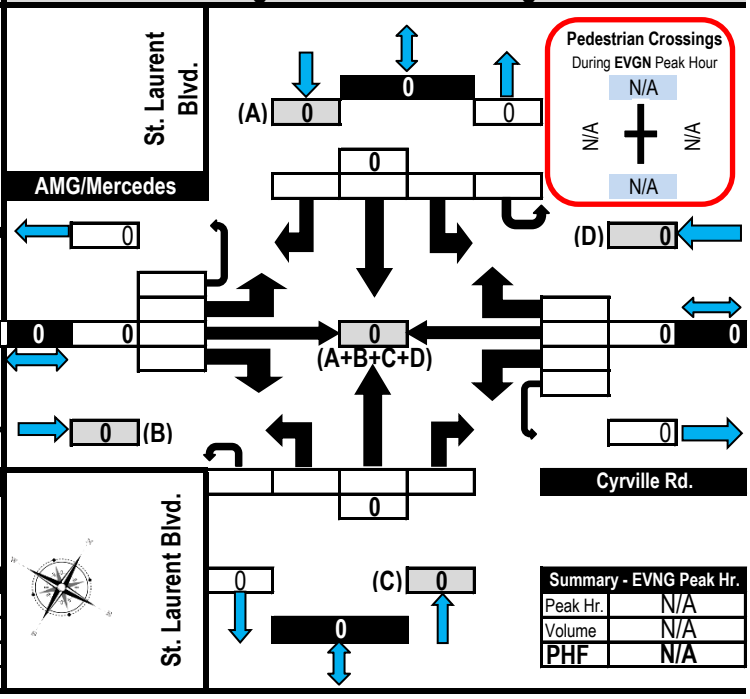


Off Peak Hour Flow Diagram



Summary - OFF Peak Hr.	
Peak Hr.	1200-1300
Volume	2402
PHF	0.96

Evening Peak Hour Flow Diagram



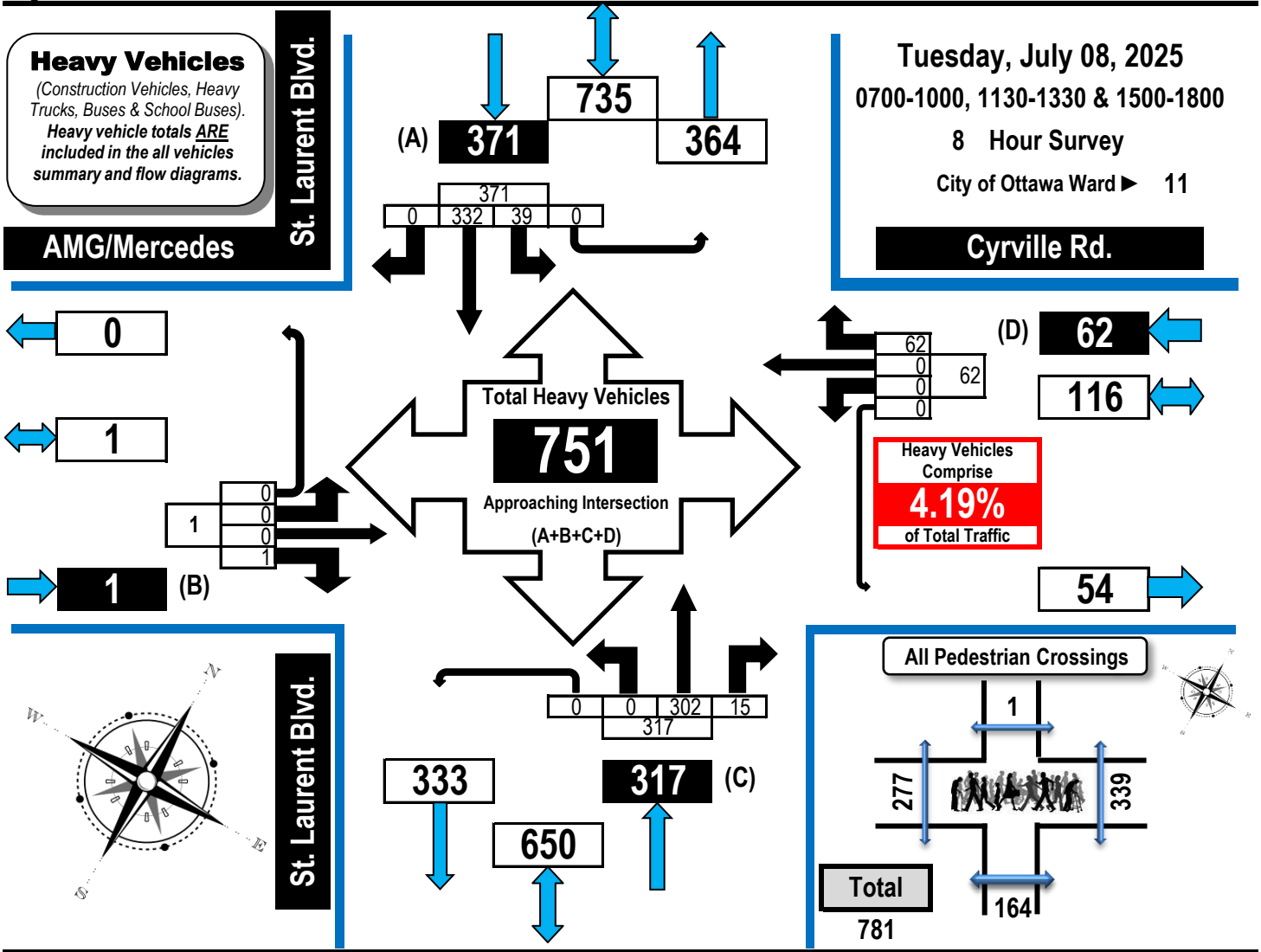
Summary - EVNG Peak Hr.	
Peak Hr.	N/A
Volume	N/A
PHF	N/A

Turning Movement Count
Heavy Vehicle Summary (FHWA Class 4-13)
Flow Diagram

Cyrville Road & St. Laurent Boulevard — Ottawa, ON

Heavy Vehicles
(Construction Vehicles, Heavy Trucks, Buses & School Buses).
Heavy vehicle totals ARE included in the all vehicles summary and flow diagrams.

Tuesday, July 08, 2025
0700-1000, 1130-1330 & 1500-1800
8 Hour Survey
City of Ottawa Ward ► 11



	AMG/Mercedes					Cyrville Rd.					St. Laurent Blvd.					St. Laurent Blvd.					
	Eastbound					Westbound					Northbound					Southbound					
Time Period	LT	ST	RT	UT	EB Tot	LT	ST	RT	UT	WB Tot	LT	ST	RT	UT	NB Tot	LT	ST	RT	UT	SB Tot	GR Tot
0700-0800	0	0	0	0	0	0	0	14	0	14	0	46	2	0	48	3	28	0	0	31	93
0800-0900	0	0	0	0	0	0	0	12	0	12	0	55	2	0	57	4	49	0	0	53	122
0900-1000	0	0	0	0	0	0	0	12	0	12	0	50	4	0	54	7	63	0	0	70	136
1130-1230	0	0	1	0	1	0	0	10	0	10	0	39	2	0	41	10	41	0	0	51	103
1230-1330	0	0	0	0	0	0	0	6	0	6	0	45	2	0	47	4	39	0	0	43	96
1500-1600	0	0	0	0	0	0	0	5	0	5	0	19	2	0	21	6	50	0	0	56	82
1600-1700	0	0	0	0	0	0	0	2	0	2	0	21	0	0	21	1	35	0	0	36	59
1700-1800	0	0	0	0	0	0	0	1	0	1	0	27	1	0	28	4	27	0	0	31	60
Totals	0	0	1	0	1	0	0	62	0	62	0	302	15	0	317	39	332	0	0	371	751

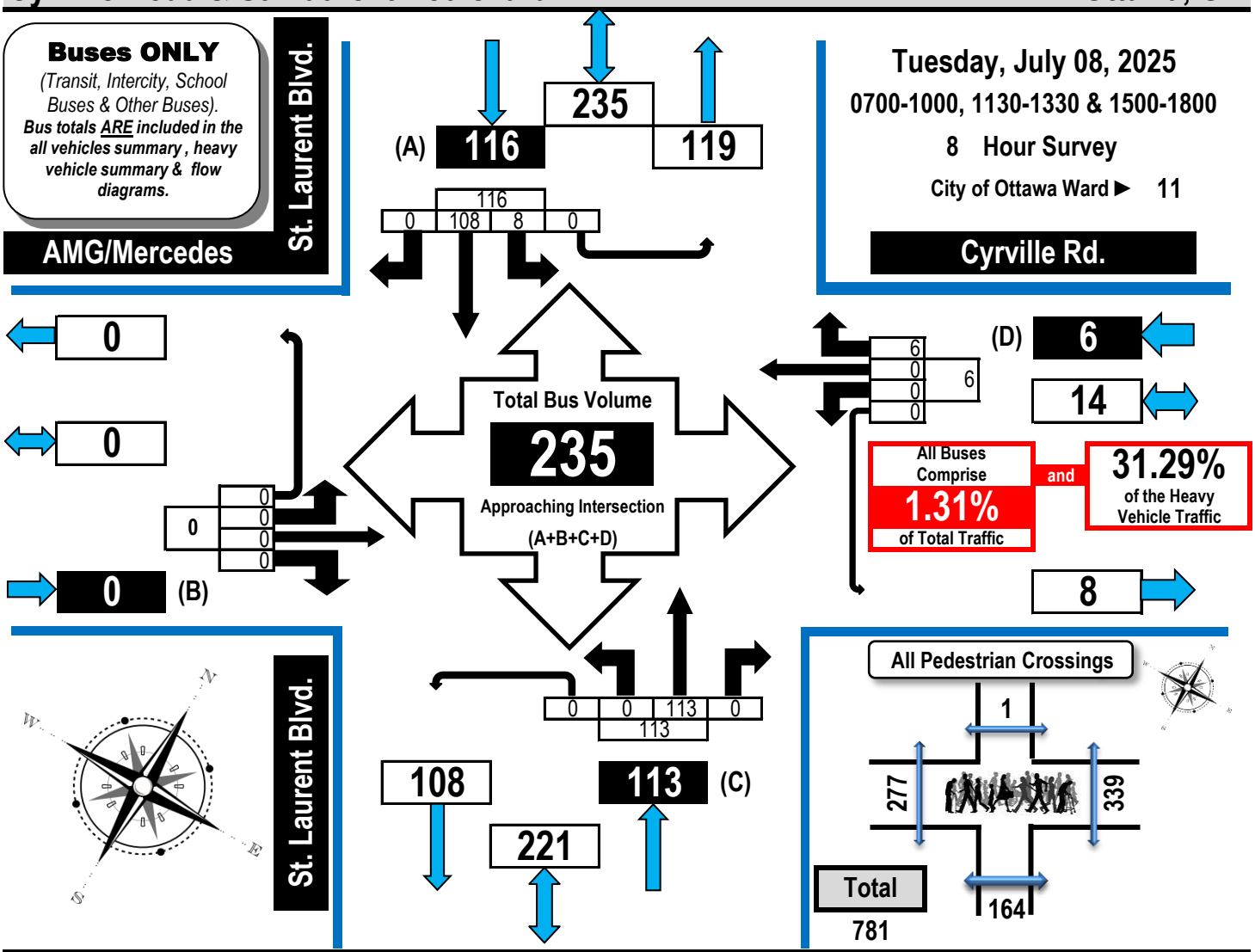
Comments:
OC Transpo and Para Transpo buses, private buses and school buses comprise 31.29% of the heavy vehicle traffic. This intersection is located on the boundaries of Wards 11 & 13.

Turning Movement Count
All Buses Summary (FHWA Class 4 ONLY)
Flow Diagram

Cyrville Road & St. Laurent Boulevard — Ottawa, ON

Buses ONLY
(Transit, Intercity, School Buses & Other Buses).
Bus totals ARE included in the all vehicles summary , heavy vehicle summary & flow diagrams.

Tuesday, July 08, 2025
0700-1000, 1130-1330 & 1500-1800
8 Hour Survey
City of Ottawa Ward ► 11

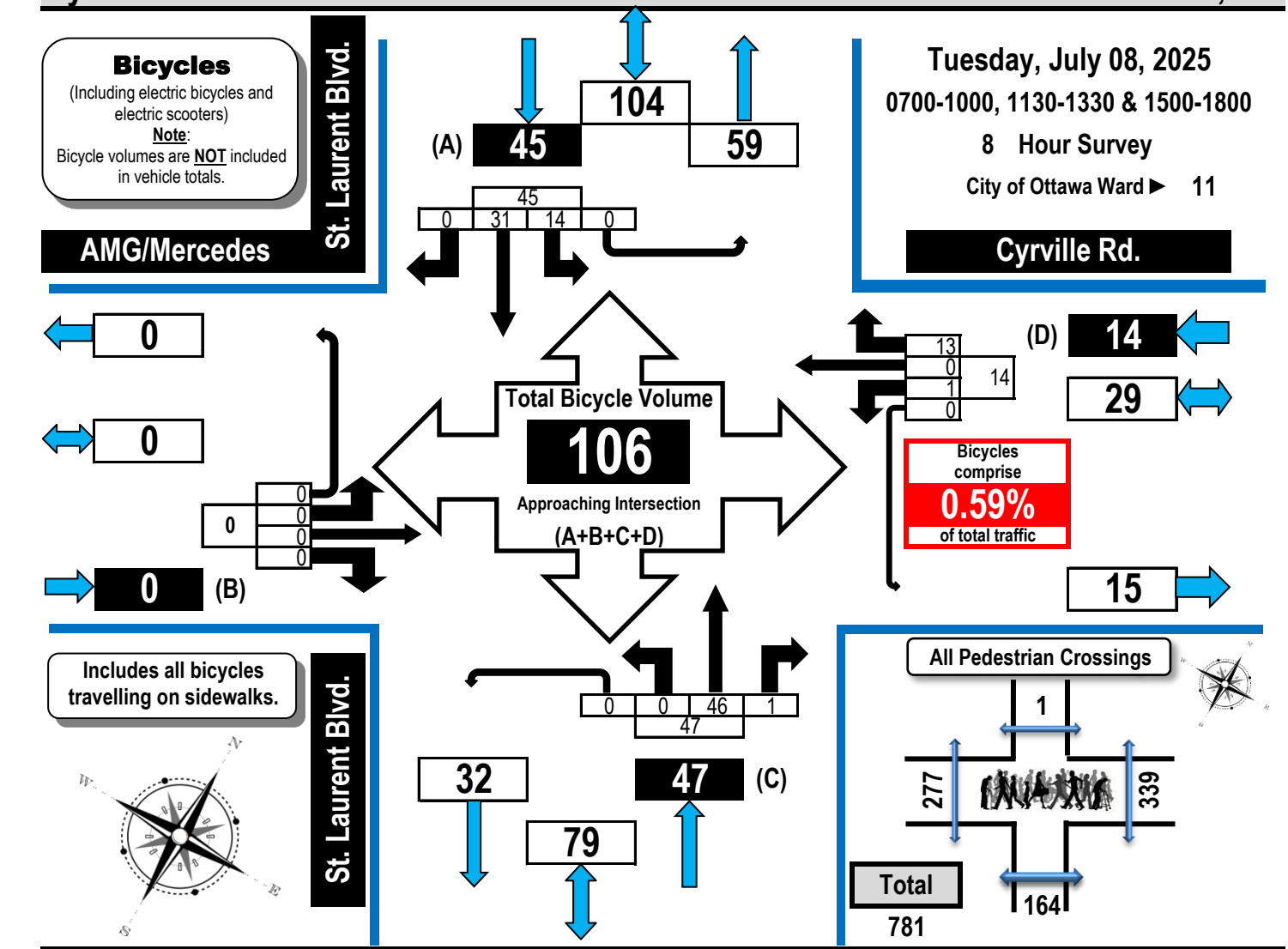


	AMG/Mercedes					Cyrville Rd.					St. Laurent Blvd.					St. Laurent Blvd.					
	Eastbound					Westbound					Northbound					Southbound					
Time Period	LT	ST	RT	UT	EB Tot	LT	ST	RT	UT	WB Tot	LT	ST	RT	UT	NB Tot	LT	ST	RT	UT	SB Tot	GR Tot
0700-0800	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	0	12	0	0	12	25
0800-0900	0	0	0	0	0	0	0	2	0	2	0	16	0	0	16	0	13	0	0	13	31
0900-1000	0	0	0	0	0	0	0	2	0	2	0	14	0	0	14	3	18	0	0	21	37
1130-1230	0	0	0	0	0	0	0	1	0	1	0	16	0	0	16	1	12	0	0	13	30
1230-1330	0	0	0	0	0	0	0	1	0	1	0	14	0	0	14	1	13	0	0	14	29
1500-1600	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	2	12	0	0	14	27
1600-1700	0	0	0	0	0	0	0	0	0	0	0	14	0	0	14	0	12	0	0	12	26
1700-1800	0	0	0	0	0	0	0	0	0	0	0	13	0	0	13	1	16	0	0	17	30
Totals	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**6**	**0**	**113**	**0**	**0**	**113**	**8**	**108**	**0**	**0**	**116**	**235**

Comments:
OC Transpo and Para Transpo buses, private buses and school buses comprise 31.29% of the heavy vehicle traffic. This intersection is located on the boundaries of Wards 11 & 13.

Turning Movement Count
Bicycles and Personal E-Transportation Summary
Flow Diagram

Cyrville Road & St. Laurent Boulevard — Ottawa, ON



	AMG/Mercedes					Cyrville Rd.					St. Laurent Blvd.					St. Laurent Blvd.					
	Eastbound					Westbound					Northbound					Southbound					
Time Period	LT	ST	RT	UT	EB Tot	LT	ST	RT	UT	WB Tot	LT	ST	RT	UT	NB Tot	LT	ST	RT	UT	SB Tot	GR Tot
0700-0800	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3	4	0	0	7	8
0800-0900	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	1	4	0	0	5	9
0900-1000	0	0	0	0	0	0	0	1	0	1	0	5	0	0	5	3	3	0	0	6	12
1130-1230	0	0	0	0	0	0	0	3	0	3	0	6	0	0	6	2	3	0	0	5	14
1230-1330	0	0	0	0	0	0	0	1	0	1	0	4	0	0	4	1	2	0	0	3	8
1500-1600	0	0	0	0	0	0	0	2	0	2	0	10	0	0	10	2	8	0	0	10	22
1600-1700	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	3	0	0	3	13
1700-1800	0	0	0	0	0	1	0	4	0	5	0	8	1	0	9	2	4	0	0	6	20
Totals	0	0	0	0	0	1	0	13	0	14	0	46	1	0	47	14	31	0	0	45	106

Comments:

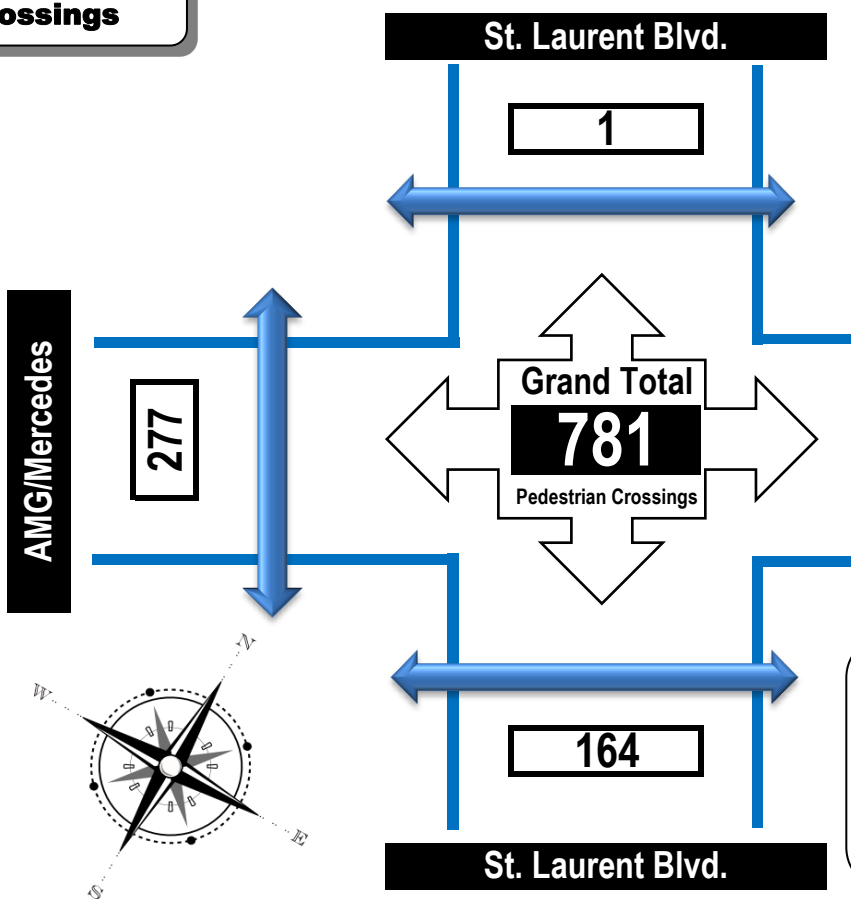
OC Transpo and Para Transpo buses, private buses and school buses comprise 31.29% of the heavy vehicle traffic. This intersection is located on the boundaries of Wards 11 & 13.

Turning Movement Count
Pedestrian Crossings Summary and Flow Diagram

Cyrville Road & St. Laurent Boulevard — Ottawa, ON

Pedestrian Crossings

Tuesday, July 08, 2025
0700-1000, 1130-1330 & 1500-1800
8 Hour Survey
City of Ottawa Ward ► 11



Note
*The values in the summary table below and the flow diagram represent the number of pedestrian crossings **NOT** the number of individual pedestrians 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 AMG/Mercedes	East Side Crossing Cyrville Rd.	Street Total	South Side Crossing St. Laurent Blvd.	North Side Crossing St. Laurent Blvd.	Street Total	Grand Total
0700-0800	19	19	38	12	0	12	50
0800-0900	17	21	38	10	0	10	48
0900-1000	16	19	35	9	0	9	44
1130-1230	33	40	73	25	0	25	98
1230-1330	46	43	89	19	0	19	108
1500-1600	47	60	107	33	1	34	141
1600-1700	54	64	118	31	0	31	149
1700-1800	45	73	118	25	0	25	143
Totals	**277**	**339**	**616**	**164**	**1**	**165**	**781**

Comments:
OC Transpo and Para Transpo buses, private buses and school buses comprise 31.29% of the heavy vehicle traffic. This intersection is located on the boundaries of Wards 11 & 13.

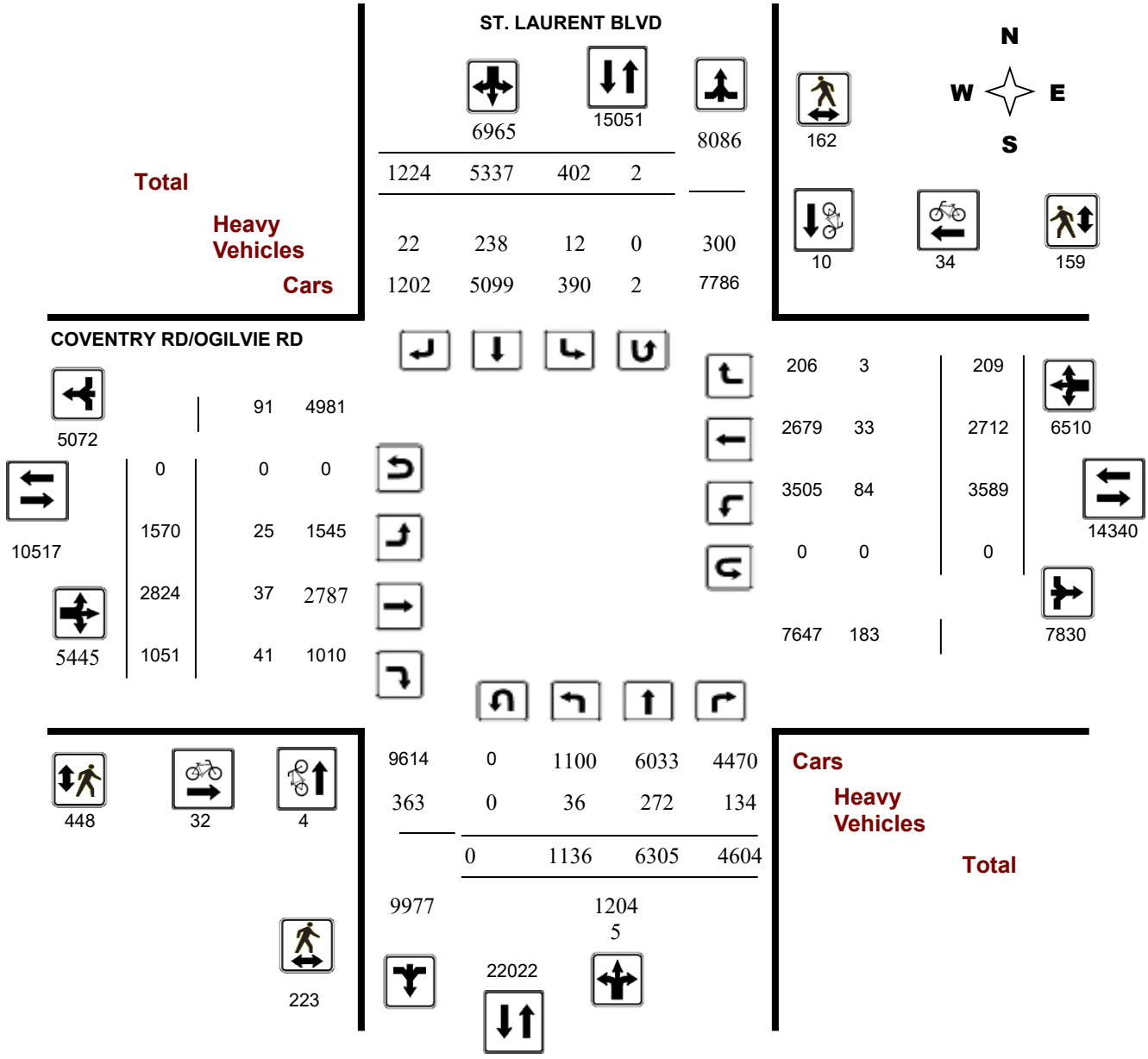
Transportation Services - Traffic Services

Turning Movement Count - Study Results

ST. LAURENT BLVD @ COVENTRY RD/OGILVIE RD

Survey Date: Thursday, November 21, 2024
Start Time: 07:00
WO No: 42370
Device: Miovision

Full Study Diagram



Transportation Services - Traffic Services

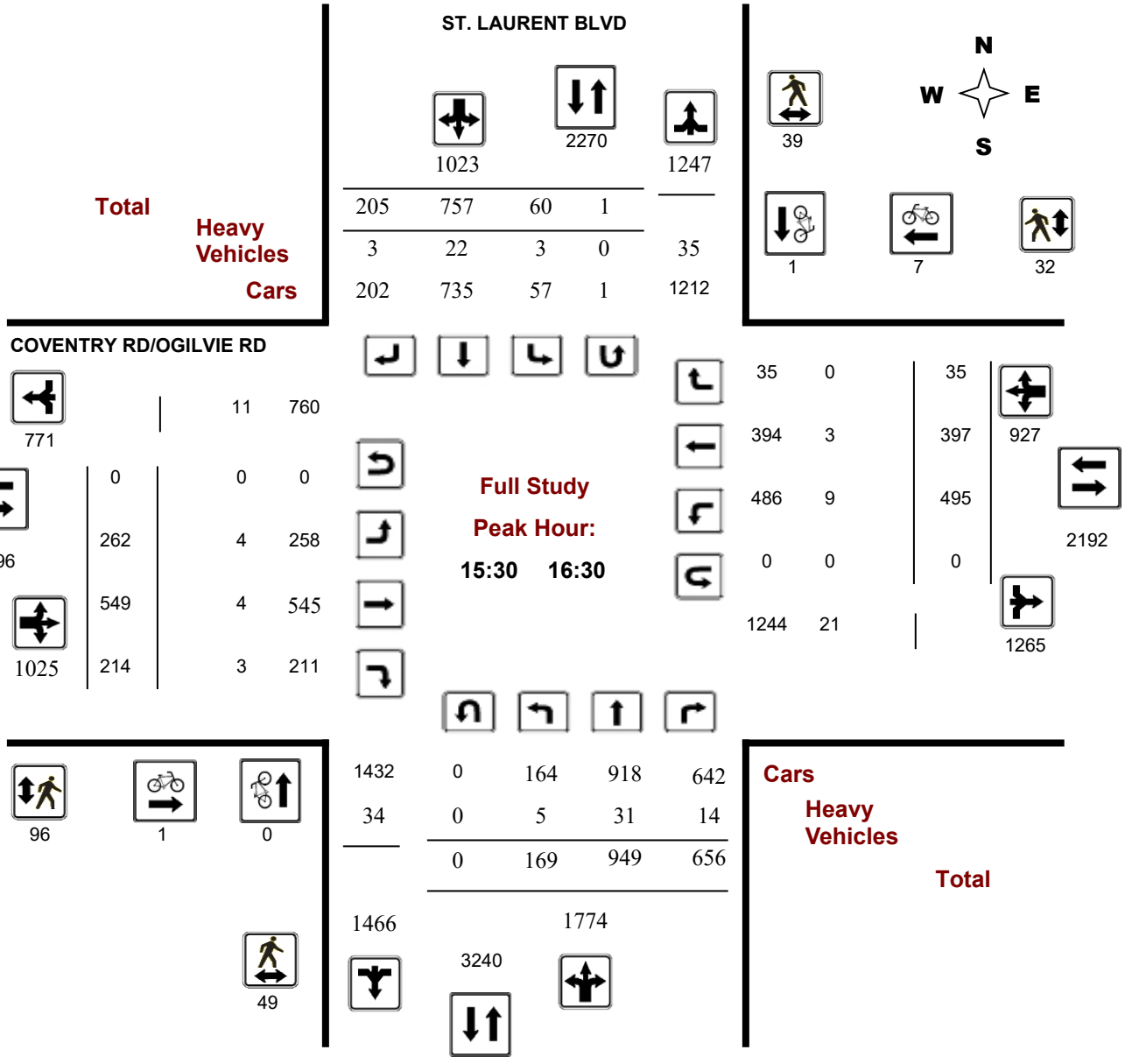
Turning Movement Count - Study Results

ST. LAURENT BLVD @ COVENTRY RD/OGILVIE RD

Survey Date: Thursday, November 21, 2024 **WO No:** 42370

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

Full Study Peak Hour Diagram



Transportation Services - Traffic Services

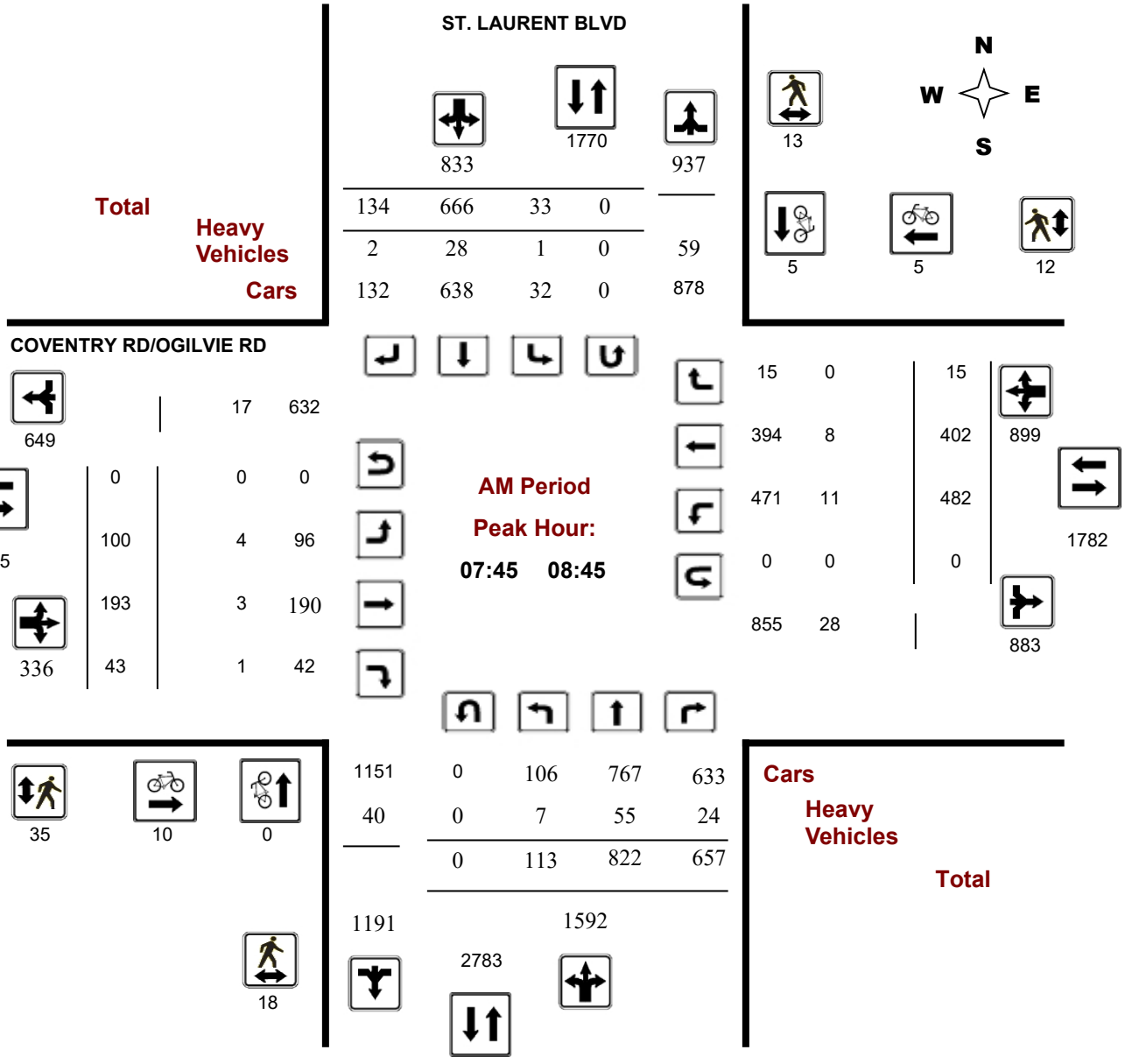
Turning Movement Count - Study Results

ST. LAURENT BLVD @ COVENTRY RD/OGILVIE RD

Survey Date: Thursday, November 21, 2024 **WO No:** 42370

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

AM Period Peak Hour Diagram



Transportation Services - Traffic Services

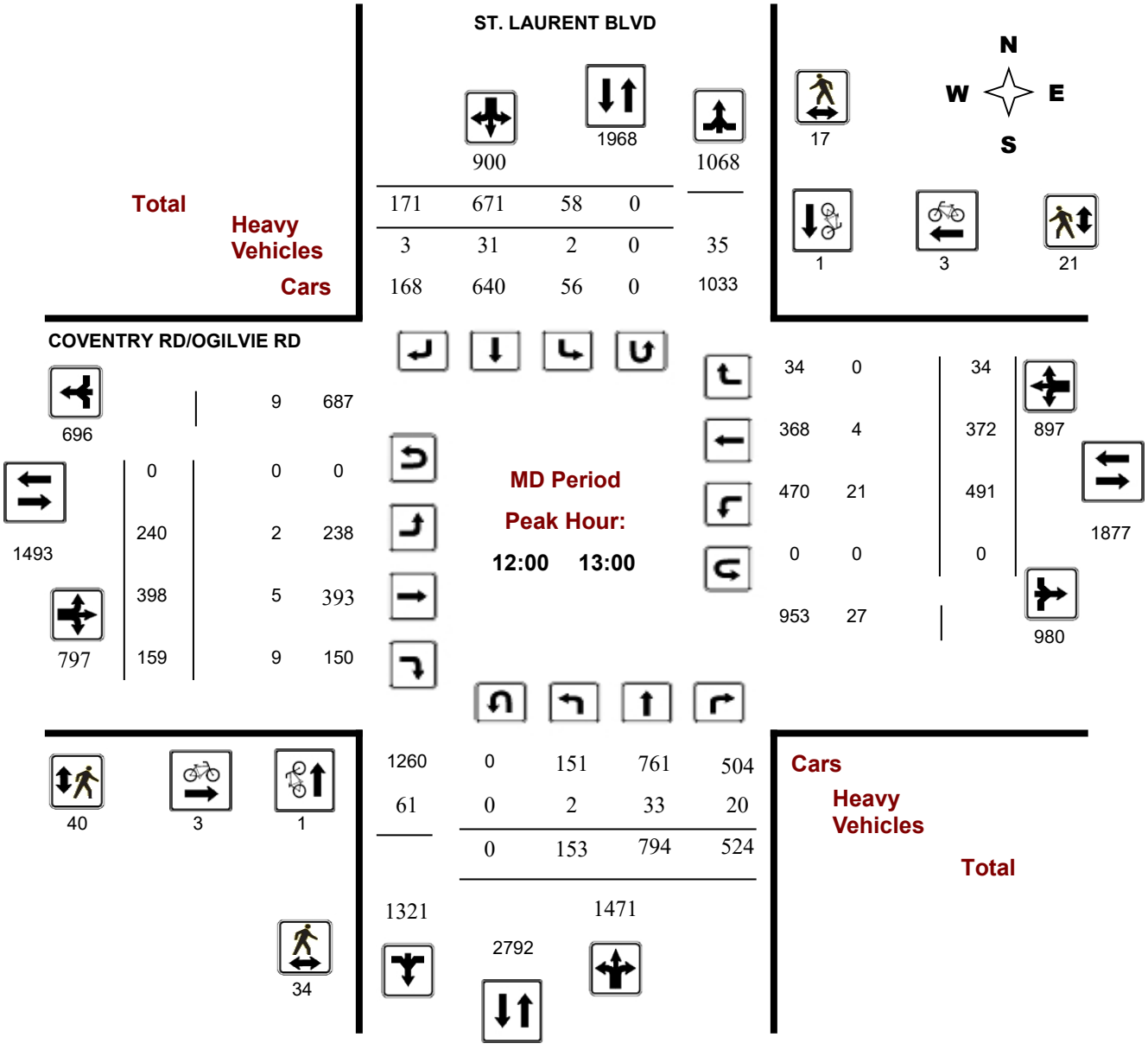
Turning Movement Count - Study Results

ST. LAURENT BLVD @ COVENTRY RD/OGILVIE RD

Survey Date: Thursday, November 21, 2024 **WO No:** 42370

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

MD Period Peak Hour Diagram



Transportation Services - Traffic Services

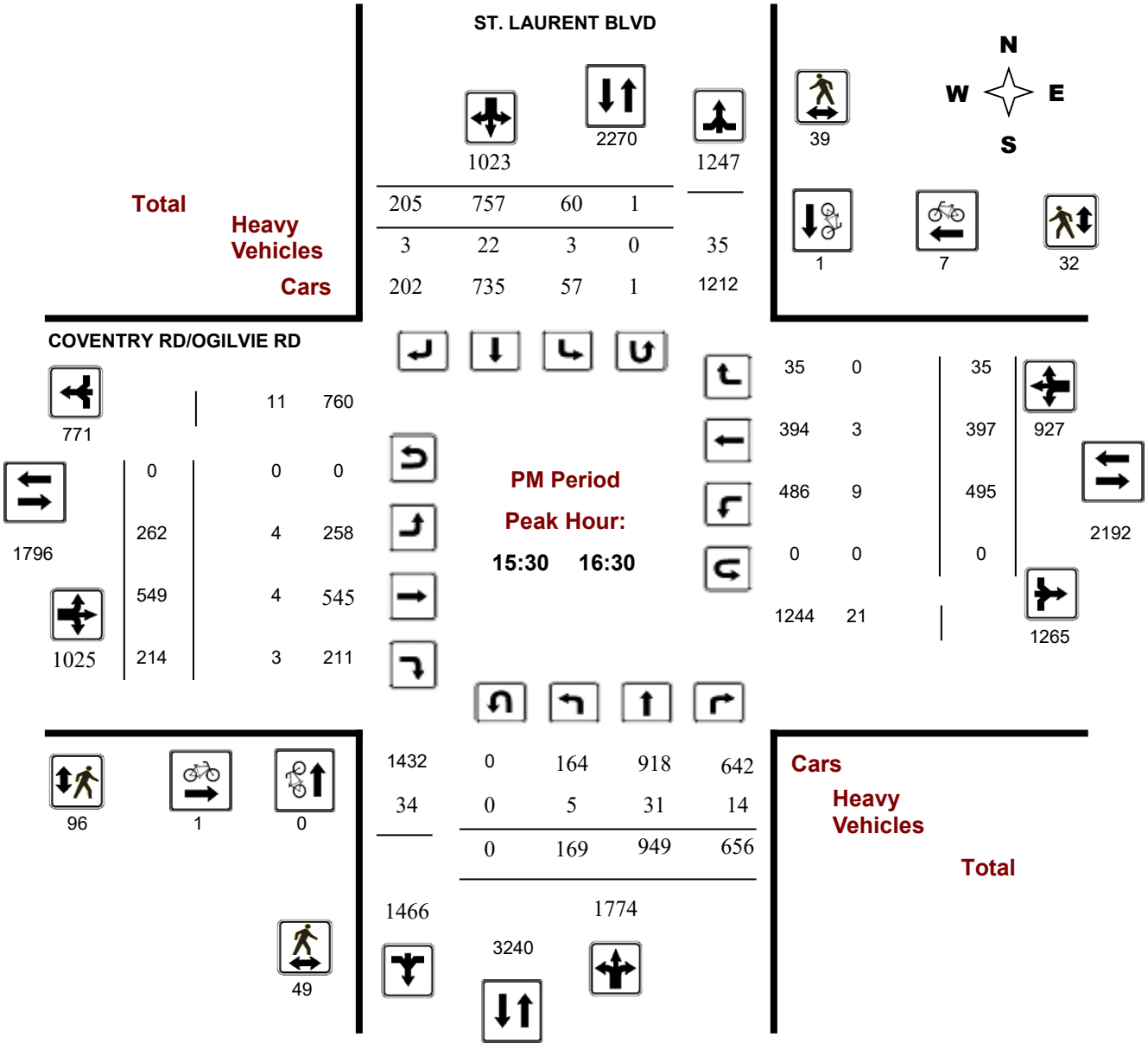
Turning Movement Count - Study Results

ST. LAURENT BLVD @ COVENTRY RD/OGILVIE RD

Survey Date: Thursday, November 21, 2024 **WO No:** 42370

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

PM Period Peak Hour Diagram



Transportation Services - Traffic Services

Turning Movement Count - Study Results

ST. LAURENT BLVD @ COVENTRY RD/OGILVIE RD

Survey Date: Thursday, November 21, 2024 **WO No:** 42370

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

Full Study Summary (8 HR Standard)

Survey Date: Thursday, November 21, 2024

Total Observed U-Turns

Northbound: 0 Southbound: 2

Eastbound: 0 Westbound: 0

AADT Factor

.90

	ST. LAURENT BLVD								COVENTRY RD/OGILVIE 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	61	576	565	**1202**	26	562	96	**684**	**1886**	85	188	50	**323**	406	272	16	**694**	**1017**	**2903**
08:00 09:00	129	837	609	**1575**	34	668	131	**833**	**2408**	101	197	48	**346**	461	416	14	**891**	**1237**	**3645**
09:00 10:00	119	674	466	**1259**	49	617	132	**798**	**2057**	142	221	77	**440**	379	278	16	**673**	**1113**	**3170**
11:30 12:30	167	735	495	**1397**	59	660	172	**891**	**2288**	229	368	140	**737**	506	355	35	**896**	**1633**	**3921**
12:30 13:30	159	761	478	**1398**	46	676	179	**901**	**2299**	235	370	193	**798**	491	323	34	**848**	**1646**	**3945**
15:00 16:00	167	883	586	**1636**	67	741	168	**976**	**2612**	257	432	177	**866**	442	320	33	**795**	**1661**	**4273**
16:00 17:00	174	921	655	**1750**	61	728	184	**973**	**2723**	266	577	218	**1061**	475	406	28	**909**	**1970**	**4693**
17:00 18:00	160	918	750	**1828**	60	685	162	**907**	**2735**	255	471	148	**874**	429	342	33	**804**	**1678**	**4413**
Sub Total	1136	6305	4604	**12045**	402	5337	1224	**6963**	**19008**	1570	2824	1051	**5445**	3589	2712	209	**6510**	**11955**	**30963**
U Turns				**0**				**2**	**2**				**0**				**0**	**0**	**2**
Total	1136	6305	4604	**12045**	402	5337	1224	**6965**	**19010**	1570	2824	1051	**5445**	3589	2712	209	**6510**	**11955**	**30965**
EQ 12Hr	1579	8764	6400	**16743**	559	7418	1701	**9681**	**26424**	2182	3925	1461	**7569**	4989	3770	291	**9049**	**16617**	**43041**
Note: These values are calculated by multiplying the totals by the appropriate expansion factor.														**1.39**					
AVG 12Hr	1421	7888	5760	**15069**	503	8746	2006	**8713**	**23782**	1964	3532	1315	**6812**	4490	3393	262	**8144**	**14955**	**38737**
Note: These volumes are calculated by multiplying the Equivalent 12 hr. totals by the AADT factor.														**.90**					
AVG 24Hr	1862	10333	7546	**19740**	659	11457	2628	**11414**	**31154**	2573	4627	1723	**8924**	5882	4445	343	**10669**	**19591**	**50745**
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

ST. LAURENT BLVD @ COVENTRY RD/OGILVIE RD

Survey Date: Thursday, November 21, 2024 **WO No:** 42370

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

Full Study 15 Minute Increments

		ST. LAURENT BLVD									COVENTRY RD/OGILVIE 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	21	98	103	222	2	128	11	141	363	11	36	19	66	81	46	4	131	197	560
07:15	07:30	22	130	139	291	7	134	24	165	456	26	44	13	83	94	54	6	154	237	693
07:30	07:45	9	149	152	310	9	143	26	178	488	26	55	12	93	113	74	2	189	282	770
17:45	18:00	43	253	173	469	22	140	33	195	664	65	95	42	202	95	66	12	173	375	1039
07:45	08:00	9	199	171	379	8	157	35	200	579	22	53	6	81	118	98	4	220	301	880
08:00	08:15	33	241	173	447	6	162	30	198	645	29	36	10	75	120	95	4	219	294	939
08:15	08:30	33	198	147	378	10	174	27	211	589	21	47	9	77	137	104	3	244	321	910
08:30	08:45	38	184	166	388	9	173	42	224	612	28	57	18	103	107	105	4	216	319	931
08:45	09:00	25	214	123	362	9	159	32	200	562	23	57	11	91	97	112	3	212	303	865
09:00	09:15	35	153	117	305	12	139	31	182	487	30	64	16	110	95	89	3	187	297	784
09:30	09:45	31	150	114	295	6	158	28	192	487	35	44	16	95	115	59	1	175	270	757
09:45	10:00	29	195	123	347	12	164	37	213	560	41	58	23	122	75	61	6	142	264	824
11:45	12:00	46	167	135	348	11	176	47	234	582	39	92	33	164	111	65	6	182	346	928
12:00	12:15	37	203	125	365	16	141	36	193	558	55	95	28	178	139	91	10	240	418	976
12:15	12:30	44	226	126	396	20	181	48	249	645	65	101	38	204	113	115	8	236	440	1085
12:45	13:00	39	197	116	352	11	173	43	227	579	59	83	52	194	121	72	4	197	391	970
13:00	13:15	43	182	98	323	15	159	43	217	540	51	87	59	197	134	78	10	222	419	959
13:15	13:30	44	214	107	365	9	168	49	227	592	64	81	41	186	118	79	8	205	391	983
15:00	15:15	38	206	109	353	16	169	28	213	566	55	94	48	197	89	76	7	172	369	935
15:15	15:30	47	211	130	388	19	191	38	248	636	76	90	39	205	110	75	9	194	399	1035
15:30	15:45	47	234	165	446	17	179	59	256	702	60	116	44	220	126	92	11	229	449	1151
16:00	16:15	38	234	172	444	15	172	58	245	689	72	165	60	297	125	112	7	244	541	1230
16:15	16:30	49	249	137	435	13	204	45	262	697	64	136	64	264	127	116	11	254	518	1215
16:30	16:45	49	209	173	431	12	167	38	217	648	76	152	55	283	121	88	3	212	495	1143
16:45	17:00	38	229	173	440	21	185	43	249	689	54	124	39	217	102	90	7	199	416	1105
17:00	17:15	43	198	204	445	7	189	46	242	687	77	156	36	269	135	93	6	234	503	1190
17:15	17:30	44	255	203	502	17	226	46	289	791	46	123	36	205	94	95	8	197	402	1193
17:30	17:45	30	212	170	412	14	130	37	181	593	67	97	34	198	105	88	7	200	398	991
15:45	16:00	35	232	182	449	15	202	43	260	709	66	132	46	244	117	77	6	200	444	1153
09:15	09:30	24	176	112	312	19	156	36	211	523	36	55	22	113	94	69	6	169	282	805
12:30	12:45	33	168	157	358	11	176	44	231	589	61	119	41	221	118	94	12	224	445	1034
11:30	11:45	40	139	109	288	12	162	41	215	503	70	80	41	191	143	84	11	238	429	932
Total:		1136	6305	4604	12045	402	5337	1224	6965	19010	1570	2824	1051	5445	3589	2712	209	6510	11955	30,965

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

ST. LAURENT BLVD @ COVENTRY RD/OGILVIE RD

Survey Date: Thursday, November 21, 2024 **WO No:** 42370

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

Full Study Cyclist Volume

Time Period		ST. LAURENT BLVD			COVENTRY RD/OGILVIE RD			
		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	0	0	0	0
07:30	07:45	0	0	0	1	2	3	3
17:45	18:00	0	0	0	2	2	4	4
07:45	08:00	0	1	1	3	0	3	4
08:00	08:15	0	1	1	0	4	4	5
08:15	08:30	0	2	2	3	1	4	6
08:30	08:45	0	1	1	4	0	4	5
08:45	09:00	0	1	1	3	2	5	6
09:00	09:15	0	0	0	3	2	5	5
09:30	09:45	0	0	0	0	0	0	0
09:45	10:00	0	0	0	1	0	1	1
11:45	12:00	0	1	1	1	2	3	4
12:00	12:15	0	0	0	0	0	0	0
12:15	12:30	1	0	1	2	0	2	3
12:45	13:00	0	0	0	0	1	1	1
13:00	13:15	1	0	1	1	2	3	4
13:15	13:30	0	0	0	0	1	1	1
15:00	15:15	0	0	0	1	0	1	1
15:15	15:30	0	0	0	0	0	0	0
15:30	15:45	0	1	1	0	2	2	3
16:00	16:15	0	0	0	0	1	1	1
16:15	16:30	0	0	0	1	4	5	5
16:30	16:45	0	0	0	1	0	1	1
16:45	17:00	1	0	1	1	2	3	4
17:00	17:15	1	0	1	1	3	4	5
17:15	17:30	0	0	0	0	1	1	1
17:30	17:45	0	1	1	1	0	1	2
15:45	16:00	0	0	0	0	0	0	0
09:15	09:30	0	0	0	0	0	0	0
12:30	12:45	0	1	1	1	2	3	4
11:30	11:45	0	0	0	0	0	0	0
Total		4	10	**14**	32	34	66	80

Transportation Services - Traffic Services

Turning Movement Count - Study Results

ST. LAURENT BLVD @ COVENTRY RD/OGILVIE RD

Survey Date: Thursday, November 21, 2024 **WO No:** 42370

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

Full Study Pedestrian Volume

	ST. LAURENT BLVD			COVENTRY RD/OGILVIE 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	2	3	**5**	6	1	**7**	**12**
07:15 07:30	2	1	**3**	2	2	**4**	**7**
07:30 07:45	8	1	**9**	6	4	**10**	**19**
17:45 18:00	10	10	**20**	23	9	**32**	**52**
07:45 08:00	5	3	**8**	10	5	**15**	**23**
08:00 08:15	2	5	**7**	9	2	**11**	**18**
08:15 08:30	5	3	**8**	8	2	**10**	**18**
08:30 08:45	6	2	**8**	8	3	**11**	**19**
08:45 09:00	7	1	**8**	12	4	**16**	**24**
09:00 09:15	7	2	**9**	12	6	**18**	**27**
09:30 09:45	3	1	**4**	8	2	**10**	**14**
09:45 10:00	2	6	**8**	12	2	**14**	**22**
11:45 12:00	7	4	**11**	5	3	**8**	**19**
12:00 12:15	8	3	**11**	8	4	**12**	**23**
12:15 12:30	12	3	**15**	9	8	**17**	**32**
12:45 13:00	8	5	**13**	8	5	**13**	**26**
13:00 13:15	5	9	**14**	20	5	**25**	**39**
13:15 13:30	6	2	**8**	17	2	**19**	**27**
15:00 15:15	9	4	**13**	23	7	**30**	**43**
15:15 15:30	10	7	**17**	23	8	**31**	**48**
15:30 15:45	6	4	**10**	15	5	**20**	**30**
16:00 16:15	17	13	**30**	25	7	**32**	**62**
16:15 16:30	17	13	**30**	35	10	**45**	**75**
16:30 16:45	5	8	**13**	21	4	**25**	**38**
16:45 17:00	3	5	**8**	23	7	**30**	**38**
17:00 17:15	9	7	**16**	17	6	**23**	**39**
17:15 17:30	4	12	**16**	16	7	**23**	**39**
17:30 17:45	8	9	**17**	17	3	**20**	**37**
15:45 16:00	9	9	**18**	21	10	**31**	**49**
09:15 09:30	8	1	**9**	10	7	**17**	**26**
12:30 12:45	6	6	**12**	15	4	**19**	**31**
11:30 11:45	7	0	**7**	4	5	**9**	**16**
Total	223	162	**385**	448	159	**607**	**992**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

ST. LAURENT BLVD @ COVENTRY RD/OGILVIE RD

Survey Date: Thursday, November 21, 2024 **WO No:** 42370

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

Full Study Heavy Vehicles

		ST. LAURENT BLVD									COVENTRY RD/OGILVIE 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	10	3	**13**	0	6	0	**6**	**19**	3	6	8	**17**	1	3	1	**5**	**22**	**41**
07:15	07:30	1	7	3	**11**	1	8	1	**10**	**21**	1	1	2	**4**	1	0	0	**1**	**5**	**26**
07:30	07:45	0	6	5	**11**	0	4	0	**4**	**15**	0	0	2	**2**	2	2	0	**4**	**6**	**21**
17:45	18:00	0	9	4	**13**	0	3	0	**3**	**16**	1	0	0	**1**	0	0	0	**0**	**1**	**17**
07:45	08:00	0	17	6	**23**	0	6	0	**6**	**29**	2	1	0	**3**	4	2	0	**6**	**9**	**38**
08:00	08:15	2	16	7	**25**	0	5	1	**6**	**31**	1	0	0	**1**	3	4	0	**7**	**8**	**39**
08:15	08:30	3	9	2	**14**	1	7	0	**8**	**22**	0	1	0	**1**	2	2	0	**4**	**5**	**27**
08:30	08:45	2	13	9	**24**	0	10	1	**11**	**35**	1	1	1	**3**	2	0	0	**2**	**5**	**40**
08:45	09:00	3	7	7	**17**	0	10	0	**10**	**27**	1	0	1	**2**	3	4	0	**7**	**9**	**36**
09:00	09:15	3	14	4	**21**	0	7	1	**8**	**29**	2	1	1	**4**	4	1	0	**5**	**9**	**38**
09:30	09:45	1	8	2	**11**	0	12	1	**13**	**24**	0	1	2	**3**	2	0	0	**2**	**5**	**29**
09:45	10:00	1	14	6	**21**	0	11	1	**12**	**33**	1	3	1	**5**	4	0	0	**4**	**9**	**42**
11:45	12:00	2	6	9	**17**	1	12	4	**17**	**34**	0	0	0	**0**	1	1	0	**2**	**2**	**36**
12:00	12:15	0	10	9	**19**	0	8	0	**8**	**27**	0	1	1	**2**	4	3	0	**7**	**9**	**36**
12:15	12:30	1	9	2	**12**	0	8	0	**8**	**20**	2	1	1	**4**	4	0	0	**4**	**8**	**28**
12:45	13:00	0	5	4	**9**	2	5	1	**8**	**17**	0	1	2	**3**	5	0	0	**5**	**8**	**25**
13:00	13:15	2	7	3	**12**	0	8	1	**9**	**21**	1	1	0	**2**	1	1	0	**2**	**4**	**25**
13:15	13:30	1	12	3	**16**	0	9	0	**9**	**25**	1	0	2	**3**	5	3	0	**8**	**11**	**36**
15:00	15:15	1	11	8	**20**	1	10	0	**11**	**31**	0	3	2	**5**	3	1	1	**5**	**10**	**41**
15:15	15:30	0	3	2	**5**	1	11	0	**12**	**17**	1	0	2	**3**	3	0	0	**3**	**6**	**23**
15:30	15:45	0	8	4	**12**	3	9	1	**13**	**25**	2	1	1	**4**	2	0	0	**2**	**6**	**31**
16:00	16:15	1	8	5	**14**	0	3	2	**5**	**19**	0	1	1	**2**	4	1	0	**5**	**7**	**26**
16:15	16:30	2	8	1	**11**	0	3	0	**3**	**14**	0	1	1	**2**	2	1	0	**3**	**5**	**19**
16:30	16:45	1	4	2	**7**	0	11	1	**12**	**19**	2	2	1	**5**	3	0	0	**3**	**8**	**27**
16:45	17:00	1	3	1	**5**	0	9	1	**10**	**15**	0	4	3	**7**	2	0	0	**2**	**9**	**24**
17:00	17:15	1	6	3	**10**	0	6	0	**6**	**16**	0	1	0	**1**	0	1	0	**1**	**2**	**18**
17:15	17:30	2	5	1	**8**	2	1	1	**4**	**12**	0	0	0	**0**	0	0	0	**0**	**0**	**12**
17:30	17:45	0	4	4	**8**	0	2	0	**2**	**10**	0	0	0	**0**	3	0	0	**3**	**3**	**13**
15:45	16:00	2	7	4	**13**	0	7	0	**7**	**20**	2	1	0	**3**	1	1	0	**2**	**5**	**25**
09:15	09:30	2	10	2	**14**	0	7	2	**9**	**23**	0	2	0	**2**	3	1	0	**4**	**6**	**29**
12:30	12:45	1	9	5	**15**	0	10	2	**12**	**27**	0	2	5	**7**	8	1	0	**9**	**16**	**43**
11:30	11:45	0	7	4	**11**	0	10	0	**10**	**21**	1	0	1	**2**	2	0	1	**3**	**5**	**26**
Total:	None	36	272	134	**442**	12	238	22	**272**	**714**	25	37	41	**103**	84	33	3	**120**	**223**	**937**

Transportation Services - Traffic Services

Turning Movement Count - Study Results

ST. LAURENT BLVD @ COVENTRY RD/OGILVIE RD

Survey Date: Thursday, November 21, 2024 **WO No:** 42370

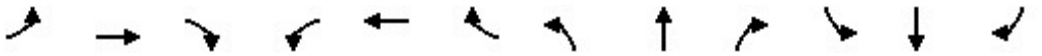
Start Time: 07:00 **Device:** Miovision

Full Study 15 Minute U-Turn Total

Time Period		ST. LAURENT BLVD Northbound U-Turn Total	ST. LAURENT BLVD Southbound U-Turn Total	COVENTRY RD/OGILVIE RD Eastbound U-Turn Total	COVENTRY RD/OGILVIE 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
08:15	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
09:30	09:45	0	0	0	0	0
09:45	10:00	0	0	0	0	0
11:45	12:00	0	0	0	0	0
12:00	12:15	0	0	0	0	0
12:15	12:30	0	0	0	0	0
12:45	13:00	0	0	0	0	0
13:00	13:15	0	0	0	0	0
13:15	13:30	0	1	0	0	1
15:00	15:15	0	0	0	0	0
15:15	15:30	0	0	0	0	0
15:30	15:45	0	1	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	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	0	0	0	0
17:30	17:45	0	0	0	0	0
15:45	16:00	0	0	0	0	0
09:15	09:30	0	0	0	0	0
12:30	12:45	0	0	0	0	0
11:30	11:45	0	0	0	0	0
Total		0	2	0	0	2

Appendix C

Synchro Intersection Worksheets – Existing Conditions



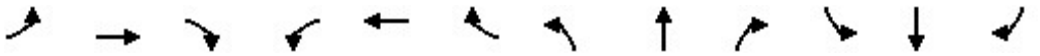
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	163	98	150	129	135	128	724	122	149	614	51
Future Volume (vph)	45	163	98	150	129	135	128	724	122	149	614	51
Satd. Flow (prot)	1658	1745	1483	3216	1745	1483	1658	3316	1483	1658	3316	1483
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1626	1745	1398	3067	1745	1415	1640	3316	1341	1617	3316	1407
Satd. Flow (RTOR)												
Lane Group Flow (vph)	50	181	109	167	143	150	142	804	136	166	682	57
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	12.0	32.5	12.2	12.0	32.5	12.2	12.2	31.2	12.0	12.2	31.2	12.0
Total Split (s)	20.0	33.0	27.0	20.0	33.0	27.0	27.0	50.0	20.0	27.0	50.0	20.0
Total Split (%)	15.4%	25.4%	20.8%	15.4%	25.4%	20.8%	20.8%	38.5%	15.4%	20.8%	38.5%	15.4%
Yellow Time (s)	3.3	3.3	3.7	3.3	3.3	3.7	3.7	3.7	3.3	3.7	3.7	3.3
All-Red Time (s)	3.7	4.2	3.5	3.7	4.2	3.5	3.5	3.5	3.7	3.5	3.5	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.5	7.2	7.0	7.5	7.2	7.2	7.2	7.0	7.2	7.2	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	9.3	20.7	36.8	11.5	25.4	42.8	15.9	51.9	63.5	17.1	53.1	62.6
Actuated g/C Ratio	0.07	0.16	0.28	0.09	0.20	0.33	0.12	0.40	0.49	0.13	0.41	0.48
v/c Ratio	0.42	0.65	0.27	0.59	0.42	0.32	0.70	0.61	0.20	0.76	0.50	0.08
Control Delay	67.8	61.9	30.6	65.6	50.2	29.2	87.1	17.5	10.3	76.3	32.4	17.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.8	61.9	30.6	65.6	50.2	29.2	87.1	17.5	10.3	76.3	32.4	17.8
LOS	E	E	C	E	D	C	F	B	B	E	C	B
Approach Delay		52.7			48.9			25.7			39.5	
Approach LOS		D			D			C			D	
Queue Length 50th (m)	12.5	42.2	18.7	21.4	31.7	24.9	34.2	100.3	18.6	41.2	72.9	7.5
Queue Length 95th (m)	25.0	65.7	30.6	32.8	53.0	40.9	54.9	38.3	14.9	64.6	97.8	15.3
Internal Link Dist (m)		182.7			169.8			366.4			425.9	
Turn Bay Length (m)	45.0		45.0	45.0		30.0	72.0			110.0		45.0
Base Capacity (vph)	165	342	451	321	358	506	253	1323	685	254	1355	725
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.53	0.24	0.52	0.40	0.30	0.56	0.61	0.20	0.65	0.50	0.08

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 25 (19%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 37.3	Intersection LOS: D
Intersection Capacity Utilization 73.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 1: St Laurent/St Laurent & Donald



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	3	5	0	0	239	0	815	32	172	733	3
Future Volume (vph)	0	3	5	0	0	239	0	815	32	172	733	3
Satd. Flow (prot)	0	1530	0	0	0	1510	0	4722	0	1658	4758	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	1530	0	0	0	1510	0	4722	0	1633	4758	0
Satd. Flow (RTOR)		6				201		5			1	
Lane Group Flow (vph)	0	9	0	0	0	266	0	942	0	191	817	0
Turn Type		NA				pt+ov		NA		Prot	NA	
Protected Phases		4				1 3		2		3 1	6	
Permitted Phases	4											
Detector Phase	4	4				1 3		2		3 1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						10.0			10.0	
Minimum Split (s)	10.9	10.9						31.9			31.9	
Total Split (s)	14.9	14.9						53.0			80.0	
Total Split (%)	11.5%	11.5%						40.8%			61.5%	
Yellow Time (s)	3.0	3.0						3.7			3.7	
All-Red Time (s)	2.9	2.9						2.2			2.2	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		5.9						5.9			5.9	
Lead/Lag	Lead	Lead						Lag				
Lead-Lag Optimize?	Yes	Yes						Yes				
Recall Mode	None	None						C-Max			C-Max	
Act Effct Green (s)		6.1				30.7		84.7		30.7	97.0	
Actuated g/C Ratio		0.05				0.24		0.65		0.24	0.75	
v/c Ratio		0.12				0.52		0.31		0.49	0.23	
Control Delay		42.0				14.5		3.2		37.5	11.8	
Queue Delay		0.0				0.0		0.0		0.0	0.0	
Total Delay		42.0				14.5		3.2		37.5	11.8	
LOS		D				B		A		D	B	
Approach Delay		42.0			14.5			3.2			16.7	
Approach LOS		D			B			A			B	
Queue Length 50th (m)		0.8				13.5		10.4		46.2	27.2	
Queue Length 95th (m)		6.5				35.9		12.2		61.9	68.0	
Internal Link Dist (m)		8.2			133.3			146.1			366.4	
Turn Bay Length (m)										130.0		
Base Capacity (vph)		111				651		3077		570	3551	
Starvation Cap Reductn		0				0		0		0	0	
Spillback Cap Reductn		0				0		0		0	0	
Storage Cap Reductn		0				0		0		0	0	
Reduced v/c Ratio		0.08				0.41		0.31		0.34	0.23	

Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 10 (8%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

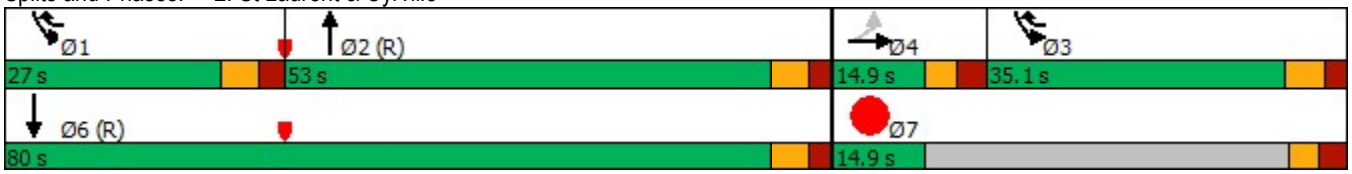
Lane Group	Ø1	Ø3	Ø7
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	1	3	7
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	5.0	5.0	5.0
Minimum Split (s)	11.1	35.1	10.9
Total Split (s)	27.0	35.1	14.9
Total Split (%)	21%	27%	11%
Yellow Time (s)	3.7	3.7	3.0
All-Red Time (s)	2.4	2.4	2.9
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	
Recall Mode	None	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (m)			
Queue Length 95th (m)			
Internal Link Dist (m)			
Turn Bay Length (m)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			

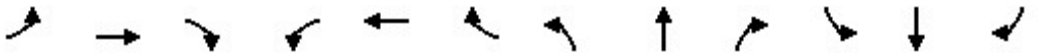
Intersection Summary

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 10.8	Intersection LOS: B
Intersection Capacity Utilization 56.4%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 2: St Laurent & Cyrville





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	193	43	482	402	15	113	822	657	33	666	134
Future Volume (vph)	100	193	43	482	402	15	113	822	657	33	666	134
Satd. Flow (prot)	3216	3316	1483	3216	3316	1483	1658	3316	1483	1658	4764	1483
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3188	3316	1419	3162	3316	1438	1630	3316	1442	1650	4764	1390
Satd. Flow (RTOR)			195			140			595			196
Lane Group Flow (vph)	111	214	48	536	447	17	126	913	730	37	740	149
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.9	37.5	37.5	11.9	37.5	37.5	11.4	35.4	35.4	11.4	35.4	35.4
Total Split (s)	15.0	37.5	37.5	35.5	58.0	58.0	21.6	35.4	35.4	21.6	35.4	35.4
Total Split (%)	11.5%	28.8%	28.8%	27.3%	44.6%	44.6%	16.6%	27.2%	27.2%	16.6%	27.2%	27.2%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	2.8	2.8	3.2	2.8	2.8	2.7	2.7	2.7	2.7	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.5	6.5	6.9	6.5	6.5	6.4	6.4	6.4	6.4	6.4	6.4
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	20.6	19.6	19.6	25.7	24.7	24.7	13.6	55.2	55.2	8.4	44.9	44.9
Actuated g/C Ratio	0.16	0.15	0.15	0.20	0.19	0.19	0.10	0.42	0.42	0.06	0.35	0.35
v/c Ratio	0.22	0.43	0.13	0.84	0.71	0.04	0.73	0.65	0.77	0.35	0.45	0.25
Control Delay	46.8	51.0	0.7	62.8	55.2	0.2	79.6	36.4	14.2	77.1	35.1	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.8	51.0	0.7	62.8	55.2	0.2	79.6	36.4	14.2	77.1	35.1	7.8
LOS	D	D	A	E	E	A	E	D	B	E	D	A
Approach Delay		43.3			58.3			30.4			32.4	
Approach LOS		D			E			C			C	
Queue Length 50th (m)	13.4	28.0	0.0	68.0	57.8	0.0	31.3	96.5	24.7	9.9	65.1	5.1
Queue Length 95th (m)	20.0	35.0	0.0	86.5	70.7	0.0	#55.4	#179.1	#125.2	21.0	86.5	23.9
Internal Link Dist (m)		203.7			128.2			79.6			146.1	
Turn Bay Length (m)	90.0			90.0			40.0			75.0		50.0
Base Capacity (vph)	509	790	486	707	1313	654	193	1407	954	193	1643	608
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.27	0.10	0.76	0.34	0.03	0.65	0.65	0.77	0.19	0.45	0.25

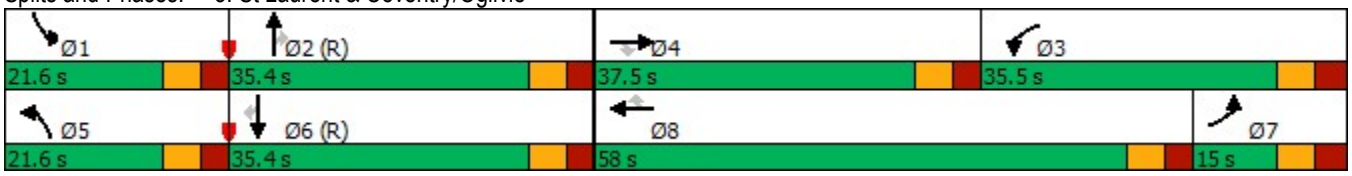
Intersection Summary
Cycle Length: 130
Actuated Cycle Length: 130
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 110
Control Type: Actuated-Coordinated

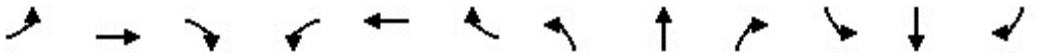
Maximum v/c Ratio: 0.84

Intersection Signal Delay: 38.9	Intersection LOS: D
Intersection Capacity Utilization 83.4%	ICU Level of Service E
Analysis Period (min) 15	

\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: St Laurent & Coventry/Ogilvie





Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	230	163	208	168	227	183	1005	227	190	798	96
Future Volume (vph)	132	230	163	208	168	227	183	1005	227	190	798	96
Satd. Flow (prot)	1658	1745	1483	3216	1745	1483	1658	3316	1483	1658	3316	1483
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1593	1745	1338	2946	1745	1366	1623	3316	1297	1622	3316	1343
Satd. Flow (RTOR)												
Lane Group Flow (vph)	147	256	181	231	187	252	203	1117	252	211	887	107
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4	5	3	8	1	5	2	3	1	6	7
Permitted Phases			4			8			2			6
Detector Phase	7	4	5	3	8	1	5	2	3	1	6	7
Switch Phase												
Minimum Initial (s)	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0	5.0	10.0	5.0
Minimum Split (s)	12.0	32.5	12.2	12.0	32.5	12.2	12.2	31.2	12.0	12.2	31.2	12.0
Total Split (s)	20.0	33.0	19.0	20.0	33.0	19.0	19.0	48.0	20.0	19.0	48.0	20.0
Total Split (%)	16.7%	27.5%	15.8%	16.7%	27.5%	15.8%	15.8%	40.0%	16.7%	15.8%	40.0%	16.7%
Yellow Time (s)	3.3	3.3	3.7	3.3	3.3	3.7	3.7	3.7	3.3	3.7	3.7	3.3
All-Red Time (s)	3.7	4.2	3.5	3.7	4.2	3.5	3.5	3.5	3.7	3.5	3.5	3.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.5	7.2	7.0	7.5	7.2	7.2	7.2	7.0	7.2	7.2	7.0
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	None	None	C-Max	None
Act Effct Green (s)	12.6	23.2	38.3	12.3	22.9	38.0	14.8	40.8	53.3	14.8	40.8	53.6
Actuated g/C Ratio	0.10	0.19	0.32	0.10	0.19	0.32	0.12	0.34	0.44	0.12	0.34	0.45
v/c Ratio	0.84	0.76	0.41	0.70	0.56	0.57	1.00	0.99	0.42	1.03	0.79	0.17
Control Delay	90.1	60.4	30.6	64.2	50.4	34.9	118.1	53.0	10.8	124.5	41.7	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.1	60.4	30.6	64.2	50.4	34.9	118.1	53.0	10.8	124.5	41.7	17.0
LOS	F	E	C	E	D	C	F	D	B	F	D	B
Approach Delay		58.6			49.3			54.6			54.0	
Approach LOS		E			D			D			D	
Queue Length 50th (m)	34.4	56.4	30.1	27.3	39.4	44.3	~55.4	102.8	21.4	~61.8	98.5	12.9
Queue Length 95th (m)	#68.7	84.8	48.7	40.5	62.1	68.4	#109.3	#179.3	16.2	#111.0	123.2	22.9
Internal Link Dist (m)		182.7			169.8			366.4			425.9	
Turn Bay Length (m)	45.0		45.0	45.0		30.0	72.0			110.0		45.0
Base Capacity (vph)	179	370	445	348	370	446	204	1127	603	204	1127	619
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.82	0.69	0.41	0.66	0.51	0.57	1.00	0.99	0.42	1.03	0.79	0.17

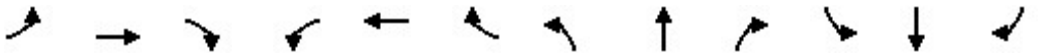
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 10 (8%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 120
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.03

Intersection Signal Delay: 54.1	Intersection LOS: D
Intersection Capacity Utilization 90.1%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: St Laurent/St Laurent & Donald



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	7	0	0	310	0	1003	122	314	962	3
Future Volume (vph)	0	0	7	0	0	310	0	1003	122	314	962	3
Satd. Flow (prot)	0	1338	0	0	0	1510	0	4604	0	1658	4762	0
Flt Permitted										0.950		
Satd. Flow (perm)	0	1338	0	0	0	1510	0	4604	0	1618	4762	0
Satd. Flow (RTOR)		373				236		17				
Lane Group Flow (vph)	0	8	0	0	0	344	0	1250	0	349	1072	0
Turn Type		NA				pt+ov		NA		Prot	NA	
Protected Phases		4				3 1		2		3 1	6	
Permitted Phases	4											
Detector Phase	4	4				3 1		2		3 1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0						10.0			10.0	
Minimum Split (s)	10.9	10.9						31.9			31.9	
Total Split (s)	14.9	14.9						38.0			68.0	
Total Split (%)	12.4%	12.4%						31.7%			56.7%	
Yellow Time (s)	3.0	3.0						3.7			3.7	
All-Red Time (s)	2.9	2.9						2.2			2.2	
Lost Time Adjust (s)		0.0						0.0			0.0	
Total Lost Time (s)		5.9						5.9			5.9	
Lead/Lag	Lag	Lag						Lag				
Lead-Lag Optimize?	Yes	Yes						Yes				
Recall Mode	None	None						C-Max			C-Max	
Act Effct Green (s)		5.5				40.5		64.0		40.5	78.3	
Actuated g/C Ratio		0.05				0.34		0.53		0.34	0.65	
v/c Ratio		0.02				0.52		0.51		0.62	0.34	
Control Delay		0.1				10.6		5.1		24.1	23.3	
Queue Delay		0.0				0.0		0.0		0.0	0.0	
Total Delay		0.1				10.6		5.1		24.1	23.3	
LOS		A				B		A		C	C	
Approach Delay		0.1			10.6			5.1			23.5	
Approach LOS		A			B			A			C	
Queue Length 50th (m)		0.0				17.5		28.9		58.3	74.9	
Queue Length 95th (m)		0.0				31.0		m32.8		m50.4	95.3	
Internal Link Dist (m)		8.2			133.3			146.1			366.4	
Turn Bay Length (m)										130.0		
Base Capacity (vph)		445				808		2461		744	3108	
Starvation Cap Reductn		0				0		0		0	0	
Spillback Cap Reductn		0				0		0		0	0	
Storage Cap Reductn		0				0		0		0	0	
Reduced v/c Ratio		0.02				0.43		0.51		0.47	0.34	

Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 5 (4%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated

Lane Group	Ø1	Ø3	Ø7	Ø8
Lane Configurations				
Traffic Volume (vph)				
Future Volume (vph)				
Satd. Flow (prot)				
Flt Permitted				
Satd. Flow (perm)				
Satd. Flow (RTOR)				
Lane Group Flow (vph)				
Turn Type				
Protected Phases	1	3	7	8
Permitted Phases				
Detector Phase				
Switch Phase				
Minimum Initial (s)	5.0	5.0	5.0	5.0
Minimum Split (s)	11.1	35.1	10.9	35.1
Total Split (s)	30.0	37.1	14.9	37.1
Total Split (%)	25%	31%	12%	31%
Yellow Time (s)	3.7	3.7	3.0	3.7
All-Red Time (s)	2.4	2.4	2.9	2.4
Lost Time Adjust (s)				
Total Lost Time (s)				
Lead/Lag	Lead	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None
Act Effct Green (s)				
Actuated g/C Ratio				
v/c Ratio				
Control Delay				
Queue Delay				
Total Delay				
LOS				
Approach Delay				
Approach LOS				
Queue Length 50th (m)				
Queue Length 95th (m)				
Internal Link Dist (m)				
Turn Bay Length (m)				
Base Capacity (vph)				
Starvation Cap Reductn				
Spillback Cap Reductn				
Storage Cap Reductn				
Reduced v/c Ratio				

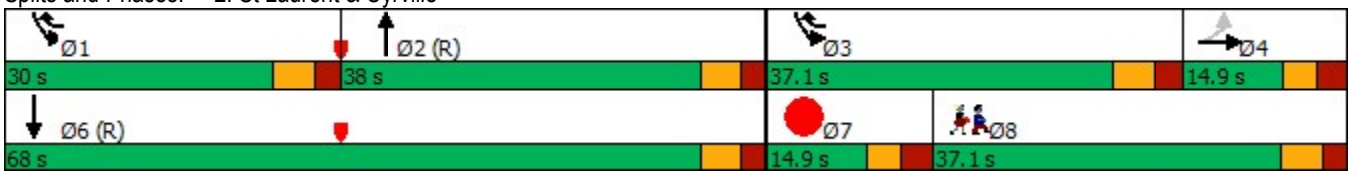
Intersection Summary

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 14.4	Intersection LOS: B
Intersection Capacity Utilization 63.1%	ICU Level of Service B
Analysis Period (min) 15	

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: St Laurent & Cyrville



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	262	549	214	495	397	35	169	949	656	61	757	205
Future Volume (vph)	262	549	214	495	397	35	169	949	656	61	757	205
Satd. Flow (prot)	3216	3316	1483	3216	3316	1483	1658	3316	1483	1658	4764	1483
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3137	3316	1382	3138	3316	1391	1596	3316	1407	1643	4764	1292
Satd. Flow (RTOR)			212			210			385			222
Lane Group Flow (vph)	291	610	238	550	441	39	188	1054	729	68	841	228
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Detector Phase	7	4	4	3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0	10.0
Minimum Split (s)	11.9	37.5	37.5	11.9	37.5	37.5	11.4	35.4	35.4	11.4	35.4	35.4
Total Split (s)	23.5	37.5	37.5	23.5	37.5	37.5	23.6	44.0	44.0	15.0	35.4	35.4
Total Split (%)	19.6%	31.3%	31.3%	19.6%	31.3%	31.3%	19.7%	36.7%	36.7%	12.5%	29.5%	29.5%
Yellow Time (s)	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
All-Red Time (s)	3.2	2.8	2.8	3.2	2.8	2.8	2.7	2.7	2.7	2.7	2.7	2.7
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.9	6.5	6.5	6.9	6.5	6.5	6.4	6.4	6.4	6.4	6.4	6.4
Lead/Lag	Lag	Lead	Lead	Lag	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	C-Max	C-Max	None	C-Max	C-Max
Act Effct Green (s)	19.6	29.0	29.0	18.6	28.0	28.0	16.3	40.6	40.6	8.1	29.9	29.9
Actuated g/C Ratio	0.16	0.24	0.24	0.16	0.23	0.23	0.14	0.34	0.34	0.07	0.25	0.25
v/c Ratio	0.56	0.76	0.48	1.11	0.57	0.08	0.84	0.94	1.00	0.61	0.71	0.47
Control Delay	52.1	48.9	10.3	119.6	43.2	0.3	80.4	55.5	53.0	78.4	35.3	16.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.1	48.9	10.3	119.6	43.2	0.3	80.4	55.5	53.0	78.4	35.3	16.8
LOS	D	D	B	F	D	A	F	E	D	E	D	B
Approach Delay		41.6			82.4			57.0			34.2	
Approach LOS		D			F			E			C	
Queue Length 50th (m)	33.9	68.9	4.7	~82.7	46.8	0.0	43.3	~134.0	~117.7	10.1	75.6	34.8
Queue Length 95th (m)	48.6	89.4	26.0	#116.8	63.1	0.0	#79.5	#178.5	#190.4	#31.7	89.8	63.3
Internal Link Dist (m)		203.7			128.2			79.6			146.1	
Turn Bay Length (m)	90.0			90.0			40.0			75.0		50.0
Base Capacity (vph)	524	856	514	497	856	515	237	1122	730	118	1188	488
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.71	0.46	1.11	0.52	0.08	0.79	0.94	1.00	0.58	0.71	0.47

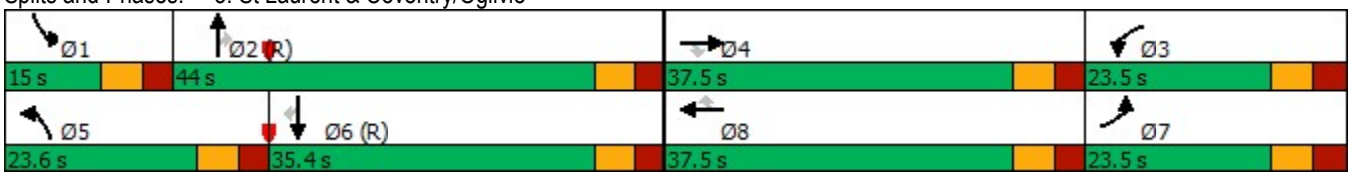
Intersection Summary
Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green
Natural Cycle: 130
Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 53.7	Intersection LOS: D
Intersection Capacity Utilization 94.7%	ICU Level of Service F
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 3: St Laurent & Coventry/Ogilvie



Appendix D

Collision Data

CGH TRANSPORTATION

Accident Date	Accident Year	Accident Time	Location	Environment Condition	Light	Traffic Control	Traffic Control Condition	Classification Of Accident	Initial Impact Type	Road Surface Condition	# Vehicles	# Motorcycles	# Bicycles	# Pedestrians
2018-02-27	2018	7:08	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	03 - Dawn	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2018-03-09	2018	11:15	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2018-03-23	2018	8:30	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	2	0	0	0
2018-04-04	2018	14:04	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	02 - Wet	2	0	0	0
2018-04-28	2018	15:29	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2018-05-31	2018	2:31	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	02 - Angle	01 - Dry	2	0	0	0
2018-06-20	2018	8:48	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	99 - Other	01 - Dry	2	0	0	0
2018-09-21	2018	22:22	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	07 - SMV other	01 - Dry	1	0	0	0
2018-11-10	2018	17:10	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	06 - Strong wind	07 - Dark	01 - Traffic signal	0	02 - Non-fatal injury	07 - SMV other	01 - Dry	1	0	0	1
2018-12-21	2018	23:06	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	02 - Rain	07 - Dark	01 - Traffic signal	0	03 - P.D. only	99 - Other	02 - Wet	2	0	0	0
2019-01-11	2019	14:15	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2019-02-01	2019	15:30	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2019-02-03	2019	14:50	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	03 - Snow	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	04 - Slush	2	0	0	0
2019-03-14	2019	8:45	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	03 - Snow	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	04 - Slush	2	0	0	0
2019-03-28	2019	11:55	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2019-04-06	2019	13:11	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	2	0	0	0
2019-05-12	2019	15:50	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2019-05-29	2019	16:49	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2019-06-10	2019	15:30	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2019-07-26	2019	16:07	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2019-11-11	2019	17:33	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	03 - Snow	07 - Dark	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	03 - Loose snow	2	0	0	0
2020-01-31	2020	16:15	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	07 - SMV other	01 - Dry	1	0	0	1
2020-02-08	2020	8:10	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	02 - Wet	2	0	0	0
2020-02-28	2020	8:38	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	06 - Ice	2	0	0	0
2020-02-28	2020	7:55	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	06 - Ice	3	0	0	0
2020-02-28	2020	9:22	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	03 - Snow	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	06 - Ice	2	0	0	0
2020-03-11	2020	12:04	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2020-04-16	2020	17:00	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2020-06-03	2020	15:00	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2020-12-17	2020	8:15	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2021-01-08	2021	12:43	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	04 - Sideswipe	01 - Dry	2	0	1	0
2021-01-17	2021	18:19	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	99 - Other	02 - Wet	2	0	0	0
2021-02-11	2021	15:15	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	3	0	0	0
2021-05-18	2021	17:08	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	00 - Unknown	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	99 - Other	01 - Dry	2	0	0	0
2021-06-30	2021	14:15	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	2	0	0	0
2021-08-13	2021	13:00	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2021-08-18	2021	22:56	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2021-08-24	2021	16:58	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2022-02-01	2022	12:45	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2022-03-24	2022	12:05	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	02 - Rain	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	02 - Wet	2	0	0	0
2022-04-17	2022	13:13	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	3	0	0	0
2022-07-15	2022	16:30	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2022-09-03	2022	13:40	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	02 - Angle	01 - Dry	2	0	0	0
2022-10-11	2022	14:58	CYRVILLE RD @ ST. LAURENT BLVD (0002647)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2018-02-12	2018	13:01	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	03 - Loose snow	2	0	0	0
2018-02-13	2018	12:32	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	03 - Loose snow	2	0	0	0
2018-03-21	2018	7:56	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	05 - Turning movement	01 - Dry	2	0	0	0
2018-03-26	2018	16:00	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
2018-04-22	2018	13:00	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
2018-05-06	2018	13:30	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2018-05-15	2018	9:28	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	07 - SMV other	01 - Dry	1	0	0	0
2018-05-18	2018	14:56	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	2	0	0	0
2018-05-20	2018	11:46	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
2018-05-25	2018	6:32	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2018-05-27	2018	17:30	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	02 - Angle	01 - Dry	2	0	0	0
2018-05-28	2018	17:43	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2018-06-14	2018	19:32	DONALD ST @ ST. LAURENT BLVD (0008630)	02 - Rain	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	02 - Angle	02 - Wet	2	0	0	0
2018-06-16	2018	22:00	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	07 - Dark	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	2	0	0	0
2018-07-23	2018	17:50	DONALD ST @ ST. LAURENT BLVD (0008630)	02 - Rain	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	02 - Wet	2	0	0	0
2018-07-27	2018	18:19	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
2018-08-07	2018	12:20	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	3	0	0	0
2018-08-23	2018	9:32	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	05 - Turning movement	01 - Dry	3	0	0	0
2018-08-24	2018	13:55	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2018-09-17	2018	12:35	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	02 - Angle	01 - Dry	2	0	1	0
2018-10-17	2018	12:15	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2018-10-22	2018	10:03	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2018-10-23	2018	15:15	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2018-11-05	2018	17:38	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2018-11-08	2018	10:54	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	02 - Angle	01 - Dry	2	0	0	0
2018-12-11	2018	16:00	DONALD ST @ ST. LAURENT BLVD (0008630)	03 - Snow	05 - Dusk	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	04 - Slush	2	0	0	0
2018-12-11	2018	17:15	DONALD ST @ ST. LAURENT BLVD (0008630)	03 - Snow	07 - Dark	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	04 - Slush	2	0	0	0
2018-12-19	2018	23:37	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2019-01-06	2019	21:30	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	04 - Slush	2	0	0	0
2019-01-10	2019	14:04	DONALD ST @ ST. LAURENT BLVD (0008630)	03 - Snow	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	04 - Slush	2	0	0	0
2019-01-12	2019	15:20	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	2	0	0	0
2019-01-21	2019	8:23	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	03 - Loose snow	2	0	0	0
2019-01-29	2019	10:29	DONALD ST @ ST. LAURENT BLVD (0008630)	03 - Snow	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	05 - Packed snow	2	0	0	0
2019-01-31	2019	14:22	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	02 - Wet	2	0	0	0
2019-02-19	2019	14:50	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2019-03-14	2019	8:15	DONALD ST @ ST. LAURENT BLVD (0008630)	04 - Freezing Rain	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	04 - Slush	2	0	0	0
2019-03-30	2019	11:08	DONALD ST @ ST. LAURENT BLVD (0008630)	03 - Snow	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	04 - Slush	2	0	0	0
2019-04-14	2019	23:00	DONALD ST @ ST. LAURENT BLVD (0008630)	02 - Rain	07 - Dark	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	02 - Wet	2	0	0	0
2019-04-27	2019	13:42	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2019-05-21	2019	12:35	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2019-06-14	2019	16:36	DONALD ST @ ST. LAURENT BLVD (0008630)	02 - Rain	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	02 - Wet	2	0	0	0
2019-07-02	2019	16:29	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	3	0	0	0
2019-07-06	2019	19:57	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	05 - Turning movement	01 - Dry	2	0	1	0
2019-07-15	2019	12:45	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2019-08-27	2019	8:50	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2019-09-04	2019	14:30	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2019-11-04	2019	11:30	DONALD ST @ ST. LAURENT BLVD (0008630)	02 - Rain	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	02 - Wet	2	0	0	0
2019-11-12	2019	19:44	DONALD ST @ ST. LAURENT BLVD (0008630)	03 - Snow	07 - Dark	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	04 - Slush	2	0	0	0
2019-11-21	2019	7:38	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	02 - Angle	01 - Dry	3	0	0	0
2019-11-24	2019	12:00	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2019-11-26	2019	14:55	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2019-12-23	2019	16:54	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	05 - Dusk	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	02 - Wet	2	0	0	0
2020-01-04	2020	12:52	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
2020-01-19	2020	11:14	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	05 - Packed snow	2	0	0	0
2020-02-06	2020	15:40	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	02 - Wet	2	0	0	0
2020-02-13	2020	15:40	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	03 - Loose snow	2	0	0	0
2020-03-05	2020	7:00	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	03 - Dawn	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2020-04-20	2020	10:10	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2020-06-06	2020	12:47	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	2	0	0	0
2020-06-14	2020	9:02	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	07 - SMV other	01 - Dry	1	0	0	0
2020-09-23	2020	20:00	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	1	0
2020-09-29	2020	16:05	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	99 - Other	01 - Dry	2	0	0	0

2020-10-07	2020	10:12	DONALD ST @ ST. LAURENT BLVD (0008630)	02 - Rain	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	02 - Wet	2	0	0	0
2020-10-19	2020	13:41	DONALD ST @ ST. LAURENT BLVD (0008630)	02 - Rain	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	02 - Wet	2	0	0	0
2020-10-26	2020	19:40	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	07 - Dark	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	02 - Wet	2	0	0	0
2020-12-12	2020	15:00	DONALD ST @ ST. LAURENT BLVD (0008630)	02 - Rain	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	02 - Angle	02 - Wet	2	0	0	0
2020-12-21	2020	17:30	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	07 - Dark	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	2	0	0	0
2021-02-21	2021	11:55	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	3	0	0	0
2021-03-05	2021	16:45	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2021-03-27	2021	15:00	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2021-05-06	2021	14:30	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2021-05-24	2021	19:58	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	99 - Other	01 - Dry	2	0	1	0
2021-06-10	2021	16:36	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	2	0	0	0
2021-06-16	2021	15:35	DONALD ST @ ST. LAURENT BLVD (0008630)	00 - Unknown	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	02 - Angle	00 - Unknown	2	0	0	0
2021-06-16	2021	16:30	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2021-06-30	2021	14:04	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	07 - SMV other	01 - Dry	1	0	0	1
2021-07-04	2021	9:30	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2021-07-04	2021	11:43	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2021-07-10	2021	15:07	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	4	0	0	0
2021-07-21	2021	15:19	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
2021-08-03	2021	11:55	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2021-10-01	2021	8:40	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2021-11-08	2021	13:14	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	3	0	0	0
2021-11-19	2021	22:17	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
2021-12-10	2021	13:40	DONALD ST @ ST. LAURENT BLVD (0008630)	03 - Snow	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	04 - Slush	2	0	0	0
2022-02-18	2022	9:13	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	03 - Loose snow	2	0	0	0
2022-03-01	2022	11:22	DONALD ST @ ST. LAURENT BLVD (0008630)	03 - Snow	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	03 - Loose snow	2	0	0	0
2022-03-03	2022	7:00	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	02 - Wet	2	0	0	0
2022-03-28	2022	10:44	DONALD ST @ ST. LAURENT BLVD (0008630)	05 - Drifting Snow	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	04 - Sideswipe	06 - Ice	3	0	0	0
2022-05-19	2022	15:44	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2022-05-20	2022	10:20	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2022-05-21	2022	16:23	DONALD ST @ ST. LAURENT BLVD (0008630)	02 - Rain	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	02 - Angle	02 - Wet	2	0	0	0
2022-05-28	2022	18:30	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2022-06-13	2022	11:28	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2022-06-16	2022	13:20	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2022-07-07	2022	22:00	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2022-09-15	2022	18:15	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	3	0	0	0
2022-09-29	2022	20:30	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2022-10-14	2022	9:19	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2022-11-11	2022	18:30	DONALD ST @ ST. LAURENT BLVD (0008630)	02 - Rain	07 - Dark	01 - Traffic signal	0	03 - P.D. only	05 - Turning movement	02 - Wet	2	0	0	0
2022-11-15	2022	12:30	DONALD ST @ ST. LAURENT BLVD (0008630)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2018-02-23	2018	13:45	ST. LAURENT BLVD @ 125 N OF QUEEN MARY ST/RIOCAN ST. LAURENT SC (0008532)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	06 - Ice	2	0	0	0
2018-03-26	2018	8:15	ST. LAURENT BLVD @ 125 N OF QUEEN MARY ST/RIOCAN ST. LAURENT SC (0008532)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	2	0	0	0
2019-04-12	2019	15:45	ST. LAURENT BLVD @ 125 N OF QUEEN MARY ST/RIOCAN ST. LAURENT SC (0008532)	02 - Rain	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	02 - Wet	2	0	0	0
2019-04-29	2019	11:00	ST. LAURENT BLVD @ 125 N OF QUEEN MARY ST/RIOCAN ST. LAURENT SC (0008532)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2019-11-09	2019	17:08	ST. LAURENT BLVD @ 125 N OF QUEEN MARY ST/RIOCAN ST. LAURENT SC (0008532)	03 - Snow	07 - Dark	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	02 - Wet	3	0	0	0
2019-11-23	2019	14:26	ST. LAURENT BLVD @ 125 N OF QUEEN MARY ST/RIOCAN ST. LAURENT SC (0008532)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2020-02-14	2020	15:32	ST. LAURENT BLVD @ 125 N OF QUEEN MARY ST/RIOCAN ST. LAURENT SC (0008532)	01 - Clear	01 - Daylight	01 - Traffic signal	0	02 - Non-fatal injury	03 - Rear end	06 - Ice	2	0	0	0
2020-11-09	2020	15:23	ST. LAURENT BLVD @ 125 N OF QUEEN MARY ST/RIOCAN ST. LAURENT SC (0008532)	01 - Clear	01 - Daylight	01 - Traffic signal	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2020-12-02	2020	19:00	ST. LAURENT BLVD @ 125 N OF QUEEN MARY ST/RIOCAN ST. LAURENT SC (0008532)	01 - Clear	07 - Dark	01 - Traffic signal	0	03 - P.D. only	04 - Sideswipe	02 - Wet	2	0	0	0
2020-01-12	2020	19:30	ST. LAURENT BLVD @ QUEEN MARY ST (0008798)	03 - Snow	07 - Dark	02 - Stop sign	0	03 - P.D. only	04 - Sideswipe	03 - Loose snow	2	0	0	0
2021-11-26	2021	8:30	ST. LAURENT BLVD @ QUEEN MARY ST (0008798)	02 - Rain	01 - Daylight	02 - Stop sign	0	03 - P.D. only	03 - Rear end	02 - Wet	2	0	0	0
2018-01-10	2018	15:00	ST. LAURENT BLVD btwn 125 N OF QUEEN MARY ST & QUEEN MARY ST (3Z08WQB)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	04 - Sideswipe	02 - Wet	2	0	0	0
2019-08-03	2019	12:36	ST. LAURENT BLVD btwn 125 N OF QUEEN MARY ST & QUEEN MARY ST (__3Z08WQB)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	01 - Approaching	01 - Dry	2	0	0	0
2020-11-04	2020	13:09	ST. LAURENT BLVD btwn 125 N OF QUEEN MARY ST & QUEEN MARY ST (3Z08WQB)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	07 - SMV other	01 - Dry	1	0	0	1
2021-07-21	2021	11:38	ST. LAURENT BLVD btwn 125 N OF QUEEN MARY ST & QUEEN MARY ST (__3Z08WQB)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	02 - Angle	01 - Dry	2	0	0	0
2022-07-08	2022	12:15	ST. LAURENT BLVD btwn 125 N OF QUEEN MARY ST & QUEEN MARY ST (__3Z08WQB)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	02 - Angle	01 - Dry	2	0	0	0
2018-12-17	2018	9:00	ST. LAURENT BLVD btwn CYRVILLE RD & COVENTRY RD (__3Z08WO)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	04 - Sideswipe	02 - Wet	2	0	0	0
2021-05-04	2021	11:00	ST. LAURENT BLVD btwn CYRVILLE RD & COVENTRY RD (__3Z08WO)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2021-12-28	2021	14:20	ST. LAURENT BLVD btwn CYRVILLE RD & COVENTRY RD (__3Z08WO)	03 - Snow	01 - Daylight	10 - No control	0	03 - P.D. only	04 - Sideswipe	02 - Wet	2	0	0	0
2022-03-08	2022	9:16	ST. LAURENT BLVD btwn CYRVILLE RD & COVENTRY RD (__3Z08WO)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	06 - Ice	2	0	0	0
2018-02-07	2018	22:15	ST. LAURENT BLVD btwn DONALD ST & 125 N OF QUEEN MARY ST (__3Z08WQA)	03 - Snow	07 - Dark	10 - No control	0	03 - P.D. only	99 - Other	03 - Loose snow	2	0	0	0
2018-09-21	2018	16:22	ST. LAURENT BLVD btwn DONALD ST & 125 N OF QUEEN MARY ST (__3Z08WQA)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	02 - Angle	01 - Dry	2	0	0	0
2019-02-23	2019	10:10	ST. LAURENT BLVD btwn DONALD ST & 125 N OF QUEEN MARY ST (__3Z08WQA)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	01 - Dry	4	0	0	0
2019-08-07	2019	15:27	ST. LAURENT BLVD btwn DONALD ST & 125 N OF QUEEN MARY ST (__3Z08WQA)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	02 - Angle	01 - Dry	3	0	0	0
2019-08-21	2019	9:00	ST. LAURENT BLVD btwn DONALD ST & 125 N OF QUEEN MARY ST (__3Z08WQA)	02 - Rain	01 - Daylight	10 - No control	0	03 - P.D. only	02 - Angle	02 - Wet	2	0	0	0
2019-10-28	2019	17:30	ST. LAURENT BLVD btwn DONALD ST & 125 N OF QUEEN MARY ST (__3Z08WQA)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2019-12-01	2019	13:32	ST. LAURENT BLVD btwn DONALD ST & 125 N OF QUEEN MARY ST (__3Z08WQA)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	05 - Turning movement	02 - Wet	2	0	0	0
2019-12-20	2019	12:40	ST. LAURENT BLVD btwn DONALD ST & 125 N OF QUEEN MARY ST (__3Z08WQA)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2020-02-03	2020	15:54	ST. LAURENT BLVD btwn DONALD ST & 125 N OF QUEEN MARY ST (3Z08WQA)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2020-02-10	2020	7:55	ST. LAURENT BLVD btwn DONALD ST & 125 N OF QUEEN MARY ST (__3Z08WQA)	03 - Snow	01 - Daylight	10 - No control	0	03 - P.D. only	99 - Other	03 - Loose snow	2	0	0	0
2020-12-17	2020	15:05	ST. LAURENT BLVD btwn DONALD ST & 125 N OF QUEEN MARY ST (3Z08WQA)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2021-03-12	2021	20:50	ST. LAURENT BLVD btwn DONALD ST & 125 N OF QUEEN MARY ST (__3Z08WQA)	01 - Clear	07 - Dark	10 - No control	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2021-07-17	2021	15:00	ST. LAURENT BLVD btwn DONALD ST & 125 N OF QUEEN MARY ST (3Z08WQA)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	02 - Angle	01 - Dry	2	0	0	0
2021-10-11	2021	15:38	ST. LAURENT BLVD btwn DONALD ST & 125 N OF QUEEN MARY ST (__3Z08WQA)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	05 - Turning movement	01 - Dry	2	0	0	0
2022-02-01	2022	7:55	ST. LAURENT BLVD btwn DONALD ST & 125 N OF QUEEN MARY ST (3Z08WQA)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0
2022-02-17	2022	20:00	ST. LAURENT BLVD btwn DONALD ST & 125 N OF QUEEN MARY ST (__3Z08WQA)	03 - Snow	07 - Dark	10 - No control	0	02 - Non-fatal injury	03 - Rear end	05 - Packed snow	2	0	0	0
2022-03-25	2022	16:23	ST. LAURENT BLVD btwn DONALD ST & 125 N OF QUEEN MARY ST (3Z08WQA)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	04 - Sideswipe	02 - Wet	2	0	0	0
2022-09-29	2022	15:52	ST. LAURENT BLVD btwn DONALD ST & 125 N OF QUEEN MARY ST (__3Z08WQA)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	01 - Dry	3	0	0	0
2018-11-04	2018	11:47	ST. LAURENT BLVD btwn QUEEN MARY ST & CYRVILLE RD (3Z08WP)	01 - Clear	01 - Daylight	10 - No control	0	02 - Non-fatal injury	02 - Angle	01 - Dry	2	0	0	0
2018-12-04	2018	16:05	ST. LAURENT BLVD btwn QUEEN MARY ST & CYRVILLE RD (__3Z08WP)	01 - Clear	05 - Dusk	10 - No control	0	02 - Non-fatal injury	03 - Rear end	01 - Dry	2	0	0	0
2019-01-22	2019	10:15	ST. LAURENT BLVD btwn QUEEN MARY ST & CYRVILLE RD (__3Z08WP)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	04 - Sideswipe	05 - Packed snow	2	0	0	0
2019-08-29	2019	18:07	ST. LAURENT BLVD btwn QUEEN MARY ST & CYRVILLE RD (__3Z08WP)	01 - Clear	01 - Daylight	10 - No control	0	03 - P.D. only	03 - Rear end	01 - Dry	2	0	0	0
2021-05-29	2021	0:11	ST. LAURENT BLVD btwn QUEEN MARY ST & CYRVILLE RD (__3Z08WP)	01 - Clear	07 - Dark	10 - No control	0	03 - P.D. only	04 - Sideswipe	01 - Dry	2	0	0	0

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2018 **To:** December 31, 2022

Location: CYRVILLE RD @ ST. LAURENT BLVD

Traffic Control: Traffic signal **Total Collisions:** 44

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2018-Feb-27, Tue,07:08	Clear	Rear end	P.D. only	Dry	East	Going ahead	Delivery van	Other motor vehicle	0
					East	Merging	Automobile, station wagon	Other motor vehicle	
2018-Mar-09, Fri,11:15	Clear	Rear end	P.D. only	Dry	North	Going ahead	Unknown	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Mar-23, Fri,08:30	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Apr-04, Wed,14:04	Clear	Rear end	P.D. only	Wet	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Apr-28, Sat,15:29	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2018-May-31, Thu,02:31	Clear	Angle	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2018-Jun-20, Wed,08:48	Clear	Other	P.D. only	Dry	East	Reversing	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Sep-21, Fri,22:22	Clear	SMV other	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Curb	0
2018-Nov-10, Sat,17:10	Strong wind	SMV other	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Pedestrian	1
2018-Dec-21, Fri,23:06	Rain	Other	P.D. only	Wet	North	Reversing	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jan-11, Fri,14:15	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-Feb-01, Fri,15:30	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Passenger van	Other motor vehicle	0
					South	Unknown	Passenger van	Other motor vehicle	
2019-Feb-03, Sun,14:50	Snow	Rear end	P.D. only	Slush	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2018 **To:** December 31, 2022

Location: CYRVILLE RD @ ST. LAURENT BLVD

Traffic Control: Traffic signal **Total Collisions:** 44

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Mar-14, Thu,08:45	Snow	Rear end	Non-fatal injury	Slush	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Mar-28, Thu,11:55	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Truck - dump	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Apr-06, Sat,13:11	Clear	Rear end	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-May-12, Sun,15:50	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2019-May-29, Wed,16:49	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jun-10, Mon,15:30	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jul-26, Fri,16:07	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Nov-11, Mon,17:33	Snow	Rear end	P.D. only	Loose snow	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Jan-31, Fri,16:15	Clear	SMV other	Non-fatal injury	Dry	North	Going ahead	Passenger van	Pedestrian	1
2020-Feb-08, Sat,08:10	Clear	Sideswipe	P.D. only	Wet	North	Changing lanes	Passenger van	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2020-Feb-28, Fri,07:55	Clear	Rear end	P.D. only	Ice	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Passenger van	Other motor vehicle	
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2020-Feb-28, Fri,08:38	Clear	Rear end	P.D. only	Ice	West	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					West	Stopped	Passenger van	Other motor vehicle	

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From: January 1, 2018 **To:** December 31, 2022

Location: CYRVILLE RD @ ST. LAURENT BLVD

Traffic Control: Traffic signal **Total Collisions:** 44

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2020-Feb-28, Fri,09:22	Snow	Rear end	P.D. only	Ice	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Pick-up truck	Other motor vehicle	
2020-Mar-11, Wed,12:04	Clear	Sideswipe	P.D. only	Dry	North	Unknown	Automobile, station wagon	Other motor vehicle	0
					North	Unknown	Automobile, station wagon	Other motor vehicle	
2020-Apr-16, Thu,17:00	Clear	Rear end	P.D. only	Dry	West	Turning right	Passenger van	Other motor vehicle	0
					West	Turning right	Pick-up truck	Other motor vehicle	
2020-Jun-03, Wed,15:00	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2020-Dec-17, Thu,08:15	Clear	Rear end	P.D. only	Dry	West	Unknown	Pick-up truck	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Jan-08, Fri,12:43	Clear	Sideswipe	Non-fatal injury	Dry	South	Changing lanes	Bicycle	Other motor vehicle	0
					South	Going ahead	Delivery van	Cyclist	
2021-Jan-17, Sun,18:19	Clear	Other	P.D. only	Wet	North	Reversing	Pick-up truck	Other motor vehicle	0
					South	Turning left	Pick-up truck	Other motor vehicle	
2021-Feb-11, Thu,15:15	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
					South	Stopped	Pick-up truck	Other motor vehicle	
2021-May-18, Tue,17:08	Unknown	Other	Non-fatal injury	Dry	South	Reversing	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Jun-30, Wed,14:15	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2021-Aug-13, Fri,13:00	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Unknown	Other motor vehicle	

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From: January 1, 2018 **To:** December 31, 2022

Location: CYRVILLE RD @ ST. LAURENT BLVD

Traffic Control: Traffic signal **Total Collisions:** 44

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2021-Aug-18, Wed,22:56	Clear	Rear end	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2021-Aug-24, Tue,16:58	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Pick-up truck	Other motor vehicle	
2022-Feb-01, Tue,12:45	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	
2022-Mar-24, Thu,12:05	Rain	Sideswipe	P.D. only	Wet	South	Changing lanes	Passenger van	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Apr-17, Sun,13:13	Clear	Rear end	P.D. only	Dry	West	Turning right	Passenger van	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2022-Jul-15, Fri,16:30	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Sep-03, Sat,13:40	Clear	Angle	P.D. only	Dry	South	Unknown	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Pick-up truck	Other motor vehicle	
2022-Oct-11, Tue,14:58	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	

Location: DONALD ST @ ST. LAURENT BLVD

Traffic Control: Traffic signal **Total Collisions:** 102

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2018-Feb-12, Mon,13:01	Clear	Sideswipe	P.D. only	Loose snow	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

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Location: DONALD ST @ ST. LAURENT BLVD

Traffic Control: Traffic signal **Total Collisions:** 102

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2018-Feb-13, Tue,12:32	Clear	Rear end	P.D. only	Loose snow	West	Slowing or stopping	Passenger van	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Mar-21, Wed,07:56	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Mar-26, Mon,16:00	Clear	Turning movement	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Apr-22, Sun,13:00	Clear	Turning movement	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2018-May-06, Sun,13:30	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	
2018-May-15, Tue,09:28	Clear	SMV other	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Curb	0
2018-May-18, Fri,14:56	Clear	Rear end	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2018-May-20, Sun,11:46	Clear	Turning movement	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-May-25, Fri,06:32	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Truck - car carrier	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-May-27, Sun,17:30	Clear	Angle	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-May-28, Mon,17:43	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Jun-14, Thu,19:32	Rain	Angle	Non-fatal injury	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	

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From: January 1, 2018 **To:** December 31, 2022

Location: DONALD ST @ ST. LAURENT BLVD

Traffic Control: Traffic signal **Total Collisions:** 102

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2018-Jun-16, Sat,22:00	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Jul-23, Mon,17:50	Rain	Rear end	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Jul-27, Fri,18:19	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Aug-07, Tue,12:20	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Aug-23, Thu,09:32	Clear	Turning movement	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Aug-24, Fri,13:55	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Sep-17, Mon,12:35	Clear	Angle	Non-fatal injury	Dry	East	Going ahead	Automobile, station wagon	Cyclist	0
					South	Going ahead	Bicycle	Other motor vehicle	
2018-Oct-17, Wed,12:15	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2018-Oct-22, Mon,10:03	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Truck - tractor	Other motor vehicle	
2018-Oct-23, Tue,15:15	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Nov-05, Mon,17:38	Clear	Sideswipe	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	

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Location: DONALD ST @ ST. LAURENT BLVD

Traffic Control: Traffic signal **Total Collisions:** 102

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2018-Nov-08, Thu,10:54	Clear	Angle	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2018-Dec-11, Tue,16:00	Snow	Rear end	P.D. only	Slush	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Dec-11, Tue,17:15	Snow	Rear end	P.D. only	Slush	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Making "U" turn	Automobile, station wagon	Other motor vehicle	
2018-Dec-19, Wed,23:37	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Tow truck	Other motor vehicle	
2019-Jan-06, Sun,21:30	Clear	Rear end	P.D. only	Slush	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jan-10, Thu,14:04	Snow	Sideswipe	P.D. only	Slush	South	Unknown	Automobile, station wagon	Other motor vehicle	0
					South	Unknown	Automobile, station wagon	Other motor vehicle	
2019-Jan-12, Sat,15:20	Clear	Rear end	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Jan-21, Mon,08:23	Clear	Rear end	Non-fatal injury	Loose snow	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	School bus	Other motor vehicle	
2019-Jan-29, Tue,10:29	Snow	Rear end	Non-fatal injury	Packed snow	South	Unknown	Unknown	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jan-31, Thu,14:22	Clear	Sideswipe	P.D. only	Wet	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Feb-19, Tue,14:50	Clear	Sideswipe	P.D. only	Dry	North	Unknown	Unknown	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	

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Location: DONALD ST @ ST. LAURENT BLVD

Traffic Control: Traffic signal **Total Collisions:** 102

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Mar-14, Thu,08:15	Freezing Rain	Rear end	P.D. only	Slush	North	Going ahead	Passenger van	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Mar-30, Sat,11:08	Snow	Rear end	P.D. only	Slush	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Apr-14, Sun,23:00	Rain	Sideswipe	P.D. only	Wet	East	Overtaking	Unknown	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Apr-27, Sat,13:42	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2019-May-21, Tue,12:35	Clear	Sideswipe	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jun-14, Fri,16:36	Rain	Rear end	P.D. only	Wet	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Jul-02, Tue,16:29	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	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jul-06, Sat,19:57	Clear	Turning movement	Non-fatal injury	Dry	North	Turning right	Automobile, station wagon	Cyclist	0
					North	Stopped	Bicycle	Other motor vehicle	
2019-Jul-15, Mon,12:45	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Aug-27, Tue,08:50	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Sep-04, Wed,14:30	Clear	Rear end	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

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2019-Nov-04, Mon,11:30	Rain	Rear end	P.D. only	Wet	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Nov-12, Tue,19:44	Snow	Rear end	P.D. only	Slush	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Nov-21, Thu,07:38	Clear	Angle	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Unknown	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Nov-24, Sun,12:00	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Nov-26, Tue,14:55	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Dec-23, Mon,16:54	Clear	Sideswipe	P.D. only	Wet	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2020-Jan-04, Sat,12:52	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Pick-up truck	Other motor vehicle	
2020-Jan-19, Sun,11:14	Clear	Rear end	P.D. only	Packed snow	South	Turning left	Pick-up truck	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2020-Feb-06, Thu,15:40	Clear	Sideswipe	P.D. only	Wet	South	Changing lanes	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2020-Feb-13, Thu,15:40	Clear	Turning movement	P.D. only	Loose snow	North	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Passenger van	Other motor vehicle	
2020-Mar-05, Thu,07:00	Clear	Rear end	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Unknown	Unknown	Other motor vehicle	

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Traffic Control: Traffic signal **Total Collisions:** 102

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2020-Apr-20, Mon,10:10	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2020-Jun-06, Sat,12:47	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Jun-14, Sun,09:02	Clear	SMV other	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Pole (utility, power)	0
2020-Sep-23, Wed,20:00	Clear	Turning movement	P.D. only	Dry	West	Turning right	Unknown	Cyclist	0
					West	Going ahead	Bicycle	Other motor vehicle	
2020-Sep-29, Tue,16:05	Clear	Other	P.D. only	Dry	East	Reversing	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Oct-07, Wed,10:12	Rain	Sideswipe	P.D. only	Wet	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Truck - dump	Other motor vehicle	
2020-Oct-19, Mon,13:41	Rain	Rear end	P.D. only	Wet	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Oct-26, Mon,19:40	Clear	Rear end	Non-fatal injury	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
2020-Dec-12, Sat,15:00	Rain	Angle	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Pick-up truck	Other motor vehicle	
2020-Dec-21, Mon,17:30	Clear	Rear end	Non-fatal injury	Dry	North	Turning left	Unknown	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2021-Feb-21, Sun,11:55	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Truck - dump	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Mar-05, Fri,16:45	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Pick-up truck	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	

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Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2021-Mar-27, Sat,15:00	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2021-May-06, Thu,14:30	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2021-May-24, Mon,19:58	Clear	Other	P.D. only	Dry	West	Turning right	Automobile, station wagon	Cyclist	0
					East	Going ahead	Bicycle	Other motor vehicle	
2021-Jun-10, Thu,16:36	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2021-Jun-16, Wed,15:35	Unknown	Angle	P.D. only	Unknown	West	Turning right	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2021-Jun-16, Wed,16:30	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	
2021-Jun-30, Wed,14:04	Clear	SMV other	P.D. only	Dry	West	Turning right	Automobile, station wagon	Pedestrian	1
2021-Jul-04, Sun,09:30	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Unknown	Other motor vehicle	0
					North	Turning left	Pick-up truck	Other motor vehicle	
2021-Jul-04, Sun,11:43	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2021-Jul-10, Sat,15:07	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Pick-up truck	Other motor vehicle	
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2021-Jul-21, Wed,15:19	Clear	Turning movement	P.D. only	Dry	South	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Turning left	Pick-up truck	Other motor vehicle	

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Collision Details Report - Public Version

From: January 1, 2018 **To:** December 31, 2022

Location: DONALD ST @ ST. LAURENT BLVD

Traffic Control: Traffic signal **Total Collisions:** 102

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2021-Aug-03, Tue,11:55	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Pick-up truck	Other motor vehicle	
2021-Oct-01, Fri,08:40	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2021-Nov-08, Mon,13:14	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2021-Nov-19, Fri,22:17	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2021-Dec-10, Fri,13:40	Snow	Turning movement	P.D. only	Slush	West	Turning left	Passenger van	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2022-Feb-18, Fri,09:13	Clear	Rear end	Non-fatal injury	Loose snow	South	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Mar-01, Tue,11:22	Snow	Rear end	P.D. only	Loose snow	North	Slowing or stopping	Passenger van	Other motor vehicle	0
					North	Stopped	Bus (other)	Other motor vehicle	
2022-Mar-03, Thu,07:00	Clear	Sideswipe	P.D. only	Wet	West	Unknown	Unknown	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2022-Mar-28, Mon,10:44	Drifting Snow	Sideswipe	Non-fatal injury	Ice	North	Changing lanes	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
					North	Stopped	Pick-up truck	Other motor vehicle	
2022-May-19, Thu,15:44	Clear	Rear end	P.D. only	Dry	South	Unknown	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-May-20, Fri,10:20	Clear	Sideswipe	P.D. only	Dry	South	Overtaking	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2018 **To:** December 31, 2022

Location: DONALD ST @ ST. LAURENT BLVD

Traffic Control: Traffic signal **Total Collisions:** 102

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2022-May-21, Sat,16:23	Rain	Angle	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-May-28, Sat,18:30	Clear	Rear end	P.D. only	Dry	West	Unknown	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Jun-13, Mon,11:28	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	
2022-Jun-16, Thu,13:20	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Jul-07, Thu,22:00	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Sep-15, Thu,18:15	Clear	Rear end	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2022-Sep-29, Thu,20:30	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Oct-14, Fri,09:19	Clear	Sideswipe	P.D. only	Dry	East	Overtaking	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Nov-11, Fri,18:30	Rain	Turning movement	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2022-Nov-15, Tue,12:30	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Dec-12, Mon,12:50	Clear	Angle	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Unknown	Other motor vehicle	
					West	Going ahead	Passenger van	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2018 **To:** December 31, 2022

Location: ST. LAURENT BLVD @ 125 N OF QUEEN MARY ST/RIOCAN ST. LAURENT SC

Traffic Control: Traffic signal **Total Collisions:** 9

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2018-Feb-23, Fri,13:45	Clear	Rear end	P.D. only	Ice	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Mar-26, Mon,08:15	Clear	Rear end	Non-fatal injury	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Apr-12, Fri,15:45	Rain	Rear end	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Apr-29, Mon,11:00	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Nov-09, Sat,17:08	Snow	Rear end	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Nov-23, Sat,14:26	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	
2020-Feb-14, Fri,15:32	Clear	Rear end	Non-fatal injury	Ice	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Nov-09, Mon,15:23	Clear	Rear end	P.D. only	Dry	North	Going ahead	Delivery van	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2020-Dec-02, Wed,19:00	Clear	Sideswipe	P.D. only	Wet	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	

Location: ST. LAURENT BLVD btwn 125 N OF QUEEN MARY ST & QUEEN MARY ST

Traffic Control: No control **Total Collisions:** 5

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2018 **To:** December 31, 2022

Location: ST. LAURENT BLVD btwn 125 N OF QUEEN MARY ST & QUEEN MARY ST

Traffic Control: No control **Total Collisions:** 5

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2018-Jan-10, Wed,15:00	Clear	Sideswipe	P.D. only	Wet	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Aug-03, Sat,12:36	Clear	Approaching	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2020-Nov-04, Wed,13:09	Clear	SMV other	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Pedestrian	1
2021-Jul-21, Wed,11:38	Clear	Angle	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2022-Jul-08, Fri,12:15	Clear	Angle	P.D. only	Dry	East	Unknown	Pick-up truck	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	

Location: ST. LAURENT BLVD btwn DONALD ST & 125 N OF QUEEN MARY ST

Traffic Control: No control **Total Collisions:** 18

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2018-Feb-07, Wed,22:15	Snow	Other	P.D. only	Loose snow	South	Going ahead	Unknown	Pole (utility, power)	0
					South	Going ahead	Municipal transit bus	Pole (utility, power)	
2018-Sep-21, Fri,16:22	Clear	Angle	Non-fatal injury	Dry	West	Merging	Passenger van	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2019-Feb-23, Sat,10:10	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Aug-07, Wed,15:27	Clear	Angle	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
					North	Stopped	Passenger van	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2018 **To:** December 31, 2022

Location: ST. LAURENT BLVD btwn DONALD ST & 125 N OF QUEEN MARY ST

Traffic Control: No control **Total Collisions:** 18

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2019-Aug-21, Wed,09:00	Rain	Angle	P.D. only	Wet	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Oct-28, Mon,17:30	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-01, Sun,13:32	Clear	Turning movement	Non-fatal injury	Wet	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Municipal transit bus	Other motor vehicle	
2019-Dec-20, Fri,12:40	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2020-Feb-03, Mon,15:54	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2020-Feb-10, Mon,07:55	Snow	Other	P.D. only	Loose snow	South	Going ahead	Automobile, station wagon	Curb	0
					South	Stopped	Municipal transit bus	Other motor vehicle	
2020-Dec-17, Thu,15:05	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	
2021-Mar-12, Fri,20:50	Clear	Sideswipe	P.D. only	Dry	South	Overtaking	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Passenger van	Other motor vehicle	
2021-Jul-17, Sat,15:00	Clear	Angle	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2021-Oct-11, Mon,15:38	Clear	Turning movement	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Municipal transit bus	Other motor vehicle	
2022-Feb-01, Tue,07:55	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	

Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2018 **To:** December 31, 2022

Location: ST. LAURENT BLVD btwn DONALD ST & 125 N OF QUEEN MARY ST

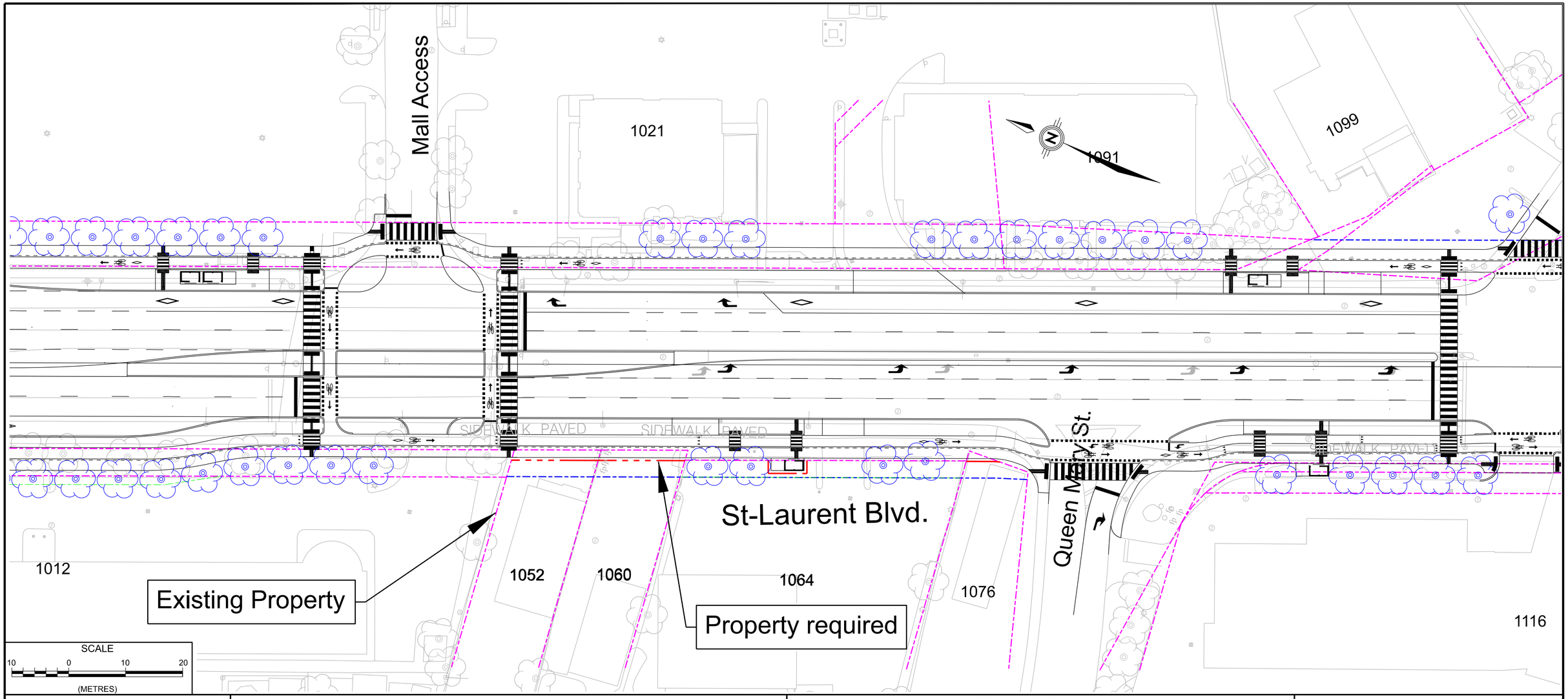
Traffic Control: No control **Total Collisions:** 18

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2022-Feb-17, Thu,20:00	Snow	Rear end	Non-fatal injury	Packed snow	North	Going ahead	Passenger van	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2022-Mar-25, Fri,16:23	Clear	Sideswipe	P.D. only	Wet	South	Going ahead	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2022-Sep-29, Thu,15:52	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	
					South	Stopped	Automobile, station wagon	Other motor vehicle	

Appendix E

St Laurent Transit Priority Preliminary Design Plan

CGH TRANSPORTATION



Ottawa

Planning, Development and Building Services Department

LEGEND:

EXISTING PROPERTY LINE

PROPOSED PROPERTYLINE

OFFICIAL PLAN (OP) PROTECTED ROW

PROPOSED ROAD MODIFICATIONS

ST-LAURENT FUNCTIONAL DESIGN PLAN

1052 - 1064 St-Laurent Blvd.

Environmental Assessment

Approved By: J. Siddique	Drawing No.: 1
Completed By: K. Taylor	
Consultant: Parsons	
Scale: N.T.S.	Date: July 2025

Appendix F

TDM Checklist

TDM Measures Checklist:
Non-Residential Developments (office, institutional, retail or industrial)

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: *Non-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	☑
	2.2	**Bicycle skills training**	
		Commuter travel	
BETTER ★	2.2.1	Offer on-site cycling courses for commuters, or subsidize off-site courses	☐
	2.3	**Valet bike parking**	
		Visitor travel	
BETTER	2.3.1	Offer secure valet bike parking during public events when demand exceeds fixed supply (e.g. for festivals, concerts, games)	☐

			TDM measures: *Non-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	☑
BASIC		3.1.2	Provide online links to OC Transpo and STO information	☐
BETTER		3.1.3	Provide real-time arrival information display at entrances	☐
		3.2	**Transit fare incentives**	
			Commuter travel	
BETTER		3.2.1	Offer preloaded PRESTO cards to encourage commuters to use transit	☐
BETTER	★	3.2.2	Subsidize or reimburse monthly transit pass purchases by employees	☐
			Visitor travel	
BETTER		3.2.3	Arrange inclusion of same-day transit fare in price of tickets (e.g. for festivals, concerts, games)	☐
		3.3	**Enhanced public transit service**	
			Commuter travel	
BETTER		3.3.1	Contract with OC Transpo to provide enhanced transit services (e.g. for shift changes, weekends)	☐
			Visitor travel	
BETTER		3.3.2	Contract with OC Transpo to provide enhanced transit services (e.g. for festivals, concerts, games)	☐
		3.4	**Private transit service**	
			Commuter travel	
BETTER		3.4.1	Provide shuttle service when OC Transpo cannot offer sufficient quality or capacity to serve demand (e.g. for shift changes, weekends)	☐
			Visitor travel	
BETTER		3.4.2	Provide shuttle service when OC Transpo cannot offer sufficient quality or capacity to serve demand (e.g. for festivals, concerts, games)	☐

		TDM measures: *Non-residential developments*	Check if proposed & add descriptions
	4.	**RIDESHARING**	
	4.1	**Ridematching service**	
		Commuter travel	
BASIC	4.1.1	Provide a dedicated ridematching portal at OttawaRideMatch.com	☐
	4.2	**Carpool parking price incentives**	
		Commuter travel	
BETTER	4.2.1	Provide discounts on parking costs for registered carpools	☐
	4.3	**Vanpool service**	
		Commuter travel	
BETTER	4.3.1	Provide a vanpooling service for long-distance commuters	☐
	5.	**CARSHARING & BIKESHARING**	
	5.1	**Bikeshare stations & memberships**	
BETTER	5.1.1	Contract with provider to install on-site bikeshare station for use by commuters and visitors	☐
		Commuter travel	
BETTER	5.1.2	Provide employees with bikeshare memberships for local business travel	☐
	5.2	**Carshare vehicles & memberships**	
		Commuter travel	
BETTER	5.2.1	Contract with provider to install on-site carshare vehicles and promote their use by tenants	☐
BETTER	5.2.2	Provide employees with carshare memberships for local business travel	☐
	6.	**PARKING**	
	6.1	**Priced parking**	
		Commuter travel	
BASIC	6.1.1	Charge for long-term parking (daily, weekly, monthly)	☐
BASIC	6.1.2	Unbundle parking cost from lease rates at multi-tenant sites	☐
		Visitor travel	
BETTER	6.1.3	Charge for short-term parking (hourly)	☐

		TDM measures: *Non-residential developments*	Check if proposed & add descriptions
	7.	**TDM MARKETING & COMMUNICATIONS**	
	7.1	**Multimodal travel information**	
		Commuter travel	
BASIC ★	7.1.1	Provide a multimodal travel option information package to new/relocating employees and students	☑
		Visitor travel	
BETTER ★	7.1.2	Include multimodal travel option information in invitations or advertising that attract visitors or customers (e.g. for festivals, concerts, games)	☐
	7.2	**Personalized trip planning**	
		Commuter travel	
BETTER ★	7.2.1	Offer personalized trip planning to new/relocating employees	☐
	7.3	**Promotions**	
		Commuter travel	
BETTER	7.3.1	Deliver promotions and incentives to maintain awareness, build understanding, and encourage trial of sustainable modes	☐
	8.	**OTHER INCENTIVES & AMENITIES**	
	8.1	**Emergency ride home**	
		Commuter travel	
BETTER ★	8.1.1	Provide emergency ride home service to non-driving commuters	☐
	8.2	**Alternative work arrangements**	
		Commuter travel	
BASIC ★	8.2.1	Encourage flexible work hours	☐
BETTER	8.2.2	Encourage compressed workweeks	☐
BETTER ★	8.2.3	Encourage telework	☐
	8.3	**Local business travel options**	
		Commuter travel	
BASIC ★	8.3.1	Provide local business travel options that minimize the need for employees to bring a personal car to work	☐
	8.4	**Commuter incentives**	
		Commuter travel	
BETTER	8.4.1	Offer employees a taxable, mode-neutral commuting allowance	☐
	8.5	**On-site amenities**	
		Commuter travel	
BETTER	8.5.1	Provide on-site amenities/services to minimize mid-day or mid-commute errands	☐

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	☐

TDM-Supportive Development Design and Infrastructure Checklist:
Non-Residential Developments (office, institutional, retail or industrial)

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: *Non-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)*	☑
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: *Non-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: *Non-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 commuter cyclists (assuming the cycling mode share target is met), plus the expected peak number of customer/visitor cyclists	☐
BETTER	2.1.5	Provide bicycle parking spaces equivalent to the expected number of commuter and customer/visitor cyclists, plus an additional buffer (e.g. 25 percent extra) to encourage other cyclists and ensure adequate capacity in peak cycling season	☐
	2.2	**Secure bicycle parking**	
REQUIRED	2.2.1	Where more than 50 bicycle parking spaces are provided for a single office 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 the expected number of commuter cyclists (assuming the cycling mode share target is met)	☐
	2.3	**Shower & change facilities**	
BASIC	2.3.1	Provide shower and change facilities for the use of active commuters	☐
BETTER	2.3.2	In addition to shower and change facilities, provide dedicated lockers, grooming stations, drying racks and laundry facilities for the use of active commuters	☐
	2.4	**Bicycle repair station**	
BETTER	2.4.1	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)	☐

		TDM-supportive design & infrastructure measures: *Non-residential developments*	Check if completed & add descriptions, explanations or plan/drawing references
	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	☐
	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	☐
	4.2	**Carpool parking**	
BASIC	4.2.1	Provide signed parking spaces for carpools in a priority location close to a major building entrance, sufficient in number to accommodate the mode share target for carpools	☐
BETTER	4.2.2	At large developments, provide spaces for carpools in a separate, access-controlled parking area to simplify enforcement	☐
	5.	**CARSHARING & BIKESHARING**	
	5.1	**Carshare parking spaces**	
BETTER	5.1.1	Provide carshare parking spaces in permitted non-residential zones, occupying either required or provided parking spaces *(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	☐

		TDM-supportive design & infrastructure measures: *Non-residential developments*	Check if completed & add descriptions, explanations or plan/drawing references
	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	Separate short-term and long-term parking areas using signage or physical barriers, to permit access controls and simplify enforcement (i.e. to discourage employees from parking in visitor spaces, and vice versa)	☐
	7.	**OTHER**	
	7.1	**On-site amenities to minimize off-site trips**	
BETTER	7.1.1	Provide on-site amenities to minimize mid-day or mid-commute errands	☐

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)*	☑
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)*	☑

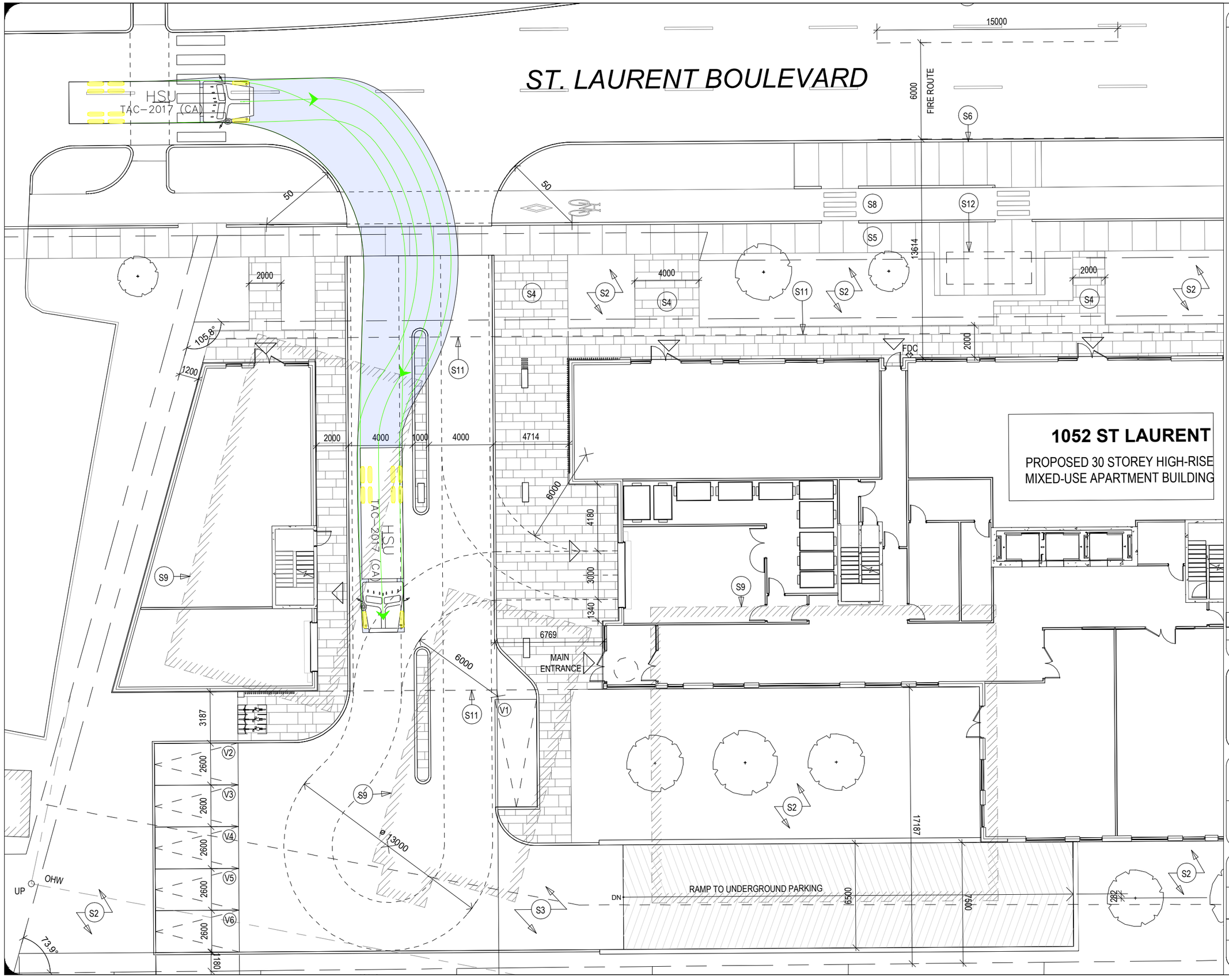
		TDM-supportive design & infrastructure measures: *Residential developments*	Check if completed & add descriptions, explanations or plan/drawing references
REQUIRED	1.2.3	Provide sidewalks of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate pedestrian areas 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)	☑

Appendix G

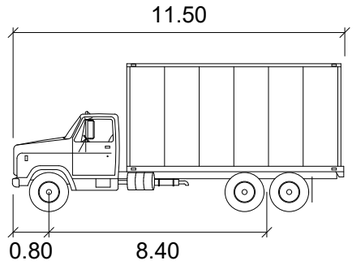
Turning Templates



1052 ST LAURENT

PROPOSED 30 STOREY HIGH-RISE
MIXED-USE APARTMENT BUILDING

Notes:



HSU

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

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review:	IVG	2025-10-01

STATUS:

CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

CLIENT:
Stan Bernard Automotive Ltd

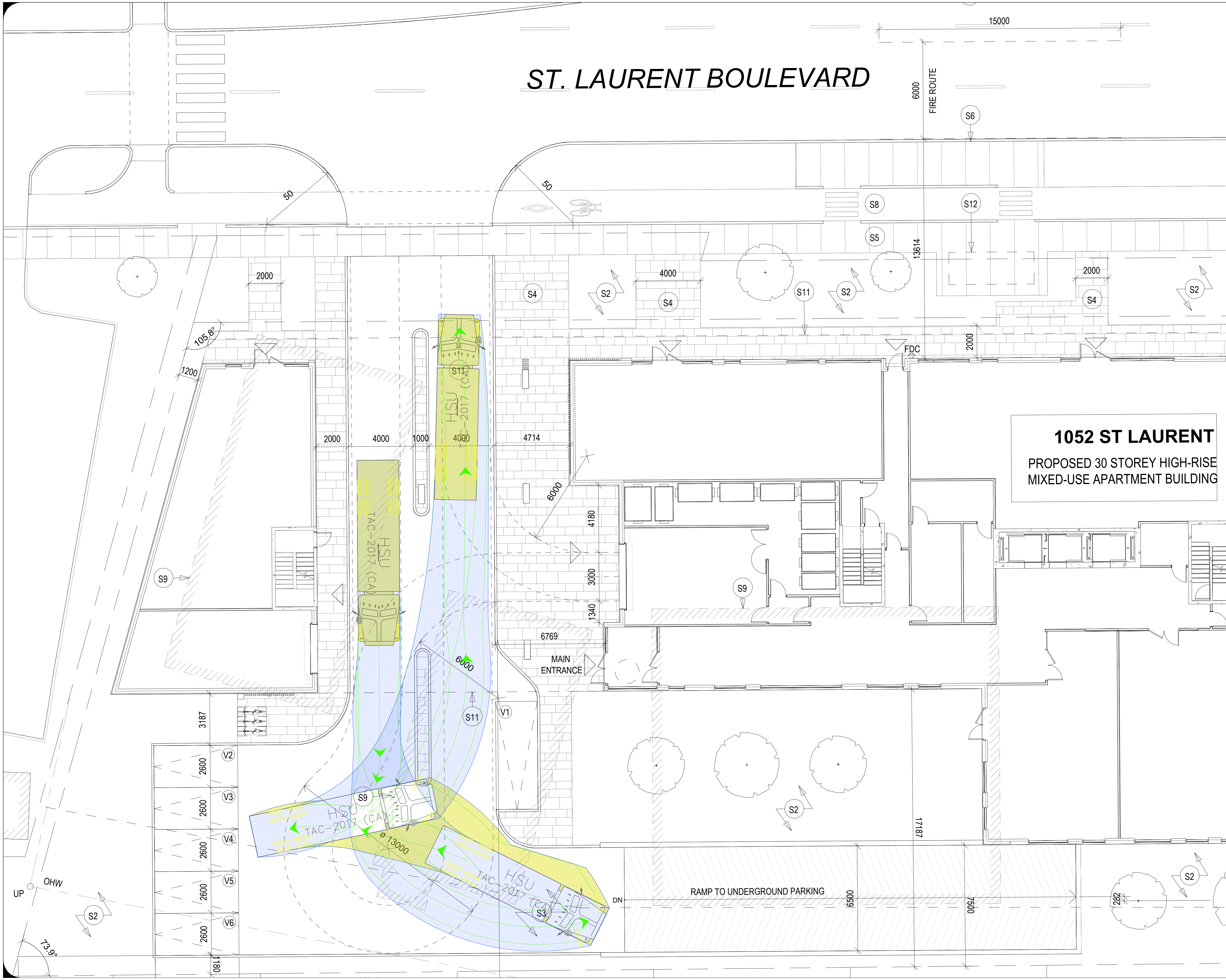
ARCHITECT:

SITE:
1052-1064 St Laurent Blvd

TITLE:
Turning Movements
HSU

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2025-10-01	IVG	AH

PROJECT NO:	DRAWING NO:	REVISION:
2025-086	001	01



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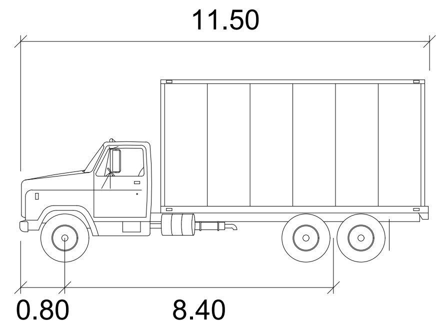

HSU

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

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review:	IVG	2025-10-01

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CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

CLIENT:
Stan Bernard Automotive Ltd

ARCHITECT:

SITE:
1052-1064 St Laurent Blvd

TITLE:
Turning Movements
HSU

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2025-10-01	IVG	AH

PROJECT NO:	DRAWING NO:	REVISION:
2025-086	002	01

ST. LAURENT BOULEVARD

15000

6000

FIRE ROUTE

LSU
TAC-2017 (CA)

50

50

S6

S8

S12

S5

13614

2000

4000

S4

S2

S4

S11

S2

2000

S4

S2

105.8°

1200

2000

4000

1000

4000

4714

S11

FDC

2000

6000

4180

S9

LSU
TAC 2017 (CA)

3000

1340

S9

6769

MAIN
ENTRANCE

6000

3187

S11

V1

V2

V3

V4

V5

V6

2600

2600

2600

2600

2600

2600

S9

⌀ 13000

17187

S2

OHW

UP

S2

73.9°

S3

DN

RAMP TO UNDERGROUND PARKING

6500

7500

292

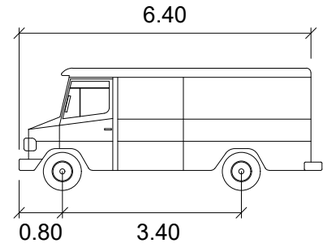
S2

180

1052 ST LAURENT

PROPOSED 30 STOREY HIGH-RISE
MIXED-USE APARTMENT BUILDING

Notes:



LSU

	meters
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 40.3

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review:	IVG	2025-10-01

STATUS:

CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

CLIENT:
Stan Bernard Automotive Ltd

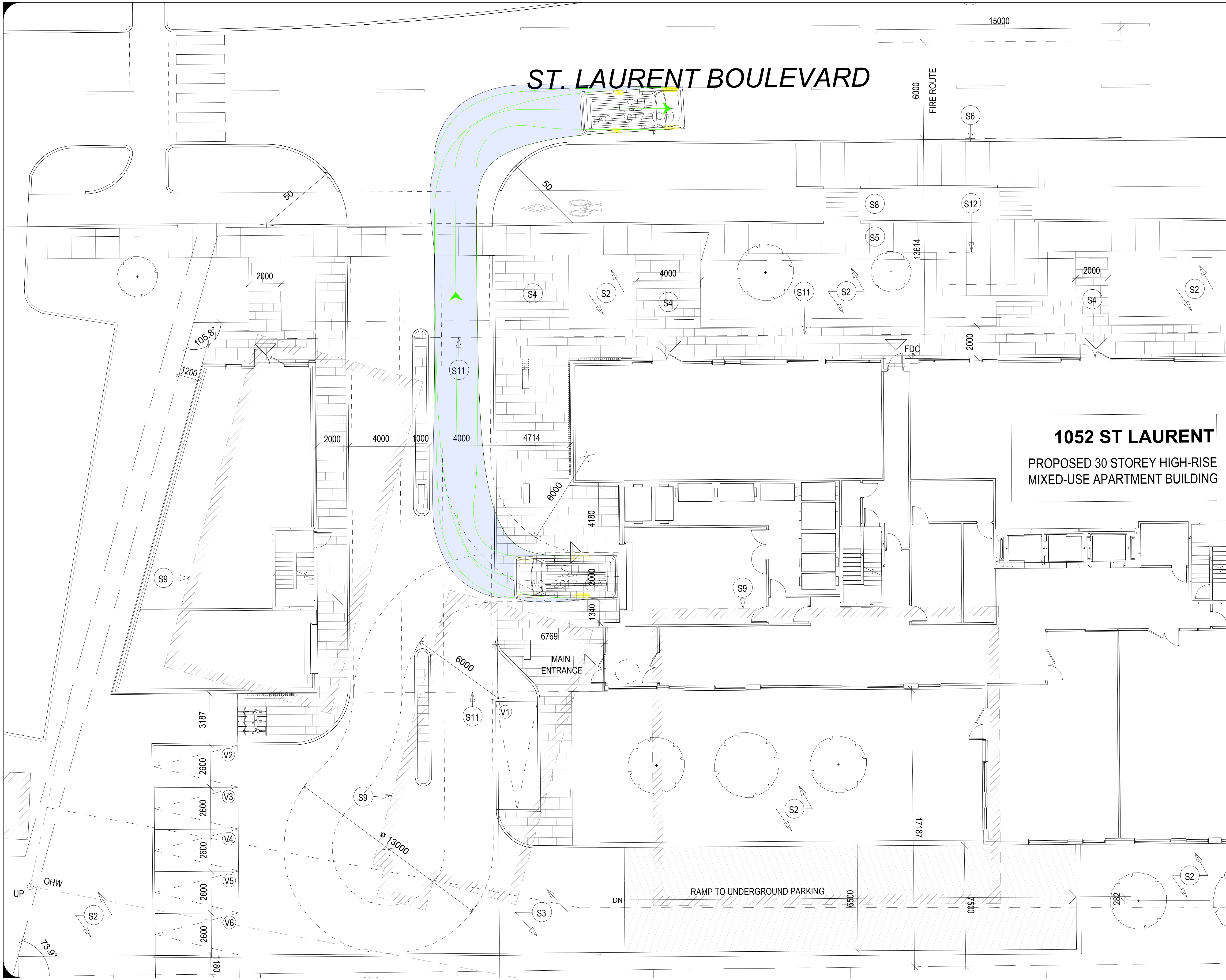
ARCHITECT:

SITE:
1052-1064 St Laurent Blvd

TITLE:
Turning Movements
LSU

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2025-10-01	IVG	AH

PROJECT NO:	DRAWING NO:	REVISION:
2025-086	003	01



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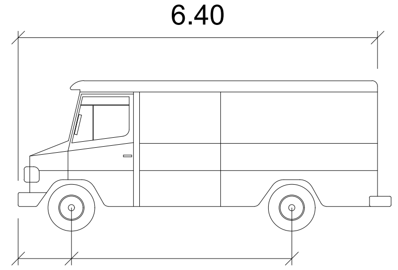

LSU

	meters
Width	: 2.60
Track	: 2.60
Lock to Lock Time	: 6.0
Steering Angle	: 40.3

REV:	DESCRIPTION:	BY:	DATE:
01	Issued for Review:	IVG	2025-10-01

STATUS:

CGH Transportation
6 Plaza Court
Ottawa, ON
K2H 7W1
(343) 999-9117

CLIENT: Stan Bernard Automotive Ltd

ARCHITECT:

SITE: 1052-1064 St Laurent Blvd

TITLE: Turning Movements LSU

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
NTS	2025-10-01	IVG	AH

PROJECT NO:	DRAWING NO:	REVISION:
2025-086	004	01

Appendix H

MMLOS Analysis

CGH TRANSPORTATION

Consultant	**CGH Transportation Inc**	**Project**	**2025-086**	
Scenario	**Existing/Future**	**Date**	**2025-09-23**	
Comments				

SEGMENTS			St Laurent Existing	St Laurent Future	Section 3
Pedestrian	Sidewalk Width Boulevard Width		1.5 m > 2 m	≥ 2 m > 2 m	
	Avg Daily Curb Lane Traffic Volume		> 3000	> 3000	
	Operating Speed On-Street Parking		> 60 km/h no	> 50 to 60 km/h no	
	Exposure to Traffic PLoS	**-**	**E**	**C**	**-**
	Effective Sidewalk Width				
	Pedestrian Volume				
	Crowding PLoS		-	-	-
	Level of Service		**-**	**-**	**-**
Bicycle	Type of Cycling Facility		Mixed Traffic	Physically Separated	
	Number of Travel Lanes		≥ 6 lanes total		
	Operating Speed		≥ 60 km/h		
	# of Lanes & Operating Speed LoS		**F**	**-**	**-**
	Bike Lane (+ Parking Lane) Width				
	Bike Lane Width LoS	**A**	**-**	**-**	**-**
	Bike Lane Blockages				
	Blockage LoS		**-**	**-**	**-**
	Median Refuge Width (no median = < 1.8 m)				
	No. of Lanes at Unsignalized Crossing				
	Sidestreet Operating Speed				
	Unsignalized Crossing - Lowest LoS		**-**	**A**	**-**
	Level of Service		**-**	**A**	**-**
Transit	Facility Type		Mixed Traffic	Bus lane	
	Friction or Ratio Transit:Posted Speed	**D**	Vt/Vp ≥ 0.8	Cf ≤ 60	
	Level of Service		**D**	**B**	**-**
Truck	Truck Lane Width		> 3.7 m	≤ 3.5 m	
	Travel Lanes per Direction	**A**	> 1	> 1	
	Level of Service		**A**	**A**	**-**
Auto	**Level of Service**	**Not Applicable**			

Appendix I

OC Transpo Peak Ridership Summary

OC Transpo Peak Ridership Summary

Routes/Locations			AM Peak Period			PM Peak Period		
Intersection	**Stop**	**Route**	**Total Boardings**	**Total Alighting**	**Average Load at Departure**	**Total Boardings**	**Total Alighting**	**Average Load at Departure**
St Laurent/ Ad. 1055	8852	7WB	8	1	9	6	8	13
		14WB	9	2	9	6	2	11
		19WB	2	4	7	6	5	21
		20WB	2	0	5	3	4	17
St-Laurent / Queen Mary	6695	7EB	0	1	3	7	8	10
		14EB	1	1	12	5	9	10
		20EB	0	0	10	1	0	5
Queen Mary/Bernard	9884	19EB	0	0	11	0	1	12
Ogilvie/Cyrville	8527	24EB	1	0	4	8	4	10
Ogilvie / Cummings	6699	24WB	1	2	7	0	10	5