

**TIA SCREENING AND SCOPING REPORT**

**630 MONTREAL ROAD  
PROPOSED MIXED-USE DEVELOPMENT  
CITY OF OTTAWA**

**PREPARED FOR:  
MB GROUPE CANADA**

**PREPARED BY:  
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## 1.0 Introduction

### 1.1 Background

C.F. Crozier & Associates Inc. (Crozier) was retained by MB Groupe Canada to prepare a Transportation Impact Assessment (TIA) in support of the Site Plan Application for the proposed mixed-use development at 630 Montreal Road in the City of Ottawa.

As requested by City staff and per the City of Ottawa's "Transportation Impact Assessment Guidelines (2017)", a Screening and Scoping Report is required to be submitted to the City of Ottawa (the City) prior to commencing the Transportation Impact Assessment (TIA). This report is to fulfill this requirement in support of the proposed development herein.

### 1.2 Subject Property

According to the GeoOttawa property report, the subject property covers an area of approximately 0.10 hectares and currently consists of two low-rise detached buildings and an associated parking lot. The site is bounded by Montreal Road to the north, mid-rise apartment buildings to the south, a low-rise law office building to the east, and Borthwick Avenue to the west. The property is currently zoned as AM-10 (Arterial Mainstreet Zone). Refer to **Appendix A** for the property report.

The subject property fronts Montreal Road, which is designated as a "Mainstreet Corridor" per the City's Official Plan. Further, the City's Zoning By-law identifies the subject site as zone AM-10 "Arterial Mainstreet Zone". Per the Bylaw, the subject land permits "a broad range of uses including retail, service commercial, offices, residential and institutional uses".

The surrounding area is characterized by commercial and residential land uses. Refer to **Appendix B** for the site location and surrounding area.

### 1.3 Development Proposal

As illustrated on the architectural package prepared by Developer Architect (dated November 17, 2022) the development proposal is for a 9-storey apartment building with a total of 55 residential units. Additionally, approximately 206 m<sup>2</sup> Gross Floor Area of retail space is provided on the ground floor level. Further, two levels of underground parking with a total of 35 vehicle and 35 bicycle parking spaces are proposed for the development. A single full-moves site access connection to Borthwick Avenue is proposed at the western limits of the site. Refer to **Appendix B** for the site plan. It is noted that the access is located further south compared to the existing access at the site, optimizing access spacing from Montreal Road. It is anticipated the development will be fully built-out and occupied within a five-year horizon (i.e., by 2026).

## 2.0 Screening

The City's TIA Guidelines contain a screening form highlighting the criteria based on which a TIA is required for a proposed development. There are three triggers, which includes the trip generation, location, and safety. A TIA study is required if at least one of the triggers is satisfied.

**Trip Generation Trigger** – Using the trip generation forecasting procedure outlined in the 2020 *TRANS Trip Generation Manual Summary Report*, the development is forecasted to generate 29 person trips in the a.m. peak period and 42 person trips in the p.m. peak period. Additionally, the development does not meet the minimum development size threshold of 90 units for Land Use Type “Townhomes or apartments”. Therefore, the Trip Generation Trigger is not satisfied.

**Location Triggers** – The site proposes an access connection to Borthwick Avenue which is not part of the City's Transit Priority, Rapid Transit or Spine Bicycle Networks. The subject property is located in a Design Priority Area (DPA) due to the property fronting Montreal Road, a designated traditional mainstreet per the City of Ottawa's Official Plan. Therefore, the location trigger is satisfied.

**Safety Triggers** – The speed limits of both Montreal Road and Borthwick Avenue are lower than the 80 km/h trigger, at 50 km/h. Both roadways are generally straight and do not possess major horizontal or vertical curvatures. The driveway is not within auxiliary lanes of an intersection and does not make use of an existing median break. Further, there is no documented history of traffic operations or safety concerns near the site and the development does not include a drive-thru facility. The proposed development driveway connects to Borthwick Avenue which is located within 150m (area of influence) of the adjacent signalized intersections at Montreal Road and Cummings Avenue along with at Montreal Road and Brittany Drive; however, these are existing intersection configurations which are not attributable to the proposed access. Therefore, the Safety Trigger is satisfied under the existing conditions. A collision history review at the intersections of Montreal Road/Borthwick Avenue, Montreal Road/Brittany Drive, and Montreal Road/Cummings Avenue will be included herein.

The completed Traffic Impact Assessment Screening Form is included in **Appendix C**.

### 3.0 Scoping

#### 3.1 Existing Conditions

##### 3.1.1 Roadways

The boundary road network is summarized in **Table 1**.

**Table 1: Boundary Road Network – Roadways**

Criteria	Montreal Road (Regional Road 34)	Brittany Drive	Borthwick Avenue	Cummings Avenue
Direction	Two-way (East-West)	Two-way (North-South)	Two-way (North-South)	Two-way (North-South)
Jurisdiction	Ottawa	Ottawa	Ottawa	Ottawa
Classification	Arterial	Local	Collector	Collector
Speed Limit	60 km/h Posted	50 km/h Assumed	50 km/h Assumed	50 km/h Assumed
Span	Queensway to North River Road	St. Laurent Boulevard to Montreal Road	Montreal Road to Cummings Avenue	Montreal Road to Cyrville Road
Alignment in Study Area	Straight and Flat	Straight and Flat	Straight and Flat	Straight and Flat
Number of travel lanes	Four	Two	Two	Two

In addition to the **Table 1** summary, Montreal Road is classified as a Traditional Mainstreet under the City of Ottawa Official Plan (2003). Additionally, per the Official Plan, Montreal Road has a right-of-way protection of 37.5m near the subject site. Similarly, Cummings Avenue has a right-of-way protection of 24m near the subject site (between Montreal Road and Donald Street).

### 3.1.2. Intersections

**Table 2** outlines the existing traffic control, configurations, and pedestrian crossing provisions at the intersections on the boundary road network.

**Table 2: Boundary Road Network – Intersections**

Major Street (East-West)	Minor Street (North-South)	Control	Approaches	Lane Configurations	Pedestrian Crossing
Montreal Road	Brittany Drive	Signal	3	EBL EBT (2) WBL WBT WBTR SBL SBR	All Approaches
Montreal Road	Borthwick Avenue	Stop (Minor Street Only)	3	EBT EBTR NBLR WBL WBT (2)	South Approach only
Montreal Road	Cummings Avenue	Signal	3	EBT EBTR NBL NBR WBL WBT (2)	All Approaches

### 3.1.3. Adjacent Driveways

There are several existing driveways on the boundary road network within 200 metres of the segments of the boundary roadway fronting the site.

The adjacent driveways on Borthwick Avenue include:

- One driveway to a residential parking lot serving 625 Borthwick Avenue and 620 Cummings Avenue
- One driveway to a residential parking lot serving 630 Cummings Avenue and 635 Borthwick Avenue
- One driveway to a residential parking lot serving 640 Cummings Avenue and 645 Borthwick Avenue
- One driveway to a residential parking lot at 634 Borthwick Avenue serving the 616-654 Borthwick Avenue residential units
- One driveway to the commercial building at 622 Montreal Road

The adjacent driveways on Montreal Road (south side) include:

- Three driveways to the commercial building at 622 Montreal Road (one of the driveways serves as the south approach to the Montreal Road and Brittany Drive intersection, although the approach is not signalized)
- One driveway to the commercial building at 644 Montreal Road
- Three driveways to a gas station on the southeast corner of Montreal Road and Cummings Avenue at 654 Montreal Road (two driveways fronting Montreal Road, one driveway fronting Cummings Avenue)
- One driveway to a restaurant at 660 Montreal Road
- One driveway to an optometry centre at 680 Montreal Road
- One commercial driveway at a four-way signalized intersection serving 546 Montreal Road on the south side (and 585 Montreal Road on the north side)
- One driveway to a commercial property at 606 Montreal Road
- One driveway to a retirement residence at 610 Montreal Road

The adjacent driveways on Montreal Road (north side) include:

- One driveway to a dental clinic at 681 Montreal Road
- One driveway to a commercial property at 665 Montreal Road
- One driveway to a car dealership at the northwest corner of Montreal Road and Thompson Street at 651 Montreal Road (the driveway serves as the north approach of the Montreal Road and Cummings Avenue intersection)
- One driveway to a commercial property at 635-639 Montreal Road
- One driveway to a commercial property at 631 Montreal Road
- Two driveways to a car dealership at 611 Montreal Road
- One driveway to a commercial property at 595 Montreal Road
- One commercial driveway at a four-way signalized intersection serving 585 Montreal Road on the north side (and 546 Montreal Road on the south side)
- A driveway serving 585 Montreal Road (in addition to the driveway located at the signalized intersection)

#### **3.1.4. Existing Transit Services**

The existing transit services near the subject site consist of many local bus lines which feed into the broader OC Transpo Light Rail and Bus Rapid Transit Services. The current transit operations outlined in this report are not the typical service patterns due to ongoing construction on Montreal Road between St Laurent Boulevard and St. Vanier Parkway as part of the Montreal Road Revitalization Project. However, most bus routes have maintained their standard routings with only slight deviations.

**Table 3** below provides details regarding the existing transit operations. See **Appendix D** for transit service excerpts.

**Table 3: Existing Transit Services**

Route	Span	Time of Operation	Peak Hour Headways	Direction 1 Bus Stop	Direction 2 Bus Stop
7	Montreal / Brittany to Carleton University	Monday to Friday One-way Peak Period	15 min	Montreal / Brittany(130m walk, 2 min)	Montreal / Brittany(130m walk, 2 min)
12	St-Laurent Station to Blair Station	Monday to Sunday All-day service	15 min	Montreal / Cummings (70m walk, <2 min)	Montreal / Brittany(130m walk, 2 min)
15	Parliament Station to Blair Station	Monday to Sunday All-day service	7.5 min	Montreal / Cummings (70m walk, <2 min)	Montreal / Brittany(130m walk, 2 min)
20	St-Laurent Station to Vanier (Barrette Street)	Monday to Sunday All-day service	30 min	Montreal / Cummings (70m walk, <2 min)	Cummings / Montreal (120m walk, <2 min)
27	St-Laurent Station to Wateridge	Monday to Friday One-way Peak Period	30 min	Cummings / Montreal (110m walk, <2 min)	Cummings / Montreal (120m walk, <2 min)

These several bus routes in close proximity to the site buttresses the multimodal transportation options available to the site and the projected less dependence on Single Occupant Vehicle trips by future residents at the proposed development.

### 3.1.5. Existing Active Transportation Facilities

The existing active transportation facilities on the boundary road network are described in **Table 4**.

**Table 4: Existing Active Transportation Network**

Roadway	Pedestrian Facilities	Separation from Roadway	Cycling Facilities	Separation from Roadway
Montreal Road	Both Sides	~3m Asphalt Strip (south side) ~2.5m Grass and Paved Strip (north side)	~1.5m Bike Lanes	None
Brittany Drive	Both Sides	None	None	N/A
Borthwick Avenue	None <sup>11</sup>	N/A	None	N/A
Cummings Avenue	Both Sides	None	None	N/A

Note : Short pedestrian sidewalks available on both sides of segment fronting site. Where “~” is approximately.

As outlined above, there exists a reasonable number of active transportation facilities in the vicinity of the subject. Further, Montreal Road is designated as a Spine Bicycle Route per the City of Ottawa’s Transportation Master Plan. Near the subject site on the east side of Borthwick Avenue,



there is a discontinuous sidewalk that stops approximately 10m south of the south side Montreal Road sidewalk. Further the proposed development includes a sidewalk on the east side of the building and a segment on the westside adjacent to Borthwick Avenue along with landscaping. The proposed site specific additions are expected to ease pedestrian access to nearby transit facilities and the plethora of commercial uses in the surrounding area.

### **3.1.6. Area Traffic Management**

There are no Area Traffic Management measures in the study area nor are there any Area Traffic Management studies in progress.

### **3.1.7. Existing Traffic Volumes & Operations**

As presented in section 2, the development proposal is of a small scale with a low trip generation forecast, based on which the trip generation trigger of the City of Ottawa "Transportation Impact Assessment Guidelines (2017)" was not met. As such, in line with the City's Guidelines, no traffic operational analyses are required as the trips from the projected site are low and expected to be immaterial to boundary intersection performance. Further, the site will be replacing an existing commercial use that currently generates some trips; as such the net new trips at the site will be even lower.

### **3.1.8. Collision History**

Historical collision data was obtained through coordination with the City of Ottawa for the period from January 1, 2014, to December 31, 2018. A collision analysis was conducted to identify any existing collision trends in the area, with the critical threshold per the City's guidelines being more than six collisions within a five-year time frame for any collision type. The collision data is included in **Appendix E. Table 5** outlines the collision frequency by type, severity and weather conditions during these collisions.

**Table 5: Collision History**

Location	Collision Type <sup>[1]</sup>	Severity	Weather Conditions
Montreal Road and Borthwick Avenue Intersection	Angle – 3 Rear end – 1 Turning Movement – 2 <b>Total - 6</b>	Non-fatal Injury - 4 Property Damage (PD) Only – 2 <b>Total - 6</b>	Clear – 6 <b>Total - 6</b>
Montreal Road and Brittany Drive Intersection	Angle – 7 Rear end – 10 Sideswipe – 4 Turning Movement – 2 SMV other – 5 <b>Total - 28</b>	Non-fatal Injury - 4 Property Damage (PD) Only – 24 <b>Total - 28</b>	Clear - 20 Rain – 3 Snow – 4 Strong wind – 1 <b>Total - 28</b>
Montreal Road and Cummings Avenue Intersection	Angle – 4 Rear end – 9 Sideswipe – 2 Turning Movement – 7 SMV other – 6 <b>Total - 28</b>	Non-fatal Injury - 11 Property Damage (PD) Only – 17 <b>Total - 28</b>	Clear - 21 Rain – 4 Snow – 3 <b>Total - 28</b>
Montreal Road segment between Brittany Drive and Borthwick Avenue	Angle – 1 <b>Total - 1</b>	Property Damage (PD) Only – 1 <b>Total - 1</b>	Clear – 1 <b>Total - 1</b>
Montreal Road segment between Borthwick Avenue and Cummings Avenue	Angle – 1 Sideswipe – 4 Turning Movement – 1 <b>Total - 6</b>	Non-fatal Injury - 1 Property Damage (PD) Only – 5 <b>Total - 6</b>	Clear – 6 <b>Total - 6</b>

Note 1: "SMV other" within the Collision Type column is short for "Single Motor Vehicle other" collision impact type

As outlined above, the intersection of Montreal Road and Borthwick Avenue has 6 collisions in 5 years with three being angle collisions. It is recommended the City monitor the intersection in the future to ensure no new safety concerns are introduced and consider road safety treatments as required. Similarly, Montreal Road segments from Brittany Drive to Borthwick Avenue, and Borthwick Avenue to Cummings Avenue should be monitored by the City in future to ensure no new safety concerns are introduced and consider road safety treatments as needed.

The intersection of Montreal Road and Brittany Drive appears to have a pattern of Angle and Rear-end collisions with collision frequency exceeding the City threshold. The angle collision pattern may be attributable to aggressive driver behavior pertaining eastbound and westbound left turns from Montreal Road as no dedicated phase for these left turns currently exist. It is recommended the City review potential benefits of an eastbound and westbound left turn dedicated phase at the intersection. Further, regarding the rear end collisions, consideration should be given to an adjustment of the signal system and or phase change interval to reduce volume of traffic that encounter the indecision (dilemma) zone on approaching the intersection.

The intersection of Montreal Road and Cummings Avenue appears to have a pattern of Rear-end, Turning Movement and SMV other type collisions. These collisions could be caused by several factors including distracted driving near the segment. The signal system and or phase change interval may need adjustment to reduce volume of traffic that encounter the indecision (dilemma) zone approaching the intersection. And, installing warning signs on the upstream approach encouraging drivers to pay attention to the driving task may be helpful in reducing collisions at the intersection.

Though there are several driveways on Montreal Road and may reduce the effectiveness of signal coordination, it might be of great benefit for effective operations and safety if the signal timings at the intersections are coordinated (including adjacent intersections) – if not already the case.

### 3.2 Future Planned Conditions

No future roadway capacity improvements nor alternative transportation infrastructure plans have been identified within the study area per the City's Transportation Master Plan (2013). As identified in pre-consultation comments, Montreal Road is scheduled for sewer lining in about one to two years. It is anticipated that the construction related lane closures and general traffic disruption for the sewer works will be finished before full buildout of the proposed development.

The City is currently updating their Transportation Master Plan which may include future improvements to Montreal Road and other surrounding roadway. A Transit Priority route on Montreal Road from St. Laurent Boulevard to Blair Road and further beyond Confederation Line to Beaverbrook is identified as part of the "Montreal-Blair Road Transit Priority Corridor Environmental Assessment Study – Recommendations" presented to Council on September 8, 2021. It is expected that the proposed transit priority route on Montreal Road will further improve the existing transit and active transportation opportunities in the site's surrounding area.

### 3.3 Exemptions Review

This section reviews possible exemptions in the scope of work elements of the TIA study per the City's guidelines. **Table 6** summarizes the City's exemption modules and the developments status pertaining each exemption.

**Table 6: Possible Exemptions**

Module	Element	Exemption Condition	Development Status
<b>Design Review Component</b>			
Development Design	Circulation and Access	Only required for Site Plans	Not exempt
	<b>New Street Networks</b>	<b>Only required for Plans of Subdivision</b>	<b>Exempt</b>
Parking	Parking Supply	Only required for Site Plans	Not exempt
	<b>Spillover Parking</b>	<b>Only required for Site Plans where parking supply is 15% below unconstrained demand</b>	<b>Exempt</b>
Transportation Demand Management	<b>All elements</b>	<b>Not required for Site Plans expected to have fewer than 60 employees and/or students on location at any given time</b>	<b>Exempt</b>
Neighbourhood Traffic Management	<b>Adjacent Neighbourhoods</b>	<b>Only required when the development relies on local or collector streets for access and total volumes exceed ATM capacity thresholds</b>	<b>Exempt</b>
Network Concept	---	<b>Only required when proposed development generates more than 200 person-trips during the peak hour in excess of the equivalent volume permitted by established zoning</b>	<b>Exempt</b>

Therefore, a TIA for the proposed development is expected to include analysis of circulation and access as well as a review of parking supply.

Given only the location trigger was effectively met; it is assumed that operational analysis nor forecasting and strategy reports will be required; as such the succeeding sections reviews the non-exempt elements herein.

### 3.4 Access Safety Review

The access to the proposed development is to be located at the southern end of the property, connecting to Borthwick Avenue. This will serve as the sole site access, as the existing subject property access connecting to Montreal Road is planned to be removed as part of the proposed development.

Figure 8.8.2 in the Transportation Association of Canada Geometric Design Guide for Canadian Roads (TAC GDGCR) outlines minimum recommended corner clearances to an access from an adjacent intersection. Borthwick Avenue is classified as a collector road and the minimum recommended intersection corner clearance from stop-controlled intersections to an access is 25 m. As the clearance between the access and the intersection is expected to be approximately 30 meters, the site access satisfies the minimum recommended intersection corner clearances per the TAC GDGCR.

Further, Section 9.9 of the TAC-GDGCR outlines a procedure to assess if adequate sightlines exist at a given intersection. The available sight distances on Borthwick Avenue at the proposed site access was measured from an online Geographic Information System (GIS) mapping tool. The following assumptions were made regarding the available sight distance measurements:

- A standard driver eye height of 1.08 m for a passenger car
- A 4.4 metre setback from the edge of the outer lane to represent a vehicle waiting to exit the connecting roadway.

Per the TAC-GDGCR, minimum required intersection sight distance is calculated using equation 9.9.1 as outlined below:

$$ISD = 0.278 * V_{major} * tg$$

Where;

*ISD* = Intersection Sight Distance

*V major* = design speed of roadway (km/h)

*tg* = assumed time gap for vehicles to turn from stop onto roadway (s)

The subject segment of Borthwick Avenue is fairly flat; therefore, the assessment herein assumed the roadway longitudinal slope to be within 3%. The sight distance assessment is presented in **Table 7**.

**Table 7: Sight Distance Assessment**

Feature	Site Access at Borthwick Avenue
Access Type	Full-Moves
Speed Limit	50 km/h
Assumed Design Speed	60 km/h
Base Time Gap (right turn)	6.5 s
Base Time Gap (left turn) + lane adjustment	7.5 s
Grade of Roadway	Assumed within 3%
Horizontal Alignment of Roadway	Fairly straight
Required Sight Distance (right)	110 m
Required Sight Distance (left)	130 m
Available Sight Distance (right and left)	>130 m (both) <sup>[1]</sup>

Note 1: The sight distance looking right from the site access extends up until the Montreal Road and Borthwick Avenue intersection (approximately 50m away). Due to the intersection being fully visible from the proposed site access, the maximum allowable sightlines are provided at the intersection. Thus, adequate sightlines are provided.

As shown in **Table 7**, the minimum sightlines are provided for the proposed site access.

Additionally, section 25 of the City of Ottawa Private Approach (By-law No. 2003-447) outlines the maximum recommended number of driveways on a roadway based on property frontage. The City Private Approach By-Law indicates that for a frontage between 46 m to 150 m - one two-way private approach and two one-way private approaches or two two-way private approaches are permitted. The subject property has a frontage of approximately 65.5 m; therefore, a single site access satisfies the City Private Approach By-Law.

The proposed site access is replacing an existing one, but at an optimized location for safety and operations. The access is projected to operate efficiently and safely without any issues related to sightlines, corner clearance, access conflicts, truck movements and transit operational conflicts.

### **3.5 Parking Supply Assessment**

The site is located in area "Y – Inner Urban Mainstreet" and the applicable zoning by-law parking requirements for the proposed development are summarized in **Table 8**.

**Table 8: Parking Summary**

Land Use	Parking Type	Units	By-Law Parking Rate	Parking Required	Parking Supply
Dwelling, Mid-rise Residential (R12)	Resident Parking	55 dwellings	0.5 per dwelling unit <sup>1</sup>	28 spaces	35 spaces (+0 spaces)
	Visitor Parking		0.1 per dwelling unit	4 spaces	
Retail Store (N79)	Retail Parking	206.5 m <sup>2</sup> GFA	1.25 per 100 m <sup>2</sup> of gross floor area	3 spaces	
Dwelling, Mid-rise Residential (R12)	Resident Bicycle Parking	55 dwellings	0.5 per dwelling unit	28 spaces	35 spaces (+6 spaces)
	Retail Bicycle Parking				

Note 1: The rate of 0.1 visitor spaces per dwelling unit applies only to unit beyond the first 12, per clause (2) in Section 102.

The vehicle parking supply as outlined in **Table 8** satisfy the City's Zoning By-Law requirement. The development will provide the required bicycle parking as advised by the proponent.

### 3.6 Transportation Demand Management

There are existing Transportation Demand Management (TDM) opportunities in the City of Ottawa and near the site to encourage the use of non-auto transportation to reduce pollution, reduce single-occupancy vehicle (SOV) trips, reduce parking demand for the proposed development, and improve community health.

#### 3.6.1. Existing TDM Opportunities

As presented in **Sections 3.1.4 and 3.1.5**, there are several transit and active transportation opportunities in the surrounding area which is expected to provide tenants with more commute options aside single occupant vehicle trips. The site is located in a Design Priority Area (DPA) due to the property fronting Montreal Road, a designated traditional main street per the City of Ottawa's Official Plan. Further, as noted in **Section 3.2**, it is expected that the proposed transit priority route on Montreal Road will further improve the existing transit and active transportation opportunities in the site's surrounding area.

#### 3.6.2. Site Specific TDM Measures

The Site Plan identifies direct pedestrian walkway connecting the residential development to the existing sidewalks on Montreal Road and Borthwick Avenue. This direct connection to the existing pedestrian network improves safety and convenience of pedestrian movement and access to the boundary roadway, transit and nearby land uses. Further, the site proposes 31 bicycle spaces sheltered within the underground parking area and 4 bicycle parking spaces at ground level. The proposed bicycle parking supply satisfies the City of Ottawa requirements as noted in **Table 8** of this report.

It is expected that provision of up-to-date transit maps and schedules within the lobbies and provision of information regarding City transit apps will educate residents and visitors on the range of routes available by OC Transpo Light Rail and Bus Rapid Transit services in the area. This increased awareness of convenient transit options is expected to encourage transit at the subject development.

The outlined site specific TDM measures are adequate and is expected to help the development capitalize on the existing TDM opportunities in the area, with a further reduction in the minimal forecasted auto-trips at the site.

#### **4.0 Conclusion and Recommendation**

Based on the assessment herein, the proposed residential development at 630 Montreal Road effectively satisfies only the location trigger and partially the safety trigger given the access location on Borthwick Avenue is existing. The trip generation trigger is not satisfied. Per the review herein consistent with the scoping requirements and considering the development size, the following key findings were made:

- The site falls within the City's Design Priority Area (DPA) due to the property fronting Montreal Road. The proposed development includes elements that aligns it with the Design Priority Area desired attributes per section 2.5.1 of the City of Ottawa Official Plan.
- The adjacent Borthwick Avenue connection to Montreal Road is within 150m of adjacent signalized intersections on Montreal Road. However, a collision history review does not produce any significant collision pattern or major safety concerns at the location in relation to operation of the proposed site access herein.
- The development is projected to generate a total of 13 and 23 two-way auto-trips during the weekday a.m. and p.m. peak hours, respectively. The net new trips are expected to be lower given the existing commercial land use at the site. Therefore, no material impacts to boundary intersection operations is forecast.
- The proposed site access is replacing an existing one, but at an optimized location for safety and operations. The access is projected to operate efficiently and safely without any issues related to sight-lines, corner clearance, access conflicts, truck movements and transit operational conflicts.
- The vehicle parking supply of 35 spaces satisfies the City's Zoning By-Law requirement for the site. Additionally, the required bicycle parking spaces will be provided.

Given the findings herein, it is recommended that the City permits the proposed development as the trip generation from the site does not satisfy City requirements for a TIA and the projected impact on boundary traffic operations will be immaterial. Further, the proposed development is projected to be operationally feasible and fit into the site's classification as a Design Priority Area.

Respectfully submitted by,

**C.F. CROZIER & ASSOCIATES INC.**



Peter Apasnore, M.A.Sc., P.Eng., PTOE  
Project Engineer

/AH

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# APPENDIX A

## GeoOttawa Property Report

City of Ottawa

Property Information

Source: <https://maps.ottawa.ca/geoOttawa>

Date/Time Generated: 7/8/2021, 11:08:16 AM

**Property Parcel:**

Calculated Parcel Area<sup>[1]</sup>: 1034.47 m<sup>2</sup> (11134.93 ft<sup>2</sup>) (0.10 ha)

**Main Address:**

609 BORTHWICK AVE

**Solid Waste Collection:**

Waste Contractor: City

Zone: 3

Pickup Day/Calendar: MONDAY/A

**Ward Information**

Number: 13

Ward Name: Rideau-Rockcliffe

Councillor Name: Rawlson King

Property aerial photo



**Additional Address(es):**

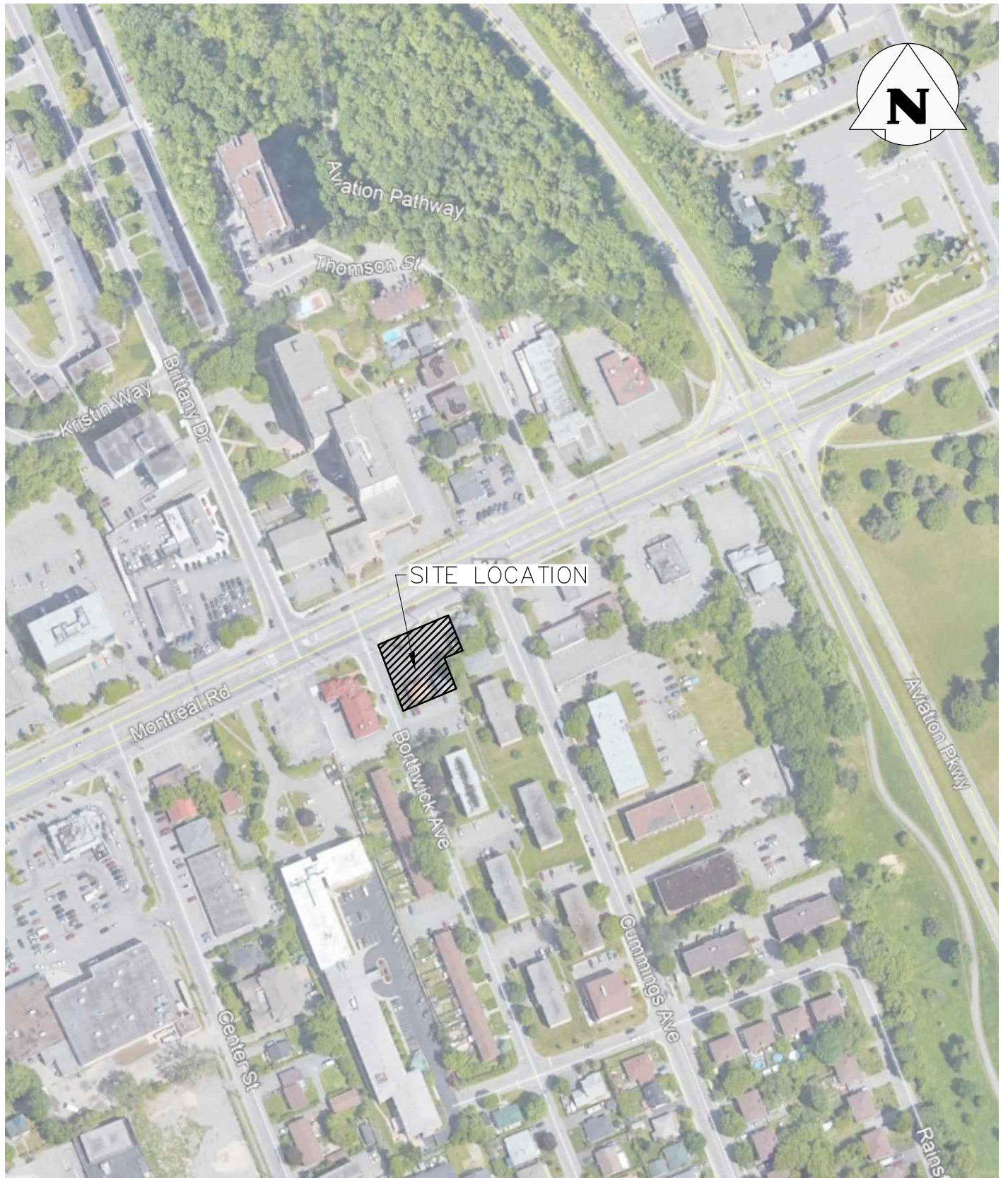
630 MONTREAL, CHEMIN DE

640 MONTREAL, CHEMIN DE

<sup>[1]</sup>The property parcel area value shown is based on the parcel selected to generate the report.

# APPENDIX B

## Site Plan and Site Location



630 MONTREAL ROAD  
CITY OF OTTAWA



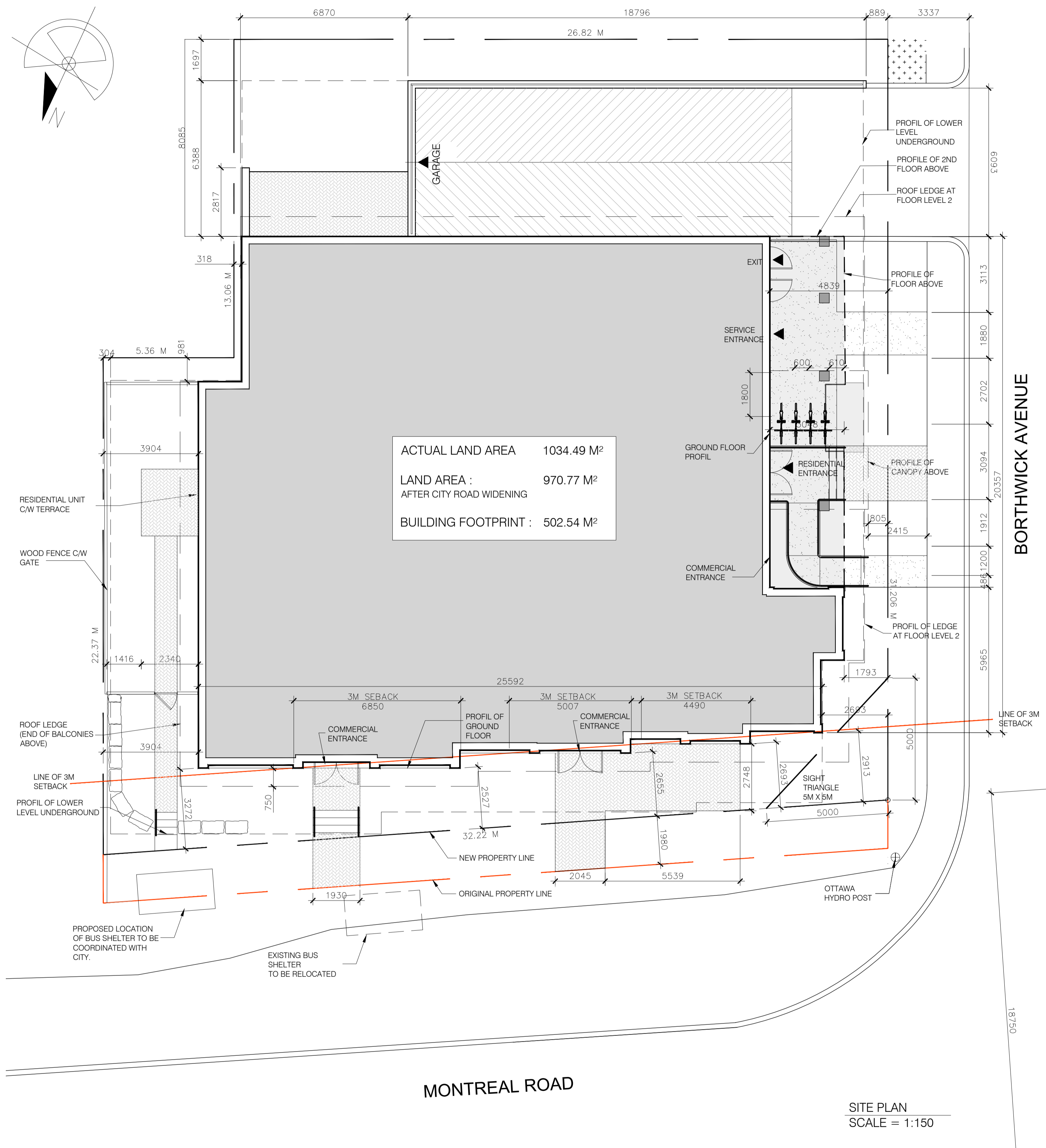
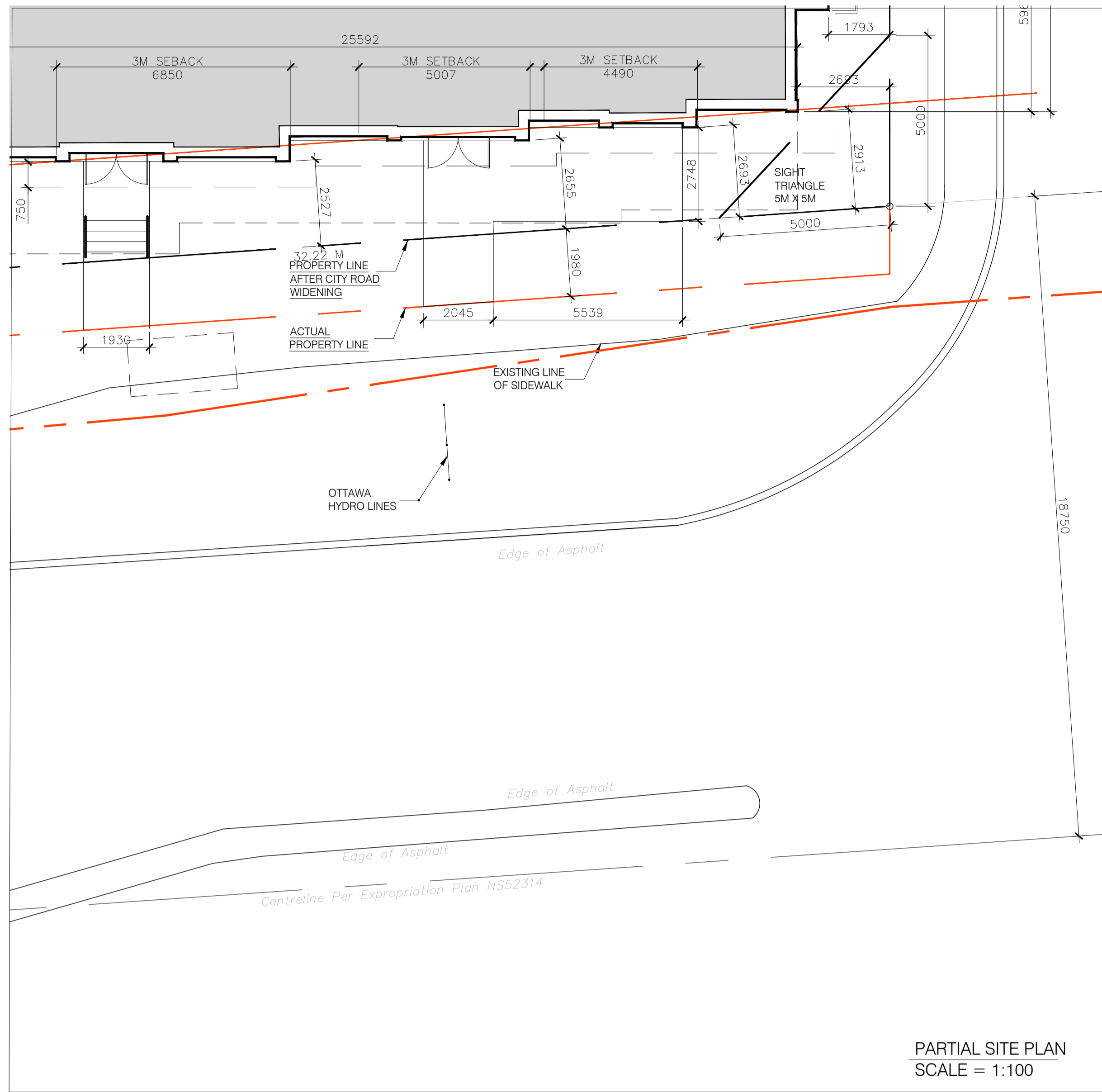
**CROZIER**  
CONSULTING ENGINEERS

211 Yonge Street  
Suite 301  
Toronto, ON M5B 1M4  
416-477-3392 T  
www.cfcrozier.ca

SITE LOCATION

Drawn	T.D.S.	Check	A.H.	Project No.	2130-6043
Date	2021/07/15	Scale	N.T.S.	Dwg.	FIG. 01





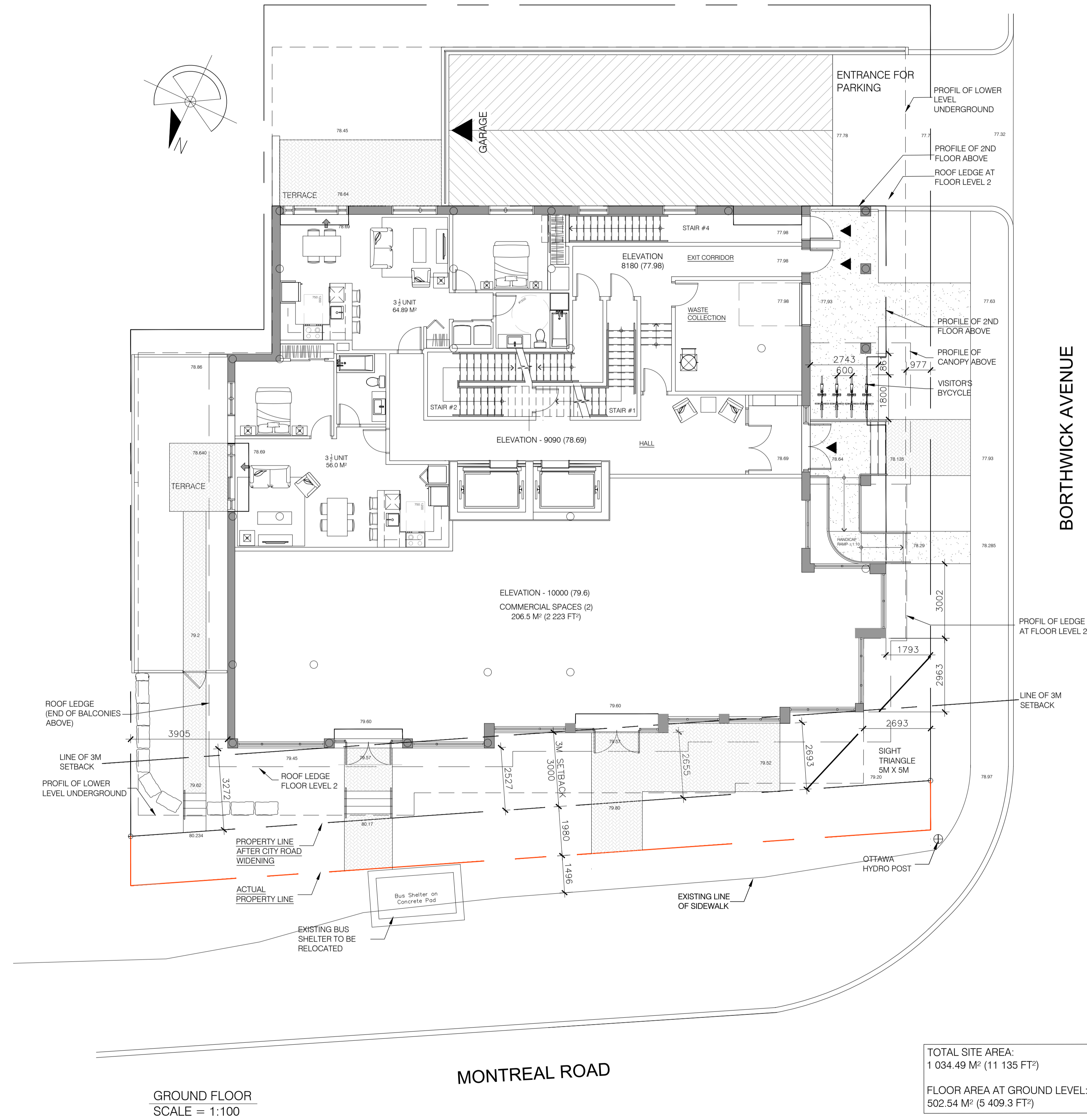
ZONING COMPLIANCE TABLE			ZONING COMPLIANCE TABLE		
Zoning Provision	Requirement	Proposed	Zoning Provision	Requirement	Proposed
Minimum lot width	No minimum	32.2 m	Minimum required amenity area Apartment Building, mid-high rise	Total Amenity Area: 6m <sup>2</sup> per dwelling unit, and 10% of the gross floor area of each rooming unit.	348 m <sup>2</sup>
Minimum lot area	No minimum	970.77 m <sup>2</sup>		Communal Amenity Area: A minimum of 50% of the required total amenity area	174 m <sup>2</sup>
Maximum building height	(ii) in any area up to and including 20 metres from a property line abutting a R4 residential zone	30.1 m	Parking: Minimum parking space rate for Area X - Sec. 102, Table 101, dwelling, mid-high-rise apartment	0.5 per dwelling unit: (55 units x 0.5) = 27.5 spaces	28 parking spaces
	(iii) in any area over 20 metres and up to 30 metres from a property line abutting a R4 zone	30.1 m		0.1 per dwelling unit: (55 units - 12 spaces = 43 spaces)	4 parking spaces
	(iv) in any area : 1. Outside of the areas identified in (i) through (iii)	30.1 m		No visitor parking required for the first 12 units on a lot within areas X, Y, Z and B - Sec. 102(2)	
Minimum front yard setback	0 m	3.15 m	Minimum parking retail store space rate for Area X, retail store - Sec. 102, Table 102	1.25 per 100m <sup>2</sup> of gross floor area (209.5 m <sup>2</sup> /100 m <sup>2</sup> x 1.25 = 2.6 spaces)	3 parking spaces
Minimum interior setback	(i) First 20 metres from the street: 3.0 m	3.9 m	<p><b>Note</b> 2 parking spaces are less than 2.8m wide Actual dimension is 2.49 m.</p>		
	(i) Beyond 20 metres from the street: 7.5 m	0.32 m			
Minimum rear yard setback	(i) Any building wall within 20 metres of a lot line abutting a public street: 3.0 m	7.4 m			
	All other cases: 7.5 m	7.4 m			











GROUND FLOOR  
SCALE = 1:100

TOTAL SITE AREA:  
1 034.49 M² (11 135 FT²)  
FLOOR AREA AT GROUND LEVEL:  
502.54 M² (5 409.3 FT²)

AMENITY AREA FOR 54 UNITS:			
	REQUIRED	SUPPLIED	TYPE
COMMUNAL AMENITY	162 M²	174 M²	ROOF TERRACE
PRIVATE AMENITY (SMALLEST BALCONY AREA : 3.93 M² X 54 UNITS = 213 M²)	162 M²	239 M²	PRIVATE BALCONIES
<b>TOTAL</b>	<b>324 M²</b>	<b>413 M²</b>	

Racine - Ottawa				2022-02-18
Type of unit	3 1/2	4 1/2		
Area (intérieur)	Refer to plans			
			<b>Total floor area</b>	
Ground floor		2		502.54 m.c.
2nd	5	2		536.48 m.c.
3thrd	5	2		536.48 m.c.
4th	5	2		536.48 m.c.
5th	5	2		536.48 m.c.
6th	5	2		536.48 m.c.
7th	3	3		477.58 m.c.
8th	3	3		477.58 m.c.
9th	4	2		473.34 m.c.
<b>Total unit / type</b>	<b>35</b>	<b>20</b>	<b>Total floor area</b>	
<b>Total of units</b>	<b>55</b>		<b>Total floor area</b>	<b>4613.44 m.c.</b>



# APPENDIX C.1

## Screening Form



## City of Ottawa 2017 TIA Guidelines Screening Form

### 1. Description of Proposed Development

Municipal Address	630 Montreal Road
Description of Location	Southeast corner of Montreal Road & Borthwick Avenue
Land Use Classification	Mixed-Use (Apartment Building)
Development Size (units)	54
Development Size (m <sup>2</sup> )	206.5 m <sup>2</sup> retail
Number of Accesses and Locations	1 - Borthwick Avenue
Phase of Development	N/A
Buildout Year	By 2026 (anticipated)

**If available, please attach a sketch of the development or site plan to this form.**

### 2. Trip Generation Trigger

Considering the Development's Land Use type and Size (as filled out in the previous section), please refer to the Trip Generation Trigger checks below.

Land Use Type	Minimum Development Size
Single-family homes	40 units
Townhomes or apartments	90 units
Office	3,500 m <sup>2</sup>
Industrial	5,000 m <sup>2</sup>
Fast-food restaurant or coffee shop	100 m <sup>2</sup>
Destination retail	1,000 m <sup>2</sup>
Gas station or convenience market	75 m <sup>2</sup>

*\* If the development has a land use type other than what is presented in the table above, estimates of person-trip generation may be made based on average trip generation characteristics represented in the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.*

**If the proposed development size is greater than the sizes identified above, the Trip Generation Trigger is satisfied.**

### 3. Location Triggers

	Yes	No
Does the development propose a new driveway to a boundary street that is designated as part of the City's Transit Priority, Rapid Transit or Spine Bicycle Networks?		✓
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?*	✓	

\*DPA and TOD are identified in the City of Ottawa Official Plan (DPA in Section 2.5.1 and Schedules A and B; TOD in Annex 6). See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA).

**If any of the above questions were answered with 'Yes,' the Location Trigger is satisfied.**

### 4. Safety Triggers

	Yes	No
Are posted speed limits on a boundary street are 80 km/hr or greater?		✓
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?		✓
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)?	✓	
Is the proposed driveway within auxiliary lanes of an intersection?		✓
Does the proposed driveway make use of an existing median break that serves an existing site?		✓
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?		✓
Does the development include a drive-thru facility?		✓

**If any of the above questions were answered with 'Yes,' the Safety Trigger is satisfied.**

### 5. Summary

	Yes	No
Does the development satisfy the Trip Generation Trigger?		✓
Does the development satisfy the Location Trigger?	✓	
Does the development satisfy the Safety Trigger?	✓	

**If none of the triggers are satisfied, the TIA Study is complete. If one or more of the triggers is satisfied, the TIA Study must continue into the next stage (Screening and Scoping).**

# APPENDIX C.2

## TDM Checklist

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

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

TDM-supportive design & infrastructure measures: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
<b>1. WALKING &amp; CYCLING: ROUTES</b>		
<b>1.1 Building location &amp; access points</b>		
<b>BASIC</b>	1.1.1 Locate building close to the street, and do not locate parking areas between the street and building entrances	<input type="checkbox"/> Yes
<b>BASIC</b>	1.1.2 Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations	<input type="checkbox"/> Yes
<b>BASIC</b>	1.1.3 Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort	<input type="checkbox"/> Yes
<b>1.2 Facilities for walking &amp; cycling</b>		
<b>REQUIRED</b>	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 <i>Official Plan policy 4.3.3</i> )	<input type="checkbox"/> Yes, provided as applicable.
<b>REQUIRED</b>	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 <i>Official Plan policy 4.3.12</i> )	<input type="checkbox"/> Yes, provided as applicable.

<b>TDM-supportive design &amp; infrastructure measures: <i>Residential developments</i></b>		<b>Check if completed &amp; add descriptions, explanations or plan/drawing references</b>
<b>REQUIRED</b>	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 ( <i>see Official Plan policy 4.3.10</i> )	<input type="checkbox"/> Yes, provided as applicable.
<b>REQUIRED</b>	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 ( <i>see Official Plan policy 4.3.10</i> )	<input type="checkbox"/> To be provided as applicable.
<b>REQUIRED</b>	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 ( <i>see Official Plan policy 4.3.11</i> )	<input type="checkbox"/> Yes, provided as applicable.
<b>BASIC</b>	1.2.6 Provide safe, direct and attractive walking routes from building entrances to nearby transit stops	<input type="checkbox"/>
<b>BASIC</b>	1.2.7 Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible	<input type="checkbox"/>
<b>BASIC</b>	1.2.8 Design roads used for access or circulation by cyclists using a target operating speed of no more than 30 km/h, or provide a separated cycling facility	<input type="checkbox"/>
<b>1.3 Amenities for walking &amp; cycling</b>		
<b>BASIC</b>	1.3.1 Provide lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks and trails	<input type="checkbox"/> To be provided as required.
<b>BASIC</b>	1.3.2 Provide wayfinding signage for site access (where required, e.g. when multiple buildings or entrances exist) and egress (where warranted, such as when directions to reach transit stops/stations, trails or other common destinations are not obvious)	<input type="checkbox"/>

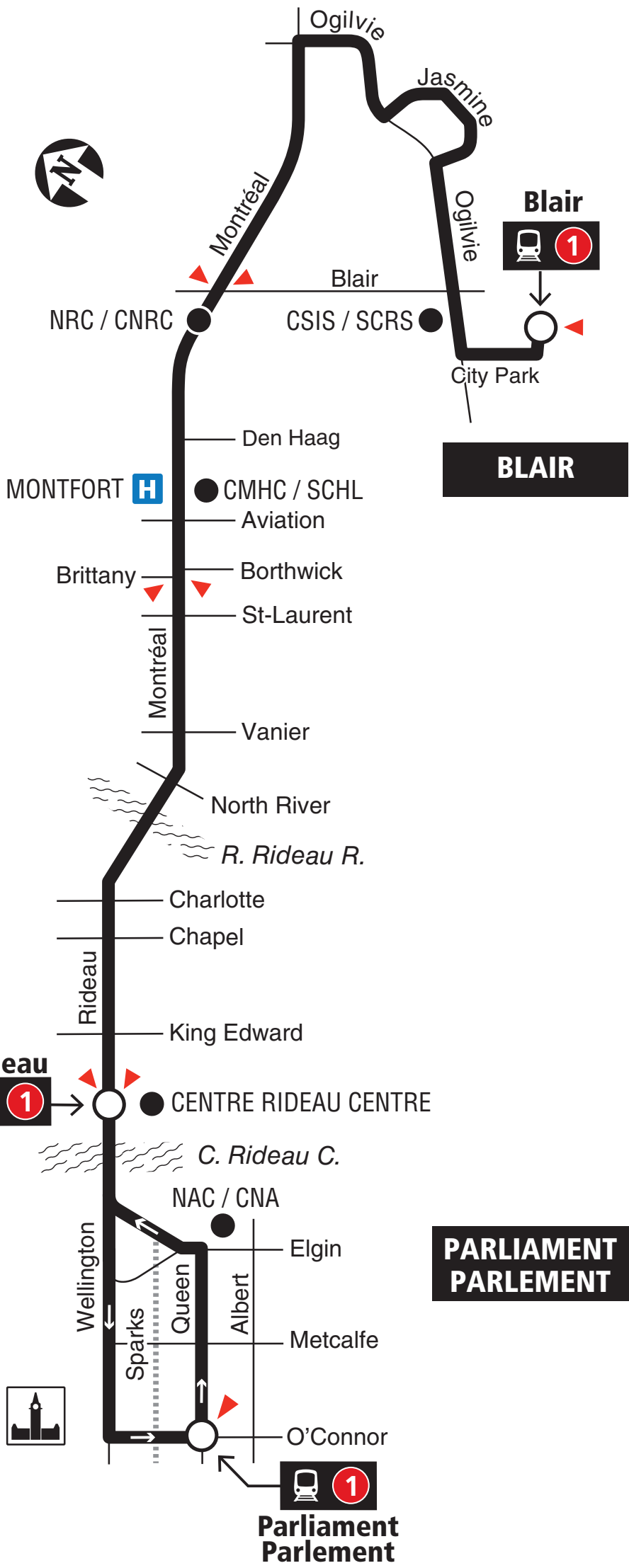
TDM-supportive design & infrastructure measures: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
<b>2. WALKING &amp; CYCLING: END-OF-TRIP FACILITIES</b>		
<b>2.1 Bicycle parking</b>		
REQUIRED	2.1.1 Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible (see <i>Official Plan policy 4.3.6</i> )	<input type="checkbox"/> Provided as required.
REQUIRED	2.1.2 Provide the number of bicycle parking spaces specified for various land uses in different parts of Ottawa; provide convenient access to main entrances or well-used areas (see <i>Zoning By-law Section 111</i> )	<input type="checkbox"/> Provided as applicable.
REQUIRED	2.1.3 Ensure that bicycle parking spaces and access aisles meet minimum dimensions; that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored (see <i>Zoning By-law Section 111</i> )	<input type="checkbox"/> To be provided as required.
BASIC	2.1.4 Provide bicycle parking spaces equivalent to the expected number of resident-owned bicycles, plus the expected peak number of visitor cyclists	<input type="checkbox"/>
<b>2.2 Secure bicycle parking</b>		
REQUIRED	2.2.1 Where more than 50 bicycle parking spaces are provided for a single residential building, locate at least 25% of spaces within a building/structure, a secure area (e.g. supervised parking lot or enclosure) or bicycle lockers (see <i>Zoning By-law Section 111</i> )	<input type="checkbox"/> Not Applicable
BETTER	2.2.2 Provide secure bicycle parking spaces equivalent to at least the number of units at condominiums or multi-family residential developments	<input type="checkbox"/>
<b>2.3 Bicycle repair station</b>		
BETTER	2.3.1 Provide a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided)	<input type="checkbox"/>
<b>3. TRANSIT</b>		
<b>3.1 Customer amenities</b>		
BASIC	3.1.1 Provide shelters, lighting and benches at any on-site transit stops	<input type="checkbox"/>
BASIC	3.1.2 Where the site abuts an off-site transit stop and insufficient space exists for a transit shelter in the public right-of-way, protect land for a shelter and/or install a shelter	<input type="checkbox"/>
BETTER	3.1.3 Provide a secure and comfortable interior waiting area by integrating any on-site transit stops into the building	<input type="checkbox"/>

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

# APPENDIX D



## Transit Service Excerpts





**BLAIR**

**PARLIAMENT  
PARLEMENT**

 Station  
 Timepoint / Heures de passage

# Schedules & Maps

The next service change is on Saturday, September 04.

Schedule times are based on typical driving conditions and may vary. Please arrive at your stop a few minutes early to allow for any fluctuations in schedule.

Wed, Jun 30

## 12 Blair

ST-LAURENT D	MONTRÉAL / ST LAURENT	MONTRÉAL / CUMMINGS	MONTRÉAL / BLAIR	OGILVIE / APPLEFORD	OGILVIE / ARMSTRONG ARENA	BLAIR C
04:55	05:00	05:02	05:06	05:13	05:13	05:17
05:27	05:32	05:34	05:39	05:46	05:46	05:50
05:58	06:03	06:05	06:10	06:18	06:18	06:23
06:29	06:34	06:36	06:41	06:50	06:50	06:55
07:00	07:05	07:07	07:12	07:21	07:21	07:26
07:30	07:35	07:37	07:43	07:52	07:53	07:58
07:45	07:50	07:52	07:58	08:07	08:08	08:13
08:00	08:05	08:07	08:13	08:22	08:23	08:28
08:15	08:20	08:22	08:28	08:37	08:38	08:43
08:30	08:35	08:37	08:43	08:52	08:53	08:58
08:45	08:50	08:52	08:58	09:07	09:07	09:12
09:00	09:05	09:07	09:13	09:22	09:22	09:27
09:15	09:20	09:22	09:28	09:37	09:37	09:42
09:30	09:35	09:37	09:43	09:52	09:52	09:57
09:45	09:50	09:52	09:58	10:07	10:07	10:12
10:00	10:05	10:07	10:13	10:22	10:22	10:27
10:15	10:20	10:22	10:29	10:38	10:38	10:43
10:30	10:35	10:37	10:44	10:53	10:53	10:58
10:45	10:50	10:52	10:59	11:08	11:08	11:13
11:00	11:05	11:07	11:14	11:23	11:23	11:28
11:15	11:21	11:24	11:29	11:38	11:39	11:44
11:30	11:36	11:39	11:44	11:53	11:54	11:59
11:45	11:51	11:54	11:59	12:08	12:09	12:14
12:00	12:06	12:09	12:14	12:23	12:24	12:29
12:15	12:21	12:24	12:29	12:38	12:39	12:44
12:30	12:36	12:39	12:44	12:53	12:54	12:59
12:45	12:51	12:54	12:59	13:08	13:09	13:14
13:00	13:06	13:09	13:14	13:23	13:24	13:29
13:15	13:21	13:24	13:29	13:38	13:39	13:44
13:30	13:36	13:39	13:44	13:53	13:54	13:59
13:45	13:51	13:54	13:59	14:08	14:09	14:14
14:00	14:06	14:10	14:15	14:25	14:25	14:31
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14:30	14:36	14:40	14:45	14:55	14:55	15:01
14:45	14:51	14:55	15:00	15:10	15:10	15:16
15:00	15:06	15:10	15:15	15:25	15:25	15:31

ST-LAURENT D	MONTRÉAL / ST LAURENT	MONTRÉAL / CUMMINGS	MONTRÉAL / BLAIR	OGILVIE / APPLEFORD	OGILVIE / ARMSTRONG ARENA	BLAIR C
15:15	15:22	15:26	15:31	15:41	15:42	15:48
15:30	15:37	15:41	15:46	15:56	15:57	16:03
15:45	15:52	15:56	16:01	16:11	16:12	16:18
16:00	16:07	16:11	16:16	16:26	16:27	16:33
16:15	16:22	16:26	16:31	16:41	16:42	16:48
16:30	16:37	16:41	16:46	16:56	16:57	17:03
16:45	16:52	16:56	17:01	17:11	17:12	17:18
17:00	17:08	17:11	17:16	17:26	17:26	17:32
17:15	17:23	17:25	17:30	17:39	17:40	17:45
17:30	17:38	17:40	17:45	17:54	17:54	17:59
17:45	17:53	17:55	18:00	18:09	18:09	18:14
18:00	18:08	18:10	18:15	18:24	18:24	18:29
18:15	18:23	18:25	18:30	18:39	18:39	18:44
18:30	18:36	18:38	18:44	18:52	18:52	18:57
18:45	18:51	18:53	18:59	19:07	19:07	19:12
19:00	19:06	19:08	19:13	19:20	19:21	19:25
19:15	19:21	19:23	19:27	19:35	19:35	19:40
19:30	19:36	19:38	19:42	19:50	19:50	19:55
19:45	19:51	19:53	19:57	20:05	20:05	20:10
20:00	20:06	20:08	20:12	20:20	20:20	20:25
20:15	20:21	20:23	20:27	20:35	20:35	20:40
20:30	20:36	20:38	20:42	20:50	20:50	20:55
20:45	20:51	20:53	20:57	21:05	21:05	21:10
21:00	21:06	21:08	21:12	21:20	21:20	21:25
21:15	21:21	21:23	21:27	21:35	21:35	21:40
21:30	21:36	21:38	21:42	21:50	21:50	21:55
21:45	21:51	21:53	21:57	22:05	22:05	22:10
22:00	22:06	22:08	22:12	22:20	22:20	22:25
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22:45	22:50	22:52	22:56	23:03	23:03	23:07
23:00	23:05	23:07	23:11	23:18	23:18	23:22
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23:30	23:35	23:37	23:41	23:48	23:48	23:52
23:45	23:50	23:52	23:56	00:02	00:03	00:06
00:00	00:05	00:07	00:11	00:17	00:18	00:21
00:15	00:20	00:22	00:26	00:32	00:33	00:36
00:40	00:45	00:47	00:51	00:57	00:58	01:01
01:10	01:15	01:17	01:21	01:27	01:28	01:31
01:40	01:45	01:47	01:51	01:57	01:58	02:01
02:10	02:15	02:17	02:21	02:27	02:28	02:31

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2021

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Wed, Jun 30

## 12 St-Laurent

BLAIR I	JASMINE / OGILVIE	MONTRÉAL / BLAIR	MONTRÉAL / BRITTANY	MONTRÉAL / ST LAURENT	ST-LAURENT C
04:06	04:10	04:13	04:16	04:17	04:30
04:26	04:30	04:33	04:36	04:37	04:50
04:57	05:01	05:04	05:07	05:08	05:21
05:27	05:32	05:36	05:40	05:41	05:54
05:57	06:02	06:06	06:11	06:12	06:25
06:12	06:17	06:21	06:26	06:27	06:40
06:27	06:32	06:36	06:41	06:42	06:55
06:42	06:47	06:52	06:57	06:58	07:11
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07:12	07:17	07:22	07:27	07:28	07:41
07:22	07:28	07:33	07:39	07:40	07:53
07:37	07:43	07:48	07:54	07:55	08:08
07:52	07:58	08:03	08:09	08:10	08:23
08:07	08:13	08:18	08:24	08:25	08:38
08:23	08:29	08:34	08:40	08:41	08:54
08:38	08:43	08:48	08:54	08:55	09:08
08:53	08:58	09:03	09:09	09:10	09:23
09:08	09:13	09:18	09:23	09:25	09:38
09:23	09:28	09:33	09:38	09:40	09:53
09:38	09:43	09:48	09:53	09:55	10:08
09:53	09:58	10:03	10:08	10:10	10:23
10:08	10:13	10:18	10:23	10:25	10:38
10:23	10:28	10:33	10:38	10:40	10:53
10:38	10:43	10:48	10:53	10:55	11:08
10:53	10:58	11:03	11:08	11:10	11:23
11:08	11:13	11:18	11:23	11:25	11:38
11:22	11:28	11:34	11:39	11:41	11:55
11:37	11:43	11:49	11:54	11:56	12:10
11:52	11:58	12:04	12:09	12:11	12:25
12:07	12:13	12:19	12:24	12:26	12:40
12:22	12:28	12:34	12:39	12:41	12:55
12:37	12:43	12:49	12:54	12:56	13:10
12:52	12:58	13:04	13:09	13:11	13:25
13:07	13:13	13:19	13:24	13:26	13:40
13:22	13:28	13:34	13:39	13:41	13:55
13:37	13:43	13:49	13:54	13:56	14:10

BLAIR I	JASMINE / OGILVIE	MONTRÉAL / BLAIR	MONTRÉAL / BRITTANY	MONTRÉAL / ST LAURENT	ST-LAURENT C
13:52	13:58	14:04	14:09	14:11	14:25
14:07	14:13	14:19	14:24	14:26	14:40
14:22	14:29	14:35	14:40	14:42	14:56
14:37	14:44	14:50	14:55	14:57	15:11
14:51	14:58	15:05	15:10	15:12	15:26
15:08	15:15	15:22	15:27	15:29	15:43
15:23	15:30	15:37	15:42	15:44	15:58
15:37	15:44	15:51	15:58	16:00	16:12
15:53	16:00	16:07	16:14	16:16	16:28
16:08	16:15	16:22	16:29	16:31	16:43
16:21	16:28	16:35	16:42	16:44	16:56
16:38	16:46	16:53	17:00	17:01	17:13
16:53	17:01	17:08	17:15	17:16	17:28
17:08	17:16	17:23	17:30	17:31	17:43
17:22	17:30	17:37	17:44	17:45	17:57
17:38	17:45	17:52	17:57	17:58	18:11
17:52	17:59	18:06	18:11	18:12	18:25
18:07	18:14	18:20	18:25	18:26	18:39
18:21	18:27	18:32	18:36	18:37	18:50
18:36	18:42	18:47	18:51	18:52	19:05
18:51	18:57	19:02	19:06	19:07	19:20
19:07	19:12	19:17	19:21	19:22	19:35
19:23	19:28	19:33	19:37	19:38	19:51
19:38	19:43	19:48	19:52	19:53	20:06
19:53	19:58	20:03	20:07	20:08	20:21
20:08	20:13	20:17	20:21	20:22	20:36
20:23	20:28	20:32	20:36	20:37	20:51
20:38	20:43	20:47	20:51	20:52	21:06
20:53	20:58	21:02	21:06	21:07	21:21
21:08	21:13	21:17	21:21	21:22	21:36
21:23	21:28	21:32	21:36	21:37	21:51
21:38	21:43	21:47	21:51	21:52	22:05
21:53	21:58	22:02	22:06	22:07	22:20
22:08	22:13	22:17	22:21	22:22	22:35
22:28	22:32	22:36	22:40	22:41	22:53
22:48	22:52	22:56	23:00	23:01	23:13
23:08	23:12	23:16	23:20	23:21	23:33
23:38	23:42	23:46	23:50	23:51	00:03
00:10	00:14	00:18	00:21	00:22	00:34
00:40	00:44	00:48	00:51	00:52	01:04
01:10	01:14	01:18	01:21	01:22	01:34

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2021



# 15

## PARLIAMENT PARLEMENT GATINEAU BLAIR

### Fréquent

#### 7 days a week / 7 jours par semaine

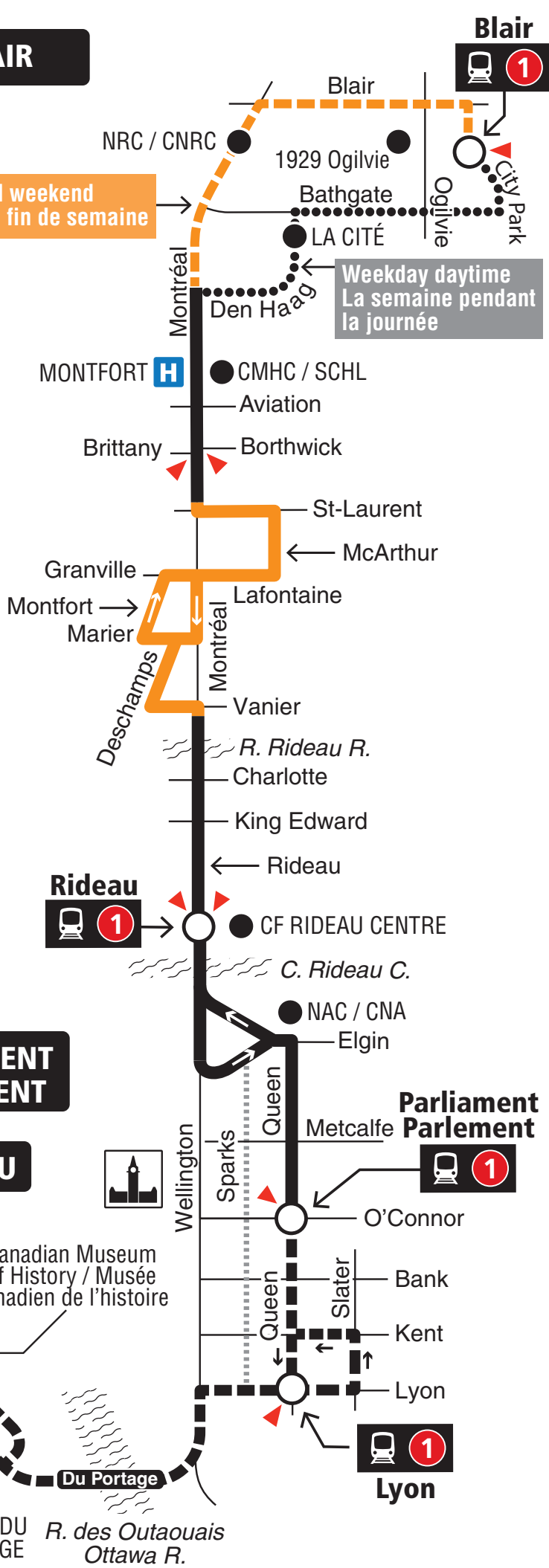
All day service

Service toute la journée

### BLAIR

Evening and weekend  
Le soir et la fin de semaine

Weekday daytime  
La semaine pendant  
la journée



### PARLIAMENT PARLEMENT

### GATINEAU



Station



Temporary routing due to Montréal Rd. construction /  
Itinéraire temporaire en raison de la construction  
sur le ch. Montréal



Weekday peak periods only  
La semaine en périodes de pointe seulement



Weekday daytime / La semaine pendant la journée



Timepoint / Heures de passage

2021.06



**Schedule / Horaire ..... 613-560-1000**

**Text / Texto\* ..... 560560**

plus your four digit bus stop number / plus votre numéro d'arrêt à quatre chiffres

\*Standard message rates may apply / Les tarifs réguliers de messagerie texte peuvent s'appliquer

Customer Service

Service à la clientèle ..... **613-741-4390**

Lost and Found / Objets perdus ..... **613-563-4011**

Security / Sécurité ..... **613-741-2478**

**Effective June 20, 2021**

**En vigueur 20 juin 2021**

**Transpo**

**INFO 613-741-4390**  
**octranspo.com**

# Schedules & Maps

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Schedule times are based on typical driving conditions and may vary. Please arrive at your stop a few minutes early to allow for any fluctuations in schedule.

Wed, Jun 30

## 15 Blair

[V] via Montreal / Blair

[a] Starting Sunday, April 18, Montréal Road will be closed in the eastbound direction from St-Laurent Boulevard to the Vanier Parkway until 2022 for the Montréal Road Revitalization Project. Routes 7, 9, 12, 15, and 20 will be affected. [Read more.](#)

LAURIER / ÉLISABETH- BRUYÈRE	MAISONNEUVE / PLACE D'ACCUEIL	LYON A	PARLIAMENT / PARLEMENT A	RIDEAU B	RIDEAU / KING EDWARD	MARIER / DESCHAMPS	MONTRÉAL / ST LAURENT	MONTRÉAL / CENTRE	MONTRÉAL / CUMMINGS	DEN HAAG / LA CITÉ	MONTRÉAL / NRC	BLAIR C
			04:37	04:38	04:41	04:49	04:57	04:59	05:00	05:06		05:16
			05:07	05:08	05:11	05:19	05:27	05:29	05:30	05:36		05:46
			05:37	05:40	05:43	05:52	06:00	06:02	06:03	06:08		06:19
			06:06	06:09	06:12	06:22	06:30	06:32	06:33	06:38		06:50
			06:36	06:39	06:41	06:52	07:00	07:02	07:03	07:09		07:25
06:32	06:37	06:47	06:51	06:54	06:56	07:07	07:15	07:17	07:18	07:24		07:40
			07:08	07:11	07:13	07:24	07:32	07:34	07:35	07:41		07:57
06:56	07:01	07:11	07:15	07:18	07:20	07:31	07:39	07:41	07:42	07:48		08:04
			07:23	07:26	07:28	07:40	07:48	07:50	07:51	07:57		08:13
07:11	07:16	07:26	07:30	07:33	07:35	07:46	07:54	07:56	07:57	08:03		08:19
			07:37	07:40	07:42	07:54	08:02	08:04	08:05	08:11		08:27
			07:52	07:55	07:57	08:09	08:17	08:19	08:20	08:26		08:42
07:39	07:44	07:54	07:58	08:01	08:03	08:15	08:23	08:25	08:26	08:32		08:48
			08:07	08:10	08:12	08:24	08:32	08:34	08:35	08:41		08:57
07:56	08:01	08:11	08:15	08:18	08:20	08:32	08:40	08:42	08:43	08:49		09:05
			08:22	08:25	08:27	08:39	08:47	08:49	08:50	08:56		09:12
08:12	08:17	08:27	08:31	08:34	08:36	08:48	08:56	08:58	08:59	09:05		09:21
			08:38	08:41	08:43	08:55	09:03	09:05	09:06	09:12		09:28
08:28	08:33	08:43	08:47	08:50	08:52	09:04	09:12	09:14	09:15	09:21		09:37
			08:55	08:58	09:00	09:12	09:20	09:22	09:23	09:29		09:45
08:44	08:49	08:59	09:03	09:06	09:08	09:20	09:28	09:30	09:31	09:37		09:53
			09:10	09:13	09:15	09:24	09:33	09:35	09:36	09:42		09:55
08:59	09:04	09:14	09:18	09:21	09:23	09:35	09:43	09:45	09:46	09:52		10:08
			09:26	09:29	09:31	09:40	09:49	09:51	09:52	09:58		10:11
			09:33	09:36	09:38	09:47	09:56	09:58	09:59	10:05		10:18
			09:40	09:43	09:45	09:54	10:03	10:05	10:06	10:12		10:25
			09:47	09:50	09:52	10:01	10:10	10:12	10:13	10:19		10:32
			09:54	09:57	09:59	10:08	10:17	10:19	10:20	10:26		10:39
			10:05	10:08	10:10	10:19	10:28	10:30	10:31	10:37		10:50

LAURIER / ÉLISABETH- BRUYÈRE	MAISONNEUVE / PLACE D'ACCUEIL	LYON A	PARLIAMENT / PARLEMENT A	RIDEAU B	RIDEAU / KING EDWARD	MARIER / DESCHAMPS	MONTRÉAL / ST LAURENT	MONTRÉAL / CENTRE	MONTRÉAL / CUMMINGS	DEN HAAG / LA CITÉ	MONTRÉAL / NRC	BLAIR C
			10:15	10:18	10:22	10:33	10:42	10:44	10:45	10:50		11:03
			10:28	10:31	10:35	10:46	10:55	10:57	10:58	11:03		11:16
			10:43	10:46	10:50	11:01	11:10	11:12	11:13	11:18		11:31
			10:59	11:02	11:06	11:17	11:26	11:28	11:29	11:34		11:47
			11:14	11:17	11:21	11:32	11:41	11:43	11:44	11:49		12:03
			11:29	11:32	11:36	11:47	11:56	11:58	11:59	12:04		12:18
			11:44	11:47	11:51	12:02	12:11	12:13	12:14	12:19		12:33
			11:59	12:02	12:06	12:17	12:26	12:28	12:29	12:34		12:48
			12:14	12:17	12:21	12:32	12:41	12:43	12:44	12:49		13:03
			12:29	12:32	12:36	12:47	12:56	12:58	12:59	13:04		13:18
			12:44	12:47	12:51	13:02	13:11	13:13	13:14	13:19		13:33
			12:59	13:02	13:06	13:17	13:26	13:28	13:29	13:34		13:48
			13:14	13:17	13:21	13:32	13:41	13:43	13:44	13:49		14:03
			13:29	13:32	13:36	13:47	13:56	13:58	13:59	14:04		14:18
			13:44	13:47	13:51	14:02	14:11	14:13	14:14	14:19		14:33
			13:59	14:01	14:06	14:18	14:27	14:29	14:30	14:36		14:54
			14:15	14:17	14:22	14:34	14:43	14:45	14:46	14:52		15:10
			14:30	14:32	14:37	14:49	14:58	15:00	15:01	15:07		15:25
			14:45	14:47	14:52	15:04	15:13	15:15	15:16	15:22		15:40
			15:01	15:03	15:09	15:22	15:31	15:33	15:34	15:39		15:58
			15:11	15:13	15:19	15:32	15:41	15:43	15:44	15:49		16:08
			15:18	15:20	15:26	15:39	15:48	15:50	15:51	15:56		16:15
15:04	15:11	15:22	15:26	15:28	15:34	15:47	15:56	15:58	15:59	16:04		16:23
			15:33	15:35	15:41	15:54	16:05	16:07	16:08	16:13		16:30
15:19	15:26	15:37	15:41	15:43	15:49	16:02	16:11	16:13	16:14	16:19		16:38
			15:48	15:50	15:56	16:09	16:20	16:22	16:23	16:28		16:45
15:34	15:41	15:52	15:56	15:58	16:04	16:17	16:28	16:30	16:31	16:36		16:53
			16:03	16:05	16:11	16:24	16:35	16:37	16:38	16:43		17:00
15:49	15:56	16:07	16:11	16:13	16:19	16:32	16:43	16:45	16:46	16:51		17:08
			16:18	16:20	16:26	16:39	16:50	16:52	16:53	16:58		17:15
16:04	16:11	16:22	16:26	16:28	16:34	16:47	16:58	17:00	17:01	17:06		17:23
			16:34	16:36	16:42	16:55	17:06	17:08	17:09	17:14		17:31
16:20	16:27	16:38	16:42	16:44	16:50	17:03	17:14	17:16	17:17	17:22		17:39
			16:49	16:51	16:57	17:10	17:21	17:23	17:24	17:29		17:46
16:35	16:42	16:53	16:57	16:59	17:05	17:18	17:29	17:31	17:32	17:37		17:54
			17:04	17:06	17:12	17:25	17:36	17:38	17:39	17:44		18:00
16:51	16:58	17:08	17:12	17:14	17:20	17:33	17:44	17:46	17:47	17:52		18:09
			17:19	17:21	17:27	17:40	17:51	17:53	17:54	17:59		18:15
17:06	17:13	17:23	17:27	17:29	17:35	17:48	17:59	18:01	18:02	18:07		18:23
			17:34	17:37	17:41	17:54	18:05	18:07	18:08	18:14		18:29
17:22	17:29	17:39	17:43	17:45	17:51	18:04	18:15	18:17	18:18	18:23		18:39
			17:49	17:52	17:56	18:09	18:20	18:22	18:23	18:29		18:44
17:37	17:43	17:53	17:57	18:00	18:04	18:17	18:28	18:30	18:31	18:37		18:52
			18:04	18:07	18:11	18:25	18:36	18:38	18:39	18:44		18:59
17:52	17:58	18:08	18:12	18:15	18:19	18:32	18:43	18:45	18:46	18:52		19:07
			18:25[V]	18:28[V]	18:32[V]	18:46[V]	18:57[V]	18:59[V]	19:00[V]		19:06	19:27
			18:38[V]	18:41[V]	18:44[V]	18:55[V]	19:04[V]	19:06[V]	19:07[V]		19:13	19:34
			18:53[V]	18:56[V]	18:58[V]	19:08[V]	19:17[V]	19:19[V]	19:20[V]		19:26	19:46
			19:08[V]	19:11[V]	19:13[V]	19:23[V]	19:32[V]	19:34[V]	19:35[V]		19:41	20:01
			19:23[V]	19:26[V]	19:29[V]	19:39[V]	19:47[V]	19:49[V]	19:50[V]		19:55	20:15
			19:38[V]	19:41[V]	19:44[V]	19:54[V]	20:02[V]	20:04[V]	20:05[V]		20:10	20:30
			19:53[V]	19:56[V]	19:59[V]	20:09[V]	20:17[V]	20:19[V]	20:20[V]		20:25	20:45
			20:06[V]	20:09[V]	20:12[V]	20:22[V]	20:30[V]	20:32[V]	20:33[V]		20:38	20:58
			20:21[V]	20:24[V]	20:27[V]	20:37[V]	20:45[V]	20:47[V]	20:48[V]		20:53	21:13
			20:36[V]	20:39[V]	20:42[V]	20:52[V]	21:00[V]	21:02[V]	21:03[V]		21:08	21:28



LAURIER / ÉLISABETH-BRUYÈRE	MAISONNEUVE / PLACE D'ACCUEIL	LYON A	PARLIAMENT / PARLEMENT A	RIDEAU B	RIDEAU / KING EDWARD	MARIER / DESCHAMPS	MONTRÉAL / ST LAURENT	MONTRÉAL / CENTRE	MONTRÉAL / CUMMINGS	DEN HAAG / LA CITÉ	MONTRÉAL / NRC	BLAIR C
			20:51[V]	20:54[V]	20:57[V]	21:07[V]	21:15[V]	21:17[V]	21:18[V]		21:23	21:43
			21:02[V]	21:05[V]	21:08[V]	21:18[V]	21:26[V]	21:28[V]	21:29[V]		21:34	21:54
			21:17[V]	21:20[V]	21:23[V]	21:33[V]	21:41[V]	21:43[V]	21:44[V]		21:49	22:09
			21:32[V]	21:35[V]	21:38[V]	21:48[V]	21:56[V]	21:58[V]	21:59[V]		22:04	22:24
			21:47[V]	21:50[V]	21:53[V]	22:03[V]	22:11[V]	22:13[V]	22:14[V]		22:19	22:39
			22:02[V]	22:05[V]	22:08[V]	22:18[V]	22:26[V]	22:28[V]	22:29[V]		22:34	22:54
			22:16[V]	22:18[V]	22:21[V]	22:30[V]	22:37[V]	22:39[V]	22:40[V]		22:44	23:03
			22:31[V]	22:33[V]	22:36[V]	22:45[V]	22:52[V]	22:54[V]	22:55[V]		22:59	23:18
			22:46[V]	22:48[V]	22:51[V]	23:00[V]	23:07[V]	23:09[V]	23:10[V]		23:14	23:33
			23:01[V]	23:03[V]	23:06[V]	23:15[V]	23:22[V]	23:24[V]	23:25[V]		23:29	23:48
			23:16[V]	23:18[V]	23:21[V]	23:30[V]	23:37[V]	23:39[V]	23:40[V]		23:44	00:03
			23:36[V]	23:38[V]	23:41[V]	23:50[V]	23:57[V]	23:59[V]	00:00[V]		00:04	00:23
			23:57[V]	23:59[V]	00:02[V]	00:11[V]	00:18[V]	00:20[V]	00:21[V]		00:25	00:43
			00:24[V]	00:26[V]	00:29[V]	00:38[V]	00:45[V]	00:47[V]	00:48[V]		00:52	01:10
			00:54[V]	00:56[V]	00:59[V]	01:08[V]	01:15[V]	01:17[V]	01:18[V]		01:22	01:40
			01:24[V]	01:26[V]	01:29[V]	01:38[V]	01:45[V]	01:47[V]	01:48[V]		01:52	02:10
			01:54[V]	01:56[V]	01:59[V]	02:08[V]	02:15[V]	02:17[V]	02:18[V]		02:22	02:40

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Wed, Jun 30

## 15 Parliament ~ Parlement

[V] via Blair / Montreal

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BLAIR A	BLAIR I	DEN HAAG / BATHGATE PARK	BLAIR A	MONTRÉAL / BLAIR	MONTRÉAL / ST LAURENT	RIDEAU / KING EDWARD	RIDEAU A	PARLIAMENT / PARLEMENT B	LYON C	LAURIER / COURCELETTE	LAURIER / ÉLISABETH-BRUYÈRE
04:03	04:04	04:08			04:15	04:32	04:38	04:40			
04:18	04:19	04:23			04:30	04:47	04:53	04:55			
04:51	04:52	04:56			05:03	05:20	05:26	05:28			
05:19	05:20	05:25			05:32	05:49	05:56	06:00			
05:48	05:49	05:56			06:03	06:22	06:29	06:34			
06:02	06:03	06:10			06:17	06:37	06:44	06:48	06:50	06:57	06:58
06:12	06:13	06:20			06:27	06:47	06:54	06:58			
06:20	06:21	06:28			06:35	06:55	07:02	07:06	07:08	07:15	07:16
06:27	06:28	06:35			06:42	07:02	07:09	07:13			
06:34	06:35	06:43			06:50	07:11	07:19	07:23	07:25	07:31	07:33
06:43	06:44	06:52			06:59	07:20	07:28	07:32			
06:51	06:52	07:00			07:07	07:28	07:36	07:40	07:42	07:48	07:50
06:58	06:59	07:07			07:14	07:35	07:43	07:47			
07:04	07:05	07:13			07:20	07:42	07:50	07:55	07:57	08:03	08:05
07:13	07:14	07:22			07:29	07:51	07:59	08:04			
07:19	07:20	07:28			07:35	07:58	08:06	08:11	08:13	08:19	08:21
07:28	07:29	07:37			07:44	08:07	08:15	08:20			
07:35	07:36	07:44			07:51	08:14	08:22	08:27	08:29	08:35	08:37
07:43	07:44	07:52			07:59	08:22	08:30	08:35			
07:50	07:51	07:59			08:06	08:29	08:37	08:42	08:44	08:50	08:52
07:58	07:59	08:07			08:14	08:37	08:45	08:50			
08:06	08:07	08:15			08:22	08:45	08:53	08:58	09:00	09:06	09:08
08:13	08:14	08:22			08:29	08:52	09:00	09:05			
08:19	08:20	08:28			08:35	08:58	09:06	09:11			
08:26	08:27	08:36			08:43	09:04	09:12	09:17			
08:33	08:34	08:43			08:50	09:11	09:19	09:24			
08:40	08:41	08:50			08:57	09:18	09:26	09:31			

BLAIR A	BLAIR I	DEN HAAG / BATHGATE PARK	BLAIR A	MONTRÉAL / BLAIR	MONTRÉAL / ST LAURENT	RIDEAU / KING EDWARD	RIDEAU A	PARLIAMENT / PARLEMENT B	LYON C	LAURIER / COURCELETTE	LAURIER / ÉLISABETH-BRUYÈRE
08:56	08:57	09:06			09:13	09:34	09:42	09:47			
09:10	09:11	09:18			09:24	09:46	09:55	09:58			
09:25	09:26	09:33			09:39	10:01	10:10	10:13			
09:40	09:41	09:48			09:54	10:16	10:25	10:28			
09:55	09:56	10:03			10:09	10:31	10:40	10:43			
10:10	10:11	10:18			10:24	10:46	10:55	10:58			
10:25	10:26	10:33			10:39	11:01	11:10	11:13			
10:40	10:41	10:48			10:54	11:16	11:25	11:28			
10:55	10:56	11:03			11:09	11:31	11:40	11:43			
11:10	11:11	11:18			11:24	11:46	11:55	11:58			
11:25	11:26	11:34			11:40	12:02	12:11	12:14			
11:40	11:41	11:49			11:55	12:17	12:26	12:29			
11:55	11:56	12:04			12:10	12:32	12:41	12:44			
12:10	12:11	12:19			12:25	12:47	12:56	12:59			
12:25	12:26	12:34			12:40	13:02	13:11	13:14			
12:40	12:41	12:49			12:55	13:17	13:26	13:29			
12:55	12:56	13:04			13:10	13:32	13:41	13:44			
13:10	13:11	13:19			13:25	13:47	13:56	13:59			
13:25	13:26	13:34			13:40	14:02	14:11	14:14			
13:40	13:41	13:49			13:55	14:17	14:26	14:29			
13:55	13:56	14:04			14:10	14:32	14:41	14:44			
14:12	14:13	14:21			14:27	14:49	14:58	15:01	15:03	15:08	15:10
14:27	14:28	14:36			14:42	15:04	15:13	15:17			
14:42	14:43	14:51			14:57	15:19	15:28	15:32	15:34	15:39	15:41
14:57	14:58	15:08			15:15	15:37	15:48	15:52			
15:04	15:05	15:15			15:22	15:45	15:57	16:01	16:03	16:09	16:11
15:12	15:13	15:23			15:30	15:53	16:05	16:09			
15:19	15:20	15:30			15:37	16:00	16:12	16:16	16:18	16:24	16:26
15:27	15:28	15:38			15:45	16:08	16:20	16:24			
15:34	15:35	15:45			15:52	16:15	16:27	16:31	16:33	16:39	16:41
15:42	15:43	15:53			16:00	16:23	16:35	16:39			
15:49	15:50	16:00			16:07	16:30	16:42	16:46	16:48	16:54	16:56
15:57	15:58	16:08			16:15	16:38	16:50	16:54			
16:05	16:06	16:16			16:23	16:46	16:58	17:02	17:04	17:10	17:12
16:12	16:13	16:23			16:30	16:53	17:05	17:09			
16:19	16:20	16:30			16:37	17:00	17:12	17:16	17:18	17:24	17:26
16:27	16:28	16:38			16:45	17:08	17:20	17:24			
16:34	16:35	16:44			16:51	17:14	17:25	17:29	17:31	17:38	17:39
16:42	16:43	16:52			16:59	17:22	17:33	17:37			
16:49	16:50	16:59			17:06	17:29	17:40	17:44	17:46	17:53	17:54
16:57	16:58	17:07			17:14	17:37	17:48	17:52			
17:04	17:05	17:14			17:21	17:44	17:55	17:59	18:01	18:08	18:09
17:12	17:13	17:22			17:29	17:52	18:03	18:07			
17:19	17:20	17:29			17:36	17:59	18:10	18:14	18:16	18:23	18:24
17:27	17:28	17:37			17:44	18:07	18:18	18:22			
17:34	17:35	17:43			17:50	18:12	18:22	18:27	18:29	18:34	18:36
17:42	17:43	17:51			17:58	18:20	18:30	18:35			
17:49	17:50	17:58			18:05	18:27	18:37	18:42	18:44	18:49	18:51
17:57	17:58	18:06			18:13	18:35	18:45	18:50			
18:04	18:05	18:13			18:20	18:42	18:51	18:56	18:58	19:03	19:05
18:12	18:13	18:21			18:28	18:50	18:59	19:04			
18:19	18:20	18:28			18:34	18:56	19:05	19:08	19:10	19:15	19:17
	18:24[V]		18:25[V]	18:37[V]	18:42[V]	18:59[V]	19:08	19:11			
	18:39[V]		18:40[V]	18:50[V]	18:55[V]	19:11[V]	19:19	19:22			

BLAIR A	BLAIR I	DEN HAAG / BATHGATE PARK	BLAIR A	MONTRÉAL / BLAIR	MONTRÉAL / ST LAURENT	RIDEAU / KING EDWARD	RIDEAU A	PARLIAMENT / PARLEMENT B	LYON C	LAURIER / COURCELETTE	LAURIER / ÉLISABETH-BRUYÈRE
	18:54[V]		18:55[V]	19:05[V]	19:10[V]	19:26[V]	19:34	19:37			
	19:09[V]		19:10[V]	19:19[V]	19:24[V]	19:39[V]	19:46	19:50			
	19:24[V]		19:25[V]	19:34[V]	19:39[V]	19:54[V]	20:01	20:05			
	19:39[V]		19:40[V]	19:49[V]	19:54[V]	20:09[V]	20:16	20:20			
	19:54[V]		19:55[V]	20:04[V]	20:09[V]	20:24[V]	20:31	20:35			
	20:10[V]		20:11[V]	20:19[V]	20:24[V]	20:37[V]	20:44	20:47			
	20:25[V]		20:26[V]	20:34[V]	20:39[V]	20:52[V]	20:59	21:02			
	20:40[V]		20:41[V]	20:49[V]	20:54[V]	21:07[V]	21:14	21:17			
	20:55[V]		20:56[V]	21:04[V]	21:09[V]	21:22[V]	21:29	21:32			
	21:10[V]		21:11[V]	21:19[V]	21:24[V]	21:37[V]	21:44	21:47			
	21:26[V]		21:27[V]	21:35[V]	21:40[V]	21:52[V]	21:59	22:02			
	21:41[V]		21:42[V]	21:50[V]	21:55[V]	22:07[V]	22:14	22:17			
	21:56[V]		21:57[V]	22:05[V]	22:10[V]	22:22[V]	22:29	22:32			
	22:11[V]		22:12[V]	22:20[V]	22:25[V]	22:37[V]	22:44	22:47			
	22:29[V]		22:30[V]	22:37[V]	22:42[V]	22:54[V]	23:01	23:03			
	22:49[V]		22:50[V]	22:57[V]	23:02[V]	23:14[V]	23:21	23:23			
	23:09[V]		23:10[V]	23:17[V]	23:22[V]	23:34[V]	23:41	23:43			
	23:39[V]		23:40[V]	23:47[V]	23:52[V]	00:04[V]	00:11	00:13			
	00:09[V]		00:10[V]	00:17[V]	00:21[V]	00:32[V]	00:38	00:41			
	00:39[V]		00:40[V]	00:47[V]	00:51[V]	01:02[V]	01:08	01:11			
	01:09[V]		01:10[V]	01:17[V]	01:21[V]	01:32[V]	01:38	01:41			

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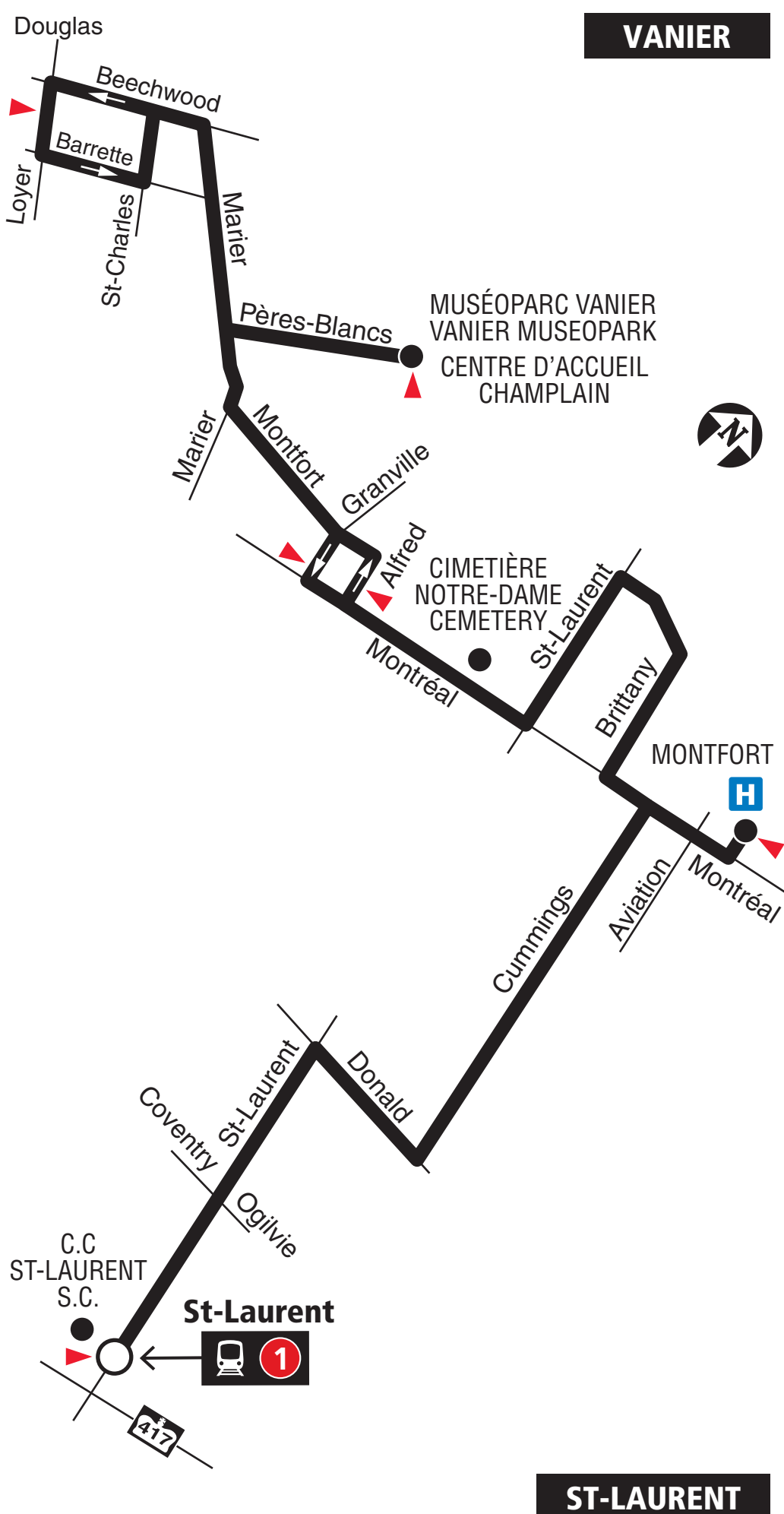
# 20

## VANIER

## ST-LAURENT

### 7 days a week / 7 jours par semaine

All day service  
Service toute la journée



**VANIER**

**ST-LAURENT**



Station



Timepoint / Heures de passage

2019.06



**Schedule / Horaire.....613-560-1000**

**Text / Texto .....560560**

*plus your four digit bus stop number / plus votre numéro d'arrêt à quatre chiffres*

Customer Service

Service à la clientèle ..... **613-741-4390**

Lost and Found / Objets perdus..... **613-563-4011**

Security / Sécurité ..... **613-741-2478**

**Effective September 2, 2018**

**En vigueur 2 septembre 2018**



INFO 613-741-4390  
octranspo.com

# Schedules & Maps

The next service change is on Saturday, September 04.

Schedule times are based on typical driving conditions and may vary. Please arrive at your stop a few minutes early to allow for any fluctuations in schedule.

Wed, Jun 30

## 20 Vanier

[a] Starting Sunday, April 18, Montréal Road will be closed in the eastbound direction from St-Laurent Boulevard to the Vanier Parkway until 2022 for the Montréal Road Revitalization Project. Routes 7, 9, 12, 15, and 20 will be affected. [Read more.](#)

ST-LAURENT D	MONTFORT HOSPITAL	BRITTANY / MONTRÉAL	MONTRÉAL / CANTIN	300 DES PÈRES BLANCS	LOYER / BARRETE
05:18	05:26				
05:48	05:56	05:57	06:02	06:05	06:11
06:12	06:22	06:23	06:27	06:31	06:38
06:37	06:47	06:48	06:52	06:56	07:03
07:06	07:19	07:20	07:26	07:31	07:38
07:37	07:51	07:52	07:58	08:02	08:09
08:07	08:20	08:21	08:26	08:31	08:39
08:37	08:50	08:51	08:56	09:00	09:08
09:07	09:20	09:21	09:26	09:30	09:38
09:37	09:49	09:51	09:55	10:00	10:06
10:07	10:19	10:21	10:25	10:30	10:35
10:37	10:49	10:51	10:55	11:00	11:05
11:07	11:19	11:21	11:25	11:30	11:35
11:37	11:49	11:51	11:55	12:00	12:05
12:07	12:19	12:21	12:25	12:30	12:35
12:37	12:49	12:51	12:55	13:00	13:05
13:07	13:20	13:21	13:26	13:31	13:37
13:37	13:50	13:51	13:56	14:01	14:07
14:07	14:20	14:21	14:26	14:31	14:37
14:37	14:50	14:51	14:56	15:03	15:09
15:07	15:20	15:21	15:27	15:34	15:39
15:37	15:53	15:55	16:00	16:08	16:13
16:07	16:23	16:25	16:30	16:36	16:41
16:37	16:53	16:55	17:00	17:06	17:11
17:08	17:24	17:26	17:31	17:36	17:41
17:38	17:52	17:53	17:59	18:03	18:09
18:09	18:23	18:24	18:30	18:34	18:40
18:39	18:52	18:53	18:58	19:02	19:08
19:09	19:21	19:23	19:27	19:32	19:37
19:39	19:49	19:51	19:55	19:59	20:04
20:09	20:19	20:21	20:25	20:29	20:34
20:41	20:51	20:53	20:57	21:01	21:06

ST-LAURENT D	MONTFORT HOSPITAL	BRITTANY / MONTRÉAL	MONTRÉAL / CANTIN	300 DES PÈRES BLANCS	LOYER / BARRETE
21:11	21:21	21:23	21:27	21:31	21:36
21:41	21:51	21:53	21:57	22:01	22:06
22:43	22:53	22:54	22:58	23:02	23:06
23:46	23:55	23:56	00:00	00:04	00:09

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2021

# Schedules & Maps

The next service change is on Saturday, September 04.

Schedule times are based on typical driving conditions and may vary. Please arrive at your stop a few minutes early to allow for any fluctuations in schedule.

Wed, Jun 30

## 20 St-Laurent

LOYER / BARRETE	300 DES PÈRES BLANCS	BRITTANY / MONTRÉAL	MONTFORT HOSPITAL	ST-LAURENT C
05:23	05:26	05:40	05:41	05:49
05:43	05:46	06:00	06:01	06:13
06:11	06:14	06:28	06:29	06:41
06:38	06:42	06:56	06:59	07:12
07:03	07:07	07:21	07:24	07:38
07:38	07:42	07:56	08:01	08:15
08:09	08:13	08:28	08:32	08:46
08:39	08:43	08:57	09:01	09:15
09:08	09:12	09:26	09:30	09:44
09:38	09:42	09:56	10:00	10:14
10:06	10:10	10:24	10:28	10:42
10:35	10:39	10:53	10:55	11:09
11:05	11:09	11:23	11:25	11:39
11:35	11:39	11:53	11:55	12:09
12:05	12:09	12:23	12:25	12:39
12:35	12:39	12:53	12:55	13:09
13:05	13:09	13:23	13:25	13:39
13:37	13:41	13:55	13:58	14:12
14:07	14:11	14:25	14:28	14:42
14:37	14:41	14:55	14:58	15:12
15:09	15:13	15:28	15:32	15:46
15:39	15:43	15:58	16:02	16:16
16:13	16:17	16:32	16:36	16:55
16:41	16:45	16:59	17:02	17:21
17:11	17:15	17:29	17:32	17:51
17:41	17:45	17:59	18:02	18:19
18:09	18:13	18:27	18:29	18:46
18:40	18:44	18:58	19:00	19:17
19:08	19:11	19:25	19:26	19:44
19:37	19:40	19:54	19:55	20:07
20:04	20:07	20:21	20:22	20:34
20:34	20:37	20:50	20:52	21:03
21:06	21:09	21:22	21:24	21:35
21:36	21:39	21:52	21:54	22:05
22:06	22:09	22:22	22:24	22:35
23:06	23:09	23:22	23:24	23:33
00:09	00:12	00:25	00:27	00:36



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2021



# 27

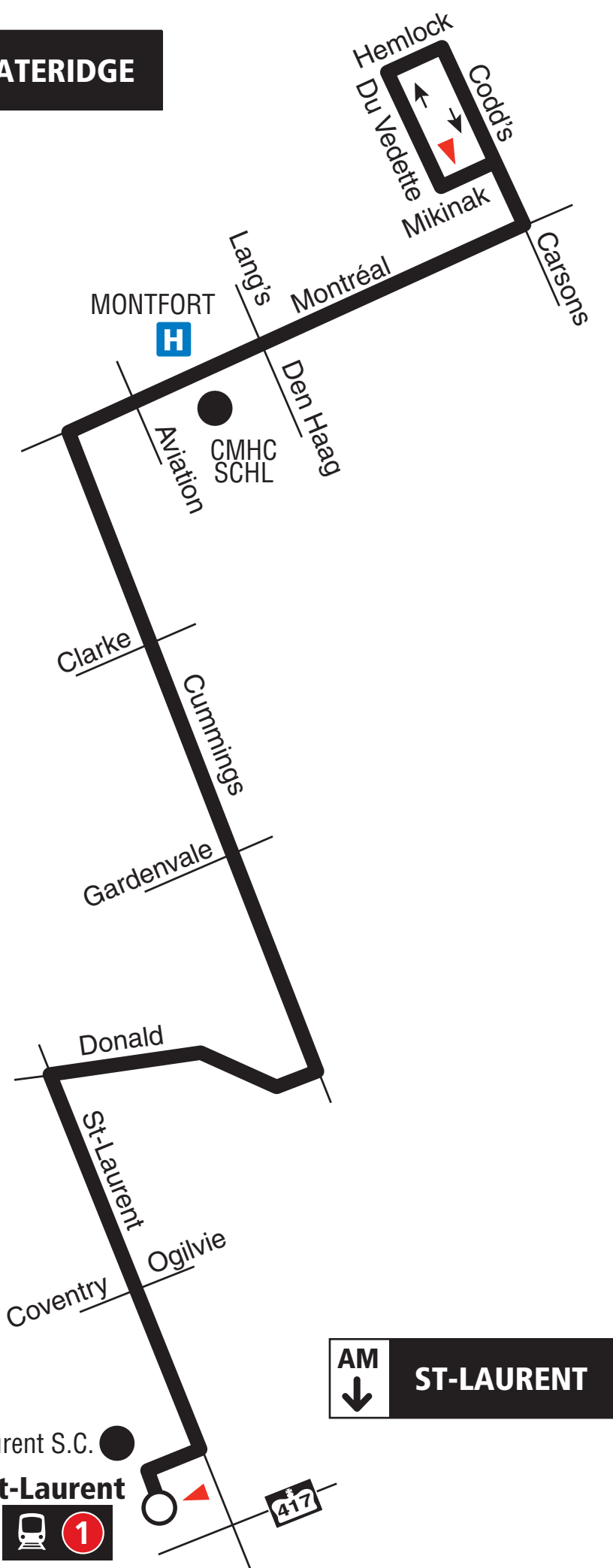
## WATERIDGE ST-LAURENT

### Local

**Monday to Friday / Lundi au vendredi**  
Peak Periods  
Périodes de pointe

PM  
↑

**WATERIDGE**



AM  
↓

**ST-LAURENT**

C.C. St-Laurent S.C.

**St-Laurent**



417



Station



Timepointe / Heures de passage

2019.06



**Schedule / Horaire.....613-560-1000**

**Text / Texto .....560560**

*plus your four digit bus stop number / plus votre numéro d'arrêt à quatre chiffres*

Customer Service

Service à la clientèle ..... **613-741-4390**

Lost and Found / Objets perdus..... **613-563-4011**

Security / Sécurité ..... **613-741-2478**

**Effective April 23, 2018**

**En vigueur 23 avril 2018**



INFO 613-741-4390  
octranspo.com

# Schedules & Maps

The next service change is on Saturday, September 04.

Schedule times are based on typical driving conditions and may vary. Please arrive at your stop a few minutes early to allow for any fluctuations in schedule.

Wed, Jun 30

## 27 Wateridge

ST-LAURENT D	MIKINAK / DU VEDETTE
15:24	15:41
15:53	16:10
16:24	16:40
16:55	17:11
17:24	17:39
17:54	18:09

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# Schedules & Maps

The next service change is on Saturday, September 04.

Schedule times are based on typical driving conditions and may vary. Please arrive at your stop a few minutes early to allow for any fluctuations in schedule.

Wed, Jun 30

## 27 St-Laurent

MIKINAK / DU VEDETTE	ST-LAURENT C
06:15	06:30
06:45	07:00
07:11	07:26
07:41	07:56
08:12	08:27
08:41	08:56

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2021

# APPENDIX E

## Collision Data

