

**Subject: Coventry Road Widening (Belfast Road to St. Laurent Boulevard)  
Environmental Assessment Study – Statement of Work**

**File Number: ACS2023-PRE-TP-0005**

**Report to Transportation Committee on 22 June 2023**

**and Council 28 June 2023**

**Submitted on April 27, 2023 by Vivi Chi, Director, Transportation Planning,  
Planning, Real Estate and Economic Development Department**

**Contact Person: Frank McKinney, Program Manager, Transportation Planning,  
Planning, Real Estate and Economic Development Department**

**613-580-2424 Ext. 28540, Frank.McKinney@ottawa.ca**

**Ward: Rideau-Rockcliffe (13)**

**Objet : Étude d'évaluation environnementale du projet d'élargissement du  
chemin Coventry (du chemin Belfast au boulevard St-Laurent) –  
Énoncé des travaux**

**Dossier : ACS2023-PRE-TP-0005**

**Rapport au Comité des transports**

**le 22 juin 2023**

**et au Conseil le 28 juin 2023**

**Soumis le 27 avril, 2023 par Vivi Chi, Directrice, Planification des transports,  
Services de la planification, des biens immobiliers et du développement  
économique**

**Personne ressource : Frank McKinney, gestionnaire de programme, Planification  
des transports, Direction générale de la planification, de l'immobilier et du  
développement économique**

**613-580-2424, Frank.McKinney@ottawa.ca**

**Quartier : Rideau-Rockcliffe (13)**

## **REPORT RECOMMENDATION(S)**

**That the Transportation Committee approve the Statement of Work (SoW) for the Coventry Road Widening (Belfast Road to St. Laurent Boulevard) Environmental Assessment Study, as outlined in this report and detailed in Document 1.**

## **RECOMMANDATION(S) DU RAPPORT**

**Que le Comité des transports approuve l'énoncé des travaux pour l'Étude d'évaluation environnementale du projet d'élargissement du chemin Coventry (du chemin Belfast au boulevard St-Laurent), comme le mentionne le présent rapport et l'explique en détail le document 1.**

## **BACKGROUND**

The 2013 Transportation Master Plan (TMP) identifies the widening of Coventry Road from two to four lanes (two lanes in each direction for through traffic) between Belfast Road and St. Laurent Boulevard.

The existing Coventry Road from east of Belfast Road (for approximately 560 metres) varies from one to two lanes for through traffic. The remaining section to St. Laurent Boulevard (approximately 440 metres) has two lanes in each direction for through traffic with auxiliary left turn lanes at intersections. The pedestrian and cycling facilities along the corridor are inconsistent, with a multi-use pathway (305 metres) on one side of the roadway for the easterly section, and sidewalks and on-road cycle lanes for the remainder. The Environmental Assessment (EA) Study will develop uniform facilities for pedestrians and cycling, and other Complete Street elements to meet current City policy and design guidelines.

On November 14, 2012, Council approved the Transit Oriented Development (TOD) Plans for St. Laurent area ([ACS2012-PAI-PGM-0183](#)) due to its proximity to the LRT stations. The priority area includes this section of Coventry Road.

The EA study will identify measures required to meet the travel demand for various modes to the year 2046 and develop a Complete Street functional design for the corridor that will address accessibility and other applicable design standards and guidelines. Through this study, a right-of-way will be defined to protect the corridor from encroaching developments.

This Statement of Work (SoW) report outlines the scope, methodology, and deliverables of the EA Study. Details of the SoW are described in Document 1.

## DISCUSSION

The study area and the Coventry Road limits (approximately one kilometre in length) for this EA study are shown in Figure 1.

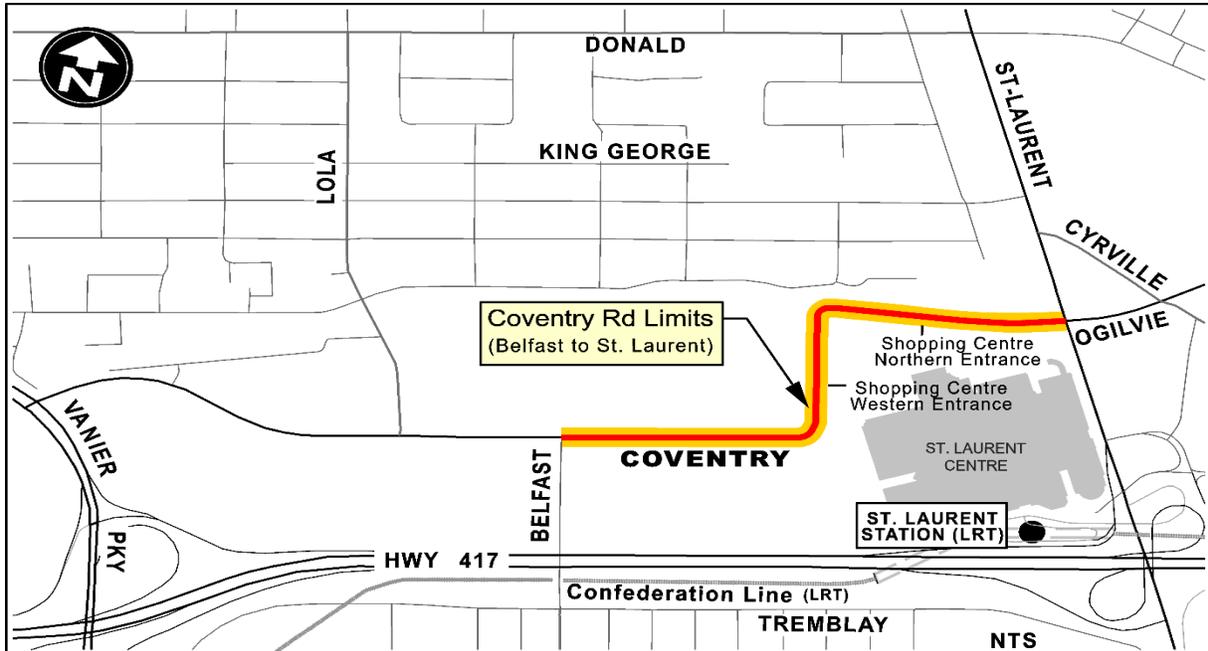


Figure 1: Study Area and Project Limits

The EA study area limits extend from Vanier Parkway in the west to St. Laurent Boulevard in the east, Donald Street in the north and Highway 417 in the south. This will allow the EA to examine traffic patterns in a broader area.

The EA Study will be completed in accordance with the Municipal Class Environmental Assessment (MCEA) Schedule C process and will:

- Investigate opportunities along the corridor to improve the travel environment for:
  - Active transportation modes and their connectivity to nearby pedestrian and cycling facilities and connection to the O-Train St. Laurent Station.
  - Transit service.
  - Vehicular traffic.
- Identify interim and ultimate configurations for corridor modifications.
- Define right-of-way requirements allowing the City to respond effectively to development applications in the area.
- Enable the City to protect land for the project.

Key tasks of the EA Study include the following:

- Confirmation of the future transportation demand in the study area.
- Detailed traffic analysis.
- Application of the Complete Street framework and Multi-Modal Level of Service analysis.
- Assessment of walking and cycling infrastructure and connection requirements to nearby points of interest and networks.
- Review of mobility needs along the corridor to provide improved facility to people with disabilities.
- Assessment and evaluation of environmental conditions such as:
  - Geotechnical.
  - Natural environmental areas and features.
  - Stormwater management and hydrology.
  - Adjacent land uses and communities (existing and future).
  - Urban character of the area.
- Development of corridor and design options to address the forecast travel demand while taking into account other relevant studies and plans.
- Development of mitigation measures.
- Development of a Recommended Plan for the widening of Coventry Road.
- Identification of capital cost for implementation.
- Consultation with community groups and stakeholders.
- Documentation.

The EA Study will consider the need to reduce excess soil excavation to conform to the [\*On-site and Excess Soil Management as per O. Reg. 406/19 under Environmental Protection Act, R.S.O. 1990, c. E.19\*](#). This will prevent concerns related to the construction site and bring savings to the City.

The EA Study is planned to be completed within 12 months from the date of award of contract to the selected consulting firm.

## **FINANCIAL IMPLICATIONS**

Funding for this EA Study is available in capital account 910957 - 2023 EA Studies Arterial Roads.

## **LEGAL IMPLICATIONS**

There are no legal implications associated with implementing the report recommendation.

## **COMMENTS BY THE WARD COUNCILLOR(S)**

Increased density along Coventry Road, a major corridor, will accommodate additional residential density in one of the most logical locations in Rideau-Rockcliffe Ward, encouraging the development of new mixed-use commercial amenities that would support the goal of creating a truly livable 15-minute neighbourhood.

Consequently, a major focus of this environmental assessment must centre on enhancing active transportation interconnections between the Overbrook community and the St-Laurent LRT and bus rapid transit station.

With two major residential developments proposed on Coventry Road (400 Coventry Road and 453-455 Coventry Road), as well as an active existing community with new and proposed residential developments north of St-Laurent Centre, it will be imperative that any new City infrastructure provides ample active transportation connectivity that will accommodate safe access to the shopping complex and its environs.

For over 10 years, the Overbrook Community Association has advocated for proper crosswalks and cross rides at the north and west entryways to the St-Laurent Centre property.

At the north entryway to the St-Laurent Centre, the community association has historically requested:

- a green cross ride and a white crosswalk across Coventry,
- a sidewalk to the shopping centre - ideally on both sides, but at least on the west side of the entry roadway,
- a parallel path for cyclists - ideally separate, but at least sharrows on the roadway,

- At the west entryway to the St-Laurent Centre, the community association has historically requested:
- a green cross ride and a white crosswalk across Coventry.

The community association and Overbrook residents have also advocated for a pedestrian signalized crossover at Hardy Avenue and Coventry Road to directly interconnect where the existing multi-use pathway meets the connecting pathway at Hardy Avenue and Bernard Street.

I would agree with resident sentiments that proper crosswalks, cross rides and a signalized pedestrian and cycling crossing at Hardy Avenue and Coventry Road are a necessity.

Further, since the proposed development at 453-455 Coventry Road is directly across from another proposed transit oriented development at 400 Coventry Road and its proposed public park, the proposed sites at both 400 Coventry Road and 453-455 Coventry Road would benefit from enhanced active transportation connectivity, such as an enhanced pedestrian/cycling crossing, linking the two development sites at Coventry and Belfast roads.

## **ADVISORY COMMITTEE(S) COMMENTS**

Representatives of the City's Accessibility Advisory Committee, Environmental Stewardship Advisory Committee, and Arts, Culture, Heritage and Recreation Advisory Committee will be invited to participate in the study's Public Consultation Group.

## **CONSULTATION**

Consultation will include government regulatory agencies, affected landowners, representatives of business groups, the City's Advisory Committees, community associations, and special interest groups in the study area.

Consultation will include meetings with stakeholders through the Agency Consultation Group (ACG), Business Consultation Group (BCG) and Public Consultation Group (PCG).

Consultation with the general public will occur primarily through Public Open Houses. Much of the consultation can be done on-line or through video/teleconferencing. A dedicated project web site will be established to share study information and obtain feedback from study stakeholders.

## **ACCESSIBILITY IMPACTS**

Consultation with the Accessibility Advisory Committee and other residents will be undertaken as part of the EA process.

The functional design for the project will be developed in accordance with the City's Accessibility Design Standards, the Integrated Accessibility Standards Regulation (IASR) of the Accessibility for Ontarians with Disabilities Act, 2005 (AODA) and other relevant legislative requirements, policies and guidelines.

As per its Accessibility Policy, the City of Ottawa is committed to providing equal treatment to people with disabilities with respect to the use and benefit of City services, programs and goods in a manner that respects their dignity and that is equitable in relation to the broader public. Further, as per section 1.1.8 of its Accessibility Design Standards, the City of Ottawa recognizes that addressing accessibility issues as early as possible in the planning and design phases of new construction and redevelopment projects is the most practical and cost-effective way to ensure accessible and inclusive environments.

The City recognizes its obligations under the Ontario Human Rights Code, the Accessibility for Ontarians with Disabilities Act, 2005, and City Policy, and is committed to making the City's public spaces accessible to people with disabilities and exploring strategies that mitigate accessibility barriers as part of the EA.

## **ASSET MANAGEMENT IMPLICATIONS**

Coventry Rd had undergone renewal in 2013. The design must minimize impact on existing assets and preserve existing levels of service. Stormwater management measures should be considered if the road footprint increases.

## **CLIMATE IMPLICATIONS**

In December 2017, the Ministry of the Environment, Conservation and Parks (MECP) released guidelines titled "[Considering Climate Change in the Environmental Assessment Process](#)" which presents the Ministry's expectations for projects to consider the potential effects of a project on climate change and the potential effects of climate change on a project. As such, climate change mitigation and adaptation will be considered and documented during the evaluation of options and for the recommended plan.

As part of the Climate Change Master Plan, Council approved short-, mid- and long-term greenhouse gas emission targets to reduce community wide emissions 100 per cent by 2050. This was followed by Council receiving the Energy Evolution strategy, the

framework for how Ottawa can achieve these targets. One of the actions identified through the strategy is to achieve the mode share targets for cycling and walking as identified in the 2013 Transportation Master Plan, of which this project will support.

The City also undertook a Climate Vulnerability and Risk Assessment to identify how vulnerable Ottawa is to changing climate conditions and prioritizes where action is most needed. Some of the priority risks include increased damage to roads, buildings and other infrastructure from freeze-thaw and freezing rain, flood damage to infrastructure and property from heavy rains and riverine flooding. The EA study will use this information in the development of a recommended plan for the project.

## **ENVIRONMENTAL IMPLICATIONS**

The EA study will examine and evaluate the project's effects on the social, cultural, physical, and natural environments within the study area. It will include but not be limited to assessment of impacts on land, air and water quality, green space, protected or environmentally sensitive areas, trees and habitat. Appropriate mitigation measures will be developed, and post mitigation environmental impacts identified and documented in the project report. The EA study will also indicate where compliance during implementation phase of the project will be required to fulfil City, Provincial and Federal environmental policies, standards, regulations and legislative requirements.

## **INDIGENOUS GENDER AND EQUITY IMPLICATIONS**

Consultation with Indigenous People will be carried out in accordance with the Environmental Assessment Act, Ontario and City policies.

There are no gender and equity implications in this Statement of Work.

## **RISK MANAGEMENT IMPLICATIONS**

There are no risk implications related with the approval of report recommendations. The EA study upon completion will identify any risks associated with the widening of Coventry Road and corresponding mitigation measures.

## **RURAL IMPLICATIONS**

The study area for Coventry Road widening is located within the urban boundary, therefore, it does not have a direct impact on the rural area of the city.

## **SUPPORTING DOCUMENTATION**

Document 1 – Coventry Road Widening (Belfast Road to St. Laurent Boulevard)  
Environmental Assessment Study – Statement of Work.

## **DISPOSITION**

Following the Transportation Committee's approval of the Statement of Work, the Planning, Real Estate and Economic Development Department will initiate the process with the assistance of Supply Services to retain a consulting firm to assist the City in completing this EA Study.