Subject: St-Laurent Boulevard Transit Priority Corridor (Hemlock Road to Innes Road) Environmental Assessment Study – Recommended Plan

File Number: ACS2025-PDB-TP-0013

Report to Public Works and Infrastructure Committee on 25 September 2025

and Council 8 October 2025

Submitted on September 16, 2025 by Jennifer Armstrong, Director Transportation Planning

Contact Person: Frank McKinney, Program Manager, Transportation Planning, Development & Building Services Department

(613) 580-2424 ext. 28540, Frank.McKinney@ottawa.ca

Ward: BEACON HILL - CYRVILLE (11), RIDEAU-VANIER (12), RIDEAU-ROCKCLIFFE (13) AND ALTA VISTA (18)

Objet : Couloir prioritaire de transport en commun du boulevard St-Laurent (du chemin Hemlock au chemin Innes) Étude d'évaluation environnementale – Plan recommandé

Numéro de dossier : ACS2025-PDB-TP-0013

Rapport au Comité des travaux publics et de l'infrastructure

Rapport soumis le 25 septembre 2025

et au Conseil le 8 octobre 2025

Soumis le 16 Septembre 2025 par Jennifer Armstrong, Directrice de la planification des transports

Personne ressource : Frank McKinney, Gestionnaire de programme, planification des transports, Service de la planification, de l'aménagement et du bâtiment

(613) 580-2424 poste 28540, Frank.McKinney@ottawa.ca

Quartier : BEACON HILL - CYRVILLE (11), RIDEAU-VANIER (12), RIDEAU-ROCKCLIFFE (13) AND ALTA VISTA (18)

REPORT RECOMMENDATIONS

That the Public Works and Infrastructure Committee recommend that Council:

1. **Approve the functional design for the St-Laurent Boulevard Transit Priority Corridor (Hemlock Road to Innes Road/Industrial Avenue) Environmental Assessment Study, as described in this report; and,**

2. **Direct Transportation Planning staff to finalize the Environmental Study Report (ESR) and proceed with its posting for the 30-day public review period in accordance with the Ontario Municipal Class Environmental Assessment process.**

RECOMMANDATIONS DU RAPPORT

Que le Comité de l'infrastructure et des travaux publics recommande au Conseil municipal ce qui suit :

1. **Approuver la conception fonctionnelle du couloir prioritaire de transport en commun du boulevard St-Laurent (du chemin Hemlock au chemin Innes et avenue Industrial) Étude d'évaluation environnementale, comme il est décrit dans le présent rapport;**

2. **Demander au personnel de la planification des transports de finaliser le Rapport d'étude environnementale (REE) et de l'afficher pendant la période d'examen public de 30 jours conformément au processus d'évaluation environnementale municipale de portée générale de l'Ontario.**

EXECUTIVE SUMMARY

Assumptions and Analysis

St-Laurent Boulevard is an arterial road (Hemlock Road to Smyth Road) and a Mainstreet Corridor (Blasdell Avenue to Alexendria Rail Corridor located south of Tremblay Road) in east Ottawa. In May 2021, Transportation Committee approved the Statement of Work and directed staff to initiate an Environmental Assessment (EA) Study for the St-Laurent Boulevard Transit Priority Corridor (Hemlock Road to Innes Road). The corridor is 5.2 kilometres in length.

The Statement of Work directed staff to identify transit priority measures required to meet the transit ridership demand to the year 2046 and investigate opportunities to

improve the travel environment for all roadway users while incorporating Complete Street elements along the corridor.

The EA study considered a wide range of alternative solutions and context sensitive designs for the corridor with an emphasis on developing a Recommended Plan which is compatible with the neighbouring land uses and minimizes impacts on the surrounding environment (social, economic, and natural/physical).

The Recommended Plan (Document 1) incorporates transit priority measures to improve transit service efficiency; contains elements of Complete Streets; provides multi-modal connectivity; and meets accessibility and other applicable design standards and guidelines. Document 1 includes a Functional Design, which addresses corridor needs to the 2046 horizon year, as well as a Phased Implementation Design which defers some significant property acquisitions by reducing the footprint at three key intersections (Hemlock, Montreal, and Donald).

Key benefits of the Recommended Plan are summarized below:

- Improves transit operations on St-Laurent Boulevard by providing sections of bus-only lanes and bus queue jump lanes at intersections; as well as improvements to bus stop locations, amenities and configurations.
    - Transit travel time savings of up to 4.4 minutes/bus (northbound) in the weekday PM peak period.
    - Up to 29 percent-point reliability improvement (northbound) in the weekday PM peak period.
- Implements Complete Street elements and improves facilities for pedestrians and cycling by providing new segregated cycle tracks and improved sidewalks.
- Provides a median multi-use pathway between Lemieux Street and Highway 417 EB Off-ramp, which removes conflicts between active transportation (AT) users and free-flow highway ramps at Highway 417/St-Laurent interchange.
- Provides a multi-use pathway connection to the St-Laurent Station.
- Ties into planned transit priority corridors on Montreal Road and existing bus lanes on St-Laurent south of Innes/Industrial.
- Implements protected intersections at all signalized intersections.

- Includes a new midblock Pedestrian Cross Over (PXO) between Meadowpark Place and Karen Way.
- Improves multi-modal connectivity to adjacent communities, employment centres and commercial uses.
- Minimizes impacts to abutting properties with a corridor right-of-way protection that is generally narrower than the Official Plan identified right-of-way; no impacts to the Beechwood and Notre-Dame Cemeteries.
- Improves road safety and provides barrier-free access for all users while meeting accessibility and other applicable design standards and guidelines.
- Encourages transit-oriented development and regeneration.
- Maintains acceptable traffic operations along the corridor and intersecting streets to accommodate future traffic demand, including planned development in the area.
- Provides the opportunity to enhance the public realm, add shade trees and landscaping, depending on the availability of property.
- Considers and incorporates climate change mitigation and adaptation strategies.

Property Requirements

The required corridor right-of-way (ROW) to accommodate the design is narrower than the current right-of-way protection identified in the Official Plan, which varies between 26.0 metres and 44.5 metres. The new recommended ROW requirement along the corridor varies between 24.9 metres and 35.9 metres.

However, in many locations along the corridor, additional property is required relative to the existing right-of-way. It is anticipated that some property will be acquired through redevelopment between now and project implementation to allow for construction in the future.

Public Consultation/Input

Consultation with stakeholders occurred through the Agency Consultation Group, Business Consultation Group, and Public Consultation Group as well as with Indigenous groups and various City Departments. Groups consulted include: Accessibility Advisory Committee; Canadian National Institute for the Blind; Ministry of Transportation of

Ontario; National Capital Commission; Rideau Valley Conservation Authority; Ministry of Natural Resources and Forestry; CN and VIA Rail; Vanier Business Improvement Area; developers; landowners; business groups; school boards; community associations such as Manor Park Community Association, Overbrook Community Association; special interest groups such as Bike Ottawa, Transport Action Canada; and utilities companies.

Major comments received include:

- Requests for improved transit frequencies, travel speeds, and reliability along the corridor;
- Strong support for dedicated transit lanes;
- Concerns about inconsistent and unsafe existing pedestrian and cycling facilities including at the St-Laurent interchange area;
- Requests for accessibility improvements;
- Requests for pedestrian and cycling connectivity to the St-Laurent Shopping Centre;
- Concerns about property impacts of the Recommended Plan;
- Concerns over limited landscaping included in the Recommended Plan;
- Requests for public realm and place-making improvements;
- Requests for measures that reduce speed along the corridor;
- General support for the Recommended Plan; and
- Questions about project implementation timelines.

Consultation with the public included two open houses and communications by e-mail and through on-line surveys. Additional meetings were held with the Ministry of Transportation of Ontario, specialists in accessibility, and affected property owners. A project website (www.ottawa.ca/stlaurentblvd) was established to share information on the study's progress.

Comments received through consultation activities informed the development of the Recommended Plan for the project.

RESUME

Hypothèses et analyse

Le boulevard St-Laurent est une artère principale (du chemin Hemlock au chemin Smyth) et un couloir de rue principale (de l'avenue Blasdell au couloir ferroviaire Alexendria situé au sud du chemin Tremblay) dans l'est d'Ottawa. En mai 2021, Le Comité des transports a approuvé l'énoncé des travaux et a demandé au personnel de lancer une étude d'évaluation environnementale (EE) pour le couloir prioritaire de transport en commun du boulevard St-Laurent (du chemin Hemlock au chemin Innes). Le couloir s'étend sur 5,2 kilomètres.

L'énoncé des travaux a ordonné au personnel d'identifier les mesures prioritaires de transport en commun nécessaires pour répondre à la demande des usagers jusqu'en 2046 et d'étudier les possibilités d'améliorer l'environnement de déplacement pour tous les usagers de la route tout en intégrant des éléments d'une rue complète le long du couloir.

L'étude d'évaluation environnementale a examiné un large éventail de solutions de rechange et de conceptions adaptées au contexte concernant le couloir en mettant l'accent sur l'élaboration d'un plan recommandé qui soit compatible avec les utilisations des terrains du voisinage et qui minimise les impacts sur l'environnement avoisinant (sociaux, économiques, naturels et physiques).

Le plan recommandé (document 1) intègre des mesures prioritaires de transport en commun afin d'améliorer l'efficacité des services de transport en commun; il contient des éléments de rue complète, il offre une connectivité multimodale et il répond aux normes et directives d'accessibilité et autres normes et directives de conception applicables. Le document 1 comprend une conception fonctionnelle définitive, qui répond aux besoins du couloir jusqu'à l'horizon2046, ainsi qu'une conception fonctionnelle provisoire qui reporte certaines acquisitions immobilières importantes en réduisant l'empreinte à trois intersections clés (Hemlock, Montréal et Donald).

Les principaux avantages du plan recommandé sont résumés ci-dessous :

- Améliore la circulation sur le boulevard Saint-Laurent grâce à la mise en place de voies réservées aux autobus et de voies de saut de file d'attente aux intersections, ainsi qu'à l'amélioration de l'emplacement, des commodités et de la configuration des arrêts d'autobus.

  - Gain de temps de déplacement dans les transports en commun pouvant atteindre 4,4 minutes par autobus (direction nord) pendant les heures de pointe de l'après-midi en semaine.
  - Amélioration de la fiabilité pouvant atteindre 29 points de pourcentage (direction nord) pendant les heures de pointe de l'après-midi en semaine.

- Met en place des éléments de rue complète et améliore les installations pour piétons et cyclistes en fournissant de nouvelles pistes cyclables séparées et des trottoirs améliorés.

- Fournit une voie polyvalente sur le terre-plein central entre la rue Lemieux et la bretelle de sortie de l’autoroute 417 EB, ce qui élimine les conflits entre les utilisateurs des transports actifs (TA) et les bretelles à circulation fluide à l’échangeur de l’autoroute 417 et le boulevard St-Laurent.

- Fournit une liaison polyvalente vers la station St-Laurent.

- Rejoint les couloirs prioritaires prévus pour les transports en commun sur le chemin de Montréal et les voies d’autobus existantes sur le boulevard St-Laurent au sud du chemin Innes et de l’avenue Industrial.

- Met en place des intersections protégées à toutes les intersections équipées de feux de signalisation.

- Comprend un nouveau passage pour piétons (PXO) entre la place Meadow Park et la voie Karen.

- Améliore la connectivité multimodale avec les communautés adjacentes, les centres d'emploi et les commerces.

- Minimise les impacts sur les propriétés voisines grâce à une protection de l'emprise du couloir qui est généralement plus étroite que l'emprise désignée dans le plan officiel; aucun impact sur les cimetières Beechwood et Notre-Dame.

- Améliore la sécurité routière et offre un accès sans obstacle à tous les utilisateurs tout en respectant les normes et directives d'accessibilité et autres normes et directives de conception applicables.

- Encourage le développement et la régénération axés sur les transports en commun.

- Maintient une circulation acceptable le long du couloir et des rues qui le croisent afin de répondre à la demande future en matière de circulation, y compris le développement prévu dans la région.
- Offre la possibilité d'améliorer le domaine public, d'ajouter des arbres d'ombrage et d’augmenter la superficie paysagée, en fonction de la disponibilité des terrains.
- Prend en compte et intègre des stratégies d'atténuation et d'adaptation au changement climatique.

Exigences foncières

L’emprise requise pour le couloir afin pour permettre la réalisation du projet est plus étroite que l’emprise actuelle prévue dans le plan officiel, qui varie entre 26 mètres et 44,5 mètres. La nouvelle emprise recommandée le long du couloir varie entre 24,9 mètres et 35,9 mètres.

Cependant, à de nombreux endroits le long du couloir, des terrains supplémentaires sont nécessaires par rapport à l'emprise existante. Il est prévu que certains terrains destinés au plan provisoire et au plan définitif soient acquis dans le cadre d'un réaménagement d'ici la mise en œuvre du projet afin de permettre la construction future.

Consultation et contribution du public

Les parties prenantes ont été consultées par l'intermédiaire du Groupe de consultation des organismes, du groupe de consultation des entreprises et du groupe de consultation du public, ainsi que des groupes autochtones et divers services municipaux. Les groupes consultés comprennent : le Comité consultatif sur l'accessibilité, l'Institut national canadien pour les aveugles, le ministère des Transports de l'Ontario, la Commission de la capitale nationale, l'Office de protection de la nature de la vallée Rideau, le ministère des Richesses naturelles et des Forêts, le CN et VIA Rail, la zone d'amélioration commerciale Vanier, des promoteurs immobiliers, des propriétaires fonciers, des groupes d'entreprises, des conseils scolaires, des associations communautaires telles que l'association communautaire Manor Park et l'association communautaire Overbrook, des groupes d'intérêt spéciaux tels que Bike Ottawa et Transport Action Canada, ainsi que des entreprises de services publics.

Les principaux commentaires reçus sont les suivants :

- Demandes d'amélioration de la fréquence, de la vitesse et de la fiabilité des transports en commun le long du couloir;
- Soutien massif en faveur des voies réservées aux transports en commun;
- Préoccupations concernant les installations piétonnes et cyclables existantes, jugées incohérentes et dangereuses, notamment dans la zone de l'échangeur St-Laurent;
- Demandes d'amélioration de l'accessibilité;
- Demandes de liaisons piétonnes et cyclables vers le centre commercial St-Lauren;
- Préoccupations concernant les répercussions du plan recommandé sur les propriétés;
- Préoccupations concernant l'aménagement paysager limité prévu dans le plan recommandé;
- Demandes d'améliorations du domaine public et de l'aménagement des lieux;
- Demandes de mesures visant à réduire la vitesse le long du couloir;
- Soutien général au plan recommandé;
- Questions sur le calendrier de mise en œuvre du projet.

La consultation du public comprenait deux journées portes ouvertes et des communications par courriel et par le biais de sondages en ligne. D'autres réunions ont été organisées avec le ministère des Transports de l'Ontario, des spécialistes en accessibilité et les propriétaires fonciers concernés. Un site Web consacré au projet (https://www.ottawa.ca/fr/boulSt-Laurent) a été créé afin de partager des informations sur l'avancement de l'étude.

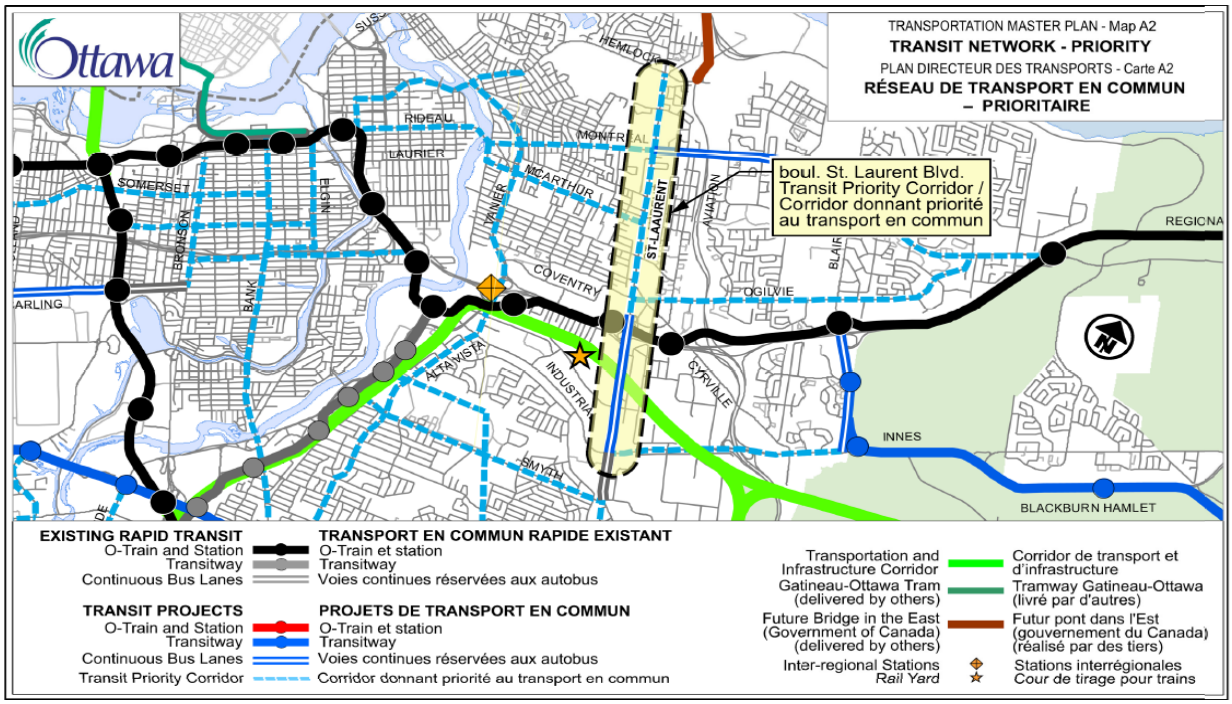
Les commentaires reçus dans le cadre des activités de consultation ont servi à élaborer le plan recommandé pour le projet.

BACKGROUND

St-Laurent Boulevard is an arterial road (Hemlock Road to Smyth Road) as well as a Mainstreet Corridor (Blasdell Avenue to south of Tremblay Road) (Figure 1). It is

primarily a four-lane facility, with two-lane sections at the north and south ends, and six lanes in the vicinity of Highway 417. In addition to serving vehicular traffic, it is used by numerous transit routes as well as pedestrians and cyclists.

Figure 1: St-Laurent Boulevard: Hemlock Road to Walkley Road (2025 TMP - Map A2)



St-Laurent Boulevard was identified in the City of Ottawa's 2013 Transportation Master Plan, Ottawa Pedestrian Plan and Ottawa Cycling Plan Update (ACS2013-PAI-PGM-0193) as a key component of the city's transit network and was recommended for upgrades to enhance transit operations, through transit priority measures.

On May 5, 2021, Transportation Committee approved the Statement of Work for the St-Laurent Boulevard Transit Priority Corridor (Hemlock Road to Innes Road/Industrial Avenue) Environmental Assessment (EA) Study (ACS2021-TSD-PLN-0004), enabling the staff to initiate and complete the Environmental Assessment (EA) of the project in accordance with the Ontario *Environmental Assessment Act,* Schedule 'C' project.

The 2025 Transportation Master Plan – Part 2 (ACS2025-PDB-TP-0012) confirmed the need for transit improvements on St-Laurent Boulevard; the 2025 TMP calls for the addition of continuous bus lanes south of St-Laurent Station within the Priority Transit Network, while a Transitway is identified in the Needs-Based Transit Network.

DISCUSSION

St-Laurent Boulevard extends from Walkley Road in the south to Sandridge Road in the north. The study area for this project includes a 5.2-kilometre section from Innes

Road/Industrial Avenue to Hemlock Road, which is designated as an arterial road and as a truck route south of Montreal Road. The road includes an interchange with Highway 417. The study area is currently used by numerous OC Transpo bus routes (7, 14, 17, 19, 20, 24, 40, 41, 620 and 633), with many routes providing transfer opportunities to the O-Train Line 1 at St-Laurent Station north of Highway 417. It is also heavily used by out-of-service buses accessing the OC Transpo garage at 1500 St-Laurent Boulevard.

Adjacent land uses north of Montreal Road include the Beechwood and Notre-Dame Cemeteries on the west side, and high-density residential buildings and commercial buildings on the east. Between Montreal Road and Ogilvie Road, the corridor is bounded by low- and medium-density housing and mixed commercial and institutional uses, including Queen Elizabeth Public School. St-Laurent Shopping Centre is situated on the west side between Ogilvie and Highway 417. Commercial uses and vacant land, as well as the OC Transpo Corporate Office and bus garage, border St-Laurent Boulevard south of Highway 417.

The City's Official Plan Schedule C16 identifies right-of-way protection of 26 metres from Hemlock Road to Montreal Road and 44.5 metres from Montreal Road to Innes Road. (Schedule C16 Road Classification and Rights-of-Way Protection identifies the right-of-way widths the City may acquire to accommodate future transportation needs.)

Need, Justification, and Existing Conditions

The sections of St-Laurent Boulevard studied under this Environmental Assessment are included in the 2025 TMP with proposed upgrades as follows:

- **Hemlock Road to St-Laurent Station:** Transit Priority Corridor on both the Needs-Based and Priority Transit Networks.
- **St-Laurent Station to Innes Road/Industrial Avenue:** Transitway on the Needs-Based Transit Network and Continuous Bus Lanes on the Priority Transit Network.

The City's Official Plan currently designates St-Laurent Boulevard as a Transit Priority Corridor over the full section between Hemlock Road and Innes Road/Industrial Avenue on the Transit Network - Ultimate (Schedule C2). This will be updated through a future amendment to reflect the 2025 TMP south of St-Laurent Station.

Transit Priority Corridors enhance the rapid transit network with measures such as transit signal priority, reserved bus lanes and queue jump lanes to improve transit service efficiency, reliability and help promote a shift towards sustainable transportation.

Transitways and Continuous Bus Lanes provide additional segregation from general traffic and further enhance transit service.

The St-Laurent corridor is also identified on the TMP's Cycling Network – Urban (Map D1) as part of the cycling network. The TMP further includes St-Laurent Boulevard as a cycling feasibility study between Montreal Road and Donald Street; feasibility was determined as part of this Environmental Assessment Study.

The corridor's Multi-Modal Level of Service (MMLOS) was also assessed to determine the convenience and comfort experienced by different roadway users. Seven road sections and 17 intersections were examined, with none meeting the Pedestrian Level of Service targets, due to insufficient sidewalks, high vehicle operating speeds, and intersection crossing widths. Two road segments met the Bicycle Level of Service targets, with the remainder deficient due to lack of dedicated cycling facilities. Transit Level of Service targets were met on one road segment and at 10 intersections; the others experienced excessive delays due to driveway friction and mixing with general traffic. Truck Level of Service targets were met at most locations.

For general traffic, all intersections and road segments were found to operate at level of service "D" or better during peak hours in 2019. Vehicular volumes over the 2016-2020 period showed minimal or negative growth on most segments and intersections, with forecasts using the City's TRANS model under various scenarios projecting annual growth rates in the - 1.0 per cent to +1.0 per cent range. At the 2046 horizon year, all intersections are expected to retain acceptable operating conditions, except for St-Laurent Boulevard and Montreal Road, which will be at capacity.

Evaluation of Alternatives

Corridor Segments

The study divided the corridor into five segments, reflecting their distinct characteristics, which lead to the potential for different solutions. The segments are:

Segment	Existing Roadway Features
Segment 1: Hemlock to North of Montreal	One lane each direction with turning lanes at some intersections, no median, painted bicycle lanes and bollards
Segment 2: Montreal to North of McArthur	Two lanes each direction, raised median
Segment 3: McArthur to North of Lemieux	Two to three lanes each direction with additional turning lanes at intersections, raised median, protected bicycle infrastructure the Donald Street intersection

Segment 4: Lemieux to Tremblay	Two to three lanes each direction with additional turning lanes at intersections, raised median
Segment 5: South of Tremblay to Innes/Industrial	Two lanes each direction with additional turning lanes at intersections, raised median

Evaluation of Alternative Solutions and Designs

Alternative planning solutions were developed and evaluated for each of the five segments to improve transit travel speed and reliability and implement Complete Streets. The evaluation was undertaken in consideration of the following planning principles:

- Support a reduction in automobile dependence;
- Integrate transportation and land use;
- Protect the environment and enhance the economy;
- Recognize and meet the diverse mobility needs of all residents, businesses and visitors;
- Promote better public health; and
- Improve safety for all users.

The evaluation resulted in a range of preferred alternative solutions in different corridor segments, as follows:

Study Corridor Segment	**Bus Stop and Complete Street Enhancements**	**Isolated Transit Measures**	**Provide Transit-only Lanes**	**Description**
Segment 1: Hemlock to North of Montreal	✓			The Transportation Assessment did not identify any critical movements for buses which would result in significant delay, isolated transit priority measures are not warranted. The design instead focused on bus stop and complete street enhancements.
Segment 2: Montreal to North of McArthur	✓	✓		Bus stop and complete street enhancements are recommended. Isolated transit priority measures will also be implemented at intersections where warranted to improve bus travel times and reduce queuing at critical points. Analysis found that north-south buses will encounter little delay in this segment and, as such, it would not benefit significantly from transit-only lanes.

Segment 3: McArthur to North of Lemieux	✓	✓	✓	All three preferred solutions are recommended at locations within this segment. Implementation of transit lanes to McArthur Avenue supports connecting communities with the O-Train network and improves travel times for transit. Where warrants are not met and in more constrained areas, isolated transit priority measures are recommended. Bus stop and complete street enhancements will be implemented throughout.
Segment 4: Lemieux to Tremblay	✓	✓	✓	All three preferred solutions are recommended at locations within this segment. Near Highway 417, reallocation of vehicle lanes will create short bus lane segments that operate as queue jump lanes through signalized intersections. Bus stop and complete street enhancements will be implemented throughout.
Segment 5: South of Tremblay to Innes/ Industrial	✓		✓	Transit-only lanes through widening are recommended. Bus stop and complete street enhancements will be implemented throughout.

The study also examined whether a general-purpose lane could be reallocated to transit throughout the entire corridor. The conclusion was that most major intersections would operate at or over capacity (indicating that vehicle demand exceeds capacity) during one or both peak periods, and that converting an existing lane to provide a continuous bus lane in each direction over the entire study corridor was not practical due to congestion. The study, however, recommends lane conversion in some segments of the corridor, in one or both directions.

Alternative solutions not carried forward include:

- Do Nothing
- Expand Road Capacity
- High-Occupancy Vehicle Lanes
- At-Grade Rapid Transit Facility

The three preferred solutions were carried forward, and alternative designs were developed, analyzed and evaluated for each segment of the corridor. The preferred designs yielded the Recommended Plan for the corridor (Document 1). Features of the Recommended Plan are discussed below, along with key design challenges and preferred options to address these challenges.

Recommended Plan

Overview

The Recommended Plan includes the following key features:

- Implements transit priority measures and transit supportive measures;
    - Implements sections of bus-only lanes and queue jump lanes (described in detail below)
    - Improves bus stop locations, amenities and configurations, such as shelters, seating, and accessible landing areas.
- Adds new 2.0 metre cycle tracks and improved 2.0 metre sidewalks on both sides, separated by half-height curbs as per the City's most recent standards;
- Implements protected intersections at all signalized intersections;
- Adds crosswalks and cross rides at stop-controlled intersection approaches and major driveways;
- Adds a new multi-use pathway to connect to the St-Laurent O-Train station;
- Adds a new median multi-use pathway to remove conflicts between active transportation users and free-flow Highway 417 ramps;
- Provides the opportunity to enhance the public realm, adding shade trees and landscaping; and
- Implements accessibility design standards along the entire length of the corridor.

Expected benefits include the following:

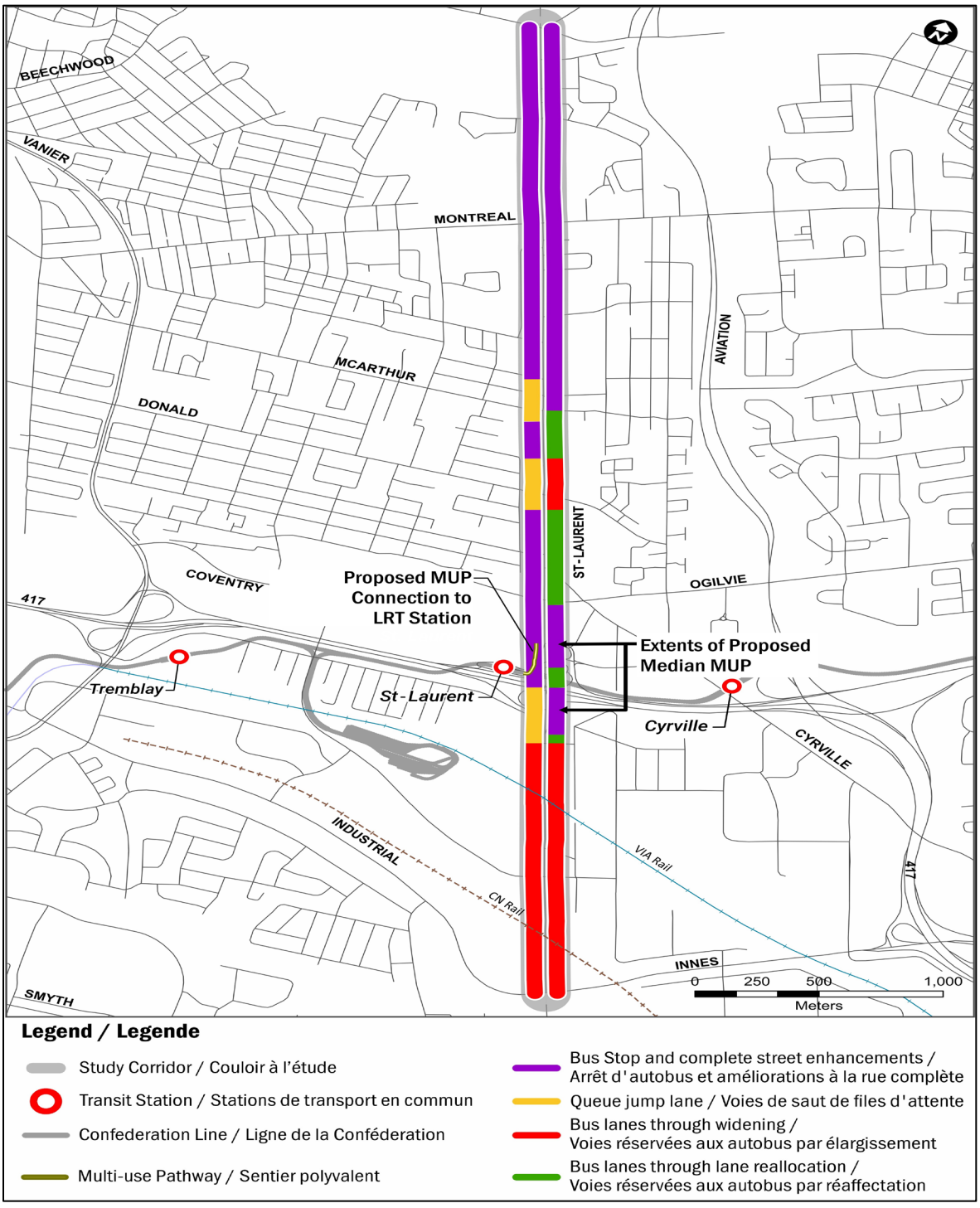
- Improves transit operations on St-Laurent Boulevard, resulting in travel time savings and improved service reliability;
- Implements Complete Streets and improves active transportation facilities;
- Improves road safety for all users;
- Improves multi-modal connectivity to adjacent communities, employment centres and commercial uses;
- Improves the public realm and expands placemaking opportunities;
- Ties into planned transit priority corridors on Montreal Road and Innes Road; complements existing transit priority on St-Laurent Boulevard south of Innes/Industrial
- Considers and incorporates climate change mitigation and adaptation strategies; and,
- Encourages transit-oriented development.

For general traffic, the Recommended Plan is expected to maintain acceptable traffic operations throughout the corridor and at intersecting streets, including accommodating

future traffic demand and traffic demand from planned development in the area. The Recommended Plan introduces smart channels for right turn movements at Montreal Road, Ogilvie Road and Innes Road/Industrial Avenue. The Recommended Plan also removes the existing median between Malartic Avenue and south of Guy Street and removes auxiliary left-turn lanes at three locations, reducing property impacts while maintaining traffic operations.

Figure 2 provides an overview of the Recommended Plan, illustrating the location where the four types of transit enhancements are proposed (bus stop and complete street, queue jump lanes, bus lanes through widening, and bus lanes through reallocation of an existing general-purpose lane). The recommended Functional Design Plan is illustrated in the three roll plans attached as Document 1. Figures 3 to 7 illustrate typical cross-sections for each of the five segments.

Figure 2: Overview of the Recommended Plan

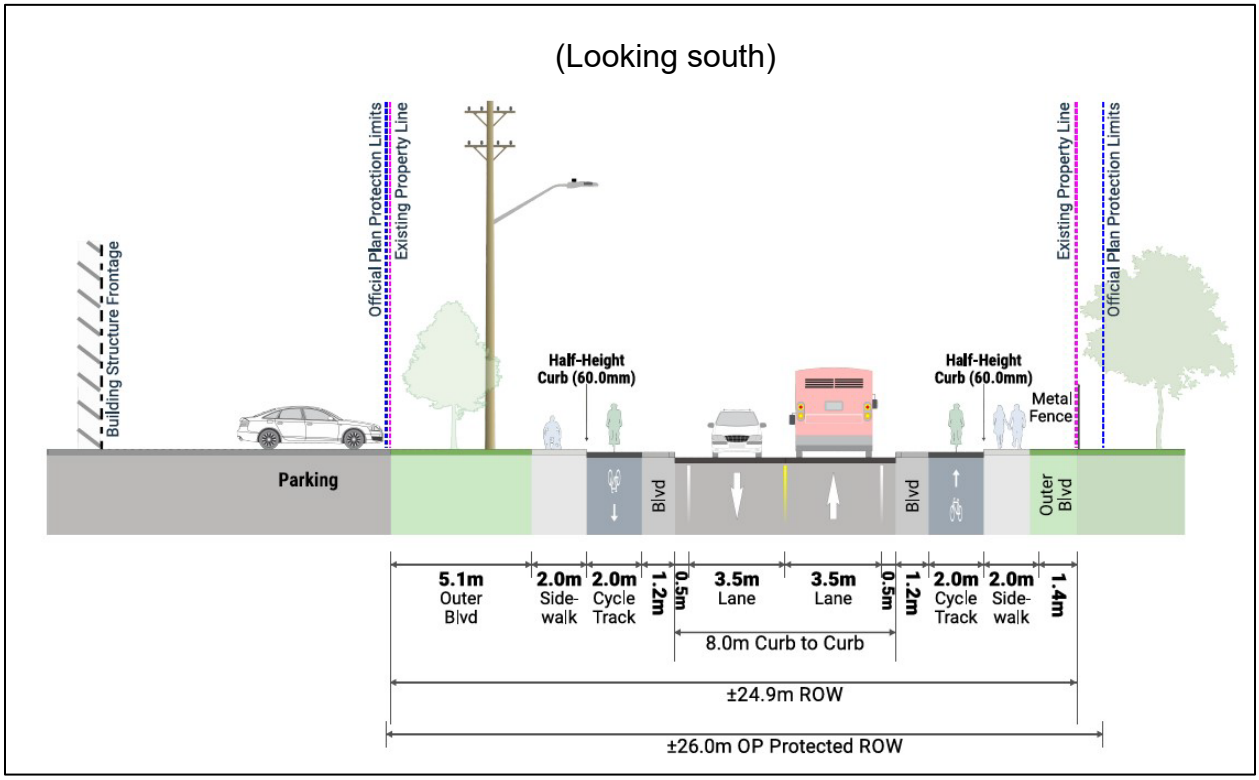


Segment 1 – Hemlock Road to North of Montreal Road

The design (Figure 3) from Hemlock Road to north of Montreal Road includes two travel lanes, upgraded sidewalks, dedicated cycling facilities and enhanced bus stops. Buses

will operate in mixed traffic. It introduces a new PXO midblock between Meadow Park Place and Karen Way to facilitate roadway crossing and improved access to bus stops from the nearby communities, commercial and institutional land uses. The existing PXO between Brittany Drive / Dunbarton Court and Montreal Road is maintained. The design ensures the Beechwood Cemetery, a National Historic Site of Canada and Notre-Dame Cemetery remains unaffected. The recommended design features support the Mainstreet designation of the corridor.

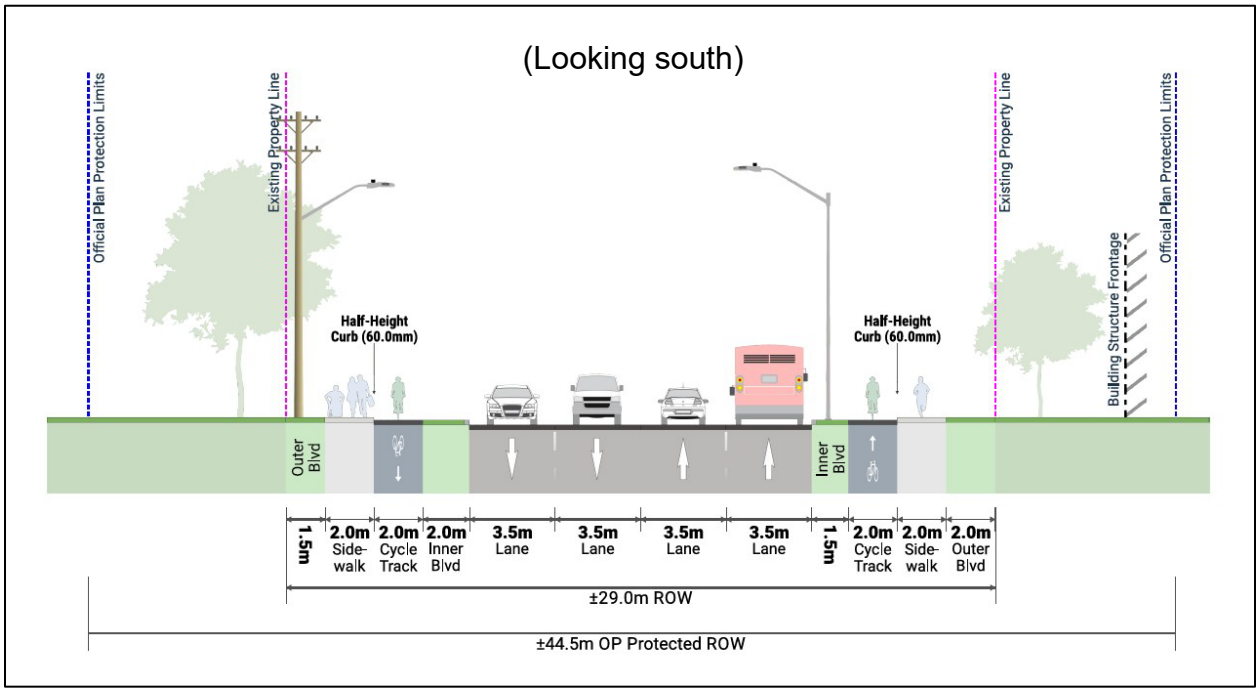
Figure 3: Segment 1 – Hemlock Road to North of Montreal Road



Segment 2 – Montreal Road to North of McArthur Avenue

In this segment (Figure 4), two vehicular lanes in each direction are retained and the design adds upgraded sidewalks, dedicated cycling facilities, and bus stop enhancements. At the Montreal Road intersection, the existing lane configuration is retained, and a northbound right turn channel is added. Transit priority measures were considered but were determined to have limited benefit at this location. The Study included extensive analysis of options and traffic analysis for this intersection.

Figure 4: Segment 2 – Montreal Road to North of McArthur Avenue



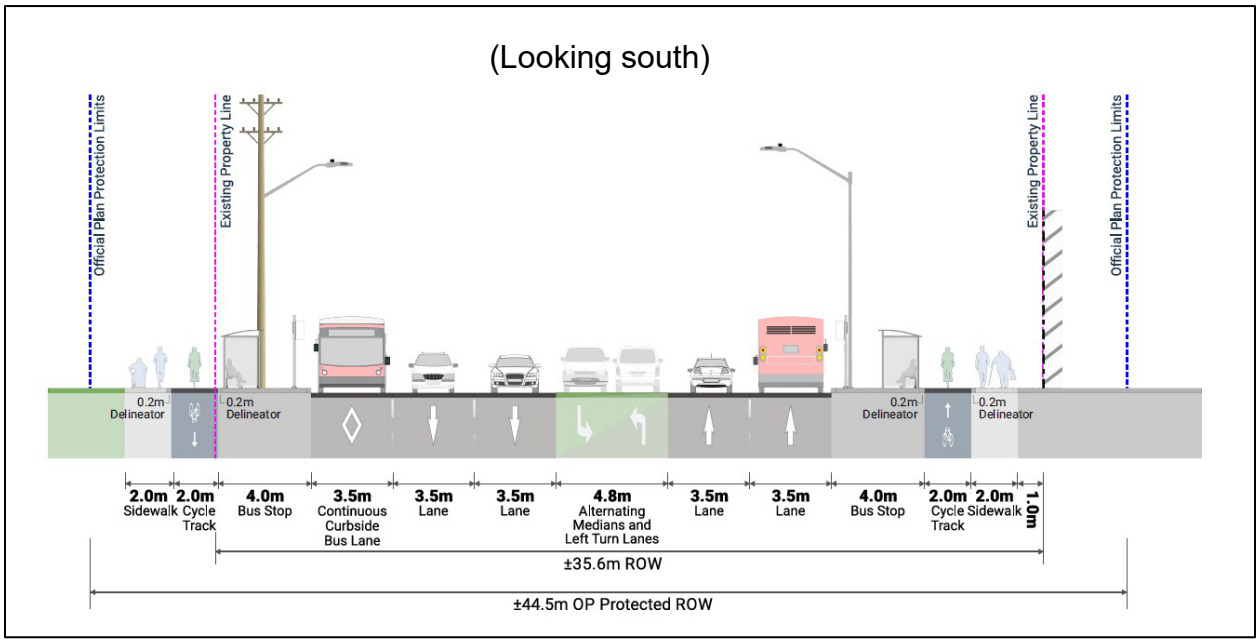
Segment 3 – McArthur Avenue to North of Lemieux Street

In this segment (Figure 5), a northbound bus lane is added through reallocation of an existing general-purpose lane. Traffic analysis conducted during the EA indicates that northbound traffic will continue to operate acceptably with this lane conversion. In the southbound direction, the EA recommends buses operating in mixed traffic with transit priority at intersections; lane conversion would cause significant deterioration in traffic operations, and widening the road is not recommended due to property impacts. The design in this segment also includes upgraded sidewalks, dedicated cycling facilities and enhanced bus stops.

Recommendations for **transit priority measures** at each intersection are as follows:

- McArthur Avenue and Donald Street – Shared transit/right turn lane with a bus-only receiving lane through widening and possible transit signal priority
- Donald Street – Shared transit/right turn lane, widening on far side for transit receiving lane, possible signal priority for buses
- RioCan Shopping Centre and Cyrville Road –Bus stop enhancements only
- Ogilvie Road/Coventry Road – Transit approach lane by reallocating one of three vehicle lanes, possible signal priority for buses

Figure 5: Segment 3 – McArthur Avenue to North of Lemieux Street



Segment 4 – Lemieux Street to Tremblay Road

This segment is the most complex, due to interfaces with the St-Laurent O-Train Station and the Highway 417 interchange. Evaluations were undertaken to determine transit priority measures at intersections; active transportation facilities at the Highway 417 interchange; and active transportation connections to St-Laurent Station.

The resulting cross-section (Figure 6) includes two general purpose lanes in each direction, a northbound bus lane between Highway 417 S-W and LRT station bus access ramp intersection, and a median multi-use pathway with barrier protection from the adjacent traffic lanes. The bus lane and multi-use pathway are added through reallocation of one of three existing general-purpose lanes in each direction; traffic analysis indicates that traffic will continue to operate acceptably with these lane conversions. This segment also includes a multi-use pathway connection between St-Laurent and the bus platforms at St-Laurent Station, protected from adjacent traffic by a barrier, as well as a bus turnaround (between the Highway 417 eastbound off-ramp and Tremblay Road) providing OC Transpo buses with secondary access to St-Laurent Station.

Transit Priority at Intersections – Addition of transit priority was not feasible at most approaches to the four intersections in this segment due to property and structure restrictions. Improvements are recommended at two intersection approaches Lemieux Street (northbound) and Tremblay Road (southbound) as described below.

- Lemieux Street (northbound) – Bus stop enhancements are recommended: solutions are restricted by potential property impacts and traffic volumes/turning conflicts
- Tremblay Road (southbound) – Widening is recommended to provide a transit approach lane: property available to construct a queue jump lane.

Active Transportation Facilities at the Highway 417 Interchange – The preferred solution is a median multi-use pathway, as this removes conflicts between pedestrians/cyclists and vehicles at the four free-flow Highway 417 ramps.

Other options that were considered but not carried forward are identified below, including the rationale for not carrying them forward:

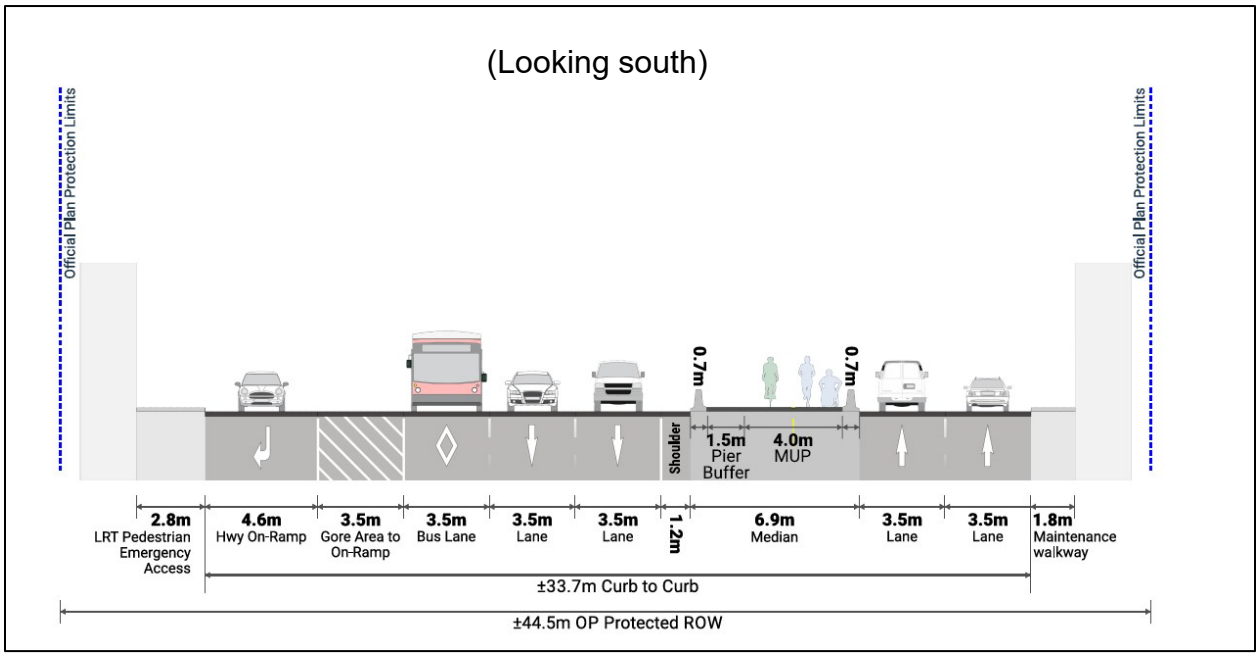
- Unidirectional cycle tracks and sidewalks: retains unsafe crossings at three free-flow ramps.
- East side multi-use pathway with realigned S-W ramp: removes free-flow ramp conflicts but would be very costly and may not meet geometric requirements.
- West side multi-use pathway with realigned N-E ramp: retains conflicts at N-W free-flow ramp.
- Active transportation crossing at 599 Tremblay (west side) to connect the anticipated mixed-use development on this federal site with St-Laurent Station: not carried forward due to excessive out-of-way travel.
- Active transportation bridge over Highway 417 and the O-Train on the east side of St-Laurent Boulevard: excessive grades (seven per cent) on crossing.
- Active transportation tunnel under Highway 417 and overpassing the O-Train on the east side of St-Laurent Boulevard: costly, nonideal conditions for pedestrians and cyclists.

The Recommended Plan (Document 1) in this segment retains northbound bus access on the Highway 417 S-W / Transitway on-ramp intersection, and the existing east sidewalk between the emergency LRT egress at the Highway 417 S-W ramp and the Highway 417 EB off-ramp intersection. Signage and other treatments will be implemented to ensure that it is not used during non-emergency situations. The design retains the maintenance strips on both sides of St-Laurent allowing access for inspection of the bridge abutments and piers.

Active Transportation Connections to St-Laurent Station – The preferred solution is to construct a new multi-use pathway along the Highway 417 N-W On-Ramp / Station Access Ramp. This was assessed as the safest and most constructable option.

Other options considered but not carried forward included: improving the existing sidewalk connection, providing a facility within the mall parking garage, and adding an active transportation crossing at 599 Tremblay as described above.

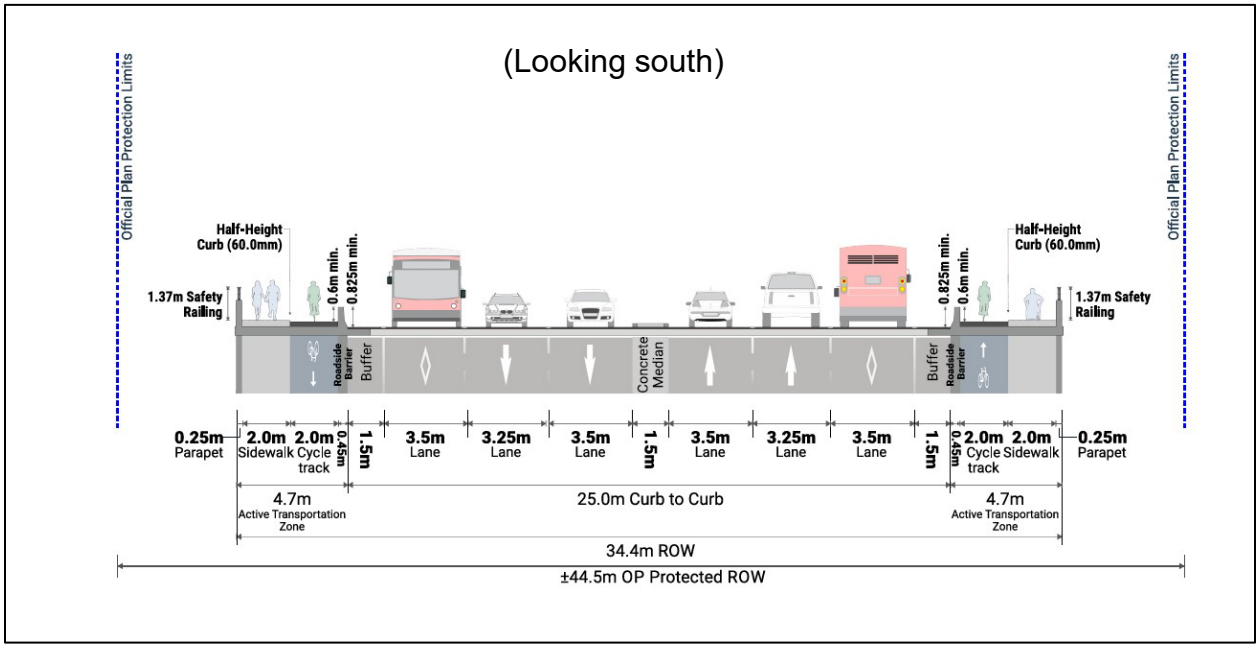
Figure 6: Segment 4 – Lemieux Street to Tremblay Road



Segment 5 – South of Tremblay Road to Innes Road/Industrial Avenue

The preferred solution for this segment (Figure 7) is to maintain the existing four general traffic lanes and widen the corridor to provide continuous bus lanes in each direction as well as widened sidewalks and cycle tracks. This is feasible as there are fewer property constraints in this segment and will provide high transit travel speed and reliability on this important segment of the corridor.

Figure 7: Segment 5 – Tremblay Road to Innes Road/Industrial Avenue



Functional and Phased Implementation Designs

The study has resulted in the development of a Functional Design and a Phased Implementation Design for the project. The Phased Implementation Design offers a reduced footprint (shown as insets in attached Document 1) at three key intersections (Hemlock, Montreal, and Donald), allowing the City to defer significant property acquisition while still implementing the project and providing mobility improvements and is expected to operate acceptably with existing traffic volumes and some future growth but would not fully accommodate 2046 projected traffic. The Phased Implementation Design could be implemented to improve the corridor ahead of the Functional Design, allowing impacted buildings to remain. Once redevelopment occurs, the City could acquire the required right-of-way to be able to implement the Functional Design. The Phased Implementation Design minimizes throwaway costs by aligning with the Functional Design where possible.

Summary of Transit Priority Measures and Expected Benefits

The Recommended Plan introduces the following transit measures to improve transit travel times and reliability:

- Continuous curbside bus lanes in both directions from Innes Road/Industrial Avenue to Tremblay, as well as northbound from Ogilvie Road to McArthur Avenue.

- Reallocates a northbound lane (between the Highway 417 S-W ramp and the bus access loop to St-Laurent Station) and a southbound lane (between the Highway 417 N-E ramp and the Highway 417 EB Off-Ramp) to bus lanes. These short bus lane segments will effectively operate as queue jump lanes through signalized intersections.
- Queue jump lanes at the intersections of Ogilvie Road and Tremblay Road.
- Shared southbound right-turn / queue jump lane at McArthur Avenue and Donald Street.

These measures are expected to deliver transit benefits along the length of the corridor:

- Transit travel time savings of up to 4.4 minutes/bus (northbound) in the weekday PM peak period.
- Up to 29 percent-point reliability improvement (northbound) in the weekday PM peak period.

Bus stop improvements and complete street features along the length of the corridor will also support the creation of a Mainstreet Corridor that encourages walking, cycling, and transit use, and serves as a potential catalyst for transit-oriented development.

Road Safety Audit

A Road Safety Audit (RSA) of the functional design was undertaken to identify any potential safety issues. Many of the recommendations were incorporated into the functional design. There are a few more complex issues which have been documented in the study report and will be fully considered during detailed design e.g. review of current MTO Standards at ramp crossings (new standards are under development by MTO Currently).

Property Impacts

The current right-of-way protection identified in the Official Plan varies between 26.0 metres and 44.5 metres. The property requirements identified in this study are generally narrower than the Official Plan right-of-way protections. However, in many locations along the corridor, additional property is required relative to the existing right-of-way. The new ROW requirement along the corridor varies between 24.9 metres and 35.9 metres.

At present, the recommended Functional Design affects 79 properties, with eight (8) requiring full acquisition due to the degree of project impact. The remaining 71 properties would be impacted by varying amounts, could affect operations/functionality of the property, or encroach on yards, signs, and parking areas. The Phased Implementation Design would require full acquisition of two (2) properties, with 68 properties affected to varying degrees. The Phased Implementation Design would require full acquisition of two (2) properties, with 68 properties affected to varying degrees.

In total, the project will require approximately 1 hectare of property. This includes both private (0.81 hectares) and public (0.19 hectares) lands.

Implications of Bill 212

The conversion of a southbound lane to enable the addition of a multi-use pathway at the Highway 417 interchange may require provincial approval under Bill 212, since the pathway is partly intended to support cycling. City staff will review Bill 212's regulations once they are released and determine any necessary action.

Costs of the Recommended Plan

The Class C estimate to design and implement the Recommended Plan for the project is $260 million (2025 dollars).

The Class C estimate to design and implement the Phased Implementation Design is $241 million (2025 dollars).

Implementation and Phasing

The Recommended Plan developed for the corridor also allows for phased segment implementation of the project. Based on transit benefits, property impacts, active transportation need, costs, and equity considerations, the following segments are the highest priorities for implementation:

- Segment 3: McArthur Avenue to North of Lemieux Street ($53 million)
- Segment 4: Lemieux Street to Tremblay Road ($38 million)
- Segment 5: South of Tremblay Road to Innes Road/Industrial Avenue ($89 million)

The 2025 TMP Capital Infrastructure Plan identifies transit improvements within Segments 4 and 5 for implementation as part of the Priority Transit Network; these are expected to be implemented before 2046. The other sections do not currently have implementation schedules; however, improvements within Segment 3 could be

implemented in conjunction with Segments 4 and 5, or in advance of these segments through the Transit Priority Isolated Measures program funding.

The following segments have lower priority for implementation but should still be advanced if funding is available or if coordination opportunities exist:

- Segment 1: Hemlock to North of Montreal Road ($39 million)
- Segment 2: Montreal Road to North of McArthur Avenue ($41 million)

Implementation of all segments remains contingent upon key factors such as funding availability; future development/redevelopment; and City Council priorities.

COMMENTS BY THE WARD COUNCILLOR(S)

Ward 11 (Beacon Hill-Cyrville): The Councillor is aware of the report.

Ward 12 (Rideau-Vanier): The safety of pedestrians and cyclists, and the efficient passage of busses down the corridor should be the top priorities of this project. Insofar as the project facilitates these priorities, it has my approval.

Ward 18 (Alta Vista): The Councillor concurs with the plan.

Ward 13 (Rideau-Rockcliffe): I am pleased to support the recommendations in this comprehensive Environmental Assessment study for the St-Laurent Boulevard Transit Priority Corridor. This project represents the culmination of years of community advocacy and planning that originated through the Building Better Revitalized Neighbourhoods initiative, demonstrating our commitment to evidence-based infrastructure improvements that respond directly to resident needs and safety concerns.

The EA study has produced a well-researched and thoughtful approach to addressing the long-standing transportation challenges along this critical corridor. The origins of this work in community-driven revitalization efforts underscore how bottom-up planning can lead to transformative infrastructure investments that benefit multiple transportation modes while supporting neighbourhood regeneration.

Of particular importance is the focus on creating safe active transportation infrastructure throughout the corridor, but especially in the most dangerous areas for pedestrians and cyclists. The current conditions near the Highway 417 interchange represent an unacceptable safety risk for vulnerable road users. The innovative median multi-use pathway solution proposed for Segment 4 addresses this critical safety gap by removing conflicts between active transportation users and free-flow highway ramps. This design

represents exactly the kind of creative problem-solving needed to retrofit existing infrastructure for multi-modal safety.

The protected intersections planned for all signalized intersections, combined with new cycle tracks and improved sidewalks, will create a dramatically safer environment for residents who choose to walk, cycle, or use transit. These improvements are not just about transportation - they are about creating communities where families can feel safe letting their children walk to school, where seniors can access services independently, and where residents can make sustainable transportation choices.

Equally important to the physical infrastructure improvements will be the need for comprehensive driver education and public awareness campaigns to ensure all road users understand how to safely navigate these new facilities, including protected intersections. Protected intersections, while proven to dramatically improve safety, represent a significant change from traditional intersection design that many drivers will be encountering for the first time. Similar to the accessibility education campaign mentioned in the study for the unique median multi-use pathway, we will need robust public information initiatives to teach drivers, cyclists, and pedestrians how these intersections function. This education must begin well before construction completion and continue through the initial implementation period to ensure safe adoption of these new traffic patterns.

I also recognize that implementing this transformative vision will require careful attention to the impacts on local residents and businesses. The study identifies 79 properties affected by the Ultimate Plan, with varying degrees of impact on access, parking, and operations. This is a significant concern that must be managed with sensitivity and comprehensive support.

Moving forward, it will be essential that staff work closely with affected property owners to develop tailored solutions that maintain reasonable ingress and egress while achieving the safety and mobility objectives of the project. This may require creative approaches such as consolidated access points, shared driveways, or alternative parking arrangements. The success of this project depends not just on the quality of the infrastructure design, but on our ability to implement it in a way that respects existing businesses and residential uses.

I also support the phased implementation approach outlined in the study, which allows for priority segments to move forward while providing time to address complex property and access issues in other areas. The Interim Plan provides a practical pathway to

begin realizing the benefits of improved transit priority and active transportation safety while deferring the most challenging property acquisitions.

The extensive consultation process undertaken for this study reflects the complexity of balancing multiple interests and objectives. As we move toward implementation, maintaining this collaborative approach with residents, businesses, and stakeholders will be crucial to ensuring that the final design serves the diverse needs of our communities while delivering the safety improvements our residents deserve. I look forward to this consultative work continuing as the City moves through the detailed design and implementation phases of this transformative project.

ADVISORY COMMITTEE(S) COMMENTS

Accessibility representatives have been engaged throughout the study period. This consisted of targeted meetings with City and external Accessibility Representatives, as well as a specific accessibility review of the Recommended Plan. An accessibility focused meeting was held on August 23, 2023 with AAC, CNIB, and Ottawa Disability Coalition**.** Following the meeting, CNIB rep provided comments which were endorsed by AAC rep. The study team has incorporated feedback feasible into the functional design; but note that further opportunities will be possible to refine the functional design consistent with contemporary standards when the project proceeds to preliminary and detailed design phases.

Feedback received from the Accessibility review was focused on the navigation of the median multi-use pathway by users with varying levels of ability. Given its uniqueness, it requires further consideration and investigation during the next phases of the project to which is the basis for this site-specific mitigation measure of an Accessibility Plan. The Accessibility Plan will include further exploration of feedback received from the accessibility review. Feedback received includes:

- Detailed design should explore opportunities to incorporate non-standard tactile and graphic signage to direct users with vision and/or cognitive impairments to use the median multi-use pathway, given the uniqueness of the configuration.
- Project implementation should seek to include an audible cue with repeating verbal instructions for users to wait for the signal to cross at key signalized crosswalks along the median multi-use pathway.
- Implementation should ensure that 600 millimetres of space is provided on both sides for directional TWSIs to optimize cane detectability.

- A public information campaign (i.e., as has been done to teach use of a roundabout) should be conducted to inform everyone how to navigate the median multi-use pathway, with a special focused component for those with relevant disabilities.

- Consultation and coordination should be undertaken with the CNIB regarding the uniqueness of the median multi-use pathway, to enhance accessibility features, and potentially arranging for specific wayfinding training for low/no vision users.

- Creative delineation measures should be explored to enhance safety along the multi-use pathway segments e.g. use of rumble strips or grooved pattern in the asphalt for centreline.

- Ongoing consultation should be carried out through the next phases of the project with accessibility representatives.

CONSULTATION

The development of a Recommended Plan for the project benefitted from the guidance of three Consultation Groups: an Agency Consultation Group (ACG); a Business Consultation Group (BCG); and a Public Consultation Group (PCG).

Stakeholders engaged during the consultation process include Indigenous groups; City's Planning, Development & Building Services; Public Works; Transit Services, Infrastructure and Water Services; Strategic Initiatives (Realty Services); Legal Services; and Legislative Services (Corporate Accessibility Branch). Other groups consulted include: Accessibility Advisory Committee; Canadian National Institute for the Blind; Ministry of Transportation (MTO); National Capital Commission; Rideau Valley Conservation Authority; Ministry of Natural Resources and Forestry; CN and VIA Rail; Vanier Business Improvement Area; Morguard; developers; landowners; business groups; school boards; community associations such as Manor Park Community Association, Overbrook Community Association; special interest groups such as Bike Ottawa, Transportation Action Canada; and utilities companies such as Enbridge; Hydro One; Hydro Ottawa; Bell Canada, within the study area.

A total of three meetings each occurred with the Consultation Groups as noted below:

- ACG: June 13, 2022; June 19, 2023; and May 14, 2025.

- BCG & PCG: June 14, 2022; June 21, 2023; and June 17, 2025

These meetings were held virtually and included a presentation containing information about the study progress, next steps, followed by discussion.

Input received at these meetings include:

- Requests for improved efficient transit service;
- Strong support for dedicated transit lanes;
- Concerns about inconsistent and unsafe pedestrian and cycling facilities including St-Laurent interchange area;
- Request for accessibility improvements;
- Concerns about property impacts of the recommended plan;
- Acknowledgement of challenges associated with designing and implementing the median multi-use pathway facility through St-Laurent interchange area given the space and jurisdiction limitations;
- Requests for pedestrian and cycling connectivity to the St-Laurent Station and Shopping Centre;
- Requests for consideration of street trees; and public place-making;
- Concerns regarding planned developments in proximity to the corridor;
- Concerns about social equity along the corridor;
- Requests to enhance the community and residential street feel, in particular the segment from Montreal Road to McArthur Avenue;
- Requests for measures that reduce speeds along the corridor;
- Concerns regarding impact and cost of moving hydro lines on the east side of corridor;
- General support for the Recommended Plan; and
- Questions about project implementation timelines.

Consultation with individual external stakeholders and landowners was also undertaken to discuss focused topics such as impact on adjacent properties, how the project relates

to specific policies or mandates of agencies, connections to employment and residential land uses and future development opportunities.

Two public consultation events were held at key stages of the study to obtain feedback from the public: Open House #1 on June 22, 2022 (virtual), and Open House #2 on June 18 (virtual) and June 19 (in-person), 2025. These events presented work on confirming the problem or opportunity; evaluation of alternative solutions and alternative designs; and presenting the Preliminary Recommended Plan for the corridor.

Buckslips were mailed out for an area surrounding the study corridor and notices were mailed directly to landowners adjacent to St-Laurent Boulevard. The buckslips and notices provided information about the public meetings. Notice of Open House meetings were posted on the City's project website which included the link to register for the Zoom meeting. Geo-targeted advertisements were posted on social media websites such as Facebook. Advertisements were also placed in citywide newspapers including the Ottawa Citizen and LeDroit on June 11 and 18, 2022 and June 7 and 14, 2025. Information about Open House events was shared in the Consultation Group meetings (Agency, Public, and Business Consultation Groups) and group members were encouraged to share the information as appropriate. Copy of the newspaper advertisement was also shared with study area councillor offices for onward distribution to their mailing list. An email reminder was also sent on June 21, 2022 and June 13, 2025 to the individuals on project stakeholder list.

To assist with obtaining feedback on the materials presented, an online survey was provided on the study's website. Alternatively, emails could be submitted, or the City project manager could be contacted to arrange other means of providing feedback. A total of 155 surveys were submitted, 20 emails and four phone calls were received providing feedback.

A project website (www.ottawa.ca/stlaurentblvd) was also developed and maintained with consultation materials for the study, including key milestones, display boards, presentations, and notices, consistent with the EA process. Information posted on the website was also formatted in a manner compatible with the City's accessibility guidelines.

Indigenous Groups:

Indigenous Land Claims

The study corridor is within the Algonquins of Ontario land claim area. There is no known current use of lands and/or resources for traditional purposes nearby. Known areas used for traditional fishing include the Ottawa River which is more than one kilometre from the study corridor.

Indigenous Groups were identified in coordination with the Ministry of the Environment, Conservation and Parks (MECP). Communities consulted include Ottawa Region Métis Council, Algonquins of Ontario, Algonquins of Pikwàkanagàn, Kitigan Zibi Anishinabeg, and the and the Métis Nation of Ontario.

Initial engagement was to introduce the project and identify opportunities for involvement. Notifications were also shared throughout the study process. Copies of the Stage 1 Archaeological Assessment and Cultural Heritage Report were made available for review and comments. Copy of the Study Report (ESR) will also be provided for comments during the 30-day public review of the EA process.

Consultation with the representatives of Indigenous groups occurred through emails**.** To date, no issues were communicated to the study team.

LEGAL IMPLICATIONS

There are no legal impediments to approving the recommendations of this report.

RISK MANAGEMENT IMPLICATIONS

There are no risks associated with approving the recommendations of this report.

ASSET MANAGEMENT IMPLICATIONS

The implementation of the Comprehensive Asset Management program enables the City to effectively manage existing and new infrastructure to maximize benefits, reduce risk, and provide safe and reliable levels of service to community users. This is done by establishing clear and consistent levels of service, such as those established in the report.

The work to support the St-Laurent Boulevard Transit Priority Corridor will provide infrastructure to support a modal shift towards communal transport, cycling and walking, and reduce future pressure on the road network, thus extending the useful life of these

assets and allowing the City to support transportation service to a greater number of residents at a lower lifecycle cost.

To further support the sustainment of any new City-owned infrastructure at an optimal lifecycle cost, consideration must be given to planning for corresponding future operational and capital budgets to support the lifecycle maintenance and renewal interventions at the appropriate time. The City must also account for future asset depreciation when reviewing long term financial sustainability.

FINANCIAL IMPLICATIONS

The Class C estimate to design and implement the recommended design for the project is $260M (2025 dollars), while the Class C estimate to design and implement the phased implementation design is $241M (2025 dollars). There is currently no budget in place. Timing of implementation will be subject to Council approval through the annual budget process and in accordance with master plans, current and future development charge background studies and long-range financial plans.

ACCESSIBILITY IMPACTS

The EA study included numerous opportunities for public consultation (see Consultation section of this report). A representative of the Accessibility Advisory Committee participated in the consultation process which resulted in a functional design that follows the City's Accessibility Policy and Design Standards, the Accessibility for Ontarians with *Disabilities Act,* 2005, the Integrated Accessibility Standards Regulation, O. Reg. 191/11 and other relevant accessibility guidelines. The study's Recommended Plan received support given its focus on the provision of an accessible, safe and integrated transportation network for pedestrians, cycling, transit users and those with disabilities.

The implementation of this project will result in several accessibility improvements, including:

- New and improved sidewalks, cycle tracks and median multi-use pathway at Highway 417/St-Laurent Boulevard interchange.
- New and improved bus stop locations and amenities.
- New boulevards that will include opportunities for tree planting, rest areas and shade.
- Protected intersections that incorporate design features of separated cycling and pedestrian crossings.

- Additional crossing opportunities to reduce the spacing between existing intersections and improve connectivity to adjacent land uses and major destinations.

Staff remain committed to addressing accessibility concerns and eliminating barriers to persons with disabilities in the implementation of this project. Additional consultation with the AAC will occur during detailed design and construction phases, ensuring pedestrian safety during construction and on other AODA consultative requirements.

ENVIRONMENTAL IMPLICATIONS

An assessment of the environmental implications of the project was undertaken, which included establishing mitigation measures to address areas of concern. The key issues are listed below.

Stormwater Management

A detailed analysis was undertaken to determine stormwater management requirements for the Recommended Plan. Flow increases were generally minor, with one new pond in the vicinity of Tremblay Road recommended and some adjustments to existing flow routes.

A Corridor Drainage and Management Plan will be prepared in support of the detailed design at the time of implementation.

Noise

The analysis concluded that with future projected traffic volumes, noise levels will marginally increase above current levels. Based on the City's current policies, no noise mitigation is required for the project but retrofit barriers could be investigated under the City's Local Improvement Policy and Guidelines.

Climate Change

The EA study process benefitted from the City of Ottawa's Climate Change Vulnerability & Risk Assessment (May of 2022) report which identifies the top climate risks facing Ottawa.

The Recommended Plan includes consideration of climate change and incorporates mitigation and adaptation strategies. Opportunity to enhance landscaping and improve AT facilities as part of the project will contribute to improved public health. The Recommended Plan is designed to be flexible to allow for the integration of

contemporary climate change adaptation measures at the time of implementation. While the current design may not address all future climate scenarios, it can be refined during later phases through elements like landscaping, stormwater enhancements, and asphalt mix selection.

TERM OF COUNCIL PRIORITIES

The report recommendations align with following strategic priorities as outlined in 2023-2026 Term of Council Priorities:

- A city that is more connected with reliable, safe and accessible mobility options.
- A city that is green and resilient.

SUPPORTING DOCUMENTATION

Document 1: Recommended Plan (Three roll plans)

  - Glasgow Street to Cote Street
  - Cote Street to Tremblay Road
  - Tremblay Road to Innes Road

DISPOSITION

Following Council approval of the staff report, Planning, Development and Building Services Department will:

- Finalize the Environmental Study Report and make it available for the 30-day public review period
- Complete the Environmental Assessment process in accordance with the *Ontario Environmental Assessment Act*.