

APPENDIX A: DENSITY TABLES

<p>A) TOD Plan Area</p>	<p>B) Estimated Existing People & Jobs 2012 (Density)</p>	<p>C) Estimated People & Jobs Increase Short- Term ~2031</p>	<p>D) Estimated People & Jobs Total Short-Term ~2031 (Density)</p>	<p>E) Estimated People & Jobs Capacity Short- Term Sites (Density)</p>	<p>F) Estimated People & Jobs Total Long-Term (Density)</p>
<p>Lees (81.6ha)</p>	<p>5,000 (=62 people/ha)</p>	<p>7,400 = 27% of long-term People & Jobs estimate, as shown in column F).</p>	<p>12,400 = 45% of long-term People & Jobs estimate, as shown in column F). (=152 people/ha)</p>	<p>23,200 =86% of long-term People & Jobs estimate, as shown in column F). (=284 people/ha)</p>	<p>27,000 (=330 people/ha)</p>
<p>Hurdman (67.5ha)</p>	<p>2,800 (=41 people/ha)</p>	<p>1,000 = 4% of long-term People & Jobs estimate, as shown in column F).</p>	<p>3,800 = 15% of long-term People & Jobs estimate, as shown in column F). (=56 people/ha)</p>	<p>8,300 =34% of long-term People & Jobs estimate, as shown in column F). (=123 people/ha)</p>	<p>24,600 (=365 people/ha)</p>
<p>Tremblay (100.9ha)</p>	<p>5,300 (=53 people/ha)</p>	<p>12,500 = 32% of long-term People & Jobs estimate, as shown in column F).</p>	<p>17,800 = 46% of long-term People & Jobs estimate, as shown in column F). (=176 people/ha)</p>	<p>25,500 =66% of long-term People & Jobs estimate, as shown in column F). (=253 people/ha)</p>	<p>38,700 (=383 people/ha)</p>

A) TOD Plan Area	B) Estimated Existing People & Jobs 2012 (Density)	C) Estimated People & Jobs Increase Short- Term ~2031	D) Estimated People & Jobs Total Short-Term ~2031 (Density)	E) Estimated People & Jobs Capacity Short- Term Sites (Density)	F) Estimated People & Jobs Total Long-Term (Density)
St. Laurent (120.5ha)	7,700 (=64 people/ha)	12,000 = 27% of long-term People & Jobs estimate, as shown in column F).	19,700 = 45% of long-term People & Jobs estimate, as shown in column F). (=163 people/ha)	23,300 = 53% of long-term People & Jobs estimate, as shown in column F). (=193 people/ha)	43,700 (=363 people/ha)
Cyrville (98.0ha)	3,500 (=36 people/ha)	6,200 = 16% of long-term People & Jobs estimate, as shown in column F).	9,700 = 25% of long-term People & Jobs estimate, as shown in column F). (=100 people/ha)	14,100 = 36% of long-term People & Jobs estimate, as shown in column F). (=145 people/ha)	38,800 (=393 people/ha)
Blair (118.7ha)	8,700 (=73 people/ha)	2,300 = 8% of long-term People & Jobs estimate, as shown in column F).	11,000 = 38% of long-term People & Jobs estimate, as shown in column F). (=93 people/ha)	20,800 =72% of long-term People & Jobs estimate, as shown in column F). (=175 people/ha)	28,900 (=243 people/ha)

APPENDIX B: SAMPLE IMAGES OF MINIMUM FLOOR SPACE INDEX AND/OR UNITS PER HA



Office building,
approximately 0.5 f.s.i.
5 storeys

Immeuble de bureaux,
environ 0,5 RPS
5 étages



Office building,
approximately 1.5 f.s.i.
8 storeys

Immeuble de bureaux,
environ 1,5 RPS
8 étages



Office building,
approximately 1.0 f.s.i.
5 storeys

Immeuble de bureaux,
environ 1,0 RPS
5 étages



Mixed-use building,
990 units per hectare
24 storeys, 248 units
Site area: 0.25 hectare

Immeuble résidentiel / polyvalent,
990 unités par hectare
24 étages, 248 unités
Espace : 0,25 hectare



Residential building,
238 units per hectare
7 storeys, 31 units
Site area: 0.13 hectares

Immeuble résidentiel,
238 unités par hectare
7 étages, 31 unités
Espace : 0,13 hectare



Residential building,
156 units per hectare
7 storeys, 39 units
Site area: 0.25 hectares

Immeuble résidentiel,
156 unités par hectare
7 étages, 39 unités
Espace : 0,25 hectare

source: google streetview



Residential / mixed use building
340 units per hectare
9 storeys, 112 units
Site area: 0.33 hectares

Immeuble résidentiel / polyvalent
340 unités par hectare
9 étages, 112 unités
Espace : 0,33 hectare



Residential / mixed-use building
360 units per hectare
6 storeys, 39 units
Site area: 0.10 hectares

Immeuble résidentiel / polyvalent
360 unités par hectare
6 étages, 39 unités
Espace : 0,10 hectare

APPENDIX C: TRANSIT ORIENTED DEVELOPMENT STUDY AREAS SERVICING OVERVIEW(UNDER SEPARATE COVER)

Prepared for: City of Ottawa by Stantec Consulting Ltd. November 2013 (under separate Cover)

APPENDIX D: SUMMARY OF INFRASTRUCTURE COSTS

ITEM	LEES	HURDMAN	TREMBLAY	ST.LAURENT	CYRVILLE	BLAIR	Totals
Water*	-	570,000	960,000	1,190,000	1,060,000	860,000	4,640,000
Sanitary	-	5,600,000	9,600,000	3,400,000	-	-	18,600,000
Stormwater	-	10,450,000	-	-	21,850,000	4,100,000	36,400,000
Roads	-	-	4,120,000	14,750,000	10,030,000	-	28,900,000
Sidewalks	233,800	2,507,700	3,284,350	2,857,900	4,050,900	2,574,300	15,508,950
Cycling	2,529,800	10,034,900	1,660,000	7,155,000	5,055,000	12,879,400	39,314,100
Hydro**	9,000,000	5,900,000	5,200,000	1,000,000	1,500,000	5,600,000	28,200,000
Totals	11,763,600	35,062,600	24,824,350	30,352,900	43,545,900	26,013,700	171,563,050

* Total water costs are \$27.4M. Total benefiting area will be determined during future DC by-law review. **Hydro costs are for transmission upgrades to be borne by development.

Note that the Appendix D costs in most cases include amounts for infrastructure services that extend beyond the TOD Area boundaries and that partially benefit existing development as well as other intensification areas of the City. The overall financing approach for allocating costs, in this case using both Inside the Greenbelt and City-wide geography recovery areas, will be confirmed as part of the City's 2014 Development Charges By-law update.

APPENDIX E: PEDESTRIAN FACILITY PROJECTS

	TOD Area	Sidewalk Project Location	Target Year	Project Notes
1	Cyrville	Cyrville, north side Startop to Labrie	2014 - 2019	Stand alone sidewalk
2	Cyrville	Startop, east side, between Cyrville and Algoma	2014 - 2019	Stand alone sidewalk
3	Cyrville	Michael, east side between Cyrville to 150m s of Cyrville	2014 - 2019	Stand alone sidewalk
4	Cyrville	Cyrville, north side between Cummings and Transitway	2014 - 2019	Stand alone sidewalk
5	Cyrville	Cummings, Cyrville to Ogilvie	2014 - 2019	Stand alone sidewalk
6	Cyrville	Cyrville, south side between <i>250m east of Startop</i> and 200m east of Transitway	2014 - 2019	Stand alone sidewalk
7	Cyrville	Comstock, east side between Algoma and north end	Unfunded	Stand alone sidewalk
8	Cyrville	Labrie, east side between Kenaston and Cyrville	Unfunded	Stand alone sidewalk
9	Cyrville	Michael, west side between Cyrville to Transitway	Unfunded	Stand alone sidewalk
10	Cyrville	Cyrville, north side between Ogilvie and <i>100m east of Michael</i>	Unfunded	Stand alone sidewalk

	TOD Area	Sidewalk Project Location	Target Year	Project Notes
11	Cyrville	Startop, west side between Cyrville and Algoma	Unfunded	Stand alone sidewalk
12	Cyrville	Beaulieu, east side between Ogilvie and round-about 150m south of Ogilvie	Unfunded	Stand alone sidewalk
13	Cyrville	Algoma, north side between Star Top and Kenaston	Unfunded	Stand alone sidewalk
14	Cyrville	Algoma, south side between Star Top and <i>200m west of Comstock</i>	Unfunded	Stand alone sidewalk
15	Cyrville	Kenaston, north side between Labrie and 70m west of Labrie	Unfunded	Stand alone sidewalk
16	Cyrville	Cyrville, north side between <i>250m east of Startop and 200m east of Transitway</i>	Unfunded	City Standard Sidewalk as part of Road Reconstruction
17	Cyrville	Cyrville, south side between <i>250m east of Startop and 200m east of Transitway</i>	Unfunded	City Standard Sidewalk as part of Road Reconstruction
18	Cyrville	Cyrville, north side between Ogilvie and <i>100m east of Michael</i>	Unfunded	City Standard Sidewalk as part of Road Reconstruction
19	Cyrville	Cummings, west side segment south of Ogilvie	Unfunded	Future developer cost
20	Cyrville	Beaulieu Private, east side round-about and existing sidewalk	Unfunded	Future developer cost

	TOD Area	Sidewalk Project Location	Target Year	Project Notes
21	Cyrville	Villeneuve Private, east side, between Beaulieu and Beaulieu	Unfunded	Future developer cost
22	Cyrville	Villeneuve Private, west side, between Beaulieu and Beaulieu	Unfunded	Future developer cost
23	Cyrville	Future Private walkway between Cummings and Ogilvie	Unfunded	Future developer cost
24	Cyrville	Future Private between Cyrville (opposite Michael) and Ogilvie	Unfunded	Future developer cost
25	Cyrville	Future Private between Labelle and Cyrville	Unfunded	Future developer cost
26	Cyrville	Future Algoma extension north of Kenaston, east side	Unfunded	Future developer cost
27	Cyrville	Future Algoma extension north of Kenaston, west side	Unfunded	Future developer cost
28	Cyrville	Future road between future Algoma extension and Michael Street, south side	Unfunded	Future developer cost
29	Cyrville	Future Comstock extension, east side between Algoma and north end	Unfunded	Future developer cost
	Cyrville TOD Area totals:			Funded Sidewalk Projects = \$1,047,625 Total Value All Sidewalks = \$4,050,837

	TOD Area	Sidewalk Project Location	Target Year	Project Notes
30	Tremblay	Industrial, south side between <i>Trainyards</i> and <i>Alta Vista</i>	2014 - 2019	Stand alone sidewalk
31	Tremblay	Tremblay, north side between <i>Riverside</i> and <i>Transitway</i>	2014 - 2019	Stand alone sidewalk
32	Tremblay	Terminal, north side between <i>Trainyards</i> and <i>Riverside</i> (Hurdman Station)	Unfunded	Stand alone temporary sidewalk (future standard sidewalk as part of future transit expansion)
33	Tremblay	Terminal, south side between <i>Riverside</i> (Hurdman Station) and <i>Trainyards</i> (short segments existing)	Unfunded	Stand alone temporary sidewalk (future standard sidewalk as part of future transit expansion)
34	Tremblay	Belfast, west side between <i>Coventry</i> and <i>Hwy 417 Overpass</i>	Unfunded	Stand alone sidewalk
35	Tremblay	Pickering, west side between <i>Tremblay</i> and end	Unfunded	Stand alone sidewalk or reconstruction
36	Tremblay	Industrial, south side between <i>Trainyards</i> and <i>230m west of Russell Rd</i>	Unfunded	Stand alone sidewalk or reconstruction
37	Tremblay	Belfast, east side between <i>Tremblay</i> and <i>Trainyards</i>	Unfunded	Requires detail design in conjunction with LRT reconstruction of Belfast
38	Tremblay	Avenue K, west side between <i>Tremblay</i> and end	Unfunded	Future developer cost
39	Tremblay	Avenue L, west side between <i>Tremblay</i> and end	Unfunded	Future developer cost

	TOD Area	Sidewalk Project Location	Target Year	Project Notes
40	Tremblay	Future street, between Avenue L and Pickering	Unfunded	Future developer cost
41	Tremblay	Future street, between Belfast and Coventry Stadium	Unfunded	Future developer cost
42	Tremblay	Future street, between new street above and Coventry Rd	Unfunded	Future developer cost
43	Tremblay	Railmarket Private between Trainyards and future extension	Unfunded	Future developer cost
44	Tremblay	Future Railmarket Private extension, between existing Railmarket and Steamline	Unfunded	Future developer cost
45	Tremblay	Future Steamline Priv Extension between existing Sandford Fleming and Riverside Dr	Unfunded	Future developer cost
46	Tremblay	Future N/S Priv connection between Railmarket and Terminal	Unfunded	Future developer cost
47	Tremblay	Future N/S Priv connection between future Railmarket ext and Terminal	Unfunded	Future developer cost
48	Tremblay	Future N/S Priv connection between Steamline and Terminal	Unfunded	Future developer cost
	Tremblay TOD Area totals:			Funded Sidewalk Projects = \$607,000 Total Value All Sidewalks = \$3,284,350

	TOD Area	Sidewalk Project Location	Target Year	Project Notes
49	St Laurent	St Laurent Blvd, east side between Tremblay and Belfast	2014 - 2019	Stand alone sidewalk
50	St. Laurent	St Laurent Blvd, east side between Hwy 417 e/b on-ramp at Tremblay	2014 - 2019	Stand alone sidewalk
51	St. Laurent	Cyrville, west side between St. Laurent and Ogilvie	Unfunded	Stand alone sidewalk
52	St. Laurent	Parisien, north side between Triole and Michael	Unfunded	Stand alone sidewalk
53	St. Laurent	Tremblay, north side between St. Laurent and Triole	Unfunded	Stand alone sidewalk
54	St. Laurent	Labelle, south side between Michael and Lemieux	Unfunded	Stand alone sidewalk
55	St. Laurent	Lemieux, south side between Labelle and St. Laurent	Unfunded	Stand alone sidewalk
56	St. Laurent	Parisien, north side between Michael and Marchand	Unfunded	Stand alone sidewalk
57	St Laurent	Hardy, south between pathway and Bernard	Unfunded	Stand alone sidewalk
58	St. Laurent	Michael, west side, between Parisien and Belfast	Unfunded	Stand alone sidewalk
59	St. Laurent	Joseph Cyr, west side between Lemieux and Cyrville	Unfunded	Stand alone sidewalk

	TOD Area	Sidewalk Project Location	Target Year	Project Notes
60	St. Laurent	Parisien, south side between Triole and Michael	Unfunded	Stand alone sidewalk
61	St. Laurent	Triole, east side between Parisien and end	Unfunded	Stand alone sidewalk
62	St. Laurent	Triole, west side between Parisien and end	Unfunded	Stand alone sidewalk
63	St. Laurent	Coventry, north side between St Laurent and 180m west of St Laurent	Unfunded	City Standard Sidewalk as part of ISD Integrated Road Reconstruction
64	St. Laurent	Coventry Rd, north side between Belfast and Coventry realignment 500m east of Belfast	Unfunded	City Standard Sidewalk as part of ISD Integrated Road Reconstruction
65	St. Laurent	Coventry Rd Realignment, west side between Coventry and Coventry	Unfunded	City Standard Sidewalk as part of ISD Integrated Road Reconstruction OR Development Condition
66	St. Laurent	Coventry Rd Realignment, east side between Coventry and Coventry	Unfunded	City Standard Sidewalk as part of ISD Integrated Road Reconstruction OR Development Condition
67	St. Laurent	Tremblay Rd Realignment, north side between Tremblay and St Laurent	Unfunded	Future developer cost
68	St. Laurent	Tremblay Rd Realignment, south side between Tremblay and St Laurent	Unfunded	Future developer cost

	TOD Area	Sidewalk Project Location	Target Year	Project Notes
69	St. Laurent	Future N/S Private east of Ave U, west side, between Tremblay and south limit	Unfunded	Future developer cost
70	St. Laurent	Future N/S Private east of Ave U, east side, between Tremblay and south limit	Unfunded	Future developer cost
71	St. Laurent	Future Avenue P extension, between Avenue S and Future Private (above)	Unfunded	Future developer cost
72	St. Laurent	Avenue P, south side, from Avenue S to walkway.	Unfunded	City Standard Sidewalk as part of ISD Integrated Road Reconstruction
73	St. Laurent	Avenue N, west side, from Tremblay to park.	Unfunded	City Standard Sidewalk as part of ISD Integrated Road Reconstruction
74	St. Laurent	Avenue O, west side, from Tremblay to walkway	Unfunded	City Standard Sidewalk as part of ISD Integrated Road Reconstruction
75	St. Laurent	Future Private link between Tremblay and Future N/S Private	Unfunded	Future developer cost
	St Laurent TOD Area totals:			Funded Sidewalk Projects = \$326,200 Total Value All Sidewalks = \$2,857,900

	TOD Area	Sidewalk Project Location	Target Year	Project Notes
	TOTAL Tremblay, Cyrville and St. Laurent TOD Areas			Funded Sidewalk Projects = \$1,980,825 Total Value All Sidewalks = \$10,193,087

	TOD Area	Sidewalk Project Location	Target Year	Project Notes
76	Lees	Link L16 - Sidewalk along Lees Avenue from the Highway 417 overpass to Robinson Avenue.	Unfunded	Stand alone sidewalk unfunded but priority project.
77	Lees	Link L15 - Sidewalks through future redevelopment of Robinson Village.	Unfunded	Stand alone sidewalk
	Lees TOD Area totals:			Funded Sidewalk Projects = \$ nil Total Value All Sidewalks = \$233,800
78	Hurdman	Link H07 - Sidewalks along the Hurdman Transit Station.	2018	Confederation Line construction
79	Hurdman	Link H10 - Sidewalk running parallel to the Transitway.	Unfunded	Stand alone sidewalk unfunded but priority project.

	TOD Area	Sidewalk Project Location	Target Year	Project Notes
80	Hurdman	Link H09 - Sidewalks along both sides of Riverside Drive north of future AVTC.	Unfunded	Stand alone sidewalk
81	Hurdman	Link H11 - Sidewalks through existing greenspace to the east of Alta Vista Drive.	Unfunded	Stand alone sidewalk
82	Hurdman	Link H05 - Sidewalks through existing greenspace.	Unfunded	Stand alone sidewalk
83	Hurdman	Link H06 - Sidewalks through existing greenspace from existing Rideau River Eastern Pathway to Future Alta Vista Transit Corridor.	Unfunded	Stand alone sidewalk
84	Hurdman	Link H08 - Sidewalks through existing greenspace.	Unfunded	Stand alone sidewalk
85	Hurdman	Link H12 – Sidewalk along Hincks Lane under Transitway	Unfunded	Stand alone sidewalk
	Hurdman TOD Area totals:			Funded Sidewalk Projects = \$130,880 Total Value All Sidewalks = \$2,507,700
86	Blair	Link B25 - Sidewalks along both sides of Blair Road from the Transitway to Meadowbrook Road.	Unfunded	Stand alone sidewalk
87	Blair	Link B20 - Sidewalks through future redevelopment connecting to Ogilvie Road.	Unfunded	With development.

	TOD Area	Sidewalk Project Location	Target Year	Project Notes
88	Blair	Link B21 - Sidewalks through future redevelopment connecting to Ogilvie Road.	Unfunded	With development.
89	Blair	Link B22 - Sidewalks through existing commercial development connecting to Ogilvie Road and City Park Drive.	Unfunded	With development.
90	Blair	Link B23 - Sidewalks through existing commercial development connecting to Ogilvie Road and City Park Drive.	Unfunded	With development.
91	Blair	Link B24 - Sidewalks through existing commercial development connecting to City Park Drive.	Unfunded	With development.
92	Blair	Link B26 - Added in revisions. Sidewalks through existing commercial development.	Unfunded	With development.
	Blair TOD Area totals:			Funded Sidewalk Projects = \$ nil Total Value All Sidewalks = \$2,574,300
	TOTAL Lees, Hurdman and Blair TOD Areas			Funded Sidewalk Projects = \$130,880 Total Value All Sidewalks = \$5,315,800

APPENDIX F: CYCLING FACILITY PROJECTS

	TOD Area	Cycling Project Location	Target Year	Project Notes
1	Tremblay	Link P1-14 (old S5) – New MUP Industrial Ave. / Trainyards Drive to Coronation Ave.	2014 - 2019	Assumes property agreement can be reached with private land owner.
2	Tremblay	Link P2-10a and P2-10b (old S1, S2 and S3) – MUP on west side of Belfast from Trainyards to Coventry.	2020 - 2025	Supports OLRT and pedestrian bridge connection. To be constructed following OLRT construction through a cost-share arrangement with RTG.
3	Tremblay	Link U3 - east of Riverside – upgrade (resurface) existing 20 year old MUP leading from Riverside to Tremblay station to city standard (500 m segment from the Riverside Transitway O/P to Tremblay station).	Unfunded	New 500m MUP : Subject to NCC's approval and cost-sharing arrangement (50/50)
4	Tremblay	Link C3 – Bike lanes on Coventry from Lola to Vanier Parkway	Unfunded	Long term new 600m on-road facility, short term option sharrows only.
5	Tremblay	Link R6 – Bike lanes on Neighbourhood	Unfunded	New 150m on-road facility
6	Tremblay	Link U4 – MUP from eastern terminus of U3 to existing U6 that begins at northeast quadrant of intersection of Tremblay Station Driveway/Tremblay.	Unfunded	New 150m MUP and requires Signal Work / Cross-ride
7	Tremblay	Link R1a –MUP from north end of R2 to Coventry Road/Hampton Inn signalized intersection along perimeter of stadium west parking lot	Unfunded	New 500m MUP

	TOD Area	Cycling Project Location	Target Year	Project Notes
8	Tremblay	Link R1b – MUP from north end of R2 to Coventry Road along east side of stadium driveway along east property line.	Unfunded	New 250m MUP constructed as part of the Coventry footbridge project
9	Tremblay	Link R1c – MUP from R1C to intersection at Lola and Coventry	Unfunded	New 110m MUP to allow cyclist access to Coventry footbridge from residential area north of Lola
10	Tremblay	Link R3 – provides connectivity from northern terminus of the tunnel (R4) to Coventry Road foot bridge (R2)	Unfunded	New 150m MUP. Future developer cost.
11	Tremblay	Link R4 – Tunnel will be designed to accommodate bicycles. Enables link from communities surrounding Hospital lands to new pedestrian/cycling bridge over Queensway.	Unfunded	Tunnel to be constructed by adjacent developer at their cost as part of existing subdivision conditions. *Cost not reflected in Tremblay total.
12	Tremblay	Link R5 – new N/S MUP / on road link between Industrial/Neighbourhood intersection and Terminal partially on private lands. Requires crossing an arterial and a collector. Ties in to Link R4. Note: A crosswalk/crossride is required.	Unfunded	New 400m MUP with Cross-Ride. Future developer cost.
	Tremblay TOD Area totals:			Funded Cycling Projects = \$700,000 Total Value All Cycling Projects = \$1,660,000*
13	St. Laurent	Link P1-2 (old C1+C2) – Bike lanes on Coventry from St. Laurent Blvd to Hardy Portal.	2014 - 2019	Coventry re-build from St. Laurent to Lola bike lanes or bikeways will be requested as part of the re-build.

	TOD Area	Cycling Project Location	Target Year	Project Notes
14	St. Laurent	Link P2-11 – westerly portion (old V2) – MUP from St. Laurent Station to Michael street (running north of the LRT alignment and connecting Link V3).	2020 - 2025	New MUP. East part of P2-11 project cost in Cyrville TOD.
15	St. Laurent	Link H1 - New on-road facility along both sides of St-Laurent Boulevard.	Unfunded	New 1500m On-Road Facility. Three cross-rides are anticipated.
16	St. Laurent	Link H2a – From southern limit of H4 through development lands to the Avenues	Unfunded	New 450m MUP
17	St. Laurent	Link H2a - New MUP link from H3 to the Avenues subdivision.	Unfunded	New 200m MUP. Future developer cost.
18	St. Laurent	Link H3 - New MUP link from H4a to St Laurent Boulevard (Link H1).	Unfunded	New 450m MUP. Future developer cost.
19	St. Laurent	Link H4a – The developer (PWGSC) funded pedestrian overpass of Hwy 417. This facility will provide pedestrian connectivity between the new government facility and St. Laurent Station. This facility should be constructed such that it can accommodate Multi Use facilities (ie. bike ride through).	Unfunded	Cost covered by PWGSC capital budget. *Cost not reflected in St. Laurent total.
20	St. Laurent	Link H4b – To allow bicycle connectivity and complete the Multi Use facility across Hwy 417 ramps are to be constructed. This facility will provide a connection between route U6 (south of the 417) and route V2 (north of the 417).	Unfunded	Provision to add bike-through feature for proposed ped over-pass. This is a key interconnect between the bikeways south and north of the LRT ROW. Key unknown is the feasibility of the ramp at St. Laurent station - to be determined.

	TOD Area	Cycling Project Location	Target Year	Project Notes
21	St.Laurent	Link H5 - New MUP from Trojan Park to St Laurent Boulevard (Link H1).	Unfunded	New 200m MUP
22	St. Laurent	Link U7 – On road cycling facility along Parisien from Michael Street / U6 to Marchand.	Unfunded	Total 450m. Short Term option sharrows and Long Term a dedicated cycling facility.
23	St. Laurent	Link O2 - New MUP from Link O1 to Triole Street.	Unfunded	New 200m MUP
24	St. Laurent	Link P3 - New MUP from Michael Street to Link P2.	Unfunded	New 200m MUP
25	St. Laurent	Link V1 – Ride through bypass of St. Laurent Station.	Unfunded	
26	St. Laurent	Link G1 – new MUP from Hardy portal south to the Hwy 417, then east to the St. Laurent station. Costs covered through site plan agreement with shopping centre.	Unfunded	New 650m MUP. Cost covered by adjacent development at the time of approval. Provision for cross-ride signals upgrade at the Hardy Portal
27	St. Laurent	Link G2 – Cycling facilities from G1 to Coventry. Costs covered through site plan agreement with shopping centre.	Unfunded	Cost covered by adjacent development at the time of approval.
28	St. Laurent	Link S5 – New MUP from intersection of Trainyards/Industrial to Coronation. Links to existing MUP or on-road cycling facilities on Trainyards (100 m). Crossride across east leg of Industrial/Trainyards – potential costs for traffic signals/geometric changes.	Unfunded	New 100m MUP including Signals / Cross-ride. Cost covered by adjacent development at the time of approval.

	TOD Area	Cycling Project Location	Target Year	Project Notes
	St. Laurent TOD Area totals:			Funded Cycling Projects = \$381,000 Total Value All Cycling Projects = \$7,155,000*
29	Cyrville	Link P2-11 – east leg (old V4) – MUP running north of the LRT to Link V3 through Cyrville Station to just east of the Aviation Parkway.	2020 - 2025	New MUP. West part of P2-11 project cost in St. Laurent TOD.
30	Cyrville	Link E1 – New 500 m MUP from Cyrville Station to southwest quadrant of intersection of Ogilvie/Aviation Pkwy, providing access to new Aviation MUP by NCC. Should include crossride at west leg of intersection and possibly at south leg.	Unfunded	New 500m MUP
31	Cyrville	Link E2 – Ramps to provide access to Cyrville Station.	Unfunded	
32	Cyrville	Link E3 – MUP from Link V4 north to link M5. 300m.	Unfunded	New MUP 300m
33	Cyrville	Link U9 – New MUP running from Cyrville to Kenaston. New Half signal at Cyrville required for implementation.	Unfunded	New 100m MUP
34	Cyrville	Link U10 - New MUP from Kenaston Road to Cyrville Road / Labrie Avenue intersection.	Unfunded	New 250m MUP
35	Cyrville	Link V5 – MUP running north of the LRT. Continues from Link V4 and extends east. May coincide with a future LRT extension.	Unfunded	New MUP

	TOD Area	Cycling Project Location	Target Year	Project Notes
36	Cyrville	Link W1 - New on-road facility along Cyrville Road from Link W2 to Link H1.	Unfunded	New 800m On-Road facility. With roadway reconstruction. Two cross-rides are anticipated.
37	Cyrville	Link W3 / Link W4 - New on-road facility along Cyrville Road, both sides.	Unfunded	New 500m on-road facility.
38	Cyrville	Link X1 - New MUP from Link W1 to Ogilvie Road.	Unfunded	New 150m MUP
39	Cyrville	Link X2 - New MUP from Link X1 to Link W1.	Unfunded	New 200m MUP
40	Cyrville	Link X3 - New MUP from Ogilvie Road to Link E1.	Unfunded	New 450m MUP. One cross-ride is anticipated.
41	Cyrville	Bike Parking – Stn West Terminating Link E2	Unfunded	
	Cyrville TOD Area totals:			Funded Cycling Projects = \$279,000 Total Value All Cycling Projects = \$5,055,000
	TOTAL Tremblay, St.Laurent and Cyrville TOD Areas			Funded Cycling Projects = \$979,000 Total Value All Cycling Projects = \$13,870,000

	TOD Area	Cycling Project Location	Target Year	Project Notes
42	Lees	Link P1-18 (L2) - On street bike lanes on Lees Avenue from Main Street to Chapel Crescent.	2014 - 2019	New on-street lanes by City of Ottawa
43	Lees	Link P1-9 (L13) - Multi-use path along the Rideau River.	2014 - 2019	New MUP City of Ottawa
44	Lees	Link L08 - Multi-use pathway along the Transitway north of Highway 417 and south to the Rideau River.	2018	Confederation Line construction
45	Lees	Link L12 - Multi-use path along the Transitway Rideau River to Lees Avenue.	Unfunded	New MUP City of Ottawa
46	Lees	Link L1 - L1 and L1A should be part of the same project, possibly including bridge upgrades at Smyth. On street facility both sides of Main Street to Smyth Street bridge.	Unfunded	New on-street lanes part of Main Street renewal project by City of Ottawa
47	Lees	Link L4 - Shared use lane on Robinson east from the Lees Overpass to existing MUP.	Unfunded	By City of Ottawa – unfunded but priority project.
48	Lees	Link L6 - Shared use lanes, on Somerset Street East. Connecting to MUP bridge across the RR.	Unfunded	By City of Ottawa – unfunded but priority project.

	TOD Area	Cycling Project Location	Target Year	Project Notes
49	Lees	Link L5 - Shared use lane on Chapel Crescent to Mann Avenue and on Chapel Street from Mann Avenue to Wilbrod Street	Unfunded	By City of Ottawa – unfunded but priority project.
50	Lees	Link L3 – Multi-Use path.	Unfunded	By City of Ottawa
51	Lees	Link L09 - Multi-use path along Hurdman Road, Robinson Road, and Lees Avenue.	Unfunded	By City of Ottawa
52	Lees	Link L11 - Multi-use path through existing residential along Brunswick Street.	Unfunded	By City of Ottawa
53	Lees	Link L10 - Multi-use path through future redevelopment.	Unfunded	With development
54	Lees	Link L07 - Multi-use path through existing greenspace from Mann Avenue to Chapel Crescent.	Unfunded	With development
55	Lees	Link L14 - Multi-Use path connection.	Unfunded	By City of Ottawa
	Lees TOD Area totals:			Funded Cycling Projects = \$1,340,000 Total Value All Cycling Projects = \$2,529,800
56	Hurdman	Link H13 - Multi-use path along the Hurdman Transit Station	2018	Confederation Line construction

	TOD Area	Cycling Project Location	Target Year	Project Notes
57	Hurdman	Link H14 - Multi-use path along the Transitway near Terminal Avenue	2018	Confederation Line construction
58	Hurdman	Link H15 - Multi-use path along the Transitway near Industrial Avenue	2018	Confederation Line construction
59	Hurdman	Link H17 - Multi-use path through existing residential extending Hincks Lane to the east	Unfunded	By City of Ottawa – unfunded but priority project.
60	Hurdman	Link H18 - Multi-use path along the Transitway to Hurdman Transit Station	Unfunded	By City of Ottawa – unfunded but priority project.
61	Hurdman	Link H27 - Multi-use path through existing greenspace	Unfunded	With development
62	Hurdman	Link H16 - Multi-use path through existing greenspace to Hurdman Transit Station	Unfunded	With development
63	Hurdman	Link H19 - Multi-use path through greenfield.	Unfunded	By City of Ottawa
64	Hurdman	Link H20 - Multi-use path through greenfield.	Unfunded	With development
65	Hurdman	Link H21 - Multi-use path through greenfield.	Unfunded	By City of Ottawa or NCC
66	Hurdman	Link H22 - Multi-use path through greenfield.	Unfunded	By City of Ottawa or NCC

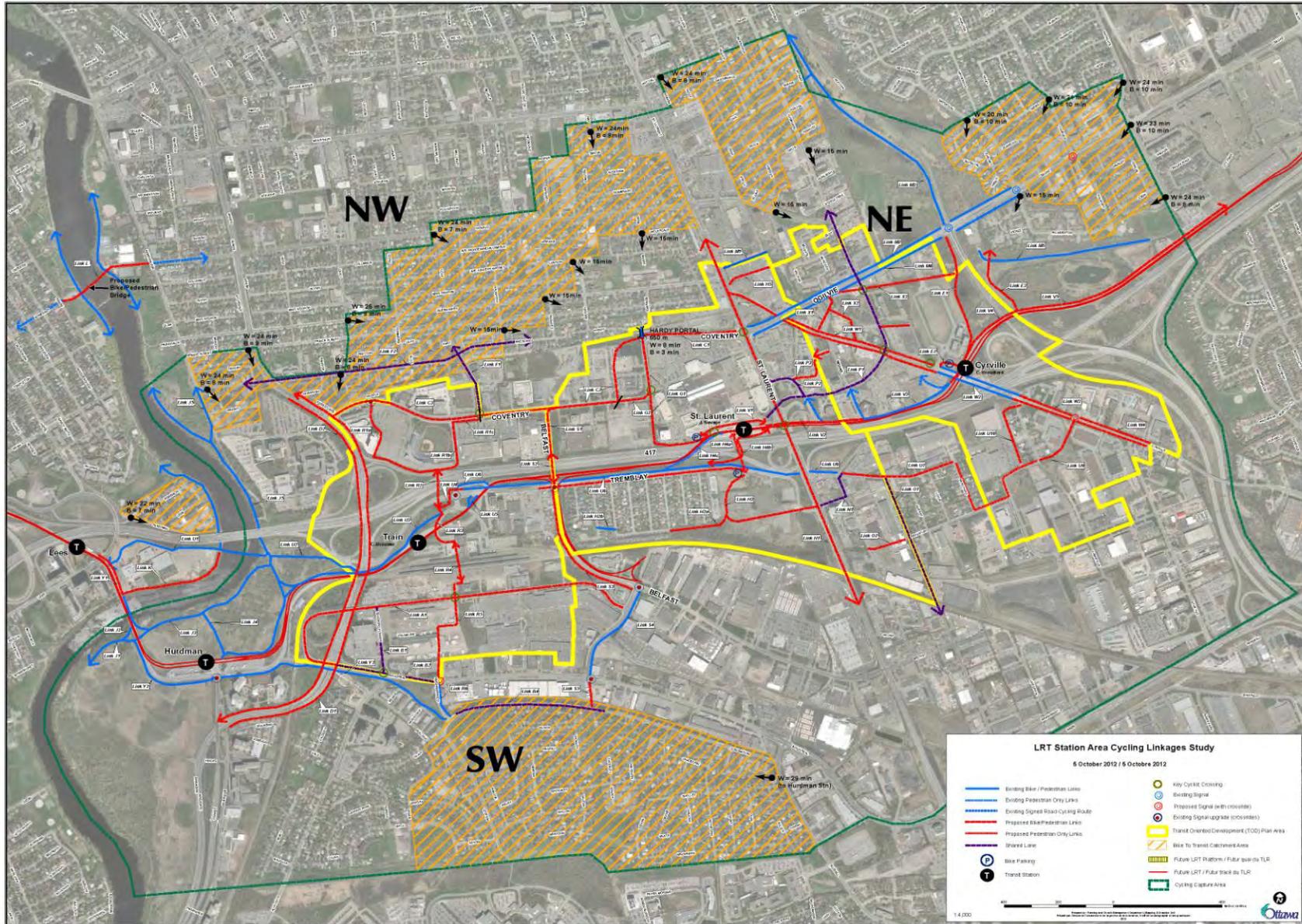
	TOD Area	Cycling Project Location	Target Year	Project Notes
67	Hurdman	Link H26 - Multi-use path through greenfield.	Unfunded	With development
68	Hurdman	Link H2 - On street bike lanes both sides of Riverside Drive from Smyth to the border of the Train TOD area (linking to TOD 1 project).	Unfunded	By City of Ottawa
69	Hurdman	Link H3 – Shared use bike lanes through future development.	Unfunded	With development
70	Hurdman	Link H4 - On street bike lanes through future development.	Unfunded	With development
71	Hurdman	Link H25 – Multi-Use path through park off of Dale Avenue	Unfunded	With development
72	Hurdman	Link H24 – Multi-use path through greenfield	Unfunded	With development
	Hurdman TOD Area totals:			Funded Cycling Projects = \$346,537 Total Value All Cycling Projects = \$10,034,900
73	Blair	Link P2-12 (B13) - Multi-use path along the Transitway from Trillium Park to City Park Drive.	2020 - 2025	By City of Ottawa

	TOD Area	Cycling Project Location	Target Year	Project Notes
74	Blair	Link P3-2 (B2) - On street bike lanes (Blair Road) from 174 overpass south to Innes Road. Formalize paved shoulders into bike lane. (Connecting overpass to paved shoulders higher priority than upgrading to on street facility). Overlaps with OCP project.	2020 - 2025	By City of Ottawa
75	Blair	Link P3-4 (B6) - Separated bike facilities Ogilvie from Blair Road to Montreal Road.	2026 - 2031	By City of Ottawa
76	Blair	Link B14 - Multi-use path from the OC Transpo Highway overpass to Blair Road.	Unfunded	By City of Ottawa – unfunded but priority project.
77	Blair	Link B4 - Multi-use path on City Park Drive from Ogilvie to Jobin.	Unfunded	By City of Ottawa – unfunded but priority project.
78	Blair	Link P2-12 (old B17) - Multi-use path from the Transitway to City Park Drive.	Unfunded	With development
79	Blair	Link P2-12 (old B15) - Multi-use path from Blair Road to Telesat Crescent.	Unfunded	With development
80	Blair	Link B10 - Multi-use path through future redevelopment	Unfunded	With development

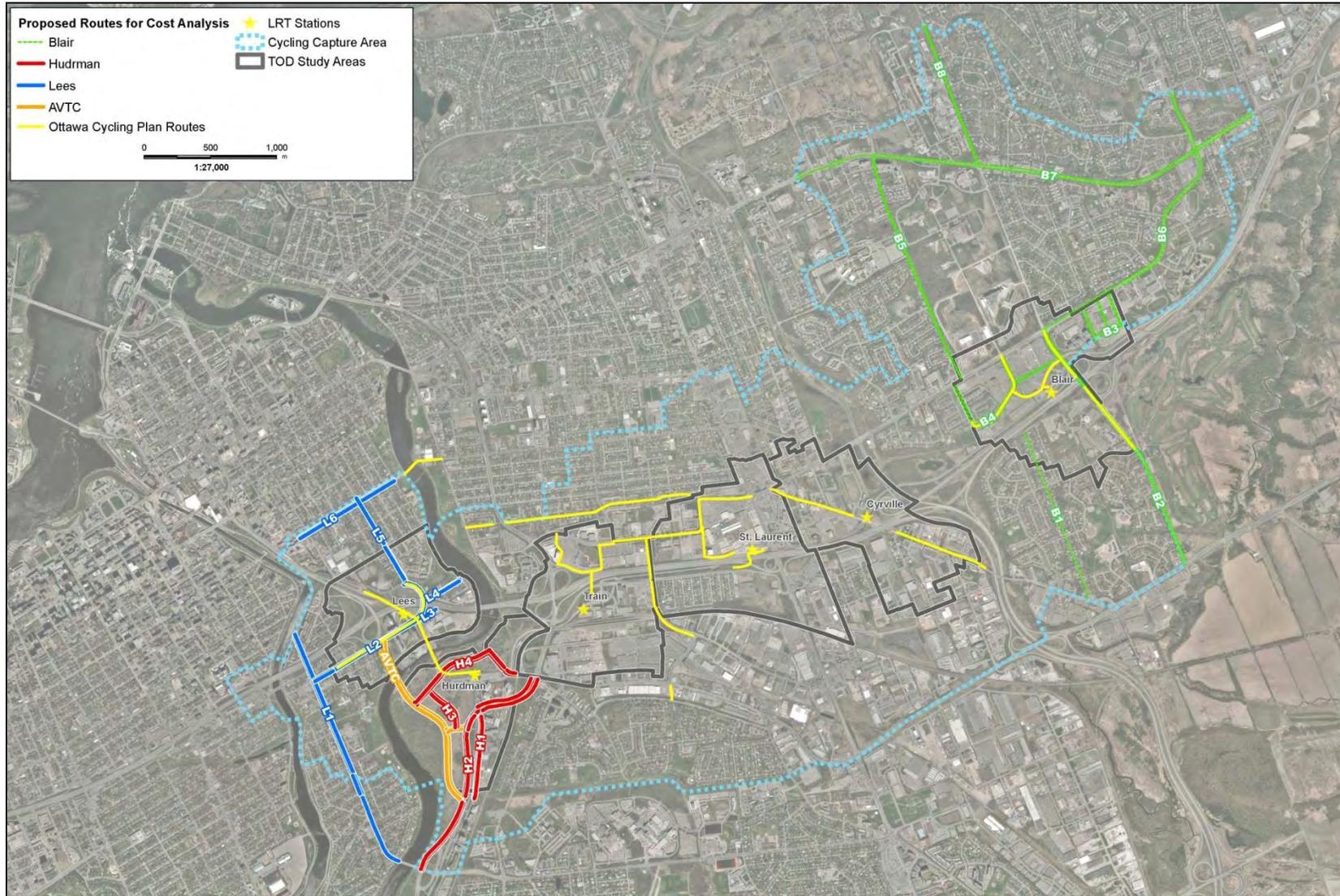
	TOD Area	Cycling Project Location	Target Year	Project Notes
81	Blair	Link B16 - Multi-use path along the Transitway from Ambassador Avenue to the Blair 3A Transit Station.	Unfunded	By City of Ottawa
82	Blair	Link B11 - Multi-use path through future redevelopment.	Unfunded	With development
83	Blair	Link B12 - Multi-use path connecting Blair Road to future redevelopment.	Unfunded	With development
84	Blair	Link B09 - Multi-use path from the Transitway to Ogilvie Road adjacent to future redevelopment.	Unfunded	With development
85	Blair	Link B19 - Multi-use path. Development funded.	Unfunded	With development
86	Blair	Link B18 - Multi-use path. Development funded.	Unfunded	With development
87	Blair	Link B1 - Shared use lane on Maxime Street from Eugene Street to Cyrville Road (no widening).	Unfunded	By City of Ottawa
88	Blair	Link B5 - On Street bike lanes both sides (Bathgate Drive).	Unfunded	By City of Ottawa
89	Blair	Link B6 - On street bike lanes both sides of Ogilvie Road from Blair Road past Montreal Road to edge of cycling capture area (approximately Loyola Avenue). Add one lane from Blair Road to Blair Pl. Add two lanes from Blair Place on.	Unfunded	By City of Ottawa

	TOD Area	Cycling Project Location	Target Year	Project Notes
90	Blair	Link B7 - Montreal Road across study area. Low priority, busy street, not a direct connection to the transit station.	Unfunded	By City of Ottawa
91	Blair	Link B8 - On street bike lanes (Blair Road) from Montreal Road to northern edge of cycling capture area (southbound lane to match northbound lane).	Unfunded	By City of Ottawa
92	Blair	Link B3 - On street bike lanes through future redevelopment. (Developer driven, cost will vary based on the layout of the redevelopment, cost will be on developer).	Unfunded	With development
	Blair TOD Area totals:			Funded Cycling Projects = \$7,840,000 Total Value All Cycling Projects = \$12,879,400
	TOTAL Lees, Hurdman and Blair TOD Areas			Funded Cycling Projects = \$9,526,537 Total Value All Cycling Projects = \$25,444,100

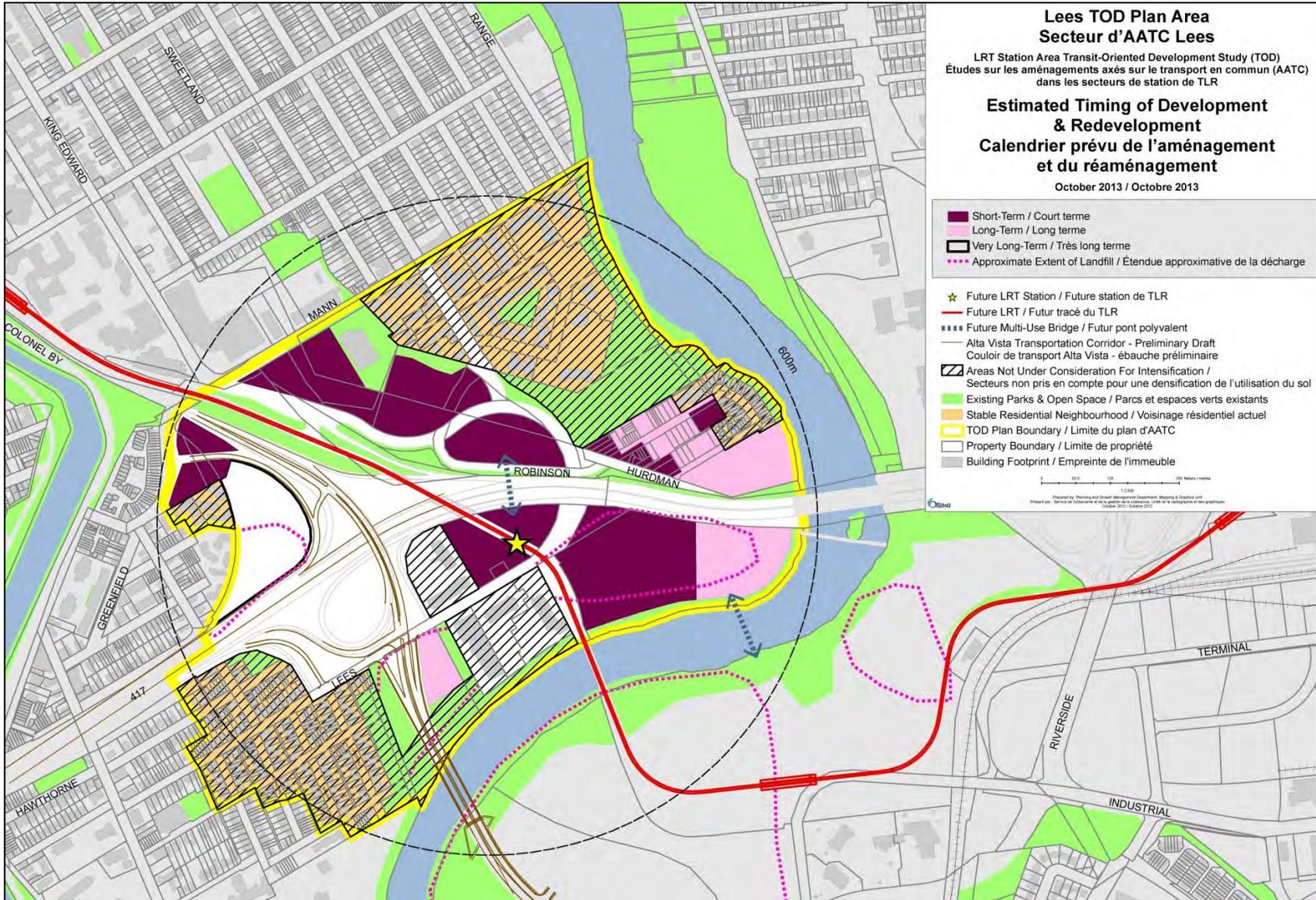
APPENDIX G-1: CYCLING CAPTURE AREA MAP – TREMBLAY, ST. LAURENT AND CYRVILLE

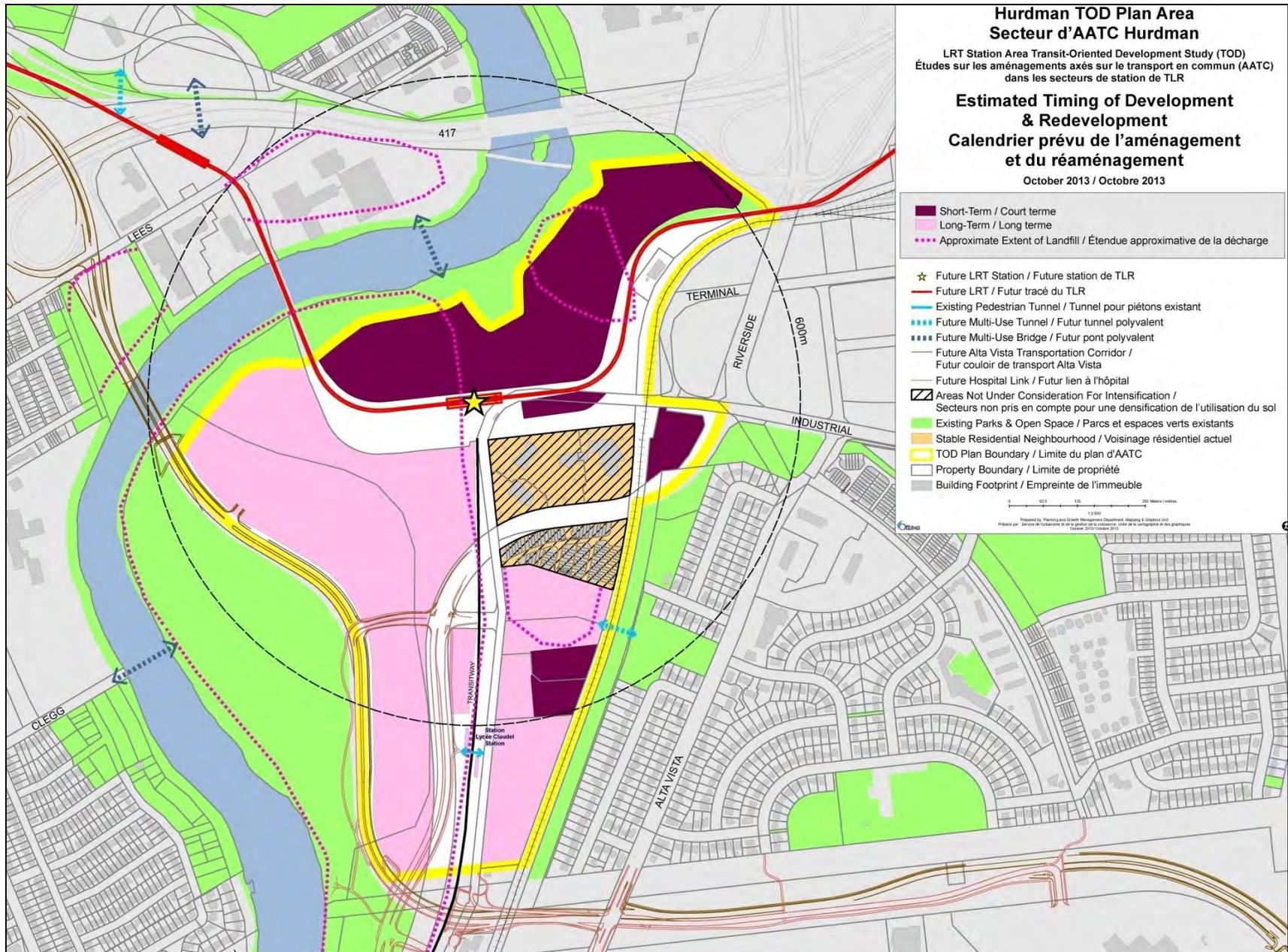


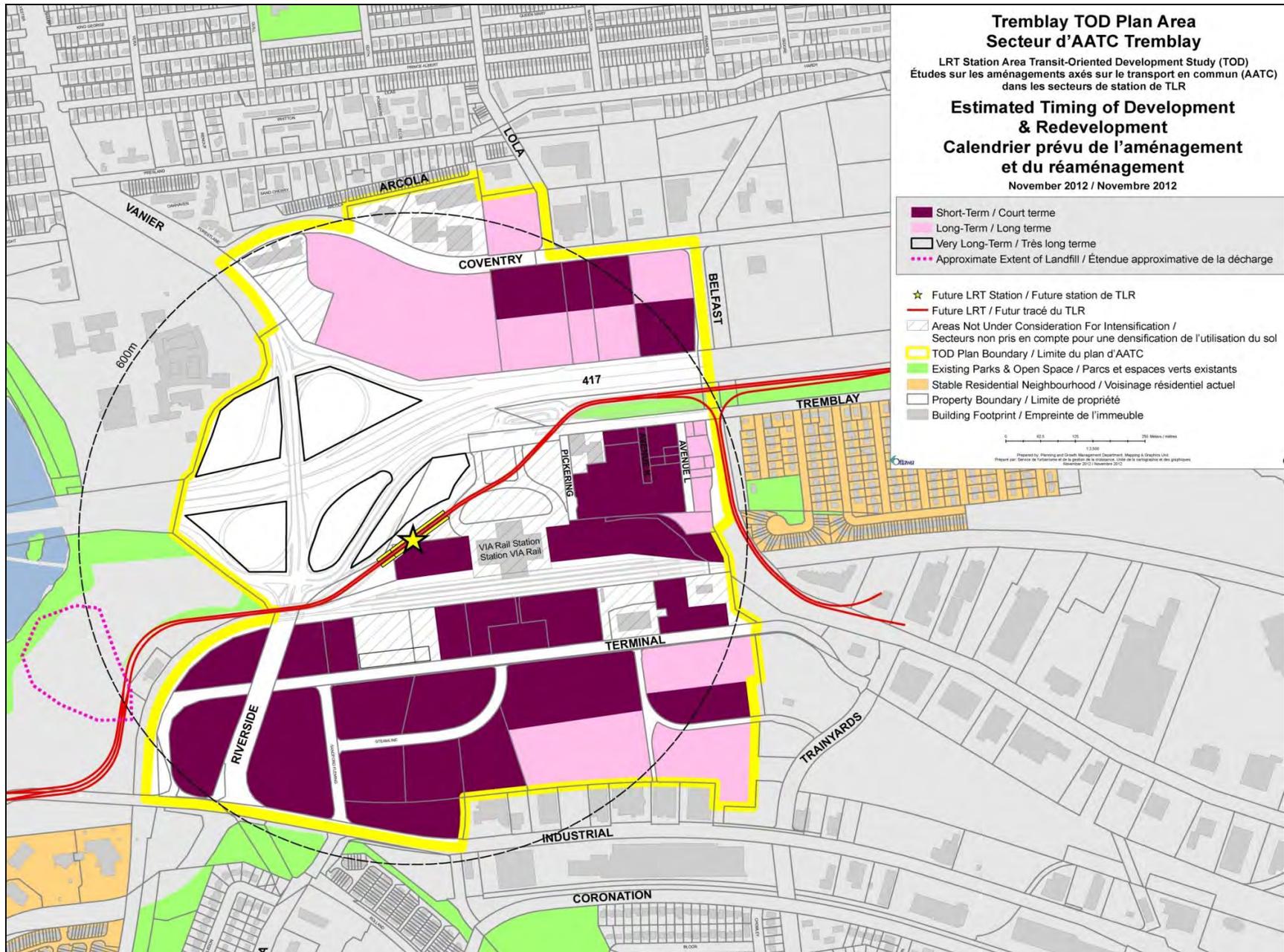
APPENDIX G-2: CYCLING CAPTURE AREA MAP – LEES, HURDMAN AND BLAIR

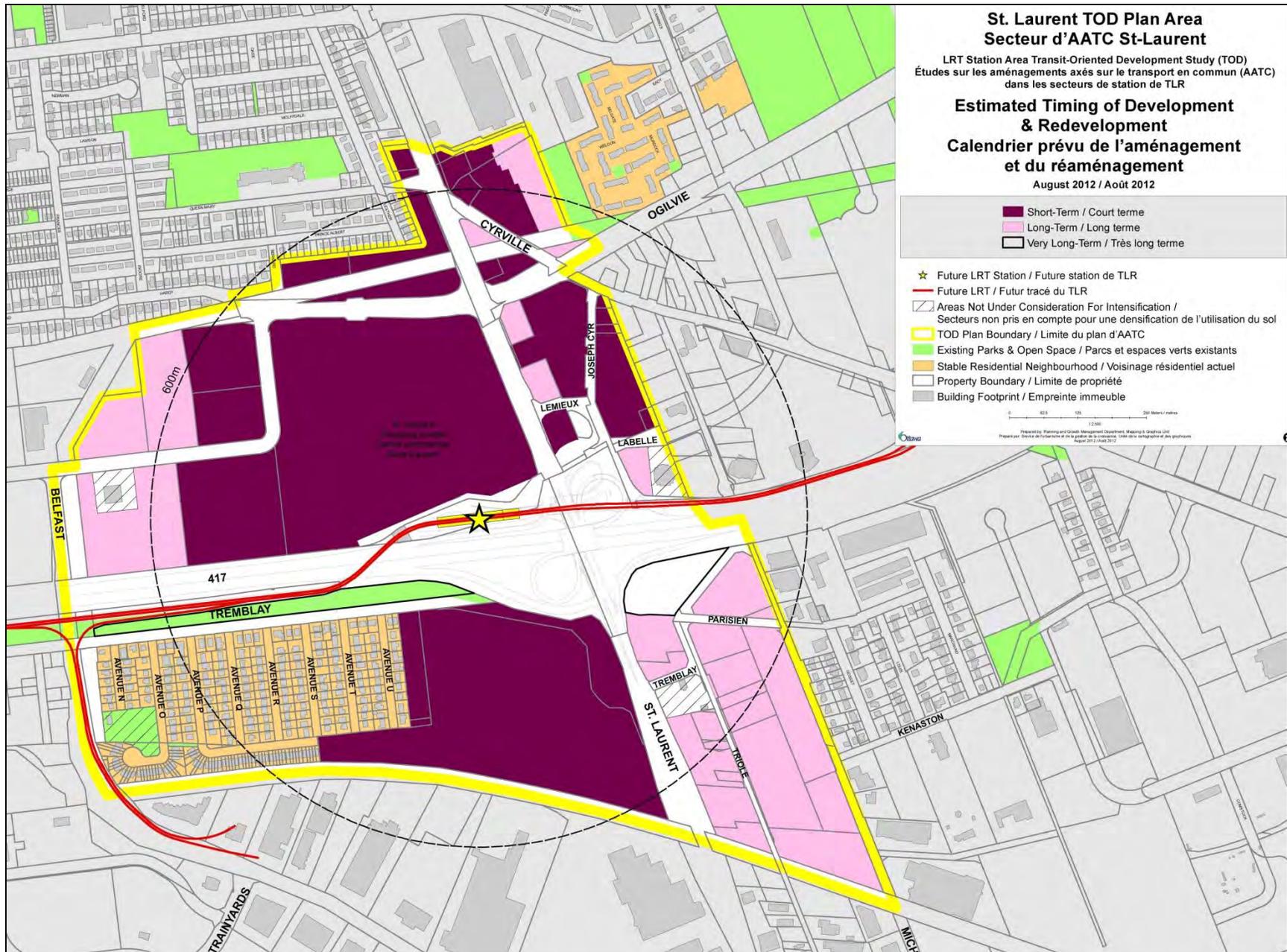


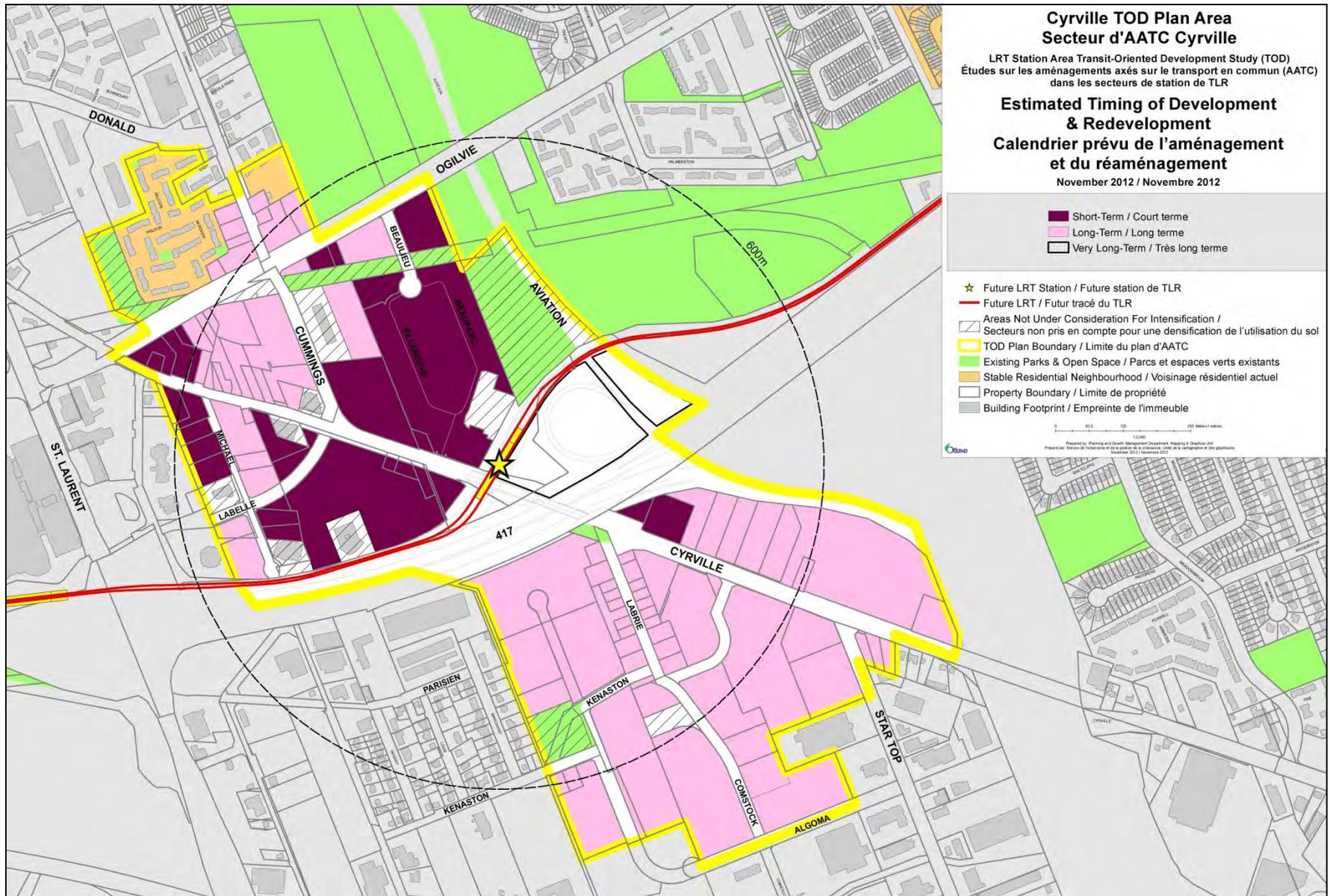
ADDENDIX H: TIMING OF DEVELOPMENT PLANS

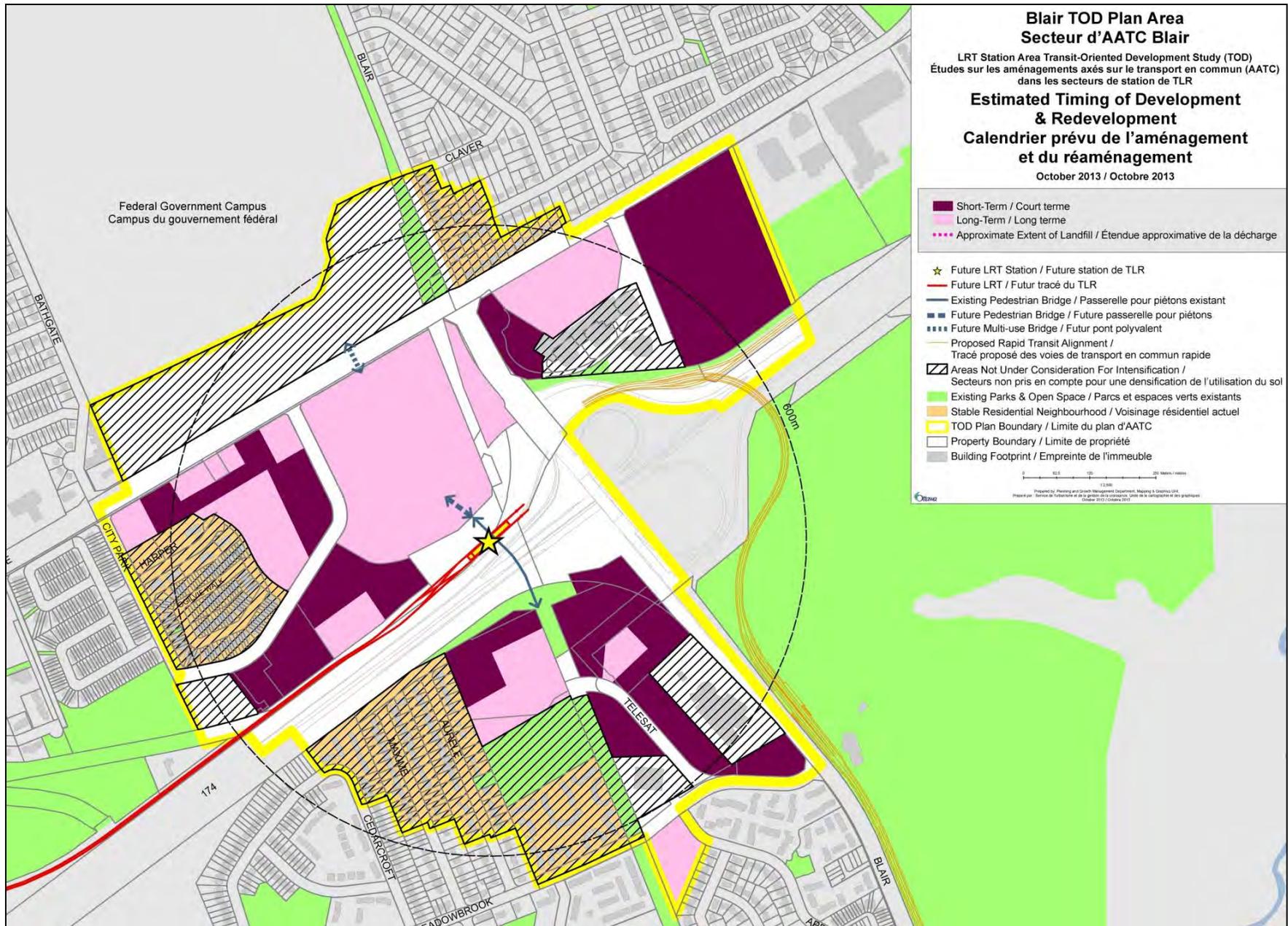












APPENDIX I: ST. LAURENT STATION- SOUTHWEST QUADRANT STATION AREA PLAN

Under Separate Cover - February 28, 2012, Prepared on Behalf of Public Works and Government Services Canada by Delcan and Urban Strategies.

APPENDIX J: ROAD CROSS SECTIONS

