



Building a Liveable Ottawa 2031 Backgrounder 5: Barrhaven/Riverside South/Leitrim

Wards 3 and 22

Official Plan
Transportation Master Plan
Cycling Plan
Pedestrian Plan



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Building a Liveable Ottawa 2031 is a city-wide review of land use, transportation and infrastructure policies intended to make Ottawa a more vibrant, healthy and sustainable city. Multiple policies of the Official Plan, Transportation Master Plan, Infrastructure Master Plan, Cycling Plan and the Pedestrian Plan are being looked at.

The review underway builds on investments made since the last Master Plan reviews. It also incorporates technical research and the results of several outreach activities, including consultation with the general public and technical experts.

Below is a look at the policies and projects that will shape Ottawa's south suburban communities for the next 20 years.

At a Glance - Barrhaven/Riverside South/Leitrim Now*:

- During the morning peak period 74% of residents use their cars to get to work (passenger or driver) (66%), followed by 19% for transit (22%); 7% walk (10%), and; 1% cycle (3%).
- The area accounted for more than 50% of Ottawa's population growth over the last 5 years, reaching 95,000 residents in 2012 (roughly 10% of total city population).
 - » Area residents are fairly young, with only 6.7% being over 65 years of age (13.2%).
- New residential units since 2008: 6,296 total new units (32,850), including 2,118 singles (9,572), 284 semis (1,486), 3,069 row (9,409), and 825 (12,383) apartments. About one-third of new housing was single-detached.

*City-wide comparisons in parentheses.

Official Plan (Land Use)

To create more sustainable and liveable communities throughout Ottawa, the urban boundary will not be expanded in this review. Instead, as we continue to develop and intensify existing communities, this Official Plan proposes strategic changes to address several development issues.

Policies that will shape the development and enhance the liveability of Barrhaven, Riverside South and Leirtrim in the coming years include:

- **Transit-Oriented Development** – The City is renewing its commitment to the Barrhaven Town Centre, an important existing community space, and proposes development of a new vision to maintain its central role and enhance connections to the community. The proposals require well-designed public areas, a mix of housing and other uses, carefully-managed parking, and safe connections to transit for pedestrians and cyclists. A grid pattern of walkable blocks will be maintained as the Town Centre develops and redevelops, to improve connections within and between sites and preserve opportunities for future infill. A minimum of four storeys for offices and apartments is also proposed. Outside the Town Centre, new policies on parking regulation support transit use within walking distance of rapid transit stations.
- **Urban Design and Compatibility** – New design policies would apply to the Barrhaven Town Centre, where the Plan supports intensification and requires a

high standard of design. The policies propose that new development contribute landscaping, wider sidewalks and other improvements to adjacent public areas. Specific building design features, such as windows at street level and architectural features such as awnings or alcoves, would also be required to frame public areas and make them more attractive for pedestrians.

Throughout all communities, stronger design is proposed for buildings on gateways into the community, where major roads intersect. Also, buildings would be required to face the street and accent building entrances in the design.

Developers may be asked for new studies on wind and shadows plus a design brief and planning rationale to show how proposals meet the City's plans and design policies.

- **Intensification and Tall Buildings** – New policies propose maximum building heights that will apply to all areas of the city unless a community plan sets different heights for the planning area. While building height within residential areas is capped at four storeys, taller buildings (up to six storeys) could be

considered on arterial roads such as Earl Armstrong within walking distance of rapid transit or on Woodroffe where transit priority measures are planned. Any tall building (10 storeys and more) will only be allowed through approval of a community plan. In Employment Areas, the proposals allow a zoning amendment to increase heights above the proposed standard of 4 storeys on sites within walking distance of rapid transit stations.

Buildings over 30 storeys are not contemplated outside the Greenbelt.

- **Employment Lands** – To ensure the safe and efficient movement of goods to service employment lands, the City will continue to protect locations with easy access to the provincial highway system. The City will also continue to enhance transit connections to these areas; the Riverside South employment areas, for example, will be well-served by the O-Train expansion and could potentially accommodate extensive office development. No changes are proposed to the 416 and Strandherd Road Business Park.

Transportation Master Plan (Roads, Transit, Cycling and Walking)

Since 2008, the south suburban communities have benefitted from important transportation enhancements.

Transit investments have significantly improved service reliability and efficiency, including: the extension of the Southwest Transitway, a four-kilometre stretch between the Fallowfield and Marketplace transit stations in Barrhaven, as well as three new Park & Ride investments, including the expansion of Fallowfield Park and Ride (640 new spots), and the addition of almost 700 new Park and Ride spots at Riverview (400 spots) and Leitrim (292 spots)

Further, new infrastructure investments have enhanced transportation options within the community and for commuters looking to get to other destinations in the City, including, and most importantly, ongoing construction on Strandherd-Earl Armstrong Bridge to carry both general traffic and two dedicated transit lanes. Other projects include: the widening of segments of Limebank and Earl Armstrong Roads, and a new Strandherd Drive between Woodroffe Avenue and Prince of Wales, as well as several road extensions and new roads to ensure residents in these growing communities have good transportation options.

The City has also provided residents with safe, accessible and quality pedestrian and cycling facilities to connect them with schools, community amenities and nearby trails, including: dedicated paved shoulders on Limebank and Earl Armstrong Roads, as well as several multi-use pathway investments such as the extension southward along the banks of Mosquito Creek; the construction of the Osgoode multi-use pathway along former rail line from Leitrim at the Park and Ride lot south to Osgoode Village; the construction of the pathway along the Southwest Transitway extension from

Fallowfield Road to Berrigan Drive; and the continued extension of the pathway along the Jock River.

As every resident in Ottawa, regardless of where they live, uses the transportation system, we are proposing a balanced approach to our investments that address the needs of all users across the City.

For the growing communities in south Ottawa, the emphasis will be to leverage significant investments made in the past 4 years – and in particular, the Strandherd-Armstrong Bridge, Southwest Transitway extension and Limebank Road widening – by enhancing the road, cycling, pedestrian and transit connections to these new facilities. Further, the draft TMP is proposing a number of transportation projects that will provide safer, more accessible options within the community, while at the same time, ensuring that residents have affordable and reliable commuting options that seamlessly connect to the provincial highway system and a growing transit network.

New investments in the draft TMP include:

- **O-Train extension** from Greenboro to Bowesville/Riverside South with new rail stations at Gladstone, Walkley and South Keys along the existing corridor, as well as additional stations at Leitrim and Bowesville/Riverside South, with an accompanying Park and Ride

lot at this location. The O-train extension will include grade separations at Lester, Leitrim and Bowesville.

This investment will enhance the commuting experience for residents, while linking them to important destinations including South Keys shopping and restaurants, as well as Carleton University, Confederation Heights, Little Italy and Chinatown.

- **Priority transit measures** will be implemented on **Chapman Mills Drive and Earl Armstrong Road** between the future Barrhaven Centre and Bowesville Stations to ensure residents can easily access the expanded O-Train service, an affordable and comfortable commuting experience.
- **A new Park & Ride lot** in 2013 at **Nepean Woods at Woodroffe/Strandherd**, future expansion phase(s) will build on the first phase currently under construction that will open in late 2013 with 334 parking spaces.
- A number of **road investments** will provide residents with better connections to key destinations in their community such as:
 - » New four-lane **Greenbank Road** extension between Jockvale Road and Cambrian Road.
 - » Widening of **Strandherd Drive** between Fallowfield Road and Maravista Drive from two lanes to four lanes.

Future road investments will also include:

- » Widening of **Bank Street** between Leitrim Road and Earl Armstrong Road Extension from two lanes to four lanes.
- » New four-lane road at **Chapman Mills Drive** between Longfields Drive and Greenbank Road.
- » Widening of **Jockvale Road** between Cambrian Road and Prince of Wales from two lanes to four lanes.
- » Widening of **Lester Road** between Airport Parkway and Bank Street from two lanes to four lanes.
- » Widening of **Strandherd Drive** between Maravista Drive and Jockvale Road (southern portion) from two lanes to four lanes.



Transportation Master Plan (Roads, Transit, Cycling and Walking)

- » Widening of Earl Armstrong Road between Limebank Road and Bowesville Road from two lanes to four lanes and new two-lane road between Bowesville Road and Bank Street.
- Intersection improvements north of the Greenbelt, for example at Prince of Wales Drive and Hunt Club Road, will improve travel to and from Barrhaven.
- In terms of cycling investments, new facilities will provide residents with attractive, more accessible connections to key destinations within Barrhaven, Riverside South and Leitrim. In particular, a new Barrhaven rail corridor multi-use pathway will be constructed concurrent to work on Greenbank Road to address a missing link in the off-road path network and connect the paths east of Jockvale with the Transitway corridor path.
- Sidewalk improvements will ensure that pedestrians have safe and seamless access to the City's transit system, as well as community amenities, shops, schools, recreational facilities, and existing pathways. These include:
 - » **Malvern** between Fable and Greenbank
 - » **Sherway** between Fable and Malvern
 - » **Larkin** between St Remy and Andrea
 - » **Weybridge** between Maravista and Delemeade
 - » **Tartan** between Strandherd and Barrhaven Centre