



Building a Liveable Ottawa 2031 Backgrounder 3: Orléans

Wards 1, 2, and parts of 19

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 are the policies and projects that will shape Orléans in the next 20 years, and in particular, enhance its attractiveness for major employment, while ensuring that new growth is adequately serviced, employment lands are protected, and residents are well served by all modes of transportation.

At a Glance - Orléans Now*:

- Orléans has the largest share of residents who take transit to work or school, compared with any other area of the city. During the morning peak period 65% of residents use their cars to get to work (passenger or driver) (66%), followed by 27% for transit (22%); 7% walk (10%), and; 1% cycle (3%).
- With almost 120,000 residents, Orléans is the largest community outside the Greenbelt and accounts for almost 13% of the City's entire population.
 - » Area residents are fairly young, with only 9.9% being over 65 years of age (13.2%).
- New residential units since 2008: about 5,692 total new units (32,850), including 1,985 singles (9,572), 80 semis (1,486), 2,226 row (9,409), and 1,401 (12,383) apartments. Almost 25% of new housing in Orléans is apartments.

*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.

Proposed policies that will enhance the liveability and shape the development of Orléans in the coming years include:

- **Urban Design and Compatibility** –The Official Plan supports more jobs and housing in the Orléans Town Centre, along the Mainstreets on St. Joseph Boulevard and Innes Road, as well as the proposed new Mainstreet on Innes Road in Blackburn Hamlet. New policies propose that new development in these areas 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 Orléans, stronger design requirements are proposed for buildings on gateways into the community, where major roads intersect. Also, new buildings are to face the street and accent main entrances. 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.

A maximum height of 4 storeys will apply within most residential areas. Heights potentially increase to 6 storeys on Jeanne d'Arc and portions of Orléans Boulevard and Tenth Line, which are arterial roads with planned transit priority measures. Heights also potentially increase on other arterial roads within walking distance of planned rapid transit stations.

While current height limits remain at up to 9 storeys on the arterial mainstreets (St. Joseph and Innes Road), more direction is proposed for the tallest buildings: within walking distance of a rapid transit station, at key intersections, or next to major urban facilities such as large shopping centres.

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.

- **Transit-Oriented Development** – The City is renewing its commitment to the Orléans Town Centre, an important existing community space, and proposes the development of a new vision to maintain its central role and enhance connections to the community. New policies also support transit-oriented development in the Orléans Town Centre and in the Mixed Use Centre on Mer Bleue Road. The policies propose that a grid pattern of walkable blocks be maintained as these areas develop and redevelop, to improve connections within and between sites and preserve opportunities for future infill. A minimum building height of four storeys is proposed.
- **Employment Lands** – To ensure that more residents can live and work within Orléans, the Plan proposes to continue to protect employment lands. The proposals will permit housing in a portion of the employment area on the North Service Road west of Trim Road, only once a specified amount of office space is constructed. Property owners there have proposed a six-storey office building and other development on the site, which could house more than 2,100 jobs by the time it is fully developed. Boundaries are being adjusted to Employment Areas on Pagé and Mer Bleue Roads and the Orléans Town Centre to reflect current use or approved plans.

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

Since 2008, Orléans has benefitted from important transportation enhancements.

In addition to improved frequency for the commuter service (OC Transpo Bus Route 94), several Park & Ride investments have improved access to transit, including the expansion of Trim Road Park and Ride by 290 spaces, and the construction of a new 255-space Millennium Park and Ride lot.

Further, new road investments have enhanced transportation options within the community and to other destinations in the City, including: a complete rebuild of Trim Road from Ottawa Road 174 to Millenium Boulevard, as well as additional lanes on sections of Mer Bleue and Tenth Line Roads, the construction of two-lane Brian Coburn Boulevard (formerly Blackburn Hamlet By-pass Extension), and the implementation of Ottawa's first two-lane roundabout at the intersection of St. Joseph and Orléans Boulevards. Traffic congestion on the highway system is also being addressed through the current widening of provincial Highway 417 to the split, and an Environmental Assessment study looking at possible solutions for the section east of the Highway 417 split along Ottawa Road 174 and Prescott-Russell Highway 17 to Rockland.

Cycling and pedestrian investments have made it easier for Orléans residents to access safe, accessible and quality facilities to connect them to schools, community amenities and nearby trails. Investments include the Rural East multi-use pathway that follows the VIA Rail right-of-way through former Gloucester and Cumberland, linking with other rural eastern regions and the NCC pathway system in the Greenbelt. Other investments include: the Fallingbrook multi-use pathway (between Innes Road and rue Valin/Trim Road), paving of the Ottawa River multi-use pathway between Tenth Line Road and Hiawatha Park, as well as several sidewalk projects.

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 Orléans, the emphasis will be on bringing light rail transit to the area, ensuring everyone in Orléans can easily access the new extension of the City's light rail line, as well as on improving connections within the community to support growing and planned developments. Road, cycling, and pedestrian networks will also continue to leverage previous investments throughout the community.

Specifically, proposed investments in the draft 2013 TMP include:

- **Orléans LRT**, a new LRT line connecting Blair Station to Place d'Orléans, including three new stations located along Ottawa Road 174 will improve the commute for eastern residents and enhance economic development opportunities for the area.
- A number of **transit priority measures** will help feed the main rail line, especially along Jeanne d'Arc Boulevard, Tenth Line and Orléans Boulevard. Additional transit priority measures are also proposed to connect residents in the southern sections of the community to Blair station via Innes and Blair roads.
- The future **expansion of the Millennium Park and Ride lot**, as well as a **new Park and Ride lot at Chapel Hill** will complement these transit investments.

- A number of **road investments** will provide residents with better connections to key destinations in their community such as:
 - » **Blackburn Hamlet Bypass** extended to new four-lane road between **Orléans Boulevard Extension** and **Navan Road**.
 - » **Brian Coburn Boulevard** extended to new two-lane road (ultimately four-lane) between Navan Road and **Mer Bleue Road**.
 - » Widening of **Mer Bleue Road** between **Brian Coburn Boulevard** and **Renaud Road** from two lanes to four lanes.

Future road investments will also include:

- » **Blackburn Hamlet Bypass** extended to new four-lane road between **Blackburn Hamlet Bypass Road** and **Navan Road**.
- » Widening of **Tenth Line Road** between **Brian Coburn Boulevard** and **Wall Road**.
- Several **cycling investments** will provide residents with attractive, more accessible connections to key destinations within Orléans. In particular, a **new multi-use pathway** will be built as part of the Brian Coburn Boulevard extension between Navan and Mer Bleue. Creation of the Orléans neighbourhood bikeway through small-scale improvements to local roads will provide a well-connected, low-stress route through the community and is currently in Phase 3 of the Cycling Plan.
- **Sidewalk improvements** will ensure that pedestrians have safe and seamless access to the City's transit system, as well as community amenities, schools, shops, recreational facilities and existing pathways, including:
 - » **Jeanne D'Arc** between Champlain and Tenth Line;
 - » **Varenes** between Watters and Sheenboro North, and;
 - » **Orléans Boulevard** between Notre Dame and Jeanne D'Arc