



# Building a Liveable Ottawa 2031 Backgrounder 2: Outer Urban Area

Wards 7, 8, 9, 10, 11, 16, and 18

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 the outer urban area in the next 20 years.

### At a Glance - Downtown Ottawa Now\*:

- During the morning peak period 67% of residents use their cars to get to work (passenger or driver) (66%), followed by 23% for transit (22%); 8% walk (10%), and; 2% cycle (3%).
- With 315,000 residents, this area still has the largest share (34%) of the total population
- Almost 35% of job growth occurred in the Outer Urban area, particularly in business parks and industrial areas as well as along arterial mainstreets.
  - » Many seniors live in the area; with 16.3% over 65 years of age (13.2%)
- Almost two-thirds of new housing are apartments. New residential units since 2008: about 2,992 total new units (32,850), including 305 singles (9,572), 188 semis (1,486), 565 row (9,409), and 1,934 (12,383) 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 the outer urban area in the coming years include:

- **Transit-oriented Development** – The outer urban area contains many areas where the Official Plan targets intensification near transit including mixed-use areas such as Baseline-Woodroffe and Confederation Heights and the areas around the Train, St. Laurent, Cyrville, Hurdman and Blair stations on the Confederation Line. New policies for these mixed-use areas support increased walking and transit use over the long term. A grid pattern of walkable blocks will be maintained as areas develop and redevelop, to improve connections within and between sites and preserve opportunities for future infill. A minimum building height of four storeys will be required.

Target areas for intensification also include traditional mainstreets such as Richmond Road and arterial mainstreets such as portions of Carling Avenue, Merivale Road, Bank Street and St. Laurent Boulevard. Although these arterials are oriented to vehicular traffic, they feature good transit and have the potential to develop over time as more pedestrian-friendly streets that support a mix of employment, residential and commercial activity. Five new arterial mainstreets are proposed on segments of:

- » Carling Avenue at Kirkwood
- » Walkley Road from the O Train to Heron Road
- » St. Laurent Boulevard between Russell Road and Pleasant Park
- » Ogilvie Road between Aviation Parkway and Bathgate
- » Innes Road through Blackburn Hamlet

Outside the target areas, new policies on parking regulation and building height support transit use within walking distance

of rapid transit stations and transit priority streets, where transit moves ahead of other vehicles.

- **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 on arterial roads within walking distance of a rapid transit station or on a transit priority street. Transit Priority corridors such as Baseline Road, Fisher Road and Blair Road have traffic controls or separate lanes (now in place or proposed) that will allow transit to move ahead of other vehicles.

While current height limits remain the same on traditional (up to 6 storeys) and arterial (up to 9 storeys) mainstreets, more direction is proposed for the location of buildings up to 9 storeys on arterial mainstreets: within walking distance of a rapid transit station, at key intersections, or next to major urban facilities such as hospitals and universities. Tall building (10 storeys and more) will only be allowed through approval of a secondary 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.

The proposals also clarify that the mainstreet designation has priority over other, adjacent designations. This policy preserves the potential for mainstreets to intensify and develop as walkable streets well-served by transit and supporting a mix of residential, commercial and employment activity.

Buildings over 30 storeys will only be permitted in the central area or in mixed-use centres inside the Greenbelt, following approval of a secondary plan. Approved plans on the Confederation Line permit buildings up to 30 storeys and can be viewed here: [Transit-Oriented Development \(TOD\) Plans | City of Ottawa](#). Boundary adjustments to these areas are proposed in keeping with the approved plans. Plans in process for Blair Road can be viewed here: [LRT Station Area Transit-Oriented Development \(TOD\) Studies | City of Ottawa](#). Plans are also in place for the mixed-use centres at Confederation Heights and Baseline, a Transit Priority corridor, and Woodroffe, and can be viewed here: [Volume 2a - Secondary Plans | City of Ottawa](#).

- **Urban Design and Compatibility** – The policies propose that new development in mixed-use centres and along mainstreets 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.

Within stable, low-rise residential neighbourhoods, the compatibility of new development with its surroundings is proposed to consider community character and how it is expressed in terms of building height and massing, setbacks, the location of off-street parking and access to it.

- 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. City-wide design proposals also require that buildings be oriented to the street and frame major intersections.
- **Employment Lands** – The Nortel site in the Greenbelt and an area in Bell's Corners were included in a city-wide review of Enterprise Areas, where a mix of housing and residential development is permitted. The Nortel site is proposed to change to an Employment Area to reflect that it has no potential for residential development. No change is proposed in Bell's Corners.

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

Since 2008, the outer urban area has benefitted from several transportation investments.

The Western Corridor Light Rail Transit Environmental Assessment Study has confirmed the routing for LRT west of Tunney's Pasture, which will build on the Confederation Line (construction underway) – 12.5 km of light rail from Tunney's Pasture to Blair Station with a tunnel under Queen, Rideau and Waller Streets that will result in less congestion, and less buses through the downtown.

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

The Hunt Club extension from Hawthorne Road to Highway 417 will provides direct access for residents and businesses in the Hunt Club area to the provincial highway network and alleviates congestion in the Walkley Road area, the only nearby access to the highway.

Construction has also begun on two additional lanes on **Highway 417** between the split at Ottawa Road 174 and west of the Nicholas Street interchange, which will eventually contribute to a faster, more comfortable commute. For the west, the Highway 417 widening from Highway 416 west to March Road/Eagleson Road interchange has also enhanced commute times for drivers going to and from major employment destinations downtown.

The cycling and pedestrian networks have been an identified priority for residents in the outer urban area. Since 2008, the City has initiated the construction of connections to the multi-use pathways along the Sawmill Creek Constructed wetlands joining them south to Hunt Club Road and north to Walkley Road, and

the construction of the east-west multi-use pathway link, including a new bridge over the Airport Parkway, to connect the Hunt Club community to the South Keys Station.

For the outer urban area, future investments will focus on enhancing mobility for all users of these established neighbourhoods, with a continued focus on improving transit, cycling and walking to key destinations as well as overall commute times by car.

Projects in the draft TMP that will shape outer urban neighbourhoods to 2031, include:

- **Significant LRT investments**, including the construction of the Western Light Rail Transit Corridor between Tunney's Pasture Station and Baseline Station, to link to the Confederation Line currently under construction. This will include two new stations along Richmond Road. In addition, the conversion of the existing Transitway and two new stations from **Lincoln Fields to Bayshore** will greatly improve the commuter experience to downtown destinations.
- Further, an at-grade bus rapid transit on Baseline and Heron Roads, between Baseline Station and Confederation Station. This will improve commute times, and create an alternative East-West connection that avoids travel through the downtown.
- **O-Train extension from Greenboro to Bowesville and new rail stations at Gladstone, Walkley and South Keys** along the existing corridor; there will additionally

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

- **Transit priority measures** are proposed on streets including (but not limited to) Carling, Baseline and Montreal Road to ensure a faster more reliable commute for bus riders.
- Application of the **Complete Streets** policy through reconstruction projects to accommodate the safety, comfort and convenience of all road users.
- A number of **road investments** will provide residents with better connections to key destinations in their community such as:
  - » Widening of **Airport Parkway** between Brookfield and Hunt Club Roads from two lanes to four lanes.
  - » Intersection modifications along **Prince of Wales Drive** to improve traffic flows will focus on the areas surrounding the Hunt Club Bridge and Riverside Drive in the south end. The portion of Prince of Wales from Strandherd to Merivale will be widened.

Future road investments will also include:

- » Widening of **Airport Parkway** between Hunt Club Roads and Macdonald-Cartier International Airport from two lanes to four lanes.
- » Widening of **Blair Road** between Meadowbrook Road and Innes Road from two lanes to four lanes.
- » Widening of **Coventry Road** between Belfast Road and St. Laurent Centre from two lanes to four lanes.
- » Urbanize existing two-lane rural cross section at **Cyrville Road**.
- » Widening of **Prince of Wales Drive** between Hunt Club Drive and Colonnade Road from two lanes to four lanes.
- » Widening of **Tremblay Road** between **Pickering Place** and **St. Laurent Boulevard** from two lanes to four lanes.

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

- **Midtown cycling corridor improvements** will be made, most prominently along Heron and Baseline, a Transit Priority corridor, to service employment and education nodes at Confederation Heights/Algonquin College, and to connect with other major north-south routes along the Rideau River, Rideau Canal and Bank Street.

- **A Hospital Link multi-use pathway** will be constructed to address a current missing link along the north-south bikeway route through the General Hospital campus. This pathway will connect to the existing pathway network in the north near Train/Hurdman to the off-road route on the south of Smyth

which extends to Walkley and ultimately Hunt Club Road.

- **The Nepean Trail and other local cycling routes** will be built to increase connectivity within neighbourhoods such as Greenboro, Fisher Heights and Billings Bridge to adjoining shopping, recreational and community destinations.

- In addition to level of service considerations, **sidewalk improvements** will ensure that pedestrians have safe

and seamless access to the City's transit system, as well as community amenities, shops, recreational facilities and existing pathways, including:

- » DuMaurier between Ramsey and Pinecrest;
- » Pleasant Park between Lynda Lane and Alta Vista, as well as between Haig and St-Laurent, and;
- » LaVerendrye Drive between Quincy and Ogilvie.