



Building a Liveable Ottawa 2031 Backgrounder 6: Rural

Wards 5, 20, 21, 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 is a look at the policies and projects that will shape Ottawa's rural communities for the next 20 years.

At a Glance - Rural Ottawa Now*:

- During the morning peak period 84% of residents use their cars to get to work (passenger or driver) (66%), followed by 11% for transit (22%), and; 4% walk (10%).
- There are almost 94,000 residents living in the rural area (10%).
- 12.3% of residents are over 65 years of age (13.2%).
- New residential units since 2008: almost 2,509 total new units (32,850), including 1,850 singles (9,572), 64 semis (1,486), 143 row (9,409), and 452 (12,383) apartments. Apartments, rows and semi-detached accounted for 27% of the new housing even though these forms are only 6% of the current supply.

*City-wide comparisons in parentheses.

Official Plan (Land Use)

Proposed changes to the Official Plan will help build complete communities in our rural Villages, preserve land for farming and resource development outside Villages, and forge critical linkages within the natural heritage system. As urban communities continue to develop and intensify, there is no need to expand into the rural area to accommodate urban growth.

Policies that will shape the development and enhance the liveability of the rural areas in the coming years include:

- **Building complete communities in Villages** – Rural growth will continue to focus in Villages. Proposals will plan future land requirements based on the combined need for land in the three largest Villages (Manotick, Greely, and Richmond) and in nine medium-size Villages (Carp, North Gower, Metcalfe, Cumberland, Vars, Osgoode, Navan, Munster and Constance Bay). If the City finds a need for additional land in either group, priority will be given to Villages with a good balance of facilities and services and access to municipal water and wastewater services. Also, a proposed policy reserves enough land for employment in Greely, Richmond and Manotick to balance jobs and housing. A minimum lot size is introduced for Villages, set at 0.4 ha for new lots that are serviced by private well and septic.

These policies are the final phase of the Village Review that saw community visioning and updates to all the Village plans in 2012. Revisions to the Zoning By-law early in 2013 made it easier to develop

lots in Villages and operate home-based businesses. More information about proposed changes to rural policies can be found here: [Rural Review | City of Ottawa](#).

- **Preserving land for farming and resource development outside Villages** – Individual property owners are being consulted about new bedrock areas proposed for protection. Other policy proposals include:
 - » Tighter rules on new development near protected bedrock, sand and gravel areas and near pits and quarries
 - » Requirement that new or expanded operations study cumulative effects of quarries on groundwater

The Official Plan Review initiated an update of the Land Evaluation and Area Review (LEAR), a tool developed by the Province to help municipalities identify prime agricultural areas and protect them in their Official Plans. Analysis of prime agriculture areas will resume once further work on soils data is completed.

- **Managing residential growth outside Villages** – Limited housing development outside Villages is being proposed as housing potentially conflicts with agriculture, quarries, and

sand and gravel operations and the natural landscape is fragmented as building sites are cleared and graded.

Proposed policies will discontinue the practice of permitting residential subdivisions outside Villages, but will increase the number of severances (to 2 new lots from the current 1 lot) that can be taken from an individual lot. No change is proposed in the lot sizes: a minimum of 0.8 ha for the severed lots and a minimum of 10.0 ha for the retained parcel.

- **Connecting the natural heritage system** – New natural corridors are proposed that will improve wildlife movement and habitat connections among significant wetlands, forests and other core components of the natural heritage system. In response to an appeal at the Ontario Municipal Board, the City proposes to add these corridors to the maps of the natural heritage system tabled in June: [June 25, 2013 Draft Official Plan Documents | City of Ottawa](#). The maps are used to trigger a requirement for an Environmental Impact Statement when development is proposed. There is no change to the underlying land use designation or zoning of land.

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

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

Transit investments in the form of new Park & Ride lots have been made to ensure that rural residents have easier, more convenient access to express commuter transit services. An expanded Park and Ride at Trim (290 new spots, up from 688), as well as new lots at Leitrim (292 new spots) and Millenium (255 new spots) have provided over 884 new spots. The OC Transpo 200 series rural bus routes have also been maintained where demand exists.

Further, new infrastructure investments have enhanced the road network within the rural communities and for rural commuters looking to access other destinations across the City, including: the widening of Highway 7, and the on-going construction of the Strandherd-Armstrong Bridge. In addition, ongoing and almost completed work on several important Environmental Assessment (EA) studies represent the first step in helping to better connect the rural areas to the City and points beyond, including EAs on the: potential widening of Bank Street from Leitrim Road south to Rideau Road; potential widening of Ottawa Road 174 and Prescott-Russell Highway 17 from the Highway 417 split to Rockland; and the completed EA on a service road link to permit connection of Jinkinson Road to Golf Club Way.

Residents have also benefitted from investments in a number of rural pathways that offer safe, accessible and quality connections to schools, community amenities and nearby greenspace, including: the Osgoode multi-use pathway constructed along former rail line from Leitrim, at the Park and Ride lot, south to the village of Osgoode, and; Rural East multi-use pathway constructed along former CP rail line from

Greenbelt (Anderson Road) past the villages of Navan and Sarsfield to Canaan Road where it links with the existing Prescott-Russell pathway. A new sidewalk was built along Bridge Street to connect the shops and residents in downtown Manotick to those on River Road.

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 Ottawa's rural communities — from Navan to Osgoode and further west to Richmond and Carp — the emphasis will be on renewal, as well as on leveraging previous investments made in both the rural and suburban areas, including the nearly completed Strandherd-Armstrong Bridge, the Southwest Transitway extension and associated Park & Rides, as well the expanded provincial Highway network in the east and west.

Future transportation projects will provide safer, more accessible options within these communities, 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:

- Significant rail investments

in the west and east, including between Tunney's Pasture Station and Baseline Station, as well as from Lincoln Fields to Bayshore, and a new LRT line between Blair and Trim Road. These investments will ensure that our rural residents can more quickly access a rapid transit line to bring them to their jobs, as well as various entertainment, retail and recreational facilities downtown.

- **O-Train extension** from Greenboro to Bowesville and new rail stations at Gladstone, Walkley and South Keys along the existing corridor, as well as additional stations at Leitrim and Bowesville, with an accompanying Park and Ride lot at this location to provide residents in the south with enhanced links to jobs and other destinations further downtown.
- **Widening of Old Richmond Road and West Hunt Club Road** from Hopeside Road to Highway 416, which will help residents in the southern rural areas better access services and facilities in other areas of the city.
- **The Greenbank Road Extension**, a new four-lane road between Cambrian and Jockvale Roads, will maximize the use of the Strandherd-Armstrong Bridge and enhance connections to Limebank Road and Riverside Drive, the planned commercial area in Riverside South, as well as the rural southern areas, and the new Minto Recreation Complex.

Future road investments will also include:

- » Widening of **Bank Street** between Earl Armstrong Road extension and Rideau Road from two lanes to four lanes.
- As new roads are built with the needs of all users in mind, **cycling investments** will be added through the rehabilitation of the existing road network, with paved shoulders added to rural roads as sections come up for renewal, and where there is cycling demand.
- Future investments in the road, transit, pedestrian and cycling networks will continue to be prioritized with affordability as well as the needs of all residents, including those living in Ottawa's rural areas in mind.