



**Submission to the public consultation on The 5 Big Moves and Official Plan:**

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Submitted by: Barrhaven BIA

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## Submission to the public consultation on The 5 Big Moves and Policy Directions

Dear Members of the Committees,

The City is proposing to make a number of significant policy changes through the Official Plan to make Ottawa the most liveable mid-sized city in North America. In consultation with 8 of the City's South and West end suburban and rural Business Improvement Areas (BIAs) and groups, across 7 City Wards, I am here to speak with a unified voice on suburban mobility and growth in these fastest-growing areas of Ottawa. The suburban communities of Kanata-Stittsville and Barrhaven-Riverside South alone make up almost a quarter of the total population of the City of Ottawa. This percentage will continue to rise as these high growth areas continue to develop.

Population Growth	2016	2019
Kanata Stittsville	118,161	129,096
Barrhaven Riverside South	98,379	107,409
Ottawa	963,857	1,001,077
	<b>22%</b>	<b>24%</b>

### GROWTH

Ottawa's suburban communities play a vital role within the larger context of our city and offer the ability to be sustainable communities that are complete with work, live and play opportunities. The careful consideration of the continued development of our suburban areas is very important. Both the South and West communities have been built as per the City's planning prescription: building of the first economy- houses, the second economy- businesses, and we are all now well into the third economy- recreation facilities and hotels. While the growth has been consistent with approved plans, the infrastructure to support this rapid growth has not kept pace.

While there should always be more population inside the Greenbelt than outside, smart growth must continue to happen in suburban communities. Intensification should be directly related to mobility, as the City continues to grow, and mobility should be inclusive of all modes (vehicular, public transit, cycling and walking) in all areas of the City.

#### *Strengthening the link between growth, planning and economic development*

Embedded in the Official Plan is the concept of the 15-Minute Neighbourhood (walk, bus ride or drive to access your daily needs). BIAs should be proactive in helping to identify those areas that can be transitioned to such a corridor. We, in the West and South suburban communities, love this direction in the new OP. It must not be aspirational but real and the models must be both flexible and scalable over time. Granular-level audits of 15-Minute Neighbourhoods should be supported by the City and pilots should be done in rural, suburban and urban areas, preserving the uniqueness of each community.



### *Suburban Community Design Plans as a Model*

When looking at intensification and infill this should be done throughout the City; many existing Suburban Community Design Plans have aggressive targets for intensification. They also are mixed-use in nature, promote sustainable forms of transportation and fit into the 15-minute neighbourhood model. As “how we do business” changes, and bricks-and-mortar retail downsizes, the City should look to incorporate an array of affordable building models into the renewed spaces. We can look to the suburban Community Design Plans, and the flexible housing options embedded in those plans, as a model for potential redevelopment areas in the suburban cores. For instance, the convergence of 2 rapid transit corridors in Barrhaven, along with a greenfield slate, offer unique opportunities to support the new OP.

We need to make it possible and practical for more people in communities like Barrhaven, Kanata and Stittsville to walk, cycle or use public transit. Our City is unique in that we cover a very large area and have three distinct identities: urban, suburban and rural. We ask, might the Official Plan speak to all three, preserving their identities while strengthening the links between them?

Geographically, 90% of the City is built up but our population is at 60% of the target. How do we bridge this gap? The trend is in the correct direction, but how do we continue? The south and west suburban areas will continue to be a major component of greenfield growth, and with that will be the need to provide the necessary infrastructure. Ottawa needs to smartly define its NEXT suburban community using current and planned infrastructure in order to accommodate the projected growth and, in fact, guide that growth.



## MOBILITY

*Mobility Goal: By 2046, the majority of trips in the City of Ottawa will be made by sustainable transportation (walking, cycling, transit or carpool).*

To achieve this, the South and west areas require substantial commitment from the City to upgrade the transportation network for all modes, including the roads within our communities! While cycling and pedestrian pathways should be included with new road projects in our communities this must not take funding away from the desperate need to finish the roads and improve our transit service. LRT has been a huge City focus, both staff time and financial, however the suburbs have poor service and rural areas have no service at all. With a growing population (70 % of City's growth) and growing employment in our business areas there is a great need for suburb to suburb transit options and the suburbs need stronger internal transit to feed existing BRT and future LRT lines.

Transportation efficiency is an issue among all areas in south and west areas of the City. Trips between the South and the West are high while transportation connections between the two areas are poor. Travelling within each of the communities is also difficult;

- Roads MUST be completed to accommodate the growth
- Transit service MUST be improved to increase ridership

The main roads in central Barrhaven (Strandherd, Jockvale, Greenbank, Chapman Mills) are already well over capacity, many are dead-ends and all are incomplete;

- Greenbank is a two-lane over-capacity road bottlenecking at a tiny, one-truck bridge. The Greenbank realignment needs to be done now: 38,000 people live south of the Jock River and have no means of entering or exiting that community, neither efficiently nor safely.
- Jockvale is a two-lane, dead-end road.
- Strandherd, the "new Hunt Club Road" is under construction and will be for some time to build the bridge over the VIA tracks and widen the road to 4 lanes. This poses a huge safety issue as cars queue over the at-grade crossing during peak travel times.
- Chapman Mills Drive currently ends at Longfields.

Over 24,000 people currently work directly in the Kanata North Technology Park. This number is up 66% since 2015. The companies in the Technology Park contribute \$13B to Canada's GDP and generate over 33,000 jobs. Kanata North's bustling and growing economy is having a "halo effect" on surrounding areas of the city bringing indirect economic benefits to neighbouring communities in the south and west ends. Subsequently, over 10,000 additional jobs have been generated. However, this has led to major issues with public transportation and traffic congestion.

The City must bring immediate attention to needs outside of the Phase I influence area;

- LRT Phase I has had virtually no positive impact on the South and West areas
- LRT Phase II presents some better connections but both areas will still largely be served by bus and transit users who report that service on busses has declined
- There will be virtually no new transit ridership from the eastern leg of Stage II LRT (\$1B of \$4.5B comes from DCs). LRT Phase II to Moodie and Baseline is 4 years away, what is City doing to



make it successful as of Day 1? Barrhaven and Kanata-Stittsville commuters MUST get on it to make it work

- BRTs and strategically located park and rides are needed to get people using transit;
  1. Finish the Barrhaven N-S BRT
  2. Build a Kanata BRT to Moodie's LRT station
  3. Greater Manotick needs Barrhaven to have more Park and Rides with greater capacity

While we agree with the basic elements in the proposed Mobility Move such as expanding the rapid transit system and lowering emissions by relying less on single vehicle use, there are several challenging realities that should be considered when creating policy;

- Reliability- is the new transit system performing, is it efficient? If the answer is no, people in the suburbs will continue to use their vehicles.
  - Currently available origin-destination data for transportation was collected in 2011 when developing the 2013 TMP. Given the massive amount of growth in the west and south end suburban communities we expect that data to show significant changes in the upcoming TMP review.
- Climate- Walking and cycling is not a practical option in inclement weather, especially during Ottawa's long winters, for commuters travelling far distances to and from work from communities like Barrhaven, Stittsville and Kanata.
- Cost- Transit costs in Ottawa are one of the highest in the country due to our expansive geography.

There has been some discussion in support of changing the current funding model for LRT, having Stage III wait for Provincial and Federal funding instead of using municipal funds despite the extensive and continuing growth in Barrhaven, Stittsville and Kanata and correlated opportunity to significantly increase new transit ridership, and thereby, funding. Consistent funding from all levels of government is essential to the development of an integrated transit system.

Given the great opportunity for imminent economic growth before us, we urge the City to highlight the priority for roads and transit investment in Ottawa's west and south end suburbs. The Transportation Master Plan needs to be real (no affordable network to hide real costs). There is no current funding mechanism to afford the appropriate transportation infrastructure for our suburbs (other than LRT, pedestrians and cycling). We need to look at new ways of funding;

1. 15 years ago, the City looked at implementing area specific DCs, but not enough money was able to be generated in the east so they did not proceed. Can we look again at tax base options? What focused taxed base money can be raised through these areas through Special tax assessments, for example?
2. The DC Bylaw- a major review is needed of principles of DC Bylaw and its legal requirements vs what it should fund.
  - Since 2019, the City has collected \$478,257,397 in Development Charges, \$263,676,363 from South and West Ottawa (55%). The remaining 45% came from



Central, East and Rural Ottawa, but infrastructure investment hasn't kept pace with the growth in the South and West.

3. Search for other ways to build infrastructure
4. Higher level government options need to be exercised: get the Councillors to bring in their respective MPP and MPs

Residential and commercial development in the suburbs is FAR outpacing infrastructure development. *This new Plan presents an opportunity to align the two.* Given the significance of this, our united group will be transitioning to a continued strong and united voice speaking to the Transportation Master Plan as well as City Budgets, annually.

Thank you for your consideration.

Respectfully,

Andrea Steenbakkers

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