

**Document 4 – Details of each Major Transit Station Area**

Major Transit Station Areas or MTSA's are the area around existing or planned higher order transit stations or stops. The area is generally a 500 to 800-metre radius from the transit station.

Planning density targets for MTSA's in Ottawa are determined from the Provincial Planning Statement, 2024, being 160 people and jobs per hectare for stations served by light rail or bus rapid transit. An MTSA that is 100 hectares in area will have a planned catchment of 16,000 people and jobs for potential transit riders that are within walking distance of the station. However, restrictions on development in an MTSA or the presence of a major trip generator may necessitate a density that is lower than the identified targets, in accordance with PPS Policy 2.4.2.4, which indicates that the City may request the Minister of Municipal Affairs and Housing to approve an MTSA with a target lower than 160 people. The following stations that meet this criteria are:

<b>Convent Glen</b>	<b>Leitrim</b>	<b>Heron</b>
<b>Iris</b>	<b>Fallowfield</b>	<b>Longfields South</b>
<b>Moodie</b>	<b>Longfield's North</b>	<b>Beatrice</b>
<b>Carleton</b>	<b>Strandherd</b>	<b>Nepean Woods</b>
<b>Uplands</b>	<b>Eagleson</b>	<b>Riverview</b>

The boundaries of the MTSA's were delineated first by establishing the 800-metre walking distance surrounding the station. The PPS requires that MTSA's be an approximately 500 to 800-metre radius from the station; an 800-metre walking distance would be no greater than 800 metres distance from the station and, in most cases, greater than 500 metres from the station. Undevelopable lands (such as greenspace or the Ottawa River) were excluded from the boundaries, if it was a greater than an 800 metre path around the undevelopable lands provided their exclusion wouldn't create an exclave within the MTSA... Additionally, lands with significant barriers to pedestrian access to the station (such as a requirement to cross a highway) that are greater than a 500-metre distance from the station were excluded.

MTSA boundaries generally follow along public rights of way or along the rear of parcels fronting onto the same public right of way. This is to ensure that the MTSA boundaries remain relatively contiguous in the long-term, even as intensification occurs. In some cases, MTSA boundaries were adjusted to follow along arterial roads or other major streets to create a more consistent boundary. Such adjustments usually increased the net area of the MTSA. Where two or more MTSA's overlapped, lands were generally assigned to the MTSA with the closest transit station.

The Airport and Bowesville stations are two existing O-Train light rail transit (LRT) stations that are not identified as MTSA's. The Airport LRT station is only accessible through the Ottawa International Airport and therefore does not include any land within walking distance beyond the airport itself. The secondary planning process for the future neighbourhood adjacent to the Bowesville station is still in-progress and there is currently no existing or planned pedestrian infrastructure surrounding the station to determine walking distances. The secondary planning process for the future neighbourhood adjacent to the Bowesville station is in-progress and there

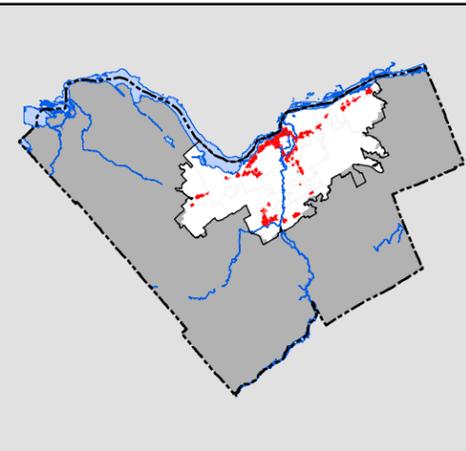
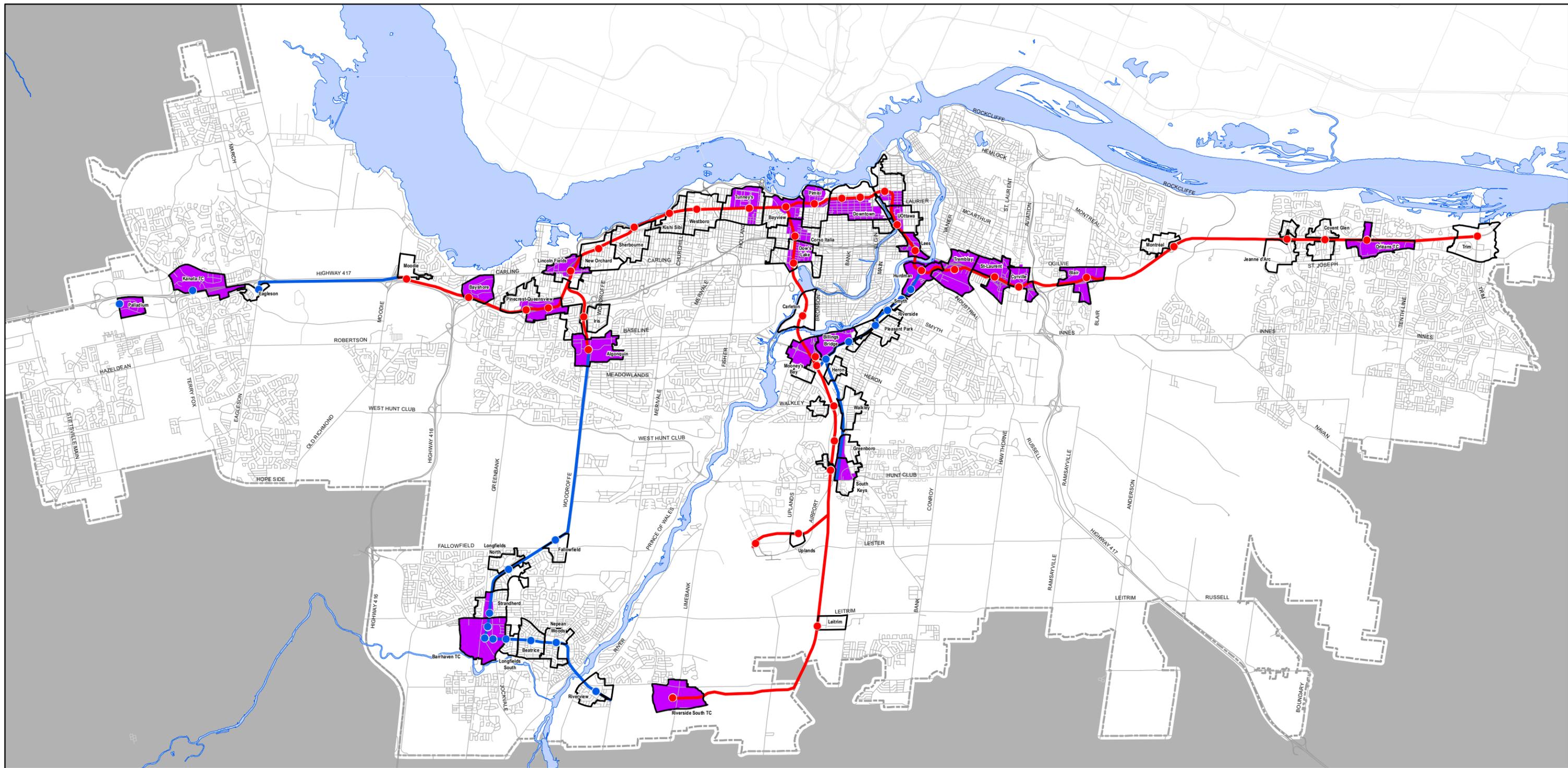
is currently no existing or planned pedestrian infrastructure surrounding the station to determine walking distances. Once the applicable secondary plan is complete, the boundaries of the Bowesville MTSA will be delineated through a future official plan amendment.

In addition to MTSA, Official Plans may also identify Protected Major Transit Station Areas (PMTSAs) surrounding an existing or planned higher order transit station or stop for the purposes of authorizing the inclusion of affordable housing dwellings within residential buildings or projects. In Ottawa, these areas are smaller than MTSA and align with the Hub designation within the MTSA, being the designation with the best potential to support affordable housing. PMTSAs are labelled as “Protected Hubs” to reflect the role of these Hubs to support affordable housing.

The following in this document details the existing<sup>1</sup> and the planned people and jobs throughout the MTSA, and the planned density targets that are allocated by strategic growth area and neighbourhoods to achieve the overall planned MTSA ridership.

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<sup>1</sup> Existing people and jobs correspond to 2021. Source for estimates of existing persons: 2025 Environics Analytics; 2021 Census Plus. Source for estimates of existing jobs: 2016 Employment Survey, City of Ottawa.



 Major Transit Station Areas (MTSA) / Zones de grande station de transport en commun

 Protected Hub / Carrefour protégé

\*\*Identification of Protected Hubs on this schedule is for convenience purposes only. Should a discrepancy occur, identification and boundaries of Protected Hubs on the B-series of schedules shall prevail. / \*\*L'identification des pôles protégés sur ce calendrier est fournie à titre indicatif uniquement. En cas de divergence, l'identification et les limites des pôles protégés figurant sur les calendriers de la série B prévalent.

 Urban Boundary / Périmètre d'urbanisation

**TRANSIT**

 O-Train and Station / O-Train et station

 Transitway

Note: The transit network on this Schedule is provided for reference purposes only. For transit network policy, please refer to Schedule C2. / Remarque : Les renseignements relatifs au réseau de transport en commun qui sont présentés dans cette annexe sont fournis à titre de référence. Pour consulter les politiques du réseau de transport, veuillez vous référer à l'annexe C2.



**Official Plan / Plan officiel**

Schedule C1 - Major Transit Station Areas

Annexe C1 - Zones de grande station de transport en commun

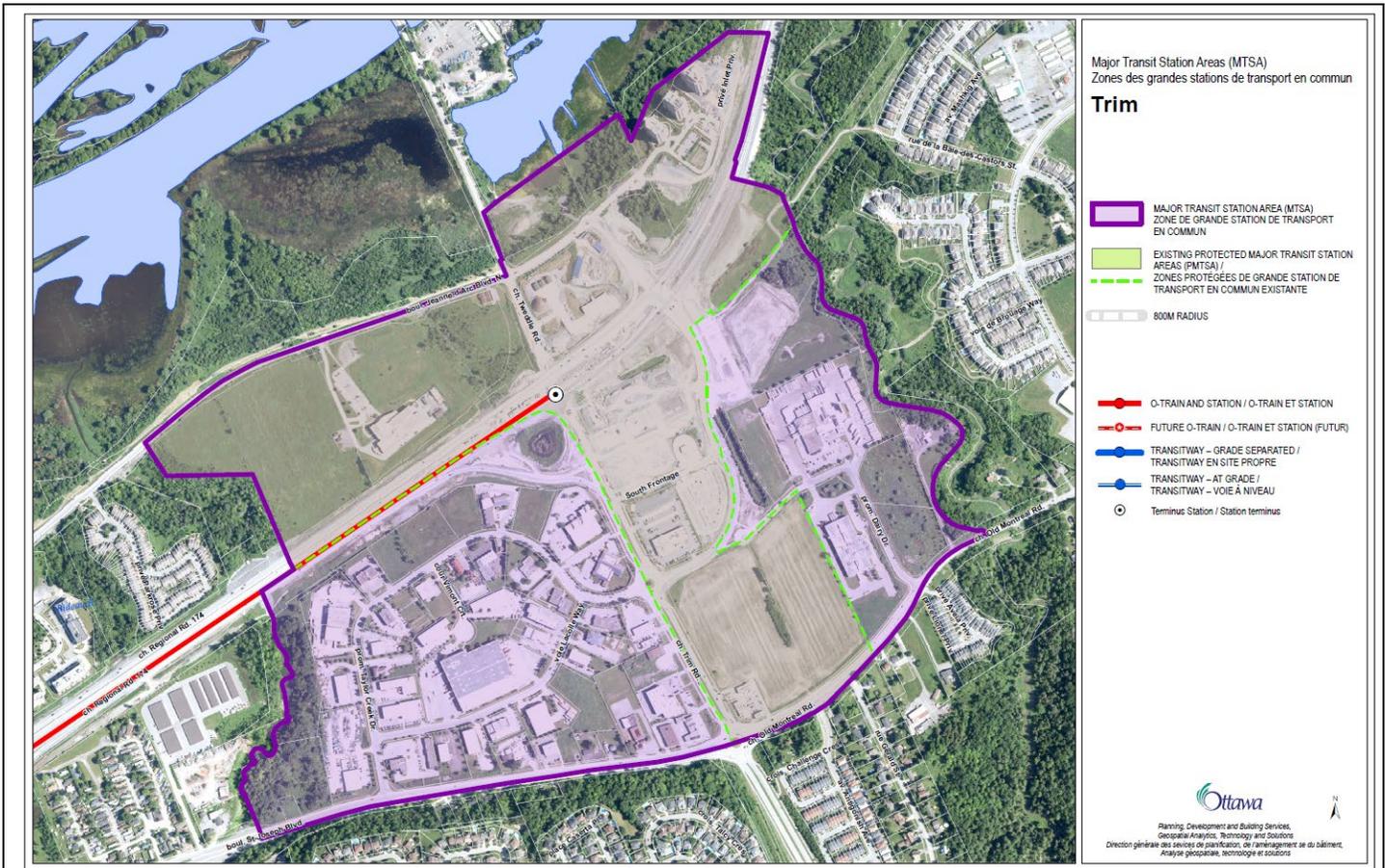
Consolidation and Amendments / Consolidation et amendements

#5 (09/23) #34\* (under appeal / en appel)



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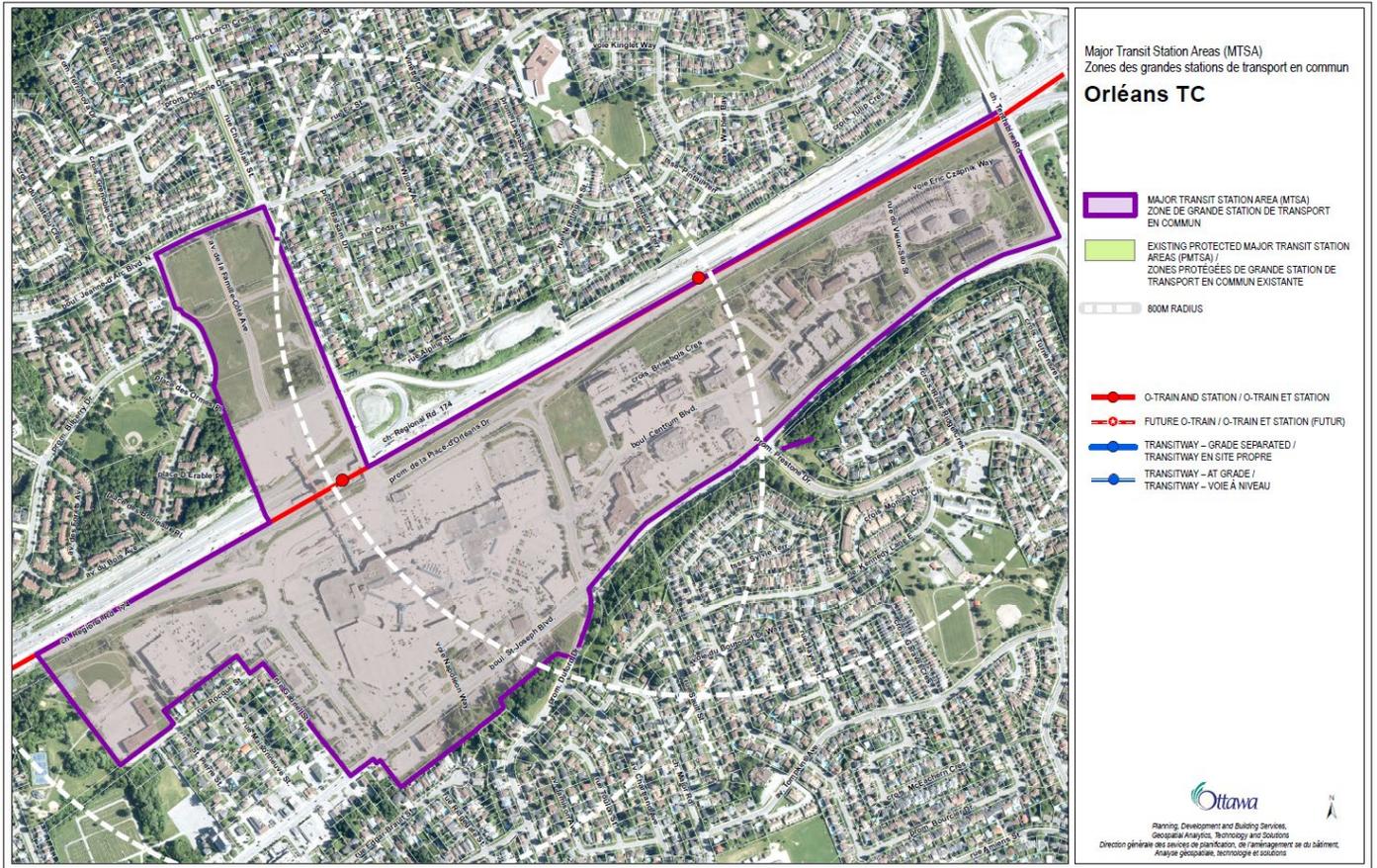


## Trim Station

Transect	Suburban	Designation	Area	Density Target
Catchment Area (hectares)	132 ha	Hub	19 ha	350 dwellings/ha
Existing People and Jobs (ppj)	2,000	Mainstreet	0 ha	120 dwellings/ha
Density Target	160 ppj/ha	Minor Corridor	5 ha	100 dwellings/ha
Target People and Jobs	21,100	Neighbourhood	0 ha	40 dwellings/ha
<b>PMTSA Delineation</b>	Station Core	<b>Planned People and Jobs</b>	<b>21,100</b>	

### Comments

The Trim MTSA includes lands surrounding a future O-Train Station on both sides of Highway 174. The MTSA extends north to Jeanne d'Arc Boulevard, and south to St-Joseph Boulevard. The boundaries follow the boundaries of the existing Trim PMTSA, and the proposed new PMTSA follows the boundaries of the station area designation within the Orléans Corridor Secondary Plan. The secondary plan land uses within the MTSA permits a mix of low-, mid- and high-rise building permissions. It is anticipated that the 160 people and jobs per hectare density target can be achieved through modest intensification and their associated density targets in the MTSA over time, and higher-intensity development on sites specified by the secondary plan.

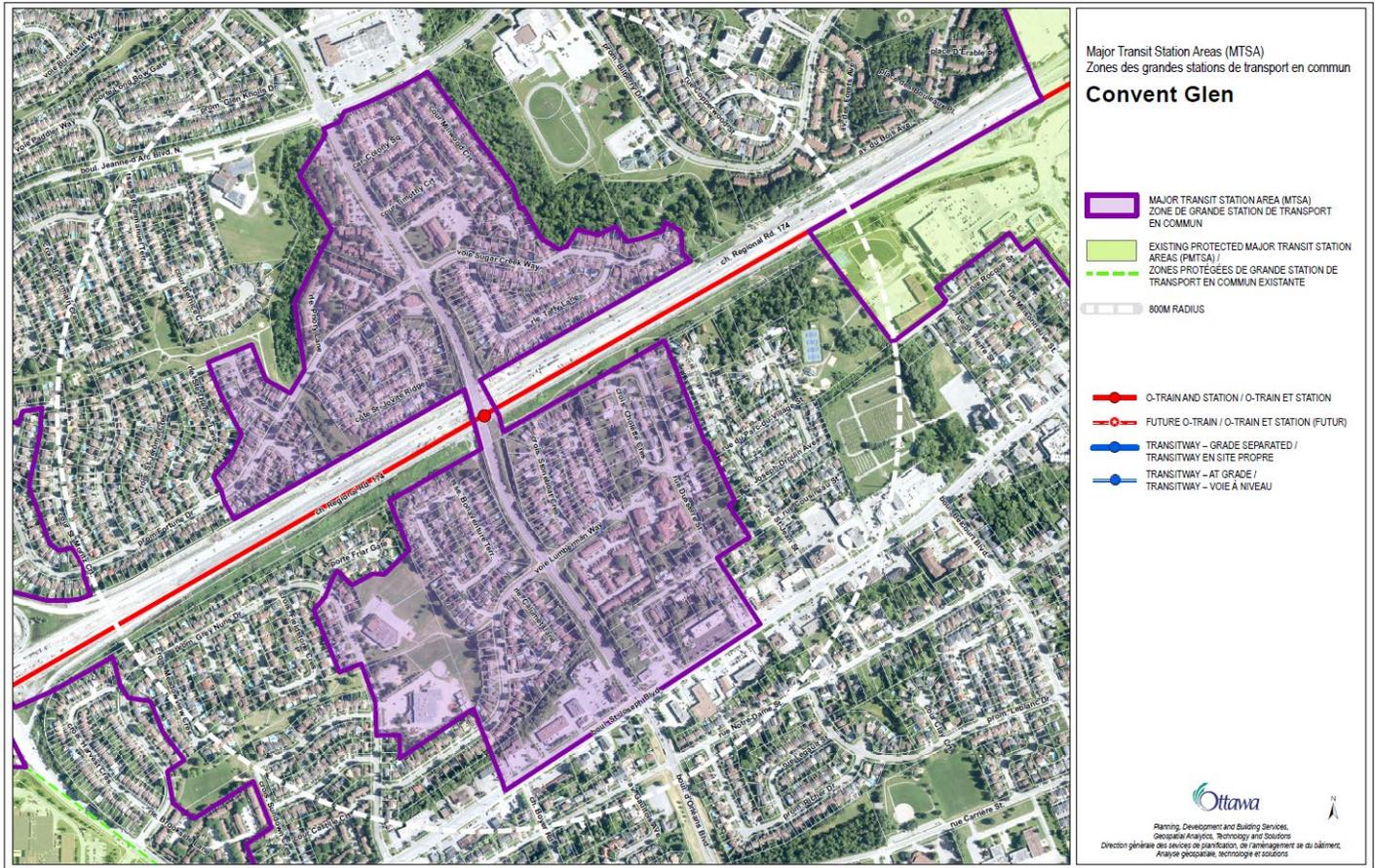


## Orléans TC

Transect	Suburban	Designation	Area	Density Target
Catchment Area (hectares)	84 ha	Hub	53 ha	150 dwellings/ha
Existing People and Jobs (ppj)	4,400	Mainstreet	5 ha	120 dwellings/ha
Density Target	160 ppj/ha	Minor Corridor	2 ha	
Target People and Jobs	13,400	Neighbourhood	1 ha	40 dwellings/ha
PMTSA Delineation	Station Core	Planned People and Jobs		<b>21,700</b>

### Comments

The Orléans TC MTSA follows the boundaries of the existing Orléans TC PMTSA and the proposed new PMTSA follows the boundaries of the station area designation within the Orléans Corridor Secondary Plan. The Station Core designation (which is shown as a Hub on Schedule B1 of Volume 1 of the Official Plan) occupies most of the area within the MTSA and permits a broad range of uses and high-rise building heights that will assist in achieving the target ridership for the MTSA.



## Convent Glen Station

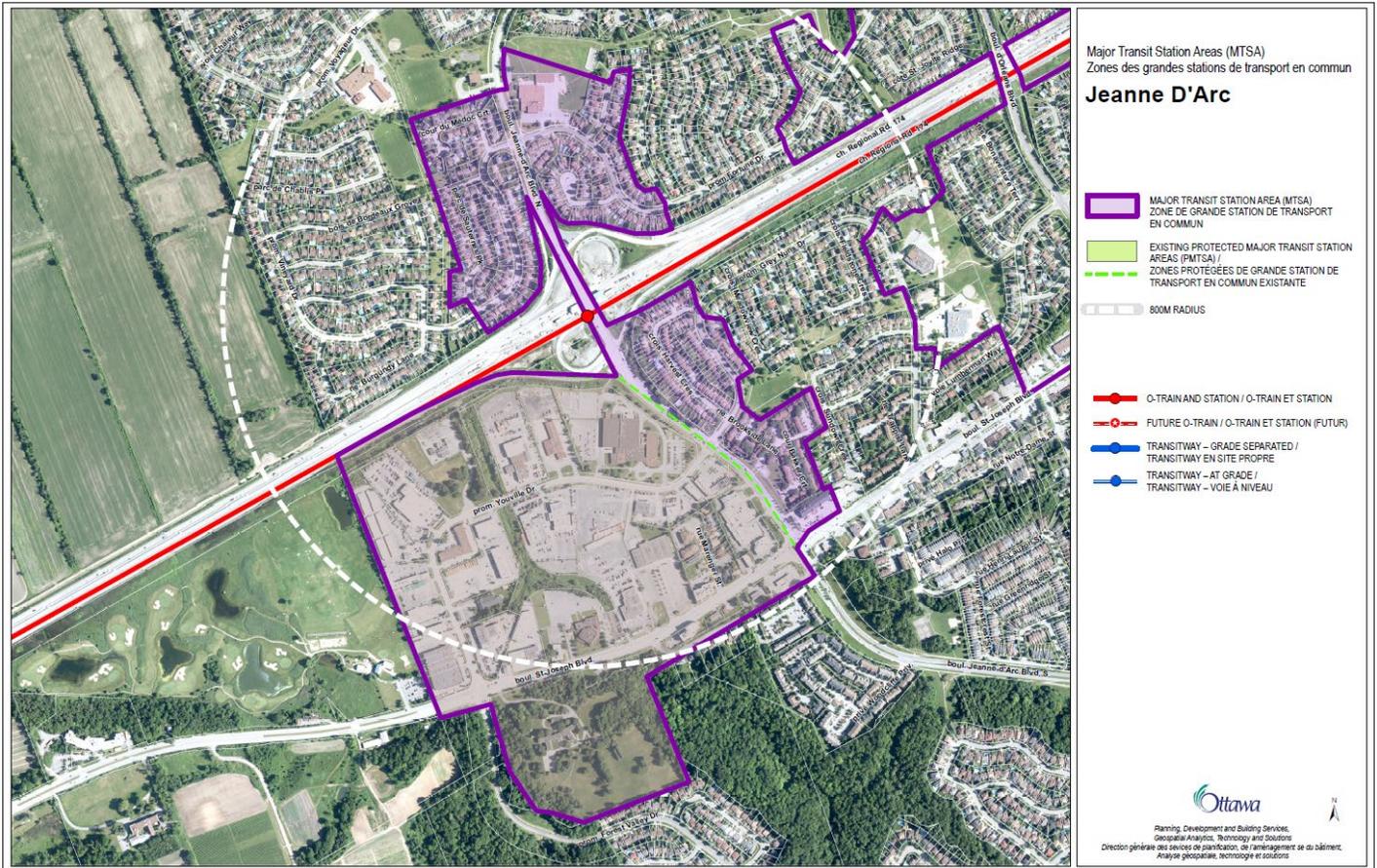
Transect	Suburban	Designation	Area	Density Target
Catchment Area (hectares)	72 ha	Hub	0 ha	
Existing People and Jobs (ppj)	5,900	Mainstreet	6 ha	120 dwellings/ha
Density Target	150 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	10,800	Neighbourhood	55 ha	40 dwellings/ha
PMTSA Delineation	n/a	Planned People and Jobs		<b>10,800</b>

### Comments

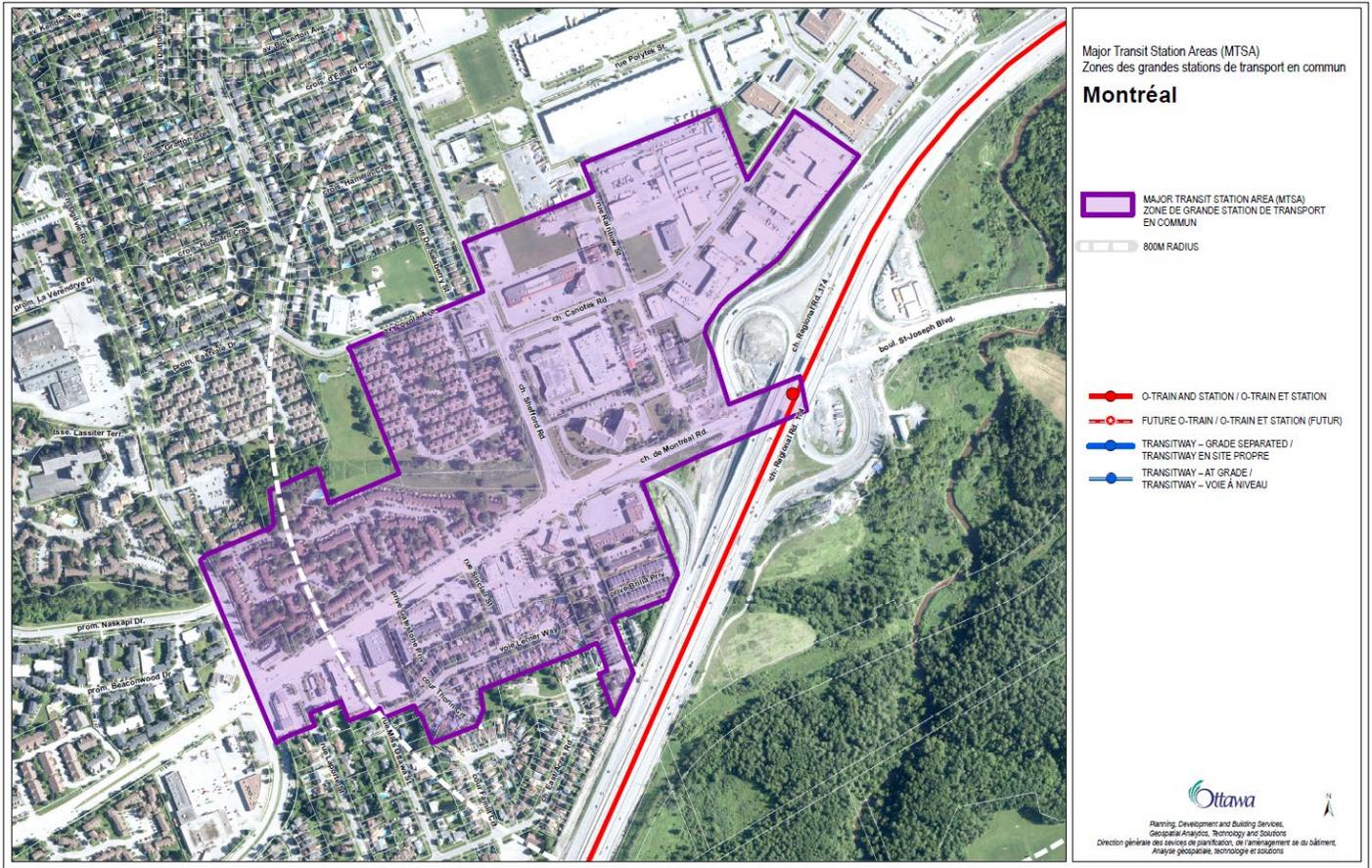
The Convent Glen MTSA includes lands surrounding a future O-Train Station near Place d'Orleans Boulevard, on both sides of Highway 174. The MTSA extends north to Jeanne d'Arc Boulevard, and south to St-Joseph Boulevard. The lands are designated Neighbourhood on Schedule B1 of Volume 1 of the Official Plan. The area is also within the boundary of the Orléans Corridor Secondary Plan, which provides a mix of low-, mid- and high-rise building permissions. The existing density is 82 people and jobs per hectare, while the target is 150 people and jobs per hectare. The target people and jobs can be achieved through modest intensification in the Neighbourhood over time, and higher-intensity development on sites specified by the secondary plan.

### Rationale for Alternate Density Target

As per PPS Section 2.4.2, Policy 4a, development is restricted on a significant portion of the lands within the delineated area being the Neighbourhood designation comprising more than 76 per cent of the MTSA. An alternate density 150 people and jobs is proposed to reflect the planned development opportunities on the Mainstreet and Neighbourhood designations.



<b>Jeanne D'Arc Station</b>				
<b>Transect</b>	<b>Suburban</b>	<b>Designation</b>	<b>Area</b>	<b>Density Target</b>
<b>Catchment Area (hectares)</b>	94 ha	<b>Hub</b>	8 ha	250 dwellings/ha
<b>Existing People and Jobs (ppj)</b>	2,900	<b>Mainstreet</b>	9 ha	120 dwellings/ha
<b>Density Target</b>	160 ppj/ha	<b>Minor Corridor</b>	0 ha	
<b>Target People and Jobs</b>	15,000	<b>Neighbourhood</b>	28 ha	40 dwellings/ha
<b>PMTSA Delineation</b>	Station Core	<b>Planned People and Jobs</b>		<b>15,500</b>
<b>Comments</b>				
<p>The Jeanne d'Arc MTSA is anchored by the Jeanne d'Arc O-Train Station. It is comprised of lands both north and south of Highway 174, including the Youville District and former Sisters of Charity lands. The subject lands are primarily designated Neighbourhood in Volume 1 of the Official Plan, with Jeanne d'Arc being a Minor Corridor and St-Joseph Boulevard being a Mainstreet Corridor. The lands are also subject to the Orléans Corridor Secondary Plan, which provides high-rise building permissions on the south side of Highway 174, closest to the O-Train station. The target people and jobs can be reasonably be achieved through the density targets established by designation within the MTSA.</p>				

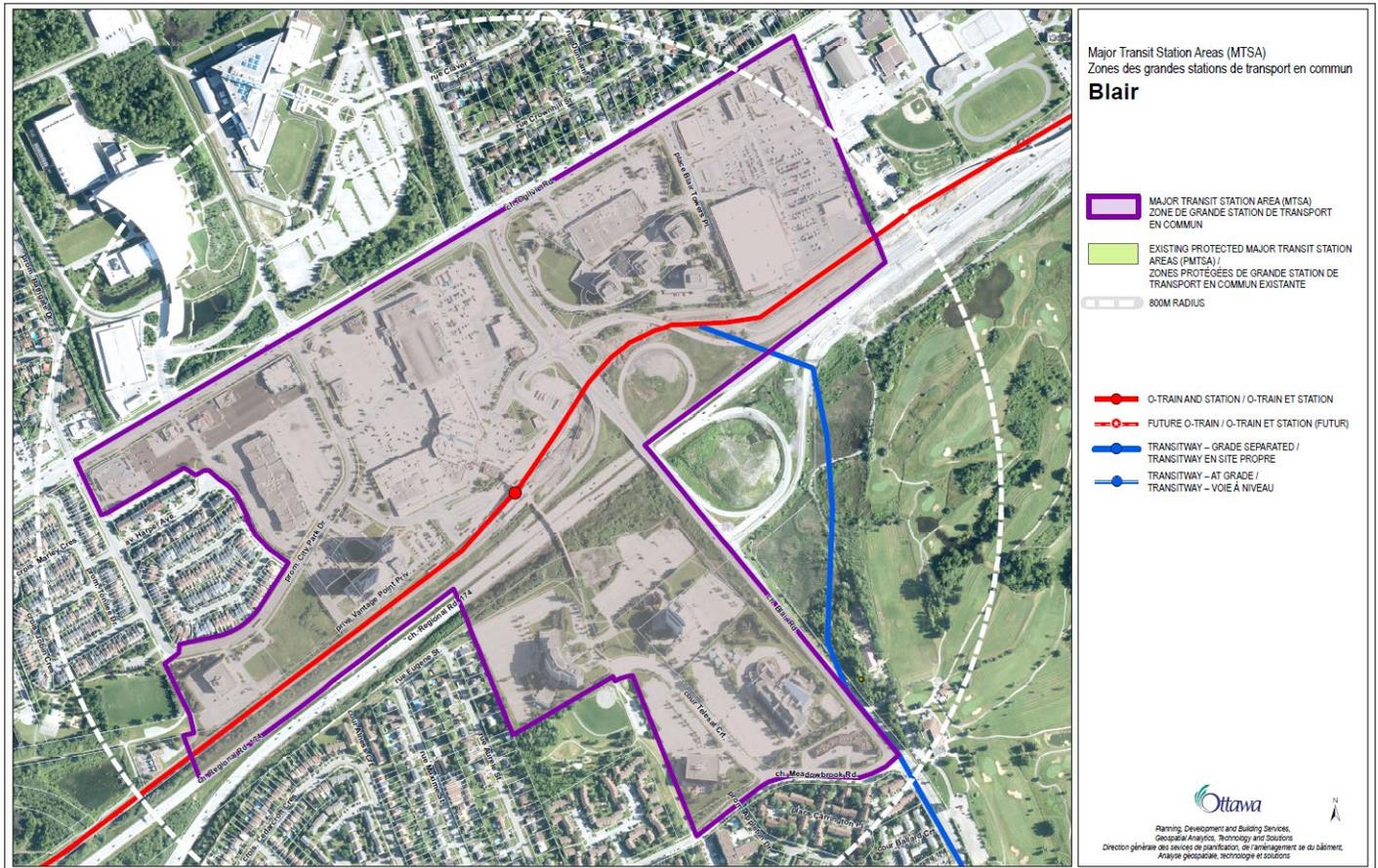


## Montreal Station

Transect	Outer Urban	Designation	Area	Density Target
Catchment Area (hectares)	45 ha	Hub	0 ha	
Existing People and Jobs (ppj)	2,300	Mainstreet	16 ha	200 dwellings/ha
Density Target	160 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	7,200	Neighbourhood	10 ha	40 dwellings/ha
PMTSA Delineation		Planned People and Jobs		<b>7,600</b>

### Comments

The Montreal MTSA surrounds an LRT station with target completion in late 2025 and comprises a mix of the Mainstreet designation, Neighbourhood designation, in addition to some lands in the Mixed Industrial designation. Minimum density targets by designation will achieve the target people and jobs for this MTSA.

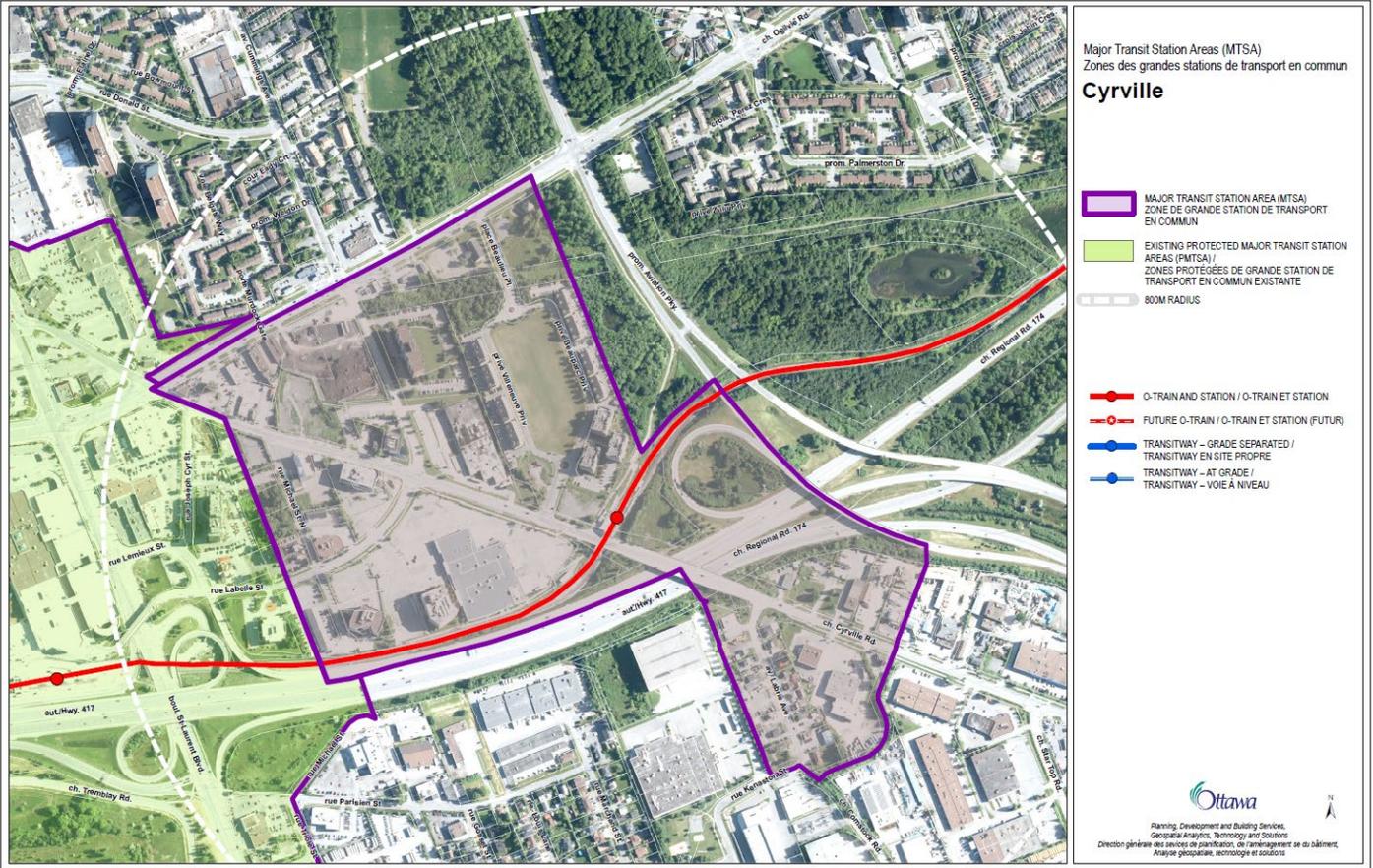


## Blair Station

Transect	Outer Urban	Designation	Area	Density Target
Catchment Area (hectares)	82 ha	Hub	76 ha	250 dwellings/ha
Existing People and Jobs (ppj)	5,500	Mainstreet	0 ha	120 dwellings/ha
Density Target	160 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	13,200	Neighbourhood	0 ha	40 dwellings/ha
PMTSA Delineation	Protected Hub	Planned People and Jobs		<b>38,000</b>

### Comments

The Blair MTSA includes lands surrounding the Blair O-Train Station, both north and south of Highway 174. The MTSA includes the Gloucester Centre shopping mall. The boundaries of the MTSA correspond with those of the Hub on Schedule B3 of Volume 1 of the Official Plan. Although there is a significant gap between the existing and target people and ojobs, the MTSA is subject to the Inner East Lines1 and 3 Stations Secondary Plan, which permits high-rise building over much of the area. The target people and jobs can be achieved through the minimum density targets by designation within the MTSA.

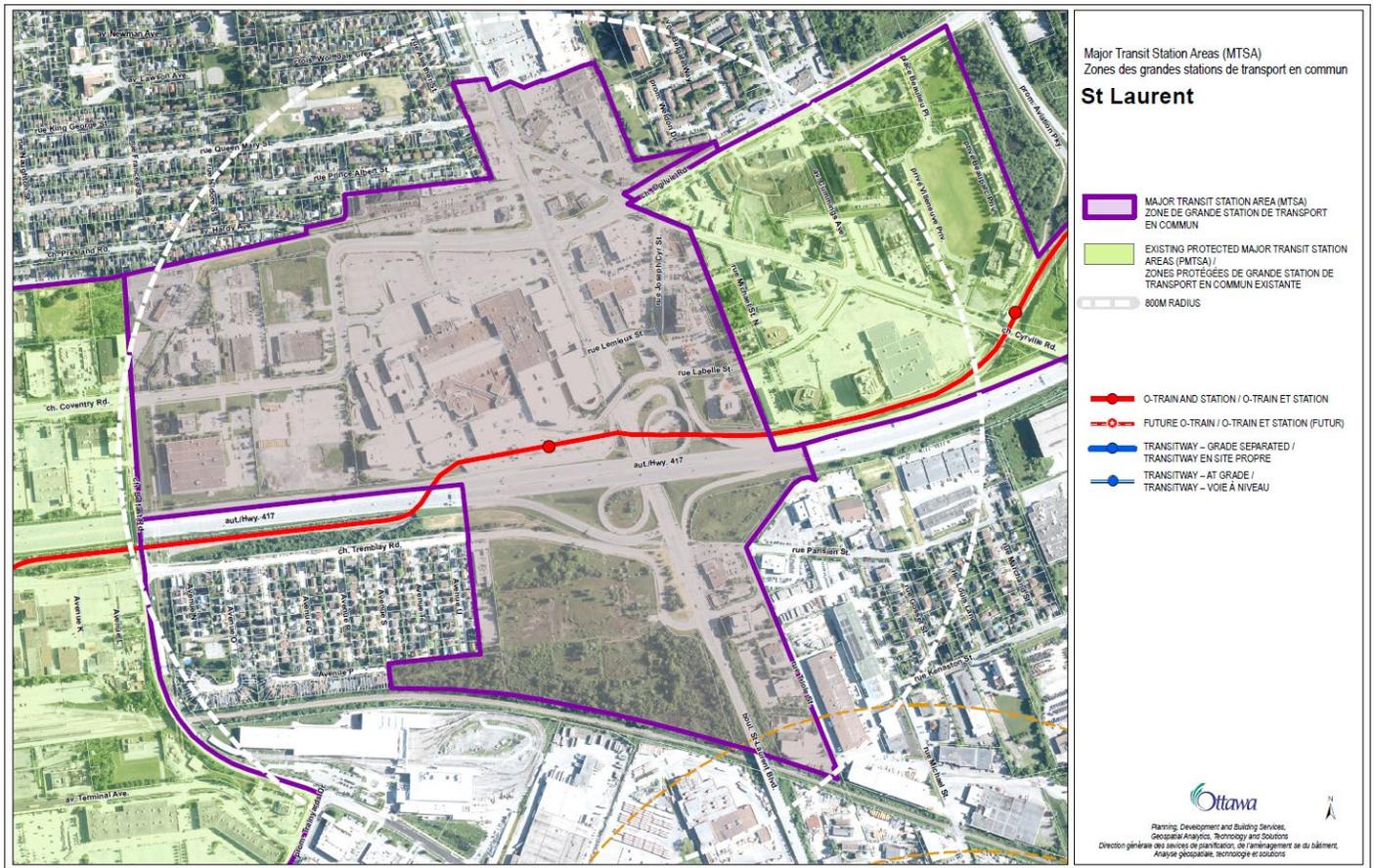


## Cyrville Station

Transect	Outer Urban	Designation	Area	Density Target
<b>Catchment Area (hectares)</b>	50 ha	<b>Hub</b>	40 ha	250 dwellings/ha
<b>Existing People and Jobs (ppj)</b>	2,900	<b>Mainstreet</b>	0 ha	120 dwellings/ha
<b>Density Target</b>	160 ppj/ha	<b>Minor Corridor</b>	0 ha	
<b>Target People and Jobs</b>	8,100	<b>Neighbourhood</b>	2 ha	60 dwellings/ha
<b>PMTSA Delineation</b>	Protected Hub	<b>Planned People and Jobs</b>		<b>19,100</b>

### Comments

The Cyrville MTSA includes lands surrounding the Cyrville O-Train Station, both north and south of Highways 417 and 174. The MTSA is primarily designated Hub on Schedules B2 and B3 of Volume 1 of the Official Plan. In addition, the lands are subject to the Inner East Lines 1 and 3 Stations Secondary Plan, which permits high-rise buildings. The target people and jobs can be achieved through the minimum density targets in the Hub designation within the MTSA. There are currently several high-rise projects undergoing development.

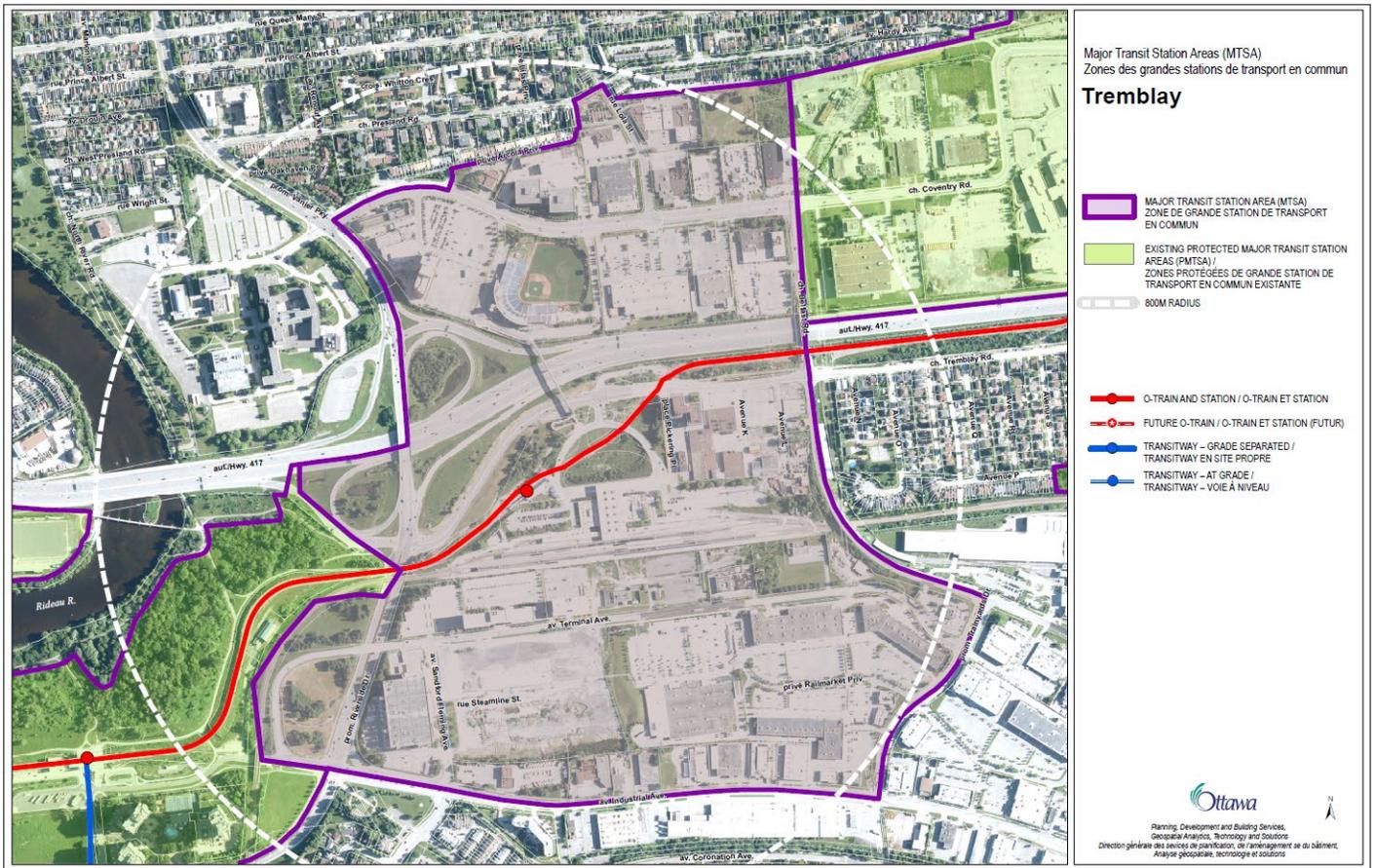


## St. Laurent Station

Transect	Inner Urban	Designation	Area	Density Target
Catchment Area (hectares)	91 ha	Hub	80 ha	250 dwellings/ha
Existing People and Jobs (ppj)	4,600	Mainstreet	0 ha	120 dwellings/ha
Density Target	160 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	14,600	Neighbourhood	0 ha	60 dwellings/ha
PMTSA Delineation	Protected Hub	Planned People and Jobs		<b>38,500</b>

### Comments

St. Laurent is an existing PMTSA and is entirely covered by the Inner East Lines 1 and 3 Stations Secondary Plan. The entire MTSA is designated Hub in Volume 1 of the Official Plan, and the PMTSA boundaries will continue to follow the Hub boundaries as a Protected Hub. The St. Laurent shopping mall is currently within the MTSA north of Highway 417 and the Federal government owns lands at 530 Tremblay Road south of Highway 417 with plans in 2020 to develop as a residential, commercial, and federal campus. The target people and jobs can be achieved through the minimum density targets in the Hub designation within the MTSA.

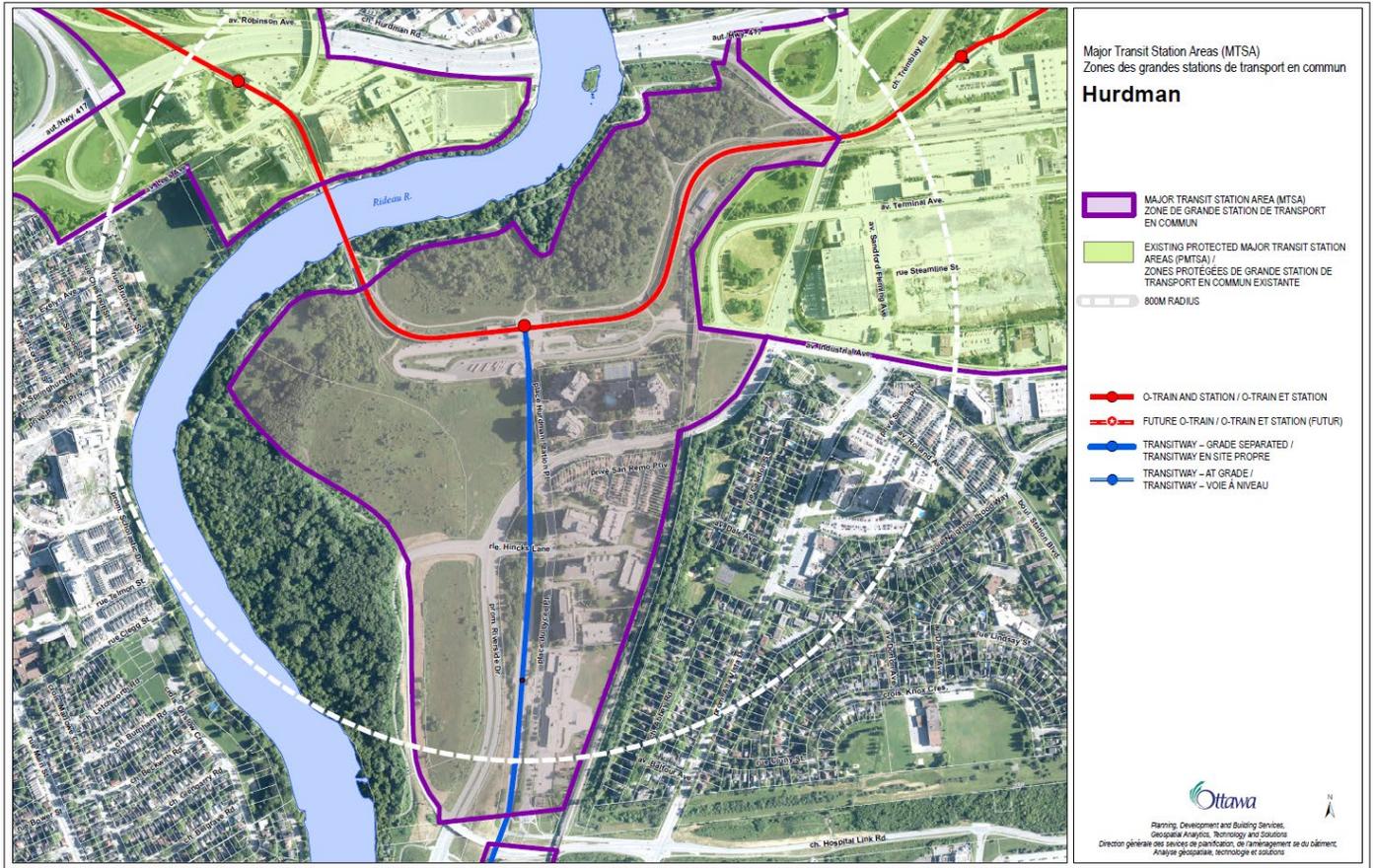


## Tremblay Station

Transect	Inner Urban	Designation	Area	Density Target
Catchment Area (hectares)	116 ha	Hub	74 ha	250 dwellings/ha
Existing People and Jobs (ppj)	6,400	Mainstreet	0 ha	
Density Target	160 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	18,500	Neighbourhood	0 ha	60 dwellings/ha
PMTSA Delineation	Protected Hub	Planned People and Jobs		<b>39,800</b>

### Comments

Tremblay is an existing PMTSA and is entirely covered by the Inner East Lines 1 and 3 Stations Secondary Plan. The entire MTSA is designated Hub in Volume 1 of the Official Plan, and the PMTSA boundaries will continue to follow the Hub boundaries as a Protected Hub. The Train Yards shopping centre is within the MTSA along with Federal government buildings and the city's main VIA terminal. The target people and jobs can be achieved through the minimum density targets in the Hub designation within the MTSA.

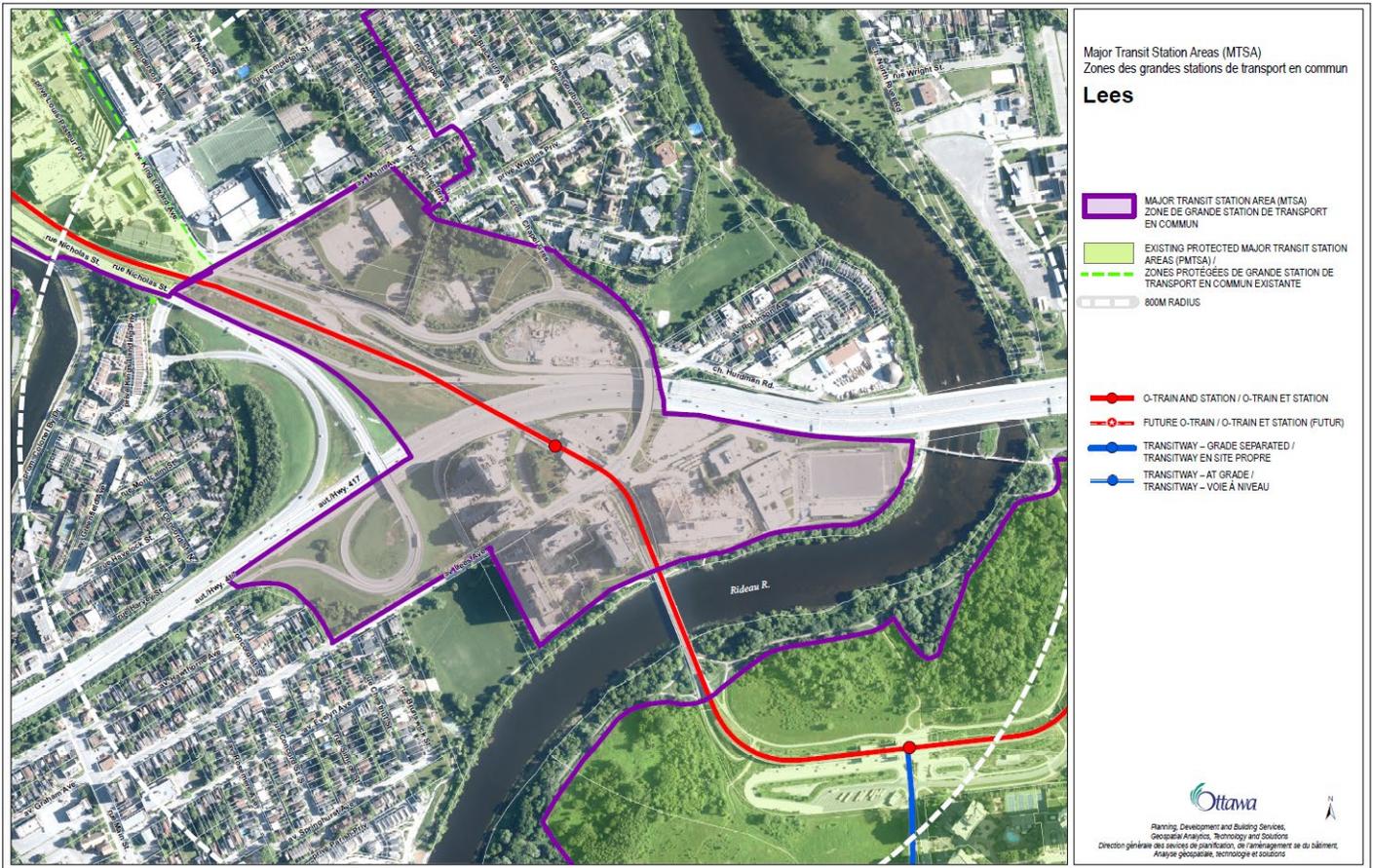


## Hurdman Station

Transect	Inner Urban	Designation	Area	Density Target
Catchment Area (hectares)	68 ha	Hub	29 ha	250 dwellings/ha
Existing People and Jobs (ppj)	2,500	Mainstreet	0 ha	
Density Target	160 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	10,900	Neighbourhood	7 ha	60 dwellings/ha
PMTSA Delineation	Protected Hub	Planned People and Jobs		<b>14,300</b>

### Comments

The Hurdman MTSA is anchored by the existing Hurdman O-Train Station. The boundaries of the MTSA roughly correspond with those of the Hub designation west of Terminal Ave on Schedule B2 of Volume 1 of the Official Plan. Further, the lands are subject to the Inner East Lines 1 and 3 Stations Secondary Plan, which provides significant high-rise permissions. The target people and jobs can be achieved through the minimum density targets in the Hub designation within the MTSA.

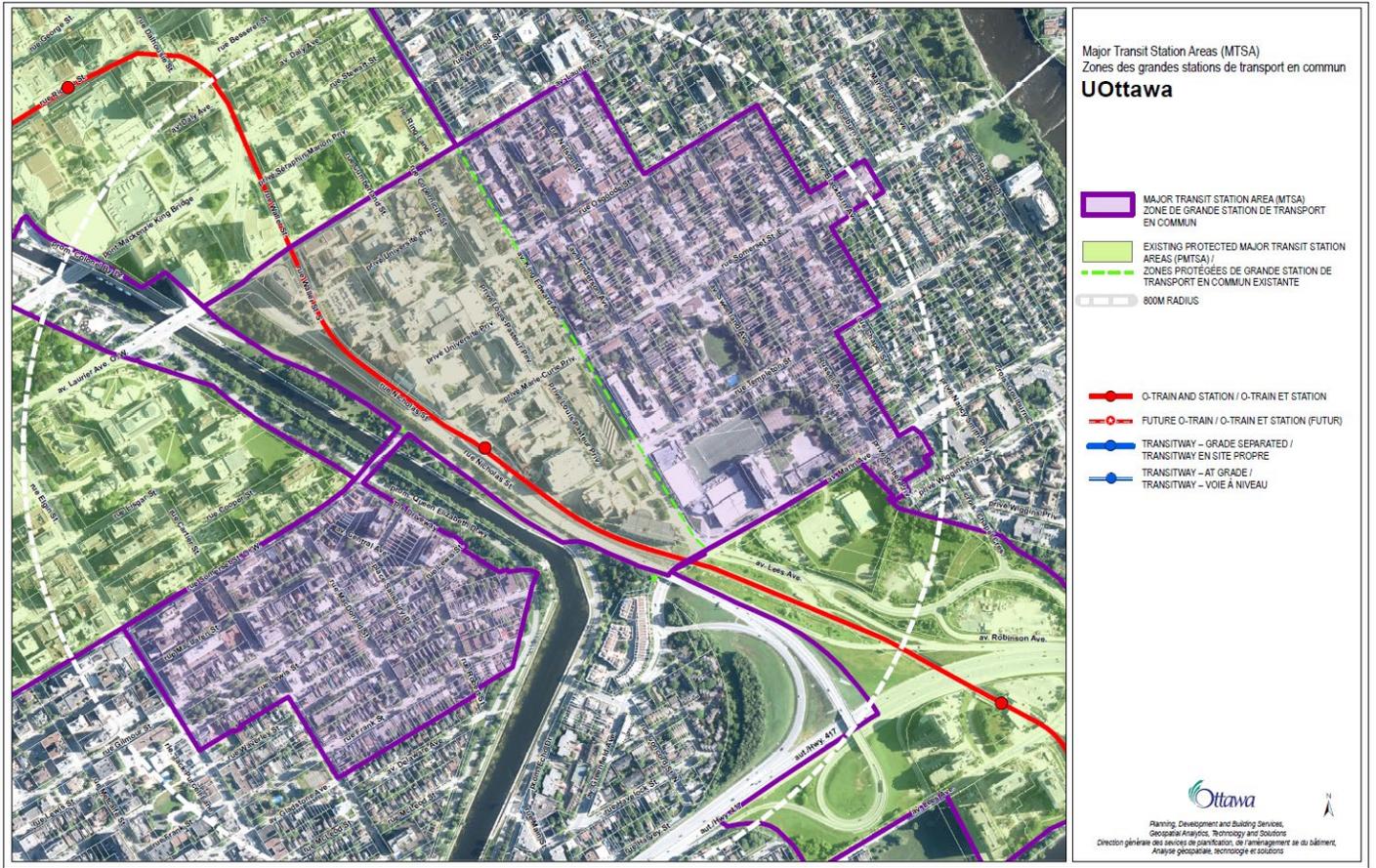


## Lees Station

Transect	Downtown Core	Designation	Area	Density Target
Catchment Area (hectares)	35 ha	Hub	21 ha	250 dwellings/ha
Existing People and Jobs (ppj)	2,200	Mainstreet	0 ha	
Density Target	160 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	5,600	Neighbourhood	0 ha	
PMTSA Delineation	Protected Hub	Planned People and Jobs	<b>10,100</b>	

### Comments

Lees is an existing PMTSA that is entirely covered by the Central and East Downtown Core Secondary Plan. The entire area is designated as a Hub in Volume 1, therefore the PMTSA boundaries will remain unchanged as it will fall within the new Protected Hub designation. The secondary plan provides high-density permissions in the MTSA. The target people and jobs can be achieved through the minimum density targets in the Hub designation within the MTSA.

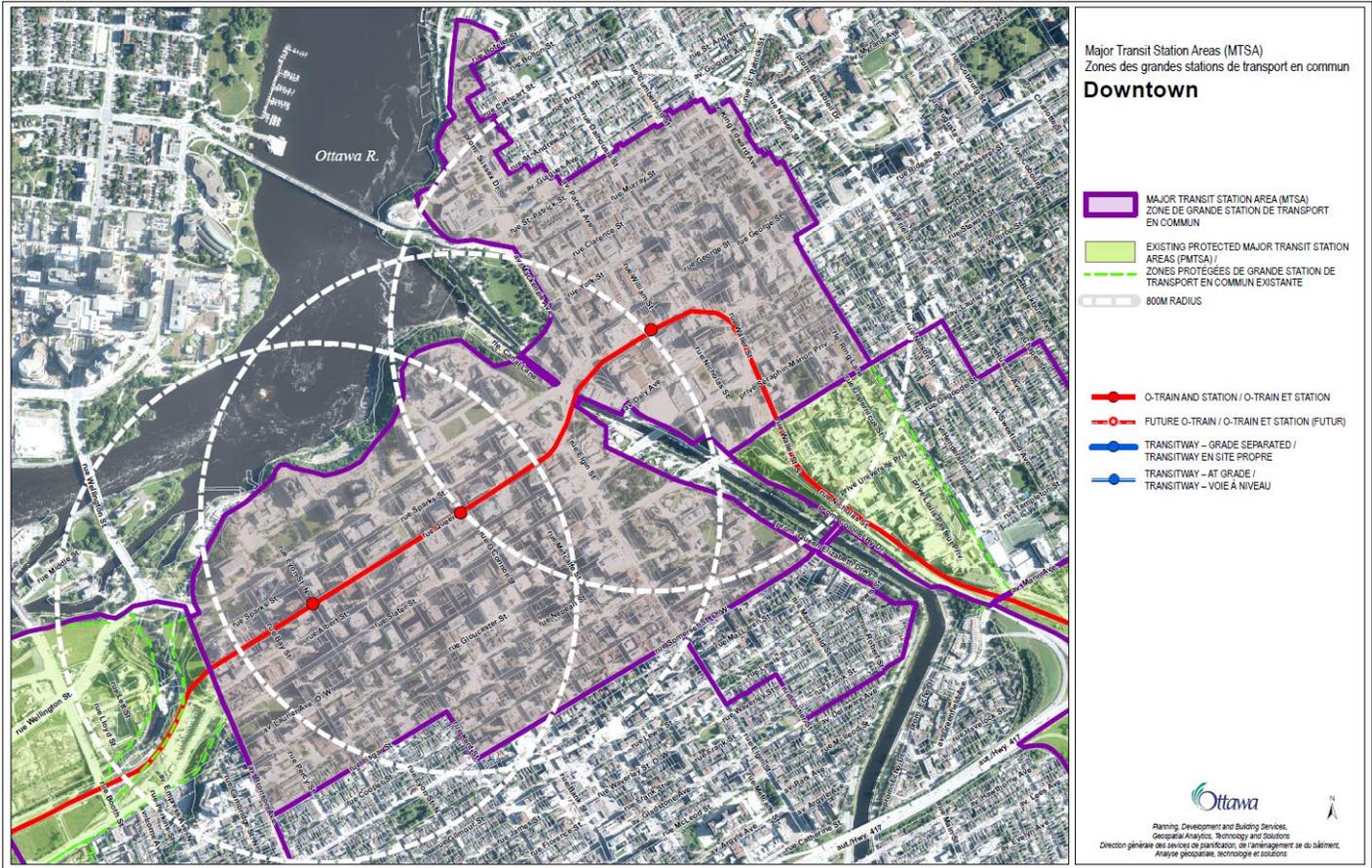


## uOttawa Station

Transect	Downtown Core	Designation	Area	Density Target
Catchment Area (hectares)	82 ha	Hub	1 ha	350 dwellings/ha
Existing People and Jobs (ppj)	13,600	Mainstreet	6 ha	120 dwellings/ha
Density Target	160 ppj/ha	Minor Corridor	5 ha	100 dwellings/ha
Target People and Jobs	13,100	Neighbourhood	36 ha	80 dwellings/ha
PMTSA Delineation		Planned People and Jobs		<b>15,800</b>

### Comments

The area around uOttawa currently forms part of the Downtown PMTSA, however the PMTSA does not capture the area within an 800-metre walking distance of uOttawa station. Therefore, uOttawa is being split from the Downtown PMTSA and expanded to include some additional area. The PMTSA area remains unchanged as the area shown as a Hub in Volume 1 of the Official Plan, however there are now additional lands within the Mainstreet, Minor Corridor, and Neighbourhood designations within this MTSA. Its target of 13,100 people and jobs has already been met, with additional ridership coming from uOttawa students.

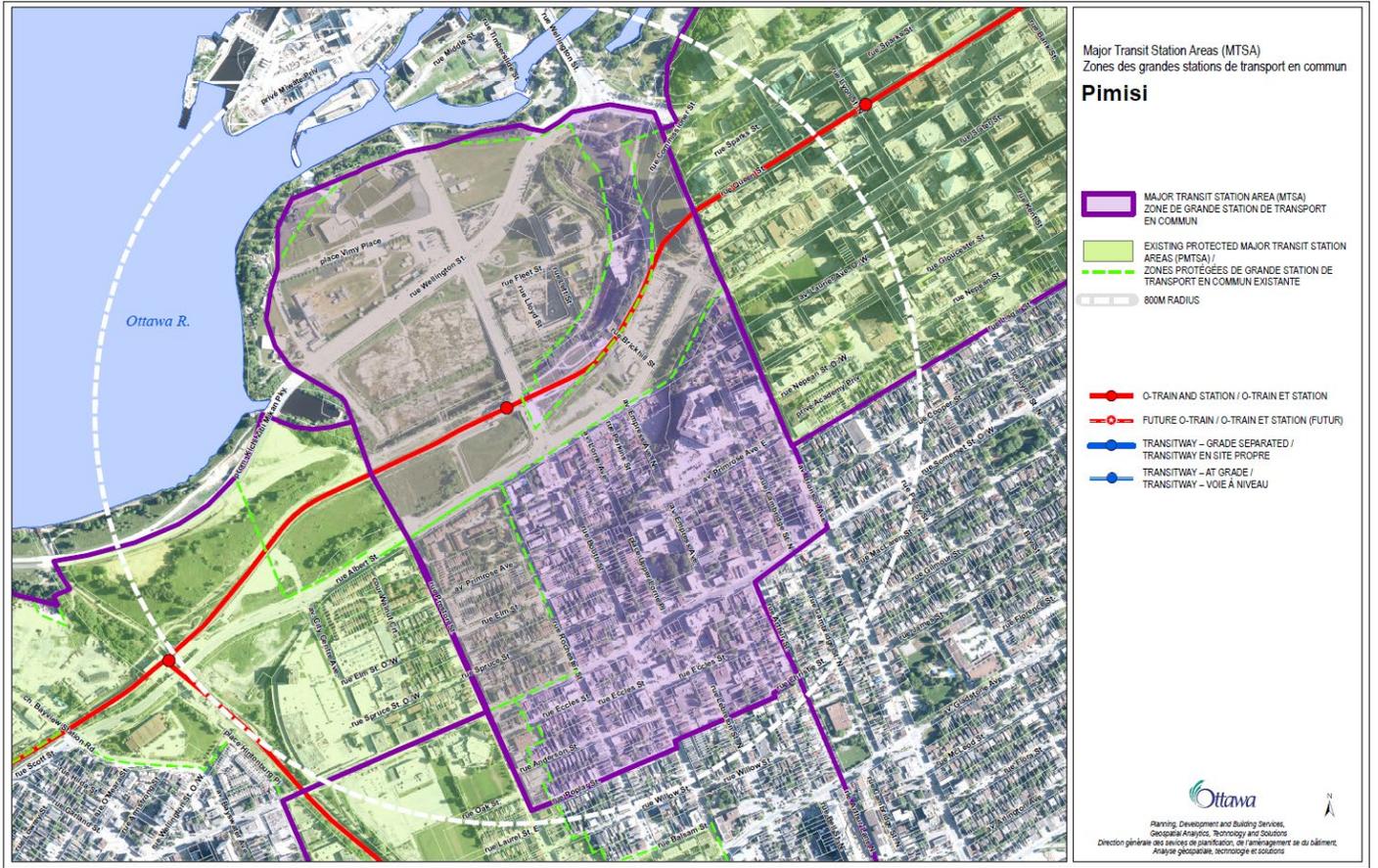


## Downtown

Transect	Downtown Core	Designation	Area	Density Target
<b>Catchment Area (hectares)</b>	235 ha	<b>Hub</b>	60 ha	350 dwellings/ha
<b>Existing People and Jobs (ppj)</b>	143,700	<b>Mainstreet</b>	9 ha	160 dwellings/ha
<b>Density Target</b>	160 ppj/ha	<b>Minor Corridor</b>	0 ha	120 dwellings/ha
<b>Target People and Jobs</b>	37,600	<b>Neighbourhood</b>	41 ha	120 dwellings/ha
<b>PMTSA Delineation</b>	Protected Hub	<b>Planned People and Jobs</b>		<b>165,100</b>

### Comments

The Downtown MTSA includes lands surrounding the Lyon, Parliament, and Rideau O-Train Stations. The subject lands are primarily designated Hub or Special District on Schedule B1 of Volume 1 of the Official Plan and includes jobs from the downtown core such as Parliament. Portions of the lands are also subject to the Central and East Downtown Core Secondary Plan. The target people and jobs has already been met and exceeded with existing people and jobs.

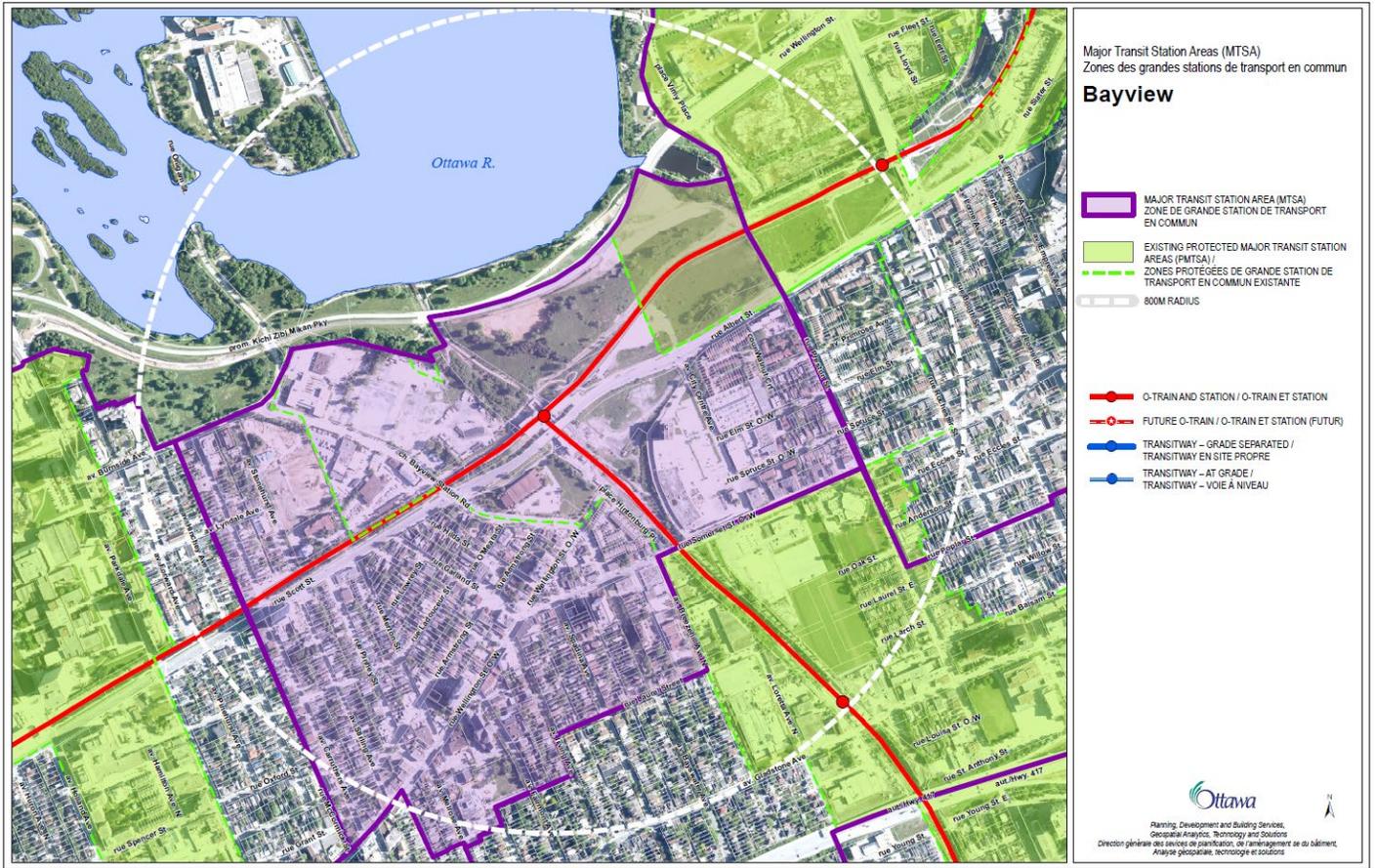


## Pimisi Station

Transect	Downtown Core	Designation	Area	Density Target
Catchment Area (hectares)	91 ha	Hub	16 ha	250 dwellings/ha
Existing People and Jobs (ppj)	7,000	Mainstreet	13 ha	120 dwellings/ha
Density Target	160 ppj/ha	Minor Corridor	8 ha	100 dwellings/ha
Target People and Jobs	14,500	Neighbourhood	28 ha	80 dwellings/ha
PMTSA Delineation	Protected Hub	Planned People and Jobs	<b>16,900</b>	

### Comments

The area around Pimisi station currently forms part of the Downtown PMTSA, however the PMTSA does not capture the area within an 800-metre walking distance of Pimisi station. Therefore, Pimisi is being split from the Downtown PMTSA and expanded to include some additional area. The PMTSA area remains unchanged as the area shown as a Hub in Volume 1 of the Official Plan, however there are now additional lands within the Mainstreet, Minor Corridor, and Neighbourhood designations within this MTSA. Much of the area within the MTSA is undeveloped lands surrounding Lebreton Flats, which will be redeveloped into a high-density mixed-use area in the near future. The target people and jobs can be achieved through the minimum density targets by designation within the MTSA.

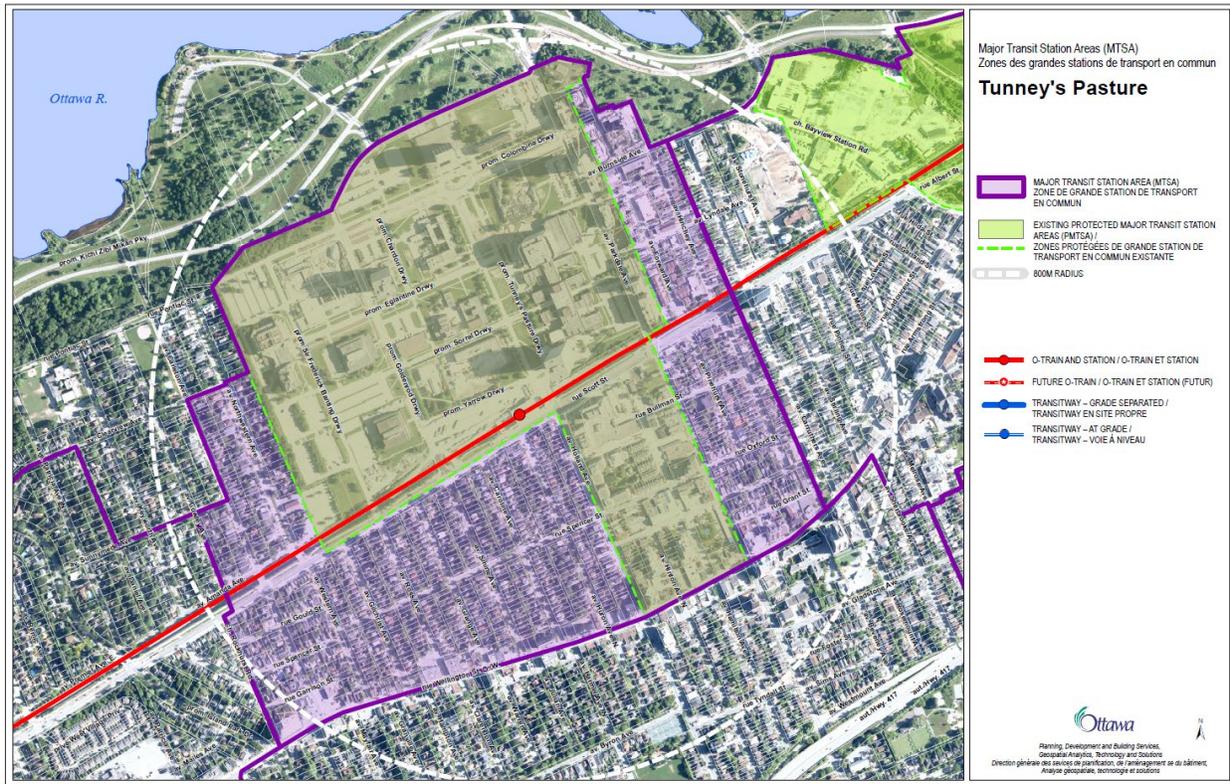


## Bayview Station

Transect	Inner Urban	Designation	Area	Density Target
Catchment Area (hectares)	94 ha	Hub	19 ha	250 dwellings/ha
Existing People and Jobs (ppj)	7,900	Mainstreet	16 ha	120 dwellings/ha
Density Target	160 ppj/ha	Minor Corridor	1 ha	100 dwellings/ha
Target People and Jobs	15,000	Neighbourhood	31 ha	80 dwellings/ha
PMTSA Delineation	Protected Hub	Planned People and Jobs	<b>18,700</b>	

### Comments

The Bayview MTSA is anchored by the Bayview O-Train Station, an existing key transfer station between O-Train lines. The MTSA includes a mix of lands designated as Hub, Mainstreet, Neighbourhood, and Greenspace in Volume 1 of the Official Plan. Portions of the MTSA are also within the Bayview Station District in the West Downtown Core Secondary Plan in Volume 2A of the Official Plan. The secondary plan allows for significant high-rise building potential on many of the lands located near the station. The target people and jobs can be achieved through the minimum density targets by designation within the MTSA.

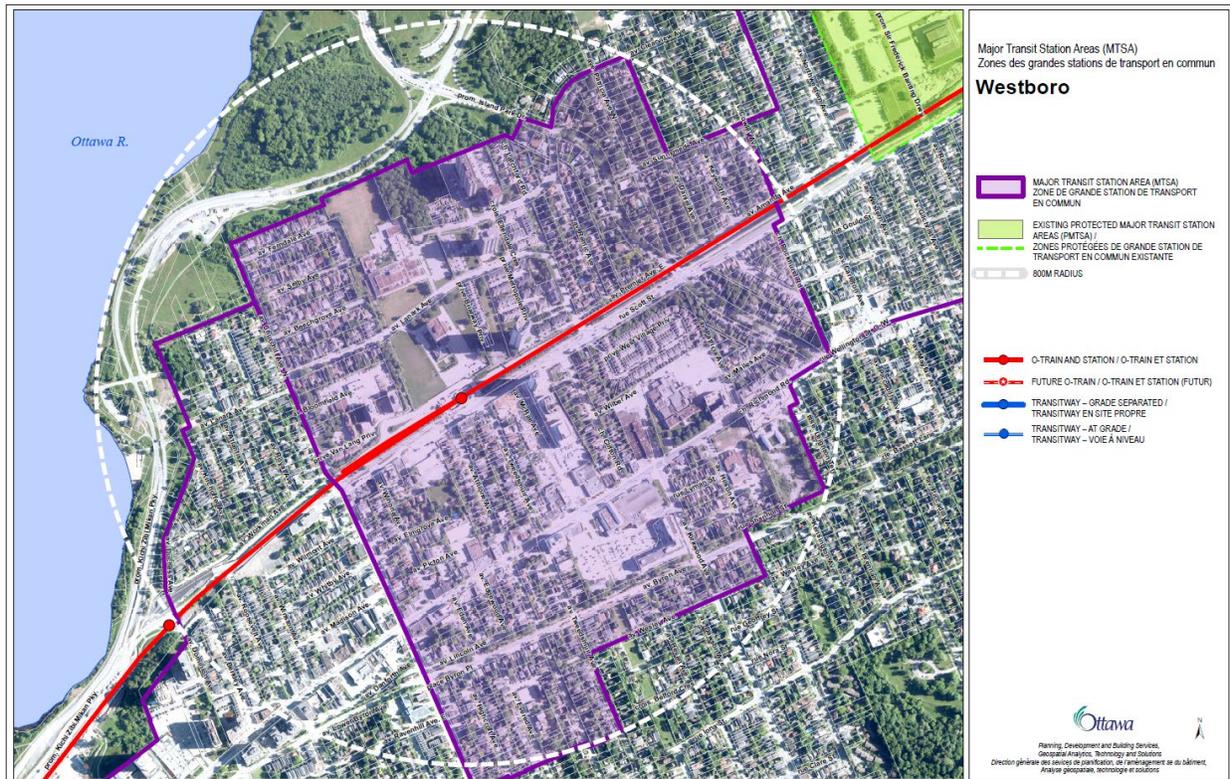


## Tunney's Pasture Station

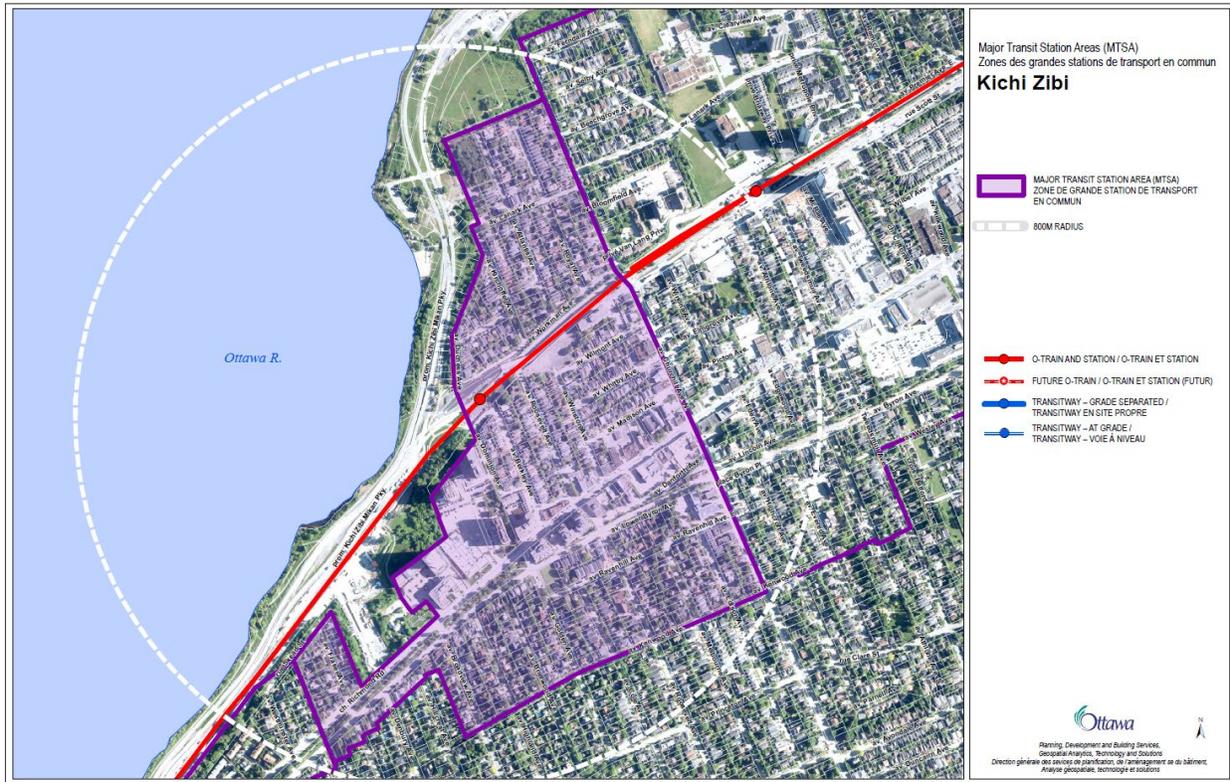
Transect	Inner Urban	Designation	Area	Density Target
Catchment Area (hectares)	128 ha	Hub	60 ha	250 dwellings/ha
Existing People and Jobs (ppj)	19,400	Mainstreet	7 ha	120 dwellings/ha
Density Target	160 ppj/ha	Minor Corridor	4 ha	100 dwellings/ha
Target People and Jobs	20,400	Neighbourhood	46 ha	60 dwellings/ha
PMTSA Delineation	Protected Hub	Planned People and Jobs	<b>44,700</b>	

### Comments

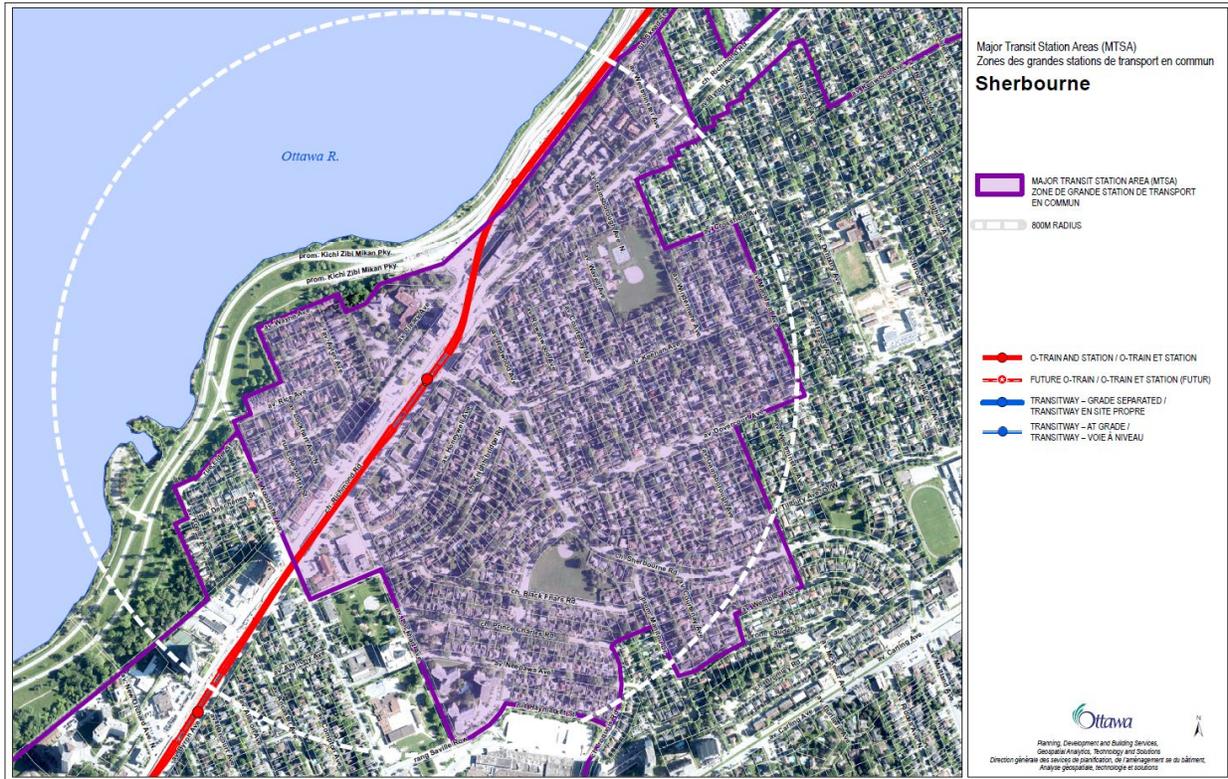
Tunney's Pasture is a federal campus that has a federal Master Plan. The Protected Hub designation includes the federal campus and the area bounded by Scott Street, Holland Avenue, Wellington Street West, and Parkdale Avenue. There is significant development potential within the Protected Hub, Scott Street Mainstreet, Wellington Street Mainstreet, and Holland and Parkdale Corridors. The MTSA is also within the Scott Street Secondary Plan and the Wellington Street West Secondary Plan. The Hub is identified as a PMTSA as a Protected Hub. The existing people and jobs almost meet the target people and jobs. The target people and jobs can be achieved through the minimum density targets by designation within the MTSA.



<b>Westboro Station</b>				
<b>Transect</b>	Inner Urban	<b>Designation</b>	<b>Area</b>	<b>Density Target</b>
<b>Catchment Area (hectares)</b>	118 ha	<b>Hub</b>	0 ha	
<b>Existing People and Jobs (ppj)</b>	9,900	<b>Mainstreet</b>	21 ha	120 dwellings/ha
<b>Density Target</b>	160 ppj/ha	<b>Minor Corridor</b>	4 ha	100 dwellings/ha
<b>Target People and Jobs</b>	18,800	<b>Neighbourhood</b>	65 ha	80 dwellings/ha
<b>PMTSA Delineation</b>		<b>Planned People and Jobs</b>		<b>18,800</b>
<b>Comments</b>				
<p>The Scott Street and Richmond Road Mainstreets and the Minor Corridors on Churchill Avenue and McRae Avenue are the primary strategic growth areas within this MTSA. Most of the MTSA is within the Richmond Road/Westboro Secondary Plan, which identifies maximum building heights along the above Corridors. In addition, amendments to the Secondary Plan propose maximum height increase north of the transit station, including up to 40 storeys immediately north on the federal Graham Spry building site. The target people and jobs can be achieved through the minimum density targets by designation within the MTSA.</p>				



<b>Kichi Zibi Station</b>				
<b>Transect</b>	Inner Urban	<b>Designation</b>	<b>Area</b>	<b>Density Target</b>
<b>Catchment Area (hectares)</b>	60 ha	<b>Hub</b>	0 ha	
<b>Existing People and Jobs (ppj)</b>	4,600	<b>Mainstreet</b>	12 ha	120 dwellings/ha
<b>Density Target</b>	160 ppj/ha	<b>Minor Corridor</b>	2 ha	100 dwellings/ha
<b>Target People and Jobs</b>	9,700	<b>Neighbourhood</b>	40 ha	80 dwellings/ha
<b>PMTSA Delineation</b>		<b>Planned People and Jobs</b>		<b>10,200</b>
<b>Comments</b>				
<p>The Kichi Zibi MTSA has a smaller catchment area and corresponding people and jobs target due to a significant portion being within the Ottawa River on the west and the MTSA boundary ending at Churchill Avenue being the shared boundary with the adjacent Westboro MTSA. The Richmond Road Mainstreet is the primary strategic growth area within this MTSA.</p> <p>The portions of the MTSA that are north of Richmond Road and north of Byron Avenue are within the Richmond Road/Westboro Secondary Plan that identifies other potential development areas west of Churchill Avenue and south of the transitway and along Churchill Avenue. In addition the upper end of the minimum density range for the Neighbourhood designation within the Inner Urban Transect will assist in achieving the MTSA targets. The target people and jobs can be achieved through the minimum density targets by designation within the MTSA.</p>				



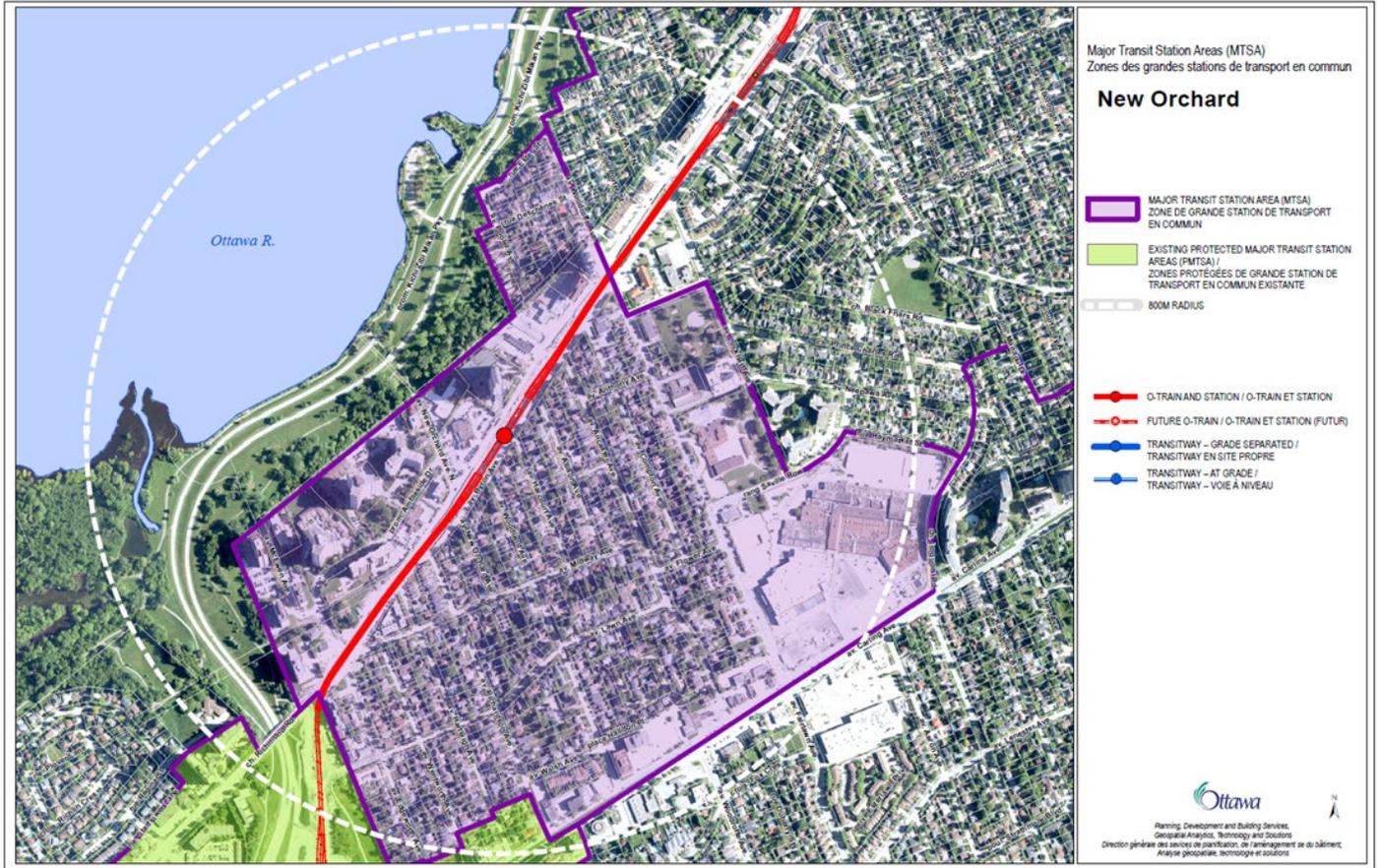
## Sherbourne Station

Transect	Inner Urban	Designation	Area	Density Target
Catchment Area (hectares)	103 ha	<b>Hub</b>	2 ha	As per secondary plan
Existing People and Jobs (ppj)	4,900	<b>Mainstreet</b>	4 ha	As per secondary plan
Density Target	160 ppj/ha	<b>Minor Corridor</b>	3 ha	As per secondary plan
Target People and Jobs	16,500	<b>Neighbourhood</b>	77 ha	80 dwellings/ha
<b>PMTSA Delineation</b>	Station Area	<b>Planned People and Jobs</b>		<b>16,500</b>

### Comments

The Station Area and Mainstreet designations are the primary strategic growth areas within this MTSA, which are expected to accommodate the majority of the planned growth.

The segments of the MTSA that is adjacent to Richmond Road and Byron Avenue is within the Sherbourne and New Orchard Secondary Plan within Volume 2A. In the secondary plan, the segment of Richmond Road closest to the transit station has a Station Area designation that is a Protected Major Transit Station Area for the purposes of implementing inclusionary zoning. The remaining segment of Richmond Road designated as Mainstreet with a higher residential minimum density target due to the low proportion of strategic growth areas within this MTSA. The segment that is adjacent to Byron Avenue has a Mid-Rise Park Frame designation that permits up nine storeys subject to specific policies, effectively equivalent to Minor Corridor permissions in the Downtown transect and providing sufficient planned development to meet the overall people and jobs target of the MTSA



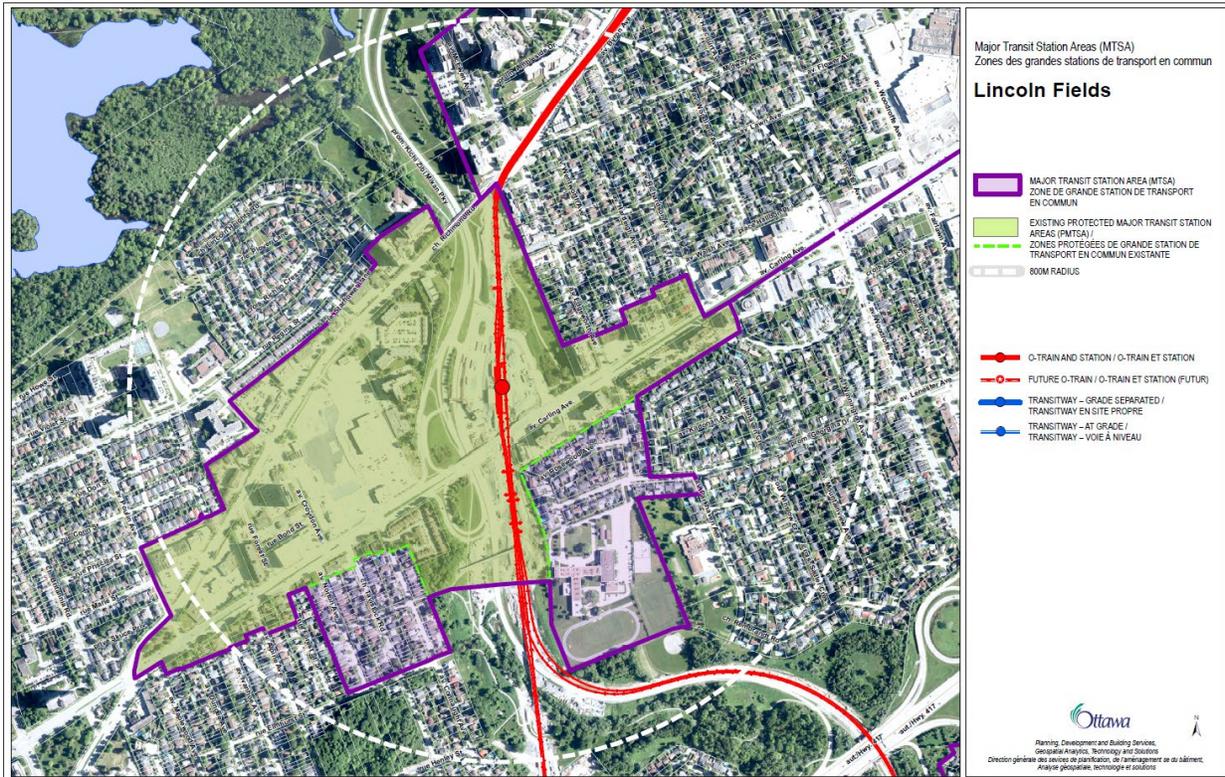
## New Orchard Station

Transect	Inner Urban	Designation	Area	Density Target
Catchment Area (hectares)	97 ha	Hub	16 ha	As per secondary plan
Existing People and Jobs (ppj)	9,200	Mainstreet	14 ha	As per secondary plan
Density Target	160 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	15,500	Neighbourhood	55 ha	60 dwellings/ha
PMTSA Delineation	Station Area	Planned People and Jobs		<b>22,400</b>

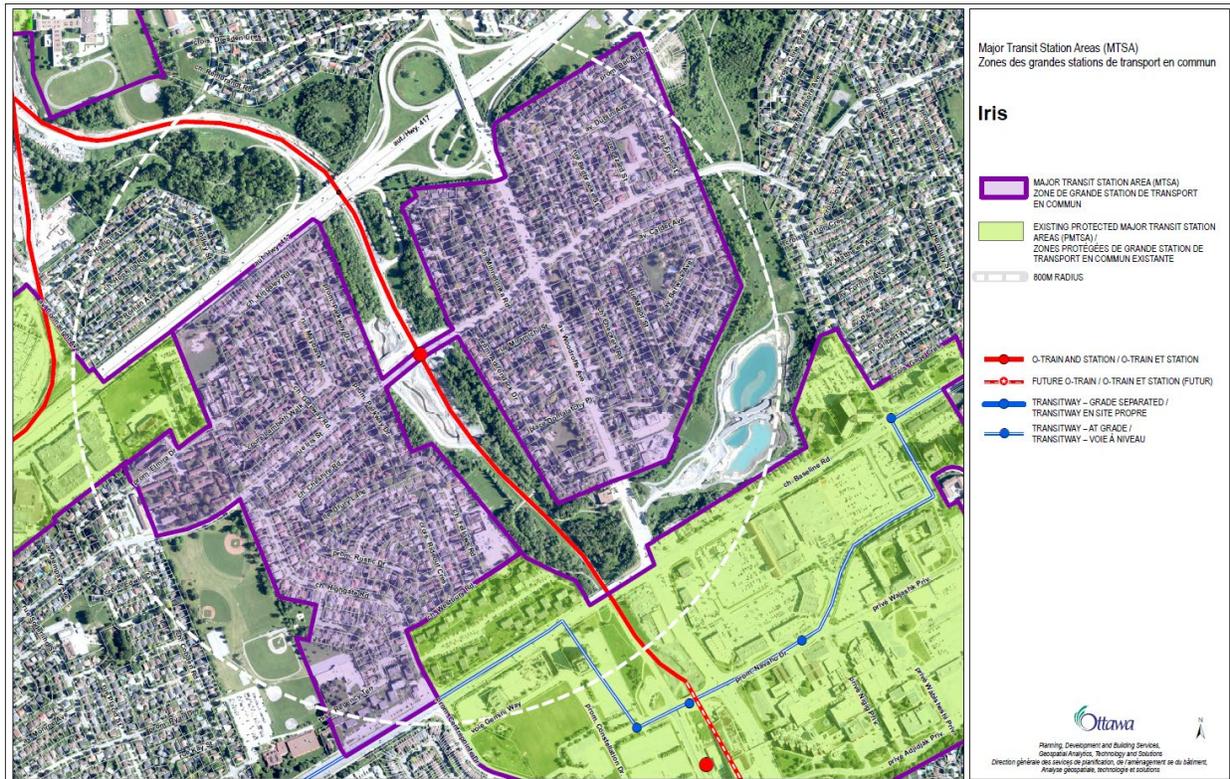
### Comments

The Hub, Station Area, and Mainstreet designations are the primary strategic growth areas within this MTSA, which are expected to accommodate the majority of the planned growth. The Hub designation is comprised of the Carlingwood Mall.

The segment of the MTSA that is adjacent to Richmond Road is within the Sherbourne and New Orchard Secondary Plan within Volume 2A. The segment of Richmond Road closest to the transit station has a Station Area designation that is a Protected Major Transit Area for the purposes of implementing inclusionary zoning. The target people and jobs can be achieved through the minimum density targets by designation within the MTSA.



<b>Lincoln Fields Station</b>				
<b>Transect</b>	<b>Inner Urban</b>	<b>Designation</b>	<b>Area</b>	<b>Density Target</b>
<b>Catchment Area (hectares)</b>	76 ha	<b>Hub</b>	16 ha	250 dwellings/ha
<b>Existing People and Jobs (ppj)</b>	6,400	<b>Mainstreet</b>	23 ha	120 dwellings/ha
<b>Density Target</b>	160 ppj/ha	<b>Minor Corridor</b>	0 ha	
<b>Target People and Jobs</b>	12,100	<b>Neighbourhood</b>	7 ha	60 dwellings/ha
<b>PMTSA Delineation</b>	Protected Hub	<b>Planned People and Jobs</b>		<b>20,600</b>
<b>Comments</b>				
<p>The Protected Hub and Mainstreet designations are the primary strategic growth areas within this MTSA, which are expected to accommodate the majority of the planned growth, the redevelopment of the existing mall within the Protected Hub in particular. A secondary plan was approved in November 2024 that will guide private development and plan for future public infrastructure. The secondary plan also includes area-specific policies for mid- and high-rise development within the Neighbourhood designations.</p> <p>The Hub designation currently on Schedule B2 is currently identified as a Protected Major Transit Station (PMTSA) on Schedule C1. This PMTSA designation currently on C1 is proposed to be replaced with the Protected Hub designation on Schedule B2 to authorize the implementation of inclusionary zoning policies.</p> <p>The target people and jobs can be achieved through the minimum density targets in the Hub and Mainstreet designations within the MTSA.</p>				



## Iris Station

Transect	Outer Urban	Designation	Area	Density Target
Catchment Area (hectares)	94 ha	Hub	1 ha	
Existing People and Jobs (ppj)	4,200	Mainstreet	8 ha	120 dwellings/ha
Density Target	100 ppj/ha	Minor Corridor	5 ha	100 dwellings/ha
Target People and Jobs	9,400	Neighbourhood	72 ha	40 dwellings/ha
PMTSA Delineation		Planned People and Jobs		<b>10,100</b>

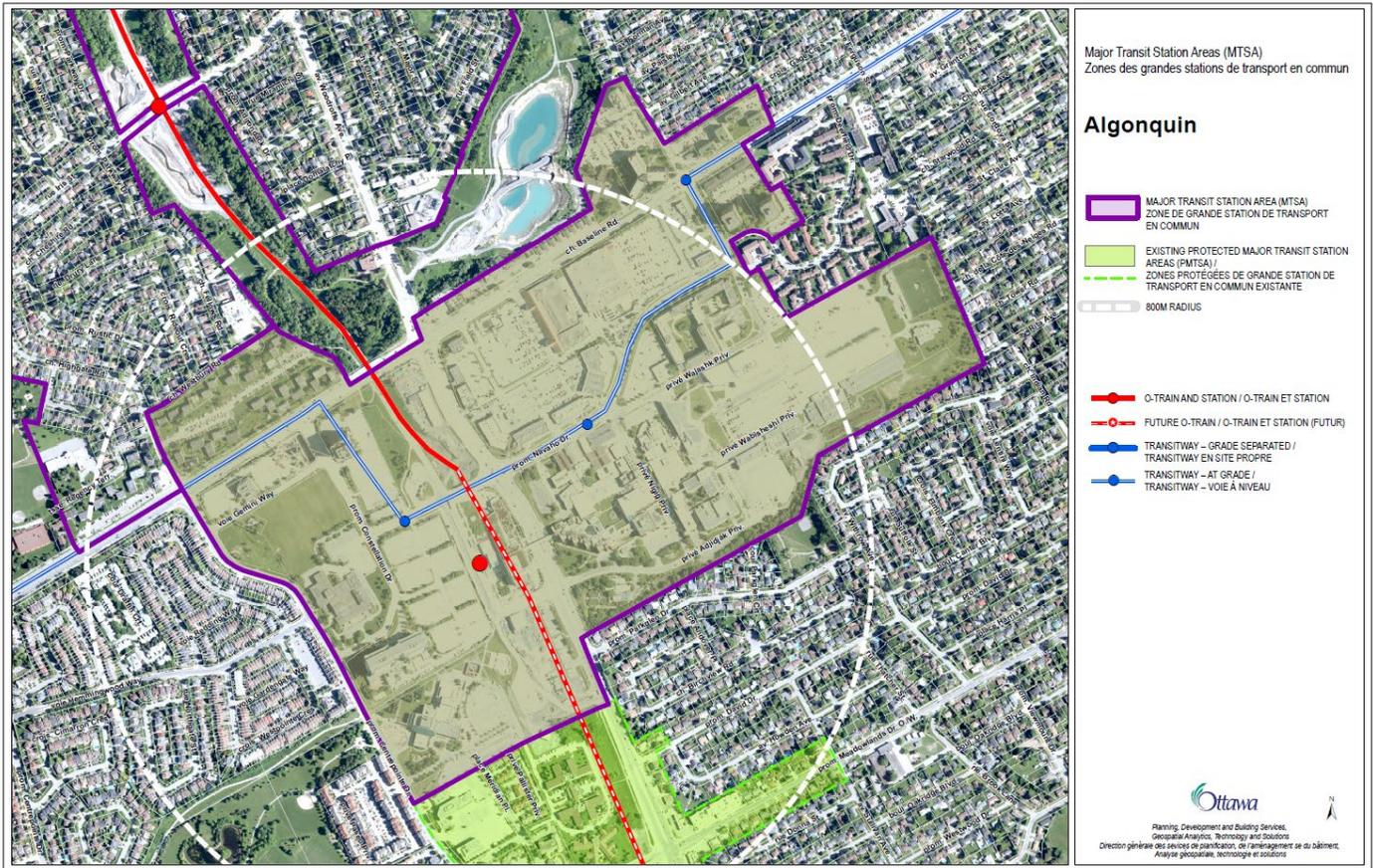
### Comments

The MTSA is more than 76 per cent comprised of the Neighbourhood designation. The Mainstreet designation on Woodroffe Avenue represents less than nine per cent of the MTSA and is comprised of existing single-family detached dwellings on relatively shallow lots that are typically 33 to 46 metres deep. The planned density target of 120 dwellings per hectare will not likely significantly increase in the Mainstreet designation.

The Minor Corridor designation on Iris Street is less than six per cent of the MTSA and is comprised of existing single-family detached, semi-detached, and condominium townhouse dwellings on relatively shallow lots that are typically 20 to 35 metres deep. The planned density target of 100 dwellings per hectare will not likely significantly increase in the Minor Corridor designation. Irrespective of the density targets on the Corridors, their proportion of the MTSA is too limited to play a significant role in increasing transit ridership within this MTSA.

### Rationale for Alternate Density Target

As per PPS Section 2.4.2 Policy 4 a, development is severely restricted on a significant portion of the lands within the delineated area. An alternate density of 100 people and jobs per hectare is proposed that is based on a planned density target of 40 dwellings per hectare within the Neighbourhood designation. For reference, two dwellings, such as a principal dwelling and an accessory basement suite on a 15m by 30m lot is 44 dwellings per hectare in density.



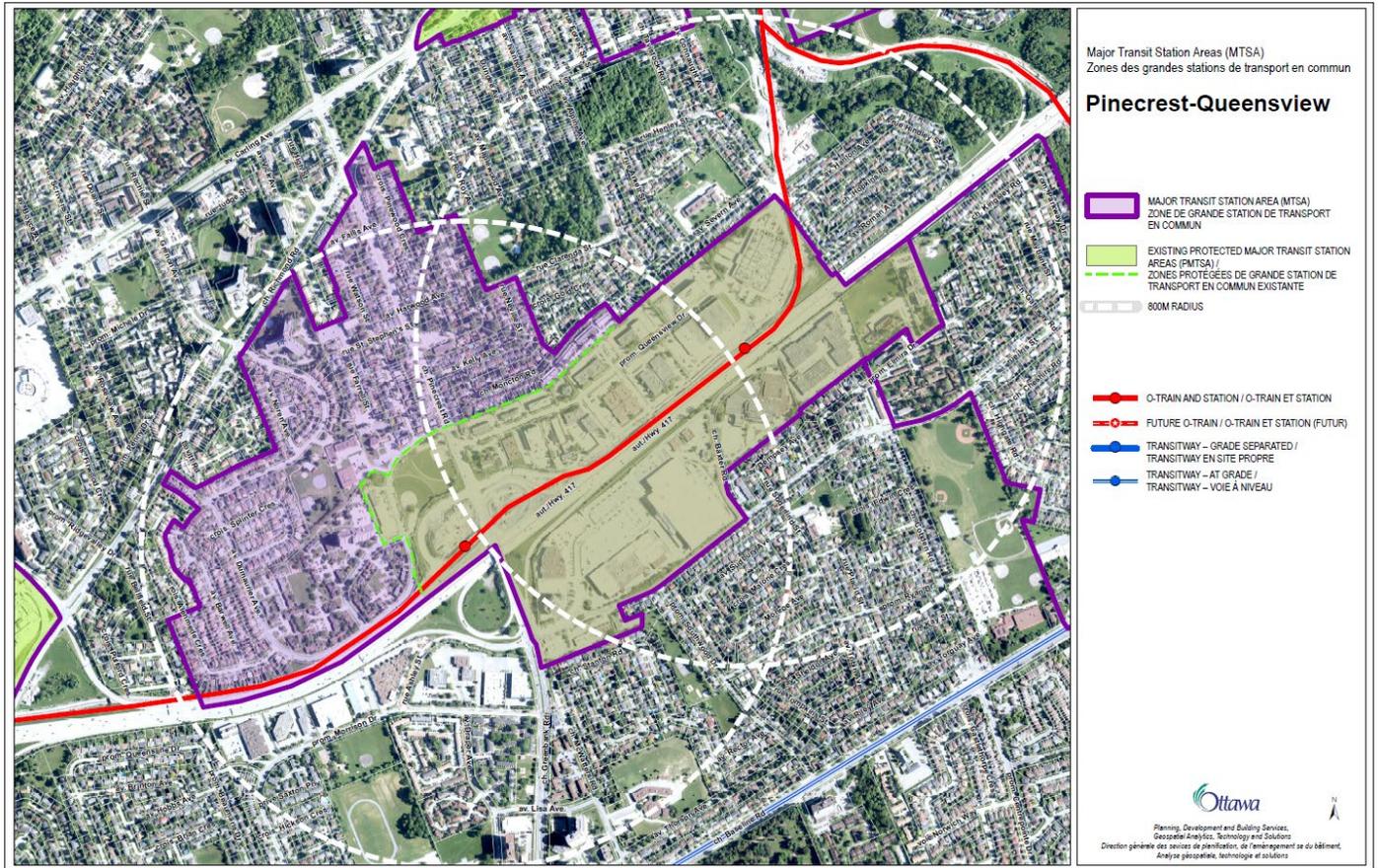
## Algonquin Station

Transect	Outer Urban	Designation	Area	Density Target
Catchment Area (hectares)	111 ha	Hub	66 ha	150 dwellings/ha
Existing People and Jobs (ppj)	11,600	Mainstreet	0 ha	
Density Target	160 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	17,800	Neighbourhood	0 ha	40 dwellings/ha
PMTSA Delineation	Protected Hub	Planned People and Jobs		<b>29,300</b>

### Comments

The Hub designation is the primary strategic growth area within this MTSA, which is expected to accommodate the majority of the planned growth. A secondary planning process commenced in April 2025 for the station area that will guide private development and plan for future public infrastructure.

The Hub designation currently on Schedule B3 is currently identified as a Protected Major Transit Station (PMTSA) on Schedule C1. This PMTSA designation currently on C1 is proposed to be replaced with the Protected Hub designation on Schedule B3 to authorize the implementation of inclusionary zoning policies.

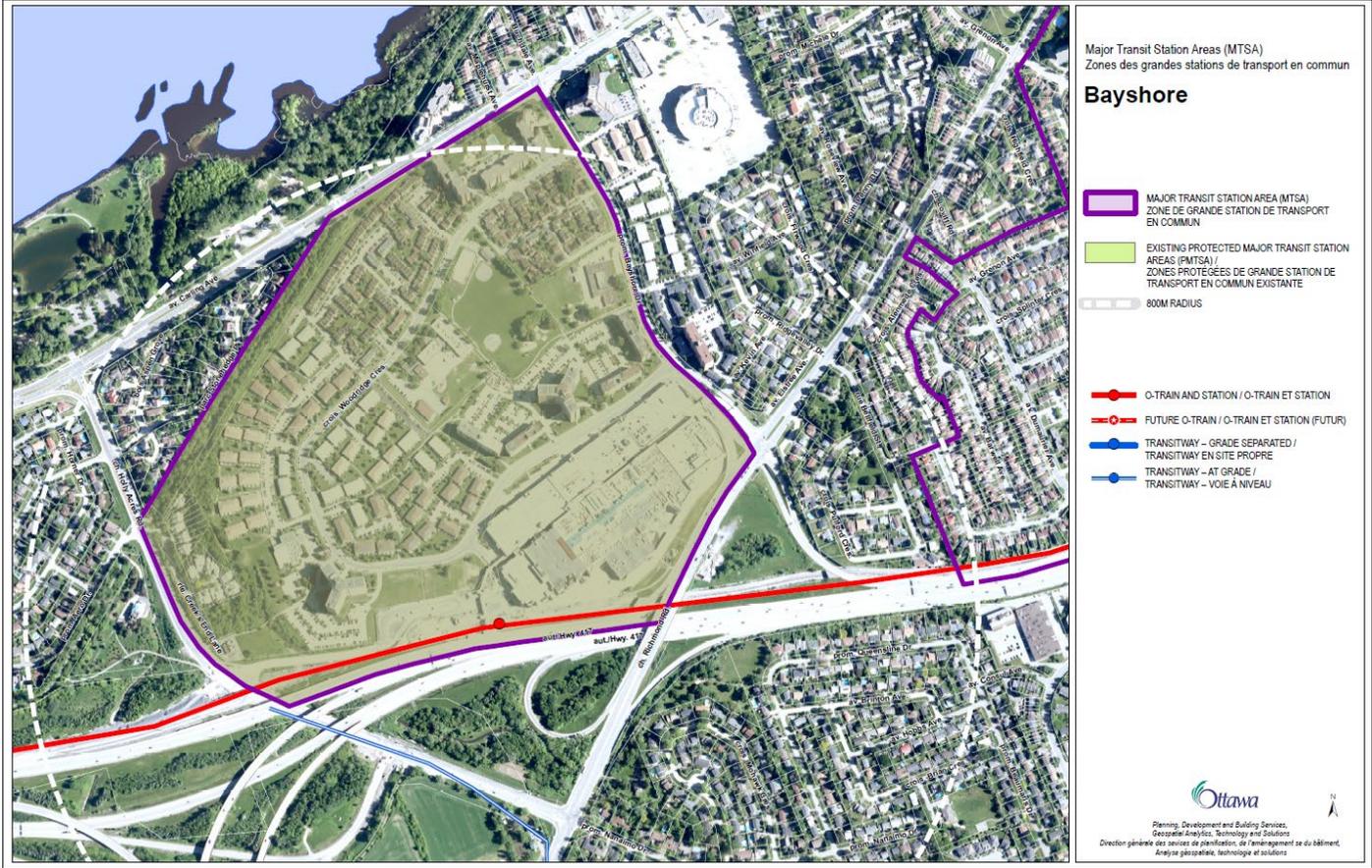


## Pinecrest and Queensview Stations

Transect	Inner Urban	Designation	Area	Density Target
Catchment Area (hectares)	129 ha	Hub	51 ha	250 dwellings/ha
Existing People and Jobs (ppj)	8,200	Mainstreet	1 ha	120 dwellings/ha
Density Target	160 ppj/ha	Minor Corridor	6 ha	100 dwellings/ha
Target People and Jobs	20,700	Neighbourhood	49 ha	60 dwellings/ha
PMTSA Delineation	Protected Hub	Planned People and Jobs		<b>44,500</b>

### Comments

The Pinecrest-Queensview MTSA is serviced by the future Pinecrest and Queensview LRT stations. The MTSA includes a significant amount of land in the Hub designation, which is currently designated as a PMTSA, and is proposed to be carried forward as a Protected Hub. The existing population and jobs are far below the target, however the MTSA is covered almost entirely by the recently-adopted Pinecrest-Queensview secondary plan provides a significant level of high-density permissions that will help the MTSA achieve its density target over time.

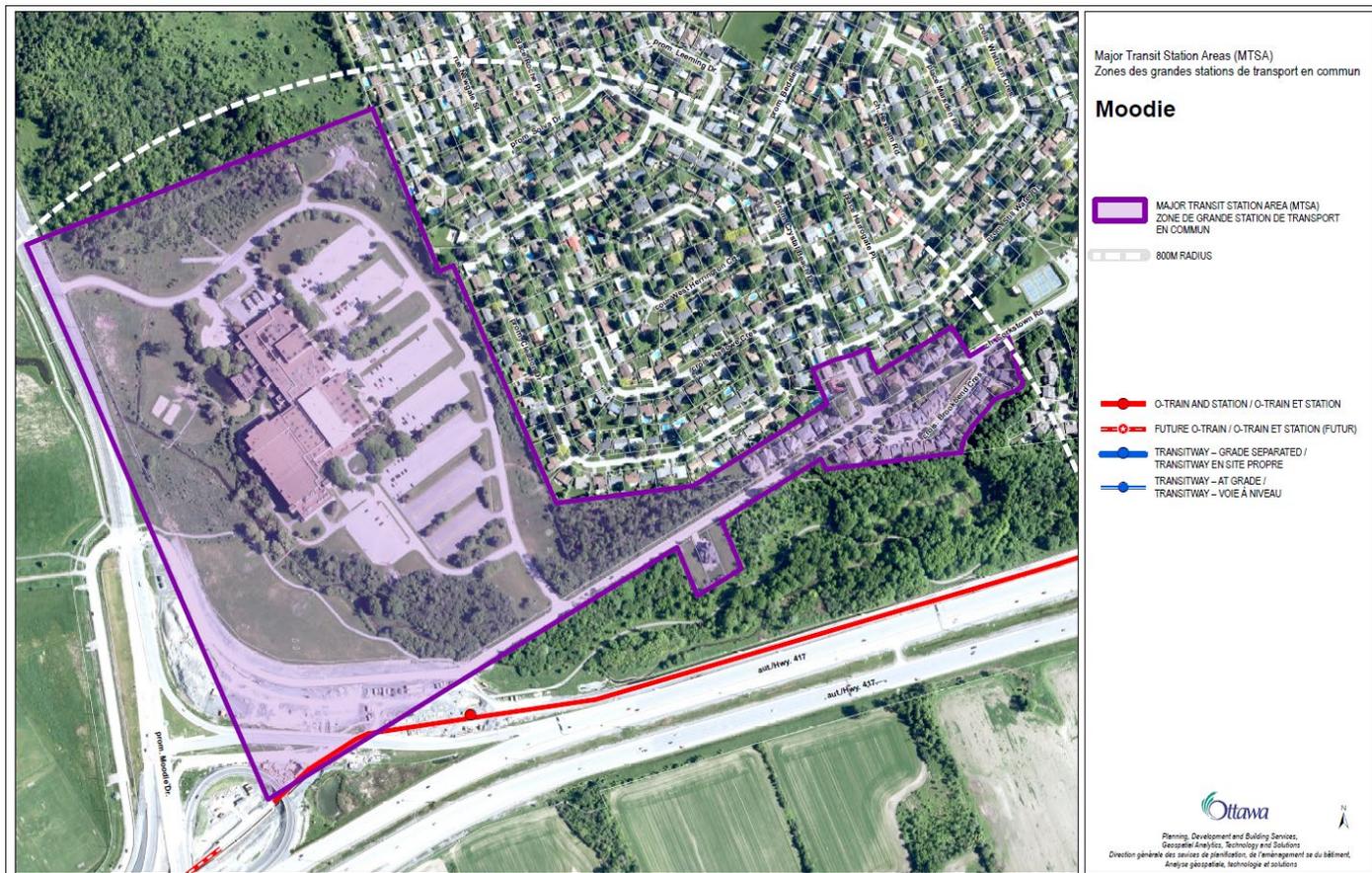


## Bayshore Station

Transect	Outer Urban	Designation	Area	Density Target
Catchment Area (hectares)	64 ha	Hub	56 ha	250 dwellings/ha
Existing People and Jobs (ppj)	8,300	Mainstreet	0 ha	
Density Target	160 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	10,200	Neighbourhood	1 ha	40 dwellings/ha
PMTSA Delineation	Protected Hub	Planned People and Jobs		<b>38,200</b>

### Comments

The Bayshore MTSA is anchored by the Bayshore Shopping Centre. It also includes lands occupied by a mix of medium- to high-density apartment buildings north of the shopping centre. The MTSA corresponds with the Bayshore Hub shown on Schedule B3 of Volume 1 of the Official Plan, and will include a future O-Train Station near its southern boundary. The target people and jobs can be achieved through the minimum density targets by the Hub designation within the MTSA..



## Moodie Station

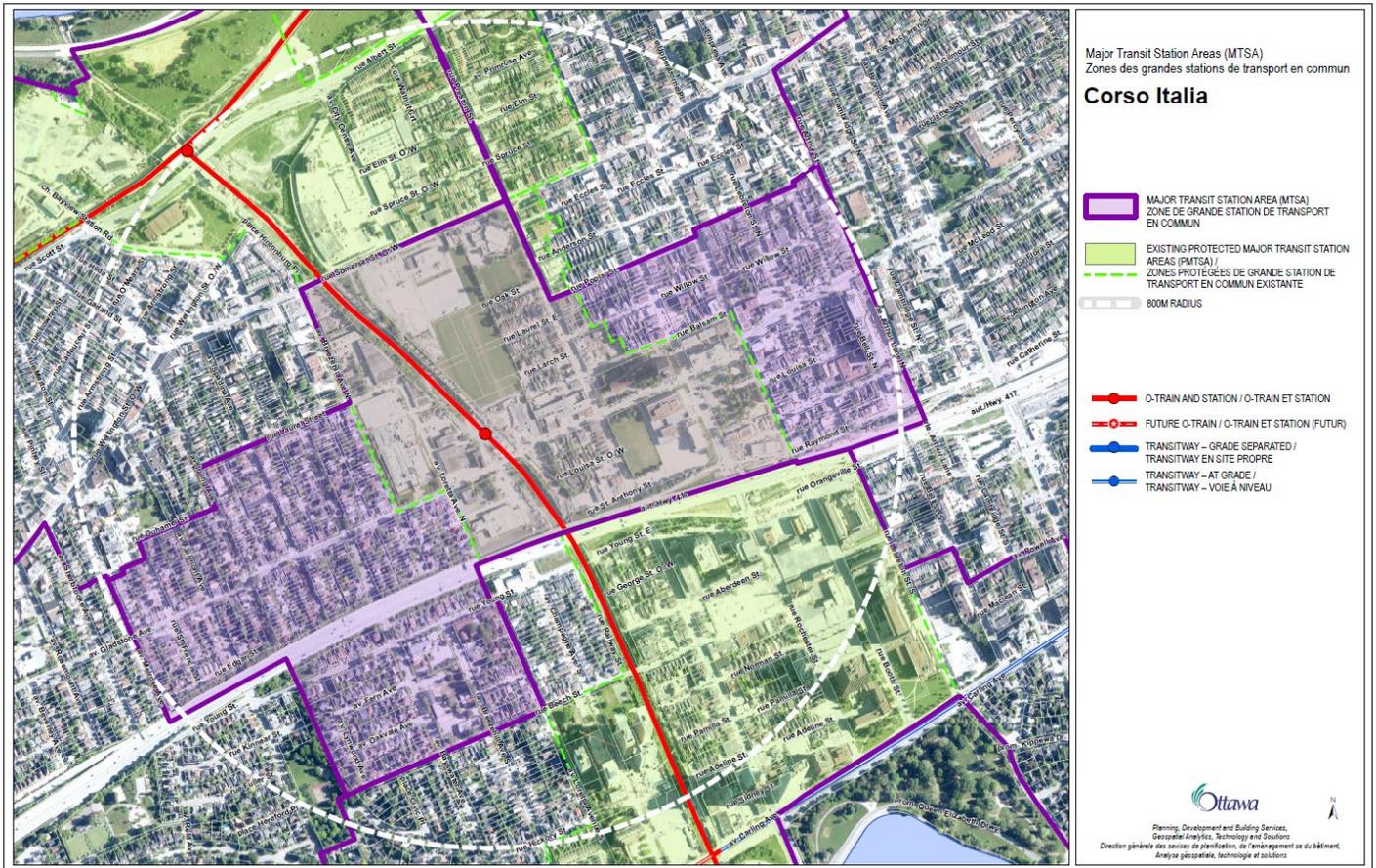
Transect	Outer Urban	Designation	Area	Density Target
Catchment Area (hectares)	38 ha	Hub	0 ha	
Existing People and Jobs (ppj)	1,200	Mainstreet	0 ha	
Density Target	30 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	1,100	Neighbourhood	3 ha	40 dwellings/ha
PMTSA Delineation		Planned People and Jobs		<b>1,400</b>

### Comments

The Moodie MTSA is largely surrounded by the Greenbelt and therefore intensification opportunities are restricted. Most of the existing people and jobs come from the existing Abbot Point of Care health sciences facility.

### Rationale for Alternate Density Target

As per PPS Section 2.4.2 Policy 4a, development is restricted on a significant portion of the lands within the delineated area being the NCC greenbelt to the west, a limited pedestrian network to the east due to the existing design of the residential subdivisions, and Highway 417 as a barrier to the south. Any future growth would come from intensification opportunities within a small Neighbourhood designation.

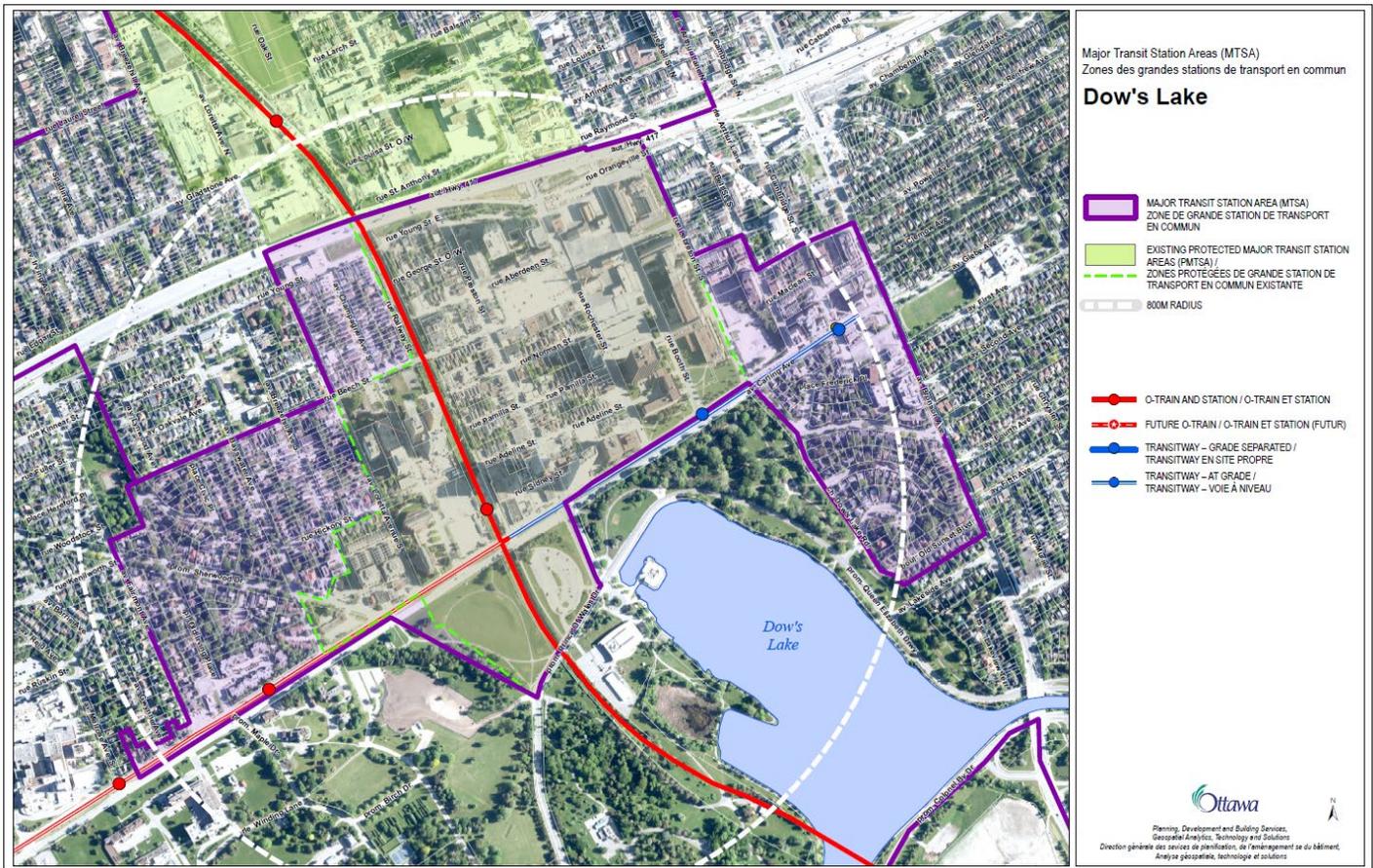


## Corso Italia Station

Transect	Inner Urban	Designation	Area	Density Target
<b>Catchment Area (hectares)</b>	88 ha	<b>Hub</b>	18 ha	250 dwellings/ha
<b>Existing People and Jobs (ppj)</b>	4,800	<b>Mainstreet</b>	7 ha	120 dwellings/ha
<b>Density Target</b>	160 ppj/ha	<b>Minor Corridor</b>	8 ha	100 dwellings/ha
<b>Target People and Jobs</b>	14,100	<b>Neighbourhood</b>	45 ha	80 dwellings /ha
<b>PMTSA Delineation</b>	Protected Hub	<b>Planned People and Jobs</b>	<b>17,700</b>	

### Comments

The Corso Italia MTSA is anchored by the Corso Italia Line 2 O-Train Station. It includes lands designated Hub on Schedule B1 of Volume 1 of the Official Plan, as well as lands designated Neighbourhood on Schedule B2 of Volume 1 of the Official Plan. Portions of the area are also within the Corso Italia District in the West Downtown Core Secondary Plan. The secondary plan provides significant high-rise permissions in the areas closest to the station. The target people and jobs can be achieved through the minimum density targets by designation within the MTSA.

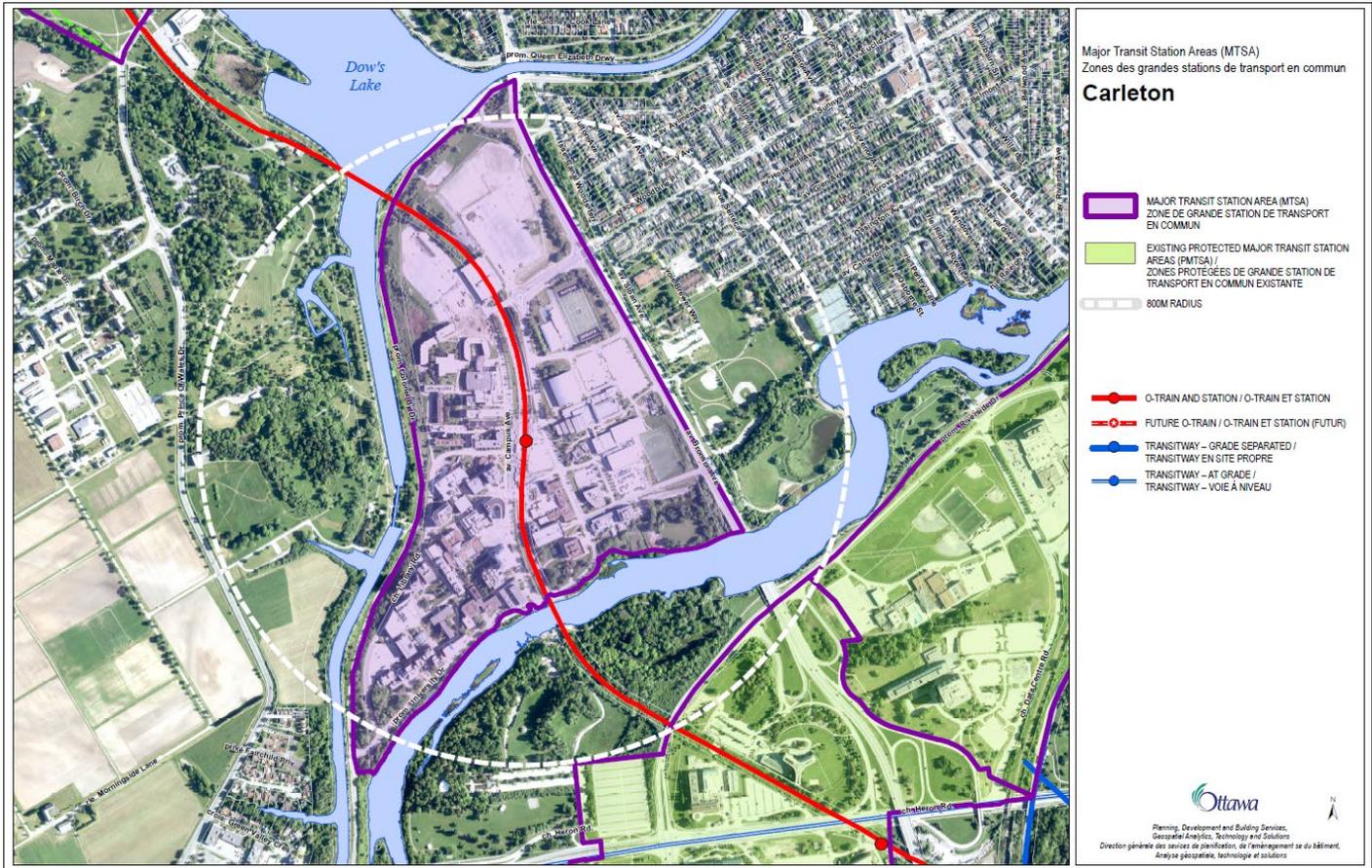


## Dow's Lake Station

Transect	Inner Urban	Designation	Area	Density Target
<b>Catchment Area (hectares)</b>	97 ha	<b>Hub</b>	29 ha	250 dwellings/ha
<b>Existing People and Jobs (ppj)</b>	13,200	<b>Mainstreet</b>	17 ha	120 dwellings/ha
<b>Density Target</b>	160 ppj/ha	<b>Minor Corridor</b>	3 ha	100 dwellings/ha
<b>Target People and Jobs</b>	15,500	<b>Neighbourhood</b>	45 ha	80 dwellings/ha
<b>PMTSA Delineation</b>	Protected Hub	<b>Planned People and Jobs</b>		<b>33,400</b>

### Comments

The Dow's Lake MTSA includes lands surrounding the existing Dow's Lake Line 2 LRT Station, as well as others surrounding future rapid transit stations on Carling Avenue. The majority of the lands are designated Hub on Schedule B1 of Volume 1 of the Official Plan, while small portions further away from the stations are designated Neighbourhood. In addition, portions of the MTSA are included in the Dow's Lake Station District in the West Downtown Core Secondary Plan, which provides high-rise permissions on select sites. The Dow's Lake Station area has seen some high-rise development construction in recent years, with more projects currently planned or under development. The Civic Campus of the Ottawa Hospital is relocating to be within the MTSA currently targeting being operational in 2028-2029. The target people and jobs can be achieved through the minimum density targets by designation within the MTSA.



## Carleton Station

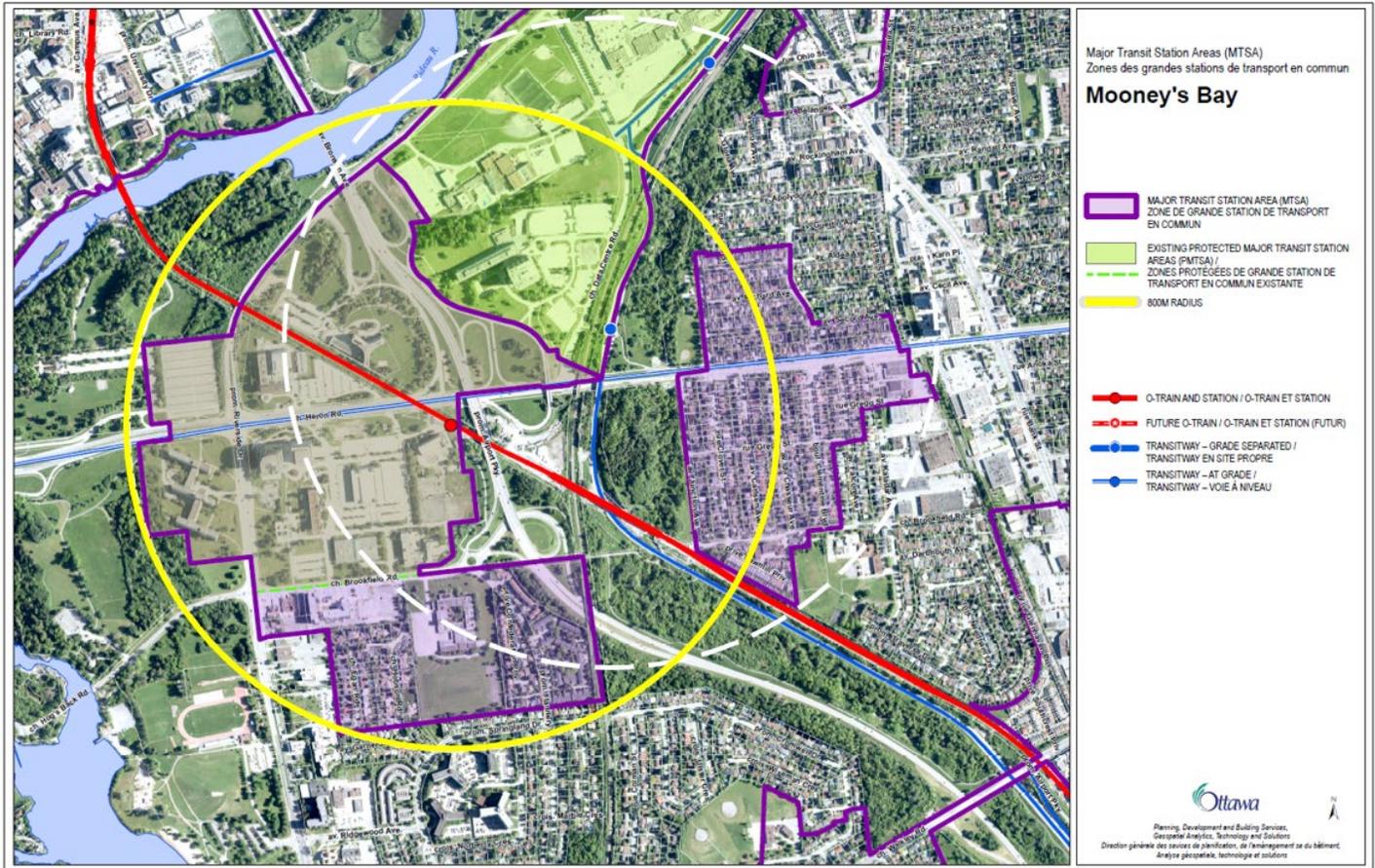
Transect	Inner Urban	Designation	Area	Density Target
Catchment Area (hectares)	75 ha	Hub	0 ha	
Existing People and Jobs (ppj)	6,200	Mainstreet	0 ha	
Density Target	60 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	4,500	Neighbourhood	0 ha	
PMTSA Delineation		Planned People and Jobs		<b>6,200</b>

### Comments

The Carleton MTSA primarily includes lands within the Carleton University campus. The lands are primarily designated Neighbourhood on Schedule B2 of the Official Plan, while the eastern boundary, the west side of Bronson Avenue, is designated Mainstreet. The MTSA is anchored by an existing Line 2 O-Train Station.

### Rationale for Alternate Density Target

As per PPS Section 2.4.2 Policy 4a and b, There is a limited number of residents and jobs associated with the existing built-out neighbourhood built form and the amount of the campus lands within the MTSA but the university is a major trip generator that will sustain high ridership at this station. A target density of 60 people and jobs per hectare reflects the existing people and jobs within this MTSA.



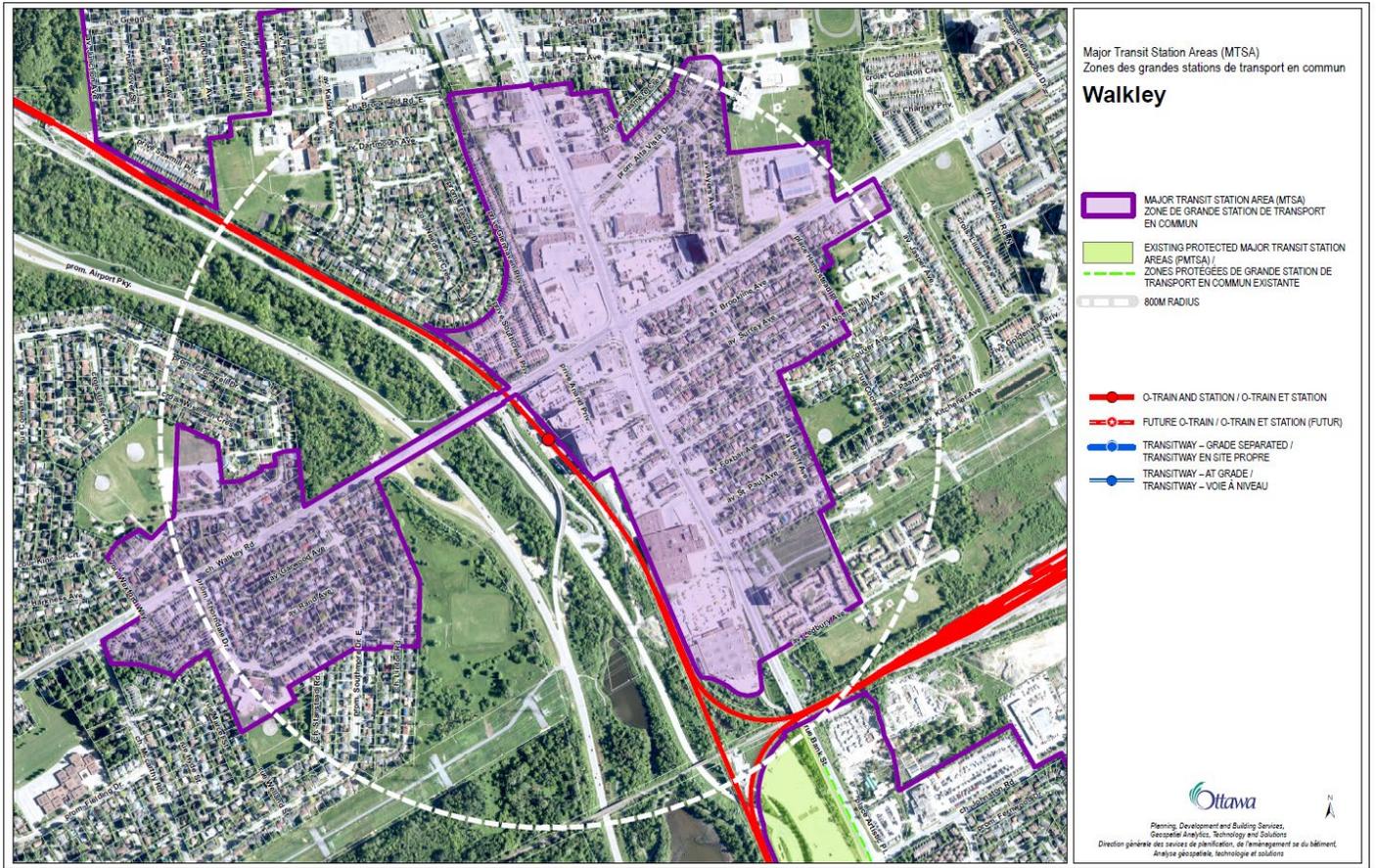
## Mooney's Bay Station

Transect	Inner Urban	Designation	Area	Density Target
Catchment Area (hectares)	88 ha	Hub	60 ha	150 dwellings/ha
Existing People and Jobs (ppj)	8,700	Mainstreet	0 ha	
Density Target	160 ppj/ha	Minor Corridor	1 ha	100 dwellings/ha
Target People and Jobs	14,200	Neighbourhood	11 ha	60 dwellings/ha
PMTSA Delineation	Protected Hub	Planned People and Jobs		<b>26,300</b>

### Comments

Note: the 800-metre radius around Mooney's Bay is the one in yellow and white 800-metre radius is associated with the Heron MTSA. The Mooney's Bay PMTSA is the purple-shaded land to the west side of the yellow circle and is delineated as a Protected Hub. There are several existing federal and private offices within the MTSA, which also has a substantial amount road right-of-ways and associated ramps.

Mooney's Bay is an existing PMTSA that requires some boundary adjustments to maximize the number of potential transit users within walking distance of the station. The station is in close proximity to the existing Southeast Transitway BRT route and a planned future BRT route along Heron Road, which is currently unfunded. Staff are currently developing the Confederation Heights Secondary Plan, which will apply to much of the area. The existing PMTSA currently follows the Hub boundaries, and as such the new Protected Hub designation will reflect those same boundaries. The target people and jobs can be achieved through the minimum density targets in the Hub designation within the MTSA.

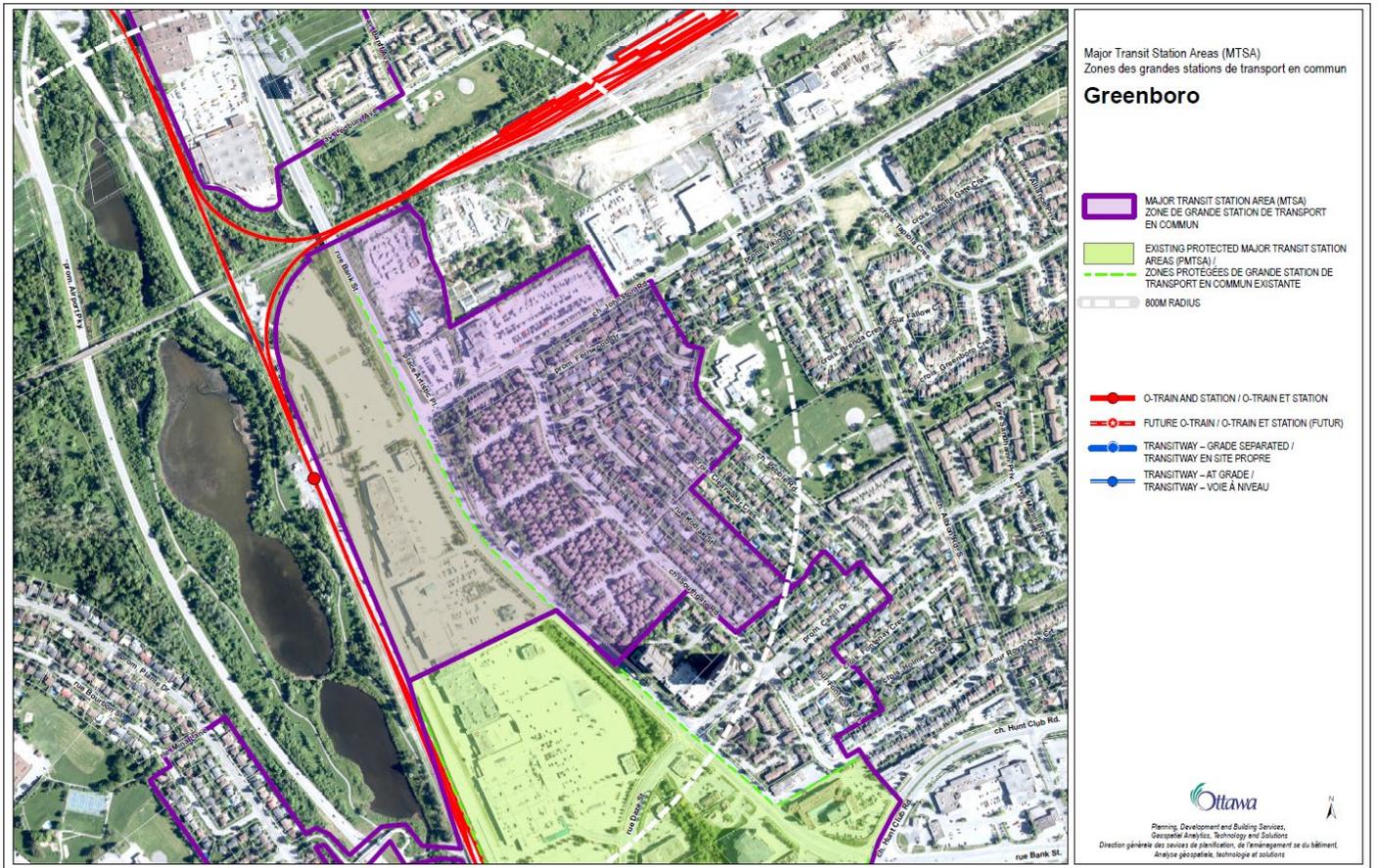


## Walkley Station

Transect	Outer Urban	Designation	Area	Density Target
Catchment Area (hectares)	90 ha	Hub	0 ha	
Existing People and Jobs (ppj)	5,100	Mainstreet	35 ha	120 dwellings/ha
Density Target	160 ppj/ha	Minor Corridor	4 ha	100 dwellings/ha
Target People and Jobs	14,400	Neighbourhood	40 ha	60 dwellings/ha
PMTSA Delineation		Planned People and Jobs		<b>15,400</b>

### Comments

Walkley is a new MTSA that is partially covered by the Bank Street South Secondary Plan. It serviced both by Line 2 of the O-Train and the Southeast Transitway BRT, with the stations being situated close to each other. The target people and jobs can be achieved through the minimum density targets by a mix of Mainstreet and Neighbourhood designations within the MTSA.

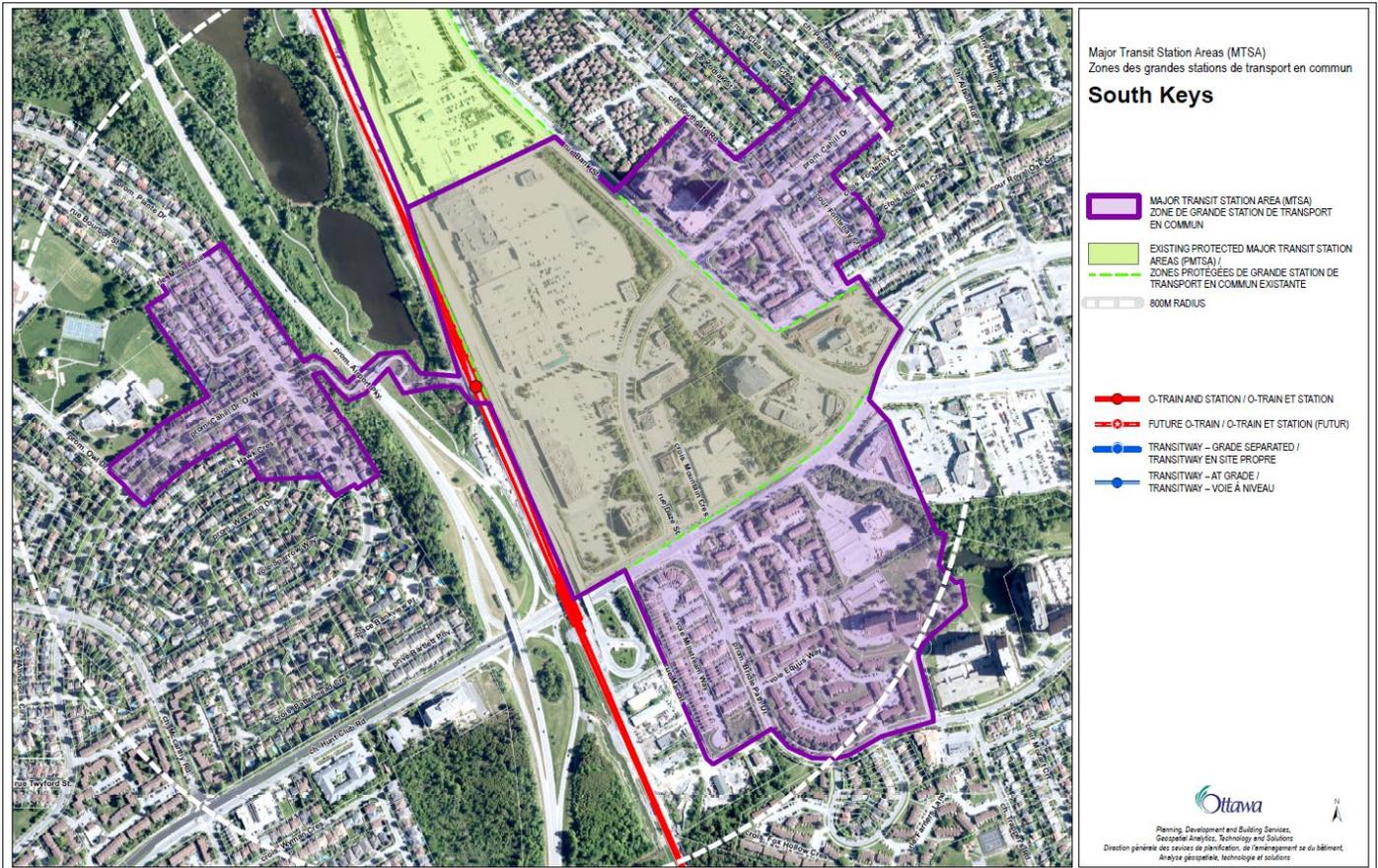


## Greenboro Station

Transect	Outer Urban	Designation	Area	Density Target
Catchment Area (hectares)	40 ha	Hub	11 ha	150 dwellings/ha
Existing People and Jobs (ppj)	2,000	Mainstreet	0 ha	
Density Target	160 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	6,500	Neighbourhood	20 ha	40 dwellings/ha
PMTSA Delineation		Planned People and Jobs		<b>6,700</b>

### Comments

The Greenboro MTSA is anchored by the South Keys Line 2 O-Train Station as well as the South Keys Shopping Centre. It includes the shopping centre as well as nearby lands designated Industrial & Logistics on Schedule B3 of Volume 1 of the Official Plan, and lands designated Neighbourhood. Portions of the MTSA are also subject to the South Keys Secondary Plan. The secondary plan permits high-rise building development with significant development potential. The target people and jobs can be achieved primarily through the minimum density targets by the Hub designation within the MTSA.

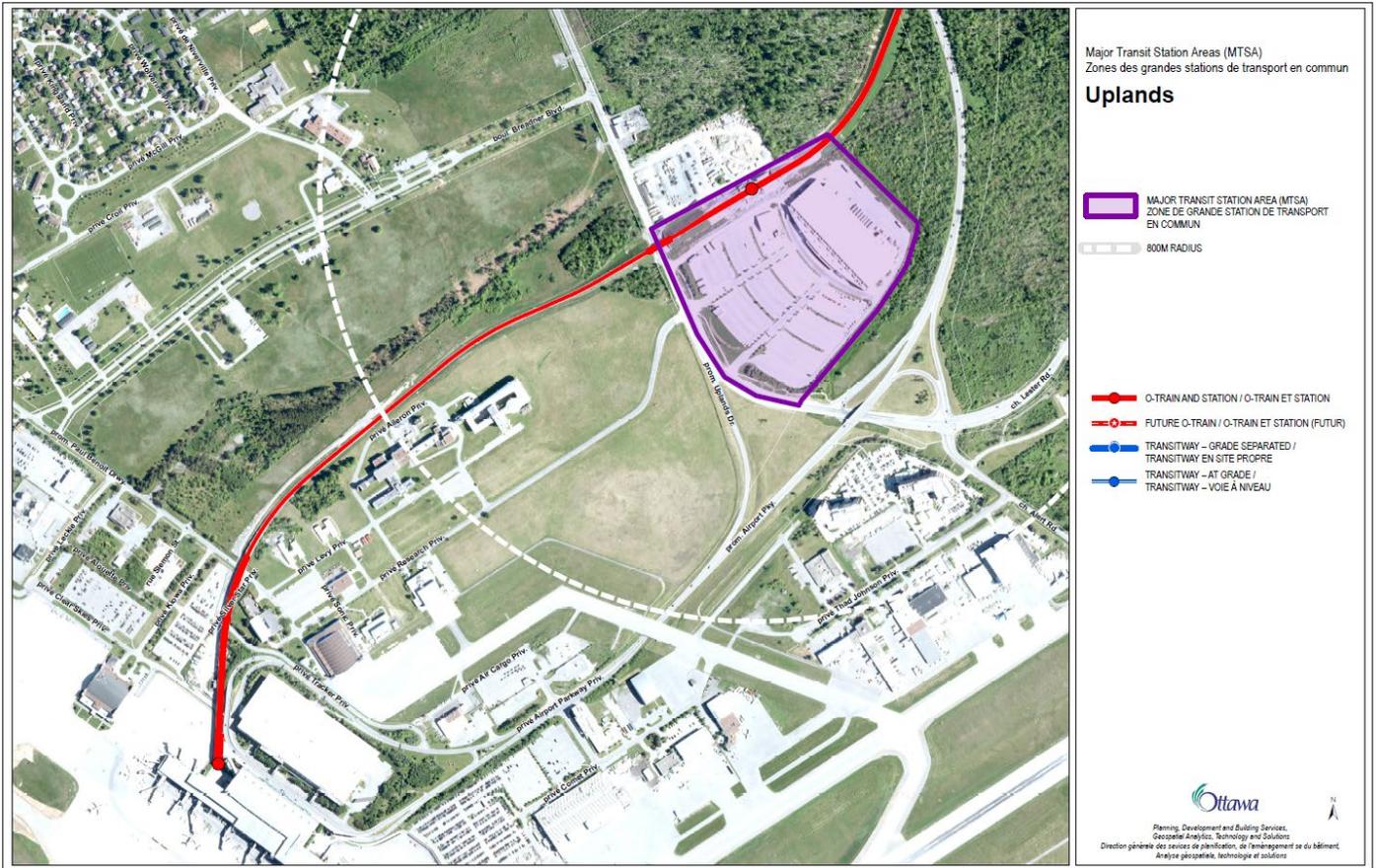


## South Keys Station

Transect	Outer Urban	Designation	Area	Density Target
Catchment Area (hectares)	71 ha	Hub	28 ha	150 dwellings/ha
Existing People and Jobs (ppj)	5,500	Mainstreet	2 ha	120 dwellings/ha
Density Target	160 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	11,400	Neighbourhood	34 ha	40 dwellings/ha
PMTSA Delineation	Protected Hub	Planned People and Jobs		<b>15,400</b>

### Comments

South Keys is an existing PMTSA and is partially covered by the South Keys Secondary Plan. It is a transfer station between three higher-order transit lines: Line 2 of the O-Train, Line 4 of the O-Train (the airport spur), and the Southeast Transitway BRT. The LRT station services both Line 2 and Line 4 on the same platform. Portions of the MTSA are also subject to the South Keys Secondary Plan. The secondary plan permits high-rise building development with significant development potential. The target people and jobs can be achieved primarily through the minimum density targets by the Hub designation within the MTSA.



## Uplands Station

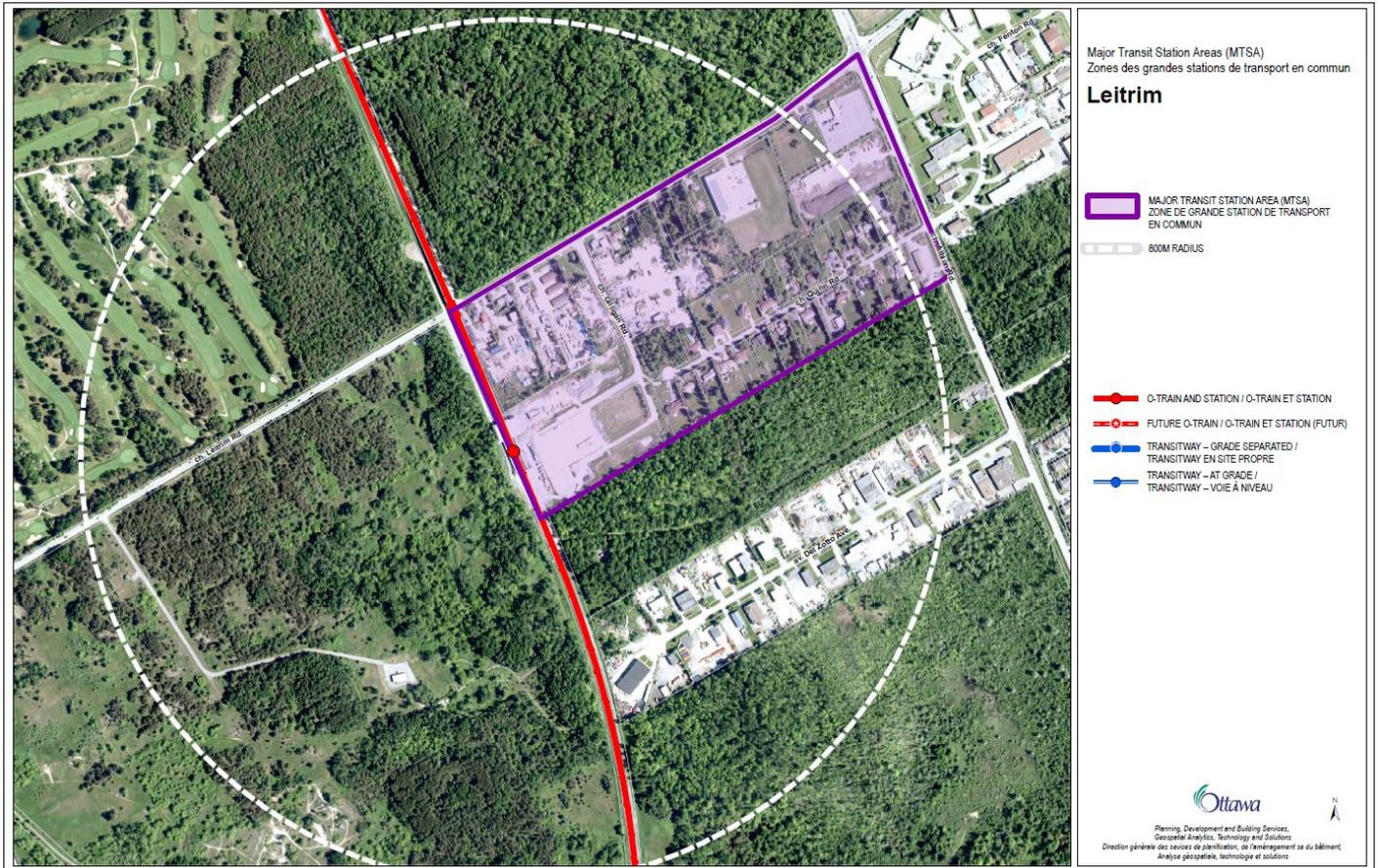
Transect	Outer Urban	Designation	Area	Density Target
Catchment Area (hectares)	15 ha	Hub	0 ha	
Existing People and Jobs (ppj)	500	Mainstreet	0 ha	
Density Target	30 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	400	Neighbourhood	0 ha	40 dwellings/ha
PMTSA Delineation		Planned People and Jobs		<b>500</b>

### Comments

The Uplands MTSA is entirely within the land owned by the Ottawa Airport Authority and as such is land extensive with restrictions on development that is associated with the airport operating influence zone.

### Rationale for Alternate Density Target

As per PPS Section 2.4.2 Policy 4a and b, the existing context with an international airport restricts development potential. The Ottawa International Airport is a major trip generator that will sustain high ridership at this station, which is intended to provide transit access to and from the airport. A density target of 30 people and jobs per hectare reflects the existing people and jobs within this MTSA.



### Leitrim Station

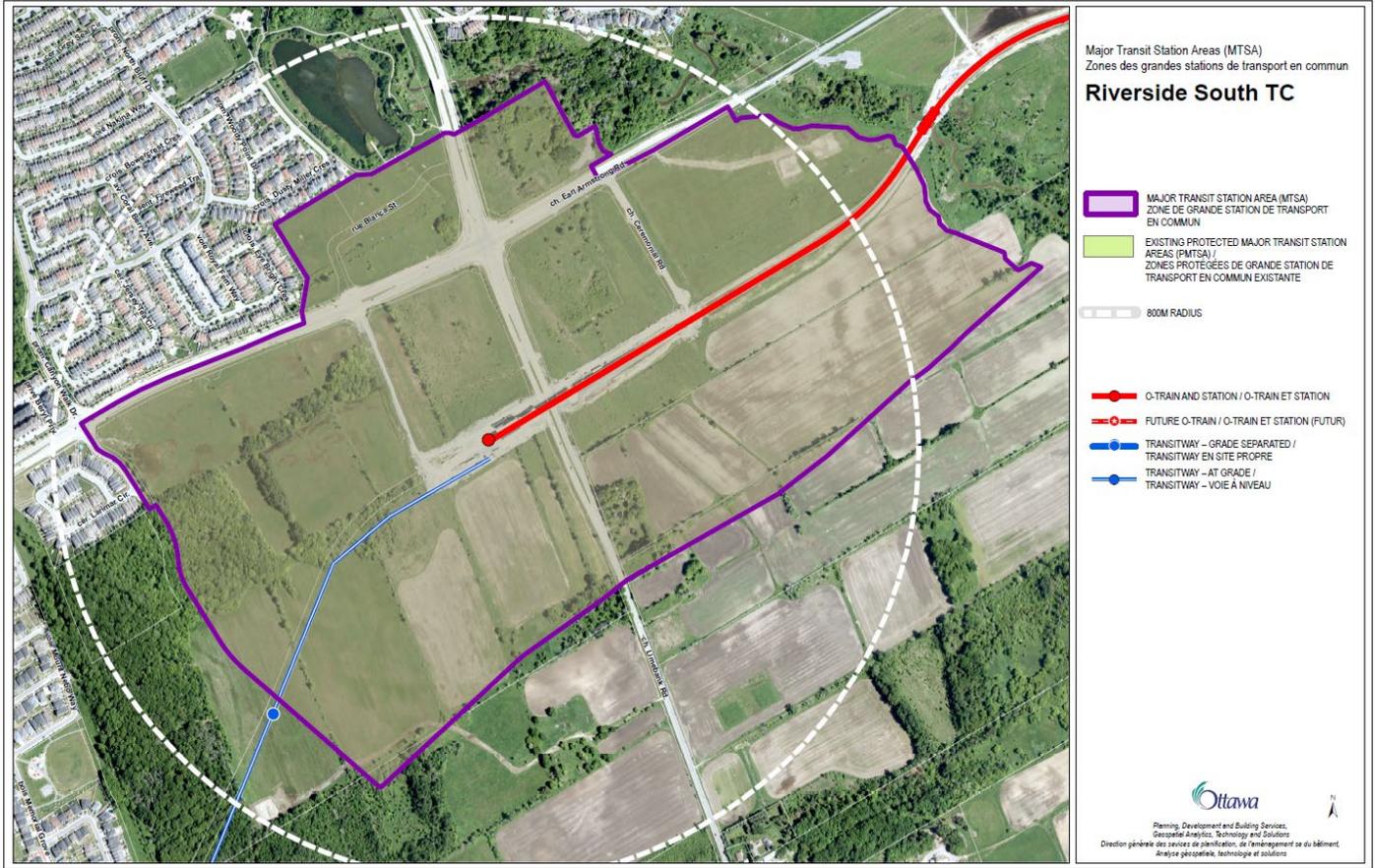
Transect	Outer Urban	Designation	Area	Density Target
Catchment Area (hectares)	37 ha	Hub	0 ha	
Existing People and Jobs (ppj)	900	Mainstreet	0 ha	
Density Target	25 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	900	Neighbourhood	0 ha	40 dwellings/ha
PMTSA Delineation		Planned People and Jobs		<b>900</b>

#### Comments

Leitrim MTSA includes a park-and-ride, lands within the NCC Greenbelt and industrial designations. It is also in proximity to the Ottawa International Airport which has associated restrictions on development.

#### Rationale for Alternate Density Target

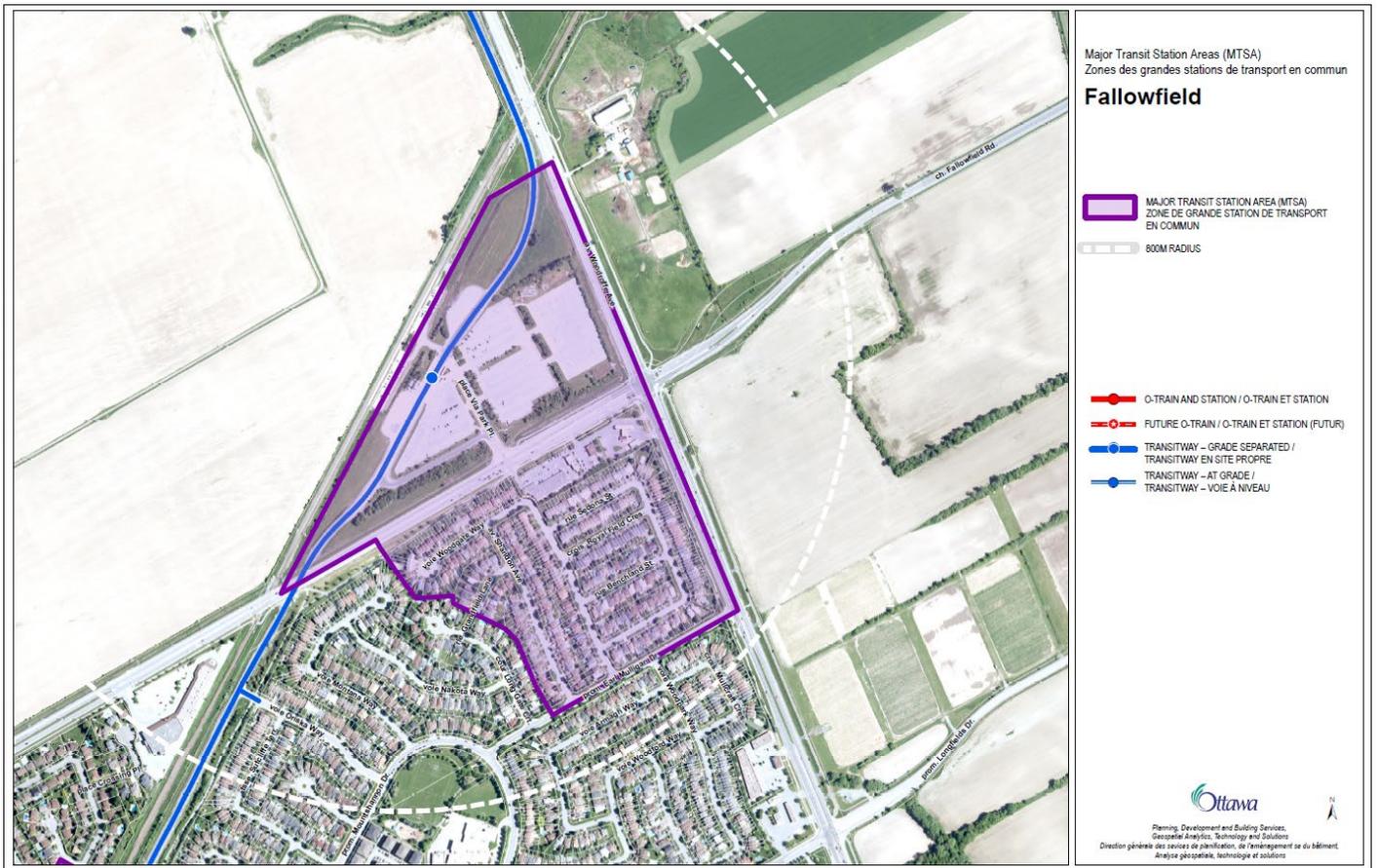
As per PPS Section 2.4.2 Policy 4a and b, the existing and surrounding context of NCC Greenbelt, industrial lands, and being within the airport operating influence zone limits development within this MTSA. A park and ride adjacent to the station will assist in sustaining ridership at this station. A density of 25 people and jobs per hectare reflects the existing people and jobs within this MTSA.



<b>Riverside South TC</b>				
<b>Transect</b>	Suburban	<b>Designation</b>	<b>Area</b>	<b>Density Target</b>
<b>Catchment Area (hectares)</b>	116 ha	<b>Hub</b>	97 ha	150 dwellings/ha
<b>Existing People and Jobs (ppj)</b>	0	<b>Mainstreet</b>	0 ha	
<b>Density Target</b>	160 ppj/ha	<b>Minor Corridor</b>	0 ha	
<b>Target People and Jobs</b>	18,600	<b>Neighbourhood</b>	0 ha	40 dwellings/ha
<b>PMTSA Delineation</b>	Protected Hub	<b>Planned People and Jobs</b>	<b>22,600</b>	

**Comments**

Riverside South TC is an existing PMTSA whose boundaries are not proposed to be changed. It is currently undeveloped and surrounds Limebank LRT station. The Riverside South Secondary Plan was recently adopted, which provides significant development permissions surrounding the station, which will help the area achieve the target people and jobs through the Hub designation.



## Fallowfield Station

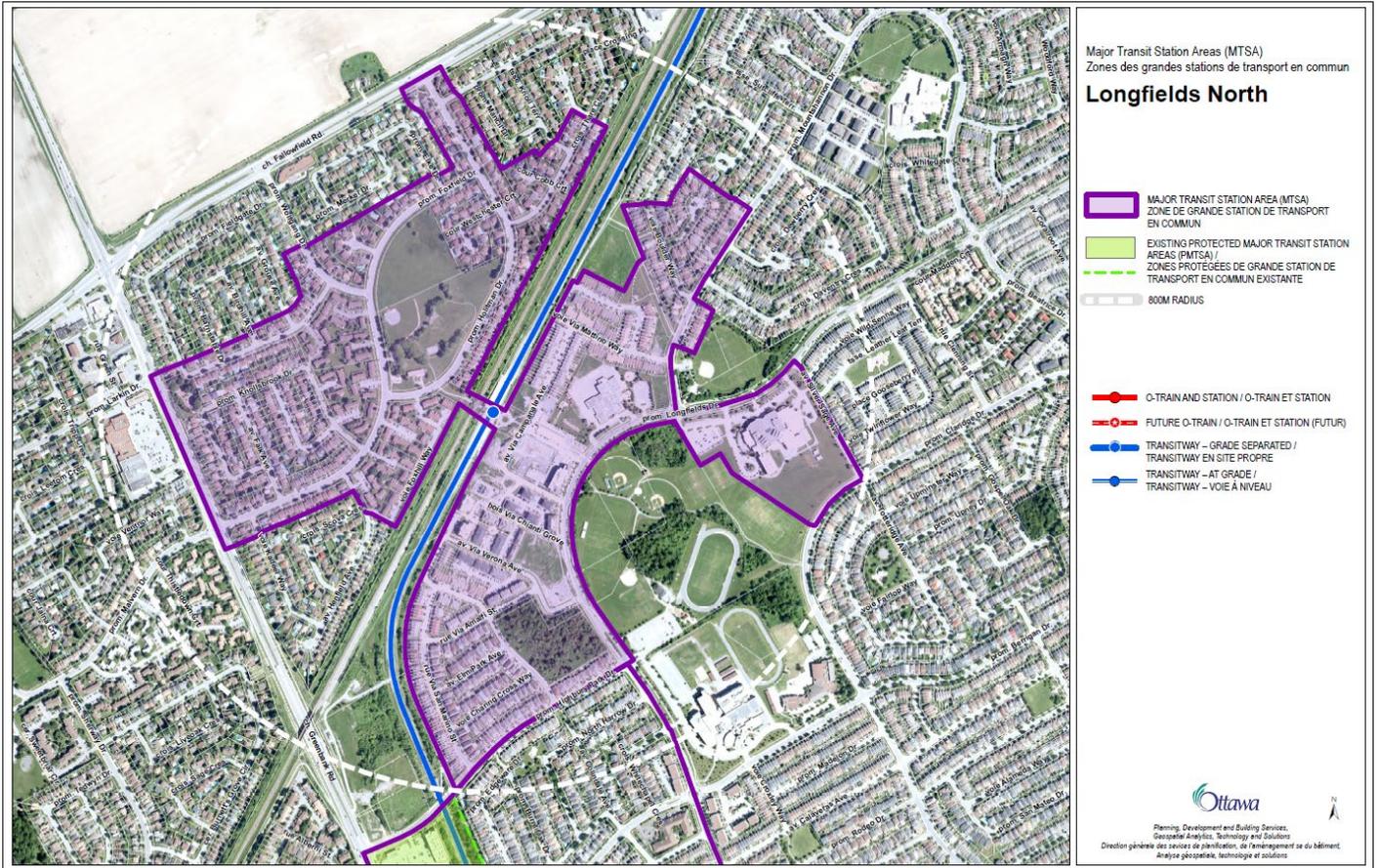
Transect	Suburban	Designation	Area	Density Target
Catchment Area (hectares)	38 ha	Hub	0 ha	
Existing People and Jobs (ppj)	1,100	Mainstreet	0 ha	
Density Target	20 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	800	Neighbourhood	16 ha	40 dwellings/ha
PMTSA Delineation		Planned People and Jobs		<b>2,100</b>

### Comments

The Fallowfield MTSA is anchored by the existing Fallowfield Via Rail Station and BRT station. It includes lands designated Greenbelt Facility on Schedule B4 of Volume 1 of the Official Plan, as well as lands in north Barrhaven designated Neighbourhood on Schedule B6 of the Official Plan.

### Rationale for Alternate Density Target

As per PPS Section 2.4.2 Policy 4 a and b, development is severely restricted due to the NCC Greenbelt and most of the remaining lands is existing built-out neighbourhood. The park and ride and VIA Rail station will assist in sustaining ridership at this station. A density of 20 people and jobs per hectare reflects the existing people and jobs within this MTSA.



## Longfields North Station

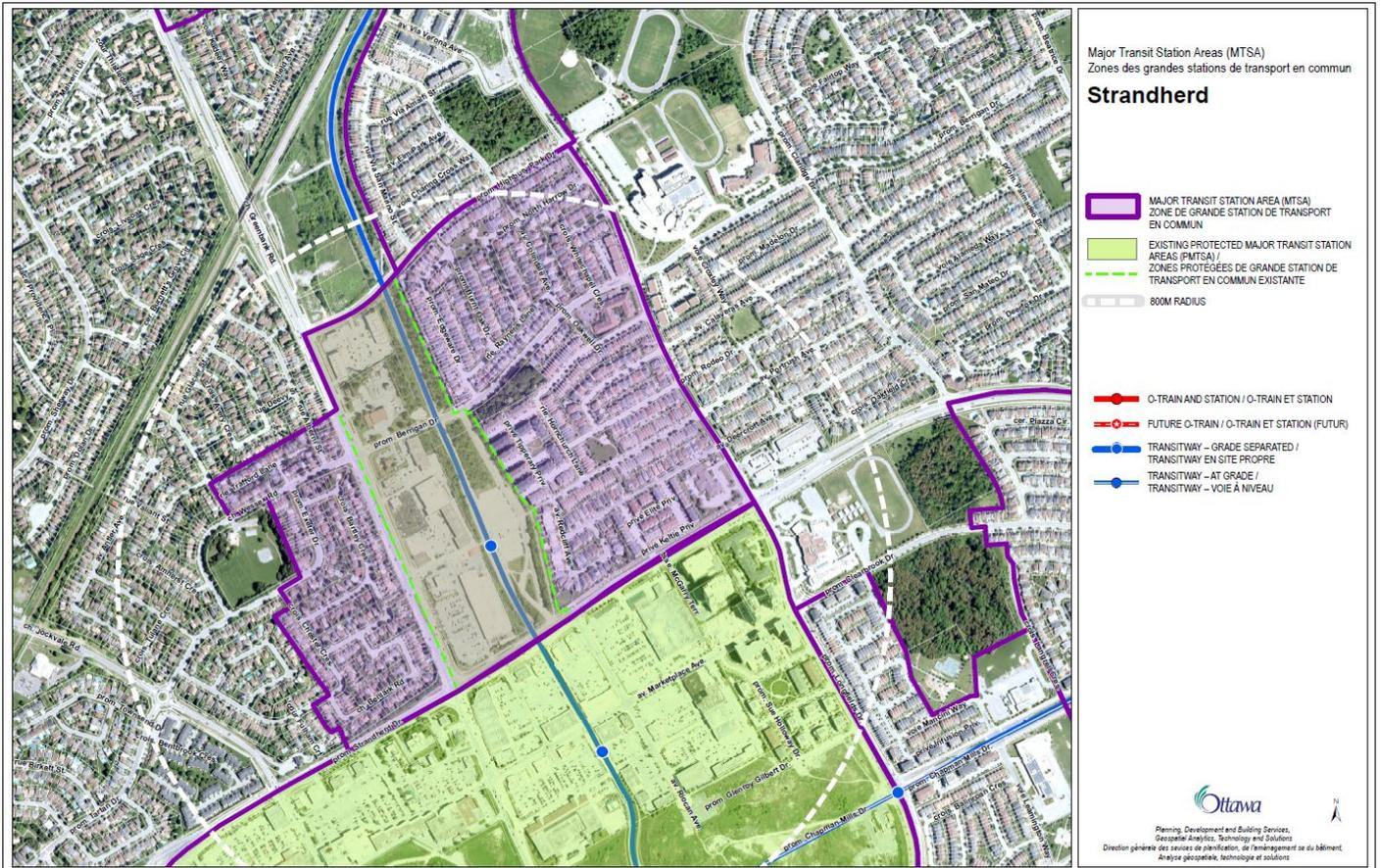
Transect	Suburban	Designation	Area	Density Target
Catchment Area (hectares)	80 ha	Hub	0 ha	
Existing People and Jobs (ppj)	3,700	Mainstreet	0 ha	
Density Target	80 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	6,400	Neighbourhood	58 ha	40 dwellings/ha
PMTSA Delineation		Planned People and Jobs		<b>7,100</b>

### Comments

The MTSA is entirely comprised of an existing built-out Neighbourhood designation that includes large parks and school sites.

### Rationale for Alternate Density Target

As per PPS Section 2.4.2 Policy 4 a development is severely restricted on a significant portion of the lands within the delineated area due to the surrounding area consisting of a newly existing built-out neighbourhood with no significant redevelopment opportunities or strategic growth areas. An alternate density of 80 people and jobs per hectare is proposed that is based on a planned density target of 40 dwellings per hectare within the Neighbourhood designation. For reference, two dwellings, such as a principal dwelling and an accessory basement suite on a 15m by 30m lot is 44 dwellings per hectare in density.



## Strandherd Station

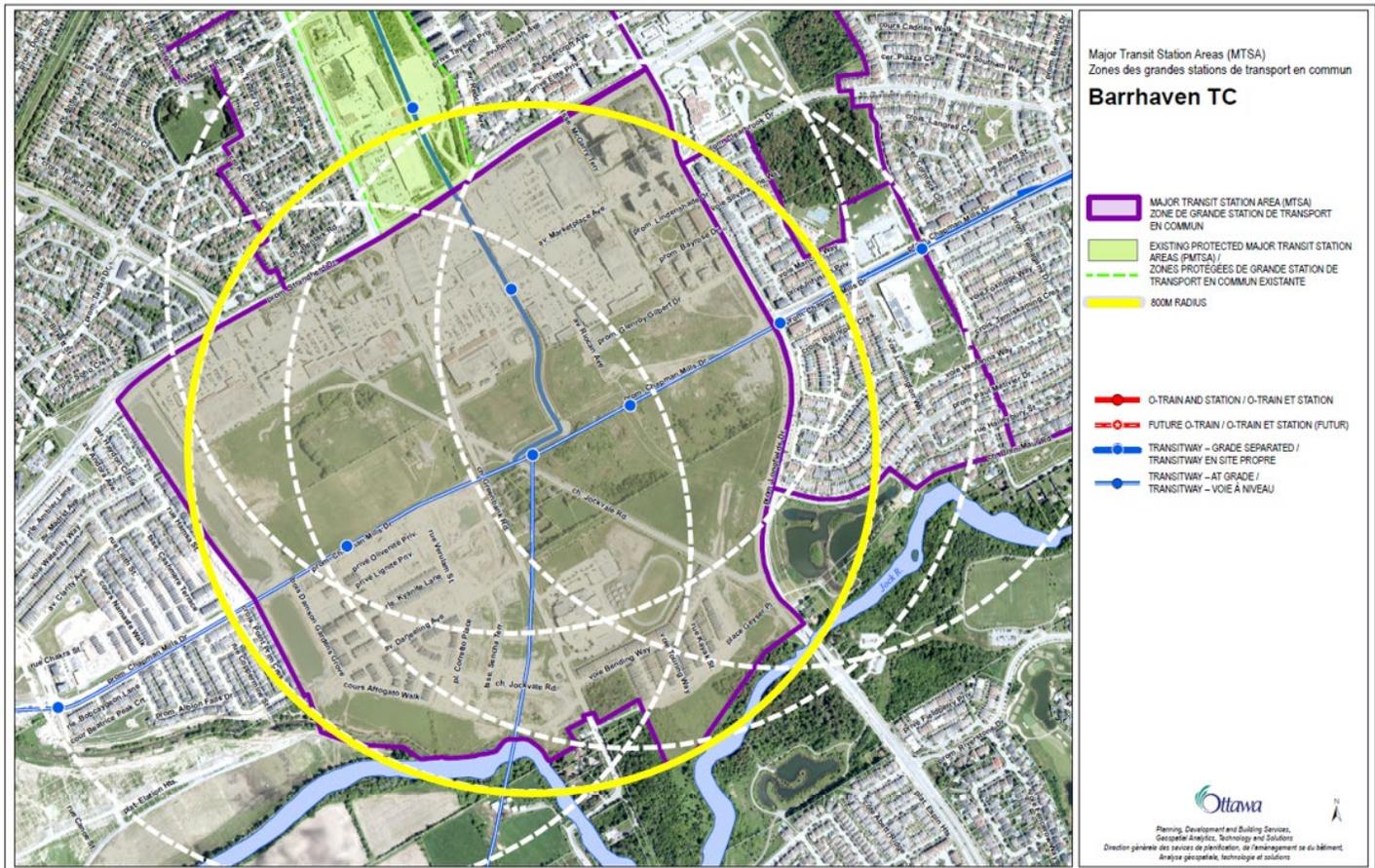
Transect	Suburban	Designation	Area	Density Target
Catchment Area (hectares)	72 ha	Hub	12 ha	150 dwellings/ha
Existing People and Jobs (ppj)	3,900	Mainstreet	0 ha	
Density Target	140 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	10,100	Neighbourhood	47 ha	40 dwellings/ha
PMTSA Delineation	Protected Hub	Planned People and Jobs		<b>10,100</b>

### Comments

This MTSA is almost entirely comprised of the Neighbourhood designation, with a small portion of the MTSA being designated Hub, which will be identified as a Protected Hub as is expected to accommodate most of the growth.

### Rationale for Alternate Density Target

As per PPS Section 2.4.2 Policy 4 a development is severely restricted on a significant portion of the lands within the delineated area being an existing built-out neighbourhood. An alternate density of 140 people and jobs per hectare is proposed that is based on a planned density target of 40 dwellings per hectare within the Neighbourhood designation and the limited development opportunities within the Hub strategic growth area.



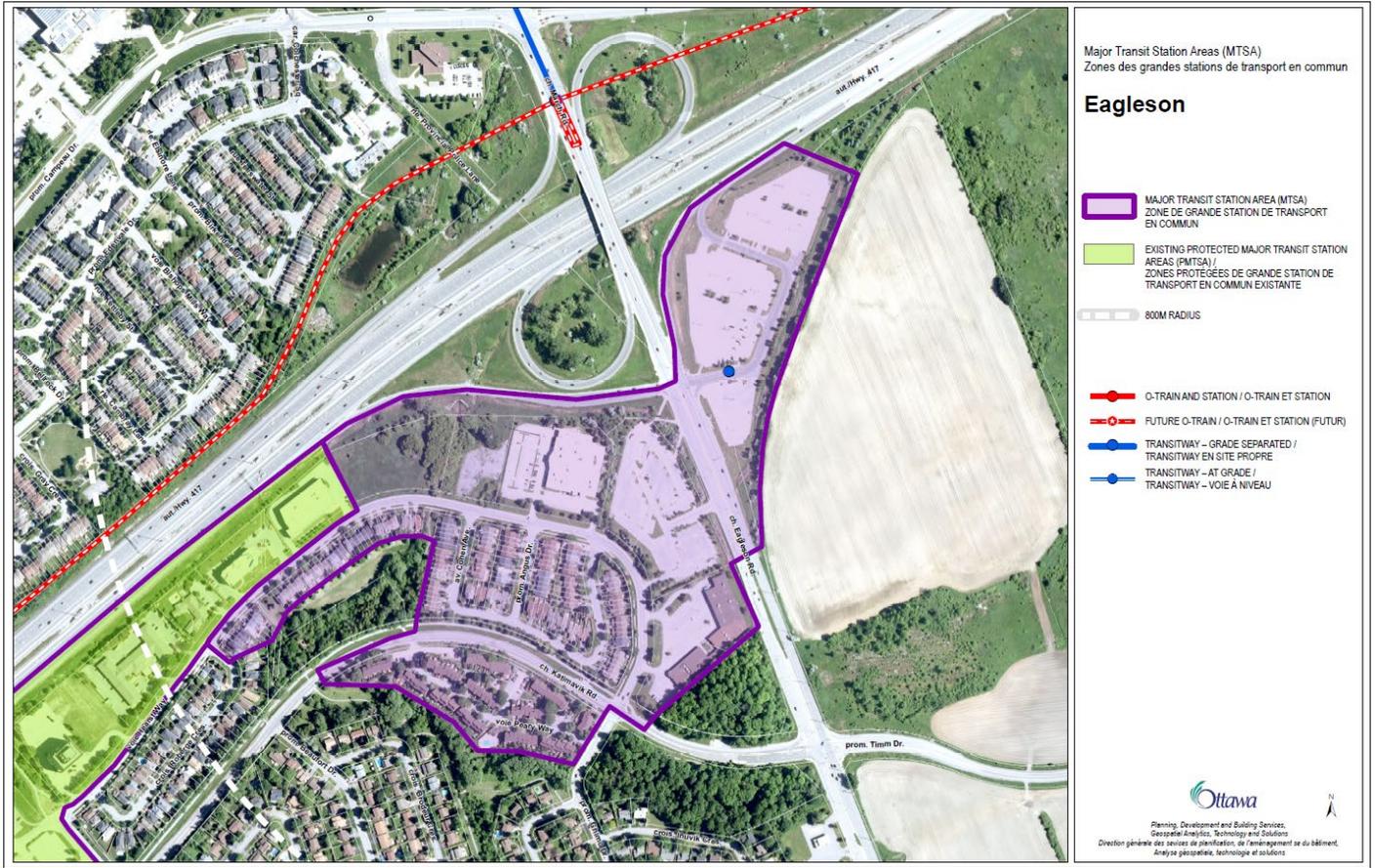
## Barrhaven TC

Transect	Suburban	Designation	Area	Density Target
Catchment Area (hectares)	162 ha	Hub	92 ha	150 dwellings/ha
Existing People and Jobs (ppj)	5,300	Mainstreet	0 ha	
Density Target	160 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	25,900	Neighbourhood	18 ha	40 dwellings/ha
PMTSA Delineation	Protected Hub	Planned People and Jobs		<b>33,800</b>

### Comments

Note: the PMTSA is based off of the Barrhaven Centre station, circled in yellow.

The Barrhaven Town Centre MTSA is centred on Barrhaven Downtown, located within the Suburban (South) transect of the city. The area generally corresponds to the Barrhaven Downtown Hub as shown on Schedule B6 in Volume 1 of the Official Plan. It also roughly corresponds with the boundaries of the Barrhaven Downtown Secondary Plan in Volume 2A of the Official Plan. Two O-Train as well as three BRT stations are planned for this MTSA. The secondary plan allows for up to 30-storeys within a large portion of the area, and many of the parcels are underutilized. The target people and jobs can be achieved primarily through the minimum density targets by the Hub designation within the MTSA.



## Egleson Station

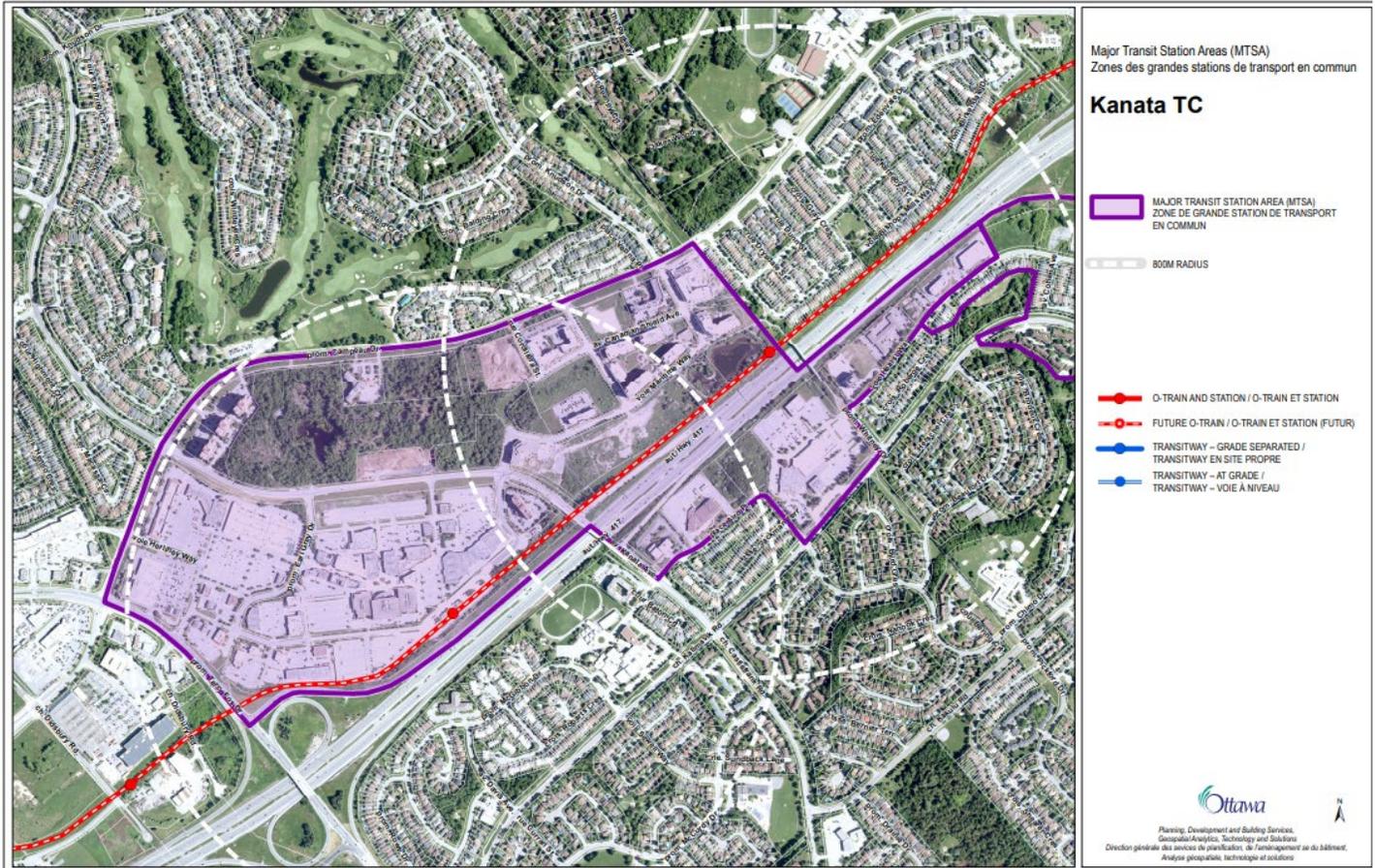
Transect	Suburban	Designation	Area	Density Target
Catchment Area (hectares)	25 ha	Hub	0 ha	
Existing People and Jobs (ppj)	900	Mainstreet	0 ha	
Density Target	50 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	1,200	Neighbourhood	9 ha	40 dwellings/ha
PMTSA Delineation		Planned People and Jobs		<b>1,300</b>

### Comments

The Eagleson MTSA includes lands south of Highway 417 surrounding the Eagleson BRT station. The lands west of Eagleson are designated Neighbourhood on Schedule B5 of Volume 1 of the Official Plan. The lands east of Eagleson are within the Greenbelt and designated Greenbelt Facility on Schedule B4. The portions north of Katimavik and west of Eagleson are also subject to the Kanata Town Centre Secondary Plan, where they are either designated Low-Rise Employment, Town Centre Neighbourhood, or Park.

### Rationale for Alternate Density Target

As per PPS Section 2.4.2 Policy 4a and b, there is limited development opportunities due to the NCC Greenbelt, Highway 417 as a pedestrian access barrier to the north and existing built-out neighbourhood to the south without any strategic growth areas. The park and ride Kanata Town Centre will assist in sustaining ridership at this station. A density target of 50 people and jobs reflects the existing people and jobs with minor intensification from the existing neighbourhood.

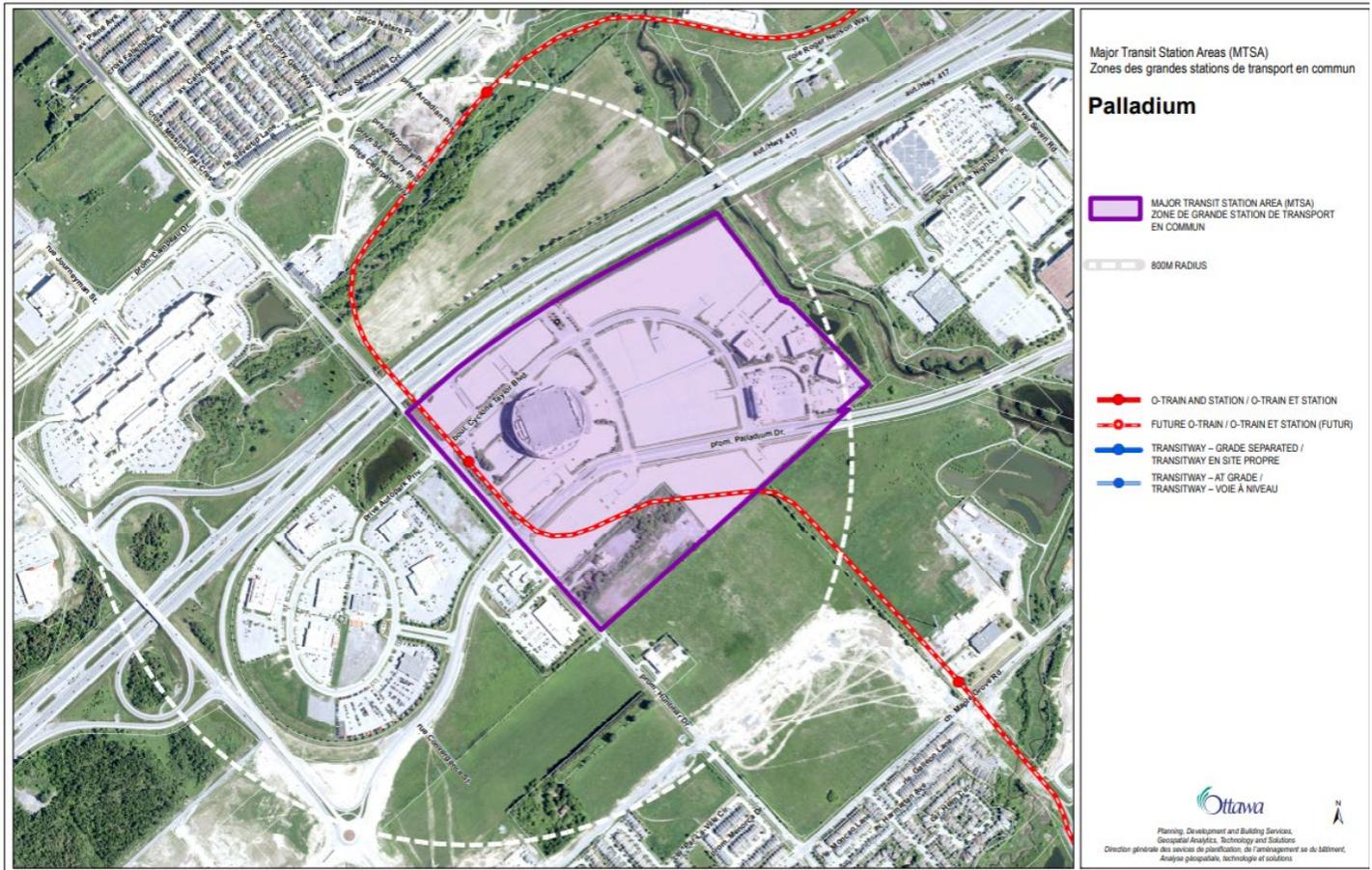


## Kanata TC Station

Transect	Suburban	Designation	Hub	Area	104 ha	Density Target	200 dwellings/ha
Catchment Area (hectares)	124 ha	Hub		104 ha		200 dwellings/ha	
Existing People and Jobs (ppj)	6,200	Mainstreet		0 ha			
Density Target	160 ppj/ha	Minor Corridor		0 ha			
Target People and Jobs	19,800	Neighbourhood		4 ha		40 dwellings/ha	
PMTSA Delineation	Protected Hub	Planned People and Jobs				<b>36,600</b>	

### Comments

The Kanata TC MTSA is an existing PMTSA which surrounds a future LRT station, which is not yet funded. It is almost entirely comprised of the Hub designation, which will be a protected Hub, and as a result there are no boundary changes to the PMTSA. The MTSA is covered by the Kanata Town Centre Secondary Plan, which provides significant density permissions. The target people and jobs can be achieved primarily through the minimum density targets by the Hub designation within the MTSA.

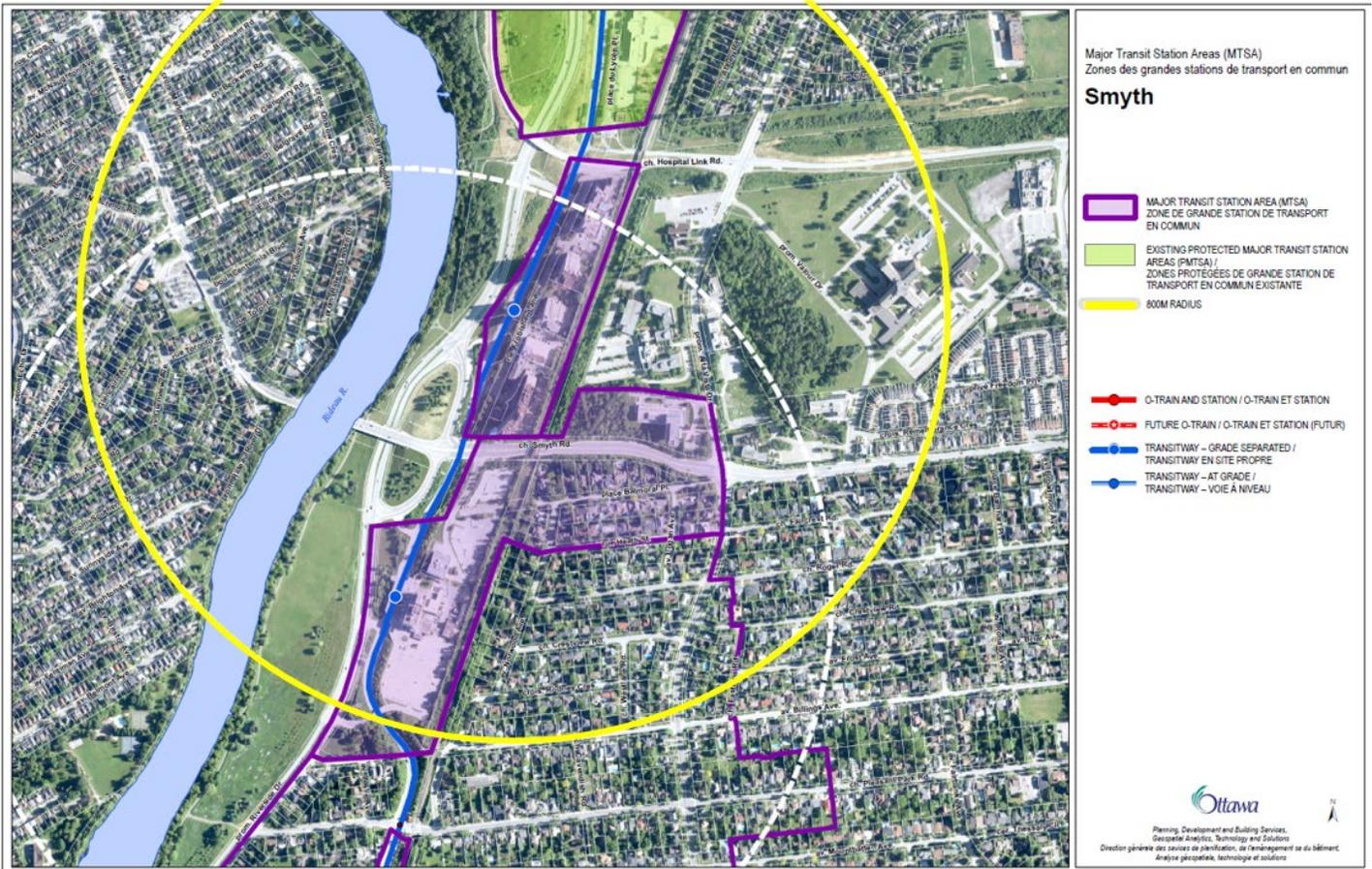


## Palladium Station

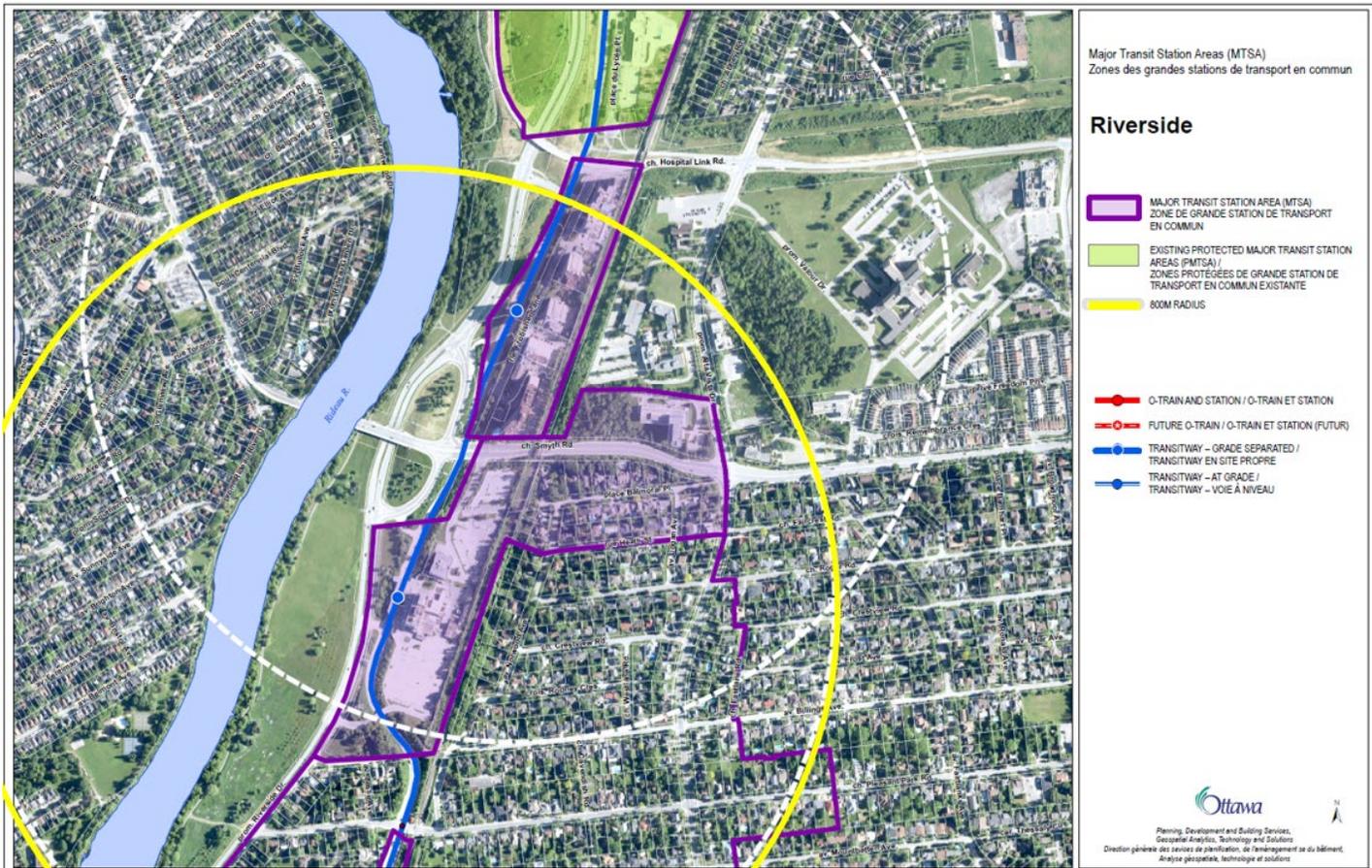
Transect	Suburban	Designation	Hub	Area	39 ha	Density Target	250 dwellings/ha
Catchment Area (hectares)	43 ha	Designation	Mainstreet	Area	0 ha	Density Target	
Existing People and Jobs (ppj)	2,300	Designation	Minor Corridor	Area	0 ha	Density Target	
Density Target	160 ppj/ha	Designation	Neighbourhood	Area	0 ha	Density Target	40 dwellings/ha
Target People and Jobs	6,900	PMTSA Delineation	Protected Hub	Planned People and Jobs	17,300		

### Comments

The Palladium MTSA is an existing PMTSA which surrounds a future LRT station, which is not yet funded. It is comprised entirely of the Hub designation and surrounds the Canadian Tire Centre, including many large surface parking lots. The large parcel sizes provide significant opportunity for high density development in the future in order to achieve the density target through the Hub designation.



<b>Smyth Station</b>				
<b>Transect</b>	Outer Urban	<b>Designation</b>	<b>Area</b>	<b>Density Target</b>
<b>Catchment Area (hectares)</b>	8 ha	<b>Hub</b>	0 ha	
<b>Existing People and Jobs (ppj)</b>	2,100	<b>Mainstreet</b>	0 ha	
<b>Density Target</b>	160 ppj/ha	<b>Minor Corridor</b>	0 ha	
<b>Target People and Jobs</b>	1,200	<b>Neighbourhood</b>	5 ha	40 dwellings/ha
<b>PMTSA Delineation</b>		<b>Planned People and Jobs</b>		<b>2,600</b>
<b>Comments</b>				
Smyth is a small MTSA, which is constrained due to a rail line and Ottawa River to the east, the transitway to the west, and abutting MTSA's to the north and south. The MTSA's area is already comprised of several high-rise towers, which result in the density target of the MTSA being met.				



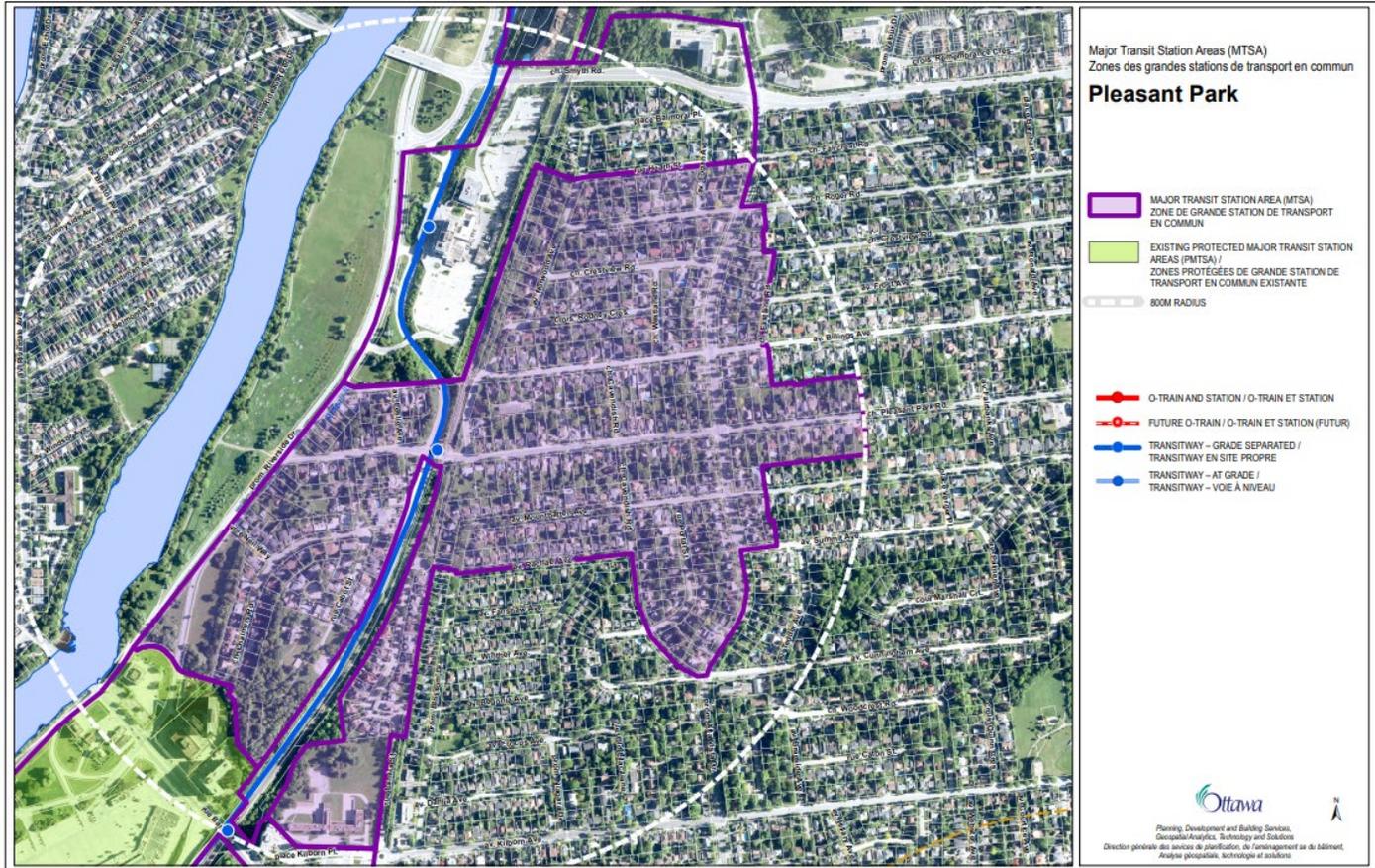
## Riverside Station

Transect	Outer Urban	Designation	Area	Minimum Density Target
Catchment Area (hectares)	21 ha	Hub	0 ha	
Existing People and Jobs (ppj)	3,300	Mainstreet	0 ha	
Density Target	160 ppj/ha	Minor Corridor	0 ha	
Target People and Jobs	3,300	Neighbourhood	7 ha	40 dwellings/ha
PMTSA Delineation	n/a	Planned People and Jobs		<b>3,900</b>

### Comments

Note: the 800-metre radius for Riverside Station is shown above in yellow. The 800-metre radius in white is for Smyth Station.

Riverside MTSA includes the area surrounding the Riverside BRT station, which is located adjacent to the Riverside campus of the Ottawa Hospital. This MTSA achieves the target ridership primarily due to the jobs associated with the hospital.

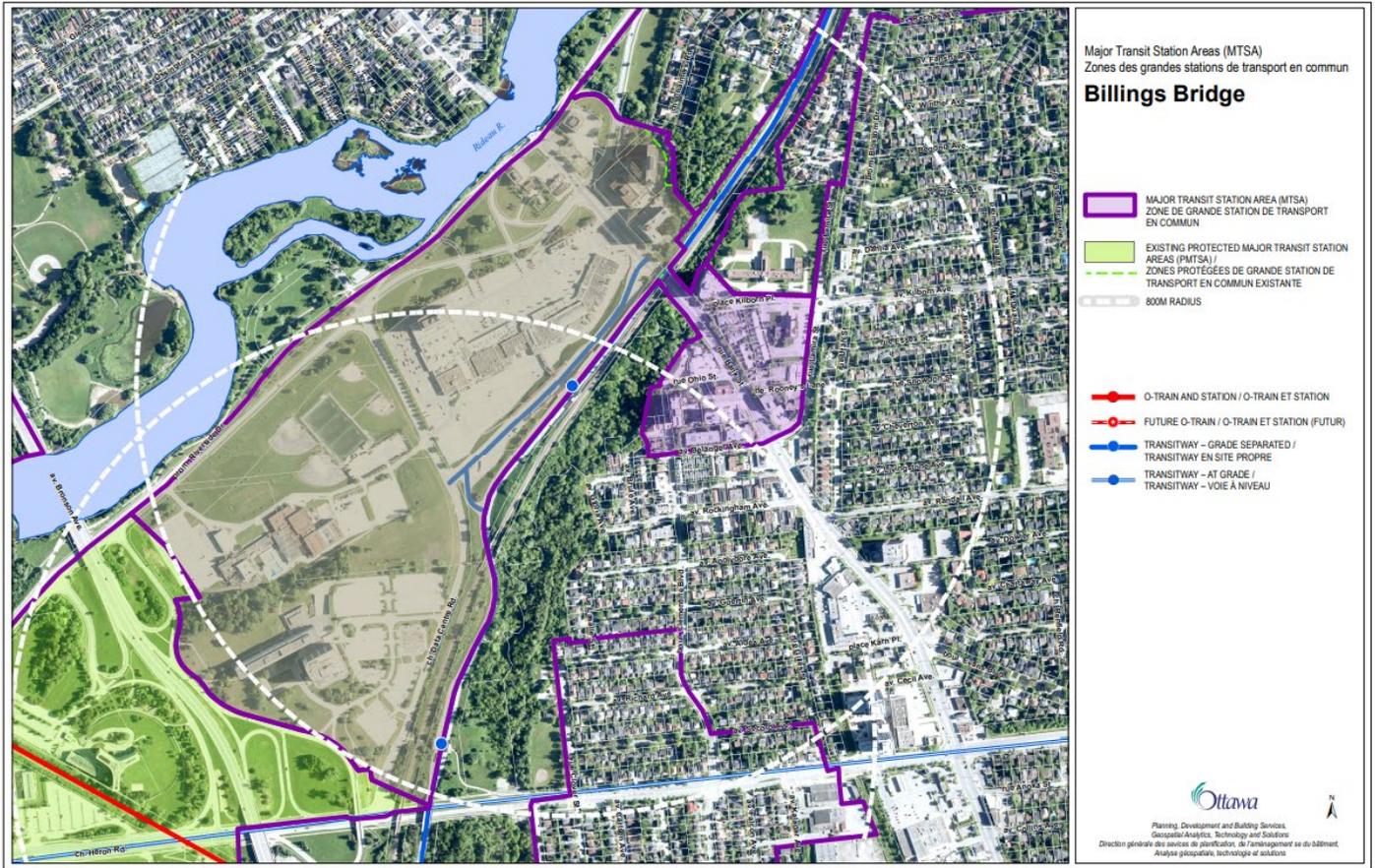


### Pleasant Park Station

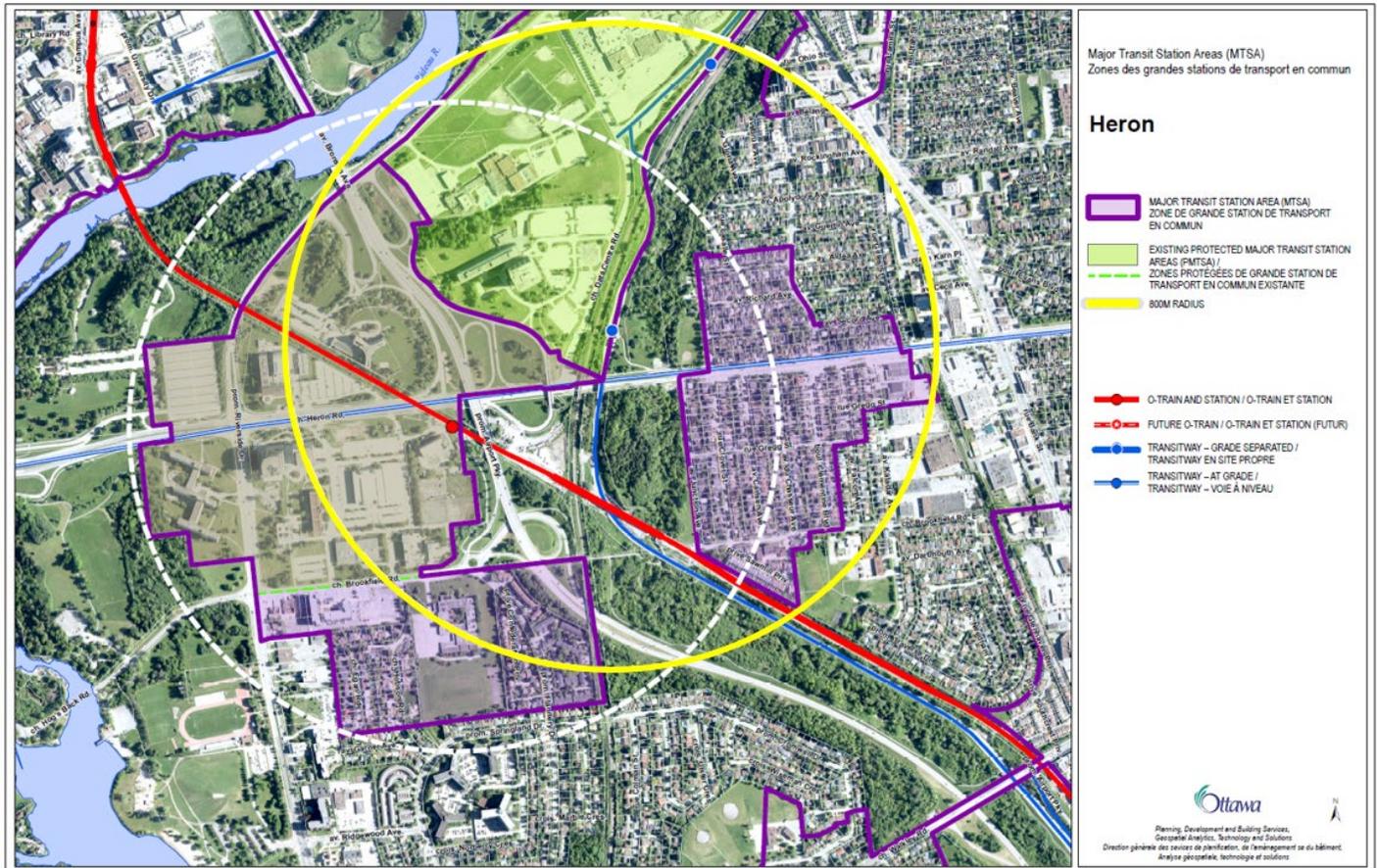
Transect	Outer Urban	Designation	Area	Density Target
Catchment Area (hectares)	67 ha	Hub	1 ha	250 dwellings/ha
Existing People and Jobs (ppj)	2,700	Mainstreet	0 ha	
Density Target	160 ppj/ha	Minor Corridor	16 ha	100 dwellings/ha
Target People and Jobs	10,600	Neighbourhood	45 ha	60 dwellings/ha
PMTSA Delineation	n/a	Planned People and Jobs		<b>10,600</b>

#### Comments

Pleasant Park MTSA includes a large area surrounding the Pleasant Park MTSA station, which extends along the Pleasant Park Minor Corridor and into the surrounding neighbourhoods. The existing built form is very low density, meaning gradual intensification will be required to achieve the density target for this station. Most of this intensification is expected to occur along the proposed Corridor amendments to the secondary plan that align with the Minor Corridor designation as a strategic growth area in the Official Plan, and a site specific amendment at 1245 Kilborn Avenue. With these amendments to the secondary plan, these strategic growth areas and intensification opportunities within the Neighbourhood designation will achieve the target of 10,600 people and jobs per hectare.



<b>Billings Bridge Station</b>				
Transect	Inner Urban	Designation	Area	Density Target
Catchment Area (hectares)	71 ha	<b>Hub</b>	32 ha	150 dwellings/ha
Existing People and Jobs (ppj)	7,600	<b>Mainstreet</b>	7 ha	120 dwellings/ha
Density Target	160 ppj/ha	<b>Minor Corridor</b>	0 ha	
Target People and Jobs	11,400	<b>Neighbourhood</b>	2 ha	40 dwellings/ha
<b>PMTSA Delineation</b>	Protected Hub	<b>Planned People and Jobs</b>		<b>16,300</b>
<b>Comments</b>				
<p>The Billings Bridge MTSA is comprised of the Billings Bridge Shopping Centre, as well as lands further west along Riverside Drive, including the Canada Revenue Agency building at 875 Heron Road, the RA Recreation Centre, and a small area of lands further southeast on and near Bank Street. Most of the area northeast of the transitway is designated Hub in Volume 1 of the Official Plan, while Bank Street is designated Mainstreet Corridor. Select lands are designated Neighbourhood. The MTSA includes areas within the Bank Street South Secondary Plan and within the Alta Vista Secondary Plan in Volume 2A of the Official Plan. The MTSA also hosts two existing BRT stations. Most of the development potential within the site is near the shopping centre or near Bank Street given that most of the lands west of the shopping centre are federally owned or greenspace. The target people and jobs can be achieved primarily through the minimum density targets by the Hub designation within the MTSA.</p>				



## Heron Station

Transect	Inner Urban	Designation	Area	Density Target
Catchment Area (hectares)	30 ha	Hub	0 ha	
Existing People and Jobs (ppj)	1,700	Mainstreet	0 ha	
Density Target	140 ppj/ha	Minor Corridor	4 ha	100 dwellings/ha
Target People and Jobs	4,200	Neighbourhood	25 ha	40 dwellings/ha
PMTSA Delineation		Planned People and Jobs		<b>4,500</b>

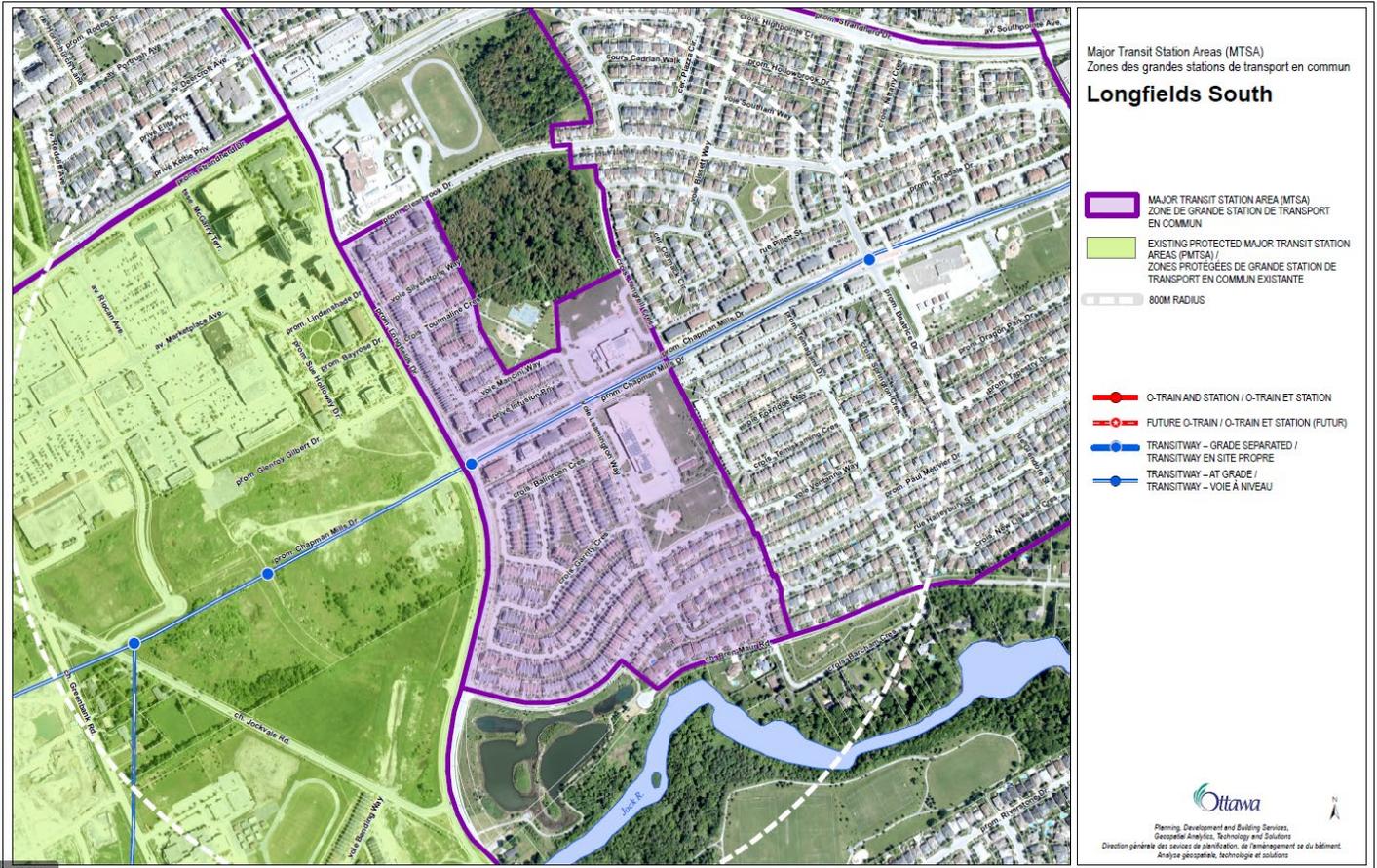
### Comments

Note: the 800-metre radius around Heron Station is the one in yellow. The other is the Mooney's Bay PMTSA, discussed earlier. The Heron MTSA is the purple-shaded land to the east of the yellow circle.

The Heron MTSA is anchored by a BRT station on Heron Road, west of Bank Street. The majority of the subjects lands are designated Neighbourhood on Schedule B3 of the Official Plan, while Heron is a Minor Corridor. There are limited strategic growth areas within this MTSA.

### Rationale for Alternate Density Target

As per PPS Section 2.4.2 Policy 4 a development is severely restricted by a significant portion of the lands designated Neighbourhood. Most of the lands within the MTSA are small and developed, and that the Minor Corridor offers only modest increases in density. A density target of 140 people and jobs per hectare reflects intensification potential within the Minor Corridor and Neighbourhood designations.



## Longfields South Station

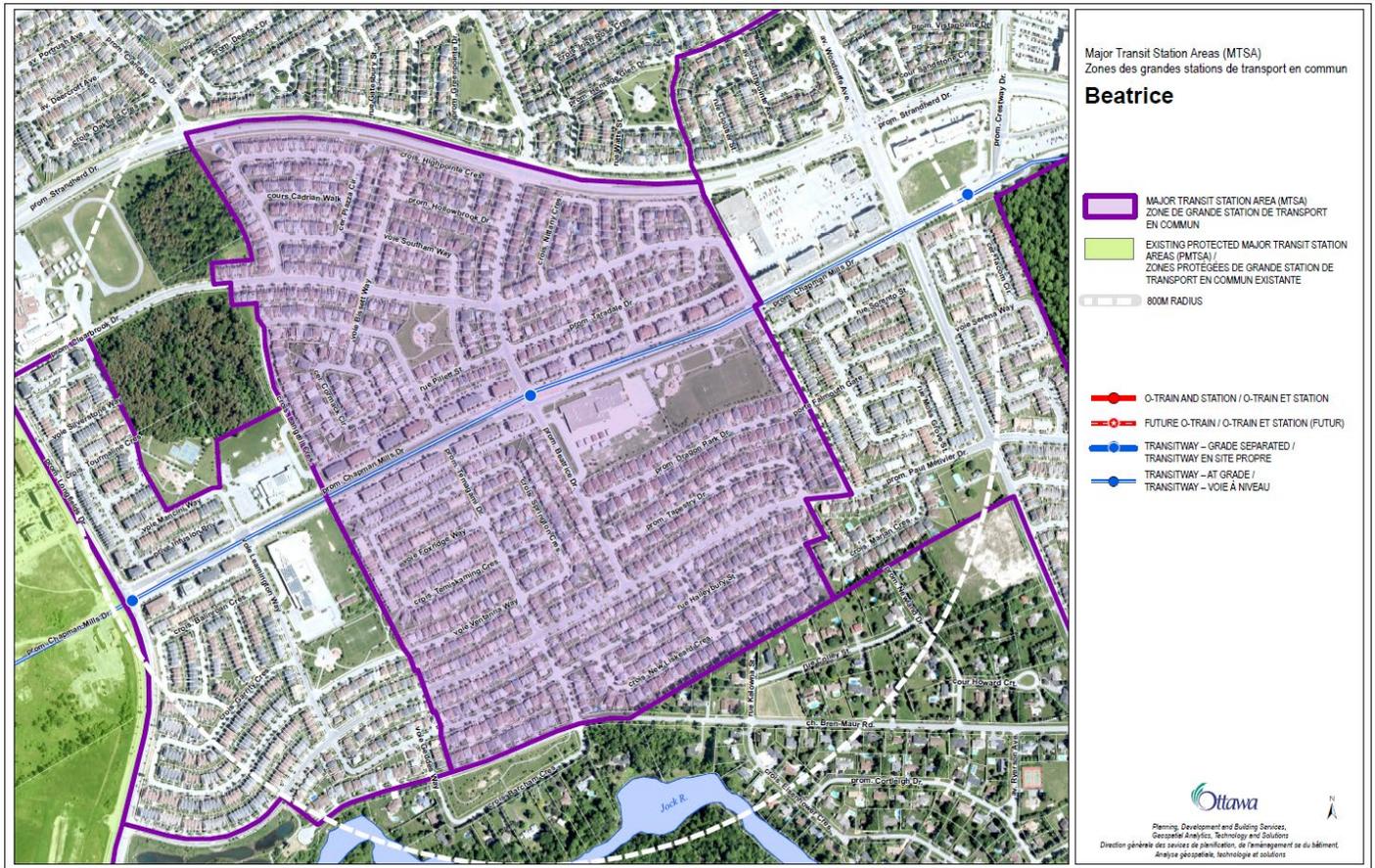
Transect	Suburban	Designation	Area	Density Target
Catchment Area (hectares)	32 ha	Hub	0 ha	
Existing People and Jobs (ppj)	2,600	Mainstreet	0 ha	
Density Target	100 ppj/ha	Minor Corridor	3 ha	100 dwellings/ha
Target People and Jobs	3,200	Neighbourhood	21 ha	40 dwellings/ha
PMTSA Delineation		Planned People and Jobs		<b>3,300</b>

### Comments

This MTSA is almost entirely comprised of the an existing built-up Neighbourhood designation, with a small portion of the MTSA being designated Minor Corridor.

### Rationale for Alternate Density Target

As per PPS Section 2.4.2 Policy 4a, development is severely restricted due to most of the lands within the delineated area being within a newly existing built-up neighbourhood. An alternate density of 100 people and jobs per hectare is proposed that is based on a planned density target of 40 dwellings per hectare within the Neighbourhood designation and 100 dwellings per hectare along the Chapman Mills Minor Corridor.



## Beatrice Station

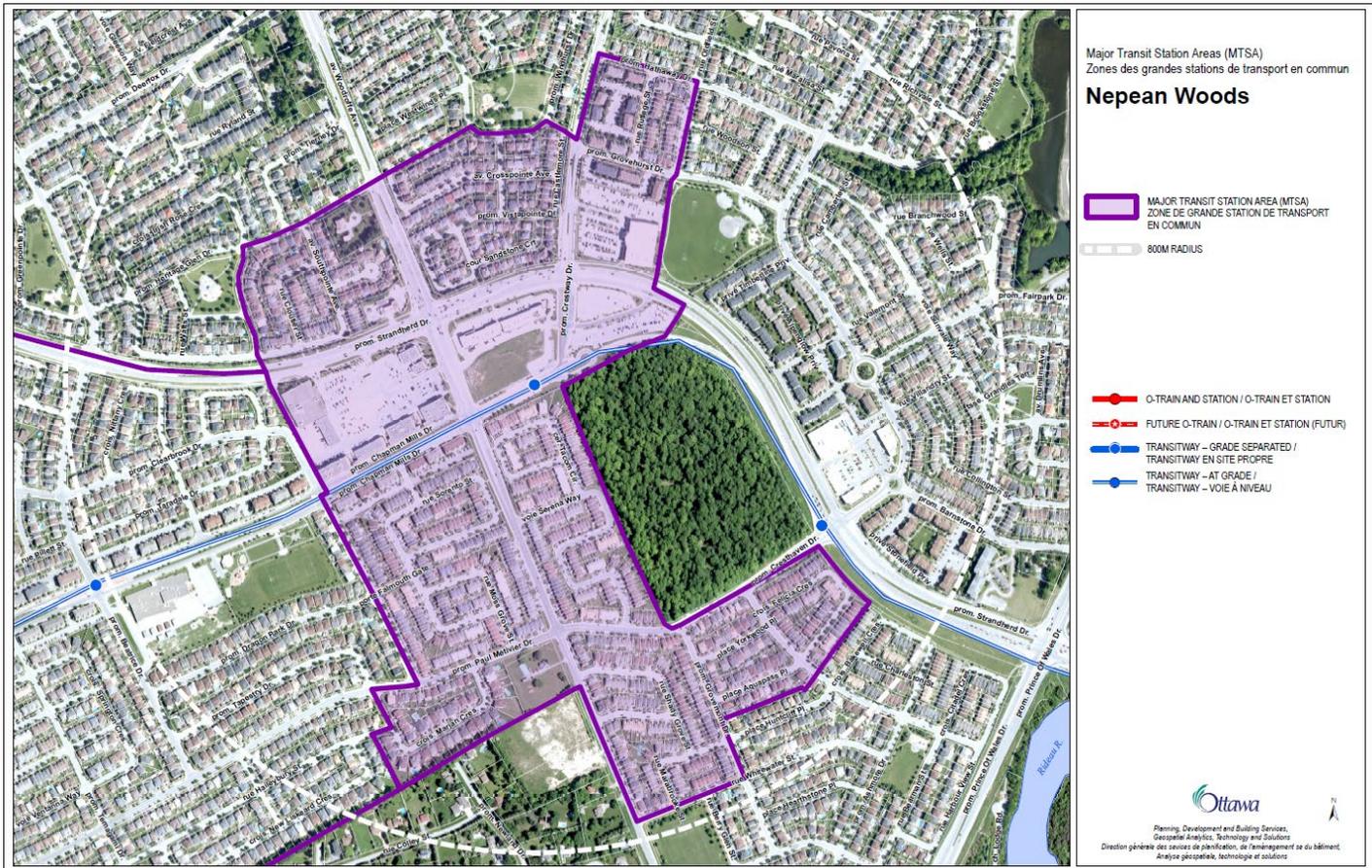
Transect	Suburban	Designation	Area	Density Target
Catchment Area (hectares)	78 ha	Hub	0 ha	
Existing People and Jobs (ppj)	5,100	Mainstreet	0 ha	
Density Target	110 ppj/ha	Minor Corridor	7 ha	100 dwellings/ha
Target People and Jobs	8,600	Neighbourhood	65 ha	40 dwellings/ha
PMTSA Delineation		Planned People and Jobs		<b>9,200</b>

### Comments

The Beatrice MTSA includes lands surrounding the future BRT station at Beatrice Drive and Chapman Mills Drive in Barrhaven. The majority of the lands are within an newly existing built-up neighbourhood with a small portion of the MTSA comprising of the Chapman Mills Drive Minor Corridor strategic growth area.

### Rationale for Alternate Density Target

As per PPS Section 2.4.2 Policy 4a, development is severely restricted due to most of the lands within the delineated area being within a newly existing built-up neighbourhood. An alternate density of 110 people and jobs per hectare is proposed that is based on a planned density target of 40 dwellings per hectare within the Neighbourhood designation and 100 dwellings per hectare along the Chapman Mills Minor Corridor



## Nepean Woods Station

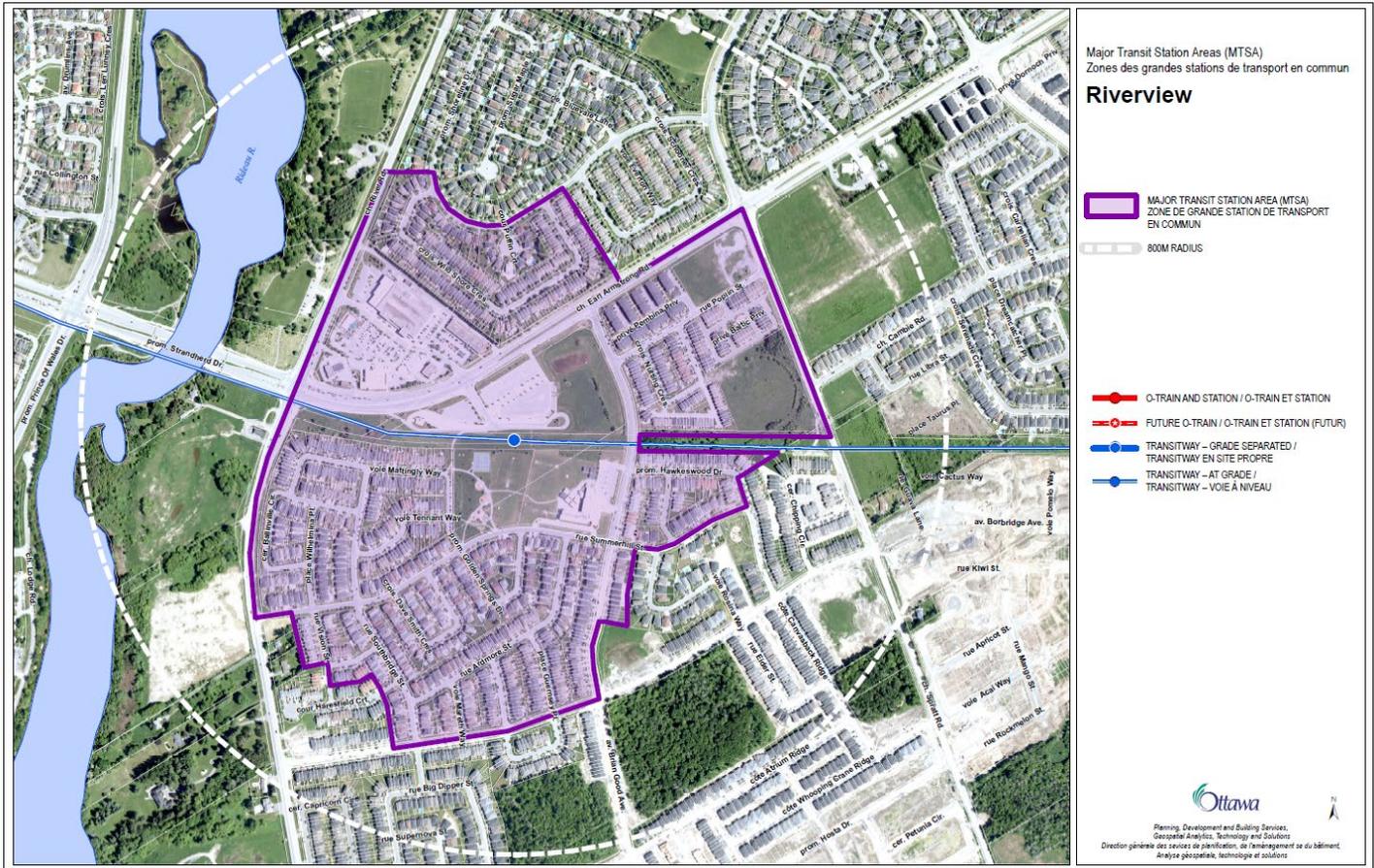
Transect	Suburban	Designation	Area	Density Target
Catchment Area (hectares)	66 ha	Hub	0 ha	
Existing People and Jobs (ppj)	4,200	Mainstreet	0 ha	
Density Target	130 ppj/ha	Minor Corridor	14 ha	100 dwellings/ha
Target People and Jobs	8,600	Neighbourhood	44 ha	40 dwellings/ha
PMTSA Delineation		Planned People and Jobs		<b>9,100</b>

### Comments

This MTSA is mostly comprised of a newly existing built-up neighbourhood, with a portion of the MTSA being designated Minor Corridor. The MTSA also includes the Nepean Woods park-and-ride, which generates a additional ridership at the station.

### Rationale for Alternate Density Target

As per PPS Section 2.4.2 Policy 4a and b, development is severely restricted due to most of the lands within the delineated area being within a newly existing built-up neighbourhood. The park and ride at this station will assist in sustaining ridership at this station. An alternate density of 130 people and jobs per hectare is proposed that is based on a planned density target of 40 dwellings per hectare within the Neighbourhood designation and 100 dwellings per hectare along the Minor Corridor.



## Riverview Station

Transect	Suburban	Designation	Area	Density Target
Catchment Area (hectares)	71 ha	Hub	0 ha	
Existing People and Jobs (ppj)	2,800	Mainstreet	0 ha	
Density Target	100 ppj/ha	Minor Corridor	4 ha	100 dwellings/ha
Target People and Jobs	7,100	Neighbourhood	45 ha	40 dwellings/ha
PMTSA Delineation		Planned People and Jobs		<b>7,400</b>

### Comments

This MTSA is mostly comprised a newly existing built-up neighbourhood, with a portion of the MTSA being designated Minor Corridor. The MTSA also includes the Riverview park-and-ride, which generates additional ridership at the station

### Rationale for Alternate Density Target

As per PPS Section 2.4.2 Policy 4a and b, development is severely restricted due to most of the lands within the delineated area being within a newly existing built-up neighbourhood. The park and ride at this station will assist in sustaining ridership at this station. An alternate density of 100 people and jobs per hectare is proposed that is based on a planned density target of 40 dwellings per hectare within the Neighbourhood designation and 100 dwellings per hectare along the Minor Corridor.