



NORTH–SOUTH CORRIDOR LRT PROJECT

(Rideau Centre to Barrhaven Town Centre)

ENVIRONMENTAL ASSESSMENT Park and Ride Sites



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PARK & RIDE FACILITIES

The City of Ottawa Transportation Master Plan (September 2003) states that “The City will provide park & ride lots at the outer ends of all present and future rapid transit lines”. The Master Plan then identifies existing and potential park & ride facilities on the north/south LRT corridor at the Limebank, Leirtrim, Lester and Greenboro Stations.

This document examines park & ride facilities along the full study corridor, beginning at the south end of the study area in the Barrhaven Town Centre. Park & ride facilities have been considered at the following LRT stations:

- Barrhaven Town Centre;
- Woodroffe;
- River Road;
- Limebank;
- Bowesville;
- Leirtrim;
- Lester; and,
- Greenboro.

Information about park & ride at each of these stations is provided in the following sections, with conceptual plans provided at the end of the document.

Barrhaven Town Center Station

Prior to the start of this environmental assessment study, consideration had been given to locating a park and ride facility at this station. However, the land use around the station (medium to high density residential and commercial) is designed to provide as much transit friendly development as close to the station as possible and, as a result, using the land for park & ride would be inappropriate. Development is expected to be substantially complete in the vicinity of the station before the LRT service reaches this area. In addition, other park & ride facilities are planned nearby on the Southwest Transitway north of Strandherd Road and to the east at the Woodroffe Station. As a result, no further consideration is being given to park & ride facilities at this station.

Woodroffe Station

A major element of the station is the provision of a park & ride lot with room for an estimated 825 cars. The lot would provide access to LRT service for South Nepean residents as well as residents in Manotick, Kars, North Gower, Kemptville, and the areas surrounding these places. This site is ideal for park & ride because it may be difficult to develop in a conventional manner due to the property envelope constraints of the two arterial roads and the woodlot that surround it. The park & ride facility will have easy access via the two arterial roadways. In addition to the park & ride function, the station will be able to provide a major customer drop off ability, allow for connection with bus services using the arterial roads, and accommodate facilities for bus operators. General

traffic access to the facility will be from Strandherd Drive at the Crestway intersection, with an additional bus access from Woodroffe Avenue. Conceptual plans of the site are provided at end of this section.

River Road Station

Park & ride facilities were considered for this station because of its ability to intercept commuters traveling from the south on River Road, and to serve the western portion of the Riverside South community. The site is located east of River Road, and can be accessed from the first north-south collector road to the east of River Road, and directly from Earl Armstrong Road, at a future signalized access to the commercial property on the northeast corner of the River Road/Earl Armstrong intersection. The facility can accommodate approximately 1,000 vehicles and customer drop off space. A conceptual plan of the site is provided at the end of this section.

Limebank Station

An interim park & ride facility was proposed for this Station. The idea of the interim facility was that it would provide access to the LRT service as the Riverside South community is developing but before many of the collector roads and the local feeder bus system have been developed. Once the local feeder bus system is mature, the lot would be developed with additional transit supportive development and anyone wishing to continue to use a park & ride facility would use one of the permanent facilities planned at other stations. The desire to leave the lands around the Limebank Station unencumbered, and the development of permanent park and ride facilities at the River Road and Bowesville Stations eliminated the need for this interim facility. Thus, park and ride facilities at this location are not being considered further.

Bowesville Station

A station at this location exists primarily to accommodate a park and ride facility. Built development in the vicinity of the station is generally not permitted because the site is under the approach path of one of the Ottawa MacDonald Cartier International Airport runways. Space to accommodate up to 3,000 vehicles is being planned as part of this Environmental Assessment Study. The facility will serve the eastern portion of the Riverside South community as well as the rural areas to the south. In addition, the facility will be close to the Rideau Carleton Raceway Slots and the possible future site of the Central Canada Exhibition and could serve as a staging location for shuttle services between the LRT service and these activity centres. It could be difficult to provide facilities for bus operators because there is no nearby sewer line available. A conceptual plan of this site is provided at the end of this section.

Leitrim Station

The park & ride facility at this station will be located on private property at the end of Quinn Street to the east of the rail line. The site can accommodate approximately 1,200

vehicles. Expansion potential for as many as 1,500 to 2,000 vehicles is possible on Transport Canada property west of the rail line. The lot will provide access for residents in the Leitrim and Riverside South communities as well as the large rural commutershed in the southeast area of Ottawa and the counties beyond. The east site is preferred over the west site for initial construction because it is closer to the Leitrim development and to Bank Street South, where most of the rural commuters that would use the facility will be coming from. With most traffic to the site coming from the east or southeast, the east site also has the advantage of avoiding a substantial increase in the amount of traffic at the LRT/Leitrim Road crossing. The west lot is being protected for possible expansion needs because there is no potential for expanding the east lot beyond the 1,200 spaces already described. The facility will provide access for passenger drop-off as well as stops for feeder bus routes serving the Leitrim development. It could be difficult to provide facilities for bus operators because there is no nearby sewer line available. Conceptual plans for this site are provided at the end of this section.

Lester Station

Potential park & ride facilities have been previously identified at this station, however, only for staging alternatives that saw the southernmost terminus of the LRT service at this station. As this is not considered to be a desirable staging alternative, park & ride facilities are not proposed for this station.

Greenboro Station

This station is currently the southern terminus of the existing O-Train service and is combined with a Transitway facility. The current station serves a park & ride lot for approximately 800 vehicles, and commercial and medium density land uses. These functions are expected to continue in the future. There is no additional property available to accommodate any expansion of the current park & ride facility.

Park & Ride Facility Summary

In summary, park & ride facilities have been considered for eight station locations, and are recommended for five of these locations. Permanent facilities are recommended for Woodroffe, River Road, Bowesville, Leitrim and Greenboro Stations. These will provide more than 6,800 spaces with additional expansion potential at the Leitrim Station of a further 1,500 to 2,000 spaces.







