Barrhaven South
Urban Expansion Study Area
Community Design Plan

Public Meeting 22 June 2017
Agenda

- Welcome / Introductions
- Project Update
- Land Use and Infrastructure Options
- Preliminary Preferred Option
- Next Steps
CDP Area Boundary

- Consideration of long term active pits and adjacent land re-designation
- Efficient development blocks and infrastructure connections
- No-net-gain approach to developable area
Existing Conditions Updated

- Field work completed
- Existing conditions reports updated
- Opportunities and constraints mapping compiled
- Ongoing meetings with City and approval agencies
DEVELOPMENT OF LAND USE OPTIONS
Project Team Options

Option 1

Option 2
Community Workshop

• November 5, 2016

• In facilitated groups, attendees:
  – Considered land use constraints and opportunities
  – Mapped their preferred locations of residential and commercial areas, roads, schools, parks, stormwater management facilities, a library and a Park & Ride
Design Criteria

• Specific criteria were used in the development of land use options

• These include a combination of best practice and regulatory requirements and guidelines
Workbook

Table of Contents
A Official Plan Policies for Community Design Plans
B Potential Concept Plans
C "The Menu"
D Guiding Principles
E Design Direction

Workshop Rules of Engagement
1 Everyone has a chance to speak. Group members respect each speaker and listen to their comments.
2 There are no bad ideas - everyone's input is welcome and valuable. Try not to judge or criticize other people’s ideas.
3 Build on the conversation and other people's input.
4 The focus is on quantity, not quality - we want to gather as many perspectives and ideas as possible.

Most of all – have fun!

Official Plan Policies for Community Design Plans
- Mix of residential housing to support a minimum average density of 34 units per hectare:
  a) Single detached: 45% to maximum 55%
  b) Apartments: Minimum 10%
  c) Remaining balance of multiple dwellings and semi-detached (other than apartments)
- Evaluate the adequacy of existing and planned community facilities to support the area (schools, parks, libraries, commercial areas, etc.)
- Establish water and wastewater services, public utilities, and stormwater management facilities required to service the area
- Establish a transportation network of:
  a) Roads
  b) Transit facilities
  c) Recreational pathways

Potential Concept Plans

Legend
- Parks
- Open Green Space
- Commercial
- Industrial
- Business Park
- Multi-Storey Residential
- Low-rise Residential
- Single-detached
- High-rise Residential
- Contents Warehouse
- Other Commercial
- Office/Service
- Other Industrial
- Other Institutional
- Other

November 2, 2016
Public Open House #2
Workbook (page 2)
Neighbourhood Template

- Integration of multiple neighbourhoods forms an entity which is often referred as a “village” or “sub-community”
- Space in between neighbourhoods, if located in the geographical centre of a “village”, becomes a village centre which accommodates amenities and uses
- A village centre could include uses such as schools, active parks, open spaces, convenience retail and other community uses
Opportunities and Constraints

• Key natural features
  – Woodlots, hedgerows, distinctive trees

• Surrounding land uses
  – Schools, parks, recreation facilities, landfills, aggregate extraction

• Design considerations
  – Key connections, topography, setbacks

• Existing and planned infrastructure
  – Roads, transit, pathways
Options A & B (Community Workshop)

Group A
- Transportation:
  - Cycling/walking connections through green spaces
- Residential:
  - Low and medium density near schools
  - Medium density near Greenbank
  - High density near transportation
  - Keep various densities separate
- Commercial:
  - Small commercial (no chains)

Parks, Schools and Amenities:
- Keep woodlots
- Big central park
- Schools should be near each other, near the south
- Wet ponds filling wildlife
- Library access for other neighbourhoods
- Senior Centre needed in Bartholomew
- Very positive view of wet ponds

Group B
- Transportation:
  - Bike Lanes: Need adequate width or designated lanes
  - Connection points/pathways between streets (multi-use pathways)
  - Extend Kibbe (west) and River Mist (south)
  - Connector north of Bramsdales (east-west)
  - Park & Ride at Bannerman and Greenbank
  - Good access to arterial roads

Residential:
- Mixed Density: Avoid segregated sections of low, medium, and high densities
- Higher density near arteries, park & ride, and parks

Commercial:
- Some light retail/comar stores: fast food

Parks, Schools and Amenities:
- Schools: Pathways/access to schools so that pedestrians can get to the school without having to go all the way around
- Maintains tress/woodlots as part of the parkland if possible
- Neighbourhood Park should keep existing trees, combined programmed and natural
- Stormwater near old Greenbank – currently that area is wet in the spring
- Rental facility in the library
Options C & D (Community Workshop)

Group C
- Transportation
  - Major roads east-west and north-south through the area
  - Park & Ride central to the area
- Residential
  - High and medium density along major roads like Greenbank
  - Low density adjacent to existing communities and at Banister and existing Greenbank
- Commercial
  - Two commercial areas at Barr Creek and Greenbank, and along Greenbank near the aggregate extraction sites
- Parks, Schools and Amenities
  - Dog Park
  - Library: For all South Barrhaven, near buses
  - Senior centre
  - Parks near stormwater management facility and distributed throughout low, medium, and high density areas

Group D
- Transportation
  - Park & Ride in a location that is centralized in the area, off of Banister and Greenbank
  - Keep park & ride away from schools and parks for safety reasons
  - Flood into the community
- Residential
  - High density area near the park & ride
- Commercial
  - Farms by at Greenbank and Barrister
  - Near the high density area (gas station or retail)
  - Near the Park and Ride
- Parks, Schools and Amenities
  - Having a school near a park is a positive and within walking distance
  - Soccer fields
  - Community Park near the school
  - Picnic area near the bridge or railway track
Six Land Use Options

Option 1

Option 2

Option A

Option B

Option C

Option D
EVALUATION OF LAND USE AND INFRASTRUCTURE OPTIONS
Criteria

• Combination of best practice and regulatory requirements and guidelines:
  – Official Plan
  – Building Better and Smarter Suburbs
  – Provincial Policy Statement
  – Greenfield Neighbourhoods Guidelines
  – Transportation Master Plan
  – Infrastructure Master Plan
  – Park and Pathway Development Manual
Criteria

• Selected to highlight the differences between the alternatives
• Impacts that did not provide a distinguishing difference not considered
  – *Flood Protection* where the facilities were located in all options to optimize the conveyance of the 1:100 year flow and prevent flows across the arterial
  – Total park space 4.6 ha
## Evaluation Descriptions

<table>
<thead>
<tr>
<th>Definition of Impacts</th>
<th>Terms describing:</th>
</tr>
</thead>
<tbody>
<tr>
<td>The impact exists, but is of a magnitude small enough that it has little effect, or</td>
<td>Negative Impacts</td>
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<tr>
<td>is of limited benefit; or has the least impact compared to all the alternatives.</td>
<td>Negligible</td>
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<tr>
<td>Best compliance, contribution or benefit.</td>
<td></td>
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<tr>
<td>The impact exists and is of relatively small physical magnitude or duration.</td>
<td>Minor</td>
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<tr>
<td>Provides a moderate effect or contribution or benefit.</td>
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<tr>
<td>The impact exists and has an effect that is of a physically larger magnitude or</td>
<td>Some</td>
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<tr>
<td>prolonged duration.</td>
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<tr>
<td>Provides a measurable contribution or benefit.</td>
<td></td>
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<tr>
<td>The impact exists and has an effect that is relatively large, permanent or has the</td>
<td>Major</td>
</tr>
<tr>
<td>most impact when compared to other alternatives.</td>
<td></td>
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<tr>
<td>Little to no contribution or benefit.</td>
<td></td>
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</tbody>
</table>
## Evaluation Results

<table>
<thead>
<tr>
<th>Category</th>
<th>Criteria/Objective</th>
<th>Option 1</th>
<th>Option 2</th>
<th>Option A</th>
<th>Option B</th>
<th>Option C</th>
<th>Option D</th>
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</thead>
<tbody>
<tr>
<td><strong>Natural and Physical Environment</strong></td>
<td>Connectivity within the natural heritage system</td>
<td>✅</td>
<td>✅</td>
<td>📡</td>
<td>📡</td>
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<td></td>
<td>Retention of heritage features</td>
<td>✅</td>
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<tr>
<td></td>
<td>Avoid fragmentation of natural areas</td>
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<td>✅</td>
<td>📡</td>
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<td></td>
<td>Maintain drainage area boundaries</td>
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<td></td>
<td>Opportunities for infiltration</td>
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<td>📡</td>
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<td><strong>Social Environment</strong></td>
<td>Minimize land requirements for school sites (BBSS)</td>
<td>✅</td>
<td>✅</td>
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<td>📡</td>
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<td></td>
<td>Maximize access to neighbourhood focal points (GN Guidelines)</td>
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<td>📡</td>
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<td></td>
<td>Accessibility to commercial (local retail) land uses</td>
<td>✅</td>
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<td>📡</td>
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<td></td>
<td>Total area and distribution of parkland retention</td>
<td>✅</td>
<td>✅</td>
<td>📡</td>
<td>📡</td>
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<tr>
<td></td>
<td>Enhance community access to parks without crossing major roadways arterials</td>
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<td>📡</td>
<td>📡</td>
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<tr>
<td></td>
<td>Provide appropriate mix of land uses considering ongoing aggregate operations and major noise source</td>
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<tr>
<td><strong>Transportation</strong></td>
<td>Minimize traffic disruption to community</td>
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<td>📡</td>
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<td></td>
<td>Efficiency of road network</td>
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<tr>
<td></td>
<td>Maximize Park and ride access and Operations</td>
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<td>📡</td>
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<td></td>
<td>Create an efficient transit system</td>
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<td>📡</td>
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<td>📡</td>
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<tr>
<td></td>
<td>Create active accessible neighbourhoods</td>
<td>❌</td>
<td>❌</td>
<td>📡</td>
<td>📡</td>
<td>📡</td>
<td>📡</td>
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<tr>
<td><strong>Servicing (SWM, Sanitary, Water)</strong></td>
<td>Compatibility with existing and future municipal infrastructure</td>
<td>❌</td>
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<td>📡</td>
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<td></td>
<td>Reduce construction, maintenance and operations requirements for the new SWMF</td>
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<tr>
<td></td>
<td>Minimizing upgrades to existing water system requirements</td>
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<td>📡</td>
<td>📡</td>
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<tr>
<td></td>
<td>Reduction of construction and operations requirements for sanitary servicing</td>
<td>❌</td>
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<td>📡</td>
<td>📡</td>
<td>📡</td>
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<tr>
<td><strong>Economics</strong></td>
<td>Minimize front ending costs and allow for efficient area development</td>
<td>❌</td>
<td>❌</td>
<td>📡</td>
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<tr>
<td><strong>Total number of best rated criteria</strong></td>
<td></td>
<td><strong>11</strong></td>
<td>7</td>
<td>9</td>
<td>6</td>
<td>5</td>
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</tbody>
</table>
Preliminary Preferred Option

• Option 1 refined to incorporate, to the extent possible, features that ranked better in the other options
Refinements

• Create a potential ecological linkage across ‘new Greenbank Road’, with hedgerows and MUP
• Relocate the Park & Ride further south
Refinements

• Include multi-use pathway linkage to the large park in the subdivision to the north of the concept plan
• Remove collector between park and school/library to improve connectivity
• Increase the size of the park in the south east quadrant
Refined Option
Design Considerations

- Adjustment of drainage area to Mud Creek and Jock River
- Potential relocation of Park & Ride
- Meet / maximize clean water infiltration targets
- Avoid dead-end water mains
- Minimize P-loops
- Avoid over-sizing local water mains
- Avoid the need for a new pump station
- Minimize the depth of sewer when possible
- Consultation with MTO regarding interchange at 416
- Adjacent built forms should front onto parkettes
- Safe pedestrian connections
- Parks linked to the greenspace network
- Neighbourhood Parks adjacent to other open space lands
- Neighbourhood Parks and Parkettes should be located along local roads
- Parks should have 50% road frontage
Draft Demonstration Plan
Transportation Projects

- Park and Ride and Transitway Terminus (Approved under 2013 EA)
- River Mist Collector Extension (Schedule B)
- Kilbrinie Collector Extension (Schedule B)
- New East/West Collector (Schedule C)
- Existing Greenbank at Barnsdale localized intersection improvements (subject to Transportation Master Study) (Schedule A/A+)

- Parc-à-bus et terminus du Transitway (approuvé sous l’ÉE de 2013)
- Extension de la route collectrice River Mist (Annexe B)
- Extension de la route collectrice Kilbrinie (Annexe B)
- Nouvelle route collectrice est-ouest (Annexe C)
- Améliorations à l’intersection localisé du chemin Greenbank existant et Barnsdale (sujet à l’étude directeur des transports) (Annexe A/A+)
Infrastructure Servicing Projects
Infrastructure Servicing Projects
NEXT STEPS
Planning Process

• Consider comments received from this consultation and from the City
• Finalize Community Design Plan (CDP) & supporting Environmental Assessment (EA) reports for Transportation & Servicing Infrastructure
• Planning documents and EA Reports available for public review
• Presentation to Planning Committee and Council
Development Process

• Subdivision & zoning applications
• Design approvals
• Construction
• Occupancy
QUESTIONS