Barrhaven South Expansion Study Area CDP
Open House #1

As We Heard It Report

On March 10, 2016, an open house was held for the commencement of the Barrhaven South Expansion Area study. Approximately 40 people attended. The study process and summary of existing conditions were presented on 22 panels for the public viewing. The open house was a drop-in format, with a brief 10-minute introduction provided by the lead consultant. A comment sheet with the following questions was provided. This is what we have heard to date:

Existing Conditions

Are there information gaps in the existing conditions information assembled by the study team to date? Are there information sources that you would like to identify and share with the study team?

- Yes. (1) Has an assessment been done on the possibility that off-gases from the Trail Road Landfill reach the new development? Currently, under the right conditions (wind, temperature, etc), you can drive along Borrisokane Road (Cedarview Road) south of Cambrian (between the 2 pit entrances) and detect foul smells. (2) Is this harmful? (3) Can it be contained?
  - Reply: (1) Yes, in 2006 the City updated the 2002 Environmental Assessment (EA) Study. The consultant concluded there will be occasional odour events in the proposed Barrhaven South development lands. The frequency and intensity of off-site odours was predicted to be very low over the life of the site. (2) No, emissions from the landfill at the residential and commercial receptors measured in the EA are not harmful. The Ministry of Environment and Climate Change (MOECC) approved the expansion of the Trail Waste Facility in 2006 after reviewing all of the necessary EA studies to determine potential impacts to residents. The City completed a number of Impact Assessment Studies including a Landfill Atmospheric Study for Landfill Gas to determine potential health impacts within the 1 km study area. (3) Yes, the TWF is a modern engineered landfill site. Completed landfill stages are capped with a polyethylene membrane final cover system. These caps are extremely important in reducing landfill gas emissions to the environment. In addition, beneath the caps, kilometers of gas collection piping and dozens of gas collection wells vacuum landfill gas to an electrical energy generation/flaring system. Six megawatts of electrical power is generated by the collected gas – enough to power 6000 residential homes. To further address the impact the TWF may have on the developing community of Barrhaven South, the City sought approval from the MOECC to reverse the then approved fill sequence to allow filling operations to start closest to Highway 416 in 2007. This stage of the landfill is now complete and the final cover is under construction. This revised staging plan is mutually satisfactory to both of these incompatible uses, given that the distance between the actual location of fill operations and the edge of residential development will be kept at
a maximum throughout the 'fill' life of the TWF, and the long-term build-out of the residential development.

- No. More information than I was expecting.
  - Reply: Information will continue to be available through the project website.

**Important Features**

What are the important defining features of the Barrhaven South community which should be reflected in the Community Design Plan?

- Probably too early, but good to see plans for zoning. Otherwise, great to see transit and road information. Also found the physical information interesting as well.
  - Reply: The Zoning By-law will be amended after the CDP process to reflect the land uses envisioned for each portion of the Study Area.

**Guiding Principles**

Please list any specific principles which should guide the preparation of the Community Design Plan.

- Community-focused: Making the community a good place to live.
- Environmentally responsible: Mitigating negative impacts.
- Consistent with existing community: Maintaining the same “vibe,” meaning low industrial/commercial presence outside of major areas.
- Modern transit: Roads designed to handle traffic; public transit that is effective and available.
  - Reply: The current list of Draft Guiding Principles include references to liveability, regard for existing natural features and processes, a distinct neighbourhood identity that links to the existing Barrhaven South Community character, and accommodation of a range of transportation modes.

**General Comments**

- Well done! First time attending a session of this kind. Very informative, looking forward to getting more information.
  - Reply: Community members are also encouraged to attend future engagement events. Notifications will be posted on the project website.
- What are the proposed schools in proximity to the CDP area?
  - Reply: The future high school at the extension of Dundonald Drive and new Greenbank Road is slated to be an English Catholic Secondary School. Another secondary school at the northwest corner of Cambrian Road and new Greenbank Road is slated to be an English Public School. A Catholic elementary and public elementary school are planned in the vicinity of the extension of Kilbirnie Drive, the former in Mattamy’s subdivision, and the latter in Minto’s Quinn’s Point subdivision. A French Catholic elementary school is located on River Mist Road at Dundonald Drive.
• What is the timeline for development of the water park at Moodie Drive and Barnsdale Road, just west of the Study Area?
  o Reply: Site Plan Approval was granted to a water park at that location. However, no Site Plan Agreement has been signed, and as such, the Site Plan Approval has since lapsed. If the owners want to re-establish a water park at that location, they would have to resubmit a Site Plan Control application to the City. Note that the zoning on the site permits such a use.

• I understand that a Community Design Plan usually has a requirement for institutional property, usually schools (about 6% in original Barrhaven South CDP). We are hoping to build a large area church for Barrhaven. A large church requires a large, costly parking area. If it could be located adjacent to a school or another facility requiring parking, it could reduce the cost for both buildings.
  o Reply: The comment has been noted for the design of the land use concepts, which are scheduled to begin later in the spring. Additionally, we encourage all community members to attend the next public engagement session, which is envisioned as a workshop to allow for the surfacing of specific design comments.

• The proposed development should not be allowed unless the projects for expanding current roadways like Prince of Wales and Hunt Club are prioritized in the planning process. Currently, these roads are very congested during rush hour and would not allow for the increased traffic. This needs to only be approved once Prince of Wales is widened from two lanes to four all the way from Barrhaven to Meadowlands Drive. Better traffic flow should also be considered for the intersections of Prince of Wales and Hunt Club and Prince of Wales and Riverside. It would also be advisable for city planners to consider another bridge north of Hunt Club to cross the Rideau River, as this would ease congestion in these intersections that further southern development would cause.
  o Reply: The 2013 update of the Transportation Master Plan (TMP) included setting out the planned transportation network (roads, transit, walking and cycling) that is required to meet the city’s future transportation demands to the target year 2031. The TMP update factored in new growth areas, such as those areas south of the Jock River in Barrhaven, where new population and employment growth will generate increased transportation demand. The TMP’s 2031 Affordable Road Network indicates that the widening of Prince of Wales Drive is a required project, although its timing is in Phase 3 (2026-2031). An extension of Fallowfield Road over the Rideau River is illustrated in the 2031 Road Network Concept as a “Conceptual Arterial,” so it would likely be a consideration post-2031. City Council passed a motion in November 2013 to make a formal request to the Ministry of Transportation to fund a City study on the feasibility of installing a partial interchange (northbound on-ramp, southbound off-ramp) at Barnsdale Road.

The South Barrhaven Expansion Study Area Community Design Plan process will include the preparation of an area-specific Transportation Master Study (TMS) that will consider,
assess, and make recommendations on transportation issues (cycling and pedestrian mobility; Transportation Demand Management options; road widenings; new road construction; transit service). A key element of the transportation network in this growth area will be the planned construction of a realigned Greenbank Road from Cambrian Road north across the Jock River to the existing Greenbank Road (4 lane section) near Chapman Mills Drive / Jockvale Road. Note that full build-out of this community will take many, many years, and it’s unlikely anyone will be living there before 2019.

- With a new community of this size, it will bring in thousands of more vehicles. There is no way that Half Moon Bay community roads will be able to deal with this influx when the roads cannot handle the current transportation. The City should deal with the transportation first before this problem arises. Even with the expansion of Greenbank Road we will still have this issue. What the City should be doing, which is a small project compared to the expansion of Greenbank, is adjoining Barnsdale Road and Cambrian Road to Highway 416. This will make better access to the heart of Barrhaven shopping from the rural areas south of Ottawa.
  
  o Reply: The City’s Official Plan shows that Cambrian Road could be extended over Highway 416, which will offer another route to the west and north via Moodie Drive, as well as a future interchange at Barnsdale Road and Highway 416. The province has no plans to fund such an interchange, and the City of Ottawa’s Transportation Master Plan (a city-wide plan last updated in 2013) indicates that the City would fund a new interchange at that location, but it would only be in a time period post-2031. An area-specific Transportation Master Study is required for the CDP area, which will indicate how the new four-lane Greenbank Road will be a key element in addressing the car travel demands in this growth area. The TMS will also look at other modes of travel, including transit and also how cycling and pedestrian travel requirements will be accommodated.

- Is existing Greenbank Road being realigned?
  
  o Reply: It’s not the existing Greenbank Road that’s being realigned. It’s in fact a new road, which will be located approximately 800 m west of its current location. We do not know when it will be built, as its design and construction has been pushed back several times due to budgetary constraints. It has been planned to accommodate future rapid transit. Typically, these arterial roads are built in phases, starting possibly as just two lanes. However, if traffic warrants, it could be built as four lanes immediately (provided there is an adequate budget).

- Is there potential for access to Highway 416 from the Borrisokane (Cedarview) / Cambrian intersection?
  
  o Reply: Any access to Highway 416 at Borrisokane (Cedarview) / Cambrian was removed from the City’s Official Plan and Transportation Master Plan. Instead, the City shows a
new potential interchange at Barnsdale Road and Highway 416. Currently, the province has indicated that any such interchange would be at the City’s expense.

- How will community growth affect bus transportation, including express routes?
  - Reply: Transit is always a consideration, and Transit Services staff are participating on the project’s Technical Advisory Committee, and will provide input into this component of the study.

- What are the plans for the “HMB Core,” where some retail, shopping, etc is apparently going?
  - Reply: The current CDP plan calls for a mix of uses in the community core, including higher density residential, retail, etc. However, the City cannot dictate that “there shall be a grocery store” for example – that is purely market driven.

- Are there plans to widen Cambrian Road?
  - Reply: Cambrian Road is protected for additional lanes, for a right-of-way up to 37.5 metres. The widening could occur when it meets traffic warrants and funding is available.

- Can the City install a crosswalk / yield sign to increase safety at the Cambrian / Regatta crossing to the park?
  - Reply: This issue is outside the parameters of the Barrhaven South Expansion Study Area CDP, and as such, will need to be addressed with other staff and the Ward Councillor.

- Are parks and schools proposed in the new community?
  - Reply: As with many developing communities, new parks and schools are part of the mix. An “area parks plan” will be developed through the CDP planning process, and the school boards consulted for input once the study is further ahead with some projections on unit number, type and potential population figures. They will then indicate the number and size of schools they require. Note that all school boards have a seven year option to take a site, from the time of draft subdivision approval.

Please continue to provide your feedback and ideas by email to city staff and the lead consultant, as per the contact information below.