

# AS WE HEARD IT REPORT

## STIMULATING DEVELOPMENT IN THE SOUTH NEPEAN TOWN CENTRE



November 17, 2017

Barrhaven BIA  
Breakfast for  
Businesses Workshop

South Nepean Town  
Centre

Prepared for:



Minto Communities  
180 Kent Street, Suite 200  
Ottawa, ON K1P 0B6  
[minto.com](http://minto.com)



Richcraft Group of Companies  
2280 St. Laurent Boulevard, Suite 201  
Ottawa, ON K1G 4K1  
[richcraft.com](http://richcraft.com)

Prepared by:

**FOTENN** Planning  
+ Design

Fotenn Planning + Design  
223 McLeod St  
Ottawa, ON K2P 0Z8  
[fotenn.com](http://fotenn.com)

November 17, 2017

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# 1.0 INTRODUCTION



**The South Nepean Town Centre is approximately 165 hectares of land in the City of Ottawa's south end community of Barrhaven. The Town Centre is intended to act as the community core of Barrhaven. Existing bus-rapid transit service and retail uses are to be supplemented over time with compact, mixed-use development that will foster the Town Centre as a high-quality urban environment.**

The former City of Nepean initiated a detailed visioning exercise for the Town Centre in the early 1990s. Resulting from this exercise, Nepean City Council endorsed the Nepean South Urban Activity Centre Concept Design Report in 1994 as the vision for the Town Centre's future development and subsequently adopted the first Area 7 Secondary Plan for the area in 1997.

In 2004, following many years with little activity, and amalgamation of the City of Nepean with the new City of Ottawa, an Urban Design Strategy was initiated to update the vision in light of these changes. The strategy informed the subsequent Community Design Plan (CDP) and Secondary Plan

for the South Nepean Town Centre (Area 7) were introduced in 2006.

In the 20 years since the first design and vision for the Town Centre, very little development has occurred and the Town Centre remains largely vacant.

Minto Communities and Richcraft Group of Companies both have significant land holdings within the Town Centre and have an interest in seeing the Town Centre develop.

To achieve the desired build-out, a review of the CDP and Secondary Plan are underway. The objectives of this review are as follows:

- / To allow for a built form that maintains and creates a low to high-rise hub that facilitates placemaking in Barrhaven's Civic Centre
- / To facilitate development that offers diverse product types and retail uses suitable to the market in the short and mid-term;
- / To facilitate the investment in required infrastructure, parks, transit, and density that can support future job growth

Minto and Richcraft are leading the CDP review process, in consultation with the community, the Barrhaven BIA, and other landowners with the Town Centre. The intent is to submit an application to amend the Secondary Plan prior to the end of 2017.

# 2.0

## CONSULTATION SUMMARY

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**The Barrhaven Business Improvement Area (BIA) was created by the City of Ottawa in 2006 to help all local businesses succeed. The BIA works to create optimum conditions for all Barrhaven businesses to flourish.**

On October 25, 2017, the Barrhaven BIA was invited to join Minto and Richcraft, together with Fotenn and Parsons, in a design charrette to discuss the future of the South Nepean Town Centre. The workshop took place as part of the BIA's 'Breakfast for Businesses' series at the Cedarhill Golf and Country Club.

The over 60 participants were invited to articulate their ideal vision for the redevelopment of the Town Centre. The tables were each facilitated by a member of the project team and participants were encouraged to provide written feedback on maps of the district or on flip charts.

This report represents an accumulation of the feedback provided on the subjects of Land Use, Built Form, Transportation, and Public Realm. Also included are snapshots of some of the concept plans submitted by workshop participants.



**JOIN THE BBIA FOR A NETWORKING  
BREAKFAST AS PART OF OUR 2017  
BREAKFAST SERIES... A PERFECT WAY TO  
START THE DAY!**

**Oct 25, 2017  
Cedarhill Golf Club  
7:00 a.m**

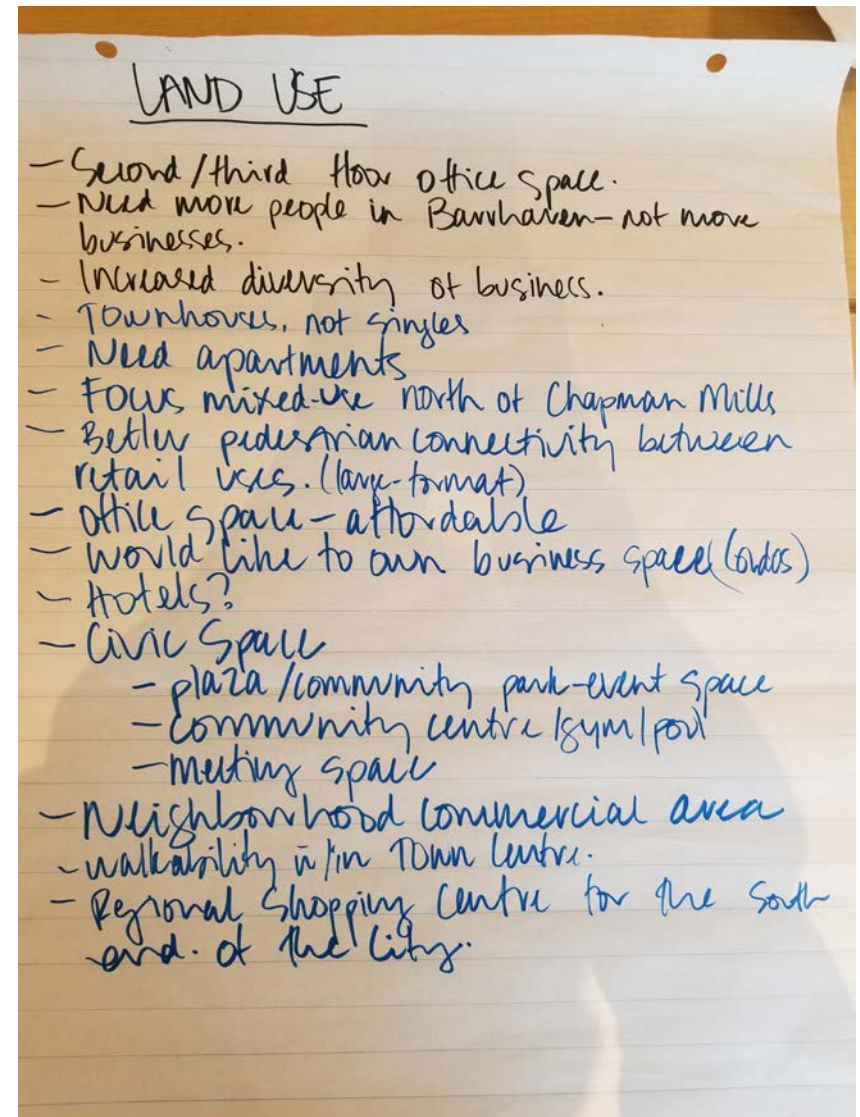
# 3.0

## LAND USE

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### HIGHLIGHTS:

- / Commercial businesses in Barrhaven are looking for space to buy, rather than lease
- / More smaller stores should be integrated throughout the Town Centre (i.e. neighbourhood commercial, etc.)
- / Civic space should be a space for the community to gather (e.g. Barrhaven Christmas Tree, etc.)
- / Focus mixed-use development north of Chapman Mills and around the Transit Node
- / Increase the diversity of businesses
- / Increase population to support businesses
- / Town Centre needs to be walkable





## Land Use planning. Tables 1-2

- question about walkability
  - today, not great
  - in future, improvement from pathways, connectivity, Chapman Mills extension
- less lease commercial spaces, more to purchase
  - ↳ 1500 - 2500 sq ft is ideal size.
  - ↳ Commercial businesses want spaces to purchase
- like the look of "The Station" dev. - mix of commercial on ground floor, res on top → not too high (6-8 storeys).
- does it make sense to have high rise surrounding the civic complex? Concern that residents wouldn't like that.
  - ↳ really need the civic complex to be a spot where residents gather (BARKHAVEN CHRISTMAS TREE etc)
- lack of mens fashion, women's fashion and furniture stores
- missing higher end restaurants; it is mostly chains not 1 off restaurants
- missing pool hall, ping pong facility (active space)
  - ↳ somewhere for teenagers to hang out

- real estate agent said that Barkhaven is saturated with condos
- Condo's are not selling in the resale market
  - ↳ more low rise would sell better
- PARKS that are appropriate; most parks are full of soccer games, baseball.
  - ↳ nice to go to a park you could walk around in
- trail systems, places to run much needed
- seniors looking for affordable, low rise house
  - ↳ an inbetween or single family house and a retirement home.
- bungalows without basements → seniors do not need that space.
- people do not believe that there is a market for high rise today in Barkhaven
- centralized parking is critical; lack of parking would kill a commercial business

2-2  
land use





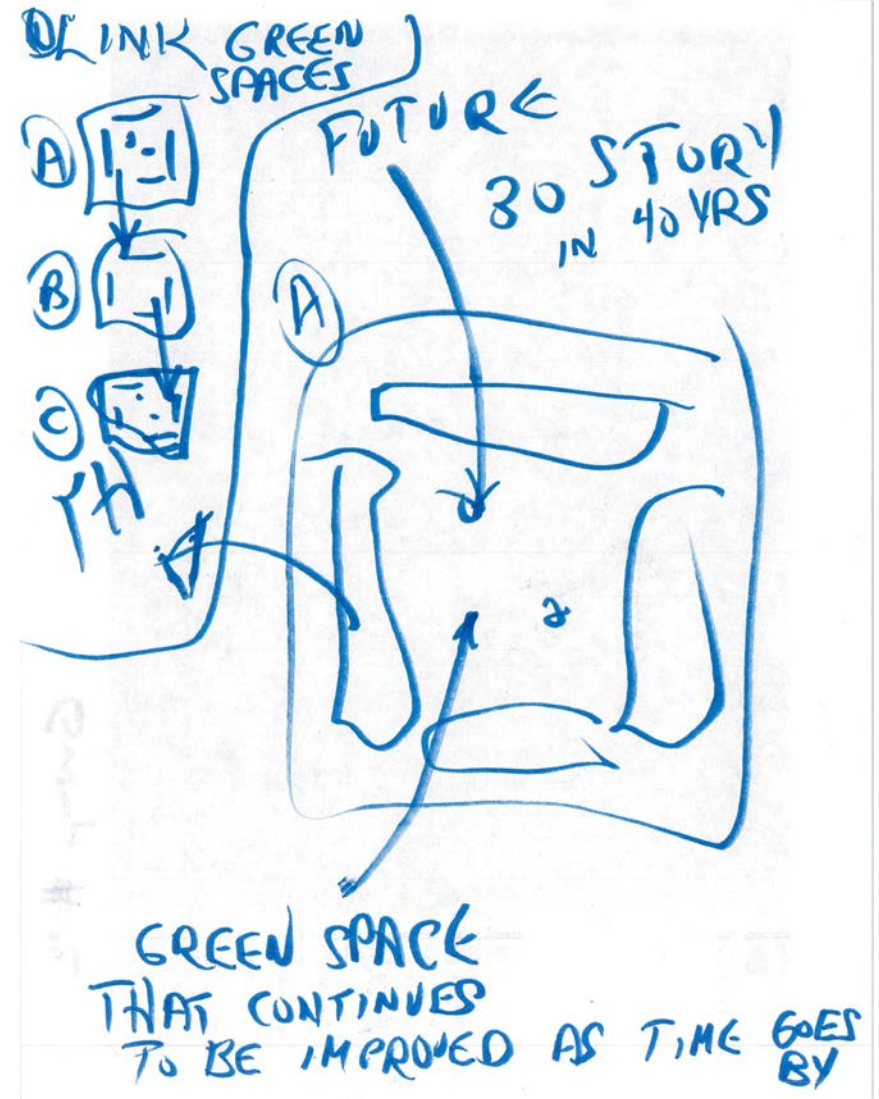
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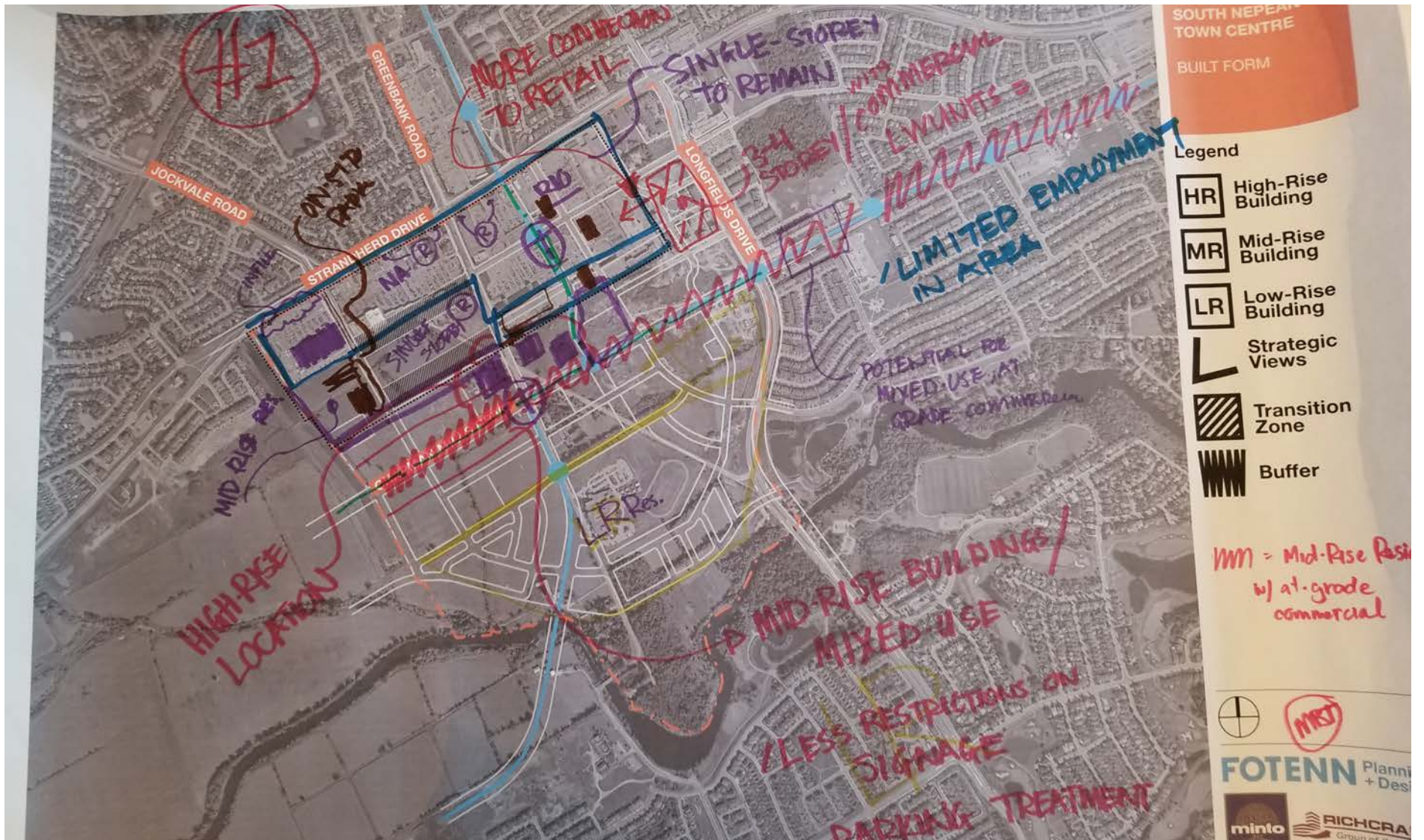
## BUILT FORM

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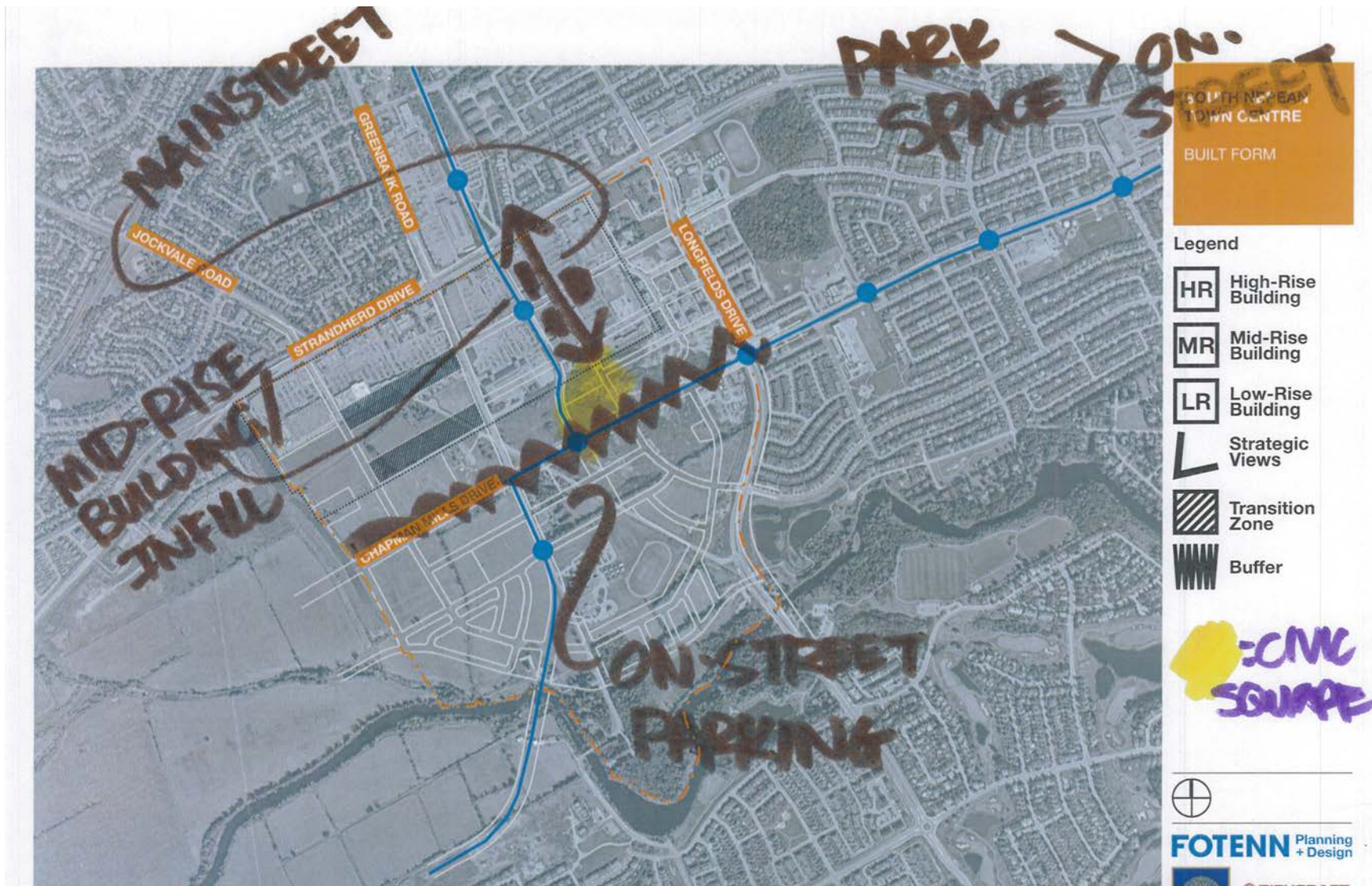
### HIGHLIGHTS:

- / High-rise along east-west around the intersection of Chapman Mills
- / Mid-rise buildings along Chapman Mills Drive
- / Retain single-floor retail, supplemented by mid-rise mixed-use buildings and added plaza space
- / Lower profile residential you move away from Transit station
- / Treatment of parking areas is critical
- / Improve pedestrian connections from residential areas to the retail district
- / North-south mainstreets (RioCan Avenue) framed by buildings
- / Create opportunities for patios, plazas and public spaces by setting buildings back from the street









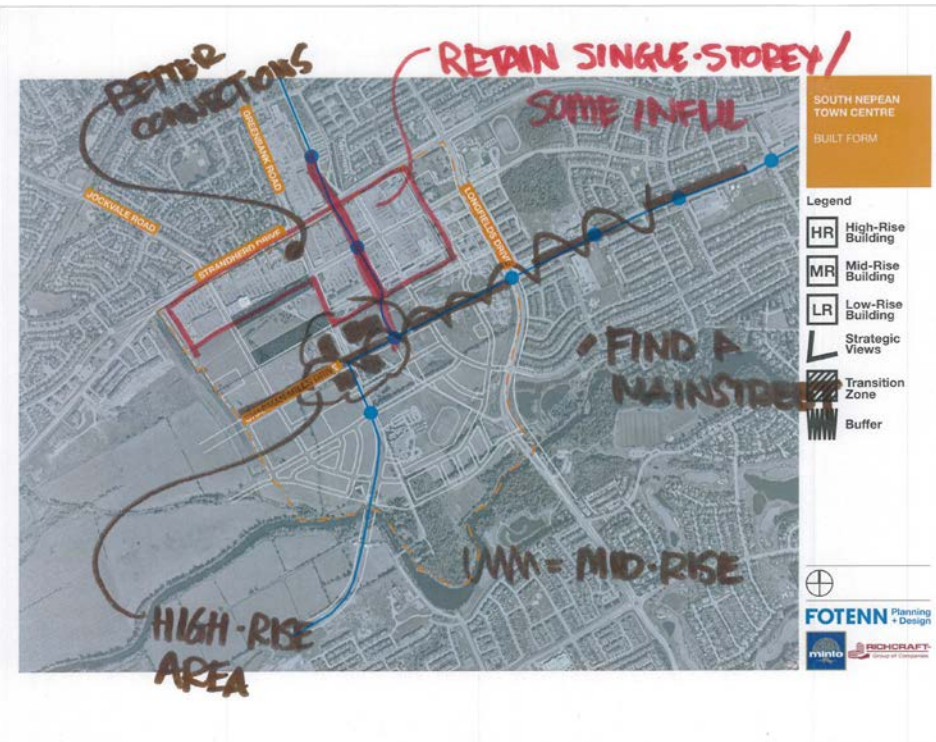
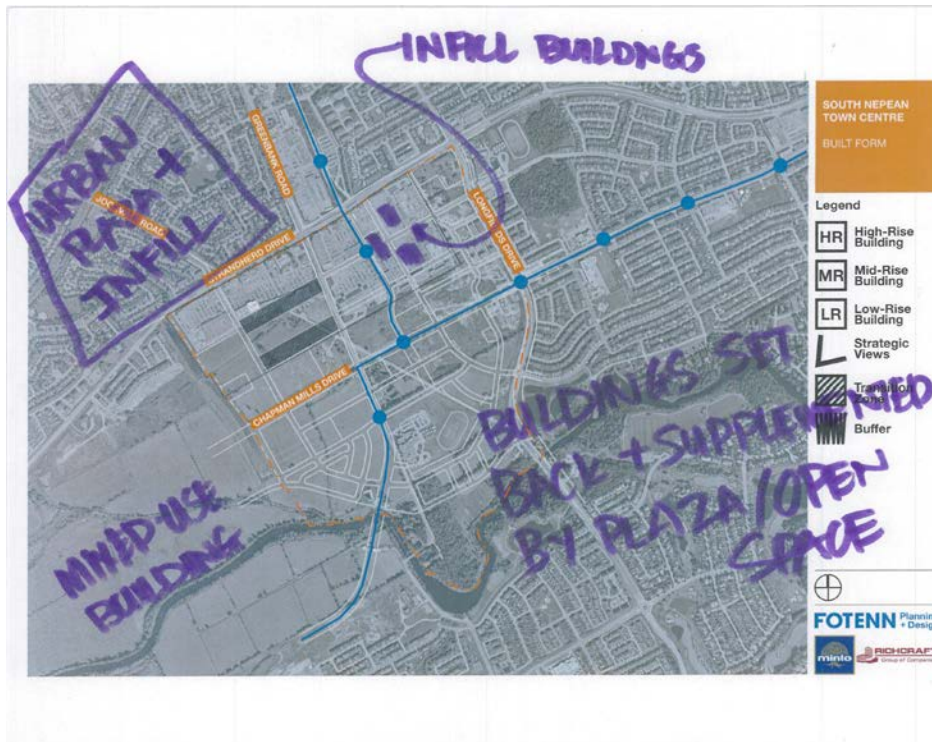


## BUILT FORM GROUP #2

- ~~LONG TERM~~
- ~~PROTECT LAND FOR~~
- PLAN FOR SIGNIFICANT PHASES YET TO COME THRU PHASING WITH 10 / 20 / 30 / 50 years Phases
- PLAN FOR A CENTRE OF A MILLION PEOPLE
- REDEVELOPMENT PLAN REQUIRED w/ each appl.
- PHASING PLAN
- LAND LEASES TO PROMOTE REDEVELOPMENT POTENTIAL
- AFFORDABILITY FOR FIRST TIME BUYERS
- PROTECT FOR HIGHRISE AS INFILL
- HIGH RISE @ the CORE, transition to lowrise @ PERIPHERY OF TC

## Group #2







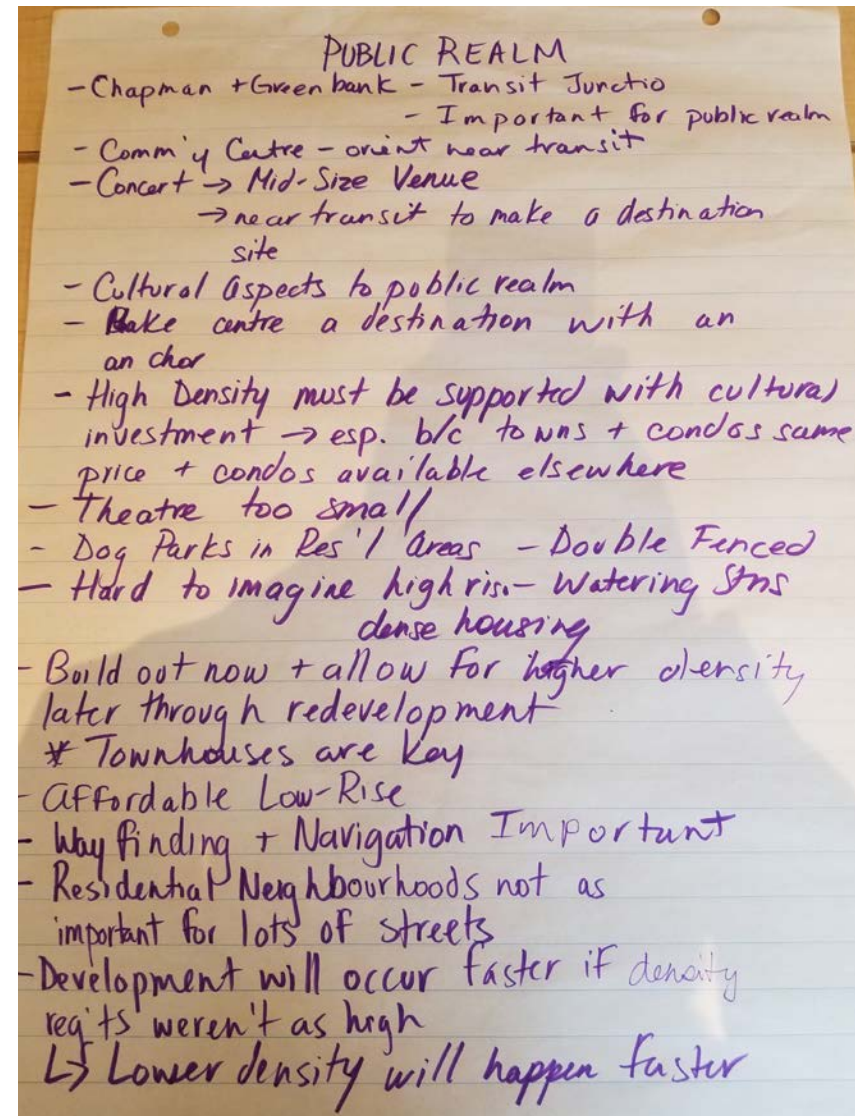
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## PUBLIC REALM

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### HIGHLIGHTS:

- / A centrally located civic square, with shops facing onto it – something that will encourage visitors to linger
- / Cultural attractions – an amphitheatre, an open-air performance space, etc.
- / Green space at Jock River with path linkages to it
- / 2 or 3 key “character” streets
- / Add spaces oriented to seniors





## PUBLIC REALM

- Hierarchy of public spaces (European Cities)
- Lack of gathering spaces \* Sheltered + integrated w/ built form \* Climate
- Actual Centre is too small relative to trade area
- Growing seniors population - spaces oriented to seniors
  - Public Places are for people who have time
- Naming Rights
- DC Breaks
- CIL - higher
- Important for Jockvale River space to be green
- CPTED - well-lit, visible, high trees better than shrubs which are hard to see through, no low areas or burrows (grading + CPTED)
- District + Park Space is good
- Links to River + Pathways
  - ↳ improve pedestrian + cyclist connectivity
- Not just centre of Barrhaven → centre of region
- Trade area - north to Hunt Club
- Consider lots of daytime employees
- District Park should have parking
- Amphitheatre
- Municipal Corp to develop Town Centre (Durham as an example) → additional levy to undertake development → balance to not disturb residents
- Lighting → particularly on residential streets (LED)
- transit station (behind Sobeys)

## PUBLIC REALM

"If I get off a train, what do I want to see?"

- T.O. City hall - skating
- Central park area - civic square w/ businesses fronting onto it.
- Pool ~ splash pad for kids.
- Outdoor area w/ music. Something that'll make people stay in Barrhaven.
- Ambiance!

Hotels often near highways. What about a boutique hotel near the centre?

Outdoor urban park @ civic parcel. "A nucleus of people."

Prescott... down by water. Amphitheatre. Small but effective. This became the vortex of a Shakespeare Festival: tourism. Something Barrhaven can brand itself with. Link w/ service club.

Barrhaven... "sort of ugly." Merriville as example: beautiful! A main street. Trees. Pedestrians.

Lonsdowne Park also as good example. "Maybe more quaint." A heritage vibe.

2 or 3 key streets w/ character. "Get off the bus, walk a block or two."  
"A civic love-child of Westboro & Manotick"

### PUBLIC REALM

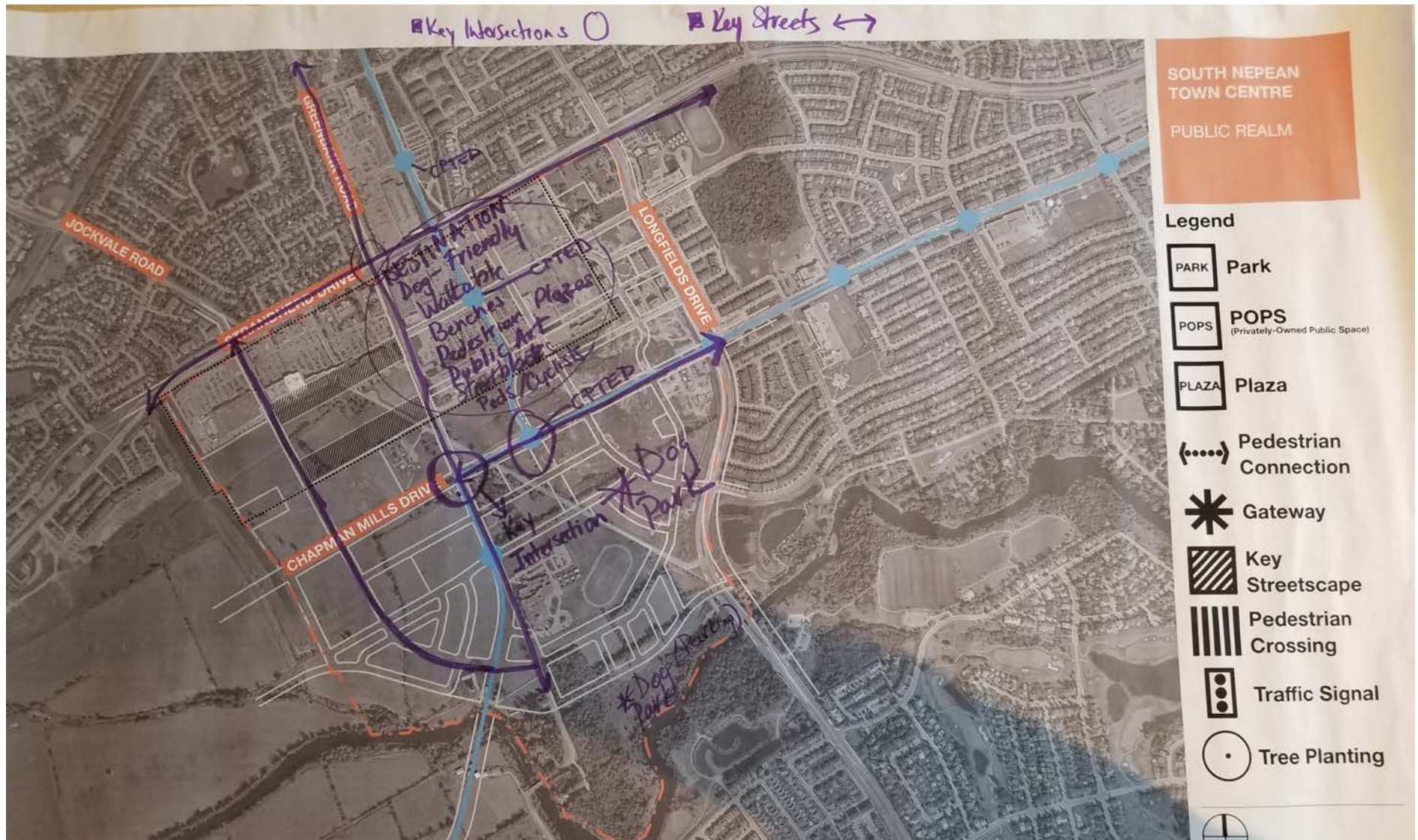
- Seattle ... Lincoln Park (?). Loitering issue: less of a problem in Ottawa. Restaurant patios / POPS.
- Parkhaven & Jack ... Linkage to rest of city. Heavily used. Real greenspace. People want to get away.
- Hardscaped areas. A square/meeting place w/ businesses fronting onto it. A draw for walk/shop. Hanging out. Culture.
- Little parks <sup>nicely</sup> everywhere. For young families, but what about for 50-something
- Westboro etc. A theatre group.
- Curling rink will be sold out.
- Not too close to transit ... but close to high-rises
- \* - An amphitheatre!
- Cultural point of view: Aberdeen pavilion @ Lansdowne. Parking is good.
- Wide sidewalks: never feel crowded.
- (Barrhaven - lots of new Canadians. They want to live in houses.)
- A nice little street.
- Network of trails. Run thru nature.

Aside = (Campore @ Longfield: livework. Small commercial units)











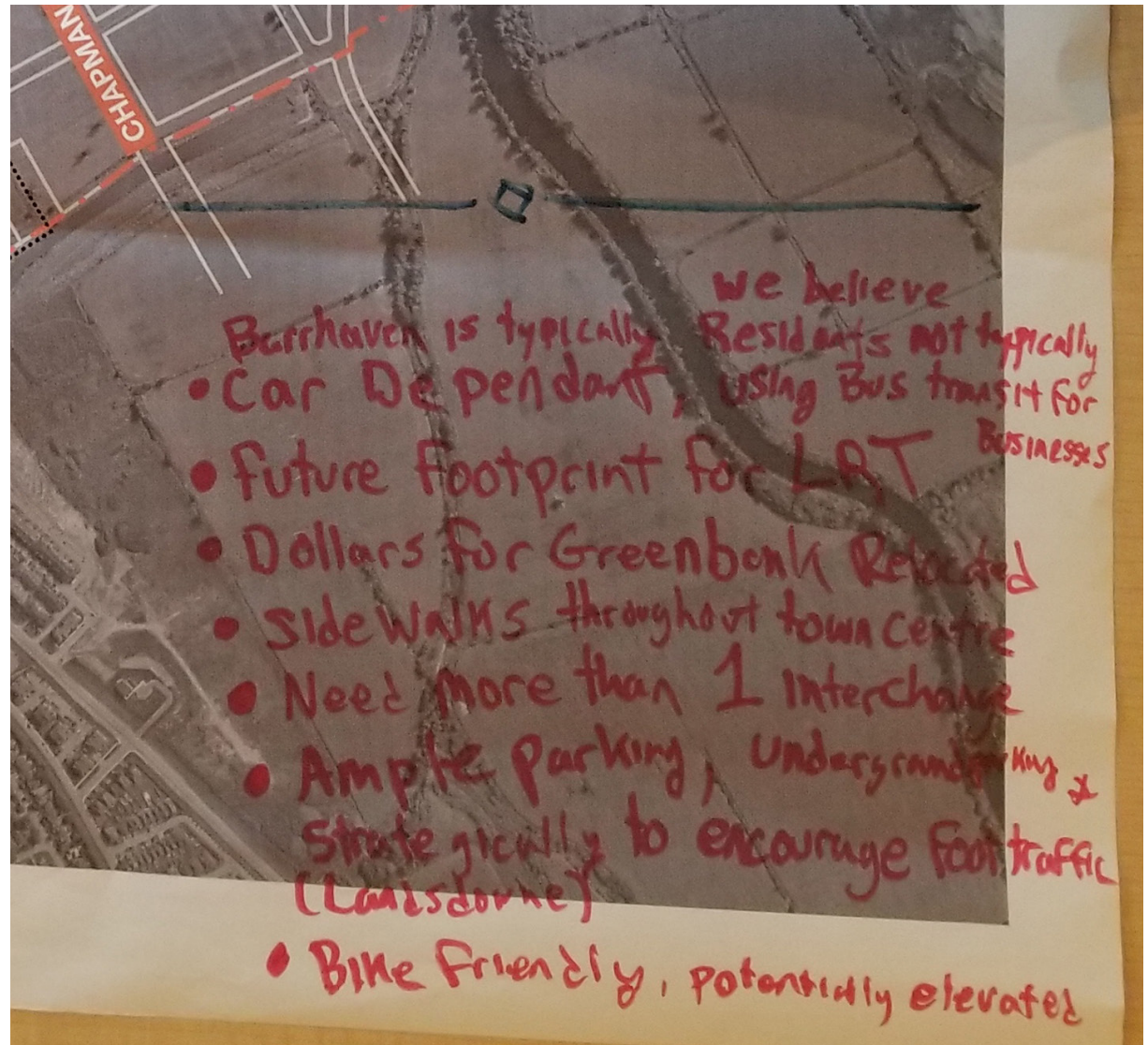
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## TRANSPORTATION

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### HIGHLIGHTS:

- / Barrhaven is very auto focused, cause high peak volumes and high demand for parking lots at retail/commercial locations
- / Bus travel times to other areas of the City are acceptable, within Barrhaven are too long and easier to drive even with traffic.
- / Roundabouts are positive intersection control methods to allow movement and calm traffic
- / Focus on Jockvale corridor to be considered by City as Town Centre expands and alternate routes north are needed/ selected by drivers
- / Continue sidewalk and pathway connectivity, and street connectivity that is already present in the area



- put <sup>skirting</sup> light to cross circle (for pedestrian)
- Start wide roadways
- standhard- 4 lanes
- Greenbank wide (north of Barrhaven)
- ~~the~~ Keep roadways at external of malls/shopping (rather than through it)
- Greater connection (via public transit) to airport from Barrhaven
- (proactive, not reactive)\*
- safer passage for pedestrians at roundabouts (or no x-ing at roundabouts)



# 7.0

## NEXT STEPS

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**Minto and Richcraft intend to submit a joint Official Plan Amendment application prior to the end of 2017 to implement the changes to the South Nepean Town Centre.**

1. Minto and Richcraft, together with their project team, will review all comments received from the working session and implement them, as appropriate, into the plans to be submitted in support of the Secondary Plan Amendment.
2. Once submitted, the Secondary Plan Amendment will undergo a comprehensive review by municipal staff, technical agencies, and other groups. These comments will be reviewed and may lead to further modifications to the plans.
3. The application will proceed to Planning Committee and Council following the technical review.

Further updates on the project will be provided to the Barrhaven BIA, and members of the public, through the City's Development Applications posted online, and on the Barrhaven BIA's website - [discoverbarrhaven.ca](http://discoverbarrhaven.ca).

