

Kennedy Lands

Urban Design Brief.

Second Submission.

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minto
Communities



PREPARED FOR



MINTO COMMUNITIES - CANADA

200-180 Kent Street
Ottawa, Ontario K1P 0B6
t | 613.230.7051

MINTO.COM

PREPARED BY



NAK DESIGN STRATEGIES

421 Roncesvalles Avenue
Toronto, Ontario M6R 2N1
t | 416.340.8700

NAKDESIGNSTRATEGIES.COM



Scope & Intent.



Site Context & Character.



Concept Plan.



Built Form.



Public Realm.

This Urban Design Brief is intended to provide design direction and inspiration for Minto Kennedy Lands in Barrhaven. The directives demonstrated in this document will highlight the overall design intent of this planned neighbourhood while reflecting the objectives outlined in the City of Ottawa's Official Plan, Barrhaven South Community Design Plan (Ottawa, 2006), Urban Design Guidelines for Greenfield Neighbourhoods (Ottawa, 2007), and Building Better and Smarter Suburbs (Ottawa, 2015).

Situated in heart of one of Ottawa's fastest-growing neighbourhoods, Kennedy Lands is located directly south of the Jock River and within proximity to the Barrhaven Town Centre. With the planned realignment of Greenbank Road, which will run through the eastern half of the site, this planned residential neighbourhood will be highly visible and accessible, and become an integral part of the mindful growth of Barrhaven and the City of Ottawa.

Legend





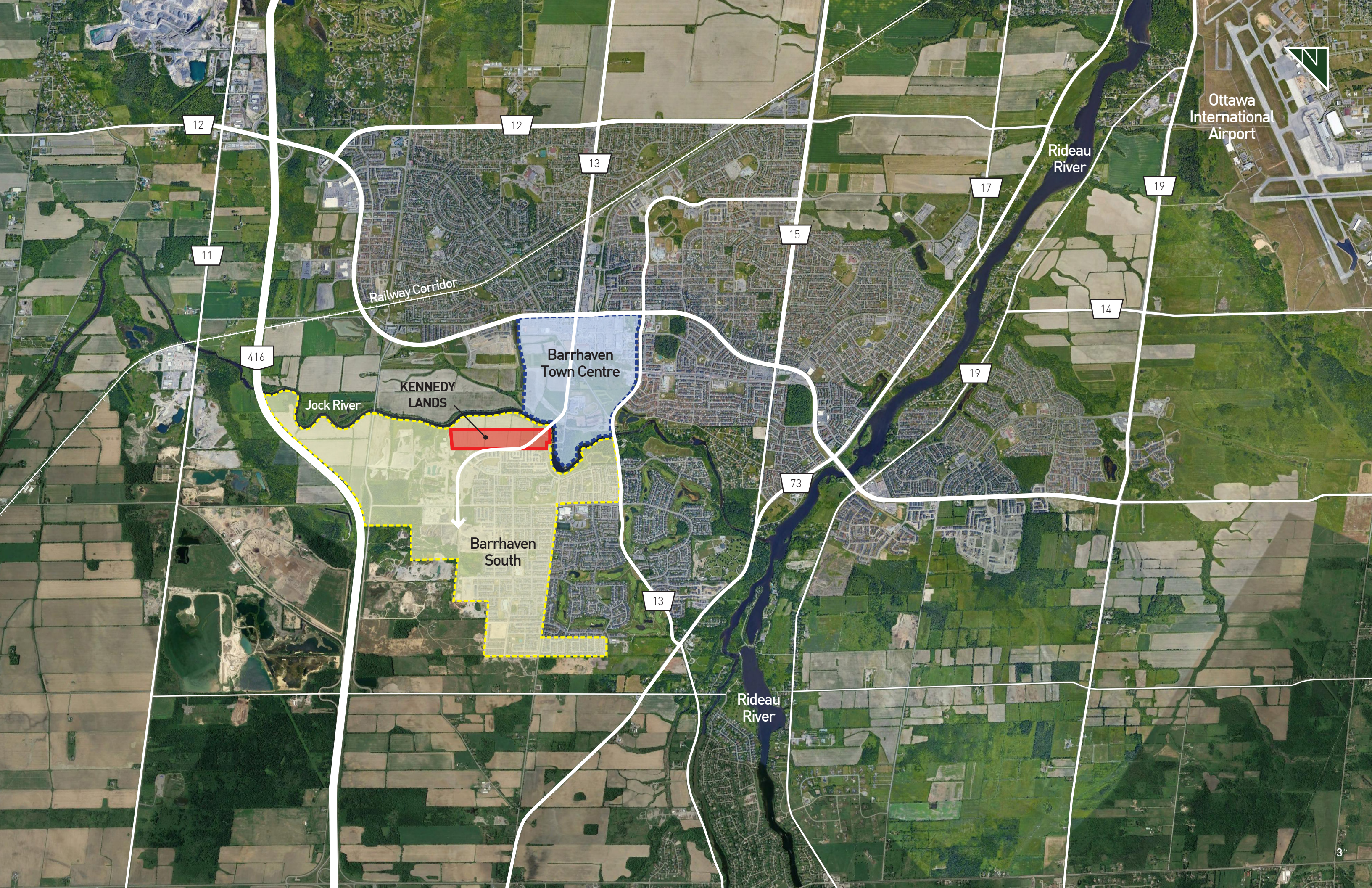
-  Kennedy Lands
-  Barrhaven South CDP
-  Barrhaven Town Centre
-  Major Roads

Figure 1 Barrhaven Context Map



Ottawa International Airport

Rideau River

Railway Corridor

Barrhaven Town Centre

KENNEDY LANDS

Jock River

Barrhaven South

Rideau River

Situated between the Jock River Open Space and the realigned Greenbank Road, Minto Kennedy Lands (23.08 hectares | 57.03 acres) will be a highly connected, accessible, and visible residential neighbourhood, conveniently located near Barrhaven Town Centre - a regional retail destination. South of the realigned Greenbank Road lies the existing community of Half Moon Bay that offers schools, parks, and open spaces within walking distance of the subject lands.

With the site currently used for agricultural purposes, the subject lands are relatively flat, with some sloping towards the Jock River at the most eastern end of the site. Given these conditions, the existing topography and site geometry allow for the efficient use of land and creates opportunities to develop a functional, urban, and compact grid pattern.

Legend

- Kennedy Lands
- Barrhaven South CDP
- Barrhaven Town Centre
- Park
- School
- Recreation Centre
- Major Roads
- Major Recreational Pathways

Figure 2 Site Context Map



Strandherd Drive

Riocan Avenue

Chapman Mills Drive

BARRHAVEN
TOWN CENTRE

Jock River

Greenbank Road

KENNEDY LANDS

Realigned Greenbank Road

Borrisokane Road

BARRHAVEN
SOUTH

Longfields Drive

Cambrian Road

416



The Minto Kennedy Lands Neighbourhood has been designed with thoughtful connections and a mix of residential housing forms that will cater to a variety of homebuyers. Predominantly back-to-back and street townhouses (also referred to as Avenue and Executive Townhouses respectively), this planned development will generate greater residential densities and support the City of Ottawa’s desire to create more compact urban developments.

On the north side of the realigned Greenbank Road, the main neighbourhood entry will include aesthetically enhanced streetscape features, such as separated sidewalks, cycling tracks, and trees within boulevards, to create a ‘sense of arrival’ for both residents and visitors. This neighbourhood gateway will also allow pedestrians, cyclists, and motorists to cross the realigned Greenbank Road at a signalized intersection and connect to surrounding schools, parks, and recreation centres. The block fabric and road pattern further reinforce the notion of permeability and connectivity, with streets connecting people from the realigned Greenbank Road to the Jock River Open Space. While window streets situated at the edges of the neighbourhood will provide opportunities for enhanced landscape treatments, such as fencing, columns, and planting, to help create more welcoming and aesthetically pleasing edges.

One of the greatest community features of Minto Kennedy Lands is its proximity to a plethora of parks, schools, and natural open spaces, including the Jock River. With this in mind, a recreational path (by applicant) and a 0.73 ha linear park will be provided as part of the development on the north edge, adjacent to the future district park, that will contribute and seamlessly weave into the existing network of parks and open spaces. These proposed features will also act as a gateway for residents to access the Jock River and the City planned recreational path (by others). Directly south of the realigned Greenbank Road are Half Moon Bay Public School, Freshwater Parkette, and River Run Park that offer a variety of park program elements, including playgrounds, soccer fields, sports courts, passive open space, seating areas, and shade structures. While directly north of the neighbourhood is the Jock River Open Space, a natural open space feature that will offer recreational paths and connections to surrounding trails (both existing and planned) for residents. The two open space blocks located within Kennedy Lands, both of which will include naturalized native planting, will further enhance the Jock River Open Space.

Overall, Minto Kennedy Lands will provide a distinct neighbourhood identity that respects, preserves, and enhances existing open spaces and natural features.

Legend

- Single-Detached
- Street Townhouses
- Back-To-Back Townhouses
- Stormwater Management
- Open Space
- Other Owner
- Future Development
- Recreational Pathway

Figure 3 Kennedy Lands Concept Plan



JOCK RIVER

100m



Parkland

Open Space

Open Space

Other Owner

Stormwater Management

REALIGNED GREENBANK ROAD

Future Development

Half Moon Bay Public School

RIVERBOAT HEIGHTS

MILLARS SOUND WAY

RIVER RUN AVE.

River Run Park

STREET NO. 2

STREET NO. 10

STREET NO. 9

STREET NO. 8

STREET NO. 7

STREET NO. 6

STREET NO. 6

STREET NO. 1

STREET NO. 4

STREET NO. 5

STREET NO. 4

STREET NO. 2

STREET NO. 3

STREET NO. 2

STREET NO. 11

FUTURE STREET

STREET NO. 4

In conformity with the CDP, housing that will be incorporated in Minto Kennedy Lands include single-detached homes, street townhouses, and back-to-back townhouses, all with a maximum building height of three storeys. These residential building typologies are consistent with the surrounding neighbourhoods to the south and provide a mix of housing options within the community. Unlike many new communities that have lots backing onto major arterial roads and open spaces, Minto Kennedy Lands will utilize window streets, upgraded corner architecture, fronting dwelling units, and enhanced landscape treatments to create more welcoming neighbourhood edge conditions.

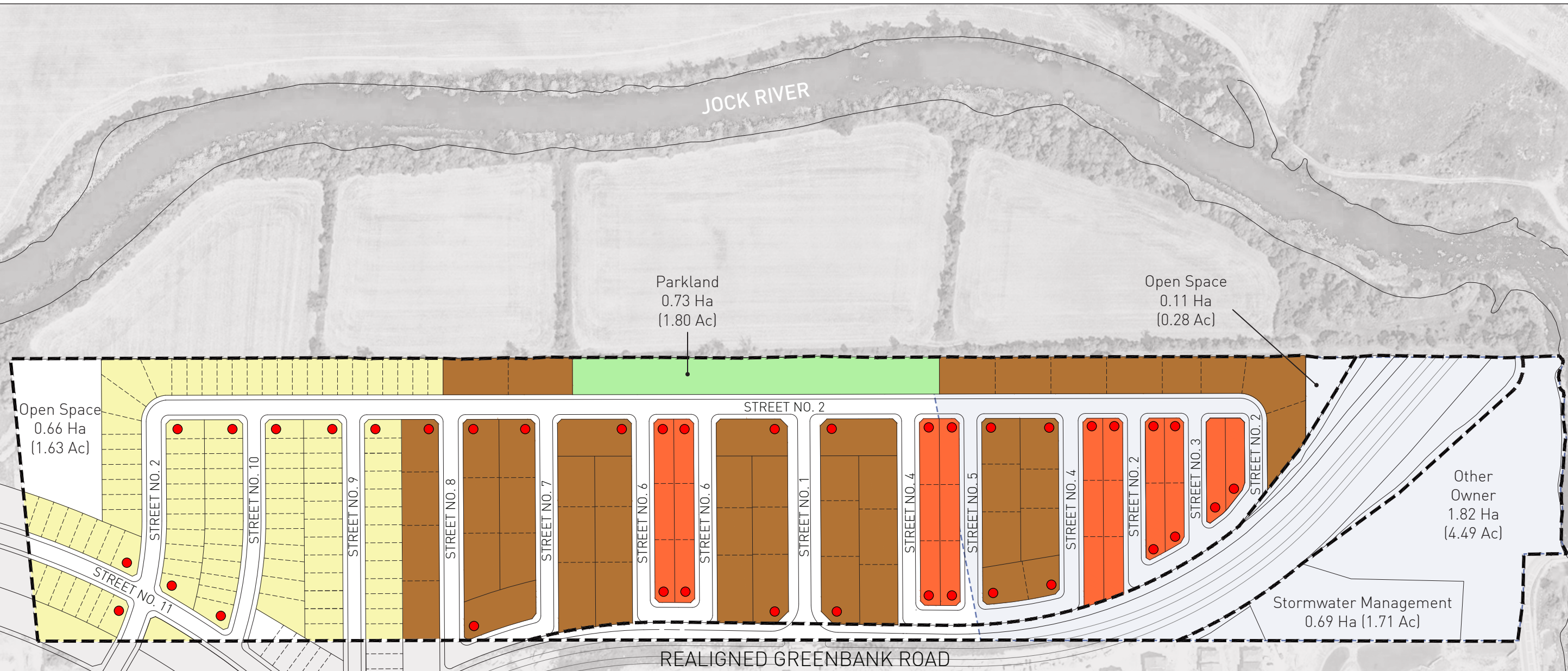
To support an attractive and well-functioning public realm, dwelling driveways shall be paired wherever possible to ensure there is adequate space for street trees.

The figures in the subsequent pages illustrate the varying built form typologies in Kennedy Lands:

- 30' Single-Detached Home
- 36' Single-Detached Home
- 43' Single-Detached Home
- Street Townhouses
- Back-to-Back Townhouses

Legend

- Single-Detached
- Street Townhouses
- Back-To-Back Townhouses
- Corner Lot Architecture
- Area 1 | No Tree Planting Setback Restrictions

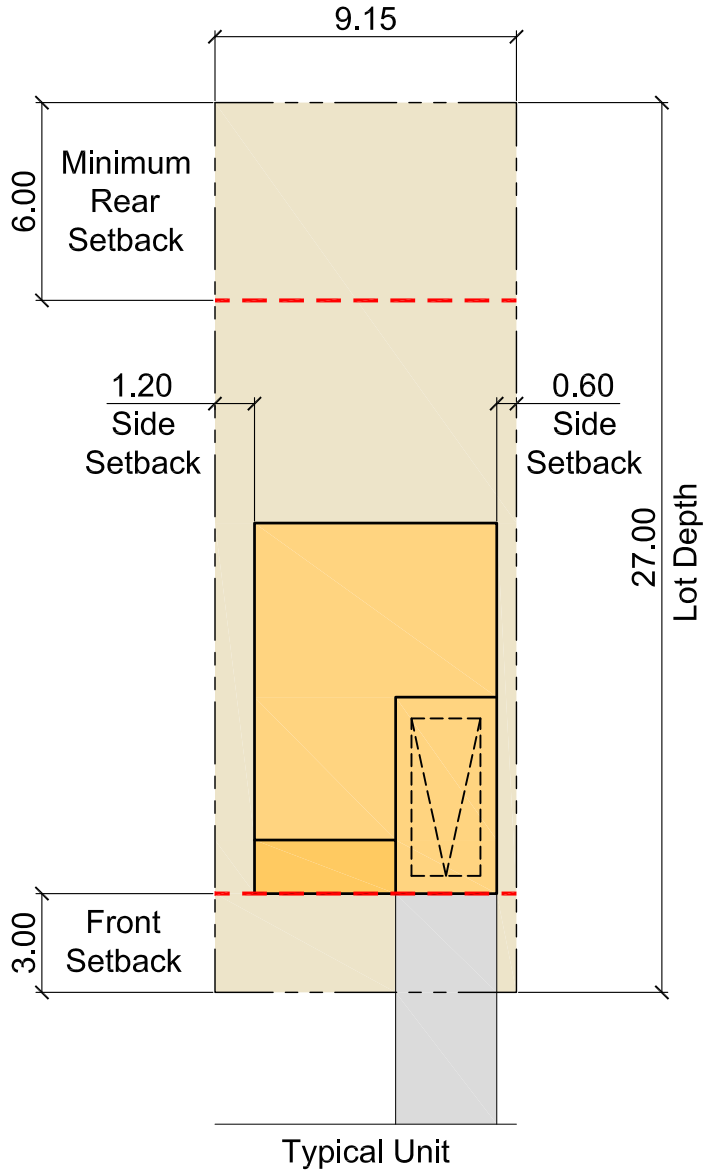


29.00
Minimum

Barrhaven South CDP
Average Density
(units per net hectare)

Unit Count	Number of Units	% of Total	DENSITY 48.4 UPH
Single-Detached	103	19.7%	
Street Townhouses	274	52.4%	
Back-To-Back Townhouses	146	27.9%	
Total	523	100%	
Net Residential Area	10.80 Hectares		

30' Single-Detached Home ■



Traditional Style



Traditional Style



Contemporary Style

Figure 5 30' Single-Detached Home Lotting Standard and Measurements

Figure 6 Conceptual Architectural Renderings - 30' Single-Detached Home

36' Single-Detached Home

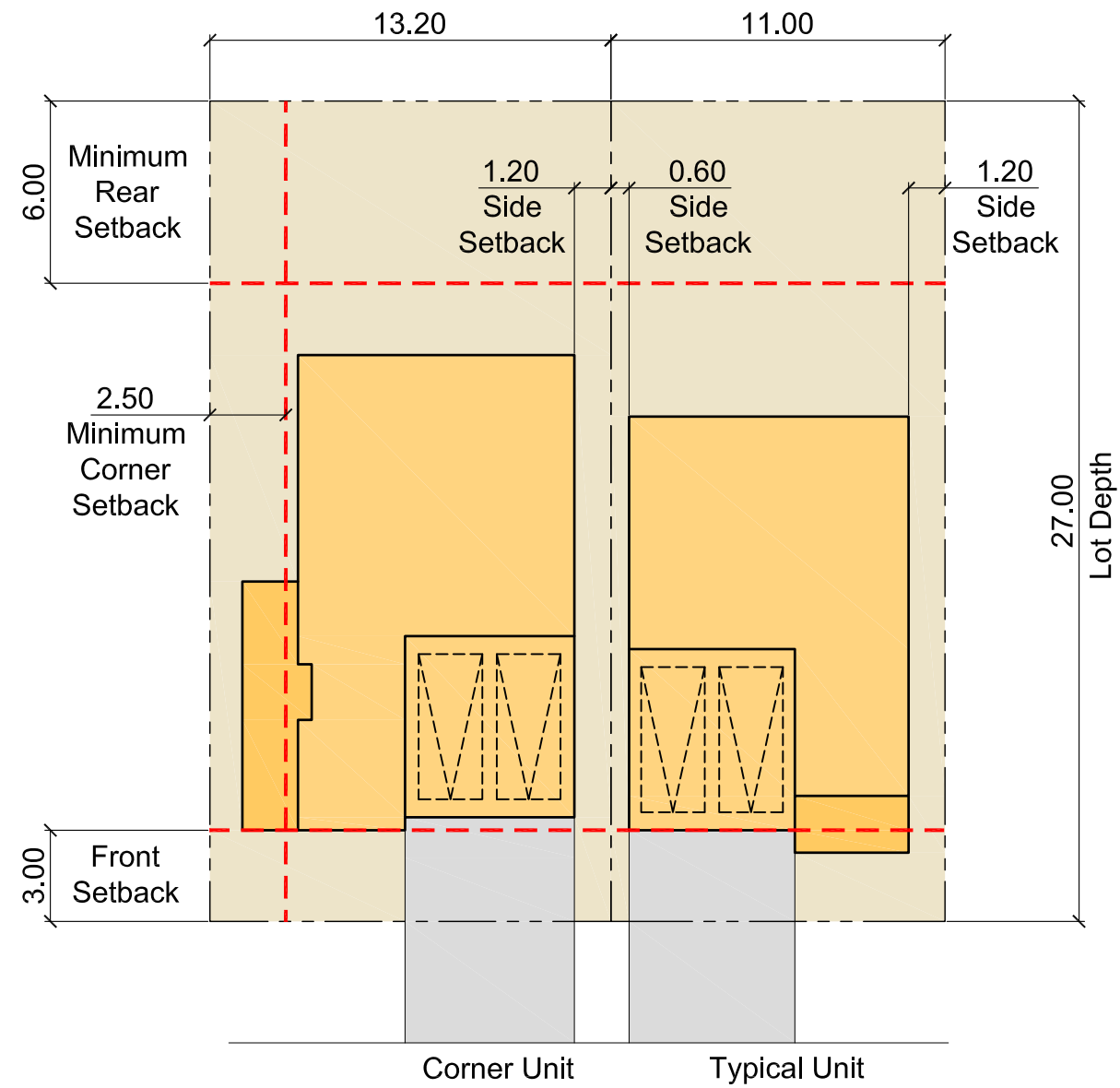


Figure 7 36' Single-Detached Home Lotting Standard and Measurements



Contemporary Style



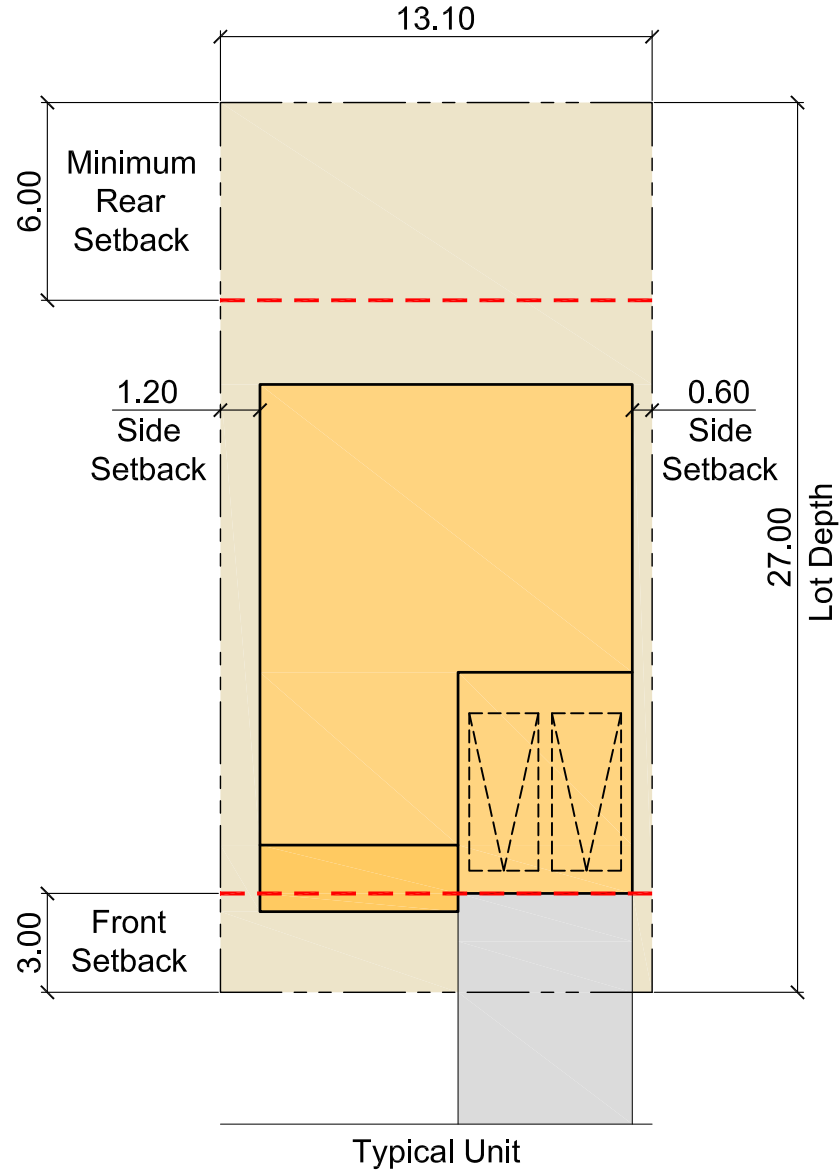
Traditional Style



Contemporary Corner Product

Figure 8 Conceptual Architectural Renderings - 36' Single-Detached Home

43' Single-Detached Home ■



Traditional Style



Traditional Style



Contemporary Style

Figure 9 43' Single-Detached Home Lotting Standard and Measurements

Figure 10 Conceptual Architectural Renderings - 43' Single-Detached Home

Street Townhouses

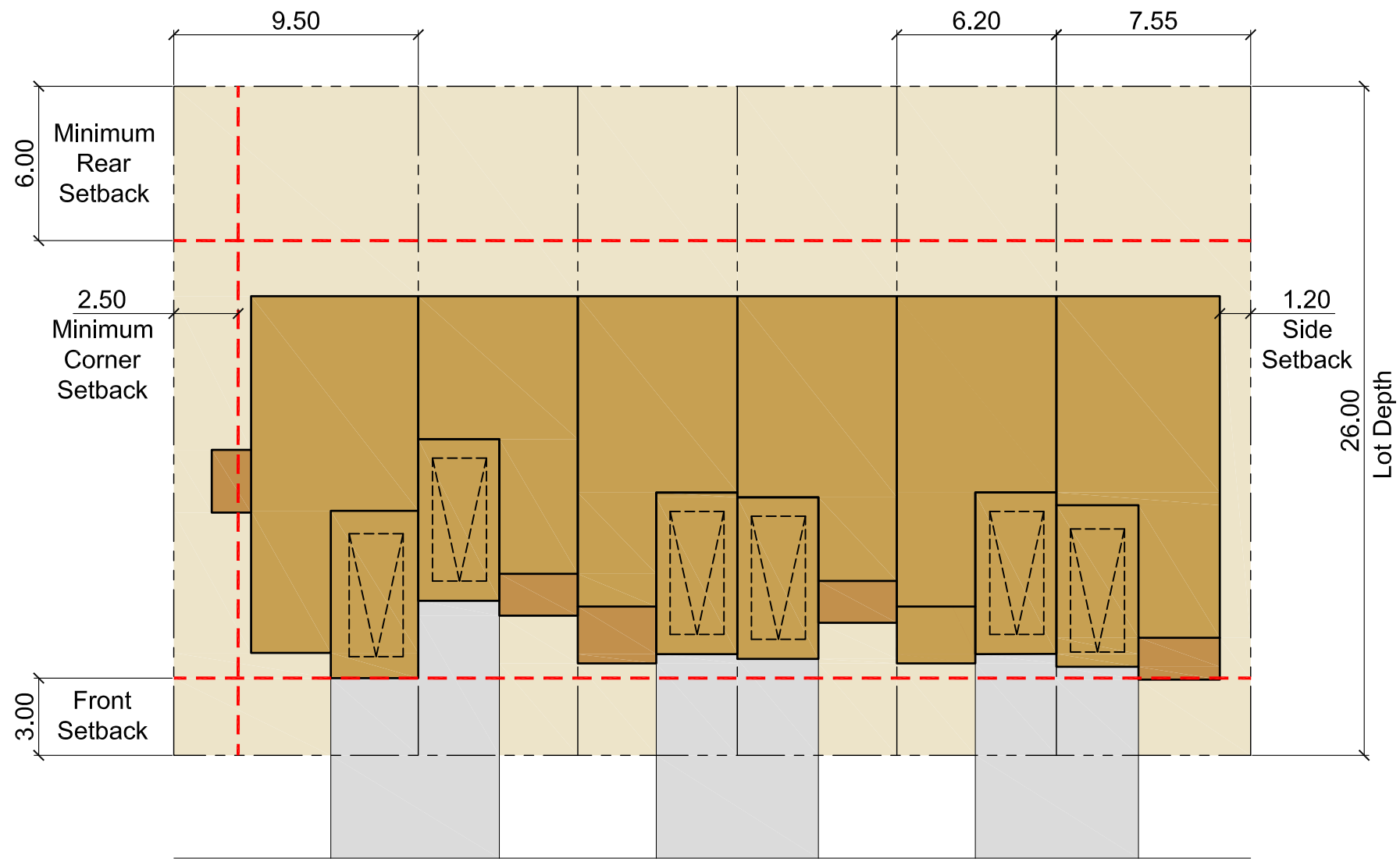


Figure 11 Street Townhouses Lotting Standard and Measurements



Traditional Style



Contemporary Style

Figure 12 Conceptual Street Townhouses Renderings

Back-To-Back Townhouses

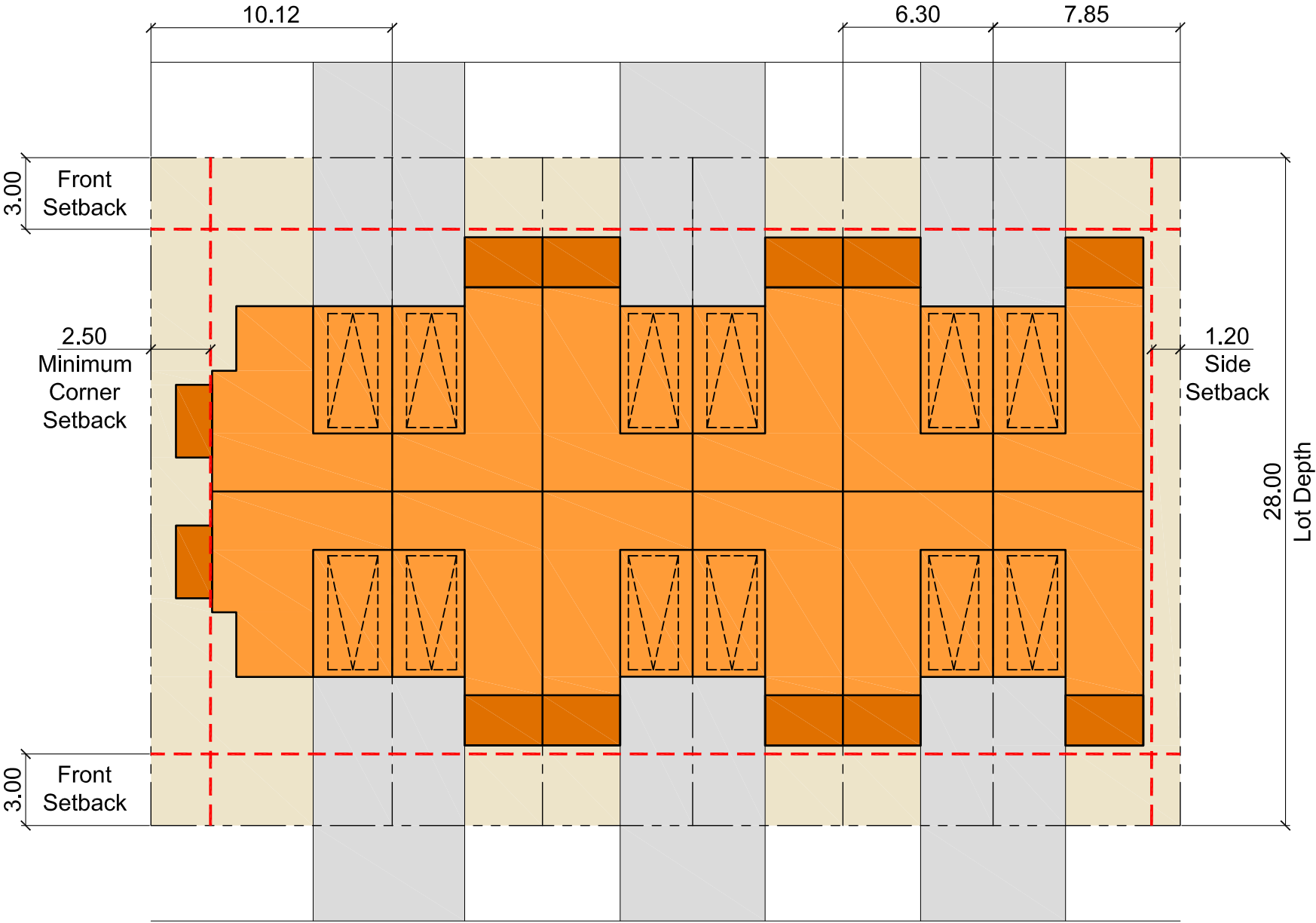


Figure 13 Back-To-Back Townhouses Lotting Standard and Measurements



Traditional Style

Figure 14 Conceptual Back-To-Back Townhouses Rendering

Setback Summary

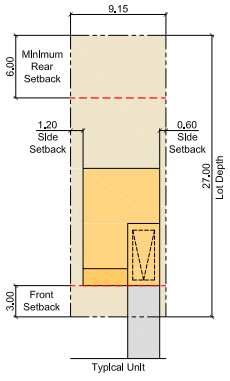
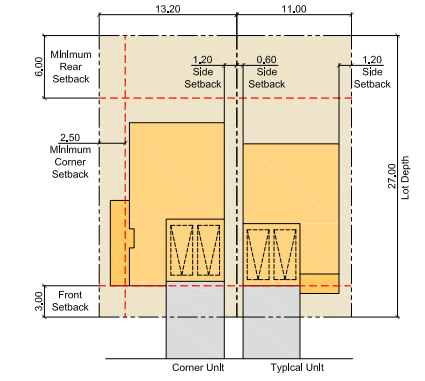
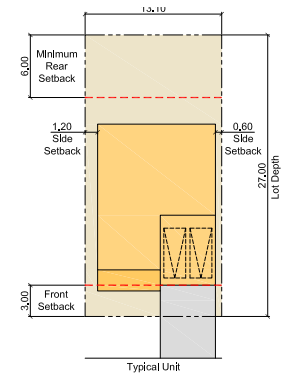
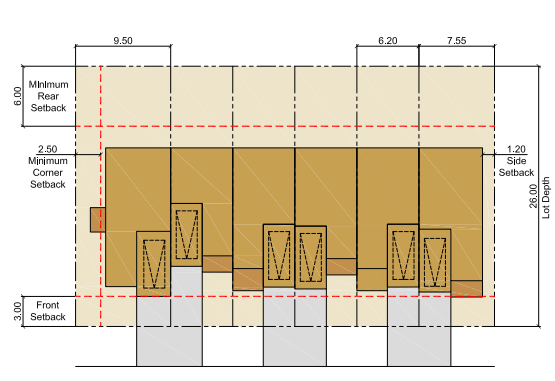
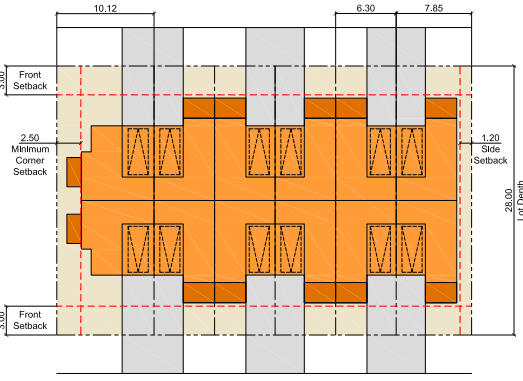











Product	30' Singles	36' Singles	43' Singles	Product	Street Townhouses	Back-To-Back Townhouses
Single-Detached				Townhouses		
Front Yard Setback	3.00m	3.00m	3.00m	Front Yard Setback	3.00m	3.00m
Rear Yard Setback	6.00m	6.00m	6.00m	Rear Yard Setback	6.00m	-
Interior Side Yard Setback	1.80m (with the min on one side at least 0.6)	1.80m (with the min on one side at least 0.6)	1.80m (with the min on one side at least 0.6)	Interior Side Yard Setback	1.20m	1.20m
Corner Side Yard Setback	2.50m	2.50m	2.50m	Corner Side Yard Setback	2.50m	2.50m

Figure 15 Product & Setback Summary Table

Minto Kennedy Lands will consist of four road typologies that will improve overall connectivity and enhance the character of the neighbourhood. The 24.0m Neighbourhood Collector will act as the main 'entry way' from the realigned Greenbank Road, allowing for pedestrians, cyclists, and vehicles to enter the neighbourhood safely at a signalized intersection and access amenities, such as parks and recreation facilities, in the surrounding communities. Three types of local roads are also planned for the neighbourhood, 18.0m Local Roads that include a 1.8m sidewalk, 16.5m Local Roads that provide secondary pedestrian and cyclists routes on shared roadways, and 14.5m Local Roads that create an improved community edge interface along the realigned Greenbank Road. For a pedestrian-focused streetscape, driveways shall be paired wherever possible to ensure adequate space for street trees.

Complementing the internal pedestrian network is a proposed recreational path (by others) along the Jock River, north of the neighbourhood. This new path will tie into the greater existing and proposed trails network by connecting residents to surrounding parks, open spaces, and natural features. Access to the recreational path (by others) will be through the linear park and recreational path (by applicant).

Legend

-  24.0m Collector Road
-  18.0m Local Road
-  16.5m Local Road
-  14.5m Local Road
-  Sidewalk
-  Cycle Track
-  Recreational Path (By Others)
-  Recreational Path (By Applicant)
-  Sidewalk & Cycle Track (By Others)
-  Neighbourhood Gateway
-  Area 1 | No Tree Planting Setback Restrictions



Neighbourhood Collector Section (24.0m ROW)

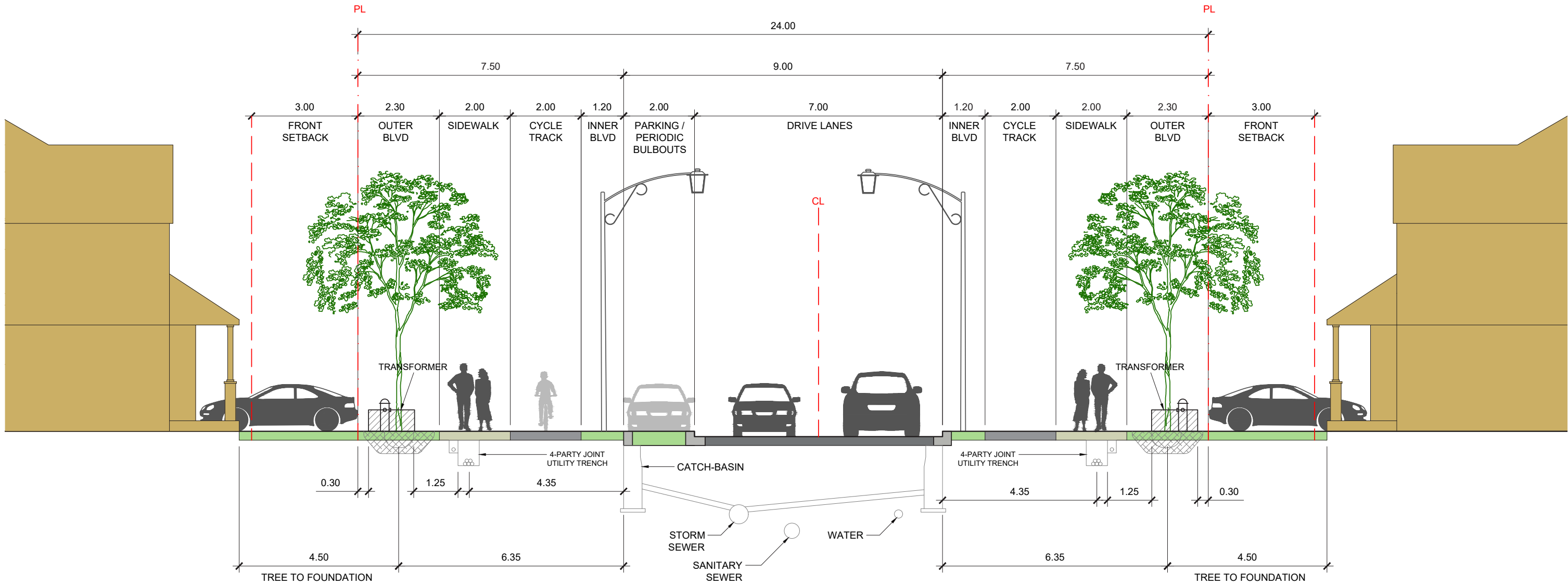
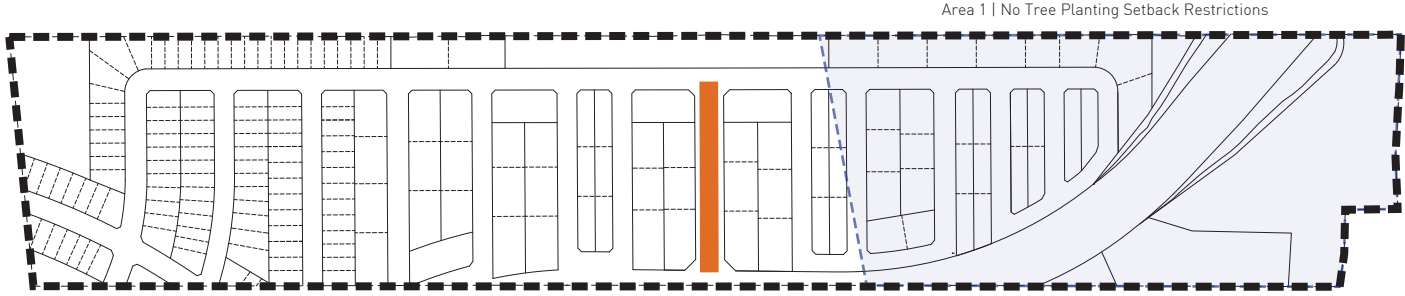


Figure 17 Neighbourhood Collector (Typical 24.0m ROW)

The 24.0m Neighbourhood Collector serves as the primary entry road for Minto Kennedy Lands. This road will allow residents and visitors to access the neighbourhood from the realigned Greenbank Road and provide long views to the Jock Open Space directly north of the subject lands. It will consist of 2.0m sidewalks (separated) on both sides, alternating singlet-sided on-street parking, and street trees within the outer boulevard.



Local Road Section (18.0m ROW)

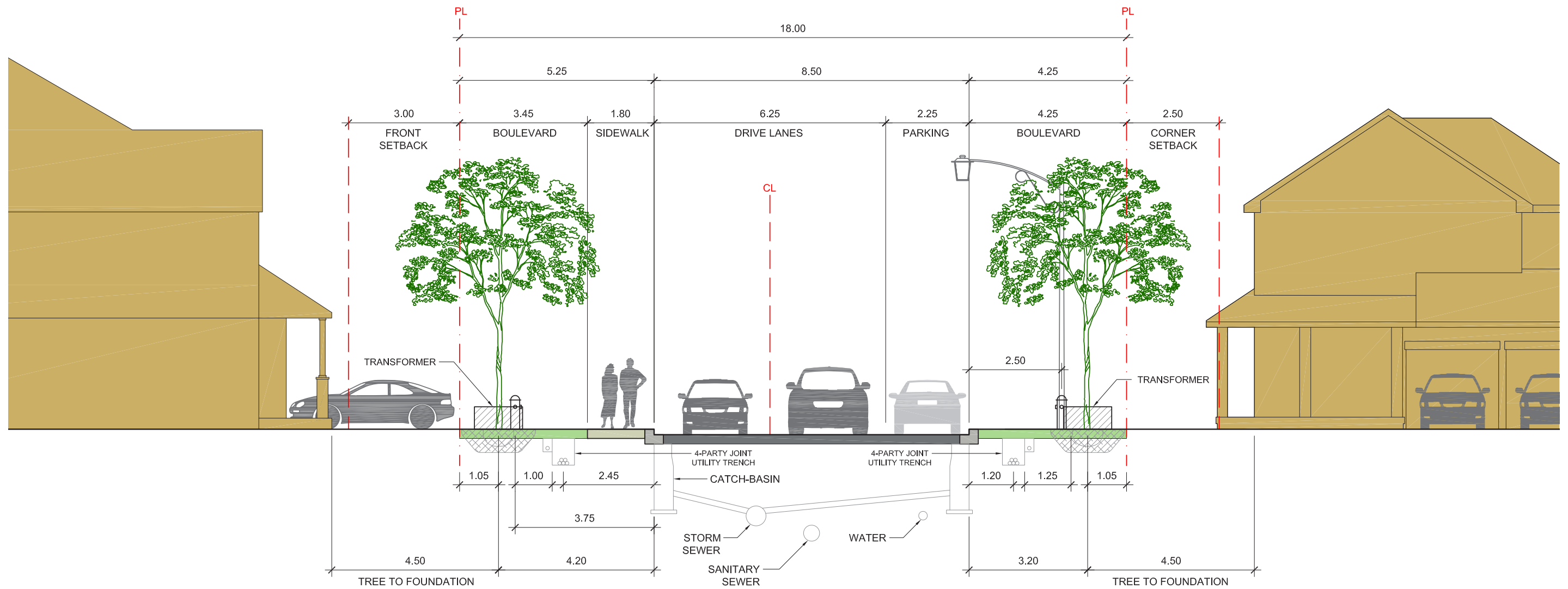
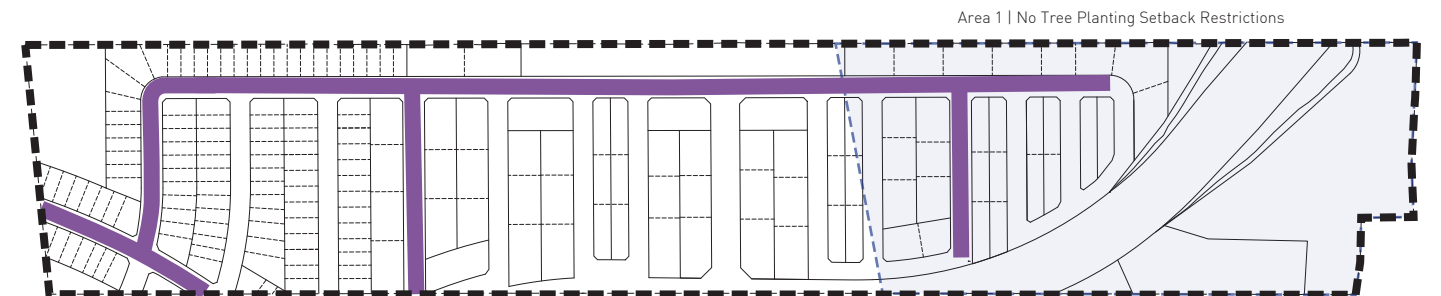


Figure 18 Local Road (Typical 18.0m ROW)

The 18.0m Local Road will serve as the primary north-south street within Minto Kennedy Lands, along Street No. 2, 4, 8, and 11, connecting Greenbank Road on the south to the linear park and natural areas on the north. Additionally, the 18.0m Local Road will consist of a 1.8m sidewalk, alternating single-sided on-street parking, and street trees within the boulevard.



Local Road Section (16.5m ROW)

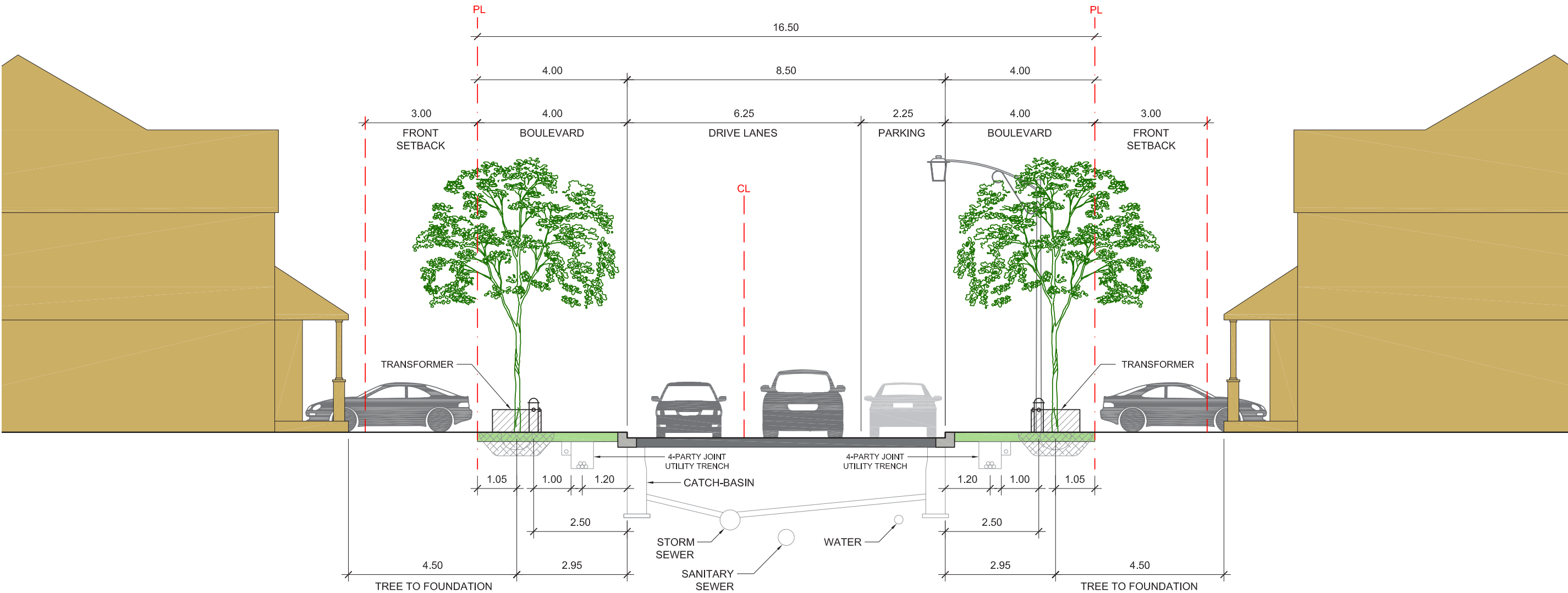
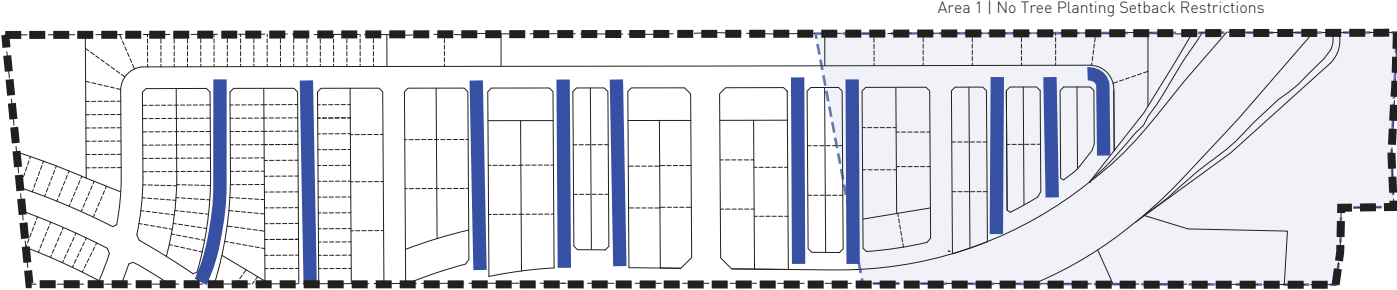


Figure 19 Local Road (Typical 16.5m ROW)

The 16.5m Local Roads serves as the secondary local right-of-way within the neighbourhood and will provide alternative on-street routes for both cyclists and pedestrians to access the Jock River Open Space and the realigned Greenbank Road. The 16.5m Local Road will consist of alternating single-sided on-street parking and street trees, and have a mix of single-detached and townhouses fronting onto them.



Local Road Section (14.5m ROW)

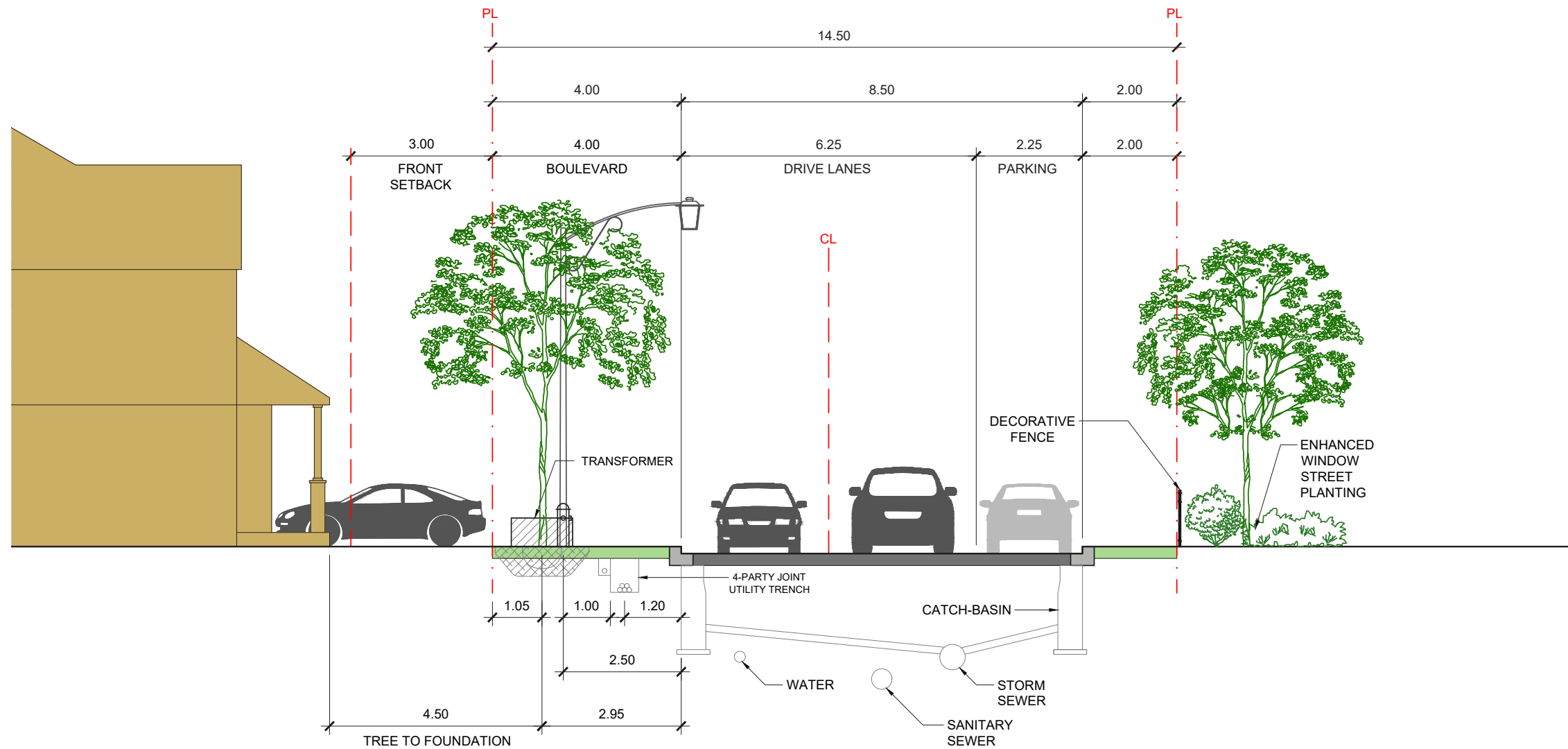
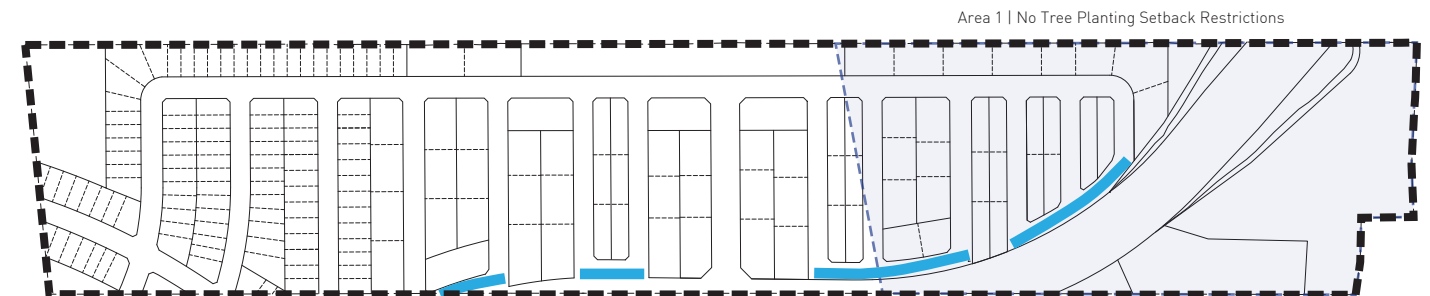


Figure 20 Local Road (Typical 14.5m ROW)

The 14.5m Local Road serves as a neighbourhood edge street along the realigned Greenbank Road. With a mix of dwelling units flanking and fronting these streets, and opportunities for enhanced landscaping treatments, these streets will create an aesthetic interface between the neighbourhood and surrounding uses. Similar to the 16.5m Local Road, these streets will consist of single-sided on-street parking and street trees within the boulevard on one side.



Local Road (18.0m ROW) Street Tree Demonstration.

Separated Driveways

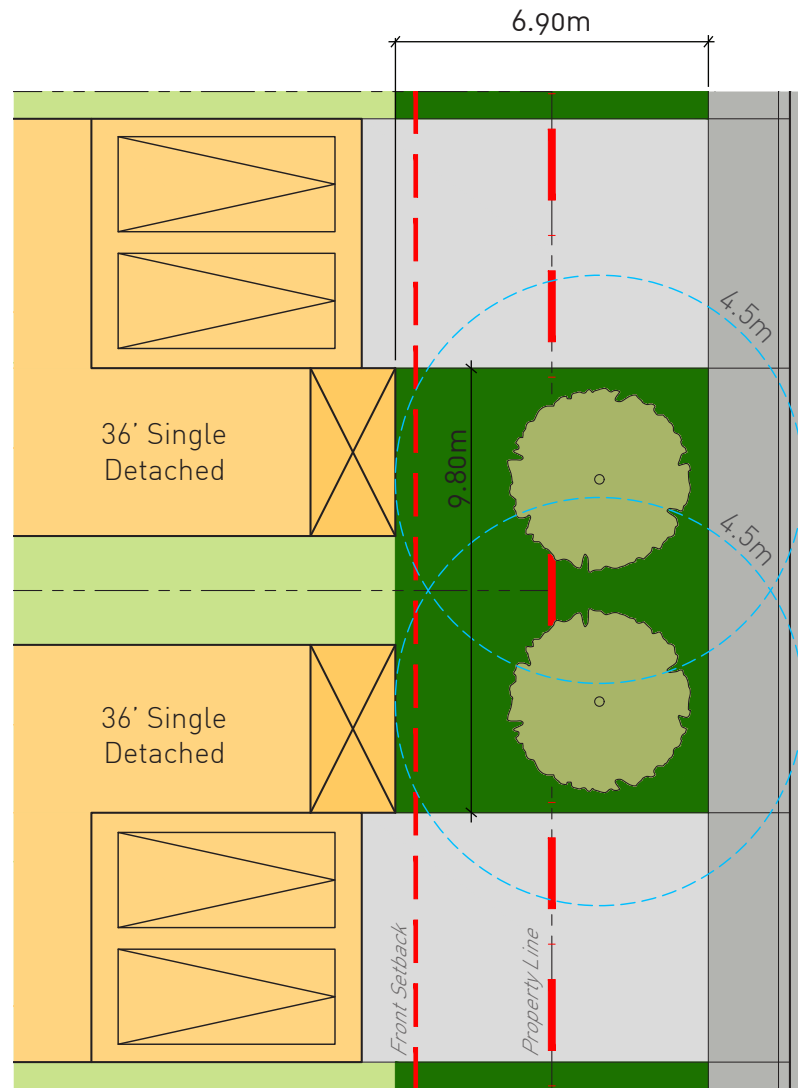


Figure 21 Separated Driveways on 18.0m Local Road

Length: 9.80m
 Width: 6.90m
 Depth: 1.50m

101.4m³
 Soil Volume

Alternating Driveways

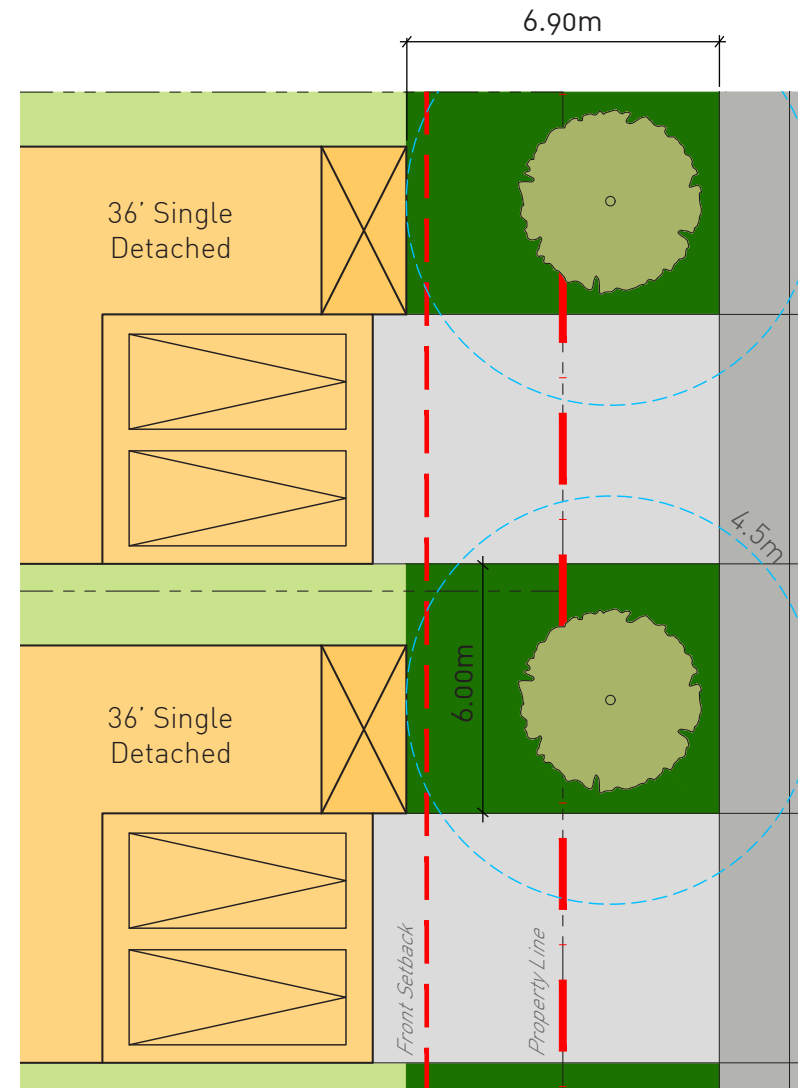


Figure 22 Alternating Driveways on 18.0m Local Road

Length: 6.00m
 Width: 6.90m
 Depth: 1.50m

62.1m³
 Soil Volume

Street Townhouses

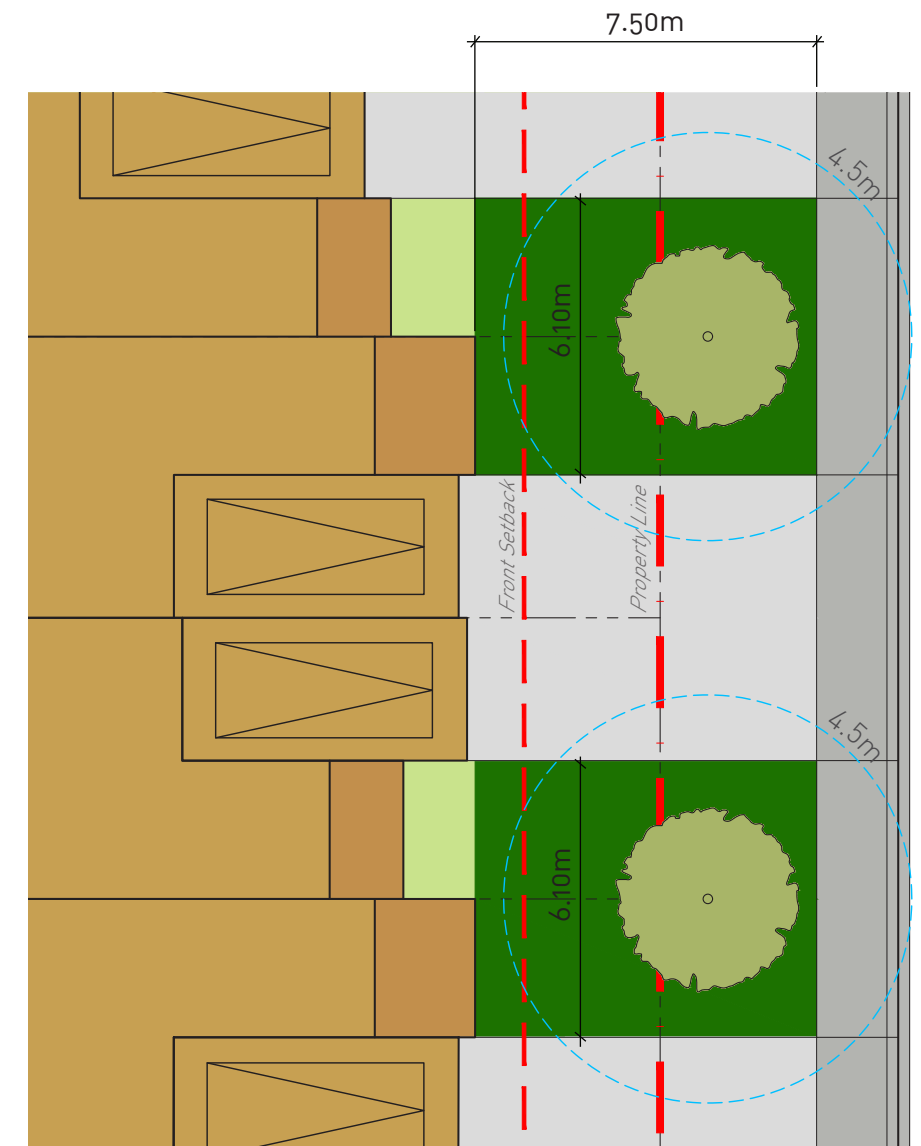


Figure 23 Paired Driveways on 18.0m Local Road

Length: 6.10m
 Width: 7.50m
 Depth: 1.50m

68.6m³
 Soil Volume

Within Area 2 | Low/Medium Sensitivity Clay Soils, dwelling units / foundations will be sited approximately 0.50m from the front setback (3.0m) to maintain a 4.5m tree to foundation separation. There are no tree to foundation setback requirements within Area 1 | No Tree Planting Setback Restrictions

*Minimum soil volume required for medium sized trees = 30m³
 **Final streetscape design to be completed at the detail design stage

Local Road (16.5m ROW) Street Tree Demonstration.

Separated Driveways

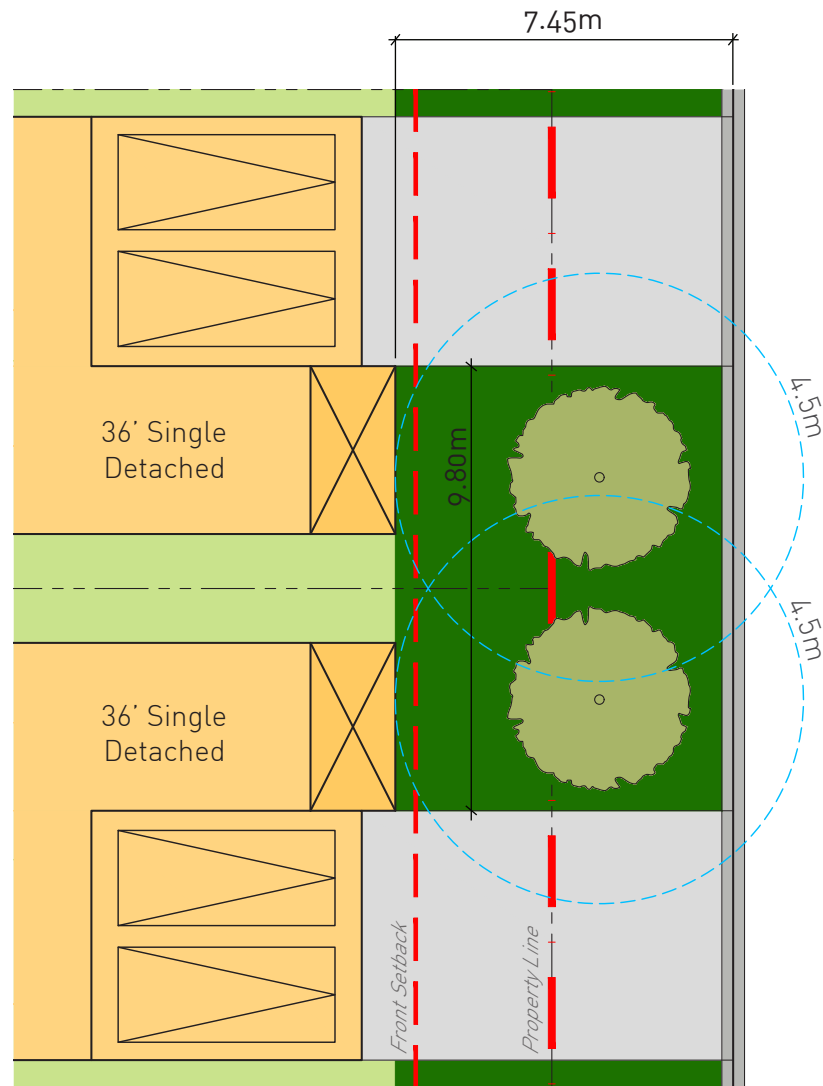


Figure 24 Separated Driveways on 16.5m Local Road

Length: 9.80m
Width: 7.45m
Depth: 1.50m

109.5 m³
Soil Volume

Alternating Driveways

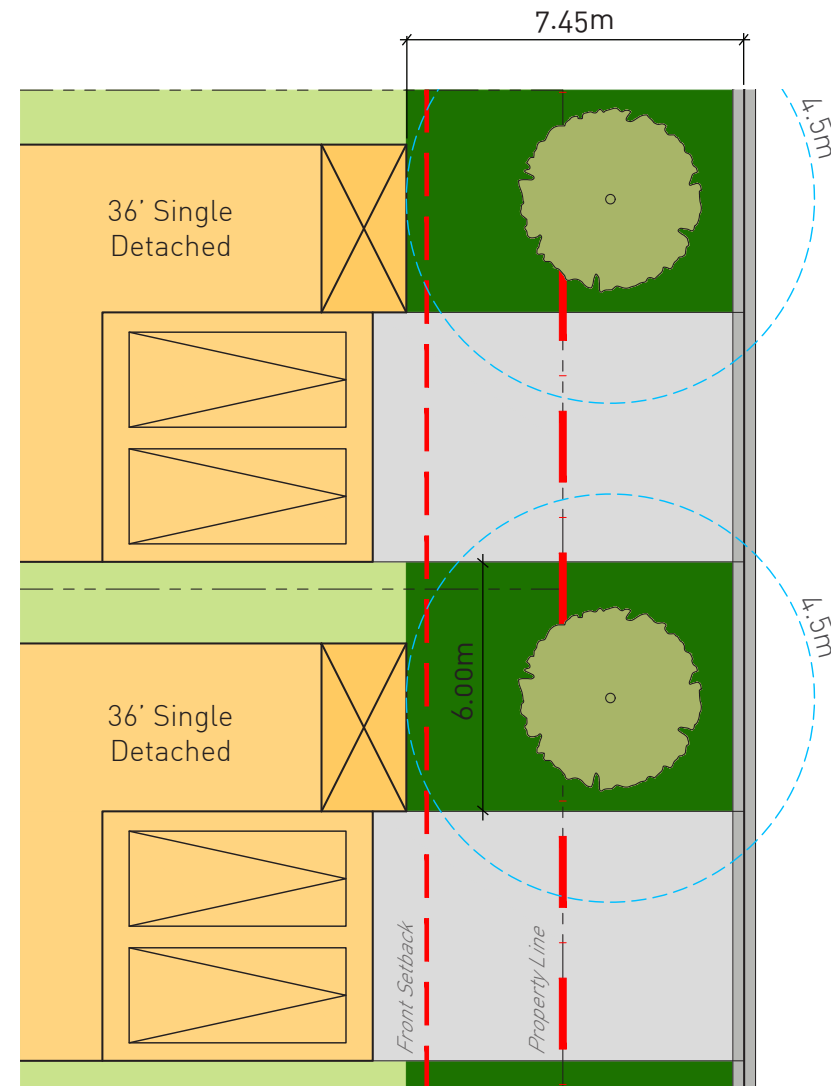


Figure 25 Alternating Driveways on 16.5m Local Road

Length: 6.00m
Width: 7.45m
Depth: 1.50m

67.1 m³
Soil Volume

Street Townhouses

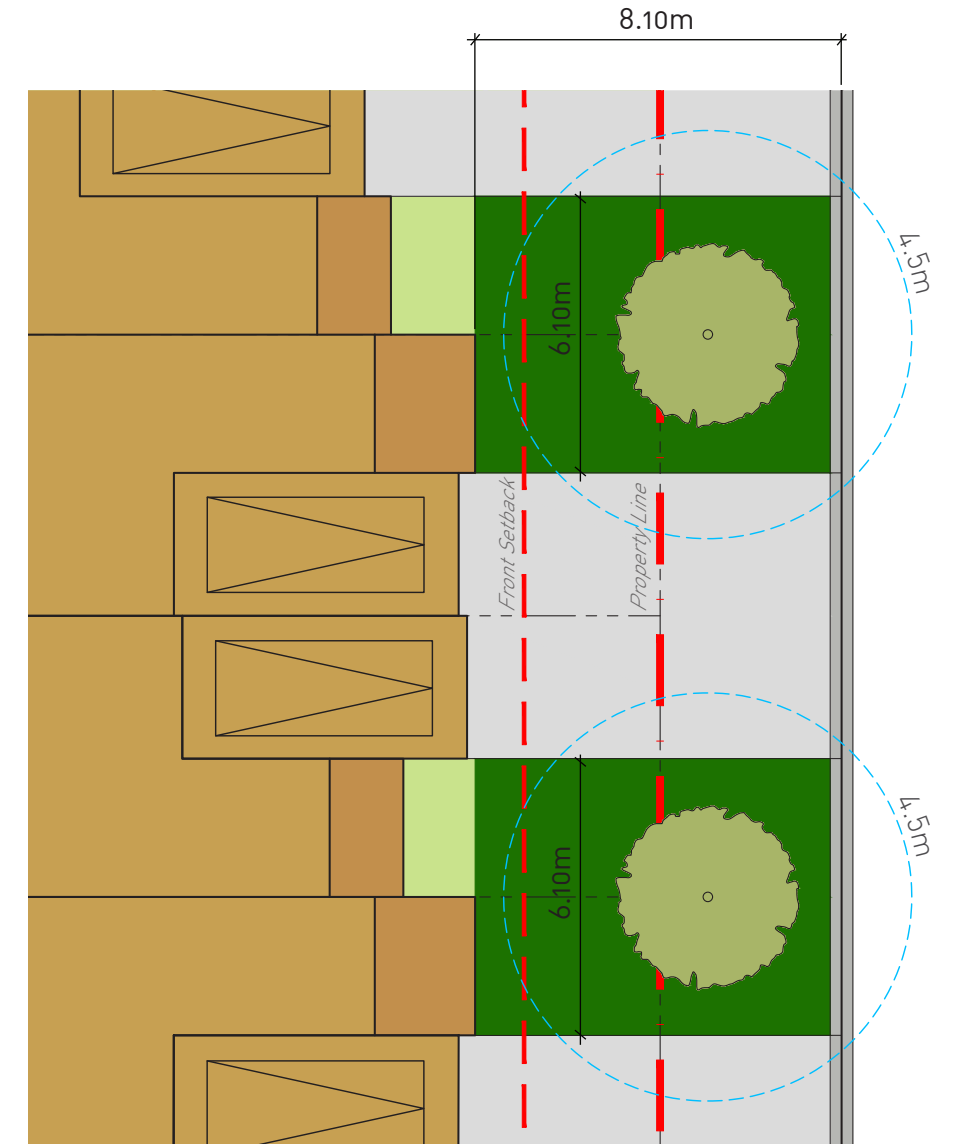


Figure 26 Paired Driveways on 16.5m Local Road

Length: 6.10m
Width: 8.10m
Depth: 1.50m

74.1 m³
Soil Volume

Within Area 2 | Low/Medium Sensitivity Clay Soils, dwelling units / foundations will be sited approximately 0.50m from the front setback (3.0m) to maintain a 4.5m tree to foundation separation. There are no tree to foundation setback requirements within Area 1 | No Tree Planting Setback Restrictions

*Minimum soil volume required for medium sized trees = 30m³
**Final streetscape design to be completed at the detail design stage

Local Road (18.0m ROW) Parking Demonstration

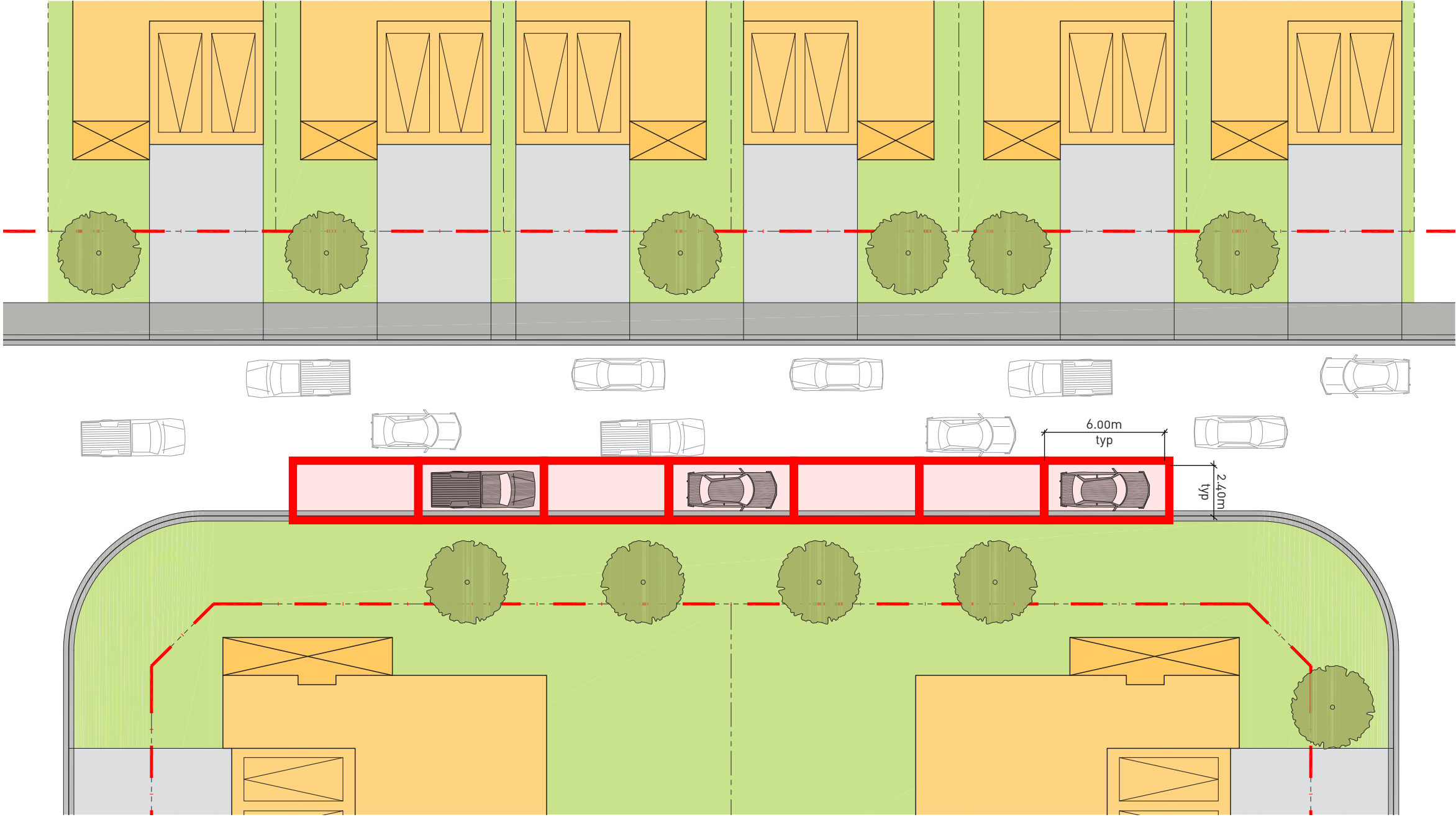


Figure 27 18.0m Local Road On-Street Parking Configuration

On-street parking will be provided, opposite the sidewalk, on all 18.0m Local Roads where appropriate.

*Final streetscape design to be completed at the detail design stage

Local Road (16.5m ROW) Parking Demonstration

Single-Detached Streetscape

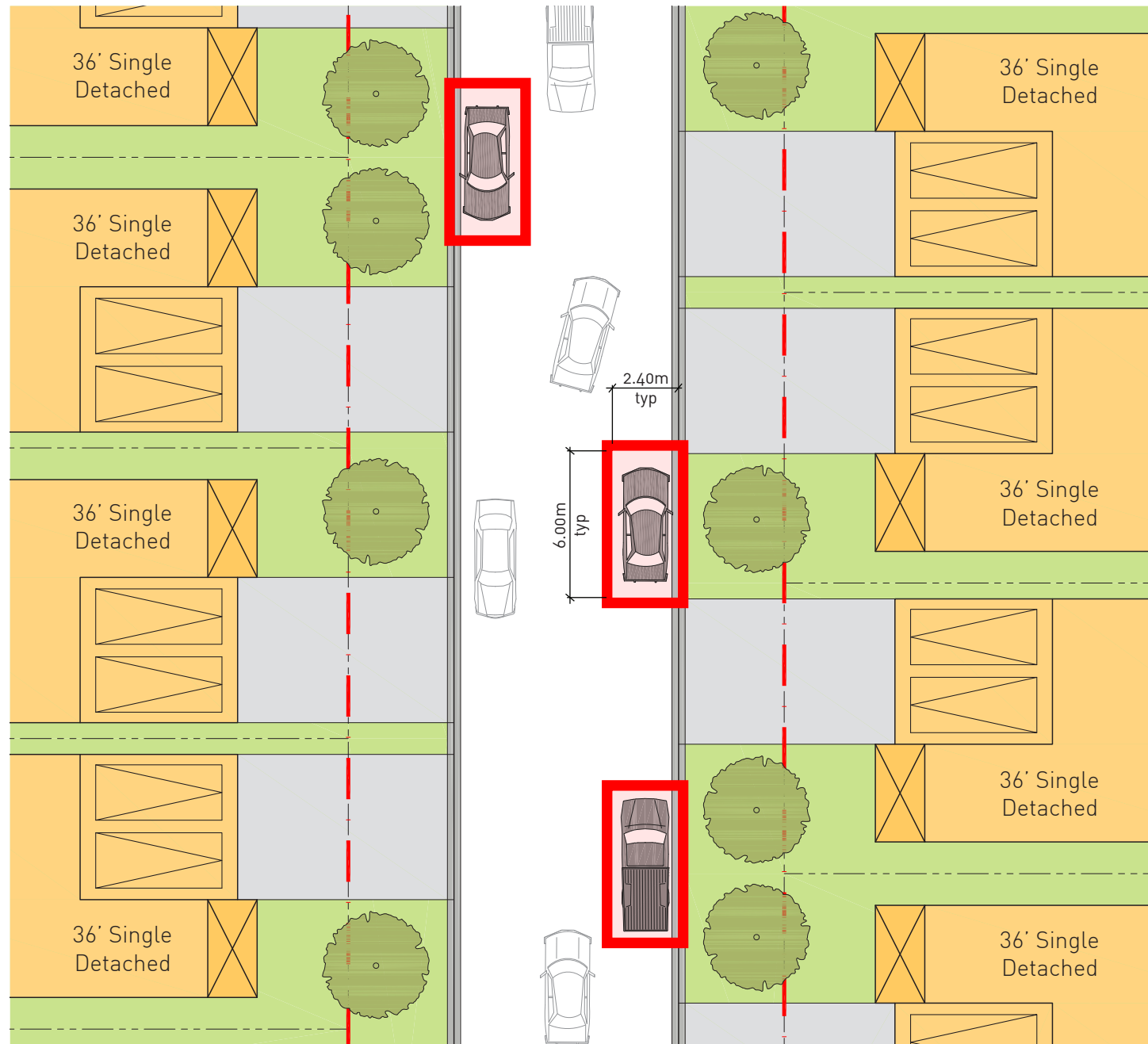


Figure 28 Single-Detached On-Street Parking Configuration

Street Townhouses Streetscape

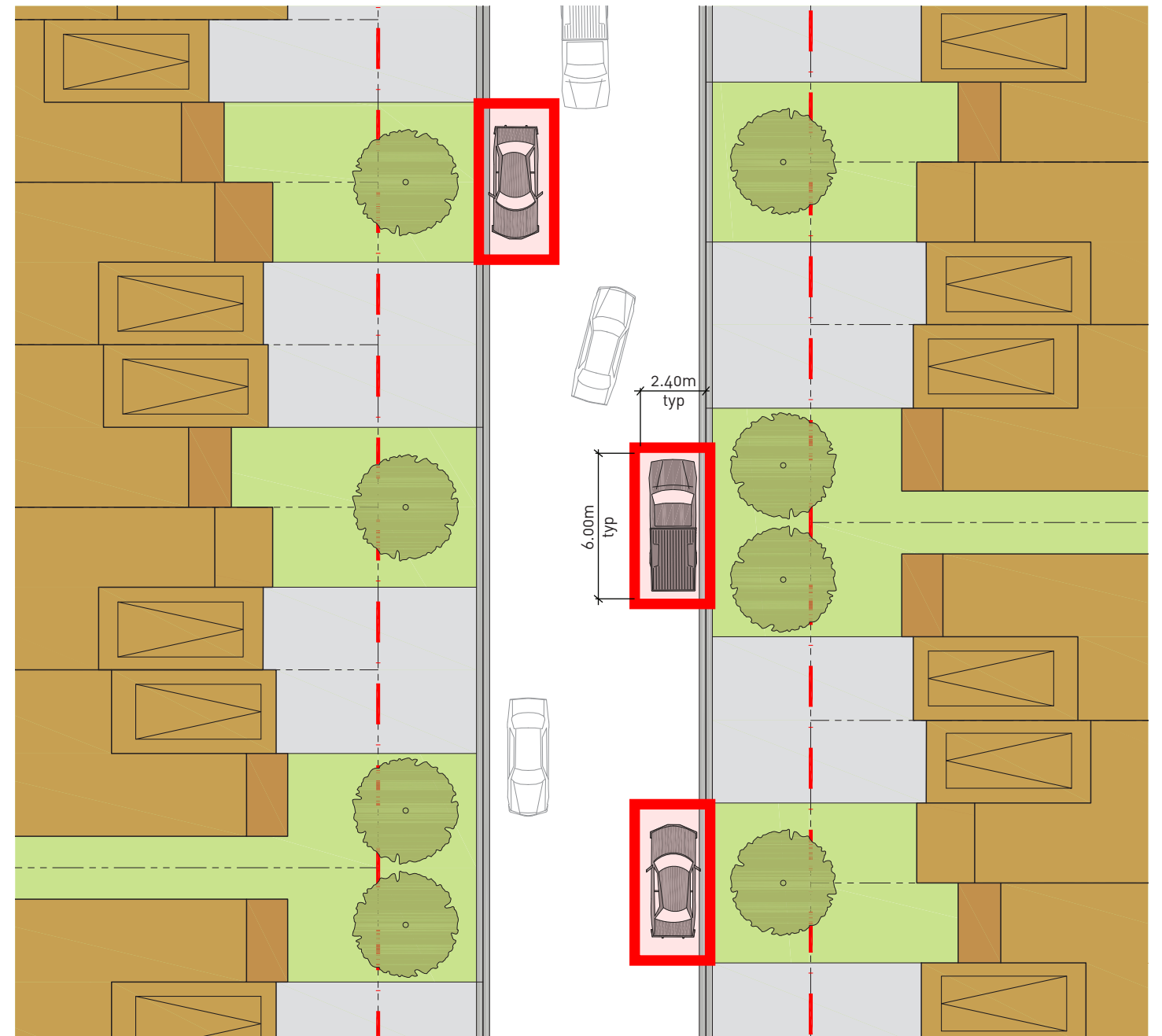


Figure 29 Street Townhouses On-Street Parking Configuration

On-street parking will alternate sides of all 16.5m Local Roads, where appropriate, to help reduce vehicular speeds and provide safer streets for pedestrians and cyclists.

*Final streetscape design to be completed at the detail design stage

Parking Plan

100m



*On-street parking configuration generated for graphic demonstration proposes only. Final on-street parking and streetscape plans to be completed at detailed design.

On-street parking will become an important streetscape element within Minto Kennedy Lands to assure safe and functional streets that prioritize pedestrian and cyclists circulation over vehicular traffic. By utilizing an alternating single-sided on-street parking approach, vehicles will be required to move through the neighbourhood at reduced speeds, creating more pedestrian / cyclists friendly streets and generating a more liveable community. Additional traffic calming measures, such as pinchpoints and bulb-outs at intersections, may be incorporated into the design of the streets at detailed design. To increase the overall amount of on-street parking for both residents and visitors, driveways will be paired where possible to provide adequate spacing for parked vehicles.

Legend




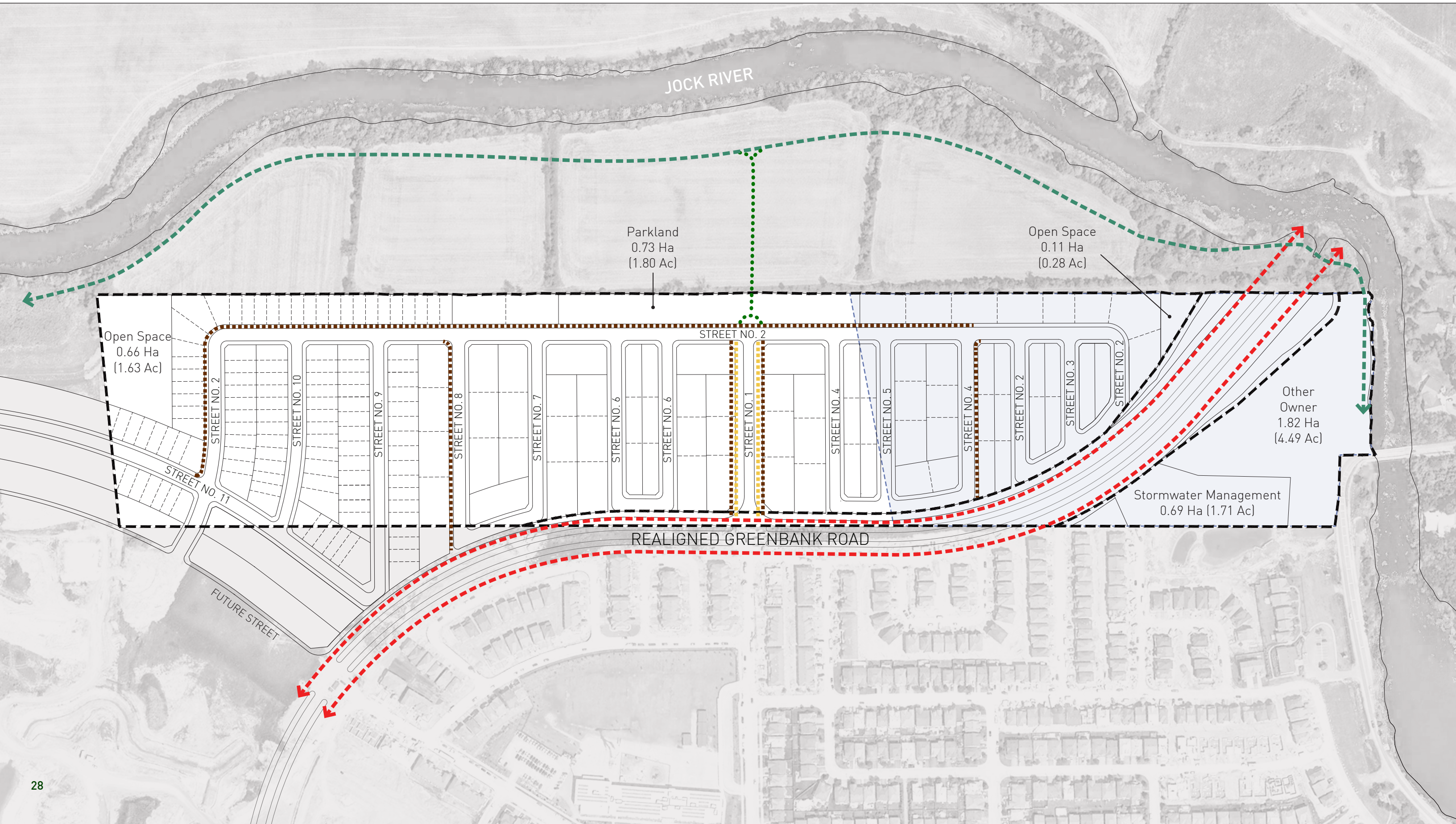
-  Single-Sided On-Street Parking
-  Alternating Single-Sided On-Street Parking
-  Area 1 | No Tree Planting Setback Restrictions

Figure 30 Parking Plan

Pedestrian & Cycling Network



JOCK RIVER

Parkland
0.73 Ha
(1.80 Ac)

Open Space
0.11 Ha
(0.28 Ac)

Open Space
0.66 Ha
(1.63 Ac)

Other
Owner
1.82 Ha
(4.49 Ac)

Stormwater Management
0.69 Ha (1.71 Ac)

REALIGNED GREENBANK ROAD

FUTURE STREET

Pedestrian and cyclist connectivity is a highly important element of Minto Kennedy Lands in creating a safe and functional circulation for residents and visitors.

Along the realigned Greenbank Road, which runs along the southern edge of the neighbourhood, sidewalks and cycle tracks will be provided on both sides of the road (by others). Pedestrians and cyclists will be able to access these facilities from Kennedy Lands at various points via window streets and the main neighbourhood entry road, Street No. 1. At the main neighbourhood gateway, the 24.0m Neighbourhood Collector will have a separate sidewalk and cycle track on both sides. This allows pedestrians and cyclists to safely connect to the realigned Greenbank Road and access surrounding community amenities at a signalized intersection. The 18.0m Local Roads will include a 1.8m sidewalk on one side. Street No. 4 and 8 will connect to Street No. 2 and the realigned Greenbank Road, effectively creating a loop that assures safe pedestrian circulation within the development.

A proposed recreational path (by applicant) will connect the Minto Kennedy Lands to the City planned recreational path (by others) located north of the development along the Jock River. This recreational path (by other) will complement the internal network and provide connections to surrounding open spaces, parks, and natural features. It will be accessible through the linear park and recreational path (by applicant), and will contribute to an expanding, more robust regional trails network.

Legend

- ■ ■ ■ Sidewalk
- ■ ■ ■ Cycle Track
- ● ● ● Recreational Path (By Applicant)
- ■ ■ ■ Recreational Path (By Others)
- ■ ■ ■ Sidewalk & Cycle Track (By Others)
- Area 1 | No Tree Planting
Setback Restrictions

Figure 31 Pedestrian & Cycling Network

