

Barrhaven Downtown Secondary Plan

October 2019
City of Ottawa



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1.0 Introduction

The Barrhaven Downtown Secondary Plan is intended to provide more detailed area-based policy direction to guide both public and private development within the Barrhaven Town Centre over the next 20 years.

The City's Official Plan designates the Barrhaven Town Centre both as "Mixed Use Centre" and "Town Centre" and identifies it as an area for intensification. The Town Centre is served by an existing grade-separated transitway line (Bus Rapid Transit, BRT) with future plans to extend the O-Train Line-1 (Light Rail Transit, LRT) and transitway lines into, and through the Town Centre. Throughout the City, growth and intensification is being driven by proximity to transit. The Barrhaven Town Centre will attract development and evolve over time to become a vibrant, pedestrian-friendly, transit-supportive mixed-use community hub for Barrhaven.

1.1 Planning Area

The Barrhaven Town Centre is an area of approximately 165 hectares in size located in the southwestern portion of the City of Ottawa's urban area. The Town Centre's northern boundary is Strandherd Drive, its western boundary is the Kennedy-Burnett Stormwater Management Facility, its eastern boundary is the future extension of Longfields Drive, and its southern boundary is the Jock River.

2.0 Vision

The Barrhaven Town Centre will develop as a compact and transit-supportive Town Centre, acting as the centre of the growing Barrhaven community, acting as a meeting place for residents and providing opportunities for residents to live, work, and play in proximity to their homes.

Six over-arching goals summarize the vision for the Town Centre:

- (1) Compact Urban Form** - development that reflects a dense, compact and transit-supportive built form;
- (2) High Quality Urban Design** - high-quality design for all development, both public and private;
- (3) Mixture of Land Uses** - provision of a broad range of retail, office, institutional, and residential uses;
- (4) Diverse and Accessible Greenspace Network** - provision of a diverse and accessible greenspace network;
- (5) Efficient Transportation System** - provision of an efficient, multi-modal transportation network; and,
- (6) Anticipation of Growth** - a logical progression of on-street development from initial phases to a mature state reflecting the envisioned urban form (see Appendix B).

The Town Centre is structured around five organizing elements, including: transit, greenspace, density, streets, and blocks. Two intersecting transitway lines provide the focus around which the land uses in the Town Centre are arranged. Greenspace is intended to be integrated throughout, with the greatest height and density planned for the lands adjacent to the transit node, transitioning down towards the edges of the Town Centre. The plan envisions a highly integrated and fully-connected grid system of streets that provide a regular block pattern and integrates different neighbourhoods within the Town Centre. Urban blocks are envisioned to be between 1 and 2 hectares in area.

3.0 Land Use

The future of the Barrhaven Town Centre will be a mixed-use community with several integrated land-use policy areas connected by a convenient network of streets, paths and parks. The greatest densities will be focused around the two transitway lines. The Town Centre is a designated Mixed Use Centre and Town Centre in Volume 1 of the Official Plan. This section provides detailed land-use policies for each land-use policy area. It also establishes criteria for the key built elements that will help to shape the community.

The Town Centre is divided into north and south by the planned major collector roadway known as Chapman Mills Drive. Chapman Mills Drive is planned as an east-west major collector, providing four lanes for traffic, a centre-median transitway line, and sidewalks and cycle tracks on both sides.

North of Chapman Mills Drive is envisioned as a mixed-use area, including the existing Strandherd Retail District and is the most developed to date. This area is envisioned to continue to intensify and infill over time around the rapid transit line. South of Chapman Mills Drive is envisioned as a more residential community with compact, urban housing forms that support the vision of the Town Centre and offer additional opportunities to live in proximity to transit, parks, and amenities

3.1 Land Use Designations

The following land-use policies refer to Schedule A (Land Use) and provide specific directions for various land-use character areas.

3.1.1 Station Area

Centred around the existing transitway and future O-Train Line 1 stations within the Town Centre (Marketplace station, and Barrhaven Centre station), the Station Area will incorporate a wide range of transit-supportive uses and see the tallest buildings and highest densities in the Town Centre.

- (1) A range of transit-supportive land uses are permitted including residential, commercial, office, institutional, entertainment, and recreational uses.
- (2) The minimum density is 150 units per net hectare for residential uses and the minimum floor space index for non-residential uses is 0.50.
- (3) Buildings will have a minimum height of two-storeys.
- (4) The ground floor treatment of all buildings should include a street-oriented built form (such as townhouses) and have individual primary entrances oriented to the public realm.
- (5) The City will encourage public plazas and privately-owned public spaces (POPS) as part of developments within the Station Area designation in accordance with the policies of Section 4.0.

3.1.2 Mixed Use Corridor

The north and south sides of Chapman Mills Drive will be bordered by mixed-use development at a density that will provide activity on the street and create an attractive and vibrant streetscape. Adjacent to the Station Area designation, blocks will feature active ground floor uses that will further this contribution. East and west of the Station Area, opportunities for ground floor non-residential uses will be encouraged and spaces protected for conversion in the future.

- (1) A range of transit-supportive land uses are permitted including residential, commercial, office, institutional, entertainment, and recreational uses.
- (2) The minimum density is 75 units per net hectare for residential uses and the minimum floor space index for non-residential uses is 0.50.
- (3) Buildings will have a minimum height of two-storeys.
- (4) Surface parking will not be permitted between the face of the building and Chapman Mills Drive.
- (5) The ground floor treatment of all buildings should include a street-oriented built form (such as townhouses) and have individual primary entrances oriented to the public realm.

3.1.3 Mixed Use Neighbourhood

The areas flanking the Station Area is a mixed-use area that provides a mix of uses and a transition from the higher density Station Area to the adjacent low-rise communities east of Longfields, west of the Kennedy-Burnett Stormwater pond, and north of Strandherd Drive. This area will continue to evolve and intensify over time to support the Town Centre and the transit network.

- (1) A range of transit-supportive land uses are permitted including residential, commercial, office, institutional, entertainment, and recreational uses.

- (2) The minimum density is 60 units per net hectare for residential uses and the minimum floor space index for non-residential uses is 0.50.
- (3) Buildings will have a minimum height of two-storeys.
- (4) The ground floor treatment of all buildings should include a street-oriented built form (such as townhouses) and have individual primary entrances oriented to the public realm.

3.1.4 Residential

South of Chapman Mills Drive, the Town Centre takes on a more residential character. The Residential designation will provide urban housing options appropriate to the suburban Town Centre context in proximity to amenities and transit.

- (1) Residential uses and parks are permitted and are encouraged to reflect the compact, dense, urban nature of the Town Centre.
- (2) Buildings will have a minimum height of two-storeys.
- (3) The minimum density for residential development is 50 units per net hectare.

3.1.5 School

The School policy area will accommodate school uses but can also accommodate other community uses.

- (1) Schools, community facilities, and place of worship are permitted.
- (2) The alternate designation for the school lands located on the west side of Greenbank Road is Residential.

3.1.6 Strandherd Retail District

The Strandherd Retail District represents an important retail destination for the broader Barrhaven community. Large-format retail uses within the Retail District are permitted to remain and evolve. Over time, the intensification of surface parking areas that supports the creation of a complete, mixed-use, transit-supportive community will be encouraged.

- (1) Large-format retail uses are permitted in the Strandherd Retail District designation as shown on Schedule A.
- (2) Notwithstanding the policies of the underlying designations, non-residential development within the Strandherd District is not subject to a minimum density requirement.
- (3) The infill and intensification of properties within the Strandherd Retail District shall be encouraged. Any redevelopment proposal should have regard for the policies of the underlying land-use designation as shown on Schedule A.
- (4) In order to provide guidance for the future evolution of large-format and other retail areas, development or redevelopment shall provide for:
 - (i) A pattern of public streets and blocks in a fully connected grid, with blocks generally in the range of 1.0 to 1.5 hectares, and the provision of pedestrian connections, or
 - (ii) Where no public streets are proposed, private streets or the aisles of parking lots shall be set out so that they can form blocks that are consistent with the provisions of (i) above.
- (5) Development proposed within the Strandherd Retail District shall not jeopardize the acquisition of Arterial and/or Major Collector streets identified in the Official Plan or of public parks identified on Schedule A.

4.0 Public Realm

4.1 General Policies

- (1) The land use and built form of the buildings on the abutting properties shall respect and enhance the function and character of the open spaces and shall not produce adverse micro-climate impacts on these open spaces.

4.2 Parks

- (1) Public parks and community facilities are permitted.
- (2) Parks 1, 2 and 3 on Schedule A must:
 - (a) Generally be between 0.35 and 1.0 hectares of level land;
 - (b) Aim to have a minimum 50% frontage that abut a street;
 - (c) Be designed as urban parks providing a range of amenities which may include decorative paving, shade structures, seating, games tables, play components, fitness structures, unstructured play areas and other similar facilities; and
 - (d) Not contain sports fields.
- (3) Parks 5 and 6 on Schedule A must:
 - (a) Generally be between 0.4 and 1.0 hectares of level land;
 - (b) Aim to have a minimum 50% frontage that abut a street; and
 - (c) Be designed to provide a range of amenities which may include a range of active and passive recreational uses, seating, play equipment, splash pads, outdoor rinks, unstructured play areas, mini sports fields, and other similar facilities.
- (4) Urban Parkettes will also be considered through the subdivision approval process within the Station Area, Mixed-Use Corridor and Mixed-Use Neighbourhood designations, and must:
 - (a) Generally be between 0.2 to 0.4 hectares of level land;
 - (b) Aim to have a minimum 50% frontage that abut a street;
 - (c) Be designed to provide a range of amenities which may include decorative paving, shade structures, water feature, seating, games tables, fitness structures, performance areas, basketball or other similar facilities.

4.3 Urban Plazas

- (1) Public plazas and community facilities are permitted.
- (2) The public plaza at the corner of Chapman Mills Drive and RioCan Avenue (Park 4) must:
 - (a) Generally be 0.25 hectares of level land;
 - (b) Be designed as an urban plaza and be able to accommodate a range of civic uses and to act as a gathering place for the community. Potential amenities/features may include decorative paving, shade structures, water feature or water play, outdoor rinks, seating, games tables, play components, fitness structures, performance areas, basketball.
 - (c) Aim to have a minimum 50% street frontage that abut a public street or public land;
 - (d) Complement the use of the adjacent buildings.
 - (e) Not accommodate sports fields or traditional suburban play amenities.

4.4 Recreation Corridor

The former Jockvale Road right-of-way east of the Barrhaven Centre station is envisioned to be repurposed as a recreation corridor to further improve the pedestrian and cyclist connectivity between the District Park and the central plaza.

- (1) Public parks and community facilities are permitted.
- (2) The design of the Recreation Corridor (Park 7) must:
 - (a) Provide clear pedestrian and cycling connections;

- (b) Incorporate naturalized planting and seating to create additional green space within the community;
- (c) Where the corridor widens, consider incorporating additional uses including games tables, play components, fitness structures, and basketball to serve the surrounding community.

4.5 Privately Owned Public Spaces (POPS)

To support the creation of a compact community, the City will encourage privately-owned public spaces (POPS) throughout the Town Centre to supplement the open space network. POPS will be encouraged throughout the Town Centre, but specifically within the Station Area designation.

- (1) A POPS shall have a minimum size of 200 square metres and shall be fully open to the public street or a public pathway on at least one side.
- (2) A POPS is additional to land that would be in a setback, a landscaped open space, and/or an at-grade amenity space required by the Zoning By-law and cannot be credited in-lieu of parkland dedication.
- (3) A POPS will be subject to a surface easement registered on title and will remain as such in perpetuity to allow public access.
- (4) A POPS shall incorporate signage at visible locations to identify the name and address of the space, and clearly indicate that the space is open to the public subject to the review and approval by the City.
- (5) A POPS shall be a welcoming place for the public, designed and constructed to follow applicable policies and guidelines.
- (6) A POPS shall be properly maintained by the property owners to meet the designed functions specified in the Site Plan Agreement with the City.

4.6 District Park and Natural Lands

The District Park and Natural Lands area will accommodate the establishment of the “Jock River District Park”, a large and natural park that is focused on passive recreation areas, but also with some opportunities for active recreation uses. Jock River District Park will extend the entire width of the Town Centre along the Jock River and is intended to be a focal point of the greenspace system in the area, connecting with existing and future greenspace components in the surrounding communities.

- (1) Public parks, conservation management and control uses, trails, walkways and bicycle paths, educational facilities, sports fields and recreational facilities, existing uses as per Section 4.2(1), and buildings accessory to other permitted uses are permitted. Active recreation facilities such as sports fields are also permitted as long as the general intent of this park is maintained.
- (2) For the design of Jock River District Park:
 - (a) Pedestrian crossings of the river will be clearly defined;
 - (b) Vehicular access will be limited to certain points and parking will be provided in small pods with significant landscaping;
 - (c) The use of permeable surfaces for any hard-surfaced areas will be investigated;
 - (d) Internal streets will be designed to be rural in character;
 - (e) Public works will be located outside of natural features unless it is demonstrated that there is no reasonable alternative and then only if such works meet the requirements of the Official Plan; and
 - (f) All uses will be designed to ensure limited disruption to natural features and an Environmental Impact Statement is required to establish the appropriate development buffer from any identified natural features on the site.
- (3) The City will work with the Conservation Authority, local interest groups, and interested advisory committees in the creation of a continuous, interconnected trail system and the protection and rehabilitation of identified natural features within Jock River District Park.
- (4) Existing homes and commercial operations within the District Park policy area are recognized as conforming uses, as per Section 3.3(5) of the Official Plan. Landowners have the right to improve the properties in conformity with the existing zoning standards on the property.

4.7 Civic Complex

A new Civic Complex is envisioned at the centre of the community to accommodate the development of a multi-purpose civic facility that will serve the broader Barrhaven community (noted on Schedule A). The facility is envisioned adjacent to the Barrhaven Centre station and the complementing public plaza. The development of the Civic Complex will be subject to funding being made available.

- (1) The Civic Complex will develop as a civic and cultural hub that fosters social interaction and community engagement and will feature of a mix of uses including a civic building and/or mixed-use buildings.
- (2) The Civic Complex is intended to be urban in form with buildings generally fronting onto Chapman Mills Drive.
- (3) All buildings will have a minimum height of two-storeys.
- (4) If no Civic Complex is to be developed, the underlying Station Area designation policies would apply.

5.0 Built Form

5.1 Built Form

The Barrhaven Town Centre is envisioned as a compact, mixed-use, transit-supportive community and as such is intended to develop with a mix of different building heights, massing and typologies. The established minimum densities are intended to ensure minimum densities to support rapid transit in the Town Centre are achieved while providing flexibility in terms of housing types, building massing, and building heights.

- (1) Developments within the Town Centre shall have regard for the Barrhaven Downtown Design Guidelines in Appendix A and for other applicable design guidelines.
- (2) Building heights up to thirty-storeys are permitted generally within 400 metres of transit stations identified on Schedule A. High-rise buildings shall generally be encouraged to be located along Greenbank Road, Chapman Mills Drive and Longfields Drive and shall demonstrate compatibility with surrounding uses in accordance with the appropriate policies of the Official Plan. compatibility with surrounding uses in accordance with the appropriate policies of the Official Plan.

5.2 Animated Building Edge

Animated building edges are essential for creating a safe, pedestrian-friendly, and successful urban environment within the Barrhaven Town Centre. RioCan Avenue (between Chapman Mills Drive and Strandherd Drive) and Marketplace Avenue (between Longfields Drive and Greenbank Road) shall be established as pedestrian prioritized main streets with intensified built form and a mix of uses animating the pedestrian realm.

- (1) The location of Active-Frontage Streets is shown on Schedule A.
- (2) Buildings adjacent to Active-Frontage Streets should:
 - (a) Be street oriented with individual building entrances accessible to the street;
 - (b) Feature highly transparent ground-floor façades for non-residential ground-floor uses;
 - (c) Incorporate and encourage outdoor commercial patios along the street;
 - (d) Provide wide hard sidewalk surface treatment and enhanced landscaping and street furniture;
 - (e) Incorporate on-street parking;
- (3) Retail stores and restaurants with outdoor patios will be encouraged as ground-floor uses along these streets.
- (4) Ground-floor residential uses are permitted abutting these streets, provided they include individual units with direct access to the street.
- (5) Servicing and loading are not permitted to directly abut these streets.
- (6) Surface parking will not be permitted between the face of the building and the Active-Frontage Street.

6.0 Transportation

The transportation network in the Town Centre will be an accessible and sustainable system focused on non-automobile modes of transportation, such as public transit, cycling and walking. This transportation network contains four components: the transit network, the street network, the pedestrian and cyclist network, and the parking network. The proper design of all components is critical to achieving the built form and urban design objectives for the Town Centre.

6.1 Transit Network

Two transitway lines will service the Town Centre, one oriented east to west and one oriented north to south. The east-west route will operate in the central lanes of Chapman Mills Drive that are divided from automobile traffic with landscaped medians. The north-south route will operate in a dedicated transit corridor north of Chapman Mills Drive, and in the central lanes of both Chapman Mills Drive and Greenbank Road south of Chapman Mills Drive.

Two transitway stations are proposed along Chapman Mills Drive: the eastern station at Longfields Drive; and the central station at the intersection of the transitway lines. Three transitway stations are proposed within the Town Centre: the existing Marketplace and Barrhaven Centre stations, and a new one south of Chapman Mills Drive on the new Greenbank Road alignment. The transit focus of the Barrhaven Town Centre is at the intersection of the transitway lines. This transit “hub” will be a focal point for the broader community, at which both residents within the Town Centre and transit users transferring from local buses serving nearby residential and commercial areas can access rapid transit services. The transit network will evolve over time as the construction of the rapid transit lines, development within the Town Centre, and development within the surrounding residential and commercial areas occurs.

- (1) The proposed transitway alignments and station locations are identified on Schedule A. The alignment of the lines and the location of stations have been identified in the 2013 Transportation Master Plan.
- (2) All development must follow development principles that are transit-supportive, including considerations for Section 4.3 of the Official Plan and the urban design guidelines for the Barrhaven Town Centre contained in Appendix A.
- (3) Temporary Park & Ride facilities may be permitted within the immediate vicinity of the planned or existing transit stations within any land-use designation in the Town Centre, provided they do not jeopardize the long-term acquisition of the public streets or public parks identified on Schedule A or compromise the ability to develop those lands in a transit-supportive manner at the earliest opportunity. Permanent Park & Ride facilities may also be permitted where they are integrated within a proposed development. Permanent Park & Ride facilities are encouraged to be within underground or above-grade parking structures, and/or be shared with other uses within the Town Centre, as appropriate.

6.2 Streetscape Typologies

The street network is organized to connect the Town Centre with surrounding communities, provide a pattern of regular development blocks, and integrate different neighbourhoods within the Town Centre.

- (1) Greenbank Road and Chapman Mills Drive within the Town Centre will be prominent and comfortable multi-modal streets with wide sidewalks and cycle tracks separated from vehicular movements and large street trees adjacent to the sidewalk. The City’s Transportation Master Plan calls for at-grade, median transitway lanes along Chapman Mills Drive in the near term and along Greenbank Road (south of Chapman Mills Drive) beyond 2031. This Secondary Plan recognizes that Chapman Mills Drive is shared between property owners and may require a landowners’ agreement to ensure a coordinated construction of the new road.

- (2) RioCan Avenue and Marketplace Avenue will be animated and active streets with generous pedestrian zones for walking and outdoor commercial patios, ample bicycle parking, strategic on-street parking, special furnishings, street trees, and planting beds.
- (3) Jockvale Road will be designed with wide sidewalks, bicycle lanes/tracks, on-street parking and generous greenery through prominent street trees.

6.3 Pedestrian and Cyclist Network

The pedestrian and cyclist network will be safe and accessible for all users, it will work well with the surrounding built form, and it will be connected to various destinations within the Town Centre and in adjacent communities.

- (1) All Arterial (Greenbank, Longfields, and Strandherd) and Major Collector (Chapman Mills) streets will have pedestrian and cycling facilities.
- (2) Commit to “pedestrians-first” and provide a connected network of accessible sidewalks and pedestrian paths for access to neighbourhoods, transit, schools, parks, community facilities, and retail areas.
- (3) An adequate supply of bicycle parking, as per the applicable zoning by-law, must be provided near transit stops, in high activity areas, in parks, and in locations linked to the pedestrian and cyclist network.
- (4) A pedestrian and cycling connection must be provided from Chapman Mills Drive along the east side of Kennedy-Burnett Pond to the surrounding streets. Where such a connection cannot be provided within public lands, a pedestrian and cycling pathway must be dedicated within the adjacent development.
- (5) All public streets within the Station Area, Mixed-Use Corridor and Mixed Use Neighbourhood designations should aim to have sidewalks on both sides of the street.

6.4 Parking

Over the long-term, parking within the Town Centre will be largely accommodated by parking structures, both above and below-grade, and on-street parking to avoid large surface parking areas that detract from the streetscape aesthetics and to maximize the available land for development.

- (1) While this Secondary Plan permits alternatives for parking and access, parking must:
 - (a) Not be on designated Active-Frontage Streets or along Chapman Mills Drive, be located between the public right-of-way and the front of the adjacent building, or the front and exterior side for corner sites. Parking may be permitted between street-fronting buildings, subject to review through a development application process; and,
 - (b) Have a limited number of access points from the primary street to reduce conflicts with the pedestrian realm.
- (2) The City will encourage sharing of parking facilities, subject to evaluation.
- (3) Underground or above-grade structured parking is permitted and will be encouraged for all development in the Station Area designation.
- (4) On-street parking on both sides of all streets within the Town Centre is permitted. Restrictions, such as peak hour restrictions, may be required on major streets in the long-term.
- (5) Parking requirements for any individual non-residential development do not necessarily need to be provided on the same lot, or on a lot contiguous to the development. Required parking for any development within the Town Centre may be provided within 500 metres of the development that is being served by the parking facility subject to the approval of the City.

7.0 Servicing and Infrastructure

7.1 Wastewater and Water Supply

For sanitary requirements, the Town Centre will be serviced through a connection to the existing Barrhaven Collector, near the intersection of Jockvale Road with the Jock River. The City of Ottawa completed a functional design of this connection in 2003 and the first phase to the existing Jockvale Road at the crossing of the Jock River

was constructed in 2005. For water supply requirements, the Town Centre will be serviced with potable water through the reservoir and pumping station on Fallowfield Road. This is connected to the City of Ottawa's central purification plant on the Ottawa River through the trunk watermain in Woodroffe Avenue.

- (1) All development will be undertaken in accordance with the Infrastructure Master Plan, the Serviceability Report prepared in support of the South Nepean Town Centre Design Urban Design Strategy, and City of Ottawa standards for wastewater and water supply servicing.

7.2 Stormwater Management

The Kennedy-Burnett Stormwater Management Facility will service the western portion of the Town Centre while the Chapman Mills Stormwater Management Facility will serve the eastern portion.

- (1) All development must be undertaken in accordance with the Infrastructure Master Plan, the Serviceability Report prepared in support of the Barrhaven Town Centre Design Urban Design Strategy, and with current City of Ottawa standards for stormwater management.
- (2) The configuration and sizing for stormwater management facilities will be defined by stormwater management plans as part of subdivision plans for the eastern stormwater management facility;
- (3) The stormwater drainage system must be designed to the satisfaction of the City, in consultation with the Conservation Authority and the Ministry of the Environment, Conservation and Parks, as required.
- (4) Stormwater management facilities must be designed as attractive community amenities that maintain environmental and ecological integrity.

8.0 Interpretation

This Secondary Plan establishes broad principles to guide future development in the Barrhaven Town Centre.

Schedule A (Land-Use Plan) identifies various land-use designations within the Mixed-Use Town Centre and this Secondary Plan provides policy direction for these areas.

Schedule B (Cycling Network Plan) identifies illustrates the key on- and off-road cycling facilities planned in and around the Mixed-Use Town Centre.

- (1) The boundaries of the land-use designations in this Secondary Plan are flexible and subject to minor variation without amendment to the Official Plan. The location of land uses and rights-of-way are included to represent the facilities and services required and are not intended to represent exact locations.
- (2) Where lists or examples of permitted uses are provided in Section 3.0 of this Secondary Plan, they are intended to illustrate a general range and type of uses. Specific uses that are not listed but are considered by the City to be similar to the listed uses and to conform to the general intent of the applicable land-use policy area are permitted.
- (3) Interpretation of the Barrhaven Town Centre Secondary Plan will be made having regard for all applicable policies established in Volume 1 of the City of Ottawa Official Plan.

9.0 Implementation

The policies of this Secondary Plan provide a framework for the future development and transformation of the Barrhaven Town Centre. The success of these policies depends on effective implementation. This section reinforces and augments the implementation policies contained in Volume 1 of the Official Plan and describes the principal tools and actions the City intends to use to implement the objectives and policies of the plan.

9.1 Development Approvals

While implementation of the Secondary Plan will be multi-faceted in approach, traditional land-use planning processes, including zoning, plan of subdivision, and site plan processes, will be the primary method of implementing the policies of this Secondary Plan.

- (1) Development applications must meet the policies identified in Section 4 of the Official Plan, as they may apply.
- (2) The goals, objectives and policies of this Secondary Plan will direct all development applications within the Town Centre. The urban design guidelines from Appendix A will be used by the City to inform the development review process and provide specific guidance but are not considered policy.
- (3) All development in the Town Centre is subject to site plan control in accordance with the City's Site Plan Control By-law.
- (4) Council must enact a by-law providing zoning categories and standards for lands within the Town Centre to permit new development within the Town Centre. The City may, when enacting implementing zoning by-laws, use a holding zone to specify the future uses of these lands that, at the present time, are considered premature or inappropriate for development.
- (5) All new development must proceed by way of Plan of Subdivision or Site Plan Control for the full extent of the property in order to secure any public streets or parks identified on Schedule A.
- (6) Within the Strandherd Retail District, Plans of Subdivision are only required upon redevelopment or intensification where new uses are introduced. At that time, any identified public streets or parks must be dedicated as part of the Plan of Subdivision.
- (7) Development agreements may be required by the City as a condition of the approval of development applications, to ensure that the necessary approvals and the required contributions of funds, lands and commitments for services will be in place. Development agreements may address:
 - (a) Parks, open space and environmental features;
 - (b) Streetscape features;
 - (c) Water, wastewater collection and storm water management;
 - (d) Transit and street infrastructure and widenings; and/or
 - (e) Other utilities.

9.2 Greenspace Acquisition and Development

The parks, plazas, parkettes and the recreational corridor identified on Schedule A are intended to provide open spaces where people can meet and connect within the Town Centre.

- (1) Parkland and plazas to be acquired by the City through development applications are generally identified on Schedule A.
- (2) Within the Town Centre, the City will require parkland dedication in accordance with the following:
 - (a) 5% of the gross land area for residential uses;
 - (b) 2% of the gross land area for commercial uses; and
 - (c) For mixed-use developments, parkland requirements are calculated as specified in the Parkland Dedication By-law.
- (3) Where Schedule A does not identify a public park on a parcel proposed for development, cash-in-lieu of parkland dedication can be collected in accordance with the above parkland dedication rates. Cash-in-lieu funds collected can be used to purchase identified parkland parcels within the Town Centre.
- (4) Parks and Plazas are to be built concurrently with Plans of Subdivision for the lands that the parks are intended to serve.
- (5) Landowners within the Town Centre may be required to enter into private agreements to share the costs of the development of the Parks and Plazas identified on Schedule A so that the costs shall be distributed fairly among the benefiting landowners. The agreement shall contain a financial schedule describing the estimated costs of the development of the parks and associated studies and plans, as well as the proportionate share of the costs for each landowner. The City shall include a condition of draft approval

for all plans of subdivision requiring proof that the landowner is party to the agreement and has paid its share of any costs pursuant to the agreement.

- (6) The existing Jockvale Road right-of-way, south of Chapman Mills Drive, (Section 4.4 Recreation Corridor) will be re-purposed as a pathway corridor to connect the core of the Town Centre and Barrhaven Centre station to the Jock River 'District Park and Natural Lands'. This corridor will not be counted towards parkland dedication as per Section 9(2).
- (7) The Jock River District park identified on Schedule A is to be acquired by the City.
- (8) Where minor modifications to a park boundary is made, as per Section 9.3(2), the underlying land-use designation for Park 8 on Schedule A shall be Mixed Use Corridor.

9.3 Amendments

The Town Centre will have a longer timeframe for the achievement of its envisioned ultimate built form than traditional suburban areas. Although this Secondary Plan has been developed to be flexible in terms of permitted uses, built forms and block sizes to allow the development industry to adapt to changing market conditions, changes may be necessary over the life of the plan.

- (1) Any proposed change must reflect the goals, objectives and policies of the Secondary Plan. Updates to the studies supporting the Secondary Plan may be required in support of any proposed changes.
- (2) Minor modifications to the Secondary Plan that proposed prior to Plan of Subdivision or Site Plan Approval may be made at the discretion of the General Manager of Planning, Infrastructure, and Economic Development. In these cases, an approval of a Plan of Subdivision or Site Plan by the City reflecting these changes constitutes approval of the change to the Secondary Plan. These changes include:
 - (a) The size, shape or location of parkland; or,
 - (b) Other changes deemed to be minor changes by the General Manager of Planning, Infrastructure, and Economic Development.
- (3) Major modifications to the Secondary Plan that are proposed prior to Plan of Subdivision or Site Plan Approval will be subject to approval by Planning Committee. These changes include:
 - (a) A major realignment in the network of arterial or collector streets;
 - (b) Any change in a land-use designation, unless an alternative designation is specified in Section 3.0; or,
 - (c) Other changes deemed to be major changes by the General Manager of Planning, Infrastructure, and Economic Development.

10.0 Schedules

Schedule A: Land Use

Schedule B: Cycling Network Plan



Barrhaven Downtown / Centre-ville de Barrhaven

SECONDARY PLAN

Schedule A - Land Use

PLAN SECONDAIRE

Annexe A - Utilisation du sol

LAND USE / UTILISATION DU SOL



Barrhaven Town Centre Secondary Plan Boundary /
Limite du plan secondaire du centre-ville de Barrhaven



Station Area / Secteur de la station



Strandherd Retail District /
District de commerces de détail de la prom. Strandherd



Mixed Use Corridor / Corridor d'utilisations mixtes



Mixed Use Neighbourhood / Quartier polyvalent



Residential / Secteur résidentiel



School / Résidentiel /
Secteur à proximité d'une école / Secteur résidentiel



Park / Parc



District Park and Natural Lands /
Parc de district et terres naturelles



School / École



Transitway / Transitway



Transit Station / Station de transport en commun



400m Buffer of Transit Station /
Tampon de station en commun de 400 mètres



Rapid Transit / Transport en commun rapide



Active Frontage Street / Rue à façade active



Civic Complex / Complexe municipal

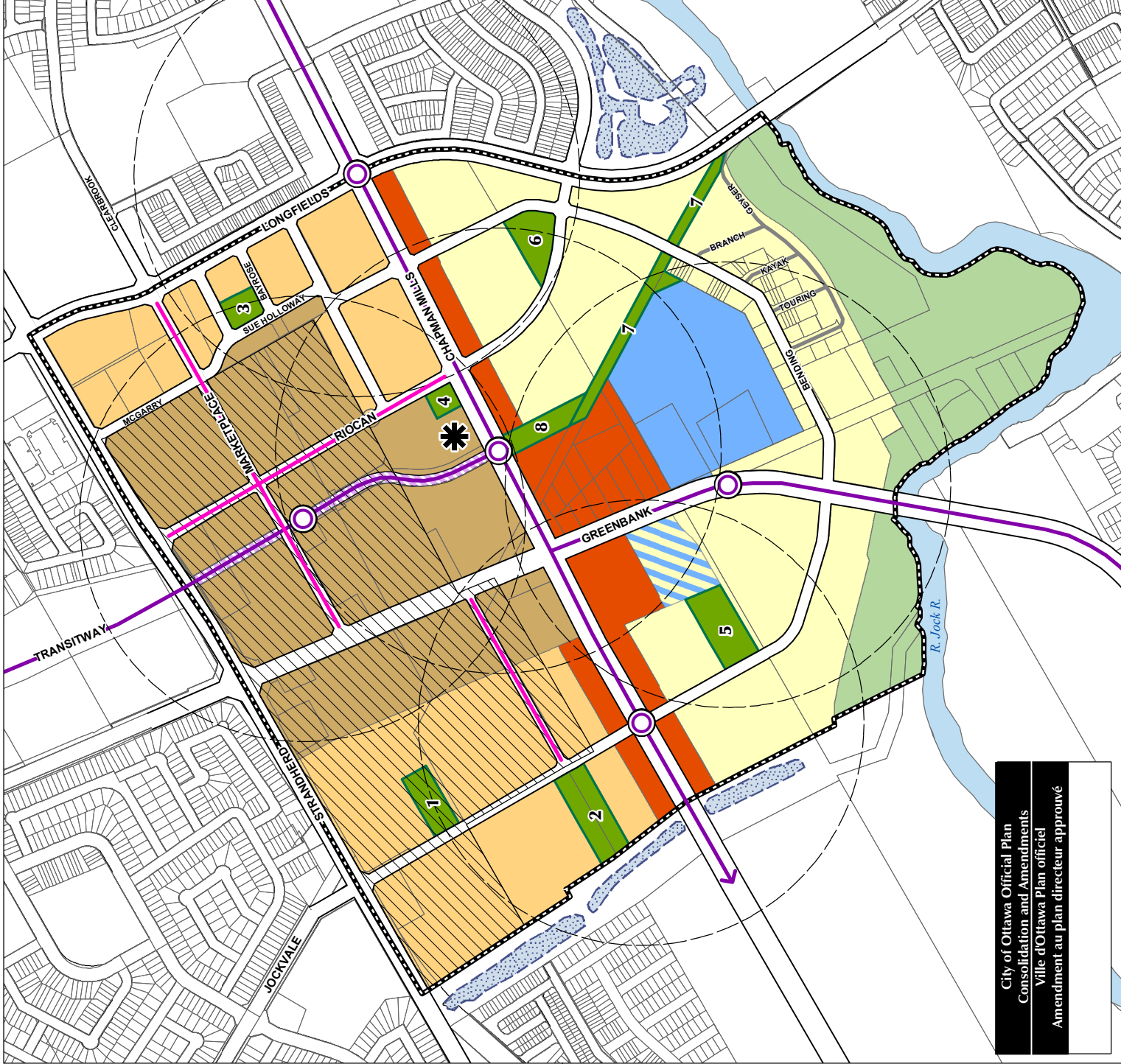


Storm Water Management /
Gestion des eaux pluviales

City of Ottawa Official Plan
Consolidation and Amendments
Ville d'Ottawa Plan officiel
Amendement au plan directeur approuvé









Prepared by: Planning, Infrastructure and Economic Development Department,
GIS and Data Management
Préparé par: Services de la planification, de l'infrastructure et du développement économique,
SIG et Gestion des données





Barrhaven Downtown / Centre-ville de Barrhaven

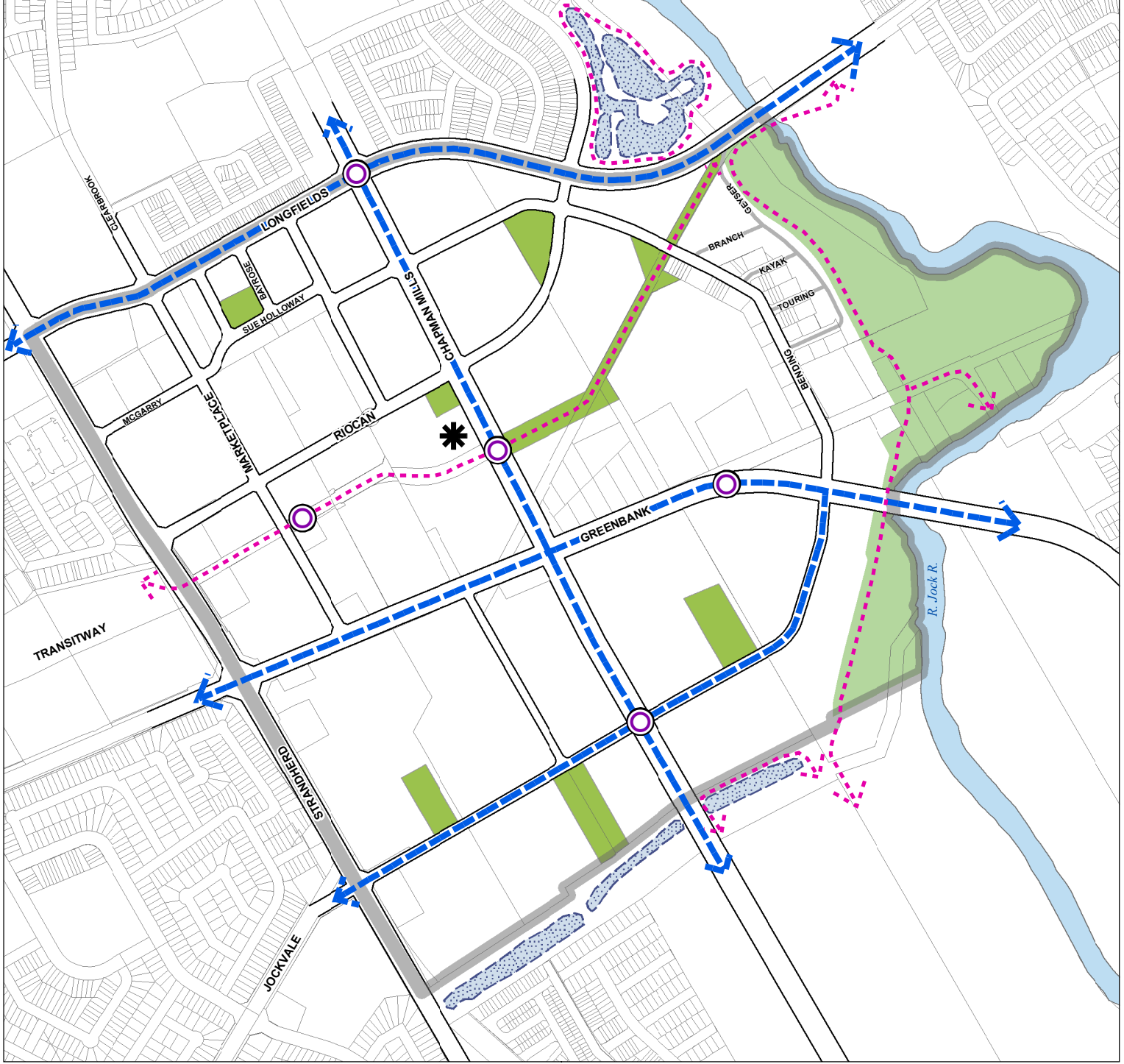
SECONDARY PLAN
Schedule B - Cycling Network Plan
PLAN SECONDAIRE
Annexe B - Plan du réseau de pistes cyclables

-  Barrhaven Town Centre Secondary Plan Boundary/
Limite du plan secondaire du centre-ville de Barrhaven
-  Multi-Use Trail / Sentier polyvalent
-  On-Road Cycling Route / Voie cyclable sur la chaussée
-  Transit Station / Station de transport en commun
-  Civic Complex / Complexe municipal
-  Storm Water Management /
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Appendix A: Barrhaven Town Centre Urban Design Guidelines

The urban design guidelines provide specific design guidance on particular issues and elements within the Town Centre. The design guidelines are not considered a “design checklist”, but instead are to be applied on a case-by-case basis. While not considered policy, the City will use these guidelines during the review of development applications.

Built Form

Guideline 1: Entrances

Orient principal entries to the primary street, so that they are connected to the sidewalk and are clearly identifiable through architectural features or signage.



Guideline 2: Orientation

Orient buildings to face all parks, plazas and natural areas so as to “frame” these spaces and to allow visual access into these spaces for safety and security.



Guideline 3: Corner Sites

Locate the buildings on corner sites close to both public streets and ensure that the level of architectural detailing on both flanking sides is consistent and includes windows and primary doors. Widen boulevards at corners to provide enhanced sidewalks conditions that include decorative planting areas, seating areas and other amenities. Wherever possible, locate the primary entrance at the corner of the two streets.



Guideline 4: Stepping

Step the upper storeys of taller buildings back from the front lot line to minimize the impacts of taller buildings on the streetscape, such as shadowing and wind acceleration. For instance, step the building 2.0 metres above the 4th storey and another 2.0 metres above the 8th storey.



Guideline 5: Transition

Provide a smooth transition in height and massing between adjacent developments to minimize the impacts of taller buildings, such as shadowing and wind acceleration.



Guideline 6: Signage

Locate and size all awning, wall or projecting signs on buildings so that they emphasize special façade features, store entrances or display windows and do not dominate the façade or obscure architectural elements.



Guideline 7: Lighting

Establish pedestrian scale lighting on buildings that highlights architectural features, provides a sense of safety by illuminating sidewalks and pedestrian activity areas, and does not result in excessive light and glare.



Guideline 8: Awnings

Provide awnings for protection from the weather at the pedestrian level on all non-residential uses. Extend awnings only the width of an individual storefront or an individual unit within a multi-unit building so as to avoid a single, continuous awning.



Guideline 9: Architectural Continuity

Align architectural features on a building, such as building kickplates, display windows, upper storey windows, parapets and cornice lines, roof lines, and sign bands, in order to create visual continuity.



Guideline 10: Non-Residential Setbacks

Set back all non-residential buildings, including commercial and institutional buildings, between 0 and 3.0 metres from any front or side yard property line in order to create a more intimate street environment.



Guideline 11: Increased Non-Residential Setbacks

Increase the setback up to 5.0 metres for non-residential buildings if the additional space that is generated creates space that is conducive to pedestrian-oriented activities such as vending, resting, sitting, or dining.



Guideline 12: Non-residential Façade

Design non-residential or mixed-use buildings so that any façades that are publicly visible are articulated through windows, projections and recesses, and are not simply blank or single-material walls. Design the ground floor façade so that the building materials and architectural features are oriented to the pedestrian realm.



Guideline 13: Commercial Windows

Design buildings with commercial uses at grade with transparent windows and doors that occupy at least 80% of the linear building frontage for the ground floor and at least 50% for all upper storeys. Ensure windows are at least 2.5 metres in height, are located within 1.0 metre of the ground, and views into the store interior are not blocked.



Guideline 14: Residential Unit Variation

Vary the unit façades of multiple-unit ground oriented dwelling blocks so that facades on the same block differ in terms of architectural details, roof silhouettes and shapes, colour and materials, and lot widths.



Guideline 15: Residential Setbacks

Set back all residential buildings between 3.0 and 5.0 metres from any front or side yard property line in order to create a more intimate street environment, while ensuring privacy, adequate front yard landscaping, uninterrupted site lines, adequate sunlight as well as space for utilities, snow storage and street furniture.



Guideline 16: Residential Rear Lane Garages

Design end unit garages that flank public streets to be complementary to the principal dwelling in terms of materials, windows and architectural elements.



Guideline 17: Residential Ground Floor

Design ground floor units in taller multi-residential buildings with entries that access the street, read as front doors, and are visible from the street. Wherever possible, design ground floor units so that they can be converted to non-residential uses at a later date, with floor-to-ceiling heights between 3.3 and 4.0 metres.



Streetscape

Guideline 18: Amenities

Design all streetscape amenities, including pedestrian lighting, newspaper boxes, benches, and waste receptacles, for a particular street or block with a consistent style to enhance the pedestrian environment. Concentrate these amenities in key locations outside of the pedestrian travel route so that they do not clutter the sidewalk and do not obstruct pedestrian traffic.



Guideline 19: Bicycle Parking

Locate bicycle parking at commercial and institutional sites in highly visible locations that are connected to the pedestrian system, that are near building entrances, and that do not conflict with pedestrian routes.



Guideline 20: Sidewalks

Build sidewalks that are at least 2.0 metres wide on all streets and provide direct pedestrian access from the public sidewalks to all building entries. In heavy pedestrian traffic areas, such as along a transit street, build sidewalks that are at least 3.0 metres wide.



Guideline 21: Crosswalks

Design crosswalks with appropriate surface markings or variation in construction material and clear signage, especially within commercial areas with high levels of pedestrian activity, to clearly delineate pedestrian routes.



Guideline 22: Transit Stops

Design transit stops with hard-surfaced loading areas, outside of the sidewalk, which are at least 2.0 metres wide to permit safe exit by all passengers and that are long enough to accommodate all doors of the longest vehicles using the route. Design all transit shelters with transparent sides for maximum visibility to and from the interior.



Guideline 23: Street Landscaping

Landscape the space between buildings and the sidewalk with foundation planting, street trees, street furniture, and hard landscape connections to public sidewalks.



Guideline 24: Street Tree Location

Plant deciduous street trees 6.0 to 10.0 metres on centre to line all sites, including the frontage of parks, so that the selected species grows to form a consistent, enclosed canopy. Street trees will have to be coordinated with the location of utilities and infrastructure that share the right-of-way.



Guideline 25: Street Tree Planting

Locate street trees in commercial areas within a paved boulevard and planted in an adequate pit under a metal grate and possibly with metal sleeves. In residential areas plant trees within a grassed and landscaped boulevard. For lane-based building forms, plant one tree for each townhouse unit, one tree for every two stacked townhouse units, and one tree for every two apartment units on a site.



Parking and Loading

Guideline 26: Service Areas

Coordinate the location of service areas for delivery, loading and garbage pick-up at the side or rear of buildings to reduce vehicular interruptions along the public street and to improve the aesthetic appeal of the streetscape. Ensure that any required passenger drop-off areas are appropriately landscaped.



Guideline 27: Utility Equipment

Design all utility equipment so that it does not detract from the public streetscape, either by incorporating it into the design of a building, containing it in streetscape features such as gateways or lampposts, locating it so that it is not visible from the public street, or screening it with landscaping. Wherever possible, cluster or group utilities to minimize visual impact.



Guideline 28: Surface Parking

Locate required surface parking at the side or rear of all buildings and away from the intersection for corner sites. Limit access driveways to one location per frontage in order to minimize pedestrian and vehicular conflicts on the sidewalk and maximize the space for landscaping and on-street parking.



Guideline 29: Surface Parking Screening

Provide a landscaped area between 3.0 and 6.0 metres wide along the edge of any surface parking area that is adjacent to a public right-of-way.



Guideline 30: Parking Garage Entrances

Design all garage entrances on public streets so that they do not dominate the streetscape, through landscaping and architectural treatments such as overhanging balconies or recessed entrances.



Guideline 31: Parking Structures – Stand Alone

Design aboveground parking structures with at-grade commercial or residential uses that wrap the entire length of the street-facing façade.



Guideline 32: Parking Structures - Accessory

Ensure that aboveground parking contained within the lower floors of any building is incorporated into the design and architecture of the building to ensure it is visually unobtrusive.



Open Space and Connections

Guideline 33: Mature Trees

Incorporate existing natural features, such as mature trees, into the development through variation of building setbacks.



Guideline 34: Mid-block Walkways

Divide longer development blocks with a walkway block that is at least 3.0 metres wide in order to facilitate pedestrian and bicycle movement through the community.



Guideline 35: Active Public Space

Locate active uses that create pedestrian traffic such as retail uses, cafes and restaurants and higher-density residential at the perimeter of plazas and walkways. Ensure windows face these areas to provide interest and improve security along these routes.



Guideline 36: Park Design

Incorporate hard and soft landscape elements and features in parks and plazas so that they define and articulate activity areas, circulation, entry points, seating and gathering areas.



Guideline 37: Stormwater Management Areas

Design stormwater management facilities to accommodate opportunities for public access, interpretation, and education and also to protect and enhance natural features and functions. Ensure that ponds are not entirely fenced and that any required fencing is decorative in nature.



Guideline 38: Outdoor Amenity Areas

Provide outdoor amenity space for apartments and mixed-use buildings in a location adjacent to any indoor recreation space, in view of residential units, and well connected to the public streetscape. Alternatively, outdoor amenity space can be provided through rooftop terraces which are planted, screened and sheltered from the wind.



Guideline 39: Trails and Pathways

Design all trails and pathways to be barrier-free, with clear signage, special pavement treatment at points where they cross streets, and with adequate amenities, such as seating, trash receptacles, lighting, and educational information.

**Guideline 40: Patios**

Use open and transparent patio railings to define the boundary between public and private areas.



Appendix B: Population and Density Projections

Land Use Designation	Projected Retail Floor Area (m ²)	Projected Office Floor Area (m ²)	Projected Dwelling Units	Projected Population	Projected Employment	People & Jobs/Gross Hectare
Option 1	200,000	0	8,008	15,616	4,444	125
Option 2	217,000	110,000	8,008	15,616	10,322	161
Option 3	110,000	205,000	8,008	15,616	12,694	176

Assumptions

Numbers for each option are total, not cumulative.

Net Area is calculated as follows:

70% of gross area for Mixed-Use Neighbourhood and Residential

90% of gross area for Station Area and Mixed-Use Corridor

Employment Densities

1 job per 45 square metres of GFA for Retail

1 job per 20 square metres of GFA for Office

Household Size

Apartment 1.62

Townhouse 2.06

