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3 – Barrhaven Downtown Secondary Plan

Section 1: Introduction

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

The City's Official Plan identifies the Barrhaven Downtown as being within the Suburban Transect, within an Evolving Neighbourhood Overlay and designated as a Hub. Barrhaven Downtown is served by an existing grade-separated Transitway line with future plans to extend O-Train Line 1 and the Chapman Mills Transitway into and through Barrhaven Downtown. Throughout the City, growth and intensification is being driven by proximity to transit. Barrhaven Downtown 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

Barrhaven Downtown is an area of approximately 165 hectares in size, located within the Suburban (South) Transect of the City. Barrhaven Downtown's northern boundary is Strandherd Drive, its western boundary is the Kennedy-Burnett Stormwater Management Facility, its eastern boundary is Longfields Drive and its southern boundary is the Jock River.

Section 2: Vision

Barrhaven Downtown will develop as a compact and transit-supportive area, acting as the centre of the growing Barrhaven community, 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 Barrhaven Downtown:

- (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.
- (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 2 - Population and Density Projections).

Section 3: Land Designations

The future of Barrhaven Downtown will be a mixed-use community with several integrated land-designation policy areas connected by a convenient network of streets, paths and parks. The greatest densities will be focused around the Transitway and O-Train lines. Barrhaven Downtown is a designated Hub, with an Evolving Neighbourhood Overlay in the Official Plan. This section provides detailed land-designation policies for each policy area. It also establishes criteria for the key built elements that will help to shape the community.

The planning area 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 O-Train line. South of Chapman Mills Drive is envisioned as a more residential community with compact, urban housing forms that support the vision of the planning area and offer additional opportunities to live in proximity to transit, parks and amenities.

The following land-designation policies refer to Schedule A - Designation Plan and provide specific directions for various character areas.

3.1 Station Area

Centred around the existing Transitway and future O-Train Line 1 stations within the planning area (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 planning area.

- 1) A range of transit-supportive land uses are permitted including residential, commercial, office, institutional, entertainment, parks 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 as part of developments within the Station Area designation in accordance with the policies of Section 4: Public Realm.

3.2 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.

- 6) A range of transit-supportive land uses are permitted including residential, commercial, office, institutional, entertainment, parks and recreational uses.
- 7) 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.
- 8) Buildings will have a minimum height of two storeys.
- 9) Surface parking will not be permitted between the face of the building and Chapman Mills Drive.
- 10) 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.

3.3 Mixed-Use Neighbourhood

Flanking the Station Area designation are mixed-use areas that provide a mix of uses and a transition from the higher-density Station Area to the adjacent low-rise communities east of Longfields Drive, west of the Kennedy-Burnett Stormwater Management Facility and north of Strandherd Drive. This area will continue to evolve and intensify over time to support Downtown Barrhaven and the transit network.

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



- 12) 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.
- 13) Buildings will have a minimum height of two storeys.
- 14) 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.

3.4 Neighbourhood

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

- 15) Residential uses and parks are permitted and are encouraged to reflect the compact, dense, urban nature of the planning area.
- 16) Buildings will have a minimum height of two storeys.
- 17) The minimum density for residential development is 50 units per net hectare.

3.5 School

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

- 18) Schools, community facilities and place of worship are permitted.
- 19) The alternate designation for the School / Residential designation located on the west side of Greenbank Road, is Neighbourhood.

3.6 Strandherd Retail District

The Strandherd Retail District represents an important retail destination for the broader Barrhaven community. Large-format retail uses within the Strandherd 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.

- 20) Large-format retail uses and parks are permitted in the Strandherd Retail District designation, as shown on Schedule A - Designation Plan.
- 21) Notwithstanding the policies of the underlying designations, non-residential development within the Strandherd Retail District is not subject to a minimum-density requirement.
- 22) All buildings must have a minimum building height of 6.7 metres.

- 23) 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 designation, as shown on Schedule A - Designation Plan.
- 24) In order to provide guidance for the future evolution of large-format and other retail areas, development or redevelopment shall provide for:
 - a) 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
 - b) 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 a) above.
- 25) Development proposed within the Strandherd Retail District shall not jeopardize the acquisition by the City of lands for arterial and/or major collector streets identified in the Official Plan or of public parks identified on Schedule A - Designation Plan.

Section 4: 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

- 2) Public parks and community facilities are permitted.
- 3) Parks 1, 2 and 3 on Schedule A - Designation Plan must:
 - a) Generally, be between 0.35 and 1.0 hectares of level land; and
 - b) Aim to have a minimum 50 per cent frontage that abut a public street or public land; and
 - c) Be designed as urban parkette / plaza 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, as well as sidewalks along any public street frontage; and
 - d) Not contain sports fields.
- 4) Parks 5 and 6 on Schedule A - Designation Plan must:

- a) Generally, be between 0.4 and 1.0 hectares of level land; and
 - b) Aim to have a minimum 50 per cent frontage that abut a public street or public land; 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, as well as sidewalks along any public street frontage.
- 5) Urban parkettes / plazas 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; and
 - b) Aim to have a minimum 50 per cent street frontage that abut a public street or public land; and
 - 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, as well as sidewalks along any public street frontage.
- 6) The public urban parkette / plaza at the corner of Chapman Mills Drive and RioCan Avenue (Park 4) must:
- a) Generally, be 0.25 hectares of level land; and
 - 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 and basketball; and
 - c) Aim to have a minimum 50 per cent street frontage that abut a public street or public land and sidewalks along any public street frontage; and
 - d) Complement the use of the adjacent buildings; and
 - e) Not accommodate sports fields or traditional suburban play amenities.

4.3 Green Transportation and Utility 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 Natural Lands and the central plaza. It will not be deemed a park for the purposes of parkland dedication.

- 7) Public parks and community facilities are permitted.
- 8) The design of the Green Transportation and Utility Corridor must:
 - a) Provide clear pedestrian and cycling connections; and
 - b) Incorporate naturalized planting and seating to create additional green space within the community; and
 - c) Where the corridor widens, consider incorporating additional uses including games tables, play components, fitness structures and basketball to serve the surrounding community.

4.4 Privately-Owned Public Spaces (POPS)

To support the creation of a compact community, the City will encourage POPS throughout the planning area to supplement the open space network. POPS will be encouraged throughout the planning area, but specifically within the Station Area designation.

- 9) 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.
- 10) 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.
- 11) A POPS will be subject to a surface easement registered on title and will remain as such in perpetuity to allow public access.
- 12) 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.
- 13) A POPS shall be a welcoming place for the public, designed and constructed to follow applicable policies and guidelines.
- 14) A POPS shall be properly maintained by the property owners to meet the designed functions specified in the Site Plan Agreement with the City.

4.5 District Park and Natural Lands

The District Park and Natural Lands area will accommodate the establishment of a large and natural area that is focused on passive recreation, but also with some opportunities for active recreation uses. The area will extend the entire width of the planning area 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.

- 15) Public parks, conservation management and control uses, trails, walkways and bicycle paths, educational facilities, sports fields and recreational facilities, existing uses as per Policy 2), Section 4.2: Parks 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.
- 16) For the design of the District Park and Natural Lands:
 - a) Pedestrian crossings of the river will be clearly defined; and
 - b) Vehicular access will be limited to certain points and parking will be provided in small pods with significant landscaping; and
 - 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; and
 - 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 in consultation with, and approval of, the Rideau Valley Conservation Authority, where applicable to establish the appropriate development buffer from any identified natural features on the site.
- 17) The City will work with the Rideau Valley 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 District Park and Natural Lands.
- 18) Existing homes and commercial operations within the District Park and Natural Lands policy area are recognized as conforming uses, as per the Official Plan. Landowners have the right to improve the properties in conformity with the existing zoning standards on the property.

4.6 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 - Designation Plan). The facility is envisioned adjacent

to the Barrhaven Centre Station and the complementing public urban plaza. The development of the Civic Complex will be subject to funding being made available.

- 19) 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.
- 20) The Civic Complex is intended to be urban in form with buildings generally fronting onto Chapman Mills Drive.
- 21) All buildings will have a minimum height of two storeys.
- 22) If no Civic Complex is to be developed, the underlying Station Area designation policies would apply.

Section 5: Built Form

5.1 Built Form

Barrhaven Downtown 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 the Transitway and O-Train, in Barrhaven Downtown are achieved while providing flexibility in terms of housing types, building massing and building heights.

- 1) Developments within the planning area shall have regard for Appendix 1 - Barrhaven Downtown Urban Design Guidelines 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 - Designation Plan. 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.

5.2 Animated Building Edge

Animated building edges are essential for creating a safe, pedestrian-friendly and successful urban environment within the Barrhaven Downtown. RioCan Avenue (connecting Chapman Mills Drive and Strandherd Drive) and Marketplace Avenue (connecting 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.

- 3) The location of Active-Frontage Streets is shown on Schedule A - Designation Plan.



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

Section 6: Transportation

The transportation network in Barrhaven Downtown will be an accessible and sustainable system focused on 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 planning area.

6.1 Transit Network

Two transitway lines will service Barrhaven Downtown, 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 currently operates as a dedicated transit corridor north of Chapman Mills Drive and in the future will be replaced with the O-Train. The north-south route will also extend from Chapman Mills Drive in the central lanes Greenbank Road south of Chapman Mills Drive.

Two Transitway stations and a Transfer Station are proposed along Chapman Mills Drive: the eastern station at Longfields Drive; the central Transfer Station at the

intersection of the Transitway and the O-Train; and the western station at Jockvale Road. Two O-Train stations are proposed within Barrhaven Downtown: the existing Marketplace Station and Barrhaven Centre Station (that will become a Transfer Station). A new Transitway Station is also proposed south of Chapman Mills Drive on, the new Greenbank Road alignment. The transit focus of Barrhaven Downtown is the Transfer Station at the intersection of the Transitway line and O-Train Line. This transit “hub” will be a focal point for the broader community, at which both residents within Barrhaven Downtown, 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 Barrhaven Downtown and development within the surrounding residential and commercial areas occurs.

- 1) The proposed Transitway alignments and station locations are identified on Schedule A - Designation Plan. 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 the Official Plan and the urban design guidelines for the Barrhaven Downtown contained in Appendix 1 - Barrhaven Downtown Urban Design Guidelines.
- 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 planning area, provided they do not jeopardize the long term acquisition of the public streets or public parks identified on Schedule A - Designation Plan, 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 planning area, as appropriate.

6.2 Streetscape Typologies

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

- 4) Greenbank Road and Chapman Mills Drive within the planning area 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.

- 5) 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.
- 6) 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 Barrhaven Downtown and in adjacent communities.

- 7) All Arterial (Greenbank, Longfields and Strandherd) and Major Collector (Chapman Mills) streets will have pedestrian and cycling facilities.
- 8) 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.
- 9) 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.
- 10) A pedestrian and cycling connection must be provided from Chapman Mills Drive along the east side of the Kennedy-Burnett Stormwater Management Facility, 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.
- 11) All public streets within the Station Area, Mixed-Use Corridor and Mixed-Use Neighbourhood designations shall aim to have sidewalks on both sides of the street.
- 12) Cycling facilities will be developed in accordance with Schedule B – Cycling Network

6.4 Parking

Over the long-term, parking within Barrhaven Downtown 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.

- 13) While this secondary plan permits alternatives for parking and access, parking must:
 - a) On designated Active-Frontage Streets or along Chapman Mills Drive, not 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.
- 14) The City will encourage sharing of parking facilities, subject to evaluation.
- 15) Underground or above-grade structured parking is permitted and will be encouraged for all development in the Station Area designation.
- 16) On-street parking on both sides of all streets within Barrhaven Downtown is permitted. Restrictions, such as for peak hour, may be required on major streets in the long-term.
- 17) Required parking for any development within the planning area may be provided within 500 metres of the development that is being served by the parking facility, subject to the approval of the City.

Section 7: Servicing and Infrastructure

7.1 Wastewater and Water Supply

For sanitary requirements, Barrhaven Downtown will be serviced through a connection to the existing Barrhaven Collector, near the intersection of Jockvale Road and the Jock River. The City 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 planning area will be serviced with potable water through the reservoir and pumping station on Fallowfield Road. This is connected to the City's central purification plant on the Ottawa River through the trunk watermain along 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 planning area while the Chapman Mills Stormwater Management Facility will serve the eastern portion.

- 2) All development must 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 with current City of Ottawa standards for stormwater management.
- 3) 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.
- 4) The stormwater drainage system must be designed to the satisfaction of the City, in consultation with the Rideau Valley Conservation Authority and the Ministry of the Environment, Conservation and Parks, as required.
- 5) Stormwater management facilities must be designed as attractive community amenities that maintain environmental and ecological integrity.

Section 8: Interpretation

This secondary plan establishes broad principles to guide future development in Barrhaven Downtown.

Schedule A - Designation Plan identifies various land designations within Barrhaven Downtown and this secondary plan provides policy direction for these areas.

- 1) The boundaries of the land designations in this secondary plan are flexible and subject to minor variation without amendment to this secondary 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: Land Designation, 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 Downtown Barrhaven Secondary Plan will be made, having regard for all applicable policies established in the Official Plan.

Section 9: Implementation

The policies of this secondary plan provide a framework for the future development and transformation of Barrhaven Downtown. The success of these policies depends on effective implementation. This section reinforces and augments the implementation policies contained in 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 the Official Plan, as they may apply.
- 2) The goals, objectives and policies of this secondary plan will direct all development applications within the planning area. The urban design guidelines from Appendix 1 - Barrhaven Downtown Urban Design Guidelines 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 planning area 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 planning area to permit new development within Barrhaven Downtown. 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 - Designation Plan.
- 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; and/or
- b) Streetscape features; and/or
- c) Water, wastewater collection and storm water management; and/or
- d) Transit and street infrastructure and widenings; and/or
- e) Other utilities.

9.2 Greenspace Acquisition and Development

The Parks and the Green Transportation and Utility Corridor identified on Schedule A - Designation Plan are intended to provide open spaces where people can meet and connect within Barrhaven Downtown.

- 8) Parks to be acquired by the City through development applications are generally identified on Schedule A - Designation Plan.
- 9) Within Barrhaven Downtown, the City will require parkland dedication in accordance with the standard rate as set out in the Ontario *Planning Act*.
- 10) Where parkland dedication cannot be satisfied through land conveyance, cash-in-lieu of parkland dedication will be collected in accordance with the above parkland dedication rates. Cash-in-lieu funds collected will be used to purchase identified parcels within the District Park and natural lands with the exception of those within the floodplain (and associated setbacks) zone. Once that parkland has been fully acquired it will be directed to the purchase of parkland in communities surrounding the Barrhaven Downtown.
- 11) Parks are intended to be built concurrently with plans of subdivision for the lands that the parks are intended to serve.
- 12) Landowners within Barrhaven Downtown may be required to enter into private agreements to share the costs of the development of the Parks identified on Schedule A - Designation Plan, 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.
- 13) The existing Jockvale Road right of way, south of Chapman Mills Drive (Section 4.3: Green Transportation and Utility Corridor), will be re-purposed as a pathway corridor



to connect the core of Barrhaven Downtown and Barrhaven Centre Station to the District Park and Natural Lands. This corridor will not be counted towards parkland dedication as per Policy 9), Section 9.2: Greenspace Acquisition and Development, of this secondary plan.

- 14) The District Park and Natural Lands identified on Schedule A - Designation Plan, will be acquired by the City and designed and developed primarily through the collection of Development Charges.
- 15) Where minor modifications to a park boundary are made, as per Policy 17), Section 9.3: Amendments, of this secondary plan, the underlying land-use designation for Park 7 on Schedule A - Designation Plan shall be Mixed-Use Corridor.

9.3 Amendments

The planning area 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.

- 16) 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.
- 17) Minor modifications to the secondary plan that are 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.
- 18) 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; and/or
 - b) Any change in a land designation, unless an alternative designation is specified in Section 3: Land Designation; and/or

c) Other changes deemed to be major changes by the General Manager of Planning, Infrastructure and Economic Development.

Section 10: Appendices

Appendix 1 – Barrhaven Downtown Urban Design Guidelines

Appendix 2 – Population and Density Projections

Appendix 1 – Barrhaven Downtown Urban Design Guidelines

The urban design guidelines provide specific design guidance on particular issues and elements within the Barrhaven Downtown Secondary Plan. 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



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 2 – Population and Density Projections

Options	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 Neighbourhood

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

Section 11: Schedules

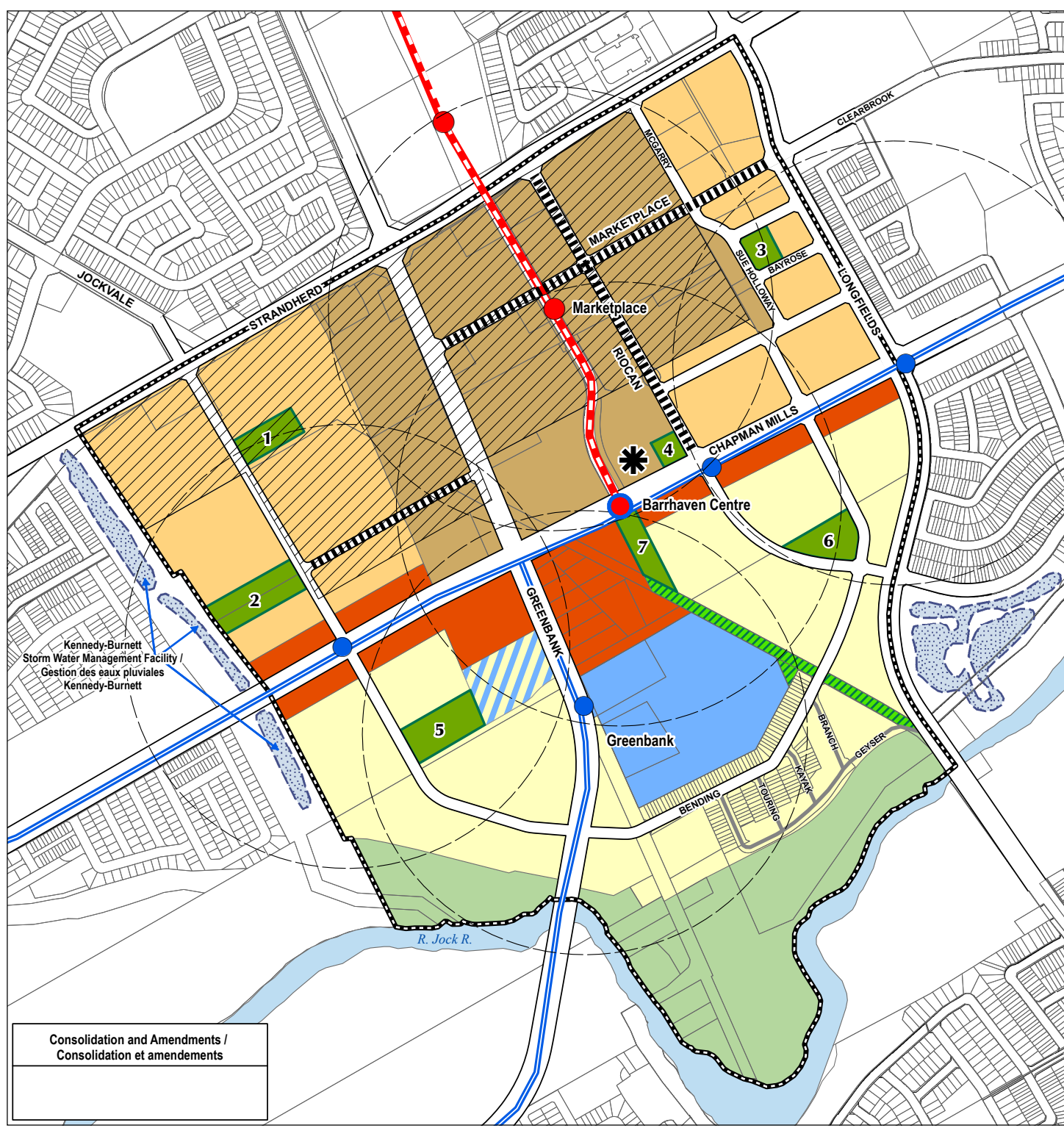
Schedule A – Designation Plan

Schedule B – Cycling Network

Barrhaven Downtown / Centre-ville de Barrhaven

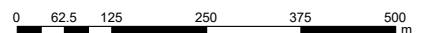
SECONDARY PLAN - VOLUME 2
Schedule A - Designation Plan

PLAN SECONDAIRE - VOLUME 2
Annexe A - Plan de désignation



- Barrhaven Downtown 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
- Neighbourhood / Quartier
- School / Neighbourhood /
Secteur à proximité d'une école / Quartier
- Green Transportation and Utility Corridor /
Couloir de mobilité durable et de services publics
- Park / Parc (#s refer to Policy 4.2 / référer à la politique 4.2)
- District Park and Natural Lands /
Parc de secteur et espaces naturels
- School / École
- Future O-Train and Station / O-Train et station (projetés)
- Transitway – at grade / Transitway – Voie à niveau
- Transfer Station / Station de correspondance
- 400m Buffer of Transit Station /
Zone à proximité de la station (400 m)
- Active-Frontage Street / Rue à façade active
- Civic Complex / Complexe municipal
- Storm Water Management /
Gestion des eaux pluviales

Consolidation and Amendments /
Consolidation et amendements

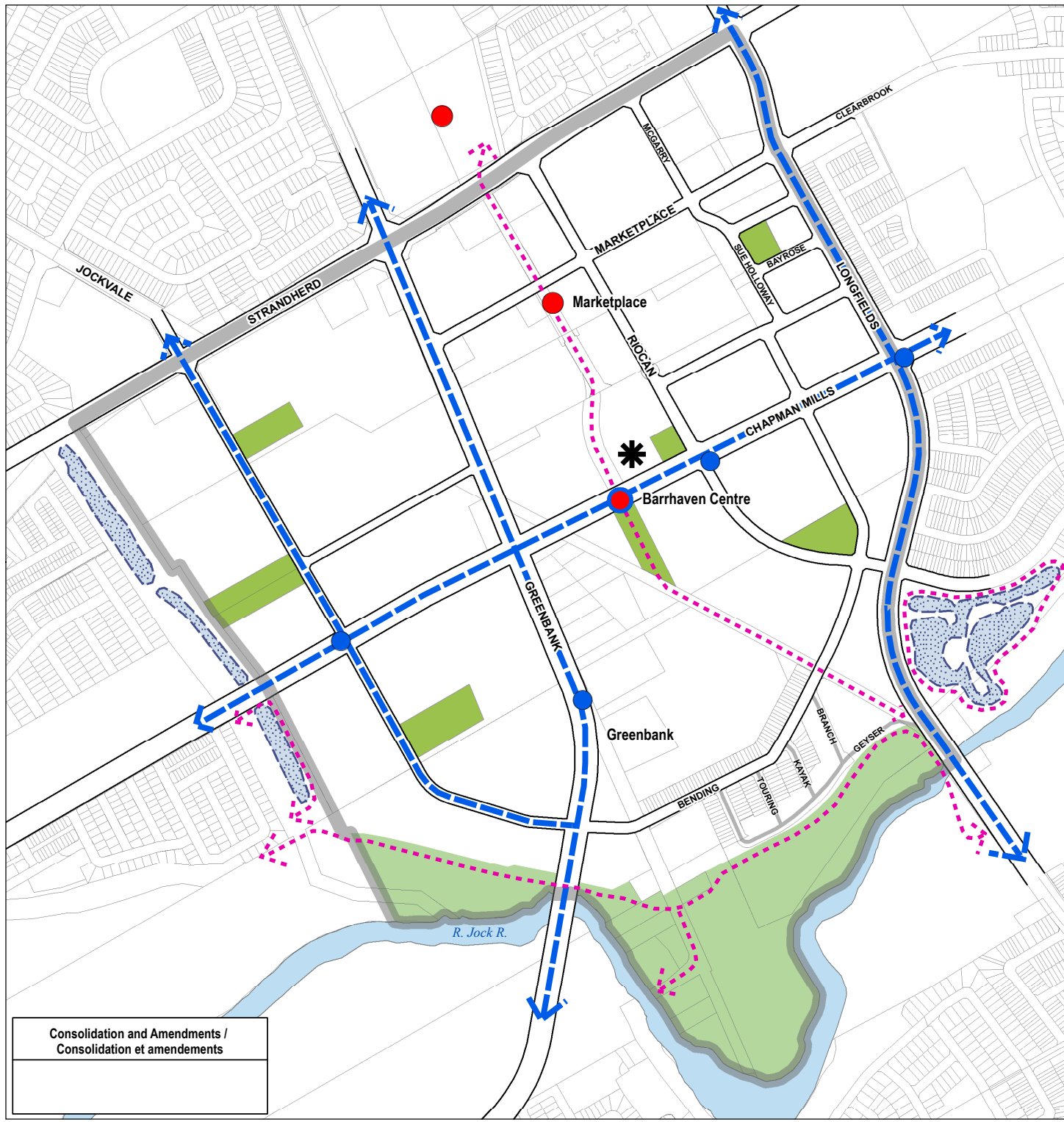


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Services de la planification, de l'infrastructure et du développement économique,
Analyse géospatiale, technologie et solutions

Barrhaven Downtown / Centre-ville de Barrhaven

SECONDARY PLAN - VOLUME 2
Schedule B - Cycling Network Plan

PLAN SECONDAIRE - VOLUME 2
Annexe B - Plan du réseau de pistes cyclables



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

Multi-Use Trail / Sentier polyvalent

Cycling Facility / Infrastructure cyclable

Future O-Train Station / Station projetée - O-Train

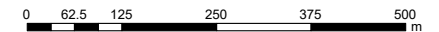
Transitway Station / Station du Transitway

Transfer Station / Station de correspondance

Civic Complex / Complexe municipal

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Consolidation and Amendments /
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