



**PLANNING RATIONALE**  
Official Plan and Zoning By-law Amendments for  
1034 McGarry Terrace

February 29, 2024  
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Prepared for:  
KTS Properties

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Project Number:  
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## Planning Rationale

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1	Revised Submission Stage III	E Bays A Mane	02/24				
2	Revised Submission ZBA Application	E Bays A Mane	10/29				



## Planning Rationale

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# 1 INTRODUCTION

Stantec has been retained by KTS Properties to prepare the following Planning Rationale and Design Brief in support of concurrent Official Plan and Zoning By-law Amendment applications for their property at 1034 McGarry Terrace in Barrhaven Downtown. The proposal, known as Marketplace Towers West, includes two high-rise towers connected by a mid-rise podium with at-grade commercial and publicly accessible amenity space.

The proposal is composed on a four-storey podium with at-grade commercial space surrounding a central courtyard facing Marketplace Avenue. Two towers of 35 and 26 storeys flank the courtyard space and are connected by an eleven-storey link. The proposal includes 1120 m<sup>2</sup> of at-grade commercial space, 597 apartment units, and a 440 m<sup>2</sup> courtyard that would operate as a publicly accessible courtyard.

To permit the development, an amendment is required to the Barrhaven Downtown Secondary Plan (Volume 2B of the Official Plan) to permit a building greater than 30 storeys. An amendment to the property's zoning is also warranted to align with the Secondary Plan and tailor various provisions to the proposed development and supporting studies.

The property's location within a designated Hub and Protected Major Transit Station Area (PMTSA); less than 400 m of Marketplace Station (transfer point between rapid transit, frequent, and regular bus service) provides a unique opportunity for development to advance the secondary plan's goal of establishing Barrhaven Downtown as a higher density mixed use community with a compact and walkable built form. The proposal provides an exceptional opportunity to supply Barrhaven with needed rental housing close to day-to-day amenities while advancing the evolution of Marketplace Avenue into a more urban built form.

This report is prepared in support of the application to demonstrate that the proposed development and requested amendments are appropriate for facilitating a desirable and efficient use of the site for high-density mixed-use intensification. The high-rise mixed-use proposal will have easy access to transit and commercial shopping facilities, promoting a 15-minute neighbourhood.



## 2 SITE AND SURROUNDING CONTEXT

### 2.1 EXISTING SITE CONDITIONS

The property is located north of the intersection of Marketplace Avenue and Sue Holloway Drive in Barrhaven's evolving downtown. While the property fronts on Marketplace Avenue, the property is addressed as 1034 McGarry Terrace due to it having approximately 20 m of frontage onto McGarry Terrace. The site is currently vacant and is being used for construction logistics and hoarding related to the adjacent development.

The property is rectangular in shape with 70.4 m of frontage on Marketplace Avenue, 20 m of frontage on McGarry Terrace, and an area of 5,194 m<sup>2</sup> (1.28 acres). The property is legally described as *Part 1 on Plan 4R-31372 and Part 1 on Plan 4R-33239, also known as Part of Part 3 on Plan 5R-4730, subject to an easement over Part 63 on Plan 4R-34704, subject to an easement over Part 1 on Plan 4R-31372 in favour of the City of Ottawa as in OC2058616, Part of Lot 15 Concession 2 (Rideau Front, Geographic Township of Nepean, now City of Ottawa.*



Figure 1: Aerial imagery of the site (orange) and surrounding context. Construction south, east, and north of the site includes high-rise residential and mixed use development.



## Planning Rationale

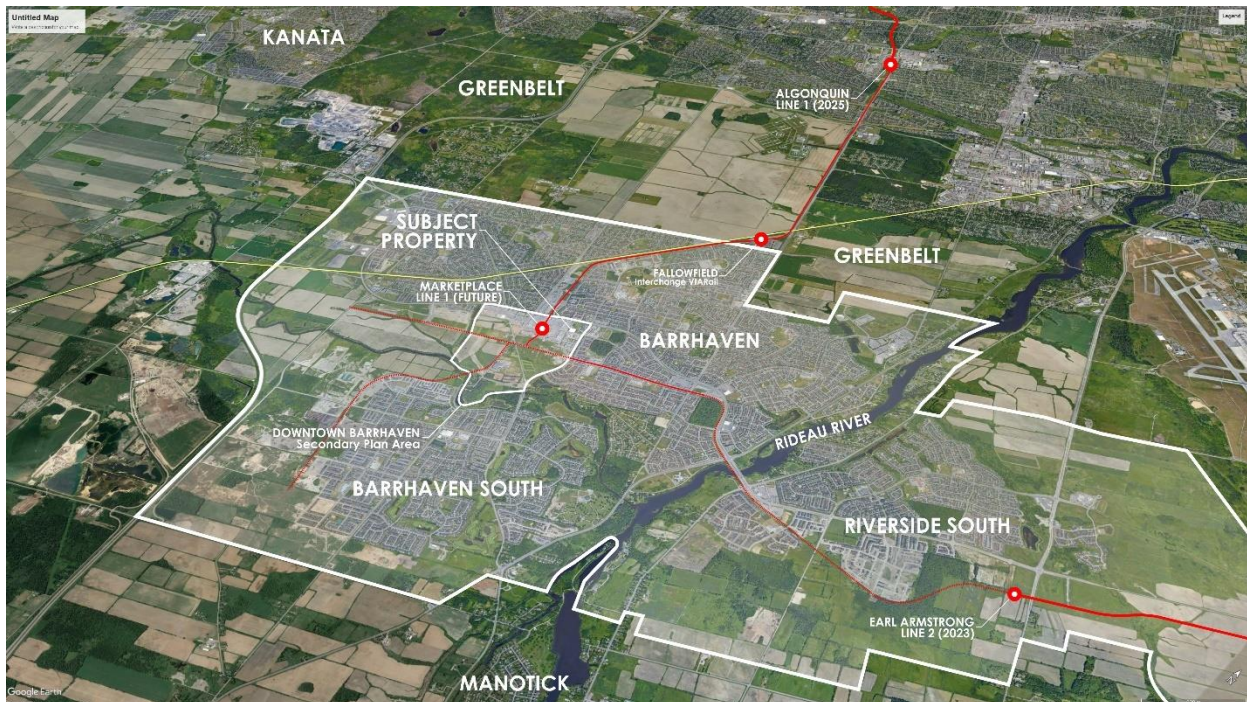
### 2 Site and Surrounding Context

Part 1 on 4R-31372 is a future extension of McGarry Terrace south across the property to the intersection of Marketplace Avenue and Sure Holloway Drive. Water, sanitary, and storm sewers were installed beneath the future right-of-way in 2018 to facilitate development north of the property. Part 1 remains under Kionas' ownership with an easement in favour of the City for infrastructure access.

The site is located immediately west of Haven Towers (150 Marketplace Avenue), a high-rise mixed use development constructed by KTS Properties and nearing completion. Vehicular access to Haven Towers straddles the property line with the subject property and maintained through mutually beneficial reciprocal easements.

## 2.2 SITE HISTORY AND BACKGROUND

Barrhaven was conceived in the late 1960s as a new community outside Ottawa's Greenbelt. Initially known as the South Nepean community, the City of Nepean established a secondary plan to guide the orderly development of the community extending south of the Greenbelt to the Jock River. The South Nepean Secondary Plan was continued and updated by the new City of Ottawa after amalgamation in 2001 and was supplemented by the Barrhaven Downtown Community Design Plan, focusing on an area of the community intended to develop as a town centre with a range of uses, compact urban built form, and higher density housing and employment.



**Figure 2: The site is located in Barrhaven Downtown, the core of the City's southwest suburban community that includes Barrhaven, Riverside South, and Barrhaven South.**



## Planning Rationale

### 2 Site and Surrounding Context

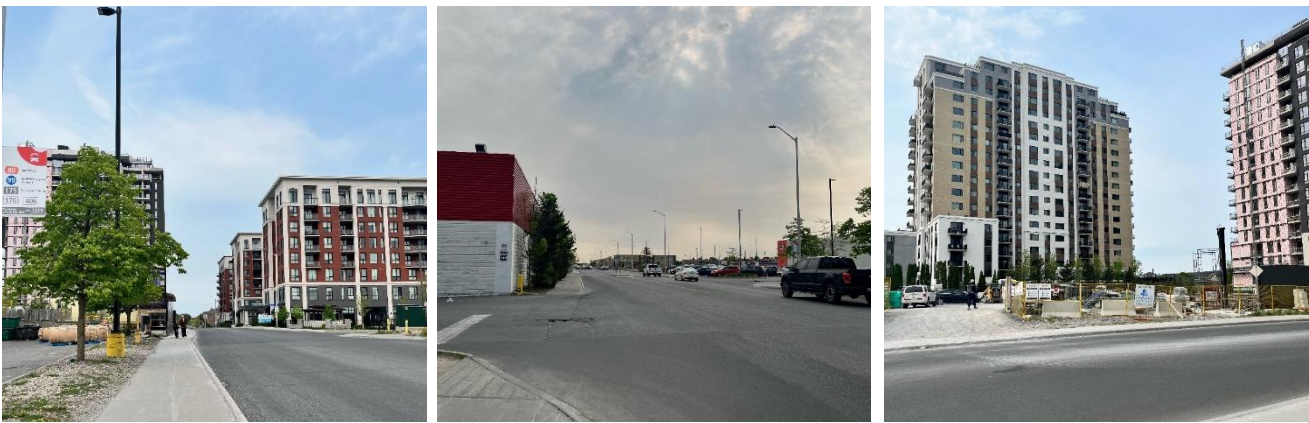
In 2013, the client submitted concurrent Official Plan and Zoning By-law Amendments for the adjacent property (City File No.: D01-01-13-0017 & D02-02-13-0109) located at 1117 Longfields Drive and 1034 McGarry Terrace. The amendments changed the property's designation in the Nepean South Secondary Plan and South Nepean Town Centre Community Design Plan to 'High Rise Mixed-Use', and rezoned the property from Development Reserve (DR) to Mixed Use Centre (MC[2141]-h) with a holding zone. These amendments were adopted by Council in July 2014.

In 2019, a Site Plan Control application was approved by the City to permit the first phase of development immediately east of the subject property (City File No.: D07-12-18-0014). Known as Haven Towers (150 Marketplace Avenue), the site was developed with two residential high-rise towers with at-grade retail and underground parking.

In 2020, a Consent to Sever application was approved to separate 150 Marketplace from the subject property (Committee File No.: D08-01-20-B-00151). Subsequent Consent applications in 2021 created reciprocal severances between 150 Marketplace Avenue and the subject property for the purpose of establishing a shared private driveway to access parking ramps at the rear of the properties (Committee File No.: D08-01-21/B-00507, B-00508).

### 2.3 SURROUNDING CONTEXT

The property is located in a rapidly evolving part of Barrhaven with significant mid and high-rise development occurring over the past ten years. Since 2010, new high and mid-rise development has occurred on three sides of the property. Marketplace Avenue continues to evolve into a more urban built form with new development framing the street, and higher density housing and commercial broadening the range and mix of uses in the area.



**Figure 3: From left to right: looking east along Marketplace towards the site (left of centre); looking east from the intersection of Marketplace and Sue Holloway towards Chapman Mills Marketplace; looking north from the same intersection at the subject site.**



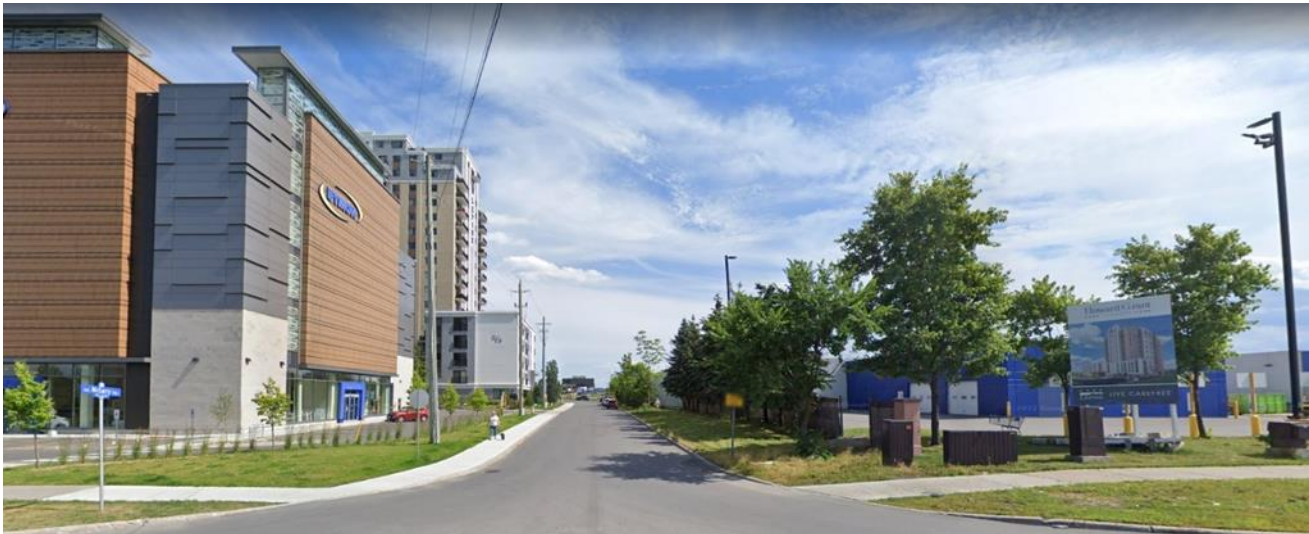


## Planning Rationale

### 2 Site and Surrounding Context

The following land uses are found in the area surrounding the site:

- North** Howard Grant Terrace (1024 McGarry Terrace), an 18-story residential building, is located immediately north of the site and was constructed in 2019. McGarry Terrace currently ends at the northwest corner of the site in a temporary turnaround circle. North of Howard Grant Terrace is Dymon Storage (1000 McGarry Terrace), a five-storey self-storage warehouse building with at-grade retail at the corner of McGarry Terrace and Strandherd Drive. Further, separated by Strandherd Drive to the north, the neighbourhood transitions to stacked townhomes and detached dwellings.
- East** Haven Towers (150 Marketplace) is located immediately east of the site and is composed of two towers of 17 and 15-storeys above a seven-storey podium with at-grade retail facing Marketplace Avenue and Longfields Drive. Northeast of the site is The Court at Barrhaven, a three-storey independent living community operated by Atria Retirement. Further east, separated by Longfields Drive, is *École secondaire catholique Pierre-Savard* (1110 Longfields Drive), a French language school accommodating grades 7 to 12. The neighbourhood southeast of the corner of Longfields Drive and Clearbrook Drive is composed of stacked townhomes and townhouses and, separated by Strandherd Drive to the north, the neighbourhood transitions to stacked townhomes and townhomes.
- South** A nine-storey residential building- the Bristol (125 Marketplace Avenue) and eight-storey retirement community- Waterford Grand (121 Marketplace Avenue) are located south of Marketplace Avenue opposite the site. Lindenshade Park is located South of Waterford Grand in a neighbourhood composed of four-storey low-rise apartment buildings and stacked townhomes.



**Figure 4: View south along McGarry Terrace to site. Howard Grant Terrace is on the left in the background.**



**Planning Rationale**  
**2 Site and Surrounding Context**

**West** The extension of McGarry Terrace to Sue Holloway Drive will bound the site to the west. West of the site, on the opposite site of the McGarry Terrace extension, is Chapman Mills Marketplace, a large-format shopping centre with extensive surface parking. A Wal-Mart Supercentre abuts McGarry Terrace with its principal entrance facing west. Chapman Mills Marketplace includes a range of retail and service uses. Marketplace Station is located 350 m west of the property.

**Transportation and Mobility**

The property abuts Marketplace Avenue, a two-lane collector street with off-peak on street parking and a posted speed limit of 50 km/h.

Barrhaven Downtown is currently served by the City’s bus rapid transit network with several stations along the Southwest Transitway and the Chapman Mills Transitway. The area is also well-served by frequent, regular, and peak bus routes. The following bus routes have stops within 400 m (five-minute walk) from the property:

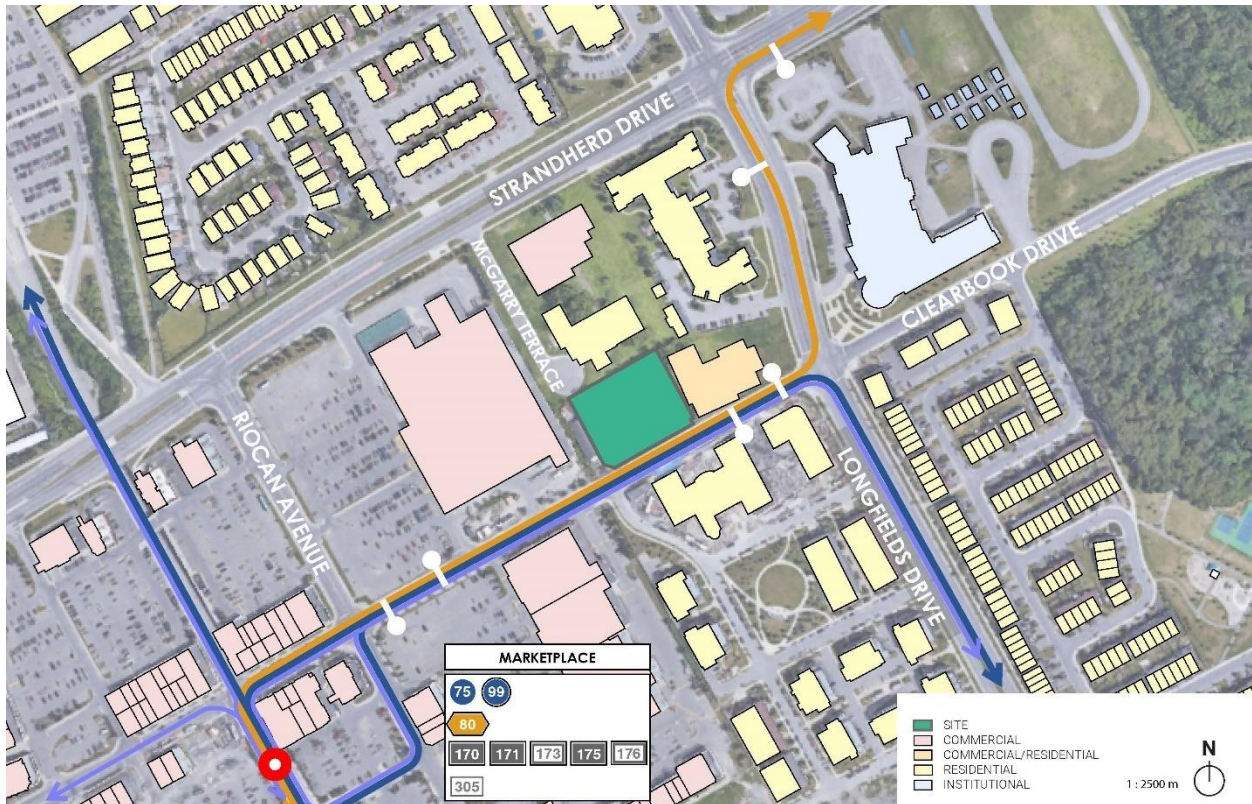
Route	Distance to Closest Stop*	Peak Weekday Frequency	Weekday Operating Range	Sunday Operating Range
75	350 m (5 minutes)	10 minutes	03:28 – 02:58	03:32 – 02:39
99	60 m (1 minute)	15 minutes	04:51 – 00:28	06:24 – 22:11
80	60 m (1 minute)	30 minutes	05:03 – 23:33	07:16 – 22:46
170	350 m (5 minutes)	30 minutes	05:30 – 22:57	05:56 – 22:56
171	350 m (5 minutes)	30 minutes	05:33 – 19:01	09:52 – 15:52
173	350 m (5 minutes)	30 minutes	06:18 – 19:01	none
175	60 m (1 minute)	60 minutes	06:36 – 22:41	19:50 – 19:50
176	60 m (1 minute)	60 minutes	05:56 – 18:57	none

\* Note: measured to closest decametre.

Routes 75 and 173 will connect to Baseline Station upon completion of the light rail Line 1 extension (target completion 2025). Route 99 will connect to Leitrim Station upon completion of the light rail Line 2 extension (target completion late 2023). An environmental assessment study is currently underway to extend Line 1 from Baseline Station to Barrhaven Town Centre Station as part of a third stage of light rail expansion.



## Planning Rationale 2 Site and Surrounding Context



**Figure 5: Aerial of site (green) and surrounding rapid (blue), frequent (orange), and regular (purple/grey) bus routes. Marketplace Stations is located less than 44 m from the site.**

The site and surrounding areas are connected by an interconnected network of sidewalks, trails, and pathways. Sidewalks are located along both sides of surrounding arterial, collector, and local streets including Marketplace Avenue, Sue Holloway Drive, Longfields Drive, and Clearbrook Drive. Sidewalks and pathways provide direct connections to commercial service and retail uses, schools, parks, and open space areas. Cycling lanes are located along Strandherd Drive and Longfields Drive and link to multiuse pathways (MUPs).



## Planning Rationale

### 2 Site and Surrounding Context

#### Parks and Open Space

A variety of parks and open spaces are located within walking distance of the property and provide a range of passive and active recreational opportunities.

- Lindenshade Park is an urban parkette located 120 m south of the property. The park has an area of 0.38 hectares and several areas for passive recreation and unstructured play.
- Mancini Park is a neighbourhood park located 450 m southwest of the property. The park has an area of 1.8 hectares and includes a splashpad, playground area, two full tennis courts and one half tennis court.
- Chapman Mills West Woodlot is a woodland park of low coniferous upland forest with minor wetland and hardwood elements straddling Clearbrook Drive 250 m east of the property. The park has a combined area of 8.8 hectares and includes passive recreation space including trails and pathways connecting to Mancini Park.



**Figure 6: The site is within a short walk of three different types of parks.**



### 3 EVOLVING LAND USE PLANNING CONTEXT

Barrhaven Downtown is identified by the City's Official Plan as one of three Town Centre Hubs intended to become the most important and largest Hub of their suburban community with employment and more urban-type development. The Secondary Plan was created to develop Barrhaven Downtown 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”. The Secondary Plan has six overarching goals:

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



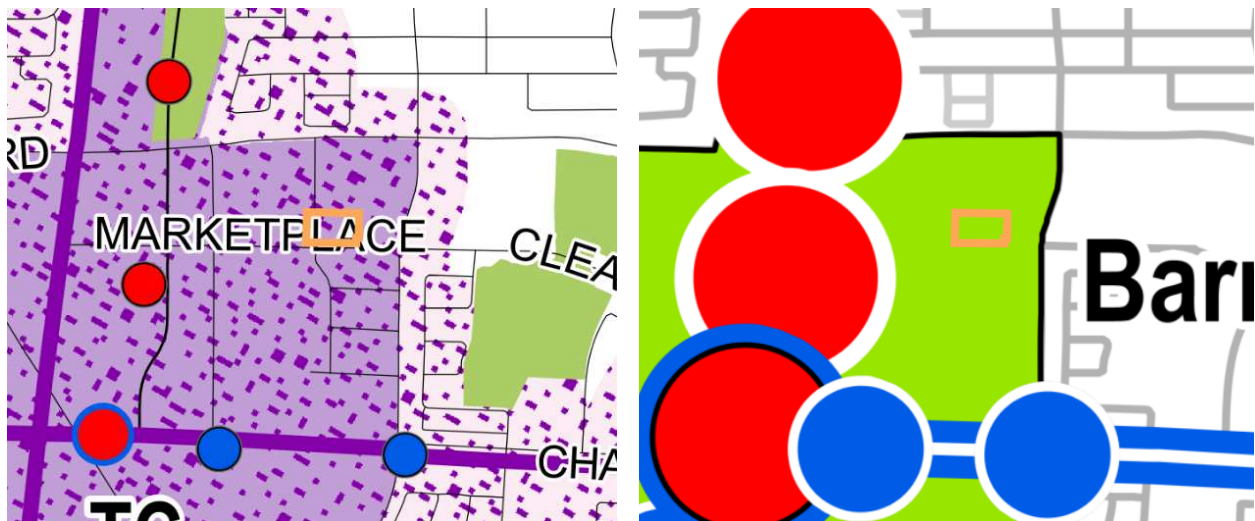
**Figure 7: Conceptual sketch showing existing (yellow) and potential future development (white) of Barrhaven Downtown based on the policies of the secondary plan.**

## Planning Rationale

### 3 Evolving Land Use Planning Context

When considering development proposals in Barrhaven Downtown it is essential to consider the dramatic transformation proposed by the secondary plan. While recent high-rise developments and proposals may appear significant, these new urban mid and high-rise developments are the first step towards the district's evolution into a compact, mixed use, urban community.

The property is within the Suburban Transect (Schedule A) and designated Town Centre Hub with an Evolving Overlay Schedule B6) by the Official Plan. The property is also located within a Protected Major Transit Station Area (PMTSA) (Annex C1) and the Airport Vicinity Development Zone (Annex C14). Generally, Hubs permit “a diversity of functions, higher density of development, greater degree of mixed uses and higher level of public transit connectivity than the areas abutting and surrounding the Hub”.



**Figure 8: The site is within the Suburban Transect and designated Hub (Town Centre) and Evolving Overlay (left). Barrhaven Downtown is a Protected Major Transit Station Corridor (PMTSA) (right).**

### 3.1 BARRHAVEN DOWNTOWN SECONDARY PLAN

The property is designated Mixed-Use Neighbourhood (Schedule A) by the Barrhaven Downtown Secondary Plan. The designation flanks the abutting Station Area designation and is intended to provide a mix of uses and a transition to low-rise communities east of Longfields Drive.

#### Secondary Plan History

The Barrhaven Downtown Secondary Plan as it appears in Volume 2B of the Official Plan has its origins as part of the South Nepean Secondary Plan approved by the City of Nepean in the early 1990s. In 1997, the Area 7 Secondary Plan was adopted by Nepean City Council creating the original Secondary Plan for the Town Centre.



## Planning Rationale

### 3 Evolving Land Use Planning Context



**Figure 9: The site is designated Mixed Use Neighbourhood by the Barrhaven Downtown Secondary Plan. Marketplace is designated as an Active Frontage street.**

In 2004, an urban design strategy was initiated to update the vision for the Town Centre. This strategy informed the subsequent Community Design Plan and Secondary Plan for the South Nepean Town Centre (Area 7) which was adopted by Ottawa City Council in 2006. The South Nepean Town Centre Community Design Plan (CDP) integrated the recommendations of the 2004 South Nepean Urban Design Strategy with several transportation infrastructure Environmental Assessments which had been completed since the Secondary Plan's creation in 1997. The CDP operated alongside the Secondary Plan with the intent of providing more updated urban design and built form direction.

In 2019, an amendment to the secondary plan was initiated by two major landowners with the aim to stimulate the development of the Town Centre lands (File Number: ACS2019-PIE-PS-0122). The revised secondary plan, titled the Barrhaven Downtown Secondary Plan, made changes to a range of policies and better integrated the direction of the CDP (by then renamed the Barrhaven Downtown Community Design Plan).

According to the Staff Report, the amendments included updates to land use designations, removal of prescriptive building heights reducing density targets, introduced active frontage streets, introduced the "Strandherd Retail District", and changes to the greenspace network, street cross-sections, other schedules.

The current Barrhaven Downtown Secondary Plan appears identical to that which was adopted by Council in 2019 under the previous Official Plan. Throughout the plan's 25-year history the text of the overarching goals that summarize the vision for the South Nepean Town Centre (now Barrhaven Downtown) have remained effectively unchanged:

- Compact Urban Form – development that reflects a dense, compact and transit supportive built form.
- High Quality Urban Design – high-quality design for all development, both public and private.



## Planning Rationale

### 3 Evolving Land Use Planning Context

- Mixture of Land Uses – provision of a broad range of retail, office, institutional and residential uses.
- Diverse and Accessible Greenspace Network – provision of a diverse and accessible greenspace network.
- Efficient Transportation System – provision of an efficient, multi-modal transportation network.
- 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).

### Changing Height Permissions

Among the 2019 updates to the Secondary Plan was a broadening of policies related to building heights. Originally, each designation included a narrow band of permitted building heights and typologies. For example, the 'High Rise Residential' (Section 3.4 of the former South Nepean Town Centre (Area 7) Secondary Plan) designation permitted only apartment and mixed use buildings to be a height between six and twelve storeys and have a net residential density target of 300 units per hectare. The prescriptive nature of the policies resulted in many site-specific amendments since residential development proposals, which responded to market demand, often did not align with these policies.

To resolve the effects of the prescriptive policies, the 2019 amendment established a minimum building height in many designations of two storeys without specifying a maximum building height; in these instances, development across the entire Town Centre was capped at 30 storeys by Section 5.1. Built Form which stated:

*2. Building heights up to thirty storeys are permitted generally within 400 metres of transit stations identified on Schedule A - Designation Plan.*

In explaining the rationale for the maximum building height in the 2019 Staff Report it was noted that:

*Guidance for where building heights up to 30 storeys can be located along major roads, including Chapman Mills Drive, Greenbank Road, Longfields Drive and within 400 metres of transit stations, helps direct denser and higher developments at appropriate locations.*

The report continues to explain a transition from target densities, combined with building height ranges, to the use of minimum floor space indices and minimum densities:

*Rather than including density targets as in the existing Secondary Plan, minimum Density requirements are established in the new Plan to achieve the Official Plan minimum of 120 people and jobs per gross hectare for the Town Centre...*

*The establishment of a minimum Floor Space Index (FSI) provides more certainty to the delivery of compact development. The establishment of minimum heights of two storeys and relaxing of maximum heights enables the Town Centre to develop, over the long term, into a more compact, dense transit-oriented centre...*





**Planning Rationale**  
**3 Evolving Land Use Planning Context**

*Guidance for where building heights up to 30 storeys can be located along major roads, including Chapman Mills Drive, Greenbank Road, Longfields Drive and within 400 metres of transit stations helps direct denser and higher developments at appropriate locations.*

Neither the Staff Report, nor the Secondary Plan, provide any rationale or discussion regarding the change in maximum building height. In response to a comment from the public regarding the lack of designation-specific maximum heights, the Report notes that Sections 2.5.1 and 4.11 of the City’s former Official Plan play “a major role in determining compatibility.”

**Building Height Classification in the Former Official Plan**

Section 2.2.2 (Managing Intensification Within the Urban Area) provides building height classifications in Figure 2.4 and further explanation provided in policy 11 (emphasis added):

Figure 2.4		
Classification		Maximum Building Height (Residential Storeys)
Low-Rise		4 storeys or less
Mid-Rise		5 to 9 storeys
High-Rise	High-Rise 10-30	10 to 30 storeys
	High-Rise 31+	31 storeys and more

*11. Building heights are classified in Figure 2.4 and will be used for establishing appropriate height limits in community design plans, secondary plans, the Zoning By-law and other policy plans, in land use designations in Section 3 and when considering amendments to this Plan. The corresponding storey height for a residential use is generally three metres, and for other uses is generally four metres, while at-grade uses may have higher storey heights. Where a secondary plan uses the terms “high-rise” or “high profile”, the building class will be limited to High-Rise 10-30 unless otherwise indicated in that plan. An amendment to the Zoning By-law will be required for any increase in height within that height class.*

The Official Plan in force at the time of the Secondary Plan update provided a different height range for the high-rise classification than the current Official Plan (10 to 40 storeys). Policy 11 makes clear that height classifications used in secondary plans are inextricably linked to those provided in figure 2.4 of Section 2.2.2.

**Height Classification Change in New Official Plan**

The current Official Plan identifies buildings between 10 and 40 storeys as “high-rise”. The increase in height range was a result of a motion by Council during adoption of the Official Plan intended to shift additional development to Hubs and Corridors in exchange for reduced maximum building heights along Minor Corridors.



## Planning Rationale

### 3 Evolving Land Use Planning Context

Based on the review above it is our opinion that the maximum building height within the Barrhaven Downtown Secondary Plan is derived from the legacy height classifications of the former Official Plan and was not updated after Council amendments prior to their adoption of the new Official Plan. The Secondary Plan, as well as the Staff Report for the 2019 amendment, provide no rationale or discussion for the maximum height. Accordingly, it is our opinion that any proposal for increased building height should be considered on its own merits.

The property is zoned Mixed Use Centre – MC[2573]. The purpose of the Mixed Use Centre zone is to:

1. *Ensure that the areas designated Mixed-Use Centres in the Official Plan, or a similar designation in a Secondary Plan, accommodate a combination of transit-supportive uses such as offices, secondary and post secondary schools, hotels, hospitals, large institutional buildings, community recreation and leisure centres, day care centres, retail uses, entertainment uses, service uses such as restaurants and personal service businesses, and high- and medium-density residential uses*
2. *Allow the permitted uses in a compact and pedestrian-oriented built form in mixed-use buildings or side by side in separate buildings*
3. *Impose development standards that ensure medium to high profile development while minimizing its impact on surrounding residential areas.*

Urban Exception 2573 provides several site-specific provisions related to building height, gross floor area requirements, and parking provisions. These provisions were tailored for the initial phase of development abutting Longfields Drive.



## 4 PROPOSED DEVELOPMENT

KTS Properties proposes to develop the site as a mixed use high-rise building comprised of a four-storey podium with at-grade commercial space framing the street corner of Marketplace Avenue and McGarry Terrace and surrounding a central courtyard facing Marketplace Avenue. Two towers of 35 and 26 storeys, connected by a eleven-storey link, flank the courtyard space. The proposal includes 1120 m<sup>2</sup> of at-grade commercial space, 597 apartment units, and a 440 m<sup>2</sup> courtyard that would operate as a publicly accessible courtyard space.



**Figure 10: Rendering of the proposed development and surrounding built form (Progressive Architects).**

### McGarry Terrace Extension

The Barrhaven Downtown Secondary Plan shows McGarry Terrace extending south to connect to Marketplace Avenue at the intersection of Sue Holloway Drive. The alignment of McGarry Terrace will occupy the westernmost portion of the subject property, consuming an area of 1049 m<sup>2</sup>— or 20% of the property. The extension will be a local street with a 20 m right-of-way and a cross-section matching that of



## **Planning Rationale**

### **4 Proposed Development**

the current street north of the site. The McGarry Terrace extension will improve pedestrian and vehicular access to Howard Grant Terrace.

Construction of the extension will occur as a condition of Site Plan approval for this development. Upon completion of the street, the current turnaround circle will be removed and landscaped.

### **Massing and Transition**

The towers and link portions of the building are positioned above a four-storey podium that frames the abutting streets and encloses the proposed courtyard on three sides. A four-storey podium (approximately 14.4 metres in height) provides a 2:1 ratio of building height to distance from the façade of the mid-rise building on the south side of Marketplace Avenue. The building massing is similar to that of the Havens to the east and provides an urban and active courtyard space which mirrors a courtyard with vehicle drop off area on the south side of Marketplace. The towers have been set back from the street edge established by the podium and are differentiated by a change in materials as well as more pronounced building articulation along the south and west elevations. The west tower—at 35 storeys, has a floorplate of 744 m<sup>2</sup>, whereas the east tower—at 26 storeys, has a floorplate of 736 m<sup>2</sup>. Each tower terminates with a two-storey portion with significantly smaller floorplates to visually narrow their appearance and create a more defined silhouette.

The ground floor of the proposed development will contain commercial/retail uses, the 10<sup>th</sup> floor of the western tower will accommodate a restaurant while the remainder of the floors on both towers and podium will comprise of residential apartment units. Access to the development and underground parking will be via Marketplace Avenue.

The proposed towers provide sufficient separation between each other (23 m) and with the existing tower to the north (31.5 m). The east tower is separated from the westernmost Haven tower by 21.3 m.

The two towers are 90 m from the closest low-rise residential buildings (being the four-storey apartments at 301 Sue Holloway Drive) and 120 m from the closest ground-oriented residential buildings (102 Lindenshade Drive). Both buildings are also within the Barrhaven Downtown Secondary Plan. The existing surrounding built form provides an incremental transition and reduction in heights from the proposed development to low-rise residential areas to the south, north, and east.

### **Courtyard, Public Realm, and Landscape Strategy**

Spaces in a city that are publicly accessible, or directly frame or engage with publicly accessible spaces, constitute the public realm; the term encompasses not only publicly-owned spaces (such as streets, parks, public service facilities, etc.) but also privately-owned spaces that are used or can be accessed by the general public (like atria, plazas, etc.), and private uses and buildings that abut and define the character of publicly accessible spaces (storefronts, landscaping, etc.).

The public realm abutting the proposed development can be organized into four overlapping but unique areas. The building's massing, articulation, and engagement responds to these public spaces.



### **MCGARRY TERRACE**

McGarry is a local street with a right-of-way width of 20 m which bounds the development to the west. The street intersects with Marketplace but will provide access to Howard Grant Terrace and the Dymon Storage facility. The proposed development will provide a contiguous four-storey façade along McGarry which includes the principal residential lobby entrance, one commercial space with an active entrance, and another commercial space which addressed Marketplace with windows that flank McGarry. An enclosed service bay gains access from the north part of the site to McGarry.

### **MARKETPLACE AVENUE**

Marketplace is a collector street and identified as an active frontage street by the secondary plan. The proposal provides a wide sidewalk, additional pedestrian space at the corner of Marketplace and McGarry, and contiguous frontage occupied by commercial spaces with active entrances directly to the sidewalk. Regularly spaced street trees between the carriageway and conveyance portion of the sidewalk provide separation from vehicle traffic while providing summer shade and contributing to the urban forest. Streetscape design will continue the approved design in front of the Havens to the east to provide a consistent pedestrian experience.



**Figure 11: Rendering of Marketplace Avenue looking west from the east tower podium. The sidewalk has been widened and street trees will extend across the entire frontage (Progressive Architects).**

## Planning Rationale

### 4 Proposed Development

#### COURTYARD

The courtyard will provide a break in the street edge along Marketplace and extend the public realm into the site. The Landscape Strategy envisions a barrier-free publicly accessible courtyard framed by commercial units and occupied by landscaped areas, seating, and a pergola extending to the street. The courtyard design continues along Marketplace to provide a consistent pedestrian experience that invites the public to use the courtyard.



**Figure 12: View of the courtyard from Marketplace Avenue. The courtyard will be a public accessible space designed to welcome the public to a more urban form of open space. (Progressive Architects)**

#### DRIVEWAY ALLEY

The driveway alley balances site access and servicing requirements with pedestrian comfort. The ground floor is inset from the building edge creating an arcade with commercial spaces. Loading spaces are provided for drop-off/loading.

The development has been designed in a manner which ensures a pedestrian scale along Marketplace Avenue via appropriate building setbacks, variations in building articulation and fenestration, which provide defined transitions from the public realm to the high-rise built form. The ground floor provides a greater floor to ceiling height for the retail and commercial uses which articulates and defines the buildings at-grade relationship to the public realm.



## 4.1 AMENDMENT TO BARRHAVEN DOWNTOWN SECONDARY PLAN

The property is designated Mixed-use Neighbourhood on Schedule A of the Barrhaven Downtown Secondary Plan. The permitted building height as per Section 5.1. Built Form states:

2. *“Building heights up to thirty storeys are permitted generally within 400 metres of transit stations identified on Schedule A - Designation Plan”.*

To permit the proposed development we propose a height limit of up to 35-storeys be considered to permit the west tower. The proposed 26-storey east tower is consistent with the secondary plan.

## 4.2 AMENDMENT TO ZONING BY-LAW

To permit the proposed development, an amendment to the Zoning By-law is required to adjust the following site-specific provisions through Urban Exception 2573:

<b>Proposed Amendments to Urban Exception 2573</b>		
<b>Existing Provision</b>	<b>Proposed Provision</b>	<b>Comment</b>
Maximum building height: 57 m	Maximum building height: 130 m	Increase maximum building height to accommodate proposed 35-storey tower
Total cumulative gross floor area for all uses on the lot: 28,270 m <sup>2</sup>	Total cumulative gross floor area for all uses: 66,780 m <sup>2</sup>	Increase maximum GFA by 38,510 m <sup>2</sup> to accommodate proposed development

The following provisions would also be added to Urban Exception 2573:

<b>Proposed Amendments to Urban Exception 2573</b>		
<b>Existing Provision</b>	<b>Proposed Provision</b>	<b>Comment</b>
The minimum interior side yard setback for a tower is 11.5 m (Section 77(4)(c))	The minimum interior side yard setback for a tower is 5.9 m	Permit reduced setback for west tower recognizing that sufficient space is provided to the abutting tower to the north.

The proposed development would comply with all other provisions of the Mixed Use Centre zone and Urban Exception 2573.

The reduction in the interior side yard setback from 11.5 m to 5.9 m will be adjacent to the current turnaround circle for McGarry Terrace. Upon completion of the McGarry Terrace extension the area will be landscaped. No new development will occur over the former turnaround circle and the west tower is appropriately set back from the existing Howard Grant Terrace tower.



### **4.3 WIND ANALYSIS**

A Pedestrian Level Wind Study was completed by Gradient Wind to assess the potential impacts of wind on outdoor amenity spaces and walking areas by the proposed development. Taller buildings can deflect wind and cause downwash, where higher elevation winds with greater velocities and direct downwards (called downwash) towards the ground surface and affecting the comfort of those who use the space. Designers can use a range of techniques to disrupt and dissipate the effects of downwash at street level through building setbacks and massing, street-level arcades and overhangs, and street trees.

The study concluded that all grade-level areas within and surrounding the proposed development are predicted to experience acceptable conditions for the intended pedestrian (including walking, standing, sitting, etc.) uses throughout the year including surrounding sidewalks, nearby transit stops, existing neighbouring surface parking lots, drop-off areas, walkways, courtyard, and around building access points.

Rooftop amenity areas located on the 11<sup>th</sup> and 12<sup>th</sup> floors allow for standing comfort and limited sitting comfort. Wind impacts on user comfort can be addressed using taller wind screens (greater than 1.8 m as measured from the walking surface) along the perimeters of the terraces sitting areas.

### **4.4 SHADOW ANALYSIS**

A Shadow Analysis was prepared by Progressive Architects to demonstrate the extent of shadowing from the increase in building height from the proposed applications. It should be noted that the assessment differentiates between the existing as-of-right building height under the current zoning (in this case 17 storeys) and the proposed development.

The analysis examines shadow projections for early morning and late afternoon June 21 (summer solstice), December 21 (winter solstice), and September 21 (fall equinox and identical to the spring equinox). Further detail is provided in the Shadow Analysis included as part of the application package.

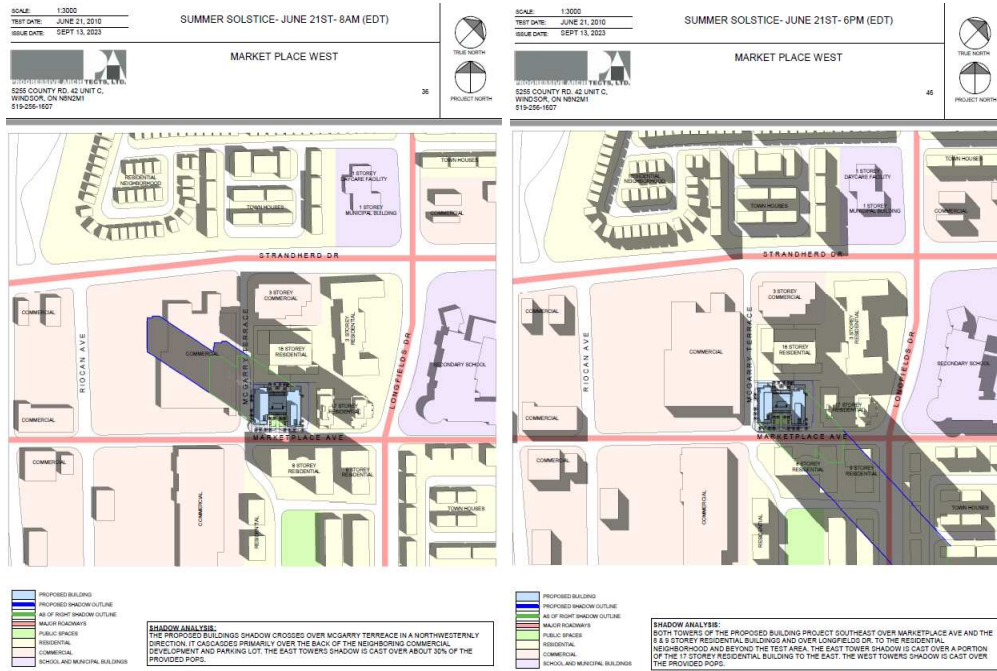




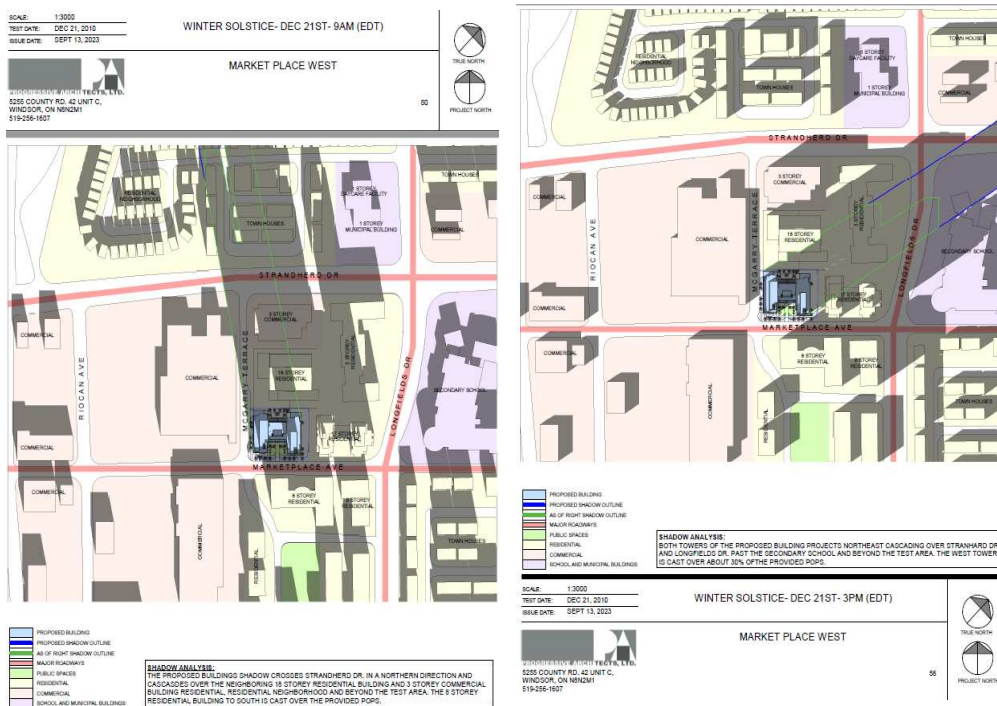
# Planning Rationale

## 4 Proposed Development

### June 21 (Summer Solstice)

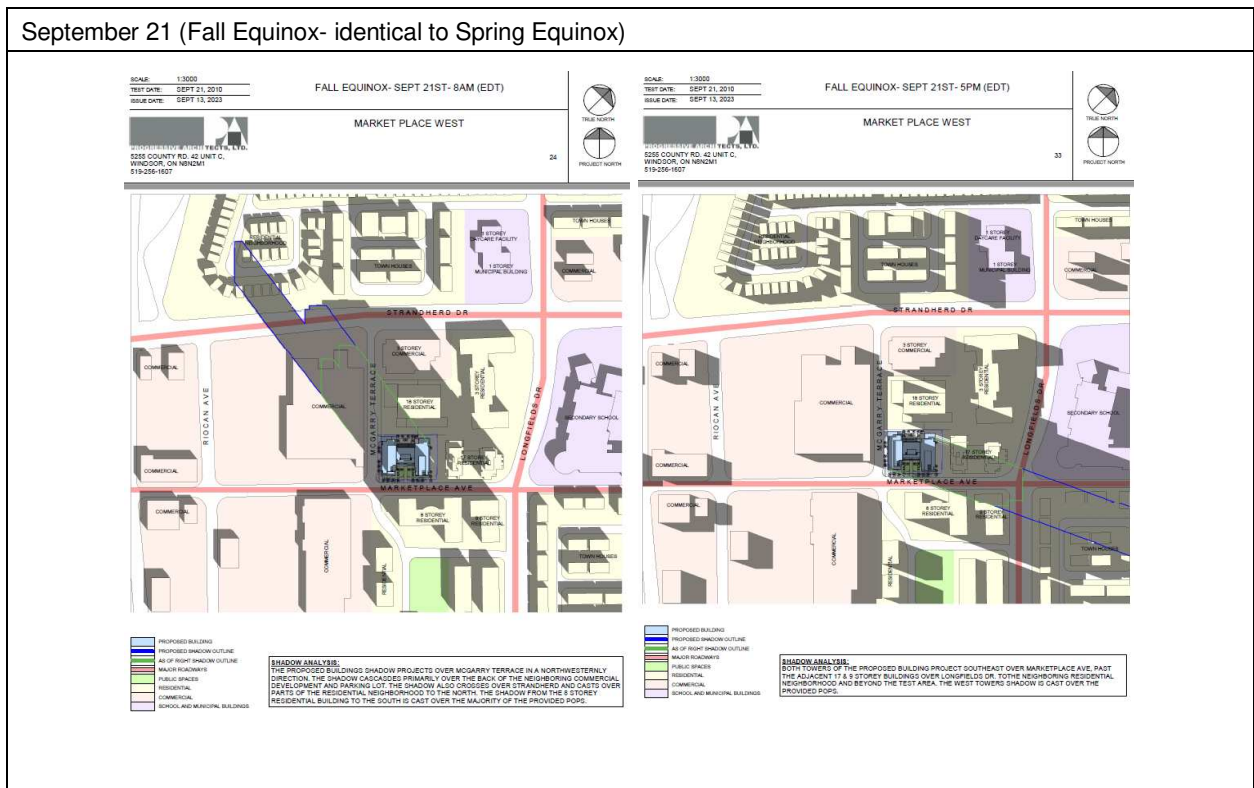


### December 21 (Winter Solstice)



# Planning Rationale 4 Proposed Development

September 21 (Fall Equinox- identical to Spring Equinox)



## **5 COMMUNITY ENGAGEMENT STRATEGY**

In partnership with the City of Ottawa, all public engagement activities will comply with Planning Act requirements, including circulation of notices and the Statutory Public Meeting. The following public notice and engagement activities will occur in parallel with the review and circulation of the applications by the City of Ottawa and partner agencies and in advance of any decision of Council on the applications:

- Notification of Ward Councillor: the Ward Councillor will be notified of the application and invited to discuss the proposed development.
- Community “Heads Up” to local registered Community Associations: a notification to local registered community associations will be completed by the City of Ottawa during the application process.
- Public Notice Signage and Mailing: A public notice sign will be posted on the property describing the proposed applications and providing contact information for the City File Lead. Printed notices are also delivered to properties and property owners within 120 m of the site.
- Statutory Public Meeting(s) for Official Plan and Zoning By-law Amendments: as required by the Planning Act, a Statutory Public Meeting(s) will be held as a meeting of the Planning and Housing Committee.

The prior to formal submission of the applications the project team met with City staff on multiple occasions as part of the City’s three—staged preapplication review process. The project team met with City staff and the Urban Design Review Panel (UDRP) on the following occasions:

<b>Date</b>	<b>Meeting or Presentation</b>
December 12, 2022	Meeting with Councillor David Hill (Ward 3 Barrhaven West)
January 10, 2023	Meeting with Councillor Wilson Lo (Ward 24 Barrhaven East)
June 2, 2022	Preapplication Consultation meeting
March 9, 2023	Phase I Preapplication meeting
June 2, 2023	Informal/Voluntary UDRP presentation
August 23, 2023	Review changes to proposal based on UDRP and Phase I feedback comments
November 10, 2023	Phase II Preapplication meeting
December 12, 2023	Review changes to proposal based on Phase II feedback comments



## 6 POLICY JUSTIFICATION

### 6.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest. Under Section 3 of the Planning Act, decisions affecting planning matters “shall be consistent with” the PPS.

#### **Building Strong, Healthy and Resilient Communities**

Section 1.1.1 of the PPS states that healthy, liveable, and safe communities are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial wellbeing of the province and municipalities over the long term*
- b) *accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns*
- d) *avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas*
- e) *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs*
- f) *improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society*
- g) *ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs, and*
- h) *promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

Section 1.1.3.1 of the PPS states that, “*settlement areas shall be the focus of growth and development*”. More specifically, Section 1.1.3.2 states that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) *efficiently use land and resources*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency*
- d) *prepare for the impacts of a changing climate*
- e) *support active transportation*
- f) *are transit-supportive, where transit is planned, exists or may be developed*



## Planning Rationale

### 6 Policy Justification

*g) are freight-supportive.*

Policy 1.1.3.4 states that:

*Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

Section 1.4.3 of the PPS states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area; this is to be accomplished by directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; and, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

The proposal promotes an efficient land use pattern while accommodating a range of residential unit types (studio to three-bedroom units) and space for employment (commercial) uses on an underutilized parcel within a designated growth area in the built up area. The proposal does not warrant the expansion of infrastructure and can be supported by existing and planned public service facilities. Many of the proposed residential units, communal areas, commercial units, and outdoor spaces will be barrier-free to allow for the full participation of persons with disabilities, and older persons. The proposed density, mix of uses, and strong pedestrian-oriented built form supports the use of active transportation and existing transit service. Increasing residential and employment densities in proximity to planned future light rail stations will further support the extension of higher order transit to Barrhaven Downtown.

The proposed changes to the secondary plan and Zoning By-law will establish development standards tailored to the site's context to facilitate intensification of an underutilized site while ensuring public health and safety considerations and appropriately addressed.

Policy 1.5.1 states that healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity*
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources*

The proposed built form frames the abutting streets to create a continuous active frontage along McGarry Terrace, addressing the intersection, and continuing along Marketplace Avenue. The proposed courtyard provides a community gathering space surrounded by active frontages and overlooked by residential dwellings and a communal amenity space. The space will provide a new form of urban public space in Barrhaven that will complement the nearby urban parkette, neighbourhood, and woodland parks providing a range of built and natural settings for recreation. The colocation of different uses will provide passive surveillance along both streets and the courtyard during morning, business hours, and into the evening.



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### 6 Policy Justification

Section 1.6.7 provides direction on the provision of infrastructure that is safe, energy efficient, and appropriately scaled to current and future needs. Specifically:

*1.6.7.2 Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

*1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

The proposed development utilizes existing infrastructure for site servicing and mobility in a location with an existing mix of uses, land use pattern, transit services, and active transportation facilities that provide a viable alternative to private automobile use for many trips. Increasing housing and employment density within walking distance of rapid transit is a cornerstone of transit-oriented development principles and the City's new Official Plan to leverage public transit investments to support walkable 15-minute neighbourhoods.

Section 1.7.1 states that long-term economic prosperity should be supported by, among other things:

- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce*
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes*
- f) promoting the redevelopment of brownfield sites*
- g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people.*

The proposal advances the direction of the PPS by providing residential uses that respond to market needs while increasing the supply of rental apartments in Barrhaven. In turn, the additional residents and commercial spaces will support the vitality and viability of Barrhaven Downtown. The building massing reflects the site's prominent position at a street corner and the inclusion of a publicly accessible courtyard to create a unique built form and encourage a sense of place.

Section 1.8.1 Policy 1.8.1 states that planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and prepare for the impacts of a changing climate through land use and development patterns which, among other things:

- a) promote compact form and a structure of nodes and corridors*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion*
- g) maximize vegetation within settlement areas, where feasible.*

The proposed development provides an appropriate range and mix of housing options and densities on an existing property with existing services, in proximity to commercial, retail, and public transit services. The Landscape Strategy proposes street trees along Marketplace and McGarry as well as tree planting



## **Planning Rationale**

### **6 Policy Justification**

and vegetation beds within the courtyard higher density compact forms of development are generally more energy efficient than lower density development forms.

### **Wise Use and Management of Resources**

Section 2 of the PPS provides further policies related to the wise management of natural resources, summarized below.

Policy 2.1 (Natural Heritage) prohibits development or site alteration within natural heritage features such as provincially significant wetlands, woodlands, valleylands, wildlife habitat, and areas of natural and scientific interest unless there will be no negative impacts to natural features or functions. There are no natural heritage features identified on the property.

Policy 2.2 (Water) states development and site alteration shall be restricted near sensitive surface or groundwater features unless their hydrologic functions are protected, enhanced, or restored. No surface or groundwater features have been identified on or near the property. The Assessment of Adequacy of Services demonstrates how sanitary flows will be accommodated and stormwater will be appropriately treated and discharged.

Policy 2.3 (Agriculture) protects prime agricultural lands or specialty crop areas, from encroachment by incompatible uses. The property is not identified as prime agricultural land, nor within a specialty crop area.

Policy 2.4 (Minerals and Petroleum) prevents uses which could preclude or hinder the development of known or potential mineral or petroleum resources. There are no mineral or petroleum resources on or near the property.

Policy 2.5 (Mineral Aggregate Resources) protects mineral aggregate resources for long-term use. There are no known mineral aggregate resources on or near the property. The proposed development will not impact areas of mineral aggregate potential.

Policy 2.6 (Cultural Heritage and Archaeology) requires the conservation of significant built heritage resources, cultural heritage landscapes, and archaeological resources. The site does not contain any structures of heritage value and has not been identified as having archaeological potential by the City.

### **Protecting Public Health and Safety**

Section 3.0 of the PPS provides policies related to reducing the potential public cost of, and protection of residents from, natural or human-made hazards.

Policy 3.1 (Natural Hazards) directs development to areas outside of hazardous lands, such as flooding or erosion hazards, dynamic beach hazards, or wildland fire hazards. The property is not located on lands impacted by hazardous sites, erosion and/or dynamic beach hazards, large inland lakes, or flooding hazards.



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Policy 3.2 (Human-Made Hazards) requires appropriate mediation of human-made hazards such as mine hazards, oil, gas or salt hazards, or former resource extraction operations, prior to development on or abutting these lands. No mining, aggregate operation or petroleum resource operation hazards exist on or near the property. A Phase II Environmental Site Assessment and update letter prepared by Paterson Group demonstrates that the site is considered to have been effectively remediated and no further investigation was recommended.

The proposed amendments conform to the policies and intent of the Provincial Policy Statement.

## 6.2 PROVINCIAL PLANNING STATEMENT (JUNE 2023 DRAFT)

In April 2023, the province of Ontario released draft provincial planning policy instrument intended to replace the current Provincial Policy Statement (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019, as amended). Named the Provincial Planning Statement, the proposed instrument will combine elements of both documents.

The following review and discussion are based on publicly available materials posted to the province's Environmental Registry website (#019-6813) at the time up this rationale's issuance (updated draft June 16, 2023).

### Building Homes, Sustaining Strong and Competitive Communities

Policy 2.2.1 states that planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by (emphasis added):

- a) *coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including housing affordability needs*
- b) *permitting and facilitating:*
  - 1. *all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
  - 2. *all types of residential intensification, including the conversion of existing commercial and institutional buildings for residential use, development and introduction of new housing options within previously developed areas, and redevelopment which results in a net increase in residential units in accordance with policy 2.3.3*
- c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
- d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*





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### 6 Policy Justification

Section 2.3 states that strategic growth areas, such as major transit station areas, should be the focus areas of growth and development within settlement areas.

1. *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*
2. *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*
  - a) *efficiently use land and resources*
  - b) *optimize existing and planned infrastructure and public service facilities*
  - c) *support active transportation*
  - d) *are transit-supportive, as appropriate; and*
  - e) *are freight-supportive.*

The proposal makes efficient use of land and resources by continuing the development of a high-density, transit and active transportation-supportive built form that makes use of existing and planned infrastructure and public service facilities.

Section 2.4 provides general policies for strategic growth areas, defined as settlement areas, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher density mixed uses in a more compact built form. Strategic growth areas include major transit station areas.

Policy 2.4.1.1 states:

1. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, planning authorities may, and large and fast-growing municipalities shall, identify and focus growth and development in strategic growth areas by:
  - a) identifying an appropriate minimum density target for each strategic growth area; and
  - b) identifying the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

Additionally, policy 2.4.2.2 directs large and fast-growing municipalities (such as Ottawa) to establish minimum density targets of 160 residents and jobs per hectare within major transit station areas served by light rail or bus rapid transit.

Appendix 2 of the Barrhaven Downtown Secondary Plan provides three potential population and density projections based on the allocation of retail, office, and residential space. Of the three options, only Options 2 and 3 meet the minimum density target of the draft PPS, both of which require a tripling of retail and/or office space (from 100,000 m<sup>2</sup> to over 310,000 m<sup>2</sup>) as well as an additional 4500 dwelling units (from approximately 3500 planned or approved to 8008). Since most land has been developed, a significant increase in density is warranted to achieve minimum resident and job requirements of the draft PPS.



## **General Policies for Infrastructure and Public Service Facilities**

Policy 3.9.1 states that healthy, active, and inclusive communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity*
- b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources*

Similar to the response to policy 1.5.1 of the 2020 PPS, the development proposes a publicly accessible courtyard facing Marketplace Avenue and framed by active frontages of at-grade commercial. The space will provide a new form of urban public space in Barrhaven that will complement the nearby urban parkette, neighbourhood, and woodland parks providing a range of built and natural settings for recreation.

## **Wise Use and Management of Resources**

The policies of Chapter Four regarding the use and management of resources remain largely unchanged from Section 2.0 of the 2020 PPS. The proposal is consistent with the policies of Chapter Four of the draft Provincial Planning Statement.

## **Protecting Public Health and Safety**

The policies of Chapter Five regarding the protection of health and safety from natural and human-made hazards remain largely unchanged from Section 3.0 of the 2020 PPS. The proposal is consistent with the policies of Chapter Five of the draft Provincial Planning Statement.

## **6.3 OFFICIAL PLAN**

The City of Ottawa's Official Plan was adopted by Council in November 2021 and approved with modifications by the Minister of Municipal Affairs and Housing on November 4, 2022. The Official Plan (OP) provides a vision for the future growth of the city and direction in its physical development to the year 2046. The proposal achieves the OP's overarching goals to accommodate more growth through redevelopment, facilitate 15-minute neighbourhoods, encourage public transportation use, and support development that is economically, socially, and environmentally sustainable.

The property is designated Town Centre Hub within the Suburban (Southwest) Transect and is affected by the Evolving Overlay.



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The Official Plan proposes five broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

1. Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
2. By 2046, the majority of the trips in the city will be made by sustainable transportation.
3. Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.
4. Embed environmental, climate and health resiliency and energy into the framework of our planning policies.
5. Embed economic development into the framework of our planning policies.

### Growth Management Framework

The City's growth management framework directs 47% of all projected growth until 2046 to the existing urban area that is built-up or developed. The balance of growth will be directed to urban greenfield areas and rural areas. Intensification will support 15-minute neighbourhoods by being directed to Hubs and Corridors where the majority of services and amenities are located.

Table 1 of the Official Plan projects Ottawa will have 346,000 additional residents by 2046 (over 2021 population); were the City successful in directing 47% of new residents to existing urban areas through intensification, housing for 162,620 people would be required.

Policy 3.1.1 states that the "vast majority of residential intensification shall focus within 15-minute neighbourhoods, which are comprised of Hubs, Corridors and lands within the Neighbourhood designations that are adjacent."

Table 3a of the OP establishes minimum density requirements for various hubs and mainstreets. Barrhaven Town Centre has been assigned a minimum area-wide density of 102 people and jobs per gross hectare. The table refers to the secondary plan for minimum residential density requirements (assessed as dwellings per net hectare), though no density target exists in the Barrhaven Downtown Secondary Plan.

Section 3 of the Official Plan provides clear direction that Hubs, Corridors, and adjacent Neighbourhoods are intended to accommodate the vast majority of the 162,620 new residents directed to the City's existing urban area. Focusing development in these areas will provide the City with an exceptional opportunity to support public transit and public facility investments, support and expand 15-minute neighbourhoods, and create healthy and energy efficient communities.

Proposals like KTS Properties are an essential component of the City's growth management framework by accommodating projected growth with advancing the five big moves of the OP. The proposal will provide new housing within a 15-minute neighbourhood and a short walk from rapid transit and frequent street transit. The building massing, design, and materiality continue to advance the sophistication of urban design in the area.



## **City-Wide Policies**

Section 4 of the Official Plan provides policy direction that encompasses all areas of the City.

### **MOBILITY**

Section 4.1.4 – Support the shift towards sustainable modes of transportation states:

- 1) *Transportation Demand Management strategies shall be used to provide positive incentives and remove barriers to sustainable transportation, in accordance with the Transportation Impact Assessment Guidelines as well as the Transportation Demand Management measures identified in the TMP.*
- 2) *The City shall manage the supply of parking to minimize and to gradually reduce the total land area in the City consumed to provide surface parking. Minimum parking requirements may be reduced or eliminated, and maximum parking limits may be introduced, in all the following locations:*
  - a) *Hubs and Corridors*
  - b) *Within a 600 metre radius or 800 metres walking distance, whichever is greatest, to existing or planned rapid transit stations*
  - c) *Within a 300 metre radius or 400 metres walking distance, whichever is greatest, to existing or planned street transit stops along a Transit Priority Corridor or a Frequent Street Transit route*
- 10) *Parking garages and their access points are to be designed to maintain continuity of the street edge, pedestrian environment and function of the street, as identified in transect and designation policies, through strategies such as:*
  - a) *Minimizing the number and width of vehicle entrances that interrupt pedestrian movement;*
  - b) *Including other uses along the street, at grade, to support pedestrian movement*
  - c) *Providing landscaping, art, murals or decorative street treatments*
  - d) *Minimizing the frontage and visibility of the parking garage from the street, where appropriate and*
  - e) *Ensuring that the primacy of pedestrians along the sidewalk is maintained at all times through the use of traffic control and other measures that regulate the crossing of vehicles at all access points.*

The concept plan for the proposal includes 653 underground parking spaces allocated between residents, visitors, and commercial units. Access to the parking garage is shared with the abutting Havens development to limit sidewalk crossings and land occupied by vehicle infrastructure. The driveway entrance configuration ensures that pedestrians using Marketplace will have right of way over vehicles entering or exiting the site.

The Transportation Impact Assessment prepared by CGH provides a range of transportation demand management measure that could be implemented through the subsequent Site Plan Control review process such as the provision of carshare spaces and enhanced bicycle parking.



## **HOUSING**

Section 4.2 of the Official Plan provides policy direction on Housing supporting “a diversity of housing options for both private ownership and rental”.

Section 4.2.1 supports flexible and adequate supply and diversity of housing options throughout the city.

- 1) A diverse range of flexible and context-sensitive housing options in all areas of the city shall be provided through the Zoning By-law, by:
  - a) Primarily regulating the density, built form, height, massing and design of residential development, rather than regulating through restrictions on building typology
  - b) Promoting diversity in unit sizes, densities and tenure options within neighbourhoods including diversity in bedroom count availability

The proposal includes purpose-built rental dwellings ranging from studio to three-bedroom units. Through the Canada Mortgage and Housing Corporation (CMHC) MLI Select Program the proposal is seeking preferential financing in exchange for providing below-market rent, barrier-free units, and achieving sustainability standards.

## **PARKS AND RECREATION FACILITIES**

Section 4.4 provides policy guidance for providing parks and recreation facilities in the City. The OP recognizes that park and leisure areas are important and necessary elements of complete communities, providing the playgrounds, parks and sport fields that provide people with their most frequent and immediate contact with greenspace.

- 2) *All development, regardless of use, shall meet all of the following criteria to the satisfaction of the City:*
  - b) *Prioritize land for parks on-site over cash-in-lieu of parkland. Cash-in-lieu of parkland shall only be accepted when land or location is not suitable. The land to be conveyed shall, wherever feasible:*
    - i) *Be a minimum of 400 square metres or as described in the upcoming Land First Policy and updated Park Development Manual as directed by the Parks and Recreation Facilities Master Plan*
    - ii) *Be free of encumbrances above and below ground when land for parks is obtained by parkland dedication; or in the case of land purchases for the creation of new parks in established areas, unless the encumbrances have been approved by the City where reasonable*
    - iii) *Be of a usable shape, topography and size that reflects its intended use*
    - iv) *Meet applicable provincial soil regulations; and*
    - v) *Meet the minimum standards for drainage, grading and general condition.*

Policy 3 of Section 4.4.1 – For Site Plan Control applications in the Downtown, Inner Urban, Outer Urban and Suburban Transects, where the development site is more than 4,000 square metres, the City shall



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place a priority on acquisition of land for park(s) as per the Planning Act and the Parkland Dedication By-law.

Development of the site will already require significant loss of developable area as a result of the required extension of McGarry Terrace over the west portion of the property, consuming 1049 m<sup>2</sup> or 20% of the land area. The resulting developable area is 4145 m<sup>2</sup>.

As discussed in Section 2.3 of this rationale, the property is located within a short walk of an urban parkette, woodlot, and neighbourhood park. The allocation of further land to the City, which would meet the minimum land area and dimension requirements of the Parks Development Manual, would result in a substantial and irredeemable loss of development potential.

The applicant proposes to establish a publicly accessible courtyard within the site abutting Marketplace Avenue. The courtyard will have an area of 440 m<sup>2</sup> (larger than the 400 m<sup>2</sup> minimum required for land dedication) and will integrate with setbacks and sidewalks along Marketplace Avenue to create a larger functional space. The proposed courtyard meets the intent of the OP policies on parked and recreation facilities by providing a publicly accessible open space and creating a range of park types and scales to provide a variety of community amenities and gathering places. Considering the size of the subject property, presence of nearby parks and open space, and provision of a courtyard, the allocation of land for parkland is not warranted and cash-in-lieu is most appropriate.

Section 4.4.4 – Emphasize larger parks in the Outer Urban and Suburban transects states:

- 1) For areas with a Future Neighbourhood Overlay in Outer Urban and Suburban areas, the City has the following preferences:
  - a) Larger park properties that offer the widest range of activity spaces, such as sports fields are preferred
  - b) In Hubs and Corridors in the Outer Urban and Suburban transects, urban parkette and plazas will provide central gathering space and recreational components. These are intended to complement larger parks.

As discussed above, the subject property cannot allocate sufficient land to provide park facilities. Provision of a courtyard that operates as an urban plaza meets the intent of Section 4.4.4 to provide central gathering spaces and recreational components in Hubs within the Suburban transect.

## URBAN DESIGN

Section 4.6 of the Official Plan provides policy support in encouraging healthy 15-minute neighbourhoods, growing tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible to people from a range of backgrounds.

Section 4.6.3 *Ensure capital investments enhance the City's streets, sidewalks, and other public spaces supporting a healthy lifestyle* provides support to enhance the public realm.



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- 2) *Privately Owned Publicly Accessible Spaces (POPS) offer publicly accessible amenity that contributes positively to the public realm. POPS will be designed in accordance with applicable urban design guidelines. To ensure exceptional design, POPS will:*
- a) *Fit into their context, providing a meaningful contribution to existing and planned connections*
  - b) *Be sited strategically to best animate the streetscape, take advantage of views and vistas, highlight heritage elements and provide a comfortable microclimate environment*
  - c) *Respond to the needs of the community with consideration for neighbourhood character and local demographics;*
  - d) *Read as publicly-accessible to the passerby and feel comfortable, welcoming and safe for the user;*
  - e) *Be designed in a coordinated manner with the associated building(s); and*
  - f) *Bring nature into the built environment, where appropriate.*
- 4) *The City will explore partnerships with development proponents, and other groups (such as Business Improvement Associations, other levels of government and community groups) to enhance the public realm through means such as the coordination and development of capital improvements in conjunction with development on adjacent properties as well as the maintenance, management and stewardship of existing or future public spaces.*

The courtyard abutting Marketplace Avenue is sited strategically to best animate the streetscape and provide a comfortable microclimate environment that integrates with the commercial spaces that flank the space and provides active entrances and passive surveillance. This space is located along Marketplace Avenue making it easily visible, accessible, and welcoming to residents and the public.

In addition to the courtyard, the proposal includes several improvements to the public realm:

- Design elements of the courtyard will extend to the Marketplace Avenue sidewalk providing benches, street trees, and contiguous finishes to create a positive pedestrian environment.
- Extension of McGarry Terrace to expand the urban street grid and improve connectivity for all transportation modes.

Section 4.6.5 – *Ensure effective site planning that supports the objectives of Corridors, Hubs, Neighbourhoods and the character of our villages and rural landscapes* states:

- 2) *Development in Hubs and along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.*
- 3) *Development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible. Shared service areas, and accesses should be used to limit*



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*interruptions along sidewalks. Where underground parking is not viable, surface parking must be visually screened from the public realm.*

The proposed building heights and orientation are consistent with the direction of the Hub Town Centre designation within the Outer Urban Transect. As discussed in Section 4 of this rationale, the building massing frames both the abutting streets and courtyard with a four-storey podium with active frontages at-grade and residential overhead to provide passive surveillance of the public realm.

Section 4.6.6 – Enable the sensitive integration of new development of Low-rise, Mid-rise, and High-rise buildings to ensure Ottawa meets its intensification targets while considering liveability for all states:

- 2) Transitions between Mid-rise and High-rise buildings, and adjacent properties designated as Neighbourhood on the B-series of schedules, will be achieved by providing a gradual change in height and massing, through the stepping down of buildings, and setbacks from the Low-rise properties, generally guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.*
- 3) Where two or more High-rise buildings exist within the immediate context, new High-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.*
- 4) Amenity areas shall be provided in residential development in accordance with the Zoning By-law and applicable design guidelines. These areas should serve the needs of all age groups, and consider all four seasons, taking into account future climate conditions. The following amenity area requirements apply for mid-rise and high-rise residential*
  - a) Provide protection from heat, wind, extreme weather, noise and air pollution; and*
  - b) With respect to indoor amenity areas, be multi-functional spaces, including some with access to natural light and also designed to support residents during extreme heat events, power outages or other emergencies.*
- 8) High-rise buildings shall be designed to respond to context and transect area policies, and should be composed of a well-defined base, middle and top. Floorplate size should generally be limited to 750 square metres for residential buildings and 2000 square metres for commercial buildings with larger floorplates permitted with increased separation distances. Space at-grade should be provided for soft landscaping and trees.*
- 9) High-rise buildings shall require separation distances between towers to ensure privacy, light and sky views for residents and workers. Responsibilities for providing separation distances shall be shared equally between owners of all properties where High-rise buildings are permitted. Maximum separation distances shall be achieved through appropriate floorplate sizes and tower orientation, with a 23-metre separation distance desired, however less distance may be permitted in accordance with Council approved design guidelines.*

The proposal is set back from Neighbourhoods designated lands and, in combination with surrounding development, provide a transition from the site to surrounding low-rise communities. Building heights decrease incrementally from the site to the east and south. The four-storey podium reflect detailing of the





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abutting Haven Towers to the east which includes a transition in materials and massing from the podium to the tower and link section at the fourth floor.

In addition to the courtyard, private outdoor amenity areas are proposed on the north side of the building at-grade and on the roof of the link (accessed from the 11<sup>th</sup> floor). The courtyard and private amenity areas are most appropriately detailed through Site Plan Control review but will be multifunctional spaces designed to provide protection from heat, wind, extreme weather, noise, and air pollution. Extensive landscaping and tree planting is proposed at-grade through the Landscape Strategy.

The proposed towers align with the floorplate size for residential towers and provide sufficient spacing between each other and the tower to the north. The east tower is separated from the western Havens tower by 19.75 m; while this is less than the 23 m separation preferred by the Official Plan and noted in the Zoning By-law, the reduction is minimal with sky views and sufficient light still provided.

The four-storey podium is differentiated from the towers and link above by changes in material and step backs; the tops of the towers are, in turn, differentiated from the tower shafted by smaller floorplates.

### **DRINKING WATER, WASTEWATER AND STORMWATER INFRASTRUCTURE**

Section 4.7 provides policy directions to ensure that infrastructure in the city is safe, affordable, environmentally sound, and meets the needs of the future.

The Assessment of Adequacy of Public Services report prepared by McIntosh Perry examines the required water and sanitary servicing requirements of the proposed development and investigates existing and planned infrastructure that is accessible to the proposal.

Water service will be provided from a 203 mm diameter watermain beneath McGarry Terrace and another 305 mm diameter watermain beneath Marketplace Avenue. The projected water demands can be accommodated by the two connections. The existing watermain network can also provide the required fire flow to the proposed building.

Sanitary flows will drain to an existing 250 mm diameter sanitary pipe beneath Marketplace Avenue. City staff have confirmed there is sufficient capacity in the downstream Longfields sewer to accommodate the proposed development.

Stormwater will be collected and retained in a combination of surface, subsurface, rooftop, and internal cistern storage to limit runoff to pre-development rates. Stormwater will then drain east and south through sewers beneath Marketplace Avenue and Longfields Avenue to the Chapman Mills Stormwater Management Facility for treatment and subsequent discharge to the Jock River.

### **Suburban Transect**

Section 5.4 of the Official Plan provides policies related to the Suburban Transect. The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. The OP seeks to introduce more viable public transit and active mobility options, solidify Town Centres with more employment and more urban-type development, help functional local hubs and corridors to emerge and



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develop, and encourage more diverse housing forms to meet the changing needs of an evolving demographic.

Policy 5.4.1— Recognize a suburban pattern of built form and site design while supporting an evolution towards 15-minute neighbourhoods states:

*2) The Suburban Transect is generally characterized by Low- to Mid-density development.*

*Development shall be:*

*c) In Hubs, the following heights will apply:*

*i) High-rise in the central area of a Town Centre, and for areas designated as Hub and without the Town Centre notation, generally within 400 metres of a rapid transit station*

High-rise buildings, considered between ten and 40 storeys, are permitted in Hub Town Centres in the Suburban Transect by the Official Plan.

Policy 5.4.2— Enhance mobility options and street connectivity in the Suburban Transect states:

*1) In the Suburban Transect, the City shall take opportunities to support the rapid transit system and to begin to introduce urban environments through the overlay policies of this Plan by:*

*a) Supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations*

The proposal advances the direction of Section 5.4.2 by introducing further urban higher-density mixed-use development in proximity to the established rapid transit network. The proposal proposed a range of dwelling sizes (from studio to three-bedroom units) and will provide rental housing to residents from a broad range of demographics, economic means, and life stages. The proposal will provide additional purpose-built rental housing to Barrhaven while also increasing the supply of apartment dwellings.

## Evolving Overlay

Section 5.6.1.1 of the OP states that the Evolving Overlay applies to areas that create the opportunity to achieve an urban form in terms of use, density, built form and site design. The Overlay is intended to provide opportunities for the City to reach its intensification goals by facilitating gradual change character based on proximity to Hubs and Corridors, allowing for new building forms and typologies, and supporting an evolution towards more urban built form that achieves transportation mode share goals.

Section 5.6.1.1. policy 6 states that Zoning By-law development standards and development on lands with an Evolving Overlay should generally include built form and site design attributes that establish urban characteristics such as:

- Shallow or zero front yard setbacks
- Principal entrances addressing the public realm
- Higher lot coverages and floor area ratios
- Attached to abutting buildings with minimal side yard setbacks
- More formal landscape design that combine soft landscape, trees, and hard landscaping



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The proposal further advances the urban built form emerging along Marketplace Avenue and other abutting streets in the Town Centre. The proposal frames the public realm with active and permeable frontages, more formal landscaping with providing trees and soft landscaping, and more efficient use of land.

### Town Centre Hub

Section 6.1 of the Official Plan provides policies related to Hubs. Hubs are areas centred on planned or existing rapid transit stations and/or frequent street transit stops. The OP directs hubs to have a large concentration of a diversity of functions, higher density of development, greater degree of mixed uses and higher level of public transit connectivity than the areas abutting and surrounding the Hub. Hubs are also intended as major employment centres.

The purpose of Hubs, as set under policy 6.1.1.2, is to:

- a) Focus major residential and non-residential origins and destinations including employment within easy walking access of rapid transit stations or major frequent street transit stops*
- b) Integrate with, and provide focus to, Downtown Core and Inner Urban Neighbourhoods and Downtown Core, Inner Urban, Outer Urban and Suburban Corridors to establish a network of residential, commercial, employment and institutional uses that allow residents of all income levels to easily live, work, play and access daily needs without the need to own a private automobile*
- c) Establish higher densities than surrounding areas conditional on an environment that prioritizes transit users, cyclists and pedestrians, as well as excellent urban design; and*
- d) Reduce greenhouse gas emissions and contribute to the goals of 15-minute neighbourhoods by concentrating residential and non-residential uses, including compatible employment uses.*

As it is relevant to the Zoning By-law Amendment, development in Hubs is guided by policy 6.1.1.3:

- a) Shall direct the highest density close to the transit station or stop so that transit is the most accessible means of mobility to the greatest number of people*
- e) Shall create a high-quality, comfortable public realm throughout the Hub that prioritizes the needs of pedestrians, cyclists and transit users.*
- f) Shall establish buildings that:*
  - i) Edge, define, address and enhance the public realm through building placement, entrances, fenestration, signage and building facade design*
  - ii) Place principal entrances so as to prioritize convenient pedestrian access to the transit station and the public realm; and*
  - iii) Place parking, loading, vehicle access, service entrances and similar facilities so as to minimize their impact on the public realm.*

The increased height and density proposed by the amendments is supported by an evolving environment that allows for access to housing, employment, leisure and recreation facilities, and other daily needs without the need for a private vehicle. The proposed mixed-use development promotes efficient development of land by intensifying the site in proximity to a major existing transit station and existing



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amenities. The proposed massing and built form will frame and define the public realm while introducing a publicly accessible courtyard. Building entrances have been positioned to provide direct access to abutting sidewalks and the courtyard. Finally, vehicle parking, loading and service areas have been located away from public streets with the principal vehicle access consolidated with the abutting development to minimize its impact on the public realm.

Section 6.1.2 set out the direction for Protected Major Transit Station Areas (PMTSAs).

- 3) Permitted uses within the PMTSAs shall include a range of mid- and high-density housing types as well as a full range of non-residential functions including employment, commercial services and education institutions.
- 4) The minimum building heights and lot coverage requirements within PMTSAs except as specified by a Secondary Plan, are as follows:
  - a) Within 300 metre radius or 400 metres walking distance, whichever is greatest, of an existing or planned rapid transit station, not less than 4 storeys with a minimum lot coverage of 70 per cent

The proposal is located in an area characterized by commercial retail shopping and residential use within walking distance to an existing transit station. The proposal capitalizes on the proximity to the transit station. Such locations support higher densities and evolve overtime into dense communities that add value to community and social life. The community will benefit from the increased infill and intensification that the proposal will add.

## 6.4 BARRHAVEN DOWNTOWN SECONDARY PLAN

### Mixed Use Neighbourhood

Schedule A of the secondary plan designates the site Mixed-Use Neighbourhood. This designation broadly describes Mixed-Use Neighbourhoods as “areas that provide a mix of uses” and “will continue to evolve and intensify over time to support Downtown Barrhaven and the transit network.” The following tables provides applicable Mixed Use Neighbourhood (Section 3.3) policies and demonstrates how the proposed concept and amendments are aligned:

Mixed Use Neighbourhood Policies	Proposal Response
11) A range of transit-supportive land uses are permitted including residential, commercial, office, institutional, entertainment, parks and recreational uses.	The proposal includes residential and commercial uses arranged in a built form and at densities that support existing and planned transit services.
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.	The proposal exceeds the minimum density of 60 units per net hectare.
13) Buildings will have a minimum height of two storeys.	The proposal will have a podium height of four storeys to frame the public realm. Step backs above the fourth floor



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	abutting the public streets provide a transition from the podium to the towers and link.
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.	The ground floor includes street-facing commercial units with large windows and active entrances facing directly onto the public street and courtyard.

**Privately-Owned Public Spaces (POPS)**

Section 4.4 of the secondary plan encourages the creation of publicly accessible courtyard throughout the planning area to supplement the open space network and support creation of a compact community. While the courtyard abutting Marketplace may not meet all City criteria to be considered a publicly accessible courtyard, it will meet all applicable policies of the Official Plan and Secondary Plan.

The following table provides applicable policies and demonstrates how the proposed concept and amendments are aligned:

<b>Privately-Owned Public Spaces (POPS) Policies</b>	<b>Proposal Response</b>
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.	The proposed publicly accessible courtyard has an area of 440 m <sup>2</sup> and abuts Marketplace Avenue
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.	Acknowledged. No action warranted.
11) A POPS will be subject to a surface easement registered on title and will remain as such in perpetuity to allow public access.	Acknowledged. Such an easement would be established through Site Plan Approval.
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.	Acknowledged. Such features would be included through Site Plan Approval.
13) A POPS shall be a welcoming place for the public, designed and constructed to follow applicable policies and guidelines.	The courtyard has been designed as an extension of the public street with landscaping, trees, and seating areas intended to service the public.
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.	Acknowledged. No action warranted.

**Built Form**

Section 5.1 of the secondary plan states that Barrhaven Downtown is intended to develop with a mix of building heights, massing, and typologies with minimum densities intended to support the transitway and future O-Train. Policy 2 provides direction on building heights and states:

*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.*



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Policy 2 directs the tallest buildings to within 400 m of transit stations while, generally, being encouraged to locate along arterial or collector roads. The proposal is within 400 m of Marketplace Station and the second phase of a project which abuts Longfields Drive (arterial) and Marketplace Avenue (collector). The proposal provides appropriate setbacks and transitions consistent with Section 4.6 of the Official Plan. The two towers are 90 m from the closest low-rise residential buildings and 120 m from the closest ground-oriented residential buildings. Both buildings are also within the Barrhaven Downtown Secondary Plan. The existing surrounding built form provides an incremental transition and reduction in heights from the proposed development to low-rise residential areas to the south, north, and east.

Marketplace Avenue is identified as an Active Frontage Street on Schedule A of the secondary plan. Buildings adjacent Active Frontage Streets shall:

- 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 where needed.*

Additionally:

- 5) *Retail stores and restaurants with outdoor patios will be encouraged as ground-floor uses along these streets.*
- 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.*

The proposal includes contiguous at grade commercial frontages along Marketplace Avenue with large windows and active entrances directly to the sidewalk or courtyard able to accommodate commercial patios. The Landscape Concept proposes enhanced sidewalk surface treatment, landscaping, and street furniture. Service and loading areas have been located to the rear of the building, whereas all parking has been located below-grade. On-street parking may be considered pending comment from OC Transpo operations.

## Urban Design Guidelines

Appendix 1 – Barrhaven Downtown Urban Design Guidelines provides 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. We understand that these are not policy directions but used as guidelines by the City to review development applications.

### **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 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*



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*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 12: Non-residential Façades**

*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 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 along a transit street, build sidewalks that are at least 3.0 metres wide*

#### **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.*

While many of the guidelines are best addressed through Site Plan Control, the following matters of height, bulk, and massing considered through the Zoning By-law Amendment will implement the design guidelines:

- The building is oriented to establish a pattern of development blocks, street edges, and site circulation that defines a public realm.
- Uses proportions, rhythm and height of the building base and tower to define relationships to other buildings.
- Uses distinctive design features, building forms and shapes to contribute to a sense of place.
- Creates transitions that integrate the new urban fabric with areas of established urban fabric.
- The building is designed as a landmark building as it is distinctive in form and detail when viewed close-up and from a distance, the building is located along an important axis/avenue and located near a major public transit hub.
- The proposal incorporates sidewalks and landscaping allowing uninterrupted and unimpeded pedestrian circulation around the development.

The proposed development meets the spirit and intent of the applicable Urban Design Guidelines. The proposed building provides an infill opportunity that respects the pattern of development and character of the neighbourhood and achieves compatibility in terms of form and design.



## Summary

The secondary plan has undergone significant evolution since its inception in 1997 to reflect the evolving market needs and infrastructure availability of Barrhaven. Amendments to the plan in 2019 allowed a broader range of building heights, massing and typologies with the intent to spur development of these strategically located lands. Since the 2019 amendment the secondary plan has remained effectively unchanged through its addition to the new Official Plan approved by the province in November 2022. The maximum building height referenced in Section 5.1 of the secondary plan is derived from the former Official Plan's classification building heights. In the former Official Plan buildings more than 31 storeys (High-Rise 31+) were subject to greater scrutiny and limited to locations explicitly identified in a secondary plan.

The new Official Plan recognizes that buildings up to 40 storeys are increasing common in Ottawa's Hubs and now classifies "High-Rise" as buildings between 10 and 40 storeys. The increase in the class's maximum height reflects Ottawa's growth as an urban centre and growing demand for housing and employment space in proximity to services, rapid transit, and public service facilities.

The proposed amendment advances the secondary plan overarching goals to establish a community with compact urban form, high-quality urban design, a mixture of land uses, a diverse and accessible greenspace system, and efficient transportation system that can accommodate substantial growth in employment and housing options.

## 6.5 URBAN DESIGN GUIDELINES FOR HIGH-RISE BUILDINGS

The City of Ottawa's Urban Design Guidelines for High-Rise Buildings are to be used during the review of development proposals to promote and achieve appropriate high-rise development. The design guidelines will be applied wherever high-rise residential buildings are proposed. Following is an assessment of the proposal against the applicable sections of the guidelines.

**Guidance 1.7: Landmark Building**

*Located at a prominent location, such as a major destination, an important public open space, the termination of a vista or view, or a unique natural setting*

**Guidance 2.1: Built Form**

*Enhance and create the overall pedestrian experience in the immediate surrounding public spaces (including POPS) through the design of the lower portion, typically the base, of the building, which:*

- *fits into the existing urban fabric, animates existing public spaces, and frames existing views; and*
- *creates a new urban fabric, defines and animates new public spaces, and establishes new views.*

**Guidance 2.24: Tower Floor Plates**

*The maximum tower floor plate for a high-rise residential building should be 750m<sup>2</sup>*

**Guidance 2.25**

*Provide proper separation distances between towers to minimize shadow and wind impacts, and loss of sky views, and allow for natural light into interior spaces: a. the minimum separation between towers should be 23m.*

**Guidance 3.12: Animation**





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*Providing a safe and appealing pedestrian realm is an Official Plan priority. The pedestrian realm around a high-rise building, including spaces on both public and private lands and the functions and façades of a building that about the pedestrian realm must be well designed to ensure they are convenient for and attractive to pedestrians and supportive of businesses that are dependent on foot traffic.*

The proposed development meets the following applicable design guidelines, among others. In specific, the new development:

- Built form will define a human-scaled street space through a four-storey podium along Marketplace Avenue.
- Building components such as the base and tower will be used to create a sense of transition between high-rise buildings and existing, adjacent lower profile areas.
- The building has been designed to have a base, a tower and a top. The lower portion of the building supports a human-scaled streetscape through the use of street trees and architectural design and detailing.
- The development incorporates architectural variety on the lower storeys of the building to provide visual interest to pedestrians.
- Creates a visible landmark through distinctive design features that can be easily identified and located.
- Uses windows and doors to make the pedestrian level façade of walls facing the street highly transparent in order to provide ease of entrance, visual interest, and increased security through informal viewing.
- The design and location of the entrance to the underground parking lot minimizes the number of vehicle crossings over primary pedestrian routes.
- The building has been setback from the front property and side property line for corner sites to define the street edge and to provide space for pedestrian activities and landscaping.

The proposal aligns with the intent of the design guidelines for high-rise buildings. The high-rise mixed-use development is compatible with the surrounding built and natural environment and will create a distinct identity of its own. The design, fenestration articulation, materials, and consideration of façade treatment will result into a quality development.



## 7 CONCLUSION

The proposed Official Plan (Secondary Plan) and Zoning By-law Amendments will facilitate development of 1034 McGarry Terrace into a landmark building with public amenities, commercial retail opportunities, and needed residential.

The amendments are consistent with the Provincial Policy Statement and draft Provincial Planning Statement, conform to the Official Plan, and advances the overarching goals of the Barrhaven Downtown Secondary Plan. The proposal provides an exceptional opportunity to advance the City's growth management framework while supporting the evolution of suburban town centres into vibrant, mixed use, walkable neighbourhoods that support residents from all walks of life, economic means, and ages.

Respectfully,



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