



MINTO BARRHAVEN TOWN CENTRE

STAGE 1

Urban Design Brief.

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■ SCOPE AND INTENT

The purpose of this Design Brief is to provide design inspiration and direction for the Minto Barrhaven Town Centre | Stage 1. The vision, principles, and themes presented in this document conform to the City of Ottawa's New Official Plan (2021), align with the objectives outlined in the Barrhaven Downtown Secondary Plan (2020), and reflect the Barrhaven Downtown Urban Design Guidelines (2020).

This Urban Design Brief will discuss and illustrate the following aspects of the planned development:

- Barrhaven Context;
- Site Conditions;
- Vision and Design Principles;
- Concept Plan;
- Built Form;
- Streets; and
- Open Space.

The text and images presented in this Design Brief are conceptual; their purpose is to provide a representation of the vision and appearance for Minto Barrhaven Town Centre | Stage 1 going forward.

BARRHAVEN CONTEXT

Located in Barrhaven, approximately 23km south of Downtown Ottawa, Minto Barrhaven Town Centre | Stage 1 is approximately 4.82 hectares (11.91 acres) and is situated between Longfields Drive and Riocan Avenue, directly north of the future Chapman Mills Drive extension.

Currently designated as Mixed-Use Neighbourhood under the Barrhaven Downtown Secondary Plan (2020), the site is surrounded by a variety of compatible existing developments, including low-density residential east of Longfields Drive, and the Strandherd Retail District (consisting of primarily of large-format retail) and medium density development to the north. The lands south of the future Chapman Mills Drive extension are currently undeveloped and designated as Mixed-Use Corridor and Residential.

Moreover, the site is within walking distance of many existing community amenities, including shopping, parks, and schools. With the planned Civic Complex directly west and expansion of the bus rapid transit services along Chapman Mills Drive and the Transitway, the site is ideally located within the Barrhaven Town Centre.



Figure 2 Ottawa Context Map

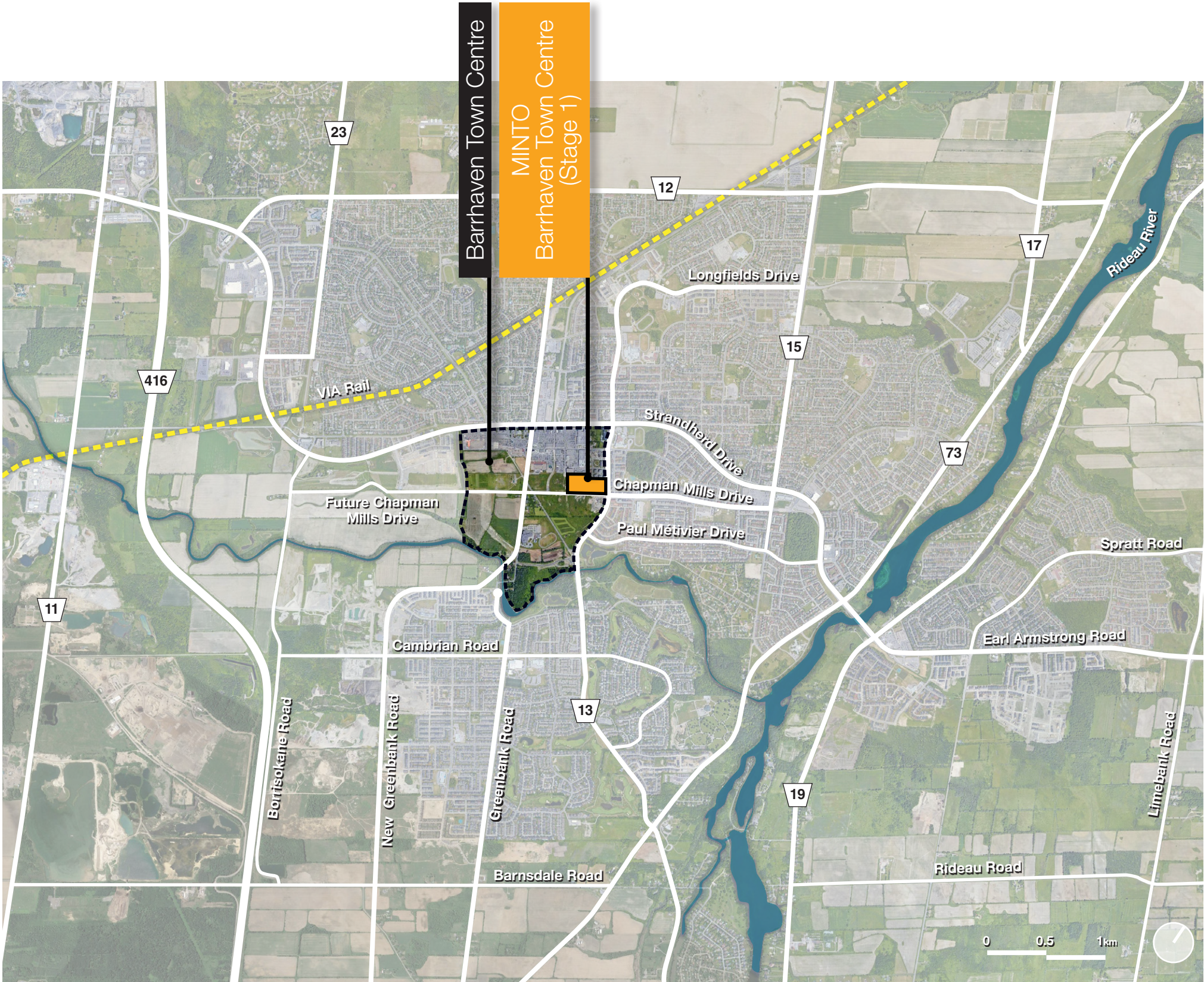


Figure 3 Barrhaven Context Map

Site Context

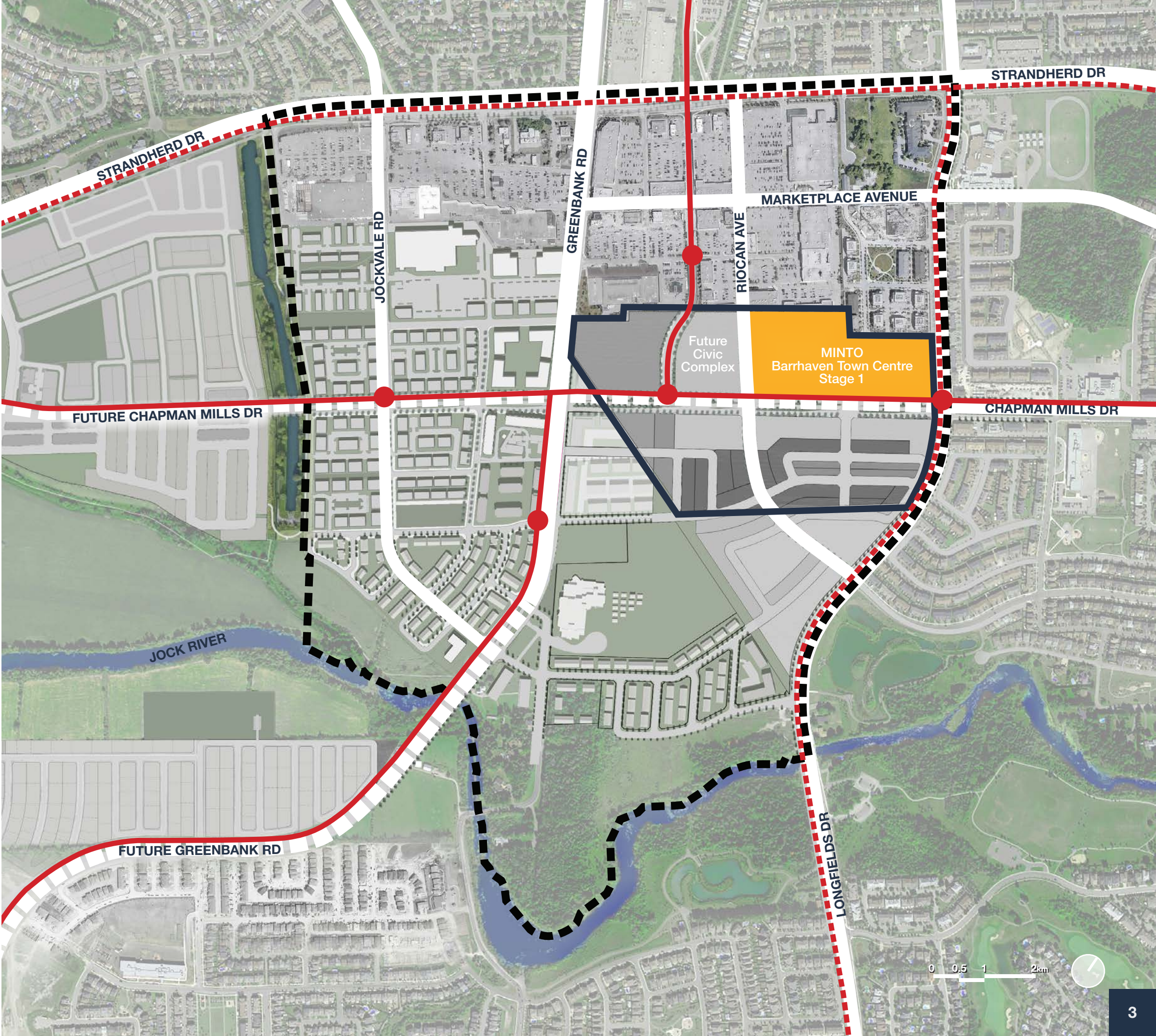
MINTO
Barrhaven Town Centre
Stage 1

Gross Site Area

4.82 ha
(11.91 ac)

- Barrhaven Town Centre
- Minto Barrhaven Town Centre (Stage 1)
- Minto Lands
- OC Transpo BRT Routes
- OC Transpo Routes

Figure 4 Site Context Map



SITE CONDITIONS

The site is currently undeveloped and is relatively clear of dense vegetation. It has approximately 5-metres of elevation change (northwest to southeast), with the high point located in the northwest corner of the site near Riocan Avenue and the Strandherd Retail District, and the low-point being at the intersection of Longfields Drive and Chapman Mills Drive.

Currently, Chapman Mills Drive and Riocan Avenue terminate at the corners of the subject site but will be extended along the southern and western boundaries respectively. Once completed, these roads will enclose the site and create a grid street pattern typical of urban centres. Glenroy Gilbert Drive, which is only partially completed, currently terminates at the boundary of the site and will be extended through the development connecting Longfields Drive to Riocan Avenue and the future Civic Complex. This road extension will create two separate development blocks within Minto Barrhaven Town Centre | Stage 1.

#

Site Image Location

View / Vista

Elevation (High - Low)

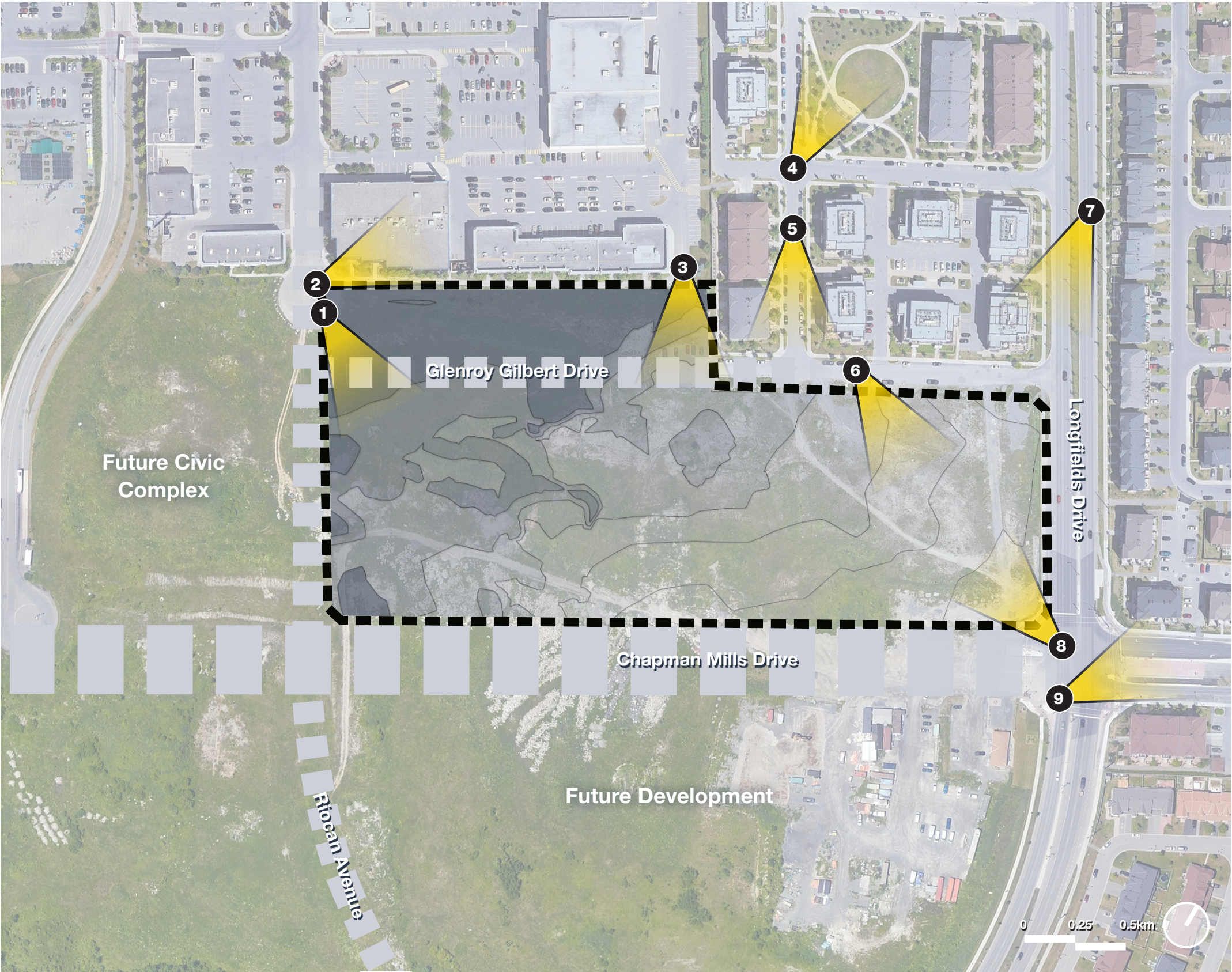


Figure 5 Site Conditions Map

Site Images



1 View Southeast from Riocan Avenue



2 Back of Commercial Retail Plaza



3 View South from Commercial Retail Plaza



4 Sue Holloway Drive Looking North



5 Sue Holloway Drive Looking South



6 View Southeast from Glenroy Gilbert Drive



7 Looking South Down Longfields Drive



8 Corner of Longfields Drive & Chapman Mills Drive



9 Chapman Mills Drive East of Longfields Drive

Figure 6 Site Photos

■ VISION

‘Create a compact, urban development that is seamlessly integrated with the existing community, increases housing diversity, provides connections to surrounding transit and amenities, and creates year-round outdoor spaces for residents.’

■ OBJECTIVES

Reflecting the Secondary Plan’s goals for the Town Centre, the following design objectives will help support the vision for Minto Barrhaven Town Centre | Stage 1:

- Encourage the Development of Compact Urban Residential Forms;
- Promote High-Quality Design Standards and Practices;
- Provide Built Form that Contributes to the Community’s Mix of Housing Types;
- Create a Variety of Publicly Accessible Open Spaces;
- Strengthen Connections to Transit and Community Amenities;
- Support the City’s Vision to Establish ‘15-Minute Neighbourhoods’.

DESIGN PRINCIPLES



Compact Urban Built Form

Offer street-oriented housing forms complementary to the surrounding community.



Year-Round Publicly Accessible Outdoor Spaces

Create a series of open spaces for all ages and abilities that encourage passive and active all-season use and activate the public realm.



Connections to Existing and Future Community Amenities and Destinations

Expand and reinforce the pedestrian and cycling networks.



Transit Supportive Community

Develop appropriate residential forms and densities, pedestrian and cyclist supportive streets to encourage active transportation use, and direct connections to adjacent transit facilities.



Appropriate Streetscapes and Development Interfaces

Create pedestrian-scaled streets with a high standard of design that encourage community interaction and foster a sense of place.

CONCEPT PLAN

Minto Barrhaven Town Centre | Stage 1 will be a transit-supported development that offers meaningful connections to surrounding open spaces, amenities, and destinations. This planned development will consist of two development blocks separated by the extension of Glenroy Gilbert Drive. The north block, the smaller of the two that abuts the Strandherd Retail District, will comprise 56 stacked townhouses, while the south block will contain 544 residential units. In keeping with the Town Centre vision of creating more compact urban forms, the proposed residential typologies will complement existing medium-density blocks located on Chapman Mills Drive, Glenroy Gilbert Drive, and Longfields Drive.

Vehicular access will be limited throughout the site to encourage the creation of a pedestrian and cyclists focused development. The north block will have vehicular access from Glenroy Gilbert Drive, while the south development will be accessed from Chapman Mills Drive on the south and Glenroy Gilbert Drive on the north. Moreover, the proposed street network will expand the urban grid pattern found within the existing community directly north of the development and offer opportunities to create urban street typologies that encourage reduced vehicular speeds.

A series of walkways, sidewalks, and cycle tracks will facilitate the creation of a forward-thinking, pedestrian- and cyclist-friendly development. By expanding the existing pedestrian and cyclist network, Minto Barrhaven Town Centre | Stage 1 will strengthen connections to existing and incoming community destinations, including surrounding transit stations and stops, while creating new, safe linkages for residents to walk, run, and cycle.

All open spaces and amenities located within the development will be publicly accessible and offer a variety of active and passive programmable features. The two proposed amenities areas, one located on each development block, create opportunities for new and existing residents to gather, play, and relax, all connected by a robust network of pedestrian walkways and linkages. While pockets of internal open space areas throughout the development will connect the pedestrian walkways and offer additional quiet passive-use seating areas. The design and character of each open space area is intended to be a cohesive palette of landscape materials and planting strategies distinct to Minto Barrhaven Town Centre | Stage 1.

- Legend**
- Stacked Townhouses
 - Amenity Area
 - Landscaped Area
 - Sidewalk / Walkway
 - Cycle Track / Bike Lane
 - Underground Parking
 - Stage 1 | Site Boundary

Figure 7 Concept Plan



Bayrose Drive

Sue Holloway Drive

Glenroy Gilbert Drive

Riocan Avenue

Longfields Drive

Chapman Mills Drive

Future Development

Future Civic
Complex



0 25M

BUILT FORM

The residential typologies proposed for Minto Barrhaven Town Centre | Stage 1 will complement the existing architectural character and urban forms found within the existing surrounding community. As previously noted, the development will be divided into two blocks, one north of Glenroy Gilbert Drive and the other to the south. Each block will consist of 3.5-storey stacked townhouses. These urban medium-density forms will provide an appropriate transition from the existing low-density residential east of Longfields Drive to the proposed high-density forms to the west of the development.

Each of the 600 townhouse units will be easily accessed through internal walkways and surrounding sidewalks, and have a private outdoor amenity space overlooking the public realm. Architectural treatments and materials may vary between townhouse blocks to provide variety and interest in the streetscape. Each building shall include architectural detailing appropriate to the level of exposure from the public realm. The following elevations provide examples of two different architectural styles and treatments.

South Development Block

The larger south block will contain 544 Stacked Townhouses with private balconies and patios fronting streets, walkways, and the Central Amenity. Uniquely, this development block will offer resident underground parking spaces located beneath the east-west oriented townhouses in the central portions of the block.

North Development Block

The north block will consist of 56 Stacked Townhouses oriented within the block to maximum street frontage and provide ample amounts of resident and visitor parking. Each of the units will have a private outdoor amenity space, in the form of a balcony or patio, that will overlook the public realm.

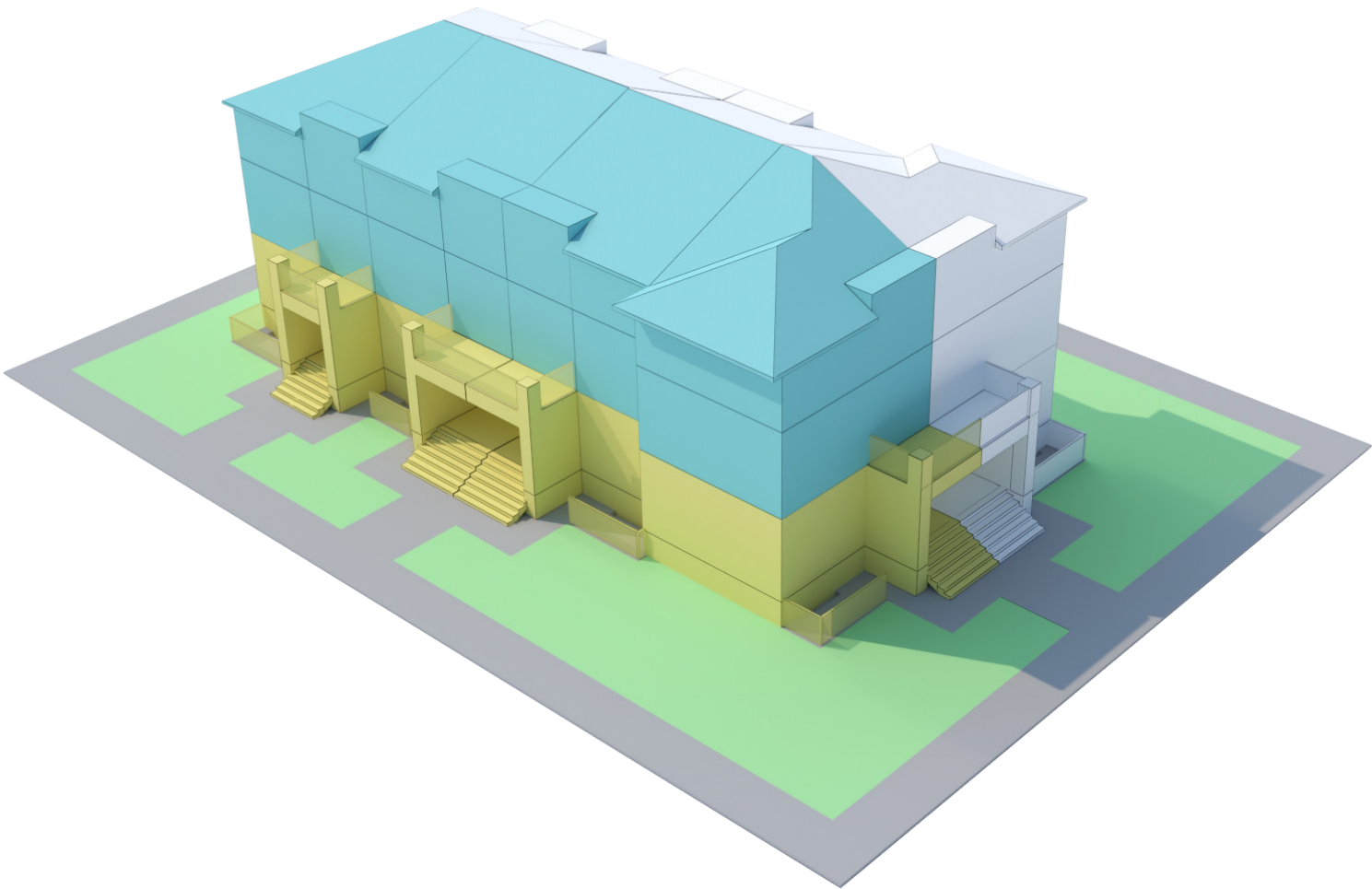
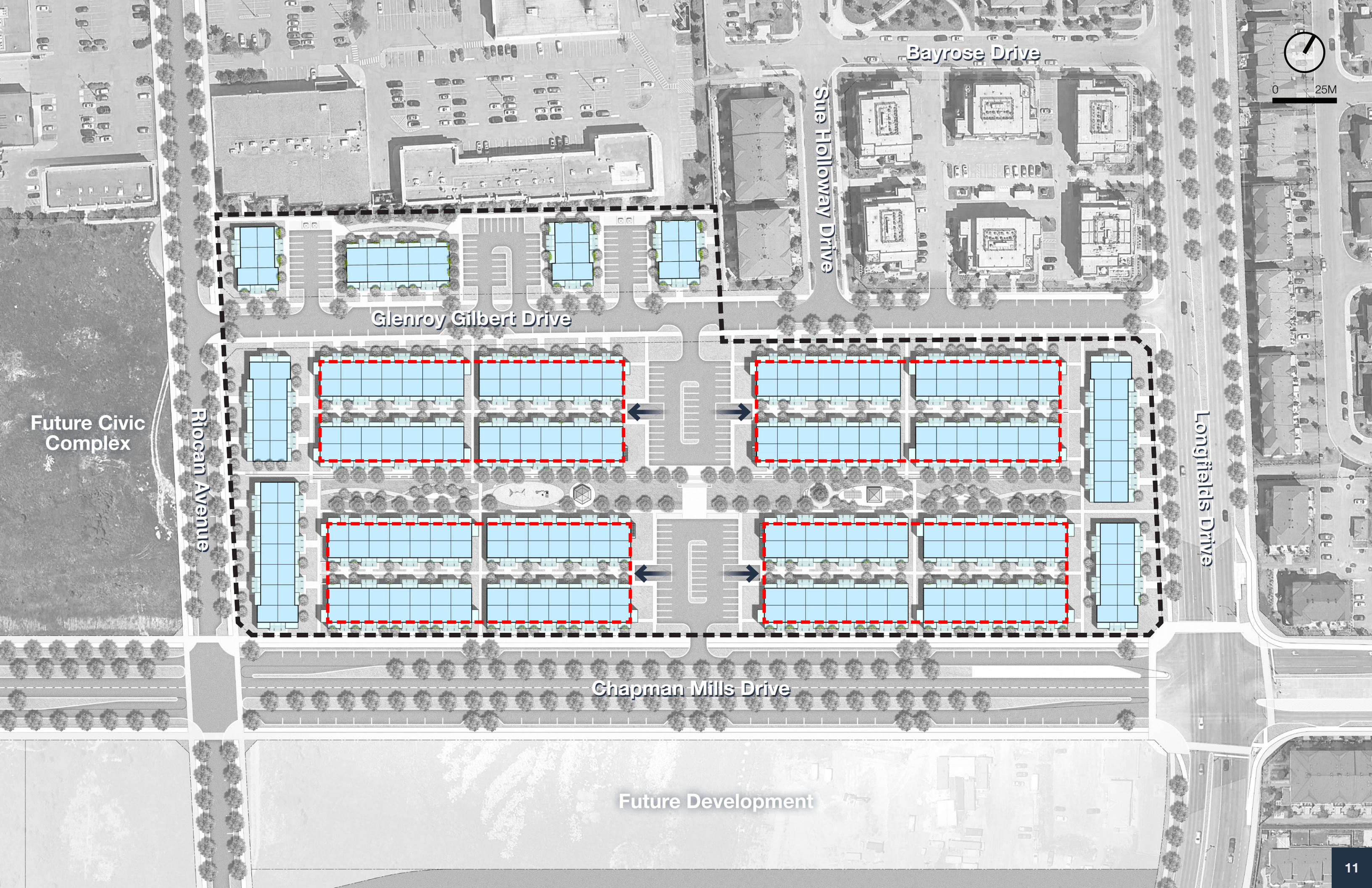


Figure 8 Stacked Townhouses | Massing

- Legend**
- Stacked Townhouses
 - Underground Parking
 - Underground Parking Ramp
 - Stage 1 | Site Boundary

Figure 9 Built Form Plan



Bayrose Drive

Sue Holloway Drive

Glenroy Gilbert Drive

Riocan Avenue

Longfields Drive

Chapman Mills Drive

Future Development

Future Civic
Complex



0 25M

● Stacked Townhouses



Figure 10 Modern Stacked Townhouses | Elevation

**Elevations are conceptual and subject to change*



Figure 11 Contemporary Stacked Townhouses | Elevation

STREETS

The street hierarchy and layout are intended to facilitate movement and circulation, support accessibility and transit ridership, and promote a safe pedestrian and cycling-oriented lifestyle. By expanding the existing road fabric, Minto Barrhaven Town Centre | Stage 1 shall facilitate logical, direct, permeable, and safe neighbourhood connections. The design of the streetscapes and adjacent medium-density forms will help in the creation of a compact urban development unique to Barrhaven.

The extensions of Riocan Avenue and Chapman Mills Drive along the western and southern boundaries of the development will create new pedestrian and cyclist linkages that promote active modes of transport, while Glenroy Gilbert Drive will offer sidewalks and shared travel lanes. Signalized intersections along Chapman Mills Drive at Riocan Avenue and Longfields Drive will provide opportunities for pedestrians and cyclists to safely cross and access transit in the centre-median and community destinations, including the Jock River.

The following figures in the subsequent pages illustrate the varying street right-of-way cross sections abutting Minto Barrhaven Town Centre | Stage 1:

- Future Chapman Mills Drive (41.0m)
- Riocan Avenue | Compact “Main” Street (22.0m)
- Glenroy Gilbert Drive (20.0m)

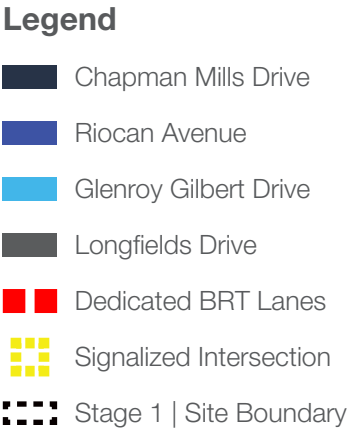
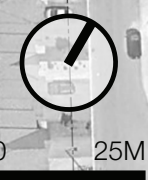
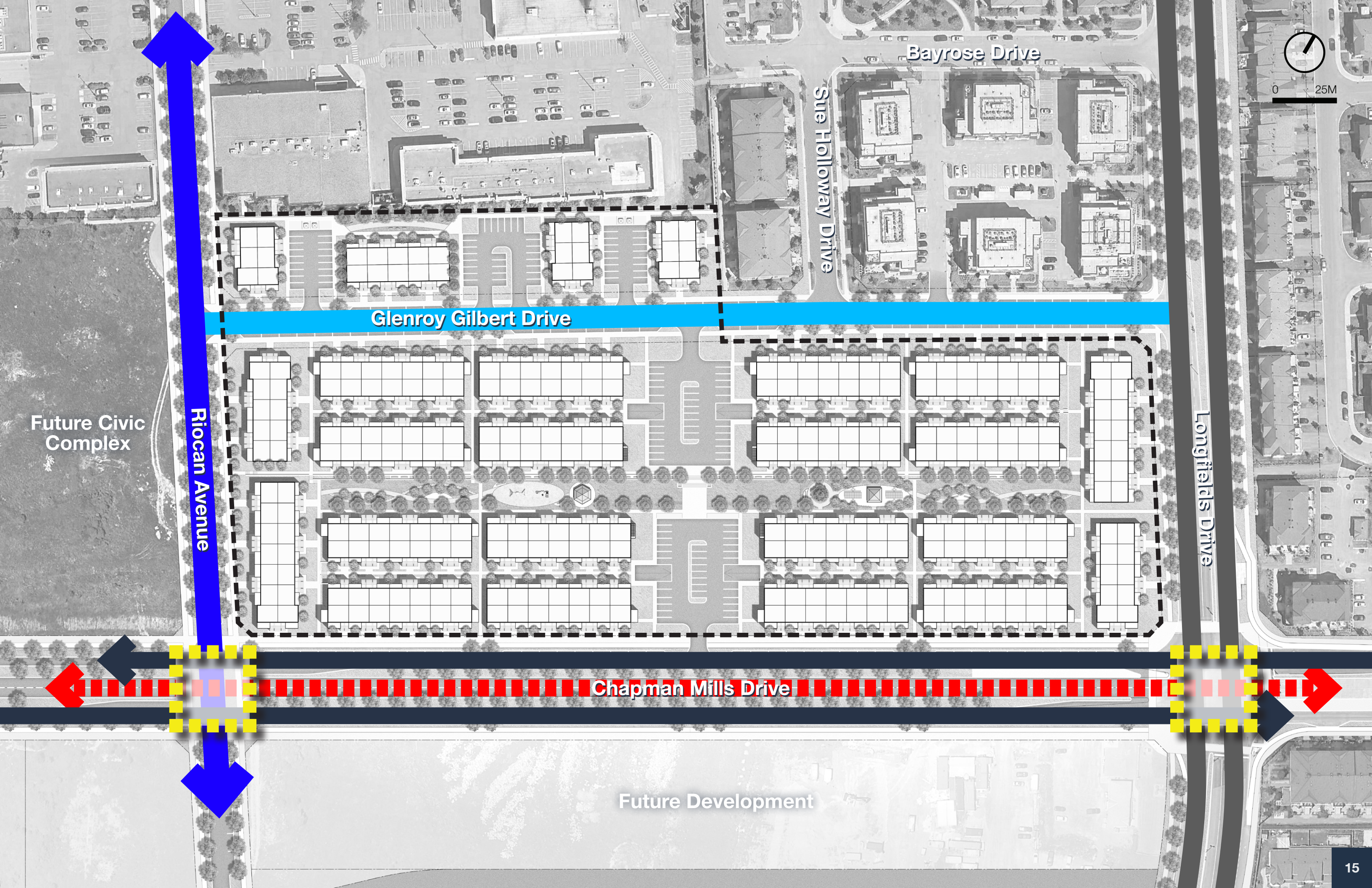


Figure 12 Street Hierarchy Plan



Future Civic Complex

Riocan Avenue

Glenroy Gilbert Drive

Bayrose Drive

Sue Holloway Drive

Longfields Drive

Chapman Mills Drive

Future Development

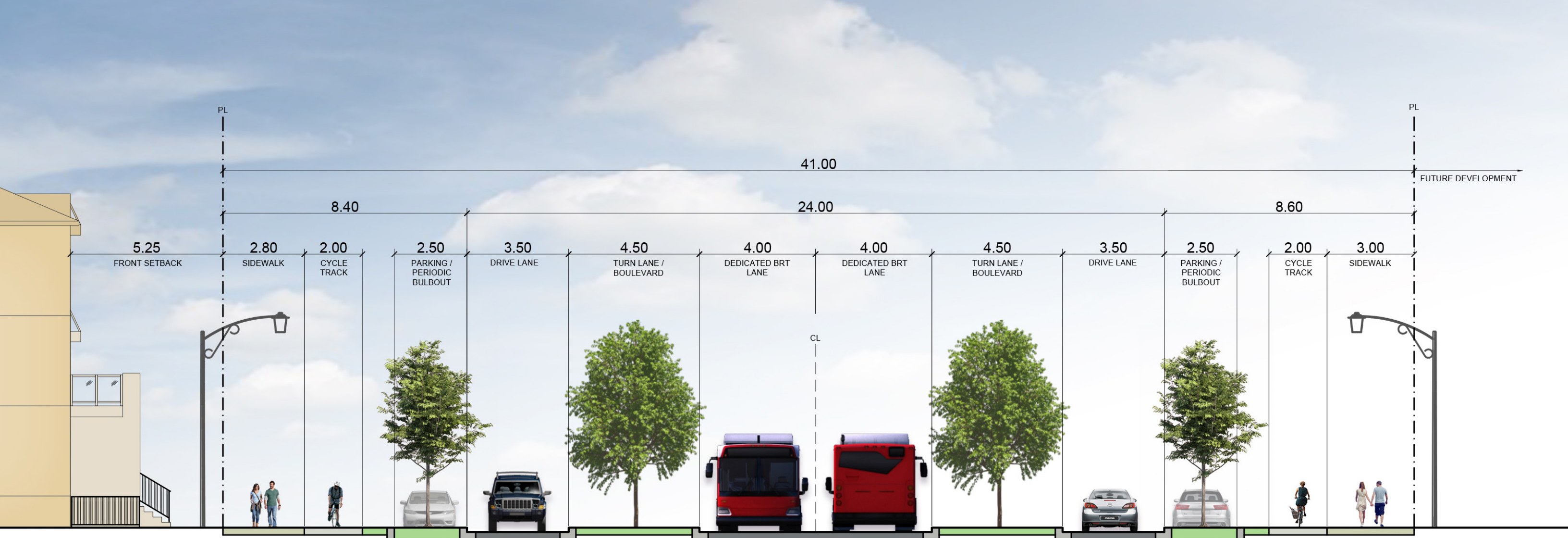


Figure 13 Future Chapman Mills Drive (41.0m Right-of-Way) Cross Section

● Future Chapman Mills Drive (41.0m Right-of-Way) *

Along the south side of the development, the extension of Chapman Mills Drive will accommodate higher volumes of localized pedestrian and vehicular traffic at moderate speeds, as well as bus rapid transit service. Medium-density built form will frame the right-of-way on the north side, complementing the existing townhouse built form on this corridor. The 41.0m arterial road will consist of the following elements on both sides: sidewalk and cycle track, street parking/periodic bulbouts with street trees, drive lane, turn lane/grass boulevard with street trees, and a dedicated BRT lane.



Figure 14 Existing Chapman Mills Drive | East of Longfields Drive

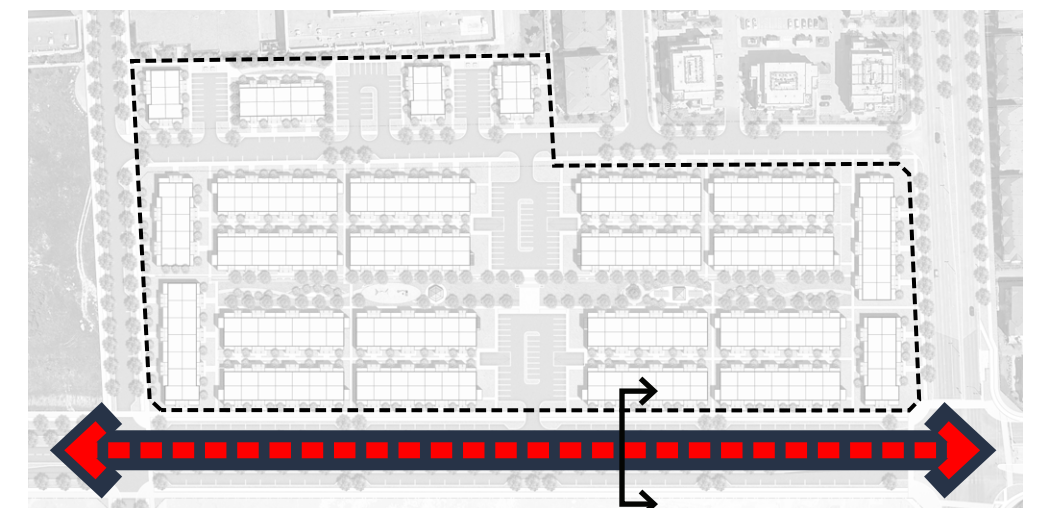


Figure 15 Future Chapman Mills Drive Key Plan

*Street cross sections are conceptual and subject to change

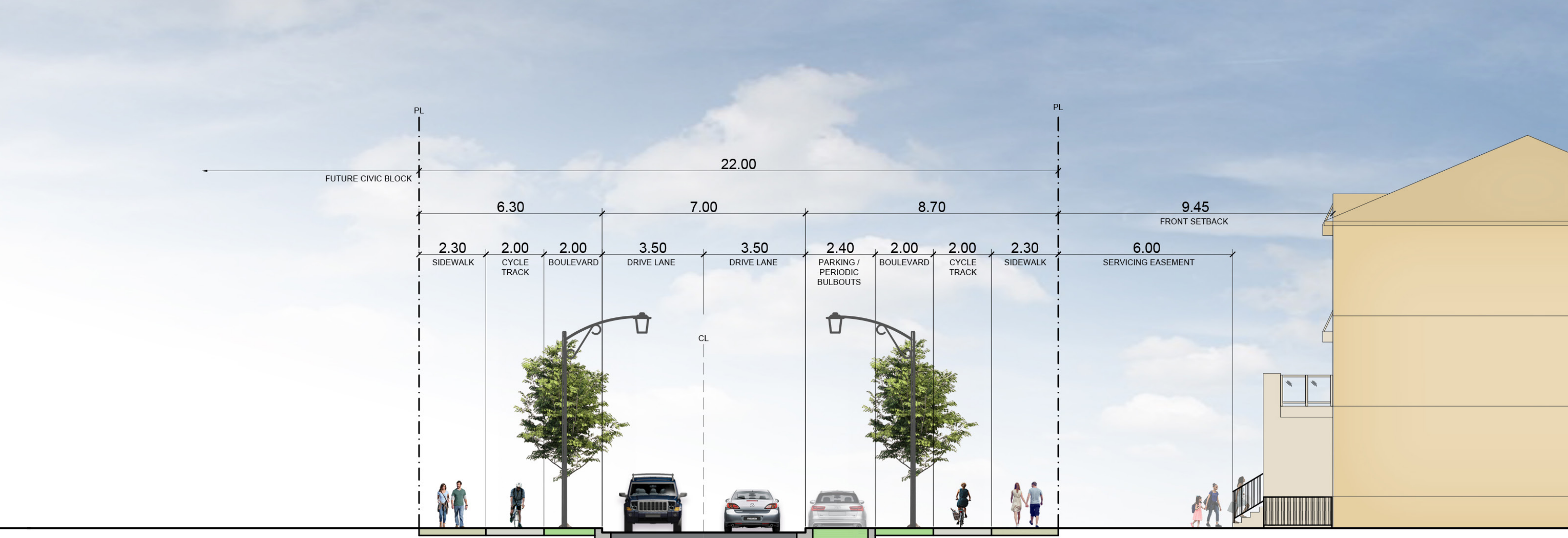


Figure 16 Riocan Avenue | Compact “Main” Street (22.0m Right-of-Way) Cross Section

● Riocan Avenue | Compact “Main” Street (22.0m Right-of-Way) *

As an extension of Riocan Avenue to the north, the 22.0m Compact “Main” Street serves as a primary inter-neighbourhood circulation route through Barrhaven Town Centre, providing important connections between residential neighbourhoods and community functions, such as parks, schools, and other facilities. Medium-density built form will frame the east side of the street, with the future Civic Complex along the west. The 22.0m road will consist of the following elements: sidewalk on both sides, cycle tracks, street trees in boulevards, two drive lanes, and a parking lane / periodic bulbouts on one side.

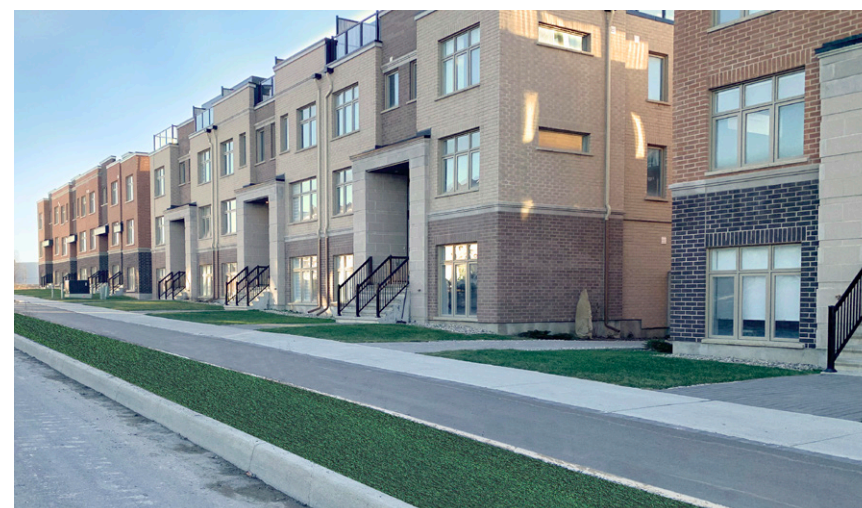


Figure 17 Compact “Main” Street Example | Hemlock Road



Figure 18 Riocan Avenue | Compact “Main” Street Key Plan

*Street cross sections are conceptual and subject to change

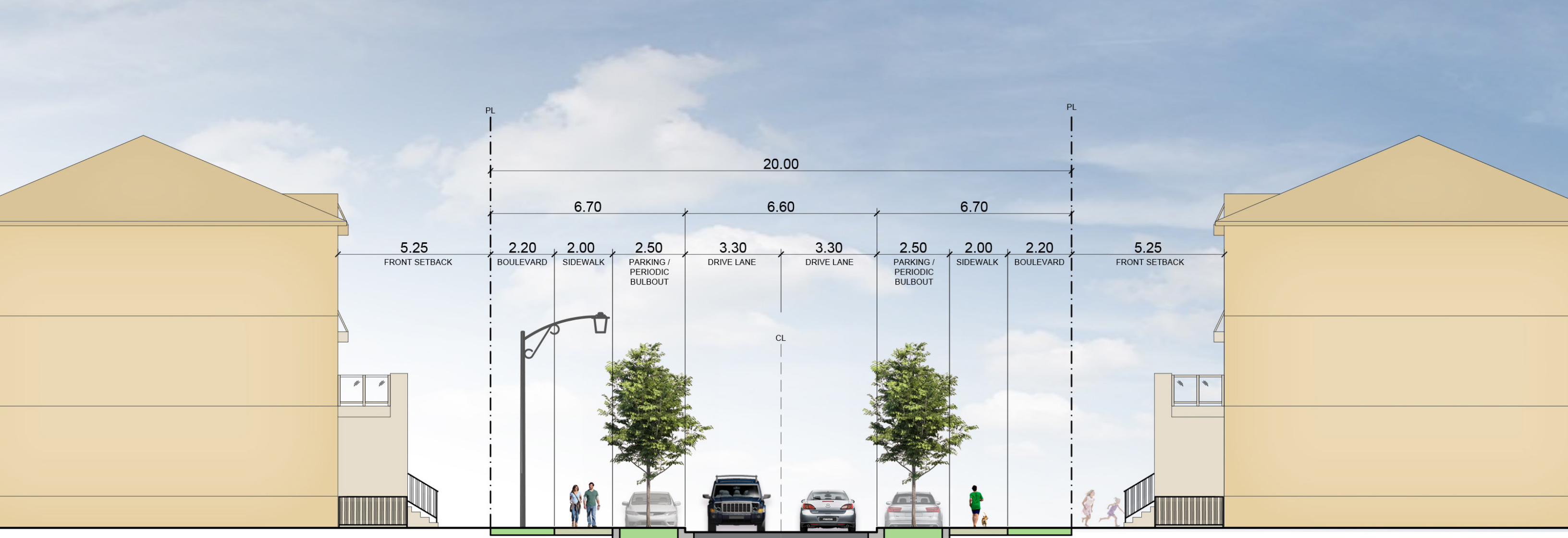


Figure 19 Glenroy Gilbert Drive (20.0m Right-of-Way) Cross Section

● **Glenroy Gilbert Drive (20.0m Right-of-Way) ***

Glenroy Gilbert Drive is intended to provide a comfortable pedestrian experience with relatively low levels of local vehicular traffic. Medium-density built form will frame both sides of the right-of-way, with a mix of fronting and flanking townhouses lining the street in the development. The 20.0m local road will consist of the following elements: grass boulevard and sidewalk on both sides, street parking/periodic bulbouts with street trees on both sides, and two drive lanes.



Figure 20 20.0m ROW Example | Sue Holloway Drive

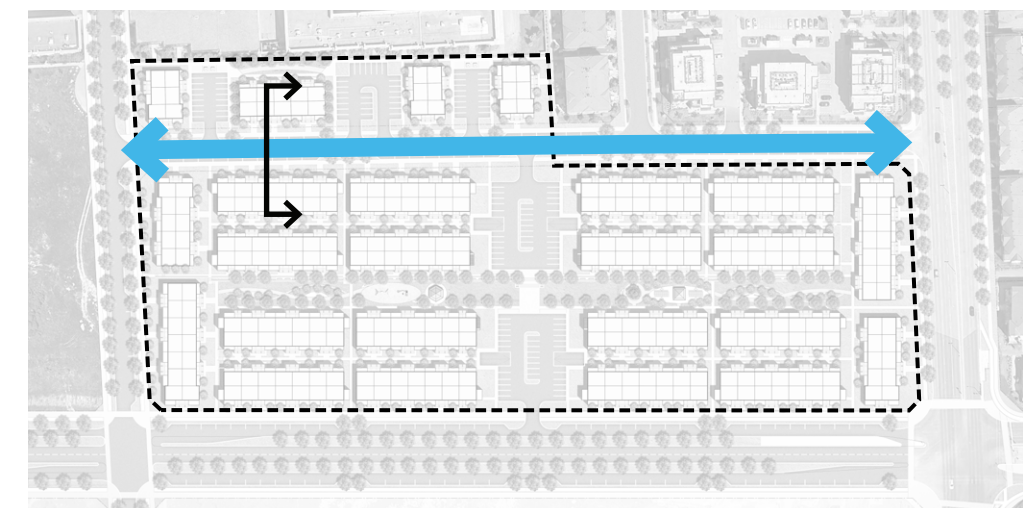


Figure 21 Glenroy Gilbert Drive Key Plan

**Street cross sections are conceptual and subject to change*

Parking Plan

The intent of the concept plan is to integrate and parking and garbage areas into the site design, away from prominent public view, and screened to minimize negative visual impacts on the public realm. Parking for residents and visitors will be provided through a combination of underground parking facilities and surface parking areas. The north block surface parking area is available for residents and visitors, with the south block parking designated for visitors only. All surface parking is located within the interior of the block and is screened from street views through building siting and landscaping.

Underground parking facilities are located in the south block with spaces provided for each unit. Facilities are accessed via four (4) entrance/exit ramps located within the central parking areas. The location of the underground ramp and the east-west orientation mitigates the public view from Chapman Mills Drive, Glenroy Gilbert Drive, and the Central Amenity space.

Additionally, on-street parking will be provided along both sides of Glenroy Gilbert Drive and Chapman Mills Drive, with Riocan Avenue having parking on one side. The location of on-street parking spaces, combined with periodic bulbouts, will also encourage reduced vehicular speeds and provide adequate buffering between drive lanes and pedestrian and cyclists realms.

- Legend**
- ➔ Site Vehicle Access
 - ➔ Underground Parking Ramp
 - Ⓟ Surface Parking
 - On-Street Parking
 - Existing On-Street Parking
 - ⋯ Underground Parking

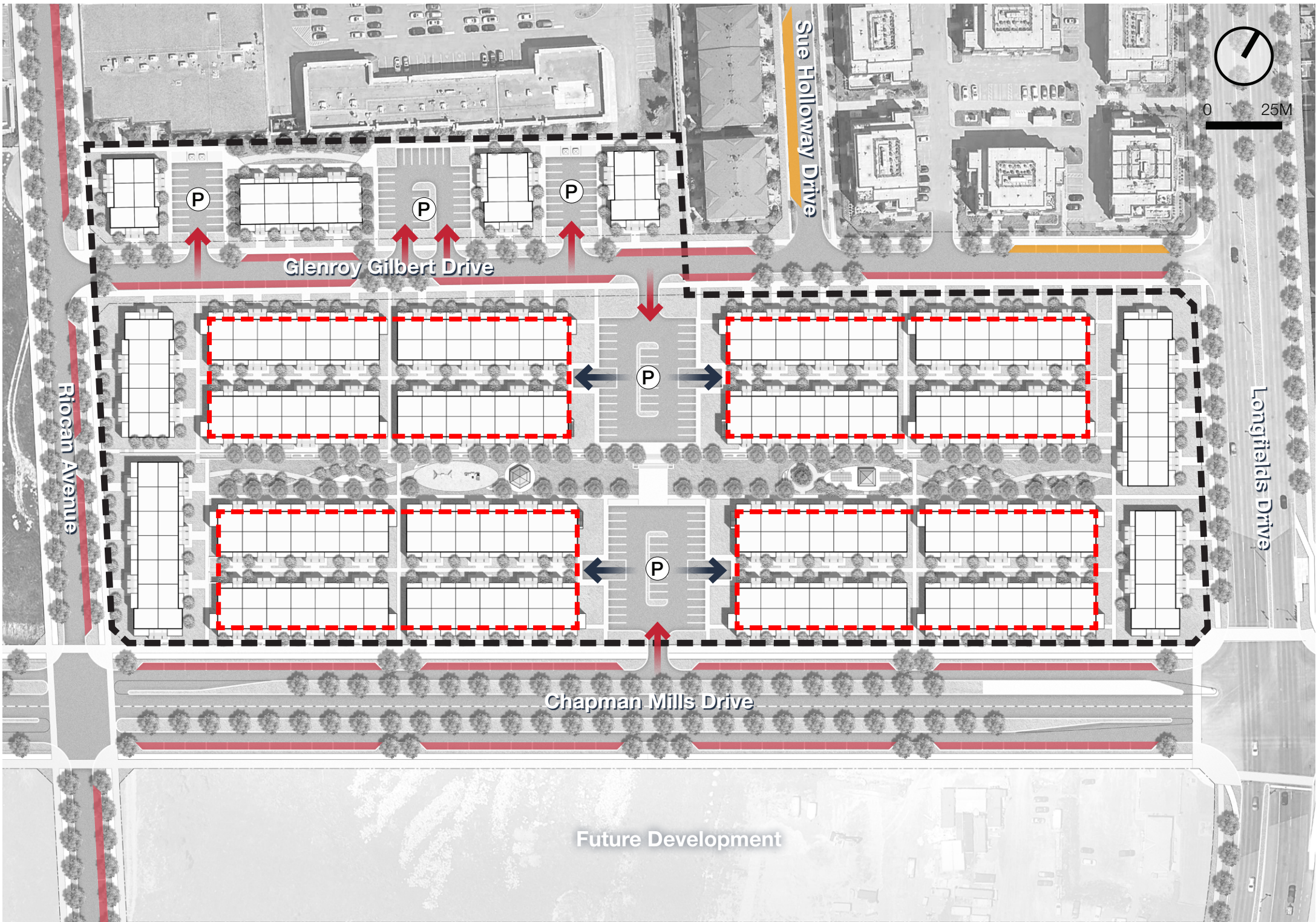


Figure 22 Parking Plan

■ OPEN SPACE

Several open space amenity areas are provided within the development, offering residents a variety of active and passive recreational opportunities. In line with City standards, balconies and patios account for 50% of the private outdoor amenity space for residents, with 50% allocated for communal space. Given that the proposed development comprises shared open space within the interior of the blocks, these features are considered publicly accessible private realm. The open space areas throughout combine to serve several functions, including the integration of walkways, shade structures, seating, bike stands, and generally, areas for soft landscaping that enhance the overall appeal of the development.

All spaces are framed and overlooked by the townhouse built form with direct pedestrian access from pedestrian circulation routes. Designed to maximize townhouses fronting the open spaces, the concept promotes “eyes on the park” and strengthens a sense of security while clearly defining the transition from public to private through enhanced landscape features and direct pedestrian connections.

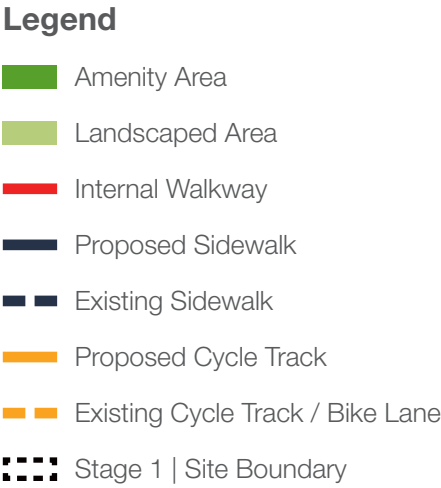
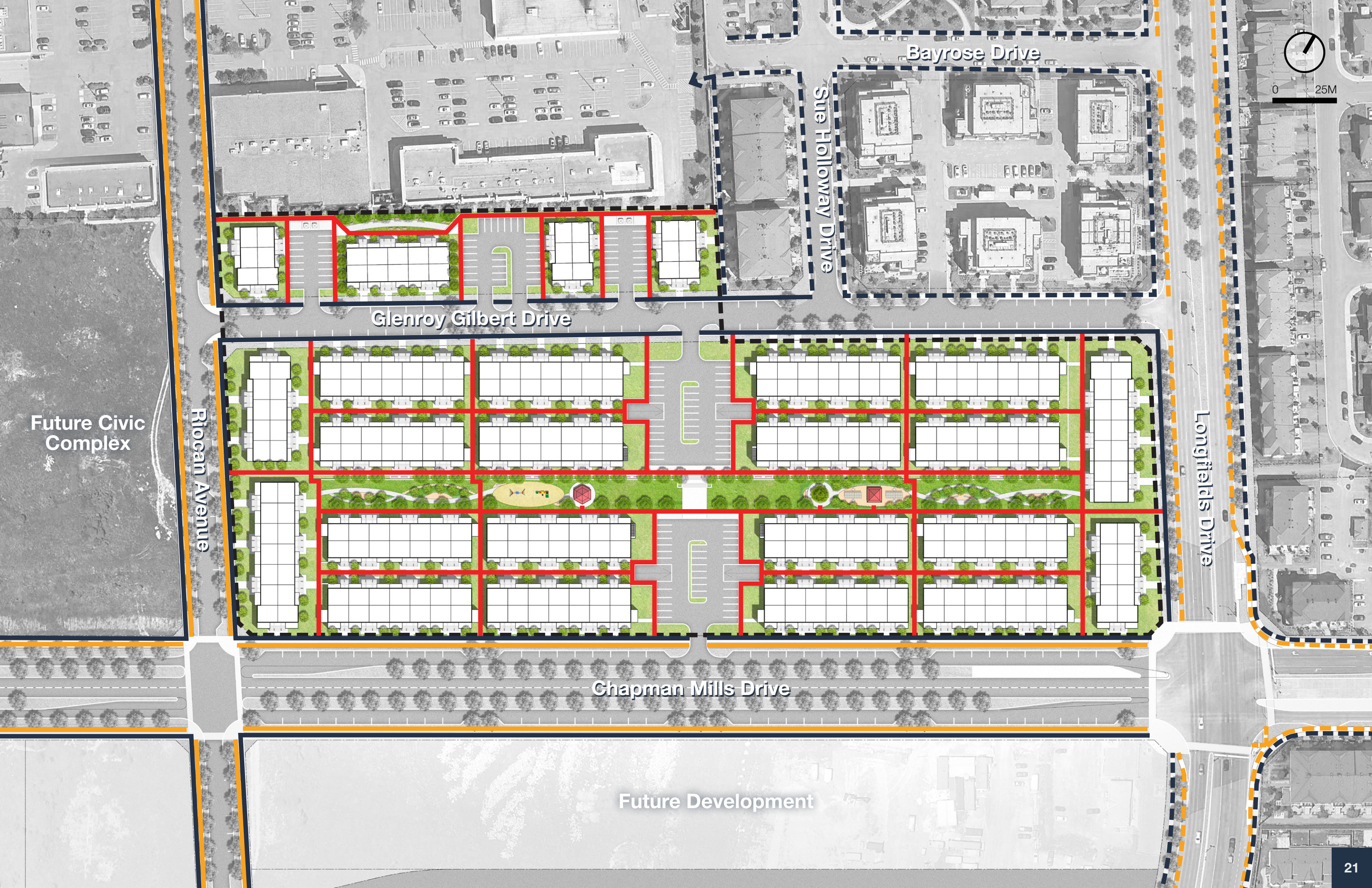


Figure 23 Open Space Plan



Bayrose Drive

Sue Holloway Drive

Glenroy Gilbert Drive

Riocan Avenue

Longfields Drive

Chapman Mills Drive

Future Civic Complex

Future Development



0 25M

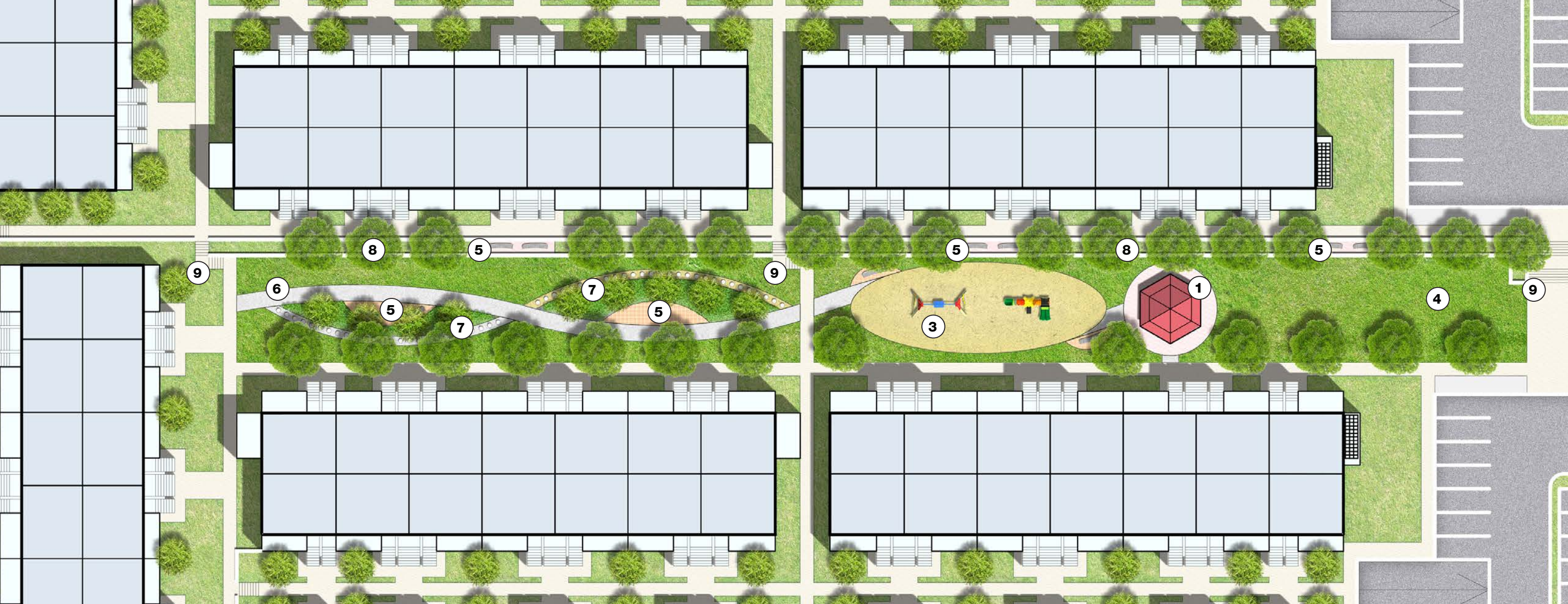


Figure 24 Central Amenity Demonstration

Central Amenity Area (~3,500m²) *

Centrally located within the south block, an east-west amenity area provides a key focal gathering space for the residents. The amenity space includes active and passive use features such as shade structures, seating areas, play structure, outdoor kitchen, gardens, and flexible lawn space that are comfortable for individuals and groups. A meandering path weaves through the centre, with walkways along each side of the amenity providing direct access to the fronting townhouse units.

Potential Programming & Features

- | | |
|---------------------|---------------------|
| 1. Shade Structure | 6. Pathway |
| 2. Outdoor Kitchen | 7. Gardens |
| 3. Urban Playground | 8. Terrace Planting |
| 4. Open Lawn | 9. Stairs |
| 5. Seating Area | 10. Bicycle Racks |

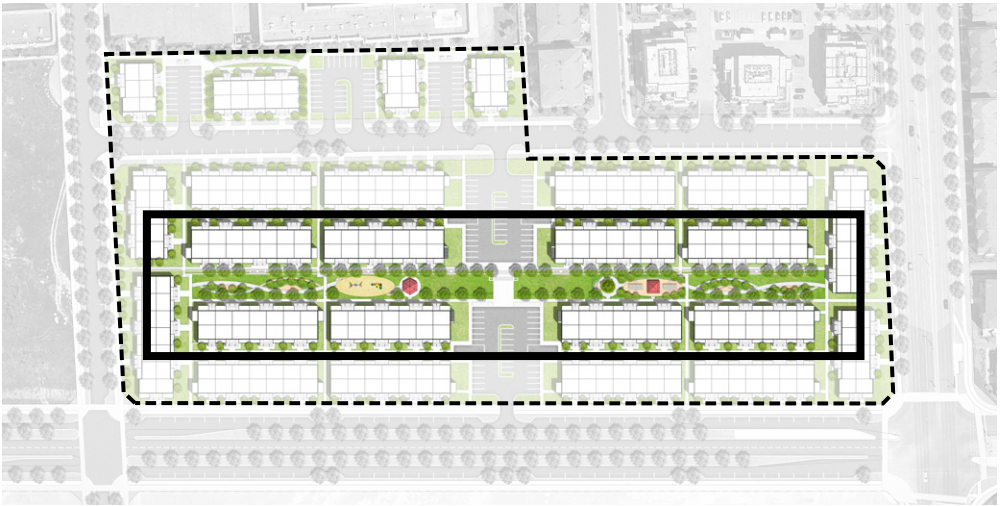


Figure 25 Central Amenity Key Plan

**Conceptual amenity demonstrations do not depict all the possible programming elements and are subject to change*

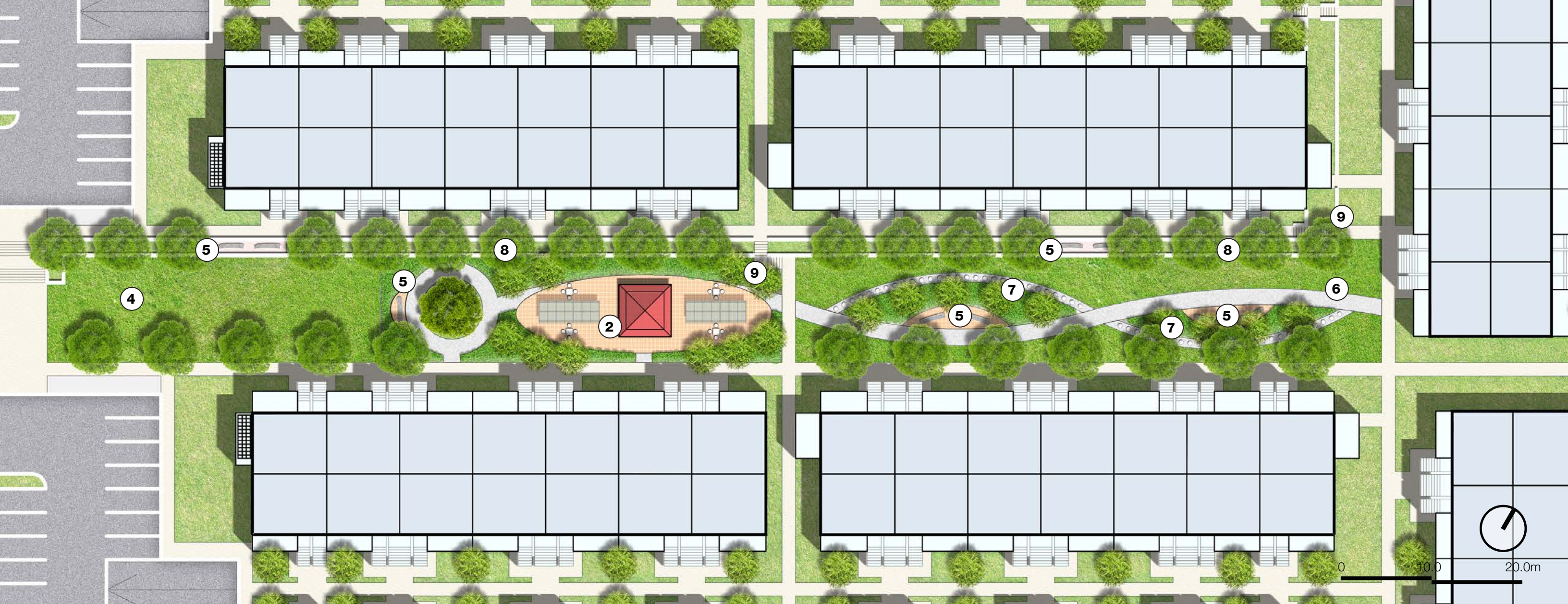


Figure 26 Garden & Seating Area Example



Figure 27 Urban Playground Example



Figure 28 Open Lawn & Seating Example



Figure 29 Outdoor Kitchen Example

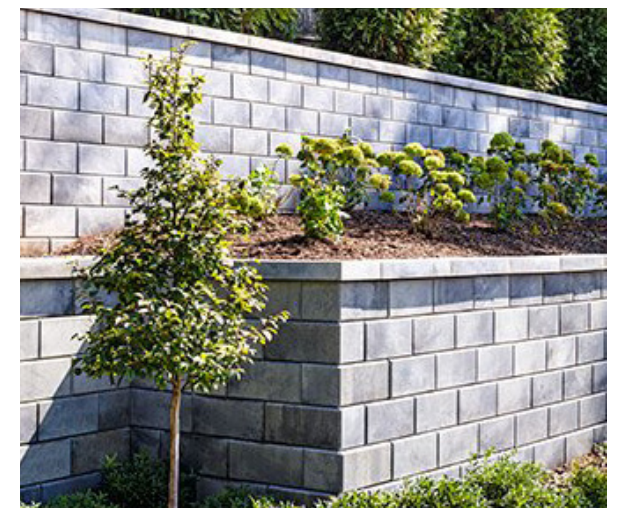


Figure 30 Terrace Planting Example

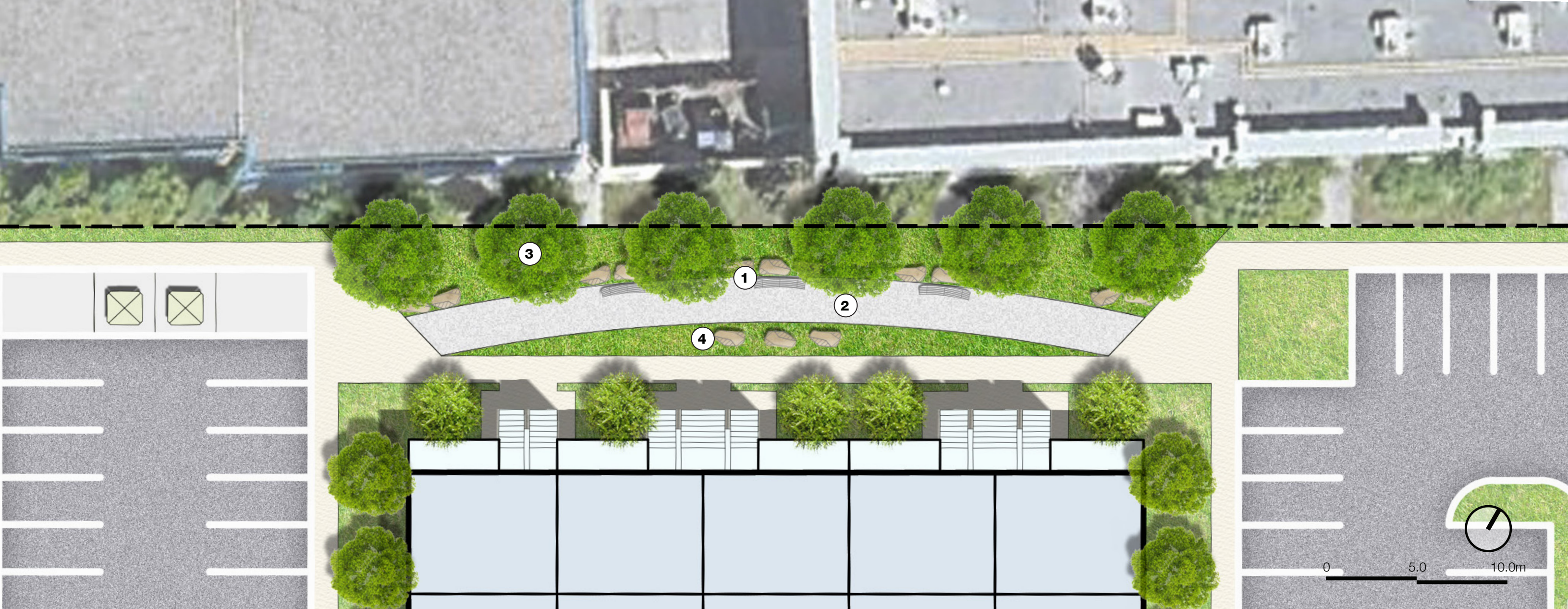


Figure 31 North Amenity Demonstration

North Amenity Area (~310m²) *

A secondary east-west amenity area located in the north block will complement the Central Amenity and provide additional publicly accessible private realm within the development. With direct walkway connections to residential units, this amenity will be a passive outdoor living space with seating and gardens, while buffer planting along the north edge of the amenity will mitigate noise and views of the retail plaza abutting the development.

Potential Programming & Features

- | | |
|--------------------|--------------------|
| 1. Seating Area | 4. Landscaped Area |
| 2. Pathway | 5. Bicycle Racks |
| 3. Buffer Planting | 6. Picnic Tables |



Figure 32 North Amenity Key Plan

**Conceptual amenity demonstrations do not depict all the possible programming elements and are subject to change*

Landscape Treatment Demonstrations

● Edge Conditions

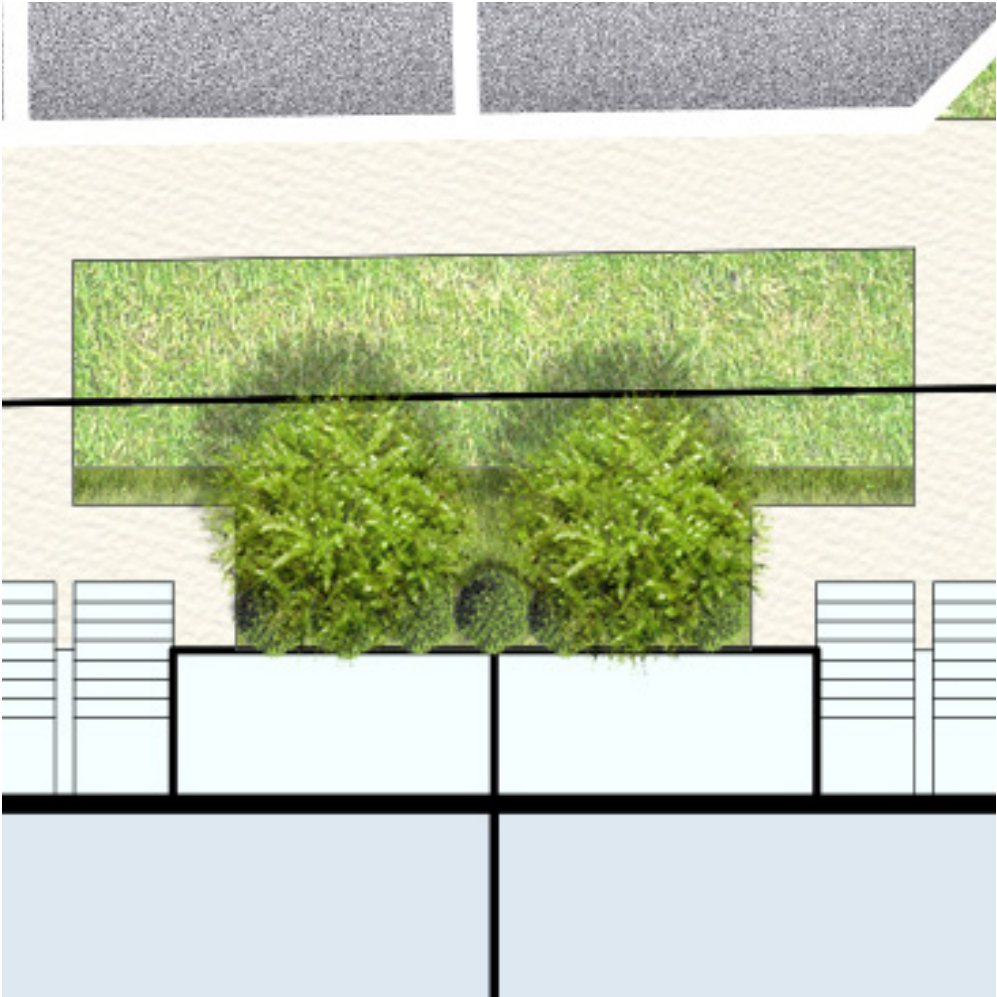


Figure 33 Edge Conditions | Landscape Demonstration

Frontage along each townhouse unit will consist of a combination of hard and soft landscape treatments. Between the walkway and private outdoor patios, layered planting comprising grasses, low hedge planting, and small stature trees will provide a transition between the publicly accessible area and the private zone. A decorative metal fence along private patios will provide an additional sense of enclosure and privacy.

● Internal Connections

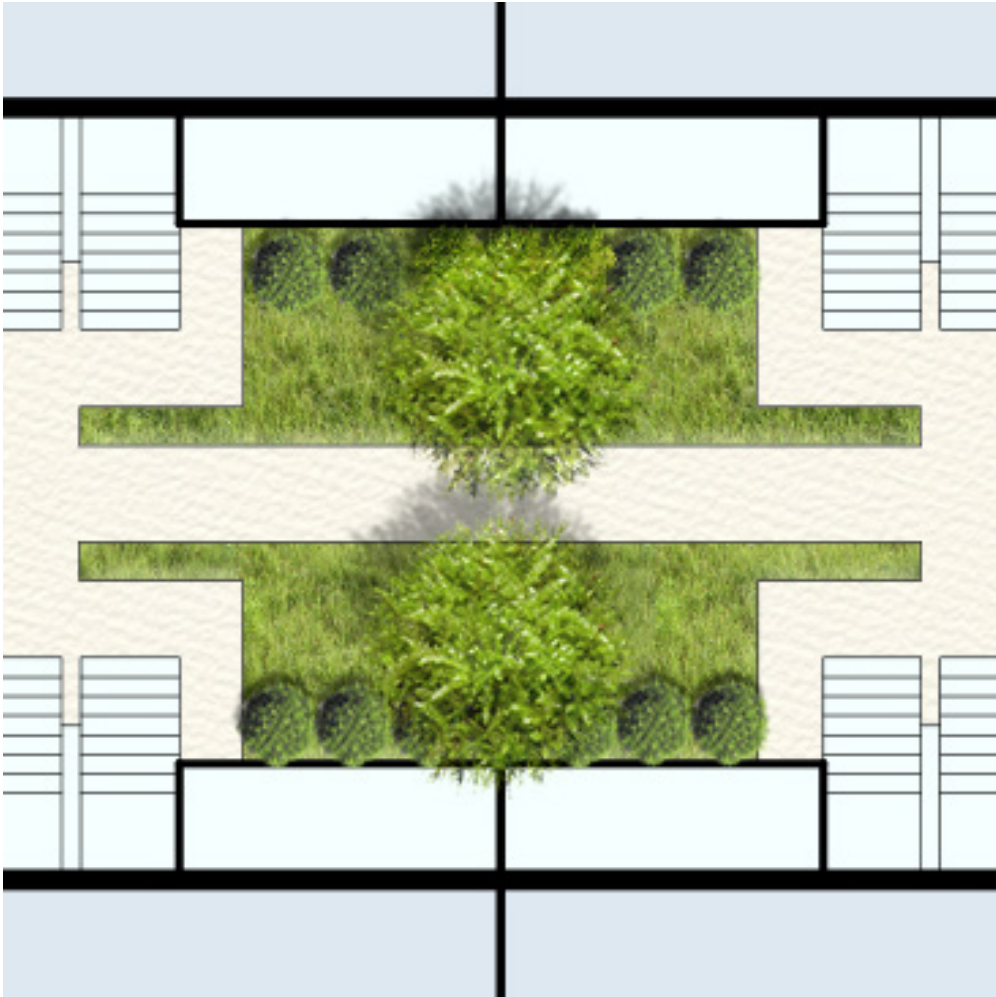


Figure 34 Internal Connections | Landscape Demonstration

● Fronting Amenities

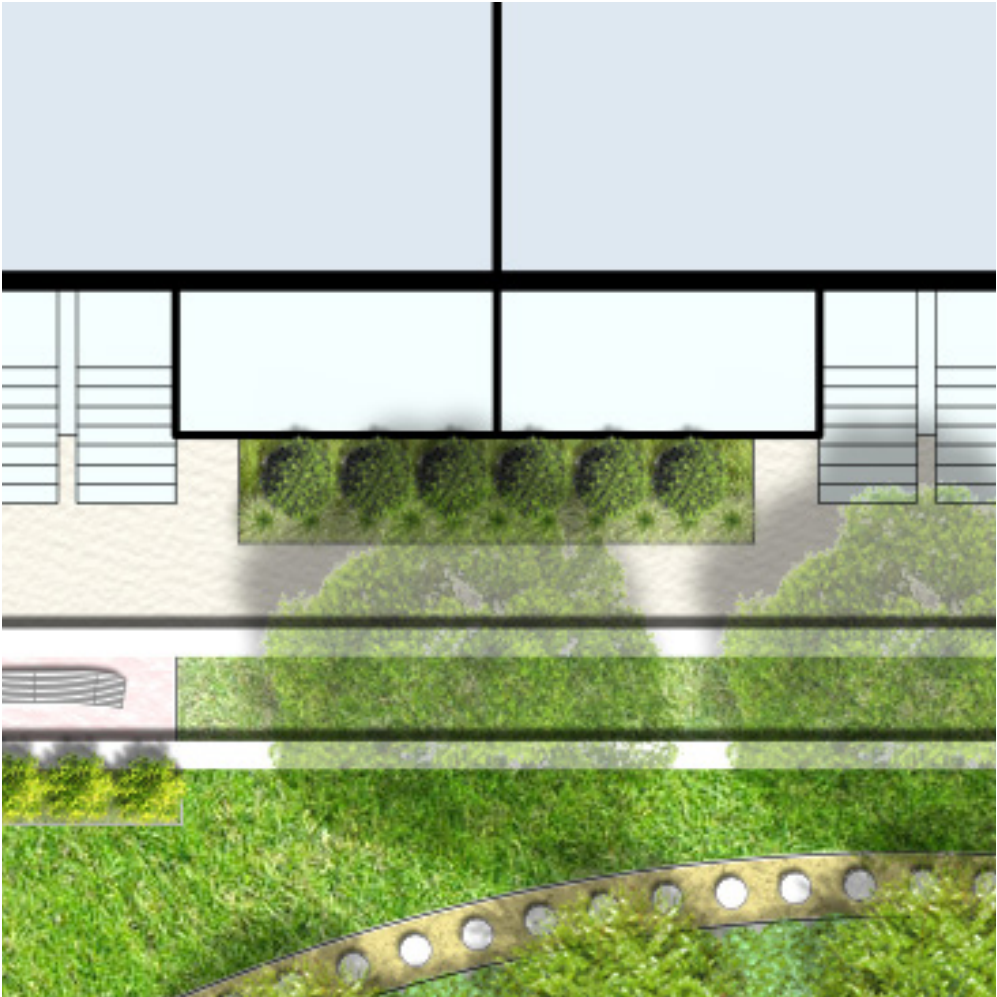


Figure 35 Fronting Amenities | Landscape Demonstration



Figure 36 Landscape Treatment Example

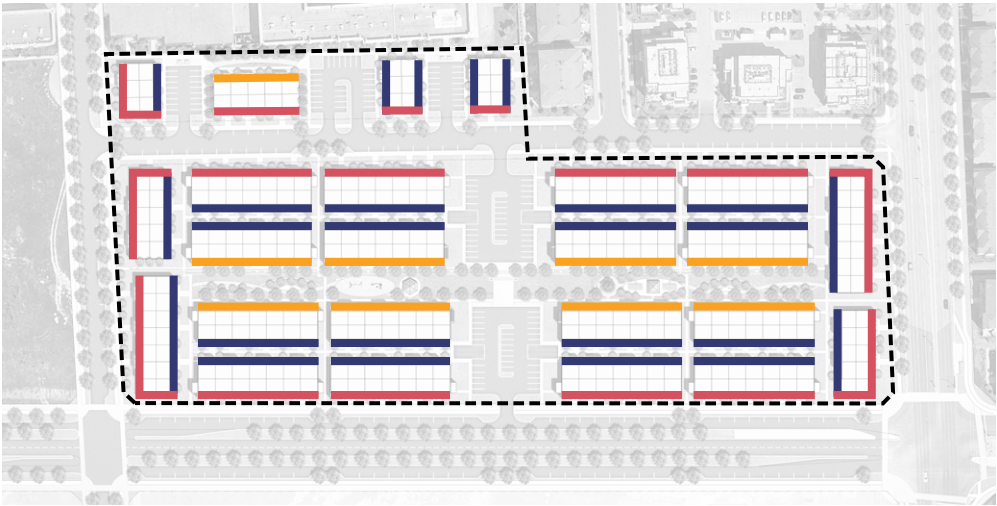


Figure 37 Landscape Treatment Key Plan

*Landscape treatment demonstrations are conceptual and subject to change

South Block Cross Section

With the site generally sloping from the northwest towards the southeast, retaining walls and landscape treatments, such as terrace planting, seat walls, and landscape berms, will be used to assist in the mitigation of elevation changes across the site. Staircases will be located and designed into the retaining walls and landscape features where needed, maintaining uninterrupted pedestrian circulation and access to amenity spaces and residential units. These features will be integrated into the design of the amenities and landscaped areas to create a distinct landscape character for the development and ensure adequate programmable outdoor spaces.

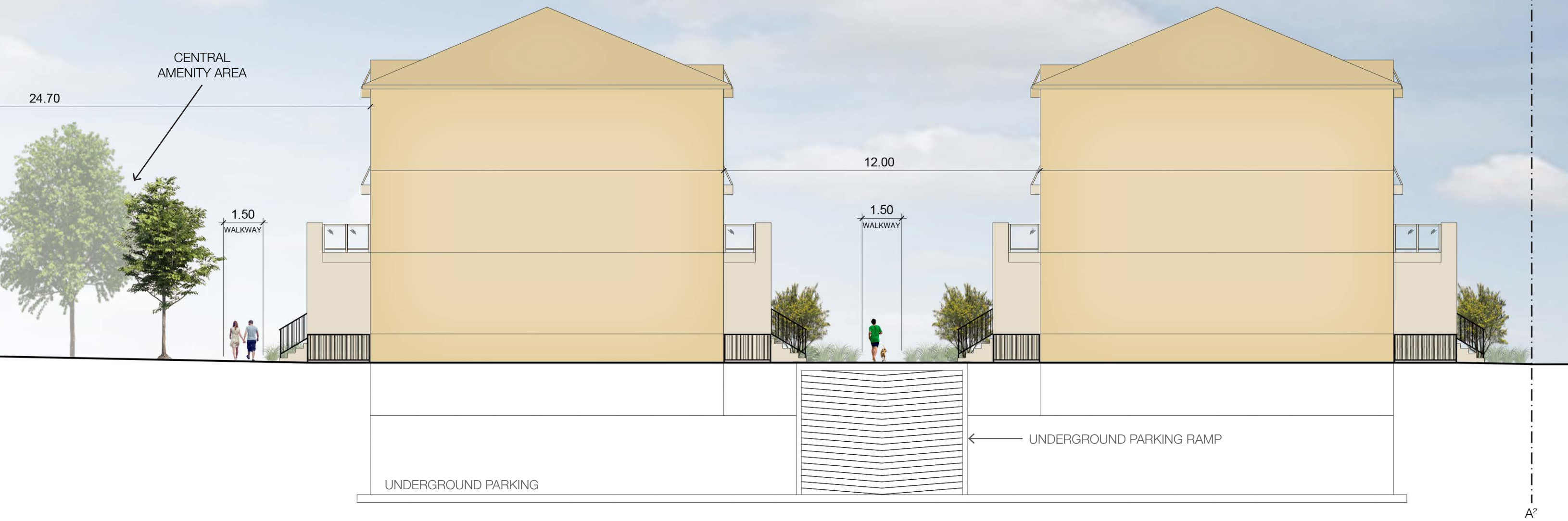


Figure 38 South Block Cross Section

*Cross section is conceptual and subject to change



Figure 39 South Block Cross Section Key Plan



0 2.5 5.0m

