

FOTENN

SUMMERSIDE WEST PHASES 4, 5 & 6



November 09, 2017

Planning Rationale

Plan of Subdivision &
Zoning By-law
Amendment



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Fotenn Consultants Inc. has been retained by 2447591 Ontario Inc. to prepare a Planning Rationale in support of Plan of Subdivision and Zoning By-law Amendment applications for the lands municipally known as 2564 Tenth Line Road in Ottawa's eastern community of Orléans ("subject lands").

1.1 Overview

The subject lands are planned to be developed with Phases 4, 5, and 6 of Mattamy's Summerside West subdivision. The lands are located within the Mer Bleue Expansion Area, one of eleven (11) areas that were identified as an Urban Expansion Study Areas through the City's 2007 comprehensive review of the Official Plan, which resulted in the adoption of Official Plan Amendment (OPA) 76 by Council in 2009. A Community Design Plan (CDP) and Secondary Plan were recently developed to establish a vision and core planning framework for the development of the Mer Bleue Urban Expansion Area. The CDP and Secondary Plan were adopted by Council on July 12, 2017.

The Plan of Subdivision for the subject lands proposes a total of 778 units, comprised of detached, townhome, and back-to-back townhome units. In addition to the residential units, a neighbourhood park, parkette, extension of an existing park, elementary school, and stormwater management facility are proposed. The Plan of Subdivision is in general conformance with the Mer Bleue Expansion Area CDP.

The proposed Zoning By-law Amendment would rezone the subject lands from Rural Countryside Zone (RU) to Residential Third Density Zone with Exceptions (R3YY[1909]). In-line with the Mer Bleue Expansion Area CDP, a dual institutional/residential zoning is proposed for the school site (I1B/R3YY[1909]) in order to allow for the development of the lands with residential uses in the event that a school site is no longer needed. Finally, a Parks and Open Space Zone (O1) is proposed for the parkland. Details of the proposed zoning are provided in Section 4.7 and Appendix A of this Planning Rationale.

2.0 SUBJECT LANDS AND SURROUNDING AREA

2.1 Subject Lands

The subject lands, outlined in red in Figure 1 below, extend from Mer Bleue Road in the east to Tenth Line Road in the west. The property has an approximate area of 39 hectares, with the eastern half of the property bisected by McKinnons Creek. The lands are vacant and have a limited amount of vegetation.

2.2 Surrounding Area

The following land uses are located in the area surrounding the subject lands:

NORTH: Earlier phases of Summerside West are located to the immediate north of the subject lands, beyond which is Minto's Avalon Encore subdivision, which is currently under development.

Brian Coburn Boulevard is located approximately 900 metres to the north of the subject lands, which is a new arterial road that will connect to Navan Road and the Blackburn By-pass to the west, providing additional vehicular capacity towards Ottawa's downtown core. Access to downtown Ottawa will also be improved through a Bus Rapid Transit (BRT) Corridor that is planned to run parallel to Brian Coburn Boulevard and the hydro corridor that bisects South Orléans. The BRT line is not in the City's affordable network and therefore is not planned to be constructed until post-2031.

To the north of the hydro corridor are lands designated Employment Area, which are generally undeveloped save for a municipal snow disposal facility and detached homes fronting onto Mer Bleue Road. North of the Employment Area is Innes Road, an Arterial Mainstreet that provides a range of retail stores, restaurants, and services. To the north of Innes Road is the original area of the Orléans community.

Approximately 940 metres northeast of the subject lands is a new large format retail plaza which contains such amenities as a retail food store, bank, and gas station.

EAST: To the east of the subject lands is low- to medium-density residential that has been developed over the past 15 years, including Minto's Avalon community and subdivisions by other developers. The original phases of Mattamy's Summerside development are located on the east side of Portobello Boulevard, approximately 1.4 km east of the subject lands.

Approximately 1.6 kilometres east of the subject lands is the Francois Dupuis Recreation Centre, which offers pools, gyms, and other recreational amenities.

SOUTH: To the south of the subject lands are undeveloped lands located within the Mer Bleue Expansion Area CDP, beyond which is the City's Rural Area. The Village of Notre Dame Des Champs is located approximately 530 metres to the south of the subject lands and the Village of Navan is located approximately 3.4 kilometres to the southeast. To the south and west of the subject lands is the Mer Bleue Bog, a Provincially Significant Wetland that offers recreational opportunities, including a boardwalk trail.

WEST: To the west of the subject lands is low- and medium-density residential that is in various stages of development. The study area for the East Urban Community (EUC) Mixed Use Centre (MUC) Community Design Plan (CDP) is located to the west and northwest of the subject lands.



Figure 1: Subject Lands

3.0 DEVELOPMENT PROPOSAL

As shown in Figure 2 below, Phases 4, 5, and 6 of the Summerside West community are intended to be developed with a total of 778 units comprised of a mix of detached and townhome units. A total of 154 units would be back-to-back townhome units (20%), 220 are proposed as traditional townhomes (28%), and the remaining 404 units are proposed as detached homes (52%). As encouraged in the CDP and City's Building Better and Smarter Subdivision (BBSS) initiative, the unit types have been dispersed across the subdivision in order to evenly distribute density and maximize on-street parking opportunities.

The lots planned for detached units have a depth of 27 metres while the townhome lot depths range from 22 metres to 25 metres. The back-to-back townhome homes have a depth of 27 metres.

A small (0.2 hectare) block has been set aside in the southwest corner of the Plan of Subdivision for the larger commercial block that is planned to the immediate south.

Schools and Parkland

As per the Mer Bleue Expansion Area CDP, a 2.13 hectare neighbourhood park is proposed in Phase 5 of the subdivision, 0.8 hectares of which may be occupied by a dry pond. In conformance with the CDP and the principles of the City's BBSS initiative, a 2.59 hectare elementary school is proposed immediately north of the neighbourhood park, which allows for the potential sharing of facilities such as parking and open space. The school site is intended for the Ottawa Catholic School Board (OCSB), however, in the event that the OCSB no longer has a need for the site, it will be offered to the other three school boards. If no school boards have a need for the site during the prescribed time frame, the block would be developed with residential land uses.

The existing park (Sweetvalley Park) and stormwater management area located in earlier phases of Summerside West to the north are planned to be extended south onto the Phase 4 lands. More specifically, the area of parkland that is planned to be added to Sweetvalley Park is 0.46 hectares and the land that will be used to expand the existing stormwater management facility to the north has an area of 1.86 hectares.

An irregular-shaped area of open space (0.76 hectares) is proposed at the north end of the southwestern bank of McKinnons Creek. This area of land will serve to create a trailhead park feature and is expected to be dedicated to the City.

The total area of the proposed neighbourhood park, the Sweetvalley Park block expansion, and the trailhead park feature is 3.35 hectares. This exceeds the City's Parkland Dedication By-law requirement of 1 hectare/300 units, which equates to 2.59 hectares.

Roads

Access for Phase 4 will be provided from Tenth Line Road to the east as well as the extension of Sweetvalley Drive to the north. Access to Phases 5 and 6 will occur from Mer Bleue Road to the west and two connections from the north (Jerome Jodoin Drive, a collector road, and Allium Street, a local road).

A portion of the new, 24 metre wide Collector Road that is planned to bisect the entirety of the Mer Bleue Expansion Area CDP is located along the southern edge of the western end of the proposed plan of subdivision. The southern extension of Jerome Jodoin Drive through the proposed plan of subdivision also has a right-of-way (ROW) width of 24 metres. The remaining roads have a ROW width of 18 metres, save for the window streets along Mer Bleue Road, Tenth Line Road, and the south side of McKinnons Creek, which all have a ROW width of 14.75 metres.








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Summerside West

Phase 4, 5 and 6

August 18, 2017

LOT COUNTS		PH4		PH5		PH6		TOTAL	
	21' Village TH	72	26%	0	0%	82	34%	154	20%
	21' Widelot TH	55	20%	0	0%	165	66%	220	28%
	30' Single	66	24%	137	49%	0	0%	203	25%
	36' Single	71	26%	101	42%	0	0%	172	23%
	43' Single	11	4%	18	9%	0	0%	29	4%
TOTAL		275		256		247		778	

Legend	
■	21' Village TH
■	21' Widelot TH
■	Singles
■	Open Space/ Park
■	Vista



Figure 2: Concept Plan for the Subject Lands

4.0 POLICY AND REGULATORY FRAMEWORK

4.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (PPS) was issued under Section 3 of the *Planning Act* and came into effect April 30, 2014, replacing the PPS issued March 1, 2005. The PPS provides policy direction on matters of provincial interest related to land use planning and development. As a key part of Ontario's policy-led planning system, the Provincial Policy Statement sets the policy foundation for regulating the development and use of land.

The PPS provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system. The policies of the PPS that are of relevance to the proposed development are analyzed below.

Efficient and resilient development and land use patterns

- / Promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- / Accommodates an appropriate range and mix of residential, institutional, recreational and open space uses to meet long-term needs;
- / Promotes cost-effective development standards to minimize land consumption and servicing costs; and
- / Ensures that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

Settlement Areas

- / Land use patterns within Settlement Areas shall be based on:
 - a) Densities and a mix of land uses which:
 - 1. Efficiently use land and resources; and
 - 2. Are appropriate for, and efficiently use, infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion.
- / New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Housing

- / Maintains ability to accommodate residential growth within a Settlement Area in accordance with the PPS;
- / Provides for an appropriate range of housing types and densities; and
- / Directs the development of new housing towards locations where appropriate levels of infrastructure and public service facilities will be available to support current needs.

Public Spaces, Recreation, Parks, Trails and Open Space

- / Plan public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction, facilitate active transportation and community connectivity; and
- / Plans and provides 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 development is consistent with the above noted policies of the PPS. The proposal seeks to develop an area that is located within the City of Ottawa's Urban Area, immediately adjacent to an existing built-up area, which allows for the logical and efficient extension of existing services and roads. The proposal provides for a range of housing options, including detached, townhome, and back-to-back townhome units, interspersed with a school site and parkland.

4.2 City of Ottawa Official Plan (2003, as amended)

As shown in Figure 3 below, the subject lands are largely designated *General Urban Area* on Schedule B – *Urban Policy Plan* of the City's Official Plan (OP). The designation permits a full range and choice of housing options combined with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses to facilitate the development of complete and sustainable communities. Policy 2 of the *General Urban Area* designation states that the evaluation of development applications will be in accordance with Sections 2.5.1 and 4.11.

A portion of McKinnons Creek is designated *Urban Natural Feature* on Schedule B of the Official Plan. The intent of the Urban Natural Feature designation is to preserve natural features that are currently managed for conservation or passive leisure uses. The Draft Plan of Subdivision identifies the creek corridor itself as well as two continuous blocks on both sides of the Creek, which represent a setback area. No development is proposed within the creek corridor or the required setbacks. The CDP identifies a recreational pathway along the south side of McKinnons Creek, which is planned to be connected with other pathways in the CDP area. Further, the CDP identifies a Multi-Use Pathway running along the north side of the Creek.

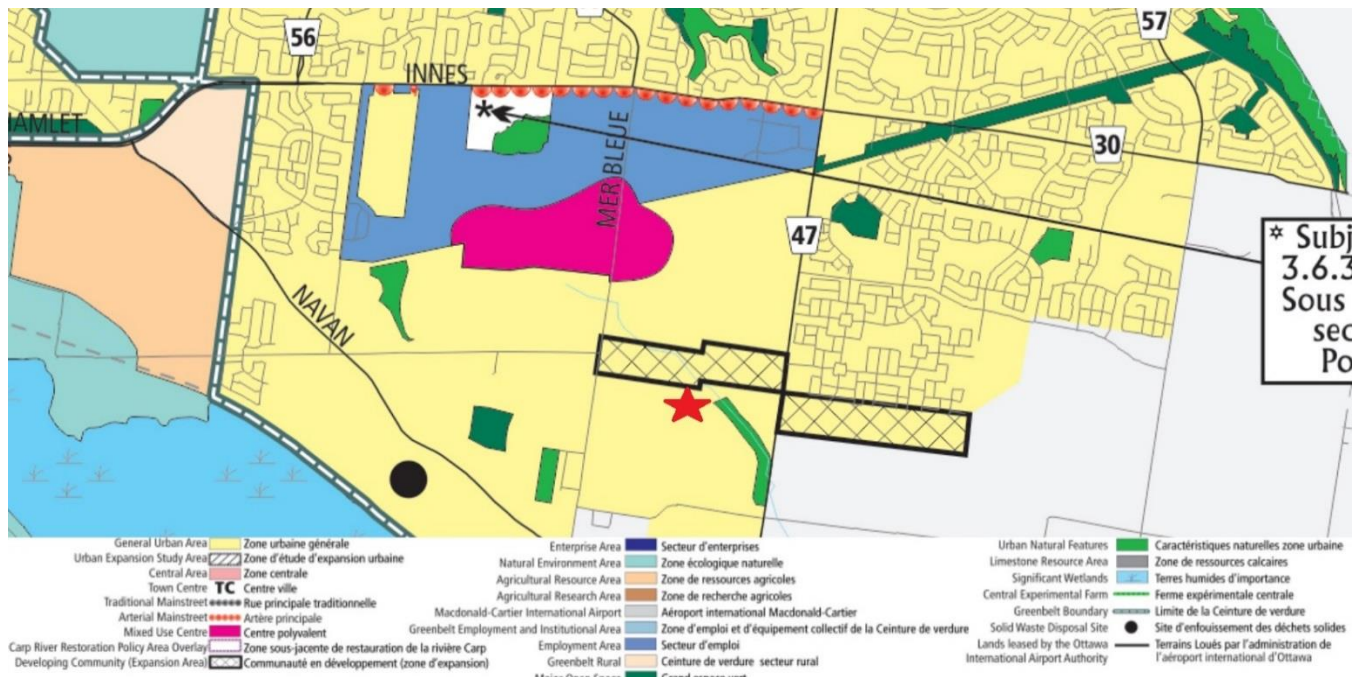


Figure 3: Schedule B - *Urban Policy Plan* of the Official Plan

Section 2.5.1 – Urban Design and Compatibility

Section 2.5.1 of the Official Plan contains design objectives that are intended to be applied to new development. The design objectives of Section 2.5.1 are met by the proposed plan of subdivision in the following ways.

- / To enhance the sense of community by creating and maintaining places with their own distinct identity. **The proposed development responds to its evolving suburban context and focuses on contributing to a mix of housing options within the Mer Bleue Expansion Area. The development builds upon the community to the north in terms of housing as well as institutional and parkland uses.**

- / To define quality public and private spaces through development.
The development clearly defines and connects public and private spaces through a network of streets, parkland and open spaces.
- / To create places that are safe, accessible and are easy to get to, and move through.
The proposed road network supports a well-connected neighbourhood that is easy to move through, with buildings oriented to the street and public places in order to provide “eyes on the street” for a safer community.
- / To ensure that new development respects the character of existing areas.
The proposed development will enable a design that is integrated with earlier phases of the Summerside West subdivision to the north. The overall design will complement the massing patterns, rhythm, character, and context of the development throughout the neighbourhood.
- / To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice.
The range of development forms, including detached, townhome, and back-to-back townhome units will allow residents to continue to live within the community as they move through their lifecycle.
- / To understand and respect natural processes and features in development design.
The existing stormwater management facility, which is planned to be expanded south onto the subject lands, will manage the stormwater generated by Phase 4 of the proposed Plan of Subdivision. The existing McKinnons Creek will be protected and integrated with the proposed development through the use of a single-loaded window street and a planned recreational pathway on the south side of the Creek.
- / To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.
The design of the phases maximizes opportunities for sustainable transportation modes by locating parks and schools in close proximity to residential uses.

Section 4.11 – Urban Design and Compatibility

Section 4.11 of the Official Plan provides direction on urban design and compatibility. Policy 2 of this section identifies the following areas in which new development must be compatible with the surrounding community.

The proposed development is evaluated against these criteria below:

Traffic	Parsons has submitted a Transportation Impact Assessment (TIA) Screen Form to the City of Ottawa and will produce a transportation study that meets City of Ottawa requirements.
Vehicular Access	Vehicular access to the development is provided from the southward extension of roads in the developing community to the north as well as from Mer Bleue Road to the west and Tenth Line Road to the east.
Parking Requirements	The City of Ottawa Zoning By-law parking requirement of 1 space/unit for detached and townhome dwellings is met as each proposed unit will have a driveway accessing a garage.
Outdoor Amenity Areas	The residential units will be developed with sufficient private outdoor amenity space in the form of rear yard amenity space (detached and townhome units)

	and balconies (back-to-back townhome units). Furthermore, the development also benefits from a neighbourhood park, extension of an existing park, and trailhead park feature.
Loading Areas, Service Areas, and Outdoor Storage	Although the majority of the development does not consider loading areas, service areas or outdoor storage, the proposed elementary school will require Site Plan Control approval, at which time these elements will be analyzed.
Lighting	Lighting for the development will be compliant with City of Ottawa standards.
Noise and Air Quality	Gradient Wind Engineering Inc. has been retained to undertake a Noise Study for the proposed plan of subdivision. No air quality impacts are expected.
Sunlight	As only low-rise buildings are proposed, no negative impacts related to sunlight are anticipated.
Microclimate	Given the amount of open landscaped space and private amenity areas, the proposed development is not expected to negatively impact the microclimate of the area.
Supporting Neighbourhood Services	The development will further support the use of proposed parks and schools within this development and adjacent development.

Section 2.5.3 – Schools and Community Facilities

Section 2.5.3 of the Official Plan emphasizes and encourages the establishment of complete communities which can accommodate a variety of land uses, including institutional uses. A significant element of complete communities is access to schools, which are recognized as forming part of the building blocks of any community.

An elementary school is proposed in Phase 5, which will complement the Secondary School that is planned to the immediate north of the proposed subdivision.

Section 2.5.4 – A Strategy for Parks and Leisure Areas

The Official Plan 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. The Official Plan also recognizes that good park and leisure areas are well-distributed within communities, easily accessible from homes and well-connected to the Greenspace Network.

Parks and leisure areas will be linked to the Greenspace Network through such means as developing these areas in conjunction with other facilities such as schools, stormwater management facilities and other public lands that permit public access. They must be easily accessible via active transportation and visible from many vantage points in the community. Further, they must have significant street frontage relative to their size.

The proposed neighbourhood park is located adjacent to a proposed elementary school and has substantial street frontage, making it visible from a number of vantage points throughout the community. Furthermore, additional parkland is proposed to correspond with development to the north (Sweet Valley Park) and to implement a trailhead park feature along McKinnons Creek.

Section 2.4.2 – Natural Features and Functions

Ottawa's natural heritage system is identified and protected through designations on Schedules L1 – L3 which have associated policies to ensure that development does not result in negative impacts on natural features or their functions.

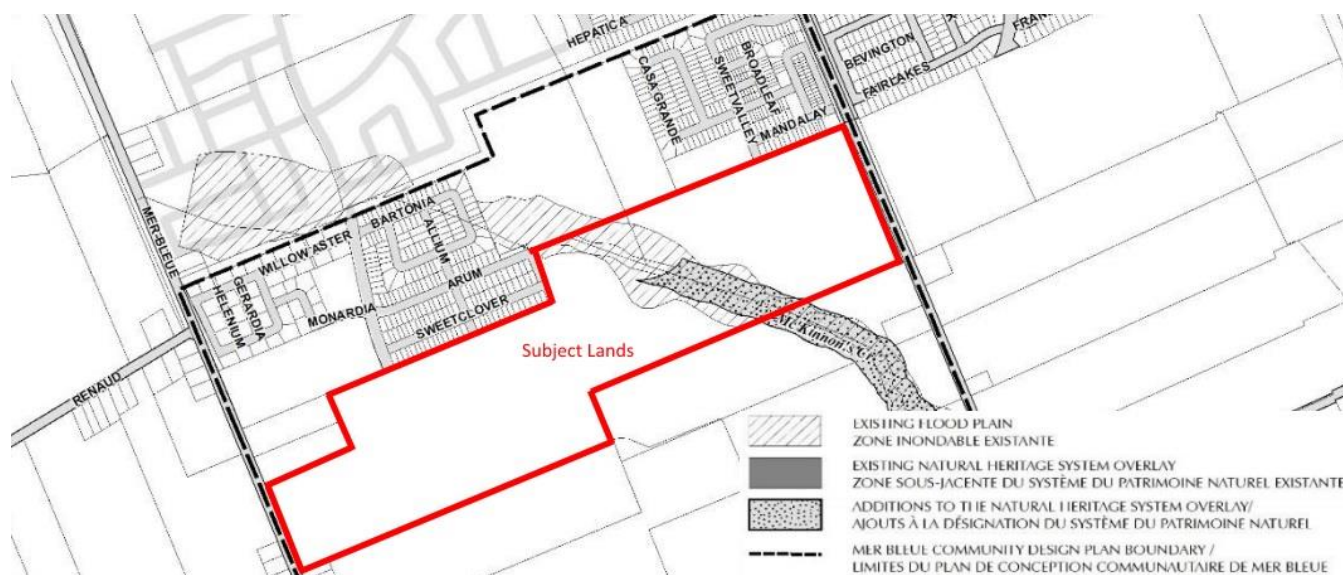


Figure 4: Amending Schedule L1 - *Natural Heritage System Overlay (East)* of OPA 192

Schedule L1 was recently amended in accordance with the amendments and Secondary Plan for the Mer Bleue Expansion Area. As shown in Figure 4 above, McKinnons Creek has now been added to the Natural Heritage System Overlay. McKinnons Creek is a surface water feature and the development of adjacent land is to be conducted in an environmentally-sensitive manner. An Environmental Impact Statement which demonstrates that there will be no negative impacts to the feature or its ecological functions has been prepared by Muncaster Environmental Planning Inc.

Section 4.7.3 – Erosion Prevention and Protection of Surface Water

In order to protect stream corridors like McKinnons Creek and reduce natural hazards associated with them, the Official Plan regulates development near watercourses. In accordance with the policies of Section 4.7.3, the Mer Bleue Expansion Area Study includes a requirement for an Environmental Management Plan in order to establish appropriate setbacks from McKinnons Creek. No development or site alteration will be permitted within the setbacks established through the Environmental Management Plan. Clear access must be maintained in order to protect the drainage function of the creek.

As shown on the draft plan of subdivision, no development is proposed within McKinnons Creek or within the prescribed setback from the Creek (two blocks running parallel to the Creek, one on the east side and one on the west side). Clear access to the Creek is maintained along the road established in Phase 5 (west side of the Creek). A small trailhead park feature is proposed along the northwest portion of the Creek and clear access is maintained for future maintenance.

Section 4.8.1 – Flood Plains

As shown on Figure 5 below, the McKinnons Creek area is a designated Flood Plain area. Flood plains are defined as areas that have been or may be subject to flooding during the one in 100-year flood and are designated on Schedule K of the Official Plan. The intent of Section 4.8.1 is to limit development within flood plains in order to reduce the potential impacts from flood plain hazards and to support their role in natural drainage systems. The flood plain limits will be regulated through zoning to reflect the restricted use of these lands.

The existing flood plain surrounding this section of McKinnons Creek is expected to change as a result of Drainage Act applications. All of the residential units shown on the concept plan and draft plan of subdivision are expected to be located outside of the future floodplain.

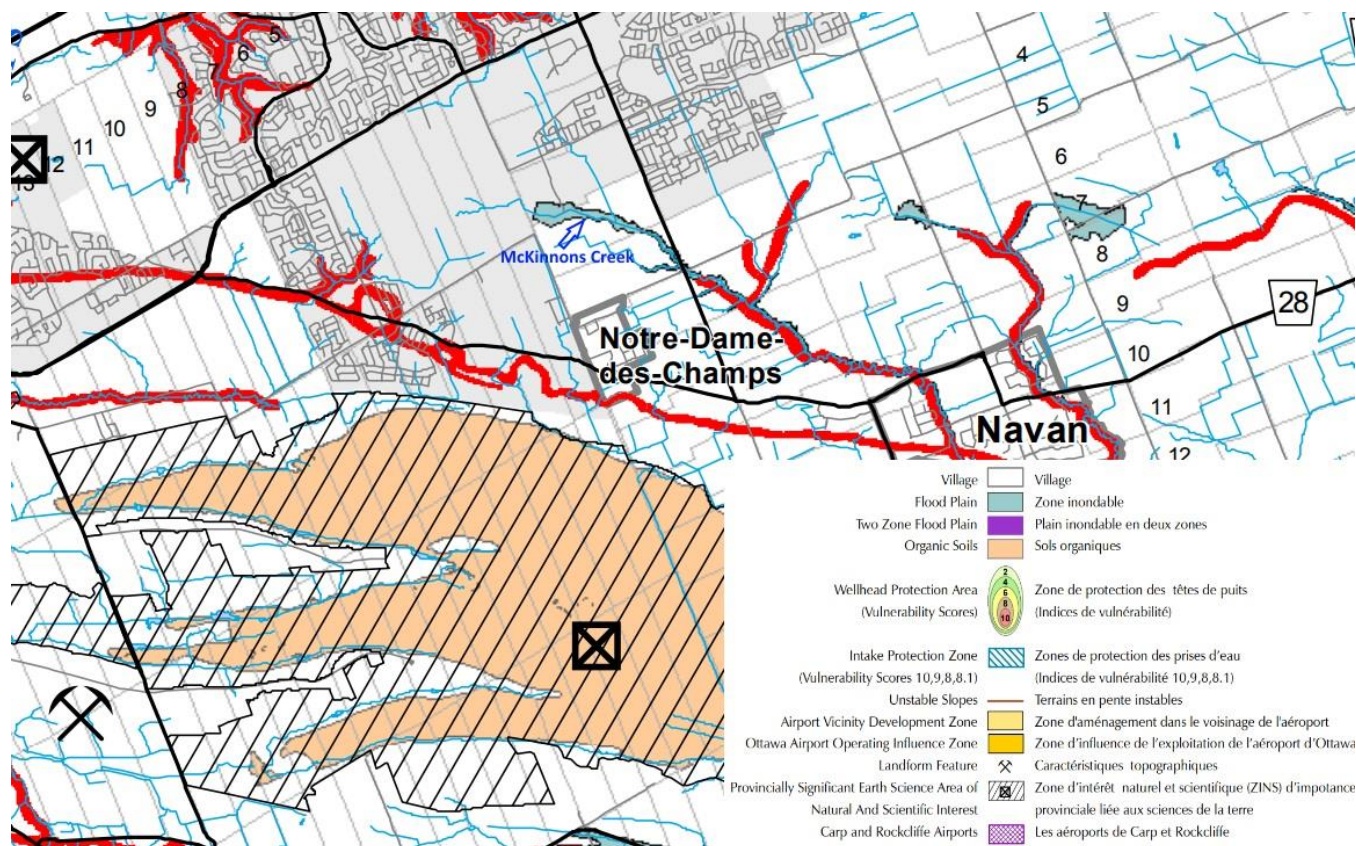


Figure 5: Schedule K - *Environmental Constraints* of the Official Plan

Section 4.3 – Walking, Cycling, Transit, Roads and Parking Lots

The Official Plan recognizes the close interconnection of land use and transportation. As such, when reviewing development applications, the City will assess the adequacy of the transportation network to meet the proposed development. As the Mer Bleue Expansion Area has gone through a recent study process, the study analyzed the proposed transportation network.

As shown in Figure 6 below, Schedule E of the Official Plan was recently amended in accordance with the Mer Bleue Expansion Area Community Design Plan. Tenth Line Road is an existing arterial road which will provide access into the development from the east. Two collector roads will provide access to the proposed subdivision from Mer Bleue Road to the west and the developing community to the north. As shown in the concept plan for the subject lands, local streets will connect to the existing and proposed arterial and collector roads.

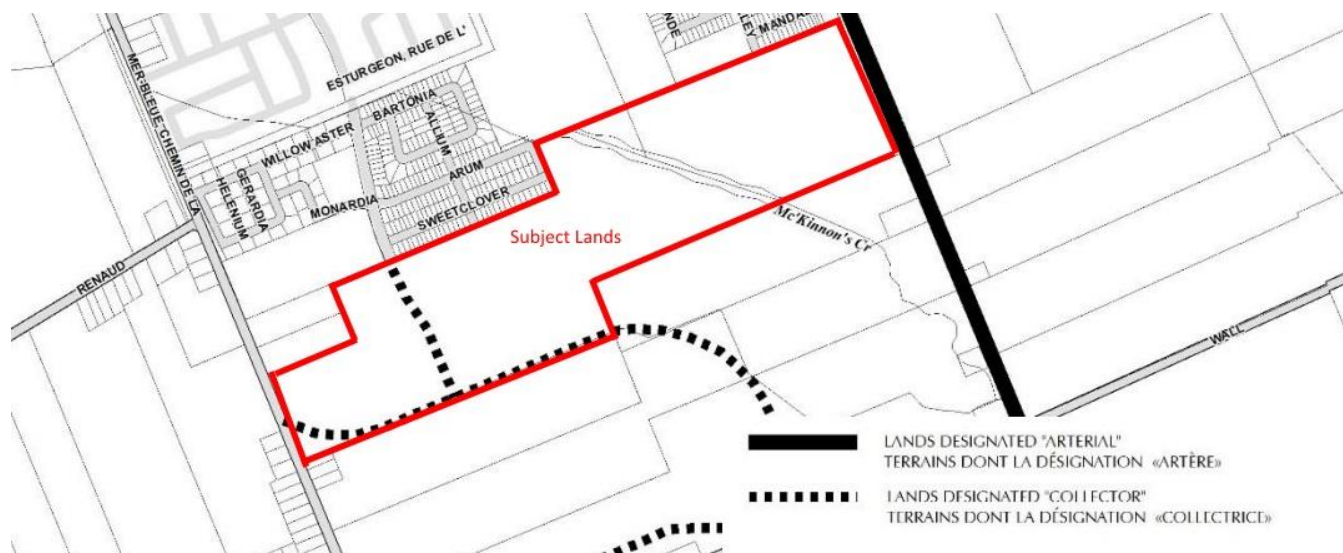


Figure 6: Amending Schedule E - *Urban Road Network* of OPA 192

Figure 7 below depicts an on-road cycling route along Tenth Line Road as well as an off-road cycling route (Multi-Use Pathway) along the north side of McKinnons Creek.

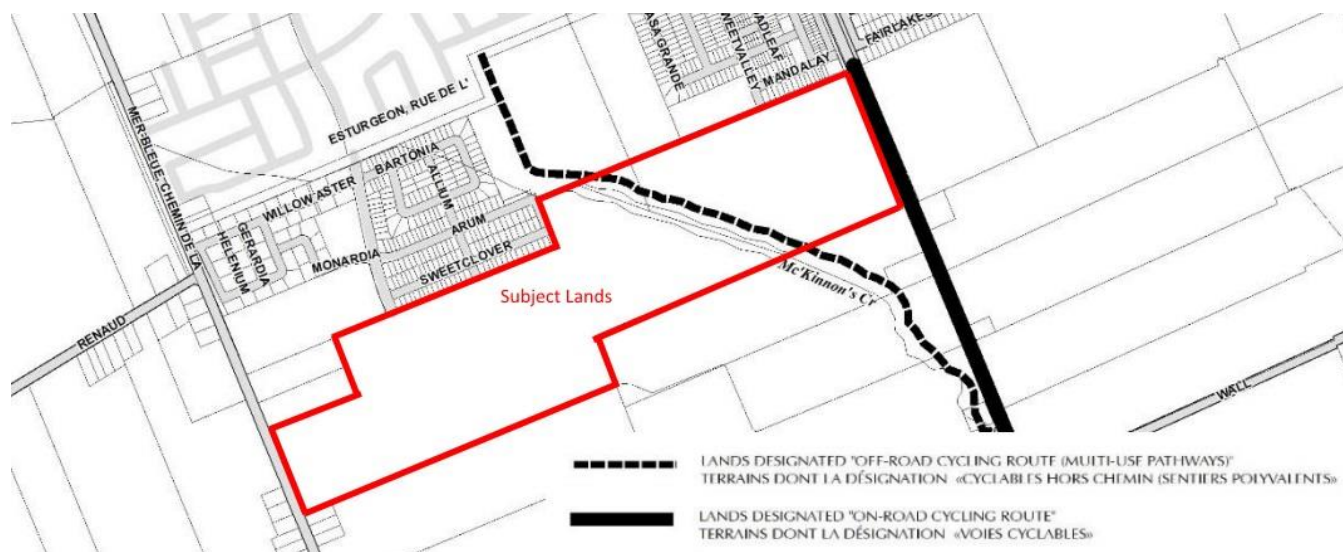


Figure 7: Amending Schedule C – *Primary Urban Cycling Network* of OPA 192

The concept plan for the subject lands proposes a transportation network that is consistent with the amendments to Schedules C and E of the Official Plan.

4.3 City of Ottawa Official Plan Amendment 150

In 2013, the City of Ottawa reviewed its Official Plan, resulting in numerous changes to policy references and to land use designations. Ottawa City Council adopted Official Plan Amendment (OPA) 150 and subsequently received approval from the Ministry of Municipal Affairs and Housing in April of 2014. The amendment has been appealed and, as such, the current policies of the City of Ottawa Official Plan 2003 (as amended) remain in full force and effect.

The policy changes proposed through OPA 150 are not expected to affect the proposed development. The policies of the *General Urban Area* have been revised primarily with regards to building height. The low-rise development proposed in this case is not affected by the revised building height policies.

The proposed development conforms to the revised policies proposed through OPA 150.

4.4 Mer Bleue Expansion Area Community Design Plan

The Mer Bleue Expansion Area Community Design Plan (CDP) was recently adopted by Council in July 2017. The CDP outlines how the area will develop into an urban community which contains a range of residential uses, from detached dwellings to multi-unit residential dwellings as well as non-residential uses, including schools, parks, and commercial sites. The CDP was developed in accordance with the Building Better and Smarter Suburbs: Strategic Directions and Action Plan (BBSS) approved by Council in 2015.

The Mer Bleue Expansion Area is geographically defined by Mer Bleue Road to the west, Tenth Line Road to the east, the previous urban boundary limit to the north and the Village of Notre-Dames-des-Champs to the south. The total CDP area consists of approximately 219 hectares.

The CDP lists the following guiding principles:

- / Protect Key Natural Heritage Features and Functions;
- / Create Distinct, Healthy, Liveable Neighbourhoods that are Sensitive and Responsive to, and Integrates with, the Existing Mer Bleue Community;
- / Provide an Opportunity for a Mix of Residential Housing Types and Densities;
- / Ensure Timely and Efficient Phasing of Future Infrastructure;
- / Provide for a Connected Network of Community Facilities including Parks, Schools, Walkways and Open Spaces; and
- / Provide a Safe and Efficient Transportation System that accommodates all modes of Transportation.

The stated objectives of the Land Use Plan are:

- / To achieve compact urban development forms that are pedestrian oriented and promote community interaction over the balance of the community;
- / To ensure a wide range of community facilities and services appropriately located to meet the needs of local residents;
- / To encourage development densities in locations that support the efficient and effective operation of the public transit system;
- / To provide a range of housing forms and affordability;
- / To protect the natural environment and incorporate key natural heritage features and open spaces into the land use plan;
- / To create open space and recreational opportunities that focus on the natural features of McKinnons Creek; and

/ To recognize the potential for long-term intensification on existing developed lands.

The concept plan for the subject lands conforms to the guiding principles and objectives stated above. The concept proposes a mix of housing forms, intermixed with community facilities and services located within walking distance. The concept capitalizes on recreational opportunities arising from McKinnons Creek. The phases are intended to be developed in accordance with a Transit Service Strategy in order to ensure that the community can be adequately serviced with transit.

As shown in Figure 4 below, the Land Use Plan for the CDP designates the majority of the lands as *General Residential*; however, the area located west of Jerome Jodoin Drive is designated as *Medium Density Residential*. The neighbourhood park, trailhead park feature, elementary school, stormwater pond, and McKinnons Creek are also identified on the Land Use Plan.



FIGURE 3: Land Use Plan

Figure 8: Community Design Plan Land Use Plan

The *General Residential* Community Design Plan designation permits residential uses, as well as supporting uses such as small-scale retail stores, retirement homes, places of worship, etc. Residential uses could include detached dwellings, semi-detached dwellings, linked detached dwellings, and grade-related multiple-attached dwellings like townhouses. The *Medium Density Residential* designation permits various types of townhouses as well as low-rise apartment dwellings which do not exceed four (4) storeys.

The location of the proposed townhomes and back-to-back townhomes at the west end of the subject lands is consistent with the location of the *Medium Density Residential* designation. Additional townhomes and back-to-back townhomes are proposed at the east end of the subject lands, in the *General Residential* designation, which also permits this built form.

The small area identified as “commercial” in the southwest corner of the concept plan for the subject lands conforms to the location of the *Commercial Area* designation shown on the Land Use Plan.

The subject lands include areas designated *Park* and *Open Space* on the Land Use Plan. These areas are intended to form part of the Greenspace Network comprised of the natural heritage system, including McKinnons Creek, stormwater management facilities and pathways/active transportation linkages. McKinnons Creek, including the flood plain, is designated as part of the Urban Natural Heritage System. No development is permitted within the area designated as McKinnons Creek except for pathways and limited recreational uses. **The required setbacks from McKinnons Creek have been identified on the draft plan of subdivision.**

It is intended that the Mer Bleue Expansion Area will accommodate up to three (3) elementary schools and one (1) secondary school.

The proposed location of the elementary school is consistent with the location shown on the Land Use Plan. At 2.59 hectares, the lot area proposed for the elementary school complies with the school site area described in the CDP of 2.4 to 2.8 hectares. Should there be no school board that acquires the identified school site, the lands shall be developed for residential purposes. The CDP intends that school sites be dual zoned to permit institutional and residential uses accordingly.

Stormwater management facilities are not only intended to accommodate required stormwater management infrastructure, but also provide passive greenspaces for the community. The design of these facilities shall therefore incorporate natural landscape features and be linked to the Greenspace Network as shown on the Land Use Plan through physical and visual access points. It must be noted that McKinnons Creek provides an important outlet within the area’s stormwater management system; therefore, development approvals within the Mer Bleue CDP area are contingent upon the completion of *Drainage Act* approvals.

The land uses proposed are generally consistent with the designations and locations shown on the Land Use Plan. The proposed concept plan is also generally consistent with the CDP Demonstration Plan (Figure 9), which is intended to provide more specific guidance as to how the lands could be developed over time, but does not require landowners to develop their lands precisely as shown.



Figure 9: Mer Bleue Expansion Area CDP Demonstration Plan

It is intended that the pathways and greenspace areas on the concept plan be consistent with the plan shown as Figure 10 below (subject lands highlighted in blue). Select streets will have either double or single sidewalks. McKinno's Creek is planned to have a recreational pathway along its southwestern bank and a multi-use pathway along its northeastern bank, as well as a connection across the creek for access.



Figure 10: Community Design Plan Pathway and Greenscape Plan

The CDP sets out a number of community design guidelines to ensure that the community develops into an attractive neighbourhood with a distinct identity. Some of the key guidelines are as follows:

- / The community must be grounded in a pedestrian-friendly and transit-supportive street network with links to open space, the community core and mixed-use areas located at strategic locations. The proposed Plan of Subdivision provides a coherent street and linkage network that will encourage active transportation.
- / The community must be sensitive to natural features like McKinnons Creek. The proposed plan is oriented around McKinnons Creek as a central feature for the neighbourhood. Pathways and open space in proximity to the creek will make it a focal point for the neighbourhood.
- / The CDP identifies the location of community and neighbourhood gateways. The proposed phases do not include a community gateway; however, a neighbourhood gateway is located at the south-west corner of the neighbourhood park. The gateway connects a major collector street with a minor collector street and is optimally located next to a park which presents opportunities for high-quality landscape design.
- / The subdivision has been designed to limit reverse lot frontages where possible in order to provide a strong street edge condition for the community. Streets will incorporate landscaping and street trees.
- / The area of the proposed neighbourhood park exceeds the minimum size outlined in the design guidelines of 1.2 hectares and has frontage on two (2) streets for good visibility and accessibility.

Many of the other design guidelines will be incorporated as the development progresses to detailed design of the residential dwellings, school, and park spaces.

4.5 Mer Bleue Expansion Area Secondary Plan

In July 2017, in accordance with the CDP developed for the area, Council adopted Official Plan Amendment (OPA) 192 to amend the Official Plan schedules and adopt the Secondary Plan. The Secondary Plan is closely linked to the CDP and they are intended to be read in conjunction.

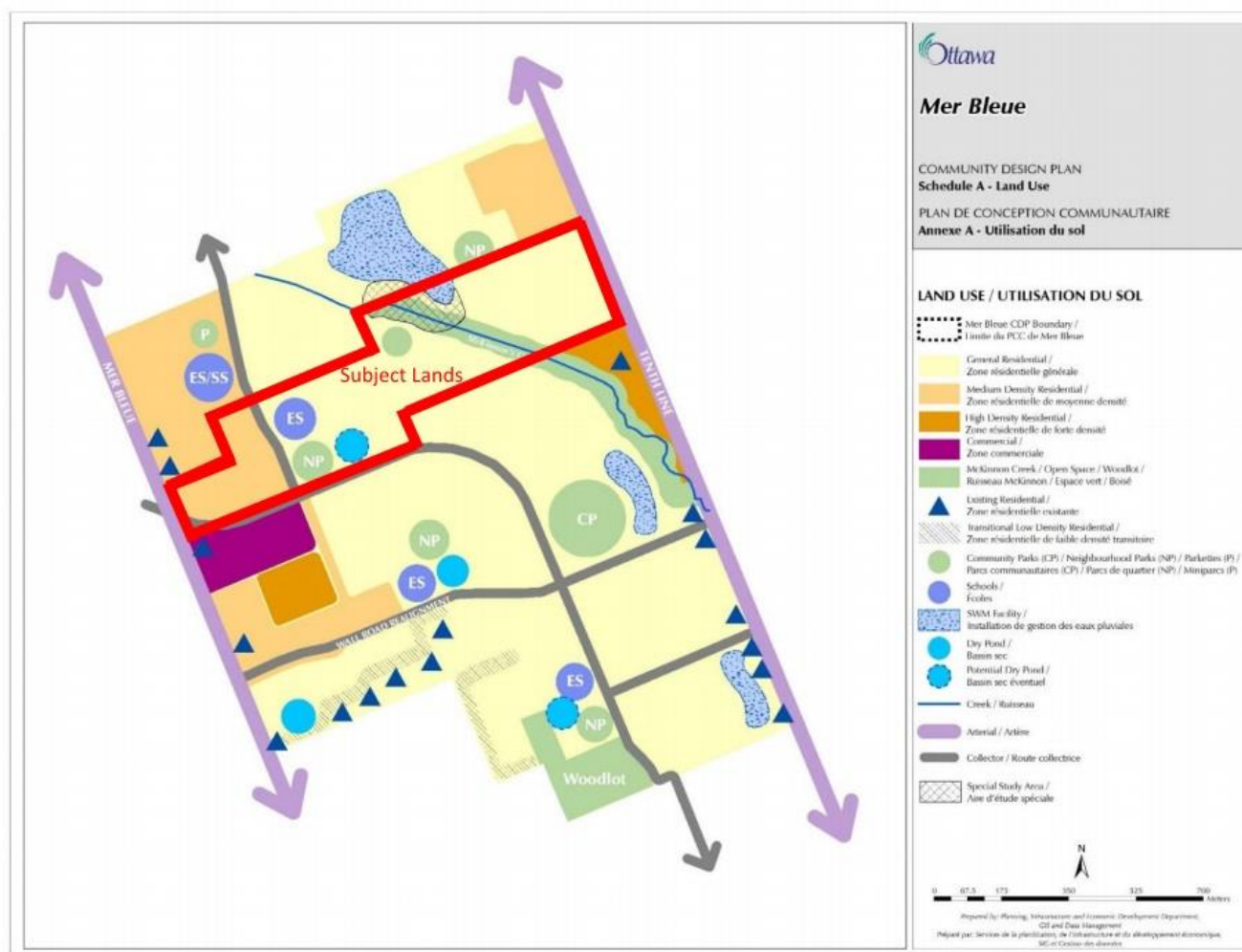


Figure 11: Schedule A- Land Use Plan in the Mer Bleue Expansion Area Secondary Plan

The Land Use Plan from the Secondary Plan (Figure 11) is nearly identical to the CDP's Land Use Plan. As required by the CDP, the Secondary Plan requires that residential development consist of at least 30% but no more than 55 per cent single detached dwellings and at least 10% consist of apartment dwellings. The remainder can be built as multiple dwellings, other than apartments. Further, the Secondary Plan also specifies that the overall residential development must meet the minimum average density target of 34 units per net hectare. Net residential density is to be based on the area of land exclusively for residential use, including lanes and parking areas internal to developments, but excluding public streets, rights-of-way and all non-residential uses.

The uses proposed in the concept plan for the subject lands are generally consistent with the Land Use Plan shown in Figure 11 above. The net residential area planned for the subject lands is 18.4 hectares. With a total of 778 units proposed, the net residential density is 42 units per net hectare. The proposed unit mix of 52% detached units, 28% traditional townhomes and 20% back-to-back townhomes meets the Secondary Plan policies. High-density residential (which will contribute to the 10% apartments requirement) are not planned for the subject lands. More specifically, the Land Use Plan designates lands located south of the new collector road and abutting Tenth Line Road as *High Density Residential*.

In terms of pedestrian and cycling mobility, the pedestrian and cycling network was demonstrated in the CDP. The Secondary Plan requires connections over McKinnons Creek to be designed and installed by the developer as a condition of approval of a Draft Plan of Subdivision.

The proposed pedestrian and cycling network is consistent with the CDP and Secondary Plan.

The McKinnons Creek corridor is intended to be enhanced as a passive recreational corridor. Public streets are intended to define the majority of the southwest edge of the corridor, with a full residential frontage along the entirety of the street across from the corridor. Pathways and landscaping are to be at the cost of the developer.

The trailhead park feature and single-loaded road along the southwest edge of the McKinnons Creek corridor are consistent with the policies of the Secondary Plan.

The street and block pattern within the Mer Bleue Expansion Area is to be designed to offer a safe and pleasant experience for multiple modes of transportation. The street system will be fully connected in an offset grid configuration to provide multiple route options. Neighbourhood block are to be one (1) hectare or less in size and regular in shape. The frontage of lands along public streets will have active frontages and reverse lotting is not permitted. Surface parking areas and driveways are to be located to the side or rear of buildings. A Street Parking Plan is required in order to demonstrate how on-street parking will be maximized.

The street and block pattern proposed is generally consistent with the pattern proposed in the CDP.

As part of the subdivision development application process, McKinnons creek is to be studied to address constraints such as unstable slopes, geotechnical hazards, floodplain, and setbacks from the Creek. The completion of an Environmental Management Plan is required prior to any approvals in the Mer Bleue Expansion Area. Furthermore, applications for Draft Plan of Subdivision shall be processed concurrently with applications under the *Drainage Act* of the proposed McKinnons Creek Municipal Drain.

An Environmental Impact Statement has been prepared by Muncaster Environmental Planning Inc.

Transit stops and routes are to be available at the early stages of development.

A Transit Service Strategy will be implemented by the applicant to determine the method and means by which the development can be efficiently and effectively serviced with transit.

4.6 Urban Design Guidelines for Greenfield Neighbourhoods (2007)

Ottawa City Council approved the *Urban Design Guidelines for Greenfield Neighbourhoods* in September 2007. Similar to other design guidelines prepared by the City, they are not intended to act as a checklist for development and not every guideline is applicable. The applicable guidelines are listed and discussed below:

- / Locate stormwater management areas to be an integral part of the overall greenspace and pedestrian network within the neighbourhood.
- / Concentrate higher density residential units and neighbourhood focal points that include transit stops, commercial areas, schools, community facilities, parks and multi-use pathways.
- / Create a walkable neighbourhood with pathways, trails and sidewalks that are accessible year round and that connect destinations such as transit stops, commercial areas, schools, community facilities and parks.
- / Layout Local Street patterns so that development blocks are easily walkable – between 150 and 250 metres in length.
- / Locate elementary school sites on sites of approximately 2.5 hectares that have at least two road frontages, one of which faces a collector street, and are near a neighbourhood park or greenspace.
- / Locate parks so that they front onto at least two streets, or have the longest edge front onto the street. Locate parks at T-intersections to terminate streetscape views.
- / Incorporate mid-block pathways to make walking more direct and convenient where long blocks cannot be avoided.

The proposed development meets the majority of the applicable design guidelines. The development integrates stormwater management areas and existing natural features into the overall greenspace and pedestrian network. The higher density uses are located on the edge of the neighbourhoods, adjacent to arterial roads and commercial/institutional areas. The block areas are of an appropriate size to make the neighbourhood easily walkable. The sites for the school and parks are of a size and configuration that is consistent with the design guidelines.

4.7 City of Ottawa Zoning By-law (2008-250)

The subject lands are currently zoned Rural Countryside Zone (RU) in the City of Ottawa Comprehensive Zoning By-law (2008-250). McKinnons Creek is zoned with a Flood Plain Overlay. The purpose of the RU zone is to:

- / Accommodate agricultural, forestry, country residential lots created by severance and other land uses characteristic of Ottawa's countryside, in areas designated as General Rural Area, Rural Natural Features and Greenbelt Rural in the Official Plan;
- / Recognize and permit this range of rural-based land uses which often have large lot or distance separation requirements; and
- / Regulate various types of development in manners that ensure compatibility with adjacent land uses and respect the rural context.

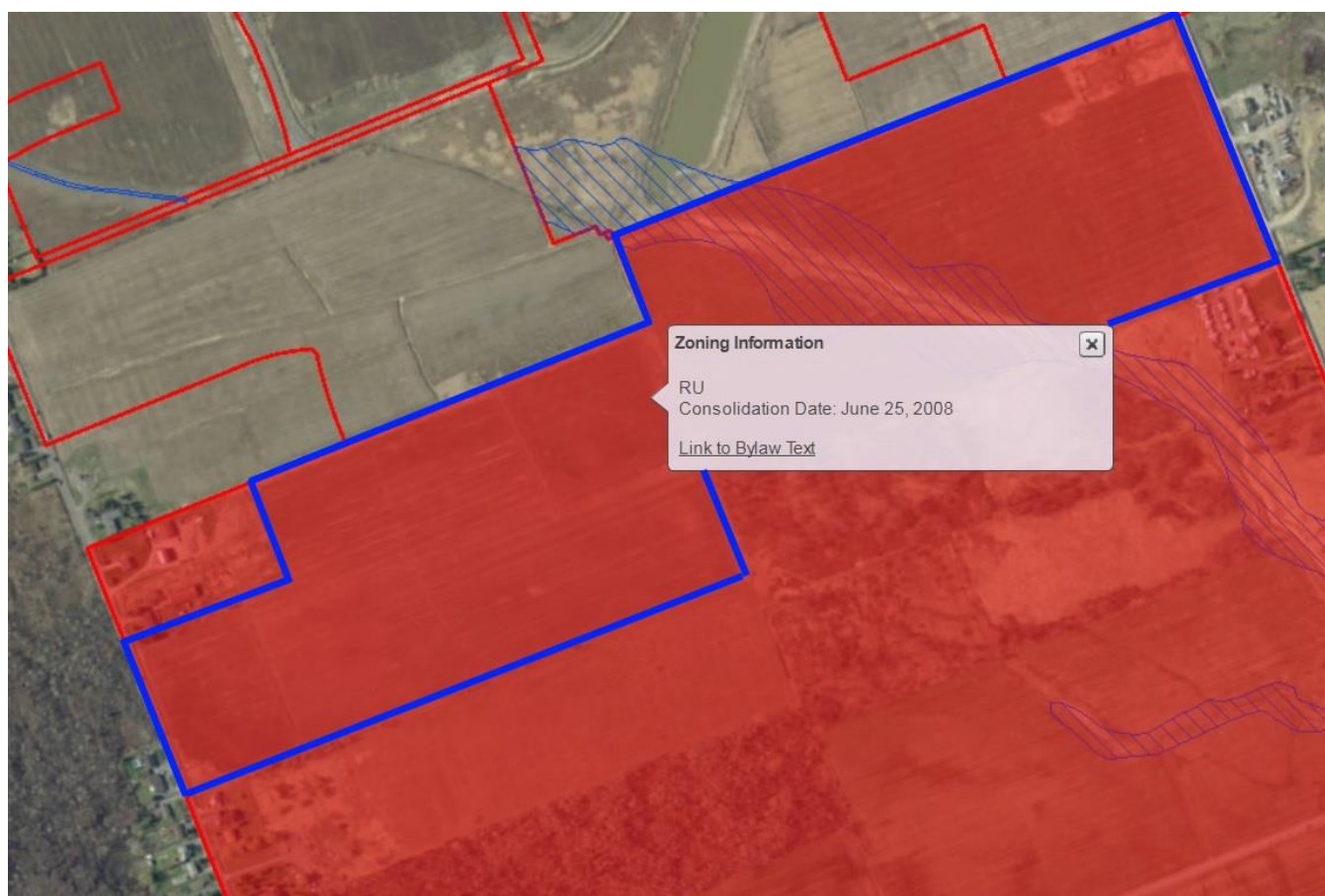


Figure 12: Zoning Map (Subject Lands highlighted in Blue)

The subject lands are currently subject to a Flood Plain Overlay in the location of McKinnons Creek. The zoning provisions of a Flood Plain Overlay take precedence over the provisions of the underlying zone. Development within an overlay is generally prohibited. The Zoning By-law further restricts development through Section 69 – Setback from Watercourses. Buildings and structures are not permitted to be located closer than the greater of

thirty (30) metres to the normal highwater mark of any watercourse of waterbody or fifteen (15) metres from the top of bank of any watercourse or water body.

Since the Mer Bleue Expansion Area has been added to Ottawa's Urban Area for the purposes of residential expansion, the RU zone is no longer appropriate for the subject lands. In order to facilitate development of the lands as proposed, it is recommended that the subject lands be rezoned as follows:

- / Residential Third Density with Exceptions (R3YY[1909]) for the residential areas;
- / A dual Minor Institutional/Residential Third Density (I1B/R3YY[1909]) zoning for the school site. This is in accordance with the CDP and Secondary Plan and would allow the school site to revert to residential uses if it is not required.
- / Parks and Open Space Zone (O1) for the parks.

The purpose of the Residential Third Density Zone is as follows:

- / Allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan;
- / Allow a number of other residential uses to provide additional housing choices within the third density residential areas;
- / Allow ancillary uses to the principal residential use to allow residents to work at home;
- / Regulate development in a manner that is compatible with existing land use patterns so that the mixed dwelling, residential character of a neighbourhood is maintained or enhanced; and
- / Permit different development standards, identified in the Z subzone, primarily for areas designated as Developing Communities, which promote efficient land use and compact form while showcasing newer design approaches.

The proposed uses are permitted within the R3YY zoning with the provisions generally set out in the following table. The full exception provisions for exception 1909 are contained in Appendix A.

Unit Type	Min. Lot Width	Min. Lot Area	Min. Building Height	Min. Front Yard Setback	Min. Corner Side Yard Setback	Min. Rear Yard Setback	Min. Interior Side Yard Setback
Detached	9m	220m ²	12m	3m	2.5m	6m	1.8 m, with one yard min. of 0.6m, 0.6m for corner lot
Townhouse (Regular)	5.5m	137m ²	14m	3m	2.5m	6.5m	1.5m
Townhouse (Back-to-back)	5.5m	81m ²	14m	3m	2.5m	When attached back to back, 0m	1.5m

The purpose of the Minor Institutional Zone is as follows:

- / Permit a range of community uses, institutional accommodation and emergency service uses to locate in areas designated as General Urban Area or Central Area in the Official Plan; and
- / Minimize the impact of these minor institutional uses located in close proximity to residential uses by ensuring that such uses are of a scale and intensity that is compatible with neighbourhood character.

The Minor Institutional Zone permits school as a land use, subject to the provisions of the I1B Subzone as detailed in the table below.

Zoning Mechanism	Provisions
Minimum Lot Width	30 m
Minimum Lot Area	1,000 m ²
Minimum Front Yard Setback	6 m
Minimum Rear Yard Setback	7.5m
Minimum Interior Side Yard Setback	7.5m
Minimum Corner Side Yard Setback	7.5m
Maximum Height	18 m
Maximum Lot Coverage	40%

The Flood Plain Overlay that currently applies to McKinnons Creek is recommended to be zoned with a Holding Zone. The Holding Provision is to be lifted prior to any development being permitted within the Flood Plain overlay. Lifting of the Holding Provision and removal of the flood plain overlay will occur following modification of McKinnon's Creek. The setbacks from the Creek are in accordance with the Environmental Impact Statement. A block has been provided on the draft plan for each bank of the Creek.

The proposed zones will allow the proposed development to occur in a manner that is adaptable and sensitive to existing natural features on the subject lands. The zoning provisions proposed will allow the development to fit well within the existing and future context of the subject site. The residential zoning provisions are based on similar zones utilized in other suburban neighbourhoods within the City of Ottawa.

The following studies have been prepared in support of the applications:

/ **Community Transportation Study:**

The Community Transportation Study is ongoing in accordance with the Transportation Impact Assessment Guidelines.

/ **Area Parks Plan:**

An Area Park Plan was undertaken for the Community Design Plan to outline the overall distribution of parks, amenities and greenspace connections within the Mer Bleue Urban Expansion Community.

/ **Tree Conservation Report/Environmental Impact Statement:**

The Study reports that there are no noteworthy environmental features with the exception of McKinnon's Creek. No Species at Risk were observed or expected to have the potential to be on site. The McKinnon's Creek aquatic habitat is recommended to be protected with a 30 metre setback, where no site alteration can occur other than recreational pathways at the outer edges. With respect to tree retention, the trees along the southern property line will not be retained as a result of stormwater management requirements. The report recommends generous tree planting to occur in clusters for improvement of wildlife benefit. This could occur within the McKinnon's Creek corridor.

/ **Headwaters Report:**

The Headwaters Report analyzed the headwater features flowing into McKinnons Creek. The Report provides management options for headwater channels, including maintenance, relocation and enhancement.

/ **Geotechnical Report:**

The Report considers the subject lands as satisfactory for the proposed residential development.

/ **Functional Servicing Report:**

A Functional Servicing Report was prepared which confirms that the development can be adequately serviced with water, sanitary and stormwater services.

/ **Phase 1 Environmental Site Assessment:**

The Phase 1 Environmental Site Assessment did not identify any environmental concerns. Therefore, a Phase 2 Environmental Site Assessment is not required.

In considering the Plan of Subdivision and Zoning By-law Amendment applications and the applicable policy and regulatory framework, it is our professional opinion that the proposed development represents good planning and is in the public interest for the following reasons:

- / The proposal is consistent with the Provincial Policy Statement in that it seeks to develop an area within the City of Ottawa's Urban Area and immediately adjacent to a built-up area. The proposal provides a variety of housing options, while providing for community amenities that are accessible by alternate modes of transportation.
- / The proposal meets the goals and policies set out in the Official Plan. In particular, the proposal meets the policies of the *General Urban Area* designation where a range of housing types and densities, as well as conveniently located uses to support residential areas, are encouraged to meet the needs of people of all ages, incomes and lifestyles.
- / The proposal meets the policies of Official Plan Amendment 150.
- / The development is consistent with the goals and objectives of the Mer Bleue Expansion Area Community Design Plan and Secondary Plan.
- / The proposed Zoning By-law Amendment is required as the current Rural Countryside zoning is no longer applicable to the Mer Bleue Expansion Area. The proposed zoning offers appropriate provisions to permit the proposed development in a manner that is consistent with the planned context for the area and that protects and enhances natural features on the site.

Overall, the proposal advances several key policy objectives at the Provincial and Municipal levels. Based on this analysis, the proposed development represents good planning and is in the public interest.

Sincerely,



Stephanie Morris, MCIP RPP
Planner
FOTENN Consultants Inc.



Julie Carrara, MCIP RPP
Senior Planner
FOTENN Consultants Inc.

Exception 1909:

- / A maximum of 60 per cent of the area of the front yard, or the required minimum width of one parking space, whichever is the greater, may be used for a driveway, and the remainder of the yard, except for areas occupied by projections permitted under Section 65 and a walkway with a maximum width of 1.8 metres, must be landscaped with soft landscaping
- / Where an attached garage accesses a public street by means of a driveway that crosses a sidewalk, the attached garage must be setback at least 6 metres from the nearest edge of the sidewalk.
- / Despite Table 65, Rows 1, 2 and 3, a chimney, chimney box, fireplace box, eaves, eave-troughs, gutters and ornamental elements such as sills, belts, cornices, parapets and pilasters may project 1 metre into a required interior side yard but no closer than 0.2 metres to the lot line.
- / Despite Table 65, Row 6(b), balconies and porches may project to within 0 metres of a corner lot line.
- / Despite Table 65 Row 6(b), the steps of a porch may project 2.5 metres into a required yard, but may be no closer than 0.5 metres from a lot line other than a corner side lot line, from which they can be as close as 0 metres.
- / Despite Table 65, Row 6(a), any portion of a deck with a walking surface higher than 0.3 metres but no higher than 0.6 metres above adjacent grade may project to within 0.6 metres of a lot line, and any portion of a deck with a walking surface less than 0.31 metres may project to within 0.3 of a lot line.
- / Despite Table 65, Row 8, an air conditioning condenser unit may project 1 metre ,but no closer than 0.2 metres to a lot line, and may not be located in a front yard except in the case of a back-to-back multiple dwelling, but may be located in a corner side yard.
- / Despite Section 57(2), for townhouse dwellings, the corner sight triangle will be calculated using 57(1) and in the instance of any dwelling listed in (1) including multiples, the distance used to determine a corner sight triangle is 2.75 metres and not 6 metres.
- / In the case of a home based business operating within a townhouse or semi-detached dwelling, a parking space is only required if a non-resident employee works on-site.
- / Section 136 does not apply.
- / Zone requirements for detached dwellings:
 - i. minimum lot area: 220 m²
 - ii. minimum front yard setback 3 m
 - iii. minimum front yard setback for an attached garage: 3.5 m
 - iv. minimum total interior side yard setback is 1.8 metres with a minimum of 0.6 metres on at least one side. Where there is a corner lot on which is located only one interior side yard, the minimum required interior side yard setback equals the minimum required for at least one yard.
 - v. minimum corner side yard: 2.5 m
 - vi. maximum lot coverage: 55%
- / Zone requirements for semi-detached and townhouse dwellings:
 - i. minimum lot area: 137 m²
 - ii. minimum lot width: 5.5 m
 - iii. minimum front yard setback: 3.0 m
 - iv. minimum interior side yard setback: 1.5 m
 - v. minimum corner side yard: 2.5 m

-
- vi. maximum building height: 14 m
 - vii. maximum lot coverage: 65%

/ Zone requirements for back-to-back townhouse dwellings:

- i. minimum lot area: 81 m²
- ii. minimum lot width: 5.5 m
- iii. minimum front yard setback: 3.0 m
- iv. minimum rear yard setback: 0.0 m
- v. minimum interior side yard setback: 1.5 m
- vi. minimum corner side yard: 2.5 m
- vii. maximum building height: 14 m