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Claridge Homes Mer Bleue Subdivision – Phase 1 Planning Rationale & Integrated Environmental Review Statement

Prepared for: Claridge (Mer Bleue) Inc.

Engineering excellence.

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Claridge Homes Mer Bleue Subdivision – Phase 1

**2666 Tenth Line Road &
2503 and 2559 Mer Bleue Road
Ottawa, Ontario**

Planning Rationale & Integrated Environmental Review Statement In Support of Applications for Plan of Subdivision and Zoning By-law Amendment

Prepared For:

Claridge (Mer Bleue) Inc.



Prepared By:



NOVATECH
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

June 17, 2022
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Revision 2: March 2, 2023
Revision 3: December 5, 2025

Novatech File: 122070
Ref: R-2022-081

December 5, 2025

City of Ottawa
Planning, Development, and Building Services Department
110 Laurier Avenue West, 4th Floor
Ottawa, ON K1P 1J1

Attention: Kelly Livingstone, Planner II

**Reference: Claridge Homes Phase 1 - Mer Bleue Urban Expansion Area
Planning Rationale & Integrated Environmental Review Statement for
Zoning By-law Amendment and Plan of Subdivision Applications
Our File No.: 122070**

Novatech was retained by Claridge (Mer Bleue) Inc. to prepare this Planning Rationale and Integrated Environmental Review Statement in support of applications for *Plan of Subdivision* and *Zoning By-law Amendment* for their properties municipally known as 2666 Tenth Line Road and 2503 and 2559 Mer Bleue Road in Ward 19 – Cumberland, Ottawa, Ontario (the “Subject Lands”).

Claridge is proposing to develop the first phase of their subdivision within the *Mer Bleue Urban Expansion Area* that will consist of 579 dwelling units comprised of 309 single-detached dwellings and 270 standard townhouse units, two park blocks, six walkway blocks, one stormwater management facility block, one dry pond block, one commercial block, and two blocks for future residential development. The proposed development will be served by a network of collector and local streets, sidewalks, cycle tracks through the community, and a multi-use pathway along the McKinnon Creek Corridor.

A Zoning By-law Amendment application is required to implement the proposed phase one development by rezoning the Subject Lands from *Rural Countryside (RU)* to an appropriate combination of urban zones.

This report outlines the proposed development in relation to the *Mer Bleue Urban Expansion Area Community Design Plan* and demonstrates that the proposal is consistent with the *Provincial Policy Statement* and conforms to both the City of Ottawa’s *Official Plan* and the *Mer Bleue Urban Expansion Area Secondary Plan*.

Sincerely,

NOVATECH



Simran Soor, MCIP, RPP
Project Planner | Planning & Development

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1.0 INTRODUCTION

Novatech was retained by Claridge Homes (Mer Bleue) Inc. (“Claridge”) to prepare a Planning Rationale and Integrated Environmental Review Statement in support of *Plan of Subdivision* and *Zoning By-law Amendment* applications for the first phase of their subdivision in Ward 19 – Cumberland in the City of Ottawa. The phase one lands are municipally known as 2666 Tenth Line Road and 2503 and 2559 Mer Bleue Road in the City of Ottawa and legally described as Part of Lots 5 and 6, Concession 11, Geographic Township of Cumberland (the “Subject Lands”).

The Subject Lands are centrally located within the Mer Bleue Urban Expansion Area (MBUEA), which is subject to the *Mer Bleue Expansion Area Community Design Plan (CDP)* and the *Mer Bleue Urban Expansion Area Secondary Plan*. The Secondary Plan is being carried over into the City’s new Official Plan under the name *Mer Bleue Developing Neighbourhood Secondary Plan*.

Claridge proposes to develop a residential subdivision consisting of single-detached and townhouse dwellings in accordance with the MBUEA CDP and Secondary Plan policies. The Phase 1 development will also include a commercial block, walkway blocks, community and neighbourhood park blocks, and a stormwater management block.

1.1 Site Location and Surrounding Context

The Subject Lands are generally bound by Tenth Line Road to the east, Wall Road to the south, Mer-Bleue Road to the west and Phase 4 to 6 of Mattamy’s Summerside West residential subdivision (City File No. D07-16-17-0028) to the north, as shown in **Figure 1**. The Subject Lands have frontages of approximately 346 metres along Tenth Line Road and 416 metres along Wall Road, and a total area of approximately 48 hectares. The frontage along Tenth Line Road is broken into two parts due to existing properties owned by others.

The Subject Lands are generally flat with a gentle slope from west to east towards McKinnon’s Creek, which bisects the northeast corner of the site. The Subject Lands are vacant, consisting of wooded areas and agricultural fields.

Surrounding land uses are as follows, and as shown in **Figure 1**:

- **North:** A developing residential subdivision by Mattamy abuts the Subject Site to the north and is also within the MBUEA. The Mer Bleue CDP area is located immediately north of the MBUEA boundary.
- **East:** The urban boundary runs along Tenth Line Road adjacent to the Subject Site with rural lands located on the east side of the road.
- **South:** Wall Road abuts the south edge of the eastern half of the Subject Lands, with the urban boundary extending south of this portion of Wall Road to the limit of the MBUEA. These lands are occupied by rural residential lots along Tenth Line Road, fields, and wooded areas. Wall Road jogs further south to touch the northern limit of the Village of Notre-Dame-des-Champs which is located south of the western half of the Subject Lands. Existing rural residential lots are located along this western portion of Wall Road.

- **West:** The developing East Urban Community Phase 2 CDP area is located on the west side of Mer Bleue Road, followed by the East Urban Community CDP area.

Figure 1: Subject Lands and Surrounding Area (GeoOttawa, 2019)



2.0 PROPOSED DEVELOPMENT

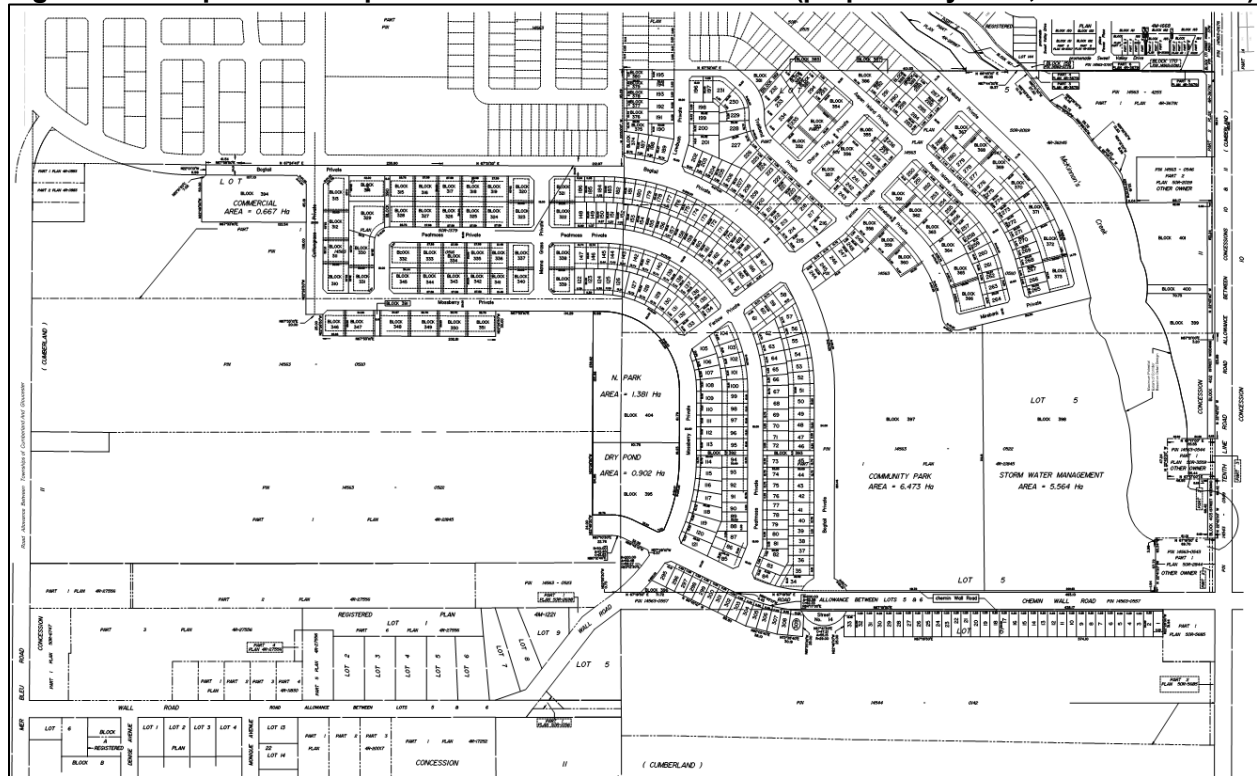
2.1 Proposed Draft Plan of Subdivision

The proposed Draft Plan of Subdivision for the first phase of Claridge's development consists of the following, as shown in **Figure 2** (see **Appendix A** for a larger version of the Draft Plan of Subdivision):

- 309 single detached dwellings (Lots 1-309)
- 15 future single-detached dwelling lots (Blocks 374-381, 383-389)
- 270 townhouse units (Blocks 310-373)
- 1 commercial block (Block 394)
- 1 neighbourhood park (Block 404)
- 1 community park (Block 397)
- 1 stormwater management pond (Block 398)
- 1 dry pond (Block 395)

- 2 blocks for future residential development (Blocks 399 & 401)
- 6 walkway/servicing blocks (Blocks 382, 390-393, 400)
- 2 road widening blocks along Tenth Line Road (Blocks 402 and 403)
- 1 other block (Block 396)

Figure 2: Excerpt of the Proposed Draft Plan of Subdivision (prepared by AOV, dated Dec 2025)



The land uses and layout of the draft plan of subdivision are consistent with the Demonstration Plan in the MBUEA Community Design Plan (CDP) and have been planned in accordance with its design guidelines. A coloured comparison of the proposed Draft Plan of Subdivision and CDP Demonstration Plan is in **Figures 3 and 4** (see **Appendix B** for the full CDP Demonstration Plan).

Figure 3: Coloured Excerpt of Proposed Draft Plan of Subdivision

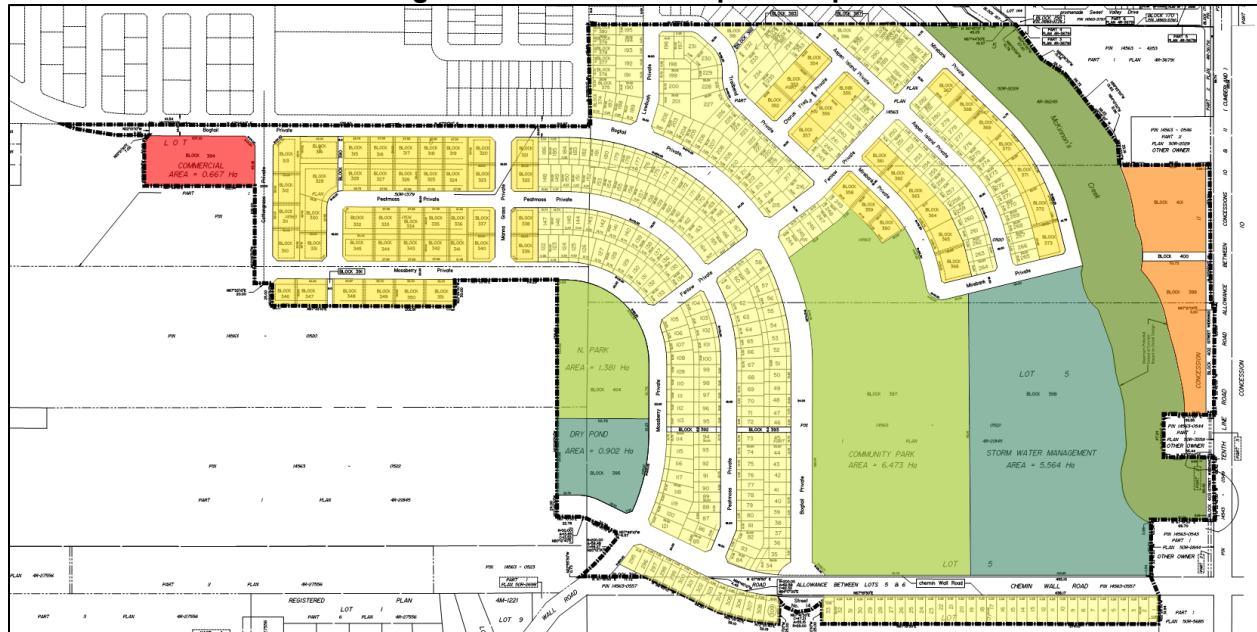


Figure 4: Excerpt of MBUEA CDP Demonstration Plan



As illustrated in Figures 3 and 4 above, the proposed Draft Plan of Subdivision closely resembles the MBUEA Demonstration Plan. The following provides a summary of the various elements of the proposed development as they relate to the MBUEA CDP:

Residential

The residential component is comprised of single detached and townhouse dwellings, as well as future residential blocks, consistent with the residential areas on the Demonstration Plan. Per Section 3.5 of the CDP, the low-density residential designation permits detached, semi-detached, linked detached and grade-related townhouses. The medium density residential designation permits various types of townhouses and low-rise apartments up to four storeys.

Commercial

One commercial block (Block 394) is proposed along the south side of Bogtail Private and reflects the size and configuration of the commercial block on the Demonstration Plan.

Per Section 3.7 of the CDP, the *“Commercial area is intended to accommodate a mix of commercial uses to serve the personal and commercial needs of both the Mer Bleue Expansion Area CDP area and adjoining communities.”* Residential uses may also be permitted in free-standing or mixed-use buildings that contain commercial and high-density residential uses.

The design of the proposed commercial block will be subject to a separate Site Plan Control application.

Street and Pedestrian Network

The proposed street network incorporates the collector street (shown as Bogtail Private on the Draft Plan of Subdivision) and interconnected offset grid of local streets per the CDP to maximize mobility within the development and to adjacent developments within the surrounding community. The collector road is a 24-metre right-of-way (ROW), while the local streets consist mainly of 18 metre ROWs, with 20 metre ROWs provided along the neighbourhood park block (Mossberry Private) and a future phase of development (Cottongrass Private), and a 14.75 metre single-loaded ROW along the McKinnon's Creek Corridor (Mirebank Private).

Pedestrian sidewalks and multi-use pathways will be provided where appropriate to facilitate connections through the community and to key destinations. Exhibit 11 of IBI's Transportation Impact Assessment (Reference No. 116761, dated November 5, 2021) indicates the locations of potential sidewalks through the proposed development. Consistent with Section 3.8.5 of the CDP, sidewalks are proposed on both sides of collector streets and at least one side of local streets.

Parks

Schedule A2 of the Cost Sharing Agreement for the Mer Bleue Expansion Area details the park obligations for landowners in the Area, including the required parkland dedication requirements. A total of 7.3 hectares of parkland is required to be provided on the Subject Site.

A 1.38 hectare neighbourhood park and a 6.47 hectare community park are proposed in accordance with the locations shown on the Demonstration Plan. The Community Park has been

co-located with the proposed 5.56 hectare stormwater management facility (SWMF) to create a large central gathering place for the community. The proposed parks will total 7.7 hectares of parkland, which exceeds the 7.3 hectare requirement from the Cost Sharing Agreement. Park design and programming will be determined as part of the detailed design of the subdivision.

McKinnon's Creek Corridor

The McKinnon's Creek Corridor is designated as a Natural Heritage Feature in the CDP and as an Urban Natural Feature in the Official Plan. Per Section 3.8.1 of the CDP, the McKinnon's Creek Corridor has been identified for enhancement and long-term protection as an Urban Natural Feature with no development permitted therein except for pathways and limited recreational uses which will be located outside of any identified constraints. As shown in **Figures 2 and 3** above, the boundary of the McKinnon's Creek Corridor Urban Natural Feature has been respected by the proposed development.

Through the CDP process, it was determined that McKinnon's Creek will undergo enhancements to transition it into a Municipal Drain that will serve as the legal stormwater outlet for the MBUEA. The design and approval of the Municipal Drain is subject to a separate process under the *Drainage Act*, but the Draft Plan of Subdivision has been prepared in coordination with the *Drainage Act* application.

Stormwater Management Facilities

The proposed SWMF is consistent with the size, location, and configuration of the SWMF shown on the CDP Demonstration Plan. As noted above, the SWMF will outlet into the future McKinnon's Creek Municipal Drain.

2.2 Proposed Zoning By-law Amendment

The Subject Lands are currently zoned RU – Rural Countryside. A Zoning By-law Amendment application is required to implement the land uses contemplated for the MBUEA per the CDP and Secondary Plan as reflected in the proposed Draft Plan of Subdivision.

It is suggested to rezone the proposed residential portions of the Subject Lands to *Residential Third Density, Subzone Z (R3Z)*. The purpose of the R3Z zone to:

1. *allow a mix of residential building forms ranging from detached to townhouse dwellings in areas designated as General Urban Area in the Official Plan; (By-law 2012-334);*
2. *allow a number of other residential uses to provide additional housing choices within the third density residential areas;*
3. *allow ancillary uses to the principal residential use to allow residents to work at home;*
4. *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*
5. *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 suggested residential zone will provide flexibility to achieve the type of density and neighbourhood design expected in new development. The proposed residential subdivision will feature a mixture of detached and townhouse dwelling units which are permitted under the suggested R3Z zone.

Site specific relief will be required to permit a reduced front yard setback, reduced balcony setback, and increased driveway area for some of the blocks. The suggested site-specific relief is listed below.

- To permit a minimum front yard setback of 2.4 metres where the Zoning By-law requires a minimum front yard setback of 3 metres.
- To permit a reduced setback of 0.9 metres for a balcony projection where the Zoning By-law requires a minimum setback of 1 metres for a balcony projection.
- To permit a maximum driveway area of 64% of the front yard where the Zoning By-law permits a maximum driveway area of 50% of the front yard.

The reduced front yard setback and reduced balcony projection is required in order to fit a standard townhouse block on an irregularly shaped lot in the subdivision. The roundabouts proposed along Bogtail Private will result in the creation of irregularly shaped lots, with the roundabout cutting into the corner of some of the proposed Blocks. A reduction of 0.6 metres in the front yard setback and a reduction of 0.1 metres in the front balcony setback will allow a standard townhouse block to be constructed with minimal impacts on the streetscape.

The increase in maximum driveway area is required to permit a double wide driveway on an irregularly shaped lot in the subdivision. The lot is an appropriate size to support a double wide driveway and would only require the increased maximum driveway area to accommodate its irregular shape.

The requested site-specific relief will be revised as needed once the design of the roundabouts is refined.

It is suggested to rezone the commercial block (Block 394) to *Local Commercial* (LC). The purpose of the LC zone is to:

1. *allow a variety of small, locally-oriented convenience and service uses as well as residential uses in the General Urban Areas and in the Residential Character Areas of the Central Area designations of the Official Plan;*
2. *restrict the non-residential uses to individual occupancies or in groupings as part of a small plaza that would meet the needs of the surrounding residential areas;*
3. *provide an opportunity to accommodate residential or mixed uses development; and*
4. *impose development standards that will ensure that the size and scale of development are consistent with that of the surrounding residential area.*

It is suggested to rezone the parks, SWMF, dry pond, and McKinnon's Creek Corridor as *Parks and Open Space* (O1). The purpose of the O1 zone is to:

1. *permit parks, open space, and related and compatible uses to locate in areas designated as General Urban Area, General Rural Area, Major Open Space, Mixed Use*

- Centre, Village, Greenbelt Rural and Central Area as well as in Major Recreational Pathway areas and along River Corridors as identified in the Official Plan, and*
2. *ensure that the range of permitted uses and applicable regulations is in keeping with the low scale, low intensity open space nature of these lands.*

The suggested zones above will be subject to further discussion with City Staff through the development review process.

3.0 PLANNING POLICY AND REGULATORY FRAMEWORK

3.1 Provincial Planning Statement

The Provincial Planning Statement, 2024 (PPS) was issued under Section 3 of the Planning Act and came into effect on October 20, 2024. The PPS provided policy direction on matters of provincial interest and sets the foundation for regulating the development and use of all land. All decisions affecting planning matters must be consistent with the policies of the PPS.

Section 2.2 of the PPS provides policy direction for Housing. Policy 1 states:

“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:

- a) *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- b) *permitting and facilitating:*
 1. *all housing options required to meet the social, health, economic and wellbeing 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 development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) 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 2.3.1.3;*
- 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.”*

The proposed residential subdivision is designed to be consistent with the direction of the Mer Bleue Expansion Area CDP, including the target densities. The proposed development will be

served by municipal water, sanitary, and stormwater management infrastructure. The proposed development will also be served by an extension of the municipal road network that ensures that appropriate connections are available to future development lands within and around the Mer Bleue Urban Expansion Area. The proposed subdivision includes a mix of detached and townhouse dwellings units that will contribute to providing a range of housing options in the neighbourhood.

Section 2.3 of the PPS provides policy direction for Settlement Areas. Policy 1 of Section 2.3.1 states:

“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.”

Policy 2 of Section 2.3.1 states:

“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 Subject Site is located within a Settlement Area. The proposed subdivision will include a range dwelling types including detached dwellings, townhouse dwellings, and future medium density development along Tenth Line Road. Commercial uses are proposed in the western portion of the subdivision and will contribute to a diversity of uses in the neighbourhood. The proposed subdivision will efficiently use primarily vacant land and optimize existing and planned infrastructure in the area.

Section 4.1 of the PPS provides policy direction for the Wise Use and Management of Resources.

Section 4.1 speaks to Natural Heritage. Policy 4.1.2 states:

“The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.”

McKinnon's Creek is the only identified Natural Feature within the Subject Lands. As discussed in Section 4.4 of this report, a Scoped Environmental Statement (sEIS) was prepared for the proposed development and included a discussion of the Natural Feature. It notes that the ecological functions of the Natural Feature corridor are limited to the protection of the valley banks and erosion and sediment control protection to the fish habitat and concludes that no additional buffer beyond the corridor designated in the CDP is required to maintain the Creek's existing ecological functions. The proposed development respects the McKinnon's Creek corridor as defined in the CDP.

The Scoped EIS Addendum prepared by CIMA+ dated December 1, 2025 concludes that no new natural heritage features were identified aside from potential SAR bat habitat and confirms that the proposal adheres to the commitments of the CDP.

Section 4.2 provides policy direction for Water. Policy 4.2.2 states:

“Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protection, improved or restored, which may require mitigative measures and/or alternative development approaches.”

As previously noted, the McKinnon's Creek corridor bisects the northeast corner of the Subject Lands. Through the CDP process, McKinnon's Creek was also designated as a Municipal Drain under the *Drainage Act* to serve as the legal stormwater outlet for the Mer Bleue Urban Expansion Area. As such, the creek design is subject to a separate approval process under the *Drainage Act*. The sEIS for the proposed development provides avoidance and mitigation measures for anticipated construction works related to the transition of McKinnon's Creek to a municipal drain.

Several headwater features also exist within the Subject Lands, which were assessed as part of a Headwaters Report for the proposed development. Section 4.3 of this Planning Rationale provides a summary of the report's conclusions.

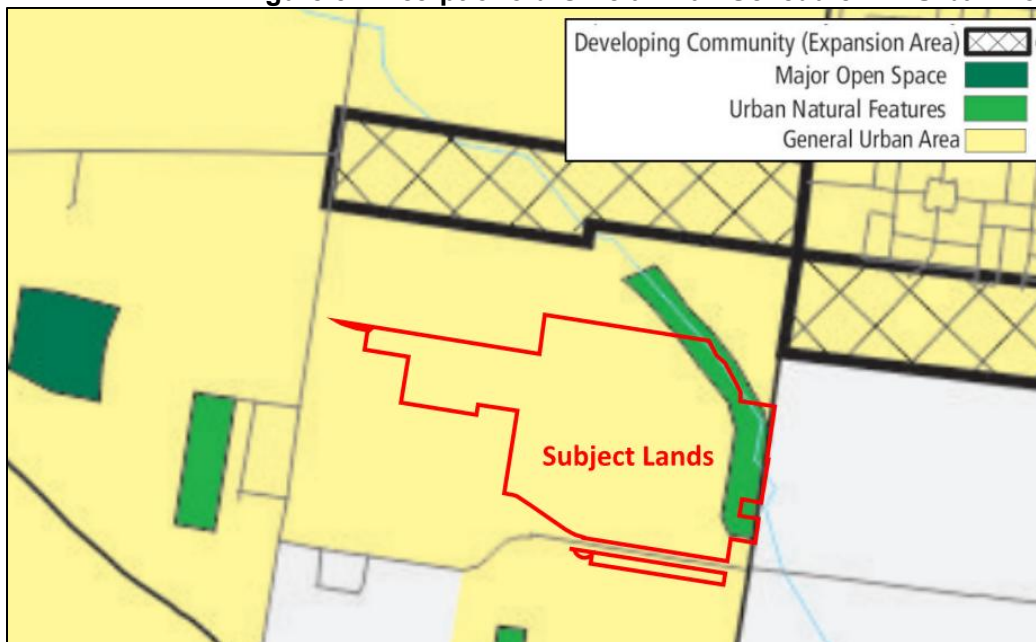
3.2 City of Ottawa Official Plan

The City of Ottawa's new Official Plan was adopted by City Council on November 24, 2021 and approved by the Ministry of Municipal Affairs and Housing (MMAH on November 4, 2022) with modifications. During the original writing of this report, the new Official Plan had not yet received approval from the MMAH. As such, this report addresses the old *Official Plan* (2003, as amended) and new *Official Plan* (Council Adopted, November 2021) per *Official Plan Document 6 – Transition of In-Stream Applications*.

3.2.1 Old Official Plan (2003)

The Subject Lands are designated as “General Urban Area” and “Urban Natural Feature” (McKinnons Creek Corridor) on *Schedule B – Urban Policy Plan* in the existing Official Plan, as shown in **Figure 5**.

Figure 5: Excerpt of old Official Plan Schedule B – Urban Policy Plan



General Urban Area Designation

Per Section 3.6.1 of the old *Official Plan*, the *General Urban Area* “permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses”. The proposed development conforms to the General Urban Area policies by providing a range of low and medium density residential dwellings, as well as commercial, park, and open space uses to implement the design and community structure of the MBUEA CDP. The CDP reflects the principles, objectives and policies for community development as directed by the *Official Plan*.

Official Plan policy 3.6.1.2 states that the evaluation of development applications undertaken by the City in the General Urban Area will be in accordance with the design objectives of Section 2.5.1 and the design criteria of Section 4.11.

Design Objectives

The Design Objectives of Section 2.5.1 are listed below with a summary how the proposed development has addressed them.

1. *To enhance the sense of community by creating and maintaining places with their own distinct identity.*

The proposed development implements a portion the MBUEA community thereby contributing the creation of a place that has its own unique identity as planned through the CDP.

2. *To define quality public and private spaces through development.*

Future residents of the proposed residential subdivision will have access to private backyards and to the future neighbourhood and community parks, and open space within the stormwater management facility and McKinnon's Creek Corridor.

3. To create places that are safe, accessible and are easy to get to, and move through.

The proposed road network will provide for a safe and navigable community. A network of sidewalks and multi-use pathways will be provided where appropriate to facilitate pedestrian and cyclist movements within the MBUEA and beyond to link schools, parks, community facilities, open spaces, and adjacent communities.

4. To ensure that new development respects the character of existing areas.

The proposed residential subdivision maintains the low-density residential character of Mattamy's abutting residential subdivision to the north and implements the planned character of the MBUEA CDP. The CDP Demonstration Plan includes *Transitional Low Density Residential Density* area adjacent to existing residential dwellings to be incorporated into future phases of development that abut existing residential dwellings.

5. 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 proposed residential subdivision is in the MBUEA which is already experiencing growth and new development. Once built out and completed, it is not anticipated to evolve without consideration of the existing built form.

6. To understand and respect natural processes and features in development design.

The McKinnon's Creek Corridor is a designated Urban Natural Feature (UNF) that will be enhanced and maintained as it is transitioned into a Municipal Drain for the MBUEA. The UNF corridor shown on the CDP Demonstration Plan has been incorporated into the proposed development and will be protected in accordance with the recommendations of the Scoped Environmental Impact Statement (sEIS) prepared by Bowfin Environmental Consulting Inc. and the Tree Conservation Report (TCR) prepared by IBI Group.

7. To maximize energy-efficiency and promote sustainable design to reduce the resource consumption, energy use, and carbon footprint of the built environment.

Access to institutional, commercial, and recreational uses will be within walking and cycling distance to future residents to reduce reliance on vehicles.

Design Criteria

Section 4.11 – Urban Design and Compatibility works in conjunction with the policies of Section 2.5.1 and focuses on the relationship between new and existing development. The relevant policies of Section 4.11 are reviewed below:

Views

No significant viewsheds are near the Subject Lands or impacted by the proposed development.

Building Design

Conceptual renderings of the proposed detached and townhouse dwellings are provided in **Figures 6 and 7**. As demonstrated in the renderings, a variety of design elements are proposed to add visual interest while maintaining a consistent architectural style for a cohesive feel in the community. Also, garages do not project beyond the front wall of the dwellings to avoid dominating the streetscape.

Figure 6: Conceptual single detached renderings



Figure 7: Conceptual Townhouse Rendering

The building and site design of the proposed commercial block, as well as the future medium-density residential blocks, will be addressed through separate Site Plan Control applications.

Massing and Scale

The massing and scale of the proposed single-detached and townhouse dwellings will be consistent with residential character intended in the CDP for the Subject Lands. The residential dwellings will not exceed two-storeys and will respect the required yard setbacks determined through the concurrent zoning by-law amendment application.

Outdoor Amenity Areas

The proposed residential dwellings will have private backyard amenity areas. The area of these private amenity spaces will be determined in consultation with City Staff through the concurrent zoning by-law amendment application.

Urban Natural Feature Designation

Per Section 3.2.3 of the *Official Plan*, Urban Natural Features (UNF) “*provide a valuable contribution to the biodiversity and wildlife habitat in the urban area and are enjoyed by residents*”. The McKinnon’s Creek Corridor is an UNF within the Subject Lands and is identified on the proposed Draft Plan of Subdivision.

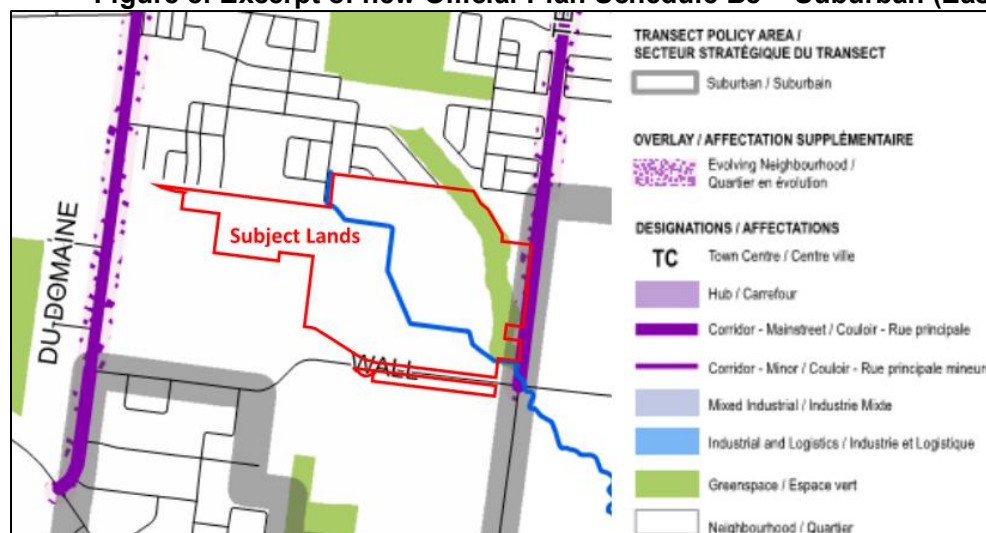
Policy 3.2.3.5 states that “*Development and site alteration will not be permitted within 30 metres of the boundary of a designated Urban Natural Feature unless an Environmental Impact Statement demonstrates that there will be no negative impacts on the natural features within the area of the ecological functions.*” As noted in Section 4.4 of this report, a Scoped Environmental Impact Statement was prepared for the proposed development which assessed the McKinnon’s Creek Corridor and determined that no additional buffer beyond the boundary of the UNF was required to protect the Creek’s ecological functions.

The proposed stormwater management block and a single-loaded road (Mirebank Private) have been provided along the creek corridor to allow for public access to and enjoyment of the McKinnon’s Creek Corridor. Multi-use pathways (MUPs) are proposed along the creek corridor, with their exact locations to be determined as part of detailed design and in coordination with the ongoing creek design process under the *Drainage Act*.

3.2.2 New Official Plan

Per Schedule B8 – Suburban (East) Transect of the City of Ottawa's new Official Plan, the Subject Lands are designated as “Neighbourhood” and “Greenspace”. Mer Bleue Road and Tenth Line Road are also designated as “Minor Corridor”, as shown in **Figure 8**.

Figure 8: Excerpt of new Official Plan Schedule B8 – Suburban (East) Transect



Neighbourhood Designation

Per Section 6.3 of the new Official Plan, the intent of the Neighbourhood designation is to permit a mix of building forms and densities that contribute to the creation of “15-minute neighbourhoods”. The Official Plan defines 15-minute Neighbourhoods as:

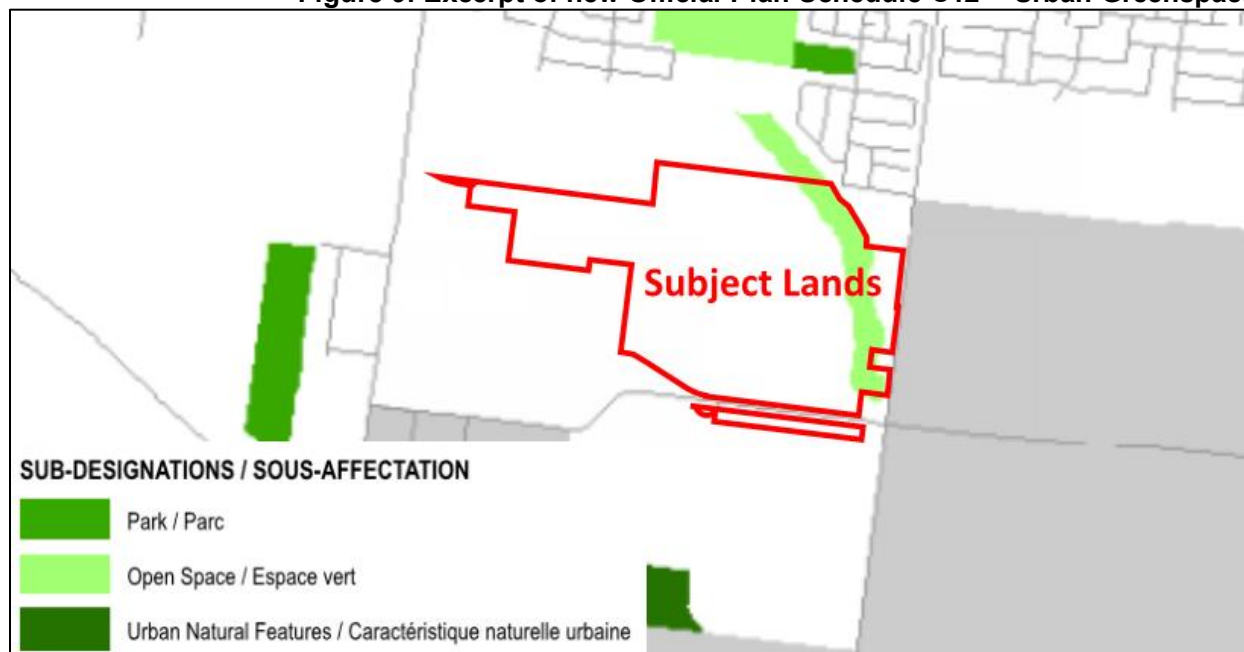
“Compact, well-connected places with a clustering of a diverse mix of land uses where daily and weekly needs can be accessed within a 15-minute walk; this includes a range of housing types, shops, services, local access to food, schools and child care facilities, employment, greenspaces, parks and pathways. They are complete communities that support active transportation and transit, reduce car dependency, and enable people to live car-light or car-free.”

The proposed development reflects this 15-minute neighbourhood model by introducing a mix of single-detached and townhouse dwellings that will be in proximity to future schools, commercial, park, and open space uses connected by a network of sidewalks and pathways, in accordance with the MBUEA CDP.

Green Space Designation

The Greenspace designation is applied to the McKinnons Creek Corridor. This Greenspace designation is further broken in sub-designations on *Schedule C12 – Urban Greenspace*. Per Schedule C12, the McKinnons Creek Corridor is designated as “Open Space”, as shown in **Figure 9**.

Figure 9: Excerpt of new Official Plan Schedule C12 – Urban Greenspace



Policy 7.1.7 states that “*Open Spaces provide many of the benefits associated with other Greenspaces but are intended primarily for recreation or natural heritage protection purposes and are not suitable for dedication as Parks. The City shall:*

- a) *Seek to secure public access to, and enjoyment of, Open Space lands in a manner that supports this Plan’s goals for 15-minute neighbourhoods, through partnerships with other public landowners or through development;*
- b) *Identify the intended primary function(s) of Open Spaces as green transportation and utility corridors, stormwater management facilities, capital greenspaces, or passive open spaces, through the Urban Forest and Greenspace Master Plan, secondary plans or community design plans and the Zoning By-law as appropriate.*

The McKinnon’s Creek Corridor is to undergo enhancement works to transition it into a Municipal Drain that will function as the legal stormwater outlet for the MBUEA. In addition to stormwater management, it will serve as a passive open space for enjoyment by the public. Further detail is provided in the MBUEA Secondary Plan discussion in Section 3.3 of this report.

Minor Corridor Designation

Per Policy 6.2.1.1(a)(ii), the Minor Corridor designation applies to a maximum depth of 120 metres from the centreline of the street identified as a Minor Corridor. The proposed Draft Plan of Subdivision is outside of the Minor Corridor designation along Mer Bleue Road. From Tenth Line Road, the 120-metre area includes lands within Stormwater Management Area (Block 398), the McKinnon’s Creek Corridor, and future residential blocks (Blocks 399 and 401).

Per Policy 6.2.2.2, the Minor Corridor designation will “*permit a mix of uses which support residential uses and the evolution of a neighbourhood towards 15-minute neighbourhoods.*”

Development may:

- a) Include residential-only and commercial-only buildings;*
- b) Include buildings with an internal mix of uses, but which remain predominantly residential;*
- c) Include limited commercial uses which are meant to mainly serve local markets; or*
- d) Be required, where contextually appropriate, to provide commercial or service uses on the ground floor.*

Based on the foregoing, the proposed medium density residential blocks abutting Tenth Line Road are appropriate for the Minor Corridor designation.

3.3 Mer Bleue Urban Expansion Area Secondary Plan

The Subject Lands are subject to the Mer Bleue Urban Expansion Area (MBUEA) Secondary Plan, which provides direction for the future development of the MBUEA. The Secondary Plan is based on the MBUEA Community Design Plan (CDP) and translates key aspects of the CDP into Official Plan Policy. The CDP is meant to be read in conjunction with the Secondary Plan to assist with the interpretation and implementation of the Secondary Plan policies. See Sections 2.1 and 3.4 of this report for discussions of the CDP. The policies of this Secondary Plan are being carried forward into Volume 2 of the new City of Ottawa Official Plan under the name “*Mer Bleue Developing Neighbourhood Secondary Plan*”.

Per Section 3.0 of the Secondary Plan, the vision for the MBUEA is a master-planned community which embraces its natural assets and prioritizes a walkable, transit supportive street and block network, with an integrated open space system, and a well-defined community core with mixed use areas at strategic locations to serve the local community and beyond.

Section 4.0 of the Secondary Plan provides policy guidance for the future development of the MBUEA with respect to land use, mobility, servicing, community development, urban design, and implementation. The following table summarizes the applicable policy requirements and demonstrates conformity with the proposed development:

Policy Topic	Policy Requirement	Proposed Phase 1 Development
Mix of Densities, Forms and Uses	Policy 4.1 In the Low-density residential areas, mix dwelling types together by blocks or within blocks to avoid large areas with one housing form.	Single detached lots and townhouse blocks are mixed within the low-density designation area.
	Policy 4.2 Residential development is to be between 30 % and 55 % single detached dwellings, at least 10 % apartment dwellings and the	Per the Draft Plan of Subdivision, Towns: 270 units = 47% Singles: 309 units = 53%

Policy Topic	Policy Requirement	Proposed Phase 1 Development
	remainder multiple dwellings, other than apartments.	Medium density blocks for apartment dwellings are provided as Blocks 399 and 401.
	Policy 4.3 The overall residential development will meet the minimum average density target of 34 units per net hectare. Net residential density is based on the area of land exclusively for residential use, including lanes and parking areas internal to developments but excluding public streets, right-of-way and all non-residential uses.	Total residential units = 579 (excluding future medium-density blocks) Total Net Area = 18.3 ha Residential Density = 31.6 units per net ha
Parks	Policy 4.5 A hierarchy of parks in the greenspace network is to be provided including Community and Neighbourhood Parks and Parkettes, with amenities as recommended in the Mer Bleu UEA Area Parks Plan	A Community Park (Block 397) and a Neighbourhood Park (Block 404) are provided in accordance with the Secondary Plan and CDP.
Special Study Area	Policy 4.6 The limits of the Stormwater Management Facility (SWMF), in relation to the Urban Natural Feature in this location, shall be refined to reflect the final approved, Environmental Management Plan, Master Servicing Study and detailed engineering analyses conducted in conjunction with a development application(s). No amendment to this Secondary Plan is required to modify such limits, as needed.	The proposed SWMF (Block 398) has been prepared in accordance with the Master Servicing Study (MSS) for the MBUEA. As noted in the <i>Assessment of Adequacy of Public Services Report</i> (prepared by IBI Group, dated November 15, 2021) the proposed development will be serviced by the SWMF (identified as the Northern SWMF in the MSS), which will discharge into the improved McKinnon's Creek. See IBI's report for further detail.
Cycling Facilities	Policy 4.7 Cycling facilities will be established along Collector Roads as illustrated in the MBUEA CDP.	Collector Roads in the Subject Lands include Wall Road and Bogtail Private on the Draft Plan of subdivision, which have 24 metre rights-of-way (ROWs). Consistent with the CDP and as indicated on Exhibit 11 of IBI's

Policy Topic	Policy Requirement	Proposed Phase 1 Development
		Transportation Impact Assessment Reference No. 116761, dated November 5, 2021), cycling tracks are proposed on both sides of the Collector Roads.
Pedestrian Corridor	Policy 4.8 A significant pedestrian corridor shall be established linking McKinnons Creek to the public park abutting the planned school site located in the northwest quadrant of Wall Road and the new collector road, at the cost of the developer. Given this pedestrian through-block portion will be a key mobility spine, as shown on the CDP demonstration plan, it should be designed with a greater width than standard through block connections that allow better visibility linkages for safety, comfort, and identity through more attractive landscape design.	Fenlow Private, which is an 18 metre ROW, is proposed in place of the through block connections shown on the Demonstration Plan to provide better connection for improved mobility through the subdivision and visibility for safety and comfort.
Pedestrian-Priority crossing of Collector Streets	Policy 4.9 Infrastructure that prioritizes pedestrian movements will be designed and installed at places over the main collectors where they meet with the through-block pedestrian corridor and where a collector divides two sides of an offset grid. Pedestrian crossings will be provided at periodic intervals to encourage pedestrian connectivity, with particular preference given in the vicinity of transit stops.	Potential pedestrian crossings are indicated on Exhibit 11 of IBI's Transportation Impact Assessment (Reference No. 116761, dated November 5, 2021). Details for pedestrian crossings will be determined through detailed design.
McKinnon's Creek Pedestrian Bridges or Crossings	Policy 4.10 The design and installation of any pedestrian bridges or other form of pedestrian crossings shall be implemented by, and at the cost of, the developer as a condition of the approval of a Draft Plan of Subdivision.	Potential locations for a pedestrian crossing over McKinnon's Creek and pathways within the McKinnon's Creek Corridor are being considered as part of the Creek Corridor design.

Policy Topic	Policy Requirement	Proposed Phase 1 Development
McKinnon's Creek Community Identity Feature	Policy 4.11 A public street (or streets) will define most of the southwest edge of the McKinnons Creek corridor. There will be full residential frontage along the entirety of this street across from the corridor, to facilitate the creation of a community identity/feature and provide public accessibility by optimizing safety and comfort for pathway users.	Mirebank Private on the Draft Plan of Subdivision is a single-loaded road to allow for full residential frontage on and access to the southwest edge of the Creek Corridor.
Street and Block Pattern for People	Policy 4.12 The street network will be designed to meet the following: <ul style="list-style-type: none"> • Promote a safe and pleasant environmental for all users • Be fully connected and primarily in an offset grid • Neighbourhood blocks that are 1ha or less in size and regular in shape to support permeability • Establish a street hierarchy and speed limits that support appropriate driver behaviours, pedestrian and cycling safety, and comfort for non-motorized uses • Do not permit reverse lotting on collector roads • Provide active frontages along public streets and windows and doors that face parks • Provide continuous street tree planting 	The proposed street network is consistent with the offset grid network established in the CDP. Internal roads have been designed to discourage high vehicular speeds using curvilinear alignments. No reverse lotting is proposed on collector streets and units are oriented to face the proposed parks.
Traffic Calming	Policy 4.13 Provide traffic calming measures on appropriate streets to encourage local pedestrian and cycling movements and slower, but efficient vehicular movement.	Conceptual traffic calming measures are provided in Exhibit 12 of IBI's Transportation Impact Assessment (Reference No. 116761, dated November 5, 2021) and will be refined

Policy Topic	Policy Requirement	Proposed Phase 1 Development
		following draft plan approval through detailed design.
Parking	Policy 4.14 Prepare a street parking plan that demonstrates how on-street parking has been maximized.	On-street parking will be determined as part of detailed design.

Section 5.0 of the Secondary Plan provides Natural Heritage Policies:

Policy 5.1 states that *“As part of the subdivision development application process, and in keeping with policies of the Official Plan, additional studies may be required to address constraints such as, but not necessarily limited to: unstable slopes; geotechnical hazards; floodplain, and the necessary setbacks to McKinnons Creek.”*

- Additional studies have been prepared in support of the proposed development as summarized in Section 4.0 of this report.

Policy 5.2 states that *“The Woodlot in the southwest quadrant of the Mer Bleue Urban Expansion Area CDP will be preserved as part of the Natural Heritage System in accordance with applicable policies in the Official Plan at the date of the development application.”*

- This woodlot is outside of the Subject Lands.

3.4 Mer Bleue Expansion Area Community Design Plan

The Mer Bleue Urban Expansion Area 10 Community Design Plan, 2017 (MBUEA CDP) was prepared to establish a community-wide land use framework for the MBUEA that reflects the principles, objectives, and policies for development as directed by the Official Plan. The primary goal of the CDP is to provide a detailed land use plan to guide future development in the CDP area.

The CDP Land Use Plan, as shown in **Figure 10** below, defines the intent and permitted uses for each land use category illustrated on the plan.

Figure 10: Excerpt of CDP Land Use Plan



The Subject Lands are largely designated as “General Residential”. The western portion of the Subject Lands near Mer Bleue Road are designated a mix of “Medium Density Residential” and “Commercial Uses”, while the Subject Lands on the east side of the McKinnon Creek Corridor are designated as “High Density Residential”. The Land Use Plan also indicates potential locations for a Community Park, a Neighbourhood Park, a Stormwater Management Facility, and a Dry Pond within the Subject Lands.

These same Land Use designations are reflected on the CDP Demonstration Plan which provides a more detailed illustration of the preferred implementation of the Land Use Plan through the development approvals process. The Demonstration Plan is not intended to prescribe how development must proceed, rather it provides specific guidance as to how the lands could be developed over time and how the community design guidelines and objectives could be achieved.

As discussed in Section 2.1 of this Planning Rationale, the proposed development has been designed in accordance with the direction of the CDP Demonstration Plan, as shown in **Figures 3 and 4**.

Section 6 of the CDP contains community design guidelines that provide a framework of the design criteria for the overall identity and structure of the MBUEA that is intended to guide development to achieve a consistently high-quality design standard throughout the community.

The proposed development implements the following applicable community design guidelines:

Guideline	Proposed Development
Community Edges	
<ul style="list-style-type: none"> Along collector streets, residential dwellings should face the street, and laneways should be used, where appropriate, to maximize on-street parking capacity. Where appropriate, landscaped pedestrian access points should be provided to the neighbourhood from the collector roads. Buildings backing onto the community edges should be designed to provide a strong edge condition and reinforce the image of the community. A landscape edge should also be provided. The use of acoustic/privacy fencing should be avoided except where no other design options are available. 	<p>Proposed residential dwellings are oriented to face collector streets, where possible, to limit the need for noise barriers.</p>
Collector Streets	
<ul style="list-style-type: none"> The internal collector street network will include sidewalks and multi-use pathways (MUPs) to encourage the use of active transportation modes for utilitarian trips such as shopping, attending school, and visiting neighbours. Collector streets accommodating transit routes should be designed within a 24.0m right-of-way Collector street rights-of-way should include a paved road surface with one driving lane in each direction, at least one parking lane protected by bulb-outs and intersection narrowings, and a boulevard and sidewalk on both sides of the road. On-street cycling is strongly encouraged, and should be designed, where possible, within the street right-of-way with the appropriate facilities to ensure cycling is safe for all ages. Where multi-use or recreational pathways cross the collector streets, traffic calming measures will be provided, such as standard pedestrian crossovers, where appropriate, to provide safe and comfortable road crossings 	<p>Collector Roads in the Subject Lands include Wall Road and Bogtail Private on the Draft Plan of Subdivision, which have 24 metre rights-of-way (ROWs). This is consistent with the CDP and, as indicated on Exhibit 11 of IBI's Transportation Impact Assessment Reference No. 116761, dated November 5, 2021), cycling tracks and sidewalks are proposed on both sides of the Collector Roads.</p> <p>Conceptual traffic calming measures, including curb bulb-outs, are provided in Exhibit 12 of IBI's Transportation Impact Assessment (Reference No. 116761, dated November 5, 2021) and will be refined following draft plan approval through detailed design.</p> <p>Potential pedestrian crossings are indicated on Exhibit 11 of IBI's Transportation Impact Assessment (Reference No. 116761, dated November 5, 2021). Details for pedestrian crossings will be determined through detailed design.</p>

Guideline	Proposed Development
<p>Local Streets</p> <ul style="list-style-type: none"> <i>The local street pattern will be designed as a connected, offset grid.</i> <i>Single-loaded roads (service roads) may be designed within a minimum 14.0m right-of-way</i> <i>Local streets may be designed within an 18.0m right-of-way, and shall include a paved road surface with one driving lane in each direction, a boulevard on both sides of the street, a sidewalk on one side or both sides of select local streets and street tree planting.</i> <i>On-street parking is permitted on both sides of the street.</i> 	<p>The proposed local street network is consistent with the offset grid network established in the CDP. Internal roads have been designed to discourage high vehicular speeds using curvilinear alignments.</p> <p>Proposed local streets are designed with an 18.0 metre ROW, and the proposed single-loaded road (Mirebank Private along McKinnon's Creek) is designed with a 14.75 metre ROW. All local streets have a sidewalk along one side of the street.</p>
<p>Community Park</p> <ul style="list-style-type: none"> <i>The size of a community park is to be no less than 6.0 hectares.</i> <i>Where a community park abuts a public street, the sidewalk established in the relevant street cross section of these guidelines should be provided.</i> <i>The community park should be exposed to collector and local streets to provide good visibility and accessibility.</i> <i>The community park may be associated with other facilities such as community buildings and natural feature areas.</i> <i>The community park will not be used as part of, or associated with the function of the stormwater management system but integrated design of both facilities is encouraged.</i> 	<p>The proposed Community Park (Block 397) is 6.47 ha in area and has frontages along Wall Road and proposed Bogtail Private (collector roads) and Mirebank Private (a local road). Sidewalks and/or cycle tracks are proposed along these street frontages. The Community Park has been co-located with the proposed Stormwater Management Pond (Block 398).</p>
<p>Neighbourhood Parks</p> <ul style="list-style-type: none"> <i>The size of a neighbourhood park is to be no less than 1.2 hectares.</i> <i>Where a neighbourhood park abuts a public street, the sidewalk established in the relevant street cross-section of these guidelines should be provided.</i> <i>Neighbourhood parks should be exposed to local streets to provide good visibility and accessibility.</i> 	<p>The proposed Neighbourhood Park (Block 404) is 1.38 ha in area and has frontage along the proposed Mossberry Private. A sidewalk is proposed along this frontage per the standard condition of draft plan approval.</p>
<p>Natural Features and Open Spaces</p>	

Guideline	Proposed Development
<ul style="list-style-type: none"> Views to the McKinnons Creek and natural features should be provided, where possible. Where possible, preserve and enhance natural features throughout the development. Streetscapes should have open, accessible frontages along natural features areas, such as McKinnons Creek, the woodlot and stormwater management facilities, wherever possible. 	Mirebank Private on the Draft Plan of Subdivision is a single-loaded road to allow for full residential frontage on and public access and views to the southwest edge of the Creek Corridor. Similarly, the Stormwater Management Facility in Block 398 has frontage along proposed Mirebank Private and Wall Road.
SWM Ponds and Drainage Corridors	
<ul style="list-style-type: none"> Multi-use pathways should be provided around the stormwater management ponds and along the McKinnons Creek, and where possible, be integrated into the community trail network. 	A multi-use pathway is proposed along McKinnon's Creek Corridor, which will be integrated with the broader community trail network. The location of this pathway has not been confirmed at this time.
Linkages and Pathways	
<ul style="list-style-type: none"> Multi-use pathways should be provided within the Mer Bleue Urban Expansion Area and linked to the City-wide trail network. Pathway connections should be included mid-block along long residential streets to provide convenient pedestrian access. Where possible, pedestrian pathways should be provided from residential neighbourhoods to adjacent uses such as a commercial and institutional uses. Where possible, connections should be provided between residential neighbourhoods. 	<p>Pedestrian pathways (Blocks 382, 390-393, and 400) are proposed throughout the subdivision to provide convenient pedestrian access.</p> <p>The proposed street and sidewalk network is integrated with the adjacent developing residential subdivision to the north to provide connections between neighbourhoods.</p>
General Guidelines for Commercial Areas	
<ul style="list-style-type: none"> Buildings which are located at the street edge and provide a continuous street frontage are strongly encouraged. Entrances should be clearly defined and visible from the street. Ground floor spaces facing the street should have windows and door which face directly onto the street. The scale of mixed use buildings should relate and be compatible to adjacent development. 	The proposed commercial block will be subject to a future Site Plan Control application, which will address the applicable community design guidelines.

Guideline	Proposed Development
<ul style="list-style-type: none"> • <i>Surface parking areas should be located at the side or rear of the buildings, where possible.</i> • <i>Driveways should be designed to avoid conflict with the driveways of adjacent uses, such as schools, parks, commercial blocks, etc.</i> • <i>Surface parking areas should be well lit to ensure public safety.</i> • <i>Bicycle parking should be provided in convenient and visible locations.</i> • <i>Lighting for commercial buildings and parking areas should be directed away from adjacent properties.</i> • <i>Loading, garbage facilities and other service functions should be away from the street and screened from public view. Location of these facilities within or at the rear of buildings is encouraged.</i> 	
General Guidelines for Residential Dwellings	
<ul style="list-style-type: none"> • <i>A variety of housing types and designs within each neighbourhood should be provided to enhance the streetscape.</i> • <i>Residential dwellings should be located close to the street to reinforce a strong street edge.</i> • <i>Provide a variation in the siting of residential dwellings within the streetscape to avoid the impacts of long, straight streets.</i> • <i>The architectural character of all dwellings should have a relatively consistent architectural style.</i> • <i>For townhouse blocks, a variety in the elevation and massing within each block is encouraged.</i> • <i>Front entrances should face and be visible from the street.</i> • <i>Avoid the dominance of the garage throughout the Community by avoiding the projection of a garage, where possible, in front of the main residential building wall or providing vehicular access from a rear lane.</i> 	<p>Please see Figures 6 and 7 of this report for conceptual renderings of the proposed single-detached and townhouse dwellings. As demonstrated in the renderings, a variety of design elements are proposed to add visual interest while maintaining a consistent architectural style for a cohesive feel in the community. Garages do not project beyond the front wall of the dwellings and front entrances face the public street.</p>
Maximizing Residential Parking Opportunities	

Guideline	Proposed Development
<ul style="list-style-type: none"> • <i>In general terms, there should be proximity between:</i> <ul style="list-style-type: none"> ○ <i>dwelling types with narrow lots and dwelling types with wider lots; or</i> ○ <i>dwelling types with narrow lots and dwelling types with consolidated vehicular access.</i> • <i>Where possible, lot widths should account for one on-street parking space in front of each house.</i> • <i>If front-accessed parking is selected, consider:</i> <ul style="list-style-type: none"> ○ <i>driveways of sufficient length to accommodate two vehicles in front of the garage;</i> ○ <i>and, interior space in the garage that allows for passenger doors on both sides of a car to be opened at the same time, and garage length to accommodate vehicles typical of contemporary suburban households.</i> 	<p>Where possible driveways will be paired to provide on-street parking opportunities. On-street parking will be determined as part of detailed design.</p>

4.0 INTEGRATED ENVIRONMENTAL REVIEW STATEMENT

This section provides an Integrated Environmental Review Statement (IERS) per Section 4.7.1 of the old Official Plan. The purpose of an IERS is to demonstrate how supporting studies influence the design of the development with respect to effects on the environment and compliance with the appropriate policies of Section 4 of the old Official Plan.

Per Policy 2 of Section 4.7.1, the IERS will provide:

- a. *A brief overview of the results of individual technical studies and other relevant environmental background material;*
- Please see Section 4.1 of this report.
- b. *A graphic illustration, such as an air photo, summarizing the spatial features and functions (e.g. natural vegetation, watercourses, significant slopes or landform features, recharge/infiltration areas) as identified in the individual studies;*
- Please refer to the individual studies for images and aerial photographs of the spatial features and functions.

- c. *A summary of the potential environmental concerns raised, the scope of environmental interactions between studies, and the total package of mitigation measures, including any required development conditions and monitoring, as recommended in individual studies;*
- Please see Section 4.1 of this report for summaries of the technical studies. Please refer to each study for a complete list of their respective mitigation measures.
- d. *A statement with respect to how the recommendations of the support studies and the design with nature approach have influenced the design of the development;*
- The proposed development has been designed in accordance with the MBUEA CDP. As discussed in Section 4.1.8 of this report, the CDP demonstration plan was informed and shaped by the results and recommendations of the Environmental Management Plan (EMP), which included detailed natural heritage studies, drainage and hydrology infrastructure inventories including headwater drainage feature assessments (HDFA), geomorphic assessments, geotechnical investigations, and a hydrogeological review. The technical studies that have been prepared in support of the proposed development, as summarized in Section 4.1 of this report, were prepared in accordance with the EMP and further established mitigation measures and recommendations to influence the design of the development including the protection of McKinnons Creek Corridor.
- e. *An indication that the statement has been reviewed and concurred with by the individual sub consultants involved in the design team and technical studies.*
- This has not been a city requirement for years.
- f. *A description of how the principles of Design Objective 7 (Section 2.5.1) to maximize the energy-efficiency of development and to promote sustainable design that reduces consumption, energy use and carbon footprint of the built environment have been considered.*
- Please refer to Section 3.2.1 of this report. Further, the proposed development has been designed in accordance with the Demonstration Plan of the CDP.

4.1 Overview of Technical Studies and Environmental Background Material

Per Policy 2(a) and (c) above, the following provides an overview of the results and recommendations of the individual technical studies that have been prepared in support of the proposed Draft Plan of Subdivision and Zoning By-law Amendment applications, as well as the *Mer Bleue Environmental Management Plan (EMP)*.

The design of proposed development has been informed by the findings of these studies and will be executed in accordance with the recommended mitigation measures.

4.1.1 Assessment of Adequacy of Public Services

An Assessment of Adequacy of Public Services Report was prepared by IBI Group (Report No. 116761-5.2.2.1, dated November 15, 2021) to confirm the adequacy of public services for the proposed development. The report reviews municipal water supply, wastewater collection, and stormwater collection and management and concludes that infrastructure necessary for the Phase 1 development can be constructed or extended to adequately service the Subject Lands and recommends, from an assessment of major municipal infrastructure perspective, that the Phase 1 development proceed.

The report also includes a discussion of the geotechnical considerations from the Geotechnical Investigation report (Report No. 13-1121-0123, dated June 2017) and Technical Memorandum (dated July 2018) that were prepared by Golder Associates as part of the Master Servicing Study for the MBUEA Community Design Plan lands. These documents are included as Appendix E to IBI's report. The Geotechnical Investigation and Memorandum found that the proposed residential development can proceed from a geotechnical perspective by following the grade raise restriction requirements to avoid excessive settlements of foundations and utilities.

4.1.2 Noise Control Feasibility Study

A Noise Control Feasibility Study was prepared by IBI Group (Report No. 116761-5.2.2.2, dated November 2021) to analyze the impact of roadway noise on the proposed development. Specifically, the report identifies Tenth Line Road, Wall Road, and the proposed Street 1 as sources of transportation noise impacts. Given the distance between Mer Bleue Road and the proposed residential development, Mer Bleue Road was not considered as a significant noise source in this study. Figure 2 in the report provides a conceptual Noise Plan which illustrates Indoor and Outdoor Noise Contours lines to indicate which units may require Warning Clauses, ventilation, air conditioning, acoustical review/design of building components, and/or physical attenuation measures to mitigate noise. The report concludes that the exact location of Warning Clauses and any other mitigation measures that may be required will be determined through the detailed design review process.

4.1.3 Headwaters Report

A Headwaters Report was prepared by Bowfin Environmental Consulting Inc., dated November 2020 to summarize the findings of the 2016 Headwater Drainage Feature Assessment Report that was prepared by Muncaster Environmental Planning Inc. and Bowfin for the MBUEA Community Design Plan.

Multiple headwater features in the form of shallow drainage ditches run through the existing agricultural fields on the Subject Lands and drain into McKinnons Creek, as shown in Figure 2 of the Headwaters Report. The ditches were assessed, and the Headwaters Report concluded that no critical habitat, species at risk, species of conservation, or fish are present in any of the headwater features.

Figure 7 of the Headwaters Report categorizes the headwater features into three management recommendations: "conservation", "mitigation", or "no management required". The management

implications for the “conservation” and “mitigation” categories are provided in Section 5 of the report. The headwater features will be addressed in accordance with the recommendations of this report to allow for the orderly development of the Subject Lands in accordance with the CDP.

4.1.4 Scoped Environmental Impact Assessment

A Scoped Environmental Impact Statement (sEIS) was prepared by Bowfin Environmental Consulting Inc., dated March 2021, to provide avoidance and mitigation measures for the protection of natural features identified in the Environmental Impact Statement prepared as part of the MBUEA CDP process, and to assess Endangered and Threatened Species.

McKinnons Creek is the only identified natural feature within the Subject Lands. The sEIS concludes that the area is disturbed and consists mostly of cultural meadows. The Creek's existing ecological functions are the protection of fish habitat and valley lands. The report concludes that no additional buffer from the natural feature is required, but that rehabilitation could occur where the opportunity exists as part of the enhancement works for the Municipal Drain. Avoidance and mitigation measures for the Creek Corridor are provided in Section 5.3.2 of the sEIS, and include:

- The boundary of the natural feature as defined in the CDP should be respected with no development occurring within its limits
- Planting native vegetation, subject to the requirements of the Municipal Drain design
- Any pathways must be located on top of the valley bank and at least 10 metres from the edge of the valley

Fourteen potential Species at Risk (SAR) were identified, but only four bat species and Butternut trees triggered the requirements for review. No SAR were identified in the Subject Lands. Mitigation measures for the protection of potential SAR are provided in Section 5.3.1 of the sEIS and generally include:

- If a SAR enters the work area during the construction period, any work that may harm the SAR must stop until the SAR has left the area
- If an SAR is harmed or killed, work must stop, and the Ministry of Environment Conservation and Parks be contacted
- Educate staff and contractors on the potential for SAR to be in the area and their significance

A Scoped Environmental Impact Statement Addendum was prepared by CIMA+, dated December 1, 2025. The report confirms the finding of the previous sEIS and states that the natural features to be considered are the Urban Natural Feature (UNF) associated with McKinnon's Creek and potential endangered and threatened species and their habitats. Regarding endangered or threatened species, the report concludes that a potential SAR bat habitat is present within the woodland on the southwest edge of the Phase 1 lands and that both Butternut and Black Ash are absent from the Phase 1 lands. The report concludes that “*no new natural heritage features were identified within the Phase 1 lands aside from potential SAR bat habitat*”.

Section 5 of the report outlines the compensation measures for potential impacts to natural heritage features. The report states that no compensation is required at this time and that “*the*

potential impacts to SAR should be verified closer to construction to ensure that the most appropriate surveys and avoidance and mitigation measures are implemented". The report also states the native plantings will be required as compensation for the removal of headwater features. Landscape plans will be provided at a later time which will show these plantings.

The sEIS Addendum includes a number of updated avoidance and mitigation measures. These measures include restrictions on tree removal prior to consultation with MECF, requirements for tree protection fencing, restrictions on timing to clear vegetation, and education for contractors on the potential for SAR habitats amongst others.

More information can be found in the sEIS Addendum included in the submission package.

4.1.5 Tree Conservation Report

A Tree Conservation Report (TCR) was prepared by IBI Group (dated June 8, 2022) to identify trees that will be impacted by the development, identify opportunities for tree retention, and establish mitigation measures for the tree removals that allow for the implementation of impact avoidance measures where retention is possible, and to minimize risk to surrounding natural heritage features. The TCR grouped the tree inventory on the Subject Lands into two groups for analysis (see Figure 1 in the TCR):

- Woodlot #1 is adjacent to McKinnons Creek and is approximately 7 hectares in area. Since McKinnons Creek Corridor is a designated Urban Natural Feature (UNF), vegetation within the 30 metre setback of the UNF must be retained. The TCR notes that this allows for the retention of approximately 0.5 hectares of Woodlot #1.
- Woodlot #2 is centrally located within the western portion of Claridge's development lands but is generally outside the limits of the proposed Phase 1 Draft Plan, as illustrated in Figure 1 of the TCR. Woodlot #2 is approximately 9 hectares in area.

To accommodate the proposed Draft Plan of Subdivision in accordance with the City's Community Design Plan for the Mer Bleue Urban Expansion Area, tree removals will be required (see Figure 2 in the TCR). To facilitate the appropriate retention and removal of trees and minimize the risks to adjacent natural heritage features and wildlife during construction, Section 5 of the TCR provides a comprehensive list of recommended tree protection and mitigation measures to be followed prior to and during construction activities.

4.1.6 Transportation Impact Assessment

A Transportation Impact Assessment (TIA) was prepared by IBI Group (Reference No. 116761, dated November 5, 2021) to ensure that the transportation features of the proposed development conform to the prescribed technical standards, are aligned with City of Ottawa policies and objectives, and that impacts on the transportation network are sustainable and effectively managed. Based on the analyses undertaken and documented in the TIA, the report concludes that the proposed development will integrate well and can be safely accommodated by the surrounding transportation network.

4.1.7 Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment (ESA) was prepared by Paterson Group (Report No. PE5526-1, dated December 5, 2021) to analyze previous and current uses of the Subject Lands to identify any environmental concerns and potentially contaminating activities (PCAs) that would impact the proposed development. No PCAs were identified with the past or current uses of the Subject Lands and surrounding properties within 250 metres. As such, the report concludes that as Phase II ESA is not required.

4.1.8 Mer Bleue Urban Expansion Study Area Environmental Management Plan

The Mer Bleue Urban Expansion Study Area Environmental Management Plan, 2017 (EMP) was prepared by Morrison Hershfield Inc. as a supporting document to the CDP to summarize the studies and investigations undertaken to document the existing conditions of the CDP Study Area and downstream rural area. This included detailed natural heritage studies, drainage and hydrology infrastructure inventories including headwater drainage feature assessments (HDFA), geomorphic assessments, geotechnical investigations, and a hydrogeological review. These studies and investigations identified environmental constraints and opportunities to inform the development of the CDP concept and resulted in recommendations for mitigation during construction and for restoration and enhancement.

Identified constraints included:

- *A South Deciduous Forest, as part of the Natural Heritage System;*
- *One 1 cm Diameter at Breast Height (DBH) butternut observed in the southwest portion of the study area; and,*
- *McKinnon's Creek Corridor.*

Environmental considerations for construction activities included:

- *Softer un-weathered silty clay soils (compressible);*
- *High groundwater table (within 1 m of ground surface);*
- *Site water budget;*
- *Decommissioning of water supply wells and septic systems; and,*
- *Two avian Species at Risk (bobolink and barn swallow) and one Butternut observed in the urban area. At the subdivision stage these species will be considered under Ontario Reg. 242/08 of the Endangered Species Act.*

Recommendations for restoration and enhancement to inform development limits included:

- *A 5 m setback around the South Deciduous Forest;*
- *A setback of 15 m from the top-of-valley slope for McKinnon's creek or 30 m from the normal highwater mark in the urban area (may be refined through further study during preparation and review of the draft plan of subdivision)*
- *Location of the stormwater outlet to McKinnon's Creek south of Wall Road;*
- *Enhancement of McKinnon's Creek south of Wall Road to handle stormwater;*
- *Creation of a Planting Plan at the subdivision stage to enhance woody vegetation cover in the creek corridor where needed (i.e. areas of the corridor that were not planted as part of early enhancement work) and taking into account pathway alignments;*
- *A recreational trail through the South Deciduous Forest;*

- Twelve headwater drainage features in the urban area recommended for either Conservation or mitigation, and five features which do not require management; and,
- Eleven headwater drainage features downstream of Wall Road, in the rural area, recommended for conservation or protection, and one feature which does not require management.

The technical studies that have been prepared in support of the proposed development, as summarized in Section 4.1 of this report, were prepared in accordance with the EMP.

5.0 CONCLUSION

It is our assessment that the proposed subdivision is consistent with the *Provincial Planning Statement*, conforms to the City of Ottawa's old and new *Official Plans* and the *Mer Bleue Urban Expansion Area Secondary Plan*. The suggested zones for the *Zoning By-law Amendment* application will implement to the proposed development in accordance with the *Mer Bleue Urban Expansion Area Community Design Plan*. This planning rationale, along with the associated technical studies, supports the development of the proposed phase one subdivision. The proposed development is an appropriate and desirable addition to the community and represents good planning.

Sincerely,

NOVATECH

Prepared by:



Simran Soor, MCIP, RPP
Project Planner | Planning & Development

Reviewed by:

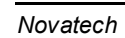


Greg Winters, MCIP, RPP
Director | Planning & Development

Appendix A

Draft Plan of Subdivision

Prepared by Annis O'Sullivan Vollebekk Ltd.
Dated December 4, 2025



Appendix B
Mer Bleue Urban Expansion Area
Community Design Plan
Demonstration Plan



FIGURE 4: Demonstration Plan

Appendix C

Development Concept Plan

