

**École Secondaire 2405 et 2419 chemin Mer Bleue Road**

**Planning Rationale Report**

*May 2018*

Prepared for

**Conseil des écoles publiques de l'Est de l'Ontario**

Prepared by

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## 1. Background

This report is intended to provide the necessary planning background and rationale in connection with the proposed re-zoning of 2405 and 2419 Mer Bleue Road (hereinafter referred to as the subject property) in the community of Orleans; in addition, this report is intended to satisfy the Design Statement requirements of the submission by addressing the relative design policies of the Official Plan and relevant Community Design Plan.

The proposed re-zoning is intended to accommodate the construction of a high school for the Conseil des écoles publiques de l'Est de l'Ontario ( hereinafter referred to as CEPEO) who has entered into an agreement of purchase and sale to acquire the above referenced properties conditional upon securing appropriate zoning to permit a high school. The required zoning bylaw amendment application has been submitted along with this report.

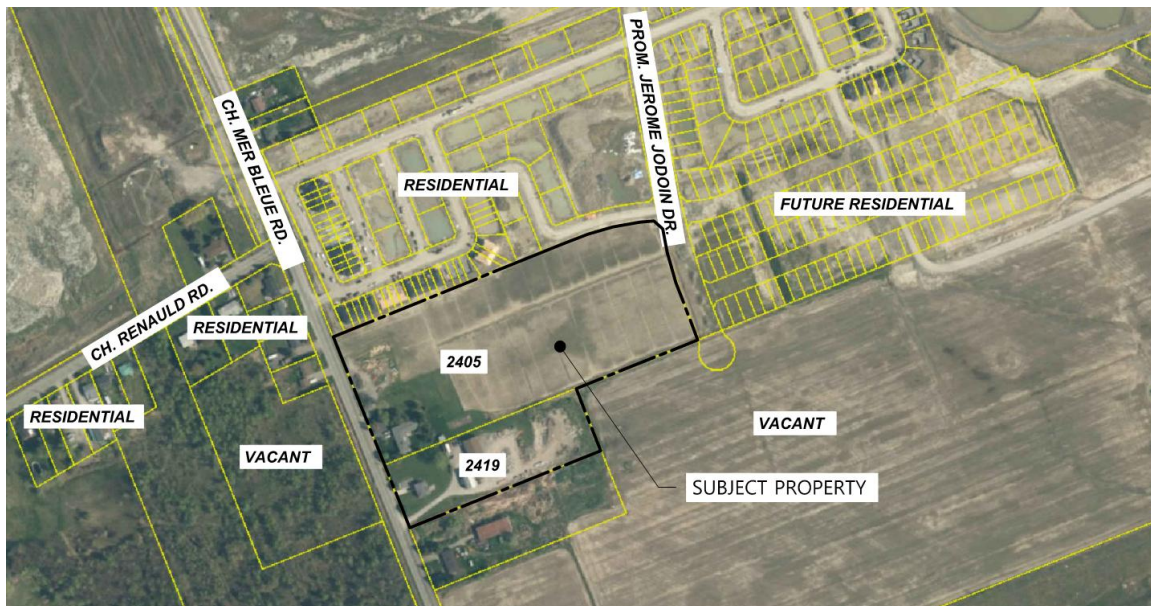
## 2. Site Context and Existing Land Use

The subject property, located on the south west corner of Promenade Jerome Jodoin Drive and Voie Monardia Way is adjacent to the new Mattamy subdivision which is being marketed under the name of Summerside West; the subject property is made up two abutting parcels with a collective area of 12.96 acres. See Figures 1 and 2.

**Figure 1: Subject Property Location per Geo Ottawa 2017 air photo**



**Figure 2: Existing Land Use**



The parcel known as 2405 Mer Bleue Road is legally described as Part Lot 4, Concession 11, Cumberland being Part 1 on 4R29146, Ottawa and as PIN 14563-1326. This parcel is 10 acres in area and currently accommodates a single family detached home ( see Figure 3) accessed from Mer Bleue Road; the balance of this generally flat parcel is used for agricultural purposes.

**Figure 3: Photo of house at 2405 Mer Bleue Road per Google**





The parcel known as 2419 Mer Bleue Road is legally described as Part Lot 4, Concession 11, Cumberland being Part 1 on 50R61 10 and as as PIN 14563-0513 . This parcel is 2.96 acres in area and currently accommodates a single family detached home as well as two accessory buildings all accessed from Mer Bleue Road. The property is otherwise generally flat and featureless. See Figure 4.

**Figure 4: Photo of house at 2419 Mer Bleue Road per Google**



Existing land uses abutting the subject property include as follows:

- East: low to medium density residential subdivision known as Summerside West (City file D07-16-14-0011 and Plan 4M 1850) under development by Mattamy; the lands to the immediate east of the subject property accommodate the collector road known as Promenade Jerome Jodoin Drive which is nearing completion; the proposed school site will front onto this road.
- North: low to medium residential subdivision known as Summerside West under development by Mattamy; the lands to the immediate north of the subject property accommodate a local road to be known as Voie Modarnia Way which is nearing completion; the proposed school site will also front onto this road.
- South: a single family detached home located at 2431 Mer Bleue Road. The balance of lands to the south are currently used for agriculture while being held for future residential development.

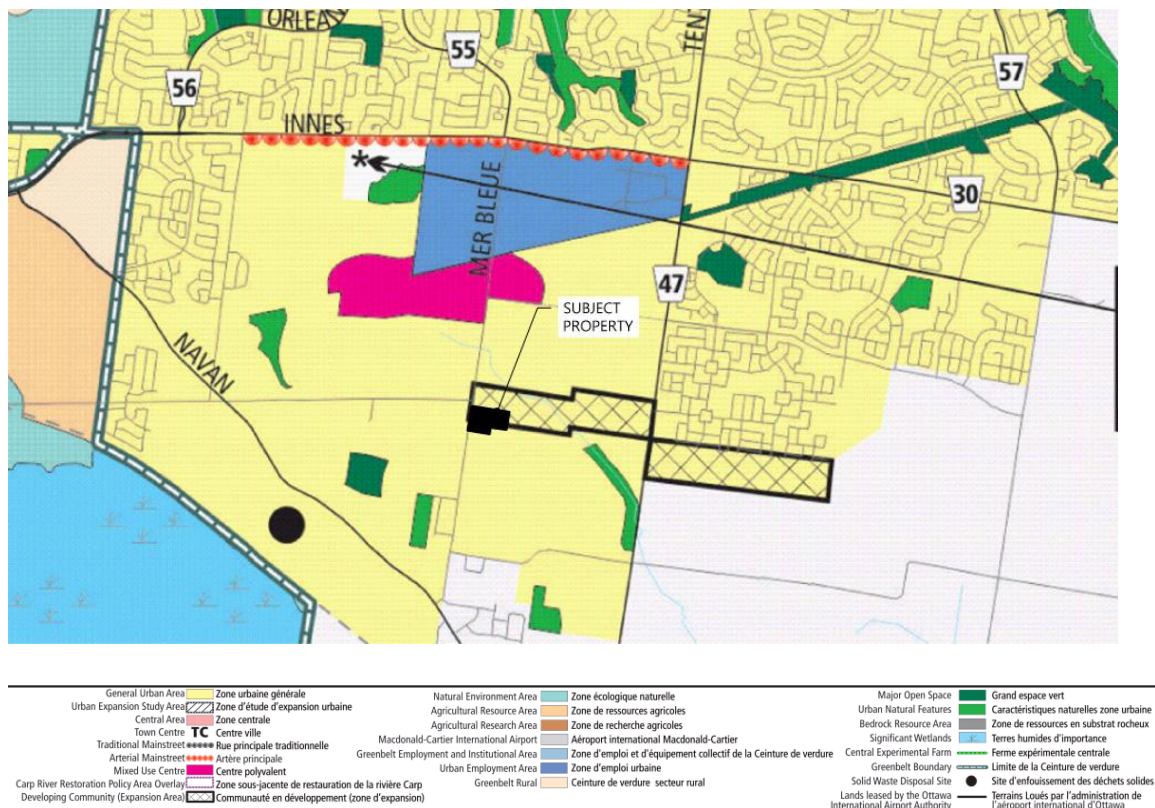
- West: Mer Bleue Road which is an arterial road running from Innes Road to Navan Road. Lands west of Mer Bleue Road include single family detached homes and vacant land held for future residential development.

### 3. Planning Context

#### 3.1 City of Ottawa Official Plan 2003

The subject property is designated 'General Urban Area' in accordance with Schedule B of the City of Ottawa Official Plan 2003 See Figure 5. According to policy 3.6.1.1 of the Official Plan *'the General Urban Area designation permits all types and densities of housing, as well as employment, shopping, service, industrial, cultural, leisure, park and natural areas, entertainment and institutional uses'*.

**Figure 5: Schedule B: Urban Policy Plan**



#### 3.2 City of Ottawa Official Plan Amendment 150

The latest Official Plan review resulted in the adoption of Official Plan Amendment 150 (hereinafter referred to as OPA 150) which subsequently received Ministry of Municipal Affairs and Housing approval in 2014. OPA 150 was subsequently appealed and until such time as this appeal is dealt with the City of Ottawa Official Plan 2003 remains in

full force and effect. OPA 150 resulted in several policy and land use changes none of which are expected to affect the proposed development.

### 3.3 Mer Bleue Expansion Area Community Design Plan: Demonstration Plan

The proposed school site is subject to the Mer Bleue Expansion Area Community Design Plan (CDP). The said CDP in turn designates the property as Elementary School/Secondary School per its Land Use Plan shown as symbol ES/SS (see Figure 6). According to the City's web site verified on March 28 2018, *The City of Ottawa has granted approval of the Community Design Plan (CDP) for the Mer Bleue Urban Expansion Area subject to conditions of the Planning Act.*

**Figure 6: Mer Bleue Expansion Area Community Design Plan Land Use Plan**





In addition, the Mer Bleue Expansion Area Community Design Plan includes a Demonstration Plan which designates the subject property as Institutional as shown on Figure 7.

**Figure 7: Mer Bleue Expansion Area Community Design Plan: Demonstration Plan**



Policy 3.8.3 of the CDP states as follows:

*The Mer Bleue Expansion Area Community will accommodate up to three (3) elementary schools and one (1) secondary school, as requested by the four area School Boards. The location and size of these school sites have been conceptually illustrated on the Land Use Plan*

The CDP speaks specifically to the subject property in the following policies:

*The school site in the northwest quadrant of the community is planned and sized to accommodate an elementary and a secondary school on the same parcel of land, either in the same building or in separate buildings. This site will be designed to maximize opportunities for the sharing of facilities (recreational, athletic, academic and functional,*



*including parking) but may also feature functional separation between elementary and secondary school students as may be needed to ensure the proper delivery of educational programs.*

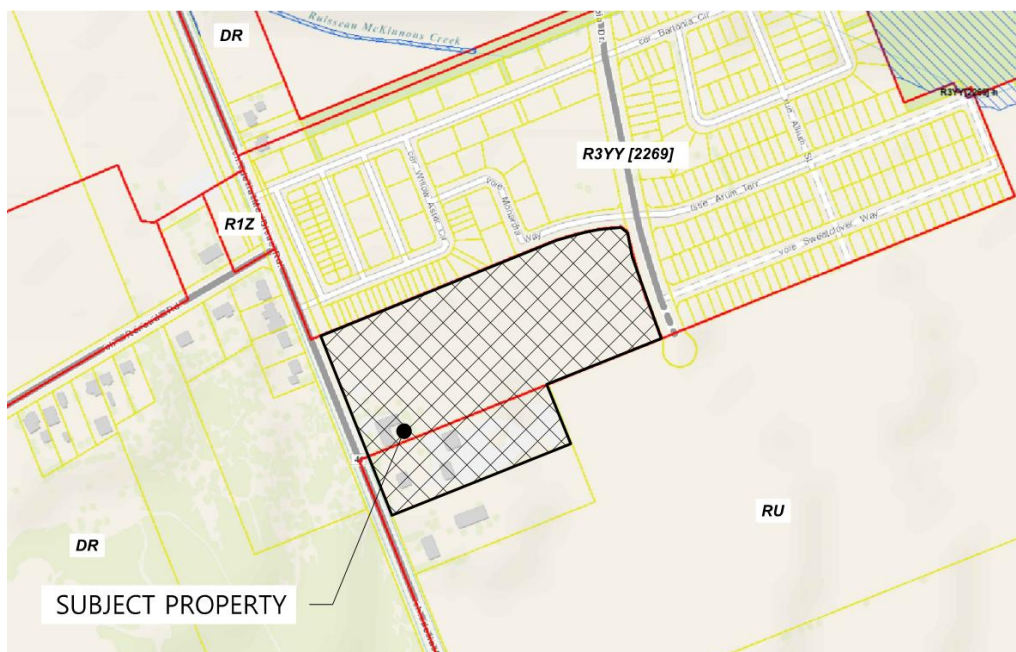
*School sites shall be zoned for both institutional and residential use in order that, in the event that no School Board acquires an identified school site, as established in a Plan of Subdivision, the lands shall be developed for residential land uses. The type and range of such residential uses shall be in accordance with the residential land uses described in Section 3.5.*

*The secondary school site will be zoned to also permit small-scale local commercial uses, to encourage partnerships, co-location and community hub formation.*

### 3.4 Zoning Bylaw 2008-250

According to the City of Ottawa Zoning By-law 2008-250, the parcel known as 2405 Mer Bleue Road is currently zoned Development Reserve Zone (DR) Zone while the parcel known as 2419 Mer Bleue Road is zoned Rural Countryside Zone (RU) Zone.

**Figure 8: Zoning per City of Ottawa Zoning By-law 2008-250**



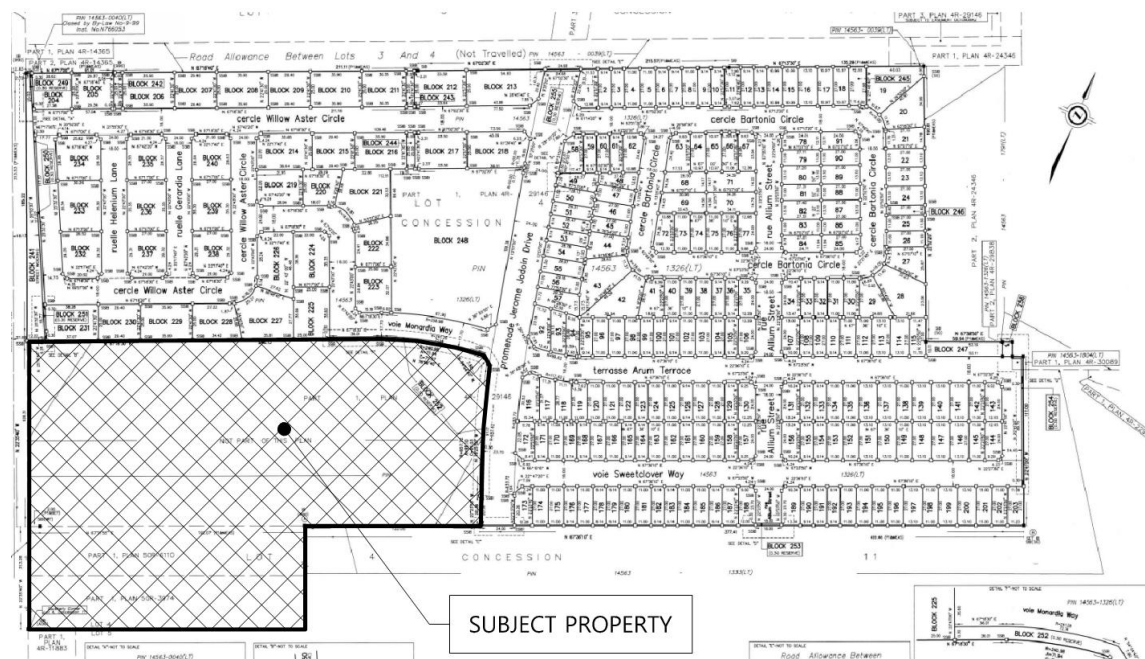
One of the stated purposes of the DR zone is to ‘*recognize lands intended for future urban development in areas designated as **General Urban Area** and **Developing Communities** in the Official Plan, and future village development in areas designated as **Village** in the Official Plan*’. The RU Zone does not list a school as a permitted use per section 227 of Zoning By-law 2008-250.

### 3.5 Plan of Subdivision

The subject property is not included within a plan of subdivision. That said, lands to the north and east of the subject property are within a registered subdivision known as Mattamy's Summerside West ( City file D07-16-14-0011 and Plan 4M 1850). See Figure 9.

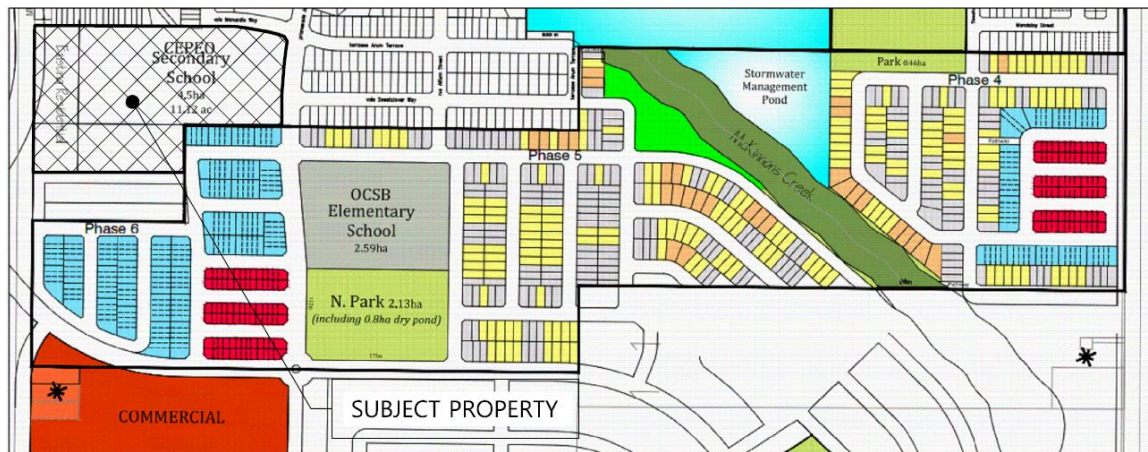
As can be seen on the plan, the subject property is provided with two road frontages. The east road is intended to be developed as a double sidewalk collector street while the road to the north is intended to be developed as a local road with sidewalks on both side to the extent of the school's frontage. It is understood by CEPEO that all services provided within these abutting road allowances will be sufficient to accommodate the proposed development.

**Figure 9: Mattamy's Summerside West Plan of Subdivision 4M 1850**



Lands to the south and east are subject to a draft plan of subdivision application for a Mattamy project referred to a Summerside West Phases 4, 5 and 6 ( City File D02-02-17-0105). The proposed draft plan contemplated for this area is intended to be consistent with the concept presented in Figure 10; in turn, the said concept illustrates a proposed lot and street pattern which recognizes the proposed CEPEO school site that is the subject of this report.

**Figure 10: Mattamy's Summerside West 4, 5 and 6 Proposed Draft Subdivision**



#### 4. Proposal

The proposal call for a rezoning from Development Reserve Zone (DR) Zone and Rural Countryside Zone (RU) Zone to Institutional Minor Zone ( sub zone A) I1A to accommodate the construction of a high school for the CEPEO which is shown conceptually on Figure 11.

**Figure 11: Proposed High School Concept Plan**



The keys features of the proposed concept plan are as follows:

- The school building is proposed to be located to create a building façade along both Promenade Jerome Jodoin Drive and Voie Monardia Way;
- Vehicular access points are contemplated from both Promenade Jerome Jodoin Drive and Voie Monardia Way;
- A sports field including a running track is proposed to be located to the west of the proposed school building;
- Street parking lay byes are contemplated along both Promenade Jerome Jodoin Drive and Voie Modarnia Way;
- The anticipated widening of Mer Bleue Road is shown on the concept plan; the widening is proposed to be dedeed at the time of site plan approval assuming a final re-alignment design is completed by then.

Design details of this proposal will be developed at the site plan stage of the project.

At this time and in order to implement this proposal a zoning bylaw amendment will be required; to this end, the following zoning changes are requested:

- to re-zone the subject property from Development Reserve Zone (DR) Zone and Rural Countryside Zone (RU) Zone to Institutional Minor Zone ( sub zone A) I1A;
- to permit a 20 meter height restriction in order for the CEPEO to have the flexibility to build a 4 storey building;
- to permit residential development at the request of the City of Ottawa in the event the school is never built or gets re-developed one day. To this end, it is recommended that a R3 zone be assigned to the property which is consistent with the exiting zoning of lands to the immediate north and east of the subject property.

Finally, the rezoning proposal calls for the allowance of commercial uses on the subject property at the request of the City of Ottawa planning staff and as discussed in the Mer Bleue Expansion Area Community Design Plan (CDP). To this end, the CEPEO is open to any reasonable commercial accommodation the City may deem appropriate for the subject property.

## **5. Planning Rationale**



## 5.1 Conforms to the City of Ottawa Official Plan

The City of Ottawa Official Plan provides a complete set of policies and guidelines to evaluate development proposals such as the one that is subject to this report. To this end, the following sections of the Official Plan were consulted to ensure compliance; section 2.5.1 re Urban Design and Compatibility, section 2.5.3 re Schools and Community Facilities and section 4 re Review of Development Applications.

### Section 2.5.1 re Urban Design and Compatibility

This section of the Official Plan contains design objectives intended to be applied to new developments.

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

Comment: The provision of a high school will significantly contribute to enhancing a sense of community for this developing neighbourhood.

*To define quality public and private spaces through development*

Comment: The proposed school will represent a state of the art public building with a public sports field.

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

Comment: The proposed school site will have two road frontages which will allow ‘eyes’ into the site from adjacent lands thus contributing to site safety.

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

Comment: The proposed school site will be in character with the adjacent residential area now under construction as contemplated in the Mer Bleue Expansion Area Community Design Plan (CDP).

*To consider adaptability and diversity by creating places that can adapt and evolve easily over time and that are characterized by variety and choice. [OMB decision #2649, September 21, 2006]*

Comment: Schools, in general, have historically demonstrated their ability to adapt to other public or private uses over time as necessary.

*To understand and respect natural processes and features in development design*

Comment: There are no natural features identified for protection on this property; that said, more detailed evaluation of site vegetation will occur at the site plan stage.

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

Comment: The proposed school will represent a state of the art public building with provisions for energy efficiency.

### Section 2.5.3 re Schools and Community

This section of the Official Plan contains the following policy:

*The City will recognize that schools form part of the building blocks of any community, not only in providing education to children, but also amenity space and resources to the neighbourhood. The City will work in partnership with school boards and school communities to ensure that schools are provided in all communities. Where this is not possible and schools are identified by a school board as a candidate for closure, the City will work with the school boards, the community, the private sector and other interested parties to investigate means to retain the school building for public purposes and the school ground for open space, either in whole or in part*

Comment: The proposed school site is a direct result of the City working in partnership with the CEPEO to address this policy; the school site is identified within the Mer Bleue Expansion Area Community Design Plan (CDP).

### Section 4 re Review of Development Applications

This section of the report assesses how the proposed development conforms to section 4 of the City of Ottawa Official Plan policies and guidelines as downloaded from the City of Ottawa's web site.

#### • *Policy 4.1 (Site-Specific Policies and Secondary Policy Plans)*

Comment: The subject property is located within a Community Design Plan area as discussed in this report;

#### • *Policy 4.2 (Adjacent to Land-Use Designations)*

Comment: The subject property is not adjacent to any significant land use feature identified in this policy;

#### • *Policy 4.3 (Walking, Cycling, Transit, Road and Parking Lots):*

Comment: The subject property will be accessible via Promenade Jerome Jodoin Drive and Voie Monardia which are both planned for sidewalks on both sides adjacent to the school site. Transit service via OC Transpo is understood will be provided on Promenade Jerome Jodoin Drive.

*Policy 4.4 (Water and Wastewater Servicing):*

Comment: The subject property is planned to be connected to municipal water and wastewater facilities prior to occupancy. The proposed services are understood to be adequate in order to accommodate the proposed development.

• *Policy 4.5 (Housing):*

Comment: Not applicable

• *Policy 4.6 (Cultural Heritage Resources),*

Comment: Not applicable

• *Policy 4.7 (Environmental Protection),*

Comment: No environmental feature identified per this policy.

• *Policy 4.8 (Protection of Health and Safety):*

Comment: Phase 1 and 2 Environmental Site Assessments dated April 4, 2018 and April 20, 2018 respectively were prepared by Gemtec Consulting Engineers and Scientists. The Phase 2 ESA recommended additional measures which are intended to be addressed at the site plan stage. The subject property is not within the Ottawa Airport Operating Influence Zone and Ottawa Airport Vicinity Development Zone.

• *Policy 4.9 (Energy Conservation Through Design):*

Comment: The proposed development will encourage energy conservation through application of state of the art building practices.

• *Policy 4.10 (Greenspace Requirements),*

Comment: The proposal does not trigger a need for additional green space other than the landscaping requirements of the zoning bylaw.

• *Policy 4.11 (Urban Design and Compatibility)*

1. *When evaluating compatibility of development applications, the City will have regard for the policies of the site's land use designation, and all applicable Community Design Plans, Secondary Plans, or site specific policies, Council-approved design guidelines, Provincial Environmental Assessments, and functional design plans for capital projects, as well as the Design Objectives and Principles in Section 2.5.1, and the preceding policies in Sections 4.1 through 4.10. [Amendment #76, OMB File #PL100206, August 18, 2011] [Subject to Amendment #113, November 14, 2012]*

Comment: The subject property lies within the Mer Bleue Expansion Area Community Design Plan (CDP). Compliance to the policies of this planning document is discussed in this report.

2. In addition to those matters set out in Policy 1, above, the City will evaluate the compatibility of development applications on the basis of the following compatibility criteria. The measures of compatibility will vary depending on the use proposed and the planning context. Hence, in any given situation individual criteria may not apply and/or may be evaluated and weighted on the basis of site circumstances: [Amendment #76, OMB File #PL100206, August 18, 2011]
  - a. Traffic: Roads should adequately serve the development, with sufficient capacity to accommodate the anticipated traffic generated. Generally development that has the potential to generate significant amounts of vehicular traffic should be located on arterial or major collector roadways so as to minimize the potential for traffic infiltration on minor collector roadways and local streets;

Comment: The proposed school site was a planned component of the Mer Bleue Expansion Area Community Design Plan (CDP) which in turn was approved with full compliance with the City's transportation policies.

- b. Vehicular Access: The location and orientation of vehicle access and egress should address matters such as the impact of noise, headlight glare and loss of privacy on development adjacent or immediately opposite. Vehicular access and egress for development that has the potential to generate a significant amount of vehicular traffic should be oriented on streets other than local streets, wherever the opportunity exists, considering traffic safety and other transportation objectives of this Plan; [Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: The proposed development is proposed to be accessed from Promenade Jerome Jodoin Drive and Voie Monardia Way.

- c. Parking Requirements: The development should have adequate on-site parking to minimize the potential for spillover parking on adjacent areas.



A range of parking forms, including surface, decked, and underground, should be considered taking in account the area context and character. Opportunities to reduce parking requirements and promote increased usage of walking, cycling and transit will be pursued, where appropriate, particularly in the vicinity of transit stations or major transit stops in accordance with the provisions of Section 4.3; [Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: The proposal intends to be in full compliance with zoning requirements for vehicular and bicycle parking.

- d. Outdoor Amenity Areas: The development should respect the privacy of outdoor amenity areas of adjacent residential units and minimize any undesirable impacts through the siting and design of the buildings and the use of screening, lighting, landscaping or other mitigative design measures;

Comment: The proposed development is not required to provide amenity space according Zoning By-law 2008-250.

- e. Loading Areas, Service Areas, and Outdoor Storage: The operational characteristics and visual appearance of loading facilities, service areas (including garbage), parking and areas for the outdoor storage of goods or materials should be mitigated using a variety of methods (e.g., location, containment, screening, berms, and/or landscaping). These uses and activities should be located away from residences where possible;

Comment: These details will be addressed at the site plan stage.

- f. Lighting: The potential for light spill over or glare from any lighting source onto adjacent light-sensitive areas should be avoided or mitigated;

Comment: These details will be addressed at the site plan stage.

- g. Noise and Air Quality: The development should be located and designed to minimize the potential for significant adverse effects on adjacent sensitive uses related to noise, odours, and other emissions.

Comment: The proposed use is not anticipated will generate any significant noise, odours or other emissions.

- h. Sunlight: The development should minimize shadowing on adjacent properties, to the extent practicable, particularly on outdoor amenity areas, through the siting of buildings or other design measures;

Comment: The proposed building has been sited away from existing development which will avoid any shadowing problems

- i. Microclimate: The development should be designed to minimize adverse effects related to wind, snow drifting, and temperature on adjacent properties;

Comment: These details will be addressed at the site plan stage.

- j. Supporting Neighbourhood Services: The development should contribute to or be adequately served by existing or proposed services and amenities such as health facilities, schools, parks and leisure areas. Where the proposed development itself is to contribute such services and amenities, they should be of a scale appropriate to the needs and character of the area. [Amendment #28, July 13, 2005] [OMB decision #2649, September 21, 2006]

Comment: The proposal represents a use that will contribute to the service and amenity needs of this existing and future neighbourhood.

- 3. Development proponents will indicate how the proposed development addresses the intent of the Design Objectives and Principles. The Design Considerations, set out in Annex 3, offer some ways in which the Design Objectives and Principles might be realized. The importance of each principle will be evaluated and weighted according to the specific circumstances under consideration. While all Design Objectives and Principles must be considered, not all elements will apply in all cases and not all will apply with equal importance. The City will work with the proponent and will consult with the community to best determine how the design framework will be implemented in the local context. [Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: The proposal is viewed as being in keeping with the applicable objectives and principles of this policy.

- 4. Buildings, structures and landscaping will be used to clearly define public spaces, such as streets and parks. In density target areas identified in S.2.2.2 of this Plan, development will be in the form of continuous building frontages that frame the street edge and support a more pedestrian-friendly environment. In some parts of the city, this will mean that new development consolidates an existing building fabric through infill or redevelopment opportunities. In other cases, where there is no established building fabric along the street, new buildings will occupy gaps in the streetscape caused by parking and/or deep building setbacks. New buildings must either be properly integrated into their existing building fabric, or help create a new building fabric.[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: While a site plan application has yet to be submitted, the new school building is intended to be sited at the corner of the property close to the intersection of Promenade Jerome Jodoin Drive and Voie Monardia Way with building elevations facing both streets.

5. The City will work with development proponents to achieve the Design Objectives and Principles of this Plan through means such as the coordination and development of capital improvements within the public realm with development and redevelopment activities on adjacent properties in the private realm.[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Acknowledged.

6. As the owner of many public places, public works and buildings, the City will set an example for the community through the provision of public art in municipal facilities (to include all types of municipal structures, and lands) and will encourage other public- and private-sector owners and developers to include art as a public component of their developments.[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: No public art is proposed.

7. The following guidance is provided as a guide for the preparation of secondary plans and community design plans, and for consideration when reviewing development applications:
  - a. Low-Rise – a one to four storey building;
  - b. Medium-Rise – a five to nine storey building;
  - c. High-Rise – a building 10 storeys or more.

[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Acknowledged

8. High-rise buildings may be considered on lands within the following designations as defined on Schedule B of this Plan, provided all other policies of this Plan are met:
  - a. Central Area;
  - b. Mixed-use Centres and Town Centres;
  - c. Employment Areas that are principally prestige business parks and Enterprise Areas, subject to the provision of appropriate built form transitions between the Employment or Enterprise Area and adjacent residential communities built at lower profiles; and

- d. Traditional and Arterial Mainstreets, provided the provisions of policy 10 below are satisfied.

[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Not applicable

- 9. In addition to provisions in policy 8 above, high-rise buildings may be considered in the following locations, provided all other policies of this Plan have been met:
  - a. Within areas characterized by high-rise buildings that have direct access to an arterial road, or;
  - b. Within 600 metres of a rapid transit station as identified on Schedule D, or;
  - c. Where a community design plan, secondary plan, or other similar Council-approved planning document identifies locations suitable for the creation of a community focus on a strategic corner lot, or at a gateway location or on a terminating site to strategic view, or a site that frames important open spaces, or at a location where there are significant opportunities to support transit at a transit stop or station by providing a pedestrian and transit-oriented mix of uses and activities, or;
  - d. Within areas identified for high-rise buildings where these building profiles are already permitted in the Zoning By-law approved by Council, or;
  - e. Within areas where a built form transition as described in policy 12 below is appropriate.

[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Not applicable

- 10. Building heights greater than those identified in Section 3.6.3 on Mainstreets may be considered in the same circumstances as described in policy 9 above.  
[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Not applicable

- 11. A high-rise building will be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context. In this regard, the City will consider proposals submitted for High-Rise buildings in light of the following measures:
  - a. How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;



- b. How the proposal enhances existing or creates new views, vistas and landmarks;
- c. The effect on the skyline of the design of the top of the building;
- d. The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and
- e. How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection).

[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Not applicable

12. A high-rise building will be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context. In this regard, the City will consider proposals submitted for High-Rise buildings in light of the following measures:

- a. How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
- b. How the proposal enhances existing or creates new views, vistas and landmarks;
- c. The effect on the skyline of the design of the top of the building;
- d. The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and
- e. How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection).

[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Not applicable

13. A high-rise building will be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context. In this regard, the City will consider proposals submitted for High-Rise buildings in light

of the following measures:

- a. How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
- b. How the proposal enhances existing or creates new views, vistas and landmarks;
- c. The effect on the skyline of the design of the top of the building;
- d. The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and
- e. How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection).

[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Not applicable

14. A high-rise building will be considered both as an example of architecture in its own right and as an element of urban design sitting within a wider context. In this regard, the City will consider proposals submitted for High-Rise buildings in light of the following measures:

- a. How the scale, massing and height of the proposed development relates to adjoining buildings and the existing and planned context for the surrounding area in which it is located;
- b. How the proposal enhances existing or creates new views, vistas and landmarks;
- c. The effect on the skyline of the design of the top of the building;
- d. The quality of architecture and urban design, particularly as expressed in Council-approved design guidelines; and
- e. How the proposal enhances the public realm, including contribution to and interaction with its surroundings at street level (e.g. the provision of publicly accessible landscaped area, amenity space and pedestrian respite areas, street trees public art, active land use frontages, legible entrances and views to the street, canopies, awnings and colonnades for continuous weather protection).

[Amendment #76, OMB File #PL100206, August 18, 2011]

Comment: Not applicable

## 5.2 Conforms to the Mer Bleue Expansion Area Community Design Plan

The proposal calls for the subject property to be zoned Institutional to permit a secondary school as contemplated in the Land Use Plan for this CDP.

In addition, the said CDP has a number of policies (section 3.8.3) and guidelines (section 6.5) intended to be evaluated for compliance when development applications are presented. The following policies and guidelines relate to the proposed school development.

### Section 3.8.3

*The Mer Bleue Expansion Area Community will accommodate up to three (3) elementary schools and one (1) secondary school, as requested by the four area School Boards. The location and size of these school sites have been conceptually illustrated on the Land Use Plan and reflects:*

- ☐ *The general locational criteria of the respective School Boards;*

Comment: The proposal complies with this policy and CEPEO requirements.

- ☐ *The school site area requested by each School Board. Approximately 2.4 – 2.8 hectares for an elementary school, and 4.8 – 5.7 hectares for a secondary school; and,*

Comment: The proposal complies with this policy and CEPEO requirements.

- ☐ *The minimum school site lot frontage and site configurations standards of each School Board. All of the school sites are located on corner lots along collector streets and have multiple functional frontages that are easily accessible for pedestrians, cyclists, school buses, etc.*

Comment: The proposal complies with this policy as the site is proposed near the intersection of two roads with planned sidewalks.

*The precise location and required configuration (size, number of street frontages, etc.) of each school site parcel shall be determined through the approval of Plans of Subdivision.*

Comment: The proposal complies with this policy and CEPEO requirements.

*The school site in the northwest quadrant of the community is planned and sized to accommodate an elementary and a secondary school on the same parcel of land, either in the same building or in separate buildings. This site will be designed to maximize opportunities for the sharing of facilities (recreational, athletic, academic and functional,*

*including parking) but may also feature functional separation between elementary and secondary school students as may be needed to ensure the proper delivery of educational programs.*

Comment: This policy is acknowledged; the current proposal is to seek a re-zoning to permit a high school; a future application to permit an elementary school may be pursued should the CEPEO acquire additional lands adjacent to the subject property.

*In accordance with the City's BBSS, school sites are to be planned as part of the overall street and block pattern to maximize interaction with the greenspace system. And accordingly, elementary schools and neighbourhood parks are planned to be co-located where feasible, to allow for more efficient use of the land base and to allow for joint use of recreation facilities.*

Comment: A park is proposed to the immediate north of the subject property.

*The assignment of school sites between the Schools Boards will also be finalized through Plans of Subdivision based on the School Boards' requirements at that time. Where one School Board does not exercise its option for a specific school site, the remaining School Boards may consider acquiring the site.*

Comment: Policy acknowledged; no concerns identified

*School sites shall be zoned for both institutional and residential use in order that, in the event that no School Board acquires an identified school site, as established in a Plan of Subdivision, the lands shall be developed for residential land uses. The type and range of such residential uses shall be in accordance with the residential land uses described in Section 3.5.*

Comment: Policy acknowledged. The CEPEO is open to this idea and has requested that a R3 residential zone also apply to the subject property.

*The secondary school site will be zoned to also permit small-scale local commercial uses, to encourage partnerships, co-location and community hub formation*

Comment: Policy acknowledged. The CEPEO is open to any reasonable commercial accommodation the City may deem appropriate for the subject property.

## Section 6.5

*The following design guidelines provide a framework of the design criteria for the overall identity and structure of the proposed Mer Bleue Expansion Area, as well as for the appearance of new buildings, streetscape, parks and open spaces within the community. The purpose of this set of design guidelines is to guide developers, builders, designers*

*and City staff in achieving a consistently high-quality design standard throughout the community.*

*The main entrances of the school buildings must be located facing the public street.*

Comment: This is the intent and will be addressed at the site plan stage.

☐ *Consideration will be given to multi-storey school buildings.*

Comment: The proposal seeks a 20 meter height permission in order to enable the construction of a 4 storey building if desired.

☐ *Consideration will be given to the architectural character and materials of school building elevations.*

Comment: This will be addressed at the site plan stage.

☐ *Where possible, the school block and abutting park block should be designed as one comprehensive site. Co-locating neighbourhood parks and abutting elementary schools may provide opportunities for sharing amenities such as sports fields, courts and parking*

Comment: A park is proposed to the immediate north of the subject property.

☐ *Primary frontage should be long enough to accommodate bus lay-bys in the right-of-way*

Comment: The intent is to provide a street parking lay by at the site plan stage.

☐ *Bus lay-bys should be located within the City right-of-way where possible.*

Comment: The intent is to confirm a street parking lay by at the site plan stage.

☐ *Where on-site bus lay-bys are demonstrated to be the only viable option, such lay-bys must be sufficiently long to accommodate all of the busses at dismissal time and must not impede other traffic driveways in or out of the school. Those on-site lay-bys cannot have curb returns and must be designed to stop at the sidewalk, maintain the sidewalk at its existing grade and then slope toward the street. Pedestrian priority across lay-bys will be required.*

☐ *Lay-bys must have designated signage to show that they are for the exclusive use of school busses for designated periods in the morning and afternoon.*

Comment: The intent is to confirm a street parking lay by at the site plan stage.

☐ *Large surface parking areas, excluding private driveways, should primarily be to the side or rear of buildings.*

Comment: Acknowledged; this detail will be addressed at the site plan stage.

☐ *Sufficient bicycle parking spaces should be provided for both students and staff.*

Comment: Acknowledged; this detail will be addressed at the site plan stage.

☐ *Ensure safe pedestrian crossings to school sites to encourage active transportation. This may include narrowing of intersections and bulb-outs, to be installed at the latest when a school is constructed.*

Comment: Access into the school from the planned adjacent sidewalks will be addressed at the site plan stage to ensure that a safe pedestrian environment is created.

☐ *Pedestrian connections must be provided from sidewalks, parking areas, and bus loading areas to school buildings.*

Comment: Pedestrian connections into the school from the planned adjacent sidewalks will be addressed at the site plan stage.

☐ *Where possible, incorporate existing trees or woodlots into outdoor spaces.*

Comment: Acknowledged; this detail will be addressed at the site plan stage.

☐ *Lighting for school buildings and parking areas should be directed away from adjacent properties.*

Comment: Acknowledged; this detail will be addressed at the site plan stage.

☐ *Signage should be integrated into the landscape treatments or building architecture.*

Comment: Acknowledged; this detail will be addressed at the site plan stage.

☐ *Where possible, utility elements and equipment should be located away from publicly exposed views, and are discouraged from being located in the front yard or flankage yard of a corner lot.*

*Where utilities are required to be located in the front or flankage yards, the utilities should be located in a discreet area or screened from public view through landscaping or other screening mechanisms.*

Comment: Acknowledged; this detail will be addressed at the site plan stage.

## **6. Required Approvals**

The following zoning changes are required for this proposed project:

- to re-zone the subject property from Development Reserve Zone (DR) Zone and Rural Countryside Zone (RU) Zone to Institutional Minor Zone ( sub zone A) I1A;
- to permit a 20 meter height restriction in order for the CEPEO to have the flexibility to build a 4 storey building;
- to permit residential development at the request of the City of Ottawa in the event the school is never built or gets re-developed one day. To this end, it is recommended that a R3 zone be assigned to the property which is consistent with the exiting zoning of lands to the immediate north and east of the subject property.

Finally, the rezoning proposal calls for the allowance of commercial uses on the subject property at the request of the City of Ottawa planning staff and as discussed in the Mer Bleue Expansion Area Community Design Plan (CDP). To this end, the CEPEO is open to any reasonable commercial accommodation the City may deem appropriate for the subject property.

## **7. Conclusion**

The proposed development conforms to the General Urban Area policies of the Official Plan which permits such a use. As well, the proposal is compliant with policies 2 and 4 of the Official Plan as discussed in this report.

The proposed development conforms to the applicable land use and design policies of Mer Bleue Expansion Area Community Design Plan as discussed in this report.

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