

**6. Zoning By-law Amendment - 2275 Mer Bleue Road**

**Modification du Règlement de zonage – 2275, chemin Mer Bleue**

**Committee recommendation**

That Council approve an amendment to Zoning By-law 2008-250 for 2275 Mer Bleue Road to permit a subdivision consisting of on street townhouse and back-to-back townhouse units on public streets and a future mixed-use development block fronting on Brian Coburn Boulevard, as detailed in Document 2.

**Recommandation du Comité**

Que le Conseil approuve une modification du Règlement de zonage 2008-250 visant le 2275, chemin Mer Bleue, afin de permettre la création d'un lotissement constitué d'habitations en rangée et de logements dos à dos donnant sur des rues publiques, et l'aménagement d'un îlot polyvalent donnant sur le boulevard Brian Colburn, comme l'expose en détail le document 2.

**Documentation/Documentation**

1. Report from the Acting Director, Planning Services, Planning, Real Estate and Economic Development, dated April 13, 2022 (ACS2022-PIE-PS-0047)  
  
Rapport de la Directrice par intérim Services des emprises, du patrimoine et du design urbain, Direction générale de la planification, de l'immobilier et du développement économique, daté le 13 avril 2022 (ACS2022-PIE-PS-0047)
2. Extract of draft Minutes, Planning Committee, April 28, 2022  
  
Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 28 avril 2022

**Subject: Zoning By-law Amendment - 2275 Mer Bleue Road**

**File Number: ACS2022-PIE-PS-0047**

**Report to Planning Committee on 28 April 2022**

**and Council 11 May 2022**

**Submitted on April 13, 2022 by Lily Xu, Acting Director, Planning, Real Estate and  
Economic Development**

**Contact Person: Steve Belan, Planner, Development Review East**

**613-580-2424, 27591, Steve.Belan@ottawa.ca**

**Ward: Cumberland (19)**

**Objet : Modification du Règlement de zonage – 2275, chemin Mer Bleue**

**Dossier : ACS2022-PIE-PS-0047**

**Rapport au Comité de l'urbanisme**

**le 28 avril 2022**

**et au Conseil le 11 mai 2022**

**Soumis le 13 avril 2022 par Lily Xu, Directrice par intérim, Direction générale de la  
planification, des biens immobiliers et du développement économique**

**Personne ressource : Steve Belan, Urbaniste, Examen des demandes  
d'aménagement est**

**613-580-2424, 27591, Steve.Belan@ottawa.ca**

**Quartier : Cumberland (19)**

## **REPORT RECOMMENDATIONS**

- 1. That Planning Committee recommend Council approve an amendment to  
Zoning By-law 2008-250 for 2275 Mer Bleue Road to permit a subdivision  
consisting of on street townhouse and back-to-back townhouse units on**

public streets and a future mixed-use development block fronting on Brian Coburn Boulevard, as detailed in Document 2.

2. That Planning Committee approve the Consultation Details Section of this report be included as part of the 'brief explanation' in the Summary of Written and Oral Public Submissions, to be prepared by the Office of the City Clerk and submitted to Council in the report titled, "Summary of Oral and Written Public Submissions for Items Subject to *the Planning Act* 'Explanation Requirements' at the City Council Meeting of May 11, 2022," subject to submissions received between the publication of this report and the time of Council's decision.

## RECOMMANDATIONS DU RAPPORT

1. Que le Comité de l'urbanisme recommande au Conseil d'approuver une modification du Règlement de zonage 2008-250 visant le 2275, chemin Mer Bleue, afin de permettre la création d'un lotissement constitué d'habitations en rangée et de logements dos à dos donnant sur des rues publiques, et l'aménagement d'un îlot polyvalent donnant sur le boulevard Brian Colburn, comme l'expose en détail le document 2.
2. Que le Comité de l'urbanisme donne son approbation à ce que la section du présent rapport consacrée aux détails de la consultation soit incluse en tant que « brève explication » dans le résumé des observations écrites et orales du public, qui sera rédigé par le Bureau du greffier municipal et soumis au Conseil dans le rapport intitulé « Résumé des observations orales et écrites du public sur les questions assujetties aux 'exigences d'explication' aux termes de la *Loi sur l'aménagement du territoire*, à la réunion du Conseil municipal prévue le 11 mai 2022 », sous réserve des observations reçues entre le moment de la publication du présent rapport et la date à laquelle le Conseil rendra sa décision.

## BACKGROUND

Learn more about [link to Development Application process - Zoning Amendment](#)

For all the supporting documents related to this application visit the [link to Development Application Search Tool](#).

**Site location**

2275 Mer Bleue Road

**Owner**

Caivan Development Corporation - (Mer Bleue) Inc.

**Applicant**

Fotenn Planning and Design

**Description of site and surroundings**

The subject property is located southeast of the Mer Bleue Road and Brian Coburn intersection. To the north of the site is the recently completed Montfort Health Hub facility. To the northeast, east and south are residential subdivisions with a mix of single detached and townhouse units. To the west and northwest is future development lands located in the East Urban Community. The lands are located within 400 metres of the planned Mer Bleue Rapid Transit Station.

**Summary of Zoning By-law Amendment Proposal**

The property's zoning was amended in 2014 to its current zone GM 15[2156] S330-h. At the time, the owners of the site planned to construct an automobile service station, gas bar and car wash at the south-east corner of Mer Bleue Road and Brian Coburn Boulevard. The remainder of the lands were zoned to permit either retail or residential uses.

The property has since changed hands and the present owner has obtained Draft Plan approval for a residential subdivision consisting of 79 on-street townhouse units and 44 back-to-back townhouse units. The applicant is requesting that these areas be rezoned to R3YY exception zones. In addition, there is a 7,219 square meter Mixed Used block fronting on Brian Coburn Boulevard that will be developed with a mid-rise mixed-use building. To support this, the General Mixed-Use zone will be amended as detailed in Document 2.

**DISCUSSION**

**Public consultation**

Notice of this application was circulated to surrounding landowners and two standard City on-site signs were installed giving notice of this Zoning By-law amendment and the associated Draft Plan of Subdivision Applications. A public meeting was held on the evening of April 20, 2021, at 6 PM via Zoom.

The meeting was attended by Councilor Kitts, City staff, the applicant and their consultant team along with approximately 45 local residents. A synopsis of the topics discussed in the meeting is detailed in Document 3.

### **Official Plan designation(s)**

The lands are designated General Urban Area on Schedule B of the existing Official Plan. The northern part of these lands was re-designated from Mixed Use Centre with the adopted Official Plan Amendment 150 (OPA 150).

The General Urban Area designation permits all types and densities of housing, as well as employment, retail, service, industrial, cultural, leisure, greenspace, entertainment, and institutional uses. The inclusion of the future Mixed-Use Medium-Density block fulfills the City's goal to encourage the provision of a variety of small, locally-oriented convenience and service uses that complement adjacent residential land uses and are of a size and scale consistent with the needs of nearby residential areas.

The site is identified as Neighbourhood in the new Official Plan. Mer Bleue Road and Brian Coburn Boulevard are designated as Corridor – Minor in Schedule B8 - Suburban (East) Transect of the new Official Plan. The Neighbourhood and Corridor designations permit a mix of uses that contribute to the goal of a 15-minute neighbourhood on this site. The subdivision is laid out in a grid with pedestrian accesses and sidewalks. The mixed-use block is located along the Brian Coburn Corridor and the proposed future building will have ground floor businesses with residential apartments above.

### **Current Official Plan**

The General Urban Area designation permits many types and densities of housing, as well as employment, retail and service uses.

Building height in the General Urban Area will continue to be predominantly low-rise unless the current zoning permits building heights greater than four-storeys remains in effect.

The City supports intensification in the General Urban Area where it will complement the existing pattern and scale of development and where it contributes positively to the overall functioning of the area.

### **New Official Plan**

In the Minor Corridor designation, the new Official Plan shall permit a mix of uses which support residential uses and the goals associated with 15-minute neighbourhoods. Development may include: buildings with an internal mix of uses, but which remain predominantly residential; or include limited commercial uses which are meant to mainly serve local markets.

Permitted building heights in Neighbourhoods shall be low-rise, except where existing zoning allows for greater building heights.

### **Other Applicable Policies and Guidelines**

#### **Mer Bleue Community Design Plan (CDP)**

The lands are also subject to the Mer Bleue CDP which was approved by Council in May 2006. The northern half of the site is designated commercial in the CDP and the southern half is designated to provide for either or both Commercial and Residential uses. If it is to be developed for residential purposes, there is an opportunity to combine a mix of commercial and residential units within the same development or have a planned unit development.

The intent of the commercial land use designation is to provide supporting commercial uses such as food service, retail, financial services, hotel, gymnasiums and childcare. The Residential designation would permit single detached, semi-detached, townhouse dwellings, stacked dwellings, low rise apartments and a planned unit development.

The commercial guidelines outlined in the CDP encourage building fronts to be oriented to a public street and located as close as possible to the street, with main parking areas generally located to the rear or side of the buildings and designed to promote safe pedestrian friendly connections.

The CDP recommends a minimum 4-metre-wide landscape buffer for any commercial uses that are not separated from adjacent residential areas by a public street or lane. Refuse and loading areas should incorporate masonry wall buffers to screen service

areas from adjacent streets and abutting residential areas. The service areas will be screened by a 2.4-metre-high masonry wall or enclosure designed to be an integral and complementary extension of the building architecture.

The guiding principles in this document support and reinforce high quality transit service by providing transit-oriented development and efficient links to the transit station at Mer Bleue Road.

The CDP also identifies the corner of Brian Coburn Boulevard and Mer Bleue Road as a “Gateway” site, which provides an opportunity for the intersection to be distinctive from an urban design perspective. Such corner sites are expected to be highlighted by special streetscape treatment, such as low decorative walls of quality masonry, distinct lighting and planting, as well as by the architecture of buildings. Buildings are to be oriented to clearly face both street fronts and be of equal architectural character and level of design.

### **Urban Design Review Panel**

The property is not within a Design Priority Area and the Zoning By-law Amendment application was not subject to the Urban Design Review Panel (UDRP) process.

### **Planning Rationale**

The proposed Zoning By-law Amendment and draft approved Plan of Subdivision are consistent with the Official Plan policies and reflect the intent of the Urban Design Guidelines for Greenfield Neighbourhoods.

The existing General Mixed-Use zone was in place to reflect the previous proposal. The zoning amendment enlarges the residential development area, removes the service station and allows a mixed-use building with no change to the permitted height. The subdivision application has Draft Plan Approval and is consistent with the surrounding urban context.

The proposed R3YY [2617], R3YY [XXX1] and R3YY [XXX2] zones will be in keeping with the character of the surrounding developments. The R3YY zone will permit a range of housing types from townhouse and back-to-back townhouse units. The R3YY zone will meet the density targets set out in the Official Plan while allowing similar unit types to be located next to the existing houses to the east and south. The requested

exceptions for the R3YY zone will provide some variation within the subdivision, but ensure setbacks, permitted projections and standards similar to the adjacent developments. The applicant requested this exception to facilitate their proposed units which will be compatible with the urban design guidelines.

The GM [xxxx] zone will have a holding provision added. This recognizes that the block fronting on Brian Coburn will be developed in the future. The requested provisions for the proposed exception zones are detailed in Document 2.

### **Provincial Policy Statement**

Staff have reviewed this proposal and have determined that it is consistent with the 2020 Provincial Policy Statement.

### **RURAL IMPLICATIONS**

There are no rural implications associated with this proposed Zoning By-law Amendment.

### **COMMENTS BY THE WARD COUNCILLOR**

The proposed rezoning of the property from General Mixed-Use to Residential was disappointing to some residents of Avalon Encore who were expecting to see walkable commercial amenities in their neighborhood. While I recognize the severity of the housing crisis and the changing nature of retail, we need to ensure we are building resilient communities for the long-term. If we let our mixed-use and commercial areas develop into strictly residential areas, we lose the opportunity to build walkable neighbourhoods. Our City planning has to look beyond the immediate demands of the market if it wants to build liveable, resilient communities.

The need to build complete communities in South Orléans is made more urgent by the stalemate between the City and the NCC over the extension of Brian Coburn Blvd and the Cumberland Transitway. This is a necessary piece of transportation infrastructure that will provide essential bus rapid transit links to LRT, alleviate existing traffic pressures and include safe cycling amenities. If we cannot build the transportation and transit infrastructure we need to serve South Orléans, it is crucial to build the amenities we need close to home.



While I support the application to build back-to-back townhomes in this location and appreciate that the applicant has made certain changes to their application to respond to community concerns, I cannot overstate the need to resolve the impasse with the NCC in order to mitigate the cumulative impact of car-centric residential development in South Orléans. I have asked the Planning Department to make a commitment to preserving commercial space in the mixed-use area of the site.

### **ADVISORY COMMITTEE(S) COMMENTS**

The Accessibility Advisory Committee commented on the plan. These comments will be addressed through the Registration of the Draft Plan of Subdivision.

### **LEGAL IMPLICATIONS**

There are no legal implications associated with implementing the recommendations contained within this report.

### **RISK MANAGEMENT IMPLICATIONS**

There are no risk management implications related to this zoning amendment application.

### **ASSET MANAGEMENT IMPLICATIONS**

There are no Asset Management implications related to this zoning amendment application.

### **FINANCIAL IMPLICATIONS**

There are no direct financial implications.

### **ACCESSIBILITY IMPACTS**

The proposed Zoning By-law amendment will have no impact on the accessibility of the site. The conditions of draft approval for the subdivision and the future Site Plan Control application will address personal accessibility.

### **ENVIRONMENTAL IMPLICATIONS**

There are no significant environmental implications related to this zoning amendment application. The property has been cultivated and there are no trees on site to warrant a

Tree Conservation Report. There was a Phase 1 ESA submitted in support of the application. The conclusions indicated that there was no history of contamination on or adjacent to the site. No further investigation was required.

### **TERM OF COUNCIL PRIORITIES**

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Thriving Communities
- Sustainable Infrastructure

### **APPLICATION PROCESS TIMELINE STATUS**

This application (Development Application Number: D02-02-21-0002) was processed by the "On Time Decision Date" established for the processing of Zoning By-law amendment applications.

### **SUPPORTING DOCUMENTATION**

Document 1 Location Map

Document 2 Details of Recommended Zoning

Document 3 Consultation Details

Document 4 Draft Plan of Subdivision

### **CONCLUSION**

The department is recommending approval of the Zoning By-law Amendment as it conforms to the policies of the Official Plan.

### **DISPOSITION**

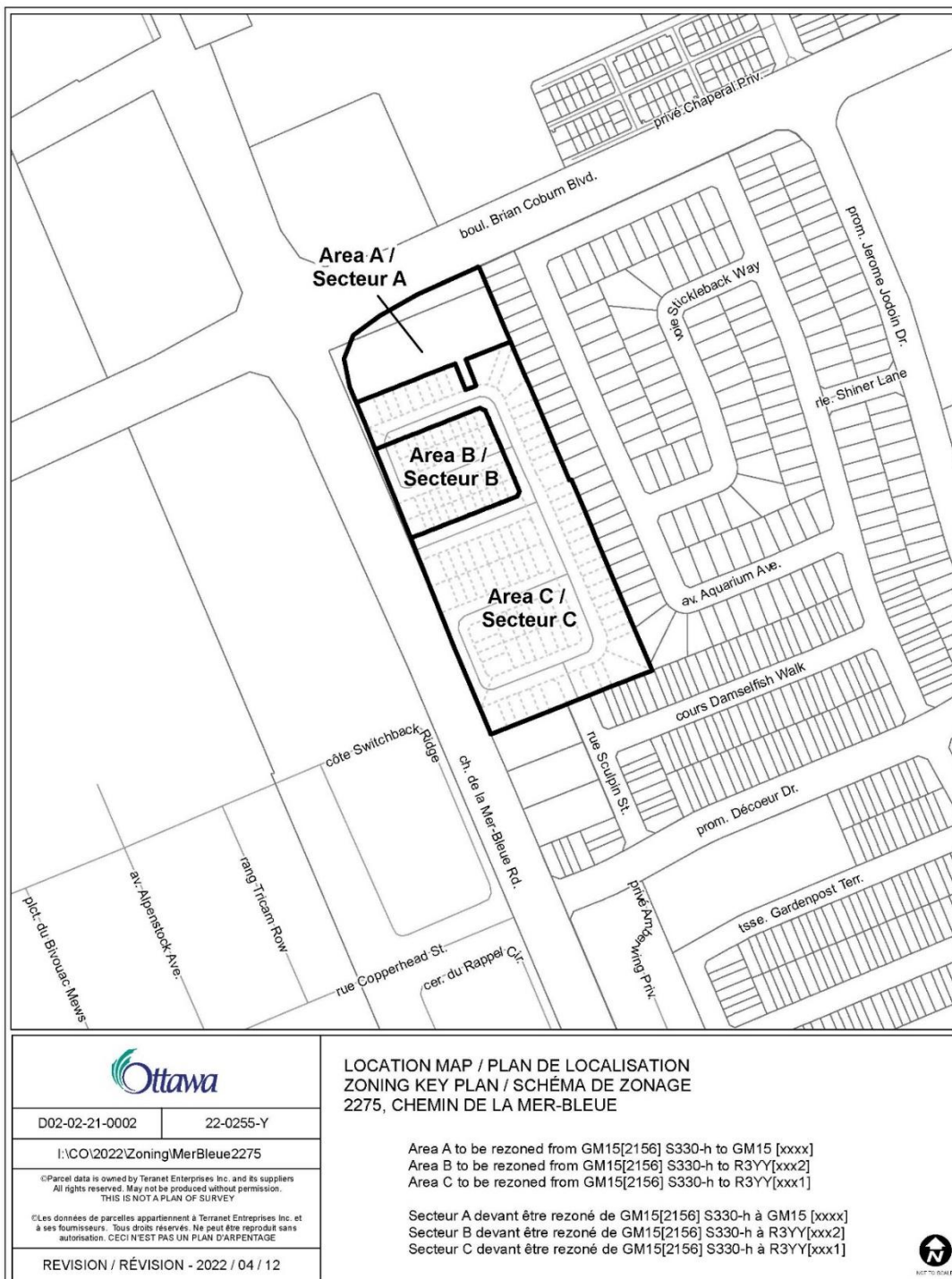
Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Ottawa Scene Canada Signs, 13-1920 Merivale Road, Ottawa, ON K2G 1E8; Krista O'Brien, Program Manager, Tax Billing & Control, Finance Services Department (Mail Code: 26-76) of City Council's decision.

Zoning and Interpretations Unit, Policy Planning Branch, Economic Development and Long Range Planning Services to prepare the implementing by-law and forward to Legal Services.

Legal Services, Innovative Client Services Department to forward the implementing by-law to City Council.

Planning Operations Branch, Planning Services to undertake the statutory notification.

Document 1 – Location Map



## **Document 2 – Details of Recommended Zoning**

The proposed change to the City of Ottawa Zoning By-law No. 2008-250 for 2275 Mer Bleue Road:

1. Rezone the lands shown in Document 1
2. Delete Schedule 330
3. Add a new exception, XXX1 to Section 239 – Urban Exceptions with provisions similar in effect to the following:
  - a) in Column II, add the text “R3YY[XXX1]
  - b) In Column V, add the text:
    - Zone requirements for townhouse dwellings:
      1. Minimum lot area: 137 m<sup>2</sup>
      2. Minimum lot width: 5.5 m
      3. Minimum front yard setback: 3.0 m
      4. Minimum interior side yard setback: 1.5 m
      5. Minimum corner side yard: 2.3 m
      6. Maximum building height: 14 m
      7. Maximum lot coverage: 65 per cent
  - a) A maximum of 60% of the area of the front yard, or the required minimum width of one parking space, whichever is the greater, may be used for a driveway, and the remainder of the yard, except for areas occupied by projections permitted under Section 65 and a walkway with a maximum width of 1.8 m, must be landscaped with soft landscaping.
  - b) Where an attached garage accesses a public street by means of a driveway that crosses a sidewalk, the attached garage must be setback at least 5.2 m from the nearest edge of the sidewalk.

- c) A chimney, chimney box, fireplace box, eaves, eave-troughs, gutters and ornamental elements such as sills, belts, cornices, parapets and pilasters may project 1 metre into a required interior side yard but no closer than 0.2 m to the lot line.
  - d) Balconies and porches may project to within 0 metres of a corner lot line.
  - e) The steps of a porch may project 2.5 m into a required yard but may be no closer than 0.5 m from a lot line other than a corner side lot line, from which they can be as close as 0 m.
  - f) Any portion of a deck with a walking surface higher than 0.3 metres but no higher than 0.6 metres above adjacent grade may project to within 0.6 metres of a lot line, and any portion of a deck with a walking surface less than 0.31 metres may project to within 0.3 of a lot line.
  - g) An air conditioning condenser unit may project 1 m, but no closer than 0.2 m to a lot line and may not be located in a front yard except in the case of a back-to-back multiple dwelling and may not be located in a corner side yard except in the case of a townhouse dwelling.
  - h) In the case of a home-based business operating within a townhouse or semi-detached dwelling, a parking space is only required if a non-resident employee works on-site.
  - i) Section 136 does not apply.
4. Add a new exception, XXX2 to Section 239 – Urban Exceptions with provisions similar in effect to the following:
- c) in Column II, add the text “R3YY[XXX2]
  - d) In Column V, add the text:

Zone requirements for back-to-back townhouse dwellings:

- Minimum lot area: 81 sq.m.
- Minimum lot width: 5.5m

- Minimum front yard setback: 3m
  - Minimum interior side yard setback: 1.5m
  - Minimum corner side yard setback: 2.5m
  - Minimum rear yard setback: 0m
  - Maximum building height: 14m
  - Maximum lot coverage: No maximum
- a. A maximum of 75 per cent of the area of the front yard may be used for driveway/parking and storage enclosures.
  - b. Despite Table 65, Rows 1, 2 and 3, a chimney, chimney box, fireplace box, eaves, eave-troughs, gutters and ornamental elements such as sills, belts, cornices, parapets and pilasters may project 1 m into a required interior side yard but no closer than 0.2 m to the lot line.
  - c. Despite Table 65, Row 6(b), balconies and porches may project to within 0.6 m of a side lot line abutting a street and 0 m of a corner lot line.
  - d. Despite Table 65 Row 6(b), the steps of a porch may be no closer than 0.5 m to a front lot line and 0.2 m to a side lot line abutting a street.
  - e. Despite Table 65, Row 6(a), any portion of a deck with a walking surface higher than 0.3 m but no higher than 0.6 m above adjacent grade may project to within 0.6 m of a front lot line or side lot line abutting a street, and any portion of a deck with a walking surface equal to or less than 0.3 m may project to within 0.3 m of a front lot line or side lot line abutting a street.
  - f. Despite Table 65, Row 8, an air conditioning condenser unit may project 2 m, but no closer than 0.2 m to a lot line and cannot be located in a corner side yard.
  - g. Section 57 does not apply.
  - h. In the case of a home-based business operating within a townhouse, back-to-back townhouse, or semi-detached dwelling, a parking space is only required if a non-resident employee works on-site.

- i. Section 136 does not apply.
  - j. Despite Section 102 – Table 102, no visitor parking is required on the same lot as a townhouse without a garage.
  - k. Despite Section 107(3)(b), driveways may be located in a front yard if the permitted parking space is also in the front yard.
  - l. Despite Section 109(3), the required parking space may be established in a required and provided front yard.
  - m. Balconies and porches, including those higher than 0.6m above adjacent grade, may project to within 0 m of an interior lot line.
  - n. Storage enclosures are permitted to project 2.5 m into a front yard.
5. Revise exception, 2156 to Section 239 – Urban Exceptions with provisions similar in effect to the following:
- a) In Column II, add the text “GM [2156]”
  - b) Replace text in Column III, with “apartment – mid-rise”
  - c) Remove text in Column IV
  - d) Remove text in Column V, and add the text:
    - In addition to any other requirements for landscaping, a minimum 4-metre wide landscaped area must be provided along any lot line abutting a residential zone and abutting Mer Bleue Road and Brian Coburn Boulevard
    - Driveways providing access to the lot, may be located within the landscaped area described in above
    - For all buildings on the lot where a wall faces a public street it must have a minimum of 50% clear glazing at the first floor level
    - Building is to be setback no further than 4 metres from both Mer Bleue Road and Brian Coburn Boulevard



- Building faces along Mer Bleue Road and Brian Coburn Boulevard are either a minimum of 5 metres in height, or contains a parapet a minimum height of 5 metres measured from grade

## **Document 3 – Consultation Details**

### Notification and Consultation Process

Notification and public consultation were undertaken in accordance with the Public Notification and Public Consultation Policy approved by City Council for Zoning By-law amendments. One public meeting was also held in the community via Zoom for the Draft Plan of Subdivision application on the evening of April 20, 2021, at 6 PM.

### Public Comments and Responses

#### Comment:

With 120 townhouses and up to 160 apartment unit there will be a significant increase in the amount of traffic using Sculpin Street. Are there any additional safety precautions being added?

#### Response

The subdivision is designed so that only the Townhouses will be connected to Sculpin Street. The traffic study indicates that this will increase the number of cars at peak period by an additional 40 vehicles. This number is expected to be lower now that the subdivision was redesigned to have a right in and right out connection on Mer Bleue Road.

#### Comment:

When will Cycling infrastructure be constructed on Brian Coburn Boulevard?

#### Response:

The timing of the works is to be determined. The new Official Plan and Transportation Master Plan are now underway. These documents will determine the Affordability Plan that will indicate when this infrastructure will be constructed

#### Comment:

How will density be managed? Our parks, schools and streets are already designed to handle only so many people. This proposal will only add to those people already using

the neighbouring parks and schools. The streets are filled with cars in the morning and evenings.

Response:

The Community Design Plan was developed to locate parks and schools based on the number of units and the required space needed. Park and Recreation and the School Boards then construct facilities that are needed for the long term. New neighbourhoods often have more children which use these two services the most. As the neighbourhood ages, fewer children will be attending the area schools and fewer portable will be used for example.

This site is within 400 metres of the future transit spot on Mer Bleue. It is desirable to have a greater density of homes and businesses to take advantage of the proximity to transit.

Comment

Most homes now have two cars and many of these units will only provide for a single parking space. Cars will be parking on area streets. Is there a possibility of blocking the pedestrian walkway so cars will not be parked on Aquarium Avenue?

Response

The City requires a single parking space for each townhouse unit. There is additional parking spaces on the new streets. The pedestrian block to Aquarium Avenue is needed to allow for a more pedestrian accessibility between streets. Cars are allowed to park on any public street if they obey the By-laws.

Comment

Can the subdivision be redesigned to have direct access to Mer Bleue Road to reduce the number of cars using Sculpin Street?

Response

The owner has redesigned the subdivision to have a single right-in and right-out access onto Mer Bleue Road.

Comment

When many of us bought our homes, we were told that there would be grocery store and service station constructed on this site. We would prefer to have commercial uses on this site instead of more houses.

**Response**

There was previous application for a larger commercial center over the north half of the site with the ability to develop either residential or commercial uses over the south half. The owner at the time, was unsuccessful in marketing the site and has since sold the property. The new owner is proposing a different development strategy. The City will consider applications as they are submitted. Applications are reviewed on their own merits with regards to the Official Plan policies and the Urban Design Guidelines

The new proposal has a smaller commercial component in the future mixed-use building. Residential uses of this density are consistent with the policies of the General Urban and Neighbour designations of the Official Plans.

Document 4 – Draft Plan of Subdivision

