

East Urban Community Phase 3 Secondary Plan

Section 1: Introduction

The purpose of this secondary plan is to guide future growth and development on the East Urban Community Phase 3 Secondary Plan lands.

The secondary plan is Council's policy direction for municipal actions, particularly in the review of plans of subdivision, zoning and site plan control applications, applications to the Committee of Adjustment and in the undertaking of public works.

This secondary plan is based on the East Urban Community Phase 3 Area Community Design Plan (CDP) and supporting documents. This secondary plan translates the key aspects of the CDP and supporting documents into statutory policy. The CDP includes detailed land use descriptions and design guidelines that must be referred to in the review of development applications. This secondary plan is closely linked to the CDP and the two documents should be read in conjunction to assist with the interpretation and implementation of this secondary plan's policies.

Schedule A - Designation Plan must be read in conjunction with the policy direction.

Section 2: Planning Area

The East Urban Community Phase 3 Area Secondary Plan lands are shown on Schedule A - Designation Plan and hereafter referred to as the planning area.

Section 3: Vision

The planning area is envisioned to be a new complete neighbourhood for Orléans and the rest of the city. Its mix of housing, employment, institutional and commercial services, combined with leisure and recreational opportunities will make it an attractive place to live, work and play.

The design of this community is based on a walkable, transit-supportive street and block network with connectivity to the future Cumberland Transitway line and its stations. Highest-Density Neighbourhood and Mixed-Use designated areas are located strategically to serve the community and beyond. The neighbourhoods will have parks, transit and other amenities within an easy walking distance.

3.1 Planning and Design Framework



The following principles provided the policy framework for this secondary plan and form the foundations of creating a liveable and walkable community for the planning area:

1. Establish a new, vibrant centre in Orléans which accommodates a range of uses, such as office, low-, medium- and highest-density residential, retail, entertainment and institutional uses, and acts as a central node of activity for the surrounding community.
2. Achieve compact growth which makes efficient use of land and existing infrastructure and is phased in step with required infrastructure improvements.
3. In anticipation of the future Cumberland Transitway line, establish a transit-oriented development pattern which incorporates complete streets that provide safe, convenient and comfortable conditions for walking, cycling and public transit for all ages and abilities.
4. Ensure that connections across the Utility Corridor, the Transitway and Brian Coburn Boulevard are provided for the safe and efficient passage of pedestrians, cyclists and motorists from one side of the planning area to the other.
5. Foster growth that complements the existing community of Orléans and facilitates connectivity between Transitway stations and surrounding neighbourhoods through such measures as sidewalks and cycling facilities, multi-use pathways, safe road crossings and a pedestrian-friendly road network.
6. Protect, improve and restore the natural heritage system within and adjacent to the planning area and create a greenspace network which connects natural features, such as woodlands and stormwater ponds, and community features, such as public parks and shopping areas.
7. Encourage the establishment of a distinct identity for the currently undeveloped planning area through the creation of area-specific design guidelines which recognize and celebrate existing features and promote the creation of new public parks and civic spaces that contribute to a sense of place and foster a sense of community.
8. Support the economic development potential of Orléans by creating development opportunities within this planning area for a range of employment uses that are well-served by transit.



Section 4: Land Use and Key Urban Design Direction

The following subheadings and policies provide guidance for the future development of the planning area with respect to land use, mobility, community development, urban design and implementation. Further detail and guidance regarding their interpretation is found within the East Urban Community Phase 3 Area Community Design Plan, which should be read in conjunction with this secondary plan.

4.1 Land Use Policies

Council has approved the East Urban Community Phase 3 Area Community Design Plan and supporting studies to guide future development in the secondary plan area. Development is therefore to occur in keeping with the CDP and its supporting studies subject to the following objectives and policies.

General Policies

- 1) Residential development will be limited to not more than 55 per cent detached dwelling units, at least 10 per cent apartment dwelling units and the remainder may be comprised of multiple dwelling units, other than apartments.
- 2) The overall residential development shall 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.
- 3) Illustration of any lands within Schedule A - Designation Plan does not imply that the lands are available or open to the public.
- 4) The City will determine when to purchase lands for public benefit. The inclusion of privately-owned lands within any designation or schedule in this secondary plan does not in any way obligate the City, conservation authority or Province to acquire, compensate or purchase these lands.
- 5) As illustrated on Schedule A - Designation Plan, a community park will be a permitted use in the Employment designated lands on lands abutting the Snow Disposal Facility.
- 6) The CDP policies shall guide permitted uses and building heights within each CDP designation.
- 7) West of the Innes Park Woods the City will permit, without need for an Official Plan Amendment, any extension of the Medium-Density Neighbourhood designation area south to Vanguard Drive.



Policies for Private Agreements

Agreements are to be initiated by the landowners within the defined planning area to provide for the fair sharing of costs among the benefiting parties and to coordinate the necessary development of parks, infrastructure and open space. The following policies provide requirements for new development under these private agreements.

- 8) Landowners within the planning area shown on Schedule A - Designation Plan, shall enter into private agreement(s) to share costs associated with:
 - a) The preparation of the CDP, secondary plan and supporting studies; and
 - b) Costs of the major infrastructure projects and associated studies and plans required for the development of the planning area which are not otherwise covered by development charges; and
 - c) The dedication and costs of development of parklands.
- 9) Landowners within the planning area shown on Schedule A - Designation Plan shall enter into private agreement(s) to establish a master parkland agreement to create a mechanism which allows for compensation of parkland dedication and associated development costs that may be inequitably distributed across the planning area;
- 10) Each agreement under policies 8) and 9) above shall contain a financial schedule describing the estimated costs of the major infrastructure projects or parkland requirements and associated studies and plans, as well as the proportionate share of the costs for each affected landowner.
- 11) The City will require each owner to demonstrate that it has executed the Funding Agreement and any applicable Cost Sharing Agreement, or the other owner's consent to the owner proceeding in advance of the Cost Sharing Agreement being executed, as a condition of approval for all draft plan of subdivision and condominium, site plan and severance applications in the planning area. A development condition shall require notification from the administrator of the East Urban Community Phase 3 Area Landowner's Group that the owner is party to the relevant agreement(s) and has paid their share of any costs pursuant to the agreement(s) prior to registration.

Mix of densities, forms and uses

A mix of housing forms and unit types shall be provided, to create housing options and diversity in housing stock throughout the planning area.



- 12) To distribute density and housing forms more evenly throughout the area, dwelling types in the Low-Density Neighbourhood designation should be mixed by blocks to avoid large blocks with only a single type of housing form.

Small-scale commercial uses

- 13) In addition to the designated Commercial areas on Schedule A - Designation Plan, small-scale convenience commercial or micro-retail uses that are easily accessible by foot or bicycle shall be permitted in areas along collector streets, as enabled by the Zoning By-law. The implementing zoning should apply use of the suffix “-c” (or similar notification) to the parent residential zone to permit small-scale commercial businesses in a residential zone.

Parks

- 14) 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 East Urban Community Mixed-Use Centre Area Parks Plan. One of these, a community park of not less than 4.6 hectares shall be located just west of and abutting the existing Snow Disposal Facility.

4.2 Pedestrian and Cycling Mobility

Cycling Facilities

- 15) Cycling facilities will be established along collector streets as exhibited in the CDP.

Pedestrian-Priority measures and crossing of Collector Streets

- 16) Infrastructure that prioritizes pedestrian movement, 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. This infrastructure may include bulb-outs, pedestrian cross overs and combinations of these features. Pedestrian crossings will be at periodic intervals to encourage pedestrian connectivity, with preference given to their location in the vicinity of transit stops.
- 17) All collector streets shall have pedestrian facilities on both sides and cycling connectivity. Collector street cross sections will be refined based on City policies and standards at the time to achieve necessary connectivity for pedestrians and cyclists in the 24 metre right-of-way. Exceptions may be made without amendment to this secondary plan in the case of short collector street segments that do not provide essential connectivity; in such cases, there may be a sidewalk on only one side of the street.



4.3 Community and Urban Design

Street and Block Pattern for People

The street and block pattern of a new neighbourhood sets the stage for a community's quality of life and for the efficient movement of people throughout the community. The street network design is to be designed to provide a safe and pleasant experience to all users by moderating vehicle speeds. A well-planned, fully connected street grid that filters traffic through it, rather than funneling it to the largest streets, not only improves circulation, but also serves as the most important traffic calming strategy in community design. Before specific traffic calming features (such as speed bumps or curb extensions) are planned for, the street and block patterns are already carefully planned to achieve passive traffic calming as the result of good design layout.

18) The street network will be designed to meet the following:

- a) As a priority, the street and block layout will be designed with the user experience in mind and must ensure a safe and pleasant environment for all users and not only motorists; and
- b) The street system will be fully connected and organized in an offset grid configuration. The intent of this grid configuration is to provide multiple route options for all modes of transportation throughout the planning area while calming through traffic, providing for efficient transit operations and discouraging cut-through car traffic. Local (minor) streets and collector (major) streets should connect directly with arterials (avenues); and
- c) As illustrated in the CDP, neighbourhood blocks will, where feasible, be one hectare or less in size and regular in shape to support a highly permeable neighbourhood. Smaller block sizes are also intended to promote shorter active transportation trips and a variety of route and mode options. Where larger block sizes are proposed and are deemed acceptable to the City, there shall be at least one pedestrian mid-block connection that aligns with streets on either side of the block:
 - i) Plans of subdivision shall establish a street hierarchy in which the various street types are designed (and not merely posted) for driving speeds that support: safer driver behaviour; enhanced pedestrian and cycling safety; and achieves desired comfort levels for non-motorized users; and
- d) Vehicular operating speeds on each type of street will be passively controlled through appropriate design. Local streets will be designed to dictate lower

vehicular speeds (30km/h) and collector streets will be designed to dictate moderate speeds (40 to 50 kilometres per hour); and

- e) The street pattern and network design will facilitate access by all modes of transportation to public facilities, places of commerce, parks, schools, open space and to the public transit network; and
- f) Reverse lotting, where rear yards abut collector streets, shall not be permitted. There shall be no window streets along collector streets; and
- g) The frontage of lands along public streets will feature buildings with active frontages regardless of the land uses contained therein. Surface parking areas should primarily be to the side or rear of buildings; and
- h) Where houses are adjacent or opposite parks, the front, rear or side elevations will have windows and doors facing the park to provide for greater streetscape continuity and animation; and
- i) Where soil conditions are favourable, strong street tree planting can create character among many other benefits, such as safety and comfort, and will be included along all street frontages, at the developers cost. Trees and other landscaping, such as plantings along noise fences, window streets and bio-swales, or other remnant pieces of land within a subdivision are also encouraged.

Traffic calming

- 19) The design and implementation of traffic calming facilities shall occur at the time of development and at the cost of the developer as a condition of the approval at the draft plan of subdivision application process. This will occur in conjunction with the original street design and construction to avoid the need to return later at greater cost and inconvenience. This process will also include the identification of the appropriate traffic calming techniques for certain streets or conditions to encourage local walking, cycling and slower but efficient vehicular movement. The highest-priority areas or streets for traffic calming are expected pedestrian travel routes. Determination of traffic-calming measures shall be consistent with City guidelines for the design and implementation of such measures, and will be undertaken in consultation with affected City departments.

Parking

One objective of this secondary plan is to ensure that, in the design of subdivisions, the location of various dwelling types is planned to deliberately offset the site-specific



parking strengths and challenges of each type of dwelling, by having sufficient proximity between dwelling types to absorb overall parking needs, on a neighbourhood-wide basis.

20) At the time of draft plan of subdivision, proponents shall submit a street parking plan that demonstrates how on-street parking has been maximized, including how lots of varying widths and dwellings of varying types have been organized so as to maximize on-street parking opportunities. The CDP outlines design options to achieve the above.

Section 5: Natural Heritage System

Rock Barren

A rock barren featuring large areas of exposed limestone bedrock is located along the northern edge of the planning area, to the immediate south and east of Innes Park Woods. The Rock Barren as shown on Schedule A – Designation Plan and the adjacent 30 metres of land have been identified as significant wildlife habitat for snakes, due to the presence of an overwintering habitat (hibernaculum) within the fractured limestone of the rock barren. The area must be protected from unnecessary encroachment and is particularly susceptible to changes in water infiltration (in terms of both quantity and quality) and shading of the rocky outcrops. Some encroachment will be necessary to ensure that the grades maintain existing drainage patterns in the area.

The planned southern extension of Frank Bender Street across the Rock Barren poses a barrier to wildlife movement, which should be reduced to the extent possible through the use of crossing structures, protective barriers and/or other measures. Further, design and construction of the extension of Frank Bender Street will require additional design criteria and mitigation to minimize the impact on the natural feature and its functions in order to protect the significant wildlife habitat and the wildlife that depend on it. The extension of Frank Bender Street across the Rock Barren will be permitted subject to a detailed design approved by the City, in consultation with the Province and the conservation authority.

In order to offset the impacts of the proposed development, a compensation plan may be developed which contains measures that could improve the habitat of species in the rock barren area.

Elements of the Natural Heritage System are illustrated on Official Plan, Volume 1, Schedule C11C. Other natural features may be present, which are not shown on Schedule C11C, but which meet the City's natural heritage system definition in Section 4.8, Volume 1 of the Official Plan. The policies below apply to all natural heritage



features and constraint lands, regardless of whether or not they are included on Schedule C11C.

- 1) Development and site alteration will not be permitted within or adjacent to any natural feature or adjacent to the designated Innes Park Woods, unless an environmental impact statement has been prepared as part of the development application process, which indicates that there will be no negative impacts on the natural features or their ecological functions.

For the purposes of this secondary plan, adjacent is generally defined as within 30 metres of the edge of the feature.

- 2) As part of the development application process and in keeping with policies of Volume 1 of the Official Plan, additional studies may be required to address constraints such as, but not necessarily limited to unstable slopes and geotechnical hazards.
- 3) Where Species at Risk are found within the planning area, consideration will be dealt with during the development review stage as per the *Endangered Species Act*.
- 4) The woodlot in the southwest quadrant of the planning area will be preserved, as part of the natural heritage system, as non-developable lands and will be transferred to the City for nominal consideration through plan of subdivision approvals.

Section 6: Implementation

Private Agreements for Development Costs

- 1) Landowners within the planning area shown on Schedule A - Designation Plan, shall enter into private agreement(s) to:
 - a) Proportionally share the costs by affected landowners for major infrastructure projects and associated studies and plans required for the development of the planning area which are not otherwise covered by development charges; and
 - b) Establish a master parkland agreement, including the adjacent landowner of the approved plan of subdivision located to the immediate west to create a mechanism which allows for compensation of parkland dedication and associated development costs that may be inequitably distributed across the planning area; and
 - c) Share the dedication and costs of development of parkland.

Such agreement(s) are to be initiated by the landowners within the defined planning area and provide for the fair sharing of costs among the benefiting parties, to complement the provisions of a Development Charges By-law.

- 2) Each agreement under Policy 1) above shall contain a financial schedule describing the estimated costs of the major infrastructure projects or parkland requirements and associated studies and plans, as well as the proportionate share of the costs for each affected or benefitting landowner.
- 3) Consistent with Section 11.6 Policy 11) of Volume 1 of the Official Plan, the City will require each owner to demonstrate that it has executed the Funding Agreement, and any applicable Cost Sharing Agreement, or the other owner's consent to the owner proceeding in advance of the Cost Sharing Agreement being executed, as a condition of approval for all draft plan of subdivision and condominium, site plan and severance applications in the planning area. A development condition shall require notification from the administrator of the East Urban Community Phase 3 Area Landowners Group that the owner is party to the relevant agreement(s) and has paid their share of any costs pursuant to the agreement(s) prior to the registration.

Bus Transit Routes

To capture transit ridership in the initial phases of development transit stops and routes should be available for use beginning with the early stages of development to provide the highest degree of convenience, safety and efficiency for new residents.

- 4) Landowners will be required to enter into an early transit service agreement to determine the method and means by which the development, as well as adjacent areas, can be efficiently and effectively serviced by transit. The Owner shall enter into the agreement to outline the provision of interim bus service with the Transit Services Branch, prior to the registration of the subdivision or condominium.
- 5) Early transit service agreements shall include, but are not necessarily limited to, the following: establishment of routes and stops, levels of service and provision and maintenance of stops and turnarounds. Early transit service agreements may also be required to include funding and cost-sharing arrangements, and the timing and triggers for the transfer of responsibility to the City.
- 6) Pre-consultation, which is required prior to an application for draft plan of subdivision, will include OC Transpo and the relevant school boards in order to coordinate bus routes with the design of streets, blocks and pedestrian connections.

Additional Conditions and Requirements for Plans of Subdivision



- 7) Applications for draft plan of subdivision shall be processed concurrently with any required applications under the *Drainage Act*.
- 8) Prior to the approval of any draft plan of subdivision application, the master servicing study shall be consulted directly to determine what conditions are required to be completed and approved by the affected agencies.

Build Out

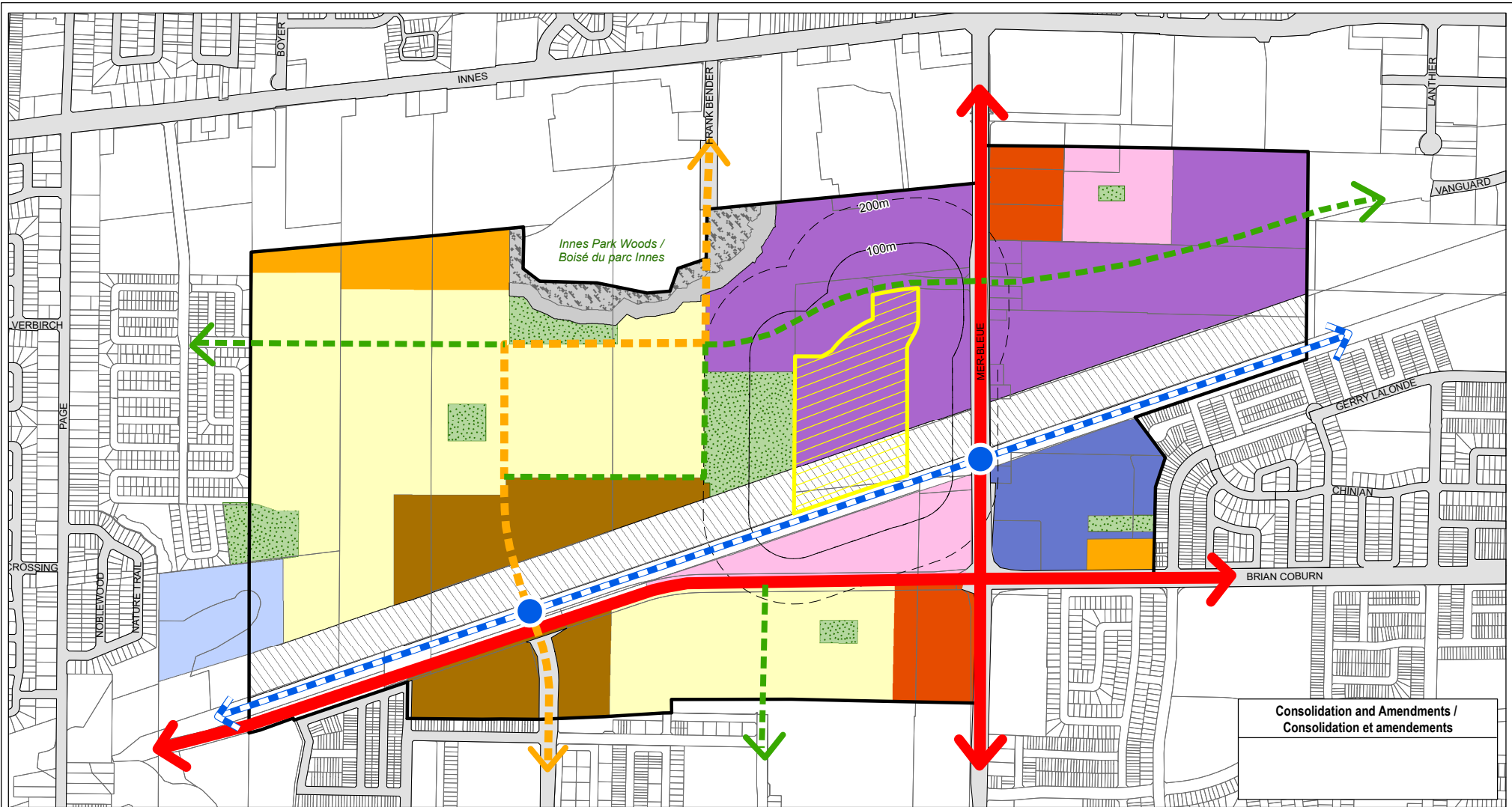
Upon build out of the streets, for Medium-Density Neighbourhood, Highest-Density Neighbourhood and Commercial areas, it is intended that this secondary plan and associated East Urban Community Phase 3 Area Community Design Plan may, at the discretion of the City, be retired and voided.

While small-scale change and development within the planning area is possible after build-out, the directions contained in the secondary plan and CDP will have already been implemented, and development policies can revert to the general policies of Volume 1 of the Official Plan.

Schedule

Schedule A - Designation Plan


























**East Urban Community Phase 3 /
Phase 3 de la Collectivité
urbaine de l'Est**

SECONDARY PLAN - VOLUME 2
Schedule A - Designation Plan

PLAN SECONDAIRE - VOLUME 2
Annexe A - Plan de désignation

 Secondary Plan Boundary /
Limites du Plan secondaire

- | | |
|--|---|
|  Low-Density Neighbourhood /
quartier à faible densité |  Stormwater Management /
Gestion des eaux pluviales |
|  Medium-Density Neighbourhood /
Quartier à densité moyenne |  Park /
Parc |
|  Highest-Density Neighbourhood /
Quartier à densité la plus élevée |  Rock Barren /
Pariol rocheuse |
|  Commercial /
Commercial |  30m Rock Barren Setback /
Marge de retrait 30m – Pariol rocheuse |
|  Mixed-Use /
Zone polyvalent |  Utility Corridor /
Coulloir de services publics |
|  Employment /
Emploi |  Snow Disposal Facility /
Dépôt de neige |
|  Institutional /
Institutionnel |  Snow Disposal Facility Setback -
100m & 200m /
Dépôt de neige -
Marge de retrait 100m et 200m |

- | | |
|--|---|
|  Arterial /
Artère |  Major Collector - Proposed /
Route collectrice principale proposée |
|  Collector /
Route collectrice |  Collector - Proposed /
Route collectrice proposée |
|  Bus Transit Route /
Circuit d'autobus |  Bus Transit Stop /
Arrêt d'autobus |

Consolidation and Amendments /
Consolidation et amendements



Planning, Infrastructure and Economic Development Department,
Geospatial Analytics, Technology and Solutions
Services de la planification, de l'infrastructure et du développement économique,
Analyse géospatiale, technologie et solutions