

Official Plan Amendment – Manor Park North and Manor Park South (multiple addresses)

Modification du Plan officiel – Manor Park Nord et Manor Park Sud (adresses multiples)

Committee recommendations:

That Council:

- 1. Approve an amendment to the Official Plan to create a new Secondary Plan in Volume 2a for Manor Park North and Manor Park South, as detailed in Document 2;**
- 2. Approve that the implementing By-law not proceed to Council until such time as the Memorandum of Understanding, as detailed in Document 5, is executed by Owner;**
- 3. Direct staff to execute the Memorandum of Understanding following the by-law being in full force and effect; and**
- 4. Authorize the adoption of an amendment to the new Official Plan, as detailed in Document 2, into Volume 2A – Urban Secondary Plans, upon the repeal of the current Official Plan.**

Recommandations du Comité

Que le Conseil :

- 1. Approuve une modification au Plan officiel afin de créer un nouveau plan secondaire dans le Volume 2a, visant Manor Park Nord et Manor Park Sud, comme l'expose en détail le document 2;**
- 2. Approuve que le règlement de mise en œuvre ne soit pas soumis à l'examen du Conseil avant que le protocole d'entente, comme l'expose en détail le document 5, soit signé par le propriétaire;**

- 3. Enjoigne au personnel de conclure le protocole d'entente une fois en vigueur le règlement municipal; et**
- 4. Autorise l'adoption d'une modification du nouveau Plan officiel, comme l'expose en détail le document 2, dans le Volume 2A – Plans secondaires urbains, une fois abrogé le Plan officiel actuel.**

Documentation/Documentation

1. Report from the Acting Director, Planning Services, Planning, Real Estate and Economic Development Department, dated February 25, 2022 (ACS2022-PIE-PS-0021)

Rapport de la Directrice par intérim, Services de la planification, Direction générale de la planification, des biens immobiliers et du développement économique, daté le 25 février 2022 (ACS2022-PIE-PS-0021)

2. Extract of draft Minutes, Planning Committee, March 24, 2022

Extrait de l'ébauche du procès-verbal du Comité de l'urbanisme, le 24 mars 2022

**Subject: Official Plan Amendment – Manor Park North and Manor Park South
(multiple addresses)**

File Number: ACS2022-PIE-PS-0021

**Report to Planning Committee on 10 March 2022
and Council 30 March 2022**

**Submitted on February 25, 2022 by Lily Xu, Acting Director, Planning, Real Estate
and Economic Development**

**Contact Person: Andrew McCreight, Planner III, Development Review Central
613-580-2424, 22568, Andrew.McCreight@ottawa.ca**

Ward: Rideau-Rockcliffe (13)

**Objet : Modification du Plan officiel – Manor Park Nord et Manor Park Sud
(adresses multiples)**

Dossier : ACS2022-PIE-PS-0021

Rapport au Comité de l'urbanisme

le 10 mars 2022

et au Conseil le 30 mars 2022

**Soumis le 25 février 2022 par Lily Xu, Directrice par intérim, Direction générale de
la planification, des biens immobiliers et du développement économique**

**Personne ressource : Andrew McCreight, Urbaniste III, Examen des demandes
d'aménagement centrale**

613-580-2424, 22568, Andrew.McCreight@ottawa.ca

Quartier : Rideau-Rockcliffe (13)

REPORT RECOMMENDATIONS

1. That Planning Committee recommend Council:
 - a. Approve an amendment to the Official Plan to create a new Secondary Plan in Volume 2a for Manor Park North and Manor Park South, as detailed in Document 2;
 - b. Approve that the implementing By-law not proceed to Council until such time as the Memorandum of Understanding, as detailed in Document 5, is executed by Owner;
 - c. Direct staff to execute the Memorandum of Understanding following the by-law being in full force and effect; and
 - d. Authorize the adoption of an amendment to the new Official Plan, as detailed in Document 2, into Volume 2A – Urban Secondary Plans, upon the repeal of the current Official Plan.
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 March 30, 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 ce qui suit au Conseil :
 - a. Approuver une modification au Plan officiel afin de créer un nouveau plan secondaire dans le Volume 2a, visant Manor Park Nord et Manor Park Sud, comme l'expose en détail le document 2;
 - b. Approuver que le règlement de mise en œuvre ne soit pas soumis à l'examen du Conseil avant que le protocole d'entente, comme l'expose en détail le document 5, soit signé par le propriétaire;

- c. **Enjoindre au personnel de conclure le protocole d'entente une fois en vigueur le règlement municipal; et**
 - d. **Autoriser l'adoption d'une modification du nouveau Plan officiel, comme l'expose en détail le document 2, dans le Volume 2A – Plans secondaires urbains, une fois abrogé le Plan officiel actuel.**
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 30 mars 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.**

EXECUTIVE SUMMARY

Staff Recommendation

Planning staff recommend approval of amendments to the Official Plan to create a new Secondary Plan in Volume 2, to be known as Manor Park North and South Secondary Plan. The amendments will facilitate the policy framework for a new mixed-use development concept with approximately 3,800 residential dwelling units, including a mix of townhomes, stacked dwellings, and apartments of various unit types; approximately 9,840 square metres of commercial uses; approximately 1,870 square metres of social infrastructure, and approximately 16,450 square metres of new public parkland.

The Manor Park North and South Secondary Plan provides area-specific policies and establishes land use designations and maximum building heights for the development blocks. The Secondary Plan will serve as the policy direction for the development of the subject lands as they are built out over time, including built form design standards, maximum building heights, public realm improvements and parks, infrastructure, transportation and circulation improvements.

Low-rise and mid-rise heights will be permitted at certain locations within the lands known as 1032 Blasdell Avenue, 206 St. Laurent Boulevard, 244 St. Laurent Boulevard, 61 Braemar Street, and 869 Hemlock Road, being Manor Park North.

High-rise development will be permitted at certain locations within the lands known as 231 Brittany Drive, 425 Brittany Drive, 429 Brittany Drive, and 496 Brittany Drive, being Manor Park South.

The recommended Secondary Plan (Manor Park North and South) promotes redevelopment and provides the policy framework for intensifying the site with a mix of uses, creating more active and defined streetscapes, and introducing new neighbourhood parks. The redevelopment is consistent with the broader goals of the Official Plan policies for intensification and staff support the amendment.

Applicable Policy

The proposed development is consistent with the growth strategy laid out in Section 2.2 of the Official Plan, particularly Section 2.2.2, which concerns intensification.

Intensification allows for a pattern and density of development that is supportive of active and public transportation, minimizes impacts on agricultural land and protected environmental areas, and is the most cost-effective form of growth in terms of municipal service and infrastructure requirements.

The subject lands are designated General Urban Area (Section 3.6.1) as per Schedule B of the Official Plan. This designation is intended to accommodate a range of housing types in combination with other uses and may exceed predominantly low-rise development patterns subject to contextual elements (Policy 4) or and in cases where Secondary Plans or zoning permit taller buildings (Policy 3).

Public Consultation/Input

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications.

Prior to application submission, the applicant/owner team met independently with existing tenants and local community groups. The team also launched the project website [Vision Manor Park – Manor Park Holdings](#), which was updated regularly throughout the review process.

During application review a variety of consultation opportunities occurred in addition to normal public consultation requirements for an Official Plan Amendment, which included:

- Vision Manor Park video updates and messages, and YouTube channel.
- June 1, 2021 - Community Information Session, held virtually, for focused group only with existing Manor Park residents. 80+ participants.
- June 7, 2021 – Community Information Session, held virtually, open to the general public for a presentation of the proposed development Master Plan. 160+ participants.
- June 14, 2021 – Community Information Session, held virtually, question and answer component in response to the June 7 presentation. 180+ participants.
- Owner offered one-on-one or small group discussions with the Owner (Lalit Aggarwal) via Vision Manor Park website.
- October 18, 2021 – Community update. YouTube presentation for updated re-submission to the City via Vision Manor Park Website.
- January 13, 2022 – Councillor King's office hosted a Community Town Hall Manor Park meeting, held virtually, focused on discussions for a community benefits agreement.
- February 23, 2022 – Councillor King's office and staff hosted a public information session focused on the Memorandum of Understanding.

During application review over 500 individuals/groups submitted comments. Some comments were positive, while the majority of the submissions expressed concerns over general themes such as intensification, building height, amenities, traffic and transportation, environment, housing market, building material, infrastructure, construction, and application process.

RÉSUMÉ

Recommandation du personnel

Le personnel chargé d'urbanisme recommande l'approbation de modifications au Plan officiel afin de créer un nouveau plan secondaire dans le Volume 2, portant le nom de Plan secondaire de Manor Park Nord et Sud. Ces modifications permettront de créer un cadre d'action pour un nouvel aménagement polyvalent comptant environ 3 800 logements, notamment des habitations en rangée, des habitations superposées et des logements de divers types, environ 9 840 mètres carrés de locaux commerciaux, environ 1 870 mètres carrés d'infrastructures sociales et environ 16 450 mètres carrés de parcs publics.

Le Plan secondaire de Manor Park Nord et Sud prévoit des politiques propres au secteur et établit des désignations d'utilisation du sol et des hauteurs de bâtiment maximales pour les îlots d'aménagement. Le Plan secondaire servira de cadre d'action au fur et à mesure de l'aménagement des terrains visés, notamment en matière de normes conceptuelles de la forme bâtie, de hauteurs de bâtiment maximales, d'améliorations au domaine public et aux parcs, d'infrastructure, de transport et de circulation.

Les aménagements de faible et moyenne hauteur seront autorisés à certains endroits sur les propriétés situées au 1032, avenue Blasdell, au 206, boulevard St-Laurent, au 244, boulevard St-Laurent, au 61, rue Braemar et au 869, chemin Hemlock, c'est-à-dire Manor Park Nord.

Les aménagements de grande hauteur seront autorisés à certains endroits sur les propriétés situées au 231, promenade Brittany, au 425, promenade Brittany, au 429, promenade Brittany et au 496, promenade Brittany, c'est-à-dire Manor Park Sud.

Les politiques du Plan secondaire recommandé (Manor Park Nord et Sud) encouragent le réaménagement et servent de cadre d'action pour la densification polyvalente de l'emplacement, par la création de paysages de rue plus actifs et mieux définis, et par la création de nouveaux parcs de quartier. Le réaménagement des lieux est conforme aux objectifs plus larges des politiques du Plan officiel en matière de densification, et le personnel soutient la modification proposée.

Politique applicable

L'aménagement proposé est conforme à la stratégie de croissance énoncée à la section 2.2 du Plan officiel, plus particulièrement la section 2.2.2, qui aborde la question de la densification. La densification permet un modèle et une densité d'aménagement favorables au transport actif et public, qui limite les répercussions sur les terres agricoles et les secteurs environnementaux protégés, et qui représente la forme de croissance la plus rentable par rapport aux besoins en services municipaux et en infrastructures.

Les terrains visés sont désignés Secteur urbain général (section 3.6.1) à l'annexe B du Plan officiel. Cette désignation a pour objet de permettre toute une gamme de types de logement, associés à d'autres utilisations. Elle peut permettre des modèles d'aménagement plus élevés que les immeubles de faible hauteur en fonction des éléments contextuels (politique 4) ou lorsque les plans secondaires ou les désignations de zonage autorisent la présence d'immeubles plus élevés (politique 3).

Consultation publique et commentaires

Les membres du public ont été avisés et consultés conformément à la politique en la matière adoptée par le Conseil municipal pour les demandes d'aménagement.

Avant la soumission de la demande, l'équipe du requérant/propriétaire a rencontré séparément les locataires et les groupes communautaires locaux. Elle a également lancé le site Web du projet, [Vision Manor Park – Manor Park Holdings](#), qui a été mis à jour régulièrement tout au cours du processus d'examen.

Au cours de l'examen de la demande, diverses occasions de *consultation* ont eu lieu en plus de la *consultation* publique normale prescrite pour les modifications du *Plan* officiel, notamment :

- Mises à jour et *messages* vidéo de *Vision Manor Park*, et chaîne *YouTube*
- 1^{er} juin 2021 – Séance d'information communautaire virtuelle avec un groupe ciblé constitué de résidents actuels de *Manor Park*. Plus de 80 *participants*.
- 7 juin 2021 – Séance d'information communautaire virtuelle ouverte au grand *public* pour une présentation du *plan* directeur de l'aménagement proposé. Plus de 160 *participants*.

- 14 juin 2021 – Séance d'information communautaire virtuelle avec période de questions faisant suite à la présentation du 7 juin. Plus de *180 participants*.
- Le propriétaire, *Lalit Aggarwal*, a proposé la tenue de *discussions* en tête-à-tête ou en petits groupes *via* le site Web de *Vision Manor Park*.
- Mise à jour du 18 octobre 2021 – Présentation sur YouTube sur la nouvelle soumission mise à jour à la Ville, *via* le site Web de *Vision Manor Park*.
- 13 janvier 2022 – Le bureau du conseiller King a été l'hôte d'une réunion publique communautaire virtuelle sur *Manor Park* au cours de laquelle il a été question d'une entente sur les avantages communautaires.
- 23 février 2022 – Le bureau du conseiller King et des membres du personnel ont animé une séance publique d'information axée sur le protocole d'entente.

Plus de 500 personnes et groupes ont formulé des commentaires à l'étape de l'examen de la demande. Certains commentaires étaient positifs, mais la plupart faisaient état de préoccupations entourant des thèmes d'ordre général, comme la densification, la hauteur de bâtiment, les commodités, la circulation et le transport, l'environnement, le marché de l'habitation, les matériaux de construction, l'infrastructure, la construction et le processus de demande.

BACKGROUND

Site location

Manor Park North: 1032 Blasdell Avenue, 206 St. Laurent Boulevard, 244 St. Laurent Boulevard, 61 Braemar Street, and 869 Hemlock Road

Manor Park South: 231 Brittany Drive, 425 Brittany Drive, 459 Brittany Drive, 496 Brittany Drive, and 411 Carpenters Way

Owner

Manor Park Management Inc.

Applicant

Fotenn Planning + Design (Jacob Bolduc)

Description of site and surroundings

The subject lands consist of two distinct parts known throughout the application process as Manor Park North and Manor Park South.

Manor Park North

- The northern lands are primarily within the northwest quadrant of the intersection of St. Laurent Boulevard and Hemlock Road, with another parcel east of St. Laurent and south of Blasdell Avenue, as shown in Document 1. These lands are predominantly surrounded by a low-rise residential neighbourhood, and some local commercial uses along St. Laurent Boulevard, with Beechwood Cemetery to the south, and Manor Park Public School to the west.

Manor Park South

- The southern lands generally front Brittany Drive between St. Laurent Boulevard and Montreal Road, as shown in Document 1. The lands, and the surrounding area, consist of primarily residential uses with a range of built forms and heights including, low-, mid-, and high-rise, as well as a variety of non-residential uses along Montreal Road.

Together, the subject lands have a total area of approximately 34 acres and are presently the site of 654 townhouse units built in the mid 1900s.

Summary of the development concept

The applicant has a long-term vision for the redevelopment of the subject lands and has created a master plan development concept with a variety of higher-density forms and has requested an Official Plan Amendment to create a secondary plan.

Manor Park North will be characterized by low- and mid-rise buildings, with mid-rise mixed-use buildings concentrated along St. Laurent Boulevard transitioning to mid-rise residential, then low-rise residential, and finally stacked dwellings and townhouses nearest to the surrounding low-rise neighbourhood. A mixed-use gateway building of nine storeys is proposed at the corner of St. Laurent Boulevard and Hemlock Road. This area has potential for approximately 1,435 residential units and 8,250 square metres of commercial uses.

Manor Park South will be characterized by mid- and high-rise residential buildings along Brittany Drive, with potential for mixed-use buildings providing at-grade commercial uses at the intersection of Brittany Drive and St. Laurent Boulevard. Transition to nearby lower-density areas is being managed with step-downs in height and strategically located parkland. This area has potential for approximately 2,379 residential units and 1,590 square metres of commercial uses. The podium of the development nearest the proposed park is to reserve 1,869 square metres of space for social infrastructure use(s).

Summary of requested Official Plan Amendment

The Official Plan Amendment (OPA) application was received to permit the redevelopment of the subject lands through the implementation of a new Secondary Plan to be added into Volume 2a – Secondary Plans of the Official Plan. The Manor Park North and South Secondary Plan, as detailed in Document 2, will establish land use designations, maximum building heights, and area specific policies for the subject lands. The secondary planning process included study of land-use policies, heights, design, and connectivity, surrounding context, public realm, public transportation, and other related topics such as infrastructure.

DISCUSSION

Public Consultation

For this proposal's consultation details, see Document 4 of this report.

Official Plan designation(s) and policies

Applications must be evaluated against the [existing Official Plan](#) and must also include an evaluation of the application against the Council approved [new Official Plan](#) (and new Secondary Plan, where applicable).

In this current period, between Council approval of the New OP and the Minister's approval of the New OP, staff are to apply whichever provision, as between the Current and New OP, is more restrictive.

Current Official Plan

The subject lands, Manor Park North and Manor Park South, are designed General Urban Area (Section 3.6.1) in Schedule B of the Official Plan.

New Official Plan

The subject lands, Manor Park North and Manor Park South, are within the Inner Urban Transect (Section 5.2) according to Schedule A of the new Official Plan. Schedule B2 of the new Official Plan identifies St. Laurent Boulevard as a Major Corridor and Hemlock Road as a Minor Corridor (Section 6.2); the lands not abutting these corridors are designated Neighbourhood (Section 6.3).

The new OP supports the development of the subject lands into fully urban districts and integrated neighbourhood centres. The new Official Plan identifies St. Laurent Boulevard as a Major Corridor and Hemlock Road as a Minor Corridor. Brittany Drive remains a Local Road in the new Official Plan, but the proposed secondary plan provides direction to enhance cycling and transit facilities along this street between St. Laurent Boulevard and Montreal Road.

The proposed building heights in the recommended Manor Park North and South Secondary Plan are generally consistent with the new OP.

- Manor Park North
 - Manor Park North concentrates mid-rise buildings of five (5) to nine (9) storeys along St. Laurent Boulevard. This is consistent with direction in the new OP. Being a Mainstreet Corridor in the Inner Urban Area with a 26 metre Right of Way (ROW), St. Laurent may support building heights of up to nine (9) storeys by default as per Section 5.2.3 Policy 2b.
 - Manor Park North proposes mid-rise buildings up to six (6) storeys along Hemlock Road, tapering to a low-rise format at the western edge of the planning area abutting Manor Park Public School. Hemlock Road, being a Minor Corridor in the Inner Urban Area, may support building heights of two (2) to four (4) storeys as per Section 5.2.3 Policy 3a.
 - Manor Park North includes some mid-rise buildings on Neighbourhood lands for which low-rise heights are generally assigned. Policies under

Section 5.2.1 nonetheless emphasize that the Inner Urban Area is intended for urban, mid- to high-density development patterns. Policy 5 of Section 6.3.1 concerns the distribution of densities in Neighbourhoods; in concentrating greater heights near Corridors and major neighbourhood amenities and providing for transition to surrounding low-rise areas, Manor Park North is consistent with this policy.

- Manor Park South
 - Manor Park South proposes high-rise buildings along Brittany Drive, which is not identified as a Corridor; abutting parcels are thus considered Neighbourhood lands and subject to Section 6.3.1 Policies 2 and 3, by which taller buildings are permitted in areas already characterized by tall buildings. With the presence of several existing buildings taller than four (4) storeys and zoning, the consideration of high-rise is permitted without the need for an OPA.
 - A high-rise building is proposed at the corner of Brittany Drive and St. Laurent Boulevard. This location is designated Mainstreet Corridor and would thus be subject to the nine (9) storey height limit described above. The same Section 5.2.3 notes that different heights can be established through a secondary plan.

Other applicable policies and guidelines

Based on the proposed Secondary Plan schedules and demonstration plans, as detailed in Document 2, the development, depending on the specific phase through subsequent planning applications, could be subject to the guidelines for low-rise infill housing, guidelines for high-rise buildings, and bird-safe design guidelines. While these would be more specifically applied in subsequent planning applications, the guidelines were considered in establishing the proposed Secondary Plan and the area-specific policies.

Planning rationale

The subject lands are designated General Urban Area (Section 3.6.1) by the Official Plan (OP). The General Urban Area supports a variety of housing types and

conveniently located employment, retail, service, cultural, leisure, entertainment, and institutional uses with the intent of creating complete and sustainable communities.

Whereas the built form in the General Urban Area is generally meant to be low-rise (up to four storeys), there are provisions for higher densities where transportation networks and/or surrounding contexts support it and for taller buildings in areas already characterized by or zoned for tall buildings. Different building heights and densities may be established through the Official Plan or a secondary plan and will be implemented through zoning.

A secondary planning process undertaken for a specific area may recommend a new secondary plan to establish different building heights, as per Section 2.5.6 of the Official Plan. Creating a Secondary Plan to establish area-specific policies accompanied by land use and height schedules allows for a comprehensive approach to design and policy, ensuring that the vision for these lands can be carried out in a logical and predictable manner through subsequent phases and planning applications such as plan of subdivision, zoning amendments, and site plan control applications.

Consistent with Section 2.2.2 of the Official Plan, the proposed Secondary Plan, as detailed in Document 2, allows for intensification within the urban area, where services already exist or can be provided efficiently, and concentrates it in an area where it can be accommodated in compact, mixed-use development and served with quality transit, walking and cycling facilities.

Section 2.5.1 includes design objectives such as defining quality spaces, ensuring safety and accessibility, respecting the character of the community, considerations on the adaptability of space in a building, and sustainability. The proposed Manor Park North and South Secondary Plan emphasizes public realm improvements including animated pedestrian spaces, active frontages, and minimizing the impact of parking on public space.

Gateway buildings intended to serve as focal points of the community are assigned to key intersections (Hemlock Road and St. Laurent Boulevard, and Brittany Drive and St. Laurent Boulevard) in the policy area which demand for stronger public realm treatment and enhanced design approach. The policy framework supports this direction to be applied to subsequent applications, such as Site Plan, for the development of these key sites.

Section 4.11 concerns the compatibility of new buildings with their surroundings through setbacks, heights, transitions, colours and materials, orientation of entrances, location of loading facilities and service areas, and podium design. The development concept, and as directed in the recommended Secondary Plan, places an emphasis on quality architecture, an enhanced public realm with active entrances, new parkland and public amenity spaces, and the retention of mature trees.

Built form transitions in Manor Park North allow for mid-rise mixed-use development along St. Laurent Boulevard and Hemlock Road while stepping down to low-rise forms (townhouses) nearer to the surrounding established neighbourhoods. In Manor Park South, open spaces and tower blocks in the surrounding area mean taller building heights can be contextualized and their impacts mitigated.

The proposed development introduces intensification through concept master plans that position Manor Park North for development up to and including mid-rise development and Manor Park South for development up to and including high-rise development. The recommended Manor Park North and South Secondary Plan is consistent with the broader policies of the current Official Plan, are compatible with the direction of the new Council-approved Official Plan and adhere to the relevant design guidelines. The proposed development incorporates appropriate built form transition and enhances the public realm, while providing residential intensification, mixed-use development, and new parkland.

Through application review and consultation, significant changes were made to the proposal details and policies, including reduced heights all throughout Manor Park North, reduced podium heights and greater tower transition in Manor Park South, and evolution of the Secondary Plan policies to create a transparent framework that will guide the development of these lands over the phases, which could take decades. Furthermore, consultation and applicant discussions led to a memorandum of understanding focused around no displacement for current tenants and affordable housing (see Document 5). The Official Plan Amendment is recommended for approval.

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 report.

CONSULTATION

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications.

Prior to application submission, the applicant/owner team met independently with existing tenants and local community groups. The team also launched the project website [Vision Manor Park – Manor Park Holdings](#), which was updated regularly through the review process.

During application review a variety of consultation opportunities occurred in addition to normal public consultation requirement for an Official Plan Amendment, which included:

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COMMENTS BY THE WARD COUNCILLOR

Councillor Rawlson King provided the following comments:

“In May 2020, many residents of the Ward, including from the Manor Park community, wrote to me indicating that they wanted me to vote against the expansion of the urban boundary as proposed in the new Official Plan. They did that knowing that intensification would occur in Rideau-Rockcliffe Ward, including in Manor Park. During this specific application submission, over the last year of consultation I found that the general expectation of most Manor Park residents was that any proposed development complements the existing community with appropriate levels of densification. As a result, many have expressed dismay at the extent and oversized scale of the intensification proposed in this application, and their objections are founded in a concern for preserving the general characteristics of Manor Park, through the preservation of green space and neighbourhood character. During extensive discussions, onsite resident visits and public consultations surrounding this Official Plan Amendment, the majority of concerns I heard and received in correspondence from residents concerned the size of the buildings proposed and their potential negative impact on adjacent and abutting neighbouring properties.

Consequently, I will not be supporting the planning elements of this application as submitted due to the excessive building heights proposed throughout the plan area, which in both my and residents' estimations, do not preserve or honour the historic community character of Manor Park as a green scaped, low-rise residential area, particularly in Manor Park North. Though an Official Plan Amendment may not be the appropriate place to discuss housing typology, I believe there needs to be more townhouses and stacked townhouses, such as proposed for Mart Circle/Blasdel and

Blocks 1 and 3 of Manor Park North, with ground-oriented family-sized units and fewer towers with podiums.

Examples of excessive proposed heights in Manor Park North include the 9 storey gateway building on the northwest corner of Hemlock and St. Laurent, and three other 9 storey towers along the west side of St. Laurent between Hemlock and Eastborne. Concerning Manor Park South, excessive proposed heights include the 25 storey gateway building on the northeast corner of St. Laurent and Brittany, and the nine to 30 storey towers along the north/east side of Brittany and on the west side of Brittany between Quarry and Kristin. Podium heights for all of these proposed towers (2 to 6 storeys) would be more appropriate as the building height limits, but certainly no residential towers should exceed 8 to 10 storeys.

Due to inappropriately proposed building heights, in several locations (e.g., Jeffrey Street, Riviera, Apple Tree), there are insensitive transitions from high-rise and mid-rise built forms to neighbouring low-rise residential areas, which could lead to loss of privacy, loss of views, and shadowing and loss of sunlight for the existing residents and generally the sense that these taller buildings are intrusive; lurking over and imposing on the low-rise dwellings.

Where the proposed built form is dominated by high-rise towers with mid-rise podiums, privately owned public spaces (POPS) are proposed as “amenities” or “landscaped private amenity spaces” which the Applicant has credited as open space, amenity space, public realm space, and in some cases greenspace. Residents, however, have not perceived this space as part of the public realm and as publicly available open space, but rather as private courtyards for the buildings that surround them, which is inconsistent with Manor Park’s existing community character of front yards for ground-based dwelling units; examples that may be perceived as private courtyards are in Blocks 4, 6 and 7 in Manor Park North, and Blocks 1, 2, 3 and 5 in Manor Park South. In my estimation, the Applicant should be directed to do whatever they can with design features to make entering these spaces inviting and welcoming for all, plus include signage that makes the public realm purpose and intent of these spaces explicit.

After extensive community consultation, my office published a position paper in July 2021 concerning the Manor Park redevelopment that provided a significant list of urban design criteria, as outlined by the community itself. I agree with those recommendations that call for an overall vision that extends the dominance and visual

continuity of soft landscaping evident throughout Manor Park as the defining village characteristic. The recommendations outlined should be implemented by the Applicant:

- a visual reference framework regarding the design of the buildings based on “best practice” built urban development references in comparable urban zones and climate zones;
- an analysis of design options demonstrating that the dramatic building heights provide a desirable benefit at ground level to the community (i.e., the consideration of building higher with the aim of freeing up open space at ground level vs. a low-rise densification option);
- a “rulebook” of visual references indicating the range of high-quality permitted materials to be used on the buildings;
- a ground level/streetscape analysis of projected pedestrian and cycle traffic in the context of future demand;
- a vehicle traffic analysis within the site with consideration of underground parking to eliminate cars from the streetscape beyond Hemlock and St Laurent Blvd.;
- a design strategy for street lighting (There is an opportunity to implement 'Dark Sky' objectives – which means ambient light does not escape upwards. Soft lighting is used.);
- a public art strategy with emphasis on Indigenous heritage;
- a retail masterplan for village shopping along St. Laurent Blvd. with curated small floor areas shops, shop windows sheltered by porches;
- a village wayfinding and signage set of principles and rules (with emphasis on St. Laurent Blvd.);
- the design concept of a village square as a central gathering space for the community unencumbered by traffic and with high-quality (permeable) hard and soft landscaping (e.g., cobblestone paving and planting of mature trees);
- an environmental report calculating the carbon footprint of the development and indicating how the energy demand will be (partially or fully) met with central zero-carbon energy generation.

The proposed community facility (centre), in Block 2 of Manor Park South, is proposed to be within the podium of a building to be constructed in Phase 2, which means that it may be built five or 10 years or more following approximately 150 affordable units being built as Phase 1 in Block 4 along the southern portion of the east side of Brittany (opposite Quarry and Kristin). Every effort should be made to advance the timing of the community centre such that its development does not significantly lag behind the needs of this newly established community.

Similarly, the proposed community gardens (Manor Park South nearest Manor Park Hill) and the proposed parks (Block 3 of Manor Park South, Block 5 of Manor Park North) should not be created late into the decades long build-out (e.g., the proposed park for Manor Park North is slated for Phase 4 of five phases); and further, they may need considerable “lead time” conducive to being started in Phase 1 or 2, because there may be soil contamination to be remediated on the lands targeted for parks or other green spaces, and there will be the need to enter into agreement(s) with the federal government to allow stormwater drainage from (at least one of) the proposed parks to flow through the federally owned drainage ditch leading to the Ottawa River.

Concerning the residential apartment buildings, the suggested supportive measures for active transportation and sustainable transportation should be made mandatory:

- 10 per cent (or less) grade for underground parking garage ramps where bicycle parking is located underground
- secure/protected from weather bicycle parking located underground, with bike repair stations
- bicycle parking = one space per bedroom (not per unit)
- vehicle parking = 0.25 spaces per unit (i.e., one space for every 4 units); parking costs separate from rental or purchase costs
- one-year PRESTO card for every rental unit
- on-site car sharing

There are predicted traffic impacts for Hemlock and St. Laurent stemming from the proposed Manor Park redevelopment, which is coupled with the increased traffic because of the build-out of Wateridge Village, which is concerning. But in particular,

regarding Brittany Drive, we fully support the improvements with the 24 metre right of way that are proposed, which include cycle tracks and sidewalks on both sides, plus proposed traffic calming measures, which include the pedestrian crossing at Bangs Street, bulb-outs (at Bangs, Quarry Road, and Kristin Way), and we agree that further consideration should be given to tapering of the travelled portion of the road to induce lower traffic speeds; but at the same time, while we support these improvements (to a 24B Conventional Layout), we do not support the formal designation of Brittany as a Collector nor any other measure that would be inconsistent with eventually lowering the posted speed limits of Brittany and other local roads within Manor Park's residential gateway zones.

The 9 storey gateway building (northwest corner of Hemlock and St. Laurent), and three other 9 storey towers along the west side of St. Laurent between Hemlock and Eastborne, are concerning for the goal of preserving the existing urban tree canopy, particularly along St. Laurent. The potential impact on Manor Park Public School, of having 6 storey buildings (Manor Park North Blocks 5 and 6) directly across Braemar Street from the school building, needs to be explicitly assessed.

While I will not be supporting the planning elements of the application because of the myriad concerns I have outlined, I would like to say, on behalf of Ward 13 constituents, that I was very appreciative of the Applicant's considerable and continuing efforts to consult with the community, and to coordinate with the Ward Councillor Office in our efforts to organize a process to create a community benefits agreement (CBA) in tandem with this planning application. Community benefit agreements will allow coalition of community organizations to work with the Applicant to address a broad range of community needs, which will provide safeguards to ensure that residents share in the benefits of major redevelopment. Consequently, I will be supporting the memorandum of understanding (MOU) element of the application, which is outside the auspices of the *Planning Act*, but that will directly address resident displacement and the provision of affordable housing if any development moves forward, while endorsing the community benefit agreement process. I wholeheartedly support and endorse having a community benefits agreement related to this proposed redevelopment of Manor Park, which will be created "by the community for the community."

LEGAL IMPLICATIONS

As stated in the recommendations in this report, the official plan amendment will not be presented for adoption until the Memorandum of Understanding has been signed. The Memorandum of Understanding has however been prepared such that it will not be binding until at such time as the official plan policies recommended by this report come into force. If the official plan amendment is not appealed, it will be binding until twenty-one days after notice of adoption is given. If the official plan amendment is appealed, it will be binding upon withdrawal of the appeal(s) or the decision of the Ontario Land Tribunal. Should the application be refused, reasons must be provided. In the event that the new Official Plan comes into force subsequent to the refusal, the applicant would not, without the consent of Council, be able to request an amendment to the new Official Plan for a period of two years.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

ASSET MANAGEMENT IMPLICATIONS

There are no direct asset management implications associated with the recommendations of this report to establish a new Secondary Plan (Manor Park North and South Secondary Plan). The scope of implications will be better understood once a Master Servicing Study is completed for the area, per the Secondary Plan policy requirements. Through subsequent planning applications, as the lands are developed, the City will acquire parkland, and possibly new roads and infrastructure. New assets will be appropriately assessed and secured through the relevant planning applications. Assets acquired through development will add to City's inventory for lifecycle renewal and replacement in the long term. The potential lifecycle and maintenance costs would be determined through those subsequent planning application(s), as applicable, and as such there no direct financial implications at this time.

FINANCIAL IMPLICATIONS

There are no direct financial implications associated with the report recommendations.

ACCESSIBILITY IMPACTS

New buildings will be required to meet the accessibility criteria contained within the

Ontario Building Code. As the proposal is limited to concept plans at this time, there are no detailed proposals for individual buildings. Staff have no concerns about accessibility.

CLIMATE IMPLICATIONS

This report has no direct Climate Implications. However, as the subject lands are expected to development over a period of potential 50 years, the new development will be required to adhere to the new OP (and subsequent amendments), and potential future tools, such as high-development performance standards. Staff have no concerns with the recommended Secondary Plan, which does not preclude the ability for sustainable development to be assessed through the subsequent planning applications.

TERM OF COUNCIL PRIORITIES

This project addresses the following Term of Council Priorities:

- Economic Growth and Diversification
- Integrated Transportation
- Thriving Communities

APPLICATION PROCESS TIMELINE STATUS

This application (Development Application Number: D01-01-21-0003) was not processed by the "On Time Decision Date" established for the processing of Official Plan amendments due to a number of revisions made through the review process, finalizing the details of the Secondary Plan, and from discussions on the Memorandum of Understanding.

SUPPORTING DOCUMENTATION

Document 1 Location Map

Document 2 Official Plan Amendment

Document 3 Concept Images

Document 4 Consultation Details

Document 5 Memorandum of Understanding

DISPOSITION

Office of the City Clerk, Council and Committee Services to notify the owner; applicant; Krista O'Brien, Program Manager, Tax Billing and 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.

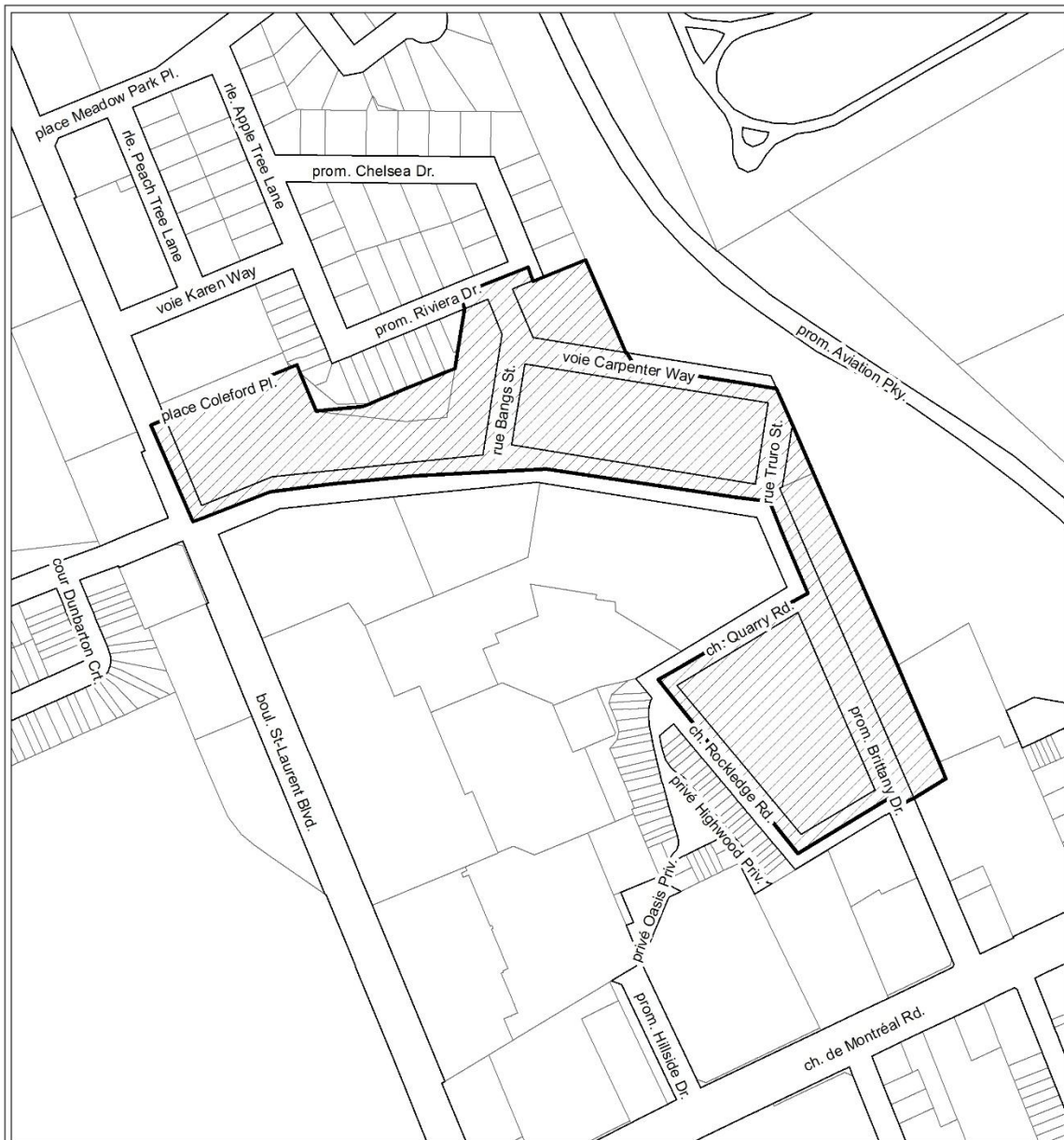
Planning Operations Branch, Planning Services to undertake the statutory notification.



** Note: A minor correction was made to the report pursuant to the City Clerk and Solicitor's Delegated Authority to correct clerical, spelling, or minor errors of an administrative nature as set out in Schedule C, Subsection 7 of Delegation of Authority By-Law 2022-29 (to correct the reference of Britney Drive to Brittany Drive).*

Document 1 – Location Map



		LOCATION MAP / PLAN DE LOCALISATION OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL	
D01-01-21-0003	21-0300-A	MANOR PARK NORTH / NORD	
I:\CO\2021\OPAManor Park North			
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©Les données de parcelles appartiennent à Terranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE			
REVISION / RÉVISION - 2021 / 03 / 26		<div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; border: 1px solid black; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); margin-right: 5px;"></div> <p> 1032 avenue Blasdell Avenue; 206 boulevard St-Laurent Blvd; 244 boulevard St-Laurent Blvd; 61 rue Braemar Street; 869 chemin Hemlock Road. </p> </div>	 <small>NOT TO SCALE</small>



		LOCATION MAP / PLAN DE LOCALISATION OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL	
D01-01-21-0003	21-0300-A	MANOR PARK SOUTH / SUD	
I:\CO\2021\OPA\Manor Park South			
<small>©Parcel data is owned by Terranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission THIS IS NOT A PLAN OF SURVEY</small>			
<small>©Les données de parcelles appartiennent à Terranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE</small>			
REVISION / RÉVISION - 2021 / 03 / 26			
		<div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; border: 1px solid black; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); margin-right: 5px;"></div> <div> <p>231 promenade Brittany Drive; 425 promenade Brittany Drive; 459 promenade Brittany Drive; 496 promenade Brittany Drive; 411 voie Carpenter Way</p> </div> </div>	
			 <small>NOT TO SCALE</small>

Document 2 – Official Plan Amendment

**Official Plan Amendment XX to the
Official Plan for the
City of Ottawa**

INDEX

THE STATEMENT OF COMPONENTS

PART A – THE PREAMBLE introduces the actual amendment but does not constitute part of Amendment No. XX to the Official Plan for the City of Ottawa.

PART B – THE AMENDMENT constitutes Amendment XX to the Official Plan for the City of Ottawa.

PART C – THE APPENDIX -Schedule A and B, Appendix 1 and 2, of Amendment XX – Official Plan for the City of Ottawa

PART A – THE PREAMBLE

Purpose

Location

Basis

Rationale

PART B – THE AMENDMENT

Introduction

Details of the Amendment

Implementation and Interpretation

PART C – THE APPENDIX

Schedule A and B, Appendix 1 and 2 of Amendment XX – Official Plan for the City of Ottawa

PART A – THE PREAMBLE

1. Purpose

The purpose of this amendment to the Official Plan is to create a new Secondary Plan within Volume 2a for Manor Park North and Manor Park South. The amendment will facilitate a redevelopment concept with a variety of residential and mixed-use development, and two neighbourhood parks. Building heights in Manor Park North vary up to a maximum of nine-storeys. Building heights in Manor Park South vary up to a maximum height of 30-storeys.

The summary of proposed amendments are as follows:

- a. Create the Manor Park North and South Secondary Plan with area specific policies guiding growth of the subject lands.
- b. Schedule A illustrates the land use designations and maximum building heights in Manor Park North, based on the demonstration plan in Appendix 1.
- c. Schedule B illustrates the land use designations and maximum building heights in Manor Park South, based on the demonstration plan in Appendix 2.

2. Location

The proposed Official Plan amendment includes changes applicable to the Manor Park North and Manor Park South lands, inclusive of 1032 Blasdell Avenue, 206 St. Laurent Boulevard, 244 St. Laurent Boulevard, 61 Braemar Street, 869 Hemlock Road, 231 Brittany Drive, 425 Brittany Drive, 459 Brittany Drive, 496 Brittany Drive, and 411 Carpenters Way. The subject lands are located at the intersection of St. Laurent Boulevard and Hemlock Road, and along Brittany Drive east of St. Laurent Boulevard.

3. Basis

The amendment to the Official Plan was requested by the applicant in order to create a new Secondary Plan within Volume 2a of the Official Plan to guide the redevelopment of the subject lands as per the concept plans. The Secondary Plan will establish policies to direct land use and built form, public realm, transportation and circulation, infrastructure, and implementation, include Schedules to illustrate

the land use designations and maximum building heights, and Appendixes showing the demonstration plans.

4. Rationale

The amendment to create a Secondary Plan specific to the Manor Park North and Manor Park South lands is appropriate and supported by staff. The application process and recommend policies demonstrate a policy framework that guides the future growth and evolution of this large land holding. Through the review process and public consultation, significant changes were made to the proposal details which helped inform the recommended policies. Manor Park North concentrates mid-rise buildings along edge conditions of St. Laurent Avenue and Hemlock Road while transitioning to low-rise built forms where the lands approach and abut neighbouring low-rise residential areas. Manor Park South is situated in a different context with a variety of building heights and lot fabric. Taller buildings have been strategically located to transition from nearby low-rise residential, and podium heights have been designed with a range of two- to four-storeys to maintain human scale along the local street (Brittany Drive). The Secondary Plan is consistent with the broader goals of intensification of the Official Plan, and the plan allows for transparency and certainty as these lands develop over the next decades.

PART B – THE AMENDMENT

1. Introduction

All of this part of this document entitled Part B – The Amendment consisting of the following text and the attached Schedules constitutes Amendment No. XX to the Official Plan for the City of Ottawa.

2. Details

The City of Ottawa Official Plan, Volume 2a – Secondary Plans, is hereby amended as follows:

- 1.1 Volume 2a, Secondary Plans, is amended by adding all of the following text, Schedules and Appendixes below as an independent Secondary Plan for Manor Park North and South:

MANOR PARK NORTH AND SOUTH SECONDARY PLAN

1.0 INTRODUCTION

The purpose of this Secondary Plan (“the Plan”) is to guide the redevelopment of the Manor Park North and South Lands as identified in the Plan, generally centred around the intersection of St. Laurent Boulevard and Hemlock Road, and Brittany Drive. The Plan is to be read as City Council’s policy direction for municipal actions and in the review of development applications.

2.0 PLANNING AREA

The Planning Area is shown on Schedule A – Manor Park North and Schedule B – Manor Park South, as well as Appendix 1 – Demonstration Plan North and Appendix 2 – Demonstration Plan South.

3.0 GUIDING PRINCIPLES

The following guiding principles have been developed to guide redevelopment of the planning area:

1. The area will transform over time to become an attractive and well-designed “15-minute community” with active street frontages, outdoor amenity areas, and two (2) new parks, with one each to be located in the North and South lands.
2. The area will accommodate a mix of land uses, including residential, office, and retail, which will offer a live, work, play environment for residents.
3. The redevelopment will be integrated into the community with multiple connections to the existing neighbourhood, abutting greenspaces, and buildings with active edges.
4. New development will frame the area with transitional building heights including low- to mid-rise buildings in the North and low, mid and high-rise buildings in the South. Building heights will transition down to mitigate for potential impacts from existing low-rise residential communities.
5. The development will support efficient transit service through the provision of multi-directional active transportation connections. Incentives, such as reduced parking rates, free bus passes during the early stages of redevelopment, shall be provided to help transit become an attractive mode of transportation. Built form and site design shall support the rapid transformation of the area towards transportation mode share goals.
6. Improve transportation system efficiency by allowing users, particularly non-drivers, the opportunity to choose from a wide range of accessible transportation options. New development will provide pedestrian and cycling connectivity in support of this goal, especially along Hemlock Road, St. Laurent Boulevard and Brittany Drive, and offer opportunities to connect to the multi-use pathway along the Aviation Parkway.
7. Intersection and right-of-way improvements will ensure that access to the area is safe for all modes of transportation while giving priority of movement to vulnerable modes of transportation

4.0 LAND USE AND BUILT FORM

In addition to the applicable policies in the Official Plan, this section provides detailed policies for each land use area identified on Schedule A – Manor Park North and Schedule B – Manor Park South.

4.1 Manor Park North

1. The maximum building height is mid-rise (9 storeys or less) along Hemlock Road and St. Laurent Boulevard, or as identified on Schedule A – Manor Park North.
2. Mid-rise buildings must be well-proportioned, integrated with surroundings and should generally take the podium and tower approach in built form design, being that the massing of the building is broken down through the use of setbacks and stepbacks, which also provide transition between proposed mid-rise buildings and existing low-rise areas. For mainstreet and minor corridors, transition should be achieved within the corridor lands.
3. New development shall articulate the building mass and explore design techniques such as setbacks and step backs to avoid the canyon effect along the public street and to minimize the visual and microclimate impacts on public and private realms.
4. Mid-rise buildings should be designed and located to minimize wind and shadowing impacts and maintain sunlight penetration to public spaces, maintain privacy, and preserve public views and sky views, among other elements.
5. The height of a podium for a mid-rise building should be between two (2) and four (4) storeys. The typical floors should be well set back from the podium faces and should be articulated to break up building mass and allow sky views, sunlight, and transition towards the abutting properties.

4.2 Manor Park South

1. The maximum building height is high-rise (10-30 storeys) along Brittany Drive and St. Laurent Boulevard, or as identified on Schedule B – Manor Park South.
2. High-rise buildings must be well-proportioned with respect to floorplate size and volume, integrated with surroundings and take the podium and tower approach in built form design. Transitions shall be guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.
3. Where two or more high-rise buildings exist within the immediate context, new high-rise buildings shall relate to the surrounding buildings and provide a

- variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.
4. New development shall articulate the building mass and explore design techniques such as setbacks and step backs to avoid the canyon effect along the public street and to minimize the visual and microclimate impacts on public and private realms. Generally, towers should be setback from the edge of the podium by a minimum of three metres.
 5. Brittany Drive is envisioned to support high-rise towers on low-rise podiums to reflect and borrow from the existing surrounding context. Building on the existing transit services, Brittany Drive is to become a multi-modal street including cycling facilities and sidewalks on both sides of the street for its full length. Improvements to the right-of-way shall be reviewed and considered with each phase of development.
 6. Where an application results in the closure of Carpenters Way, the underlying land use designations in Schedule B shall apply, being Park and High-rise Neighbourhood, respectively.
 7. High-rise buildings will be designed and located to minimize wind and shadowing impacts and maintain sunlight penetration to public spaces, maintain privacy, and preserve public views and sky views, among other elements. To achieve these objectives, the tower portion of all high-rise buildings shall meet required separation distances from other high-rise building towers. Proposals for high-rise buildings that include distances less than specified must:
 - a. Demonstrate that the objectives stated above are met through the use of a smaller floor plate, building orientation and/or building shape; and
 - b. Demonstrate that the potential for future adjacent high-rise buildings can be developed to meet required separation distances.
 8. Maximum tower floorplates should be no larger than 750 square metres. Proposals for residential floorplates larger than 750 square metres, or commercial floorplates larger than 1,500 square metres shall:

- a. Demonstrate that the objectives stated above are met through the use of building orientation, and/or building shape; and
 - b. Provide a greater separation distance between towers on the same lot and greater setbacks to side and rear lot lines.
9. The height of a podium for a high-rise building should be between two (2) and six (6) storeys. With the exception of Block 1, which is a gateway location, podium heights fronting onto Brittany Drive should be between two (2) and four (4) storeys. The tower floorplate should be set back from the podium faces and should be articulated to break up building mass and allow sky views, sunlight, and transition towards the abutting properties.
10. A community facility and community garden are to be incorporated onto the west side of the block at the intersection of Bangs Street and Brittany Drive. The community facility may be located in the podium of a larger building.

5.0 PUBLIC REALM

The success of the redevelopment of the planning area depends on the creation of an attractive and functional public realm. The components of the public realm are illustrated on Schedules A and B. New development is to be consistent with this plan. The following policies apply to the area:

1. The Village Core area at St. Laurent Boulevard and Eastbourne Avenue will revitalize and animate the intersection with animated pedestrian entrances that will face the street and landscaping to animate the street edge. The woonerf on the east side of St. Laurent Boulevard will create a more urban centre for local services to support the new development and the surrounding community.
2. Buildings will create an urban environment by bringing buildings closer to the street with building walls that will include clear glazing, pedestrian entrances, patios and courtyards where appropriate. All buildings shall feature urban built form characteristics including but not limited to:
 - Shallow front yard setbacks and in some contexts zero front yards with an emphasis on built-form relationship with the public realm;
 - Principal entrances at grade with direct relationship to public realm;

- No automobile parking, or limited parking that is concealed from the street and not forming an integral part of a building, such as in a front facing garage.
3. The gateway building at the intersection of St. Laurent Boulevard and Hemlock Road will form part of a transit supportive area with an urbanized edge including active frontage and sidewalks of sufficient width to accommodate users. This includes no curb cuts, as parking is to be accessed from side streets, active entrances, active transportation infrastructure and a range of housing typologies.
 4. On-street parking is encouraged along local streets to minimize off-street surface parking. Parking is to be generally located in underground parking garages, except where it cannot be accommodated due to geotechnical issues. Surface parking lots are prohibited within the Village Core area.
 5. The Plan provides key pedestrian and cyclist connections within the site, including safe and convenient access to the transit, adjacent neighbourhoods, sidewalks, landscaping and public open spaces.
 6. The indication of any proposed roads (public or private) in policy text or on the Schedules are meant to show a general location based on the demonstration plans in Annex 1 and 2. Minor adjustments to the location of these facilities, through subsequent planning applications, do not require an amendment to the Official Plan, provided they are consistent with the objectives and policy directions of the Plan.
 7. Urban greenspaces within the area should be animated.
 8. Blank walls facing the public realm or large outdoor amenity areas at grade are not permitted.

5.1 Parks

1. The Plan includes the conveyance and development of new park land. The parks are identified on Schedules A and B and are intended to coincide with the redevelopment of the respective planning areas. This Plan seeks to balance the increased density proposed through redevelopment with the inclusion of active public park spaces within this area. This is a demonstration of the minimum potential of current plan densities, shown in Appendix 1 and 2.

2. Minimum park size, shape, quality and location will be based on parkland dedication in accordance with the provisions of the Planning Act, the Parkland Dedication By-law, the Park Development Manual and the Parks and Recreation Facilities Master Plan, through the development approvals process, to the satisfaction of the City.
3. A public park may be established and located within any area of the Plan and will include facilities and programming suitable for the demographics of the planning area at the time of development as approved by the City.
4. Recreation, Cultural and Facility Services will provide the recommendations for park programming, planning and design in consultation with the community.
5. Schedules A and B of this plan provide additional general direction for park size and location, but as noted, they are approximate, and their size and configuration are subject to change.

6.0 TRANSPORTATION AND CIRCULATION

Proposed improvements for transportation and circulation are illustrated on Schedules A and B. Minor changes in the location, configuration and/or width of streets, drive aisles and intersections will not require an amendment to the Secondary Plan.

1. The area will evolve over time with less surface parking. Parking to serve ground floor commercial uses will be located underground or provided through new on-street parking opportunities. Surface parking shall be phased out as development proceeds.
2. New local streets shall exhibit high vehicular friction and be designed to slow operating speeds and prioritize sustainable modes of transportation.
3. The woonerf in Manor Park North is a private street which prioritizes pedestrians over vehicular traffic. Vehicles will have limited access except for deliveries and other services as required to support the ground floor commercial uses, as well as emergency services.

6.1 Manor Park North

1. New local streets are to include traffic calming measures to minimize cut-through traffic for the safety of pedestrians.
2. Enhanced cycling facilities will be introduced along St. Laurent Boulevard and Hemlock Road to provide connections to the City's larger cycling network.
3. Access to underground parking garages will be strategically located to minimize potential conflicts with pedestrians and cyclists along public and private roads, as well as internal circulation pathways, such as by providing vehicular access to parking and service areas from side streets or rear lanes.
4. The large development blocks are to be developed with proposed private walkways to ensure the permeability of these spaces for pedestrians.

6.2 Manor Park South

1. Brittany Drive is to be redesigned as a 24-metre local road with enhanced cycling and pedestrian infrastructure, including sidewalks on both sides within the right-of-way.
2. Enhanced cycling facilities will be introduced along Brittany Drive to provide connections to the City's larger cycling network.
3. Access to underground parking garages will be strategically located to minimize potential conflicts with pedestrians and cyclists along public and private roads, as well as internal circulation pathways.
4. Opportunities for new and improved pedestrian linkages to the NCC lands and pathways will be prioritized where possible, including to the new proposed park.
5. The potential road closure of Carpenter Way shall be subject to a Road Closure application, or other processes as determined by the City, at the owner's expense.

6.3 Transit and Walkability

1. Where practical and appropriate, transit facilities (i.e. shelters, passenger information displays) shall be integrated into the development as part of a "complete streets" approach.

2. Transit stops, shelters and crosswalks will be centrally located for ease of access by all users and building occupants. Transit platforms shall be designed to enable ease of pedestrian movement as well as incorporate the necessary elements that support transit use.
3. Maintain and promote pedestrian-scale streets, clear signage, and landscaping and around transit stops for improved walkability, wayfinding and sense of place.
4. Direct well-lit, weather-protected pedestrian access as well as clear sightlines should be provided to increase pedestrian comfort and safety.

7.0 INFRASTRUCTURE

1. The redevelopment of Manor Park proposes to artificially increase the flow of stormwater to a federally owned ditch that conveys water to the Ottawa River. Prior to development, the right to divert runoff to this facility must be demonstrated. Any planned growth will need to include measures to ensure that downstream adverse impacts are avoided, and if necessary, mitigated.
2. Prior to development of any land whose drainage currently drain to the combined system but will flow onto federal property to reach the Ottawa River, the owner shall provide confirmation to the City that federal approval is obtained for the right to discharge additional water to the drainage system, and for any required works required to obtain drainage and mitigate downstream impacts.
3. For new lands whose drainage will flow onto federal property to reach the Ottawa River, the City may use a holding zone provision with the symbol "-h", through a Zoning By-law Amendment, and specify that future development of lands, is considered premature due to lack of right to discharge stormwater onto federal lands.
4. Development Agreements to provide for the cost of works to address potential drainage impacts to federal lands shall be entered into by the benefiting parties and approved by the City as a condition of approval of an appropriate development application(s). Such agreements shall ensure that the necessary approvals and the required contributions of funds and commitments for services will be in place and operative prior to, or coincident with redevelopment of lands that rely on drainage to federal lands.

5. Master Servicing Study

- a. The subject site is located within a low-rise area and the existing pressure water zone, as of the date of this adoption, cannot provide adequate water supply for the proposed intensification across the subject lands. There are issues with watermain looping as well as redundancy in the south development. Therefore, a Master Servicing Study (MSS) shall be prepared and provided by the Owner. The report shall outline the scope of work, utility constraints, construction methodologies, phasing, and the basis for the detailed design of the water distribution system. The MSS should compare and provide high-level guidance on the preferred servicing alternative for the proposed development and shall be satisfactory to the City.
- b. The MSS shall cover all aspects of servicing including but not limited to, water, wastewater, and stormwater management. The MSS will be developed through the evaluation of alternatives that provide an acceptable level of servicing while meeting the objectives of the water and watershed/sub-watershed plan and satisfy constraints imposed by topography, land uses, and land ownership and provide acceptable solutions for these issues, particularly the water servicing issue for the entire development. This also includes the construction of new infrastructure such as water and wastewater.
- c. The MSS is a required submission document along with the first phase of development in support of any planning applications associated with the first phase of development and is required to deem any such application as complete/adequate.

8.0 INTERPRETATION

1. This Plan establishes broad principles to guide the future redevelopment of the Manor Park Lands. Sections 1 to 8 and Schedules A and B constitute the Manor Park North and South Secondary Plan.
2. Appendix 1 and 2 (Demonstration Plans) provides a reference to the conceptual redevelopment plan for the area over the next 20+ years. It does not constitute part of this Secondary Plan.

3. In the event of conflicting policies between this Secondary Plan and the Official Plan, the Secondary Plan policy shall prevail.

9.0 IMPLEMENTATION

1. At each phase of redevelopment, a transportation study must be undertaken to determine the detailed design of transportation and circulation measures, consistent with the City's Transportation Impact Assessment Guidelines.
2. The location of the proposed parklands will be as shown on the Schedules A and B unless otherwise directed by the City, and the parks will be zoned as L1 (Community Leisure Facility Zone) for parkland and recreational uses as per the Zoning By-law, as amendment from time to time.
3. Parkland shall be conveyed to the City following issuance of a building permit(s) for any new development resulting in 500 dwelling units, or more, in the planning area of Manor Park North. Conveyance of the said parkland will be implemented through registration of a Site Plan Agreement and/or Plan of Subdivision corresponding with the phase that triggers this threshold.
4. Parkland shall be conveyed to the City following issuance of a building permit(s) for any new development resulting in 700 dwelling units, or more, in the planning area of Manor Park South. Conveyance of the said parkland will be implemented through registration of a Site Plan Agreement corresponding with the phase that triggers this threshold.
5. Any remedial work required on the park blocks due to soil contamination will be at the expense of the developer. Services including but not limited to (water, storm, sanitary, hydro) will be required to be installed at 2.0 metres, as per City standards, amended from time to time, inside the park property line at the expense of the developer.
6. Park blocks conveyed to the City must provide for safe, public open space that can be developed over time to suit the community. Although development charges for park construction will be collected for the proposed development, the developer acknowledges and agrees to construct the park blocks to 'clean and green' standards including free draining. 'Clean and green' as applied to the Park Blocks is defined as free of contaminants and debris, graded to subdivision/site

plan control levels, serviced, topsoil to be provided to City standards, and seeded for grass growth

7. The Ward portion of Cash in Lieu of Parkland (if required) collected for all phases of the development occurring within the plan area will be used to supplement the development charge funding for the construction of the proposed parks.
8. For the Secondary Plan's Policy Area, a cost sharing agreement and area parks plan among all landowners may be required to coordinate several developers to collaborate and to allocate parkland dedication to obtain the most optimal park locations for these areas, including assembling one larger park. Where such a park cost sharing agreement is required, the City shall require the submission of a copy of the executed agreement to the City as a condition of draft plan approval of plans of subdivision and plans of condominium, and as a condition of approval for severance and site plan control applications, all to the satisfaction of the City.
9. Transportation Demand Management (TDM) strategies are to be implemented for the area at the time of redevelopment. Transit passes for new residents as well as information signage are recommended Transportation Demand Management strategies.

10.0 SCHEDULES

- SCHEDULE A – MANOR PARK NORTH – DESIGNATION PLAN AND MAXIMUM BUILDING HEIGHTS
- SCHEDULE B – MANOR PARK SOUTH – DESIGNATION PLAN AND MAXIMUM BUILDING HEIGHTS

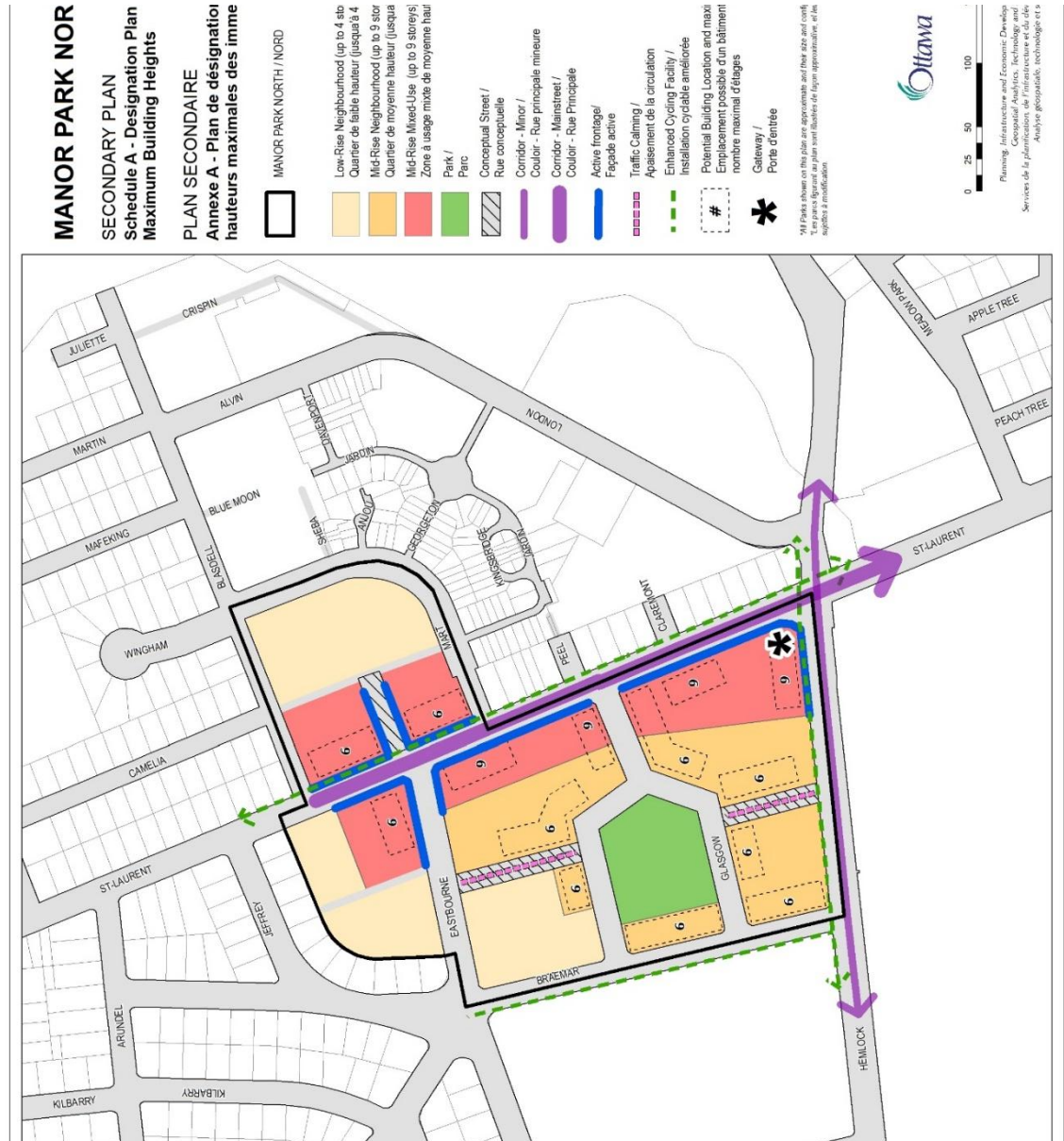
11.0 APPENDICES

- APPENDIX 1 – DEMONSTRATION PLAN NORTH
- APPENDIX 2 – DEMONSTRATION PLAN SOUTH

3. Implementation and Interpretation

Implementation and interpretation of this Amendment shall be in accordance with the policies of the Official Plan for the City of Ottawa.

PART C – Schedule A and Schedule B, Appendix 1 and Appendix 2



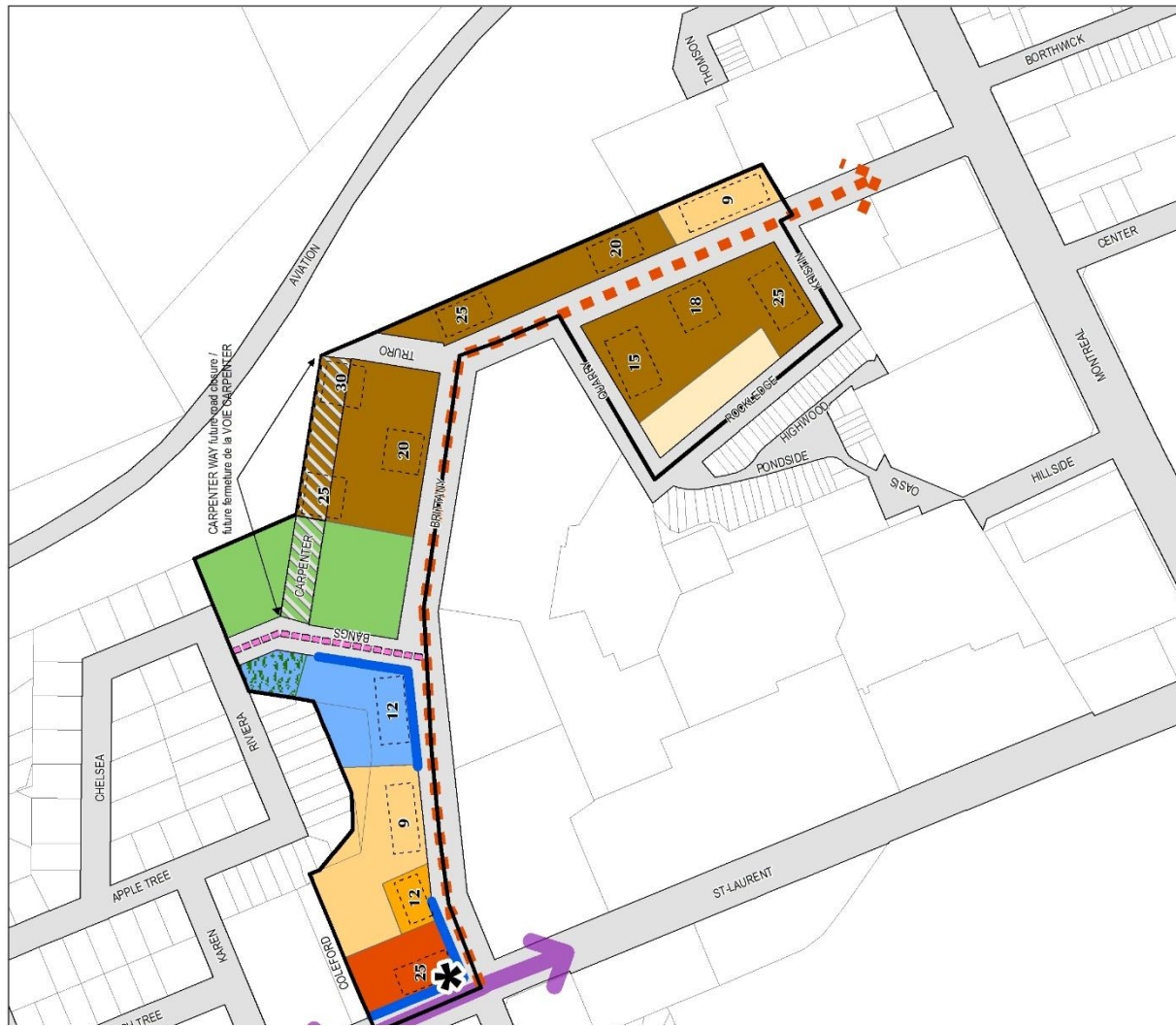
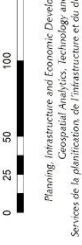
MANOR PARK SOI

SECONDARY PLAN
Schedule A - Designation Pla
Maximum Building Heights

PLAN SECONDAIRE
Annexe A - Plan de désignati
hauteurs maximales des inn

- MANOR PARK SOUTH / SUD
- Low-Rise Neighbourhood (up to 4 s
Quartier de faible hauteur (jusqua à
- Mid-Rise Neighbourhood (up to 9 st
Quartier de moyenne hauteur (jusq
- High-Rise Neighbourhood (up to 12
Quartier de grande hauteur (jusqua'
- High-Rise Neighbourhood (up to 30
Quartier de grande hauteur (jusqua'
- High-Rise Mixed-Use (up to 25 stor
Zone à usage mixte de grande haut
- Community Facility / Mid-Rise Mixer
Installation communautaire / Zone à
- Park /
Parc
- Community Garden /
Jardin communautaire
- Corridor - Mainstreet /
Coulor - Rue Principale
- Active frontage/
Façade active
- Traffic Calming /
Apaisement de la circulation
- Local Road - enhanced transit and cycle
Rue locale - amélioration des installati
- Potential Building Location and max
Emplacement possible d'un bâtiment
- nombre maximal d'étages
- Gateway /
Porte d'entrée

*44 Parks shown on this plan are approximate and their size and/or
Les parcs figurant au plan sont illustrés de façon approximative et l



**- Demonstration Plan - North
 Plan de démonstration - Nord**



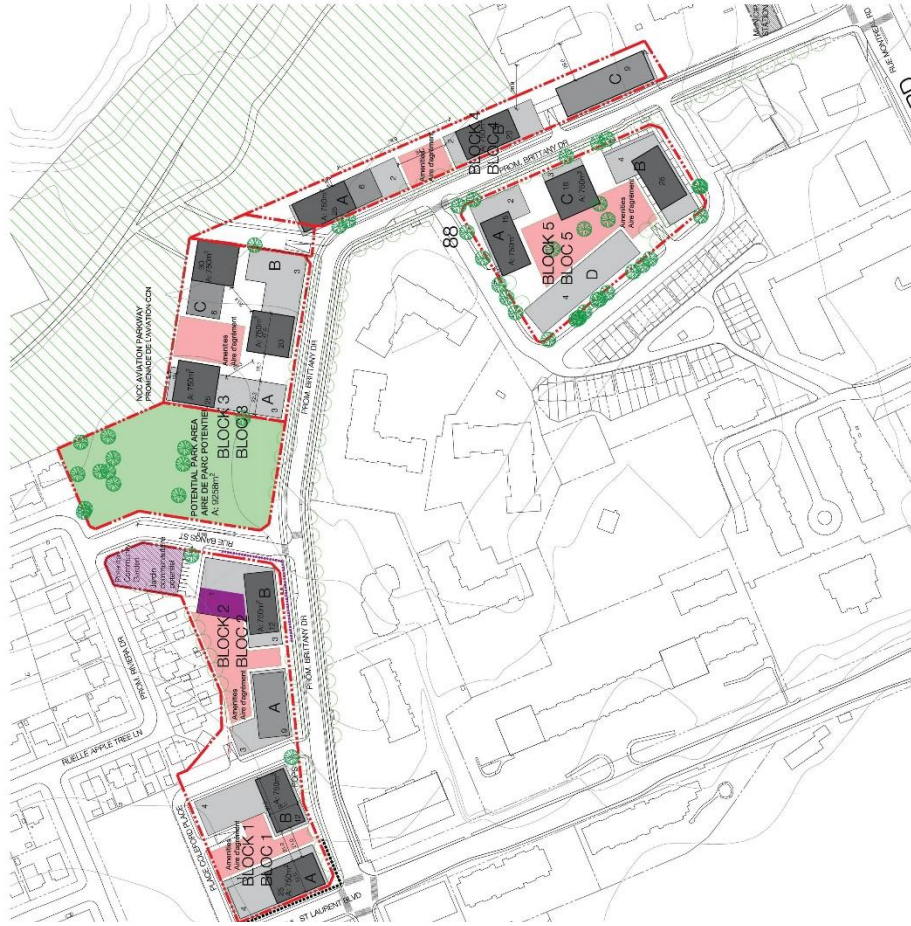
Estimate unit yields / Nombre estimé
 Total of apartments / Appartements tot
 Total of townhouse' units / Maisons en
Total number of units / Nombre total
Potential commercial GFA / Superficie
 *Stacked and Back-to-back townhouses

	NORTH / NORD
Apartment / Appartements	61
Townhouse / Maisons en rangée	276
Stacked townhouse / Maisons en rangée empilées	61
Back-to-back townhouse / Maisons en rangée dos-à-dos	30
Commercial GFA / Superficie commerciale	824
Commercial GFA / Superficie commerciale	164
Commercial GFA / Superficie commerciale	394
TOTAL	1,309

LEGENDE / LÉGENDE

- Proposed Building / Bâtiment proposé
- Landscaped Private Amenity Spaces / Aires d'agrément privés
- Existing Public Park / Parc public actuel
- NCC Aviation Parkway / Promenade de l'aviation CCN
- Proposed Park (Area dedicated + lan / Parc proposé (Aire dédiée + échange)
- ROW Protection - Height 30m / Protection d'emprise - Hauteur 30m
- Plaza - POPS /
- Potential for Commercial Active Front / Potentiel des façades actives comm
- Potential Private Walkway / Promenade privée potentielle
- Proposed Property Boundaries / Limites de propriétés proposées
- Setbacks /
- Marges de recul
- Existing Deciduous Tree - Envaseé / Arbre feuillu actuel - Envaseé à être
- Existing Conifer Tree - Envaseé to be / Arbre conifère actuel - Envaseé à être
- Proposed Tree / Arbre proposé

2 - Demonstration Plan - South
 - Plan de démonstration - Sud



Estimate unit yield / Nombre estimé
 Total number of units / Nombre total
 Potential commercial GFA / Superficie
 Potential Social Infrastructure GFA:

	SOUTH / SUD
Block/Bloc 1	357
Block/Bloc 2	206
Block/Bloc 3	697
Block/Bloc 4	530
Block/Bloc 5	589
TOTAL	2,379

LEGEND / LEGENDE

- Proposed Building / Bâtiment proposé
- Landscaped Private Amenity Space / Aires d'agrément privés
- Potential Ground Floor Social Infrastructure / Potential pour des infrastructures rez-de-chaussée
- Potential for Community Garden / Potential d'un jardin communautaire
- Proposed Park (area dedicated) / Parc proposé (Aire dédiée + Ferme)
- NCC Aviation Parkway / Promenade de l'aviation CCN
- Potential Social Infrastructure Activity / Potential pour des infrastructures sociales au rez-de-chaussée
- Potential for Commercial Active Frt / Potential des façades actives commerciales
- Proposed Property Boundaries / Limites de propriétés proposées
- Setbacks / Marges de recul
- Existing Deciduous Tree - Envisaged / Arbre feuillu actuel - Envisagé à être
- Existing Conifer Tree - Envisaged to be / Arbre conifère actuel - Envisagé à être
- Proposed Tree / Arbre proposé

Document 3 – Concept Images

Manor Park North



Manor Park South



Document 4 – Consultation Details

Notification and public consultation were undertaken in accordance with the Public Notification and Consultation Policy approved by Council for Development Applications.

Prior to application submission, the applicant/owner team met independently with existing tenants and local community groups. The team also launched the project website [Vision Manor Park – Manor Park Holdings](#), which was updated regularly through the review process.

During application review a variety of consultation opportunities occurred in addition to normal public consultation requirement for an Official Plan Amendment, which included:

- Vision Manor Park video updates and messages, and YouTube channel.
- June 1, 2021 - Community Information Session, held virtually, for focused group only with existing Manor Park residents. 80+ participants.
- June 7, 2021 – Community Information Session, held virtually, open to the general public for a presentation of the proposed development Master Plan. 160+ participants.
- June 14, 2021 – Community Information Session, held virtually, question and answer component in response to the June 7 presentation. 180+ participants.
- Owner offered one-on-one or small group discussions with the Owner (Lalit Aggarwal) via Vision Manor Park website.
- October 18, 2021 – Community update. YouTube presentation for updated re-submission to the City via Vision Manor Park Website.
- January 13, 2022 – Councillor King's office hosted a Community Town Hall Manor Park meeting, held virtually, focused on discussions for a community benefit agreement.
- February 23, 2022 – Councillor King's office and staff hosted a public information session focused on the Memorandum of Understanding.

During application review over 500 individuals/groups submitted comments. Some comments were positive, while majority of the submissions expressed concerns over general themes such as intensification, building height, amenities, traffic and transportation, environment, housing market, building material, infrastructure, construction, and application process.

The following represents a summary of the comments submitted, in no particular order.

Public Comments and Responses

Positive:

- Redevelopment is welcome. The existing housing has been poorly maintained and needs to be replaced.
- Community amenities within walking distance is positively responded to.
- Appreciate the parks that are being recommended.
- Support large commercial opportunities.
- Support construction of high-rise buildings in Manor Park South as there are already a few in that area.
- Interested in the benefits of access to services, amenities, public spaces and housing.
- Support the approach surrounding creating walkable areas to reduce car dependency.
- Would like to see the neighbourhood become more urbanized, with stores and restaurants within walking distance.
- Support the variety of housing types being considered for each community.
- This development with increased number of affordable housing is positive.

Response:

For the reasons outlined in the staff report and given the details of the recommended Secondary Plan in Document 2, staff are recommending approval of the application.

Intensification:

- Concerns regarding density and the proposed increase in the number of units by 620%. This will have an overwhelming impact on the current neighbourhood's character.
- This proposal, combined with the development in Wateridge Village and old Rockcliffe Airbase site, is producing too much intensification for the area to be sustainable.
- Proposal will disturb the established beauty and quiet in surrounding parks, schools, cemeteries. Need to protect Canada's National Cemetery from high-rise densification and highway encroachments.
- The increases in the number of people coming into the small neighbourhood will reduce the safety and security of everyone in the neighbourhood.
- High-rises and intensification will trigger increase in rodents, bedbugs and cockroaches.
- Over-densification is being proposed and will put too much pressure on the city infrastructure.
- Parks proposed are not substantial enough for such a major infrastructure project.
- Many concerns regarding capacity of existing schools.
- Concerns regarding physical health being impacted due to reduced exposure to sunlight, greenspace and vegetation, increase air and noise pollution, increased light pollution and mental health being impacted by higher-density due to associated depression and anxiety disorders. Further intensification can increase the spread of illness such as COVID-19.

- Should look to the east side of St. Laurent Blvd to see well thought out intensification, redevelopment (multi-housing units with low level condominiums, single family dwelling and apartments).
- Would like to see how intensification is helpful to the city's future development.
- Many are in favour of development but the proposal under consideration is too extreme in scale and would overwhelm the neighbourhood. Would like to see a proposal that preserves the unique character of the neighbourhood.

Response:

The development of these lands will take place over many years and the recommended secondary planning will guide this growth. The lands are suitable for intensification and have demonstrated consistency with the both the current and new Official Plan. Each development phase will be subject to subsequent planning applications, and as noted in the recommended secondary planning more review, such as transportation and infrastructure will continue to be assessed with each application. The park land being secured is in accordance with Parkland Dedication By-law, and the secondary plan policies allow this to be monitoring based on the proposed density and to ensure park delivery within the early stages of redevelopment of Manor Park North and Manor Park South. School Boards did not express a concern with this application but will continue to be consulted as the lands are developed.

Building Height:

- Units off Eastbourne should be kept at the two-storey height so they are in keeping with the existing residential neighbours and will maintain the sunlight and privacy for existing properties.
- Concerns about shade caused by proposed mid and high-rises on yards and houses.
 - This will prevent residents from investing in solar energy.
 - Negative impacts enjoyment of property, mental health, value of property.
- The high-rises are proposed in air that is frequented by migratory birds.

- Adding high-rises to Manor Park North will not maintain the current neighbourhood look, which is characterized by post-war low-rise buildings.
- Concerns about 30-storey buildings next to R1 dwellings. Would like to see more townhouses and buildings designed for “human scale” buildings through using step backs and better transition.
- Addition of multiple buildings from 4- to 30-storeys will go against and overwhelm measures put in place recently (bumps in roads, camera surveillance, signage, lane reductions, speed limit reductions, etc.).
- Height on the corner of St. Laurent and Hemlock is excessive, should be brought down.
- Would like more focus on the missing middle housing supply. Four-storeys is the comfort level in regard to building height.
- Concerns about views being blocked.
 - Views of cemetery blocked due to the wall effect created from the proposed buildings.
- Taller buildings will create more wind, which can impact existing homes by increasing water infiltration, damage shingles and create larger snow drifts on roofs.
- Towers will have loud HVAC units and negatively impact peace and tranquility in Manor Park.
- The high-rises will physically cut off Manor Park East area from the rest of Manor park. The community values maintaining physical and social linkages between all of its areas to maintain a sense of community.
- Manor Park is not part of the vision in the new OP for encouraging high rises only near main transit hubs.

Response:

The proposed building heights were revised throughout the review process to ensure that the policy framework and demonstration plans represented an appropriate built form transition to surrounding properties and design principles for human scale podiums, active edges, and tower separation. Additionally, majority of the proposed heights are consistent with the new Official Plan.

Amenities:

- Existing amenities (grocery stores, bus) do not have capacity to serve influx of residents.
- Would like to hear more explanation about how the proposal relates to the concept of a walking community, with more emphasis on increasing the “walkability” scores.
 - The proposal does not currently represent the city’s vision of a 15-minute neighbourhood.
- Daycares should be considered.
- Establishment of a French School should be considered.
- High schools should be accessible for Manor Park kids as part of the 15-minute neighbourhood initiative.
- Are there any playgrounds proposed within the neighbourhood parks?
- Would like to see low-rise seniors’ community with a central garden, a warden, a dining room, a gym, pool, etc.
- New OP encourages new developments including services such as a library and/or a community centre.
- If the Government of Canada goes ahead with the decision to connect Ottawa and Gatineau with a bridge, the Aviation Parkway will become a four-lane highway, thereby diminishing the value and quantity of the adjacent NCC lands noted for recreational use.

- Would like more clarity on what services are proposed for the 1,560 square metres of social infrastructure.

Response:

The proposed development concept incorporates mixed-use development with ground floor retail concentrated along St. Laurent to provide a variety of potential good and services within walking distance of the subject lands and surrounding community. As each phase is developed through subsequent planning applications the variety of potential land uses will be further evaluated, but the recommend secondary plan provides for an appropriate mix of uses and community amenities. The two neighbourhood parks that will be City-owned will be through a public design process prior to implementation. The space allocated in Manor Park South near Brittany and Bangs for a social infrastructure has not yet determined the use(s) but the recommended secondary plan secures this as a requirement.

Traffic/Transportation:

- Area is already busy with high traffic volumes. Reduction of lanes on St. Laurent Blvd has caused traffic issues. The proposed development would further cause increased traffic and congestion, safety risks, and noise pollution.
- Concerns surrounding safety of cyclists and pedestrians due to increased traffic.
- There are no crosswalks north of Hemlock and no safe crossing when the sidewalk ends on the west side of St. Laurent to Sandringham.
- Concerns for safety being impacted for children who currently ride bicycles, play street hockey and basketball on the roads
- Traffic calming measures should be applied throughout.
- Hemlock Road is a residential street and is not designated as a corridor. Concerns regarding intensification along this street not being in character with existing street
- Would like to see improvement in public transportation in this part of the city to address impact on traffic. There is no fast access to the existing LRT line by

public transit. Possible provision of land for future O-Train stop in the neighbourhood via St.Laurent or Aviation Parkway?

- Would like to see bike lanes or walking path extensions that connect Aviation Parkway path and the Hemlock bike lanes.
- Would like existing pedestrian/cycling routes to remain available after intensification.
- The Transportation Assessment shows that the projected peak traffic will exceed the capacity of St. Laurent Boulevard and Hemlock Road – will this road network be upgraded with the further intensification?
 - Page 55, table 27, explains the existing road network will not be able to handle the peak hour vehicle threshold and will be 54% over the maximum allowed. The concluding section glosses over this.
- The traffic measurements that were taken from early 2018 are not reflective of current traffic rates.
- The TIA is inaccurate, describing many streets having an unposted speed limit that is assumed to be 50km/h whereas this is a posted 40 km/h zone. The TIA also fails to consider some streets impacted by the development such as Jeffrey Avenue.
- The OMB previously identified the intersection of St. Laurent Blvd and Hemlock Rd as being at the failure point from a traffic perspective, even prior to the reduction of St. Laurent north of Montreal Road from four to two lanes to accommodate dedicated cycling lanes (in the context of the proposed Richcraft development of 2001 Karen Way).
- Not enough parking provided – where will residents and their visitors park? Would not like to see overflow of parking on street.

Response:

Traffic and transportation will continue to be reviewed and updated with every development phase as noted in the recommended secondary plan. While the area is

slated for intensification, it is also positioned to transition into an active transit supportive neighbourhood with improved public transit and access to active transit infrastructure. The City is currently in the process of going through the St. Laurent Boulevard Transit Priority Corridor study as well as the Montreal-Blair Road Transit Priority Corridor Study, but of which will impact how traffic and transportation will evolve around Manor Park. Additionally, the recommended policies call for traffic calming on local road, and also seek to enhance cycling and pedestrian infrastructure along Brittany Drive. Parking rates will be determined during review at each phase of development.

Environment:

- Proposed development will greatly increase car use and emissions, affecting local air quality.
- Larger building footprints will result in less greenspace. The local school already doesn't have enough greenspace in the yard. Additional greenspaces need to be created.
- Concerns regarding the loss of mature trees and overall tree canopy.
- Urban wildlife will be negatively impacted.
 - The Chimney Swifts (*Chaetura pelagicus*) nesting in the brick chimneys in the existing complex are classified as Threatened under the federal Species at Risk Act and the provincial Endangered Species Act.
- Wetlands at Hemlock and a creek at the end of Blasdell have a proposed road/pathway through them. This has raised concerns.
- Many pages in the Fotenn report identify the Caldwell-Carver Conservation Area in Rockcliffe Park as "COPP Park". It is not a park as implied and is rather an urban natural feature - its uses are limited to passive recreation.
- There are many negative externalities related to this development, such as concrete, steel, and glass which are environmentally damaging to produce and are not re-usable.

- Would like to emphasize the importance of landscape design to help build an environment that is healthy for the residents. Suggestions include vertical gardens, rain gardens, green corridors.
- Encourage the preservation of greenspace in the northeast corner of Brittany Drive.
- Suggestions of increasing setbacks of buildings to add greenspace near the proposed taller buildings on Mart St.
- Would like to see demonstration of a tangible commitment to adhere to sustainable targets.

Response:

As noted in the previous public comment section, the number of parking spaces and transit demand will be review with each phase of development. The proposed redevelopment of these lands will be subject to the recommended secondary plan as well as the new OP, both of which allow for a significant amount of greenspace and streets trees, in addition to the two new neighbourhood scale parks. Endangered species, such as Chimney Swifts, and the protection of urban natural features, will be reviewed through an Environmental Impact Statement, as applicable, with subsequent applications like Site Plan.

Housing Market:

- Manor Park Estates will face a disproportionate burden of Ottawa's population growth.
- Manor Park currently provides family-sized housing, not interested in tiny units. Proposal does not adequately address the need for family housing or retain family housing atmosphere.
- Concerned about residents being displaced due to unaffordability caused by the proposed development. Want clarity on where the displaced residents will go due to demolition and to address how vulnerable surrounding low-income residents will avoid displacement.

- Development could reduce stock of affordable housing available for rent. Suggest imposing conditions or requiring modifications to proposal in order to retain a stock of affordable housing available for rent.
- How will the rents of 'new' units compare to the current rents of existing units? Is there any guarantee that the rents will remain the same for existing units?
- Concerns that proposed development will devalue properties.
- Single family houses will become more expensive as their numbers diminish. With fewer single-family home options, fewer people will have a yard/area to garden, concerns about larger families being raised in apartment buildings – This might cause people to move to further suburbs and increase sprawl.
 - Emphasis placed on residents having a yard, small gardens, roof-top gardens.
- Ensure there is an appropriate mix of housing types.
 - Would also like to be assured that adapted housing and recreational facilities will be part of the mix to include persons with disabilities.
- High-rise apartments are conducive to making a neighbourhood in which people do not know their neighbours.
- Would recommend a variety of townhouses in Manor Park Gardens with several small commercial spaces, parks, pedestrian streets, street landscaping.

Response:

The development concept, as shown in the demonstration plans, allow for variety of units type and housing forms, including family-oriented units. Current tenants will be accommodated by the owner as outlined in the Memorandum of Understanding, as noted in Document 5. A percentage of the new development will be required as affordable housing, while the balance of new units will be market priced.

Building Materials:

- Building materials consisting of predominantly glass for high rises causes concern for hazard (birds).
- The existing historic houses add character to the city.
- Upgrading the current buildings rather than replacing is encouraged.
- Encourage incorporating green energy technologies within the proposed buildings.

Response:

The design of the new buildings will be reviewed in finer detail through subsequent planning applications, such as Site Plan, including review against the bird-safe design guidelines.

Infrastructure/Services:

- Concerns regarding increased flooding.
 - It seems likely that there will need to be extensive pumping during the construction period and post-construction and the drainage water will likely be diverted to the storm sewage system.
 - What impact will the water removed from the construction site have on the surrounding water table and aquifer, or McKay Lake and the adjacent Pond.
- How will existing roads, sewers, etc. support the increase in population and density. Will this project translate in resident's taxes?
- No sidewalk for residents who currently bicycle, walk and jog on the street. Increased population will increase risks and safety issues.

Response:

Development of these lands is subject to a Master Servicing Study as noted in the recommended secondary plan, and each development phase will need to demonstrate

infrastructure capacity and adequate storm water management. The secondary plan provides policy direction for more pedestrian and cycling connections, and new development will result in sidewalks.

Construction:

- Concerns that construction vehicles will be parked on sidewalks or over into crossings, making it dangerous to cross the road.
- Residences shaking from nearby excavation and loud noise from construction over an extended period. Concerns related to potential resulting damage to existing foundations and structures.
- Would prefer if property owners revitalized existing homes rather than building anew.
- Concerns of dirt and dust from construction impacting enjoyment of neighbouring properties.
- How will the development be phased in? What are the timelines for construction?

Response:

The development of each phase will require building permits, and depending on the scale and site being developed, the applicant will need to provide a construction management plan, including any traffic impacts. All construction activity will be subject to the Noise by-law. Timelines for construction have not been determined, but the initial phases are noted within the Memorandum of Understanding (Document 5).

Application Process:

- The developer has failed to present legal or planning evidence to back his desire to amend zoning from 2-4-storeys to up to 30-storeys.
- The applicant failed to provide information on which policies would likely be changed and the nature of the changes. Not a transparent planning process.
- Comparison to CFB Rockcliffe Airbase – produced a CDP, Secondary Policy Plan, ZBLA, Plan of Subdivision in parallel. Significant amount of public

consultation by way of Public Open House sessions and Public Advisory Committee. Would like to see a similar process for this file to provide a less rushed and more thoughtful planning approach

- Overall, would like to see more public consultation and improved engagement moving forward.

Response:

The application for Official Plan Amendment followed the Council-approved procedures for public notification and consultation. Through the review process, the details of the proposed master plan concept and rationale for policy amendment was posted on Ottawa.ca/devapps. More importantly, the recommendations and amendments are noted as per this staff report with Document 2 providing the specific policy framework for a new secondary plan, being the Manor Park North and South Secondary Plan.

COMMUNITY ORGANIZATION COMMENTS AND RESPONSES

Manor Park Community Association

Manor Park Community Association was actively engaged in the application review process and staff thank the association for their involvement and feedback. While many comments were submitted through the review and consultation process, the following is a general summary of the latest comments submitted on the proposed development concept.

Positive

- Purchase of the Gaspé “encounters with Canada” site for a future community use.
- The “no displacement” commitment and continued discussion on a community benefit agreement.
- Reduced height in Manor Park North.

- Reducing St. Laurent and Brittany from 30-storeys to 25-storeys, and the use of angular planes to mitigate the height impact of high-rises on residential areas in Manor Park Hill.
- Community garden in Manor Park South

Response:

The positive attributes and requirements to inform the development of these lands is secured with the recommend secondary plan details, including the area-specific policies and schedules.

Density and Building Heights

- The proposed intensification (nearly 600% increase) remains far in excess of Ottawa's target to accommodate 40% population growth over the next 25 years. This is over-densification and an over-burden on infrastructure and community resources, in an area not fully services by Ottawa's transit sytemm.
- Concern about displacement of the Manor Park Estates residents and there needs to be support for more ground access housing for families.
- The proposal remains largely as high-rise and paired with more infill will drive families to live outside the inner core. Manor Park south respaces townhouses with high-rise buildings.
- Reduce the height and number of proposed buildings.
- Manor Park North should have more ground-oriented units.

Response:

Intensification targets and goals within the Official Plan (current and new) sets minimums, and each application is review on its own merit. The rationale for staff support of creating the Manor Park North and South Secondary Plan is outlined in the main report. Majority of the building heights are consistent with the Official Plan, and the review of this application has carefully considered appropriate built form transition and strategic locations for taller buildings. The recommended policies provided direction for

the review and assessment of each development phase through subsequent planning applications.

Parks and Greenspace

- In proposed parkland is seriously insufficient in both Manor Park North and south to support a healthy livable community. Manor Park school cannot be considered as a park.
- Access to greenspace is essential for a healthy community and it is a high priority for Manor Park residents.
- Manor Park North should have all of Block 5 dedicated as parkland.
- London Terrace Park has significant ecological importance in the community as a wetland, and the installation of a proper retaining wall to delineate the wetland area is badly needed. But, also, the park has significant flooding and drainage issues caused by a broken city drainage pipe. Its playing fields are unusable for parts of the year and are getting smaller. The drainage issues in the London Terrace Park must be addressed in order for the park to provide the much-needed playing field, open sports area, and dog walking area for the community.
- Community wants Alvin Heights playground facilities to be upgraded.
- Manor Park South should have an additional non-contiguous park. Eliminate Block 5 for another park.
- For the proposed parks, we would like Manor Park Management to commit to the installation of park amenities and equipment, including play structures, bike racks, etc., in consultation with the City of Ottawa and MPCA.
- New buildings should have roof-top gardens and green roofs.

Response:

The parkland to be conveyed to the City of Ottawa is done in accordance with the *Ontario Planning Act* and Ottawa's Parkland Dedication By-law. The design and implementation of the two neighbourhood parks will go through a separate public

process closer to the time when the land is scheduled for conveyance to the City. The design aspect will include public consultation. Existing parks with respect to status and funding does not form part of this application. The finer design details of new buildings, such as possible green roofs or terrace gardens will be looked at when developments are proposed through Site Plan Control.

Buildings and Massing

- Proposal is inconsistent with the character of the neighbourhood and creates over-densification and building heights which have a devastating impact on Manor Park as a family-friendly community.
- Proposal does not provide enough ground based townhouses.
- Manor Park north will create a Canyon effect along St. Laurent with a near-contiguous wall of 9-storey buildings. These should be a maximum of 6-storeys.
- Building A in Block 5 (North) should be removed as it creates a barrier between the school and parkland.
- Further reductions in height should occur.
- 25-storey at St. Laurent and Brittany is too tall and 12-storeys would be more in keeping with the surrounding, including the OMB decision for the abutting property to the north.

Response:

The recommended policies and as shown in the demonstration plans provided for a thorough analysis of the subject lands will development over time, and transition was key component of this review to ensure that the development concept was compatible with the surrounding residential areas. The specific built form, such as podiums having townhouse units, is not specific to the policy, and such develop will be permitted on all blocks.

Road Changes

- In Manor Park North, the proposed new road entrance to Hemlock between Braemar and St. Laurent will be unsafe for school children, pedestrians, and cyclists and should be closed to motorized vehicles. Pedestrian traffic will increase with densification and as families walk to the new park. Concerns about vehicles existing the street with “nudge” into the pedestrian and cycling lanes.
- Recommend closing this street to vehicles
- Brittany should not be recommended as a 24m collector road. This is and will remain as a residential street. Safety issues will become of even greater concern as pedestrians and cyclists use Brittany to access the new park proposed as part of the OPA.

Response:

The new road in Manor Park North will be subject to further review when a Road Modification application is required for either the Road Opening or Plan of Subdivision. The location, however, if far enough away from other intersections and the design would include the appropriate pedestrian and cycling infrastructure to create a safe access and crossing. Brittany Road remains designated as a local road through this OPA, but the secondary plan added language to ensure that it evolves into a street with enhance pedestrian and cycling infrastructure. Each development will continue to be subject to a Transportation Impact Assessment.

Document 5 – Memorandum of Understanding

MEMORANDUM OF UNDERSTANDING BETWEEN
1041259 ONTARIO INC. & MANOR PARK ESTATES INC.
("Manor Park Estates")

-and-

CITY OF OTTAWA
(the "City")

WHEREAS Manor Park Estates has filed development application D01-01-21-0003 for an Official Plan amendment for the redevelopment of the Manor Park North and Manor Park South area; and

WHEREAS the *Planning Act*, Provincial policy and the Official Plan of the City of Ottawa promote the goal of the provision of affordable housing; and

WHEREAS Manor Park Estates also supports the goal of the provision of affordable housing; and

WHEREAS the City, Manor Park Estates, residents of the community and others have participated in a dialogue to provide to existing residents the opportunity to continue to reside in the community through its redevelopment; and

WHEREAS the City and Manor Park Estates have agreed upon principles to govern the redevelopment of the "Manor Park North" and "Manor Park South" lands with respect to the preservation of affordable housing and the ability of the existing residents to continue to be able to reside in the community through a no displacement strategy; and

WHEREAS while not required by the *Planning Act*, Manor Park Estates in the spirit of cooperation, agrees to enter into a Memorandum of Understanding (MOU) as

part of the Official Plan Amendment to reinforce their commitment to no displacement and support of affordable housing.

NOW THEREFORE the City and Manor Park agree as follows:

1. DEFINITIONS

"Manor Park North" and "Manor Park South" means the lands bounded by the heavy black line shown on Schedule "A".

"Natural Attrition" means the Manor Park residents leaving on their own accord.

"Official Plan Amendment" means the amendment to the City of Ottawa Official Plan policies set forth in Document 2, Report ACS2022-PIE-PS-0021.

"Planning Act" means the *Planning Act*, RSO 1990, c P.13, as amended.

"Planning Approvals" means any application in respect of development or redevelopment made under the *Planning Act*, including any application for Zoning By-law amendment, Minor Variance, Plan of Subdivision approval or Site Plan Control approval.

"Secured Affordable Existing" means the 540 dwelling units outside of Block 2 and Block 4 of Manor Park South, where in aggregate, the average monthly rent will remain at or below the average monthly City-wide rents by unit type, for any calendar year, as determined in the annual survey of City-wide rents for the prior calendar year published by the Canada Mortgage and Housing Corporation (Average Monthly Rent).

"Secured Affordable New" means a housing unit with a maximum monthly occupancy cost (by unit type) by using the Average Income by Household Income Deciles for the City of Ottawa.

2. ACKNOWLEDGEMENTS

For the purposes of this Memorandum, the City and Manor Park Estates agree that the following are accurate:

- a. The current number of units located within Manor Park North and

Manor Park South is 654 rental units.

- There are 332 dwelling units in Manor Park North.
 - There are 322 dwelling units in Manor Park South.
- b. The number of units at full build-out that would be permitted by the proposed Official Plan amendment is approximately 3,872 units.
 - c. It is anticipated that full build-out of the redevelopment will take 50 years to be completed.
 - d. Additional Planning Approvals are required for the redevelopment of Manor Park North and Manor Park South.

3. NO DISPLACEMENT

- a. Manor Park Estates commits to no displacement of current Manor Park residents.
- b. Manor Park Estates will provide at least a three-year community heads up that construction work is scheduled to begin on a particular Phase.
- c. Prior to the construction of each Phase, Manor Park residents will be offered relocation in a dwelling unit of similar size, including number of bedrooms, as the one vacated for the same or lesser rent.
- d. Dwelling units within the Manor Park North and Manor Park South lands will be prioritized, but Manor Park Estates will make properties in its broader portfolio available if preferable to the resident being relocated.
- e. Manor Park Estates will cover all moving costs and related incidentals associated with relocation.
- f. No sublet, assignment, transfer, or other change whatsoever in tenant(s) of record on the tenancy will be recognized, except between residents occupying the same unit prior to the three-year community heads-up.

4. PHASING

- a. In Phase 1, Manor Park Estates intends to focus on Block 4 of Manor Park South, with construction beginning no sooner than three years from the date of this Official Plan amendment coming into force.
- b. In Phase 2, Manor Park Estates intends to focus on Block 2 of Manor Park South as well as Block 3 for the construction of a City park, with construction beginning no sooner than six years from the date of this OPA coming into force.
- c. Manor Park Estates agrees to work with the City of Ottawa regarding parkland dedication and the construction of a City park, as long as existing Manor Park residents are not displaced from Block 3 (Manor Park South), per the no displacement strategy.
- d. The complete buildouts of Phases 1 and 2 may overlap depending on market and economic conditions.

5. SECURED AFFORDABLE EXISTING

- a. Of the total 654 existing dwelling units, it is anticipated that 114 dwelling units will be re-housed during the first two phases (i.e., the renewal of Blocks 2 and 4 in Manor Park South). Initial re-housing will occur in existing dwelling units or in the broader Manor Park portfolio.
- b. Manor Park Estates will designate the remaining 540 dwelling units outside of Blocks 2 and 4 in Manor Park South as Secured Affordable Existing.
- c. In aggregate, the average rental costs of these 540 dwelling units will remain at or below the average Ottawa market rental costs for dwelling units of comparable size and number of bedrooms.
- d. As new dwelling units are built, further re-housings can occur under the terms of the no displacement pledge in the new units. The phasing plan allows for an increase in housing supply on its Lands in aggregate after the first new building is built which is consistent with its no displacement pledge.
- e. This no displacement commitment shall remain in force until the existing tenant

leaves through their own natural attrition.

- f. No sublet, assignment, transfer, or other change whatsoever in tenant(s) of record on the tenancy will be recognized, except between residents occupying the same unit prior to the three-year community heads-up.

6. SECURED AFFORDABLE NEW

- a. As Manor Park Estates has committed to a three-year heads up, any further agreement regarding Secured Affordable New dwelling units will be covered under a separate agreement as required by the Inclusionary Zoning By-law.
- b. In the event the Inclusionary Zoning By-law is not approved and applicable, Manor Park Estates will commit to provide 10 per cent of the new rental dwelling units of each phase as Secured Affordable New for a period of 20 Years.
- c. In the event that Inclusionary Zoning is approved and Manor Park Management Inc's. contribution is less than 10 per cent, Manor Park Estates agrees to provide a minimum of 10 per cent of new rental units per phase as Secured Affordable New for a period of 20 Years from the date of the coming into force of the Official Plan amendment.
- d. This commitment applies solely to new rental dwelling units.

7. COMMUNITY BENEFITS

- a. Manor Park Estates agrees to work with the Manor Park Community, Ward Councillor's office and Ottawa Community Benefits Network, on a voluntary basis, to advance a Community Benefits Agreement (CBA) for the lands it owns or manages within or nearby the plan area to be governed by the Manor Park North and South Secondary Plan or elsewhere within the City of Ottawa's Ward 13 or in other communities near the Secondary Plan area.
- b. A continued dialogue towards establishing a CBA will occur after the Official Plan amendment has been adopted by Council and prior to the

registration of the Phase 1 Site Plan development.

- c. In addition to the affordable housing and no displacement strategy described in this MOU, the CBA discussions may result in a variety of other community benefits, as determined by the CBA process.
- d. The CBA referenced in this MOU is understood to not constitute a CBA as defined by Section 37 of the *Planning Act*, but rather an arrangement where a coalition of area residents and community organizations work with the applicant/owner to address a broad range of community needs, which will provide safeguards to ensure that residents share in the benefits of major redevelopment
- e. The Official Plan amendment is not contingent on the Community Benefits Agreement as per the *Planning Act*.
- f. The MOU is not contingent on the Community Benefits Agreement as per the *Planning Act*.

8. SALE OF LAND

- a. Manor Park Estates agrees to ensure that in the event of the sale of any of the lands in Schedule A that the purchaser assumes the responsibilities in this agreement.

9. TAX DEFERRAL AND DEVELOPMENT CHARGE CREDITS

The City shall work with Manor Park Estates to explore whether any tax deferral/abatement or development charge credits can be made available in respect of the redevelopment of the Manor Park Lands with a view to the provision of lower rents for some or all of the Secured Affordable New units subject to clause 6 b. above.

10. FUTURE PLANNING APPROVALS

The City agrees that Manor Park Estates provision of 540 Secure Affordable Existing units and 10 per cent Secure Affordable New units within the Manor Park North and Manor Park South lands in accordance with this Memorandum represents its full obligation to provide affordable housing within the said lands, unless otherwise required through

separate agreement if Inclusionary Zoning applies.

11. GENERAL

- a. This Memorandum is governed by and is to be construed and interpreted in accordance with the laws of the Province of Ontario.
- b. If any provision of this Memorandum is unenforceable or held to be unenforceable, the parties agree that all other provisions of this Memorandum will continue to have force and effect and shall not be affected thereby. The parties shall, however, use their best endeavours to agree on the replacement of the void, illegal or unenforceable provision(s) with legally acceptable clauses which correspond as closely as possible to the intent and purpose of the affected provision and this Memorandum as a whole.
- c. This Memorandum may be executed by the parties in separate counterparts and may be delivered by facsimile or other electronic transmission, each of which when so executed and delivered will be and considered an original, and all of which together will constitute one and the same agreement.

[Signature page follows]

The parties have executed this Memorandum as of the __day of February 2022.

CITY OF OTTAWA

By:

Name: Title:

By: Name: Title:

I/we have authority to bind the corporation.

MANOR PARK MANAGEMENT

By:




Name: Lalit Aggarwal

Title: President Manor Park




I/we have authority to bind the corporation.

Schedule A



		LOCATION MAP / PLAN DE LOCALISATION OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL	
D01-01-21-0003	21-0300-A	MANORS PARK NORTH / NORD	
I:\CO\2021\OPA\Manors Park North		 1032 avenue Blasdell Avenue; 206 boulevard St-Laurent Blvd; 244 boulevard St-Laurent Blvd; 61 rue Braemar Street; 869 chemin Hemlock Road.	
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission THIS IS NOT A PLAN OF SURVEY</small>			
<small>©Les données de parcelles appartiennent à Teranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE</small>			
REVISION / RÉVISION - 2021 / 03 / 26			



		LOCATION MAP / PLAN DE LOCALISATION OFFICIAL PLAN AMENDMENT / MODIFICATION DU PLAN OFFICIEL	
D01-01-21-0003	21-0300-A	MANOR PARK SOUTH / SUD	
I:\CO\2021\OPA\Manor Park South		 231 promenade Brittany Drive; 425 promenade Brittany Drive; 459 promenade Brittany Drive; 496 promenade Brittany Drive; 411 voie Carpenter Way	
<small>©Parcel data is owned by Teranet Enterprises Inc. and its suppliers All rights reserved. May not be produced without permission THIS IS NOT A PLAN OF SURVEY</small>			
<small>©Les données de parcelles appartiennent à Teranet Enterprises Inc. et à ses fournisseurs. Tous droits réservés. Ne peut être reproduit sans autorisation. CECI N'EST PAS UN PLAN D'ARPENTAGE</small>		 <small>NOT TO SCALE</small>	
REVISION / RÉVISION - 2021 / 03 / 26			