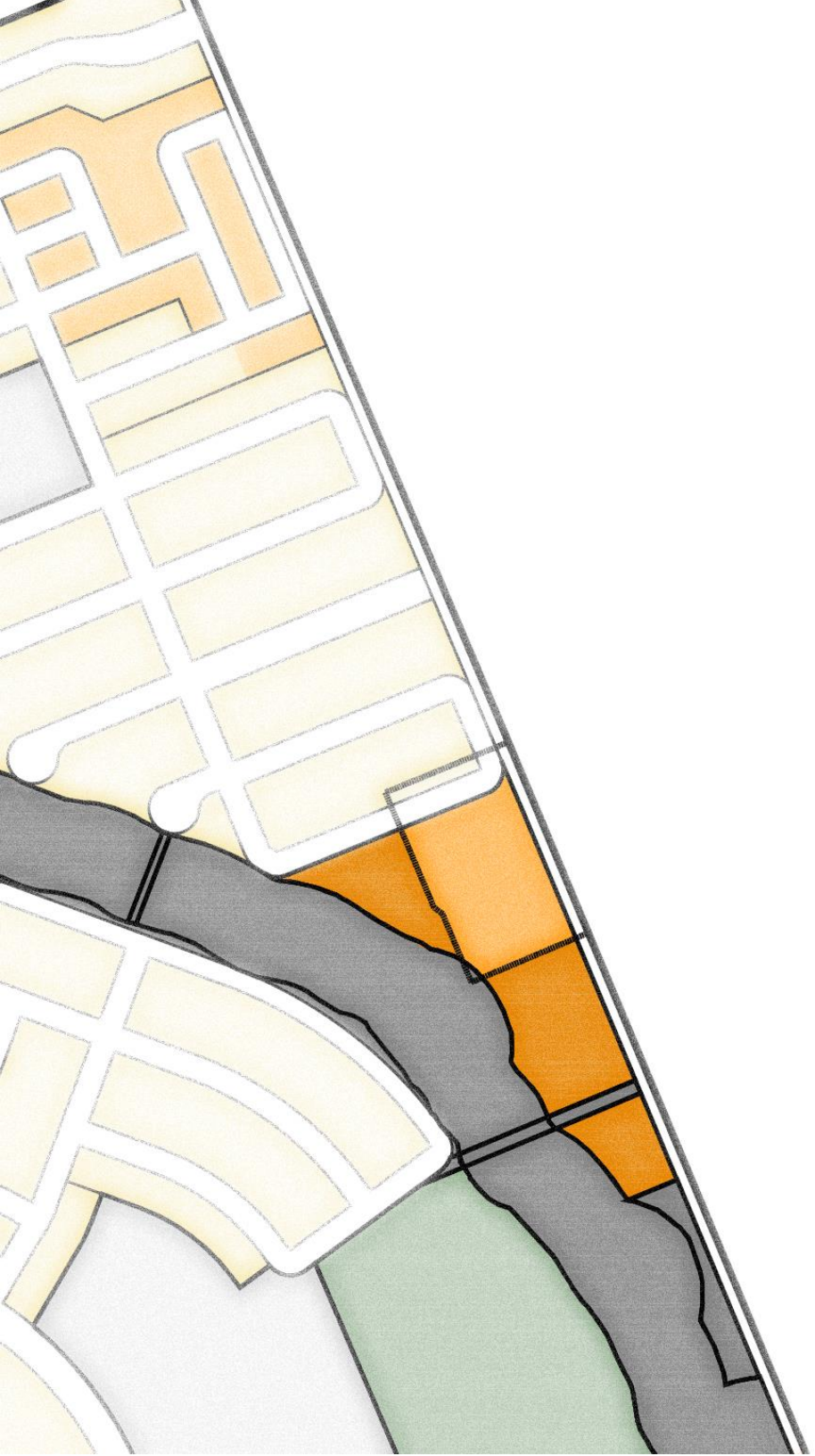

MER BLEUE EXPANSION AREA COMMUNITY DESIGN PLAN

City of Ottawa

June 2017

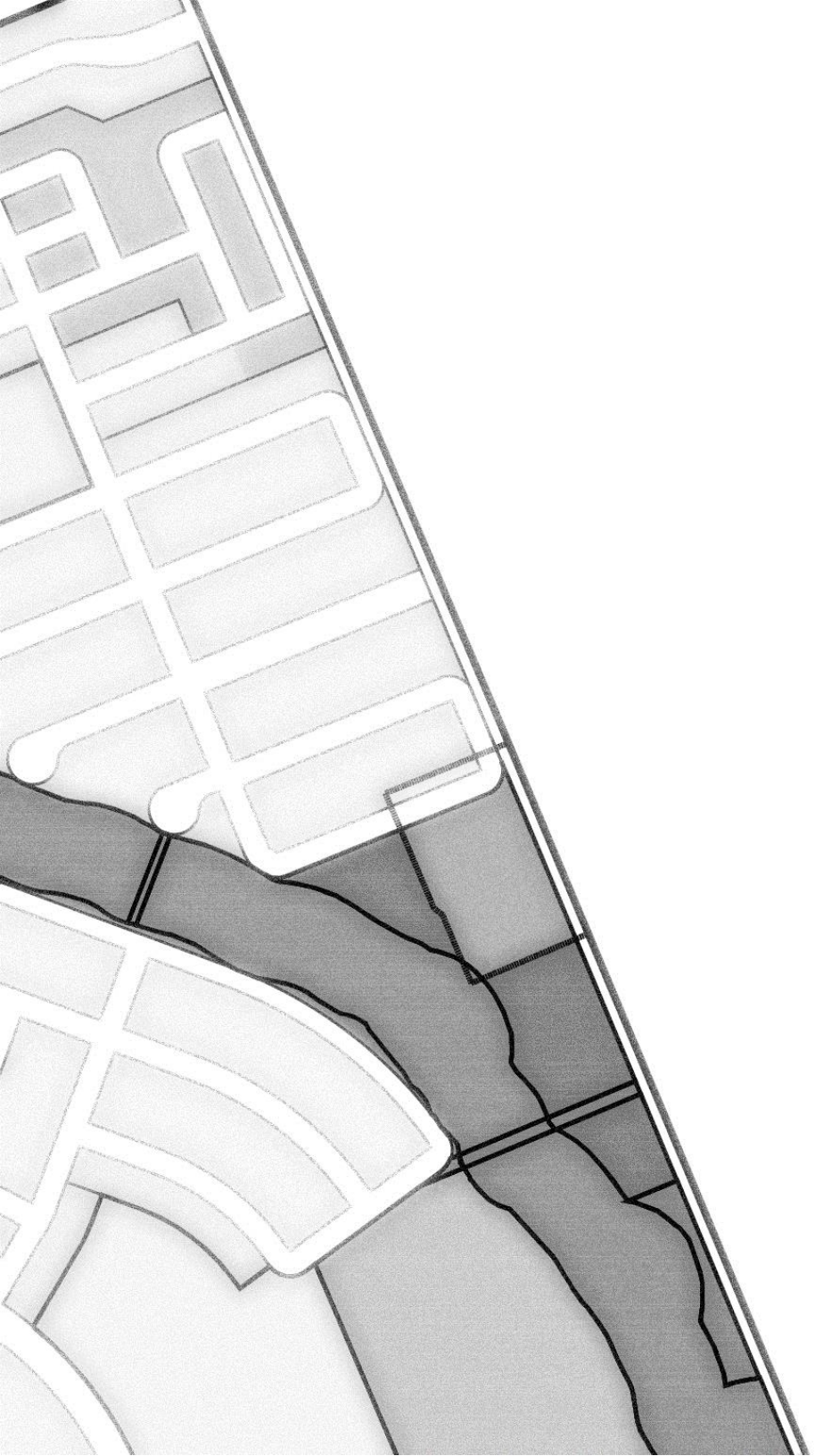

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TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

APPENDICES

1. EXECUTIVE SUMMARY

The Mer Bleue Urban Expansion Area 10 Community Design Plan (CDP) has been prepared by the Mer Bleue Land Owners Group (MBLOG), in collaboration with the City of Ottawa. The CDP is intended to demonstrate how development of the Mer Bleue Urban Expansion Area 10 (MBUEA) will achieve the requirements of the Official Plan. The CDP also provides a planning framework for the implementation of Official Plan policy through the subsequent development approvals process and will therefore be used as a guide for the preparation and review of future applications for development.

The Mer Bleue Urban Expansion Area 10 (MBUEA) is located south of the established urban area and is approximately 219 hectares (540 acres) in area, extending between Mer Bleue Road and Tenth Line Road and north of the village of Notre-Dames -des-Champes.

The MBUEA is envisioned as a contemporary master-planned community of approximately 3,500 units that could accommodate up to approximately 10,000 residents. The overall community design is structured around McKinnons Creek and provides for a range of housing in conjunction with parks and schools that are distributed throughout the community to allow for access by walking and cycling. To facilitate active transportation, neighbourhoods will be connected by a comprehensive pathway system following the street network and creek corridor.

A re-aligned Wall Road, together with new collector streets, will provide for an integrated road network that connects with existing and planned urban areas to the west and north.

2. COMMUNITY CONTEXT

2.1 INTRODUCTION

During the 2009 review of the City's Official Plan, in order to accommodate projected growth to 2031, a number of urban expansion areas were approved and designated as 'Urban Expansion Study Area'. Prior to development of these lands, a Community Design Plan ('CDP') is required, in accordance with Section 2.5.6 of the Official Plan. In addition, Section 3.11 of the Official Plan sets out a process for further amending the 'Urban Expansion Study Area to 'General Urban Area' and other land use designations appropriate for urban development.

This Community Design Plan (CDP) has been prepared to establish a community-wide land-use framework for the Mer Bleue Urban Expansion Area 10 (MBUEA) that reflects the principles, objectives and policies for community development as directed by the Official Plan. The purpose of a CDP is to provide a framework for the implementation of Official Plan policy through the development approvals process. The CDP also recognizes that development will occur incrementally over time and therefore ensures coordinated implementation of development. Community design plans are used as a guide to the preparation and review of future applications for development.

The CDP is based on a comprehensive planning, engineering and environmental analysis of the area, as well as stakeholder consultation. The CDP process has been integrated with the Class Environmental Assessment ('EA') approval process, which process is required for the approval of municipal infrastructure such as water, sanitary or storm sewers, roads and transit. This integrated EA process allows for coordinated review, consultation and approvals of both the Planning Act and Environmental Assessment Act matters.

This Community Design Plan has been prepared to provide a more detailed approach to the policy implementation of the Official Plan. The primary goal of this Community Design Plan is to provide a detailed land use plan to guide future development in the Community Design Plan Area.

The Mer Bleue CDP area reflects the Urban Expansion Study Area designation contained on Schedule B – Urban Policy of the City's Official Plan and its boundaries are generally defined by:

- Mer Bleue Road to the west;
- Tenth Line Road to the east;
- Existing urban area limits to the north and,
- The existing village of Notre-Dames-des-Champs and approved urban area limits to the south.

The area is illustrated on **Figure 1** and consists of approximately 219 hectares.

The Mer Bleue Expansion Area Community Design Plan is intended to guide the ultimate development of the community. Therefore, the Community Design Plan, consisting of the Land Use Plan and related text, and the detailed Demonstration Plan and Urban Design Guidelines contained in Sections 4 and 5, will:

- Implement the relevant policies of City of Ottawa Official Plan;
- Realize the relevant objectives and strategic directions advanced by "Building Better and Smarter Suburbs" (2015);
- Provide a comprehensive framework to manage new development through a land use and transportation plan that supports land use connectivity and movement for transit, pedestrians, cyclists and motorists;
- Guide the character and form of development, and the mix of residential uses and housing types within the Community through urban design guidelines;
- Direct that an appropriate transition be created between existing communities and the new development;
- Form the basis for which to consider applications for plans of subdivision, zoning and site plan approval; and,
- Provide the basis for the planning of, and budgeting for, infrastructure.

By an Amendment to the City of Ottawa Official Plan, the existing 'Urban Expansion Study Area' designation will be replaced by the corresponding land use designations reflective of the City of Ottawa Official Plan (such as 'General Urban Area', 'Urban Natural Feature', and so on) for those lands subject to this Community Design Plan.

The Community Design Plan will also be implemented by the City in accordance with the Official Plan of the City of Ottawa, by way of a Secondary Plan, and, under the powers of the *Planning Act*, the *Municipal Act*, and other applicable statutes.

FIGURE 1: Subject Site

2.2 EXISTING LAND USE CONDITIONS

Within the CDP area the predominant land uses are comprised of a mix of rural and agricultural uses, including cultivated fields, fallow and scrub lands, wooded areas, and farm/non-farm residences. An existing stormwater management pond facility is located to the west of Tenth Line Road, within the northerly portion of the CDP area (refer to **Figure 2**).

The village of Notre-Dame-des-Champs lies to the south of the CDP area and includes residential and related institutional uses, with commercial uses and limited non-residential uses focused primarily on Navan Road. The landfill operation, Waste Services Inc., occupies a site on the south side of Navan Road, and it currently accepts solid non-hazardous waste material (construction and demolition waste, inorganic materials and organic composting).

South of Navan Road is the Ottawa portion of the Prescott-Russell Recreational Trail that leads east 3km to the City/County Boundary. The 72km rail-to-trail conversion traverses from east to west (St-Eugene to Hammond), and crosses through five of the eight municipalities, East Hawkesbury, Champlain, La Nation, Alfred-Plantagenet, and Clarence-Rockland.

South of the Mer Bleue Urban Expansion Area, near the village of Notre-Dame-des-Champs, is the Mer Bleue Conservation Area. The Conservation Area is a unique wildlife sanctuary and conservation area managed by the National Capital Commission (NCC).

There are no designated heritage properties or buildings located within the CDP area.

FIGURE 2: Aerial Photograph

2.3 PLANNING FRAMEWORK

The following provides a brief summary of the Provincial and City planning policy framework that underpins the Mer Bleue Expansion Area Community Design Plan.

2.3.1 Provincial Policy Statement (2014)

The 2014 Provincial Policy Statement (PPS) provides policy direction on land use planning and development matters of provincial interest. Authority of the PPS comes from Section 2 of the Planning Act, and all decisions affecting planning matters within the Province of Ontario are required to "be consistent with" policies of the PPS. The Provincial interest focuses on the management of growth based on the efficient use of land and development.

Specifically, "healthy, livable and safe communities can be achieved by" (among other matters):

- Accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs;
- Avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- Promoting cost-effective development standards to minimize land consumption and servicing costs; and,
- Ensuring that necessary infrastructure and public services are/will be available to meet current and projected needs.

Section 1 of the PPS discusses "Building Strong Healthy Communities" and provides policy direction on matters related to community design, such as:

- Efficient development and land use patterns;
- A mix of residential, employment, recreational and open space uses; healthy, livable and safe communities with an appropriate range of housing types and densities;
- Healthy and active communities which provide for walking and cycling; and,
- Optimization of existing and planned infrastructure.

Section 2 of the PPS sets out policies relating to the Wise Use and Management of Resources, including:

- The protection of significant natural heritage features such as significant woodlands, fish habitat and habitat of endangered or threatened species;
- The protection of water resources; and
- The use of watershed boundaries as the ecological meaningful scale for integrated and long-term planning.

Section 3 of the PPS addresses "Protecting Public Health and Safety" and includes policies to protect the public from natural or human-made hazards through directing development to areas outside of hazardous lands impacted by flooding hazards, erosion hazards and/or dynamic beach hazards.

These Provincial objectives and policies have also been considered throughout the CDP preparation process. Further, the policies of the PPS are also reflected in the City of Ottawa Official Plan which provides additional policy direction on matters of provincial and municipal interest.

2.3.2 City of Ottawa Official Plan

The CDP process represents an opportunity to shape future development and land use in a manner that fulfills and implements the key goals, objectives and policies of the City of Ottawa Official Plan, including those pertaining to growth management, within a framework that carefully considers the character of existing and planned adjacent communities.

The City of Ottawa's most recent comprehensive five-year Official Plan Review (Official Plan Amendment ('OPA') No. 76) was adopted

by the Council of Ottawa on June 24, 2009 and was approved with the modifications by the Minister of Municipal Affairs and Housing on December 24, 2009; appeals were finally resolved by the Ontario Municipal Board in June 2012. The City's subsequent Official Plan Review (2013) resulted in Official Plan Amendment No. 150 (adopted and approved by the Ministry of Municipal Affairs and Housing in 2014) and currently under appeal).
The evaluation undertaken as part of OPA 76 determined that there was a need for additional urban area lands within the urban boundary to accommodate growth to 2031. Through a city-wide analysis to determine the location of these additional lands, eleven candidate areas were identified and analyzed on a comparative basis. Mer Bleue Expansion Area was identified as a candidate area and was highly ranked for the accommodation of future growth.

Accordingly, the Mer Bleue Expansion Area 10 lands were designated 'Urban Expansion Study Area' through OPA 76 and, as previously noted, are subject to a policy framework that requires a number of comprehensive studies to evaluate the area's land use potential (including, among other matters, natural heritage, servicing and transportation) and determine a detailed land use concept for the lands.

Section 3.11 of the Official Plan sets out in detail the requirements and process for bringing lands designated as Urban Expansion Study are into the Urban Area, including:

- The lands will be evaluated primarily for urban residential uses;
- An Official Plan amendment will be required to designate the lands General Urban Area and to implement infrastructure, environmental and open space provisions;
- A community design plan (or concept plan) will be required;
- The preparation of this plan will include a comprehensive consultation process with the community to identify issues and potential solutions;
- A landowners' agreement addressing the location and costs of parks, stormwater ponds, and other facilities will be prepared prior to the review of future development applications;
- Studies will identify the location, timing and cost of roads and transit facilities, water and wastewater services, public utilities, stormwater management facilities, and any other on-site or off-site elements required to service the area;
- An Environmental Management Plan will identify the natural heritage system in accordance with Section 2.4.3 of the Official Plan;
- Recreational pathways will be identified;
- The adequacy of existing or planned community facilities for the area will be evaluated in consultation with School Boards and other providers of community facilities;
- The mix and location of residential dwelling types for the area, as a minimum, will consist of the following:
    - At least 45% single detached but not more than 55 percent single-detached, at least 10% apartment dwellings, and the remainder being multiple dwellings other than apartments;
    - An overall minimum average density of 34 units per net hectare for residential development. Net residential density is defined as being the area of land in exclusively residential use, including lanes and parking areas internal to developments but excluding public streets, rights-of-way and all non-residential uses;
- The plan must show how other policies in the Official Plan will be achieved including, but not limited to, affordable housing and design;
- Requirements of the Environmental Assessment Act must be met, where required;
- A Financial Implementation Plan will be prepared.

Additionally, prior to development each land owner will be required to go through the subdivision and/or site plan approval process and

meet the requirements of Section 4, Review of Development Applications, and other relevant policies of the Official Plan.

2.3.3 Other City of Ottawa Initiatives

The following additional Official Plan plans, guidelines and studies have provided direction and guidance to the preparation of this CDP:

- City of Ottawa Official Plan, as approved by OMB (2012)
- City of Ottawa Park and Pathway Development Manual (2012)
- City of Ottawa Greenspace Master Plan (2006);
- Other CDPs;
- City of Ottawa "Building Better and Smarter Suburbs Strategic Directions and Action Plan";
- Transportation Master Plan (2013) and any available updates thereto;
- City of Ottawa Cycling Plan (2013);
- City of Ottawa Pedestrian Plan (2013);
- Infrastructure Master Plan (2009) and any available updates thereto;
- National Capital Commission (NCC) Greenbelt Master Plan;
- Natural Environmental Systems Strategy (NESS);
- Urban Natural Areas Environmental Evaluation Study (UNAEES);
- Stormwater Management Strategy (Master Plan);
- Pathway Network for Canada's Capital Region (Update);
- Ottawa Urban Design Guidelines for Greenfield Neighbourhoods;
- Ottawa Framework for Public Health and the Built Environment;
- Sports Fields Strategy;
- Ottawa Park and Pathway Development Manual; and
- Recreation Infrastructure Strategy.

As previously noted, the existing 'Urban Expansion Study Area' designation for the lands subject to this Community Design Plan, will be replaced by the corresponding land use designations reflective of the City of Ottawa Official Plan, through an Amendment to the Official Plan.

2.3.4 Building Better and Smarter Suburbs Strategic Directions and Action Plan (2015)

In March 2015, Planning Committee approved the 'Building Better and Smarter Suburbs: Strategic Directions and Action Plan" ('BBSS'). The BBSS is intended to lead to:

- Better efficiencies and functionality within new 'greenfield' developments (such as within lands designated of Urban Expansion Study Areas);
- Improvements in overall community and urban design; and,
- Consideration of long-term cost-effectiveness of development.

The BBSS establishes a 'Vision' that states that the "*principles of good urbanism should apply to the suburbs as they do to other parts of the City*." This vision has contributed to the formulation of the land use and infrastructure plans for the Mer Bleue Expansion Area CDP.

The BBSS is also based on the overall goals and objectives of:

- Ensuring that the increase in suburban density is accompanied by good subdivision design;
- Promoting complete, walkable and transit-supportive communities;
- Creating residential communities that are attractive, efficient and able to accommodate competing priorities including the reality of multiple-car ownership;
- Accommodating a variety of safe and reliable transportation options;
- Encouraging communities that are land and infrastructure efficient

- Balancing good urban design with long-term maintenance and operational costs.

Within nine core topic areas identified by the BBSS:

- Street Network and Land Use
- Parks and Open Space;
- Stormwater Management;
- School Sites;
- Parking;
- Road Rights-of-Way;
- Rear Lanes;
- Trees; and
- Utility Placement,

A series of detailed objectives and strategic directions have been established. While many of these matters apply at the detailed design/approval phase of development, where appropriate, these matters have been considered through the analysis and determination of a land use plan for the Mer Bleue Expansion Area CDP. An analysis of the response of the CDP to the BBSS (where relevant) is found in Appendix D.

3. Land Use Plan

The following establishes the Mer Bleue Expansion Area Community Design Plan that has resulted from: the broad policies of the Ottawa Official Plan, including those related to Urban Expansion Study Areas; the objectives and strategic directions advanced in "Building Better and Smarter Suburbs"; community consultation; and the technical assessment of the area's opportunities and constraints.

3.1 GUIDING PRINCIPLES

The Guiding Principles provide direction for the development of the Mer Bleue Expansion Area Community Design Plan and were developed through the consultation process and are consistent with the City's Official Plan.

Protect Key Natural Heritage Features and Functions

- McKinnons Creek and other significant natural heritage features provide important contributions to the greenspace network and will be protected within the Mer Bleue Expansion Area. Not only do these green spaces have environmental value, they also provide open space and recreational amenities and will contribute to a healthy community.
- Development within the Mer Bleue Expansion Area will promote active transportation modes including walking and cycling, as well as transit usage in order to reduce energy consumption patterns associated with automobile travel.
- Development will be encouraged to achieve green building standards and support energy efficiency and environmental sustainability.

Create Distinct, Healthy, Livable Neighbourhoods that are Sensitive and Responsive to, and Integrates with, the Existing Mer Bleue Community

- One of the Ottawa Official Plan's strategic directions is that "… growth will be managed in ways that create complete communities with a good balance of facilities and services to meet people's everyday needs, including schools, community facilities, parks, a variety of housing, and places to work and shop."
- The Mer Bleue Expansion Area will be designed to create residential neighbourhoods that serve the needs of residents of different lifestyles and incomes. Neighbourhoods should contain focal points, such as schools, parks and green spaces, which will serve as distinctive local landmarks and gathering places and walking destinations.
- Attention to design will help create attractive communities where buildings, open space and transportation work well together.

Provide an Opportunity for a Mix of Residential Housing Types and Densities

- Residential neighbourhoods should provide a range of housing types (single, semis, townhouse and apartments) to meet the needs of residents of differing lifestyles and incomes.

Ensure Timely and Efficient Phasing of Future Infrastructure

- The effective use of existing, and the provision of new servicing infrastructure, will be employed in order that development in Mer Bleue Expansion Area achieves the efficient and optimal use of such facilities.
- Alternative development standards will be considered where such standards can achieve a quality community while maintaining appropriate environmental, operating and maintenance standards.
- Servicing infrastructure should proceed in concert with development and opportunities for advancing the implementation by alternative means of financing such infrastructure should be considered.

Provide for a Connected Network of Community Facilities including Parks, Schools, Walkways and Open Spaces

- The community should be designed around identifiable focal points which include uses that attract and are accessible to all residents and provide a 'sense of place'. In addition, parks, schools, and open space, should be well-distributed through the community and easily accessible to residents.
- The greenspace areas should also be linked by trails, pathways, stormwater management facilities, schools and parks to create a network of community facilities that is accessible throughout the community.

Provide a Safe and Efficient Transportation System that accommodates all modes of Transportation

- Transportation infrastructure should proceed in concert with development, and opportunities for advancing the implementation by alternative means of financing should be considered.
- An offset grid street system with blocks sized to encourage walking, sidewalks and pathways, with a high degree of permeability and accessibility throughout the community, will support a diverse range of land uses and modes of transportation. Roads, sidewalks and pathways should link the community.
- Public transit will support and serve the community.
- Alternative engineering development standards will be considered where such standards can achieve a quality community while maintaining appropriate environmental, operating and maintenance standards.
- The Mer Bleue Expansion Area should be designed to accommodate all modes of transportation within a development pattern that emphasizes safe infrastructure for walking, cycling and transit for people of all ages over automobile travel.

3.2 LAND USE PLAN GOALS

The following goals form a framework for the Mer Bleue Expansion Area Land Use Plan. These land use objectives will also be considered in the context of the Building Better and Smarter Suburbs directives to design and implement a public realm and private land development that ensures a coordinated and comprehensive build out of the entire CDP study area over time.

Land Use

- *To achieve compact urban development forms that are pedestrian oriented and promote community interaction over the balance of the community;*
- *To ensure a wide range of community facilities and services appropriately located to meet the needs of local residents;*
- *To encourage development densities in locations that support the efficient and effective operation of the public transit system;*
- *To provide a range of housing forms and affordability;*
- *To protect the natural environment and incorporate key natural heritage features and open spaces into the land use plan;*
- *To create open space and recreational opportunities that focus on the natural features of McKinnons Creek; and,*
- *To recognize the potential for long-term intensification on existing developed lands.*

Residential Development

- *To promote opportunities for a mixture of low, medium and high density housing forms such that at least 3,500 units can be accommodated at build-out;*
- *To achieve a balanced mixture of housing types and densities throughout the community to support land use and transportation objectives and promote good urban design;*
- *To encourage a mix of housing types and densities throughout the CDP area to create a diverse and balanced community and avoid issues created by homogeneous built forms. and,*
- *To have regard to Provincial and municipal planning policies and initiatives when considering new residential development.*

Employment Opportunities

- *To provide viable locations for appropriate employment activities; and,*
- *To permit certain home-based business within residential neighbourhoods.*

Services

- *To ensure that all development occurs on the basis of full urban water and sanitary sewer services;*
- *To implement and maintain a stormwater management system which is integrated with the greenspace system; and,*
- *To ensure that orderly development proceeds and is phased in accordance with the efficient and cost-effective provision of services.*

Transportation and Street Pattern

- *To encourage a land use pattern and transportation system that promotes accessibility by all forms of transportation;*
- *To encourage a framework for the pathway system that provides residents of all ages with safe active transportation alternatives to reach their destinations and thereby reduce their greenhouse gas emissions;*
- *To encourage a coordinated street, sidewalk and pathway network that provides safe and convenient connectivity throughout the community, and to public transit;*
- *To support alternative road rights-of-way that support compact development and/or provide opportunities for the inclusion of active transportation facilities; and,*

- *To ensure that development is designed to support access to transit and facilitate efficient and effective public transit operations.*

Greenspace Opportunities

- *To establish a network of greenspaces which are connected by greenway linkages, dedicated pathways and pedestrian sidewalks to ensure accessibility for all residents;*
- *To provide an equitable distribution of community and neighbourhood parks within reasonable walking distances of all residents;*
- *To ensure the protection of significant natural features such as the McKinnons Creek and woodlot; and,*
- *Identify open space corridors along the McKinnons Creek, watercourses and floodplain lands as a way to create a community feature and provide recreational opportunities that are compatible with the natural features and contribute to healthy lifestyles and healthy environments.*

3.3 THE LAND USE PLAN

The land use plan for Mer Bleue Expansion Area is illustrated on **Figure 3.**

The intent and permitted uses of each land use category contained within the Mer Bleue Expansion Area Community Design Plan is outlined in the following sections, and shall be subject to the Urban Design Guidelines contained in Section 5.0.

The distribution of land uses as shown on **Figure 3** are as follows:

Land Use	Net Area (ha)	*Percentage*
Residential Area	96	*43%*
Existing Residential	7	*3%*
Commercial	3	*2%*
Natural Heritage System Features (McKinnons Creek & Woodlot)	11	*5%*
Open Space	1	*1%*
SWM Ponds	25	*11%*
Dry Ponds	3	*1%*
Parks	14	*6%*
Schools	13	*6%*
Roads/Infrastructure	46	*21%*
Total	**219**	***100%***

Note: All areas are shown subject to rounding, and may not add up to total.

TABLE 1: Land Use Distribution (By Category)

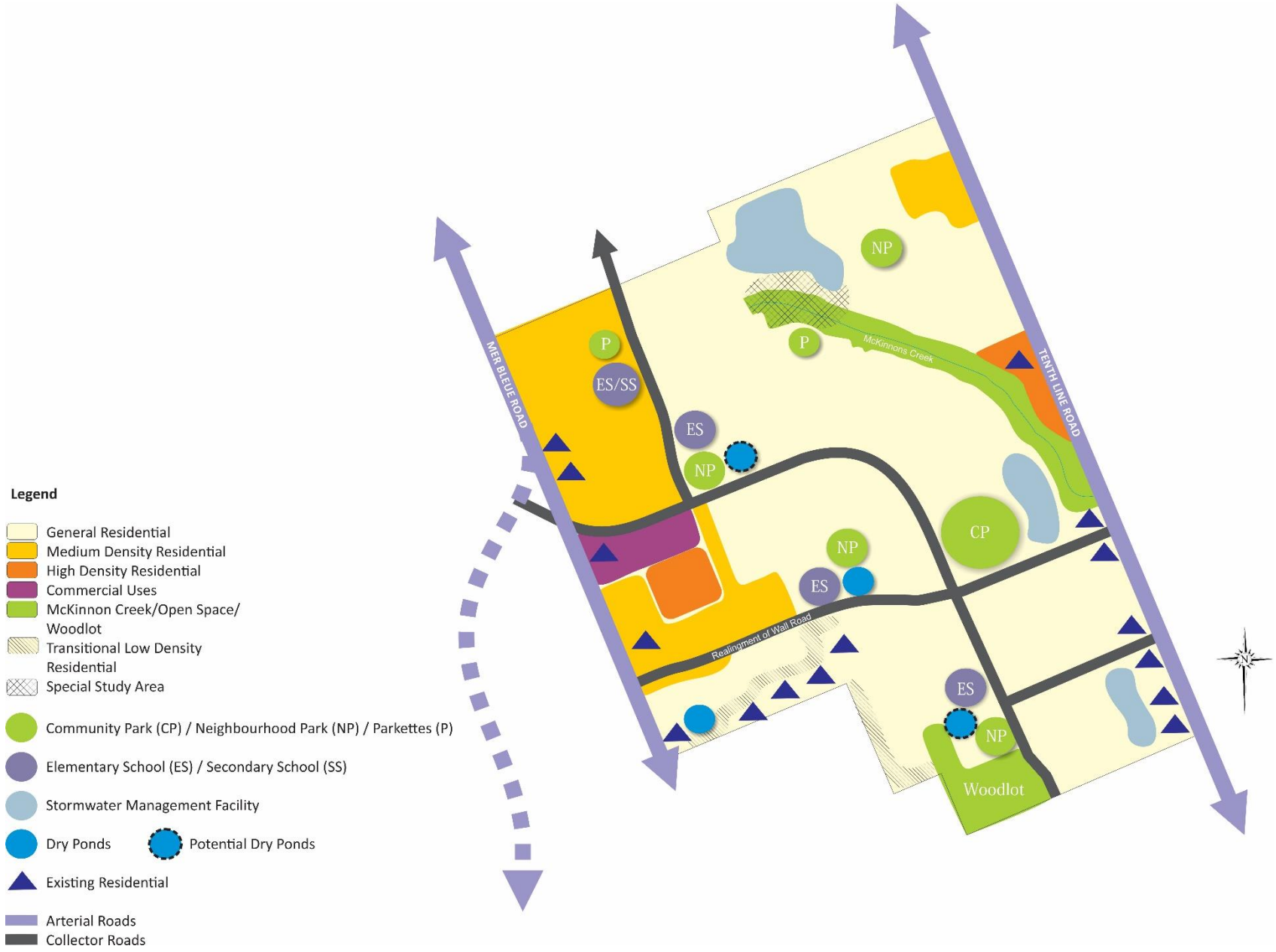


FIGURE 3: Land Use Plan

3.4 USES PERMITTED IN ALL LAND USE CATEGORIES

The following uses shall be permitted in all land use categories contained within the Mer Bleue Expansion Area:

- Day care facilities may be permitted in all land use categories. Such uses should be considered for locations along arterial or collector streets; provide adequate and appropriate outdoor play space; and, shall be subject to the design guidelines;
- Public parks;
- Libraries;
- Diplomatic missions; and,
- Public utilities/infrastructure and wireless telecommunications infrastructure.

3.5 USES PERMITTED IN ALL RESIDENTIAL CATEGORIES

The Official Plan establishes a range of uses that are permitted in all residential areas, including:

- Small-scale retail stores to provide convenience services and shopping within walking distance of those living and/or working within the Community;
- Group homes;
- Retirement homes;
- Care facilities;
- Home-based businesses;
- Home-based day care;
- Bed and breakfast establishments are permitted in Low Density Residential areas; and,
- Places of worship may be permitted in all Residential land use categories. Such uses should be considered for locations along arterial or collector streets and shall be subject to the design guidelines.

Such uses shall be permitted within all residential land use categories contained in the Mer Bleue Expansion Area (including those identified as 'Existing Residential'), subject to the requirements of the Zoning By-law and, where applicable, site plan approval.

3.6 RESIDENTIAL AREAS

Residential land uses shall comprise the majority of the development within the Mer Bleue Expansion Area Community.

Residential land uses shall include the following residential categories:

Land Use	Net Area (ha)	*Percentage*
Existing Residential	7	*7%*
Low Density Residential	71	*69%*
Medium Density Residential	20	*19%*
High Density Residential	5	*5%*
Total	***103***	***100%***

Note: All areas are shown subject to rounding, and may not add up to total.

TABLE 2: Residential Area Distribution

Within Low Density Residential areas, residential dwellings of similar mass and scale are permitted, including:

- Detached dwellings
- Semi-detached dwellings
- Linked detached dwellings
- Grade-related multiple-attached dwellings (such as townhouses)

Grade-related multiple-attached dwellings shall be distributed throughout the Low Density residential areas (and where appropriate, inter-mixed along the same street) to provide a complete range of grade-related housing opportunities (including affordable housing) and create diverse and attractive neighbourhoods. Grade-related multiple-attached dwellings will be encouraged to address the public street and may also include condominium developments on private streets.

In addition, secondary dwelling units (including garden suites) are to be permitted in all single-detached and semi-detached housing forms, subject to the provisions of the implementing zoning by-law.

Within Transitional Low Density Residential Areas, only detached dwellings on larger lots are permitted, in order to provide a transition in lot size/configuration, built-form and development density between these areas and the adjacent existing residential land uses.

Within Medium Density Residential areas, residential uses consisting of various types of townhouses and low-rise apartments (not exceeding four storeys) may be permitted. Home-based businesses within townhouses are encouraged where such dwellings are located adjacent to collector streets.

In High Density residential areas, multiple-attached dwellings (such as stacked or back-to-back townhouses) and apartments shall be permitted.

Where small-scale neighbourhood commercial uses are proposed within residential areas, the use shall be of a size and scale consistent with the needs of the nearby residential areas. Such uses will also complement these areas and provide a conveniently located non-residential use predominantly accessible to pedestrians, cyclists and transit users from the surrounding neighbourhood. The implementing zoning will establish a "-c" Zoning suffix as the basis for establishing small-scale commercial uses.

Development of the Medium and High Density Residential Areas located south of the Commercial area may be developed for condominium ownership housing, in which case the internal public road network shown on the demonstration plan shall not be required, as shown on **Figure 4**.

Within Existing Residential Areas, existing residential uses are permitted to continue. However, upon redevelopment, these properties should be redeveloped in accordance with the abutting land use designation.

In accordance with the Official Plan, a minimum of 30% and not more than 55% of the total units within the Mer Bleue Expansion Area shall be single-detached housing and a minimum of 10% of dwelling units shall be apartments units (which may include alternative forms of multiple attached dwellings that achieve similar residential densities, such as stacked townhouses).

Development within a Residential Areas designation shall be consistent with the Urban Design Guidelines found in Section 5.0 of this Community Design Plan.

3.7 COMMERCIAL

The Commercial area is intended to accommodate a mix of commercial uses to serve the personal and commercial needs of both the Mer Bleue Expansion Area CDP area and adjoining communities.

Uses permitted with this Commercial area may include residential uses either in freestanding buildings or in mixed-use buildings that contain commercial and higher-density residential uses.

Permitted uses shall generally include:

- Retail and convenience stores
- Banks or other financial services
- Service and repair uses
- Personal service uses
- Business, medical and professional offices
- Private parks and open spaces
- Restaurants
- Institutional uses such as hospitals, retirement homes, residential care facilities or medical facilities.

Development within the Commercial area shall be subject to the Urban Design Guidelines found in Section 5.0 of this Community Design Plan.

3.8 GREENSPACE NETWORK

The greenspace network is comprised of:

- Identified natural heritage system features such as McKinnons Creek and the southerly woodlot;
- Parks;
- Stormwater management facilities (including dry ponds); and,
- Pathways and other active transportation linkages.

Greenspaces within urban areas support not only recreational objectives but can also contribute to an enhanced physical and natural environment.

The Official Plan identifies an overall target of total public greenspace of 4.0 hectares per 1000 population in order to fulfill objectives expressed in the *Greenspace Master Plan - Strategies for Ottawa's Urban Greenspaces*. This generally represents approximately 16-20% of gross land area.

Figure 7 illustrates the resultant integrated greenspace network that could be achieved through the implementation of the Mer Bleue Expansion Area CDP. As previously noted, the greenspace network is comprised of urban natural features open space features, parks, stormwater management facilities, pathways and other linkages.

The greenspace network is comprised of the following areas and is consistent with the Official Plan target noted above:

Greenspace by Type	Area (ha)	*Percentage*
Natural Heritage System Features (McKinnons Creek & Woodlot)	11	*20%*
Parks	14	*26%*
SWM Ponds	25	*46%*
Dry Ponds	3	*6%*
Open Space	1	*2%*
Total Greenspace	**54**	***100%***
Percentage Greenspace to Total Gross Land Area		***23%***

TABLE 3: Greenspace

3.8.1 Natural Heritage System Features

Two natural heritage system features are contained within the Mer Bleue CDP area and will be designated Urban Natural Features under the Official Plan:

- McKinnons Creek, which encompasses approximately 8 hectares and includes the flood plain, traverses the lands from the northwest to the southeast, will be designated in the Official Plan (Schedule L1) as part of the urban natural heritage system. The creek forms part of the stormwater management system for not just the Mer Bleue CDP but also lands to the north thereof; and,
- A 5 hectare woodlot, situated in the southwest quadrant of the CDP, is identified as part of the urban natural heritage system in the City's Official Plan, and will be preserved as part of the City's Natural Heritage System and designated as an Urban Natural Feature.

Both areas have been identified for enhancement and long-term protection as Urban Natural Features, with no development permitted therein except for pathways and limited recreational uses which will be located outside of any constraints that may exist within the features.

The development limits associated with McKinnons Creek, as shown on the Land Use Plan, have been identified in accordance with Section 4.7.3 of the Official Plan. Through the preparation and review of the implementing draft plan of subdivision, the precise development limits may, through further study, be refined in accordance with Section 4.7.3.6 of the Official Plan.

3.8.2 Parks

The Official Plan directs that "*good parks and leisure areas are well-distributed within communities, easily accessible from homes and linked to the greenspace network*".

With respect to Parks and Leisure Areas, the City of Ottawa Official Plan and Parkland Dedication By-law identifies a target of 1.0 hectare of parkland per 300 units. Parkland dedication in the Mer Bleue Expansion Area Community Design Plan shall be provided through the development application process, in accordance with the *Planning Act* requirements for residential and non-residential uses. Table 7 provides the detailed calculation of parkland requirements based on the Demonstration Plan included in this CDP.

In response to the City's BBSS, neighbourhood parks have been co-located with the elementary school sites, where feasible (**Figure 3)**. The co-located elementary schools and neighbourhood parks, will consider joint use of recreation and sports facilities, as well as such functions such as parking. Joint Use Agreements may be required to facilitate the joint use of recreation and sports facilities and parking areas.

Dry ponds provide temporary stormwater storage during larger storm events but, when appropriately designed, can also contribute passive recreational and green space. Accordingly, dry ponds have also been co-located, where feasible, with neighbourhood parks (**Figure 3)**. During the plan of subdivision process, where it is determined through detailed engineering analysis that these dry ponds are not required, the land assigned to dry ponds may be returned for development and new streets may be required in these cases.

3.8.3 Schools

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

- The general locational criteria of the respective School Boards;
- The school site area requested by each School Board. Approximately 2.4 – 2.8 hectares for an elementary school, and 4.8 – 5.7 hectares for a secondary school; and,
- The minimum school site lot frontage and site configurations standards of each School Board. All of the school sites are

located on corner lots along collector streets and have multiple functional frontages that are easily accessible for pedestrians, cyclists, school buses, etc.

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

The school site in the northwest quadrant of the community is planned and sized to accommodate an elementary and a secondary school on the same parcel of land, either in the same building or in separate buildings. This site will be designed to maximize opportunities for the sharing of facilities (recreational, athletic, academic and functional, including parking) but may also feature functional separation between elementary and secondary school students as may be needed to ensure the proper delivery of educational programs.

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

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

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

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

3.8.4 Stormwater Management Facilities

The stormwater management facilities (including dry pond facilities) provide lands to accommodate the required stormwater management infrastructure: to address fish habit objectives, and, contribute additional passive greenspaces within the community. As such, the design of these facilities shall incorporate natural landscape features and, where appropriate, pathways that are linked to the overall pathway system.

The location and size of these stormwater management facilities, which include: McKinnons Creek; stormwater ponds; and dry ponds (co-located seamlessly with neighbourhood parks, where feasible), have been conceptually illustrated on the Land Use Plan.

McKinnons Creek, east of Tenth Line Road, provides an outlet for the stormwater management system within the MBUEA. Development approvals within the Mer Bleue CDP are contingent upon the completion of a Drainage Act application for this section of McKinnons Creek.

Through integrated park design, excess stormwater in certain situations, may be accommodated in the Neighbourhood Parks in the short term, where possible.

During the plan of subdivision process, the dry ponds that are co-located with a neighbourhood park, as illustrated on the Land Use Plan, may be determined to be unnecessary.

3.8.5 Pathway System

The pathway system, which contains a variety of multi-use, recreational and sidewalk pathway systems, is illustrated on **Figure 7**.

Multi-use pathways are provided along the north side of McKinnons Creek; along the north and east sides of the proposed collector street and the existing section of Wall Road from the collector street to Tenth Line Road; along the east side of the north-south collector street; and, along the east side of Mer Bleue Road between the proposed collector street and the existing Wall Road intersection.

A recreational pathway is provided along the south side of McKinnons Creek. The number and precise location of pathway connection across McKinnons Creek will be reviewed and determined through the development approvals process.

Unless otherwise noted, concrete sidewalks will be provided on both sides of proposed collector streets, such as the Gerry Lalonde Drive extension and the realigned Wall Road. Select local streets will include concrete sidewalks on one side only, forming important pedestrian connections.

As an interim facility paved shoulders are proposed along both the Mer Bleue Road and Tenth Line Road frontages.

Pathways will be implemented through future development approvals, such as plans of subdivision, and provided in conjunction with future road construction.

3.9 SPECIAL STUDY AREA

The limits of the stormwater management facility in this location, in relation to the McKinnons Creek Urban Natural Feature, shall be refined through the approved Environmental Management Plan, approved Master Servicing Study and detailed engineering analyses conducted in conjunction with a development application(s).

4. Demonstration Plan

This Demonstration Plan provides a more detailed illustration of the preferred implementation of the Land Use Plan through the development approvals process and demonstrates the local road and active transportation network, locations of community facilities (such as schools and parks), stormwater infrastructure, public transit, and so on.

McKinnons Creek is a structuring natural element of the CDP and includes the watercourse and related riparian corridor. Riparian corridors represent transition zones adjacent to watercourses where the stream and the land interact in a way that is mutually beneficial. Due to its function in relation to stormwater infrastructure for the existing developed lands to the north of the CDP, the watercourse has previously been engineered to accommodate outflow from the large stormwater management facility located in the northerly portion of the CDP. An analysis was undertaken as to the potential changes to this creek feature arising from the urban development of the balance of the CDP area, through field investigations and discussions with the appropriate technical agencies. This determined the required open space corridor width and any other required improvements to the watercourse in order to accommodate development.

The McKinnons Creek open space corridor also provides a structuring element to the land use plan. Significant open space features such as the community park and stormwater management facilities are located at the northerly and southerly termini of the creek within the MBUEA. In particular, the Community Park, co-located with a large stormwater management facility, and connected to the McKinnons Creek linear open space corridor provides an important community focus.

Physical and visual access to the creek corridor is a further objective of the land plan. Physical access is provided through pathways along either side of the watercourse. Physical connectivity is proposed through creek crossings to allow access for residents living on either side of the creek. Visual access to this open space corridor can be achieved through such means as parkettes abutting the creek corridor and local street configurations (such as windows streets and cul-de-sacs).

Compatibility with the existing village of Notre-Dames-des-Champs was a further element to the community structure. Accordingly, new residential land uses adjacent to existing development will provide for a transition through lot size/configuration (i.e. larger lots), built-form and development density.

Sites to accommodate three elementary and one secondary school have been identified by the various School Boards and these have been distributed, in conjunction with Neighbourhood Parks, throughout the community and provide a local focus for internal neighbourhoods.

4.1 INTRODUCTION

The Demonstration Plan, as shown on **Figure 4**, illustrates the preferred way in which the Land Use Plan (Section 3.0) can be implemented through development approvals. The purpose of the Demonstration Plan is to:

- Provide an illustration as to how the Mer Bleue Expansion Area Community could develop over time;
- Indicate how the community design guidelines could be achieved; and,
- Illustrate how the specific Mer Bleue Expansion Area Community Design Plan objectives could be achieved.

The Demonstration Plan does not require landowners to develop their lands precisely as shown. The purpose of the Demonstration Plan is to:

- Provide specific guidance as to how the lands could be developed over time;
  - Illustrate how the goals and policies in the CDP may be developed
- Demonstrate options for addressing specific development forms and character; and,
- Provide a means for establishing and monitoring development targets.

4.2 DEVELOPMENT POTENTIAL

The City of Ottawa Official Plan requires:

- A residential housing mix of:
  - Minimum 30% and maximum 55% single-detached units
  - 10% apartments (minimum)
  - Balance for multiple dwellings
- A minimum average net residential density target of 36 units per hectare for all residential uses.

Tables 4 and 5 set out the approximate potential dwelling units and population projections arising from the Mer Bleue Expansion Area (based on the more detailed Demonstration Plan found in **Figure 4**).

Table 4 demonstrates that the ability of the CDP to achieve the housing mix established by the Official Plan. Further, Table 4 also demonstrates the ability to achieve the minimum average net residential density target of the Official Plan.

While Table 5 suggests a potential over-development of singles and semi-detached dwelling units, grade-related uses such as townhouses are permitted in the Low Density residential areas and therefore, through the plan of subdivision approval process, the specific number of residential units, by type, will be determined.

Land Use	Density (uph)	Area (ha)	Units (Rounded)	*Unit Type by Percentage*
Low Density (singles and semis)	26-28	71	1,853 – 1,996	*56% -59%*
Medium Density	50-60	20	983 - 1,179	*32% -33 %*
High Density	60-75	5	296 - 370	*9% - 10%*
Total Units (Approximate)			***3,132 – 3,545***	***100%***

Note: For the purpose of these projections, the properties identified as "Existing Residential" are assumed to be developed.

TABLE 4: Dwelling Unit Projections

The resultant overall average development density of 34 – 42 units per net hectare does not constitute a maximum average density, but a density target and therefore, compact development that achieves additional densities while having regard to all other policies of this Plan, shall be permitted. The CDP satisfies, and potentially surpasses, the density requirements of the Official Plan (as set out in OPA 150).

Table 4 reflects representative average development densities and shall not be considered to be the maximum density permitted by these land use categories. Individual development proposals may exceed the density parameters shown on this table.

The housing mix identified in Table 4 reflects a calculated total of housing units based on estimated land areas and a density range. Further consideration of the housing mix will be monitored through the development approvals processes, in accordance with Section 7.7 of this Plan.

FIGURE 4: Demonstration Plan

Table 5 represents the potential population to be achieved within the Mer Bleue Expansion Area Community based on the estimated population potential assumptions illustrated in **Table 4**.

Land Use	Household Size (ppu)	Units (Rounded)	*Population (Rounded)*
Low Density	3.2	1,853 – 1,996	5,930 – 6,387
Medium Density	2.6	983 - 1,179	2,555 – 3,065
High Density	1.6	296 - 370	473 - 592
Total Population (Approximate)			***8,958 – 10,044***

TABLE 5: Population Projections

In addition, employment opportunities will be created within the Mer Bleue Expansion Area (as set out on **Table 6**).

Land Use	Employment Density	Area / Schools/ Units	*Employment (rounded)*
Commercial/Mixed Use	50 jobs/ha	2 *Assumes 50% for commercial uses*	*84*
Schools	40 jobs - elementary school 80 jobs – secondary school	3 1	*120* *80*
Home Occupations and Live-Work	10 jobs/100 units	3,115 – 3,527	*312 - 353*
Total Employment (Approximate)			***595 - 636***

TABLE 6: Employment Projections

Tables 4, 5, and 6 represent potential population, housing and employment targets that could be achieved based on certain assumptions regarding development densities, residential unit mix and so on. The information on these Tables shall therefore only be used as a guide in conjunction with the Implementation policies set out in Section 7.0.

4.3 PARKLAND

Parkland dedication will be provided in accordance with the provisions of the *Planning Act*, the Parkland Dedication By-law and the Park and Pathway Development Manual, including determination by the City of lands that are suitable for park purposes.

Figure 7 also demonstrates how the parkland dedication requirements of the *Planning Act* could be achieved through the full development of the Mer Bleue Expansion Area Community.

Land Use	Estimated Units/Area	Parkland Requirement (ha)
Total Number of Dwelling Units (1 ha/300 units) as per Official Plan and Parkland Dedication By-law	3,132 – 3,545 units	11ha – 12ha
Non-residential Land Uses (2% of non-residential land area)	3ha	0.07ha
Total Parkland Provided on Demonstration Plan		*14ha*

Note: The parkland dedication calculation above has been based on the minimum number of estimated dwelling units. Final determination of the parkland dedication requirements will be established at the time of development application.

TABLE 7: Parkland Requirements

While Table 7 suggests a potential over-dedication of parkland through the plan of subdivision approval process, the specific number of residential units and corresponding parkland dedication requirements will be determined in accordance with the *Planning Act* and the City's Parkland Dedication By-law, through the development approvals process. Accordingly, the land areas shown on Table 6 may vary based on the specific number of residential units and/or residential land areas advanced through specific development approvals. Where necessary, minor adjustments to the park configurations shown on **Figure 7** may be undertaken.

Any inequitable distribution of parkland and any additional contribution required by an increase in density from what is proposed in the Demonstration Plan will be addressed through a Master Parkland Agreement amongst the landowners.

The location and configuration of parkland was reviewed and evaluated, to ensure that the parkland is appropriately distributed across the new community. A list of parks facilities was prescribed based on the Parks and Pathways Development Manual (2012) and consultation with Parks and Recreation staff was undertaken to ensure that the needs of the community will be met in terms of providing specific recreational facilities, such as playing fields, children's and toddler's play areas, skating rinks, water play, tennis courts etc. Facilities Fit Plans, provided in the Area Parks Plan were also prepared to demonstrate how such facilities could be provided within the proposed parks.

4.4 COMMUNITY PARK

The Demonstration Plan identifies one (1) Community Park (which is intended to have a minimum of 6.0 hectares in size. In particular, it is intended that the Community Park will function as a central community gathering place for the Mer Bleue Expansion Area Community. Its co-location with the abutting stormwater management facility will create an opportunity for a large community open space containing active and passive recreational uses in an appropriately designed/landscaped space.

The Community Park has frontages on a collector street in recognition that the users may come from a geographic area larger than the immediate neighbourhoods. Notwithstanding, the Community Park have been located within a 10-minute walking distance of most residential areas, as shown on **Figure 5**.

FIGURE 5: 10-Minute Walking Distance to Community Park

Recreational and sports facilities to be located within the Community Park will include various sports fields for organized sports programming and tournaments, community building, ice rink, children's play structures, shelters/gazebos, off-street parking and, various hard-surface sports areas.

4.5 NEIGHBOURHOOD PARKS

As illustrated in the Demonstration Plan, Neighbourhood Parks are a minimum of 1.2 hectares in size and are broadly located within the residential neighbourhoods of the Mer Bleue Expansion Area Community so that such parks can be accessed by the majority of residents with a 5-minute walk, as shown on **Figure 6**.

Neighbourhood Parks create recreational opportunities for the neighbourhood residents to gather and play, and provide attractive outdoor gathering spaces, as well as recreational activities and amenities including seating areas, play structures, and sports fields. Neighbourhood Parks support a healthy and spirited community.

In addition, potential dry ponds associated with the stormwater management system have been co-located (where possible) with neighbourhood park and provide additional land area for some recreational use, should those dry ponds be needed. If not need, the dry pond lands may revert to development.

Parking areas are not required to be provided within a neighbourhood park, and the joint use of parking facilities between neighbourhoods parks and abutting elementary schools, particularly in the evenings, weekends and other off-peak periods, is encouraged. The use of the shared parking on an abutting elementary school site would generally only be available on non-school days and after school hours.

4.6 PARKETTES

Parkettes are a minimum of 0.5 hectares in size and provide smaller scale focal points within the community. Parkettes provide recreational activities and amenities including play structures and seating areas. Consideration may be given to the inclusion of additional parkettes with the medium and higher density blocks if necessary.

FIGURE 6: 5-Minute Walking Distance to Neighbourhood Parks

4.7 NATURAL FEATURES

The Natural Features areas on the Demonstration Plan include:

- McKinnons Creek which traverses the lands from the northwest to the southeast; forms part of the stormwater management system; and, represents a significant natural linkage open space; and,
- A woodlot, situated in the southwest quadrant of the CDP, which will be preserved as part of the Natural Heritage System, through future development approvals.

4.8 COMMUNITY FACILITIES

Based on discussions with various City departments, no facilities for emergency services (e.g. police, fire, ambulance) or library services were determined to be necessary to support development within the Mer Bleue CDP as this area can be adequately serviced by existing/planned facilities in proximity to the community.

4.9 PATHWAY SYSTEM

An integrated network of multi-use pathways and sidewalks will be built by the developers to facilitate pedestrian and cyclist movement throughout the Mer Bleue Expansion Area, and provide connections to adjacent communities and transit network. The pathway system, which contains a variety of multi-use, recreational and sidewalk pathway systems, is illustrated on **Figure 7**.

Internal to the Mer Bleue Expansion Area Community there will be a system of multi-use pathways and sidewalks intended to link all schools, parks and other community facilities, together with open spaces and the McKinnons Creek.

Importantly, the east-west collector street is intended to be developed with a multi-use pathway along one side of the right-of-way. This major pathway will connect internally to the multi-use pathway along both sides of McKinnons Creek and also provide for external connections to the east and west of the CDP area.

Physical crossings of McKinnons Creek (which extends approximately 1 kilometre through the community) to allow for pedestrian and cycling access will generally be provided at the locations shown on the Demonstration Plan. The number and final location and design of these crossings will be determined through detailed engineering in association with development applications.

FIGURE 7: Pathway and Greenspace Plan

5. INFRASTRUCTURE

Development within the Mer Bleue Expansion Area will be supported by a full range of urban infrastructure including roads, transit, water and sanitary sewer services and stormwater management facilities.

5.1 STREETS

The planning, design, phasing and land requirements for the street network to serve the Mer Bleue Expansion Area CDP is based on the Land Use Plan and comprises a network of:

- Existing Arterial Roads (Tenth Line Road and Mer Bleue Road);
- New collector street; and,
- Local streets.

Only the arterial and collector street network is identified on the Land Use Plan. The remainder of the local street network shall generally form a continuous and interconnected offset grid pattern. Blocks will generally be sized to maximize connectivity and walkability and generally, should be about one hectare in size.

The westerly portion of Existing Wall Road shall be re-aligned and constructed as a new collector street in order to minimize traffic through the existing low density residential neighbourhood located outside of the boundaries of the Mer Bleue CDP.

Roundabouts are proposed along the major collector street network. Additional roundabouts, turning circles, or other similar roadway features may be permitted on local and collector streets subject to evaluation by the City of functional, operational and financial issues associated with their use.

Streetscape design for arterial and collector streets shall be subject to the urban design policies of this Plan and the urban design guidelines found in Section 6.0.

5.2 ACTIVE TRANSPORTATION

The greenspace and street system (**Figure 7**) shall include safe, convenient and attractive facilities for pedestrians and cyclists to facilitate active transportation opportunities within and through the Mer Bleue community. In addition, the active transportation system shall provide connectivity to adjacent urban areas to the west and north.

The active transportation system shall consist of:

- Sidewalks on one or both sides of certain roadways;
- Multi-use pathways;
- Recreational pathways; and,
- Interim paved shoulders along both the Mer Bleue Road and Tenth Line Road frontages.

Unless otherwise noted concrete sidewalks will be provided on both sides of proposed collector streets, such as the Gerry Lalonde Drive extension and the realigned Wall Road. Select local streets will include concrete sidewalks on one side only, forming important pedestrian connections. Many other streets in the development will include concrete sidewalks on one side, forming important pedestrian connections between all areas of the development.

A multi-use pathway is proposed along the north side of the new collector street and the existing section of Wall Road that will be retained. In addition, a multi-use pathway is also proposed along the east side of Mer Bleue Road between the new collector street and the existing Wall Road intersection.

Multi-use and recreational pathways shall be provided along both sides of McKinnons Creek and crossings (for pedestrian and non-motorized vehicles) shall be provided across the creek to ensure connectivity between all portions of the CDP. Lighted year-round use across select crossings of McKinnons Creek will ensure accessibility to transit, schools and other destinations. With the exception of the multi-use pathway on the existing Mer Bleue Road, all multi-use pathways along roadways will include cycle tracks. The number and location of pathway connection across McKinnons Creek will be reviewed and determined through the development approvals process.

Other pathways will be included (through the draft plan of subdivision review/approval process) to ensure that appropriate connections are provided within the community to achieve connectivity and accessibility between the various parks, open space, school and commercial areas.

As an interim facility, paved shoulders are proposed along both the Mer Bleue Road and Tenth Line Road frontages.

5.3 TRANSIT

Transit services will generally be provided along the arterial (i.e. Tenth Line and Mer Bleue Road) and internal collector street (i.e. Wall Road and planned collector streets) network and the timing of its implementation will be based on levels of growth in the Mer Bleue Expansion CDP area.

Peak transit service should generally be provided on the basis of a maximum walking distance of approximately 400 metres from a bus route. Pedestrian pathways and sidewalks through residential areas shall be provided to ensure accessibility to transit routes. Transit amenities such as shelters and lighting should be provided at bus stops to improve the attractiveness of transit and foster transit ridership."

Provision for transit service in early phases of development will be achieved through the creation of Early Service Agreements between developers and the City of Ottawa, OC Transpo. Early transit service will to help foster transit ridership, achieve projected ridership targets and minimize vehicular traffic through the neighbourhood.

5.4 SERVICING INFRASTRUCTURE

The provision of servicing infrastructure will be consistent with the following:

- Logical and orderly extensions of existing infrastructure;
- Maximization of existing servicing infrastructure capacities;
- Minimization of future infrastructure costs; and,
- Application of a flexible approach to the development of servicing infrastructure.

Sanitary sewer service will be provided through extensions of the existing municipal systems (refer to **Figure 8**). The Mer Bleue CDP Master Servicing Study concludes that sufficient sanitary capacity can be made available in the municipal system through reasonable improvements.

Water supply will be provided through extensions of the existing municipal systems. The Master Servicing Study concludes that sufficient capacity can be made available in the municipal water supply network through reasonable improvements.

Development within the Mer Bleue community will be serviced by the stormwater management facilities shown conceptually on **Figure 3** and consisting of a hierarchy of storm sewers which outfall to one of three ponds. Temporary stormwater storage for certain events is provided through four dry ponds (which have been co—located with neighbourhood parks, where possible, to allow for joint use of dry

pond lands for recreational purposes). Treatment of stormwater within these ponds will be based on the best management practices prevailing at the time of construction. The storm outlet is located downstream

The recommended storm outlet is located outside of the CDP area and will involve McKinnons Creek from Tenth Line to approximately the unopened road allowance located approximately 2.4 kilometers downstream. Development approvals within the Mer Bleue CDP are contingent upon the completion of a Drainage Act application for this section of McKinnons Creek.

5.5 UTILITIES

Utilities will be expanded in conjunction with planned growth through coordination with the various utility providers.

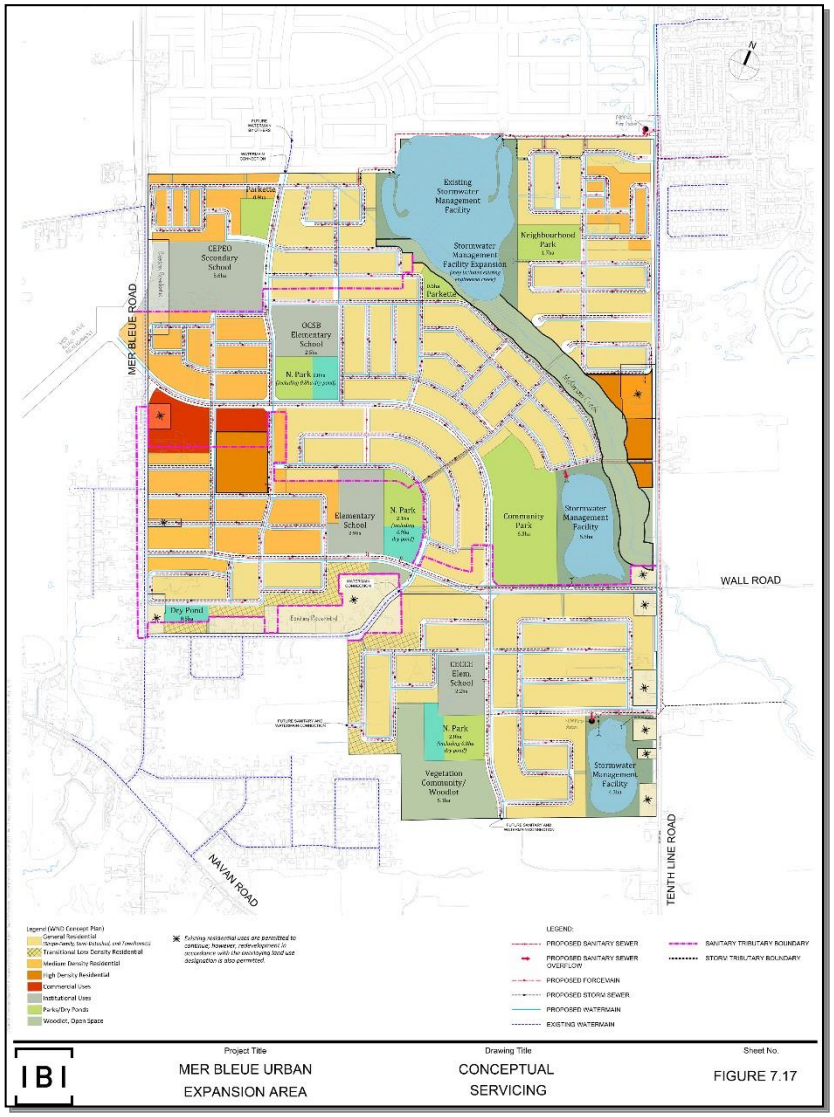


FIGURE 8: Conceptual Servicing Plan
Note: Refer to Master Servicing Study

6. Community Design Guidelines

The Land Use Plan draws upon the physical, locational, visual and contextual factors in the area affected by the plan. This generated a set of principles of design and development and a number of guidelines for development in key aspects of the plan.

The following design guidelines provide a framework of the design criteria for the overall identity and structure of the proposed Mer Bleue Expansion Area, as well as for the appearance of new buildings, streetscape, parks and open spaces within the community. The purpose of this set of design guidelines is to guide developers, builders, designers and City staff in achieving a consistently high-quality design standard throughout the community.

These design guidelines, in conjunction with the design policies of the Official Plan and other relevant city-wide design guidelines, including the Urban Design Manual for New Neighbourhoods, would ensure the final build out of the Mer Bleue Expansion Area to be an attractive, livable and healthy community with distinct identity.

6.1 DESIGN VISION

The proposed Mer Bleue Expansion Area is envisaged to be a community predicated on a walkable, transit supportive street network, an integrated open space linkage system, and a well-defined community core and mixed use areas at strategic locations to serve the community and beyond. Each distinctive and livable neighbourhood will have a park, school or other amenities within walking distance. Well-designed streetscapes and built forms will be promoted in response to the location and intensity of the land uses.

The following guiding principles, prepared through a consultative process, will form the foundations of creating a vibrant, attractive, livable, healthy and sustainable community:

- Creating distinctive livable neighbourhoods;
- Promoting complete communities that support transit service, walking and cycling;
- Creating integrated, safe, passive and active green spaces;
- Ensuring that the achievement of the Official Plan minimum densities is accompanied by good subdivision design that creates residential communities that are attractive, and efficient;
- Accommodating a variety of safe and reliable transportation options that are integrated with the planned land uses and with adjacent communities;
- Creating a central focus for the community in the form of large active/passive open spaces;
- Create an environmentally sustainable community, which embraces the efficient use of land and infrastructure;
- Conserving significant forested areas and conserving the existing landscape character of the McKinnons Creek; and,
- Balancing good urban design with long-term maintenance and operational costs.

6.2 COMMUNITY STRUCTURE

Structuring elements of the Mer Bleue Expansion Area include the following:

Streets and Blocks

The street network is developed based on a connected, offset grid street pattern which provides maximum permeability in support of the transit service, walking and cycling, and which places emphasis on the movement of automobiles at appropriate speeds, and pedestrian/cyclists.

Natural and Physical Features

Design of the community design plan is intended to be sensitive and have regard to the existing natural features such as McKinnons Creek and southern woodlot, and the existing landscape attributes.

Linking McKinnons Creek with the larger stormwater management facility and community park, provides a central focus for the Mer Bleue Expansion Area, and will create a distinct community identity.

Parks, Open Space and Linkages

The Mer Bleue Expansion Area Community Design Plan is envisaged to have a well-integrated green space (parks, walkways and pathways) and open space (woodlot) system which could be woven into the existing trail network as well as the proposed cycling facilities. This well-connected linkage system is to be designed for pedestrians and cyclists to promote healthy living. Some parts of this linkage system could be potentially developed as year-round pathway trail system. **Figure 7** illustrates the resultant integrated pathway network.

Gateways

The gateways within the Mer Bleue Expansion Area help to provide a sense of neighbourhood identity and promote the image of the community, as well as create a focal point into the individual neighbourhoods.

Two types of the gateways can be identified in Mer Bleue Expansion Area Community – a 'Community Gateway' and a 'Neighbourhood Gateway' (Refer to **Figure 9).** A 'Community Gateway' is where an arterial meets a major collector street, while a 'Neighbourhood Gateway' is defined as where an arterial road/major collector street intersects with a minor collector street. Development in these gateway areas should include a combination of street oriented and well-articulated architectural design and built form, together with a high-quality landscape design. In addition, gateway features shall be provided in accordance with City's Design Guidelines for Gateway Features.

FIGURE 9: Gateway and Views Plan

6.3 COMMUNITY STREETSCAPE GUIDELINES

Community Edges

Development Adjacent to Mer Bleue Road, Tenth Line Road, and Collector Streets

Community edges along Mer Bleue Road, Tenth Line Road, and the major collector streets provide a first impression of the Mer Bleue Expansion Area. These community edges should be designed and treated to reinforce the overall character and identity of the community. The Mer Bleue Expansion Area has a variety of community edges including window streets (service roads), open space, and limited reverse lot frontages.

Guidelines:

- Along collector streets, residential dwellings should face the street, and laneways should be used, where appropriate, to maximize on-street parking capacity.
- Continuation of these community streetscape elements along the frontage of the Neighbourhood and Community Parks is encouraged and shall be considered through the draft plan of subdivision approval process.
- Where appropriate, landscaped pedestrian access points should be provided to the neighbourhood from the collector roads.
- Reverse lot frontages will be avoided on collector streets.
- Buildings backing onto the community edges should be designed to provide a strong edge condition and reinforce the image of the community. A landscape edge should also be provided. The use of acoustic/privacy fencing should be avoided except where no other design options are available.
- The design of a through lot concept with frontage facing the collector street should be considered in cases of shallow blocks.

Street Network

The design of the collector streets will be consistent with the City of Ottawa Road Corridor Planning and Design Guidelines for collector streets.

Collector Streets

Guidelines:

- The internal collector street network will include sidewalks and multi-use pathways (MUPs) to encourage the use of active transportation modes for utilitarian trips such as shopping, attending school, and visiting neighbours.
- Collector streets accommodating transit routes should be designed within a 24.0m right-of-way (refer to **Figures 10 and 11**).
- The underground services and utilities within the rights-of-way may be refined during the detailed subdivision design.
- Continuous sidewalks with connections to open space and pedestrian pathways should be provided.
- Collector street rights-of-way should include a paved road surface with one driving lane in each direction, at least one parking lane protected by bulb-outs and intersection narrowings, and a boulevard and sidewalk on both sides of the road.
- Trees and other plant materials, lights, directional signage, transit amenities and street furniture should be provided.
- On-street parking can occur on both sides of the street on collector streets but is generally confined to one side of the street on some collector streets.
- On collector streets identified for transit service, on-street parking may only be permitted along one side of the collector street, and the sides may alternate to produce traffic calming.
- On-street cycling is strongly encouraged, and should be designed, where possible, within the street right-of-way with the appropriate facilitates to ensure cycling is safe for all ages.

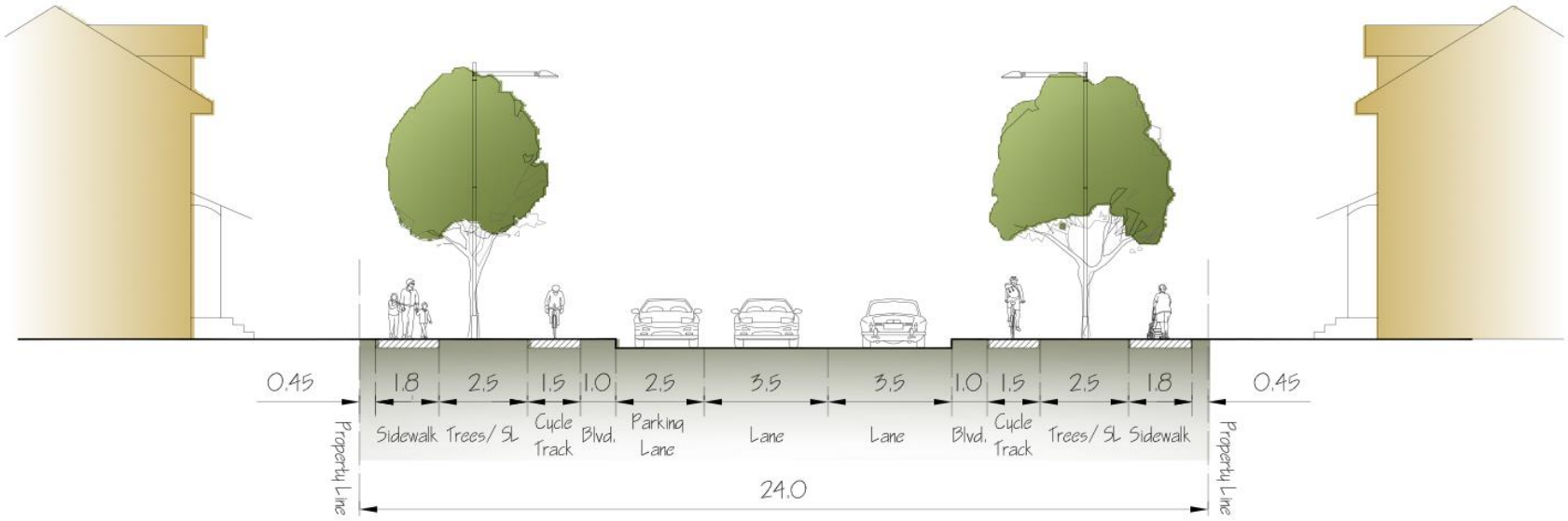


FIGURE 10: Collector Street Cross Section (24.0m)

- Where multi-use or recreational pathways cross the collector streets, traffic calming measures will be provided, such as standard pedestrian crossovers, where appropriate, to provide safe and comfortable road crossings
- Recommendations of BBSS include bump outs to better define crossing points, shorten the crossing distance, and ensure visibility between parked cars. Signage to warn drivers of pathway crossing locations will also encourage reduced speeds and improve safety.
- Coordinate the location of trees, street fixtures, telecommunications equipment, utility and light poles, transit amenities and signs.
- A row of trees should be planted in the boulevard on both sides of the street with regular spacing between trees (in accordance with City of Ottawa standards).
- As a traffic calming measure, traffic circles are encouraged at key intersections of collector streets.
- Traffic circles located near recreation facilities, elementary and secondary schools should be reviewed for safety issues, in consultation with the relevant School Board(s).
- Landscape features and planting, in accordance with City of Ottawa standards, should be integrated into the traffic circle, and require minimal maintenance by the City.
- Bus stops and waiting amenities (such as concrete waiting areas, shelters and/or benches), should be provided at designated locations as determined by OC Transpo through the development approval process or as needed.
- Community mailboxes, newspaper boxes and bus shelters, seating, waste receptacles, and mailboxes should be located together.
- Where possible, traffic calming measures, such as landscape boulevards, parking lanes, narrowed intersections, or elevated crosswalks, should be considered on collector streets abutting school sites.
- Collector streets will generally be designed to have an effective operating speed of 40-50 km/h. Collector streets abutting school site will generally be designed to have a maximum speed of 40 km/h.

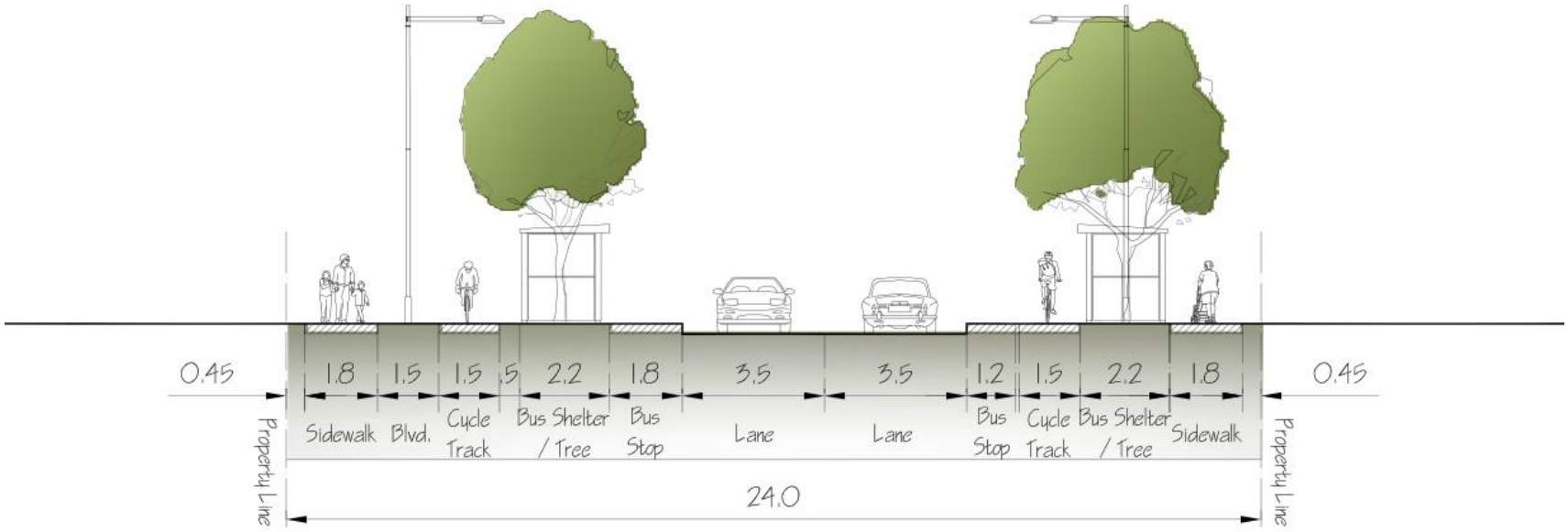


FIGURE 11: Collector Street Cross Section at Transit Stop (24.0m)

NOTE: *Parking May Only Be Permitted Along One Side of a Collector Street That Supports Transit Service*

Local Streets

Guidelines:

- The local street pattern will be designed as a connected, offset grid.
- Single-loaded roads (service roads) may be designed within a minimum 14.0m right-of-way (refer to **Figure 12**). Local soil conditions may require a larger road right-of-way.
- Consideration should be given for the provision of safe crossing points, where necessary.

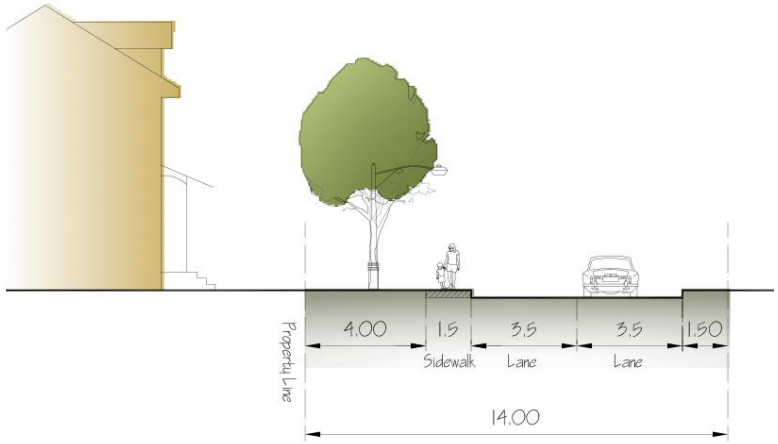


FIGURE 12: Single Loaded Road Cross Section (14.0m)

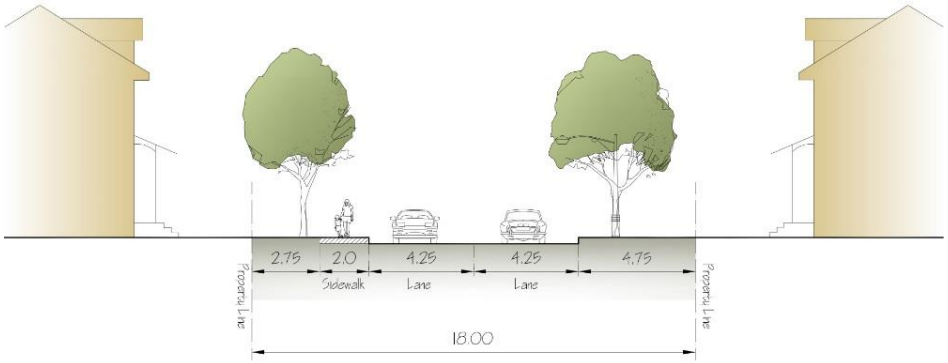


FIGURE 13: Local Street Cross Section (18.0m)

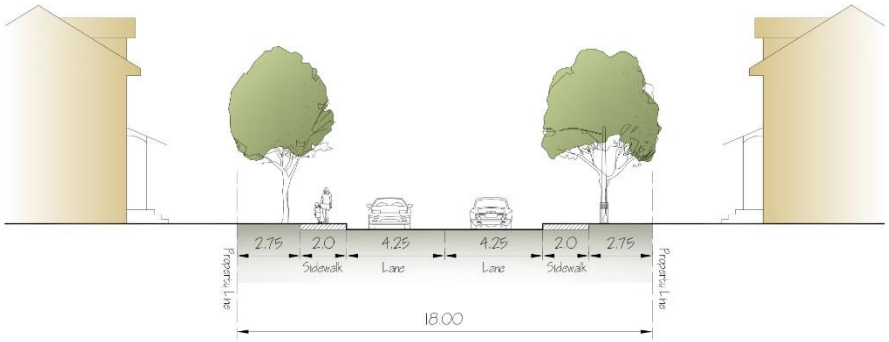


FIGURE 14: Local Street with Double Sidewalk Cross Section (18.0m)

- Local streets may be designed within an 18.0m right-of-way, and shall include a paved road surface with one driving lane in each direction, a boulevard on both sides of the street, a sidewalk on one side or both sides of select local streets (refer to **Figures 13 and 14**) and street tree planting. Local soil conditions may require a larger road right-of-way.
- The underground services and utilities within the rights-of-way may be refined during the detailed subdivision design.
- On-street parking is permitted on both sides of the street.
- Continuous sidewalks with connections to open space and pedestrian pathways, and on-street cycling should be provided. Coordinate the location of trees, street fixtures, telecommunications equipment, utility and light poles, and signs.
- A row of trees shall be planted on each side of the street with regular spacing between trees (in accordance with City of Ottawa standards).
- Sidewalks will be provided along select local streets connecting residential areas and other land uses.
- Where crescents or cul-de-sacs interrupt the offset grid pattern, 6m pathway corridors will be provided to increase permeability and facilitate direct pedestrian and cyclist connections throughout the community.
- Local streets will be designed to generally have an effective operating speed of 30 km/h.

Rear Lanes

Guidelines:

- The use of rear lanes in grade-related multi-unit developments is encouraged at appropriate locations, in order to reduce the number of direct driveway accesses to collector or arterial roads.
- Private Rear lanes are encouraged to be developed as private rights-of-way using a 6.5m wide cross section (refer to **Figure 15).**
- Street lighting shall be provided at laneway entrances to promote vehicular and pedestrian safety.
- Where possible, landscaping shall be provided between the garages within the apron of the laneway, and at the corner dwelling units.
- Utilities shall be located at laneway entrances, where practical.

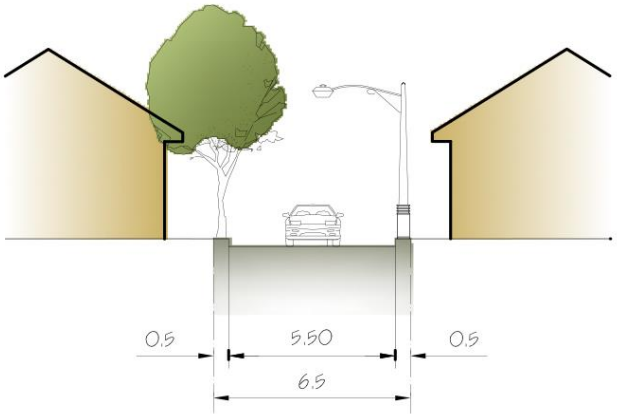


FIGURE 15: Rear Lane Cross Section (6.5m)

Street Trees

Guidelines:

- The number, type and location of street trees to be planted with any street right-of-way shall be in conformity with the City's standard and where necessary, address any constraints presented by the underlying soil conditions.
- The planting of trees and the installation of distribution poles along public roadways will require planning and coordination with the utilities.

6.4 PARKS AND OPEN SPACE

The parks and open space system of the Mer Bleue Expansion Area is comprised of a number of elements, including the McKinnons Creek and related watercourses, woodlots, two types of public parks, stormwater management ponds, and linkages and pathways.

Community Park

The community park will incorporate a variety of active recreational opportunities such as sports fields, tennis courts, splash pads, children's play areas, pedestrian walkways, and seating areas or other facilities determined by the City of Ottawa. Given the active and programmed nature of the facilities to be accommodated in the community park, it has been located so as to minimize its direct interface with residential uses and therefore, reduce the potential for nuisance effects arising from noise, lights and traffic associated with the park.

Visual amenities such as a shade structures should also be provided at the key pedestrian node or gathering area. Community mailboxes may be integrated within the right-of-way along the community park frontage, in accordance with City of Ottawa and Canada Post standards.

Guidelines:

- The size of a community park is to be no less than 6.0 hectares.
- The primary use of a community park is to accommodate active sports uses.
- Pedestrian connections should be provided to the nearby sidewalks and other pedestrian walkways.
- Where a community park abuts a public street, the sidewalk established in the relevant street cross section of these guidelines should be provided.
- The community park should be exposed to collector and local streets to provide good visibility and accessibility.
- Crime Prevention Through Environmental Design principles (CPTED) should be used in the design of the park.

- The community park may be associated with other facilities such as community buildings and natural feature areas.
- The community park will not be used as part of, or associated with the function of the stormwater management system but integrated design of both facilities is encouraged.
- Surface parking areas within the community park should be enhanced through landscaping around the edge of the parking areas.
- Lighting should be directed away from residential areas.

Neighbourhood Parks

As a focal point of each neighbourhood, neighbourhood parks will provide a local gathering and recreational space for nearby residents. They are generally located in the centre of each neighbourhood within approximately a 5-minute walking distance for most residents. Each neighbourhood is generally bounded by collector streets, which provides park users with additional safety by not having to cross major roadways to access the park. Intersection narrowing's shall be provided around all park edges to facilitate pedestrian crossings. Each neighbourhood park shall incorporate a variety of active recreational opportunities such as children's play areas, outdoor rinks, splash pads, pedestrian walkways, and seating areas or other facilities determined by the City of Ottawa.

Guidelines:

- The size of a neighbourhood park is to be no less than 1.2 hectares.
- Pedestrian connections should be provided to sidewalks and other pedestrian walkways.
- Where a neighbourhood park abuts a public street, the sidewalk established in the relevant street cross-section of these guidelines should be provided.
- Neighbourhood parks should be exposed to local streets to provide good visibility and accessibility.
- Crime Prevention Through Environmental Design (CPTED) should be considered in the design of the park.
- Dry stormwater management ponds may be located next to neighbourhood parks or neighbourhood parks may have features designed to retain some occasional over-flow storm water. Such dry ponds will be integrated with the park design, where feasible subject to detailed engineering analyses.
- Co-locating neighbourhood parks and abutting elementary schools may provide opportunities for sharing amenities such as sports fields, courts and parking.

Exploring opportunities for better integration between schools, parks and other City facilities is a priority of the Building Better and Smarter Suburbs (BBSS) initiative. The MBUEA land use plan has been designed to address these priories with the colocation of the elementary schools and neighbourhood parks. The co-location of these facilities will be further reviewed with the relevant School Board through the development approvals process.

The following guidelines should be considered as school sites and adjacent sites are developed.

- Consider the placement of facilities such as playing fields and parking lots, both on the school site and during park design, to facilitate sharing of facilities.
- Explore opportunities to align park pathways and school access points (i.e. gates) to provide direct pedestrian access through parks to abutting school sites and consider opportunities for winter maintenance of pathways.

Parkettes

As a small component of the parks and open space system, parkettes will provide a common green space within the residential neighbourhoods and key social gathering places for local residents.

Guidelines:

- The size of a parkette is to be between 0.4 hectares and 0.8 hectares.
- Pathways within the parkettes should connect to multi-use pathways, where possible.
- Parkettes should be located on visible street frontages. View corridors terminating at a Parkette should be highlighted through landscape treatment.
- View corridors terminating at a parkette should be highlighted through landscape treatment.
- Where possible, visual amenities such shade structures should be provided incorporated into the design of the parkette.

Natural Features and Open Space

Guidelines:

- The existing natural features should be maintained by preserving the existing vegetation and topographical features.
- Views to the McKinnons Creek and natural features should be provided, where possible.
- Where possible, preserve and enhance natural features throughout the development.
- Streetscapes should have open, accessible frontages along natural features areas, such as McKinnons Creek, the woodlot and stormwater management facilities, wherever possible.
- Fencing should be provided along open spaces only to prevent direct access to sensitive environmental areas or unsafe conditions
- Pedestrian walkways from sidewalks/roads through the green spaces should be provided, where possible.

Stormwater Management Ponds and Drainage Corridors

Guidelines:

- The design of the stormwater ponds and drainage corridors should be naturalized (slopes, contours).
- Where a stormwater pond fronts onto a street, the facility should be designed with a landscaped treatment along the street edge that is compatible with the street landscaping.
- Stormwater ponds should be designed with native plant materials, where possible.
- Multi-use pathways should be provided around the stormwater management ponds and along the McKinnons Creek, and where possible, be integrated into the community trail network.
- Pedestrian walkways around ponds and corridors should double as access roads, where necessary.
- Where a parkette abuts a public street, the sidewalk established in the relevant street cross-section of these guidelines, should be provided.

Linkages and Pathways

The multi-use and/or pedestrian pathways and bicycle facilities are the fundamental thrusts of the Mer Bleue Expansion Area. The pathways and facilities are the connectors to link residential neighbourhoods, schools, parks, open space, transit and natural features, and provide a linkage to the pathways established by the City of Ottawa Official Plan.

Guidelines:

- Multi-use pathways should be provided within the Mer Bleue Urban Expansion Area and linked to the City-wide trail network.
- Pathway connections should be included mid-block along long residential streets to provide convenient pedestrian access.
- Where possible, pedestrian pathways should be provided from residential neighbourhoods to adjacent uses such as a commercial and institutional uses.
- Multi-use pathways should be accessible to a range of users.

- Amenities, such as seating, lighting, signage, and garbage and recycling containers should be provided along the multi-use pathways.
- Design pathways to reduce the negative impacts on open space and natural features and habitats.
- Crime Prevention Through Environmental Design (CPTED) should be considered in the design of pathways and their linkages.
- Bicycle routes should be permitted within the street right-of-way.
- All pathways and cycling facilities should be clearly signed/identified, and any street crossings should be marked.
- Where possible, connections should be provided between residential neighbourhoods.
- Where practical, some selected multi-use pathways could be developed to accommodate year-round uses
- The number, design and location of pathway creek crossings, along McKinnons Creek, will be reviewed and determined through development approvals process.

6.5 SITE DESIGN AND BUILT FORM GUIDELINES

General Guidelines for Commercial Areas

Guidelines:

- Buildings which are located at the street edge and provide a continuous street frontage are strongly encouraged.
- Pedestrian and vehicle access and circulation within, an individual site should provide safe and well-defined routes.
- Entrances should be clearly defined and visible from the street.
- Ground floor spaces facing the street should have windows and door which face directly onto the street.
- The scale of mixed use buildings should relate and be compatible to adjacent development.
- Surface parking areas should be located at the side or rear of the buildings, where possible.
- Driveways should be designed to avoid conflict with the driveways of adjacent uses, such as schools, parks, commercial blocks, etc.
- Surface parking areas should be well lit to ensure public safety.
- Bicycle parking should be provided in convenient and visible locations.
- Lighting for commercial buildings and parking areas should be directed away from adjacent properties.
- Where a section of the parking area is located adjacent to the street, the street edge of the commercial site should be designed with a landscape treatment to provide visual screening of the parking area from the street.
- Loading, garbage facilities and other service functions should be away from the street and screened from public view. Location of these facilities within or at the rear of buildings is encouraged.

General Guidelines for Residential Dwellings

Guidelines:

- Create gateway buildings (residential dwellings) and special entry landscape features at the entrance into each neighbourhood, where appropriate. Strong visual interest (dormers, entries, wrap-around porches and windows) should be provided on the elevations of these buildings. Landscape treatments, walls/fencing, and entry features may be incorporated and coordinated with the architectural design of the gateway building.
- A variety of housing types and designs within each neighbourhood should be provided to enhance the streetscape.
- Residential dwellings should be located close to the street to reinforce a strong street edge.
- Provide a variation in the siting of residential dwellings within the streetscape to avoid the impacts of long, straight streets.
- Rear and flankage elevations of corner lots should be consistent in the quality and detail of the front elevation.
- The architectural character of all dwellings should have a relatively consistent architectural style.
- The architectural style of townhouse dwellings should be consistent with the character of adjacent single and semi-detached residential dwellings.
- For townhouse blocks, a variety in the elevation and massing within each block is encouraged.

- Sufficient articulation of townhouse blocks should be provided to avoid large unbroken expanses of roof or wall planes (such as the stepping of units and/or the use of bay windows or other architectural features.
- The end units of a townhouse block should be designed with the same architectural features (such as turrets, bay windows or other suitable architectural features).
- Front entrances should face and be visible from the street.
- Driveways should be paired, wherever possible, to maximize on-street parking capacity, and provide for ample space for trees within the boulevard.
- Driveways should be designed to avoid conflict with the driveways of adjacent uses, such as schools, parks, commercial blocks, etc.
- Avoid the dominance of the garage throughout the Community by avoiding the projection of a garage, where possible, in front of the main residential building wall or providing vehicular access from a rear lane.
- Residential dwellings located on window streets should face the street, and incorporate a high quality of architectural design and detail. Projecting garages should be avoided.
- Residential dwellings that face or flank a park or school should incorporate a high quality of architectural interest.
- Where possible, residential dwellings on streets that intersect with collector streets on which transit will operate, should be oriented to face the local street to provide the opportunity for the placement of transit stops on the collector street.
- Residential dwellings located on elbowed, 'T'-intersections, and cul-de-sac streets should be sited to minimize the visual impact of the garage and increase the opportunity for special landscaping treatments. Architectural elements (such as porches, turret/bay windows) are encouraged to provide visual interest.
- Where possible, utility elements and equipment should be located away from publicly exposed views, and are discouraged from being located in the front yard or flankage yard.
- Where utilities are required to be located in the front or flankage yards, the utilities should be located in a discreet area or screened from public view through landscaping or other screening mechanisms.
- Blocks of townhouses of even numbers are encouraged to allow for paired driveway locations and improvements to the streetscape.

Guidelines for Apartment Buildings

Guidelines:

- All residential apartments should be located close to a public street with a principal façade and entry facing a street or public open space. For buildings interior to the site, the main entrance should be oriented toward the interior driveway and where applicable, the amenity area.
- Surface parking areas, excluding private driveways, should primarily be to the side or rear of buildings.
- Architectural design on all elevations should be consistent.
- Parking areas should be screened from the public street through landscaping.
- Visitor parking spaces should be in visible and convenient locations that are in proximity to building entrances.
- Bicycle parking spaces for both visitors and residents should be provided.
- Service areas should be located at the rear of the building and screened from public view.
- Where possible, utility elements and equipment should be located away from publicly exposed views, and are discouraged from being located in the front yard or flankage yard of a corner lot.
- Where utilities are required to be located in the front or flankage yards, the utilities should be located in a discreet area or screened from public view through landscaping or other screening mechanisms.

Maximizing residential parking opportunities

Guidelines:

- In general terms, there should be proximity between:
    - dwelling types with narrow lots and dwelling types with wider lots; or
    - dwelling types with narrow lots and dwelling types with consolidated vehicular access.
- Where possible, lot widths should account for one on-street parking space in front of each house. Alternatives to this include:
    - Wider lots with less depth;
    - Pairing of driveways on narrow lots to allow for at least one on-street space per pair of dwellings;
    - Use of consolidated vehicular access to provide a longer curbside supply of on-street parking; and,
    - Use of block flanks (i.e. the narrow sides of blocks) to provide angled on-street parking, instead of parallel parking.
- If the use of private rear lanes is selected, consideration should be given to mid-block spaces for snow storage that may also serve as a pedestrian walkway across the block outside of winter.
- If front-accessed parking is selected, consider:
    - driveways of sufficient length to accommodate two vehicles in front of the garage; and,
    - interior space in the garage that allows for passenger doors on both sides of a car to be opened at the same time, and garage length to accommodate vehicles typical of contemporary suburban households.

Schools

Guidelines:

- The main entrances of the school buildings must be located facing the public street.
- Consideration will be given to multi-storey school buildings.
- Consideration will be given to the architectural character and materials of school building elevations.
- Where possible, the school block and abutting park block should be designed as one comprehensive site. Co-locating neighbourhood parks and abutting elementary schools may provide opportunities for sharing amenities such as sports fields, courts and parking
- Primary frontage should be long enough to accommodate bus lay-bys in the right-of-way
- Bus lay-bys should be located within the City right-of-way where possible.
- Where on-site bus lay-bys are demonstrated to be the only viable option, such lay-bys must be sufficiently long to accommodate all of the busses at dismissal time and must not impede other traffic driveways in or out of the school. Those on-site lay-bys cannot have curb returns and must be designed to stop at the sidewalk, maintain the sidewalk at its existing grade and then slope toward the street. Pedestrian priority across lay-bys will be required.
- Lay-bys must have designated signage to show that they are for the exclusive use of school busses for designated periods in the morning and afternoon.
- Large surface parking areas, excluding private driveways, should primarily be to the side or rear of buildings.
- Sufficient bicycle parking spaces should be provided for both students and staff.
- Ensure safe pedestrian crossings to school sites to encourage active transportation. This may include narrowing of intersections and bulb-outs, to be installed at the latest when a school is constructed.
- Pedestrian connections must be provided from sidewalks, parking areas, and bus loading areas to school buildings.
- Where possible, incorporate existing trees or woodlots into outdoor spaces.
- Lighting for school buildings and parking areas should be directed away from adjacent properties.
- Signage should be integrated into the landscape treatments or building architecture.
- Where possible, utility elements and equipment should be located away from publicly exposed views, and are discouraged from being located in the front yard or flankage yard of a corner lot.

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

Street Tree Planting

Street tree planting to ultimately secure a tree canopy at maturity, shall be required in all residential and commercial areas for visual appeal and environmental benefits, including reduction of radiant and reflective heat; provision of shade; as well as providing an enhanced physical environment for residents.

In addition to their environmental benefits, street trees contribute a range of health benefits for residents, ranging from more comfortable environments for physical activity, more engaging public spaces and public realm, and improved mental health outcomes.

Where soil conditions permit, consistent street tree planting will be encouraged in order to create neighbourhood character among many other benefits, along all street frontages, at the developers cost.

Trees and other landscaping, such as plantings along noise fences, window streets and bio-swales, or other remnant pieces of land within a subdivision should be considered as areas to accommodate additional tree planting.

Utilities – All Building Types

Where possible, utility elements and equipment should be located away from publicly exposed views, and are discouraged from being located in the front yard or flankage yard of a corner lot. Where utilities are required to be located in the front or flankage yards, the utilities should be located in a discreet area or screened from public view through landscaping or other screening mechanisms.

7. Implementation and Interpretation

This section of the CDP describes the processes and mechanisms that will guide the implementation of the Mer Bleue Community Design Plan in fulfilment of the policies of the Official Plan and the CDP. The principal mechanisms include:

- An implementing Official Plan Amendment and Secondary Plan;
- Technical Plans: Master Servicing Study, Environmental Management Plan and Master Transportation Study
- Guidance on the interpretation of the CDP;
- Process to modify or amend the CDP and Environmental Assessments;
- Preparation of a financial implementation plan, involving cost sharing agreements;
- Schedule for staging of key infrastructure to service the lands; and,
- Development monitoring.

It is intended that development will proceed in a manner generally consistent with the Mer Bleue Urban Expansion Area Community Design Plan. In this regard, minor changes to the Land Use Plan may be accommodated through the development approvals process at the discretion of the General Manager of Planning, Infrastructure and Economic.

This Plan is intended as a guide to the development of the CDP Area. Some flexibility in interpretation is permitted, provided the general intent of the policies and principles of this Plan are maintained

The land uses identified on **Figure 2** are intended to show general areas and the boundaries are flexible and may vary without amendment to the Plan, except where categories are established by fixed boundaries such as river valleys and roads.

The Plan will guide the form and character of Mer Bleue Urban Expansion Area. The Plan will guide the zoning, subdivision and site plan control processes, as well as capital expenditures in this area. While the end product may differ in detail from the various plans contained within this document, it is intended that development will have a framework consistent with the policies and guidelines that are described in this Community Design Plan.

7.1 COMMUNITY DESIGN PLAN AMENDMENTS

The Mer Bleue Urban Expansion Area Community Design Plan and the accompanying Master Plans were prepared through an extensive process involving technical input and public consultation. Development should proceed in a manner that is consistent with the policies, plans, and recommendations contained in the documents in order to ensure that the policies of Section 3.11 the Official Plan and the CDP are implemented.

However, it is not possible to anticipate every circumstance or issue that may arise over the course of the development of the lands. Accordingly, there must be a mechanism to permit landowners to make amendments as deemed necessary.

The amending process distinguishes between minor and major changes. A substantive design change would require approval by Planning Committee and external agencies as necessary and may necessitate the completion of an amendment to the Secondary Plan/EA. A minor change would not. Minor changes may be made at the discretion of the General Manager, Planning, Infrastructure and Economic Development and incorporated into subdivision and/or site plan approvals.

Minor Changes

Minor changes to the Demonstration Plan and Land Use Plan, such as minor adjustments to local street network and the location of pathway blocks, the size and location of multi-unit residential blocks, the size and shape of parkland, the location, size, shape and/or area of school blocks, and the size, location and shape of stormwater management ponds, that result from applications for development can be made through the City of Ottawa development approvals process, provided they are consistent with the general intent of the CDP.

Where lands are identified as 'Existing Residential', the redevelopment of such lands, in accordance with the abutting land use designation shown on the Land Use Plan, is considered to be minor change.

The limits of the northerly stormwater management facility, in relation to the McKinnons Creek Urban Natural Feature, shall be determined through the approved Environmental Management Plan, approved Master Servicing Study and detailed engineering analyses conducted in conjunction with a development application(s) and such refinement shall be considered a minor change.

Minor design changes are considered to be changes which do not appreciably change the expected net impacts or outcomes associated with the project. Slight changes in alignment or facility footprints, which have the agreement of all affected landowners, would also be considered as minor. All affected landowners and appropriate stakeholders will be provided details of the modification. The majority of such changes could likely be dealt with during the detailed design and development approvals phase and would remain the responsibility of the proponent to ensure that all relevant issues are taken into account.

Major Changes

Major changes to the Land Use Plan or changes requiring amendment to schedules of the Official Plan, such as a major shift in the network of collector streets, reduction in the minimum amount of overall parkland, a significant change to the width or location of the creek corridor, or a change in the number of stormwater management ponds, will be subject to approval by Planning Committee and external agencies as required.

Major changes are considered to be those which change the intent of the EAs or appreciably change the expected net impacts or outcomes associated with the project. If the proposed modification is major an addendum to the Master Plans may be required to document the change, identify the associated impacts and mitigation measures and allow related concerns to be addressed and reviewed by the appropriate stakeholders. Major changes will be subject to approval by Planning Committee and external agencies as required.
Major changes should be supported by a Planning Rationale prepared in conformity with the City's Planning Rationale Terms of Reference, and any technical documents to provide justification for the proposed change and to assist the City and the public in the review of the proposal. The Rationale should include a plan showing the context of the surrounding area, including information concerning other development applications that are approved or about to be approved. To initiate the review and approval of substantive changes, the proponent shall prepare and submit to the City a composite plan comprised of the proposed change(s) and including subdivision and site plan (s) within the neighbourhood (or the broader community if affected) that are approved or about to be approved. Where the proposed change affects land not subject to an approved or about to be approved plan, the composite plan shall also include the design as shown on the Land Use Plan of the surrounding neighbourhood, or broader community as may be required.

The City will circulate copies of the composite plan as may be required to owners of development and redevelopment land directly affected by the proposed change(s) for comment. Objections will result in referral of the subdivision and/or site plan(s) to the Planning Committee for approval. Where a proposed change affects the broader community, a public open house to present the proposed changes to the Community Design Plan and to receive input may also be required.

Each successive change to the Land Use Plan must reflect prior revisions as approved through the composite plan/subdivision approval process. The City will keep all approved changes on file.

Staff initiated changes to the Land Use Plan and to the text of the Community Design Plan may be made at the discretion and approval of the General Manager of Planning, Infrastructure and Economic Development and shall involve notice to owners of affected development and redevelopment parcels as may be required. Where changes are substantive or there is disagreement between staff and the landowners affected by such proposed changes, approval by the Planning Committee may be sought.

Where lists of examples of permitted uses are provided in Section 3.0 of this Community Design Plan, they are intended to illustrate the possible range and type of uses that are to be considered. Specific uses that are not listed, but considered by the City to be similar to the listed uses and to conform to the general intent of the applicable land use category may be recognized as a permitted use in the implementing zoning by-law.

7.2 DEVELOPMENT APPROVALS

Development approvals for lands within the Mer Bleue Expansion Area Community Design Plan will initially proceed by Plan of Subdivision in order to secure the necessary road network, servicing infrastructure and parkland dedication. Development applications shall include all information required under Section 5.2 of the Official Plan.

McKinnons Creek, east of Tenth Line Road, provides an outlet for the stormwater management system within the MBUEA. Development within the Mer Bleue CDP are contingent upon the completion of a Drainage Act application for this section of McKinnons Creek.

In addition, all development applications shall include a description and/or illustration as to how the development proposal meets the intent of the Mer Bleue Expansion Area Community Design Plan and related design guidelines. All residential development applications shall also address how the proposed residential uses and density contribute to the projected housing mix and residential development densities established in the Mer Bleue Expansion Area Community Design Plan and the Official Plan of the City of Ottawa.

Landowners are not required to develop their lands precisely as shown on the Demonstration Plan found in **Figure 3**.

The purpose and role of the Demonstration Plan is to:

- Provide guidance on how these lands *could* develop over time;
- Demonstrate possibilities and methods for addressing specific development challenges;
- Illustrate ways to achieve the design guidelines for various land uses;

- Illustrate some specific objectives the Community Design Plan is seeking to achieve; and
- Provide a means for establishing and monitoring density targets over time.

Development approvals for the majority of lands within the Mer Bleue Expansion Area Community Design Plan will initially proceed by Plan of Subdivision in order to establish the necessary road network, servicing infrastructure and parkland dedication. Development requirements arising from the Drainage Act application process shall be included, where relevant, in the conditions of draft plan approval and registration of a draft plan shall not occur until such conditions have been satisfied.

Applications for some development blocks will require Site Plan Control Approval as required by the City's Site Plan Control By-Law.

The City will impose conditions on the development of the land through the subdivision or site plan process. These conditions will address provision of matters such as but not necessarily limited to:

- Parks, open space and protection of natural heritage features;
- Water, sanitary sewers, and stormwater management facilities;
- Transit;
- Construction of roads and infrastructure;
- Widening and daylight triangles; and,
- Utilities.

The execution of development agreements (as discussed below) will be required before development is allowed to proceed.

Zoning Amendments will be required to permit the development established by the Land Use Plan in conjunction with approval of a plan of subdivision and/or site plan. It is anticipated that zoning bylaws will amend the zoning to appropriate urban residential and mixed use zones to enable development in accordance with the Land Use Plan. The City may also use holding zones to specify the future uses of lands that, at the present time, are considered premature for development due to inadequate road, servicing or community facilities infrastructure being available within a reasonable period. School sites shall be zoned for both institutional and residential use in order that, in the event that no School Board acquires a school site established in a Plan of Subdivision, the lands shall be developed for residential land uses. The type and range of such residential uses shall be in accordance with the Residential Area land use category as described in Section 3.4.

7.3 DEVELOPMENT AGREEMENTS

As development proceeds within the Mer Bleue Community Design Plan, innovative implementation strategies, including the use of appropriate development agreements, shall be established in order to ensure the timely advancement of municipal infrastructure and community amenities and facilities.

Development agreements may address:

- Parks, open space and natural heritage features;
- Water, wastewater collection and stormwater management facilities;
- Transit;
- Road infrastructure (including widening of existing roads); and,
- Telecommunications and other utilities

There may be a front-ending agreement(s) (in which the City would participate) established for the Mer Bleue CDP to require, through development approvals, financial contributions for key infrastructure requirements and to allow the developer(s) to advance the

construction of certain facilities in accordance with agreed-upon financial principles.

There shall also be a master parkland agreement (as discussed below) established for the Mer Bleue CDP to create a mechanism which allows for compensation of parkland dedication that may be inequitably distributed across the Mer Bleue Community Design Plan.

Joint use agreements may also be required with School Board(s) to allow for the shared use of park and school blocks.

7.4 COST SHARING/FINANCIAL PLAN

A Financial Plan is a requirement of Section 3.11 of the Official Plan. The following cost sharing agreements will form the basis of the financial plan for the CDP.

7.4.1 Core Services Agreement

Core Services means any work, service or facility described below, but only to the extent required by an Approval Authority to be completed or constructed in order for development to proceed within the MBUEA, including the preparation of the Mer Bleue Urban Expansion Area Community Design Plan and associated Environmental Assessment, and all related studies thereto, such as, but not limited to, the Master Service Study, Master Transportation Study and Environmental Management Plan. All landowners will be required to become a party to the Core Services Agreement, and to contribute their proportionate share in the cost of these core services, before development is approved by the City.

7.4.2 Other Shared Works

As development proceeds, the cost to construct other infrastructure that is not a Core Service but is shared by at least two landowners will be negotiated by the benefiting landowners. Examples include planned stormwater management facilities, oversize and over depth infrastructure and roadways where they cross property lines or run along property lines.

7.5 PARKLAND AND GREENSPACE ACQUISITION

The Greenspace system is comprised of a variety of elements, such as parkland, natural heritage features, and stormwater management facilities. The majority of the Greenspace will ultimately be in public ownership and the City will pursue acquisition of such lands through:

- Parkland and/or open space dedication through the development approvals process;
- Conveyance of completed stormwater management facilities; and,
- Conveyances of natural heritage features and other open spaces through the development approvals process.

A master parkland agreement established between the landowners within the Mer Bleue Expansion Area Community to create a mechanism, which allows for compensation of parkland dedication that may be inequitably distributed across the Community Design Plan area. The City may assist in the overall management of parkland dedications between the landowners.

Dependent upon confirmation of satisfactory agreements, it is intended that Neighbourhood and Community Parks will be built concurrently with the development of lands within approved Draft Plans of Subdivision.

7.6 DEVELOPMENT PHASING

It is anticipated that within each individual phase, development will occur incrementally through Plans of Subdivision with associated infrastructure and services being installed.

Generally, the development will proceed from north to south based a number of factors including:

- The ability to connect to existing water and sanitary infrastructure with available capacity;
- The opportunity to connect the internal road network to Tenth Line and Mer Bleue Road at existing/planned intersection locations;
- The logical extension of new water and sanitary infrastructure; and,
- Installation of stormwater management facilities.

This phasing represents an orderly progression of development. However, it is possible that under certain circumstances the preferred phasing cannot be followed, nor does a phase require completion before the next phase is initiated.

Options for front-ending by developers will be explored by development applicant(s) in order to secure appropriate timing for both construction and repayment. The City will provide Development Charge credits, in accordance with the relevant legislation, where infrastructure is front-ended.

Where smaller, individual properties are located within a development phase, such properties shall not be required to be developed with the balance of the lands in that phase. However, through the implementation of plans of subdivision within each phase, provision shall be made to accommodate the potential integration of these individual properties at a future date through overall subdivision design, lot patterns, road layouts and infrastructure plans.

All public utilities should be contacted early in the planning process regarding the area servicing of development.

7.7 TRANSIT SERVICE

Transit needs are to be accommodated as an integral part of the community structure from the outset of development in support of the Official Plan target for 2031 of reaching a city-wide 50% share of travel by sustainable modes – walking, cycling transit and automobile passenger.

During the early phases of development, the provision of transit will be achieved through the creation of Early Service Agreements between developers and the City of Ottawa, OC Transpo.

7.8 AFFORDABLE HOUSING

Affordable housing will be required in accordance with Section 2.5.2 of the Official Plan which defines affordable housing as rental or ownership housing, for which a low or moderate-income household pays no more than 30% of its gross annual income.

The Official Plan directs that 25% of all new housing development and redevelopment is to be affordable to households at or below the 30th income percentile for rental and at or below the 40th income percentile for ownership (as adjusted annually in accordance with inflation and the consumer price index.). Therefore, within the Community Design Plan area approximately 25% of all housing should be within the above-noted affordability range, assessed at the time of subdivision approval.

To support the development of affordable housing, the City will negotiate the use of the following municipal incentives and direct supports, including but not limited to:

- Deferral or waiver of fees and charges;
- Density incentives or transfer, flexible zoning, alternate development standards;
- Other incentives to be negotiated depending on the depth of affordability achieved.

When municipal incentives are provided to support affordable housing, the City will enter into agreements with developers to preserve the level of public interest in affordable housing. Agreements will reflect the level of public investment required, with more investment resulting in greater levels of affordability. Agreements will include mechanisms to maintain affordability, will specify the mix of units to be provided, and will typically be registered on title and / or become a municipal housing facilities by-law.

In addition, consideration should be given to locating affordable housing sites in close proximity to existing or planned transit routes, parks and cycling facilities.

7.9 DEVELOPMENT MONITORING

The Mer Bleue Expansion Area Community Design Plan and the accompanying integrated Master Plans were prepared through an extensive process involving technical input and public consultation. It is appropriate that monitoring of the Community Design Plan be undertaken in order to determine whether the policies of the Official Plan and those of the CDP are being achieved. Monitoring may identify any significant changes that would warrant a review and possibly amendments to the Community Design Plan. The purpose of monitoring is to confirm that the underlying parameters supporting the Plan remain applicable and relevant and to determine whether the policies and guidelines are being implemented.

Fundamental to the CDP is the goal of implementing the Land Use Plan and the ability to achieve the established mix and location of residential dwelling types for the area as outlined in the CDP and corresponding Official Plan Amendment. The Official Plan establishes the mix and location of residential dwelling types for Mer Bleue Expansion Area which, as a minimum:

- Constitutes, on a community-wide basis, at least 30% and no more than 55% single detached units and at least 10% apartments; and
- Establishes an overall minimum average net residential density of not less than 36 units per net hectare. Net residential density is based on the area of land in exclusively residential use, including lanes and parking areas internal to developments but excluding public streets, rights-of-way and all non-residential uses.

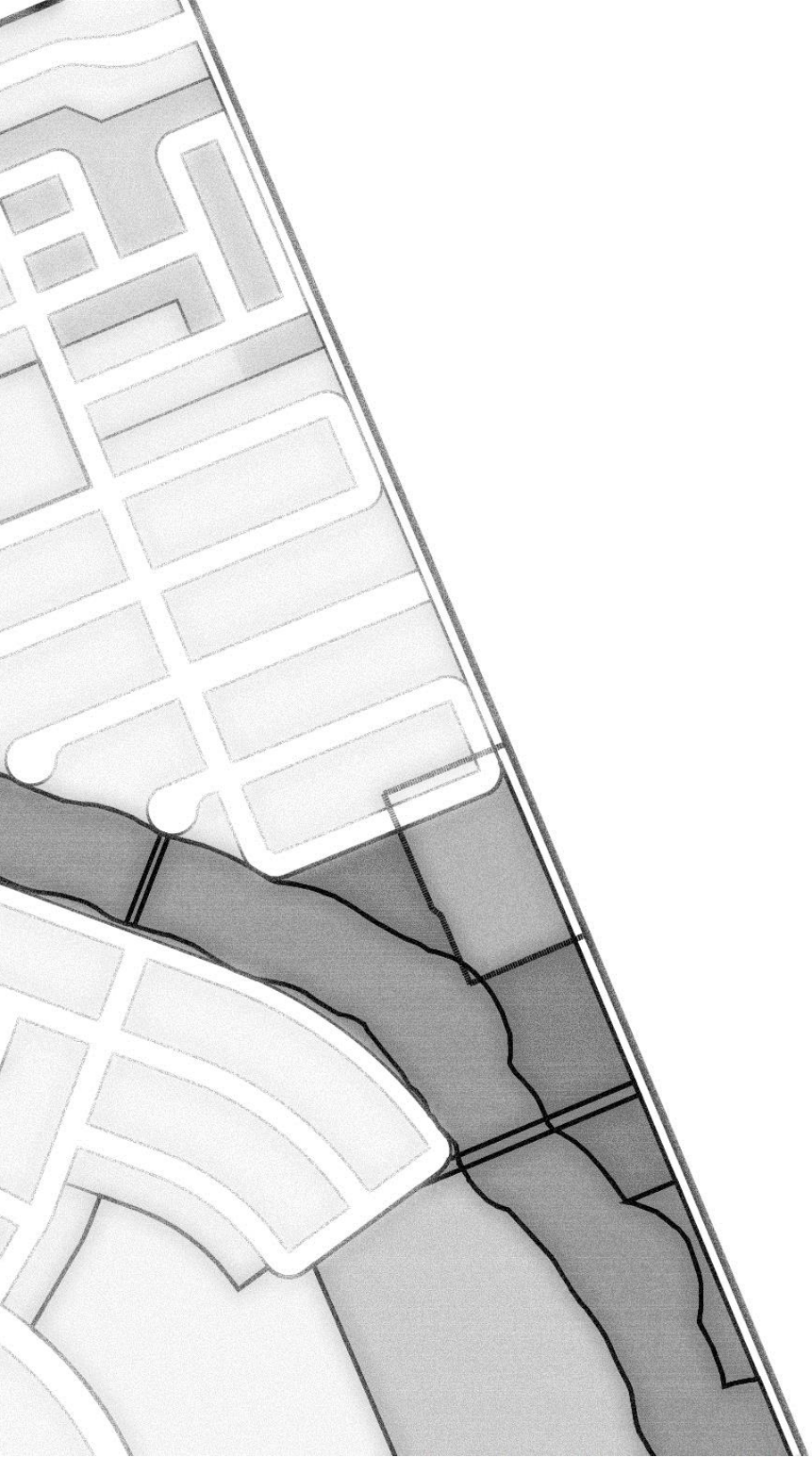
This 36 units per net hectare minimum average density does not constitute a maximum average density, but a density target and therefore, compact development that achieve additional densities while having regard to all other policies of this Plan, shall be permitted.

Table 4 (refer to Section 4.2) identifies overall estimates by percentage of single-detached and semi-detached dwellings; multiple, and apartments, based on the Detailed Community Demonstration Plan included in **Figure 3**. It illustrates that, on the basis of this Detailed Community Design Plan, the required mix of units and density targets in the Official Plan are met over the entire Community Design Plan area. The total number of units that could develop based on the Demonstration Plan should remain within the range of approximately 3,100 to 3,500 units. Additional density, in conformity with other policies regarding land use in the CDP, shall be encouraged.

The total number and mix of residential units will be tracked on a community-wide level at the time of development approvals. Minor variations in the number of units are anticipated through the development approvals process. Variations can be accommodated provided it is demonstrated that both the total number of residential units and the required mix of residential unit types can be reasonably achieved by adjusting density and/or housing mix on remaining vacant lands within the CDP .

Traffic and servicing calculations used to reach the recommendations presented in the TMP and MSS are based on unit and population totals generated from the Demonstration Plan.

In addition, minor variations in the expected average density for each housing form are permitted, provided it can be demonstrated that both the total number of residential units and the mix of residential unit types can be reasonably achieved by adjusting density and/or mix on remaining vacant lands within each neighbourhood.



APPENDIX A

THE PROJECT TEAM

This CDP has been developed by the landowners in consultation with numerous reviewing agencies, including the City of Ottawa and the South Nation Conservation Authority. This development of this concept occurred over the four-year study period and as such represents a comprehensive, integrated and balanced solution to the numerous complex issues associated with each discipline.

The preparation of the CDP also included the participation of a number of committees or teams created to enable a collaborative study process encompassing a range of stakeholders. The City of Ottawa provided an internal project manager for coordination and guidance.

The Core Project Team (CPT) was established to lead the CDP process and was comprised of the Mer Bleue Land Owners Group, the Consultant Team, and City of Ottawa staff from the Department of Planning and Growth Management. The primary function of the CPT was to review reports, resolve issues and achieve consensus at each step of the CDP work program. The CPT had representation from the following organizations:

CITY OF OTTAWA

- Planning, Infrastructure and Economic Development Department

CONSULTING TEAM

- Land Use Planning and Urban Design – WND Associates Limited
- Integrated Environmental Assessment – Morrison Hershfield
- Master Servicing Study – IBI Group
- Transportation Master Study – IBI Group
- Environmental Management Plan – Muncaster Environmental Planning Inc., Bowfin Environmental
- Geotechnical – Paterson Group Inc.
- Hydrogeology – Paterson Group Inc
- Natural Heritage and Species at Risk (Environment) - Muncaster Environmental Planning Inc., Bowfin Environmental
- Fluvial Geomorphology –Parish Geomorphic
- Archaeology – Paterson Group Inc.

The Technical Advisory Committee (TAC) was created to provide guidance and review critical deliverables on an as-needed basis. Specifically, TAC Meetings were held to discuss the evolving land use plan and information related to the preparation of the Transportation Master Study, Master Servicing Study and Environmental Management Plan. In addition, as needed, the members of the TAC were available to provide input throughout the CDP process.

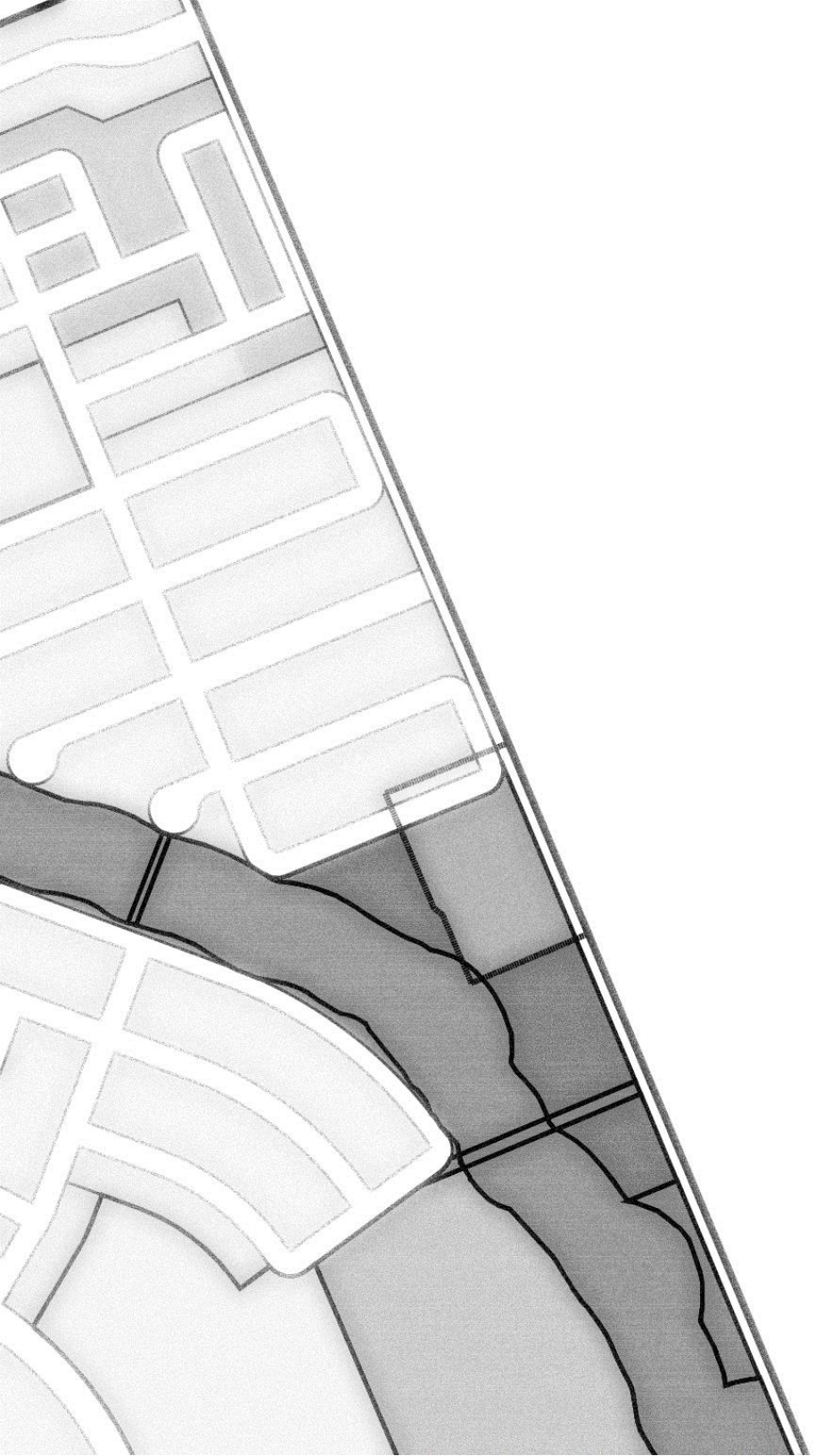
Representatives of the following organizations were invited to participate:

- City of Ottawa Traffic Services
- City of Ottawa Parks and Recreation Branch
- City of Ottawa Infrastructure Approvals
- City of Ottawa Transit Services
- City of Ottawa Transportation Planning
- Ottawa Public Health
- Ottawa Public Library
- Ottawa Carleton District School Board (OCDSB)
- Conseil des écoles publiques de l'Est de l'Ontario (CEPEO)
- Ottawa Catholic School Board (OCSB)
- Conseil des écoles catholiques du Centre-Est (CECCE)
- Hydro Ottawa

Government Review Agencies, with an interest in land use and development, were provided with copies of all notices prepared for the project and requested to provide input and comments. Representatives were invited to sit as regular members of the TAC and depending on the agency were involved to provide technical input at various stages from the initial steps to reviewing the details

of alternative designs. The level of participation was at the discretion of the agency/representative and some agencies were involved throughout the process while others were consulted primarily to acknowledge they will have a role in future subdivision applications. Government Review Agencies consulted included:

- Ontario Ministry of the Environment and Climate Change (Environment)
- Ontario Ministry of Natural Resources and Forestry (Environment)
- Ontario Ministry of Tourism, Culture and Sport (Archaeology);
- Ontario Ministry of Aboriginal Affairs (Heritage)
- South Nation Conservation Authority (Environment/Floodplain) Department of Fisheries and Oceans Canada (Fish habitat)



APPENDIX B

COMMUNITY CONSULTATION

Consultation is an integral part of both the Planning and Class Environmental Assessment process. The planning process for the Community Design Plan was collaborative and open, involving community representatives, the Mer Bleue Land Owners Group (MBLOG), City and agency representatives and, the public at large. Early in the process formal invitations were sent to other landowners to participate; however, none other than the MBLOG noted above chose to join the MBLOG. Non-participating landowners have been involved in the CDP process through consultation and opportunities to comment as the plan evolved.

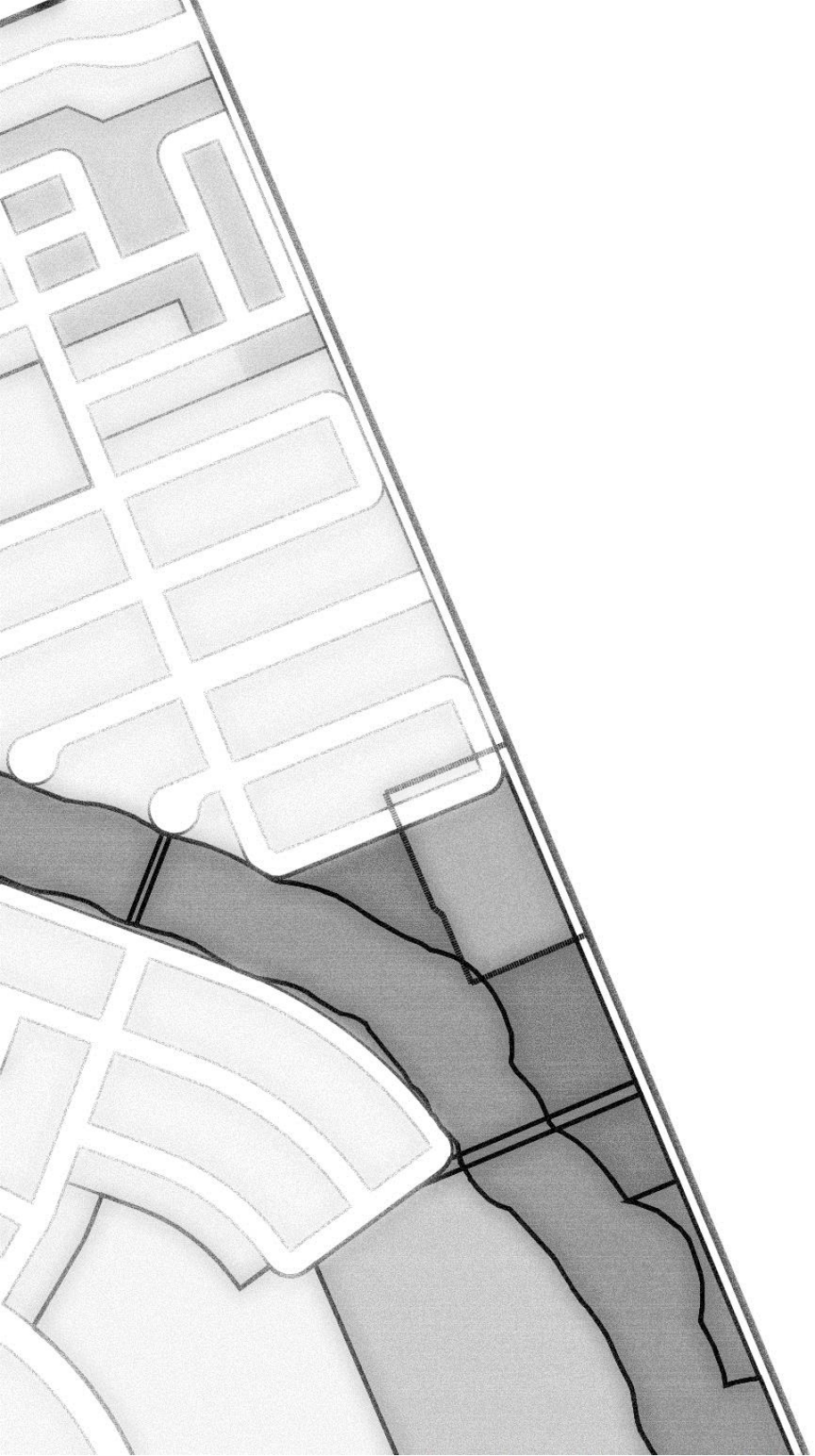
Consultation and the exchange of information was undertaken throughout the planning of the area development using a variety of methods including meetings with community associations and the general public, electronic information distribution and regular meetings with the Study Team and approval agencies.

A Public Consultation Report has been prepared to document the consultation undertaken in support of both the Planning Act and Environmental Assessment Act requirements. Consultation exceeded the minimum requirements of the legislation/processes.

The planning process was divided into three stages:

1) Background information and analysis;
2) Alternative Community Design and Infrastructure Plans; and,
3) Preferred Community Design and Infrastructure Plans.

Five (5) formal Public Meetings were held in the area of the Mer Bleue with attendance from local residents, community associations and the City of Ottawa. The Public Meetings were held on November 19, 2013, April 24, 2014, June 11, 2014, December 8, 2015 and May 30, 2017. Additional meetings were held with area land owners as well as regulatory approval agencies and various City of Ottawa departments. Scheduling of consultation opportunities corresponded to key project milestones throughout the process.



APPENDIX C

EXISTING CONDITIONS REPORTS and
TECHNICAL STUDIES

The CDP and Class EA process included the preparation of technical studies and existing conditions reports to provide detailed identification of existing conditions that may impact the spatial form of the community, that describe the character of the community or that set up significant defining elements of the future planned community. The Study Area for the various supporting studies extended into the urban and rural areas beyond the limits of the MBUEA to provide for a more comprehensive analysis of the influences on the CDP.

The following existing conditions reports were prepared and can be referred to for detailed information regarding the conditions within the Study Area:

- Existing Conditions: Natural Environment Features, Muncaster Environmental Planning Inc., March 2015
- Headwaters Report: Urban Expansion Area, Bowfin Environmental Consulting Inc. and Muncaster Environmental Planning Inc., March 2017
- Headwaters Report: New Improvement Area on McKinnons Creek, Bowfin Environmental Consulting Inc. and Muncaster Environmental Planning Inc., March 2017
- Geomorphic Assessment, Parish Aquatic Services, March, 2017
- Technical Memorandum: McKinnons Creek Reach 3 Underlying Soil Consideration, Paris Aquatic Services, March 6, 2017
- Erosion Threshold Assessment of the East Brach Savage Drain, Parish Aquatic Services, April 24, 2015 (Draft)
- Geotechnical Input, Golder Associates, February 2016
- Technical Memorandum: Revised Maximum Permissible Grade Raise, Golder Associates, March 11, 2016
- Hydrogeological Review and Assessment, Golder Associates, May 2015

Environmental Management Plan

An Environmental Management Plan (EMP) is required to be prepared in support of this Community Design Plan as set out in Section 3.11.6b) of the Official Plan. The CDP study process is comprised of an integrated planning and Municipal Class Environmental Assessment (Class EA) and therefore all infrastructure studies were prepared in accordance with the requirements of the Class EA. Studies were completed to inventory the existing environmental conditions. Detailed natural heritage studies, drainage and hydrology infrastructure inventories including a headwater drainage feature assessment (HDFA), geomorphic assessments, geotechnical investigations, and a hydrogeological review were conducted.

Environmental constraints of the relevant environmental features and other environmental management considerations were identified through these analyses and various recommendations for mitigation, restoration and enhancement and are reflected, as appropriate, in the CDP and the implementing Master Servicing Plan.

Master Servicing Study

As background to the CDP, IBI Group Engineers (supported by a team of specialized consultants), prepared a Master Servicing Study for the Mer Bleue Expansion Area 10. The purpose of this Study was to provide recommendations for the long-term servicing of existing and future development within the CDP area. The Study followed the Municipal Engineers Association Municipal Class Environmental Assessment integrated process.

The report concludes that water and wastewater systems can be made available to accommodate future planned growth.

Further, in support of the CDP, a stormwater strategy has been developed. The Mer Bleue lands are located within the McKinnons Creek watershed. The existing Avalon West SWM facility (located within the northerly portion of the CDP area) can be expanded to

service a portion of the lands and new facilities will be constructed to service the remaining lands, using McKinnons Creek as an outlet. McKinnons Creek, east of Tenth Line Road, provides an outlet for the stormwater management system within the MBUEA. Development approvals within the Mer Bleue CDP are contingent upon the completion of a Drainage Act application for this section of McKinnons Creek.

Each utility company (Hydro One, Hydro Ottawa, Enbridge Gas, Bell Canada, Rogers Ottawa) has confirmed their plant and/or infrastructure is in reasonable proximity to the study area, and that there is adequate supply to service the community or such supply can be made available at the time of development. Ongoing coordination with the utility companies will be required during future stages of the development approvals process.

Master Transportation Study

A key supporting document to the Plan is the Master Transportation Study (MTS) which analyzes the future long-term transportation infrastructure needs of the proposed community in conjunction with the needs already established in the City's 2013 Transportation Master Plan (TMP) and any available updates thereto. This is to ensure that the vision, strategic objectives and supporting principals of the City's Transportation Master Plan will also apply to the Mer Bleue Urban Expansion Area 10.

The MTS identifies road and intersection improvements and new roadway infrastructure that will be necessary to accommodate growth associated with the Mer Bleue community.

The introduction of efficient and convenient transit service to the Mer Bleue Urban Expansion Area 10 will be integral to the success of the community. Modification of existing transit routes in the area and/or the introduction of new routes will be required to service the proposed development. OC Transpo has indicated that transit service will ultimately be provided along the internal collector street network, which network will allow for flexibility in routing buses through the early phases of the development

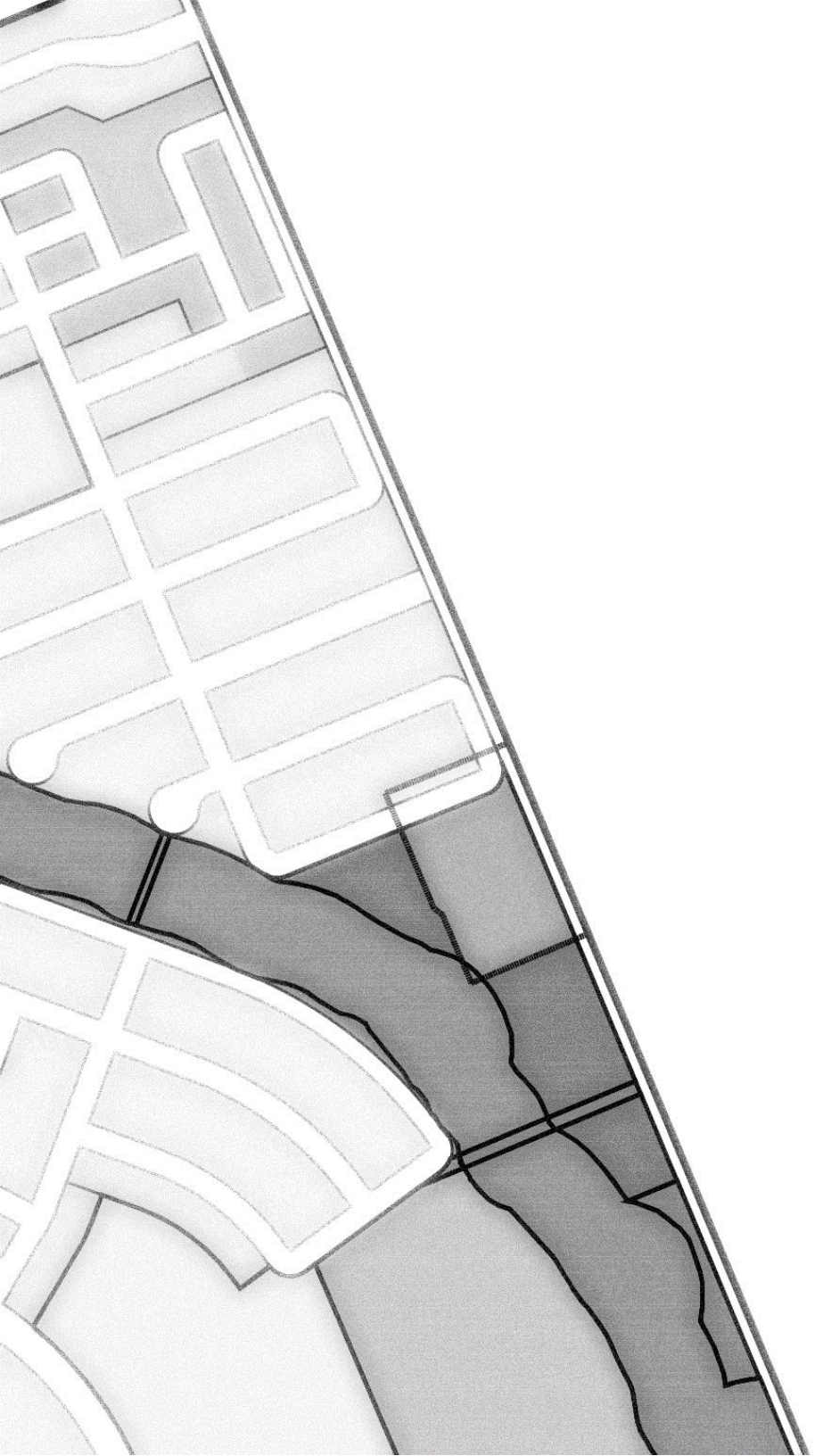
In addition, the City of Ottawa Cycling Plan (2013) and City of Ottawa Pedestrian Plan (2013) were considered in the determination of active transportation needs in the CDP. The CDP encourages all modes of active transportation through the provision of:

- Sidewalks on one or both sides of certain roadways;
- Multi-use pathways;
- Recreational pathways; and,
- Interim paved shoulders along both the Mer Bleue Road and Tenth Line Road frontages.

A multi-use pathway is proposed along the north side of the new east-west collector street, the east side of the north-south collector street, and along Wall Road. In addition, a multi-use pathway is also proposed along the east side of Mer Bleue Road between the new collector street and the existing Wall Road intersection.

Off-road multi-use pathways shall be provided along both sides of McKinnons Creek and three (3) pathway crossings (for pedestrian and non-motorized vehicles) shall be provided across the creek to ensure connectivity between all portions of the CDP.

Other recreational pathways will be included (through the draft plan of subdivision review/approval process) to ensure that appropriate connections are provided within the community to achieve connectivity and accessibility between the various parks, open space, school and commercial areas, and enhance connectivity and access to transit.



APPENDIX D

BUILDING BETTER AND SMARTER SUBURBS: STRATEGIC DIRECTIONS AND ACTION PLAN (2015) ANALYSIS

Building Better and Smarter Suburbs: Strategic Directions and Action Plan (2015)

The City of Ottawa has created the 'Building Better and Smarter Suburbs' initiative to review current subdivision design guidelines and practices, as well as make recommendations aimed to resolve the concerns of new communities.

The 'Building Better and Smarter Suburbs: Strategic Directions and Action Plan' (February 20, 2015) discusses the challenges and main issues of new suburban subdivisions, as well as providing objectives and direction to address a range of development issues and accommodate increasing densities in the suburbs. The Action Plan identified the eight key issues related to the development of suburban subdivisions: (1) street network and land use; (2) parks and open space; (3) stormwater management; (4) school sites; (4) parking; (5) road right-of-ways; (6) rear lanes; (7) trees; and (8) utility placement.

The following provides a comparison of the objectives and strategic directions of the Action Plan and the Demonstration Plan for the Mer Bleue Urban Expansion Area.

BBSS Objectives	Demonstration Plan
1. Street Network and Land Use	
• Implement a network of street typologies that complements the land uses, densities and built form within a community.	*Plan incorporates a variety of street types, including collector streets local streets and window streets*
• Create a highly-connected street and block pattern with short blocks to support efficient routing of transit, short distances to transit stops and stations, and intuitive wayfinding	*Majority of the plan contains short blocks*
• Design the street network to respond to and respect natural and cultural features.	*Road network provides a number of views/ connections (single loaded roads/view corridors) to the natural features and open space system (including the woodlot, McKinnons Creek)*
• Design the street network to enhance access to public facilities and services; prioritize pedestrian and cycling access for short trips, and walking/cycling connections to transit stations and park and ride lots for longer distance trips.	*Multiple road frontages have been provided for the parks and school blocks to enhance access*
• Integrate the street network with the park and open space system.	✓
• Design the street network and block lengths to include a diversity of routes for vehicular and active transportation in order to minimize bottleneck locations.	*Majority of the road network has been designed to provide alternative routes/access*
• Provide opportunities for small local retail or commercial spaces in new neighbourhoods, where appropriate.	

BBSS Objectives	Demonstration Plan
• Reduce vehicle operating speeds, particularly on local streets, in order to improve safety be reducing vehicular and pedestrian/cyclist conflicts. • Create a street system that promotes passive traffic calming and includes traffic calming features built in to the initial designs for local and collector roads.	*Road network designed with roundabouts, traffic calming measures, and short blocks to get motorists to drive more slowly and carefully*
2. Parks and Open Space	
• Achieve an accessible, connected and safe network of open spaces.	*Parks and open spaces blocks are connected through the use of pedestrian pathways and sidewalks within the public right-of-way*
• Establish a hierarchy of parks and open spaces that reflects the needs of the community.	*Plan includes a community park, neighbourhood parks, parkettes, open space blocks, multi-use pathways*
• Implement the park hierarchy and standards defined in the Park and Pathway Development Manual, but also consider smaller park typologies.	*Plan includes a community park, neighbourhood parks, parkettes, open space blocks, multi-use pathways*
• Aim to achieve an urban tree canopy linking the green space system.	*Plan includes a community park, neighbourhood parks, and parkettes with integrated targets of 30% tree canopy coverage as well as naturalization targets*.
• Provide access to a range of parks and open space features within reasonable walking distances.	*All residents will be able to access parks and open space blocks within a reasonable walking distance (5-minute walk)*
• Incorporate existing trees, woodlots, or hedgerows into new parks or open spaces wherever possible.	*Woodlot, McKinnons Creek have been incorporated into the Plan*

BBSS Objectives	Demonstration Plan
3. Stormwater Management	
• Re-consider use of parks and open space areas for emergency storage and conveyance of stormwater.	*Three neighbourhood parks have been designed adjacent to a dry pond. Park designs will incorporate integrated stormwater management features where compatible with park functions and amenities.*
• Plan and design beautiful stormwater management ponds that are integrated into the open space system.	*Two stormwater management ponds have been integrated with McKinnons Creek; Detailed design will be part of Plan of Subdivision*
• Continue assessing creative and innovative ways to manage and reduce stormwater on a community wide basis, including consideration of using public open spaces.	*Three dry ponds are provided*
4. School Sites	
• Promote the efficient use of land and compact built form.	✓
• Prioritize pedestrian and cycling safety on streets around schools.	
• Plan and design school sites as part of the open space system.	*All elementary schools are adjacent to a neighbourhood park*
• Consider expanding shared facility agreements that lead to improved efficiencies.	*All elementary schools are adjacent to a neighbourhood park*
5. Parking	
• Accommodate two cars per ground-oriented dwelling (one in garage and one in-driveway in single-detached, semi-detached and townhouse units with driveways) while ensuring the visual predominance of front entrances and the inhabited parts of the residence.	*Implemented through Plan of Subdivision and Zoning By-law*
• Minimize the potential for conflicts between sidewalk users and vehicles in driveways.	✓
• Minimize driveway widening and lot area dedicated to driveways in order to maximize space for tree planting, landscaping, and stormwater retention.	*Implemented through Zoning By-law*
• Use on-street parking as a traffic calming measure on streets already wide enough to accommodate on-street parking.	*Right-of-ways will incorporate on-street parking*

BBSS Objectives	Demonstration Plan
•	
• Accommodate on-street residential parking for multiple car households with a permit system, in order to reduce the need to pave front yards.	*On-street permit zones may be created at Plan of Subdivision stage*
6. Road Right-Of-Way	
• Balance the needs of all elements within the street right-of-way.	✓
• Ensure a range of street cross-sections that are appropriate for the application, area, and community design context.	*Plan incorporates a variety of street cross-sections, including collector street, local street and local window streets*
• Create complete streets that accommodate all modes of transportation.	✓
• Create street environments that enhance safety and livability.	✓
• Create beautiful tree-lined streets as a key component of the public realm.	*Right-of-ways will incorporate trees to provide pedestrian walkways, linking parks, open spaces, and commercial areas.*
• Accommodate stormwater management strategies in the row.	
7. Rear Lanes	
• Promote higher density development and compact form with less impact on the streetscape.	✓
• Enhance the streetscape by removing cars from the front face of the house and maximize the living space overlooking the street.	
• Consider rear lanes in areas where front yard driveways could conflict with adjacent land uses, such as school sites.	*Implemented through Plan of Subdivision*
• Resolve snow and stormwater storage and conveyance concerns.	*Implemented through Plan of Subdivision*
• Examine potential to place some underground utilities in rear lanes.	*Implemented through Plan of Subdivision*
• Maximize green space and opportunities for tree planting and landscaping.	✓
8. Trees	
• Ensure sufficient space for healthy trees in the row.	✓
• Resolve the issue of tree planting in marine clay soils with technical solutions that will allow larger and more diverse street trees.	
• Expand the urban forest and enhance its biodiversity.	✓

BBSS Objectives	Demonstration Plan
• Select appropriate tree species for the local environment.	
• Achieve suitable conditions to ensure mature tree development.	✓

BBSS Strategic Directions	Demonstration Plan
1. Street Network and Land Use	
1. Design the street network as an integral part and extension of the municipal grid, taking into consideration its future adjustments and evolution.	*Road network provides connections to existing roads and future development*
2. Design the street network based on a modified or offset grid to maximize choices of travel routes and opportunities for utility connections.	*Majority of the road network has been designed to provide alternative routes/access*
3. Design the street network in conjunction with the land use and open space system to ensure direct pedestrian and cycling connectivity to key destinations in the community (schools, shops, bus stops and stations, etc.).	*Parks, open space blocks and schools are connected through the use of multi-use pathways on public land or within the public right-of-way*
4. Examine opportunities to design the street network with more closely spaced arterial roads in order to minimize the need for very wide rows that can be perceived as community dividers and barriers to active transportation.	*Majority of the road network consists of local streets with only three collector streets*
5. Ensure that a range of appropriate sized roadways complements the character and functional needs of each community area.	*Plan incorporates a variety of street types, including collector street, local street and local window streets*
6. Implement traffic calming measures at the outset of road design for local and collector streets.	*Road network designed with roundabouts, curved roads and short blocks to encourage motorists to drive more slowly and carefully*
7. Use roundabouts that prioritize pedestrian and cyclist safety in appropriate functional locations.	*Roundabouts have been incorporated at the intersection of collector streets near commercial uses and parks*
8. Implement prescribed facilities from the 2013 Ottawa pedestrian plan (section 4.1) and 2013 Ottawa cycling plan with development.	*Plan provides a number of multi-use pathways (on and off-road)*
9. Avoid reverse frontage lots (rear yards abutting public streets) within a community.	*Plan does not include reverse lot frontages*
10. Encourage representation from OC Transpo at pre-consultation meetings for plans of subdivision in order to incorporate transit planning into initial subdivision design.	*Determined through detailed development applications*
11. Provide flexibility in zoning to accommodate a mix of land uses within a community, such as areas that allow live-work units or local commercial land uses.	*Determined through detailed development applications*

BBSS Strategic Directions	Demonstration Plan
12. To support housing affordability, encourage developers to "rough-in" utilities in basements in order to facilitate their future conversion to second dwelling units in single, semi-detached, and townhouse units.	*Determined through detailed development applications*
2. Parks and Open Space	
1. Investigate the conditions and criteria around adding new smaller park typologies to the park and pathway development manual.	*Plan includes smaller parks (parkettes)*
2. Review existing metrics for accessibility/walking distance to all parks and open spaces that take into consideration health and age of residents.	*All residents will be able to access parks and open space blocks within a reasonable walking distance (5-minute walk)*
3. Create street and lot patterns and building orientations that frame and enhance the presence of all parks, regardless of size.	*Road network provides a number of views/ connections (single loaded roads/view corridors) to the parks, parkettes, natural features and open space system (including the woodlot, McKinnons Creek)*
4. Identify opportunities to connect separate features of the open space network (e.g. a park to a nearby woodlot) with streets that support canopy trees.	*Parks, schools, woodlots, stormwater management ponds are provided along single loaded roads*
3. Stormwater Management	
1. Investigate ways of minimizing space attributed to SWM facilities.	✓
2. Provide street frontage for sites that contain stormwater management ponds.	*All stormwater management ponds have frontage on the roads*
3. Ensure that land attributed to large swm facilities can serve additional functions, such as recreation trails or multi-use paths as part of the open space system, and support the connection of trails in swm facilities to parks and open spaces, and to pedestrian and cycling facilities.	*All stormwater management ponds can be designed to incorporate multi-use pathways; Two stormwater management ponds have been integrated with McKinnons Creek*
4. Examine opportunities to reduce 'end of pipe' water volume discharge.	
5. Examine opportunities for innovative stormwater management in new road row cross-sections, such as bio swales and integrated systems that support tree hydration.	*Detailed engineering through development applications*
6. Review best practices from former municipalities to determine improved stormwater management practices, and ex-amine opportunities for emergency stormwater management in public open spaces and parks, where available.	*Three dry ponds are provided*

BBSS Strategic Directions	Demonstration Plan
4. School Sites	
1. Encourage the planning and design of school and park blocks as one comprehensive site and part of a neighbourhood's grid of streets and blocks.	*All elementary schools are adjacent to a neighbourhood park*
2. Examine opportunities and best practices for incorporating existing trees or woodlots into functional spaces (e.g. Natural play areas or outdoor classrooms) on school sites.	*Where possible, all schools will incorporate existing planting*
3. Work with school boards to minimize land requirements for school sites, including: • Promote adjoining school and park sites where possible. • Proactively seek out partners for facility partnerships and combined use agreements between the city and school boards (e.g. Playgrounds, libraries, sports fields). • Consider the requirement for multi-storey school buildings (minimum 2 storeys). • Investigate options for more efficient bus lay-bys and student pick up / drop off areas.	*All elementary schools are adjacent to a neighbourhood park*
4. Prioritize pedestrian and cycling safety by including traffic calming measures on streets abutting school sites at the outset of school and street design.	*Determined through detailed development applications*
5. Review best practices for bicycle parking on school sites.	*Determined through detailed development applications*
6. Consider ways to make temporary use of optioned school sites that will benefit the community while these sites are vacant.	*Determined through detailed development applications*
5. Parking	
1. Develop criteria to determine where street-accessed parking and rear-accessed parking are appropriate.	*Determined through detailed development applications*
2. Where street-accessed parking is appropriate, establish set-backs that will allow a vehicle to be parked in front of the garage or carport, while preventing the visual prominence of garages on the streetscape.	*Determined through detailed development applications*
3. Determine appropriate driveway width based on lot width; provide range of options.	*Determined through detailed development applications*
4. Consider minimum parking space dimensions inside garages to ensure they can function as intended, to park vehicles.	*Determined through detailed development applications*
5. Consider options for multi-car households through the on-street residential parking permit program, and seek to provide adequate curbside parking supply by ensuring sufficient space between driveways (single or paired), or the use of rear lanes or buildings with parking at rear, where appropriate.	*Determined through detailed development applications*

BBSS Strategic Directions	Demonstration Plan
6. Encourage on-street parking on all local and collector streets, including 24 hour on-street parking with permits.	*Determined through detailed development applications*
7. Consider alternating on-street parking on each side of the street during winter, to assist in snow removal.	*Determined through detailed development applications*
6. Road Right-Of-Way	
1. Add a series of new row cross-sections that respond to built form context, better accommodate street trees, and address items 2 to 9 below.	*Plan incorporates a variety of street types, including collector streets, local streets and window streets*
2. Consider adding an extra narrow row for a one-way street design.	*One-way streets will not be provided*
3. Row cross-sections, roadway widths, and design speeds should respond to built form and land use context.	✓
4. Ensure new cross-sections consider offset geometry and differences between row width versus paved road width.	*Will be considered where feasible.*
5. Reduce width of vehicle travel lanes in new row cross-sections.	*Feasible on non-transit streets.*
6. Accommodate public transit and related amenities in the design of streets with existing or anticipated transit service.	✓
7. Implement traffic calming measures (such as those in the Canadian guide to neighbourhood traffic calming) at the outset of road design for local and collector streets.	*Road network designed with roundabouts, traffic calming measures, and short blocks to encourage motorists to drive more slowly and carefully*
8. Allow for increased storage of stormwater volumes within the row, taking into consideration opportunities to use bio-swales for tree hydration.	
9. Determine preferred sizes and locations for combined mail boxes in the right-of-way that support active transportation and safety, and reduce the creation of short vehicular trips.	*Determined through detailed development applications*
10. Ensure components of a 'complete street' are provided in the row, such as: • Pedestrian facilities; • Cycling facilities; • On-street parking; • Traffic calming features; • Trees on both sides of the street, including canopy trees; • Utility placement and operational considerations that do not interfere with the attributes of complete streets.	✓

BBSS Strategic Directions	Demonstration Plan
7. Rear Lanes	
1. Determine locations where rear lanes or development with rear-access parking (e.g. Townhouse or stacked townhouse blocks with limited curb-cuts and driveway access, and parking at the rear of each dwelling unit) are appropriate. For example, locations may include lots facing schools, parks, community centres, and on major collector and arterial roads.	*Determined through detailed development applications*
2. Analyze budgetary implications and community design benefits of City ownership of lanes; evaluate model of private lane ownership with public pedestrian easement.	*Determined through detailed development applications*
3. Determine which utilities can and should be located in rear lanes.	*Determined through detailed development applications*
4. Revisit design for rear lane blocks in order to improve snow and stormwater storage and conveyance issues.	*Determined through detailed development applications*
8. Trees	
Street trees:	
1. In new row cross-sections, ensure conditions to support healthy street trees, including canopy trees, in the row.	✓
2. Implement tree planting strategies identified in the street tree manual for Greenfield neighbourhoods (to be approved in early 2015).	*Street trees will be provided within the right-of-way as required, including roads located along park frontages.*
Preservation of existing trees:	
3. Where appropriate, incorporate retained tree stands or wood-lots in parks and open spaces.	*Where possible, existing trees, vegetation will be preserved in parks, schools, and open space blocks*
4. Improve retention of healthy trees and treed areas in new neighbourhoods.	*Where possible, existing trees, vegetation will be preserved in parks, schools, and open space blocks*
9. Utility Placement	
1. Favour design solutions that make all utilities and infrastructure (except traffic signals and fire hydrants) as invisible as possible.	*Determined through detailed development applications*
2. Find design solutions that accommodate all utilities using less space in the row (e.g. Joint utility trench) while ensuring sufficient space for street trees.	*Determined through detailed development applications*
3. Minimize the numbers of utilities crossing soil trenches for trees.	*Determined through detailed development applications*

BBSS Strategic Directions	Demonstration Plan
4. Ensure utility placement and network design can accommodate increasing densities without compromising service quality and safety standards.	*Determined through detailed development applications*
5. Combine above-ground utilities to reduce their visual impact on the streetscape.	*Determined through detailed development applications*
6. Continue to support the burial of overhead wires on new roads.	*Determined through detailed development applications*