

6.0 Community Design Guidelines

The following section provides a Demonstration Plan and Community Design Guidelines illustrating in more detail, how the Mer Bleue area should develop. The following section is based on the Community Design Plan presented in Section 5.

6.1 Demonstration Plan

There are a number of different ways the Mer Bleue area could develop which would conform to the policies and community design guidelines of this Plan. The Demonstration Plan presented in Figure 15 illustrates one detailed way to develop the Mer Bleue area in keeping with the policies and guidelines of the Plan.



Figure 15 – Demonstration Plan

Table 3 provides a detailed summary of land uses, land areas, units and employment targets generated by the Demonstration Plan. The figures presented in this Table defer slightly from the information provided in Table 2 (Section 5) given the increased level of detail.

The Demonstration Plan is based on the Land Use Plan presented in Section 5 and assigns blocks for higher density residential uses and defines a local road pattern. The Plan provides a level of detail and certainty upon which the Servicing Plan, Transportation Plan and Sector Plan (Section 7) have been based.

Land Use/Unit Type	Land Area (net ha)	Units	Unit Sub Totals	Employment	Density (min.)	% of Residential Units*	OP Policy (Dev. Comm.) or OPA No. 35
RESIDENTIAL Mixed Density*	70.97 ha	2,448	-	-	-	-	-
<i>Singles</i>	-	902	-	-	-	-	-
<i>Semis</i>	-	180	-	-	-	-	-
<i>Sub Total (singles, semis)</i>	-	-	1,082	-	-	45.6%	60% (max.)
<i>Row Units</i>	-	722	-	-	-	-	-
Low Density Residential (singles, semis and rows)	62.20 ha	1,804	-	-	29 units/net ha	-	-
Medium Density Residential (stacked townhouses and low-rise apartments)	10.74 ha	644	-	-	60 units/net ha	24%	10% (min.)
<i>Sub Total Multiples (row units, stacked towns and apts.)</i>	-	-	1,299	-	-	54.6%	30% (min.)
MIXED USE AREA**	16.43 ha	-	-	-	-	-	-
High Density Residential Units	4.11 ha	329	-	-	80 units/net ha	-	-
Employment	12.32 ha	-	-	3,081	250 jobs/net ha	-	-
COMMERCIAL***	14.58 ha	-	-	1,021	70 jobs/net ha	-	-
INSTITUTIONAL	0.28 ha	-	-	20	-	-	-
PARKS	8.59 ha	-	-	-	-	-	-
School – Elementary	2.88 ha	-	-	50	-	-	-
School – Secondary****	(8.1) ha	-	-	(100)	-	-	-
Home-Based Business*****	-	-	-	278	-	-	-
TOTAL	113.73	2,777		4,449			4,000-5,000 jobs

Table 3 – Demonstration Plan Land Use Summary

* Does not include residential units located in the Mixed Used Areas, which are apartments
** It was assumed that 75% of the land would be dedicated to employment, 25% to residential
*** The 'dual' designated lands (commercial/mixed density residential) along Mer Bleue are included as Commercial lands in this summary
**** If the High School is constructed, the total number of residential units will decrease by 181, to 2,596 and the employment target will increase to 4,549 jobs
***** 10% of total residential units

6.2 Design Guidelines

The following section contains a set of design guidelines, which read together are the urban design language for the future development of the Mer Bleue area. All development applications for lands within the CDP area should have regard to these guidelines.

General tree spacings have been suggested in the following section. Detailed tree planting guidelines (including recommendations on species, tree spacing and distance from built structures) will be provided for all land uses as part of the Subdivision approval process in accordance with the Geotechnical Reports for the study area.

In addition to the guidelines provided in the following sections, any applicable City-wide guidelines will be used to evaluate development applications.

6.2.1 Purpose and Intent

Good urban design is a key objective of the City of Ottawa Official Plan, with policies designed to “create attractive and liveable communities, to build in harmony with nature, to allow for ease of movement, and to meet diverse needs.” The Official Plan notes that “urban design is not only concerned with buildings, but equally important, the spaces between them, including green and open spaces, courtyards, parking areas, and all the elements of public infrastructure, including sidewalks and streets, street-lighting, street trees and street furniture.” [Policy 2.5.6, Official Plan 2003].

While many of the community design guidelines outlined here are common to all developing communities, they have been interpreted in the context of the Mer Bleue Community Design Plan, addressing its context and setting, the range of proposed uses and the opportunities that exist to capitalize broadly on the amenities and features of this new community.

To this end, the design guidelines have been organized in layers that address the broadest aspects of the public realm first:

- Community identity;
- Streets; and
- Transit.

These broad, community-wide considerations are then followed with design guidelines related to specific land uses:

- Residential areas;
- Parks;
- Schools;
- Commercial uses;
- Institutional uses; and
- Mixed Use Area.

6.2.2 Community Identity

In greenfield development, community identity relies solely on the location, architecture and design of new construction and landscaping. The quality of the interrelationship between buildings and the street will set the tone for the type of community Mer Bleue can become.

Creating a Sense of Place

6.2.2.1

Neighbourhoods should not turn their backs on major transportation routes, such as the Blackburn Hamlet Bypass. Single-loaded roads along major transportation and other design solutions are encouraged.

6.2.2.2

Buildings will be designed to address major transportation routes such as arterial and collector roads, by fronting onto the street to enhance streetscape.

6.2.2.3

While not restricting the creativity of individual landowners and subdivision designers, a common palette of materials and options should be used for key design elements, such as:

- Fencing and landscaping standards for arterial roads;
- Neighbourhood gateway features;
- Street lighting;
- Landscaping and street tree planting;
- Wayfinding signage.

Gateways and Prominent Corners



Figure 16 – Gateways and Prominent Corners

Gateways and prominent corners are also key components of community identity. They are opportunities to distinguish an area from another and give it a special meaning. Figure 16 identifies gateways and prominent corners in the Mer Bleue area, which should be given particular attention. Gateway sites are typically located at the intersection of collector roads with arterials, whereas prominent corners usually mark a transition between different land uses or density.



A treed median and special landscape treatment mark the entrance to this neighbourhood.

6.2.2.4

Gateways and prominent corners should be highlighted by special streetscape treatment such as low decorative walls of quality masonry, distinct lighting and planting, as well as by the architecture of buildings.

6.2.2.5

On corner lots, orient buildings to clearly face both street fronts. Both streets should be equally addressed through consistent architectural character and level of design.

6.2.2.6

In these locations, locate parking areas away from gateway intersections.

6.2.2.7

Create treed entry boulevards/tree medians to define neighbourhood entries and mark a transition point in the landscape.

6.2.2.8

Gateways and prominent corners are appropriate locations for displaying public art.



Special treatment of prominent corners can create an inviting public space.

6.2.3 Streets

Streets are the key elements of the public realm in communities. Safety is a key consideration; however, the design of streets – in terms of widths, landscaping, relationship with buildings – are fundamental in establishing the character of a community.

The Official Plan directs that new communities should be designed using a modified grid road pattern in order to:

- Maximize the number of access and egress points;
- Increase permeability of the network;
- Increase pedestrian and transit accessibility;
- Enhance way-finding and personal navigation.

There are three (3) street types in the road network hierarchy for the Mer Bleue community: arterials, collectors and local roads. The design parameters for each of these roads are based, to a large extent, on their function.

Arterial Roads

Arterials are “the major roads of the City that carry large volumes of traffic over the longest distances.” To best provide access to arterials, block lengths and intersections should be spaced and designed to accommodate all transportation modes; vehicular access to adjacent properties should be controlled to minimize turning movements and to reduce conflicts between travel modes; and arterial road corridors should provide a high degree of connectivity between land uses and places along and across the route.” [Section 1, Annex 1, City of Ottawa Official Plan]

The three arterial roads that border and traverse the site are Mer Bleue Road, Tenth Line Road and the Blackburn By-Pass Extension. An Environmental Assessment (EA) is presently underway for the future widening of Mer Bleue and Tenth Line Roads.

An EA was completed in 1999 for the extension of the Blackburn Hamlet By-Pass and determined that it would be built as a parkway like road, with a 40 metres right of way and limited access.

6.2.3.1

Full-movement intersections along arterials will be signalized and appropriately spaced. Other intersections along arterials will be minimized and limited to right-in/right-out movements only.

6.2.3.2

Sidewalks will be provided on both sides of the street.



Pedestrian crossings along the Blackburn Hamlet Bypass should be clearly marked through the use of lighting and changes in pavement materials, texture and/or colour.

6.2.3.3

Pedestrian-scale lighting should be provided at all intersections and, where possible, continuously along arterials.

6.2.3.4

All pedestrian crossings should be clearly marked through the use of lighting and changes in pavement materials, texture and/or colour.

6.2.3.5

On-street cycling lanes will be provided on Mer Bleue Road, Tenth Line Road and the Blackburn Hamlet Bypass (shown in Sect. 5 – Fig. 13). In these cases, the right-of-way should incorporate appropriate bicycle lanes in accordance with City standards.

6.2.3.6

Landscaping along arterials should include tree plantings, at 7 to 10 metres intervals on centre (or the approved City standard) using species that will form a canopy at maturity.

Sound Barriers

6.2.3.7

Alternatives to rear-lotting of residential such as fronting access, cul-de-sacs, single-loaded streets, and flanking side lots, will be used in order to limit noise attenuation fencing along arterial roads

6.2.3.8

Where noise attenuation fencing is required, it should be limited to short stretches of frontage such as on flanking lots.

6.2.3.9

The visual impact of noise attenuation fencing will be mitigated through the use of berming, upgraded fence design and planting.

Collector Roads

Collector roads “connect communities and distribute traffic between the arterial system and the local road system. These roads tend to be shorter and carry lower volumes of traffic than arterials. The collector roads provide organizational structure for the internal workings of the community. They establish routes into and between the various neighbourhoods, and provide routes to integrate transit into the community.

Collector roads should be designed using the approved standard at the time of subdivision approval. Once approved, the use of alternative design standards is encouraged. Figure 17 illustrates an example of a standard 26 metres cross-section for a Collector Road.

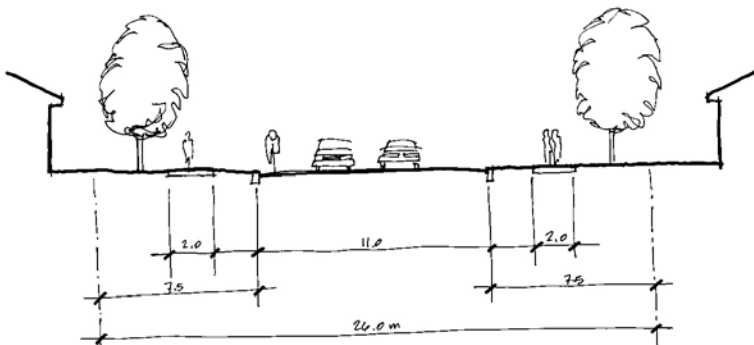


Figure 17 – 26 metres ROW Collector Road (illustration only)

6.2.3.10

Direct access to collector roads from adjacent properties will be permitted where such access will not introduce traffic safety or capacity concerns.

6.2.3.11

Landscaping along collectors should include tree plantings, at 7 to 10 metres intervals on centre (or the approved City standard) using species that will form a canopy at maturity.

6.2.3.12

Rear-lotting shall not be permitted along collector Roads.



A sidewalk, bicycle lane and street trees contribute to making this street attractive and pedestrian friendly and safe for cyclists.

6.2.3.13

A minimum 2 metres sidewalk, inside the boulevard, will be provided on both sides of the street.

6.2.3.14

Poles, lights, signs and other services should be located along the street tree planting line to minimize clutter and disruption of the road's character.

6.2.3.15

Lighting design should have regard to road and pedestrian requirements; the size, height and style of lighting should reflect the hierarchy of the road.

6.2.3.16

Bus stops, along with waiting amenities, should be provided at designated intersections or as needed with sufficient space to include a concrete waiting area, shelter or bench.

Local Roads

Local roads "are found within communities and distribute traffic from arterial and collector streets to individual properties, typically over short distances." [Section 1, Annex 1, City of Ottawa Official Plan]

Local Roads are designed to allow permeability of movement and ease of wayfinding. Local roads should be designed with a standard 18 metres right-of-way, or the approved standard at the time of subdivision approval (example presented in Figure 18).

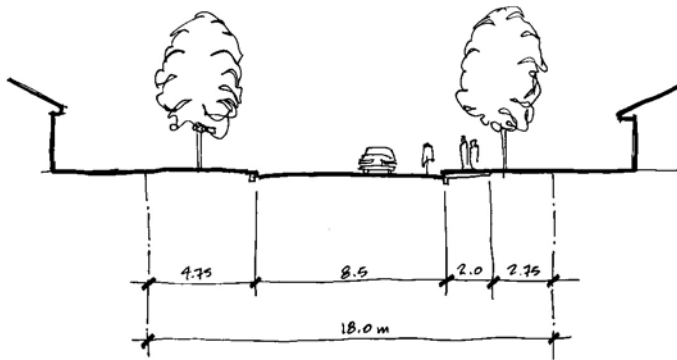


Figure 18 – Local Road: Standard 18 metres ROW with sidewalk on one side (illustration only)

6.2.3.17

If appropriate, local roads will have a sidewalk on at least one side with a minimum width of 1.8 metres. Sidewalks are not required for single-loaded roads.

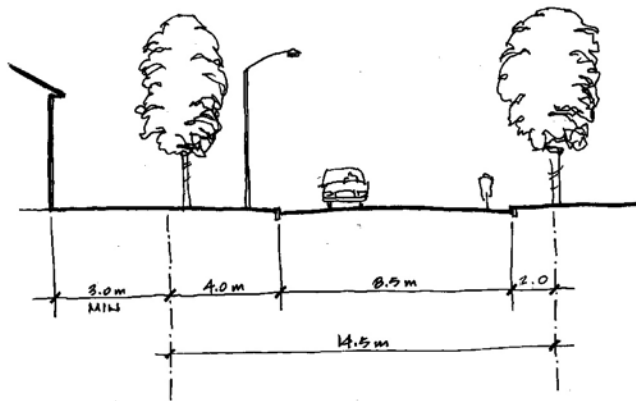


Figure 19 – Single-Loaded Road: 14.5 metres ROW (illustration only)

6.2.3.18

Single-loaded roads should be used in key areas to minimize the use of sound barriers (e.g. along the Blackburn Hamlet Bypass), rear lotted streets and provide views into neighbourhoods.



Private rear laneways are a good design solution where garages and front driveways are problematic.

6.2.3.19

Single-loaded roads may have reduced rights-of-ways of 14.5 metres if approved as a standard by the City at the time of subdivision and when the sidewalk function is accommodated on the abutting right-of-way of the collector or arterial road.

6.2.3.20

Private lanes can be considered on streets where garages and front driveways will detract from the character of a special location, such as adjacent to a neighbourhood park or along a collector road.

6.2.4 Transit



The integration of the future transit stops at Mer Bleue and Tenth Line will be critical to the success of the Mixed Use area.

The creation of a sustainable community relies primarily on facilitating community access to transit. If the City's modal split for the east is to be maintained and exceeded, special attention must be given to the integration of land uses and transit. The on-going East-West LRT Study, once completed, will provide additional guidance as to the type of transit station envisioned at Mer Bleue and Tenth Line. If appropriate, the transit guidelines should be revised to reflect the recommendations of this study.

6.2.4.1

Bus stops should be located as close to intersections as possible, and their location coordinated with pathway connections and building entrances.

6.2.4.2

Concrete pads should be provided at all transit stops to allow shelters to be erected when budget and ridership permit.



Bus Stops should be located in convenient, safe and easily accessible areas.

6.2.4.3

Shelters should be designed with transparent sides for maximum visibility to allow users to see approaching buses and for personal safety.

6.2.4.4

Where possible, street lighting should be coordinated with bus stops.

6.2.4.5

Where four-sided transit shelters are not possible, overhead open-air canopies should be provided to protect transit users from the elements.

6.2.5 Residential Areas

The intent of the guidelines for Residential Areas is to ensure that the Mer Bleue Area will develop with an integrated mix of housing choices and built form. Variety of housing form will improve overall densities and will provide for more interesting neighbourhoods and streetscapes. The following guidelines apply to residential uses permitted in the Land Use Plan. A demonstration of the mix of residential land uses and densities is provided in Section 6.1.

Guidelines for all residential neighbourhoods

The following guidelines apply to all residential types.

6.2.5.1

Each neighbourhood will include a variety of housing types, with a range of design features. Variations in unit type and/or style along the same street is encouraged.

6.2.5.2

Ensure that façades, which face and flank streets and parks add interest through architectural details such as windows, balconies, and corner treatments.

6.2.5.3

A strong street edge should be defined with consistent, minimum front yard setbacks in the range of 3-6 metres.

6.2.5.4

Avoid large blank walls on side and rear facades, particularly if they are visible from the street, public spaces or adjacent properties.



Shared driveway and garage accesses limit the amount of asphalt in the front.

6.2.5.5

Attached garages should generally not protrude more than 2 metres beyond the main front wall of the dwelling and should preferably be flush or set back from the main front wall or front porch.

6.2.5.6

Attached garages will generally not occupy more than 50% of the width of the façade of the wall in which it is located. For townhouses or row units where the 50% goal can be difficult to achieve, the visual dominance of the garage should be downplayed by using windows, projecting balconies, living space and landscaping as the dominant elements facing the public street.

6.2.5.7

Dwellings abutting and facing parkland should:

- be carefully designed to provide a sense of security, and
- have consistent setbacks and fencing or low walls so as to clearly define both the park edge and make the distinction between the public and private realm.

6.2.5.8

Tree planting guidelines will be prepared as part of the Subdivision approval process in accordance with the Geotechnical Reports for the study area. A target of a minimum of one tree per unit on private property should be considered, when soil conditions permit.



Landscaping for this corner lot gives equal attention to both façades.

6.2.5.9

The flankage of dwellings on corner lots should be designed with architectural treatments complementary to the front elevation.

6.2.5.10

Above-ground utilities in front and flanking side yards of singles, semis and towns, will be incorporated into the streetscape to ensure their visual integration, while respecting operational utility requirements for access and setbacks.

6.2.5.11

Landscaping on corner lots should treat both the front and side yards with equal attention.

6.2.5.12

All dwellings should be located within 400 m of greenspace including formal parkland and community facilities such as schools.

6.2.5.13

Addition guidelines for townhouses and low to mid-rise apartments follow. Guidelines for high-density residential units are contained in Section 6.2.7.

Guidelines for Townhouses or Row Units



A different façade articulation for each unit, porches and common parking facilities create an interesting streetscape.

6.2.5.14

Units should be mixed with other built forms so as to not dominate an entire neighbourhood.

6.2.5.15

Architectural style and detail of townhouse blocks should complement the design of single and semi detached units.

6.2.5.16

Townhouses adjacent to prominent corners or gateways are encouraged to provide rear lanes to avoid the dominance of a garage and parked cars in the front yard.

6.2.5.17

Units within the same block should be located at a consistent setback from the street lot line. However, architectural detailing is encouraged to avoid a monotonous façade.

6.2.5.18

For stacked townhouses, guidelines 6.2.5.19 to 6.2.5.22 should apply.

Guidelines for Low to Mid-Rise Apartments



Apartments should be oriented to the street with loading, parking and service areas located away from the front façade.

6.2.5.19

Buildings should be oriented to a public street.

6.2.5.20

Main building entries must face onto the public sidewalk and be directly accessible from the sidewalk.

6.2.5.21

Building façades should be well articulated with entry features, window detailing and variation of rooflines.

6.2.5.22

Permanent parking, loading and service areas for stacked townhomes and apartments will be located at the rear and side of buildings, setback from any street facing façade and screened from view.

6.2.5.23

Internal storage for garbage waste and recycling will be provided. Additionally, a hard surface area at the curb will be provided to accommodate bins and boxes on waste collection day.

6.2.6 Parks

Parks and open spaces give character and identity to a neighbourhood. In greenfield development they are often the main gathering public for surrounding residents.

Guidelines for all Parks

6.2.6.1

Pedestrian access to parks should be clearly defined using public sidewalks, landscaping or architectural elements to ensure inviting and appealing park presence from the road.

6.2.6.2

Park design should ensure visual privacy for adjoining residents. Where rear yard fencing is adjacent to the park, it should be consistent around the perimeter. This will be a condition of subdivision approval and normally required to be installed by the developer.



The use of landscape and architectural elements clearly marks the entrance to this small neighbourhood park.

Guidelines for Community Parks

6.2.6.3

The preferred size for Community Parks is approximately 3.25 hectares with a square or rectangular in shape. The exact size of each park will be confirmed through the subdivision approval process, based on considerations such as context and adjacent uses.

6.2.6.4

Vehicular parking will be provided in Community Parks. Landscaped areas in parking lots will incorporate features such as bioswales, bioretention areas, and concave medians to capture runoff before it leaves the site.

6.2.6.5

Groups of trees should be planted to provide opportunities for shade.

6.2.6.6

Crime Prevention through Environmental Design (CPTED) principles should be applied to site layout, lighting and plant selection; vegetation should not restrict visibility into the park, and active park uses should be located within view of passive areas.

6.2.6.7

Ancillary buildings and parking areas will be designed as to minimize impacts to surrounding residents, including lighting.

Guidelines for Neighbourhood Parks

6.2.6.8

A park will be the focus of a neighbourhood centre and provide an amenity area for residents within 400 metres.

6.2.6.9

Neighbourhood Parks will have an area of approximately 0.8 ha and have a square or rectangular shape. The exact size of each park will be confirmed through the subdivision approval process, based on considerations such as context and adjacent uses.

6.2.6.10

Where possible and appropriate, the design of abutting elementary school and park blocks should be coordinated

6.2.7 Mixed Use Areas

The Mixed Use Areas intersect with the major transit route of the community and will be areas where the people of this community will gather for commercial activities and services. The Mixed Use areas are planned at the future transit stations at Mer Bleue and Tenth Line Roads. These areas are intended to provide a vibrant and diversified location for jobs, high density residential and service commercial oriented to the future transit infrastructure. The Mixed Use Area at Mer Bleue Road is special since it is also designated as part of a larger Mixed Use Centre in the City's Official Plan. Section 6.3 provides a detailed demonstration of how the area's built form and open space could develop in keeping with the following guidelines.



A mix of commercial and residential use is encouraged within the same building.

A mix of residential and commercial uses is encouraged to create a lively, urban feel to the area. Permitted uses include a broad range of office, commercial and service uses, such as retail stores, restaurants, and personal service uses, as well as civic uses and high density housing.

Development should reinforce a high quality urban identity, distinct from conventional suburban development through the use of enhanced architecture and landscape design.

Site planning, built form and landscaping should be coordinated within the mixed-use area to create a vibrant, visually attractive meeting place in the community. Surface parking will be limited and preferably located adjacent to the transit corridor and away from the centre of the Mixed Use Areas.

Buildings and Architecture

6.2.7.1

Create a strong architectural statement throughout the Mixed Use area, in particular for those buildings framing the intersection of Mer Bleue and Tenth Line where they intersect with the Transitway. This can be achieved by placing taller buildings at these locations and ensuring reduced setbacks to the street.

6.2.7.2

Ensure that corner buildings that 'turn the corner' have articulated façades on both streets. Increased massing is desirable at corner locations.

6.2.7.3

A minimum of 50% clear glazing will be provided along all street frontages. Where a single building occupies the entire block depth in the Mixed Use Area, façades facing public streets will be developed with at least 50% glazing on the first floor. Blank façades facing public roads are not permitted.

6.2.7.4

Lot coverage by building(s) should be a minimum of 50% of the total lot area.

6.2.7.5

Complimentary architectural treatment of buildings within the Mixed Use areas, such as finish/colour/materials should be encouraged.



A central square, urban gathering place is planned for the Mer Bleue Mixed Use Area.

6.2.7.6

Building heights will be a minimum of two functional stories. Building heights of five to seven stories are encouraged.

6.2.7.7

Building façades should achieve human scale design by animating the ground floor, and avoiding overpowering effects of upper floors, and should avoid uninteresting expanses of roof and wall façade.

6.2.7.8

Active, inviting uses such as shops and restaurants at grade are encouraged, with pedestrian friendly amenities such as outdoor seating areas and patios in the front and sides of buildings. Increased front yard setbacks are permitted where the increase is used to create an outdoor patio area.

6.2.7.9

Primary building entrances will be oriented to face the street, with defining architectural elements such as entrance canopies, lighting and awnings. Building projections such as bay features, patios, and porches are encouraged.



Active uses at the ground floor encourage increased pedestrian activity and safety.

6.2.7.10

Locate building façades close to lot lines abutting sidewalks and ensure their accessibility from the sidewalk adjacent to the street.

6.2.7.11

Provide visual interest using coordinated planting, decorative paving, site furniture, signage and lighting.

6.2.7.12

An urban courtyard and public space will be provided for the Mixed Use Area at Mer Bleue Road and will provide pedestrian links to the transit station and the rest of the area.

6.2.7.13

Whenever possible, bus shelters and stops should be integrated into adjacent building design.

Vehicles and Parking



The use of well-designed parking structures is encouraged to limit surface parking and make more efficient use of land in the Mixed Used Areas.

6.2.7.14

Surface parking and service areas will be located at the rear of buildings and screened from view both from the public street and from adjacent residential properties. Screening will principally be provided by the building but also through the use of co-coordinated landscape elements including low walls, fencing and vegetation.

6.2.7.15

Reduced parking standards will be applied at the time of zoning, by taking into account the proximity to the rapid transit station, the potential for shared-use parking during off-peak times (e.g., abutting park or school), and the availability of on-street parking during off-peak times of the day.

Guidelines for High Density Residential

6.2.7.16

Apartment buildings should address the public street edge through design of entries, landscaping and minimum setbacks.

6.2.7.17

Parking and service areas will be screened from view, both from the public street and adjacent residential properties. Screening should incorporate low walls, vegetation and/or fencing.

Pedestrians and Cyclists



An interesting bicycle parking design becomes part of the streetscape in this pedestrian mall.

6.2.7.18

All development at grade will be pedestrian-oriented and barrier-free.

6.2.7.19

Main façades and primary entrances must face the street, and be accessible from the public sidewalk.

6.2.7.20

Sidewalk widths of at least 3 metres should be provided along storefronts to accommodate for building projections and amenities.

6.2.7.21

Each development will provide a sufficient number of safe and accessible bicycle parking spaces. The design of bicycle fixtures should be consistent with the street furniture theme for the area.

6.2.7.22

Create inviting, safe pedestrian walkways to link rear parking areas to the public sidewalk/street, and to integrate and connect with the adjoining school site and community park.

6.2.7.23

Augment walkways with landscaping and lighting.

Signage and Lighting

6.2.7.24

Signage should complement the architectural style, scale and proportions of the building(s).

6.2.7.25

Lighting should be designed to ensure pedestrian comfort and safety and minimize lighting spillage onto adjacent residential properties.

6.2.7.26

Street lighting should be augmented with lighting affixed to the buildings in order to accentuate and animate buildings and spaces.

Servicing and Utilities

6.2.7.27

The sharing of facilities is encouraged in order to reduce the number of service and loading areas.

6.2.7.28

Service and loading areas will be located away from the street and appropriately screened from view. Waste and recycling receptacles will be fully enclosed, preferably within a building.

6.2.7.29

Rooftop mechanical equipment should be integrated into the roof design, with materials that are complementary to the building.

6.2.7.30

Conflicts between pedestrians and service vehicles should be minimized through a clear delineation of the pedestrian right-of-way.

6.2.7.31

All utility, transformers and HVAC equipment should be screened from the street, and adjacent properties.

6.2.7.32

Utility providers are encouraged to consider innovative methods of containing utility services on or within streetscape features such as lampposts and transit shelters.

6.2.7.33

Encourage, wherever possible, a coordination and location within an initial common trench to avoid unnecessary digging and disruption of the municipal right-of-way.

6.2.8 Schools



Schools are envisioned as special buildings and as landmarks in the community.

Schools are essential components in creating liveable communities. The Land Use Plan reserves the opportunity for two future schools sites as described in Section 5.1.6. Schools are envisioned as special buildings and as landmarks in the community. Their architecture should reflect their public and educational vocation.

Guidelines for Schools

6.2.8.1

School buildings should be located close to the street edge, to create an interesting streetscape.

6.2.8.2

Schools should have frontage on at least two streets to increase the visibility of the building in the community.

6.2.8.3

School buildings should offer high quality design, materials and finishes. The site should be well landscaped in recognition of its prominent location.

6.2.8.4

Parking will not dominate the streetscape and should be located to the side or rear of the building. Where surface parking adjacent to the street is unavoidable, all parking must be visually screened from the public street with landscape features such as walls and/or fences and planted landscaped areas of at least 3m in width.

6.2.8.5

Drop-off areas should be located at the side or rear of the building and designed to avoid pedestrian/vehicular conflicts.

6.2.8.6

The main access to the school should be connected with a walkway to the on-street sidewalk.

6.2.8.7

Outdoor recreation areas should be designed to minimize impacts to adjacent residents – particular attention should be given to fencing and landscaping in these areas.

6.2.8.8

Each school site will provide a sufficient number of safe and accessible bicycle parking spaces. Bicycle facilities will be located close to building entrances in highly visible areas and linked to internal pedestrian walkways and public sidewalks.

6.2.9 Institutional Uses

The design and architecture of institutional buildings should express the civic purpose and use of the building. Buildings should be universally accessible.



Design elements for this library express its use and purpose in a creative and whimsical way.

6.2.9.1

Locate institutional buildings 3.0 to 6.0 m back from the front property line, or from the side property line for corner sites. Buildings façades facing public streets will have a minimum of 50% clear glazing at the first floor level. Architectural projections, recesses, arcades, awnings, colour and texture should be used to reduce the visual size of any unglazed walls/wall sections.

6.2.9.2

Primary entrances to the building will face the street and be connected to the public sidewalk.

6.2.9.3

Parking will not dominate the streetscape and will be located at the rear of the facility. Parking areas should be adequately screened using landscape features such as walls and/or fences within a 3 metres landscape strip along the property line.

6.2.9.4

Each development will provide a sufficient number of safe and accessible bicycle parking spaces. Bicycle facilities will be located close to building entrances in highly visible areas and linked to internal pedestrian walkways and public sidewalks.

6.2.10 Commercial Uses

Commercial Uses are planned mostly along Mer Bleue and Tenth Line Roads and intended to be easily accessible both by car and by foot. Safe and easy pedestrian access should be provided from commercial areas to adjacent residential neighbourhoods. The following guidelines apply to commercial uses within the 'Commercial' land use designation.

Guidelines for Commercial Uses

6.2.10.1

Building fronts should be oriented to a public street and be located as close as possible to the street, with main parking areas generally located to the rear or side of the building.



Large format retail uses can be designed to avoid blank façades and create a pedestrian friendly human-scale entrance.

6.2.10.2

Building entrances should be clearly defined and easily found from the street, with walkway connections to the sidewalk.

6.2.10.3

Where commercial uses are not separated from adjacent residential areas by a public street or lane, a minimum 4 metres landscape buffer is required to separate the uses.

6.2.10.4

Buildings façades facing the public street will have a minimum of 50% clear glazing at the first floor level. The use of architectural projections, recesses, arcades, awnings, colour and texture is encouraged to reduce the visual size of any unglazed walls/wall sections.

6.2.10.5

Refuse service and loading areas should incorporate masonry wall buffers to screen service areas from adjacent streets and abutting residential areas. All refuse, service and loading areas should be screened by a 2.4 metres (min.) height masonry wall or enclosure designed to be an integral and complementary extension of the building architecture.

6.2.10.6

Each development will provide a sufficient number of safe and accessible bicycle parking spaces. Bicycle facilities will be located close to building entrances in highly visible areas and linked to internal pedestrian walkways and public sidewalks.

6.2.10.7

Reduced parking standards will be applied at the time of zoning, by taking into account the proximity to the rapid transit station, the potential for shared-use parking during off-peak times (e.g., abutting park or school), and the availability of on-street parking during off-peak times of the day.



Landscaping is used to distinguish access points and buffer internal site views at this retail store in Ottawa.

6.2.10.8

Landscape islands should be provided in parking lots to interrupt consecutive runs of 20 or more spaces. Landscape islands should incorporate a mix of shade tree and shrub plant material to visually buffer internal site views.

6.2.10.9

Minimum width of landscaped islands should be 2 metres.

6.2.10.10

Encourage canopies/awnings/arcades to define entrances and provide shelter along buildings.

6.2.10.11

Signage should be clearly visible and be complementary to the associated building architecture.

6.2.10.12

Sign materials should be complementary and consistent with architectural materials.

6.2.10.13

Commercial signs for the identification of multi-tenant projects or buildings should be ground-mounted, internally lit with a masonry base that is integrated with site landscaping.

6.2.10.14

Approved City-wide guidelines for gas stations, drive-through and large format retail will also apply.

6.3 Mer Bleue Mixed Use Area Demonstration Plan

The Mixed Use Area at Mer Bleue Road is a special place since it is part of a larger Mixed Use Centre designated in the City of Ottawa Official Plan. The Official Plan requires that a Community Design Plan be prepared prior to development in a Mixed Use Centre. In addition, an Official Plan Amendment is required as part of the approval of a Community Design Plan in a Mixed Use Centre. This section, along with additional detail will form part of a future Official Plan Amendment for this area.

The following section illustrates one detailed way to develop the Mer Bleue Mixed Use area in keeping with the policies and guidelines of the Plan. Figure 20 provides an indicating of the distribution of uses, while Figure 21 is the Demonstration Plan. Figures 22 and 23 illustrate future streetscape designs for the area.



- Residential
- Mixed Use
- Commercial/Employment
- Hotel
- Parking Structure
- Subject to confirmation through the East-West LRT Environmental Assessment

Figure 20 – Mer Bleue Mixed Use Area Land Use Plan



Figure 21 – Mer Bleue Mixed Use Area Demonstration Plan

In preparing the Demonstration Plan, it was assumed that most buildings would be constructed with 5 to 7 storeys, with higher buildings located closer to the transit station and that a portion of the required parking would be provided in parking structures. Using these assumptions as illustrated in Figure 21, it is anticipated that the development of this area could accommodate, in time, up to 4,000 jobs and over 300 residential units. These targets are well beyond those anticipated in the Land Use Plan (Section 5) but do illustrate the development potential for this area once the appropriate transportation infrastructure and market forces are in place. The guidelines for Mixed Use Areas, 6.2.7.1 to 6.2.7.33 should apply to the lands in the Mer Bleue Mixed Use Area.



Figure 22 – Illustrative sketch of future urban square/courtyard at the Mer Bleue Mixed Use Area.



Figure 23 – Illustrative sketch of streetscape for internal street at the Mer Bleue Mixed Use Area.