

3 – Village of Greely Secondary Plan

Section 1: Introduction

Greely is a rural village located in the southern end of the City of Ottawa. It is one of the largest of the City's rural villages in both population as well as land area. Greely's rural character and proximity to the City's urban area have contributed to making it the fastest growing rural village in Ottawa. Unlike other rural villages in the City, Greely lacks traditional elements that are characteristic of a rural village, such as a central main street, cohesion amongst residential neighbourhoods, and a historical identity. The goal of this secondary plan is to set the foundation for a development framework that connects development throughout the village and moves the community towards being a diverse, walkable, 15-minute village.

1.1 Vision and Objectives

The vision for the village of Greely is to enhance the rural village setting by concentrating opportunities for small-scale retail uses and services in a village core area that is connected to other areas of the village by multi-modal infrastructure. The village of Greely will become a complete village that has amenities for all ages and life stages such as parks and recreational facilities, employment, and services. The following goals guide the policies of this secondary plan:

1. Provide for active and passive recreation activities in village parks and greenspaces, while also protecting the natural environment.
2. Provide linkages through an interconnected system of public sidewalks and trails that connect neighbourhoods, natural areas, parks and the outlying rural areas with the core area for easily accessible services
3. Ensure health and sustainability by protecting the village's surface and groundwater resources and ensuring that new development can be adequately serviced.
4. Support diversity by providing for a range of housing types and commercial opportunities, to accommodate people as they move through life stages, while maintaining the rural village character.

Section 2: General

2.1 Water and Wastewater Servicing

Although some areas within the village are serviced by communal water and sanitary services, development is predominantly serviced by private, individual water supply and sanitary sewage systems that will continue to be the case through the life of this secondary plan.



- 1) All development in the village will be on the basis of private, individual water supply and sanitary sewage systems.
- 2) Notwithstanding Section 2.1, Policy 1), residential uses on lands legally known as Concession IV, Lots 8 and 9 shall be serviced by public communal water and sanitary systems. Commercial and institutional uses on lands designated Village Core, located on Village Centre Place may be serviced by private communal sanitary services.
- 3) The type and intensity of proposed development will be determined by a hydrogeological and terrain analysis prepared according to the Official Plan and must conform to the requirements of the hydrogeology and terrain analysis approved as part of any planning application.

2.2 Roads, Connectivity, and Gateway Features

A well-connected village ensures the ability for residents to conveniently access employment, services, and leisure activities. The ability to do so through active means such as walking or cycling is essential to health and environmental resilience as it reduces dependence on automobiles. To achieve the City's goal of creating 15-minute neighbourhoods and thriving villages, the following policies are intended to ensure that the village supports multi-modal transportation.

- 4) Schedule B – Connectivity Plan identifies road, pathways, and other public linkages. The locations of future roads or public linkages may change, as may the location of gateway features as determined by capital work or planning application processes.
- 5) Bank Street is identified as a Scenic Route in the Official Plan and any development proposed on this street must comply with the Scenic Route policies of the Official Plan.
- 6) New collector streets shall have sidewalks on at least one side to provide safe pedestrian access throughout the village.
- 7) New local streets will be designed as a modified grid pattern and according to the policies of the Official Plan and the Transportation Master Plan.
- 8) New development located at the edge of the village boundary will be designed with consideration for the potential of future village expansion. All development must be contained within the village boundary.
- 9) Where the opportunity exists, development shall provide for active transportation such as multi-use pathways as identified on Schedule A – Designation Plan. Subdivisions shall be designed to accommodate pedestrian and cycling connections.

- 10) The provision of public trails or sidewalks along any hydro corridor should be considered during the development review process, in the interest of connecting different areas of the village and connecting the village with other parts of the City.
- 11) Where roads are designated as Scenic Route in the Official Plan, the policies of the Official Plan apply. In addition to the policies of the Official Plan, the following policies apply in order to identify the village to the travelling public:
 - a) Buildings located at gateways identified on Schedule A – Designation Plan, shall address the street with features such as porches, entrances, windows, and other architectural treatments, and shall be a minimum height of 2 storeys; and
 - b) Community signs, consistent with the character of a rural village, should be installed at the gateways to the community; and
 - c) The rear lot lines of commercial properties fronting Meadow Drive should be significantly landscaped so as to screen parking and loading areas from Bank Street.

Section 3: Designations

The following land designations are identified on Schedule A – Designation Plan.

3.1 Village Core

Greely's Village Core is noticeably different from core areas in other rural villages across the Province as it lacks an identifiable main street, commercial and institutional services, and heritage buildings that typically provide a village with a sense of cultural identity.

The following policies apply to lands designated as Village Core on Schedule A – Designation Plan and are intended to ensure Greely's Village Core area develops as a centre with a clear focus and distinct identity, that includes a mix of uses that provides for diversity in the village.

- 1) On lands designated as Village Core the following uses are permitted:
 - a) Ground-oriented residential dwellings and low-rise multi-unit dwellings subject to compliance with servicing requirements; and
 - b) Small scale commercial and services uses such as restaurants, hotels, retail, banks medical facilities, and personal services; and
 - c) Institutional uses such as schools and places of worship; and
 - d) Parks and recreation facilities
- 2) Highway commercial and other car-oriented uses such as automobile service stations, drive-thru operations, and storage and warehouses are prohibited.

- 3) Where development is proposed on lands municipally addressed as 1420 Old Prescott Road, a pedestrian connection to the pathway network located south and east of the site shall be provided.

Urban Design in the Village Core

The intent of these urban design policies is to ensure that all development within the village core is cohesive and contributes to creating a distinct identity through a mix of built form and vibrant streetscape elements.

Built Form

- 4) The following Built Form policies apply to lands designated as Village Core located west of Bank Street. For lands located east of Bank Street, Design Guidelines for Rural Villages are applicable and are also a tool to guide development throughout the village as a whole.
 - a) Development within the Village Core shall be characteristic of a rural village. This could be achieved through the use of materials and plantings that complement the surrounding context; and
 - b) Development shall seek to achieve a minimum building height of two storeys; and
 - c) Garages and parking areas must be located behind or beside a building; and
 - d) On corner lots, elements such as porches, entrances, or windows, should be used to enhance the building treatment as it addresses the streets; and
 - e) The maximum front yard setback will be closely similar to the setbacks of buildings on adjacent properties to provide for a defined and consistent street edge; and
 - f) Trees and pedestrian amenities such as benches should be provided to animate the street edge and provide shade to the public realm; and
 - g) In the case of commercial or service uses, display signs shall be consistent with the character of a rural village; and
 - h) Street building façades shall primarily consist of windows and entries.

Streetscape

- 5) During any road reconstruction project, street furniture such as garbage receptacles, benches and streetlight standards should be consistent with the character of a rural village.
- 6) Parking within the Village Core should be provided through a combination of on-street and on-site parking located in the rear of properties and be designed to mitigate impacts on adjacent residential properties.

- 7) A direct link for pedestrians between the public sidewalk and the front face of a building should be provided.
- 8) Tree plantings are required to provide shade and support the City's tree canopy target.

3.2 Village Residential

Detached dwellings are the prominent residential use in the village, however, multi-unit dwellings and institutional uses may also be possible at ideal locations. The following policies apply to lands designated as Village Residential on Schedule A – Designation Plan.

- 9) On lands designated Village Residential, only detached dwellings are permitted.
- 10) Notwithstanding Section 3.2, Policy 9), multi-unit ground-oriented dwellings may also be permitted provided that:
 - a) The multi-unit developments are dispersed throughout village, with the exception of lands legally described as Concession IV Lots 8 and 9 which are permitted to develop on communal water and sanitary services; and
 - b) The development meets the infrastructure and servicing policies of the Official Plan, which may include limitations on the number of dwelling units; and
 - c) Are not within the interior of a subdivision; and
 - d) Are permitted through an amendment to the Zoning By-law to permit the use. The Zoning By-law amendment will identify the minimum required lot size.
- 11) Notwithstanding Section 3.1, Policy 1), institutional uses such as places of worship, schools, or any generally permitted uses identified in the Official Plan, are permitted provided that:
 - a) The development is designed to be compatible with adjacent buildings and surrounding context; and
 - b) The proposed development is designed to ensure privacy of adjacent uses. Landscaping and fencing can be used to buffer or screen the development and should use materials that are complementary to rural character; and
 - c) The development meets the infrastructure and servicing policies of the Official Plan; and
 - d) Where the use proposes a high volume of traffic, that development be located along, preferably, a collector or arterial road as identified in the Official Plan.
- 12) The minimum lot size for a residential use is 0.4 hectares although it will be greater if hydrogeological conditions require larger lots.

- 13) The preferred method for residential lot creation is through a plan of subdivision, however, infill severances, where such severances would not restrict access to lands designated for residential development, are permitted.
- 14) Semi-detached and townhouse dwellings are permitted and are intended to be concentrated at the lands on Concession IV, Lot 8 and 9, based on a connection to the approved, ultimately City-owned and operated, communal water supply and sanitary sewage systems for the “Shadow Ridge Estates” subdivision. In the event that studies required during the subdivision approval process indicate that such a connection to this system is not workable and/or economically viable, then only low-density residential development will be permitted.

3.3 Village Commercial

In order to ensure a thriving Village Core, commercial uses are meant to be small-scale and walkable, however, in some cases there are commercial uses that require large parcels of land or need to provide for automobile services. These large-scale automobile-oriented uses will be limited and located at strategic locations along Bank Street to serve the travelling public and to ensure Village Core areas maintain walkability.

On lands designated Village Commercial on Schedule A – Designation Plan, the following policies apply.

- 15) Permitted uses are; automobile repair and service stations, automobile rental and dealership, animal care and kennels, motels, landscaping and storage, retail store, heavy equipment repair and sales, and warehouse.
- 16) Institutional uses may be permitted where they require large land sizes.
- 17) Residential uses are prohibited, except where a dwelling unit is ancillary to the commercial use and can be serviced adequately.
- 18) No single commercial use may exceed a gross leasable floor area of 2500 square metres.
- 19) Multi-occupant shopping centres containing one or more freestanding buildings are prohibited except on the lands at the southwest corner of Mitch Owens Road and Bank Street and on the lands at the southeast corner of Bank Street and Parkway Road, and where the following policies also apply:
 - a) Shopping centre shall have a maximum gross leaseable floor area of 10,000 square metres; and

- b) Shall be accessible to pedestrians with connections from the street edge and nearby uses such as parks, residential neighbourhoods, and other commercial uses; and
- c) Shall be designed with characteristics of a rural village, including any signage used.

3.4 Village Industrial

Industrial lands provide employment opportunities within the village. Operations on these lands may take advantage of proximity to arterial roads, such as Bank Street, for movement of goods through the City, however, without nearby access to a major 400 series highway, these lands should not be used for large-scale warehousing or distribution.

The following policies apply to lands designated as Village Industrial on Schedule A – Designation Plan.

- 20) The Zoning By-law will identify permitted general light industrial uses. These uses may include; automobile service stations and repair, heavy equipment and vehicle sales, rental, or servicing, manufacturing, assembling, processing, fabricating, storage yard, and small-scale retail accessory to light industrial uses.
- 21) Access to Parkway Road is limited: lots shall be accessed via local roads within an industrial subdivision.
- 22) Signage should be in keeping with the character of a rural village.
- 23) Any effluent or emissions discharged, or waste disposed, must be approved by the Province.
- 24) Developments must be adequately screened on all sides to mitigate impacts to adjacent uses, particularly residential development, and the public realm.

3.5 Village Park

Parks and greenspace are important elements for complete communities as they provide opportunities for active and passive recreation which are essential to health and well-being. Lands designated as Village Park are shown on Schedule A – Designation Plan and the following policies apply to lands designated as Village Park and Future Park.

- 25) Permitted uses for lands designated as Village Park include recreational facilities, sports fields, and other uses ancillary to a park.
- 26) The locations identified as Future Park are conceptual and may change.
- 27) Village Parks shall be acquired and designed according to the policies of the Official Plan.

3.6 Future Development

The land designated future development on Schedule A – Designation Plan is a former gravel pit. These lands are intended to be developed according to the following policies:

- 28) An Official Plan Amendment is required to establish permitted uses and policies that will guide the development of these lands.
- 29) Proposed development must be compatible with surrounding land uses.
- 30) Proposed development must be adequately serviced without negative impacts to surrounding uses.
- 31) Proposed development must be suitable for location on a major road and have minimal accesses to Mitch Owens Road.

Section 4: Natural Heritage and Environmental Protection

In the early 2000s, the City undertook several studies to inform the long-term sustainable development of the village and the recommendations of these studies have been incorporated into policies of this secondary plan in order to protect the natural environment and the interconnected network of natural heritage features.

- 1) Any development within the village will have consideration for the recommendations of the Shields Creek Subwatershed Study and adhere to the natural heritage system policies in the Official Plan.
- 2) For lands designated as Village Greenspace and Village Greenspace Overlay on Schedule A – Designation Plan, the following policies apply in addition to those related to Natural Heritage Systems in the Official Plan:
 - a) Lands identified as part of a watercourse setback under the policies of the Official Plan shall be dedicated to the City as part of the process for a plan of subdivision and will not be considered as required parkland dedication; and
 - b) Stormwater management plans and studies submitted as part of a planning application must include an evaluation of the tributaries of Shields Creek, not referred to in the policies of this secondary plan, to determine their function. Appropriate Official Plan policies will apply according to the findings of those plans or studies.
- 3) Village Greenspaces owned by the City will be protected according to the Shields Creek Subwatershed Study and managed for conservation and passive leisure activities. Public access via trails may be permitted where the natural characteristics of these areas and their ecosystem services are not adversely affected.

- 4) Where lands designated as Village Greenspace are accessible to the public, road access to the feature should be minimal. Development in the surrounding area should be designed with single loaded roads to minimize disruption.

4.1 Significant Wetland

- 5) Lands designated as Significant Wetland are subject to the policies of the Official Plan. No development or site alteration is permitted within the Significant Wetland designation except as defined by the Official Plan.

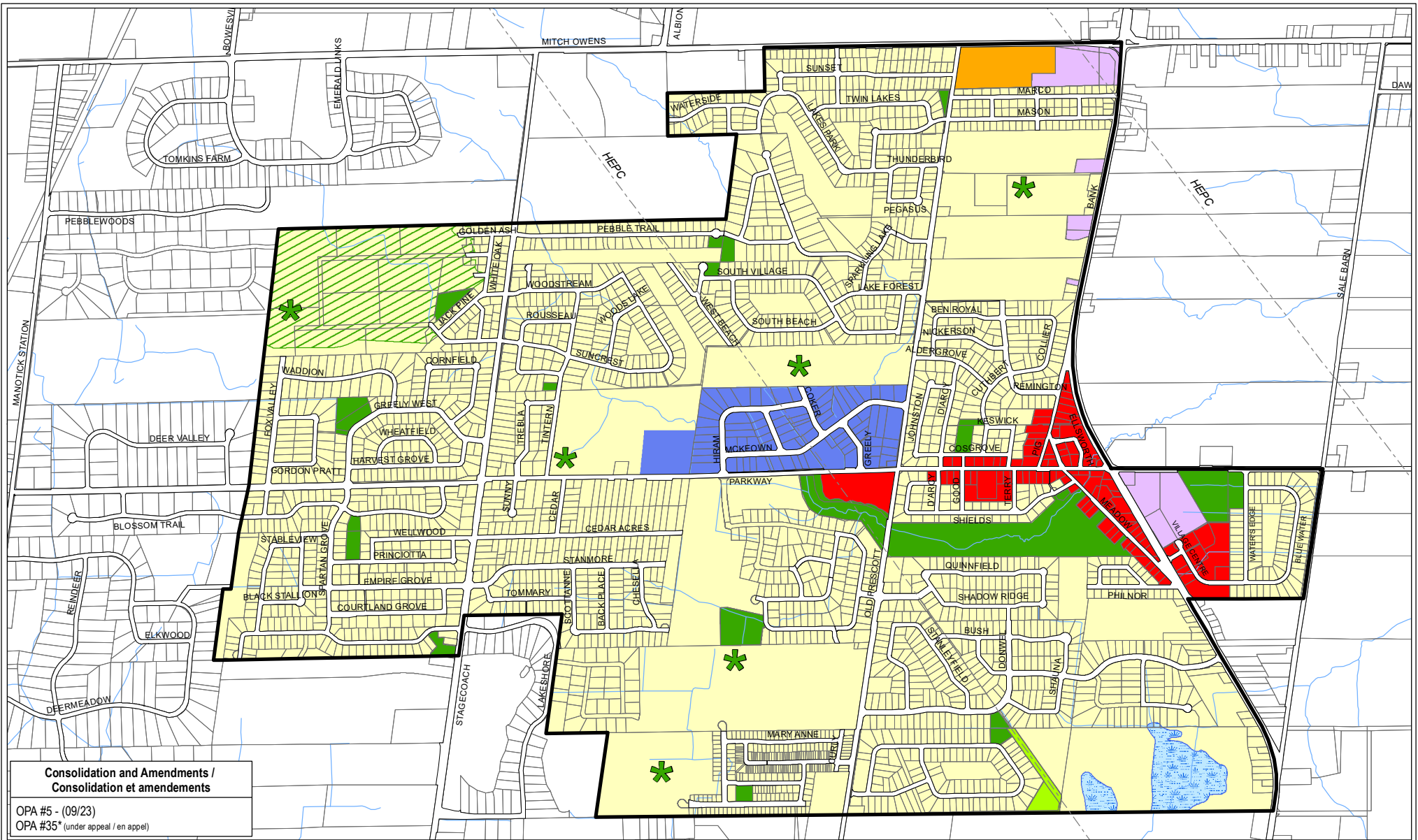
Section 5: Area-Specific Policies

- 1) In order to recognize local context, on lots with frontage on both Cedar Acres Drive and Stanmore Street, the City may permit new lots for residential purposes on private services. The new lots may not be less than 0.2 hectares in size, applications must demonstrate that adequate private services can be established and maintained in the long term and, that there is technical evidence that cumulative effects will not create an adverse effect to public health or the environment.

Schedules

Schedule A – Designation Plan

Schedule B – Connectivity Plan














VILLAGE OF / VILLAGE DE
Greely

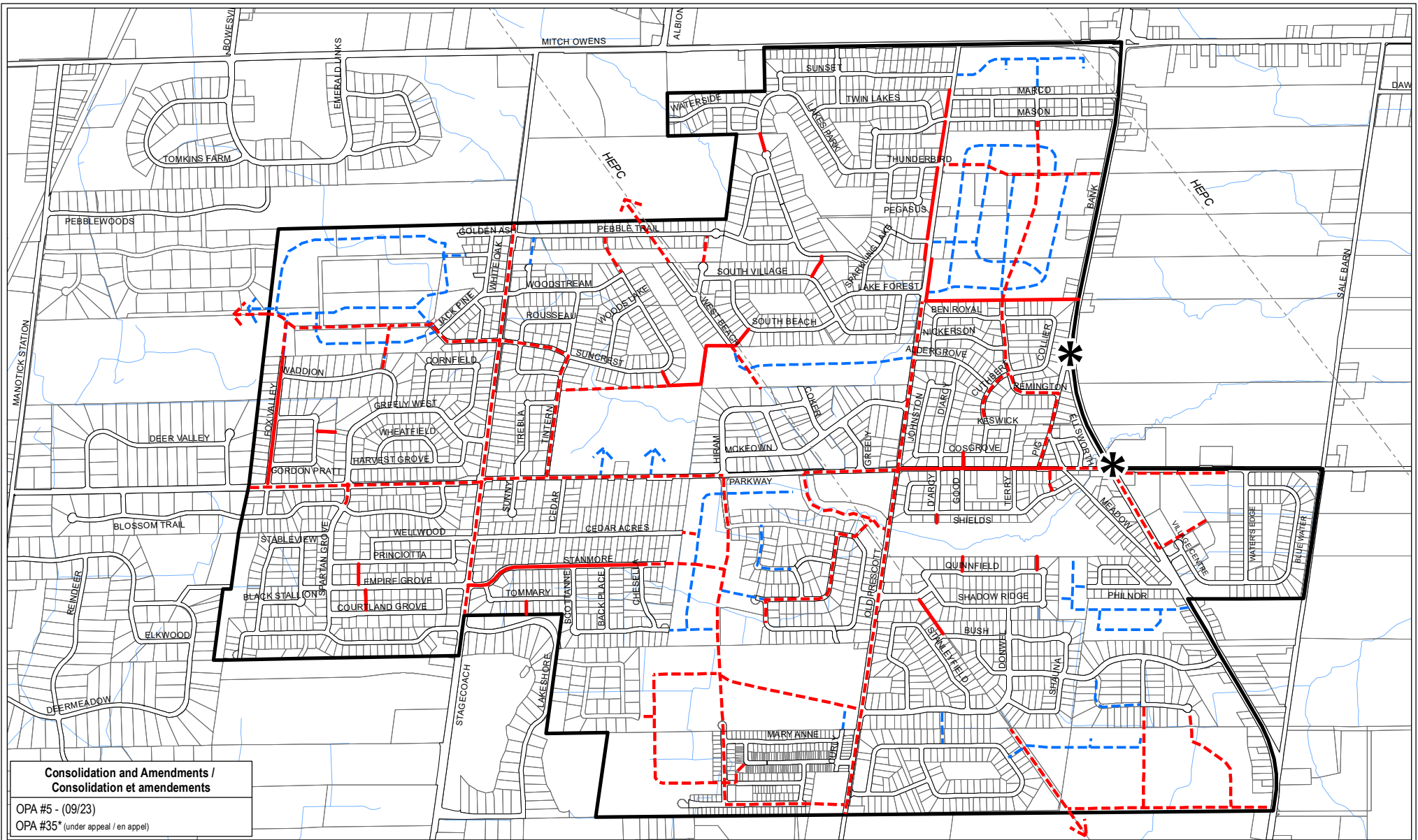
SECONDARY PLAN - VOLUME 2
Schedule A - Designation Plan

PLAN SECONDAIRE - VOLUME 2
Annexe A - Plan de désignation

DESIGNATIONS / DÉSIGNATIONS

-  Village Boundary / Limites du village
-  Village Residential / Zone résidentielle du village
-  Village Commercial / Quartier commercial du village
-  Village Core / Centre du villages
-  Future Development / Aménagement futur
-  Village Industrial / Zone industrielle du village
-  Village Park / Parc du village
-  Village Greenspace / Espaces verts du village
-  Village Greenspace Overlay / Affectation supplémentaire - Espaces verts du village
-  Significant Wetland / Terres humide d'importance
-  Future Park / Futur parc





VILLAGE OF / VILLAGE DE

Greely

Village Boundary / Limites du village

Gateway - Porte d'entrée

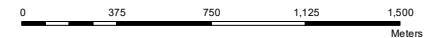
Existing Public Linkage / Sentier public actuel

Future Public Linkage / Futur sentier public

Future Road / Future route

SECONDARY PLAN - VOLUME 2
 Schedule B - Connectivity Plan

PLAN SECONDAIRE - VOLUME 2
 Annexe B - Plan de Connectivité



Scale / Echelle 1:25,000 approx.

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