

# 1.0 – South Nepean – Secondary Plan for Areas 9 & 10

## 1.1 Introduction

The Secondary Plan for Areas 9 and 10 in the South Nepean Urban Area will provide policies and an approach to guide future development in this area. The Secondary Plan provides a strategy for housing, employment, recreation, education, environmental conservation and the provision of infrastructure in this part of South Nepean. The Secondary Plan recognizes the significance of the strategic importance of this part of South Nepean for economic development and community lineage.

The policies arising from this Secondary Plan will form part of the Ottawa Official Plan and should be read in conjunction with the policies of the Official Plan.

## 1.2 Location

The area affected by this Secondary Plan is located in the western part of South Nepean as shown on Schedule A. The boundaries of the Secondary Plan are generally defined by Fallowfield Road and O'Keefe Court on the north, Cedarview Road on the east, the Jock River on the south and Highway #416 on the west.

## 1.3 Goals and Objectives

### 1.3.1 Goal of the Secondary Plan

The primary goal of this Secondary Plan is to provide a land use, development and servicing strategy for Areas 9 and 10 in South Nepean.

### 1.3.2 Objectives

The objectives of this Secondary Plan are:

1. To have regard for provincial and federal planning policies and initiatives.
2. To blend new residential areas with existing residential communities.
3. To provide recreation, open space and education facilities that are conveniently located and contribute to the quality of residential areas.
4. To provide for a range of housing types with a transition of density from the west to the east.
5. To provide sufficient area for employment and to build on the economic development opportunity available from the 416/Strandherd interchange.
6. To conserve the Jock River flood plain and utilize the recreation potential that may be available from it.
7. To conserve the forested areas through acquisition, dedication and site planning practices.
8. To present a positive image of South Nepean from Highway 416.
9. To enable Strandherd Drive to be a gateway into South Nepean.
10. To enhance views and vistas into and within South Nepean.
11. To provide a transportation network of roads that blends into the existing network.
12. To provide a convenient and safe pedestrian and bicycle network.
13. To enable the provision of local transit service and recognize the long term provision of Rapid Transit Corridor service.
14. To provide a cost effective and flexible strategy for the provision of infrastructure.
15. To enable phasing of development as a logical extension of the existing community.

## 1.4 The Land Use Plan

One of the influences on the design of the community relate to the principle land use components of the concept underlying the Secondary Plan as shown in Schedule A. The two residential areas are bounded respectively by Strandherd Drive, Fallowfield Road and Cedarview Road. and by the existing and future alignments of Strandherd Drive east of Cedarview Road. The area north of the CNR railway line between Strandherd Drive and Highway 416 is the main employment area with a small portion south of the railway. The remaining land mass is constrained by the Jock River Flood Plain and may be suitable for residential development subject to clarification as to what lands remain flood prone or may be required for flood mitigation. [Amendment #212, May 23, 2018]

The Land Use Plan, as presented in Schedule A, is designed to achieve the objectives of this Secondary Plan, the results of the technical analysis, and the consultation process for the planning study. The features of the Land Use are:

- Residential areas east of Strandherd Drive contain local and community parks, and existing and future school sites have been identified. A new community park is created by the proposed expansion of Strandherd Park.
- Cedarview Road is to be studied for possible closure in sections south of Jockvale Road to become a linear park. This will help to bind the new residential areas to the existing communities.
- Sections of existing Strandherd Drive (south of Fraservale) will be closed and used for new housing to bind a new residential area in the south to the existing community.
- Prestige business park uses are to be located along the western ridge adjacent to Highway 416 and along Strandherd Drive, to present a corporate showcase and a high quality image of South Nepean.
- Limited commercial development is permitted near the 416/Strandherd interchange.
- Conventional business park uses are proposed for the interior lands west of Strandherd Drive.
- A drainage corridor, which may have a linear park character, will be located west of Strandherd Drive. A stormwater management system, consisting of a combination of best management practices, on-site storage and end-of-pipe stormwater management facilities that discharge to this drainage corridor, will be implemented. [Amendment #121, July 10, 2013]
- The Jock River Flood Plain may be used in part for open space recreation uses, subject to further studies and approvals. The remaining area is devoted to conversation uses.
- A new collector road will be provided south from the Strandherd Drive/Fallowfield Road intersection to connect to McKenna Casey Drive at the Highway 416 underpass, Jockvale Road, Maravista Drive and Kennevale Road will be extended west of Cedarview Road.

## 2.0 Development Policies

The following policies have been established to guide the future development of Areas 9 and 10:

### 2.1 Population and Employment

It is intended that at the time of buildout of the subject lands that the residential areas shown on Schedule A shall consist of 1750 residential units, accommodating approximately 5,000 residents, The overall employment in Areas 9 and 10 shall achieve 7,000 jobs at buildout, the majority of which will be located within the industrial and commercial areas shown on Schedule A.

### 2.2 Land Use Designations

The land use designations that are applicable within the area affected by the Secondary Plan are:

- Residential Area
- Park/Open Space Area
- Institutional Area/Institutional Office Areas
- Commercial Area
- Prestige Business Park Area
- Business Park Area
- Snow Disposal Facility
- Storm Water Management
- Conservation Lands [Amendment #212, May 23, 2018]

The land use designations are illustrated on Schedule A, and are intended to show general areas of land use in accordance with the provisions of the text. The boundaries are not to be scaled or strictly interpreted and may vary without amendment to this plan, provided the general intent and policies of this plan are updated.

The following sections set out the details of the policies for these land uses.

### 2.2.1 Residential Areas

Areas that are designated as Residential Areas shall permit a variety of housing types including single detached dwellings, semi-detached dwellings, row dwellings and apartment dwellings.

For the area east of Strandherd Drive and north of the CNR line, there shall be a mix of housing densities with the areas of highest density generally at the western and southern edges of the Residential Area, with areas of medium density and low density generally along the eastern edges. For the area south of existing Strandherd Drive, the same approach shall apply, with the highest densities generally along the southern edges and at major road intersections and the lowest densities generally on the northern edge abutting the existing residential areas. In cases where low density residential or medium density residential development abuts new Strandherd Drive increased building setbacks and buffering will be required.

The ranges of typical net densities for development within the residential areas are:

- Low density: 22-25 units per net hectare
- Medium density: 30-37.5 units per net hectare
- High density: 62- 75 units per net hectare

The five residential areas as shown on Schedule B3 should be developed with the following targets for residential units and population estimate:

RI	490 units	1290 pop.
R2	390 units	1070 pop.
R3	390 units	1070 pop.
R4	200 units	640 pop.
R5	280 units	790 pop.
<b>Total</b>	<b>1750 units</b>	<b>4860 pop.</b>

Accessory apartments, garden suites and home-based businesses shall be permitted in all Residential Areas subject to the general policies of the Ottawa Official Plan and the zoning by-law. In addition, institutional uses such as schools, parks, child care facilities, places of worship and funeral parlours may be permitted in all Residential Areas provided that the scale and level of activity of the institutional use is compatible with and maintains the overall residential character.

***The maximum building height for all ground oriented residential development shall not exceed 10.7 metres. Direct access to Strandherd Drive for any residential development is not permitted. [Subject to Amendment #249, September 23, 2020]***

### **2.2.2 Parks/Open Space Areas**

Parks/Open Space Areas can take the form of community parks, local parks and linear parks. Generally, most park areas are to be located within or adjacent to Residential Areas and Institutional Areas. Local parks if desired, may also be located in Prestige Business Park and Business Park Areas.

Community parks (shown on Schedule A) shall be at least 2 ha in area or larger and may contain active recreational facilities and passive open spaces and forested areas. Local parks (shown conceptually on Schedule A) shall be at least 0.4 ha in area and located whenever possible in the centre of new residential areas, and where possible, adjacent to existing or future school sites. Local parks may contain recreation facilities such as play structures or decorative features, such as . sculptures and fountains or both. They are intended to provide focal points as well as recreation facilities within residential neighbourhoods.

Linear Parks may be created through the partial closure of Cedarview Road south of Jockvale Road (shown on Schedule A as proposed road closure). It is intended that the function of this road is to be studied with a view to possible closure. Subject to this study, it may be closed to all vehicular traffic except for maintenance purposes. Its primary functions would be to serve as a main pedestrian and cycling route as well as a green area that ties the existing residential community to new residential areas.

Park/Open Space Areas shall be acquired through the provisions of the Planning Act as amended, Ottawa Official Plan as amended, and the City of Ottawa Development Charges By-law as amended.

### **2.2.3 Institutional Areas/Institutional Office Area**

Institutional Areas are shown on the Secondary Plan and permitted uses include schools, places of worship, community and cultural centres, medical clinics, facilities for child care or elder care facilities for treatment and care of people with special needs as well as the offices or facilities of any government organization and other similar community service facilities. Residential uses as described in the Residential Areas provision of this Secondary Plan may also be permitted subject to an amendment to the zoning by-law. Residential uses may be permitted provided that the proposed residential development is compatible with the adjacent uses in scale and density, that any impacts on traffic infrastructure or terms have been addressed and provided that there are sufficient institutional facilities elsewhere in South Nepean. Institutional Areas shall include the existing Cedarview Middle School and the existing Cedarview Alliance Church. Institutional Areas shall also include proposed elementary school sites and the proposed Bible Baptist Church on existing Strandherd Drive.

Elementary school sites with a minimum area of 2.4 ha should be considered when located adjacent to park land and larger sites may be acquired where park land is not adjacent to the school sites. Elementary school sites should not be located adjacent to any existing or proposed open storm water management or drainage facilities.

An Office/Institutional Area is indicated at the corner of Fallowfield Road and Cedarview Road. This area is intended to provide offices and community services such as medical clinics, doctors and dentists offices, other professional treatment services as well as counselling, law offices and other similar services. A limited amount of retail uses that are related to and support the principle uses, such as a pharmacy or eyewear retailer will be permitted. Other examples of permitted services include bank, or other finance service, copy centres, dry cleaners, and personal service businesses. Retail stores such as corner stores or other similar retail facilities are not permitted

Building heights are limited to 10.7 metres and the maximum permitted Floor Area Ratio is 0.5.

### **2.2.4 Commercial Area**

Three commercial areas are indicated on the Secondary Plan. [Amendment #116, March 26, 2013]

In the case of the Commercial Area located southwest of Strandherd Drive (near Fallowfield Road), commercial uses are considered appropriate. Access would generally be gained via extensions of Jockvale, Maravista Drive and Kennevale Drive. Commercial office use and commercial uses that support the Business Park Uses are also permitted in conjunction with or in lieu of the retail use. [Amendment #25, April 27, 2005] [Amendment #121, July 10, 2013]

A second, smaller commercial area located on the northwest corner of Cedarview Road and Strandherd Drive, both roads as realigned, is illustrated on the Secondary Plan. A third commercial area located at the northeast corner of the intersection of Kennevale Drive and Strandherd Drive shall permit variety of small, locally-oriented commercial, service and office uses as well as various residential uses. In order to maintain a community scale, buildings will be restricted to low-rise and the size of commercial occupancies will be limited. The total area occupied by all the separate commercial occupancies combined, including office uses, shall not exceed a gross leasable area of 3,000 square metres. [Amendment 41, OMB decision April 21, 2006] [Amendment #116, March 26, 2013]

### **2.2.5 Extensive Employment Area**

The Extensive Employment Area is divided into two employment categories: Prestige Business Park and Business Park which are designated on Schedule A.

It is intended that the Extensive Employment Areas indicated on Schedule A shall have a specific locational identity, such as the "416/Strandherd Business Park". This identity will build on the strength of the Business Park's location and accessibility.

Generally, most business park development facing Strandherd Drive and Highway 416 shall have large lots, a high proportion of landscaping, a high standard of architectural design and a low building profile. A snow disposal facility shall be permitted on the west side of Strandherd Drive, provided that adequate visual screening, landscaping, berming and security fencing are provided. A corridor for storm drainage shall be provided west of Strandherd Drive. Lands used for this corridor will be recognized in the development potential of the abutting lands. [Amendment #121, July 10, 2013]

Developments fronting on Strandherd Drive shall have a high standard of architectural and landscape design, and direct access to individual lots will generally not be permitted from Strandherd Drive except where transportation studies can demonstrate that direct accesses are appropriate and such studies are approved by the City. [Amendment #121, July 10, 2013]

It is intended that the policies of Ottawa Official Plan, Section 3.6.5, as amended, shall apply regarding Extensive Employment Areas.

**2.2.5.1 Prestige Business Parks**

Areas designated as Prestige Business Parks in the Secondary Plan shall be developed in accordance with the policies of Ottawa Official Plan, Section 3.6.5. In addition to this, the following special policies shall apply

1. Permitted uses shall include research and development facilities advanced technology industries and services, light manufacturing and production facilities, office banks and financial services, private and commercial schools, and hotel and convention centre may contain accessory and co-located retail service and entertainment facilities. Automotive commercial uses on a smaller portion, specifically at the north-west corner of the intersection of Strandherd Drive and Fallowfield Road will be permitted. [Amendment 25, April 27, 2005]
2. Existing forested areas shall be conserved wherever possible on the top and tile slopes of the western ridge.
3. Automobile dealership use within the Prestige Business Park designation will be only permitted on the lands bounded by Kennevale Drive extension to the north, City-owned snow storage facility to the south, Strandherd Drive to the east, and Business Parks lands to the west. Such use shall conform to the urban design objective and policies within this plan for Prestige Business Park and Strandherd Drive.[Amendment #121, July 10, 2013]
4. An existing City owned and operated Snow Disposal Facility is also permitted on lands adjacent to the Canadian National Railway corridor, west of Strandherd Drive, legally described as “Part of Lot 16, Concession 4, Rideau Front; Part 1 of Reference Plan 4R-9045. [Amendment #121, July 10, 2013]
5. For lands at 4401 Fallowfield Road, lot areas shall typically be large with a minimum area of 0.4 ha and lot coverage maximum of 55 per cent [Amendment #135, April 30, 2014] [Amendment #149, July 9, 2015]

**2.2.5.2 Business Parks**

Uses permitted under City of Ottawa Official Plan Section 3.6.5 – Employment Area and Enterprise Area, as amended, are generally permitted in the Business Parks designation. In addition, the areas designated Business Parks, located south of the CNR railway line may permit limited development on the Jock River Flood Plain. Such development shall be restricted to surface parking and landscaping and shall only be permitted subject to the approval of the Rideau Valley Conservation Authority. [Amendment #121, July 10, 2013]

**2.2.6 The Jock River Flood Plain**

Conservation lands are shown symbolically on Schedule A5 and the boundary of these lands is deemed to be the regulatory flood line for the Jock River together with any additional land required by the City or the Conservation Authority for flood mitigation or stormwater control facilities. Changes to the regulatory flood line do not require an amendment to this Plan. The use of this land is subject to Section 4.8.1 of the City’s Official Plan. [Amendment #212, May 23, 2018]

**2.2.6.1 Conservation Lands**

The lands that are designated symbolically as Conservation Lands are the areas that remain following any utilization of the Jock River Flood Plain for other purposes such as Storm Water Management Facilities and Commercial Recreation. Conservation Area lands shall permit agriculture, forestry, passive open space and recreation uses and nature conservancy uses. No buildings or structures shall be permitted and the policies of Ottawa Official Plan Section 4.8 shall apply.

It is intended that in the event of future flood plain mapping to define the Two Zone Approach to the JRFP, that the area designated as Conservation Lands on the Secondary Plan shall at minimum, be the inner zone subject to the greatest level of restrictions. The actual size, shape and boundaries of this shall

be subject to further studies and approvals from the authorities including the Rideau Valley Conservation Authority, and the City of Ottawa.

#### **2.2.6.2 Commercial Recreation**

Areas to be used for Commercial Recreation are shown symbolically within the Jock River Flood Plain on the Secondary Plan. The actual size, shape, boundaries and specific permitted uses shall be subject to further studies and approvals from the Rideau Valley Conservation Authority and the City of Ottawa. No development for Commercial Recreation uses shall be permitted until the required studies and approvals have been obtained, and the policies of the Conservation Lands designation shall otherwise apply.

The permitted uses, subject to the above limitation shall include Commercial Recreation open space such as golf courses, golf driving ranges, private or public sports fields, equestrian uses, outdoor skating and facilities for other similar uses. Recreation uses with motorized vehicles such as go-kart tracks and the like are not permitted. Buildings and structures required for any permitted use shall be small in scale, limited in function and architecturally compatible with a rural landscape.

#### **2.2.6.3 Storm Water Management Facility**

The approximate locations of the stormwater management facilities are shown on Schedule A. The stormwater management facilities are not limited to the locations noted on Schedule A and other locations and additional facilities may be required as per the O'Keefe Drain Environmental Management Plan (City of Ottawa, 2013) criteria and phasing. [Amendment #121, July 10, 2013]

#### **2.2.7 Woodlot**

The overlay designation shown on Schedule A as Woodlot identifies an area that the City may wish to acquire in order to protect the natural features as recognized in the O'Keefe Drain Environmental Management Plan (2013) and the Woodland Study for UNA 50 (2012). However, if this acquisition does not take place, the underlying designation will apply. The acquisition of the woodlot may be through alternate means to the satisfaction of the City. [Amendment #121, July 10, 2013]

### **3.0 Urban Design Policies**

The Secondary 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.

#### **3.1 Principles of Design and Development**

The principles of design and development for the Secondary Plan are:

1. New residential areas are to be blended with the existing residential communities in this part of South Nepean.
2. Development profiles may range from low, medium to high as stated in Section 3.2. [Amendment #121, July 10, 2013]
3. Forested areas should be conserved whenever possible and individual healthy trees.
4. The rural and natural landscape character of the Jock River Flood Plain should be conserved.
5. Developments that are visible from Highway 416 should present a positive image.
6. Strandherd Drive is the gateway into South Nepean and development along it should have a consistent level of design quality.
7. Developments on the western ridge should present an active skyline that is integrated with the existing forested areas.
8. New development areas should be compatible in their form and layout with existing residential areas.
9. Park, open space and institutional uses should be designed to facilitate convenient and safe pedestrian, cycling and other non-motorized recreational activities.

10. Pedestrians and cyclists should be given priority in consideration of land use and road pattern design.
11. Residential densities and housing forms should make a transition from the highest densities at the western edge, through medium density, to low density on the eastern edge. The same approach applies from the south to the north in the area south of existing Strandherd Drive.
12. Infrastructure works such as bridges over the railway, drainage corridors, and stormwater management facilities, should be architecturally designed and serve as visual and recreational amenities.
13. The views and vistas into and from the Secondary Plan area should be optimized and enhanced whenever possible.
14. New collector roads should connect with and extend the existing collector road system.

## 3.2 Urban Design Guidelines

The urban design guidelines presented in this section are intended to assist in the evaluation of the future applications for development approvals; to achieve the goal and objectives of the Secondary Plan and to reflect the principles of design and development. Suggested approximate standards are provided as part of the guidelines and specific standards may be applied on a case by case basis while insuring compliance with the general spirit of the guidelines, and without the need to amend this plan.

### **Policies**

For areas as shown on Schedules C and C1, maximum building heights shall be as follows: [Amendment #149, July 9, 2015]

- Developments in the immediate south-east corner of the interchange of Highway 416 and Fallowfield Road: high (up to 12 storeys/45 metres);
- Developments along Strandherd Drive to the south of Jockvale Road extension: low (up to four storeys/18 metres);
- Development to the north of Fallowfield Drive and south of O’Keefe Court: low (up to twelve storeys/48 metres); [Amendment #149, July 9, 2015]
- Development in the rest of the area: medium (up to nine storeys/33 metres). [Amendment #121, July 10, 2013]

### 3.2.1 Strandherd Drive

Strandherd Drive is one of the most significant elements that defines the form of the Secondary Plan. As such, it plays the roles of land use separator between residential and employment areas, as the principle transportation route from Highway 416 to South Nepean and as the gateway into " South Nepean. These roles and special treatment for intersections are shown on the Secondary Plan.

It is important that the design elements of Strandherd Drive and those of the adjacent developments reflect consistent standard of quality and image. The following guidelines are intended to achieve this:

1. Provide a well designed. and landscape entrance feature at the entry to Strandherd Drive from Highway 416. This should establish a design motif, character and level of quality that can be repeated at intersections along the length of Strandherd Drive.
2. Provide special intersection treatments through signage, lighting, furniture and landscaping at the intersections on Strandherd Drive. Existing mature trees should be utilized whenever possible.
3. Street tree spacing of approximately 7.5 metres in the boulevard with an additional row of trees flanking a sidewalk on the east and north sides of Strandherd Drive adjacent to new residential areas should be provided.
4. Tree planting on other streets within the Secondary Plan should have an approximate spacing "of 9.0 metres and additional planting will be provided at intersections.
5. Light standards, signage, transit shelters and materials shall be consistent in design and quality.

### 3.2.2 The Western Ridge

The Western Ridge is another significant element in the design of the Secondary Plan. The ridge marks the western boundary of the planning area and its topography is elevated above both Highway 416 on the west and much of the planning area lying to the east. The remnants of the forest on the top and slopes of the ridge are important to the landscape of the community. The following are design guidelines for consideration during development approvals on lands that include the western ridge.

1. Subdivision and site plan designs should endeavour to conserve as much of the existing wooded area as possible, particularly on the slopes of the ridge.
2. Buildings, parking area and new landscaping should be designed to enable a blending of the existing wooded areas with new development.
3. Buildings on the ridge should present the best architecturally designed facades to be visible from the highway and to have careful design to the scale and form of the rooflines to create a skyline that blends buildings and trees on the western horizon.
4. Signage and other displays should be limited to corporate identification and no billboards or other signs should be permitted.
5. Development shall have a high proportion of landscaped open space. [Amendment #121, July 10, 2013]
6. Large parking areas should be screened from view by landscaping. Small visitor parking areas should be visible and accessible.
7. Loading areas and other similar structures and facilities should be concealed from view from the highway and the street.

### 3.2.3 Business Park Image

The image and identity of the business park areas are important to the success of the development and consequently, their ability to generate economic activity and employment. It is important that the business park areas be designed as a showcase for new developments.

The following guidelines apply:

1. Prestige Business Park areas as shown on the Secondary Plan shall have large lots, and a high proportion of lot area devoted to landscaped area. Large parking areas shall not be permitted adjacent to Strandherd Drive and small visitor parking areas should be visible and conveniently located. [Amendment #121, July 10, 2013]
2. The Snow Disposal Facility shall have berms, landscaping, security fencing and . unobtrusive lighting to minimize its visibility from the outside. The level of design shall be equivalent to and compatible with the intended standard for Prestige Business Park development.
3. Developments in the Prestige Business Park areas within 300 metres of the east side of Highway 416 and below the western ridge shall have architecturally designed rooftops and HVAC and other similar equipment shall be screened and concealed.
4. Commercial areas located adjacent to Strandherd Drive that may be used for community commercial scale developments or larger, shall provide a master site development plan to the City of Ottawa together with any other information that may be required.

### 3.2.4 Residential Areas

The residential areas in the Secondary Plan should be designed to blend in with the existing residential areas in Barrhaven. This is achieved through road closures, compatible housing forms and densities and an urban form that is a hybrid of the existing subdivision design and a new urbanism approach.

The following are some suggested guidelines:

1. Residential areas are framed on their edges by the major road system that is created by extensions of the existing road pattern.

2. Each residential sub area, as created by the major road pattern should have at least one local park. These local parks should be easily visible and accessible by pedestrians and cyclists. At least two sides of such parks should abut a street or institutional use or both.
3. All development in residential areas shall be low profile.
4. Residential developments adjacent to the major roads, including Strandherd Drive, shall have facades that are designed to be compatible with the showcase envisioned for Strandherd Drive. Special attention is required for developments at the intersection with Strandherd Drive. Parking areas should be screened from view.
5. Garages in low density and medium density developments should not project beyond or dominate the facade of the main walls of the residential buildings.
6. Local streets that have cul-de-sacs should be built with landscaped islands that avoid large paved areas. Streets that have long straight patterns should be punctuated with landscaped traffic circle islands.

### **3.2.5 Drainage Corridors and other Facilities**

Drainage corridors and other infrastructure facilities are essential to the operation and functionality of the Secondary Plan. Through careful and sensitive design infrastructure facilities can contribute to the visual environment in the form of landscaped features (such as stormwater management ponds) and the natural environment in the form of natural features (such as the O'Keefe Drain) that have been enhanced and/or restored. [Amendment #121, July 10,, 2013]

The following are guidelines to the design of these facilities:

1. The width of the drainage corridor shall be determined as part of the final phase of the Master Servicing Study. Subject to engineering requirements the drainage corridor shall minimize straight line sections and have a natural landscaped appearance. A pathway system may be provided that connects to the community pedestrian network.
2. Storm drainage channels or other open facilities should not be located adjacent to schools or park areas intended for small children. If such facilities are necessary in these locations then adequate safety and security measures should be provided, such as fencing and signage.
3. Utility structures that are on the surface, such as hydro, telephone, gas and cable structures should be unobtrusive, screened with landscaping and compatible with the design of the principle abutting land uses. Radio, cellular telephone and other communication towers shall not be permitted within 300 metres of residential areas.

## **4.0 Transportation Policies**

The transportation system is designed to serve all of South Nepean as well as the planning area. The system is intended to serve all modes of movement in a safe and convenient manner suitable to each travel mode.

### **4.1 Road Network**

The network of major roads is illustrated on the Schedule A. The policies of Ottawa Official Plan Sections 2.3 and 4.3 as amended shall apply to all roads, within the area affected by the Secondary Plan.

The physical design of Strandherd Drive and other roads discussed in this Secondary Plan shall be consistent with the Urban Design Guidelines.

Highway 416 is under the jurisdiction of the Province of Ontario and is designated as a Freeway.

Strandherd Drive (as realigned), Fallowfield Road and Cedarview Road, south of Strandherd Drive, are designated as Arterial Roads.

The projections of Jockvale Road, Maravista Drive, Kennevale Road and a new road which extends south of the Fallowfield/Strandherd intersection to the 416 underpass, as shown on the Secondary Plan are designated as Collector Roads.

The function of Cedarview Road between Jockvale and the CNR line is to be studied with a view to a possible closure. Subject to this study which will address design issues as well as impacts on existing communities, the road may be closed to all vehicular traffic except for maintenance purposes. The traffic component of the noted study shall not commence until Highway 416 has been opened to the Queensway and new community traffic patterns have had sufficient time to emerge.

## **4.2 Pedestrian and Bicycle System**

The pedestrian and bicycle system shall be designed to connect major existing and planned recreational areas and facilities including Fallowfield and Strandherd Parks.

In addition to the above, the following policies shall apply:

1. The pedestrian and bicycle system shall be designed to utilize the linear park corridors that are contemplated by possible road closures in this plan.
2. The bicycle system shall also include a logical connection from the existing or planned system in Barrhaven to Strandherd Drive.
3. The City shall protect for a bicycle corridor next to the CNR line from Cedarview Road to the Highway #416 underpass.
4. A multi-use pathway will be required adjacent to and outside the corridor of the O’Keefe Drain. In some locations the multi-use pathway may be located within road right-of-ways and/or stormwater management facilities. [Amendment #121, July 10, 2013]

## **4.3 Transit**

Local transit services will be provided in accordance with growth in the Secondary Planning area. Local transit services should be provided on the basis of a maximum walking distance of approximately 400 metres. Development of employment lands will be configured to support the provision of transit services. Pedestrian pathways through residential areas shall be provided to ensure accessibility.

It is anticipated that local transit service will be modified to provide feeder service operations to the Rapid Transit Stations planned for the future South Nepean Activity Centre.

It is also anticipated that the Rapid Transit Corridor may be extended in the long term to the Secondary Planning area. The actual location of the Rapid Transit Corridor when determined, will be subject to further detailed planning and would require an amendment to this plan.

## **5.0 Infrastructure Policies**

The provision of infrastructure to the Secondary Plan area is designed to be consistent with the following principles:

- Conformity to the South Nepean Master Drainage Plan and Master Servicing Plans.
- Maximize utilization of existing infrastructure.
- Extensions of existing infrastructure should follow a logical and orderly pattern.

- Additional interim infrastructure should not prejudice the long term planned system and be provided at no cost to any public authority.
- Minimize costs of future infrastructure.
- Apply a flexible approach to the development of infrastructure.

The following policies shall apply:

## **5.1 Storm Water Management**

All development shall be undertaken in accordance with the City of Nepean Master Drainage Plan. Open landscaped drainage channels will generally be used for the trunk storm water drainage system in order to mitigate topographical and geotechnical site constraints. Such channels will preferably be located within employment areas for reasons of safety and land utilization. These channels will be designed with and maintained in accordance with the other policies of this Secondary Plan.

The primary drainage channel will be provided in the Business Park Areas west of Strandherd Drive. A shorter section located near Cedarview Road south of the CNR railway line is also provided.

Both channels outlet to a major Storm Water Management Facility indicated south west of the existing and future intersections of Strandherd and Cedarview. The facility will be designed built and maintained in accordance with the policies of this plan.

The remainder of the Secondary Planning Area to be developed for urban uses shall be serviced with storm sewers, and utilizing such best management practices (B.M.P.'s) and such controls as may be required by the City at the time of development.

## **5.2 Sanitary Sewers**

Sanitary sewer service in the short to mid-term will be provided through extensions of existing systems provided that sufficient capacity is available and that the long term strategy is not prejudiced.

Long term sanitary sewer service will be provided in accordance with the preferred concepts arising from the City of Ottawa Infrastructure Master Plan and the South Nepean Master Drainage and Master Servicing Plan.

## **5.3 Water Supply**

Water supply shall be provided in accordance with the City of Ottawa Infrastructure Master Plan and the City of Nepean Master Servicing Plan.

Short term supply may be obtained from residual capacity available from existing areas and facilities.

## **5.4 Utilities**

Utilities will be expanded in pace with planned growth. In order to provide every possible advantage to both future residents and workers, future telecommunications facilities installed in the area should be based on the latest available technology and have the ability to be easily expanded and upgraded.

## **6.0 Implementation**

This Secondary Plan shall be implemented by the actions described in this section pursuant to the provisions of the Planning Act, as amended, other applicable law, the Provincial Policy Statement and the policies of the Ottawa Official Plan.

## 6.1 Phasing

The City of Ottawa will establish an overall phasing strategy for South Nepean that conforms to the City of Ottawa Infrastructure Master Plan and Transportation Master Plan.

Development in the Secondary Planning area will be phased in accordance with this strategy and with regard to the principles set out in the infrastructure policies of this Secondary Planning area.

## 6.2 Zoning By-law Amendment

The zoning by-law will be amended to implement the Secondary Plan. Council may predesignate lands with general holding by-laws that may be removed subject to one or more of the following:

1. the approval of a plan of subdivision,
2. the provision of a servicing strategy and an agreement for same,
3. the provision of adequate park and school facilities to serve the proposed area,
4. the provision of adequate transportation and transit service for the proposed area,
5. the approval of a site plan control application and the entering of a site plan agreement, and/or
6. such other matters as the City of Ottawa may require.

## 6.3 Requirements for Development Applications

All development applications should be required to provide the information specified in the relevant provisions of Ottawa Official Plan, Section 5.

In addition, the City may require further information prior to acceptance of a complete application. Such information may include:

1. Servicing feasibility studies
2. Environmental impact studies
3. Transportation studies
4. Market feasibility and impact studies
5. Social impact studies
6. Soils and geotechnical studies
7. Noise impact and attenuation studies
8. Financial impact studies
9. Urban design and architectural studies
10. Other studies as may be required by the City of Ottawa

## 6.4 Conditions of Development Approval

The conditions of approval for development applications shall be those authorized and required under the Ottawa Official Plan as well as any other special conditions that are specific to the property as may be required.

In addition, the following special conditions will be imposed on all development applications within the Secondary Plan:

1. The proponent and successor owners will enter into a cost sharing agreement with the City for the provision of infrastructure, transportation and community facilities.

2. The proponent and successor owners will incorporate, where possible, existing wooded areas into the planned landscaping for their developments.
3. The proponent and successor owners will notify (in writing) prospective purchasers of properties of: a) potential constraints related to radio emissions until the existing transmitter towers are removed; and b) of the proposed plans of adjacent lands.

## 6.5 Subdivision Approvals and Consents

Developments in the area affected by the Secondary Plan shall proceed by way of plans of subdivision. Such plans shall generally be consistent with the land use and road pattern of this Secondary Plan.

Consents will generally be discouraged except for one or all of the following:

1. The consent will help to consolidate land assembly, or regularize property ownership.
2. The consent will facilitate land exchanges or future plans of subdivision.
3. The consent will facilitate the implementation of this Secondary Plan.

## 6.6 Site Plan Control

All development subject to the City of Ottawa Site Plan Control By-law shall have regard for the Urban Design policies of this Secondary Plan.

## 7.0 Interpretation

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

The designations identified on Schedule A are intended to show general areas and the boundaries are flexible and may vary without amendment to the Plan, except where designations are established by fixed boundaries such as river valleys and roads or where specifically stated to be fixed in the policies of this Plan.

Where lists or examples of permitted uses are provided, they are intended to illustrate the possible range and type of uses that are to be considered. Specific uses 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 designation may be recognized as a permitted use.

Minor variations from numerical requirements in the Plan may be permitted without an amendment provided that the general intent of the Plan is maintained.

Net density is the measure of the amount of building that can be developed on a given site (either in number of dwelling units or amount of floor space), divided by the net land area of the site. Net land area is calculated following all land takings for public purposes. Public land takings " include road rights-of-way, schools, parks, hazard lands etc.

Development within the community shall be subject to all policies of this Secondary Plan and any applicable policies of the parent Official Plan. However, where there is a conflict between this Secondary Plan and the parent Official Plan, the policies of this Secondary Plan shall apply.

