

MANOR PARK NORTH AND SOUTH SECONDARY PLAN

1.0 INTRODUCTION

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

2.0 PLANNING AREA

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

3.0 GUIDING PRINCIPLES

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

1. The area will transform over time to become an attractive and well-designed “15-minute community” with active street frontages, outdoor amenity areas, and two (2) new parks, with one each to be located in the North and South lands.
2. The area will accommodate a mix of land uses, including residential, office, and retail, which will offer a live, work, play environment for residents.
3. The redevelopment will be integrated into the community with multiple connections to the existing neighbourhood, abutting greenspaces, and buildings with active edges.
4. New development will frame the area with transitional building heights including low-to mid-rise buildings in the North and low, mid and high-rise buildings in the South. Building heights will transition down to mitigate for potential impacts from existing low-rise residential communities.
5. The development will support efficient transit service through the provision of multi-directional active transportation connections. Incentives, such as reduced parking rates, free bus passes during the early stages of redevelopment, shall be provided

to help transit become an attractive mode of transportation. Built form and site design shall support the rapid transformation of the area towards transportation mode share goals.

6. Improve transportation system efficiency by allowing users, particularly non-drivers, the opportunity to choose from a wide range of accessible transportation options. New development will provide pedestrian and cycling connectivity in support of this goal, especially along Hemlock Road, St. Laurent Boulevard and Brittany Drive, and offer opportunities to connect to the multi-use pathway along the Aviation Parkway.
7. Intersection and right-of-way improvements will ensure that access to the area is safe for all modes of transportation while giving priority of movement to vulnerable modes of transportation.

4.0 LAND USE AND BUILT FORM

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

4.1 Manor Park North

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

5. The height of a podium for a mid-rise building should be between two (2) and four (4) storeys. The typical floors should be well set back from the podium faces and should be articulated to break up building mass and allow sky views, sunlight, and transition towards the abutting properties.

4.2 Manor Park South

1. The maximum building height is high-rise (10-30 storeys) along Brittany Drive and St. Laurent Boulevard, or as identified on Schedule B – Manor Park South.
2. High-rise buildings must be well-proportioned with respect to floorplate size and volume, integrated with surroundings and take the podium and tower approach in built form design. Transitions shall be guided by the application of an angular plane as may be set in the Zoning By-law or by other means in accordance with Council-approved Plans and design guidelines.
3. Where two or more high-rise buildings exist within the immediate context, new high-rise buildings shall relate to the surrounding buildings and provide a variation in height, with progressively lower heights on the edge of the cluster of taller buildings or Hub.
4. New development shall articulate the building mass and explore design techniques such as setbacks and step backs to avoid the canyon effect along the public street and to minimize the visual and microclimate impacts on public and private realms. Generally, towers should be setback from the edge of the podium by a minimum of three metres.
5. Brittany Drive is envisioned to support high-rise towers on low-rise podiums to reflect and borrow from the existing surrounding context. Building on the existing transit services, Brittany Drive is to become a multi-modal street including cycling facilities and sidewalks on both sides of the street for its full length. Improvements to the right-of-way shall be reviewed and considered with each phase of development.
6. Where an application results in the closure of Carpenters Way, the underlying land use designations in Schedule B shall apply, being Park and High-rise Neighbourhood, respectively.
7. High-rise buildings will be designed and located to minimize wind and shadowing impacts and maintain sunlight penetration to public spaces, maintain privacy, and

preserve public views and sky views, among other elements. To achieve these objectives, the tower portion of all high-rise buildings shall meet required separation distances from other high-rise building towers. Proposals for high-rise buildings that include distances less than specified must:

- a. Demonstrate that the objectives stated above are met through the use of a smaller floor plate, building orientation and/or building shape; and
 - b. Demonstrate that the potential for future adjacent high-rise buildings can be developed to meet required separation distances.
8. Maximum tower floorplates should be no larger than 750 square metres. Proposals for residential floorplates larger than 750 square metres, or commercial floorplates larger than 1,500 square metres shall:
 - a. Demonstrate that the objectives stated above are met through the use of building orientation, and/or building shape; and
 - b. Provide a greater separation distance between towers on the same lot and greater setbacks to side and rear lot lines.
9. The height of a podium for a high-rise building should be between two (2) and six (6) storeys. With the exception of Block 1, which is a gateway location, podium heights fronting onto Brittany Drive should be between two (2) and four (4) storeys. The tower floorplate should be set back from the podium faces and should be articulated to break up building mass and allow sky views, sunlight, and transition towards the abutting properties.
10. A community facility and community garden are to be incorporated onto the west side of the block at the intersection of Bangs Street and Brittany Drive. The community facility may be located in the podium of a larger building.

5.0 PUBLIC REALM

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

1. The Village Core area at St. Laurent Boulevard and Eastbourne Avenue will revitalize and animate the intersection with animated pedestrian entrances that will face the street and landscaping to animate the street edge. The woonerf on the east side of St. Laurent Boulevard will create a more urban centre for local services to support the new development and the surrounding community.

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

5.1 Parks

1. The Plan includes the conveyance and development of new park land. The parks are identified on Schedules A and B and are intended to coincide with the redevelopment of the respective planning areas. This Plan seeks to balance the increased density proposed through redevelopment with the inclusion of active public park spaces within this area. This is a demonstration of the minimum potential of current plan densities, shown in Appendix 1 and 2.
2. Minimum park size, shape, quality and location will be based on parkland dedication in accordance with the provisions of the Planning Act, the Parkland Dedication By-law, the Park Development Manual and the Parks and Recreation Facilities Master Plan, through the development approvals process, to the satisfaction of the City.
3. A public park may be established and located within any area of the Plan and will include facilities and programming suitable for the demographics of the planning area at the time of development as approved by the City.
4. Recreation, Cultural and Facility Services will provide the recommendations for park programming, planning and design in consultation with the community.
5. Schedules A and B of this plan provide additional general direction for park size and location, but as noted, they are approximate, and their size and configuration are subject to change.

6.0 TRANSPORTATION AND CIRCULATION

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

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

other services as required to support the ground floor commercial uses, as well as emergency services.

6.1 Manor Park North

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

6.2 Manor Park South

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

6.3 Transit and Walkability

1. Where practical and appropriate, transit facilities (i.e. shelters, passenger information displays) shall be integrated into the development as part of a “complete streets” approach.
2. Transit stops, shelters and crosswalks will be centrally located for ease of access by all users and building occupants. Transit platforms shall be designed to enable ease of pedestrian movement as well as incorporate the necessary elements that support transit use.
3. Maintain and promote pedestrian-scale streets, clear signage, and landscaping and around transit stops for improved walkability, wayfinding and sense of place.
4. Direct well-lit, weather-protected pedestrian access as well as clear sightlines should be provided to increase pedestrian comfort and safety.

7.0 INFRASTRUCTURE

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

the required contributions of funds and commitments for services will be in place and operative prior to, or coincident with redevelopment of lands that rely on drainage to federal lands.

5. Master Servicing Study

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

8.0 INTERPRETATION

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

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

9.0 IMPLEMENTATION

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

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

10.0 SCHEDULES

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

11.0 APPENDICES

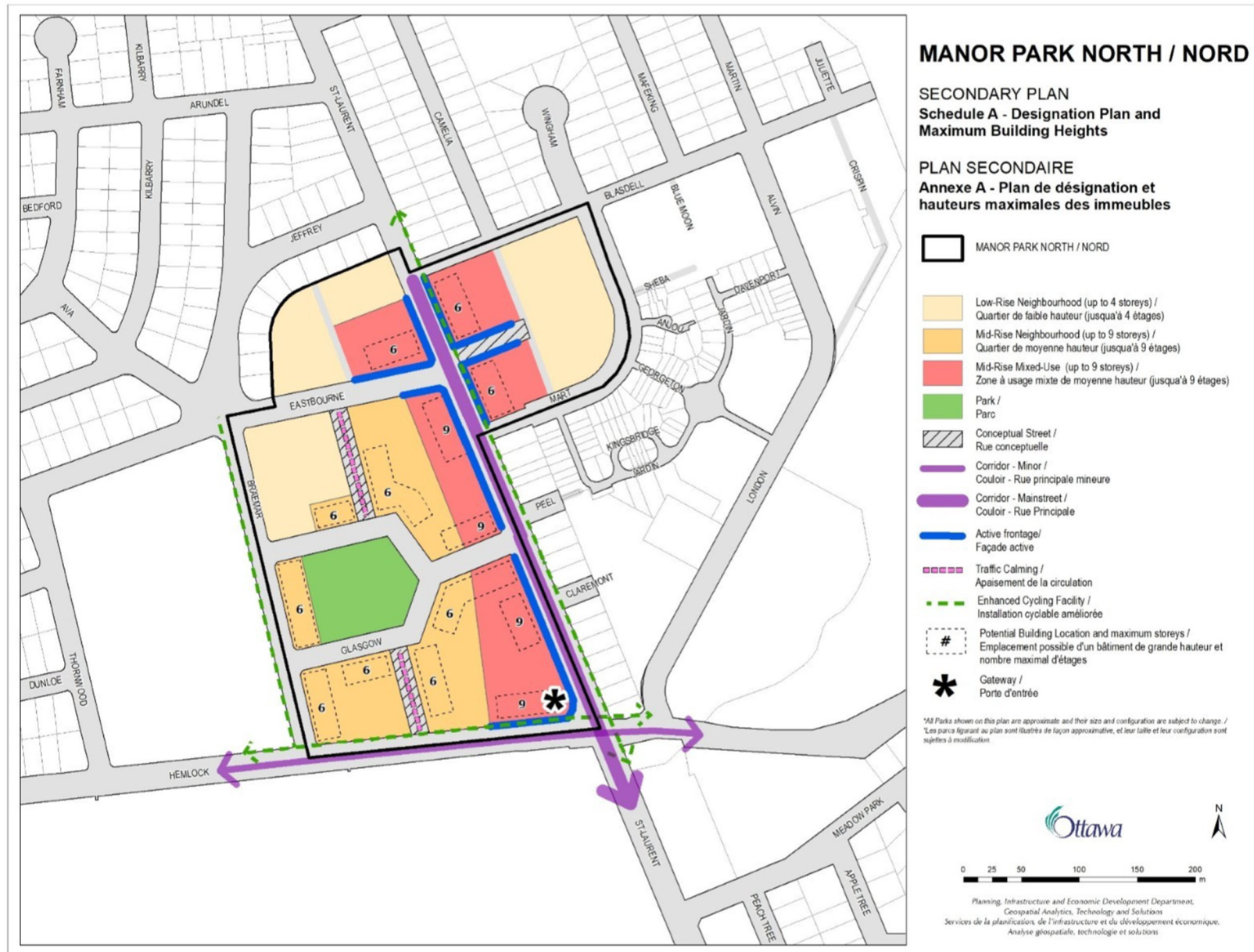
- APPENDIX 1 – DEMONSTRATION PLAN NORTH
- APPENDIX 2 – DEMONSTRATION PLAN SOUTH

3. Implementation and Interpretation

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

PART C – SCHEDULE A AND SCHEDULE B, APPENDIX 1 AND APPENDIX 2

Schedule A: Designation Plan and Maximum Building Heights



Schedule B: Designation Plan and Maximum Building Heights



MANOR PARK SOUTH / SUD

SECONDARY PLAN
Schedule B - Designation Plan and
Maximum Building Heights

PLAN SECONDAIRE
Annexe B - Plan de désignation et
hauteurs maximales des immeubles

- MANOR PARK SOUTH / SUD
- Low-Rise Neighbourhood (up to 4 storeys) /
Quartier de faible hauteur (jusqu'à 4 étages)
- Mid-Rise Neighbourhood (up to 9 storeys) /
Quartier de moyenne hauteur (jusqu'à 9 étages)
- High-Rise Neighbourhood (up to 12 storeys) /
Quartier de grande hauteur (jusqu'à 12 étages)
- High-Rise Neighbourhood (up to 30 storeys) /
Quartier de grande hauteur (jusqu'à 30 étages)
- High-Rise Mixed-Use (up to 25 storeys) /
Zone à usage mixte de grande hauteur (jusqu'à 25 étages)
- Community Facility / Mid-Rise Mixed-Use (up to 12 storeys) /
Installation communautaire / Zone à usage mixte de moyenne
hauteur (jusqu'à 12 étages)
- Park /
Parc
- Community Garden /
Jardin communautaire
- Corridor - Mainstreet /
Coulouir - Rue Principale
- Active frontage/
Façade active
- Traffic Calming /
Apaisement de la circulation
- Local Road - enhanced transit and cycling facilities /
Route locale - amélioration des installations de transport en commun et
des pistes cyclables
- # Potential Building Location and maximum storeys /
Emplacement possible d'un bâtiment de grande hauteur et
nombre maximal d'étages
- * Gateway /
Porte d'entrée

*All Parks shown on this plan are approximate and their size and configuration are subject to change. /
*Les parcs figurant au plan sont illustrés de façon approximative, et leur taille et leur configuration sont
sujettes à modification.

Appendix 1: Demonstration Plan



January 2022

Manor Park Estates MANOR PARK GARDENS

AREA-SPECIFIC POLICY Annex 1 - Demonstration Plan

POLITIQUE PROPRES À UN SECTEUR DONNÉ Appendix 1 - Plan de démonstration

Estimate unit yields / Nombre estimé de logements

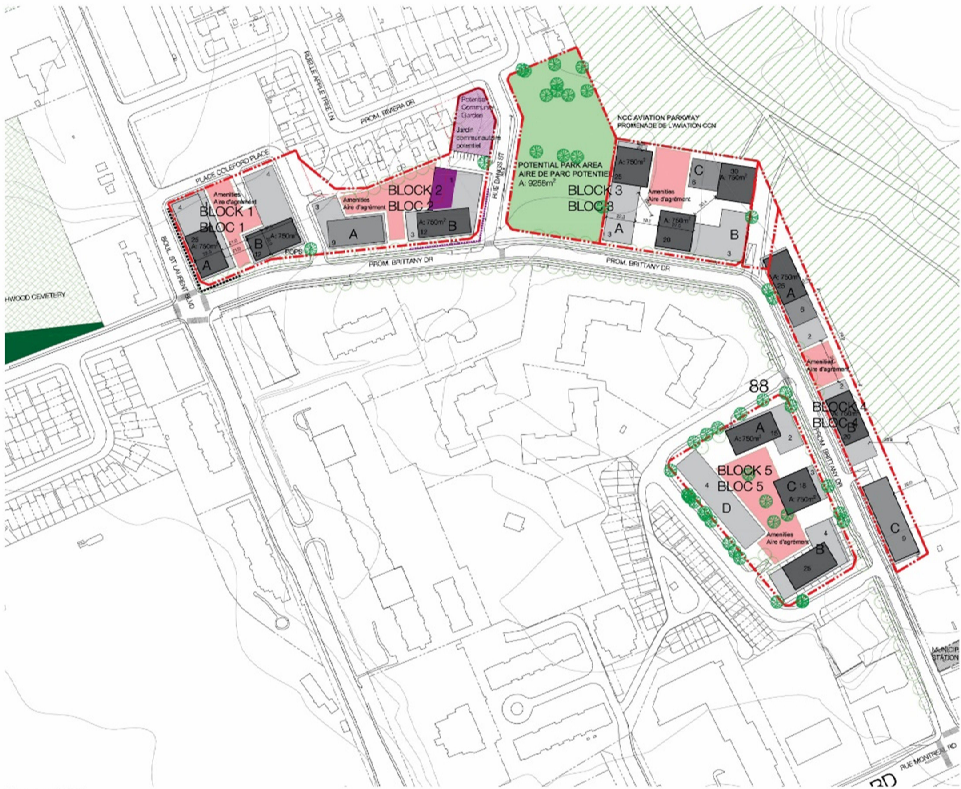
Total of apartments / Appartements totaux: ~1,309 units
Total of townhouse* units / Maisons en rangée totales: 126 units
Total number of units / Nombre total de logements: ~1,435 units
Potential commercial GFA / Superficie commerciale potentiel: ~8,250m²
*Stacked and Back-to-back townhouses

NORTH / NORD (MP Gardens)			
Block/Bloc	Apartments / Appartements	Townhouses / Maisons en rangée	Retail/Commercial (m ²)
Block/Bloc 1	61	46	1,156
Block/Bloc 2	236	32	1,587
Block/Bloc 3	61	48	0
Block/Bloc 4	309	0	3,437
Block/Bloc 5	84	0	0
Block/Bloc 6	164	0	0
Block/Bloc 7	394	0	2,070
TOTAL	1,309	126	8,250

LEGEND / LÈGENDE

- Proposed Building / Bâtiment proposé
- Landscaped Private Amenity Spaces / Aires d'agrément privées
- Existing Public Park / Parc public actuel
- NCC Aviation Parkway / Promenade de l'aviation CCN
- Proposed Park (Area dedicated + landscaped) / Parc proposé (Aire dédiée + échange de terrains)
- ROW Protection - Heritlock 30m / Protection d'emprises - Heritlock 30m
- Plaza - POPS / Plaza - POPS
- Potential for Commercial Active Frontages / Potentiel des façades actives commerciales
- Potential Private Walkway / Promenade privée potentiel
- Proposed Property Boundaries / Limites de propriétés proposées
- Setbacks / Marges de recul
- Existing Deciduous Tree - Envisaged to be retained / Arbre feuillu actuel - Envisagé à être retenu
- Existing Conifer Tree - Envisaged to be retained / Arbre conifère actuel - Envisagé à être retenu
- Proposed Tree / Arbre proposée

Appendix 2: Demonstration Plan



Manor Park Estates
MANOR PARK HEIGHTS

AREA-SPECIFIC POLICY
Annex 2 - Demonstration Plan

POLITIQUE PROPRES À UN
SECTEUR DONNÉ
Appendix 2 - Plan de démonstration

Estimate unit yield / Nombre estimé de logements

Total number of units/ Nombre total de logements: ~2,379 units
Potential commercial GFA/ Superficie commerciale potentiel: ~1,590m²
Potential Social Infrastructure GFA: ~1,869m²

SOUTH / SUD (MP Heights)			
	Apartments / Appartements	Townhouses / Maisons en rangée	Retail/Commercial (m2)
Block/Bloc 1	357	0	1,590
Block/Bloc 2	206	0	1,869
Block/Bloc 3	697	0	0
Block/Bloc 4	582	0	0
Block/Bloc 5	585	0	0
TOTAL	2,375	0	3,459

LEGEND / LEGENDE

- Proposed Building / Bâtiment proposé
- Landscaped Private Amenity Spaces / Aires d'agrément privés
- Potential Ground Floor Social Infrastructure Space / Potentiel pour des infrastructures sociales au rez-de-chaussée
- Potential for Community Garden / Potentiel d'un Jardin communautaire
- Proposed Park (area dedicated + road closure) / Parc proposé (Aire dédiée + Fermeture de route)
- NCC Aviation Parkway / Promenade de l'aviation CCN
- Potential Social Infrastructure Active Frontage / Potentiel pour ces infrastructures sociales au rez-de-chaussée
- Potential for Commercial Active Frontages / Potentiel des façades actives commerciales
- Proposed Property Boundaries / Limites de propriétés proposées
- Setbacks / Marges de recul
- Existing Deciduous Tree - Envisioned to be retained / Arbre feuillu actuel - Envisagé à être retenu
- Existing Conifer Tree - Envisioned to be retained / Arbre conifère actuel - Envisagé à être retenu
- Proposed Tree / Arbre proposée

January 2022

